

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

CONTENTS

<u>CHAPTER</u>	<u>PAGE</u>
1.0 INTRODUCTION Background Scope of the Assessment Contents of the Report	1
2.0 THE EXISTING SITUATION The Subject Site Existing Road Network Traffic Survey Operational Performance of the Surveyed Junctions Public Transport Facilities	2
3.0 THE PROPOSED HOTEL Proposed Hotel Provision of Internal Transport Facilities Swept Path Analysis Vehicle Lift Analysis	5
4.0 TRAFFIC IMPACT Design Year Traffic Forecasting 2034 Traffic Flows 2034 Junction Operational Performance	8
5.0 PEDESTRIAN ASSESSMENT Location of Surveyed Footpaths Estimation of Future Pedestrian Flows 2034 Pedestrian Flows Level-of-Service	13
6.0 CONCLUSION	16
FIGURES	
Appendix 1 – Approved GBP	
Appendix 2 – Calculation	
Appendix 3 – Swept Path Analysis	
Appendix 4 – Vehicle Lift Analysis	

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

TABLES

NUMBER

- 2.1 Existing junction operational performance
- 2.2 Franchised bus and GMB services operating close to the Subject Site
- 3.1 Comparison of the HKPSG Recommendations and the Proposed Internal Transport Facilities
- 3.2 Goods Vehicle Trip Generation for the Proposed Hotel
- 4.1 Hong Kong Population Projection 2031 – 2034
- 4.2 AADT of the station in the vicinity of the Subject Site
- 4.3 Details of major planned developments
- 4.4 Details of 3 surveyed residential buildings
- 4.5 Details of 3 surveyed retail use
- 4.6 Details of 3 surveyed hotels
- 4.7 Adopted Trip Rate
- 4.8 Comparison of Traffic Generation
- 4.9 2034 Junction Operational Performance
- 5.1 Pedestrian Rate for Hotel
- 5.2 Pedestrian Generation of the Proposed Hotel
- 5.3 Description of Pedestrian Facility LOS
- 5.4 Effective Width of the Surveyed Footpaths
- 5.5 2034 LOS without and with the Proposed Hotel

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

FIGURES

NUMBER

- 1.1 Location of Subject Site
- 2.1 Location of surveyed junctions
- 2.2 Layout of junction of Kam Wa Street / Mong Lung Street
- 2.3 Layout of junction of Shau Kei Wan Main Street East / Factory Street
- 2.4 Layout of junction of Aldrich Street / Factory Street
- 2.5 Layout of junction of Aldrich Street / Po Man Street
- 2.6 Layout of junction of Mong Lung Street / Tung Hei Road
- 2.7 Layout of junction of Shau Kei Wan Road / Chai Wan Road
- 2.8 Existing peak hour traffic flows
- 2.9 The public transport services provided in the vicinity of the Subject Site
- 3.1 G/F Layout Plan
- 3.2 2/F Layout Plan
- 4.1 Year 2034 peak hour traffic flows with the Approved GBP
- 4.2 Year 2034 peak hour traffic flows with the Proposed Hotel
- 5.1 Location of surveyed footpaths
- 5.2 Existing peak 15-minute two-way pedestrian flows
- 5.3 Year 2034 pedestrian flows without the Proposed Hotel
- 5.4 Year 2034 pedestrian flows with the Proposed Hotel

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 45m², and (ii) retail with GFA of 389m². 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 Nethersole 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 50m² 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 50m², 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 <u>4 nos.</u>	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 = <u>3 nos.</u>	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 = $336 / 100 \times 0.5 = 1.68$, say <u>2 nos.</u> Maximum = $336 / 100 \times 1 = 3.36$, say <u>4 nos.</u>	4 nos. ⁽¹⁾ , including • 2 LGV loading / unloading bays • 1 shared-use space (12m(L) x 3.5m(W) x 4.7m(H)) for HGV and coach; and
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 <u>2 nos.</u>	• 1 shared-use space (8m(L) x 3.5m(W) x 3.6m(H)) for LGV and mini coach

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 240m², 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 45m², whilst the surveyed residential buildings range between 30m² to 50m²
- 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/100m²)				
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.

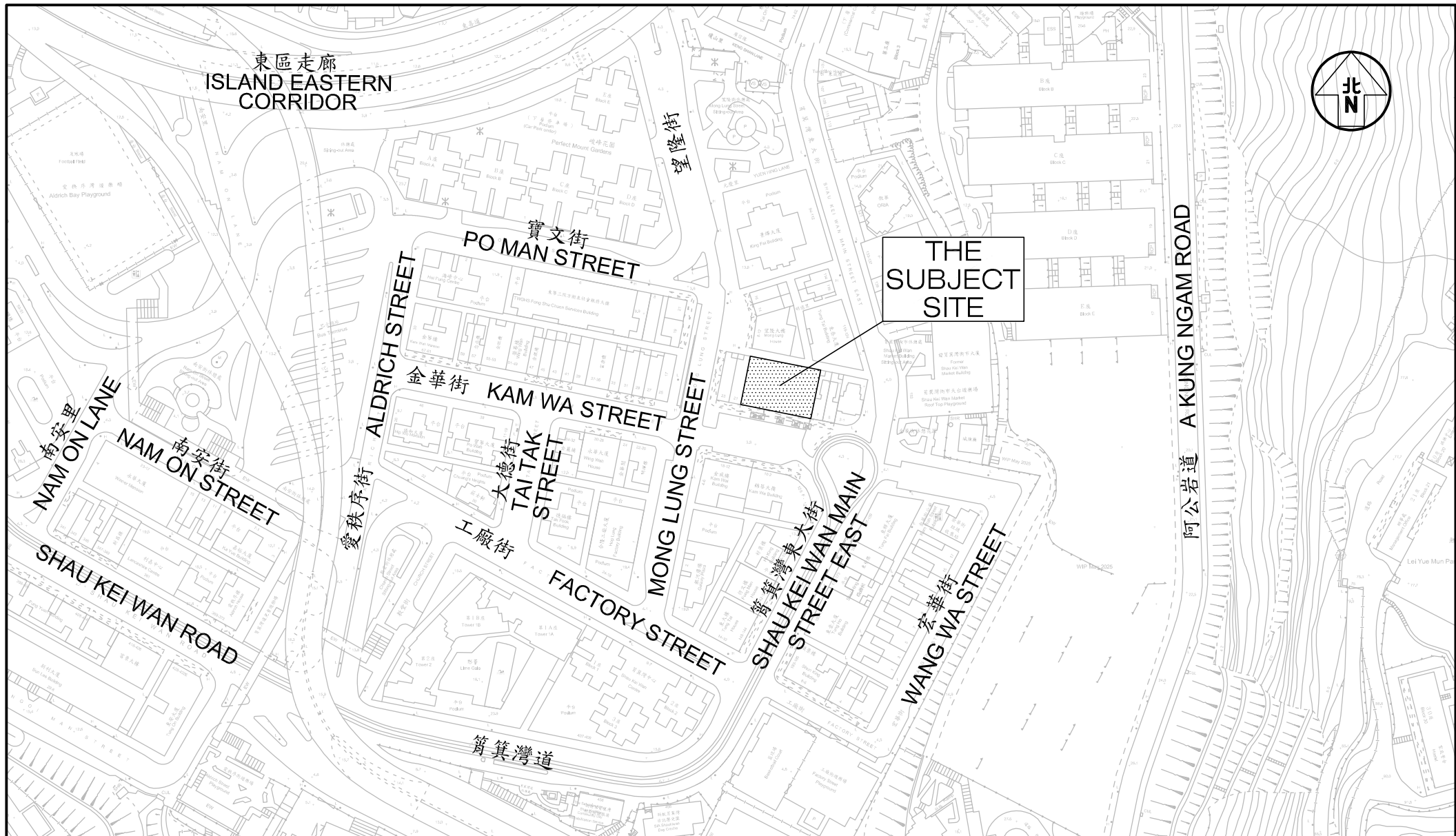
TABLE 5.5 2034 LOS WITHOUT AND WITH THE PROPOSED HOTEL

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

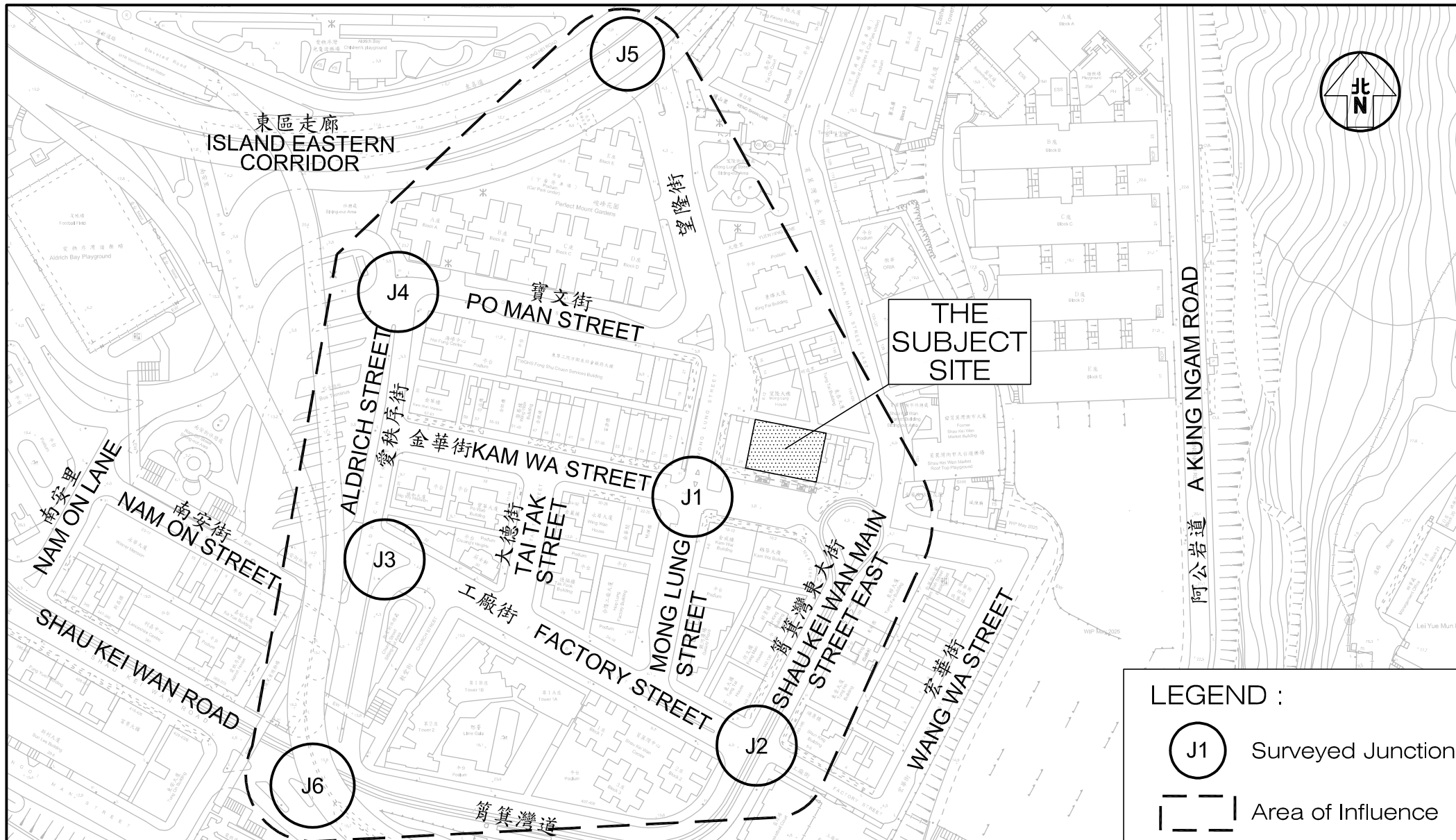
5.13 Table 5.5 shows that all surveyed footpaths operate with LOS A or B for the case without and with the Proposed Hotel. Hence, it can be concluded that the Proposed Hotel will result in no impact to the footpaths assessed.

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 50m² 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.



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. 1.1	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 LOCATION OF SUBJECT SITE	Designed by L C H	Drawn by N C M	
	Scale in A4 1 : 2,000	Date 26 MAY 2026	



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

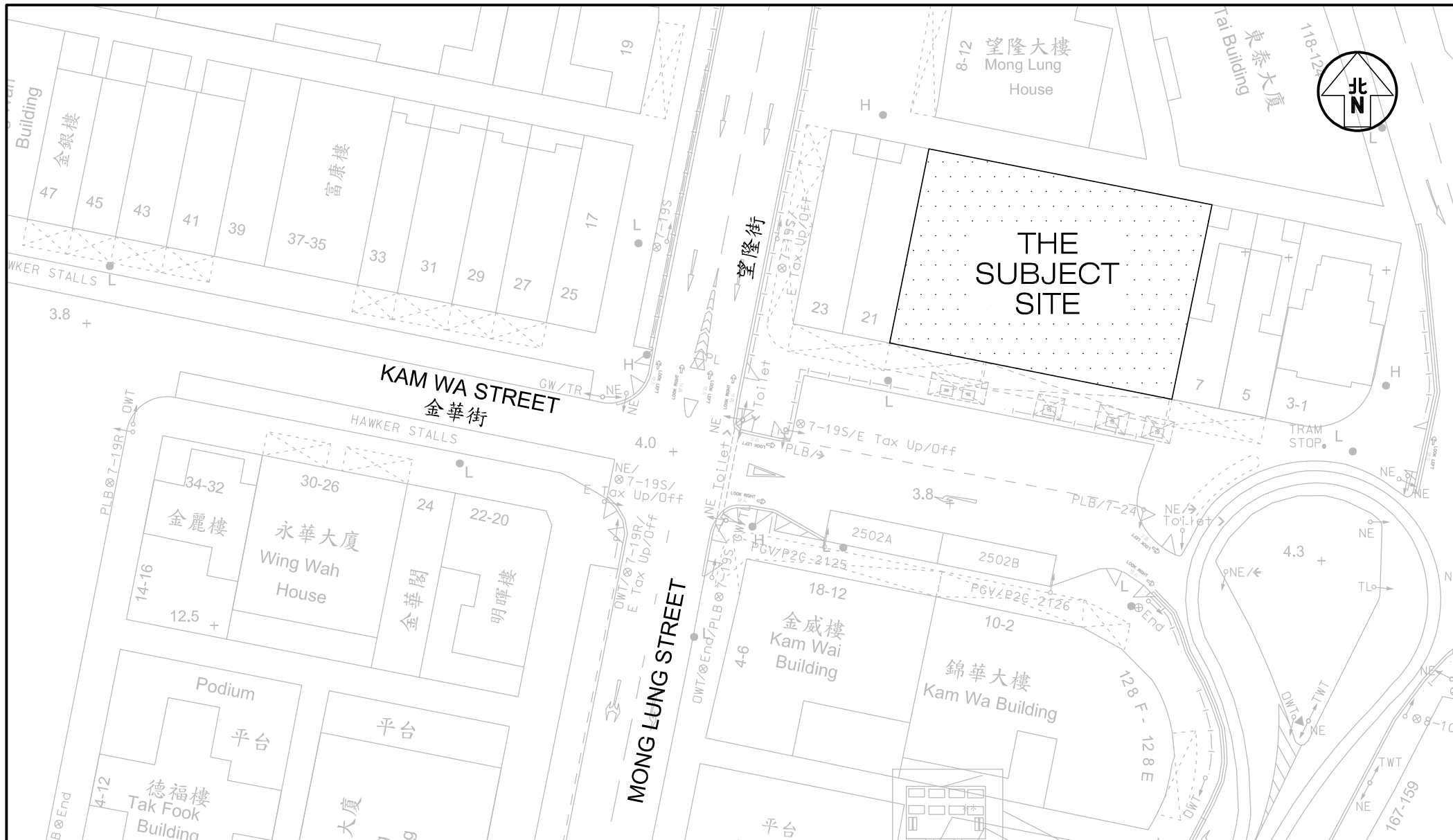
LOCATION OF SURVEYED JUNCTIONS

Figure No.	2.1	Revision	B
Designed by	L C H	Drawn by	N C M
Checked by	K C		
Scale in A4	1 : 2,000	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
Email : mail@ckmasia.com.hk



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 KAM WA STREET / MONG LUNG STREET

Figure No.
2.2

Designed by
L C H

Scale in A4
1 : 500

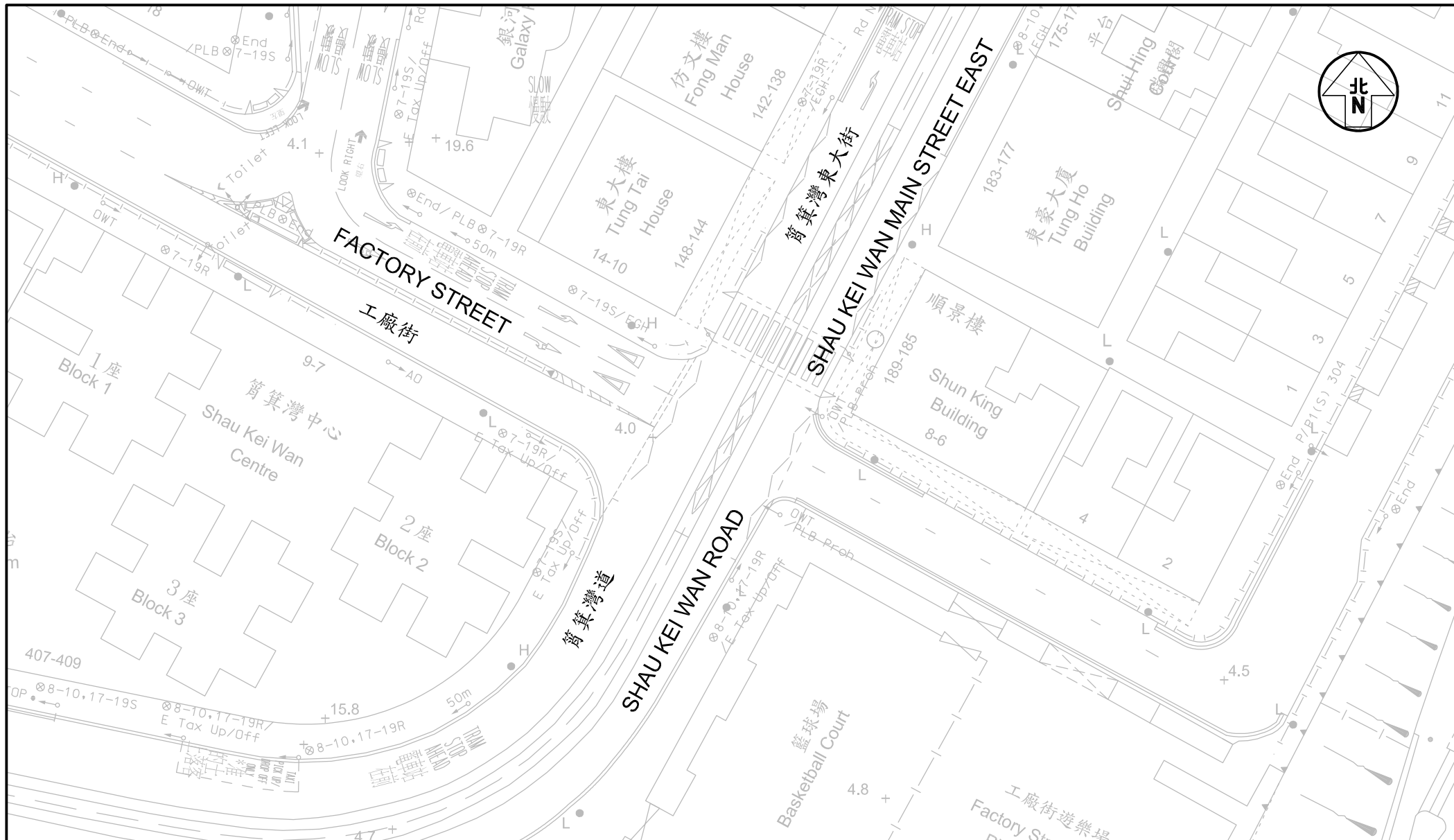
Revision
B

Checked by
K C

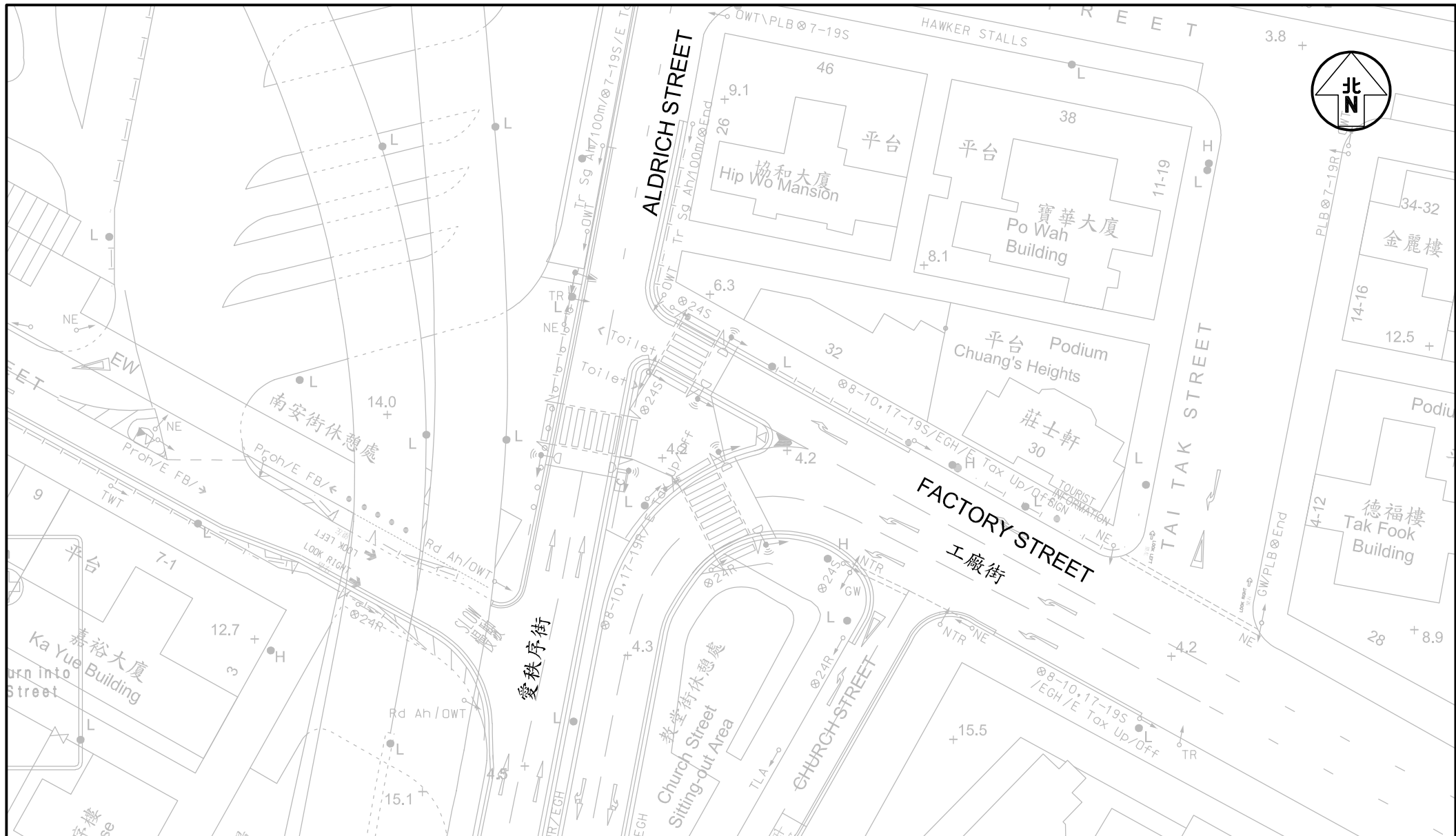
Date
26 MAY 2026

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
Email : mail@ckmasia.com.hk

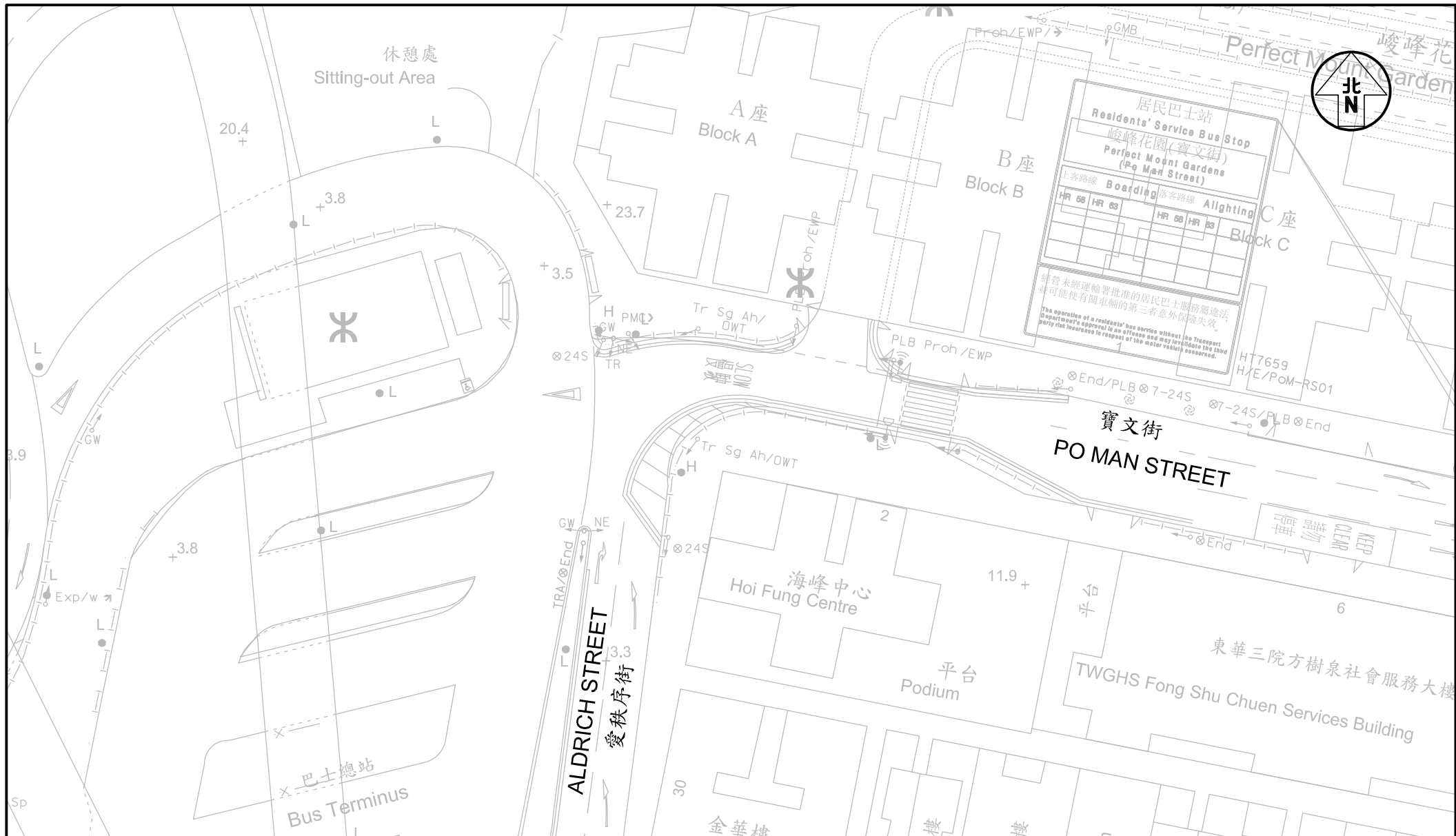


Project Title SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9-19 (ODDS) KAM WA STREET, SHAU KEI WAN J7439				Figure No. 2.3		Revision B			
Figure Title LAYOUT OF JUNCTION OF SHAU KEI WAN MAIN STREET EAST / FACTORY STREET				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 Email : mail@ckmasia.com.hk					



