By Email and Hand

Our Ref: S3017a/368STR/26/005Lg

6 May 2026

PLANNING LIMITED
規劃顧問有限公司

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[redacted]

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point
Hong Kong

Dear Sir/Madam,

Proposed Wholesale Conversion of the Existing Industrial Building for Office and Shop and Services Uses at Tetra, Nos. 368 - 370 Sha Tsui Road, Tsuen Wan - S16 Planning Application – TPB Ref. A/TW/548 Further Information No. 1

Reference is made to the captioned S16 Planning Application submitted to the Town Planning Board ("TPB") on 18 March 2026 and departmental comments received in April 2026.

In response to the comments received, please find attached 4 hard copies of the Further Information submission. The submission document consists of:

Response-to-Comment Table
Appendix I Revised Traffic Review Report

Please kindly note that the attached revised Traffic Review Report has included a new assessment on Passenger Demand and Public Transport Review.

Meanwhile, should you have any queries in relation to the attached, please do not hesitate to contact the undersigned at [redacted]

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Gladys Ng

Encl.

cc. DPO/TWWK – Mr Frankie Tsang (By Email)
the Applicant & Team

GN/vy

Proposed Wholesale Conversion of the Existing Industrial Building for Office and Shop and Services Uses In "Comprehensive Development Area (3)" ("CDA(3)") Zone at Tetra, Nos. 368-370 Sha Tsui Road, Tsuen Wan

(Planning Application No. A/TW/548)

- Further Information No.1 -

Comments	Responses
Comments from Environmental Protection Department (received on 21 April 2026) (Contact Person: Ms. Jolene Wong, Tel: 2835 1844)	
Comments from noise perspective 1. Based on the desktop review, the Proposed Office is surrounded by a few industrial and residential buildings, such as Bonsun Industrial Building, Young Ya Industrial Building, proposed Data Center and Chui Wu House etc. Further to the current information, the Proponent shall clarify and confirm in the application that i) the Proposed Office will not rely on opened windows for ventilation and is not for noise sensitive uses, and ii) the planned fixed sources, such as the split type air conditioners and ventilation systems, will be designed and installed to comply with the relevant requirements under the HKPSG (if any). Upon inclusion of the above information in the planning application, a technical assessment is considered unnecessary from the perspective of noise planning.	The Proposed Office would not rely on openable windows for ventilation and is not for noise sensitive uses. The planned fixed noise sources such as the split-type air conditioners and ventilation systems will be designed and installed to comply with the relevant requirements under the HKPSG.
Comments from air perspective 2. The proposed office of Tetra is considered an air-sensitive use. The Applicant should	

Comments	Responses
(i) specify whether ventilation of the proposed office area will rely on openable windows or central air conditioning with fresh air intake(s);	The Proposed Office would not rely on openable windows and only rely on central air conditioning with fresh air intake.
(ii) conduct site surveys and desktop reviews to identify any existing and planned air and odour emission sources in the vicinity, e.g. the nearby data center, hospital, etc.;	The Applicant commits that no fresh air intake shall be located within the air buffer zone.
(iii) assess whether these emission sources will impact the proposed office area by confirming whether adequate buffer distances can be maintained between the proposed office area (openable window, fresh air intake, etc.) and the air/odour emission sources.	Ditto.
<u>Comments from sewerage perspective</u> 3. Based on the available information, additional sewerage impact is not anticipated from the proposed conversion of Industrial floors to Office Use in Tetra. EPD/SIG has no comment and the submission of a SIA report is not required. Nonetheless, the project proponent/consultant should seek our view on the need of SIA submission if there is any change to the proposed development use or other development parameters.	Noted.
<u>Other comments</u> 4. Noting that the application site is subject of the approved S16 application A/TW/527 for comprehensive residential (flat) and social welfare facility (child care centre) development, which is a phased development, the applicant should take into account the potential overlap in development timeline, and its impact on the proposed office use.	Noted.
5. Moreover, a nearby site (1 Wang Wo Tsai Street) has been approved for data centre use for a period of 3 years, under application A/TW/541. Consultant/ Proponent should take into account the potential interfacing impact.	Noted. The Proposed Office would not be occupied by noise sensitive uses, thereby would not be sensitive to the approved temporary data centre nearby.

