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

Responses to Comments from Government Departments via Planning Department's email on 02.02.2024 on the Further Information 03 (FI03) issued on 27.12.2023

Comments from the Acting Director of Drainage Services for Drainage Services Department (DSD) via Planning Department's email on 02.02.2024; Contact Person: Mr. Henry YEUNG (Tel: 2300 1343)		
Comments on Sewerage and Drainage Impact Appraisal (SDIA)		
Item	**Comments**	**Responses**
SDIA – DSD1	Regarding the R-to-C no. DSD-DIA2: While the consultant concluded that there would be no serious adverse drainage impact to the existing drainage system after implementation of the development, the associated assessment is missing. Please provide the checking on the change of paved/unpaved area and associated hydraulic assessment for the increased runoff into the existing drainage system.	Noted. The existing site is considered paved and the Proposed Development is also paved. The hydraulic assessment is based on 100% paved. Since there is no change in paved area after the development, the existing runoff calculations are the same as after the development. The runoff coefficient for paved area of 0.95 has been used for the Rational Method for hydraulic calculations Q = 0.278CiA. Please refer to Figure 3.5 of the Sewage and Drainage Impact Appraisal (Version D) (SDIA (Ver. D)) that has been enclosed in this RtoC as **Attachment 1**.
SDIA – DSD2	Figure 3.4 It is noted that the proposed 2 nos of 525mm dia. storm drains will be connected to the existing 300mm dia. storm drains along Ho Chung North Road. Please critically review if such arrangement would cause adverse drainage impact in the vicinity.	The proposed 2 nos. of 525mm dia. storm drains have been amended to 300mm dia. The capacity of the storm drain along Ho Chung North Road has been calculated based on the catchment area of the Proposed Development and Ho Chung North Road. The updated hydraulic calculation is noted that the 300mm drain pipes are considered to be adequate to dissipate all the stormwater accrued by the Proposed Development Site and the said portion of Ho Chung North Road. It has been updated accordingly in the SDIA (Ver. D)). The replacement pages have been enclosed in this RtoC as **Attachment 1**.

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

Comments from the Director of Water Supplies for Water Supplies Department (WSD) via Planning Department's email on 02.02.2024; Contact Person: Mr. Terry Law (Tel: 2152 5737)		
Comments on Water Supply Appraisal (WSA)		
Item	**Comments**	**Responses**
WSA – WSD1	Table 3.1 of WSA In accordance with WSD DI no. 1309, please adopt 0.39m^3/h/d and 0.05m^3/h/d for the fresh water unit demand and the services trades unit demand respectively (per residential population). For the salt water unit demand, please adopt 70l/h/d (per residential population).	Noted. 0.39m^3/h/d has been adopted for the fresh water unit demand. It is clarified that there are no services trades such as recreation and club houses in the Proposed Development and will not be calculated. Salt water unit demand of 70l/h/d has been adopted. The fresh water and salt water unit demand has been revised accordingly in the Water Supply Appraisal (Version D) (WSA Ver. D) and it has been enclosed in this RtoC as **Attachment 2**.
WSA – WSD2	Section 3.3 Proposed Water Supply Connection It is noted that proposed 400mm FW mains to be branched off from the existing 400mm FW mains will be connected to Parcels A & B and Parcel C. It seems that the proposed 400mm FW mains are too large and minimum velocity of 0.9m/s cannot be reached. Please check and revise accordingly.	Noted. A smaller fresh water mains of DN25 has been proposed to meet the minimum velocity of 0.9m/s in the WSA (Ver. D) and it has been enclosed in this RtoC as **Attachment 2**.

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

Comments from the Chief Town Planner/Urban Design & Landscape (Ch Town Plnr/UD&L) for the Urban Design Unit, Urban Design and Landscape Section, Planning Department (UD&L, PlanD) via Planning Department's email on 02.02.2024; Contact Person: Mr. Edward LI (Tel: 3565 3961)

Comments on Visual Impact Assessment (VIA)

Item	Comments	Responses
VIA – PlanD 1	It appears that the photomontages for the approved scheme (Figures 7.1-7.4) are different from those submitted under previous approved application No. A/SK-HC/326 in terms of building height and number of blocks. Please state clearly the application no. of the previous application as referred to in the photomontages, and critically review the accuracy of the photomontages.	Noted. Instead, the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Compliance Scheme (OZP Compliance Scheme) has been used for comparison. It has been updated accordingly in the Visual Impact Assessment (Version D) (VIA (Ver. D)) and it has been enclosed in this RtoC as **Attachment 3**.

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Attachment 1

Replacement Pages of Sewerage and Drainage Appraisal (Version D) (SDIA (Ver. D))

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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.

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

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

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 Existing and Planned Drainage Facilities

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**.

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**.

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 2021[1]. The U-channels identified along Luk Mei Tsuen Road were recently built in 2023.

A drainage layout plan comprising the mentioned drainage information is presented in **Figure 3.2.**

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

3.3 Drainage Catchment Area

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.

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.

3.4 Drainage Calculations for the Proposed Provision of Drainage Facilities

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 m^3/s
C = runoff coefficient
i = rainfall intensity in mm/hr
A = catchment area in km^2

The Rainfall Increase due to Climate Change at the end of 21th 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 (m^2)
H = average catchment slope (m/100m)
L = catchment Length (m)

~~The Site is divided into 3 catchment areas for drainage calculation, in which Parcel A and B are redefined as catchment A1 and A2, while Parcel C is redefined as catchment A3.~~ 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 m^2 (0.0006 km^2);
   A2 = 1265.38 m^2 (0.0012 km^2); ~~and~~
   A3 = 922.58 m^2 (0.0009 km^2)~~.~~;
   R1 = 435.96 m^2 (0.0004 km^2); and
   R2 = 715.85 m^2 (0.0007 km^2).
ii. The catchment is almost paved and therefore the value of runoff coefficient (C) is taken as 0.95.

The time of concentration of catchment A1, A2 and A3 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 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 is 0.1109 m^3/s, while the total peak runoff from Parcel C is 0.0522 m^3/s.

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 A1+A2+R1 is 0.1375 m^3/s, while the total peak runoff from A1+A2+A3+R1+R2 is 0.2290 m^3/s.

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.

~~However, there is no official data on the existing U-channels and associated pipes. The previous U-channels and catchment capacity will be assumed from previous Planning Application No. A/SK/HC/326. To err on the side of caution, the previous larger 525mm dia. drain pipes will be used to accommodate the surface runoff from the upstream catchment.~~

3.5 Proposed Drainage System

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 ~~525mm~~ 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.

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 ~~525mm~~ 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.

The indicative drainage connection is shown in **Figure 3.4**.

3.6 Discussion

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.

