

ANNEX 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**

**Traffic Impact Assessment
Final Report
April 2026**

Prepared by: CKM Asia Limited

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1.0 INTRODUCTION

Background

- 1.1 The Subject Site is located at 9 – 19 Kam Wa Street in Shau Kei Wan, and the location of the Subject Site is shown in **Figure 1.1**.
- 1.2 On 4 February 2025, Buildings Department approved the General Building Plan (BD ref.: BD 2-3/9182/74/6) (the “**Approved GBP**”) for a residential development at the Subject Site. The **Approved GBP** is for a single block with: (i) 86 residential flats with average gross floor area (“GFA”) of 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 public light bus layby 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 public light bus layby 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 2.4**.
- 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; and
 - J3: Signalised Junction of Aldrich Street / Factory Street
- 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 2.5**.

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	> 100%	> 100%

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 2.6** 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 <i>Proposed Hotel</i> = 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 = <u>4 nos.</u> (= 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., 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

- 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	3 – 15 A Kung Ngam Road	Residential	1,617 flats
C	17 – 25 A Kung Ngam Road	Residential	1,358 flats
D	257 A Kung Ngam Road	Residential	646 flats
E	A Kung Ngam Village	Residential	500 flats
F	153 hau Kei Wan Main Street East	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
<i>Residential Use (pcu/hours/flat)</i>				
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
Adopted Rates (minimum)⁽¹⁾	0.0385	0.0385	0.0385	0.0385
<i>Retail Use (pcu/hours/100m²)</i>				
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
<i>Hotel (pcu/hour/room)</i>				
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)	4	4	8	4	4	8
Retail (389m ² GFA)	1	1	2	1	1	2
Total	5	5	10	5	5	10
Proposed Hotel [b]						
Hotel (336 rooms)	8	8	16	6	6	12
Difference [b] – [a]	+3	+3	+6	+1	+1	+2

- 4.15 Table 4.8 shows that compared with the **Approved GBP**, the **Proposed Hotel** generates only 6 and 2 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 4.4)**

2034 with the **Proposed Hotel[B]** = [A] + (iv) Additional Traffic generated by the **Proposed Hotel (Table 4.4)**

- 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	0.027
J2	Shau Kei Wan Main Street East / Factory Street	Priority / RFC	0.382	0.361	0.382	0.361
J3	Aldrich Street / Factory Street	Signalised / RC	> 100%	> 100%	> 100%	> 100%

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

*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.

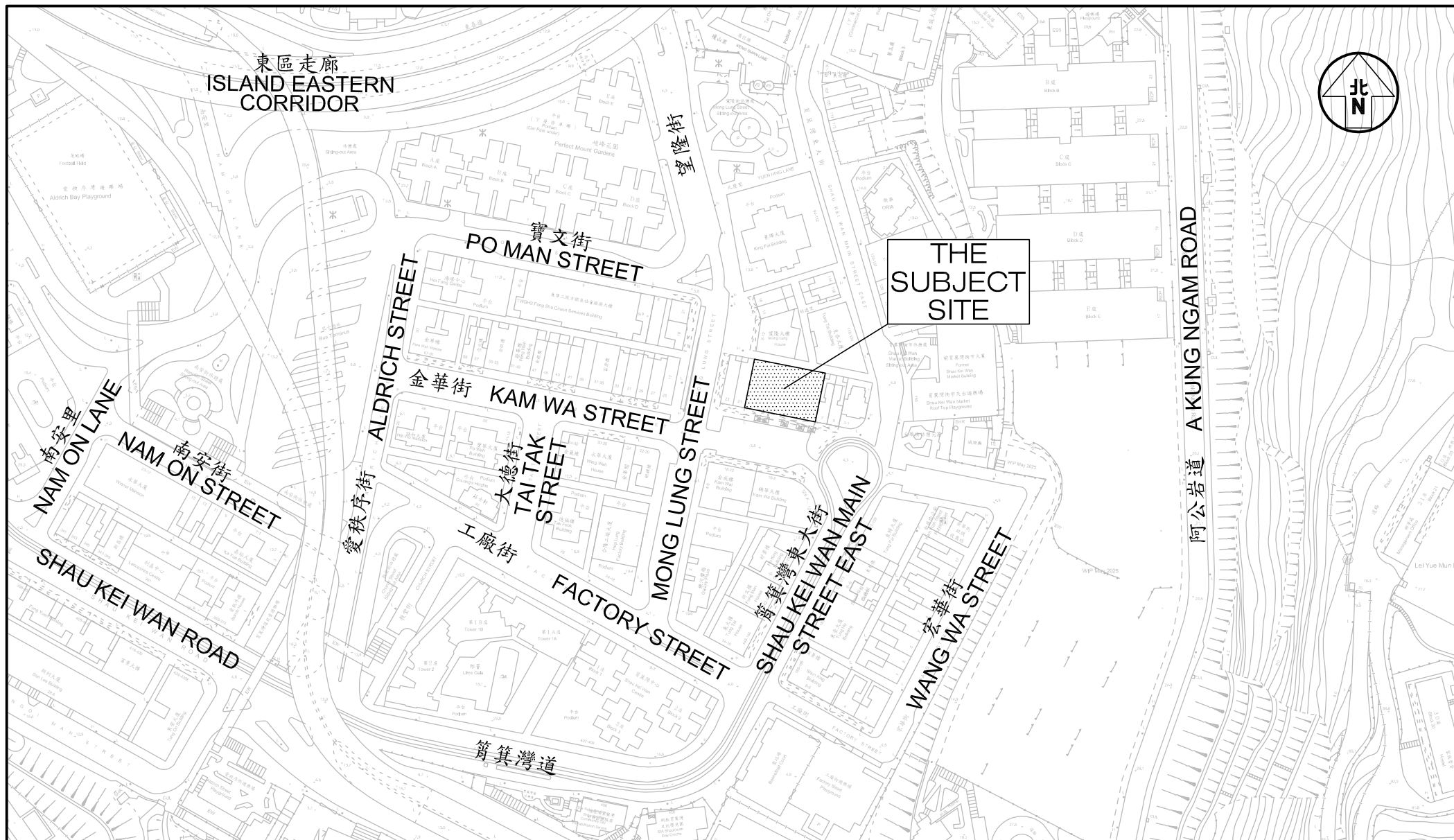
TABLE 5.5 2034 LOS WITHOUT AND WITH THE PROPOSED HOTEL

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	31	2.3	A	55	4.1	A
			PM	30	2.3	A	58	4.3	A
2	Mong Lung Street between Kam Wa Street and Po Man Street	Eastern Footpath	AM	454	13.8	A	474	14.4	A
			PM	378	11.5	A	400	12.2	A

- 5.13 Table 5.5 shows that all surveyed footpaths operate with LOS A 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.

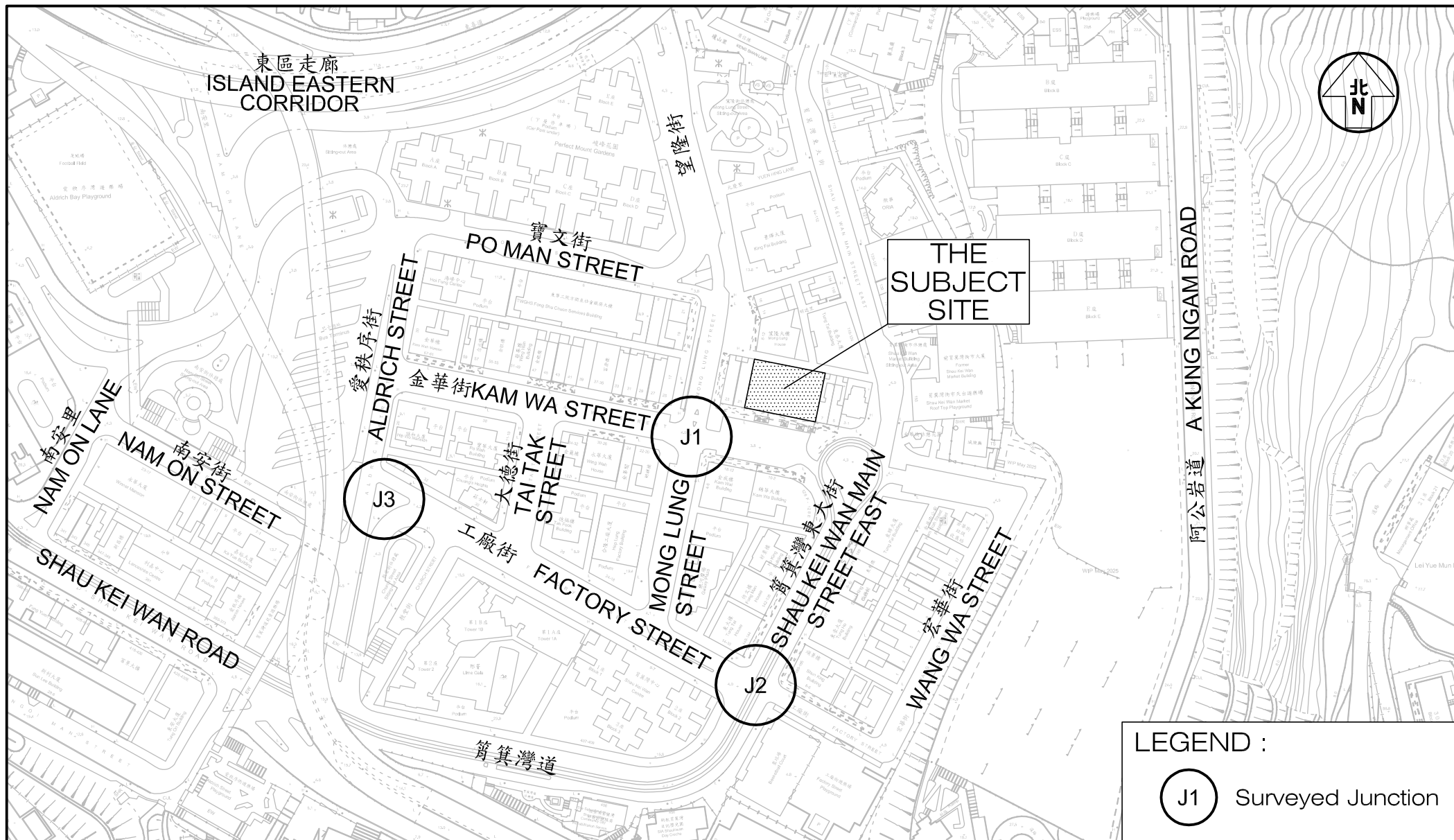
6.0 CONCLUSION

- 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 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 A
Figure Title LOCATION OF SUBJECT SITE	Designed by L C H	Checked by K C
	Scale in A4 1 : 2,000	Date 27 MAR 2026

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Project Title SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT
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Figure Title

LOCATION OF SURVEYED JUNCTIONS

Figure No. 2.1

Revision A

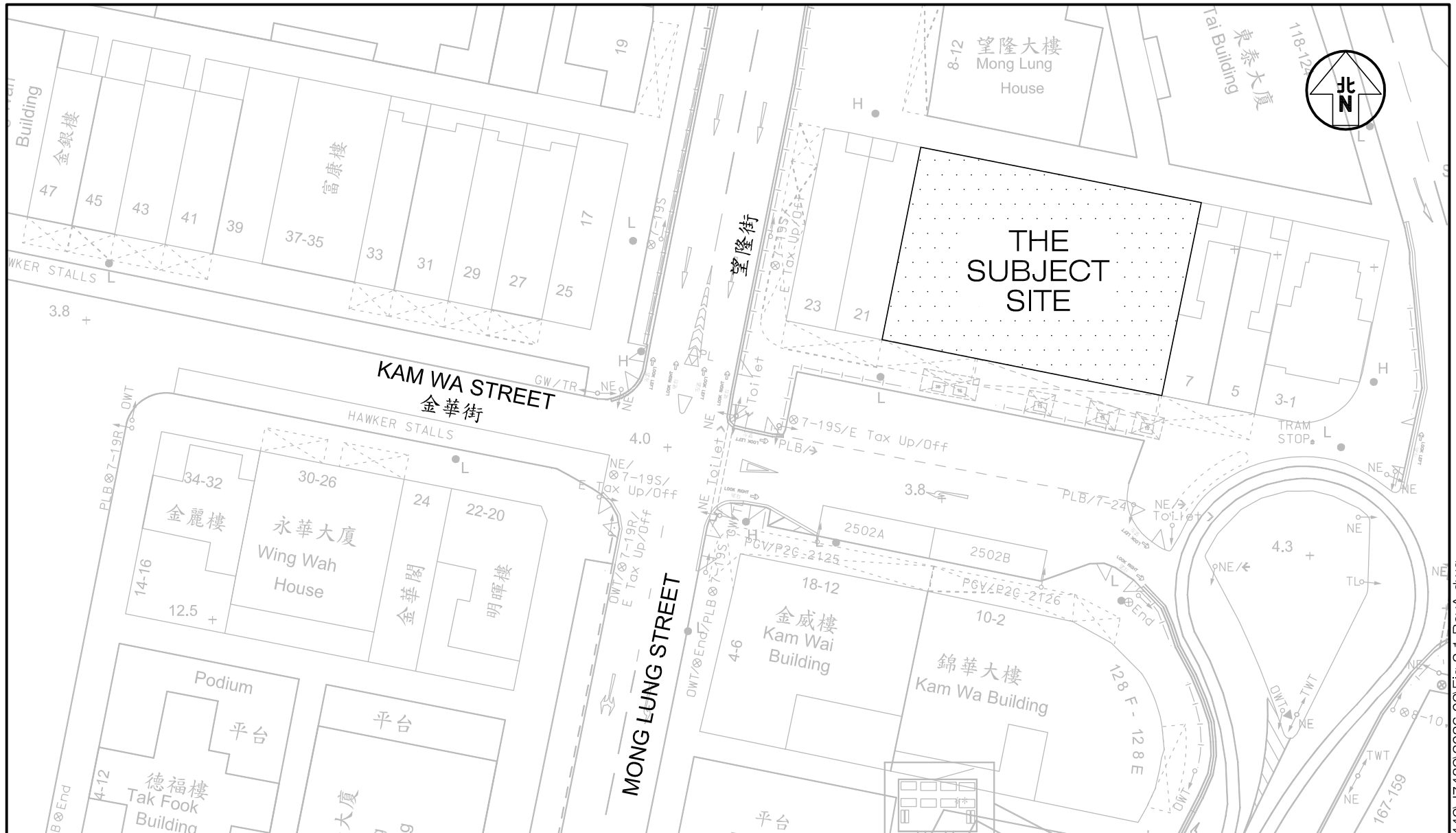
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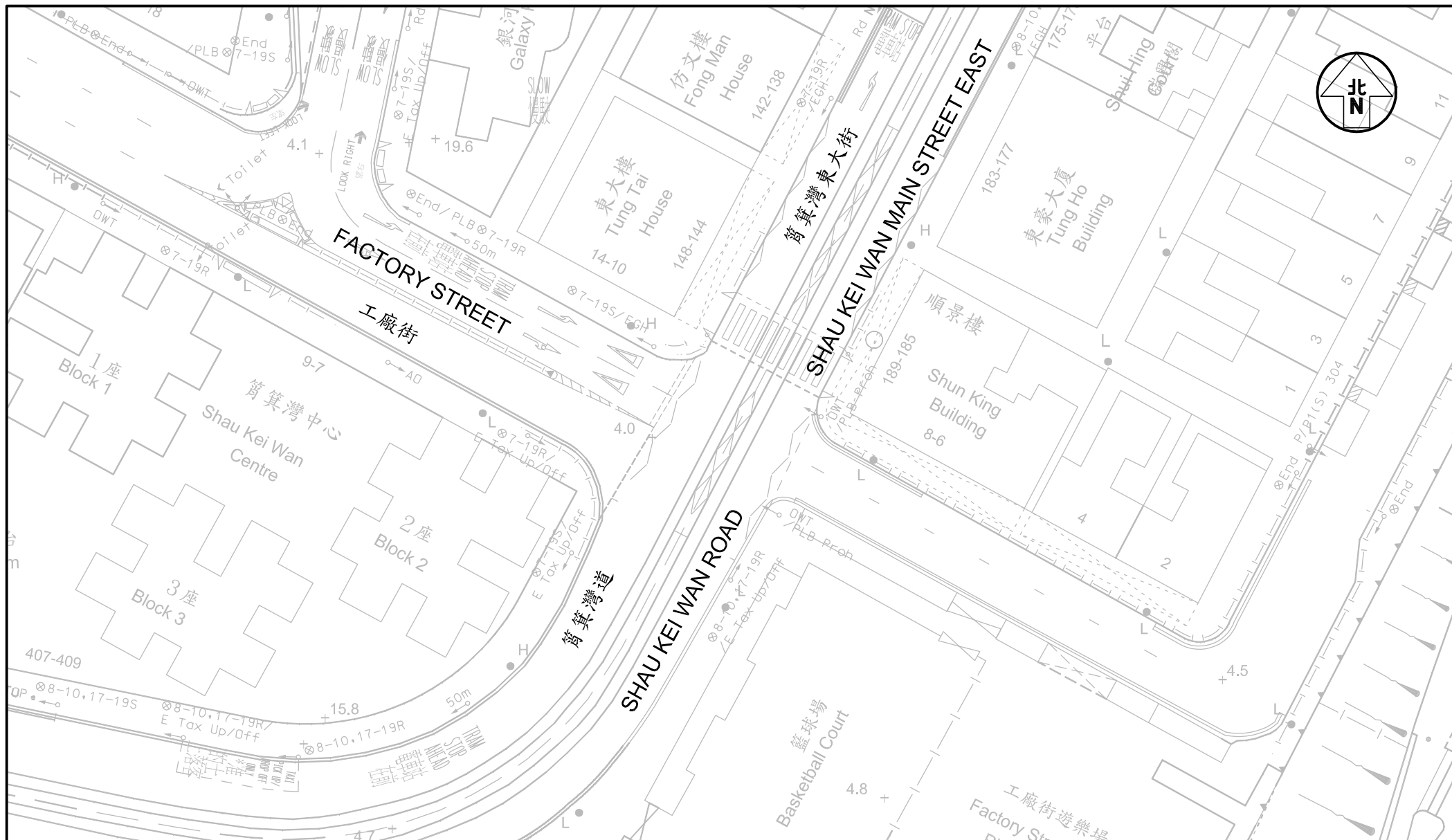
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Project Title				SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9-19 (ODDS) KAM WA STREET, SHAU KEI WAN				Figure No.		Revision		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				2.2		A			
Figure Title				LAYOUT OF JUNCTION OF KAM WA STREET / MONG LUNG STREET				Designed by L C H		Drawn by N C M			Checked by K C
								Scale in A4 1 : 500		Date 27 MAR 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
**LAYOUT OF JUNCTION OF
SHAU KEI WAN MAIN STREET EAST / FACTORY STREET**

Figure No. **2.3** Revision **A**

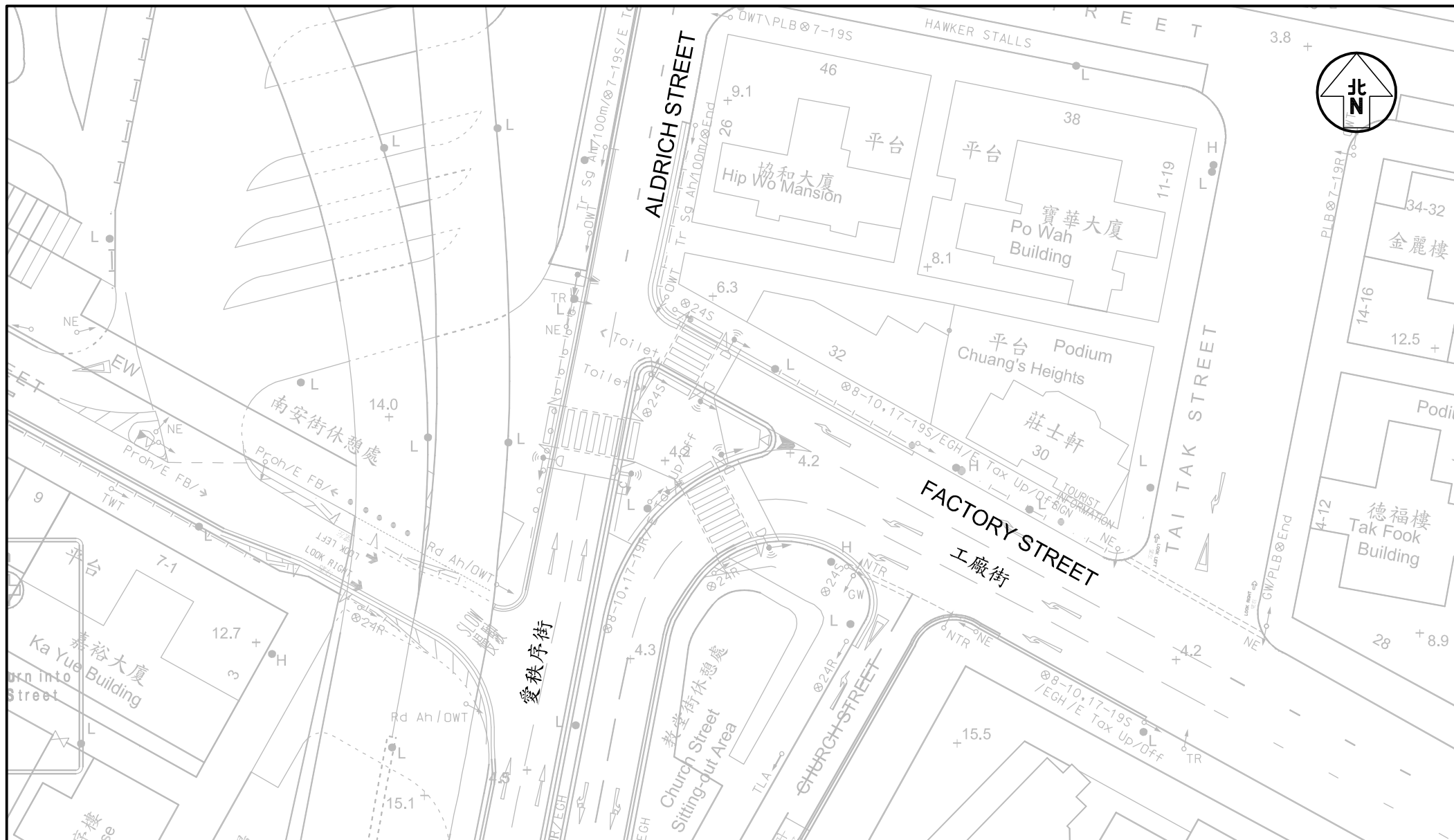
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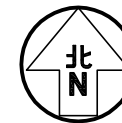
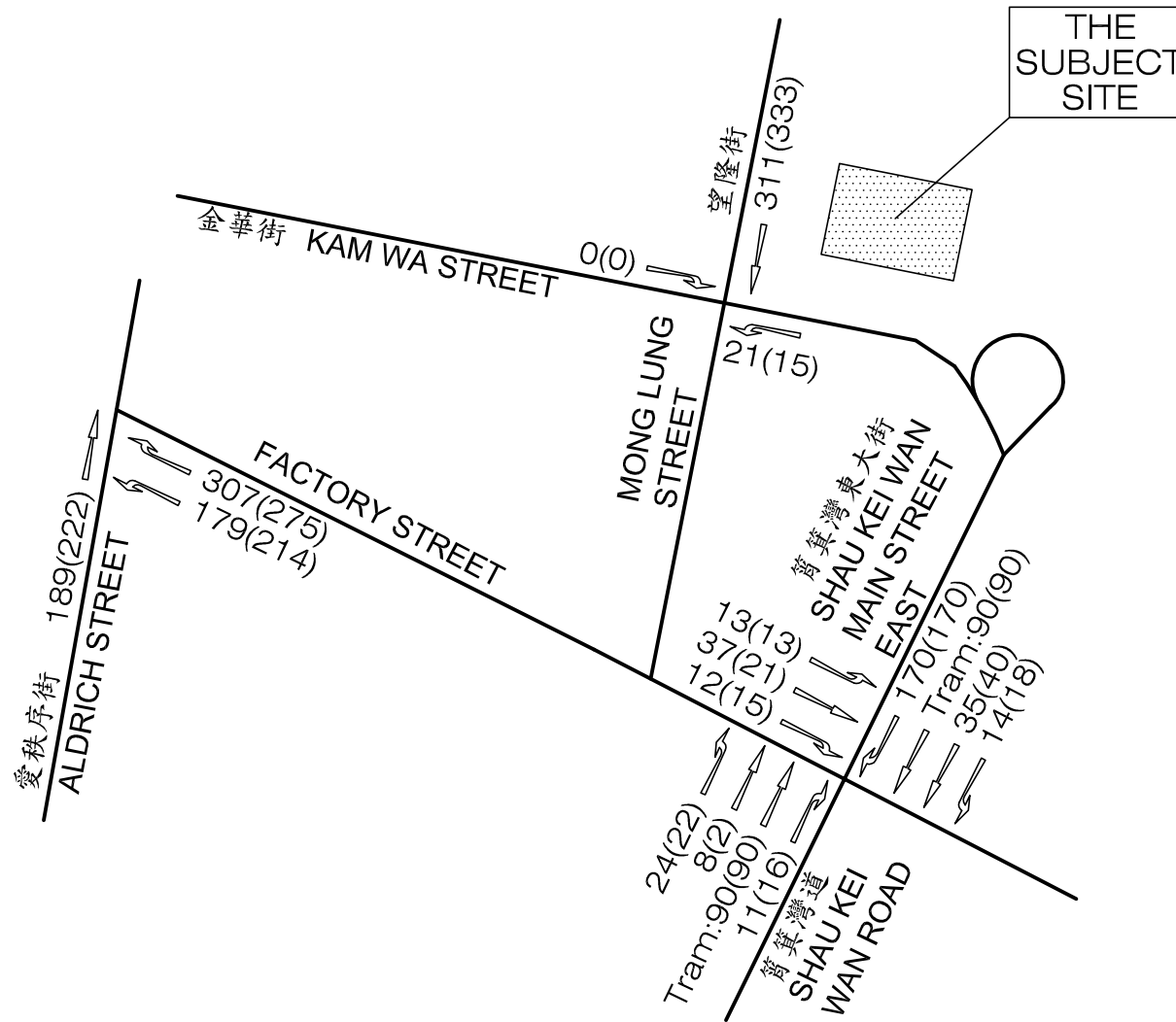
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Figure Title LAYOUT OF JUNCTION OF ALDRICH STREET / FACTORY STREET			Designed by L C H	Drawn by N C M	Checked by K C	Traffic and Transportation Planning Consultants
			Scale in A4 1 : 500	Date 27 MAR 2026		21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