Comments	Responses
6. As the building is an existing industrial building, the submission shall also address whether any land contamination issue is anticipated.	Land contamination issue shall be addressed upon redeveloping of the existing building.
Comments from Tsuen Wan and West Kowloon District Planning Office, Planning Department (received on 21 April 2026) (Contact Person: Mr. Frankie TSANG, Tel: 2417 6255)	
1. Please clarify the following issues: (i) the progress of wholesale conversion of the building (i.e. noting that the building is renovated in 2022, what further works will be conducted?);	No major works will be required for the proposed conversion.
(ii) the breakdown on the plot ratio difference between the proposed PR and the existing building (i.e. 15 vs 14.972) after the wholesale conversion, taking into account the minor change in car parking provision	Please see below some brief calculations for reference purpose. Detailed calculations will be provided for the consideration by the Building Authority during GBP submission stage. Additional GFA: Carpark: about 18.75m^2 Driveway: about 51.57m^2 (calculated on a pro-rata apportionment basis) Loading/ Unloading: about 55.769m^2 (Adjustment due to reduction in non-accountable GFA) Reduced GFA: Carpark: about -27.15m^2 (Increase in no. of car parks with 50% concession) E&M Room: about - 48.334m^2 (Subject to further layout design) Estimated overall GFA Increased = 50.605m^2
(iii) whether there will be changes to the site coverage and building height after the wholesale conversion; and	There will be no change to site coverage and building height.
(iv) whether the wholesale conversion is for the lifetime of the building	Yes, the Applicant intends to have offices within the existing building for the lifetime of the building.
2. Please provide a roof plan of the proposed development.	Please refer to *Appendix I*.

Comments	Responses
Comments from Transport Department (received on 27 April 2026) **(Contact Person: Mr. Ken CHEUNG / Miss Destiny MUI, Tel: 2399 6985 / 2399 2446)**	
1. Regarding Table 3.1 on the proposed car parking and loading/unloading provisions, the number of car parking spaces does not meet the minimum requirement under the Hong Kong Planning Standards and Guidelines (HKPSG), December 2025 version (i.e. for office use). Please review the proposed conversion of office, shop and services GFA, or the provision of car parking spaces on other floors using a car lift system.	The Applicant proposes to convert the existing industrial building for office use by A & A works; in other words, the building will not be demolished and reconstructed. The existing building has car parking and loading/unloading spaces on the ground floor only. The Applicant has already critically reviewed the G/F layout and tried to maximize the area for providing car parking and loading/unloading spaces effectively. Given the existing building constraints, it is proposed to provide 9 nos. of loading/unloading spaces, 23 nos. of car parking spaces (including 1 no. of disable parking space) and 7 nos. of motorcycle parking spaces on G/F. To provide more car parking spaces at upper floors will require a car lift or a driveway ramp. However, the structural modification works involved will be extensive and extremely difficult. This would defeat the purpose of using the underutilized industrial floor space to meet the slightly higher demand for office floor space. Not least, the car park occupancy survey and the utilization analysis demonstrate that the vacant spaces in the nearby carparks are sufficient to meet the overall demand with **surplus of over 50 spaces** throughout the day (Section 3.5 of the Traffic Review Report refers). As such, it is considered that the proposed car parking provision is sufficient.
2. Para. 3.4.2 and 3.5.4: (i) The report should assess whether these public transport service routes have sufficient **capacity** to absorb additional demand from the proposed office conversion, particularly during **peak hours**. The applicant should provide data on the existing occupancy rates of the relevant routes during peak hours, and assess whether existing services can accommodate the projected increase in passenger demand arising from the development.	There are several bus stops located in the vicinity of the Site with similar walking distances, the users/visitors generated by the proposed office (conversion) would not concentrate on specific stops or routes. The public transport demand to be induced by the proposed office (conversion) is therefore diverse and the demand is insignificant to the individual routes. Please refer to **Section 3.7** of the revised Traffic Review Report in *Appendix II* for the estimation of the public transport demand.

