APPENDIX 2

TRAFFIC IMPACT ASSESSMENT

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Revised Traffic Impact Assessment
Final Report
May 2026

Prepared by: CKM Asia Limited

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

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1.0 INTRODUCTION

Background

1.1 The Subject Site is located at 9 – 19 Kam Wa Street in Shau Kei Wan, and the location of the Subject Site is shown in Figure 1.1.

1.2 On 4 February 2025, Buildings Department approved the General Building Plan (BD ref.: BD 2-3/9182/74/6) (the "Approved GBP") for a residential development at the Subject Site. The Approved GBP is for a single block with: (i) 86 residential flats with average gross floor area ("GFA") of 45m^2, and (ii) retail with GFA of 389m^2. The Approved GBP is found in Appendix 1.

1.3 The Owner now has the intention to construct a hotel at the Subject Site (the "Proposed Hotel").

1.4 Against this background, CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned to conduct a Traffic Impact Assessment ("TIA") in support of the Proposed Hotel. The report presents the traffic impact assessment for the Proposed Hotel.

Scope of the Assessment

1.5 The main objectives of this TIA are as follows:

- To assess the existing traffic conditions in the vicinity of the Subject Site;
- To quantify the traffic generated by the Proposed Hotel;
- To quantify the pedestrian generated by the Proposed Hotel; and
- To examine the traffic impact on the local road network in the vicinity of the Subject Site.

Contents of the Report

1.6 After this introduction, the remaining chapters contain the following:

Chapter Two	-	describes the existing situation;
Chapter Three	-	outlines the development proposal;
Chapter Four	-	presents the traffic impact analysis;
Chapter Five	-	presents the pedestrian impact analysis; and
Chapter Six	-	summarises the overall conclusion

2.0 THE EXISTING SITUATION

The Subject Site

2.1 The Subject Site is located at 9 – 19 Kam Wa Street in Shau Kei Wan. At present, there is a layby for Public Light Bus (PLB) stand cum part-time parking for PLB in front of the Subject Site and no internal transport facilities are provided for the previous buildings at the Subject Site.

Existing Road Network

2.2 Kam Wa Street is a local distributor, and the portion of Kam Wa Street fronting the Subject Site is of single carriageway with 1 westbound traffic lane. It connects Shau Kei Wan Main Street East to the east and Mong Lung Street to the west.

2.3 Along this portion of Kam Wa Street, there is a layby for PLB stand cum part-time parking for PLB at the north side and 2 on-street metered goods vehicle parking spaces at the south side.

2.4 Shau Kei Wan Main Street East is a single carriageway with 2-lane standard. It connects Factory Street to the south and Kam Wa Street to the north. Tram entering and leaving Shau Kei Wan Tram Terminus operates along this portion of Shau Kei Wan Main Street East.

Traffic Survey

2.5 To quantify the traffic flows at the junctions chosen for the capacity analysis, manual classified count was conducted on Friday, 5th December 2025 during the AM and PM peak periods. The locations of the surveyed junctions are presented in Figure 2.1 and their layouts are shown in Figures 2.2 to 2.7.

2.6 The surveyed junctions include the following:

- J1: Priority Junction of Kam Wa Street / Mong Lung Street;
- J2: Priority Junction of Shau Kei Wan Main Street East / Factory Street;
- J3: Signalised Junction of Aldrich Street / Factory Street;
- J4: Priority Junction of Aldrich Street / Po Man Street;
- J5: Signalised Junction of Mong Lung Street / Tung Hei Road; and
- J6: Signalised Junction of Shau Kei Wan Road / Chai Wan Road

2.7 The counts were classified by vehicle type to enable traffic flows in passenger car units ("pcu") to be calculated. From the survey, the AM and PM peak hours were found to be between 0815 - 0915 and 1700 – 1800 hours respectively, and the existing AM and PM peak hour traffic flows are presented in Figure 2.8.

Operational Performance of the Surveyed Junctions

2.8 The existing operational performance of the surveyed junctions is calculated based on the observed traffic counts and the analysis is undertaken using the methods outlined in Volume 2 of Transport Planning and Design Manual ("TPDM"). The existing operational performance of the junctions are summarised in Table 2.1 and the detailed calculations are found in Appendix 2.

TABLE 2.1 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction	Parameter[1]	AM Peak Hour	PM Peak Hour
J1	Kam Wa Street / Mong Lung Street	Priority	RFC	0.030	0.022
J2	Shau Kei Wan Main Street East / Factory Street	Priority	RFC	0.324	0.324
J3	Aldrich Street / Factory Street	Signalised	RC	167%	198%
J4	Aldrich Street / Po Man Street	Priority	RFC	0.040	0.120
J5	Mong Lung Street / Tung Hei Road	Signalised	RC	95%	92%
J6	Shau Kei Wan Road / Chai Wan Road	Signalised	RC	132%	110%

Notes: [1] RC – reserve capacity RFC – Ratio of Flow to Capacity

Public Transport Facilities

2.9 The Subject Site is located close to public transport services and the stops are located some 250 metres or less than 4 minutes' walk away. The closest entrance to the Shau Kei Wan MTR Station is at Mong Lung Street, which is about 200 metres or less than 3 minutes' walk away. The tramway is located at the Shau Kei Wan Tram Terminus and is around 20m or less than 1 minute walk away.

2.10 Details of the public transport services operating in the vicinity of the Subject Site are presented in Figure 2.9 and Table 2.2.

TABLE 2.2 FRANCHISED BUS AND GMB SERVICES OPERATING CLOSE TO THE SUBJECT SITE

Route	Routing	Frequency (minutes)
KMB 613	Shau Kei Wan – On Tai (West) (Wo Tai House)	15 – 30
KMB 613A	Heng Fa Chuen – On Tai (West)	AM, PM Peak
CTB 2	Grand Promenade – Central (Macao Ferry)	20 – 30
CTB 2X	Grand Promenade – Exhibition Centre Station	7 – 20
CTB 8	Heng Fa Chuen – Exhibition Centre Station	15 – 25
CTB 8H	Siu Sai Wan (Island Resort) – Tung Wah Eastern Hospital	30
CTB 9	Shau Kei Wan – Shek O	30 – 60
CTB 14	Grand Promenade – Stanley Fort Gate	10 – 40
CTB 18X	Shau Kei Wan – Kennedy Town (Belcher Bay)	20 – 25
CTB 19P	Shau Kei Wan – Tai Hang Road	AM Peak
CTB 33X	Shau Kei Wan – Cyberport	20 – 25
CTB 77	Shau Kei Wan – Tin Wan Estate	11 – 25
CTB 77A	Shau Kei Wan – Tin Wan Estate	PM Peak
CTB 81	Hing Wah Estate – Lai Tak Tsuen	15 – 20
CTB 81A	Lai Tak Tsuen – Chai Wan (Hing Wah Estate)	AM, PM Peak
CTB 82	Siu Sai Wan (Island Resort) – North Point Ferry Pier	8 – 20
CTB 82S	Siu Sai Wan (Island Resort) – Yiu Tung (Wai Hang Street)	AM Peak
CTB 82X	Siu Sai Wan (Island Resort) – North Point (Circular)	9 – 20
CTB 85	Siu Sai Wan (Island Resort) – Braemar Hill (Circular)	12 – 25
CTB 85A	Shau Kei Wan – Braemar Hill	AM Peak
CTB 99	Shau Kei Wan – South Horizons	12 – 25
CTB 382	Chai Wan (East) – Nai Chung	AM, PM Peak
CTB 608	Shau Kei Wan – Ma Tau Wai Estate	12 – 30
CTB 608P	Siu Sai Wan (Island Resort) – Kai Tak (AIRSIDE)	AM, PM Peak
CTB 682	Chai Wan (East) – To Wu Kai Sha Station	15 – 30
CTB 682A	Chai Wan (East) – Nai Chung	AM, PM Peak

CTB 682B	Chai Wan (East) – Shui Chueu O Estate	AM, PM Peak
CTB 682P	Wu Kai Sha Station – Chai Wan (East)	AM Peak
CTB 694	Siu Sai Wan Estate – Tiu Keng Leng Station	15 – 30
CTB 694S	Siu Sai Wan Estate – Tiu Keng Leng Station	AM, PM Peak
CTB 720	Grand Promenade – Central (Macao Ferry)	8 – 20
CTB 720A	Grand Promenade – Admiralty (Admiralty Centre) / Central (Pedder Street)	AM Peak
CTB 720X	Sai Wan Ho (Grand Promenade) – Central (Rumsey Street)	AM Peak
CTB 976A	Siu Sai Wan (Island Resort) – Lok Ma Chau (San Tin)	AM, PM Peak
CTB A12	Siu Sai Wan (Island Resort) – Airport	15 – 45
CTB NA12	Heng Fa Chuen – HZMB Hong Kong Port	Overnight
CTB N8	Heng Fa Chuen (Citybus Chong Fu Road Garage) – Quarry Bay (Circular)	Overnight
CTB N8X	Siu Sai Wan (Island Resort) – Kennedy Town	Overnight
CTB N8P	Siu Sai Wan (Island Resort) – Wan Chai (Harbour Road) (Circular)	Overnight
CTB X8	Happy Valley (Upper) – Siu Sai Wan (Island Resort)	AM Peak
KMB/CTB 102	Shau Kei Wan – Mei Foo	5 – 20
KMB/CTB 102P	Shau Kei Wan – Mei Foo	AM, PM Peak
KMB/CTB 106	Siu Sai Wan (Island Resort) – Wong Tai Sin	6 – 24
KMB/CTB 106P	Siu Sai Wan (Island Resort) – Wong Tai Sin	AM, PM Peak
KMB/CTB 110	Shau Kei Wan – Tsim Sha Tsui (Circular)	14 – 30
KMB/CTB 606	Siu Sai Wan (Island Resort) – Choi Wan (Fung Shing Street)	20 – 30
KMB/CTB 606X	Siu Sai Wan (Island Resort) – Kowloon Bay	AM, PM Peak
KMB/CTB 907D	Siu Sai Wan – Tai Po (Ting Tai Road)	AM,PM Peak
KMB/CTB N122	Shau Kei Wan – Mei Foo	Overnight
GMB 20	Sai Wan Ho (Grand Promenade) Public Transport Terminus – Chai Wan Industrial City (Circular)	15
GMB 32	Shau Kei Wan Station – Kornhill	15 – 25
GMB 61	Siu Sai Wan (Island Resort) – Mong Kok (Fife Street)	Overnight
GMB 65	Pamela Youde Nethersole Eastern Hospital – North Point (Fort Street)	5 – 30
GMB 65A	Chai Wan (Hong Man Street) – Quarry Bay (via Pamela Youde Nethersole Eastern Hospital) (Circular)	12 – 15
GMB 66	Aldrich Bay – Chai Wan (Wan Tsui Road) (Circular)	8 – 10
GMB 66A	Aldrich Bay – Pamela Youde Nethesole Eastern Hospital (Circular)	8

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

3.0 THE PROPOSED HOTEL

Proposed Hotel

3.1 The Proposed Hotel provides 336 guest rooms and a small retail shop with 50m^2 GFA. The run-in/out is provided at the eastern portion of Kam Wa Street.

Provision of Internal Transport Facilities

3.2 In view that the retail shop is small, i.e., only 50m^2, and is a road-side type retail shop, no internal transport facilities are provided. A comparison of the proposed internal transport facilities for Proposed Hotel and the recommendations of the Hong Kong Planning Standards and Guidelines ("HKPSG") is presented in Table 3.1.

TABLE 3.1 COMPARISON OF THE HKPSG RECOMMENDATIONS AND THE PROPOSED INTERNAL TRANSPORT FACILITIES

Type	HKPSG Recommendation Proposed Hotel = 336 guest rooms	Proposed Provision
Car Parking Space	1 space per 100 rooms 336 / 100 = 3.36, say 4 nos.	3 @ 5m (L) x 2.5m (W) x 2.4m (H); and 1 @ 5m (L) x 3.5m (W) x 2.4m (H) for persons with disabilities = 4 nos. (= HKPSG recommendation, OK)
Taxi / Private Car Lay-by	3 lay-bys for 300 – 599 rooms = 3 nos.	3 @ 5m (L) x 2.5m (W) x 2.4m (H) (= HKPSG recommendation, OK)
Goods Vehicle Loading / Unloading Bay	0.5 – 1 bay per 100 rooms Minimum = 336 / 100 × 0.5 = 1.68, say 2 nos. Maximum = 336 / 100 × 1 = 3.36, say 4 nos.	4 nos.(1), including • 2 LGV loading / unloading bays • 1 shared-use space (12m(L) × 3.5m(W) × 4.7m(H)) for HGV and coach; and • 1 shared-use space (8m(L) × 3.5m(W) × 3.6m(H)) for LGV and mini coach
Tour Bus Lay-by	2 – 3 tour bus lay-bys for 300 – 899 rooms In view that there are only 336 rooms, i.e., marginally more than 300 rooms, the adopted recommendation is 2 nos.	

Note: (1) The loading / unloading activities related to the retail shop can be conducted using the loading / unloading bays provided within the Proposed Hotel

3.3 The internal transport facilities for the Proposed Hotel provided on G/F and 2/F are shown in Figures 3.1 and 3.2.

3.4 Table 3.1 shows the following:

- Car parking space: complies with the HKPSG recommendation
- Taxi /private car lay-by: complies with the HKPSG recommendation
- Goods vehicle loading / unloading bay and tour bus lay-by: The 4 spaces provided, which include 2 LGV loading / unloading bays, 1 shared-use space for HGV and coach, and 1 shared-use space for LGV and mini coach, which satisfy the HKPSG minimum recommendation.

3.5 The reasons for providing 1 shared-use space for HGV and coach and 1 shared-use space for LGV and mini coach are as follows:

i. Site Constraints

3.6 In order to provide the (i) basic facilities within the Proposed Hotel including the lift core, column structures, staircase and lobby and (ii) the small retail shop within the Proposed Hotel, the remaining area on G/F is around 240m^2, which has been well-used to provide the following internal transport facilities:

(1) Turntable with the clearance of diameter of 12.2m;
(2) 1 "shared-use space for HGV and coach;
(3) 1 "shared-use space for LGV and mini coach; and
(4) 3 Taxi / Private Car Lay-bys

ii. Limited Demand for Goods Vehicle Loading / Unloading Bay

3.7 Goods vehicles generated by the Proposed Hotel are mostly related to room cleaning services, deliveries of toiletry and food and drink. The expected goods vehicle trip generated is summarised in Table 3.2.

TABLE 3.2 GOODS VEHICLE GENERATED BY THE PROPOSED HOTEL

Item	Activity	Goods vehicle trips
Room cleaning service	Replenish cleaning material	4 – 5 trips per month
Toiletry	Restock toiletries, eg, shampoo, lotion, etc.	1 trip per month
Food and Drink	Deliver distilled water	8 – 10 trips per month
	Refill mini-bar	
	Total goods vehicle trips =	13 – 16 trips per month

3.8 Table 3.2 shows that the Proposed Hotel is expected to generate 13 - 16 goods vehicle trips a month, or say, 1 vehicle trip every 2 days. In addition, due to the small size of GFA, the retail shop within the Proposed Hotel is expected to have a negligible loading / unloading demand.

3.9 Hence, the loading / unloading bays provided are sufficient to serve the anticipated demand.

iii. Good Accessibility to Public Transport Services

3.10 The Proposed Hotel is well-served by various types of public transport services, including franchised bus which operate at the Shau Kei Wan Bus Terminus located within 250m or less than 4 minutes' walk away. In addition, the nearest MTR station is the Shau Kei Wan MTR Station, which is around 200m or less than 3 minutes' walk away. The tramway is located at Shau Kei Wan Tram Terminus which is around 20m or less than 1 minute walk away.

3.11 Due to good accessibility to public transport services, hotel guests are expected to use these services and less demand for the use of a tour bus.

Swept Path Analysis

3.12 The CAD-based swept path analysis program, Autodesk Vehicle Tracking, was used to check the ease of vehicle manoeuvring within the Proposed Hotel and no manoeuvring issue is found. The swept path analysis drawings for critical movements are found in Appendix 3.

Vehicle Lift Analysis

3.13 A vehicle lift is provided to access 2/F from G/F. In order to minimise the waiting time for vehicle lift on G/F, the vehicle lift will automatically return to

G/F and with doors opened, after having served 2/F. This will ensure that vehicles could enter the vehicle lift without delay.

3.14 A vehicle lift analysis was conducted to check on the operation of vehicle lift system, and it was found that the vehicle lift system is acceptable and can serve the Proposed Hotel. The vehicle lift analysis is attached in Appendix 4.

4.0 TRAFFIC IMPACT

Design Year

4.1 The Proposed Hotel is expected to be completed by 2031, and the design year adopted for the traffic analysis is 2034, i.e. 3 years after the completion of the Proposed Hotel.

Traffic Forecasting

4.2 The 2034 traffic flow used for the junction analysis is produced with reference to the following:

(i) 2031 traffic flows from the Base District Traffic Model ("BDTM");
(ii) estimated traffic growth from 2031 to 2034 based on the higher of: (a) Hong Kong Population Projections from 2031 to 2034, published by Census and Statistics Department, or (b) historic Annual Average Daily Traffic ("AADT") from the Annual Traffic Census published by Transport Department;
(iii) Other developments in the vicinity of the Proposed Hotel; and
(iv) Additional Traffic generated by the Proposed Hotel.

4.3 The (ii) estimated traffic growth from 2031 to 2034, (iii) the other developments in the vicinity of the Proposed Hotel, and (iv) traffic generated by the Proposed Hotel are presented in the paragraphs below.

(ii) Estimated Traffic Growth Rate from 2031 to 2034

4.4 The (a) Hong Kong Population Projections from 2031 to 2034 and (b) historic AADT are summarised in Tables 4.1 – 4.2 respectively.

TABLE 4.1 HONG KONG POPULATION PROJECTION 2031 – 2034

Whole Territory Population		Annual Growth Rate
Year 2031	Year 2034	2031 to 2034
7,820,200	7,945,100	0.53%

TABLE 4.2 AADT OF THE STATION IN THE VICINITY OF THE SUBJECT SITE

Station	1422	1615	2626	Overall
Road	Island Eastern Corridor Slip Road	Chai Wan Road	Mong Lung Street	
From	Tung Hei Road	Church Street	Factory Street	
To	Chai Wan Road	Reservoir Road	Po Man Street	
2015	16,110	11,750	6,020	33,880
2016	16,110	10,040	5,530	31,680
2017	15,730	9,810	5,550	31,090
2018	16,000	9,980	5,990	31,970
2019	15,960	9,800	5,560	31,320
2020	16,080	10,050	6,380	32,510
2021	16,800	10,370	5,190	32,360
2022	16,030	9,900	4,300	30,230
2023	16,500	10,190	5,240	31,930
2024	15,470	10,210	5,300	30,980
			Average Annual Growth	-0.99%

4.5 Table 4.1 shows that the annual growth rate from 2031 to 2034 is +0.53%. Table 4.2 shows that in the historic AADT of the stations between 2015 and

2024 in the vicinity has average annual growth rate of -0.99% per annum. To be conservative, the growth rate of +1% per annum is adopted for the traffic growth between 2031 and 2034.

(iii) Other Developments in the Vicinity of the Proposed Hotel

4.6 The major planned developments in the vicinity of the Proposed Hotel are summarized in Table 4.3, and are included in the traffic forecast.

TABLE 4.3 DETAILS OF MAJOR PLANNED DEVELOPMENTS

Site	Address	Use	Development Parameter (Approx.)
A	66 – 77 Nam On Street	Residential	86 flats
B	Ming Wah Dai Ha Phase 2 and 3, 3 – 25 A Kung Ngam Road	Residential	2,975 flats
C	Shaukiwan Lots 170 S.A, 170 RP, 171, 172, 173, 174, 175 & 176, Shaukiwan Inland Lot 794 and adjoining Government Land, A Kung Ngam Road, Shau Kei Wan	Residential	646 flats
D	A Kung Ngam Village, Eastern	Residential	Phases 1 and 2: 1,500 flats
E	Shau Kei Wan Inland Lot No. 860	Residential	200 flats

(iv) Additional Traffic Generated by the Proposed Hotel

4.7 Traffic generation associated with the Approved GBP and Proposed Hotel are estimated based on surveys conducted at uses with similar characterises as the Approved GBP and Proposed Hotel.

Approved GBP – Residential Use

4.8 Details of 3 surveyed residential buildings are found in Table 4.4.

TABLE 4.4 DETAILS OF 3 SURVEYED RESIDENTIAL BUILDINGS

Residential Building	Address	No. of flat	Estimated flat size (m^2)	Carpark Provided	Nearest MTR Station
Million City	28 Elgin Street, Central	48	40	Nil	700m, 10 minutes' walk away (Central MTR Station)
Honour Villa	75 Caine Road, Central	78	50	Nil	750m, 11 minutes' walk away (Central MTR Station)
St. Francis Mansion	4-6 St Francis St, Wan Chai	32	30	Nil	400m, 6 minutes' walk away (Wan Chai MTR Station)

4.9 The surveyed residential buildings have similar characteristics as the Approved GBP, and these are as follows:

- Flat size – The Approved GBP has average flat size of 45m^2, whilst the surveyed residential buildings range between 30m^2 to 50m^2
- Number of flats – The surveyed residential buildings and the Approved GBP have less than 100 flats
- Location – the surveyed residential buildings and the Subject Site are located on Hong Kong Island
- No internal transport facilities – the surveyed residential buildings and the Approved GBP have no internal transport facilities
- Distance from nearest MTR Station – The surveyed residential buildings and the Subject Site are located no more than 750m or less than 15 minutes' walk from the MTR station

Approved GBP – Retail Use

4.10 Details of 3 surveyed retail use are found in Table 4.5.

TABLE 4.5 DETAILS OF 3 SURVEYED RETAIL USE

Retail	Address	GFA (m^2)	Carpark Provided	Nearest MTR Station
G/F, Million City	28 Elgin Street, Central	680	Nil	700m, 10 minutes' walk away (Central MTR Station)
G/F, St. Francis Mansion	4-6 St Francis St, Wan Chai	200	Nil	400m, 6 minutes' walk away (Wan Chai MTR Station)
The Loop	33 Wellington Street, Central	3,300	Nil	250m, 4 minutes' walk away (Central MTR Station)

4.11 The surveyed retail uses have similar characteristics as the Approved GBP, and these are as follows:

- Location – the surveyed retail uses and the Subject Site are located on Hong Kong Island
- No internal transport facilities – the surveyed retail uses and the Approved GBP have no internal transport facilities
- Distance from nearest MTR Station – The surveyed retail uses and the Subject Site are located no more than 750m or less than 15 minutes' walk from the MTR station.

The Proposed Hotel

4.12 Details of 3 surveyed hotels are found in Table 4.6.

TABLE 4.6 DETAILS OF 3 SURVEYED HOTELS

Hotel	Address	No. of room	Carpark Provided	Nearest MTR Station
Best Western Plus Hotel Hong Kong	308 Des Voeux Road West, Sai Ying Pun	307	Yes	300m, 4 minutes' walk away (Sai Ying Pun MTR Station)
Concord Hotel	18 Davis Street, Kennedy Town	209	Yes	300m, 4 minutes' walk away (Kennedy Town MTR Station)
Ramada Hong Kong Harbour View	239 Queen's Road West, Sai Ying Pun	432	Yes	150m, 2 minutes' walk away (Sai Ying Pun MTR Station)

4.13 The surveyed hotels have similar characteristics as the Proposed Hotel, and these are as follows:

- Class of hotels – The surveyed hotels are of similar class as the Proposed Hotel
- Number of rooms – The number of rooms provided in surveyed hotels and the Proposed Hotel are within the range of 209 to 432 rooms
- Location - the surveyed hotels and the Subject Site are located on Hong Kong Island
- Internal transport facilities - the surveyed hotels and the Proposed Hotel have internal transport facilities
- Distance from nearest MTR Station - The surveyed hotels and the Subject Site are located no more than 750m or less than 15 minutes' walk from the MTR station

4.14 The trip rates obtained from the survey and the adopted trip rates are presented in Table 4.7, and the comparison of estimated traffic generation is found in Table 4.8.

TABLE 4.7 ADOPTED TRIP RATE

Location	Trip Rate			
	AM Peak		PM Peak	
	IN	OUT	IN	OUT
Residential Use (pcu/hours/flat)				
Million City, 28 Elgin Street, Central (48 flats)	0.1042	0.1042	0.0417	0.0417
Honour Villa, 75 Caine Road, Central(78 flats)	0.0385	0.0385	0.0385	0.0385
St. Francis Mansion, 4-6 St Francis St, Wan Chai (32 flats)	0.0938	0.0938	0.0625	0.0625
Lower limit of TPDM trip rate with an average flat size of 60m^2	0.0141	0.0415	0.0276	0.0157
Adopted Rates (minimum)[(1)]	0.0141	0.0385	0.0276	0.0157
Retail Use (pcu/hours/100m^2)				
Million City, 28 Elgin Street, Central (680m^2 GFA)	0.2941	0.2941	0.4412	0.4412
St. Francis Mansion, 4-6 St Francis St, Wan Chai (200m^2 GFA)	0.5000	0.5000	0.3750	0.3750
The Loop, 33 Wellington Street, Central (3,300m^2 GFA)	0.1818	0.1818	0.2121	0.2121
Adopted Rates (minimum)[(1)]	0.1818	0.1818	0.2121	0.2121
Hotel (pcu/hour/room)				
Best Western Plus Hotel Hong Kong, 308 Des Voeux Road West, Sai Ying Pun (307 rooms)	0.0228	0.0228	0.0163	0.0163
Concord Hotel, 18 Davis Street, Kennedy Town (209 rooms)	0.0144	0.0144	0.0096	0.0096
Ramada Hong Kong Harbour View, 239 Queen's Road West, Sai Ying Pun (432 rooms)	0.0162	0.0139	0.0116	0.0116
Adopted Rates (maximum)	0.0228	0.0228	0.0163	0.0163

[(1)] To be conservative, minimum trip rate is adopted to estimate the traffic generation of the Approved GBP

TABLE 4.8 COMPARISON OF TRAFFIC GENERATION

Use	Traffic Generation (pcu/hour)					
	AM Peak			PM Peak		
	IN	OUT	2-way	IN	OUT	2-way
Approved GBP [a]						
Residential Use (86 flats)	2	4	6	3	2	5
Retail (389m^2 GFA)	1	1	2	1	1	2
Total	3	5	8	4	3	7
Proposed Hotel [b]						
Hotel (336 rooms)	8	8	16	6	6	12
Difference [b] – [a]	+5	+3	+8	+2	+3	+5

4.15 Table 4.8 shows that compared with the Approved GBP, the Proposed Hotel generates only 8 and 5 additional pcu (2-way) during the AM and PM peak hours respectively.

2034 Traffic Flows

4.16 Year 2034 traffic flows for the following cases are derived:

2034 with the Approved GBP [A] = (i)2031 traffic flows derived with reference to BDTM + (ii) estimated total growth from 2031 to 2034 + (iii) other developments in the vicinity of the Subject Site + Traffic generated by the Approved GBP (Table 4.8)

2034 with the Proposed Hotel[B] = [A] + (iv) Additional Traffic generated by the Proposed Hotel (Table 4.8)

4.17 The 2034 peak hour traffic flows for the cases with the Approved GBP and with the Proposed Hotel, are shown in Figures 4.1 - 4.2, respectively.

2034 Junction Operational Performance

4.18 Year 2034 capacity analysis for the cases with the Approved GBP and with the Proposed Hotel are summarised in Table 4.9 and detailed calculations are found in the Appendix 1.

TABLE 4.9 2034 JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction / Parameter[(1)]	With Approved GBP		With Proposed Hotel	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Kam Wa Street / Mong Lung Street	Priority / RFC	0.034	0.025	0.038	0.030
J2	Shau Kei Wan Main Street East / Factory Street	Priority / RFC	0.382	0.361	0.383	0.361
J3	Aldrich Street / Factory Street	Signalised / RC	138%	171%	138%	171%
J4	Aldrich Street / Po Man Street	Priority / RFC	0.041	0.128	0.041	0.128
J5	Mong Lung Street / Tung Hei Road	Signalised / RC	67%	68%	67%	68%
J6	Shau Kei Wan Road / Chai Wan Road	Signalised / RC	83%	75%	83%	75%

Notes: [(1)] RC – reserve capacity RFC – Ratio of Flow to Capacity

4.19 Table 4.9 shows that the junctions operate with capacities during the AM and PM peak hours for the cases with the Approved GBP and with the Proposed Hotel.

5.0 PEDESTRIAN ASSESSMENT

Location of Surveyed Footpaths

5.1 The pedestrian assessment is undertaken for footpaths likely used by users of the Proposed Hotel. The location of the surveyed footpaths is shown in Figure 5.1.

Estimation of Future Pedestrian Flows

5.2 The year 2034 pedestrian flow is estimated based on the following:

(i) 2025 existing pedestrian flows;
(ii) Estimated annual pedestrian growth rates from 2025 to 2034; and
(iii) Pedestrians generated by the Proposed Hotel.

2025 Existing Pedestrian Flows

5.3 To quantify the existing pedestrian flows using the footpaths presented in Figure 5.1, pedestrian counts were conducted during the AM and PM peak periods on Friday, 5th December 2025. The existing peak 15-minute two-way pedestrian flows are presented in Figure 5.2.

Estimated Annual Pedestrian Growth Rates from 2025 to 2034

5.4 The 2034 reference pedestrian flow is estimated based on the 2025 observed pedestrian flows and the annual pedestrian growth rate from 2025 to 2034. The pedestrian growth rate from 2025 to 2034 is assumed to be +1.00% per annum which is taken from Paragraph 4.5.

Pedestrian Generated by the Proposed Hotel

5.5 In view that the TPDM does not provide pedestrian generation rates of hotel, pedestrian generation surveys were conducted at 3 surveyed hotels which are found in Table 4.6, and the survey results are presented in Table 5.1.

TABLE 5.1 PEDESTRIAN RATE FOR HOTEL

Hotel	No. of rooms	Pedestrian Generation (ped/15-min)				Pedestrian Generation Rate (ped/15-min/room)			
		AM Peak		PM Peak		AM Peak		PM Peak	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
Best Western Plus Hotel Hong Kong	307	3	11	10	11	0.0098	0.0358	0.0326	0.0358
Concord Hotel	209	5	9	9	6	0.0239	0.0431	0.0431	0.0287
Ramada Hong Kong Harbour View	432	4	18	7	7	0.0093	0.0417	0.0162	0.0162
Adopted Pedestrian Generation Rate (maximum)						0.0239	0.0431	0.0431	0.0358

5.6 Based on the adopted pedestrian generation rate for Hotel in Table 5.1, the calculated pedestrian generation is presented in Table 5.2.

TABLE 5.2 PEDESTRIAN GENERATION OF THE PROPOSED HOTEL

Proposed Hotel (with 336 guest rooms)	Unit	AM Peak			PM Peak		
		IN	OUT	2-way	IN	OUT	2-way
Pedestrian Generation	ped / 15-min	9	15	24	15	13	28

5.7 Table 5.2 shows that the pedestrian generated by the Proposed Hotel is 24 and 28 ped/15-min(2-way) during the AM and PM peak hours respectively.

2034 Pedestrian Flows

5.8 The 2034 pedestrian flows without and with the Proposed Hotel are derived using the following method:

2034 without the Proposed Hotel [A]	=	(i) 2025 existing pedestrian flows + (ii) estimated annual pedestrian growth rates from 2025 to 2034 + (iii) other developments in the vicinity of the Subject Site
2034 with the Proposed Hotel [B]	=	[A] + (iii) pedestrian generated by the Proposed Hotel (Table 5.2)

5.9 The 2034 pedestrian flows without and with the Proposed Hotel are presented in Figures 5.3 and 5.4.

Level-of-Service

5.10 The level-of-service (LOS) of a pedestrian facility is dependent on its width and the number of pedestrians using the facility. Description of the LOS is obtained from the Transport Planning and Design Manual, and is given in Table 5.3.

TABLE 5.3 DESCRIPTION OF PEDESTRIAN FACILITY LOS

LOS	Maximum Pedestrian Flow Rate - ped/min/m	Description
A	< = 16	Pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected and conflicts between pedestrians are unlikely.
B	> 16 - 23	Sufficient space is provided for pedestrians to freely select walking speeds, to bypass other pedestrians and to avoid crossing conflicts with others. At this level, pedestrians begin to be aware of other pedestrians and to respond to their presence in the selection of walking paths.
C	> 23 – 33	Sufficient space is available to select normal walking speeds and to bypass other pedestrians primarily in unidirectional streams. Where reverse directions or crossing movements exist, minor conflicts will occur, and speed and volume will be somewhat lower.
D	> 33 - 49	Freedom to select individual walking speed and bypass other pedestrians is restricted. Where crossing or reverse-flow movements exist, the probability of conflict is high and its avoidance requires frequent changes in speed and position. The LOS provides reasonably fluid flow; however considerable friction and interaction between pedestrians is likely to occur.
E	> 49 – 75	Virtually, all pedestrians would have their normal walking speed restricted. At the lower range of this LOS, forward movement is possible only by shuffling. Space is insufficient to pass over slower pedestrians. Cross- or reverse-flow movements are possible only with extreme difficulties. Design volumes approach the limit of walkway capacity with resulting stoppages and interruptions to flow.
F	> 75	Walking speeds are severely restricted. Forward progress is made only by "shuffling". There is frequent and unavoidable contact with other pedestrians. Cross- and reverse-flow movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristic of queued pedestrians than of moving pedestrian streams.

Source: Transport Planning & Design Manual Volume 6, Transport Department

5.11 The effective width of the surveyed footpaths is presented in Table 5.4.

TABLE 5.4 EFFECTIVE WIDTH OF THE SURVEYED FOOTPATHS

Ref.	Location		Footpath Width (m)	Effective Width (m)
1	Kam Wa Street between Mong Lung Street and Shau Kei Wan Main Street East	Northern Footpath	1.9	0.9
2	Mong Lung Street between Kam Wa Street and Po Man Street	Eastern Footpath	3.2	2.2

5.12 The 2034 weekday LOS at the surveyed footpaths for the cases without and with the Proposed Hotel is presented in Table 5.5.

TABLE 5.5 2034 LOS WITHOUT AND WITH THE PROPOSED HOTEL

Ref.	Location		Peak Period	Year 2034 without the Proposed Hotel			Year 2034 with the Proposed Hotel		
				Ped / 15min	Ped / min/m	LOS	Ped / 15min	Ped / min/m	LOS
1	Kam Wa Street between Mong Lung Street and Shau Kei Wan Main Street East	Northern Footpath	AM	133	9.9	A	157	11.7	A
			PM	136	10.1	A	164	12.2	A
2	Mong Lung Street between Kam Wa Street and Po Man Street	Eastern Footpath	AM	556	16.9	B	576	17.5	B
			PM	484	14.7	A	506	15.4	A

5.13 Table 5.5 shows that all surveyed footpaths operate with LOS A or B for the case without and with the Proposed Hotel. Hence, it can be concluded that the Proposed Hotel will result in no impact to the footpaths assessed.

6.0 CONCLUSION

6.1 The Subject Site is located at 9 – 19 Kam Wa Street in Shau Kei Wan. The Owner now has the intention to construct a hotel at the Subject Site, which provides 336 guest rooms and a small retail shop with 50m^2 GFA. The run-in/out is provided at the eastern portion of Kam Wa Street.

6.2 Manual classified counts were conducted at surveyed junctions located in the vicinity of the Proposed Hotel in order to establish the peak hour traffic flows. Currently, these junctions operate with capacities during the AM and PM peak hours.

6.3 The internal transport facilities provided for the Proposed Hotel is summarised as follows:

- Car parking space: complies with the HKPSG recommendation;
- Taxi /private car lay-by: complies with the HKPSG recommendation; and
- Goods vehicle loading / unloading bay and tour bus lay-by: The 4 spaces provided, which include 2 LGV loading / unloading bays, 1 shared-use space for HGV and coach, and 1 shared-use space for LGV and mini coach, satisfy the HKPSG minimum recommendation.

6.4 The reasons for providing shared-use space are as follows:

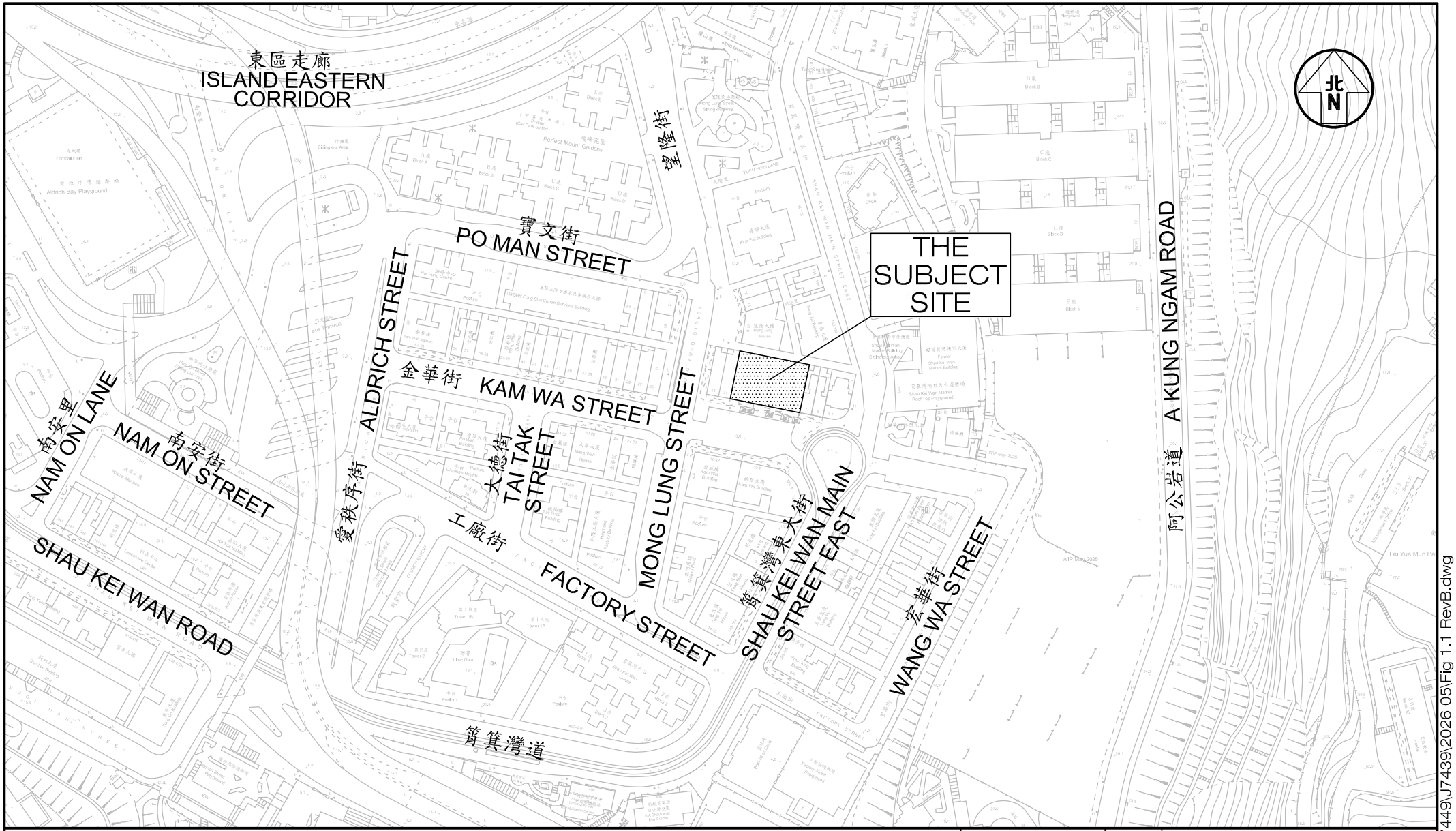
i. Site Constraints;
ii. Limited demand for Goods Vehicle Loading / Unloading Bay; and
iii. Good Accessibility to Public Transport Services

6.5 The Proposed Hotel is expected to be completed by 2031, and the traffic analysis is undertaken for year 2034. The junctions analysed are expected to operate with capacities during the peak hours for the case with the Proposed Hotel.

6.6 The pedestrian assessment conducted found that the surveyed footpaths would operate with LOS A or B in 2034 for the cases with the Proposed Hotel.

6.7 It is concluded that the Proposed Hotel will result in no adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed Hotel is acceptable.

Figures



Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN

J7439

Figure Title

LOCATION OF SUBJECT SITE

Figure No.	Revision
1.1	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 2,000	26 MAY 2026

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

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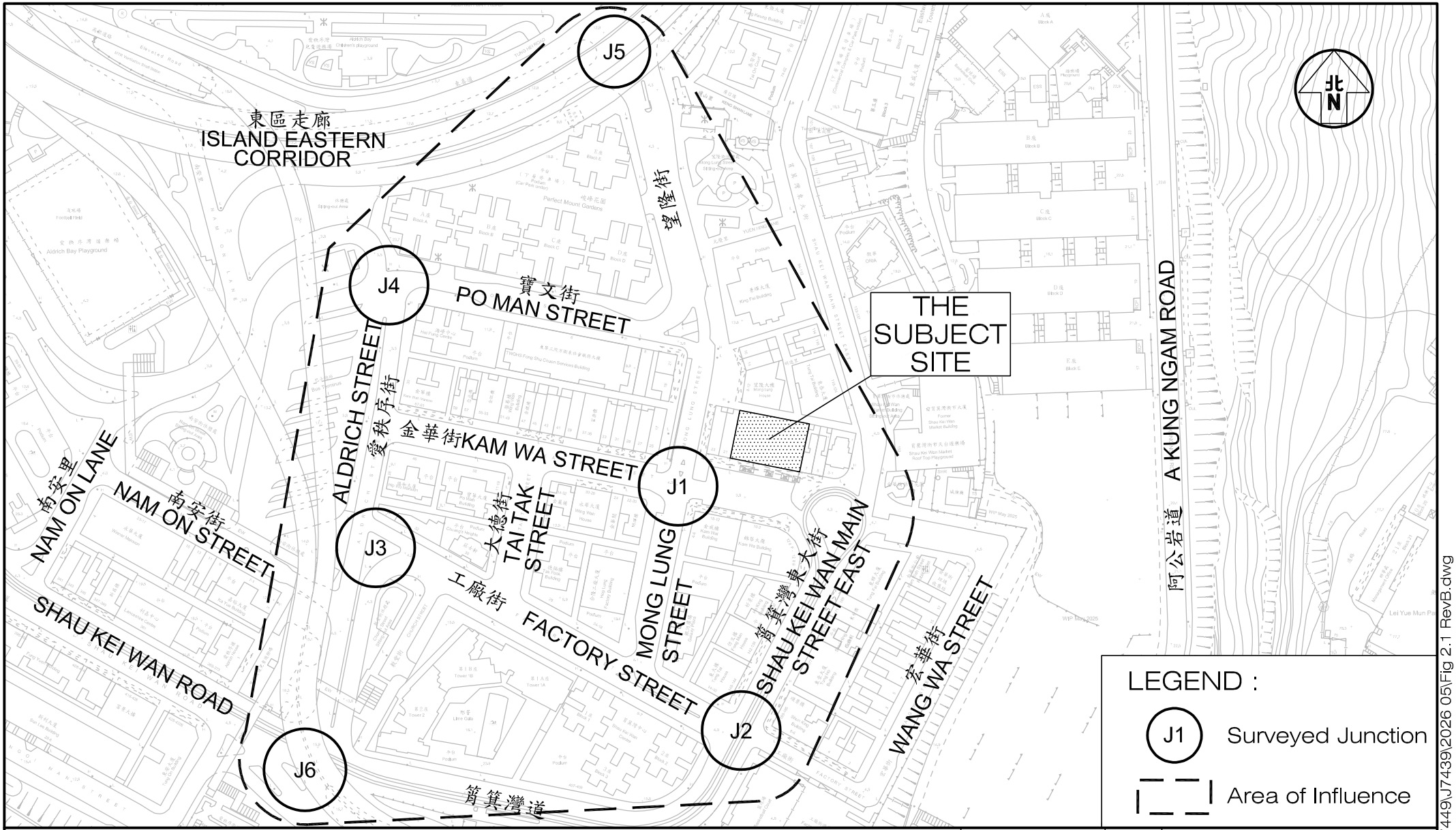

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J7439

Figure Title

LOCATION OF SURVEYED JUNCTIONS

Figure No.	Revision
2.1	B

Designed by	Drawn by	Checked by
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Tel : (852) 2520 5990 Fax : (852) 2528 6343
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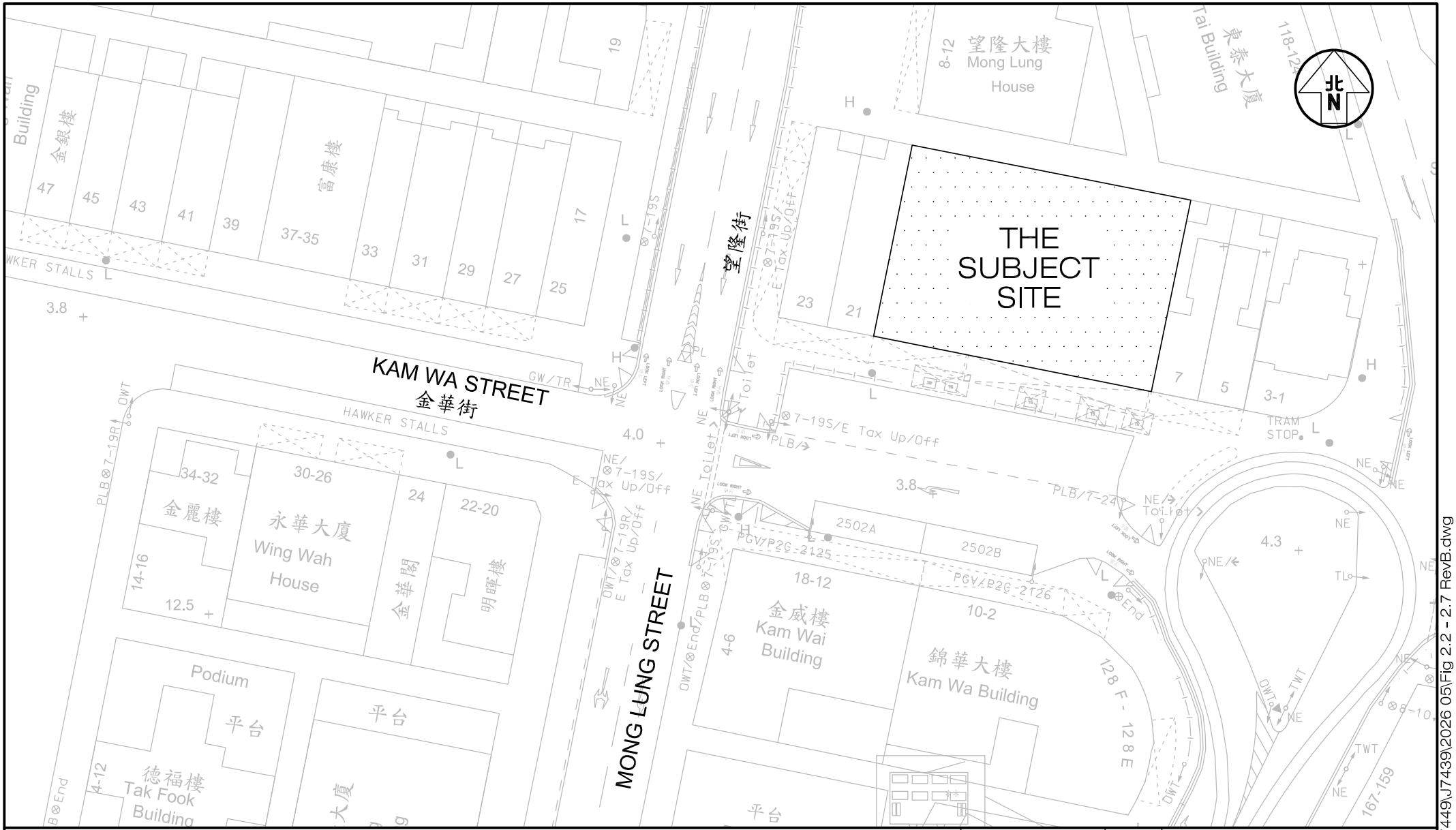

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J7439

Figure Title

LAYOUT OF JUNCTION OF KAM WA STREET / MONG LUNG STREET

Figure No.	Revision
2.2	B

Designed by	Drawn by	Checked by
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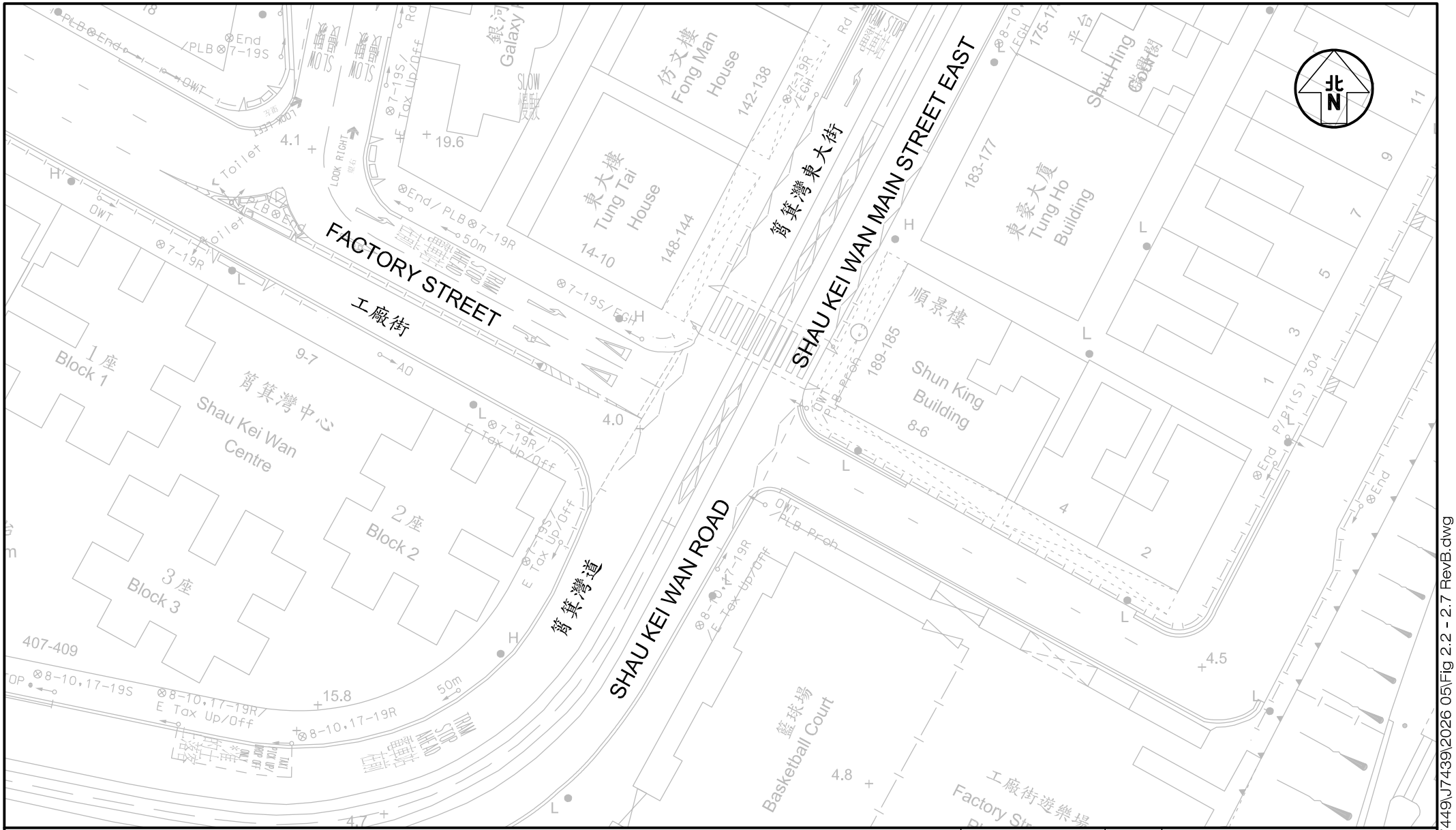

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Figure Title	LAYOUT OF JUNCTION OF SHAU KEI WAN MAIN STREET EAST / FACTORY STREET	Figure No. 2.3	Revision B
		Designed by L C H / Drawn by N C M / Checked by K C	
		Scale in A4 1 : 500	Date 26 MAY 2026

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Tel : (852) 2520 5990 Fax : (852) 2528 6343
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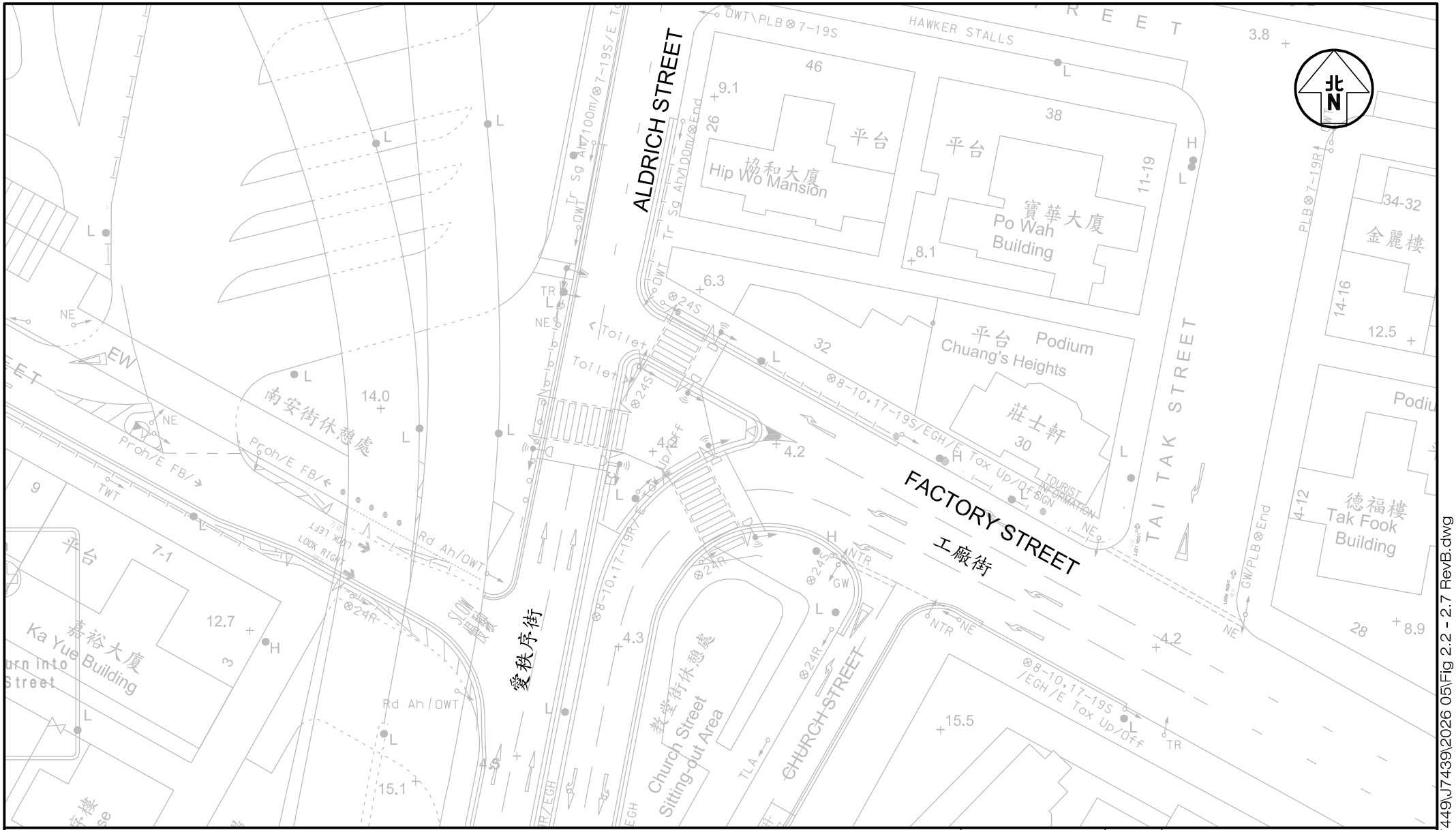

Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN

J7439

Figure Title

LAYOUT OF JUNCTION OF ALDRICH STREET / FACTORY STREET

Figure No.	Revision
2.4	B

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Tel : (852) 2520 5990 Fax : (852) 2528 6343
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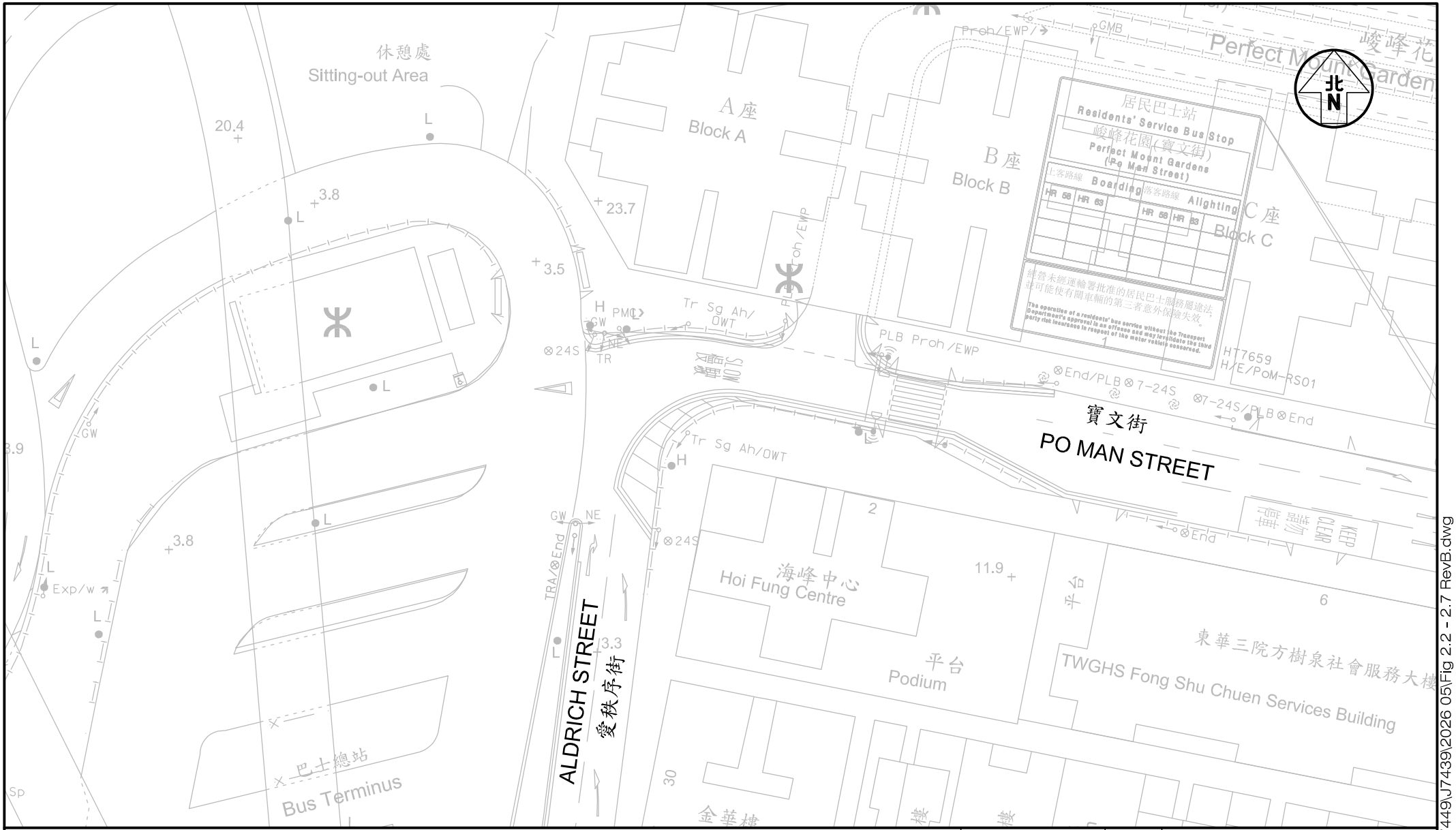

Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN

J7439

Figure Title

LAYOUT OF JUNCTION OF ALDRICH STREET / PO MAN STREET

Figure No.	Revision
2.5	B

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Tel : (852) 2520 5990 Fax : (852) 2528 6343
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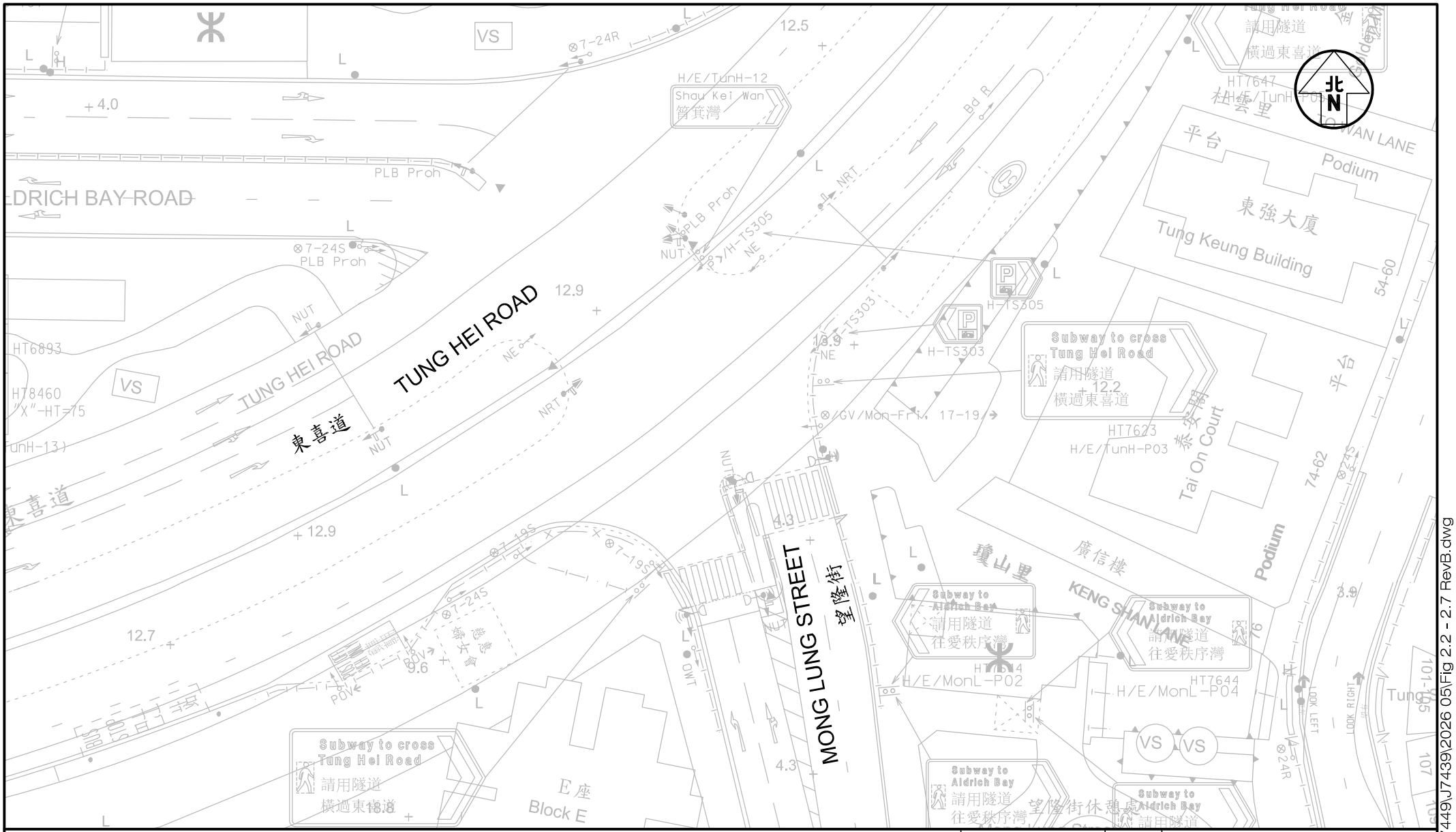

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J7439

Figure Title

LAYOUT OF JUNCTION OF MONG LUNG STREET / TUNG HEI ROAD

Figure No.	Revision
2.6	B

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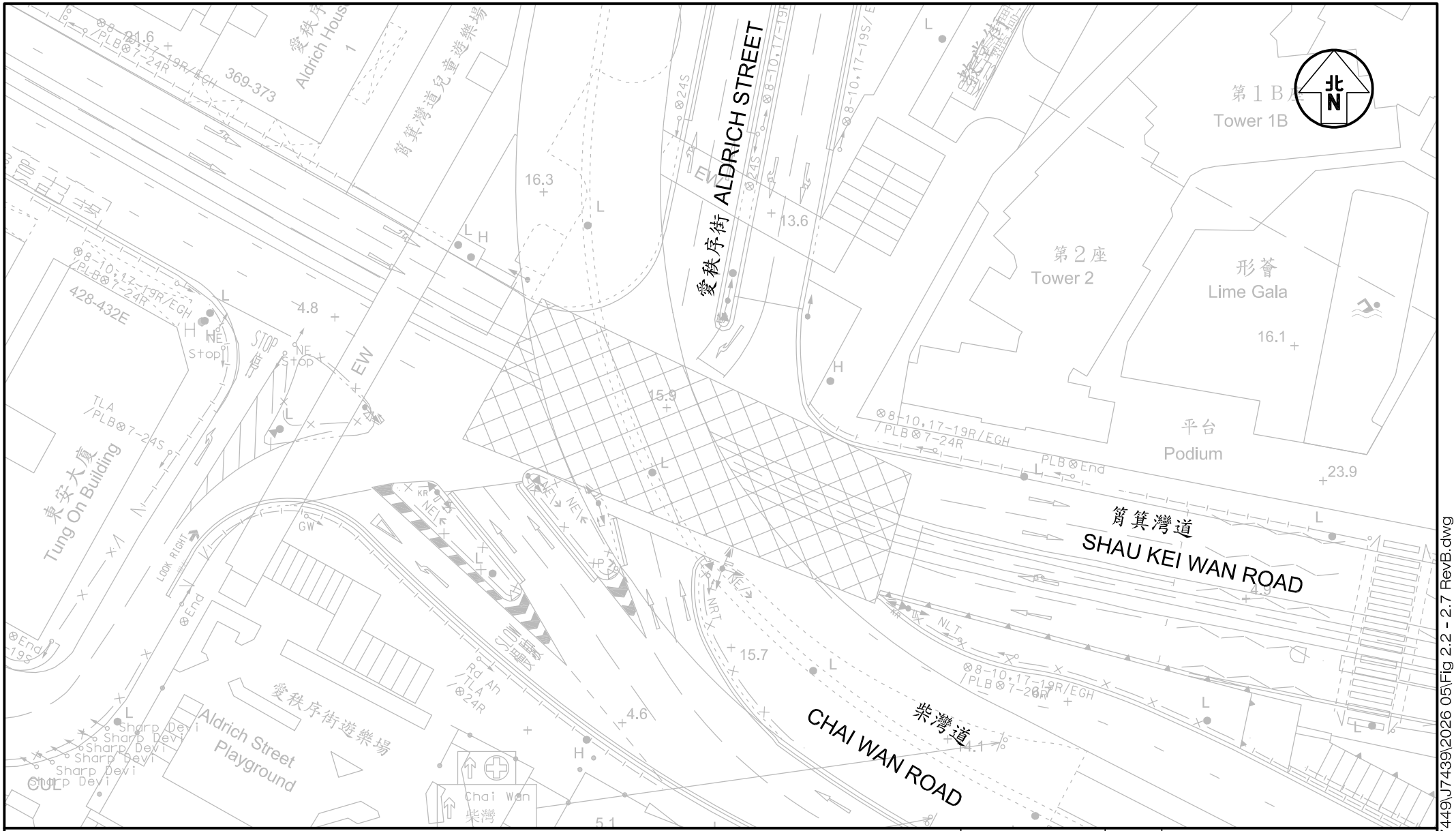

Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN — J7439

Figure Title: LAYOUT OF JUNCTION OF SHAU KEI WAN ROAD / CHAI WAN ROAD

Figure No.	Revision
2.7	B

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Tel : (852) 2520 5990 Fax : (852) 2528 6343
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LEGEND :

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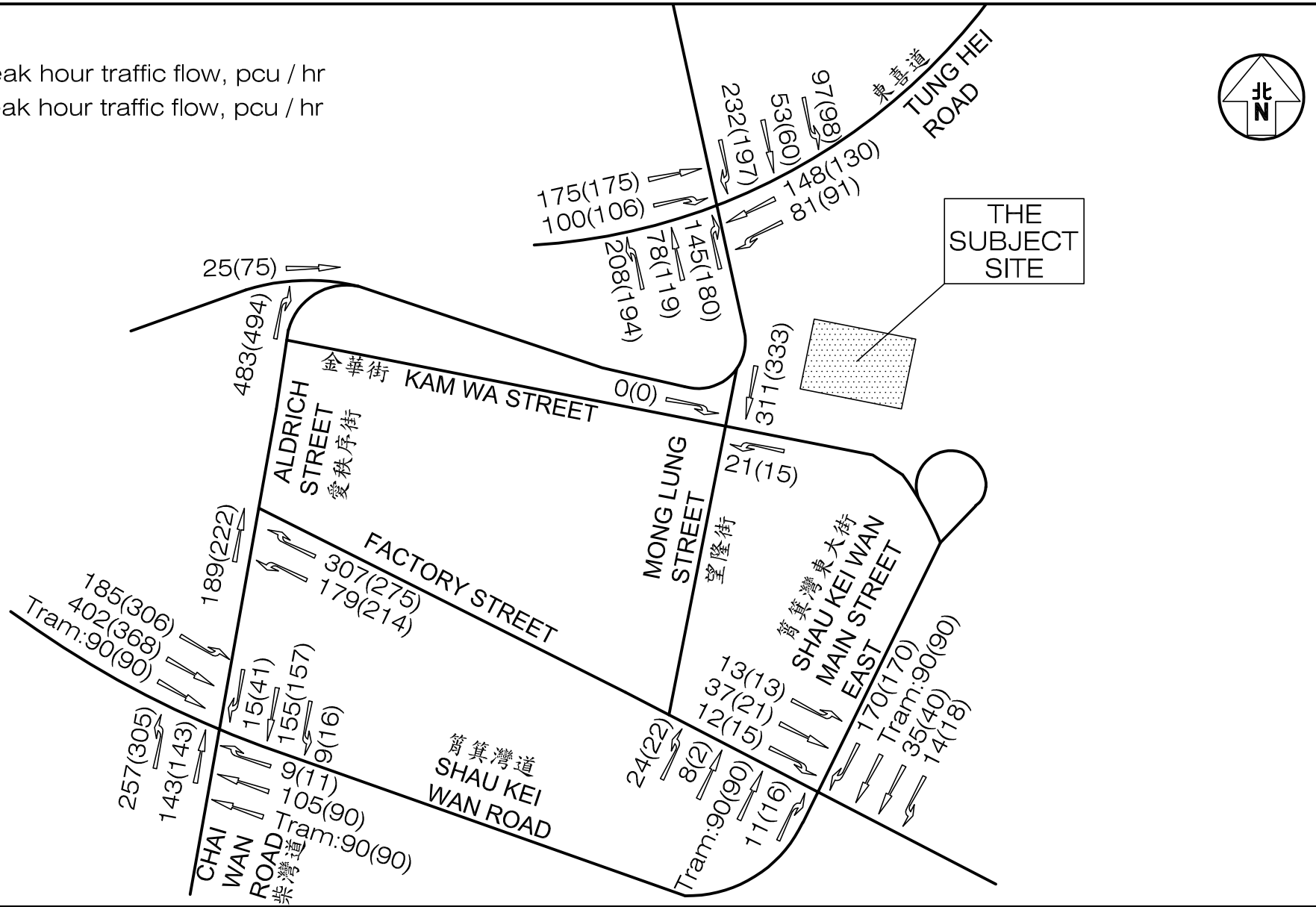
(456) - PM peak hour traffic flow, pcu / hr



Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN J7439	Figure No. 2.8	Revision B	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: EXISTING PEAK HOUR TRAFFIC FLOWS	Designed by L C H / Drawn by N C M / Checked by K C		
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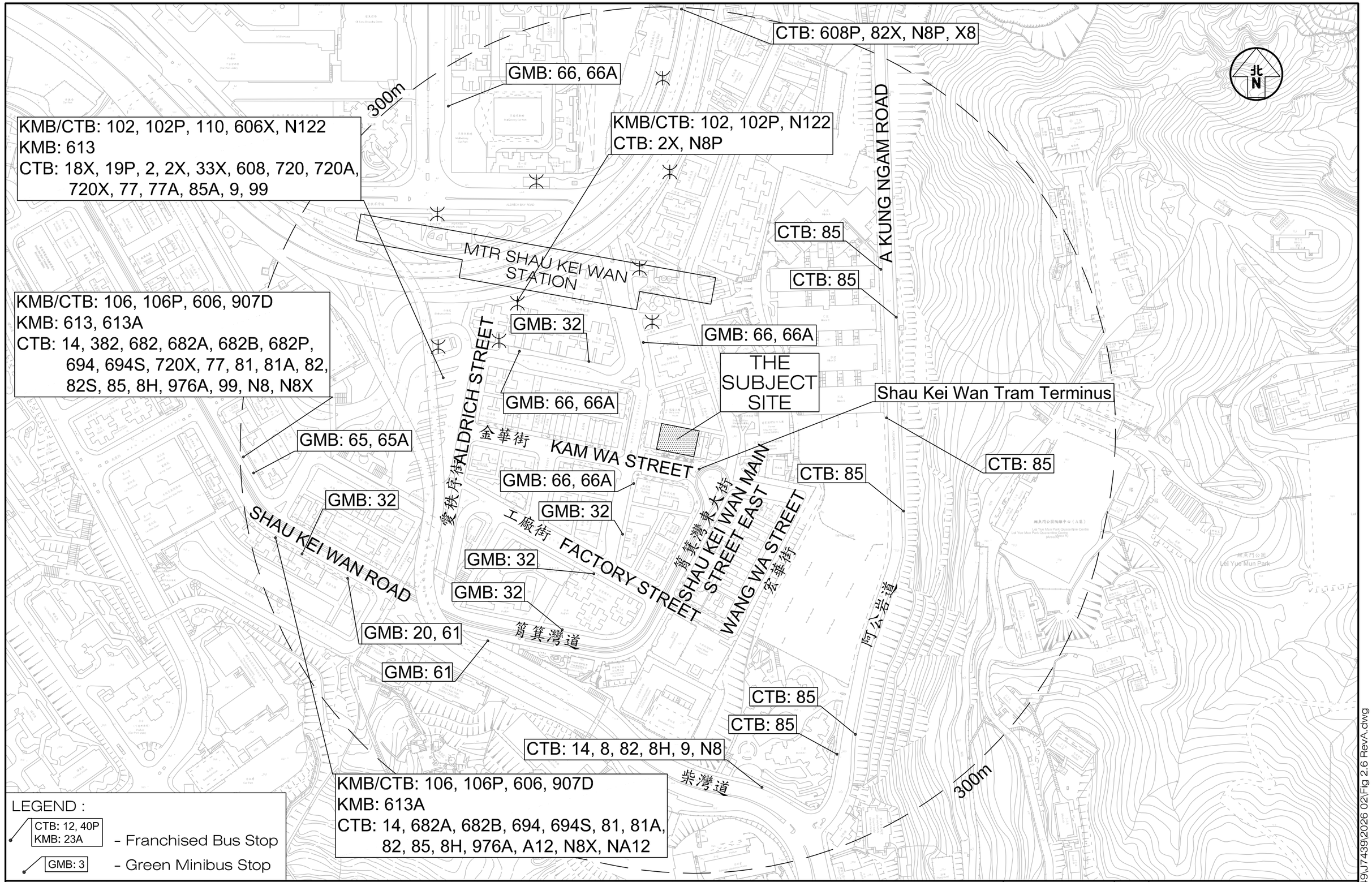

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Figure Title: THE PUBLIC TRANSPORT SERVICES PROVIDED IN THE VICINITY OF THE SUBJECT SITE

Figure No. 2.9 | Revision B

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Scale in A3: 1 : 3000 | Date: 26 MAY 2026

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Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

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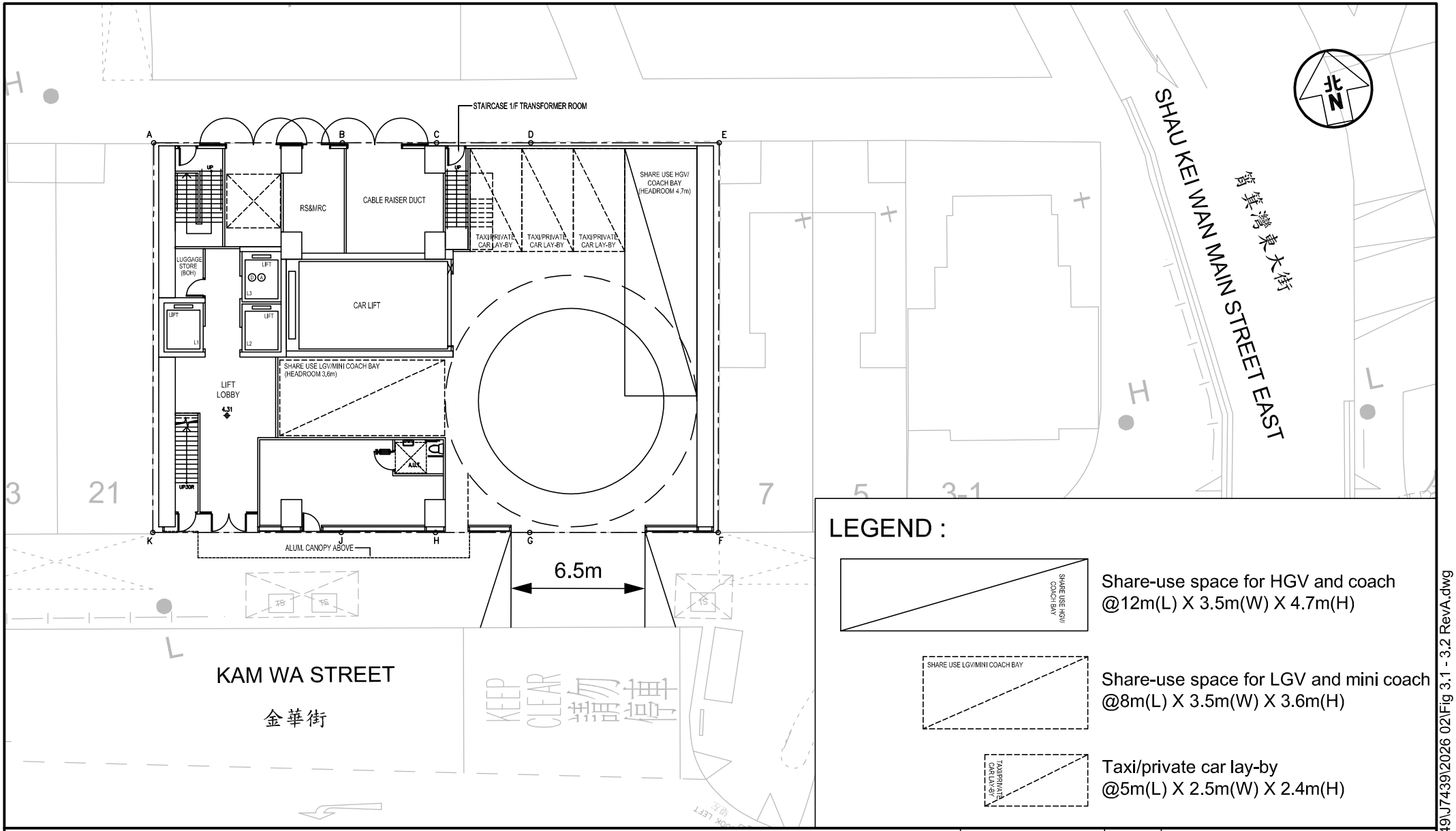

LEGEND :

SHARE USE HGV/ COACH BAY

Share-use space for HGV and coach
@12m(L) X 3.5m(W) X 4.7m(H)

SHARE USE LGV/MINI COACH BAY

Share-use space for LGV and mini coach
@8m(L) X 3.5m(W) X 3.6m(H)

TAXI/PRIVATE CAR LAY-BY

Taxi/private car lay-by
@5m(L) X 2.5m(W) X 2.4m(H)

Project Title	SECTION 16 APPLICATION FOR PROPOSED HOTEL DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT 9-19 KAM WA STREET, SHAU KEI WAN	J7439	Figure No. 3.1 / Revision A
Figure Title	G/F LAYOUT PLAN	Designed by L C H / Drawn by N C M / Checked by K C	Scale in A4 1 : 250 / Date 26 MAY 2026

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

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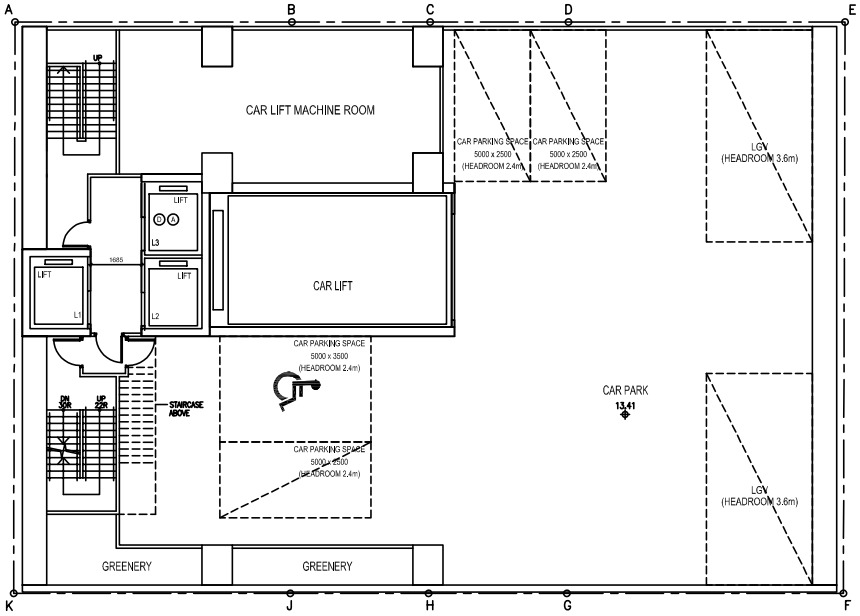

LEGEND :

LGV loading / unloading bay
@7m(L) X 3.5m(W) X 3.6m(H)

Accessible car parking space
@5m(L) X 3.5m(W) X 2.4m(H)

Private car parking space
@5m(L) X 2.5m(W) X 2.4m(H)

Project Title	SECTION 16 APPLICATION FOR PROPOSED HOTEL DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT 9-19 KAM WA STREET, SHAU KEI WAN	J7439	Figure No. 3.2 / Revision A
Figure Title	2/F LAYOUT PLAN	Designed by L C H / Drawn by N C M / Checked by K C	Scale in A4 1 : 250 / Date 26 MAY 2026

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Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

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LEGEND :

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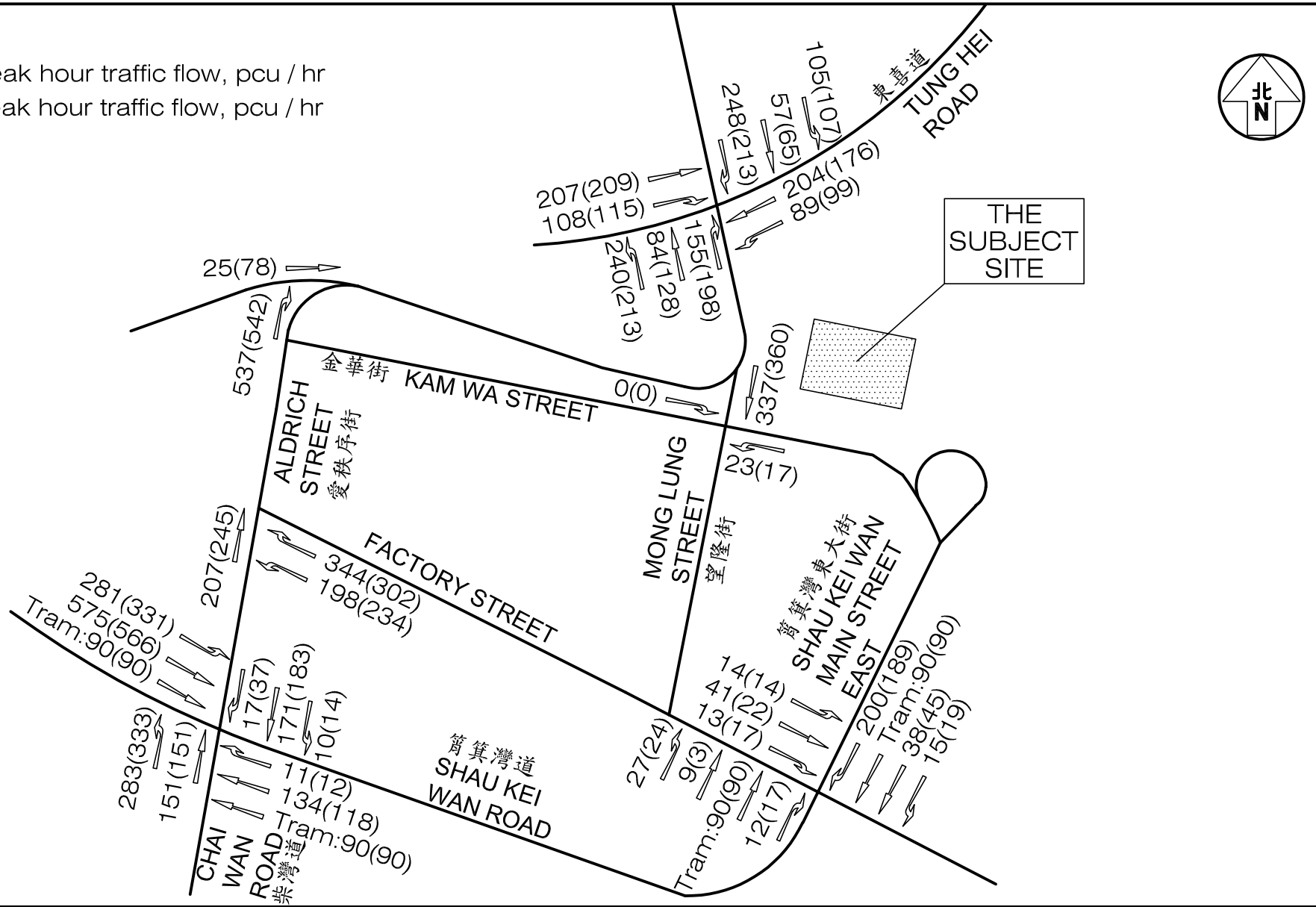
(456) - PM peak hour traffic flow, pcu / hr



Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN J7439

Figure Title: YEAR 2034 PEAK HOUR TRAFFIC FLOWS WITH THE APPROVED GBP

Figure No.	Revision
4.1	A

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
N.T.S.	26 MAY 2026

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

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LEGEND :

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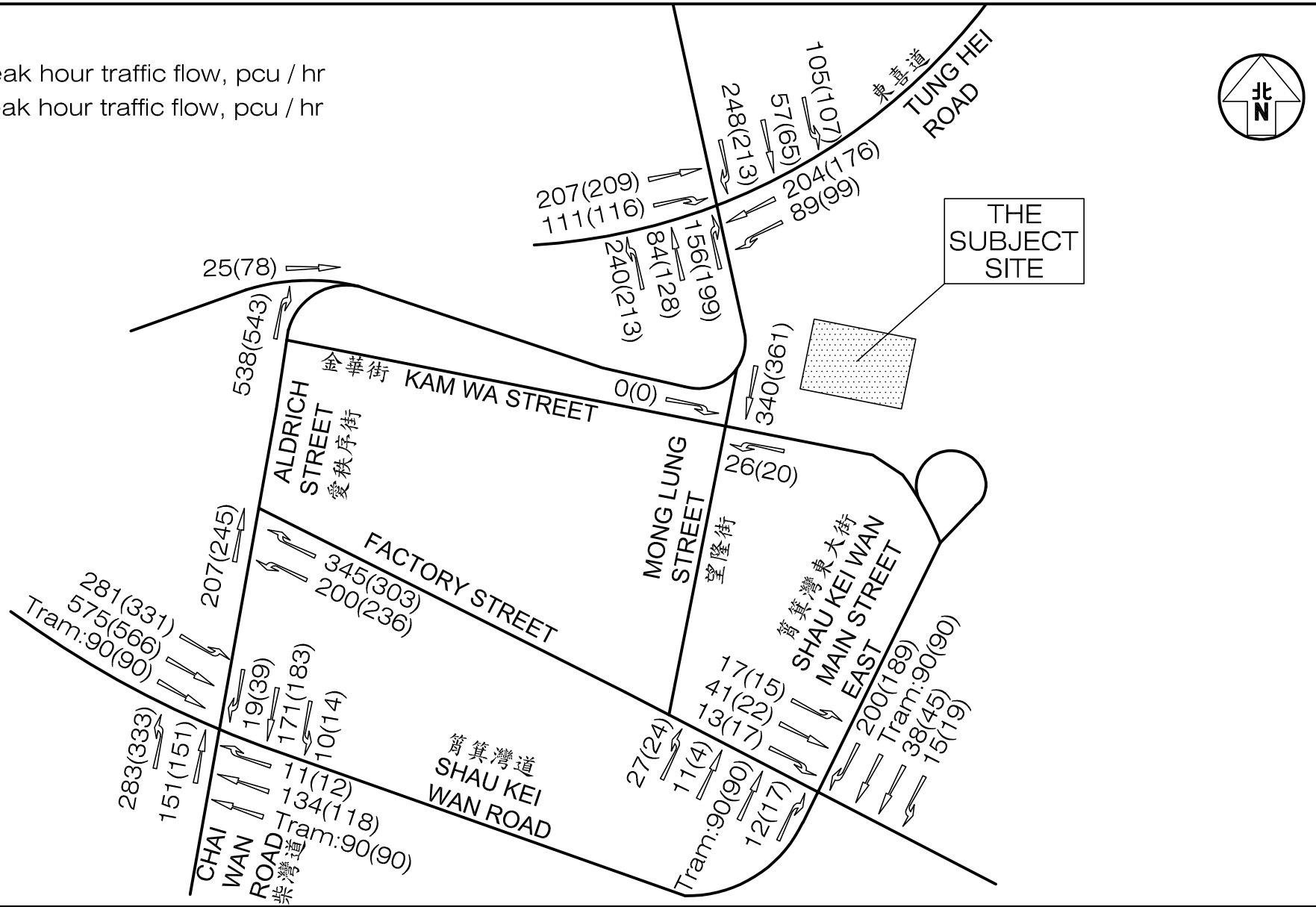

Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN J7439	Figure No. 4.2	Revision B	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: YEAR 2034 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED HOTEL	Designed by L C H / Drawn by N C M / Checked by K C		
	Scale in A4 N.T.S.	Date 26 MAY 2026	

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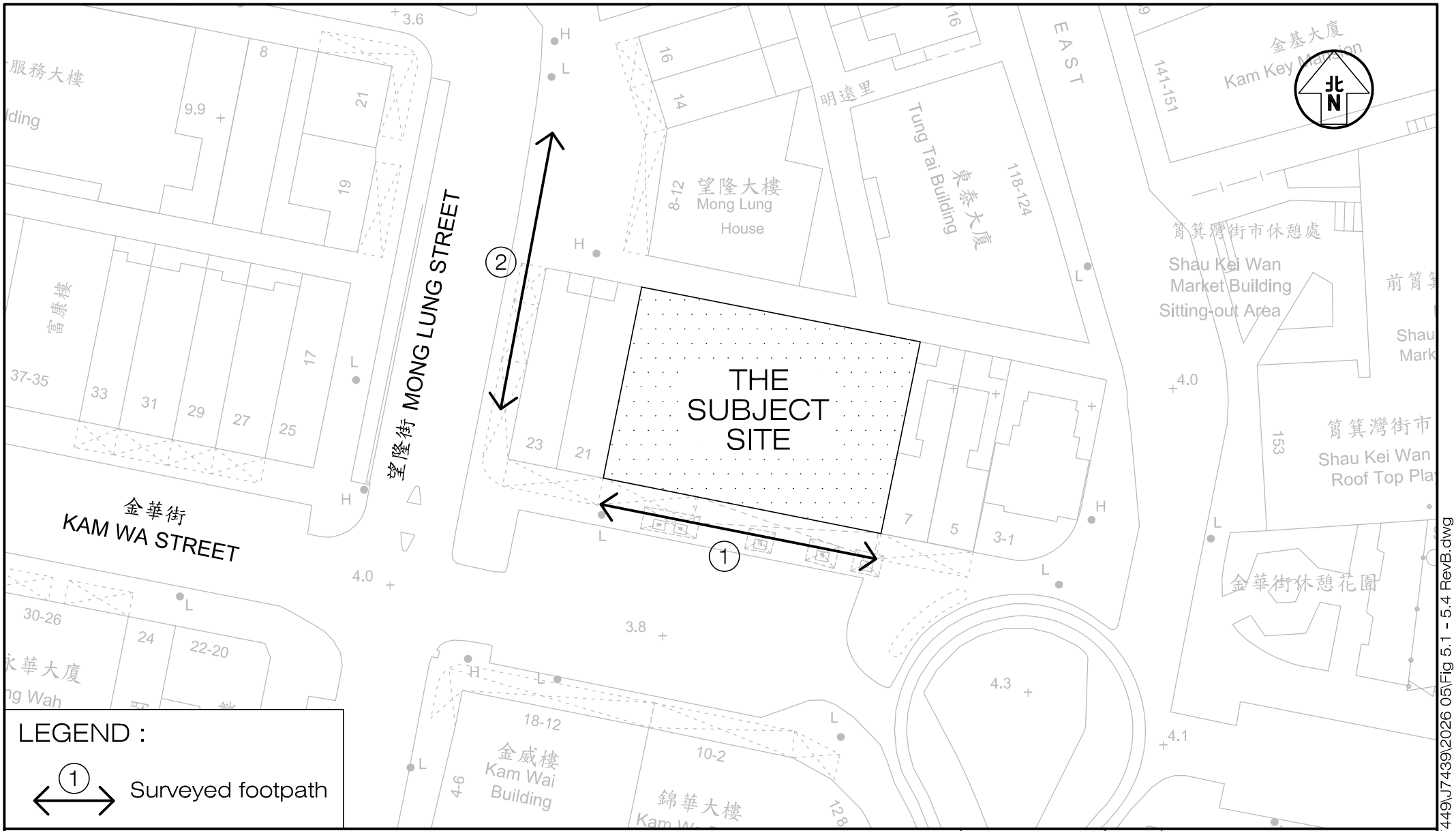


Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN

J7439

Figure Title

LOCATION OF SURVEYED FOOTPATHS

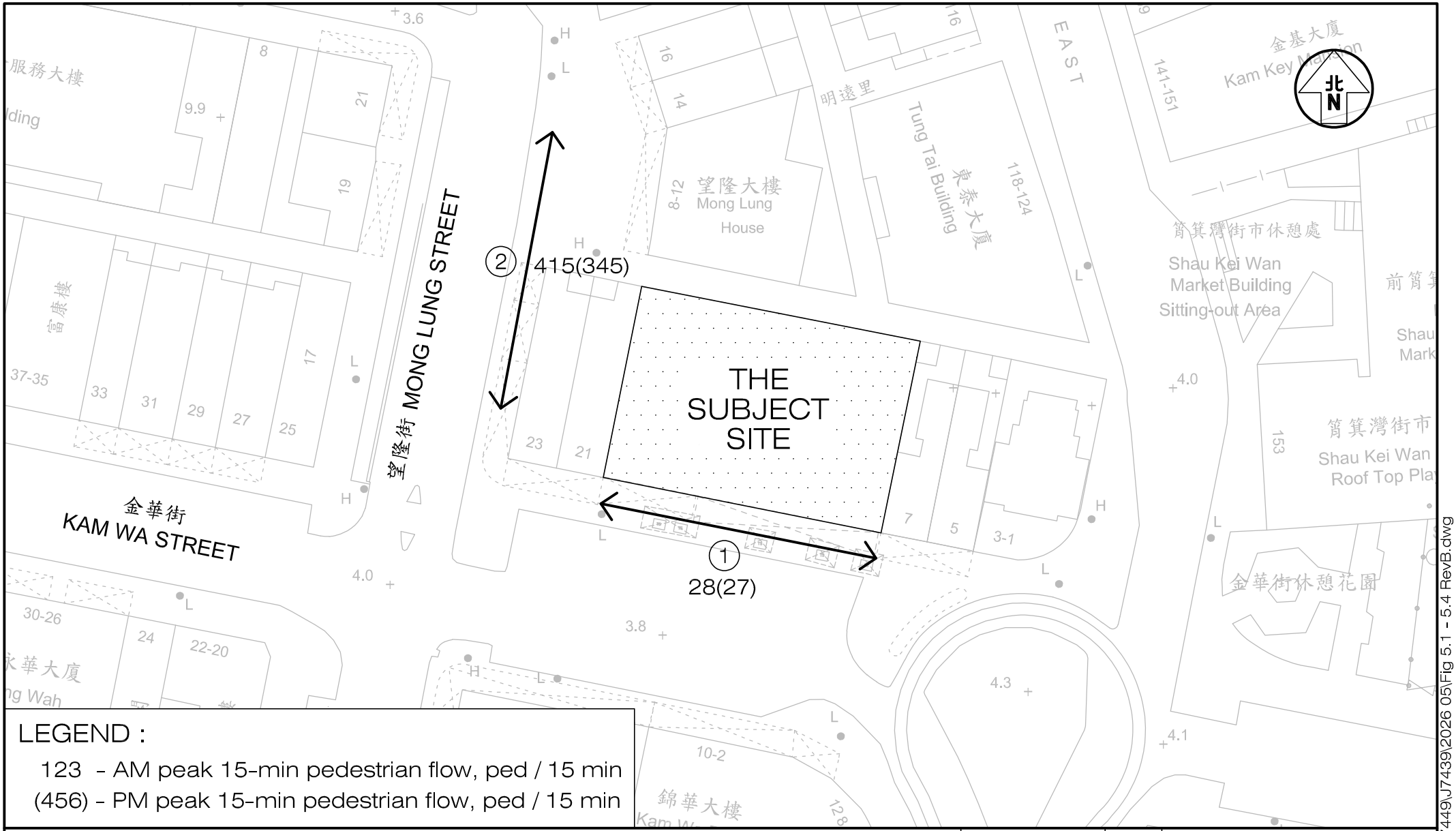
Figure No.	Revision
5.1	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 500	26 MAY 2026

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

T:\JOB\J7400-J7449\J7439\2026 05\Fig 5.1 - 5.4 RevB.dwg



LEGEND :

123 - AM peak 15-min pedestrian flow, ped / 15 min

(456) - PM peak 15-min pedestrian flow, ped / 15 min

Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9-19 (ODDS) KAM WA STREET, SHAU KEI WAN J7439

Figure Title: EXISTING PEAK 15-MINUTE TWO-WAY PEDESTRIAN FLOWS

Figure No. 5.2 | Revision B

Designed by L C H | Drawn by N C M | Checked by K C

Scale in A4: 1 : 500 | Date: 26 MAY 2026

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
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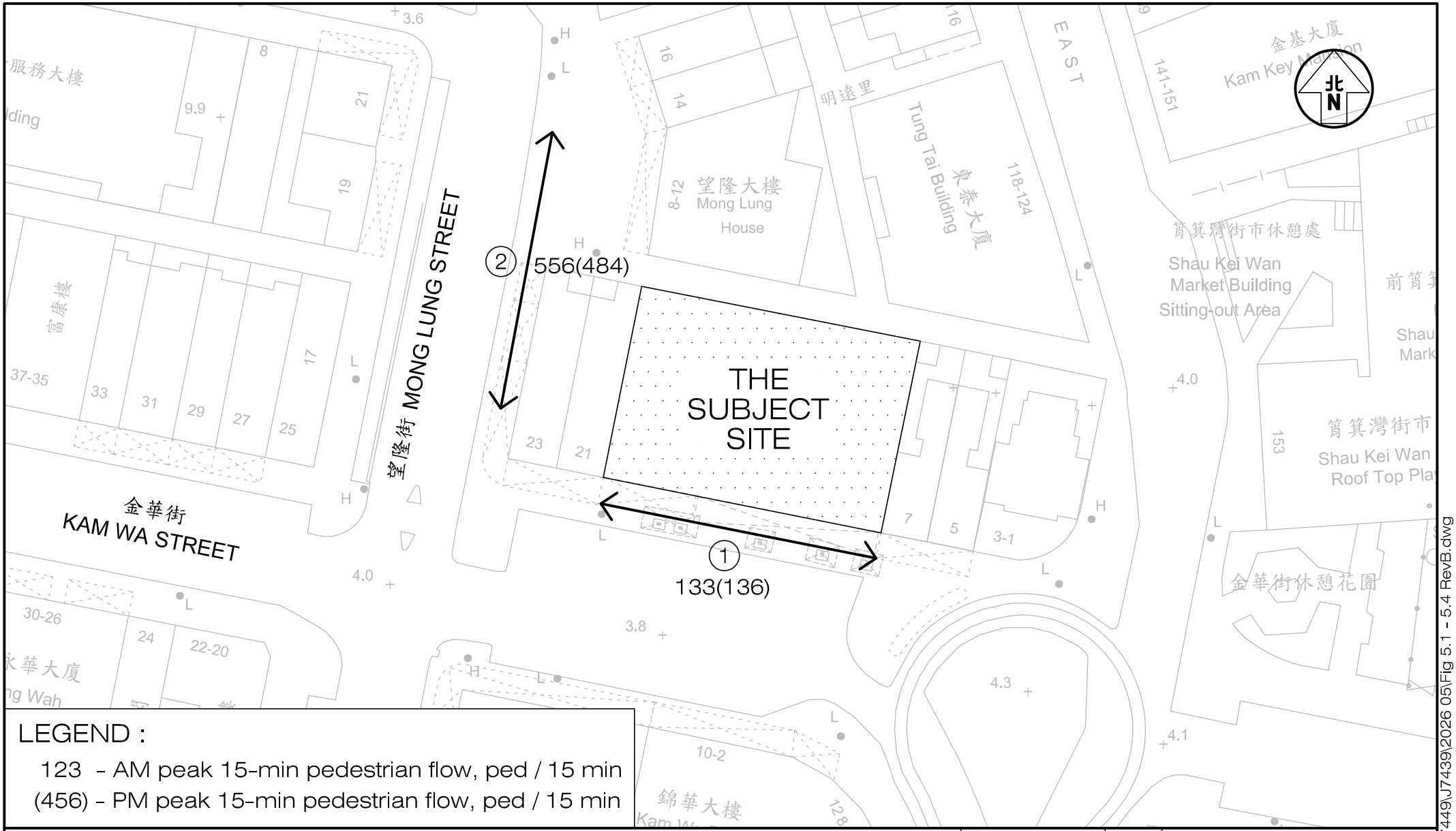


LEGEND :

123 - AM peak 15-min pedestrian flow, ped / 15 min

(456) - PM peak 15-min pedestrian flow, ped / 15 min

Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN

J7439

Figure Title

YEAR 2034 PEDESTRIAN FLOWS WITHOUT THE PROPOSED HOTEL

Figure No.	Revision
5.3	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 500	26 MAY 2026

CKM Asia Limited

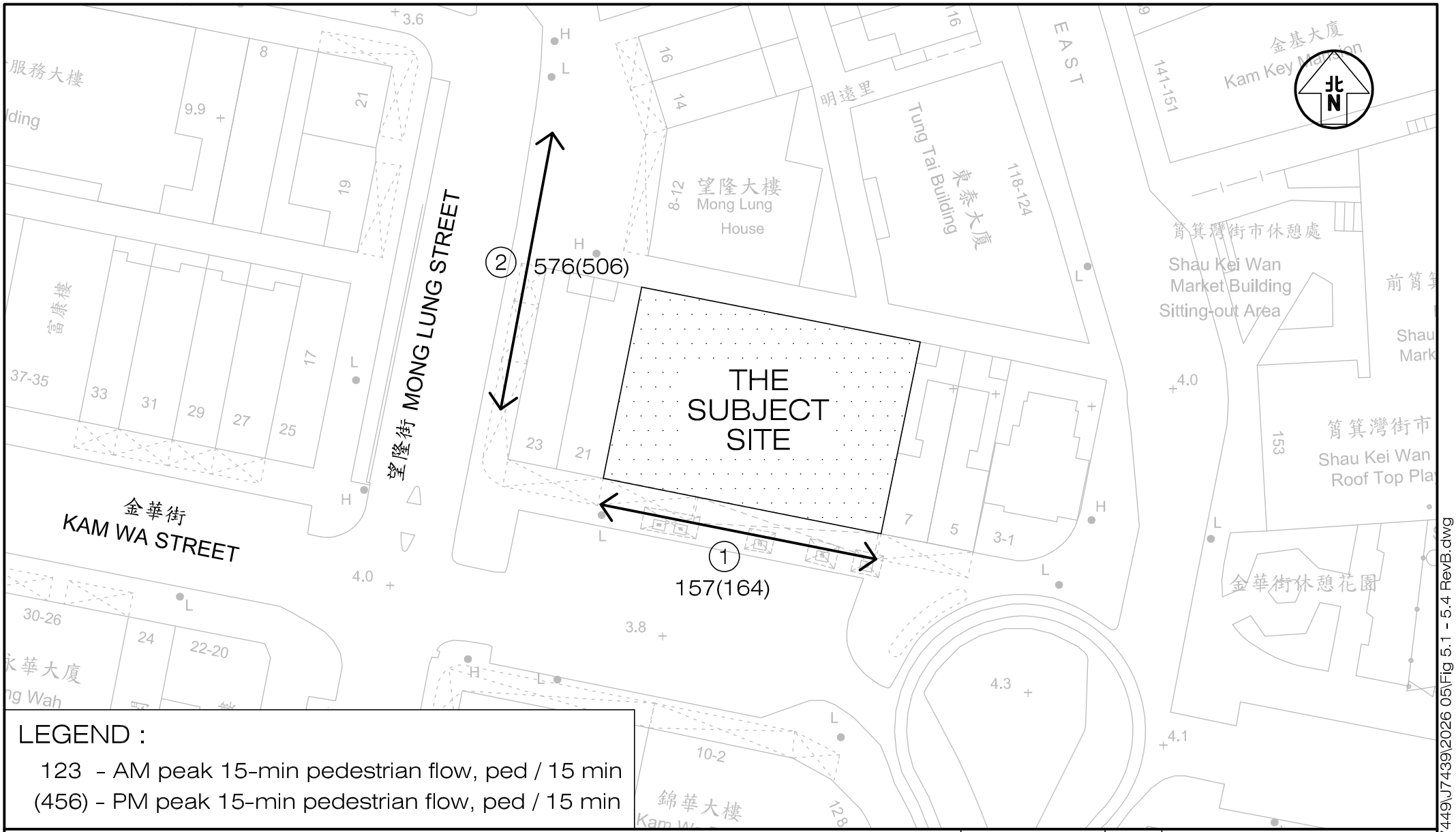
Traffic and Transportation Planning Consultants

21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong

Tel : (852) 2520 5990 Fax : (852) 2528 6343

Email : mail@ckmasia.com.hk

T:\JOB\J7400-J7449\J7439\2026 05\Fig 5.1 - 5.4 RevB.dwg



LEGEND :

123 - AM peak 15-min pedestrian flow, ped / 15 min

(456) - PM peak 15-min pedestrian flow, ped / 15 min

Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN

J7439

Figure Title

YEAR 2034 PEDESTRIAN FLOWS WITH THE PROPOSED HOTEL

Figure No.	Revision
5.4	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 500	26 MAY 2026

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

T:\JOB\J7400-J7449\J7439\2026 05\Fig 5.1 - 5.4 RevB.dwg

Appendix 1 – Approved GBP

屋宇署
BUILDINGS DEPARTMENT

YOUR REF 來函檔號：
OUR REF 本署檔號： BD 2/3009/19
FAX 圖文傳真： 2845 1585
TEL 電話： 2626 1419
WEBSITE 網址： www.bd.gov.hk

4 February 2025

NG Kit-wah Benny
c/o Paliburg Development Consultants Limited
11/F, 68 Yee Wo Street,
Causeway Bay, Hong Kong

282
(36)

Dear Mr NG,

9-19 Kam Wa Street, Hong Kong – S.I.L. 433 s.F, s,G, R.P. & s.D

I refer to your application and supplementary information received on 6 December 2024, 13 January 2025 and 4 February 2025 respectively for approval of proposals in respect of Building (Major Revision) .

2. Your submission of plans has been checked under the curtailed check system announced in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers ADM-19. On this basis, I am satisfied that your submission is fundamentally acceptable and may be approved.

3. You are reminded that the curtailed check system covers only the fundamental issues of a building proposal. Although non-fundamental issues will not be raised as reasons for disapproving a submission, I expect that all contraventions of the Buildings Ordinance (BO) and its subsidiary legislation are rectified as and when they are discovered and in any event, before completion of the works is certified. In this connection, I ask you to note that the Building Authority attaches great importance to the proper assumption of duties and responsibilities by authorized persons, registered structural engineers and registered geotechnical engineers.

4. In accordance with the provisions of regulation 30(1) of the Building (Administration) Regulations, this is to notify that the above - mentioned plans submitted with your application and supplementary information received on 6 December 2024 and 13 January 2025 and 4 February 2025 are hereby approved. One set of the said plans, on which I have signified my approval, is enclosed. Your client has been sent a copy of this letter but I would request that you ensure that the contents are understood by him.

5. This approval should not be deemed to confer any title to land or to act as a waiver of any term in any lease or licence. This approval does **NOT** authorize the commencement or the carrying out of any works shown in the approved plans. Section 14(2) of the BO refers.

6. To ensure full compliance with the Buildings Ordinance, it is prudent for the Authorized Person who acts as the coordinator of the building works to inform the Registered General Building Contractor/Registered Specialist Contractor of all the imposed conditions attached to this approval.

7. Under regulation 10 of the B(A)R, you are required to submit a full set of GBP incorporating all plans and details required for Stage I and II as detailed in Appendix A1 of PNAP ADV-33 and to have obtained my approval of such GBP prior to applying for consent for the commencement of the superstructure works. You may seek the BA's approval of GBP (Stage II) in any amendment submission by indicating at the lower right-hand corner of each plan that **"This set of plans is submitted for Stage II Curtailed Check"**. Your attention is drawn to section 16(3)(a) of the BO.

/8....

8. This approval is only given to the building works as coloured on the plans on the basis that the uncoloured parts of the plans are exactly the same as those appeared on the previous plans approved by this Department. Also, this approval shall not be construed as the approval for the uncoloured portion of the plans.

9. Your plans have been referred to District Planning Officer, Planning Department for scrutiny under the planning conditions. Their comments have already been conveyed to you in his letter dated 27 January 2025.

10. Your plans have been referred to District Lands Officer/Hong Kong East, Lands Department for comments which will be conveyed to you direct.

11. Comments from Chief Highway Engineer/HK, Highways Department (Contact Officer: Mr. Alex KONG at tel. no. 2231 5623) are given in **Appendix I** enclosed.

12. Comments from Director of Food and Environmental Hygiene, Food and Environmental Hygiene Department (Contact Person: Isaac CHAN, at tel. no.: 3103 7057) are given in **Appendix II enclosed.**

13. Your plans have been referred to Transport Department for comments which will be conveyed to you once available.

14. With regard to your Forms BA 16 application received on 6 December 2024, 13 January 2025 and 4 February 2025, a Form BD106 is enclosed herewith.

Yours sincerely,

(WAN Chi-wai)
Chief Building Surveyor
for Building Authority

c.c. Land Glory Holdings Limited
11/F, 68 Yee Wo Street, Causeway Bay, Hong Kong

DLO/HKE, LandsD
DPO/HK, Plan D
D of FS
CHE/HK, HyD
C for T, TD
FEHD

Appendix I

Our Ref.: BD 2/3009/19
Address: 9-19 Kam Wa Street, Hong Kong – S.I.L. 433 s.F, s.G, R.P. & s.D

Chief Highway Engineer/HK, Highways Department (Contact Officer: Mr. Alex KONG at tel. no. 2231 5623) has the following comments:-

1. The AP shall provide clear demarcation line in form of metal strip on ground along the lot boundary to differentiate the maintenance responsibility between the private area and public pavement.

2. The AP shall apply the Excavation Permit from this Regional Office for any excavation works on public pavement and roadside slopes which are under our maintenance jurisdiction including installation of settlement markers/monitoring points. The AP is required to circulate the proposal to all utility undertakers to ensure that the proposed works will not cause damage to existing utilities under public pavement and roadside slopes.

3. The AP should be responsible for the cost of making good any settlement or damage to the adjacent road and footpath resulting directly or indirectly from the works. Any such settlement or damage should be brought to the attention of this Regional Office immediately.

4. The AP shall take adequate measures including any necessary investigations to prevent causing damage to existing drains and services in the vicinity. Should any damage be done, the AP shall be held responsible for the cost of the necessary repair. Any such damage shall be brought to the attention of this office immediately.

5. The AP shall take adequate measures to maintain the cleanliness of adjacent carriageways and footways and to avoid deposition of earth, mud, debris, industrial waste, wastewater and the like on public carriageways and footways. All earth, mud, debris and the like deposited shall be removed immediately by the concerned contractor.

6. The surface run-off collected within the site shall be properly treated and discharged to an effective drainage system. In no case shall any run-off be discharged onto the surface of public pavement.

7. The proposed works should not cause obstruction or affect any existing traffic aids, street furniture or street lightings. Should any alternation to these existing facilities be required, the AP should seek prior approval from TD and this Regional Office.

8. Any occupation of public road should seek comments from LandsD and TD.

9. The AP shall take all necessary precaution and protection measures to protect safety of pedestrian and vehicular movements during the construction of the proposed works.

10. Adequate wheel washing facilities shall be provided within the site. The AP shall take any necessary action to ensure that all vehicles should be washed within the site and to prevent any spoil or soil debris to be deposited onto public roads.

11. Door openings should be confined within the Lot boundary.

- Every canopy shall be provided with adequate surface water drainage.

Appendix II

Our Ref.: BD 2/3009/19
Address: 9-19 Kam Wa Street, Hong Kong – S.I.L. 433 s.F. s.G, R.P. & s.D

Director of Food and Environmental Hygiene, Food and Environmental Hygiene Department (Contact Person: Isaac CHAN, at tel. no.: 3103 7057) has the following comments:-

2. It was noted that no vehicle access to refuse storage and material recovery chamber on ground floor was provided, hence FEHD is not in position to comment the refuse collection arrangement on the submitted plan. Developer and/ or owner is required to arrange their own refuse collection arrangement in future. However, it was also noted that the opening of chamber was face to a public lane, developer and/ or owner should provide sufficient mitigation measure to minimize nuisance to public.

BUILDING AUTHORITY OF HONG KONG
Form BD 106
BUILDINGS ORDINANCE
(Chapter 123)
Section 42

Permit under Section 42

Permit No. HK40/2025/MOD
Our Ref. No. BD 2/3009/19
To : Land Glory Holdings Limited
c/o Mr. NG Kit-wah Benny
11/F, 68 Yee Wo Street,
Causeway Bay, Hong Kong

Date 4 February 2025

In exercise of the powers vested in me by section 42 of the Buildings Ordinance, I hereby grant modification of and/or exemption from the provisions of –

(Please see attached Schedule)

in respect of the proposed *building works/~~street works~~ at (No. and name of street and locality) Nos. 9-19 Kam Wa Street, Hong Kong

on (lot no.) S.I.L. 433 s.F. s.G. R.P. & s.D

2. This permit is granted subject to the following conditions:-

(Please see attached Conditions)

(**WAN Chi-wai**)
Chief Building Surveyor
for Building Authority

c.c. Land Glory Holdings Limited
BD GR/OA/118
HK Registry

Permit No.: HK40/2025/MOD
Our Ref. No.: BD 2/3009/19
Date: 4 February 2025

Schedule

(1) **Regulations 20 and 21** of the Building (Planning) Regulations to permit the existing party wall as shown on plans to be excluded from site coverage and plot ratio calculations

(2) **Regulations 20 and 23(3)(a)** of the Building (Planning) Regulations to permit the following green and innovative features under JPNs to be excluded from site coverage and gross floor area calculation:
(i) Combined balconies with utility platforms and air-conditioner platforms of residential flats

(3) **Regulations 23(3)(a)** of the Building (Planning) Regulations to permit the following green and innovative features under JPNs to be excluded from site coverage and gross floor area calculation:
(i) Refuge floor cum communal sky garden on 2/F

(4) **Regulation 23(3)(a)** of the Building (Planning) Regulations to permit the following provisions/areas to be excluded from gross floor area calculation:
(i) Pipe ducts
(ii) Resident's recreational facilities on 1/F.
(iii) Lift shaft areas over and above 2.5% and less than 3.5% of the total domestic gross floor area.

(5) **Regulation 35A** of Building (Planning) Regulations to accept the non-provision of gas apertures in bathrooms of domestic units where suitable provision for the installation of room-sealed gas water heater complying with Regulation 35A of Building (Planning) Regulations has been provided in other room of the domestic unit.

(6) **Regulation 36** of the Building (Planning) Regulations to permit the omission of natural lighting and ventilation in the following areas:
(i) Internal bathrooms and lavatories of the domestic units.
(ii) Internal lavatories on G/F and 1/F.

(7) **Regulation 40** of the Building (Planning) Regulations to permit the omission of natural lighting to the staircases.

Conditions

(a) The said works are to be carried out in accordance with the plans approved on 4 February 2025 and under our Ref. No. BD 2/3009/19.

(b) The conditions imposed in this paragraph are to be incorporated in the subsequent amendment plans for approval before the application for an occupation permit is submitted.

(c) A checklist of valid Forms BD 106 is to be submitted at the time of the application for an occupation permit.

(d) This permit will expire on 3 February 2027 if the consent to commence of the above works is not obtained on or before the specified date or where such consent has been obtained but is deemed to be revoked under section 20(1) of the Buildings Ordinance after the specified date.

(e) The following information is to be submitted prior to the application for consent to commence the building works shown on the plans:

(i) Letter acknowledging the satisfactory submission of Provisional Assessment credit summary (which should align with the target rating stated in the approved general building plans) under the BEAM Plus New Buildings Version 2.0 or above (BEAM Plus NB) issued by the BEAM Society Limited (BSL).

(ii) Information on the estimated energy performance/ consumption for the common parts of domestic portion of the building and for the entire non-domestic portion of the building.

(iii) Residential Thermal Transfer Values and/or Overall Thermal Transfer Value of Residents' Recreational Facilities Summary Sheet(s) in accordance with PNAP APP-156.

(f) The following information is to be submitted at the time of the application for an Occupation Permit:

(i) Result of the Compliance Assessment under the BEAM Plus NB conferred by BSL certifying the achievement of the target rating stated in the approved general building plans.

(ii) Updated information specified in item (e)(ii) above.

(iii) Energy efficiency report in accordance with PNAP APP-156.

(g) This modification will be revoked if the application for consent to commence the building works is submitted prior to the submission of information specified in item (e) above.

(h) This modification is given in recognition of the letter of undertaking submitted by the developer dated 13 January 2025 (Ref.: PDC/433/002/25) regarding the submission of the result of the Assessment under the BEAM Plus Certificate and the information on estimated energy performance / consumption and the energy efficiency reports in support of the application for modification.

(i) The letters of undertaking submitted regarding green features under JPN 1 and JPN 2 by the developer dated 13 January 2025 (Ref.: PDC/433/005/25) and 13 January 2025 (Ref.: PDC/433/006/25) in support of the application for exemption from gross floor area and/or site coverage calculations is to be registered in the Land Registry before the application for an Occupation Permit is submitted.

(j) The letter of undertaking submitted regarding residential recreational facilities by the developer dated 13 January 2025 (Ref.: PDC/433/003/25) in support of the application for exemption from gross floor area calculations is to be registered in the Land Registry before the application for an Occupation Permit is submitted.

Permit No.: HK40/2025/MOD
Our Ref. No.: BD 2/3009/19
Date: 4 February 2025

(k) Regarding item (2)(i) above:

(i) Location of the combined balcony with utility platform and air-conditioner platform is restricted to the living room, dining room or bedroom.

(ii) There is no projecting window in the same room.

(iii) Not less than 40% of the perimeter of the combined balcony with utility platform and air-conditioner platform and the covered area underneath the lowest combined balcony with utility platform, faces into the open air and is not enclosed above safe parapet height.

(iv) There is a minimum of 150mm drop in level from the room which leads to the combined balcony and utility platform.

(v) The exhaust outlet(s) for the internal bathroom(s) and lavatory(ies) does not open into the combined balcony with utility platform, and the covered areas underneath the combined balcony with utility platform.

(vi) The summation of area(s) to be exempted for such balcony(ies) including portion of such balcony(ies) per residential unit is 1m² or 2.5% of the Usable Floor Space of the unit whichever is the greater subject to a maximum of 3m².

(vii) The size of any balcony, including part of which to be exempted from gross floor area and site coverage calculations, is not less than 2m²

(viii) Not more than 50% of the area of the balcony is to be exempted from gross floor area and site coverage calculations.

(ix) The maximum area to be exempted for such utility platform including portion of such platform per residential unit is 0.75m².

(x) The size of any utility platform, including part of which to be exempted from gross floor area and site coverage calculations, is not less than 1.5m² in area.

(xi) Not more than 50% of the area of the utility platform is to be exempted from gross floor area and site coverage calculations.

(xii) The air-conditioner platform provided on the combined balcony with utility platform as 'areas for air-conditioning' and individual air-conditioner platform must not be erected at the external walls of the building and will be designated in the Deed of Mutual Covenant with details of the use and location clearly indicated.

(xiii) Air-conditioner shall be installed on the air-conditioner platform provided on the combined balcony with utility platform.

(xiv) There is a minimum of 50mm rise in level from the finished floor of the combined balcony with utility platform provided in the air-conditioner platform.

