Appendix V – Air Quality Impact Assessment

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REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET, SAN PO KONG, KOWLOON, N.K.I.L.S 4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B

AIR QUALITY IMPACT ASSESSMENT

23 Jul 2025

Report No.: RT24152-AQIA-01_r1

Prepared By:

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Project:	REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET, SAN PO KONG, KOWLOON, N.K.I.L.S 4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B AIR QUALITY IMPACT ASSESSMENT
Report No.:	RT24152-AQIA-01_r1

Revision	Issue Date	Description	Author	Checker	Approver
0	23/07/2025	Issued for Comment	Various	LY	HM

Prepared By:

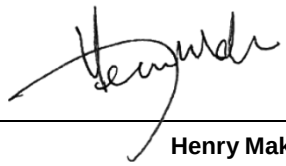
Various

Checked by

Leo Yu

Consultant

Approved by:



Henry Mak

Director

Disclaimer:

- This report is prepared and submitted by BeeXergy Consulting Limited with all reasonable skill to the best of our knowledge, incorporating our Terms and Conditions and taking account of the resources devoted to it by agreement with the client.
- We disclaim any responsibility to the client and others in respect of any matters outside the project scope.
- This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies upon the report at their own risk.

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1. INTRODUCTION

1.1. BACKGROUND

1.1.1. The Project Proponent proposes to develop a 34-storey Hotel in Tai Yau Street, San Po Kong (hereafter called “the Proposed Development”).

1.1.2. BeeXergy Consulting Limited was commissioned by the Project Proponent to undertake an Air Quality Impact Assessment (AQIA) in support of its planning application under Section 16 of the Town Planning Ordinance (TPO) for the Proposed Development.

1.2. PROJECT LOCATION

1.2.1. The Project Site is approximately 2426.05m^2, currently bounded by industrial buidlings to the north and west, Tai Yau Street to the south-east. The Project Site is currently zoned as “Other Specified Uses” annotated “Business” (“OU(B)”) under the Approved Tsz Wan Shan, Diamond Hill & San Po Kong Outline Zoning Plan No. S/K11/31. **Figure 1.1** shows the location of Project Site and its environs.

1.3. PROJECT DESCRIPTION

1.3.1. The Proposed Development will comprise one 34-storey hotel (inlcude 1 storey basement & 1 storey refuge floor) comprising guest rooms and communal area. The key development parameters are summarised in **Table 1.1** and the Master Layout Plan is enclosed in **Appendix 1.1**.

Table 1.1 Key Development Parameters of the Proposed Development

No. of Storeys	34 storeys
Total Gross Floor Area (GFA)	Approx. 30,302m^2
Building Height	+119.7 mPD
Proposed Major Floor Use	B/F: Carpark G/F: Entrance Lobby, Loading & Unloading 1/F: Restaurant, Shops 2/F: Back of House Facility 3/F to 31/F: Guest Rooms (Refuge floor between 15/F and 16/F)
Tentative Population Intake Year	2030
Total No. of Guest Rooms	1286

1.4. STRUCTURE OF THE REPORT

1.4.1. This AQIA Report includes the following sections:

- Section 2.1 introduced the project background;
- Section 2.2 presented the relevant legislation, standards, guidelines, and baseline conditions for this AQIA;
- Section 2.3 identified representative air sensitive receivers (ASRs);
- Section 2.4 identified and evaluated the air quality impact associated with the Construction of the Proposed Development;
- Section 2.5 identified and evaluated the air quality impact associated with the Operation of the Proposed Development; and
- Section 3 summarized the conclusion of this AQIA.

2. AIR QUALITY IMPACT

2.1. INTRODUCTION

2.1.1. This section identifies the potential air quality impact associated with the construction and operation of the Proposed Scheme. It also recommends practical pollution control and mitigation measures, where necessary.

2.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

2.2.1. The relevant legislation, standards and guidelines applicable to the present review of air quality impact include:

- Air Pollution Control Ordinance (APCO) (Cap. 311);
- Air Pollution Control (Smoke) Regulations (Cap. 311C);
- Air Pollution Control (Fuel Restriction) Regulations (Cap. 311I);
- Air Pollution Control (Construction Dust) Regulation (Cap. 311R);
- Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation (Cap. 311Z);
- Hong Kong Planning Standards and Guidelines (HKPSG);
- ProPECC PN 2/96 “Control of Air Pollution in Car Parks”; and
- Environmental Protection Department (EPD)’s Guideline “Control of Oily Fume and Cooking Odour from Restaurants and Food Business”.

Air Quality Objectives

2.2.2. The APCO provides a statutory framework for establishing the Air Quality Objectives (AQOs) and stipulating the anti-pollution requirements for air pollution sources. The AQOs stipulate concentration for a range of pollutants, which are summarized below in **Table 2.1**.

Table 2.1 Hong Kong Air Quality Objectives

Pollutant	Averaging Time	Concentration Limit [i] ($\mu g/m^3$)	Number of Exceedances Allowed
Sulphur Dioxide (SO_2)	10-minute	500	3
	24-hour	40	3
Respirable Suspended Particulates (PM_{10}) [ii]	24-hour	75	9
	Annual	30	N/A
	24-hour	37.5	18

Pollutant	Averaging Time	Concentration Limit [i] ($\mu g/m^3$)	Number of Exceedances Allowed
Fine Suspended Particulates ($PM_{2.5}$) [iii]	Annual	15	N/A
Nitrogen Dioxide (NO_2)	1-hour	200	18
	24-hour	120	9
	Annual	40	N/A
Ozone (O_3)	8-hour	160	9
	Peak season	100	N/A
Carbon Monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
	24-hour	4,000	0
Lead	Annual	0.5	N/A

Notes:

[i] All measurements of the concentration of gaseous air pollutants, i.e., SO_2, NO_2, O_3 and CO, are to be adjusted to a reference temperature of 293 K and a reference pressure of 101.325 kPa.

[ii] PM_{10} means suspended particles in air with a nominal aerodynamic diameter of 10μm or less.

[iii] $PM_{2.5}$ means suspended particles in air with a nominal aerodynamic diameter of 2.5μm or less.

Hong Kong Planning Standards and Guidelines

2.2.3. Environmental requirements to be considered in land use planning are outlined in Chapter 9 of the HKPSG. The standards and guidelines provide recommendation on suitable locations for developments and sensitive users, provision of environmental facilities and design, layout, phasing and operational controls to minimize adverse environmental impacts. It also lists out environmental factors influencing the land use planning and recommends buffer distances for land uses.

2.2.4. Buffer distances on usage of open space site for recreational uses are also recommended. Evaluation of potential air quality impact on the Proposed Scheme due to the open vehicular emissions and industrial emissions shall make reference to the guidelines as stipulated in the HKPSG. The buffer distance requirements in HKPSG are extracted below in **Table 2.2**.

Table 2.2 HKPSG Recommended Buffer Distance

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Roads and Highways	*Type of Road*		
	Trunk Road and Primary Distributor	> 20m	Active and Passive Recreational Uses
		3 – 20m	Passive Recreational Uses
		< 3m	Amenity Areas
	District Distributor	> 10m	Active and Passive Recreational Uses
Roads and Highways	District Distributor	< 10m	Passive Recreational Uses
	Local Distributor	> 5m	Active and Passive Recreational Uses
		< 5m	Passive Recreational Uses
	Under Flyover	N/A	Passive Recreational Uses
Industrial Areas	*Difference in Height between Industrial Chimney Exit and the Site*		
	< 20m	> 200m	Active and Passive Recreational Uses
		5 – 200m	Passive Recreational Uses
	20 – 30m (*)	> 100m	Active and Passive Recreational Uses
		5 – 100m	Passive Recreational Uses
	30 – 40m	> 50m	Active and Passive Recreational Uses
		5 – 50m	Passive Recreational Uses
	> 40m	> 10m	Active and Passive Recreational Uses

Remarks:

a) In situations where the height of chimneys is not known, use the set of guidelines marked with an asterisk for preliminary planning purpose and refine as and when more information is available.

b) The buffer distance is the horizontal, shortest distance from the boundary of the industrial lot, the position of existing chimneys or the edge of road kerb, to the boundary of open space sites.

c) The guidelines are generally applicable to major industrial areas but not individual large industrial establishments which are likely to be significant air pollution sources. Consult EPD when planning open space sites close to such establishments.

d) Amenity areas are permitted in any situation.

2.3. AIR SENSITIVE RECEIVERS

2.3.1. Representative air sensitive receivers (ASRs) within 500m assessment area have been identified based on topographic maps supplemented by site surveys, outline zoning plans and other published plans in the vicinity of the Project Site. Within the 500m assessment area, ASRs that are closest to the Project Site are anticipated to be the most affected and therefore considered the most representative ASRs for the worst-case scenario air quality impact assessment, whilst other ASRs located further away from these first-tier representative ASRs are expected to be less impacted. Details of the identified representative ASRs are summarized in **Table 2.3** below and their locations are shown in **Figure 2.1**.

Table 2.3 Representative Air Sensitive Receivers

ASR ID	Description	Use	Existing/ Planned	Approximate Shortest Distance from Project Site, m
A01	Hong Kong Sheng Kung Hui Nursing Home	Residential	Existing	183
A02	Residential Buildings	Residential	Existing	227
A03	Ho Lap College	School	Existing	195
A04	Po Leung Kuk Mrs. Chan Nam Chong Memorial Primary School	School	Existing	250
A05	Canossa Primary School (San Po Kong)	School	Existing	317
A06	King Tai Court	Residential	Existing	317
A07	Lower Wong Tai Sin Estate	Residential	Existing	256
A08	Choi Hung Road Playground	Recreational	Existing	65

2.4. CONSTRUCTION PHASE IMPACT REVIEW

Impact Identification and Evaluation

2.4.1. Major construction activities include construction works for site set up, foundation, excavation, superstructure and fitting out, etc of the new building. Potential fugitive dust emission arising from these construction activities is anticipated.