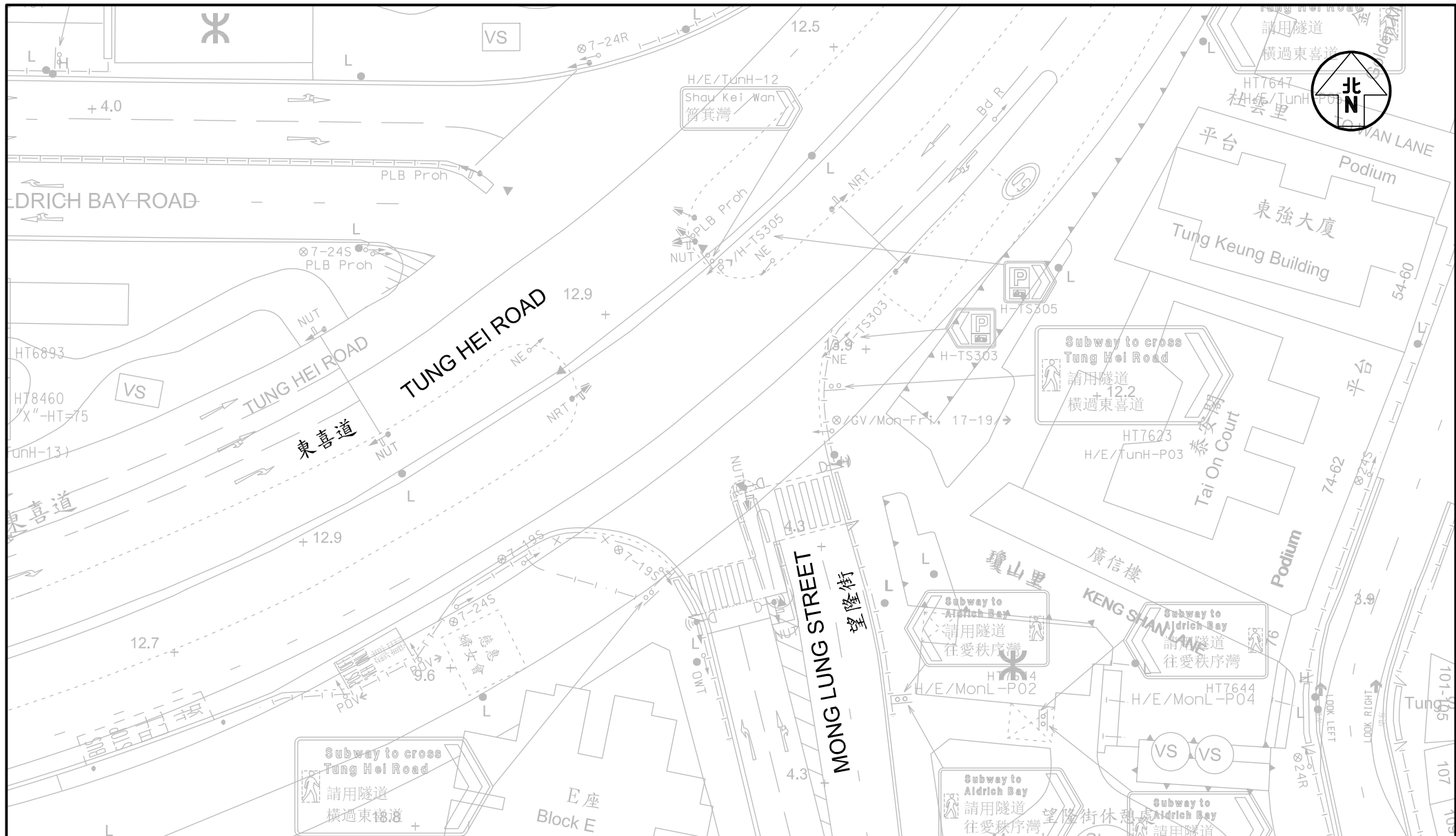
Project Title				SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9-19 (ODDS) KAM WA STREET, SHAU KEI WAN		Figure No.		2.4		Revision		B		CKM Asia Limited 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				LAYOUT OF JUNCTION OF ALDRICH STREET / FACTORY STREET		Designed by		L C H		Drawn by		N C M					
						Scale in A4		1 : 500		Date		26 MAY 2026					

T:\JOB\J7400-J7449\J7439\2026 05\Fig 2.2 - 2.7 RevB.dwg



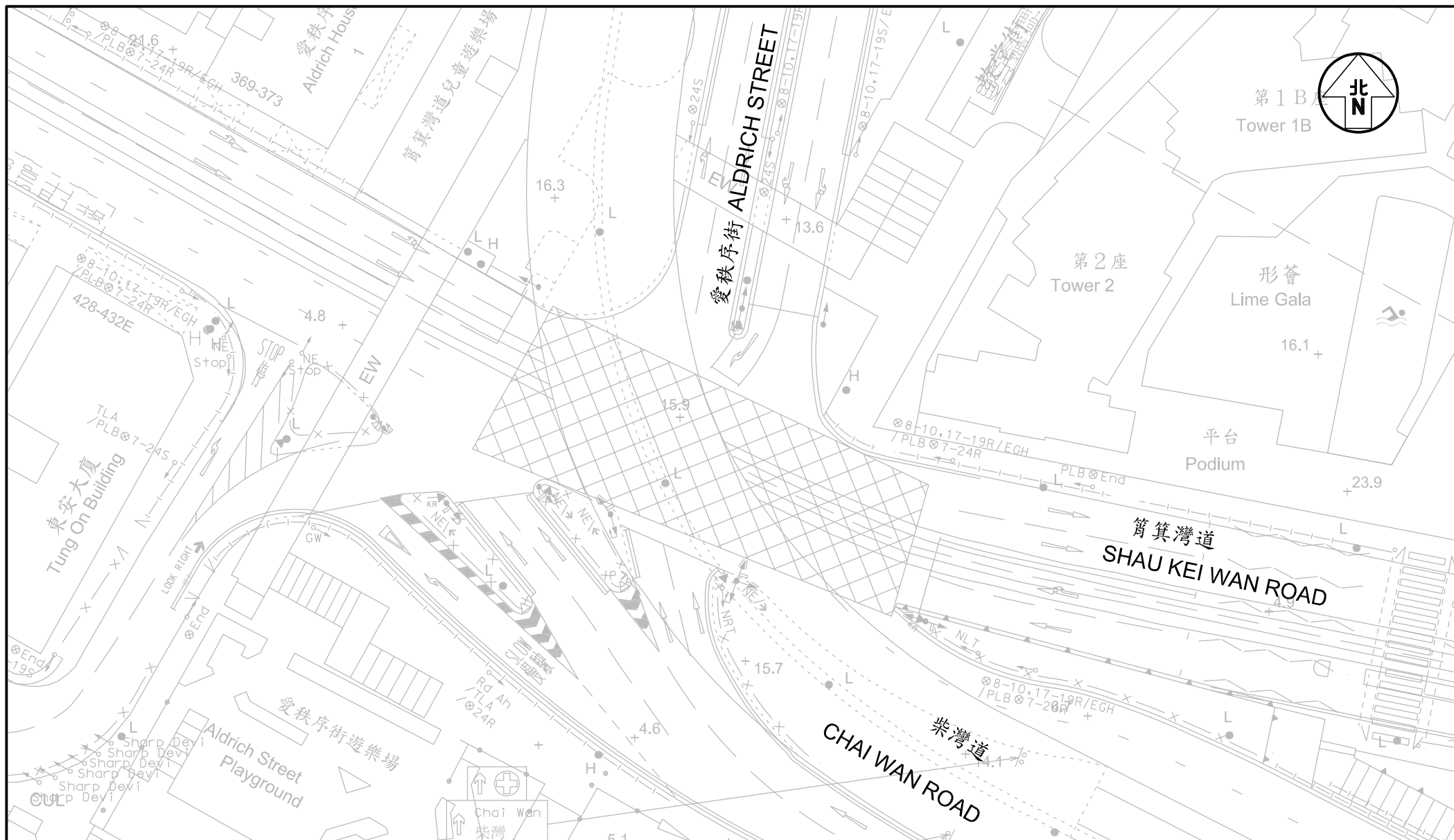
Project Title SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9-19 (ODDS) KAM WA STREET, SHAU KEI WAN J7439				Figure No. 2.5		Revision B	CKM Asia Limited 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 LAYOUT OF JUNCTION OF ALDRICH STREET / PO MAN STREET				Designed by L C H	Drawn by N C M	Checked by K C		
				Scale in A4 1 : 500		Date 26 MAY 2026		

T:\JOB\J7400-J7449\J7439\2026 05\Fig 2.2 - 2.7 RevB.dwg



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. 2.6		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 LAYOUT OF JUNCTION OF MONG LUNG STREET / TUNG HEI ROAD			Designed by L C H		Drawn by N C M		
			Checked by K C				
			Scale in A4 1 : 500		Date 26 MAY 2026		

T:\JOB\J7400-J7449\J7439\2026 05\Fig 2.2 - 2.7 RevB.dwg

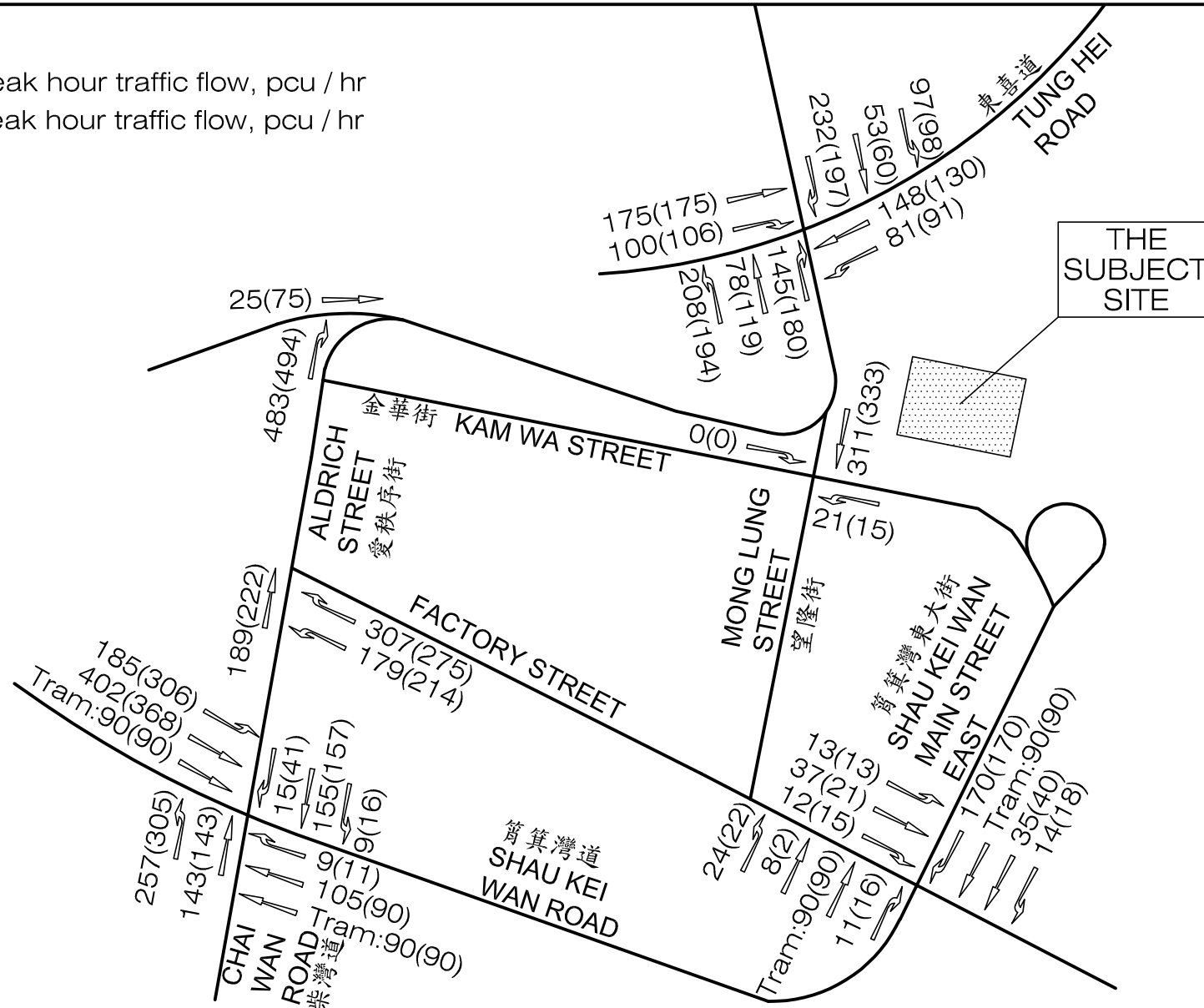


Project Title SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9-19 (ODDS) KAM WA STREET, SHAU KEI WAN J7439	Figure No. 2.7	Revision B						
Figure Title LAYOUT OF JUNCTION OF SHAU KEI WAN ROAD / CHAI WAN ROAD	<table> <tr> <td>Designed by L C H</td><td>Drawn by N C M</td><td>Checked by K C</td></tr> <tr> <td colspan="2">Scale in A4 1 : 500</td><td>Date 26 MAY 2026</td></tr> </table>	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 Email : mail@ckmasia.com.hk
Designed by L C H	Drawn by N C M	Checked by K C						
Scale in A4 1 : 500		Date 26 MAY 2026						

T:\JOB\J7400-J7449\J7439\2026 05\Fig 2.2 - 2.7 RevB.dwg

LEGEND :

123 - AM peak hour traffic flow, pcu / hr
(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

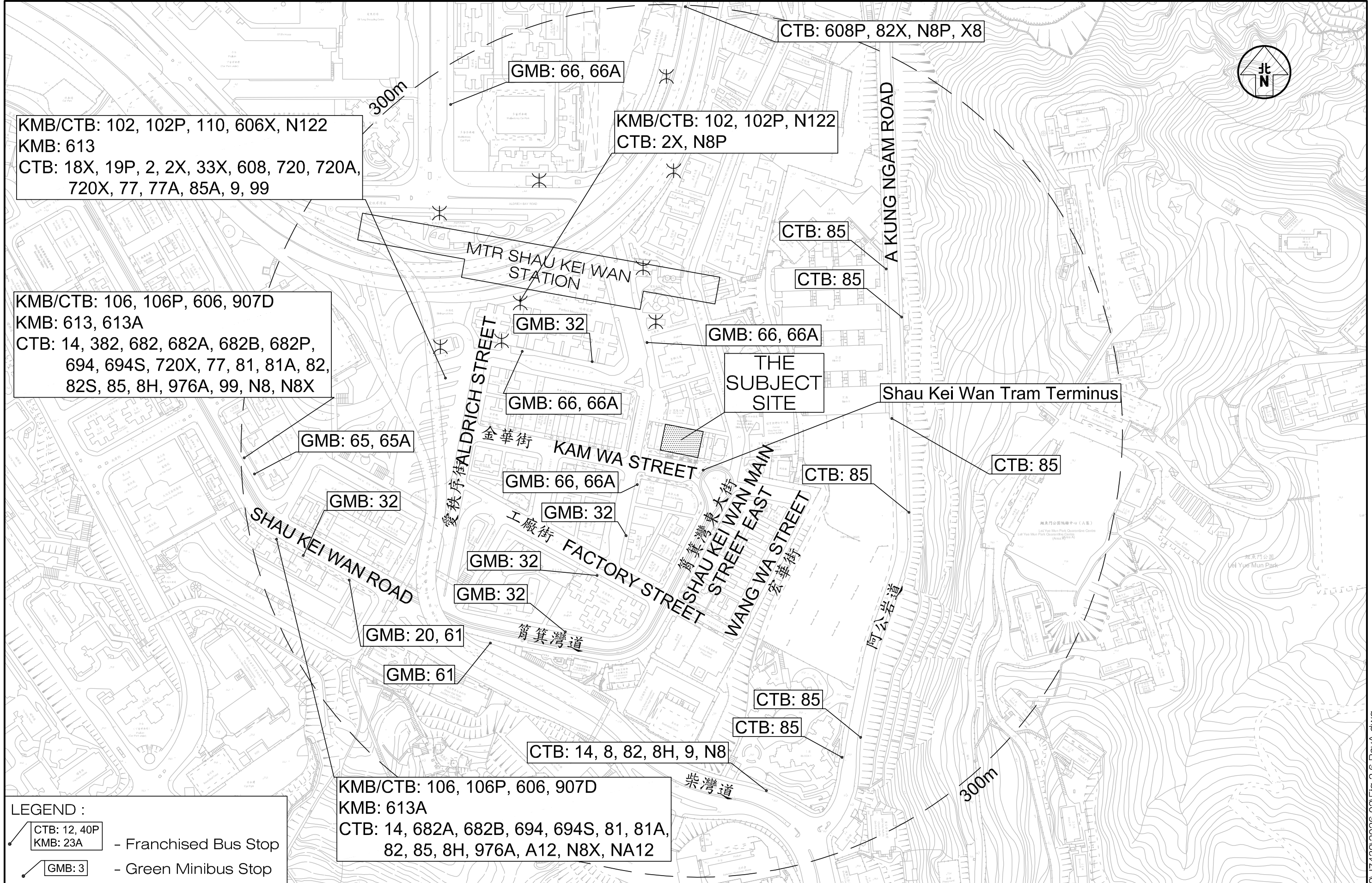
Figure Title

EXISTING PEAK HOUR TRAFFIC FLOWS

Designed by L C H Drawn by N C M Checked by K C
Scale in A4 N.T.S. 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
Email : mail@ckmasia.com.hk



LEGEND :

CTB: 12, 40P
KMB: 23A

- Franchised Bus Stop

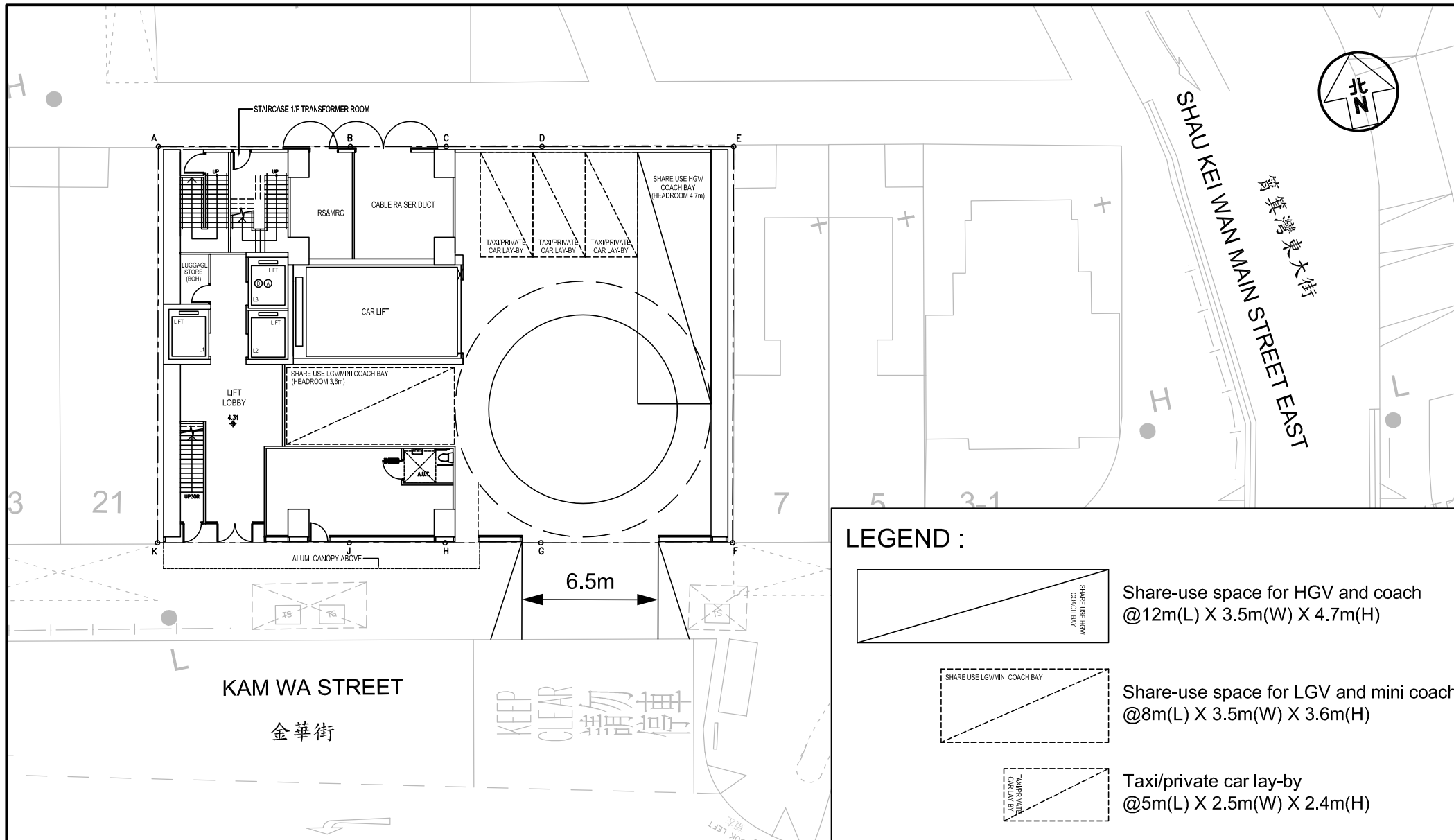
GMB: 3

- Green Minibus Stop

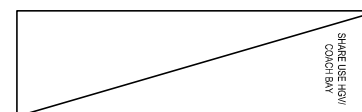
KMB/CTB: 106, 106P, 606, 907D
KMB: 613A
CTB: 14, 682A, 682B, 694, 694S, 81, 81A,
82, 85, 8H, 976A, A12, N8X, NA12

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.		2.9		Revision		B		CKM Asia Limited							
Figure Title															Designed by		Drawn by		Checked by		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			
THE PUBLIC TRANSPORT SERVICES PROVIDED IN THE VICINITY OF THE SUBJECT SITE															C Y Y		N C M		K C					
															Scale in A3		Date							
															1 : 3000		26 MAY 2026							

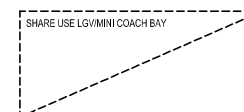
T:\JOB\J7400-J7449\J7439\2026 02\Fig 2.6 RevA.dwg



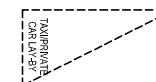
LEGEND :



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



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



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 C

Figure Title

G/F LAYOUT PLAN

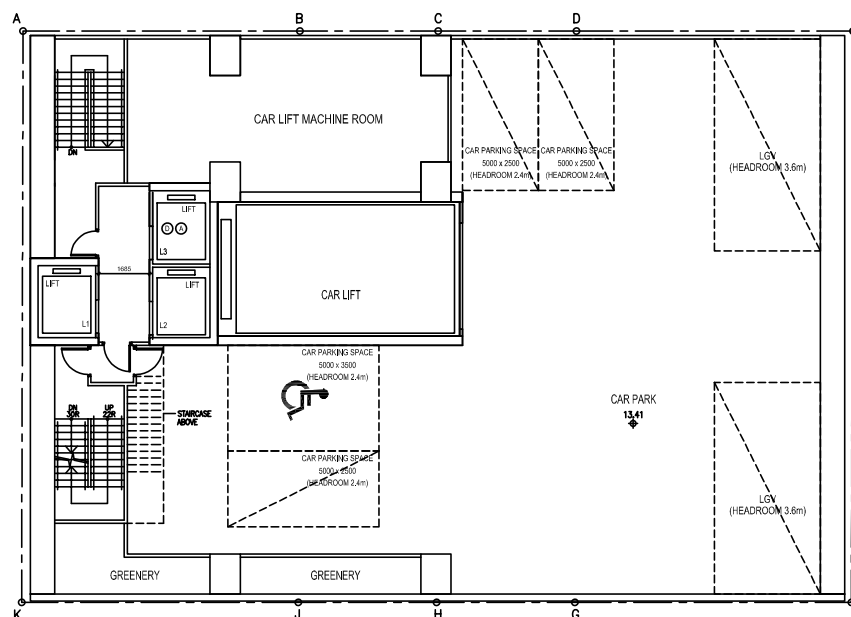
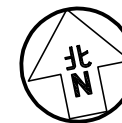
Designed by L C H Drawn by N C M Checked by K C

Scale in A4 1 : 250 Date 05 JUN 2026

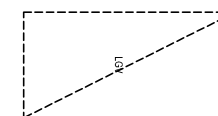
CKM Asia Limited

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:\UOB\J7400-J7449\J7439\2026 06\Fig 3.1 - 3.2 RevC.dwg



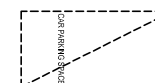
LEGEND :



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 C

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 05 JUN 2026

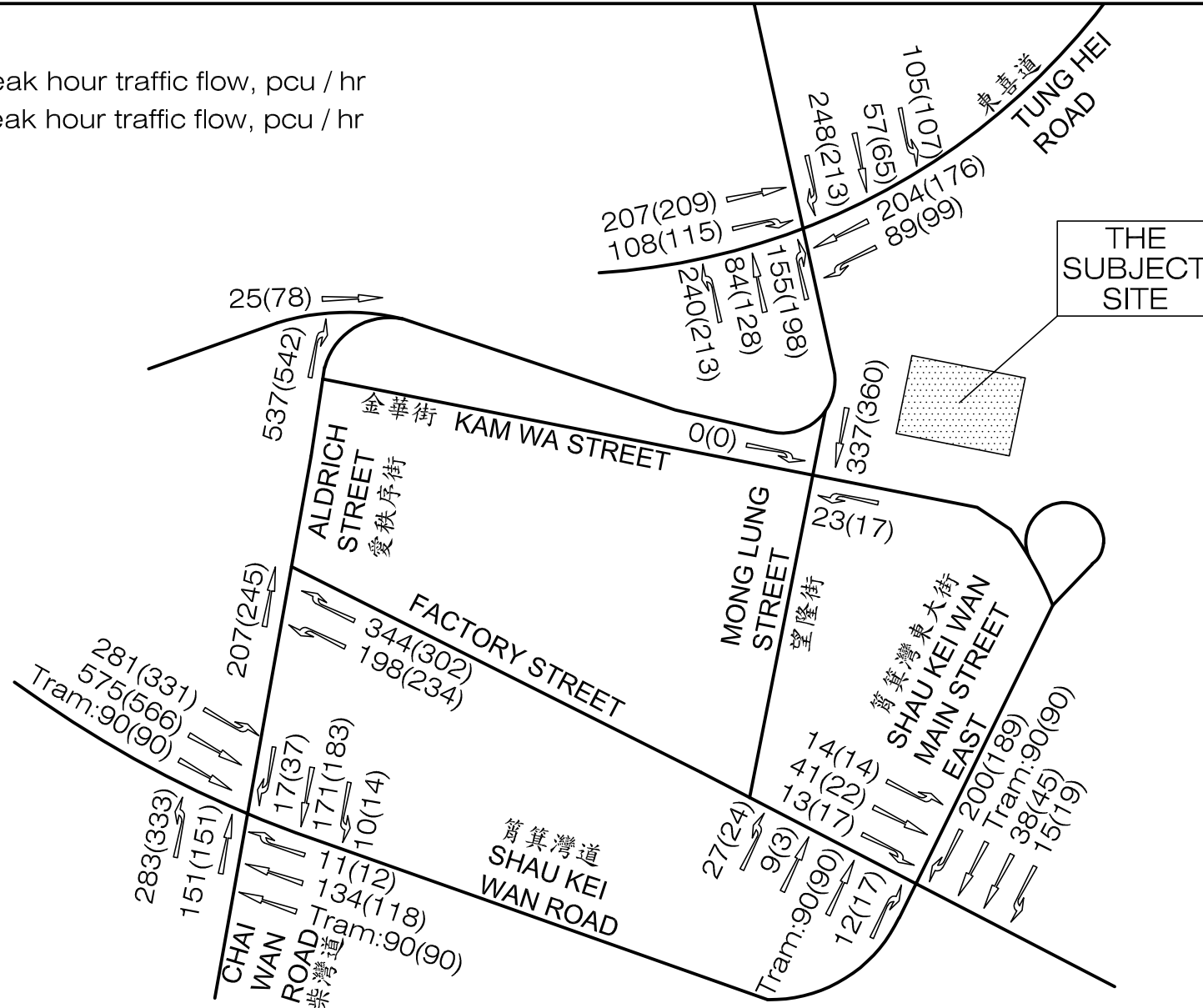
CKM Asia Limited

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:\UOB\J7400-J7449\J7439\2026 06\Fig 3.1 - 3.2 RevC.dwg

LEGEND :

123 - AM peak hour traffic flow, pcu / hr
(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.