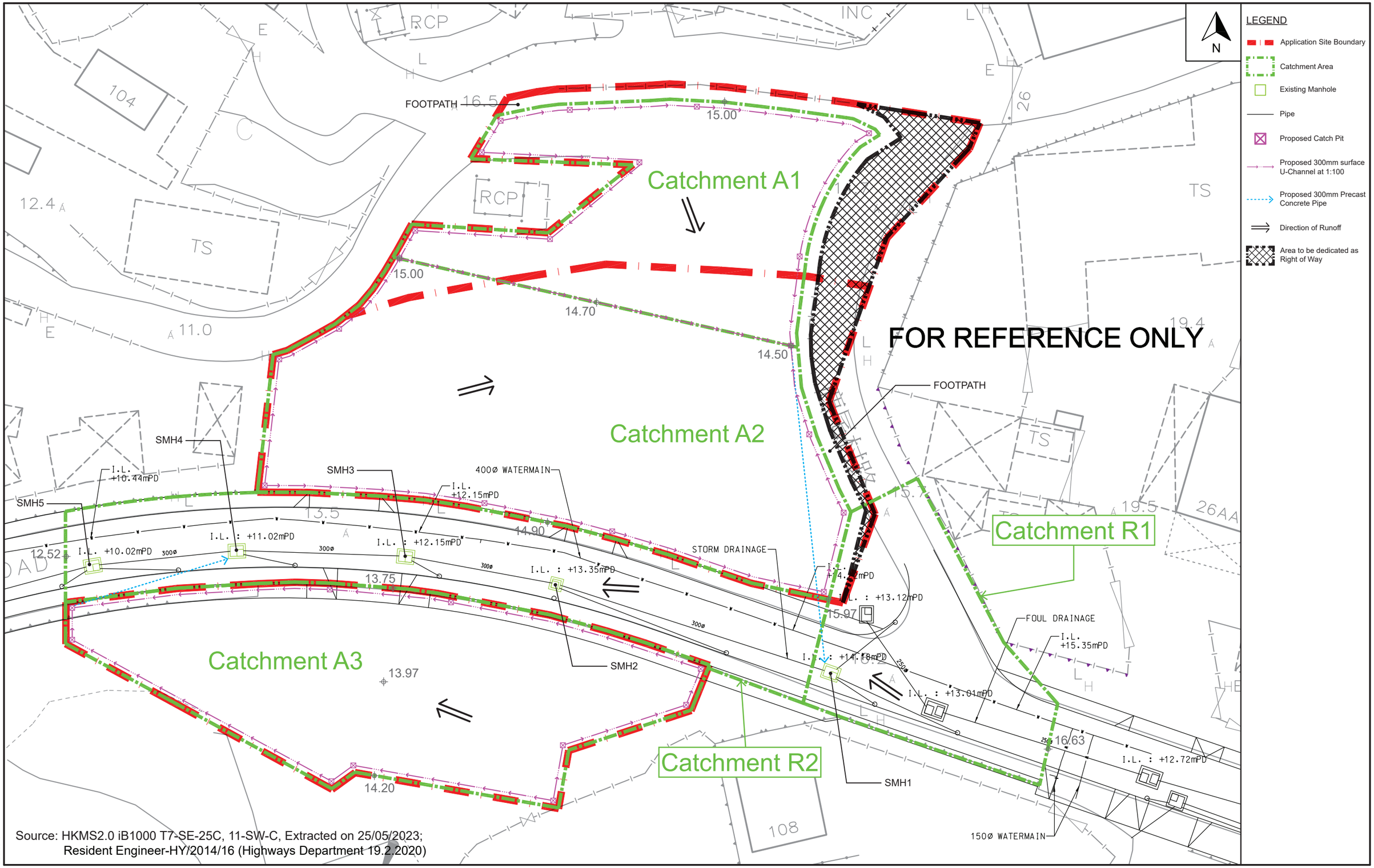
The surface runoff from the Site will be collected by the proposed perimeter U-channel and discharged to the unnamed storm water manholes along Ho Chung Road/Luk Mei Tsuen Road.

The estimated flow rate of surface runoff discharge from the Site to public 300 dia. drainage pipe on Ho Chung North Road is about 0.16m^3/s and the public pipe is capable to collect the runoff.

Therefore, the proposed drainage connection is feasible for the Proposed Development.

3.7 Conclusion

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.



Source: HKMS2.0 iB1000 T7-SE-25C, 11-SW-C, Extracted on 25/05/2023;
Resident Engineer-HY/2014/16 (Highways Department 19.2.2020)

File Name : .
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Drawing Title
PROPOSED DRAINAGE CONNECTION

Rev	Description	Date
-	-	07/08/23
1	Drainage Layout Update	06/11/23
2	Legend Update	21/12/23
3	Legend Update	28/02/24

Drawn	Date
CN	28/02/2024
Checked	Approved
RT	RT
Scale: N.T.S.	

Drawing No.
Figure 3.4

Rev. 3

Formula Used

Time of Concentration

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

Intensity

$$I = \frac{a}{(tc+b)^c}$$

Runoff

$$Q = 0.278\ C\ i\ A$$

Runoff Calculation after Proposed Development

Runoff Coeff. for Unpaved Area [C]	Runoff Coeff. for Paved Area [C]	Intensity Coeff. (taken from Table 3a of Stormwater Design Manual, 1 in 50 return)					
0.35	0.95	a	451.3	b	2.46	c	0.337

Catchment	Area [A] (km²)	Unpaved 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)
A1	0.0006	0	0.0006	1	25.8804	7.8609	205.5142	263.2637	0.0417
A2	0.0012	0	0.0012	1	54.8909	15.5561	170.3364	218.2010	0.0692
							Total Peak Runoff from Parcel A and Parcel B (m³/s)		**0.1109**

Catchment	Area [A] (km²)	Unpaved 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)
A3	0.0009	0	0.0009	1	52.2359	15.2357	171.3696	219.5244	0.0522
							Total Peak Runoff from Parcel C (m³/s)		**0.0522**
							Total Peak Runoff from the Site (m³/s)		**0.1630**

Catchment	Area [A] (km²)	Unpaved 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)
R1	0.0004	0	0.0004	2.0	33.4742	9.2439	196.9872	252.3406	0.0267
R2	0.0007	0	0.0007	4.5	77.0259	17.0690	165.7700	212.3514	0.0393
							Total Peak Runoff from Catchment A1+A2+R1 (m³/s)		**0.1375**
							Total Peak Runoff from Catchment A1+A2+A3+R1+R2 (m³/s)		**0.2290**

Drainage Capacity Check after Proposed Development

Pipe Material	Classification	Surface Roughness [k_s]		Kinematic Viscosity at 20°C *[v]*
		(mm)	(m)	(m^2/s)
Precast Concrete Pipes with 'O' Ring Joints	Poor	0.6	0.0006	1.0035E-06

Section	Catchment	Circular Pipe Size D (mm)	Length L (m)	I.L. (mPD)		Gradient S	Wetted Cross-Sectional Area A (m²)	Hydraulic Radius R=D/4 (m)	Velocity $V = -\sqrt{32gRS}\log\left[\frac{k_s}{14.8R} + \frac{1.255\nu}{R\sqrt{32gRS}}\right]$ (m/s)	Capacity Q=AV (m³/s)	Reduction due to Sedimentation (m³/s)	
				Upstream	Downstream							
SMH1 to SMH2	A1+A2+R1	300	22	14.18	13.35	0.04	0.07	0.08	3.07	0.22	**0.1950**	OK
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**	OK

File Name : -
Source : -

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Drawing Title
Design Calculation of Proposed Drainage System

Rev	Description	Date
-	-	06/11/23
1	Update	21/12/23
2	Calculation Update	29/02/24

Drawn: CN | Date: 29/02/2024
Checked: RT | Approved: RT
Scale: -

Drawing No.: Figure 3.5
Rev.: 2

Attachment 2

Water Supply Appraisal (Version D) (WSA (Ver. D))

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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 Limited
Version D
Date: February 2024

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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 2021[1].

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.

