

Legislative Council Panel on Housing
Supplementary Information

Purpose

Regarding the supplementary information requested by Members at the Legislative Council Panel on Housing meetings on 1 April and 6 May 2019¹, and the motion passed at the meeting on 1 April², this paper provides the relevant information and response.

Introduction of “Special Rates”

Information on “unsold units”

2. The Government releases statistics on private housing supply in the primary market on the website of the Transport and Housing Bureau on a quarterly basis, including the number of unsold first-hand private residential units in completed projects, i.e. projects that have obtained occupation permits (OP) (hereinafter referred to as “unsold units”). There were around 9 000 unsold units³ as at 31 March 2019. A breakdown by saleable area of these units is at **Annex 1**.

3. Unsold units may include vacant units or units rented out by developers (e.g. serviced apartments). As developers currently are not required to declare the status of these unsold units, we do not have information on how many of them have been rented out (including those in form of serviced apartments).

Re-entry cases under the Government Rights (Re-entry and Vesting Remedies) Ordinance (Cap. 126)

4. According to the information of the Lands Department, during the past ten years (i.e. from January 2009 to December 2018), a total of three lots (excluding those involving New Territories Exempted Houses) were re-entered by the Government under the Government Rights (Re-entry and Vesting Remedies) Ordinance for non-compliance with the Building Covenant.

¹ Items 4, 6 and 7 of LC Paper No. CB(1)1104/18-19(01).

² LC Paper No. CB(1)841/18-19(01).

³ The figures are rounded to the nearest thousand, covering the units completed between 2012 and 2019.

Requirements concerning leasing of units under the “Special Rates” regime

5. The Government is now preparing the Rating (Amendment) Bill for the implementation of “Special Rates”. Under the preliminary legislative proposal, developers of first-hand private residential units with OP issued for 12 months or more have to furnish annual returns to the Rating and Valuation Department (RVD) and declare the status of these units, including whether the units concerned have been rented out in the past 12 months. RVD will determine whether a developer is required to pay “Special Rates” based on the information reported in the returns. Developers are not liable for payment of “Special Rates” in respect of a unit if the unit has been sold, or has been rented out for over six months at or above market rent in the past 12 months.

6. Renting out a unit is also an effective way of utilising housing resources. It may be too draconian if we specify that developers are only allowed to sell their units, but not renting them out. To minimise possible avoidance of “Special Rates”, we propose that developers have to rent out the concerned units for six months or more at or above market rent in order to be exempted from payment of “Special Rates” for a particular year. RVD may, where necessary, require the developers to provide stamped tenancy agreements for verification of the tenancy. We will continue to listen to the views from various sectors of the community and consider if further restrictions on the identity of the tenants are required.

Vacancy tax on second-hand residential properties owned by non-Hong Kong residents

7. To address the overheated property market, the Government has introduced several rounds of demand-side management measures since 2010, including the Buyer’s Stamp Duty (BSD) introduced in October 2012 and the New Residential Stamp Duty (NRSD) introduced in November 2016. With these measures, acquisition of local residential properties (regardless of whether they are first-hand or second-hand) by non-Hong Kong permanent residents (including all companies) is subject to BSD and NRSD (both at a flat rate of 15%), i.e. a stamp duty of 30% in aggregate. According to the information of the Inland Revenue Department, in the first half of 2019, the number of residential property transactions involving non-local individual and non-local company buyers accounted for only 0.7% of the total number of transactions, which was much lower than 4.5% recorded during the period from January to October 2012 (i.e. before the introduction of BSD). This indicates that the demand-side management measures have been effective in curbing external and investment demands.

8. Furthermore, according to RVD's statistics, the vacancy rate of private residential properties was 4.3% as at end-2018, which was lower than the longstanding average vacancy rate of 5% during the period from 1998 to 2017. Such low level of vacancy rate indicates that it is uncommon for flat owners to leave their properties vacant. With a low overall vacancy rate and the very small proportion of residential property transactions that involves non-local buyers, introducing vacancy tax on second-hand residential properties owned by non-Hong Kong residents may not be an effective way to increase housing supply.

Head 711 Project No. B194TB – Transport infrastructure works for development at Diamond Hill

Design details of the proposed footbridges and pedestrian subway

9. In designing the proposed footbridges and pedestrian subway, we have given holistic consideration to the connection between the Diamond Hill Comprehensive Development Area (Diamond Hill CDA) and its surrounding areas. The heights of the three proposed footbridges above and the depth of the proposed pedestrian subway below the road surface are as follows:

- (1) the deck of the proposed footbridge FB1 is about 11 metres above the footpath surface of Lung Cheung Road while the section near Plaza Hollywood is about 14 metres above the footpath surface of Tai Hom Road;
- (2) the deck of the proposed footbridge FB2 is about 6 metres above the footpath surfaces of Lung Cheung Road and Tai Hom Road;
- (3) the deck of the proposed footbridge FB3 is about 6 metres above the footpath surfaces of Choi Hung Road and Po Kong Village Road and the ground surface of the Water Feature Park under the Diamond Hill CDA scheme; and
- (4) the section of proposed pedestrian subway SW1 within the Diamond Hill CDA is about 8 metres below the road surface while the section at the existing bus terminus at Choi Hung Road and Sze Mei Street is about 10 metres below the road surface.

Connection of the proposed footbridges and the proposed pedestrian subway with surrounding areas

10. The layout plan showing the connection of the three proposed footbridges and the proposed pedestrian subway with their surrounding areas is at **Annex 2**.

11. The link bridge between the proposed footbridge FB1 and Plaza Hollywood is a stand-alone structure. The design of FB1 has already provided for a position for connection with the future link bridge to Plaza Hollywood. Under the land lease conditions, the owner of Plaza Hollywood is responsible for the construction of the link bridge, and the Government will follow up with the owner on the construction timetable of the link bridge in a timely manner.

Use of the existing and proposed footbridges and pedestrian subway

12. Regarding Members' enquiries, the three proposed footbridges will provide barrier-free access facilities including:

- (1) two lifts (each with a carrying capacity of 18 persons) will be installed at the landing point of the proposed footbridge FB1 on the footpath of Tai Hom Road; and two lifts (each with a carrying capacity of 12 persons) and a set of automatic escalators will be installed at the landing point of the footbridge on the footpath of Lung Cheung Road;
- (2) one lift with a carrying capacity of 12 persons will be installed at each of the landing points of the proposed footbridge FB2 on the footpaths of Lung Cheung Road and Tai Hom Road; and
- (3) one lift with a carrying capacity of 12 persons will be installed at each of the landing points of the proposed footbridge FB3 on the footpaths of Choi Hung Road and Po Kong Village Road, as well as the landing point at the Water Feature Park under the Diamond Hill CDA scheme.

13. The site of the Diamond Hill CDA, apart from being used for public housing and religious purposes, will also provide open space and other ancillary facilities for the district.

14. At present, most residents in San Po Kong access the CDA via the at-grade crossings on Choi Hung Road, while those coming from the north of the CDA mainly access the CDA via the underground walkway of Diamond Hill MTR Station and the temporary footbridges on the eastern side. Considering that part of the MTR Station underground walkway are not open to the public for 24 hours a day, and the above temporary footbridge is uncovered and without any lift facilities, the proposed linking facilities of this project will offer more comfortable and convenient pedestrian access to the community, and will improve the connectivity with the surrounding areas.

15. According to the traffic impact assessment report, the pedestrian flow of the temporary footbridge during the peak period is currently about 400 pedestrians per hour, whereas the pedestrian flows of the proposed footbridges FB1, FB2 and FB3 and the subway SW1 during the peak period in 2026 are estimated to be about 2 550, 750, 1 650 and 6 000 pedestrians per hour respectively. These linking facilities for pedestrians will be sufficient to cope with the pedestrian flows in 2026 after the completion of the Diamond Hill CDA.

The traffic impact of reprovisioning the existing public transport terminus (PTT) on the nearby road network

16. According to the traffic impact assessment, upon the reprovisioning of the existing PTT, the road network will be sufficient to cope with the future vehicular flow. Regarding the impact on the nearby traffic network after the completion of the relevant public transport interchange, an extract of the assessment report is at **Annex 3**.

Breakdown of capital costs

17. The works project is now at a detailed design stage. A breakdown of the capital costs of the project will be provided in the discussion paper to be submitted to the Public Works Subcommittee.

Marking Scheme for Estate Management Enforcement in Public Housing Estates (the Marking Scheme)

Preventing and combating the throwing of objects from height

18. The implementation of the Marking Scheme serves to help tenants relinquish bad habits detrimental to personal and public hygiene, thereby creating a healthy living environment. The Hong Kong Housing Authority (HA) has been sparing no effort to put in place a number of measures against the

unlawful act of throwing objects from height. Last year, the Housing Department installed 136 additional monitoring systems in public rental estates, and considerable deterrent effect has been achieved. The HA will continue to make all-out efforts through preventive and monitoring measures to combat misdeeds including the throwing of objects from height.

19. At the regular meetings of the Estate Management Advisory Committees (EMACs), which comprise relevant District Council members and resident representatives, estate managers will report estate management matters to members and collect their opinion for the implementation of various management measures, such as the numbers and locations of the additional Falling Object Monitoring Systems to be installed. When installing Falling Object Monitoring Systems, the HA will strike a balance between protecting personal data privacy and safeguarding public safety with reference to the Personal Data (Privacy) Ordinance (Cap. 486).

Combating illegal gambling in public places

20. If estate management staff notices any illegal gambling in public places during their routine patrol, they will advise the participants to stop and leave immediately, and seek assistance from the police in case of non-cooperation.

21. Estates offices have been maintaining close liaison with the police. Representatives from the police will be invited to EMAC meetings to brief committee members on the public security in the estate. Where necessary, the estate managers will seek assistance from the police to tackle the problem of illegal gambling. To combat illegal gambling in public places, estate management will also conduct more patrolling and install CCTV surveillance systems at black spots so as to collect evidence and monitor the situation, and to assist the police to take appropriate actions pursuant to the Gambling Ordinance (Cap. 148). If a household is convicted, five penalty points will be allotted to it under the Marking Scheme.

Notice-to-quit and the appeal mechanism

22. The HA will issue a notice-to-quit to a public rental housing tenant who has accumulated 16 points within two years for misdeeds committed under the Marking Scheme. Since the implementation of the Marking Scheme in 2003 till the end of 2018, the issuance of the notice-to-quit for 15 cases had been withheld due to special consideration, such as on medical grounds or upon recommendations of the Social Welfare Department. The remaining cases had been dealt with in strict accordance with the established mechanism. The HA does not keep statistics on cases where the request for withholding the issuance of notice-to-quit was denied.

23. A tenant receiving a notice-to-quit may lodge an appeal to the Appeal Panel (Housing) in writing within 15 days from the date of issue of the notice. Appointed by the Chief Executive, the Panel comprises members from various professions and, with regard to the circumstances of each case, the Panel will decide whether to revoke, amend or confirm the notice-to-quit.