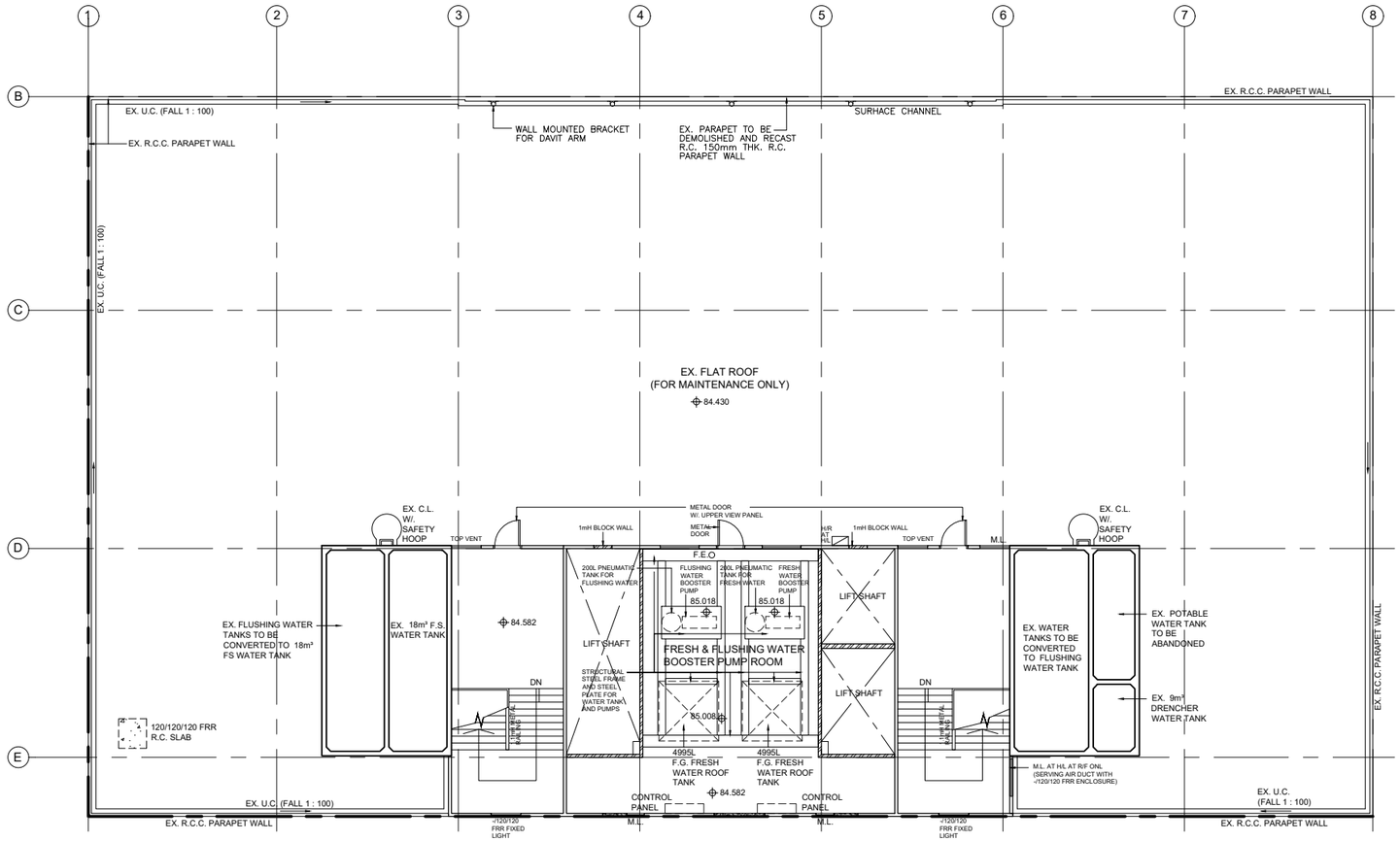
Comments	Responses
(ii) In projecting the future passenger demand, the consultant should take into account the parking deficit, and provide a clear modal split forecast (expected proportion of office users using bus/minibus/MTR vs. private cars).	Please note that the building users can park in other car parks in the vicinity or use other private transport mode, i.e. taxi for access to the building. Therefore, the parking deficit will not increase the public transport demand significantly.
Comments from Development Bureau (received on 30 April 2026) (Contact Person: Ms. Sybille YUNG, Tel: 3509 7724)	
1. Under the prevailing Revitalisation Scheme for Industrial Buildings (Revitalization Scheme), waiver fees may be exempted for wholesale conversion of Industrial Buildings (IBs) aged 15 years or above in the "Commercial" (C), "Other Specified Uses" annotated "Business" (OU(B)) and "Industrial" (I) zones; and if the concerned IB was constructed in or after 1987, not less than 10 per cent of the converted floor space must be used for purposes designated by the Government, such uses include arts and culture or innovation and technology, etc. As noted by the applicant in section 4.3.2 of the planning statement submitted, the site is located in the "Comprehensive Development Area (3)" zone ("CDA(3)") and the IB therein is not eligible for the Revitalisation Scheme.	Accordingly to LC Paper No. CB(1)1347/20-21(04), "*the Chief Executive announced in her 2018 Policy Address and 2020 Policy Address a basket of measures to incentivise the market to optimise the use of existing industrial land resources to meet the changing social and economic needs, and to address more effectively the issues of fire safety and non-compliant uses*". The Applicant understands that the existing pre-1987 industrial building erected at the Application Site does not eligible for the Revitalisation Scheme because of the land use zoning. However, the Applicant did not leave the unpopular industrial building vacant or unmaintained while waiting for the opportunity for redevelopment. Conversely, the Applicant has made an effort and at its own cost to upgrade the building with an aim to increase the attractiveness thereby increasing the occupancy rate.   **Pre-fabrication** **Current Condition**