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Figure No. 2.5
Revision A

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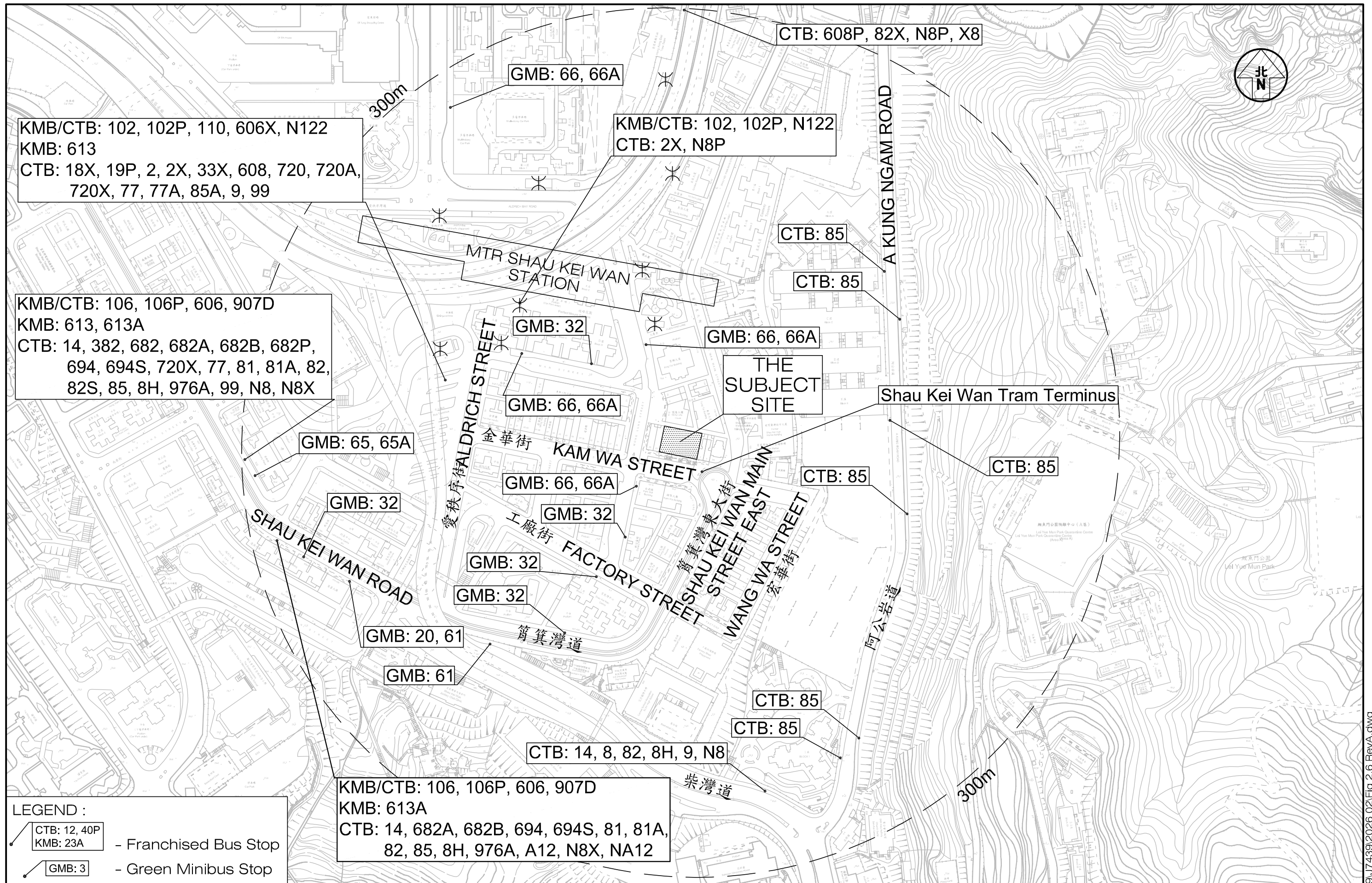
Figure Title

EXISTING PEAK HOUR TRAFFIC FLOWS

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LEGEND :

CTB: 12, 40P
KMB: 23A

- Franchised Bus Stop

GMB: 3

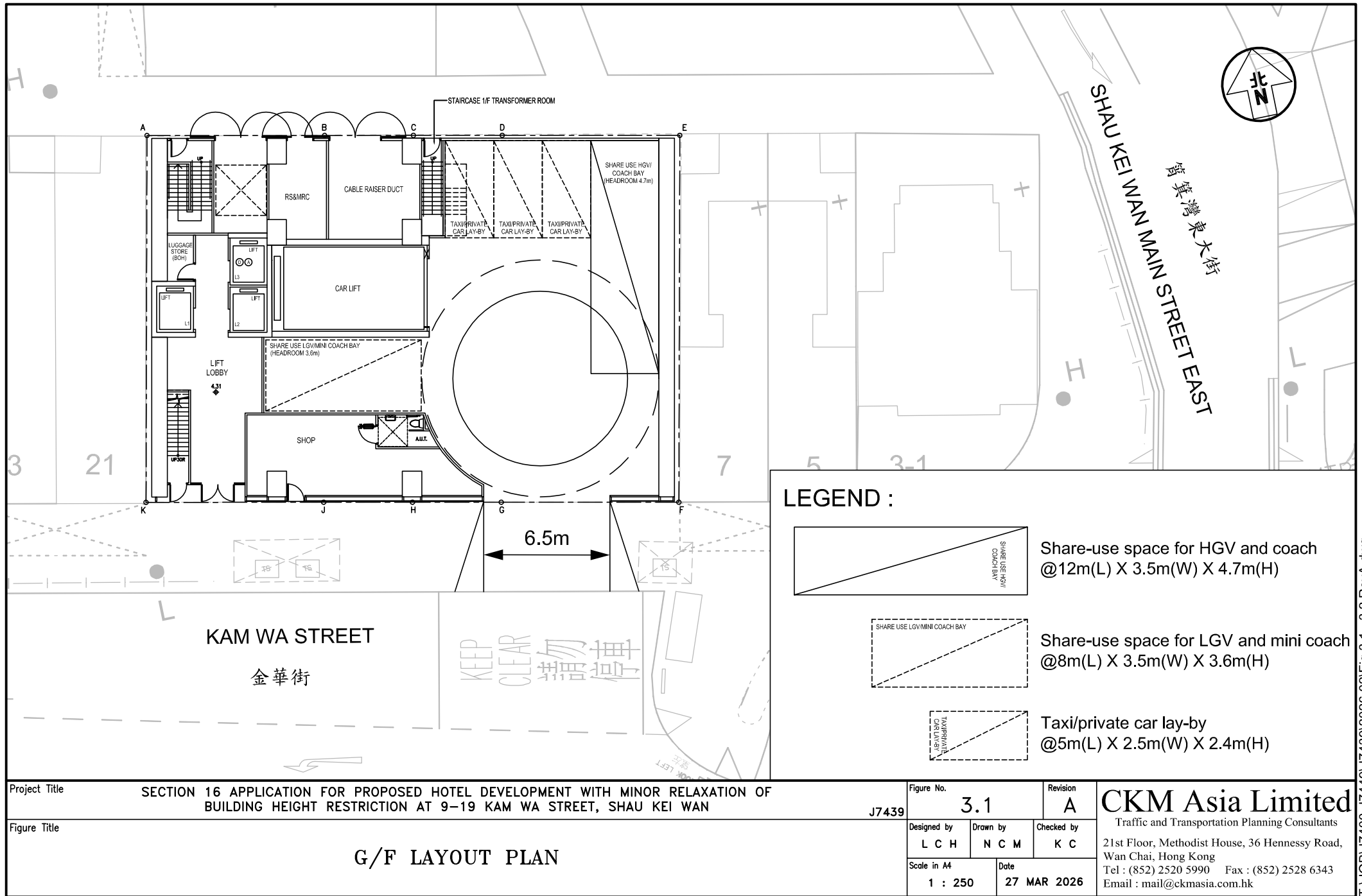
- Green Minibus Stop

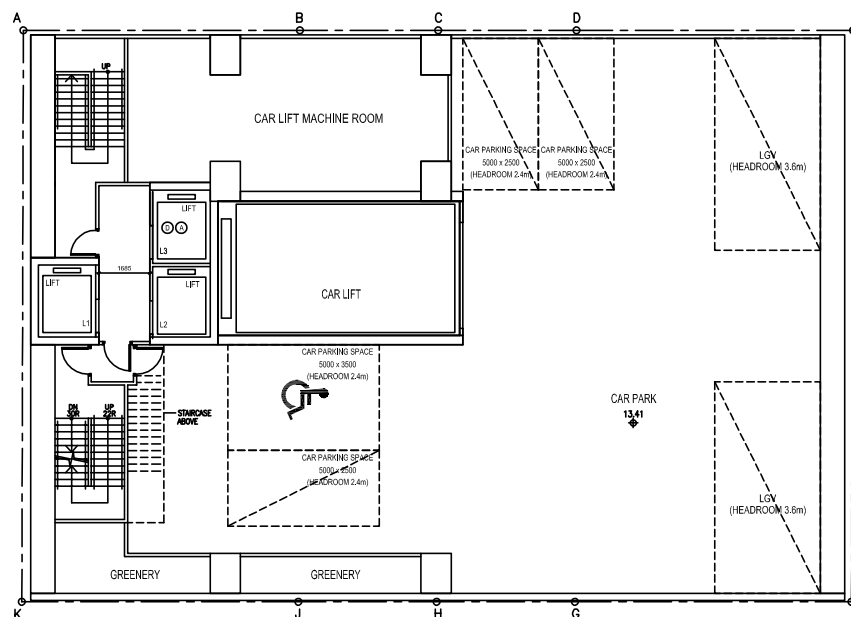
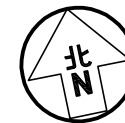
Project Title SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9-19 (ODDS) KAM WA STREET, SHAU KEI WAN J7439

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

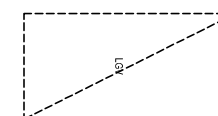
Figure No.	2.6	Revision	A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
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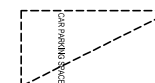
LEGEND :



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



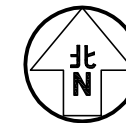
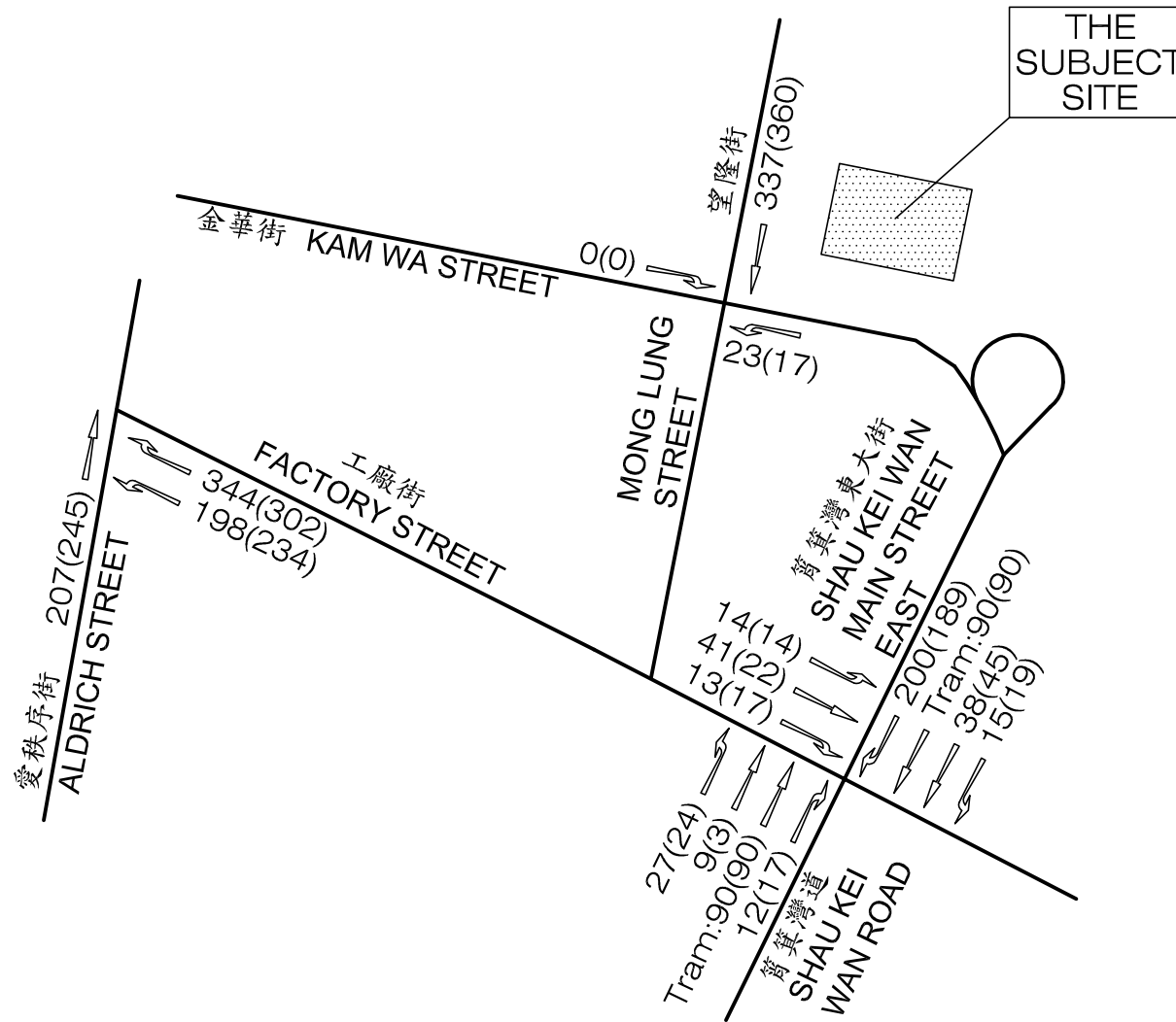
Accessible car parking space
@5m(L) X 3.5m(W) X 2.4m(H)



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	Figure No. 3.2	Revision A
Figure Title	2/F LAYOUT PLAN	Designed by L C H Drawn by N C M Checked by K C Scale in A4 1 : 250	Date 27 MAR 2026

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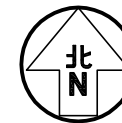
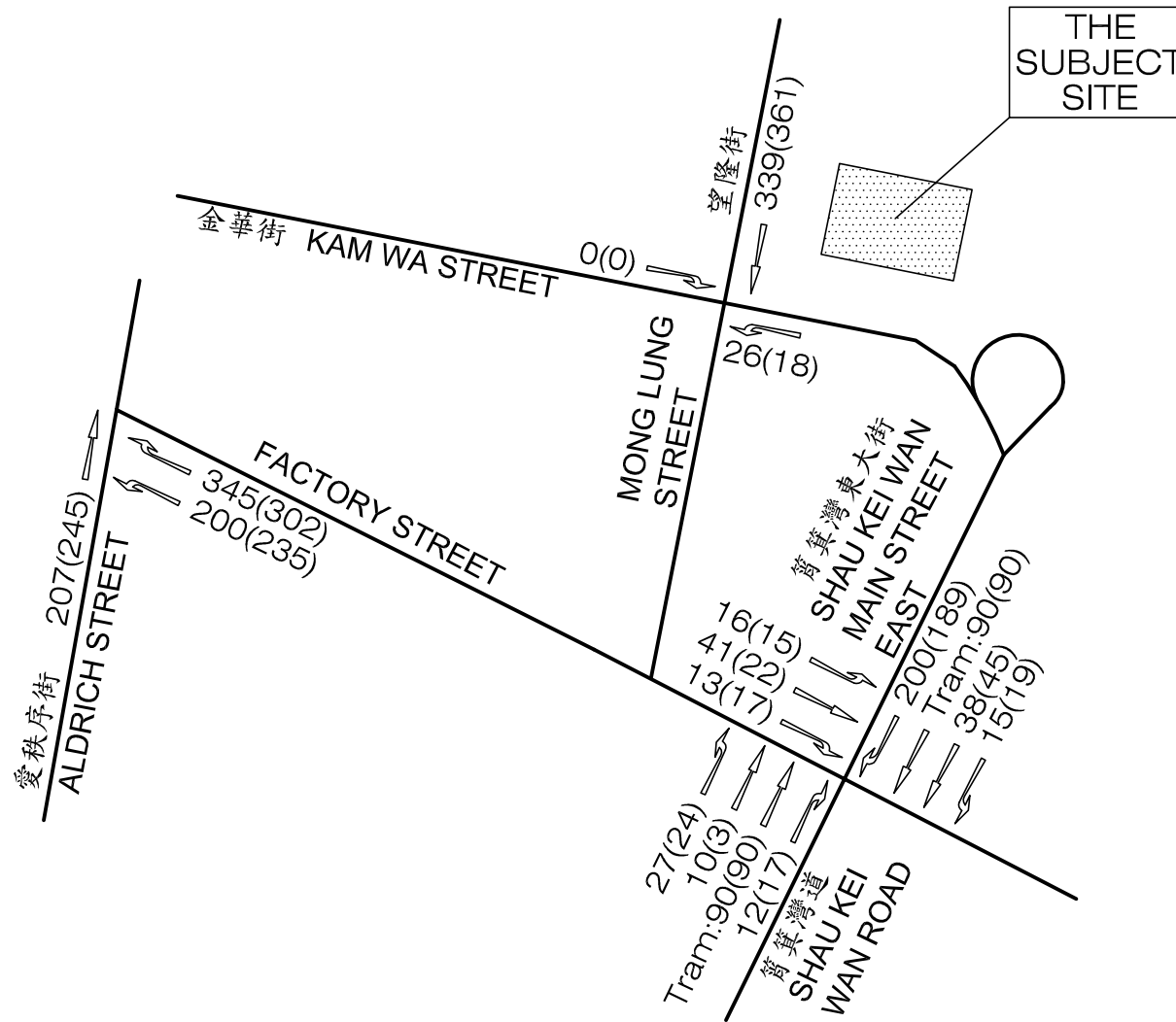
Figure No. 4.1
Revision A

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

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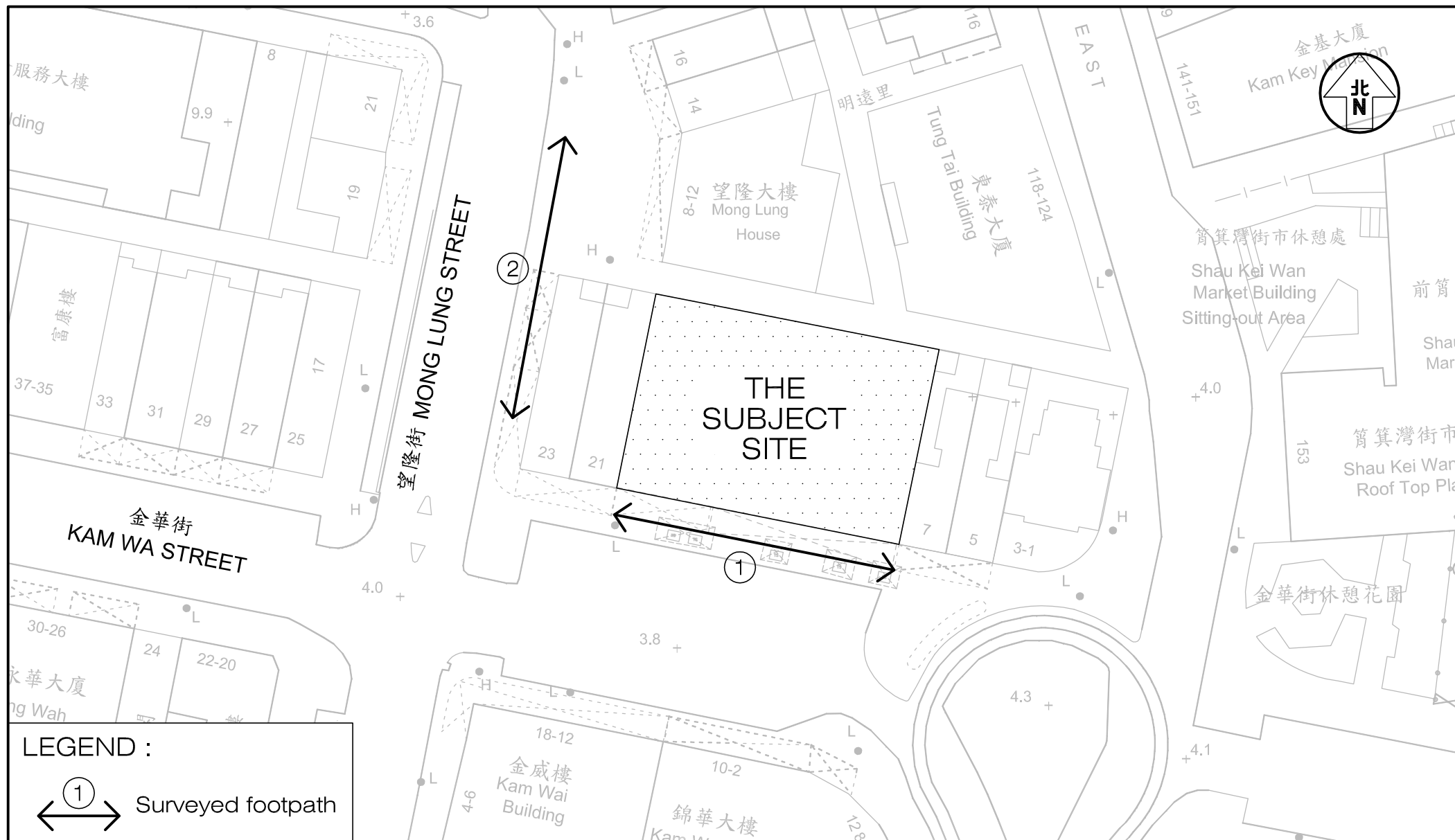


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Figure Title
YEAR 2034 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED HOTEL

Figure No. 4.2		Revision A
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LEGEND :

① Surveyed footpath

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Figure Title

LOCATION OF SURVEYED FOOTPATHS

Figure No.