Transport and Housing Bureau
July 2019

Annex 1

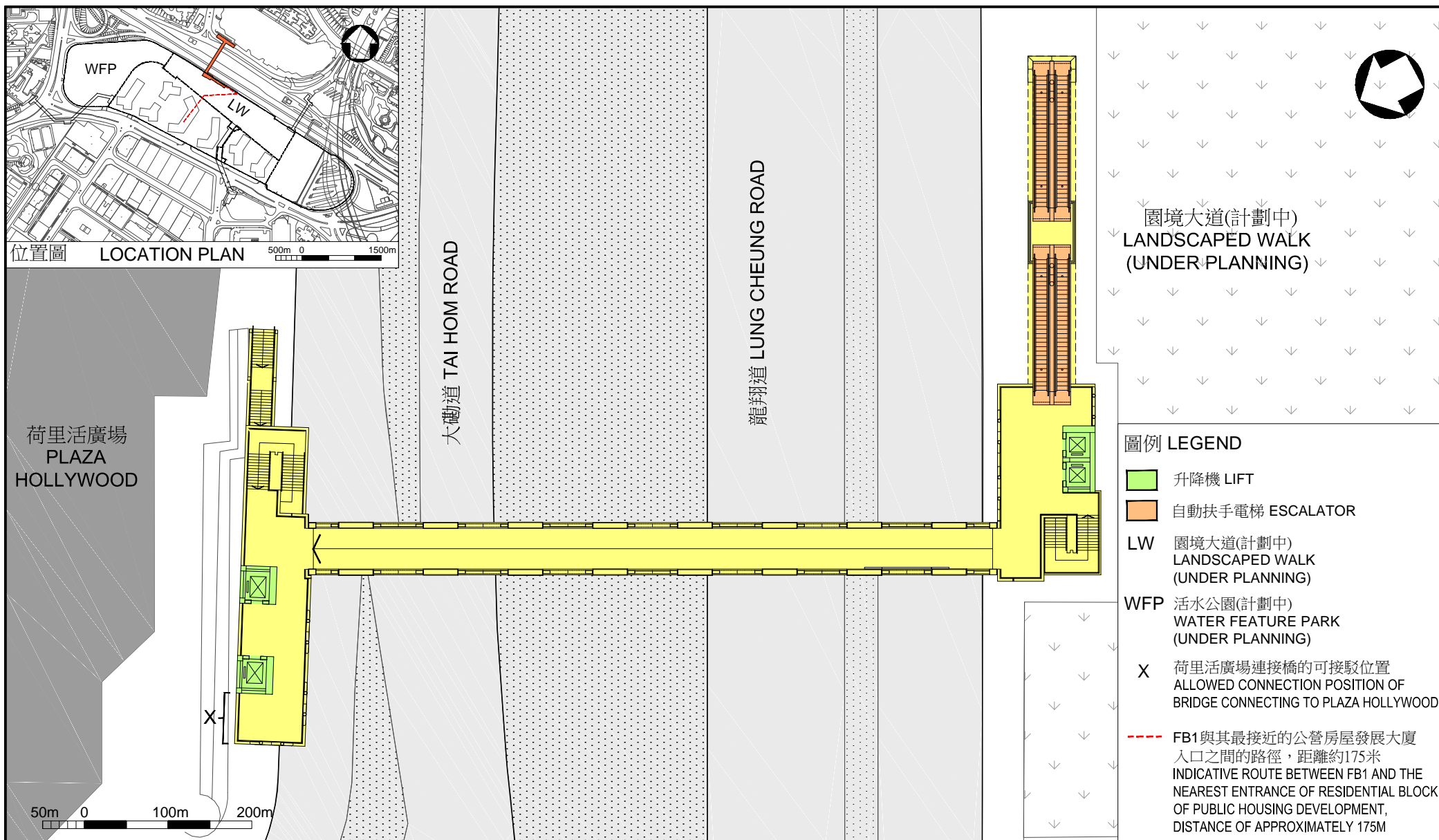
**Number of Unsold First-hand Private Residential Units
in Completed Projects by Saleable Area**

	Number of Units (as a percentage of total)				
	Class A	Class B	Class C	Class D	Class E
As at 31 March 2019	2 800 (31%)	2 600 (29%)	800 (9%)	1 200 (14%)	1 500 (17%)

Notes:

1. The figures are rounded to the nearest hundred.
2. Class A flats – saleable area less than 40m²
Class B flats – saleable area of 40 to 69.9 m²
Class C flats – saleable area of 70 to 99.9 m²
Class D flats – saleable area of 100 to 159.9 m²
Class E flats – saleable area of 160 m² or above

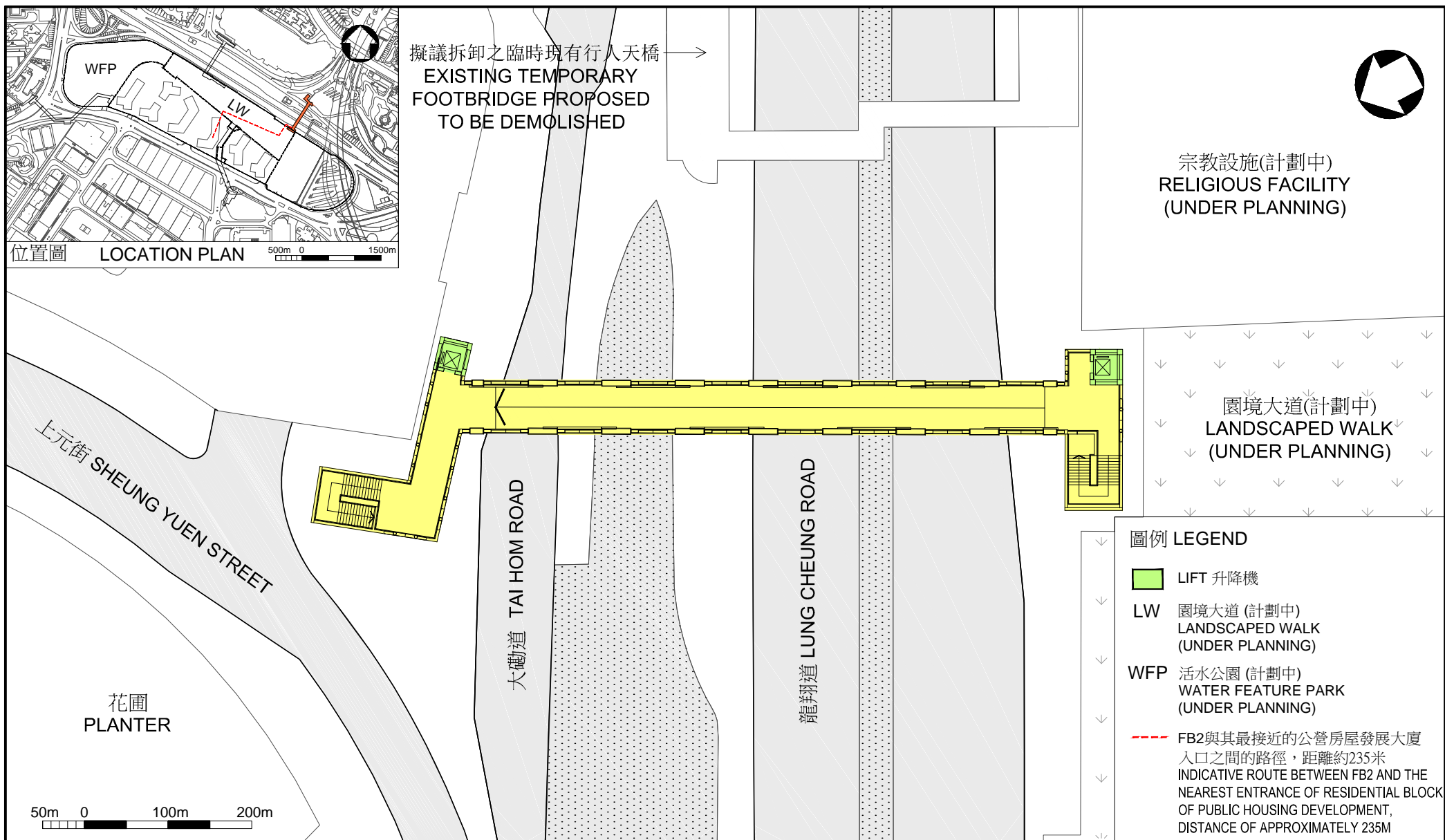
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工務計劃項目編號 B194TB
鑽石山發展區的運輸基礎設施工程