Unit Flow Factors (UFF) for private housing R4 domestic flow		=		0.370	m^3/person/day
Average per-person flushing water consumption		=		0.063	m^3/person/day
Average per-person fresh water consumption	=	0.370 – 0.063	=	0.307	m^3/person/day
Total number of units		=		8	units
Number of residents per unit		=		4	people
Total number of residents	=	8 x 4	=	32	people
Daily Fresh Water Demand	=	0.307 x 32	=	9.824	m^3/day
Daily Flushing Water Demand	=	0.063 x 32	=	0.019	m^3/day

Description	**Daily Water Demand of Proposed Development (m^3/day)**	**Peaking Factor**	**Peak Demand (m^3/day)**
Fresh Water	9.824	3	29.472
Flushing Water	0.019	2	0.039
	Total Fresh Water Demand		**29.511**

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

Average per-person flushing water consumption		=		0.07	m^3/person/day
Average per-person fresh water consumption		=		0.39	m^3/person/day
Total number of units		=		8	units
Number of residents per unit		=		4	people
Total number of residents	=	8 x 4	=	32	people
Daily Fresh Water Demand	=	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

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:

~~**Description**~~		~~**Total Fresh Water Demand**~~			
~~**Peak Demand**~~		~~=~~		~~29.511~~	~~m^3/day~~
~~**Total Peak Demand**~~	~~=~~	~~29.511/86400~~	~~=~~	~~0.0003~~	~~m^3/s~~
~~**Fresh Water Supply Main Nominal Diameter**~~		~~=~~		~~400~~	~~mm~~
~~**Internal Diameter for Fresh Water Main Pipes**~~		~~=~~		~~382~~	~~mm~~
~~**Wetted Cross-Sectional Area [A]**~~	~~=~~	~~$\pi(382/1000/2)^2$~~	~~=~~	~~0.1146~~	~~m^2~~

~~**Assume Velocity [v] (m/s)**~~		~~**v=Q/A**~~
~~**Upper Limit**~~	~~**Lower Limit**~~	~~where~~
~~2~~	~~0.9~~	~~v = velocity (m/s)~~ ~~Q = volumetric flow rate (m^3/s)~~ ~~A = wetted cross-sectional area of the pipe (m^2)~~

~~**Pipe Capacity [Q]**~~	~~Upper Limit~~	~~=~~	~~0.1146 x 2~~	~~=~~	~~0.2292~~	~~m^3/s~~
	~~Lower Limit~~	~~=~~	~~0.1146 x 0.9~~	~~=~~	~~0.1031~~	~~m^3/s~~
~~**Utilisation Ratio**~~	~~Upper Limit~~	~~=~~	~~0.0003/0.2292~~	~~=~~	~~**0.15%**~~	
	~~Lower Limit~~	~~=~~	~~0.0003/0.1031~~	~~=~~	~~**0.33%**~~	

Existing Water Pressure [P_e]	=	$1/2\ \rho V_e^2$	=	ρgh	Pa
Water Density [ρ]	=			998.23	kg/m^3
Gravitational Force [g]	=			9.81	m/s^2
Water Supply Pressure Head [h]	=			15	m
Existing Velocity [V_e]	=	$\sqrt{2gh}$	=	**17.16**	m/s
Existing Fresh Water Supply Main Nominal Diameter	=			400	mm
Internal Diameter for Existing Fresh Water Main Pipes	=			382	mm
Wetted Cross-Sectional Area [A_e]	=	$\pi(382/1000/2)^2$	=	**0.1146**	m^2

Description		**Total Fresh Water Demand**			
Peak Demand		=		41.92	m^3/day
Total Peak Demand		=	41.92/86400	= 0.000485	m^3/s
Proposed Fresh Water Supply Main Nominal Diameter		=		25	mm
Internal Diameter for Proposed Fresh Water Main Pipes		=		25	mm
Wetted Cross-Sectional Area [A_{max}]		=	$\pi(25/1000/2)^2$	= **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 (m^3/s)
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 Capacity [Q_{use}]	=	0.000491 x 0.9	=	0.00044	m^3/s
Utilisation Ratio = Q_{use} / Q_{max}	=	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 ~~0.15 – 0.33%~~ 0.02% of the fresh water main capacity[2]. This means the Proposed Development would take up less than ~~0.33%~~ 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.

[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, https://www.wsd.gov.hk/en/about-us/performance-targets-and-achievements/index.html)

4.1.2 The peak estimated fresh water and flushing water demand from the Proposed Development are about ~~29.511~~ 41.92 m^3/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 ~~0.15 – 0.33%~~ 0.02% of the fresh water main capacity. The results indicate that the Proposed Development would take up less than ~~0.33%~~ 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.

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Figures

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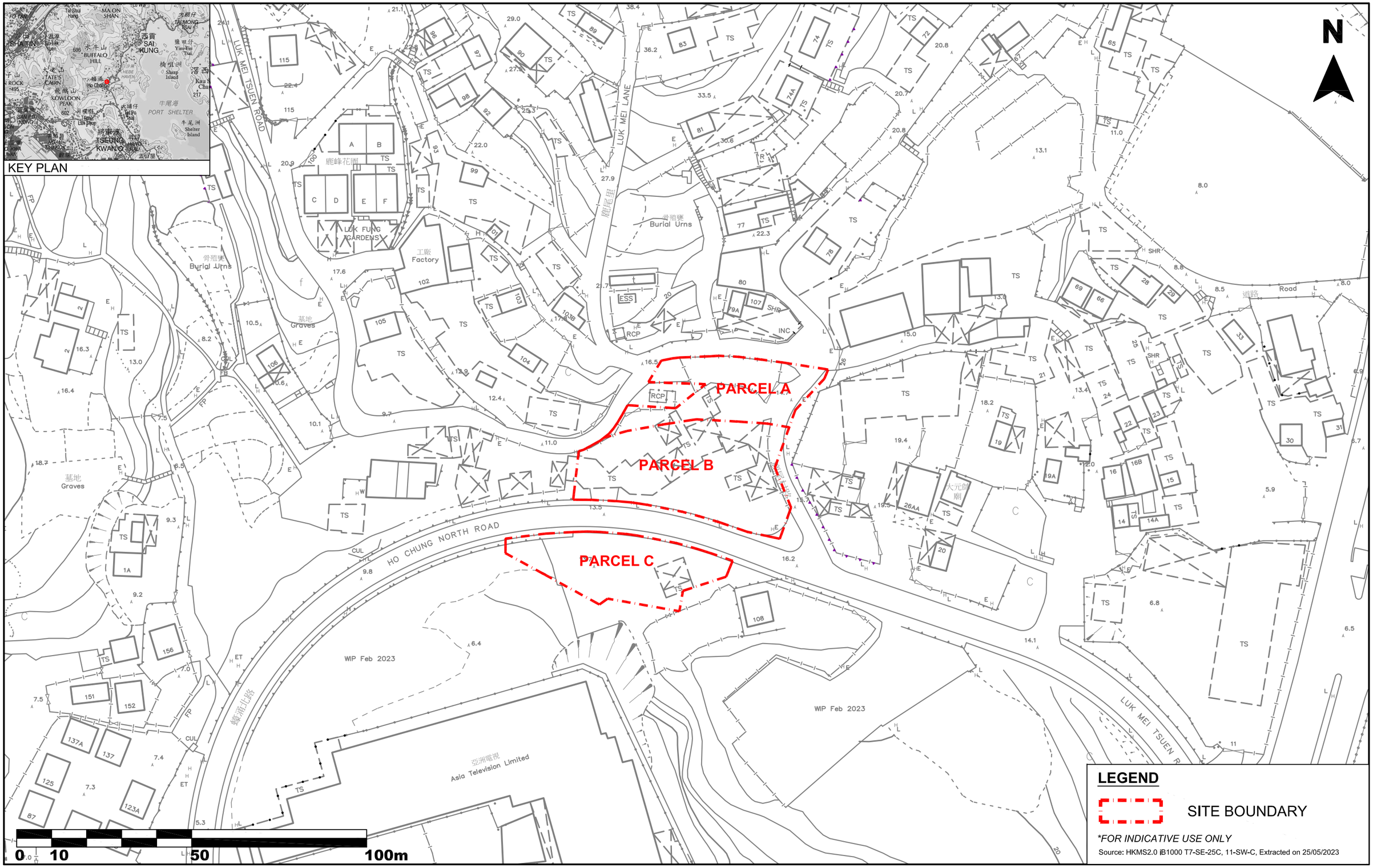

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Source : . .