5.1

Revision

A

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N C M

Checked by
K C

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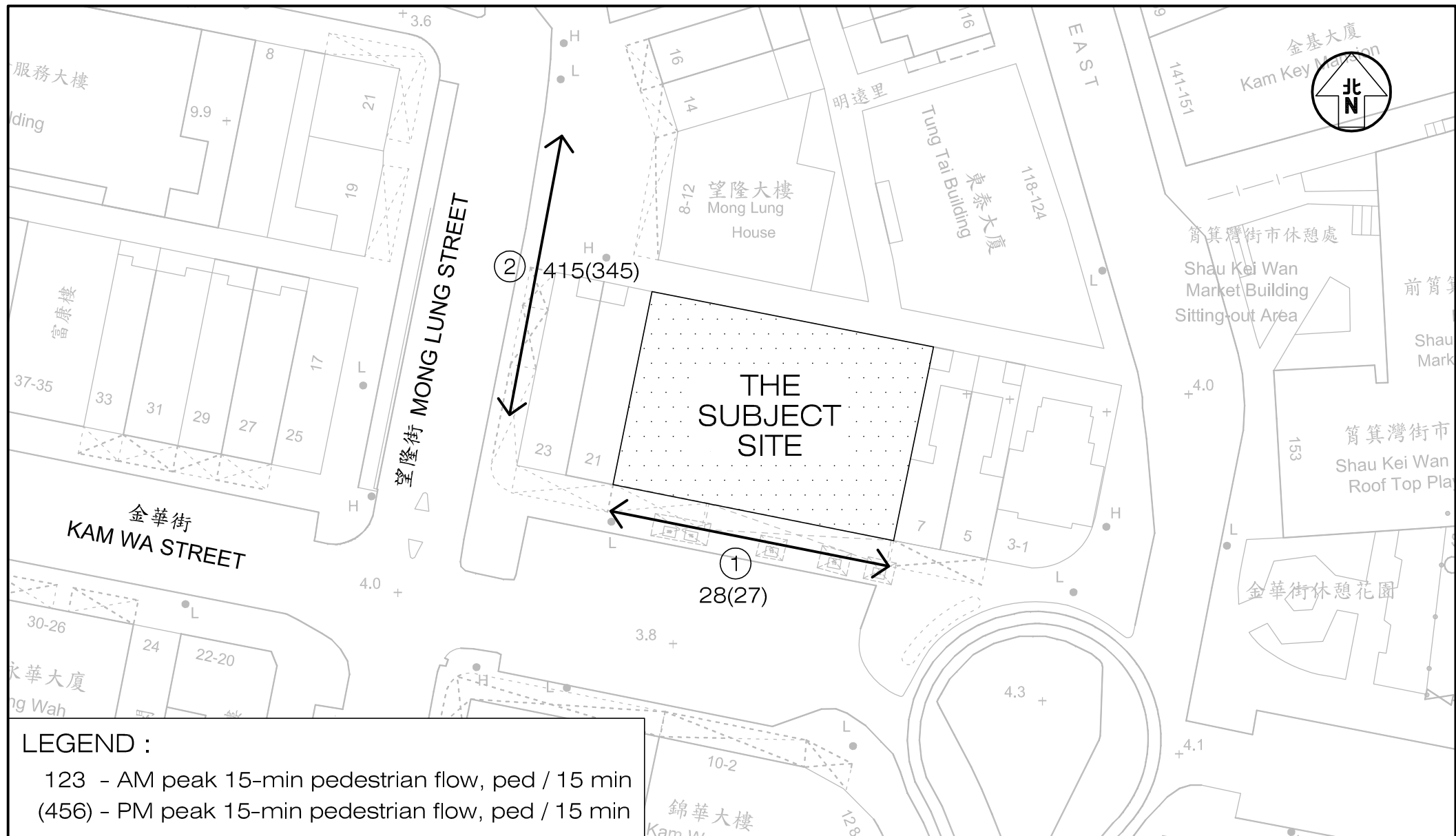
Date

27 MAR 2026

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

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

Figure No. 5.2

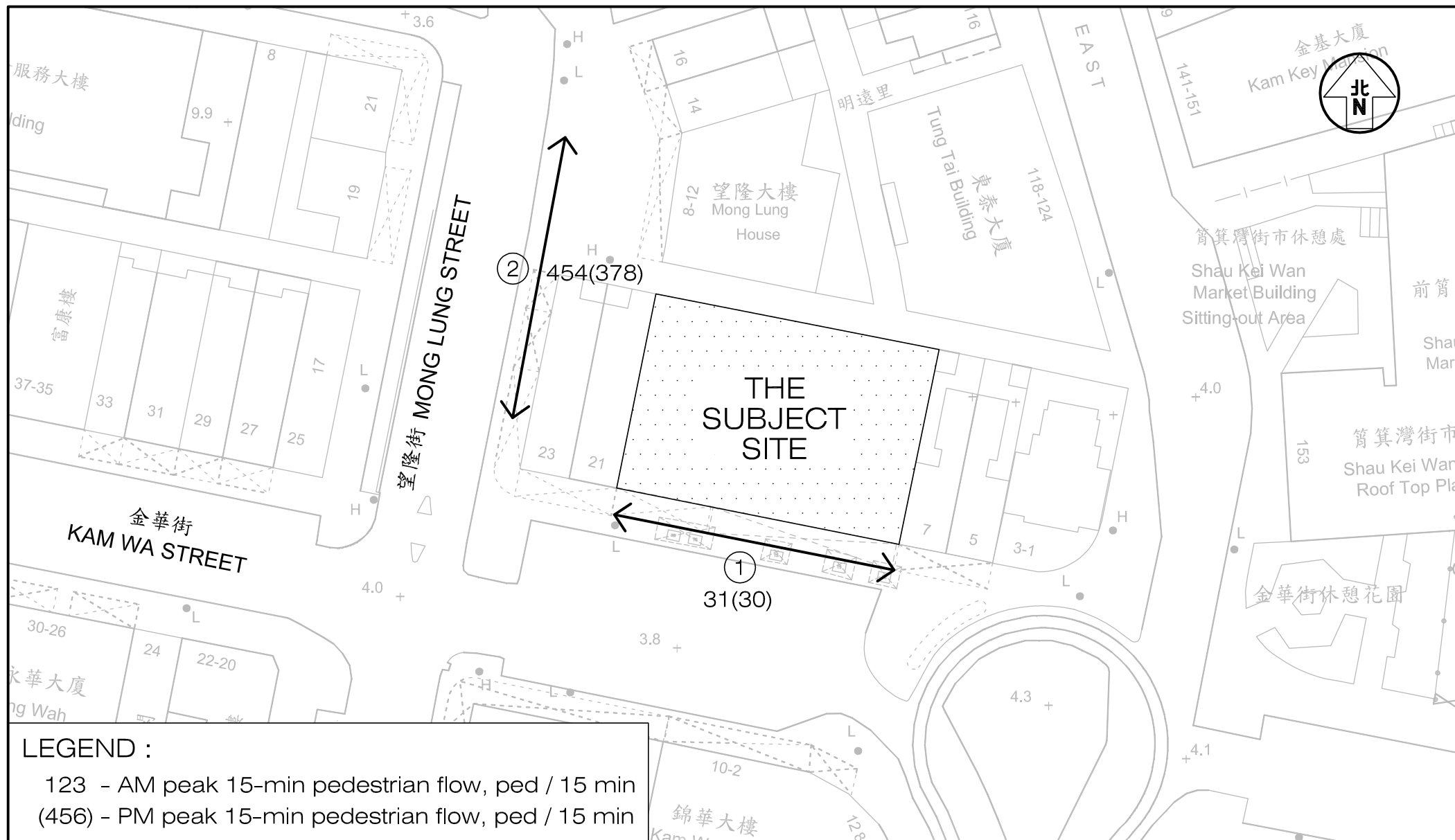
Revision A

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LEGEND :

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

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

Figure Title YEAR 2034 PEDESTRIAN FLOWS WITHOUT THE PROPOSED HOTEL

Figure No. 5.3 Revision A

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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 alternation to these existing facilities be required, the AP should seek prior approval from TD and this Regional Office.
 8. Any occupation of public road should seek comments from LandsD and TD.
 9. The AP shall take all necessary precaution and protection measures to protect safety of pedestrian and vehicular movements during the construction of the proposed works.
 10. Adequate wheel washing facilities shall be provided within the site. The AP shall take any necessary action to ensure that all vehicles should be washed within the site and to prevent any spoil or soil debris to be deposited onto public roads.
 11. Door openings should be confined within the Lot boundary.
- Every canopy shall be provided with adequate surface water drainage.

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:

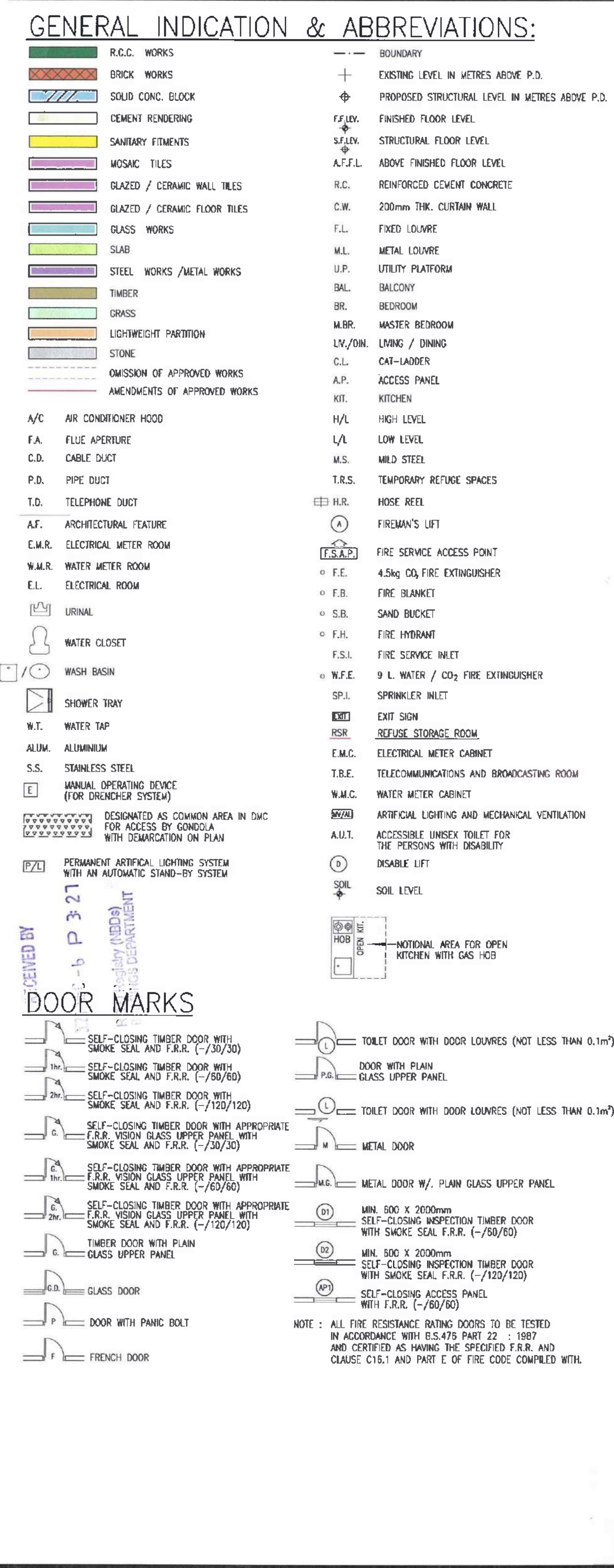
- (i) Location of the combined balcony with utility platform and air-conditioner platform is restricted to the living room, dining room or bedroom.
- (ii) There is no projecting window in the same room.
- (iii) Not less than 40% of the perimeter of the combined balcony with utility platform and air-conditioner 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
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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



1.0 AUTOMATIC SPRINKLER SYSTEM
i) EMERGENCY GENERATOR
ii) FIRE ALARM LIGHTING
iii) EXT. SIGNS
iv) FIRE DETECTION SYSTEM
v) FIRE HYDRANT / HOSE REEL SYSTEM
vi) PORTABLE HAND OPERATED APPROVAL APPLIANCES
vii) FREMAN'S LIFT
viii) VENTILATION / AIR CONDITIONING CONTROL SYSTEM
ix) DRENCHER SYSTEM

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

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

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

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

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

2.0 AUTOMATIC SPRINKLER SYSTEM
2.1 AN AUTOMATIC SPRINKLER SYSTEM WILL BE PROVIDED AND INSTALLED FOR G/F TO 2/F IN ACCORDANCE WITH LPC RULES INCORPORATING THE BS EN 12845 & FSD AND FSD CIRCULAR LETTER NO. 5/2020. THE CLASSIFICATION OF THE OCCUPANCY WILL BE ORDINARY HAZARD GROUP 3 FOR G/F TO 2/F. THE SYSTEM SHALL BE DESIGNED TO PROVIDE COVER FOR 2nd FLOORS ABOVE 2/F TO COVER STAIRCASE (i.e. 3/F & 5/F ONLY) AND 1ST TYPE OF SPRINKLER HEADS SHALL BE FAST-RESPONSE TYPE FOR THE STAIRCASE OF THESE TWO FLOORS. THE SYSTEM SHALL SERVE THE NATIONAL OPEN KITCHEN AREA IN DOMESTIC FLATS (3/F TO 28/F) (13/F, 14/F & 24/F OMITTED) AND 1ST TYPE OF THESE F.S. NOTES.

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

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

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

2.5 NO SPRINKLER SYSTEM WILL BE PROVIDED FOR ALL LEAN PLANT ROOMS, TRANSFORMER ROOM, THE ROOM, H.V. SWITCH ROOM, SPRINKLER WATER PUMP AND TANK ROOM, F.S. WATER PUMP AND TANK ROOM, POTABLE & FLUSHING WATER PUMP AND TANK ROOM, SPRINKLER WATER PUMP AND TANK ROOM, L.V. CABLE RISER ROOM, L.V. SWITCH ROOM, F.S. CONTROL ROOM AND SPRINKLER CONTROL VALVE ROOM, EMERGENCY GENERATOR ROOM, LIFT MACHINE ROOM, ELEC. DUCT, TEL. DUCT, CABLE RISER DUCT, PIPE DUCTS ETC., CABINET FOR F.S. AND SPRINKLER INLETS, DRENCHER INLET & CONTROL VALVE CABINET, CHECK WATER CABINETS, W.M.C., E.M.C., TOWNGAS CABINET, AND 1ST FLOOR EXTERIOR ALUMINIUM CABINET.

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

3.0 FIRE DETECTION AND FIRE ALARM SYSTEM
3.1 FIRE DETECTION SYSTEM SHALL BE PROVIDED IN AREAS NOT COVERED BY SPRINKLER IN ACCORDANCE WITH FSD CIRCULAR LETTER NO. 8/2022 AND BS 5838-1:2017.

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

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

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

3.5 ALL FIRE ALARM SIGNALS SHALL BE TRANSMITTED TO THE FIRE ALARM PANEL BY POINT SO THAT THE EXACT LOCATION OF EACH SIGNAL DEVICE WILL BE KNOWN AND OF THE SYSTEM OF THE ADDRESSABLE TYPE FIRE ALARM PANEL.

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

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

4.0 PORTABLE APPLIANCES
4.1 FOLLOWING PORTABLE HAND-OPERATED FIRE EXTINGUISHING APPLIANCES TO BE PROVIDED AT POSITIONS AS INDICATED ON PLANS:
(1) 4.5KG. CO2/F.E. (F) (2) 5L WATER F.E. (W.F.E)

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

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

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

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

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

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

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

11.0 MISCELLANEOUS FIRE SERVICES REQUIREMENT
11.1 STANDARD REQUIREMENT FOR TRANSFORMER ROOM TO BE COMPLIED WITH.

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

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

13.0 SMOKE EXTRACTION SYSTEM
1.1 SMOKE EXTRACTION SYSTEM WILL NOT BE PROVIDED FOR THE BUILDING AS FIRE COMPARTMENT (3/F & 14/F) ARE NOT EXCEEDING 7000 SQ.METRES.

14.0 AUDIO/VISUAL ADVISORY SYSTEM
1.1 AUDIO/VISUAL ADVISORY SYSTEM WILL NOT BE PROVIDED FOR THE BUILDING, AS NO AREA OCCUPIED BY ANY ONE SINGLE OCCUPANT ON ANY ONE FLOOR EXCEEDS 2000 SQUARE METRES.

15.0 DRENCHER SYSTEM
1.1 DRENCHER SYSTEM TO BE PROVIDED TO PROTECT THE VENTILATED OPENINGS IN REFUGE FLOOR.
- WATER TANK WITH CAPACITY OF 3600L TO BE PROVIDED AT 2/F TO SUPPLY THE WATER TO THE TANK.
- THE REFUGE FLOOR OF THE DRENCHER SYSTEM FOR REFUGES IS TO BE ACTIVATED MANUALLY (MANUAL RELEASE UNIT AT REFUGE FLOOR) & AUTOMATICALLY (SPRINKLER AT REFUGE FLOOR) IN ACCORDANCE TO FSD CDP.
- 30 MIN. WATER SUPPLY:
$$(0.33 \times 107,000 + 1.0735 \times 2,4250 + 5.8000 \times 2,4130 + 2.8750 + 11,000 \times 10) \times 3.05(41) = 81,292.68 \text{ (PROVIDED OPENING AREA)} \times 10 \text{ L/min/sq (DESIGN DENSITY)} \times 30 \text{ min. (DURATION)} \times 1.3 \text{ (HYDRAULIC ALLOWANCE)} = 83,655.54 \text{ LITRES (SAFETY FACTOR)}$$

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

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

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

16.0 ADDITIONAL FIRE SERVICES PROVISION FOR OPEN KITCHEN
A FIRE SAFETY MANAGEMENT PLAN IN ACCORDANCE WITH CLAUSE F5.8 OF THE CODE OF PRACTICE FOR FIRE SAFETY IN BUILDINGS 2011 (OCTOBER 2015 REVISION) SHOULD BE SUBMITTED AND ENDORSED BY THE EO PRIOR TO REQUEST FOR FS ACCEPTANCE INSPECTION.
AND BE COMPLIED WITH THE CODE OF PRACTICE FOR FIRE SAFETY IN BUILDINGS 2011 (OCTOBER 2015 REVISION) CLAUSE C13.1

16.1 SMOKE DETECTOR INSIDE THE FLATS WITH OPEN KITCHEN
ADDRESSABLE SMOKE DETECTOR WITH SOUNDER BASE WILL BE PROVIDED AT L/N/DIN AREA INSIDE DOMESTIC FLATS WITH OPEN KITCHEN EXCEPT BEDROOM AND BATHROOM.
ACTIVATION OF THE SMOKE DETECTOR WITHIN A FLAT WILL RAISE THE SOUNDER BASE IN THE FLAT OF FIRE ORIGIN AND SEND A FIRE SIGNAL TO THE F.S. CONTROL PANEL, DIRECT LINK TO F.S. COMMUNICATION CENTRE WILL NOT BE PROVIDED.

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

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

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

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

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

Architectural drawing showing the ground floor plan of a building with dimensions and a perimeter diagram. The ground floor plan includes a central square area with a smaller square inside, surrounded by various rooms and corridors. Dimensions are given in meters: 27.112 (top), 10.000 (left), 25.932 (bottom), 18.780 (right), and 46.962 (bottom). The perimeter diagram shows the building footprint with dimensions 18.780, 27.112, 25.932, and 10.000. The area is labeled "EVA KAM WA STREET".

EVA PERIMETER CALCULATION (GROUND FLOOR TO 2ND FLOOR)	
Perimeter of Building 	$27.110 + 18.780 + 27.110 + 18.780$ $= 91.780 \text{ m.}$
Length of Facade to be Served by EVA 	26.930 m.
$\%$ (Permit min. 25%)	$29.342\% > 25\%$

[illegible]

EVA PERIMETER CALCULATION (29TH FLOOR TO UPPER ROOF)

Perimeter of Building

$$3.850 + 0.300 + 18.695 + 0.300 + 3.840 + 6.975 + 6.250 + 1.019 + 0.505 + 0.988 + 0.477 + 5.301 + 0.477 + 1.513 + 5.145 + 6.551 = 51.386 \text{ m.}$$

Length of Facade to be Served by EVA

$$3.850 + 0.300 + 18.695 + 0.300 + 3.840 = 26.985 \text{ m.}$$

% (Permit min. 25%)

$$43.960\% > 25\%$$

[illegible]

LIST OF G.F.A. CONCESSIONS

		To be specified on plans in making application for GFA concessions	To be specified in the final amendment plans for the application for occupation permit
Disregarded GFA under Building (Planning) Regulation 23(3)(b)		Non-Domestic	Domestic
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 F5 and equipment, meter room, transformer room, pump room, etc.	-	419,547 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 sign system	-	-	-
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, SHW 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)	15,414 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%			
(ITEM 19)			
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 FOR NON-DOMESTIC (OVER 15m)	= 60%
ACTUAL SITE COVERAGE FOR NON-DOMESTIC (OVER 15m)	= 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 (OVER 61m)	= 172,777 m ² / 518,408 m ² x 100% = 33.328% < 33.33%
PLOT RATIO	
UNDER BUILDING REGULATION	= 15
PERMISSIBLE PLOT RATIO FOR NON-DOMESTIC	= 8
PERMISSIBLE PLOT RATIO FOR DOMESTIC	= 288,952 / 518,408 m ²
PROPOSED PLOT RATIO FOR NON-DOMESTIC	= 0.75021 < 0.75402
PROPOSED PLOT RATIO FOR DOMESTIC	= 3,939,288 / 518,408 m ²
REMAINING PLOT RATIO FOR NON-DOMESTIC	= 2,600 < 8
REMAINING PLOT RATIO FOR DOMESTIC	= (8 - 2,600) x 15 / 8 = 0.75046
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	= 146,630 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	

PERMISSIBLE PLOT RATIO FOR NON-DOMESTIC	= 15
PERMISSIBLE PLOT RATIO FOR DOMESTIC	= 8
PROPOSED PLOT RATIO FOR NON-DOMESTIC	= $\frac{388.957}{518.408} \text{ m}^2$
	= $\frac{0.75027}{1} \times 100 = 75.027\%$
PROPOSED PLOT RATIO FOR DOMESTIC	= $\frac{1.939.788}{518.408} \text{ m}^2$
	= $\frac{7.600}{8} < 8$
REMAINING PLOT RATIO FOR NON-DOMESTIC	= $(8 - 7.600) \times 15 / 8$
	= $\frac{0.7504 \times 8}{1}$

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

<u>ACTUAL G.F.A. FOR DOMESTIC PART</u>	
GROUND FLOOR	= 68,332 m ²
3RD FLOOR	= 161,673 m ²
5TH-21ST FLOORS (168,673 m ² x 15 storeys)	= 2,530,095 m ²
22ND-28TH FLOORS (166,710 m ² x 6 storeys)	= 1,000,260 m ²
29TH FLOOR	= 149,344 m ²
30TH FLOOR	= 149,004 m ²
~~31ST FLOOR~~	~~= 146,630 m²~~
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. (NDN+DOMESTIC G.F.A. + DOMESTIC G.F.A.) = 4,328,745 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, <u>3RD TO 30TH</u>	LIFT 1	2.15 x 2.05 = 4.408	25	110,200	220,400
	LIFT 2	2.15 x 2.05 = 4.408		110,200	
G.F.A. OF LIFT SHAFT TO BE EXEMPTED					
$= 220,400 \text{ m}^2 / 4,058,708 \text{ m}^2 \times 100\% = 2.5\%$					

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			
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					

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			
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					

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			
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					

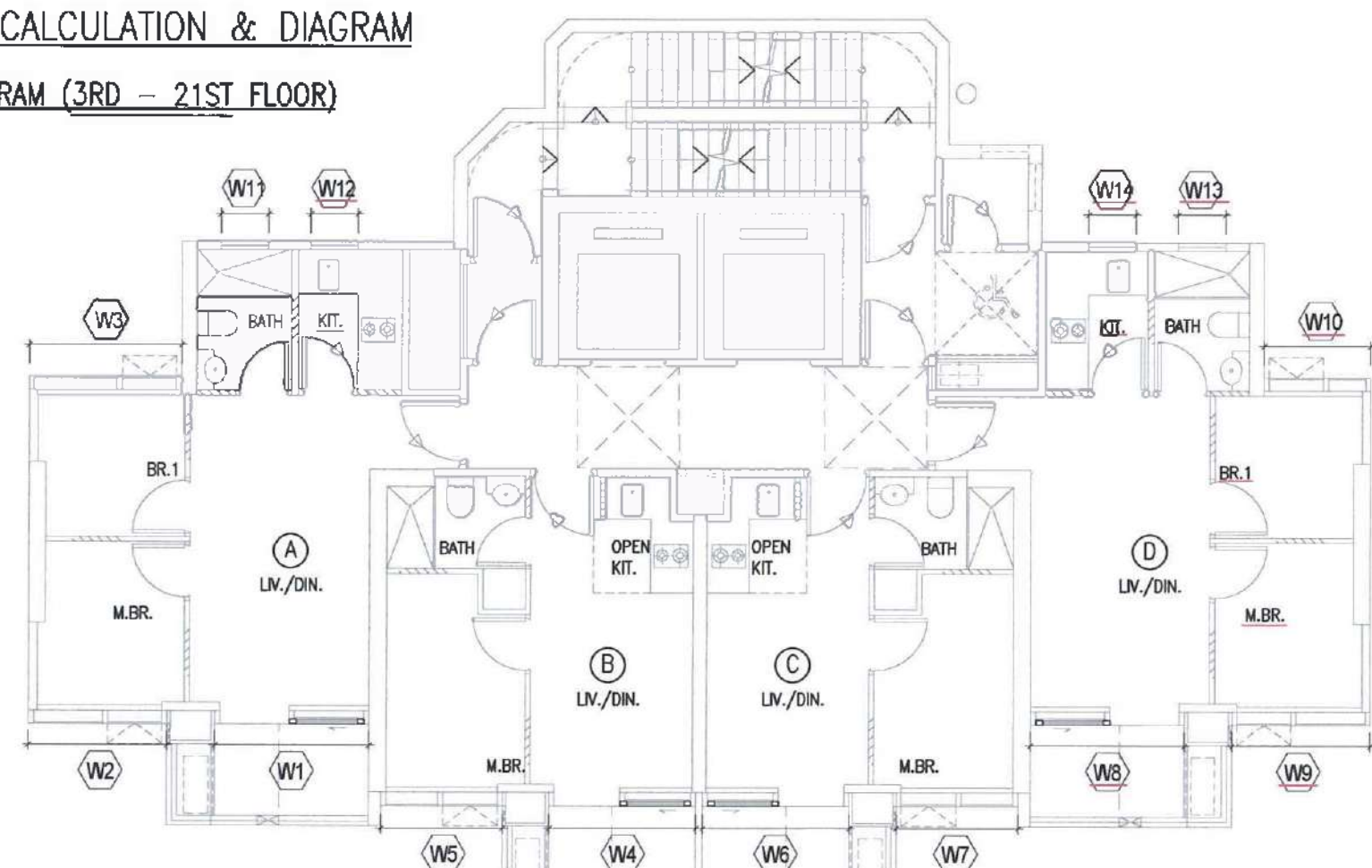
G.F.A. COUNTABLE LIFT SHAFT AREA SCHEDULE (FOR DOMESTIC USE) - REFER PNAP APP-89					
FLOOR	LIFT NO.	LIFT SHAFT AREA (m ²) PER FLOOR	NO. OF FLOOR	SUBTOTAL (m ²)	
GROUND FLOOR, 3RD TO 30TH	LIFT 1	2.15 x 2.05 = 4.408	25	110,200	
	LIFT 2	2.15 x 2.05 = 4.408			
G.F.A. OF LIFT SHAFT TO BE EXEMPTED					
=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

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		
G.F.A. OF LIFT SHAFT TO BE EXEMPTED				
= 22				