2.4.2. With the implementation of appropriate air quality control measures and the requirements as listed in the Air Pollution Control (Construction Dust) Regulation of APCO to control the air pollutant emissions, adverse air quality impact is not anticipated during construction.

Recommended Mitigation Measures

2.4.3. To ensure that dust and gaseous emissions are controlled during the construction phase of the Project, relevant air quality control requirements stipulated in Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations should be implemented. The proposed control measures are listed below.

- The designated haul road should be hard paved to minimize fugitive dust emission;
- During the site formation works, the active works areas should be water sprayed with water browser or sprayed manually hourly during construction period. The Contractor should ensure that the amount of water spraying is just enough to dampen the exposed surfaces without over-watering which could result in surface water runoff;
- Any excavated dusty materials or stockpile of dusty materials should be covered entirely by impervious sheeting or sprayed with water so as to maintain the entire surface wet, and recovered or backfilled or reinstated as soon as possible;
- Dusty materials remaining after a stockpile is removed should be wetted with water;
- The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcore or similar;
- The Contractor(s) shall only transport adequate amount of fill materials to the Project Site to minimize stockpiling of fill materials on-site, thus reducing fugitive dust emission due to wind erosion;
- Should temporary stockpiling of dusty materials be required, it shall be either covered entirely by impervious sheeting, placed in an area sheltered on the top and the 3 sides; or sprayed with water so as to maintain the entire surface wet;
- All dusty materials shall be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet;
- Vehicle speed to be limited to 10 kph except on completed access roads;
- The portion of road leading only to a construction site that is within 30 m of a designated vehicle entrance or exit should be kept clear of dusty materials;
- Every vehicle should be washed to remove any dusty materials from its body and wheels immediately before leaving the construction site;

- The load of dusty materials carried by vehicle leaving the construction site should be covered entirely by clean impervious sheeting to ensure that the dusty materials do not leak from the vehicle;
- The working area of excavation should be sprayed with water immediately before, during and immediately after (as necessary) the operations so as to maintain the entire surface wet;
- Restricting height from which materials are to be dropped as far as practicable to minimize the fugitive dust arising from loading/unloading activities;
- Every stock of more than 20 bags of cement or dry pulverized fuel ash shall be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides;
- Cement, pulverized fuel ash or any other dusty materials collected by fabric filters or other air pollution control system or equipment shall be disposed of in totally enclosed containers;
- Electric power supply shall be provided for on-site machinery as far as practicable;
- Regular maintenance of construction equipment deployed on-site should be conducted to minimize gaseous and prevent black smoke emission;
- Hoarding of not less than 2.4m high from ground level shall be provided along the site boundary except for a site entrance or exit to minimise dust nuisance to the nearby sensitive receivers. For locations with ASRs in immediate proximity to the Project Site, higher hoarding shall be erected; and
- Regular site audit shall be conducted to ensure all the mitigation measures are properly implemented.

2.4.4. With the implementation of above mitigation measures, no adverse construction phase air quality impact is anticipated.

2.5. OPERATION PHASE IMPACT REVIEW

Impact Identification and Evaluation

Vehicular Emission

2.5.1. Vehicular emission from existing open roads is the potential air pollution source to the Proposed Scheme during operation phase.

2.5.2. The Application Site is bounded by Tai Yau Street and is subject to the air quality impact associated with the vehicular emission from existing open roads. In order to comply with the buffer distance requirements as stipulated in the HKPSG, the air-sensitive uses at the Proposed Development have been positioned away from Tai Yau Street.

The required buffer distances from the surrounding road were summarized in **Table 2.4** and illustrated in **Figure 2.2**. No air sensitive uses, including openable windows, fresh air intake and recreational uses in the open space, would be located within the buffer zones.

Table 2.4 Relevant Buffer Distance Requirements

Road Name	Road Type	Recommended Buffer Distance in HKPSG	Buffer Distance allowed for the Proposed Scheme
Tai Yau Street	Local Distributor	5m	>5m
Note: As advised by the Project's Traffic Consultant, Tai Yau Street is classified as a Local Distributor			

2.5.3. As the required buffer distances between ASRs and the surrounding roads could be achieved, no adverse air quality impact associated with vehicular emission on the Proposed Scheme is anticipated

Industrial Emissions from nearby chimneys

2.5.4. Based on desktop study and site survey record conducted on 08 July 2025, no chimney is identified within 200m area from the Project boundary. No air/odour impact is detected around the site boundary of the proposed development. Therefore, no adverse air quality impact from the above-mentioned chimneys is anticipated.

Odour Emissions from nearby

2.5.5. During the site survey, Yi Lun Street Refuse Collection Point was identified 317m from the Project boundary. Given that the refuses at the RCPs are enclosed inside the containers, and RCPs is regularly cleaned by the Food and Environmental Hygiene Department (FEHD), no adverse odour impact on the Proposed Development is expected. Other odour emission sources including market, crematoria, livestock yards, stock wagon washing areas, nullah, and wholesale fish and poultry markets were not identified within the 200m assessment area.

Emissions from car parks within the Proposed Development

2.5.6. The car parks within the Proposed Development will be designed and operated in accordance with *ProPECC PN 2/96 Control of Air Pollution in Car Parks*. The car parks are mainly used for private car parking and the starting emissions generated by the vehicles are expected to be limited. Nonetheless, the idling period of vehicles will be governed by *Cap. 611 Motor Vehicle Idling (Fixed Penalty) Ordinance* which excessive emissions from idling vehicles within the Application Site is not expected. Given the above, no adverse air quality impact from car park operations is anticipated.

Emissions from the kitchen within the Proposed Development

2.5.7. Emissions from the kitchens on 1/F and 2/F, and its associated cooking fumes/ventilation within the Proposed Development are controlled under APCO. The best practical control measures recommended in EPD's Guideline "Control of Oily Fume and Cooking Odour from Restaurants and Food Business" will be adopted to minimize the gaseous and odour emissions from kitchen operations. Given the above, no adverse air quality impact from kitchen operation is anticipated.

Recommended Mitigation Measures

2.5.8. The setback distance between the building façades and the fresh air intakes/opened windows is recommended to be at least 5m away from Tai Yau Street to satisfy the recommended buffer distance from the carriageway as per Chapter 9 of HKPSG.

2.5.9. The following air quality mitigation measures are recommended for the operation phase of the Proposed Development:

- Positioning of the outlet of the exhaust system away from sensitive receivers as far as practicable;
- Installation of air pollution control equipment (e.g., electrostatic precipitator, air washer, scrubbers, etc.) for exhaust system serving the cooking stoves or other cooking appliances, where appropriate; and
- Regular maintenance of air pollution control equipment.

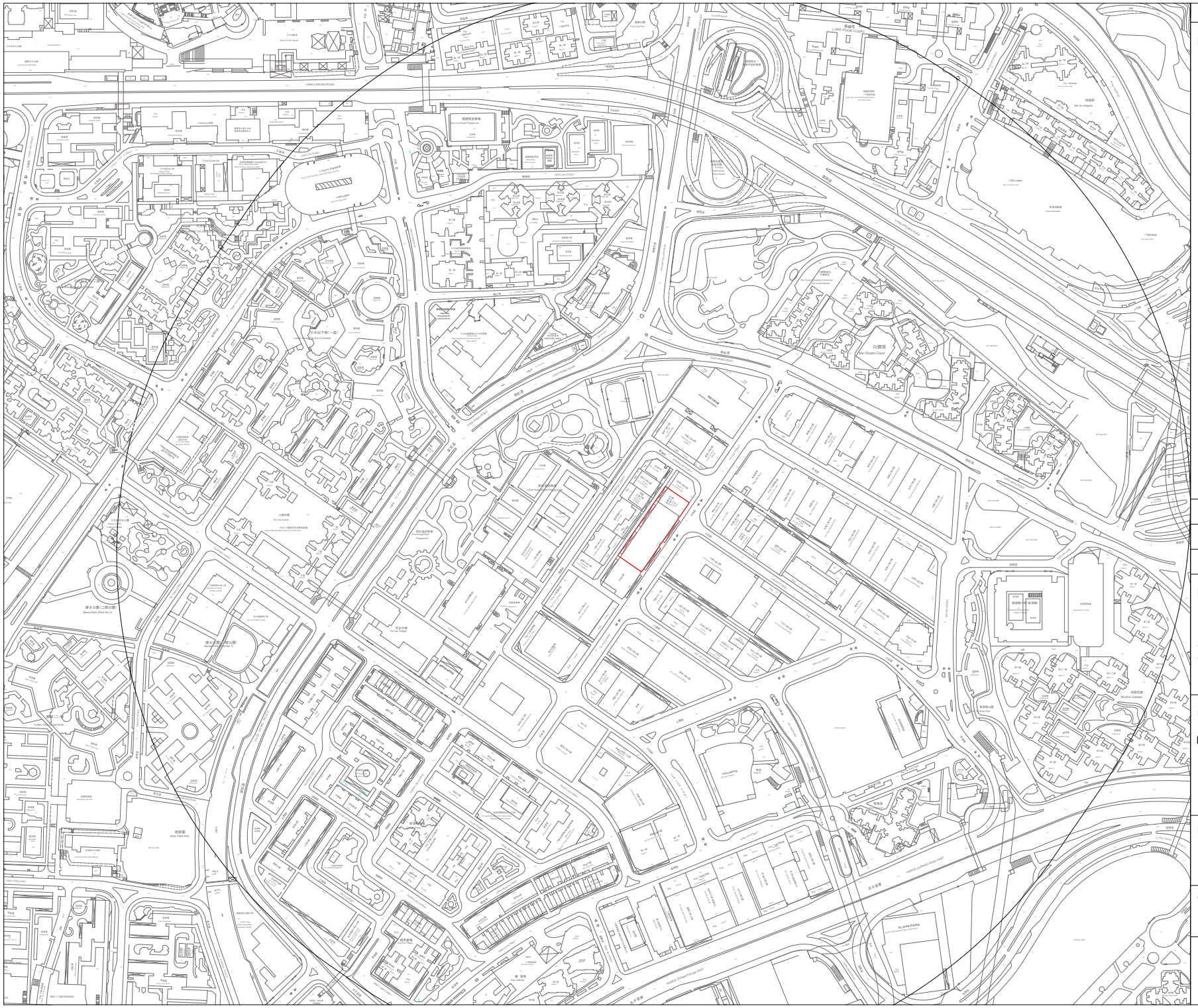
3. CONCLUSION

3.1.1. The Project is to construct a 34-storey Hotel at Nos. 20-24 Tai Yau Street. This Report addressed the potential air quailty issues arising from the construction and operation of the Proposed Development.