Comments	Responses
	Whilst the Applicant notes that there are more demand for office floor spaces than industrial floor space, they therefore submit the current application such that they can offer their under-utlised existing floor spaces to meet the demand. Once again, the Applicant understands they are not eligible for the Revitalisation Scheme and is not going to apply for any of the incentives given under the Revitalisation Scheme. They wish to have your favourable reply to the proposed conversion.
Comments from Buildings Department (received on 30 April 2026) (Contact Person: Ms. CHAN Hoi-yan, Tel: 2626 1429)	
1. Regarding paragraph 5 of your memo, since the applicant claimed that there is increase in gross floor area (GFA) due to addition of private and motorcycle parking spaces and reduction of existing loading/unloading bays at the existing carpark on G/F, the applicant should ensure the proposed plot ratio (PR) in the subject proposed scheme does not exceed the permitted plot ration (i.e. 15) in accordance to the First Schedule of Building (Planning) Regulations (B(P)R). However, if the proposed PR exceeds 15 and approved by the Town Planning Board, the Building Authority may consider exercising discretion under section 42 of the BO to grant modification to permit a higher PR to bring it on par with the maximum PR/GFA control under the planning regime in accordance to JPN4.	Noted.
2. Natural lighting and ventilation provision should be provided for the proposed offices to comply with Regulations 30 and 31 of the Building (Planning) Regulations. Based on the latest approved plans and by assuming that the approved window provisions facing Sha Tsui Road remain unchanged, it is estimated that usable floor area of 624m^2 on 1/F to 3/F and 464m^2 on 5/F to above where adjoin such windows are considered adequate for office use. Since the usable floor area of the proposed single office on all floors are over 700m^2. The proposed conversion is not acceptable.	To comply with Regulations 30 and 31 of the Building (Planning) Regulations, ancillary facilities that do not require natural lighting or ventilation - such as the reception, waiting lounge, filing rooms, conference rooms and store rooms would be provided at those areas specified. The proposed office area will be designed and restricted to ensure that its floor area complies with the prescribed window requirements under Regulations 30 and 31 of the Building (Planning) Regulations (i.e. window area being not less than 1/10 and openable not less than 1/16 of the floor area served. Details shall be provided at GBP submission stage.