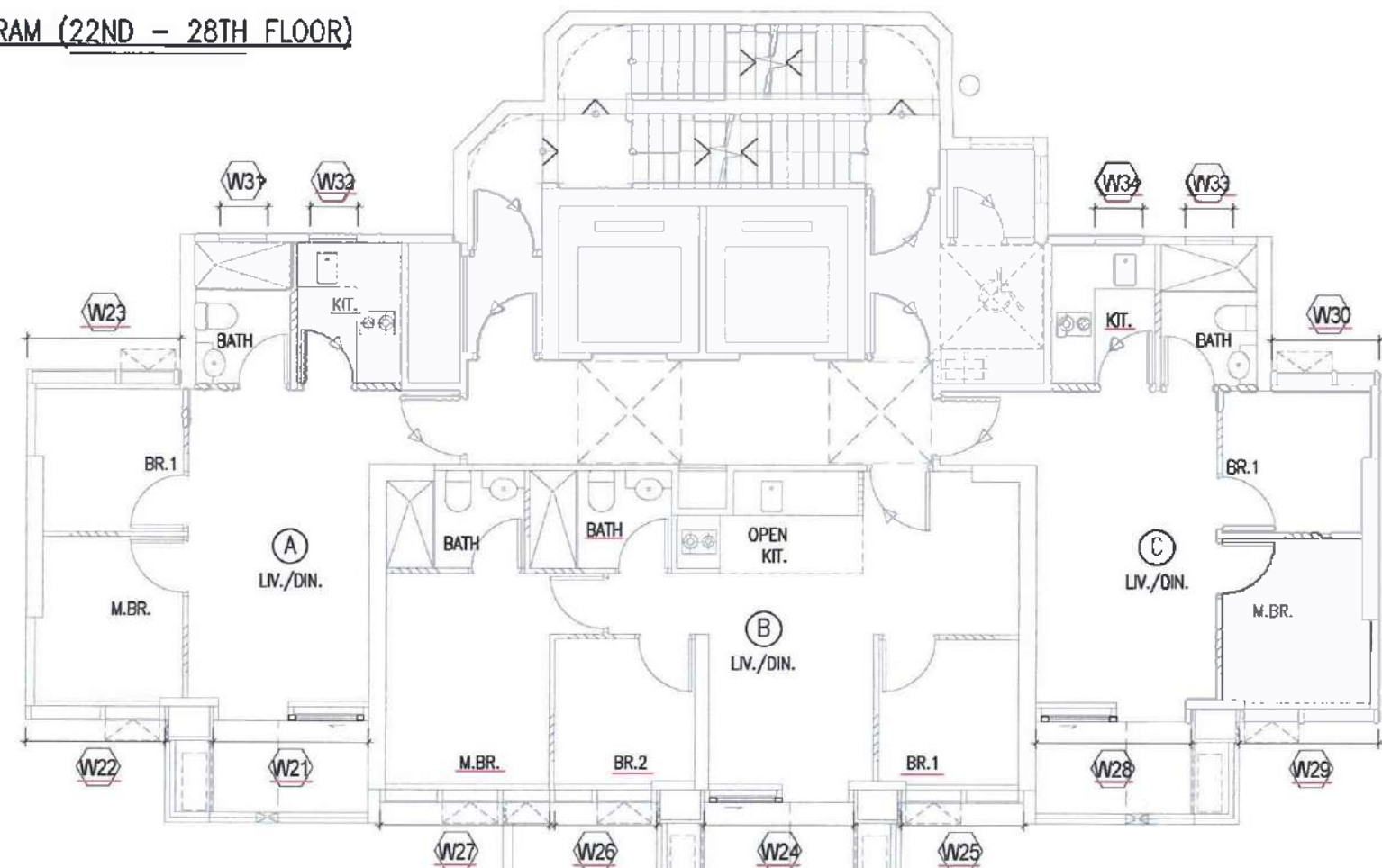
PROVISIONS OF MEANS OF ESCAPE IN CASE OF FIRE														
DISCHARGE VALUE FOR STAIRCASE PROVIDED				ACTUAL CAPACITY OF GROUND FLOOR										
No. of staircase	Width of each staircase (mm)	No. of storeys above ground floor	Total discharge value (person)	Floor	Use	Usable floor area (sq. m)	Area occupied per person (sq. m)	Total capacity (person)						
				G/F	SHOP A	98,547	3	33						
					SHOP B	93,119		32						
					SHOP C	104,779		37						
					SHOP D	40,791		14						
					SHOP E	39,889		14						
DISCHARGE VALUE FOR STAIRCASE PROVIDED				ACTUAL CAPACITY ABOVE GROUND FLOOR										
SI-1 & SI-2	1000	26 (1/F to 30/F)	2 x [408 x (26 x 18) x 0.7]	1/F	SHOP A	98,547	33	25						
					SHOP B	93,119	32							
					SHOP C	104,779	37							
					SHOP D	40,791	14							
					SHOP E	39,889	14							
					REFUSE ROOM	2,130	7							
					REFUSE ROOM	2,130	7							
					REFUSE ROOM	2,130	7							
					REFUSE ROOM	2,130	7							
					REFUSE ROOM	2,130	7							
				3/F	FLAT A	26,521	9	3	10					
					FLAT B	17,076	9	2						
					FLAT C	17,076	9	2						
					FLAT D	26,520	9	3						
					FLAT E	67,478	33	33						
					FLAT A	29,669	9	4			14 PER FLOOR	210 PER FLOOR		
					FLAT B	20,111	9	3						
					FLAT C	20,111	9	3						
					FLAT D	29,768	9	4						
					FLAT E	99,550	33	33						
				5/F TO 21/F	FLAT A	29,669	9	4	17 PER FLOOR	70 PER FLOOR				
					FLAT B	37,478	9	5						
					FLAT C	29,768	9	4						
					FLAT A	35,751	9	4			10			
					FLAT B	43,181	9	5						
					FLAT C	99,550	33	33						
					FLAT A	35,512	9	4					10	
					FLAT B	47,822	9	5						
					FLAT C	99,550	33	33						
					FLAT A	20,891	9	3			14 PER FLOOR	210 PER FLOOR		
FLAT B	19,135	9	3											
FLAT C	99,550	33	33											
FLAT D	99,550	33	33											
FLAT E	99,550	33	33											
				32/F	FLAT A	20,891	9	3	14 PER FLOOR	210 PER FLOOR				
					FLAT B	19,135	9	3						
					FLAT C	99,550	33	33						
					FLAT D	99,550	33	33						
				ADDC G/F TOTAL = 261										
ABOVE G/F TOTAL = 1,416 persons				ADDC G/F TOTAL = 261										

WINDOW AREA CALCULATION & DIAGRAM

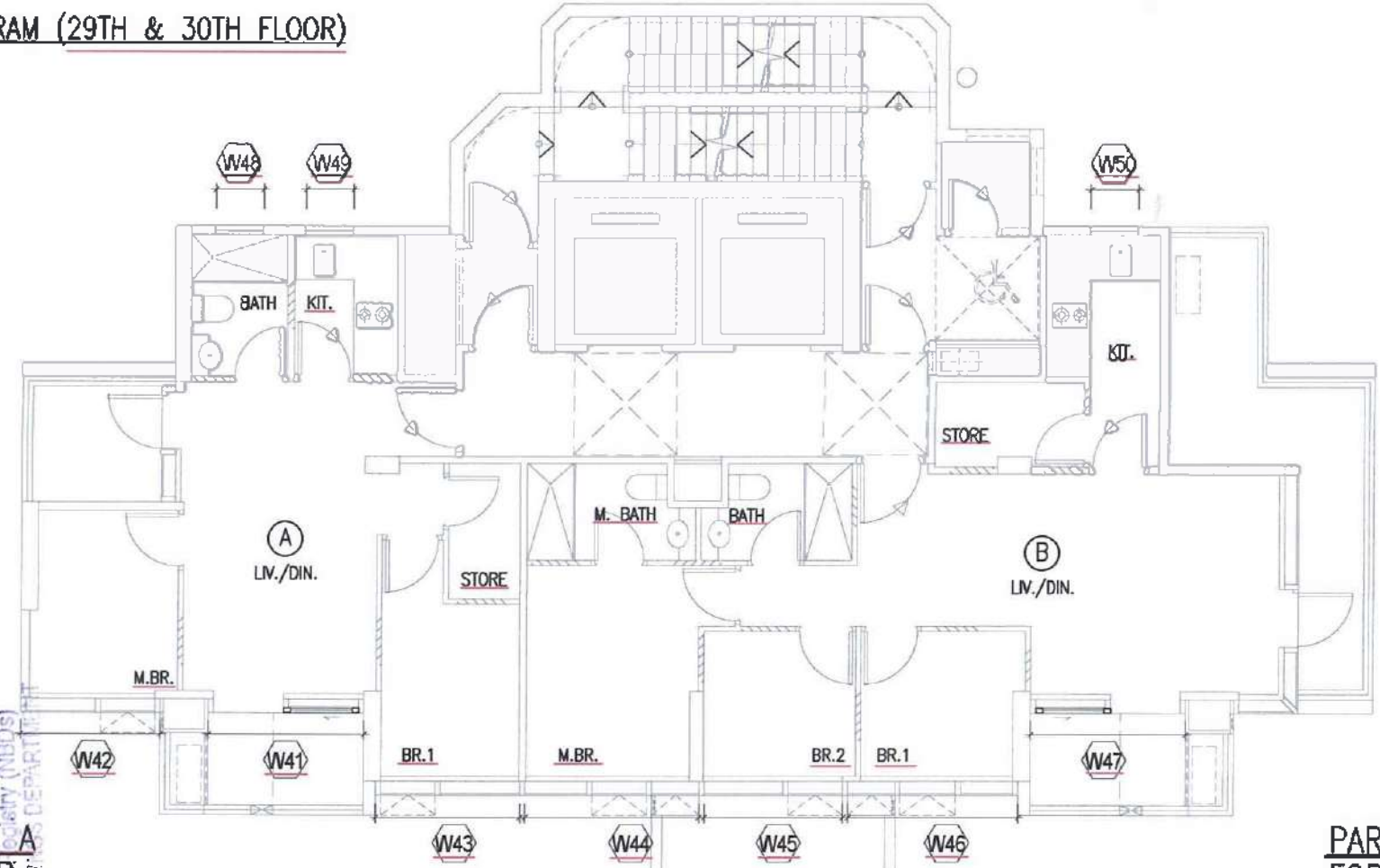
WINDOW MARK DIAGRAM (3RD - 21ST FLOOR)



WINDOW MARK DIAGRAM (22ND - 28TH FLOOR)



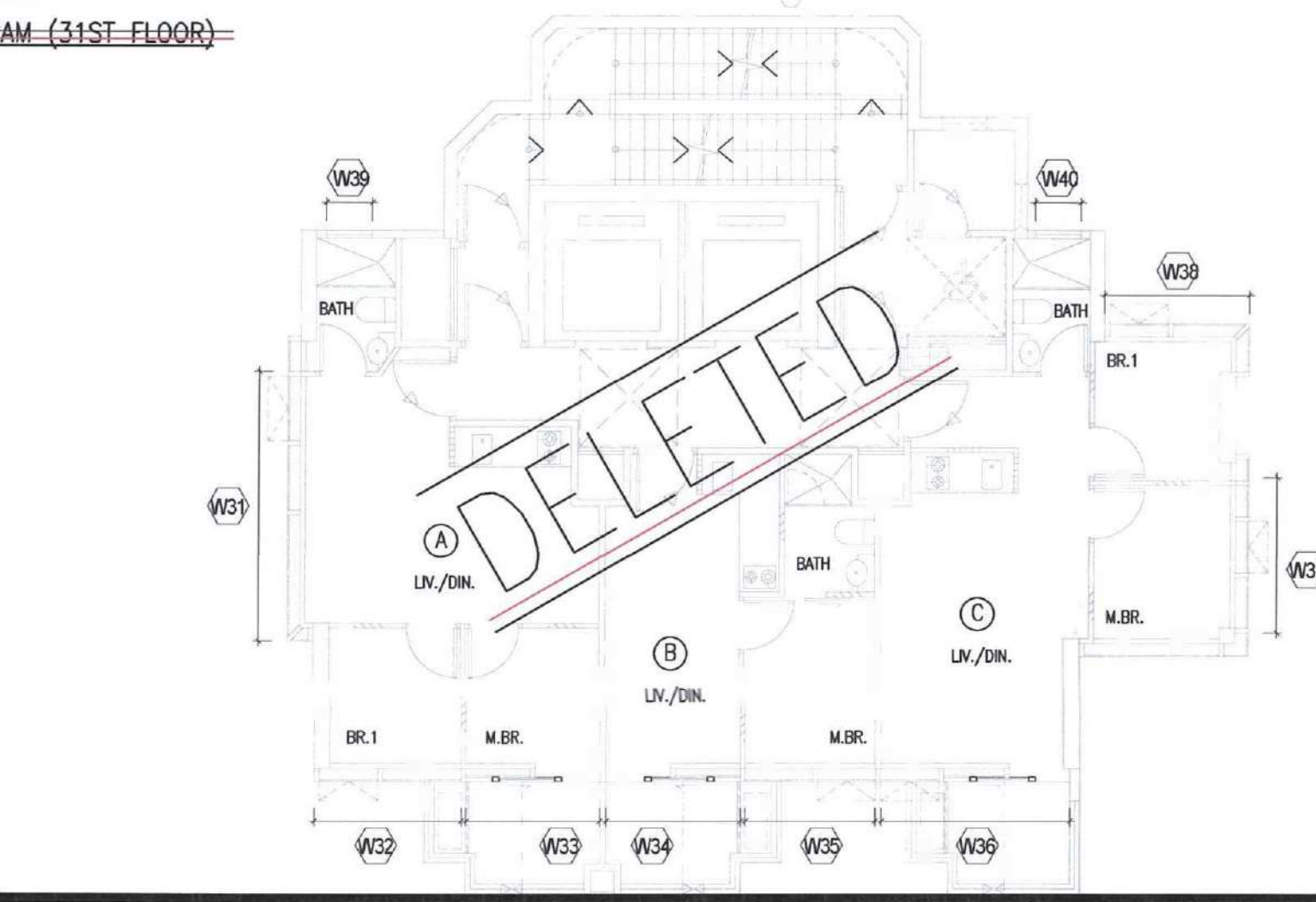
WINDOW MARK DIAGRAM (29TH & 30TH FLOOR)



PART PLAN FLAT A FOR 30TH FLOOR

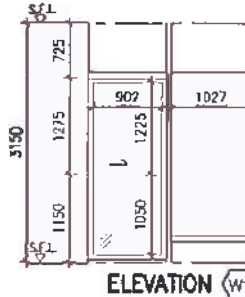
PART PLAN FLAT B FOR 30TH FLOOR

WINDOW MARK DIAGRAM (31ST FLOOR)

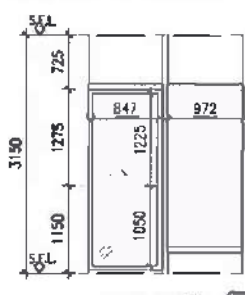


WINDOW AREA CALCULATION FOR 3/F - 21/F

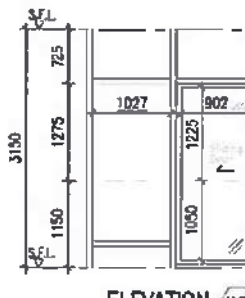
FLAT (A) LV & DIN.
GLAZED WINDOW AREA REQUIRED:
 $13.892 \text{ m}^2 \times 1/10 = 1.389 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $1.027(\text{W}) \times 1.275(\text{H}) +$
 $0.902(\text{W}) \times 1.275(\text{H})$
 $= 2.414 \text{ m}^2 > 1.389 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $13.892 \text{ m}^2 \times 1/16 = 0.868 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 2.275(\text{H})$
 $= 2.052 \text{ m}^2 > 0.868 \text{ m}^2$



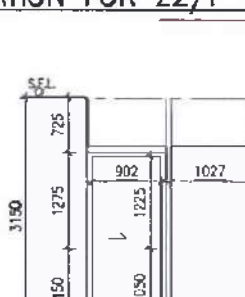
FLAT (B) LV & DIN (INCLUDING OPEN KIT.)
GLAZED WINDOW AREA REQUIRED:
 $11.038 \text{ m}^2 \times 1/10 = 1.104 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $0.972(\text{W}) \times 1.275(\text{H}) +$
 $0.802(\text{W}) \times 1.275(\text{H})$
 $= 2.272 \text{ m}^2 > 1.104 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $11.038 \text{ m}^2 \times 1/16 = 0.689 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 2.275(\text{H})$
 $= 1.822 \text{ m}^2 > 0.689 \text{ m}^2$



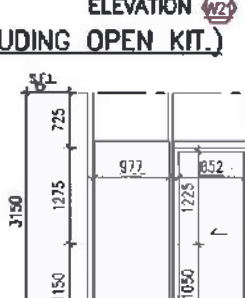
FLAT (C) LV & DIN.
GLAZED WINDOW AREA REQUIRED:
 $14.008 \text{ m}^2 \times 1/10 = 1.401 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $1.027(\text{W}) \times 1.275(\text{H}) +$
 $0.902(\text{W}) \times 1.275(\text{H})$
 $= 2.414 \text{ m}^2 > 1.401 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $14.008 \text{ m}^2 \times 1/16 = 0.875 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 2.275(\text{H})$
 $= 2.052 \text{ m}^2 > 0.875 \text{ m}^2$



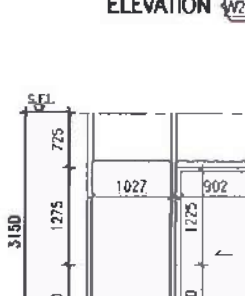
FLAT (D) LV & DIN.
GLAZED WINDOW AREA REQUIRED:
 $13.892 \text{ m}^2 \times 1/10 = 1.389 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $1.027(\text{W}) \times 1.275(\text{H}) +$
 $0.902(\text{W}) \times 1.275(\text{H})$
 $= 2.414 \text{ m}^2 > 1.389 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $13.892 \text{ m}^2 \times 1/16 = 0.868 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 2.275(\text{H})$
 $= 2.052 \text{ m}^2 > 0.868 \text{ m}^2$



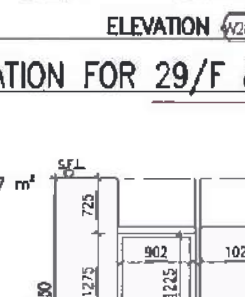
FLAT (A) LV & DIN (INCLUDING OPEN KIT.)
GLAZED WINDOW AREA REQUIRED:
 $12.785 \text{ m}^2 \times 1/10 = 1.278 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $0.972(\text{W}) \times 1.275(\text{H}) +$
 $0.802(\text{W}) \times 1.275(\text{H})$
 $= 2.272 \text{ m}^2 > 1.278 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $12.785 \text{ m}^2 \times 1/16 = 0.799 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 2.275(\text{H})$
 $= 1.822 \text{ m}^2 > 0.799 \text{ m}^2$



FLAT (B) LV & DIN.
GLAZED WINDOW AREA REQUIRED:
 $14.008 \text{ m}^2 \times 1/10 = 1.401 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $1.027(\text{W}) \times 1.275(\text{H}) +$
 $0.902(\text{W}) \times 1.275(\text{H})$
 $= 2.414 \text{ m}^2 > 1.401 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $14.008 \text{ m}^2 \times 1/16 = 0.875 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 2.275(\text{H})$
 $= 2.052 \text{ m}^2 > 0.875 \text{ m}^2$



FLAT (C) LV & DIN.
GLAZED WINDOW AREA REQUIRED:
 $15.195 \text{ m}^2 \times 1/10 = 1.519 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $1.027(\text{W}) \times 1.275(\text{H}) +$
 $0.902(\text{W}) \times 1.275(\text{H})$
 $= 2.414 \text{ m}^2 > 1.519 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $15.195 \text{ m}^2 \times 1/16 = 0.950 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 2.275(\text{H})$
 $= 2.052 \text{ m}^2 > 0.950 \text{ m}^2$



FLAT (D) M.BR.
GLAZED WINDOW AREA REQUIRED:
 $8.177 \text{ m}^2 \times 1/10 = 0.818 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 1.275(\text{H}) +$
 $0.802(\text{W}) \times 1.275(\text{H})$
 $= 2.052 \text{ m}^2 > 0.818 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $8.177 \text{ m}^2 \times 1/16 = 0.511 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 2.275(\text{H})$
 $= 1.822 \text{ m}^2 > 0.511 \text{ m}^2$



FLAT (A) M.BR.
GLAZED WINDOW AREA REQUIRED:
 $5.108 \text{ m}^2 \times 1/10 = 0.511 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 1.275(\text{H}) +$
 $0.802(\text{W}) \times 1.275(\text{H})$
 $= 2.052 \text{ m}^2 > 0.511 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $5.108 \text{ m}^2 \times 1/16 = 0.319 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 2.275(\text{H})$
 $= 1.822 \text{ m}^2 > 0.319 \text{ m}^2$



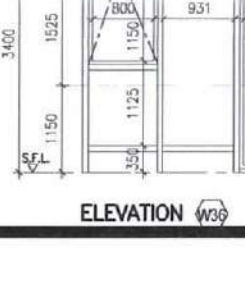
FLAT (B) M.BR.
GLAZED WINDOW AREA REQUIRED:
 $5.108 \text{ m}^2 \times 1/10 = 0.511 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 1.275(\text{H}) +$
 $0.802(\text{W}) \times 1.275(\text{H})$
 $= 2.052 \text{ m}^2 > 0.511 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $5.108 \text{ m}^2 \times 1/16 = 0.319 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 2.275(\text{H})$
 $= 1.822 \text{ m}^2 > 0.319 \text{ m}^2$



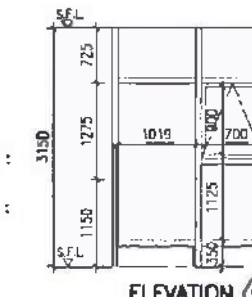
FLAT (C) M.BR.
GLAZED WINDOW AREA REQUIRED:
 $5.108 \text{ m}^2 \times 1/10 = 0.511 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 1.275(\text{H}) +$
 $0.802(\text{W}) \times 1.275(\text{H})$
 $= 2.052 \text{ m}^2 > 0.511 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $5.108 \text{ m}^2 \times 1/16 = 0.319 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 2.275(\text{H})$
 $= 1.822 \text{ m}^2 > 0.319 \text{ m}^2$



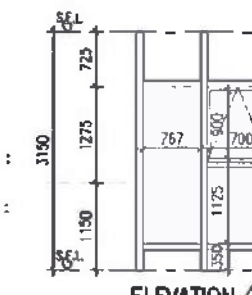
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GLAZED WINDOW AREA REQUIRED:
 $5.108 \text{ m}^2 \times 1/10 = 0.511 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 1.275(\text{H}) +$
 $0.802(\text{W}) \times 1.275(\text{H})$
 $= 2.052 \text{ m}^2 > 0.511 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $5.108 \text{ m}^2 \times 1/16 = 0.319 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 2.275(\text{H})$
 $= 1.822 \text{ m}^2 > 0.319 \text{ m}^2$



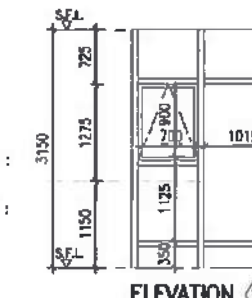
FLAT (A) M.BR.
GLAZED WINDOW AREA REQUIRED:
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GLAZED WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 1.275(\text{H}) +$
 $0.802(\text{W}) \times 1.275(\text{H})$
 $= 2.052 \text{ m}^2 > 0.511 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $5.108 \text{ m}^2 \times 1/16 = 0.319 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 2.275(\text{H})$
 $= 1.822 \text{ m}^2 > 0.319 \text{ m}^2$



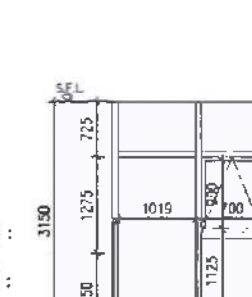
FLAT (B) M.BR.
GLAZED WINDOW AREA REQUIRED:
 $5.108 \text{ m}^2 \times 1/10 = 0.511 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 1.275(\text{H}) +$
 $0.802(\text{W}) \times 1.275(\text{H})$
 $= 2.052 \text{ m}^2 > 0.511 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $5.108 \text{ m}^2 \times 1/16 = 0.319 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 2.275(\text{H})$
 $= 1.822 \text{ m}^2 > 0.319 \text{ m}^2$



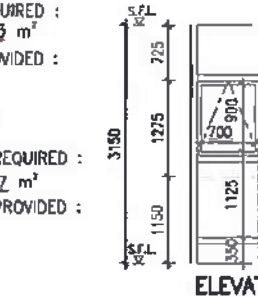
FLAT (C) M.BR.
GLAZED WINDOW AREA REQUIRED:
 $5.108 \text{ m}^2 \times 1/10 = 0.511 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 1.275(\text{H}) +$
 $0.802(\text{W}) \times 1.275(\text{H})$
 $= 2.052 \text{ m}^2 > 0.511 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $5.108 \text{ m}^2 \times 1/16 = 0.319 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 2.275(\text{H})$
 $= 1.822 \text{ m}^2 > 0.319 \text{ m}^2$



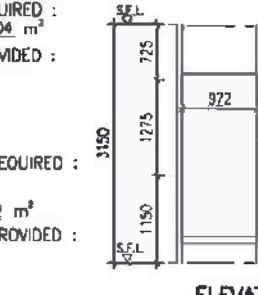
FLAT (D) M.BR.
GLAZED WINDOW AREA REQUIRED:
 $5.108 \text{ m}^2 \times 1/10 = 0.511 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 1.275(\text{H}) +$
 $0.802(\text{W}) \times 1.275(\text{H})$
 $= 2.052 \text{ m}^2 > 0.511 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $5.108 \text{ m}^2 \times 1/16 = 0.319 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.802(\text{W}) \times 2.275(\text{H})$
 $= 1.822 \text{ m}^2 > 0.319 \text{ m}^2$



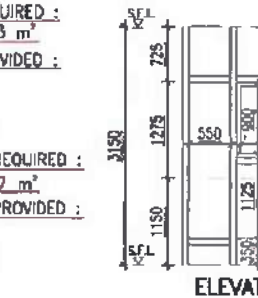
FLAT (A) BR.1
GLAZED WINDOW AREA REQUIRED:
 $4.430 \text{ m}^2 \times 1/10 = 0.443 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $1.220(\text{W}) \times 1.275(\text{H}) +$
 $0.700(\text{W}) \times 0.900(\text{H})$
 $= 2.138 \text{ m}^2 > 0.443 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $4.430 \text{ m}^2 \times 1/16 = 0.277 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.700(\text{W}) \times 0.900(\text{H})$
 $= 0.630 \text{ m}^2 > 0.277 \text{ m}^2$



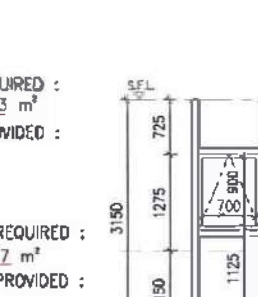
FLAT (B) BR.1
GLAZED WINDOW AREA REQUIRED:
 $4.430 \text{ m}^2 \times 1/10 = 0.443 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $1.220(\text{W}) \times 1.275(\text{H}) +$
 $0.700(\text{W}) \times 0.900(\text{H})$
 $= 2.138 \text{ m}^2 > 0.443 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $4.430 \text{ m}^2 \times 1/16 = 0.277 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.700(\text{W}) \times 0.900(\text{H})$
 $= 0.630 \text{ m}^2 > 0.277 \text{ m}^2$