4.1

Revision

A

Designed by
L C H

Drawn by
N C M

Checked by
K C

Scale in A4
N.T.S.

Date
26 MAY 2026

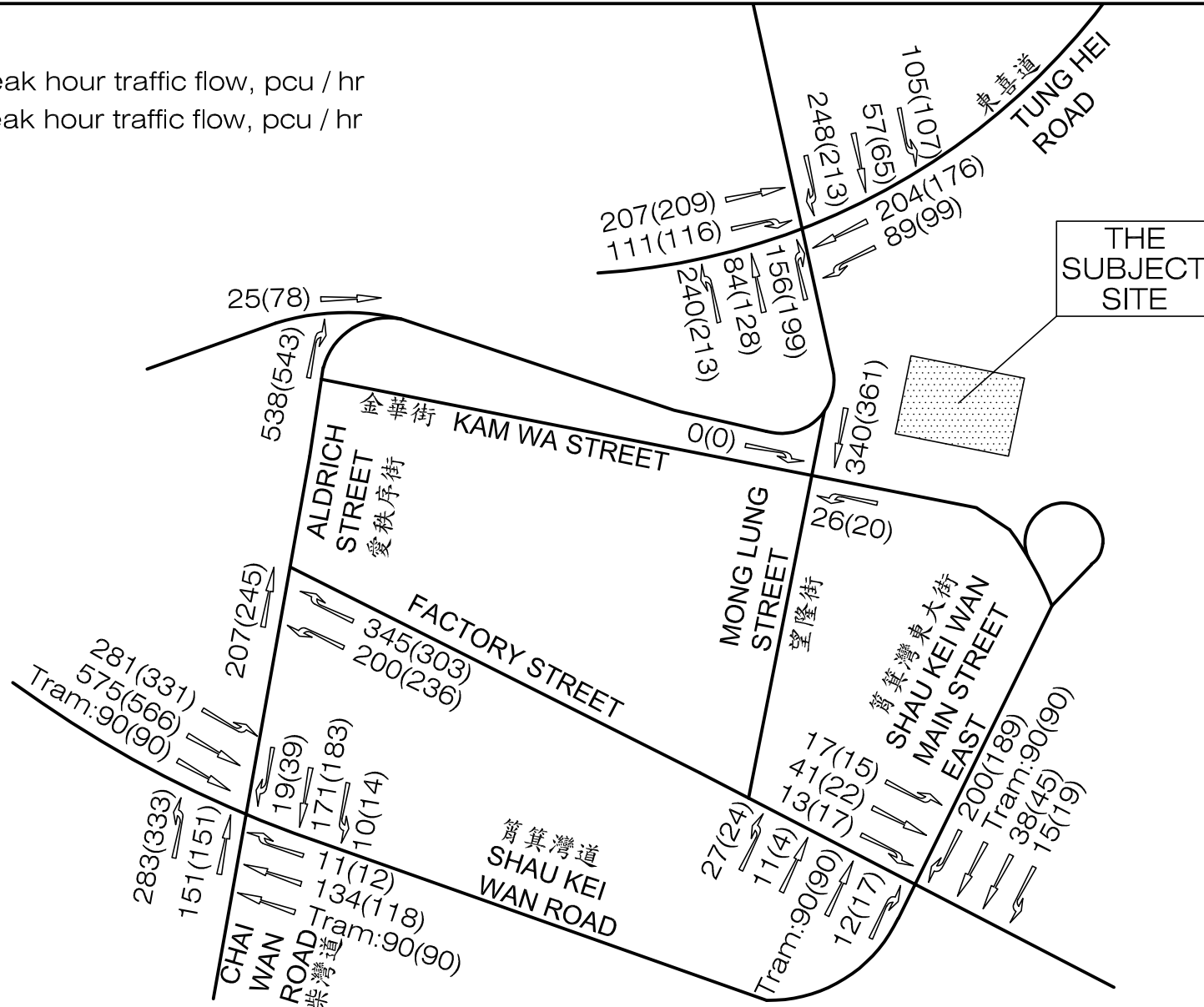
CKM Asia Limited

Traffic and Transportation Planning Consultants

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

LEGEND :

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

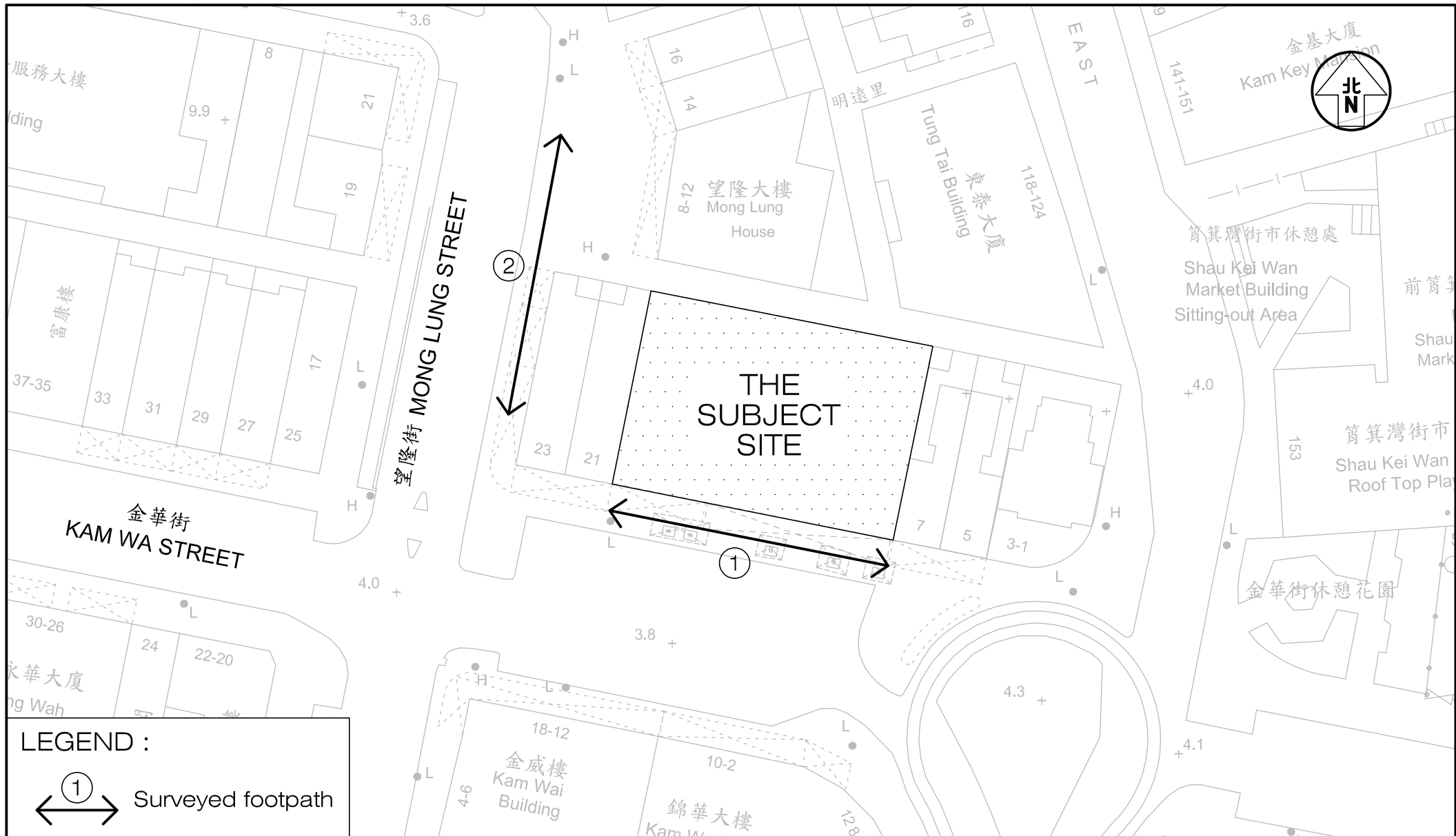


Project Title SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9-19 (ODDS) KAM WA STREET, SHAU KEI WAN J7439

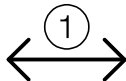
Figure Title YEAR 2034 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED HOTEL

Figure No.	4.2	Revision	B
Designed by	L C H	Drawn by	N C M
Checked by	K C		
Scale in A4	N.T.S.	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
Email : mail@ckmasia.com.hk



LEGEND :



Surveyed footpath

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.

5.1

Revision

B

Designed by
L C H

Drawn by
N C M

Checked by
K C

Scale in A4

1 : 500

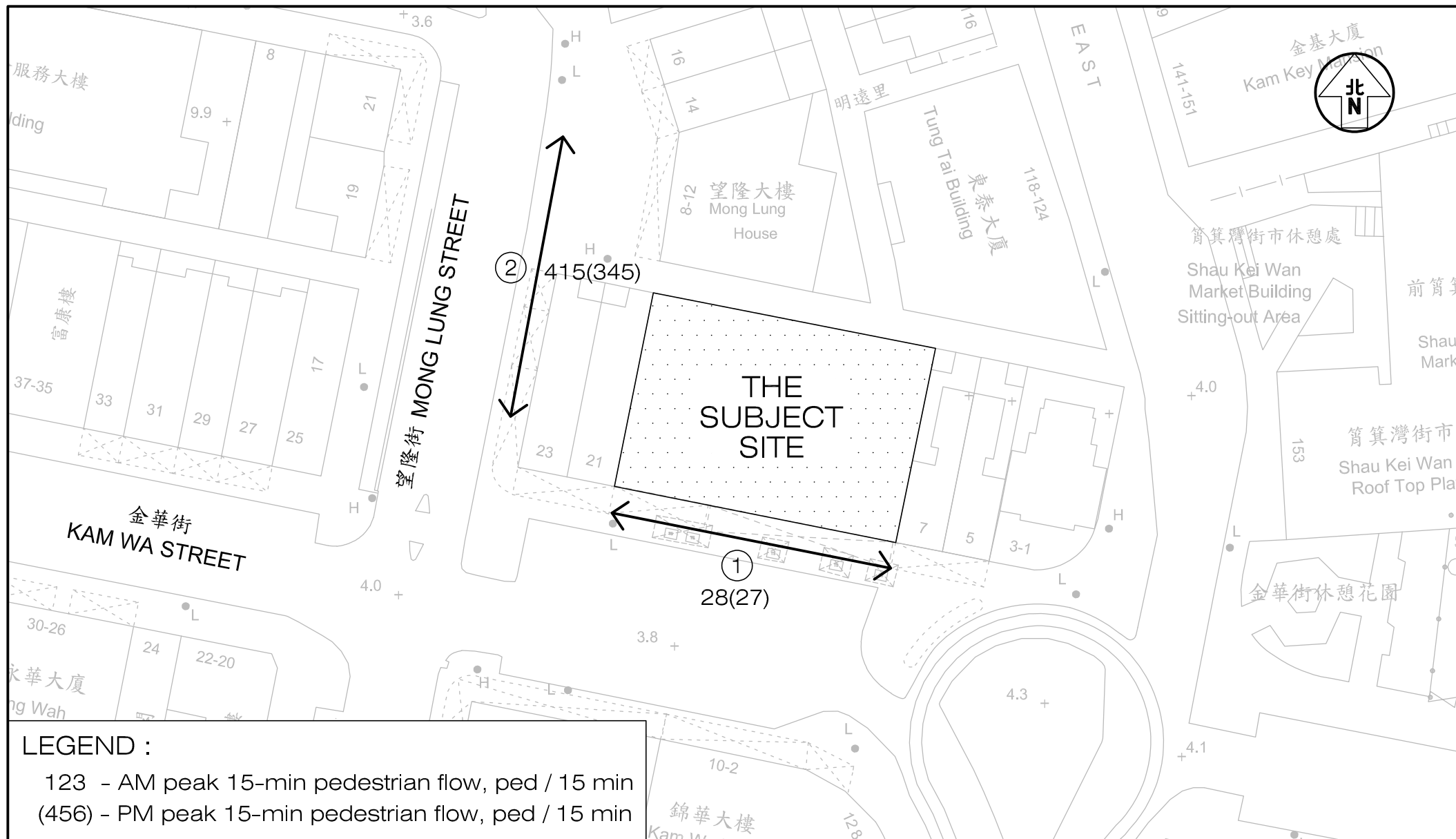
Date

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
Email : mail@ckmasia.com.hk

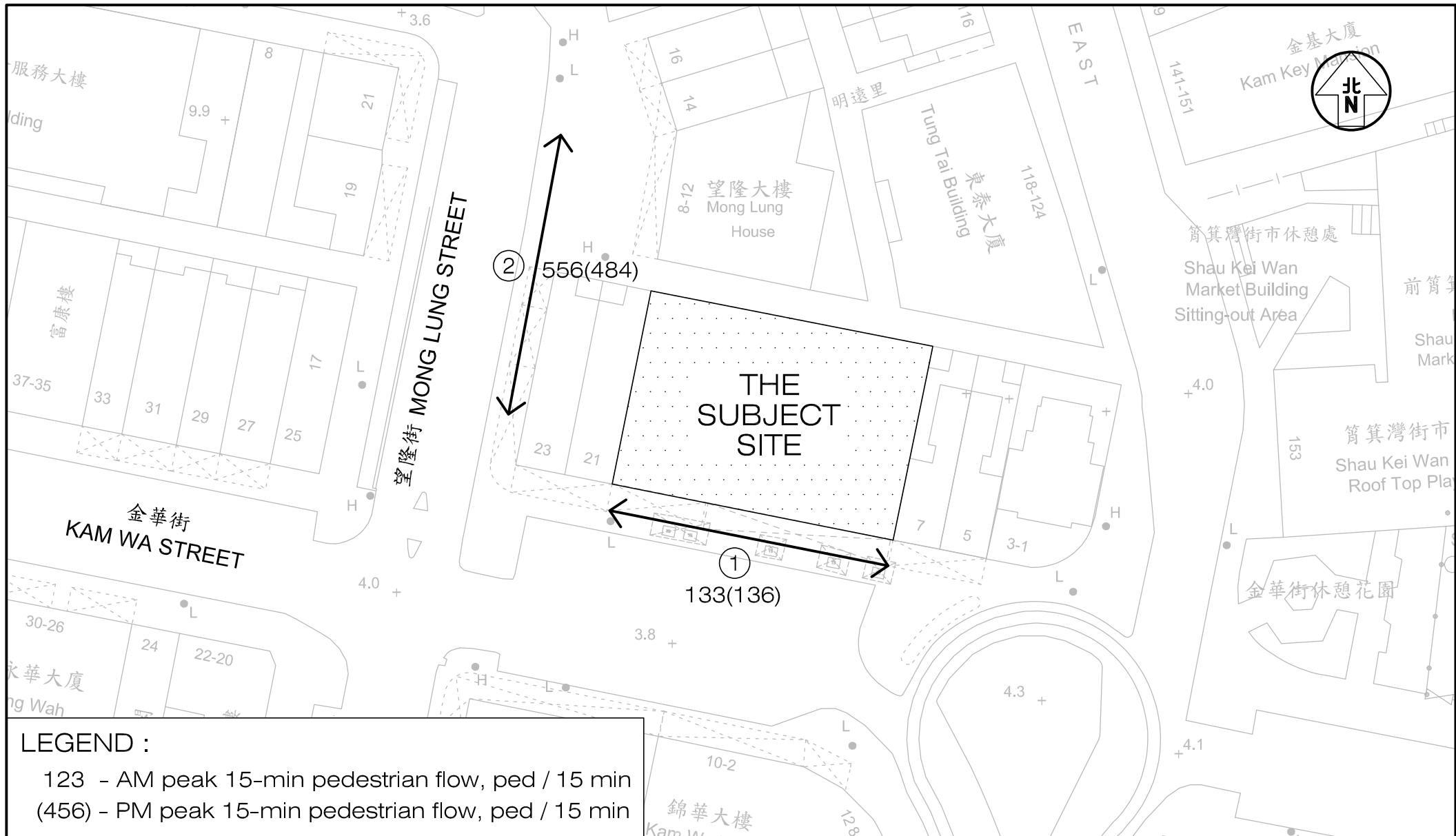


Project Title SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9-19 (ODDS) KAM WA STREET, SHAU KEI WAN J7439

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

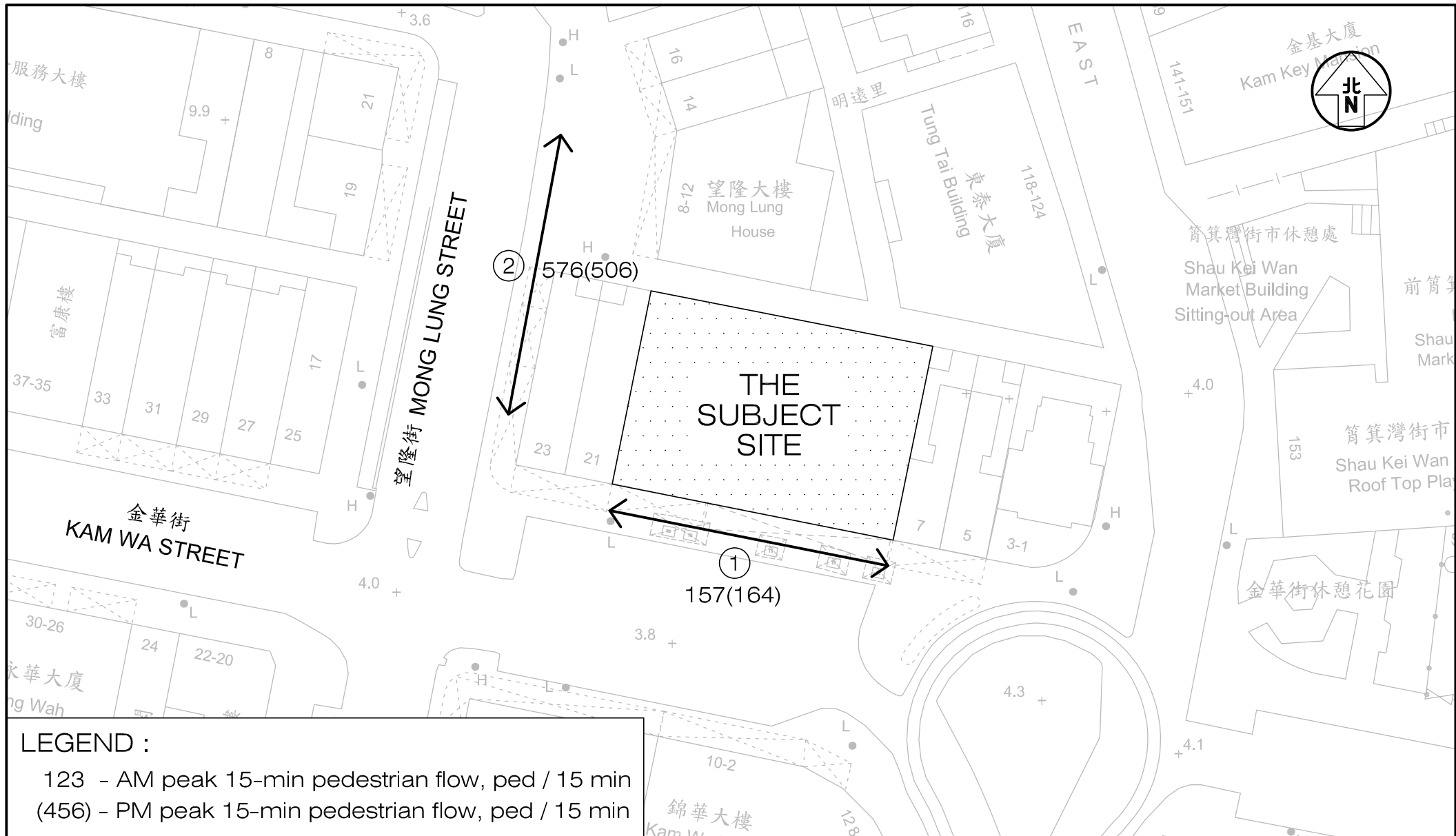
Figure No. 5.2		Revision B
Designed by L C H	Drawn by N C M	Checked by K C
Scale in A4 1 : 500		Date 26 MAY 2026

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
 Email : mail@ckmasia.com.hk



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. 5.3		Revision B
Figure Title YEAR 2034 PEDESTRIAN FLOWS WITHOUT THE PROPOSED HOTEL				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 Email : mail@ckmasia.com.hk		

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



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. 5.4		Revision B
Figure Title YEAR 2034 PEDESTRIAN FLOWS WITH THE PROPOSED HOTEL				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 Email : mail@ckmasia.com.hk		

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

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

282
36

February 2025

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....

Our Ref.: BD 2/3009/19

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

SL 9(4/2023) (GBP Stage I Curtailed Check)

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 alteration 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.

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)

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


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

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.

Permit No.: HK40/2025/MOD
Our Ref. No.: BD 2/3009/19
Date: 14 February 2025

- (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: 14 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)(ii) 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.

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


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

LIST OF G.F.A. CONCESSIONS

	To be specified on plans in making application for G.F.A. concessions	To be specified in the final amendment plans for 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 PPA's or regulations such as:		
1) TBE room	-	24,231 m ²
2) mechanical recovery chamber	-	54,900 m ²
3) lift machine room	-	35,133 m ²
Total	-	114,264 m ²
2.2 Area of plant rooms and similar services which are NOT limited by any PPA's or regulations such as room occupied solely by F&O and equipment, meter room, transformer room, pump room, etc.	-	419,549 m ²
2.3 Non-mandatory or non-essential plant room, such as A/C room, M/U room	-	-
1) M/U room	-	-
2) CHILLER plant room	-	-
Green Features under JPN 1 and 2		
3. Balcony	-	90,000 m ²
4. Water common corridor and lift lobby	-	-
5. Commercial sky garden	-	-
6. Commercial garden for non-domestic building	-	-
7. Acoustic fan	-	-
8. Glass walk, wind catcher and tunnel	-	-
9. Non-structural prefabricated external wall	-	-
10. Utility platform	-	67,500 m ²
11. Noise barrier	-	-
Amenity Features		
14. Counters, offices, stores, guard rooms and facilities for watchman, management staff and owners' corporation office	-	-
15. Recreational facilities	-	117,539 m ²
16. Covered landscaped and sky area	-	-
17. Horizontal screens/covered walkways	-	-
18. Longer lift shaft	-	118,920 m ²
19. Chimney shaft	1,590 m ²	-
20. Other non-mandatory or non-essential plant room, such as boiler room, SHAFT room	-	-
21. Pipe duct, air duct for mandatory feature or essential plant room	-	44,821 m ²
22. Pipe duct, air duct for non-mandatory or non-essential plant room	-	-
23. Plant room, pipe duct, air duct for environmentally friendly system and feature	-	-
24. High bedroom 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 sill, 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 m ²
31. Covered area under large projecting/overhanging feature	-	-
32. Public transport terminus (PTT)	15,404 m ²	-
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 m ²
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 m ² / 388,952 m ² x 100% = 0.409% < 10%		
FEATURES SUBJECT TO THE OVERALL CAP OF 10% (DOMESTIC)		
TOTAL AREA = 90,000 m ² (ITEM 5) + 67,500 m ² (ITEM 12) + 117,539 m ² (ITEM 15) + 118,920 m ² (ITEM 18) = 393,959 m ² / 3,939,288 m ² x 100% = 9.999% < 10%		

SITE COVERAGE AND PLOT RATIO CALCULATIONS

UNDER BUILDING REGULATION & TOWN PLANNING	
SITE PARTICULAR	
AREA OF SITE	= 518,408 m ²
CLASS OF SITE	= 'A'
HEIGHT OF BUILDING	= 66.51m (ROOF LEVEL) - 4.11m (MEAN STREET LEVEL) = 62.40m (OVER 61m)
SITE COVERAGE	
PERMISSIBLE SITE COVERAGE FOR NON-DOMESTIC (NOT EXCEEDING 15m)	= 100%
ACTUAL SITE COVERAGE FOR NON-DOMESTIC (NOT EXCEEDING 15m)	= 502,003 m ² / 518,408 m ² x 100% = 96.845% < 100%
PERMISSIBLE SITE COVERAGE NON-DOMESTIC (OVER 15m)	= 60%
ACTUAL SITE COVERAGE FOR NON-DOMESTIC	= 310,495 m ² / 518,408 m ² x 100% = 59.894% < 60%
PERMISSIBLE SITE COVERAGE FOR DOMESTIC (OVER 61m)	= 33.33%
ACTUAL SITE COVERAGE FOR DOMESTIC	= 172,777 m ² / 518,408 m ² x 100% = 33.328% < 33.33%
PLOT RATIO	
UNDER BUILDING REGULATION	
PERMISSIBLE PLOT RATIO FOR NON-DOMESTIC	= 15
PERMISSIBLE PLOT RATIO FOR DOMESTIC	= 288,952 / 518,408 m ²
PROPOSED PLOT RATIO FOR NON-DOMESTIC	= 0.75021 < 0.75400
PROPOSED PLOT RATIO FOR DOMESTIC	= 0.33284 < 0.33333
REMAINING PLOT RATIO FOR NON-DOMESTIC	= (8 - 2.800) x 15 / 8 = 0.75045

ACTUAL G.F.A. FOR NON-DOMESTIC PART	
GROUND FLOOR	= 336,617 m ²
1ST FLOOR	= 52,340 m ²
2ND-3RD FLOOR	= 64,028 m ²
TOTAL NON-DOMESTIC GROSS FLOOR AREA	= 388,952 m ²
ACTUAL G.F.A. FOR DOMESTIC PART	
GROUND FLOOR	= 68,332 m ²
3RD FLOOR	= 161,673 m ²
5TH-21ST FLOORS (188,673 m ² x 15 storeys)	= 2,830,095 m ²
22ND-28TH FLOORS (166,710 m ² x 5 storeys)	= 833,550 m ²
29TH FLOOR	= 149,344 m ²
30TH FLOOR	= 149,004 m ²
31ST FLOOR	= 149,004 m ²
SUB-TOTAL GROSS FLOOR AREA	= 4,058,708 m ²
DEDUCT	
LIFT SHAFT EXEMPTED AREA	= 118,920 m ² [(ITEM 18)]
TOTAL DOMESTIC GROSS FLOOR AREA	= 3,939,788 m ²
TOTAL G.F.A. (NON-DOMESTIC G.F.A. + DOMESTIC G.F.A.) = 4,328,745 m ²	