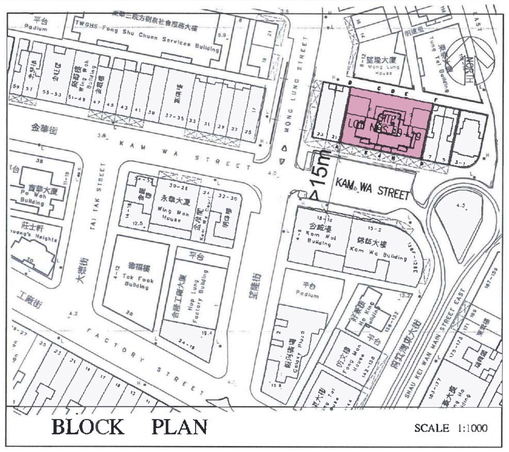
(xv) Cast-in anchor for anchorage of personal fall arresting system shall be provided if there is supporting frame for suspending building services in the combined balcony and utility platform.

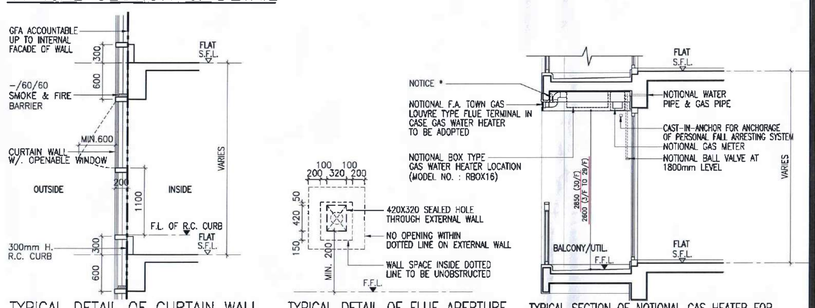
Permit No.: HK40/2025/MOD
Our Ref. No.: BD 2/3009/19
Date: 4 February 2025

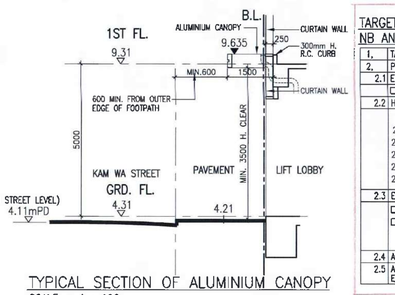
(l)	Regarding item (3) above:	(i)	Sky garden shall be for the exclusive use of the residents /tenants and their visitors only as indicated on the approved plans and such areas shall not be used for any other purpose or by any other persons without the prior consent of the Building Authority.
(m)	Regarding item (4)(i) above:	(i)	Adequate access for inspection and maintenance is to be provided.
(n)	Regarding item (4)(ii) above:	(i)	The recreational area is for the exclusive use of the owners and residents and their bona fide visitors only as indicated on the approved plans and such area shall not be used for any other purpose or by any other persons without the prior consent of the Building Authority.
(o)	Regarding item (5) above:	(i)	The provision of shared hot water heater with other room and the length of hot water pipe from the said gas water heater comply with the requirements of Waterworks Regulation 19 (Cap 102).
(p)	Regarding item (6)(i) above:	(i)	Artificial lighting and mechanical ventilation at a rate of not less than 10 air changes per hour to be provided to the satisfaction of the Building Authority.
		(ii)	Fresh air intake complying with the requirements set out in Annex 3 of Appendix E of PNAP ADM-2 to be provided.
(q)	Regarding item (6)(i) above:	(i)	Subject to the compliance with the requirements and conditions as laid down in PNAP APP-98.
(r)	Regarding item (7) above:	(i)	Permanent artificial lighting system with 30 lux min. lighting level backed up by an emergency lighting system providing a horizontal illuminance at floor level of not less than 2 lux.
		(ii)	The design of the emergency lighting system shall comply with the Code of Practice for Minimum Fire Service Installations and Equipment.

(**WAN Chi-wai**)
Chief Building Surveyor
for Building Authority

c.c. Land Glory Holdings Limited
BD GR/OA/118
HK Registry







BLOCK PLAN

SCALE 1:1000

GENERAL INDICATION & ABBREVIATIONS:

🟩	R.C.C. WORKS
🟥	BRICK WORKS
▨	SOLID CONC. BLOCK
⬜	CEMENT RENDERING
🟨	SANITARY FITMENTS
🟪	MOSAIC TILES
🟪	GLAZED / CERAMIC WALL TILES
🟪	GLAZED / CERAMIC FLOOR TILES
🟦	GLASS WORKS
🟩	SLAB
🟪	STEEL WORKS /METAL WORKS
🟫	TIMBER
🟩	GRASS
🟧	LIGHTWEIGHT PARTITION
⬜	STONE
- - -	OMISSION OF APPROVED WORKS
—	AMENDMENTS OF APPROVED WORKS
A/C	AIR CONDITIONER HOOD
F.A.	FLUE APERTURE
C.D.	CABLE DUCT
P.D.	PIPE DUCT
T.D.	TELEPHONE DUCT
A.F.	ARCHITECTURAL FEATURE
E.M.R.	ELECTRICAL METER ROOM
W.M.R.	WATER METER ROOM
E.L.	ELECTRICAL ROOM
	URINAL
	WATER CLOSET
☐ / ○	WASH BASIN
⊠	SHOWER TRAY
W.T.	WATER TAP
ALUM.	ALUMINIUM
S.S.	STAINLESS STEEL
E	MANUAL OPERATING DEVICE (FOR DRENCHER SYSTEM)
▨	DESIGNATED AS COMMON AREA IN DMC FOR ACCESS BY GONDOLA WITH DEMARCATION ON PLAN
P/L	PERMANENT ARTIFICAL LIGHTING SYSTEM WITH AN AUTOMATIC STAND-BY SYSTEM

—·—	BOUNDARY
+	EXISTING LEVEL IN METRES ABOVE P.D.
⊕	PROPOSED STRUCTURAL LEVEL IN METRES ABOVE P.D.
F.F.LEV.	FINISHED FLOOR LEVEL
S.F.LEV.	STRUCTURAL FLOOR LEVEL
A.F.F.L.	ABOVE FINISHED FLOOR LEVEL
R.C.	REINFORCED CEMENT CONCRETE
C.W.	200mm THK. CURTAIN WALL
F.L.	FIXED LOUVRE
M.L.	METAL LOUVRE
U.P.	UTILITY PLATFORM
BAL.	BALCONY
BR.	BEDROOM
M.BR.	MASTER BEDROOM
LIV./DIN.	LIVING / DINING
C.L.	CAT-LADDER
A.P.	ACCESS PANEL
KIT.	KITCHEN
H/L	HIGH LEVEL
L/L	LOW LEVEL
M.S.	MILD STEEL
T.R.S.	TEMPORARY REFUGE SPACES
H.R.	HOSE REEL
Ⓐ	FIREMAN'S LIFT
F.S.A.P.	FIRE SERVICE ACCESS POINT
○ F.E.	4.5kg CO_2 FIRE EXTINGUISHER
○ F.B.	FIRE BLANKET
○ S.B.	SAND BUCKET
○ F.H.	FIRE HYDRANT
F.S.I.	FIRE SERVICE INLET
○ W.F.E.	9 L. WATER / CO_2 FIRE EXTINGUISHER
SP.I.	SPRINKLER INLET
EXIT	EXIT SIGN
RSR	REFUSE STORAGE ROOM
E.M.C.	ELECTRICAL METER CABINET
T.B.E.	TELECOMMUNICATIONS AND BROADCASTING ROOM
W.M.C.	WATER METER CABINET
MV/AL	ARTIFICIAL LIGHTING AND MECHANICAL VENTILATION
A.U.T.	ACCESSIBLE UNISEX TOILET FOR THE PERSONS WITH DISABILITY
Ⓓ	DISABLE LIFT
SOIL	SOIL LEVEL
HOB / OPEN KIT.	NOTIONAL AREA FOR OPEN KITCHEN WITH GAS HOB

DOOR MARKS

	SELF-CLOSING TIMBER DOOR WITH SMOKE SEAL AND F.R.R. (-/30/30)
1hr.	SELF-CLOSING TIMBER DOOR WITH SMOKE SEAL AND F.R.R. (-/60/60)
2hr.	SELF-CLOSING TIMBER DOOR WITH SMOKE SEAL AND F.R.R. (-/120/120)
G.	SELF-CLOSING TIMBER DOOR WITH APPROPRIATE F.R.R. VISION GLASS UPPER PANEL WITH SMOKE SEAL AND F.R.R. (-/30/30)
G. 1hr.	SELF-CLOSING TIMBER DOOR WITH APPROPRIATE F.R.R. VISION GLASS UPPER PANEL WITH SMOKE SEAL AND F.R.R. (-/60/60)
G. 2hr.	SELF-CLOSING TIMBER DOOR WITH APPROPRIATE F.R.R. VISION GLASS UPPER PANEL WITH SMOKE SEAL AND F.R.R. (-/120/120)
G.	TIMBER DOOR WITH PLAIN GLASS UPPER PANEL
G.D.	GLASS DOOR
P	DOOR WITH PANIC BOLT
F	FRENCH DOOR
L	TOILET DOOR WITH DOOR LOUVRES (NOT LESS THAN 0.1m²)
P.G.	DOOR WITH PLAIN GLASS UPPER PANEL
L	TOILET DOOR WITH DOOR LOUVRES (NOT LESS THAN 0.1m²)
M	METAL DOOR
M.G.	METAL DOOR W/. PLAIN GLASS UPPER PANEL
D1	MIN. 600 X 2000mm SELF-CLOSING INSPECTION TIMBER DOOR WITH SMOKE SEAL F.R.R. (-/60/60)
D2	MIN. 600 X 2000mm SELF-CLOSING INSPECTION TIMBER DOOR WITH SMOKE SEAL F.R.R. (-/120/120)
AP1	SELF-CLOSING ACCESS PANEL WITH F.R.R. (-/60/60)

NOTE : ALL FIRE RESISTANCE RATING DOORS TO BE TESTED IN ACCORDANCE WITH B.S.476 PART 22 : 1987 AND CERTIFIED AS HAVING THE SPECIFIED F.R.R. AND CLAUSE C16.1 AND PART E OF FIRE CODE COMPILED WITH.

FIRE SERVICES NOTES

THE FOLLOWING FIRE SERVICES INSTALLATIONS WILL BE PROVIDED FOR THE BUILDING :-

I) AUTOMATIC SPRINKLER SYSTEM
II) EMERGENCY GENERATOR
III) EMERGENCY LIGHTING
IV) EXIT SIGNS
V) FIRE ALARM SYSTEM
VI) FIRE DETECTION SYSTEM
VII) FIRE HYDRANT / HOSE REEL SYSTEM
VIII) PORTABLE HAND OPERATED APPROVAL APPLIANCES
IX) FIREMAN'S LIFT
X) VENTILATION / AIR CONDITIONING CONTROL SYSTEM
XI) DRENCHER SYSTEM

1.0 FIRE HYDRANT AND HOSE REEL SYSTEM

1.1 A FIRE HYDRANT/ HOSE REEL SYSTEM COMPRISING OF FIRE HYDRANTS AND HOSE REELS AT THE POSITION AS INDICATED ON PLANS SHALL BE INSTALLED IN ACCORDANCE WITH THE CODE OF PRACTICE FOR MINIMUM FIRE SERVICES INSTALLATIONS AND EQUIPMENT SEPTEMBER 2022 EDITION AND FSD CIRCULAR LETTTER NO. 2/2013.

1.2 SUFFICIENT HYDRANTS AND HOSE REELS WILL BE PROVIDED AS INDICATED ON PLAN. HOSE REELS SHALL BE PROVIDED TO ENSURE THAT EVERY PART OF THE BUILDING CAN BE REACHED BY A LENGTH OF NOT MORE THAN 30m OF HOSE REEL TUBING. THE HYDRANT SHALL BE PROMINENTLY SITED IN AN APPROACH LOBBY TO A REQUIRED STAIRCASE OR REQUIRED STAIRCASE ENCLOSURE BUT SHALL NOT BE AT THE CENTRAL CORE OF THE STAIRCASE ENCLOSURE.

1.3 1 NO. OF 27,000 LITRES F.S. WATER TANK FOR FH/HR SYSTEM WILL BE PROVIDED AT 2/F.

1.4 1 SET OF ELECTRICALLY DRIVEN FIXED FIRE PUMPS (ONE DUTY, ONE STANDBY & ONE JOCKEY) WILL BE PROVIDED AT 2/F F.S. WATER PUMP AND TANK ROOM FOR FH/HR SYSTEM. THESE FIXED FIRE PUMPS TO BE UTILIZED AS THE F.S. INTERMEDIATE BOOSTER PUMPS.

1.5 F.S. INLETS WILL BE PROVIDED FOR FH/HR SYSTEM AS INDICATED ON PLAN AND WILL BE INTERCONNECTED.

2.0 AUTOMATIC SPRINKLER SYSTEM

2.1 AN AUTOMATIC SPRINKLER SYSTEM WILL BE PROVIDED AND INSTALLED FOR G/F TO 2/F IN ACCORDANCE WITH LPC RULES INCORPORATING THE BS EN 12845 : 2015 AND FSD CIRCULAR LETTER NO. 5/2020. THE CLASSIFICATION OF THE OCCUPANCY WILL BE ORDINARY HAZARD GROUP 3 FOR G/F TO 2/F. SPRINKLER IN STAIRCASE TO BE PROVIDED 2 MORE FLOORS ABOVE 2/F TO COVER STAIRCASE (i.e. 3/F & 5/F ONLY) AND THE TYPE OF SPRINKLER HEADS SHALL BE FAST-RESPONSE TYPE FOR THE STAIRCASE OF THESE TWO FLOORS. THE SYSTEM TO SERVE THE NOTIONAL OPEN KITCHEN AREA IN DOMESTIC FLATS (3/F TO 28/F) (13/F , 14/F & 24/F OMITTED) IS AS MENTIONED IN ITEM 16.2 OF THESE F.S. NOTES.

2.2 1 NO. 107,000 LITRES SPRINKLER WATER TANK WILL BE PROVIDED AT 1/F.

2.3 1 SET OF ELECTRICALLY DRIVEN SPRINKLER PUMPS (ONE DUTY, ONE STANDBY & THREE JOCKEYS) WILL BE PROVIDED AT 1/F SPRINKLER WATER PUMP AND TANK ROOM TO MAINTAIN THE SYSTEM FLOW AND PRESSURE TO FULLY COMPLY WITH FSD'S REQUIREMENT. SPRINKLER PUMPS WILL SERVE AS INTERMRDIATE BOOSTER PUMP FOR OPEN KITCHEN.

2.4 SPRINKLER CONTROL VALVES SET AND SPRINKLER INLETS WILL BE PROVIDED AS INDICATED ON PLAN. SPRINKLER INLETS WILL BE INTERCONNECTED.

2.5 NO SPRINKLER SYSTEM WILL BE PROVIDED FOR ALL E&M PLANT ROOMS, TRANSFORMER ROOM, TBE ROOM, H.V. SWITCH ROOM, SPRINKLER WATER PUMP AND TANK ROOM, F.S. WATER PUMP AND TANK ROOM, POTABLE & FLUSHING WATER PUMP AND TANK ROOM, DRENCHER WATER PUMP AND TANK ROOM, L.V. CABLE RISER ROOM, L.V. SWITCH ROOM, F.S. CONTROL ROOM AND SPRINKLER CONTROL VALVE ROOM, EMERGENCY GENERATOR ROOM, LIFT MACHINE ROOM, ELECT. DUCT, TEL. DUCT, CABLE RISER DUCT, PIPE DUCTS ETC., CABINET FOR F.S. AND SPRINKLER INLET, DRENCHER INLET & CONTROL VALVE CABINET, CHECK METER CABINETS, W.M.C., E.M.C., TOWNGAS CABINET, AREA UNDER 1/F EXTERNAL ALUMINIUM CANOPY.

2.6 ALL SPRINKLER ALARM SIGNALS WILL BE LINKED TO THE F.S. COMMUNICATION CENTRE BY A DIRECT TELEPHONE LINE.

3.0 FIRE DETECTION AND FIRF ALARM SYSTEM

3.1 FIRE DETECTION SYSTEM SHALL BE PROVIDED IN AREAS NOT COVERED BY SPRINKLER INSTALLATION FROM G/F TO 2/F IN ACCORDANCE WITH THE FSD CIRCULAR LETTER No. 6/2021 AND BS 5839-1:2017.

3.2 NO DETECTION SYSTEM WILL BE PROVIDED FOR CABLE RISER DUCT, PIPE DUCTS, TEL. DUCT, ELECT. DUCT ETC., CHECK METER CABINET, W.M.C., E.M.C., TOWNGAS CABINET, CABINET FOR F.S. AND SPRINKLER INLET, DRENCHER INLET & CONTROL VALVE CABINET.

3.3 A MANUAL FIRE ALARM SYSTEM COMPRISING BREAK GLASS UNITS AND ALARM BELLS SHALL BE PROVIDED AT EACH HOSE REEL POINT AND BE INCORPORATED INTO THE FIRE HYDRANT/ HOSE REEL SYSTEM. UPON ACTUATION OF ANY BREAK GLASS, ALL THE ALARM BELLS AND VISUAL FIRE ALARMS WILL BE ACTIVATED AND THE FIXED FIRE PUMP WILL BE ACTUATED. UPON ACTUATION OF ANY FIRE ALARM SIGNAL, ALL ALARM BELLS AND VISUAL FIRE ALARMS WILL BE ACTIVATED.

3.4 A FS CONTROL PANEL WILL BE PROVIDED AS INDICATED FOR THE ENTIRE BUILDING TO RECEIVE ALL FIRE ALARM SIGNALS OF THE BUILDING INCLUDING MANUAL FIRE ALARM SYSTEM, SPRINKLER ANNUNCIATION SYSTEM, AUTOMATIC FIRE DETECTION AND ALARM SYSTEM.

3.5 ALL FIRE ALARM SIGNALS SHALL BE TRANSMITTED TO THE FIRE ALARM PANEL BY POINT SO THAT THE EXACT LOCATION OF EACH ACTUATED DEVICE WILL BE DISPLAYED ON THE SCREEN OF THE ADDRESSABLE TYPE FIRE ALARM PANEL.

3.6 ALL FIRE ALARM SIGNALS INCLUDING FIRE DETECTION SYSTEM (EXCEPT SMOKE DETECTOR INSIDE DOMESTIC FLAT WITH OPEN KITCHEN), FIRE ALARM SYSTEM & SPRINKLER SYSTEM FLOW SWITCHES AND BREAK GLASS UNITS FOR ENTIRE DEVELOPMENT WILL BE LINKED TO THE F.S. COMMUNICATION CENTRE BY A DIRECT TELEPHONE LINE.

3.7 VISUAL ALARM SIGNAL SHALL BE PROVIDED FOR G/F TO 2/F ONLY IN ACCORDANCE WITH THE DESIGN MANUAL: BARRIER FREE ACCESS 2008 AND FSD CIRCULAR LETTER NO. 2/2012.

4.0 PORTABLE APPLIANCES

4.1 FOLLOWING PORTABLE HAND-OPERATED FIRE EXTINGUISHING APPLIANCES TO BE PROVIDED AT POSITIONS AS INDICATED ON PLANS.
(1) 4.5KG. CO_2 F.E. (F.E.) (2) 9L. WATER F.E. (W.F.E)

5.0 EMERGENCY GENERATOR

5.1 1 NO. OF EMERGENCY GENERATOR OF SUFFICIENT CAPACITY TO BE PROVIDED TO MEET THE ESSENTIAL POWER SUPPLY FOR FSI AND FIREMAN'S LIFT DURING SHORTAGE OF UTILITY MAINS

6.0 EMERGENCY LIGHTING

6.1 EMERGENCY LIGHTING SHALL BE PROVIDED AND BACKED UP BY EMERGENCY GENERATOR OR/AND SELF-CONTAINED SECONDARY BATTERY THROUGHOUT THE BUILDING AND ALL EXIT ROUTES LEADING TO GROUND LEVEL IN ACCORDANCE WITH FSD COP SEPTEMBER 2022 EDITION, BS 5266: PART 1 : 2016 AND BS EN 1838 : 2013 AND FSD CIRCULAR LETTER NO. 4/2021.

7.0 EXIT SIGN

7.1 SUFFICIENT DIRECTIONAL/EXIT SIGNS WITH MAIN POWER AND BACK UP BY EMERGENCY GENERATOR WILL BE PROVIDED IN ACCORDING TO FSD CIRCULAR LETTER 5/2008 TO ENSURE THAT ALL EXIT ROUTES FROM ANY FLOOR WITHIN THE ENTIRE BUILDING CLEARLY INDICATED AS REQUIRED BY THE CONFIGURATION OF STAIRCASES SERVING THE BUILDING.

8.0 FIREMAN'S LIFT

8.1 FIREMAN'S LIFT WILL COMPLY WITH C.O.P. FOR FIRE SAFETY IN BUILDINGS 2011 (OCTOBER 2015 REVISION).

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9.0 SURFACE SPREAD OF FLAME

9.1 ALL LININGS FOR ACOUSTIC AND THERMAL INSULATION PURPOSES IN DUCTINGS AND CONCEALED LOCATION TO BE OF CLASS 1 OR 2 RATE OF SURFACE SPREAD OF FLAME AS PER BS 476 PART 7 OR ITS INTERNATIONAL EQUIVALENT, OR BE BROUGHT UP TO THAT STANDARD BY USE OF AN APPROVED FIRE RETARDANT PRODUCT.

9.2 ALL LININGS FOR ACOUSTIC, THERMAL INSULATION AND DECORATIVE PURPOSES WITHIN PROTECTED MEANS OF ESCAPE TO BE OF CLASS 1 OR 2 RATE OF SURFACE SPREAD OF FLAME AS PER BS 476 PART 7 OF ITS INTERNATIONAL EQUIVALENT, OR BE BROUGHT UP TO THAT STANDARD BY USE OF AN APPROVED FIRE RETARDANT PRODUCT.

10.0 VENTILATION/AIR CONDITIONING CONTROL SYSTEM

10.1 A SYSTEM WILL BE PROVIDED TO STOP MECHANICALLY INDUCED AIR MOVEMENT WITHIN A DESIGNATED FIRE COMPARTMENT WHEN A VENTILATION/AIR CONDITIONING CONTROL SYSTEM IS PROVIDED.

11.0 MISCELLANEOUS FIRE SERVICES REQUIREMENT

11.1 STANDARD REQUIREMENT FOR TRANSFORMER ROOM TO BE COMPLIED WITH.

11.2 NON-FLAMMABLE OIL-LESS TYPE TRANSFORMER WILL BE PROVIDED.

12.0 DANGEROUS GOODS

12.1 ANY INTENDED STORAGE OF USE OF DANGEROUS GOODS AS DEFINED IN CHAPTER 295 OF THE LAWS OF HKSAR WILL BE NOTIFIED TO THE DIRECTOR OF FIRE SERVICES. (SEPARATE APPLICATION GIVING FULL DETAILS TO BE SUBMITTED TO THE DANGEROUS GOODS DIRECTORY REGARDING D.G. STORAGE)

13.0 SMOKE EXTRACTION SYSTEM

13.1 SMOKE EXTRACTION SYSTEM WILL NOT BE PROVIDED FOR THE BUILDING AS FIRE COMPARTMENT (G/F & 1/F) ARE NOT EXCEEDING 7000 CUBIC METRES.

14.0 AUDIO/VISUAL ADVISORY SYSTEM

14.1 AUDIO/VISVAL ADVISORY SYSTEM WILL NOT BE PROVIDED FOR THE BUILDING, AS NO AREA OCCUPIED BY ANY ONE SINGLE OCCUPANCY ON ANY ONE FLOOR EXCEEDS 2000 SQUARE METRES.

15.0 DRENCHER SYSTEM

15.1 DRENCHER SYSTEM TO BE PROVIDED TO PROTECT THE VENTILATED OPENINGS IN REFUGE FLOOR.
- WATER TANK WITH CAPACITY OF 35 m^3 TO BE PROVIDED AT 2/F TO SUPPLY THE WATER TO THE SYSTEM AT REFUGE FLOOR. THE DRENCHER SYSTEM FOR REFUGE FLOOR IS ACTIVATED MANUALLY (MANUAL RELEASE UNIT AT REFUGE FLOOR) & AUTOMATICALLY (SPRINKLER AT REFUGE FLOOR) IN ACCORDING TO FSD COP.
- TOTAL WATER SUPPLY:

(3.x30m + 1.075m + 2.425m + 5.800m + 2.410m + 2.875m + 11.000m)(L.) x 3.050(H.)
= 97.896m² (PROVIDED OPENING AREA) X 10 L/min/sm(DESIGN DENSITY) X 30 min. (DURATION) X 1.3 (HYDRUALIC ALLOWANCE)
= 34,275.54L (SAY 35 m³)

- DRENCHER PUMPS (ONE DUTY, ONE STANDBY & ONE JOCKEY) WILL BE PROVIDED AT 2/F.

15.2 MANUAL OPERATING DEVICES WILL BE PROVIDED AT EACH EXIT ON REFUGE FLOOR (2/F).

15.3 DELUGE VALVE SET AND DRENCHER INLET WILL BE PROVIDED AS INDICATED ON PLAN, ALL DRENCHER INLETS TO BE INTER CONNECTED.

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16.0 ADDITIONAL FIRE SERVICES PROVISION FOR OPEN KITCHEN

A FIRE SAFETY MANAGEMENT PLAN IN ACCORDANCE WITH CLAUSE F5.8 OF THE CODE OF PRACTICE FOR FIRE SAFETY IN BUILDINGS 2011 (OCTOBER 2015 REVISION) SHOULD BE SUBMITTED AND ENDORSED BY THE BD PRIOR TO REQUEST FOR FSI ACCEPTANCE INSPECTION. AND TO BE COMPLIED WITH CODE OF PRACTICE FOR FIRE SAFETY IN BUILDINGS 2011 (OCTOBER 2015 REVISION) CLAUSE C13.4.

16.1 SMOKE DETECTOR INSIDE THE FLATS WITH OPEN KITCHEN
ADDRESSABLE SMOKE DETECTOR WITH SOUNDER BASE WILL BE PROVIDED AT LIV./DIN. AREA INSIDE DOMESTIC FLATS WITH OPEN KITCHEN EXCEPT BEDROOM AND BATHROOM.

ACTIVATION OF THE SMOKE DETECTOR WITHIN A FLAT WILL RAISE THE SOUNDER BASE IN THE FLAT OF FIRE ORIGIN AND SEND A FIRE SIGNAL TO THE F.S. CONTROL PANEL. DIRECT LINK TO F.S. COMMUNICATION CENTRE WILL NOT BE PROVIDED.

16.2 SPRINKLER
SPRINKLER HEAD WILL BE PROVIDED TO COVER THE NOTIONAL OPEN KITCHEN AREA. THE SYSTEM WILL BE DESIGNED UNDER ORDINARY HAZARD GROUP 1 CLASSIFICATION AND IS EXTENDED FROM SAME AUTOMATIC SPRINKLER SYSTEM OF THE BUILDING. THE ALARM SIGNAL OF THE SYSTEM WILL BE LINKED TO THE F.S. CONTROL PANEL, THE FIRE ALARM SYSTEM OF THE BUILDING AND DIRECTLY TO THE F.S. COMMUNICATION CENTRE BY A DIRECT TELEPHONE LINE.

16.3 SMOKE DETECTOR TO COMMON AREA OF THE FLOOR WITH OPEN KITCHEN
ADDRESSABLE SMOKE DETECTION SYSTEM WILL BE PROVIDED AT THE COMMON AREA ON EACH DOMESTIC FLOORS WITH OPEN KITCHEN. THIS SMOKE DETECTION SYSTEM WILL ACTIVATE THE ALARM SYSTEM OF THE BUILDING ONCE IT IS ACTIVATED AND ALARM SIGNAL SHALL BE LINKED TO F.S. COMMUNICATION CENTRE BY A DIRECT TELEPHONE LINE.

16.4 FIRE SAFETY MANAGEMENT PLAN
A FIRE SAFETY MANAGEMENT PLAN IN ACCORDANCE WITH CLAUSE F5.8 OF THE CODE OF PRACTICE FOR FIRE SAFETY IN BUILDING 2011 (OCTOBER 2015 REVISION) SHOULD BE SUBMITTED AND ENDORSED BY THE BD PRIOR TO REQUEST FOR FSI ACCEPTANCE INSPECTION.

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17.0 LIFT PIT ACCESS.

ALL FSI PROVISION SHALL BE EXTENDED FROM THE AREA CONNECTING TO THE LIFT PIT ACCESS.

GENERAL NOTES

1. ALL BRICK AND MASONRY WORKS SHALL BE BUILT IN 1 : 3 CEMENT MORTAR.
2. ALL R.C.C. WORKS SHALL BE BUILT IN 1:2:4 MIX UNLESS OTHERWISE DENOTED.
3. ALL FOUNDATIONS SHALL BE CARRIED DOWN TO SOLID GROUND OR REST ON PILES.
4. ALL STRUCTURAL DETAILS AND CALCULATIONS SHALL BE SUBMITTED SEPARATELY.
5. DRAINAGE PLANS AND DETAILS SHALL BE SUBMITTED LATER.
6. ALL PARAPETS AND RAILINGS SHALL BE 1100mm HIGH MIN. ABOVE FINISHED FLOOR LEVEL.
7. CLEAR DISTANCE BETWEEN FINISHED FLOOR LEVEL TO THE UNDERSIDE OF BEAM IN STAIRCASES AND EXIT ROUTES SHALL BE 2000mm MINIMUM.
8. ALL STAIRCASES OF 1050mm WIDE OR MORE SHALL BE PROVIDED WITH HANDRAILS ON BOTH SIDES.
9. ALL RISERS OF STAIRCASES SHALL BE NOT MORE THAN 175mm AND TREADS NOT LESS THAN 225mm.
10. ALL LEVELS ARE STRUCTURAL AND IN METERS ABOVE P.D. UNLESS OTHERWISE INDICATED.
11. PROVISIONS FOR PERSONS WITH A DISABILITY TO BE COMPLIED WITH AS FOLLOWS:
BUILDING (ADMINISTRATION) REGULATION 8(1)(m)
BUILDING (PLANNING) REGULATIONS 2(1) ; 39 (3)(e), 72 AND THIRD SCHEDULE
BUILDING (STANDARDS OF SANITARY FITMENTS, PLUMBING, DRAINAGE WORKS AND LATRINES) REGULATIONS 8A AND 61(3)
LIFT FOR THE DISABLED TO BE PROVIDED AS MARKED Ⓓ ON PLANS.
TO BE COMPLY WITH DESIGN MANUAL BARRIER FREE ACCESS : 2008 (2021 EDITION)
12. PERMANENT ARTIFICIAL LIGHTING SHALL BE PROVIDED TO STAIRCASES AS INDICATED ON PLANS TOGETHER WITH A BATTERY-POWERED EMERGENCY LIGHTING SYSTEM COMPLYING WITH THE REQUIREMENTS OF THE DIRECTOR OF FIRE SERVICES AND B.S.5266 PART 1 : 1988 AND PERMANENTLY MAINTAINED IN EFFECTIVE WORKING ORDER ALL TO THE SATISFACTION OF THE BUILDING AUTHORITY.
13. ALL DIMENSIONS SHOWN ON DRAWINGS ARE STRUCTURAL AND IN (mm) UNLESS OTHERWISE STATED.
14. MINIMUM CLEAR HEIGHT (DOMESTIC AREA) FROM FLOOR TO UNDERSIDE OF BEAM TO BE 2.3 m AND TO CEILING TO BE 2.5 m.
15. ALL 100mm SOLID CONC. BLOCK PARTITION WALL REQUIRED TO HAVE 120 MINS. F.R.R. ARE TO BE FINISHED WITH 13 GYPSUM PLASTER ON BOTH SIDES.
16. 60mins F.R.R VERTICAL SMOKE BARRIERS 450 HIGH SHALL BE PROVIDED TO PERIMETER OF ALL VOIDS INCLUDING ATRIUM VOIDS, ESCALATOR VOIDS AND STAIR VOIDS. AS PRESCRIBED UNDER PARAGRAPH C10.1 F.S. CODE 2011.
17. ARTIFICIAL LIGHTING AND MECHANICAL VENTILATION TO BE PROVIDED FOR THE AREA MARKED WITH THE FOLLOWING SYMBOL : MV/AL
18. ALL LIFT DOORS TO HAVE F.R.R. -/120/- UNLESS OTHERWISE SPECIFIED ON PLAN
19. PERMANENT ARTIFICAL LIGHTING SYSTEM TOGETHER WITH AN AUTOMATIC STAND-BY SYSTEM TO BE PROVIDED FOR THE AREA TO THE SATISFACTION OF THE BUILDING AUTHORITY WHERE MARKED WITH THE FOLLOWING SYMBOL : P/L
20. IN CASE OF POWER FAILURE, THE AUTOMATIC DOOR AT THE MAIN ENTRANCE CAN BE OPENED MANUALLY. (COMPLY WITH PARAGRAPH B 13.2 F.S. CODE 2011.)
21. ~~LIFT MODELS 5500 FOR MACHINE ROOM LESS HAD BEEN APPROVED BY EMSD ON 12OCT,2016. (REF : (2) IN BM00004552) - FOR LIFT 3.~~
22. CURTAIN WALLS AND CLADDINGS SHALL BE CONSTRUCTED ENTIRELY OF NON-COMBUSTIBLE MATERIALS IN ACCORDANCE WITH SECTION 5 OF THE CODE OF PRACTICE FOR FIRE SAFETY IN BUILDINGS 2011("FIRE CODE"), EXCEPT THE MATERIALS STATED IN CLAUSE C10.2 AND TABLE C2 OF PART C OF FIRE CODE.
23. BRAILLE CELLS AND TACTILE SIGNS WILL BE INSTALLED ON ADJACENT WALL OR DOOR OF PUBLIC TOILET TO INDICATE WHETHER THE TOILET IS FOR MALE, FEMALE OR UNISEX. THE SIGN WILL BE PLACED AT 900-1500MM A.F.F.L.
24. GONDOLA SYSTEM MEETING THE REQUIREMENT STIPULATED BY THE RELEVANT AUTHORITIES INCLUDING THE GUIDELINES IN PNAP ADV-11 AND ADV-14, WITH SPECIFICATIONS SUCH AS SIZE AND LOADING CAPACITY SERVING THE DESIGNED FUNCTION AND ADEQUATE RESTRAINT TO PREVENT UNDUE SWAY OR MOTION OF GONDOLA IN OPERATION, IS PROVIDED FOR THE ACCESS TO ALL EXTERNAL WALL FEATURES WHICH HAVE BEEN EXEMPTED OR DISREGARDED FROM SITE COVERAGE OR PLOT RATIO FOR THE ROUTINE MAINTENANCE, REPAIR AND GENERAL INSPECTION OF SUCH FEATURES, UNLESS OTHER MEANS OF SAFE ACCESS HAVE BEEN DEMONSTRATED ON PLAN FOR SUCH PURPOSES.
25. THE MATERIALS INCLUDING THE EMBEDDED FILLERS OR INSULATIONS PROPOSED IN THE METAL CLADDING SHALL BE CONSTRUCTED WITH BUILDING (CONSTRUCTION) REGULATION 28 AND THE RELEVANT CLAUSES OF THE CODE OF PRACTICE FOR FIRE SAFETY IN BUILDINGS 2011 PART E PARTICULARLY E10.1
26. COMPLY WITH CODE OF PRACTICE ON ACCESS FOR EXTERNAL MAINTENANCE_2021 AND CAP 123Q BUILDING (CONSTRUCTION) REGULATION
27. PRIOR TO THE APPLICATION FOR CONSENT TO THE COMMENCEMENT OF THE BUILDING WORKS, A PROVISIONAL EE REPORT SHOULD BE SUBMITTED ACCORDING TO PNAP APP-156.
28. LIFT Ⓐ & LIFT Ⓓ SERVE GROUND FLOOR TO 30TH FLOOR, EXCEPT 4TH, 13TH, 14TH, 24TH FLOOR.
29. THE PROPOSED DEVELOPMENT SHOULD COMPLY WITH THE REQUIREMENT OF $RTTV_{Wall}$, $RTTV_{Roof}$, $OTTV_{RRF}$, VLT_{Glass} and ER_{Glass} UNDER PARAGRAPH 6 OF PNAP APP 156.
30. THE RESIDENT'S RECREATIONAL FACILITIES SHOULD BE FOR EXCLUSIVE CASE OF THE OCCUPANTS OF THE DOMESTIC PREMISES OF THE BUILDING.
31. THE MINIMUM DIMENSION OF THE AREA FOR THE REFUGE SHOULD AT LEAST 50% GREATER THAN THE WIDTH OF THE WIDEST REQUIRED STAIRCASE PASSING THROUGH THE REFUGE FLOOR UNDER F.S. B18.2 (C)
32. BEFORE APPLYING FOR THE CONSENT TO COMMENCE THE SUPERSTRUCTURE WORKS, THE PROVISIONS FOR M&R ACCESS REQUIRED UNDER THE CODE OF PRACTICE ON ACCESS FOR EXTERNAL MAINTENANCE WILL BE SUBMITTED TO AND APPROVED BY BD

DEMONSTRATION ON COMPLIANCE WITH PNAP APP-152

A. BUILDING SEPARATION REQUIREMENT :
NOT APPLICABLE AS
1. SITE AREA = 518.408 m² < 20,000 m²
2. Lp = 27.295 m < 60 m

B. BUILDING SET BACK REQUIREMENT :
NOT APPLICABLE AS
1. WIDTH OF KAM WA STREET > 15 m

C. SITE COVERAGE OF GREENERY REQUIREMENT :
NOT APPLICABLE AS
1. SITE AREA = 518.408 m² < 1,000 m²

TYPICAL SECTION & DETAIL

TYPICAL DETAIL OF CURTAIN WALL & OPENABLE WINDOW

SCALE = 1 : 50

(WORKER CAN CARRY OUT THE GENENRAL MAINTENANCE ACTIVITIES IN FLAT UNIT, BALCONY AND UTILITY PLATFORM), FOR SOME CLEANING, MAINTENANCE & REPAIR WORKS, SCAFFOLDING OR TEMPORARY / PERMANENT GONDOLA SYSTEM WILL BE APPLIED.

TYPICAL DETAIL OF FLUE APERTURE IN EXTERNAL WALL

SCALE = 1 : 50

TYPICAL SECTION OF NOTIONAL GAS HEATER FOR 3RD TO 30TH FLOOR ALL FLAT UNITS

SCALE = 1 : 50

* A NOTICE IN ENGLISH AND CHINESE AND OF METAL, PLASTIC OR OTHER SUITABLE MATERIAL SHOWING THE LOCATION OF THE APERTURE FOR THE PURPOSES OF BUILDING (PLANNING) REGULATION 35A TO BE AFFIXED TO THE BALCONY / U.P. BEFORE APPLICATION FOR O.P.

TYPICAL SECTION OF ALUMINIUM CANOPY

SCALE = 1 : 100

TARGET RATING IN THE COMPLIANCE ASSESSMENT UNDER BEAM PLUS NB AND SPECIFIC STANDARDS AS STIPULATED IN PNAP APP-151

1.	TARGET RATING IN THE COMPLIANCE ASSESSMENT UNDER BEAM PLUS NB	ANTICIPATED GOLD
2.	PROVISION OF SPECIFIC STANDARD(S)	
2.1	ENHANCED GREENERY PROVISION	☐
	☐ SKYRISE GREENING ☐ GREENING BUFFER ☐ TREE CLUSTER	☐
2.2	HEALTH AND WELL-BEDING	
	FEATURES: 2.2.1 ____ 2.2.2 ____ 2.2.3 ____ 2.2.4 ____ 2.2.5 ____	
2.3	ENHANCED NATURAL VENTILATION	☐
	☐ NVTC REQUIREMENTS FOR RESIDENTIAL BUILDNG ☐ LIGHT WELL PROVIDED IN A RESIDENTIAL BUILDING FOR THE PURPOSE OF COMPLIANCE WITH REGULATION 36 OF THE BUILDING (PLANNING) REGULATIONS	
2.4	ADOPTION OF BUILDING INFORMATION MODELLING	☐
2.5	ADOPTION OF MULTI-TRADE INTEGRATED MECHANICAL, ELECTRICAL AND PLUMBING IN BUILDING SERVICES	☐

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SITE AREA DIAGRAM

1:250

SITE BOUNDARY DATA			
PONT	BEARING ° ' "	NORTHING	EASTING
A	11 26 40	815479.772	841723.426
B	101 17 20	815447.982	841732.394
C	101 17 20	815477.087	841736.877
D	101 17 20	815476.192	841741.361
E	101 17 20	815474.402	841750.328
F	191 26 40	815455.880	841746.578
G	281 17 20	815457.670	841737.611
H	191 26 40	815458.565	841733.127
J	191 26 40	815459.460	841728.644
K	218 17 20	815461.250	841719.677

EXISTING SITE AREA OF NOS. 9-19 KAM WA STREET

172.803 sq.m.
86.401 sq.m.
86.401 sq.m.
\+ 172.803 sq.m.
= 518.408 sq.m.

EVA PERIMETER DIAGRAM & CALCULATION (GROUND FLOOR TO 2ND FLOOR) 1:300

EVA PERIMETER CALCULATION (GROUND FLOOR TO 2ND FLOOR)

Perimeter of Building	27.110 + 18.780 + 27.110 + 18.780 = 91.780 m.
Length of Facade to be Served by EVA	26.930 m.
% (Permit min. 25%)	29.342% > 25%

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EVA PERIMETER DIAGRAM & CALCULATION (3RD FLOOR TO 28TH FLOOR) 1:300

EVA PERIMETER CALCULATION (3RD FLOOR TO 28TH FLOOR)

Perimeter of Building	3.851+5.200+0.300+1.792+0.300+1.250 +5.816+1.250+0.300+1.792+0.300+5.200 +3.840+6.075+6.250+1.019+0.605+0.988 +0.477+5.301+0.477+1.513+6.250+6.261 = 66.407 m.
Length of Facade to be Served by EVA	3.851+5.200+1.250+5.816+1.250+5.200+3.840 = 26.407 m.
% (Permit min. 25%)	39.765% > 25%

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EVA PERIMETER DIAGRAM & CALCULATION (29TH FLOOR TO UPPER ROOF) 1:300

EVA PERIMETER CALCULATION (29TH FLOOR TO UPPER ROOF)

Perimeter of Building	3.850+0.300+18.695+0.300+3.840+6.075 +6.250+1.019+0.605+0.988+0.477+5.301 +0.477+1.513+5.145+6.551 = 61.386 m.
Length of Facade to be Served by EVA	3.850+0.300+18.695+0.300+3.840 = 26.985 m.
% (Permit min. 25%)	43.960% > 25%

REFERENCES :

File
B. D. : BD 2/3009/19
F. S. D. : FP 8/13004<34>

JOB TITLE :

PROPOSED COMMERCIAL/RESIDENTIAL
ON SIL 433 S.F, SIL 433 S.G, SIL 433 RP,
SIL 433 S.D AT NOS. 9-19 KAM WA STREET,
SHAU KEI WAN, HONG KONG

GENERAL NOTES :
1. Do not scale drawings : Figured dimensions are to be followed.
2. All dimensions are to be checked and verified on site.
3. All prints, notes, specifications and thier copyright are the property of the Architects/Engineers.
4. This Drawing is not valid for construction or other purposed unless certified by the Architects/Engineers.

NOTES :
4TH, 13TH, 14TH, 24TH DELETED FROM FLOOR NUMBERING SYSTEM.

DRAWING LIST

DWG NO.	REV.	DRAWING TITLE
2-01	C	NOTES & EVA DIAGRAM AND CALCULATION
2-02	C	GFA DIAGRAMS AND CALCULATIONS
2-03	C	SCHEDULE, FIRE COMPARTMENT & UFA DIAGRAMS AND CALCULATIONS
2-04	C	WINDOW AREA DIAGRAMS AND CALCULATIONS
2-05	C	GROUND FLOOR TO 2ND FLOOR PLAN
2-06	C	3RD TO 28TH FLOOR PLAN
2-07	C	29TH TO UPPER ROOF FLOOR PLAN
2-08	C	ELEVATION 1
2-09	C	ELEVATION 2
2-10	C	ELEVATION 3
2-11	C	ELEVATION 4
2-12	C	SECTION A-A
2-13	C	SECTION B-B

REVISIONS		SIGNATURE	DATE
-	FIRST SUBMISSION	JIMMY	08/19
-	RE-SUBMISSION	JIMMY	01/20
-	RE-SUBMISSION	JIMMY	04/20
-	RE-SUBMISSION	JIMMY	09/20
A	GENERAL REVISION	JIMMY	03/21
B	GENERAL REVISION	JIMMY	01/23
C	GENERAL REVISION	JIMMY	12/24

DESIGNED		
DRAWN	JIMMY	09/18
CHECKED		

ARCHITECT/ENGINEER IN CHARGE

NG KIT WAH BENNY
AUTHORIZED PERSON - ARCHITECT

Plan Approved
WAN Chi-wai
Chief Building Surveyor
for BUILDING AUTHORITY
- 4 FEB 2025

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(b) and the provision of section 14(2)(c) of the Buildings Ordinance are of particular relevance in this regard

FOR BUILDINGS DEPARTMENT

AMENDED PLAN

06 DEC 2024

百利保發展顧問有限公司
Paliburg Development Consultants Limited

DRG. TITLE : (BUILDING PLAN)
NOTES & EVA DIAGRAM AND CALCULATION

SCALE : AS SHOWN
File Name: (for CAD drawing) 2-01
JOB NO : 433
DRG.NO. : 2-01

LIST OF G.F.A. CONCESSIONS

	To be specified on plans in making application for GFA concessions – Non-Domestic	To be specified on plans in making application for GFA concessions – Domestic	To be specified in the final amendment plans prior to the application for occupation permit
Disregarded GFA under Building (Planning) Regulation 23(3)(b)			
1. Carpark and loading/unloading areas excluding public transport terminus	–	–	–
2. Plant rooms and similar services			
2.1 Area of plant rooms and similar services which are limited by respective PNAPs or regulations such			
i) TBE room	–	24.231 m²	–
ii) material recovery chamber	–	54.900 m²	–
iii) lift machine room	–	35.133 m²	–
Total	–	114.264 m²	–
2.2 Area of plant rooms and similar services which are NOT limited by any PNAPs or regulations such as room occupied soley by FSI and equipment, meter room, transformer room, pump room, etc.	–	403.649 m²	–
2.3 Non-mandatory or non-essential plant room, such as A/C room, AHU room			
i) AHU plant room	–	–	–
ii) CHILLER plant room	–	–	–
Green Featires under JPN 1 and 2			
5. Balcony	–	90.000 m²	–
6. Wider common corridor and lift lobby	–	–	–
7. Communal sky garden	–	–	–
8. Communal podium garden for non-domestic building	–	–	–
9. Acoustic fin	–	–	–
10. Wing wall, wind catcher and funnel	–	–	–
11. Non-structural prefabricated external wall	–	–	–
12. Utility platform	–	67.500 m²	–
13. Noise barrier	–	–	–
Amenity Features			
14. Counters, offices, stores, guard rooms and lavatories for watchmen, management staff and owners' corporation office	–	–	–
15. Recreational facilities	–	117.539 m²	–
16. Covered landscaped and play area	–	–	–
17. Horizontal screens/covered walkways	–	–	–
18. Larger lift shaft	–	118.920 m²	–
19. Chimney shaft	1.590 m²	–	–
20. Other non-mandatory or non-essential plant room, such as boiler room, SMATV room	–	–	–
21. Pipe duct, air duct for mandatory feature or essential plant room	–	44.871 m²	–
22. Pipe duct, air duct for non-mandatory or or non-essential plant room	–	–	–
23. Plant room, pipe duct, air duct for environmentally friendly system and feature	–	–	–
24. High headroom and void in front of cinema, shopping arcade etc. in non-domestic development	–	–	–
25. Void over main common entrance (prestige entrance) in non-domestic development	–	–	–
26. Void in duplex domestic flat and house	–	–	–
27. Sun shade and reflector	–	–	–
28. Minor projection such as AC box, window cill, projecting window	–	–	–
29. Other projection such as air-conditioning box, and platform with a projection of more than 750mm from external wall	–	–	–
Other Items			
30. Refuge floor including refuge floor cum sky garden	–	155.438 m²	–
31. Covered area under large projecting/overahnging feature	–	–	–
32. Public transport terminus (PTT)	15.048 m²	–	–
33. Party structure and common staircase	–	–	–
34. Horizontal area of staircase, lift shaft and vertical duct solely serving floor accepted as not being accounting for GFA	–	74.892 m²	–
35. Public passage	–	–	–
36. Covered set back area	–	–	–
Bonus GFA			
37. Bonus GFA	–	–	–

FEATURES SUBJECT TO THE OVERALL CAP OF 10% (FOR NON-DOMESTIC)

= 1.590 m² (ITEM 19) / 388.957 m² x 100% = 0.409 % < 10 %

FEATURES SUBJECT TO THE OVERALL CAP OF 10% (DOMESTIC)

TOTAL AREA = 90.000 m² (ITEM 5) + 67.500 m² (ITEM 12) + 117.539 m² (ITEM 15) + 118.920 m² (ITEM 18)
= 393.959 m² / 3,939.788 m² x 100% = 9.999 % < 10 %

SITE COVERAGE AND PLOT RATIO CALCULATIONS
(UNDER BUILDING REGULATION & TOWN PLANNING)

SITE PARTICULAR
AREA OF SITE = 518.408 m²
CLASS OF SITE = 'A'
HEIGHT OF BUILDING = 96.51m (ROOF LEV.) – 4.11m (MEAN STREET LEV.)
= 92.40m (OVER 61m)

SITE COVERAGE
PERMISSIBLE SITE COVERAGE FOR NON-DOMESTIC (NOT EXCEEDING 15m) = 100%
ACTUAL SITE COVERAGE FOR NON-DOMESTIC (NOT EXCEEDING 15m) = 500.003 m² / 518.408 m² x 100% = 96.450% < 100%
PERMISSIBLE SITE COVERAGE NON-DOMESTIC (OVER 15m) = 60%
ACTUAL SITE COVERAGE FOR NON-DOMESTIC = 310.495 m² / 518.408 m² x 100% = 59.894% < 60%
PERMISSIBLE SITE COVERAGE FOR DOMESTIC (OVER 61m) = 33.33%
ACTUAL SITE COVERAGE FOR DOMESTIC = 172.777 m² / 518.408 m² x 100% = 33.328% < 33.33%

PLOT RATIO
UNDER BUILDING REGULATION
PERMISSIBLE PLOT RATIO FOR NON-DOMESTIC = 15
PERMISSIBLE PLOT RATIO FOR DOMESTIC = 8
PROPOSED PLOT RATIO FOR NON-DOMESTIC = 388.957 / 518.408 m² = 0.75031 < 0.75408
PROPOSED PLOT RATIO FOR DOMESTIC = 3,939.788 / 518.408 m² = 7.600 < 8
REMAINING PLOT RATIO FOR NON-DOMESTIC = (8 – 7.600) x 15 / 8 = 0.750408

ACTUAL G.F.A. FOR NON-DOMESTIC PART
GROUND FLOOR = 336.617 m²
1ST FLOOR = 52.340 m²
~~2ND FLOOR = 51.028 m²~~
TOTAL NON-DOMESTIC GROSS FLOOR AREA = 388.957 m²

ACTUAL G.F.A. FOR DOMESTIC PART
GROUND FLOOR = 68.332 m²
3RD FLOOR = 161.673 m²
5TH–21ST FLOORS (168.673 m² x 15 storeys) = 2,530.095 m²
22ND–28TH FLOORS (166.710 m² x 6 storeys) = 1,000.260 m²
29TH FLOOR = 149.344 m²
30TH FLOOR = 149.004 m²
~~31ST FLOOR = 136.630 m²~~
SUB-TOTAL GROSS FLOOR AREA = 4,058.708 m²

DEDUCT
LIFT SHAFT EXEMPTED AREA = 118.920 m² {{(ITEM 18)
TOTAL DOMESTIC GROSS FLOOR AREA = 3,939.788 m²

TOTAL G.F.A. (NON-DOMESTIC G.F.A. + DOMESTIC G.F.A.) = 4,328.745 m²

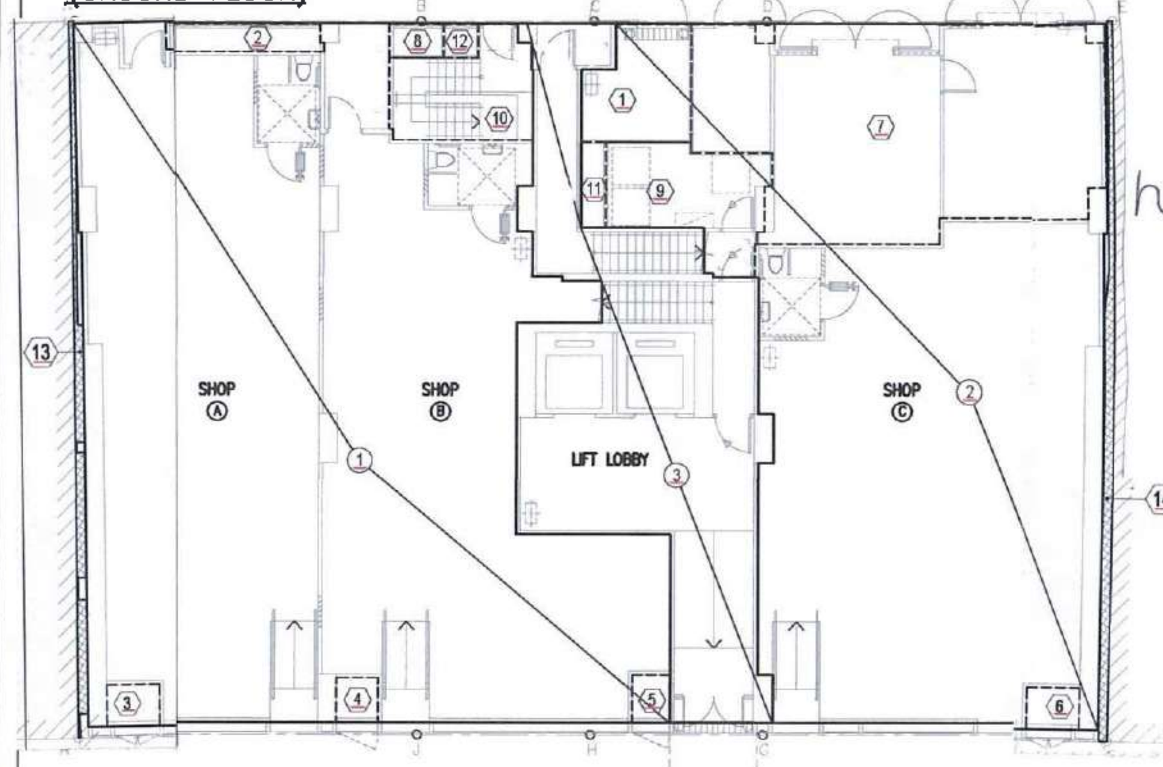
G.F.A. COUNTABLE LIFT SHAFT AREA SCHEDULE (FOR DOMESTIC USE) – REFER PNAP APP-89

FLOOR	LIFT NO.	LIFT SHAFT AREA (m²) PER FLOOR	NO. OF FLOOR	SUBTOTAL (m²)	
GROUND FLOOR, 3RD TO 30TH	LIFT 1	2.15 x 2.05 = 4.408	25	110.200	220.400
	LIFT 2	2.15 x 2.05 = 4.408		110.200	

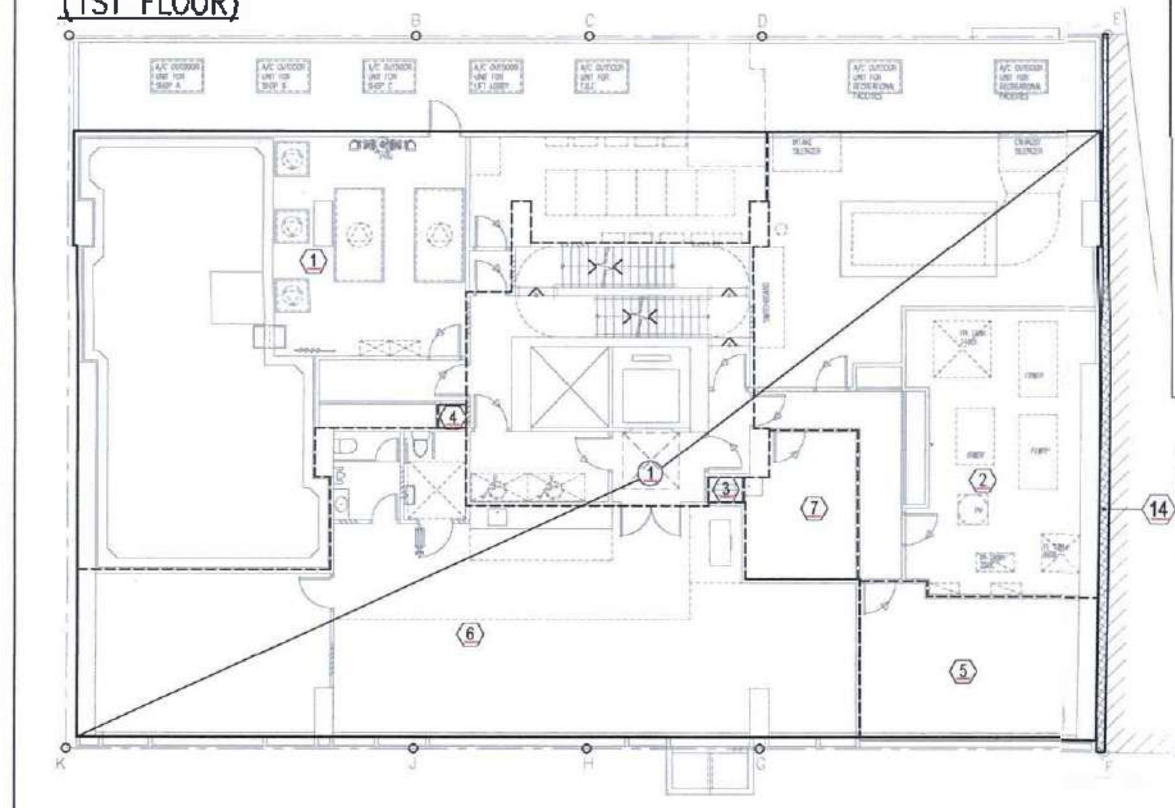
G.F.A. OF LIFT SHAFT TO BE EXEMPTED
= 220.400 m² / 4,058.708 m² x 100% – 2.5%
= 5.430% – 2.5%
= 2.930%
ACTUAL EXEMPTED G.F.A. OF LIFT SHAFT
= 4,058.708 m² x 2.930%
= 118.920 m²

SITE COVERAGE AND GROSS FLOOR AREA DIAGRAMS AND CALCULATIONS

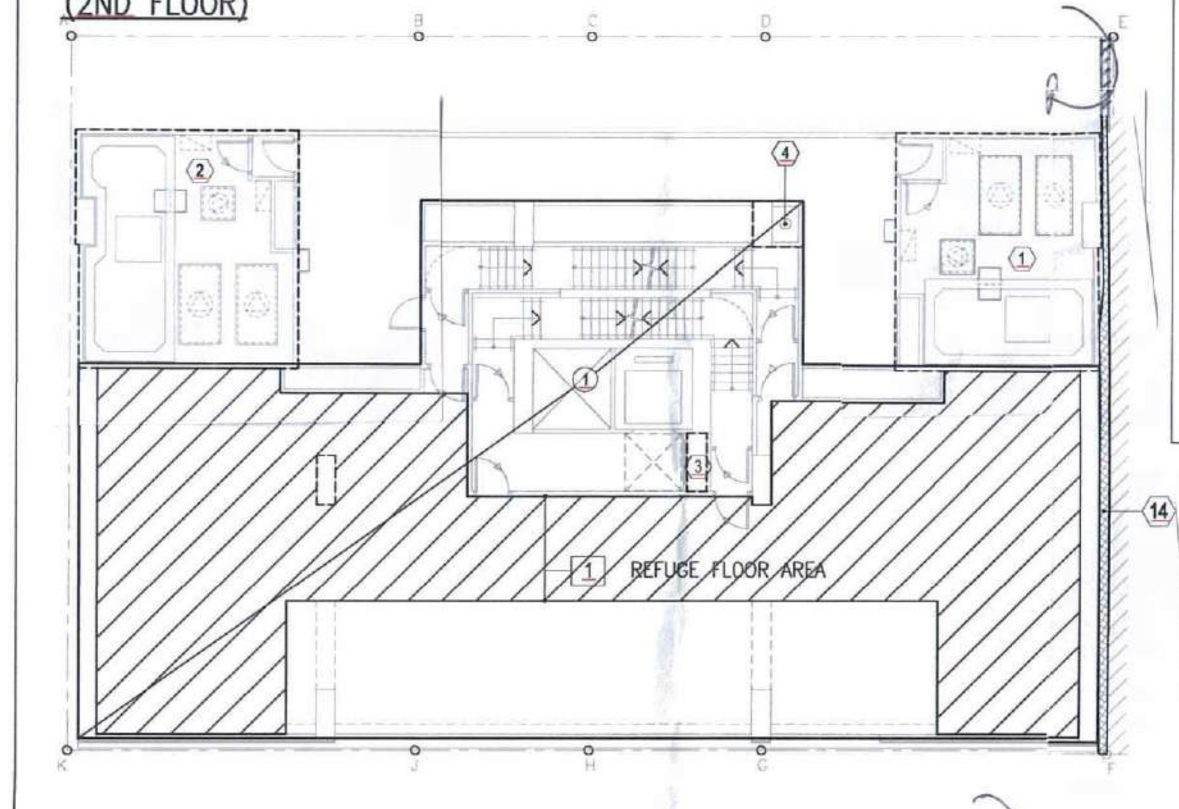
NON-DOMESTIC GROSS FLOOR AREA DIAGRAM (GROUND FLOOR)