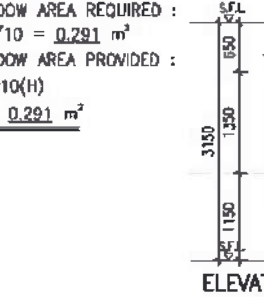
FLAT (C) BR.1
GLAZED WINDOW AREA REQUIRED:
 $4.430 \text{ m}^2 \times 1/10 = 0.443 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $1.220(\text{W}) \times 1.275(\text{H}) +$
 $0.700(\text{W}) \times 0.900(\text{H})$
 $= 2.138 \text{ m}^2 > 0.443 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $4.430 \text{ m}^2 \times 1/16 = 0.277 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.700(\text{W}) \times 0.900(\text{H})$
 $= 0.630 \text{ m}^2 > 0.277 \text{ m}^2$



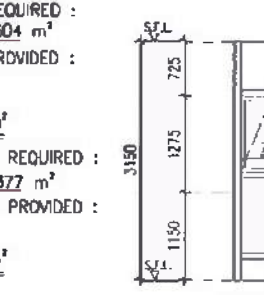
FLAT (D) BR.1
GLAZED WINDOW AREA REQUIRED:
 $4.430 \text{ m}^2 \times 1/10 = 0.443 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $1.220(\text{W}) \times 1.275(\text{H}) +$
 $0.700(\text{W}) \times 0.900(\text{H})$
 $= 2.138 \text{ m}^2 > 0.443 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $4.430 \text{ m}^2 \times 1/16 = 0.277 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.700(\text{W}) \times 0.900(\text{H})$
 $= 0.630 \text{ m}^2 > 0.277 \text{ m}^2$



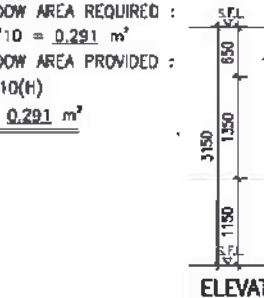
FLAT (A) BATH
OPENABLE WINDOW AREA REQUIRED:
 $2.965 \text{ m}^2 \times 1/10 = 0.296 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.570(\text{W}) \times 1.010(\text{H})$
 $= 0.576 \text{ m}^2 > 0.296 \text{ m}^2$



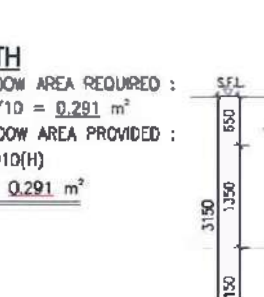
FLAT (B) BATH
OPENABLE WINDOW AREA REQUIRED:
 $2.965 \text{ m}^2 \times 1/10 = 0.296 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.570(\text{W}) \times 1.010(\text{H})$
 $= 0.576 \text{ m}^2 > 0.296 \text{ m}^2$



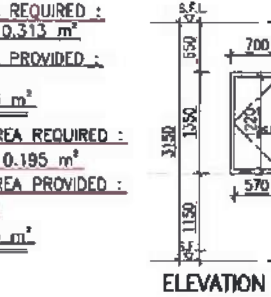
FLAT (C) BATH
OPENABLE WINDOW AREA REQUIRED:
 $2.965 \text{ m}^2 \times 1/10 = 0.296 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.570(\text{W}) \times 1.010(\text{H})$
 $= 0.576 \text{ m}^2 > 0.296 \text{ m}^2$



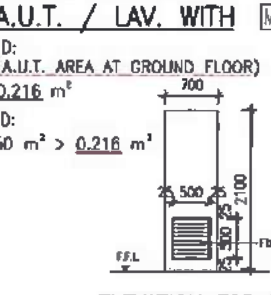
FLAT (D) BATH
OPENABLE WINDOW AREA REQUIRED:
 $2.965 \text{ m}^2 \times 1/10 = 0.296 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.570(\text{W}) \times 1.010(\text{H})$
 $= 0.576 \text{ m}^2 > 0.296 \text{ m}^2$



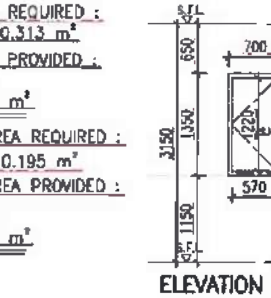
FLAT (A) KIT.
GLAZED WINDOW AREA REQUIRED:
 $3.126 \text{ m}^2 \times 1/10 = 0.313 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $0.570(\text{W}) \times 1.220(\text{H})$
 $= 0.695 \text{ m}^2 > 0.313 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $3.126 \text{ m}^2 \times 1/16 = 0.195 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.570(\text{W}) \times 1.220(\text{H})$
 $= 0.695 \text{ m}^2 > 0.195 \text{ m}^2$



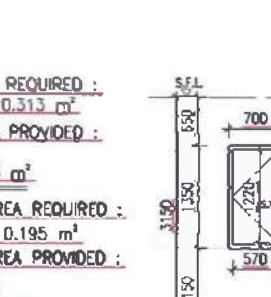
FLAT (B) KIT.
GLAZED WINDOW AREA REQUIRED:
 $3.126 \text{ m}^2 \times 1/10 = 0.313 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $0.570(\text{W}) \times 1.220(\text{H})$
 $= 0.695 \text{ m}^2 > 0.313 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $3.126 \text{ m}^2 \times 1/16 = 0.195 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.570(\text{W}) \times 1.220(\text{H})$
 $= 0.695 \text{ m}^2 > 0.195 \text{ m}^2$



FLAT (C) KIT.
GLAZED WINDOW AREA REQUIRED:
 $3.126 \text{ m}^2 \times 1/10 = 0.313 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $0.570(\text{W}) \times 1.220(\text{H})$
 $= 0.695 \text{ m}^2 > 0.313 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $3.126 \text{ m}^2 \times 1/16 = 0.195 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.570(\text{W}) \times 1.220(\text{H})$
 $= 0.695 \text{ m}^2 > 0.195 \text{ m}^2$



FLAT (D) KIT.
GLAZED WINDOW AREA REQUIRED:
 $3.126 \text{ m}^2 \times 1/10 = 0.313 \text{ m}^2$
GLAZED WINDOW AREA PROVIDED:
 $0.570(\text{W}) \times 1.220(\text{H})$
 $= 0.695 \text{ m}^2 > 0.313 \text{ m}^2$
OPENABLE WINDOW AREA REQUIRED:
 $3.126 \text{ m}^2 \times 1/16 = 0.195 \text{ m}^2$
OPENABLE WINDOW AREA PROVIDED:
 $0.570(\text{W}) \times 1.220(\text{H})$
 $= 0.695 \text{ m}^2 > 0.195 \text{ m}^2$



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: Figure 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 purpose unless certified by the Architects/Engineers.

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

REVISIONS

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 Kit Wah
Chief Building Surveyor
for BUILDING AUTHORITY
- 4 FEB 2025

NOTE: This plan has been processed on a
computerized basis under the electronic
processing system as promulgated in PNAP
ADM-19. The duties of the authorized person,
registered structural engineer and/or registered
geotechnical engineer concerned as specified
under section 4(3)(b) and the provision of
section 14(8)(b) of the Buildings Ordinance are
of statutory relevance in this regard.

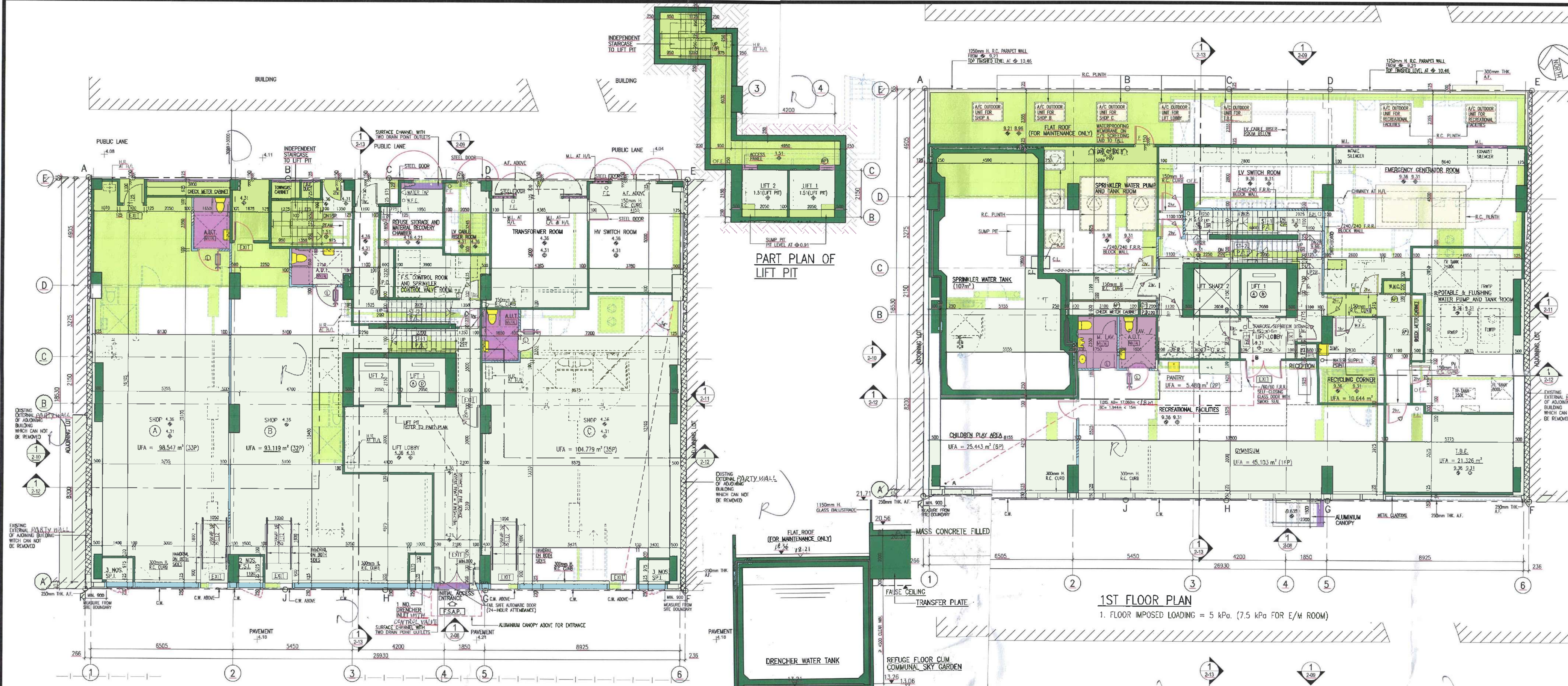
FOR BUILDINGS DEPARTMENT
AMENDED PLAN

06 DEC 2024

Palburg Development Consultants Limited

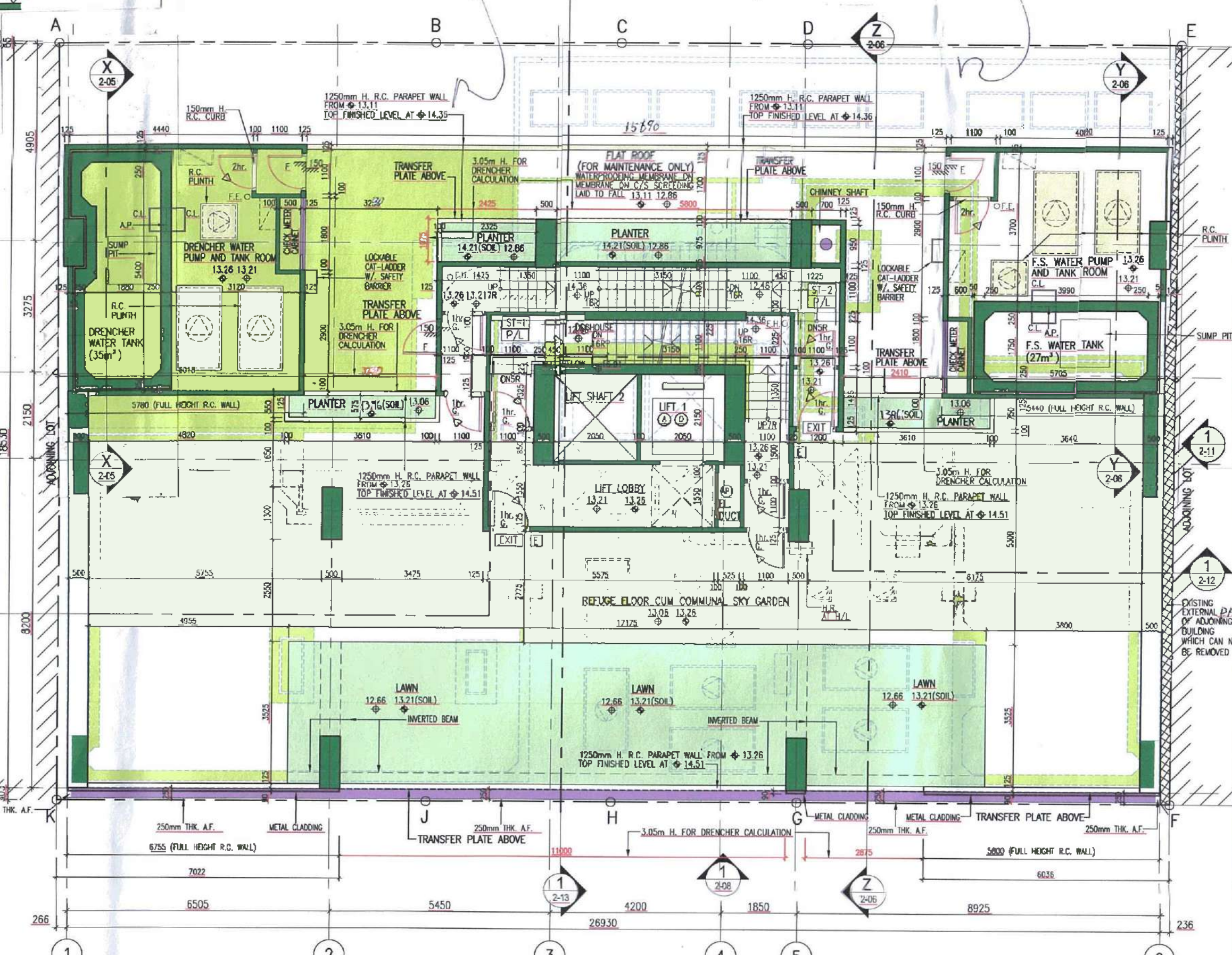
DRG. TITLE : (BUILDING PLAN)
WINDOW AREA DIAGRAMS AND CALCULATIONS

SCALE : 1 : 100
JOB NO : 433
DRG.NO. : 2-04



GROUND FLOOR PLAN
1. FLOOR IMPOSED LOADING = 5 kPa. (7.5 kPa FOR E/M ROOM)
KAM WA STREET (WIDTH OF STREET > 15 m)
MEAN STREET LEVEL (4.07+4.15) / 2 = 4.11mPD

SECTION X-X FOR DRENCHER WATER PUMP AND TANK ROOM
SCALE = 1 : 100



2ND FLOOR PLAN
1. FLOOR IMPOSED LOADING = 5 kPa. (7.5 kPa FOR E/M ROOM)

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
CHECKED

ARCHITECT/ENGINEER IN CHARGE

NG KIT WAH BENNY
AUTHORIZED PERSON - ARCHITECT

Plan Approved
WAN Kit-wah
Chief Building Surveyor
for BUILDING AUTHORITY
- 4 FEB 2025