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

G.F.A. OF LIFT SHAFT TO BE EXEMPTED	
= 220,400 m ² / 4,058,708 m ² x 100% = 2.5%	
= 5.430% - 2.5%	
= 2.930%	
ACTUAL EXEMPTED G.F.A. OF LIFT SHAFT	
= 4,058,708 m ² x 2.930%	
= 118,920 m ²	

LIST OF G.F.A. CONCESSIONS	
FEATURES SUBJECT TO THE OVERALL CAP OF 10%	
PNAP APP-151 APPENDIX A ITEMS REFER	
GREEN FEATURES UNDER JPNs	
- BALCONY UNDERNEATH AT 3RD FLOOR	(2,000 m ² - 1,000 m ²) x 4 = 4,000 m ² x 15 STOREYS = 60,000 m ²
- BALCONY FOR 31/2 - 21/7	(2,000 m ² - 1,000 m ²) x 3 = 3,000 m ² x 6 STOREYS = 18,000 m ²
- BALCONY FOR 22/7 - 28/7	(2,000 m ² - 1,000 m ²) x 2 = 2,000 m ² x 1 STOREY = 2,000 m ²
- BALCONY FOR 29/7	(2,000 m ² - 1,000 m ²) x 2 = 2,000 m ² x 1 STOREY = 2,000 m ²
- BALCONY FOR 30/7	(2,000 m ² - 1,000 m ²) x 1 = 1,000 m ² x 1 STOREY = 1,000 m ²
- BALCONY FOR 31/7	(2,000 m ² - 1,000 m ²) x 1 = 1,000 m ² x 1 STOREY = 1,000 m ²
TOTAL BALCONY AREA	= 90,000 m ²
- UTIL. UNDERNEATH AT 3RD FLOOR	(1,500 m ² - 0.750 m ²) x 4 = 3,000 m ² x 15 STOREYS = 45,000 m ²
- UTIL. FOR 31/2 - 21/7	(1,500 m ² - 0.750 m ²) x 3 = 2,250 m ² x 6 STOREYS = 13,500 m ²
- UTIL. FOR 22/7 - 28/7	(1,500 m ² - 0.750 m ²) x 2 = 1,500 m ² x 1 STOREY = 1,500 m ²
- UTIL. FOR 29/7	(1,500 m ² - 0.750 m ²) x 2 = 1,500 m ² x 1 STOREY = 1,500 m ²
- UTIL. FOR 30/7	(1,500 m ² - 0.750 m ²) x 1 = 750 m ² x 1 STOREY = 750 m ²
- UTIL. FOR 31/7	(1,500 m ² - 0.750 m ²) x 1 = 750 m ² x 1 STOREY = 750 m ²
TOTAL UTIL. AREA	= 67,500 m ²

G.F.A. COUNTABLE LIFT SHAFT AREA SCHEDULE (FOR DOMESTIC USE) - REFER PNAP APP-89				
FLOOR	LIFT NO.	LIFT SHAFT AREA (m ²)	NO. OF	SUBTOTAL (m ²)

G.F.A. OF LIFT SHAFT TO BE EXEMPTED	
= 220,400 m ² / 4,058,708 m ² x 100% = 2.5%	
= 5.430% - 2.5%	
= 2.930%	
ACTUAL EXEMPTED G.F.A. OF LIFT SHAFT	
= 4,058,708 m ² x 2.930%	
= 118,920 m ²	

LIST OF G.F.A. CONCESSIONS	
FEATURES SUBJECT TO THE OVERALL CAP OF 10%	
PNAP APP-151 APPENDIX A ITEMS REFER	
GREEN FEATURES UNDER JPNs	
- BALCONY UNDERNEATH AT 3RD FLOOR	(2,000 m ² - 1,000 m ²) x 4 = 4,000 m ² x 15 STOREYS = 60,000 m ²
- BALCONY FOR 31/2 - 21/7	(2,000 m ² - 1,000 m ²) x 3 = 3,000 m ² x 6 STOREYS = 18,000 m ²
- BALCONY FOR 22/7 - 28/7	(2,000 m ² - 1,000 m ²) x 2 = 2,000 m ² x 1 STOREY = 2,000 m ²
- BALCONY FOR 29/7	(2,000 m ² - 1,000 m ²) x 2 = 2,000 m ² x 1 STOREY = 2,000 m ²
- BALCONY FOR 30/7	(2,000 m ² - 1,000 m ²) x 1 = 1,000 m ² x 1 STOREY = 1,000 m ²
- BALCONY FOR 31/7	(2,000 m ² - 1,000 m ²) x 1 = 1,000 m ² x 1 STOREY = 1,000 m ²
TOTAL BALCONY AREA	= 90,000 m ²
- UTIL. UNDERNEATH AT 3RD FLOOR	(1,500 m ² - 0.750 m ²) x 4 = 3,000 m ² x 15 STOREYS = 45,000 m ²
- UTIL. FOR 31/2 - 21/7	(1,500 m ² - 0.750 m ²) x 3 = 2,250 m ² x 6 STOREYS = 13,500 m ²
- UTIL. FOR 22/7 - 28/7	(1,500 m ² - 0.750 m ²) x 2 = 1,500 m ² x 1 STOREY = 1,500 m ²
- UTIL. FOR 29/7	(1,500 m ² - 0.750 m ²) x 2 = 1,500 m ² x 1 STOREY = 1,500 m ²
- UTIL. FOR 30/7	(1,500 m ² - 0.750 m ²) x 1 = 750 m ² x 1 STOREY = 750 m ²
- UTIL. FOR 31/7	(1,500 m ² - 0.750 m ²) x 1 = 750 m ² x 1 STOREY = 750 m ²
TOTAL UTIL. AREA	= 67,500 m ²

G.F.A. COUNTABLE LIFT SHAFT AREA SCHEDULE (FOR DOMESTIC USE) - REFER PNAP APP-89				
FLOOR	LIFT NO.	LIFT SHAFT AREA (m ²) PER FLOOR	NO. OF FLOOR	SUBTOTAL (m ²)
GROUND FLOOR, 3RD TO 30TH	LIFT 1	2.15 x 2.05 = 4.408	25	110,200
	LIFT 2	2.15 x 2.05 = 4.408	25	110,200
				220,400

G.F.A. OF LIFT SHAFT TO BE EXEMPTED	
= 220,400 m ² / 4,058,708 m ² x 100% = 2.5%	
= 5.430% - 2.5%	
= 2.930%	
ACTUAL EXEMPTED G.F.A. OF LIFT SHAFT	
= 4,058,708 m ² x 2.930%	
= 118,920 m ²	

LIST OF G.F.A. CONCESSIONS	
FEATURES SUBJECT TO THE OVERALL CAP OF 10%	
PNAP APP-151 APPENDIX A ITEMS REFER	
GREEN FEATURES UNDER JPNs	
- BALCONY UNDERNEATH AT 3RD FLOOR	(2,000 m ² - 1,000 m ²) x 4 = 4,000 m ² x 15 STOREYS = 60,000 m ²
- BALCONY FOR 31/2 - 21/7	(2,000 m ² - 1,000 m ²) x 3 = 3,000 m ² x 6 STOREYS = 18,000 m ²
- BALCONY FOR 22/7 - 28/7	(2,000 m ² - 1,000 m ²) x 2 = 2,000 m ² x 1 STOREY = 2,000 m ²
- BALCONY FOR 29/7	(2,000 m ² - 1,000 m ²) x 2 = 2,000 m ² x 1 STOREY = 2,000 m ²
- BALCONY FOR 30/7	(2,000 m ² - 1,000 m ²) x 1 = 1,000 m ² x 1 STOREY = 1,000 m ²
- BALCONY FOR 31/7	(2,000 m ² - 1,000 m ²) x 1 = 1,000 m ² x 1 STOREY = 1,000 m ²
TOTAL BALCONY AREA	= 90,000 m ²
- UTIL. UNDERNEATH AT 3RD FLOOR	(1,500 m ² - 0.750 m ²) x 4 = 3,000 m ² x 15 STOREYS = 45,000 m ²
- UTIL. FOR 31/2 - 21/7	(1,500 m ² - 0.750 m ²) x 3 = 2,250 m ² x 6 STOREYS = 13,500 m ²
- UTIL. FOR 22/7 - 28/7	(1,500 m ² - 0.750 m ²) x 2 = 1,500 m ² x 1 STOREY = 1,500 m ²
- UTIL. FOR 29/7	(1,500 m ² - 0.750 m ²) x 2 = 1,500 m ² x 1 STOREY = 1,500 m ²
- UTIL. FOR 30/7	(1,500 m ² - 0.750 m ²) x 1 = 750 m ² x 1 STOREY = 750 m ²
- UTIL. FOR 31/7	(1,500 m ² - 0.750 m ²) x 1 = 750 m ² x 1 STOREY = 750 m ²
TOTAL UTIL. AREA	= 67,500 m ²

G.F.A. COUNTABLE LIFT SHAFT AREA SCHEDULE (FOR DOMESTIC USE) - REFER PNAP APP-89				
FLOOR	LIFT NO.	LIFT SHAFT AREA (m ²) PER FLOOR	NO. OF FLOOR	SUBTOTAL (m ²)
GROUND FLOOR, 3RD TO 30TH	LIFT 1	2.15 x 2.05 = 4.408	25	110,200
	LIFT 2	2.15 x 2.05 = 4.408	25	110,200
				220,400

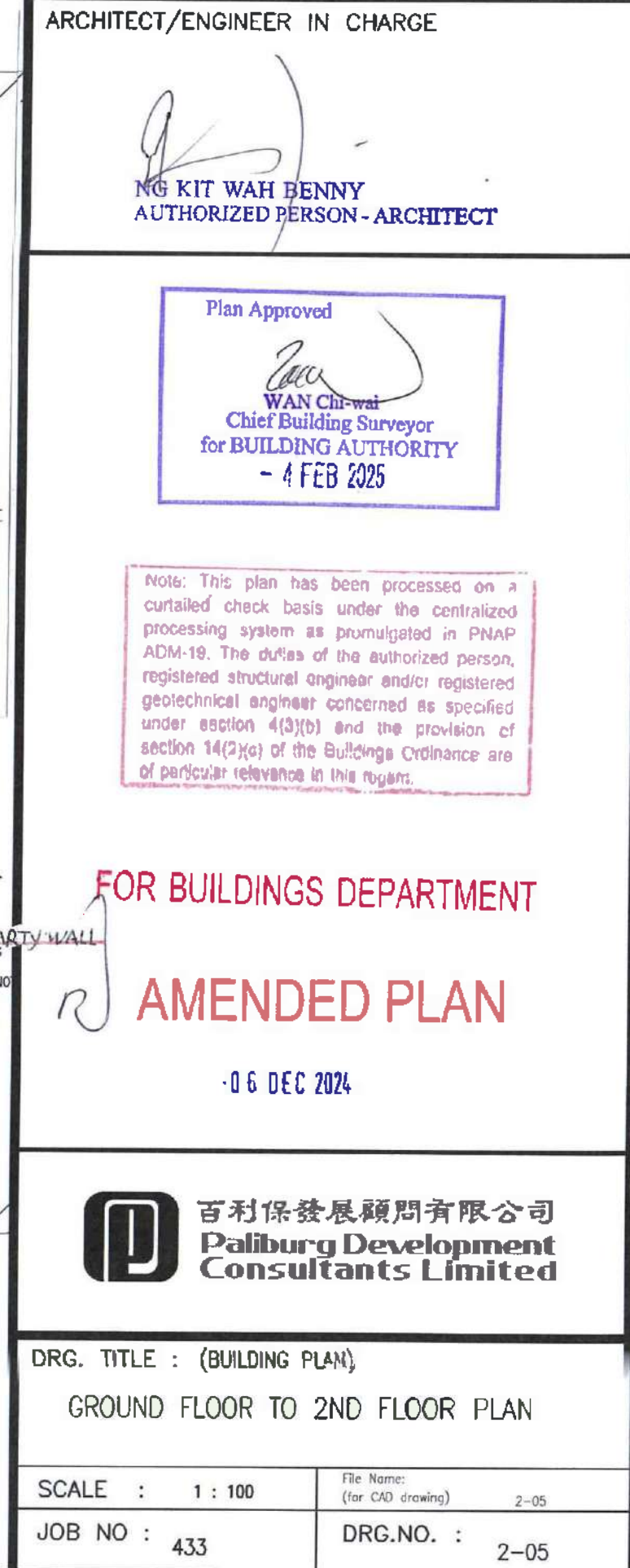
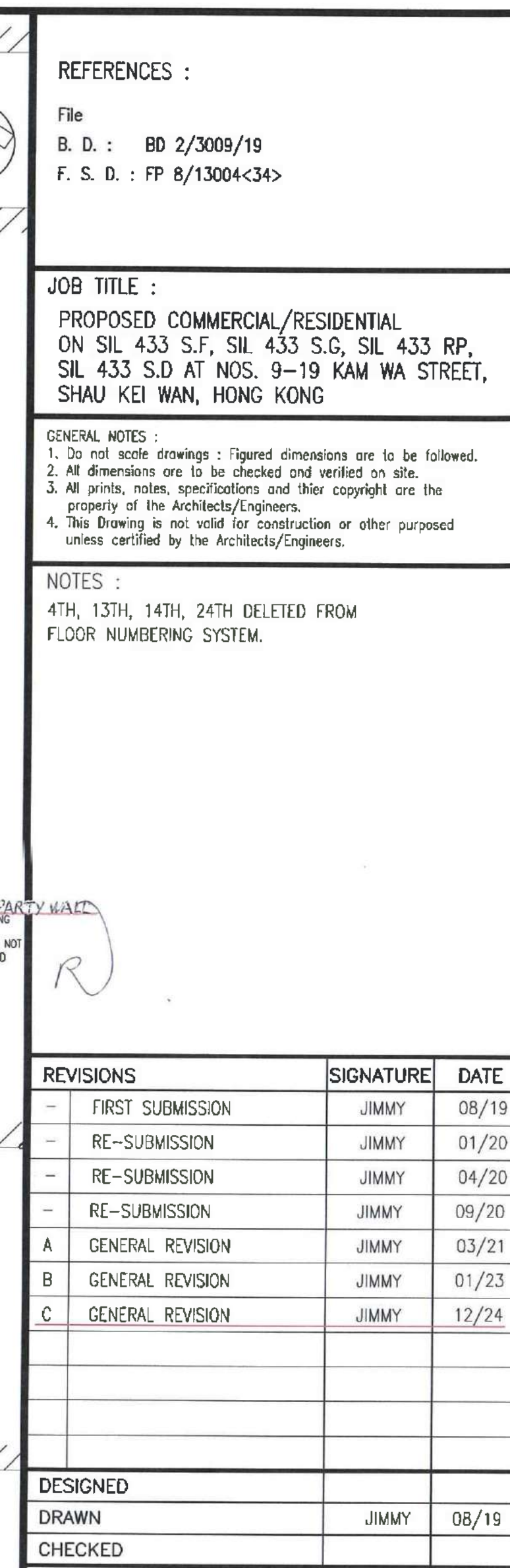
G.F.A. OF LIFT SHAFT TO BE EXEMPTED	
= 220,400 m ² / 4,058,708 m ² x 100% = 2.5%	
= 5.430% - 2.5%	
= 2.930%	
ACTUAL EXEMPTED G.F.A. OF LIFT SHAFT	
= 4,058,708 m ² x 2.930%	
= 118,920 m ²	