3.1.2. Fugitive dust and gaseous emission is the major source of air pollution during the construction phase of the Project. Through proper implementation of air quality control measures as required under the Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations, construction dust and gaseous emissions can be controlled. Therefore, adverse air quality impact during construction phase is not anticipated.

3.1.3. The potential operation phase air quality impact due to vehicular emission from the surrounding roads, industrial chimney and odour emission have been evaluated. Since the HKPSG buffer distance requirements could be complied and no industrial or odour emission was identified within 200m from Project boundary, no adverse operation phase air quality impact on the Proposed Scheme is expected.

FIGURE 1.1
PROPOSED DEVELOPMENT LOCATION



LEGEND:

Site Boundary

500m Assessment Area

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250710	20250710	20250710

Project Title

REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET, SAN PO KONG, KOWLOON, N.K.I.L.s 4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B

DrawingTitle

PROPOSED DEVELOPMENT LOCATION

Drawing No.	Rev.
FIGURE 1.1	0

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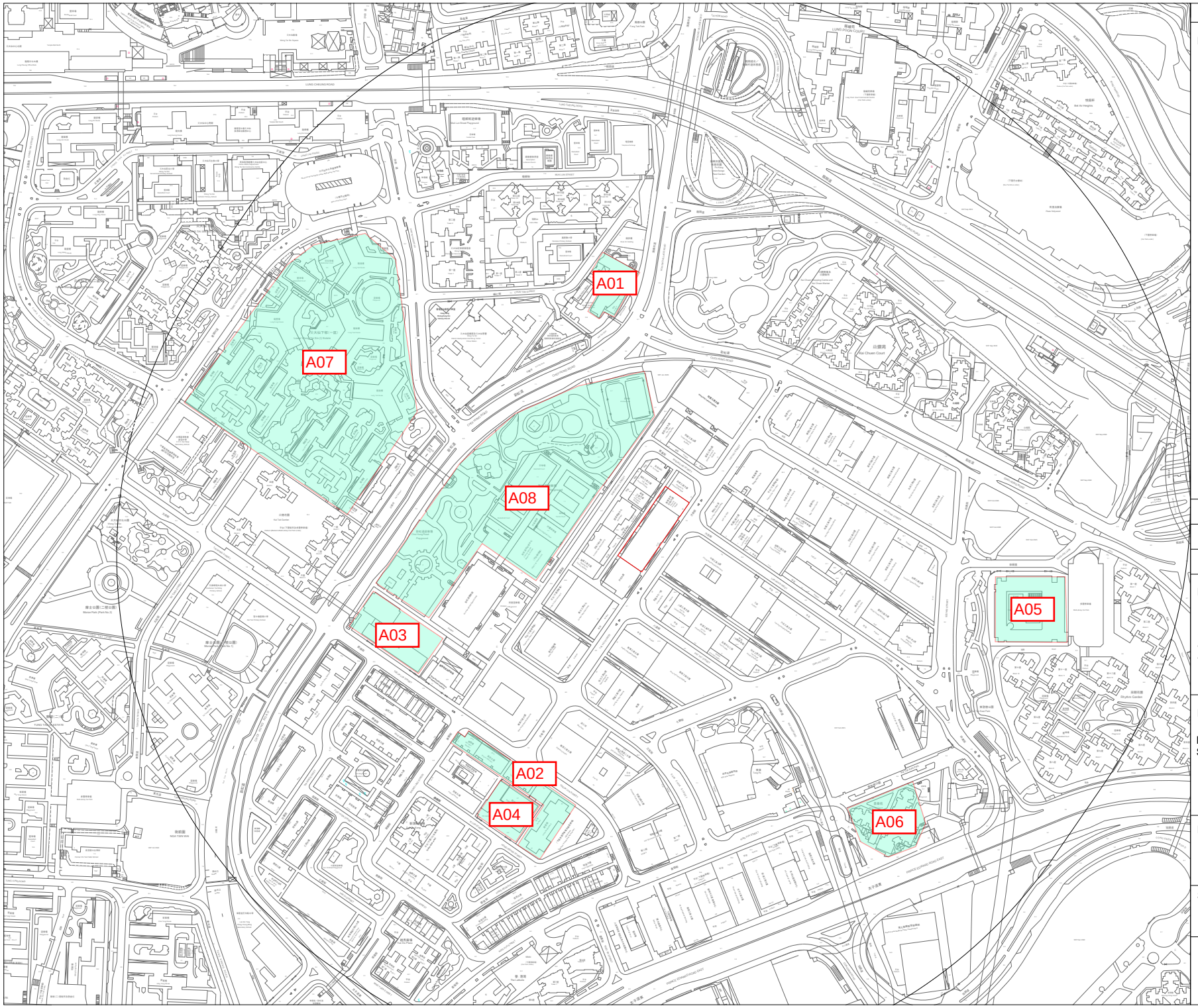
BeeXergy Consulting Limited

FIGURE 2.1

LOCATION OF REPRESENTATIVE AIR SENSITIVE RECEIVERS



LEGEND:

Site Boundary

500m Assessment Area

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250710	20250710	20250710

Project Title

REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET, SAN PO KONG, KOWLOON, N.K.I.L.s 4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B

DrawingTitle

LOCATION OF REPRESENTATIVE AIR SENSITIVE RECEIVERS

Drawing No.	Rev.
FIGURE 2.1	0

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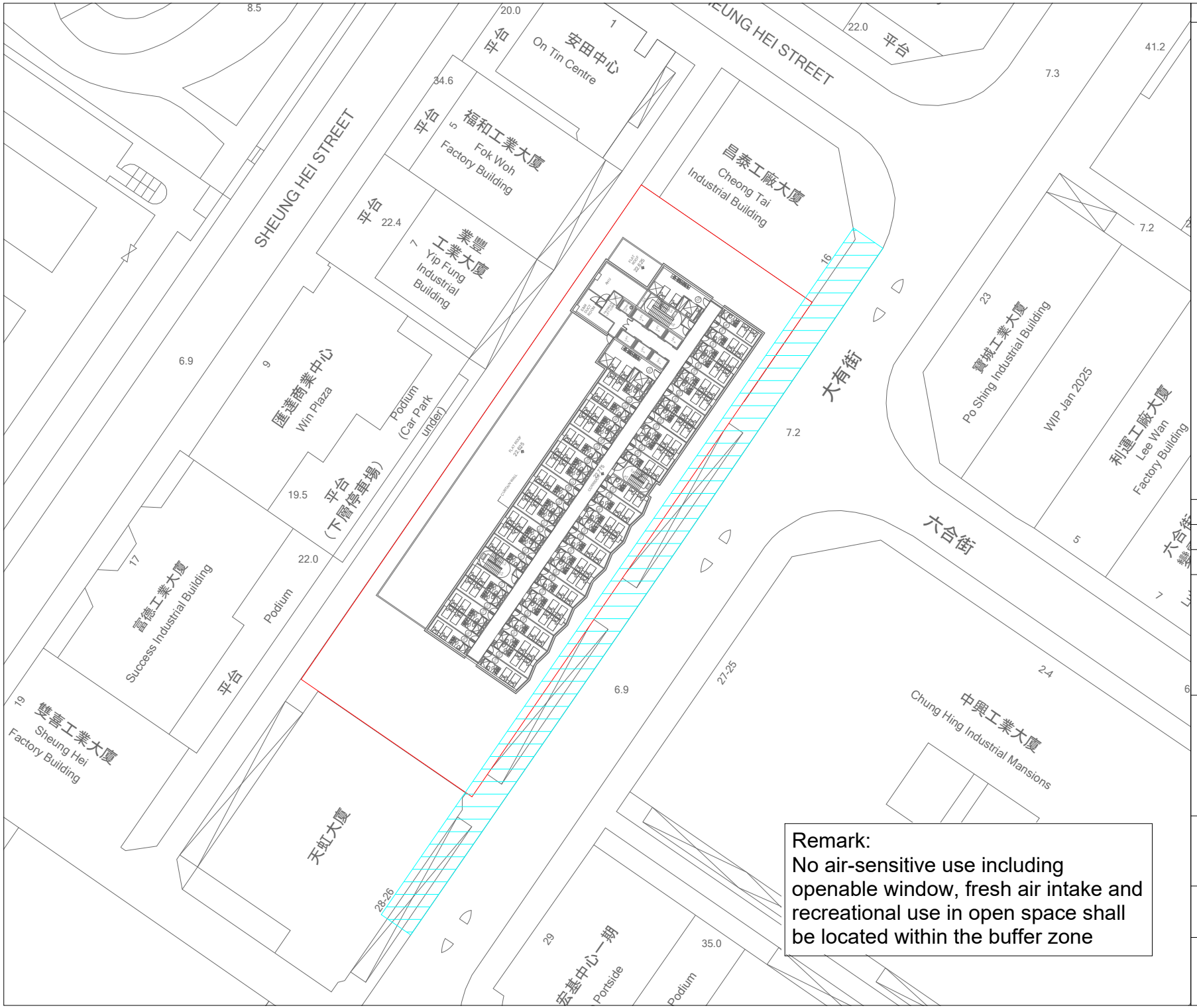
BeeXergy Consulting Limited

FIGURE 2.2
BUFFER DISTANCES



Remark:
No air-sensitive use including openable window, fresh air intake and recreational use in open space shall be located within the buffer zone

LEGEND:

Site Boundary

5m Buffer Distance

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250710	20250710	20250710

Project Title

REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET, SAN PO KONG, KOWLOON, N.K.I.L.s 4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B

DrawingTitle

BUFFER DISTANCE

Drawing No.