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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

LOCATION PLAN

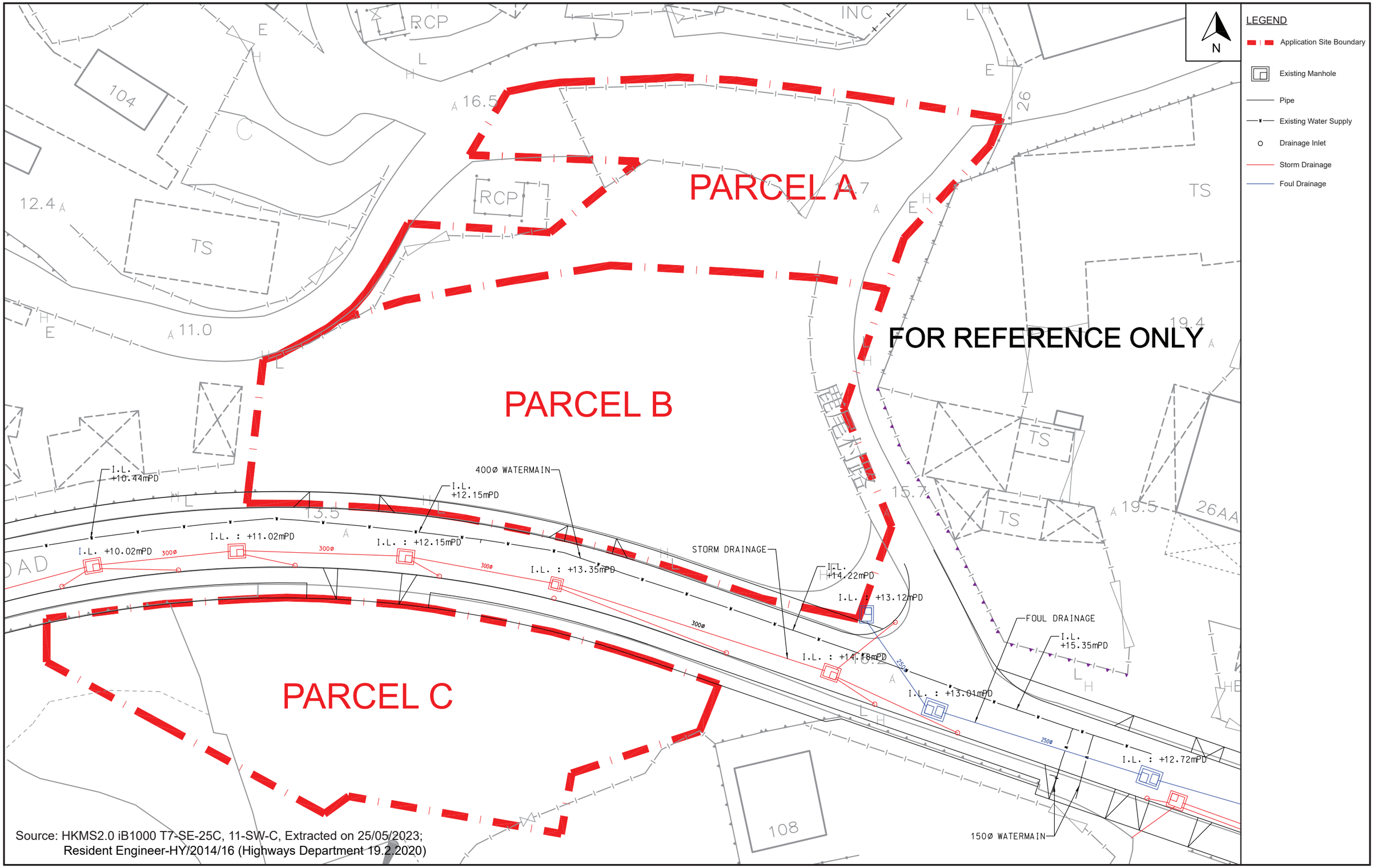
Rev	Description	Date

Drawn	CN	Date	19/07/2023
Checked	RT	Approved	RT
Scale	1:1000 @ A3		

Drawing No.

Figure 1.1

Rev. -



Source: HKMS2.0 iB1000 T7-SE-25C, 11-SW-C, Extracted on 25/05/2023;
Resident Engineer-HY/2014/16 (Highways Department 19.2.2020)

File Name : .
Source : .

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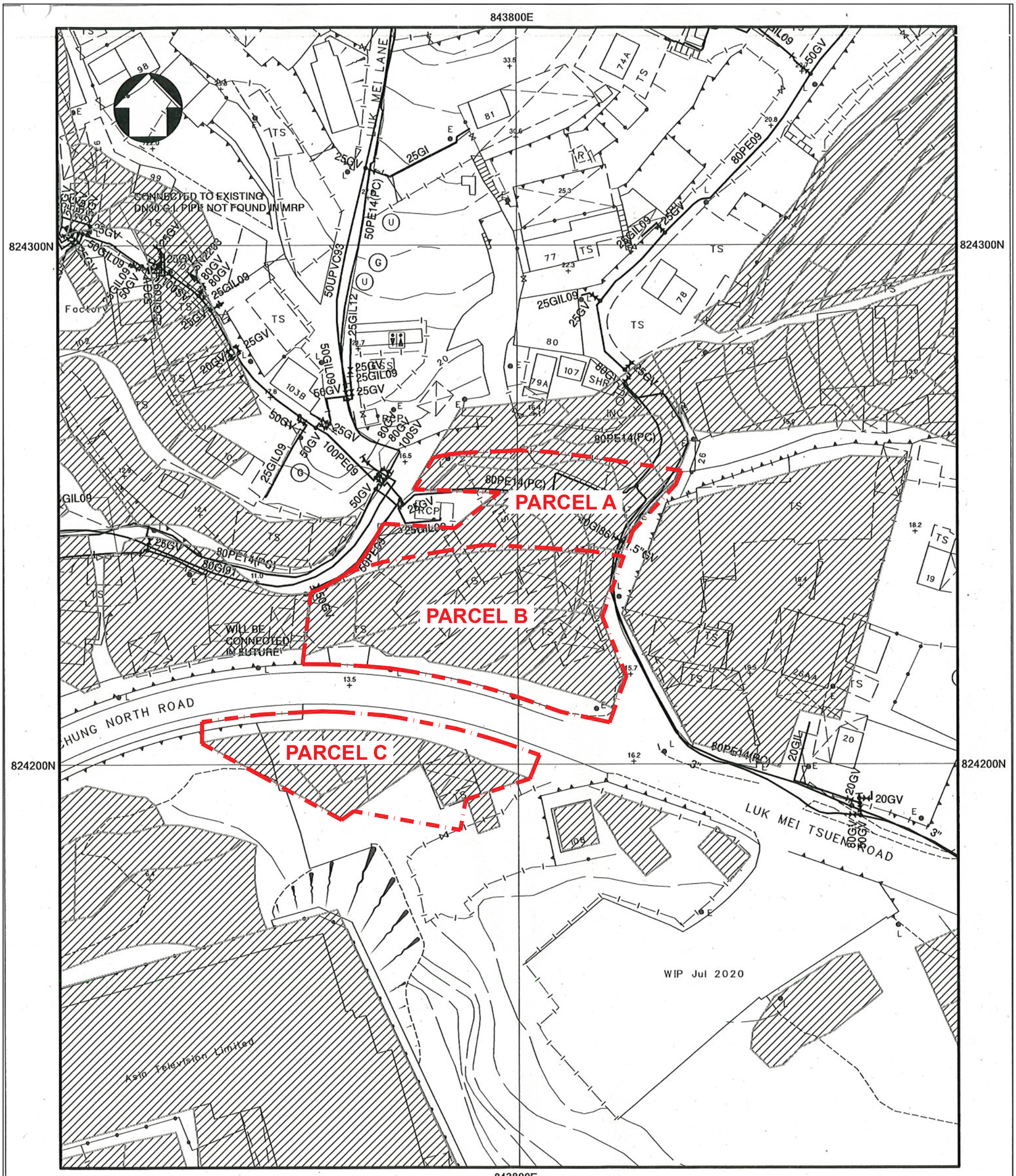
Drawing Title
UTILITY PLAN