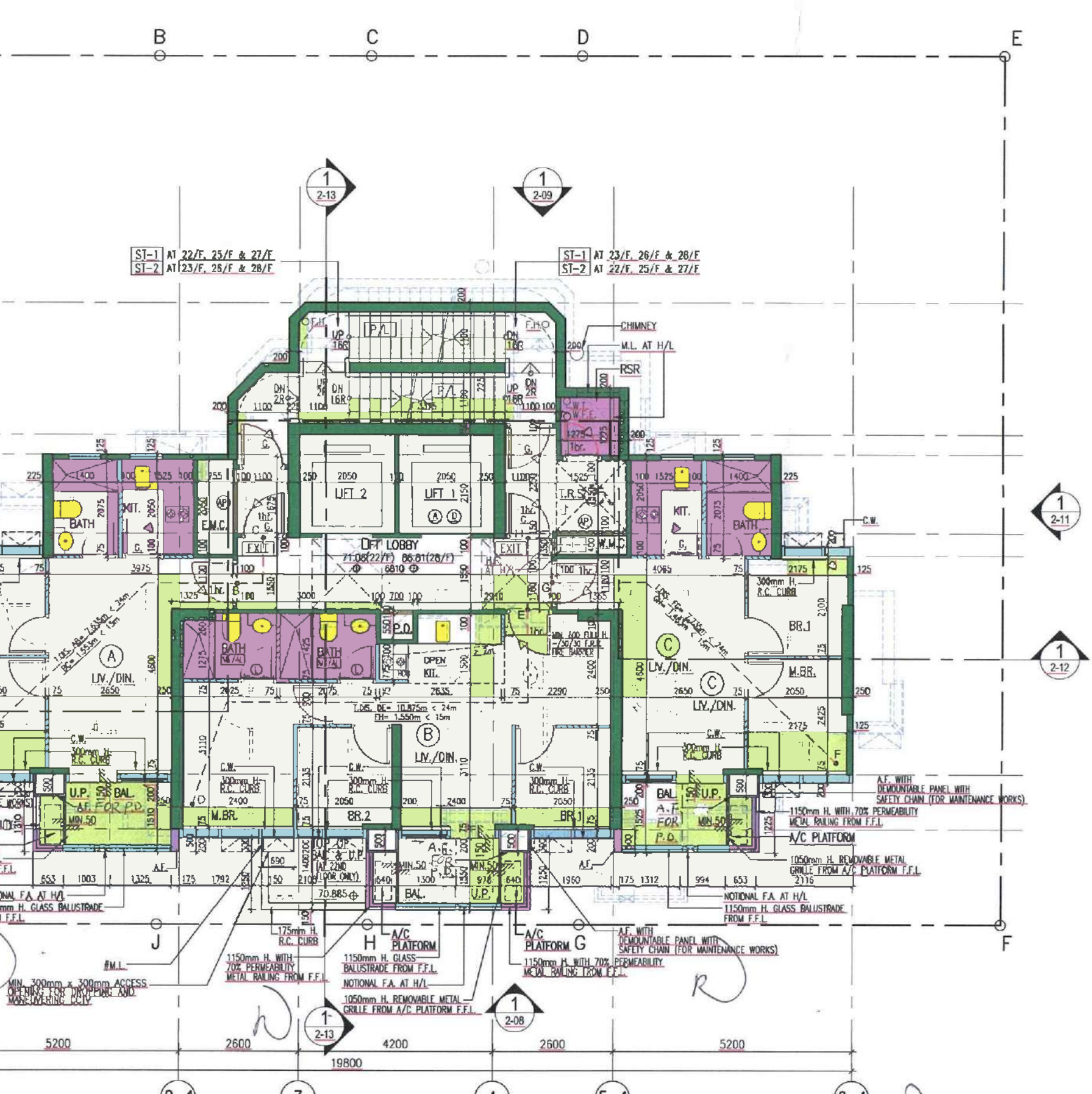
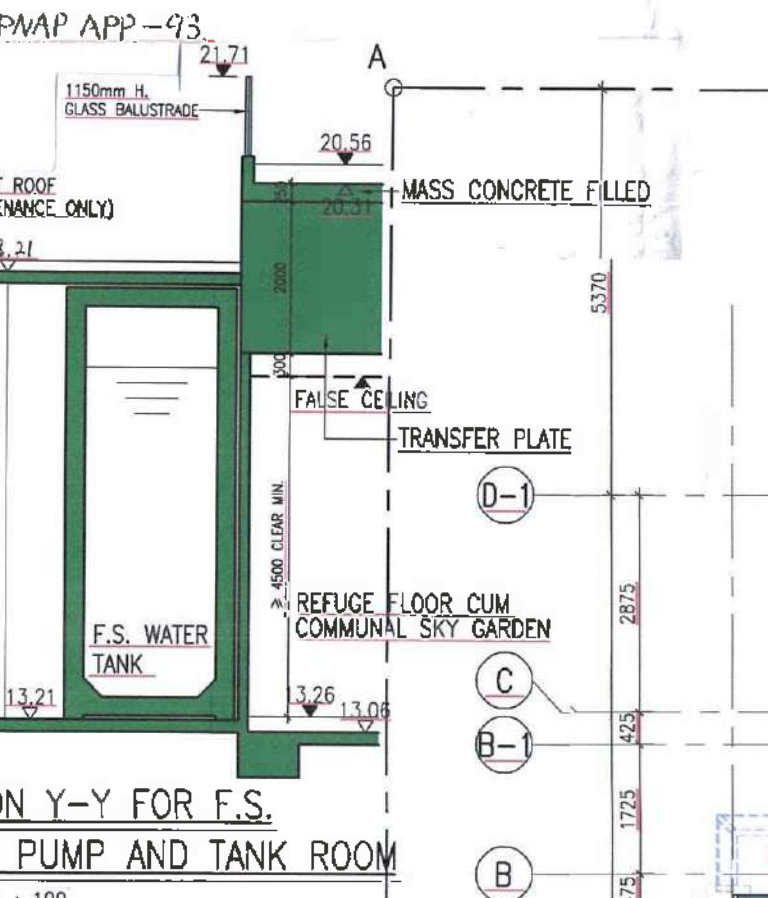
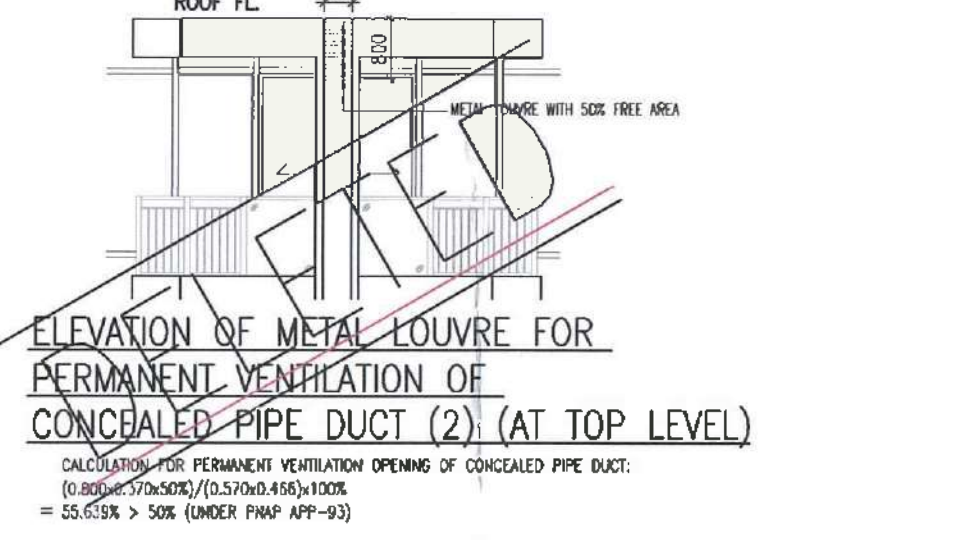
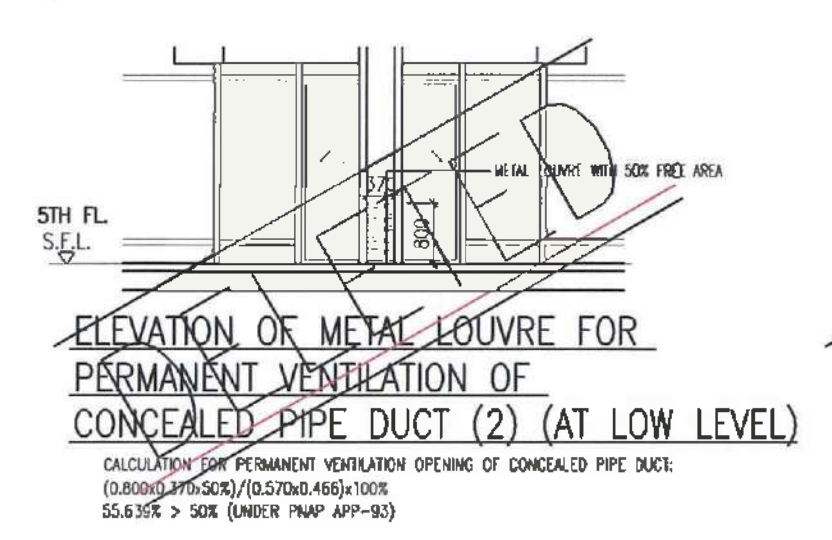
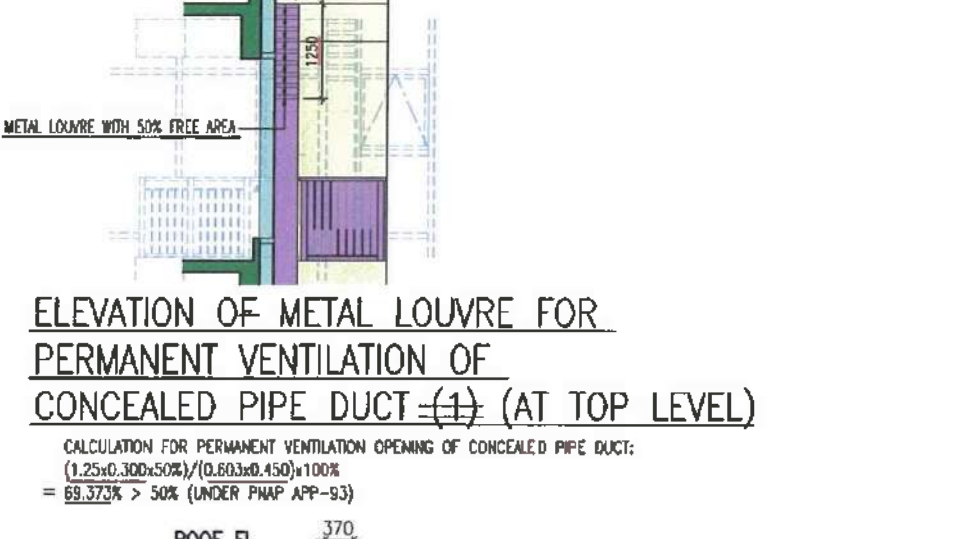
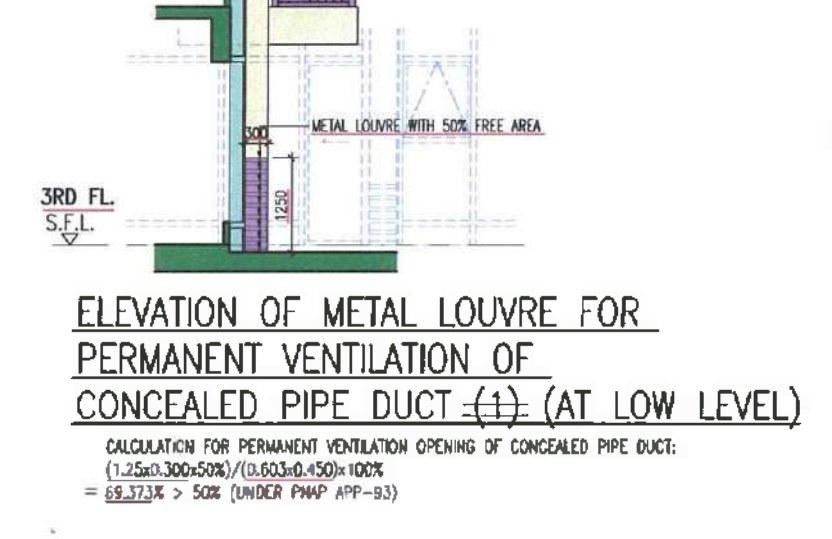
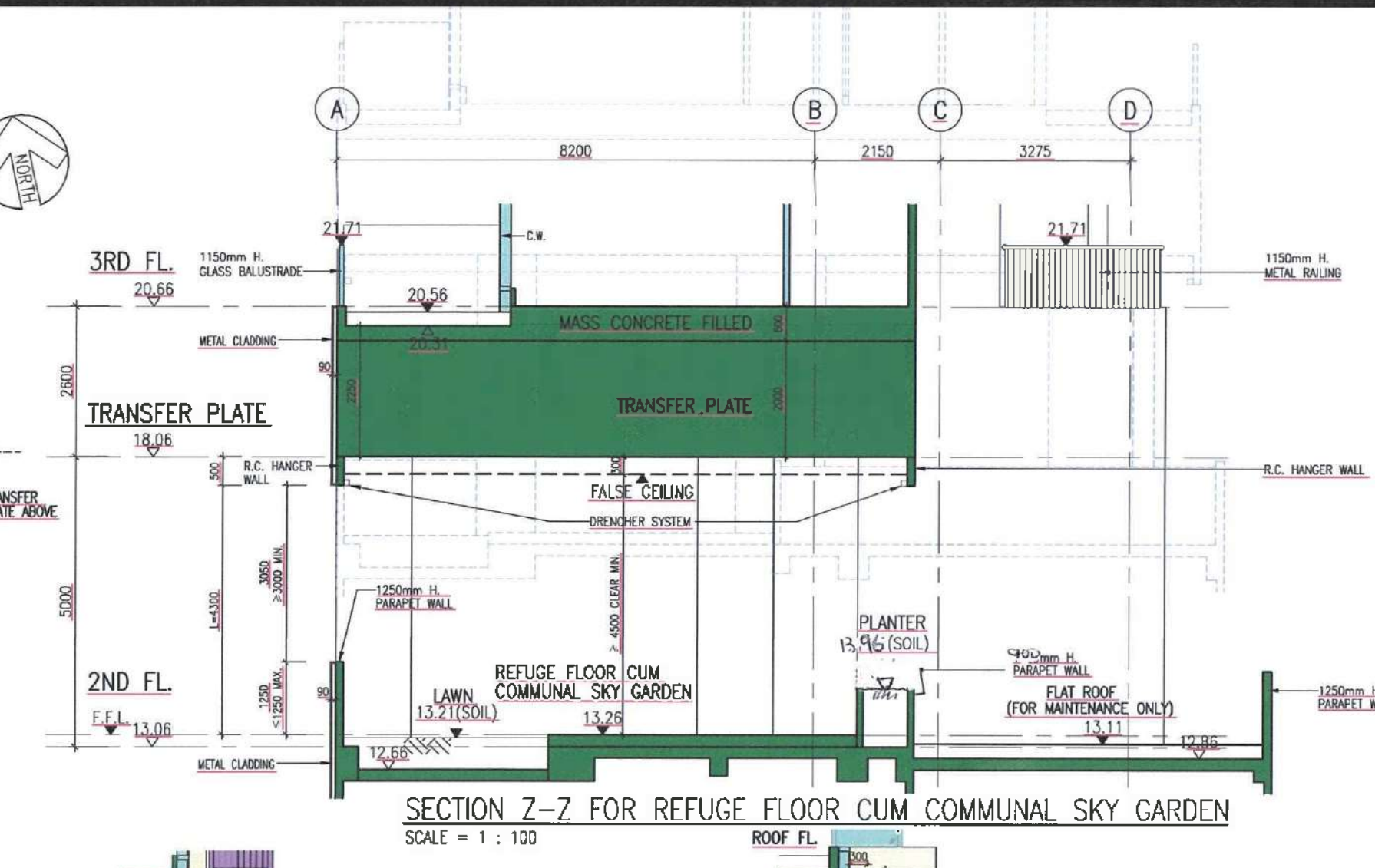
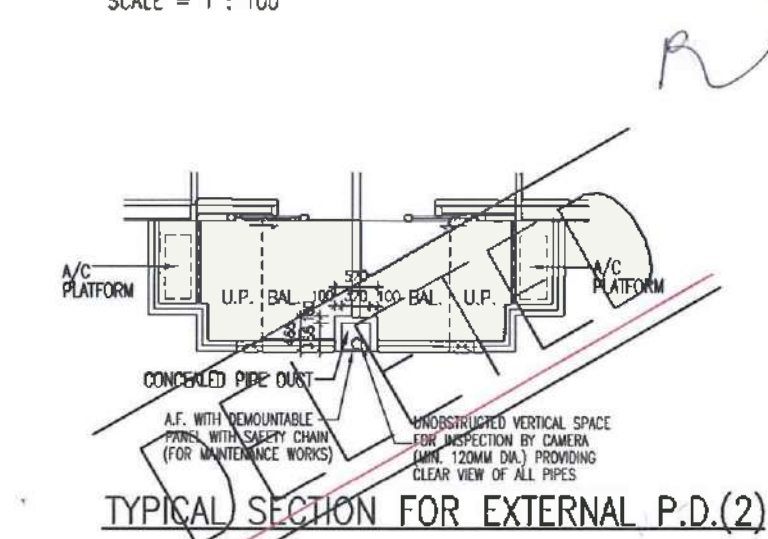
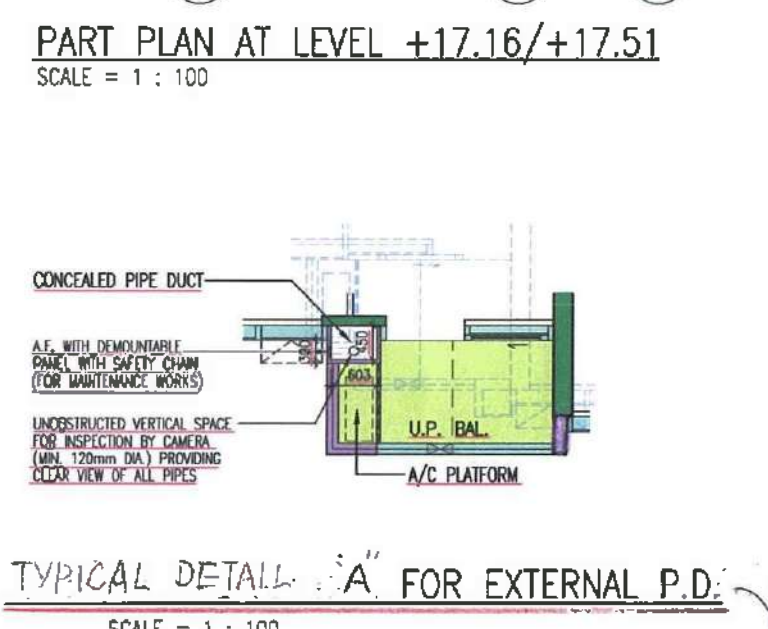
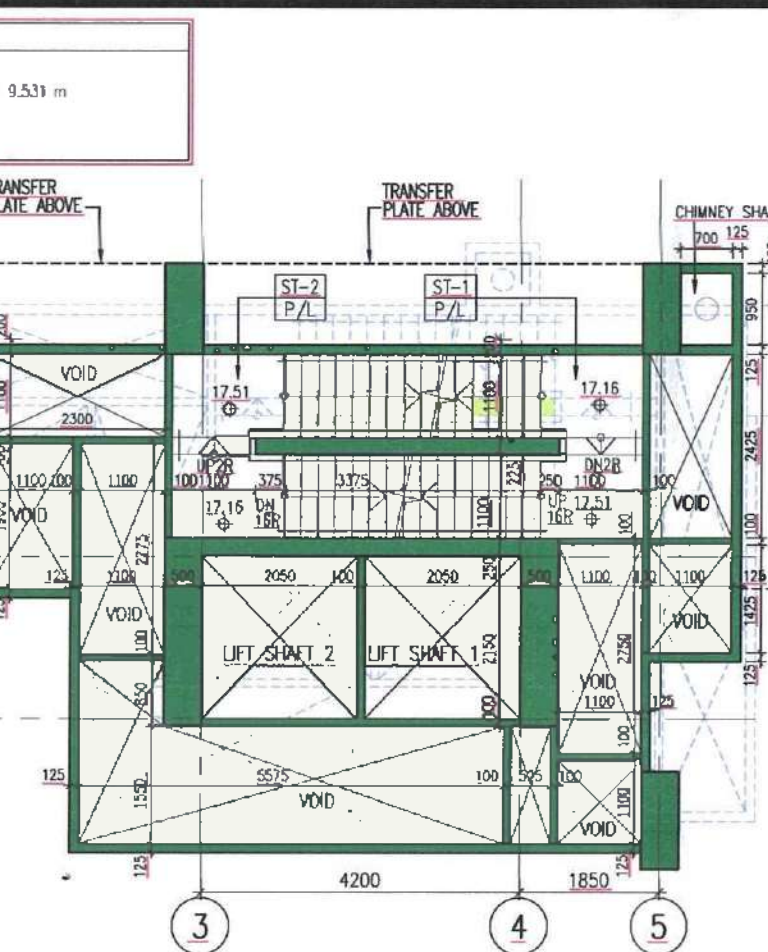
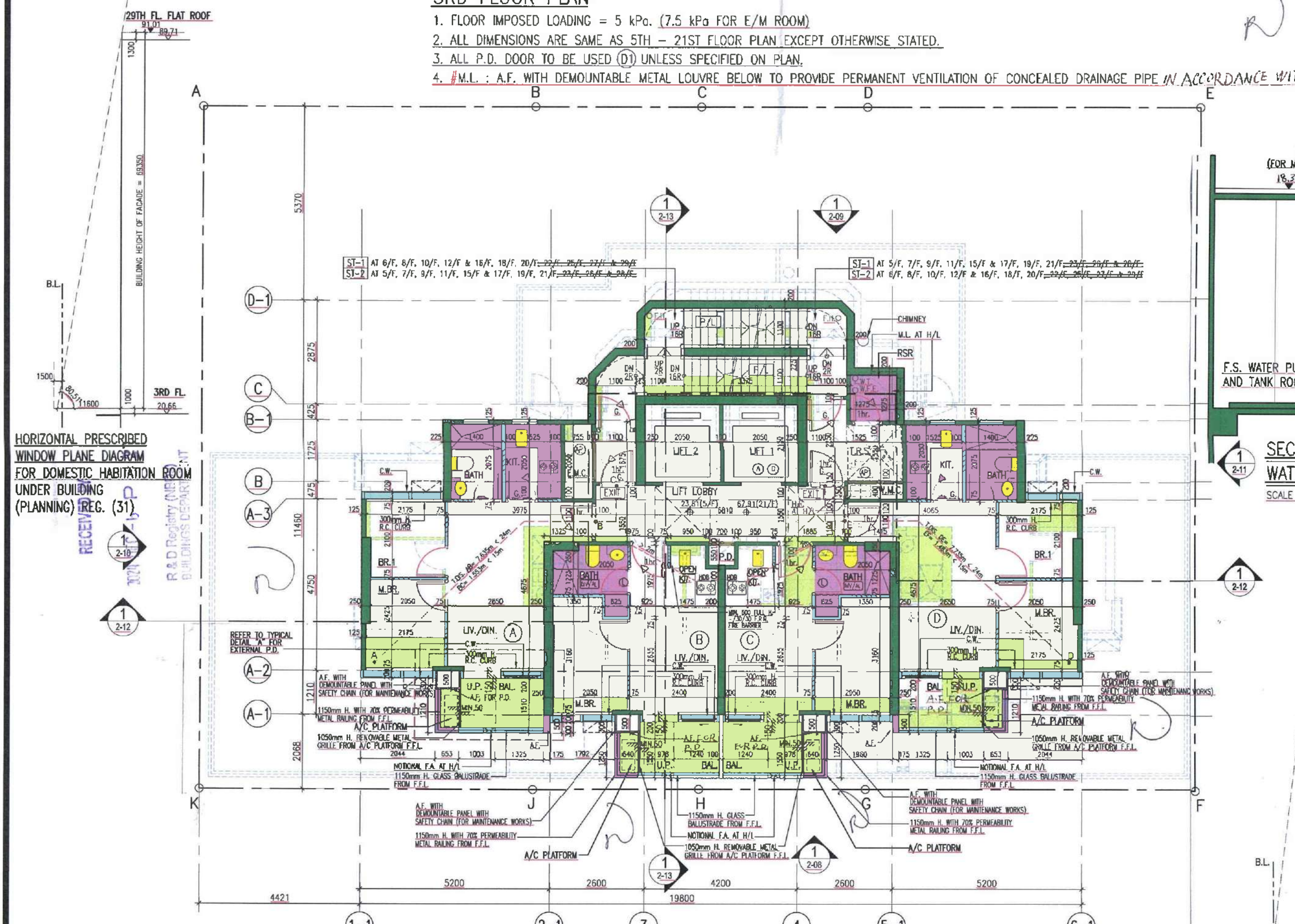
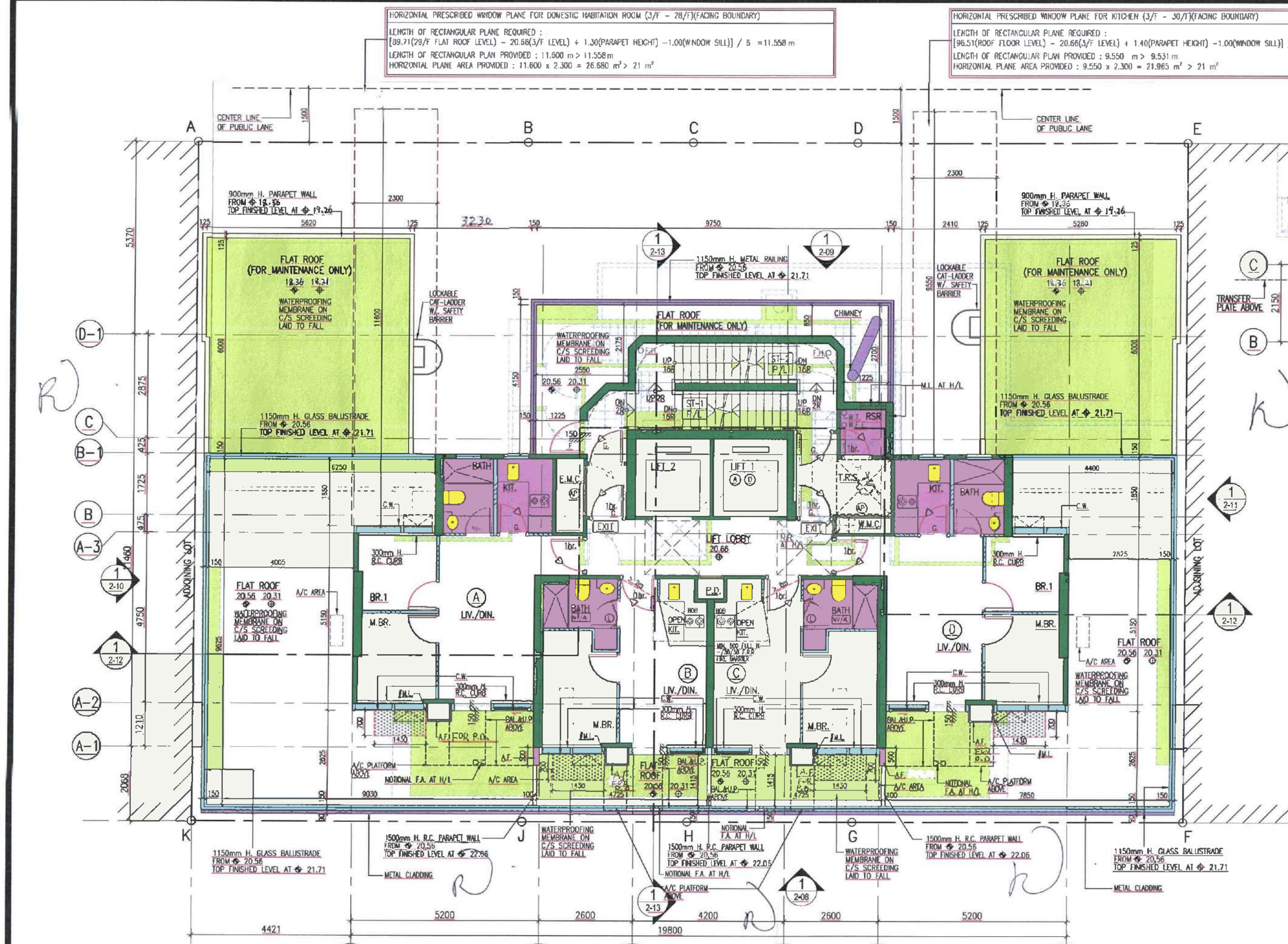
LIST OF G.F.A. CONCESSIONS	
FEATURES SUBJECT TO THE OVERALL CAP OF 10%	
PNAP APP-151 APPENDIX A ITEMS REFER	
GREEN FEATURES UNDER JPNs	
- BALCONY UNDERNEATH AT 3RD FLOOR	(2,000 m ² - 1,000 m ²) x 4 = 4,000 m ² x 15 STOREYS = 60,000 m ²
- BALCONY FOR 31/2 - 21/7	(2,000 m ² - 1,000 m ²) x 3 = 3,000 m ² x 6 STOREYS = 18,000 m ²
- BALCONY FOR 22/7 - 28/7	(2,000 m ² - 1,000 m ²) x 2 = 2,000 m ² x 1 STOREY = 2,000 m ²
- BALCONY FOR 29/7	(2,000 m ² - 1,000 m ²) x 2 = 2,000 m ² x 1 STOREY = 2,000 m ²
- BALCONY FOR 30/7	(2,000 m ² - 1,000 m ²) x 1 = 1,000 m ² x 1 STOREY = 1,000 m ²
- BALCONY FOR 31/7	(2,000 m ² - 1,000 m ²) x 1 = 1,000 m ² x 1 STOREY = 1,000 m ²
TOTAL BALCONY AREA	= 90,000 m ²
- UTIL. UNDERNEATH AT 3RD FLOOR	(1,500 m ² - 0.750 m ²) x 4 = 3,000 m ² x 15 STOREYS = 45,000 m ²
- UTIL. FOR 31/2 - 21/7	(1,500 m ² - 0.750 m ²) x 3 = 2,250 m ² x 6 STOREYS = 13,500 m ²
- UTIL. FOR 22/7 - 28/7	(1,500 m ² - 0.750 m ²) x 2 = 1,500 m ² x 1 STOREY = 1,500 m ²
- UTIL. FOR 29/7	(1,500 m ² - 0.750 m ²) x 2 = 1,500 m ² x 1 STOREY = 1,500 m ²
- UTIL. FOR 30/7	(1,500 m ² - 0.750 m ²) x 1 = 750 m ² x 1 STOREY = 750 m ²
- UTIL. FOR 31/7	(1,500 m ² - 0.750 m ²) x 1 = 750 m ² x 1 STOREY = 750 m ²
TOTAL UTIL. AREA	= 67,500 m ²

G.F.A. COUNTABLE LIFT SHAFT AREA SCHEDULE (FOR DOMESTIC USE) - REFER PNAP APP-89				
FLOOR	LIFT NO.	LIFT SHAFT AREA (m ²) PER FLOOR	NO. OF FLOOR	SUBTOTAL (m ²)
GROUND FLOOR, 3RD TO 30TH	LIFT 1	2.15 x 2.05 = 4.408	25	110,200
	LIFT 2	2.15 x 2.05 = 4.408	25	110,200
				220,400

G.F.A. OF LIFT SHAFT TO BE EXEMPTED	
= 220,400 m ² / 4,058,708 m ² x 100% = 2.5%	
= 5.430% - 2.5%	
= 2.930%	
ACTUAL EXEMPTED G.F.A. OF LIFT SHAFT	
= 4,058,708 m ² x 2.930%	
= 118,920 m ²	

LIST OF G.F.A. CONCESSIONS	
FEATURES SUBJECT TO THE OVERALL CAP OF 10%	
PNAP APP-151 APPENDIX A ITEMS REFER	
GREEN FEATURES UNDER JPNs	
- BALCONY UNDERNEATH AT 3RD FLOOR	(2,000 m ² - 1,000 m ²) x 4 = 4,000 m ² x 15 STOREYS = 60,000 m ²
- BALCONY FOR 31/2 - 21/7	(2,000 m ² - 1,000 m





REFERENCES :

File
 B. D. : BD 2/3009/19
 F. S. D. : FP 8/13004<3>

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 :

- Do not scale drawings: Figured dimensions are to be followed.
- All dimensions are to be checked and verified on site.
- All prints, notes, specifications and their copyright are the property of the Architects/Engineers.
- This drawing is not valid for construction or other purposes 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
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 continuous processing system as promulgated in PWAP APP-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)(e) of the Buildings Ordinance are of particular relevance in this regard.

FOR BUILDINGS DEPARTMENT

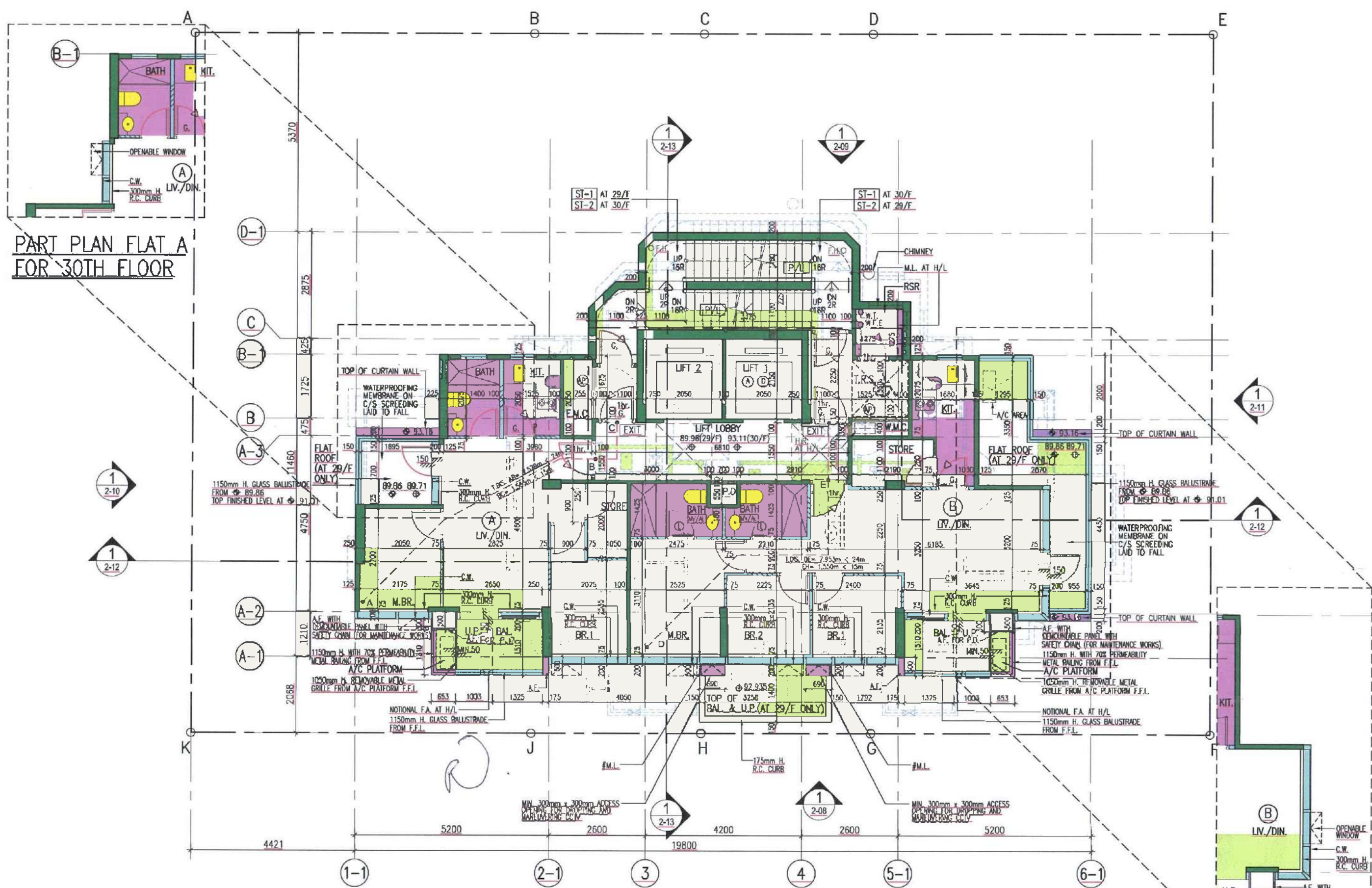
AMENDED PLAN

05 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

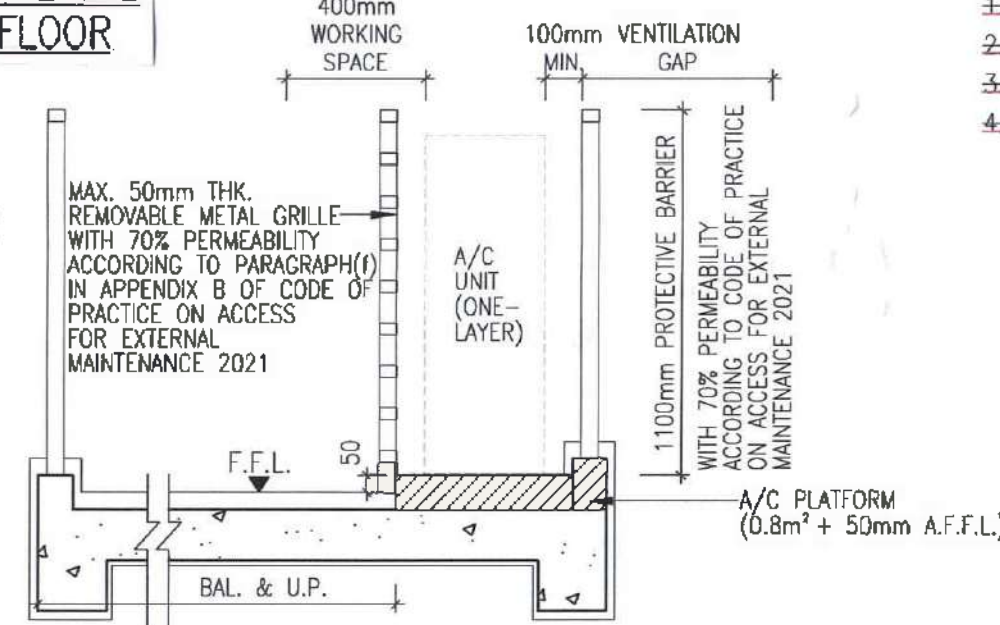
SCALE	1 : 100	File Name: (for CAD drawing)	2-08
JOB NO :	433	DRG.NO. :	2-06



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 (D) 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 LOUVER BELOW TO PROVIDE PERMANENT VENTILATION OF CONCEALED DRAINAGE PIPE IN ACCORDANCE WITH PNAP APP-93.