FIGURE 2.2

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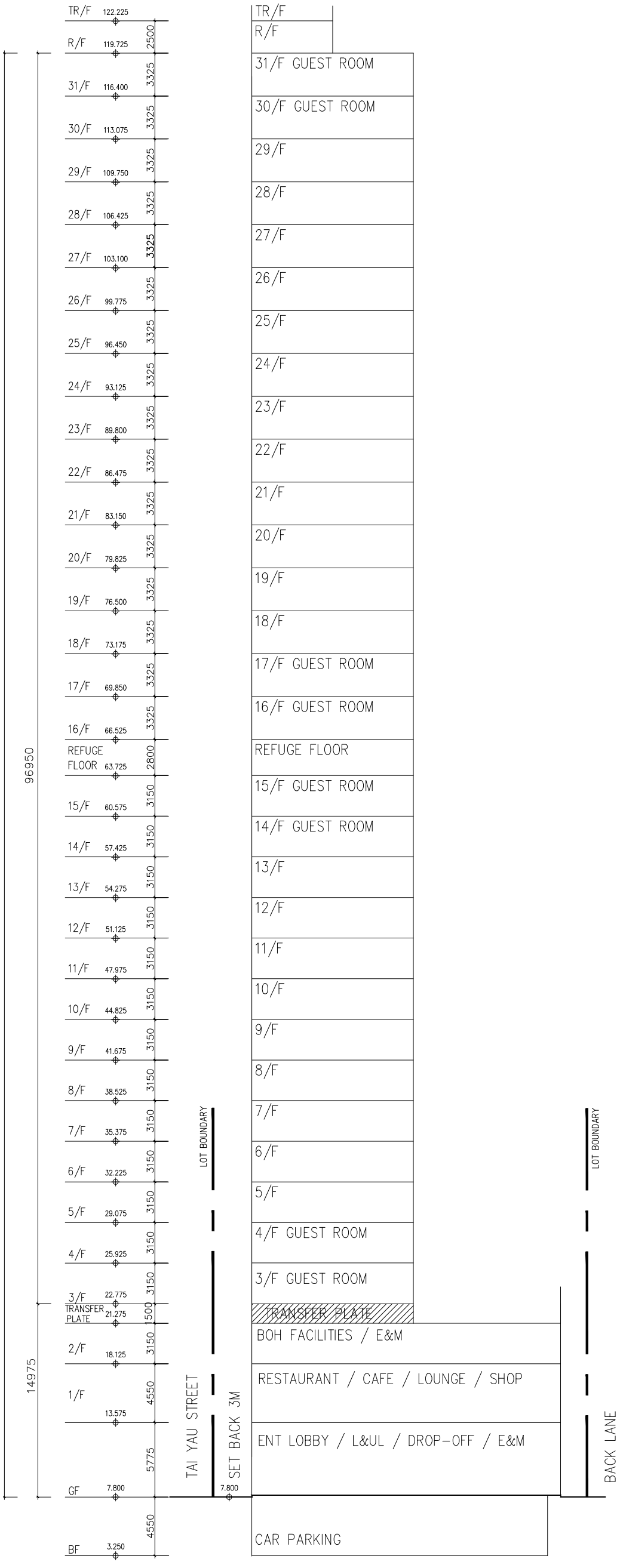
APPENDIX 1.1
INDICATIVE BUILDING PLAN



DIAGRAMMATIC SECTION (N.T.S.)

Schedule of Accommodation, 20-24 Tai Yau Street, San Po Kong, Kowloon

Site Area:	2,426.050 sq.m.
Lots:	N.K.I.L.s 4735, 4736, 4737, 4738, 4739 RP, 4739 s.A & 4739 s.B
Class of Site:	A
Permissible Plot Ratio:	12 (Under OZP)
Permissible GFA:	29,112.600 sq.m.
Bonus GFA for Setting Back 3m:	237.975 sq.m. x 5 = 1,189.875 sq.m.
Total Permissible GFA:	30,302.475 sq.m.
Total Permissible Plot Ratio:	12.490
Permissible Building Height:	120mPD 120mPD - 7.8mPD (mean street level) = 112.200m
Permissible Site Coverage:	Not exceeding 100% below 15m Not exceeding 60% above 15m
Proposed Use of Floor:	
Basement	Car Parking / E&M
G/F	Entrance Lobby / Loading & Unloading / Drop-off / E&M
1/F	Restaurant / Cafe / Lounge / Shop
2/F	Back of House Facility / E&M
2/F- 3/F Slab	Transfer Plate
3/F-15/F & 16/F-31/F	Guest Rooms
R/F	E&M
Proposed Site Coverage:	Below 15m : 76.665% (1,859.921 sq.m) Above 15m : 44.151% (1,071.121 sq.m)
Proposed Height of Building:	111.925m (119.725 mPD)
Proposed GFA per floor:	
G/F	466.094 sq.m
1/F	1,437.307 sq.m.
2/F	677.332 sq.m.
3/F	942.662 sq.m.
4/F-30/F	940.742 sq.m. (per floor) x 27 floors = 25,400.034 sq.m.
31/F	628.603 sq.m.
Staircase (NKILs. 4739s.A & s.B)	750.00 sq.m
Proposed Total GFA:	30,302.032 sq.m.
Proposed Plot Ratio:	12.490
Proposed no. of Storeys:	34 storeys (inlcude 1 storey basement & 1 storey refuge floor)
Proposed no. of Guest Rooms:	1286

REV. - DESIGN PROPOSAL JUL'25
DESCRIPTION DATE

PROJECT :
REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET SAN PO KONG, KOWLOON, N.K.I.L.s 4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B

DRAWING TITLE :
SCHEDULE OF ACCOMMODATION

AUTHORIZED PERSON :

C&L architects & surveyors ltd 宋倫建築師測量師有限公司

JOB No. : AA598

DESIGNED : RL | DRAWN : NC | CHECKED : RL | APPROVED : JC

PRINTED DATE : | DATE :

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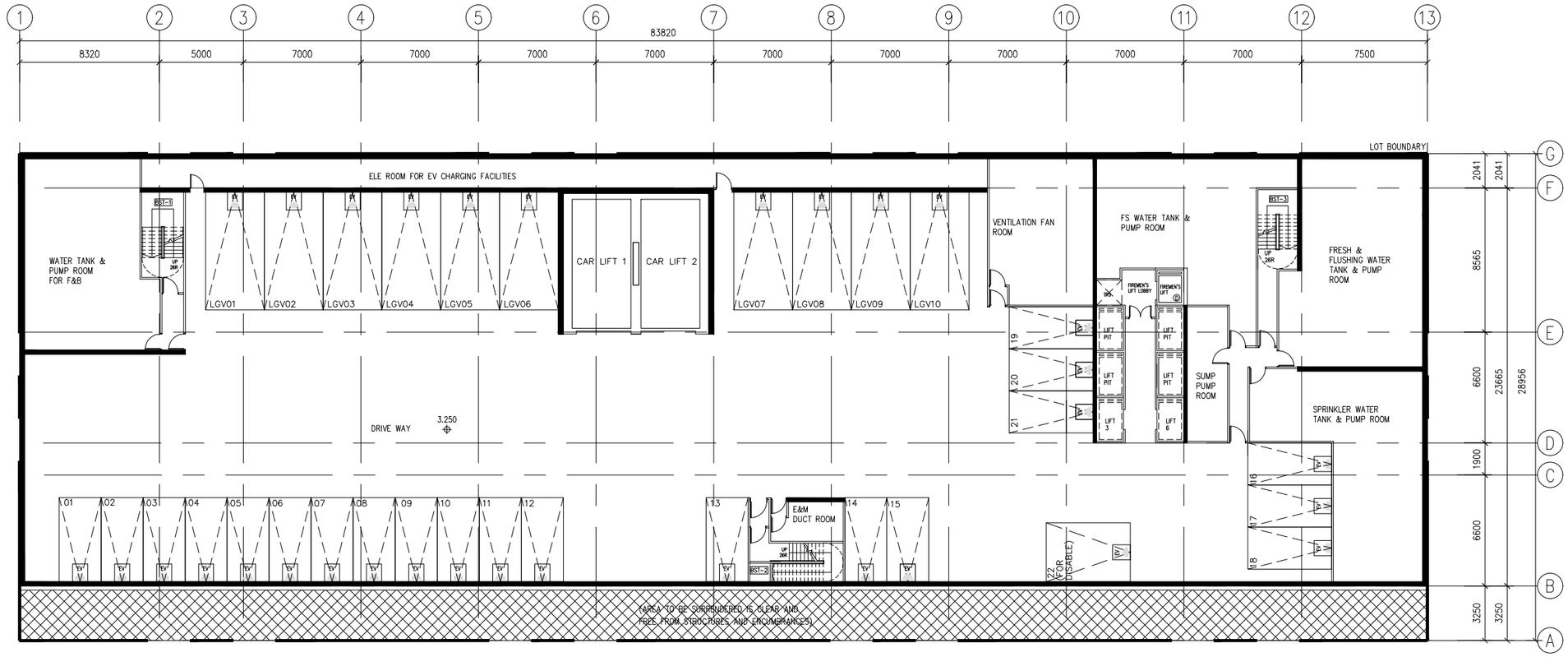

LEGEND:

AREA TO BE SURRENDED TO THE GOVERNMENT FOR ROAD WIDENING PURPOSES

BASEMENT FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	JUL'25

PROJECT :

REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET
SAN PO KONG, KOWLOON, N.K.I.L.s
4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B

DRAWING TITLE :

BASEMENT FLOOR PLAN

AUTHORIZED PERSON :

C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

DESIGNED :	DRAWN :	CHECKED :	APPROVED :
RL	NC	RL	JC

PRINTED DATE :	DATE :