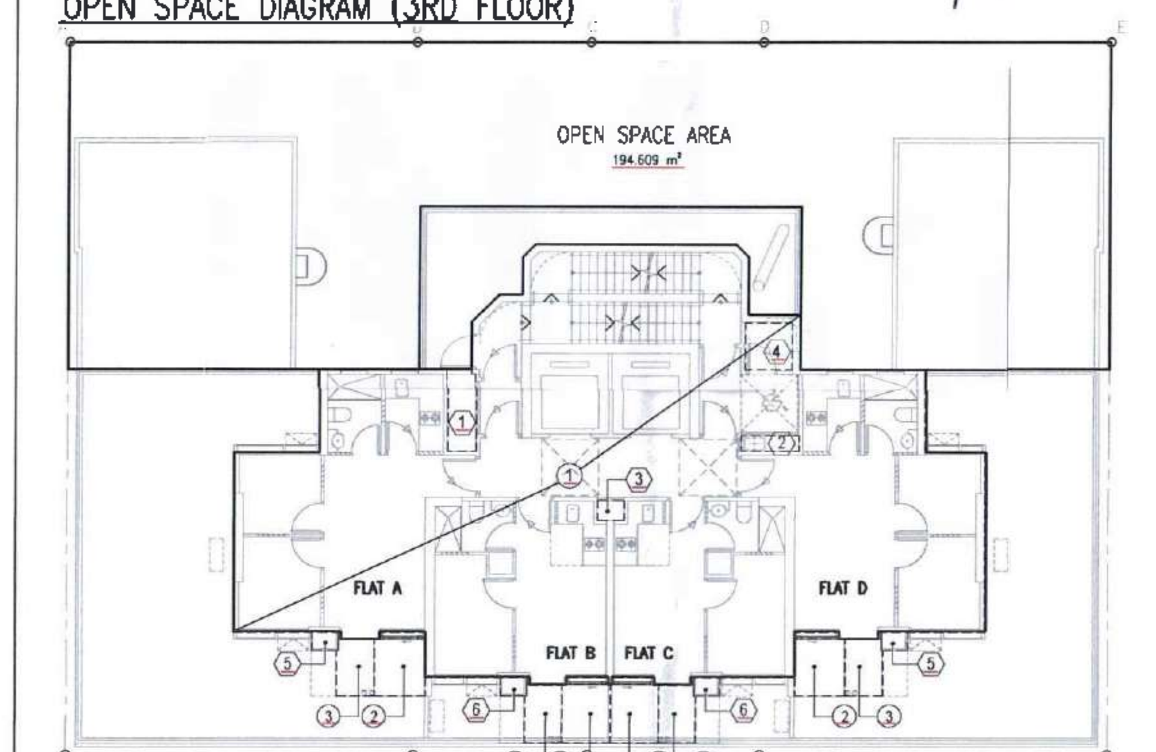
NON-DOMESTIC GROSS FLOOR & RECREATIONAL FACILITIES AREA DIAGRAM (1ST FLOOR)



NON-DOMESTIC SITE COVERAGE AREA DIAGRAM & G.F.A. CONCESSION (2ND FLOOR)



DOMESTIC GROSS FLOOR AREA & OPEN SPACE DIAGRAM (3RD FLOOR)



DOMESTIC SITE COVERAGE AREA CALCULATION (OVER 61m)
BUILDING COVERED AREA (LEGEND ------) = 165.777 m²
(2) BALCONY 2.000 m² x 4 nos. x 50% = 4.000 m²
(3) UTIL. 1.500 m² x 4 nos. x 50% = 3.000 m²
TOTAL = 172.777 m²

LIST OF G.F.A. CONCESSIONS
FEATURES SUBJECT TO THE OVERALL CAP OF 10%

PNAP APP-151 APPENDIX A ITEMS REFER	AREA	
GREEN FEATURES UNDER JPNs		
– BALCONY UNDERNEATH AT 3RD FLOOR		= 8.000 m²
– BALCONY (FOR 5/F – 21/F)	(2.000 m² – 1.000 m²) x 4 = 4.000 m² x 15 STOREYS	60.000 m²
– BALCONY (FOR 22/F – 28/F)	(2.000 m² – 1.000 m²) x 3 = 3.000 m² x 6 STOREYS	= 18.000 m²
– BALCONY (FOR 29/F)	(2.000 m² – 1.000 m²) x 2 = 2.000 m² x 1 STOREY	= 2.000 m²
– BALCONY (FOR 30/F)	(2.000 m² – 1.000 m²) x 2 = 2.000 m² x 1 STOREY	= 2.000 m²
~~– BALCONY (FOR 31/F)~~	~~(2.000 m² – 1.000 m²) x 3 = 3.000 m² x 1 STOREY~~	~~= 3.000 m²~~
	TOTAL BALCONY AREA	= 90.000 m²
– UTIL. UNDERNEATH AT 3RD FLOOR		= 6.000 m²
– UTIL. (FOR 5/F – 21/F)	(1.500 m² – 0.750 m²) x 4 = 3.000 m² x 15 STOREYS	= 45.000 m²
– UTIL. (FOR 22/F – 28/F)	(1.500 m² – 0.750 m²) x 3 = 2.250 m² x 6 STOREYS	= 13.500 m²
– UTIL. (FOR 29/F)	(1.500 m² – 0.750 m²) x 2 = 1.500 m² x 1 STOREY	= 1.500 m²
– UTIL. (FOR 30/F)	(1.500 m² – 0.750 m²) x 2 = 1.500 m² x 1 STOREY	= 1.500 m²
~~– UTIL. (FOR 31/F)~~	~~(1.500 m² – 0.750 m²) x 3 = 2.250 m² x 1 STOREY~~	~~= 2.250 m²~~
	TOTAL UTIL. AREA	= 67.500 m²

GROUND FLOOR DOMESTIC G.F.A. CALCULATION
(3) = 68.332 m²

GROUND FLOOR NON-DOMESTIC G.F.A. CALCULATION
(1) = 237.865 m²
(2) = 193.806 m²
SUB-TOTAL = 431.671 m²

DEDUCT

⟨1⟩	= 7.910 m²	REFUSE STORAGE AND MATERIAL RECOVERY CHAMBER		#(ITEM 2.1 – ii)
⟨2⟩	= 2.853 m²	CHECK METER CABINET	75.631 m²	#(ITEM 2.2)
⟨3⟩	= 1.540 m²	SP.I		
⟨4⟩	= 1.320 m²	F.S.I.		
⟨5⟩	= 1.300 m²	DRENCHER INLET		
⟨6⟩	= 1.540 m²	SP.I		
⟨7⟩	= 54.855 m²	HV SWITCH ROOM, TRANSFORMER ROOM, LV CABLE RISER ROOM		
⟨8⟩	= 1.247 m²	TOWNGAS CABINET		
⟨9⟩	= 10.976 m²	F.S. CONTROL ROOM AND SPRINKLER CONTROL VALVE ROOM		
⟨10⟩	= 9.222 m²	STAIRCASE FOR LIFT PIT		#(ITEM 34)
⟨11⟩	= 1.482 m²	P.D.	2.291 m²	#(ITEM 21)
⟨12⟩	= 0.809 m²	T.B.E. DUCT		

SUB-TOTAL = 95.054 m²
TOTAL NON-DOMESTIC G.F.A. = 336.617 m²

NON-DOMESTIC SITE COVERAGE CALCULATION (NOT EXCEEDING 15m)
(1) + (2) + (3) = 500.003 m²

EXISTING PARTY WALL AREA EXCLUED FROM G.F.A. AND PLOT RATIO CALCUALTION
⟨13⟩ G/F = 3.243 m²
⟨14⟩ G/F TO 2/F 3.935 m² x 3 storeys = 11.805 m²
TOTAL EXISTING PARTY WALL AREA = 15.048 m²
EXISTING PARTY WALL PLOT RATIO = 15.048 m² / 518.408 m² = 0.029

1ST FLOOR NON-DOMESTIC G.F.A. CALCULATION
(1) BUILDING COVERED AREA = 432.771 m²

DEDUCT

⟨1⟩	= 128.659 m²	SPRINKLER WATER PUMP & TANK ROOM, LV SWITCH ROOM, CHECK METER CABINET	227.221 m²	#(ITEM 2.2)
⟨2⟩	= 97.934 m²	POTABLE & FLUSHING WATER PUMP & TANK ROOM, W.M.C., CHECK METER CABINET & EMERGENCY GENERATOR ROOM		
⟨3⟩	= 0.628 m²	H.R.		
⟨4⟩	= 0.450 m²	P.D.		#(ITEM 21)
⟨5⟩	= 24.231 m²	T.B.E. ROOM		#(ITEM 2.1 – i)
⟨6⟩	= 117.539 m²	RECREATIONAL FACILITIES		{{(ITEM 15)
⟨7⟩	= 10.990 m²	RECYCLING CORNER		#(ITEM 2.1 – ii)

SUB-TOTAL = 380.431 m²
TOTAL NON-DOMESTIC G.F.A. = 52.340 m²

EXEMPTED RECREATIONAL FACILITIES G.F.A. CALCULATION (1ST FLOOR)
RECREATIONAL FACILITIES AREA CALCULATION = 117.539 m²
ALLOWABLE G.F.A. EXCLUSION FOR RECREATIONAL FACILITIES NOT MORE THAN 5% OF THE TOTAL DOMESTIC G.F.A.
= 3,939.788 m² x 5%
= 196.989 m²
PROVIDED RECREATIONAL FACILITIES G.F.A.
= 117.539 m² < 196.989 m² (5%)

NON-DOMESTIC SITE COVERAGE CALCULATION (OVER 15m)
(1) BUILDING COVERED AREA = 310.495 m²

REFUGE FLOOR CALCULATIONS #(ITEM 30)
REFUGE FLOOR AREA REQUIRED:
310.495 m² / 2 = 155.248 m²
[1] PROPOSED REFUGE FLOOR AREA (LEGEND ▨) = 155.438 m² > 155.248 m² (REQUIRED)

2ND FLOOR G.F.A. CONCESSION DIAGRAM
⟨1⟩ = 34.272 m² F.S. WATER PUMP AND TANK ROOM & CHECK METER CABINET #(ITEM 2.2)
⟨2⟩ = 36.522 m² DRENCHER WATER PUMP AND TANK ROOM & CHECK METER CABINET #(ITEM 2.2)
⟨3⟩ = 0.814 m² EL. DUCT #(ITEM 21)
⟨4⟩ = 1.590 m² CHIMNEY SHAFT #(ITEM 19)

3RD FLOOR DOMESTIC G.F.A. CALCULATION
(1) BUILDING COVERED AREA = 165.777 m²

DEDUCT
⟨1⟩ = 1.613 m² E.M.C
⟨2⟩ = 0.606 m² W.M.C. & H.R — 2.219 m² #(ITEM 2.2)
** ⟨3⟩ = 0.385 m² P.D. #(ITEM 21)
⟨4⟩ = 1.500 m² RSR #(ITEM 2.1 – ii)
SUB-TOTAL = 4.104 m²
TOTAL DOMESTIC G.F.A. = 161.673 m²

OPEN SPACE AREA CALCULATIONS
CLASS OF SITE : 'A'
OPEN SPACE AREA REQUIRED :
= 1/2 ROOF OVER AREA
172.777 m² x 1/2 = 86.389 m²

TOTAL OPEN SPACE AREA PROVIDED = 194.609 m² > 86.389 m²

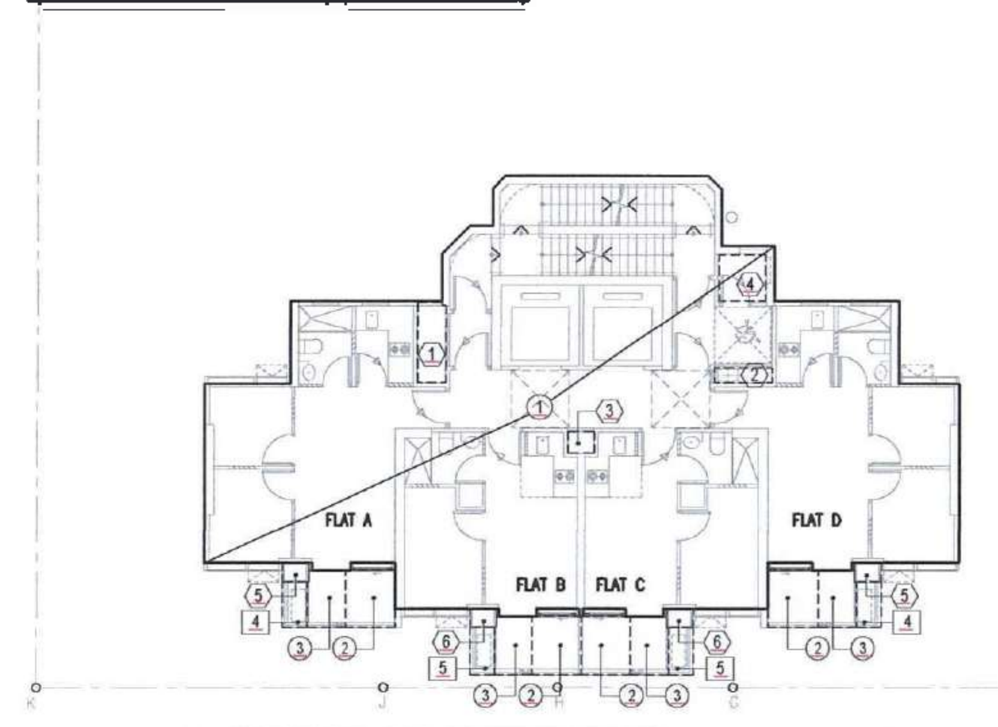
COVERED AREA UNDERNEATH 3RD FLOOR BALCONY & U.P.
(2) BALCONY 2.000 m² x 4 nos. = 8.000 m²
(3) UTIL. 1.500 m² x 4 nos. = 6.000 m²

EXTERNAL PIPE DUCT CALCULATION
⟨5⟩+⟨5⟩+⟨6⟩+⟨6⟩ = 0.352 m² + 0.352 m² + 0.345 m² + 0.345 m² = 1.394 m² #(ITEM 21)

ROOF FLOOR G.F.A. CONCESSION DIAGRAM

[1] = 15.819 m² FRESH WATER BOOSTER PUMP ROOM & H.R. #(ITEM 2.2)
[2] = 36.489 m² HORIZONTAL AREA OF STAIRCASE #(ITEM 34)

DOMESTIC GROSS FLOOR AREA DIAGRAM (5TH – 21ST FLOOR)(15 STOREYS)



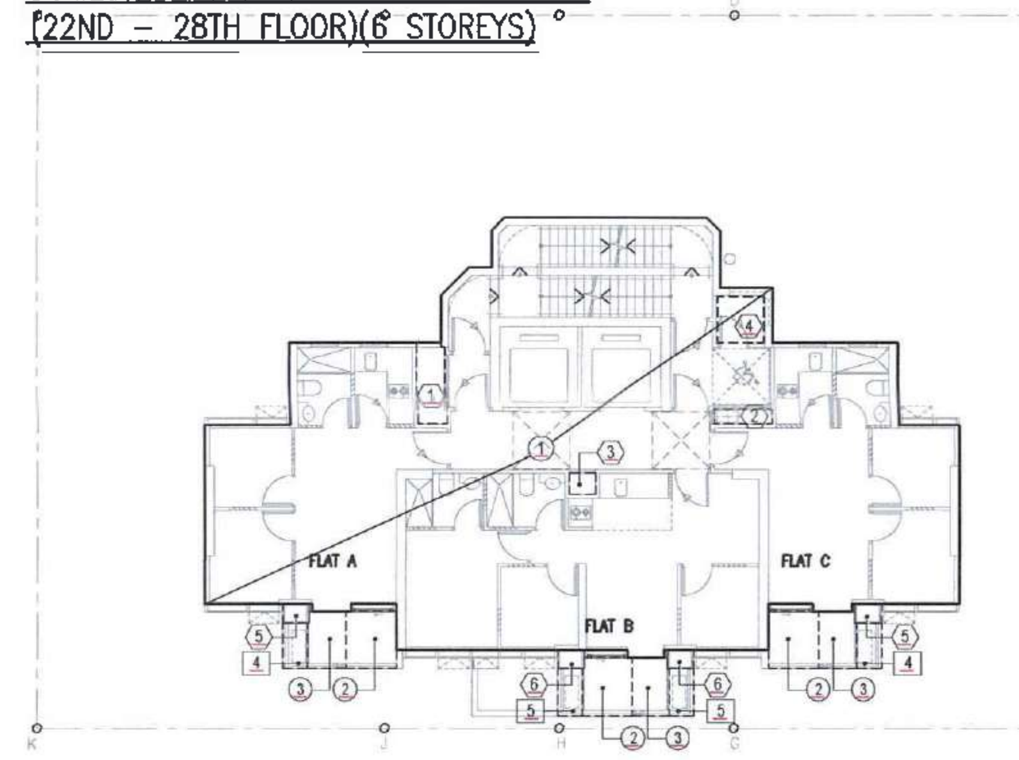
5TH – 21ST FLOOR DOMESTIC G.F.A. CALCULATION
(1) BUILDING COVERED AREA = 165.777 m²
* (2) BALCONY {{(ITEM 5) 2 m² x 4 – 1 m² x 4 = 4.000 m²
*** (3) UTIL. {{(ITEM 12) 1.5 m² x 4 – 0.75 m² x 4 = 3.000 m²
SUB-TOTAL = 172.777 m²

DEDUCT
⟨1⟩ = 1.613 m² E.M.C
⟨2⟩ = 0.606 m² W.M.C. & H.R — 2.219 m² #(ITEM 2.2)
** ⟨3⟩ = 0.385 m² P.D. #(ITEM 21)
⟨4⟩ = 1.500 m² RSR #(ITEM 2.1 – ii)
SUB-TOTAL = 4.104 m²
TOTAL DOMESTIC G.F.A. = 168.673 m²

A/C PLATFORM CALCULATION – EXEMPTED G.F.A. & SITE COVERAGE
(UNDER CODE OF PRACTICE ON DESIGN FOR SAFETY – EXTERNAL MAINTENANCE APPENDIX B)
[4] x 2 + [5] x 2 = 0.790 m² x 2 + 0.800 m² x 2 = 3.180 m²

EXTERNAL PIPE DUCT CALCULATION
⟨5⟩+⟨5⟩+⟨6⟩+⟨6⟩ = 0.352 m² + 0.352 m² + 0.345 m² + 0.345 m² = 1.394 m² #(ITEM 21)

DOMESTIC GROSS FLOOR AREA DIAGRAM (22ND – 28TH FLOOR)(6 STOREYS)



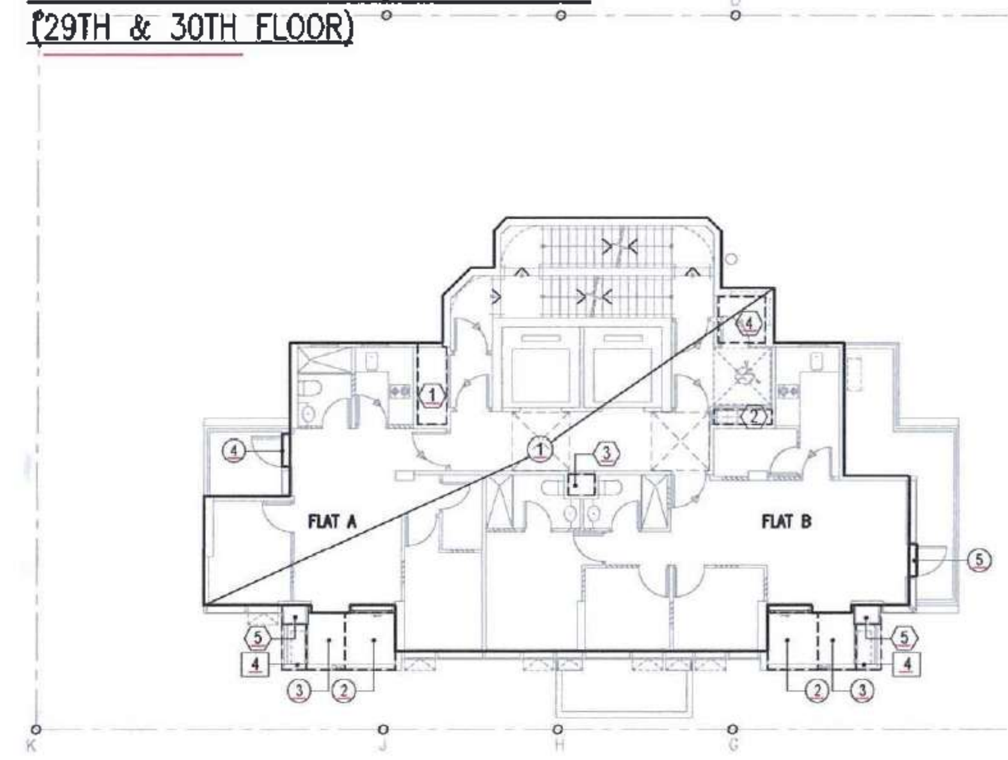
22ND – 28TH FLOOR DOMESTIC G.F.A. CALCULATION
(1) BUILDING COVERED AREA = 165.564 m²
* (2) BALCONY {{(ITEM 5) 2 m² x 3 – 1 m² x 3 = 3.000 m²
*** (3) UTIL. {{(ITEM 12) 1.5 m² x 3 – 0.75 m² x 3 = 2.250 m²
SUB-TOTAL = 170.814 m²

DEDUCT
⟨1⟩ = 1.613 m² E.M.C
⟨2⟩ = 0.606 m² W.M.C. & H.R — 2.219 m² #(ITEM 2.2)
** ⟨3⟩ = 0.385 m² P.D. #(ITEM 21)
⟨4⟩ = 1.500 m² RSR #(ITEM 2.1 – ii)
SUB-TOTAL = 4.104 m²
TOTAL DOMESTIC G.F.A. = 166.710 m²

A/C PLATFORM CALCULATION – EXEMPTED G.F.A. & SITE COVERAGE
(UNDER CODE OF PRACTICE ON DESIGN FOR SAFETY – EXTERNAL MAINTENANCE APPENDIX B)
[4] x 2 + [5] x 2 = 0.790 m² x 2 + 0.800 m² x 2 = 3.180 m²

EXTERNAL PIPE DUCT CALCULATION
⟨5⟩+⟨5⟩+⟨6⟩+⟨6⟩ = 0.352 m² + 0.352 m² + 0.345 m² + 0.345 m² = 1.394 m² #(ITEM 21)

DOMESTIC GROSS FLOOR AREA DIAGRAM (29TH & 30TH FLOOR)



29TH & 30TH FLOOR DOMESTIC G.F.A. CALCULATION
(1) BUILDING COVERED AREA = 149.608 m²
* (2) BALCONY {{(ITEM 5) 2 m² x 2 – 1 m² x 2 = 2.000 m²
*** (3) UTIL. {{(ITEM 12) 1.5 m² x 2 – 0.75 m² x 2 = 1.500 m²
SUB-TOTAL = 153.108 m² – 30TH FLOOR

ADD
(4) = 0.170 m²
(5) = 0.170 m²
SUB-TOTAL = 153.448 m² – 29TH FLOOR

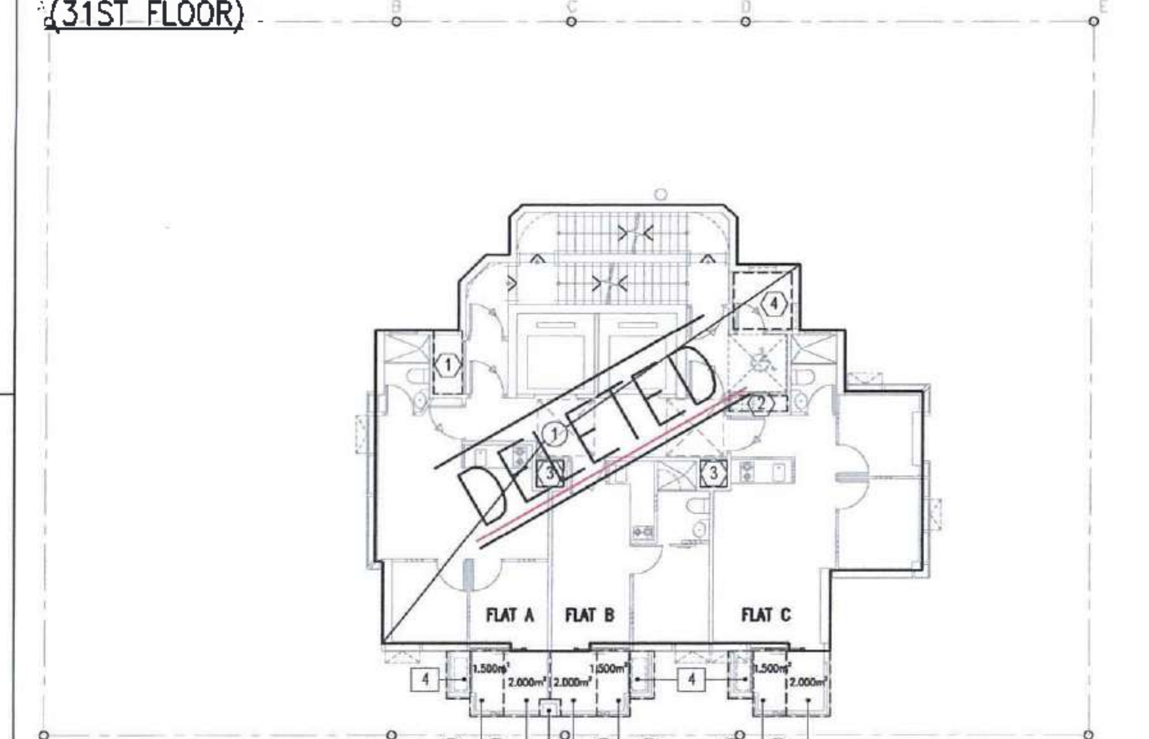
DEDUCT
⟨1⟩ = 1.613 m² E.M.C
⟨2⟩ = 0.606 m² W.M.C. & H.R — 2.219 m² #(ITEM 2.2)
** ⟨3⟩ = 0.385 m² P.D. #(ITEM 21)
⟨4⟩ = 1.500 m² RSR #(ITEM 2.1 – ii)
SUB-TOTAL = 4.104 m²

TOTAL DOMESTIC G.F.A. CALCULATION
153.448 m² – 4.104 m² = 149.344 m² – 29TH FLOOR
153.108 m² – 4.104 m² = 149.004 m² – 30TH FLOOR

A/C PLATFORM CALCULATION – EXEMPTED G.F.A. & SITE COVERAGE
(UNDER CODE OF PRACTICE ON DESIGN FOR SAFETY – EXTERNAL MAINTENANCE APPENDIX B)
[4] x 2 = 0.790 m² x 2 = 1.580 m²

EXTERNAL PIPE DUCT CALCULATION
⟨5⟩+⟨5⟩ = 0.352 m² + 0.352 m² = 0.704 m² #(ITEM 21)

DOMESTIC GROSS FLOOR AREA DIAGRAM (31ST FLOOR)



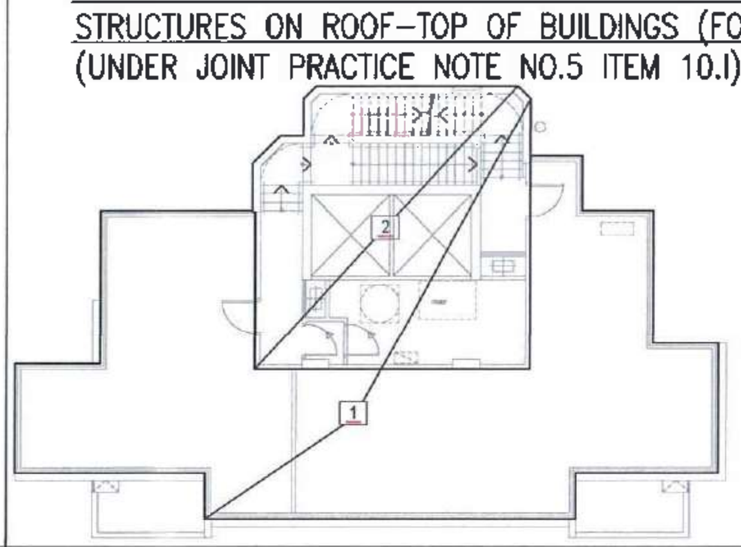
31ST FLOOR DOMESTIC G.F.A. CALCULATION
DELETED
(1) BUILDING COVERED AREA = 136.472 m²
* (2) BALCONY {{(ITEM 5) {[(1.195m x 1.366m) + (1.010m x 0.364m)] x 2} + {[(1.156m x 1.730m)]} – (1m² x 3) = 3.000 m²
*** (3) UTIL. {{(ITEM 12) [(0.867m x 1.730m x 3) – (0.75m² x 3)] = 2.250 m²
SUB-TOTAL = 141.722 m²

DEDUCT
⟨1⟩ = 1.256 m² E.M.C
⟨2⟩ = 0.606 m² W.M.C. & H.R — 1.862 m² #(ITEM 2.2)
** ⟨3⟩ X 2 0.490 x 2 = 0.980 m² P.D. #(ITEM 21)
⟨4⟩ = 2.250 m² R.S.&M.R.R. #(ITEM 2.1 – ii)
SUB-TOTAL = 5.092 m²
TOTAL DOMESTIC G.F.A. = 136.630 m²

A/C PLATFORM CALCULATION – EXEMPTED G.F.A. & SITE COVERAGE
(UNDER CODE OF PRACTICE ON DESIGN FOR SAFETY – EXTERNAL MAINTENANCE APPENDIX B)
DELETED
[4] 0.640m x 1.250m x 3 = 2.400 m²

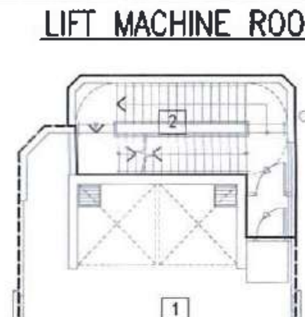
EXTERNAL PIPE DUCT CALCULATION
⟨5⟩ = 0.266 m² #(ITEM 21)

DIAGRAM FOR TOTAL AREAS OF ALL THE ENCLOSED (AND COVERED) STRUCTURES ON ROOF-TOP OF BUILDINGS (FOR DLO ONLY)
(UNDER JOINT PRACTICE NOTE NO.5 ITEM 10.I)



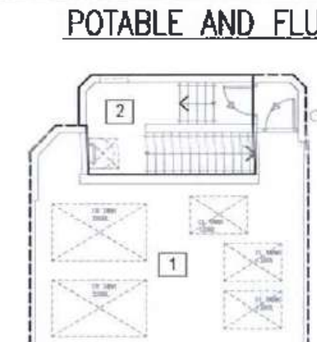
CALCULATION FOR TOTAL AREAS OF ALL THE ENCLOSED (AND COVERED) STRUCTURES ON ROOF-TOP OF BUILDINGS
ROOF AREA OF THE FLOOR BELOW
[1] = 149.198 m²
PERMITTED TOTAL AREAS OF ALL THE ENCLOSED (AND COVERED) STRUCTURES ON ROOF-TOP OF BUILDINGS
= 149.198 m² x 50%
= 74.599 m²
ACTUAL TOTAL AREAS OF ALL THE ENCLOSED (AND COVERED) STRUCTURES ON ROOF-TOP OF BUILDINGS
[2] = 52.308 m² (35.059%) < 74.599 m² (50%)

LIFT MACHINE ROOM FLOOR G.F.A. CONCESSION DIAGRAM



[1] = 35.133 m² LIFT MACHINE ROOM #(ITEM 2.1 – iii)
[2] = 17.488 m² HORIZONTAL AREA OF STAIRCASE #(ITEM 34)

POTABLE AND FLUSHING WATER TANK ROOM FLOOR PLAN



[1] = 40.928 m² POTABLE AND FLUSHING WATER TANK ROOM #(ITEM 2.2)
[2] = 11.693 m² HORIZONTAL AREA OF STAIRCASE #(ITEM 34)

REFERENCES :
File
B. D. : BD 2/3009/19
F. S. D. : FP 8/13004<34>

JOB TITLE :
PROPOSED COMMERCIAL/RESIDENTIAL ON SIL 433 S.F, SIL 433 S.G, SIL 433 RP, SIL 433 S.D AT NOS. 9–19 KAM WA STREET, SHAU KEI WAN, HONG KONG

GENERAL NOTES :
1. Do not scale drawings : Figured dimensions are to be followed.
2. All dimensions are to be checked and verified on site.
3. All prints, notes, specifications and thier copyright are the property of the Architects/Engineers.
4. This Drawing is not valid for construction or other purposed unless certified by the Architects/Engineers.

NOTES :
4TH, 13TH, 14TH, 24TH DELETED FROM FLOOR NUMBERING SYSTEM.
#(ITEM XX) G.F.A. CONCESSION OF PNAP APP-151
{{(ITEM XX) G.F.A. CONCESSION OF PNAP APP-151 (CAP 10%)

REVISIONS		SIGNATURE	DATE
–	FIRST SUBMISSION	JIMMY	08/19
–	RE-SUBMISSION	JIMMY	01/20
–	RE-SUBMISSION	JIMMY	04/20
–	RE-SUBMISSION	JIMMY	09/20
A	GENERAL REVISION	JIMMY	03/21
B	GENERAL REVISION	JIMMY	01/23
C	GENERAL REVISION	JIMMY	12/24

DESIGNED		
DRAWN	JIMMY	09/19
CHECKED		

ARCHITECT/ENGINEER IN CHARGE
NG KIT WAH BENNY
AUTHORIZED PERSON - ARCHITECT

Plan Approved
WAN Chi-wai
Chief Building Surveyor
for BUILDING AUTHORITY
– 4 FEB 2025

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(b) and the provision of section 14(2)(c) of the Buildings Ordinance are of particular relevance in this regard.

FOR BUILDINGS DEPARTMENT
AMENDED PLAN
06 DEC 2024

百利保發展顧問有限公司
Paliburg Development Consultants Limited

DRG. TITLE : (BUILDING PLAN)
GFA DIAGRAMS AND CALCULATIONS

SCALE : 1 : 200 File Name: (for CAD drawing) 2-02
JOB NO : 433 DRG.NO. : 2-02

PROVISIONS OF MEANS OF ESCAPE IN CASE OF FIRE

DISCHARGE VALUE FOR STAIRCASE PROVIDED				ACTUAL CAPACITY OF GROUND FLOOR				
No. of staircase	Width of each staircase (mm)	No. of storeys above ground floor	Total discharge value (person)	Floor	Use	Usable floor area (sq. m)	Area occupied per person (sq. m)	Total capacity (person)
				G/F	SHOP A	98.547	3	33
					SHOP B	93.119		32
					SHOP C	104.779		35
					~~SHOP D~~	~~40.791~~		~~14~~
					~~SHOP E~~	~~39.889~~		~~14~~

DISCHARGE VALUE FOR STAIRCASE PROVIDED				ACTUAL CAPACITY ABOVE GROUND FLOOR					
ST-1 & ST-2	1050	26 (1/F TO 30/F)	2 x [498 + (32 x 18)] x 0.7	1/F	~~SHOP F~~	~~78.634~~	~~3~~	~~27~~	25
					~~SHOP G~~	~~52.133~~		~~18~~	
					RECREATIONAL FACILITES: CHILDREN PLAY AREA	25.443	4.5	6	
					GYMNASIUM	45.103	3	16	
					RECPETION	2.795	10	1	
					PANTRY	5.344	4.5	2	
				3/F	FLAT A	26.571	9	3	10
					FLAT B	17.076	9	2	
					FLAT C	17.076	9	2	
					FLAT D	26.670	9	3	
					~~FLAT E~~	~~17.478~~	~~9~~	~~2~~	
				5/F TO 21/F	FLAT A	29.669	9	4	14 (PER FLOOR); 210 (15 STOREYS)
					FLAT B	20.111	9	3	
					FLAT C	20.111	9	3	
					FLAT D	29.768	9	4	
					~~FLAT E~~	~~20.555~~	~~9~~	~~3~~	
				22/F TO 28/F	FLAT A	29.669	9	4	13 (PER FLOOR); 78 (6 STOREYS)
					FLAT B	37.678	9	5	
					FLAT C	29.768	9	4	
				29/F	FLAT A	35.751	9	4	10
					FLAT B	43.161	9	6	
					~~FLAT C~~	~~29.654~~	~~9~~	~~4~~	
				30/F	FLAT A	35.517	9	4	10
					FLAT B	47.927	9	6	
					~~FLAT C~~	~~29.654~~	~~9~~	~~4~~	
				~~31/F~~	~~FLAT A~~	~~26.984~~	~~9~~	~~3~~	~~10~~
					~~FLAT B~~	~~19.235~~	~~9~~	~~3~~	
					~~FLAT C~~	~~29.654~~	~~9~~	~~4~~	
ABOVE G/F TOTAL = 1,414 persons				ABOVE G/F TOTAL = 343					

PROVISIONS OF EXIT DOORS & EXIT ROUTES FROM ROOM OR STOREY

FLOOR	EXIT FROM STOREY OR FLAT	CAPACITY OF ROOM OR STOREY	REQUIRED: Min. No. of exit routes or doors	Min. width of each: Exit door	Exit route	Min. total width of: Exit doors	Exit routes	PROVIDED: No. provided and Min. width of each: Exit door	Exit route	Min. total width of: Exit doors	Exit routes
G/F	SHOP A	33	2	850	1050	1750	2100	2-875	2-1050	1750	2100
	SHOP B	32	2	850	1050	1750	2100	2-875	2-1050	1750	2100
	SHOP C	35	2	850	1050	1750	2100	2-875	2-1050	1750	2100
	~~SHOP D~~	~~14~~	~~1~~	~~750~~	~~1050~~			~~1050~~	~~1050~~	~~1050~~	~~1050~~
	~~SHOP E~~	~~14~~	~~1~~	~~750~~	~~1050~~			~~1050~~	~~1050~~	~~1050~~	~~1050~~
1/F	~~SHOP,~~ RECREATIONAL FACILITIES, E&M	25	1	750	1050	~~1750~~	~~2100~~	2-800	2-1050	1600	2100
3/F	FLAT	10	1	750	1050			2-800	2-1050	1600	2100
5/F TO 21/F	FLAT	14 (PER FLOOR)	1	750	1050			2-800	2-1050	1600	2100
22/F TO 28/F	FLAT	13 (PER FLOOR)	1	750	1050			2-800	2-1050	1600	2100
29/F	FLAT	10	1	750	1050			2-800	2-1050	1600	2100
30/F	FLAT	10	1	750	1050			2-800	2-1050	1600	2100
~~31/F~~	~~FLAT~~	~~10~~	~~1~~	~~750~~	~~1050~~			~~2-800~~	~~2-1050~~	~~1600~~	~~2100~~

SCHEDULE OF SANITARY FITMENTS

FLOOR	USE	U.F.A. (sq. meter)	AREA OCCUPIED PER PERSON (sq. meter)	TOTAL CAPACITY PER FLOOR/UNIT (person)	PROPORTION OF MALE TO FEMALE	REQUIRED W.C.	REQUIRED Basin or water point	REQUIRED Urinal	REQUIRED Bath or shower	PROVIDED W.C.	PROVIDED Basin or water point	PROVIDED Urinal	PROVIDED Bath or shower	D. LAV. REQ.	D. LAV. PROV.
G/F	SHOP A	98.547	15	7	M : 3 F : 4	1	1			* 1	* 1			1	1
	SHOP B	93.119	15	7	M : 3 F : 4	1	1			* 1	* 1			1	1
	SHOP C	104.779	15	7	M : 3 F : 4	1	1			* 1	* 1			1	1
	~~SHOP D~~	~~40.791~~	~~15~~	~~3~~	~~M : 1 F : 2~~	~~1~~	~~1~~			~~* 1~~	~~* 1~~			~~1~~	~~1~~
	~~SHOP E~~	~~39.889~~	~~15~~	~~3~~	~~M : 1 F : 2~~	~~1~~	~~1~~			~~* 1~~	~~* 1~~			~~1~~	~~1~~
1/F	~~SHOP F~~	~~78.634~~	~~15~~	~~6~~	~~M : 3 F : 3~~	~~1~~	~~1~~			~~* 1~~	~~* 1~~			~~1~~	~~1~~
	~~SHOP G~~	~~52.133~~	~~15~~	~~4~~	~~M : 2 F : 2~~	~~1~~	~~1~~			~~* 1~~	~~* 1~~			~~1~~	~~1~~
	RECREATIONAL FACILITES: CHILDREN PLAY AREA	25.443	4.5	6 (total 25)	M : 10	1	1	1		1	1	1		1	1
	GYMNASIUM	45.103	3	16											
	RECPETION	2.795	–	1(SAY)	F : 15	1	1			* 1	* 1				
	PANTRY	5.344	4.5	2											
3/F	FLAT A	26.571	9	3		1	1		1	1	1		1		
	FLAT B	17.076	9	2		1	1		1	1	1		1		
	FLAT C	17.076	9	2		1	1		1	1	1		1		
	FLAT D	26.670	9	3		1	1		1	1	1		1		
	~~FLAT E~~	~~17.478~~	~~9~~	~~2~~		~~1~~	~~1~~		~~1~~	~~1~~	~~1~~		~~1~~		
5/F TO 21/F	FLAT A	29.669	9	4		1	1		1	1	1		1		
	FLAT B	20.111	9	3		1	1		1	1	1		1		
	FLAT C	20.111	9	3		1	1		1	1	1		1		
	FLAT D	29.768	9	4		1	1		1	1	1		1		
	~~FLAT E~~	~~20.555~~	~~9~~	~~3~~		~~1~~	~~1~~		~~1~~	~~1~~	~~1~~		~~1~~		
22/F TO 28/F	FLAT A	29.669	9	4		1	1		1	1	1		1		
	FLAT B	37.678	9	5		1	1		1	1	1		1		
	FLAT C	29.768	9	4		1	1		1	1	1		1		
29/F	FLAT A	35.751	9	4		1	1		1	1	1		1		
	FLAT B	48.161	9	6		1	1		1	1	1		1		
	~~FLAT C~~	~~29.654~~	~~9~~	~~4~~		~~1~~	~~1~~		~~1~~	~~1~~	~~1~~		~~1~~		
30/F	FLAT A	35.517	9	4		1	1		1	1	1		1		
	FLAT B	47.927	9	6		1	1		1	1	1		1		
	~~FLAT C~~	~~29.654~~	~~9~~	~~4~~		~~1~~	~~1~~		~~1~~	~~1~~	~~1~~		~~1~~		
~~31/F~~	~~FLAT A~~	~~26.984~~	~~9~~	~~3~~		~~1~~	~~1~~		~~1~~	~~1~~	~~1~~		~~1~~		
	~~FLAT B~~	~~19.235~~	~~9~~	~~3~~		~~1~~	~~1~~		~~1~~	~~1~~	~~1~~		~~1~~		
	~~FLAT C~~	~~29.654~~	~~9~~	~~4~~		~~1~~	~~1~~		~~1~~	~~1~~	~~1~~		~~1~~		

* INCLUSIVE ACCESSIBLE UNISEX TOILET FOR THE PERSONS WITH DISABILITY

RECEIVED BY

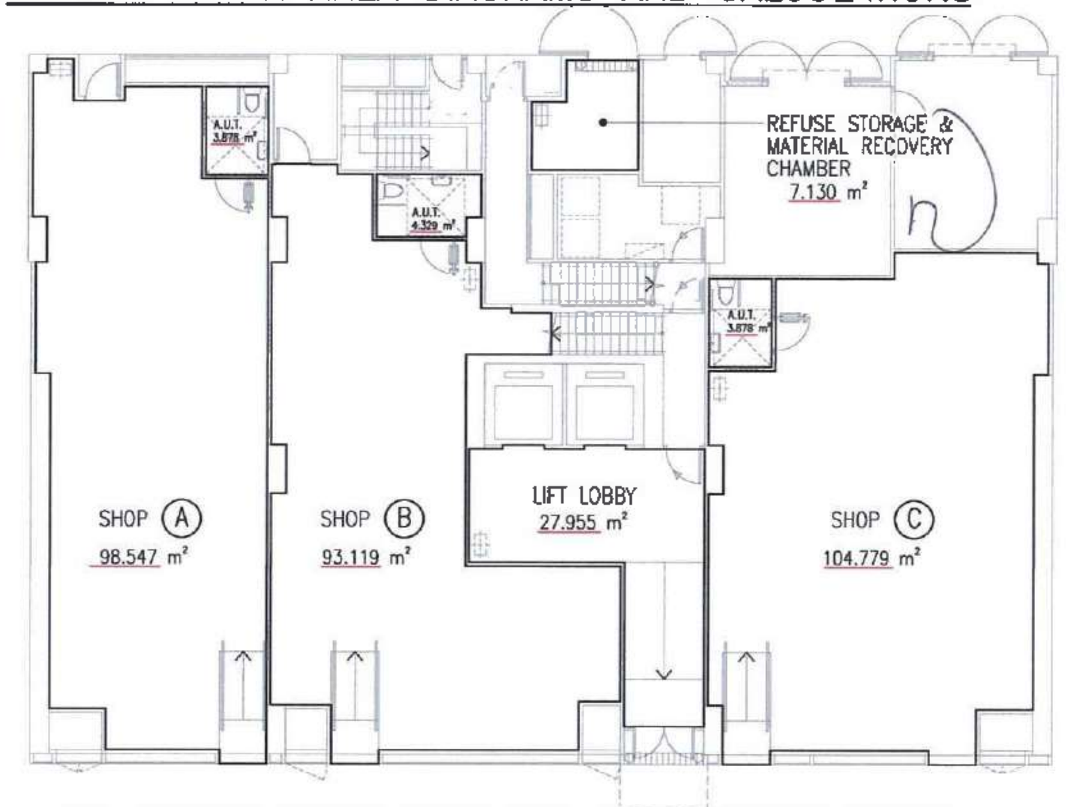
NON-DOMESTIC SCHEDULE OF U.F.A. CALCULATION (GROUND FLOOR TO 1ST FLOOR)

FOR B.D.		
GRD FLOOR	SHOP A	= 98.547 m²
	SHOP B	= 93.119 m²
	SHOP C	= 104.779 m²
	~~SHOP D~~	~~= 40.791 m²~~
	~~SHOP E~~	~~= 39.889 m²~~
	SUB-TOTAL	= 296.445 m²
1ST FLOOR	~~SHOP F~~	~~= 78.634 m²~~
	~~SHOP G~~	~~= 52.133 m²~~
	RECREATIONAL FACILITES: CHILDREN PLAY AREA	= 25.443 m²
	GYMNASIUM	= 45.103 m²
	RECEPTION	= 2.795 m²
	PANTRY	= 5.344 m²
	SUB-TOTAL	= 78.685 m²
TOTAL NON-DOMESTIC U.F.A. = 375.130 m²		

DOMESTIC SCHEDULE OF U.F.A. / U.F.S. CALCULATION AND NOS. OF FLAT SCHEDULE (3RD TO 30TH FLOORS)

FOR B.D.	FLAT NO.	FLAT AREA	NOS. OF FLAT
3RD FLOOR	FLAT A	26.571 m²	4
	FLAT B	17.076 m²	
	FLAT C	17.076 m²	
	FLAT D	26.670 m²	
	~~FLAT E~~	~~17.478 m²~~	
		SUB-TOTAL = 87.393 m²	4
5TH - 21ST FLOORS	FLAT A	29.669 m²	4
	FLAT B	20.111 m²	
	FLAT C	20.111 m²	
	FLAT D	29.768 m²	
	~~FLAT E~~	~~20.555 m²~~	
		SUB-TOTAL = 99.659 m² PER FLOOR x 15 STOREYS = 1,494.885 m²	60 (15 STOREYS)
22ND - 28TH FLOORS	FLAT A	29.669 m²	3
	FLAT B	37.678 m²	
	FLAT C	29.768 m²	
		SUB-TOTAL = 97.115 m² PER FLOOR x 6 STOREYS = 582.690 m²	18 (6 STOREYS)
29TH FLOOR	FLAT A	35.751 m²	2
	FLAT B	48.161 m²	
	~~FLAT C~~	~~29.654 m²~~	
		SUB-TOTAL = 83.912 m²	2
30TH FLOOR	FLAT A	35.517 m²	2
	FLAT B	47.927 m²	
		SUB-TOTAL = 83.444 m²	2
~~31ST FLOOR~~	~~FLAT A~~	~~26.984 m²~~	~~3~~
	~~FLAT B~~	~~19.235 m²~~	
	~~FLAT C~~	~~29.654 m²~~	
		~~SUB-TOTAL = 75.873 m²~~	~~3~~
TOTAL U.F.A. / U.F.S. CALCULATION FOR 3RD TO 30TH FLOORS = 2,332.324 m²			86 (TOTAL NOS. OF FLAT)

USABLE FLOOR AREA DIAGRAMS AND CALCULATIONS



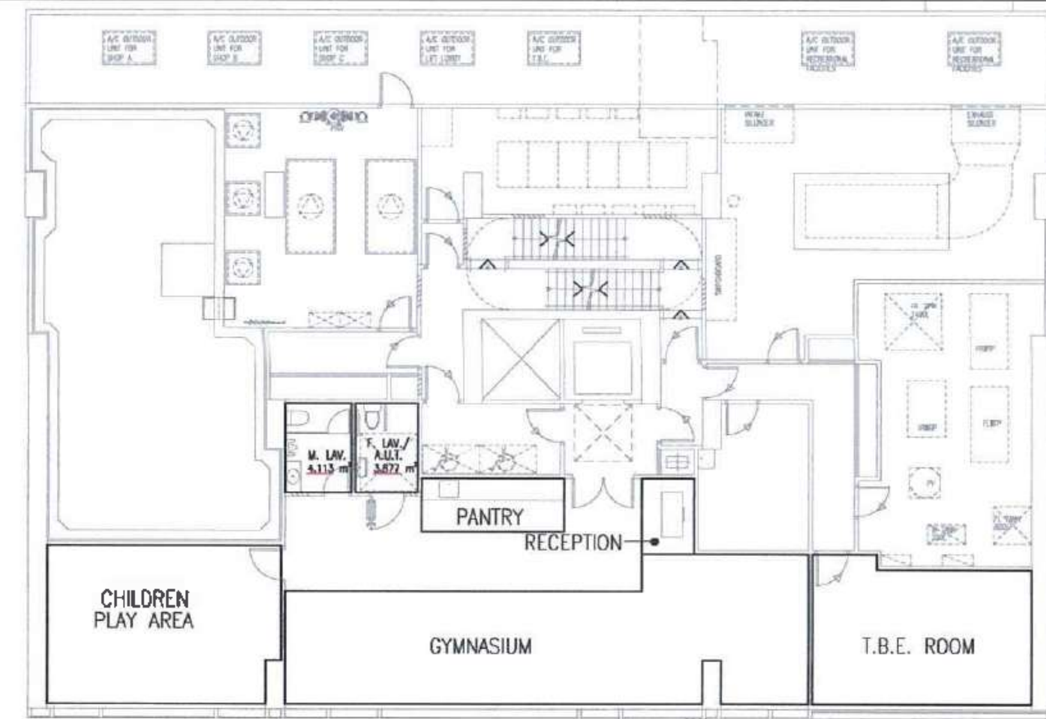
NON-DOMESTIC USABLE FLOOR AREA & COMPARTMENT DIAGRAM (GROUND FLOOR)

G/F U.F.A. CALCULATION

SHOP (A) = 98.547 m²
SHOP (B) ~~62.305 m² + 2.338 m² (STORE)~~ = 93.119 m²
SHOP (C) = 104.779 m²
~~SHOP (D) = 40.791 m²~~
~~SHOP (E) = 39.889 m²~~
TOTAL U.F.A. = 296.445 m²

REFUSE ROOM AREA CALCULATION

REFUSE RM. AREA REQUIRED : DOMESTIC
= 2,332.324 m² / 347
= 6.721 m²
REFUSE RM. AREA REQUIRED : NON - DOMESTIC
= 375.130 m² / 925
= 0.406 m²
REFUSE RM. AREA REQ :
= 6.721 m² + 0.406 m² = 7.127 m²
REFUSE RM. AREA PROVIDED :
= 7.130 m² > 7.127 m²



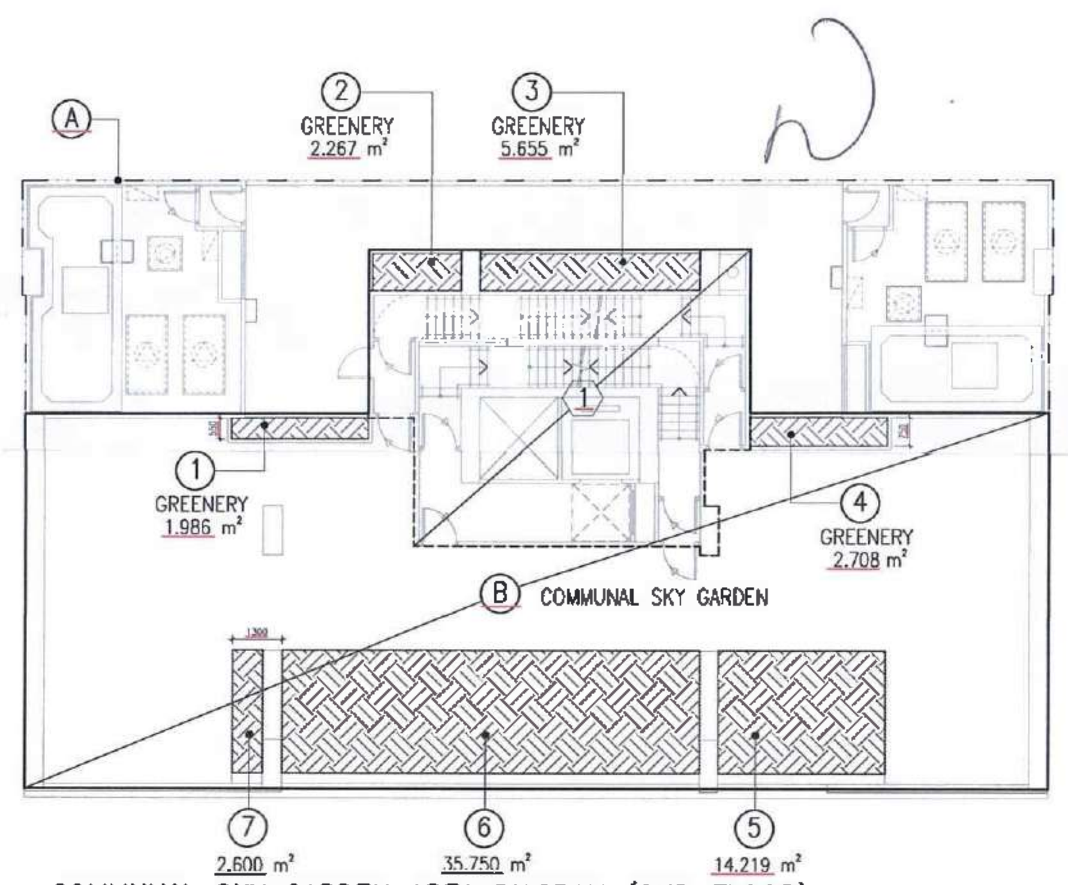
NON-DOMESTIC USABLE FLOOR AREA & COMPARTMENT DIAGRAM (1ST FLOOR)

1/F U.F.A. CALCULATION

~~SHOP (F) = 78.634 m²~~
~~SHOP (G) = 52.133 m²~~
CHILDREN PLAY AREA = 25.443 m²
GYMNASIUM = 45.103 m²
RECEPTION = 2.795 m²
PANTRY = 5.344 m²
(RECREATIONAL FACILITES)
TOTAL U.F.A. = 78.685 m²

T.B.E. ROOM AREA CALCULATION

NO. OF FLAT = 86 (BETWEEN 50 - 100 FLAT)
AREA REQUIRED : 21 m² - 27 m²
AREA PROVIDED : (AT 1/F)
= 21 m² > 21.326 m² < 27 m²



COMMUNAL SKY GARDEN AREA DIAGRAM (2ND FLOOR)

COMMUNAL SKY GARDEN NET AREA CALCULATION

(A) 2/F FLOOR PLATE AREA = 432.771 m²
(B) = 310.495 m²
DEDUCT
(1) = 62.984 m²
COMMUNAL SKY GARDEN = 247.511 m²
COMMUNAL SKY GARDEN REQUIRED :
NOT LESS THAN 50% OF THE AREA OF THE FLOOR PLATE OF 2/F
~~(REFER TO DWG. NO. 2-02 3RD FLOOR COVERED AREA)~~
= 432.771 m² x 50%
= 216.386 m²
COMMUNAL SKY GARDEN PROVIDED :
= 247.511 m² > 216.386 m²

COMMUNAL SKY GARDEN GREENERY AREA CALCULATION

GREENERY AREA REQUIRED :
NOT LESS THAN 15% OF THE AREA OF THE FLOOR PLATE OF 2/F
= 432.771 m² x 15%
= 64.916 m²

GREENERY AREA PROVIDED :
(1) GREENERY (LEGEND) = 1.986 m²
(2) GREENERY (LEGEND) = 2.267 m²
(3) GREENERY (LEGEND) = 5.655 m²
(4) GREENERY (LEGEND) = 2.708 m²
(5) GREENERY (LEGEND) = 14.219 m²
(6) GREENERY (LEGEND) = 35.750 m²
(7) GREENERY (LEGEND) = 2.600 m²
TOTAL GREENERY AREA PROVIDED = 65.185 m² > 64.916 m²

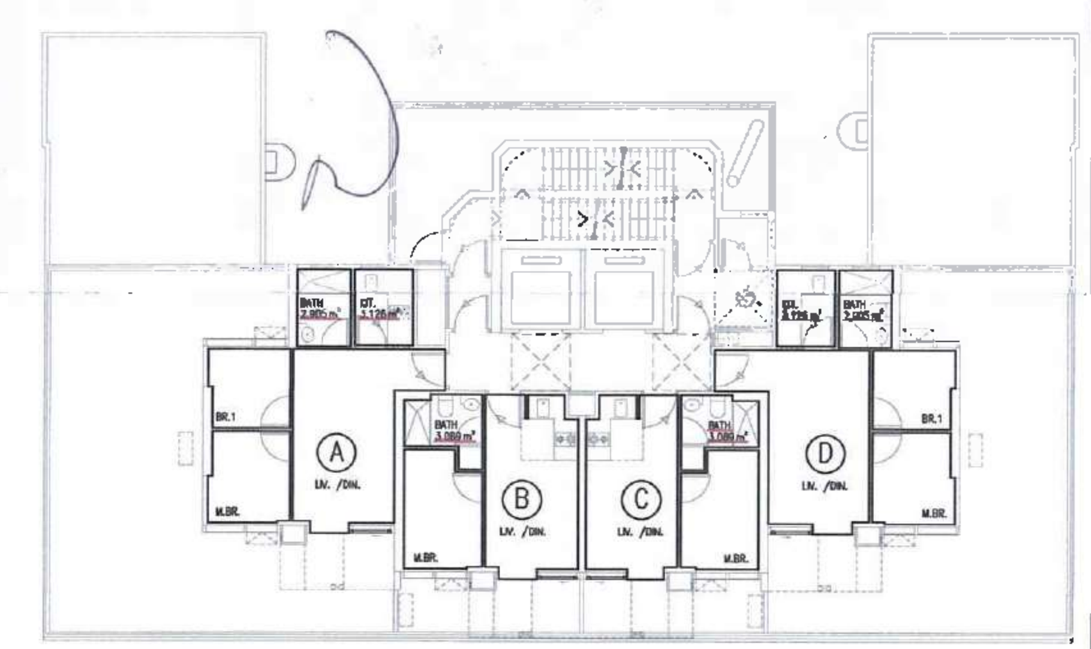
SCHEDULE OF FIRE RESISTANCE FOR ELEMENTS OF CONSTRUCTION

FLOOR	USE	CLASS	FRR (MINUTES)	COMPARTMENT AREA (m²)	R.C. SLAB MIN. THICKNESS	R.C. SLAB COVER TO STEEL	R.C. BEAM MIN. WIDTH	R.C. BEAM COVER TO STEEL	R.C. COLUMN MIN. SIZE	R.C. COLUMN COVER TO STEEL	R.C. WALL MIN. THICKNESS	R.C. WALL COVER TO STEEL
G/F	SHOP	4b	60	NOT EXCEEDING 2,500	100	20	200	30	200	25	75	15
	PLANT ROOMS	8	120	–	125	35	200	50**	300	35	100*	25
1/F	~~SHOP~~	~~4b~~	~~60~~	~~NOT EXCEEDING 2,500~~	~~100~~	~~20~~	~~200~~	~~30~~	~~200~~	~~25~~	~~75~~	~~15~~
	PLANT ROOMS	8	120	–	125	35	200	50**	300	35	100*	25
	RECREATIONAL FACILITIES	5	60	NOT EXCEEDING 2,500	100	20	200	30	200	25	75	15
2/F	PLANT ROOMS	8	120	–	125	35	200	50**	300	35	100*	25
	REFUGE FLOOR CUM COMMUNAL SKY GARDEN	2	120	–	125	35	200	50**	300	35	100*	25
3/F TO 30/F	FLATS	1	60	NOT LIMITED	100	20	200	30	200	25	75*	15

FLOOR SLAB BETWEEN G/F & 1/F ; 1/F & 2/F TO BE 125mm THICK (120mins. FRR)
NOTE : (1) [**] REINFORCEMENT CONSISTING OF EXPAND METAL LATH OR A WIRE FABRIC NOT LIGHTER THAN 0.5kg/m² WITH 2mm DIAMETER WIRE AT NOT MORE THAN 100mm CENTRES OR A CONTINUOUS ARRANGEMENT OF LINKS AT NOT MORE THAN 200mm CENTRES SHOULD BE INCORPORATED IN THE CONCRETE COVER AT A DISTANCE NOT EXCEEDING 20mm FROM THE FACE.
(2) [*] CONTAINING NOT LESS THAN 1% OF VERTICAL REINFORCEMENT.