PWP ITEM NO. B194TB
TRANSPORT INFRASTRUCTURE WORKS FOR DEVELOPMENT AT DIAMOND HILL

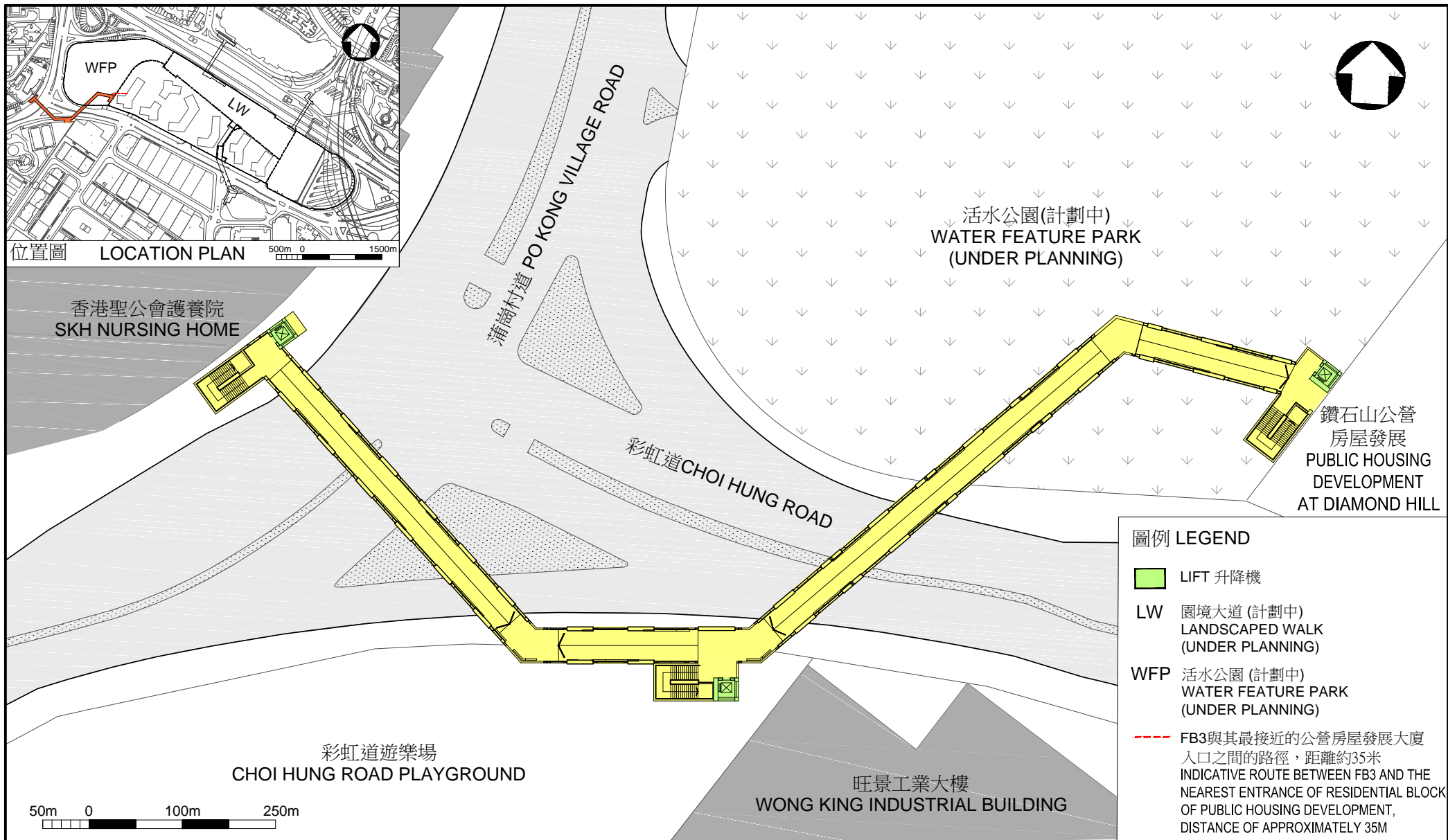
行人天橋 FB1平面圖
FOOTBRIDGE FB1
SITE PLAN



工務計劃項目編號 B194TB
鑽石山發展區的運輸基礎設施工程

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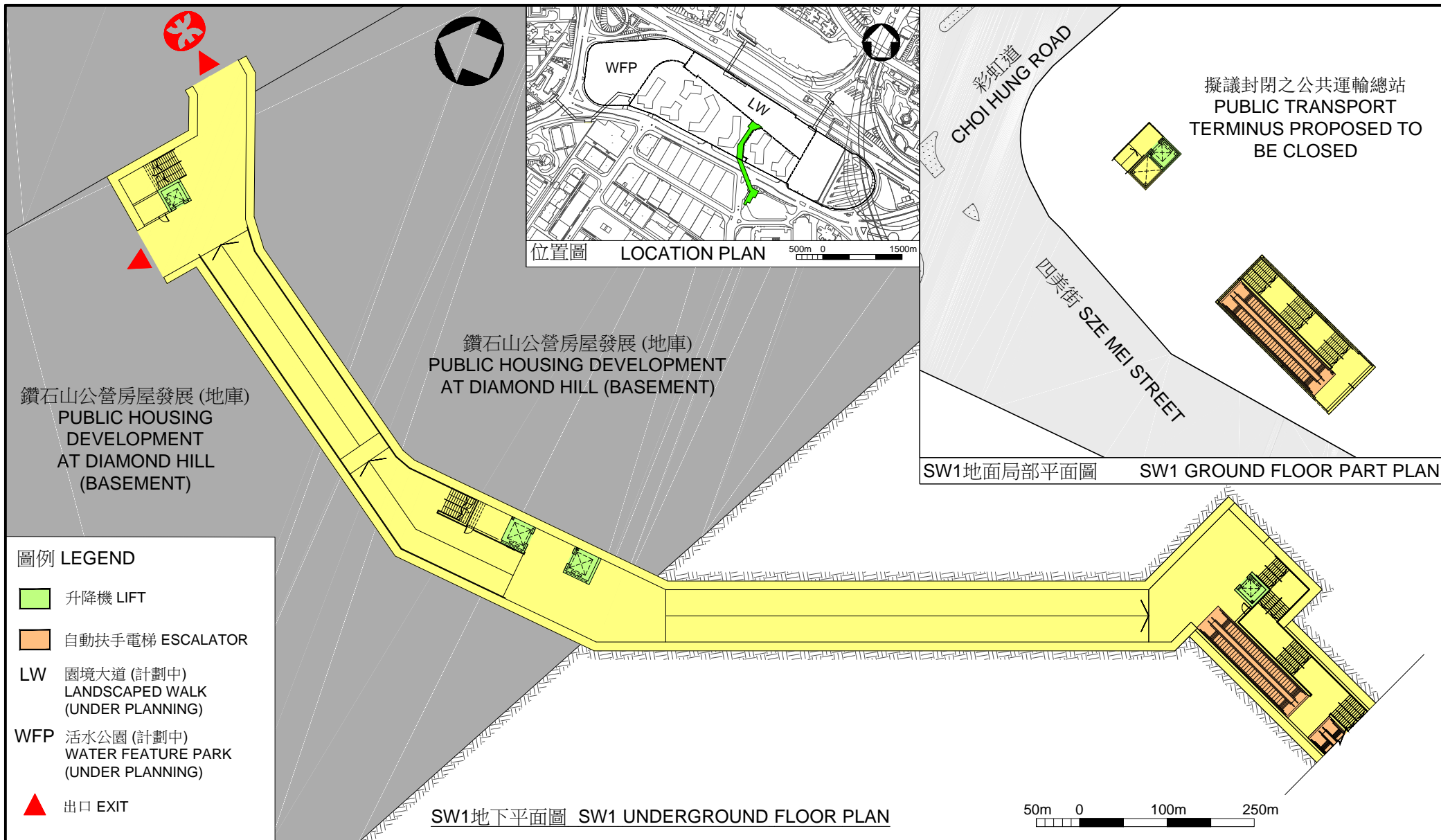
行人天橋 FB2平面圖
FOOTBRIDGE FB2
SITE PLAN



工務計劃項目編號 B194TB
鑽石山發展區的運輸基礎設施工程

PWP ITEM NO. B194TB
TRANSPORT INFRASTRUCTURE WORKS FOR DEVELOPMENT AT DIAMOND HILL

行人天橋 FB3平面圖
FOOTBRIDGE FB3
SITE PLAN



工務計劃項目編號 B194TB
鑽石山發展區的運輸基礎設施工程

PWP ITEM NO. B194TB

TRANSPORT INFRASTRUCTURE WORKS FOR DEVELOPMENT AT DIAMOND HILL

行人隧道SW1平面圖

SUBWAY SW1
SITE PLAN

3. TRAFFIC IMPACT ASSESSMENT

3.1. Choi Hung Road Eastbound (CHR-EB) Widening

3.1.1. The proposal of widening of CHR-EB is between Po Kong Village Road and the access road of PTI to provide one additional traffic lane along CHR-EB to improve the road capacity of CHR.

3.1.2. For this study, it is assumed CHR-EB widening will be completed in year 2023. The layout of CHR-EB widening is prepared and presented in **Drawing 3.1**. The details of the road layout are presented in the **Chapter 4** of this supplementary traffic study.

3.2. Design Years and Future Traffic Flows

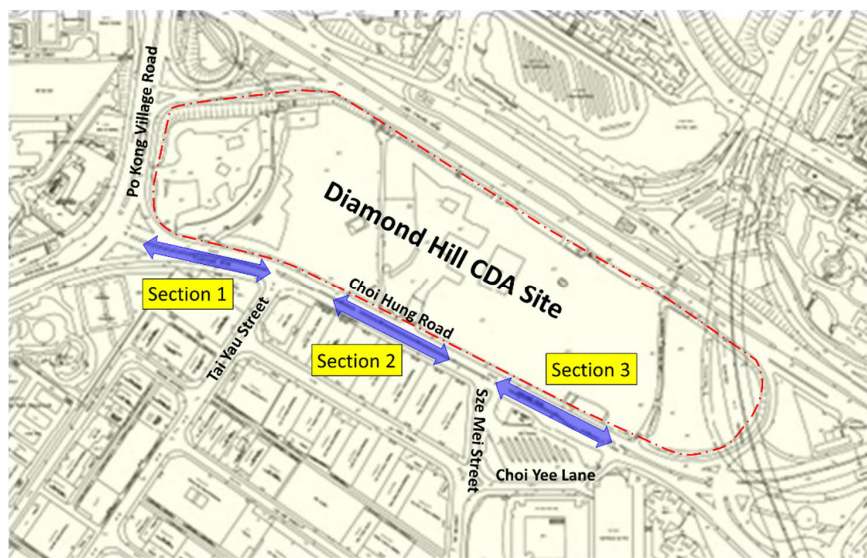
3.2.1. Design years 2021 (completion of Phase 1) and 2026 (3 years after full intake) are selected according to the S16 TIA.

3.2.2. The 2021 and 2026 reference traffic flows (without Proposed Development) and design traffic flows (with Proposed Development) along Choi Hung Road according to the S16 TIA are adopted for this supplementary traffic study.

3.3. Road Link Assessment

3.3.1. In order to assess the road link performances of CHR under the CHR-EB widening scheme, 3 sections of CHR (as shown in **Figure 3.1**) were assessed for design years 2021 and 2026.

Figure 3.1 Selected Sections along CHR for Road Link Assessment



Design Year 2021

3.3.2. The road link capacity assessment along CHR in year 2021 will be based on the existing road layout as a reference.

3.3.3. **Tables 3.1** and **3.2** present the results of the road link capacity assessments for year 2021 AM peak and PM peak respectively.

Table 3.1 Road Link Performance Assessment along CHR for Year 2021 AM

Road Section	Dir.	AM Traffic Demand (pcu/hr)		AM Traffic Demand (veh/hr)		AM Road Link Capacity		AM V/C Ratio	
		Ref. Case	Des. Case	Ref. Case	Des. Case	pcu/hr	veh/hr	Ref. Case	Des. Case
Choi Hung Road									
Section 1 (Between Po Kong Village Road and Tai Yau Street)	EB	1650	1730	1130	1185	3423 ⁽⁴⁾	2340 ⁽⁴⁾	0.48	0.51
	WB	1075	1095	760	775	3316 ⁽⁴⁾	2340 ⁽⁴⁾	0.32	0.33
Section 2 (Between Tai Yau Street and Sze Mei Street)	EB	800	895	455	510	1500 ⁽¹⁾	852	0.53	0.60
	WB	1055	1075	605	615	3476 ⁽²⁾⁽⁴⁾	1989 ⁽²⁾⁽⁴⁾	0.30	0.31
Section 3 (Between Sze Mei Street and Choi Yee Lane)	EB	1000	1055	595	625	1500 ⁽¹⁾	890	0.67	0.70
	WB	990	990	700	700	3303 ⁽⁴⁾	2340	0.30	0.30

- Notes
- (1) Assume that the practical road capacity of Choi Hung Road eastbound (between Tai Yau St and Choi Yee Lane) is 1500pcu/hr as the nearside lane is almost fully occupied by buses.
 - (2) The road link hourly capacity has a 15% reduction applied to account for the on-street bus stops or bus lay-by along the nearside lane.
 - (3) Road link has a 7% reduction in road link capacity due to the proportion of heavy vehicles of 15 – 20% with accordance to the TPDM.
 - (4) Road link has a 10% reduction in road link capacity due to the proportion of heavy vehicles of 20 – 25% with accordance to the TPDM.