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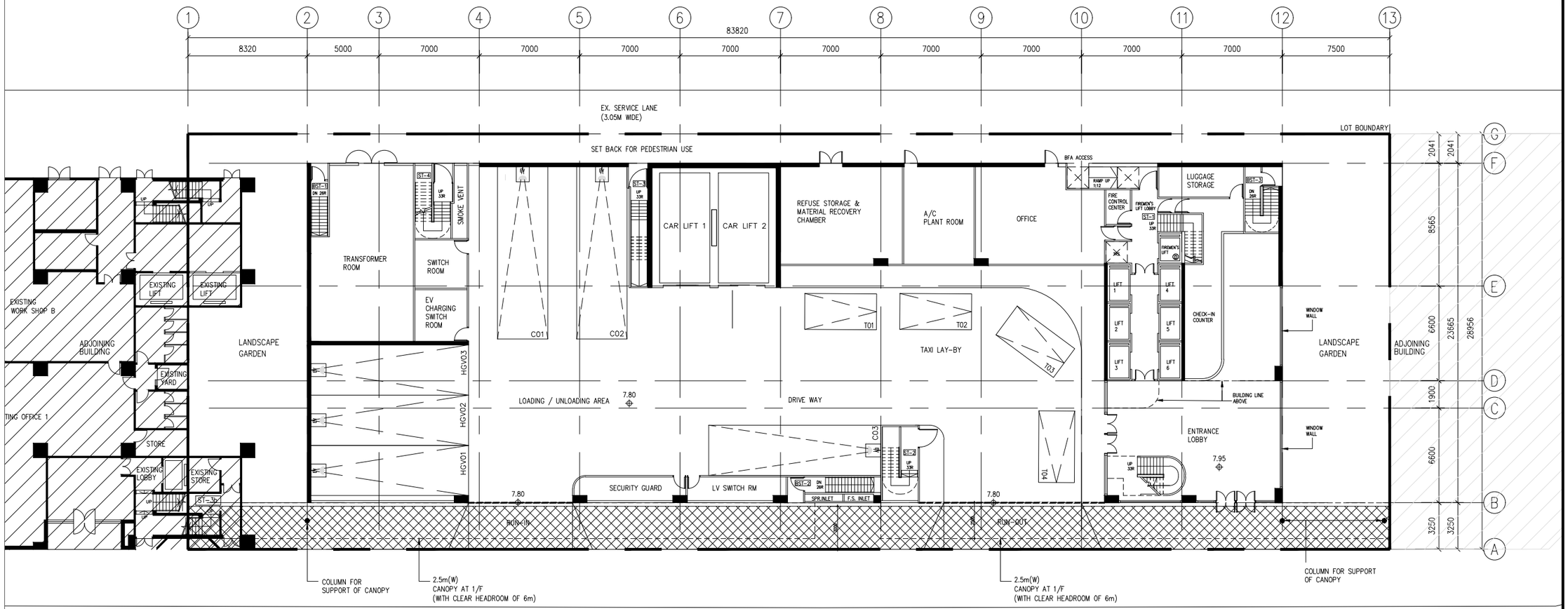
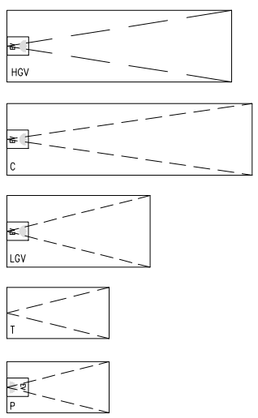


LEGEND:

AREA TO BE SURRENDED TO THE GOVERNMENT FOR ROAD WIDENING PURPOSES

GROUND FLOOR PLAN

TAI YAU STREET (18.30M WIDE)



HEAVY GOODS VEHICLES 3.5m x 11m

TOUR BUS LAY-BY 3.5m x 12m

LIGHT GOODS VEHICLE 3.5m x 7m

TAXI LAY-BY 2.5m x 5m

PRIVATE CAR 2.5m x 5m

CARPARK PROVISION CALCULATION

APPROX. NO. OF ROOMS = 1286

TYPE	ROOM/GFA	RATE	NO. REQUIRED	NO. PROVIDED
PRIVATE CAR	1286 ROOMS RESTUATANT/CAFE /800 SEAT	1/100 ROOMS 1/100 SEATS	13 8	22
TAXI LAY-BY	1286 ROOMS	>600 ROOMS MIN. 4 NOS.	4	4
TOUR BUS LAY-BY	1286 ROOMS	>900 ROOMS MIN. 3 NOS.	3	3
LGV HGV	1286 ROOMS	0.5-1/100 ROOMS	7-13	10 3

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	JUL'25

PROJECT :

REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET
SAN PO KONG, KOWLOON, N.K.I.L.s
4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B

DRAWING TITLE :

GROUND FLOOR PLAN

AUTHORIZED PERSON :

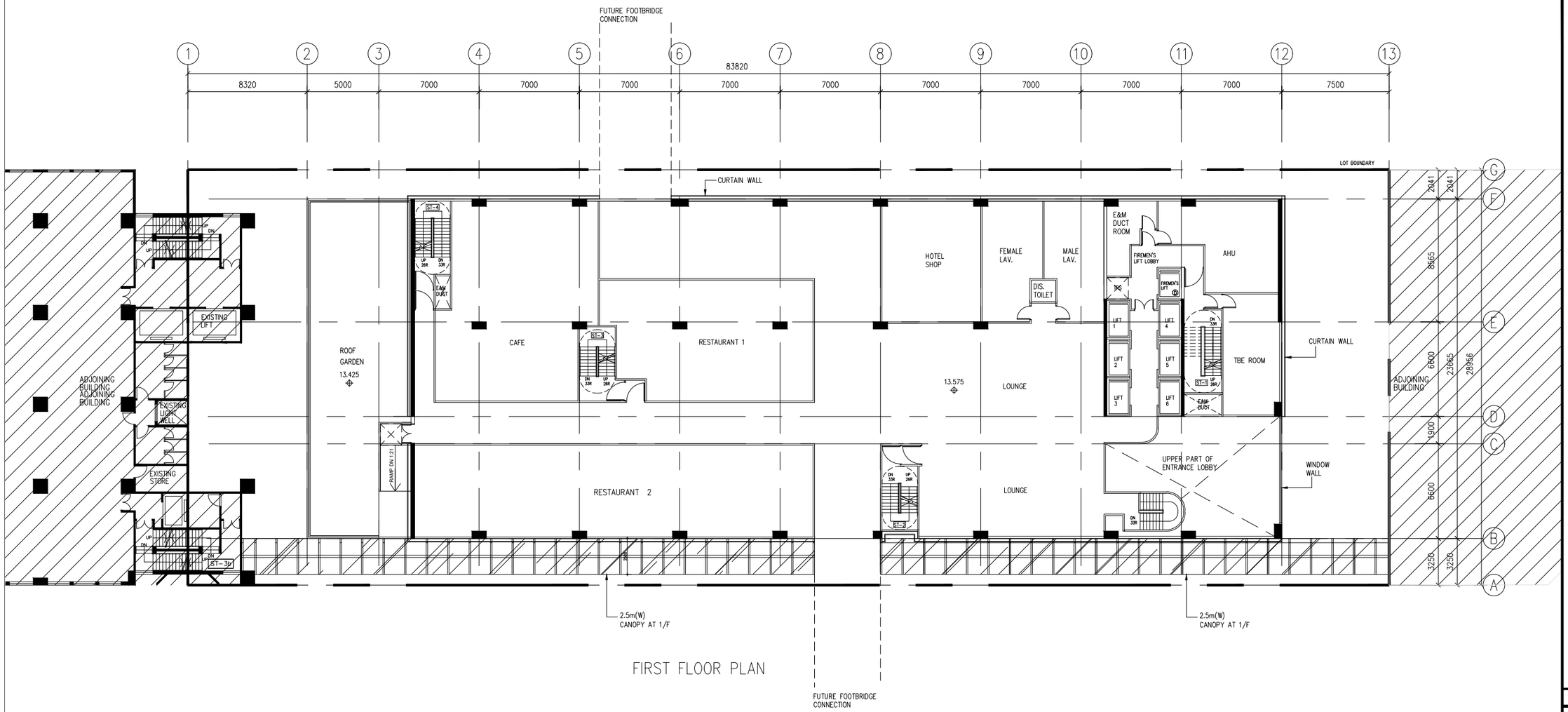
C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

DESIGNED :	DRAWN :	CHECKED :	APPROVED :
RL	NC	RL	JC

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
1:300	GBP-02	-



FIRST FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	JUL'25

PROJECT :

REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET
SAN PO KONG, KOWLOON, N.K.I.L.s
4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B

DRAWING TITLE :

FIRST FLOOR PLAN

AUTHORIZED PERSON :

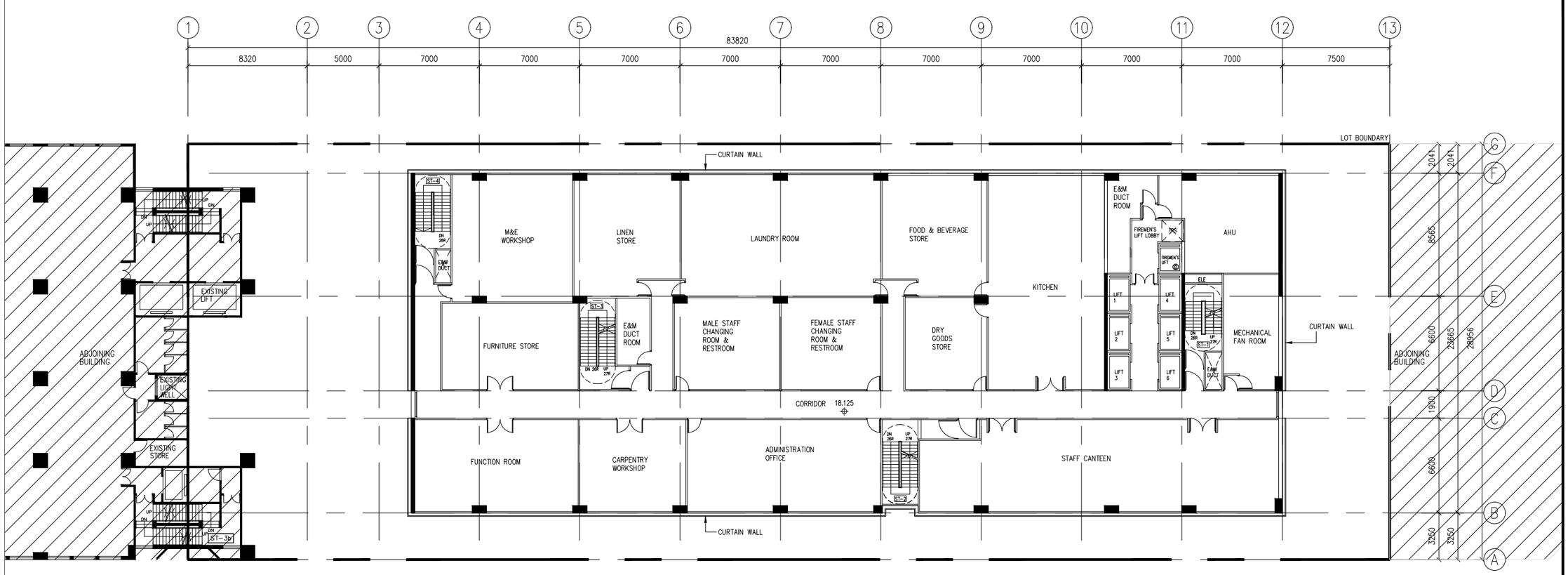
C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