SCHEDULE OF GROUND ~~& 1ST~~ FLOOR COMPARTMENT (COMPARTMENT AREA REFER TO U.F.A. DIAGRAM)

STOREY	USE	COMPARTMENT ZONE	COMPARTMENT AREA (m²)		FOR F.S.D. ONLY: FLOOR HEIGHT (m)	COMPARTMENT VOLUME (m³)	
GROUND	SHOP	SHOP A	98.547 m²	324.400 m²	5.000	492.735 m³	1,622.000 m³
		SHOP B	93.119 m²		5.000	465.595 m³	
		SHOP C	104.779 m²		5.000	523.895 m³	
		~~SHOP D~~	~~40.791 m²~~		~~5.000~~	~~203.955 m³~~	
		~~SHOP E~~	~~39.889 m²~~		~~5.000~~	~~199.445 m³~~	
		LIFT LOBBY	27.955 m²		5.000	139.775 m³	
			TOTAL: 324.400 m² < 10500 m²			1,622.000 m³ < 7000 m³	
~~1ST~~	~~SHOP~~	~~SHOP F~~	~~78.634 m²~~	~~130.767 m²~~	~~3.750~~	~~294.878 m³~~	~~490.377 m³~~
		~~SHOP G~~	~~52.133 m²~~		~~3.750~~	~~195.499 m³~~	
			~~TOTAL: 130.767 m² < 10500 m²~~			~~490.377 m³ < 7000 m³~~	



DOMESTIC USABLE FLOOR AREA DIAGRAM (3RD FLOOR)

DOMESTIC USABLE FLOOR AREA (3RD FLOOR)

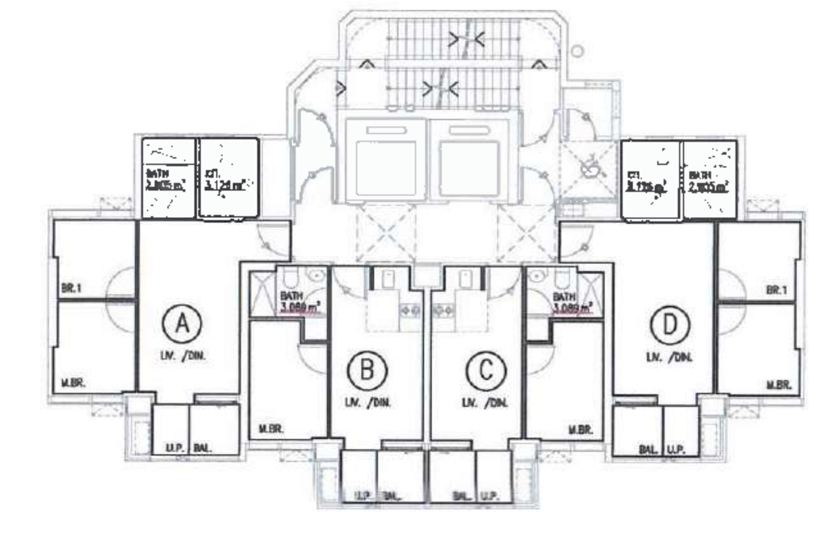
FLAT (A)
LIV. / DIN. = 13.907 m²
M.BR. = 5.108 m²
BR.1 = 4.430 m²
KIT. = 3.126 m²
TOTAL = 26.571 m²

FLAT (D)
LIV. / DIN. = 14.006 m²
M.BR. = 5.108 m²
BR.1 = 4.430 m²
KIT. = 3.126 m²
TOTAL = 26.670 m²

FLAT (B)
LIV. / DIN. = 11.038 m²
M.BR. = 6.038 m²
TOTAL = 17.076 m²

~~FLAT (E)~~
~~LIV. / DIN. = 11.895~~
~~M.BR. = 5.583~~
~~TOTAL = 17.478~~

FLAT (C)
LIV. / DIN. = 11.038 m²
M.BR. = 6.038 m²
TOTAL = 17.076 m²



DOMESTIC USABLE FLOOR AREA DIAGRAM (5TH - 21ST FLOORS)

DOMESTIC USABLE FLOOR AREA (5TH - 21ST FLOORS)

FLAT (A)
LIV. / DIN. = 13.907 m²
BR.1 = 4.430 m²
M.BR. = 5.108 m²
BAL. = 1.802 m²
U.P. = 1.296 m²
KIT. = 3.126 m²
TOTAL = 29.669 m²

FLAT (D)
LIV. / DIN. = 14.006 m²
BAL. = 1.802 m²
U.P. = 1.296 m²
M.BR. = 5.108 m²
BR.1 = 4.430 m²
KIT. = 3.126 m²
TOTAL = 29.768 m²

FLAT (B)
LIV. / DIN. = 11.038 m²
M.BR. = 6.038 m²
BAL. = 1.736 m²
U.P. = 1.299 m²
TOTAL = 20.111 m²

~~FLAT (E)~~
~~LIV. / DIN. = 11.895 m²~~
~~M.BR. = 5.583 m²~~
~~BAL. = 1.779 m²~~
~~U.P. = 1.298 m²~~
~~TOTAL = 20.555 m²~~

FLAT (C)
LIV. / DIN. = 11.038 m²
M.BR. = 6.038 m²
BAL. = 1.736 m²
U.P. = 1.299 m²
TOTAL = 20.111 m²

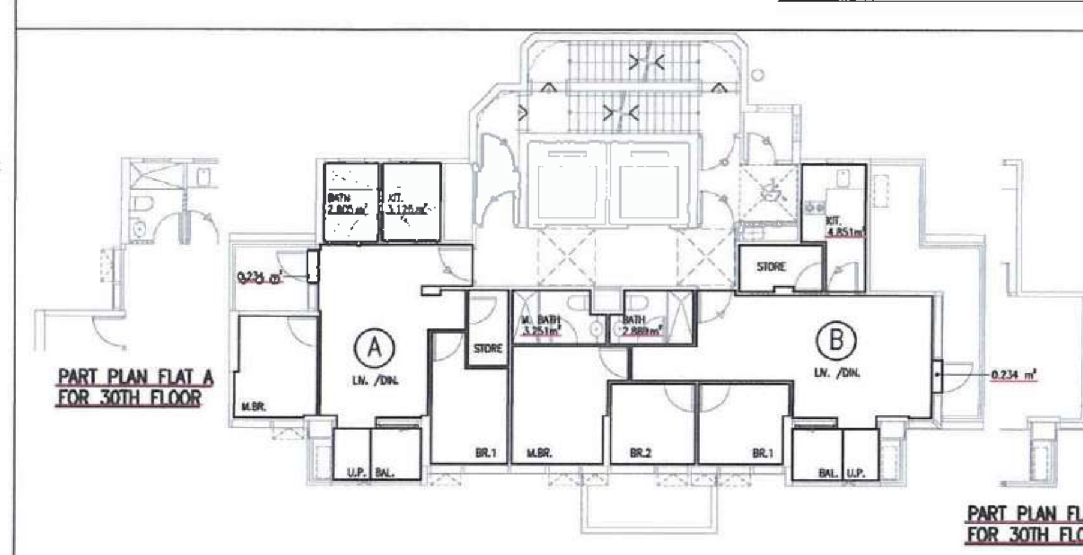
DOMESTIC USABLE FLOOR AREA DIAGRAM (22ND - 28TH FLOOR)

DOMESTIC USABLE FLOOR AREA (22ND - 28TH FLOOR)

FLAT (A)
LIV. / DIN. = 13.907 m²
BR.1 = 4.430 m²
M.BR. = 5.108 m²
BAL. = 1.802 m²
U.P. = 1.296 m²
KIT. = 3.126 m²
TOTAL = 29.669 m²

FLAT (C)
LIV. / DIN. = 14.006 m²
BR.1 = 4.430 m²
M.BR. = 5.108 m²
BAL. = 1.802 m²
U.P. = 1.296 m²
KIT. = 3.126 m²
TOTAL = 29.768 m²

FLAT (B)
LIV. / DIN. = 17.765 m²
M.BR. = 8.162 m²
BAL. = 1.750 m²
U.P. = 1.299 m²
BR.1 = 4.356 m²
BR.2 = 4.346 m²
TOTAL = 37.678 m²



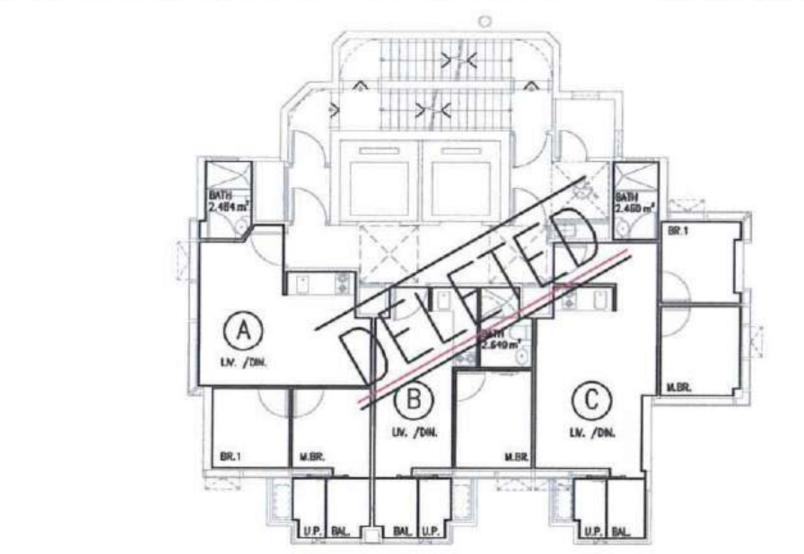
DOMESTIC USABLE FLOOR AREA DIAGRAM (29TH & 30TH FLOOR)

DOMESTIC USABLE FLOOR AREA (29TH & 30TH FLOOR)

FLAT (A)
LIV. / DIN. = 15.533 m²
M.BR. = 5.672 m²
BR.1 = 5.988 m²
KIT. = 3.126 m²
STORE = 2.100 m²
BAL. = 1.802 m²
U.P. = 1.296 m²
TOTAL = 35.517 m² (30/F)
ADD
LIV. / DIN. = 0.234 m²
TOTAL = 35.751 m² (29/F)

FLAT (B)
LIV. / DIN. = 19.485 m²
BR.1 = 4.903 m²
M.BR. = 8.177 m²
BR.2 = 4.750 m²
KIT. = 4.851 m²
STORE = 2.663 m²
BAL. = 1.802 m²
U.P. = 1.296 m²
TOTAL = 47.927 m² (30/F)
ADD
LIV. / DIN. = 0.234 m²
TOTAL = 48.161 m² (29/F)

FLAT (C) — DELETED
LIV. / DIN. = 17.552 m²
BR.1 = 4.269 m²
M.BR. = 5.167 m²
BAL. = 1.589 m²
U.P. = 1.298 m²
TOTAL = 29.875 m²



DOMESTIC USABLE FLOOR AREA DIAGRAM (31ST FLOOR)

DOMESTIC USABLE FLOOR AREA (31ST FLOOR)

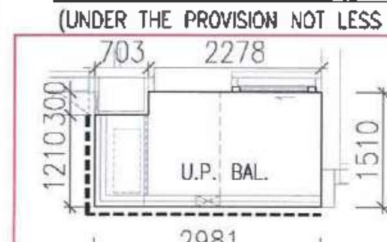
FLAT (A) — DELETED
LIV. / DIN. = 15.195 m²
BR.1 = 4.190 m²
M.BR. = 4.566 m²
BAL. = 1.735 m²
U.P. = 1.298 m²
TOTAL = 26.984 m²

FLAT (C) — DELETED
LIV. / DIN. = 17.552 m²
BR.1 = 4.269 m²
M.BR. = 4.946 m²
BAL. = 1.589 m²
U.P. = 1.298 m²
TOTAL = 29.654 m²

FLAT (B) — DELETED
LIV. / DIN. = 11.042 m²
M.BR. = 5.160 m²
BAL. = 1.735 m²
U.P. = 1.298 m²
TOTAL = 19.235 m²

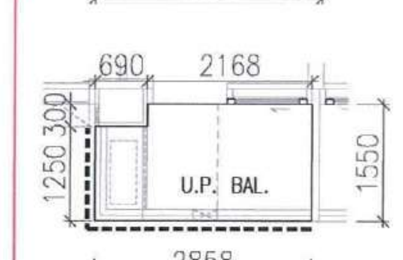
FOR EXEMPTION OF BALCONY & UTILITY FROM GFA & SC CALCULATIONS

(UNDER THE PROVISION NOT LESS THAN 40 % OF PERIMETER OF THE BALCONY/UTILITY FACES INTO OPEN AIR)



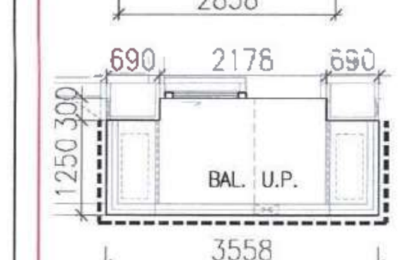
BALCONY & UTILITY (FOR 5/F TO 21/F FLAT (A) & FLAT (D))(FLAT (D) MIRROR) & (FOR 22/F TO 28/F FLAT (A) & FLAT (C))(FLAT (C) MIRROR) & (FOR 29/F & 30/F FLAT (A) & FLAT (B))(FLAT (B) MIRROR)

$$\frac{2.981m + 1.210m}{2.981m + 1.210m + 0.703m + 0.300m + 2.278m + 1.510m} = \frac{4.191m}{8.982m} = 46.660\ \% > 40\ \%$$



BALCONY & UTILITY (FOR 5/F TO 21/F FLAT (B) & FLAT (C))(FLAT (C) MIRROR)

$$\frac{2.858m + 1.250m}{2.858m + 1.250m + 0.690m + 0.300m + 2.168m + 1.550m} = \frac{4.108m}{8.816m} = 46.597\ \% > 40\ \%$$



BALCONY & UTILITY (FOR 22/F TO 28/F FLAT (B))

$$\frac{1.250m + 3.558m + 1.250m}{1.550m + 3.558m + 1.550m + 3.558m} = \frac{6.058m}{10.216m} = 59.299\ \% > 40\ \%$$

REFERENCES :
File
B. D. : BD 2/3009/19
F. S. D. : FP 8/13004<34>

JOB TITLE :
PROPOSED COMMERCIAL/RESIDENTIAL ON SIL 433 S.F, SIL 433 S.G, SIL 433 RP, SIL 433 S.D AT NOS. 9-19 KAM WA STREET, SHAU KEI WAN, HONG KONG

GENERAL NOTES :
1. Do not scale drawings : Figured dimensions are to be followed.
2. All dimensions are to be checked and verified on site.
3. All prints, notes, specifications and thier copyright are the property of the Architects/Engineers.
4. This Drawing is not valid for construction or other purposed unless certified by the Architects/Engineers.

NOTES :
4TH, 13TH, 14TH, 24TH DELETED FROM FLOOR NUMBERING SYSTEM.
G.F.A. CONCESSION OF PNAP APP-151

REVISIONS		SIGNATURE	DATE
-	FIRST SUBMISSION	JIMMY	08/19
-	RE-SUBMISSION	JIMMY	01/20
-	RE-SUBMISSION	JIMMY	04/20
-	RE-SUBMISSION	JIMMY	09/20
A	GENERAL REVISION	JIMMY	03/21
B	GENERAL REVISION	JIMMY	01/23
C	GENERAL REVISION	JIMMY	12/24

DESIGNED		
DRAWN	JIMMY	09/19
CHECKED		

ARCHITECT/ENGINEER IN CHARGE
NG KIT WAH BENNY
AUTHORIZED PERSON - ARCHITECT

Plan Approved
WAN Chi-wai
Chief Building Surveyor
for BUILDING AUTHORITY
- 4 FEB 2025

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(b) and the provision of section 14(2)(c) of the Buildings Ordinance are of particular relevance in this regard.

FOR BUILDINGS DEPARTMENT

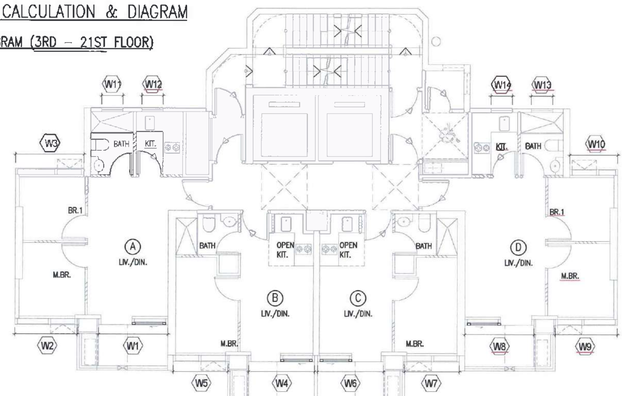
AMENDED PLAN

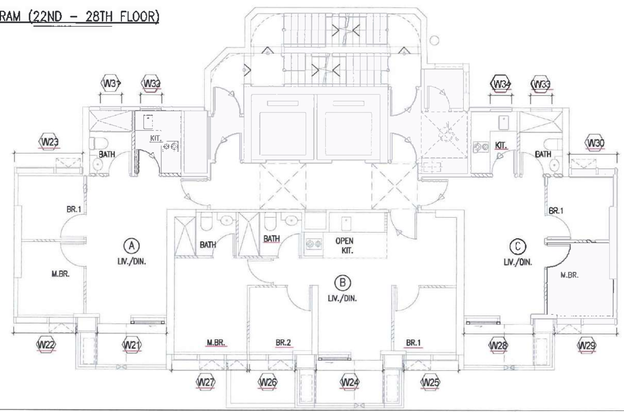
06 DEC 2024

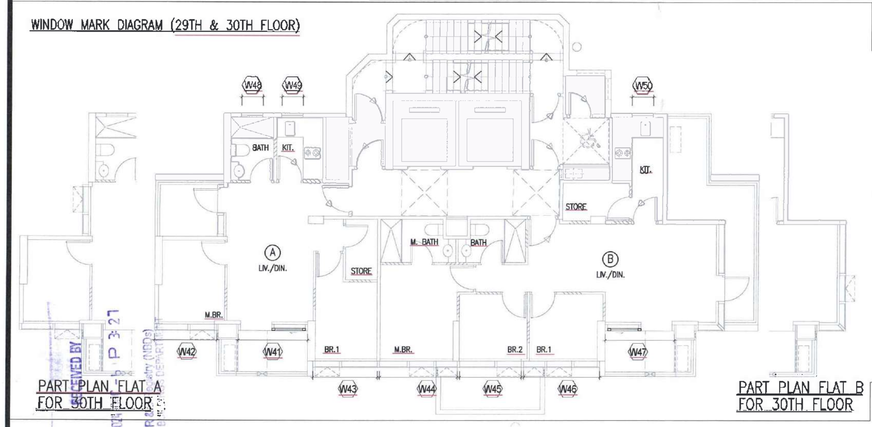
百利保發展顧問有限公司
Paliburg Development Consultants Limited

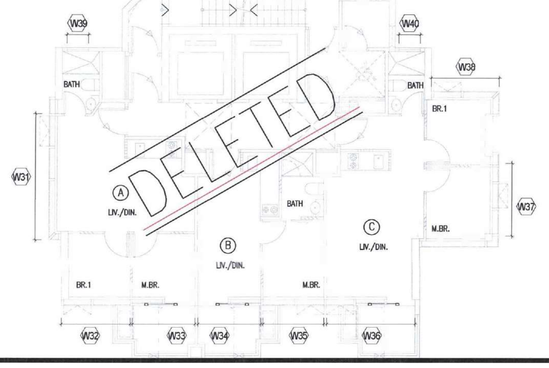
DRG. TITLE : (BUILDING PLAN)
SCHEDULE, FIRE COMPARTMENT, UFA & WINDOW AREA DIAGRAMS AND CALCULATIONS

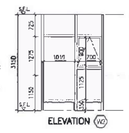
SCALE : 1 : 200
File Name: (for CAD drawing) 2-03
JOB NO : 433
DRG.NO. : 2-03

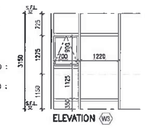


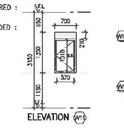


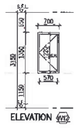


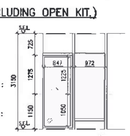


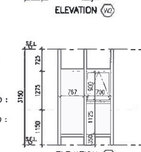


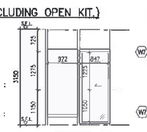


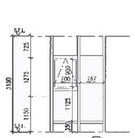


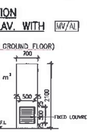


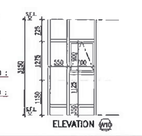


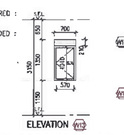


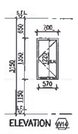


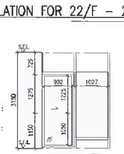


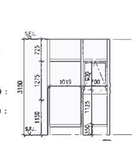


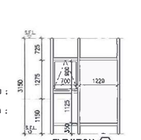


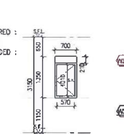


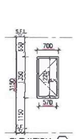


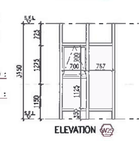


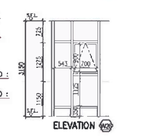


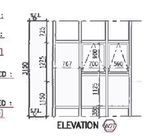


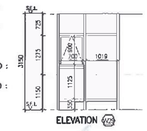


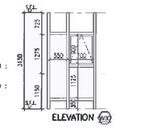


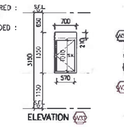


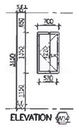


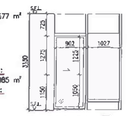


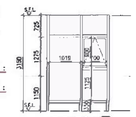


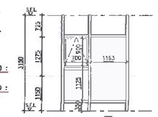


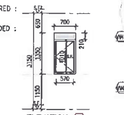


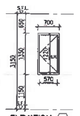


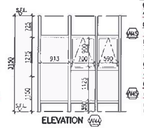












WINDOW AREA CALCULATION & DIAGRAM

WINDOW MARK DIAGRAM (3RD - 21ST FLOOR)

WINDOW MARK DIAGRAM (22ND - 28TH FLOOR)

WINDOW MARK DIAGRAM (29TH & 30TH FLOOR)

PART PLAN FLAT A FOR 30TH FLOOR

PART PLAN FLAT B FOR 30TH FLOOR

~~WINDOW MARK DIAGRAM (31ST FLOOR)~~

WINDOW AREA CALCULATION FOR 3/F - 21/F

FLAT Ⓐ LIV & DIN.

GLAZED WINDOW AREA REQUIRED :
13.907 m^2 x 1/10 = 1.391 m^2
GLAZED WINDOW AREA PROVIDED :
(W1) 1.027(W) x 1.275(H) +
0.902(W) x 1.225(H)
= 2.414 m^2 > 1.391 m^2
OPENABLE WINDOW AREA REQUIRED :
13.907 m^2 x 1/16 = 0.869 m^2
OPENABLE WINDOW AREA PROVIDED :
(W1) 0.902(W) x 2.275(H)
= 2.052 m^2 > 0.869 m^2

ELEVATION (W1)

FLAT Ⓐ M.BR.

GLAZED WINDOW AREA REQUIRED :
5.108 m^2 x 1/10 = 0.511 m^2
GLAZED WINDOW AREA PROVIDED :
(W2) 1.019(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.929 m^2 > 0.511 m^2
OPENABLE WINDOW AREA REQUIRED :
5.108 m^2 x 1/16 = 0.319 m^2
OPENABLE WINDOW AREA PROVIDED :
(W2) 0.700(W) x 0.900(H)
= 0.630 m^2 > 0.319 m^2

ELEVATION (W2)

FLAT Ⓐ BR.1

GLAZED WINDOW AREA REQUIRED :
4.430 m^2 x 1/10 = 0.443 m^2
GLAZED WINDOW AREA PROVIDED :
(W3) 1.220(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 2.186 m^2 > 0.443 m^2
OPENABLE WINDOW AREA REQUIRED :
4.430 m^2 x 1/16 = 0.277 m^2
OPENABLE WINDOW AREA PROVIDED :
(W3) 0.700(W) x 0.900(H)
= 0.630 m^2 > 0.277 m^2

ELEVATION (W3)

FLAT Ⓐ BATH

OPENABLE WINDOW AREA REQUIRED :
2.905 m^2 x 1/10 = 0.291 m^2
OPENABLE WINDOW AREA PROVIDED :
(W11) 0.570(W) x 1.010(H)
= 0.576 m^2 > 0.291 m^2

ELEVATION (W11)

FLAT Ⓐ KIT.

GLAZED WINDOW AREA REQUIRED :
3.126 m^2 x 1/10 = 0.313 m^2
GLAZED WINDOW AREA PROVIDED :
(W12) 0.570(W) x 1.220(H)
= 0.695 m^2 > 0.313 m^2
OPENABLE WINDOW AREA REQUIRED :
3.126 m^2 x 1/16 = 0.195 m^2
OPENABLE WINDOW AREA PROVIDED :
(W12) 0.570(W) x 1.220(H)
= 0.695 m^2 > 0.195 m^2

ELEVATION (W12)

FLAT Ⓑ LIV & DIN.(INCLUDING OPEN KIT.)

GLAZED WINDOW AREA REQUIRED :
11.038 m^2 x 1/10 = 1.104 m^2
GLAZED WINDOW AREA PROVIDED :
(W4) 0.972(W) x 1.275(H) +
0.847(W) x 1.225(H)
= 2.277 m^2 > 1.104 m^2
OPENABLE WINDOW AREA REQUIRED :
11.038 m^2 x 1/16 +
3.089 m^2 x 1/10 = 1.002 m^2
OPENABLE WINDOW AREA PROVIDED :
(W4) 0.847(W) x 2.275(H)
= 1.927 m^2 > 1.002 m^2

ELEVATION (W4)

FLAT Ⓑ M.BR.

GLAZED WINDOW AREA REQUIRED :
6.038 m^2 x 1/10 = 0.604 m^2
GLAZED WINDOW AREA PROVIDED :
(W5) 0.767(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.608 m^2 > 0.604 m^2
OPENABLE WINDOW AREA REQUIRED :
6.038 m^2 x 1/16 = 0.377 m^2
OPENABLE WINDOW AREA PROVIDED :
(W5) 0.700(W) x 0.900(H)
= 0.630 m^2 > 0.377 m^2

ELEVATION (W5)

FLAT Ⓒ LIV & DIN.(INCLUDING OPEN KIT.)

GLAZED WINDOW AREA REQUIRED :
11.038 m^2 x 1/10 = 1.104 m^2
GLAZED WINDOW AREA PROVIDED :
(W6) 0.972(W) x 1.275(H) +
0.847(W) x 1.225(H)
= 2.277 m^2 > 1.104 m^2
OPENABLE WINDOW AREA REQUIRED :
11.038 m^2 x 1/16 +
3.089 m^2 x 1/10 = 1.002 m^2
OPENABLE WINDOW AREA PROVIDED :
(W6) 0.847(W) x 2.275(H)
= 1.927 m^2 > 1.002 m^2

ELEVATION (W6)

FLAT Ⓒ M.BR.

GLAZED WINDOW AREA REQUIRED :
6.038 m^2 x 1/10 = 0.604 m^2
GLAZED WINDOW AREA PROVIDED :
(W7) 0.767(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.608 m^2 > 0.604 m^2
OPENABLE WINDOW AREA REQUIRED :
6.038 m^2 x 1/16 = 0.377 m^2
OPENABLE WINDOW AREA PROVIDED :
(W7) 0.700(W) x 0.900(H)
= 0.630 m^2 > 0.377 m^2

ELEVATION (W7)

LOUVRE AREA CALCULATION FOR BATH / A.U.T. / LAV. WITH MV/AL

LOUVRE AREA REQUIRED:
(TAKE LARGE SHOP Ⓑ A.U.T. AREA AT GROUND FLOOR)
4.329 m^2 x 1/20 = 0.216 m^2
LOUVRE AREA PROVIDED:
0.500 x 0.500 = 0.250 m^2 > 0.216 m^2

ELEVATION FOR DOOR Ⓛ

FLAT Ⓓ LIV & DIN.

GLAZED WINDOW AREA REQUIRED :
14.006 m^2 x 1/10 = 1.401 m^2
GLAZED WINDOW AREA PROVIDED :
(W8) 1.027(W) x 1.275(H) +
0.902(W) x 1.225(H)
= 2.414 m^2 > 1.401 m^2
OPENABLE WINDOW AREA REQUIRED :
14.006 m^2 x 1/16 = 0.875 m^2
OPENABLE WINDOW AREA PROVIDED :
(W8) 0.902(W) x 2.275(H)
= 2.052 m^2 > 0.875 m^2

ELEVATION (W8)

FLAT Ⓓ M.BR.

GLAZED WINDOW AREA REQUIRED :
5.108 m^2 x 1/10 = 0.511 m^2
GLAZED WINDOW AREA PROVIDED :
(W9) 1.019(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.929 m^2 > 0.511 m^2
OPENABLE WINDOW AREA REQUIRED :
5.108 m^2 x 1/16 = 0.319 m^2
OPENABLE WINDOW AREA PROVIDED :
(W9) 0.700(W) x 0.900(H)
= 0.630 m^2 > 0.319 m^2

ELEVATION (W9)

FLAT Ⓓ BR.1

GLAZED WINDOW AREA REQUIRED :
4.430 m^2 x 1/10 = 0.443 m^2
GLAZED WINDOW AREA PROVIDED :
(W10) 0.550(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.331 m^2 > 0.443 m^2
OPENABLE WINDOW AREA REQUIRED :
4.430 m^2 x 1/16 = 0.277 m^2
OPENABLE WINDOW AREA PROVIDED :
(W10) 0.700(W) x 0.900(H)
= 0.630 m^2 > 0.277 m^2

ELEVATION (W10)

FLAT Ⓓ BATH

OPENABLE WINDOW AREA REQUIRED :
2.905 m^2 x 1/10 = 0.291 m^2
OPENABLE WINDOW AREA PROVIDED :
0.570(W) x 1.010(H)
(W13) = 0.576 m^2 > 0.291 m^2

ELEVATION (W13)

FLAT Ⓓ KIT.

GLAZED WINDOW AREA REQUIRED :
3.126 m^2 x 1/10 = 0.313 m^2
GLAZED WINDOW AREA PROVIDED :
(W14) 0.570(W) x 1.220(H)
= 0.695 m^2 > 0.313 m^2
OPENABLE WINDOW AREA REQUIRED :
3.126 m^2 x 1/16 = 0.195 m^2
OPENABLE WINDOW AREA PROVIDED :
(W14) 0.570(W) x 1.220(H)
= 0.695 m^2 > 0.195 m^2

ELEVATION (W14)

WINDOW AREA CALCULATION FOR 22/F - 28/F

FLAT Ⓐ LIV & DIN.

GLAZED WINDOW AREA REQUIRED :
13.907 m^2 x 1/10 = 1.391 m^2
GLAZED WINDOW AREA PROVIDED :
(W21) 1.027(W) x 1.275(H) +
0.902(W) x 1.225(H)
= 2.414 m^2 > 1.391 m^2
OPENABLE WINDOW AREA REQUIRED :
13.907 m^2 x 1/16 = 0.869 m^2
OPENABLE WINDOW AREA PROVIDED :
(W21) 0.902(W) x 2.275(H)
= 2.052 m^2 > 0.869 m^2

ELEVATION (W21)

FLAT Ⓐ M.BR.

GLAZED WINDOW AREA REQUIRED :
5.108 m^2 x 1/10 = 0.511 m^2
GLAZED WINDOW AREA PROVIDED :
(W22) 1.019(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.929 m^2 > 0.511 m^2
OPENABLE WINDOW AREA REQUIRED :
5.108 m^2 x 1/16 = 0.319 m^2
OPENABLE WINDOW AREA PROVIDED :
(W22) 0.700(W) x 0.900(H)
= 0.630 m^2 > 0.319 m^2

ELEVATION (W22)

FLAT Ⓐ BR.1

GLAZED WINDOW AREA REQUIRED :
4.430 m^2 x 1/10 = 0.443 m^2
GLAZED WINDOW AREA PROVIDED :
(W23) 1.220(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 2.186 m^2 > 0.443 m^2
OPENABLE WINDOW AREA REQUIRED :
4.430 m^2 x 1/16 = 0.277 m^2
OPENABLE WINDOW AREA PROVIDED :
(W23) 0.700(W) x 0.900(H)
= 0.630 m^2 > 0.277 m^2

ELEVATION (W23)

FLAT Ⓐ BATH

OPENABLE WINDOW AREA REQUIRED :
2.905 m^2 x 1/10 = 0.291 m^2
OPENABLE WINDOW AREA PROVIDED :
0.570(W) x 1.010(H)
(W31) = 0.576 m^2 > 0.291 m^2

ELEVATION (W31)

FLAT Ⓐ KIT.

GLAZED WINDOW AREA REQUIRED :
3.126 m^2 x 1/10 = 0.313 m^2
GLAZED WINDOW AREA PROVIDED :
(W32) 0.570(W) x 1.220(H)
= 0.695 m^2 > 0.313 m^2
OPENABLE WINDOW AREA REQUIRED :
3.126 m^2 x 1/16 = 0.195 m^2
OPENABLE WINDOW AREA PROVIDED :
(W32) 0.570(W) x 1.220(H)
= 0.695 m^2 > 0.195 m^2

ELEVATION (W32)

FLAT Ⓑ LIV & DIN.(INCLUDING OPEN KIT.)

GLAZED WINDOW AREA REQUIRED :
17.765 m^2 x 1/10 = 1.777 m^2
GLAZED WINDOW AREA PROVIDED :
(W24) 0.977(W) x 1.275(H) +
0.852(W) x 1.225(H)
= 2.290 m^2 > 1.777 m^2
OPENABLE WINDOW AREA REQUIRED :
17.765 m^2 x 1/16 +
2.957 m^2 x 1/10 = 1.406 m^2
OPENABLE WINDOW AREA PROVIDED :
(W24) 0.852(W) x 2.275(H)
= 1.938 m^2 > 1.406 m^2

ELEVATION (W24)

FLAT Ⓑ BR.1

GLAZED WINDOW AREA REQUIRED :
4.356 m^2 x 1/10 = 0.436 m^2
GLAZED WINDOW AREA PROVIDED :
(W25) 0.767(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.608 m^2 > 0.436 m^2
OPENABLE WINDOW AREA REQUIRED :
4.356 m^2 x 1/16 = 0.272 m^2
OPENABLE WINDOW AREA PROVIDED :
(W25) 0.700(W) x 0.900(H)
= 0.630 m^2 > 0.272 m^2

ELEVATION (W25)

FLAT Ⓑ BR.2

GLAZED WINDOW AREA REQUIRED :
4.346 m^2 x 1/10 = 0.435 m^2
GLAZED WINDOW AREA PROVIDED :
(W26) 0.543(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.322 m^2 > 0.435 m^2
OPENABLE WINDOW AREA REQUIRED :
4.346 m^2 x 1/16 = 0.272 m^2
OPENABLE WINDOW AREA PROVIDED :
(W26) 0.700(W) x 0.900(H)
= 0.630 m^2 > 0.272 m^2

ELEVATION (W26)

FLAT Ⓑ M.BR.

GLAZED WINDOW AREA REQUIRED :
8.762 m^2 x 1/10 = 0.876 m^2
GLAZED WINDOW AREA PROVIDED :
(W27) 0.767(W) x 1.275(H) +
[(0.700 + 0.590(W)) x 0.900(H)]
= 2.139 m^2 > 0.876 m^2
OPENABLE WINDOW AREA REQUIRED :
8.762 m^2 x 1/16 +
2.781 m^2 x 1/10 = 0.826 m^2
(W27) OPENABLE WINDOW AREA PROVIDED :
[(0.700 + 0.590(W)) x 0.900(H)]
= 1.161 m^2 > 0.826 m^2

ELEVATION (W27)

FLAT Ⓒ LIV & DIN.

GLAZED WINDOW AREA REQUIRED :
14.006 m^2 x 1/10 = 1.401 m^2
GLAZED WINDOW AREA PROVIDED :
(W28) 1.027(W) x 1.275(H) +
0.902(W) x 1.225(H)
= 2.414 m^2 > 1.401 m^2
OPENABLE WINDOW AREA REQUIRED :
14.006 m^2 x 1/16 = 0.875 m^2
OPENABLE WINDOW AREA PROVIDED :
(W28) 0.902(W) x 2.275(H)
= 2.052 m^2 > 0.875 m^2

ELEVATION (W28)

FLAT Ⓒ M.BR.

GLAZED WINDOW AREA REQUIRED :
5.108 m^2 x 1/10 = 0.511 m^2
GLAZED WINDOW AREA PROVIDED :
(W29) 1.019(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.929 m^2 > 0.511 m^2
OPENABLE WINDOW AREA REQUIRED :
5.108 m^2 x 1/16 = 0.319 m^2
OPENABLE WINDOW AREA PROVIDED :
(W29) 0.700(W) x 0.900(H)
= 0.630 m^2 > 0.319 m^2

ELEVATION (W29)

FLAT Ⓒ BR.1

GLAZED WINDOW AREA REQUIRED :
4.430 m^2 x 1/10 = 0.443 m^2
GLAZED WINDOW AREA PROVIDED :
(W30) 1.220(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 2.186 m^2 > 0.443 m^2
OPENABLE WINDOW AREA REQUIRED :
4.430 m^2 x 1/16 = 0.277 m^2
OPENABLE WINDOW AREA PROVIDED :
(W30) 0.700(W) x 0.900(H)
= 0.630 m^2 > 0.277 m^2

ELEVATION (W30)

FLAT Ⓒ BATH

OPENABLE WINDOW AREA REQUIRED :
2.905 m^2 x 1/10 = 0.291 m^2
OPENABLE WINDOW AREA PROVIDED :
0.570(W) x 1.010(H)
(W33) = 0.576 m^2 > 0.291 m^2

ELEVATION (W33)

FLAT Ⓒ KIT.

GLAZED WINDOW AREA REQUIRED :
3.126 m^2 x 1/10 = 0.313 m^2
GLAZED WINDOW AREA PROVIDED :
(W34) 0.570(W) x 1.220(H)
= 0.695 m^2 > 0.313 m^2
OPENABLE WINDOW AREA REQUIRED :
3.126 m^2 x 1/16 = 0.195 m^2
OPENABLE WINDOW AREA PROVIDED :
(W34) 0.570(W) x 1.220(H)
= 0.695 m^2 > 0.195 m^2

ELEVATION (W34)

WINDOW AREA CALCULATION FOR 29/F & 30/F (TAKE SMALLER WINDOW AS 29/F)

FLAT Ⓐ LIV & DIN.

GLAZED WINDOW AREA REQUIRED :
(15.533 + 0.234)m^2 x 1/10 = 1.577 m^2
GLAZED WINDOW AREA PROVIDED :
(W41) 1.027(W) x 1.275(H) +
0.902(W) x 1.225(H)
= 2.414 m^2 > 1.577 m^2
OPENABLE WINDOW AREA REQUIRED :
(15.533 + 0.234)m^2 x 1/16 = 0.985 m^2
OPENABLE WINDOW AREA PROVIDED :
(W41) 0.902(W) x 2.275(H)
= 2.052 m^2 > 0.985 m^2

ELEVATION (W41)

FLAT Ⓐ M.BR.

GLAZED WINDOW AREA REQUIRED :
5.672 m^2 x 1/10 = 0.567 m^2
GLAZED WINDOW AREA PROVIDED :
(W42) 1.019(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.929 m^2 > 0.567 m^2
OPENABLE WINDOW AREA REQUIRED :
5.672 m^2 x 1/16 = 0.351 m^2
OPENABLE WINDOW AREA PROVIDED :
(W42) 0.700(W) x 0.900(H)
= 0.630 m^2 > 0.355 m^2

ELEVATION (W42)

FLAT Ⓐ BR.1

GLAZED WINDOW AREA REQUIRED :
5.988 m^2 x 1/10 = 0.599 m^2
GLAZED WINDOW AREA PROVIDED :
(W43) 1.163(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 2.113 m^2 > 0.599 m^2
OPENABLE WINDOW AREA REQUIRED :
5.988 m^2 x 1/16 = 0.374 m^2
OPENABLE WINDOW AREA PROVIDED :
(W43) 0.700(W) x 0.900(H)
= 0.630 m^2 > 0.374 m^2

ELEVATION (W43)

FLAT Ⓐ BATH

OPENABLE WINDOW AREA REQUIRED :
2.905 m^2 x 1/10 = 0.291 m^2
OPENABLE WINDOW AREA PROVIDED :
0.570(W) x 1.010(H)
(W48) = 0.576 m^2 > 0.291 m^2

ELEVATION (W48)

FLAT Ⓐ KIT.

GLAZED WINDOW AREA REQUIRED :
3.126 m^2 x 1/10 = 0.313 m^2
GLAZED WINDOW AREA PROVIDED :
(W49) 0.570(W) x 1.220(H)
= 0.695 m^2 > 0.313 m^2
OPENABLE WINDOW AREA REQUIRED :
3.126 m^2 x 1/16 = 0.195 m^2
OPENABLE WINDOW AREA PROVIDED :
(W49) 0.570(W) x 1.220(H)
= 0.695 m^2 > 0.195 m^2

ELEVATION (W49)

FLAT Ⓑ M.BR.

GLAZED WINDOW AREA REQUIRED :
8.177 m^2 x 1/10 = 0.818 m^2
GLAZED WINDOW AREA PROVIDED :
(W44) 0.913(W) x 1.275(H) +
[(0.700 + 0.590(W)) x 0.900(H)]
= 2.325 m^2 > 0.818 m^2
OPENABLE WINDOW AREA REQUIRED :
8.177 m^2 x 1/16 +
3.251 m^2 x 1/10 = 0.836 m^2
OPENABLE WINDOW AREA PROVIDED :
(W44) [(0.700 + 0.590(W)) x 0.900(H)]
= 1.161 m^2 > 0.836 m^2

ELEVATION (W44)

FLAT Ⓑ BR.2

GLAZED WINDOW AREA REQUIRED :
4.750 m^2 x 1/10 = 0.475 m^2
GLAZED WINDOW AREA PROVIDED :
(W45) 1.153(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 2.100 m^2 > 0.475 m^2
OPENABLE WINDOW AREA REQUIRED :
4.750 m^2 x 1/16 = 0.297 m^2
OPENABLE WINDOW AREA PROVIDED :
(W45) 0.700(W) x 0.900(H)
= 0.630 m^2 > 0.297 m^2

ELEVATION (W45)

FLAT Ⓑ BR.1

GLAZED WINDOW AREA REQUIRED :
4.903 m^2 x 1/10 = 0.490 m^2
GLAZED WINDOW AREA PROVIDED :
(W46) 0.767(W) x 1.275(H) +
[(0.700 + 0.590(W)) x 0.900(H)]
= 2.139 m^2 > 0.490 m^2
OPENABLE WINDOW AREA REQUIRED :
4.903 m^2 x 1/16 = 0.306 m^2
OPENABLE WINDOW AREA PROVIDED :
(W46) [(0.700 + 0.590(W)) x 0.900(H)]
= 1.161 m^2 > 0.306 m^2

ELEVATION (W46)

FLAT Ⓑ LIV & DIN.

GLAZED WINDOW AREA REQUIRED :
(19.485 + 0.234)m^2 x 1/10 = 1.972 m^2
GLAZED WINDOW AREA PROVIDED :
(W47) 1.027(W) x 1.275(H) +
0.902(W) x 1.225(H)
= 2.414 m^2 > 1.972 m^2
OPENABLE WINDOW AREA REQUIRED :
(19.485 + 0.234)m^2 x 1/16 +
2.889 m^2 x 1/10 = 1.521 m^2
OPENABLE WINDOW AREA PROVIDED :
(W47) 0.902(W) x 2.275(H)
= 2.052 m^2 > 1.521 m^2

ELEVATION (W47)

FLAT Ⓑ KIT.

GLAZED WINDOW AREA REQUIRED :
4.851 m^2 x 1/10 = 0.485 m^2
GLAZED WINDOW AREA PROVIDED :
(W50) 0.570(W) x 1.220(H)
= 0.695 m^2 > 0.485 m^2
OPENABLE WINDOW AREA REQUIRED :
4.851 m^2 x 1/16 = 0.303 m^2
OPENABLE WINDOW AREA PROVIDED :
(W50) 0.570(W) x 1.220(H)
= 0.695 m^2 > 0.303 m^2

ELEVATION (W50)

WINDOW AREA CALCULATION FOR 31/F

DELETED

FLAT Ⓐ LIV & DIN.(INCLUDING OPEN KIT.)

GLAZED WINDOW AREA REQUIRED :
15.195 m^2 x 1/10 = 1.520 m^2
GLAZED WINDOW AREA PROVIDED :
(W31) (0.988+1.873)(W) x 1.525(H) +
0.900(W) x 1.150(H)
= 5.398 m^2 > 1.520 m^2
OPENABLE WINDOW AREA REQUIRED :
15.195 m^2 x 1/16 = 0.950 m^2
OPENABLE WINDOW AREA PROVIDED :
(W31) 0.900(W) x 1.150(H)
= 1.035 m^2 > 0.950 m^2

ELEVATION (W31)

FLAT Ⓐ BR.1

GLAZED WINDOW AREA REQUIRED :
4.190 m^2 x 1/10 = 0.419 m^2
GLAZED WINDOW AREA PROVIDED :
(W32) 1.200(W) x 1.525(H) +
0.800(W) x 1.150(H)
= 2.750 m^2 > 0.419 m^2
OPENABLE WINDOW AREA REQUIRED :
4.190 m^2 x 1/16 = 0.262 m^2
OPENABLE WINDOW AREA PROVIDED :
(W32) 0.800(W) x 1.150(H)
= 0.920 m^2 > 0.262 m^2

ELEVATION (W32)

FLAT Ⓐ M.BR.

GLAZED WINDOW AREA REQUIRED :
4.566 m^2 x 1/10 = 0.457 m^2
GLAZED WINDOW AREA PROVIDED :
(W33) 0.988(W) x 1.525(H) +
0.863(W) x 1.475(H)
= 2.780 m^2 > 0.457 m^2
OPENABLE WINDOW AREA REQUIRED :
4.566 m^2 x 1/16 = 0.285 m^2
OPENABLE WINDOW AREA PROVIDED :
(W33) 0.863(W) x 1.475(H)
= 1.273 m^2 > 0.285 m^2

ELEVATION (W33)

DELETED

FLAT Ⓐ BATH

OPENABLE WINDOW AREA REQUIRED :
(TAKE LARGEST AREA BATH 2)
2.484 m^2 x 1/10 = 0.248 m^2
OPENABLE WINDOW AREA PROVIDED :
(W39) 0.570(W) x 1.260(H)
= 0.718 m^2 > 0.248 m^2

ELEVATION (W39)

FLAT Ⓑ LIV & DIN.(INCLUDING OPEN KIT.)

GLAZED WINDOW AREA REQUIRED :
11.042 m^2 x 1/10 = 1.104 m^2
GLAZED WINDOW AREA PROVIDED :
(W34) 0.988(W) x 1.525(H) +
0.863(W) x 1.475(H)
= 2.780 m^2 > 1.104 m^2
OPENABLE WINDOW AREA REQUIRED :
11.042 m^2 x 1/16 = 0.690 m^2
OPENABLE WINDOW AREA PROVIDED :
(W34) 0.863(W) x 1.475(H)
= 1.273 m^2 > 0.690 m^2

ELEVATION (W34)

DELETED

FLAT Ⓑ M.BR.

GLAZED WINDOW AREA REQUIRED :
5.160 m^2 x 1/10 = 0.516 m^2
GLAZED WINDOW AREA PROVIDED :
(W35) 1.038(W) x 1.525(H) +
0.800(W) x 1.150(H)
= 2.503 m^2 > 0.516 m^2
OPENABLE WINDOW AREA REQUIRED :
5.160 m^2 x 1/16 +
2.649 m^2 x 1/10 = 0.588 m^2
OPENABLE WINDOW AREA PROVIDED :
(W35) 0.800(W) x 1.150(H)
= 0.920 m^2 > 0.588 m^2

ELEVATION (W35)

DELETED

FLAT Ⓒ LIV & DIN.(INCLUDING OPEN KIT.)

GLAZED WINDOW AREA REQUIRED :
17.552 m^2 x 1/10 = 1.755 m^2
GLAZED WINDOW AREA PROVIDED :
(W36) 0.931(W) x 1.525(H) +
0.806(W) x 1.475(H)
0.800(W) x 1.150(H)
= 3.529 m^2 > 1.755 m^2
OPENABLE WINDOW AREA REQUIRED :
17.552 m^2 x 1/16 = 1.097 m^2
OPENABLE WINDOW AREA PROVIDED :
(W36) 0.806(W) x 1.475(H)
0.800(W) x 1.150(H)
= 2.109 m^2 > 1.097 m^2

ELEVATION (W36)

FLAT Ⓒ BR.1

GLAZED WINDOW AREA REQUIRED :
4.269 m^2 x 1/10 = 0.427 m^2
GLAZED WINDOW AREA PROVIDED :
(W38) 1.122(W) x 1.525(H) +
0.800(W) x 1.150(H)
= 2.631 m^2 > 0.427 m^2
OPENABLE WINDOW AREA REQUIRED :
4.269 m^2 x 1/16 = 0.267 m^2
OPENABLE WINDOW AREA PROVIDED :
(W38) 0.800(W) x 1.225(H)
= 0.920 m^2 > 0.267 m^2

ELEVATION (W38)

FLAT Ⓒ M.BR.

GLAZED WINDOW AREA REQUIRED :
4.946 m^2 x 1/10 = 0.495 m^2
GLAZED WINDOW AREA PROVIDED :
(W37) (0.768+0.525)(W) x 1.525(H) +
0.703(W) x 1.150(H)
= 2.780 m^2 > 0.495 m^2
OPENABLE WINDOW AREA REQUIRED :
4.946 m^2 x 1/16 = 0.309 m^2
OPENABLE WINDOW AREA PROVIDED :
(W37) 0.703(W) x 1.150(H)
= 0.808 m^2 > 0.309 m^2

ELEVATION (W37)

DELETED

FLAT Ⓒ BATH

OPENABLE WINDOW AREA REQUIRED :
(TAKE LARGEST AREA BATH 2)
2.460 m^2 x 1/10 = 0.246 m^2
OPENABLE WINDOW AREA PROVIDED :
(W40) 0.570(W) x 1.260(H)
= 0.718 m^2 > 0.246 m^2

ELEVATION (W40)

REFERENCES :

File
B. D. : BD 2/3009/19
F. S. D. : FP 8/13004<34>

JOB TITLE :

PROPOSED COMMERCIAL/RESIDENTIAL
ON SIL 433 S.F, SIL 433 S.G, SIL 433 RP,
SIL 433 S.D AT NOS. 9-19 KAM WA STREET,
SHAU KEI WAN, HONG KONG

GENERAL NOTES :
1. Do not scale drawings : Figured dimensions are to be followed.
2. All dimensions are to be checked and verified on site.
3. All prints, notes, specifications and thier copyright are the property of the Architects/Engineers.
4. This Drawing is not valid for construction or other purposed unless certified by the Architects/Engineers.

NOTES :
4TH, 13TH, 14TH, 24TH DELETED FROM
FLOOR NUMBERING SYSTEM.
G.F.A. CONCESSION OF PNAP APP-151

REVISIONS		SIGNATURE	DATE
-	FIRST SUBMISSION	JIMMY	08/19
-	RE-SUBMISSION	JIMMY	01/20
-	RE-SUBMISSION	JIMMY	04/20
-	RE-SUBMISSION	JIMMY	09/20
A	GENERAL REVISION	JIMMY	03/21
B	GENERAL REVISION	JIMMY	01/23
C	GENERAL REVISION	JIMMY	12/24
DESIGNED			
DRAWN		JIMMY	09/19
CHECKED			

ARCHITECT/ENGINEER IN CHARGE

NG KIT WAH BENNY
AUTHORIZED PERSON - ARCHITECT

Plan Approved
WAN Chi-wai
Chief Building Surveyor
for BUILDING AUTHORITY
- 4 FEB 2025

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(b) and the provision of section 14(2)(c) of the Buildings Ordinance are of particular relevance in this regard.