Compiled by: KTA Planning Limited
Date: 06 May 2026

Appendix I

Roof Floor Plan


1
2
3
4
5
6
7
8
B
C
D
E
EX. R.C.C. PARAPET WALL
EX. U.C. (FALL 1 : 100)
EX. R.C.C. PARAPET WALL
WALL MOUNTED BRACKET FOR DAVIT ARM
EX. PARAPET TO BE DEMOLISHED AND RECAST R.C. 150mm THK. R.C. PARAPET WALL
SURHACE CHANNEL
EX. U.C. (FALL 1 : 100)
EX. FLAT ROOF
(FOR MAINTENANCE ONLY)
84.430
METAL DOOR
W/. UPPER VIEW PANEL
EX. C.L. W/. SAFETY HOOP
TOP VENT
1mH BLOCK WALL
METAL DOOR
F.E.O
1mH BLOCK WALL
TOP VENT
M.L.
EX. C.L. W/. SAFETY HOOP
200L PNEUMATIC TANK FOR FLUSHING WATER
FLUSHING WATER BOOSTER PUMP
85.018
200L PNEUMATIC TANK FOR FRESH WATER
FRESH WATER BOOSTER PUMP
85.018
LIFT SHAFT
EX. FLUSHING WATER TANKS TO BE CONVERTED TO 18m³ FS WATER TANK
EX. 18m³ F.S. WATER TANK
84.582
LIFT SHAFT
FRESH & FLUSHING WATER BOOSTER PUMP ROOM
LIFT SHAFT
EX. WATER TANKS TO BE CONVERTED TO FLUSHING WATER TANK
EX. POTABLE WATER TANK TO BE ABANDONED
EX. 9m³ DRENCHER WATER TANK
EX. R.C.C. PARAPET WALL
STRUCTURAL STEEL FRAME AND STEEL PLATE FOR WATER TANK AND PUMPS
DN
DN
85.008
FIRE RATED METAL DOOR
FIRE RATED METAL DOOR
120/120/120 FRR R.C. SLAB
4995L F.G. FRESH WATER ROOF TANK
4995L F.G. FRESH WATER ROOF TANK
M.L. AT H/L AT R/F ONL (SERVING AIR DUCT WITH -/120/120 FRR ENCLOSURE)
84.582
CONTROL PANEL
CONTROL PANEL
EX. U.C. (FALL 1 : 100)
EX. R.C.C. PARAPET WALL
-/120/120 FRR FIXED LIGHT
M.L.
M.L.
-/120/120 FRR FIXED LIGHT
EX. U.C. (FALL 1 : 100)
EX. R.C.C. PARAPET WALL

R/F

Appendix II

Revised Traffic Review Report

Document Status Control Record

Proposed Conversion of the Existing Industrial Building for Office Use at Tetra, Nos. 368-370 Sha Tsui Road, Tsuen Wan

Traffic Review Report

Originating Organisation : LLA Consultancy Limited Unit 610, 6/F., Island Place Tower, 510 King's Road, North Point, Hong Kong	Prepared by: SKL	SKL	Date : 6 May 2026
	Approved by: SLN		Date : 6 May 2026
	Revision No.: -		Date of Issue : 6 May 2026

1 INTRODUCTION

1.1 Background

1.1.1 The owner of an existing industrial building, namely Tetra, at No. 368-370 Sha Tsui Road, Tsuen Wan, (hereinafter, referred as "the Building") intends to the existing industrial building for office use (for the lifetime of the existing building). The location of the Building is shown in **Figure 1.1**.

1.1.2 In general, the requirement of car parking spaces for office use is higher than that for industrial use. The proposed conversion shall require more car parking spaces as compared to the existing industrial use.

