2	2023年 8月 3 1日 此文件在	Appendix I of R Paper No. Y/SK
а. Э.	This document is received on <u>3 1 AUG 2023</u> . The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.	<u>Form No. S12A</u> <u>表格第 S12A</u> 號
	APPLICATION FOR	
AMENDM	ENT OF PLAN UNDER SEC	TION 12A OF
THE	E TOWN PLANNING ORDIN	JANCE
	(CAP.131)	
根據《	城市規劃條例》(第	131章)
第 1	2A條遞交的修訂圖	則 申 請
Planning Board's requi land owner, please refe	like to publish the <u>notice of application</u> in local newsparements of taking reasonable steps to obtain consent of or er to the following link regarding publishing the notice <u>k/tpb/en/plan_application/apply.html</u>	give notification to the current
申請人如欲在本地報望 土地擁有人所指定	章刊登 <u>申請通知</u> ,以採取城市規劃委員會就取得現行出的其中一項合理步驟,請瀏覽以下網址有關在 k/tpb/tc/plan_application/apply.html	-地擁有人的同意或通知現行 生指定的報章刊登通知:
https://www.info.gov.hl		
https://www.info.gov.hk		
https://www.info.gov.hk		
https://www.info.gov.hl General Note and Ann	<u>otation for the Form</u> <u>这註解</u>	
<u>https://www.info.gov.hl</u> <u>General Note and Ann</u> <u>填寫表格的一般指引及</u> [#] "Current land owner of the land to which 「現行土地擁有人 土地的擁有人的人	设註解 "means any person whose name is registered in the Land the application relates, as at 6 weeks before the applicatio 」指在提出申請前六星期,其姓名或名稱已在土地註	Registry as that of an owner in is made 冊處註冊為該申請所關乎的
<u>https://www.info.gov.hl</u> <u>General Note and Ann</u> <u>填寫表格的一般指引及 [#] "Current land owner of the land to which 「現行土地擁有人 土地的擁有人的人 Please attach docume</u>	公註解 " means any person whose name is registered in the Land the application relates, as at 6 weeks before the applicatio 」指在提出申請前六星期,其姓名或名稱已在土地註· entary proof 請夾附證明文件	l Registry as that of an owner m is made 冊處註冊為該申請所關乎的
 <u>https://www.info.gov.hl</u> <u>general Note and Ann</u> <u>填寫表格的一般指引及</u> "Current land owner of the land to which 「現行土地擁有人」 土地的擁有人的人 ^{&} Please attach docume ^ Please insert number 	改註解 "means any person whose name is registered in the Land the application relates, as at 6 weeks before the applicatio 」指在提出申請前六星期,其姓名或名稱已在土地註- entary proof 請夾附證明文件 where appropriate 請在適當地方註明編號	Registry as that of an owner m is made 冊處註冊為該申請所關乎的
<u>General Note and Ann</u> <u>填寫表格的一般指引及 [#] "Current land owner of the land to which 「現行土地擁有人 土地的擁有人的人 Please attach docume ^ Please insert number Please fill "NA" for inaj</u>	公註解 " means any person whose name is registered in the Land the application relates, as at 6 weeks before the applicatio 」指在提出申請前六星期,其姓名或名稱已在土地註· entary proof 請夾附證明文件	on is made 冊處註冊為該申請所關乎的

2302352

28/8 by hand Form No. S12A 表格第 S12A號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	Y/SK-HC/6.
	Date Received 收到日期	3 1 AUG 2023

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
 申請人須把填妥的申請表格及其他支持申請的文件(倘有),送交香港北角渣華道 333 號北角政府合署 15 樓城市規 劃委員會(下稱「委員會」)秘書收。
- 2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <u>http://www.info.gov.hk/tpb/</u>. 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: <u>http://www.info.gov.hk/tpb/</u>),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 樓及新界沙田上禾輩路 1 號沙田政府合署 14 樓)索取。
- 3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete. 此表格可從委員會的網頁下載,亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正 楷填寫表格。如果申請人所提交的資料或文件副本不齊全,委員會可拒絕處理有關申請。

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)

Bestime Enterprises 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) Prudential Surveyors International Limited

3.	Application Site 申請地點		
(a)	Whether the application directly relates to any specific site? 申請是否直接與某地點有關?	Yes 是 🗹 No 否 🗌	(Please proceed to Part 6 請繼續填寫第 6 部分)
(b)	Full address/ location/ demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及 地段號碼(如適用)	Lot No. 406, Sectio Remaining Portion of B of Lot No. 409, the Nos. 412, 414, the F Lot No. 418 and adj Lot No. 1860 (part),	, 403 (part), 404 (part), 405, Section A of Lot No. 406, the Remaining Portion of n A of Lot No. 407, the Remaining Portion of Section B of Lot No. 407, the of Lot no. 407, Section A of Lot No. 409 (part), the Remaining Portion of Section a Remaining Portion of Lot no. 409, the Remaining Portion of Lot No. 410, Lot Remaining Portion of Section A of Lot No. 418 (part), the Remaining Portion of oining government land in Demarcation District 210; The remaining Portion of the Remaining Portion of Section A of Lot No. 1861 and adjoining government District 244 at Ho Chung, Sai Kung, New Territories, Hong Kong
(c)	Site Area 申請地點面積	3,190	sq.m 平方米 🛛 About 約

2

(d)	Area of Governn included (if any) 所包括的政府土地面积		606sq.m	1平方米	☑ About 約	
(e)	Current use(s) 現時	用途	temporary structures, open storage, ve and other workshop activities in similar	hicle repa nature	ir workshop	
			(If there are any Government, institution or community fa and specify the use and gross floor area) (如有任何政府、機構或社區設施,請在圖則上顯示)			
4.	"Current Land Ov	vner" of A	pplication Site 申請地點的「現行土地	也擁有人	L	
The	applicant 申請人 -					
			ease proceed to Part 6 and attach documentary proof 指繼續填寫第6部分,並夾附業權證明文件)。	of ownership)).	
			(please attach documentary proof of ownership). (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)						
(b)	The applicant 申請人 -	-				
	 Ine applicant 申請人 – has obtained consent(s) of "current land owner(s)"[#]. 已取得					
	Details of consen	t of "current l	and owner(s)" [#] obtained 取得「現行土地擁有人」	」 [#] 同意的詳	情	
	No. of 'Current Land Owner(s)' 「現行土地擁 有人」數目Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)					
	(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足,請另頁說明)					

E

۲

-

Parts 3 (Cont'd) 4 and 5, 第3 (續)、第4 及第5部

D	Petails of the "current land owner(s)" # notified 已獲通知「現行土地擁有人」#	的詳細資料	
La	lo. of 'Current and Owner(s)' 現行土地擁 百人」數目	Date of notificatio given (DD/MM/YYYY) 通知日期(日/月/年)	
(Ple	case 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)	
已抄	taken reasonable steps to obtain consent of or give notification to owner(s): 采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:		
Rea	asonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的	的合理步驟	
	sent request for consent to the "current land owner(s)" ^{#&} on 於(日/月/年)向每一名「現行土地擁有人」 [#] 郵遞要求同	(DD/MM/YYYY]意書 ^{&}	
Rea	asonable 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/YY 於(日/月/年)在指定報章就申請刊登一次通知 ^{&}	YYY)	
	posted notice in a prominent position on or near application site/premises ^{&} on (DD/MM/YYYY)		
	於(日/月/年)在申請地點/申請處所或附近的顯明位置	貼出關於該申請的通	
	sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee ^{&} on (DD/MM/YYYY) 於 (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處		
	或有關的鄉事委員會 ^{&}		
Othe	ers 其他		
	others (please specify) 其他(請指明)		
-			
-			

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

.

5 -

Parts 5 (Cont'd) 第5部分(續)

No. S/SK-HC/11
] 商業 [] evelopment []
]
工業 []
] 露天貯物 []
]休憩用地[]
綠化地帶 []
Scientific Interest []
值地點 []
se/ Petrol Filling Station/
ecify)
evelopment] 工業 []] 露天貯] 休憩用址 緣化地帶 ion Area [] Scientific Ir 值地點 [se/□Petrol

./

A.

1.1

1 ×

4 .0

Parts 6 and 7 第6及第7部分

8

(b) Propose to amend the Notes of the Plan(s) 建議修訂圖則的《註釋》
☑ Covering Notes 《註釋》說明頁
☑ Notes of the zone applicable to the Site 適用於申請地點土地用途地帶的《註釋》
Details of the proposed amendment(s) to the Notes of the Plan, where appropriate, are as follows: (Please use separate sheets if the space below is insufficient)
建議修訂圖則的《註釋》的詳情,如適用: (如下列空間不足,請另頁說明)
Please see the planning statement attatched.

☑ Proposed Notes of Schedule of Uses of the zone attached 夾附對《 註釋 》的擬議修訂

8. Details of Proposed Amendment (if any) 擬議修訂詳情 (倘有)

☑ Particulars of development are included in the Appendix. 附錄包括一個擬議發展的細節。

□ No specific development proposal is included in this application. 這宗申請並不包括任何指定的擬議發展計劃。

9. 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 see the planning statement attatched.

Parts 7 (Cont'd), 8 and 9 第 7 (續)、第 8 及第 9 部分

579779
······

5

L J

ું છે. મુંગ પ્

Γ

Part 9 (Cont'd) 第9部分(續)

10. 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 <i>Rayment</i> □ Applicant 申請人 / ☑ Authorised Agent 獲授權代理人
TAM, RAYMOND CHI HOTechnical Director, Planning and DevelopmentName in Block LettersPosition (if applicable)姓名(請以正楷填寫)職位 (如適用)
Professional Qualification(s) ☑ Member 會員 / □ Fellow of 資深會員 專業資格 ☑ 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 香港國境師學會 / □ HKIUD 香港城市設計學會 □ RPP 註冊專業規劃師
Others 其他 on behalf of 代表 Prudential Surveyors International Limited
☑ Company 公司 / □ Organisation Name and Chop (if applicable) 機構名稱及蓋章(如適用)
Date 日期
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
 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。
 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。

1 1

5 × 1

.

4

APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) 根據城市規劃條例(第 131 章)第 12A 條遞交的修訂圖則申請

Development Proposal (only for indicative purpose) 擬議發展的發展計劃(只作指示用途)

1.	Deve	lopment Proposal 擬議發展計劃	
	Propose Propose Propose Propose	d Gross floor area (GFA) 擬議總樓面面積 d plot ratio 擬議地積比率 d site coverage 擬議上蓋面積 d number of blocks 擬議座數 d number of storeys of each block 築物的擬議層數	2,393 sq.m. 平方米 ☑ About 約
Ŋ		d building height of each block 築物的擬議高度	m 米 ☑ About 約 mPD 米(主水平基準上) □ About 約
	G nu av	mestic part 住用部分 FA 總樓面面積 umber of units 單位數目 verage unit size 單位平均面積 stimated number of residents 估計住客數目 n-domestic part 非住用部分 hotel 酒店 office 辦公室 shop and services/eating place 商店及服務行業/食肆 Government, institution or community facilities 政府、機構或社區設施	2393 sq.m. 平方米 ☑ About 約 8
		other(s)其他	area(s)/OFA(s)) (請註明用途及有關的地面面積/總樓面面積) (please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積)
	Open spa	ace 休憩用地 private open space 私人休憩用地 public open space 公共休憩用地	(please specify land area(s)) (請註明面積) 32 sq.m.平方米☑ Not less than 不少於 sq.m.平方米□ Not less than 不少於

☑ Transport-related facilities 與運輸有關的設施	
✓ parking spaces 停車位	(please specify type(s) and number(s))
	(請註明種類及數目)
Private Car Parking Spaces 私家車車位	16 nos. (incl. 8 nos. of accessible car parking spaces)
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)	
☑ loading/unloading spaces 上落客貨車位	(please specify type(s) and number(s))
Solar and the Balance Solar of ADS	(請註明種類及數目)
Taxi Spaces 的士車位	
Coach Spaces 旅遊巴車位	
Light Goods Vehicle Spaces 輕型貨車車位	.1
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)	
	(please specify type(s) and number(s))
other transport-related facilities	(請註明種類及數目)
其他與運輸有關的設施	
Use(s) of different floors (if applicable) 各樓層的用途(如適用)	
Use(s) of different floors (if applicable) 谷處崎田田 (如) 爾田)	
[Block number] [Floor(s)]	[Proposed use(s)]
	[Proposed use(s)] [擬議用途]
[Block number] [Floor(s)] [座數] [層數]	
[Block number] [Floor(s)]	
[Block number] [Floor(s)] [座數] [層數]	
[Block number] [Floor(s)] [座數] [層數]	
[Block number] [Floor(s)] [座數] [層數]	
[Block number] [Floor(s)] [座數] [層數] House 1-8 3 Domestic usage	
[Block number] [Floor(s)] [座數] [層數] House 1-8 3 Domestic usage	[擬議用途]
[Block number] [Floor(s)] [座數] [層數] House 1-8 3 Domestic usage	[擬議用途]
[Block number] [Floor(s)] [座數] [層數] House 1-8 3 Domestic usage	[擬議用途]
[Block number] [Floor(s)] [座數] [層數] House 1-8 3 Domestic usage	[擬議用途]
[Block number] [Floor(s)] [座數] [層數] House 1-8 3 Domestic usage	[擬議用途]
[Block number] [Floor(s)] [座數] [層數] House 1-8 3 Domestic usage	[擬議用途]
[Block number] [Floor(s)] [座數] [層數] House 1-8 3 Domestic usage Proposed use(s) of uncovered area (if any) 露天地方(倘有) Any vehicular access to the site? 是否有車路通往地盤?	[擬議用途] 的擬議用途
[Block number] [Floor(s)] [座數] [層數] House 1-8 3 Domestic usage Proposed use(s) of uncovered area (if any) 露天地方(倘有) May vehicular access to the site? 是否有車路通往地盤? Yes 是 ☑ There is an existing access. (please indicate the street)	[擬議用途] 的擬議用途
[Block number] [Floor(s)] [座數] [層數]	[擬議用途]
[Block number] [Floor(s)] [座數] [層數] House 1-8 3 Domestic usage Proposed use(s) of uncovered area (if any) proposed use(s) of uncovered area (if any) mathrmal Any vehicular access to the site? 是否有車路通往地盤? Yes 是 Yes 是 There is an existing access. (please indicate the strating access.) Luk Mei Tsuen Road	[擬議用途]
[Block number] [Floor(s)] [座數] [層數] House 1-8 3 Domestic usage Proposed use(s) of uncovered area (if any) 露天地方(倘有) Any vehicular access to the site? 是否有車路通往地盤? Yes 是 ☑ There is an existing access. (please indicate the streft of a f a construction of	[擬議用途]
[Block number] [Floor(s)] [座數] [層數] House 1-8 3 Domestic usage Proposed use(s) of uncovered area (if any) proposed use(s) of uncovered area (if any) mathrmal Any vehicular access to the site? 是否有車路通往地盤? Yes 是 Yes 是 There is an existing access. (please indicate the strating access.) Luk Mei Tsuen Road	[擬議用途]
[Block number] [Floor(s)] [座數] [層數] House 1-8 3 Domestic usage Proposed use(s) of uncovered area (if any) 露天地方(倘有) Any vehicular access to the site? 是否有車路通往地盤? Yes 是 ☑ There is an existing access. (please indicate the streft of a f a construction of	[擬議用途]
[Block number] [Floor(s)] [座數] [層數] House 1-8 3 Domestic usage	[擬議用途]
[Block number] [Floor(s)] [座數] [層數] House 1-8 3 Domestic usage Proposed use(s) of uncovered area (if any) 露天地方(倘有) Any vehicular access to the site? 是否有車路通往地盤? Yes 是 ☑ There is an existing access. (please indicate the streft of a f a construction of	[擬議用途]

如發展涉及靈灰安置所用途,請填妥於此附件後附錄的表格。

2

5 . ¹ .

. .

2. Impacts of Dev	elopment Pr	oposal 擬議發展計劃的影響			
justifications/reasons for	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。				
Does the development proposal involve alteration of existing building?	Yes 是	□ Please provide details 請提供詳情			
擬議發展計劃是否包 括現有建築物的改動?	No 否	\square			
Does the development proposal involve the operation on the right? 擬議發展是否涉及右 列的工程?	Yes 是 No 否	 □ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) □ (請用地盤平面圖顯示有關土地/池塘界線、以及河道改道、填塘、填土及/或挖土的細節及/或範圍) □ Diversion of stream 河道改道 □ Filling of pond 填塘 Area of filling 填塘面積			
Would the development proposal cause any adverse impacts? 擬議發展計劃會否造 成不良影響?	Landscape Imp Tree Felling Visual Impact Others (Please ———————————————————————————————————	交通 Yes 會 □ No 不會 ☑ ly 對供水 Yes 會 □ No 不會 ☑ 対排水 Yes 會 □ No 不會 ☑ 対坡 Yes 會 □ No 不會 ☑ ppes 受斜坡影響 Yes 會 □ No 不會 ☑ poet 構成景觀影響 Yes 會 □ No 不會 ☑ 放伐樹木 Yes 會 □ No 不會 ☑ 軟伐樹木 Yes 會 □ No 不會 ☑ 素pecify) 其他 (請列明) Yes 會 □ No 不會 ☑ exasure(s) to minimise the impact(s). For tree felling, please state the number, diameter t and species of the affected trees (if possible) 沙影響的措施。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			

i.

5 -

.

. 1

<u>Appendix (Cont'd) 附錄(續)</u>

0

如發展涉及靈灰安置所用途,請另外填妥以下資料	
Ash interment capacity 骨灰安放容量 [@]	
Maximum number of sets of ashes that may be interred in the niches 在龕位內最多可安放骨灰的數量 Maximum number of sets of ashes that may be interred other than in niches 在非龕位的範圍內最多可安放骨灰的數量	
Fotal number of niches 龕位總數	
Total number of single niches 單人龕位總數	
Number of single niches (sold and occupied) 單人龕位數目 (已售並佔用) Number of single niches (sold but unoccupied) 單人龕位數目 (已售但未佔用) Number of single niches (residual for sale) 單人龕位數目 (待售)	
Total number of double niches 雙人龕位總數	
Number of double niches (sold and fully occupied) 雙人龕位數目 (已售並全部佔用) Number of double niches (sold and partially occupied) 雙人龕位數目 (已售並部分佔用) Number of double niches (sold but unoccupied) 雙人龕位數目 (已售但未佔用) Number of double niches (residual for sale) 雙人龕位數目 (待售)	
Total no. of niches other than single or double niches (please specify type) 除單人及雙人龕位外的其他龕位總數 (請列明類別)	
Number. of niches (sold and fully occupied) 龕位數目 (已售並全部佔用) Number of niches (sold and partially occupied) 龕位數目 (已售並部分佔用) Number of niches (sold but unoccupied) 龕位數目 (已售但未佔用) Number of niches (residual for sale)	
龕位數目 (待售)	8
roposed operating hours 擬議營運時間	
 a Ash interment capacity in relation to a columbarium means – 就靈灰安置所而言,骨灰安放容量指: the maximum number of containers of ashes that may be interred in each niche in the co 每個龕位內可安放的骨灰容器的最高數目; the maximum number of sets of ashes that may be interred other than in niches in any a 在該靈灰安置所並非龕位的範圍內,總共最多可安放多少份骨灰;以及 the total number of sets of ashes that may be interred in the columbarium. 	

j

.....

**

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.) (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。) (For Official Use Only) (請勿填寫此欄) Application No. 申請編號 Location/address Lots Nos. 402 (part), 403 (part), 404 (part), 405, Section A of Lot No. 406, the Remaining Portion of Lot No. 406, Section A of Lot No. 407, the Remaining Portion of Section B of Lot No. 409, the Remaining Portion of Lot no. 407, Section A of Lot No. 409 (part), the Remaining Portion of Section B of Lot No. 409, the Remaining Portion of Lot no. 409, the Remaining Portion of Lot No. 409 位置/地址 No. 410, Lot Nos. 412, 414, the Remaining Portion of Section A of Lot No. 418 (part), the Remaining Portion of Lot No. 418 and adjoining government land in Demarcation District 210; The remaining Portion of Lot No. 1860 (part), the Remaining Portion of Section A of Lot No. 1861 and adjoining government land in Demarcation District 244 at Ho Chung, Sai Kung, New Territories, Hong Kong Site area sq. m 平方米 ☑ About 約 3,190 地盤面積 (includes Government land of 包括政府土地 sq.m 平方米 ☑ About 約) 606 Plan Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 圖則 Zoning Residential (Group D) 地帶 Residential (Group E) Area shown as 'Road' Proposed \checkmark Amend the Covering Notes of the Plan Amendment(s) 擬議修訂 修訂圖則《註釋》的說明頁 \checkmark Amend the Notes of the zone applicable to the site 修訂適用於申請地點土地用途地帶的《註釋》 "Residential (Group D/" ("R(D)"), \checkmark to "Residential (Group C)3)" ("R(C)3") 把申請地點由 地帶改劃為

Development Parameters (for indicative purpose only) 發展參數(只作指示用途)

(i)	Gross floor area		sq.n	n 平方米	Plot Rat	tio 地積比率
	and/or plot ratio 總樓面面積及/或 地積比率	Domestic 住用	2,393	 ☑ About 約 □ Not more than 不多於 	0.75	☑About 約 □Not more than 不多於
		Non-domestic 非住用	đ .,	□ About 約 □ Not more than 不多於	ň.	□About 約 □Not more than 不多於
(ii)	No. of block 幢數	Domestic 住用	8	5	1	
		Non-domestic 非住用		ž		
		Composite 綜合用途	145	25	14	a t

	Building height/No. of storeys 建築物高度/層數	Domestic 住用	m 米 ☑ (Not more than 不多於)
			mPD 米(主水平基準上) □ (Not more than 不多於)
			3 Storeys(s) 層 ☑ (Not more than 不多於)
			(□Include 包括1 ¹ Exclude 不包括 1 ¹ Carport 停車間 □ Basement 地庫 □ Refuge Floor 防火層 □ Podium 平台)
		Non-domestic 非住用	m 米 □ (Not more than 不多於)
			mPD 米(主水平基準上) □ (Not more than 不多於)
		Composite 綜合用途	Storeys(s) 層 □ (Not more than 不多於)
			(□Include 包括/□ Exclude 不包括 □ Carport 停車間 □ Basement 地庫 □ Refuge Floor 防火層 □ Podium 平台)
			m 米 □ (Not more than 不多於)
			mPD 米(主水平基準上) □ (Not more than 不多於)
			Storeys(s) 層 □ (Not more than 不多於) (□Include 包括/□ Exclude 不包括 □ Carport 停車間 □ Basement 地庫 □ Refuge Floor 防火層 □ Podium 平台)
	Site coverage 上蓋面積		25 % Z About 約
	No. of units 單位數目	8	
	Open space 休憩用地	Private 私人	32 sq.m 平方米 ☑ Not less than 不少於
		Public 公眾	sq.m 平方米 □ Not less than 不少於

2

.

à.

For Form No. S.12A 供表格第 S.12A 號用

(vii)	No. of parking spaces and loading / unloading spaces 停車位及上落客貨 車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明)	8
		Accessible Car Parking Spaces	8
		Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位/停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明)	1

2

ן ג הע

1

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

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.

2

.

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。



26th July 2024

Paper No. Y/SK-HC/6 **Prudential Surveyors International Limited** 測建行有限公司

Appendix Ia of RNTPC

Your Ref.: -Our Ref.: 2023/(PSIL)BELSKRD2/PSIL/TPB/L09 R1

By Post and Email (tpbpd@pland.gov.hk) Town Planning Board Secretariat 15/F, North Point Government Offices 333 Java Road, North Point, Hong Kong

Dear Sirs,

Re: Planning Application under Section 12A of Town Planning Ordinance to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

-S12A Application No. Y/SK-HC/6-

I refer to the captioned application. We hereby submit 4 hardcopies of the consolidated Planning Statement for the same. This copy supersedes the previous Further Information (FI) submissions and there are no updates in the consolidated Planning Statement.

We look forward to your favourable consideration on the captioned application. Should you have any further queries, please feel free to contact the undersigned.

Yours faithfully, For and on behalf of PRUDENTIAL SURVEYORS INT'L LTD

Raymond C H Tam Technical Director, Planning and Development Tel: 2531 8727 Email: raymondtam@pruden.com.hk

CH/HY/hy

Encl. Enclosure 1: Response-to-Departmental Comments Table cc: (by email)

- Ms. KONG Sze Nga, Tammy (Sr Town Plnr/Sai Kung; Email: tsnkong@pland.gov.hk) of PlanD
- Applicant





3/F & 2/F Tung Hip Commercial Building 244 Des Voeux Road Central Hong Kong 香港德輔道中244號東協商業大廈3樓及2樓 T +852 2507 8333 F +852 2531 8888 E info@pruden.com.hk www.pruden.com.hk Member of PRUDEN





PRUCOM



Consolidated Planning Statement

For

Planning Application under Section 12A of Town Planning Ordinance to
Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

Consultant Version: Date: Prudential Surveyors International Limited A July 2024

Table of Content

E.	xecutiv	e Summary	5
行	<i>下政摘</i>	要	6
1	Intr	oduction / Background	7
2	Site	Context	9
	2.1	The Site and its Surroundings	9
3	Plan	nning and Land Contexts1	0
	3.1	Statutory Planning Context	0
	3.2	Non-Statutory Planning Context	2
	3.3	Planning History1	4
	3.4	Similar Cases1	5
	3.5	Land Status1	6
4	Poli	cy Context1	8
5	Ame	endment Proposal1	9
6	Prop	posed Development1	9
	6.1	Proposed Residential Development1	9
	6.2	Landscape Proposal2	0
	6.3	Proposed Traffic Arrangement2	.0
7	Tech	hnical Assessments supporting the application2	1
	7.1	Traffic Impact Assessment	.1
	7.2	Visual Impact Assessment	.1
	7.3	Sewerage and Drainage Impact Appraisal	.1
	7.4	Water Supply Appraisal	.1
	7.5	Air Quality Impact Assessment	2
	7.6	Noise Impact Appraisal	2
	7.7	Land Contamination Review	2
8	Plan	ning Justifications2	3
	8.1	In line with the Chief Executive's Latest Policy Address 20222	
	8.2	Contributing to the Private Housing Supply	3
	8.3	An Appropriate Zoning to Reflect the Residential Density and Current Land Use2	3
	8.4	Compatible with the Surrounding Land Uses in terms of Development Intensity an Character of the Area	
	8.5	Compatible with the Surroundings in Visual and Urban Design Context2	
	8.6	Better Utilisation of Land Resources	4
	8.7	Enable Upgrading of the Adjoining Neighbourhood and Improve the Quality of the General Environment	
	8.8	Facilitate Local Accessibility through Grant of Right of Way of Local Access Road2	4

9	0.10	clusion	
	8.13	Would Not Result in Undesirable Precedent Case	26
	8.12	No Adverse Traffic, Visual, Air Quality, Noise Impact and Infrastructural Issues	26
	8.11	Provides a Landscape Plan in compliance with APP-152 and HKPSG	25
	8.10	Adopt a Responsive Architecture and Landscape Layout Design	25
	0.9	improve Edear warkability and Safety through Trovision of Dedicated Tedestrian Foot	•
	8.9	Improve Local Walkability and Safety through Provision of Dedicated Pedestrian Foot	nath

List of Figures

List of Tables

Table 1.1	Summary of Development Parameters
Table 3.1	Site Composition
Table 3.2	Permissible Development Parameters from the OZP
Table 3.3	Previous Planning Applications 1995 to 2021.
Table 3.4	Current and Previous Zonings of the Parcels of the Site Since 1990
Table 3.5	Similar Cases on Proposed Amendments of Plan
Table 3.6	Lots in Demarcation District 210
Table 3.7	Lots in Demarcation District 244
Table 6.1	Proposed Development Schedules

List of Appendices

Appendix A	Architectural Layout Plans
Appendix B	Landscape Proposal
Appendix 1	Traffic Impact Assessment
Appendix 2	Visual Impact Assessment
Appendix 3	Sewerage and Drainage Impact Appraisal
Appendix 4	Water Supply Appraisal
Appendix 5	Air Quality Impact Assessment
Appendix 6	Noise Impact Appraisal

Executive Summary

Prudential Surveyors International Limited (**PSIL/the Consultant**) is appointed by the Client (**the Client/Applicant**) to prepare this planning submission (**the Submission/the Planning Statement**) for proposing amendments (**the Proposed Amendments**) to the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 (the Approved OZP).

The Subject Site (the Site) is of 3,190 sq.m. and falls within an area zoned "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' under the Approved OZP. The Proposed Amendments are to facilitate the development of a proposed residential development (the Proposed Development). It consists of a residential development with the provision of 8 units to provide a Gross Floor Area (GFA) of about 2,393 sq.m. at a Plot Ratio (PR) of 0.75. The Proposed Amendments include to rezone the Subject Site from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3)" ("R(C)3") zoned with a maximum PR of 0.75, a maximum site coverage of 25% and a maximum building height of 12m with 3-storey over one storey of carport on the Approved OZP. This Planning Statement is to support the Proposed Amendments.

A series of assessments, including Traffic Impact Assessment, Visual Impact Assessment, Sewerage and Drainage Impact Appraisal, Water Supply Appraisal, Air Quality Impact Assessment and Noise Impact Appraisal, have been carried out to ensure that the Proposed Development is suitable in the current context and is acceptable in planning, urban design, traffic, environment and infrastructural terms. In summary, the Proposed Amendments are justified on the following grounds that the Proposed Development:

- is in line with the Chief Executive's Latest Policy Address 2022;
- is contributing to the private housing supply;
- is an appropriate zoning to reflect the residential density and current land use;
- is compatible with the surrounding land uses in terms of development intensity and character of the area;
- is compatible with the surroundings in visual and urban design context;
- is a better utilisation of land resources;
- will enable upgrading of the adjoining neighbourhood and improve the quality of the general environment;
- will facilitate local accessibility through grant of right of way of local access road;
- will improve local walkability and safety through provision of dedicated pedestrian footpath;
- has adopted a responsive architecture and landscape layout design;
- provides a landscape plan in compliance with APP-152 and HKPSG;
- has no adverse traffic, visual, air quality, noise impact and infrastructural issues; and
- would not result in undesirable precedent case.

This PS demonstrates that this Submission deserves favourable consideration by the TPB in light of the justifications provided. We trust that the TPB will see fit to adopt the Proposed Amendments.

行政摘要

測建行有限公司(測建行/顧問公司)代表項目倡議者(項目倡議者/申請人)準備此規 劃申請(申請/規劃聲明),對已獲核准的蠔涌分區規劃大綱圖編號 S/SK-HC/11(已獲 核准的大綱圖)提出修訂(擬議修訂)。

申請地點(該地點)面積約 3,190 平方米,位於已獲核准的大綱圖範圍內被劃作「住 宅(丁類)」("R(D)")用途地帶、「住宅(戊類)」("R(E)")用途地帶及顯 示為「道路」的地方。擬議修訂旨在促進於申請地點發展住宅項目(擬議用途)。當 中包括在該住宅項目根據 0.75 倍的地積比率興建八個單位,以提供 2,393 平方米的總 樓面面積。建議的修訂包括把該用地由住宅(丁類)」("R(D)")用途地帶、「住 宅(戊類)」("R(E)")用途地帶及顯示為「道路」的地方改劃為「住宅(丙類) 3」("R(C)"3)用途地帶。於已獲核准的大綱圖的擬議住宅發展的最高地積比率為 0.75 倍,最高上蓋面積為 25%,最高建築物高度為 12 米,即一層開敞式停車間上加三 層。此規劃聲明是為了支持擬議修訂。

一系列技術評估,包括交通影響評估、視覺影響評估、污水及排水影響評估、供水評 估、空氣質素影響評估和噪音影響評估已完成以確保擬議發展項目符合在該區域目前 的情況,以及在規劃、城市設計、交通、環境和基礎設施方面的要求。總括而言,本 規劃申請有充份的理據支持,是次規劃申請:

- 符合 2022 年行政長官最新施政報告方針;
- 為私人住宅市場增加供應;
- 反映居住密度和現行的土地用途為適當的區劃;
- 與周邊土地用途兼容,符合地區的發展密度和特徵;
- 與周邊視覺/城市設計框架兼容;
- 善用珍貴土地資源;
- 可協助改善鄰近地區的環境;
- 在地盤上半部分周邊開放道路權,改善區內的可達性;
- 在地盤上半部分周邊開闢行人路,改善區內行人的便利和安全性;
- 擬議發展有多項優點,建築形態與周邊環境融合
- 提供符合 APP-152 和香港規劃標準與準則的景觀概念設計;
- 不會對交通、視覺、空氣質素、噪音影響和土地造成任何不利影響;和
- 不會造成不良先例。

基於以上各點所提出的理據支持,我們懇請城市規劃委員會對是項規劃申請批給許可。

1 Introduction / Background

- 1.1.1 Prudential Surveyors International Limited (**PSIL/the Consultant**) is appointed by the Client (**the Client/the Applicant**) to prepare this planning submission (**the Submission/the Planning Statement**) (**PS**) for proposing amendments (**the Proposed Amendments**) to the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 (**the Approved OZP**) on 21 March 2014.
- 1.1.2 The Subject Site (the Site) is of 3,190 sq.m. and falls within an area zoned "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' under the Approved OZP. The Proposed Amendments are to facilitate the development of a proposed residential development (**the Proposed Development**). It consists of a residential development with the provision of 8 units to provide a Gross Floor Area (GFA) of about 2,393 sq.m. at a Plot Ratio (PR) of 0.75.
- 1.1.3 This PS is to support the Proposed Amendments to rezone the Subject Site from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") zoned with a maximum PR of 0.75, a maximum site coverage of 25% and a maximum building height of 12m with 3-storey over one storey of carport PR of 0.75 on the Approved OZP.
- 1.1.4 The subject site (the Site) is located on various lots in Demarcation District 210 and Demarcation District 244 in Ho Chung, Sai Kung [refer to **Figures 1.1 and 1.2**]. A summary of the development parameters of the "parcels" is shown in **Table 1.1**:

Planning Statement for Amendment of Plan

Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E))" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

	"Parcel A" (A)	"Parcel B" (B)	"Parcel C" (C)	Overall (A)+(B)+(C)	Proposed Development
Site Area	About 793 sq.m.	About 1,474 sq.m.	About 923 sq.m.	About 3,190 sq.m.	About 3,190 sq.m.
Current Zoning/ Proposed	"R(D)"	"R(E)" and area shown as 'Road'	"R(E)"	N.A.	"R(C)3"
Plot Ratio (PR) Restriction on OZP/Proposed	0.2	0.4 (for "R(E)) Nil (for 'Road')	0.4	N.A.	0.75
Site Coverage (SC) Restriction on OZP/Proposed	20%	N.A.	N.A.	N.A.	25%
Building Height Restriction (BHR) on OZP/Proposed	2 storeys (6m)	2 storeys over 1 storey of carport (9m) (for "R(E)" and Nil (for 'Road')	2 storeys over 1 storey of carport (9m)	N.A.	3-storeys over one storey of carport (12m)

Table 1.1 Summary of Development Parameters

1.1.5 The purpose of the PS is to provide members of the Town Planning Board (the TPB) with details of the development proposal, justifications on the Proposed Amendments and the relevant information to facilitate the TPB's consideration.

2 Site Context

2.1 The Site and its Surroundings

- 2.1.1 The Site, with an area of about 3,190 sq.m., is located to the west of the Marine Cove and Hiram's Highway. [refer to **Figure 2.1**] It is accessible with the Luk Mei Tsuen Road/Ho Chung North Road. The area is served by a number of bus and minibus services to and from Hang Hau, Tseung Kwan O, Choi Hung and Diamond Hill. Hang Hau MTR station is located around 15 minutes' driving distance from the Site. The access of the area have been enhanced upon the completion of the Hiram's Highway Improvement Stage 1 in February 2021.
- 2.1.2 The Ho Chung area and its infrastructure and landscape environmental capacity and conditions have been generally enhanced with the completion of the Hiram's Highway Improvement Stage 1. Many new improvements have been made including the widening of sections of Hiram's Highway, the widening of the Ho Chung Road and the widening and realignment of the existing Luk Mei Tsuen Road to increase the road capacity. [refer to **Figure 2.2**] In addition, associated civil and road works, slope and geotechnical works, public lighting facilities, drainage and waterworks, and landscaping works have provided utility and infrastructure support to the area. As a result, the access and infrastructure capacity of the Ho Chung area have been enhanced.
- 2.1.3 The Site is divided into two parts by Ho Chung North Road (main road). The majority of the Site is situated to the north of Ho Chung North Road (Parcels A and B) and the remaining portion is situated to the south of Ho Chung North Road (Parcel C). The majority of the Parcels A and B of the Site appears to be occupied by open storage, vehicle repair workshop and other rural workshop activities in similar nature; while the northeastern part of the Parcels A and B are occupied by the existing Luk Mei Tsuen Road (side road) and an association named "西貢區惠州同鄉孟蘭勝會". Parcel C of the Site is mainly occupied by an open car park with some temporary structures [refer to **Figure 2.3**].
- 2.1.4 The Site is surrounded by rural dwellings, vehicle workshops, light industry, vegetation, former ATV Production Centre (abandoned), Che Kung Temple, residential developments, refuse collection point and New Territories Exempted Houses (NTEHs). The details of the planned context and the current context of the surroundings are as follows [refer to **Figure 2.1**]: -

Planned Context

- to the north east of the Site are 15 planned houses with valid planning permission until 16.04.2025;
- to the far south of the Site are 48 planned houses with valid planning permission until 9.6.2027;

Current Context

- to the north of the Site are some 2- and 3-storey rural dwellings;
- to the east of the Site is some vehicle repair workshops and other light industry uses in temporary structures in a rural industrial setting;
- to the southeast of the Site is an area zoned "Green Belt" ("GB") under the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 (the OZP) with rich vegetation;
- to the further south is the former ATV Production Centre (abandoned) and Che Kung Temple;

- to the distance south (about 500 metres) are the residential developments of Dynasty Lodge (34 houses) and Villa Royale (10 blocks with 30 units);
- to the west of the Site is a refuse collection point (RCP)and vehicle repair workshops; and
- to the further west is Luk Mei Village with a mixture of traditional single-storey village dwellings and modern 3-storey New Territories Exempted Houses (NTEHs).

3 Planning and Land Contexts

3.1 Statutory Planning Context

Town Planning Ordinance (TPO) (CAP. 131)

- 3.1.1 The Site falls within an area partly zoned "Residential (Group D)" ("R(D)"), partly zoned "Residential (Group E)" ("R(E)") and partly within an area shown as 'Road' under the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 (the OZP) [refer to **Figure 3.1**].
- 3.1.2 Due to different zonings, the Site could be considered as three parcels, namely Parcel A within "R(D)" zone, Parcel B within "R(E)" zone and an area shown as 'Road', and Parcel C within "R(E)" zone. Table 3.1 summarises the associated areas of the three parcels.

Site	Zone/ area shown as	Area (Approx.) ¹	Approx. Percentage
Parcel A	"R(D)"	Not more than 793 sq.m.	24.9%
Parcel B	"R(E)" and 'Road'	Not more than 1,474 sq.m.	46.2%
Parcel C	"R(E)"	Not more than 923 sq.m.	28.9%
Total:		Not more than 3,190 sq.m.	100%

Table 3.1 Site Composition

Note: 1=The data is measured on plan and for indicative purpose only. It shall be subject to future detailed boundary survey.

"Residential (Group D)" zone

- 3.1.3 According to the Schedule of Uses of "R(D)" zone of the OZP, the planning intention of the "R(D)" zone is "primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings." It is also "intended for low-rise, low-density residential developments subject to planning permission from the Town Planning Board." [refer to **Figure 3.3**]
- 3.1.4 With reference to the Schedule of Uses of the OZP, the proposed 'House (not elsewhere specified)' use is a use under Column 2 and realisation of the proposed use be permissible on application to the TPB under Section 16 of the TPO.
- 3.1.5 The following salient points are applicable to the developments to be erected in the "R(D)" zone: [refer to **Figure 3.3**]
 - "No addition, alteration and/or modification to or in-situ redevelopment of an existing temporary structure or an existing building (except to 'New Territories Exempted House' or to those annotated with #) shall result in a total development and/or redevelopment in excess of a <u>maximum building area of 37.2m²</u> and a <u>maximum building height of 2 storeys (6m)</u>, or the building area and height of the

building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater."

- "No development including redevelopment for 'Flat' and 'House' (except 'New Territories Exempted House') uses, other than those to which paragraph (a) above shall apply, shall result in a development and/or redevelopment in excess of a maximum plot ratio of 0.2, a maximum site coverage of 20% and a maximum building height of 2 storeys (6m)."
- "Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraph (b) [i. e. The above stated para.] above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance."

"Residential (Group E)" zone

- 3.1.6 According to the Schedule of Uses of "R(E)" zone of the OZP, the planning intention of the "R(E)" zone is "primarily for phasing out of existing industrial uses through redevelopment for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem." [refer to **Figures 3.5A and 3.5B**]
- 3.1.7 With reference to the Schedule of Uses of the OZP, the proposed 'House (other than rebuilding of NTEH or replacement of existing domestic building by NTEH permitted under the Covering Notes)' use is a use under Column 2 and realisation of the proposed use be permissible on application to the TPB under Section 16 of the TPO.
- 3.1.8 The following salient points are applicable to the developments to be erected in the "R(E)" zone [refer to **Figures 3.5A and 3.5B**]:
 - "No new development (except 'New Territories Exempted Houses') shall exceed a <u>maximum plot ratio of 0.4</u> and a <u>maximum building height of 9m</u> with <u>2 storeys</u> <u>over one storey of carport</u>."
 - "No addition, alteration and/or modification to or redevelopment of an existing building (except redevelopment to 'New Territories Exempted Houses') shall exceed the plot ratio and building height restrictions stated in paragraph (a) above [i.e. the above bullet point], or the plot ratio and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater, subject to redevelopment to the plot ratio in the latter restriction shall be permitted only if the existing building is a domestic building."
 - "Based on the individual merits of a development or redevelopment proposal, <u>minor relaxation of the plot ratio and building height restrictions</u> stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance."

<u>Area shown as 'Road'</u>

3.1.9 According to Para (10) of the Covering Notes of the OZP, in any area shown as 'Road', all uses or developments except those specified in paragraphs (8)(a) to (8)(d) and (8)(g) of

the Covering Notes of the OZP or "road and on-street vehicle park", would require permission from the Town Planning Board (the TPB). [refer to **Figure 3.2**]

Summary of the Zones

3.1.10 Table 3.2 is a summary of the permissible development parameters pertaining to the residential development/redevelopment.

Zone	Туре	Maximum Building Area	Maximum Building Height	Site Coverage (SC)
"R(D)"	Residential Development	Plot Ratio (PR) 0.2	2 Storeys (6m)	20%
"R(E)"	Residential Redevelopment/ development (for permanent structure)	Plot Ratio (PR) 0.4	2 Storeys over one storey carport (9m)	-
Area shown as 'Road'	All uses except road will require planning permission	-	-	-

Table 3.2 Permissible Development Parameters from the OZP

3.1.11 In addition to the planning context mentioned in Paras. 3.1.1 to 3.1.10, minor relaxation of the PR, site coverage and building height restrictions may be considered by the TPB on application under S16 of the TPO (S16 Planning Application) based on its individual merits for both "R(D)" and "R(E)" zones.

3.2 Non-Statutory Planning Context

Explanatory statement (ES) of the OZP

- 3.2.1 With reference to Para. 7.1 of the ES of the OZP, opportunities brought by improve access can be realized "upon the completion of Hiram's Highway Improvement Stage 1 of Phase 4 Dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove, accessibility to the Area would be enhanced."
- 3.2.2 With reference to Para. 8.1 of the ES of the OZP, the general planning intention is to "consolidate existing village type development and to provide adequate land for village expansion and low-rise and low-density residential development in an orderly pattern....to phase out the undesirable industrial uses including open storage and car repairing activities, which have proliferated in Ho Chung valley."

"R(D)" [refer to **Figure 3.4**]

With reference to Para. 9.3.1 of the ES of the OZP, the planning intention of land on "R(D)" zone is primarily for "improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the Board."

"this is in line with the Government policy of designating 'residential upgrading areas' in the urban fringe in the late 1980's to encourage self-improvement or redevelopment of temporary domestic structures by properly designed permanent houses. Within this zone, new replacement houses are encouraged to be constructed in permanent materials. Each plot shall be provided with water supply and connections for sewage disposal. To avoid pollution, the site shall be connected to a Government reticulatory sewage treatment facilities. For safety and hygienic purposes, fire hydrants and refuse collection points shall be provided."

3.2.3 With reference to Para. 9.3.4, this zoning "provides the opportunity and incentive for individual owners or developers to improve and upgrade the areas. Besides, it provides a proper planning control on redevelopment and ensures the provision of basic facilities to serve the developments."

"R(E)" [refer to **Figure 3.6**]

3.2.4 According to Para. 9.4.1 of the ES of the OZP, the planning intention of "R(E)" is primarily for "phasing out of existing industrial uses through redevelopment for low-rise and low-density residential use on application to the Board. In submitting redevelopment proposals to the Board, the developers are required to provide adequate information in their submission to ensure that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address any potential industrial/residential interface problem."

"whilst existing industrial uses would be tolerated, new industrial development are not permitted in order to avoid the perpetuation of the industrial/residential interface problem. Any modification of use from non-industrial to industrial uses within existing industrial establishments will also require the permission of the Board."

- 3.2.5 According to Para 9.4.2 of the ES of the OZP, the intention of the zone is to "provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio and building height restrictions may be considered by the Board through the planning permission system."
- 3.2.6 According to Para 9.4.5 of the ES of the OZP, the preferred development is with "the accessibility of these sites will be further enhanced upon completion of the Hiram's Highway Improvement Stage 1 of Phase 4 ... residential use is preferred upon redevelopment as it is more compatible with the nearby Marina Cove development and the village settlements."

Hong Kong Planning Standards and Guidelines (HKPSG)

- 3.2.7 According to Para. 3.4.1 and 3.4.2 of the Hong Kong Planning Standards and Guidelines Chapter 2 – Residential Densities (HKPSG Ch.2), "in the rural areas, densities need to be much lower than those in the urban areas, partly because of the limited capacity of transport, utility and social infrastructure but in many cases also because of the need to protect fine natural landscape from undesirable urban encroachment. Six Rural Residential Density Zones cover those parts of the Rural Areas which may be designated as suitable for development: RR1 to RR5 and Village."
- 3.2.8 With reference to bullet point 4 of Para 3.4.2 of HKPSG Ch. 2, "Rural Residential Density Zone 4 (RR4) relates to detached or semi-detached houses on up to 3 storeys (including carports), residential floors, in similar locations to RR3 <u>but where development intensity is restricted by infrastructure or landscape constraints.</u> (Maximum plot ratio 0.4 over the Development Site Area)"

- 3.2.9 With reference to bullet point 3 of Para 3.4.2 of HKPSG Ch. 2 "Rural Residential Density Zone 3 (RR3) relates to terraced housing or flats on up to 3 residential floors (over car port). These may be in peripheral parts of Rural Townships or other rural development areas, or in locations away from existing settlements <u>but with adequate infrastructure and no major landscape or environmental constraints.</u> (Maximum plot ratio 0.75 over the Development Site Area)"
- 3.2.10 In other words, without any (severe) infrastructure constraints, it is considered appropriate and possible to allow a Residential Density Zone with a maximum PR of 0.75 and 3-storey over one storey of carport as applied to RR3.

3.3 Planning History

3.3.1 There are seven planning applications (No. A/SK-HC/29, 32, 34, 46, 85, 94, and 117) that partly cover "Parcels A and B" of the Site all considered in or before 2004. And one case No. A/SK-HC/326 that covers "Parcels A, B and C" of the site was considered in 2021. Details of the previous applications are summarised at Table 3.3.

	Application No. (Applied Use)	Zoning(s)	Date of Consideration	Decision
1.	A/SK-HC/29 (21 3- storey village-type houses)	"Residential (Group D)" ("R(D)")	15.12.1995	Rejected
2.	A/SK-HC/32 (Eight 3- storey "New Territories Exempted Houses")	"Comprehensive Development Area", "R(D)" and area shown as 'Road'	6.9.1996	Rejected
3.	A/SK-HC/34 (Eight 2- storey Houses)	"R(D)"	28.2.1997	Approved with conditions
4.	A/SK-HC/46 (Eight 2- storey Houses)	"R(D)"	16.1.1998	Approved with conditions
5.	A/SK-HC/85 (Proposed Eleven 2 to 3-storey Houses)	"R(D)" and area shown as 'Road'	30.6.2000	Rejected
6.	A/SK-HC/94 (Proposed Eight 2-storey Houses)	"R(D)" and area shown as 'Road'	3.8.2001	Approved with conditions
7.	A/SK-HC/117 (Minor Amendments to the Approved Scheme for Proposed Development of Eight 2-storey Houses)	"R(D)" and area shown as 'Road'	5.11.2004	Approved with conditions
8.	A/SK-HC/326 (Four 2- storey Houses)	"R(D)", "R(E)" and area shown as 'Road'	15.10.2021	Approved with conditions

Table 3.3 Previous Planning Applications 1995 to 2021.

3.3.2 The history of the zonings of each parcel (as identified in Para.3.1.1) are summarised in Table 3.4 to elaborate the planning history of the Site.

Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E))" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

	IDPA/SK- HC/1 17.8.1990	DPA/SK- HC/1 12.7.1991	S/SK-HC/1 20.5.1994	S/SK-HC/3 19.5.2000	S/SK- HC/11 11.3.2014 (Latest)
Parcel A	'Unspecified Use'	'Unspecified Use'	"R(D)"	"R(D)"	"R(D)"
Parcel B	'Unspecified Use'	'Road' & "R(E)2"	'Road' & "CDA"	'Road' & "R(E)"	'Road' & "R(E)"
Parcel C	'Unspecified Use'	"R(E)2"	"CDA"	"R(E)"	"R(E)"

 Table 3.4 Current and Previous Zonings of the Parcels of the Site Since 1990

3.3.3 Since the gazette of the first DPA (DPA/SK-HC/1) and the subsequent OZP (S/SK-HC/1), part of Parcel B has always been an area shown as 'Road' up to now, which was likely reserved for the widening, realignment and extension of a road (Luk Mei Tsuen Road/Ho Chung North Road). It was however never utilised in the construction of Luk Mei Tsuen Road/Ho Chung North Road as part of the Hiram's Highway Improvement Stage 1. Instead, an area to its south was used.

3.4 Similar Cases

- 3.4.1 A desktop search was conducted for similar cases on the Ho Chung Outline Zoning Plan in the last 5 years (14.08.2018 to 15.08.2023 via the Statutory Planning Portal 2 (SPP2) website on 15.08.2023. There were no similar cases identified within the said period.
- 3.4.2 Notwithstanding five Nos. of cases were approved/ agreed or partially approved/partially agreed to be rezoned to "Residential (group C)" for other parts of Hong Kong were located and are summarised in Table 3.5.

No.	Application No.	Proposed Amendments	Location	Decision	Decision Date
1	Y/H10/1 4	To rezone the application site from "Government, Institution or Community" to "Comprehensive Development Area" or "Residential (Group C) 7"	The Ebenezer School and Home for The Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong (RBL 136RP)		06.05.2022
2	Y/H12/2	To rezone the application site from "Residential (Group C) 1", "Government, Institution or Community (4)" and "Green Belt" to "Residential (Group C) 3" Amend the Notes of the zone applicable to the site	Nos. 24 and 15 Stubbs Road, No. 7 Tung Shan Terrace and adjoining Government land, Mid-levels East, Hong Kong (IL Nos. 8371, 2958 and 2939)	Partially approved /Partially agreed	05.05.2023

Planning Statement for Amendment of Plan

Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E))" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

No.	Application No.	Proposed Amendments	Location	Decision	Decision Date
3	Y/I-DB/2	To rezone the application site from "Other Specified Uses" annotated "Staff Quarters (5)" to "Residential (Group C) 12"	Lot 385 RP & Ext. (Part) in D.D. 352, Area 6f, Discovery Bay	Approved /Agreed	14.01.2022
4	Y/KTN/2	To rezone the application site from "Comprehensive Development Area" to "Residential (Group B) 1" and "Residential (Group C)1"	Lots 684 RP, 705 RP, 706 RP, 709 RP (Part), 711 RP (Part), 712, 713 RP, 714 RP, 715, 716, 717 RP (Part), 718 RP (Part), 719, 721 RP (Part) and 2158 RP (Part) in D.D. 92 and adjoining Government Land, Kwu Tung North, New Territories	Partially approved /Partially agreed	01.06.2022
5	Y/TKO/5	To rezone the application site from "Residential (Group C)1", "Green Belt" and area shown as 'Road' to "Residential (Group C)2" and "Green Belt"	Lot 310 in D.D. 224 and Adjoining Government Land, Hang Hau Road, Sai Kung	Partially approved /Partially agreed	18.09.2020

Table 3.5: Similar Cases on Proposed Amendments of Plan

3.4.3 These recent cases commonly demonstrated that it is achievable to increase the PR for proposed residential developments supported by the results of relevant technical assessments and sometimes with planning merits. The TPB has granted approval in suitable planning and site context for the proposed "R(C)" zoning.

3.5 Land Status

3.5.1 The Site consists of various lots in D.D. 210 and D.D.244 at Ho Chung, Sai Kung, New Territories, Hong Kong, which is entirely owned by the Applicant. Followings are details of the lots are shown in **Tables 3.6 and 3.7**:

Demarcation District 210 held under Block Government Lease

Lot No.
Lot No. 402 (part)
Lot No. 403 (part)
Lot No. 404 (part)
Lot No. 405
Section A of Lot No. 406
Remaining Portion of Lot No. 406
Section A of Lot No. 407
Remaining Portion of Section B of Lot No. 407
Remaining Portion of Lot No. 407
Section A of Lot No. 409 (part)
Remaining Portion of Section B of Lot No. 409
Remaining Portion of Lot No. 409
Remaining Portion of Lot No. 410
Remaining Portion of Lot No. 411
Lot No. 412
Lot No. 414
Remaining Portion of Section A of Lot No. 418 (part)
Remaining Portion of Lot No. 418
Adjoining government land in Demarcation District 210

Table 3.6 Lots in Demarcation District 210

Demarcation District 244 held under Block Government Lease

Lot No.
Remaining Portion of Lot No.1860 (part)
Remaining Portion of Section A of Lot No.1861
Adjoining government land in Demarcation District 244
Table 3.7 Lots in Demarcation District 244

3.5.2 For more efficient land utilisation and better configuration, the Applicant will undertake a land exchange process of 're-acquired and regrant' upon approval of this rezoning. It is proposed to re-acquired an area of about 453 sq.m. that were previous allotted to the Government for road works and to regrant an area of about 153 sq.m. [refer to **Figure 3.7**]. Thereinto, parts of the private land (highlighted in pink and purple in Figure 3.7) are currently occupied by Luk Mei Tsuen Road, which the Applicant intends to **grant right of way and to devote it for public use**.

4 **Policy Context**

Long Term Housing Strategy

- 4.1.1 Inadequate housing supply is currently the issue of the biggest public concern in Hong Kong. According to the projection based on the established mechanism under the Long Term Housing Strategy (LTHS)¹ and objective data, "the total housing demand for the 10-year period from 2022-23 to 2031-32 is 422 800 units ... after balancing various factors, including the community's keen demand for public housing and the need to maintain the private housing supply and its healthy and steady development, the Government has decided to maintain the public/private split of new housing supply at 70:30 for the above 10-year period. Based on this ratio, the public housing supply target is 301 000 units and the private housing supply target is 129 000 units".
- 4.1.2 According to the Legislative Council Panel on Housing (LC Paper No. CB(1)33/2022(01)), *"identifying land for housing development in a proactive manner is the most fundamental solution to the demand-supply imbalance of housing"*. To meet the demand for private housing, the Government has facilitated to *"increase land supply and ... to further streamline the land development process ... for private housing development"*.

Policy Address

4.1.3 Relevant points relevant to the Proposed Development under the Chief Executive's 2022 Policy Address (2022 Policy Address) is as follow: -

Private Housing Supply

• As mentioned in Para. 66 of the 2022 Policy Address, the Government "based on the latest projection in the Long Term Housing Strategy (LTHS), the demand for private housing in the next 10 years will be 129 000 units. [The Government] will work to achieve this basic target and get sufficient land ready for providing no less than 72 000 residential units in the next five years".

Land: Increasing Reserve and Regaining Control of Supply

• As mentioned in Para. 68 of 2022 Policy Address, "to assume a leading role in land supply, the Government will identify more land to meet demand and build up the land reserve, including developable land from the new round of study on "Green Belt" zone and the consultancy study on Agricultural Priority Areas with potential for housing development, which can provide 70 000 units. The rezoning of the first batch of sites will commence by 2024".

Develop Northern Metropolis as the New Engine for Growth

• As mentioned in Para. 56 (ii) of 2022 Policy Address, via "increase development intensity we will make the best use of the land resources in the Northern Metropolis by adopting higher plot ratios".

Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030

¹ Legislative Council Panel on Housing (2022) Housing-related Initiatives in the Chief Executive's 2021 Policy Address and Policy Address Supplement LC Paper No. CB(1)33/2022(01)

- 4.1.4 Points related to the Proposed Development from the Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (Hong Kong 2030+) for creating development capacity include the following key actions:
 - As mentioned in Para 3.2 (i) of Hong Kong 2030+, "increasing the development intensity of land under planning studies or in areas outside the densely built-up areas as an expedient way to gain more developable floor area while taking into account infrastructure capacity and urban design considerations".
 - As mentioned in Para 3.2 (ii) of Hong Kong 2030+, "upzoning/ rezoning sites suitable for development with land use reviews of existing land (e.g. government sites) or converting reserved sites with no development plan or that are no longer used for their original purposes to other uses."
- 4.1.5 In sum, the message is very clear and positive that policy context as a whole is favourable to proposals of facilitating development of readily available land for additional housing units both rural and urban areas of Hong Kong.

5 Amendment Proposal

- 5.1.1 The Proposed Amendments are to rezone the Site from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3)" ("R(C)3") zone on the Approved OZP with a maximum PR of 0.75, a maximum site coverage of 25% and a maximum building height of 12m with 3-storey over one storey of carport PR of 0.75 and with "Flat" under a Column 1 use.
- 5.1.2 The "R(C)3" zone is intended for low-rise, low density residential development. Figures 5.1 to 5.3 illustrated the Proposed Amendments to facilitate the Proposed Development described in Section 6. The proposed "R(C)3" zone laid down the development restriction while meeting the planning objectives of the area.

6 **Proposed Development**

6.1 Proposed Residential Development

- 6.1.1 The Proposed Development is a low-density and low-rise residential development including 8 no. of 3-storey houses with 2 car parking spaces each (including one no. of accessible car parking space). The proposed PR 0.75, and the absolute building height of about 12m (refer to Figure 5.1). Green noise barriers are proposed along both sides of Ho Chung North Road to reduce noise pollution might be caused as well as strengthening the privacy of the Proposed Development.
- 6.1.2 **Appendix A** illustrates the architectural plans including the Floor layout plans and Sections of the Proposed Development. The Table 6.1 lists out the major proposed development schedules under the current proposal:

Major Development Schedules	Proposed Development Schedules
Total Site Area:	About 3,190 sq.m.
Total Plot Ratio:	Not more than 0.75
Total Gross Floor Area:	About 2,393 sq.m.
Total No. of Houses:	8
Total No. of Car Parking Spaces:	16 nos. of private car parking spaces (incl. 8no.

Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E))" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

Major Development Schedules	Proposed Development Schedules				
	of accessible car parking spaces)				
Total No. of Loading/Unloading Bay:	2 light goods vehicle loading/unloading bay $(7m \times 3.5m)$				
Total Site Coverage:	About 25%				
Total Greenery Coverage:	Not less than 10% Primary Zone Not less than 20% Overall				
Total private open space:	Not less than 32 sq.m.				
Parcels A and B					
Site Area:	About 2,267 sq.m.				
Plot Ratio:	Not more than 0.75				
Gross Floor Area:	About 1,700 sq.m.				
Site Coverage:	About 25%				
Absolute Building Height:	12m (Flat Roof)				
No. of House	6				
No. of Storey:	3				
No. of Car Parking Spaces:	2 nos. of car parking spaces (incl. 1 no. of accessible car parking spaces) per House				
Parcel C					
Site Area:	About 922 sq.m.				
Plot Ratio:	Not more than 0.75				
Gross Floor Area:	About 691 sq.m.				
Site Coverage:	About 27%				
Absolute Building Height:	12m (Flat Roof)				
No. of House	2				
No. of Storey:	3				
No. of Car Parking Spaces:	2 nos. of private car parking spaces (incl. 1 no. of accessible car parking space) per House				

Table 6.1: Proposed Development Schedules

6.2 Landscape Proposal

6.2.1 The Landscape Proposal (enclosed in **Appendix B**) in support of the proposed development is prepared. The aim of the landscape proposal is to respond to the site conditions, building form and function and to provide a quality landscape scheme. In summary, it has achieved a site coverage of greenery of not less than 10% (Primary Zone) and not less than 20% (Overall) in accordance with the APP-152² and with private open space of no less than 32 sq.m. in accordance with HKPSG³.

6.3 Proposed Traffic Arrangement

6.3.1 The entrances to Parcels A and B and Parcel C are proposed to be located at Ho Chung North Road (Main Road), serving as run-in / run-out of the vehicular and pedestrian

² Building Department (BD) Practice Note for Authorized Persons, Registered Structural Engineers and

Registered Geotechnical Engineers (PNAP) APP-152 - Sustainable Building Design Guidelines (APP-152)

³ Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 4 Recreation, Open Space and Greening

access. Internally, the carriageway of the Parcels A and B connecting to Ho Chung North Road is proposed to be 7.3m wide, which also serves as the EVA of the Site.

- 6.3.2 Externally, a dedicated footpath of 1.5m along the east and north boundaries of Parcels A and B of the Site is proposed to be provided for public use to enhance the walkability and pedestrian accessibility of the surroundings. <u>The Applicant will take up the maintenance responsibility of the footpath.</u>
- 6.3.3 The Proposed Development also proposes to provide 2 nos. of car parking spaces (including 1 no. of disabled car parking space) for each house, and 2 no. of light goods vehicle loading/unloading bay.

7 Technical Assessments supporting the application

7.1 Traffic Impact Assessment

7.1.1 A Traffic Impact Assessment (TIA) (enclosed in **Appendix 1**) has been carried out to assess the potential traffic impact of the Proposed Development. It concludes that the proposed development would <u>not cause any significant adverse traffic impact</u> to the vicinity of the Site.

7.2 Visual Impact Assessment

7.2.1 A Visual Impact Assessment (VIA) (enclosed in **Appendix 2**) has been carried out to assess the visual impact of the proposed development as seen from several Viewing Points (VPs) and concludes that the Proposed Development is considered to be fully acceptable in terms of visual impact and will not be incompatible to the surrounding visual context. Instead, it <u>would enhance the visual impact on visual sensitive receivers at certain VPs</u>.

7.3 Sewerage and Drainage Impact Appraisal

- 7.3.1 A Sewerage Impact Appraisal (SIA) (enclosed in **Appendix 3**) has been carried out to assess the sewerage impact of the proposed development. In the view of the absence of public sewerage system serving the vicinity of the Site, an underground sewerage treatment plant (i.e. septic tank and soil soakaway pit) will be provided for the proposed development. Once a public sewerage system is available in the vicinity in the future, the on-site septic tank will be abandoned and replaced with a pump pit and a connection terminal manhole. All sewage generated will then be conveyed to the public sewerage system.
- 7.3.2 A Drainage Impact Appraisal (DIA) (enclosed in **Appendix 3**) has been carried out to assess the potential impacts on drainage from the proposed development. The surface runoff from the site will be collected by the proposed perimeter U-channel and discharged to the unnamed storm water manholes along Ho Chung Road/Luk Mei Tsuen Road. It is anticipated that there will be no serious adverse drainage impact to the existing drainage system after the implementation of the development.

7.4 Water Supply Appraisal

7.4.1 A Water Supply Appraisal (WSA) (enclosed in **Appendix 4**) has been carried out to assess the potential water supply impact from the proposed development. It concludes that the in general, <u>fresh water supply could be provided to the Site through connecting</u>

the existing freshwater main located on Ho Chung North Road to Parcels A and B and Parcel C of the Site. The existing water mains located within the Site would be diverted.

7.5 Air Quality Impact Assessment

7.5.1 An Air Quality Impact Assessment (AQIA) (enclosed in **Appendix 5**) has been carried out to evaluate the potential air quality impacts likely to arise from the proposed development. With the implementation of relevant mitigation measures and good site practices during construction stage, no adverse air quality impact is anticipated. Also, there is no active industrial chimney in the vicinity. With the incorporation of 5m buffer from the road kerb, no adverse air quality impact is expected during the operation phase of the development.

7.6 Noise Impact Appraisal

7.6.1 A Noise Impact Appraisal (NIA) (enclosed in **Appendix 6**) has been carried out to assess the potential noise impacts likely to arise from the proposed development. <u>It concludes</u> <u>that no adverse noise impact is anticipated during operation stage. And with the</u> <u>implementation of appropriate mitigation measures, no adverse noise impact from the</u> <u>construction of the proposed development is anticipated.</u>

7.7 Land Contamination Review

7.7.1 Upon site visit on 13th July 2023, it was observed that there is a vehicle repair shop on the Site, such that potential land contamination issue is anticipated. Therefore, a land contamination assessment will be submitted to the satisfaction of the relevant governmental departments prior to the commencement of development of the Site.



Photos of the Vehicle Repair Shop

8 Planning Justifications

8.1 In line with the Chief Executive's Latest Policy Address 2022

- 8.1.1 Increasing housing supply is always the top priority of the Government. The Government has adopted multi-pronged approaches to increase land supply for housing by unlocking development potential through rezoning sites of underutilised land.
- 8.1.2 The Proposed Development is in line with the Government approach to increase the private housing supply by getting sufficient land ready for development, rezoning land for housing and slight increasing development intensity. The Proposed Development upon completion would provide 8 nos. houses to contribute to the private housing supply.

8.2 Contributing to the Private Housing Supply

- 8.2.1 With the enhancement in development intensity (from existing PR of about 0.34 to about 0.75) through rezoning to "R(C)3" to replace the outdated "R(D)", "R(E)" and area shown as 'Road' the Proposed Development can increase the provision of number of flats from previously approved scheme of 4 nos. to about 8 nos. The proposal presents a good opportunity in response to the policy which will enable the provision of additional housing units within the capacity of existing strategic infrastructures to meet the acute demand for housing.
- 8.2.2 With reference to Para. 4.1.1 of the PS, the cumulative number of private housing supply target would be around 129,000 units in the coming 10 years (from 2022-23 to 2031-32). The Proposed Development is for a residential development to supply of 8 nos. houses. The approval of the Proposed Development would contribute to the private housing supply.

8.3 An Appropriate Zoning to Reflect the Residential Density and Current Land Use

- 8.3.1 With reference to HKPSG Ch.2, the Site and the surrounding area is currently classified as RR4 with a maximum PR 0.4 where the development intensity is restricted by infrastructure or landscape constraints. However with the completion of the Hiram's Highway Improvement Stage 1, the said development intensity can be relaxed with the improve roadworks and provision of infrastructures and landscape improvements. Therefore, a RR3 with a maximum PR of 0.75 is a suitable residential density for the area as the area has been provided with adequate infrastructure and there are no major landscape or environmental constraints.
- 8.3.2 Part of Parcel B is indicated in an area shown as 'Road' on the Approved OZP, which is owned by the Applicant and is intended to be used for residential use. The area shown as 'Road' is an inappropriate designation and is unable to reflect the intended use. To this end, the Applicant have decided to apply for the following proposed amendments to: (1) facilitate the building intensity with a PR of 0.75 with a building height of 3-storey over one storey carport, as well as to (2) rezone the area shown as 'Road' to residential use to reflect the intend use for residential use on the designated land.

8.4 Compatible with the Surrounding Land Uses in terms of Development Intensity and Character of the Area

8.4.1 The Site is adjacent to a variety of zones, including "GB", "R(D)", "R(E)" and "Village Type

Development", which are in general of rural and tranquil characteristics. The proposed low-rise and low-density residential development will be compatible in terms of its development density and character with the adjacent low-rise housings, the village settlement and nearby residential developments, such as Marina Cove and Greenview Villas. With the continual phasing out of the industrial use and upgrading of existing temporary structures, it is anticipated that the area will be transformed into a predominately residential area surrounded by attractive amenity of mountain ranges and sea view. The Proposed Development and rezoning will help to improve and upgrade the area and improve the quality of the surrounding environment.

8.5 Compatible with the Surroundings in Visual and Urban Design Context

8.5.1 The scale and the development density of the Proposed Development have considered the surrounding in visual term / urban design context. The Proposed Development will improve the visual and amenity value of the adjoining area. The visual illustrations have demonstrated that the Proposed Development is visually compatible with the surroundings.

8.6 Better Utilisation of Land Resources

8.6.1 The Site is currently being occupied by various temporary structures for automobile repair purpose and Parcel C of the Site is being used as an open-air vehicle park. The proliferation of open storage and vehicle repairing activities is not desirable and may cause environmental degradation. The Site will further decline with no positive contribution to the surrounding environment if no measures or proper-designed development is to take place. The Proposed Development, however, <u>would better utilise the precious land resources by replacing the existing temporary structures with permanent designed houses with quality landscape.</u>

8.7 Enable Upgrading of the Adjoining Neighbourhood and Improve the Quality of the General Environment

8.7.1 The Proposed Development would not only upgrade the Site but also <u>enable upgrading</u> of the adjoining neighbourhood acting as a catalyst to phase out incompatible uses, hence speeding up the transformation of the area into a quality residential area per the planning intention of the subject "R(D)" and "R(E)" zones and better reflect the current road use on "R(E)" zone.

8.8 Facilitate Local Accessibility through Grant of Right of Way of Local Access Road

8.8.1 The local access road along the eastern and northern boundary of the Parcels A and B of the Site (i.e. Luk Mei Tsuen Road) falls within the private land owned by the Applicant. The road has been constructed by the Applicant and is freely accessible by the public. To avoid disturbance to users, the Applicant intends to grant Right of Way for portions of private land that are currently occupied by Luk Mei Tsuen Road. Whilst devoting the road for public use, the Applicant is willing to continue to manage and maintain the road as before. The accessibility of the Site and its surroundings, in particular dwellings located to the north of the Site would remain unaffected.

8.9 Improve Local Walkability and Safety through Provision of Dedicated Pedestrian Footpath

8.9.1 As mentioned in Para. 6.3.2, the Applicant intends to provide a 1.5m footpath around the Parcels A and B of the Site by setting back the north and east boundaries. In the past, due to lack of proper walking facilities in the locality, pedestrians have been forced to walk alongside the traffic which could cause safety issues. In view of improving local walkability and pedestrian safety, the Applicant intends to devote portions of private land for construction of a pedestrian footpath for public use at his own expense. The proposed footpath will be managed and maintained by the Applicant.

8.10 Adopt a Responsive Architecture and Landscape Layout Design

- 8.10.1 The Site is situated in rural environs with a mixture of residential, industrial and open storage uses. In response to the surrounding context, the Proposed Development will incorporate the following architectural and landscape design measures to enhance the neighbourhood quality while minimising the potential impacts: -
 - The building height of the Proposed development is 12m to the roof, which is in compliance with the Proposed Building Height Restriction in R(C)3 zone as stipulated in the OZP. With the conforming building height, the Proposed Development will be in harmony with the local character of low-rise residential developments.
 - The topographical condition of the Site has been considered. Parcels A and B of the site is convex in shape with southern portion and northern portion higher than the central portion. Following the natural lay of the land, the carport would be located in the central portion (lower part) of the site to maintain a lower overall building height and to allow the Proposed Development to merge with the natural profiling of the surroundings.
 - Evergreen trees would be planted along the boundaries to provide vegetation screening and soften the proposed building masses, with the view of visual integration to the surrounding rural and tranquil characteristics.
 - Incorporation of greenings in form of vertical greening along the site boundaries interfacing Ho Chung North Road to enhance the landscape and visual amenity of the public frontage.

8.11 Provides a Landscape Plan in compliance with APP-152 and HKPSG

- 8.11.1 The Landscape Proposal in support of the proposed development has been prepared. The aim of the landscape proposal is to respond to the site conditions, building form and function and to provide a quality landscape scheme. In summary, it has achieved a site coverage of greenery of not less than 10% (Primary Zone) and not less than 20% (Overall) in accordance with the APP-152 and with private open space of no less than 32 sq.m. in accordance with HKPSG.
- 8.11.2 The integrated landscape design will foster the blending of the building with the natural landscaping to provide a more naturalistic surrounding and scenery to the Proposed Development. The proposed plants and trees will be used as visual features to blend and partially screen the site and provide more greenery to the surrounding. In addition, vertical greening and other landscaping facilities will be provided at appropriate

locations to minimise the visual impact that may be caused by the Proposed Development and to enhance the visual/landscape experience of pedestrians.

8.12 No Adverse Traffic, Visual, Air Quality, Noise Impact and Infrastructural Issues

8.12.1 Technical assessments have been conducted to assess the potential traffic, visual, air quality impact, noise impact, drainage, sewerage and water supply of the Proposed Development. They concluded that <u>there will be no insurmountable problems for</u> <u>the implementation of the Proposed Development</u> at the Site.

8.13 Would Not Result in Undesirable Precedent Case

- 8.13.1 There are many similar and even larger residential developments along the Hiram's Highway such as the Villa Royale (34 houses), Dynasty Lodge (10 blocks with 30 units), the Planned Houses (48 Houses and 15 Houses). Therefore the approval of the Proposed Development would not be out of context for the area.
- 8.13.2 Besides, no similar applications have been approved on the same OZP. Only a handful (5) cases as examples have been approved in other areas. Therefore, the proposed rezoning would not set an undesirable precedent case.

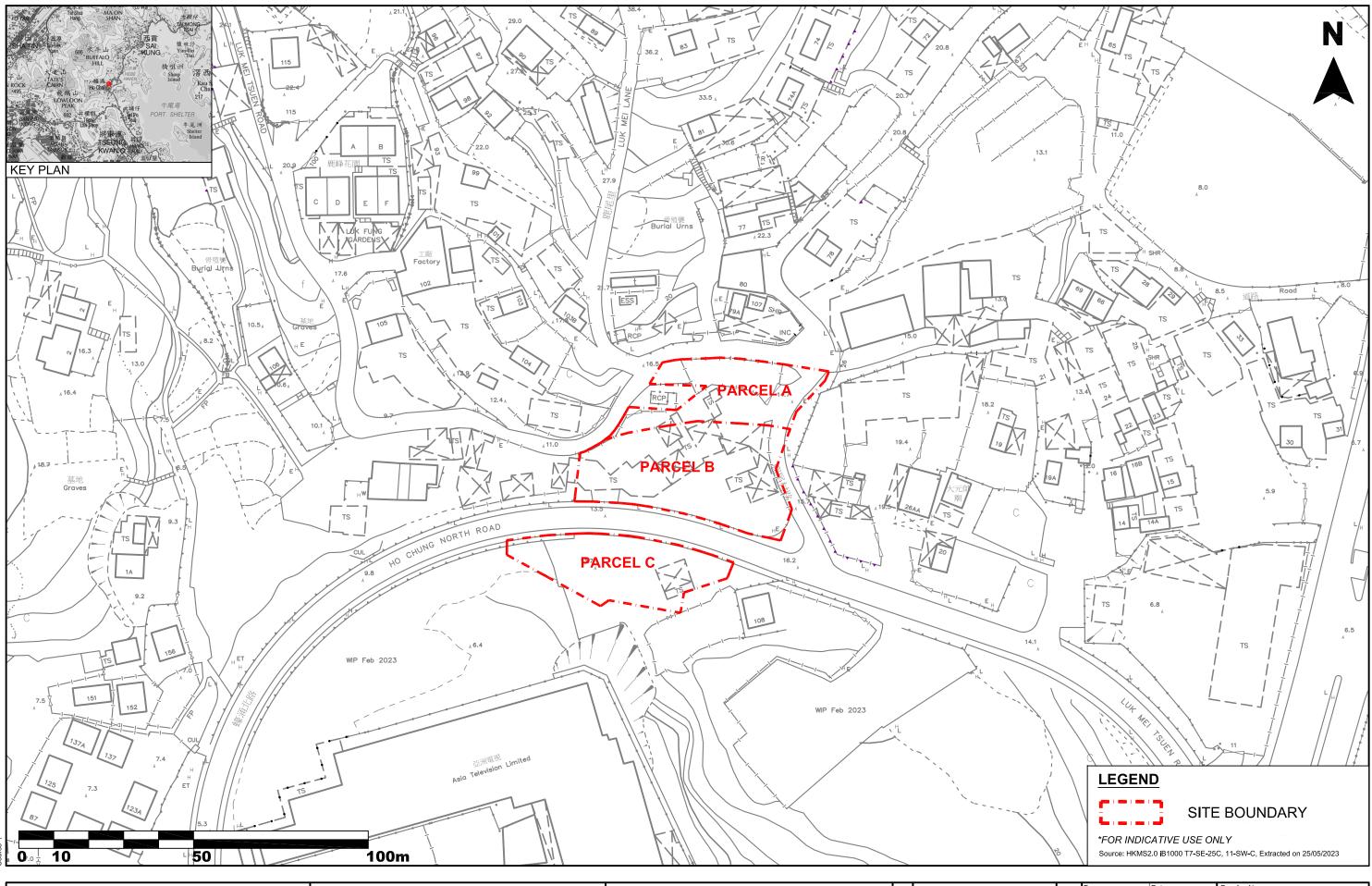
9 Conclusion

- 9.1.1 The Site covers an area of about 3,190 sq.m., which falls within areas zoned "R(D)", "R(E)" and an area shown as 'Road' under the Approved OZP. The Applicant seeks to rezone the Site from the current zone to "R(C)3".
- 9.1.2 The Proposed Development is in line with the general planning intention of the Ho Chung OZP and specific planning intention of "R(C)3" zone of the site and the surrounding planning context. In summary of this PS, the Proposed Amendments are justified on the grounds that the Proposed Development:
 - is in line with the Chief Executive's Latest Policy Address 2022;
 - is contributing to the private housing supply;
 - is an appropriate zoning to reflect the residential density and current land use;
 - is compatible with the surrounding land uses in terms of development intensity and character of the area;
 - is compatible with the surroundings in visual and urban design context;
 - is a better utilisation of land resources;
 - will enable upgrading of the adjoining neighbourhood and improve the quality of the general environment;
 - will facilitate local accessibility through grant of right of way of local access road;
 - will improve local walkability and safety through provision of dedicated pedestrian footpath;
 - has adopted a responsive architecture and landscape layout design;
 - provides a landscape plan in compliance with APP-152 and HKPSG;
 - has no adverse traffic, visual, air quality, noise impact and infrastructural issues; and
 - would not result in undesirable precedent case.
- 9.1.3 This PS demonstrates that the Proposed Amendments deserve favourable consideration by the TPB in light of the justifications provided. We trust that the TPB will see fit to adopt the Proposed Amendments.

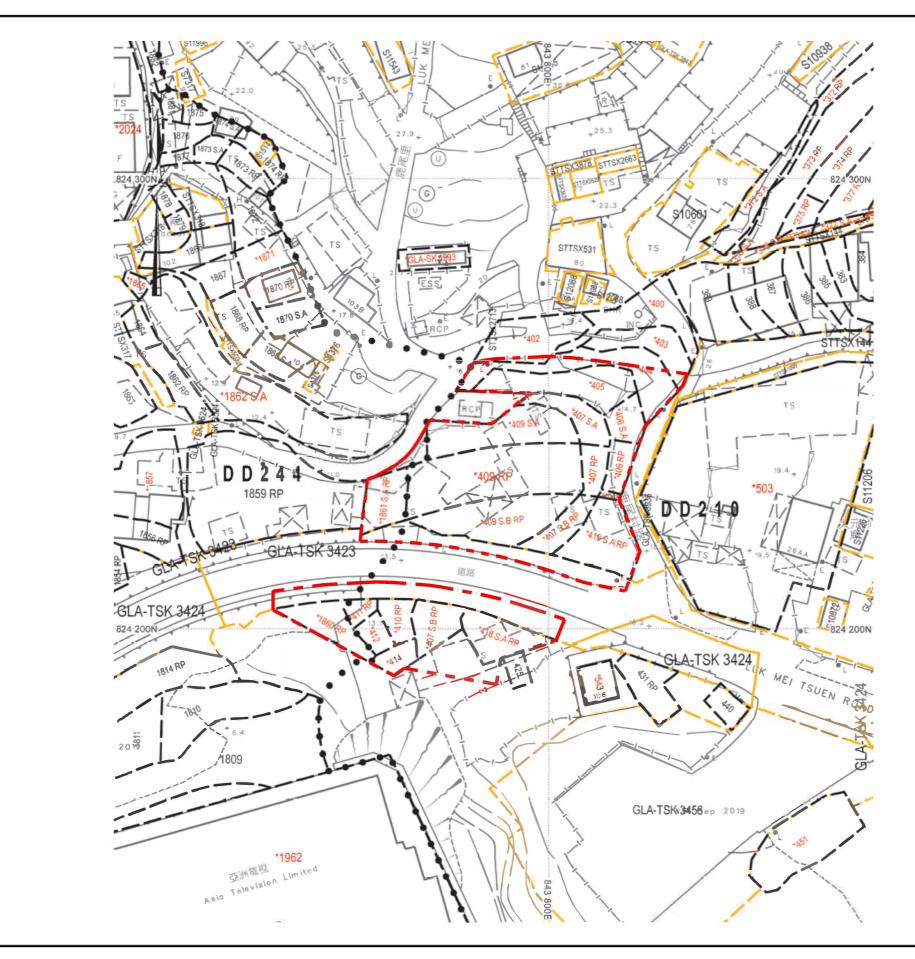
Intentionally Blank

Figures

Intentionally Blank



	JOB TITLE:	Drawing Title			Drawn		Drawing No.
PRUDENTIAL 244 DES VOEUX ROAD CENTRAL HONG KONG	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in				Checked	CN 19/07/2023 Approved RT RT	Figure 1.1
FAX: 2598 6576	Demarcation District 210 and Demarcation District 244 and Adjoining Government Iand, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev Description	Date	Scale	1:1000 @ A3	Rev. –



File Name :

ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING PRUDENTIAL # 244 DES VOEUX ROAD CENTRAL HONG KONG	JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No, S/SK-HC/11 at Various Lots in				Drawn CN Checked RT	Date 19/07/20 Approved	 Drawing No. ENCLOSURE 1	
	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong	Rev	Description	Date	Scale N	.T.S.	Rev.	-



*FOR INDICATIVE USE ONLY



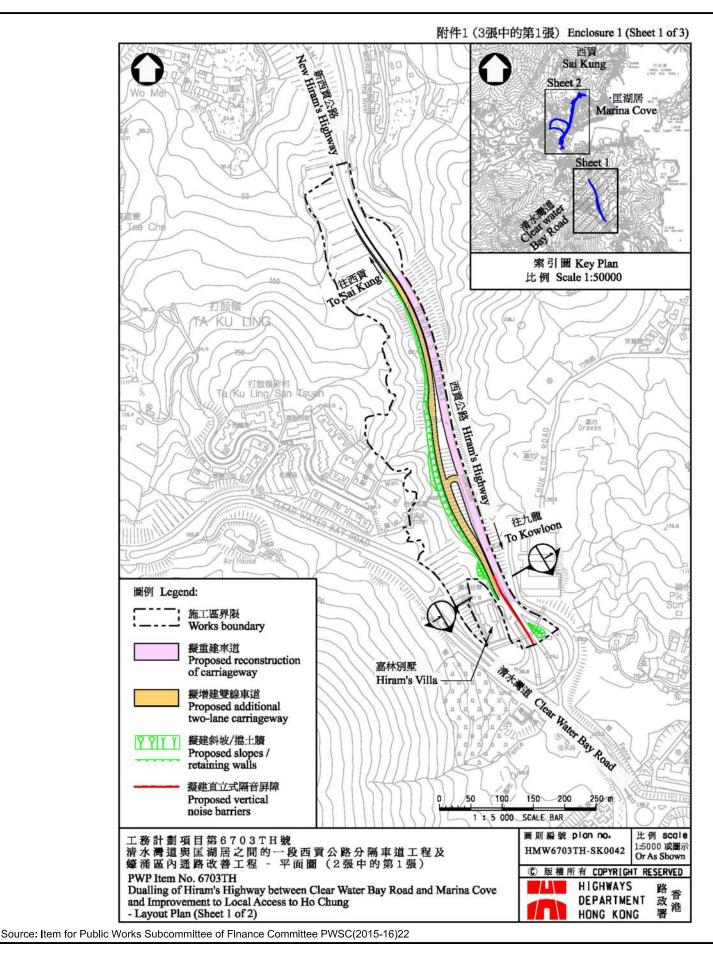
SITE BOUNDARY

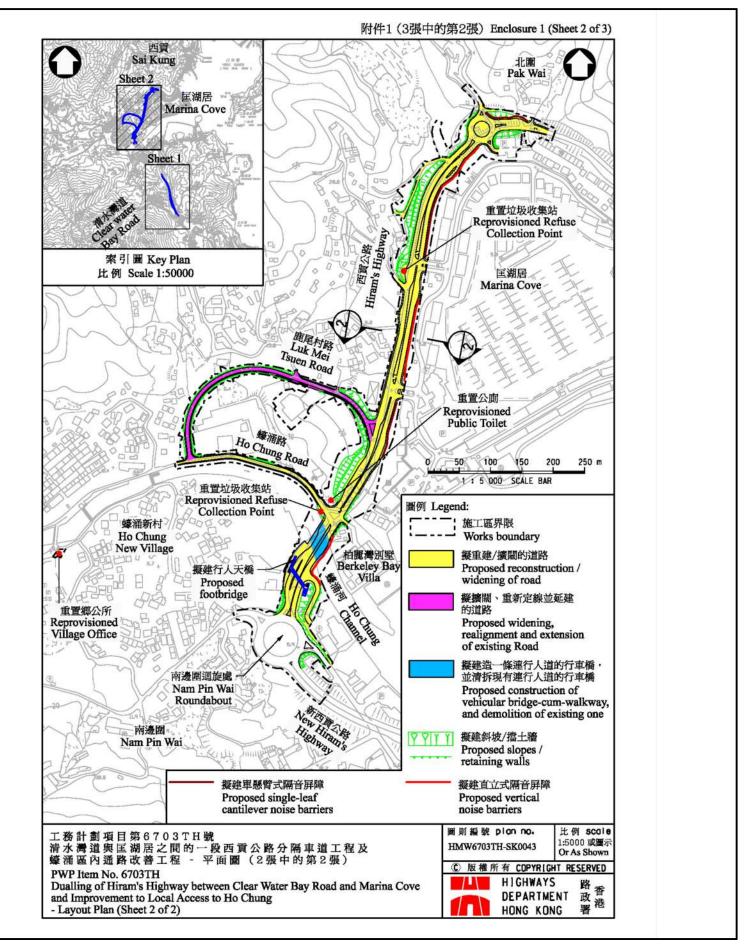
Source: ags_S00000034075_0001 (14-Nov-2019), Extracted on 18/12/2019



Drawing Title JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong 2/F & 3/F TUNG HIP COMMERCIAL BUILDING THE SITE AND ITS SURROUNDINGS 244 DES VOEUX ROAD CENTRAL HONG KONG 2507 8333 2598 6576 TEL: FAX: Description

	Drawn		Date	Drawing No.
		CN	08/08/2023	FIGURE 2.1
	Checked		Approved	
		RT	RT	
	Scale			Rev.
Date		N.1	T.S.	