Table 3.2 Road Link Performance Assessment along CHR for Year 2021 PM

Road Section	Dir.	PM Traffic Demand (pcu/hr)		PM Traffic Demand (veh/hr)		PM Road Link Capacity		PM V/C Ratio	
		Ref. Case	Des. Case	Ref. Case	Des. Case	pcu/hr	veh/hr	Ref. Case	Des. Case
Choi Hung Road									
Section 1 (Between Po Kong Village Road and Tai Yau Street)	EB	1700	1775	1210	1265	3399 ⁽³⁾	2418 ⁽³⁾	0.50	0.52
	WB	1270	1285	970	980	3403	2600	0.37	0.38
Section 2 (Between Tai Yau Street and Sze Mei Street)	EB	860	920	515	550	1500 ⁽¹⁾	895	0.57	0.61
	WB	1030	1040	630	635	3368 ⁽²⁾⁽³⁾	2055 ⁽²⁾⁽³⁾	0.31	0.31
Section 3 (Between Sze Mei Street and Choi Yee Lane)	EB	1105	1140	640	665	1500 ⁽¹⁾	872	0.74	0.76
	WB	930	930	675	675	3336 ⁽³⁾	2418 ⁽³⁾	0.28	0.28

- Notes
- (1) Assume that the practical road capacity of Choi Hung Road eastbound (between Tai Yau St and Choi Yee Lane) is 1500pcu/hr as the nearside lane is almost fully occupied by buses.
 - (2) The road link hourly capacity has a 15% reduction applied to account for the on-street bus stops or bus lay-by along the nearside lane.
 - (3) Road link has a 7% reduction in road link capacity due to the proportion of heavy vehicles of 15 – 20% with accordance to the TPDM.
 - (4) Road link has a 10% reduction in road link capacity due to the proportion of heavy vehicles of 20 – 25% with accordance to the TPDM.

3.3.4. As shown in **Tables 3.1** and **3.2**, all road link are operating within capacity during the AM peak and PM peak in 2021.

Design Year 2026

Scenario 1 - After implementation of bus/GMB lay-bys

- 3.3.5. Based on the S16 TIA findings, bus/GMB lay-bys will be adopted along CHR as shown in **Drawing 3.2** to increase the link capacity of CHR.
- 3.3.6. **Tables 3.3** and **3.4** present the results of the road link capacity assessment after implementation of bus/GMB lay-bys (Scenario 1) for year 2026 during AM peak and PM peak respectively.

Table 3.3 Road Link Performance Assessment along CHR (Scenario 1 - After implementation of bus/GMB lay-bys) for Year 2026 AM

Road Section	Dir.	AM Traffic Demand (pcu/hr)		AM Traffic Demand (veh/hr)		AM Road Link Capacity		AM V/C Ratio	
		Ref. Case	Des. Case	Ref. Case	Des. Case	pcu/hr	veh/hr	Ref. Case	Des. Case
Choi Hung Road									
Section 1 (Between Po Kong Village Road and Tai Yau Street)	EB	1715	1990	1170	1360	3423 ⁽⁴⁾	2340 ⁽⁴⁾	0.50	0.58
	WB	1115	1180	785	835	3316 ⁽⁴⁾	2340 ⁽⁴⁾	0.34	0.36
Section 2 (Between Tai Yau Street and Sze Mei Street)	EB	795	1120	450	635	3500 ⁽²⁾⁽⁴⁾	1989 ⁽²⁾⁽⁴⁾	0.23	0.32
	WB	1095	1160	625	665	3476 ⁽²⁾⁽⁴⁾	1989 ⁽²⁾⁽⁴⁾	0.32	0.33
Section 3 (Between Sze Mei Street and Choi Yee Lane)	EB	1110	1495	660	885	3351 ⁽²⁾⁽⁴⁾	1989 ⁽²⁾⁽⁴⁾	0.33	0.45
	WB	1090	1100	770	780	3303 ⁽⁴⁾	2340 ⁽⁴⁾	0.33	0.33

- Notes
- (1) Assume that the practical road capacity of Choi Hung Road eastbound (between Tai Yau St and Choi Yee Lane) is 1500pcu/hr as the nearside lane is almost fully occupied by buses.
 - (2) The road link hourly capacity has a 15% reduction applied to account for the on-street bus stops or bus lay-by along the nearside lane.
 - (3) Road link has a 7% reduction in road link capacity due to the proportion of heavy vehicles of 15 – 20% with accordance to the TPDM.
 - (4) Road link has a 10% reduction in road link capacity due to the proportion of heavy vehicles of 20 – 25% with accordance to the TPDM.

Table 3.4 Road Link Performance Assessment along CHR (Scenario 1 - After implementation of bus/GMB lay-bys) for Year 2026 PM

Road Section	Dir.	PM Traffic Demand (pcu/hr)		PM Traffic Demand (veh/hr)		PM Road Link Capacity		PM V/C Ratio	
		Ref. Case	Des. Case	Ref. Case	Des. Case	pcu/hr	veh/hr	Ref. Case	Des. Case
Choi Hung Road									
Section 1 (Between Po Kong Village Road and Tai Yau Street)	EB	1750	1975	1245	1405	3399 ⁽³⁾	2418 ⁽³⁾	0.51	0.58
	WB	1295	1330	990	1015	3403	2600	0.38	0.39
Section 2 (Between Tai Yau Street and Sze Mei Street)	EB	840	1065	500	635	3335 ⁽²⁾⁽⁴⁾	1989 ⁽²⁾⁽⁴⁾	0.25	0.32
	WB	1050	1085	640	660	3368 ⁽²⁾⁽³⁾	2055 ⁽²⁾⁽³⁾	0.31	0.32
Section 3 (Between Sze Mei Street and Choi Yee Lane)	EB	1205	1415	700	825	3421 ⁽²⁾⁽⁴⁾	1989 ⁽²⁾⁽⁴⁾	0.35	0.41
	WB	995	1000	720	725	3336 ⁽³⁾	2418 ⁽³⁾	0.30	0.30

- Notes
- (1) Assume that the practical road capacity of Choi Hung Road eastbound (between Tai Yau St and Choi Yee Lane) is 1500pcu/hr as the nearside lane is almost fully occupied by buses.
 - (2) The road link hourly capacity has a 15% reduction applied to account for the on-street bus stops or bus lay-by along the nearside lane.
 - (3) Road link has a 7% reduction in road link capacity due to the proportion of heavy vehicles of 15 – 20% with accordance to the TPDM.
 - (4) Road link has a 10% reduction in road link capacity due to the proportion of heavy vehicles of 20 – 25% with accordance to the TPDM.

3.3.7. As shown in **Tables 3.3** and **3.4**, all road link are operating within capacity during the AM peak and PM peak in 2026 under Scenario 1 (After implementation of bus/GMB lay-bys).

Scenario 2 – With CHR-EB Widening

3.3.8. The results of the road link capacity assessment under CHR-EB widening scheme (Scenario 2) for year 2026 during AM peak and PM peak are presented in **Tables 3.5 and 3.6** respectively.

Table 3.5 Road Link Performance Assessment along CHR (Scenario 2 – With CHR-EB Widening) for Year 2026 AM

Road Section	Dir.	AM Traffic Demand (pcu/hr)		AM Traffic Demand (veh/hr)		AM Road Link Capacity		AM V/C Ratio	
		Ref. Case	Des. Case	Ref. Case	Des. Case	pcu/hr	veh/hr	Ref. Case	Des. Case
Choi Hung Road									
Section 1 (Between Po Kong Village Road and Tai Yau Street)	EB	1715	1990	1170	1360	5530 ⁽⁴⁾	3780 ⁽⁴⁾	0.31	0.36
	WB	1115	1180	785	835	3316 ⁽⁴⁾	2340 ⁽⁴⁾	0.34	0.36
Section 2 (Between Tai Yau Street and Sze Mei Street)	EB	840	1165	475	660	3717 ⁽¹⁾	2112 ⁽¹⁾	0.23	0.31
	WB	1095	1160	625	665	3476 ⁽²⁾⁽⁴⁾	1989 ⁽²⁾⁽⁴⁾	0.32	0.33
Section 3 (Between Sze Mei Street and Choi Yee Lane)	EB	1005	1280	600	760	3623 ⁽¹⁾	2150 ⁽¹⁾	0.28	0.35
	WB	1090	1100	770	780	3303 ⁽⁴⁾	2340 ⁽⁴⁾	0.33	0.33

- Notes
- (1) Assume that the practical road capacity of Choi Hung Road eastbound (between Tai Yau St and Choi Yee Lane) is 1500pcu/hr as the nearside lane is almost fully occupied by buses plus one traffic lane capacity in pcu/hr with 10% reduction due to the proportion of heavy vehicles with accordance to the TPDM.
 - (2) The road link hourly capacity has a 15% reduction applied to account for the on-street bus stops or bus lay-by along the nearside lane.
 - (3) Road link has a 7% reduction in road link capacity due to the proportion of heavy vehicles of 15 – 20% with accordance to the TPDM.
 - (4) Road link has a 10% reduction in road link capacity due to the proportion of heavy vehicles of 20 – 25% with accordance to the TPDM.

Table 3.6 Road Link Performance Assessment along CHR (Scenario 2 – With CHR-EB Widening) for Year 2026 PM

Road Section	Dir.	PM Traffic Demand (pcu/hr)		PM Traffic Demand (veh/hr)		PM Road Link Capacity		PM V/C Ratio	
		Ref. Case	Des. Case	Ref. Case	Des. Case	pcu/hr	veh/hr	Ref. Case	Des. Case
Choi Hung Road									
Section 1 (Between Po Kong Village Road and Tai Yau Street)	EB	1750	1975	1245	1405	5491 ⁽³⁾	3906 ⁽³⁾	0.32	0.36
	WB	1295	1330	990	1015	3403	2600	0.38	0.39
Section 2 (Between Tai Yau Street and Sze Mei Street)	EB	885	1075	525	640	3613 ⁽¹⁾	2155 ⁽¹⁾	0.24	0.30
	WB	1050	1085	640	660	3368 ⁽²⁾⁽³⁾	2055 ⁽²⁾⁽³⁾	0.31	0.32
Section 3 (Between Sze Mei Street and Choi Yee Lane)	EB	1050	1200	610	700	3667 ⁽¹⁾	2132 ⁽¹⁾	0.29	0.33
	WB	995	1000	720	725	3336 ⁽³⁾	2418 ⁽³⁾	0.30	0.30

- Notes
- (1) Assume that the practical road capacity of Choi Hung Road eastbound (between Tai Yau St and Choi Yee Lane) is 1500pcu/hr as the nearside lane is almost fully occupied by buses plus one traffic lane capacity in pcu/hr with 10% reduction due to the proportion of heavy vehicles with accordance to the TPDM.
 - (2) The road link hourly capacity has a 15% reduction applied to account for the on-street bus stops or bus lay-by along the nearside lane.
 - (3) Road link has a 7% reduction in road link capacity due to the proportion of heavy vehicles of 15 – 20% with accordance to the TPDM.
 - (4) Road link has a 10% reduction in road link capacity due to the proportion of heavy vehicles of 20 – 25% with accordance to the TPDM.

3.3.9. As shown in **Tables 3.5** and **3.6**, all road link are operating within capacity during the AM peak and PM peak in 2026 under Scenario 2 (with CHR-EB Widening).

Comparison of Link Performance between Scenario 1 and Scenario 2

3.3.10. **Tables 3.7 and 3.8** present the comparison of the road link capacity assessment between Scenario 1 and Scenario 2 for Reference Case and Design Case respectively.