FOR BUILDINGS DEPARTMENT

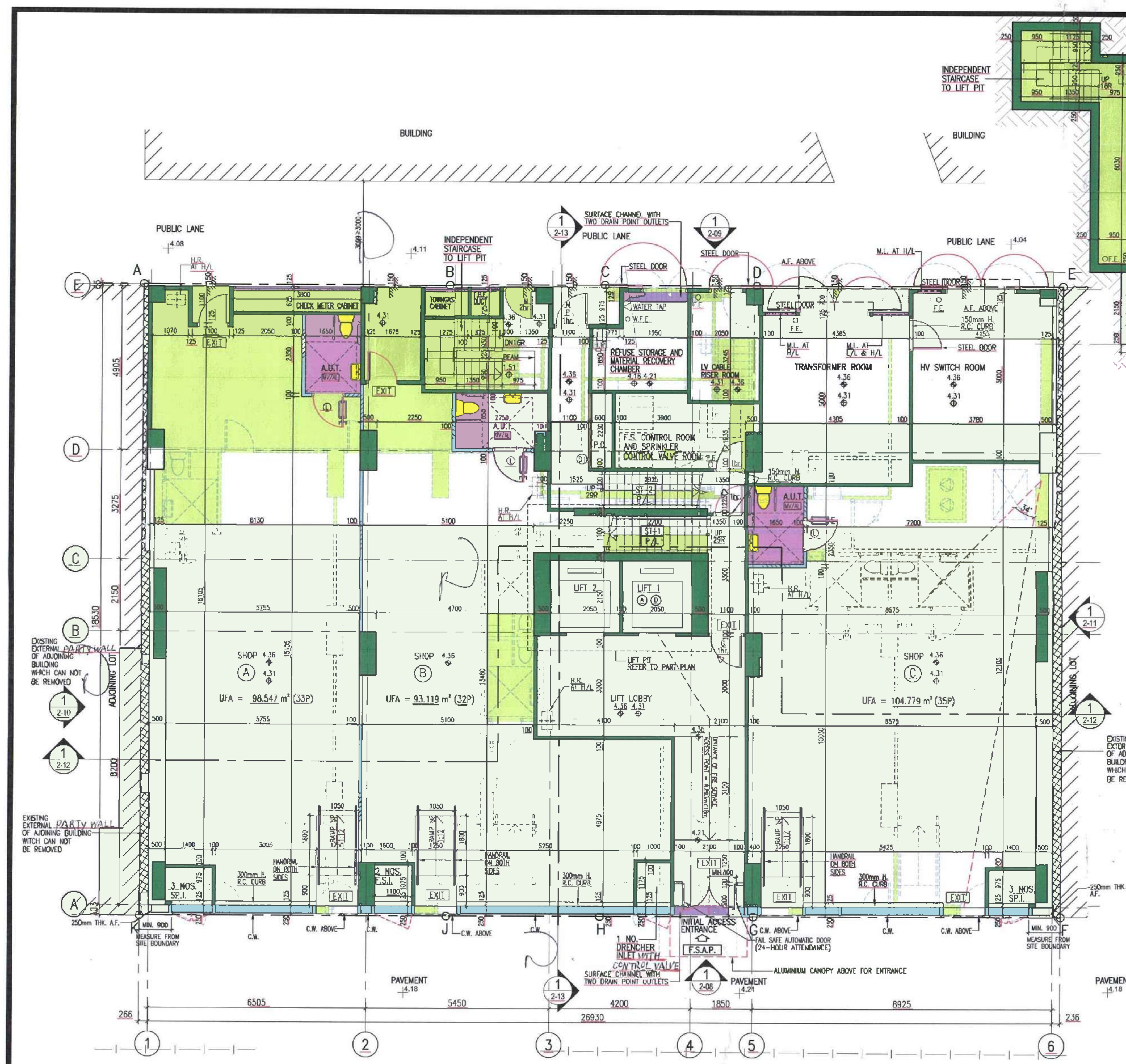
AMENDED PLAN

06 DEC 2024

百利保發展顧問有限公司
Paliburg Development Consultants Limited

DRG. TITLE : (BUILDING PLAN)
WINDOW AREA DIAGRAMS AND CALCULATIONS

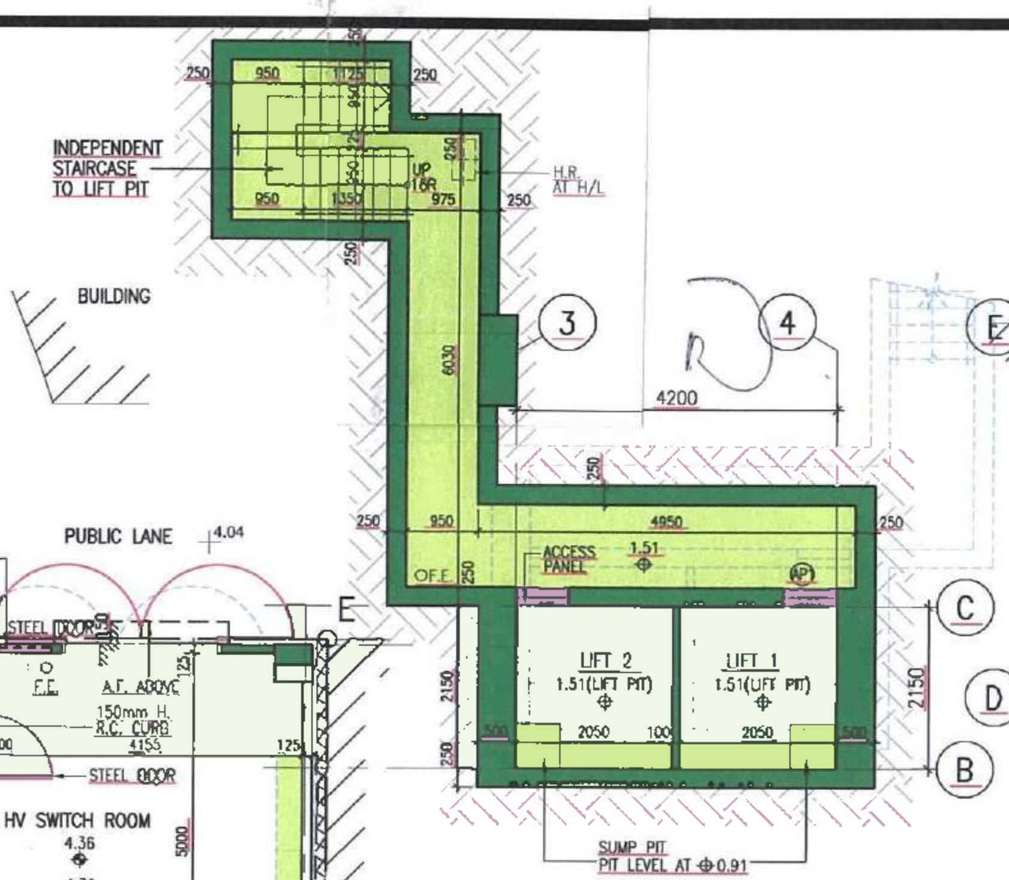
SCALE : 1 : 100
File Name: (for CAD drawing) 2-04
JOB NO : 433
DRG.NO. : 2-04



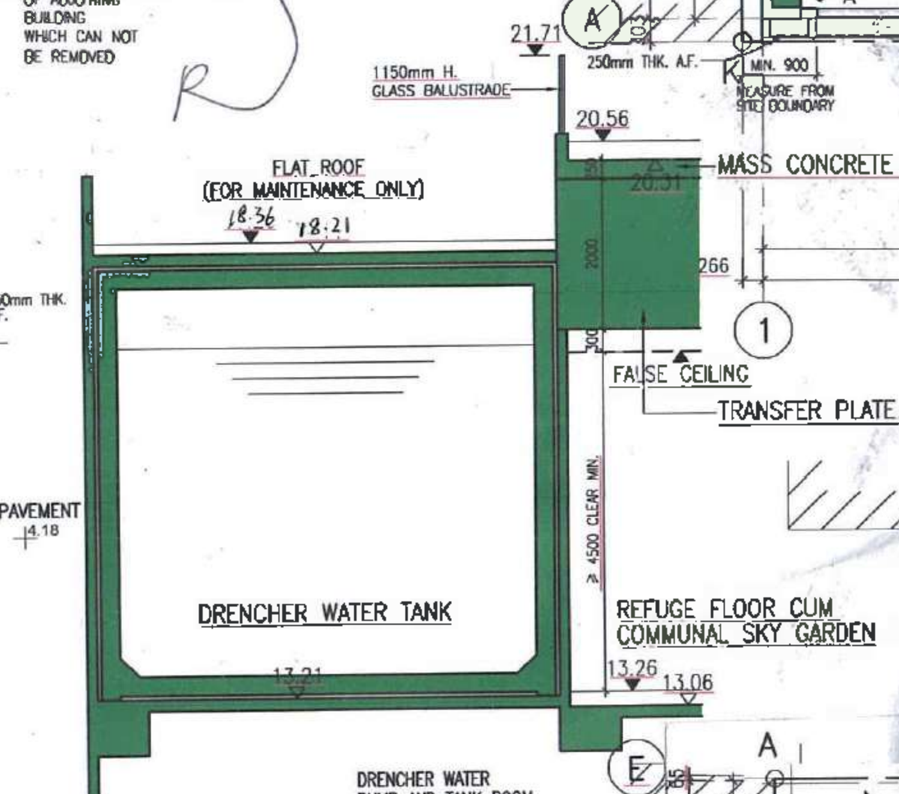
GROUND FLOOR PLAN

1. FLOOR IMPOSED LOADING = 5 kPa. (7.5 kPa FOR E/M ROOM)

KAM WA STREET (WIDTH OF STREET > 15 m)
MEAN STREET LEVEL (4.07+4.15) / 2 = 4.11mPD

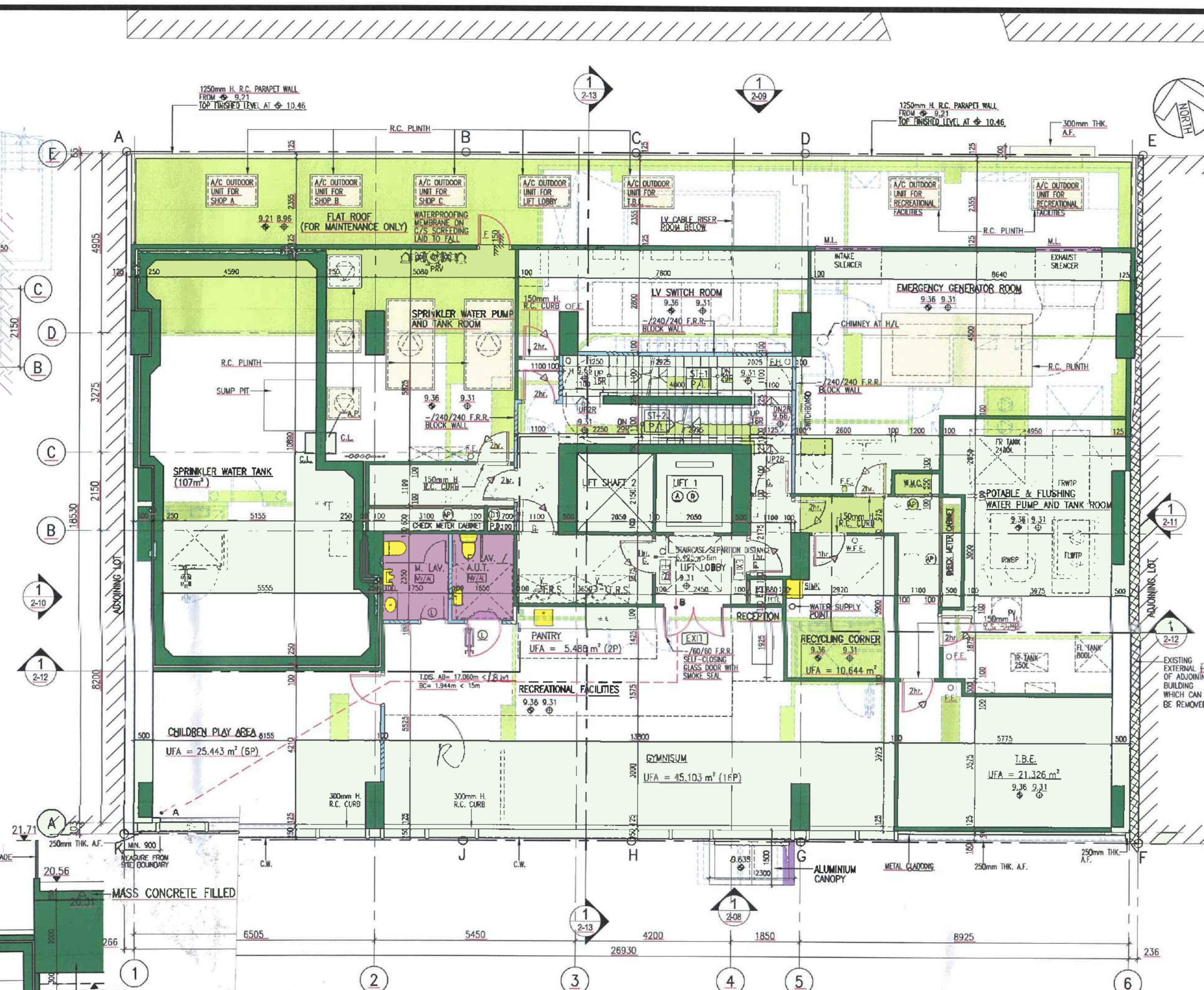


PART PLAN OF LIFT PIT



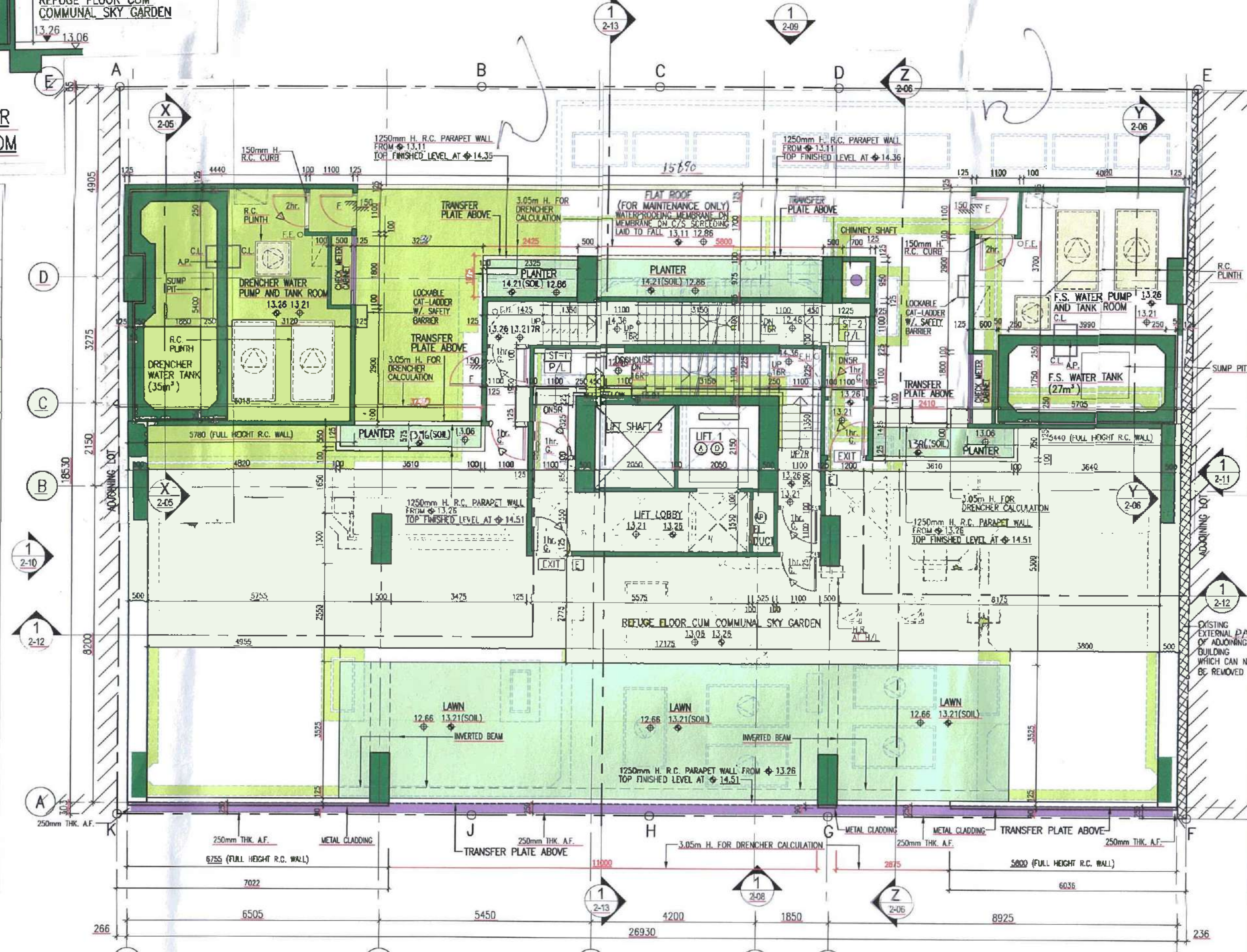
SECTION X–X FOR DRENCHER WATER PUMP AND TANK ROOM

SCALE = 1 : 100



1ST FLOOR PLAN

1. FLOOR IMPOSED LOADING = 5 kPa. (7.5 kPa FOR E/M ROOM)



2ND FLOOR PLAN

1. FLOOR IMPOSED LOADING = 5 kPa. (7.5 kPa FOR E/M ROOM)

MODIFICATIONS / EXEMPTIONS GRANTED and AMENDMENT TO LOCATION (if any) IN THE CURRENT SUBMISSION

Permit No.: HK 462/2020 (MOD); HK 214/2021 (MOD); HK 42/2023/MOD

Date of Modifications Granted (Date / Month / Year): 30 / 10 / 20; 15 / 04 / 21; 06 / 02 / 23

	Description	Condition	Location with Modification/ Exemption Granted	Rev. - (Submission 09/20)	Rev. A (Submission 03/21)	Rev. B (Submission 01/23)	Rev. C (Submission 12/24)
1	(1) Building (Planning) Regulations 20 and 23(3)(a) To permit the following green and innovative features under JPNs to be excluded from site coverage and gross floor area calculation: (i) Combined air-conditioner (AC) platforms with balconies and the covered areas underneath the lowest combined balcony.	Regarding item (1)(i): (i) Location of the combined balcony is restricted to the living room, dining room or bedroom. (ii) There is no projecting window in the same room. (iii) The combined balcony is at least 1.5m away from a utility platform. (iv) Not less than 40% of the perimeter of the combined balcony and air-conditioner platform, and the covered area underneath the lowest combined balcony, faces into the open air and is not enclosed above safe parapet height. (v) There is a minimum of 150mm drop in level from the room which leads to the combined balcony. (vi) The exhaust outlet(s) for the internal bathroom(s) and lavatory(ies) does not open into the combined balcony, and the covered areas underneath the combined balcony. (vii) The summation of area to be exempted for such balcony including portion of such balcony per residential unit is 1m² or 2.5% of the Usable Floor Space of the unit whichever is the greater subject to a maximum of 3m². (viii) The size of any balcony, including part of which to be exempted from gross floor area and site coverage calculations, is not less than 2m². (ix) Not more than 50% of the area of the balcony is to be exempted from gross floor area and site coverage calculations. (x) The air-conditioner platform provided on the combined balcony as 'areas for air-conditioning' and individual air-conditioner platforms must not be erected at the external walls of the building will be designated in the Deed of Mutual Covenant with details of the use and location clearly indicated. (xi) Air-conditioner shall be installed on the air-conditioner platform provided on the combined balcony. (xii) There is a minimum of 50mm rise in level from the finished floor of the combined balcony in the air-conditioner platform. (xiii) There is no supporting frame for suspending an air-conditioner in the combined balcony in the air-conditioner platform. Cast-in-anchors for anchorage of personal fall arresting system shall be provided if there is supporting frame for suspending building services in the combined balcony in the air-conditioner platform.	3/F – 30/F	#	×	×	Δ
	(ii) Combined air-conditioner (AC) platforms with utility platforms and covered areas underneath the lowest combined utility platform.	Regarding item (1)(ii): (i) There is no projecting window in the room which leads to the utility platform. (ii) The combined utility platform is at least 1.5m away from a balcony. (iii) Not less than 40% of the perimeter to the combined utility platform and the air-conditioner platform, and the covered area underneath the lowest combined utility platform, faces into the open air and is not enclosed above safe parapet height, or where the combined utility platform is attached laterally to another utility platform and the separation between them if provided is of parapet height only, its longer side faces into the open air and is not enclosed above safe parapet height. (iv) Parapets are of open design such as railing, perforated sheet or mesh so as not to block natural ventilation. (v) There is a minimum of 150mm drop in level from the adjacent interior space which leads to the combined utility platform. (vi) The exhaust outlet(s) for the internal bathroom(s) and lavatory(ies) do not open into the combined utility platform, and the covered area underneath the combined utility platform. (vii) The maximum area to be exempted for such platform including portion of such platform per residential unit is 0.75m². (viii) The size of any utility platform, including part of which to be exempted from gross floor area and site coverage calculations, is not less than 1.5m² in area. (ix) Not more than 50% of the area of the utility platform is to be exempted from gross floor area and site coverage calculations. (x) The air-conditioner platform provided on the combined utility platform as 'areas for air-conditioning' and individual air-conditioner platforms must not be erected a the external walls of the building will be designed in the Deed of Mutual Covenant with details of the use and location clearly indicated. (xi) Air-conditioner shall be installed on the air-conditioner platform provided on the combined utility platform. (xii) There is a minimum of 50mm rise in level from the finished floor of the combined utility platform in the air-conditioner platform. (xiii) There is no supporting frame for suspending an air-conditioner in the combined utility platform in the air-conditioner platform. (xiv) Cast-in-anchors for anchorage of personal fall arresting system shall be provided if there is supporting frame for suspending building services in the combined utility platform in the air-conditioner platform.					
2	(2) Building (Planning) Regulation on 23(3)(a) To permit the following green and innovative features under JPNs to be excluded from gross floor area calculation: (i) Refuge floor cum communal sky garden on 3/F.	Regarding item (2)(i): (i) Sky garden shall be for the exclusive use of the residents/tenants and their visitors only as indicated on the approved plans and such areas shall not be used for any other purpose or by any other persons without the prior consent of the Building Authority.	3/F	#	✓	✓	Δ
3	(3) Building (Planning) Regulation 23(3)(a) To permit the following provisions/areas to be excluded from gross floor area calculation: (i) Pipe ducts. (ii) Residential recreational facilities on 1/F. (iii) Lift shaft areas over and above 2.5% and less than 3.5% of the total domestic gross floor area.	Regarding item (3)(i): (i) Adequate access for inspection and maintenance is to be provided. Regarding item (3)(ii): (i) The recreational area is for the exclusive use of the owners and residents and their bona fide visitors only as indicated on the approved plans and such area shall not be used for any other purpose or by any other persons without the prior consent of the Building Authority. (ii) This modification is given in recognition of the letter of undertaking submitted by the developer dated 24 September 2020 (Ref.: PDC/433/053/20) designating the residential recreational facilities as common area in the Deed of Mutual Covenant. (iii) The letter of undertaking submitted by the developer dated 24 September 2020 (Ref.: PDC/433/053/20) in support of the application for exemption is to be registered in the Land Registry before the application for an Occupation Permit is submitted.	G/F - Roof	#	✓	✓	Δ
4	(4) Building (Planning) Regulation 36 To permit the omission of natural lighting and ventilation in the following areas: (i) Internal bathrooms and lavatories of the domestic units. (ii) Internal lavatories on G/F and 1/F.	Regarding item (4)(i): (i) Subject to the compliance with the requirements and conditions as laid down in PNAP APP-98. Regarding item (4)(ii): (i) Artificial lighting and mechanical ventilation at a rate of not less than 10 changes of air per hour to be provided to the satisfaction of the Building Authority. (ii) Fresh air intake complying the requirements set out in Annex 2 of PNAP ADM-2 to be provided.	G/F, 1/F & 3/F – 30/F	#	✓	✓	Δ
5	(5) Building (Planning) Regulation 40 To permit the omission of natural lighting to the staircases:	Regarding item (5): (i) Permanent artificial lighting system with 30 lux minimum lighting level backed up by an emergency lighting system providing a horizontal illuminance at floor level of not less than 2 lux. (ii) The design of the emergency lighting system shall comply with the Code of Practice for Minimum Fire Service Installations and Equipment.	G/F - Roof	#	✓	✓	✓
6	(6) Building (Construction) Regulation 35 To permit the level of an internal floor of refuse storage and material recovery chamber G/F to be less than 150mm above the level of the external ground.	Regarding item (6): (i) Provision of additional drainage channels, each with at least 2 no. of drainage outlets. (ii) Provision of a fall, not less than 1:80, on the flat roof or external ground sloping away from the adjoining internal/usable floor area.	Refuse Storage and Material Recovery Chamber at G/F	#	✓	✓	✓
7	(7) Building (Planning) Regulation 35A To accept the non-provision of gas apertures in bathrooms of domestic units where suitable provision for the installation of room-sealed gas water heater complying with Regulation 35A of Building (Planning) Regulations has been provided in other room of the domestic unit.	Regarding item (7): (i) The provision of shared hot water heater with other room and the length of hot water pipe from the said gas water heater comply with the requirements of Waterworks Regulation 19 (Cap. 102)	3/F – 30/F	#	✓	✓	Δ
8	(1) Building (Planning) Regulations 20 and 23(3)(a) To permit the following green and innovative features under JPNs to excluded from site coverage and gross floor area calculation: (i) Combined balconies with utility platforms and air-conditioner platforms of residential flats.	Regarding item (1) (i): (i) Location of the combined balcony and utility platform is restricted to the living room, dining room or bedroom. (ii) There is no projecting window in the same room. (iii) Not less than 40% of the perimeter of the combined balcony, utility platform and air-conditioner platform, and the covered area underneath the lowest combined balcony and utility platform, faces into the open air and is not enclosed above safe parapet height. (iv) There is a minimum of 150mm drop in level from the room which leads to the combined balcony and utility platform. (v) The exhaust outlet(s) for the internal bathroom(s) and lavatory(ies) does not open the combined balcony and utility platform, and the covered areas underneath the combined balcony and utility platform. (vi) The summation of area to be exempted for such balcony including portion of such balcony per residential unit is 1m² or 2.5% of the Usable Floor Space of the unit whichever is the greater subject to a maximum of 3m². (vii) The maximum area to be exempted for such utility platform including portion of such platform per residential unit is 0.75m². (viii) The size of any balcony including part of which to be exempted from gross floor area and site coverage calculations, is not less than 2m². (ix) The size of any utility platform, including part of which to be exempted from gross floor area and site coverage calculations, is not less than 1.5m² in area. (x) Not more than 50% of the area of the balcony is to be exempted from gross floor area and site coverage calculations. (xi) Not more than 50% of the area of the utility platform is to be exempted from gross floor area and site coverage calculations. (xii) The air-conditioner platform provided on the combined balcony and utility platform as 'areas for air-conditioning' and individual air-conditioner platforms must not be erected at the external walls of the building will be designated in the Deed of Mutual Covenant with details of the use and location clearly indicated. (xiii) Air-conditioner shall be installed on the air-conditioner platform provided on the combined balcony and utility platform. (xiv) There is a minimum of 50mm rise in level from the finished floor of the combined balcony and utility platform in the air-conditioner platform. (xv) There is no supporting frame for suspending an air-conditioner in the combined balcony and utility platform in the air-conditioner platform. (xvi) Cast-in-anchor for anchorage of personal fall arresting system shall be provided if there is supporting frame for suspending building services in the combined balcony and utility platform.	5/F – 30/F		#	✓	Δ

LEGENDS: #: First Granted ✓: Still Applicable X: Not Applicable Δ: Location Change

REFERENCES :
File
B. D. : BD 2/3009/19
F. S. D. : FP 8/13004<34>

JOB TITLE :
PROPOSED COMMERCIAL/RESIDENTIAL ON SIL 433 S.F, SIL 433 S.G, SIL 433 RP, SIL 433 S.D AT NOS. 9–19 KAM WA STREET, SHAU KEI WAN, HONG KONG

GENERAL NOTES :
1. Do not scale drawings : figured dimensions are to be followed.
2. All dimensions are to be checked and verified on site.
3. All prints, notes, specifications and their copyright are the property of the Architects/Engineers.
4. This Drawing is not valid for construction or other purposed unless certified by the Architects/Engineers.

NOTES :
4TH, 13TH, 14TH, 24TH DELETED FROM FLOOR NUMBERING SYSTEM.

REVISIONS		SIGNATURE	DATE
–	FIRST SUBMISSION	JIMMY	08/19
–	RE-SUBMISSION	JIMMY	01/20
–	RE-SUBMISSION	JIMMY	04/20
–	RE-SUBMISSION	JIMMY	09/20
A	GENERAL REVISION	JIMMY	03/21
B	GENERAL REVISION	JIMMY	01/23
C	GENERAL REVISION	JIMMY	12/24

DESIGNED
DRAWN JIMMY 08/19
CHECKED

ARCHITECT/ENGINEER IN CHARGE
NG KIT WAH BENNY
AUTHORIZED PERSON - ARCHITECT

Plan Approved
WAN Chi-wai
Chief Building Surveyor
for BUILDING AUTHORITY
- 4 FEB 2025

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(b) and the provision of section 14(3)(c) of the Buildings Ordinance are of particular relevance in this regard.

FOR BUILDINGS DEPARTMENT
AMENDED PLAN
- 6 DEC 2024

百利保發展顧問有限公司
Paliburg Development Consultants Limited

DRG. TITLE : (BUILDING PLAN)
GROUND FLOOR TO 2ND FLOOR PLAN

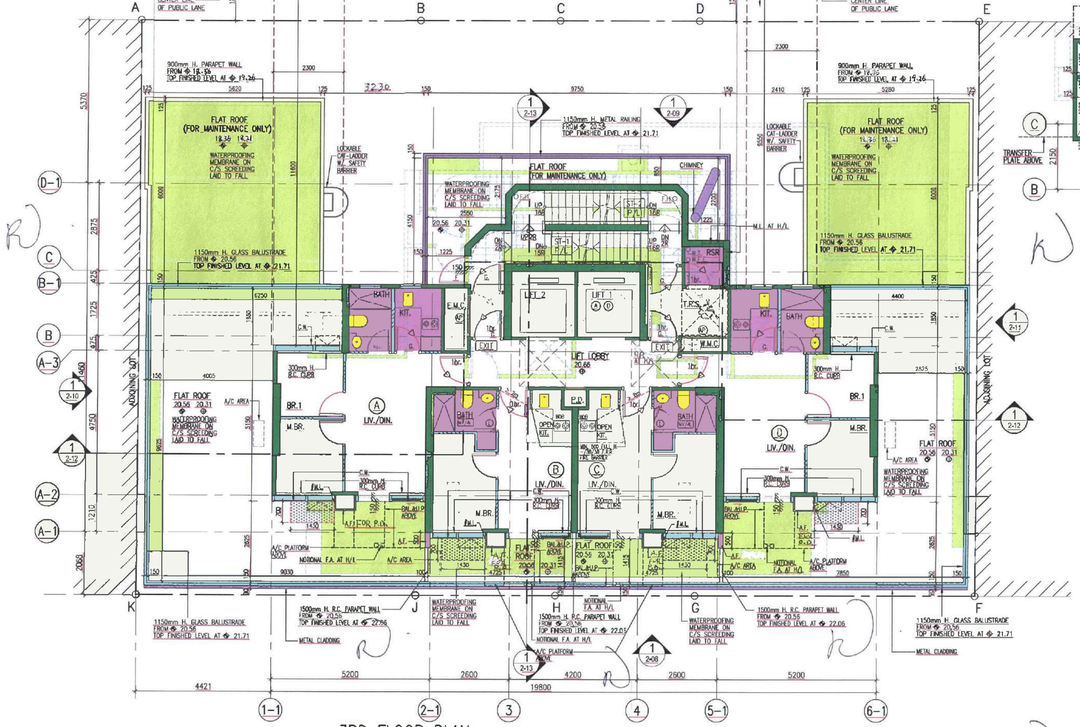
SCALE : 1 : 100
JOB NO : 433
DRG. NO. : 2-05

HORIZONTAL PRESCRIBED WINDOW PLANE FOR DOMESTIC HABITATION ROOM (3/F ~ 28/F)(FACING BOUNDARY)

LENGTH OF RECTANGULAR PLANE REQUIRED :
[89.31(29/F FLAT ROOF LEVEL) – 20.66(3/F LEVEL) + 1.20(PARAPET HEIGHT) –1.00(WINDOW SILL)] / 5 =11.558 m
LENGTH OF RECTANGULAR PLAN PROVIDED : 11.600 m > 11.558 m
HORIZONTAL PLANE AREA PROVIDED : 11.600 x 2.300 = 26.680 m² > 21 m²

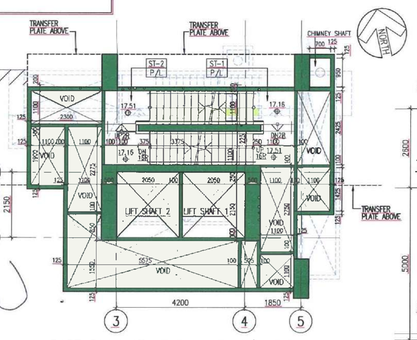
HORIZONTAL PRESCRIBED WINDOW PLANE FOR KITCHEN (3/F ~ 30/F)(FACING BOUNDARY)

LENGTH OF RECTANGULAR PLANE REQUIRED :
[86.51(ROOF FLOOR LEVEL) – 20.66(3/F LEVEL) + 1.40(PARAPET HEIGHT) –1.00(WINDOW SILL)] / 8 = 9.531 m
LENGTH OF RECTANGULAR PLAN PROVIDED : 9.550 m > 9.531 m
HORIZONTAL PLANE AREA PROVIDED : 9.550 x 2.300 = 21.965 m² > 21 m²

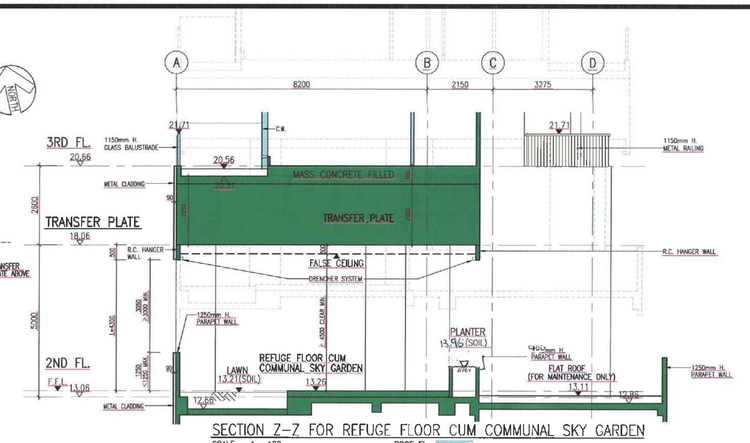


3RD FLOOR PLAN

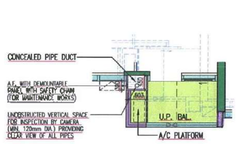
1. FLOOR IMPOSED LOADING = 5 kPa. (7.5 kPa FOR E/M ROOM)
2. ALL DIMENSIONS ARE SAME AS 5TH – 21ST FLOOR PLAN EXCEPT OTHERWISE STATED.
3. ALL P.D. DOOR TO BE USED (D1) UNLESS SPECIFIED ON PLAN.
4. #M.L. : A.F. WITH DEMOUNTABLE METAL LOUVRE BELOW TO PROVIDE PERMANENT VENTILATION OF CONCEALED DRAINAGE PIPE IN ACCORDANCE WITH PNAP APP-93



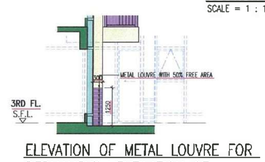
PART PLAN AT LEVEL +17.16/+17.51
SCALE = 1 : 100



SECTION Z–Z FOR REFUGE FLOOR CUM COMMUNAL SKY GARDEN
SCALE = 1 : 100

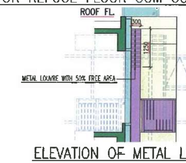


TYPICAL DETAIL "A" FOR EXTERNAL P.D.
SCALE = 1 : 100



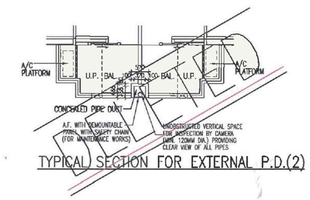
ELEVATION OF METAL LOUVRE FOR PERMANENT VENTILATION OF CONCEALED PIPE DUCT ~~(1)~~ (AT LOW LEVEL)

CALCULATION FOR PERMANENT VENTILATION OPENING OF CONCEALED PIPE DUCT:
(1.25x0.300+50%)/(0.150)x0.450)x100%
= 69.333% > 50% (UNDER PNAP APP-93)

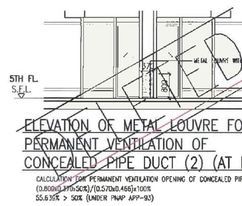


ELEVATION OF METAL LOUVRE FOR PERMANENT VENTILATION OF CONCEALED PIPE DUCT ~~(1)~~ (AT TOP LEVEL)

CALCULATION FOR PERMANENT VENTILATION OPENING OF CONCEALED PIPE DUCT:
(1.25x0.300+50%)/(0.150)x0.450)x100%
= 69.333% > 50% (UNDER PNAP APP-93)

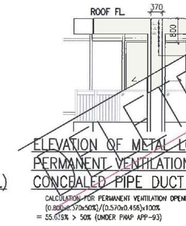


TYPICAL SECTION FOR EXTERNAL P.D.(2)



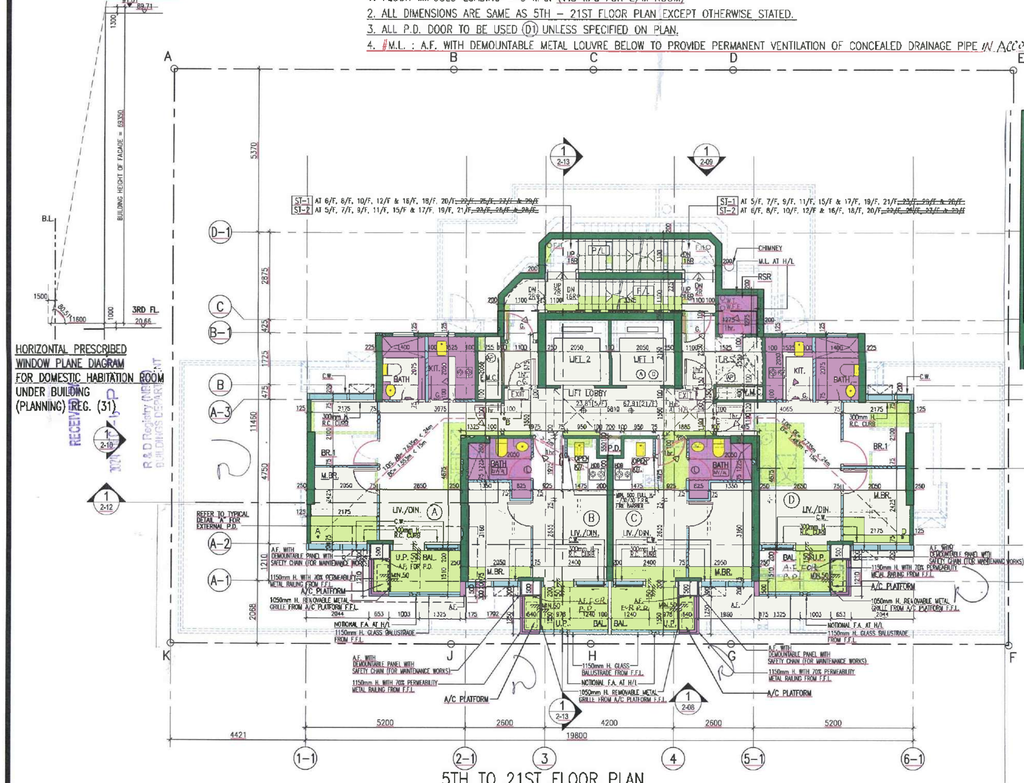
ELEVATION OF METAL LOUVRE FOR PERMANENT VENTILATION OF CONCEALED PIPE DUCT (2) (AT LOW LEVEL)

CALCULATION FOR PERMANENT VENTILATION OPENING OF CONCEALED PIPE DUCT:
(1.800x0.300+50%)/(0.570x0.450)x100%
55.639% > 50% (UNDER PNAP APP-93)



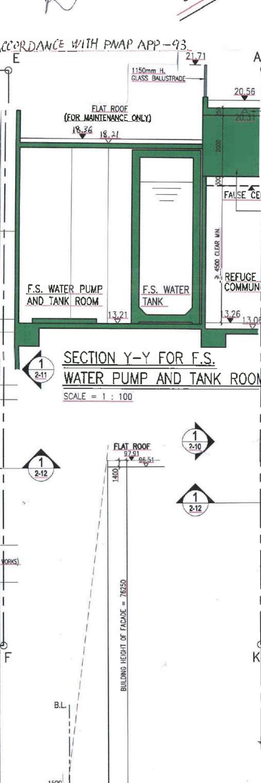
ELEVATION OF METAL LOUVRE FOR PERMANENT VENTILATION OF CONCEALED PIPE DUCT (2) (AT TOP LEVEL)

CALCULATION FOR PERMANENT VENTILATION OPENING OF CONCEALED PIPE DUCT:
(1.800x0.300+50%)/(0.570x0.450)x100%
= 55.639% > 50% (UNDER PNAP APP-93)

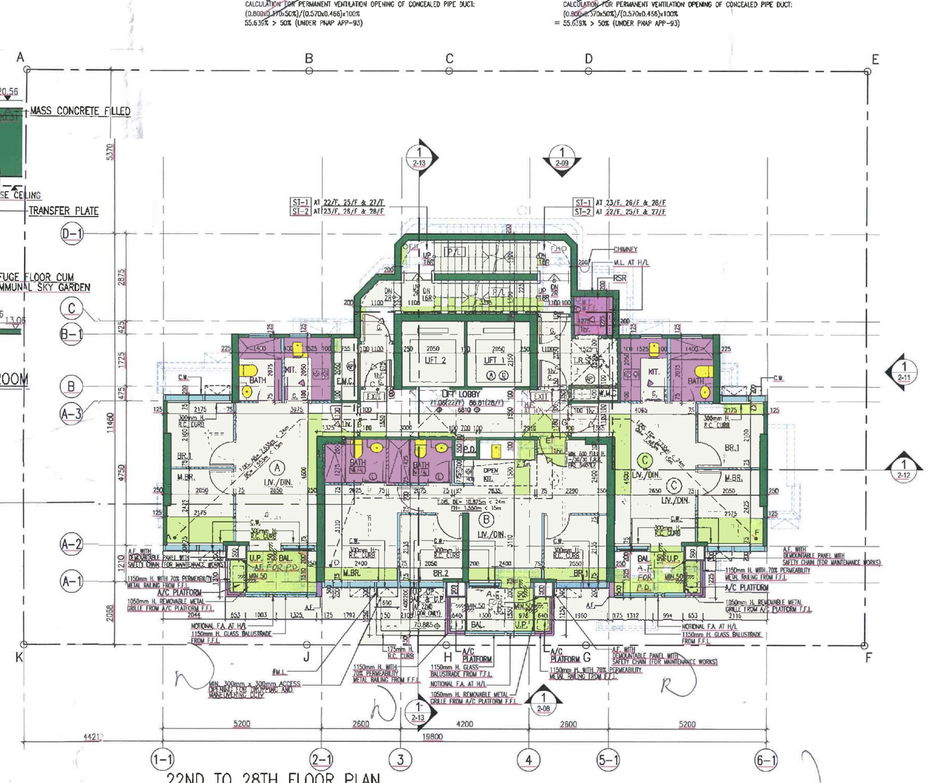


5TH TO 21ST FLOOR PLAN

1. FLOOR IMPOSED LOADING = 5 kPa. (7.5 kPa FOR E/M ROOM)
2. ALL P.D. DOOR TO BE USED (D1) UNLESS SPECIFIED ON PLAN.
3. ALL A/C PLATFORM SHOULD BE A MINIMUM OF 50mm RISE IN LEVEL FROM THE FINISHED FLOOR OF THE BALCONY / UP.
4. 13TH & 14TH DELETED FROM FLOOR NUMBERING SYSTEM.



SECTION Y–Y FOR F.S. WATER PUMP AND TANK ROOM
SCALE = 1 : 100



22ND TO 28TH FLOOR PLAN

1. FLOOR IMPOSED LOADING = 5 kPa. (7.5 kPa FOR E/M ROOM)
2. ALL P.D. DOOR TO BE USED (D1) UNLESS SPECIFIED ON PLAN.
3. ALL A/C PLATFORM SHOULD BE A MINIMUM OF 50mm RISE IN LEVEL FROM THE FINISHED FLOOR OF THE BALCONY / UP.
4. 24TH DELETED FROM FLOOR NUMBERING SYSTEM.
5. #M.L. : A.F. WITH DEMOUNTABLE METAL LOUVRE BELOW TO PROVIDE PERMANENT VENTILATION OF CONCEALED DRAINAGE PIPE IN ACCORDANCE WITH PNAP APP-93

REFERENCES :

File
B. D. : BD 2/3009/19
F. S. D. : FP 8/13004<34>

JOB TITLE :

PROPOSED COMMERCIAL/RESIDENTIAL ON SIL 433 S.F, SIL 433 S.G, SIL 433 RP, SIL 433 S.D AT NOS. 9–19 KAM WA STREET, SHAU KEI WAN, HONG KONG

GENERAL NOTES :
1. Do not scale drawings : Figured dimensions are to be followed.
2. All dimensions are to be checked and verified on site.
3. All prints, notes, specifications and their copyright are the property of the Architects/Engineers.
4. This Drawing is not valid for construction or other purposed unless certified by the Architects/Engineers.

NOTES :

4TH, 13TH, 14TH, 24TH DELETED FROM FLOOR NUMBERING SYSTEM.

REVISIONS		SIGNATURE	DATE
–	FIRST SUBMISSION	JIMMY	08/19
–	RE–SUBMISSION	JIMMY	01/20
–	RE–SUBMISSION	JIMMY	04/20
–	RE–SUBMISSION	JIMMY	09/20
A	GENERAL REVISION	JIMMY	03/21
B	GENERAL REVISION	JIMMY	01/23
C	GENERAL REVISION	JIMMY	12/24

DESIGNED		
DRAWN	JIMMY	08/19
CHECKED		

ARCHITECT/ENGINEER IN CHARGE

NG KIT WAH BENNY
AUTHORIZED PERSON - ARCHITECT

Plan Approved
WAN Chi-wai
Chief Building Surveyor
for BUILDING AUTHORITY
– 4 FEB 2025

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(2)(b) and the provision of section 14(8)(e) of the Buildings Ordinance are of particular relevance in this regard.

FOR BUILDINGS DEPARTMENT

AMENDED PLAN

06 DEC 2024

百利保發展顧問有限公司
Paliburg Development Consultants Limited

DRG. TITLE : (BUILDING PLAN)
3RD TO 28TH FLOOR PLAN

SCALE : 1 : 100	File Name: (for CAD drawing) 2–06
JOB NO : 433	DRG.NO. : 2–06

REFERENCES :

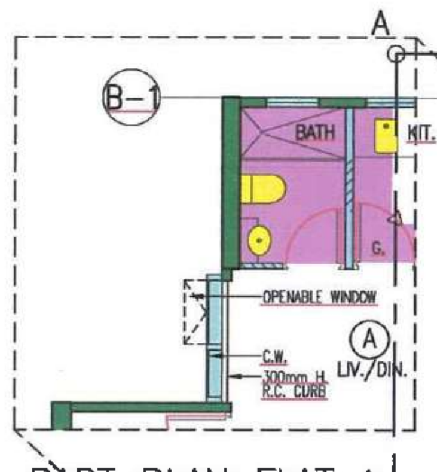
File
B. D. : BD 2/3009/19
F. S. D. : FP 8/13004<34>

JOB TITLE :

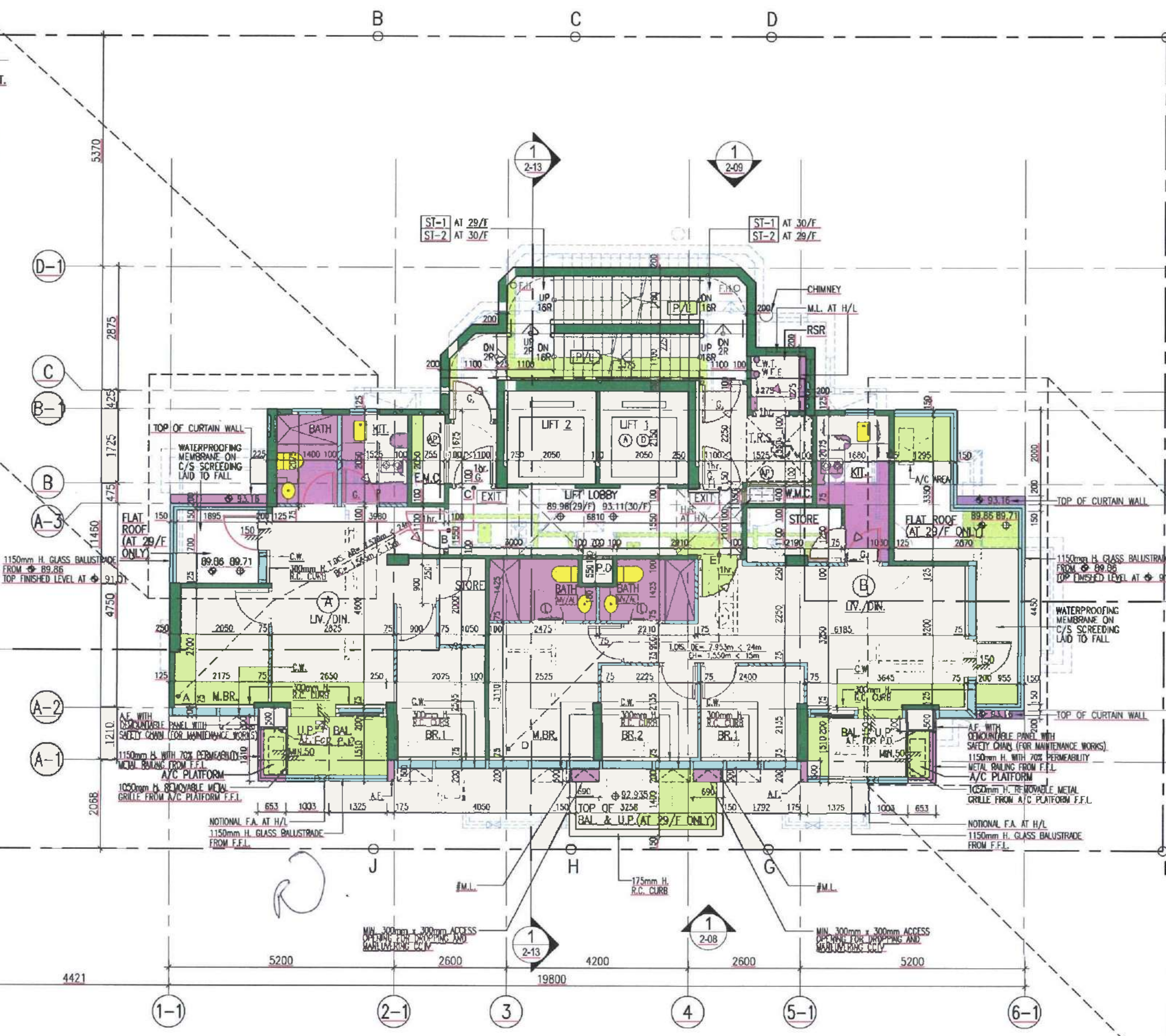
PROPOSED COMMERCIAL/RESIDENTIAL ON SIL 433 S.F, SIL 433 S.G, SIL 433 RP, SIL 433 S.D AT NOS. 9-19 KAM WA STREET, SHAU KEI WAN, HONG KONG

GENERAL NOTES :
1. Do not scale drawings : Figured dimensions are to be followed.
2. All dimensions are to be checked and verified on site.
3. All prints, notes, specifications and their copyright are the property of the Architects/Engineers.
4. This Drawing is not valid for construction or other purposed unless certified by the Architects/Engineers.

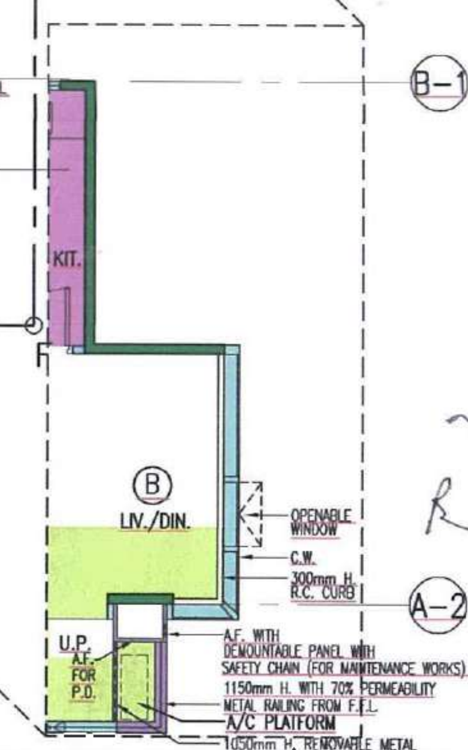
NOTES :
4TH, 13TH, 14TH, 24TH DELETED FROM FLOOR NUMBERING SYSTEM.



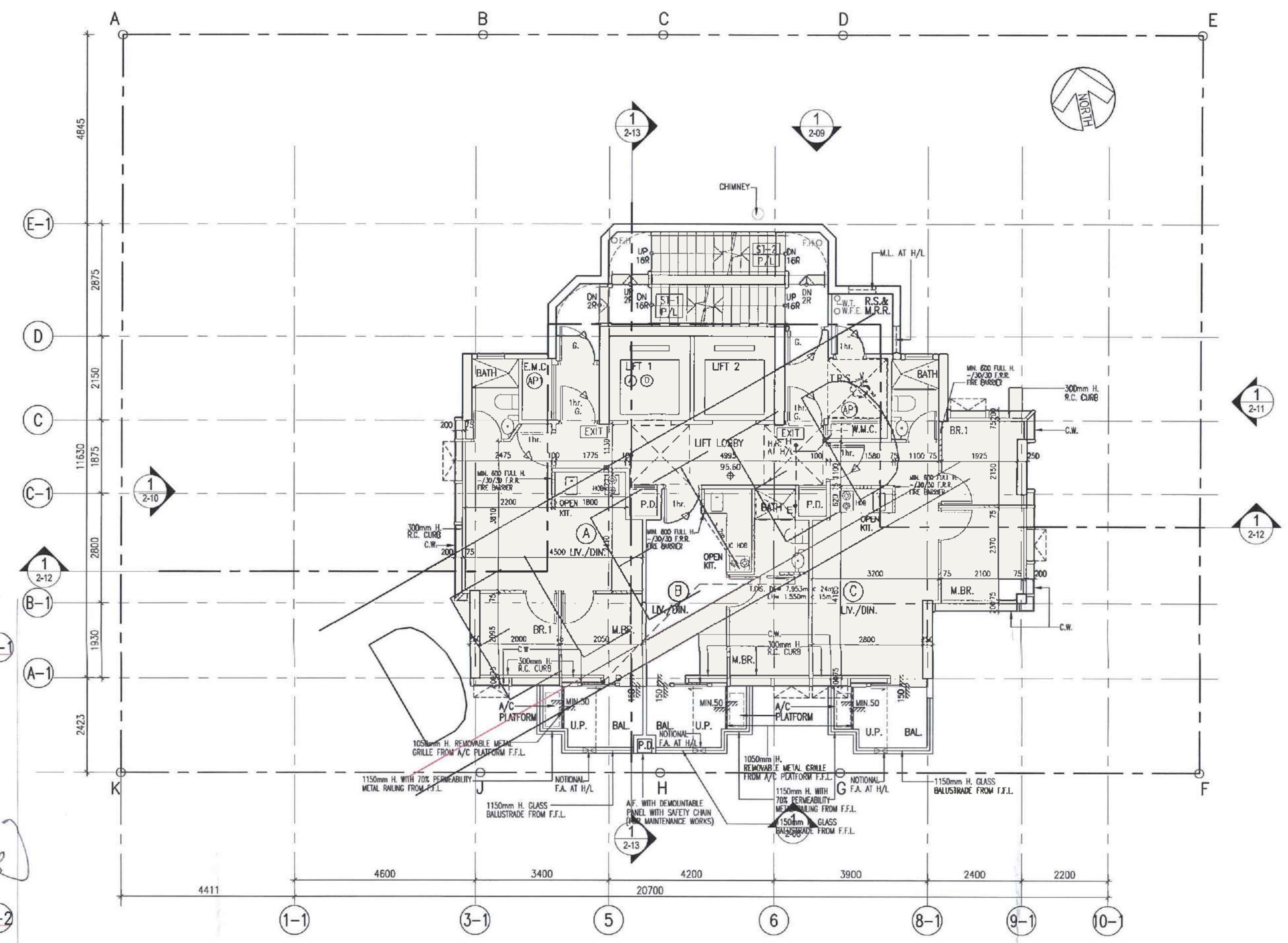
PART PLAN FLAT A FOR 30TH FLOOR



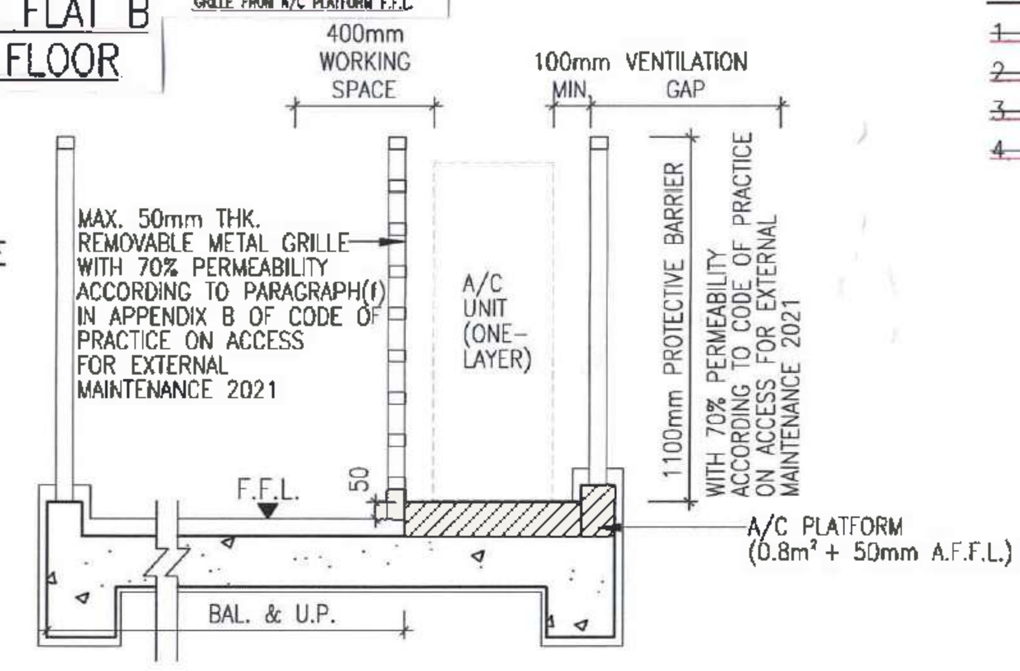
29TH & 30TH FLOOR PLAN
1. FLOOR IMPOSED LOADING = 5 kPa. (7.5 kPa FOR E/M ROOM)
2. FLOOR IMPOSED LOADING FOR FLAT ROOF = 2 kPa. (MIN.)
3. ALL P.D. DOOR TO BE USED (D1) UNLESS SPECIFIED ON PLAN.
4. ALL A/C PLATFORM SHOULD BE A MINIMUM OF 50mm RISE IN LEVEL FROM THE FINISHED FLOOR OF THE BALCONY / UP.
5. #M.L. : A.F. WITH DEMOUNTABLE METAL LOUVRE BELOW TO PROVIDE PERMANENT VENTILATION OF CONCEALED DRAINAGE PIPE IN ACCORDANCE WITH PNAP APP.-93.



PART PLAN FLAT B FOR 30TH FLOOR



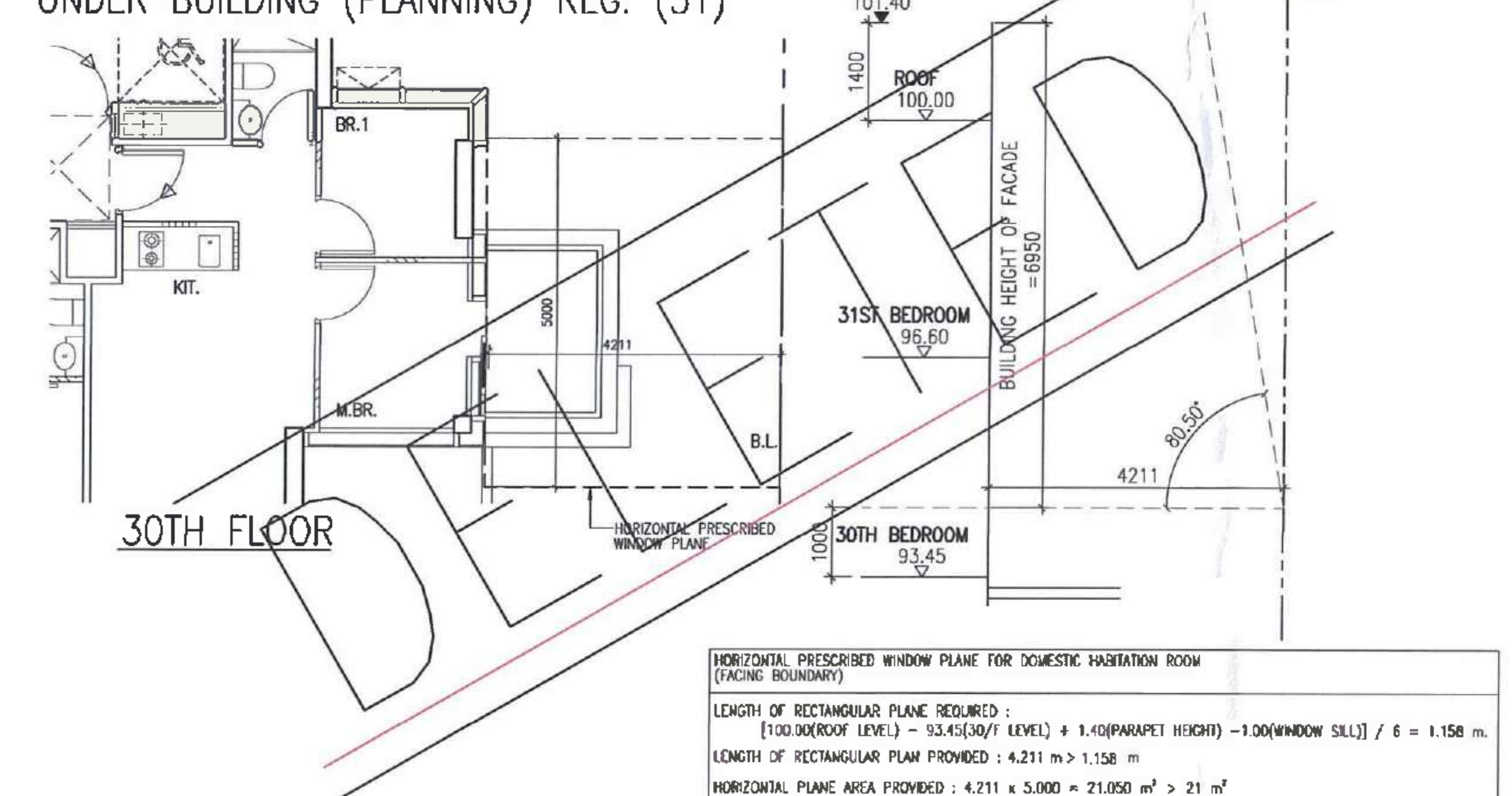
31ST FLOOR PLAN
~~1. FLOOR IMPOSED LOADING = 5 kPa. (7.5 kPa FOR E/M ROOM)~~
~~2. FLOOR IMPOSED LOADING FOR FLAT ROOF = 2 kPa. (MIN.)~~
~~3. ALL P.D. DOOR TO BE USED (D1) UNLESS SPECIFIED ON PLAN.~~
~~4. ALL A/C PLATFORM SHOULD BE A MINIMUM OF 50mm RISE IN LEVEL FROM THE FINISHED FLOOR OF THE BALCONY / UP.~~

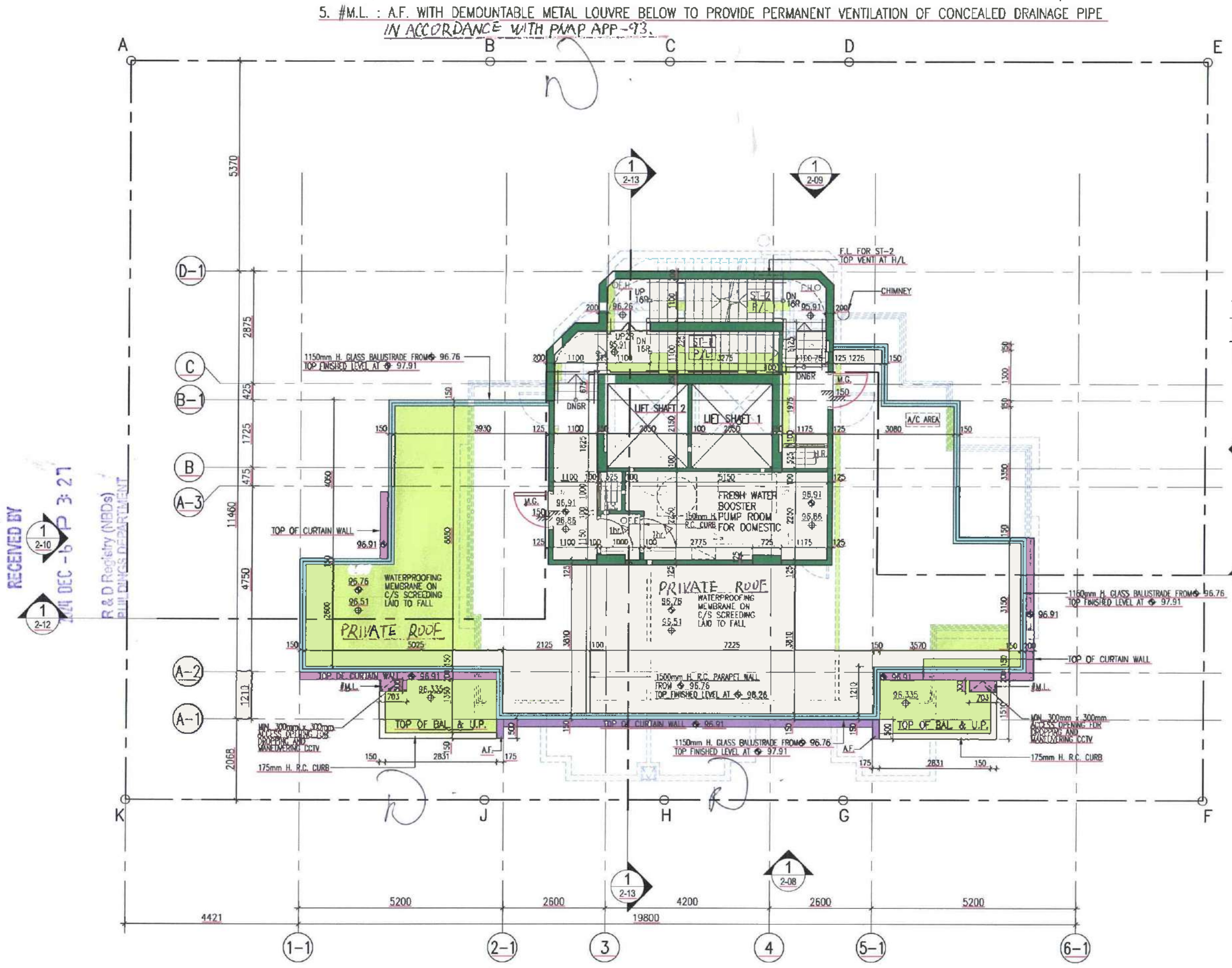


TYPICAL SECTION OF COMBINED A/C PLATFORM WITH BALCONY AND UTILITY PLATFORM

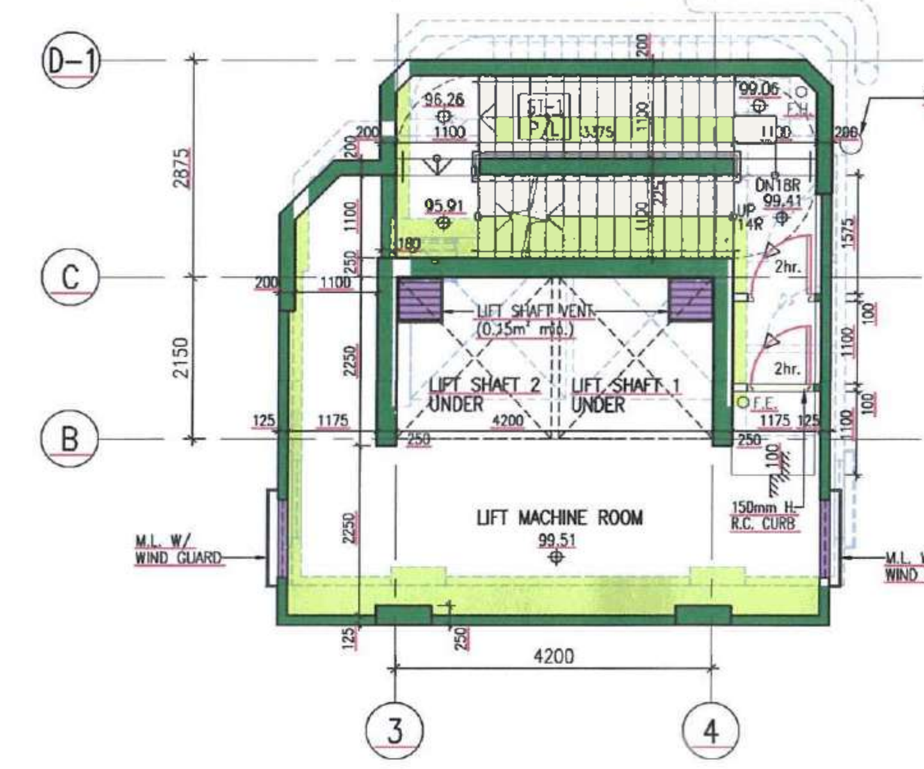
SCALE : N.T.S

HORIZONTAL PRESCRIBED WINDOW PLANE DIAGRAM FOR DOMESTIC HABITATION ROOM UNDER BUILDING (PLANNING) REG. (31)

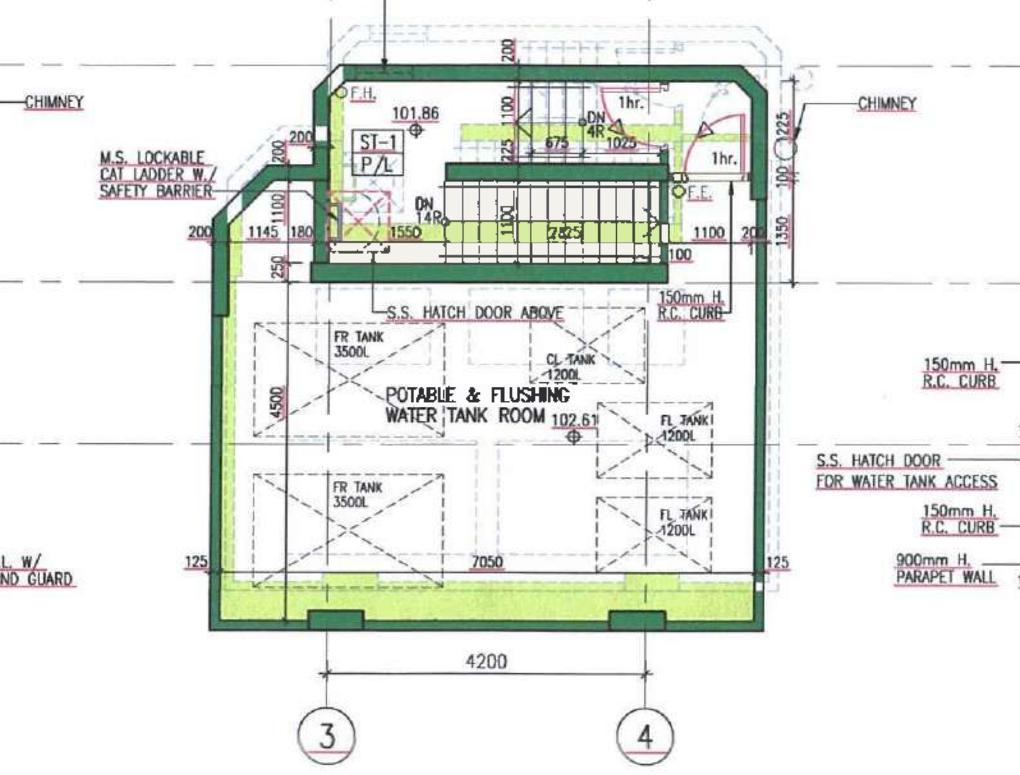




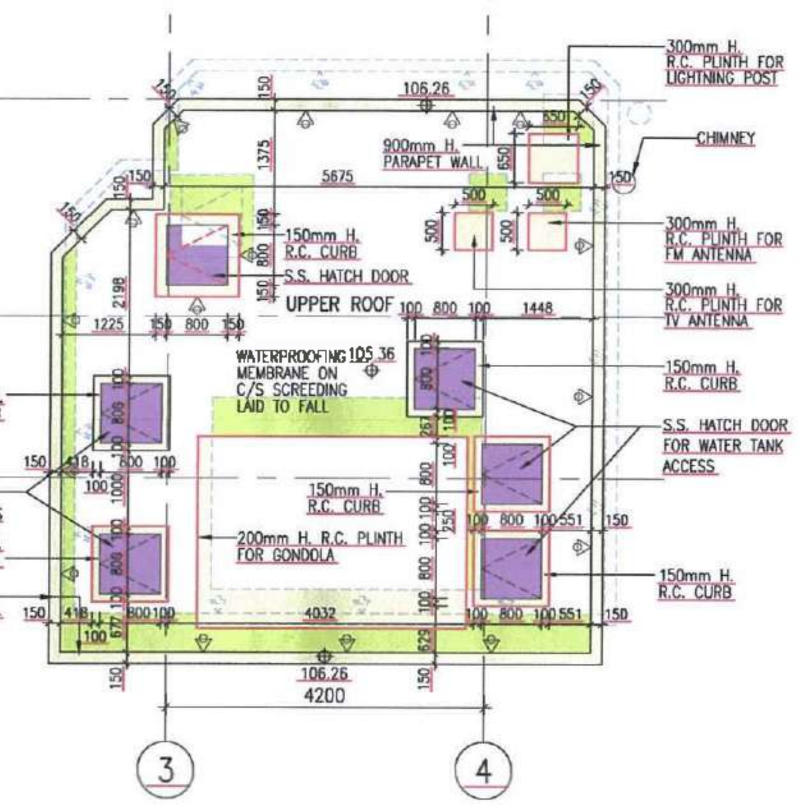
ROOF FLOOR PLAN
1. FLOOR IMPOSED LOADING = 5 kPa.
2. FLOOR IMPOSED LOADING FOR ROOF = 2 kPa. (MIN.)
3. #M.L. : A.F. WITH DEMOUNTABLE METAL LOUVRE BELOW TO PROVIDE PERMANENT VENTILATION OF CONCEALED DRAINAGE PIPE IN ACCORDANCE WITH PNAP APP.-93.
4. MAIN ROOF NOT FOR COMMUNAL USE.