DESIGNED :	DRAWN :	CHECKED :	APPROVED :
RL	NC	RL	JC

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
1:300	GBP-03	-



SECOND FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	JUL'25

PROJECT :

REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET
SAN PO KONG, KOWLOON, N.K.I.L.s
4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B

DRAWING TITLE :

SECOND FLOOR PLAN

AUTHORIZED PERSON :

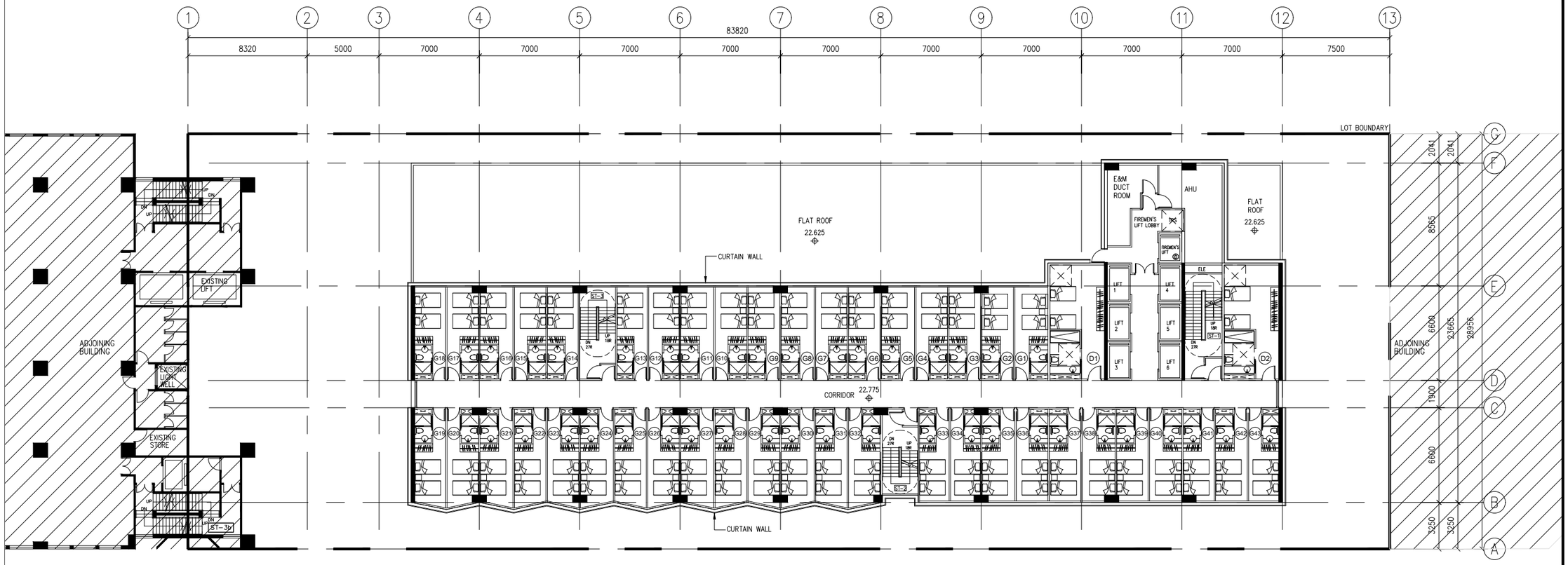
C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

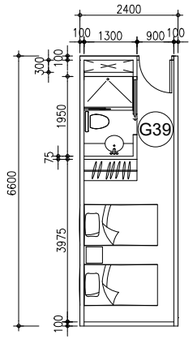
DESIGNED :	DRAWN :	CHECKED :	APPROVED :
RL	NC	RL	JC

PRINTED DATE :	DATE :

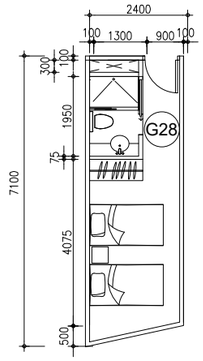
SCALE AT A3	DRAWING No. :	REV:
1:300	GBP-04	-



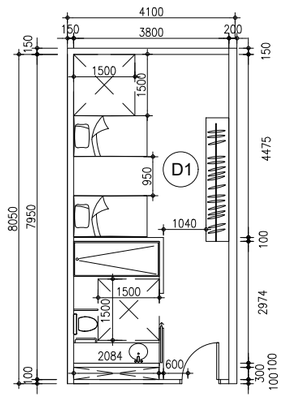
THIRD FLOOR PLAN (GUEST ROOM)



TYPICAL LAYOUT 1 FOR SINGLE BED GUEST ROOM
UFA=10.927 m2
1:150@A3



TYPICAL LAYOUT 2 FOR SINGLE BED GUEST ROOM
UFA=11.472 m2
1:150@A3



TYPICAL LAYOUT FOR GUEST ROOM FOR DISABILITY (D1 & D2)
UFA=20.955 m2
1:150@A3

-	DESIGN PROPOSAL	JUL'25
REV.	DESCRIPTION	DATE

PROJECT :

REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET
SAN PO KONG, KOWLOON, N.K.I.L.s
4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B

DRAWING TITLE :

THIRD FLOOR PLAN

AUTHORIZED PERSON :

C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

DESIGNED :	DRAWN :	CHECKED :	APPROVED :
RL	NC	RL	JC

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
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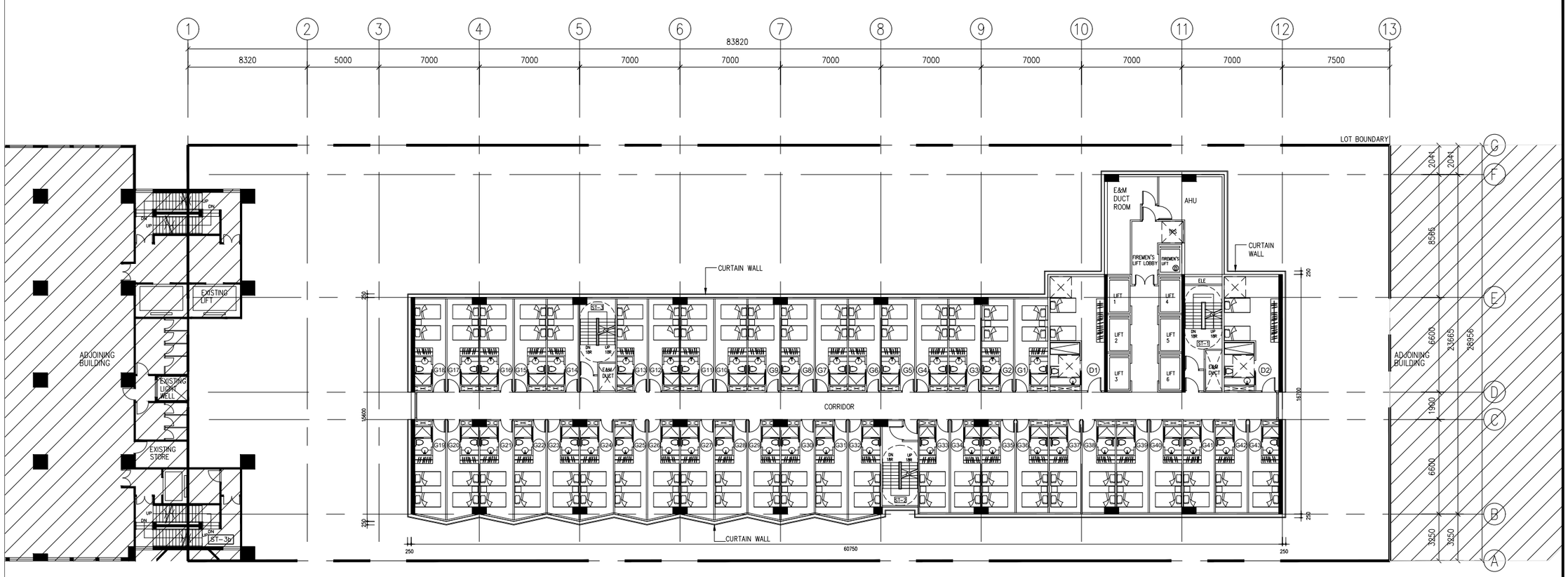
1
2
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6
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13
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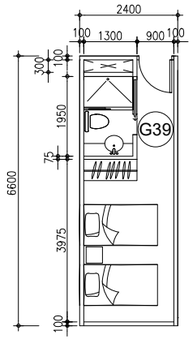
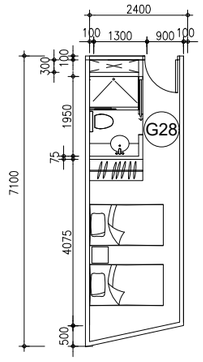
7000
7000
7000
7000
7000
7500
83820
LOT BOUNDARY
CURTAIN WALL
CURTAIN WALL
CURTAIN WALL
E&M DUCT ROOM
AHU
FIREMEN'S LIFT LOBBY
FIREMEN'S LIFT
ELE
LIFT 1
LIFT 2
LIFT 3
LIFT 4
LIFT 5
LIFT 6
ST-1
ST-2
ST-3
E&M DUCT
CORRIDOR
EXISTING LIFT
EXISTING LIGHT WELL
EXISTING STORE
ST-3b
ADJOINING BUILDING
ADJOINING BUILDING
D1
D2
14650
16700
60750
250
2041
2041
8586
6600
23665
28956
1980
6600
3250
3250