 PRUDENTIAL:
 ADRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING
 JOB TITLE:
 Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group C)3) ("R(C)")
 Drawing Title
 Image: Comparison of the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong
 Drawing Title
 Image: Comparison of the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong
 Drawing Title
 Image: Comparison of the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong
 Drawing Title
 Image: Comparison of the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong
 Image: Comparison of the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong
 Image: Comparison of the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 244 and Adjoining Government land, Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 244 and Adjoining Government land, Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 244 and Adjoining Government land, Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lo

	D		D.1	Dec. No.
	Drawn		Date	Drawing No.
		CN	16/08/2023	
	Checked		Approved	Figure 2.2
		RT	RT	1 19010 2.2
	Scale	N 7	0	Rev.
Date		N.1	.5.	-



PHOTO A: NORTH WEST OF SITE



PHOTO B: SOUTH WEST OF SITE

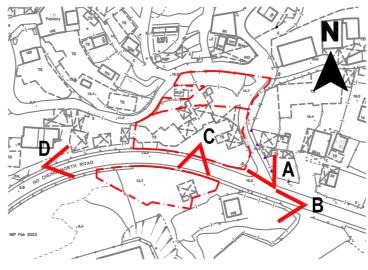
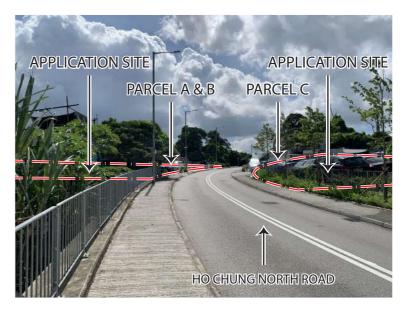




PHOTO C: SOUTHERN VIEW OF THE SITE FROM LUK MEI TSUEN ROAD



NORTH ROAD

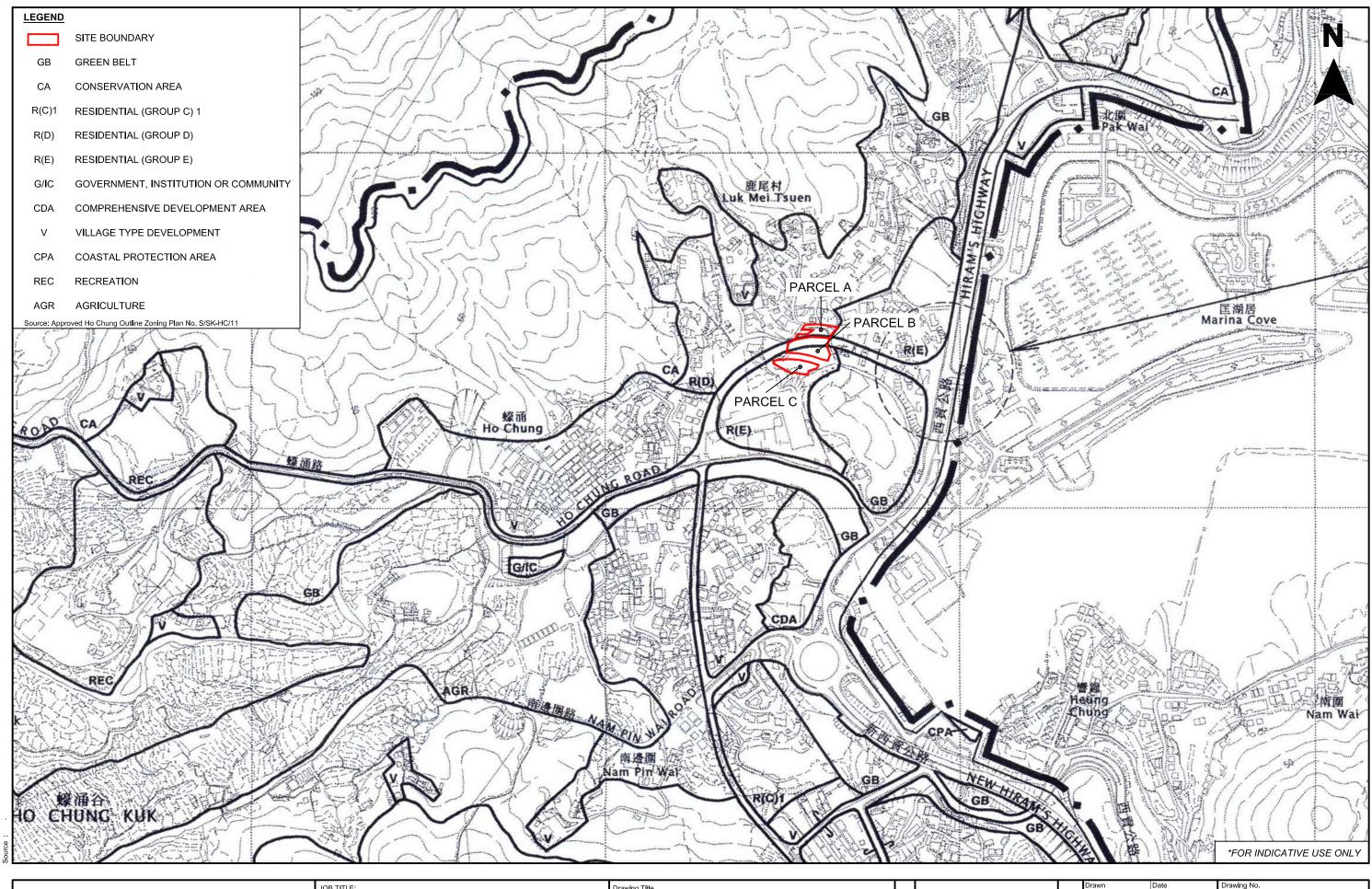
••
ē
ац
Ž
e
II

ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING 244 DES VOEUX ROAD CENTRAL HONG KONG 5URVEYING-LAND ADVISORY-VALUATION T SURVEYING-LAND ADVISORY-VALUATION T SURVEYING ADVISORY-VALUATION T SURVEYING-LAND ADVISOR			Rev	Description	Date	Drawn CN Checked RT Scale	Date 08/08/2023 Approved RT .S.	Drawing No. Figure 2.3 Rev.
--	--	--	-----	-------------	------	---------------------------------------	---	-----------------------------------

PHOTO D: EAST VIEW OF SITE ALONG HO CHUNG *FOR INDICATIVE USE ONLY

LEGEND SITE BOUNDARY

Source: Photos Taken on 05 Jul 2023)



			JOB TITLE:	Drawing Title		
	ADDRE	SS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential			
PRUDENTIAL [#]		244 DES VOEUX ROAD CENTRAL HONG KONG	(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3")			
SURVEYING - LAND ADVISORY - VALUATION 行	TEL:	2507 8333	on the opportunities of any calling that the orient the taiload Lots in	OUTLINE ZONING PLAN NO. S/SK-HC/11		
	FAX:		Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong			
			and, no chung, Sai Kung, New Territories, nong Kong		Rev	Description

le Name

	Drawn		Date	Drawing No.
	C	CN	08/08/2023	
	Checked		Approved	Figure 3.1
	F	RT	RT	
	Scale	4-5000	@ M3	Rev.
Date		1:5000	@ A3	-

S/SK-HC/11

Except as otherwise specified by the Town Planning Board, when a use or material (6) change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.

- 2 -

- (7)Road junctions, alignment of roads, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- The following uses or developments are always permitted on land falling within the (8) boundaries of the Plan except (a) where the uses or developments are specified in Column 2 of the Notes of individual zones or (b) as provided in paragraph (9) in relation to areas zoned "Site of Special Scientific Interest", "Conservation Area" or "Coastal Protection Area":
 - maintenance, repair or demolition of a building; (a)
 - (b) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, footpath, bus/public light bus stop or lay-by, cycle track, taxi rank, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - maintenance or repair of road, watercourses, nullahs, sewer and drain; (c)
 - geotechnical works, local public works, road works, sewerage works, drainage (d) works, environmental improvement works, marine related facilities and waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government;
 - rebuilding of New Territories Exempted House; (e)
 - replacement of an existing domestic building i.e. a domestic building which was in (f) existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, by a New Territories Exempted House; and
 - provision, maintenance or repair of a grave of an indigenous New Territories villager or a locally based fisherman and his family members for which permission has been obtained from Government.
- In areas zoned "Site of Special Scientific Interest", "Conservation Area" or "Coastal (9) Protection Area",
 - (a) the following uses or developments are always permitted:
 - (i) maintenance or repair of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, road, watercourse, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, shrine and grave;

- (ii) geotechnical works, local public works, road works, sewerage works, works co-ordinated or implemented by Government; and
- (iii) provision of amenity planting by Government; and
- the following uses or developments require permission from the Town Planning (b) Board:

provision of plant nursery, amenity planting (other than by Government), sitting out area, rain shelter, refreshment kiosk, footpath, public utility pipeline, electricity mast, lamp pole, telephone booth and shrine.

- 3 -

(10) In any area shown as 'Road', all uses or developments except those specified in paragraphs (8)(a) to (8)(d) and (8)(g) above and those specified below require permission from the Town Planning Board:

road and on-street vehicle park.

(11) (a) Except in areas zoned "Site of Special Scientific Interest", "Conservation Area" or "Coastal Protection Area", temporary use or development of any land or building not exceeding a period of two months is always permitted provided that no site formation (filling or excavation) is carried out and that the use or development is a use or development specified below:

> structures for carnivals, fairs, film shooting on locations, festival celebrations, religious functions or sports events.

- Except as otherwise provided in paragraph (11)(a), and subject to temporary uses (b) for open storage and port back-up purposes which are prohibited in areas zoned "Site of Special Scientific Interest", "Conservation Area" or "Coastal Protection Area", temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years, or refuse to grant permission.
- (c) Temporary use or development of land or building exceeding three years requires permission from the Town Planning Board in accordance with the terms of the Plan.
- (12) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (13) In these Notes, unless the context otherwise requires or unless as expressly provided below, terms used in the Notes shall have the meanings as assigned under section 1A of the Town Planning Ordinance.

SURVEYING-LAND ADVISORY - VALUATION AT TEL: 2507 8333	JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in	OUTLINE ZONING PLAN NO. S/SK-HC/11				Drawn Checked	Date CN 15/08/2023 Approved RT	Drawing No. FIGURE 3.2
FAX: 2598 6576	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Date	Scale	-	Rev.

S/SK-HC/11

drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public

- 6 -

S/SK-HC/11

RESIDENTIAL (GROUP D)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Government Use (Police Reporting Centre, Post Office only) House (Redevelopment; Addition, Alteration and/or Modification to existing house only) On-Farm Domestic Structure Rural Committee/Village Office	Eating Place Flat Government Refuse Collection Point Government Use (not elsewhere specified) # House (not elsewhere specified) Institutional Use (not elsewhere specified) # Library Market Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Convenience Public Transport Terminus or Station Public Utility Installation # Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution # Residential Institution # School # Shop and Services Social Welfare Facility # Utility Installation for Private Project
In addition, the following uses are always permitted on the ground floor of a New Territories Exempted House: Eating Place	

Library

School Shop and Services

(Please see next page)

Planning Intention

- 7 -

This zone is intended primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the Town Planning Board.

Remarks

- (a) temporary structure or an existing building (except to 'New Territories Exempted House' or to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building area of 37.2m² and a maximum building height of 2 storeys (6m), or the building area and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.
- (b) Territories Exempted House') uses, other than those to which paragraph (a) above shall apply, shall result in a development and/or redevelopment in excess of a maximum plot ratio of 0.2, a maximum site coverage of 20% and a maximum building height of 2 storeys (6m).
- Based on the individual merits of a development or redevelopment proposal, minor (c) relaxation of the plot ratio, site coverage and building height restrictions stated in paragraph (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (d) In determining the maximum plot ratio and site coverage for the purposes of paragraph (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (e) Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the interim development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

Drawing Title Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") EXTRACT OF SCHEDULE OF USES "R(D)" 2/F & 3/F TUNG HIP COMMERCIAL BUILDING PRUDENTIAL & 244 DES VOEUX ROAD CENTRAL HONG KONG 2507 8333 TEL: on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in FAX 2598 6576 Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong Description S/SK-HC/11

RESIDENTIAL (GROUP D) (Cont'd)

No addition, alteration and/or modification to or in-situ redevelopment of an existing

No development including redevelopment for 'Flat' and 'House' (except 'New

Any filling of ponds, including that to effect a change of use to any of those specified in

	Drawn		Date	Drawing No.
		CN	15/08/2023	FIGURE 3.3
	Checked		Approved	FIGURE 5.5
		RT	RT	
	Scale		·	Rev.
Date			-	

S/SK-HC/11

The sub-area falls within the Ho Chung Site of Archaeological Interest. The Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department (LCSD) should be consulted well in advance on any development or redevelopment proposals affecting this site of archaeological interest as well as their immediate environs.

"R(C)2" - The residential development in this sub-area is (b) subject to a maximum PR of 0.4, a maximum SC of 20% and a height not exceeding 9m with 2 storeys over one storey of carport.

- 8 -

This sub-area covers the area to the south-west of Hing Keng Shek which has mostly been developed into low-density residential houses. The site is only accessible via the substandard Hing Keng Shek Road.

- 9.2.3 The above sub-areas mainly reflect the existing character and development intensity. The development restrictions are mainly to conserve the existing character and intensity of the developments so as to blend in well with the surrounding natural environment and rural character as well as not to overload the limited infrastructural facilities, particularly the transport network in the Area.
- 9.2.4 Minor relaxation of the stated restrictions may be considered by the Board on application under section 16 of the Ordinance. This provision is to allow the Board to consider proposals for building layout and design which, while not strictly complying with the stated restrictions, meet the planning objectives. It is hoped to encourage imaginative designs which are adapted to the characteristics of particular sites, and overcome the need for stilting or allow for the conservation of environmentally important natural features or mature vegetation. Each proposal will be considered on its own merits.
- 9.2.5 Some scattered areas outside existing private residential lots within this zone may not be suitable for residential development. Their suitability for development or inclusion into adjoining lots for development would be assessed individually at the land administration stage based on their visual and amenity value, accessibility and geotechnical, environmental, infrastructural and traffic impacts.
- Residential (Group D) ("R(D)") : Total Area 6.78 ha 9.3

9.3.1 The planning intention of this zone is primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the

	Board. This is in line with the 'residential upgrading areas' in encourage self-improvement domestic structures by prop Within this zone, new replace constructed in permanent mate with water supply and connect pollution, the site shall be com sewage treatment facilities. For hydrants and refuse collection p
3.2	Replacement housing for tempt total redevelopment in excess 37.2m ² and a maximum but Residential development (other total development in excess of SC of 20% and a maximum but provide flexibility for inner characteristics of particular restrictions may be considered permission system. Each pri individual planning merits.
3.3	This zone covers the majority consists of a mixture of resid many of which are accommoda adequate provision of infrastru together with relatively eas haphazard and uncoordinated effect to the environment.

9.

- 9.3.4 The "R(D)" designation could encourage redevelopment of the developments.
- Residential (Group E) ("R(E)") : Total Area 3.86 ha 9.4
 - 9.4.1 The planning intention of this zone is primarily for phasing out of

ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING 244 DES VOEUX ROAD CENTRAL HONG KONG TEL: 2507 8333 FAX: 2598 6576 JUNE HONG KONG CENTRAL HONG KONG TEL: 2507 8333 FAX: 2598 6576 JUNE HONG KONG CENTRAL HONG KONG KONG CENTRAL HONG	C)3") ots in	Rev	Description	
--	-----------------	-----	-------------	--

- 9 -

S/SK-HC/11

e Government policy of designating the urban fringe in the late 1980's to or redevelopment of temporary erly designed permanent houses. ement houses are encouraged to be erials. Each plot shall be provided tions for sewage disposal. To avoid nnected to a Government reticulatory or safety and hygienic purposes, fire points shall be provided.

porary structures shall not result in a ss of a maximum building area of uilding height of 2 storeys (6m). er than NTEH) shall not result in a a maximum PR of 0.2, a maximum uilding height of 2 storeys (6m). To novative design adapted to the sites, minor relaxation of these by the Board through the planning roposal will be considered on its

y part of Luk Mei Tsuen area. It dential, industrial and storage uses, lated in temporary structures without ructure. The lack of proper control sy accessibility have encouraged development causing detrimental

buildings in a poor state and to provide them with necessary basic infrastructural provision. This zoning provides the opportunity and incentive for individual owners or developers to improve and upgrade the areas. Besides, it provides a proper planning control on redevelopment and ensures the provision of basic facilities to serve

existing industrial uses through redevelopment for low-rise and low-density residential use on application to the Board. In submitting redevelopment proposals to the Board, the developers are required to provide adequate information in their submission to ensure that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address any potential industrial/residential interface

	Drawn	Date	Drawing No.
	CN	15/08/2023	FIGURE 3.4
	Checked	Approved	I IGOILE 5.4
	RT	RT	
	Scale		Rev.
Date		-	
Date	Scale	-	Rev.

- 8 -

S/SK-HC/11

RESIDENTIAL (GROUP E)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Schedule I: for open-air development or	for building other than industrial building
Ambulance Depot Government Use (Police Reporting Centre, Post Office only) Rural Committee/Village Office Utility Installation for Private Project	Eating Place Educational Institution Flat Government Refuse Collection Point Government Use (not elsewhere specified) House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Institutional Use (not elsewhere specified) Library Market Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Training Centre

- 9 -

RESIDENTIAL (GROUP E) (Cont'd)

Column 1 Uses always permitted

Schedule II: for existing industrial development

Eating Place (Canteen only)	Office
Government Refuse Collection Point	Petro
Government Use (not elsewhere specified)	Publi
Public Utility Installation	Publi
Recyclable Collection Centre	
Rural Workshop	Shop
Utility Installation for Private Project	Vehic
Warehouse (excluding Dangerous Goods	Whol
Godown)	

Planning Intention

This zone is intended primarily for phasing out of existing industrial uses through redevelopment for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

Remarks

- (a) maximum plot ratio of 0.4 and a maximum building height of 9m with 2 storeys over one storey of carport.
- (b) No addition, alteration and/or modification to or redevelopment of an existing building (except redevelopment to 'New Territories Exempted Houses') shall exceed the plot ratio and building height restrictions stated in paragraph (a) above, or the plot ratio and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater, subject to redevelopment to the plot ratio in the latter restriction shall be permitted only if the existing building is a domestic building.
- Based on the individual merits of a development or redevelopment proposal, minor (c) relaxation of the plot ratio and building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

S/SK-HC/11

Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

ce ol Filling Station ic Convenience ic Vehicle Park (excluding container vehicle) and Services (ground floor only) cle Repair Workshop lesale Trade

No new development (except 'New Territories Exempted Houses') shall exceed a

	Drawn		Date	Drawing No.
		CN	15/08/2023	FIGURE 3.5A
	Checked		Approved	FIGURE 5.5A
		RT	RT	
	Scale			Rev.
Date			-	

- 10 -

<u>RESIDENTIAL (GROUP E)</u> (Cont'd)

Remarks (Cont'd)

(d) In determining the maximum plot ratio for the purposes of paragraphs (a) and (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

Rev Description

S/SK-HC/11

	-		
	Drawn	Date	Drawing No.
	CN	15/08/2023	FIGURE 3.5B
	Checked	Approved	I IGOILE 5.50
	RT	RT	
	Scale		Rev.
Date		-	

- 9 -

Board. This is in line with the Government policy of designating 'residential upgrading areas' in the urban fringe in the late 1980's to encourage self-improvement or redevelopment of temporary domestic structures by properly designed permanent houses. Within this zone, new replacement houses are encouraged to be constructed in permanent materials. Each plot shall be provided with water supply and connections for sewage disposal. To avoid pollution, the site shall be connected to a Government reticulatory sewage treatment facilities. For safety and hygienic purposes, fire hydrants and refuse collection points shall be provided.

- 9.3.2 Replacement housing for temporary structures shall not result in a total redevelopment in excess of a maximum building area of $37.2m^2$ and a maximum building height of 2 storeys (6m). Residential development (other than NTEH) shall not result in a total development in excess of a maximum PR of 0.2, a maximum SC of 20% and a maximum building height of 2 storeys (6m). To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of these restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.
- 9.3.3 This zone covers the majority part of Luk Mei Tsuen area. It consists of a mixture of residential, industrial and storage uses, many of which are accommodated in temporary structures without adequate provision of infrastructure. The lack of proper control together with relatively easy accessibility have encouraged haphazard and uncoordinated development causing detrimental effect to the environment.
- 9.3.4 The "R(D)" designation could encourage redevelopment of buildings in a poor state and to provide them with necessary basic infrastructural provision. This zoning provides the opportunity and incentive for individual owners or developers to improve and upgrade the areas. Besides, it provides a proper planning control on redevelopment and ensures the provision of basic facilities to serve the developments.
- Residential (Group E) ("R(E)") : Total Area 3.86 ha 9.4

9.4.1 The planning intention of this zone is primarily for phasing out of existing industrial uses through redevelopment for low-rise and low-density residential use on application to the Board. In submitting redevelopment proposals to the Board, the developers are required to provide adequate information in their submission to ensure that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address any potential industrial/residential interface

	problem. Whilst existing industrial development are not perpetuation of the industrial/re modification of use from non-i existing industrial establishments the Board.
9.4.2	Two sites are zoned "R(E)", name a site to the north of Ho redevelopment within this zone and a maximum building height over one storey of carport as stip provide flexibility for inno- characteristics of particular sites and building height restrictions through the planning permission considered on its individual plan
9.4.3	The site near Luk Mei Tsuen residential, industrial and sto accommodated in temporary
	infrastructural provision. The sit largely used as the ATV Product Chung Village. Majority of the whilst the remaining part is used
9.4.4	largely used as the ATV Product Chung Village. Majority of the

be permitted on application to the Board.

rawing Title Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residentia EXTRACT OF EXPLANATORY STATEMENT "R(E)" 2/F & 3/F TUNG HIP COMMERCIAL BUILDING PRUDENTIAL (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" 244 DES VOEUX ROAD CENTRAL HONG KONG TEL: on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in 2598 6576 Demarcation District 210 and Demarcation District 244 and Adioining Government land Ho Chung, Sai Kung, New Territories, Hong Kong Description

S/SK-HC/11

strial uses would be tolerated, new ot permitted in order to avoid the residential interface problem. Any -industrial to industrial uses within ts will also require the permission of

mely a site near Luk Mei Tsuen and Chung Road. Development and is subject to a maximum PR of 0.4 not exceeding 9m with two storeys pulated in the Notes of the Plan. To ovative design adapted to the es, minor relaxation of the plot ratio s may be considered by the Board on system. Each proposal will be nning merits.

currently consists of a mixture of orage uses, many of which are ry structures without adequate ite to the north of Ho Chung Road is ction Centre. It is located close to Ho site is mainly for the TV production for storage uses.

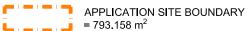
es will be further enhanced upon way Improvement Stage 1 of Phase connecting Ho Chung Road and use is preferred upon redevelopment ne nearby Marina Cove development

al Area 44.90 ha

9.5.1 The planning intention of this zone is to reflect existing recognised and other villages and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a NTEH. Other commercial, community and recreational uses may

	Drawn		Date	Drawing No.
		CN	15/08/2023	FIGURE 3.6
	Checked		Approved	I IGURE 5.0
		RT	RT	
	Scale			Rev.
Date			-	

PARCEL A





LAND RE-GRANTED FROM EXISTING GOV'T LAND $= 15.553 \text{ m}^2$



TOTAL AREA TO BE DEDICATED AS RIGHT OF WAY FOR VEHICULAR ACCESS = 128.768 m²



TOTAL AREA TO BE DEDICATED AS RIGHT OF WAY FOR FOOTPATH = 85.862 m²

PARCEL B



= 1474.425 m²



GOV'T LAND TO BE RE-ACQUIRED = 204.434 m²



LAND RE-GRANTED FROM EXISTING GOV'T LAND = 12.869 m²



TOTAL AREA TO BE DEDICATED AS RIGHT OF WAY FOR VEHICULAR ACCESS



 $= 58.000 \text{ m}^2$ TOTAL AREA TO BE DEDICATED AS RIGHT OF WAY FOR FOOTPATH $= 50.481 \text{ m}^2$

PARCEL C



APPLICATION SITE BOUNDARY = 922.579 m²



GOV'T LAND TO BE RE-ACQUIRED = 248.573 m²



LAND RE-GRANTED FROM EXISTING GOV'T LAND = 124.929 m²

OVERALL



APPLICATION SITE BOUNDARY



GOV'T LAND TO BE RE-ACQUIRED $= 453.008 \text{ m}^2$



LAND RE-GRANTED FROM EXISTING GOV'T LAND $= 153.352 \text{ m}^2$

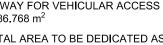


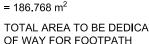
TOTAL AREA TO BE DEDICATED AS RIGHT OF WAY FOR VEHICULAR ACCESS





TOTAL AREA TO BE DEDICATED AS RIGHT OF WAY FOR FOOTPATH $= 136.342 \text{ m}^2$





JOB TITLE: Drawing Title Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential PROPOSED SURRENDER AND REGRANT OF LAND (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong

824280N		+				+			
						I I			
	<i>.</i>								
	<u> JIL</u>						Flower	inoccessione	
							17.88	17.59	17.48 17.43 17.17
						l'	17.66 17.56 17.63 17.56 17.46(1	17.59 17.58(T) 17.59 17.58(T) 17.25	17.08 G.L.
						17.82	17.567 17.46(1 17.43(1)	6.85 ^{17.46} (1) 16.77 16.80 16.75	
						17.4		Steps 16.62(T) 16.82(T)	16.41 16.44 16.18 15
								16.81(2)	16.20 16.27
						17.62 17.5 17.51 17.53	15,10	15.58 15.79 15	.95 15.90 🖬 15.88
				•		17.47(T)	15.23	Lot 402 15.87	Road
					•	15.66 15.42	15 00 15 24		5.84 15.85
					16.29 15.7	5 14.96	XXXXX		XXXXXXXX
					16.13	G.L. 15.16			₩□ 14.92 14.98
					-15.43	2 🌽		14.66 14.70) 14.71
								14,	'
					vii⊡14.81 14.80	14.89	+ 14.78	■-}; = - - 	
824250N						1	4.87	14.62	
		T				Q.14.76	G.L.		JAR
					14.00	14.84 14.82	14.86 🥠	<u> </u>	
							14 14.14	13 Lot 14.25	409 S.A 14.25
			D.D. 24	13.04 12.72 13.0	13.		14.10		14.24
				12.12 13.0	14.0	13,98		D . D .	210
				/			تر الم	- <u>-</u>	14.21
				1.99 12.27	12.91		1000		
			11.84 11.35 11.50 11.70 11.62	G.L. 12.17		14.03	14.15	14	.25
				1.80	14.12 08	Lo	t 409 RP 14.12		14.21
			11.00	13.46	13.95	->16.66(T)	14.08		
			11.35 11.40 11.46	.92 13.56	13.88	/13.97		T.S.	14.15
		11.3	° <u>†</u> [13.59		14.02			
		1	Contain	VS V3.82	13.90		1.36		1 14 15 -5
		1	Lot 1859 RP	13.90 ¶i 861 S.A RP			, os	914.06	
		/11.	29	T.S.	L-X-T	1		Lot 409 S.B RP	14.22 Containe
		L_	T.S.		13.96	T.S.	14.02	14.08	
			🖌 📩	1178	13.00	/		14.10	14.15 14.20 14.
824220N		+	30(7)	AT 20	13.79 13.90 13.90 13.92	13.98 14.00	14.05	14.13	14.38
	11.12	11.40	(1) 13.00 13.10(1)	Footpath				14.11	14.38 14.42 14.42 14.42
12	2.52(T)	12.60	13.2			38 MH 4.4 14.3	6-1 14.57 MH	14.55	- Innol
				G.L		14.10		1 96 10	0
	D.D.	244	12.82 _{MS} Lu	k Mei Tsu	en Road	14₩	14.47		
	G.L	12.44	12.95(T)	13.04 13.26	13.67	D.1). <mark>210</mark>	14.90	
		12.59 F	ootpath 1700	1110	13.87	E 13.81	14.46 🖸 MS	14.76	15.07
	12.20		00tpath 1200 12.5%(7) 13.2%(7) 13.2%(7)	13.46	13.72	-13		14	15.06 G.L 15.34
	10.61	11.55	12.18 13		(3	14.58(7)	.59(14.76	15.06 G.L 15.34
			Lot 411 RP		13.85			14	.96
	10.28	12.53			13 0		~~////		1
	11.32	12.35	13.40		>CL	14.1	14.75(T)	.75	
		13.:	35(T)	Parking Area	Lot 407 S.B		s	14.75	14.57
		Lot 1	860 RP 9	8 13.75	Ì.			A RP 14.78	
		· · · ·	Lot		7			14.77 T.S.	14.72
			13.57		A A A A A A A A A A A A A A A A A A A	1 V V V V	14.84	< \	-1
	\sim		13.34(T)	Lot 414		7.55 Jac 38		14.81. 14.98 15.42(1 15.02	n n
	G.L					1. I. C. C. C. S. A.		15.02	
8241981		+	 13.33(T) 		11	1 Safet			
	Dense Ve	getation	13.	13.93	Container	11 million			
				\ т.s.	L				
			13,73 13,71(T)	Ì			G.L		
		•	13.7(1)	13.74 13.78(T)			Inaccessible		
[·	`						
) 5	• 10	13.51(7) 20	1 Î	<i>(</i> 30)	40m	•		
l (, J	10	120	$\left\{ \right\} $		10 +	•		

1 Amended area on Parcel B

mended Parcels

mended area on Parcel B

Description

2

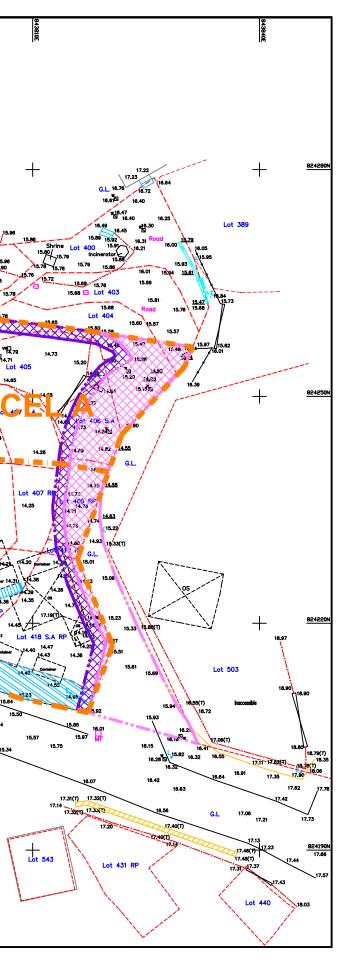
3

43780

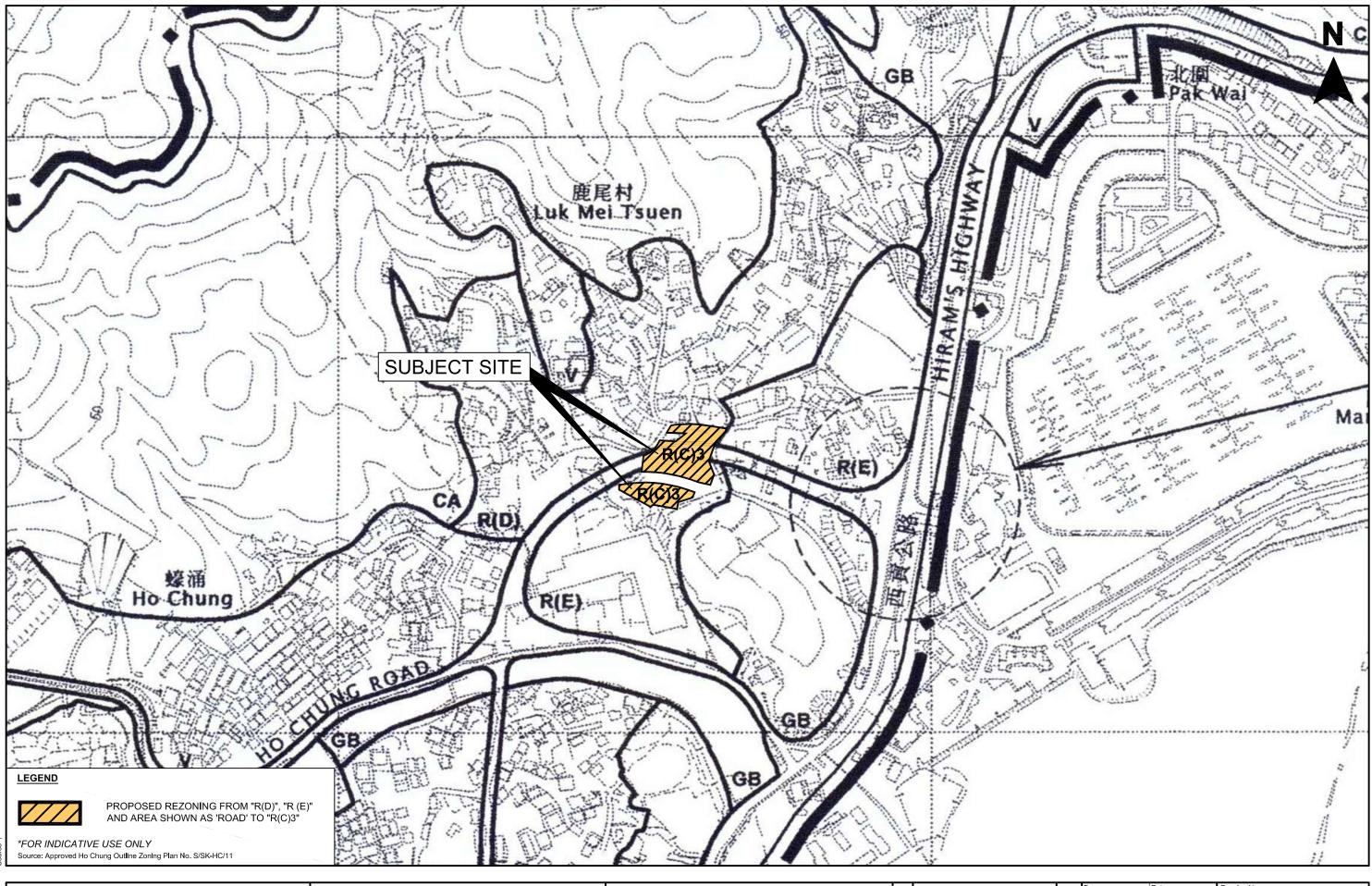
43750

Ν





9/05/23	Drawn		Date	Drawing No.	٦
0/05/23		CN	08/08/2023		
8/06/23	Checked		Approved	Figure 3.7	
		RT	RT	19610 011	
	Scale	4.500	A A A	Rev.	,
Date		1:500	@ A3		2



		JOB TITLE:	Drawing Title		
ADDR	RESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential			
PRUDENTIAL	244 DES VOEUX POAD CENTRAL HONG KONG	(Group E)" ("P(E)") and an area shown as 'Poad' to "Pesidential (Group C)3) ("P(C)3")			
SURVEYING-LAND ADVISORY - VALUATION 行 TEL:		on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in			
FAX:		Demarcation District 210 and Demarcation District 244 and Adjoining Government			
		land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description

	Drawn		Date	Drawing No.
		CN	15/08/2023	
	Checked		Approved	Figure 5.1
		RT	RT	
	Scale	4-2000	A 42	Rev.
Date		1:3000	0 @ A3	-

S/SK-HC/11

RESIDENTIAL (GROUP C)

- 4 -

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Utility Installation for Private Project	Ambulance Depot Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Institutional Use (not elsewhere specified) Institutional Use (not elsewhere specified) Library Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Rural Committee/Village Office School Shop and Services Social Welfare Facility Training Centre
This zone is intended primarily for low-rise	<u>a Intention</u> e, low-density residential developments where bourhood may be permitted on application to the

RESIDENTIAL (GROUP C) (Cont'd)

Remarks

- 5 -

On land designated "Residential (Group C)1", no new development, or addition, (a) alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.75, a maximum site coverage of 37.5% and a maximum building height of 9m with 2 storeys over one storey of carport or of a maximum plot ratio of 0.75, a maximum site coverage of 25% and a maximum building height of 12m with 3 storeys over one storey of carport, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.

On land designated "Residential (Group C)2", no new development, or addition, (b) alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.4, a maximum site coverage of 20% and a maximum building height of 9m with 2 storeys over one storey of carport, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.

On land designated "Residential (Group C)3", no new development, or addition, (C) alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.75, a maximum site coverage of 25% and a maximum building height of 12m with 3 storeys over one storey of carport, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.

Based on the individual merits of a development or redevelopment proposal, minor (d) <u>(c)</u> relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (a) and (b) (a), (b) and (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(e) -(d)-In determining the maximum plot ratio and site coverage for the purposes of paragraphs (a) and (b) (a), (b) and (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's guarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

*For Indicative Use Only

SURVEYING-LAND ADVISORY-VALUATION TEL: 244 DES VOEUX ROAD CENTRAL HONG KONG	(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in	Drawing Title PROPOSED AMENDMENT TO THE SCHEDULE OF USES OF THE APPROVED OZP "R(C)3"				Drawn CN Checked RT	Date 15/08/2023 Approved RT	Drawing No. FIGURE 5.2
FAX: 2598 6576	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Date	Scale	-	Rev.

- 9.1.3 Development and redevelopment within this "CDA" site is subject to a maximum plot ratio (PR) of 0.75, a maximum site coverage (SC) of 25% and a maximum building height not exceeding 12m with 3 storeys over one storey of carport as stipulated in the Notes of the Plan. To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of these restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits. The implementation of the "CDA" zone largely depends on private initiatives for land assembly. However, in view of the sizeable area of the site, phased development could be carried out provided that the intention for comprehensive redevelopment of the whole site would not be prejudiced.
- 9.1.4 Pursuant to section 4A(1) of the Ordinance, any development/ redevelopment proposal within this zone is subject to the approval of the Board by way of a planning application under section 16 of the Ordinance. A Master Layout Plan (MLP) should be submitted together with the relevant assessment reports and a landscape master plan as well as other materials as specified in the Notes of the Plan for the approval of the Board under section 4A(2) of the Ordinance. Development/redevelopment will be in accordance with an approved MLP and it should be ensured that the nature and scale of new development will be in keeping with the surrounding natural landscape and land-uses and will not exert pressure on the limited road and other infrastructural provisions in the Area. A copy of the approved MLP shall be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.

Residential (Group C) ("R(C)") : Total Area 3.30 ha 3.62 ha 9.2

- 9.2.1 The planning intention of this zone is primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board, and to restrict the future developments within the prescribed development parameters.
- 9.2.2 This zone can be divided into two sub-areas:
 - (a) "R(C)1" The residential development in this sub-area is subject to a maximum PR of 0.75, either with a maximum SC of 37.5% and a height not exceeding 9m with 2 storeys over one storey of carport, or with a maximum SC of 25% and a height not exceeding 12m with 3 storeys over one storey of carport.

This sub-area covers only one site which is located in the area sandwiched between Hiram's Highway and Nam Pin Wai Village.

- interest as well as their immediate environs.
- (b) carport.

This sub-area covers the area to the south-west of Hing Keng Shek which has mostly been developed into low-density residential houses. The site is only accessible via the substandard Hing Keng Shek Road.

(C) storey of carport.

Road.

- facilities, particularly the transport network in the Area.
- its own merits.
- 9.2.5 Some scattered areas outside existing private residential lots within traffic impacts.

*For Indicative Use Only

rawing Title Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residentia PROPOSED AMENDMENT TO THE EXPLANATORY 2/F & 3/F TUNG HIP COMMERCIAL BUILDING PRUDENTIAL (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" 244 DES VOEUX ROAD CENTRAL HONG KONG STATEMENT OF THE APPROVED OZP "R(C)3" TEL: on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in FAX 2598 6576 Demarcation District 210 and Demarcation District 244 and Adioining Government land Ho Chung, Sai Kung, New Territories, Hong Kong Description

S/SK-HC/11

The sub-area falls within the Ho Chung Site of Archaeological Interest. The Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department (LCSD) should be consulted well in advance on any development or redevelopment proposals affecting this site of archaeological

"R(C)2" - The residential development in this sub-area is subject to a maximum PR of 0.4, a maximum SC of 20% and a height not exceeding 9m with 2 storeys over one storey of

"R(C)3" – The residential development in this sub-area is subject to a maximum PR of 0.75, a maximum SC of 25% and a height not exceeding 12m with 3 storeys over one

This sub-area covers the area on western portion on both side of the Ho Chung North Road near Luk Mei Tsuen

9.2.3 The above sub-areas mainly reflect the existing character and development intensity. The development restrictions are mainly to conserve the existing character and intensity of the developments so as to blend in well with the surrounding natural environment and rural character as well as not to overload the limited infrastructural

9.2.4 Minor relaxation of the stated restrictions may be considered by the Board on application under section 16 of the Ordinance. This provision is to allow the Board to consider proposals for building layout and design which, while not strictly complying with the stated restrictions, meet the planning objectives. It is hoped to encourage imaginative designs which are adapted to the characteristics of particular sites, and overcome the need for stilting or allow for the conservation of environmentally important natural features or mature vegetation. Each proposal will be considered on

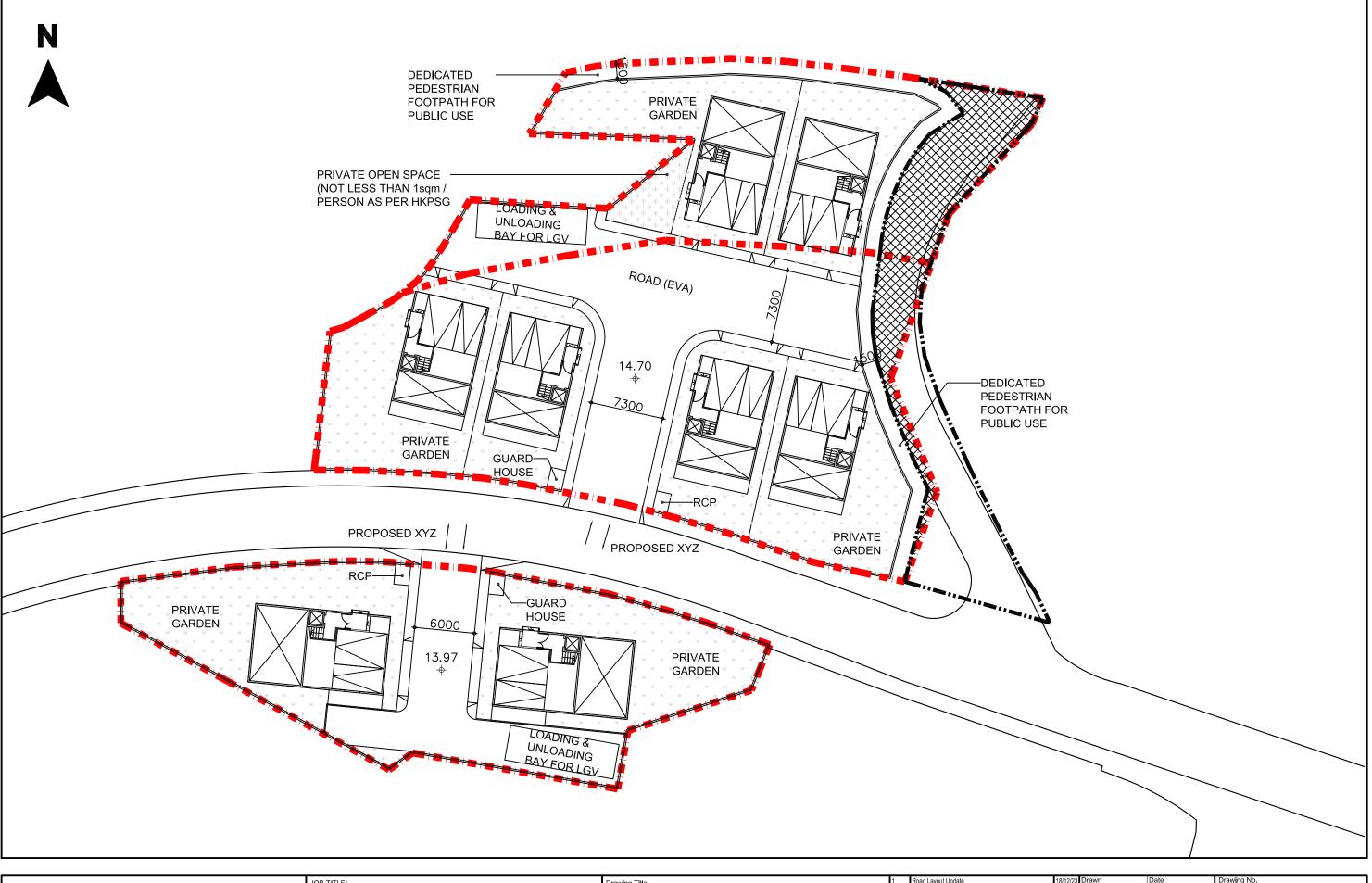
this zone may not be suitable for residential development. Their suitability for development or inclusion into adjoining lots for development would be assessed individually at the land administration stage based on their visual and amenity value, accessibility and geotechnical, environmental, infrastructural and

	Drawn		Date	Drawing No.
		CN	15/08/2023	FIGURE 5.3
	Checked		Approved	FIGURE 3.5
		RT	RT	
	Scale			Rev.
Date			-	

Appendix A

Architectural Layout Plans

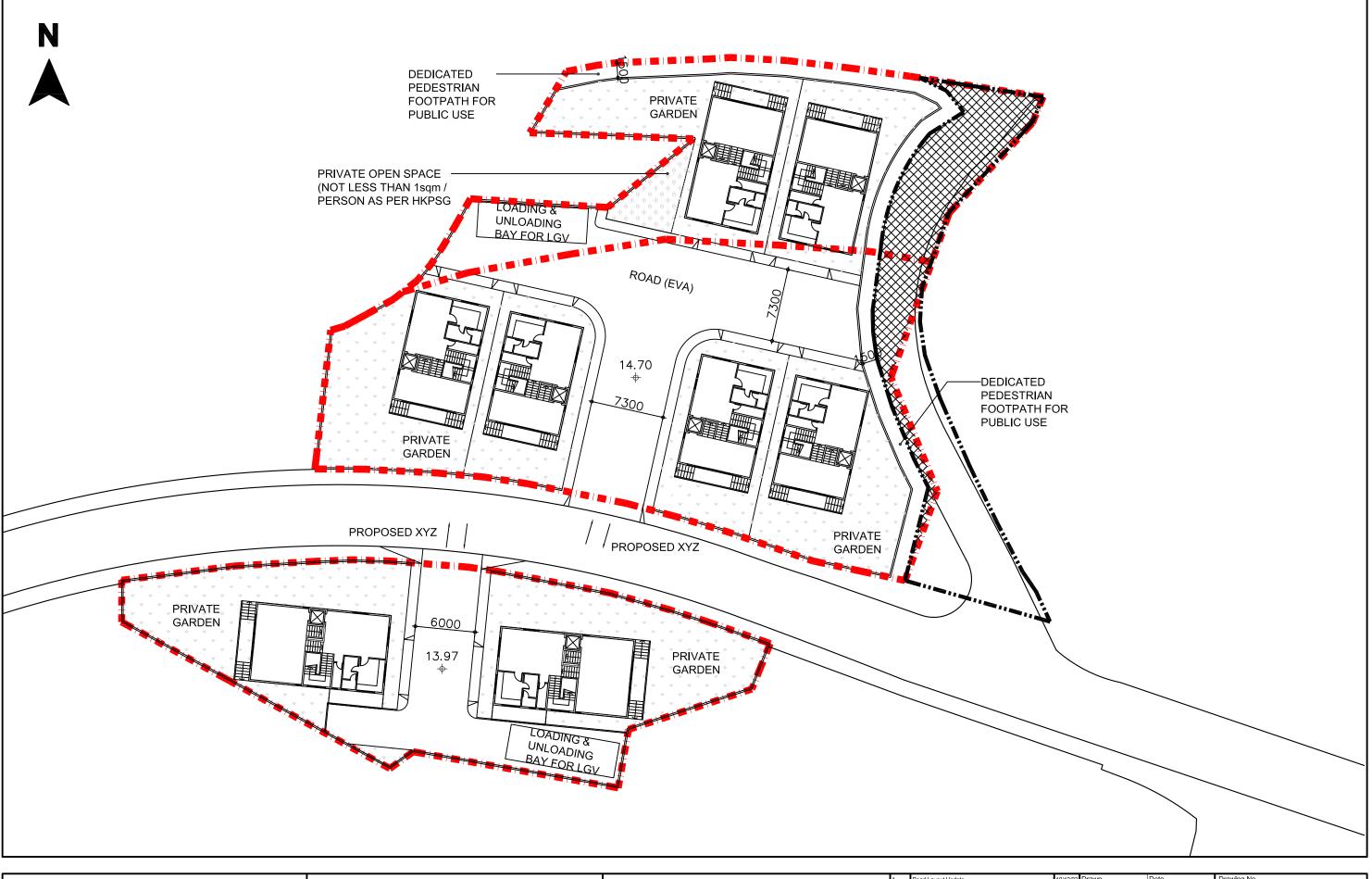
Intentionally Blank



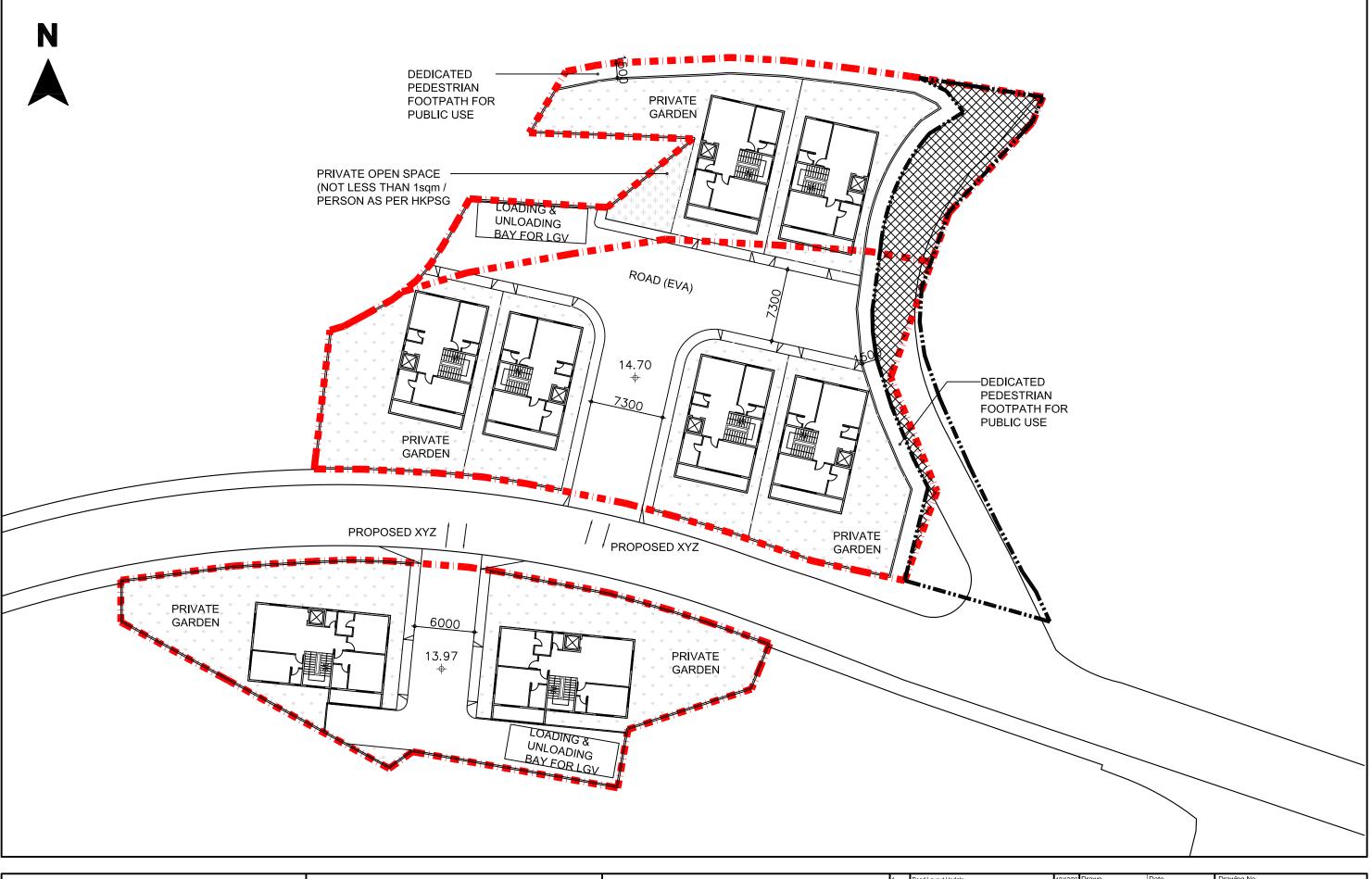
 ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING 244 DES VOEUX ROAD CENTRAL HONG KONG 2450 PSUJS VOEUX ROAD CENTRAL HONG KONG Et: 2507 8333 FAX: 2598 6576
 JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong
 Drawing Title
 1
 Road Layout Update
 16//2

 Rev
 Description
 Description

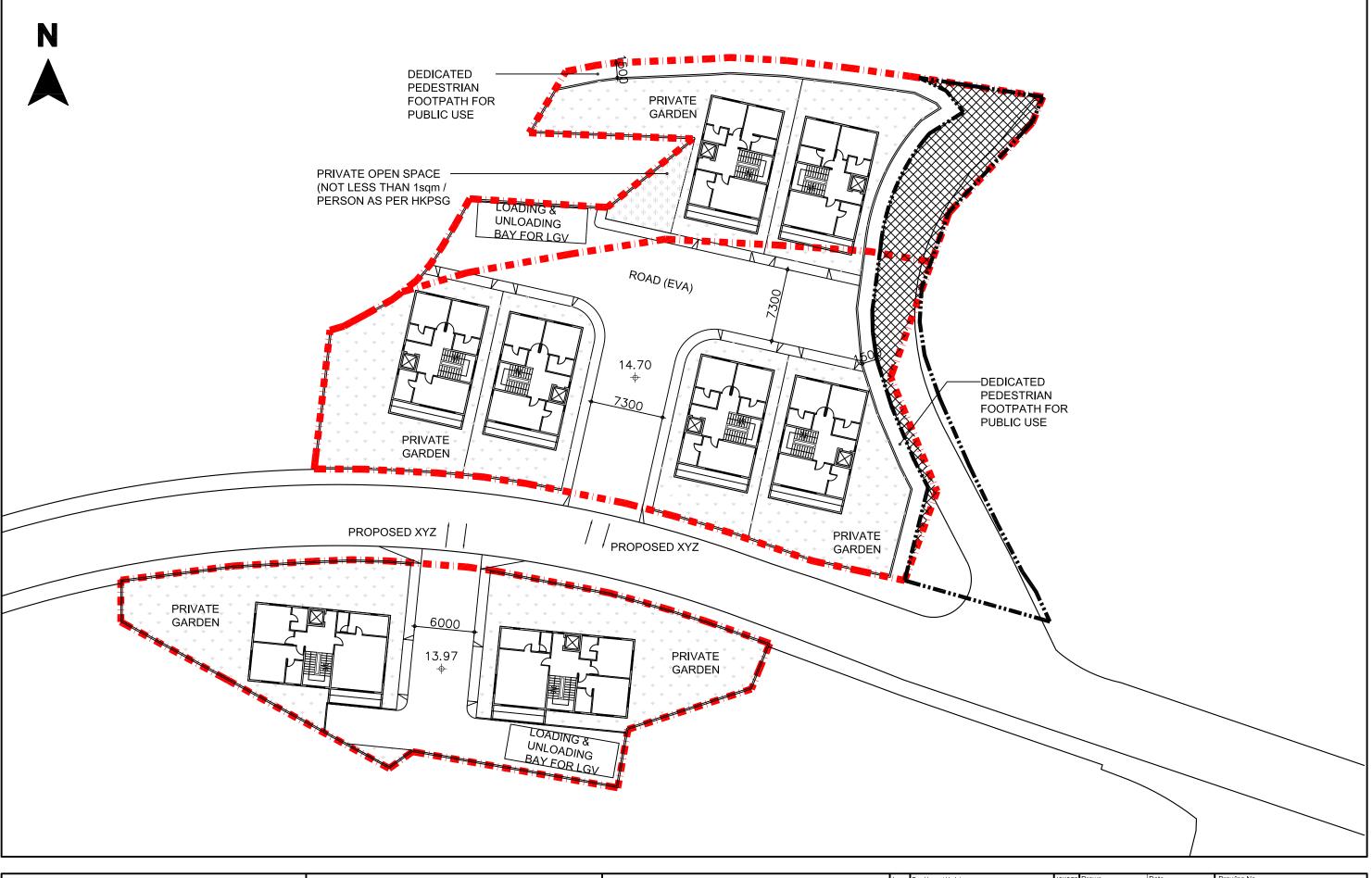
0/12/23	Diawii	Date	Drawing No.
	CN	18/12/2023	
	Checked	Approved	Fig. 1
	RT	RT	
	Scale	250 @ 42	Rev. 1
Date	1.,	350 @ A3	I



	JOB TITLE:	Drawing Title	1	Road Layout Update	18/12/23	Drawn	Date	Drawing No.
PRUDENTIAL # 244 DES VOEUX ROAD CENTRAL HONG KONG SURVEYING-LAND ADVISORY-VALUATION 1 TEL: 2507 8333	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in					Checked RT	18/12/2023 Approved RT	Fig. 2
	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Date	Scale 1:3	0 @ A3	Rev. 1



		Drawing Title	1	Road Layout Update	18/12/2	3 Drawn CN	Date 18/12/2023	Drawing No.
PRUDENTIAL 244 DES VOEUX ROAD CENTRAL HONG KONG						Checked	Approved RT	Fig. 3
FAX: 2598 6576	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Date	Scale 1::	50 @ A3	Rev. 1



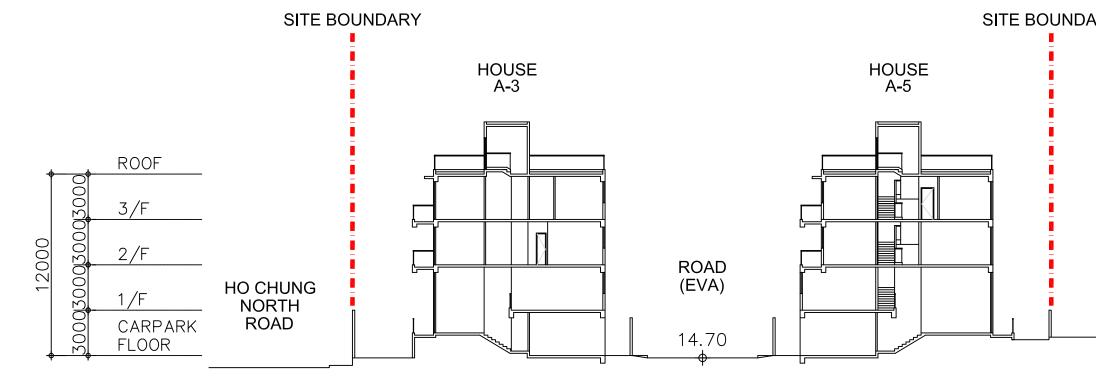
 SUBJECT FUNCE OF LAND A DVISORY - VALUATION **
 ADDE SS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING Commencial BUILDING 244 DES VOEUX ROAD CENTRAL HONG KONG 244 DES VOEUX ROAD CENTRAL HONG KONG 244 DES VOEUX ROAD CENTRAL HONG KONG 2507 8333 E S78
 JOB TITLE:
 Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong
 Data
 STACH
 1
 Road Lagout Update
 18/0

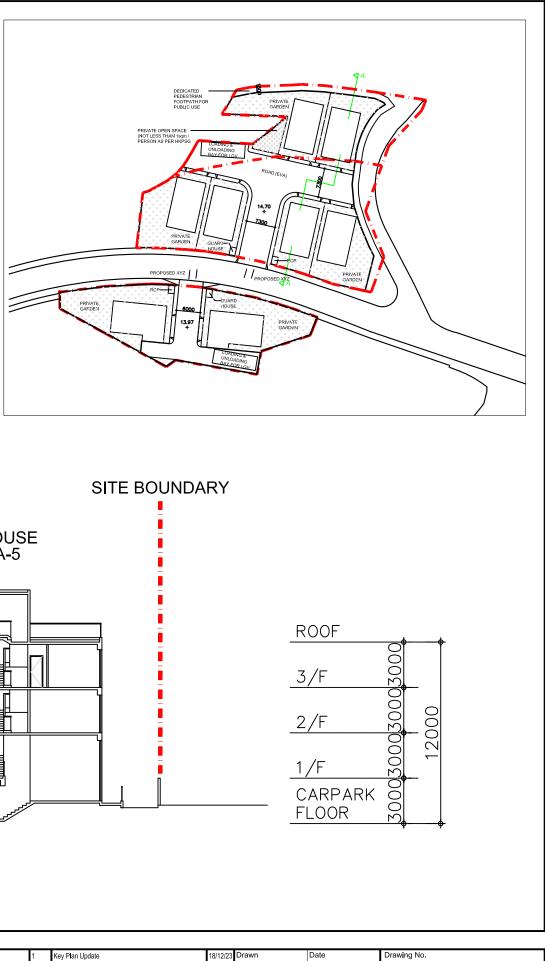
 Rev
 Description
 Description
 Description
 D

18/12/23	Drawn	Date	Drawing No.
	CN	18/12/2023	
	Checked	Approved	Fig. 4
	RT	RT	
	Scale 1.250	@ A2	Rev. 1
Date	1:350	@ A3	

		JOB TITLE:	Drawing Title	1	Key Plan Update	18/12/2	3 Drawn	Date	Drawing No.
ADDRESS: 2/F & 3/F	TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential	SECTION A-A					CN 18/12/2023	
	EUX ROAD CENTRAL HONG KONG	(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3")					Checked	Approved	Fig. 5
SURVEYING-LAND ADVISORY-VALUATION 1 TEL: 2507 8333 FAX: 2598 6576		on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land,						RI RI	-
		Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Date	Scale	1:250 @ A3	Rev. 1
				IXEV	Description	Date			

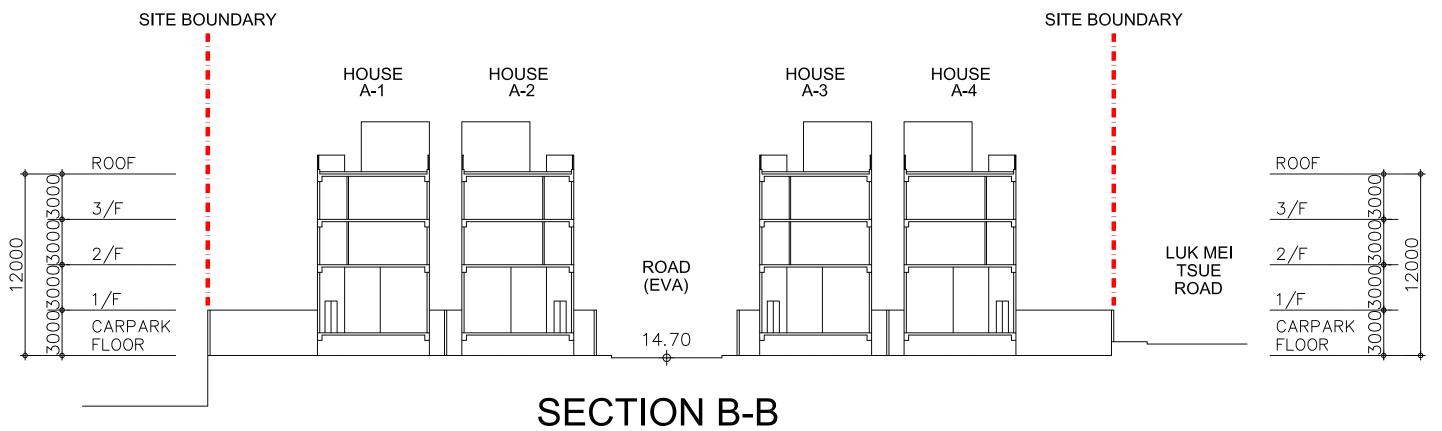
SECTION A-A

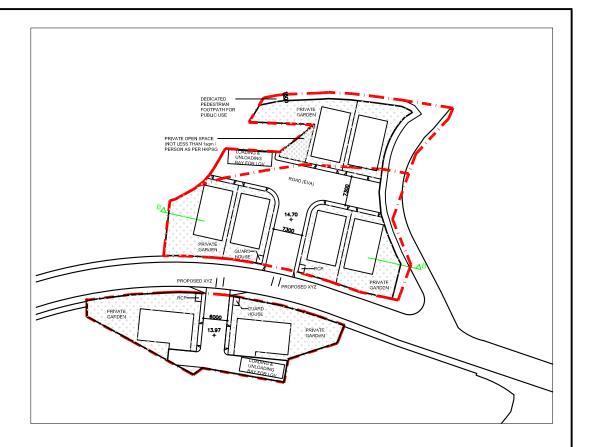




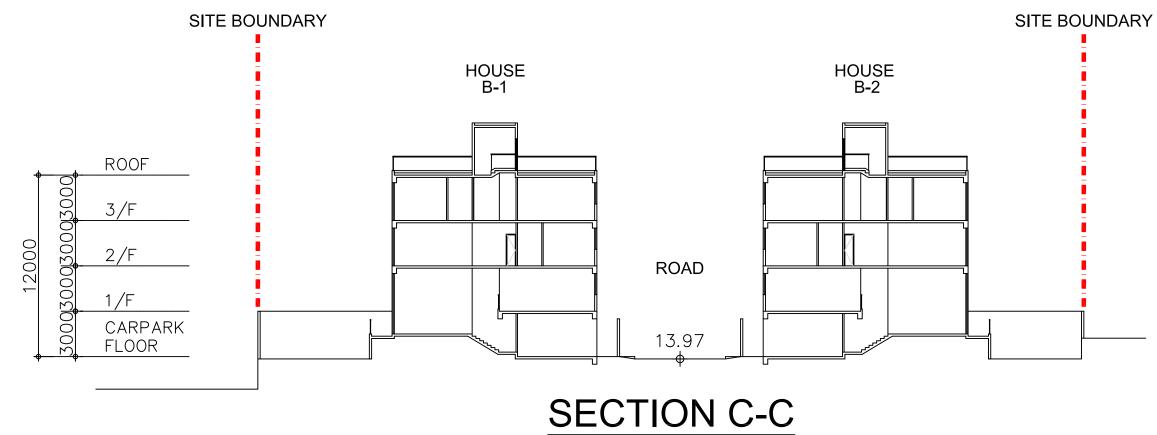
	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in	1 K	Key Plan Update 1	8/12/23	Drawn CN Checked RT	Date 18/12/2023 Approved RT	Drawing No. Fig. 6
FAX: 2598 6576	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong	Rev	Description	Date	Scale 1:250	@ A3	Rev.

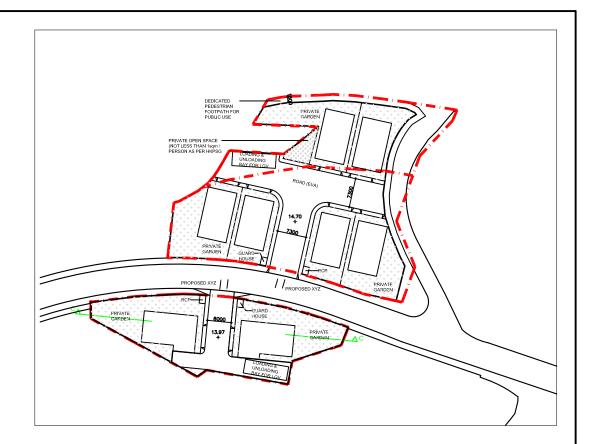


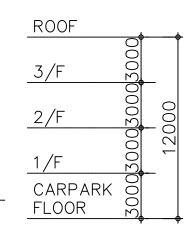




ADRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING SURVEYING-LAND ADVISORY-VALUATION T TEL: 2507 8333	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in	1 Ke	ey Plan Update	18/12/2	3 Drawn Checked	Date CN 18/12/2023 Approved RT	Drawing No. Fig. 7
	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong	Rev	Description	Date	Scale	1:250 @ A3	^{Rev.} 1







Intentionally Blank

Appendix B

Landscape Proposal

Intentionally Blank



Landscape Proposal

For

Amendment of Plan to

Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3")

on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11

at Various Lots in Demarcation District 210 and Demarcation District 244

and Adjoining Government land

Ho Chung, Sai Kung, New Territories, Hong Kong

Prepared by:Prudential Surveyors International LimitedVersion:CDate:December 2023

TABLE OF CONTENT

1	Introduction	. 4
2	Site Description	. 4
3	Proposed Development	. 5
4	Landscape Design Concept	. 6
5	Planting Proposal	. 9
6	Greening Calculation	10

Landscape Proposal for Amendment of Plan Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

<u>List of Figures</u>

Figure 2.1	Broad Brush Tree Survey Schedule
Figure 2.2	Tree Treatment Plan
Figure 3.1	Conceptual Landscape Plan
Figure 3.2	Proposed Tree Planting and Greening Calculation Plan
Figure 4.1	Proposed Green Noise Barrier
Figure 4.2	Reference Landscape Photos

List of Tables

Table 2.1	Summary of Broad Brush Tree Survey
Table 4.1	Soil Depth of Planting Types
Table 5.1	Proposed Planting Schedule

1. Introduction

- 1.1.1 This Landscape Proposal (**the Proposal**) is prepared as part of the Section 12A Application for the amendment of plan to rezone to "Residential (Group C)3) ("R(C)3") to the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 (the Approved OZP) at various lots in Demarcation District 210 (D.D.210) and Demarcation District 244 (D.D.244) and adjoining government land, at Ho Chung, Sai Kung, New Territories.
- 1.1.1. The Proposal details the principles behind the proposed Conceptual Landscape Plan of the proposed development. It describes design program and treatment of the outdoor spaces of the buildings. A more comprehensive design package will be compiled during the detailed design stage of the project.
- 1.1.2. The Proposal includes:
 - the Conceptual Landscape Plans;
 - proposed Green Noise Barrier;
 - planting Scheme; and
 - greening Calculation Plans.

The Proposal takes into consideration the topographical condition of the Site.

2. Site Description

2.1. The Site and its Surroundings

- 2.1.1. The proposed development is situated in Demarcation District 210 (D.D.210) and Demarcation District 244 (D.D.244) and the adjoining government land, at Ho Chung, Sai Kung, New Territories (**the Site**). The Site, with an area of about 3,190 sq.m, is located to the west of the Marine Cove and Hiram's Highway. It is accessible via Luk Mei Tsuen Road/Ho Chung North Road. The Site is divided into three parts for identification purposes. The majority of the Site is situated to the north of Ho Chung North Road (**Parcel A and B**) and the remaining portion is situated to the south of Ho Chung North Road (**Parcel C**).
- 2.1.2. The majority of the Parcel A and B of the Site appears to be occupied by open storage, vehicle repair workshop and other workshop activities in similar nature; while the northeastern part of the Parcel A and B are occupied by the existing Luk Mei Tsuen Road (side road) and an association namely "西貢區惠州同鄉孟蘭勝會". Parcel C of the Site is mainly occupied by an open car park with some temporary structures. Only a few low-rise vegetation can be found in the northeast corner of the Site.
- 2.1.3. The surrounding landscape characters of the Parcel A, B and C of the Site are different. The Parcel A and B are mainly surrounded by storage building and open car park with limited plantation, while the Parcel C is mainly surrounded by undeveloped green space.

2.2. Broad Brush Tree Survey

2.2.1. A tree survey was conducted on 15 December 2023. The number of existing trees are surveyed with the following breakdown: -

Broad Brush Tree Survey Breakdown	
Total 6 nos. are surveyed	4 nos. of existing <i>Michelia</i> × <i>alba</i> (<i>MIAL</i>) proposed to be retained
	2 nos. of existing dead trees proposed to be felled
The height ranges from 3.8m to 8m, sprea 637mm. Their overall condition are ranges	d from 1.8m to 4m, and DBH from 255mm to from Poor to Good.
Broad Brush Tree Survey Schedule is provi	ded in Figure 2.1 .

Table 2.1 Summary of Broad Brush Tree Survey

2.2.2. Due to the conflict with the proposed development and necessary construction works and activities, among a total of 6 nos. of existing trees within site, 4 nos. will be proposed to be retained and 2 nos. of existing dead trees will be proposed to be felled. The proposed treatment on existing trees can be found in **Figure 2.2**.

3. Proposed Development

- **3.1.1.** The Proposed Development is to develop a low-rise and low-density residential development with 8 no. of 3 storeys over one storey of carport and private garden with each house. Internal access road/EVA and the common landscape area would also be created. [refer to **Figure 3.1**] The Proposed Development could facilitate improving and upgrading the surrounding areas and phase out existing industrial uses with high-quality residential development.
- 3.1.2. The proposed development includes 8 nos. of residential houses with building heights of about 12m. The landscape design concept will adopt a modern style. It will use organic forms and shapes as the main elements in order to soften the hard lines of the built forms. Each house has its private garden with a combination of soft and hard landscapes, creating different gathering, recreational and fitness spaces to enrich daily life of the future residents. Plants with different heights and densities are mainly provided along the boundaries of the Site, strengthening privacy and providing shaded for residents. Proposed trees and greenery would be intermixed with the overall landscape design. [refer to **Figure 3.2**].
- 3.1.3. The topographical condition of the Site has been considered in the overall design. Since, Parcel A and B of the site is convex in shape with southern portion and northern portion higher than the central portion. Following the natural lay of the land, the carport would be located in the central portion (lower part) of the site to maintain a lower overall building height and to allow the Proposed Development to merge with the natural profiling of the surroundings.
- 3.1.4. To enhance the local walkability and accessibility, it is proposed to strategically setback the proposed residential development by 1.5 m along the east and north boundaries of the Parcel A and B to create a footpath for public use.

4. Landscape Design Concepts

4.1. Landscape Design

- 4.1.1. The aim of the landscape proposals is to not only respond to site conditions, building form and function but to also create private gardens for the future residents. The main factors to be taken into consideration are:
 - response to the site context, both in terms of landscape character and visual amenity;
 - maximise the opportunities of greening;
 - create soft greenery barriers around the Site to enhance privacy and reduce noise pollution from surroundings; and
 - careful consideration of future maintenance requirements.
- 4.1.2. The detail design of the landscape layout should consider the following relevant guidelines/legislations:
 - Hong Kong Planning Standards and Guidelines (HKPSG);
 - Technical Guidelines on Landscape Treatment and Bio-engineering for Man-made Slopes and Retaining Walls (GEO Publications No. 1/2011);
 - Design Manual: Barrier Free Access 2008 (Building Department);
 - DEVB TCW No. 6/2015- Maintenance of Vegetation and Hard Landscape Features.
 - PNPP No. 1/2019 Processing and Compliance Checking of Landscape Submissions Related to Planning Applications
 - JPN No. 3 Landscape and Site Coverage of Greenery
- 4.1.3. The principles mentioned below, describe the guidelines applied in formulating the landscape design.

Response to the Surrounding Context and the Overall Character

- 4.1.4. The landscape design takes the impacts of the Ho Chung North Road and surrounding industrial uses into full consideration. Through providing boundary walls with vertical greenings along the site boundaries, green noise barriers along Ho Chung North Road would be created to minimise the potential air and noise impact of the road and surroundings industrial uses on the proposed development. Also, the landscape design aims to help integrate the proposed development with its surrounding, while enhancing the landscape and visual amenity at the public frontage. The design of the green noise barrier and its landscape treatment are proposed in **Figure 4.1.** At the same time, tall evergreen trees would be planted along the boundaries to ensure privacies of the residents.
- 4.1.5. With reference to the observation during the site visit on 15th December 2023, there were 6 trees located on the site (including 2 dead trees) and upon checking on the Register of Old Valuable Tree records on 27th July 2023 there are no Old and Valuable

Trees on the Site. A Broad Brush Tree Survey Schedule and the Tree Treatment Plan on existing trees are provided in **Figure 2.1 to 2.2**.

4.1.6. It is proposed that trees be incorporated into the overall landscape design, while also enhancing the landscape amenity and users' experience. Reference photos to landscape features and vegetation are provided in **Figure 4.2**.

Minimal Excavation and Filling of Land Works for the Proposed Development

4.1.7. To minimise the disturbance to the land, existing trees and plantations outside the site boundary, the proposed finished levels of the development will vary within the Site which shall comply with the existing ground profiles. This will significantly reduce the amount of excavation and filling of land works that would be required.

Creation of Private Gardens for Recreational and Amenity Purposes

4.1.8. The private gardens serve as the continuation of living space for the residents. A combination of soft and hard landscape elements is proposed for not only aesthetic but also functional purpose, providing open space for residents to enjoy and use for different amenity activities. Moreover, these planting provisions will help softening the hard lines of the built forms.

Planting Design Approach

- 4.1.9. Overall planting design will be consisted of a mix of practicable, ornamental trees, evergreen hedges, and flowering shrubs. Most trees with different heights are proposed along the boundaries of the Site to enhance the privacy of the Site while other soft landscape measures will be provided to ensure the hard lines of the built form being visually softened and screen off unpleasant structures such as the guard houses and the private refuse collection points (PRCP).
- 4.1.10. For the proposed plant species to survive, adequate soil depth must be provided accordingly. In general, minimum 1200mm clear soil depth, excluding the drainage layer will be provided for heavy standard tree planting while shrubs and groundcover shall have minimum 450 mm depth.

Provides a Landscape Plan in compliance with APP-152 and HKPSG

- 4.1.11. The Landscape Proposal in support of the proposed development is prepared. The aim of the landscape proposal is to respond to the site conditions, building form and function and to provide a quality landscape scheme. In summary, the proposed development has achieved a site coverage of greenery of over 20% in accordance with the APP-152 and with private open space of no less than 32 sq.m in accordance with HKPSG.
- 4.1.12. The private open space is located next to the loading/unloading bay for light goods vehicles (LGV). A pocket garden is proposed in the private open space to offer an enclosed resting area for the future residents. The proposed water feature, outdoor furniture and plantings will be used as visual features to blend and partially screen the private open space. These features will also aid to provide sufficient privacy to the residents living adjacent to it.

4.2. Irrigation

4.2.1. The proposed irrigation system will be using lockable manual water points with a maximum coverage of 30 M radius. Irrigation design shall be subject to final approval from the Water Services Department.

4.3. Soil Depth and Drainage for Planting

4.3.1. The requirement of soil depth is directly related to the planting design and its associated loading requirement upon structure. In general, the soil depth provided, with all drainage layer, water-proofing and protective screening exclusive is listed below:

Planting Type	Soil Depth (Minimum)
Tree/Palm tree	1200mm
Shrub	600mm
Groundcover/climber	450mm
Turf	300mm

Table 4.1: Soil Depth of Planting Types

4.3.2. All Planting areas on slab shall be provided with sub-soil drainage system with drainage cell layer.

4.4. Future Maintenance

Hard Landscape Elements

4.4.1. Maintenance for hard landscape elements shall be carried out by lot owner of the development with maintenance guidelines as follows:

I-Routine Maintenance (Daily - Weekly):

- a. Rubbish and litter removal
- b. Sweeping and cleaning
- c. Damage inspection and repair for site furniture and light bulb replacement

II-Annual/Long term Maintenance:

a. Repainting

- b. Resurfacing of worn pavements
- c. Replacing worn parts site furniture, lighting fixture and other facilities
- d. Replacement of worn landscape furniture

Soft Landscape Element

4.4.2. For the proposed development, the soft landscape contractor will be responsible for the maintenance of the planting during the maintenance period specified in the construction contract. This is usually for the first year after the completion of the construction. This will ensure that the plants are in a healthy condition upon full handover to the management team of the owner.

5. Planting Proposal

- 5.1.1. In order to provide quality landscape for the proposed development, soft landscape works will be the major landscape element of the landscaping proposals and will satisfy the following criteria:
 - To provide effective screening effect from possible noise and air pollution from the nearby road network and industrial uses;
 - To soften the architectural hardlines of the proposed development as well as reducing the visual impact;
 - To maximise the greenery coverage; and
 - Low maintenance requirement.
- 5.1.2 The proposed planting species list is shown as follows and reference landscape photos are shown in Figure 4.2.

Botanical Name	Chinese Name	Size (mm) Height x Spread x DBH	Quantity	Spacing (cm)
COMPENSATORY TREES				
Plumeria obtusa (PLOB)	鈍葉雞蛋 花	2500 x 2000 x 100	16	As indicated on Plan
Ficus benjamina var . princess (FIBE)	花葉垂榕	2000×3000×300	9	As indicated on Plan
Ravenala madagascariensis Sonn (RAMA)	旅人蕉	5000×5000×150	4	As indicated on Plan
SHRUBS AND GROUND COVE				
Loropetalum chinense var.rubrum	紅花檵木	1500×1500	To be confirm (TBC)	120-150
Alpinia zerumbet 'Variegata'	花葉艷山 姜	1000×500	TBC	60-90
Duranta erecta	假連翹/ 金露花	1500×1500	TBC	250
Codiaeum variegatum (L.) A. Juss.	變葉木	1500×1000	TBC	300
Camellia japonica L	山茶	1000×700	TBC	200
Murraya paniculata	九里香	600 x 500	TBC	350
Bougainvillea spectabilis CLIMBING PLANTS	勒杜鵑	900 x 900	TBC	350
Parthenocissus himalayana	爬牆虎	1000X300	ТВС	500
LAWN		1	I	
Eremochloa ophiuroides	假儉草	-	-	-

Table 5.1: Proposed Planting Schedule

5.1.2 With a total of 29 nos. of proposed compensatory trees, the implementation of compensatory tree planting of a ratio 1:1 in terms of quantity can be achieved.

6 Greening Calculation

6.1.1 The proposed scheme will provide greenery area of approximate 760 sq.m, giving a total greenery ratio of over 20% (refer to **Figure 3.2**).