Rev	Description	Date

Drawn	Date
CN	07/08/2023
Checked	Approved
RT	RT
Scale	
N.T.S.	

Drawing No.
Figure 2.1

Rev. -



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SPECIFIED.
2. ALL LEVELS ARE IN METRES ABOVE PRINCIPAL DATUM.
3. INFORMATION ON ALIGNMENT OF MAINS IS OF INDICATIVE VALUE ONLY. WHERE POSITIONAL ACCURACY MAY BE OF IMPORTANCE, DETAILS SHOULD BE SITE CHECKED.
4. NO EXISTING SALT WATER MAINS IN THE VICINITY OF THE SITE.
5. THE SITE IS NOT WITHIN WSD GATHERING GROUNDS.

PRIVATE LOT BOUNDARY (FOR REF. ONLY)

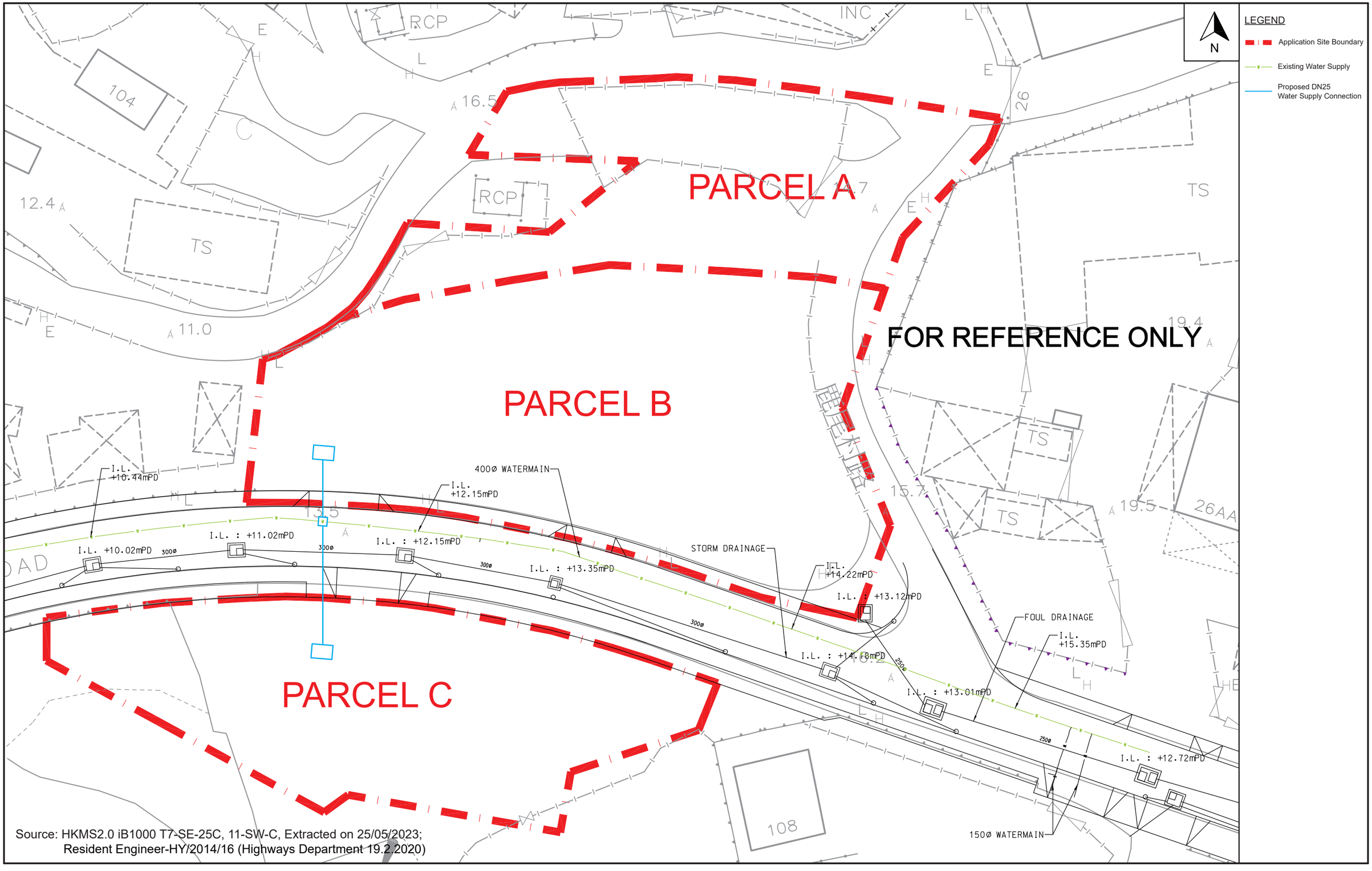
LEGEND

APPLICATION SITE BOUNDARY

Source: Water Supplies Department W67880/7-SE-25C (11 Jul 2023)

File Name : -
Source : -

PRUDENTIAL 謙達 SURVEYING · LAND ADVISORY · VALUATION 行	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: COPY OF THE FRESH WATER MAINS RECORD PLAN	Rev	Description	Date	Drawn CN 07/08/23 / Checked RT / Approved RT / Scale	Drawing No. FIGURE 3.1 / Rev. -



File Name : -
Source : -

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Drawing Title
PROPOSED WATER SUPPLY CONNECTION

Rev	Description	Date
1	Legend Updated	19/12/23
2	Legend Updated	19/02/24

Drawn	CN	Date	19/02/2024
Checked	RT	Approved	RT
Scale	N.T.S.		

Drawing No.
Figure 3.2

Rev. 2

Attachment 3

Replacement Pages of Visual Impact Assessment (Version D) (VIA (Ver. D))

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List of Figures

List of Tables

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 ~~Previous Approved Scheme (Previous Approved Scheme)~~ Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 Compliance Scheme (OZP Compliance Scheme) and the Proposed Development (Proposed Development). The ~~Previous Approved Scheme~~ OZP Compliance Scheme and Proposed Development are both for residential use. ~~The Previous Approved Scheme have a Plot Ratio 0.37 and a height restriction of 6 to 9 meters and the Proposed Development have a Plot Ratio 0.75 and a height restriction of 12 meters.~~ A comparison table is provided in Table 7.1.