LIFT MACHINE ROOM FLOOR PLAN
1. FLOOR IMPOSED LOADING = 7.5 kPa.



POTABLE AND FLUSHING WATER TANK ROOM FLOOR PLAN
1. FLOOR IMPOSED LOADING = 7.5 kPa.



UPPER ROOF FLOOR PLAN
1. FLOOR IMPOSED LOADING = 7.5 kPa.
2. CAST-IN ANCHOR DEVICE PROMULGATED IN PNAP ADV-14.

REVISIONS		SIGNATURE	DATE
-	FIRST SUBMISSION	JIMMY	08/19
-	RE-SUBMISSION	JIMMY	01/20
-	RE-SUBMISSION	JIMMY	04/20
-	RE-SUBMISSION	JIMMY	09/20
A	GENERAL REVISION	JIMMY	03/21
B	GENERAL REVISION	JIMMY	01/23
C	GENERAL REVISION	JIMMY	12/24

DESIGNED		
DRAWN	JIMMY	08/19
CHECKED		

ARCHITECT/ENGINEER IN CHARGE

NG KIT WAH BENNY
AUTHORIZED PERSON - ARCHITECT

Plan Approved
WAN Chi-wai
Chief Building Surveyor
for BUILDING AUTHORITY
4 FEB 2025

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(b) and the provision of section 14(2)(c) of the Buildings Ordinance are of particular relevance in this regard.

FOR BUILDINGS DEPARTMENT

AMENDED PLAN

06 DEC 2024

RECEIVED BY B & D Registry (BRDO) 16 DEC 2024

百利保發展顧問有限公司
Paliburg Development Consultants Limited

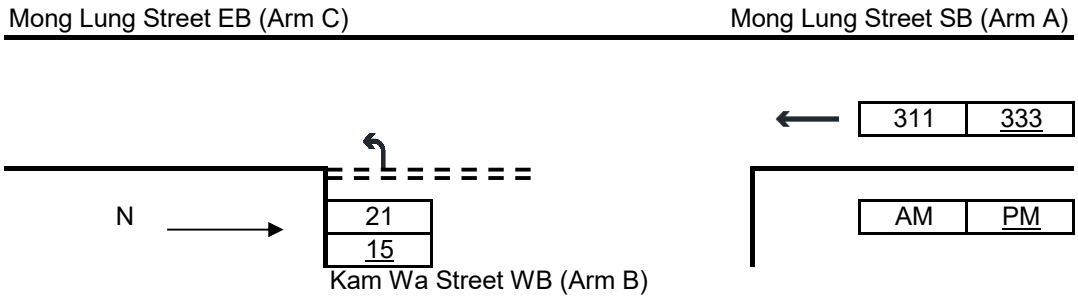
DRG. TITLE : (BUILDING PLAN)
29TH TO UPPER ROOF FLOOR PLAN

SCALE : 1 : 100
JOB NO : 433
DRG.NO. : 2-07

Appendix 2 – Calculation

Priority Junction Analysis

Junction:	Mong Lung Street / Kam Wa Street				
Design Year:	2025	Job Number:	J7439	Date:	26 May 2026
Scenario:	Existing Condition				P. 1



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	8.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.00	E	1.0356
			V-rBC	30	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7068

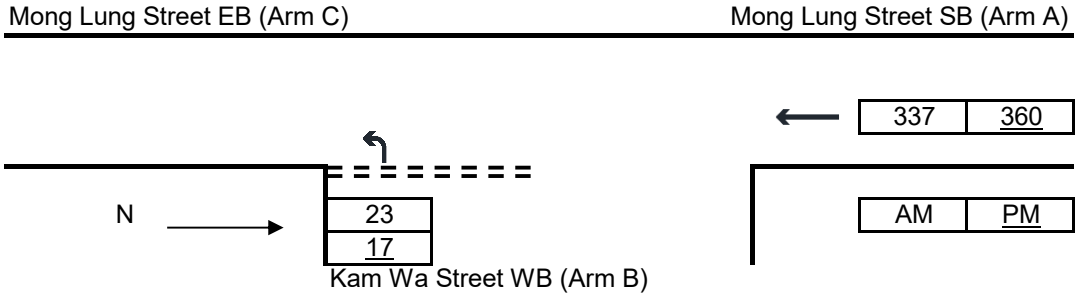
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	292	289
q-CB	0	0	Q-BC	689	683
q-AB	0	0	Q-CB	390	386
q-AC	311	333	Q-BAC	689	683
q-BA	0	0			
q-BC	21	15			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.030	0.022
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Mong Lung Street / Kam Wa Street				
Design Year:	2034	Job Number:	J7439	Date:	26 May 2026
Scenario:	Future Condition (Without Proposed Hotel)				P. 2



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	8.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.00	E	1.0356
			V-rBC	30	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7068

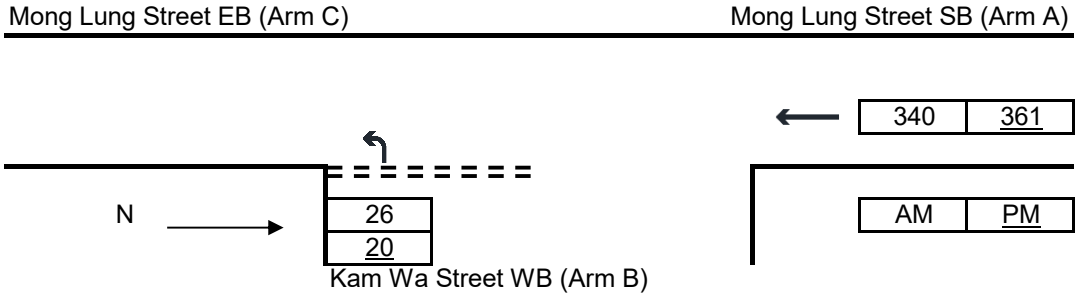
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	288	285
q-CB	0	0	Q-BC	682	676
q-AB	0	0	Q-CB	386	382
q-AC	337	360	Q-BAC	682	676
q-BA	0	0			
q-BC	23	17			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.034	0.025
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Mong Lung Street / Kam Wa Street				
Design Year:	2034	Job Number:	J7439	Date:	26 May 2026
Scenario:	Future Condition (With Proposed Hotel)				P. 3



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	8.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.00	E	1.0356
			V-rBC	30	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7068

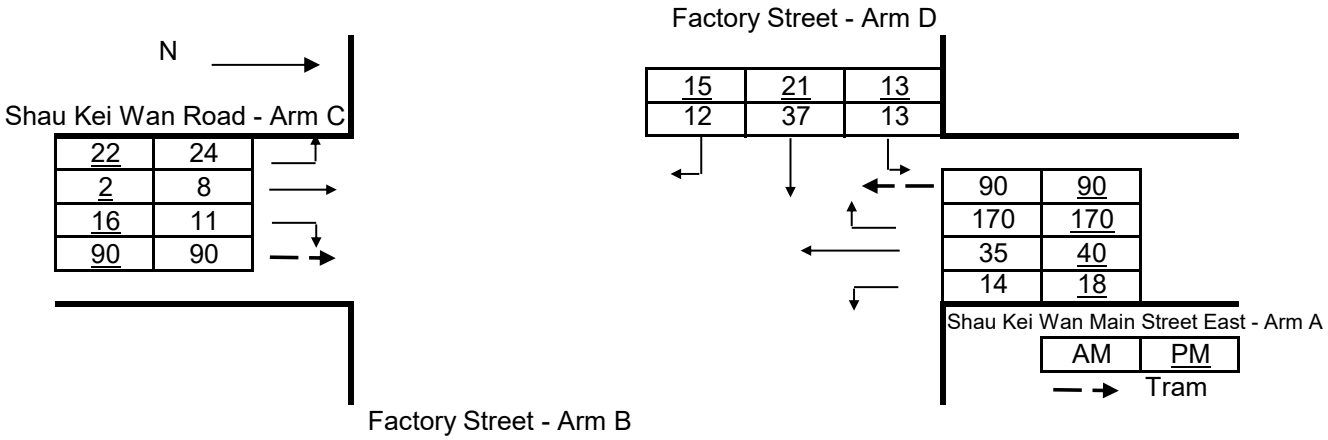
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	288	285
q-CB	0	0	Q-BC	681	675
q-AB	0	0	Q-CB	385	382
q-AC	340	361	Q-BAC	681	675
q-BA	0	0			
q-BC	26	20			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.038	0.030
C-B	0.000	0.000

Crossroad Junction Analysis

Junction:	Shau Kei Wan Road / Shau Kei Wan Main Street East / Factory Street				
Design Year:	2025	Job Number:	J7439	Date:	26 May 2026
Scenario:	Existing Condition				P. 4



where q-A-B, etc = the design flow of movement AB, etc
Q-A-B, etc = the capacity of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :

W	12.2	V-CB	100	V-AD	50	w-BA	0.0
W-CR	0.0	V-lBC	0	V-lDA	35	w-BC	0.0
W-CB	6.4	V-rBA	0	V-rDC	30	w-DA	3.1
W-AD	5.8					w-DC	2.9

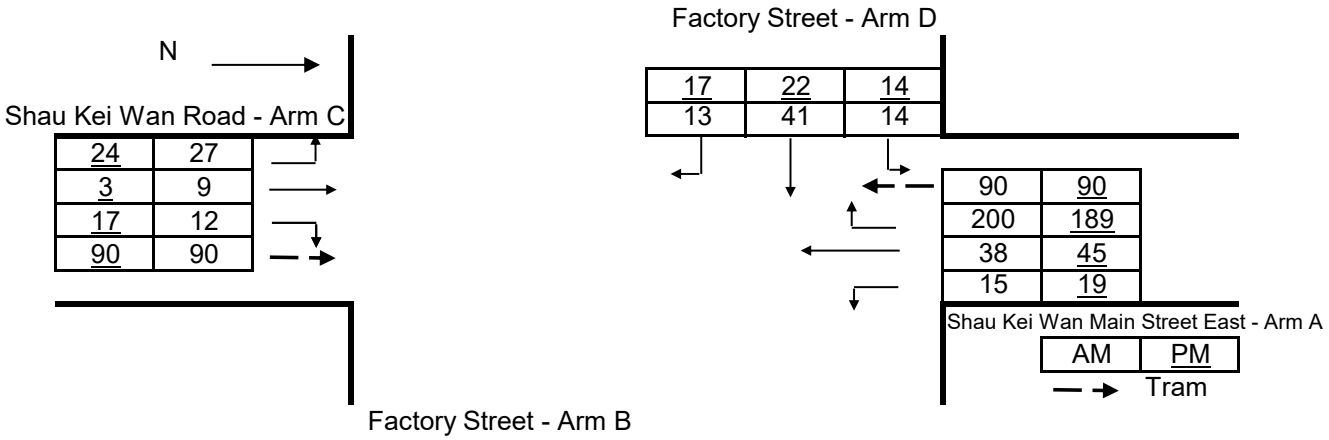
Analysis :

Traffic Flows, pcu/hour	AM	PM	Capacity, pcu/hour	AM	PM
q-B-ACD	0	0	Q-B-ACD	406	405
q-A-B	15	20	Q-A-B		
q-A-C	138	143	Q-A-C		
q-A-D	187	187	Q-A-D	577	577
q-D-AB	35	26	Q-D-AB	478	506
q-D-BC	33	28	Q-D-BC	416	416
q-C-D	26	24	Q-C-D		
q-C-A	108	101	Q-C-A		
q-C-B	12	18	Q-C-B	556	555

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.000	0.000
A-D	0.324	0.324
D-AB	0.074	0.052
D-BC	0.079	0.066
C-B	0.022	0.032

Crossroad Junction Analysis

Junction:	Shau Kei Wan Road / Shau Kei Wan Main Street East / Factory Street				
Design Year:	2034	Job Number:	J7439	Date:	26 May 2026
Scenario:	Future Condition (Without Proposed Hotel)				P. 5



where q-A-B, etc = the design flow of movement AB, etc
Q-A-B, etc = the capacity of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :

W	12.2	V-CB	100	V-AD	50	w-BA	0.0
W-CR	0.0	V-lBC	0	V-lDA	35	w-BC	0.0
W-CB	6.4	V-rBA	0	V-rDC	30	w-DA	3.1
W-AD	5.8					w-DC	2.9

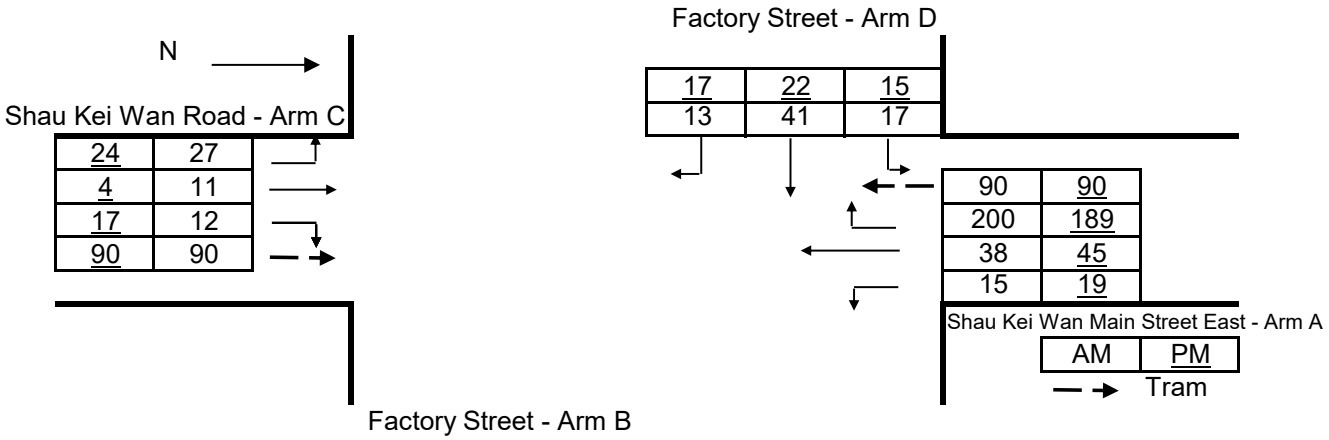
Analysis :

Traffic Flows, pcu/hour	AM	PM	Capacity, pcu/hour	AM	PM
q-B-ACD	0	0	Q-B-ACD	400	401
q-A-B	17	21	Q-A-B		
q-A-C	141	149	Q-A-C		
q-A-D	220	208	Q-A-D	576	576
q-D-AB	39	28	Q-D-AB	468	502
q-D-BC	36	30	Q-D-BC	407	410
q-C-D	30	26	Q-C-D		
q-C-A	109	102	Q-C-A		
q-C-B	13	19	Q-C-B	547	548

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.000	0.000
A-D	0.382	0.361
D-AB	0.083	0.056
D-BC	0.089	0.074
C-B	0.024	0.034

Crossroad Junction Analysis

Junction:	Shau Kei Wan Road / Shau Kei Wan Main Street East / Factory Street				
Design Year:	2034	Job Number:	J7439	Date:	26 May 2026
Scenario:	Future Condition (With Proposed Hotel)				P. 6



where q-A-B, etc = the design flow of movement AB, etc
Q-A-B, etc = the capacity of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :

W	12.20	V-CB	100	V-AD	50	w-BA	0.0
W-CR	0.00	V-lBC	0	V-lDA	35	w-BC	0.0
W-CB	6.40	V-rBA	0	V-rDC	30	w-DA	3.1
W-AD	5.80					w-DC	2.9

Analysis :

Traffic Flows, pcu/hour	AM	PM	Capacity, pcu/hour	AM	PM
q-B-ACD	0	0	Q-B-ACD	400	401
q-A-B	17	21	Q-A-B		
q-A-C	141	149	Q-A-C		
q-A-D	220	208	Q-A-D	576	576
q-D-AB	42	29	Q-D-AB	477	505
q-D-BC	36	30	Q-D-BC	407	410
q-C-D	30	26	Q-C-D		
q-C-A	111	103	Q-C-A		
q-C-B	13	19	Q-C-B	547	548

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.000	0.000
A-D	0.383	0.361
D-AB	0.088	0.058
D-BC	0.089	0.074
C-B	0.024	0.034

Signal Junction Analysis

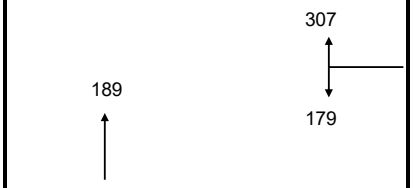
Junction: Factory Street / Aldrich Street — Job Number: J7439

Scenario: Existing Condition — P. 7

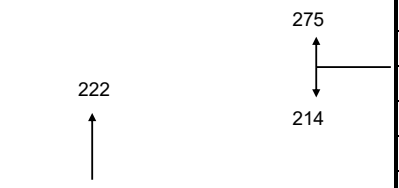
Design Year: 2025 — Designed By: — Checked By: — Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Aldrich Street (NB)	SA	A1	1	3.50				2105	95	0.045	0.045		2105	111	0.053	0.053
	SA	A2	1	3.50				2105	94	0.045			2105	111	0.053	
Factory Street (WB)	LT	B1	2	3.70	12.0		100	1764	86	0.049		100	1764	103	0.058	
	LT	B2	2	3.70	13.0		100	1905	93	0.049		100	1905	111	0.058	
	RT	B3	2	4.80	10.0		100	1822	307	0.168	0.168	100	1822	275	0.151	0.151
pedestrian phase		D(p)	1,3		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		E(p)	2,3		min crossing time =		7	sec GM +		6	sec FGM =		13	sec		
		F(p)	1,3		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



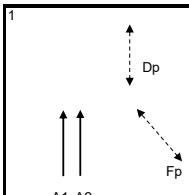
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2	2	1+2	2
Sum y	0.214	0.168	0.204	0.151
L (s)	26	45	28	45
C (s)	90	90	90	90
practical y	0.640	0.450	0.620	0.450
R.C. (%)	200%	167%	204%	198%

Note:

1



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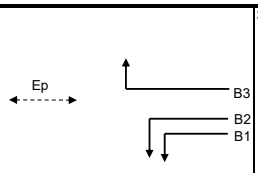

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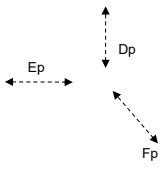


4

5

AM

G =	I/G =	5	G =	I/G =	3	G =	18	I/G =	2	G =	I/G =	G =	I/G =
G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =	G =	I/G =

PM

G =	I/G =	5	G =	I/G =	3	G =	20	I/G =	2	G =	I/G =	G =	I/G =
G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =	G =	I/G =

Signal Junction Analysis

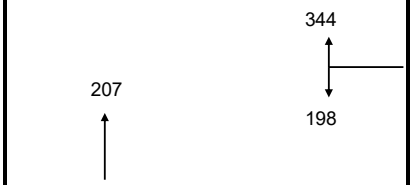
Junction: Factory Street / Aldrich Street — Job Number: J7439

Scenario: Future Condition (Without Proposed Hotel) — P. 8

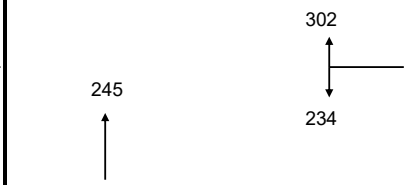
Design Year: 2034 — Designed By: — Checked By: — Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Aldrich Street (NB)	SA	A1	1	3.50				2105	104	0.049	0.049		2105	123	0.058	0.058
	SA	A2	1	3.50				2105	103	0.049			2105	122	0.058	
Factory Street (WB)	LT	B1	2	3.70	12.0		100	1764	95	0.054		100	1764	113	0.064	
	LT	B2	2	3.70	13.0		100	1905	103	0.054		100	1905	121	0.064	
	RT	B3	2	4.80	10.0		100	1822	344	0.189	0.189	100	1822	302	0.166	0.166
pedestrian phase		D(p)	1,3	0.0	min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		E(p)	2,3	0.0	min crossing time =		7	sec GM +		6	sec FGM =		13	sec		
		F(p)	1,3	0.0	min crossing time =		7	sec GM +		7	sec FGM =		14	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

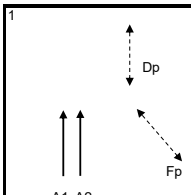
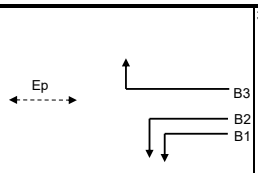
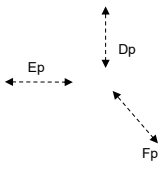


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2	2	1+2	2
Sum y	0.238	0.189	0.224	0.166
L (s)	26	45	28	45
C (s)	90	90	90	90
practical y	0.640	0.450	0.620	0.450
R.C. (%)	169%	138%	177%	171%

Note:

1	2	3	4	5
				

AM																
G =	I/G =	5	G =	I/G =	3	G =	18	I/G =	2	G =	I/G =		G =	I/G =		
G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =		
PM																
G =	I/G =	5	G =	I/G =	3	G =	20	I/G =	2	G =	I/G =		G =	I/G =		
G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =		

Signal Junction Analysis

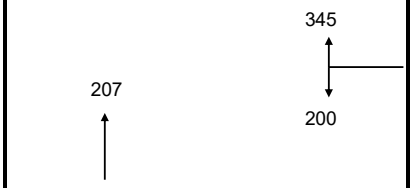
Junction: Factory Street / Aldrich Street — Job Number: J7439

Scenario: Future Condition (With Proposed Hotel) — P. 9

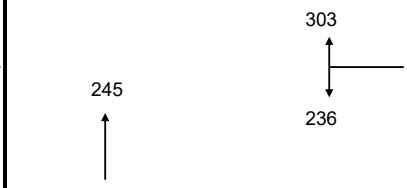
Design Year: 2034 — Designed By: — Checked By: — Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Aldrich Street (NB)	SA	A1	1	3.50				2105	104	0.049	0.049		2105	123	0.058	0.058
	SA	A2	1	3.50				2105	103	0.049			2105	122	0.058	
Factory Street (WB)	LT	B1	2	3.70	12.0		100	1764	96	0.054		100	1764	113	0.064	
	LT	B2	2	3.70	13.0		100	1905	104	0.055		100	1905	123	0.065	
	RT	B3	2	4.80	10.0		100	1822	345	0.189	0.189	100	1822	303	0.166	0.166
pedestrian phase		D(p)	1,3	0.0	min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		E(p)	2,3	0.0	min crossing time =		7	sec GM +		6	sec FGM =		13	sec		
		F(p)	1,3	0.0	min crossing time =		7	sec GM +		7	sec FGM =		14	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

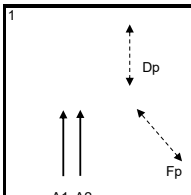
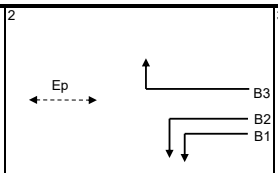
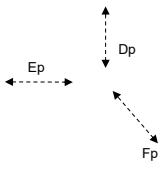


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2	2	1+2	2
Sum y	0.239	0.189	0.225	0.166
L (s)	26	45	28	45
C (s)	90	90	90	90
practical y	0.640	0.450	0.620	0.450
R.C. (%)	168%	138%	176%	171%

Note:

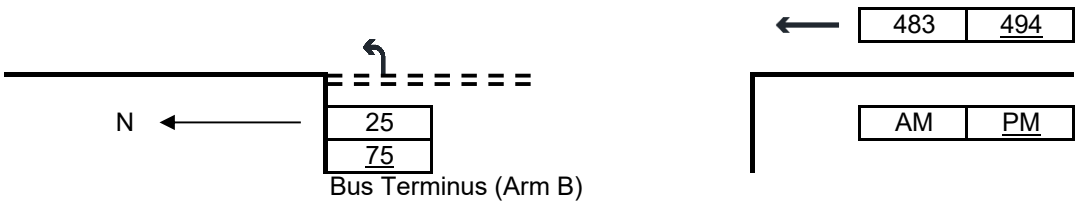
1	2	3	4	5
				

AM																
G =	I/G =	5	G =	I/G =	3	G =	18	I/G =	2	G =	I/G =		G =	I/G =		
G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =		
PM																
G =	I/G =	5	G =	I/G =	3	G =	20	I/G =	2	G =	I/G =		G =	I/G =		
G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =		

Priority Junction Analysis

Junction:	Aldrich Street / Po Man Street				
Design Year:	2025	Job Number:	J7439	Date:	26 May 2026
Scenario:	Existing Condition				P. 10

Po Man Street (Arm C) — Aldrich Street (Arm A)



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	5.80	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.00	E	1.0356
			V-rBC	30	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7999

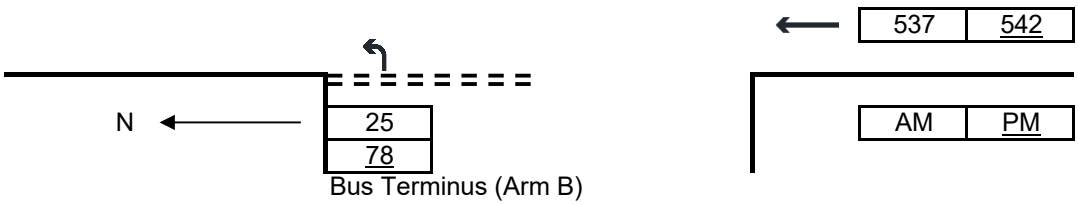
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	259	258
q-CB	0	0	Q-BC	626	623
q-AB	0	0	Q-CB	354	352
q-AC	483	494	Q-BAC	626	623
q-BA	0	0			
q-BC	25	75			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.040	0.120
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Aldrich Street / Po Man Street				
Design Year:	2034	Job Number:	J7439	Date:	26 May 2026
Scenario:	Future Condition (Without Proposed Hotel)				P. 11



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	5.80	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.00	E	1.0356
			V-rBC	30	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7999

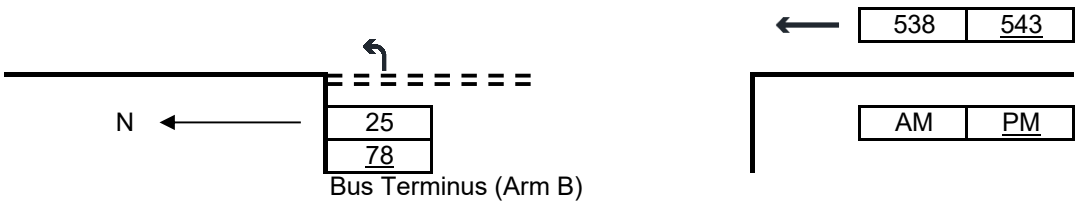
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	251	250
q-CB	0	0	Q-BC	610	608
q-AB	0	0	Q-CB	345	344
q-AC	537	542	Q-BAC	610	608
q-BA	0	0			
q-BC	25	78			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.041	0.128
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Aldrich Street / Po Man Street				
Design Year:	2034	Job Number:	J7439	Date:	26 May 2026
Scenario:	Future Condition (With Proposed Hotel)				P. 12



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	5.80	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.00	E	1.0356
			V-rBC	30	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7999

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	251	250
q-CB	0	0	Q-BC	609	608
q-AB	0	0	Q-CB	345	344
q-AC	538	543	Q-BAC	609	608
q-BA	0	0			
q-BC	25	78			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.041	0.128
C-B	0.000	0.000

Signal Junction Analysis

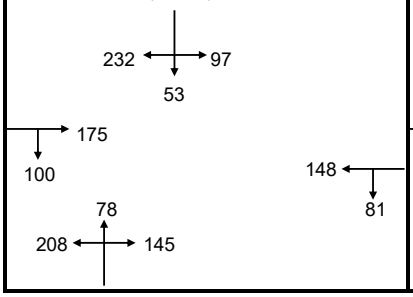
Junction: Aldrich Bay Road / Tung Hei Road / Mong Lung Street Job Number: J7439

Scenario: Existing Condition P. 13

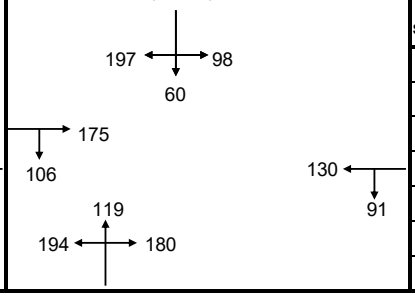
Design Year: 2025 Designed By: Checked By: Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Mong Lung Street (NB)	LT	A1	1	3.10	12.0		100	1711	208	0.122	0.122	100	1711	194	0.113	
	SA+RT	A2	1	3.10	20.0		65	1969	223	0.113		60	1976	299	0.151	0.151
							65					60				
Tung Hei Road (WB)	LT	B1	2	3.50	17.0		100	1934	81	0.042		100	1934	91	0.047	
	SA	B2	2	4.10				2165	148	0.068	0.068		2165	130	0.060	0.060
Tung Hei Road (EB)	SA	C1	3	3.60				2115	94	0.044	0.044		2115	96	0.045	0.045
	SA+RT	C2	3	3.60	25.0		13	2099	93	0.044		17	2094	95	0.045	
	RT	C3	3	3.70	22.0		100	1989	88	0.044		100	1989	90	0.045	
Aldrich Bay Road (SB)	LT+SA	D1	4	4.00	50.0		65	2114	150	0.071		62	2116	158	0.075	
	RT	D2	4	3.60	35.0		100	2028	232	0.114	0.114	100	2028	197	0.097	0.097
pedestrian phase		E(p)	1		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		F(p)	2,3,4		min crossing time =		5	sec GM +		6	sec FGM =		11	sec		
		G(p)	3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		H(p)	1,2,4		min crossing time =		6	sec GM +		13	sec FGM =		19	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

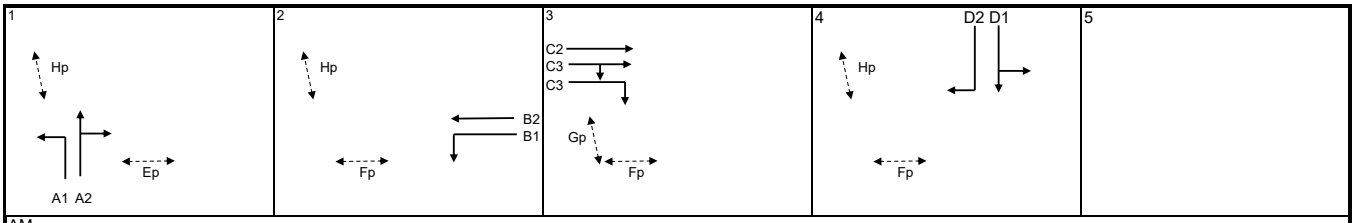


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3+4		1+2+3+4	
Sum y	0.349		0.354	
L (s)	22		22	
C (s)	90		90	
practical y	0.680		0.680	
R.C. (%)	95%		92%	

Note:



AM																					
G =	I/G =	6	G =	I/G =	5	G =	I/G =	8	G =	I/G =	7	G =	I/G =								
G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =								
PM																					
G =	I/G =	6	G =	I/G =	5	G =	I/G =	8	G =	I/G =	7	G =	I/G =								
G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =								

Signal Junction Analysis

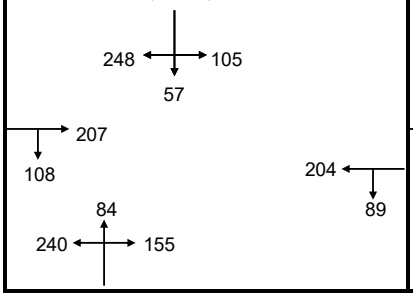
Junction: Aldrich Bay Road / Tung Hei Road / Mong Lung Street — Job Number: J7439

Scenario: Future Condition (Without Proposed Hotel) — P. 14

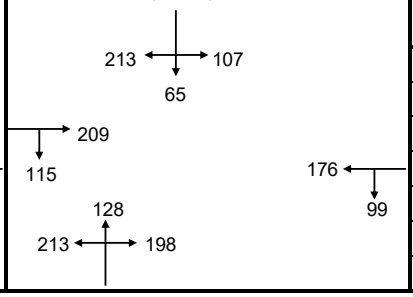
Design Year: 2034 — Designed By: — Checked By: — Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Mong Lung Street (NB)	LT	A1	1	3.10	12.0		100	1711	240	0.140	0.140	100	1711	213	0.124	
	SA+RT	A2	1	3.10	20.0		65	1969	239	0.121		61	1975	326	0.165	0.165
							65					61				
Tung Hei Road (WB)	LT	B1	2	3.50	17.0		100	1934	89	0.046		100	1934	99	0.051	
	SA	B2	2	4.10				2165	204	0.094	0.094		2165	176	0.081	0.081
Tung Hei Road (EB)	SA	C1	3	3.60				2115	107	0.051			2115	110	0.052	
	SA+RT	C2	3	3.60	25.0		7	2106	107	0.051	0.051	10	2102	110	0.052	0.052
	RT	C3	3	3.70	22.0		100	1989	101	0.051		100	1989	104	0.052	
Aldrich Bay Road (SB)	LT+SA	D1	4	4.00	50.0		65	2114	162	0.077		62	2116	172	0.081	
	RT	D2	4	3.60	35.0		100	2028	248	0.122	0.122	100	2028	213	0.105	0.105
pedestrian phase		E(p)	1	0.0	min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		F(p)	2,3,4	0.0	min crossing time =		5	sec GM +		6	sec FGM =		11	sec		
		G(p)	3	0.0	min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		H(p)	1,2,4	0.0	min crossing time =		6	sec GM +		13	sec FGM =		19	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

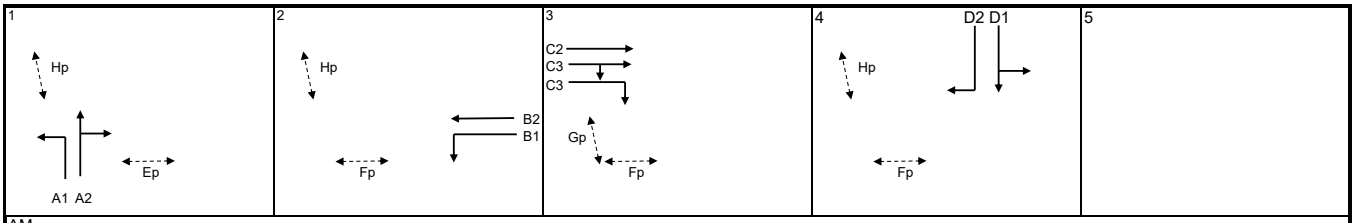


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3+4		1+2+3+4	
Sum y	0.408		0.404	
L (s)	22		22	
C (s)	90		90	
practical y	0.680		0.680	
R.C. (%)	67%		68%	

Note:



AM																					
G =	I/G =	6	G =	I/G =	5	G =	I/G =	8	G =	I/G =	7	G =	I/G =								
G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =								
PM																					
G =	I/G =	6	G =	I/G =	5	G =	I/G =	8	G =	I/G =	7	G =	I/G =								
G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =								

Signal Junction Analysis

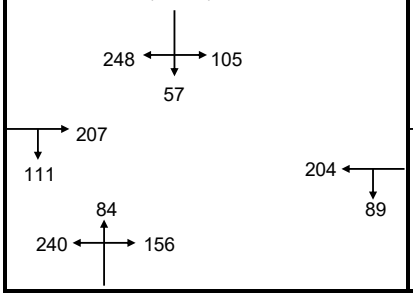
Junction: Aldrich Bay Road / Tung Hei Road / Mong Lung Street — Job Number: J7439

Scenario: Future Condition (With Proposed Hotel) — P. 15

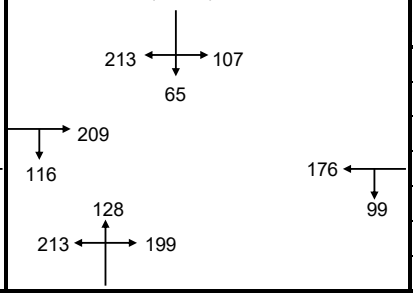
Design Year: 2034 — Designed By: — Checked By: — Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Mong Lung Street (NB)	LT	A1	1	3.10	12.0		100	1711	240	0.140	0.140	100	1711	213	0.124	
	SA+RT	A2	1	3.10	20.0		65	1969	240	0.122		61	1975	327	0.166	0.166
							65					61				
Tung Hei Road (WB)	LT	B1	2	3.50	17.0		100	1934	89	0.046		100	1934	99	0.051	
	SA	B2	2	4.10				2165	204	0.094	0.094		2165	176	0.081	0.081
Tung Hei Road (EB)	SA	C1	3	3.60				2115	108	0.051			2115	111	0.052	0.052
	SA+RT	C2	3	3.60	25.0		8	2105	108	0.051	0.051	11	2101	110	0.052	
	RT	C3	3	3.70	22.0		100	1989	102	0.051		100	1989	104	0.052	
Aldrich Bay Road (SB)	LT+SA	D1	4	4.00	50.0		65	2114	162	0.077		62	2116	172	0.081	
	RT	D2	4	3.60	35.0		100	2028	248	0.122	0.122	100	2028	213	0.105	0.105
pedestrian phase		E(p)	1	0.0	min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		F(p)	2,3,4	0.0	min crossing time =		5	sec GM +		6	sec FGM =		11	sec		
		G(p)	3	0.0	min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		H(p)	1,2,4	0.0	min crossing time =		6	sec GM +		13	sec FGM =		19	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

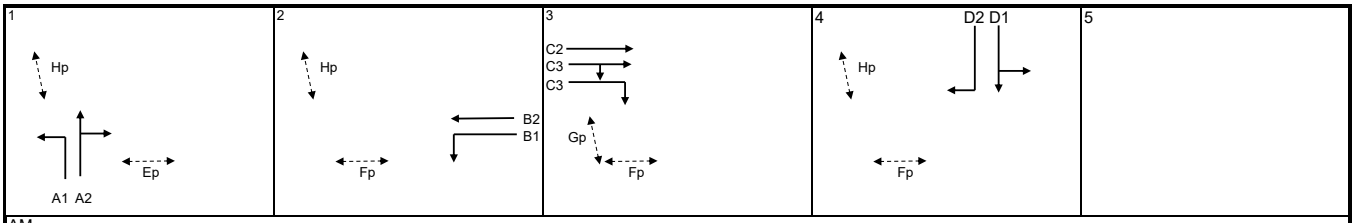


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3+4		1+2+3+4	
Sum y	0.408		0.404	
L (s)	22		22	
C (s)	90		90	
practical y	0.680		0.680	
R.C. (%)	67%		68%	

Note:



AM																					
G =	I/G =	6	G =	I/G =	5	G =	I/G =	8	G =	I/G =	7	G =	I/G =								
G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =								
PM																					
G =	I/G =	6	G =	I/G =	5	G =	I/G =	8	G =	I/G =	7	G =	I/G =								
G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =								

Signal Junction Analysis

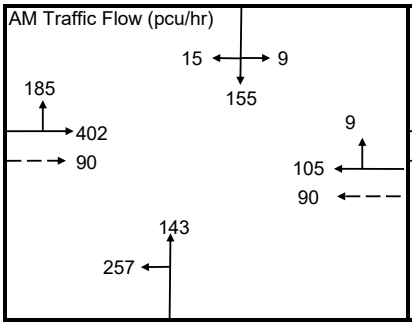
Junction: Shau Kei Wan Road / Aldrich Street / Chai Wan Road — Job Number: J7439

Scenario: Existing Condition — P. 16

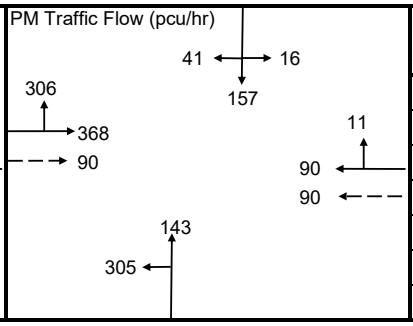
Design Year: 2025 — Designed By: — Checked By: — Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Shau Kei Wan Road	LT+SA	A1	1	3.00	15.0		68	1793	274	0.153		99	1742	309	0.177	
EB	SA	A2	1	3.00				2055	403	0.196	0.196		2055	455	0.221	0.221
Chai Wan Road NB	LT	B1	1	3.10	15.0		100	1877	129	0.069		100	1877	153	0.082	
	LT	B2	1	3.10	15.0		100	1877	128	0.068		100	1877	152	0.081	
	SA	B3	2	4.50				2205	72	0.033			2205	72	0.033	
	SA	B4	2	4.50				2205	71	0.032			2205	71	0.032	
Shau Kei Wan Road	SA	C1	3	3.50				1965	51	0.026			1965	44	0.022	
WB	SA+RT	C2	3	3.50	25.0		18	2083	153	0.073	0.073	25	2074	147	0.071	0.071
Aldrich Street SB	LT+SA	D1	2	3.50	15.0		10	1946	87	0.045	0.045	15	1936	105	0.054	0.054
	SA+RT	D2	2	3.00	25.0		16	2035	92	0.045		38	2009	109	0.054	
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

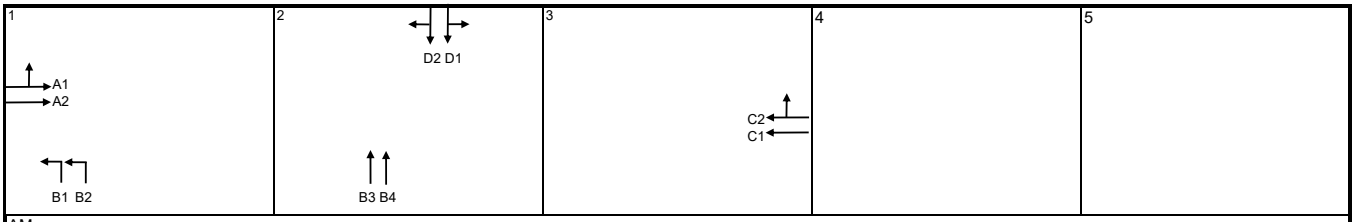


S=1940+100(W–3.25) **S=2080+100(W–3.25)**

S_M=S÷(1+1.5f/r) **S_M=(S–230)÷(1+1.5f/r)**

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.314		0.347	
L (s)	20		20	
C (s)	105		105	
practical y	0.729		0.729	
R.C. (%)	132%		110%	

Note:



AM																					
	G =	I/G =	7	G =	I/G =	7	G =	I/G =	9	G =	I/G =		G =	I/G =		G =	I/G =				
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =				
PM																					
	G =	I/G =	7	G =	I/G =	7	G =	I/G =	9	G =	I/G =		G =	I/G =		G =	I/G =				
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =				

Signal Junction Analysis

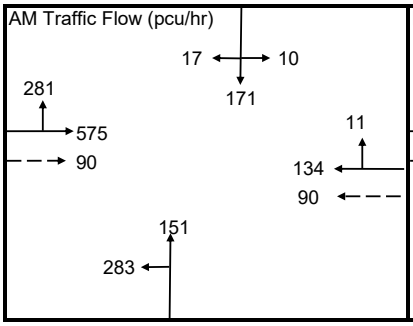
Junction: Shau Kei Wan Road / Aldrich Street / Chai Wan Road — Job Number: J7439

Scenario: Future Condition (Without Proposed Hotel) — P. 17

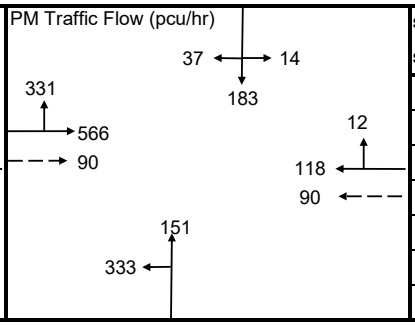
Design Year: 2034 — Designed By: — Checked By: — Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Shau Kei Wan Road	LT+SA	A1	1	3.00	15.0		70	1790	399	0.223		80	1773	415	0.234	
EB	SA	A2	1	3.00				2055	547	0.266	0.266		2055	572	0.278	0.278
Chai Wan Road NB	LT	B1	1	3.10	15.0		100	1877	142	0.076		100	1877	167	0.089	
	LT	B2	1	3.10	15.0		100	1877	141	0.075		100	1877	166	0.088	
	SA	B3	2	4.50				2205	76	0.034			2205	76	0.034	
	SA	B4	2	4.50				2205	75	0.034			2205	75	0.034	
Shau Kei Wan Road	SA	C1	3	3.50				1965	65	0.033			1965	57	0.029	
WB	SA+RT	C2	3	3.50	25.0		17	2084	170	0.082	0.082	21	2079	163	0.078	0.078
Aldrich Street SB	LT+SA	D1	2	3.50	15.0		10	1946	97	0.050	0.050	12	1942	115	0.059	0.059
	SA+RT	D2	2	3.00	25.0		17	2034	101	0.050		31	2017	119	0.059	
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

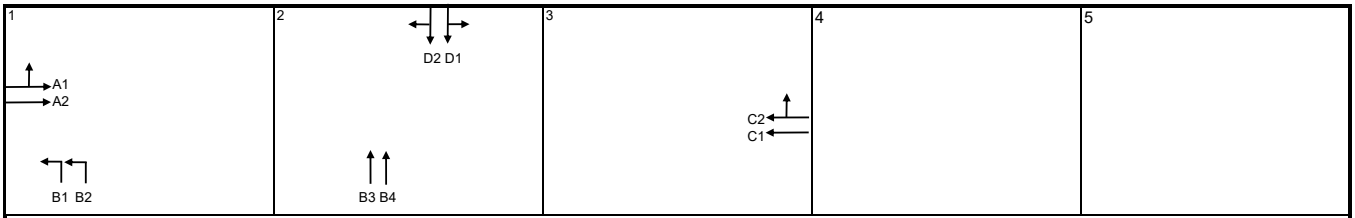


$S=1940+100(W-3.25)$ **$S=2080+100(W-3.25)$**

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

Note:

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.398		0.416	
L (s)	20		20	
C (s)	105		105	
practical y	0.729		0.729	
R.C. (%)	83%		75%	



AM																					
	G =	I/G =	7	G =	I/G =	7	G =	I/G =	9	G =	I/G =		G =	I/G =							
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =							
PM																					
	G =	I/G =	7	G =	I/G =	7	G =	I/G =	9	G =	I/G =		G =	I/G =							
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =							

Signal Junction Analysis

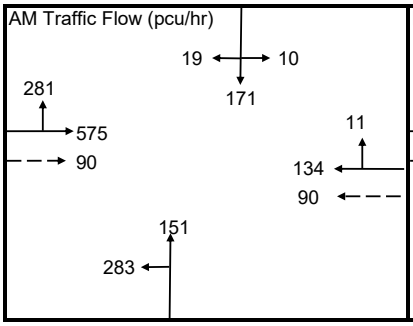
Junction: Shau Kei Wan Road / Aldrich Street / Chai Wan Road Job Number: J7439

Scenario: Future Condition (With Proposed Hotel) P. 18

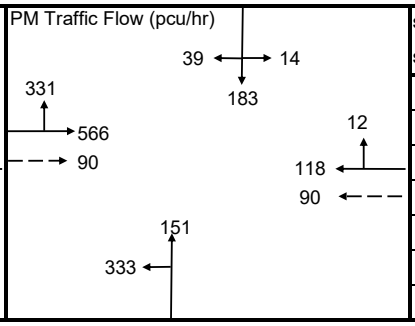
Design Year: 2034 Designed By: Checked By: Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Shau Kei Wan Road	LT+SA	A1	1	3.00	15.0		70	1790	399	0.223		80	1773	415	0.234	
EB	SA	A2	1	3.00				2055	547	0.266	0.266		2055	572	0.278	0.278
Chai Wan Road NB	LT	B1	1	3.10	15.0		100	1877	142	0.076		100	1877	167	0.089	
	LT	B2	1	3.10	15.0		100	1877	141	0.075		100	1877	166	0.088	
	SA	B3	2	4.50				2205	76	0.034			2205	76	0.034	
	SA	B4	2	4.50				2205	75	0.034			2205	75	0.034	
Shau Kei Wan Road	SA	C1	3	3.50				1965	65	0.033			1965	57	0.029	
WB	SA+RT	C2	3	3.50	25.0		17	2084	170	0.082	0.082	21	2079	163	0.078	0.078
Aldrich Street SB	LT+SA	D1	2	3.50	15.0		10	1946	98	0.050	0.050	12	1942	116	0.060	0.060
	SA+RT	D2	2	3.00	25.0		19	2032	102	0.050		31	2017	120	0.059	
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

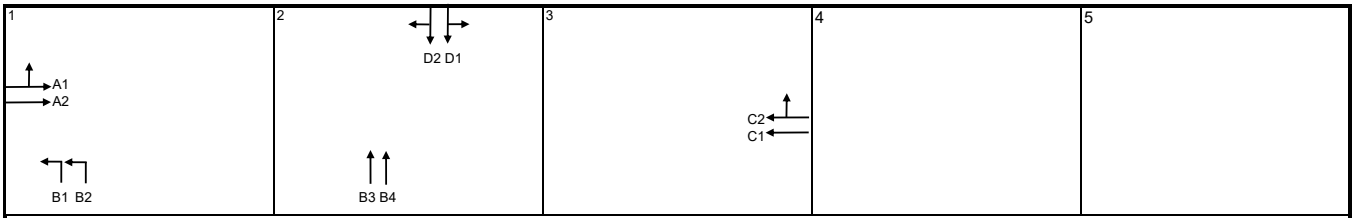


S=1940+100(W–3.25) **S=2080+100(W–3.25)**

S_M=S÷(1+1.5f/r) **S_M=(S–230)÷(1+1.5f/r)**

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.398		0.416	
L (s)	20		20	
C (s)	105		105	
practical y	0.729		0.729	
R.C. (%)	83%		75%	

Note:



AM																					
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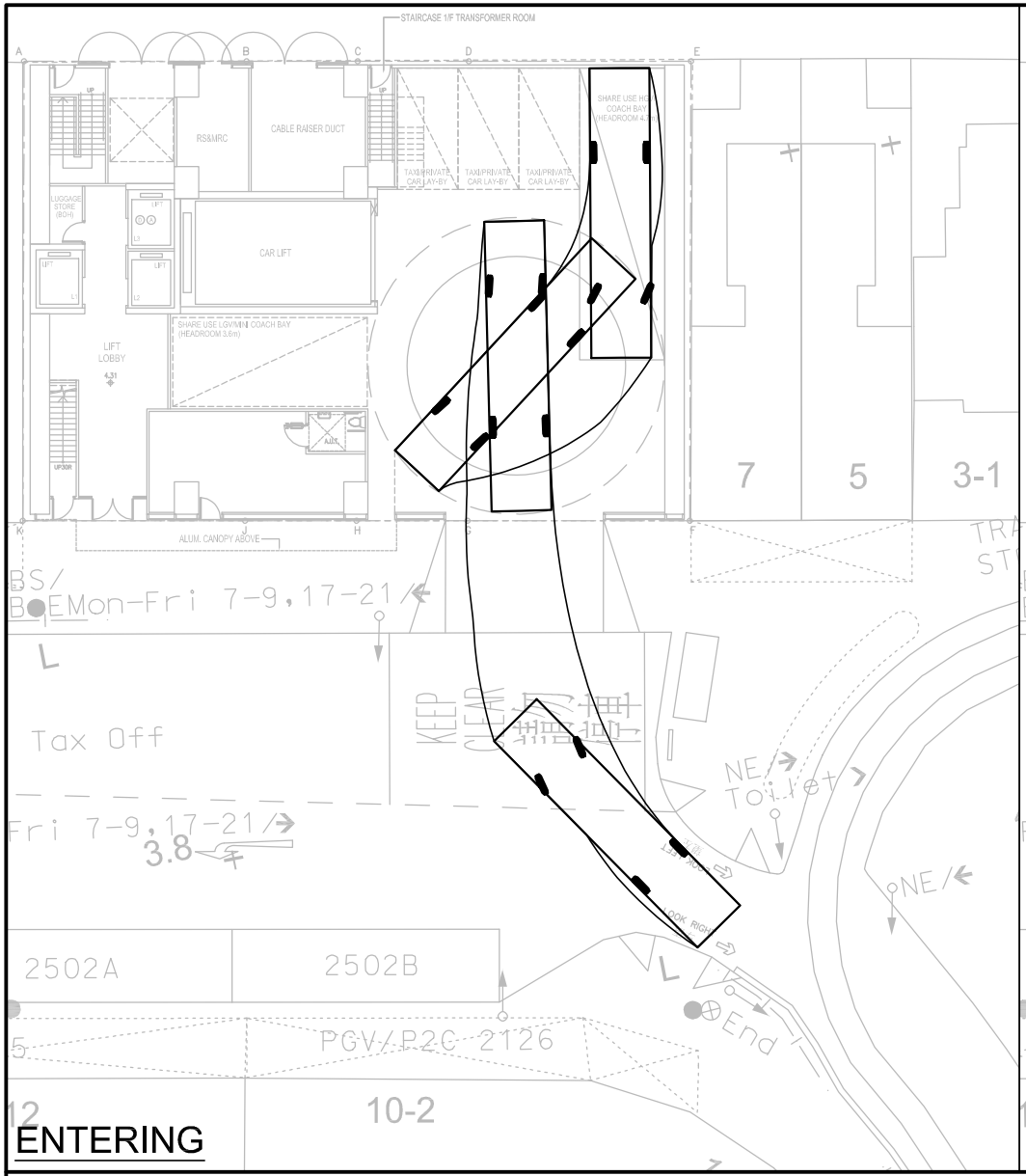
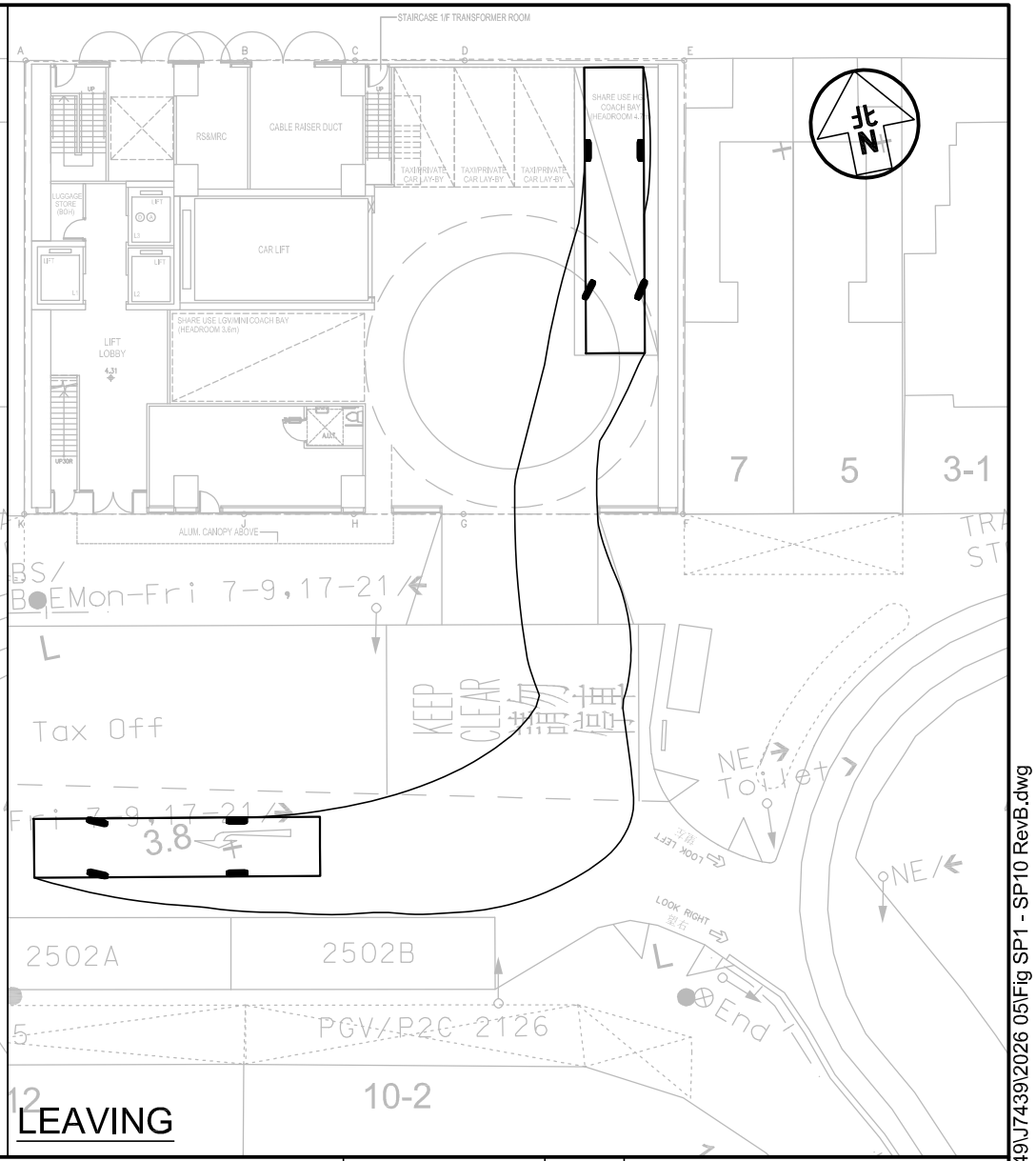
Appendix 3 –
Swept Path Analysis