Figures

Intentionally Blank

Broad Brush Tree Survey Schedule

Application No. Y/SK-HC/6 Date of Tree Survey : 15.12.2023

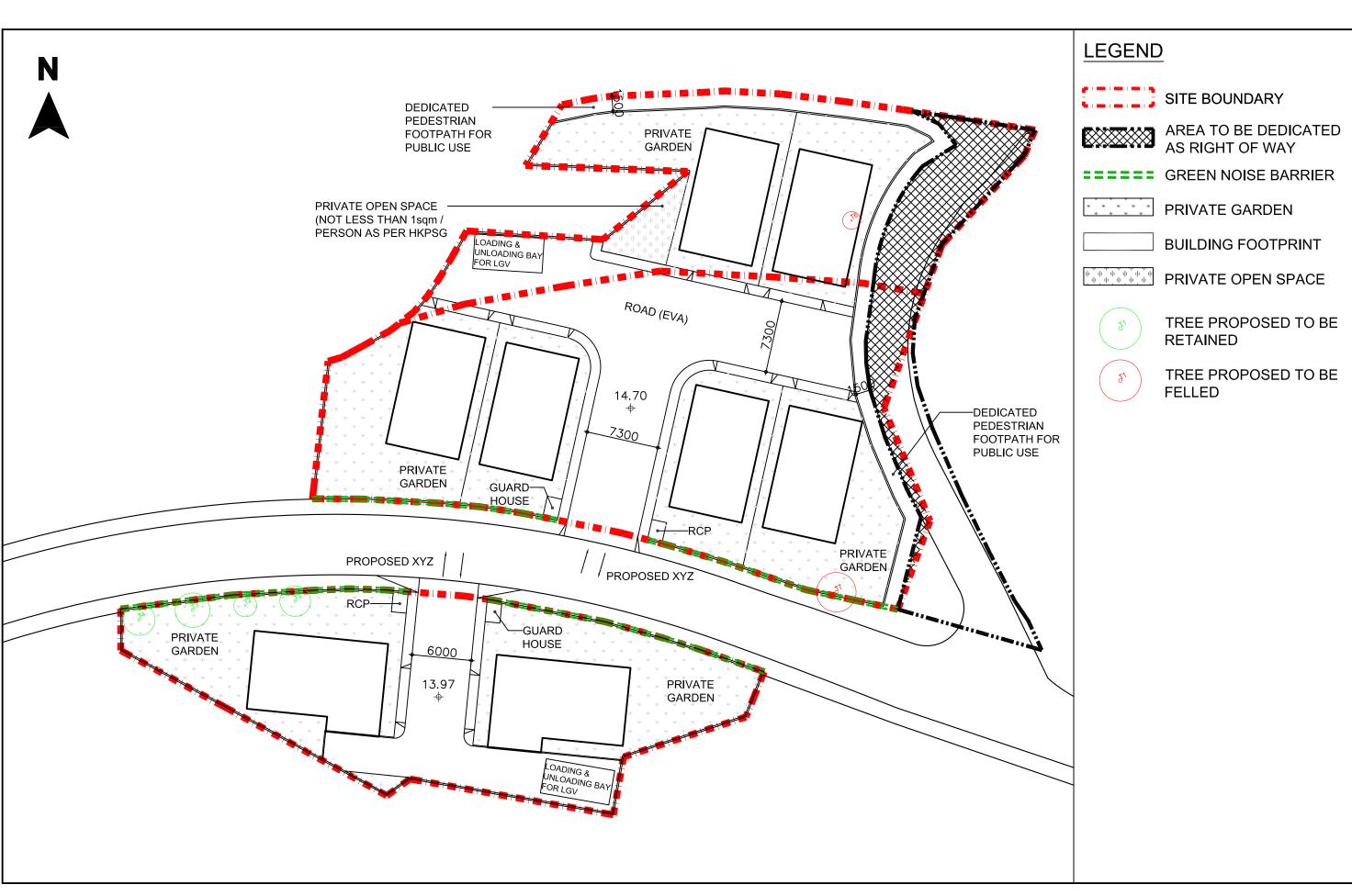
		Species		Tree Size		Form Health		Amenity Value		Remarks			
Tree No.	Photo No.					Crown	Good / Average /			Proposed Treatment	(Old and Valuable Tree (OVT), potentially		
	Photo No.	Scientific Name	Chinese Name	Height (m)	DBH (mm)	Spread			•		Poor		High / Medium / Low Its
						(m)	ΓŲ				species, ecological and historical significance,		
T1	T1_1_Overview to T1_4_Base	Michelia × alba	白蘭	6.1	306	3.1	Good	Good	Medium	Retain	Nil		
T2	T2_1_Overview to T2_4_Base	Michelia × alba	白蘭	6.1	255	2.3	Good	Good	Medium	Retain	Nil		
Τ 3	T3_1_Overview to T3_3_Trunk	Michelia × alba	白蘭	5.9	407	3.5	Good	Good	Medium	Retain	Nil		
T4	T4_1_Overview to T4_4_Base	Michelia × alba	白蘭	6.5	280	3.2	Good	Good	Medium	Retain	Nil		
т6	T6_1_Overview to T6_2_Overview	Dead Tree	死樹	3.8	300	1.8	Poor	Poor	Low	Fell	Nil		
T7	T7_1_Overview to T7_4_Broken Branch	Dead Tree	死樹	8	637	4	Poor	Poor	Low	Fell	Nil		

Summary Table

	Number of Tree(s)
Tree to be Retained	4
Tree to be Transplanted	0
Tree to be Felled	2
Total Number of Existing Tree(s)	6

ADDRESS: 2/F & 3/F TUNG HIP 244 DES VOEUX ROAD SURVEYING-LAND ADVISORY-VALUATION T EL: 2507 8333 FAX: 2598 6576	······································		Rev	Description	
---	--	--	-----	-------------	--

	Drawn	Date	Drawing No.
	CN	18/12/2023	
	Checked	Approved	Fig. 2.1
	RT	RT	1 155 2 . 1
	Scale	e 41	Rev.
Date	1:350	@ A3	-



			JOB TITLE:	Drawing Title				Drawn	Date	Drawing No.
	ADDRESS: 2/F & 3/F TUNG HI	P COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential						CN 18/12/2023	
PRUDENTIAL			(Group E)" (" $R(E)$ ") and an area shown as 'Road' to "Residential (Group C)3) (" $R(C)$ 3")					Checked	Approved	Fig. 2.2
JRVEYING - LAND ADVISORY · VALUATION 行	TEL: 2507 8333		on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in						RT RT	
	FAX: 2598 6576		Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong					Scale	1:350 @ A3	Rev.
			The onling, oai Kung, New Territories, Hong Kong		Rev	Description	Date		1.500 @ AS	-

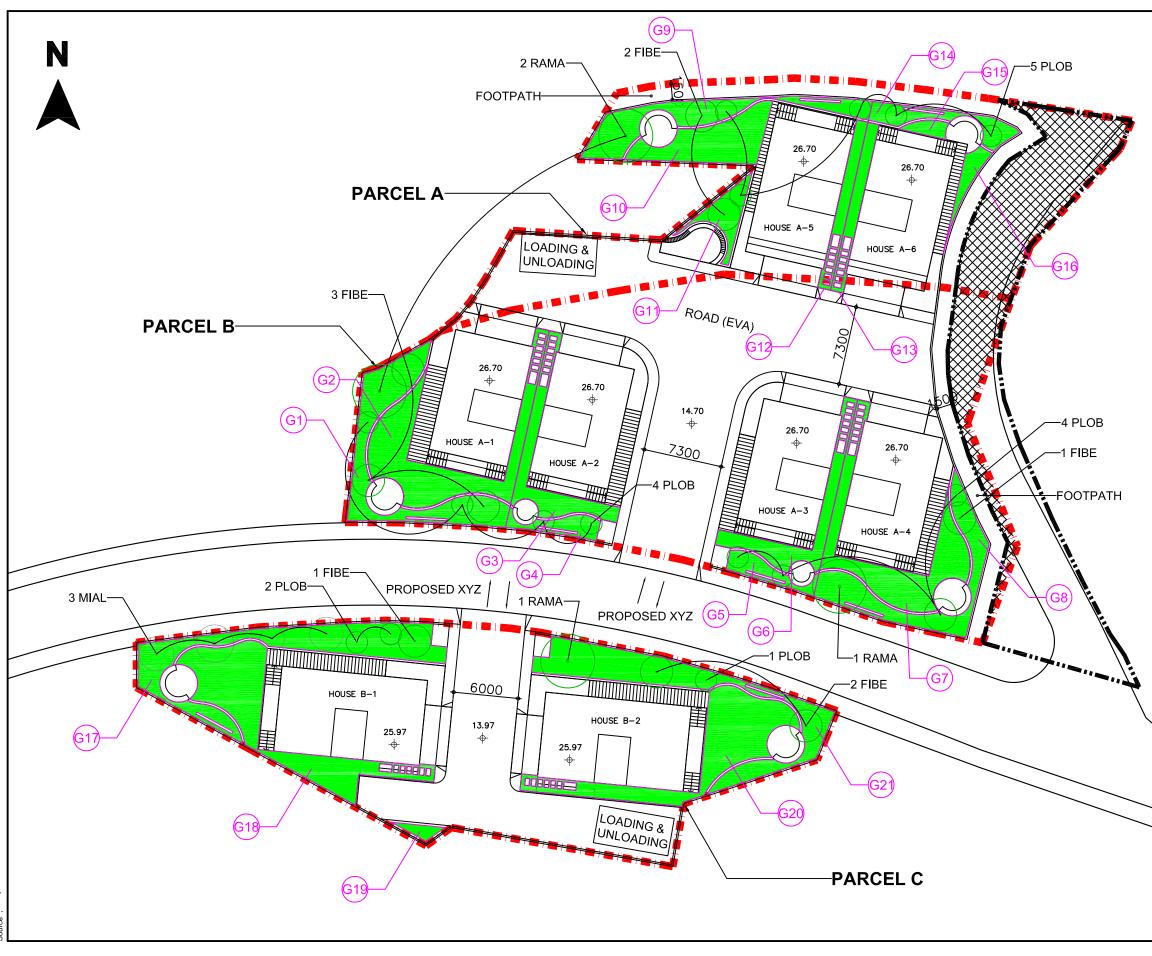


B TITLE:	Drawing Title	1	Layout Updated
nendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential	CONCEPTUAL LANDSCAPE PLAN		
roup E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3")			
the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in			
emarcation District 210 and Demarcation District 244 and Adjoining Government land, Chung, Sai Kung, New Territories, Hong Kong			
onung, oar Rung, New Territories, Hong Rong		Rev	Description

LEGEND

		SITE BOUNDARY
		AREA TO BE DEDICATED AS RIGHT OF WAY
		GREEN NOISE BARRIER
		LAWN
		DECKING
		PAVING PATTERN 1
		PAVING PATTERN 2
		PAVING PATTERN 3
		PAVING PATTERN 4
		WATER FEATURE
		FEATURE WALL
		PROPOSED SHRUB
		PROPOSED TREE
		TREE PROPOSED TO BE RETAINED
10/12/22	Drawn	Drawing No

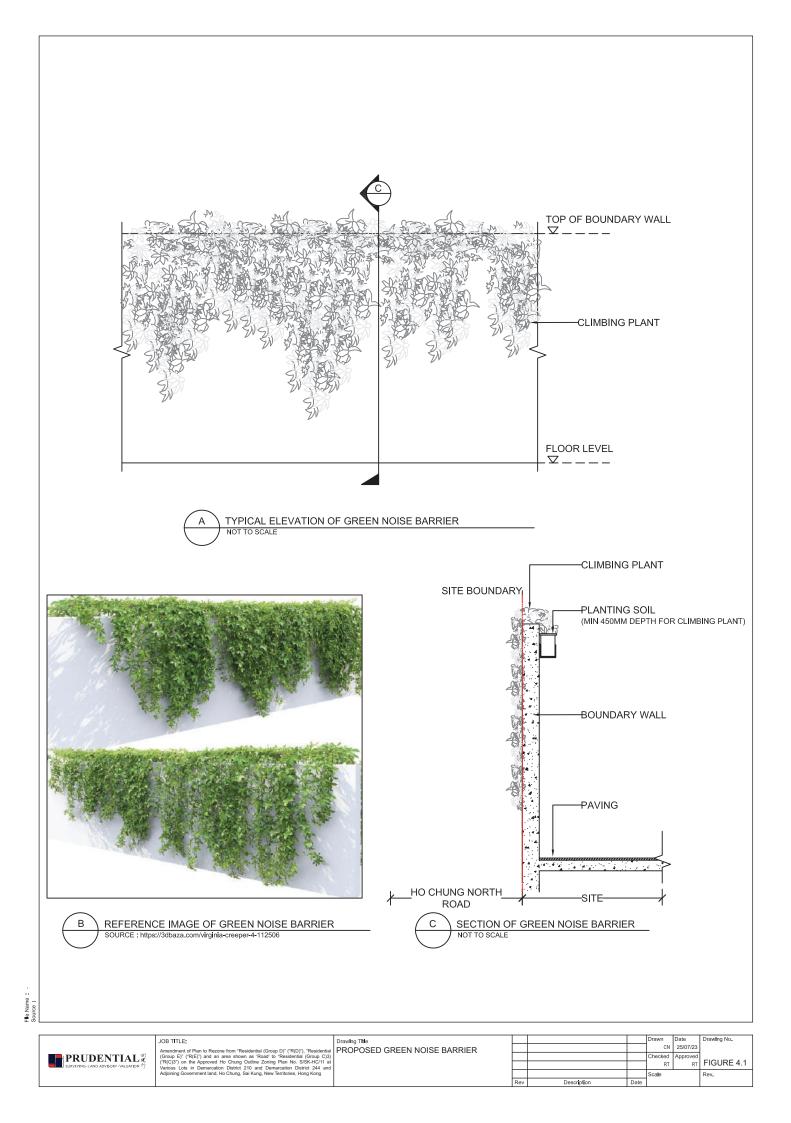
19/12/23	Drawn		Date	Drawing No.	
		CN	19/12/2023		
	Checked		Approved	FIGURE 3.1	
		RT	RT		
	Scale	1.250	@ A2	Rev.	1
Date		1:350	@ A3		



File Name

	JOB TITLE:	Drawing Title	1 L	Layout Update	18/12/2:	3 Drawn	Date	Drawing No.
ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential					CN	18/12/2023	
						Checked	Approved	Figure 3.2
SURVEYING-LAND ADVISORY-VALUATION AT TEL: 2507 8333	(Group E)" ("R(E)") and an area shown as 'Road' to 'Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demorration District 210 and Demorration District 214 and Advision Government land	F LAN				RT	RT	
	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong					Scale	0 @ A3	Rev. 1
	The original statistical territorios, then a field		Rev	Description	Date	1.550	i w nu	I

LEGEN	<u>)</u>					
	SITE BOU	JNDARY				
AREA TO BE DEDICATED AS RIGHT OF WAY						
$\overline{\cdot}$	PROPOS TREE	ED COMPENSATORY				
•	TREE PR RETAINE	OPOSED TO BE D				
PROPOSED SITE COVERAGE O GREENERY (APPROX. 760.33 SQ.M)						
	PROPOS (PATIO)	ED PAVED AREA				
	PROPOS	ED PLANTER KERB				
	GreenC	Coverage				
Nam	e	Area (sq. m)				
G1		57.76				
G2		67.57				
G3		29.84				
G4		10.99				
G5		11.39				
G6		29.74				
G7		57.52				
G8		44.05				
G9		42.69				
G10		39.79				
G11		14.78				
G12		15.02				
G13		15.02				
G14		17.97				
G15		4.98				
G16		7.77				
G17		75.26				
G18		75.04				
G19		3.62				
G20		68.21				
G21		71.32				
Total		760.33				
3 Drawn Date		rawing No.				



Intentionally Blank

REFERENCE IMAGES

WATER FEATURE





FEATURE WALL





PLANTING IMAGES

TREES



Plumeria obtusa 雞蛋花



Ficus benjamina 花葉垂榕



Ravenala madagascariensis Sonn 旅人蕉

Drawing Title

REFERENCE LANDSCAPE PHOTOS

SHRUBS & GROUNDCOVER



Loropetalum chinense var.rubrum 紅花繼木



Alpinia zerumbet 花葉艶山姜



Duranta erecta 金露花



Codiaeum variegatum 變葉木







CLIMBING PLANTS



爬牆虎

Description



TEL: FAX

Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(D)"), and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong 3/F TUNG HIP COMMERCIAL BUILDIN 244 DES VOEUX ROAD CENTRAL HONG KONG 2507 8333 2598 6576

JOB TITLE:



Camellia japonica 山茶



Murraya paniculata 九里香



Bougainvillea spectabilis 簕杜鵑

Parthenocissus himalayana

	Drawn		Date		Drawing No.
		CN		28/07/23	
	Checked		Approved		FIGURE 4.2
		RT		RT	
	Scale				Rev.
Date					=

Intentionally Blank

Appendix 1

Traffic Impact Assessment

Intentionally Blank



Traffic Impact Assessment

For

Amendment of Plan to

Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)"

("R(E)") and an area shown as 'Road'

to "Residential (Group C)3) ("R(C)3")

on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11

at Various Lots in Demarcation District 210 and Demarcation District 244

and Adjoining Government Land

Ho Chung, Sai Kung, New Territories, Hong Kong

Prepared by:Prudential Surveyors (Hong Kong) LimitedVersion:CDate:December 2023

TABLE OF CONTENT

1.	Introduction	4
1.2	Introduction Study Objectives	
2.	Proposed Development	5
3.	Existing Traffic Situation	
3.1	Existing Road Network	5
3.2	Public Transport	6
3.3	Future Road Network	6
3.4	Traffic Count Surveys	6
3.5	Existing Capacity Assessment	
4.	Future Traffic Situation	
4.1	2028 Design Year Road Network	8
4.2	Traffic Generation	
4.3	Regional Traffic Growth	9
4.4	Reference and Design Flows	
4.5	Capacity Assessment Construction Stage and After Project Completion	
5.	Transport Provision	
5.1	Parking and Loading/Unloading Provision	
5.2	Hong Kong Planning Standards and Guidelines (HKPSG)	
5.3	Ingress/Egress Points and Internal Manoeuvring	
6.	Conclusions	

Traffic Impact Assessment for Amendment of Plan Rezone from "Residential (Group D)" ("R(D)"), ""Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3" ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government Land Ho Chung, Sai Kung, New Territories, Hong Kong

List of Figures

- Figure 1.1 Study Area and Area of Influence
- Figure 3.1 Location of Public Transport
- Figure 3.2 Location of the Stage 2 of the Hiram's Highway Improvement Project
- Figure 3.3 Key Junctions
- Figure 3.4 2023 Observed Peak Hours Traffic Flows
- Figure 4.1 2028 Net Peak Hours Development Traffic Flows
- Figure 4.2 2028 Reference Peak Hours Traffic Flows
- Figure 4.3 2028 Design Peak Hours Traffic Flows
- Figure 4.4 2025 Reference Peak Hours Traffic Flows
- Figure 4.5 2025 Design Peak Hours Traffic Flows
- Figure 4.6 2025 Net Peak Hours Construction Traffic Flows
- Figure 5.1 Internal Traffic Layout
- Figure 5.2 Swept Path Analysis (Parcel A and B)
- Figure 5.3 Swept Path Analysis (Parcel C)
- Figure 5.4 Sightline Analysis

<u>List of Tables</u>

- Table 2.1Proposed GFA of Houses
- Table 3.1Service Provision of Public Transport
- Table 3.2Existing Junction Performance
- Table 3.3Existing Link Performance
- Table 4.1AM/PM Peak Generation and Attraction
- Table 4.2Traffic Data from Annual Traffic Census Reports
- Table 4.3Projected Population by TPEDM, 2019-2031
- Table 4.42025 Construction Stage Junction Capacity
- Table 4.52025 Construction Stage Link Capacity
- Table 4.62028 Junction Capacity Assessments
- Table 4.72028 Link Capacity
- Table 5.1Provision of Internal Transport
- Table 5.2HKPSG Requirement and Provision

List of Appendix

Appendix A Junction Analysis

1. Introduction

- 1.1.1 This Traffic Impact Assessment (TIA) is prepared as part of the Section 12A Application for the amendment of plan to rezone to "Residential (Group C)3" ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 (the Approved OZP) at various lots in Demarcation District 210 (D.D.210) and Demarcation District 244 (D.D.244) and adjoining government land, at Ho Chung, Sai Kung, New Territories (the Site) with a Site area about 3,190 sq.m. [Figure 1.1]
- 1.1.2 The TIA is required as part of the Section 12A planning application for the Proposed Development for rezone the Subject Site from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3" ("R(C)3") zoned with a maximum site coverage of 25% and a maximum building height of 12m with 3 storeys over one storey of carport PR of 0.75 on the Approved OZP.
- 1.1.3 The owner of the Site has the intention to construct six individual houses with six ancillary car parking spaces of 2.5m X 5m, six accessible visitor parking space of 3.5m X 5m and one light goods vehicles (LGV) loading/unloading bay 3.5m X 7m in Parcel A & B of the Site; two individual houses with two ancillary car parking spaces of 2.5m X 5m, two accessible visitor parking space of 3.5m X 5m and one LGV loading/unloading bay 3.5m X 7m in Parcel C of the Site.
- 1.1.4 This traffic impact assessment (TIA) study is to support the proposed development. This report describes the traffic impact assessment undertaken.

1.2 Study Objectives

- 1.2.1 The objectives of this study can be summarised as follows:
 - undertake traffic impact assessment to assess the traffic impact to be induced by the proposed development on the nearby road network in the vicinity of the Subject Site;
 - design and conduct traffic surveys during peak hours in the vicinity of the Subject Site to supplement available information and traffic data;
 - estimate the extra volumes of traffic that will be generated by the proposed development during the peak period (arrivals and departures);
 - estimate the likely changes of circulation patterns and traffic flow in the future road network adjacent to the Subject Site;
 - review the capacity of the critical links of the road networks adjacent to the Subject Site;
 - provide traffic advice on the internal vehicular movements; and
 - advise on the provision of internal parking and loading and unloading spaces based on relevant standards and requirements for residential development.

Traffic Impact Assessment for Amendment of Plan Rezone from "Residential (Group D)" ("R(D)"), ""Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3" ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government Land Ho Chung, Sai Kung, New Territories, Hong Kong

2. Proposed Development

2.1.1 The proposed development is to erect six individual houses in Parcel A & B of the Site and two individual houses in Parcel C of the Site. The proposed gross floor area (GFA) of the houses are summarised in Table 2.1.

Propose House	Gross Floor Area (GFA) (sqm) (about)
House 1	283
House 2	283
House 3	283
House 4	283
House 5	283
House 6	283
House 7	346
House 8	346
Total	2,390
Average Size	299

Table 2.1 Proposed GFA of Houses

2.1.2 The proposed development would adopt a household size of 4 per house. In this connection, a total population of 32 would be used.

3. Existing Traffic Situation

3.1 Existing Road Network

- 3.1.1 The Site is located at Ho Chung North Road (former Luk Mei Tsuen Road), which is a Feeder Road with single-two carriageway connecting to Hiram's Highway to the east.
- 3.1.2 The connecting section of Hiram's Highway was a Rural Road improved in 2021 year, from single-two carriageway to dual-two carriageway.
- 3.1.3 The critical road links and junctions in this study are, from north to south:
 - J1 Hiram's Highway / Marina Cove North Access
 - J2 Hiram's Highway / Marina Cove South Access
 - L1 Hiram's Highway between Ho Chung North Road (former Luk Mei Tsuen Road) and Ho Chung Road
 - J3 Hiram's Highway / Ho Chung Road
 - L2 Hiram's Highway between Ho Chung Road and Nam Pin Wai Road
 - J4 Hiram's Highway / New Hiram's Highway / Nam Pin Wai Road (Roundabout)
 - J5 Hiram's Highway / Hing Keng Shek Road / Access Road to Pak Wai Village (Roundabout)
- 3.1.4 The Area of Influence (AoI) and Study Area are shown in Figure 1.1.

3.2 **Public Transport**

3.2.1 Public transport services include franchised bus, green minibus (GMB) and public light bus (PLB) in the vicinity are depicted in Figure 3.1 and summarised in Table 3.1.

Franchised Bu	s	
Route	Destination	Frequency (min)
92	Sai Kung – Diamond Hill Station	12-20
92R	Sai Kung – Star Ferry	20 (Sunday and Holidays only)
96R	Wong Shek Pier – Diamond Hill	18-25 (Sunday and Holidays
	Station	only)
292P	Sai Kung – Kwun Tong	7:30 (Only one departure
		Monday to Friday)
792M	Sai Kung – Tseung Kwan O Station	15-20
Green Minibu	s (GMB) Services	
1	Sai Kung – Kowloon Bay	8-20
1A	Sai Kung – San Po Kong	4
1S	Sai Kung – San Po Kong	10-15
2	Sai Kung – Ho Chung	15-30
12	Sai Kung – Po Lam	10-15
101M	Sai Kung – Hang Hau Station	3-5
Public Light Bu	us (PLB) Services	
	Sai Kung –Kwun Tong	5-12
	Sai Kung –Mong Kok	Depart when fully loaded
	Sai Kung – Causeway Bay	10-15

Table 3.1 Service Provision of Public Transport

3.3 Future Road Network

- 3.3.1 To support the continued development and population growth in Sai Kung Area, Hiram's Highway Improvement is divided into two stages. Stage 1 between Clear Water Bay Road and Marina Cove has been completed in 2021. The works include improvement works that would relieve the traffic congestion on the road section near Marina Cove, enhance the safety of the road section and improve the local access to Ho Chung and Luk Mei Tsuen.
- 3.3.2 Stage 2 is to improve the section of Hiram's Highway, Po Tung Road and Tai Mong Tsai Road from Marina Cove to the south of Sha Ha. The proposed improvement works will relieve traffic congestion and enhance the safety of the road section at Sai Kung area. The project is currently under review and the commencement date is under review. The location of the improvements for Stage 2 are presented in Figure 3.2.

3.4 Traffic Count Surveys

3.4.1 In order to appraise the actual traffic demand for the proposed development, classified turning movement count surveys are carried out during peak hours, 07:00 to 10:00 and 17:00 to 20:00 on both Friday, 3 November 2023 and Sunday, 5 November 2023 at the key junctions of the study area as presented in Figure 3.3.

- 3.4.2 The traffic count survey data were recorded in a 15 minutes interval, and to be converted into pcu per hour. The highest hourly traffic volume is adopted as the peak hour traffic flow.
- 3.4.3 The morning and afternoon peak hours during weekday of the road network have been identified as 08:00 to 09:00 and 17:15 to 18:15 respectively. Meanwhile the peak hour of the weekend was observed to be 16:30 to 17:30. The observed traffic flows in the study area is presented in Figure 3.4.

3.5 Existing Capacity Assessment

Junction Capacity

- 3.5.1 Based on the observed traffic flows, the performance of the key junctions in the vicinity of the subject site during the morning and evening peak hours were assessed. The results area summarised and presented in Table 3.2 and the detailed calculation sheets are attached in Appendix A.
- 3.5.2 The Design Flow / Capacity (DFC) ratio is measured in evaluating the performance of a roundabout or priority junction. With reference to Ch4, Vol2, TPDM, a DFC ratio of 0.85 can be considered reasonable.
- 3.5.3 The performance of a traffic signalised junction is indicated by its reserved capacity (RC). A positive RC indicates that the junction is operating with spare capacity. A negative RC indicates that the junction is overloaded; resulting in traffic queues and longer delay.

Jun No.	Junction Location	Type/ Capacity Index	AM Peak Hour	PM Peak Hour	Weekend Peak Hour
J1	Luk Cheung Road /Hiram's Highway / Marina Cove North Access	Priority / DFC	0.06	0.04	0.04
J2	Luk Mei Tsuen Road /Hiram's Highway/ Marina Cove South Access	Signal / RC	156%	168%	159%
J3	Ho Chung Road /Hiram's Highway	Signal / RC	106%	144%	109%
J4	Nam Pin Wai Road / New Hiram's Highway / Hiram's Highway	Roundabout / DFC	0.60	0.52	0.55
J5	Hing Keng Shek Road / Hiram's Highway	Roundabout / DFC	0.51	0.55	0.49

Notes: RC=reserved capacity; DFC=Design Flow/ Capacity Ratio

Table 3.2 Existing Junction Performance

3.5.4 It can be observed in Table 3.2 that all of the key junctions perform satisfactorily during peak hours with adequate reserved capacities.

Link Capacity

- 3.5.5 Considering the routing of development traffic and construction traffic, link capacity of Sai Kung bound of L1 and L2, and Kowloon bound of L2 are assessed.
- 3.5.6 The result of road link capacity assessment is summarised in Table 3.3. With reference to para 10.6.4.5, Vol6, TPDM, the desirable limit of volume to capacity (V/C) ratio is less than 0.85 for links.

	Section of	Link	Referer	ice Flow	Reference V/C Ratio		
Link No.	Hiram's Highway	Capacity (veh/hr)	Daily Peak	Weekend	Daily Peak	Weekend	
L1	Between Ho						
(Sai Kung	Chung Road	2600	1080	940	0.42	0.36	
Bound)	and Luk Mei	2000	1000	540	0.42	0.50	
	Tsuen Road						
L2	Between Ho						
(Sai Kung	Chung Road	2600	1008	1188	0.39	0.46	
Bound)	and Nam Pin	2000	1008	1100	0.39	0.40	
	Wai Road						
L2	Between Ho						
(Kowloon	Chung Road	2600	1184	1064	0.46	0.41	
Bound)	and Nam Pin	2000	1104	1004	0.40	0.41	
	Wai Road						

Notes: Based on TPDM Volume 2 Chapter 2.4 – Design Flow Characteristics, it is assumed 2600 veh/hour for dual two-lane carriageway for one direction of flow.

Table 3.3 Existing Link Performance

3.5.7 It can be seen from Table 3.3 that all of the key links are within design capacities.

4. Future Traffic Situation

4.1 2028 Design Year Road Network

4.1.1 The anticipated year of completion for the proposed development is 2025. The design year is either 3 years after the completion year or 5 years after the application year, which ever longer. Therefore, Year 2028 is adopted as the design year of this study.

4.2 Traffic Generation

- 4.2.1 The proposed development is intended for eight single-family houses with an average size of 299 sq.m. It is proposed that there will only be 16 parking spaces.
- 4.2.2 The estimated average traffic generation and traffic attraction rate at peak hours are based on the trip rate based on the Transport Planning and Design Manual published by the Transport Department and are summarised in Table 4.1.

Description	AM	Peak	PM Peak		
Description	Generation	Generation Attraction		Attraction	
Trip Rate (pcu/unit/hr)	0.3252	0.2609	0.2835	0.4074	
Private Housing: Low- Density / R(C) (pcu/hr) (8 units)	2.6	2.1	2.3	3.3	

Note 1: As the Site is used as a single-family house, the commutes would take place once in the morning and once in the afternoon to/from work/school.

Note 2: The pcu of a private car is taken as 1.

Note 3: Morning peak is defined as 8:00 a.m. to 9:00 a.m. whereas afternoon peak is defined as 6:00 p.m. to 7:00 p.m.

Table 4.1 AM/PM Peak Generation and Attraction

- 4.2.3 As shown in Table 4.1, the proposed development would generate 3(2) pcus and attract 2(3) pcus in the morning (evening) peak hours, which is considered negligible.
- 4.2.4 The development traffic was re-distributed and assigned onto the existing road network. Figure 4.1 show that resulting assignment of the proposed development traffic.

4.3 Regional Traffic Growth

4.3.1 For the estimation of traffic flows in the design year of 2028, it is proposed to adjust the existing traffic flows to take into account of the natural traffic growth which is related to the increase in car usage.

Annual Traffic Census (ATC)

4.3.2 Reference has been made with uses of 2017 to 2022 (Latest) Annual Traffic Census Reports. The traffic data recorded at counting stations adjacent to the site are shown in Table 4.2.

Station No./Road Name	2017	2018	2019	2020	2021	2022	Growth per Annum
6055/ Hiram's Highway	24,050	24,450	24,280	23,360	24,460	23,480	-0.48%
5017/ Clear Water Bay Road	26,910	28,450	28,980	28,900	29,100	27,720	0.59%
5466 / Clear Water Bay Road	18,650	18,950	20,240	19,110	20,020	19,140	0.52%
6056/ Sai Sha Road	10,990	11,880	11,800	11,350	11,880	11,520	0.95%
Total Growth per Ann	Total Growth per Annum						

Source: Annual Traffic Census, Transport Department

Table 4.2: Traffic Data from Annual Traffic Census Reports

4.3.3 It is noted from Table 4.2 that +0.31% annual growth is observed from the traffic flow record over the past five years.

Territory Population and Employment Data Matrices (TPEDM)

4.3.4 According to the latest 2019-based TPEDM from year 2019 to year 2031 in Southeast New Territories (Other Area) published on the PlanD website. The population growth from the base year 2019 to 2031 is -1.18% as shown in Table 4.3.

Planning Data District	Year 2019	Year 2026	Year 2031	Growth Rate p.a. (%)
Southeast New Territories (Other Area)	68,900	65,800	59,750	-1.18%

Table 4.3 Projected Population by TPEDM, 2019-2031

4.3.5 After comparing the historical data and the future planning data, for conservative purpose, an annual growth rate of +1.00% was adopted.

4.4 **Reference and Design Flows**

- 4.4.1 The anticipated year of completion and estimated year of population intake of the proposed development is 2025. The design year for assessment is 3 years after the completion year, i.e. Year 2028, is adopted as the design year of this study.
- 4.4.2 The growth factor derived in Section 4.3 will be applied to of 2023 observed peak hours traffic flows
- 4.4.3 The traffic generated by 2 planned developments in the study area will also be considered:

Application	GFA (m2)	Average Flat Size (m2)	No. of Houses	AM Generation	AM Attraction	PM Generation	PM Attraction
Rate (pcu/hr/flat)			0.2772	0.1769	0.1635	0.2394	
A/SK- HC/271	2421.6	161.4	15	4.2	2.7	2.5	3.6
A/SK- HC/340	9386	195.5	48	13.3	8.5	7.8	11.5

4.4.4 The reference and design flows for design year 2028 are calculated from the following formulae:

2028 Reference Flows = 2023 Observed Flows x (1+1.00%)^5 + Traffic Flows Generated by Adjacent Planned Developments

2028 Design Flows = 2028 Reference Flows + Proposed Development Traffic

4.4.5 Based on the observed traffic flows and pattern of existing and future road network, the 2028 peak hour Reference Flows at the critical junctions are presented in Figure 4.2. Meanwhile, the design Flows are presented in Figure 4.3.

4.5 Capacity Assessment Construction Stage and After Project Completion

Construction Stage Junction Capacity

4.5.1 Based on similar projects, it is assumed that the development would generate 3(3) and attract 3(3) no. of construction vehicles (i.e. generate 6(6) and attract 6(6) pcus), in the morning (afternoon) peak hours during weekdays. The project is anticipated to be completed 2025. The reference peak hours traffic flows and design peak hours traffic flows are shown in Figures 4.4 and 4.5 respectively. The results are summarised and presented in Table 4.4 and shown in Figure 4.6.

Jun No.	Junction Location	Type/ Capacity Index	2025					
			Reference			Design		
			AM	ΡΜ	Week end	AM	ΡΜ	Week end
J1	Luk Cheung Road /Hiram's Highway / Marina Cove North Access	Priority / DFC	No Construction Traffic					
J2	Luk Mei Tsuen Road /Hiram's Highway/ Marina Cove South Access	Signal / RC	Construction Traffic Free Flow from Hiram's Highway Northbound Left Turning to Luk Mei Tsuen Road					
J3	Ho Chung Road /Hiram's Highway	Signal / RC	102%	139%	N/A	100%	137%	N/A
J4	Nam Pin Wai Road / New Hiram's Highway / Hiram's Highway	Roundabout / DFC	0.61	0.53	N/A	0.61	0.53	N/A
J5	Hing Keng Shek Road / Hiram's Highway	Roundabout / DFC	0.52	0.56	N/A	0.52	0.56	N/A

Notes: RC=reserved capacity; DFC=Design Flow/ Capacity Ratio

Table 4.4 2025 Construction Stage Junction Capacity

4.5.2 According to Table 4.4, the capacity of all the keys junctions would be performing satisfactorily during the peak periods for both the Reference and Design Scenarios.

Construction Stage Link Capability

4.5.3 The link capacity assessment results with reference to the net development are summarised in Table 4.5.

	Section of	Link Capacit		rence ow		rence Ratio	Desig	n Flow	Design V/C Ratio		
Link No.	Hiram's Highwa Y	y (veh/hr)	Daily Peak	Week end	Daily Peak	Week end	Daily Peak	Week end	Daily Peak	Week end	
L1 (Sai Kung Bound)	Between Ho Chung Road and Luk Mei Tsuen Road	2600	1102	N/A	0.42	N/A	1108	N/A	0.43	N/A	
L2 (Sai Kung Bound)	Between Ho Chung Road and Nam Pin Wai Road	2600	1208	N/A	0.41	N/A	1214	N/A	0.47	N/A	
L2 (Kowloo n Bound)	Between Ho Chung Road and Nam Pin Wai Road	2600	1313	N/A	0.50	N/A	1319	N/A	0.51	N/A	

Notes: Based on TPDM Volume 2 Chapter 2.4 – Design Flow Characteristics, it is assumed 2600 veh/hour for dual two-lane carriageway for one direction of flow.

Table 4.5 2025 Construction Stage Link Capacity

4.5.4 It can be seen from Table 4.5 that all of the key links perform satisfactorily during the peak hours with adequate reserve capacities.

Future Junction Capacity

4.5.5 The widening of Hiram's Highway was completed in 2021, the new signalised junction at Ho Chung Road has been assessed. Capacity assessments were carried out for the major junctions in the local network for both the Reference and Design scenarios. The results

are summarised and presented in Table 4.6 with detailed calculations sheets attached in
Appendix A.

		Tours of	2028							
Jun	Junction	Type/ Capacity		Reference	9		Design			
No.	Location	Index	AM	РМ	Week end	AM	РМ	Week end		
J1	Luk Cheung Road /Hiram's Highway / Marina Cove North Access	Priority / DFC	0.07	0.04	0.04	0.07	0.04	0.04		
J2	Luk Mei Tsuen Road /Hiram's Highway/ Marina Cove South Access	Signal / RC	141%	153%	144%	141%	153%	144%		
J3	Ho Chung Road /Hiram's Highway	Signal / RC	94%	130%	97%	93%	130%	96%		
J4	Nam Pin Wai Road / New Hiram's Highway / Hiram's Highway	Roundabout / DFC	0.64	0.55	0.58	0.64	0.55	0.59		
J5	Hing Keng Shek Road / Hiram's Highway	Roundabout / DFC	0.54	0.59	0.51	0.54	0.59	0.51		

Notes: RC=reserved capacity; DFC=Design Flow/ Capacity Ratio

Table 4.6 2028 Junction Capacity Assessments

4.5.6 According to Table 4.6, the capacity of all the key junctions would be preforming satisfactory during the peak periods for bother the Reference and Design Scenarios.

Future Link Capacity

4.5.7 The road link capacity assessment results with reference to the development traffic are summarised in Table 4.7.

Rezone from "Residential (Group D)" ("R(D)"), ""Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3" ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government Land Ho Chung, Sai Kung, New Territories, Hong Kong

	Section of	Link Capacit		rence ow		rence Ratio	Desig	n Flow	-	n V/C tio
Link No.	Hiram's Highwa Y	y (veh/hr)	Daily Peak	Week end	Daily Peak	Week end	Daily Peak	Week end	Daily Peak	Week end
L1 (Sai Kung Bound)	Between Ho Chung Road and Luk Mei Tsuen Road	2600	1147	999	0.44	0.38	1150	1003	0.44	0.39
L2 (Sai Kung Bound)	Between Ho Chung Road and Nam Pin Wai Road	2600	1256	1129	0.41	0.48	1259	1132	0.48	0.44
L2 (Kowloo n Bound)	Between Ho Chung Road and Nam Pin Wai Road	2600	1370	1273	0.53	0.49	1373	1275	0.53	0.49

Notes: Based on TPDM Volume 2 Chapter 2.4 – Design Flow Characteristics, it is assumed 2600 veh/hour for dual two-lane carriageway for one direction of flow.

Table 4.7 2028 Link Capacity

4.5.8 Table 4.7 demonstrates that all of the key links perform satisfactorily during peak hours with adequate reserve capacities after completion of the improvement works.

5. Transport Provision

5.1 Parking and Loading/Unloading Provision

5.1.1 With reference to the proposed plan, 12 car parking spaces (6 ancillary carparking spaces and 6 accessible/visitor parking space) and one LGV loading/unloading bay are proposed to serve the needs occupants in Parcel A & B; 4 car parking spaces (2 ancillary carparking spaces and 2 accessible/visitor parking space) and one LGV loading/unloading bay are proposed to serve the needs occupants in Parcel C. This is summarised in Table 5.1.

Traffic Impact Assessment for Amendment of Plan Rezone from "Residential (Group D)" ("R(D)"), ""Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3" ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government Land Ho Chung, Sai Kung, New Territories, Hong Kong

Type of Parking Space/Bay	Provision
Parcel A & B for 6 Houses	
Private Car (2.5m X 5m)	6
Accessible Visitor (3. 5X 5m)	6
Loading/Unloading Bay (3.5 X 7m)	1
Parcel C for 2 Houses	
Private Car (2.5m X 5m)	2
Accessible Visitor (3. 5X 5m)	2
Loading/Unloading Bay (3.5 X 7m)	1

Table 5.1 Provision of Internal Transport

5.2 Hong Kong Planning Standards and Guidelines (HKPSG)

5.2.1 The car parking requirements and loading/unloading provisions for the proposed development in accordance with the HKPSG are listed in Table 5.2.

Development	Facility	HKPSG Standard	Required	Provision
Residential (8 units with avg. size of 299 sqm)	Car Parking	Global Parking Standard (GPS) = 1 Car space per 4-7 flats R1 = 7.0 for avg. flat size over 160 sqm R2 = 1 (outside a 500m radius of rail station) R3 = 1.3 of domestic plot ratio 0.00-1.00	11-19	16
	Loading/Unloading Bay	Minimum of 1 Loading/Unloading Bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block or as determined by the Authority.	2	2

Table 5.2 HKPSG Requirement and Provision

Traffic Impact Assessment for Amendment of Plan

Rezone from "Residential (Group D)" ("R(D)"), ""Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3" ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government Land Ho Chung, Sai Kung, New Territories, Hong Kong

5.3 Ingress/Egress Points and Internal Manoeuvring

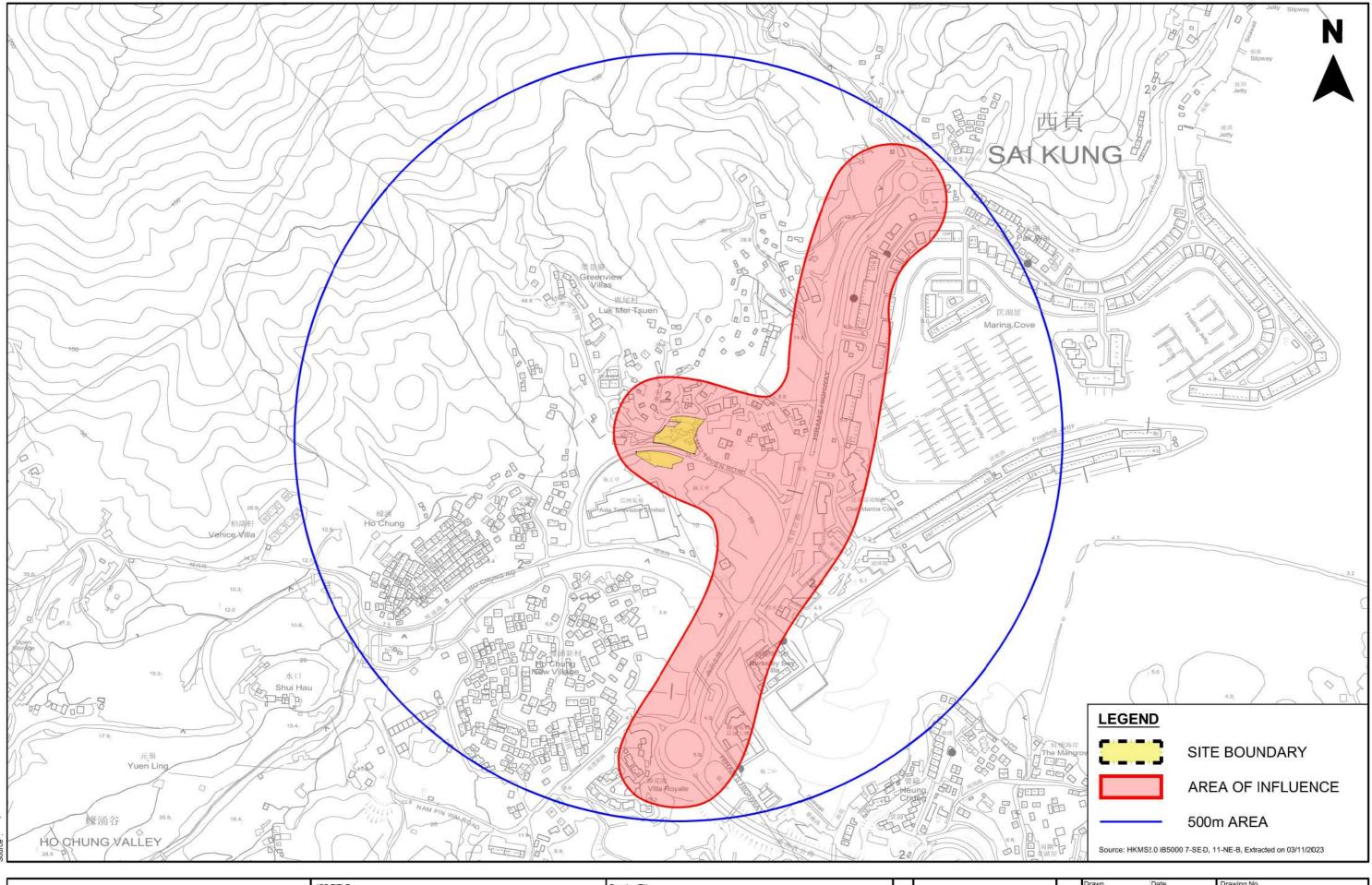
5.3.1 The proposed ingress and egress point to all Parcels of the Site will be from Ho Chung North Road. In all Parcels of the Site, adequate maneuvering space is proposed for the maneuvering within the Site for the vehicles such that no vehicle queuing outside the Site would occur as a result of the proposed developments. In addition, there will be no reverse onto/from Ho Chung North Road to the Site. [Figure 5.1]

6. Conclusions

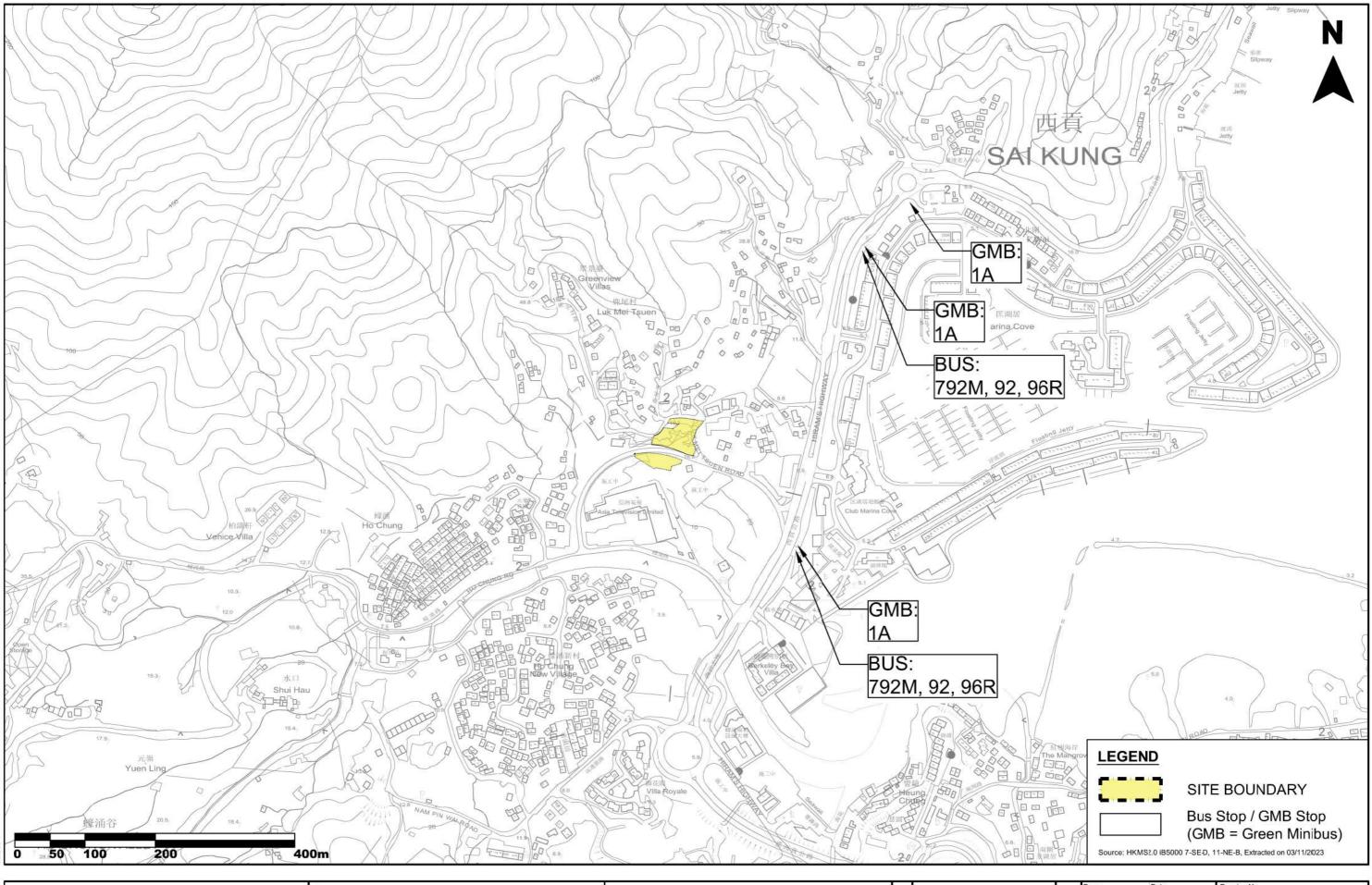
- 6.1.1 The traffic generation from the proposed development (including the construction period) is minimal in nature and will have will have minimal traffic impact to the surrounding network.
- 6.1.2 The proposed development would provide a total of 16 carparking spaces and 1 loading/unloading bay which fulfills the requirements of HKPSG.
- 6.1.3 The proposed development will provide adequate maneuvering space within all Parcels of the Site. Therefore, no queuing or reversing motion will occur at the street level.
- 6.1.4 As a result, it is concluded that the proposed development would not generate any significant adverse impact to the traffic of the surrounding vicinity of the Site.

Figures

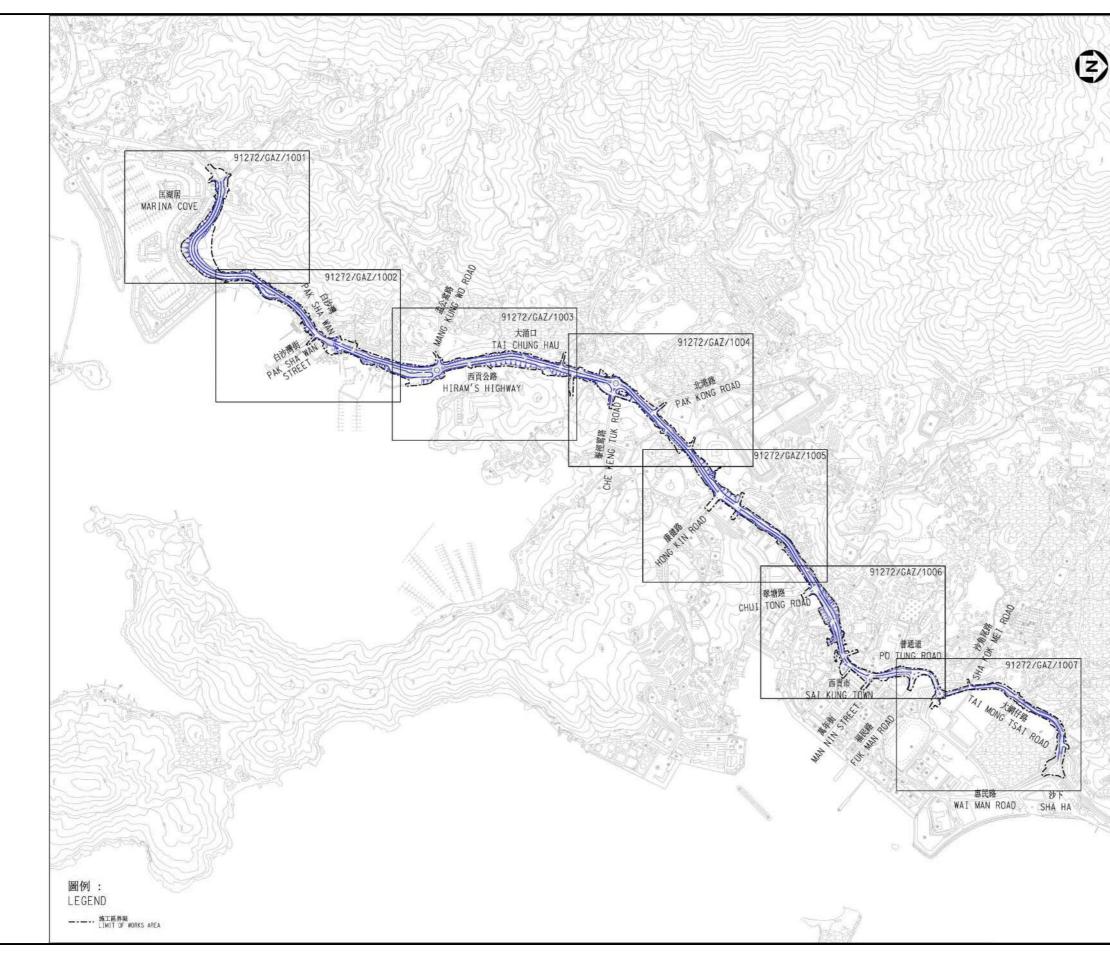
Intentionally Blank



SURVEYING-LAND ADVISORY-VALUATION FT TEL: 2607 8333	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group E)1) ("R(E)1") or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan	(1) System Providencial Strength Constant and Constant and Constant Consta Constant Constant Cons Constant Constant Const Constant Constant Const Constan				Drawn Checked	Date HY 03/11/2023 Approved RT	Drawing No. Fig. 1.1
FAX: 2598 6576	No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territori es, Hong Kong		Rev	Description	Date	Scale	1:5000 @ A3	Rev. –



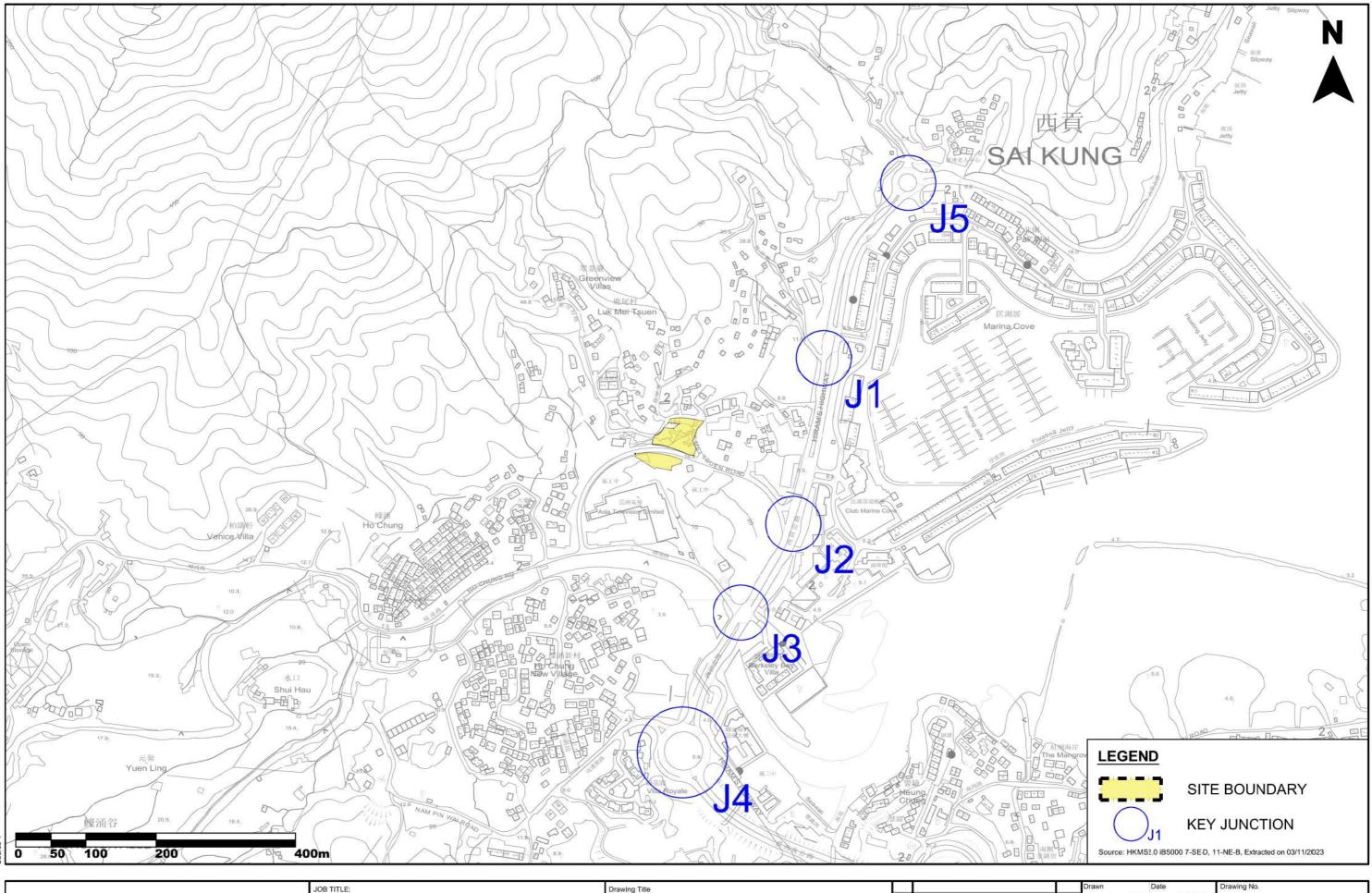
SURVEYING- LAND ADVISORY -VALUATION FT TEL: 2507 8333	JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group E)1) ("R(E)1") or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan	Construction of the section of th			Drawn Checked	Date HY 03/11/2023 Approved FW	Drawing No. Fig. 3.1
	No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Scale Date	1:5000 @ A3	Rev. –



 ADRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING 244 DES VOEUX ROAD CENTRAL HONG KONG TE: FX: 2596 6576
 JOB TITLE:
 Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group D)", "Residential (Group D)",

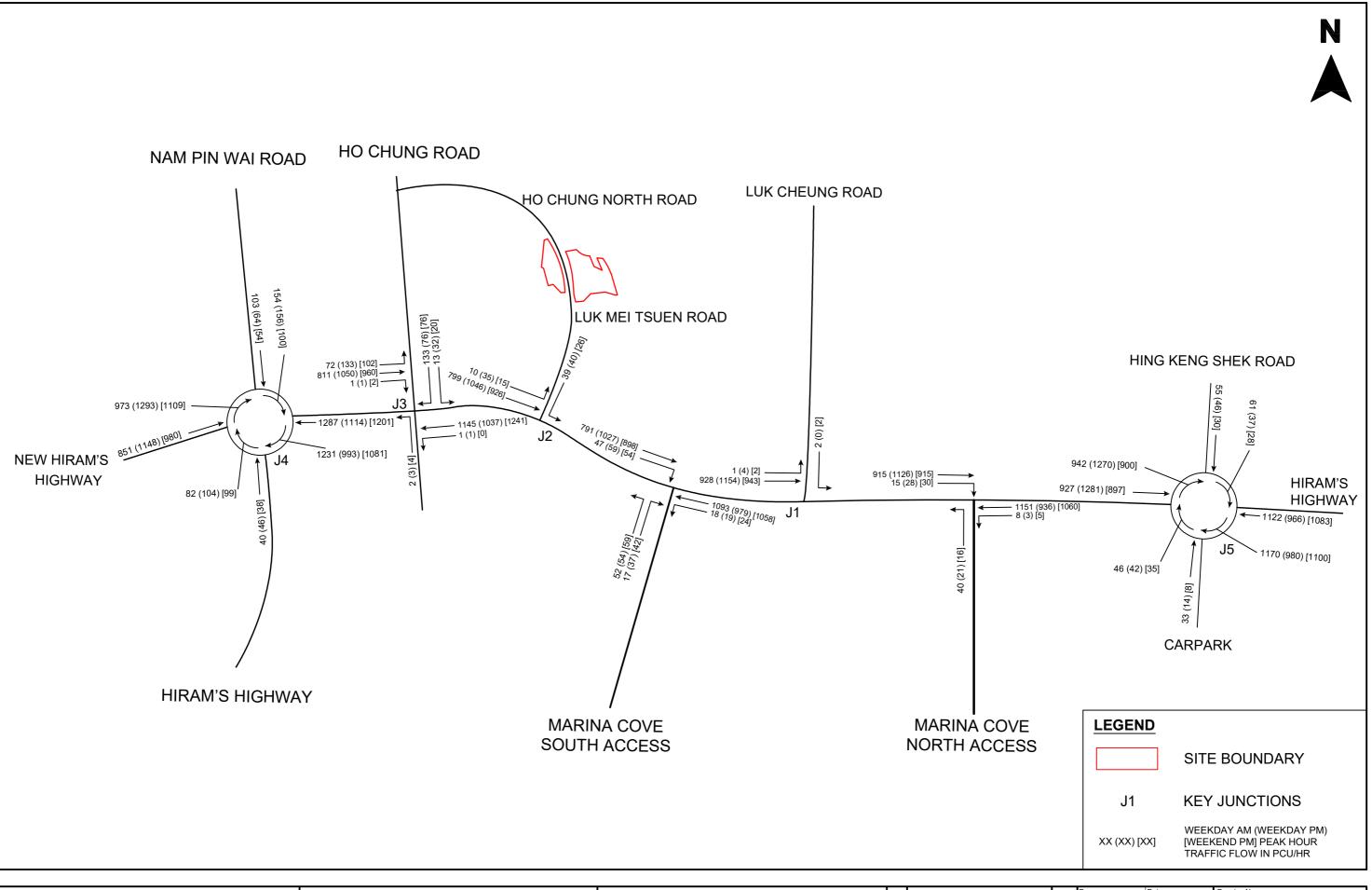
N W	註釋 NOTES : 1. 除在其他方面指定外。所有量度以来為單位。 ALL DIMENSIONS ARE IN METRES UNLESS OI	THERWISE STATED.	
	 所有水平均為的數,以米為單位,並在香港主水 ALL LEVELS ARE APPROXIMATE VALUES AND HONG KONG PRINCIPAL DATUM. 	平基準上.	
の時間	 如有需要,施工區界限內部分與有行車道,行人 安全員及美化市業結構或等合體局數時封閉。 	路·中央分隔帶/	
A B	SECTIONS OF THE EXISTING CARRIAGENAYS. CENTRAL MEDIANS/REFUGE ISLANDS AND AND WITHIN THE LIMIT OF WORKS AREA. MAY BE CLOSED IN PHASES AS AND WHEN REQUIRED.	TEMPORARILY	
一種			
一			
273			
K -			
Æ			
Æ			
SA			
()]第			
離れ?			
酸い	工程名權 PROJECT TITLE		
	工務計劃項目第6806TH號 匡湖居至西貢市之間的西貢公路分隔車道 PWP ITEM NO. 6806TH DUALLING OF HIRAM'S HIGHWAY		
	FROM MARINA COVE TO SAI KUN 圖則名稱 PLAN TITLE		
	根據<<道路(工程、使用及補償)條例>> (第370章)而在憲報公布之圖則	24.0.0	
	PLAN FOR GAZETTING UNDER R((WORKS, USE AND COMPENSATIO ORDINANCE (CHAPTER 370)		
	RHRH PLAN NO. 91272/GAZ/1000	1 : 6000 € 41	
	© Copyright Reserved 主要工程管理	或加速示 DR AS SHOWN	
	Major Works Project Management O		
	路政署 HIGHWAYS DEPARTMENT		
1	CAD File: 91272 GAZ 1000.dgn	1.1	

	Drawn		Date	Drawing No.
		HY	03/11/2023	5
	Checked		Approved	Fig. 3.2
		RT	FW	1.9.0.2
	Scale	4.5000		Rev.
Date		1:5000	0@A3	-

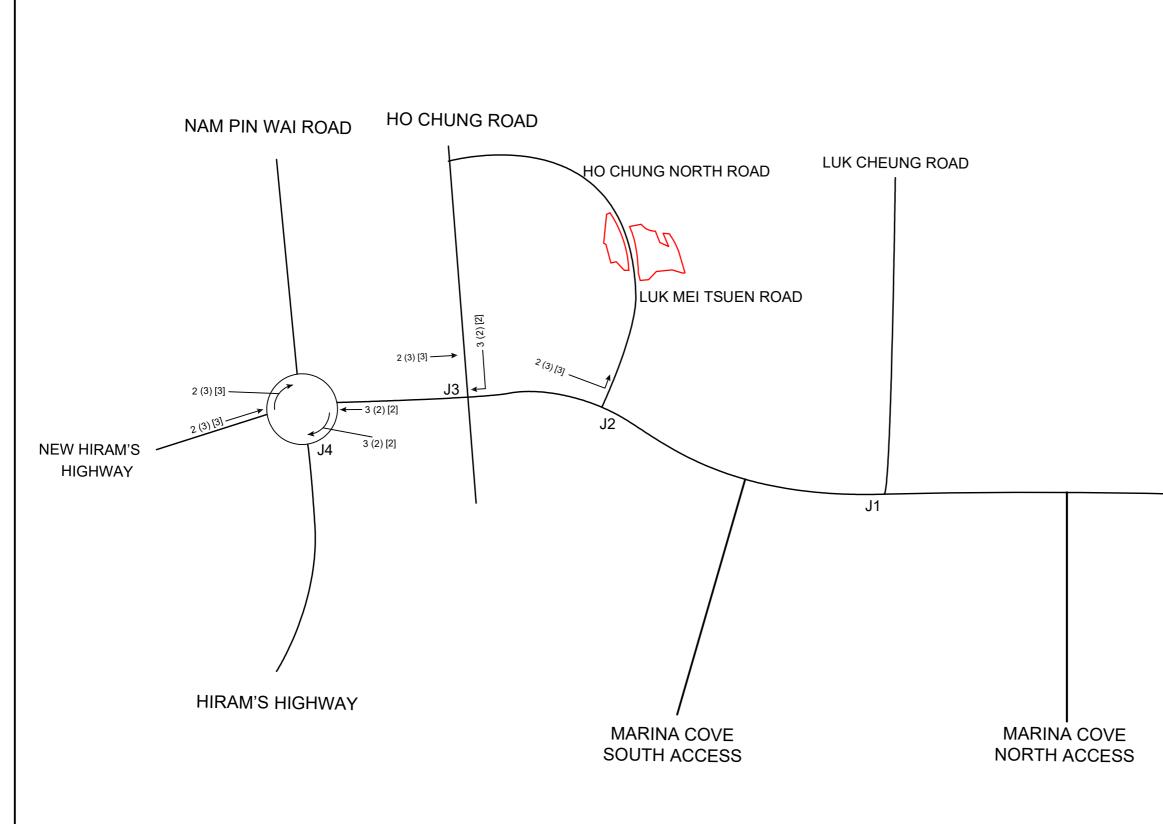


			JOB TITLE:	Drawing Title		
	ADDRE	SS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential	KEY JUNCTIONS		
PRUDENTIAL		244 DES VOEUX ROAD CENTRAL HONG KONG	(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group E)1) ("R(E)1")			
SURVEYING+LAND ADVISORY+VALUATION 行	FAX:	2507 8333 2598 6576	or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District			
			244 and Adjoining Government land, Ho Chung, Sai Kung, New Territori es, Hong Kong			
			244 and Adjoining Otterminent land, no onting, Sar Kurg, New Termones, Hong Kong		Rev	Description

_	Drawn	HY	Date 03/11/2023	Drawing No.	
	Checked	RT	Approved FW	Fig. 3.3	
Date	Scale	1:50	00 @ A3	Rev.	-

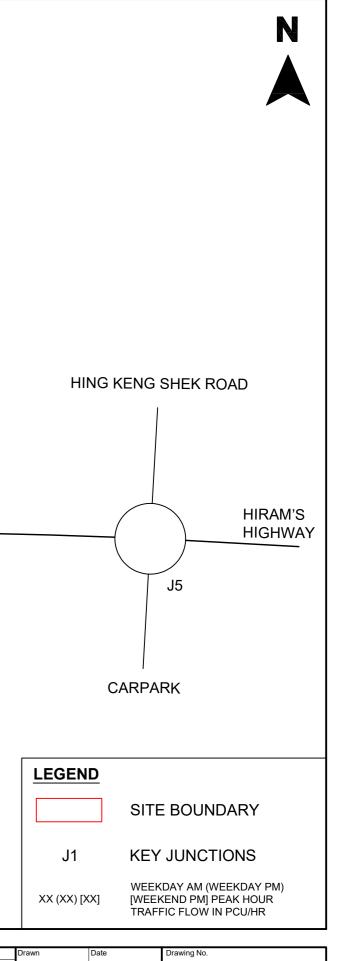


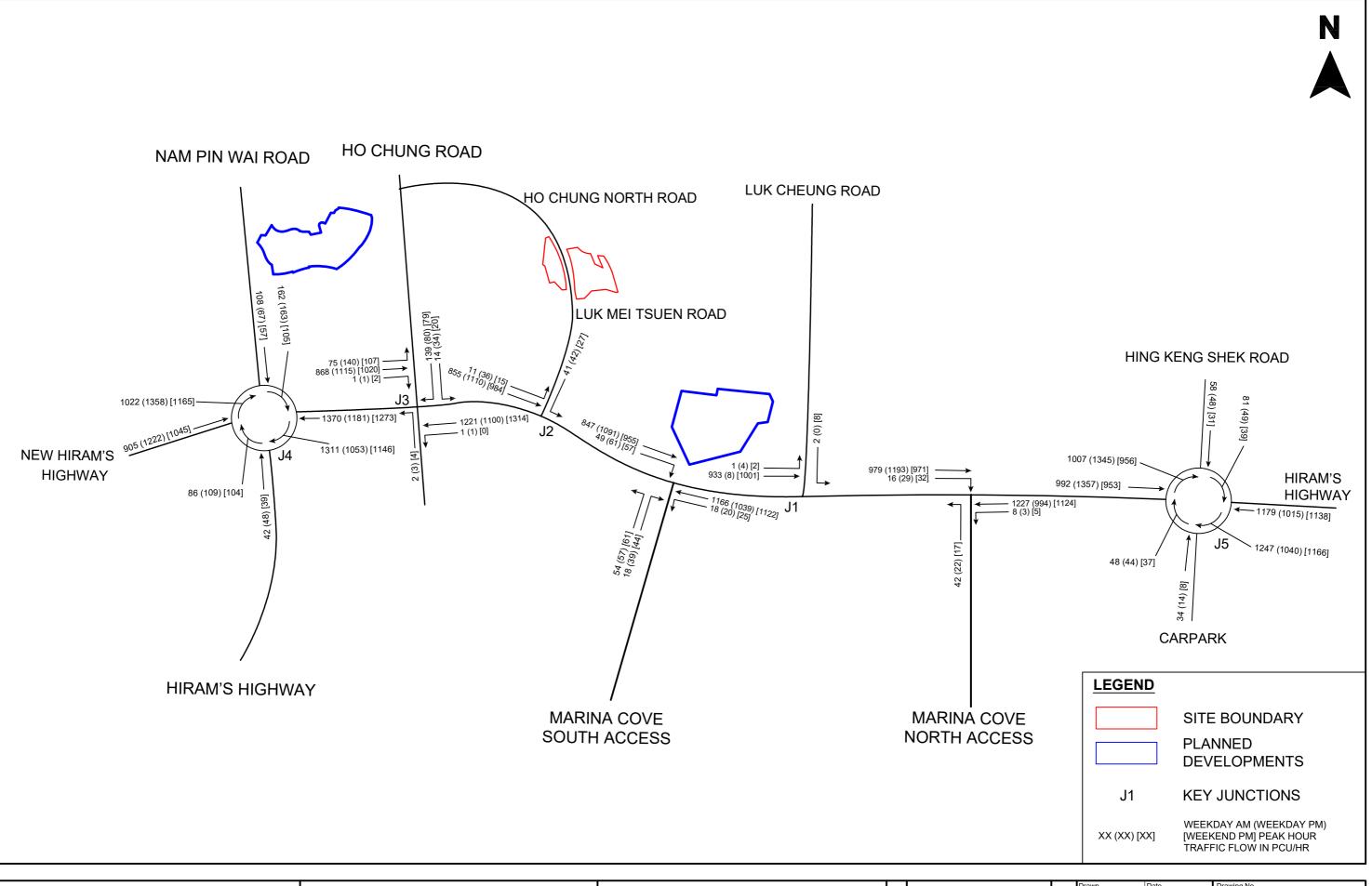
		Drawing Title				Drawn	HV [Date 03/11/2023	Drawing No.
ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING PRUDENTIAL # SURVEYING-LAND ADVISORY-VALUATION 17 SURVEYING-LAND ADVISORY-VALUATION 17 TEL: 2507 8333	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group E)1) ("R(E)1") or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan	2023 OBSERVED PEAK HOURS TRAFFIC FLOWS				Checked	RT	Approved FW	Fig. 3.4
SURVEYING+ LAND ADVISORY • VALUATION 1	No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	S Date	Scale	N.T.S	S.	Rev.



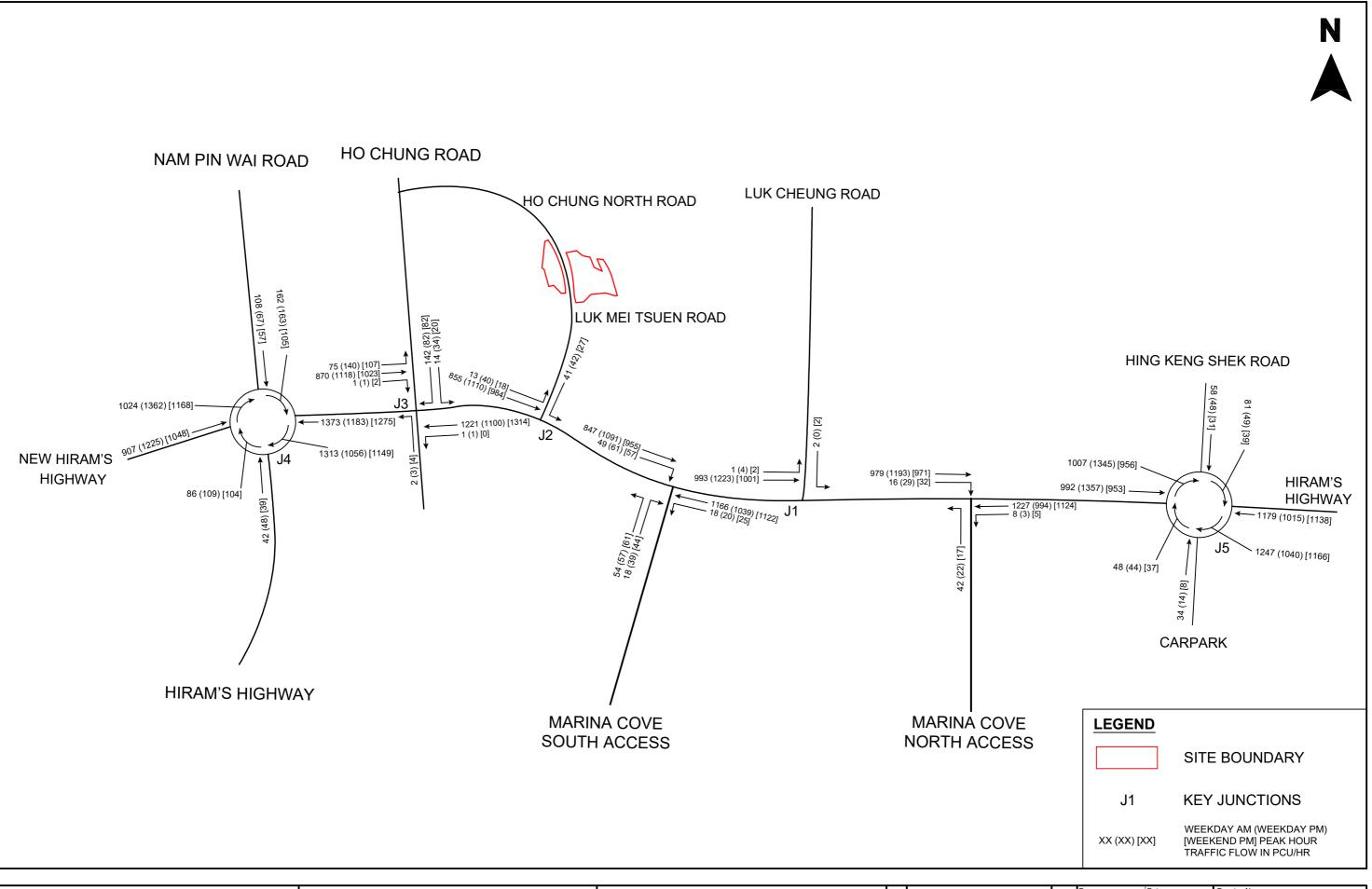


	JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential	Drawing Title 2028 NET PEAK HOURS DEVELOPMENT TRAFFIC				Drawn I	Date 03/11/2023	Drawing No.
PRUDENTIAL ^{第2} 244 DES VOEUX ROAD CENTRAL HONG KONG SURVEYING-LAND ADVISORY-VALUATION 行 TEL: 2507 8333 FAX: 2598 6576	(Group E)" ("R(E)") and an area shown as 'Road' to 'Residential (Group E)1) ("R(E)1") or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong	FLOWS				Checked	Approved FW	Fig. 4.1
			Rev	Description	Date	Scale	N.T.S.	Rev.

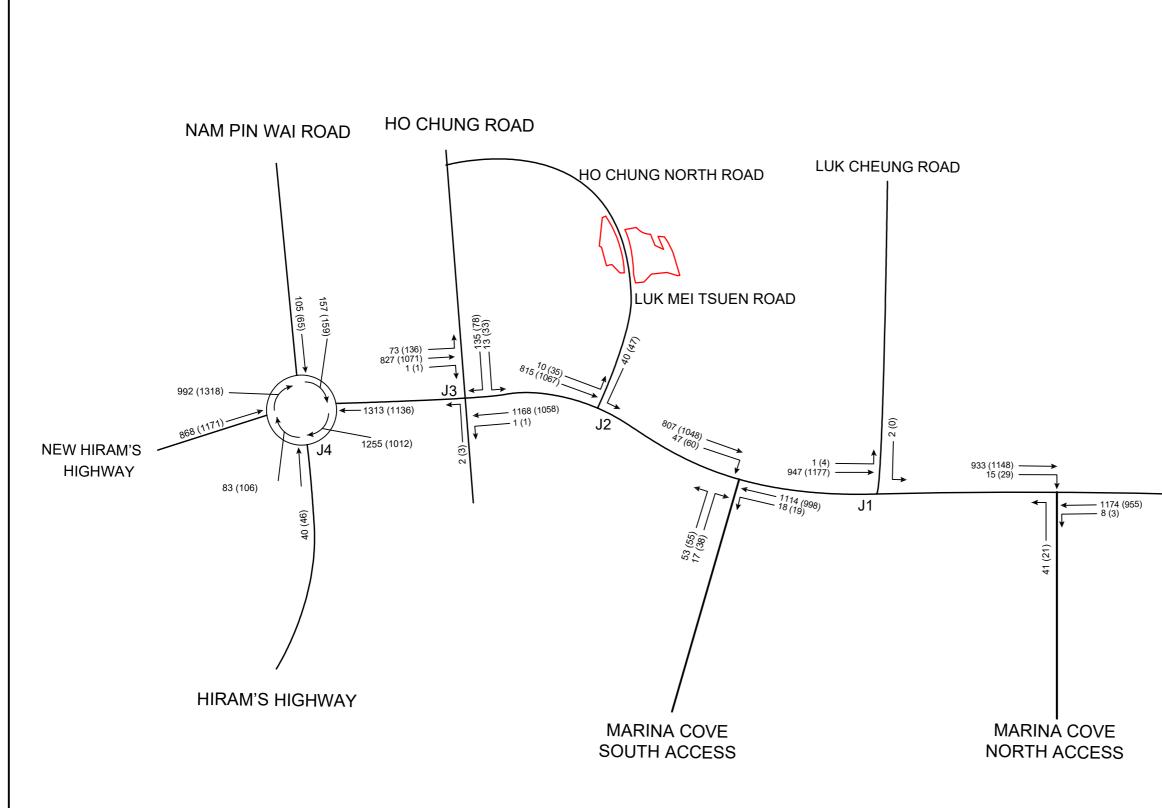




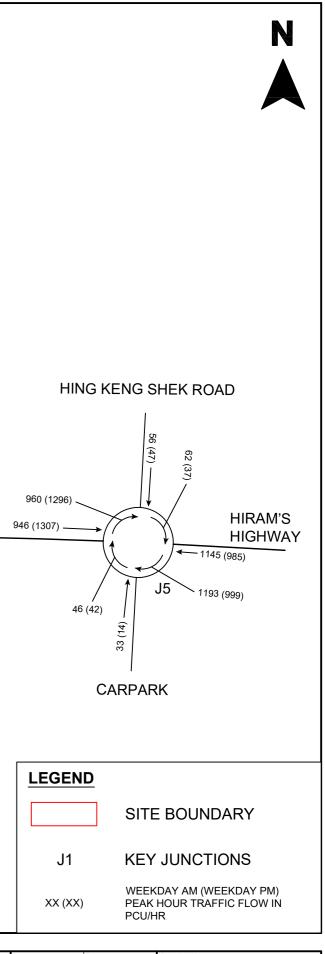
ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING 244 DES VOEUX ROAD CENTRAL HONG KONG TEL: 2507 8333 FAX: 2598 6576	JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group E)1) ("R(E)1") or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description Dat	Drawn Checked Scale	Date HY 03/11/2023 Approved FW N.T.S. FW	Drawing No. Fig. 4.2
---	--	--	-----	-----------------	---------------------------	--	-------------------------

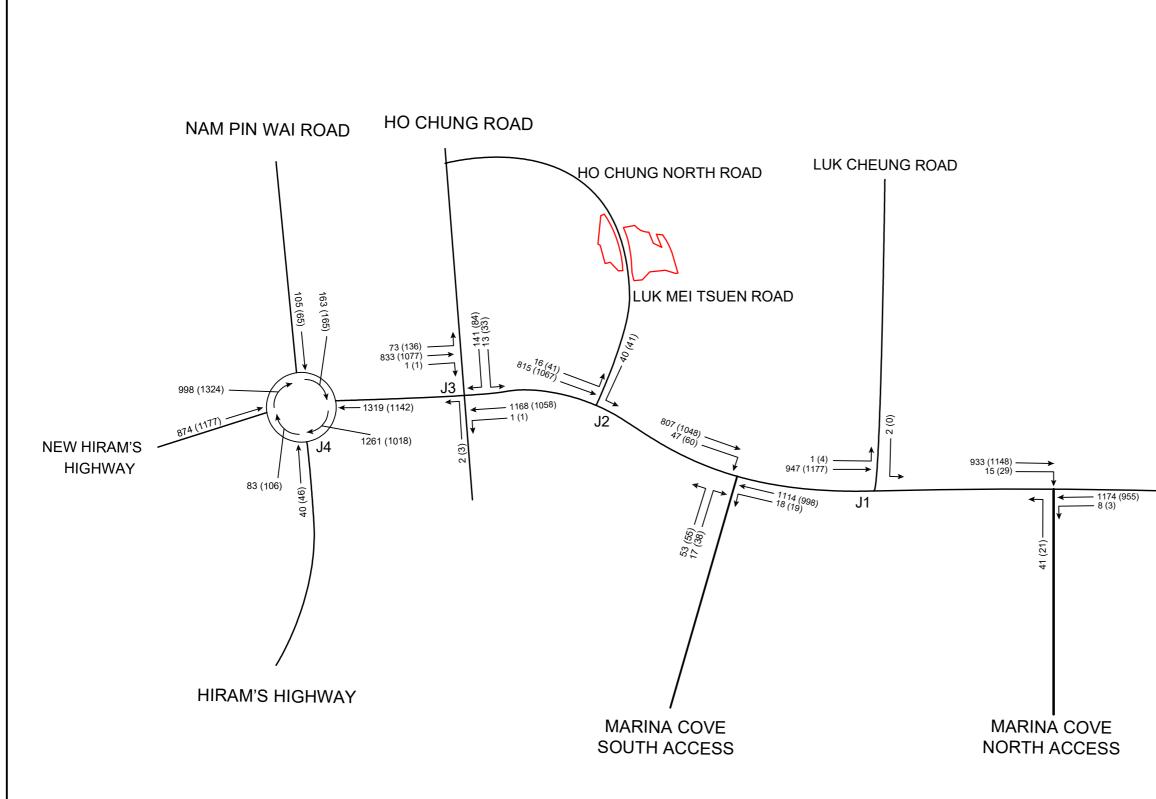


ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING 244 DES VOEUX ROAD CENTRAL HONG KONG 5URVEYING-LAND ADVISORY-VALUATION T TEL: 2507 B333	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group E)1) ("R(E)1") or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan			D	Drawn HY Checked RT	Date 03/11/2023 Approved FW	Drawing No. Fig. 4.3
FAX: 2598 6576	No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong	Rev	Description	S Date	Scale N.	Г.S.	Rev.