	OZP Compliance Scheme				**Proposed Development**	
	Parcel A	**Parcel B**		**Parcel C**	**Parcel A & B**	**Parcel C**
Zoning	"R(D)"	"R(E)"	Area shown as 'Road'	"R(E)"	"R(C)3"	
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	Nil	0.4	0.75	
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 over 1 storey of carport (12m)	
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		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 storeys over 1 storey of carport	
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 ~~Previous Approved Scheme~~ OZP Compliance Scheme and Proposed Development.

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 ~~Previous Approved Scheme~~ 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 ~~Previous Approved Scheme~~ OZP Compliance Scheme will be screened off by the existing trees and vegetation. The screened effect of the Proposed Development and ~~Previous Approved Scheme~~ OZP Compliance Scheme is similar, however the Proposed Development has a slightly larger effect. In this connection, the Proposed Development and ~~Previous Approved Scheme~~ 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 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 ~~Previous Approved Scheme~~ 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 ~~Previous Approved Scheme~~ 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 ~~Previous Approved Scheme~~ OZP Compliance Scheme at VP-1 will be **enhanced**.

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 ~~Previous Approved Scheme~~ OZP Compliance Scheme will inevitably impact the existing visual resources, as temporary structures will be removed. However, the Proposed Development and the ~~Previous Approved Scheme~~ 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 ~~Previous Approved Scheme~~ OZP Compliance Scheme will remove and partly screen off some of the existing undesirable visual resources. Therefore, the visual resources would be **partly enhanced/partly adverse.**

7.2.5 In summary, with varied design merits, the resultant visual impact of any developments including the Proposed Development and the ~~Previous Approved Scheme~~ OZP Compliance Scheme viewed from VP-1 is assessed to be **partly enhanced/partly adverse.**

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 ~~Previous Approved Scheme~~ 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 ~~Previous Approved Scheme~~ OZP Compliance Scheme cannot be seen at this VP, in this connection, the Proposed Development and the ~~Previous Approved Scheme~~ OZP Compliance Scheme **will not cause** visual obstruction or block the openness of this VP, resulting in **no impact.**

Effect on Public Viewers

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 ~~Previous Approved Scheme~~ OZP Compliance Scheme with a maximum building height of ~~12m (+23.70 mPD (Parcel A and B) and +22.97mPD (Parcel C)) is~~ 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 ~~Previous Approved Scheme~~ 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 ~~Previous Approved Scheme~~ 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 ~~Previous Approved Scheme~~ 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 ~~Previous Approved Scheme~~ 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

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 ~~Previous Approved Scheme~~ OZP Compliance Scheme is situated to the north of the area zoned "GB", the presence of the Proposed Development and the ~~Previous Approved Scheme~~ 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

7.4.2 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 ~~Previous Approved Scheme~~ 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 ~~Previous Approved Scheme~~ OZP Compliance Scheme at this VP would be **negligible**.

Effect of Visual Resources

7.4.3 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 ~~Previous Approved Scheme~~ OZP Compliance Scheme cannot be seen at this VP. In this connection, Proposed Development and the ~~Previous Approved Scheme~~ 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

7.4.4 In summary, the visual impact of the Proposed Development and the ~~Previous Approved Scheme~~ 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 ~~Previous Approved Scheme~~ 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.** [refer to **Figure 7.4**].

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. This would result in **partly enhanced/partly adverse** to the visual obstruction.

Effect on Public Viewers

7.5.3 The effect of the Proposed Development and the ~~Previous Approved Scheme~~ OZP Compliance Scheme on the public viewers would be **partly enhanced** when viewing from this VP, since the Proposed Development and the ~~Previous Approved Scheme~~ 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 ~~Previous Approved Scheme~~ 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 visual change caused by the Proposed Development and the ~~Previous Approved Scheme~~ OZP Compliance Scheme will be similar resulting in a **partly enhanced/partly adverse** effect on the public views.

Effect of Visual Resources

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 ~~Previous Approved Scheme~~ 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** as a result of the Proposed Development and the Previous Approved Scheme, the streetscape would be improved through provision of well-designed buildings, more trees and landscapes, given the effect is similar for both schemes.

7.5.5 In summary, the resultant visual impact of the Proposed Development and ~~Previous Approved Scheme~~ OZP Compliance Scheme viewed from VP-4 is assessed to be ~~**enhanced**~~ **partly enhanced/partly adverse**.

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 Previously Approved Scheme. Considering the marginal difference from the Previously Approved Scheme to the Proposed Development and given that low building height and its surrounding building height profile, the proposed rezone of site is considered reasonable.

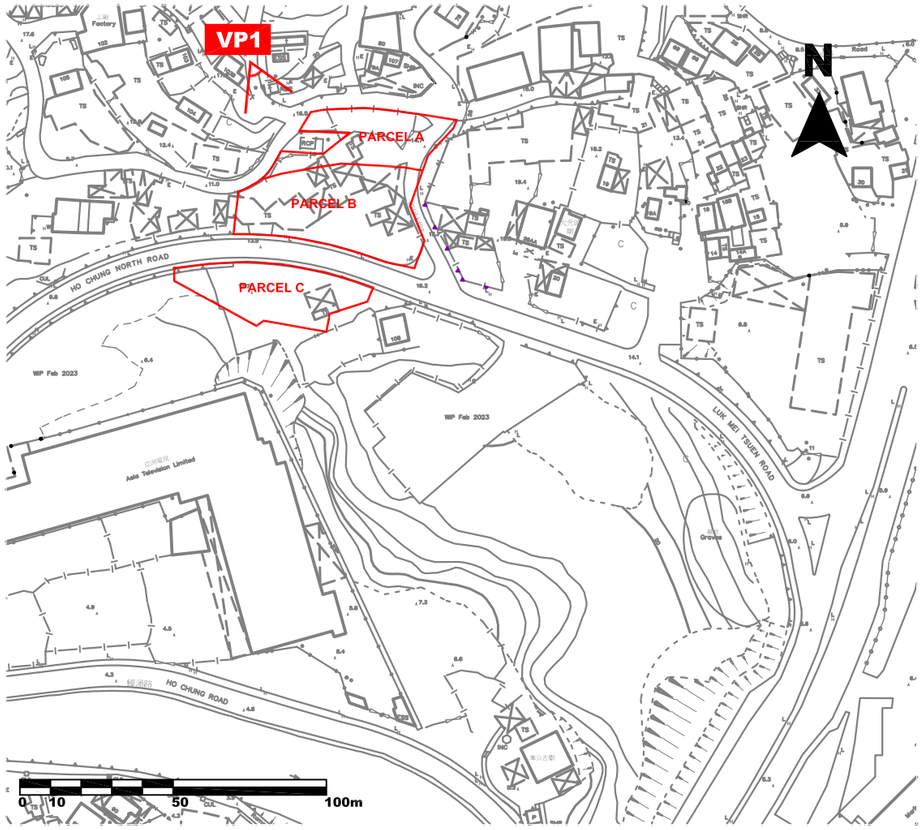
8.1.2 Based on the analysis on the appraisal of visual impact on Visual Composition, Visual Obstruction, Effect on Public Views and Effect on Visual Resources, Table 8.1 below presents the overall visual impact caused by the Proposed Development to the VSRs of each VP.