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

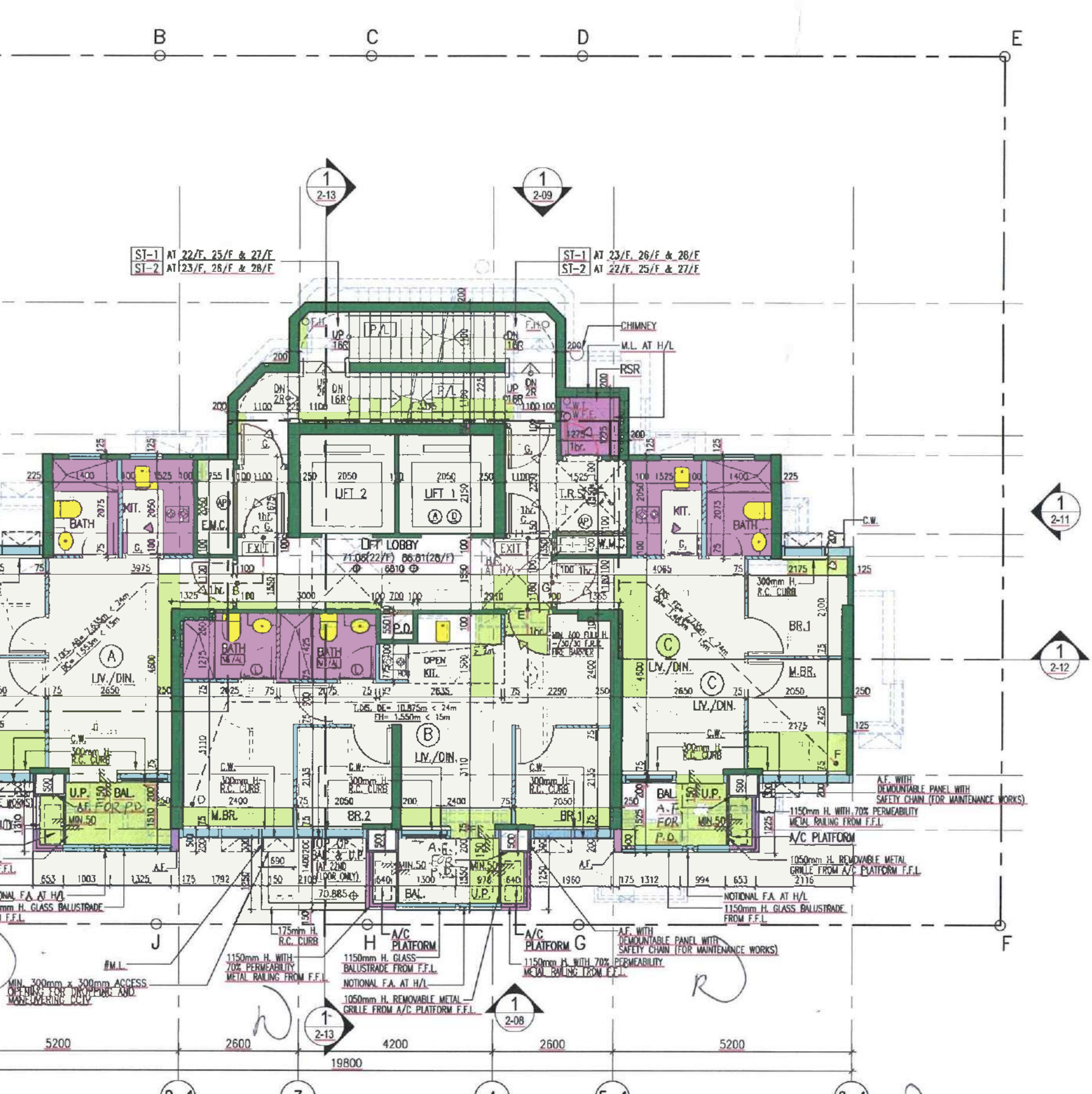
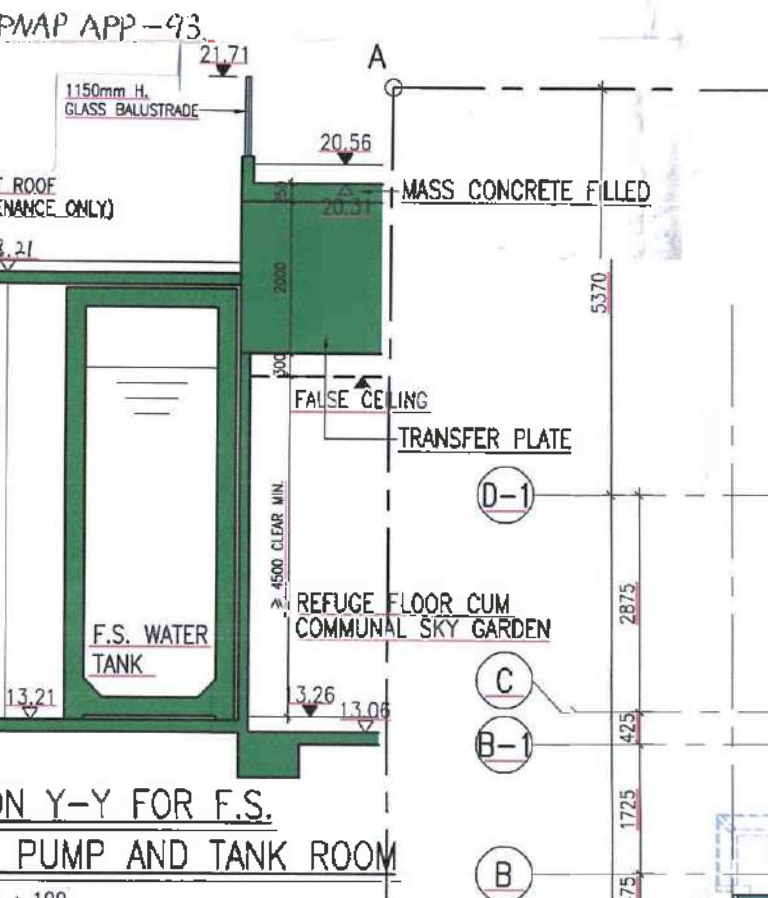
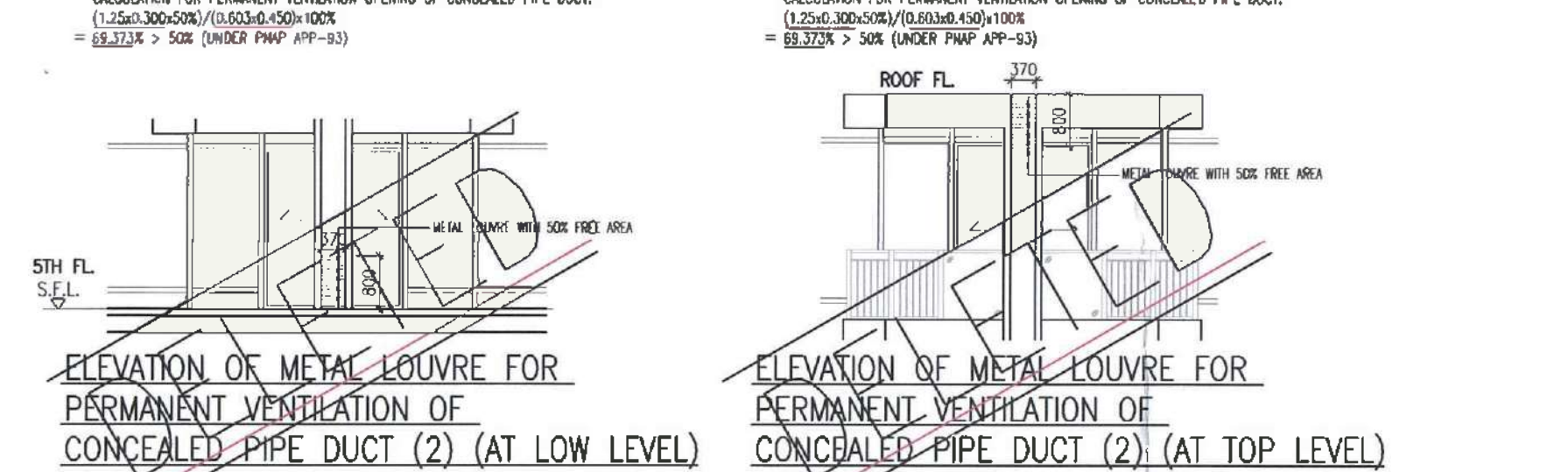
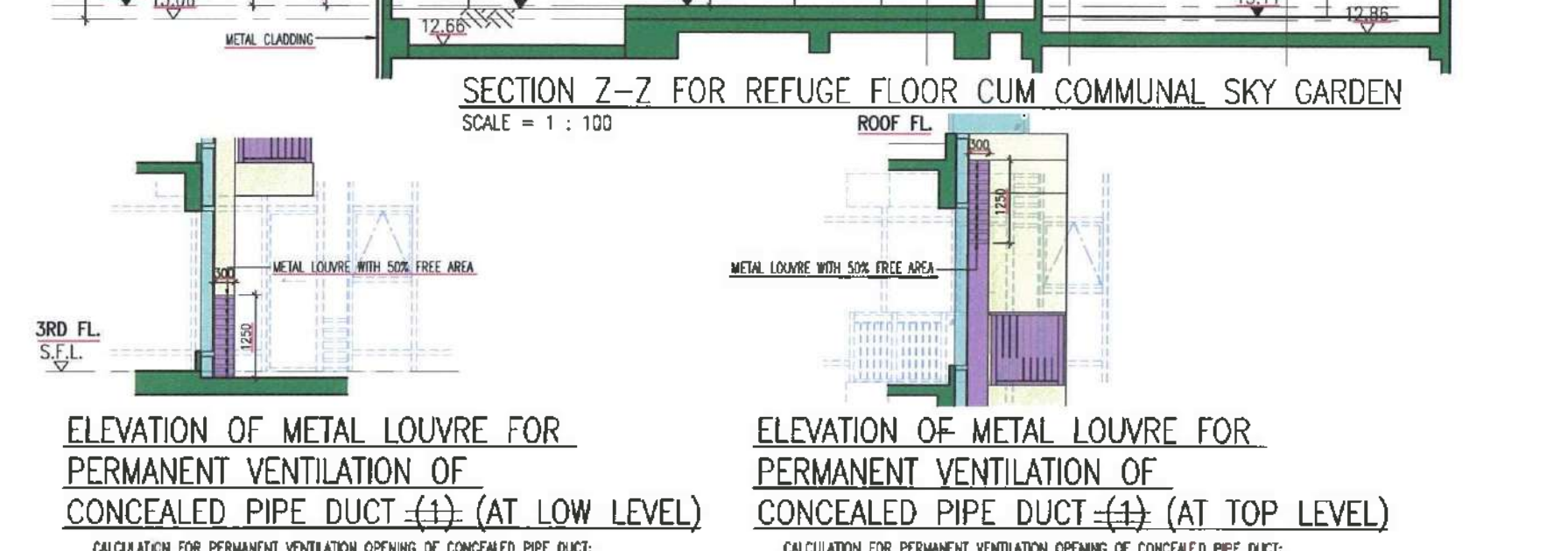
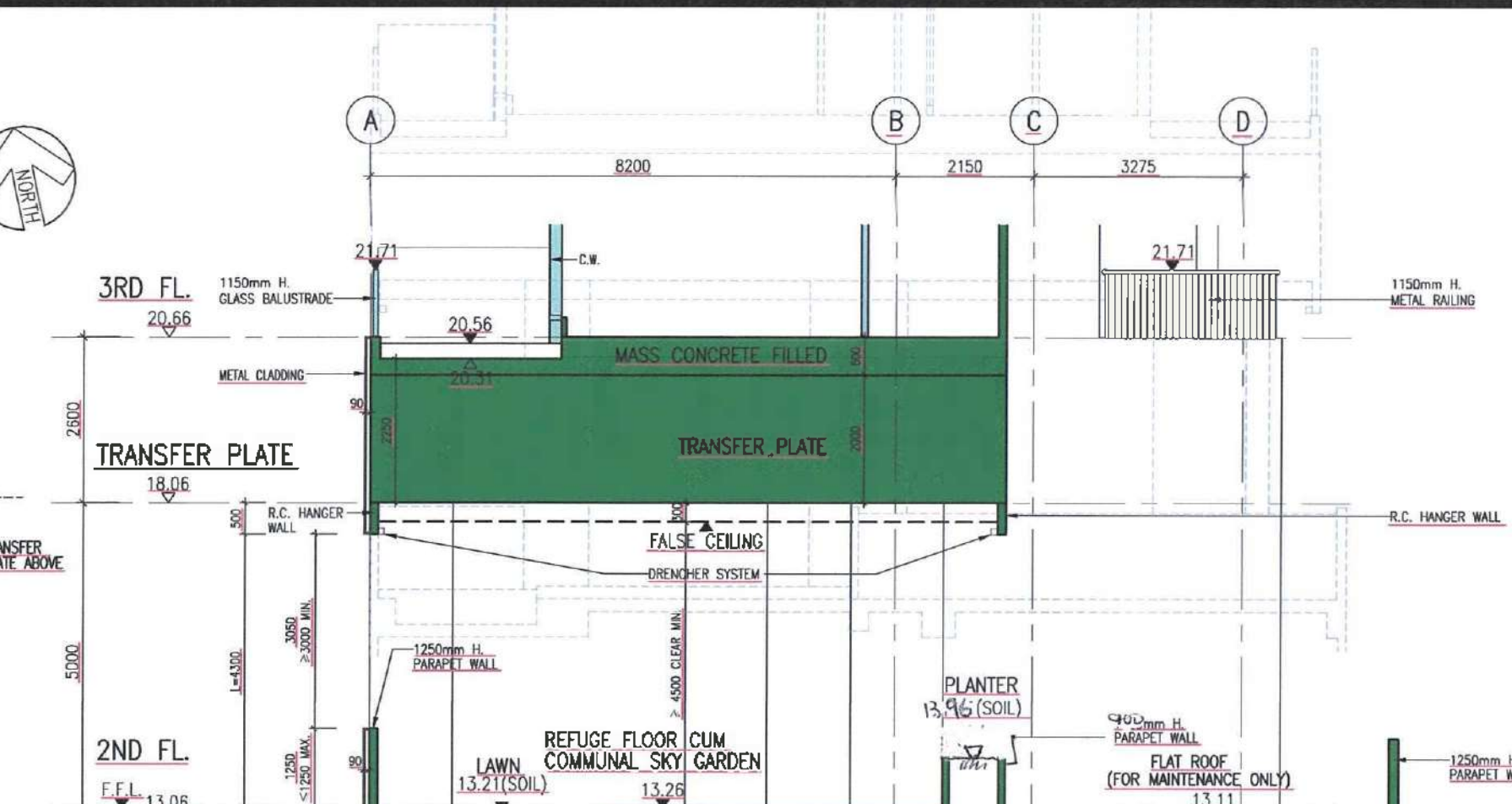
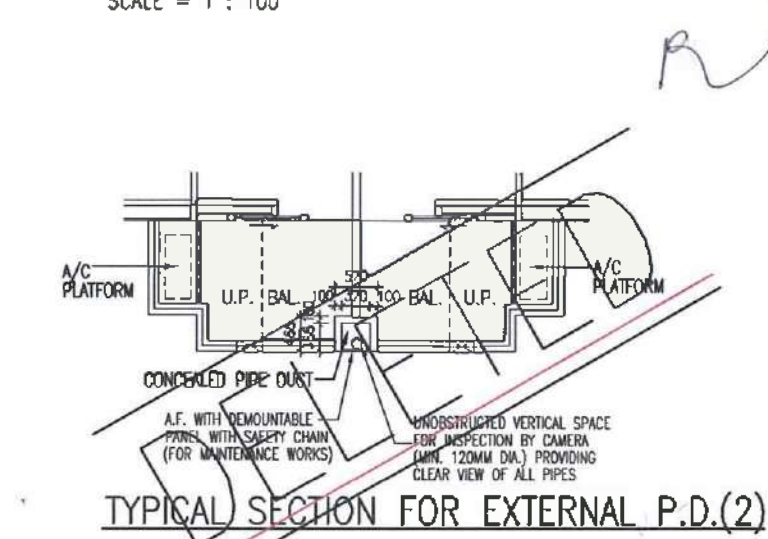
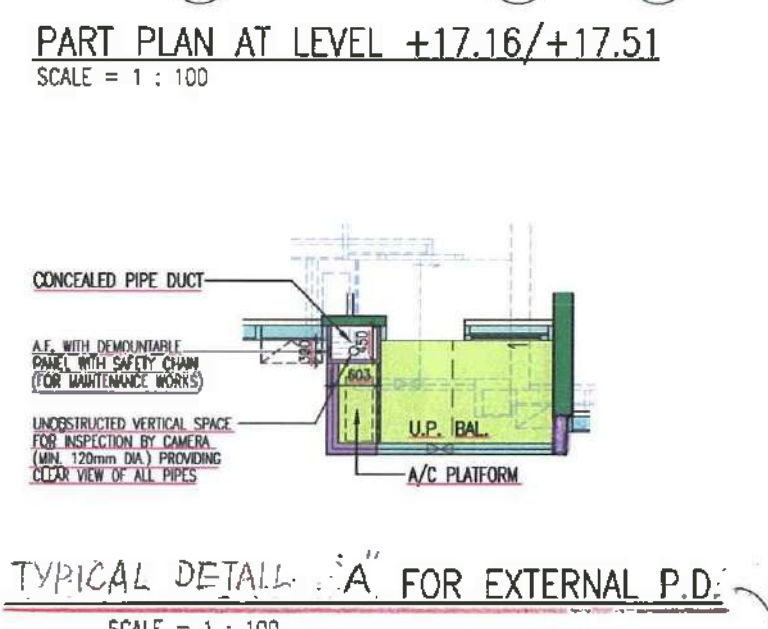
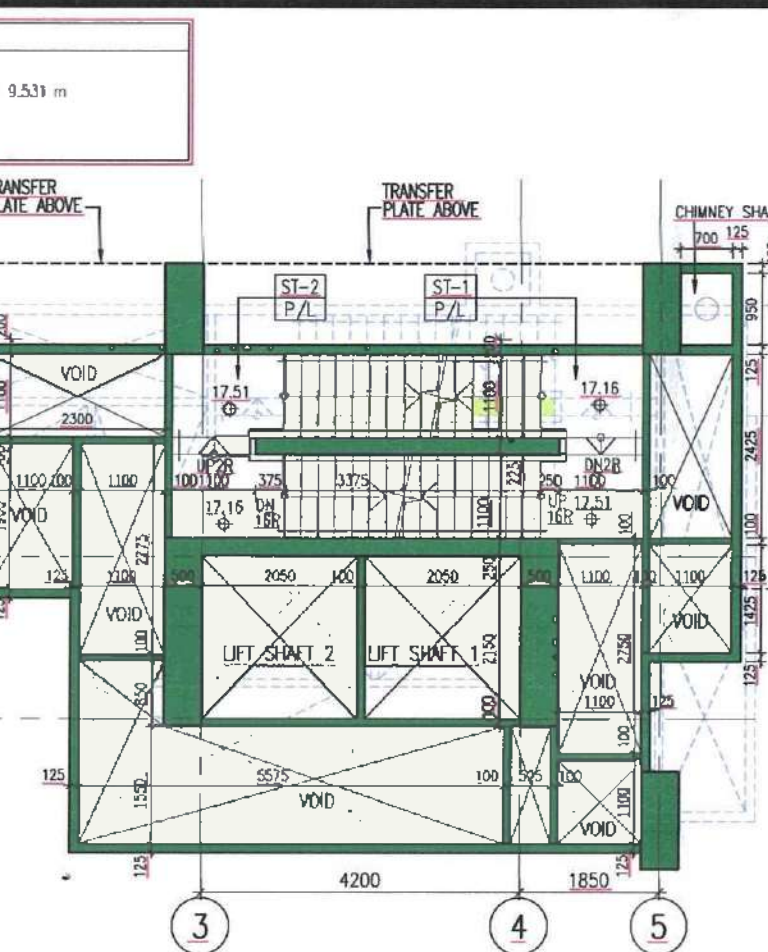
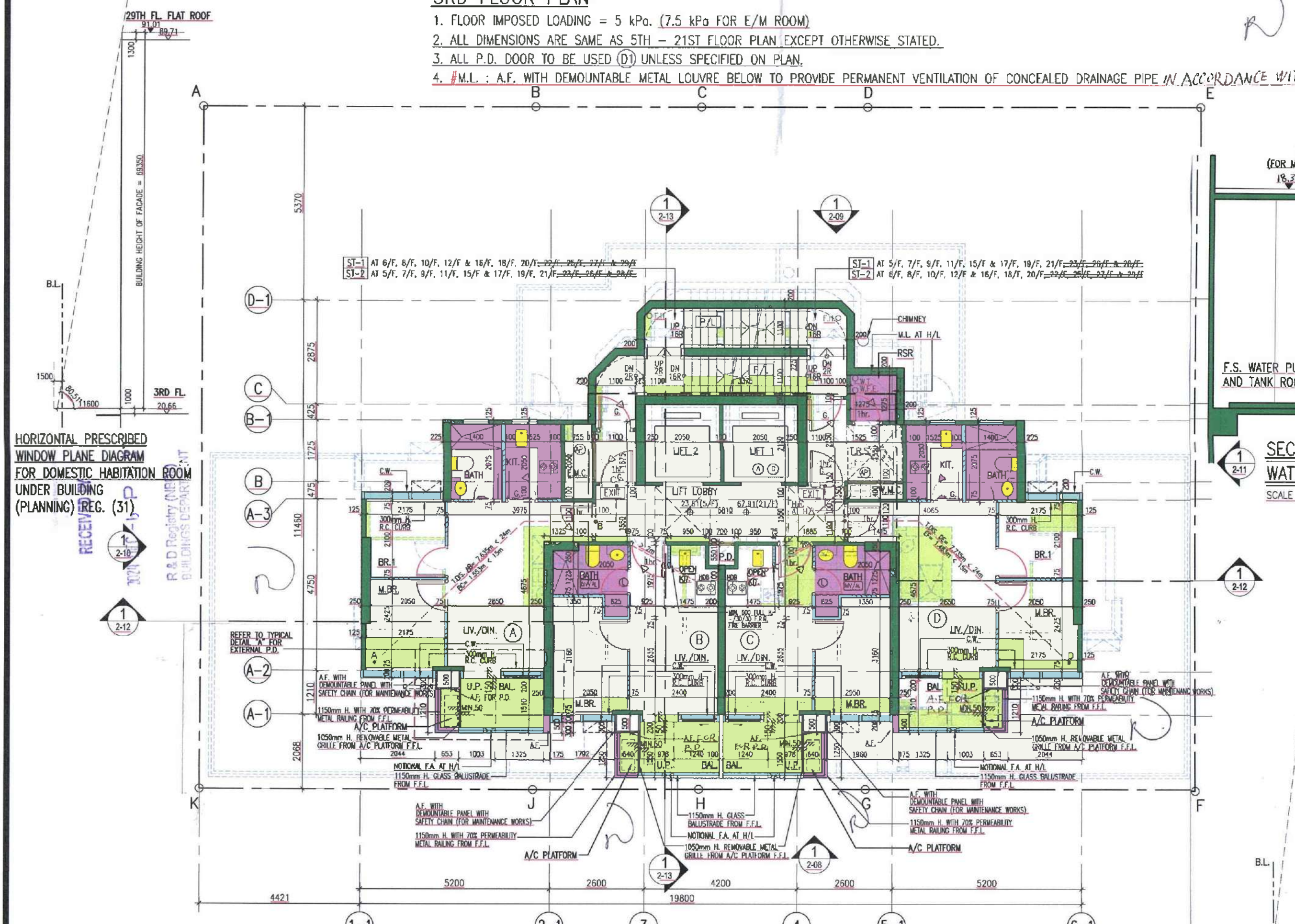
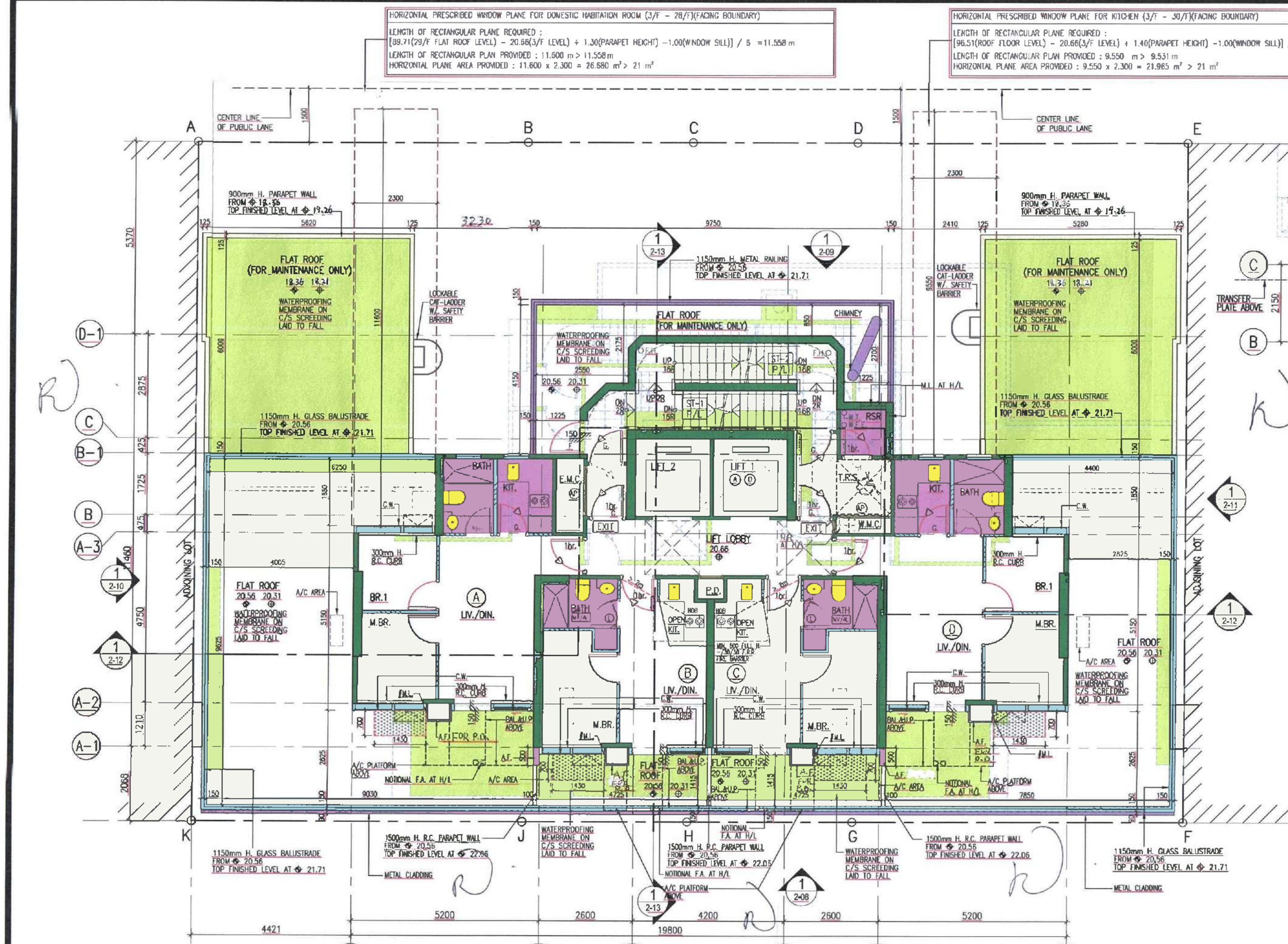
FOR BUILDINGS DEPARTMENT
AMENDED PLAN
- 06 DEC 2024

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

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

SCALE : 1 : 100
(for CAD drawing) 2-05

JOB NO : 433
DRG. NO. : 2-05



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 :

- 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 Chiu-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

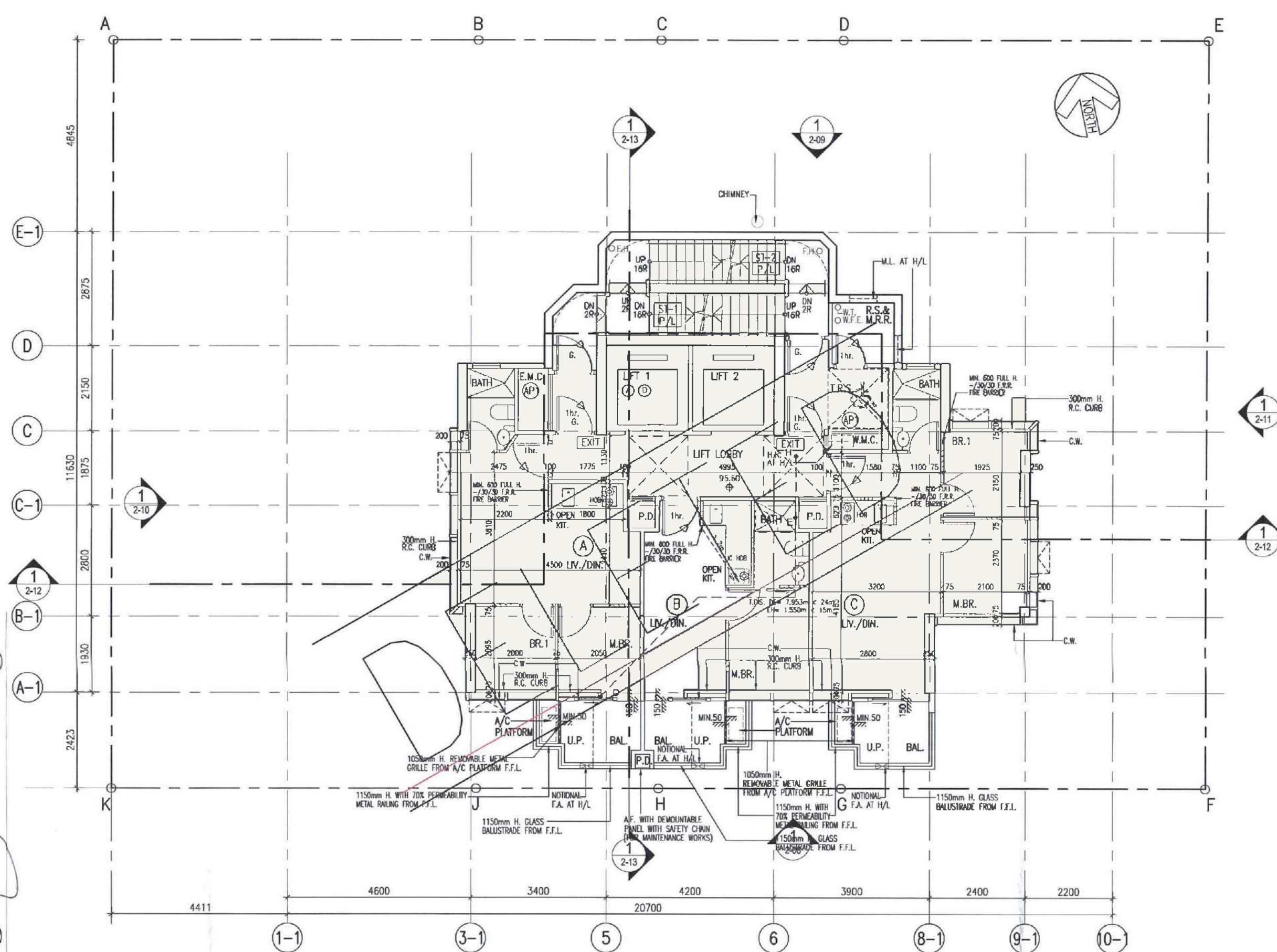
AMENDED PLAN

05 DEC 2024

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

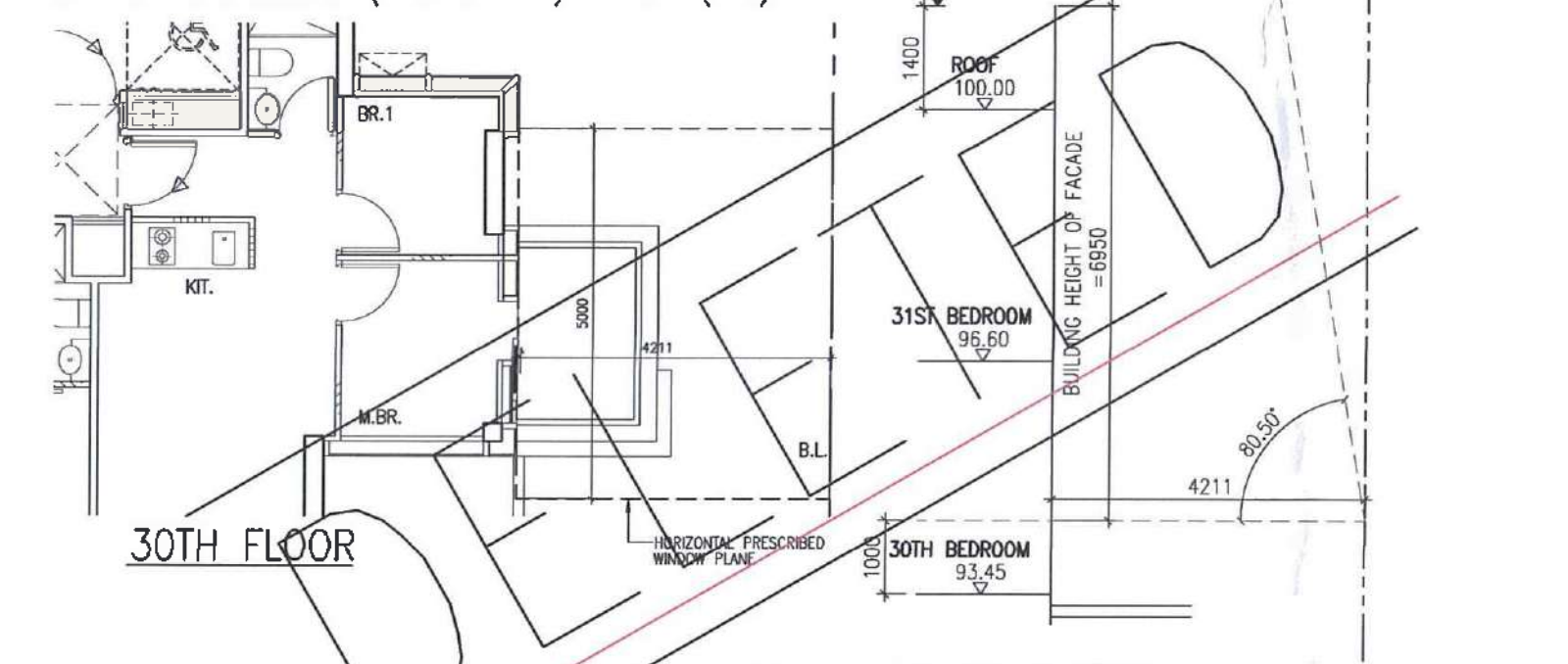
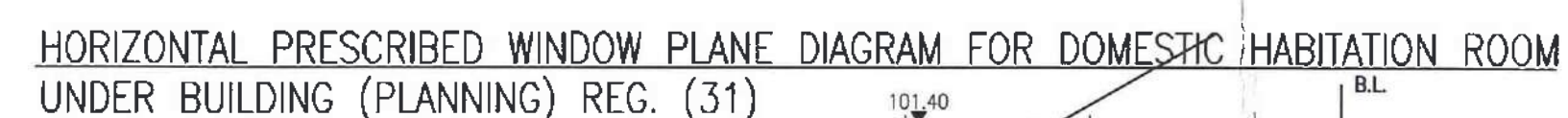
DRG. TITLE : (BUILDING PLAN)
3RD TO 28TH FLOOR PLAN

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



PART PLAN FLAT
FOR 30TH FLOOR

1. FLOOR IMPOSED LOADING = 5 kPa (7.5 kPa FOR F/M ROOM)
2. FLOOR IMPOSED LOADING FOR FLAT ROOF = 2 kPa (MIN)
3. ALL P.D. DOOR TO BE USED 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