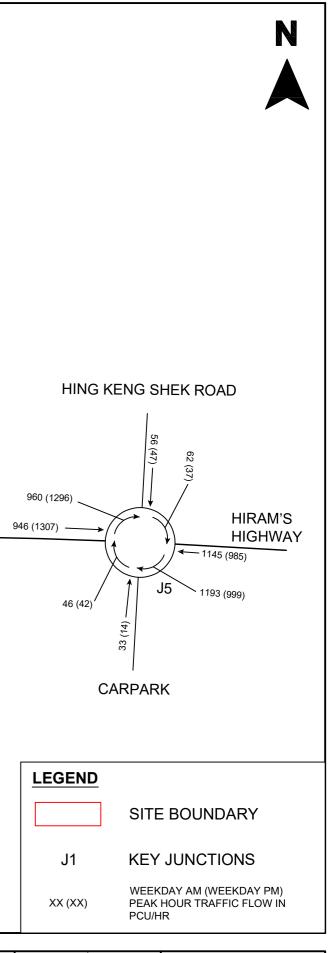


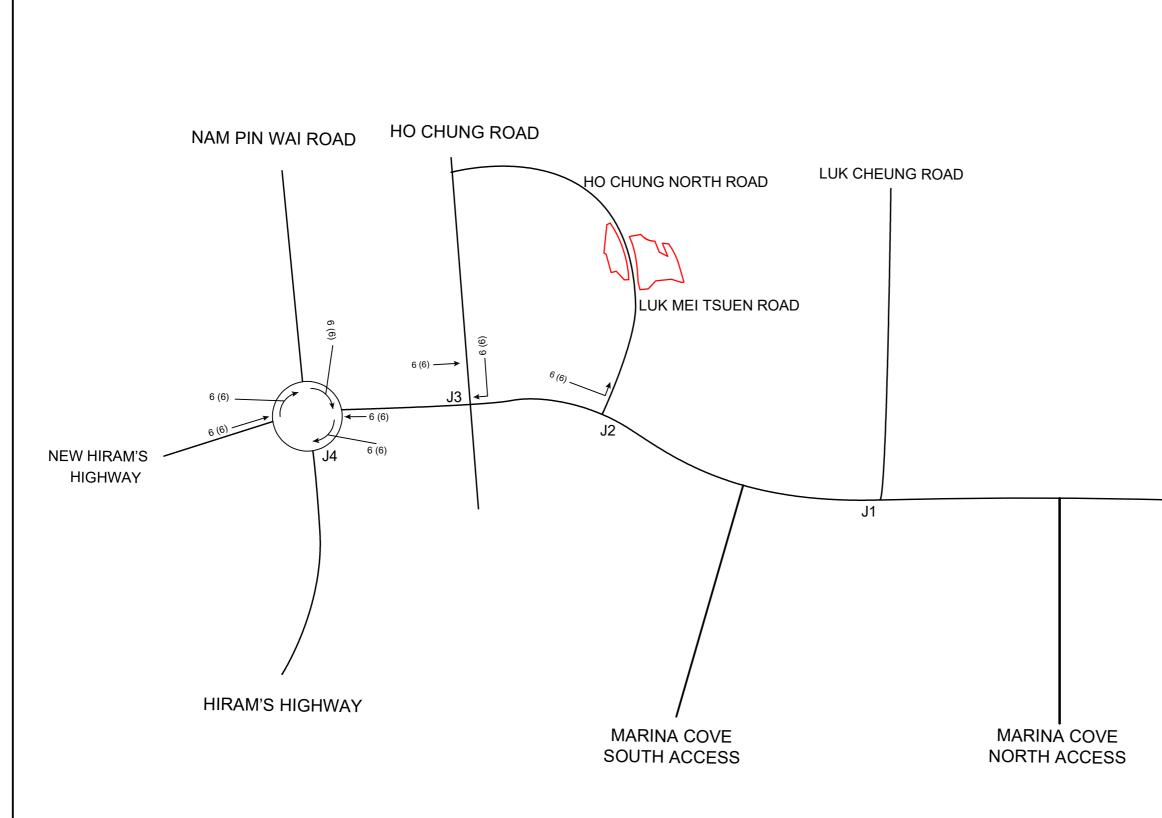
		Drawing Title				Drawn	HY [Date 03/11/2023	Drawing No.
SURVEYING- LAND ADVISORY - VALUATION 17 TEL: 2507 8333	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group E)1) ("R(E)1") or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan	2025 REFERENCE PEAK HOURS TRAFFIC FLOWS				Checked	RT	Approved FW	Fig. 4.4
FAX: 2598 6576	No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Date	Scale	N.T.:	S.	Rev. –



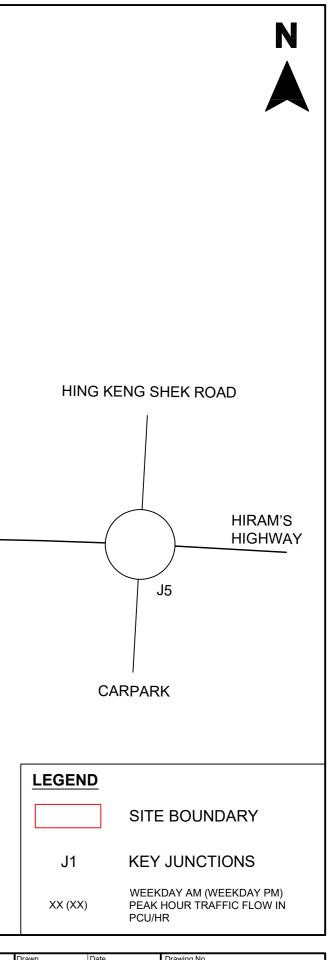


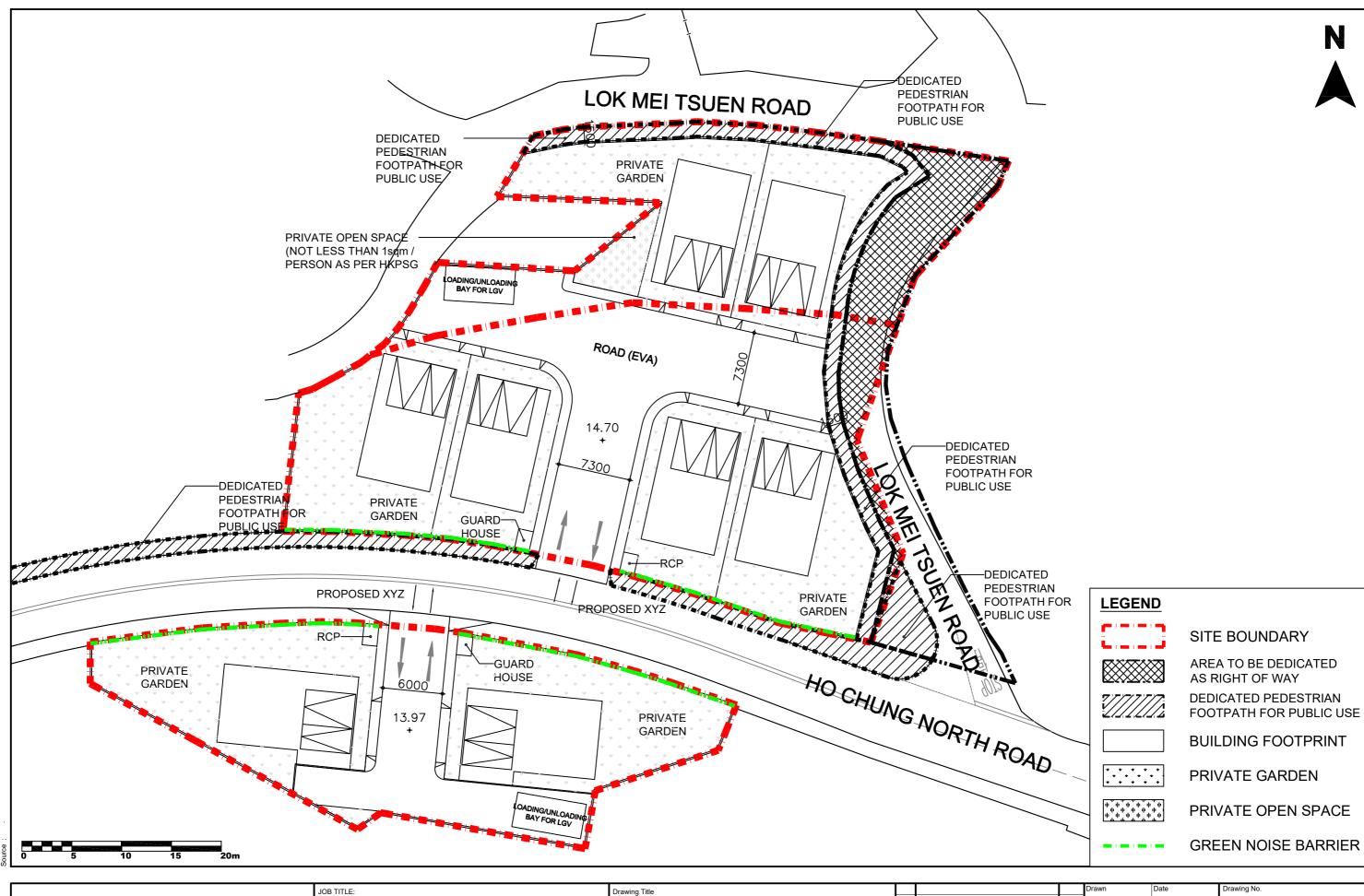
ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING 244 DES VOEUX ROAD CENTRAL HONG KONG SURVEYING-LAND ADVISORY -VALUATION ************************************	Rev Description	Checked Scale	Date 03/11/2023 HY 03/11/2023 RT Approved FW FW	Drawing No. Fig. 4.5
--	-----------------	------------------	---	-------------------------





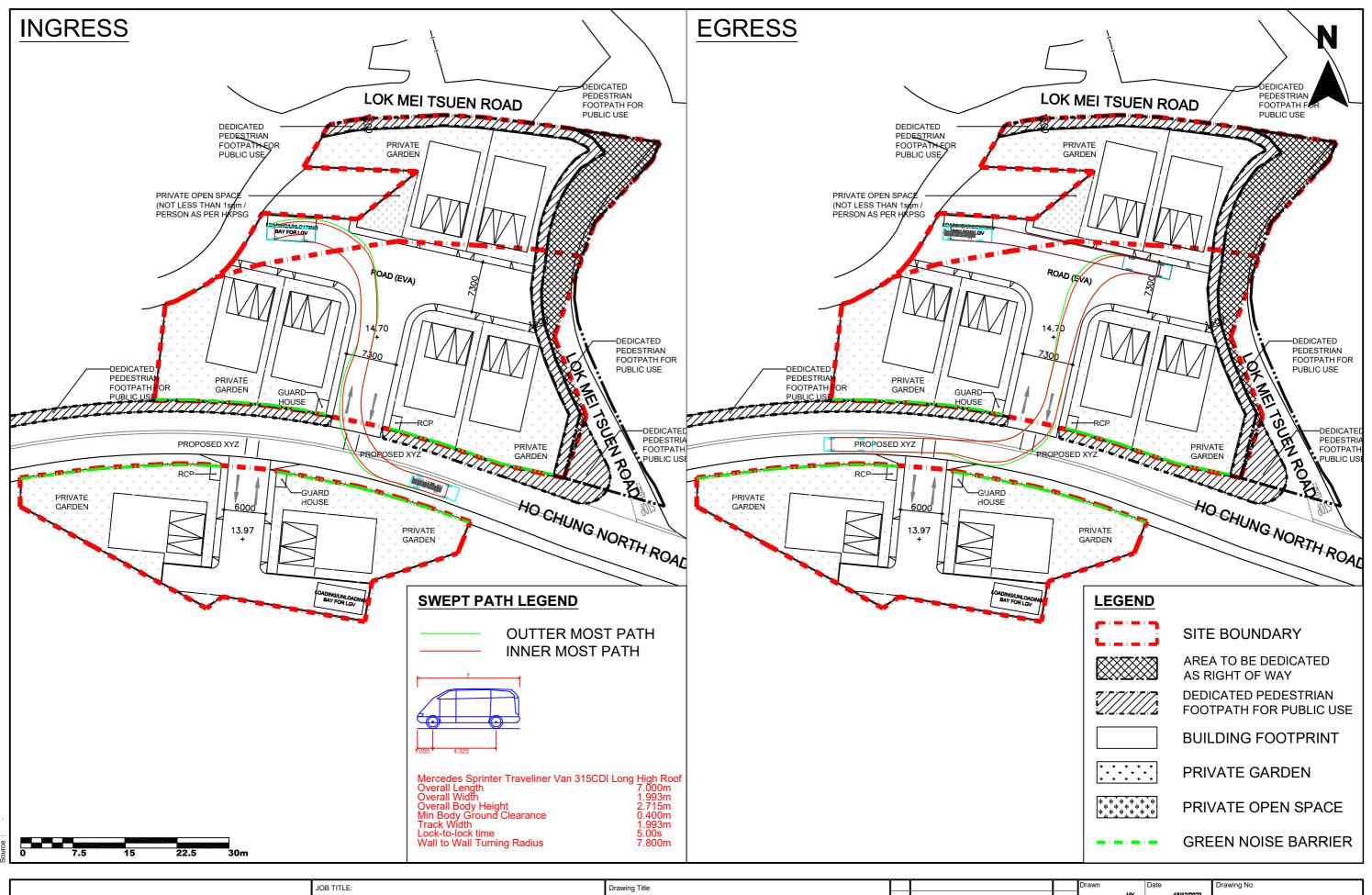
ADRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING 244 DES VOEUX ROAD CENTRAL HONG KONG 5URVEYING-LAND ADVISORY-VALUATION T TEL: 2507 8333 FAX: 2598 6576	JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group E)1) ("R(E)1") or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong	TRAFFIC FLOWS	Rev	Description	Date	Drawn HY Checked RT Scale	Date 03/11/2023 Approved FW	Drawing No. Fig. 4.6 Rev.	-
---	--	---------------	-----	-------------	------	---------------------------------------	--------------------------------------	---------------------------------	---





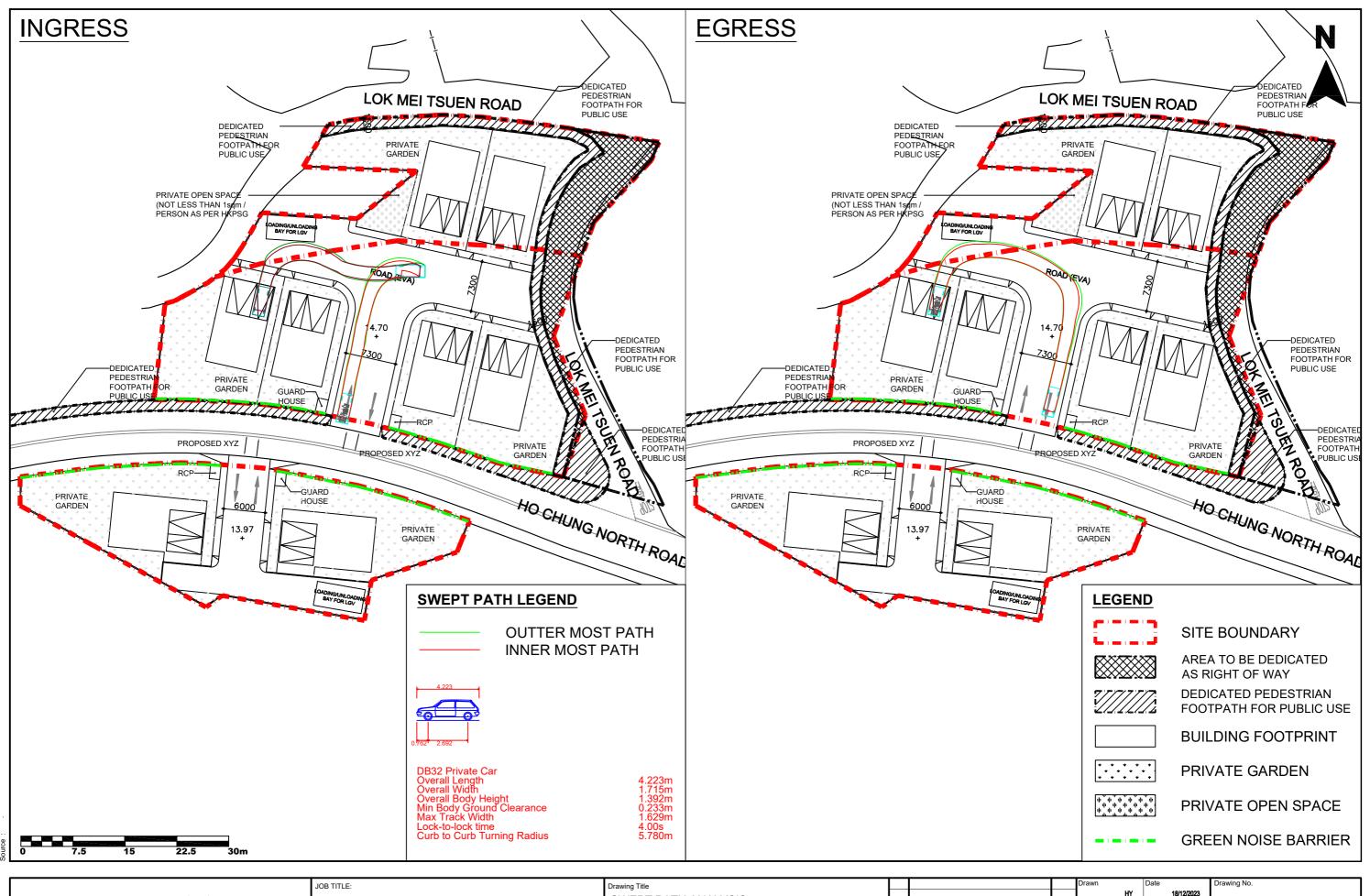
			JOB TITLE:	Drawing Title		
	ADDRES	S: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential			
PRUDENTIAL		244 DES VOEUX ROAD CENTRAL HONG KONG	(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group E)1) ("R(E)1")			
SURVEYING+LAND ADVISORY - VALUATION 行	TEL:		or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan			
-	FAX:		No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District			
			244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description

	Drawn	Date	Drawing No.
	нү	18/12/2023	-
	Checked	Approved	Fig. 5.1
	RT	FW	
	Scale	0.0.43	Rev.
Date	1:35	0 @ A3	-



	JOB TITLE:	Drawing Title		
ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential		1 1	
PRUDENTIAL 244 DES VOEUX ROAD CENTRAL HONG KONG	(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group E)1) ("R(E)1")	SWEFT FATH ANALTSIS		
SURVEYING-LAND ADVISORY-VALUATION T TEL: 2507 8333	(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group E)1) ("R(E)1") or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan			
FAX: 2598 6576	No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District			
	244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description

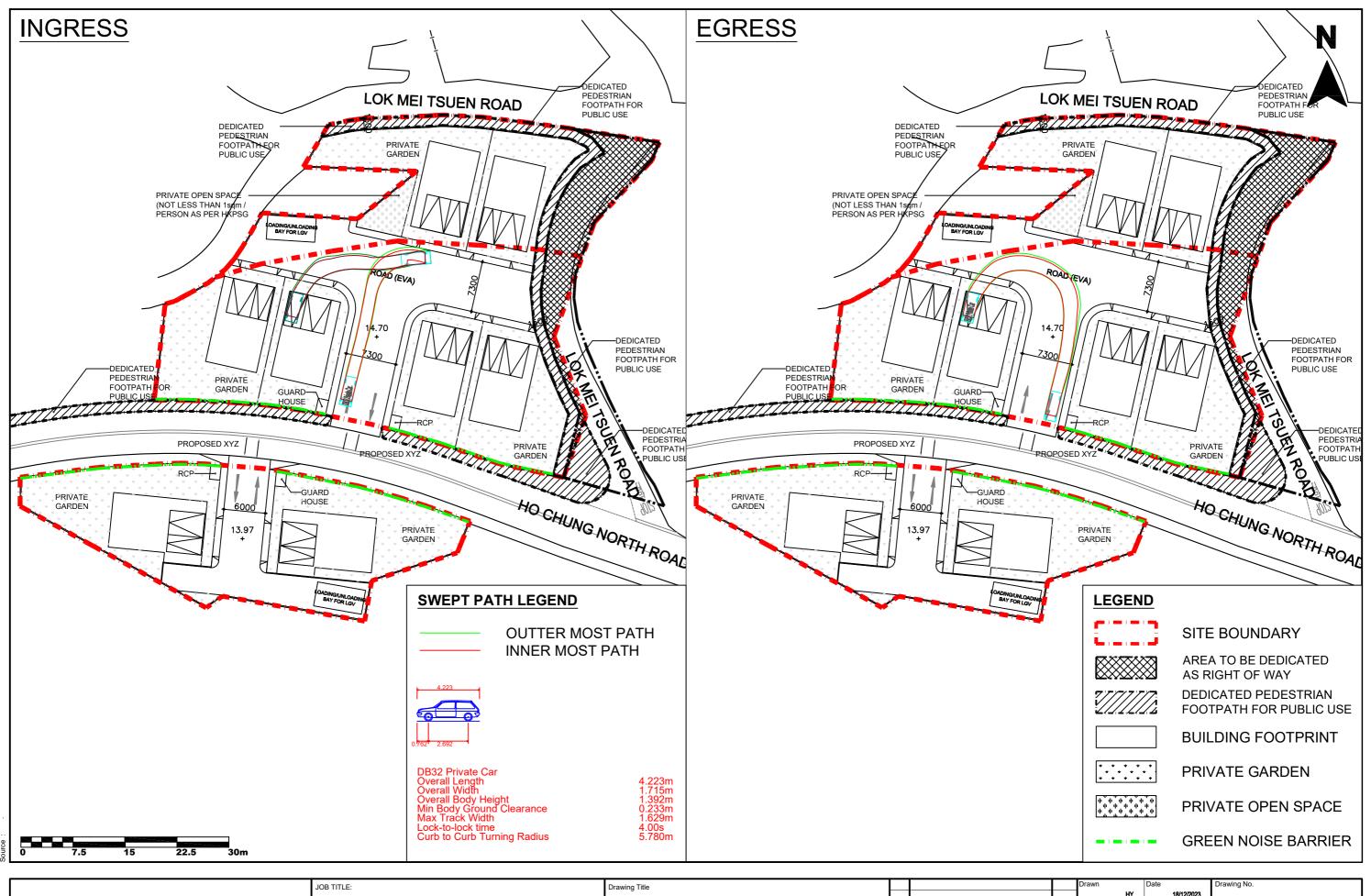
	Drawn	Date	Drawing No.
	HY	18/12/2023	
	Checked	Approved	Fig. 5.2
	RT	FW	· .g. •.=
	Scale		Rev.
Date	1:5	00 @ A3	=



		JOB TITLE:	Drawing Title			
ADDRESS: 2/F & 3	3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential				
	S VOFUY POAD CENTRAL HONG KONG	(Croup E)" ("P(E)") and an area shown as 'Poad' to "Posidential (Croup E)1) ("P(E)1")				
SURVEYING+LAND ADVISORY - VALUATION FT TEL: 2507 83		or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan				Î
FAX: 2598 65		No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District				1
		244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	ī

File Nar Source

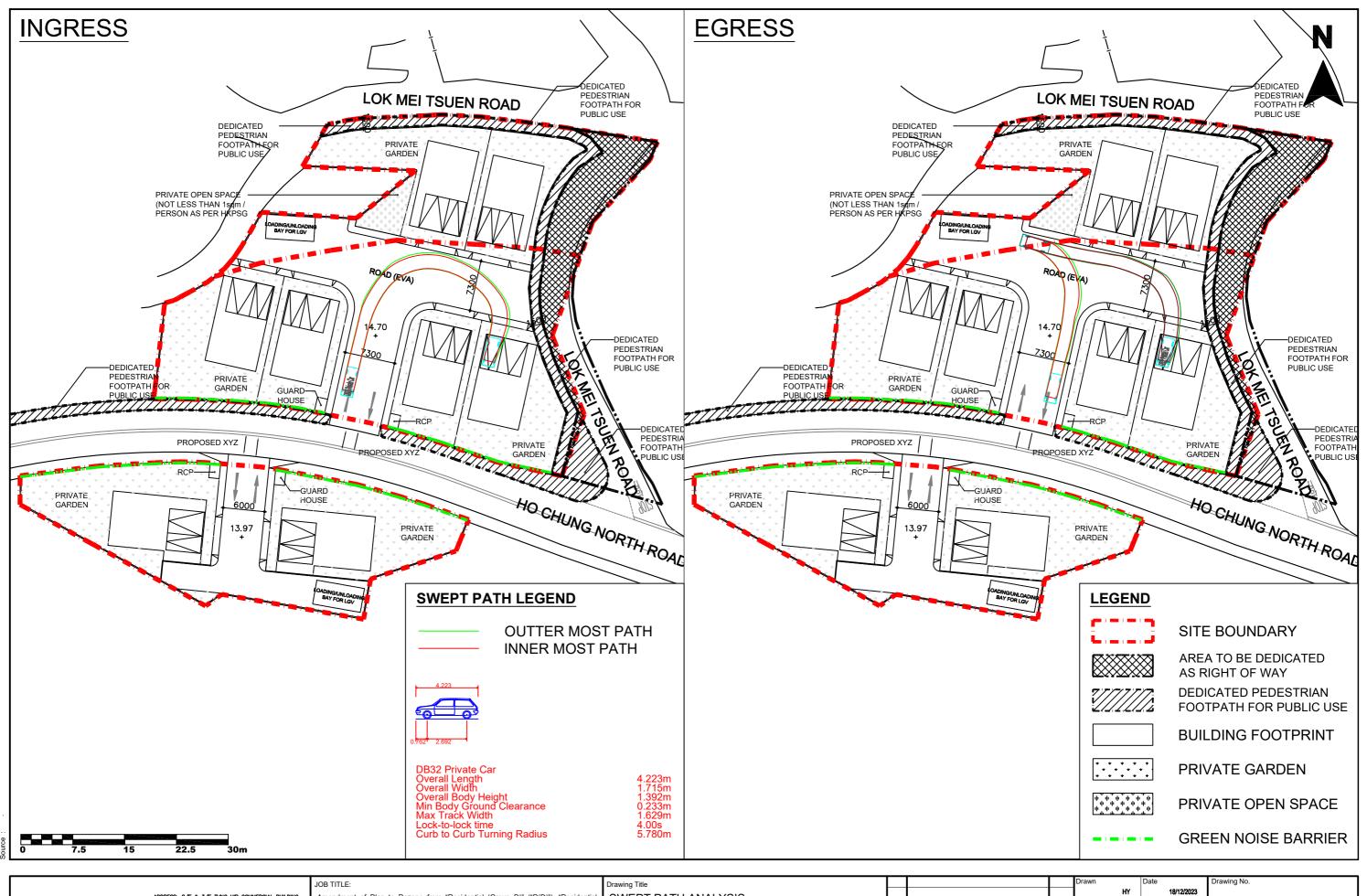
Drawn	Date	Drawing No.
HY	18/12/2023	
Checked	Approved	Fig. 5.2 A
RT	FW	· · · · · · · · · · · · · · · · · · ·
Scale		Rev.
1:5	U @ A3	-
	HY Checked RT Scale	HY 18/12/2023 Checked Approved RT FW



		JOB TITLE:	Drawing Title			
ADDRESS: 2/F & 3	3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential				
	S VOFUY POAD CENTRAL HONG KONG	(Croup E)" ("P(E)") and an area shown as 'Poad' to "Posidential (Croup E)1) ("P(E)1")				
SURVEYING+LAND ADVISORY - VALUATION FT TEL: 2507 83		or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan				Î
FAX: 2598 65		No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District				1
		244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	ī

File Nar Source

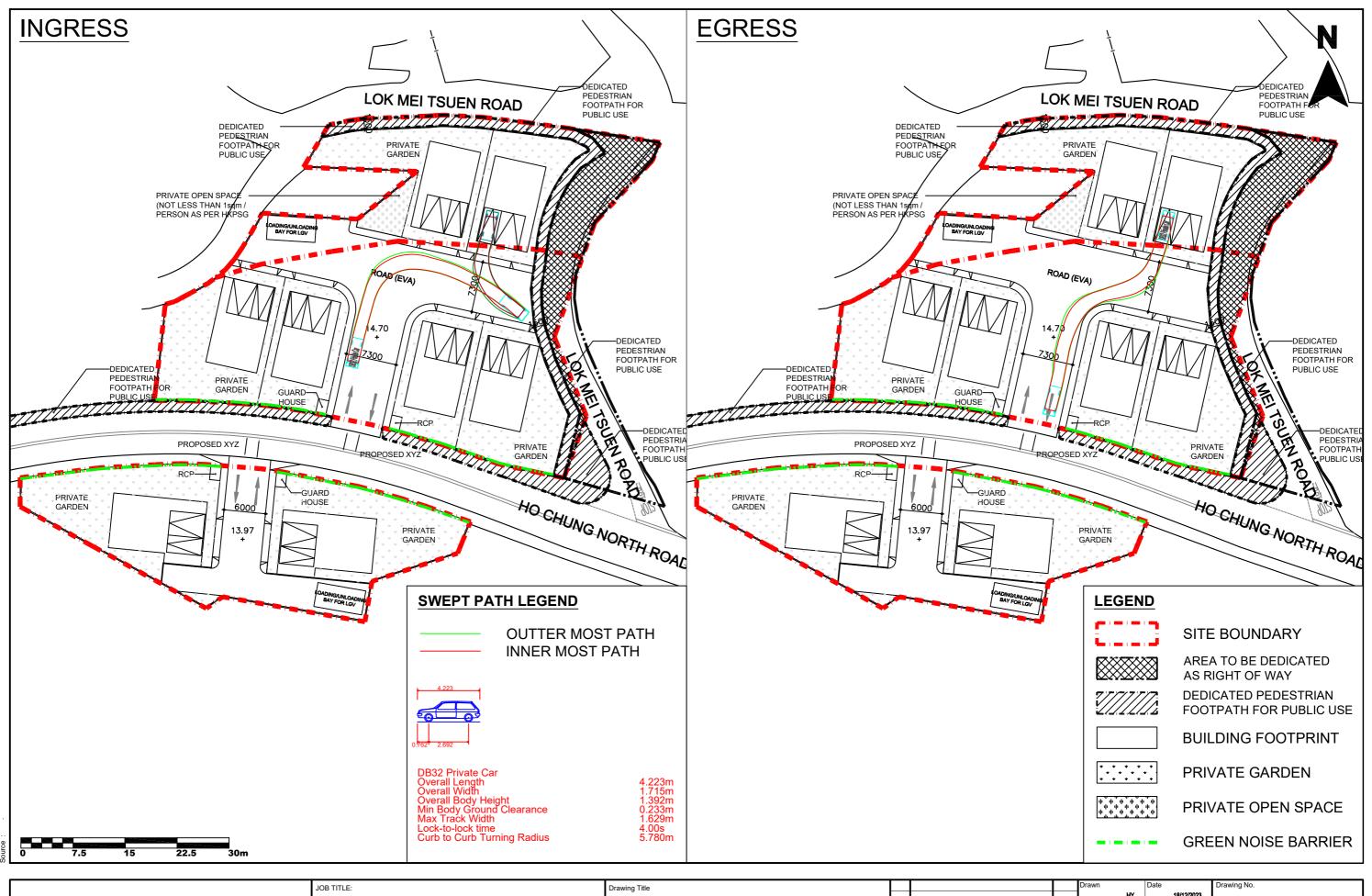
	Drawn	Date	•	Drawing No.
	н	IY	18/12/2023	
	Checked	App	roved	Fig. 5.2 B
	F	रा	FW	· ·g· •·= =
	Scale			Rev.
Date		1:500 @ A3		-



		JOB TITLE:	Drawing Title			
ADDRESS: 2/F & 3	3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential				
	S VOFUY POAD CENTRAL HONG KONG	(Croup E)" ("P(E)") and an area shown as 'Poad' to "Posidential (Croup E)1) ("P(E)1")				
SURVEYING+LAND ADVISORY - VALUATION FT TEL: 2507 83		or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan				Î
FAX: 2598 65		No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District				1
		244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	ī

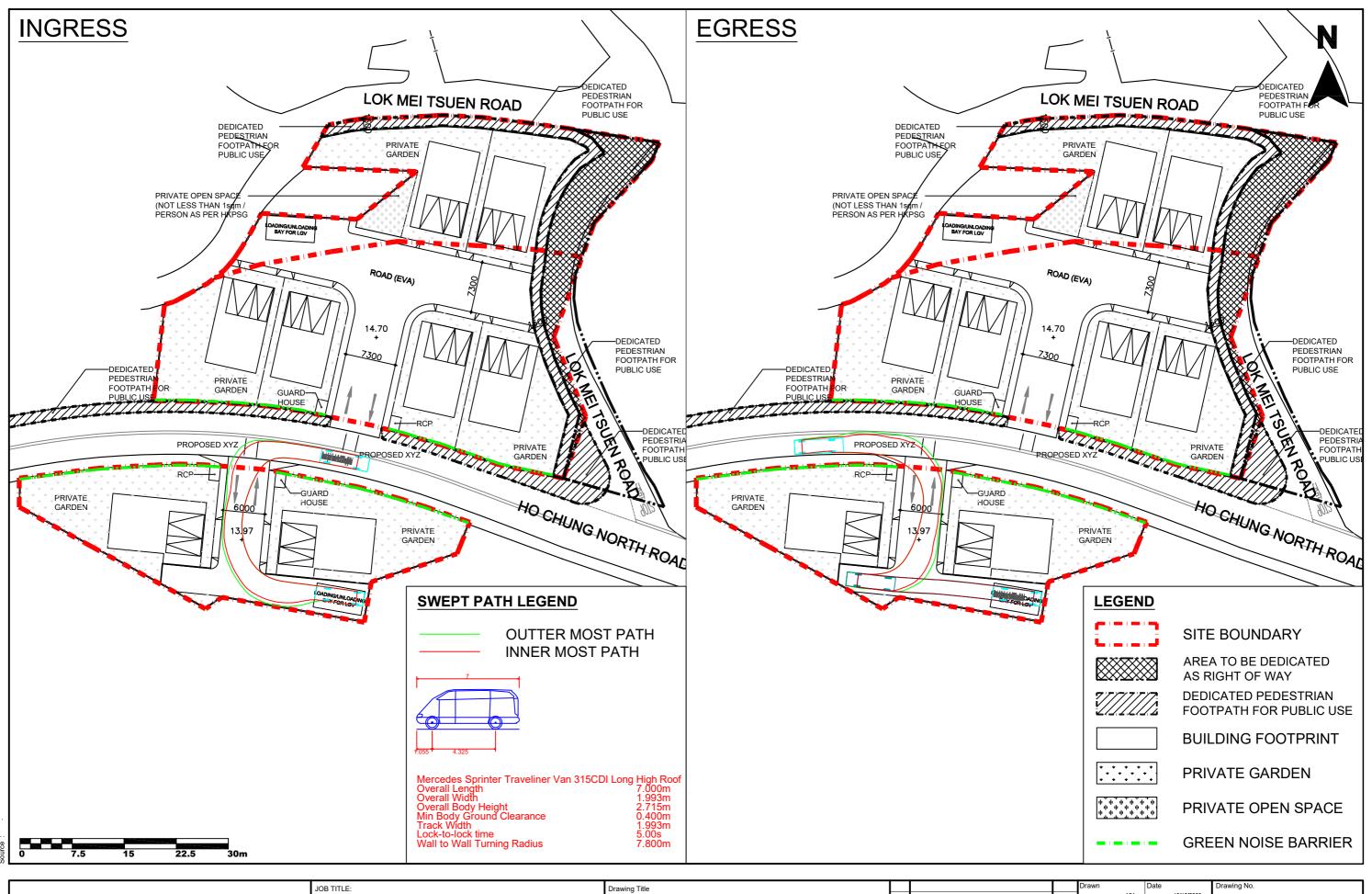
File Nar Source

	Drawn		Date		Drawing No.
		HY	18/12/2	2023	
	Checked		Approved		Fig. 5.2 C
		RT		FW	9
	Scale 1:500 @ A3				Rev.
Date		1:500	ų κ.		=



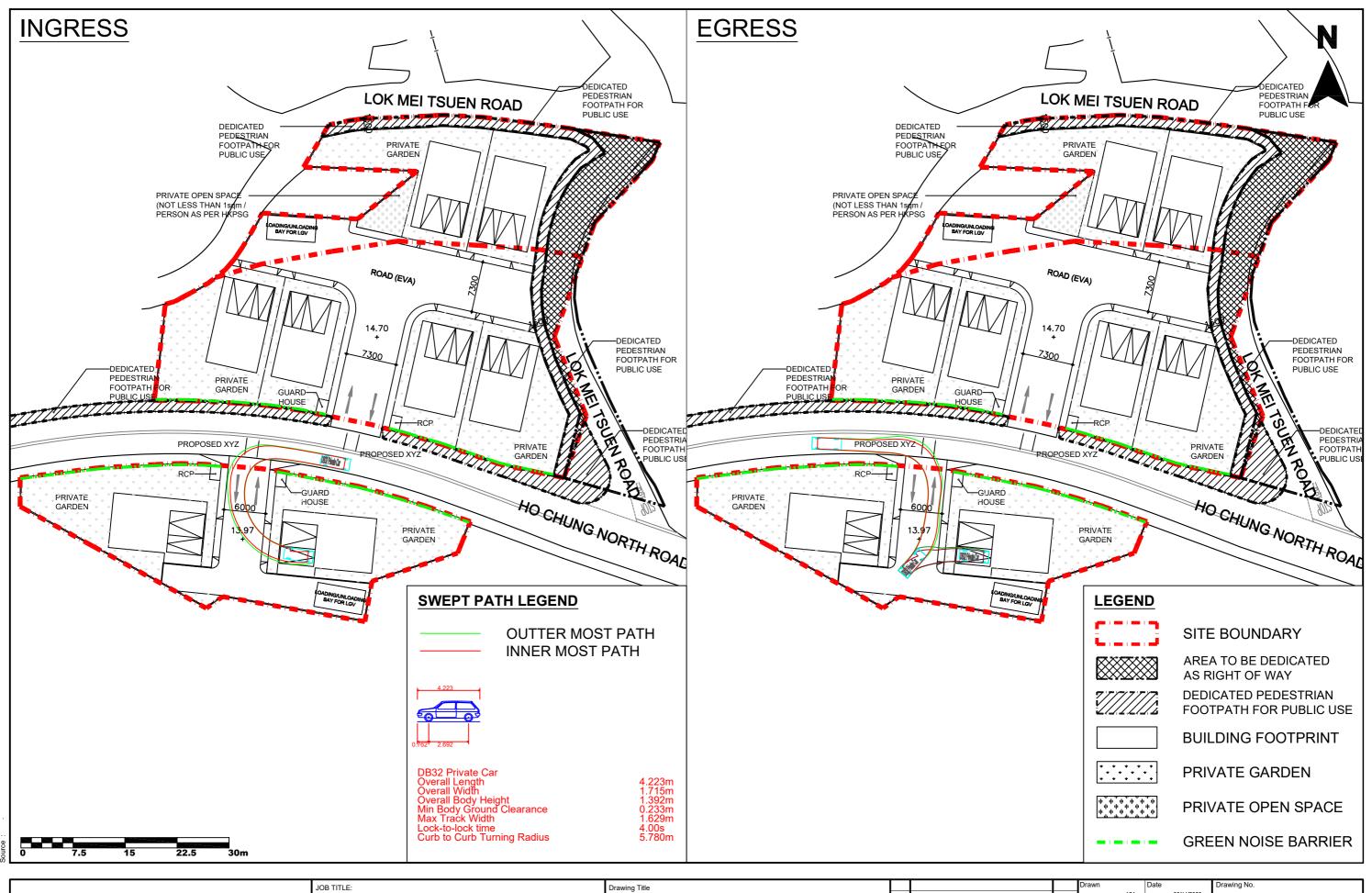
			JOB TITLE:	Drawing Title		
	ADDRES	IS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential			
PRUDENTIAL		244 DES VOEUX BOAD CENTRAL HONG KONG	(Crown E)" ("P(E)") and an area about as 'Poad' to "Posidantial (Crown E)1) ("P(E)1")			
SURVEYING+LAND ADVISORY+VALUATION 行	TEL:	2507 8333	or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan	(PARCEL A AND B)		
	FAX:		No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District			
			244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description

	Drawn	Date	Drawing No.
	H	Y 18/12/2023	
	Checked	Approved	Fig. 5.2 D
	R	T FW	9
	Scale	- FOO @ 40	Rev.
Date	1	1:500 @ A3	-



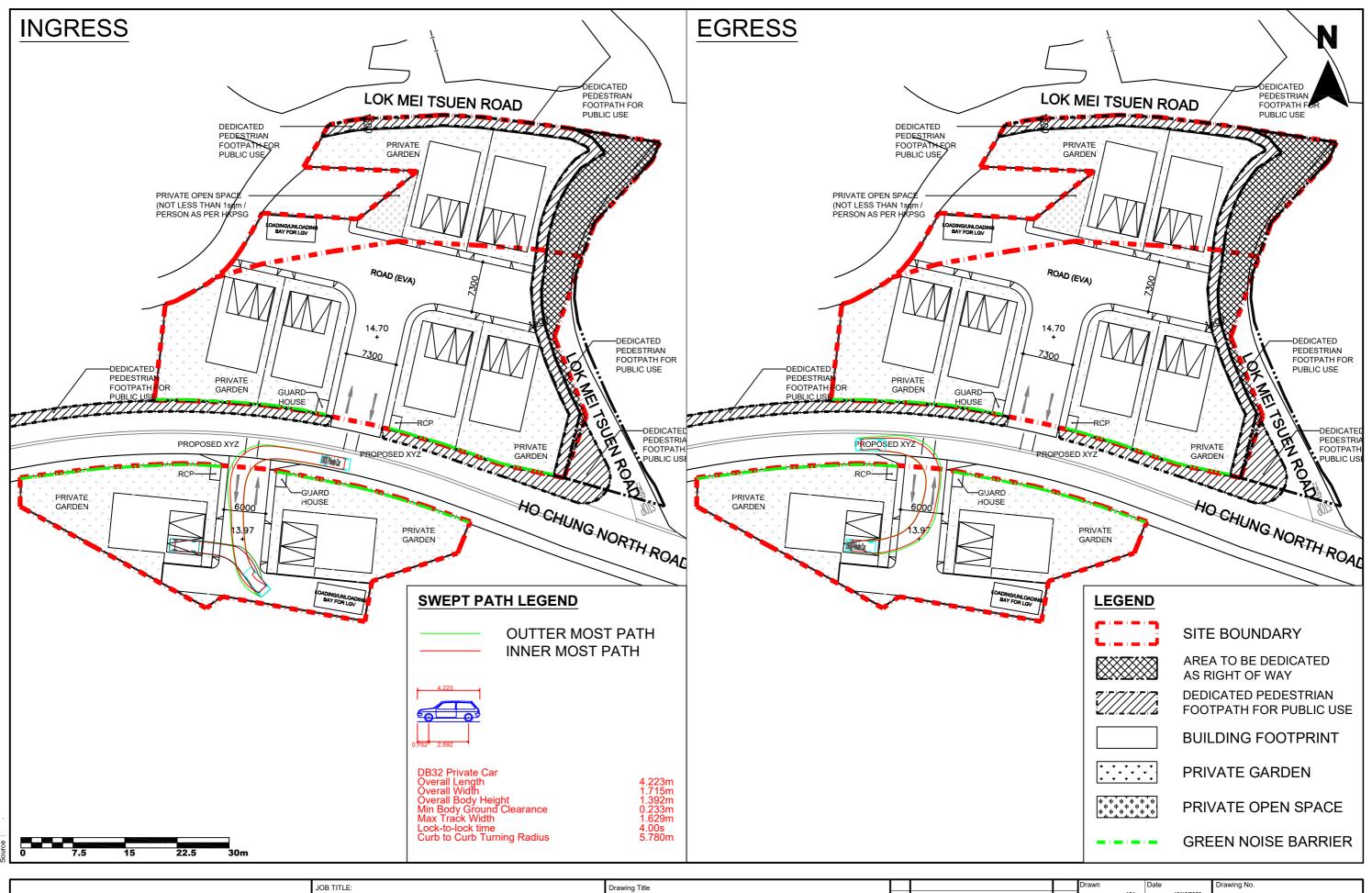
	JOB TITLE:	Drawing Title		
ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential			
	(Craum E)" ("D(E)") and an area about as (Dead' to "Dead antial (Craum E)4) ("D(E)4")			
SURVEYING-LAND ADVISORY-VALUATION 1 TEL: 2507 8333	or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan	(PARCEL C)		
FAX: 2598 6576	No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District			
1	244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description

	Drawn	Date	Drawing No.
	HY	18/12/2023	
	Checked	Approved	Fig. 5.3
	RT	FW	
	Scale		Rev.
Date	1:0	00 @ A3	-



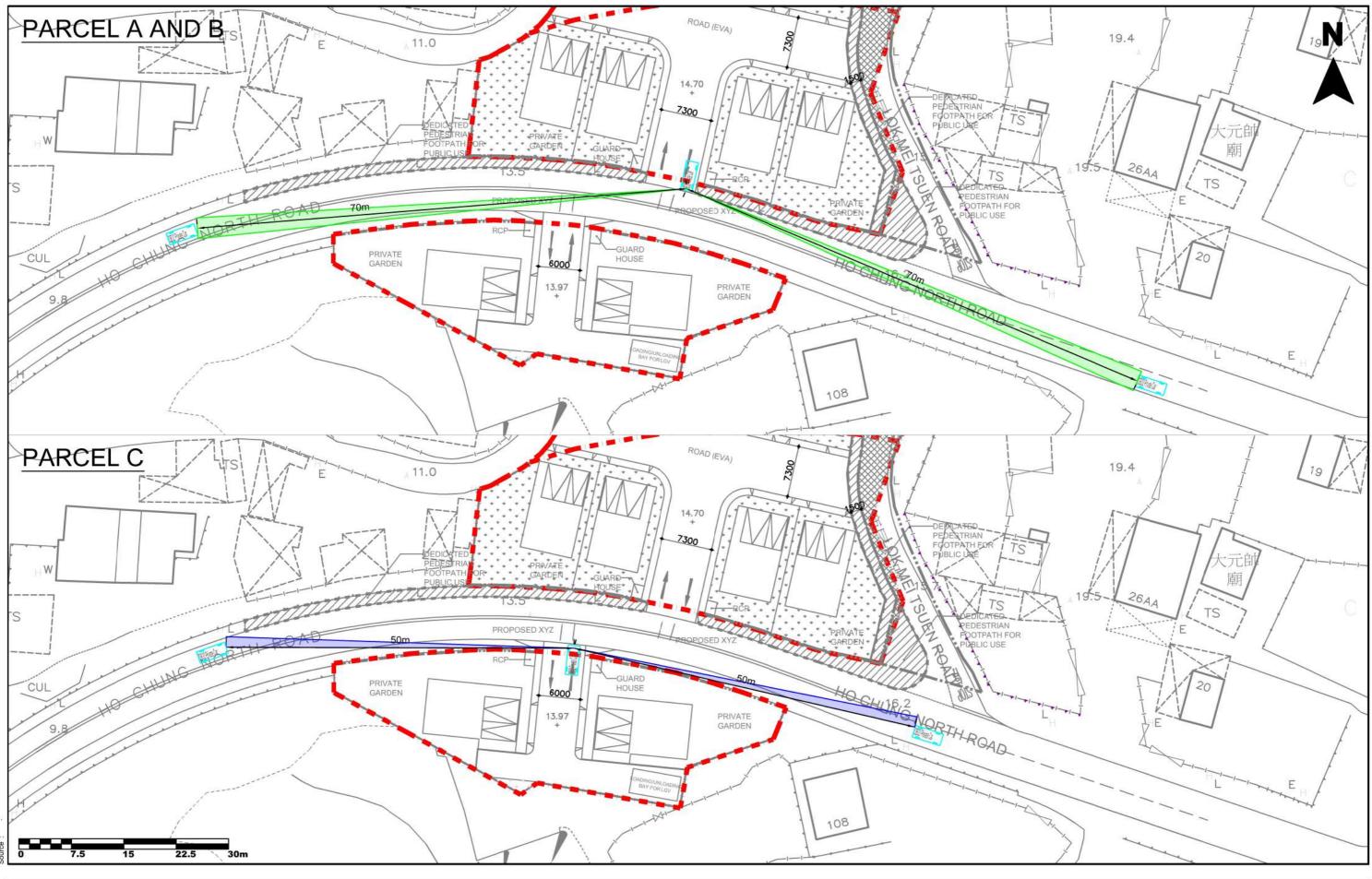
			JOB TITLE:	Drawing Title		
	ADDRES	SS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential	SWEPT PATH ANALYSIS		
 PRUDENTIAL		244 DES VOEUX ROAD CENTRAL HONG KONG	(Crown E)" ("P(E)") and an area abown as 'Paad' to "Paaidantial (Crown E)1) ("P(E)1")			
 SURVEYING+LAND ADVISORY+VALUATION 行	TEL:	2507 8333	or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan	(PARCEL C)	1 /	
	FAX:	2598 6576	No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District			
			244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description

Drawn	Date	Drawing No.
HY	03/11/2023	
Checked	Approved	Fig. 5.3 A
RT	FW	g. e.e / .
Scale		Rev.
1:5	10 @ A3	-
	HY Checked RT Scale	HY 03/11/2023 Checked Approved RT FW



_ I				JOB TITLE:	Drawing Title	\square	
		ADDRES	SS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential			
	PRUDENTIAL		244 DES VOEUX POAD CENTRAL HONG KONG	(Group E)" ("P(E)") and an area shown as 'Poad' to "Posidential (Group E)1) ("P(E)1")			
	SURVEYING+LAND ADVISORY+VALUATION 行	TEL:	2507 8333	or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan	(PARCEL C)		
		FAX:	2598 6576	No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District			
_				244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description

	Drawn	Date	Drawing No.
	HY	18/12/2023	
	Checked	Approved	Fig. 5.3 B
	RT	FW	· .g. •.• =
	Scale		Rev.
Date	1:5	0 @ A3	-



	JOB TITLE:	Drawing Title		
ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential	SIGHTLINE ANALYSIS		
PRUDENTIAL 244 DES VOEUX ROAD CENTRAL HONG KONG	(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group E)1) ("R(E)1")			
SURVEYING-LAND ADVISORY-VALUATION 1 TEL: 2507 8333	or "Residential (Group C)1) ("R(C)1") on the Approved Ho Chung Outline Zoning Plan			
FAX: 2598 6576	No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong			
	244 and Adjoining Government land, no chong, Sar Kung, New Temories, Hong Kong		Rev	Description

	Drawn		Date	Drawing No.	
		HY	14/12/2023		
	Checked		Approved	Fig. 5.4	
		CH	CH	119.0.1	
	Scale	4.17	× 0 40	Rev.	
Date		1:50	00 @ A3		57 2

Intentionally Blank

Appendix A

Junction Calculations

Intentionally Blank

Virtual Cove North Access 2023AM PROLECT NO. PROLECT NO. I.P. LINChard Cove North Access I.P. Linch Access I.P. LINChard Cove North Access I.P. Linch Access I.P. LINChard Cove North Access I.P. Linch Access I.P. LINCHARD Cove North Access I.P. Linch Access I.P. LINCHARD Cove North Access I.P. LINCHARD Cove North Access I.P. LINCHARD Cove North Access I.P. Linch Access I.P. LINCHARD Cove North Access I.P. LINCHARD Cove North Access I.P. LINCHARD Cove North Access I.P. Linch Access I.P. LINCHARD Cove North Access I.P. LINCHARD Cove North Access I.P. LINCHARD Cove North Access I.P. Linch Access I.P. LINCHARD Cove North Access I.P. LINCHARD Cove North Access I.P. LINCHARD Cove North Access I.P. Linch Access I.P. LINCHARD Cove North Access I.P. LINCHARD Cove North Access I.P. LINCHARD Cove North Access I.P. Linch Access I.P. LINCHARD Cove North Access I.P. LINCHARD Cove North Access I.P. L						INI I ALS	DATE
y / Marina Cove North Access Period				PROJECT NO.:	PREPARED BY:		
Working AM Plek J-Lut/ChromoProcention modeling AM Plek modeling AM Plek modeling AM Plek modeling AM Plek modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex modeling AM Plex	11 Hiram's Highway / Marina Cove North Au	scess		ILENAME :	CHECKED BY:		
Image: Second	2023 Weekday AM Peak		7	1-LukCheungRoad-MCN.xls	REVIEWED BY:		
ARM A Accords: THE CAPACITY OF MOVEMENT : COMPARISION OF DESIGN FLOW (ARM A) 2200 (meres) D <td< td=""><td></td><td>15 [1] Luk Che Luk Che</td><td>NOTES: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W cr = LANE WIDTH AVALLABLE TO VEHIC W b-a = VISIBILITY TO THE RIGHT FOR VEHIC V b-A = VISIBILI</td><td>LE WAITING IN STREAM b-a DLE WAITING IN STREAM b-c DLE WAITING IN STREAM b-a HICLES WAITING IN STREAM b-a HICLES WAITING IN STREAM b-c HICLES WAITING IN STREAM b-c HICLES WAITING IN STREAM b-c</td><td></td><td></td><td></td></td<>		15 [1] Luk Che Luk Che	NOTES: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W cr = LANE WIDTH AVALLABLE TO VEHIC W b-a = VISIBILITY TO THE RIGHT FOR VEHIC V b-A = VISIBILI	LE WAITING IN STREAM b-a DLE WAITING IN STREAM b-c DLE WAITING IN STREAM b-a HICLES WAITING IN STREAM b-a HICLES WAITING IN STREAM b-c HICLES WAITING IN STREAM b-c HICLES WAITING IN STREAM b-c			
ADD (RRM.A) Concrete D = 0.0532189 Obs D <thd< th=""> <thd< th=""> <thd<< td=""><td>JEOMETRIC DETAILS:</td><td>GEOMETRIC FACTORS :</td><td>THE CAPACITY OF MOVEMENT :</td><td>COMPARISION OF DESIGN FLOW</td><td></td><td></td><td></td></thd<<></thd<></thd<>	JEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISION OF DESIGN FLOW			
Tot (meres)EE0.937365ObsDD		,			-		
			= 633 Q b-c (O) =	DFC b-c			
AD (ARK) 500 (metes) 100 (metes) 915 (pou/h) 15 (pou/h) AD (ARM B) AD (ARM B) AD (ARM B) AD (ARM B) AD (ARM B) AD (metes) (mete	= 8 = 1151		п	DFC c-b	= 0.0211		
5.00 (meres) 100 (meres) 110 (meres) 110 (meres) 110 (meres) 110 (meres) 111 (meres) 1111 (meres)	MAJOR ROAD (ARM C)		= 2128.5				
100 (meres) 915 (pou/n) 15 (pou/n) 16 (pou/n) 17 (pou/n) AD (ARM B) (meres) AD (ARM B) (meres) AD (ARM B) (meres) AD (meres) (meres) AD (meres) (meres)							
915 (pou/h) 15 (pou/h) 16 (pou/h) AD(ARN B) A.4.0 (metres) (m	100						
AD (ARM B) AD (ARM B) (metres)	915 11						
(metres) (metres) (metres) (metres) (metres)	15			CBITICAL DEC	- 0.06		
4.40 30	MINOR ROAD (ARM B)						
4.40 30							
30	4.40						
30							
	30						
q b c = 40 (pcwhr)	= 40						

Highway / Marri day PM Peak EtalLs: Road (ARM A) 336 8.00 1126 8.00 1100 1100 1100 1100 1100 1100 1100	y / Marina Cove North Access PARATION Cove North Access	TY JUNCTION CALCULATION		INITIALS	LS DATE	ш
y / Meira Cove North Access Peak	y / Marine Cove North Access Per Per Per Per Per Per Per Per Per Per			PARED BY:		
AFRAK J1-LunChenneRhoutsung In-LunChenneRhoutsung In-LunChenneRhoutsung municipen high menning montain municipen high menning montain municipen high menning montain municipen high menning montain municipen high menning montain municipen high menning montain montain municipen high menning montain	AFRAK Inturcheungbread AIRCLAR REVIEWER AFRAK Inturcheungbread AIRCLAR Inturcheungbread AIRCLAR REVIEWER AFRAK Interaction of the main constraint of the m			ECKED BY:		
must construct when Access must construct the Access of the Acces of the Access	Mana Core North Access Mana Core North Access	J1-LukC		IEWED BY:		
ARM A GEOMETRIC FACTORS: THE CAPACITY OF MOVEMENT: COMPARISION OF DESIGN FLOW 7.00 (meres) D $=$ 0532189 $O = =$ 302 7.00 (meres) E $=$ 0532789 $O = =$ 302 3 (pount) F $=$ 1.1066159 $O = =$ 302 $D = C = 0.044111$ TO CAPACITY 38 (pount) Y $=$ 0.1165159 $O = 0 =$ 733 $D = C = 0.046117$ $D = C = 0.046117$ $D = C = 0.046116$ $D = C = 0.046116$ $D = C = 0.046116$ $D = C = 0.046117$ $D = C = 0.046117$ $D = C = 0.046117$ $D = C = 0.046116$ $D = C = 0.04611666666666666666666666666666666666$	ARM A) THE CAPACITY OF MOVEMENT : THE CAPACITY OF MOVEMENT : TO CAPACITY OF MOVEMENT : 7 (meres) D = 0.3332189 0 - 0 = 328 D - 0 -	OTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W = MAJOR ROAD WIDTH W = CENTRAL RESERVE WIDTH W b= LANE WIDTH AVAILABLE TO VEHICLE WAIT W b= LANE WIDTH AVAILABLE TO VEHICLE WAIT W b= UNE WIDTH AVAILABLE TO VEHICLE WAIT W b= VISIBILITY TO THE RIGHT FOR VEHICLES W V b= VISIBILITY TO THE RIGHT FOR VEHICLES W V b= STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-A F = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)	G IN STREAM b-a G IN STREAM b-c G IN STREAM b-a ING IN STREAM b-a TING IN STREAM b-c TING IN STREAM c-b			
ADD (ARM.) 200 meresis D 0.00 meresis D	AID (ARM.4) 200 (meres) D = 0.332189 Ob-a = 308 DFC b-a = 0 7 (meres) E = 0.332189 Ob-a = 308 DFC b-a = DFC b-a = = 0 3 (pu/m) F = 0.332189 Ob-c 0 = 0 DFC b-a = 0 DFC b-a = = 0 DFC b-a = DFC b-a DFC b-a DFC b-a = DFC b-	HE CAPACITY OF MOVEMENT :	COMPARISION OF DESIGN FLOW TO CAPACITY:			
Tot (metrics) E = 0.00010 E = 0.00010 E E 0.00010 0.00010 E 0.00010 E <td>7 (metros) E = 0.0000 652 0.0000 652 0.00000 0.00000<!--</td--><td>,</td><td></td><td></td><td></td><td></td></td>	7 (metros) E = 0.0000 652 0.0000 652 0.00000 0.00000 </td <td>,</td> <td></td> <td></td> <td></td> <td></td>	,				
3 (puth) F = 1.1066183 Q cb = 73 DFCcb = 303 (puth) Y = 0.241 O = 7 = DFCcb = 5.00 (metes) 100 (metes) TOTALFLOW = 213.5 (PCUHR) = C 100 (metes) 1 1 E 213.5 (PCUHR) = C 1126 (puth) = 2 213.5 (PCUHR) = C CRITICAL DFC = C Add Resist (metes) = 1 C CRITICAL DFC = C C = C 0 (metes) = 1 C C E C E C E C E C E C E C E C E E C E E C E E C E C E E E C E E E E E E E <t< td=""><td>3 (pcu/n) F = 1.1066158 0 cb = 73 DFCcb = 336 (pcu/n) Y = 0.241 DFCcb = = 500 (meres) (meres) TOTALFLOW = 213.55 (PCUHR) = = 0 100 (meres) (meres) TOTALFLOW = 213.55 (PCUHR) = 0 1126 (pown) 1 = 2113.55 (PCUHR) = 0 23 (pown) = 2113.55 = 2113.55 = 0 ALAD Meresi = - - = 2113.55 = 0 ALAD = = 2113.55 = 2113.55 = 0 = 0 ALAD = = 2 = 2 = 2 = 0 = 0 ALAD = = 2 = 2 = 0 = 0 = 0 = 0 = <t< td=""><td>= 652 Q b-c (O) =</td><td></td><td>0.0322</td><td></td><td></td></t<></td></t<>	3 (pcu/n) F = 1.1066158 0 cb = 73 DFCcb = 336 (pcu/n) Y = 0.241 DFCcb = = 500 (meres) (meres) TOTALFLOW = 213.55 (PCUHR) = = 0 100 (meres) (meres) TOTALFLOW = 213.55 (PCUHR) = 0 1126 (pown) 1 = 2113.55 (PCUHR) = 0 23 (pown) = 2113.55 = 2113.55 = 0 ALAD Meresi = - - = 2113.55 = 0 ALAD = = 2113.55 = 2113.55 = 0 = 0 ALAD = = 2 = 2 = 2 = 0 = 0 ALAD = = 2 = 2 = 0 = 0 = 0 = 0 = <t< td=""><td>= 652 Q b-c (O) =</td><td></td><td>0.0322</td><td></td><td></td></t<>	= 652 Q b-c (O) =		0.0322		
35 (pou/h) Y = 0.241 AD (ARKC) 5.00 (meres) 5.00 (meres) 1128 100 (meres) 1128 1128 (pou/h) 2 28 (pou/h) 2 AD (ARM E) 2	356 (pou/h) Y = 0.241 AD (ARKC) 5.00 (meres) 100 (meres) TOTALFLOW = 2113.5 (PCU/HR) 1126 (pou/hr) 28 (pou/hr) 28 (pou/hr) 9 100 AAR B) (meres) 112 (meres) AA (ARM B) (meres) 1 AA (ARM B) (meres) 1 AA (meres) (meres) 1 AA (meres) (meres) 1	= 733		0.0382		
AD (ARMC) 5.00 (meres) 100 (meres) 1126 (ou/n) 28 (ou/n) 28 (ou/n) 28 (ou/n) 29 (meres) 4.40 (meres) 4.40 (meres) 4.40 (meres) 6.01 7.135 (FUH) 1.25 (FUH) 1.25 (FUH) 1.25 (FUH) 1.25 (FUH) 1.25 (FUH) 1.25 (FUH) 1.26 (FUH) 1.27 (FUH) 1.28 (FUH) 1.28 (FUH) 1.29 (FUH) 1.29 (FUH) 1.21	AD (ARM C) 500 (meres) 100 (meres) 1126 (pou'nt) 1126 (pou'nt) 128					
5.00 (meres) 5.00 (meres) 100 (meres) 1126 (pou/h) 23 (pou/h) 28 (pou/h) AD (ARM B) meres) (meres) (meres)	5.00 (meres) 100 (meres) 126 (pou/n) 28 (pou/n) 20 (meres) AD(ARM E) (meres) Add (meres) (meres) Add (meres) (meres) (meres) (meres) (meres) (meres)	= 2113.5				
AD (ARN B) AD (ARN B) (metres) (m	1126 (public) 28 (public) 28 (public) 28 (public) 30 (AR B) 4.40 (metres) 4.40 (metres) (metres) (metres) (metres) (metres)					
AD (ARM B) (AC (ARM B) (meres)	28 (pu/h) 29 (pu/h) AD (AR B) (meres) 4.40 (meres) (
AD (ARM B) (metres) 4.40 (metres) (metres) (metres) 30 (metres) 31 (metres) 32 (metres) 32 (metres) 33 (metres) 34 (metres) 34 (metres) 35 (metres) 36 (metres) 36 (metres) 37 (metres) 38 (metres) 39 (metres) 39 (metres) 30 (metres) 30 (metres) 30 (metres) 30 (metres) 30 (metres) 31 (metres) 32 (metres) 33 (metres) 34 (metres) 34 (metres) 34 (metres) 35 (metres) 36 (metres) 36 (metres) 37 (metres) 37 (metres) 38 (metres) 39 (metres) 39 (metres) 30 (metres) 30 (metres) 30 (metres) 30 (metres) 30 (metres) 31 (metres) 31 (metres) 32 (metres) 33 (metres) 34 (metres) 34 (metres) 34 (metres) 35 (metres) 36 (metres) 36 (metres) 37 (metres) 37 (metres) 38 (metres) 38 (metres) 39 (metres) 30	(metres) (metres) (metres) (metres) (metres) (metres)					
4.40 30 2	4.40					
3 90						
30						
3 2	08					
21	8					
1	21					

			Z		INITIALS	DATE
		2023Sun	PROJECT NO .:	PREPARED BY:		
J1 Hiram's Highway / Marina Cove North Access	th Access		FILENAME :	CHECKED BY:		
2023 Weekend PM Peak			J1-LukCheungRoad-MCN.xls	REVIEWED BY:		
ETAILS: ETA	Marina Cove North Access (ARM B) (ARM B) (ARM B) a) (1) Hiram's Highway a) (2) Hiram's Highway a) (1) Hiram's Highway b) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1	NOTES: (GEOMETRIC INPUT DATA) W =	<pre>:INPUT DATA) widen Rob width widen Rob width CENTRAL RESERVE WITHOR IN STREAM b-a construction of the relet For VEHICLES WAITING IN STREAM b-a construction</pre>	■ ■ ■ 0.0416		
16						

OECT NO.: PREPARED BY: Uk/CheungRoad-MCN.xis CHECKED BY: Luk/CheungRoad-MCN.xis CHECKED BY: Luk/CheungRoad-MCN.xis Reviewed Bit Luk/Cheung Is Streamed Reviewed Bit Luk/Cheug Reviewed Bit	Mining Lower MODECT NO: PROPERTING PROPERTING PROPERTING 0.1 Mining Lower 11-Mining Lower 11-Mining Lower 0<			PRIORITY JUI	PRIORITY JUNCTION CALCULATION	Z		INITIALS	DATE
y / Merina Cove North Access Generol Vice/dign A/ Perk Generol Vice/dign A/ Perk Generol Vice/dign A/ Perk Generol Vice/dign A/ Perk Marina Forward Marina Forward Mar	y / Mirina Conv North Acreasian control (Viendalogy AM Park, control (Viendalogy AM Park) control (Viendalogy AM Park)				2028rafAM	PROJECT NO.:	PREPARED BY:		
Control Workidan, All Park J1-LucChoungGood ACDValo REVIENTING Annon Control with an intermediation of the second and the second a	Caractio Vice/Gam AM Pek. Inturc/Cheung/Coad AUCNAID REVENTION Constraint of the state of	J1 Hiram's Highway / Ma	rina Cove North Access			FILENAME :	CHECKED BY:		
	Image: control of the second of the secon	2028 Reference Scenaric	o Weekday AM Peak			J1-LukCheungRoad-MCN.xls	REVIEWED BY:		
2.00 (meres) D = 0.053388 0.05 = 0.0503 = 0.0503 = 0.0503 = 0.0503 = 0.0503 = 0.0503 = 0.0503 = 0.0503 = 0.0503 0.0	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		GEOMETRIC FACTOR	l juneav	S: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W = MAJOR ROAD WIDTH W = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVALLABLE TO VEI W b-a = LANE WIDTH AVALLABLE TO VEI W b-a = VISIBILITY TO THE RIGHT FOR VE VID-a = VISIBILITY TO THE RIGHT FOR VE VID-C = VID-C = V	IICLE WAITING IN STREAM b-a IICLE WAITING IN STREAM b-c IICLE WAITING IN STREAM b-a HICLES WAITING IN STREAM b-a EHICLES WAITING IN STREAM b-c EHICLES WAITING IN STREAM b-c EHICLES WAITING IN STREAM c-b EHICLES WAITING IN STREAM c-b			
8 (pouh) F = 11066158 Ocb = 76 = DECob = AD (ARMC) Y = 0.241 0.041 = 0 = 0 AD (ARMC) 5.00 (meres) 100 TOTALEOW = 2272.02082 (POUH) = 0 973-1 (pouh) 1 TOTALEOW = 2272.02082 (POH) = 0 973-1 (pouh) 1 = 2222.02082 (POH) = 0 973-1 (pouh) 1 = 2222.02082 (POH) = 0 400 (meres) 1 = 222.02082 (POH) = 0 AD (ARM B) .	8 (poult) F = 1.1066158 Cob = 76 = DFCob = AD0 (ARMC) Y = 0.241 Cob = 76 Tech = 0 AD0 (ARMC) F = 0.241 ToTALFLOW = 2272.002022 (PCuhi) = 0 500 (meres) F = 0.241 = 2272.002022 (PCuhi) = 0 15.71 (puni) 15.71 (PUni) = 2272.002022 (PCuhi) = 0 AD (ARM B) Interest Interes Interes		сш	0.9837895	= 299 = 627 Q b-c (O) =	DFC b-a			
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	127 (puth) Y = 0.241 AD (ARNC) 5.00 (meres) 5.00 (meres) (meres) 0.00 (meres) 10.0 (meres) (meres) (meres) 97.1 (puth) 1.5.7 (puth) (meres) (meres) 97.1 (puth) 1.5.7 (puth) (meres) (meres) 0.0 (meres) (meres) (meres) (meres) (meres) 0.0 (meres) (meres) (meres) (meres) (meres) 1.10 (meres) (meres) (meres) (meres) (meres) 1.10 (meres) (meres) (meres) (meres) (meres) 1.10 (meres) (meres) (meres) (meres) (meres) (meres) 1.11 (meres) (meres) (meres) (meres) (meres) (meres) 1.11 (meres) (meres) (meres) (meres) (meres) (meres) (meres) <tr< td=""><td>П</td><td>L</td><td>1.1066158</td><td>= 705</td><td>DFC c-b</td><td></td><td></td><td></td></tr<>	П	L	1.1066158	= 705	DFC c-b			
A0 (RMK) TOTALELOW = 272.00208 (PUHK) 500 (meres) 100 (meres) (PUHK) 100 (meres) 15.7 (puth) (PUHK) I 15.71 (puth) (puth) I (PUHK) I I A0 (meres) (PUHK) I<	AD (ARMC) 5.00 (meres) 1.00 (meres) 1.01 (point) 1.17 (point) 1.17 (point) 1.17 (point) 1.18 (point) 4.10 (meres) 1.19 (point) 4.10 (meres) 1.19 (point) 4.10 (meres) 1.19 (point) 4.10 (meres) 1.19 (point) 4.10	П	~	0.241					
5.00(meres)100(meres)973-1(pou'n)15.7(pou'n)15.7(pou'n)16.1(meres)A.40(meres)(5.00 (meres) (meres) 70.1 (pount) 5.71 (pount) 97.1 (pount) (fourth) 15.77 (pount) (fourth) AA (meres) (meres) A.4.0 (meres) (meres) (meres) (fourth) 30 (meres) (meres) (meres) (fourth) 4.2 (pount) (fourth)	MAJOR ROAD (ARM C)			= 2272.002092	R)			
97.1 (pound) merces) 75.7 (pound) 15.77 (pound) 15.77 (pound) AD (ARM B) (merces) (merces) <td>10 (meres) 97.1 (pount) 15.7 (pount) 15.7 (pount) 15.1 (pount) AG (ARM E) (meres) (meres)</td> <td></td> <td>(metres)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	10 (meres) 97.1 (pount) 15.7 (pount) 15.7 (pount) 15.1 (pount) AG (ARM E) (meres)		(metres)						
973.1 (pouln) 15.77 (pouln) 15.77 (pouln) AD (ARN B) A.10 (meres) (meres) (meres) (meres) (meres) 30 (meres) (meres) (pouln) 42 (pouln)	973.1 (pou/in) 15.77 (pou/in) AD (ARM B) AT (metres) (metres) (metres) (metres) (metres) (metres) (metres) (metres) (pou/in) 42 (pou/in)		(metres)						
15.7 (pouh) AD (ARN B) Interest AD (ARN B) Interest A.4.0 (metres) (metres) Interest 0 (metres) 20 (metres) 42 (pouh)	15.7 (pou/h) AD (ARN B) (meres) A.40 (meres) (meres) (meres) (meres) (meres) 30 (meres) (meres) (meres) (meres) (meres) (meres) (meres) (meres) (meres) (meres) (meres)		(pcu/hr)						
AD (ARM B) (meres) 4.40 (meres) (meres) (meres) 30 (meres) (meres) 42 (pou ^h) 42 (pou ^h)	AD (ARM B) (meres) 4.40 (meres) (meres) (meres) 30 (meres) (meres) 42 (pcu/h) 42 (pcu/h)		(pcu/hr)						
, 440 30 42	4.40 30 42	MINOR ROAD (ARM B)				CKINCAL DFC			
4.40 30 42	4.40 30 42	W b-a =	(metres)						
30 42	30 42		(metres)						
30 42	30 42	VI b-a =	(metres)						
30	30 42		(metres)						
= 42	= 42		(metres)						
7	74		(pcu/hr)						
			(pewnr)						

	PRIORITY	PRIORITY JUNCTION CALCULATION	N		INITIALS	DATE
		2028refPM	PROJECT NO.:	PREPARED BY:		
J1 Hiram's Highway / Marina Cove North Access			FILENAME :	CHECKED BY:		
2028 Reference Scenario Weekday PM Peak			J1-LukCheungRoad-MCN.xls	REVIEWED BY:		
Hiram's Highway (4) 3 994 → 1 (5) Marina Cove (3) 994 → 1 (3) 994 → 1 (3) 994 → 1 (4) 7 (4)	Marina Gove North Access (ARM B) (ARM B) (ARM C)	MOTES: (GEOMETRIC INPUT DATA) W = MAOR ROAD WIDTH W = MAOR ROAD WIDTH W = CENTRAL RESERVE WIDTH W = LARE WIDTH AVALLABLE TO VEHICLE WATTING IN STREAM be W = LARE WIDTH AVALLABLE TO VEHICLE WATTING IN STREAM be W = LARE WIDTH AVALLABLE TO VEHICLE WATTING IN STREAM be W = LARE WIDTH AVALLABLE TO VEHICLE WATTING IN STREAM be W = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be W = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be V = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be V = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be V = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be V = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be V = STREAM-SPECIFIC B-G P = STREAM-SPECIFIC B-G V = (1-0.03450V) P = STREAM-SPECIFIC B-G V = (1-0.03450V) P =	 INPUT DATA) INPUT DATA) CENTRAL RESERVE WDTH CENTRAL RESERVE WDTH CENTRAL RESERVE WDTH CARE WIDTH ANALABLE TO VEHICLE WATTING IN STREAM beach LANE WIDTH ANALABLE TO VEHICLE WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM BEACH VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM BEACH VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM BEACH VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM BEACH VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM BEACH VISIBILITY TO THE RIGHT FOR	= 00000 00000 00041		

		シット・シンド		Z		INITIALS	DATE
			2028rafSLIN	PROJECT NO.:	PREPARED BY:		
J1 Hiram's Highway / Marina Cove North Access	North Access			FILENAME :	CHECKED BY:		
2028 Reference Scenario Weekend PM Peak	ld PM Peak			J1-LukCheungRoad-MCN.xls	REVIEWED BY:		
Hiram's Highway (ARM A) Hiram's Highway (ARM A) W cr = 7 W cr = 7 W cr = 70 W cr = 500 W cr = 977.4 W cr = 977.4 W cr = 977.4 W cr = 1102 W cr = 1124 W cr = 1124 W cr = 100 W cr = 600 W cr = 600 W cr = 100 W cr = 100	Marine Cove North Access (ARM B) (ARM	N → N → N → N → N → N → N → N → N → N →	NOTES: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W = CENTRAL RESERVE WIDTH W = CENTRAL RESERVE WIDTH W = CENTRAL RESERVE WIDTH W = LANE WIDTH AVALABLE TO VEHICLE WATTNG IN STREAMD- W = LANE WIDTH AVALABLE TO VEHICLE WATTNG IN STREAMD- W = UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAMD W = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAMD W = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAMD W = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAMD W = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAMD W = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAMD W = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAMD W = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAMD W = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAMD W = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-A F (-0.0345W) M = (1-0.0345W) THE CAPACITY OF MOVEMENT : COMPARISON O THE CAPACITY OF MOVEMENT : COMPARISON O THE CAPACITY OF MOVEMENT : TO COMPARISON O THE CAPACITY OF MOVEMENT : TO COMPARISON O THE CAPACITY OF MOVEMENT : TO COMPARISON O THE CAPACITY OF MOVEMENT : COMPARISON O THE CAPACITY OF MOVEMENT : TO COMPARISON O THE CAPACITY OF MOVEMENT : TO COMPARISON O THE CAPACITY OF MOVEMENT : TO COMPARISON O TO CAPACITY OF MOVEMENT : TO COMPARISON O T	 I:NEUT DATA) MAJOR ROAD WIDTH MAJOR ROAD WIDTH MAJOR ROAD WIDTH MANDER ROAD WIDTH CENTRAL RESERVE WIDTH ANE WIDTH ANALABLE TO VEHICLE WATTING IN STREAM b-a UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a STREAM-SPECIFIC B-A STREAM-S	= = 0.0000 .		
30							
:							

		PRIORITY JUN	PRIORITY JUNCTION CALCULATION	Z		INITIALS	DATE
			2028desAM	PROJECT NO.:	PREPARED BY:		
J1 Hiram's Highway / Marina Cove North Access	na Cove North Access		200000	FILENAME :	CHECKED BY:		
2028 Design Scenario Weekday AM Peak	ekday AM Peak			J1-LukCheungRoad-MCN.xls	REVIEWED BY:		
Hirams Highway (ARM A) MAJOR ROAD (ARM A) WAJOR ROAD (ARM A) WA = 200 W = 200	(ARM B) (ARM B) (AR	N ▲ Hiram's Highway Hiram's Highway (ARM C) 1 [7] 1 [7] 1 [7] 1 [7] 1 [7] 1 [7] 1 [7] 0.5332189 0.8837895 1 1 0066159 0.8837895 0.241 0.241	NOTES: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W = CENTRAL RESERVE WIDTH W = LANE WIDTH AVALABLE TO VEHICLE WATTING IN STREAM b- W b= = LANE WIDTH AVALABLE TO VEHICLE WATTING IN STREAM b- W b= = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b- W b= = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b- W b= = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-A F = STREAM-SPECIFIC B-A F = STREAM-SPECIFIC B-A F = (1-0.0345W) THE CAPACITY OF MOVEMENT : TO CAPACITY: COMPARISION O THE CAPACITY OF MOVEMENT : TO CAPACITY: Q b= = 229 Q b= = 627 Q b= = 627 Q b= 627	<pre>:INPUT DATA) MAJOR ROAD WIDTH CENTRAL RESERVE WITHOR IN STREAM b-a UNIDITH AVAILABLE TO VEHICLE WATTHOG IN STREAM b-a VISIBILITY TO THE RIGHT FOR VEHICLES WATTHOG IN STREAM b-A VISIBILITY TO THE RIGHT FOR VEHICLES WATHOG IN STREAM b-A VISIBILITY TO THE RIGHT FOR VEHICLES WATHOG IN STREAM B-A VISIBILITY TO THE RIGHT FOR VEHICLES WATHOG IN STREAM B-A VISIBILITY TO THE RIGHT FOR VEHICLES WATHOG IN STREAM B-A VISIBILITY TO THE RIGHT FOR VEHICLES WATHOG IN TO THE RIGHT FOR VEHICLES VISIBILITY</pre>	= 0.0000 0.021		
: ROAD (Al = 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	(metres) (metres) (pcu/h1) (pcu/h1) (metres) (metres) (metres) (metres) (pcu/h1)		TOTAL FLOW = 2272.002092 (PCU/HR)	R) CRITICAL DFC	= 0.07		

			I Y JUNCTION CALCULATION	N		INITIALS	DATE
			2028desPM	PROJECT NO.:	PREPARED BY:		
J1 Hiram's Highway / Marina Cove North Access	e North Access			FILENAME :	CHECKED BY:		
2028 Design Scenario Weekday PM Peak	PM Peak			J1-LukCheungRoad-MCN.xls	REVIEWED BY:		
ALLS: AL	Adrina Cove North Access (ARM B) (ARM	II II Hiram's Highway II Hiram's Highway II Hiram's Highway II II II II II II II III II III III IIII III IIII IIII IIII IIII IIII IIII IIIII IIII IIIII IIII IIIII IIII IIIII IIII IIIII IIII IIIIII IIIII IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	NOTES: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W or = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVALABLE TO VEHIC W b-c = LANE WIDTH AVALABLE TO VEHIC W b-a = VISIBILITY TO THE RIGHT FOR VEHIC W b-a = 303 W d-a = 303 M d-a = 728 M d-a = 2241.910741 PCUHR) TOTAL FLOW = 2241.910741 PCUHR)	INPUT DATA) MAJOR ROD WIDTH MAJOR ROD WIDTH CENTRA RESERVE WIDTH LANE WIDTH ANALABLE TO VEHICLE WATTING IN STREAM b-a LANE WIDTH ANALABLE TO VEHICLE WATTING IN STREAM b-a LANE WIDTH ANALABLE TO VEHICLE WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM D-a USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM D-A USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM D-A USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM D-A USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM D-A USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM D-A USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM D-A USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM D-A USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM D-A USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM D-A USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM D-A USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM D-A USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM D-A USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM D-A USBILITY TO THE R	■ ■ ■ ■ 0.0000 1		
q b-a = (pcu/hr) q b-c = 22 (pcu/hr)							

	PRIORITY JUN	TY JUNCTION CALCULATION	N		INITIALS	DATE
		2028desSLIN	PROJECT NO.:	PREPARED BY:		
J1 Hiram's Highway / Marina Cove North Access			FILENAME :	CHECKED BY:		
2028 Design Scenario Weekend PM Peak			J1-LukCheungRoad-MCN.xls	REVIEWED BY:		
Marina Cove North Access (1) (4) (3) (124 (3) (124 (3) (124 (4) (3) (124 (4) (3) (124 (4) (4) (4) (4) (5) (4) (4) (6) (4) (6) (4) (6) (4) (6) (4) (6) (6) (4) (6) (4) (6) (4) (6) (4) (6) (4) (6) (4) (6) (4) (6) (4) (6) (4) (6) (6) (4) (6) (7) (6) (7) (6) (4) (7) (6) (7) (7) (6) (7) (7) (7) (6) (7) (7) (7) (7) (7) (7) (7) (7	0.5332189 0.5332189 0.9837885 1.1066188 0.241	NOTES: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W er = CENTRAL RELETO VEHICLE WATTING IN STREAM be- W be = LARE WIDTH ANALABLE TO VEHICLE WATTING IN STREAM be- W be = LARE WIDTH ANALABLE TO VEHICLE WATTING IN STREAM be- W be = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be- W be = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be- W be = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be- W be = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be- W be = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be- W be = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be- W be = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be- W the = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be- W the = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be- W the = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be- W the = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be- W the = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be- W the = STREAM-SPECIFIC BA- W the ST	 INPERT DATA) INPERT DATA) CENTRAL RESERVE WDTH CENTRAL RESERVE WDTH CENTRAL RESERVE WDTH CARE WIDTH ANALABLE TO VEHICLE WAITING IN STREAM beach LANE WIDTH ANALABLE TO VEHICLE WAITING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM beach STREAM-SEECIFIC BC <	= = 00000 00041 00041		

	PRIORITY JU	PRIORITY JUNCTION CALCULATION	N		INITIALS	DATE
		2025refAM	PROJECT NO.:	PREPARED BY:		
J1 Hiram's Highway / Marina Cove North Access			FILENAME :	CHECKED BY:		
2025 Reference Scenario Weekday AM Peak			J1-LukCheungRoad-MCN.xls	REVIEWED BY:		
Image: Second	N ▲ Hiram's Highway (ARM C) 0.5332189 0.9837895 1.1066158 0.241	NOTES: (GEOMETRIC INPUT DATA) W = MAJOR RADA WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVALABLE TO VEHIC W b-a = LANE WIDTH AVALABLE TO VEHIC W b-a = LANE WIDTH AVALABLE TO VEHIC W b-a = VISIBILITY TO THE RIGHT FOR VEHIC V b-a = STREAM-SPECIFIC B-C F = STREAM-SPEC	 INPUT DATA) INPUT DATA) CENTRAL RESERVE WDTH CARE WIDTH ANALABLE TO VEHICLE WATTING IN STREAM b-a LANE WIDTH ANALABLE TO VEHICLE WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b-a VISIBULTY TO THE RIGHT FOR VEHICLES WATTING IN STREAM C-D STREAM-SPECIFIC B-G STREAM-SPECIFIC B-G STREAM-SPECIFIC B-G STREAM-SPECIFIC B-G STREAM-SPECIFIC B-G STREAM-SPECIFIC B-G A D-C (D) = B D-C (D) = B D-C (D) = B D-C (D) = C D-C	= 0.000 0.0000 0.0000 0.0000		

2025refPM EOMETRIC INPUT DATA) EOMETRIC INPUT DATA) E MAJOR ROAD WIDTH E MAJOR ROAD WIDTH E CENTRAL RESERVE WIDTH E CANTRAL RESERVE WIDTH A = LANE WIDTH AVALLABLE TO VEF C = LANE WIDTH AVALLABLE TO VEF E = VISIBILITY TO THE RIGHT FOR V M = STREAM SPECIFIC BA = STREAM SPECIFIC BA	O25refPM PROJECT NO.: FILENAME : FILENAME : InPUT DATA) J1-LukCheungRoad-MCN.xls MAJOR ROAD WIDTH J1-LukCheungRoad-MCN.xls INPUT DATA) MAJOR ROAD WIDTH MAJOR ROAD WIDTH MAJOR ROAD WIDTH MAJOR ROAD WIDTH J1-LukCheungRoad-MCN.xls LANE WIDTH ANALABLE TO VEHICLE WAITING IN STREAM b-a UNIDITH ANALABLE TO VEHICLES WAITING IN STREAM b-a USBILITY TO THE REIFT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM C-B VISBILITY TO THE RIGHT FOR VEHICLES WAITI	PREPARED BY: CHECKED BY: REVIEWED BY:	
lighway / Marina Cove North Access nce Scenario Weekday PM Peak	MDTH REVE WIDTH VALLABLE TO VEF VALLABLE TO VEF VALLABLE TO VEF VALLABLE TO VEF HE LEFT FOR V HE RIGHT FOR V	CHECKED BY: REVIEWED BY:	
nce Scenario Weekday PM Peak Marina Cove North Access Marina Cove North Access (6) (ARM B) (a) (ARM B) (a) (ARM B) (a) (a) (a) (b) (c) (c) (c) (c) (c) (c) (c) (c	MIDTH ERVE WIDTH VALLABLE TO VEF VALLABLE TO VEF VALLABLE TO VEF HE RIGHT FOR V HE RIGHT FOR V	REVIEWED BY:	
[6] Marina Cove North Access [6] (ARM B) 21 Wer Work Wer	WDTH EVE WIDTH EVE WIDTH WALLABLE TO VEHICLE WAITING IN STREAM b-a WALLABLE TO VEHICLE WAITING IN STREAM b-a WALLABLE TO VEHICLES WAITING IN STREAM b-a THE LEFT FOR VEHICLES WAITING IN STREAM b-a THE RIGHT FOR VEHICLES WAITING IN STREAM C-b		
Image: Signation of the second state of the second sta		= 0.0000 0.0330 0.0391	
ī			

	PRIORITY	PRIORITY JUNCTION CALCULATION	N		INITIALS	DATE
		2025desAM	PROJECT NO.:	PREPARED BY:		
J1 Hiram's Highway / Marina Cove North Access	(0)		FILENAME :	CHECKED BY:		
2025 Design Scenario Weekday AM Peak			J1-LukCheungRoad-MCN.xls	REVIEWED BY:		
Attina C (6) (7) (1) (1) (1) (1) (1) (1) (1) (1	Marina Cove North Access (ARM B) (ARM B) (ARM C) (ARM	MOTES: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W = CENTRAL RESERVE WIDTH W = CENTRAL RESERVE WIDTH W = LARE WIDTH AXALLABLE TO VEHICLE WATTING IN STREAM be W b= LARE WIDTH AXALLABLE TO VEHICLE WATTING IN STREAM be W b= LARE WIDTH AXALLABLE TO VEHICLE WATTING IN STREAM be W b= LARE WIDTH AXALLABLE TO VEHICLE WATTING IN STREAM be W b= VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be V b= VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be V b= VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be V b= VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be V b= VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be V b= VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM be V b= STREAM-SPECIFIC BA P STREAM-SPECIFIC CA V b= STREAM-SPECIFIC CA V = (1-0.0345W) D STREAM-SPECIFIC CA V = (1-0.0345W) THE CAPACITY OF MOVEMENT TO CAPACITY D E STO <td> INPUT DATA) INPUT DATA) MAJOR ROD WDTH GENTRA DA WUTH ANALORR RESERVE WUTH CENTRA RESERVE WUTH CENTRA RESERVE WUTH CENTRA RESERVE WUTH CENTRA RESERVE WUTH CARE WIDTH AVALABLE TO VEHICLE WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM BEAR USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM BEAR USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM STRE</td> <td>■ 0000 000000 000000 000000 000000 000000</td> <td></td> <td></td>	 INPUT DATA) INPUT DATA) MAJOR ROD WDTH GENTRA DA WUTH ANALORR RESERVE WUTH CENTRA RESERVE WUTH CENTRA RESERVE WUTH CENTRA RESERVE WUTH CENTRA RESERVE WUTH CARE WIDTH AVALABLE TO VEHICLE WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM bear USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM BEAR USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM BEAR USBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM STRE	■ 0000 000000 000000 000000 000000 000000		

		PRIORITY JUN	PRIORITY JUNCTION CALCULATION	N		INITIALS	DATE
			2025desPM	PROJECT NO.:	PREPARED BY:		
J1 Hiram's Highway / Marina Cove North Access	ove North Access			FILENAME :	CHECKED BY:		
2025 Design Scenario Weekday PM Peak	ay PM Peak			J1-LukCheungRoad-MCN.xls	REVIEWED BY:		
[4] 3 3 [3] 955	Marina Cove North Access	NOTES NO	NOTES: (GEOMETRIC INPUT DATA) W = MJOR ROAD WIDTH W or = CENTRAL RESERVE WIDTH W b= = LARE WIDTH AVALLABLE TO VEHICLE WATTING IN STREAM b= W b= = LARE WIDTH AVALLABLE TO VEHICLE WATTING IN STREAM b= W b= = UARE WIDTH AVALLABLE TO VEHICLE WATTING IN STREAM b= W b= = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b- W b= = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b- W b= = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b- W b= = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b- W b= = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b- W b= = VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM b- W b= = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-A F = (1-0.0345W) HE CAPACITY OF MOVEMENT : TO APACITY Q b= = 308 Q b= = 308 Q b= = 731 TOTAL FLOW = 2155.88135 (PCUHR) TOTAL FLOW = 2155.88135 (PCUHR) COMPARISION OCHTAR	 INPUT DATA) INPUT DATA) INPUT RATA) CENTRAL RESERVE WDTH LANE WIDTH ANALABLE TO VEHICLE WATTING IN STREAM beach UNBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach VISIBILITY TO THE RIGHT FOR VEHICLES WATTING IN STREAM beach STREAM-SPECIFIC B-C STREAM-SPECIFIC B-C<	= = = 0.03		

	0 - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m
--	---

INITIALS DATE			Vide Time sec sec sec sec sec sec sec bit % ired (s) Delay SG FG	Degree of Queue Average Saturation Length Delay X (m / lane) (seconds)	0.369 33 9 0.369 24 5 0.363 24 5	0.369 6 53 0.369 6 57 0.369 6 57		E QUEUE * 6m
	Prepared By: Checked By:	Reviewed By:	Existing C Existing C N = 13 C = 120 Y = 0.313 L = 148 = 2655 = 276 = 276 = 276 = 144.2 = 276 = 144.2 = 276 = 144.2 = 144.2 = 27.6 = 27.6 = 27.6 = 27.6 = 27.6 = 27.6 5 5 5 5 5 5	g g (required) (input) sec sec	8 77 91 91 91	10 10 7 7 11 11		QUEUING LENGTH = AVERAGE QUEUE * 6m
	PROJECT NO.: FILENAME :	REFERENCE NO .:	No. of stages per cycle Cycle time Sum(y) Loss time Loss time Con Loss time Con Loss time Con Con Loss time Con Con L(1+Y) Vuti R.C.utt R.C.utt R.C.utt Poly R.C.utt P1 P3 P3 P3 P4 P P4 P	sed y Greater L Iow y Greater L	0.237 0.279 0.279 0.279	4 0.030 7 0.023 1 0.035 0.035	9	
TRAFFIC SIGNAL CALCULATION		REFER	No. of stag Cycle time Cycle time Coss time Total Flow C C C C C C C C C C C C C C C C C C C	Flate lane Share Revised Length Effect Sat. Flow m. pcu/hr pcu/h	4030 2135 1981	1914 1957 1781		PEDESTRAIN WALKING SPEED = 1.2m/s
TRAFFIC SIGNA	2028refSUN			Proportion Sat. of Turning Flow Vehicles pcu/h	0.00 4030 0.00 2135 0.05 1981	1.00 1914 1.00 1957 1.00 1781		
				Movement Left Straight R pcu/h pcu/h pc	955 595 595 595 595 552	57 57 44 44 61		Y GREEN FG - FLASHING GREEN
	cess	×	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	O N Straight- Ahead Sat Flow	N 4030 2135 N 1995	2105 2055 N 1915		N - NEAR SIDE LANE SG - STEADY GREEN
	J2 Hiram's Highway / Marina Cove South Access	2028 Reference Scenario Weekend PM Peak	Intrams Highway	Phase No	A 3.30 6 2 A 3.80 1 1 1 A 3.80 1,2 1 10	B 3.50 5 1 15 C 3.00 3 1 1 30 C 3.00 4 1 20	B	0 - OPPOSING TRAFFIC N - NEAR
	J2 Hiram's H	2028 Refere		Move- Sta ment	↑ ↓↓ →		≪>	NOTE : 0 -

TRAFFIC SIGNAL CALCULATION	2028desAM PROJECT NO.: Prepared By: 20058desAM FILENAME : Checked By:	E NO.:	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Movement Left Straight R pcu/h pcu/h pc	847 847 0.00 4030 4030 0.210 0.287 67 0.374 36 14 18 614 0.00 2135 0.287 0.287 67 0.374 36 14 18 55 571 0.03 2135 0.287 92 92 93 36 14 18 552 571 0.03 1985 0.287 92 92 93 36 5	49 100 1914 0.026 8 8 0.374 6 56	18 18 1957 0.009 1957 0.009 0.334 0 100 1781 0.003 0.030 100 1781 0.003 0.030 100 1781 0.003 0.030 100 1781 0.003 0.030 100 1781 100 10 100 100 100 10 100 100 100 10 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 <t< th=""><th>SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m</th></t<>	SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m
TRAFFIC S	20			Proportion of Turning Vehicles	0.00 0.03 0.03	1.00	2 . . 6	
					847 614 571			-G - FLASHING C
							5	
			B B B B B B B C C C C C C C C C C C C C	N Straight- Ahead Sat. Flow	N 4030 2135 N 1995	2105	2055 1915	SG - STEA
	Cove South Access	lay AM Peak	Luk Mei Tsuen Road 4 1 (8) 4 2 49 (5) 847 (5) 847 (5	No. of Radius C lane m.	1 1 2	1 15	20 30	C N - NEAR SIDE LANE
	J2 Hiram's Highway / Marina Cove South Access	2028 Design Scenario Weekday AM Peak		age Lane Pr Width m.	A 3.30 6 A 3.80 1 A 3.80 1,2 A 3.80 1,2	B 3.50 5	B U U U U U U U U U U U U U U U U U U U	0 - OPPOSING TRAFFIC
	J2 Hiram's	2028 Des		Move- ment	1↓↓-		Ĺ ↓ <>	NOTE :

|--|--|

INITIALS DATE	+++			Delay Green Time Provided (s) Delay SG FG	Degree of Queue Average Saturation Length Delay X (m / lane) (seconds)	0.463 12 56 0.445 48 24 0.442 42 11 0.442 42 11	0.631 0 192 0.460 24 50	0.013 0 48	QUEUE * 6m
		Keviewed By:	Existing Cycle Time N = 3 C = 130 sec Y = 0.353 L = 2176 pcu = 2176 pcu 65.7 sec 38.6 sec = 0.713 = 101.9 % = 101.9 % = 0.808 = 0.808	Width Green Time Required (s) (m) SG FG Dela	g G (required) (input) sec sec	15 18 58 85 85 84 85 84	3 2 20 19	0 0	QUEUING LENGTH = AVERAGE QUEUE * 6m
	FNO.: E :	NCE NO.:	No. of stages per cycle Cycle time Sun(y) Loss time Total Flow Co = L(1-Y) Cm = L(1-Y) Cm = L(1-Y) Cm = L(1-Y) Mult R.C.ult = (1.5'L+5)/(1-Y) Cm = L(1-Y) Mult R.C.ult = 1-LC Mmax-Y)/Y'100% R.C.(C) = (0.9'Ymax-Y)/Y'100%	Pedestrian Phase (0	y Greater y	0.060 0.284 0.194 0.284 0.284	0.011 0.067 0.067	0.001	90
CALCULATION	PROJECT NO: FILENAME : DIFFICIENCE NO:	KETEKEN	No. of stag Cycle time Sum(y) Loss time Total Flow Co Co R.C.uft R.C.uft R.C.CO		Flare lane Share Revised Length Effect Sat. Flow m. pcu/h	-500 1191 4170 1945 2085	-500 1191 1967	1691	PEDESTRAIN WALKING SPEED = 1.2m/s
TRAFFIC SIGNAL CALCULATION	2023AM				Proportion Sat. Flat of Turning Flow Le Vehicles pcu/h	1.00 1691 0.00 4170 0.00 1945 0.00 2085	1.00 1691 1.00 1967	1.00	
			(c) (1)	> > >	Movement Total Straight Right FLow pcu/h pcu/h pcu/h	72 811 811 552 553 593 593	13 133	0	REEN FG - FLASHING GREEN
			Ho Chung Road (5) $($		N Straight- N Ahead Left Sat. Flow pcw/h	N 1945 72 4170 N 1945 1 2085	N 1945 13 2085	Z	ANE SG - STEADY GREEN
	nung Road		(7) 72 (6) 811 (8) 1	Stage B	ase No. of Radius O lane m.		1 10	- 20	FIC N - NEAR SIDE LANE
	J3 Hiram's Highway / Ho Chung Road	2023 Weekday AIVI Feak	Z Hirams Highway	Stage A Int = 5	Move-Stage Lane Phase ment Width m.	7 A 3.30 6 A 3.30 4,3 A 3.30 3.30 3.30	2 B 3.30 1 B 3.30	8 6 0	NOTE : 0 - OPPOSING TRAFFIC