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J7439

Figure Title

SWEPT PATH OF COACH ENTERING AND LEAVING THE SHARE-USE SPACE FOR HGV AND COACH ON G/F

Figure No.	Revision
SP1	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
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21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

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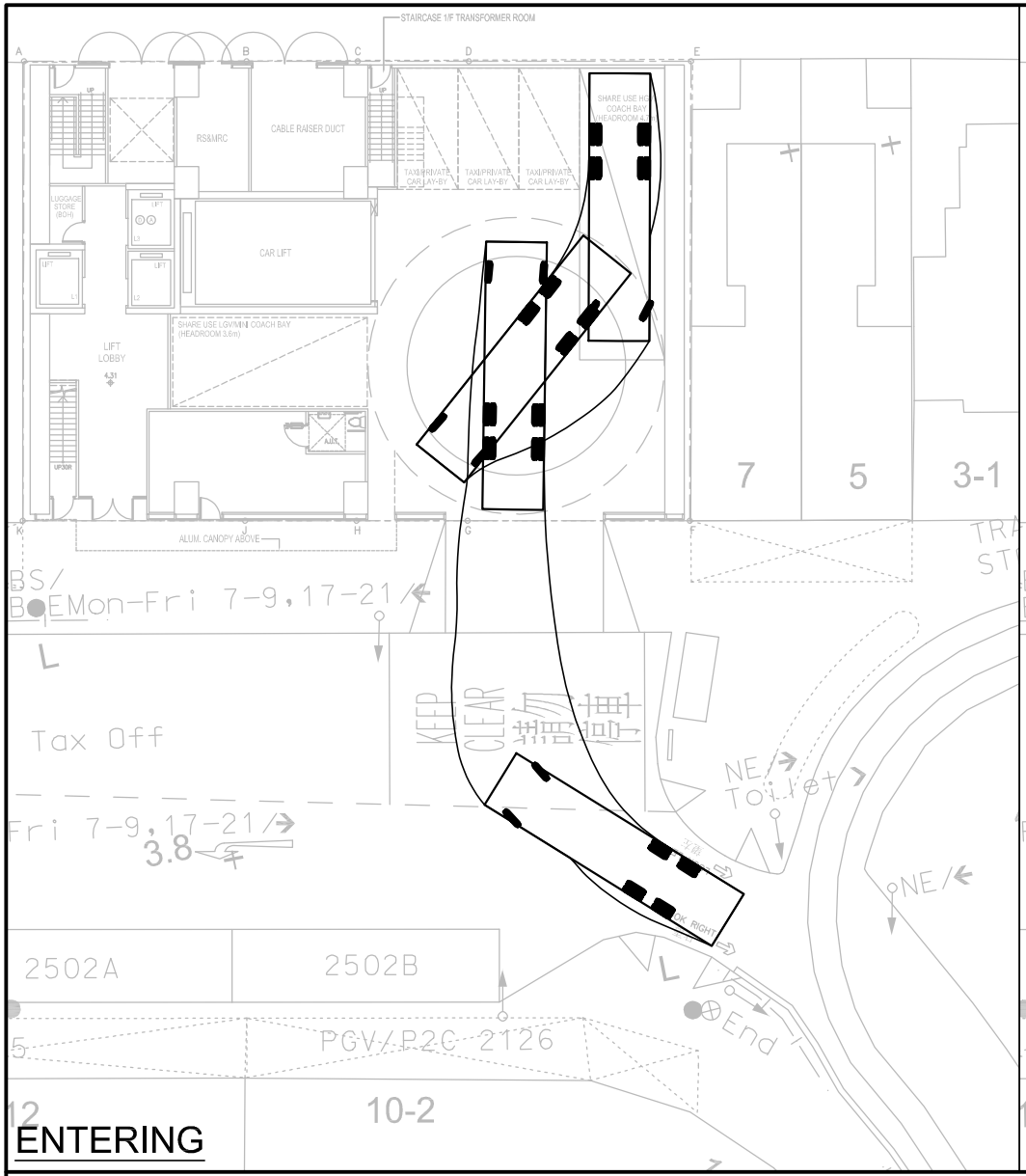

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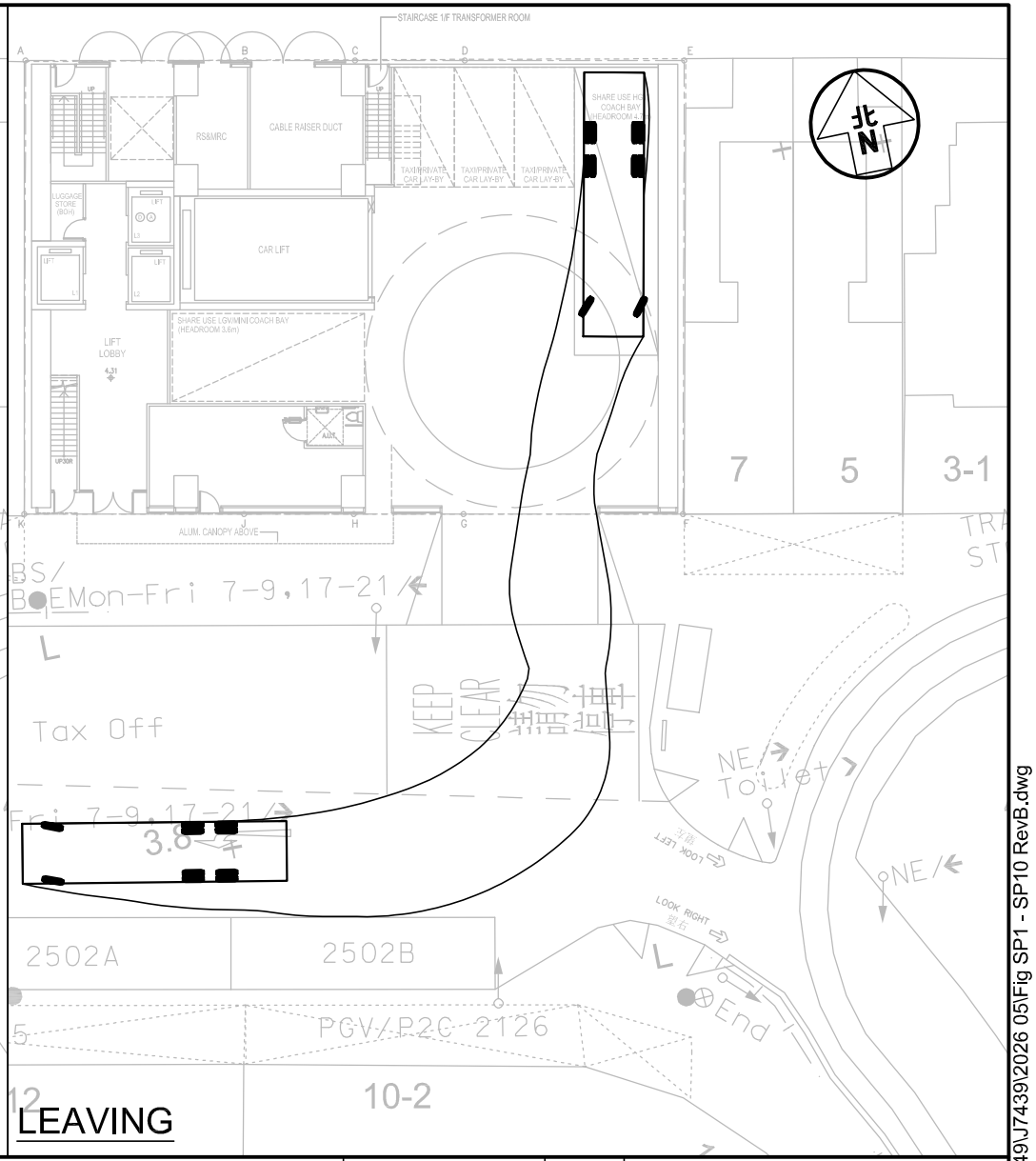

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J7439

Figure Title

SWEPT PATH OF HGV ENTERING AND LEAVING THE SHARE-USE SPACE FOR HGV AND COACH ON G/F

Figure No.	Revision
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Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

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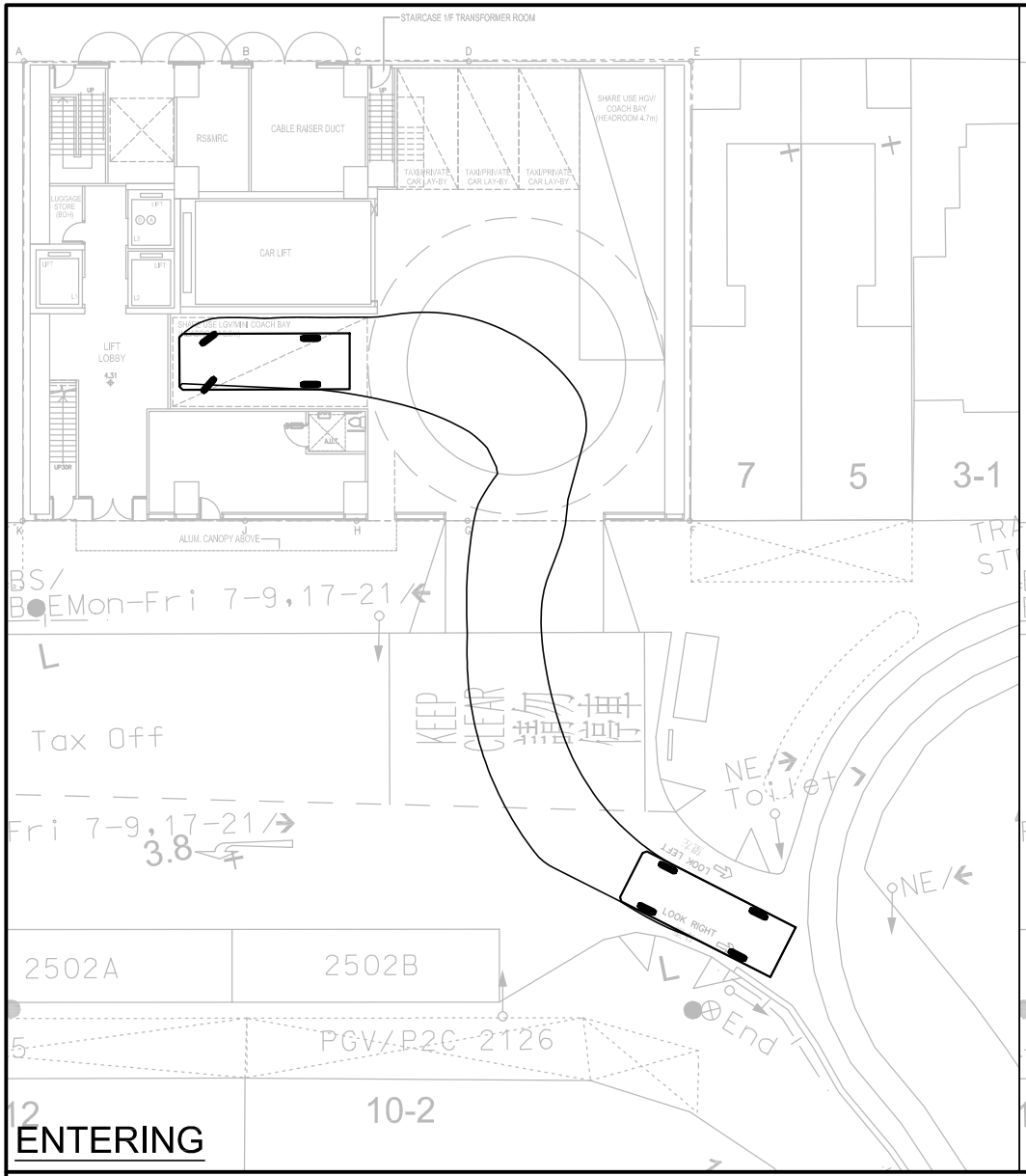

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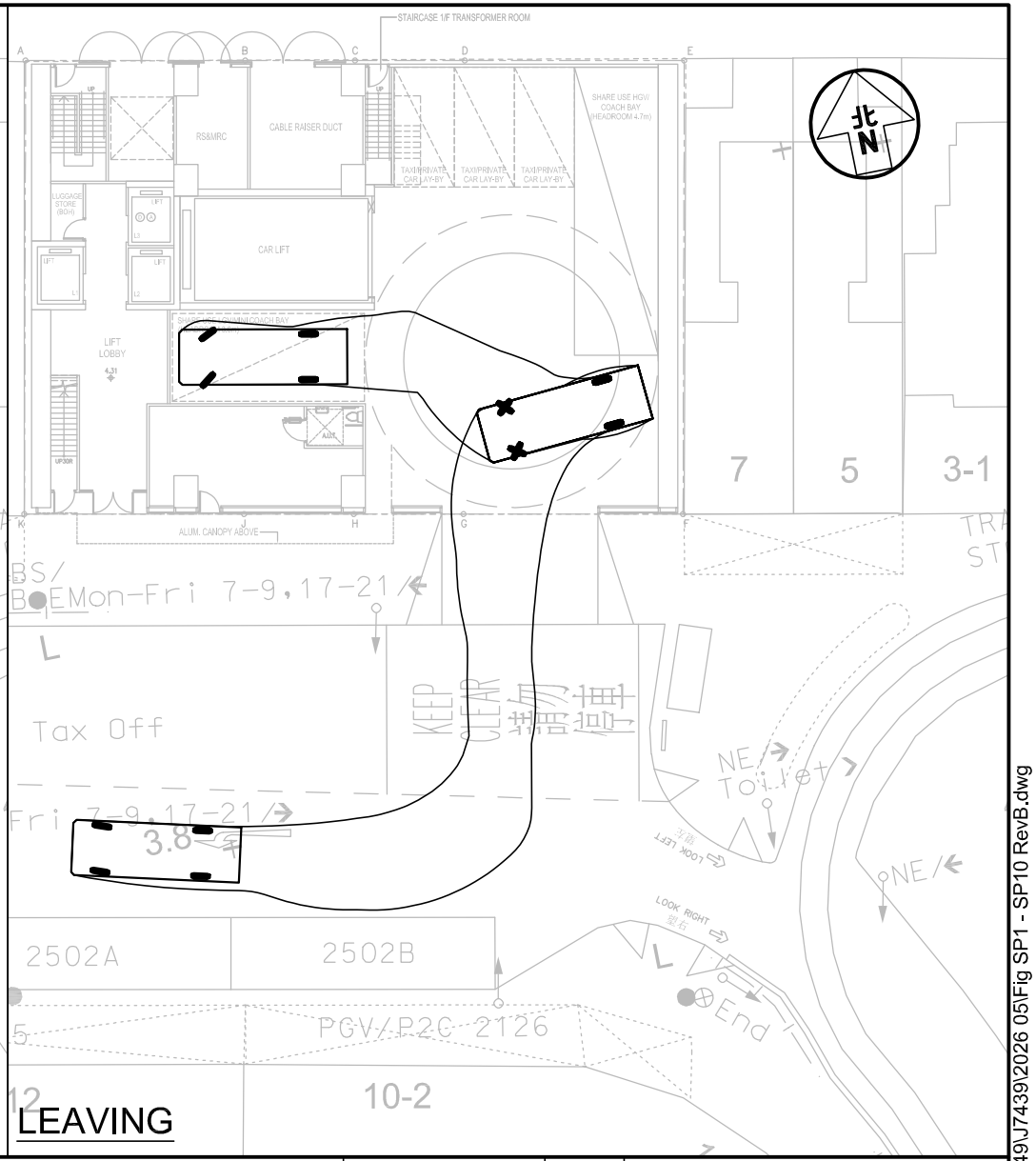

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J7439

Figure Title

SWEPT PATH OF LGV ENTERING AND LEAVING THE SHARE-USE SPACE FOR LGV AND MINI COACH ON G/F

Figure No.	Revision
SP3	B

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Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

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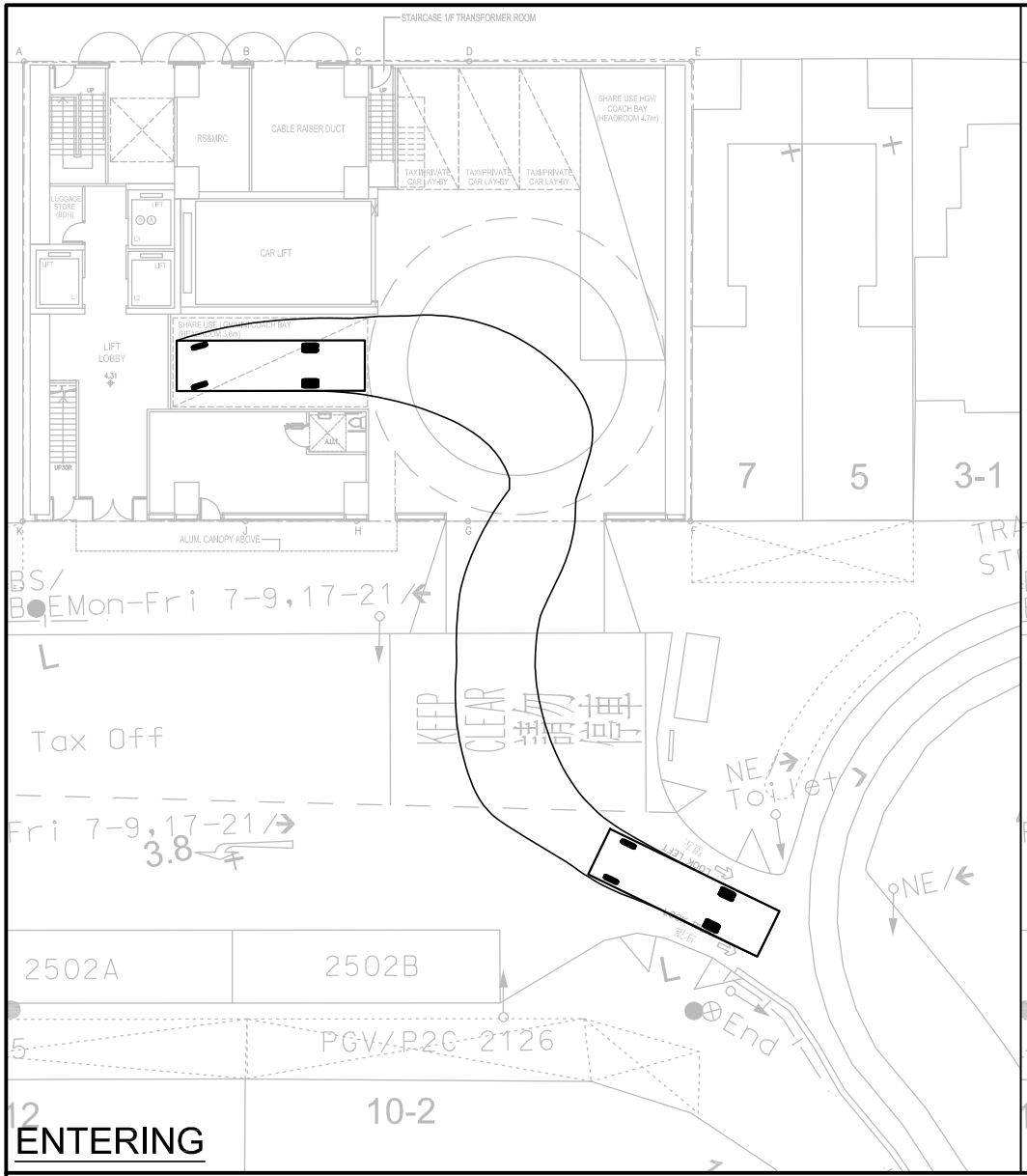

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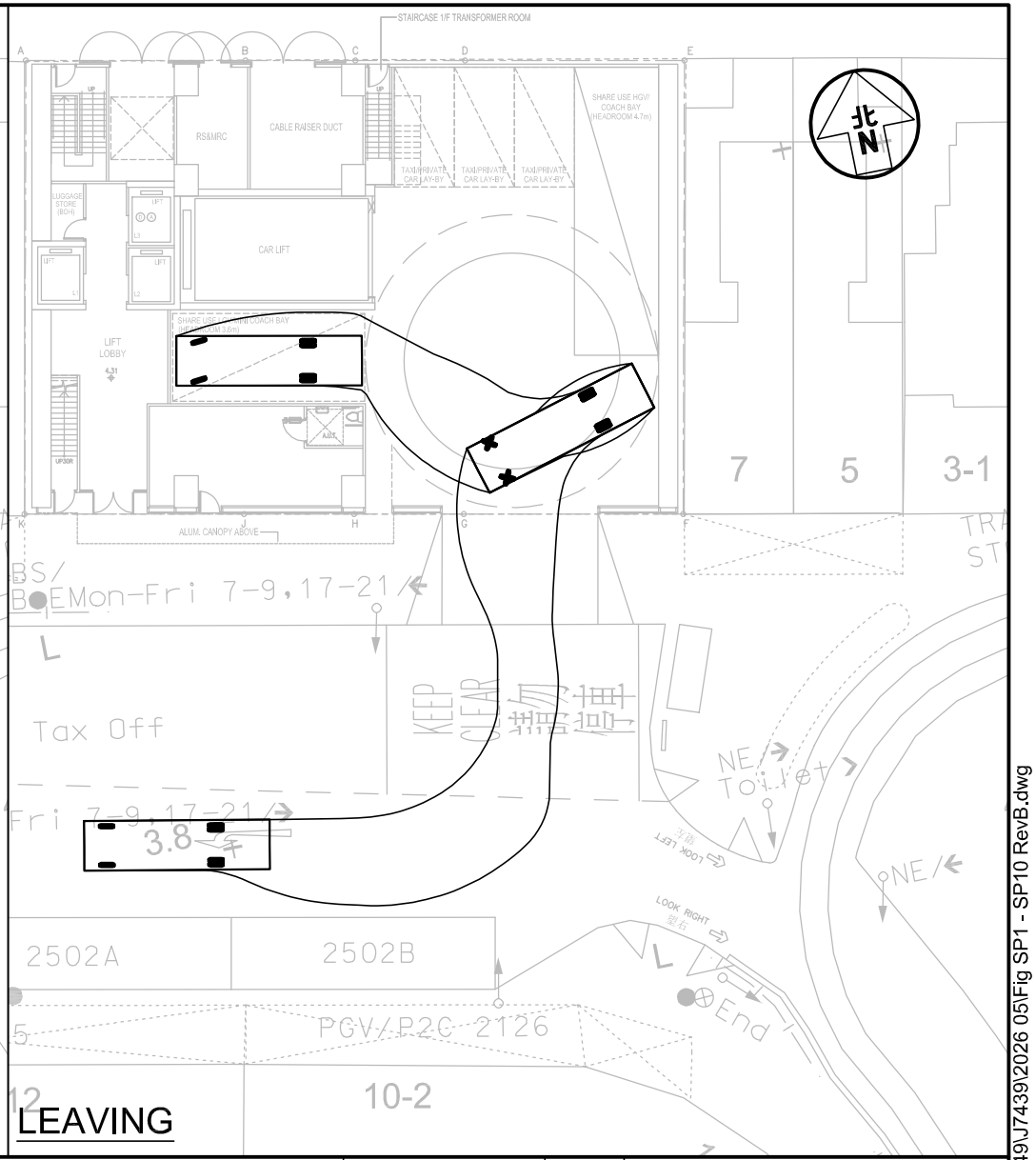

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J7439

Figure Title

SWEPT PATH OF MINI COACH ENTERING AND LEAVING THE SHARE-USE SPACE FOR LGV AND MINI COACH ON G/F

Figure No.	Revision
SP4	B

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Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

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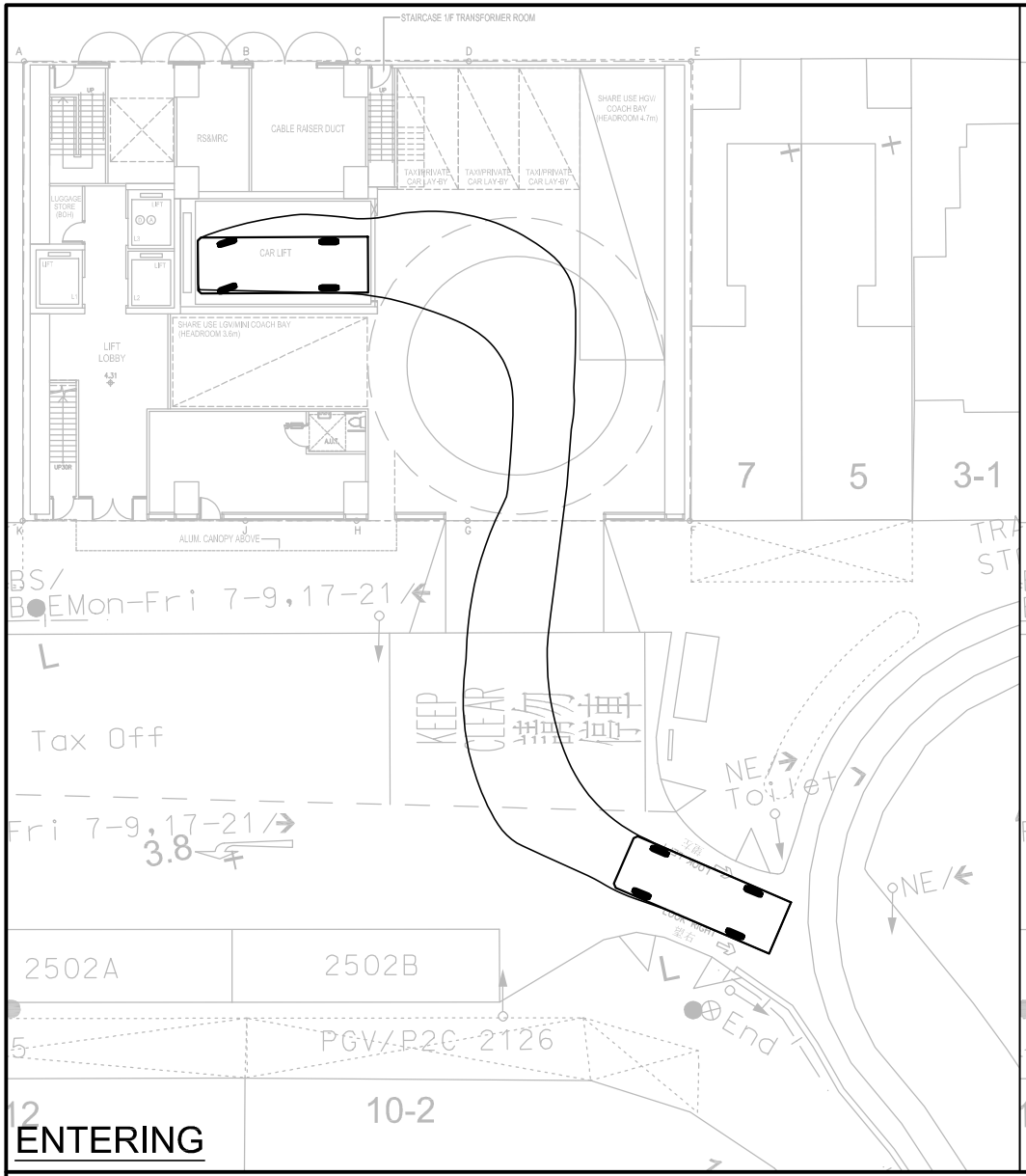

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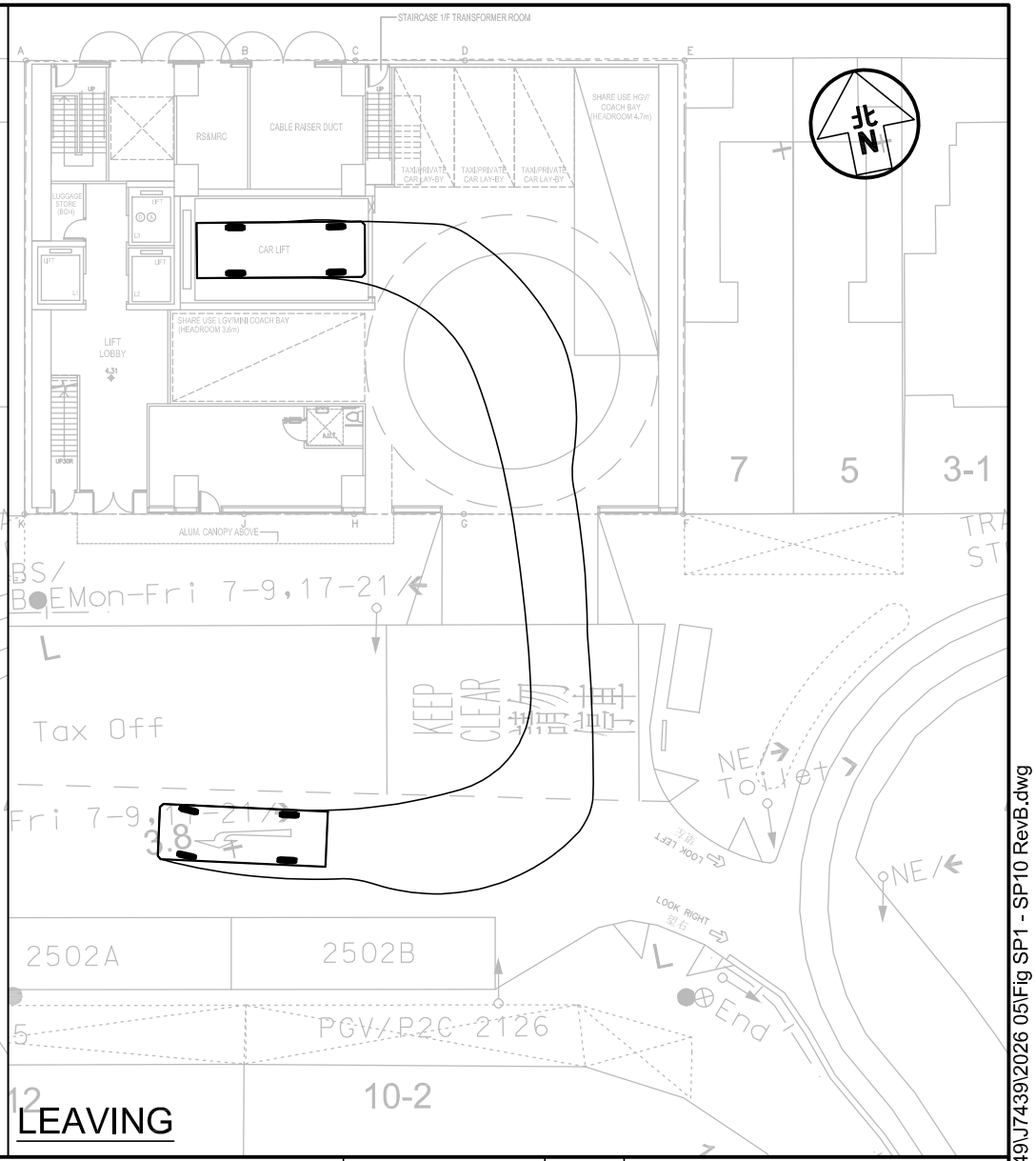

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J7439

Figure Title

SWEPT PATH OF LGV ENTERING AND LEAVING THE CAR LIFT ON G/F

Figure No.	Revision
SP5	B

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Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

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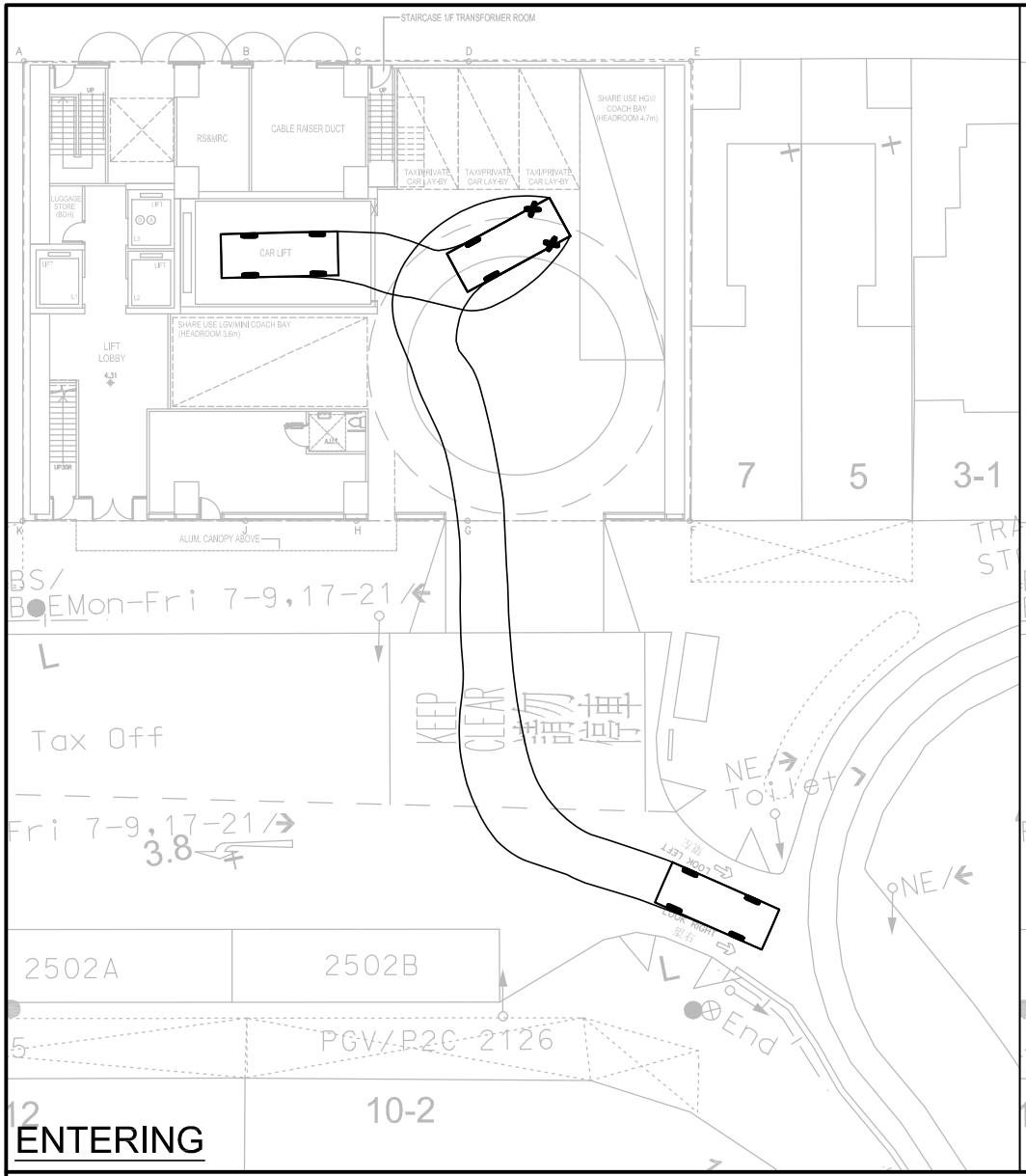

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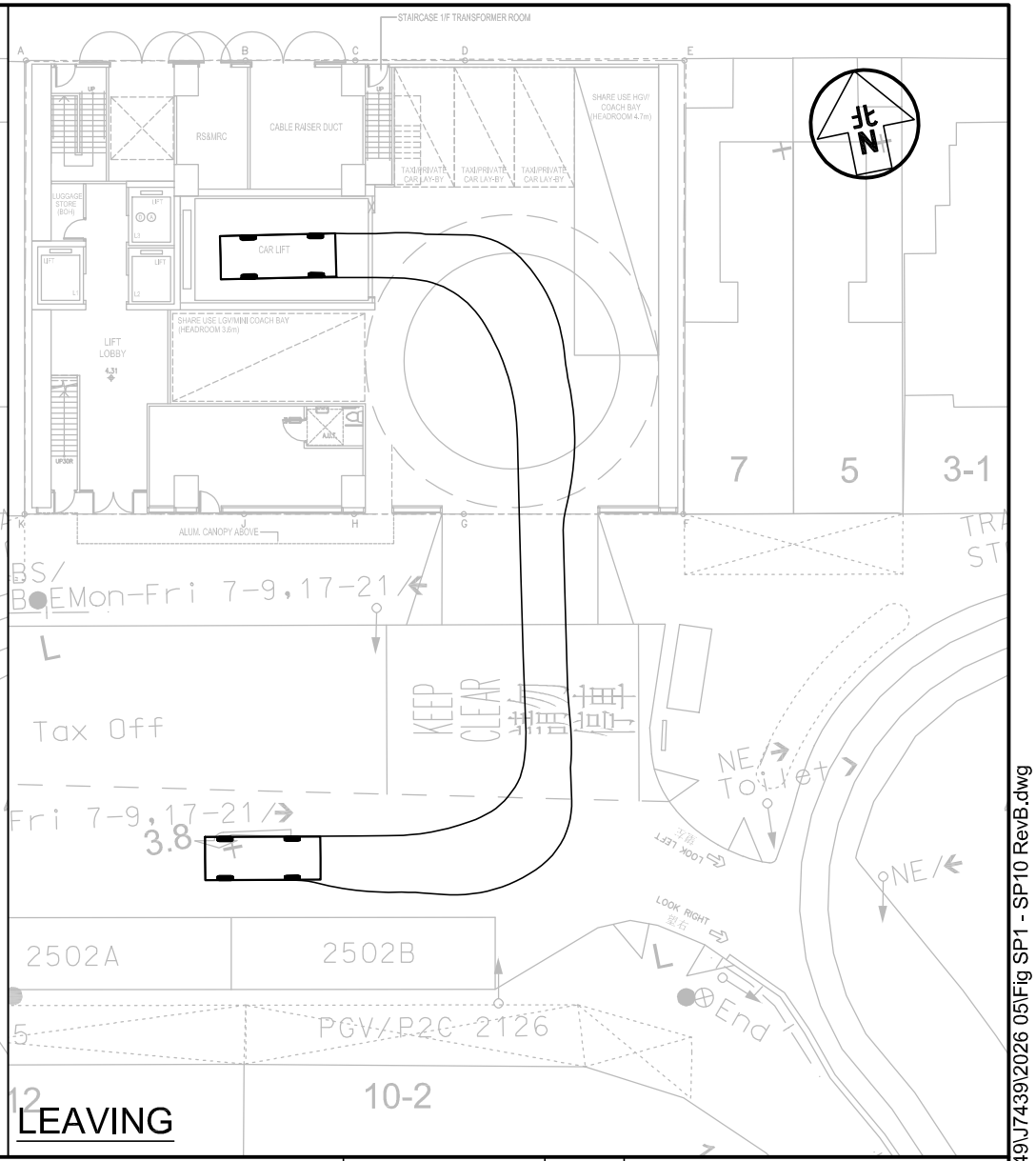

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Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN J7439	Figure No. SP6	Revision B	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR LIFT ON G/F	Designed by L C H / Drawn by N C M / Checked by K C		
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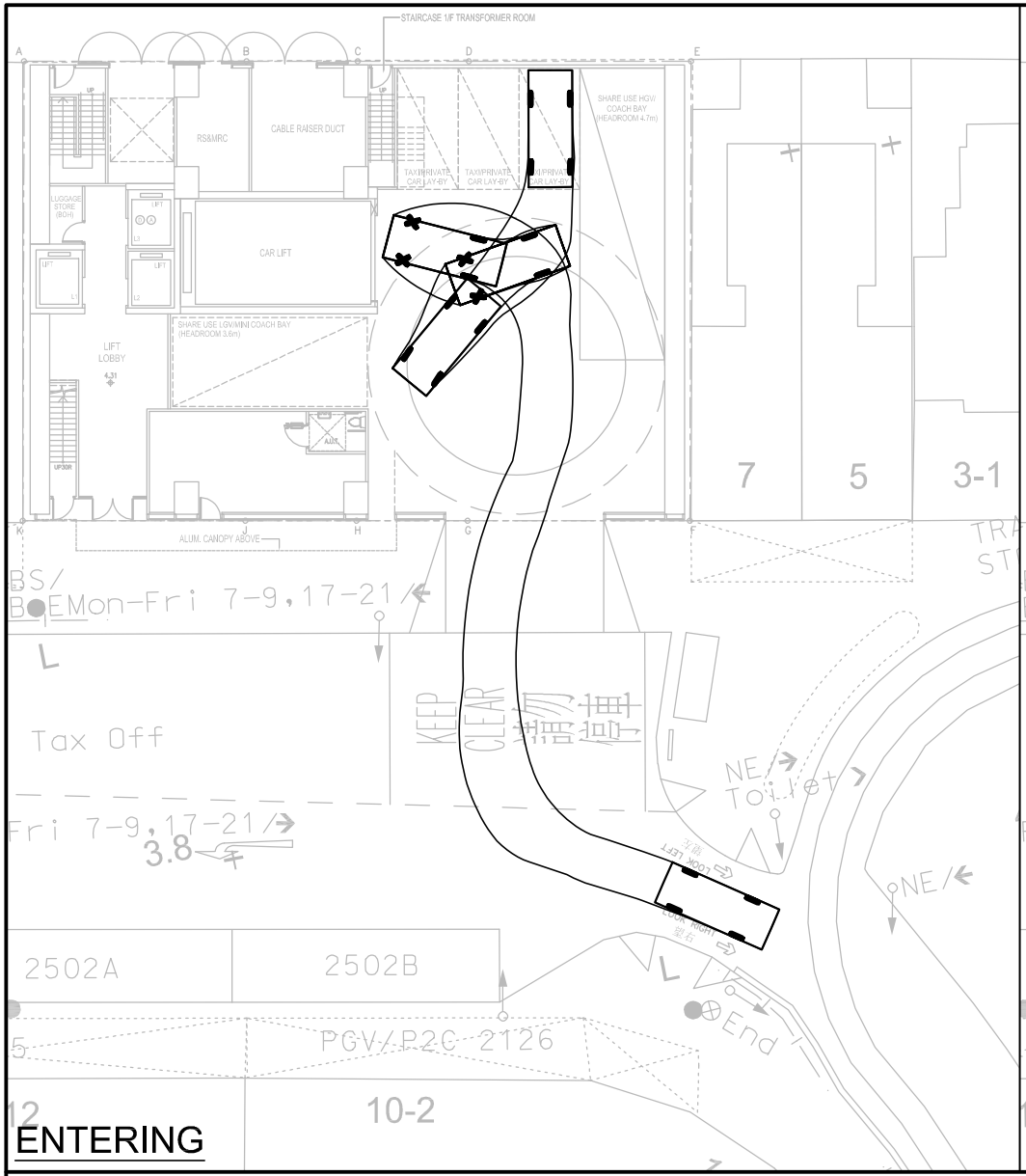

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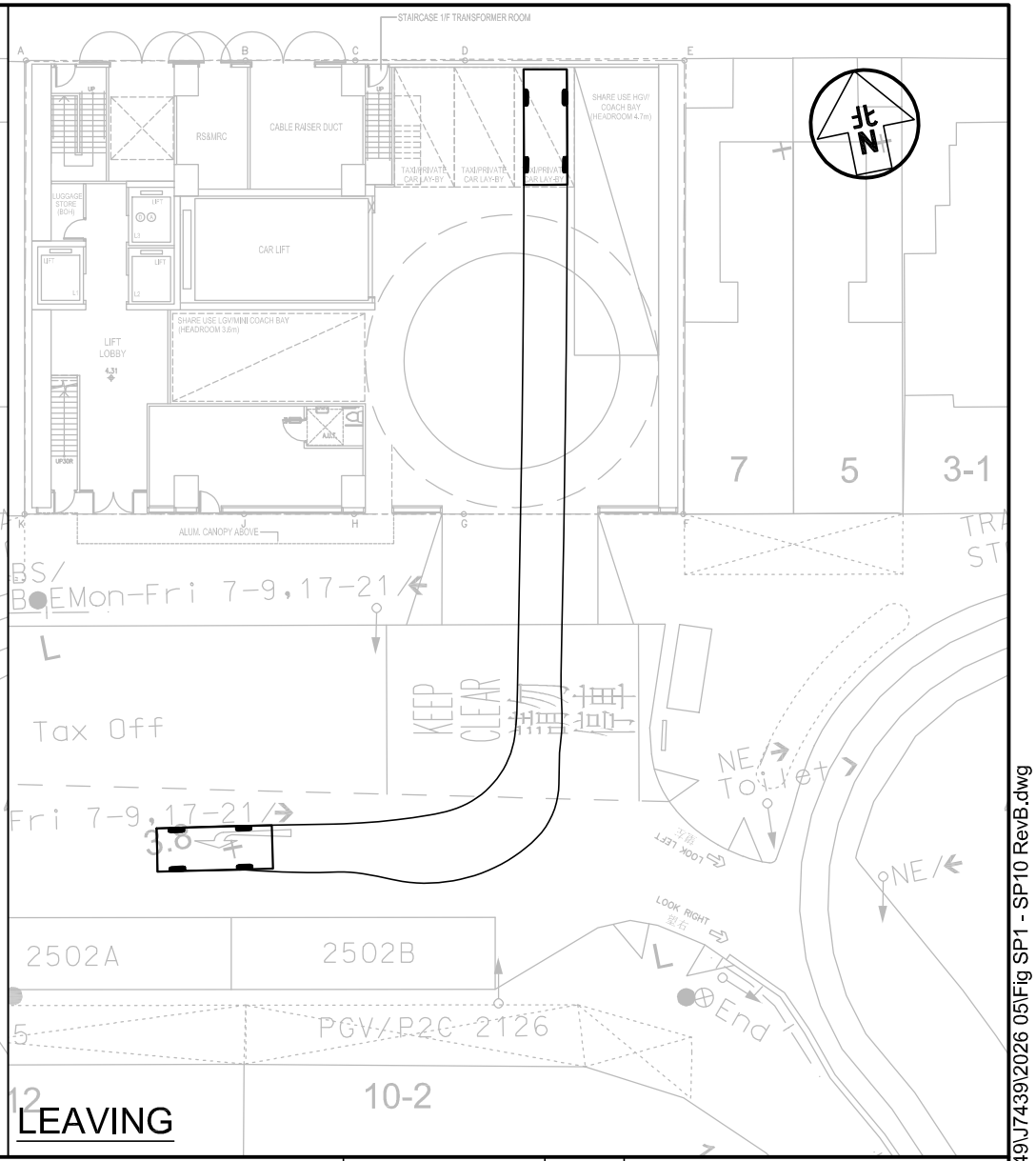

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Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE TAXI / PRIVATE CAR LAY-BY ON G/F

Figure No.	Revision
SP7	B

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Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

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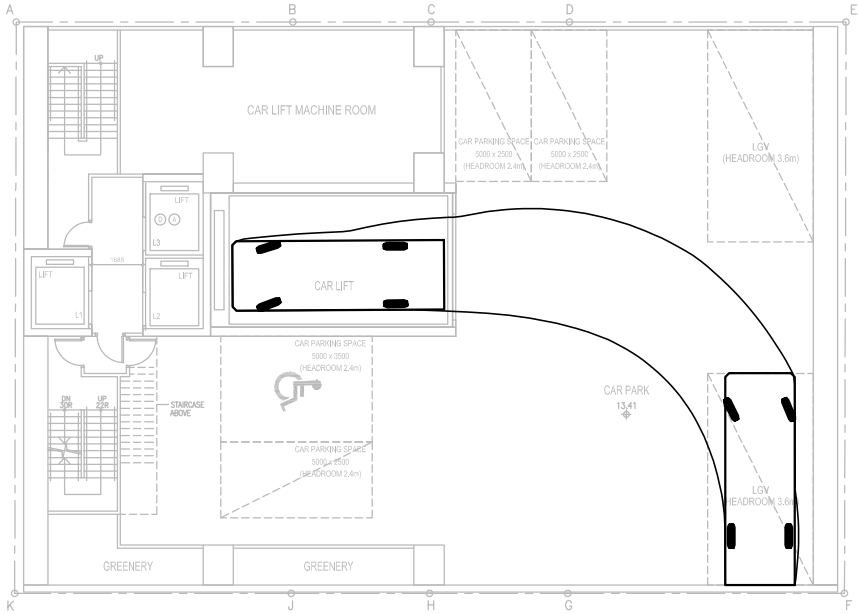

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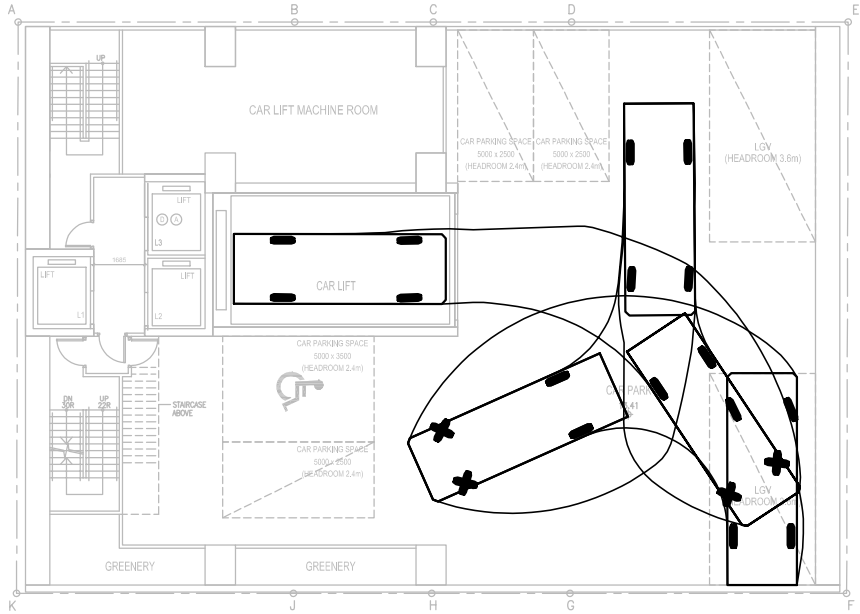

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J7439

Figure Title

SWEPT PATH OF LGV ENTERING AND LEAVING THE LGV LOADING / UNLOADING BAY ON 2/F

Figure No.	Revision
SP8	B

Designed by	Drawn by	Checked by
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Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

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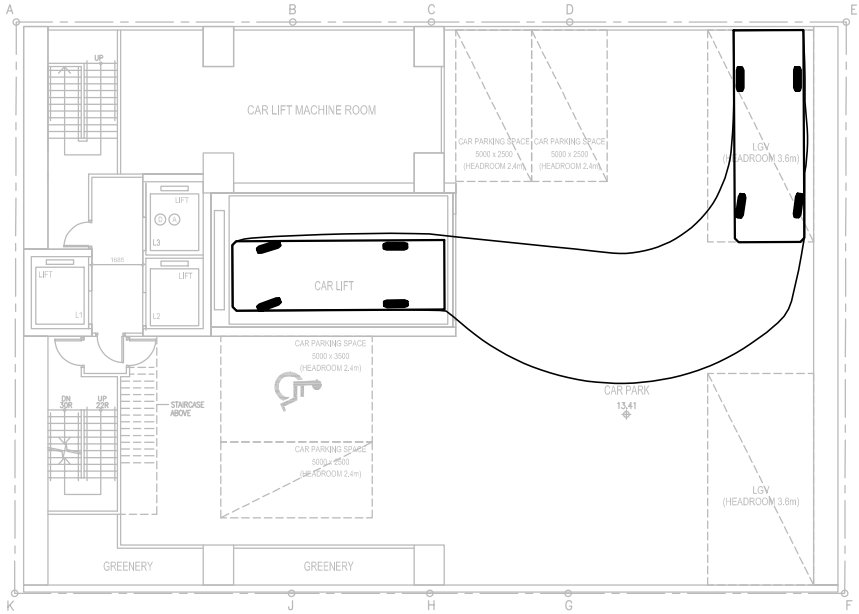

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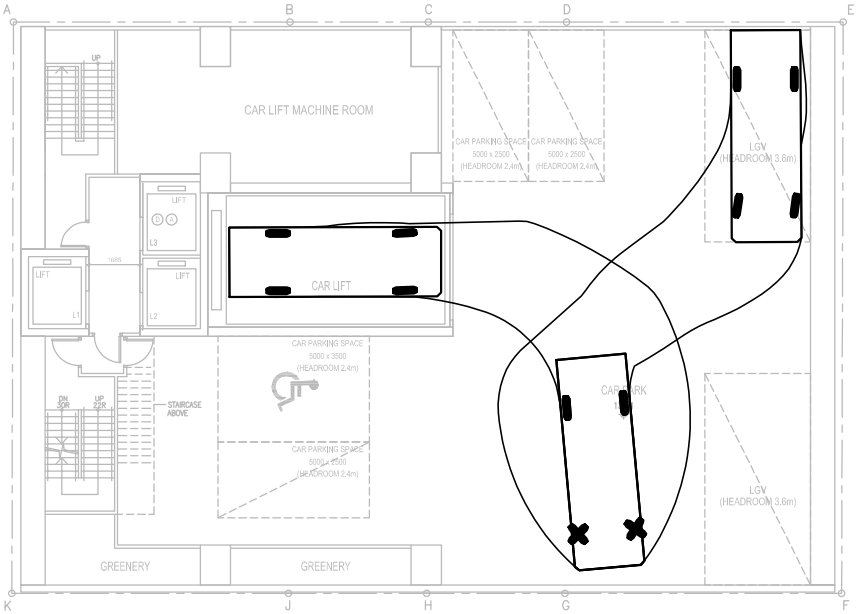

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Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN

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Figure Title

SWEPT PATH OF LGV ENTERING AND LEAVING THE LGV LOADING / UNLOADING BAY ON 2/F

Figure No.	Revision
SP9	B

Designed by	Drawn by	Checked by
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Tel : (852) 2520 5990 Fax : (852) 2528 6343
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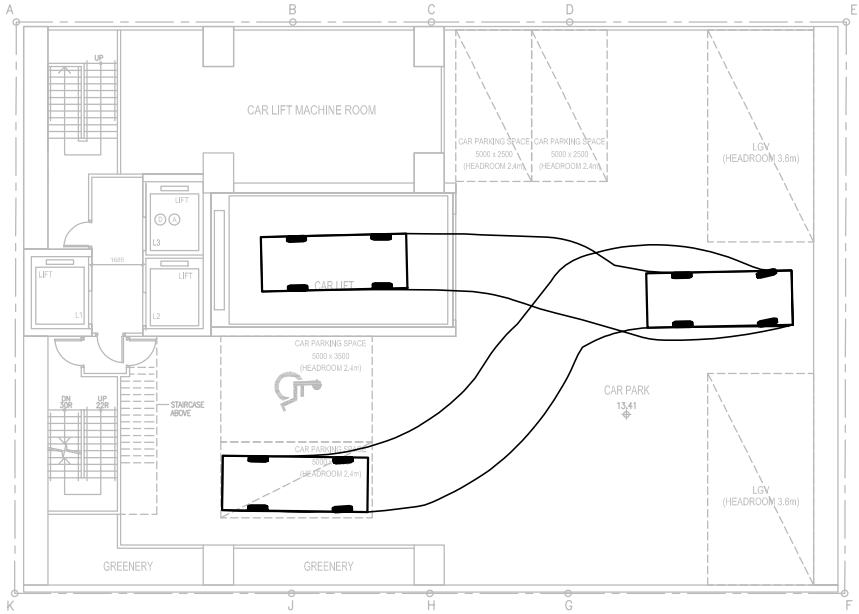

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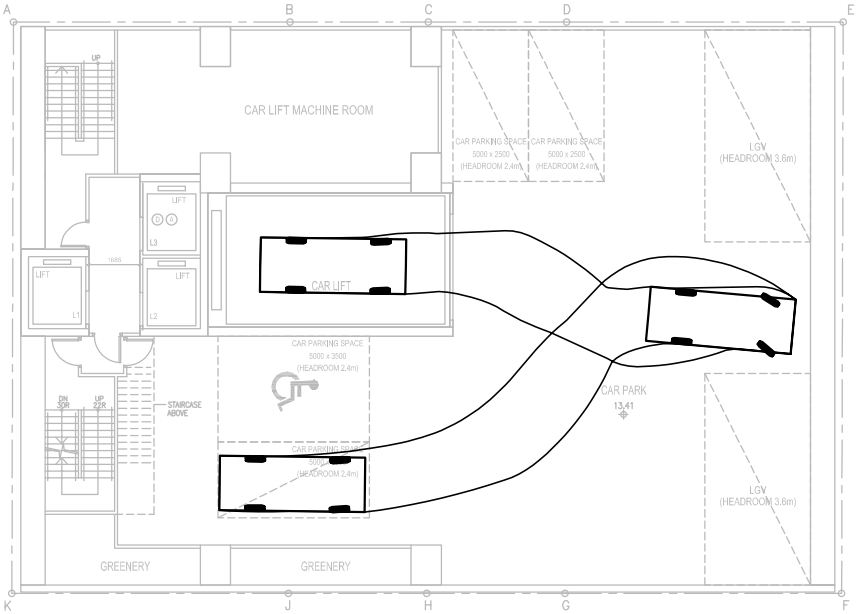

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Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN

J7439

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE ON 2/F

Figure No.	Revision
SP10	B

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Tel : (852) 2520 5990 Fax : (852) 2528 6343
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Appendix 4 –
Vehicle Lift Analysis

Vehicle Lift Analysis

Job Title Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Ground floor to typical car park floor (m)	9.10
Average Speed (m/s)	0.50
Travel time (s)	18.20

Activity	**Time (s)**
Car lift travels from ground floor to typical car park floor	18
Lift door opens	5
Car exits lift in foward gear on typical car park floor	5
Car enters lift in reverse gear on typical car park floor	15
Door closes	5
Car lift travels from typical car park floor to ground floor	18
Lift door opens	5
Car exits lift in forward gear on ground floor	5
Car enters lift in reverse gear on ground floor	15
Door closes	5
Total	96

Number of lift servers, **k**	1
Cycle time ω (s)	96
Arrival rate λ (veh / hr)	4
Service rate μ of one lift server (veh / hr)	37

Number of Cars N	**Probability of Exact N Cars in the Lift System**	**Probability of N Cars or Less in the Lift System**	**Probability of More Than N Cars in the Lift System**
0	89.29%	89.29%	10.71%
1	**9.56%**	**98.85%**	**1.15%**
2	1.02%	99.88%	0.12%
3	0.11%	99.99%	0.01%
4	0.01%	100.00%	0.00%
5	0.00%	100.00%	0.00%
6	0.00%	100.00%	0.00%
7	0.00%	100.00%	0.00%

Conclusion

The probability of 1 car arriving when 1 car lift being occupied is 1.15%.

Formulae:		[A]	[B]	
Floor	Level (m)	Distance from G/F	No. of parking spaces	[A] * [B]
8/F		0		0
7/F		0		0
6/F		0		0
5/F		0		0
4/F		0		0
3/F		0		0
2/F	13.41	9.1	6	54.6
1/F		0		0
G/F	4.31	0		0
B1		0		0
B2		0		0
B3		0		0
B4		0		0
B5		0		0
B6		0		0
B7		0		0
B8		0		0
			total parking spaces	typical floor distance
			6	9.1

Note:
k is the number of lift servers.
λ is the arrival rate in vehicles per hour.
μ is the service rate of a lift server in vehicles per hour.

N	1/N!*(λ/μ)^	summation from N=0 to N=k-1
0	1	1
1	0	1
2	0	1
3	0	1
4	0	1
5	0	1
6	0	1
7	0	1
8	0	1
9	0	1
10	0	1

The assessment is based on the mutli-server queuing (M/M/N) theory, and the equations applied are listed below :

Probability of having exactly zero cars in the lift system:

$$P(0) = \frac{1}{\left[\sum_{N=0}^{k-1} \frac{1}{N!}\left(\frac{\lambda}{\mu}\right)^N\right] + \frac{1}{k!}\left(\frac{\lambda}{\mu}\right)^k \frac{k\mu}{k\mu - \lambda}}$$

Probability of having exactly N cars in the lift system:

For $N < k$:

$$P(N) = \frac{1}{N!}\left(\frac{\lambda}{\mu}\right)^N P(0)$$

For $N \geq k$:

$$P(N) = \frac{1}{k!\,k^{N-k}}\left(\frac{\lambda}{\mu}\right)^N P(0)$$

k - -number of lift servers
λ - -arrival rate
μ - -service rate