4/F TO 15/F FLOOR PLAN (GUEST ROOM)



TYPICAL LAYOUT 1 FOR SINGLE BED GUEST ROOM
UFA=10.927 m2
1:150@A3



TYPICAL LAYOUT 2 FOR SINGLE BED GUEST ROOM
UFA=11.472 m2
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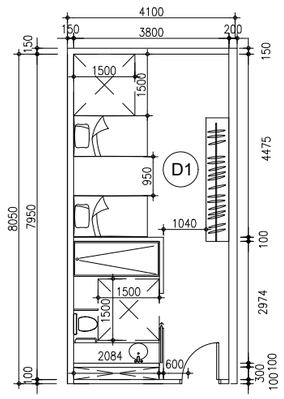

TYPICAL LAYOUT FOR GUEST ROOM FOR DISABILITY (D1 & D2)
UFA=20.955 m2
1:150@A3

-	DESIGN PROPOSAL	JUL'25
REV.	DESCRIPTION	DATE

PROJECT :

REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET
SAN PO KONG, KOWLOON, N.K.I.L.s
4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B

DRAWING TITLE :

4TH TO 15TH FLOOR PLAN

AUTHORIZED PERSON :

C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

DESIGNED :	DRAWN :	CHECKED :	APPROVED :
RL	NC	RL	JC

PRINTED DATE :	DATE :

SCALE AT A3	DRAWING No. :	REV:
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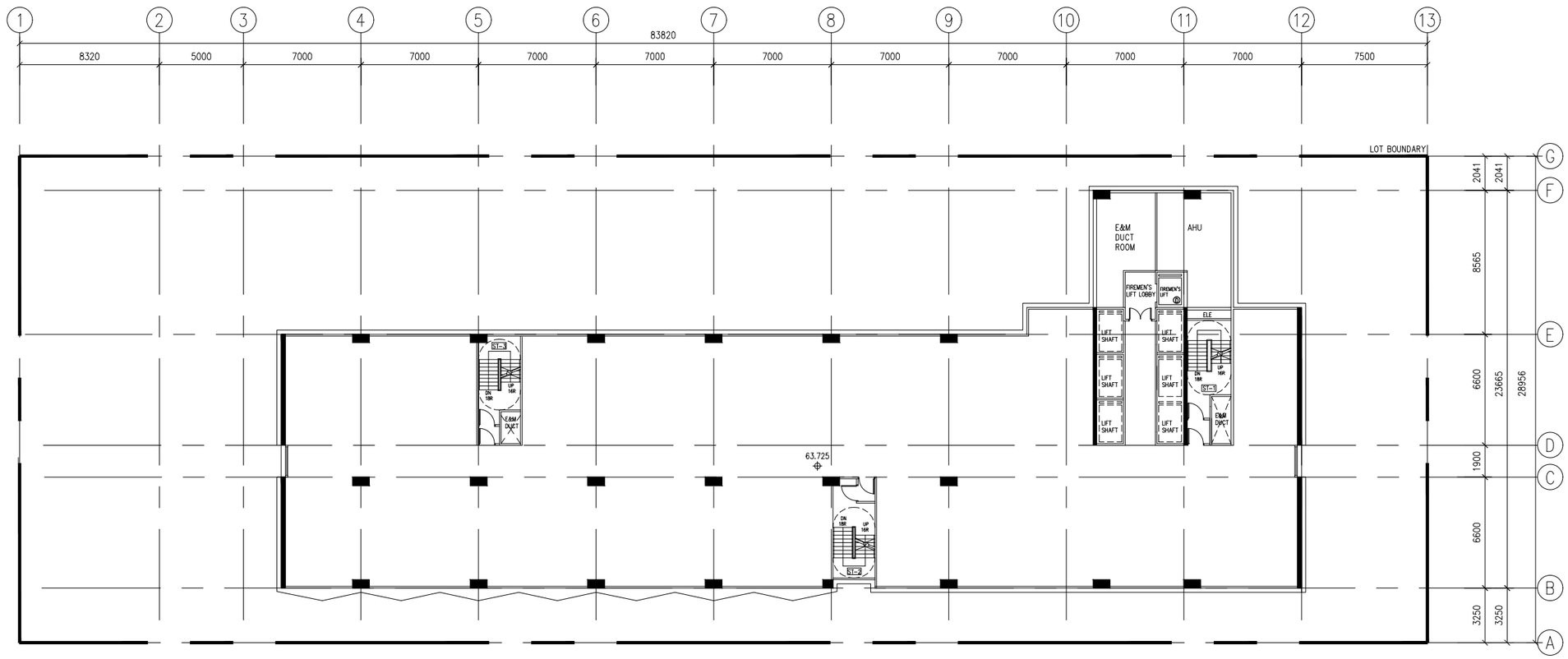

REFUGE FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	JUL'25

PROJECT :

REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET
SAN PO KONG, KOWLOON, N.K.I.L.s
4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B

DRAWING TITLE :

REFUGE FLOOR PLAN

AUTHORIZED PERSON :

C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

DESIGNED :	DRAWN :	CHECKED :	APPROVED :
RL	NC	RL	JC

PRINTED DATE :	DATE :

SCALE AT A3	DRAWING No. :	REV:
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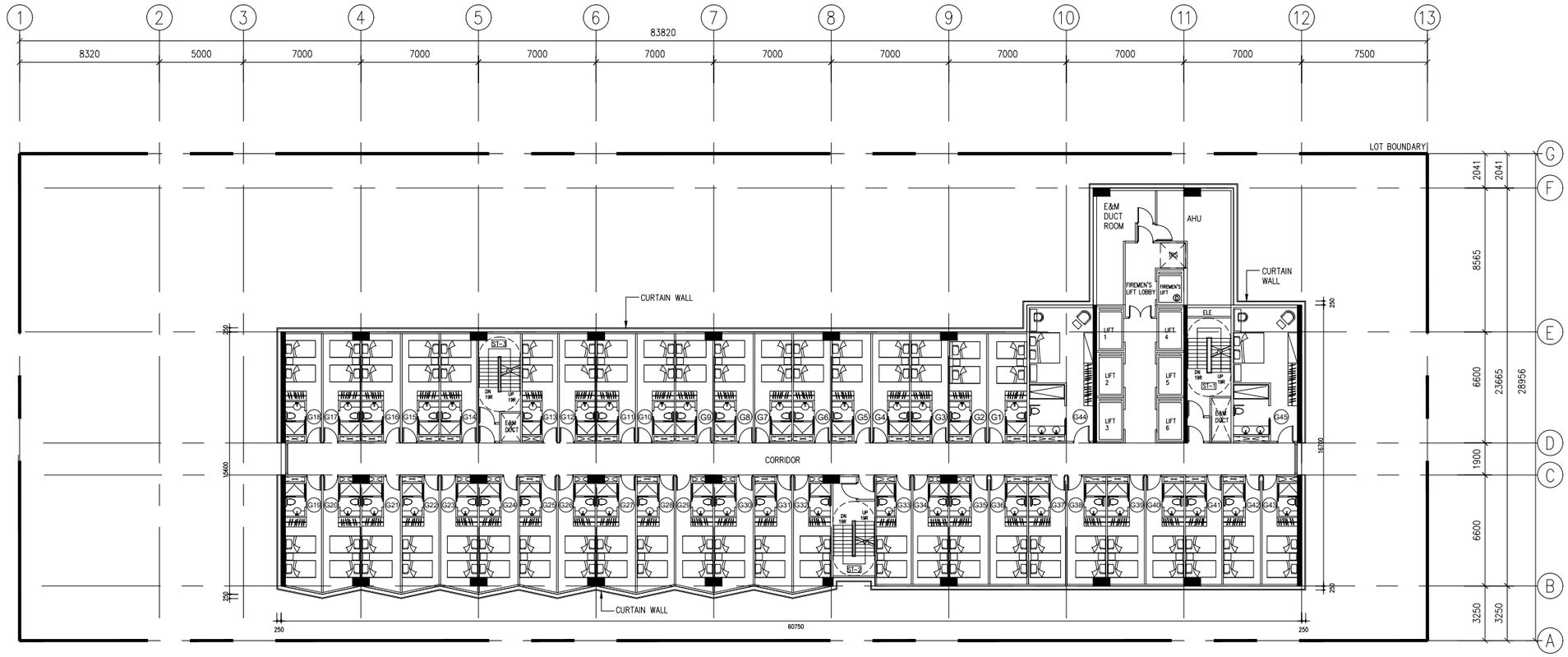
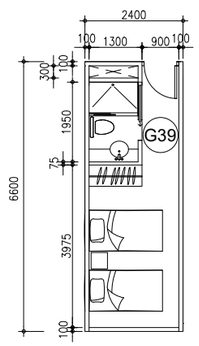


16/F TO 30/F FLOOR PLAN (GUEST ROOM)



TYPICAL LAYOUT 1 FOR SINGLE BED GUEST ROOM
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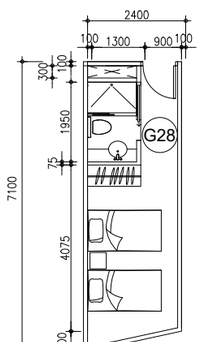