INITIALS DATE		O.: Reviewed By:	Sper cycle N = 3 3 3 3 $C =$ 130 sec 3 $Y =$ 0.349 130 sec $Y =$ 0.349 25 sec $L =$ 25 sec 25 sec $L =$ 25 sec 344 sec $L =$ 25 sec 384 sec $L(1-Y)$ $=$ 0.713 $= (1, Y)Y^{-1}(0.9^{-1})$ $=$ 0.713 $= 0.9^{-1}L(0.9^{-1})$ $=$ 0.808 $= 1.LC$ $=$ 0.808 $= 1.LC$ $=$ 0.808	Pedestrian Stage Width Green Time Required (s) Green Time Provided (s) Phase (m) SG FG Delay SG FG CG	y Greater L (required) (input) Saturation Length Delay y sec sec sec X (m/lane) (seconds)	15 26 25 0.449 12 48 0.230 0.2308 669 68 0.436 48 18 0.2308 93 92 0.436 36 8 0.368 0.308 93 92 0.436 36 8 0.368	0.016 0.038 5 4 0.541 0 0.038 12 12 11 0 0.038 12 12 11 0 0.038 10 12 12 60 0.038 0.026 0 49 60	QUEUING LENGTH = AVERAGE QUEUE * 6m
TRAFFIC SIGNAL CALCULATION		REFERENCE NO.:	No. of stages per cycle Cycle time Sum(y) Loss time Total Flow C = $(1.5'L+t$ C = $(1.5'L+t$ C = $(1.5'L+t$ C = $(1.5'L+t$ C = $(1.5'L+t$ C = $(1.5'L+t$		Flare lane Share Revised Length Effect Sat Flow m. pcu/hr pcu/h	-500 1191 4170 1945 2085	-500 1191 1967 1691	PEDESTRAIN WALKING SPEED = 1.2m/s
TRAFFIC SIGN	2023SUN				Total Proportion Sat. FLow of Turning Flow pcu/h Vehicles pcu/h	102 1.00 1691 960 0.00 4170 589 0.00 1945 642 0.00 2085	20 1.00 1691 76 1.00 1967 4 1.00 1691	FG - FLASHING GREEN PEDEST
			Ho Chung Road (1) $(2)(3)(5)(5)(5)(1)$ $(2)(1)$ $(2)(1)$ $(2)(1)$ $(2)(1)$ $(2)(1)$ $(2)(1)$ $(2)(1)$ $(2)(1)$ $(2)(1)$ $(2)(1)$ $(2)(1)$ $(2)(1)$ $(2)(1)$ $(2)(2)(2)(2)(2)(2)(2)(3)$	Stage C Int = 5	Straight- Movement Ahead Left Straight Right Sat Flow pcu/h pcu/h	1945 102 4170 960 1945 0 599 2085 642	1945 20 2085 4 1945 4	SG - STEADY GREEN FG - FLAS
	ig Road		(3) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2	Stage B	No. of Radius O N lane m.	Z Z 39 90	Z Z	N - NEAR SIDE LANE
	J3 Hiram's Highway / Ho Chung Road	2023 Weekend PM Peak	Hiram's Highway	Stage A Int = 5	Move-Stage Lane Phase ment Width m.	7 A 3:30 6 A 3:30 4,3 A 3:30 3 3 3 3:30 3 3 3:30 3 3 3:30	2 2 3 3 3 3 3 3 3 3 2 3	NOTE : 0 - OPPOSING TRAFFIC

INITIALS DATE	d By: I By:	id By:	Existing Cyde Time Existing Cyde Time N 3 C 130 sec Y = 0.375 L 25 sec = 25 sec = 25 sec = 2320 pcu = 0.375 = 0.376 = 0.376 = 0.376 = 0.376 = 0.378 = 0.400 sec 0.713 860 sec 0.808 0.313 SG FG SG FG SG FG		G Degree of Queue Average (input) Saturation Length Delay sec X (m/lane) (seconds)	17 0.493 12 58 57 0.473 51 24 84 0.470 42 12 84 0.470 42 12	2 0.675 6 223 19 0.489 24 52	12 0.013 0 48	QUEUING LENGTH = AVERAGE QUEUE * 6m
	Prepared By: Checked By:	Reviewed By:	Midth SG 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		L (required) sec sec	15 18 85 85 85	3 20	0	JEUING LEN
			age 3		Greater y s	0.303	0.071	0.001	g
		: NO.:	s per cycle = (1.5*L+5)/(1-Y) = L/(1-Y) = (7.0!+Y)Y*100% = 0.9*L/(0.9-Y) = 1-L/C = (0.9*Ymax-Y)/Y*100% = (0.9*Ymax-Y)/Y*100%		~	0.063 0.208 0.303 0.303	0.011	0.001	
NOI	PROJECT NO.: FILE NAME :	REFERENCE NO .:	No. of stages per cycle Cycle time Sum(y) Loss time Total Flow Co C C C C C C C C C C C C C		Revised Sat. Flow pcu/h	1191 4170 1945 2085	1191 1967	1691	: 1.2m/s
CULAT	<u>~ 1</u> ~				Share Effect pcu/hr	-500	-500		PEDESTRAIN WALKING SPEED = 1.2m/s
AL CAL	AM				Flare lane Length m.				ain walkin
SIGN	2028refAM				Sat. Flow pcu/h	1691 4170 1945 2085	1691 1967	1691	PEDESTR
TRAFFIC SIGNAL CALCULATION					Proportion of Turning Vehicles	1.00 0.00 0.00	1.00	1.00	BREEN
					Total t FLow	75 868 590 632	14 139	0	FG - FLASHING GREEN
			€>	Int = 5	ment ight Right u/h pcu/h	8 9 9	139		FG - F
					Movement Left Straight pcu/h pcu/h	75 868 1 589 632	4	2	GREEN
				Stage C	Straight- Ahead L Sat. Flow po	1945 4170 1945 2085	1945 2085	1945	SG - STEADY GREEN
			Q2 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8	z	z z	z	z	
			~> ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	Int =	0				DE LANE
		AM Peak		Stage B	Radius m.	30	10 25	10	N - NEAR SIDE LANE
	ng Road	∋ekday /		Sta	No. of lane	- 0		~	
	J3 Hiram's Highway / Ho Chung Road	enario W€	l l l	Int = 5	ne Phase 1th	99999	0 0	9	O - OPPOSING TRAFFIC
	lighway	ance Sc	Liamis Highway		Stage Lane Width m.	A A A 3.30 3.30 3.30 3.30	B 3.30 B 3.30	3.30 	ISOPPOSI
	Hiram's H	28 Refer		Stage A	Move- Sta ment	4 9 3,3 1 1 1	7 2	ى ب	NOTE : 0 -
	131	20:			Ψ	7			ON

	PROJECT NO.: Prepared By: PROJECT NO.: Checked By: Che	E NO.:	ages per cycle N = C = C = Y = Y = V = C = V = V = C = C = C = C = C = C	= (Yult-Y)Y*100% = 125.9 % = 0.9*L/(0.9-Y) = 38.5 sec = 1-L/C = 0.008 = (0.9*Ymax-Y)Y*100% = 130 %	Pedestrian Stage Width Green Time Required (s) Phase (m) SG FG Piase (m) SG FG	y Greater L y se	15 39 38 0.401 18 36 0 0.267 39 38 0.401 18 36 0 0.267 89 88 0.395 39 9 5 0.273 91 90 0.395 30 8 5 0.273 91 90 0.395 30 8	1 0.028 0.041 9 8 0.437 6 69 7 0.041 14 13 0.422 12 56	1 0.002 0.002 10 12 0.017 0 11 12 0.017 0	QUEUING LENGTH = AVERAGE QUEUE * 6m
TRAFFIC SIGNAL CALCULATION	2028refPM		No. of stag Cycle time Sum(y) Loss time Total Flow Co Cm	R.C.ult Cp Ymax R.C.(C)		Proportion Sat. Flare lane Share Revised of Turning Flow Length Effect Sat. Flow Vehicles pcu/h m. pcu/hr pcu/h	1.00 1691 -500 1191 0.00 4170 -500 1191 0.00 1945 1945 1945 0.00 2085 2085 2085	1.00 1691 -500 1191 1.00 1967 1967 1967	1.00 1691 1681	REEN PEDESTRAIN WALKING SPEED = 1.2m/s
		Peak	Ho Chung Road (1) 140 (3) 1115 (3) 1115 (4) 1115 (1) (2) (1) (2) (3) (2) (3) (2) (3) (2) (2) (3) (2) (2) (3) (2) (2) (2) (3) (2) (2) (2) (2) (3) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2	(5) (5) (5)		Radius O N Straight- Ahead Movement Total m. Ahead Left Straight Right FLow	10 N 1945 140 140 4170 4170 1115 1115 30 N 1945 1 530 531 30 N 1945 1 530 531	10 N 1945 34 80 34 25 2085 34 80 80 80 80 80 80 80 80 80 80 80 80 80	2 1945 2 2 3 2 3 3 3	N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN
	. [3 Hiram's Hichwav / Ho Chino Road	2028 Reference Scenario Weekday PM Peak	Hiram's Highway		Stage A Stage B	Move- Stage Lane Phase No. of Rac ment Width lane m.	7 A 3.30 1 1 1 6 A 3.30 2 2 4,3 A 3.30 2 1 3 3 A 3.30 1 3	2 BB 3.30 1 BB 3.30 1 1 2 3.30 1 1 2 1 2 2 4	- - - - - - - - - - - - - - - - - - -	NOTE : 0 - OPPOSING TRAFFIC N - NEA

PROJECT NO.: Prepared By: DATE PROJECT NO.: Prepared By: Checked By: FILENAME : Checked By: Reviewed By:	No. of stages per cycle N = 3 Cycle time 3 3 Cycle time 3 3 Cycle time C 130 sec Sun(y) Y = 0.369 Loss time C = 130 sec Loss time C = 130 sec Com Loss time C = Total Flow L = 2.55 sec Vult C = 2.55 sec Cum L(1-Y) = 2545 pou Com = L(1-Y) = 3.96 sec Cutt = (Vult-Y)Y*100% = 9.713 K.C.utt = 0.9°L/(0.9-Y) = 0.713 Ymax = 1-L/C 9.3.1 % % R.C.(C) = (0.9°T/max-Y)/*100% = 97 %	Pedestrian Stage Width Green Time Required (s) Phase (m) SG FG Phase (m) SG FG	Revised bar y g G Degree of surration Length (input) Degree of surration Average Length Average bar 5at. Flow y gec C Degree of x Queue Average 1191 0.090 0.326 15 26 25 0.475 18 49 1191 0.026 0.326 16 26 25 0.462 36 9 1945 0.326 0.326 16 1 16 0.462 36 9 1191 0.017 0.040 5 4 0.574 6 117 1967 0.040 5 4 0.500 12 6 117 1967 0.002 10 1 12 0.500 12 6 6 1961 0.002 10 1 12 0.500 12 6 6 1691 0.002 10 1 12 0.027 0 49
TRAFFIC SIGNAL CALCULATION 2028refSUN RILENA REFER	No. of st Oxde in Sum(y) Sum(y) Loss tim Loss tim Co Co Co Co Co Co Co Co Co Co Co Co Co		oportion Sat. Flare lane Share Turning Flow Length Effect 1.00 1691 m. pcu/hr 0.00 1445 -500 -500 0.00 1445 -500 -500 1.00 1691 -500 -500 1.00 1691 -500 -500 1.00 1691 -500 -500 1.00 1691 -500 -500 1.00 1691 -500 -500 1.00 1681 -500 -500 1.00 1681 -500 -500
M Peak	Ho Chung Road (7) 107 -107 (1) (2) (8) 1020 -107 -107 (3) (9) 2 -101 -101 (4) (5) -101 -101 (3) (5) -101 -101 (4) (6) -101		of Radius O N Straight- Ahead Movement Total P n A Ahead Left Straight Right FLow P 10 N 1945 107 Action pcu/h pcu/h V V 10 N 1945 107 1020 680 680 680 680 680 680 680 680 680 79 79 79 79 79 70
J3 Hiram's Highway / Ho Chung Road 2028 Reference Scenario Weekend PM Peak	Alitam's Highway	Stage B	Move- Stage Lane Phase No. of No. of 7 7 A 3.30 1 1 7 A 3.30 1 2 1 6 A 3.30 2 1 1 7 A 3.30 1 1 2 6 A 3.30 1 1 1 7 A 3.30 1 1 1 7 B 3.30 1 1 1 1 7 C 3.30 1 <t< td=""></t<>

TRAFFIC SIGNAL CALCULATION INITIALS DATE 2028desAM PROJECT NO.: Prepared By: Prepared By: REFERENCE NO.: Checked By: Reviewed By: Prepared By:	No. of stages per cycleN =Existing Cycle TimeNo. of stages per cycleN = 3 Sum(y)Y = 377 Cycle timeC = $130 \sec$ Sum(y)Y = 0.377 Loss timeL = $25 \sec$ Co $=(1,5'1,5)(1,1')$ $=$ Co $=(1,5'1,5)(1,2')$ $=$ Co $=(1,5'1$	Int = 5 Int = 5 Creen Time Required (s) Creen Time Provided (s)	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$
TRAFFIC SIGNAL	2 1 2 2 1 2 2 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		oportion Turning (ehicles 0.00 0.00 1.00 1.00 1.00
J3 Hiram's Highway / Ho Chung Road 2028 Design Scenario Weekday AM Peak	A Hishway (5) (5) (5) (5) (5) (6) (7) (7) (7) (7) (7) (7) (7) (7) (7) (7	Stage A Int = 5 Stage B Int = 8	Move- ment Stage m Lane Writh m Phase m No. of m Radius m O N 7 A 3.30 1 10 N N 4.3 A 3.30 2 1 10 N N 3 A 3.30 1 1 30 N N 1 B 3.30 1 1 2 N N N 5 C 3.30 1 1 25 N N N

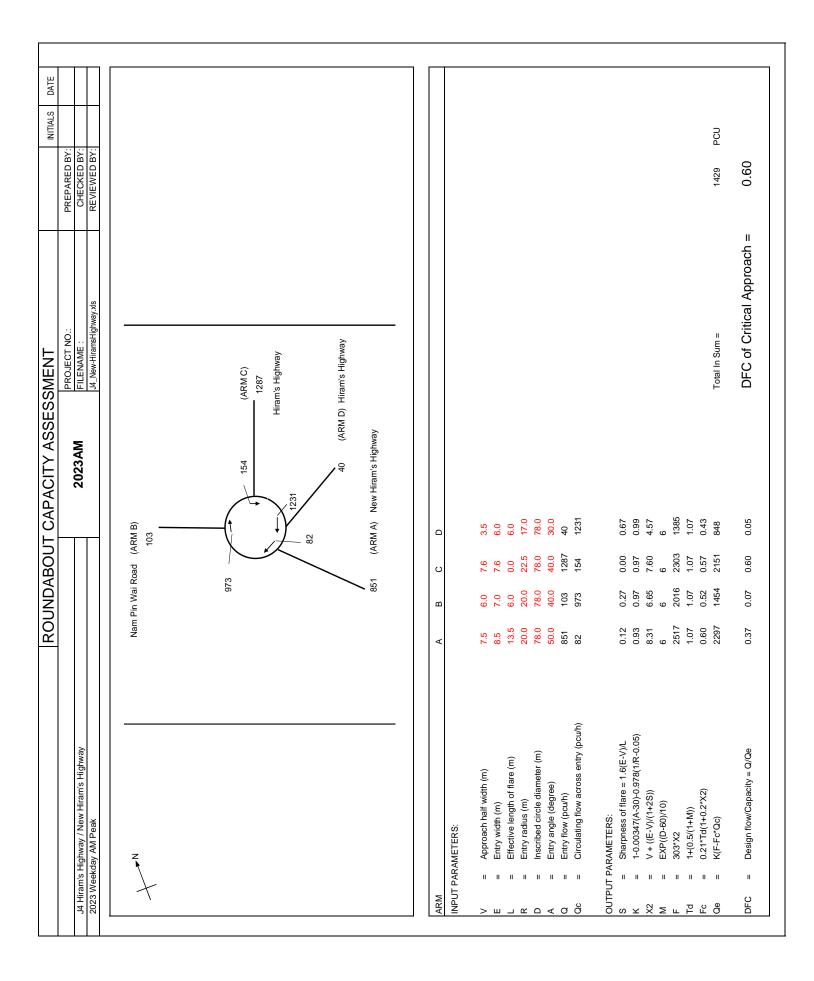
TON INITIALS DATE PROJECT NO.: Prepared By: INITIALS DATE FILENAME : Checked By: Checked By: Initial content of the cont	No. of stages per cycle N = 3 Cycle time 3 3 Cycle time 3 3 Sum(y) $Y = 0.317$ 30 sec Sum(y) $Y = 0.317$ 30 sec Loss time $C = 130$ sec 25 sec Total Flow $L = 255$ sec 257 sec Co $= (1.5^{-1.45})/(1^{-1})$ $= 2478$ pcu Co $= (1.5^{-1.45})/(1^{-1})$ $= 2478$ pcu Cu $= (1.5^{-1.45})/(1^{-1})$ $= 2478$ pcu Cut $= (1.0^{-1}/(1^{-1}))$ $= 2478$ pcu Cut $= (1.0^{-1}/(1^{-1}))$ $= 2478$ pcu Cut $= (1.5^{-1.45})/(1^{-1})$ $= 2478$ pcu Cut $= (0.9^{-1}/(1^{-1}))$ $= 0.713$ R.C.	Pedestrian Stage Wridth Green Time Required (s) Green Time Provided (s) Phase (m) SG FG Delay	ed y Greater y y 0.273 0.117 0.273 0.268 0.042 0.042 0.042 0.042 0.002	.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m
TRAFFIC SIGNAL CALCULATION 2028desPM PROJE REFER	No. of Cycle. Of Sum(y Cost Tratal F Total R.C.ur Max Max R.C.ur		Coportion Sat. Flare lane Share i Turning Flow Length Effect 1.00 1691 m. pcu/hr 0.00 1415 -500 -500 0.00 1945 -500 -500 1.00 1691 -500 -500 1.00 1891 -500 -500 1.00 1691 -500 -500	FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s
Peak	Ho Chung Road (7) 140 (8) 1118 (8) 1118 (9) 1 (5) (5) (5) (5) (6) (1) (7) (2) (8) 1 (1) (2) (8) 1 (1) (2) (1) (2) (1) (2) (1) (2) (1) (2) (1) (2) (1) (2) (1) (2) (2) (1) (2) (3) (1) (2) (4) (2) (2) (5) (1) (2) (6) (1) (2) (6) (2) (2) (2) (7) (2) (2) (2) (7) (2) (2) (2) (2) (7) (2) (2) (2) (2) (2) (7) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2	Stage B Int = 8 Stage C Int = 8	Radius O N Straight- Ahead Movement Left Movement Straight- Pcu/h 10 N 1945 140 1118 30 N 1945 140 1118 10 N 1945 1 50 25 N 1945 34 570 10 N 1945 34 570 10 N 1945 34 570 10 N 1945 34 570 110 N 1945 34 570	N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHI
J3 Hiram's Highway / Ho Chung Road 2028 Design Scenario Weekday PM Peak	Limit Highway	Stage A Int = 5	Stage Lane Phase No. No. M. M. M. M. M. A 3.30 2 2 A 3.30 B 3.30 2 2 B 3.30 3.30 1 1 1 C 3.30 1 3.30 2 2 A 3.30 1 3.30 1 1	NOTE : 0 - OPPOSING TRAFFIC N -

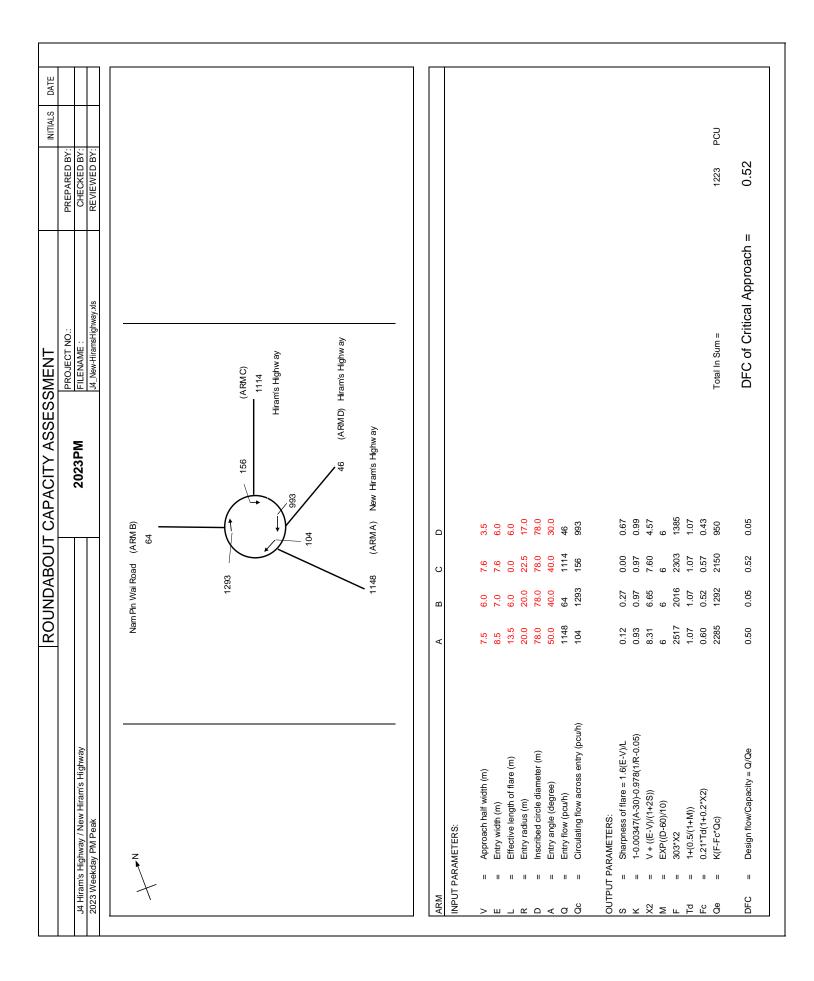
Prepared By: INITIALS DATE Prepared By: Checked By: Eeviewed By: Eeviewe	Existing Cycle Time N = 3 C = 130 sec Y = 0.370 L = 25 sec = 255 pou = 255 pou = 7.13 92.5 sec = 97.7 sec = 0.713 92.5 sec = 0.708 = 0.808	Width Green Time Required (s) Green Time Provided (s) (m) SG FG Delay SG FG	L g G Degree of sec Queue Average 15 sec sec X (m/ lane) (seconds) 15 26 25 0.477 18 49 70 69 0.465 51 18 49 70 69 0.465 51 18 9 93 92 0.477 18 49 9 70 63 0.465 51 18 9 9 93 92 0.463 36 9 118 118 118 118 118 118 118 118 118 118 118 112 113 114 112 113 <td< th=""></td<>
CULATION PROJECT NO: FILENAME : REFERENCE NO:	No. of stages per cycle Cycle time Sum(y) Loss time Total Flow Co = $[.1.5^{+}+5)/(1-Y)$ Cm = $L/(1-Y)$ Cm = $L/(1-Y)$ Yutt R.C.utt = $(Yutt-Y)Y^{+}00\%$ Cp = $0.9^{-}L/(0.9^{-}Y)$ Ymax-Y)Y^{+}00\%	Pedestrian Phase	Share Revised Prevised Prevised <th< td=""></th<>
TRAFFIC SIGNAL CALCULATION 2028desSUN			Total Proportion Sat. Flare lane Share Revision FLow of Turning Flow Length Effect Sat. Flare Sat. Flare
	Ho Chung Road (1) (2) (2) (1) (2) (3) (3) (3) (3) (4) (3)	2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	N Straight- Ahead Movement Left Total P. A Ahead Left Straight Right FLow 0 Ahead Left Straight Right Right FLow 0 N 1945 107 1023 107 107 N 1945 0 634 680 680 N 1945 20 680 680 680 N 1945 2 82 82 82 N 1945 4 4 4 4 South 1945 4 4 4 4
J3 Hiram's Highway / Ho Chung Road 2028 Design Scenario Weekend PM Peak	(7) (6) (3) (3) (3) (3) (3)	Itt = 5 Stage B int = 5	Stage Lane Phase No. of Radius O Width m.
J3 Hiram's Highwa 2028 Design Scer	Z Hiram's Highway	stage A	Move- Stage L ment 7 A 3 4,3 A 3 4,3 A 3 4,3 A 3 3 A 3 4 A 3 3 A 3 4 A 3

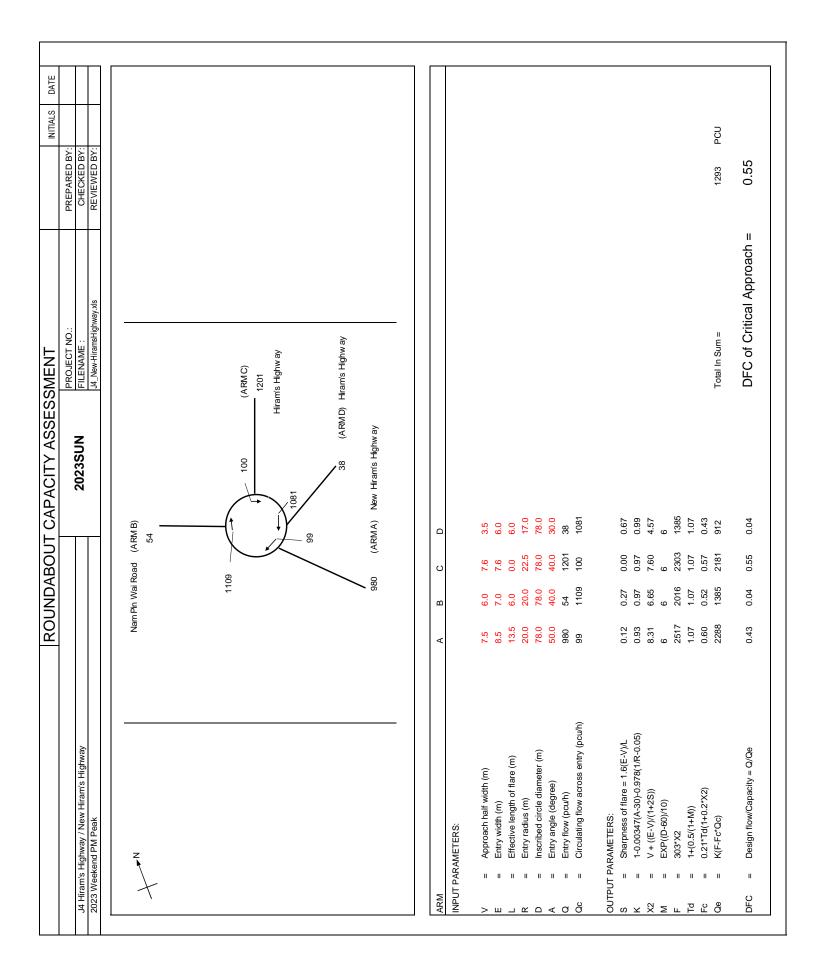
INITIALS DATE			Existing Cycle Time 3 130 sec 0.360 25 sec 219 ncu	6.4 sec 39.1 sec 0.713 97.9 % 41.7 sec 0.808 0.808	Green Time Required (s) Green Time Provided (s) SG FG Delay SG FG	G Degree of Queue Average (input) Saturation Length Delay sec X (m.1ane) (seconds)	17 0.472 12 57 57 0.454 48 24 84 0.451 42 12 84 0.451 42 12	2 0.644 0 200 19 0.469 24 51	12 0.013 0 48	QUEUNG LENGTH = AVERAGE QUEUE + 6m
	Prepared By:	Checked By: Reviewed By:	 			g (required) sec	18 58 85 85	3 20	0	ING LENGTH
				<mark>%</mark>	Width (m)	se	15		0	QUEU
			0	= (1.5'L+5)/(1-Y) = L/(1-Y) = (Yult-Y)/Y-100% = 0.9'L/(0.9-Y) = 1-L/C = (0.9'Ymax-Y)/Y'-100%	Stage	Greater y	0.290	0.069	0.001	
	IO.:	E NO.:	s per cycle	= (1.5 ⁺ L+5)/(1- ¹) = L/(1- ¹) = (Yult-Y)/ ^{*1} 00 ⁹ = 0.9 ⁺ L/(0.9- ¹) = 1-L/C = (0.9 ⁺ Ymax-Y)/ ^Y	Pedestrian Phase	~	0.061 0.198 0.290 0.290	0.011	0.001	
LION	PROJECT NO.:	FILENAME : REFERENCE NO.:	No. of stages per cycle Cycle time Sum(y) Loss time Total Flow	ruar row Co Ca Ca R.C.ult Cp Ymax R.C.(C)		Revised Sat. Flow pcu/h	1191 4170 1945 2085	1191 1967	1691	= 1.2m/s
<u>CULA1</u>					_	Share Effect pcu/hr	-500	-500		PEDESTRAIN WALKING SPEED = 1.2m/s
IL CAL	AM]	Flare lane Length m.				AIN WALKIN
SIGNA	2025refAM					Sat. Flow pcu/h	1691 4170 1945 2085	1691 1967	1691	PEDESTR
TRAFFIC SIGNAL CALCULATION						Proportion of Turning Vehicles	1.00 0.00 0.00	1.00	1.00	
						Total FLow pcu/h	73 827 564 605	13 135	7	FG - FLASHING GREEN
					ດ	nt Right pcu/h		135		FG - FL
				(4) (3)	> = ۲	Movement Straight pcu/h	827 563 605			Z
			_ ³ (5	→ 1 ¹	Stage	Left pcu/h	- 73	13	2	SG - STEADY GREEN
			Ho Chung Road	↓ ↓ └_	C ag	Straight- Ahead Sat. Flow	1945 4170 1945 2085	1945 2085	1945	SG - STE
			Ho Ch.	(£) ≈ →	∞ 	z	z z	z	z	
			٢	4 ⁸ 27	<>∧ <u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u></u>	0				IDE LANE
		M Peak	8	8)	kan	Radius m.	10 30	10 25	10	N - NEAR SIDE LANE
		ig коаd ekday A			Sata	No. of lane	- 0		-	
		ario Wet			م	Phase				TRAFFIC
	H / 10011	e Scene		Hiram's Highway		Lane Width m.	3.30 3.30 3.30 3.30 3.30	3.30 3.30	3.30	0 - OPPOSING TRAFFIC
	do:11.0	n s nigr eferenc	z	Hiram's	¥ Van and a state Stage	Stage	< < < <	۵ ۵	O	0 - OF
		35 пнать к підлиау / по слипу коао 2025 Reference Scenario Weekday AM Peak			Stag	Move- ment	6 3,3 3	N −	ດ	NOTE :

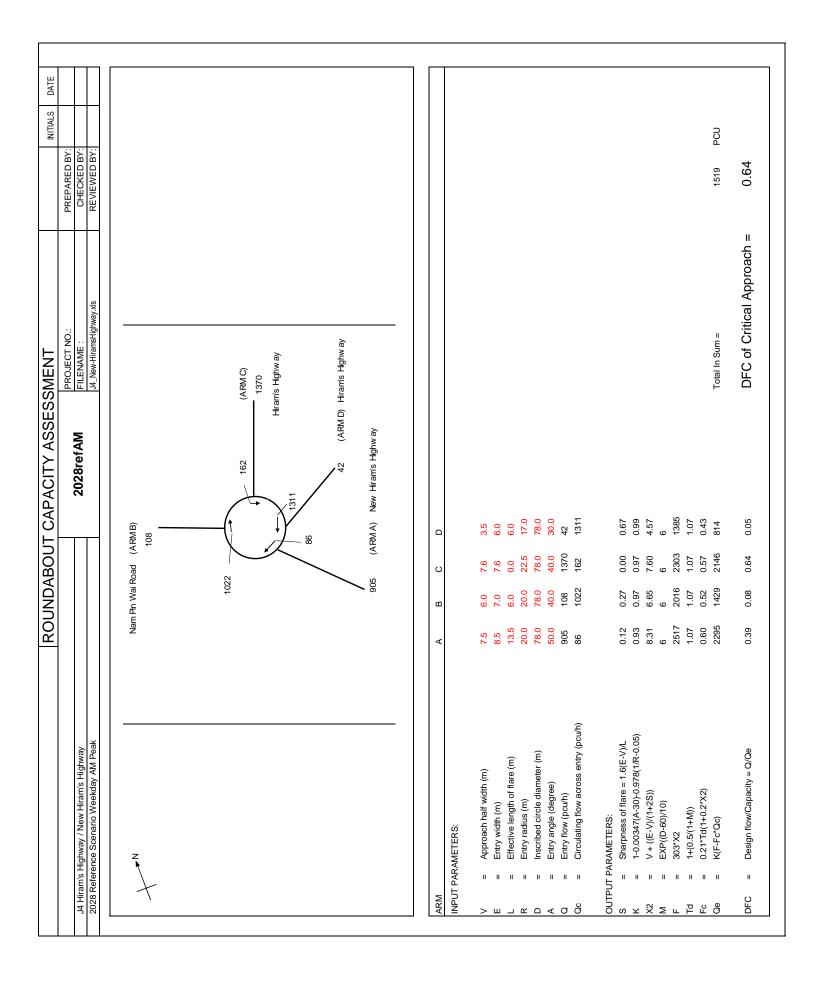
INITIALS DATE	Existing Cycle Time 3 3 130 sec 0.363 25 sec 2231 pcu 66.7 sec 36.3 sec 0.713 96.2 % 41.9 sec 0.808 100 %	equired (s) Green Time Provided (s) Delay SG FG	Degree of X Queue Length (m / lane) Average Average Length (m / lane) Average Average (seconds) 0.475 Length (m / lane) Delay (seconds) 0.455 42 12 0.455 42 12 0.455 42 12 0.455 42 12 0.455 24 12 0.455 24 12 0.455 24 12 0.452 24 12 0.472 24 50 0.013 0 48 0.013 0 48
Prepared By: Checked By: Reviewed By:		Width Green Time Required (s) (m) SG FG Del	L g G Degree of sec C 15 tequired) (input) Saturation L 15 sec x (input) Saturation L 15 18 17 0.476 x (input) 84 83 0.457 84 83 0.455 84 83 0.455 84 83 0.455 21 20 0.472 2 2 2 10 0 12 0.013 1 0.013 1
	s per cycle = (1.5*L+5)/(1-Y) = L/(1-Y) = (1-Y) = 0.9*L/(0.9-Y) = 1-L/C = (0.9*Ymax-Y)/Y*100%	Pedestrian Stage Wi	y Greater
CULATION PROJECT NO: FILENAME : REFERENCE NO:	No. of stages per cycle Cycle time Sum(y) Loss time Total Flow = $(1.5'L+t)$ Co = $(1.5'L+t)$ Co = $(1.5'L+t)$ Yult = $(YultY)$ R.C.utt = $(YultY)$ R.C.utt = $(1.5'L+t)$ R.C.(C) = $(0.9'Ym)$	<u> </u>	Share Revised Effect Sat Flow pcu/hr pcu/h -500 1191 4170 1945 2085 -500 1191 1967 1967 1967 1967 1967 1967 1967
TRAFFIC SIGNAL CALCULATION 2025desAM FILENA REFER			Proportion Sat. Flare lane Share Revision of Turning Flow Length Effect Sat. Flow Vehicles pcu/h m pcu/h pcu/h pcu/h 1.00 1691 -500 1191 945 0.00 1945 0.00 2085 0.00 2085 2085 2085 1094 1.00 1691 -500 1191 -500 1191 1691 1.00 1691 -500 1891 -500 1691 1691 1.00 1691 -500 1891 -500 1101 1691 1.00 1691 -500 181 -500 1861 1681 1.00 1691 -500 181 -500 1861 1681 1.00 1891 NALKING SPEED = 1.2m/s 1681 1681 1681 1681
TR		د»	Right Total Right FLow pcu/h pcu/h pcu/h pcu/h 141 141 141 141 665 605 605 605 605 605 13 13 141 141 13 13 16 2 2 2 13 2 141 141 141 141 143 2 2 2 13 2 141 141 141 141 141 141 13 2 14 141 13 2 13 2 14 141 15 2 16 14 17 14 13 2 14 14 14 14
	Ho Chung Road (5) $($		Straight- Movement Ahead Left Straight Ahead Left Straight Anald 1945 73 833 4170 73 833 1945 1945 73 833 2085 1945 1 563 2085 2085 13 563 2085 1945 13 563 2085 1945 2085 2085 805 2085 23 23 833 2085 23 2665 8605 SG - STEADY GREEN F 13 13
ioad AM Peak	(2) (2) (2) (2) (2) (2) (2) (2) (2) (2)	Stage B	No. of lane Radius m. N 1 1 10 N 1 10 1 10 1 10 1 10 1 10 N N N - NEAR SIDE LANE N N
J3 Hiram's Highway / Ho Chung Road 2025 Design Scenario Weekday AM Peak	A Hiram's Highway	ی اع اع	Stage Lane Phase N M Width Phase N M 3.30 A 3.30 A 3.30 B 3.30 A 3.30 B 3.30 C 3.30 C 3.30 D 0. OPPOSING TRAFFIC O
J3 Hiram's H 2025 Desigr		Stage A	Move-Sta ment Sta 6 6 7 7 6 6 7 6 7 7 7 7 7 7 7 7 7 7 7 7

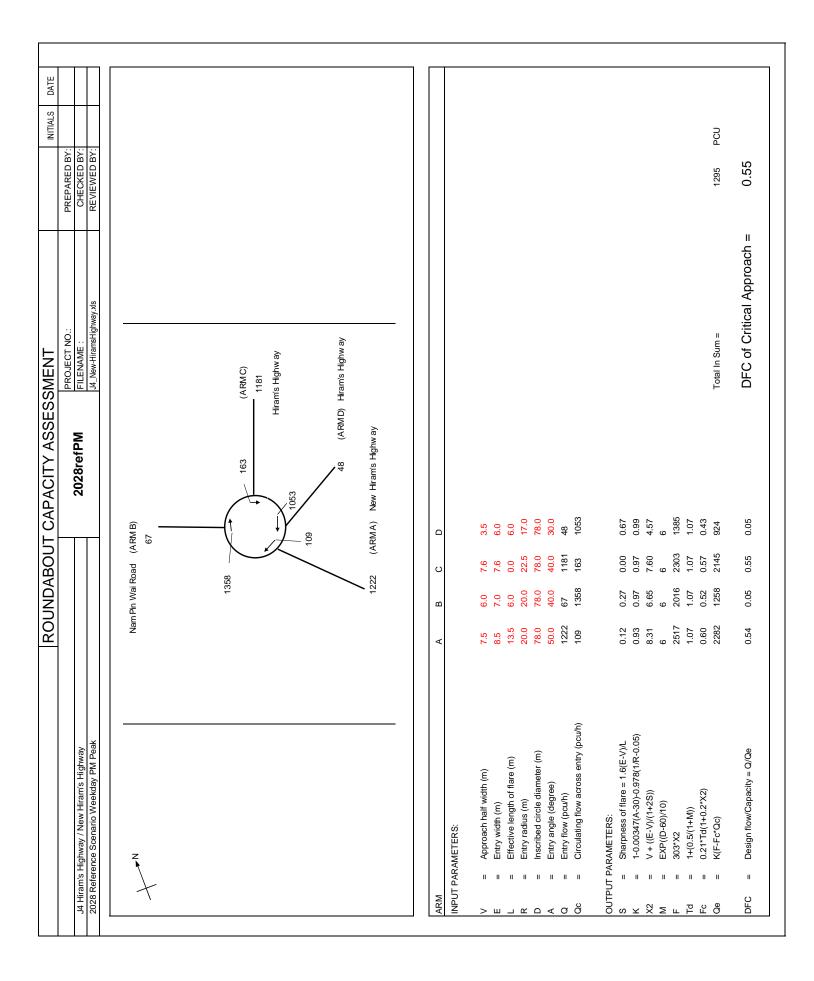
CALCULATION DATE DATE	Prepared By:	FILENAME : REFERENCE NO.:	No. of stages per cycle N = 3	Cycle time $C = 130 \sec$ Sum(y) $Y = 0.307$ I ass time $1 = 25 \sec$	= 2390 = (1.5*L+5)/(1-Y) = 61.3	= L/(1-Y) = =	= (Yult-Y)/Y*100% = 0.9*L/(0.9-Y) =	Ymax = 1-L/C = 0.808 R.C.(C) = (0.9*Ymax-Y)/Y*100% = 137 %	n Stage Width Green Time Required (s) Green Time Prov	(u)						are lane Share Revised 9 G Degree of Queue Average ength Effect Sat. Flow y Greater L (required) (input) Saturation Length Delay	pcu/hr pcu/h y sec sec sec X (m/lane) (;	39 38 0.390 18	0.253 0.263 0.263 0.263 90 89 89	0.027 0.042 9 8 0.425 6	15 14 0.408 12	1691 0.002 0.002 10 10 12 10 12 0.016 10 12 13	PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m
TRAFFIC SIGNAL CALCULATION	2025desPM															Proportion Sat. Flare lane of Turning Flow Length	pcu/h	1.00 1691				1691	
			Ho Chung Road	(1) (1) 84 33		↓ ↓ 1058 (3)				,	<u>∧</u> <	*	÷> ↓		Stage C Int = 5	Straight- Movement Total Ahead Left Straight Right FLow	/ pcu/h pcu/h pcu/h	1945 136 136	1 510 548	33	84	1945 . 	SG - STEADY GREEN FG - FLASHING GREEN
		i unung koad Veekday PM Peak	Ho Chi		(7) 136 (6) 1077		თ	(5)			↑		<>	× →	5 Stage B Int = 8	Phase No. of Radius O N lane	Ë	10 2	2 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	- 1 N	1 25	2 7	RAFFIC N - NEAR SIDE LANE
		2025 Design Scenario Weekday PM Peak	z	$\boldsymbol{\Sigma}$		Hiram's Highway						•	↓ ↑	→	Stage A Int =	Move- Stage Lane Width width		۷ ۹	4 0 3.30 3 A 3.30 3 A 3.30	: <u>с</u>	В	3 3 3 3 3 3 3 3	NOTE : 0 - OPPOSING TRAFFIC

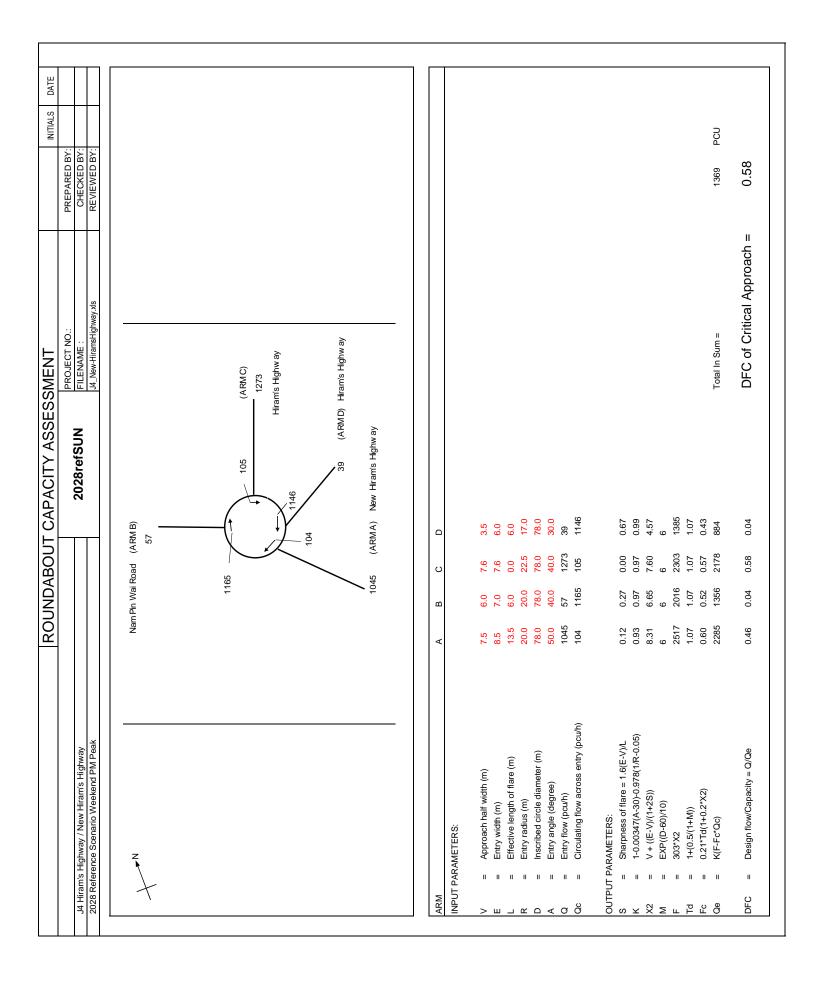


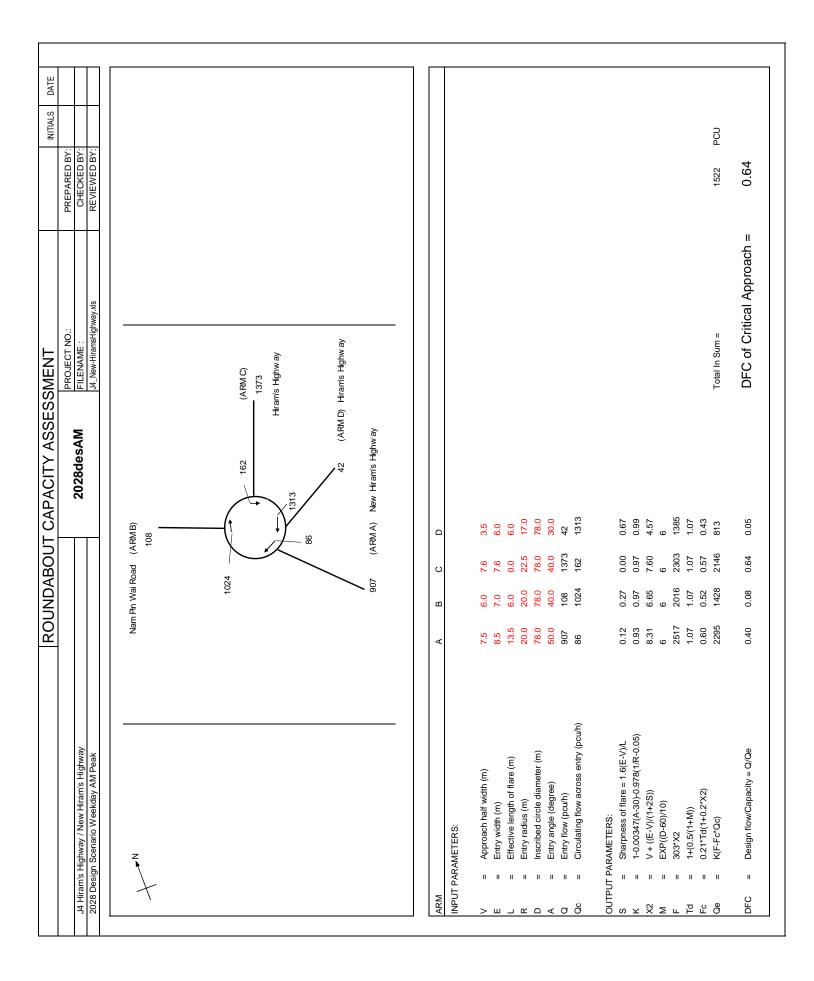


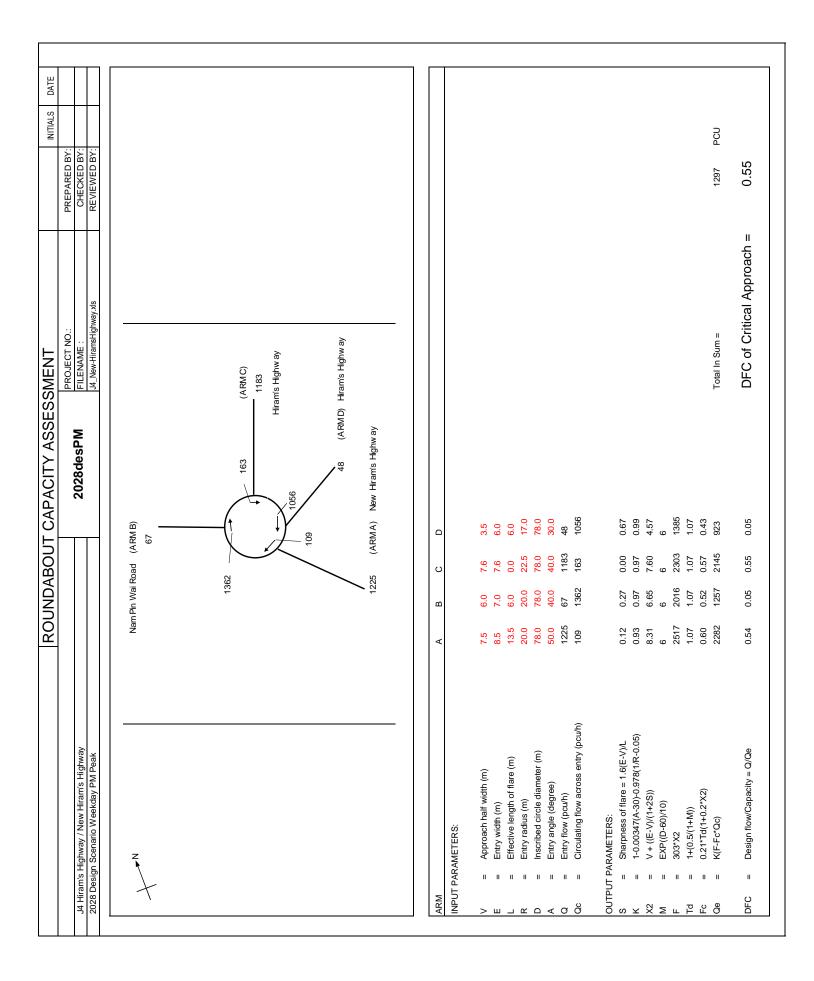


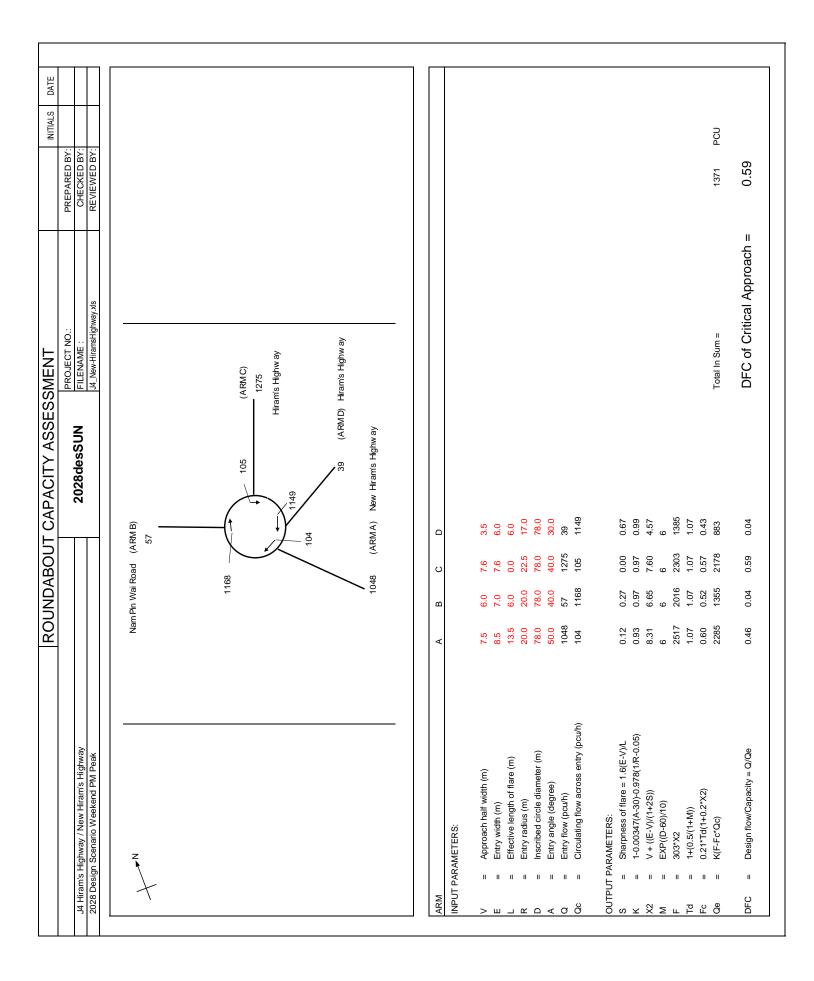


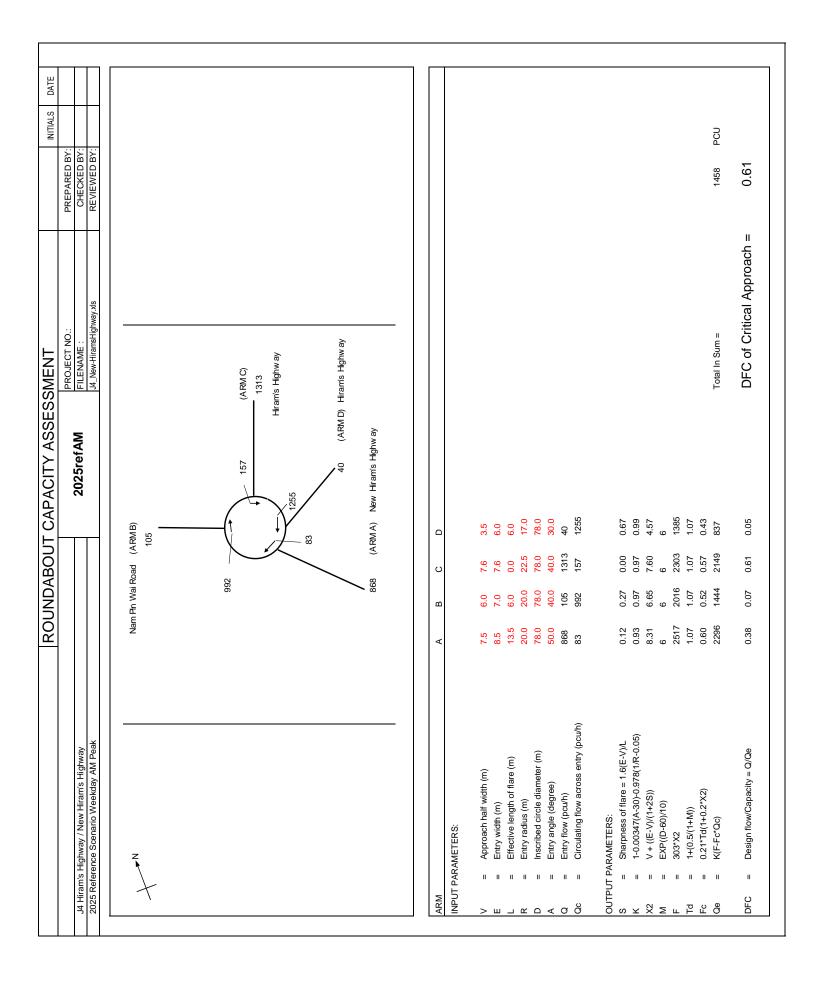


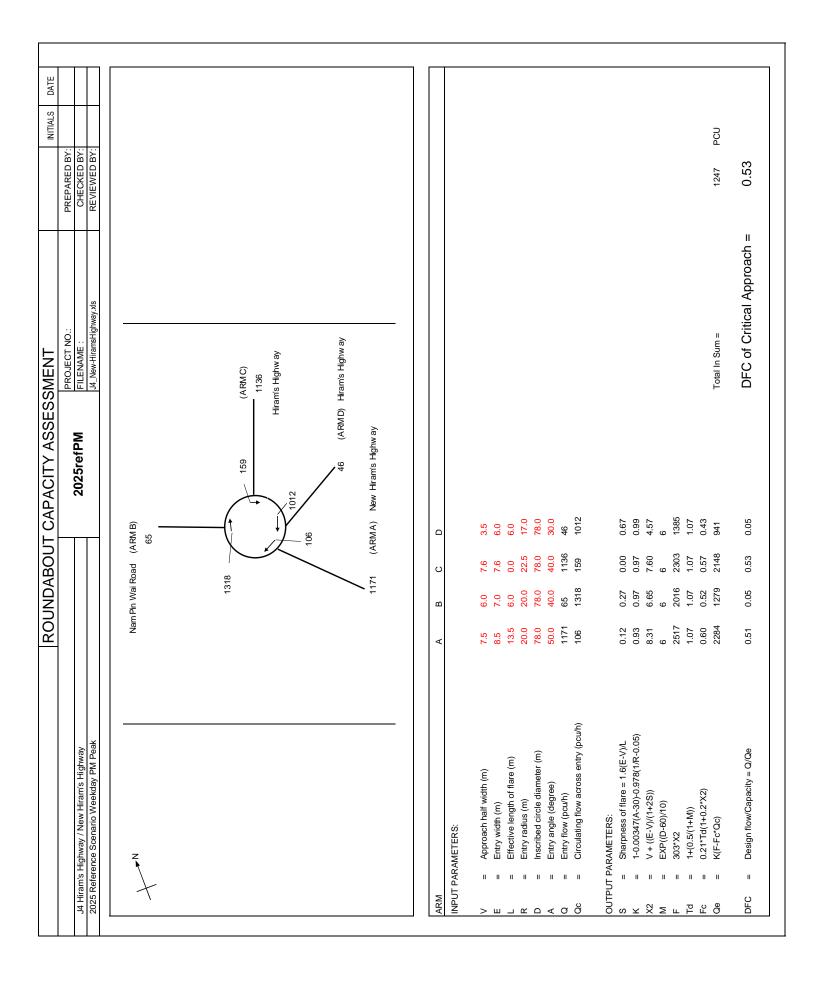


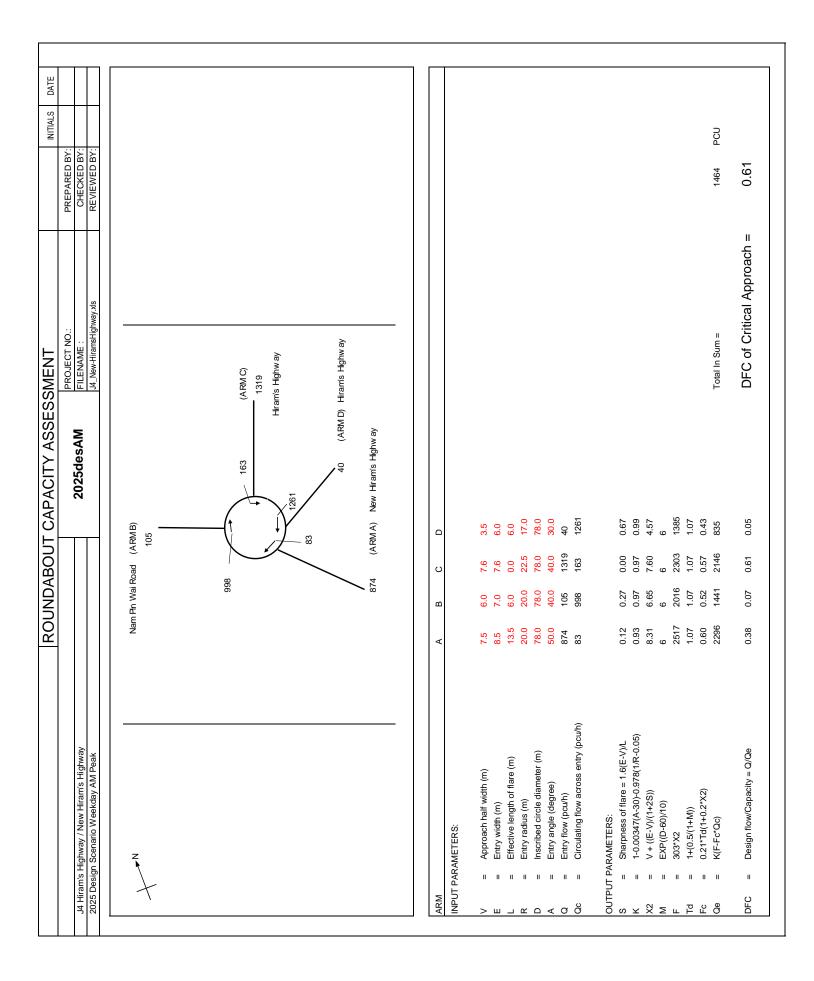


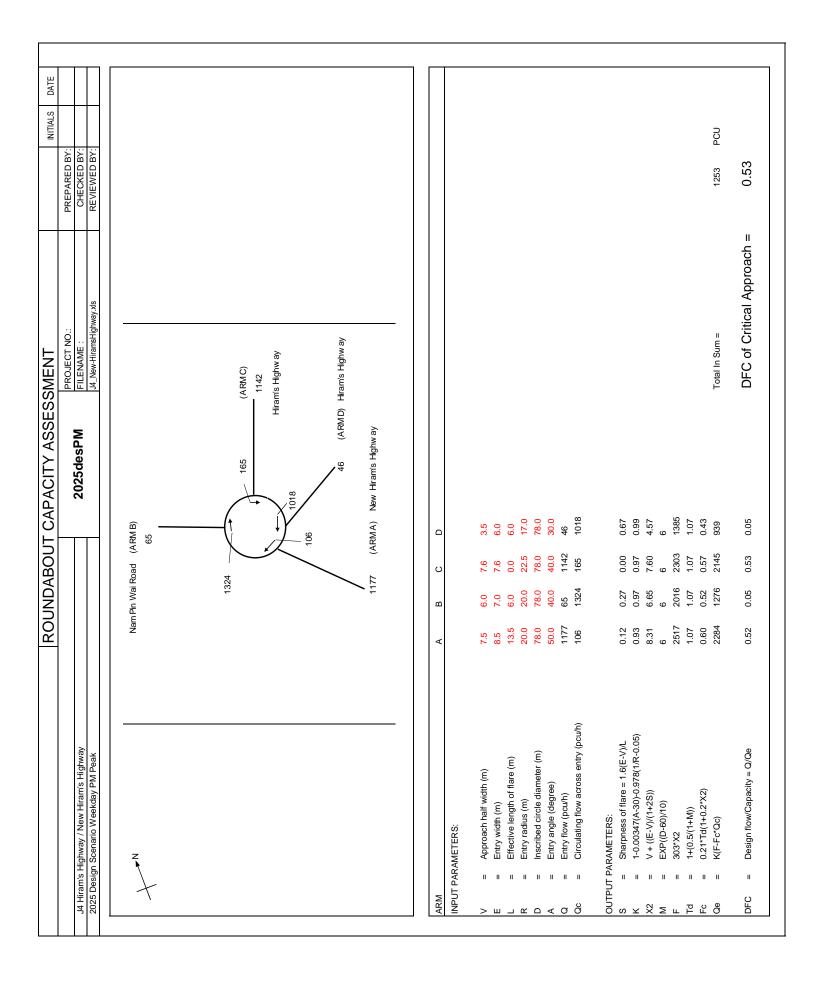


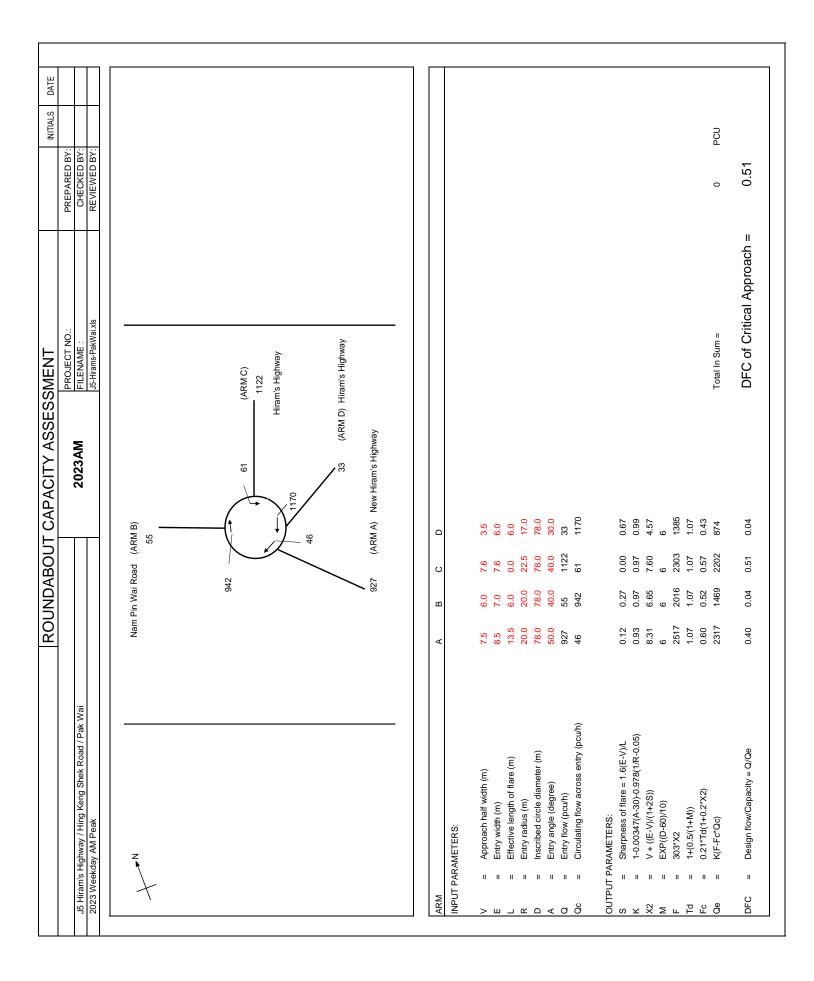


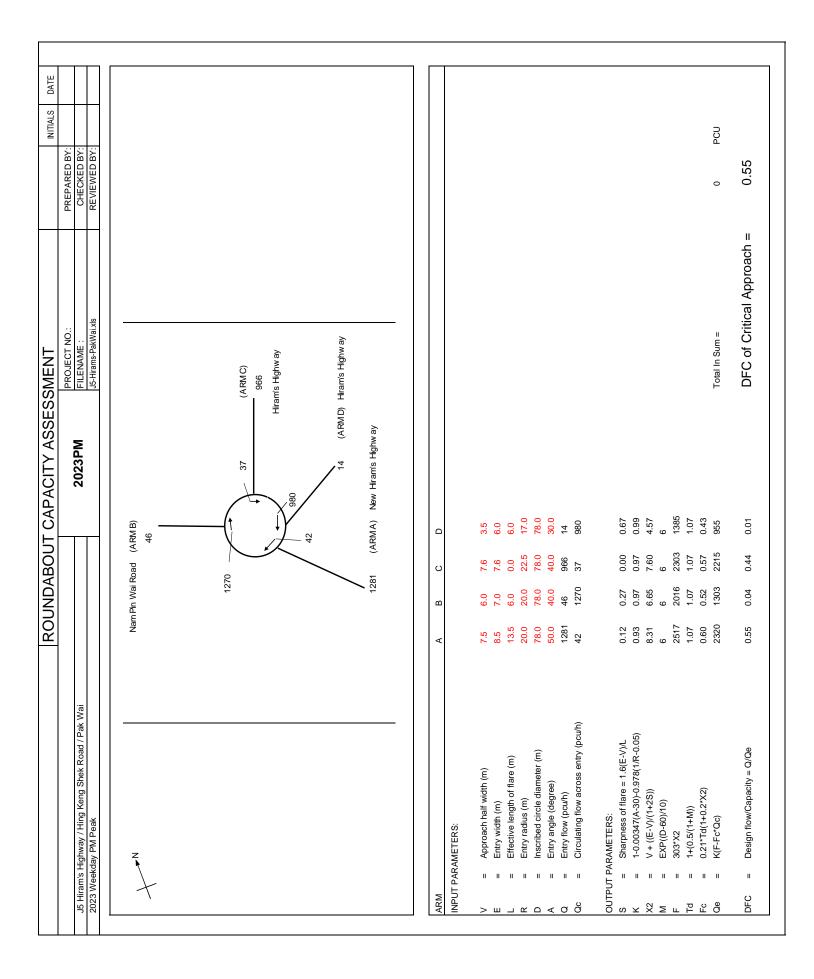


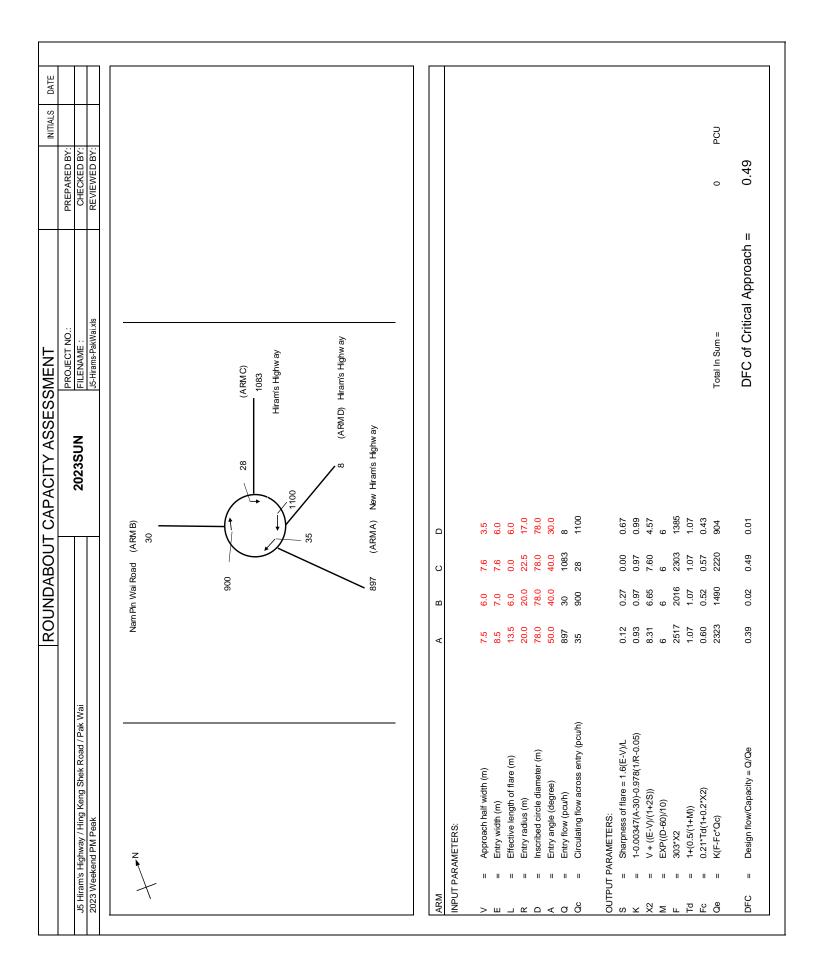


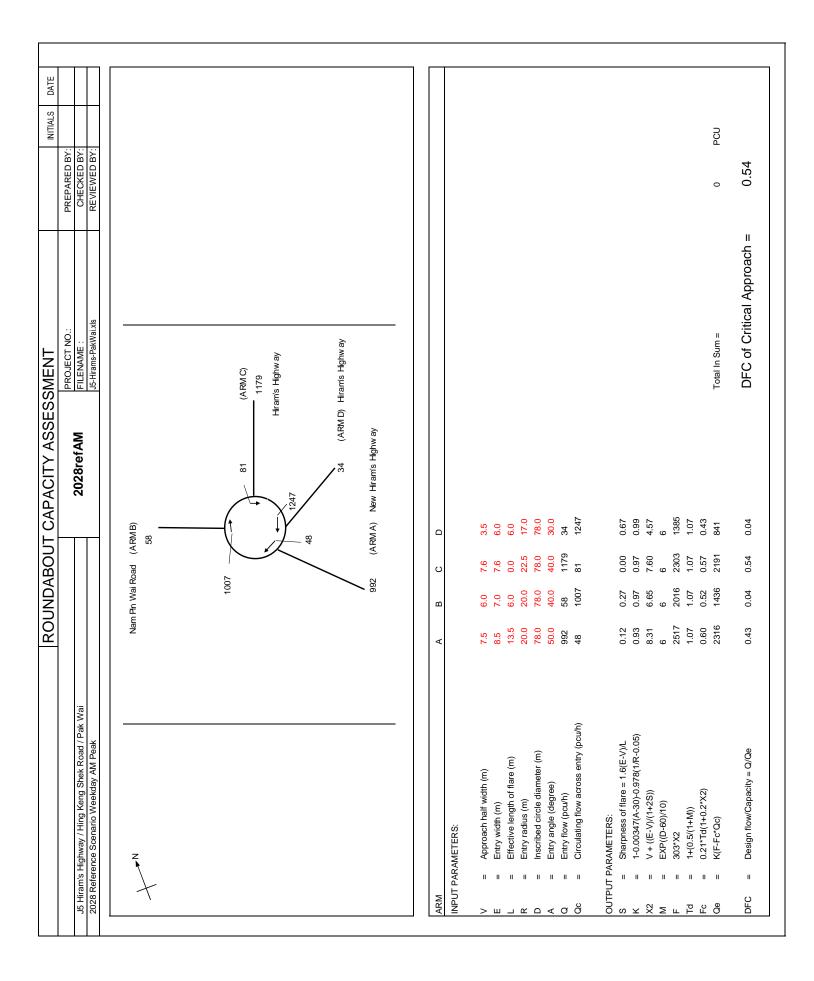


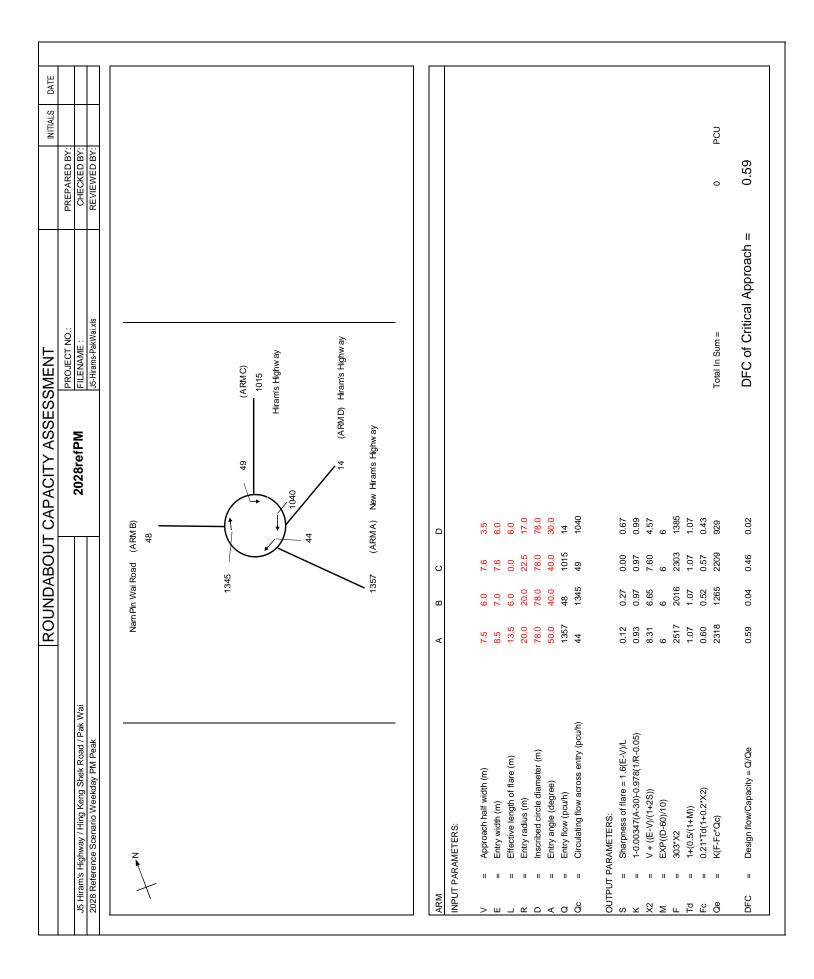


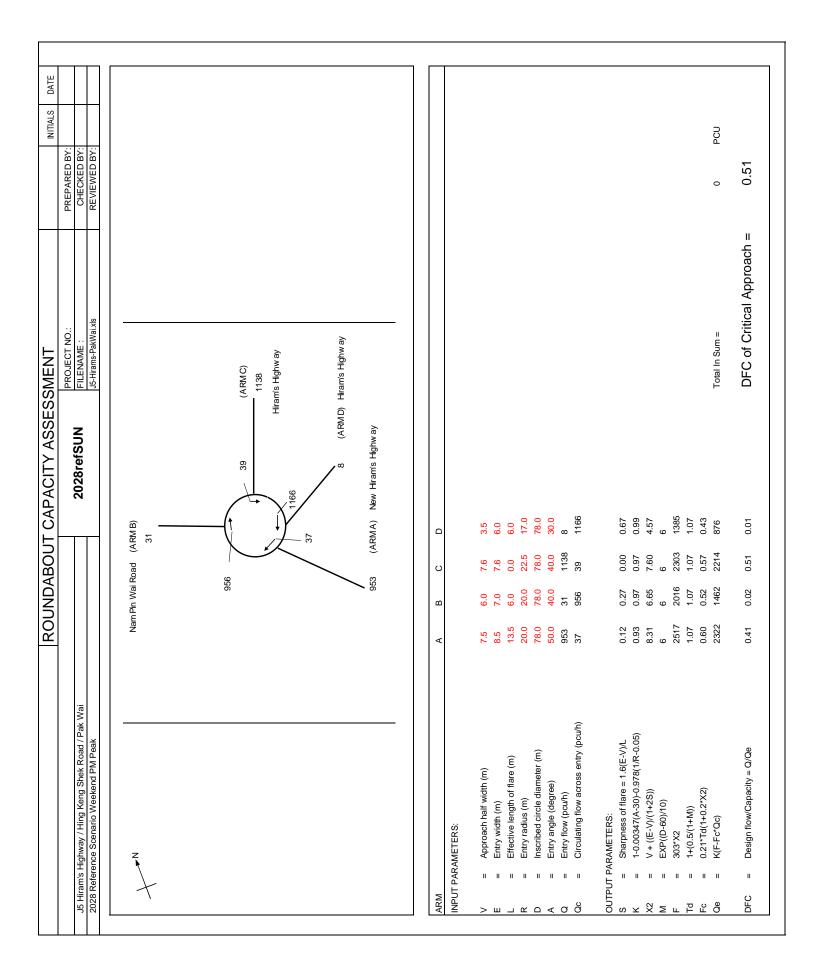


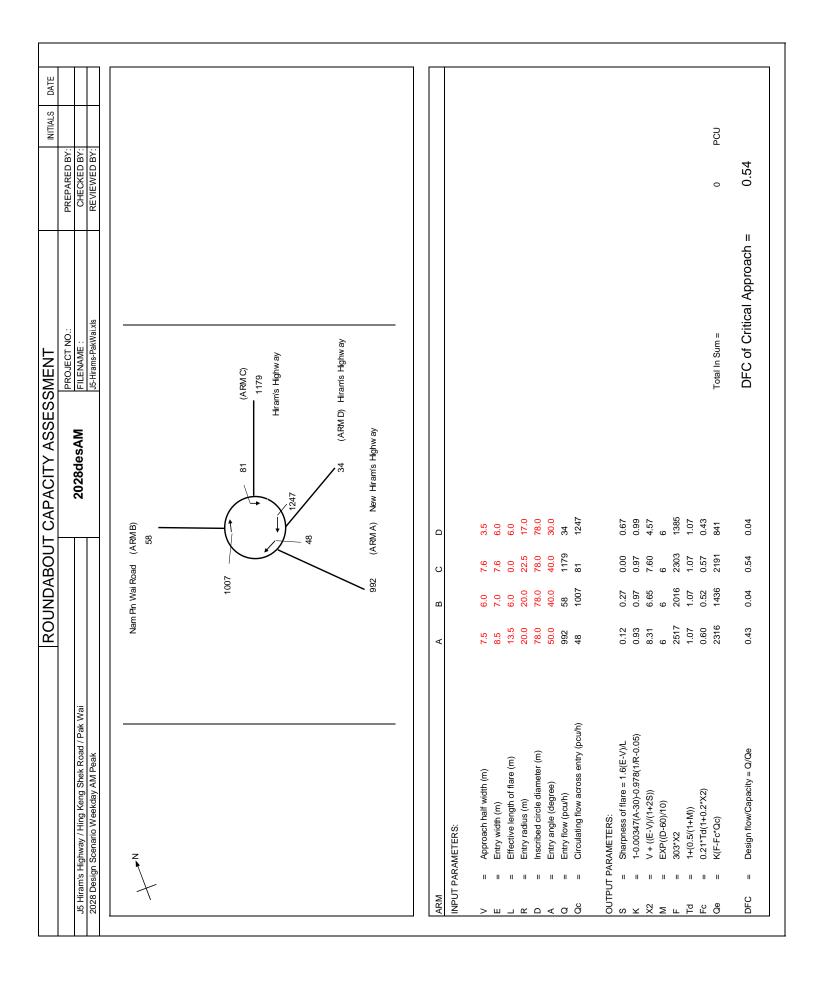


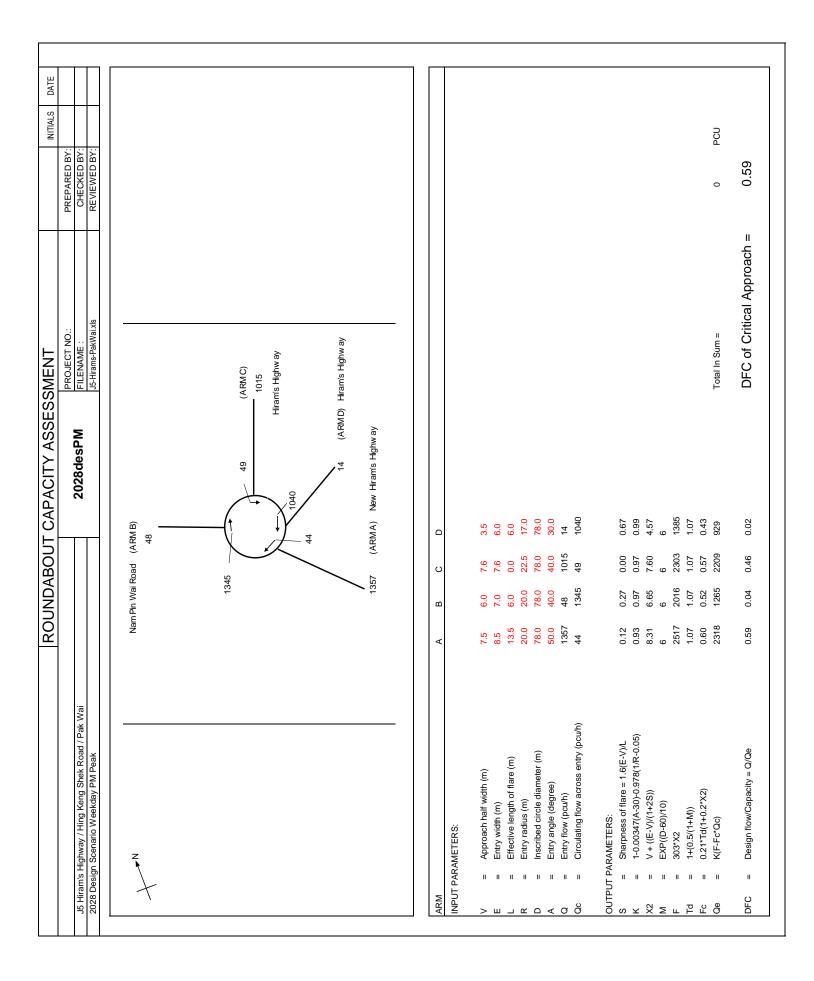


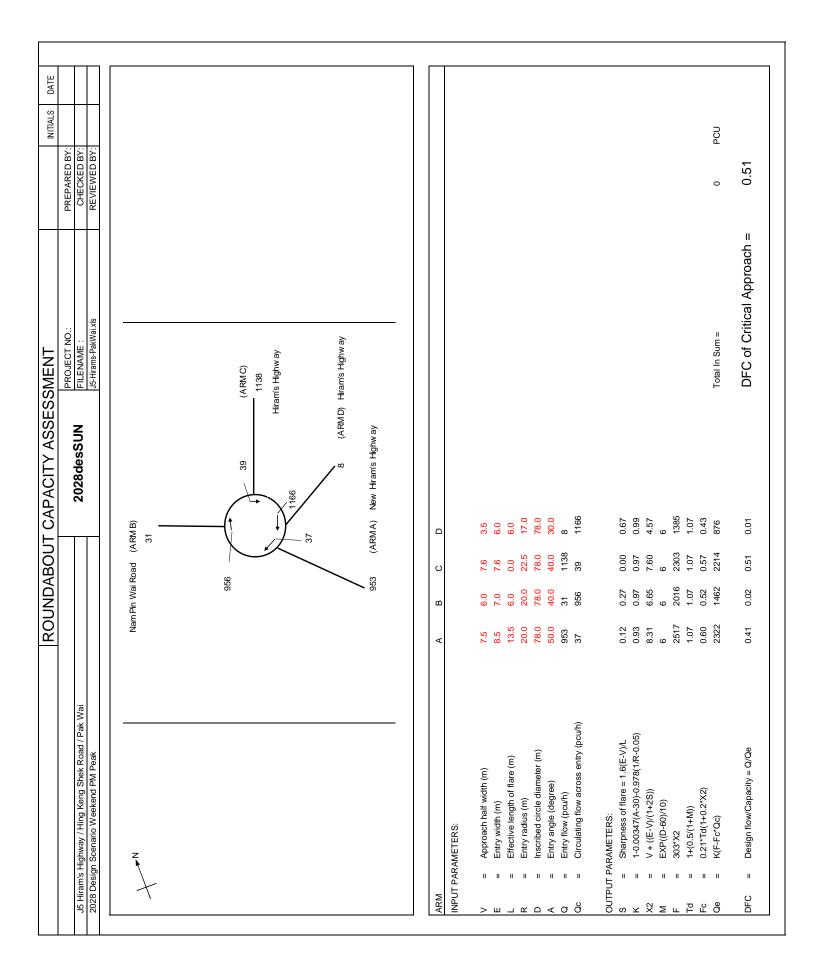


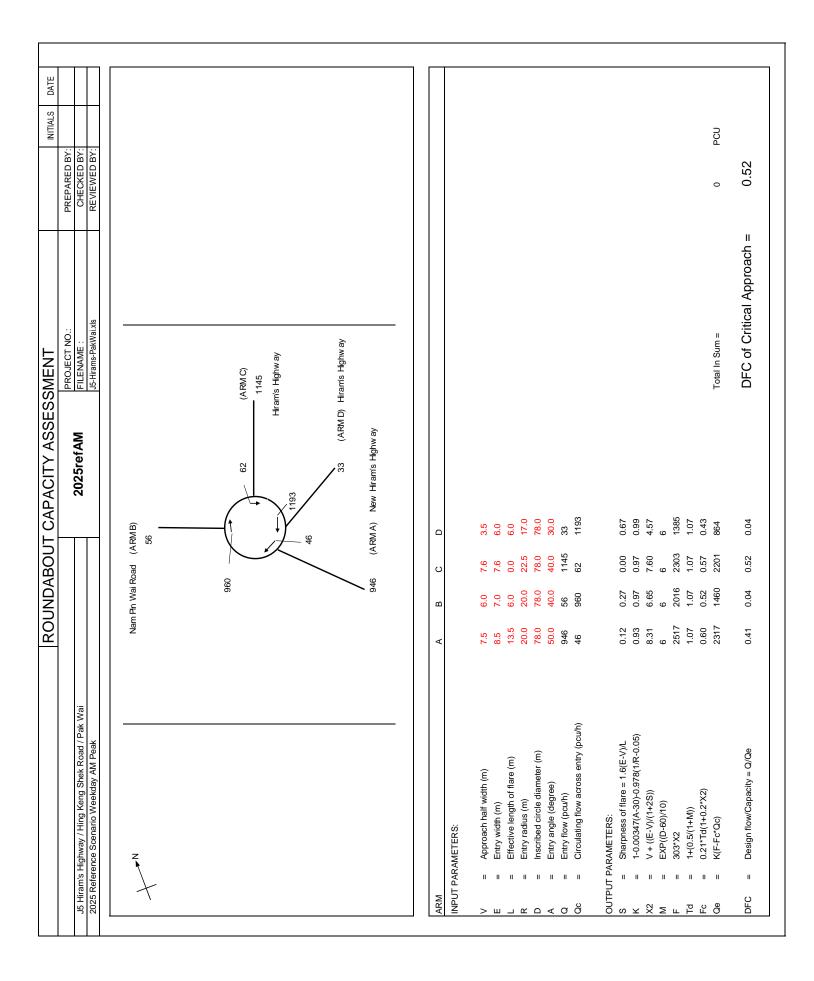


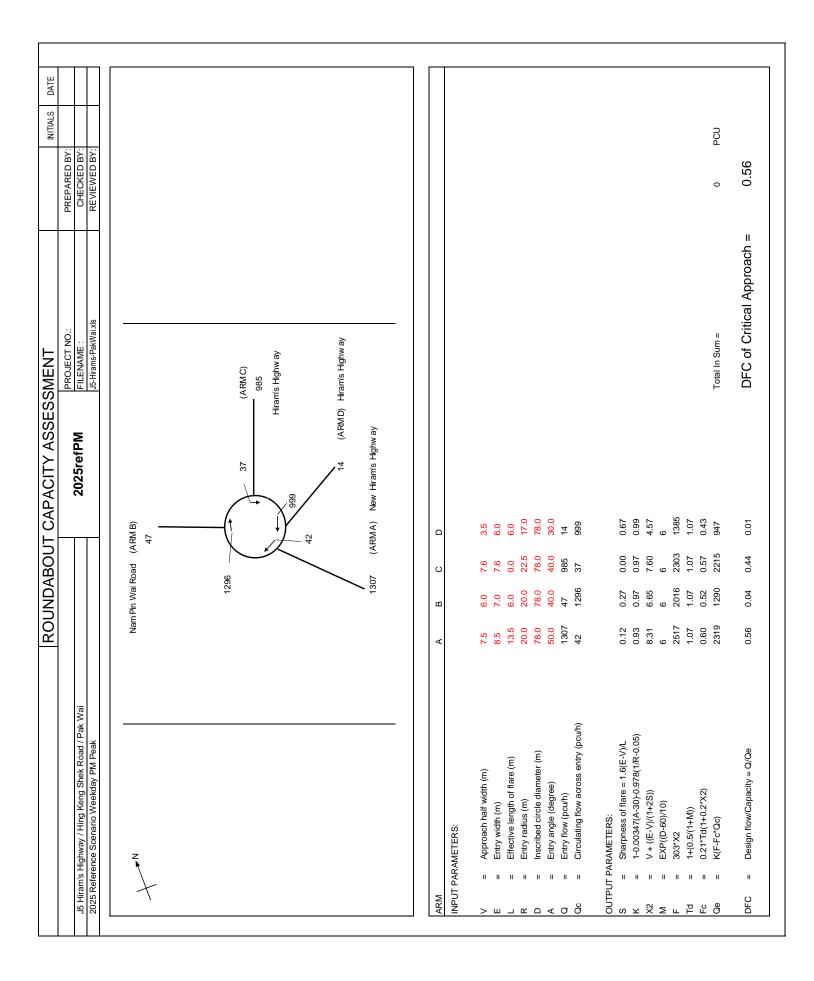


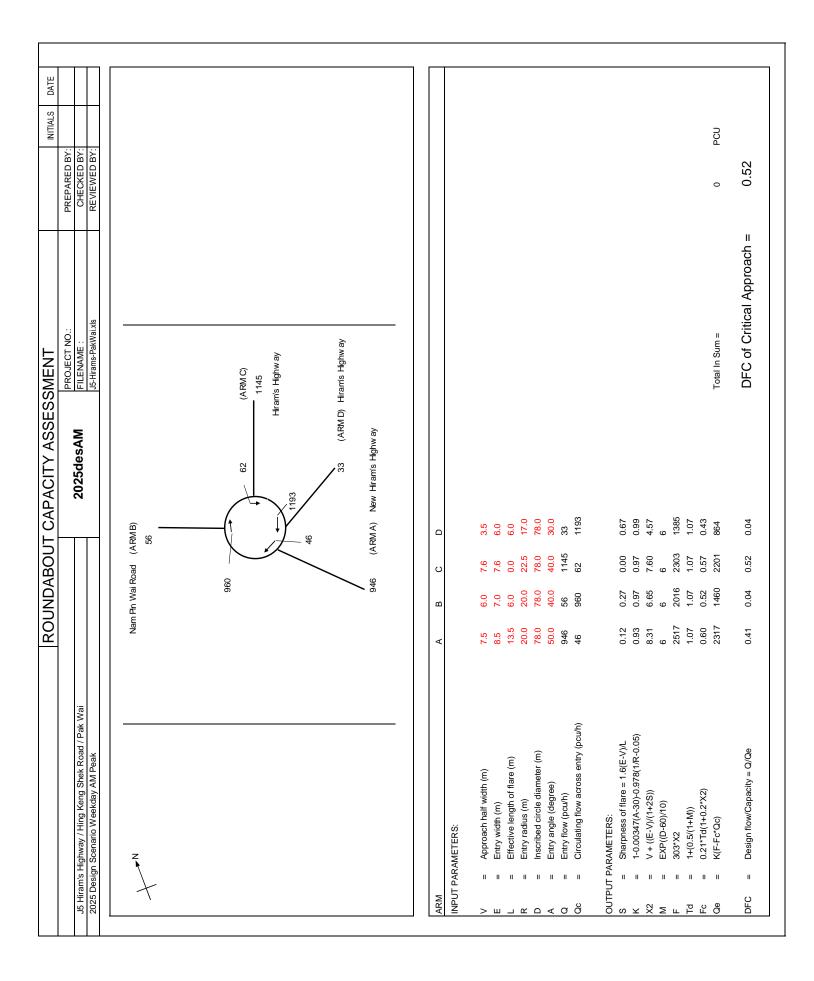


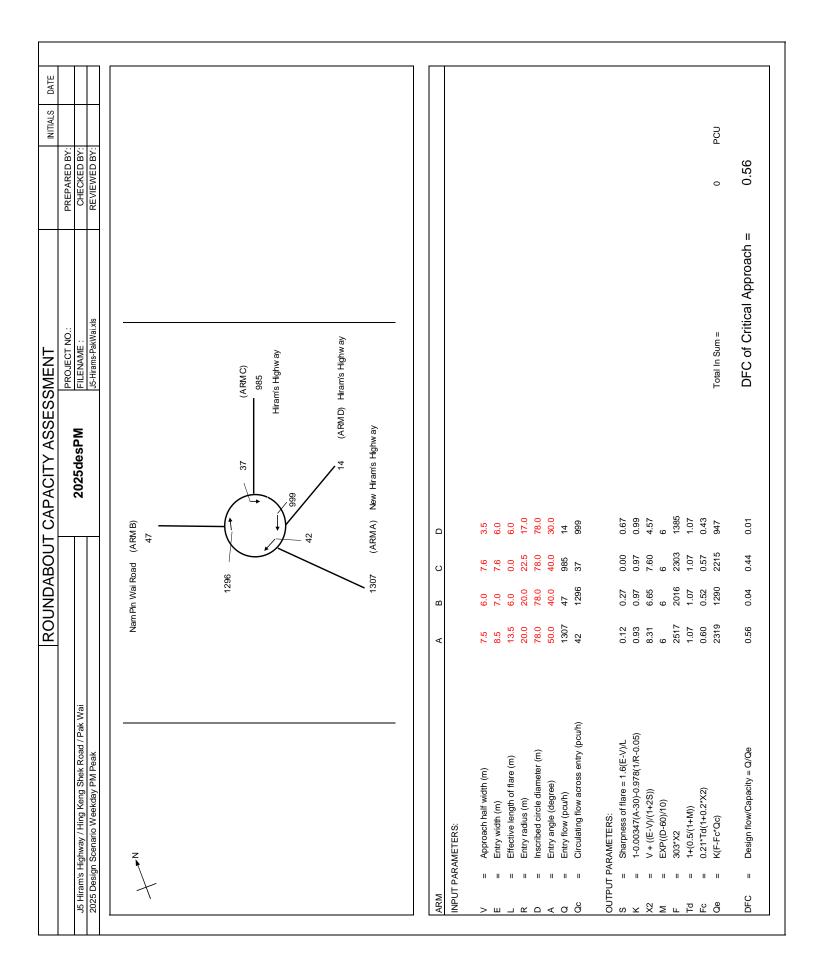












Intentionally Blank

Appendix 2

Visual Impact Assessment

Intentionally Blank



Visual Impact Assessment

For

Amendment of Plan to

Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)"