Table 3.7 Comparison of Road Link Performance Assessment along CHR between Scenario 1 and Scenario 2 (Reference Case) in Year 2026

Road Section	Dir.	V/C Ratio (2026 AM)			V/C Ratio (2026 PM)		
		Scenario 1	Scenario 2	Diff.	Scenario 1	Scenario 2	Diff.
Choi Hung Road							
Section 1 (Between Po Kong Village Road and Tai Yau Street)	EB	0.50	0.31	-0.19	0.51	0.32	-0.19
	WB	0.34	0.34	0.00	0.38	0.38	0.00
Section 2 (Between Tai Yau Street and Sze Mei Street)	EB	0.23	0.23	0.00	0.25	0.24	-0.01
	WB	0.32	0.32	0.00	0.31	0.31	0.00
Section 3 (Between Sze Mei Street and Choi Yee Lane)	EB	0.33	0.28	-0.05	0.35	0.29	-0.06
	WB	0.33	0.33	0.00	0.30	0.30	0.00

Table 3.8 Comparison of Road Link Performance Assessment along CHR between Scenario 1 and Scenario 2 (Design Case) in Year 2026

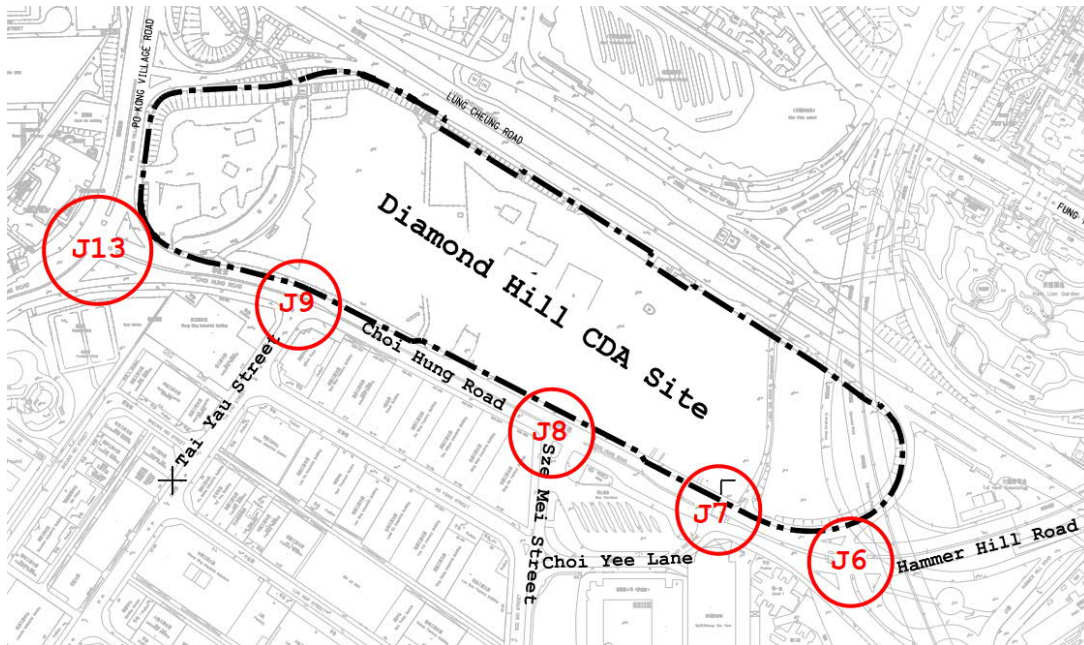
Road Section	Dir.	V/C Ratio (2026 AM)			V/C Ratio (2026 PM)		
		Scenario 1	Scenario 2	Diff.	Scenario 1	Scenario 2	Diff.
Choi Hung Road							
Section 1 (Between Po Kong Village Road and Tai Yau Street)	EB	0.58	0.36	-0.22	0.58	0.36	-0.22
	WB	0.36	0.36	0.00	0.39	0.39	0.00
Section 2 (Between Tai Yau Street and Sze Mei Street)	EB	0.32	0.31	-0.01	0.32	0.30	-0.02
	WB	0.33	0.33	0.00	0.32	0.32	0.00
Section 3 (Between Sze Mei Street and Choi Yee Lane)	EB	0.45	0.35	-0.10	0.41	0.33	-0.08
	WB	0.33	0.33	0.00	0.30	0.30	0.00

- 3.3.11. As shown in **Tables 3.7** and **3.8**, the performance road link of Section 1 eastbound will be improved (reduced by 0.2 of V/C Ratio) with CHR-EB widening during AM peak and PM peak in 2026. Moreover, the road link performances of Sections 2 and 3 eastbound will be improved slightly due to the effect of on-street bus/GMB stops.

3.4. Junction Capacity Assessment

- 3.4.1. In order to assess the performances of the junctions along CHR under the CHR-EB widening scheme, J/O Choi Hung Road / Hammer Hill Road (J6), J/O Choi Hung Road / Choi Yee Lane (J7), J/O Choi Hung Road / Sze Mei Street (J8), J/O Choi Hung Road / Tai Yau Street (J9) and J/O Choi Hung Road / Po Kong Village Road (J13) as shown in **Figure 3.2** were selected for road link assessment for design year 2026.

Figure 3.2 Selected Junctions along CHR for Junction Assessment



Junction of Choi Hung Road / Hammer Hill Road (J6)

- 3.4.2. According to the S16 TIA, the junction capacity assessment of J/O Choi Hung Road / Hammer Hill Road (J6) is based on the proposed junction layout and the assessment results indicated that the junction will operated within capacity in 2026.
- 3.4.3. In order to assess the performance of the junction with additional signal controlled pedestrian crossing at the slip road from Choi Hung Road to Lung Cheung Road in 2026, the junction layout of Choi Hung Road / Hammer Hill Road (J6) with additional pedestrian crossing is prepared and presented in **Drawing 3.1**. The details of the junction layout are presented in the **Chapter 4**.
- 3.4.4. The assessment results of the junction (with and without additional pedestrian crossing) for Design Case in 2026 are summarised in **Table 3.9** below.

Table 3.9 Junction Capacity Assessment Results for J/O Choi Hung Road / Hammer Hill Road (J6) (with and without additional pedestrian crossing) for Design Case in 2026

No.	Junction	Scenario	Reserve Capacity (%)	
			2026 AM	2026 PM
J6	Choi Hung Road / Hammer Hill Road	Without additional pedestrian crossing ⁽¹⁾	6%	28%
		With additional pedestrian crossing ⁽²⁾	6%	28%

Notes (1) The junction capacity assessment is based on the proposed junction layout under the S16 TIA.

(2) The junction capacity assessment is based on the junction layout of additional pedestrian crossing.

- 3.4.5. As indicated in **Table 3.9**, the junction performances of J7 will be the same in both Scenarios during AM peak and PM peak in 2026, since the additional pedestrian crossing is not a critical arm.

Junction of Choi Hung Road / Choi Yee Lane (J7)

- 3.4.6. According to the S16 TIA, the junction capacity assessment of J/O Choi Hung Road / Choi Yee Lane (J7) is based on the proposed junction layout and the assessment results indicated that the junction will operated within capacity in 2026.

- 3.4.7. In order to assess the performance of the junction with CHR-EB widening in 2026, the junction layout of Choi Hung Road / Choi Yee Lane (J7) with CHR-EB widening is prepared and presented in **Drawing 3.1**. The details of the junction layout are presented in the **Chapter 4**.

- 3.4.8. The assessment results of the junction (with and without CHR-EB widening) for Design Case in 2026 are summarised in **Table 3.10** below.

Table 3.10 Junction Capacity Assessment Results for J/O Choi Hung Road / Choi Yee Lane (J7) (with and without CHR-EB Widening) for Design Case in 2026

No.	Junction	Scenario	Reserve Capacity (%)	
			2026 AM	2026 PM
J7	Choi Hung Road / Choi Yee Lane	Without CHR-EB Widening ⁽¹⁾	14%	22%
		With CHR-EB Widening ⁽²⁾	14%	22%

Notes (1) The junction capacity assessment is based on the proposed junction layout under the S16 TIA with improvement scheme.

(2) The junction capacity assessment is based on the junction layout with CHR-EB widening.

- 3.4.9. As indicated in **Table 3.10**, the junction performances of J7 will be the same in both Scenarios during AM peak and PM peak in 2026, since the Choi Hung Road eastbound is not a critical arm.

Junction of Choi Hung Road / Sze Mei Street (J8)

- 3.4.10. According to the S16 TIA, the junction capacity assessment of J/O Choi Hung Road / Sze Mei Street (J8) is based on the junction layout under KTD Stage 3A Project and the assessment results indicated that the junction will be operated within capacity in 2026.

- 3.4.11. In order to assess the performance of the junction with CHR-EB widening in 2026, the junction layout of Choi Hung Road / Sze Mei Street (J8) with CHR-EB widening is

prepared and presented in **Drawing 3.1**. Right turn movement from Choi Hung Road EB to Sze Mei Street is added to fulfil the local request. The details of the junction layout are presented in the **Chapter 4**.

- 3.4.12. The assessment results of the junction (with and without CHR-EB widening) for Design Case in 2026 are summarised in **Table 3.11** below.

Table 3.11 Junction Capacity Assessment Results for J/O Choi Hung Road / Sze Mei Street (J8) (with and without CHR-EB Widening) for Design Case in 2026

No.	Junction	Scenario	Reserve Capacity (%)	
			2026 AM	2026 PM
J8	Choi Hung Road / Sze Mei Street	Without CHR-EB Widening ⁽¹⁾	87%	92%
		With CHR-EB Widening (Without Right Turn) ⁽²⁾	97%	103%
		With CHR-EB Widening (With Right Turn) ⁽³⁾	34%	44%

- Notes (1) The junction capacity assessment is based on the junction layout under KTD Stage 3A Project.
(2) The junction capacity assessment is based on the junction layout with CHR-EB widening.
(3) The junction capacity assessment is based on the junction layout with CHR-EB widening and addition of right turn movement from CHR EB.

- 3.4.13. As indicated in **Table 3.11**, the junction capacity of J8 will be improved (increased by 10% and 11% of Reserve Capacity) with CHR-EB widening during AM peak and PM peak in 2026. However, the junction capacity will be reduced due to addition of right turn movement in the method of control with CHR-EB widening during AM peak and PM peak in 2026 but still with ample capacity of over 25%.

Junction of Choi Hung Road / Tai Yau Street (J9)

- 3.4.14. According to the S16 TIA, the junction capacity assessment of J/O Choi Hung Road / Tai Yau Street (J9) is based on the proposed junction layout and the assessment results indicated that the junction will operated within capacity in 2026.
- 3.4.15. In order to assess the performance of the junction with CHR-EB widening in 2026, the junction layout of Choi Hung Road / Tai Yau Street (J9) with CHR-EB widening is derived and presented in **Drawing 3.1**. The details of the junction layout are presented in the **Chapter 4**.
- 3.4.16. The assessment results of the junction (with and without CHR-EB widening) for Design Case in 2026 are summarised in **Table 3.12** below.