1.1.3 LLA Consultancy Limited was commissioned to carry out a traffic review study to identify the existing building constraints and recommend the proposed provision of car parking and loading/unloading facilities for supporting the S16 planning application. This report presents the finding of the study.

1.2 Study Objectives

1.2.1 The objectives of this study can be summarised as follows:

- to evaluate the existing car parking and loading/unloading provisions of the existing industrial building;
- to estimate the required car parking and loading/unloading provisions as stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) under the conversion scheme; and
- to propose appropriate car parking and loading/unloading provisions, taken into consideration of the building layout, as well as the availability of hourly parking spaces and public transport services in the vicinity of the Site;

2 THE PROPOSED DEVELOPMENT

2.1 The Site

2.1.1 As shown in **Figure 1.1**, the Site is located at No. 368-370 Sha Tsui Road, Tsuen Wan. It has a site area of about 1,765.158 m^2.

2.2 The Existing Industrial Building

2.2.1 The Site is currently occupied by an industrial building with car parking and loading/unloading facilities located at the ground floor. The vehicular access of the building is located at Sha Tsui Road.

2.2.2 The existing provision and dimensions of the car parking and loading/unloading of the existing industrial building are listed in **Table 2.1** and the approved GBP layout is shown in **Appendix A.**

Table 2.1 Car Parking and Loading/Unloading Facilities of the Existing Industrial Buildings

Facilities	Dimensions	No.
Car Parking	2.5m (W) x 5.0m (L)	17
Loading/Unloading	2.4m (W) x 7.6m (L)	12

2.2.3 It is noted that the dimensions of the loading/unloading spaces are not in accordance with the current HKPSG standards because the industrial building was developed many years ago.

2.3 The Proposed Development Scheme

2.3.1 The proposal for converting the existing industrial building for office use is an A & A works, the building will not be demolished and reconstructed. All the existing columns will be retained. The key parameters of the proposed conversion are summarized in **Table 2.2**.

Table 2.2 Development Parameters

Components	Development Schedule
Site Area	About 1,765.158 m^2
Proposed Plot Ratio	About 15
Total Office Gross Floor Area (GFA)	About 26,477.37 m^2 • Office - 26,424.982 m^2 • Shop and Services - 52.388 m^2

3 CAR PARKING AND LOADING/UNLOADING PROVISION

3.1 Vehicular Access

3.1.1 At present, there is a vehicular access located at Sha Tsui Road and will remain unchanged after the proposed conversion.

3.2 Requirements of Car Parking and Loading/Unloading Provision

3.2.1 Since the proposed conversion would alter the existing use of the Building, the requirements of car parking and loading/unloading facilities should be reviewed, taking into consideration of the latest HKPSG requirements. The car parking and loading/unloading facilities for the proposed office use as required under the HKPSG is listed in **Table 3.1**.

3.2.2 For comparison purpose, **Table 3.1** also lists out the following information:

- Car parking and loading/unloading provisions according to the lease requirements for the existing industrial building;
- Current provision of the existing industrial building; and
- Provision requirements for the existing industrial building under the HKPSG.

3.3 Proposed Loading/Unloading Provisions

3.3.1 For the proposed conversion of the existing industrial building for office use, it is necessary to provide loading/unloading facilities for meeting the minimum HKPSG requirements.

3.3.2 As discussed in **Section 2.2.2**, there are currently 12 nos. of goods vehicles space measuring 2.4m (W) x 7.6m (L) at the existing industrial building. In order to make the best use of all spaces originally designated for loading/unloading facilities, the size of the loading/unloading spaces to be provided for office use will adopt the same dimensions as those stipulated at the time the existing building was built.

3.3.3 For converting the existing industrial building for office use, 9 loading/unloading spaces are required to meet the minimum HKPSG requirements. It should be noted that with the minimum provision of loading/unloading spaces, the proposed conversion scheme is not anticipated to generate on-street loading/unloading demand on nearby roads.

3.3.4 The proposed layout at ground floor is shown in **Figure 3.1**. A set of swept paths for critical location of loading/unloading and parking spaces is shown in **Appendix B**.