("R(E)") and an area shown as 'Road'

to "Residential (Group C)3) ("R(C)3")

on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11

at Various Lots in Demarcation District 210 and Demarcation District 244

and Adjoining Government land

Ho Chung, Sai Kung, New Territories, Hong Kong

Prepared by:Prudential Surveyors International LimitedVersion:EDate:May 2024

TABLE OF CONTENT

1.	Intro	Introduction / Background			
2.	Visual Context and Visual Element				
	2.1	The Site and its Surroundings	4		
	2.2	Visual Elements	4		
3.	Development Proposal				
	3.1	The Proposed Development	5		
4.	Assessment Area & Visual Envelope				
	4.1	Assessment Area	6		
	4.2	Visual Envelope	6		
5.	View	Viewing Points			
6.	Measure and Evaluation of Visual Impacts				
	6.1	Measure of Visual Changes	9		
	6.2	Evaluate the Visual Impacts	10		
	6.3	Mitigation Measures	10		
7.	Assessment of Visual Impacts				
	7.1	Assessment of the Viewing Points	11		
	7.2	Viewing Point 1- The Public Toilet on Luk Mei Lane	12		
	7.3	Viewing Point 2- Crossroad of Luk Mei Tsuen Road and Hiram's Highway	13		
	7.4	Viewing Point 3- Car Park of Che Kung Temple	14		
	7.5	Viewing Point 4- Ho Chung North Road (Main Road)	15		
8.	Conclusion				

Visual Impact Assessment for Amendment of Plan Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

<u>List of Figures</u>

Figure 1.1	Location Plan
Figure 2.1	The Site and the Its Surroundings
Figure 3.1	Block Plan
Figure 4.1	Assessment Area, Visual Envelope and Viewing Points
Figure 7.1	Photomontage of Viewpoint 1
Figure 7.2	Photomontage of Viewpoint 2
Figure 7.3	Photomontage of Viewpoint 3
Figure 7.4	Photomontage of Viewpoint 4

List of Tables

Table 5.1	Details of the Selected Viewing Points
Table 7.1	Comparison Table of OZP Compliance Scheme and Proposed Development
Table 8.1	Summary of Assessment of Visual Impact at the Viewing Points

1. Introduction / Background

- 1.1.1 This Visual Impact Assessment (**VIA**) is prepared as part of the Section 12A Application for the amendment of plan to rezone to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 (**the Approved OZP**) at various lots in Demarcation District 210 (D.D.210) and Demarcation District 244 (D.D.244) and adjoining government land, at Ho Chung, Sai Kung, New Territories (the Site) with a Site area about 3,190 sq,m [refer to **Figure 1.1**].
- 1.1.2 The VIA is required as part of the Section 12A planning application for the Proposed Development for rezone the Subject Site from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" zoned with a maximum site coverage of 25% and a maximum building height of 12m with 3 storeys over one storey of carport PR of 0.75 on the Approved OZP.
- 1.1.3 This VIA is prepared with reference to the Town Planning Board Planning Guidelines No. 41 on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board (TPB-PG No. 41) published by the Board in July 2010. According to the Guidelines, a VIA is required if:
 - e) the proposal involves modification of development parameters of a site to deviate from the statutory planning restrictions applicable to the site or the neighbourhood, and the modification will amount to pronounced increase in development scale and intensity and visual changes from key public viewing points;
- 1.1.4 This VIA evaluates the anticipated visual impacts of the Proposed Development on public viewers relevant to the Site and concludes with recommendation on mitigation measures if necessary.

2. Visual Context and Visual Element

2.1 **The Site and its Surroundings**

- 2.1.1 The Site is accessible with the newly completed Ho Chung North Road. To the north of the Site is some 2 and 3-storey dwellings; to the east of the Site is some vehicle repair workshops and other light industry uses in rural industrial setting, and Marine Cove and Hiram's Highway to the further east; to the immediate south is an area zoned "Greenbelt" and further south is the former ATV Production Centre (abandoned) and Che Kung Temple; and to the west of the Site is Luk Mei Village with a mixture of traditional single-storey village dwellings and modern 3-storeys New Territories Exempted Houses (NTEHs). [refer to **Figure 2.1**]
- 2.1.2 For the planned context, to the north east of the Site are 15 planned houses with valid planning permission until 16.04.2025. [refer to **Figure 2.1**]

2.2 Visual Elements

2.2.1 The Visual Elements of a view comprise all the visual features of an area that shape its appearance and visual character from the perspective of prospective viewers. According to Para. 4.8 of the TPB-PG No. 41, visual elements that are currently existing or planned within the assessment area should be identified, as it may affect the overall visual outlook. The key visual elements include major physical structures, visual resources or

attractors (e.g. the harbour, natural coastline, ridgeline, mountain backdrop, woodland, streams, etc.), detractors or visual eyesores (e.g. pylons, sewage treatment plants, refuse collection points, ventilation shaft buildings, quarries, etc.). The visual elements may be enhanced, degraded or neutralised by the overall visual impact of the given development.

- 2.2.2 The visual outlook of an area is shaped by a combined composition of all visual elements, which come into sight of the viewers. Key visual elements in the surrounding context of the Site are included in **Figure 2.1** and summarised below:
 - i. To the immediate east of the Site are warehouses and vehicle repair workshops, which are witnessed to have trucks coming in and out;
 - ii. To the further east is Marina Cove and the harbour, which are the major visual resource and attractor of the area, attracting numerous local residents and visitors;
 - iii. To the immediate north of the Site, there are some 2-3 storeys rural dwelling houses and there is a public toilet situated immediately outside the Site boundary to the north;
 - iv. To the further north is the mountain backdrop of Ma On Shan Country Park, which is a visual resource of the area;
 - v. To the immediate south of the Site is an area zoned "Greenbelt" ("GB") under the OZP and there is a vacant land within the "GB" zone;
 - vi. To the further south of the Site, there is the former ATV Production Centre (abandoned), which might be considered as an eyesore of the area, as it is abandoned and bulky;
 - vii. To the immediate west of the Site is Luk Mei Village with a mixture of traditional single-storey village dwellings and modern 3-storeys NTEHs; and
 - viii. To the further West of the Site is the mountain backdrop of Ma On Shan Country Park, which is a visual resource of the area.

3. Development Proposal

3.1 **The Proposed Development**

- 3.1.1 The Proposed Development is a low-density and low-rise residential development including 8 no. of 3 storeys over one storey of carport. The proposed PRs is 0.75. The building height are about 12m. Green noise barriers are proposed along Ho Chung North Road for Parcel B and Parcel C of the Site to reduce noise pollution might be caused as well as strengthening the privacy of the proposed development [refer to **Figure 3.1**]
- 3.1.2 The intent of the Proposed Development is to better utilise the land resource, facilitating upgrading the surrounding areas and phasing out existing industrial uses with high-quality residential development. The Proposed Development aims to provide the much-needed housings while bringing public gains to the locality through provision of vehicular access with newly constructed footpath.

Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

4. Assessment Area & Visual Envelope

4.1 Assessment Area

- 4.1.1 In accordance with Para 4.3 of TPB-PG No.41, "the assessment area is expected to cover the area of visual influence within which the proposed development is pronouncedly visible from key sensitive viewers. The extent of the assessment area varies case by case depending on the size of development, the site context and the distance and location of sensitive viewers".
- 4.1.2 In this connection, a radius of three times the height of the proposed development is used as an extent of this initial assessment area. Since the maximum actual building height of the proposed development is 12m absolute height, the assessment area covers a radial area of 36m (i.e. 3H) from the façade of the proposed development.

4.2 Visual Envelope

- 4.2.1 The visual envelope is the actual assessment area defined by the TPG PG-No. 41 as, "determined having regard to the size of the proposed development, the distance of the development and its potential visibility from the selected viewing points, and the actual site and surrounding topographical conditions by ground inspection." The visual envelope "is expected to cover the fields of view from all sensitive viewers in direct sight of the proposed development."
- 4.2.2 Due to the topography of the Site, the visual envelope covers only the immediate surroundings of the Site: a few rural dwelling houses and the public toilet to the north, the warehouse and car repair workshops to the east, the vacant land within "GB" zone to the south-east, a few temporary structures to the east, part of Ho Chung North Road to the south-west and part of Luk Mei Tsuen Road to the south-east.
- 4.2.3 An initial assessment boundary and a visual envelope is delineated for the VIA in accordance with TPB-PG No. 41 based on ground inspection as shown in **Figure 4.1**.

5. Viewing Points

- 5.1.1 With reference to Para. 4.5 of TPG PG-No. 41, visual impact should take into account views from key strategic and popular local vantage points. In the interest of the public, it is important to protect public views, particularly those easily accessible and popular to the public or tourists. According to the TPG PG-No. 41, these points include *"key pedestrian nodes, popular areas used by the public or tourists for* outdoor *activities, recreation, rest, sitting-out, leisure, walking, sight-seeing, and prominent travel routes where travellers' visual attention may be caught by the proposed development."* The Visually Sensitive Receivers (VSRs) will also assess the impact on sensitive public viewers from the most influenced viewing points.
- 5.1.2 Assessment of the visual impact of the proposed development on the VSRs is determined in part by the sensitivity to change. This sensitivity can be graded as High, Medium or Low, taking into account the duration and distance over which the proposed development would remain visible and the public perception of value attached to the views being assessed.

Visual Impact Assessment for Amendment of Plan Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

- 5.1.3 The visual sensitivity of the public viewers from the viewing points are qualitatively graded as high, medium or low, taking into account the activity of the viewers, the duration and distance over which the proposed development would remain visible, and the public perception of value attached to the views being assessed. The public viewers and their sensitivity can be broadly categorised as follows:
 - High:The viewers are highly sensitive to any changes in the viewing
experience e.g. formalised public viewpoints or designed landscape
vistas where the principle view is of the development site.
 - Medium: The viewers are moderately sensitive to any changes in the viewing experience e.g. outdoor workers, office workers, recreational users, where the secondary view is of the development.
 - Low: The viewers are slightly sensitive to any changes in the viewing experience - e.g. people travelling through the landscape (by private / public motorised transport), people engaged in active recreational activities (e.g. sporting activities).
- 5.1.4 A total of 4 Viewing Points (VPs) have been selected. The VPs selected include the popular congregation points at vicinity or point along prominent travel route near the Site, which are easily accessible by the public. [refer to **Figure 4.1**]

<u> Viewing Point 1 – The Public Toilet on Luk Mei Lane</u>

5.1.5 This short-range VP is located outside the newly constructed public toilet on Luk Mei Lane, which is approximate 30m to the north of the Site. The VSRs of this VP are mainly users of the public toilet, pedestrian passers-by, vehicle drivers and local residents of transient nature. It is observed that though this VP is located close to the Site, only limited no. of users, pedestrians, vehicle drivers and local residents were witnessed at this VP, as Luk Mei Lane is a dead-end road serving limited no. of houses and population. In this connection, the visual sensitivity of VP-1 is regarded as **Medium**.

Viewing Point 2- Crossroad of Luk Mei Tsuen Road and Hiram's Highway

5.1.6 This long-range VP is located at the intersection of Luk Mei Tsuen Road and Hiram's Highway, which is approximate 160m southeast of the Site. This VP represents pedestrian passers-by, local residents, vehicle drivers and users of public transport of transient nature. The VSRs of this VP are mainly local residents, visitors, students the Woodland Sai Kung Pre-School, and visitors to Marina Cove Shopping Centre. Though this VP represents the most popular congregation point at the vicinity, the visual sensitivity is regarded as **Low** due to the topography and visual obstruction by existing structures along Luk Mei Tsuen and roadside vegetation in the foreground Road.

Viewing Point 3 – Car Park of Che Kung Temple

5.1.7 This long-range VP is located at the Car Park of Che Kung Temple, adjacent to the abandoned ATV Production Centre, approximate 160m (direct-line distance) south of the Site. This VP is witnessed to be one of the main attractions to both visitors and local residents at the vicinity. The VSRs of this VP are visitors and local residents visiting the temple. In consideration of the far distance to the Site, the topography, and the visual obstruction by the rich vegetation within the area zoned "GB" in the foreground, the visual sensitivity of this VP is regarded as **Low**.

Viewing Point 4 – Ho Chung North Road (Main Road)

5.1.8 This medium-range VP is located approximately 60m west of the Site, which is located on the pedestrian walkway of Ho Chung North Road (main road), the prominent travel route of the Site. The VSRs of this VP are mainly vehicle drivers, pedestrian passers-by and local residents of transient nature. Though this VP captures Parcel A, B and C of the Site, this VP is situated at a higher level than the Site as Ho Chung North Road is elevated. In this connection, the visual sensitivity is regarded as **Low** due to the topography and visual obstruction by existing structures and vegetations in the foreground.

Viewing Points	Direct Line Distance from the Site	Visual Sensitive Receivers	Visual Sensitivity
VP-1 The Public Toilet on Luk Mei Lane	About 30m	Users of the Public Toilet, pedestrian passers-by, local residents, and vehicle drivers	Medium
VP-2 Crossroad of Luk Mei Tsuen Road and Hiram's Highway	About 160m	Pedestrian passers-by, local residents, vehicle drivers, visitors and users of public transport	Low
VP-3 Car Park of Che Kung Temple	About 160m	Visitors, and local residents visiting Che Kong Temple	Low
VP-4 Ho Chung North Road (Main Road)	About 60m	Vehicle drivers, pedestrian passers-by and local residents	Low

Table 5.1- Details of the selected Viewing Points

Visual Impact Assessment for Amendment of Plan

Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

6. Measure and Evaluation of Visual Impacts

6.1 Measure of Visual Changes

- 6.1.1 With reference to Para 4.10 of TPB PG-No. 41, to appraise the effects of visual changes on the assessment area and sensitive public viewers, the following aspects should be considered:
 - a) <u>Visual Composition</u>

"Visual composition is the total visual effects of all the visual elements due to their variation in locations, massing, heights, dispositions, scales, forms, proportions and characters vis-a-vis the overall visual backdrop. Visual composition may result in visual balance, compatibility, harmony, unity or contrast. The appraisal should have due regard to the overall visual context and character within the wider and local contexts".

b) Visual Obstruction

"A development may cause views in its foreground or background to be intercepted or blocked. The appraisal should assess the degree of visual obstruction and loss of views or visual openness due to the proposed development from all key public viewing points within the assessment area. Blockage or partial blockage of views which substantially reduce visual permeability, existing panorama, vistas, visual resources or visual amenities should be avoided or minimized as far as possible. In particular with regard to impact on prominent ridgelines, the harbour, natural coastlines, open sea horizon, skyline, scenic areas, valued landscape, special landmark, heritage features are to be preserved".

c) <u>Effect on Public Viewers</u>

"The effects of visual changes from key public viewing points with direct sightlines to the proposed development should be assessed and demonstrated in the VIA. The changes in views to the existing and future public viewers should be compared before and after the proposed development. The cumulative impact with any known planned developments as permitted by the statutory plans should be taken into account where possible. The appraisal should take into account the public perception of value attached to the views currently enjoyed, and any likely visual concerns from the general public. The effects of the visual changes can be graded qualitatively in terms of magnitude as substantial, moderate, slight or negligible".

d) <u>Effect on Visual Resources</u>

"The condition, quality and character of the assessment area may change positively or negatively as a result of a development. The applicant should appraise if the proposed development may improve or degrade the condition, visual quality and character of the assessment area and any on-site and off-site visual impact such as that on the visual resources, visual amenities, area of special character, natural and built heritage, sky view, streetscape, townscape and public realm related to the development".

6.2 **Evaluate the Visual Impacts**

- 6.2.1 With reference to Para 4.11 TPB PG-No. 41, the overall visual impacts are concluded and classified within a range of threshold:
 - a) <u>Enhanced</u>

"if the proposed development in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public viewing points";

b) <u>Partly Enhanced/Partly Adverse</u>

"if the proposed development will exhibit enhanced visual effects to some of the identified key public viewing points and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public viewing points";

c) <u>Negligible</u>

"if the proposed development will, with or without mitigation measures, in overall term have insignificant visual effects to most of the identified key public viewing points, or the visual effects would be screened or filtered by other distracting visual elements in the assessment area";

d) <u>Slightly Adverse</u>

"if the proposed development will, with or without mitigation measures, result in overall term some negative visual effects to most of the identified key public viewing points";

e) Moderately Adverse

"if the proposed development will, with or without mitigation measures, result in overall term negative visual effects to most of the identified key public viewing points"; and

f) <u>Significantly Adverse</u>

"if the proposed development will in overall term cause serious and detrimental visual effects to most of the identified key public viewing points even with mitigation measures."

6.3 Mitigation Measures

6.3.1 To address or minimise possible visual impact, the sources of impact need to be identified and suitable mitigation measures are proposed as appropriate so that the significance of impacts is reduced. Mitigation measures could relate to the building design itself (e.g. location, design, colour and façade features) or could involve the overall project design (e.g. landscaping, such as tree planting to screen a development and enhance views).

Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

7. Assessment of Visual Impacts

7.1 **Assessment of the Viewing Points**

7.1.1 This section assesses the visual changes in visual quality for each viewing point comparing the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Compliance Scheme (OZP Compliance Scheme) and the Proposed Development (Proposed Development). The OZP Compliance Scheme and Proposed Development are both for residential use.

		OZP Compl	iance Scheme		Proposed D	evelopment
	Parcel A	Par	cel B	Parcel C	Parcel A & B	Parcel C
Zoning	"R(D)"	"R(E)"	Area shown as 'Road'	"R(E)"	"R(0	-
Site Area	Approx. 793 sq.m	Approx. 805 sq.m	Approx. 669 sq.m	Approx. 923 sq.m	Approx. 2267 sq.m	Approx. 923 sq.m
Plot Ratio	0.2	0.4		0.4	0.7	
Site Coverage Restriction	20%	Nil		Nil	25	%
Building Height Restriction	2 storeys (6m)	2 storeys over 1 storey of carport (9m)		2 storeys over 1 storey of carport (9m)	3 storeys ove carport	
Proposed Gross Floor Area	793 x 0.2 = 158.6 sq.m	805 x 0.4 = 322 sq.m		923 x 0.4 = 369.2 sq.m	2267 x 0.75 = 1700.25 sq.m	923 x 0.75 = 692.25 sq.m
Number of Blocks	2 Blocks	2 Blocks		2 Blocks	6 Blocks	2 Blocks
Average Gross Floor Area per Block	158.6/2 = 79.3 sq.m	332/2 = 161 sq.m	Nil	369.2/2 = 184.6 sq.m	1700.25/6 = 283.38 sq.m	692.25/2 = 346.13 sq.m
Proposed Building Height	2 storeys	2 storeys over 1 storey of carport		2 storeys over 1 storey of carport	3 store 1 storey o	
Proposed Site Formation Level	14.7	mPD		13.97 mPD	14.7 mPD	13.97 mPD
Proposed Absolute Building Height	6m	9m		9m	12m	
Proposed Maximum Building Height	14.7 + 6 = 20.7 mPD	14.7 + 9 = 23.7 mPD		13.97 + 9 = 22.97 mPD	14.7 + 12 = 26.7 mPD	13.97 + 12 = 25.97 mPD

 Table 7.1 Comparison Table of OZP Compliance Scheme and Proposed Development

7.1.2 This section assesses the visual changes in visual quality for each viewing point comparing the OZP Compliance Scheme and Proposed Development.

Visual Impact Assessment for Amendment of Plan Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

7.1.3 Photomontages of viewing points are used to assess the visual impact of the Proposed Development and Previous Approved Scheme. For easy comparison, the Existing Condition without the Proposed Development, the OZP Compliance Scheme and with the Proposed Development is shown. Please refer to **Figures 7.1-7.4** for the photomontages of the assessments.

7.2 Viewing Point 1- The Public Toilet on Luk Mei Lane

Visual Composition

7.2.1 VP-1 is located to the immediate north of the Site and it represents the view from the users of the public toilet, pedestrian passers-by, local residents, and vehicle drivers reaching the main roads through Luk Mei Lane. This VP captures the view of the existing refuse collection point, temporary structures, roadside vegetation, and car repair workshops in the foreground, and a 3-storey dwelling house, ATV Production Centre and the mountain backdrop in the background. As illustrated in **Figure 7.1**, a portion of the Proposed Development and OZP Compliance Scheme will be screened off by the existing trees and vegetation. The screened effect of the Proposed Development and OZP Compliance Scheme is similar, however the Proposed Development has a slightly larger effect. In this connection, the Proposed Development and OZP Compliance Scheme will merge into the existing visual composition with minimal negative effect on the visual balance, compatibility, harmony, unity or contrast. Therefore, the effect on the visual composition would be **low** for the Proposed Development.

Visual Obstruction

7.2.2 From this VP, VSRs are currently enjoying an open view towards the Site with the mountain backdrop in the background. As demonstrated in **Figure 7.1**, comparing to the existing condition affecting the openness of VSR's views, the Proposed Development and the OZP Compliance Scheme with a low building height would not form a visual obstruction and therefore the current openness of the sky view and the view of the mountain backdrop at this VP will be unaffected. With the proposed landscape and trees, the Proposed Development and the OZP Compliance Scheme will alternatively provide positive visual resources to VSRs at this VP. Therefore, the visual obstruction would be **low** for the Proposed Development.

Effect on Public Viewers

7.2.3 Due to the close proximity to the Site, VSRs at VP-1 will be inevitably affected, yet in a good way. The existing view of the public viewers from VP-1 consists of a refuse collection point, unorganised space occupied by temporary structures and vehicles, and the abandoned ATV Production Centre. With well-designed layout of buildings, landscape elements, the visual effect on public viewers at this VP brought by the Proposed Development and the OZP Compliance Scheme at VP-1 will be **enhanced**. The effect of the Proposed Development and the Previous Approved OZP Compliance Scheme at VP-1 will be similar.

Effect of Visual Resources

- 7.2.4 The existing refuse collection point, roadside vegetation, and temporary structures in the foreground, the abandoned ATV Production Centre, sky view and mountain backdrop in the background are the major visual resources for VSRs at VP-1. The Proposed Development and the OZP Compliance Scheme will inevitably impact the existing visual resources, as temporary structures will be removed. However, the Proposed Development and the OZP Compliance Scheme will not significantly degrade the condition, visual quality and character of the assessment area, as sky view and mountain backdrop would be maintained. Alternatively, the Proposed Development and the OZP Compliance Scheme off some of the existing undesirable visual resources. Therefore, the visual resources would be partly enhanced/ partly adverse. However, the effect of the Proposed Development and the Previous Approved OZP Compliance Scheme at VP-1 will be similar.
- 7.2.5 In summary, with varied design merits, the resultant visual impact of any developments including the Proposed Development and the OZP Compliance Scheme viewed from VP-1 is assessed to be **partly enhanced/partly adverse.** However since the overall effect of the Proposed Development and the Previous Approved OZP Compliance Scheme at VP-1 are considered similar, the resultant overall impact be negligible.

7.3 Viewing Point 2- Crossroad of Luk Mei Tsuen Road and Hiram's Highway

Visual Composition

7.3.1 The existing view comprises the junction of Luk Mei Tsuen Road and Hiram's Highway, the retaining wall along Hiram's Highway, a big warehouse of the Kin Hing Group, Limited, the area zoned "GB" with rich vegetation and roadside trees along Luk Mei Tsuen Road in the foreground and, mountain backdrop in the background. It is observed that the Proposed Development is located at a ground level higher than VP-2, and the view towards the Proposed Development is mostly blocked by retaining wall along Hiram's Highway and the roadside vegetation. The Proposed Development and the OZP Compliance Scheme would therefore have **no impact to the visual composition** at this VP.

Visual Obstruction

From VP-2, the view is dominated by junction of Luk Mei Tsuen Road and Hiram's Highway, the retaining wall along Hiram's Highway, area zoned "GB" with rich vegetation and roadside vegetation. The Photomontage **Figure 7.2** illustrates that the Proposed Development and the OZP Compliance Scheme cannot be seen at this VP, in this connection, the Proposed Development and the OZP Compliance Scheme will not cause visual obstruction or block the openness of this VP, resulting in **no impact**.

<u>Effect on Public Viewers</u>

7.3.2 The Proposed Development with a maximum building height of 12m (+26.70 mPD (Parcel A and B) and +25.97mPD (Parcel C)) and the OZP Compliance Scheme with a maximum building height of 6m (+20.7mPD (Parcel A)), 9m (+23.7mPD (Parcel B) and +22.91mPD (Parcel C)) are located at a ground level higher than this VP, however due to the rich roadside vegetation and existing structures, the Proposed Development and the OZP Compliance Scheme will be shielded in a great extent. In this connection, the views of public viewers at this VP will not be affected. Moreover, given the transient nature of this VP, the visual sensitivity of VSRs at this VP would be **low**. The visual change brought about by Proposed Development and the OZP Compliance Scheme therefore would be **negligible**.

Effect of Visual Resources

- 7.3.3 The existing visual resources, such as the sky view, streetscape, and mountain backdrop would not be affected and no change to the quality and character of the assessment area will be caused by the Proposed Development and the Previous Approved Scheme, due to the proposed building heights and topography. This would result in **no impact** to the visual resources.
- 7.3.4 In summary, the visual impact of the Proposed Development and the OZP Compliance Scheme viewed from VP-2 is assessed to be **Negligible**.

7.4 Viewing Point 3- Car Park of Che Kung Temple

Visual Composition

7.4.1 The existing view of VP-3 comprises the rich vegetation within the area zoned "GB" and open sky view. The Proposed Development will have a maximum building height is 12m (+26.70 mPD (Parcel A and B) and +25.97mPD (Parcel C)) and the Previously Approved Scheme will have a maximum building height is 12m (+23.70 mPD (Parcel A and B) and +22.97mPD (Parcel C)), which will be entirely screened off by the existing trees. In this connection, Proposed Development and the OZP Compliance Scheme will not form any new visual element or cause any impact on the existing visual composition as shown in **Figure7.3**, resulting in **no impact** to the visual composition from this VP.

Visual Obstruction

7.4.2 The only visual resources viewing from this VP are the mature trees within the area zoned "GB" and the open sky view. As the Proposed Development and the OZP Compliance Scheme is situated to the north of the area zoned "GB", the presence of the Proposed Development and the OZP Compliance Scheme will not result in any visual obstruction to the existing visual resources with no loss of views or visual openness, resulting in **no impact** on the visual obstruction.

Effect on Public Viewers

7.4.3 The public viewers of this VP are mostly visitors to Che Kung Temple. These public viewers will continue to enjoy the open sky and rich vegetation as the Proposed Development and the OZP Compliance Scheme cannot be seen at this VP. Hence, the visual sensitivity would be low and the visual change caused by the Proposed Development and the OZP Compliance Scheme at this VP would be **negligible**.

<u>Effect of Visual Resources</u>

- 7.4.4 The major visual resources for VSRs at this VP are the mature trees within the area zoned "GB" and the open sky view. As stated above, Proposed Development and the OZP Compliance Scheme cannot be seen at this VP. In this connection, Proposed Development and the OZP Compliance Scheme will neither bring any adverse impact to the condition, visual quality and character of the assessment area nor any on-site and off-site visual impact. There will be **no impact** on the visual resources from this VP
- 7.4.5 In summary, the visual impact of the Proposed Development and the OZP Compliance Scheme viewed from VP-3 is assessed to be **Negligible**.

7.5 Viewing Point 4- Ho Chung North Road (Main Road)

Visual Composition

7.5.1 VP-4 is located to the west of the Site, capturing the partial view of the Site with Ho Chung North Road, some temporary structures, the open-air vehicle park and roadside vegetation in the foreground, and the open sky view as backdrop. The existing visual composition is messy and unpleasant, having all the undermaintained temporary structures and cars weltered together. The Proposed Development and the OZP Compliance Scheme would **enhance** the visual composition by replacing the temporary structures on Site with well-designed permanent housings as well as additional landscape elements. Therefore the visual composition would **be enhanced** by either Scheme. [refer to **Figure 7.4**]. However, the effect on the visual composition by the Proposed Development and the Previous Approved OZP Compliance Scheme at VP-4 will be similar.

Visual Obstruction

7.5.2 From this VP, VSRs are currently facing Ho Chung North Road with some temporary structures, open-air vehicle park and roadside vegetation along both sides of the road in the foreground, and the open sky view as backdrop. No significant visual feature is available at this VP, in particularly in terms of coastline, open sea horizon, scenic areas, valued landscape, special landmark and heritage. As illustrated in **Figure 7.4, the** Proposed Development and the Previous Approved Scheme, would form partial visual obstruction and partial loss of visual openness of VSRs due to its building heights and mass but the proposed landscaping has soften the effect and improve the local greenery. The effect on the visual obstruction by the Proposed Development and the Previous Approved OZP Compliance Scheme at VP-4 will be similar.

Effect on Public Viewers

7.5.3 The effect of the Proposed Development and the OZP Compliance Scheme on the public viewers would be **partly enhanced** when viewing from this VP, since the Proposed Development and the OZP Compliance Scheme would replace the temporary structures and open-air vehicle park at the Parcel C with well-designed permanent house with landscape. The Proposed Development and the OZP Compliance Scheme within the Parcel A and B of the Site would be partly shielded off by the existing and proposed roadside trees and structures. Additionally, with consideration of the transient nature of this VP, where VSRs are mainly pedestrian passers-by and vehicle drivers, the visual sensitivity at this VP will be **low**. The effect on the public viewers caused by the Proposed Development and the OZP Compliance Scheme will be similar.

<u>Effect of Visual Resources</u>

- 7.5.4 The existing visual resources at VP-4 are Luk Mei Tsuen Road, temporary structures, open-air vehicle park, roadside vegetation and sky view at backdrop. The Proposed Development and the OZP Compliance Scheme will replace the existing undesirable visual resources with permanent houses with landscapes which would be more visually appealing. Overall, the condition, quality and character of the assessment area would be **enhanced** with the Proposed Development and the Previous Approved Scheme as the streetscape would be improved through provision of well-designed buildings, more trees and landscapes. Given above, the effect on the visual resources are similar for both schemes.
- 7.5.5 In summary, the resultant visual impact of the Proposed Development and OZP Compliance Scheme viewed from VP-4 is assessed to be **partly enhanced/partly adverse**. However the since the overall effect of the Proposed Development and the Previous Approved OZP Compliance Scheme at VP-4 are considered similar, the resultant overall impact be negligible.

8. Conclusion

- 8.1.1 The Proposed Development for a low-density and low-rise residential development with a rezone of the Subject Site from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" and is similar to the OZP Compliance Scheme. Considering the marginal difference from the OZP Compliance Scheme to the Proposed Development and given the low building height and its surrounding building height profile, the proposed rezone of site is considered reasonable.
- 8.1.2 Based on the analysis on the appraisal of visual impact on Visual Composition, Visual Obstruction, Effect on Public Views and Effect on Visual Resources, Table 8.1 below presents the overall visual impact caused by the Proposed Development to the VSRs of each VP.

Viewing	Distance	Visual Sensitive	Visual	Visual Impact
Point	from the	Receivers	Sensitivity	of the
	site			Proposed
				Development
VP1 The	Short-	Users of the Public	Medium	Negligible
Public Toilet	range	Toilet, pedestrian		
on Luk Mei		passers-by, local		
Lane		residents, and vehicle		
		drivers		
VP2	Long-	Pedestrian passers-by,	Low	Negligible
Crossroad of	range	local residents, vehicle		
Luk Mei		drivers, visitors and		
Tsuen Road		users of public transport		
and Hiram's				
Highway				
VP3 Car Park	Long-	Visitors, and local	Low	Negligible
of Che Kung	range	residents visiting Che		

Visual Impact Assessment for Amendment of Plan

Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

Viewing Point	Distance from the site	Visual Sensitive Receivers	Visual Sensitivity	Visual Impact of the Proposed Development
Temple		Kong Temple		
VP4 Ho Chung	Medium-	Vehicle drivers,	Low	Negligible
North Road	range	pedestrian passers-by		
(Main Road)		and local residents		

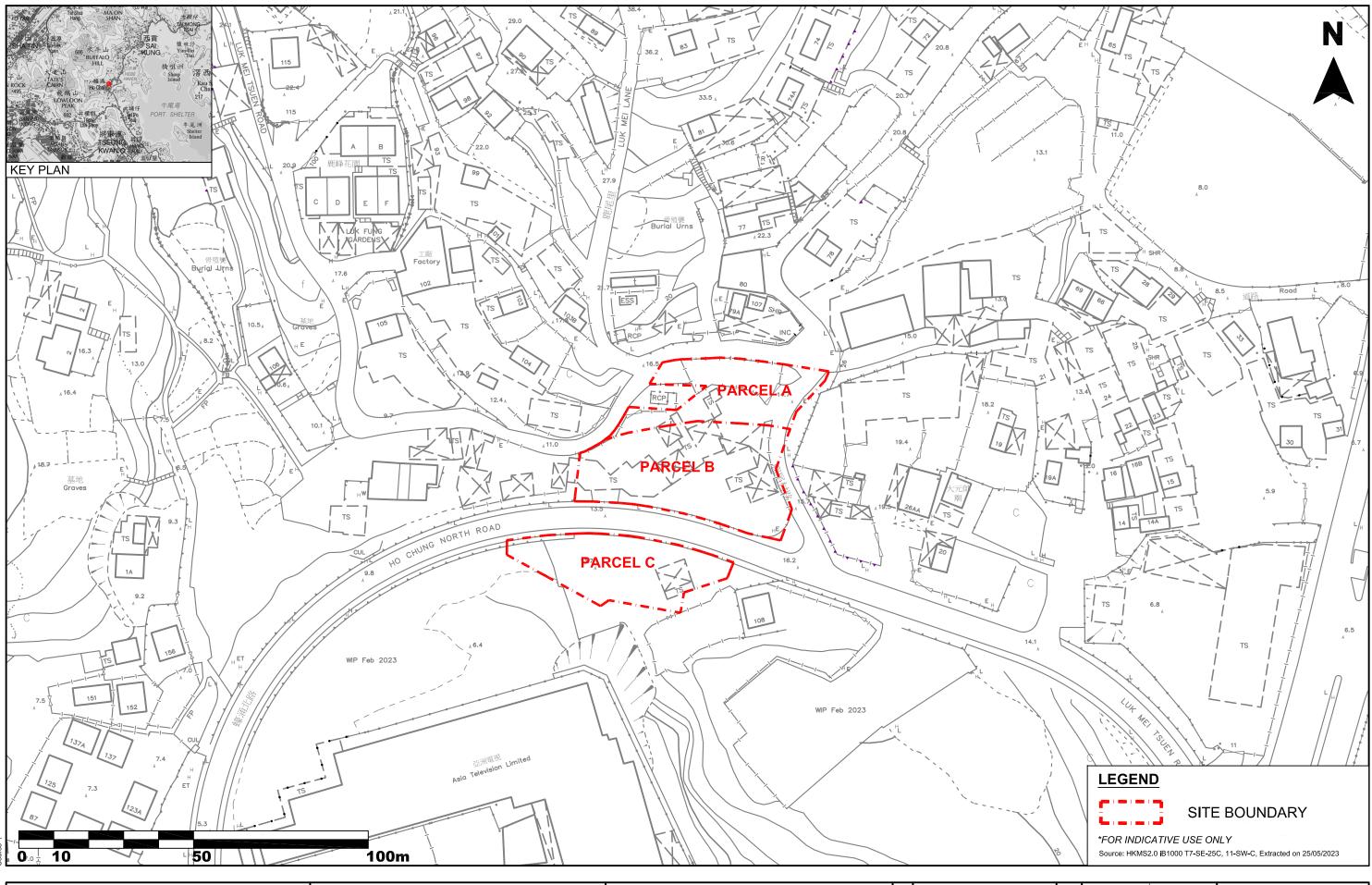
Table 8.1 Summary of Assessment of Visual Impact at the Viewing Points

- 8.1.3 The visual change to VSRs at VP-1 to VP-4 are negligible in comparing the Proposed Development and the OZP Compliance Scheme.
- 8.1.4 This VIA therefore concludes that overall visual impact of the Proposed Development at the Site to its surroundings when compared to the OZP Compliance Scheme would be negligible in comparison.

Intentionally Blank

Figures

Intentionally Blank

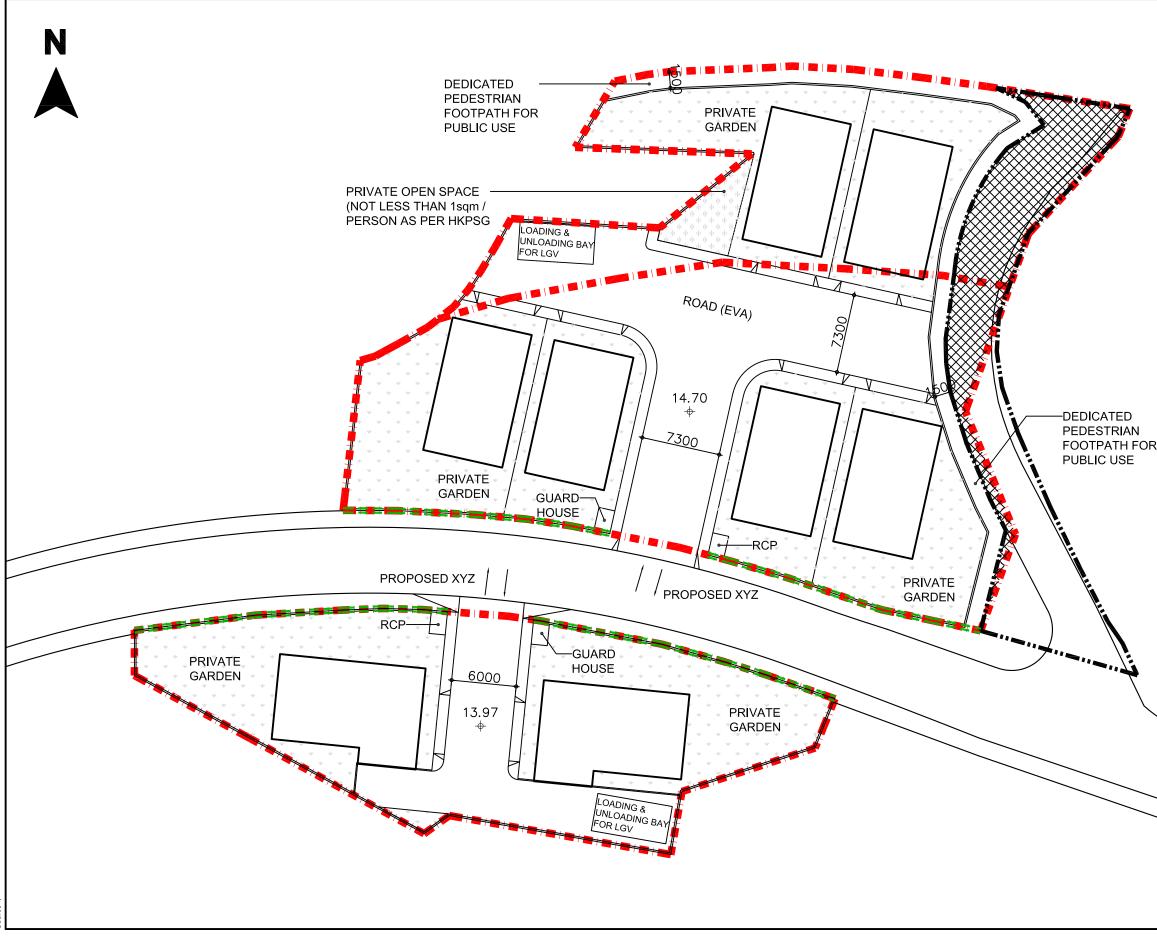


	JOB TITLE:	Drawing Title			Dr	rawn	Date CN 19/07/2023	Drawing No.
SURVEYING- LAND ADVISORY-VALUATION 行 TEL: 2507 8333	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in				Cł	hecked	Approved RT RT RT	Figure 1.1
	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Date Sc	cale	1:1000 @ A3	Rev. 🗕



Drawing Title JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong 2/F & 3/F TUNG HIP COMMERCIAL BUILDING THE SITE AND ITS SURROUNDINGS PRUDENTIAL 建 SURVEYING-LAND ADVISORY-VALUATION 行 244 DES VOEUX ROAD CENTRAL HONG KONG 2507 8333 2598 6576 TEL: FAX: Description

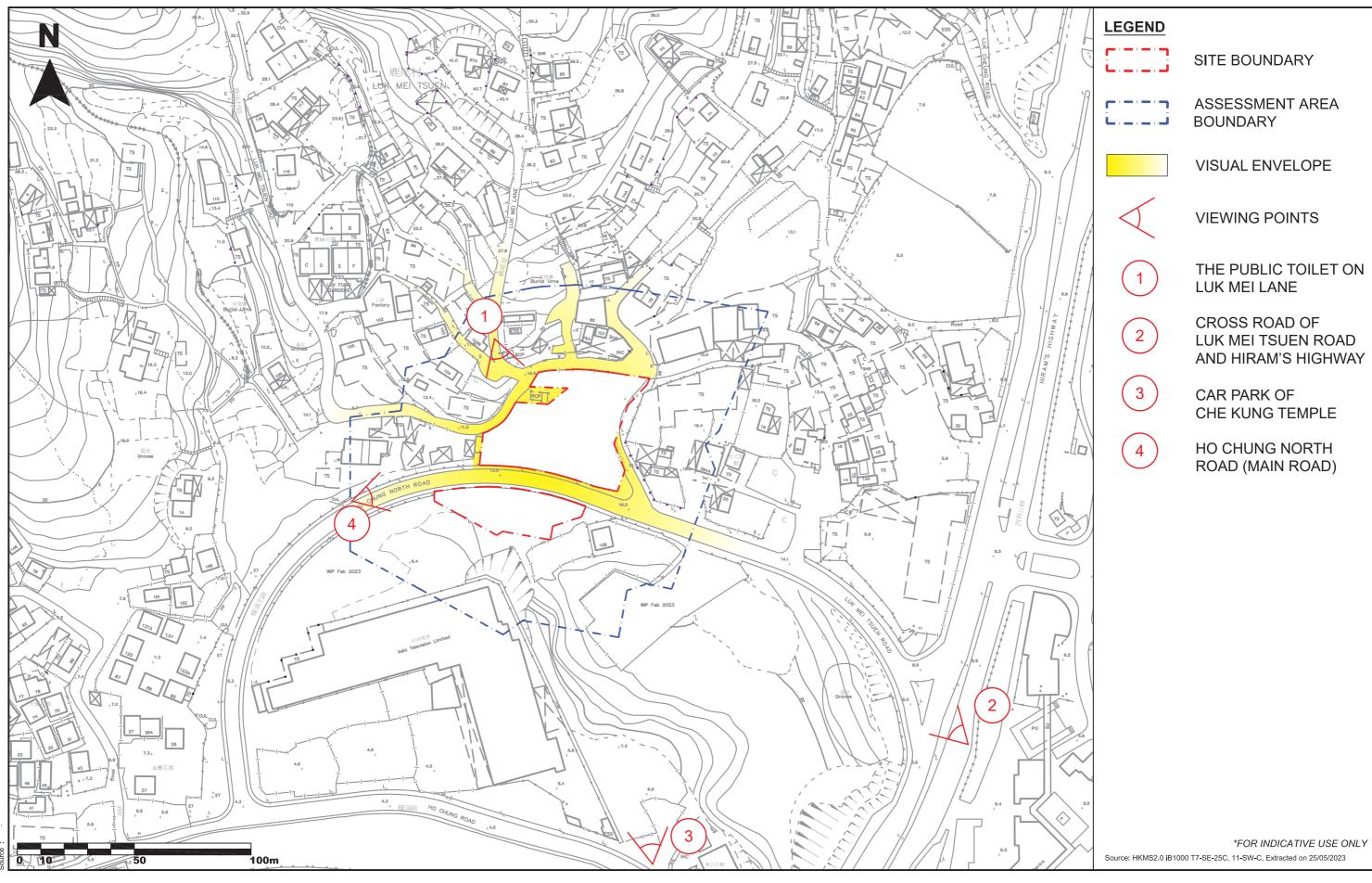
	Drawn		Date	Drawing No.
		CN	08/08/2023	FIGURE 2.1
	Checked		Approved	
		RT	RT	
	Scale			Rev.
Date	N.T.S.			



Г		JOB TITLE:	Drawing Title	1	Road Layout Update	18/12/	23 Drawn	,	Date	Drawing No.	
	ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING							CN	18/12/2023		
							Checked		Approved	Fig. 3.1	
	URVEYING LAND ADVISORY VALUATION 行 IEL: 2507 8333	on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in						RT	RT	l igi çi i	
	FAX: 2598 6576	Demarcation District 210 and Demarcation District 244 and Adjoining Government land,					Scale	4.050	- M	Rev.	1
L		Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Date	;	1:350	@ A3		

File Name

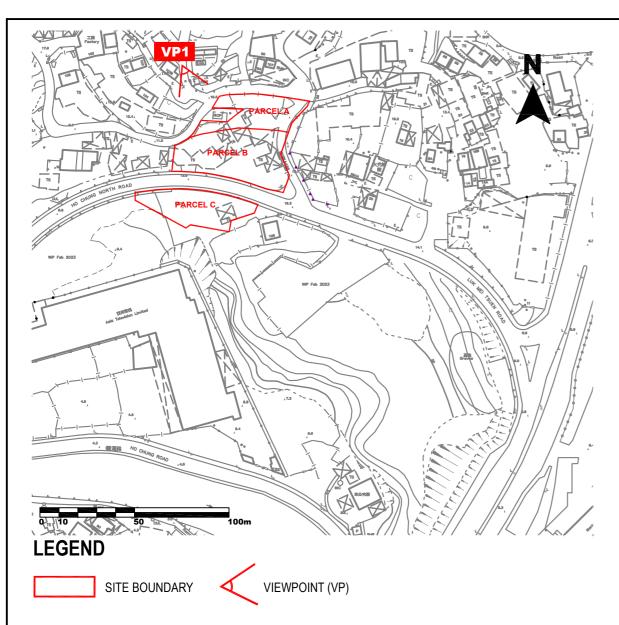
	LEGEND)
	,	SITE BOUNDARY
		AREA TO BE DEDICATED AS RIGHT OF WAY
		GREEN NOISE BARRIER
	* * * * * * * * * * * *	PRIVATE GARDEN
		BUILDING FOOTPRINT
	ի ի ի ի ի ի լի ի ի ի ի	PRIVATE OPEN SPACE
१		
_		
<u> </u>		
12/23	Drawn Date CN	Drawing No. 18/12/2023



File Name :

ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDIN 244 DES VOEUX ROAD CENTRAL HONG KONG TEL: 2507 8333 FAX: 2598 6576	JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong	VIEWING POINTS	Rev	Description	Da
--	--	----------------	-----	-------------	----

	Drawn		Date	Drawing No.
		CN	26/07/2023	
	Checked		Approved	Figure 4.1
		RT	RT	
	Scale	1.1500	A 42	Rev.
Date		1:1500	@ A3	=



A. EXISTING CONDITION WITHOUT PROPOSED DEVELOPMENT



JOB TITLE:

B. PHOTOMONTAGE WITH OUTLINE ZONING PLAN COMPLIANCE SCHEME





PRUDENTIAL

TEL: FAX:

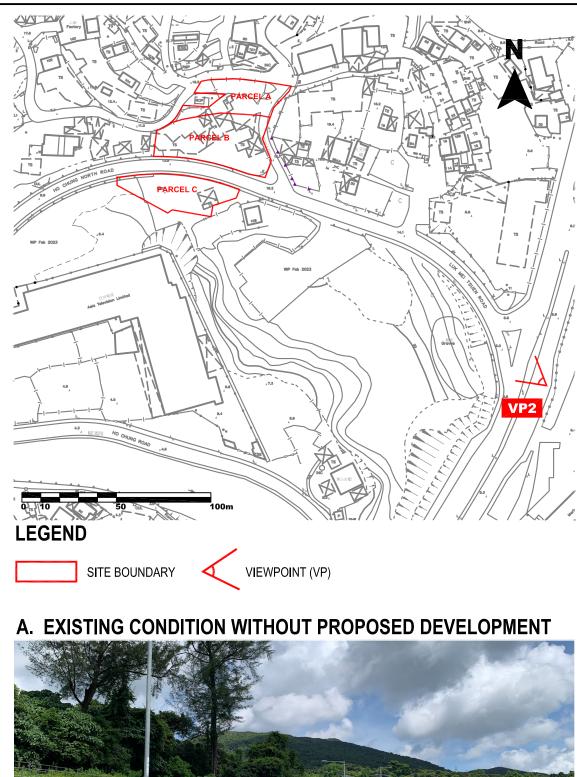
& 3/F TUNG HIP COMMERCIAL BUILDIN 244 DES VOEUX ROAD CENTRAL HONG KONG 2507 8333 2598 6576

Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong

Drawing Title PHOTOMONTAGE OF VIEWPOINT 1

	Photomontage Updated	2
	Photomontage Updated	2
	Existing Photo Updated	2
v	Description	1
v	Description	

21/12/23	Drawn		Date	Drawing No.
22/02/24		CN	27/03/2024	
27/03/24	Checked		Approved	Figure 7.1
		RT	RT	rigare / . i
	Scale			Rev. 2
Date		N.1	.8.	3





lle Name

SURVEYING - LAND ADVISORY - VALUATION T

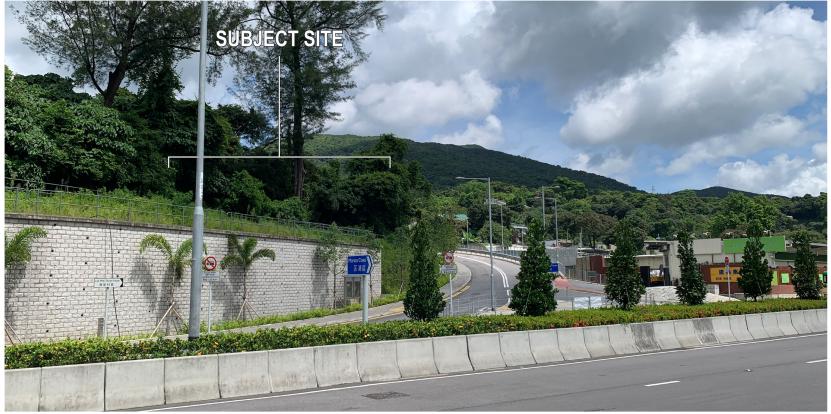


JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 240 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong

Drawing Title PHOTOMONTAGE OF VIEWPOINT 2

1 Photomontage Updated 1 2 Photomontage Updated 2 2 2 3 4 5 6 7 8 9 9 10 11 12 13 14 15 16 17 18 19 10 10 10 10 10 10 10 10 10 10 10 <tr

B. PHOTOMONTAGE WITH OUTLINE ZONING PLAN COMPLIANCE SCHEME

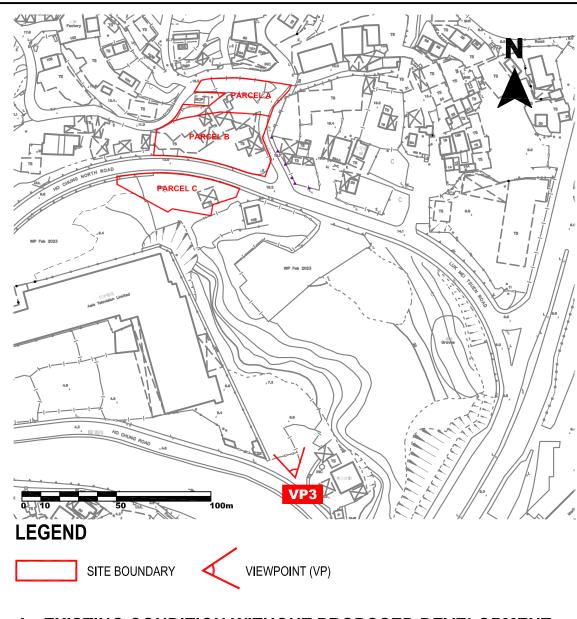


C. PHOTOMONTAGE WITH PROPOSED DEVELOPMENT

S



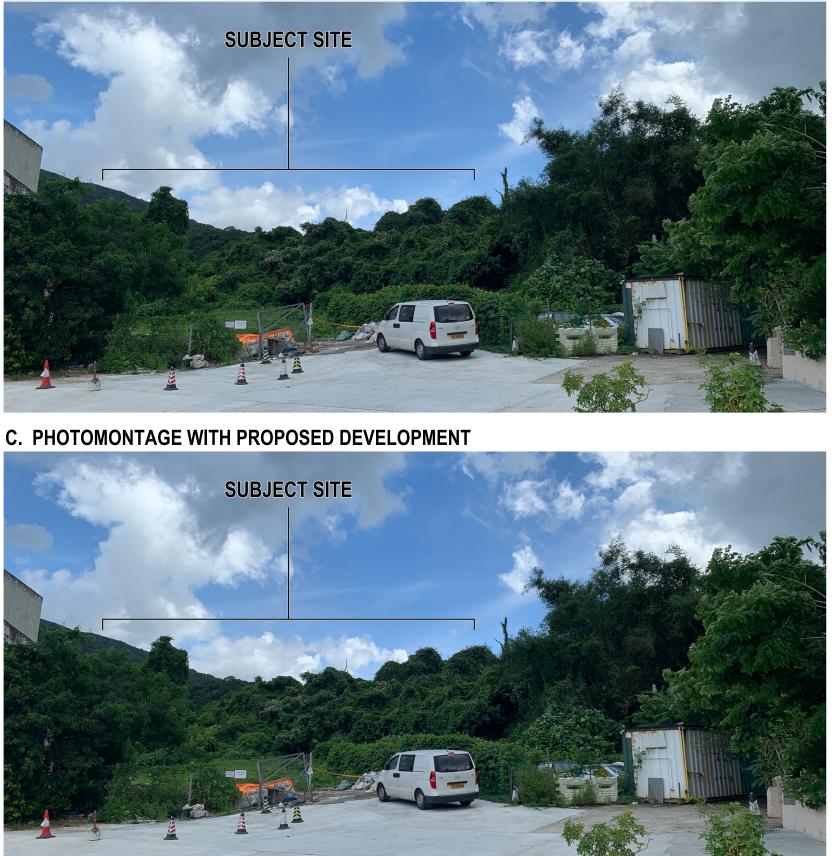
/12/23	Drawn	Date	Drawing No.
2/02/24	CN	22/02/2024	
	Checked	Approved	Figure 7.2
	RT	RT	
	Scale	N.T.S.	Rev. 2
Date		N.I.S.	Ζ

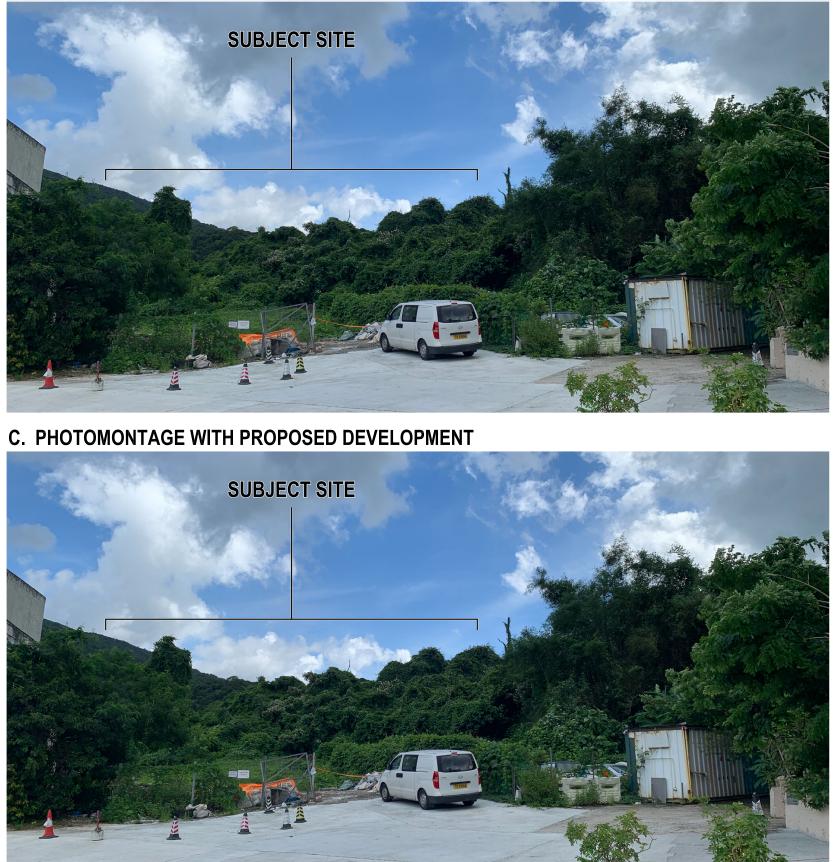


A. EXISTING CONDITION WITHOUT PROPOSED DEVELOPMENT



B. PHOTOMONTAGE WITH OUTLINE ZONING PLAN COMPLIANCE SCHEME





e

& 3/F TUNG HIP COMMERCIAL BUILDIN 244 DES VOEUX ROAD CENTRAL HONG KONG 2507 8333 2598 6576

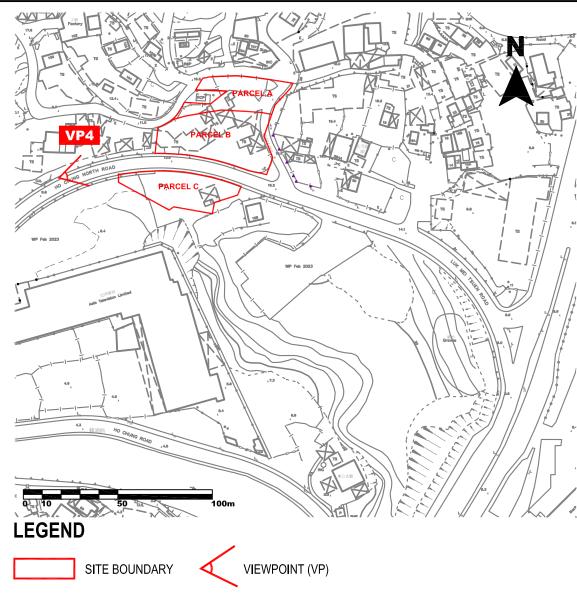
TEL: FAX:

JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong

Drawing Title PHOTOMONTAGE OF VIEWPOINT 3

1	Photomontage Updated	1
2	Photomontage Updated	2
		Γ
		Γ
		Г
Rev	Description	

9/12/23	Drawn	Date	Drawing No.
2/02/24	CN	22/02/2024	
	Checked	Approved	Figure 7.3
	RT	RT	3.
	Scale	T.S.	Rev. 2
Date	19.	1.5.	Ζ



A. EXISTING CONDITION WITHOUT PROPOSED DEVELOPMENT



& 3/F TUNG HIP COMMERCIAL BUILDIN 244 DES VOEUX ROAD CENTRAL HONG KONG 2507 8333 2598 6576 FAX:

TEL:

JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong

Drawing Title PHOTOMONTAGE OF VIEWPOINT 4

notomontage Updated tomontage Update Description

B. PHOTOMONTAGE WITH OUTLINE ZONING PLAN COMPLIANCE SCHEME



C. PHOTOMONTAGE WITH PROPOSED DEVELOPMENT



/12/23	Drawn		Date	Drawing No.	
/02/24	С	N	22/02/2024		
	Checked		Approved	Figure 7.4	
	R	RT	RT		
	Scale	N.T	· ·	Rev.	2
Date		N.1	.5.		-

Appendix 3

Sewerage and Drainage Impact Appraisal

Intentionally Blank



Sewerage and Drainage Impact Appraisal

For

Amendment of Plan to

Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

Prepared by:Prudential Surveyors International LimitedVersion:EDate:May 2024

TABLE OF CONTENTS

TAB	ABLE OF CONTENTS	2
1.	Introduction	
1.	1.1 Background	
1.	1.2 Site and its Surroundings	
1.	1.3 Proposed Development	
2.	Sewerage Impact Appraisal	5
2.	2.1 Scope of Works	5
2.	2.2 Existing Sewerage Facilities	5
2.	2.3 Proposed Sewerage Treatment	5
2.	2.4 Assessment Criteria, Methodology and Assum	ptions6
2.	2.5 Estimation of Sewerage Flow	7
2.	2.6 Discussion	
2.	2.7 Conclusion	
3.	Drainage Impact Appraisal	
3.	3.1 Scope of Works	
3.	3.2 Assessment Methodology	
3.	3.3 Existing and Planned Drainage Facilities	
3.	3.4 Drainage Catchment Area	
3.	3.5 Drainage Calculations for the Proposed Provis	ion of Drainage Facilities12
3.	3.6 Proposed Drainage System	
3.	3.7 Discussion	
3.	3.8 Conclusion	

List of Figures

Figure 1.1	Location Plan
Figure 1.2	The Site and Its Surroundir

- Figure 1.2The Site and Its SurroundingsFigure 2.1Existing DSD Utility Record Plan
- Figure 2.2 Reference Septic Tank
- Figure 2.3 Proposed Sewerage Layout Plan
- Figure 3.1A Proposed Drainage Layout from the Hiram's Highway Improvement Stage 1 Project
- Figure 3.18 Proposed Drainage Layout from the Hiram's Highway Improvement Stage 1 Project
- Figure 3.2 Drainage Layout Plan
- Figure 3.3 Catchment Area Plan
- Figure 3.4 Proposed Drainage Connection
- Figure 3.5 Design Calculation of Proposed Drainage System

<u>List of Tables</u>

- Table 1.1Proposed GFA of Houses
- Table 2.1Calculation of Septic Tank
- Table 2.2Estimated Sewerage Flow from the Site

1. Introduction

1.1 Background

- 1.1.1 This Sewerage and Drainage Appraisal is to support a planning permission from the Town Planning Board (TPB) under Section 12A of the Town Planning Ordinance (CAP. 131) for a proposed rezone of the Subject Site from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3)" ("R(C)3") within various lots within DD210 and DD244 and adjoining government land in Ho Chung, Sai Kung, New Territories. The application Site (the **Site**) is composed of 3 parcels, namely Parcel A, B and C. [refer to **Figure 1.1**]
- 1.1.2 The owner of the application Site has the intention to construct six individual houses with twelve car parking spaces in Parcels A and B of the Site and two individual house with four car parking spaces in Parcel C of the Site.

1.2 Site and its Surroundings

- 1.2.1 A site visit was carried out on 6 July 2023. Per the observations from the Site visit, it was observed that the Site is situated in rural environs with a mixture of residential, industrial and storage uses with dwellings. [refer to **Figure 1.2**] The details of the surrounding are that:
 - to the north of the Site is some 2 and 3-storey rural housing;
 - to the east of the Site are some car repair workshops and to the further east are residential blocks of Marina Cove;
 - to the south of the Site is the former Production Centre of Asia Television Limited (abandoned); and
 - to the west of the Site is Luk Mei Village with a mixture of traditional single-storey village-type developments and modern 3-storey New Territories Exempted Houses (NTEHs).
- 1.2.2 Apart from residential buildings, there are scattered structures in the vicinity of the Site intended primarily for industrial uses including an unnamed warehouse, a motor repair workshop (Bayview Motors Company), a food factory under Koon Yick Food Manufacturing Company (冠益華記食品廠) ("Koon Yick").

1.3 Proposed Development

1.3.1 The Proposed Development is to erect six individual houses in Parcel A and B of the Site and two individual houses in Parcel C of the Site. The proposed gross floor area (GFA) of the houses are summarised in Table 1.1

Sewerage and Drainage Impact Appraisal for Amendment of Plan Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung New Territories, Hong Kong

Propose House	Gross Floor Area (GFA) (sqm) (about)
House 1	283.35
House 2	283.35
House 3	283.35
House 4	283.35
House 5	283.35
House 6	283.35
House 7	345.75
House 8	345.75
Total	2,391.6
Average	298.95

Table 1.1 Proposed GFA of Houses

2. Sewerage Impact Appraisal

2.1 Scope of Works

- 2.1.1 The objective of this Sewerage Impact Appraisal (SIA) is to assess whether the capacity of the sewerage networking is sufficient to cope with the peak sewerage flow arising from the proposed comprehensive residential development.
- 2.1.2 Existing drainage record plan from the Drainage Services Department (DSD) is shown in **Figure 2.1**.

2.2 Existing Sewerage Facilities

- 2.2.1 According to the drainage record plan, there is no existing public sewerage network serving the Site. [refer to **Figure 2.1**]. Hence, the Site is an unsewered area at present.
- 2.3 Proposed Sewerage Treatment
- 2.3.1 In consideration that the Site is unsewered area, it is necessary to consider the provision of an on-site underground Sewerage Treatment Plant, which will be used for treatment of sewerage generated from the Proposed Development.
- 2.3.2 The applicant will be responsible for the construction, operation and maintenance of the on-site underground Sewerage Treatment Plant and all inter-connecting sewerage pipework (polyethylene pipes) within the Site. The sewerage collected from each house will be discharged to septic tank and soil soakaway pit.
- 2.3.3 The design, operation and maintenance of the proposed underground Sewerage Treatment Plant are in compliance with EPD's Practice Note for Professional Person (ProPECC) PN 5/93. It is proposed to construct eight entire underground Sewerage Treatment Plant (involve inlet trap, septic tank, outlet trap, inter-connecting pipes and soil soakaway pit) for proposed houses. The proposed capacity of the each septic tank is 15.98 cu.m and it is greater than the estimated daily water consumption of each proposed house. A reference septic tank is illustrated in **Figure 2.2** and the calculation of septic tank are shown in Table 2. For the proposed soil soakaway pit, its size should be determined basing on soil absorption rate and therefore it should be determined in detail design stage.

Sewerage and Drainage Impact Appraisal for Amendment of Plan Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung New Territories, Hong Kong

		(mm)
Proposed Septic Tank	(L-t)x BxD	(5700-150)1600x1800 =
Capacity		15.98 cu.m
The proposed septic tank		
System aims to serve one		
house with 4 Nos. of		
Person.		
Estimate Ultimate per	Design Flow Rate	0.37 x 6 = 2.22
capita daily water	x Peak Factor	cu.m/person/day
consumption		
Required Septic Tank	Nos of Person Per House x	4 x 2.22 = 8.88 is less
Capacity	estimated daily water	Septic Tank Capacity
	consumption	(15.98 cu.m)
Tank to be desludged		
every 6 months		
The soil soakaway pit to be		
designed in accordance with		
PROPECC PN5/93 and its size		
shall be determined base on		
absorption capacity of soil and		
ultimate consumption rate.		

Table 2.1 - Calculation of Septic Tank

- 2.3.4 In addition, the proposed septic tank would be inspected at least once every 6 months by the applicant. If there is any flooding / overflow from the Septic Tank or foul smell become noticeable, immediate inspection would be carried out. Desluging the Septic Tank when thickness of sludge exceeds 30cm or ¼ of overall water depth or clogging of the septic tank outlet pipe or the soakaway pit or soil is suspected. Last, disposing the sludge would be carried out properly. Sludge removed would be transported by specialist contractors to sewerage treatment works for disposal.
- 2.3.5 The location of the proposed underground Sewerage Treatment Plant for the Site is illustrated in **Figure 2.3**.
- 2.3.6 Once the concerned public sewerage system is available in the vicinity, the Septic Tank System will be abandoned and replaced with a pump pit and a connection terminal manhole. All sewerage generated from the Proposed Development will be conveyed to the public sewerage system.

2.4 Assessment Criteria, Methodology and Assumptions

- 2.4.1 The adopted unit flow factor and global peaking factors will adopt the figures stipulated in the Guidelines for Estimating Sewerage Flows for Sewerage Infrastructure Planning (GESF) (Version 1.0) issued by the Environmental Protection Department (EPD) in March 2005 to estimate the sewerage flow generated from the Proposed Development.
- 2.4.2 With reference to Table T-1: Unit Flow Factors for Domestic Flows in the GESF (Version 1.0), the unit flow factors for private housing R4 domestic flow is 0.37cu.m/person/day.

2.5 Estimation of Sewerage Flow

- 2.5.1 The primary source of contaminants arising from the Site will be from bathrooms, toilets and kitchens from residential houses.
- 2.5.2 Table 2.2 shows the estimated peak sewerage flow for the Proposed Development.

Calculation for Sewerage Flow Generation Rate of the Site					
1a. Total number of units	=	8	units		
1b. Total number of residents	=	32	people		
1c. Design flow	=	0.37	cu.m/person/day – refer to Private R4 in Table T-1 ofGESF		
1d. Sewerage generation rate	=	9.25	cu.m/day		
1e. Peak factor	=	6	refer to Section 3.3 from EPD's Guidelines for Design of Small Sewerage Treatment Plant		
1f. Estimated total peak flow	=	6 x 9.25 =55.5	cu.m/day		
Sewerage to be di	scharge to	Septic Tank			
2a. Number of septic tank proposed for the development	=	8	units		
2b. Number of persons served by each septic tank	=	32 /8 = 4	people		
2c. Required capacity of each septic tank	=	4x 0.37 x 6 = 8.88	cu.m/day		
2d. Design capacity of each septic tank	=	15.984 > 8.88	cu.m/day – refer to Table 2.1		

Table 2.2 - Estimated Sewerage Flow from the Site

2.5.3 As shown in Table 2.2 above, the estimated total peak flow for the Proposed Development is 55.5 cu.m/day and the capacity of each proposed septic tank (15.984 cu.m/day) is greater than required capacity (8.88 cu.m/day).

2.6 Discussion

- 2.6.1 According to the drainage record plans obtained from DSD, there is no existing public sewerage network serving the Site. Sewerage from the Site is proposed to be discharged to the proposed underground Sewerage Treatment Plant.
- 2.6.2 The applicant shall take the maintenance responsibility of the septic tank and soil soakaway pit in order to maintain the operation of the proposed underground Sewerage Treatment Plant.
- 2.6.3 According to the design of the septic tank for the Proposed Development presented in Table 2 and estimated sewerage generation, it is anticipated that the proposed underground Sewerage Treatment Plants shown in **Figure 2.3** will have sufficient capacity to cater for sewerage generated from the proposed residential development.

2.7 Conclusion

2.7.1 Based on the sewerage generated and the capacity of the septic tank, it is anticipated that there will be no serious adverse sewerage impact to the area after the implementation of the development.

3. Drainage Impact Appraisal

3.1 Scope of Works

3.1.1 The objective of this Drainage Impact Appraisal (DIA) is to assess whether the Proposed Development may cause adverse impacts on drainage and flooding. These impacts will be identified and mitigation measures will be proposed in order to demonstrate that the Proposed Development will not cause an unacceptable increase in the risk of flooding in areas upstream of, adjacent to or downstream of the development.

3.2 Assessment Methodology

3.2.1 Assessment Method

Potential drainage impacts due to the propose development are identified by comparing the existing drainage conditions against that the drainage conditions after the proposed development.

The rainfall statistics at HKO Headquarters has been adopted in estimating the rainfall intensity of the catchments using Intensity-Duration-Frequency Relationship as expressed by the following equation:

$$\mathbf{i} = \frac{\mathbf{a}}{(\mathbf{t}_d + \mathbf{b})^c}$$

where

i is extreme mean intensity (mm/hr)

t_d is the duration in minutes

a, b, c are the constants given in Table 3a of SDM

Moreover, the Colebrook-White equation is used for the design of circular pipe.

3.2.2 Design Parameters

Climate Change

According to the recommendations of SDM 2018 Corrigendum No. 1/2022, climate change effect should be incorporated into the design of drainage system. Normally, climate change effect up to end of 21st century plus design allowance should be accounted for.

Nevertheless, for drainage system that can be upgraded progressively at later stage, design for drainage provision can firstly consider the projection of rainfall increase in the mid 21st century. Adequate Site area / relevant provisions should then be reserved / provided to facilitate future upgrading works taking into account the projection of rainfall increase plus design allowance in end of 21st century.

For drainage design that could hardly be upgraded progressively at later stage, design for drainage provision should consider the projection of rainfall increase plus design allowance in end of 21st century at the first place.

Table 28 and Table 31 of SDM 2018 Corrigendum No. 1/2022 are reproduced in Table 3.1 and Table 3.2. They show the recommended rainfall increase due to climate change and the design allowance respectively.

	Rainfall Increase
Mid 21 st Century	11.1%
End of 21 st Century	16.0%

Table 3.1 – Rainfall Increase for Climate Changes (SDM) for use of Capacity Check of the Ultimate stage

	Extreme Sea Level Rise (Sum of Mean Sea Level Rise and Storm Surge Increase)				
Rainfall Increase	Return Period (Years)	North Point/ Quarry Bay (m)	Tai Po Kau (m)	Tsim Bei Tsui (m)	Tai O (m)
	2	0.20	0.22	0.20	0.19
	5	0.21	0.24	0.22	0.19
	10	0.22	0.25	0.23	0.21
12.1%	20	0.22	0.27	0.23	0.21
	50	0.24	0.29	0.25	0.22
	100	0.24	0.31	0.26	0.23
	200	0.25	0.34	0.27	0.24

Table 3.2 – Design Allowance in End of 21st Century

In summary, the SDM 2018 Corrigendum No. 1/2022 recommends the rainfall intensity should be increased by 11.1% and 28.1% to account for climate change effect up to mid century and end century respectively.

Sedimentation

For design of new proposed drains, sediment for the pipeline system follows the recommendation given in Section 9.3 of SDM 2018, which suggests allowing 5% reduction in flow area if the gradient is greater than 1 in 25, and 10% reduction in flow area in other areas.

3.2.3 Design Return Periods of DSD Drainage System

With reference to the DSD SDM 2018 clause 6.6.2, underground drainage pipes with a diameter smaller than 1.8m (or equivalent diameter in case of a box culvert) conveying stormwater to a trunk drain, river, or sea are normally classified as "Urban Drainage Branch System". An Urban Drainage Trunk System" collects stormwater from branch drains and conveys the flow to outfalls in river or sea. Pipes with size or box culverts with equivalent diameter equal to or larger than 1.8m are normally considered as trunk drains.

Recommended Design Return Periods from DSD SDM 2018 are shown in Table 3.3.

	Drainage Type	Design Return Period
	Urban Drainage Trunk Systems	200 years
	Urban Drainage Branch Systems	50 years
ь [.]		

Table 3.3 – Recommended Design Return Periods

The proposed permanent drainage network within the Development and existing unnamed drainage system along Ho Chung North Road and Luk Mei Tsuen Road are provided with a diameter less than 1.8m and are considered as Urban drainage branch systems. The design return period for the abovementioned drainage systems is 1 in 50 years according to Table 3.3.

3.2.4 Design Rainfall

The Rational Method is adopted to estimate the peak runoff:

$$i = \frac{a}{(t_d + b)^c}$$

where

- i = Extreme Mean Intensity (mm/hr)
- td = Rainfall Duration (min)
- a, b, c = Storm Constants

а	451.3			
b	2.46			
С	0.337			

Table 3.4 - Storm Constants for Return Period of 50 years at HKO Headquarters Based on SDM

3.2.5 <u>Runoff Parameters of Drainage System</u>

In estimate of runoff coefficient (C), the following sets of runoff coefficient have been considered.

Making reference to the DSD SDM 2018 clause 7.5.2, a runoff coefficient of 0.25 was adopted for vegetated surface and 0.95 was adopted for paved surface of the Site. After the Proposed Development, the runoff coefficient would be changed since the Site would be changed from paved to partially vegetated and partially paved surface. An equivalent runoff coefficient (C_{equ}) has been calculated for the Proposed Development based on proportion of paved and vegetated surface area. The calculation for the equivalent runoff coefficient of the Site area and the adopted runoff coefficient for other catchments in concern are provided in **Figure 3.5**.

3.3 Existing and Planned Drainage Facilities

- 3.3.1 According to the existing drainage record plan from the Drainage Services Department (DSD) there are no drainage maintained by the DSD in the vicinity. This is shown in **Figure 2.1**.
- 3.3.2 Upon a Site investigation carried out on July 6 2023, a series of unnamed stormwater manholes were located along Ho Chung North Road and Luk Mei Tsuen Road (main road) and a series of U-channels were identified along Luk Mei Tsuen Road of the Parcel A and Parcel B of the Site. It is most likely these U-channels /pipes are connected to the drainages along Ho Chung North Road / Luk Mei Tsuen Road. These non-documented drainages are shown in **Figure 3.1**.
- 3.3.3 According to the information provided by the Contractor of Highways Department's Hiram's Highway Improvement Stage 1 Project [refer to **Figure 3.1A and 3.1B**], there is an existing nominal diameter (DN) 300 storm drain located under Ho Chung North Road and 450-525 storm drains located under Luk Mei Tsuen Road in the vicinity of the Site. The storm drains were completed in February 2021¹. The U-channels identified along Luk Mei Tsuen Road were recently built in 2023.
- 3.3.4 A drainage layout plan comprising the mentioned drainage information is presented in **Figure 3.2**.

3.4 Drainage Catchment Area

- 3.4.1 The drainage catchment areas included upstream catchment area and the Site. **Figure 3.3** illustrates the estimated overall upstream catchment area. The catchment area within the Site includes the open area and the roof of the buildings.
- 3.4.2 The surface runoff discharged from the upstream catchment area would be collected by the existing perimeter U-channel surrounding the Site along Luk Mei Tsuen Road.