Table 3.12 Junction Capacity Assessment Results for J/O Choi Hung Road / Tai Yau Street (J9) (with and without CHR-EB Widening) for Design Case in 2026

No.	Junction	Scenario	Reserve Capacity (%)	
			2026 AM	2026 PM
J9	Choi Hung Road / Tai Yau Street	Without CHR-EB Widening ⁽¹⁾	3%	7%
		With CHR-EB Widening ⁽²⁾	10%	7%

- Notes (1) The junction capacity assessment is based on the proposed junction layout under the S16 TIA with improvement scheme.
(2) The junction capacity assessment is based on the junction layout with CHR-EB widening.

- 3.4.17. As indicated in **Table 3.12**, the junction performances of J9 will be improved (increased by 7% of Reserve Capacity) with CHR-EB widening during AM peak in 2026. Since Choi

Hung Road eastbound is not a critical arm during PM peak, therefore the junction performance will be the same in both Scenarios.

Junction of Choi Hung Road / Po Kong Village Road (J13)

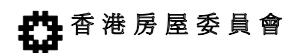
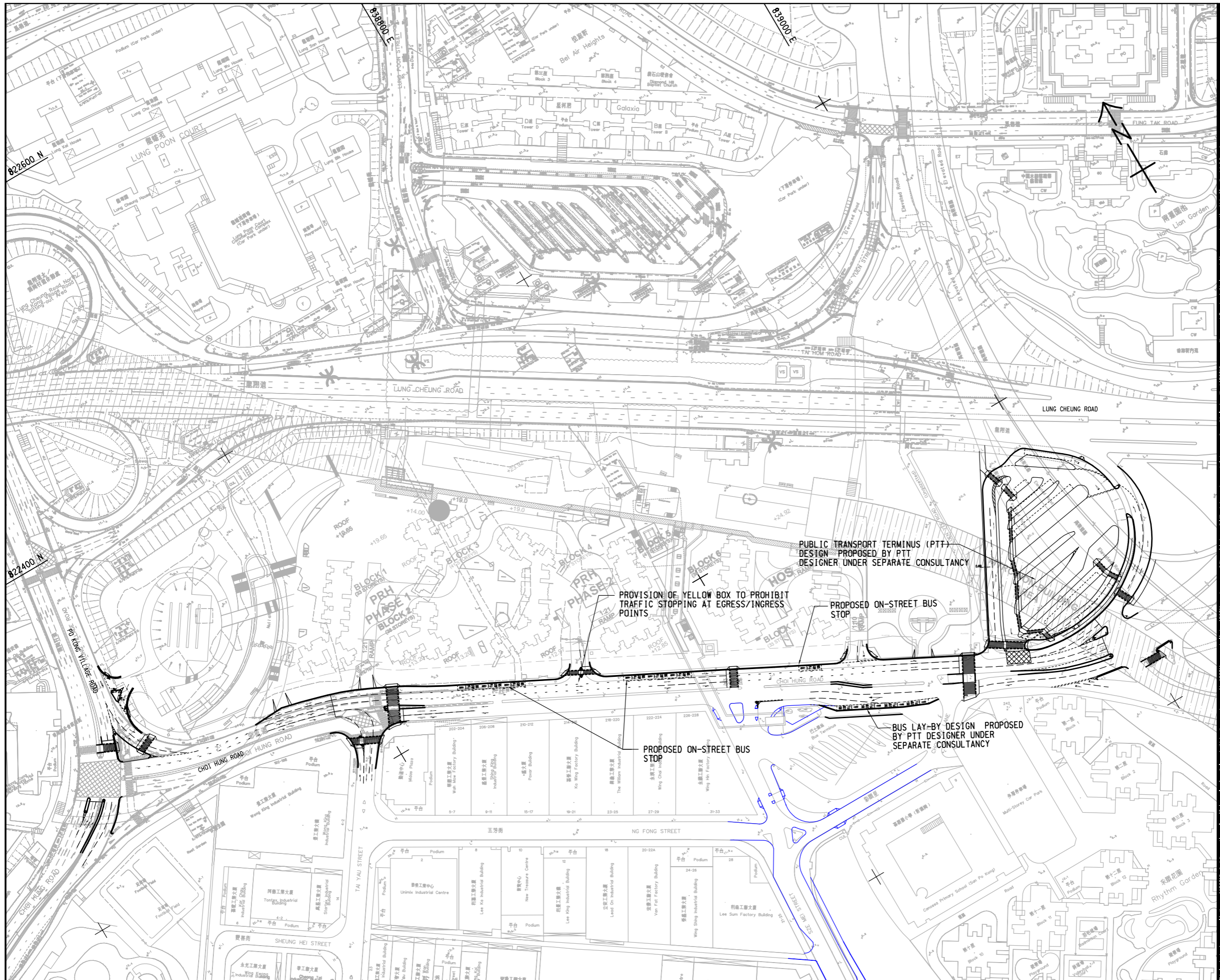
- 3.4.18. According to the S16 TIA, the junction capacity assessment of J/O Choi Hung Road / Po Kong Village Road (J13) is based on the proposed junction layout and the assessment results indicated that the junction will operated within capacity in 2026.
- 3.4.19. A traffic island is provided at Po Kong Village Road northbound for proposed split-phase operation as presented in **Drawing 3.1**. The details of the junction layout are presented in the **Chapter 4**. There is no change to the junction performance (Reserve Capacities are 8% in both AM and PM peaks).

- hr/>
- 4. LAYOUTS ALONG CHOI HUNG ROAD WITH CHR-EB WIDENING**
- 4.1. Choi Hung Road Eastbound (CHR-EB) Widening**
- 4.1.1. For this traffic study, the layout of CHR-EB widening is derived and presented in **Drawing 3.1**.
- 4.1.2. As shown in **Drawing 3.1**, one additional traffic lane along CHR-EB will be provided between Po Kong Village Road and the access road of PTI to enhance the road link capacity of CHR-EB.
- 4.1.3. One on-street bus/GMB stop and two on street bus stops will provided under this widening scheme.
- 4.1.4. Yellow box outside the ingress / egress of the PRH development will be provided to prevent buses occupying the spaces outside the ingress/egress of the PRH.
- 4.2. Junction of Choi Hung Road / Hammer Hill Road (J6)**
- 4.2.1. The junction layout of Choi Hung Road / Hammer Hill Road (J6) with additional signal controlled pedestrian crossing at the slip road from Choi Hung Road to Lung Cheung Road is derived and presented in **Drawing 4.1**.
- 4.2.2. One additional signal controlled pedestrian crossing will be provided at the slip road from Choi Hung Road to Lung Cheung Road. The method of control of the junction additional pedestrian crossing is based on the junction arrangement of J6 under the S16 TIA.
- 4.3. Junction of Choi Hung Road / Choi Yee Lane (J7)**
- 4.3.1. The junction layout of Choi Hung Road / Choi Yee Lane (J7) with CHR-EB widening is derived and presented in **Drawing 4.2**.
- 4.3.2. The number of traffic lanes at CHR eastbound approach will be increased to four traffic lanes. Lane configurations at eastbound approach will be modified to provide one additional straight ahead traffic lane to enhance the junction capacity. The method of control of the junction with CHR-EB widening is based on the junction improvement scheme of J7 under the S16 TIA.
- 4.4. Junction of Choi Hung Road / Sze Mei Street (J8)**
- 4.4.1. The junction layout of Choi Hung Road / Sze Mei Street (J8) with CHR-EB widening is derived and presented in **Drawing 4.3**.
- 4.4.2. The number of traffic lanes at CHR eastbound approach will be increased to three traffic lanes. Right turn movement from Choi Hung Road EB to Sze Mei Street is added. The junction capacity will be reduced due to addition of right turn movement in the method of control.
- 4.5. Junction of Choi Hung Road / Tai Yau Street (J9)**
- 4.5.1. The junction layout of Choi Hung Road / Tai Yau Street (J9) with CHR-EB widening is derived and presented in **Drawing 4.4**.
- 4.5.2. The number of traffic lanes at CHR eastbound approach will be increased to four traffic lanes. Lane configurations at eastbound approach will be modified to provide one additional straight ahead traffic lane to enhance the junction capacity. The method of

control of the junction with CHR-EB widening is based on the junction improvement scheme of J9 under the S16 TIA.

4.6. Junction of Choi Hung Road / Po Kong Village Road (J13)

- 4.6.1. The junction layout of Choi Hung Road / Po Kong Village Road (J13) is derived and presented in **Drawing 4.5**.
- 4.6.2. A traffic island is provided at Po Kong Village Road northbound for proposed split-phase operation.



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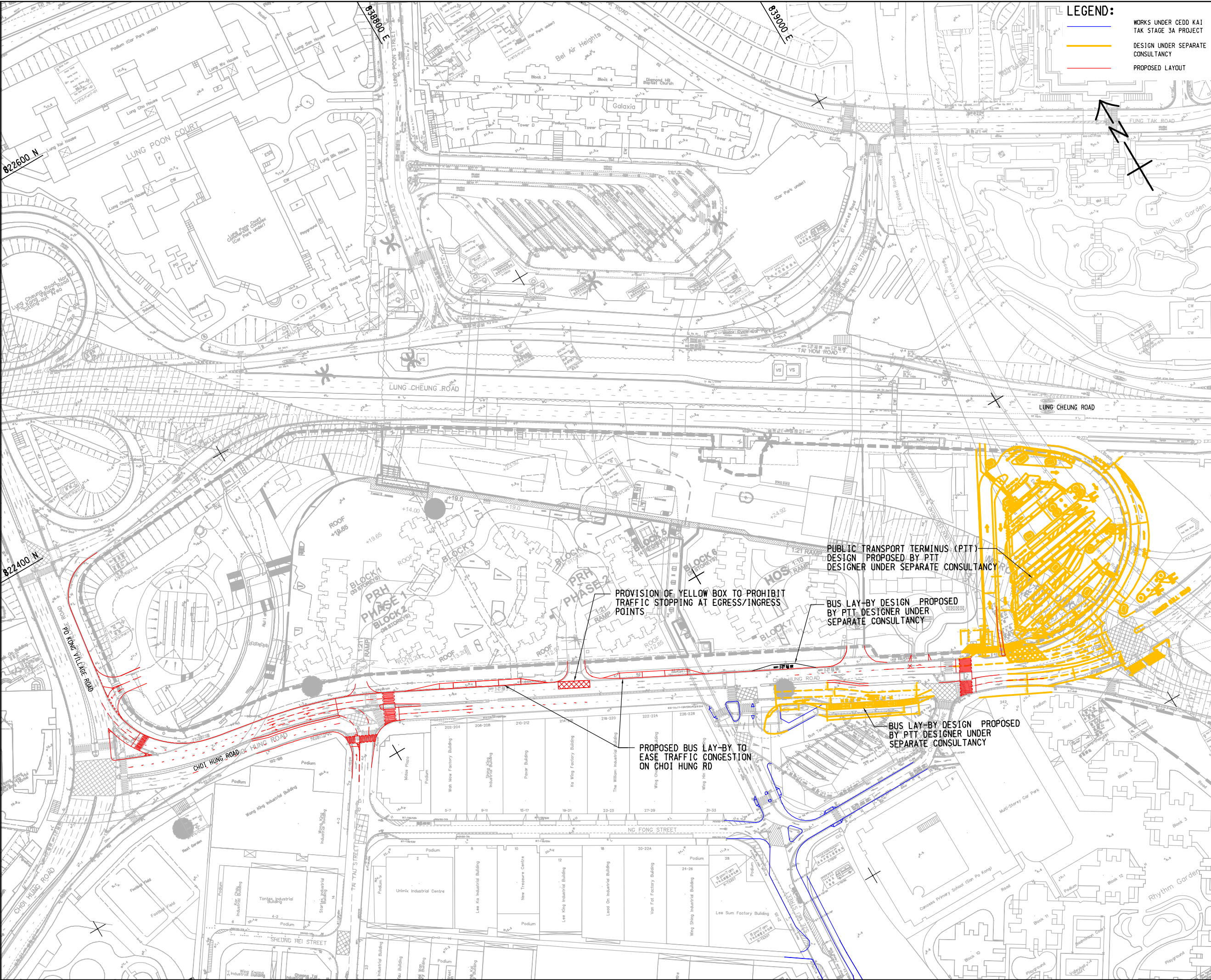
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CHOI HUNG ROAD EASTBOUND WIDENING - SCHEMATIC ROAD LAYOUT