Viewing Point	**Distance from the site**	**Visual Sensitive Receivers**	**Visual Sensitivity**	**Visual Impact of the Previous Approved Scheme**	**Visual Impact of the Proposed Development**
VP1 The Public Toilet on Luk Mei Lane	Short-range	Users of the Public Toilet, pedestrian passers-by, local residents, and vehicle drivers	Medium	Partly Enhanced / Partly Adverse	Partly Enhanced / Partly Adverse
VP2 Crossroad of Luk Mei Tsuen Road and Hiram's Highway	Long-range	Pedestrian passers-by, local residents, vehicle drivers, visitors and users of public transport	Low	Negligible	Negligible
VP3 Car Park of Che Kung Temple	Long-range	Visitors, and local residents visiting Che Kong Temple	Low	Negligible	Negligible
VP4 Ho Chung North Road (Main Road)	Medium-range	Vehicle drivers, pedestrian passers-by and local residents	Low	Partly Enhanced / Partly Adverse	Partly Enhanced / Partly Adverse

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

8.1.3 While the visual change to VSRs at VP-2 and VP-3 are negligible, the visual impact at VP-1 and VP-4 would be enhanced by both the Previously Approved Scheme and the Proposed Development.

8.1.4 This VIA therefore concludes that overall visual impact of the Proposed Development and the ~~Previous Approved Scheme~~ OZP Compliance Scheme at the Site to its surroundings would be **partly enhanced/partly adverse**. The Proposed Development and the ~~Previous Approved Scheme~~ OZP Compliance Scheme will have minimal visual effects to VSRs at a few identified key public viewing points in a positive way, as the both the Proposed Development and the ~~Previous Approved Scheme~~ OZP Compliance Scheme will remove some of the existing visual obstructions and provide new visual resources through provision of greenery elements.



LEGEND

SITE BOUNDARY

VIEWPOINT (VP)

A. EXISTING CONDITION WITHOUT PROPOSED DEVELOPMENT

B. PHOTOMONTAGE WITH OUTLINE ZONING PLAN COMPLIANCE SCHEME

C. PHOTOMONTAGE WITH PROPOSED DEVELOPMENT

File Name : -
Source : -

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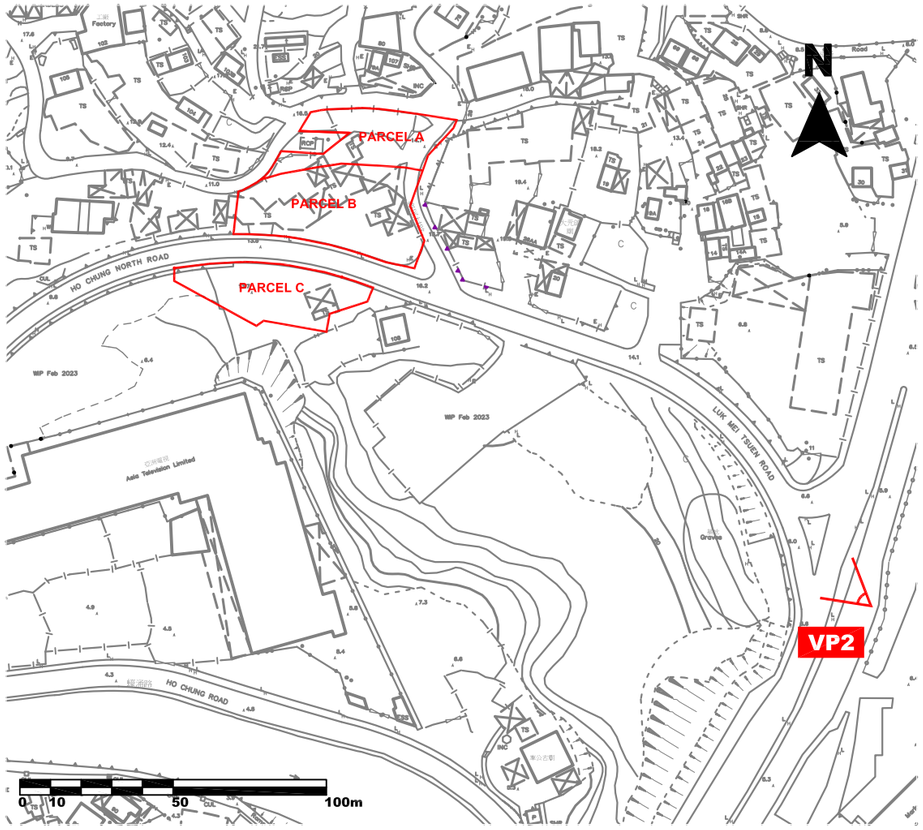
Drawing Title
PHOTOMONTAGE OF VIEWPOINT 1

Rev	Description	Date
1	Photomontage Updated	21/12/23
2	Photomontage Updated	22/02/24

Drawn: CN | Date: 22/02/2024
Checked: RT | Approved: RT
Scale: N.T.S.
Drawing No.: Figure 7.1
Rev.: 2



LEGEND

SITE BOUNDARY

VIEWPOINT (VP)

A. EXISTING CONDITION WITHOUT PROPOSED DEVELOPMENT

B. PHOTOMONTAGE WITH OUTLINE ZONING PLAN COMPLIANCE SCHEME

C. PHOTOMONTAGE WITH PROPOSED DEVELOPMENT

File Name : . .
Source : .

PRUDENTIAL 測建行
SURVEYING · LAND ADVISORY · VALUATION
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 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

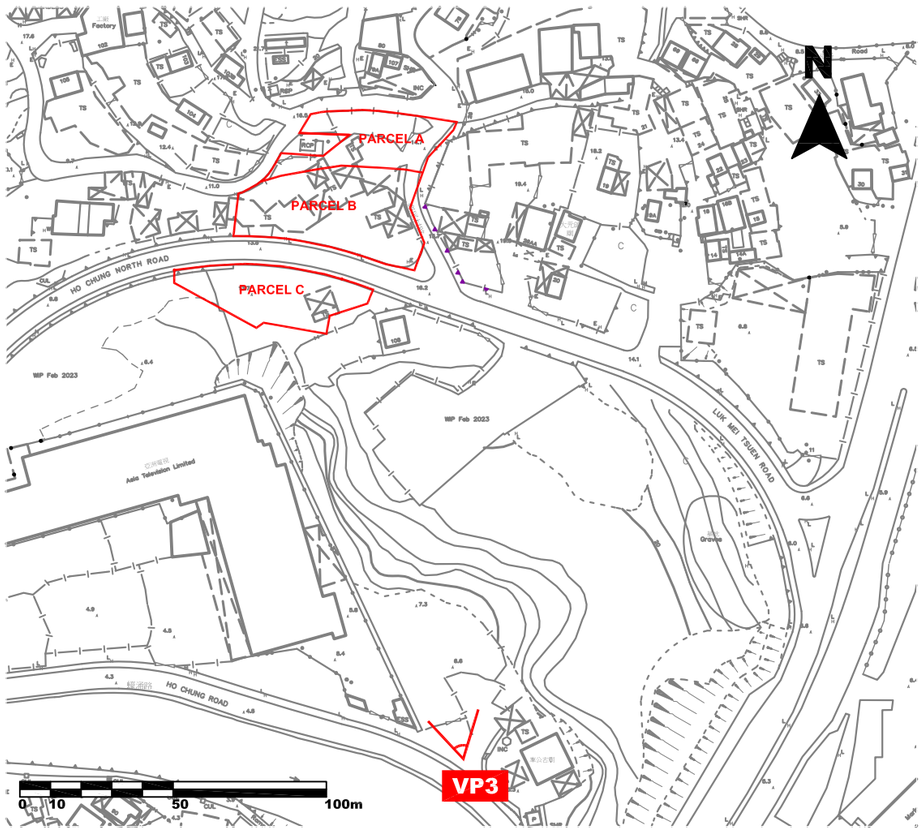
Drawing Title

PHOTOMONTAGE OF VIEWPOINT 2

Rev	Description	Date
1	Photomontage Updated	19/12/23
2	Photomontage Updated	22/02/24

Drawn: CN | Date: 22/02/2024
Checked: RT | Approved: RT
Scale: N.T.S.