¹ Highways Department's web site (2023) Hiram's Highway Improvement Stage 1

3.5 Drainage Calculations for the Proposed Provision of Drainage Facilities

3.5.1 The Rational Method has been adopted for hydraulic analysis and the peak runoff is given by the following expression:

Q = 0.278 C i A

where Q = peak runoff in m³/s C = runoff coefficient i = rainfall intensity in mm/hr A = catchment area in km²

3.5.2 The Rainfall Increase due to Climate Change at the end of 21^{th} Century of 16% and the Rainfall Increase for Design Allowance of 12.1% would be included to the rainfall intensity in accordance with Table 28 and Table 31 of the Stormwater Drainage Corrigendum No. 1/2022. The average rainfall intensity (i) is estimated on the basis of the design rainfall duration and 50 years return period according to Chapter 4 and Table 3a of the Stormwater Drainage Manual (fifth edition, Jan). The design rainfall duration is taken as the time of concentration (t_c):

$$t_c = 0.14465L/(A^{0.1} H^{0.2})$$

where A = catchment area (m²) H = average catchment slope (m/100m) L = catchment Length (m)

3.5.3 As the drains in the area has been built and there is no other nearby proposed development, it would be assumed the catchment area to be include the Proposed Development and Ho Chung North Road. They are identified as Catchment A1, A2, A3, R1 and R2. The catchment area refers to **Figure 3.4**.

Assuming that:

- i. The area of Catchment:
 - A1 = 678.22 m² (0.0006 km²); A2 = 1265.38 m² (0.0012 km²); A3 = 922.58 m² (0.0009 km²); R1 = 435.96 m² (0.0004 km²); and R2 = 715.85 m² (0.0007 km²).
- ii. Catchment R1 and R2 is paved. The catchment of the Site (A1, A2 and A3) before Proposed Development is paved. The catchment of the Site after Proposed Development is partially vegetated and partially paved. Therefore the value of runoff coefficient (C) for paved area is taken as 0.95 and for vegetated area is taken as 0.25, and the equivalent runoff coefficient has been calculated for the Site after Proposed Development based on proportion of paved and vegetated surface area as shown in **Figure 3.5**.

- 3.5.4 The time of concentration of catchment A1+A2 and A3 before Proposed Development are: 14.3729 mins and 10.4967 mins respectively. The average adjusted rainfall intensity due to climate change for catchment A1+A2 and A3 before Proposed Development would then be 223.2538 mm/hr and 243.8391 mm/hr respectively. Therefore, the total peak runoff from Parcel A and B before Proposed Development is 0.1061 m³/s, while the total peak runoff from Parcel C before Proposed Development is 0.0580 m³/s.
- 3.5.5 The time of concentration of catchment A1, A2 and A3 after Proposed Development are: 7.8609 mins, 15.5561 mins, and 15.2357 mins respectively. The average adjusted rainfall intensity due to climate change for catchment A1, A2 and A3 after Proposed Development would then be 263.2637 mm/hr, 218.2010 mm/hr and 219.5244 mm/hr respectively. Therefore, the total peak runoff from Parcel A and B after Proposed Development is 0.0879 m³/s, while the total peak runoff from Parcel C after Proposed Development is 0.0394 m³/s.
- 3.5.6 The runoff calculation for catchment R1 and R2 should be the same as there is no difference before and after the Proposed Development. Therefore the time of concentration of catchment R1 and R2 are: 9.2439 mins and 17.0690 mins respectively. The average adjusted rainfall intensity due to climate change for catchment R1 and R2 would then be 252.3406 mm/hr and 212.3514 mm/hr respectively. Therefore, the total peak runoff from Catchment R1 is 0.0267 m³/s while the total peak runoff from Catchment R2 is 0.0393 m³/s.
- 3.5.7 As a result, the total peak runoff from Catchment A1+A2+R1 is 0.1328 m³/s before Proposed Development and 0.1145 m³/s after Proposed Development, while the total peak runoff from A1+A2+A3+R1+R2 is 0.2300 m³/s before Proposed Development and 0.1932 m³/s after Proposed Development. It implies that there is a 2 to 4% drop of peak runoff after providing more vegetated greenery areas and reducing paved areas after the Proposed Development.
- 3.5.8 The detailed design calculations of proposed drainage system are provided in **Figure 3.5**. In accordance with the Chart for the Rapid Design of Channels in "Geotechnical Manual for Slopes", 300mm surface U-channel in 1:100 gradient is considered adequate to dissipate all the stormwater accrued by the Site and the said portion of Ho Chung North Road. The intercepted stormwater will then be discharged to the proposed 300 mm surface U-channel and connect to the existing storm drain outside the Site along Ho Chung North Road. The utilisation rate is 68 to 77% before Proposed Development and 59 to 64% after Proposed Development, which implies the utilisation of the drainage system would have been decreased about 9 to 12% after the Proposed Development.

3.6 Proposed Drainage System

3.6.1 For Parcel A and B of the Site, the surface runoff discharged from the Site will gravitate to lower grounds and be collected by the proposed 300mm U-channel surrounding the Site and the proposed 300mm U-channel located across the Site. The storm water collected from the U-channel would flow into the 300mm precast concrete pipes to a proposed new manhole. The new manhole will be connected to the existing unnamed stormwater manhole along Ho Chung North Road.

- 3.6.2 For Parcel C of the Site, the surface runoff discharged from the Site will be collected by the proposed 300mm U-channel surrounding the Site. The storm water collected from the U-channel would flow into the 300mm precast concrete pipes to a proposed new manhole. The new manhole will be connected to the existing unnamed stormwater manhole along Ho Chung North Road.
- 3.6.3 The indicative drainage connection is shown in **Figure 3.4**.

3.7 Discussion

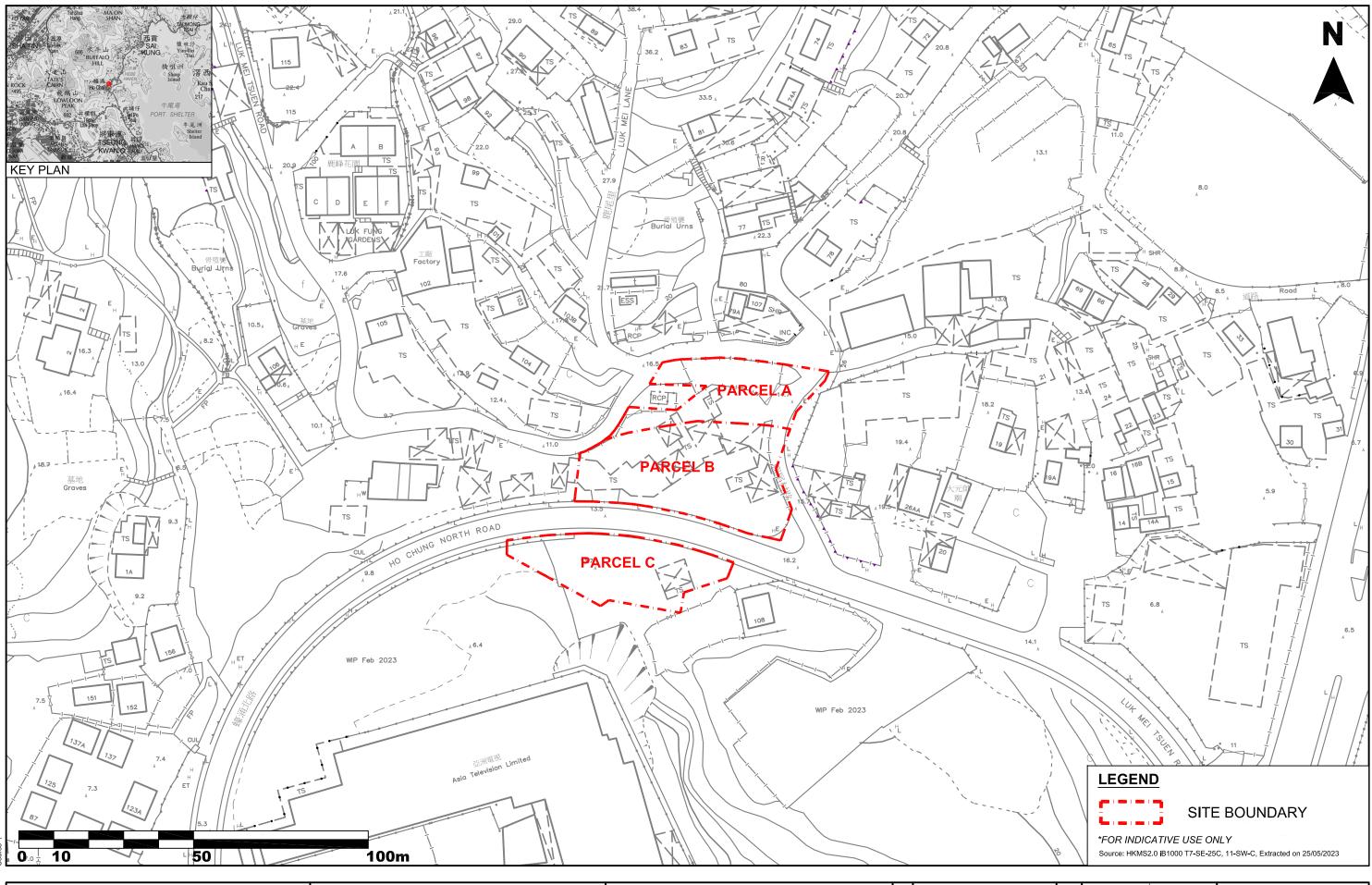
- 3.7.1 According to the drainage record plans obtained from DSD, there is no existing public drainage network serving the Site. A series of unnamed drainage pipes on Ho Chung North Road are have been built for the Highways Department's Hiram's Highway Improvement Stage 1 Project. These drainage pipes are capable to collect the surface runoff from the Site.
- 3.7.2 The surface runoff from the Site will be collected by the proposed perimeter U-channel and discharged to the unnamed storm water manholes along Ho Chung Road/Luk Mei Tsuen Road.
- 3.7.3 The estimated flow rate of surface runoff discharge from the Site after Proposed Development to public 300 dia. drainage pipe on Ho Chung North Road is about 0.13 m³/s and the public pipe is capable to collect the runoff.
- 3.7.4 Therefore, the proposed drainage connection is feasible for the Proposed Development.

3.8 Conclusion

3.8.1 Based on the proposed drainage system, it is anticipated that there will be no serious adverse drainage impact to the existing drainage system after the implementation of the development.

Figures

Intentionally Blank

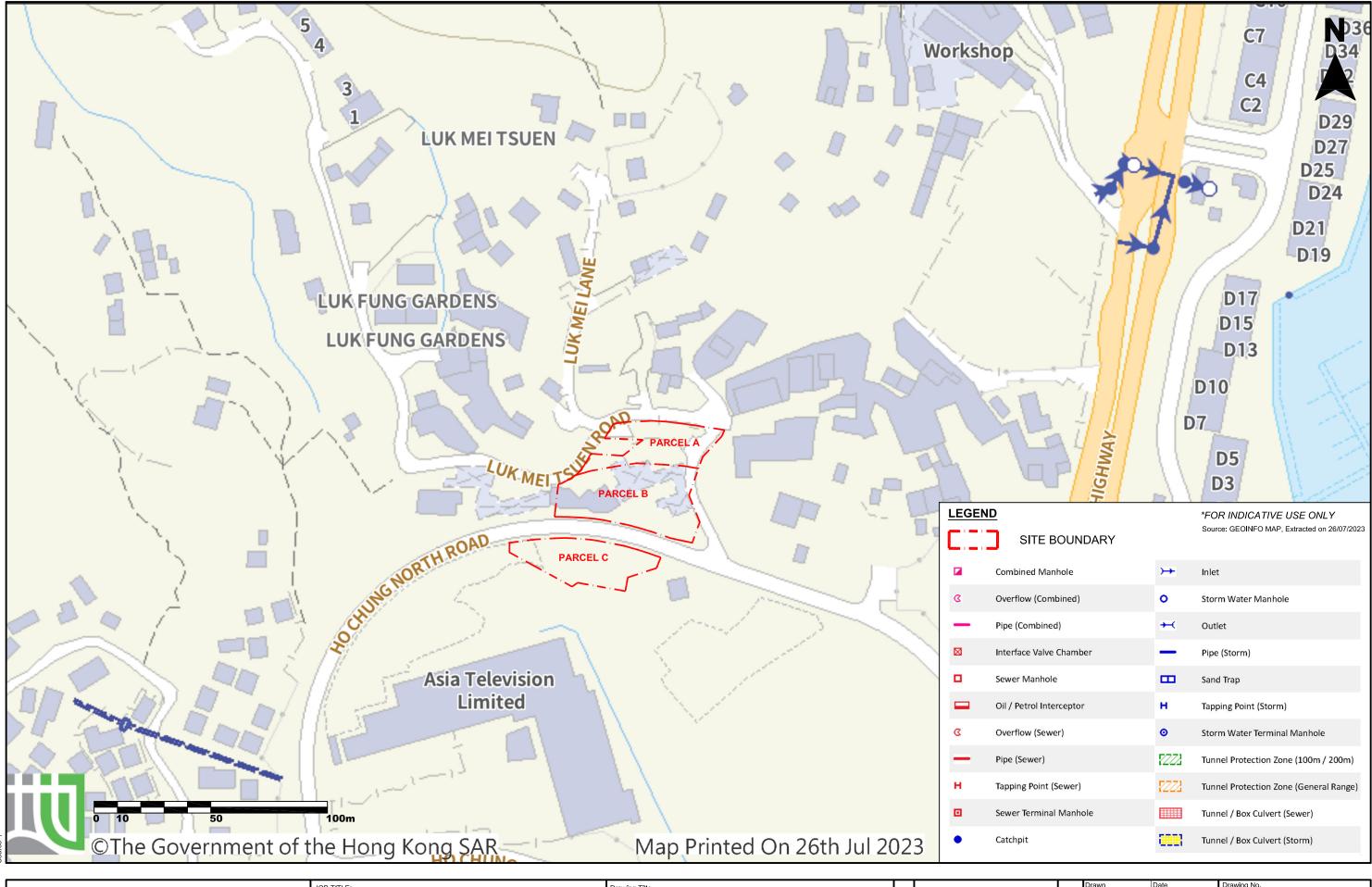


	JOB TITLE:	Drawing Title			Dr	rawn	Date CN 19/07/2023	Drawing No.
SURVEYING- LAND ADVISORY-VALUATION 行 TEL: 2507 8333	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in				Cł	hecked	Approved RT RT RT	Figure 1.1
	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Date Sc	cale	1:1000 @ A3	Rev. 🗕



Drawing Title JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong 2/F & 3/F TUNG HIP COMMERCIAL BUILDING THE SITE AND ITS SURROUNDINGS PRUDENTIAL 建 SURVEYING-LAND ADVISORY-VALUATION 行 244 DES VOEUX ROAD CENTRAL HONG KONG 2507 8333 2598 6576 TEL: FAX: Description

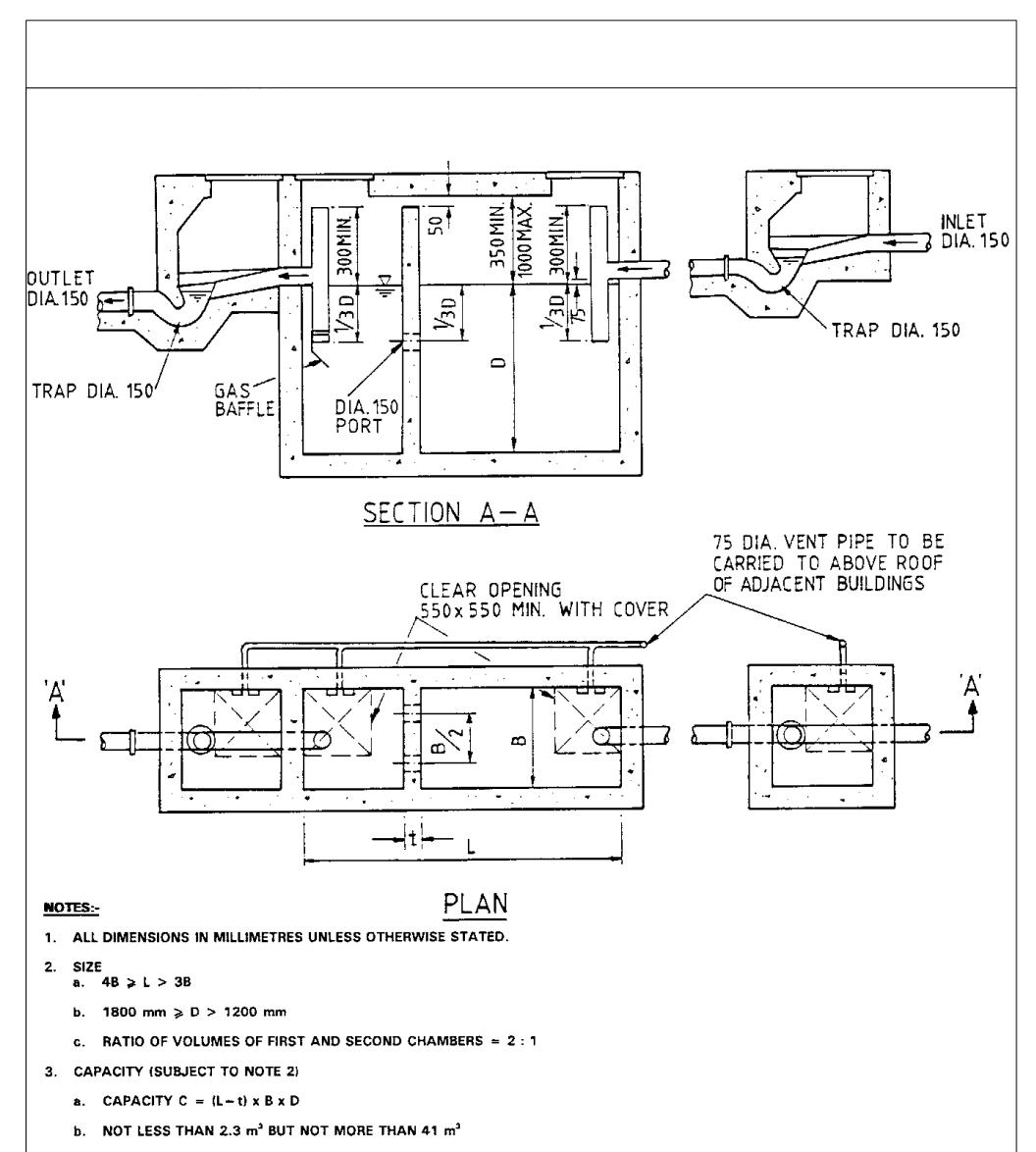
	Drawn		Date	Drawing No.
		CN	08/08/2023	FIGURE 1.2
	Checked		Approved	I IGONE 1.2
		RT	RT	
	Scale N.T.S.			Rev.
Date				



			JOB TITLE:	Drawing Title			
	ADDRES	S: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential				
		244 DES VOEUX ROAD CENTRAL HONG KONG	(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3")	EXISTING DOD UTILITY RECORD FLAN	1		
SURVEYING · LAND ADVISORY · VALUATION 行	TEL:		on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in				
	FAX:		Demarcation District 210 and Demarcation District 244 and Adjoining Government				
			land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Di

ole	↦	Inlet
ned)	•	Storm Water Manhole
	+-(Outlet
hamber	_	Pipe (Storm)
	-	Sand Trap
eptor	н	Tapping Point (Storm)
)	0	Storm Water Terminal Manhole
	7222	Tunnel Protection Zone (100m / 200m)
wer)	7222	Tunnel Protection Zone (General Range)
/lanhole		Tunnel / Box Culvert (Sewer)
	8 88 8	Tunnel / Box Culvert (Storm)

	Drawn	Date	Drawing No.
	CN	26/07/2023	
	Checked	Approved	Figure 2.1
	RT	RT	119010 2.1
	Scale	0.0.40	Rev.
Date	1:150	0 @ A3	-

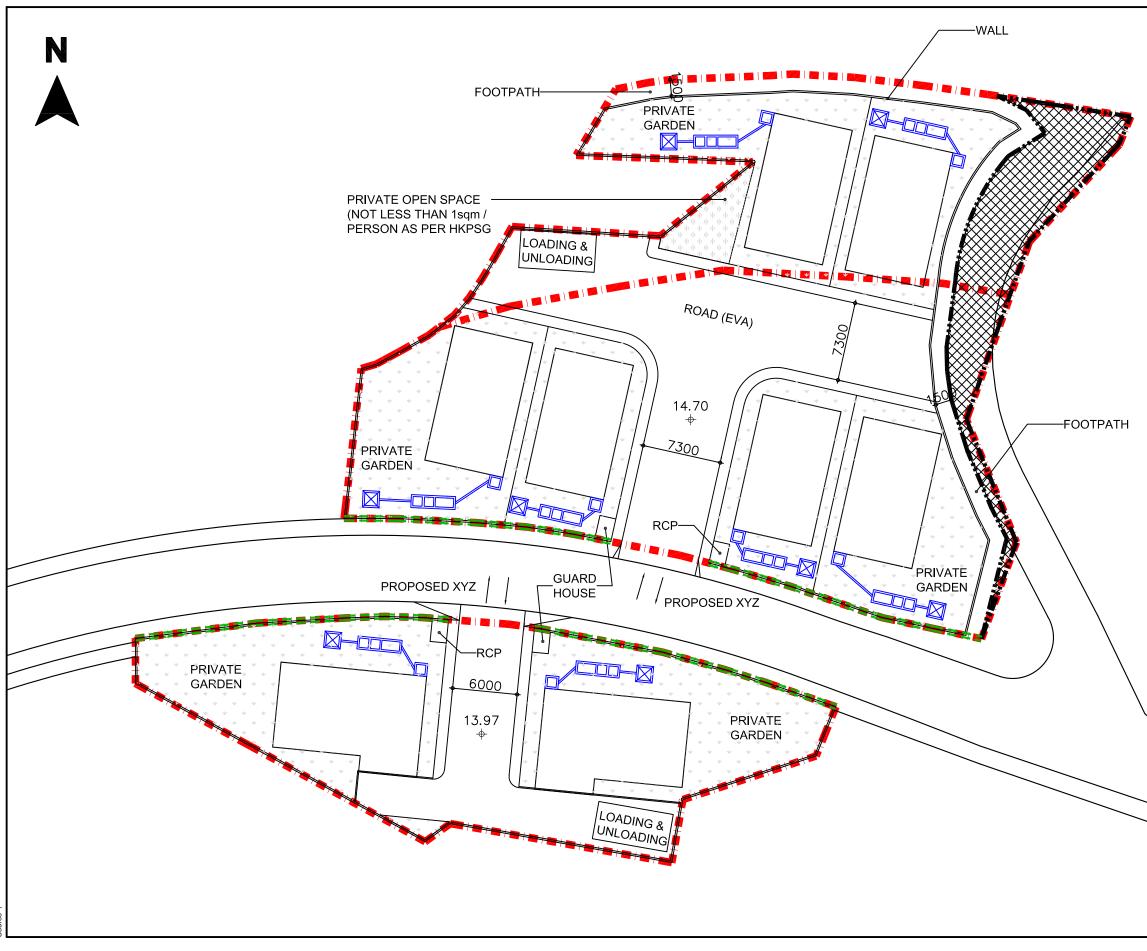


- C. NOT LESS THAN ON WHERE N IS THE NUMBER OF PERSONS SERVED AND Q IS THE ESTIMATED ULTIMATE PER CAPITA DAILY WATER CONSUMPTION
- d. SURFACE WATER MUST NOT BE CONNECTED TO THE TANK
- e. TANK TO BE DESLUDGED EVERY 6 MONTHS
- 4. NO OVERFLOW OR BYPASS PIPE IS ALLOWED.
- 5. PLEASE REFER TO THE BOOKLET "GUIDANCE NOTES ON DISCHARGES FROM VILLAGE HOUSES" PUBLISHED BY EPD FOR FURTHER GUIDELINES ON OPERATION AND MAINTENANCE OF SEPTIC TANK SYSTEM.

Flle Name Source

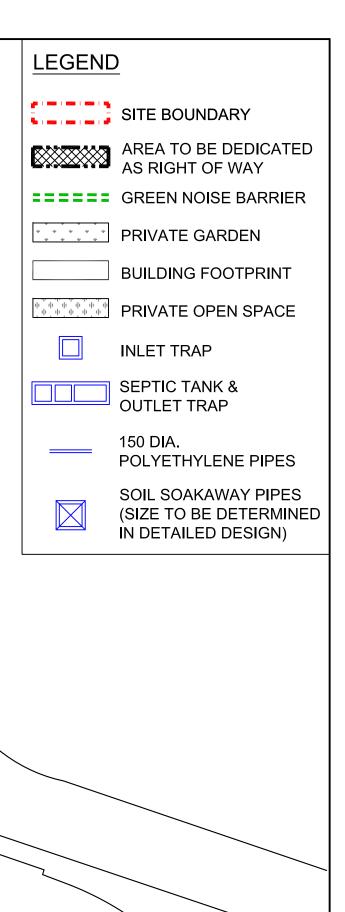
*FOR INDICATIVE USE ONLY Source: EDP ProPECC PN 5/93 Appendix D

Γ		JOB TITLE:	Drawing Title				Drawn	Date	Drawing No.
		Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential					CN	07/08/23	
		(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various					Checked	Approved	Fig. 2.2
	SURVEYING+LAND ADVISORY+VALUATION 行	Lots in Demarcation District 210 and Demarcation District 244 and Adjoining					RT	RT	
		Government land, Ho Chung, Sai Kung, New Territories, Hong Kong					Scale		Rev.
				Rev	Description	Date	N.I	.ə.	-

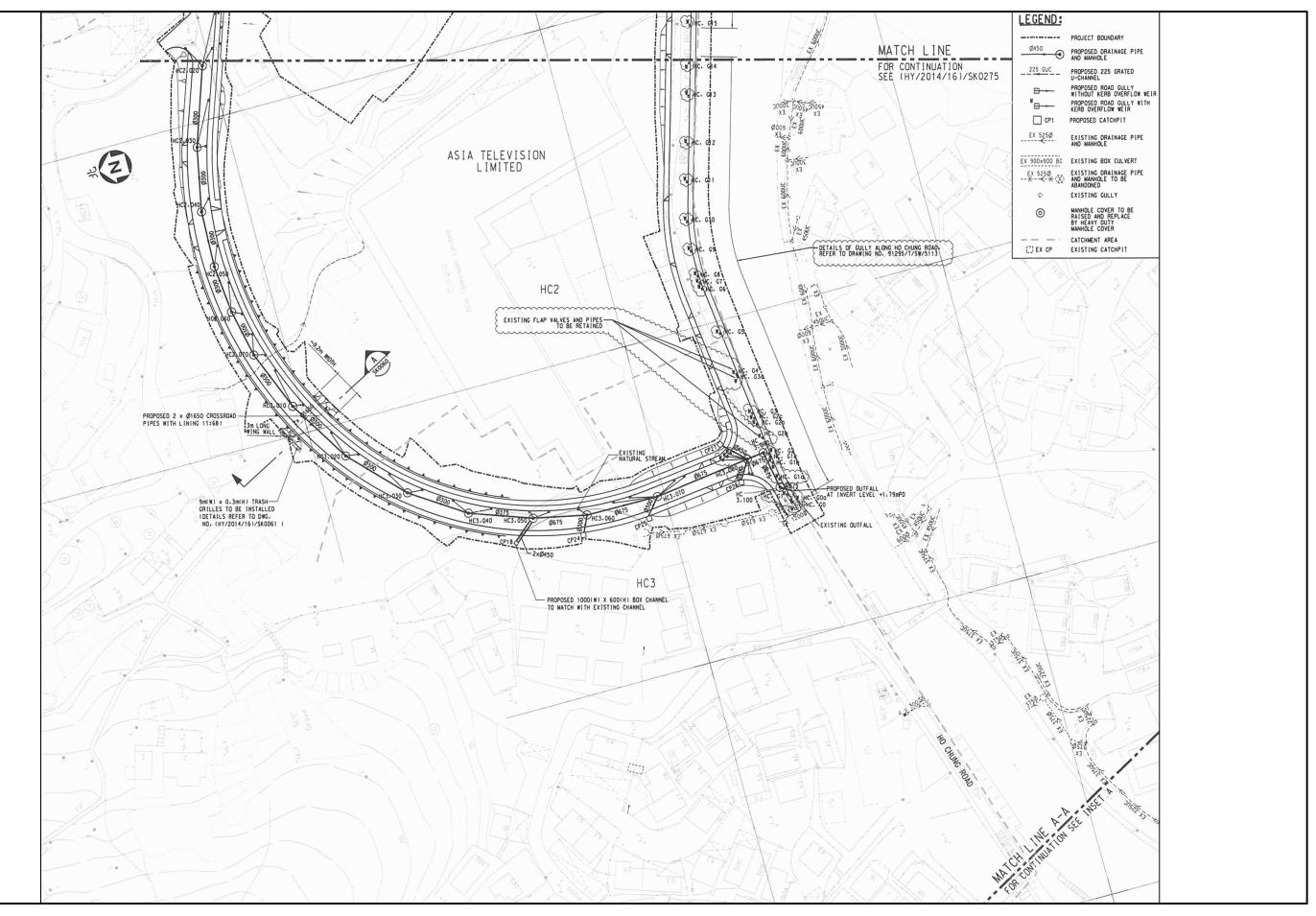


			JOB TITLE:	Drawing Title	-	-	16/08/23
	ADDRES	S: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential		1	Sewerage Layout Update	06/11/2
PRUDENTIAL			(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3")		2	Layout Update	19/12/2
SURVEYING · LAND ADVISORY · VALUATION		2507 8333	on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in				
	FAX:	2598 6576	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong				
			Ho Chung, Sai Kung, New Terniones, Hong Kong		Rev	Description	Date

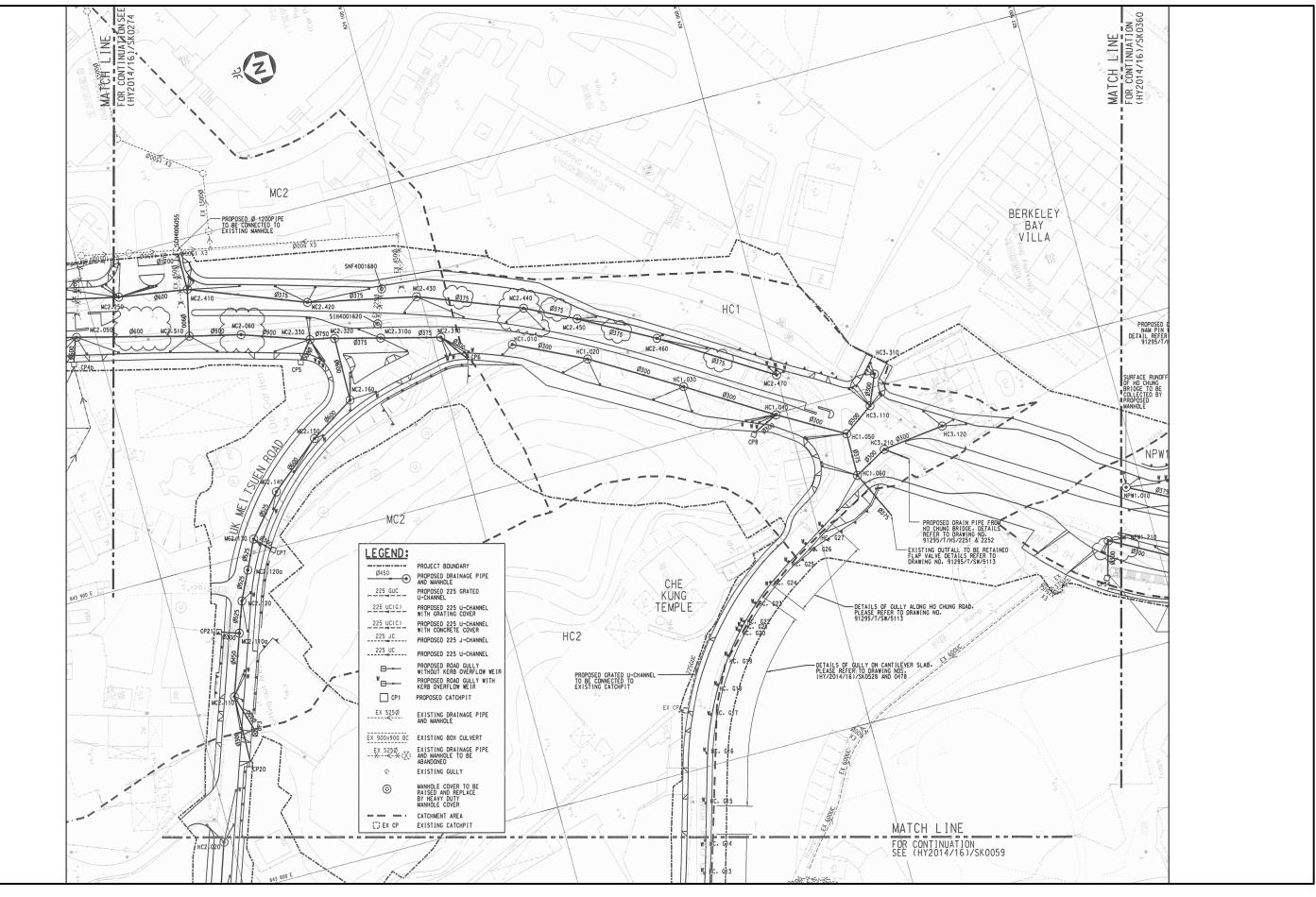
le



6/08/23	Drawn	Date	Drawing No.
6/11/23	CN	19/12/2023	
9/12/23	Checked	Approved	Figure 2.3
	RT	RT	1 1961 0 210
	Scale	A M	Rev. 2
Date	1:350	@ A3	Ζ

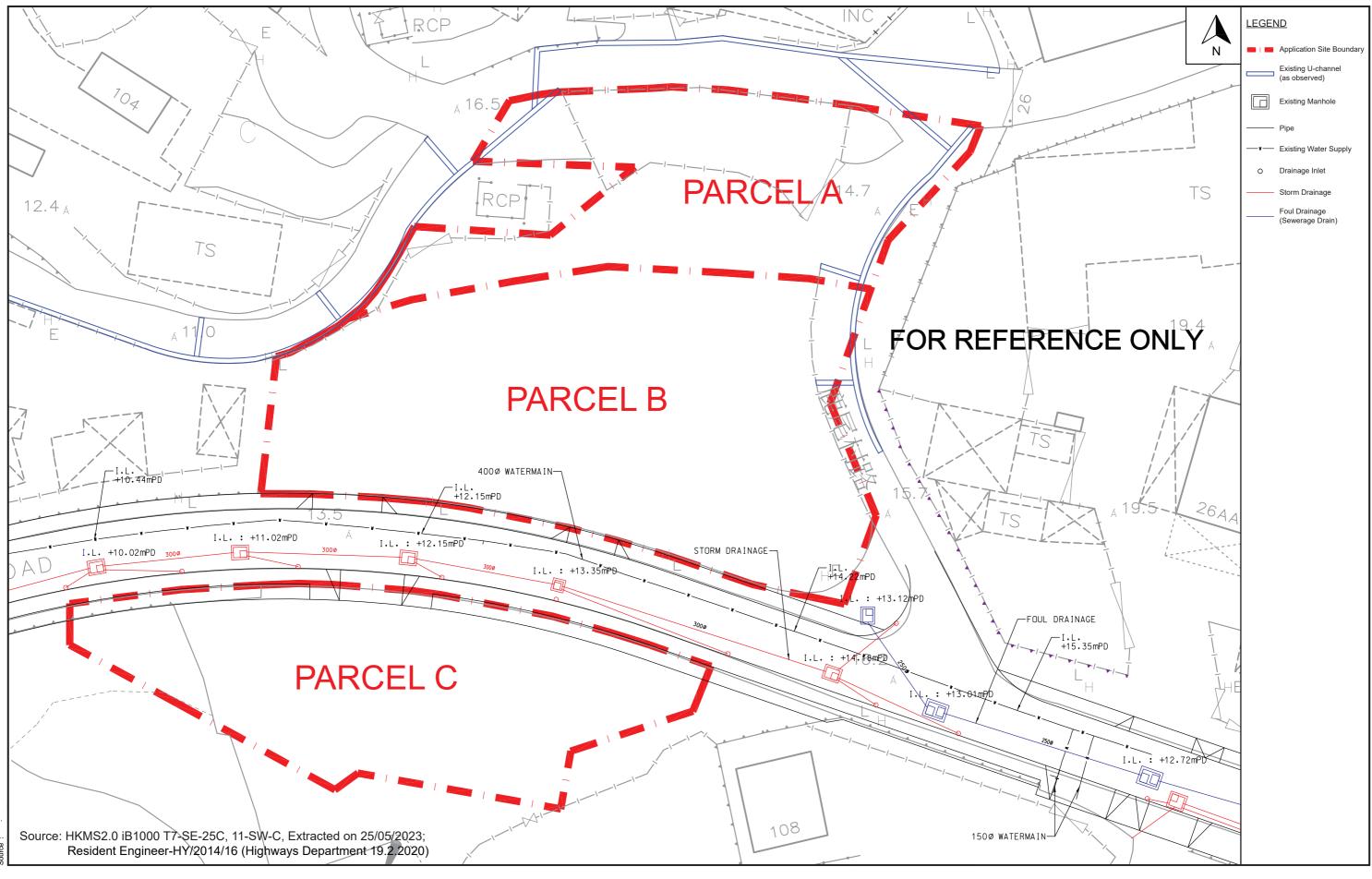


ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING SURVEYING-LAND ADVISORY-VALUATION TO TEL: 2507 8333 FAX: 2598 6576	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land,	HIGHWAY IMPROVEMENT STAGE 1 PROJECT				Drawn CN Checked RT Scale	Date 07/08/2023 Approved RT	Drawing No. Fig. 3.1A
	Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Date	N.	r.s.	-



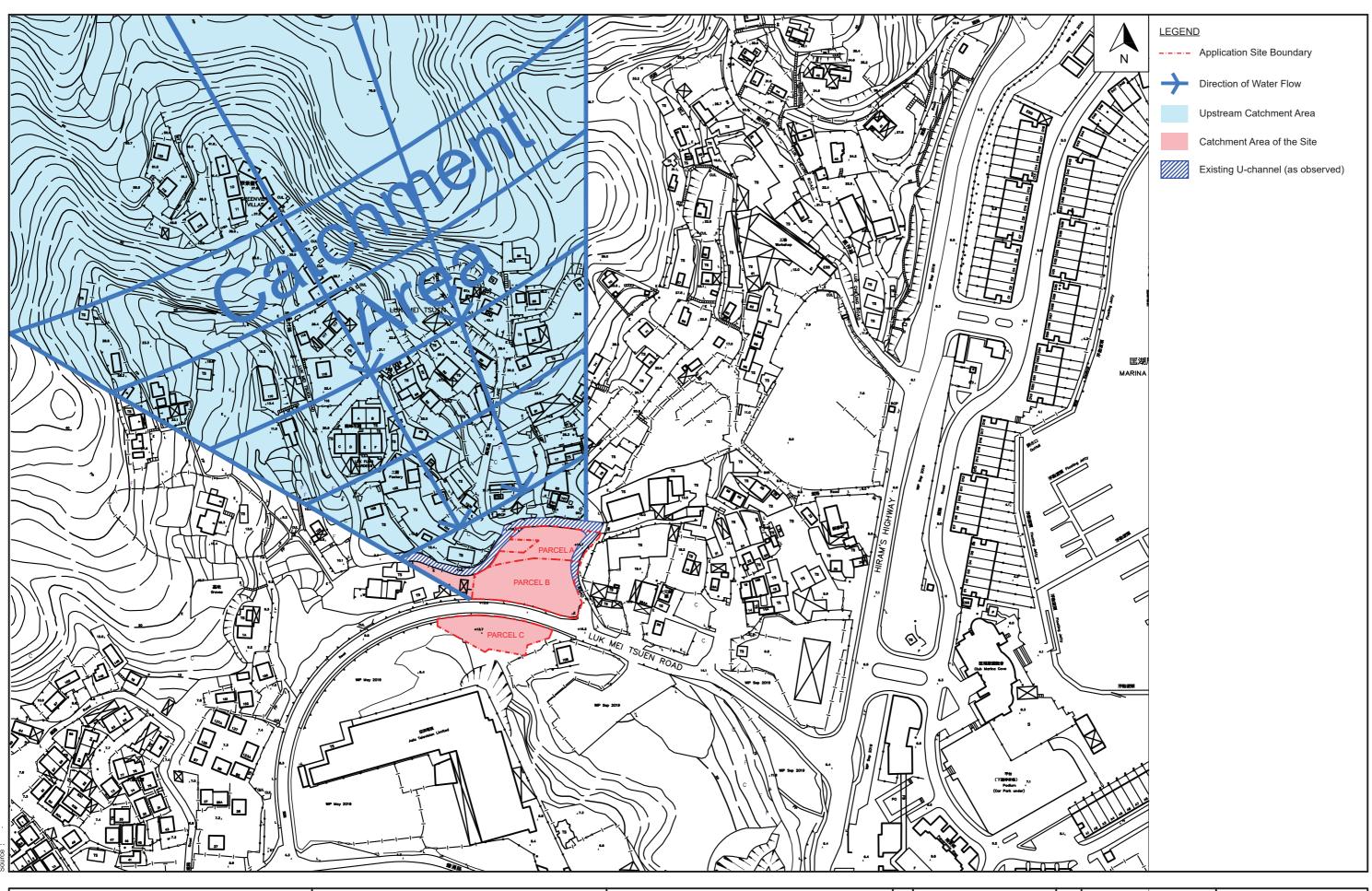
File Name

PRUDENTIAL # 244 DES VOEUX ROAD CENTRAL HONG KONG SURVEYING- LAND ADVISORY- VALUATION IT TEL: 2507 8333	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in	HIGHWAY IMPROVEMENT STAGE 1 PROJECT				Drawn Checked	Date CN 07/08/2023 Approved RT	Drawing No. Fig. 3.1B
FAX: 2598 6576	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Date	Scale	N.T.S.	Rev.



	JOB TITLE:	Drawing Title	·	-	09/
ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential	DRAINAGE LAYOUT PLAN	1	Drainage Layout Updated	30/
PRUDENTIAL 244 DES VOEUX ROAD CENTRAL HONG KONG	(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3")				Г
SURVEYING · LAND ADVISORY · VALUATION 行 TEL: 2507 8333	on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in				Г
FAX: 2598 6576	Demarcation District 210 and Demarcation District 244 and Adjoining Government land,				Г
	Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	

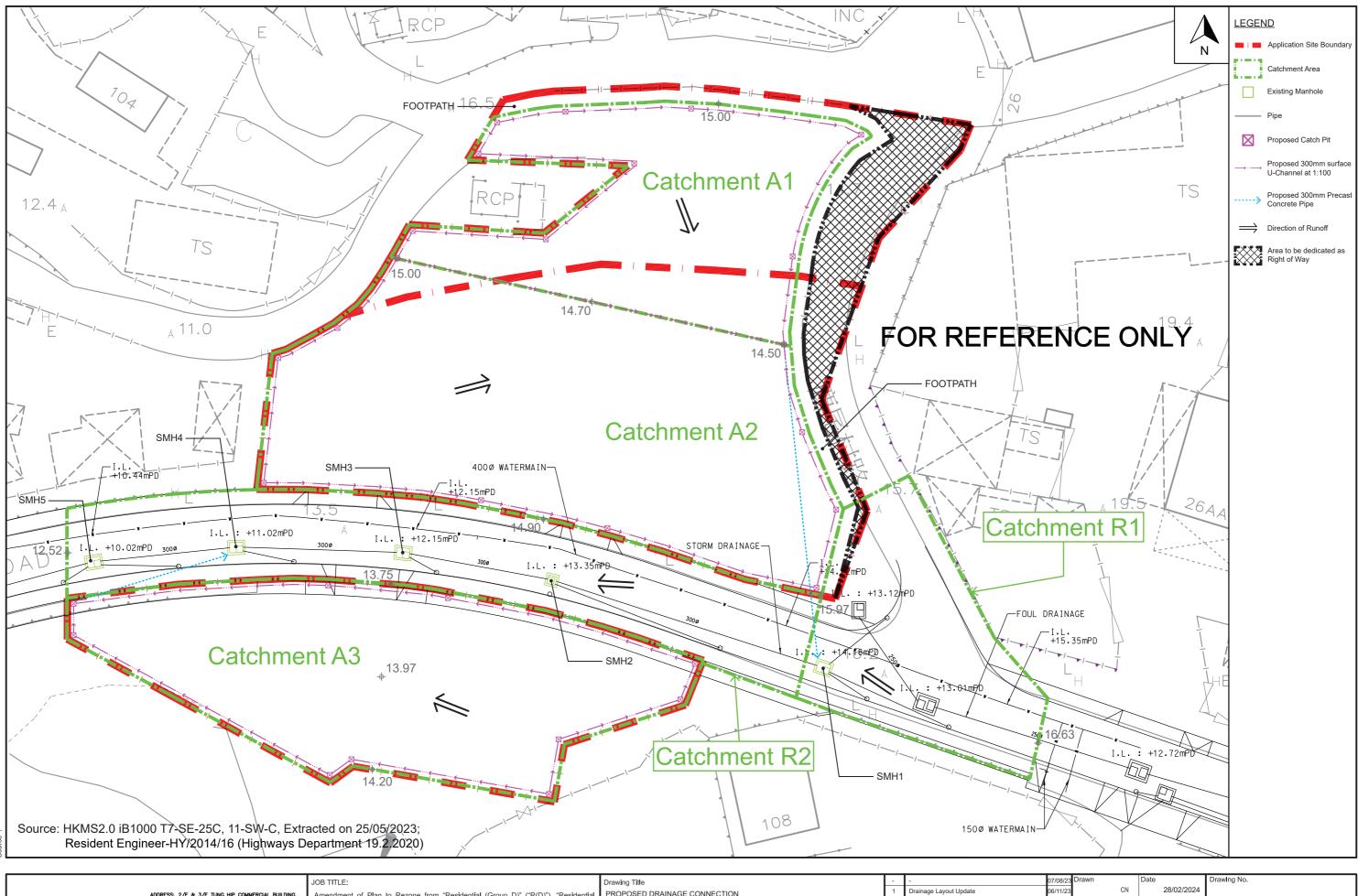
9/08/23	Drawn	Date	Drawing No.
0/10/23	CN	30/10/2023	
	Checked	Approved	Figure 3.2
	RT	RT	1 1941 0 0.2
	Scale		Rev.
Date	N.1	r.s.	1



	JOB TITLE:	Drawing Title		
ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential	CATCHMENT AREA PLAN		
244 DES VOEUX ROAD CENTRAL HONG KONG	(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3")			
SURVEYING LAND ADVISORY VALUATION 行 TEL: 2507 8333	on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in			
FAX: 2598 6576	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong			
	The chang, sar kang, new Territories, Hong Kong		Rev	Description

Ile Name

	Drawn	Date	Drawing No.
	Ch	09/08/2023	
	Checked	Approved	Figure 3.3
	RT	- RT	l igui e e.e
	Scale		Rev.
Date		N.T.S.	-



	PRUDENTIAL 建 SURVEYING- LAND ADVISORY- VALUATION 行		244 DES VOEUX ROAD CENTRAL HONG KONG 2507 8333	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adioining Government land.	
--	---	--	---	--	--



7/08/23	Drawn		Date	Drawing No.
6/11/23	(CN	28/02/2024	
1/12/23	Checked		Approved	Figure 3.4
8/02/24	F	RT	RT	
	Scale			Rev. 2
Date		N.T	.8.	J

Formula Used										
Time of Concentration	Intensity	Runoff	Runoff Coeff. for	Runoff Coeff. for	Intens	ity Cooff (taken f	rom Table 3a of Stor	mwater Design	Manual 1 in 50	ceturn)
$t_c = 0.14465 L/(A^{0.1} H^{0.2})$	$I = \frac{a}{a}$	Q = 0.278 C i A	Vegetated Area [C]	Paved Area [C]	Intens	sity coeff. (taken i		inwater Design	ivialitual, 1 ili 50 i	etuinij
	$(tc+b)^c$		0.25	0.95	а	451.3	b	2.46	с	0.337

noff Calculation	on <u>before</u> Propo	sed Developm	ent	-				-		Runoff Calculat	ion <u>after</u> Prop	osed Developr	ment	-	<u>.</u>						-
Catchment	Area [A] (km²)	Vegetated Area [A] (km²)	Paved Area [A] (km²)	Average Slope [H] (m per 100m)	Longest Path [L] (m)	Time of Conc. [tc] (min.)	Intensity (mm/hr)	Adjusted Intensity due to Climate Change [i] (mm/hr)	Designed Runoff [Q] (m³/s)	Catchment	Area [A] (km²)	Vegetated Area [A] (km²)	Paved Area [A] (km²)	Equivalent Runoff Coefficient [C _{equ}]	Average Slope [H] (m per 100m)	Longest Path [L] (m)	Time of Conc. [tc] (min.)	Intensity (mm/hr)	Adjusted Intensity due to Climate Change [i] (mm/hr)	Designed Runoff [Q] (m³/s)	
A1+A2	0.0018	0	0.0018	4.2	70.5156	14.3729	174.2809	223.2538	0.1061	A1	0.0006	0.0002	0.0004	0.72	1.0	25.8804	7.8609	205.5142	263.2637	0.0315	ı
ATIAZ	0.0015	0	0.0018	4.2	70.5150					A2	0.0012	0.0003	0.0009	0.78	1.0	54.8909	15.5561	170.3364		0.0564	1
						Total Pea	ak Runoff from P	arcel A and Parcel B (m ³ /s)	0.1061								Total Peak Ru	unoff from P	Parcel A and Parcel B (m ³ /s)	0.0879	1
Catchment	Area [A] (km²)	Vegetated Area [A] (km²)	Paved Area [A] (km²)	Average Slope [H] (m per 100m)	Longest Path [L] (m)	Time of Conc. [tc] (min.)	Intensity (mm/hr)	Adjusted Intensity due to Climate Change [i] (mm/hr)	Designed Runoff [Q] (m³/s)	Catchment	Area [A] (km²)	Vegetated Area [A] (km²)	Paved Area [A] (km²)	Equivalent Runoff Coefficient [C _{equ}]	Average Slope [H] (m per 100m)	-	Time of Conc. [tc] (min.)	Intensity (mm/hr)	Adjusted Intensity due to Climate Change [i] (mm/hr)	Designed Runoff [Q] (m³/s)	
A3	0.0009	0	0.0009	6.4	52.2359	10.4967	190.3506	243.8391	0.0580	A3	0.0009	0.0003	0.0006	0.72	1.0	52.2359	15.2357	171.3696	219.5244	0.0394	1
		•		•			Total Peak R	unoff from Parcel C (m ³ /s)	0.0580									Total Peak F	Runoff from Parcel C (m ³ /s)	0.0394	1
							Total Peak F	Runoff from the Site (m ³ /s)	0.1641									Total Peak I	Runoff from the Site (m ³ /s)	0.1272	1
Catchment	Area [A] (km²)	Vegetated Area [A] (km²)	Paved Area [A] (km²)	Average Slope [H] (m per 100m)	Longest Path [L] (m)	Time of Conc. [tc] (min.)	Intensity (mm/hr)	Adjusted Intensity due to Climate Change [i] (mm/hr)	Designed Runoff [Q] (m ³ /s)	Catchment	Area [A] (km²)	Vegetated Area [A] (km²)	Paved [A] (k		Average Slope [H] (m per 100m)	Longest Path [L] (m)		Intensity (mm/hr)	due to Climate Change	Designed Runoff [Q] (m³/s)	Comparison of To Runoff before ar
R1	0.0004	0	0.0004	2.0	33.4742	9.2439	196.9872	252.3406	0.0267	R1	0.0004	0	0.00	004	2.0	33.4742	9.2439	196.9872	252.3406	0.0267	Proposed Devel
R2	0.0007	0	0.0007	4.5	77.0259	17.0690	165.7700	212.3514	0.0393	R2	0.0007	0	0.00	007	4.5	77.0259	17.0690	165.7700	212.3514	0.0393	i l
						Total Pea	k Runoff from Ca	itchment A1+A2+R1 (m ³ /s)	0.1328								Total Peak Ru	noff from Ca	atchment A1+A2+R1 (m ³ /s)	0.1145	-2%
· · ·						Total Peak Runof	f from Catchmon	it A1+A2+A3+R1+R2 (m³/s)	0.2200							Total	Dook Dunoff fro	m Catchman	nt A1+A2+A3+R1+R2 (m³/s)	0.1033	-4%

		Surface Rou	ughness	Kinematic Viscosity at 20°C
Pipe Material	Classification	[k _s]		[v]
		(mm)	(m)	(m²/s)
Precast Concrete Pipes with 'O' Ring Joints	Poor	0.6	0.0006	1.0035E-06

Drainage Capacity Check

		Circular Pipe	Length	I.L.			Wetted Cross-	Hydraulic Radius	Velocity	Capacity	Reduction	Utilisation Rate	Litilication Pate	Comparison of
Section	Catchment	Size [D] (mm)	[L] (m)	Upstream	Downstream	Gradient [S]	Sectional Area [A] (m ²)	,	$V = -\sqrt{32gRS} \log \left[\frac{k_s}{14.8R} + \frac{1.255\nu}{R\sqrt{32gRS}} \right]$ (m/s)	[Q=AV] (m³/s)	due to Sedimentation (m ³ /s)	before Proposed Development		Utilisation Rate
SMH1 to SMH2	A1+A2+R1	300	22	14.18	13.35	0.04	0.07	0.08	3.07	0.22	0.1950	68%	59%	-9%
SMH4 to SMH5	A1+A2+A3+R1+R2	300	12.5	11.02	10.02	0.08	0.07	0.08	4.47	0.32	0.3002	77%	64%	-12%

OK OK

	JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots In	5	2	- Update Calculation Update Calculation Update	06/11/2 21/12/2 29/02/2 08/05/2	3 Drawn 3 4 Checked 4	CN RT	Date 08/05/2024 Approved RT	Drawing No. Figure 3.5	
FAX: 2598 6576	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Date	Scale			Rev.	3

Intentionally Blank

Appendix 4

Water Supply Appraisal

Intentionally Blank



Water Supply Appraisal

For

Amendment of Plan to

Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3"

on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11

at Various Lots in Demarcation District 210 and Demarcation District 244

and Adjoining Government land

Ho Chung, Sai Kung, New Territories, Hong Kong

Prepared by:Prudential Surveyors International LimitedVersionDDate:February 2024

Water Supply Appraisal for Amendment of Plan Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

TABLE OF CONTENT

1.	Introduction	3
2.	Proposed Development	3
3.	Water Supply Appraisal	3
4.	Conclusion	6

List of Figures

Figure 1.1	Location Plan		
Figure 2.1	Utility Plan		

- Figure 3.1 Copy of the Fresh Water Mains Record Plan
- Figure 3.2 Proposed Water Supply Connection

<u>List of Table</u>

- Table 1.1Proposed GFA of Houses
- Table 3.1Estimated Fresh Water and Salt Water Demand from the Proposed Development
- Table 3.2Water Supply Estimation

1. Introduction

- 1.1.1 This Water Supply Appraisal is to support a planning permission from the Town Planning Board (TPB) under Section 12A of the Town Planning Ordinance (CAP. 131) for a proposed rezone of the Subject Site from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" within various lots within DD210 and DD244 and adjoining government land in Ho Chung, Sai Kung, New Territories. The application Site (**the Site**) is composed of 3 parcels, namely Parcel A, B and C. [refer to **Figure 1.1**]
- 1.1.2 The owner of the application site has the intention to construct six individual houses with twelve car parking spaces in Parcels A and B of the Site and two individual houses with four car parking spaces in Parcel C of the Site.

2. Proposed Development

2.1.1 The proposed development (the Proposed Development) is to erect six individual houses in Parcel A and B of the Site and two individual houses in Parcel C of the Site. The proposed gross floor area (GFA) of the houses are summarised in Table 1.1.

Propose House	Gross Floor Area (GFA) (sqm) (about)
House 1	283.35
House 2	283.35
House 3	283.35
House 4	283.35
House 5	283.35
House 6	283.35
House 7	345.75
House 8	345.75
Total	2,391.6
Average	298.95

Table 1.1 Proposed GFA of Houses

3. Water Supply Appraisal

3.1 Methodology

- 3.1.1 The waterworks impacts arising from the proposed development are assessed with reference to the following information:
 - WSD Departmental Instruction (DI) No. 1309
 - EPD Guidelines for Estimating Sewage Flows (GESF) for Sewage Infrastructure Planning No.: EPD/TP 1/05.
- 3.1.2 The fresh water system is modelled under the following condition:
 - Design peak flow of fresh water distribution main = 3 x MDD (Mean Daily Demand)

- 3.1.3 The salt water system is modelled under the following condition:
 - Design peak flow of salt water distribution main (sub-main) = 2 x MDD (Mean Daily Demand)

3.2 Existing Water Supply

- 3.2.1 According to the utility plan provided by the Highways Department Contractor for the Hiram's Highway Improvement Stage 1 Project, there is an existing nominal diameter (DN)400 fresh water main located under Luk Mei Tsuen Road/ Ho Chung North Road in the vicinity of the Site. The existing water system is shown in **Figure 2.1**. The fresh water main was completed in February 2021¹.
- 3.2.2 According to the existing water mains record plan provided by Water Supplies Department, there are existing water mains within the Site and would be affected by the proposed development [refer to **Figure 3.1**].
- 3.2.3 According to the existing water mains record plan extracted from the Water Services Department (WSD) and **Figure 2.1**, there are no existing salt water mains in the vicinity of the Site [refer to **Figure 3.1**].
- 3.2.4 Based on the existing water mains record extracted from Water Supplies Department (WSD), the site is not within WSD gathering grounds. [refer to **Figure 3.1**]

3.3 **Proposed Water Supply Connection**

3.3.1 Estimation for peak fresh water and salt water consumption for the Proposed Development is presented in Table 3.1. As discussed in paragraph 3.2.3, there is no existing salt water mains in the vicinity of the Site and no available flushing water supplies near the Site. Thus, fresh water shall be used for flushing purpose.

Average per-person f water consumption	lushing		=		0.07	m ³ /person/ day	
Average per-person fresh water consumption			=		0.39	m ³ /person/ day	
Total number of units	5		=		8	units	
Number of residents	per unit		=		4	people	
Total number of residents		=	8 x 4	Ξ	32	people	
Daily Fresh Water De	mand	=	0.39 x 32	=	12.48	m ³ /day	
Daily Flushing Water	Demand	=	0.07 x 32	=	2.24	m ³ /day	
Description	Daily Water Demand of Proposed Development (m ³ /day)			Peaking Factor	Peak Demand (m ³ /day)		
Fresh Water		12.48			3	37.44	
Flushing Water			2.24		2	4.48	
Total Fresh Water Demand 41.92							

Table 3.1 Estimated Fresh Water and Salt Water Demand from the Proposed Development

¹ Highways Department's web site (2023) Hiram's Highway Improvement Stage 1

- 3.3.2 The water supply to Parcel A and B of the Site could be supplied with a connection to the existing DN400 fresh water main (water supply) that is located along Ho Chung North Road. The water supply to Parcel C of the site could also be connected to this fresh water main. The proposed connections are shown in **Figure 3.2**.
- 3.3.3 The existing water mains affected by the proposed development would be diverted.
- 3.3.4 As discussed in paragraph 3.2.2, there are existing fresh water main along Ho Chung North Road. Assuming the fresh water and flushing water for the Site will be sourced from that existing fresh water main 400mm nominal diameter ductile iron pipe (DI400) and velocity is ranging 0.9-2m/s, the capacity and utilization ratio of each is estimated in Table 3.2:

Existing Water Pressu	re [P_]	=	$1/2 \rho V_{e^2}$	=	ρgh	Ра
Water Density [p]			=		998.23	kg/m ³
Gravitational Force [g]			=	9.81	m/s^2	
Water Supply Pressure	e Head [h]		=		15	m
Existing Velocity [V _e]		=	√2gh	=	17.16	m/s
Existing Fresh Water S	Supply Main		=		400	mm
Nominal Diameter			_		100	
Internal Diameter for Main Pipes	Existing Fresh Water		=		382	mm
Wetted Cross-Sectiona	l Area [A _e]	=	$\pi(382/1000/2)^2$	=	0.1146	m ²
Description	То	tal Fresh Water Dema	nd	•		
Peak Demand			=		41.92	m ³ /day
Total Peak Demand		=	41.92/86400	=	0.000485	m^3/s
Proposed Fresh Water S	Supply Main		=		25	mm
Nominal Diameter			-		25	111111
Internal Diameter for Pr	oposed Fresh Water		=		25	mm
Main Pipes						
Wetted Cross-Sectional		=	$\pi(25/1000/2)^2$	=	0.000491	m ²
Assume Velocity [v]	Lower Limit [v _{min}]		=		0.9	m/s
	Upper Limit [v _{max}]		=		2	m/s
	V	/=Q	/A			
where						
v = velocity (m/s)						
Q = volumetric flow rate						
A = wetted cross-sectional area of the pipe (m ²)						
Existing Pipe Capacity	[Q _{max}]	=	0.1146 x 17.6	=	1.97	m ³ /s
Proposed Pipe Capacit		=	0.000491 x 0.9	=	0.00044	m ³ /s
Utilisation Ratio = Quse	/ Qmax	Ш	0.00044/1.97	=	0.02	%

Table 3.2 Water Supply Estimation

- 3.3.5 DN25 fresh water main is considered adequate to dissipate all the fresh water demand accrued by the Site. The intercepted water demand will then be discharged to the existing DN400 fresh water main located along Ho Chung North Road.
- 3.3.6 As indicated in Table 3.2, the estimated total peak fresh water demand would be about 0.02% of the fresh water main capacity². This means the Proposed Development would

² It is noted the water mains of the WSD have been designed with pressure of 15 to 30m for freshwater pipelines. (WSD Performance Pledge 2022/23, <u>https://www.wsd.gov.hk/en/about-us/performance-targets-and-achievements/index.html</u>)

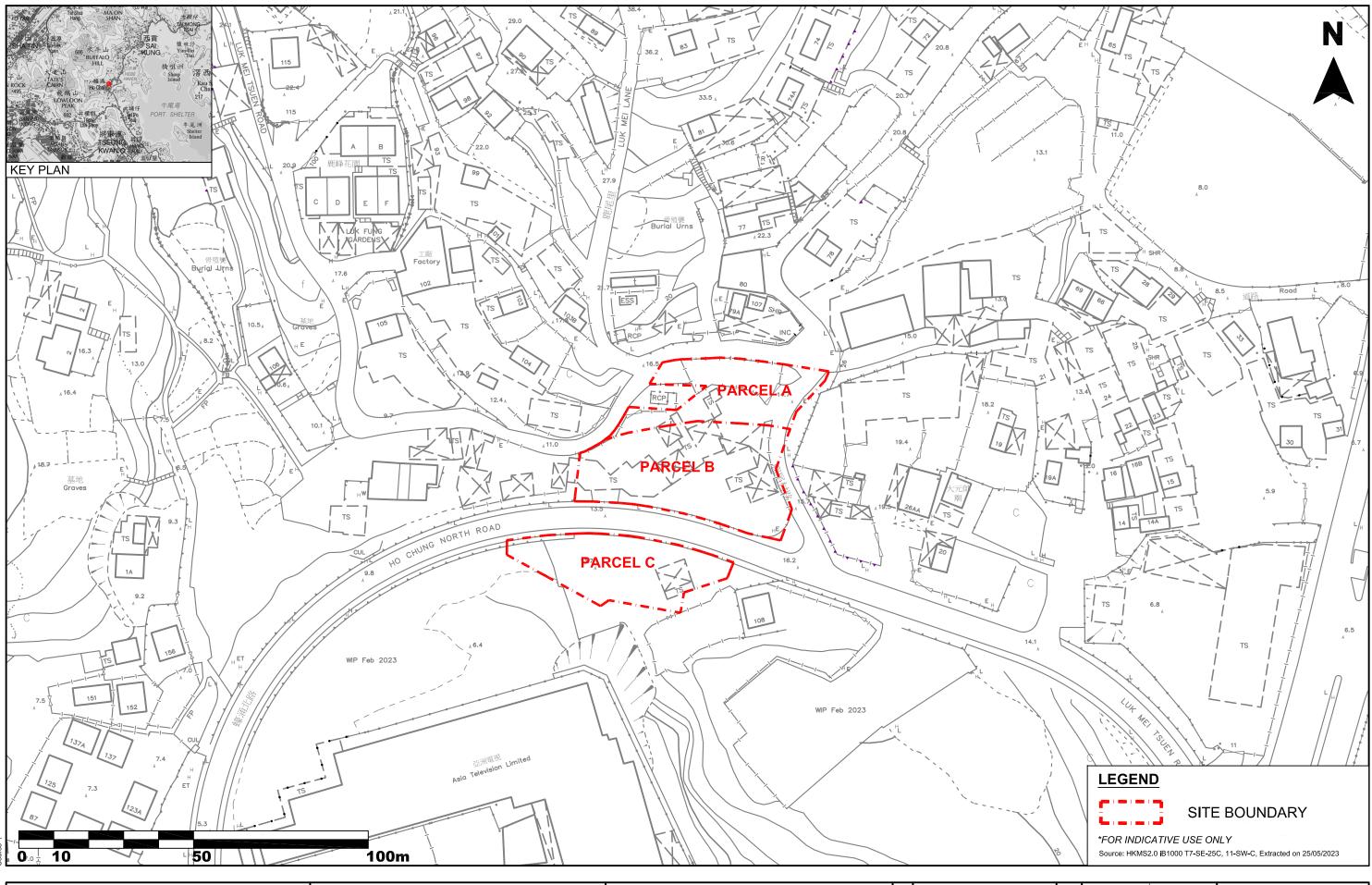
take up less than 0.02% of the fresh water capacity which is an insignificant of the total capacity. Therefore, no strong adverse impact on the water supply is anticipated due to the Proposed Development.

4. Conclusion

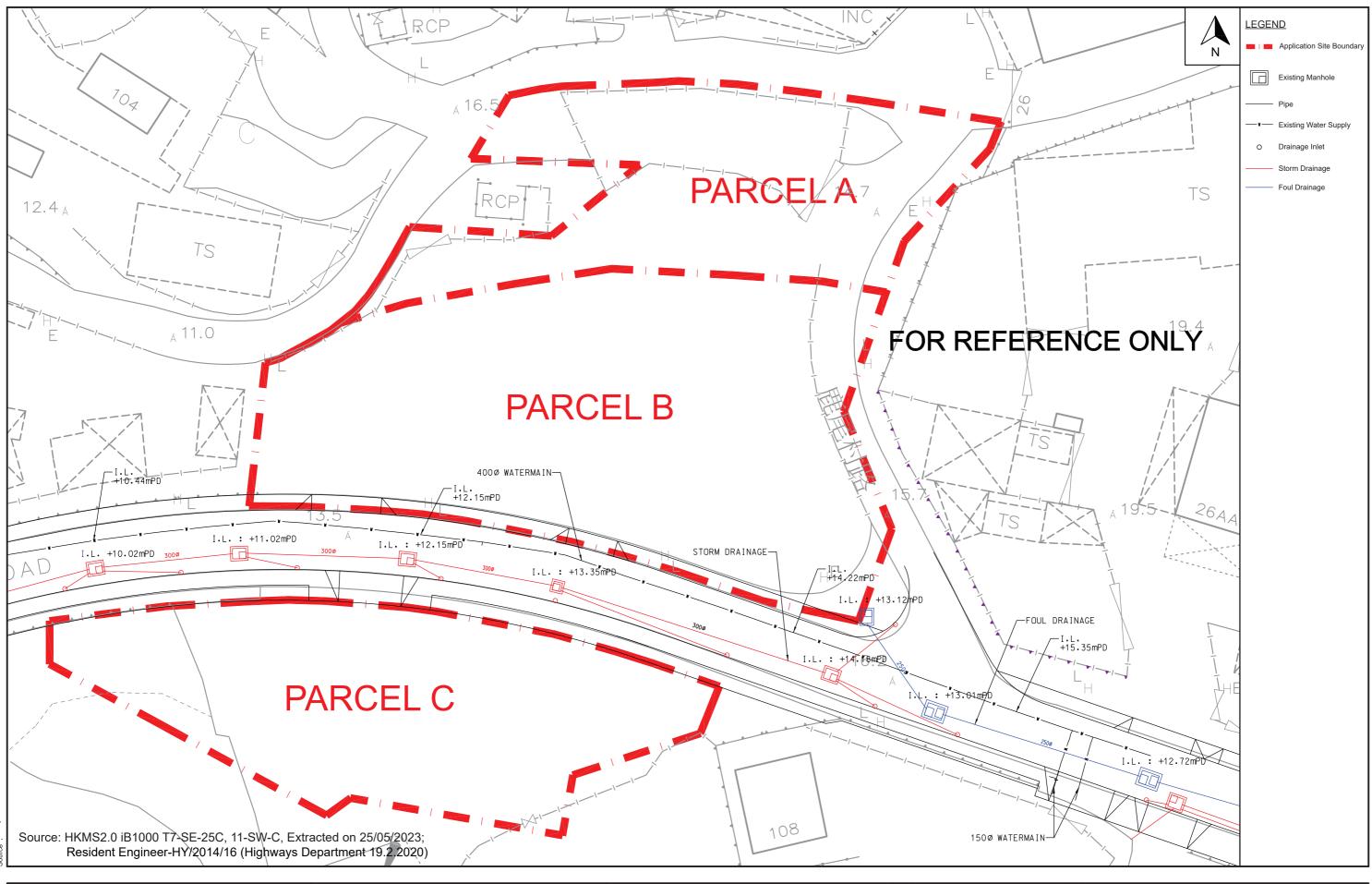
- 4.1.1 In general, fresh water supply could be provided to the Site. This could be achieved by connecting the existing fresh water mains located on Ho Chung North Road for the Proposed Development.
- 4.1.2 The peak estimated fresh water and flushing water demand from the Proposed Development are about 41.92 m³/day. Since there are no existing salt water mains in the vicinity of the Site, fresh water shall be used for flushing purpose. The total estimated peak fresh water demand is about 0.02% of the fresh water main capacity. The results indicate that the Proposed Development would take up less than 0.02% of the fresh water capacity which is an insignificant of the total capacity. Therefore, no strong adverse impact on the existing water supply system due to the Proposed Development.

Figures

Intentionally Blank

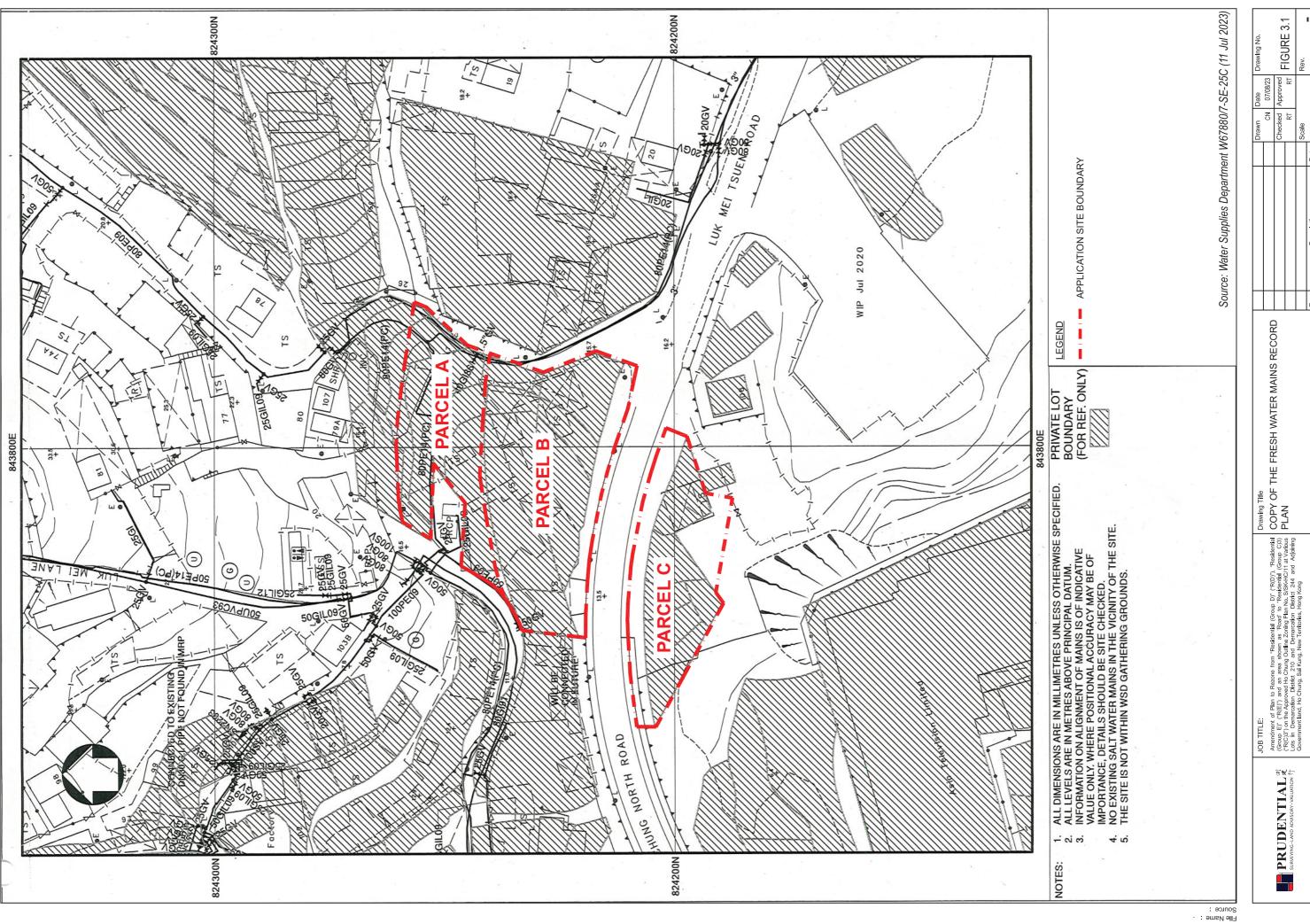


	JOB TITLE:	Drawing Title			Dr	rawn	Date CN 19/07/2023	Drawing No.
SURVEYING- LAND ADVISORY-VALUATION 行 TEL: 2507 8333	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in				Cł	hecked	Approved RT RT RT	Figure 1.1
	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Date Sc	cale	1:1000 @ A3	Rev. 🗕

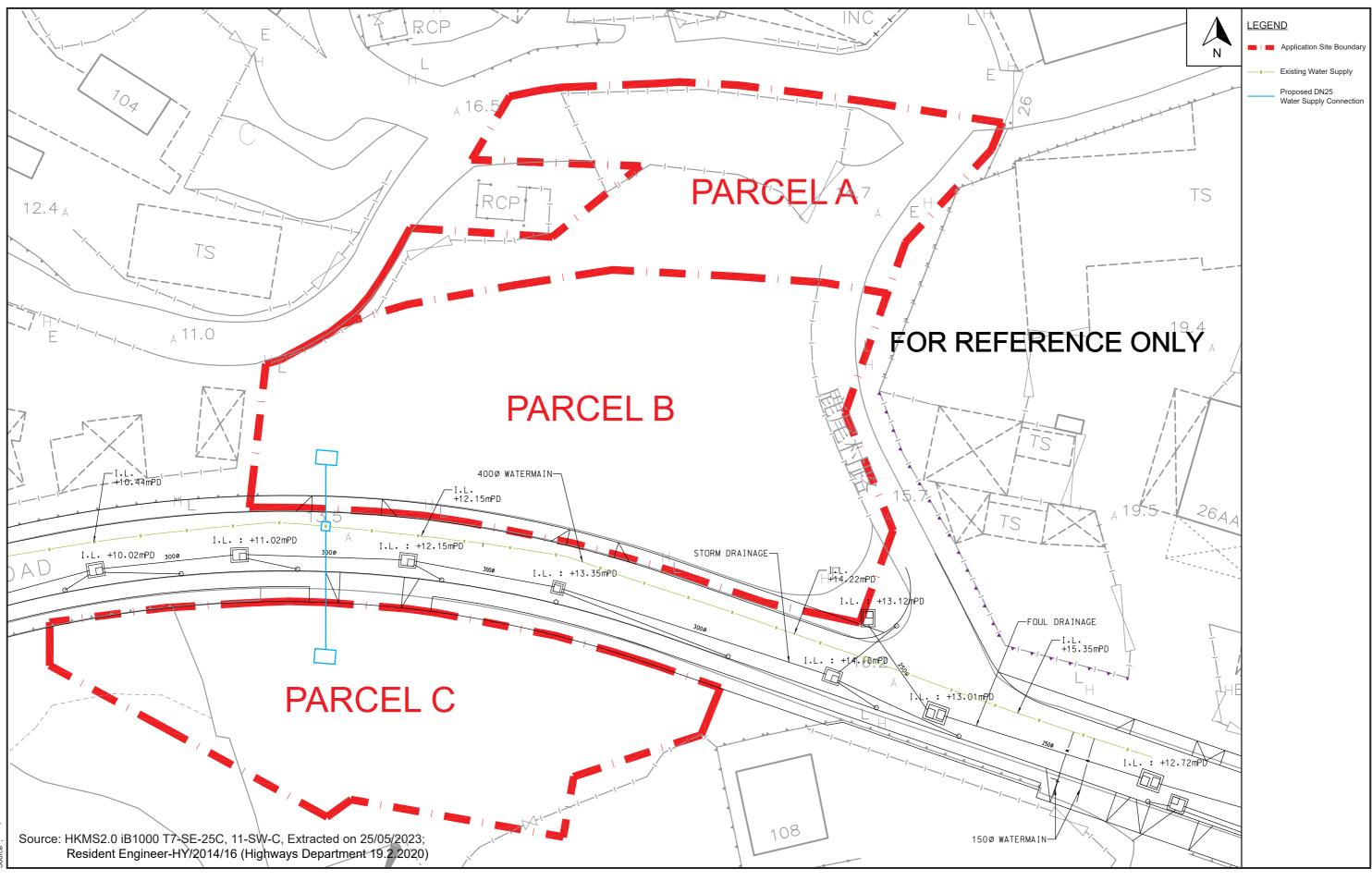


			JOB TITLE:	Drawing Title	\square'	
	ADDRESS: 2/F	& 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential	UTILITY PLAN		
PRUDENTIAL			(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3")			
SURVEYING · LAND ADVISORY · VALUATION 行	TEL: 2507		on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in			
	FAX: 2598		Demarcation District 210 and Demarcation District 244 and Adjoining Government land,			
			Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description

	Drawn	Date	Drawing No.
	CN	07/08/2023	
	Checked	Approved	Figure 2.1
	RT	RT	1 19010 2.1
	Scale		Rev.
Date	N.	T.S.	-



Sev.



			JOB TITLE:	Drawing Title	1	Legend Updated	19
	ADDRES	SS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential	PROPOSED WATER SUPPLY CONNECTION	2	Legend Updated	19
PRUDENTIAL 义			(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3")				
SURVEYING · LAND ADVISORY · VALUATION 行	TEL:		on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in				Т
	FAX:	2598 6576	Demarcation District 210 and Demarcation District 244 and Adjoining Government land,				Т
			Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Τ

9/12/23	Drawn	Date	Drawing No.	П
9/02/24	CN	19/02/2024		
	Checked	Approved	Figure 3.2	
	RT	RT		
	Scale		Rev.	,]
Date	N.	T.S.	4	-

Appendix 5

Air Quality Impact Assessment

Intentionally Blank



Air Quality Impact Assessment

For

Amendment of Plan to

Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3"

on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11

at Various Lots in Demarcation District 210 and Demarcation District 244

and Adjoining Government land

Ho Chung, Sai Kung, New Territories, Hong Kong

Prepared by:Prudential Surveyors International LimitedVersion:CDate:December 2023

TABLE OF CONTENT

1.	Introduction	4
2.	Site Description	4
2.1	Site and its Surroundings	4
2.2	Proposed Development	5
3.	Background Air Quality	
3.1	Air Quality Legislations, Standards & Guidelines	5
3.2	Air Sensitive Receivers (ASRs)	7
3.3	Existing Air Environment	7
3.4	Air Quality Monitoring	7
3.5	Findings and Discussion	8
4.	Conclusion	

Air Quality Impact Assessment for Amendment of Plan Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

<u>List of Figures</u>

Figure 1.1	Location Plan
Figure 2.1	Site Surroundings
Figure 3.1	Block Plan
Figure 3.2	Buffer Zone for the Proposed Development

<u>List of Tables</u>

Table 2.1	Proposed GFA of Houses
Table 3.1	Hong Kong Air Quality Objectives
Table 3.2	Guidelines on Usage of Open Space Site (Table 3.1 of HKPSG Ch.9)
Table 3.3	EPD Air Quality Monitoring Record at Tseung Kwan O Station in 2022

List of Appendix

Appendix A Email from Transport Department (TD) on confirmation of road type

1. Introduction

- 1.1.1 This Air Quality Assessment is to support a planning permission from the Town Planning Board (TPB) under Section 12A of the Town Planning Ordinance (CAP. 131) for a proposed rezone of the Subject Site from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" within various lots within DD210 and DD244 and adjoining government land in Ho Chung, Sai Kung, New Territories. The application Site (**the Site**) is composed of 3 parcels, namely Parcel A, B and C. [refer to **Figure 1.1**]
- 1.1.2 The owner of the application site has the intention to construct six individual houses with twelve car parking spaces in Parcel A and B of the Site and two individual house with four car parking spaces in Parcel C of the Site.

2. Site Description

2.1 Site and its Surroundings

A site visit was carried out on 6th July 2023, per the observations from the site visit, the Site is surrounded by rural dwellings, vehicle workshops, light industry, vegetation, former ATV Production Centre (abandoned), Che Kung Temple, residential developments, refuse collection point and New Territories Exempted Houses (NTEHs). The details of the planned context and the current context of the surroundings are as follows [refer to **Figure 2.1**]: -

<u>Planned Context</u>

- to the north east of the Site are 15 planned houses with valid planning permission until 16.04.2025;
- to the far south of the Site are 48 planned houses with valid planning permission until 9.6.2027;

Current Context

- to the north of the Site are some 2- and 3-storey rural dwellings;
- to the east of the Site is some vehicle repair workshops and other light industry uses in rural industrial setting;
- to the southeast of the Site is an area zoned "Green Belt" ("GB") under the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 (the OZP) with rich vegetation;
- to the further south is the former ATV Production Centre (abandoned) and Che Kung Temple;
- to the distance south (about 500 metres) are the residential developments of Dynasty Lodge (34 houses) and Villa Royale (10 blocks with 30 units);
- to the west of the Site is a refuse collection point (RCP)and vehicle repair workshops; and
- to the further west is Luk Mei Village with a mixture of traditional single-storey village dwellings and modern 3-storey New Territories Exempted Houses (NTEHs).

2.1.1 Apart from residential buildings, there are scattered structures in the vicinity of the Site intended primarily for industrial uses including an unnamed warehouse, a motor repair workshop (Bayview Motors Company), a food factory under Koon Yick Food Manufacturing Company (冠益華記食品廠) ("Koon Yick").

2.2 Proposed Development

2.2.1 The proposed development (the Proposed Development) is to erect six individual houses in Parcel A and B of the Site and two individual house in Parcel C of the Site. The proposed gross floor area (GFA) of the houses are summarised in Table 2.1.

Propose House	Gross Floor Area (GFA) (sqm) (about)
House 1	283.35
House 2	283.35
House 3	283.35
House 4	283.35
House 5	283.35
House 6	283.35
House 7	345.75
House 8	345.75
Total	2,391.6
Average	298.95

Table 2.1 Proposed GFA of Houses

3. Background Air Quality

3.1 Air Quality Legislations, Standards & Guidelines

3.1.1 This Air Quality Impact Assessment were made reference to the Hong Kong Planning Standards and Guidelines (HKPSG) and the Air Pollution Control Ordinance (Cap. 311) (APCO).

<u>Air Pollution Control Ordinance (APCO)</u>

3.1.2 The Air Pollution Control Ordinance (APCO) provides the statutory authority for controlling air pollutants from a variety of sources. The Hong Kong Air Quality Objectives (AQOs) stipulate the statutory limits of air pollutants and the maximum allowable numbers of exceedance over specific periods should be met. With passage of the Air Pollution Control (Amendment) Ordinance 2013 by the Legislative Council on 10 July 2013, the AQOs listed in Table 3.1 have been effective since 1 January 2014.

Air Quality Impact Assessment for Amendment of Plan

Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

Pollutant	Averaging time	Concentration limit[1] (µg/m ³)	Allowable number of exceedances
Sulphur Dioxide (SO2)	10-minute	500	3
	24-hour	125	3
Respirable Suspended Particulates (RSP)(PM10)	24-hour	100	9
[2]	Annual	50	Not Applicable
Fine Suspended	24-hour	75	9
Particulates (FSP)(PM2.5) [3]	Annual	35	Not Applicable
Nitrogen Dioxide (NO2)	1-hour	200	18
	Annual	40	Not Applicable
Ozone (03)	8-hour	160	9
Carbon Monoxide	1-hour	30,000	0
(CO)	8-hour	10,000	0
Lead (Pb)	Annual	0.5	Not Applicable

Table 3.1 Hong Kong Air Quality Objectives Notes:

[1] All measurements of the concentration of gaseous air pollutants, i.e., sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293Kelvin and a reference pressure of 101.325 kilopascal.

[2] Respirable suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 10 μm or less.

[3] Fine suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 2.5 μm or less.

Hong Kong Planning Standards & Guidelines (HKPSG)

- 3.1.3 Chapter 9 of The Hong Kong Planning Standards & Guidelines (HKPSG) provides guidance for environmental considerations in the planning application of both private and public sectors.
- 3.1.4 The minimum buffer distance from the emission sources are recommended by the HKPSG and are summarised in Table 3.2.

Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

Polluting Source	Parameter	Buffer Distance [1]	Permitted Uses
Road and Highways	Type of Road		
	Trunk Road and Primary Distributor	> 20m	Active and passive recreation uses
		3 - 20m	Passive recreational uses
		< 3m	Amenity areas
	District Distributor	> 10m	Active and passive recreation uses
		< 10m	Passive recreational uses
	Local Distributor	> 5m	Active and passive recreation uses
		< 5m	Passive recreational uses
Industrial Area	Difference in Height between Industrial Chimney Exit and the Site		
	< 20m	> 200m	Active and passive recreation uses
		5 -200m	Passive recreational uses
	20 - 30m	> 100m	Active and passive recreation uses
		5 -100m	Passive recreational uses
	30 - 40m	> 50m	Active and passive recreation uses
		5 -50m	Passive recreational uses
	> 40m	> 10m	Active and passive recreation uses

Table 3.2 Guidelines on Usage of Open Space Site (Table 3.1 of HKPSG Ch.9)

Notes:

[1] The buffer distance is the horizontal, shortest distance from the boundary of the industrial lot, the position of existing chimney or the edge of road kerb, to the boundary of open space sites.

3.2 Air Sensitive Receivers (ASRs)

3.2.1 During the operation, representative ASRs of this project are the proposed residential houses within the Site. Figure 3.1 shows the layout of the proposed residential development.

3.3 Existing Air Environment

Vehicular Emission Sources

3.3.1 The proposed development is primarily affected by the local traffic including Luk Mei Tsuen Road/ Ho Chung North Road and the nearby Hiram's Highway.

Industrial Emission Sources

3.3.2 From the area survey, it has revealed that there are 3 chimneys in the vicinity of the Site, which belongs to Koon Yick Food Manufacturing Company.

3.4 Air Quality Monitoring

3.4.1 Although there is no air quality monitoring station located immediately close to the Site, there is currently an air quality monitoring station operated by Environmental Protection Department (EPD) located at a distance from the Site, namely Tseung Kwan O

monitoring station (situated at Tseung Kwan O Sports Centre). Despite this, in terms of geographical location, this monitoring station is considered the closest to the Site. The annual average of air pollutants in μ g/m3 monitored at this station for the year 2022 are summarised in Table 3.3.

Pollutant	Annual Average Concentration (μg/m3)	AQO
Nitrogen Dioxide (NO2)	22*	40
Respirable Suspended Particulates (RSP)	22*	50
Fine Suspended Particulates (FSP)	13*	35

Table 3.3 EPD Air Quality Monitoring Record at Tseung Kwan O Station in 2022

Note: Annual average marked with asterisk denotes the data for calculation did not evenly distribute in the year.