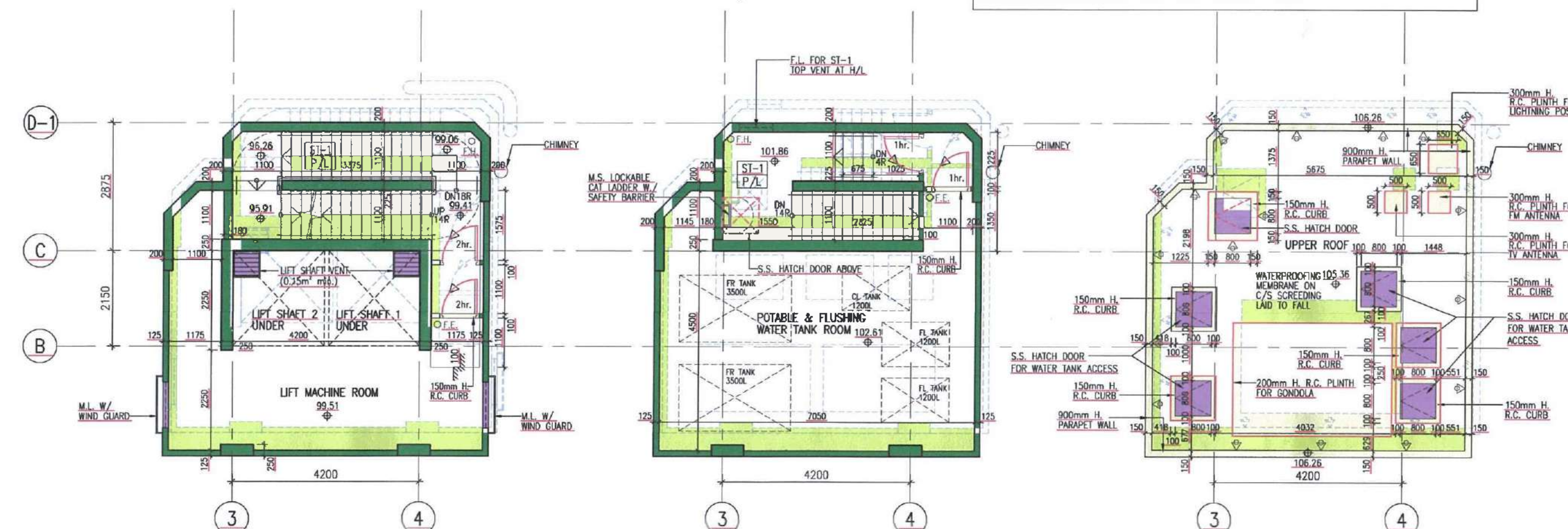
30TH FLOOR

HORIZONTAL PRESCRIBED WINDOW PLANE FOR DOMESTIC HABITATION ROOM
(FACING BOUNDARY)

LENGTH OF RECTANGULAR PLANE REQUIRED :
 $[1.00(\text{DOOR FLOOR LEVEL}) - 93.45(\text{SOI LEVEL}) + 1.40(\text{PARAPET HEIGHT}) - 1.00(\text{WINDOW SILL})] / 6 = 1.158$

LENGTH OF RECTANGULAR PLANE PROVIDED : $4.211 \text{ m} > 1.158 \text{ m}$

HORIZONTAL PLANE AREA PROVIDED : $4.211 \times 5.000 = 21.050 \text{ m}^2 > 21 \text{ m}^2$



UPPER ROOF FLOOR PLAN

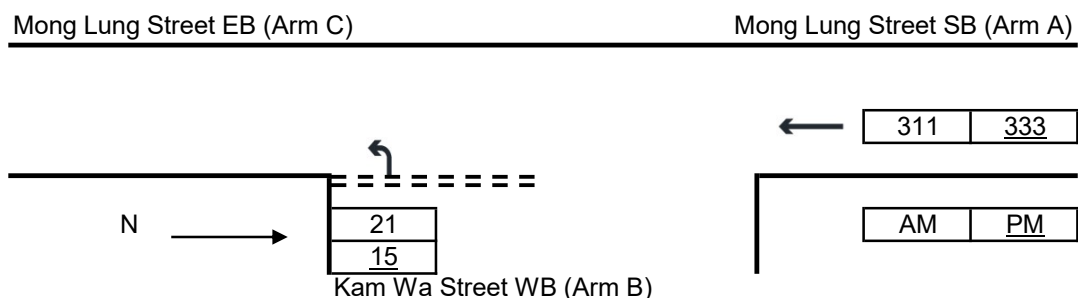
1. FLOOR IMPOSED LOADING = 7.5 kPa.
2.  CAST-IN ANCHOR DEVICE PROMULGATED IN PNAP ADV-14.

DRG.NO. : 2-07

Appendix 2 – Calculation

Priority Junction Analysis

Junction:	Mong Lung Street / Kam Wa Street				
Design Year:	2025	Job Number:	J7439	Date:	27 Mar 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:

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

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

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

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-IBA, 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-IBA	0	w-BC	5.00	E	1.0356
			V-rBC	30	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7068

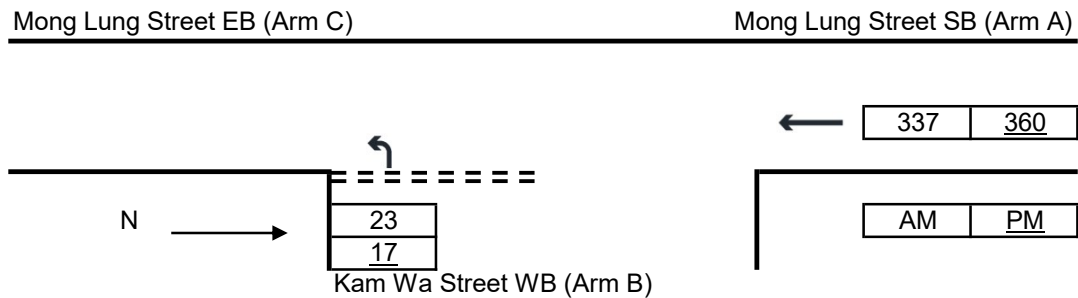
Analysis :

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:	27 Mar 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:

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

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

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

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-IBA, 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-IBA	0	w-BC	5.00	E	1.0356
			V-rBC	30	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7068

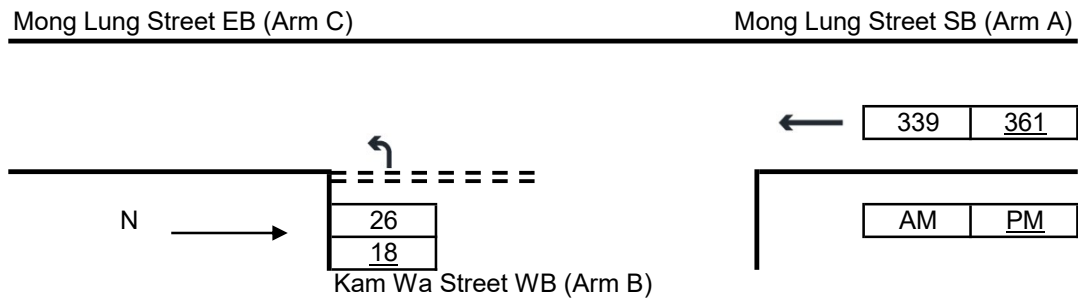
Analysis :

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:	27 Mar 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:

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

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

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

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-IBA, 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-IBA	0	w-BC	5.00	E	1.0356
			V-rBC	30	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7068

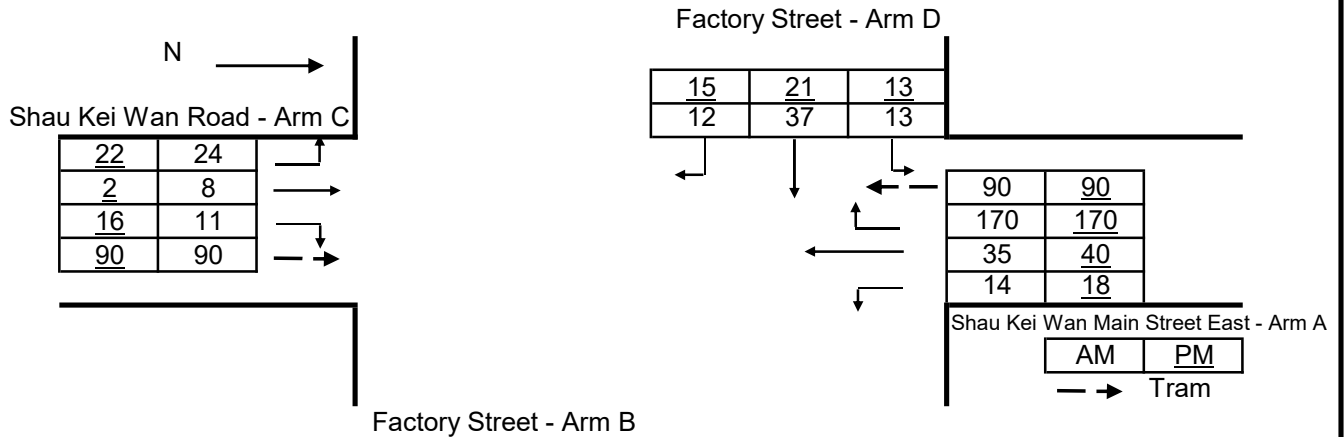
Analysis :

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	339	361	Q-BAC	681	675
q-BA	0	0			
q-BC	26	18			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.038	0.027
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:	27 March 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

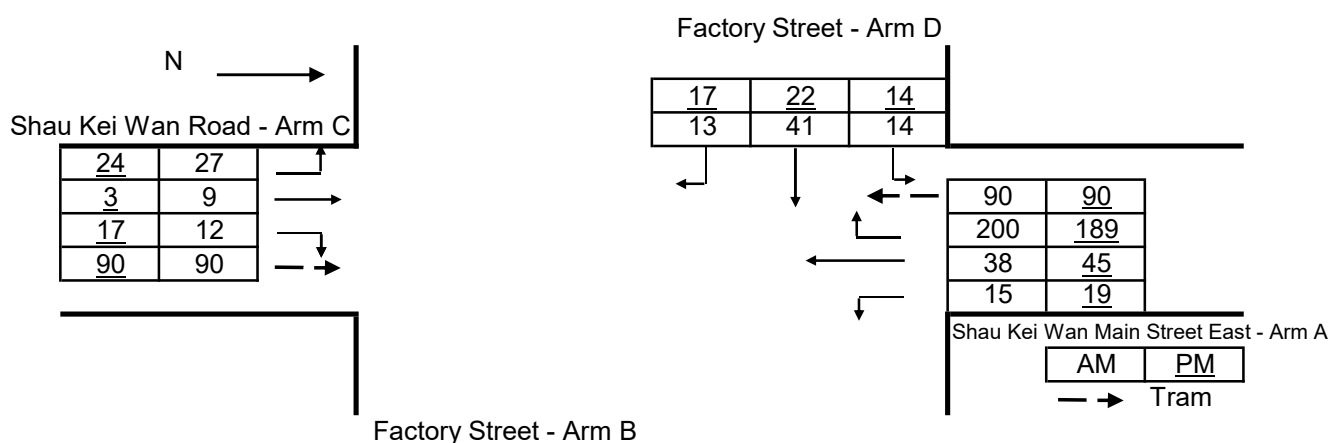
Analysis :

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	578	577
q-D-AB	35	26	Q-D-AB	479	506
q-D-BC	33	28	Q-D-BC	417	416
q-C-D	26	24	Q-C-D		
q-C-A	101	101	Q-C-A		
q-C-B	12	18	Q-C-B	556	555

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

Crossroad Junction Analysis

Junction:	Shau Kei Wan Road / Shau Kei Wan Main Street East / Factory Street				
Design Year:	2034	Job Number:	J7439	Date:	27 March 2026
Scenario:	Future Condition (Without Proposed Hotel)				P. 5



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

Geometry :

W	12.2	V-CB	100	V-AD	50	w-BA	0.0
W-CR	0.0	V-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

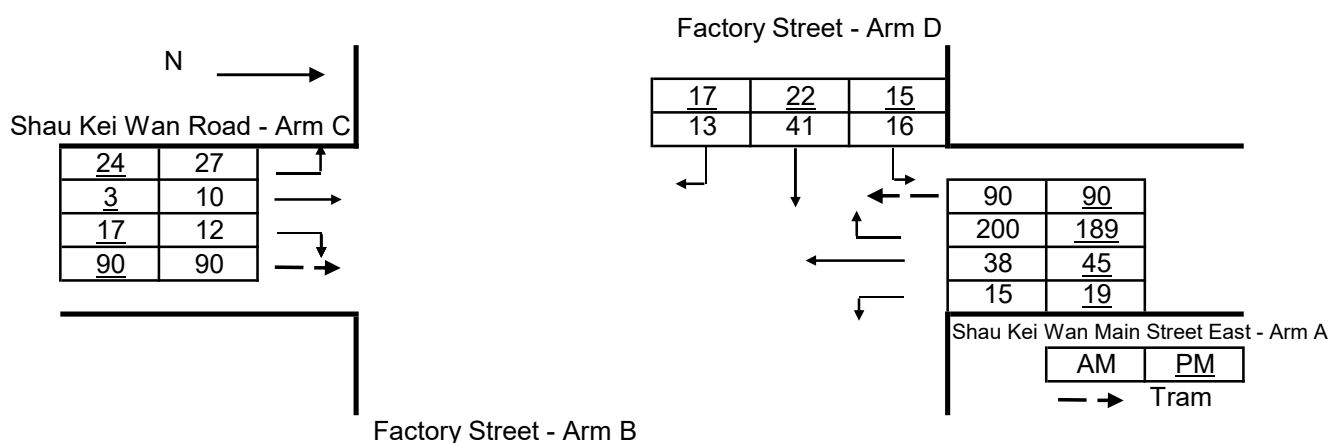
Analysis :

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	Date:	27 March 2026
Scenario:	Future Condition (With Proposed Hotel)				P. 6



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

Geometry :

W	12.20	V-CB	100	V-AD	50	w-BA	0.0
W-CR	0.00	V-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	41	29	Q-D-AB	474	505
q-D-BC	36	30	Q-D-BC	407	410
q-C-D	30	26	Q-C-D		
q-C-A	110	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	0.086	0.058
D-BC	0.089	0.074
C-B	0.024	0.034

Signal Junction Analysis

Junction: Factory Street / Aldrich Street

Job Number: J7439

Scenario: Existing Condition

P. 7

Design Year: 2025

Designed By:

Checked By:

Date:

27 Mar 2026

[illegible]

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

$S=1940+100(W-3.25)$		$S=2080+100(W-3.25)$		Note:	
$S_M=S \div (1+1.5f/r)$		$S_M=(S-230) \div (1+1.5f/r)$			
	AM Peak		PM Peak		
Group	1+2		1+2		
Sum y	0.214		0.204		
L (s)	26		28		
C (s)	90		90		
practical y	0.640		0.620		
R.C. (%)	200%		204%		

1	2	3	4	5					
A1 A2	B3 B2 B1	Ep							
AM									
G =	I/G = 5	G =	I/G = 3	G = 18	I/G = 2	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM									
G =	I/G = 5	G =	I/G = 3	G = 20	I/G = 2	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Factory Street / Aldrich Street

Job Number: J7439Scenario: Future Condition (With Proposed Hotel)

P. 9

Design Year: 2034

Designed By: _____

Checked By: _____

Date: 27 Mar 2026

[illegible]

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

S=1940+100(W-3.25)		S=2080+100(W-3.25)	
S _M =S÷(1+1.5f/r)		S _M =(S-230)÷(1+1.5f/r)	
	AM Peak	PM Peak	
Group	1+2	1+2	
Sum y	0.239	0.224	
L (s)	26	28	
C (s)	90	90	
practical y	0.640	0.620	
R.C. (%)	168%	177%	

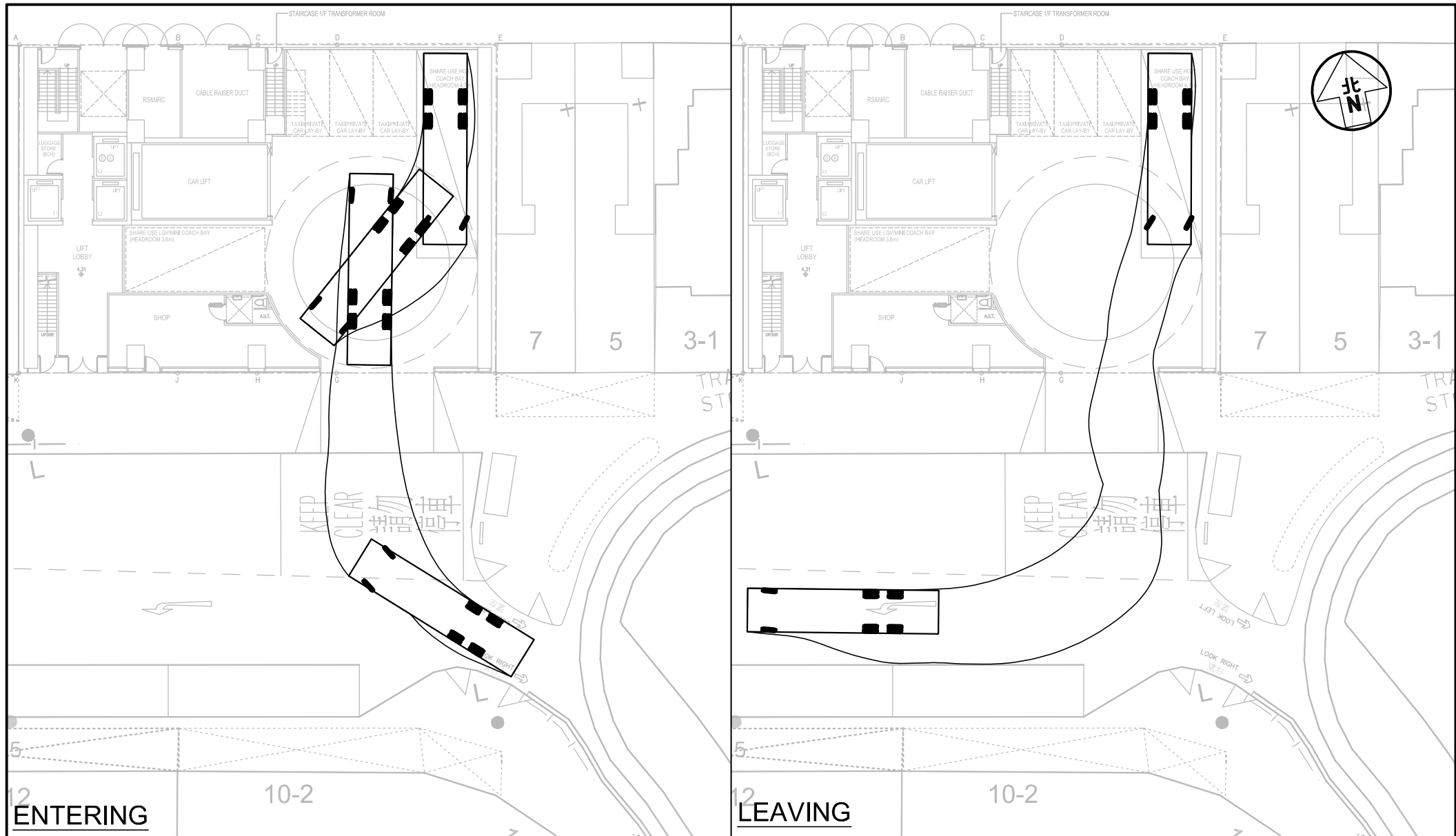
Note:

1	2	3	4	5					
A1 A2	B3 B2 B1	Ep							
AM									
G =	I/G = 5	G =	I/G = 3	G = 18	I/G = 2	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM									
G =	I/G = 5	G =	I/G = 3	G = 20	I/G = 2	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

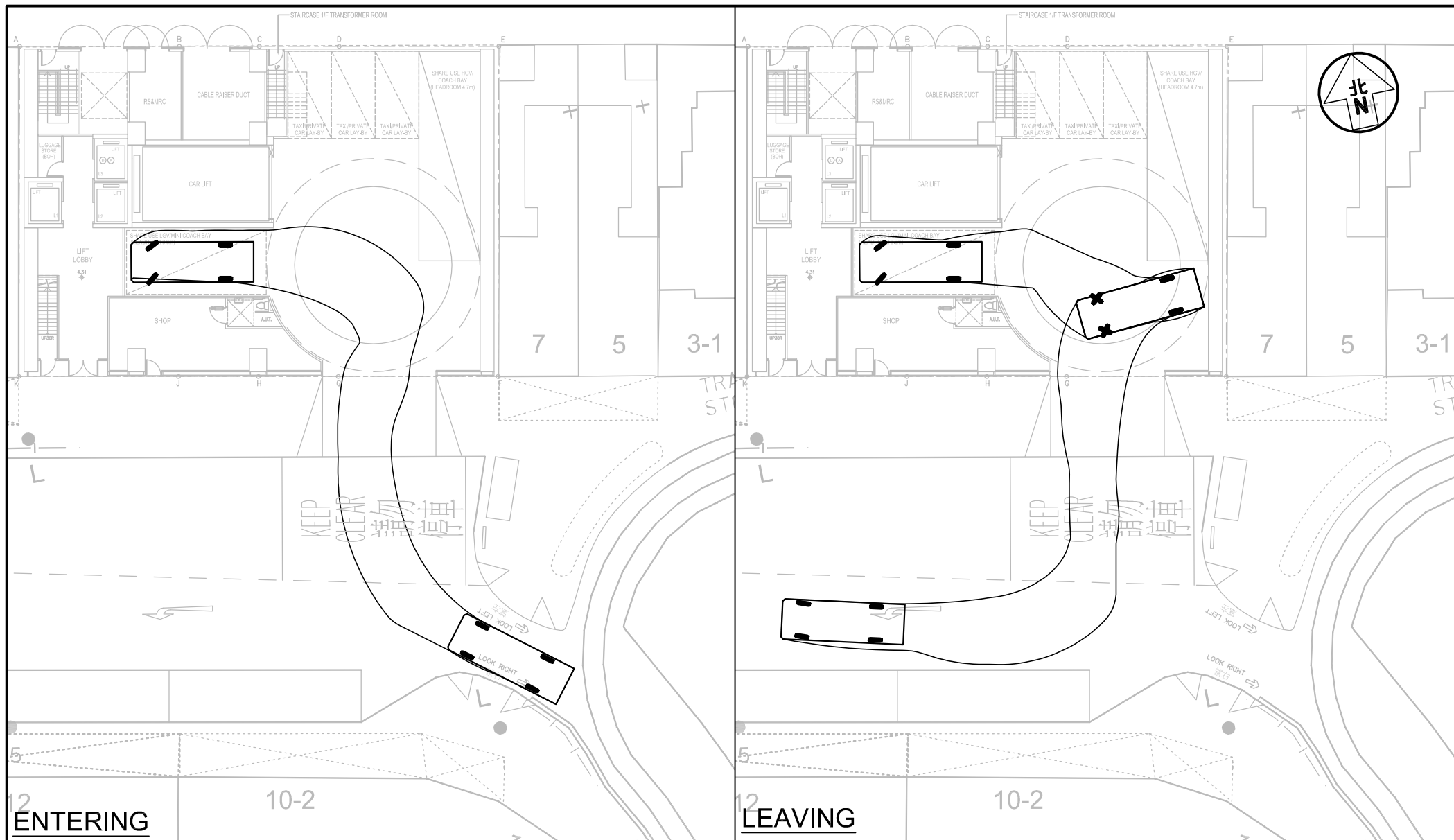
Appendix 3 – Swept Path Analysis



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	Figure No. J7439 SP1	Revision A CKM Asia Limited Traffic and Transportation Planning Consultants
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 Scale in A4 1 : 300	Checked by K C Date 27 MAR 2026 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

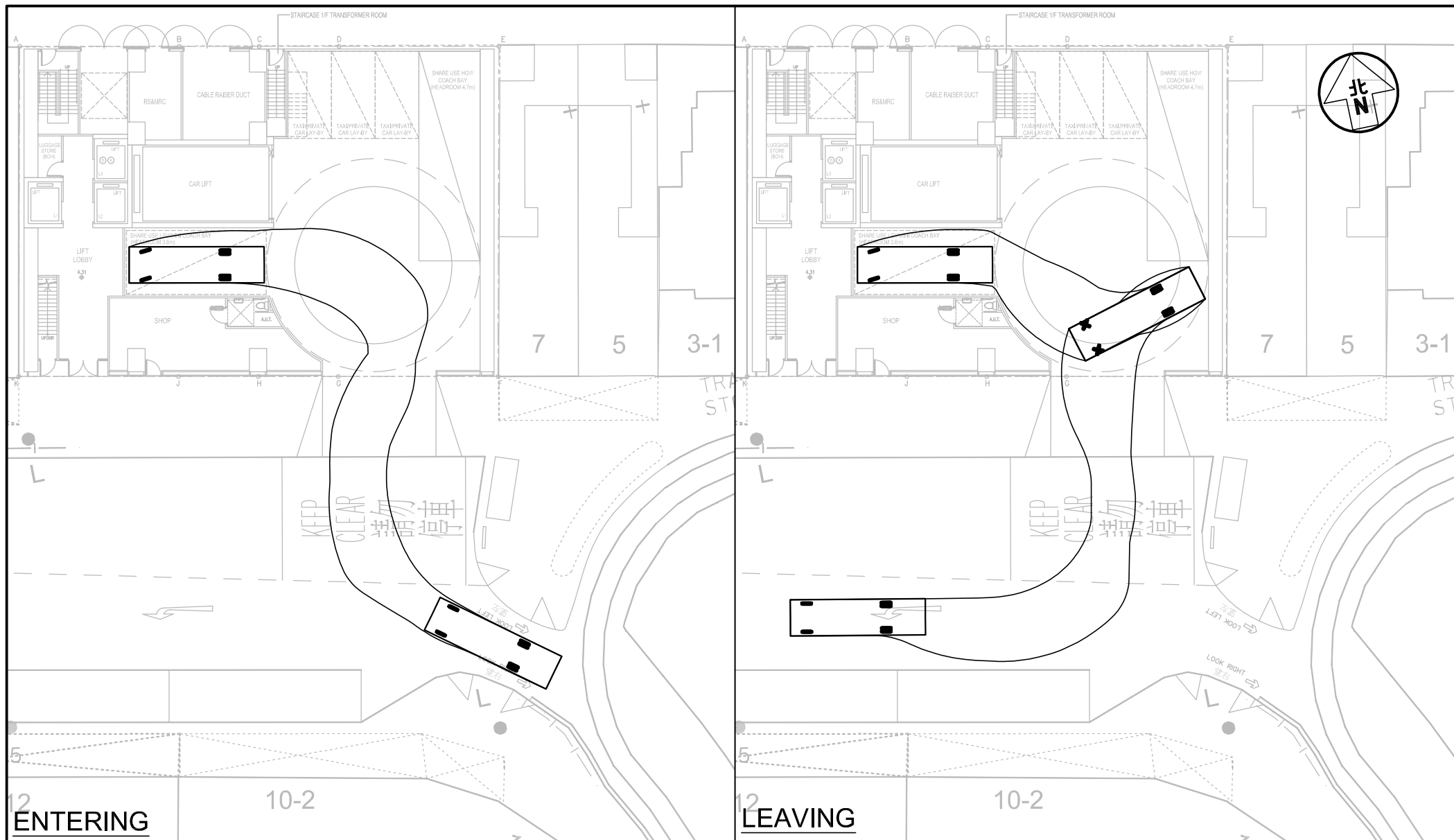


Project Title	SECTION 16 APPLICATION FOR PROPOSED HOTEL DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT 9-19 KAM WA STREET, SHAU KEI WAN	Figure No. SP2		CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title	SWEPT PATH OF HGV ENTERING AND LEAVING THE SHARE-USE SPACE FOR HGV AND COACH ON G/F	Designed by L C H	Drawn by N C M	
		Scale in A4 1 : 300	Checked by K C Date 27 MAR 2026	