PART PLAN FLAT B FOR 30TH FLOOR

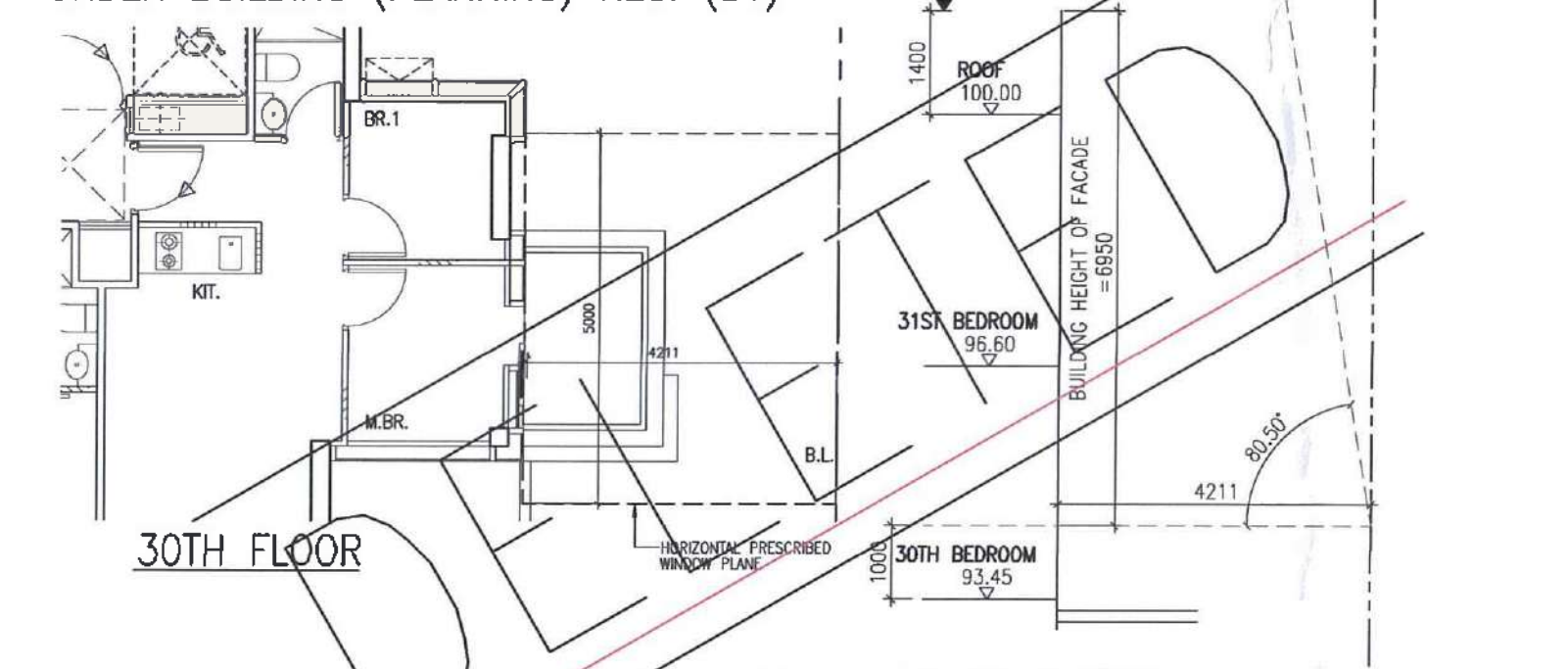


TYPICAL SECTION OF COMBINED A/C PLATFORM WITH BALCONY AND UTILITY PLATFORM
SCALE : N.T.S.

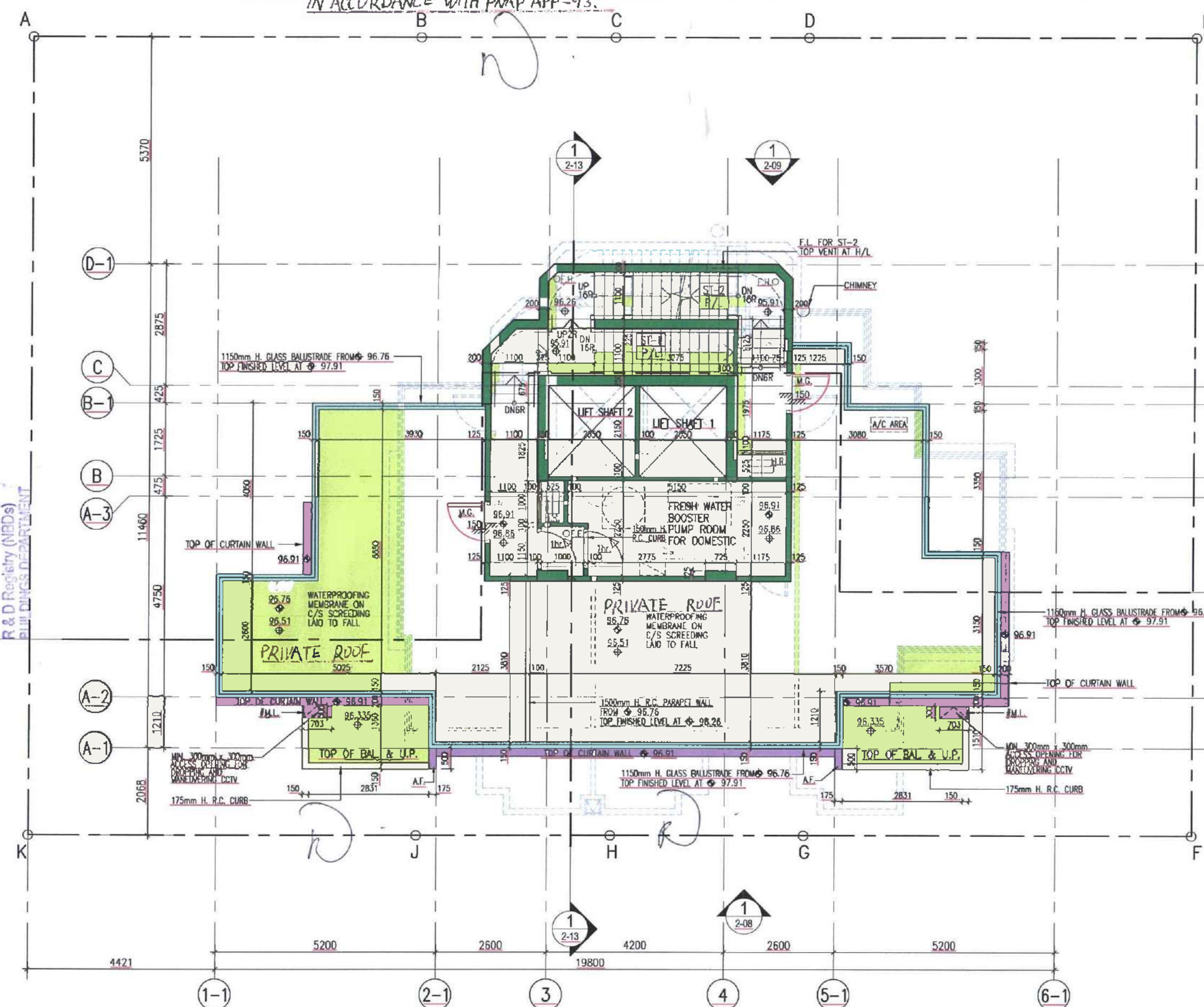
31ST FLOOR PLAN

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 (D) 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.

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

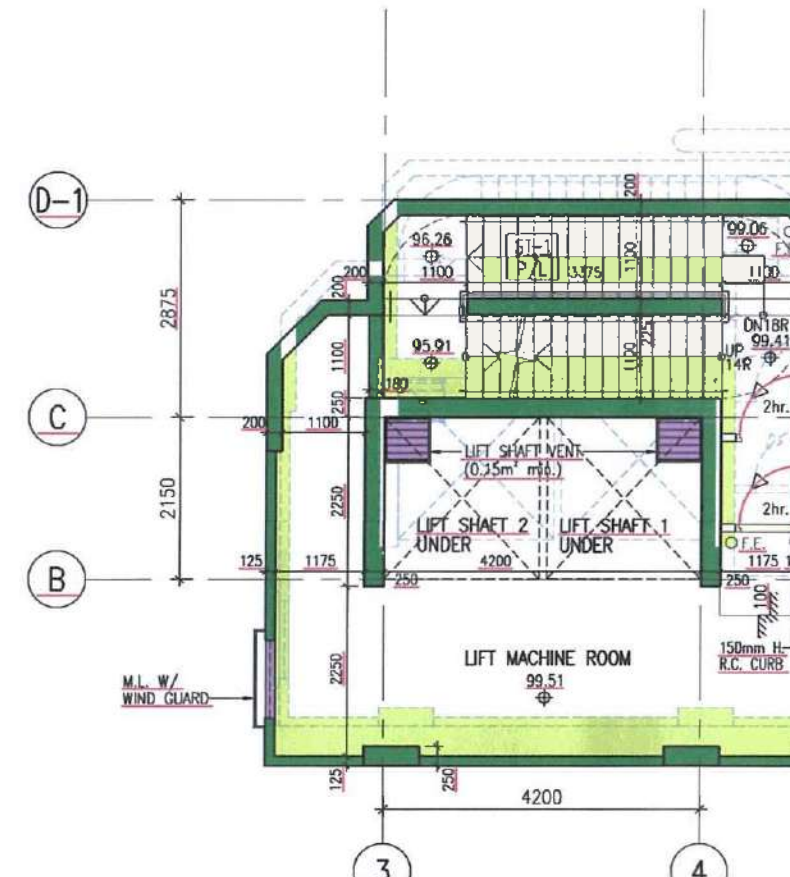


HORIZONTAL PRESCRIBED WINDOW PLANE FOR DOMESTIC HABITATION ROOM (PLANNING) REG. (31)
LENGTH OF RECTANGULAR PLANE REQUIRED : $[100 \times (DOOR LEVEL) - 93.45] / (LEVEL) + 1.0 \times (PARAPET HEIGHT) - 1.00 \times (WINDOW SILL) / 6 = 1.158 \text{ m}$
LENGTH OF RECTANGULAR PLANE PROVIDED : 4.211 m > 1.158 m
HORIZONTAL PLANE AREA PROVIDED : 4.211 x 3.000 = 12.633 m² > 21 m²



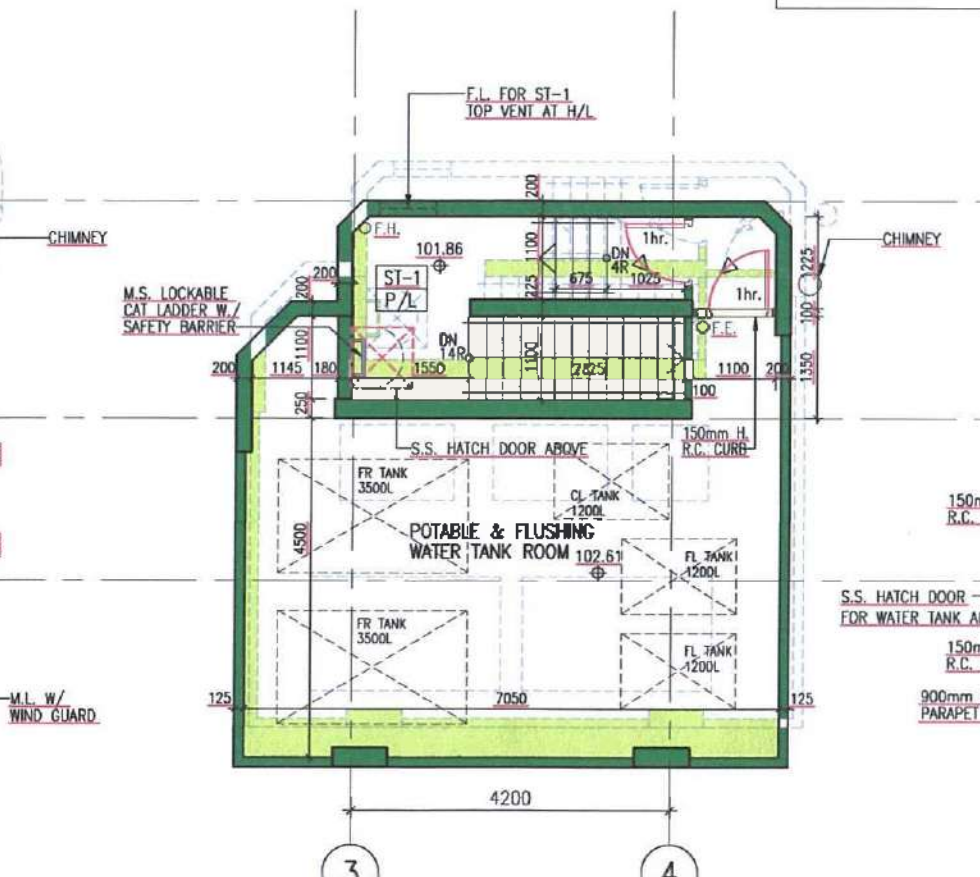
ROOF FLOOR PLAN

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



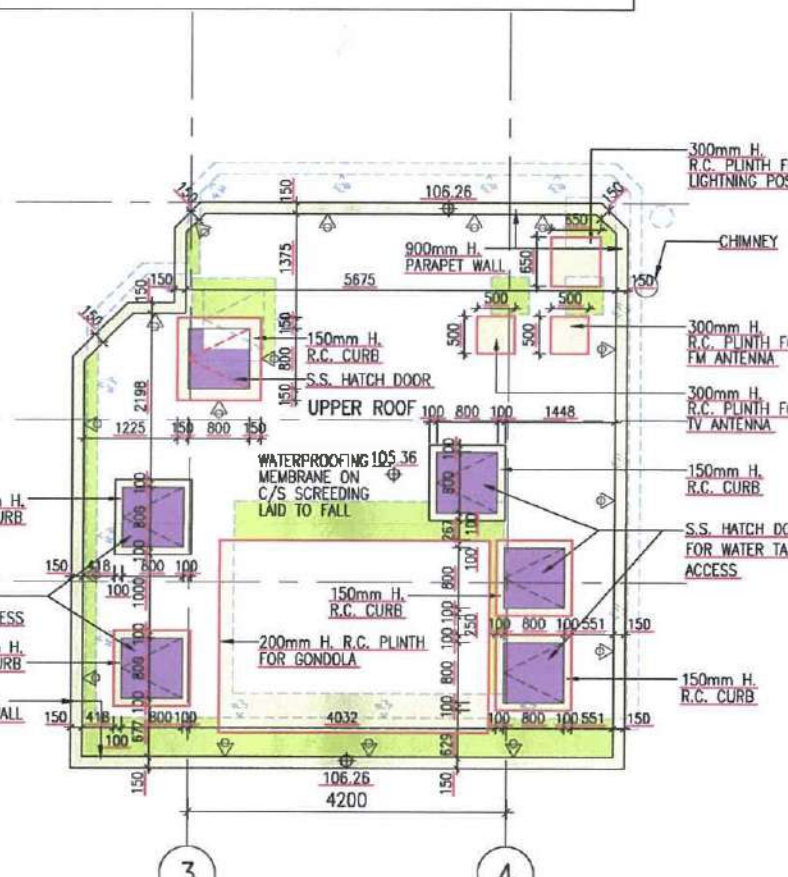
LIFT MACHINE ROOM FLOOR PLAN

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.

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 purposes 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
WAI CHAI
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-10. 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
Palibor Development Consultants Limited

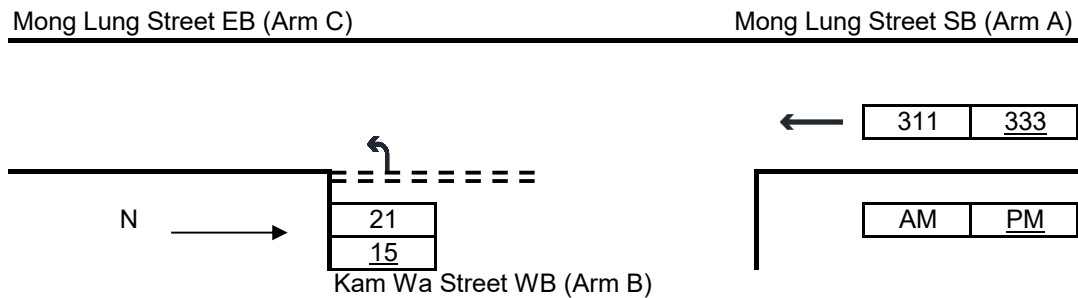
DRG. TITLE : (BUILDING PLAN)

29TH TO UPPER ROOF FLOOR PLAN

SCALE : 1 : 100	File Number (for CAD drawing) 2-07
JOB NO : 433	DRG.NO. : 2-07

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

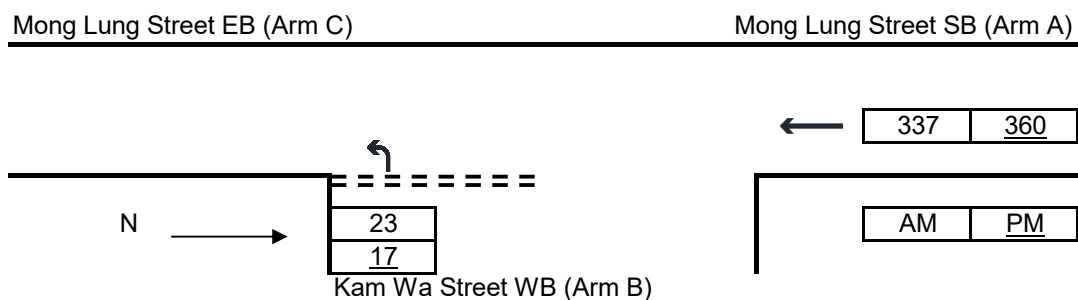
Analysis :

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

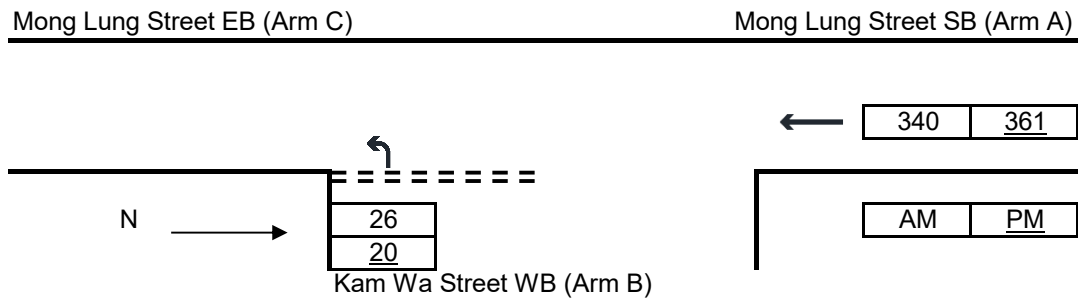
Analysis :

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

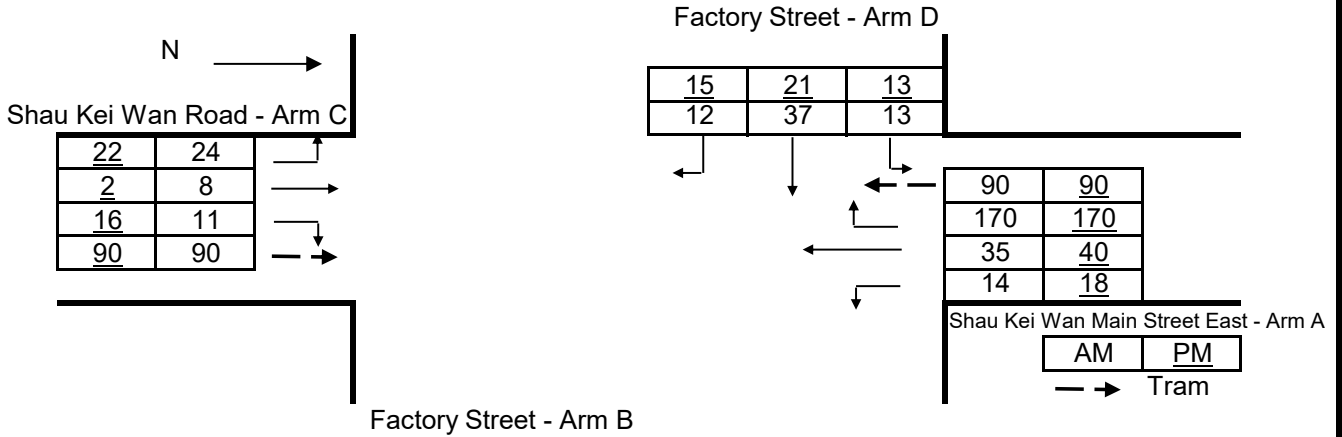
Analysis :

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
Scenario:	Existing Condition	Date:	26 May 2026
			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-IBC	0	V-IDA	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

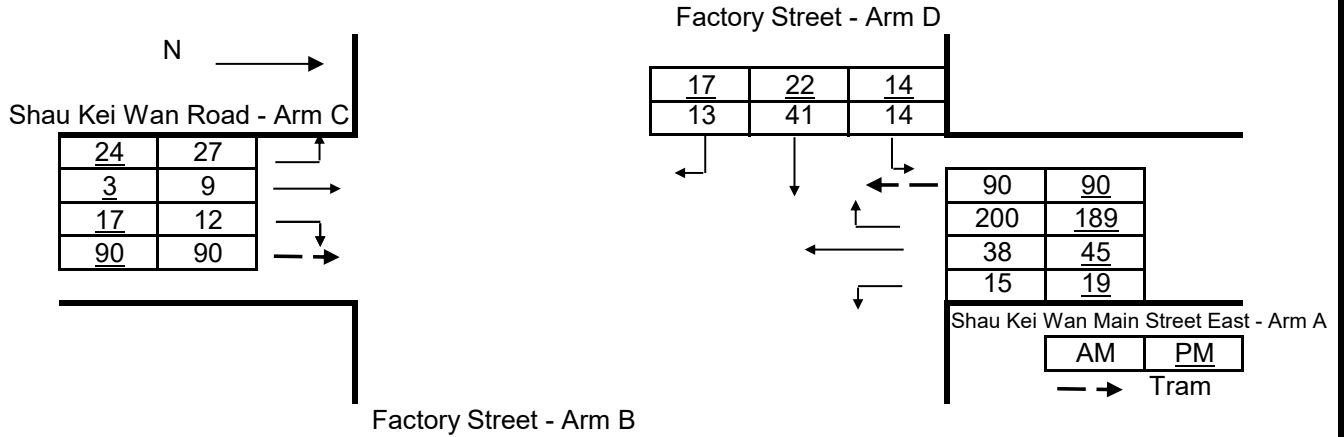
Analysis :

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
Scenario:	Future Condition (Without Proposed Hotel)		Date: 26 May 2026
			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-IBC	0	V-IDA	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

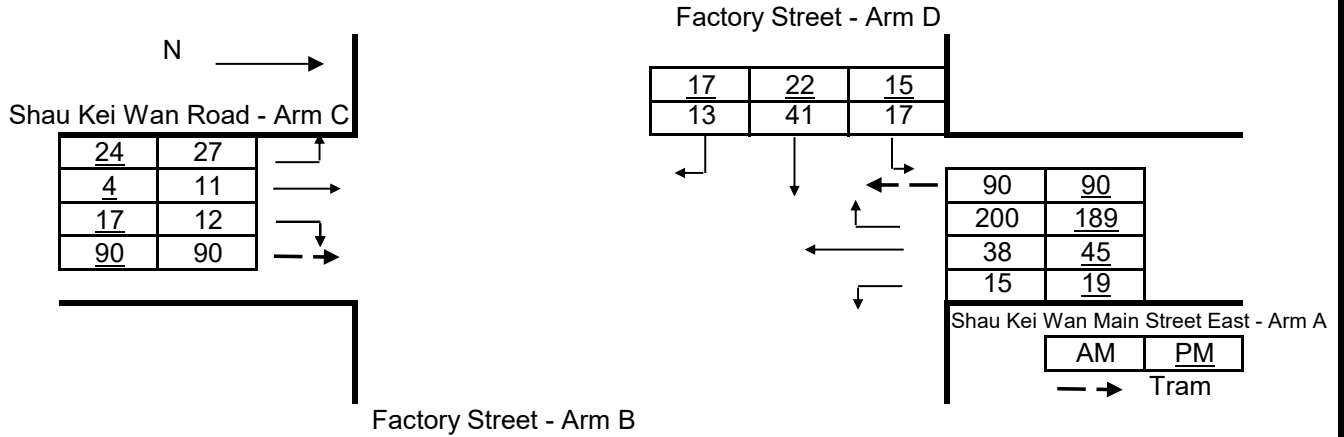
Analysis :

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
Scenario:	Future Condition (With Proposed Hotel)		Date: 26 May 2026
			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-IBC	0	V-IDA	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: J7439Scenario: Future Condition (Without Proposed Hotel)

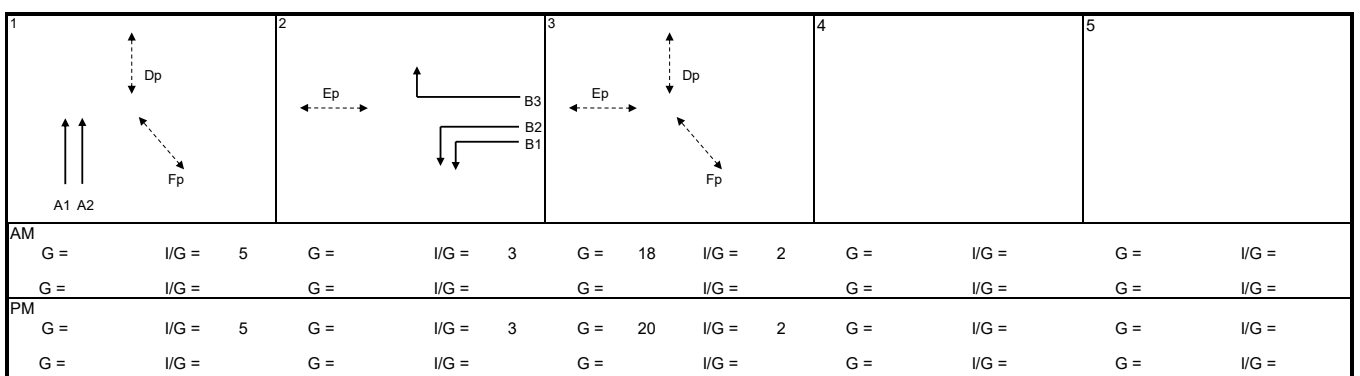
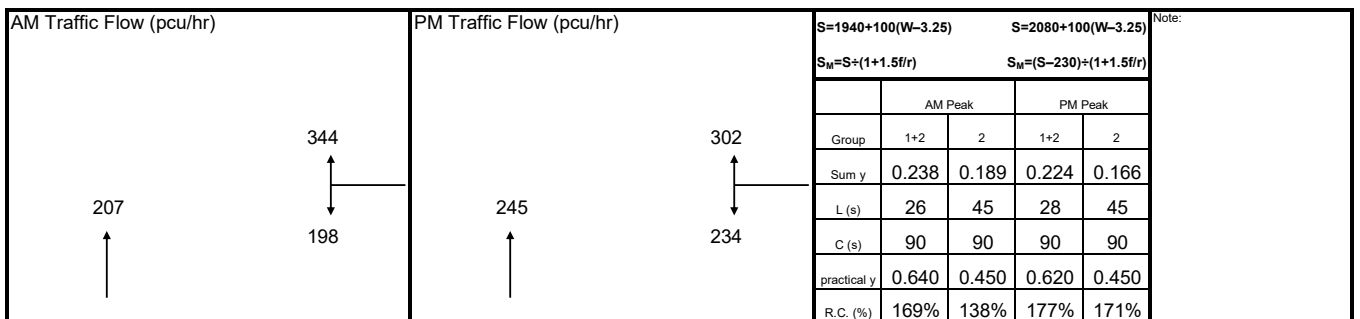
P. 8

Design Year: 2034

Designed By: _____

Checked By: _____

Date: 26 May 2026

[illegible]