Table 3.1 Proposed Car Parking and Loading/Unloading Provisions

Land Use	Lease Requirements	Required Nos. under Lease(1)	Current Provision	HKPSG Requirements	Required Nos. under HKPSG	Proposed Nos. under Wholesale Conversion
Existing Industrial Building (26,426.765m^2 GFA)						
Car Parking	1 vehicle space per 930m^2 GFA	29	17	1 car parking space per 1,000 – 1,200m^2 GFA	22 – 27	
Loading/Unloading			12	1 goods vehicle bay per 700 – 900m^2 GFA	30 – 38	
Proposed Conversion Scheme (Total 26,477.37 with 26,424.982m^2 GFA Office GFA and 52.388 m^2 Shop and Services(4) GFA)						
Car Parking				1 car parking space per 150 – 200m^2 GFA	133 – 177	23
Motorcycle Parking				5 to 10% of total car parking space	7 – 18	7(2)
Loading/Unloading				1 loading/unloading bay for goods vehicles for every 2,000 – 3,000m^2 or part thereof, GFA	9 – 14	9(3)

Notes: (1) The dimensions of the spaces under the Approved GBP Plan for Private Car: 2.5m(W) x 5.0m(L) and Lorry: 2.4m(W) x 7.6m(L).
(2) 5% of the total provision for private cars in accordance with HKPSG.
(3) For the 9 nos. of loading/unloading bay, the existing dimensions will be adopted.
(4) Due to the minimal scale of the Shop and Services GFA with less than 100m^2, the total GFA of the building as office use will be adopted to estimate the transport facilities required.

3.4 Proposed Car Parking Provisions

3.4.1 In the approved GBP of the existing industrial building, 17 nos. of car parking spaces, with 16 nos. of spaces provided by double deck mechanical carparking racks and 1 no. of disable parking space. As the building will not be demolished and reconstructed, extra space cannot be provided to fully meet the HKPSG car parking provisions requirements.

3.4.2 Under the minimum HKPSG requirements, the proposed conversion scheme will require about 133 nos. of car parking provisions. However, due to the constraints of the existing building, it is proposed to provide 23 nos. of car parking spaces, giving a deficit of 110 nos. of car parking spaces.

3.4.3 The existing building equipped with carparking and loading/unloading spaces at ground floor only. The layout has been reviewed and maximized the area effectively for providing carparking and loading/unloading spaces. Given the existing building constraints, it is proposed to provide 9 nos. of loading/unloading spaces, 23 nos. of car parking spaces (including 1 no. of disable parking space) and 7 nos. of motorcycle parking spaces.

3.4.4 To provide more car parking spaces at upper floors will require a car lift or a driveway ramp. However, the structural modification works involved will be extensive. More importantly, the conversion of the office GFA to carpark area cannot fully utilize the development potential of the Site.

3.5 Justifications of Car Parking Provisions

Available Public Car Parking Spaces in the Vicinity

3.5.1 It is identified that there are 7 hourly carparks with more than 700 hourly public car parking spaces available within a 500m distance of the Site as listed out in **Table 3.2** and shown in **Figure 3.2**. With the provision of 23 nos. of parking spaces within the building and the hourly parking spaces available in the vicinity, the possible parking demand of the proposed conversion scheme can be accommodated.

Table 3.2 Public Parking Spaces Available in the Vicinity

No.	Car Park Location	Address	Number of Public Parking Spaces
1	Panda Place	3 Tsuen Wah Street	400
2	Smartland	16 Tsuen Wah Street	70
3	Sunwise Industrial Building	16 Wang Wo Tsai Street	10
4	Bo Shek Mansion	328 Sha Tsui Road	60
5	KOLOUR • Tsuen Wan I	68 Chung On Street	110
6	Wealthy Garden	1-27 Tsuen Kwai Street	50
7	Tsuen Wan Garden	15-23 Castle Peak Road	20
Total			**720**

3.5.2 A car park occupancy survey is conducted at the seven aforesaid car parks on 3 March 2026 (Tuesday) during the time period of 09:00 – 18:00 to review the adequacy of off-street parking facilities in the vicinity to cater for the possible parking demand raised by the proposed office use. A utilization analysis is then conducted based on the above and the results are presented in **Table 3.3**.