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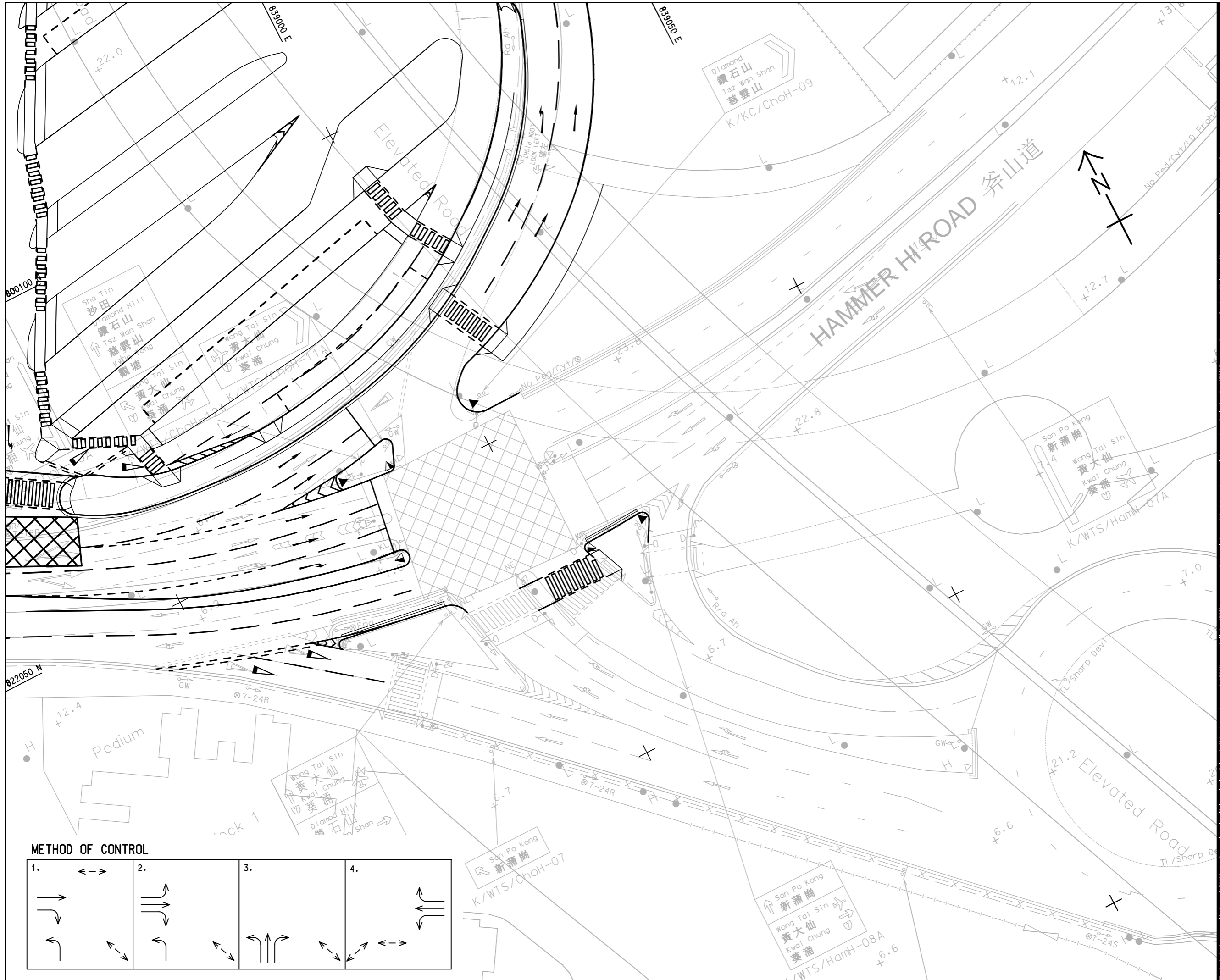
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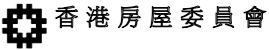
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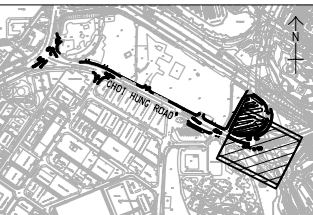
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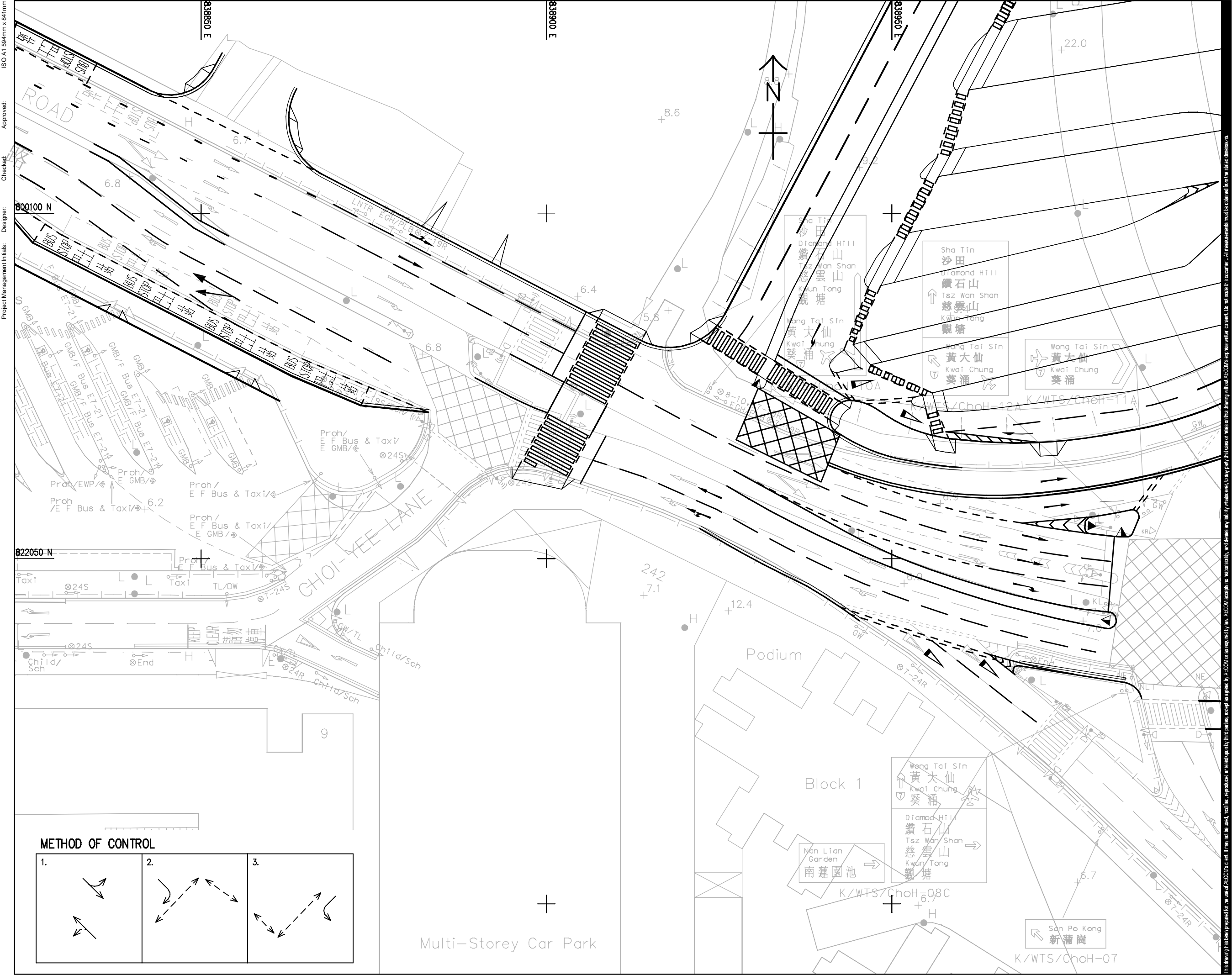