Drawing No.: Figure 7.2
Rev.: 2



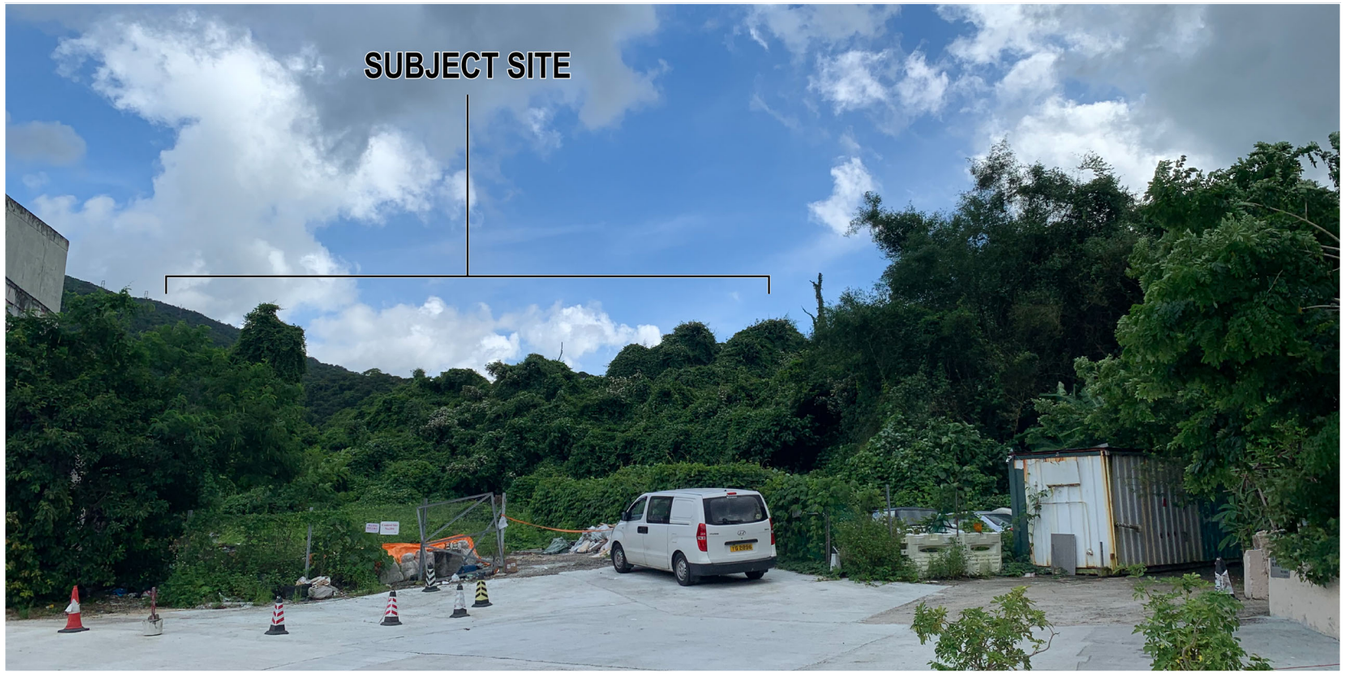
LEGEND

SITE BOUNDARY

VIEWPOINT (VP)

A. EXISTING CONDITION WITHOUT PROPOSED DEVELOPMENT

B. PHOTOMONTAGE WITH OUTLINE ZONING PLAN COMPLIANCE SCHEME



C. PHOTOMONTAGE WITH PROPOSED DEVELOPMENT

File Name : -
Source : -

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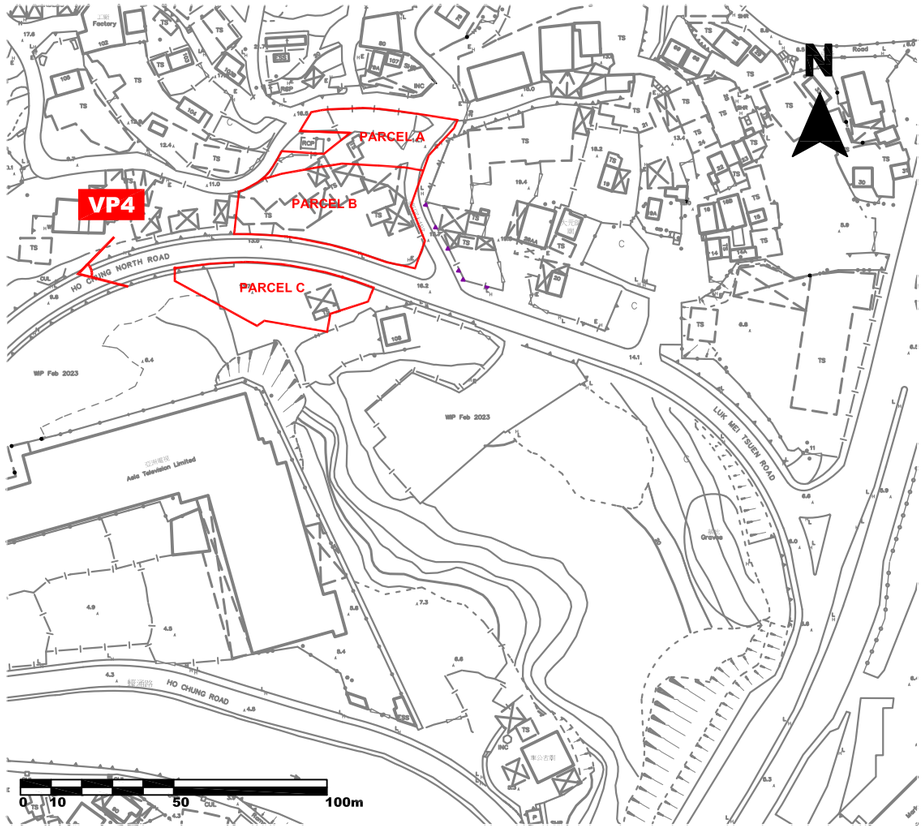
JOB TITLE:
Amendment of Plan to Rezone from "Residential (Group D)" ("R(D)"), "Residential (Group E)" ("R(E)") and an area shown as 'Road' to "Residential (Group C)3) ("R(C)3") on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 at Various Lots in Demarcation District 210 and Demarcation District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

Drawing Title
PHOTOMONTAGE OF VIEWPOINT 3

Rev	Description	Date
1	Photomontage Updated	19/12/23
2	Photomontage Updated	22/02/24

Drawn: CN | Date: 22/02/2024
Checked: RT | Approved: RT
Scale: N.T.S.
Drawing No.: Figure 7.3
Rev.: 2



LEGEND

SITE BOUNDARY

VIEWPOINT (VP)

A. EXISTING CONDITION WITHOUT PROPOSED DEVELOPMENT

B. PHOTOMONTAGE WITH OUTLINE ZONING PLAN COMPLIANCE SCHEME

C. PHOTOMONTAGE WITH PROPOSED DEVELOPMENT

File Name : -
Source : -

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244 DES VOEUX ROAD CENTRAL HONG KONG
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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

Rev	Description	Date
1	Photomontage Updated	21/12/23
2	Photomontage Updated	22/02/24

Drawn: CN | Date: 22/02/2024
Checked: RT | Approved: RT
Scale: N.T.S.
Drawing No.: Figure 7.4
Rev.: 2