Signal Junction Analysis

Junction: Factory Street / Aldrich Street

Job Number: J7439

Scenario: Future Condition (With Proposed Hotel)

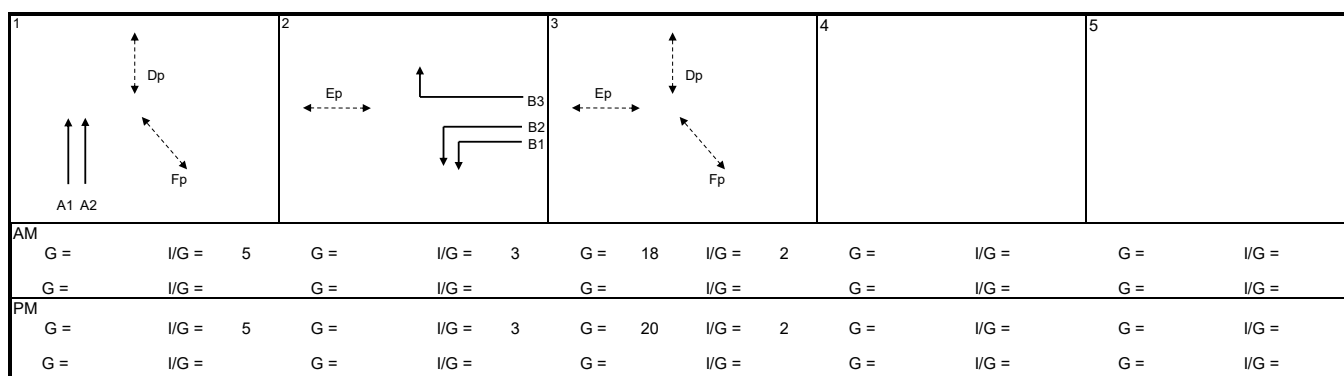
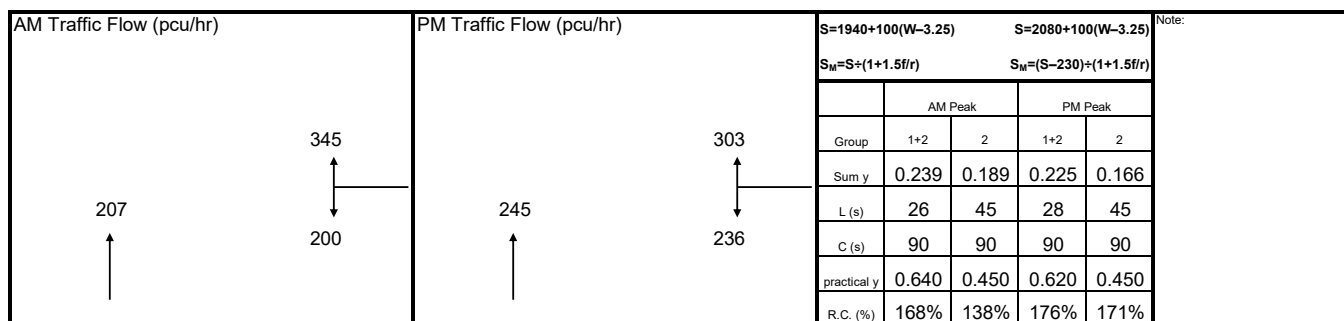
P. 9

Design Year: 2034

Designed By:

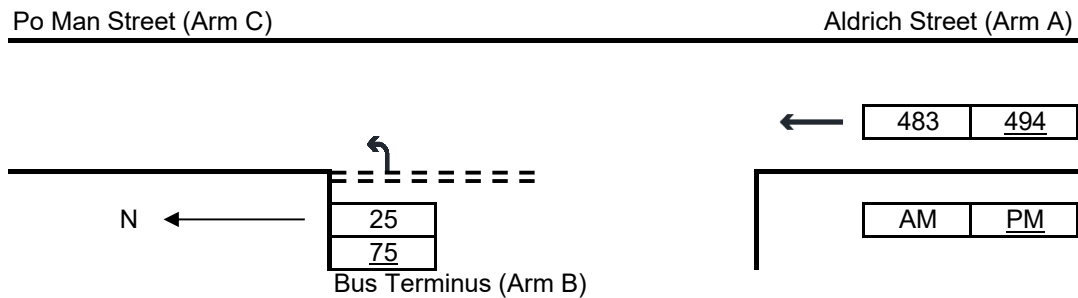
Checked By:

Date: 26 May 2026

[illegible]

Priority Junction Analysis

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



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

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

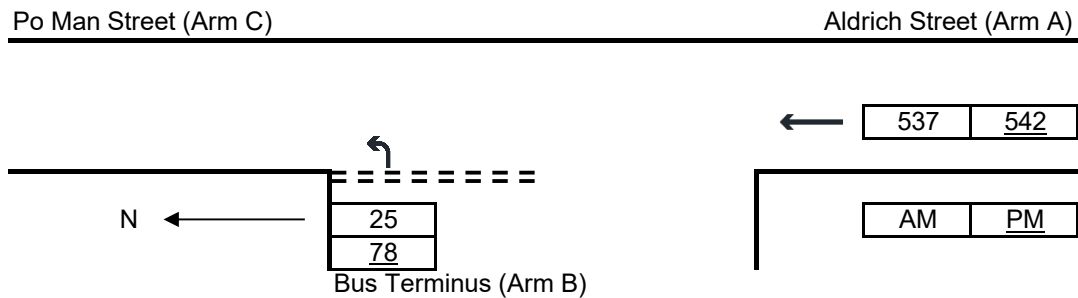
Analysis :

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

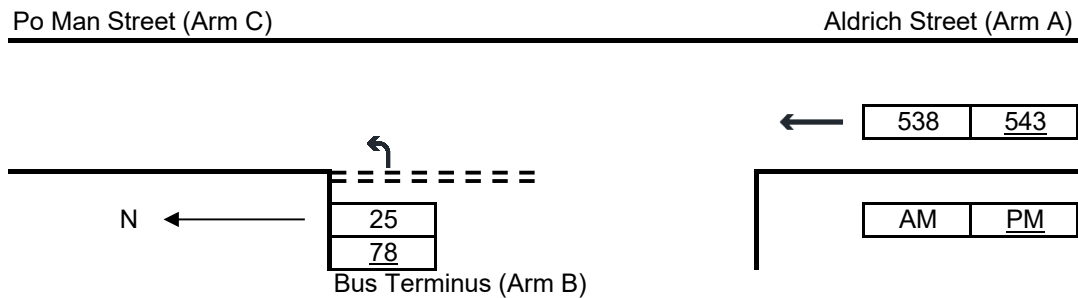
Analysis :

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

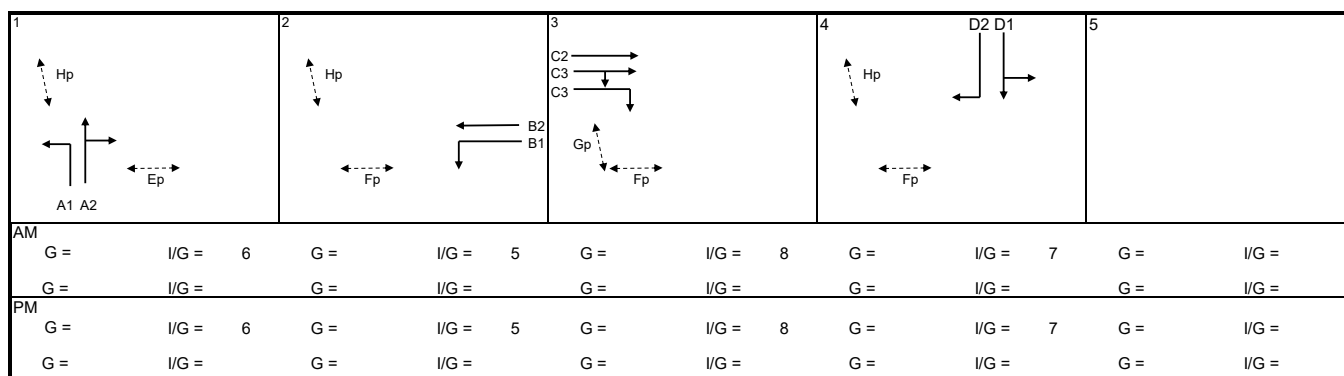
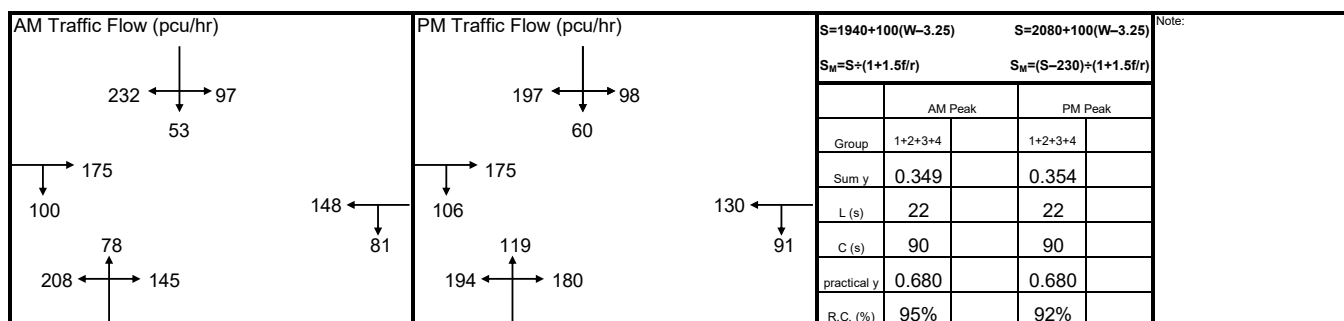
Design Year: 2025

Designed By:

Checked By:

Date:

26 May 2026

[illegible]

Signal Junction Analysis

Junction: Aldrich Bay Road / Tung Hei Road / Mong Lung Street

Job Number: J7439

Scenario: Future Condition (Without Proposed Hotel)

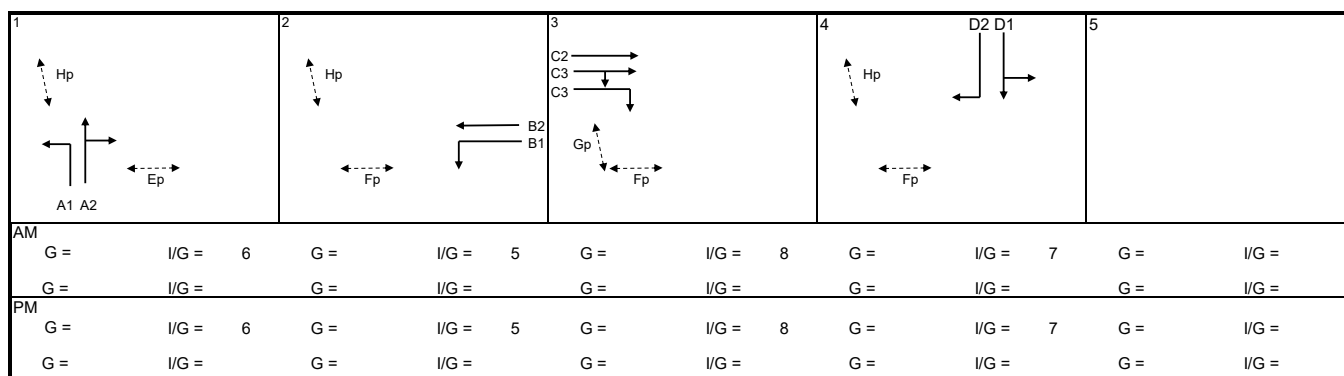
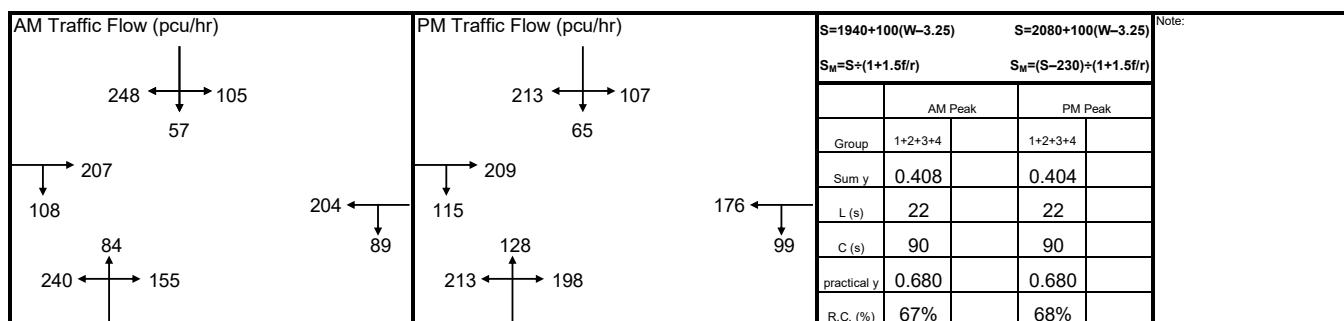
P. 14

Design Year: 2034

Designed By:

Checked By:

Date: 26 May 2026

[illegible]

Signal Junction Analysis

Junction: Aldrich Bay Road / Tung Hei Road / Mong Lung Street

Job Number: J7439

Scenario: Future Condition (With Proposed Hotel)

P. 15

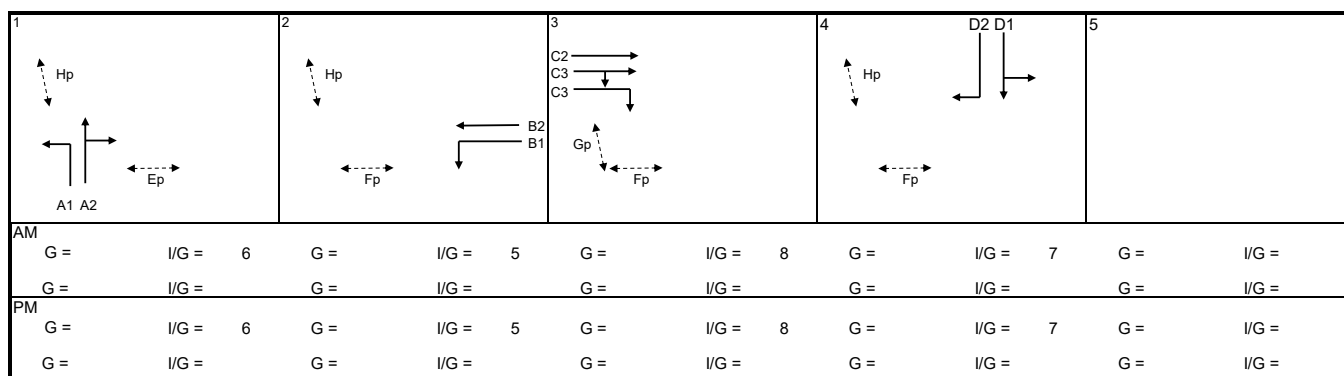
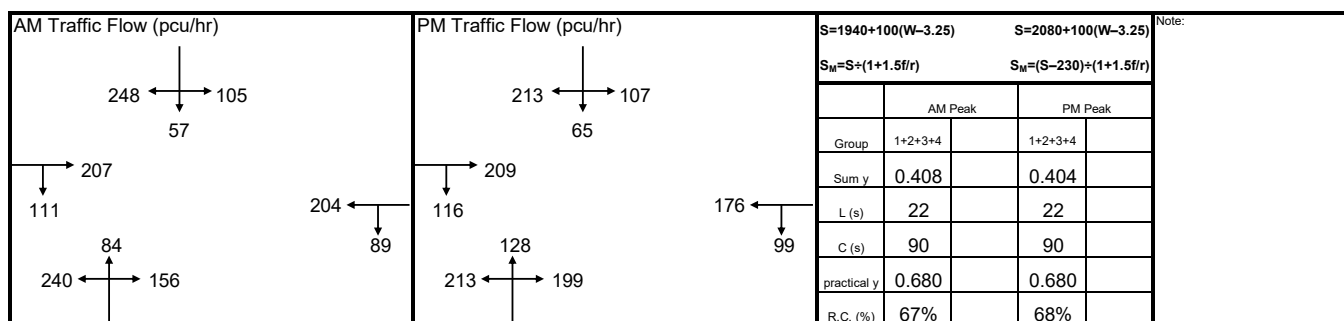
Design Year: 2034

Designed By:

Checked By:

Date: 26 May 2026

Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak					PM Peak					
						Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	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	



Signal Junction Analysis

Junction: Shau Kei Wan Road / Aldrich Street / Chai Wan Road

Job Number: J7439

Scenario: Existing Condition

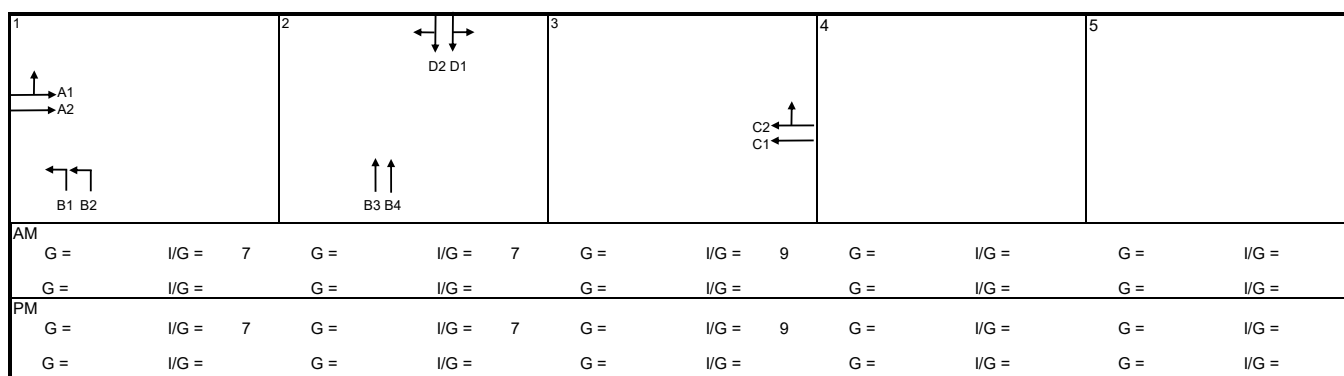
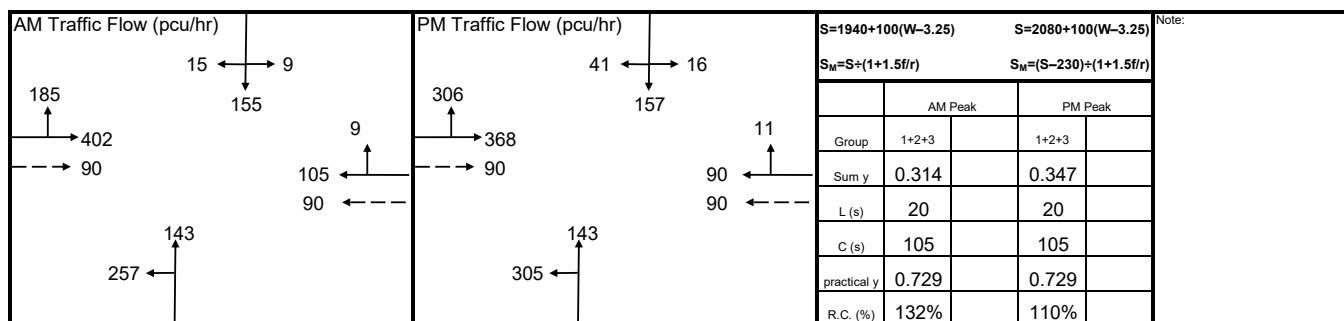
P. 16

Design Year: 2025

Designed By:

Checked By:

Date: 26 May 2026

[illegible]

Signal Junction Analysis

Junction: Shau Kei Wan Road / Aldrich Street / Chai Wan Road

Job Number: J7439

Scenario: Future Condition (Without Proposed Hotel)

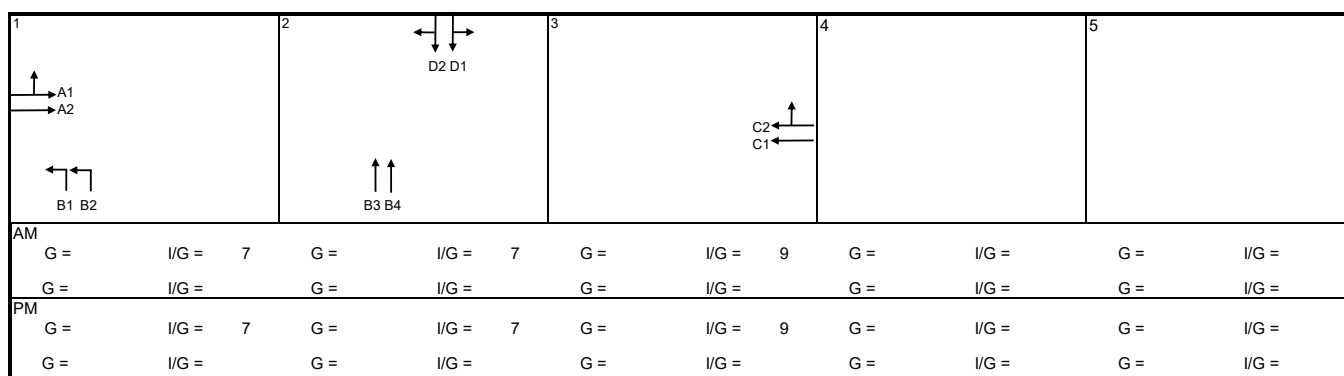
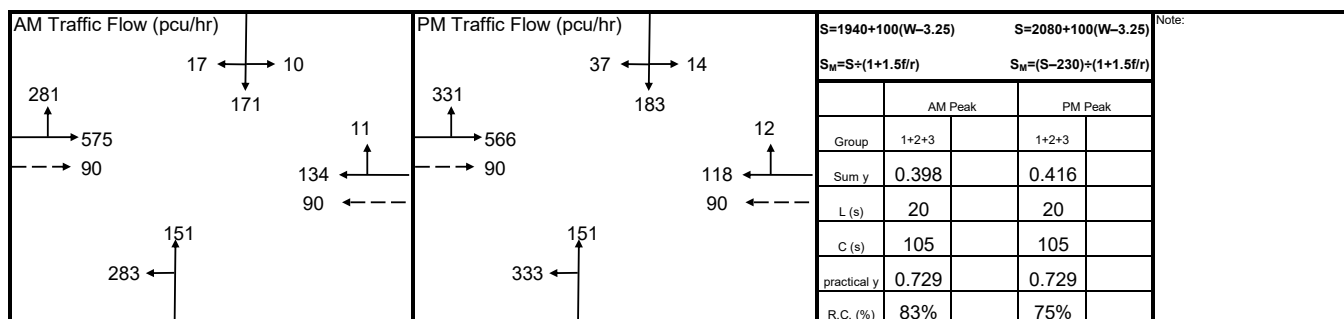
P. 17

Design Year: 2034

Designed By:

Checked By:

Date: 26 May 2026

[illegible]

Signal Junction Analysis

Junction: Shau Kei Wan Road / Aldrich Street / Chai Wan Road

Job Number: J7439

Scenario: Future Condition (With Proposed Hotel)

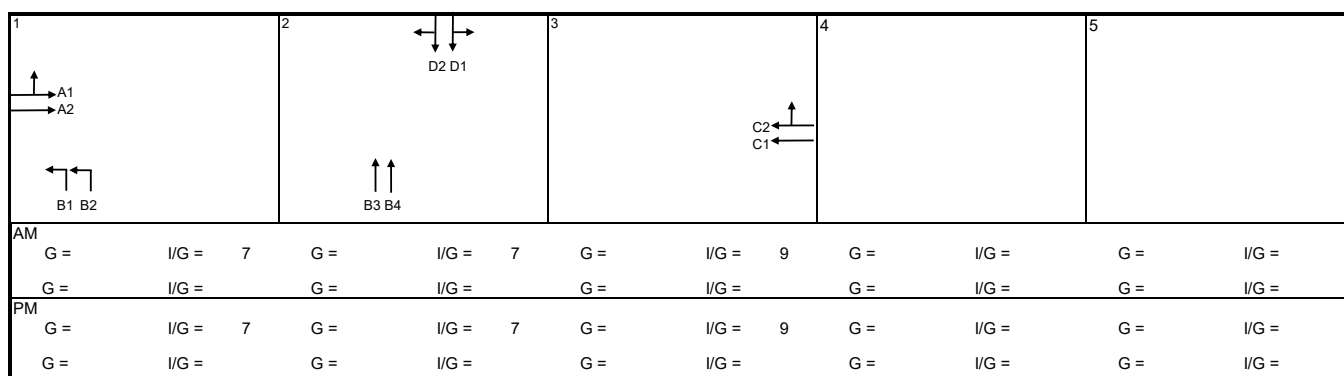
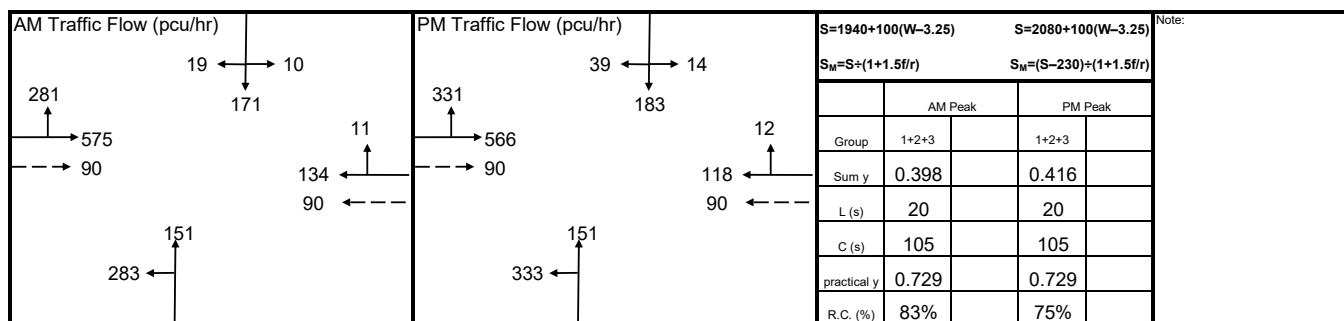
P. 18

Design Year: 2034

Designed By:

Checked By:

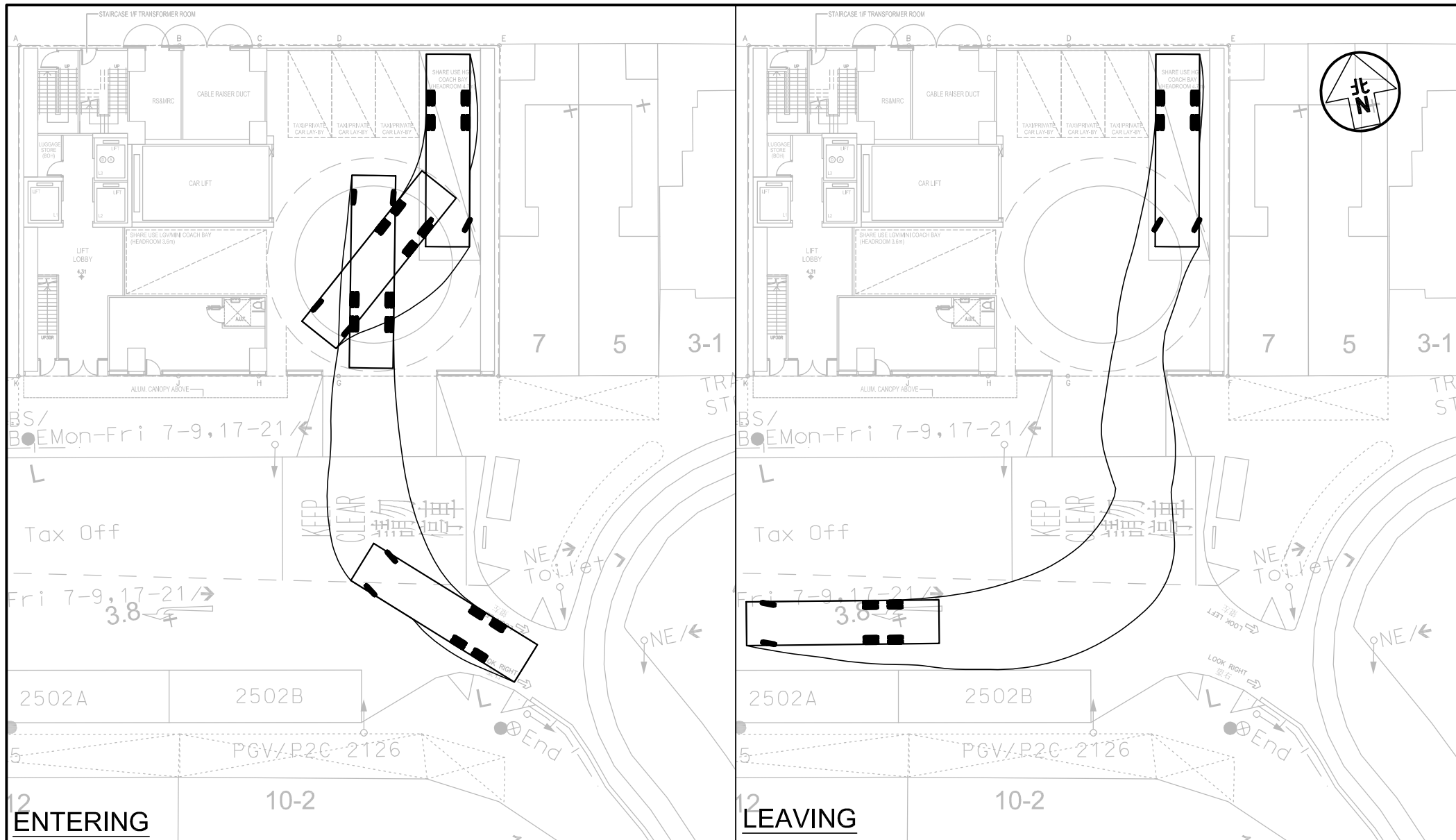
Date: 26 May 2026

[illegible]



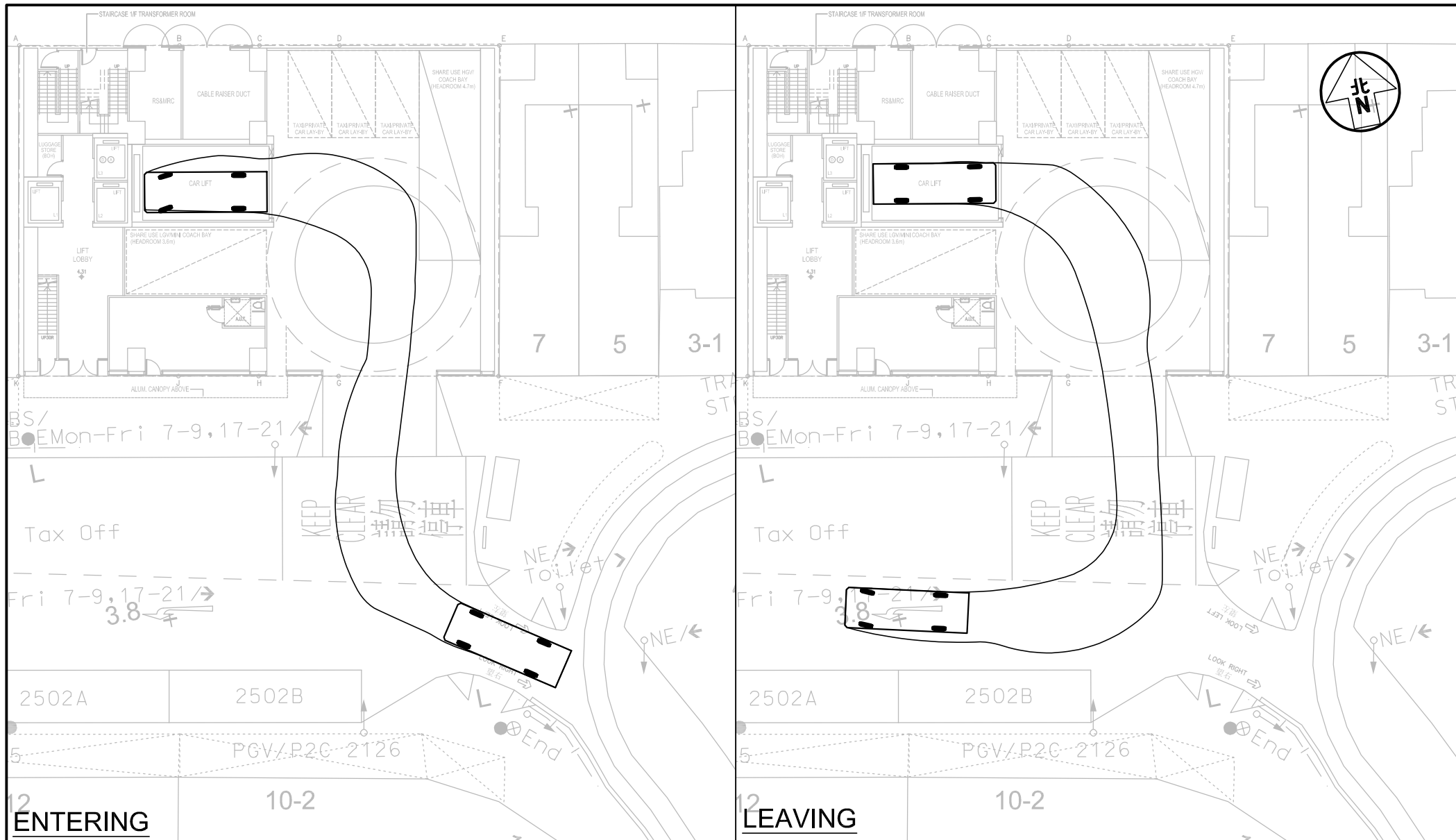
Project Title SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9-19 (ODDS) KAM WA STREET, SHAU KEI WAN J7439			Figure No. SP1		Revision C
Figure Title SWEPT PATH OF COACH ENTERING AND LEAVING THE SHARE-USE SPACE FOR HGV AND COACH ON G/F			Designed by L C H	Drawn by N C M	Checked by K C
			Scale in A4 1 : 300		Date 05 JUN 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:\UOB\J7400-J7449\J7439\2026 06\Fig SP1 - SP10 RevC.dwg

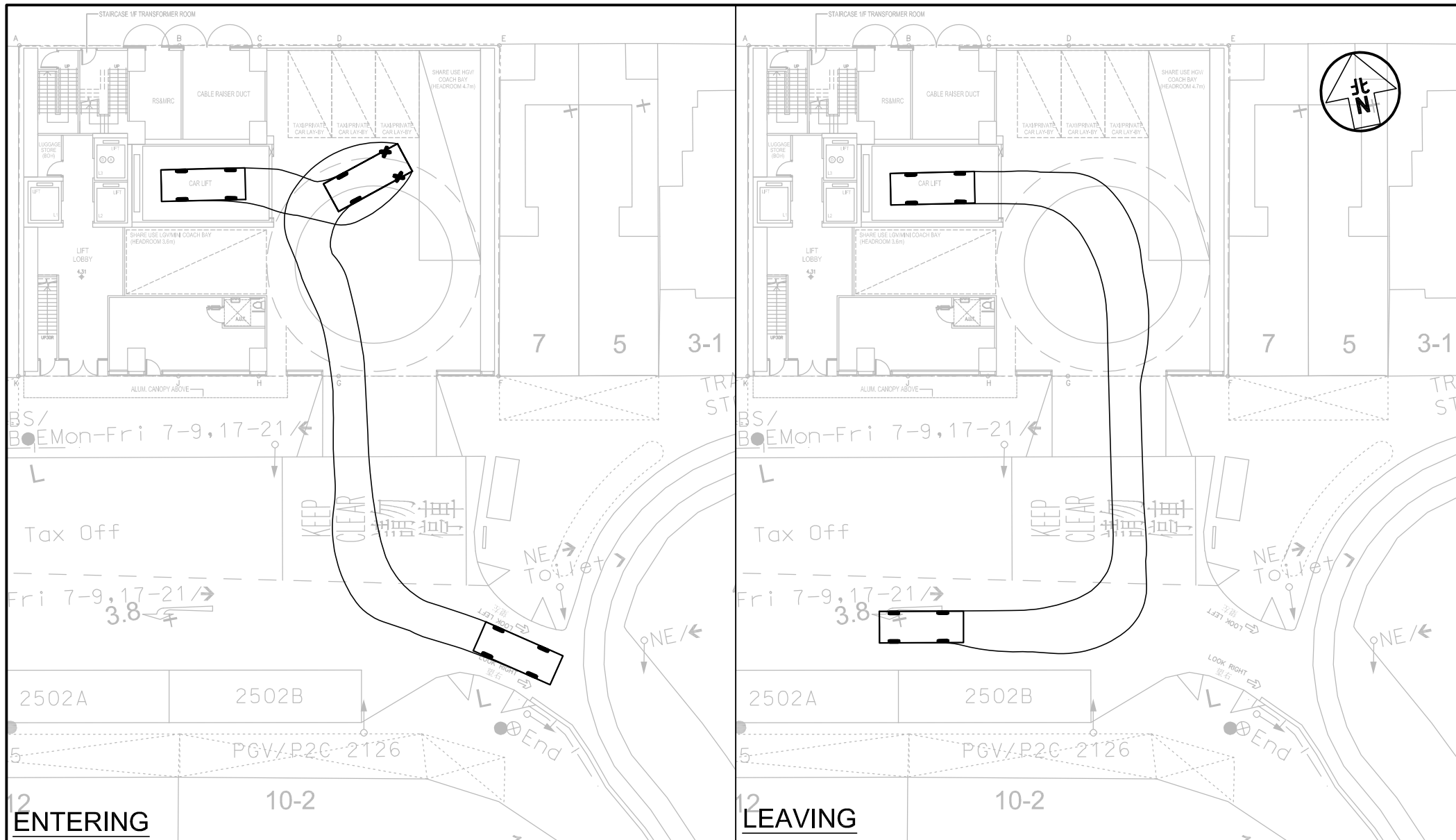


Project Title			SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9-19 (ODDS) KAM WA STREET, SHAU KEI WAN			Figure No.			SP2			Revision			C			CKM Asia Limited 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					
			J7439																				
Figure Title			SWEPT PATH OF HGV ENTERING AND LEAVING THE SHARE-USE SPACE FOR HGV AND COACH ON G/F			Designed by			Drawn by			Checked by											
						L C H			N C M			K C											
						Scale in A4			Date														
						1 : 300			05 JUN 2026														

T:\UOB\J7400-J7449\J7439\2026 06\Fig SP1 - SP10 RevC.dwg

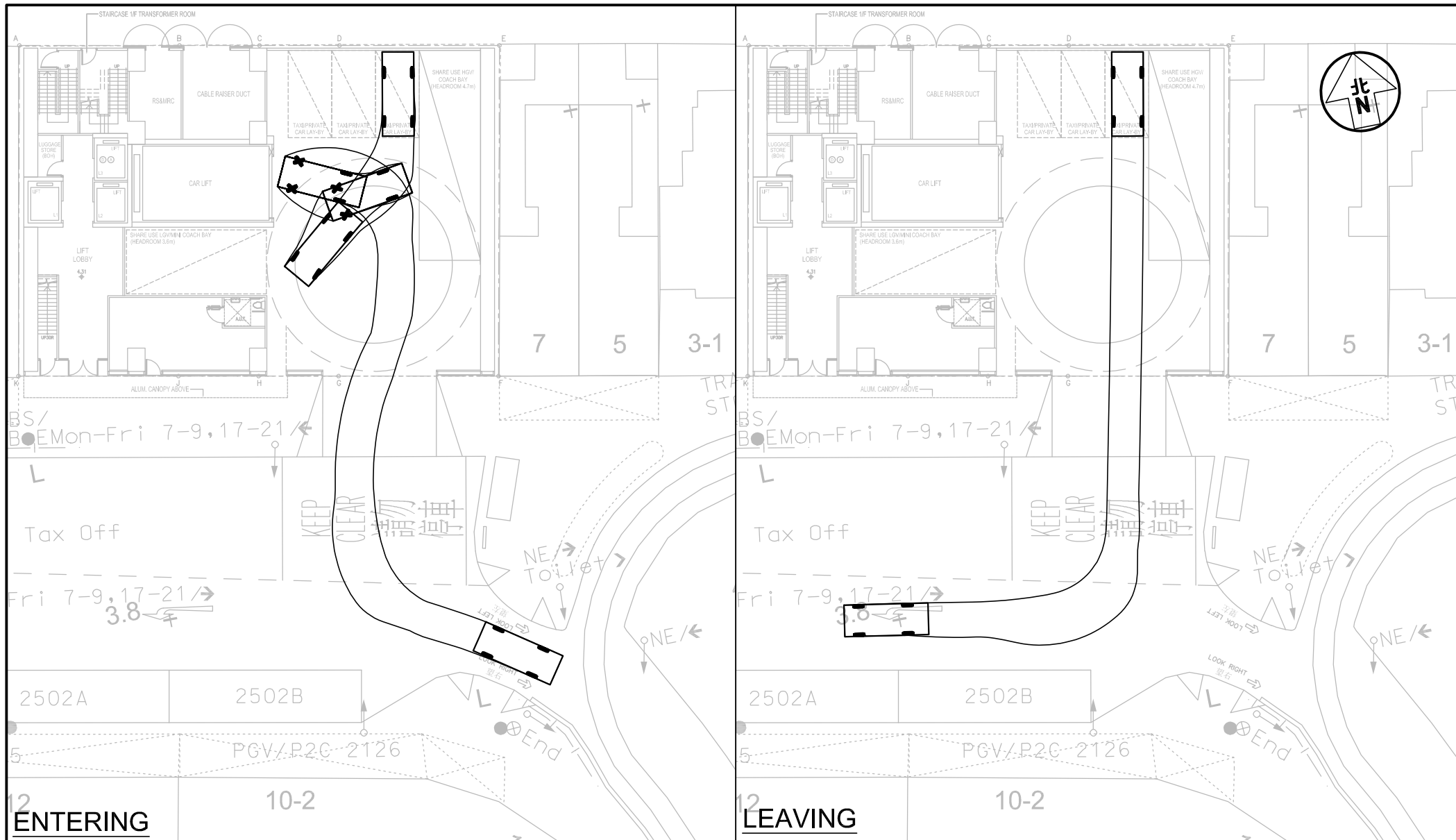


Project Title SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9-19 (ODDS) KAM WA STREET, SHAU KEI WAN J7439				Figure No. SP5		Revision C			
Figure Title SWEPT PATH OF LGV ENTERING AND LEAVING THE CAR LIFT ON G/F				Designed by L C H		Drawn by N C M		Checked by K C	
				Scale in A4 1 : 300		Date 05 JUN 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					

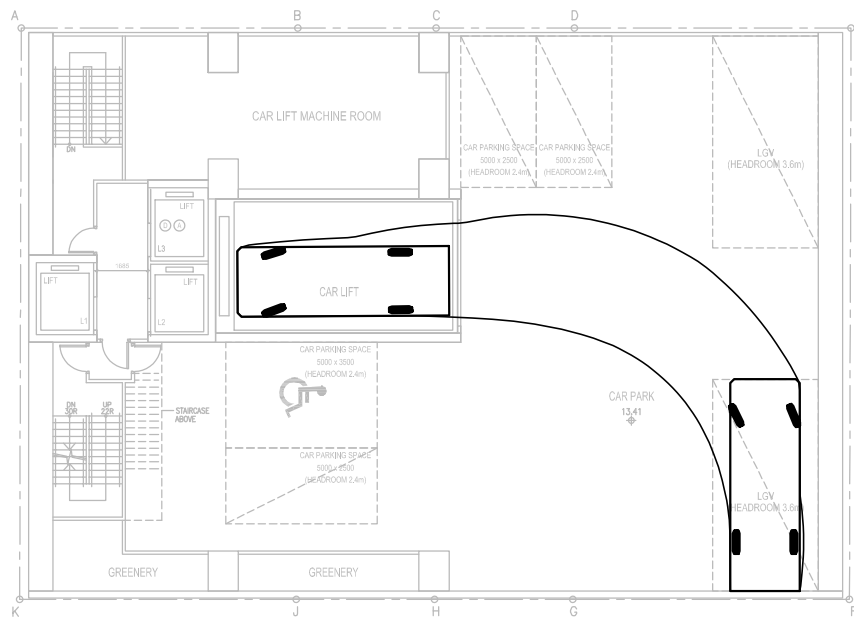


Project Title					SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9-19 (ODDS) KAM WA STREET, SHAU KEI WAN			J7439		Figure No.		SP6		Revision		C		CKM Asia 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										Designed by		Drawn by		Checked by									
SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR LIFT ON G/F										L C H		N C M		K C									
										Scale in A4		Date											
										1 : 300		05 JUN 2026											

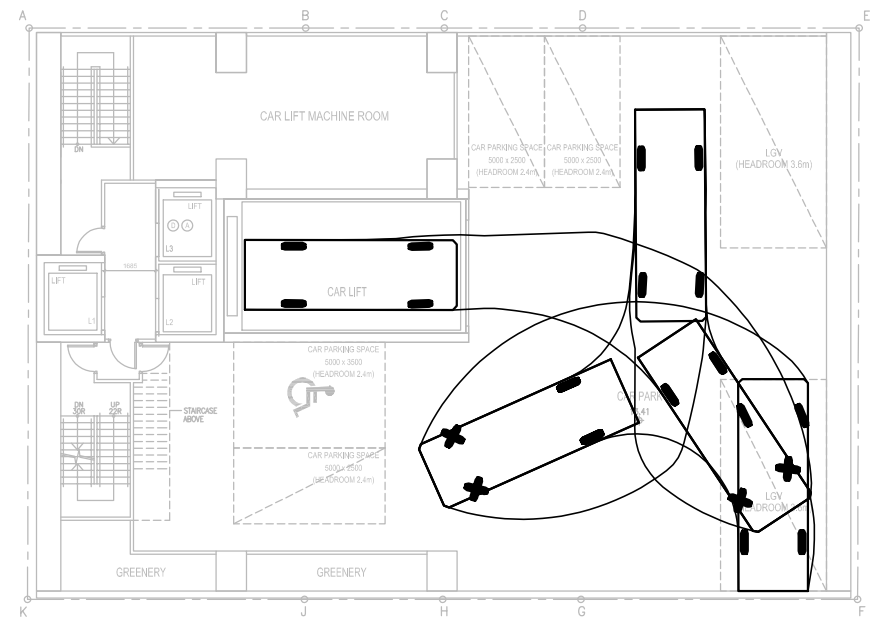
T:\UOB\J7400-J7449\J7439\2026 06\Fig SP1 - SP10 RevC.dwg



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. SP7		Revision C
Figure Title SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE TAXI / PRIVATE CAR LAY-BY ON G/F			Designed by L C H	Drawn by N C M	Checked by K C
			Scale in A4 1 : 300		Date 05 JUN 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		



ENTERING



LEAVING

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 LGV ENTERING AND LEAVING
THE LGV LOADING / UNLOADING BAY ON 2/F**

Figure No. SP8

Revision C

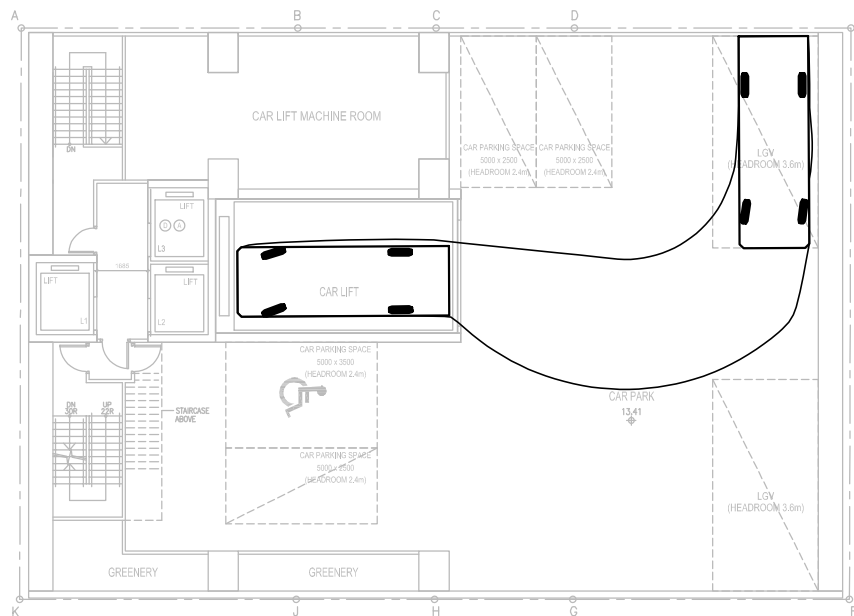
Designed by L C H
Drawn by N C M
Checked by K C

Scale in A4
1 : 250
Date
05 JUN 2026

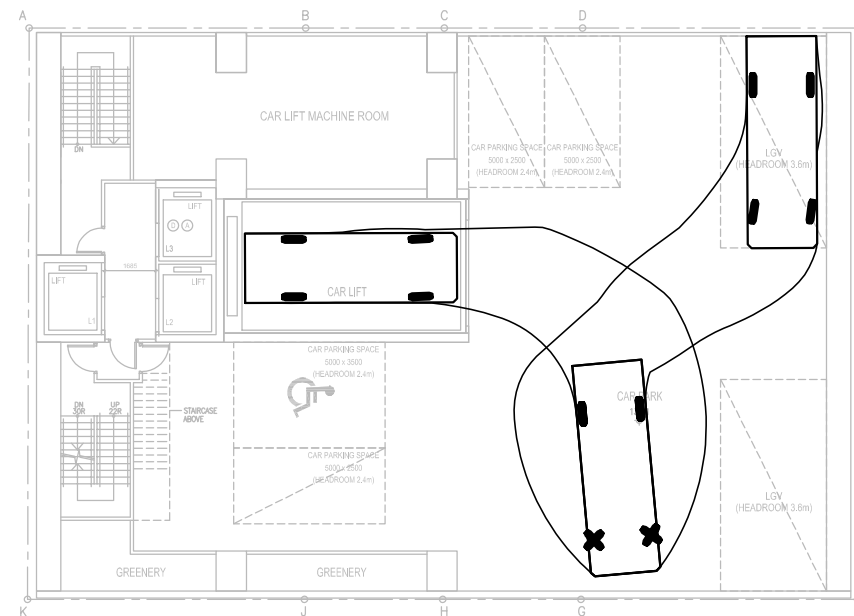
CKM Asia Limited

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



ENTERING



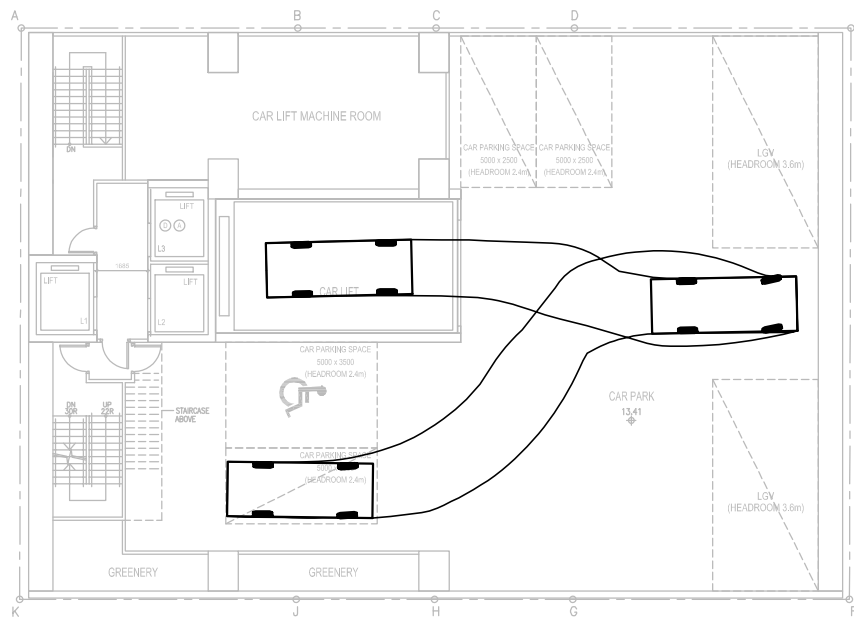
LEAVING

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

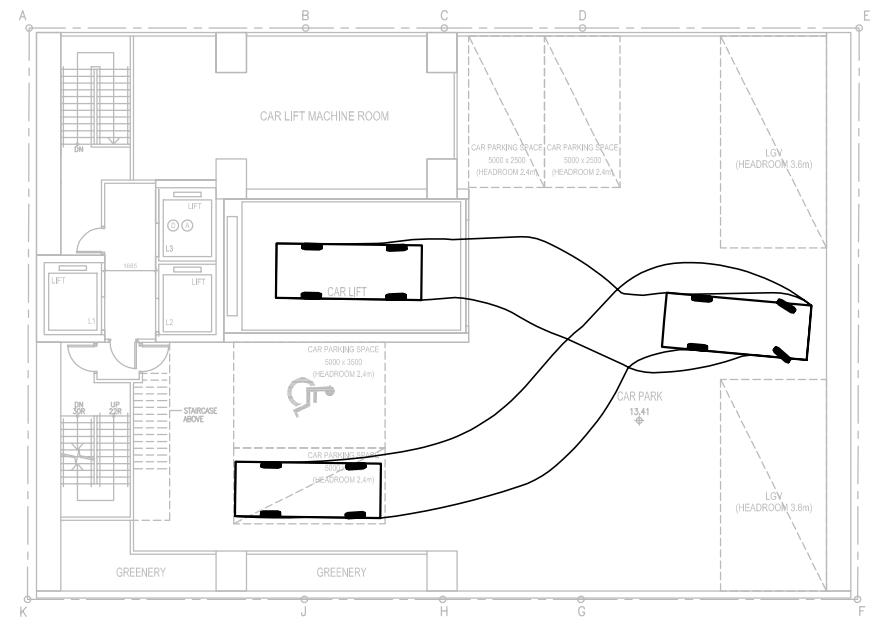
Figure Title
**SWEPT PATH OF LGV ENTERING AND LEAVING
THE LGV LOADING / UNLOADING BAY ON 2/F**

Figure No. SP9		Revision C
Designed by L C H	Drawn by N C M	Checked by K C
Scale in A4 1 : 250		Date 05 JUN 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



ENTERING



LEAVING

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.	SP10		Revision	C
Designed by	L C H	Drawn by	N C M	Checked by
Scale in A4	1 : 250		Date	05 JUN 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

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

<u>Activity</u>	<u>Time (s)</u>
Car lift travels from ground floor to typical car park floor	18
Lift door opens	5
Car exits lift in forward 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
<u>Total</u>	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

<u>Number of Cars N</u>	<u>Probability of Exact N Cars in the Lift System</u>	<u>Probability of N Cars or Less in the Lift System</u>	<u>Probability of More Than N Cars in the Lift System</u>
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		6
		typical floor distance		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 $1/N! * (\lambda/\mu)^N$ 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 multi-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