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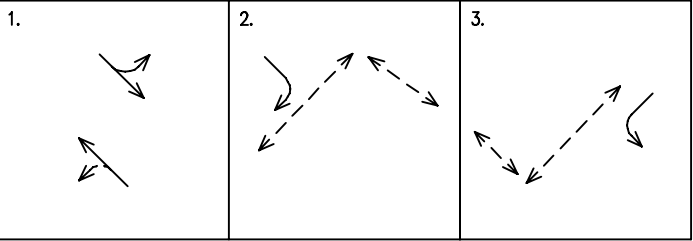
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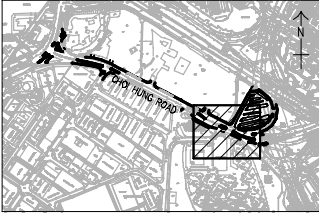
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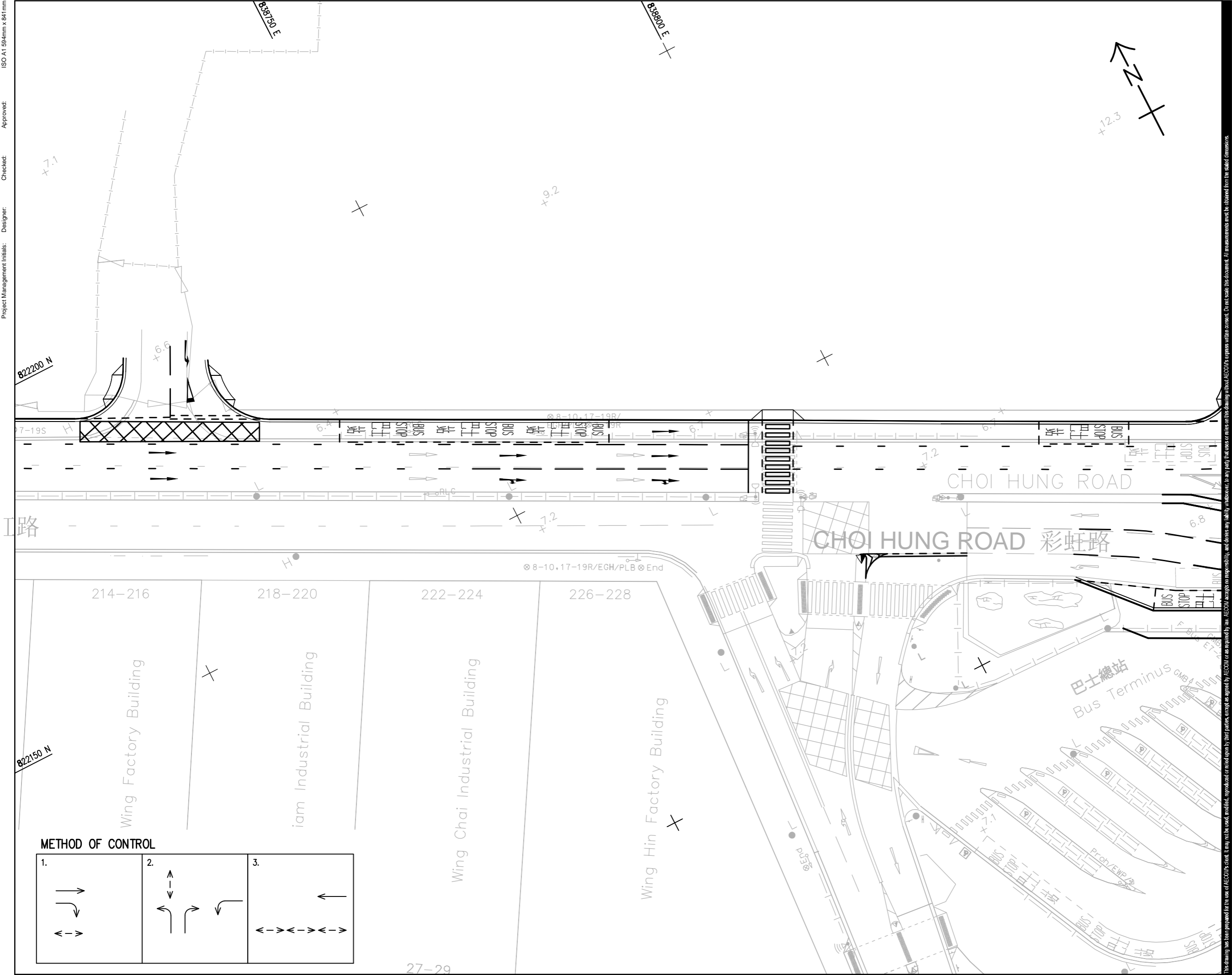
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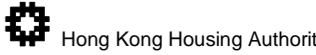
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TRAFFIC IMPROVEMENT SCHEME FOR JUNCTION OF CHOI HUNG ROAD & CHOI YEE LANE (J7)

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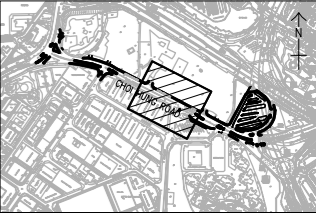
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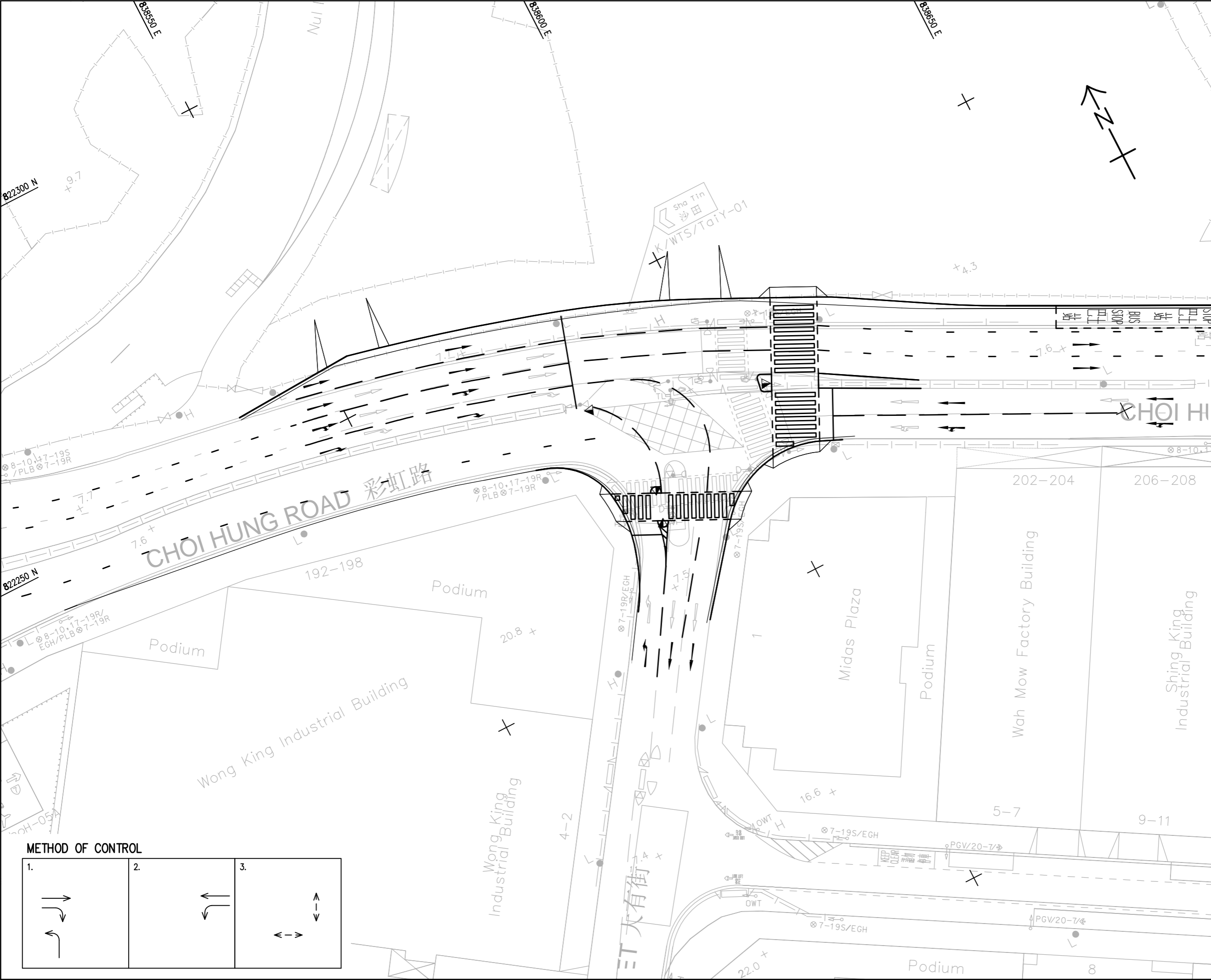
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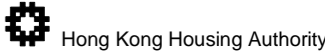
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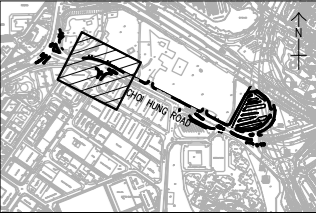
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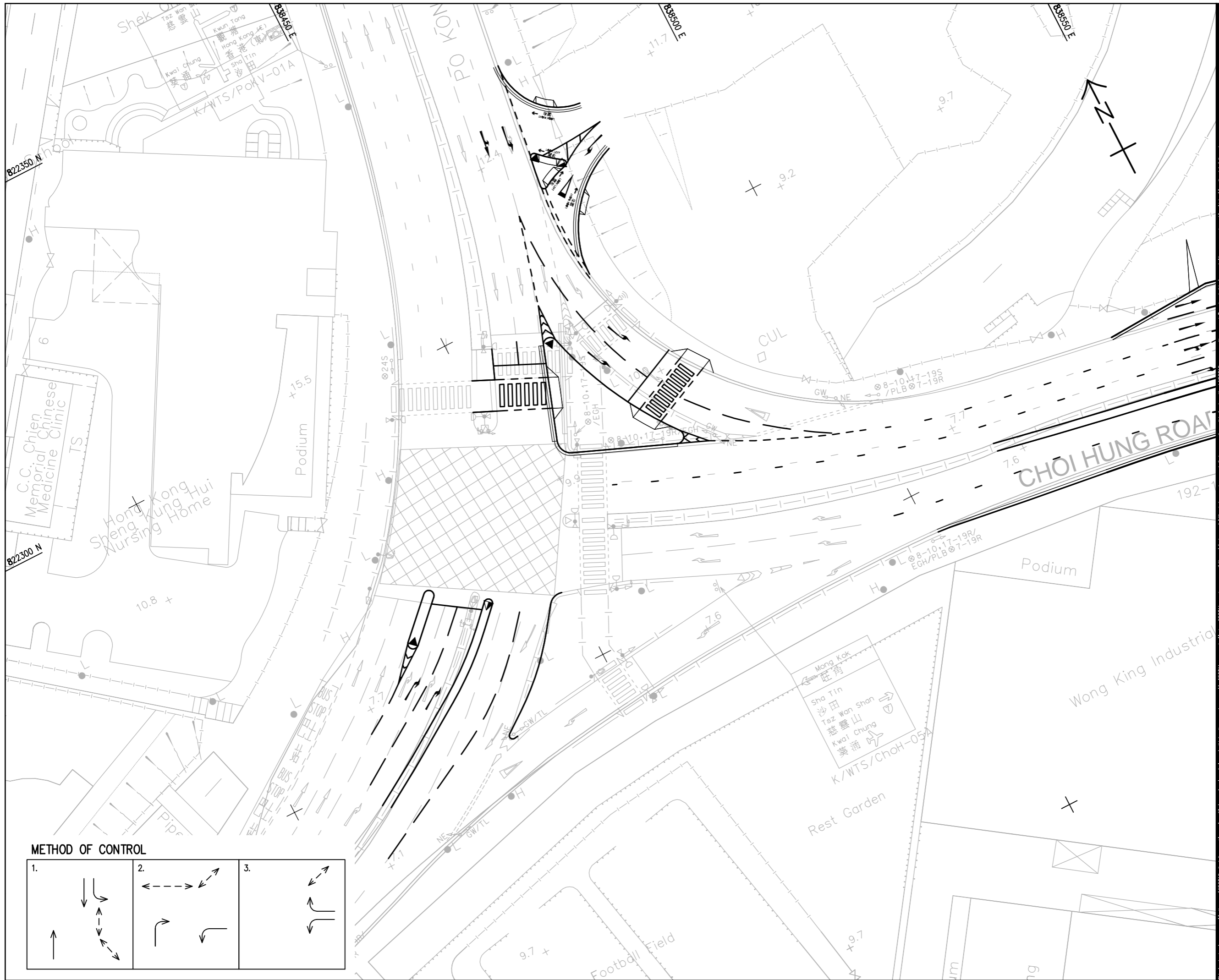
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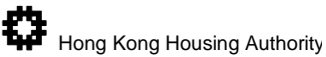
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TRAFFIC IMPROVEMENT SCHEME
FOR JUNCTION OF CHOI HUNG
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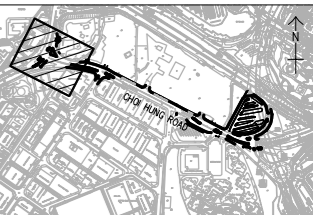
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ROAD/PO KONG VILLAGE (J13)

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