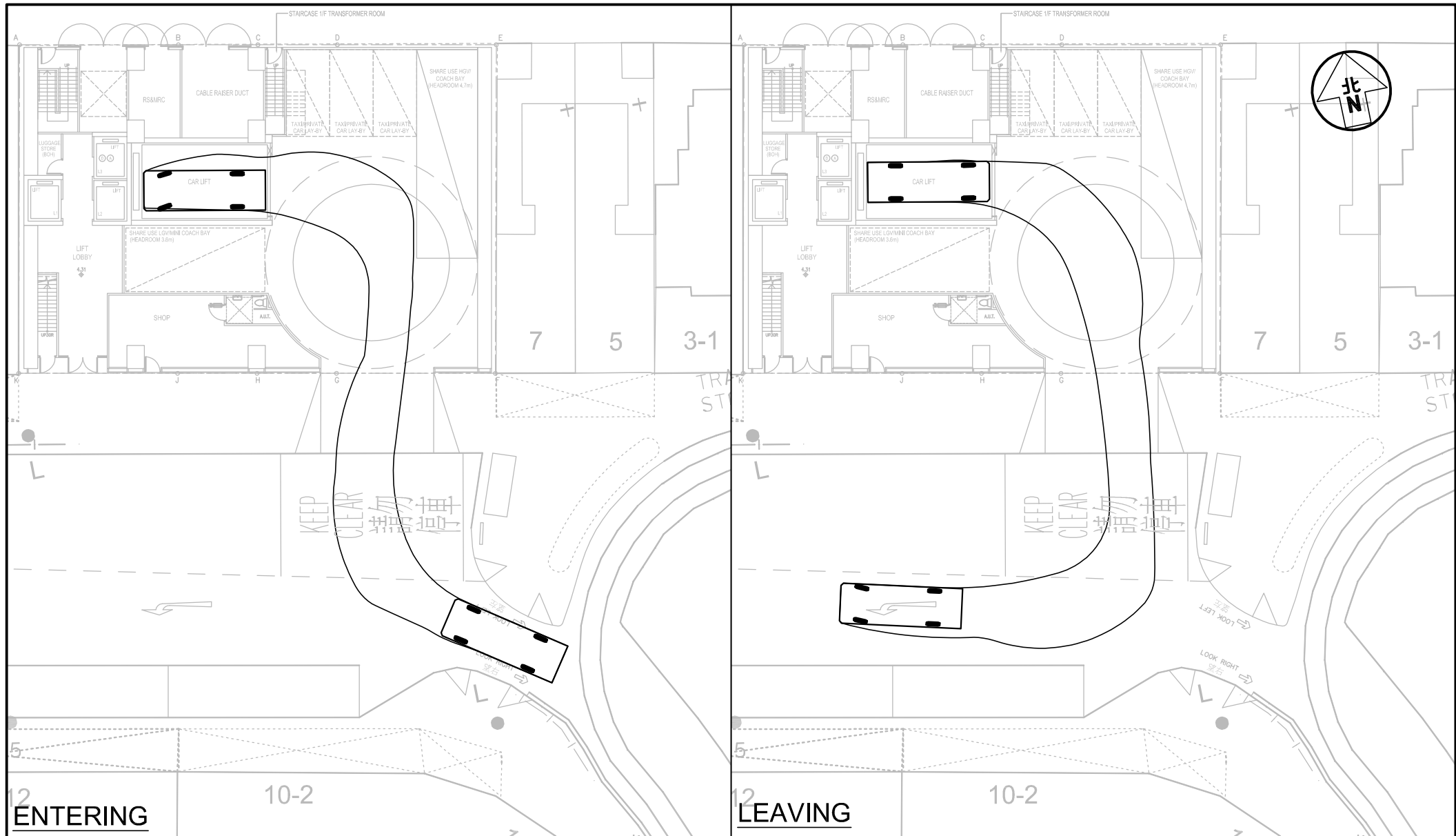
Project Title	SECTION 16 APPLICATION FOR PROPOSED HOTEL DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT 9-19 KAM WA STREET, SHAU KEI WAN	Figure No. J7439	SP3	Revision A
Figure Title	SWEPT PATH OF LGV ENTERING AND LEAVING THE SHARE-USE SPACE FOR LGV AND MINI COACH ON G/F	Designed by L C H	Drawn by N C M	Checked by K C
		Scale in A4 1 : 300	Date 27 MAR 2026	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

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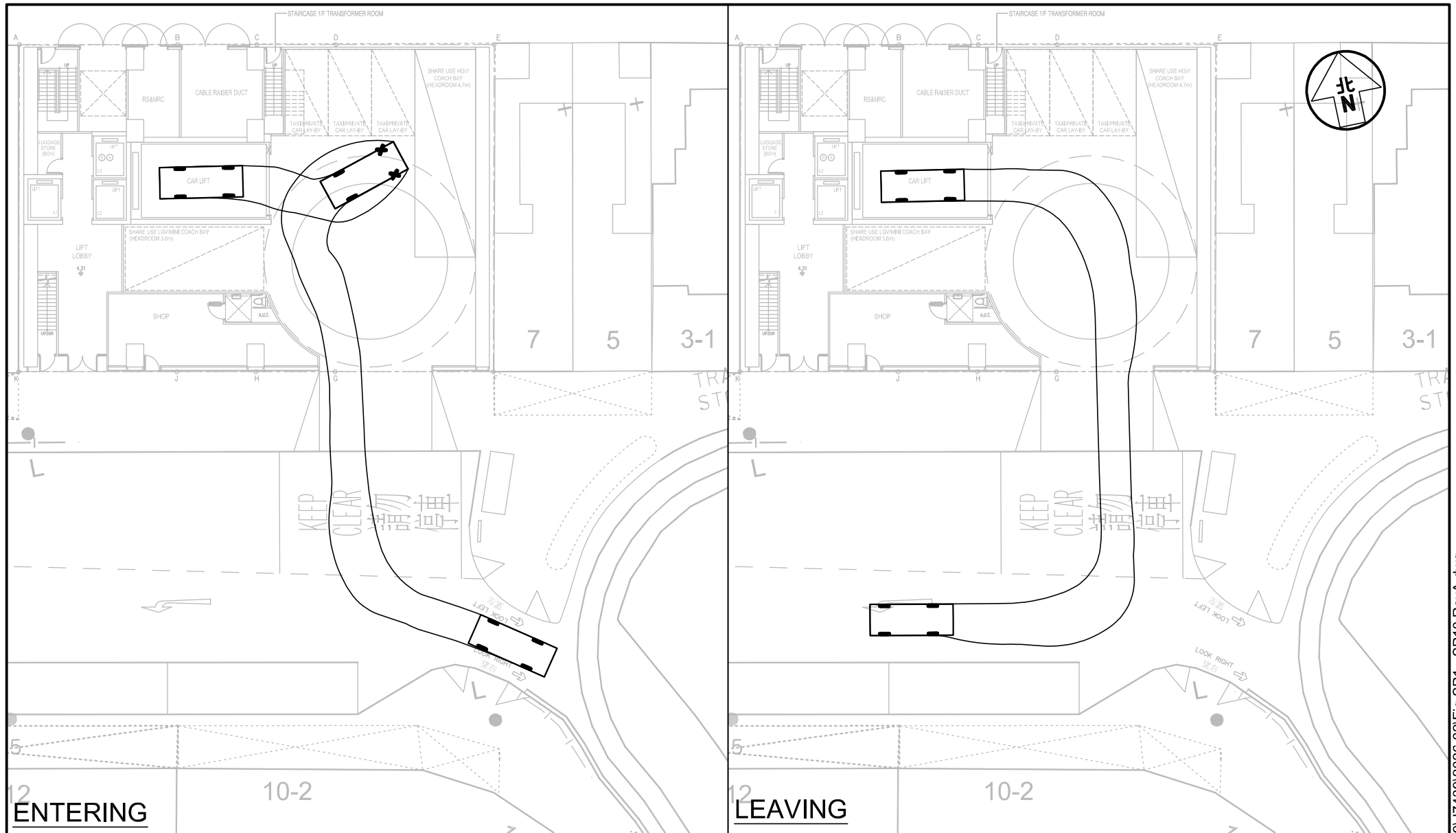
Project Title	SECTION 16 APPLICATION FOR PROPOSED HOTEL DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT 9-19 KAM WA STREET, SHAU KEI WAN	Figure No. J7439	SP4	Revision A
Figure Title	SWEPT PATH OF MINI COACH ENTERING AND LEAVING THE SHARE-USE SPACE FOR LGV AND MINI COACH ON G/F	Designed by L C H	Drawn by N C M	Checked by K C
		Scale in A4 1 : 300	Date 27 MAR 2026	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

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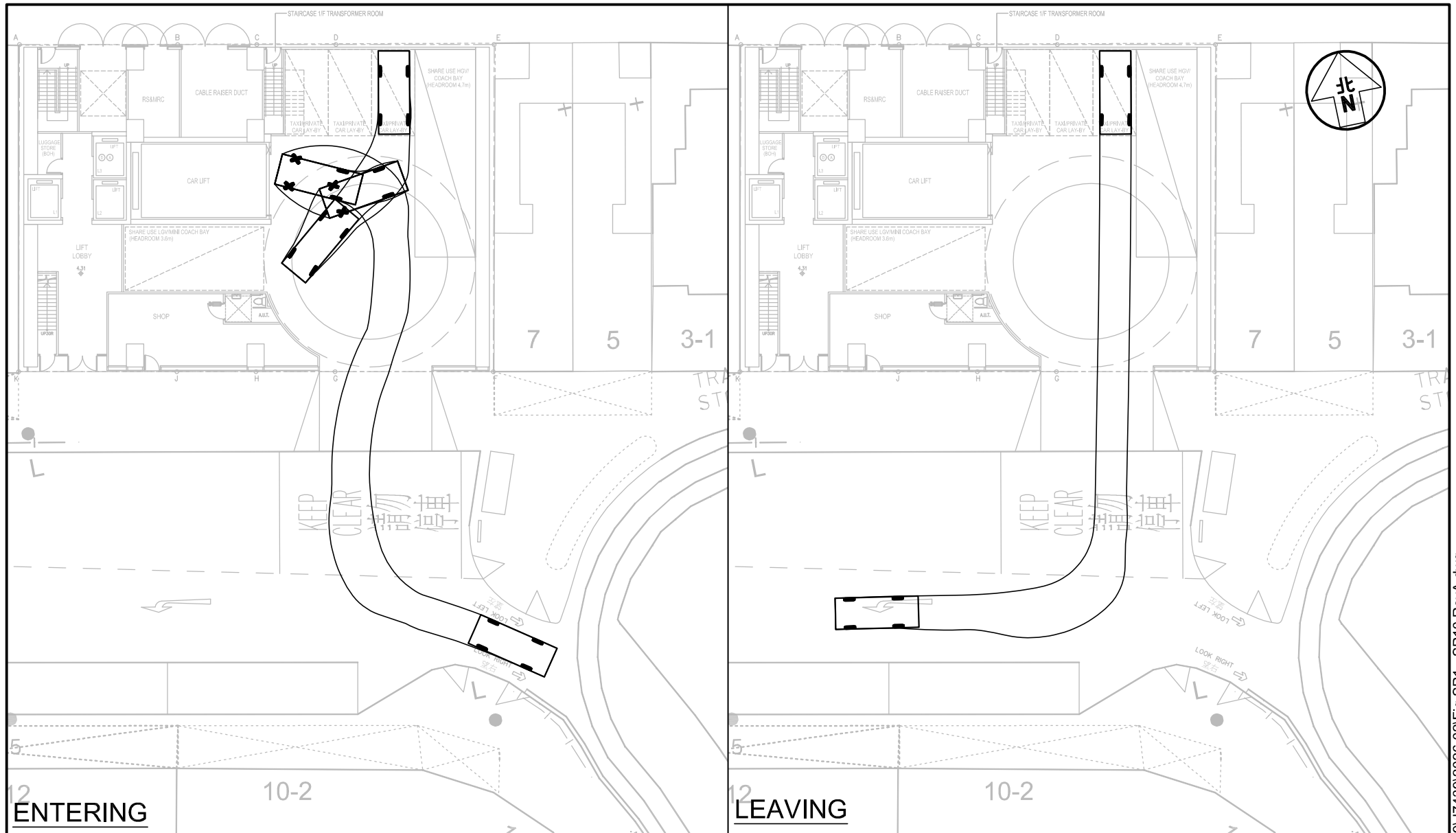


Project Title	SECTION 16 APPLICATION FOR PROPOSED HOTEL DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT 9-19 KAM WA STREET, SHAU KEI WAN			Figure No. J7439	SP5	Revision A
Figure Title	SWEPT PATH OF LGV ENTERING AND LEAVING THE CAR LIFT ON G/F			Designed by L C H	Drawn by N C M	Checked by K C
				Scale in A4 1 : 300	Date 27 MAR 2026	
				CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk		

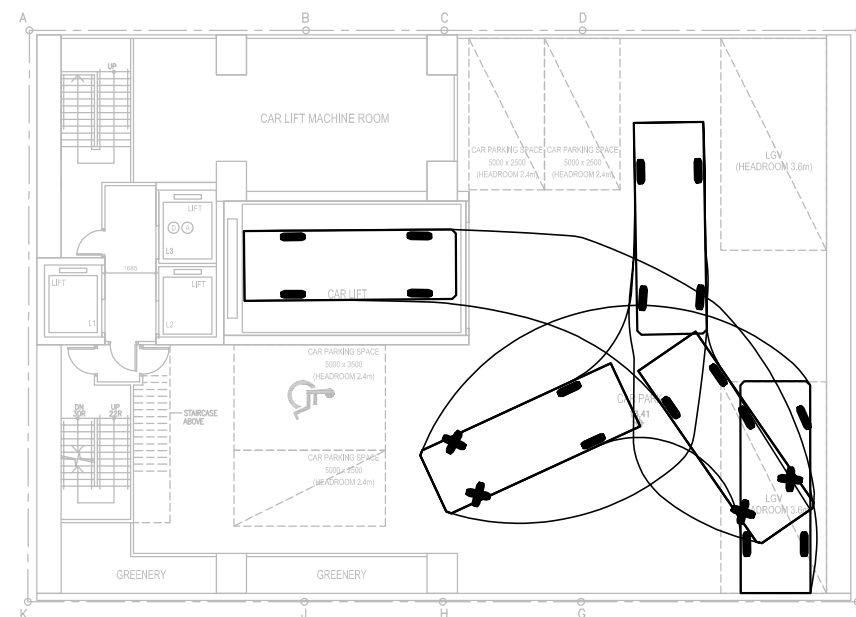
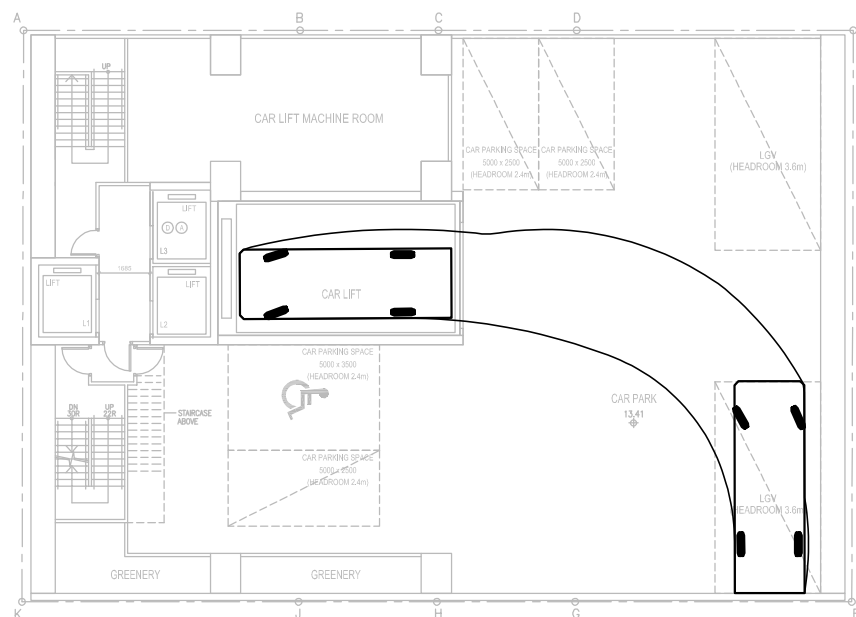
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Project Title	SECTION 16 APPLICATION FOR PROPOSED HOTEL DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT 9-19 KAM WA STREET, SHAU KEI WAN	Figure No. J7439	SP6	Revision A
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR LIFT ON G/F	Designed by L C H	Drawn by N C M	Checked by K C
		Scale in A4 1 : 300	Date 27 MAR 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



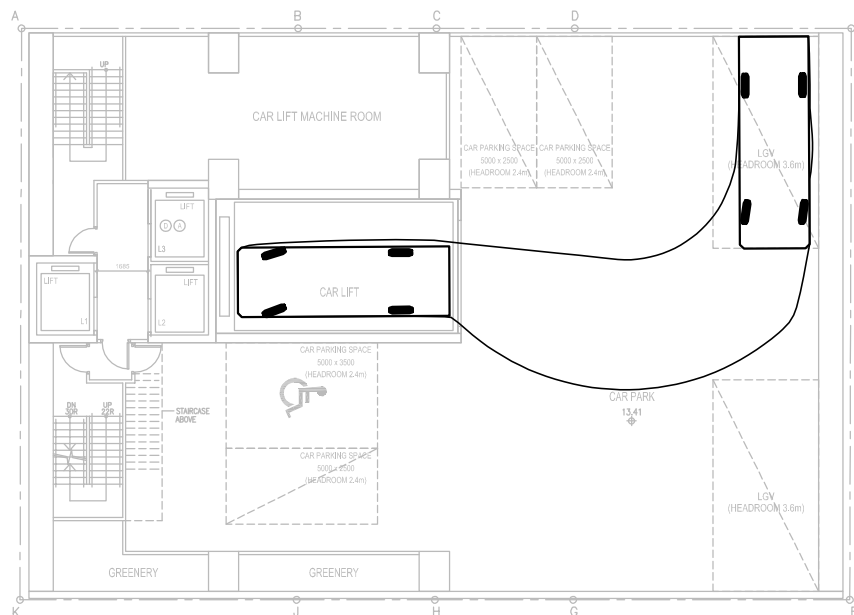
Project Title	SECTION 16 APPLICATION FOR PROPOSED HOTEL DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT 9-19 KAM WA STREET, SHAU KEI WAN	Figure No. J7439	Revision A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE 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 27 MAR 2026	



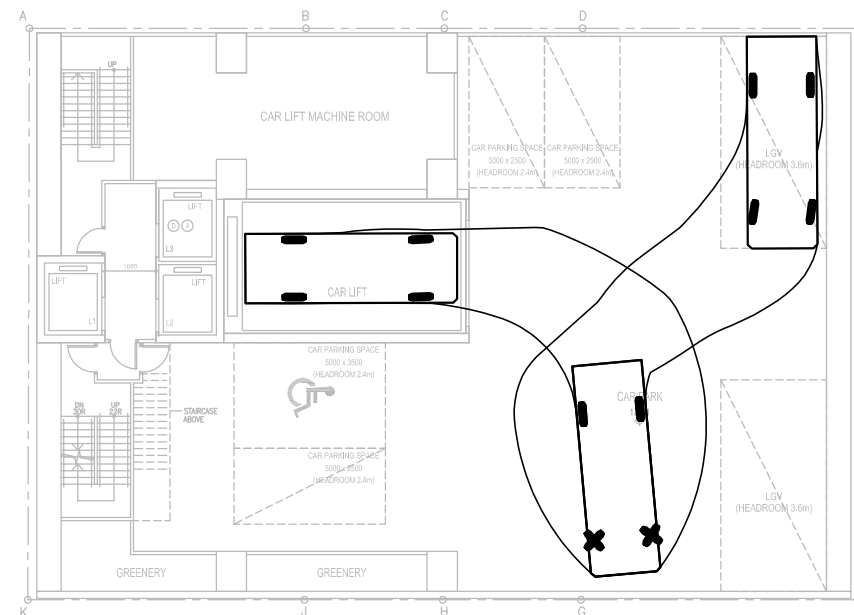
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Project Title	SECTION 16 APPLICATION FOR PROPOSED HOTEL DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT 9-19 KAM WA STREET, SHAU KEI WAN			J7439	Figure No. SP8	Revision A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title	SWEPT PATH OF LGV ENTERING AND LEAVING THE LGV LOADING / UNLOADING BAY ON 2/F			Designed by L C H	Drawn by N C M	Checked by K C	
					Scale in A4 1 : 250	Date 27 MAR 2026	



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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.

SP9

Revision

A

Figure Title

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

Designed by
L C H

Drawn by
N C M

Checked by
K C

Scale in A4

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Date

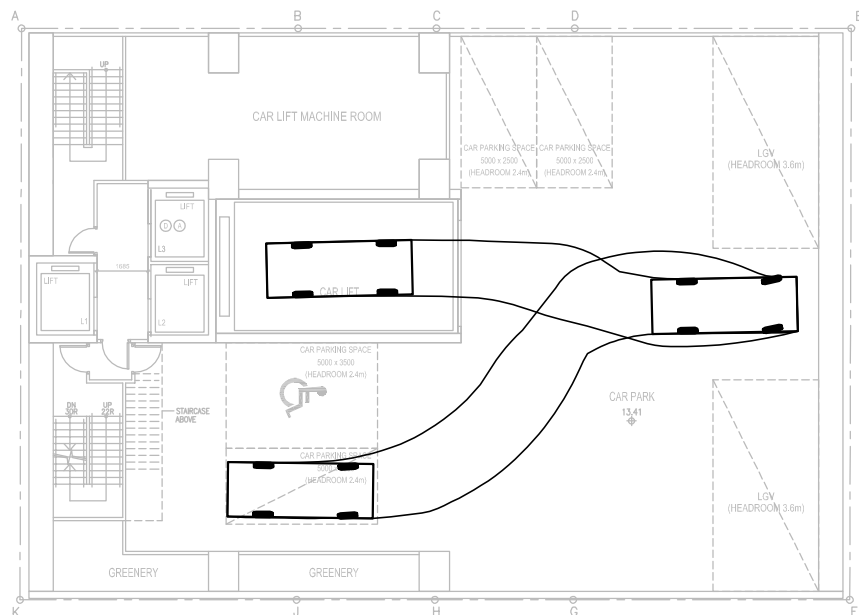
27 MAR 2026

CKM Asia Limited

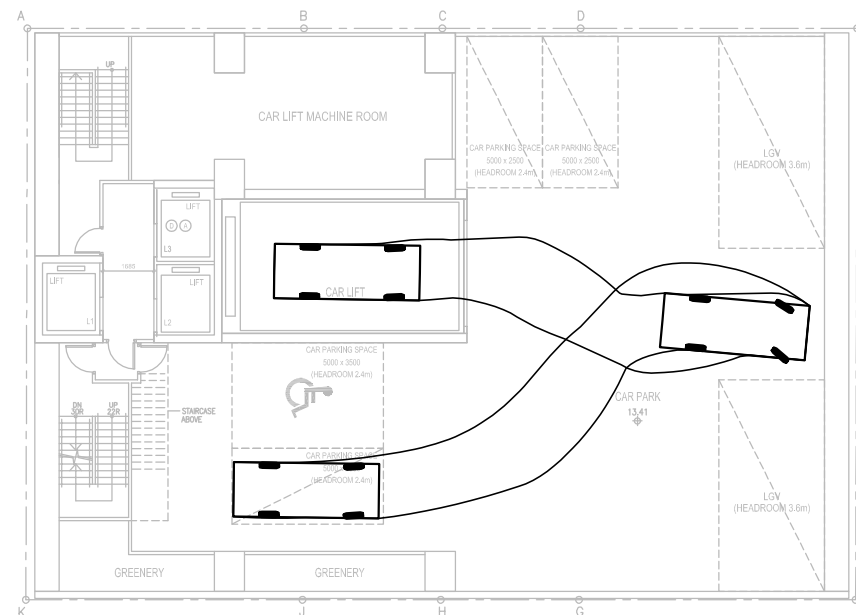
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Project Title SECTION 16 APPLICATION FOR PROPOSED HOTEL DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT 9-19 KAM WA STREET, SHAU KEI WAN

J7439

Figure Title SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE ON 2/F

Figure No.

SP10

Revision

A

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N C M

Checked by
K C

Scale in A4

1 : 250

Date

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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