3.5 Findings and Discussion

Operation Phase

Vehicular Emission Sources and Evaluation of Impacts

3.5.1 Local traffic including Luk Mei Tsuen Road/ Ho Chung North Road and Hiram's Highway were identified as possible air pollution sources. As confirmed with Transport Department (TD), Hiram's Highway is rural road and Luk Mei Tsuen Road/ Ho Chung North Road is feeder road and the confirmation email from TD dated 3rd July 2020 is attached in Appendix A. In order to minimise the adverse impact on ASRs from potential air pollution source, a separation distance of 5m between the sensitive uses of the proposed development and Ho Chung North Road was proposed, which satisfies the buffer distance requirement for Local Distributor (i.e. >5m) for active and passive recreation uses according to Chapter 9 of HKPSG as per Table 3. No adverse vehicular emission impact is anticipated upon incorporation of the required buffer distance as stipulated in Chapter 9 of HKPSG into the master layout plan. The 5m buffer zone between the sensitive uses of the proposed development and Ho Proposed development and Ho Chung North Road is shown in Figure 3.2.

Industrial Emission Sources and Evaluation of Impacts

- 3.5.2 As mentioned in Section 3.3, at Koon Yick, there are 3 chimneys like structures at the east façade with diameter of around 20cm and exhaust at around 7m above ground (mAG).
- 3.5.3 The concerned Koon Yick Foods Factory is an active Chinese sauces manufacturer (Food Factory License Number 29 98 803889). Based on site survey conducted on July 6th 2023 all three chimneys were observed to be inactive.

Air Quality Impact Assessment for Amendment of Plan Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong



Photo of the 3 chimneys at Koon Yick taken at 10:00am on July 6^{th} 2023

Furthermore, with reference to an approved planning application for a residential development in the vicinity (A/SH-HC/316), the owners of Koon Yick had confirmed that the three chimneys are not in operation, as per interview conducted with them on 07.09.2020.

- 3.5.4 During the site visit, no odour nuisance has been identified near Koon Yick and at the Application Site.
- 3.5.5 Therefore, no adverse impact from industrial emission is anticipated.

Construction Phase

Dust Sources and Evaluation of Impacts

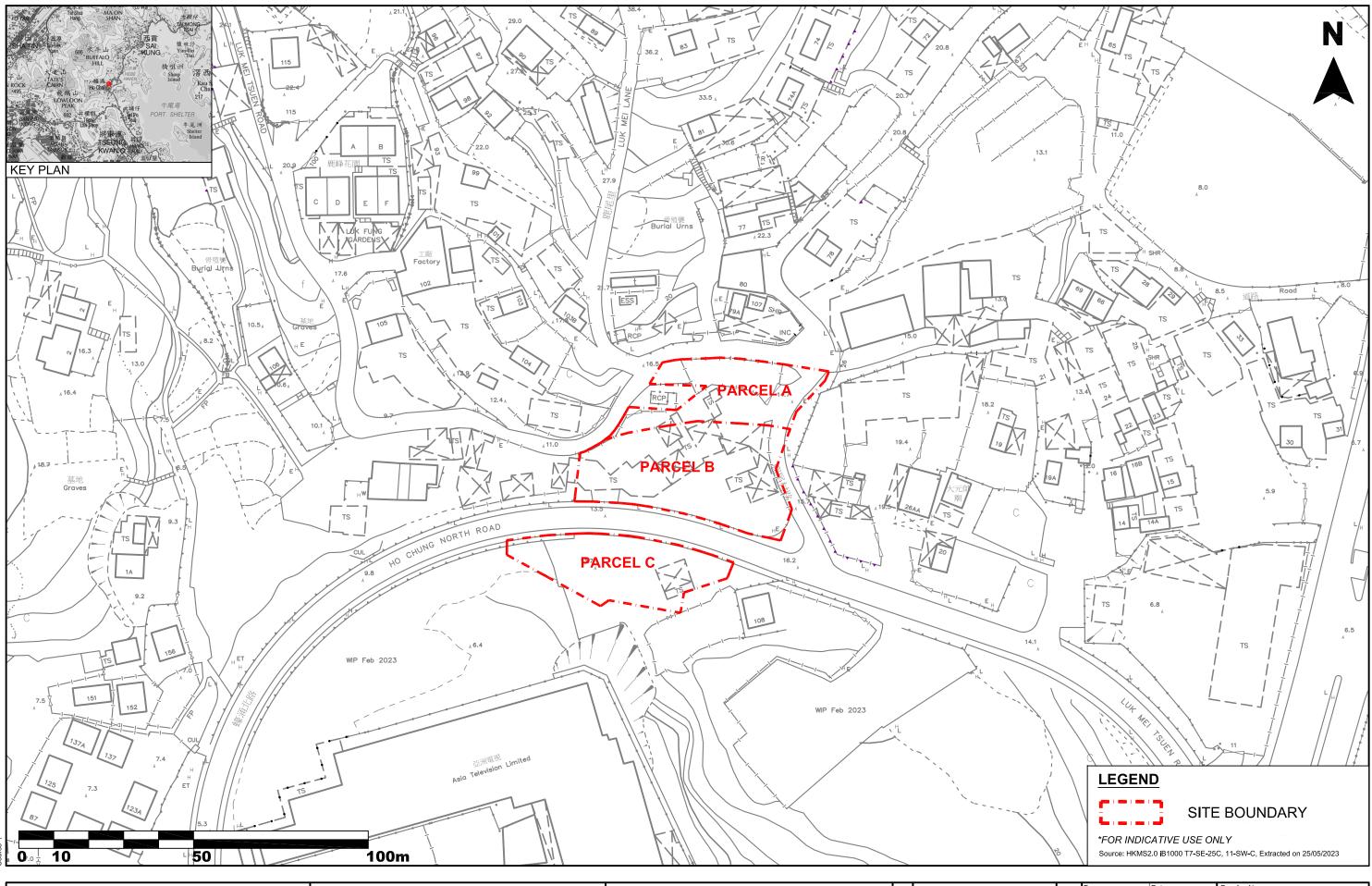
- 3.5.6 Major dust emitting construction activities will be the excavation works, foundation works and construction activities (e.g. the construction of superstructure). Fugitive dust would be generated. The concerned air pollutants during the construction phase are the Respirable Suspended Particulates (RSP) and Fine Suspended Particulates (FSP) arising from the construction work of the Proposed Development.
- 3.5.7 Dust control measures under the Air Pollution Control (Construction Dust) Regulation (Cap. 311R) and good site practice shall be implemented to mitigate dust impact arising from demolition work by preventing dust generation and/or by screening, suppressing and removing dust generated:
 - hoarding of not less than 2.4 m high from ground level, except for a site entrance or exit, shall be provided along the entire portion of site boundary adjoins a road, street, service lane or other area accessible to the public;

- water or a dust suppression chemical shall be sprayed immediate prior to, during and immediately after excavation works;
- cover stockpile or dusty materials with tarpaulin to prevent wind erosion;
- any dusty materials remaining after a stockpile is removed shall be wetted with water and cleared from the surface of roads or streets;
- every vehicle shall be washed to remove any dusty materials from its body and wheels before leaving the construction site;
- where a vehicle leaving construction site is carrying a load of dusty materials, the load shall be covered entirely by clean impervious sheeting to ensure that the dusty materials do not leak from the vehicle;
- store cement bags in shelter with 3 sides and the top covered by impervious materials if the stack exceeds 20 bags;
- maintain a reasonable height when dropping excavated materials to limit dust generation;
- limit vehicle speed within site to 10 km/h and confine vehicle movement in haul road;
- minimise exposed earth after completion of work in a certain area by hydroseeding, vegetating or soil compacting;
- cover materials on trucks before leaving the site to prevent dropping or being blown away by wind;
- regular maintenance of plant equipment to prevent black smoke emission; and
- throttle down or switch off unused machines or machine in intermittent use.
- 3.5.8 Considering the small scale of work, with the implementation of dust suppression measures stipulated under the Air Pollution Control (Construction Dust) Regulation, good site practice, adverse air quality impact associated with the foundation works and superstructure works is not anticipated. Quantitative construction dust assessment is considered not necessary.
- 3.5.9 Operation of Powered Mechanical Equipment (PME) during demolition/construction work would emit gaseous air pollutants such as nitrogen dioxide (NO2) via fuel burning. According to Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted Non-Road Mobile Machinery (NRMM) with a proper label are allowed to be used in specified activities and locations including construction sites. Supportive information and documents (e.g. third-party emission certificates, model and serial numbers of machines and engines, etc.) for each NRMM would be provided to EPD to prove that the concerned NRMM is in line with the prescribed emission standards. Since the number of PME expected to be used on-site will be limited, no significant impact is anticipated.

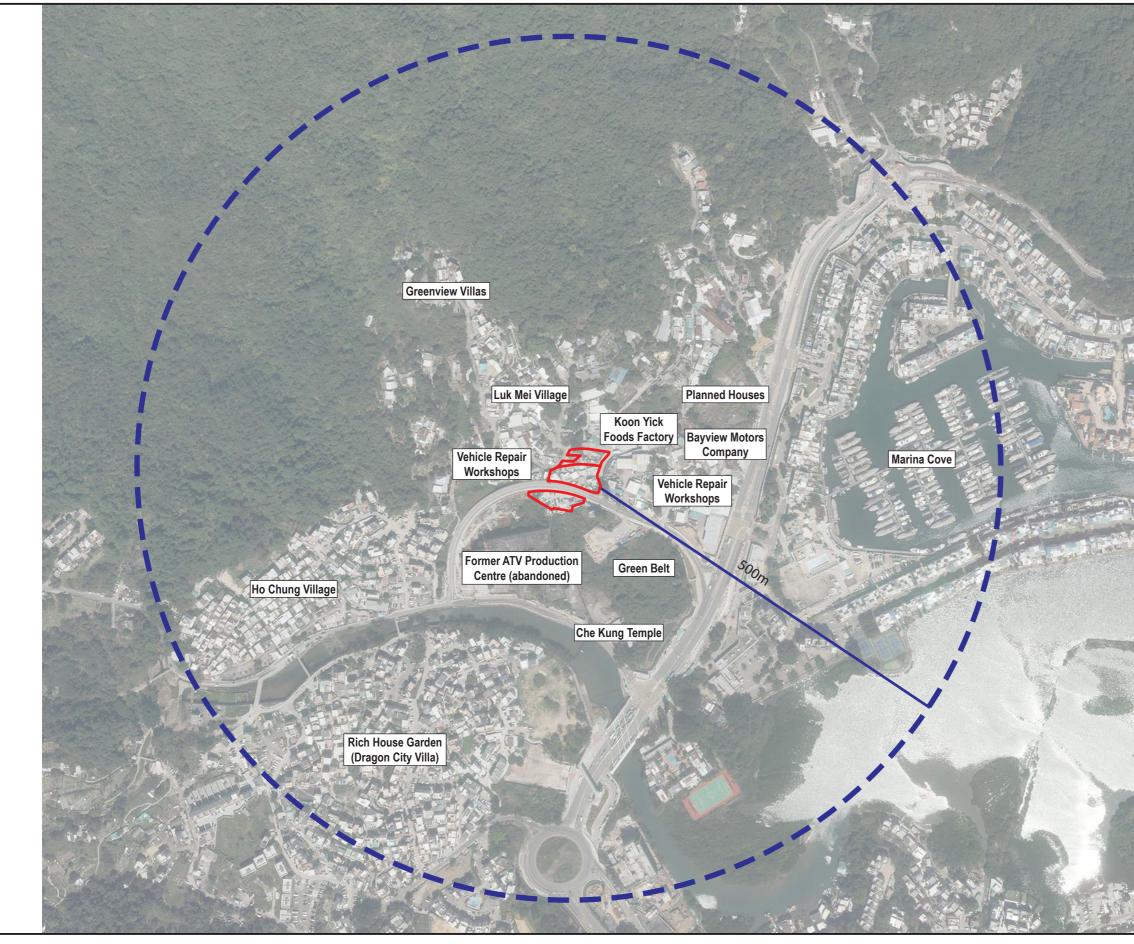
4. Conclusion

- 4.1.1 The proposed development may be subject to vehicular emission impact from roads nearby during the operation phase. However, with the incorporation of the 5 meter buffer zone, no significant adverse air quality impact due to vehicular emission is expected.
- 4.1.2 There is no active industrial chimney in the vicinity of the Site. Hence, no adverse air quality impact to the proposed development is anticipated.
- 4.1.3 Relevant mitigation measures would be incorporated during construction phase to minimise potential adverse impact on the air quality.

Figures



	JOB TITLE:	Drawing Title			Drawn		Drawing No.
PRUDENTIAL 244 DES VOEUX ROAD CENTRAL HONG KONG	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in				Checked	CN 19/07/2023 Approved RT RT	Figure 1.1
FAX: 2598 6576	Demarcation District 210 and Demarcation District 244 and Adjoining Government Iand, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev Description	Date	Scale	1:1000 @ A3	Rev. –

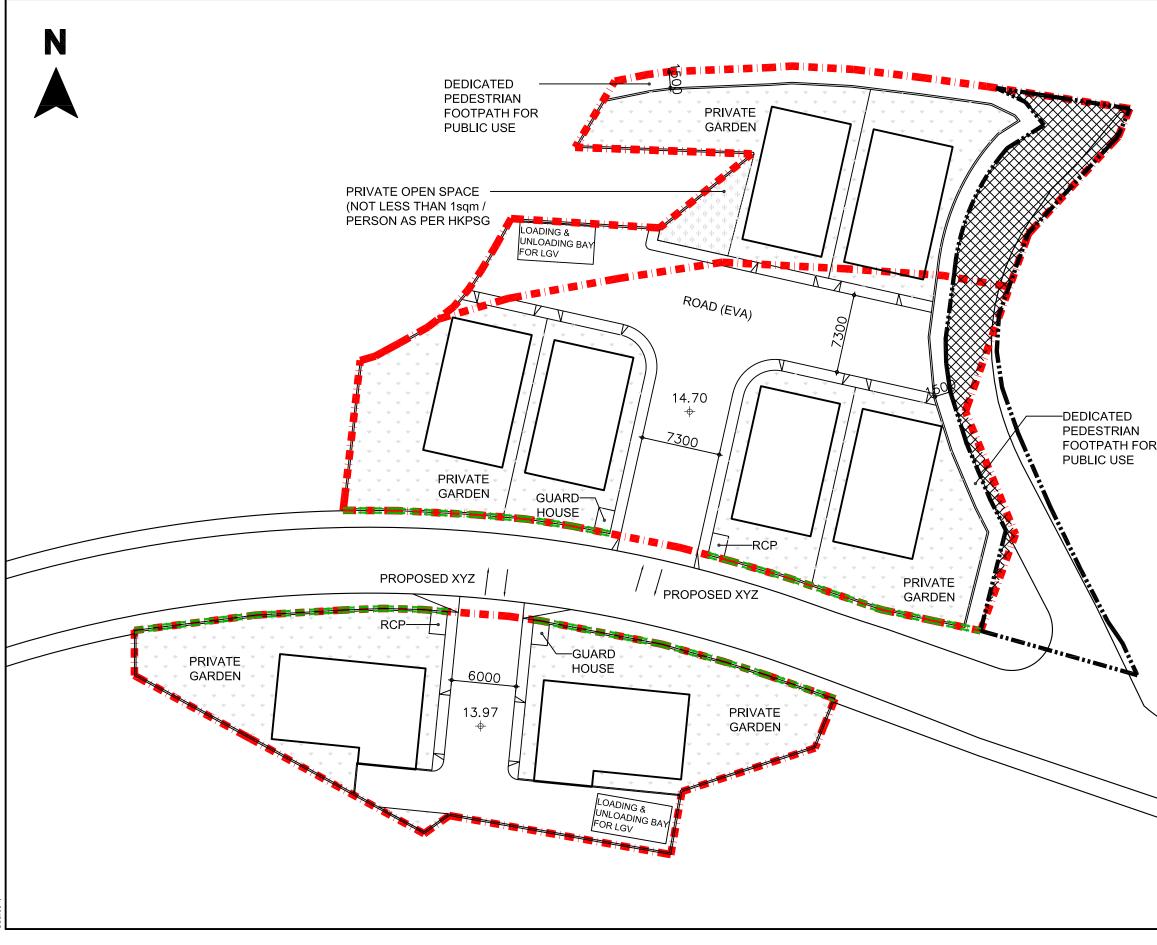


ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential	Drawing Title SITE SURROUNDINGS			F
PRUDENTIAL # 244 DES VOEUX ROAD CENTRAL HONG KONG SURVEYING-LAND ADVISORY-VALUATION 17 TEL: 2507 8333	(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in				F
FAX: 2598 6576	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Da

le Name

		*For Indica TE BOUNDA oto E154298C 6000' (9 1	
Drawn CN Checked	Approved	Drawing No. Figure 2.1	

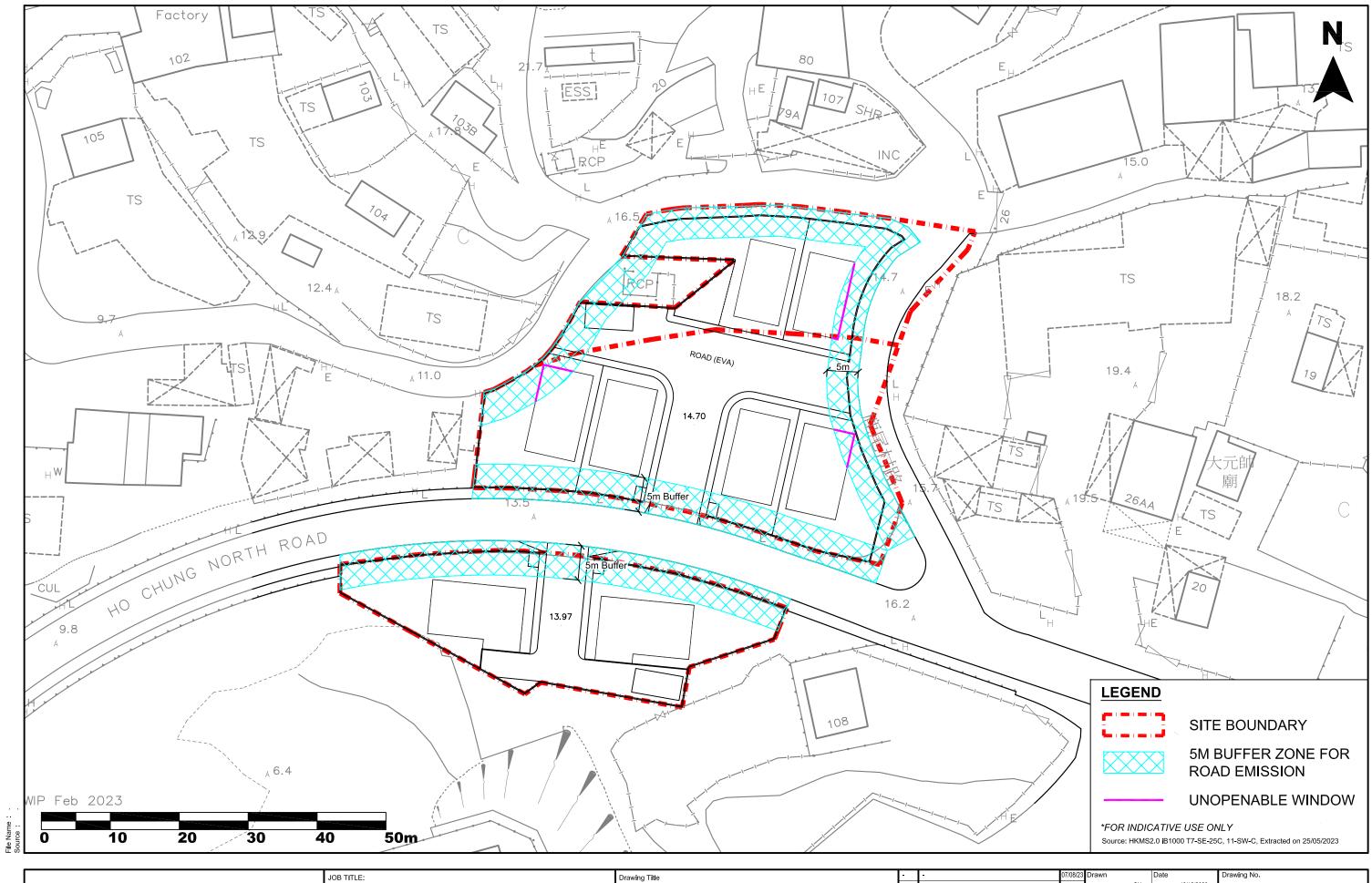
N.T.S.



		JOB TITLE:	Drawing Title	1	Road Layout Update	18/12/2	3 Drawn	Date	Drawing No.
	ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential						CN 18/12/2023	1
		(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3")	BLOCK FLAN				Checked	Approved	Fig. 3.1
SURVEYING-LAND ADVISORY · VALUATION 行	TEL: 2507 8333	on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in						RT RT	
		Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong					Scale	4 050 0 40	Rev.
		Ho Chung, Sai Kung, New Terniones, Hong Kong		Rev	Description	Date		1:350 @ A3	1

File Name

	LEGEND)
	,	SITE BOUNDARY
		AREA TO BE DEDICATED AS RIGHT OF WAY
		GREEN NOISE BARRIER
	* * * * * * * * * * * *	PRIVATE GARDEN
		BUILDING FOOTPRINT
	ի ի ի ի ի ի լի ի ի ի ի	PRIVATE OPEN SPACE
१		
_		
<u> </u>		
	l	
12/23	Drawn Date CN	Drawing No. 18/12/2023



ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING SURVEYING-LAND ADVISORY-VALUATION T SURVEYING-LAND ADVISORY-VALUATION T TEL: 2507 8333	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in	DEVELOPMENT	- 1 2	- Windows Updated Layout Updated	10/11/2	3 Drawn 3 CN 3 Checked RT	Date 19/12/2023 Approved RT	Drawing No. Figure 3.2
	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Date	Scale 1:	500 @ A3	^{Rev.} 2

Appendix A

Email from Transport Department (TD) on confirmation of road type

Re: Application No. A/SK-HC/317 Proposed Houses with Minor Relaxation of Plot Ratio Restriction Various Lots in D.D. 210 and 244 and Adjoining Government Land, Ho Chung, Sai Kung

From : Ran WANG <ranwang@td.gov.hk>

Fri, Jul 03, 2020 09:51 AM

- **Subject :** Re: Application No. A/SK-HC/317 Proposed Houses with Minor Relaxation of Plot Ratio Restriction Various Lots in D.D. 210 and 244 and Adjoining Government Land, Ho Chung, Sai Kung
 - To: Raymond TAM <raymondtam@pruden.com.hk>
 - **Cc :** Ally Au <ally.au@ppsintl.com>, Frank WONG <frankwong@pruden.com.hk>, stephenko@td.gov.hk, Vivian Zhu <vivianzhu@pruden.com.hk>

Dear Raymond,

I have no adverse comment on the proposed road type below.

Regards, WANG Ran, Thomas E/SK, TE/NTE, TD Tel: 2399 2224 Fax: 2381 3799

From: Raymond TAM <raymondtam@pruden.com.hk> To: Ran WANG <ranwang@td.gov.hk> Cc: Ally Au <ally.au@ppsintl.com>, Frank WONG <frankwong@pruden.com.hk>, stephenko@td.gov.hk, Vivian Zhu <vivianzhu@pruden.com.hk> Date: 07/03/2020 09:47 AM Subject: Application No. A/SK-HC/317 Proposed Houses with Minor Relaxation of Plot Ratio Restriction Various Lots in D.D. 210 and 244 and Adjoining Government Land, Ho Chung, Sai Kung

Dear Thomas,

As advised by the Environmental Protection Department in connection to our Town Planning Application, can you please confirm our proposed classification of the following roads:

- 1. Hiram's Highway Rural Roads
- 2. Ho Chung Road Feeder Roads
- 3. Luk Mei Tsuen Road Feeder Roads

4. Luk Cheung Road - Feeder Roads

Should you have any questions, please feel free to contact me on 2531-8727.

Thanks & Regards,

Raymond Tam

Senior Manager Planning & Development

Prudential Surveyors International Limited 測建行有限公司 3/F & 2/F Tung Hip Commercial Building 244 Des Voeux Road Central Hong Kong <u>Map</u> 香港德輔道中244號 東協商業大廈3樓及2樓 <u>地圖</u> Tel 電話: (852) 2507 8333 DDI 直線: (852) 2531 8727 Fax 傳真: (852) 2531 8888 Info 查詢: <u>info@pruden.com.hk</u> Website 網址: <u>www.pruden.com.hk</u>

DISCLAIMER

This email and/or its attachment(s) is/are confidential and may be legally privileged. If you are not the intended recipient, you must not use, retain, disclose, copy, print, forward or disseminate any part of it and its attachment(s). If you have received this email in error, please notify the sender and delete this email immediately.

E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, incomplete, arriving late or containing viruses. Pruden Holdings Limited and its subsidiaries accept no liability whatsoever for any loss or damages resulting or arising from the use of this email or its attachment(s).

Appendix 6

Noise Impact Appraisal



Noise Impact Appraisal

For

Amendment of Plan to

Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)"

("R(E)") and an area shown as 'Road'

to "Residential (Group C)3) ("R(C)3")

on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11

at Various Lots in Demarcation District 210 and Demarcation District 244

and Adjoining Government land

Ho Chung, Sai Kung, New Territories, Hong Kong

Prepared by:Prudential Surveyors International LimitedVersion:CDate:December 2023

TABLE OF CONTENT

Intro	duction / Background	4
Desc	ription of the Environment	4
Prop	osed Development	5
Nois	e Impact Assessment	5
4.1	Introduction	5
4.2	Legislation, Standards & Guidelines	6
4.3	Construction Phase Noise Impact Appraisal	8
4.4	Operational Phase Noise Quality Impact Assessment	8
Cond	clusion	10
	Desc Prop Nois 4.1 4.2 4.3 4.4	 Introduction / Background Description of the Environment Proposed Development Noise Impact Assessment

Noise Impact Appraisal for Amendment of Plan Proposed Rezoning from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

<u>List of Figures</u>

Figure 1.1	Location Plan
Figure 2.1	Site Area and Surroundings
Figure 4.1	Locations of the Potential Fixed Noise Sources in the Vicinity

<u>List of Tables</u>

Table 3.1	Proposed GFA of Houses
Table 4.1	Noise Limits for Daytime Construction Activities
Table 4.2	HKPSG Road Traffic Noise Planning Criteria
Table 4.3	Acceptable Noise Levels for Fixed Noise Impact (ANLs), dB(A), Leq, (30mins)

List of Appendix

Appendix A Architectural Layout Plans

Noise Impact Appraisal for Amendment of Plan Proposed Rezoning from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

1. Introduction / Background

- 1.1.1 This Noise Impact Appraisal (NIA) is to support a planning permission from the Town Planning Board (TPB) under Section 12A of the Town Planning Ordinance (CAP. 131) for Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") within Various Lots in D.D. 210 and 244 and Adjoining Government Land, Ho Chung, Sai Kung (Application Site) [refer to Figure 1.1]
- 1.1.2 As industrial development has been identified in the vicinity of the Application Site, the major potential noise impact has been identified as the fixed noise sources from industrial activities and road traffic noise.

2. Description of the Environment

- 2.1.1 The Application Site is located in rural environment which is relatively far from the major road traffic. The nearest major road is the Hiram's Highway which is around 150m in the east. No industrial zone is identified in the vicinity of the Application Site according to the OZP thus no planned industrial sources are concerned. A site visit has been conducted by project team on 6th Jul 2023 between 9:30am and 2:00pm (weather: fair), to identify potential environment impact in the vicinity. The study area of the current assessment is illustrated in **Figure 2.1**.
- 2.1.2 Luk Mei Tsuen, which mostly consist of residential houses, is in the immediate west and north to the Application Site. Some warehouse liked temporary structures have been identified in the Luk Mei Tsuen, but no significant noise from industrial activities has been identified within Luk Mei Tsuen during site visit.
- 2.1.3 An abandoned building belong to former Asia Television Limited is in the south of the Application Site, which should not be a potential noise source to be concerned.
- 2.1.4 A "Residential (Group E)" "(R(E))" zone accordingly to the OZP is in the immediately east of the Application Site. Currently, a mixture of industrial and residential uses has been identified within the zone. Although no new industrial development will be allowed and the existing industrial uses is expected to be phasing out, the existing industrial uses would be tolerated. Thus, the potential noise impact arising from those existing industrial development in the "R(E)" zone Area will be reviewed and assessed.
- 2.1.5 As no new industrial development in the surrounding of the Application Site is anticipated, ropotential planned fixed noise source is anticipated.
- 2.1.6 Therefore, the potential noise impacts during operation phase of the proposed development are road traffic noise impacts and noise impact from fixed (industrial) sources.

3. Proposed Development

- 3.1.1 The Applicant proposes to develop eight (8) 3-storeys houses a maximum building height of 12m with 3 storey over one storey of carport over in the Application Site. The layout of the proposed development is shown in Appendix A.
- 3.1.2 The proposed development is to erect six individual houses in Parcel A and B of the Site and two individual houses in Parcel C of the Site. [refer to **Appendix A**] The proposed gross floor area (GFA) of the houses are summarised in Table 3.1.

Propose House	Gross Floor Area (GFA) (sq.m)						
	(about)						
House 1	283.35						
House 2	283.35						
House 3	283.35						
House 4	283.35						
House 5	283.35						
House 6	283.35						
House 7	345.75						
House 8	345.75						
Total	2,391.6						
Average	298.95						

Table 3.1 Proposed GFA of Houses

- 3.1.3 The proposed development is for residential use only. There is no centralised ventilation and/or air condition system nor underground carpark that required large scale mechanical ventilation will be provided. Therefore, the proposed development is not regarded as a fixed noise source during operation phase.
- 3.1.4 On the other hand, the living rooms and bedrooms of the proposed residential houses are considered Noise Sensitive Receivers (NSRs) during operation phase. As the Applicant does not intend to provide fresh air provision, all openable windows on living rooms and bedrooms are for ventilation purposes.

4. Noise Impact Assessment

4.1 Introduction

- 4.1.1 The purpose of this report is to demonstrate that the Proposed Development will not impose adverse noise to the surrounding area during its construction phase; and the noise sensitive receivers (NSRs) of the proposed development will not experience insurmountable noise impact from the surrounding during the operational phase in accordance with the current proposed layout plan.
- 4.1.2 This section assessed the potential noise impact from the following aspects: (i) Construction Phase - the potential noise impact generated from the construction activities of the proposed development to the surroundings; (ii) Operation Phase - road traffic noise impact and noise impact from fixed sources of the proposed development.

Noise Impact Appraisal for Amendment of Plan Proposed Rezoning from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

4.2 Legislation, Standards & Guidelines

Construction Noise

- 4.2.1 Construction noise is governed by the Noise Control Ordinance (NCO) (Cap. 400) which prohibits the use of powered mechanical equipment (PME) during the restricted hours (7 p.m. to 7 a.m. on normal weekdays and any time on a general holiday, including Sunday) without a valid Construction Noise Permit (CNP) issued by the Authority. The criteria and procedures for issuing such a permit are specified in Technical Memorandum on Noise from Construction Works Other than Percussive Piling (TM1).
- 4.2.2 For construction works other than percussive piling, although TM1 does not provide control over daytime construction activities on any day not being general holiday, the noise limits as shown in Table 4.1 below are set out in the Practice Note for Professional Persons Environmental Consultative Committee (ProPECC PN 2/93) issued in 1993.

Noise Sensitive Receivers	0700 to 1900 hours on any day not being a Sunday or general holiday Leq (30min.), dB (A)
Dwelling	75
School	70

Notes: The above standards apply to uses which rely on opened windows for ventilation; The above standards shall be viewed as the maximum permissible noise levels assessed at 1m from the external facade.

Table 4.1 Noise Limits for Daytime Construction Activities

Road Traffic Noise

4.2.3 HKPSG provides guidance on acceptable road traffic noise levels at the openable windows of various types of noise sensitive buildings. The relevant criteria are shown in Table 4.2.

Uses	Road Traffic Noise L ₁₀ , (1hr) dB(A)
All domestic premises including temporary housing accommodation	70
Hotel and Hostels	70
Offices	70
Educational institutions	65
Hospital & Clinics	55
Places of public worship and courts of law	65

Note: The above criteria apply to noise sensitive uses which rely on opened window for ventilation.

Table 4.2HKPSG Road Traffic Noise Planning Criteria

Fixed Noise Sources

4.2.4 According to Table 2 of Technical Memorandum for the Assessment of Noise from Places Other than Domestic Premises, Public Places or Construction Sites (IND-TM), the ANLs for different Area Sensitivity Ratings (ASRs) are given in Table 4.3.

Time Period	ASR A	ASR B	ASR C
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

Note: In any event, the ASRs and the ANLs adopted in this report are only indicative and they are used for assessment only. It should be noted that noise from fixed noise sources is controlled under section 13 of the Noise Control Ordinance. Therefore, the ASRs and ANLs determined in this report shall not prejudice the Noise Control Authority's discretion to determine noise impact due to fixed noise sources on the basis of prevailing legislation and practices being in force, and taking account of contemporary conditions/ situations of adjoining land uses. The assessment of noise impacts due to fixed noise sources in this report shall not bind the Noise Control Authority in the context of law enforcement against any of the noise from fixed noise sources being assessed."

Table 4.3 Acceptable Noise Levels for Fixed Noise Impact (ANLs), dB(A), Leq, (30mins)

- 4.2.5 The Proposed Development is located in the rural area of Ho Chung Sai Kung. The only major road in the vicinity is Hiram's Highway, which is around 150m to the east of the Application Site According to TD's Annual Traffic Census (ATC2021), the daily traffic of Hiram's Highway, is around 24,000, which is below the definition of Influencing Factor (IF).
- 4.2.6 According to IND-TM, the determination of Area Sensitivity Rating (ASR) for sparsely developed area should be 500m depending upon circumstances. To the west and north of the Application Site, closely packed low-rise buildings (mostly consist of residential houses and temporary structures) have been identified within ~150m. Beyond ~150m to the west and north, it is undeveloped mountain region that should not have any fixed noise sources. To the east of the Application site, closely packed low-rise buildings with industrial activities are identified, such as food factory and car repair workshops (detailed in Para. 4.4.5 to 4.4.7). Considering the land elevation and the height of the surrounding buildings are declining along the east direction only the visible portion of the Proposed Development are potentially affected. As the existing food factory and car repair workshop would block other potential noise sources in the east. In addition, the identified industrial noise sources in the east are either indoor or surrounded by solid fence-wall/hoarding. The Application site and the surrounding area should not be directly affected by the fixed noise sources of the industrial activities.
- 4.2.7 In the south of the Application site, there is a large building (abandoned Asia Television Limited building) blocking majority of the view to the south of the Application Site. To the south-east of the Application Site is a developing area. Considering the allowable land use (Residential (E)), the development in this area should not be considered as fixed noise sources in the future. Instead, they will become noise barrier blocking the noise from the south-east. At the immediately east of the developing site, which is around 70m from the Application Site, there is a knoll which should block the view to south-east direction.

- 4.2.8 As there is no IF in the vicinity and no significant fixed noise sources is visible from the Application Site, ASR of the Application Site and its' surroundings would be classified "A".
- 4.2.9 HKPSG suggests that the criterion of the planned fixed noise source should be ANL -5 dB (A), or the prevailing background noise level, whichever is lower. The planning criteria would be 55 dB(A) for day and evening time and 45 dB(A) for night time, or the prevailing background noise level, whichever is lower.

4.3 Construction Phase Noise Impact Appraisal

- 4.3.1 For the construction phase although the project site is small and only demolition of temporary structures is required, mitigation measures are proposed to minimise the noise impact to the surrounding.
- 4.3.2 Major noise emitting activities during the construction phase will be the foundation works.
- 4.3.3 The use of Powered Mechanical Equipment (PME) will generate construction noise nuisance to the nearby NSRs. As the project site is small, the number of PME that it can accommodate is limited. To minimise noise generation, non-percussive piling method for foundation work is proposed. As these activities would only last for a short period of time, significant noise impact on sensitive receivers is not expected with proper implementation of mitigation measures:
 - adopt good site practice, such as throttle down or switch off equipment unused or intermittently used between works;
 - regular maintenance of equipment to prevent noise emission due to impairment;
 - position mobile noisy equipment in locations away from NSRs and point the noise sources to directions away from NSRs;
 - make good use of other structures for noise screening;
 - use of quiet plants and working methods to mitigate at source;
 - use of mobile noise barriers/enclosures along the path of noise propagation; and
 - schedule work to minimise concurrent activity and duration of impact
- 4.3.4 With the proposed mitigation measures properly implemented, no adverse noise impact arising from the construction of the proposed development is anticipated

4.4 Operational Phase Noise Impact Assessment

4.4.1 As stated in Section 3.1.1, the proposed development is planned for residential purpose only. The closest identified NSRs in each direction are ~40m in north (77 Luk Mei Tsuen); ~25m in north-west (103B Luk Mei Tsuen); ~110m in the west (156 Ho Chung); ~15m in south- east (108 Luk Mei Tsuen) of the Application Site. It is expected that the proposed development is not visible from the nearby NSR in other directions. The proposed development is planned to equip with windows type or split type air conditioners which do not cause potential noise impact. As the distance correction with 15m distance is around 31.5 dB(A) (for SWL) or 23.5 dB(A) (for SPL measured at 1m), with the noise level of typical split type AC unit1, no adverse noise impact on the surrounding is anticipated. Without centralised ventilation and/or air conditioning system nor underground carpark provision, no major fixed noise source is anticipated from the Proposed Development during operation phase.

4.4.2 On the other hand, the potential noise sources in the vicinity, i.e. traffic noise and industrial noise may affect the NSRs of the proposed development.

Noise Sensitive Receivers

4.4.3 The Proposed Development will not be centrally ventilated thus all living rooms and bedrooms of the residential flats are regards as NSRs. Therefore for a quantitative assessment, assessment points have to be provided to all the openable windows of living rooms and bedrooms. The elevation of the houses would be assumed to be 26.7mPD for the homes in Parcels A and B and 25.97mPD for the homes in the Parcel C.

Fixed Noise Source from Industrial Activities

- 4.4.4 As stated in Section 2, based on the site survey, no significant noise from industrial activities have been identified in Luk Mei Tsuen (mostly consists of residential houses) which is in the immediate west and north to the Application Site; no industrial noise is anticipated from the abandoned Asia Television Limited building in the south; but potential fixed noise sources are identified in the R(E) zone in the east.
- 4.4.5 The most concerned existing developments with potential fixed noise sources are identified as Koon Yick Food Factory, which is an active Chinese sauces manufacturer (Food Factory License Number 29 98 803889), and the group of car repair workshops in the immediate west of the Application Site, due to their proximity. On the other hand, due to the much higher ground elevation of the car repair workshops (around 19.5 mPD) with a solid hoarding of about 2m high bring the foundation to about 21.5mPD compare to the Application Site (13.9 14.4 mPD) and the rest of R(E) zone in the east (5.9 13.4 mPD), the view from the proposed development to the west portion of the R(E) zone is blocked on the lower floors. The locations of the potential fixed noise sources are illustrated in **Figure 4.1**.
- 4.4.6 Koon Yick Food Factory, as a traditional Chinese sauces manufacturer, is not expected to use heavy and noisy machines for its manufacturing process. In addition, no fixed machinery nor noise emitting outdoor industrial activities has been identified during the site visit. All of the potential noisy works (e.g. packaging) are conducted in confined indoor area. Therefore, the potential noise sources from Koon Yick Food Factory should not have adverse noise impact to the proposed development.
- 4.4.7 For the group of car repair workshops in the immediate east of the Application Site, considering their scale and from the observation during the site visit, they are relying on hand-tool instead of fixed heavy machine. Besides, no fixed machinery nor noise emitting outdoor activities has been identified during the site visit. With the solid structures on the west facades of the car repair workshops and their much higher ground elevation compare to the Application Site, the view from the proposed development is completely blocked. Therefore, the potential noise from that group of car repair workshops should not have adverse noise impact to the proposed development.
- 4.4.8 As stated in Section 2, no new industrial development in the surrounding of the Application Sites is allowed, thus no adverse noise impact from the planned fixed noise sources is anticipated.

4.4.9 In conclusion based on the above assessment no adverse noise impact from potential fixed noise sources to the proposed development is anticipated.

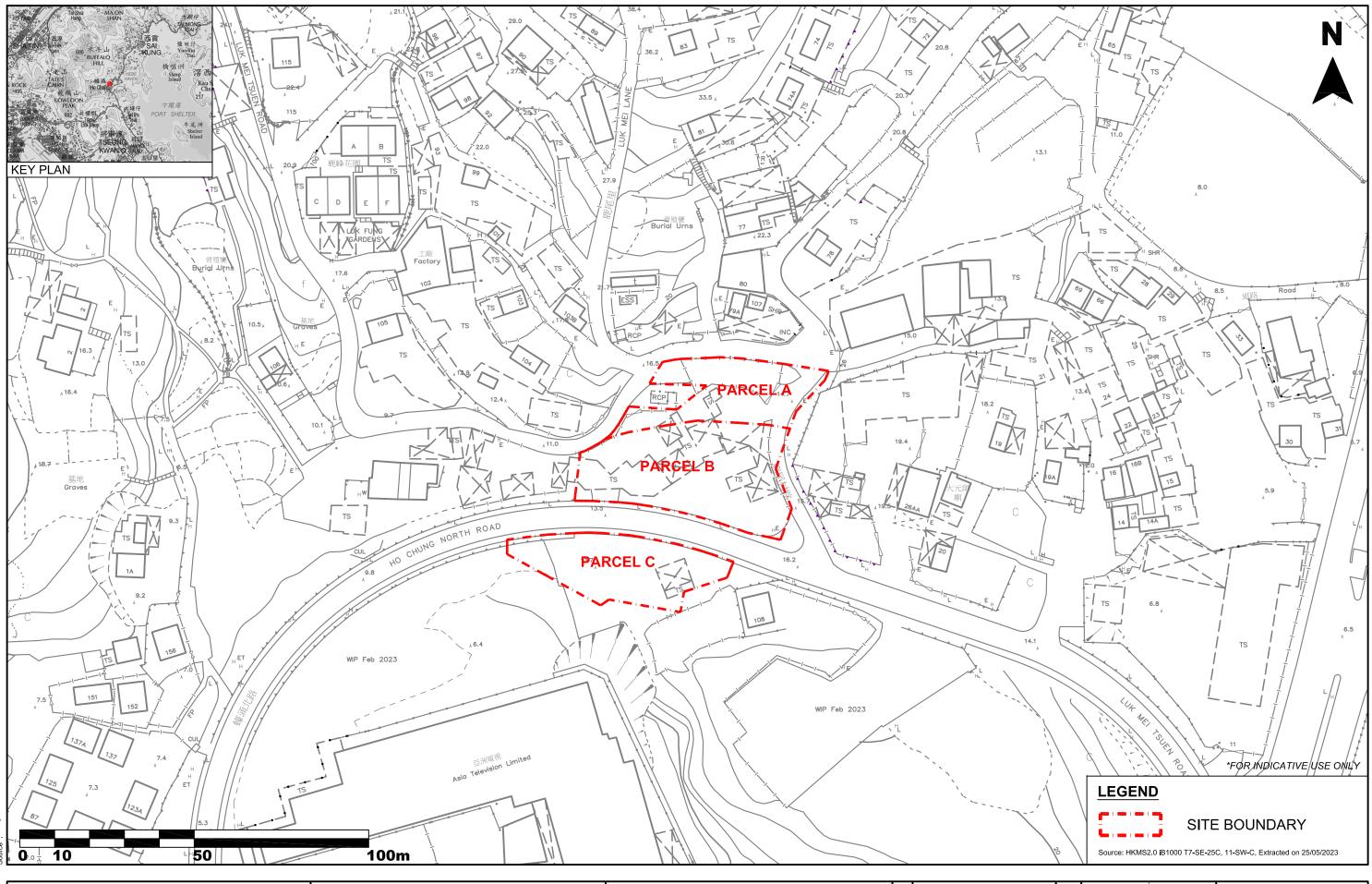
Traffic Noise

- 4.4.10 Despite the Application Site is located in rural area, and the nearby major road, i.e. Hiram's Highway, is classified as Rural Road, the daily traffic flow of Hiram's Highway is around 24,000 (according to ATC2021). Thus, traffic noise is considered as one of the major potential noise impacts.
- 4.4.11 As the line-of-sight between the most affect road, i.e. Hiram's Highway, and the Application Site is mostly blocked by the existing buildings and there is around 150m separation distance between the proposed development and Hiram's Highway, no adverse road traffic noise impact is anticipated at the proposed development (fully complying with 70 dB(A) noise criterion).

5. Conclusion

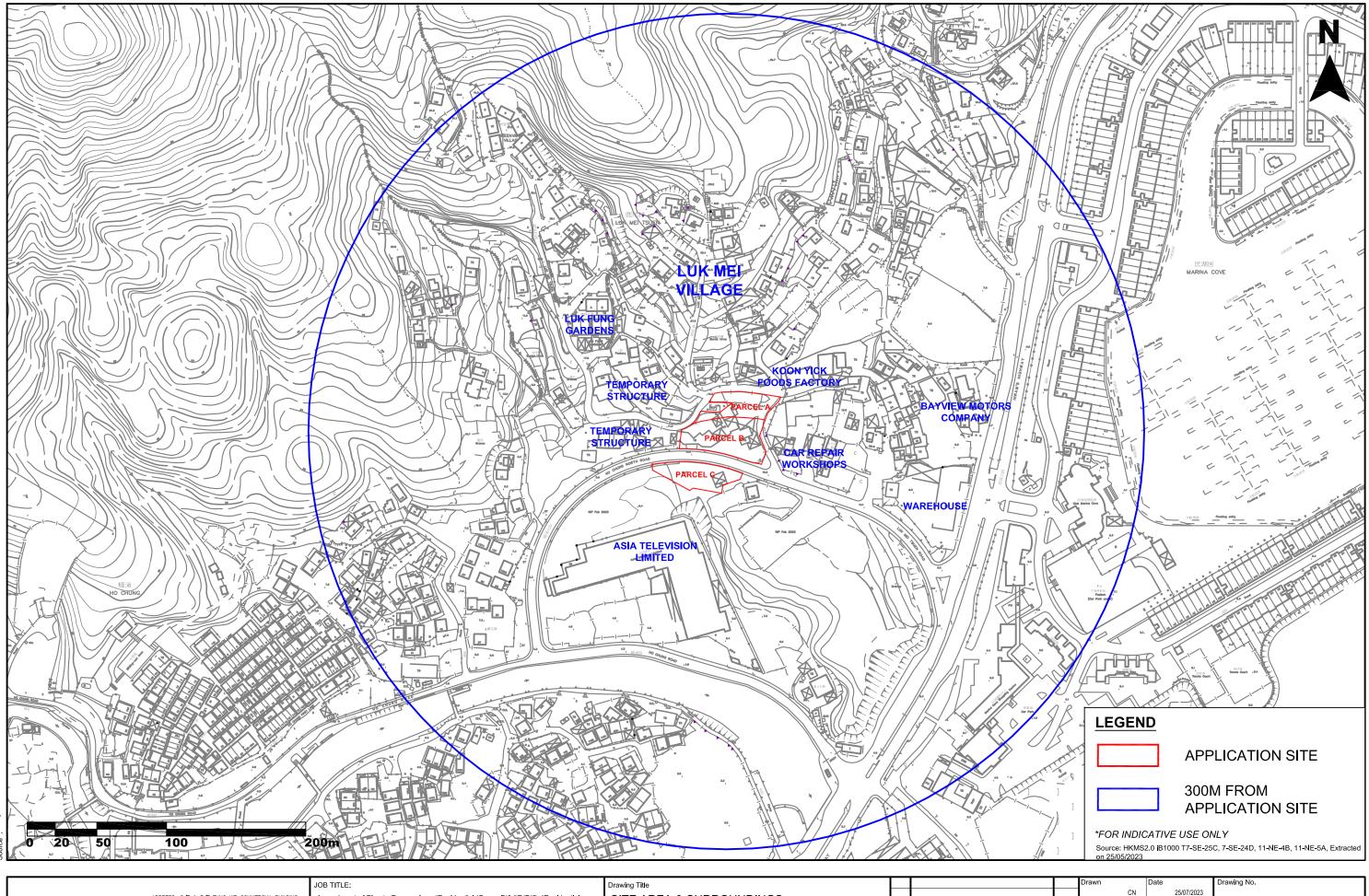
- 5.1.1 A Noise Impact Appraisal has been carried out to evaluate the potential noise impacts likely to arise from the proposed development.
- 5.1.2 The key noise issues associated with the proposed development are potential construction noise impact during construction phase; as well as potential road traffic noise impact and potential noise impact from fixed sources during operational phase.
- 5.1.3 With the proposed mitigation measures properly implemented, no adverse noise impact arising from the construction of the proposed development is anticipated.
- 5.1.4 The proposed development is not considered a fixed noise source during its operation phase. Both road traffic and fixed noise sources do not induce adverse noise impact to the proposed development during its operation.
- 5.1.5 In conclusion, no noise impact is anticipated for the proposed development.

Figures



	JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential				Drawn	Date CN 19/07/2023	Drawing No.
SURVEYING-LAND ADVISORY-VALUATION TTEL: 2507 8333	(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group E)1) ("R(E)1") or "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan	-			Checked	Approved RT RT	Figure 1.1
	No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev Description	n Date	Scale	1:1000 @ A3	Rev. –

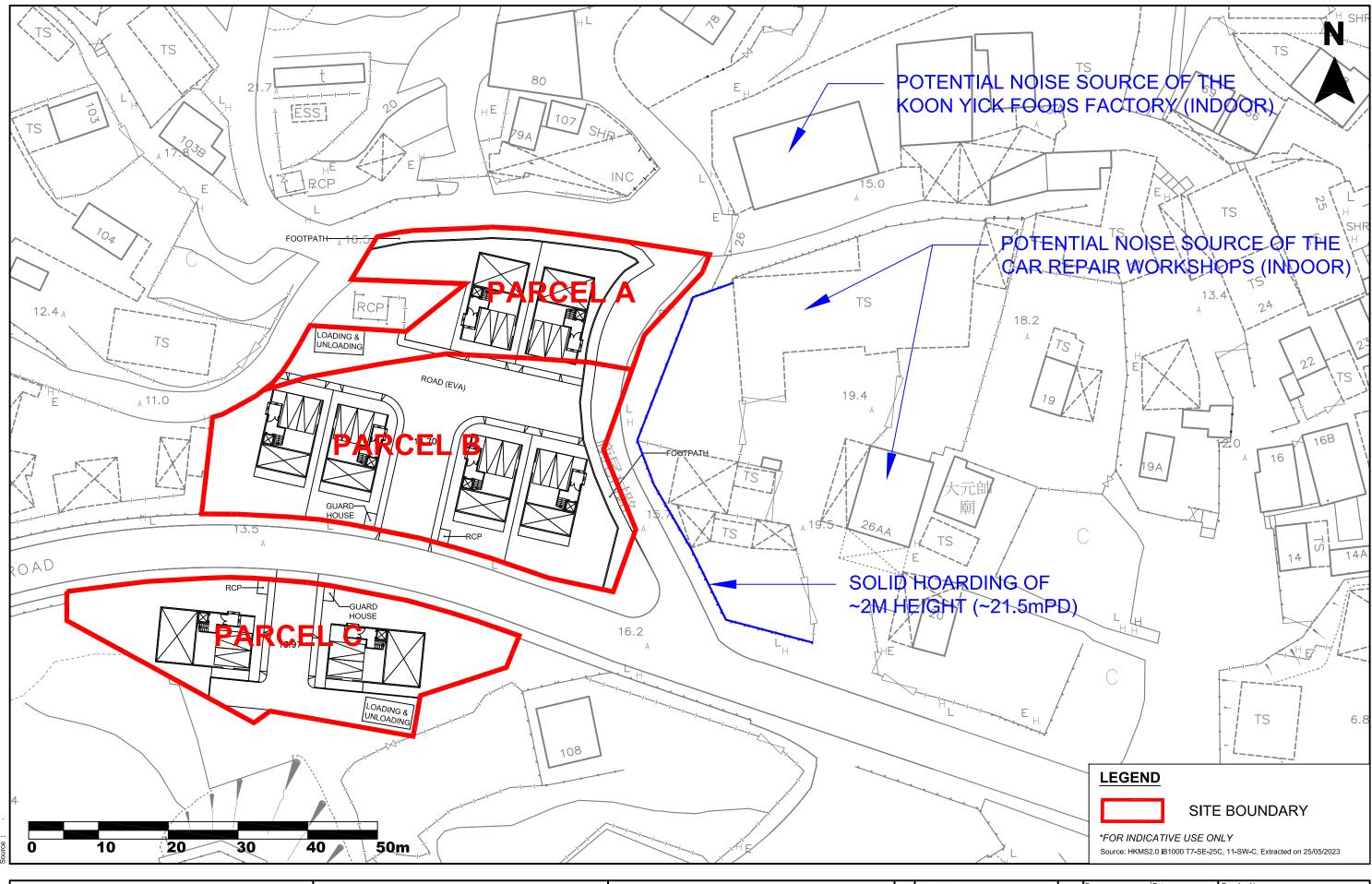
File Name Source



	JOB TITLE:	Drawing Title		
ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BU	MG Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential	SITE AREA & SURROUNDINGS		
244 DES VOEUX ROAD CENTRAL HONG				
SURVEYING-LAND ADVISORY-VALUATION 行 TEL: 2507 8333	on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in			
FAX: 2598 6576	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong			
	and, no chung, Sal Kung, New Territories, nong Kong		Rev	Description

lle

	Drawn	Date	Drawing No.
	CN	25/07/2023	
	Checked	Approved	Figure 2.1
	RT	RT	· .90.0
	Scale	0.0.40	Rev.
Date	1:250	0 @ A3	-



Г		JOB TITLE:	Drawing Title	1	Layout Updated	19/12/2	3 Drawn	Date	Drawing No.
	ADDRESS: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential	LOCATIONS OF POTENTIAL FIXED NOISE					CN 19/12/2023	
I I	244 DES VOEUX POAD CENTRAL HONG KONG	(Group E)" ("P(E)") and an area shown as 'Poad' to "Pesidential (Group C)3) ("P(C)3")					Checked		Figure 4.1
	SURVEYING-LAND ADVISORY-VALUATION 行 TEL: 2507 8333	on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in	SOURCES IN THE VICINITY					RT RT	· .g
	FAX: 2598 6576	Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong					Scale	1:500 @ A3	Rev. 1
L		and, no onang, ou rang, now remones, nong tong		Rev	Description	Date		1.500 @ AS	I

Attachment 2

Site Photos Taken on 27 Oct 2023

			JOB TITLE:	Drawing Title			
	ADDRES	S: 2/F & 3/F TUNG HIP COMMERCIAL BUILDING	Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential	SITE PHOTOS TAKEN ON 27 OCT 2023			
PRUDENTIAL		244 DES VOEUX ROAD CENTRAL HONG KONG	(Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3")				
SURVEYING-LAND ADVISORY-VALUATION 行	TEL:	2507 8333	on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in				
	FAX:	2598 6576	Demarcation District 210 and Demarcation District 244 and Adjoining Government				
			Iand, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Da

ΡΗΟΤΟ Ι

ΡΗΟΤΟ Α





APPLICATION SITE

PARCEL C





APPLICATION SITE PARCELA&B

PHOTO F

PHOTO B



APPLICATION SITE

PARCEL A & B



APPLICATION SITE

PARCEL C

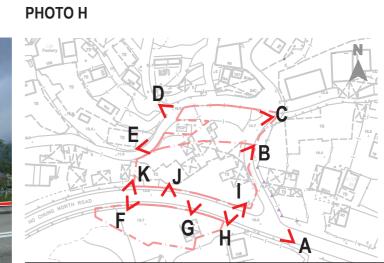
APPLICATION SITE

PARCEL A & B

PHOTO C







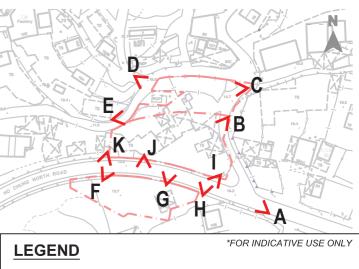


PHOTO D

SITE BOUNDARY

(Source: Photos Taken on 27 Oct 2023)

	Drawn	Date	Drawing No.
	CN	10/11/2023	
	Checked	Approved	_
	RT	RT	
	Scale	10	Rev.
Date	Ν.	T.S.	=

Intentionally Blank

Enclosure 2

Response-to-Public Comments Table

Intentionally Blank

Ref: 2023/(PSIL)BELSKRD2/PSIL/PlanD/RtoC_Public02

Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E))" and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Various Lots in Demarcation District 210 and Demarcation District 244 and Adjoining Government land Ho Chung, Sai Kung, New Territories, Hong Kong

Response to Public Comments received during the period of 24.11.2023 to 15.12.2023 on the Application No. Y/SK-HC/6. There was 1 comment received and the comment is as follows:

Item	Public Comments (PC)	The Applicant's Responses
PC2-1	I don't know why government approved this application.	This current application has not been approved by the government.
	Since this application used the land and the land was used for the factory and car park, the owner doesn't care about the law.	The current Application is applied under the laws of Hong Kong.

Intentionally Blank

S/SK-HC/11

RESIDENTIAL (GROUP C)

- 4 -

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Utility Installation for Private Project	Ambulance Depot Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Institutional Use (not elsewhere specified) Library Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Rural Committee/Village Office School Shop and Services Social Welfare Facility Training Centre
This zone is intended primarily for low-rise	<u>g Intention</u> e, low-density residential developments where bourhood may be permitted on application to the

RESIDENTIAL (GROUP C) (Cont'd)

Remarks

On land designated "Residential (Group C)1", no new development, or addition, (a) alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.75, a maximum site coverage of 37.5% and a maximum building height of 9m with 2 storeys over one storey of carport or of a maximum plot ratio of 0.75, a maximum site coverage of 25% and a maximum building height of 12m with 3 storeys over one storey of carport, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.

- On land designated "Residential (Group C)2", no new development, or addition, (b) alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.4, a maximum site coverage of 20% and a maximum building height of 9m with 2 storeys over one storey of carport, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.
- On land designated "Residential (Group C)3", no new development, or addition, (C) alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.75, a maximum site coverage of 25% and a maximum building height of 12m with 3 storeys over one storey of carport, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.
- Based on the individual merits of a development or redevelopment proposal, minor (d) <u>(c)</u> relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (a) and (b) (a), (b) and (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (e) -(d)-(a) and (b) (a), (b) and (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's guarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

*For Indicative Use Only

SURVEYING-LAND ADVISORY-VALUATION 行 TEL: 2507 8333	JOB TITLE: Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in	OF THE APPROVED OZP "R(C)3"				Drawn CN Checked RT	Date 15/08/2023 Approved RT	Drawing No. FIGURE 5.2
FAX: 2598 6576 Demarcation District 210 and Demarcation District 244 and Adjoining Government land, Ho Chung, Sai Kung, New Territories, Hong Kong		Rev	Description	Date	Scale	-	Rev.	

- 5 -

S/SK-HC/11

In determining the maximum plot ratio and site coverage for the purposes of paragraphs

- 9.1.3 Development and redevelopment within this "CDA" site is subject to a maximum plot ratio (PR) of 0.75, a maximum site coverage (SC) of 25% and a maximum building height not exceeding 12m with 3 storeys over one storey of carport as stipulated in the Notes of the Plan. To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of these restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits. The implementation of the "CDA" zone largely depends on private initiatives for land assembly. However, in view of the sizeable area of the site, phased development could be carried out provided that the intention for comprehensive redevelopment of the whole site would not be prejudiced.
- 9.1.4 Pursuant to section 4A(1) of the Ordinance, any development/ redevelopment proposal within this zone is subject to the approval of the Board by way of a planning application under section 16 of the Ordinance. A Master Layout Plan (MLP) should be submitted together with the relevant assessment reports and a landscape master plan as well as other materials as specified in the Notes of the Plan for the approval of the Board under section 4A(2) of the Ordinance. Development/redevelopment will be in accordance with an approved MLP and it should be ensured that the nature and scale of new development will be in keeping with the surrounding natural landscape and land-uses and will not exert pressure on the limited road and other infrastructural provisions in the Area. A copy of the approved MLP shall be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.

Residential (Group C) ("R(C)") : Total Area 3.30 ha 3.62 ha 9.2

- 9.2.1 The planning intention of this zone is primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board, and to restrict the future developments within the prescribed development parameters.
- 9.2.2 This zone can be divided into two sub-areas:
 - (a) "R(C)1" The residential development in this sub-area is subject to a maximum PR of 0.75, either with a maximum SC of 37.5% and a height not exceeding 9m with 2 storeys over one storey of carport, or with a maximum SC of 25% and a height not exceeding 12m with 3 storeys over one storey of carport.

This sub-area covers only one site which is located in the area sandwiched between Hiram's Highway and Nam Pin Wai Village.

- interest as well as their immediate environs.
- (b) carport.

This sub-area covers the area to the south-west of Hing Keng Shek which has mostly been developed into low-density residential houses. The site is only accessible via the substandard Hing Keng Shek Road.

(C) storey of carport.

Road.

- facilities, particularly the transport network in the Area.
- its own merits.
- traffic impacts.

*For Indicative Use Only

rawing Title Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residentia PROPOSED AMENDMENT TO THE EXPLANATORY 2/F & 3/F TUNG HIP COMMERCIAL BUILDING PRUDENTIAL (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3" 244 DES VOEUX ROAD CENTRAL HONG KONG STATEMENT OF THE APPROVED OZP "R(C)3" TEL: on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in FAX 2598 6576 Demarcation District 210 and Demarcation District 244 and Adioining Government land Ho Chung, Sai Kung, New Territories, Hong Kong Description

Appendix III of RNTPC Paper No. Y/SK-HC/6

S/SK-HC/11

The sub-area falls within the Ho Chung Site of Archaeological Interest. The Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department (LCSD) should be consulted well in advance on any development or redevelopment proposals affecting this site of archaeological

"R(C)2" - The residential development in this sub-area is subject to a maximum PR of 0.4, a maximum SC of 20% and a height not exceeding 9m with 2 storeys over one storey of

"R(C)3" – The residential development in this sub-area is subject to a maximum PR of 0.75, a maximum SC of 25% and a height not exceeding 12m with 3 storeys over one

This sub-area covers the area on western portion on both side of the Ho Chung North Road near Luk Mei Tsuen

9.2.3 The above sub-areas mainly reflect the existing character and development intensity. The development restrictions are mainly to conserve the existing character and intensity of the developments so as to blend in well with the surrounding natural environment and rural character as well as not to overload the limited infrastructural

9.2.4 Minor relaxation of the stated restrictions may be considered by the Board on application under section 16 of the Ordinance. This provision is to allow the Board to consider proposals for building layout and design which, while not strictly complying with the stated restrictions, meet the planning objectives. It is hoped to encourage imaginative designs which are adapted to the characteristics of particular sites, and overcome the need for stilting or allow for the conservation of environmentally important natural features or mature vegetation. Each proposal will be considered on

9.2.5 Some scattered areas outside existing private residential lots within this zone may not be suitable for residential development. Their suitability for development or inclusion into adjoining lots for development would be assessed individually at the land administration stage based on their visual and amenity value, accessibility and geotechnical, environmental, infrastructural and

	Drawn		Date	Drawing No.
		CN	15/08/2023	FIGURE 5.3
	Checked		Approved	I IGURE 5.5
		RT	RT	
	Scale		^	Rev.
Date			-	

Summary of Key Development Parameters of Previous s.16 Planning Applications

Approved Applications

Application No.	No. of Houses	Site Area (m ²)	PR	GFA (m ²)	SC	BH (m)	No. of storey	Parking	Date of Consideration
A/SK-HC/34	8	3,932	0.228	896	19.7	6	2	12	28.2.1997
A/SK-HC/46*	8	3,932	0.228	896	19.7	6	2	12	16.1.1998
A/SK-HC/94	8	4,378	0.220	965	20	6	2	12	3.8.2001
A/SK-HC/117	8	4,223	0.220	963	20	6	2	12	5.11.2004
A/SK-HC/326	4	2,806	0.37	1,059	22	6 to 7.5	2	8	15.10.2021

* Only minor change in layout without changing the proposed development parameters compared to application No. A/SK-HC/34.

Rejected Applications

Application No.	No. of Houses	Site Area (m ²)	PR	GFA (m ²)	SC	BH (m)	No. of storey	Parking	Date of Consideration
A/SK-HC/29 (village-type houses)	21	4,780	0.86	4,097	29	8	3	-	15.12.1995
A/SK-HC/32 (NTEHs)	8	3,932	0.4	1,560	13	8	3	12	6.9.1996
A/SK-HC/85	11	3,790	0.31	1,179	15.8	6	2 to 3**	17	30.6.2000

** with basement carpark

Detailed Comments from Government Departments

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

- 1. The application site (the Site) comprises Government land and only part of the private lots namely Lot No 402, 403, 404, 409 S.A and 418 S.A RP in D.D. 210 as well as Lot No 1860 RP in D.D. 244;
- 2. the site area could not be verified at this stage, the applicant should ensure the areas stated in the application are correct;
- 3. structure/temporary structures were observed within numerous of the subject private lots. Lease enforcement action had been taken by issuance of warning letter in March 2023 which were forwarded to the Land Registry in early August 2023 for register as the concerned lot owners failed to purge the breach by deadline;
- 4. there is also illegal occupation of Government land at the southern part of the Site. Land control action would be taken by his office according to case priority; and
- 5. two strips of Government land within the application site abutting the public road fall within the Simplified Temporary Land Allocation GLA-TSK 3423 which was allocated to Highways Department for the public works project under "PWP Item No. 703TH Dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and Improvement to Local Access to Ho Chung" have been returned from Highways Department to his office and being managed and maintained by Leisure and Cultural Services Department, Transport Department and Highways Department as well as his office.

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

The applicant is reminded that approval of s.12A application under the Town Planning Ordinance does not imply approval of the site coverage of greenery requirements under APP PNAP-152 and/or under the lease. The site coverage of greenery calculation should be submitted separately to Buildings Department for approval. Similarly for any proposed tree preservation/removal scheme and compensatory planting proposal, the applicant should approach relevant authority direct to obtain necessary approval as appropriate.

Comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD):

- 1. the grantee/applicant is required to divert the water mains found on the Site;
- 2. existing water mains inside the proposed lot are needed to be diverted outside the site boundary of the proposed development to lie in Government land. A strip of land of minimum 1.5m in width should be provided for the diversion of existing water mains. The cost of diversion of existing water mains upon request will have to be borne by the grantee/applicant; and the applicant shall submit all the relevant proposal to WSD for consideration and agreement before the works commence;
- 3. for those water mains in close vicinity to the Site where diversion is not required, the following conditions shall apply:

- (a) existing water mains are affected as indicated on the site plan and no development which requires resiting of water mains will be allowed;
- (b) details of site formation works shall be submitted to the Director of Water Supplies for approval prior to commencement of works;
- (c) no structures shall be built or materials stored within 1.5m from the centre line(s) of water main(s). Free access shall be made available at all times for staff of the Director of Water Supplies or their contractor to carry out construction, inspection, operation, maintenance and repair works;
- (d) no trees or shrubs with penetrating roots may be planted within the Water Works Reserve or in the vicinity of the water main(s). No change of existing site condition may be undertaken within the aforesaid area without the prior agreement of the Director of Water Supplies. Rigid root barriers may be required if the clear distance between the proposed tree and the pipe is 2.5m or less, and the barrier must extend below the invert level of the pipe;
- (e) no planting or obstruction of any kind except turfing shall be permitted within the space of 1.5m around the cover of any valve or within a distance of 1m from any hydrant outlet; and
- (f) tree planting may be prohibited in the event that the Director of Water Supplies considers that there is any likelihood of damage being caused to water mains.
- 4. Fresh water supply is available for the Site and he has no objection in-principle to the proposed connection points. The actual connection points shall be agreed with WSD on site upon commencement of construction.

Comments of the Chief Building Surveyor/New Territories East 2 and Rail, BD (CBS/NTE2 & Rail BD):

- 1. Emergency vehicular access complying with Building (Planning) Regulation 41D shall be provided for all the buildings within the Sites; and
- 2. PNAP APP-2, Hong Kong Planning Standards and Guidelines and the advice of Commissioner for Transport will be referred to when determining exemption of GFA calculation for above ground carparking space.

Comments of the Director of Electrical and Mechanical Services (DEMS):

Electricity Safety

in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line under the mentioned document should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" established under the Regulation when carrying out works in the vicinity of the electricity supply lines.

Comments of the Chief Highway Engineer/New Territories East, HyD (CHE/NTE, HyD)

- 1. The proposed vehicular and pedestrian access indicated in the architectural drawing are falling within the lot boundary, the applicant should be responsible for the maintenance of the proposed vehicular and pedestrian access;
- 2. If the proposed run-in/out are agreed by TD, the applicant should provide the run-in/out in accordance with the latest version of Highways Standard Drawing; and
- 3. Luk Mei Tsuen Road is outside the maintenance jurisdiction of Highways Department, please approach relevant government department for advice regarding the arrangement of right of way and pedestrian footpath in Luk Mei Tsuen Road.

Comments of the Chief Engineer/Mainland South, DSD (CE/MS, DSD)

- 1. Prior to the commencement of the construction stage, the applicant should submit the details of temporary drainage management plan for agreement by DSD.
- 2. Provided that the proposed drainage measures as mentioned in the SDIA report could not be complied with due to actual site constraints, the applicant should submit the updated DIA report to DSD for agreement.
- 3. As the drainage connection works would be involved, the AP is reminded to submit the HBP1 application form together with a cheque to DSD for a technical audit of the completed connection works. All drainage works to be handed over to this Department shall conform to the requirements stipulated in Stormwater Drainage Manual, Sewerage Manual, DSD Standard Drawings, DSD Technical Circulars, Practice Notes and Guidelines.
- 4. The SIA for the subject planning application needs to meet the full satisfaction of Environmental Protection Department (EPD), the planning authority of sewerage infrastructure. DSD's comments on the SIA submitted by the developer are subject to views and agreement of EPD.
- 5. Please be reminded that upon connection to the public sewerage network and decommissioning of the proposed on-site sewage treatment plant, the sewerage impact assessment may need to be reviewed and updated or a separate sewerage impact assessment may need to be conducted to assess the potential sewerage impact and/or identify necessary mitigation measures, if required.
- 6. Please note that the proposed use and design of proposed on-site sewerage treatment plant should be subject to the views and agreement of EPD and any relevant statutory requirements.

□ Urgent □ Return Receipt Requested □ Sign □ Encrypt □ Mark Subject Restricted □ Expand personal&publ 就申請編號:Y/SK-HC/6提出意見事官



就甲讀編號:Y/SK-HC/6提出意見事自 27/09/2023 10:41

From: To: File Ref:

tpbpd@pland.gov.hk

城市規劃委員會

秘書處

執事先生 台鑒:

關於西貢蠔涌丈量約份第210號及244約多個地段及毗連政府土地

<u>申請编號:Y/SK-HC/6</u>

提出反對事宜

經與村民商討後,對申請編號Y/SK-HC/6意見如下:

 增加汽車流量:該申請範圍附近的道路,主要是連接多條小路往來不同區分住 戶,包括:翠景台和鹿峰花園等,現時村中汽車流量已不少,更不時出現人車爭 路,汽車阻塞及停泊問題等糾紛。再者,村中老弱婦孺和小孩也不少,對他們安全 構成一定危險。

2. 影響觀景:由原先批准的4幢2層高獨立屋,改劃為8幢3層高獨立屋,將會構成屏風樓效應,影響觀景,阻擋村民視線和破壞村中風水。

3. 據報章資料顯示,按2021年已批出申請內容和條款,如今申請改劃土地用途,又是否合情合理呢?

4. 無論此申請結果如何,申請者必須遵守開放現有村民使用中的道路作往來通道,不得在興建後封路,封殺村民使用已超過60多年的道路權利。

因此,現對上述申請提出反對。

्योग जुम्ह सुरुष्ठायः 村民

陸小姐 啟

27-09-2023



致:城市規劃委員會

就規劃申請 / 覆核提出意見 :

申請編號: Y/SK-HC/6

「提意見人」姓名: 陸小姐

E-mail Address :

本人反對是項規劃申請,因為

- 村內缺乏污水及雨水排放系統 當區水浸問題仍嚴重,現時渠務公共設施仍未能滿足現有居民需要,雨季來 臨時屬低窪地區居民必受到嚴峻挑戰。
- 是項規劃將引入大量車流 住宅數目增加將連帶人口及車輛數目上升,加上此項申請地點是村路範圍, 是單線行車,沒有出入線,亦是村民進出的主幹路線。
 日後其發展亦存有發展商因工程或落成而封路不給村民使用的機會。
- 嚴重影響生態環境,野生物種 西貢蠔涌村及鹿尾村一帶不斷規劃興建房屋,嚴重影響周邊生態環境。同時 位於鄰近匡湖居具高生態價值的紅樹林,也會受牽連及受影響。
- 規劃申請範圍涉及政府土地
 申請範圍中涉及政府土地,亦有個垃圾收集站,規劃申請中未交代如何重置。同時反對村內的官地批准為住宅用途。
- 5.嚴重影響村內風水 西貢蠔涌村內有車公廟,蠔涌鹿尾村內分別有大元帥廟及聖人公媽,而該規 劃範圍位址亦鄰近3大古廟,嚴重影響村內風水及村民。
- 規劃告示不夠透明度
 西貢蠔涌村或是鹿尾村,分別在村口都有告示板,但規劃申請告示只求其掛於垃圾筒旁的欄杆,不夠透明度,村民全不知情。

🗌 Urgen	t 🔲 Return Receipt Requested	Sign 🗋 Encrypt	Mark Subject Restricted	Expand personal&publi
	Y/SK-HC/6 25/09/2023 13:27	· .		· .
From: To: File Ref:	tpbpd@pland.gov.hk		· · ·	

反對 Y/SK-HC/6申請改劃圖則,懷疑有官商勾結,不利社會和諧。

Urgent Return Receipt Requested

Sign Encrypt Mark Subject Restricted Expand personal&publi



反**對Y/SK-HC/6** 25/09/2023 13:33

From: To: File Ref:

tpbpd@pland.gov.hk

本人反對Y/SK-HC/提出申請,該項申請大大影響居民出行,道路收窄,車輛增加,行人安全受到嚴重威脅。

· · · · · · · · · · · · · · · · · · ·	5
就規劃申請/覆核提出意見 Making Comment on Plann	ing Application / Review
參考編號 Reference Number:	230925-131206-25418
提交限期 Deadline for submission:	29/09/2023
提交日期及時間 Date and time of submission:	25/09/2023 13:12:06
有關的規劃申請編號 The application no. to which the comment relates:	Y/SK-HC/6
「提意見人」姓名/名稱 Name of person making this comment:	小姐 Miss zheng junxiang
意見詳情 Details of the Comment: 本人强烈反對編號Y/SK-HC/6的申請人根據第12A條 年壹遇的世紀暴雨,村中有多幢房屋水浸,而蠔涌河約 足,如果再興建八幢住宅,水浸的情況會加劇,更甚 造成生命和財產之安全隱患。	經常泛濫,突顯本區排洪能力不

行力の 就規劃申請/覆核提出意見 Making Comment on Planning Application / Review 参考编號 230925-133914-14170 **Reference Number:** 提交限期 29/09/2023 **Deadline for submission:** 提交日期及時間 25/09/2023 13:39:14 Date and time of submission: 有關的規劃申讀編號 Y/SK-HC/6 The application no. to which the comment relates: 「提意見人」姓名/名稱 小姐 Miss zheng junxiang Name of person making this comment: 意見詳情 **Details of the Comment :** 本人强烈反對編號Y/SK-HC/6 的申請人根據第 12A 條的修訂圖則之申請,本月壹場五百 年壹遇的世紀暴雨,村中有多幢房屋水浸,而蠔涌河經常泛濫,突顯本區排洪能力不 足,如果再興建八幢住宅,水浸的情況會加劇,更甚會破壞其他上五十年歷史的村屋,

造成生命和財產之安全隱患。

· 🗌 Urgent	Return Receipt Requested	🗌 Sign 🔲 Encrypt	Mark Subject Restricted	Expand personal&publi
	Y/SK-HC/6 DD 210 AND 26/09/2023 01:51	244 Ho Chung		
From: To: File Ref:	tpbpd <tpbpd@pland.gov.hk></tpbpd@pland.gov.hk>			
Y/SK-HC/6				

Various Lots in D.D. 210 and 244 and Adjoining Government Land, Ho Chung

Site area: About 3,190sq.m includes Government Land of about 606sq.m

Zoning: "Res (Group D)", "Res (Group E)" and area shown as 'Road'

Proposed Amendment: Rezone to "Res (Group C) 3" / 8 Villas / 16 Vehicle Parking / 12 mts

Dear TPB Members,

Object to inclusion of government land as it appears to be the public passage and should be excluded from site. If not so then there should be a land swap. Inclusion appears to be intended to dilute the PR.

Object to height. Parking should be underground and the height of the villas the same of that of village houses, 8.23mts, to retain the rural landscape and reduce impact on the views of the mountains.

Layout is appalling waste of land, effectively almost 50% of the site devoted to roads. This greatly reduces the amount of green coverage. Entrance to homes bordering road should be directly from the road, why create additional road surface. Obviously no lessons taken from recent weather events and the folly of cementing over vast tracts of land at the expense of trees and plants.

Note that the tree survey does not indicate how many existing trees there are on site, it only refers to "Overall planting design will be consisted of a mix of practicable, ornamental trees, evergreen hedges, and flowering shrubs", indicating zero replacement as ornamental trees are essentially tall shrubs.

Mary Mulvihill

F.7 3

Urgent Return Receipt Requested Sign Encrypt Mark Subject Restricted Expand personal&publi



Re: Y/SK-HC/6 DD 210 AND 244 Ho Chung 23/01/2024 02:38

From: To: Sent by: File Ref:

"tpbpd" <tpbpd@pland.gov.hk> tpbpd@pland.gov.hk

Dear TPB Members,

The photmontages indicate that from some angles the visual impact is unacceptable. Any development should be capped at the permitted height for village houses in order to preserve the panorama.

Mary Mulvihill

From:

To: tpbpd <tpbpd@pland.gov.hk> Date: Tuesday, 26 September 2023 1:50 AM HKT Subject: Y/SK-HC/6 DD 210 AND 244 Ho Chung

Y/SK-HC/6

Various Lots in D.D. 210 and 244 and Adjoining Government Land, Ho Chung

Site area: About 3,190sq.m includes Government Land of about 606sq.m

Zoning: "Res (Group D)", "Res (Group E)" and area shown as 'Road'

Proposed Amendment: Rezone to "Res (Group C) 3" / 8 Villas / 16 Vehicle Parking / 12 mts

Dear TPB Members,

Object to inclusion of government land as it appears to be the public passage and should be excluded from site. If not so then there should be a land swap. Inclusion appears to be intended to dilute the PR.

Object to height. Parking should be underground and the height of the villas the same of that of village houses, 8.23mts, to retain the rural landscape and reduce impact on the views of the mountains.

Layout is appalling waste of land, effectively almost 50% of the site devoted to roads. This greatly reduces the amount of green coverage. Entrance to homes

bordering road should be directly from the road, why create additional road surface. Obviously no lessons taken from recent weather events and the folly of cementing over vast tracts of land at the expense of trees and plants.

Note that the tree survey does not indicate how many existing trees there are on site, it only refers to "Overall planting design will be consisted of a mix of practicable, ornamental trees, evergreen hedges, and flowering shrubs", indicating zero replacement as ornamental trees are essentially tall shrubs.

Mary Mulvihill

F.I. 4 $\left| \right|$

Urgent 🗌 Return Receipt Requested 👘 Sign 🗍 Encrypt 🗍 Mark Subject Restricted 🗍 Expand personal&publi



Re: Y/SK-HC/6 DD 210 AND 244 Ho Chung 25/03/2024 02:56

From: To: Sent by: File Ref:

"tpbpd" <tpbpd@pland.gov.hk> tpbpd@pland.gov.hk

Dear TPB Members,

Response "it would enhance the visual impact on visual sensitive receivers at certain viewing point"

Seriously???? This is a rural setting, surrounded by hills and country park. Any development degrades the panorama.

Mary Mulvihill

From: To: tpbpd <tpbpd@pland.gov.hk> Date: Tuesday, 23 January 2024 2:37 AM HKT Subject: Re: Y/SK-HC/6 DD 210 AND 244 Ho Chung

Dear TPB Members,

The photmontages indicate that from some angles the visual impact is unacceptable. Any development should be capped at the permitted height for village houses in order to preserve the panorama.

Mary Mulvihill

From:

To: tpbpd <tpbpd@pland.gov.hk> Date: Tuesday, 26 September 2023 1:50 AM HKT Subject: Y/SK-HC/6 DD 210 AND 244 Ho Chung

Y/SK-HC/6

Various Lots in D.D. 210 and 244 and Adjoining Government Land, Ho Chung

Site area: About 3,190sq.m includes Government Land of about 606sq.m

Zoning: "Res (Group D)", "Res (Group E)" and area shown as 'Road'

Proposed Amendment: Rezone to "Res (Group C) 3" / 8 Villas / 16 Vehicle Parking / 12 mts

Dear TPB Members,

Object to inclusion of government land as it appears to be the public passage and should be excluded from site. If not so then there should be a land swap. Inclusion appears to be intended to dilute the PR.

Object to height. Parking should be underground and the height of the villas the same of that of village houses, 8.23mts, to retain the rural landscape and reduce impact on the views of the mountains.

Layout is appalling waste of land, effectively almost 50% of the site devoted to roads. This greatly reduces the amount of green coverage. Entrance to homes bordering road should be directly from the road, why create additional road surface. Obviously no lessons taken from recent weather events and the folly of cementing over vast tracts of land at the expense of trees and plants.

Note that the tree survey does not indicate how many existing trees there are on site, it only refers to "Overall planting design will be consisted of a mix of practicable, ornamental trees, evergreen hedges, and flowering shrubs", indicating zero replacement as ornamental trees are essentially tall shrubs.

Mary Mulvihill

致城市規劃委員會秘書:

專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓 傳真: 2877 0245 或 2522 8426 電郵: tpbpd@pland.gov.bk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates <u>Y/SK-HC/6</u>

意見詳情(如有需要,請另頁說明)

Details of the Comment (use separate sheet if necessary)

酬於申請編號(Y/SK-EC/6),本會收到村民的意見,表示申請的位置處於蠔涌北路 高位,現時蠔涌北路往蠔涌路交接位,每逢兩天該處出現嚴重水浸,(見一、二、三附 圖水浸情況),現時未有建屋工程,已經常出現水浸,村民表示憂慮,故此希望有關部 門首要解決水浸問題。

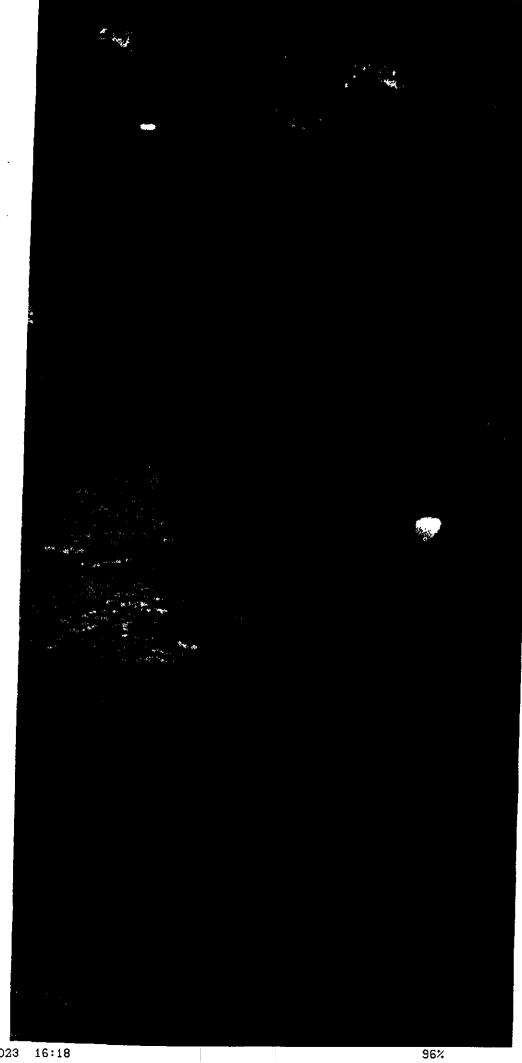
「提意見人」姓名/名稱 Name of person/company making this comment 近天化。你 日期 Date 28、9、20-3 簽署 Signature 香港新聞 西贡區鄉事 RECEIVED 2 8 SEP 2023 Town Planning Board

2023 九月 28 04:04PM HP Fax 頁 (l 11-83-

28-SEP-2023 16:18

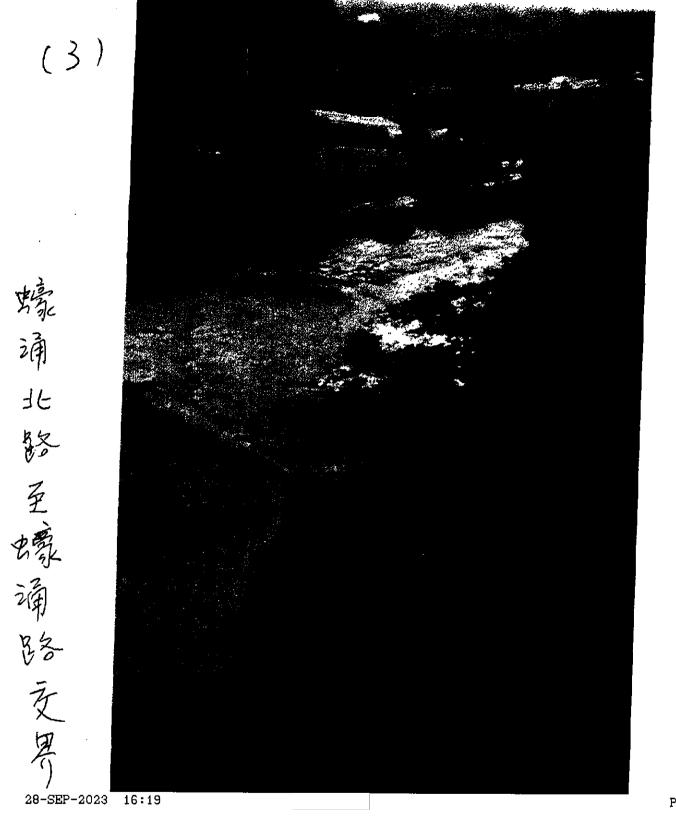
P.004

(2)



ς.

頁: 6



P.006

致城市規劃委員會秘書:

專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓 傳真: 2877 0245 或 2522 8426 電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong By Fax : 2877 0245 or 2522 8426 By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates <u>Y/SK-HC/6 Received on 27/12/2023</u>

意見詳情 (如有需要,請另頁說明) Details of the Comment (use separate sheet if necessary)

關於申請編號(Y/SK-HC/6),本會收到村民的意見,表示申請的位置處於壞涌北路 高位,現時蠔涌北路往蠔涌路交接位,每逢兩天該處出現嚴重水浸,現時未有建屋工 程,已經常出現水浸,如起興建屋宇必定將附近土地填高,水浸情況更嚴重,村民表 示憂慮,故此希望有關部門首要解決水浸問題。

「提意見人」姓名/	名稱 Name of person/	company making this comm	nent 西南和事委员常
簽署 Signature	NAL	日期 Date_	24. 1. 2024
·	SAI KU	香港新界 育區鄉事 委員會	RECEIVED 2 4 JAN 2024 Town Planning Board

- 2 -

~

· · · · · · · · · · · · · · · · · · ·	F.I.2 8				
就規劃申請/覆核提出意見 Making Comment on Planning Application / Review					
参考編號 Reference Number:	231206-175726-68386				
提交限期 Deadline for submission:	15/12/2023				
提交日期及時間 Date and time of submission:	06/12/2023 17:57:26				
有關的規劃申請編號 The application no. to which the comment relates:	Y/SK-HC/6				
「提意見人」姓名/名稱 Name of person making this comment:	先生 Mr. Chan				
意見詳情 Details of the Comment :					
I don't know why government approved this application the land was used for the factory and car park, the owne					

N