TYPICAL LAYOUT 2 FOR SINGLE BED GUEST ROOM
UFA=11.472 m2
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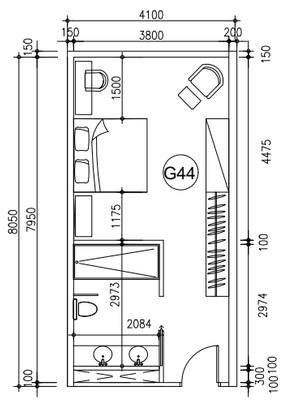

TYPICAL LAYOUT FOR DOUBLE BED GUEST ROOM (G44 & G45)
UFA=20.955 m2
1:150@A3

-	DESIGN PROPOSAL	JUL'25
REV.	DESCRIPTION	DATE

PROJECT :

REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET
SAN PO KONG, KOWLOON, N.K.I.L.s
4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B

DRAWING TITLE :

16TH TO 30TH FLOOR PLAN

AUTHORIZED PERSON :

C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

DESIGNED :	DRAWN :	CHECKED :	APPROVED :
RL	NC	RL	JC

PRINTED DATE :	DATE :

SCALE AT A3	DRAWING No. :	REV:
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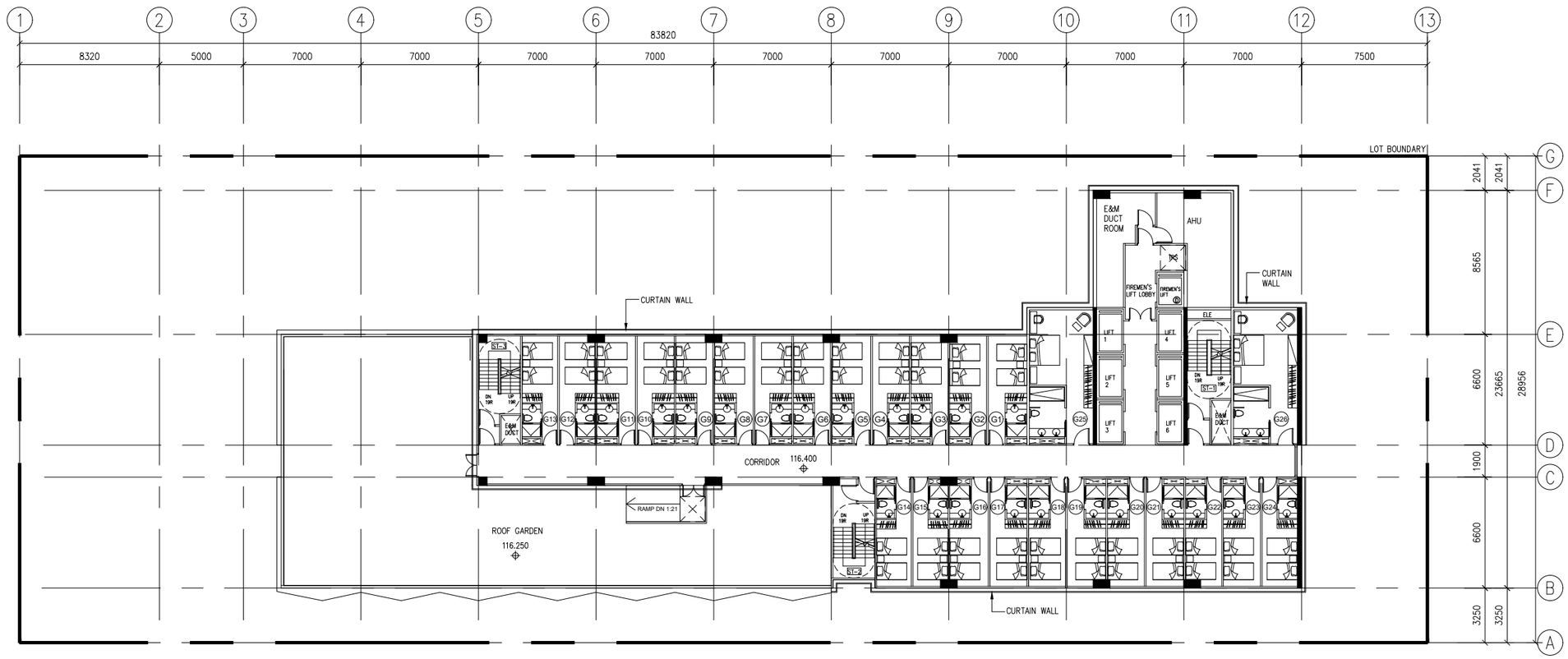
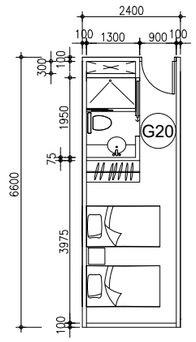


31ST FLOOR PLAN (GUEST ROOM)



TYPICAL LAYOUT 1 FOR SINGLE BED GUEST ROOM
UFA=10.927 m2
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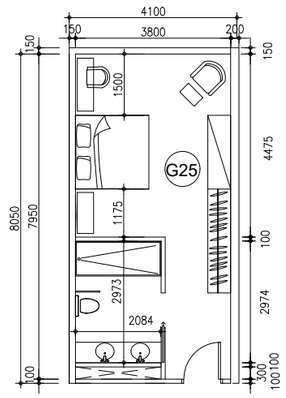

TYPICAL LAYOUT FOR DOUBLE BED GUEST ROOM (G25 & G26)
UFA=20.955 m2
1:150@A3

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	JUL'25

PROJECT :

REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET
SAN PO KONG, KOWLOON, N.K.I.L.s
4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B

DRAWING TITLE :

31ST FLOOR PLAN

AUTHORIZED PERSON :

C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

DESIGNED :	DRAWN :	CHECKED :	APPROVED :
RL	NC	RL	JC

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
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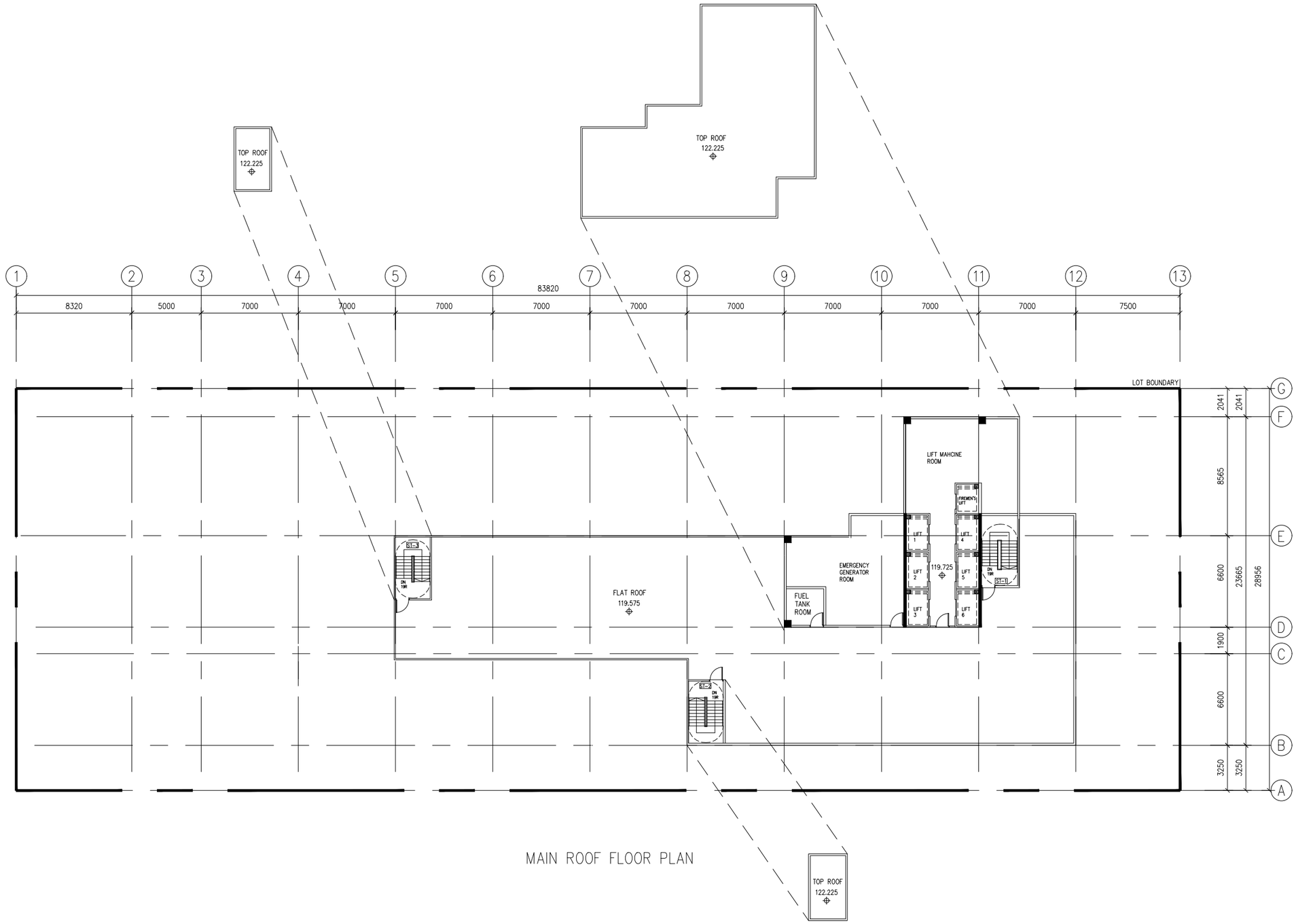

MAIN ROOF FLOOR PLAN

-	DESIGN PROPOSAL	JUL'25
REV.	DESCRIPTION	DATE

PROJECT :

REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET
SAN PO KONG, KOWLOON, N.K.I.L.s
4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B

DRAWING TITLE :

ROOF FLOOR PLAN

AUTHORIZED PERSON :

C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

DESIGNED :	DRAWN :	CHECKED :	APPROVED :
RL	NC	RL	JC

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
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