3.5.3 The results show that the vacant spaces in the nearby carparks are sufficient to meet the overall demand and with surplus of over 50 spaces throughout the day.

Table 3.3 Projected Car Parking Space Availability in the vicinity of the Site

Location	Time Period									
	9:00	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**	**18:00**
Existing Availability of Public Hourly Car Parking Spaces										
Panda Place	180	135	120	112	111	115	110	110	120	133
Smartland	12	9	11	8	9	8	10	11	13	12
Sunwise Industrial Building	0	0	0	0	0	0	0	0	0	0
Bo Shek Mansion	34	32	29	27	30	28	26	29	34	34
KOLOUR • Tsuen Wan I	77	45	16	0	0	0	0	13	17	24
Wealthy Garden	20	14	14	13	13	9	8	10	9	10
Tsuen Wan Garden	13	10	11	10	10	11	12	13	11	9
Total No. of Available Spaces **[A]**	**336**	**245**	**201**	**170**	**173**	**171**	**166**	**186**	**204**	**222**
Deficiency of Car Parking Spaces due to the Proposed Office Use										
Additional No. of Spaces Required by the Proposed Office Use (note 1) **[B]**	110	110	110	110	110	110	110	110	110	110
Projected Availability of Public Hourly Car Parking Spaces										
Total No. of Available Spaces **[A] - [B]**	**226**	**135**	**91**	**60**	**63**	**61**	**56**	**76**	**94**	**112**

Note 1: The car parking requirements are calculated based on the minimum requirement of HKPSG minus the carparking spaces that can be provided in the proposed office use.

Public Transport Facilities within 500m Radius

3.5.4 At present, there are numerous bus routes and minibus routes travelling in the vicinity of the Building and the Building is enjoying good accessibility on public transport services. The future building users and visitors can access the development via public transport facilities easily and it is anticipated that the demand of using car parking space would be minimal. The details of the bus/minibus routes are presented in **Table 3.4** and **Figure 3.3**.

Table 3.4 Public Transport Services in the Vicinity

Mode	Route No.	Origin–Destination	Frequency (min)
Bus	30	Tsuen Wan (Allway Gardens) – Cheung Sha Wan	25 – 30
	30X	Tsuen Wan (Allway Gardens) – Whampoa Garden	13 – 30
	31	Tsuen Wan West Station – Shek Lei (Circular)	10 – 20
	32H	Cheung Shan – Lai Chi Kok	30 – 60
	33	Tsuen Wan West Station – Yau Tong	15 – 30
	33A	Tsuen Wan (Nina Tower) – Mong Kok (Park Avenue)	17 – 30
	33B	Tsuen Wan West Station – Yau Tong	25 – 30
	34	Kwai Shing(Central) – Tsuen Wan (Bayview Garden)	14 – 25
	36	Tsuen Wan West Station – Lei Muk Shue (Circular)	12 – 25
	38A	Tsuen Wan (Riviera Gardens) – Mei Foo	25 – 30
	38B	Tsuen Wan (Riviera Gardens) – Shek Mun	2 trips per day
	39A	Tsuen Wan West Station – Allway Gardens (Circular)	15 – 25
	41M	Tsing Yi Ferry – Tsuen Wan Station	15 – 30
	42C	Tsing Yi (Cheung Hang Estate) – Lam Tin Station	6 – 25
	42M	Tsing Yi (Cheung Wang Estate) – Tsuen Wan (Discovery Park)	7 – 20
	43	Tsing Yi (Cheung Hong Estate) – Tsuen Wan West Station	10 – 25
	49A	Ching Fu Court – Tsuen Wan West Station	20 – 30
	49X	Kwong Yuen – Tsing Yi Ferry	8 – 20
	68A	Long Ping Estate – Tsing Yi Station	12 – 30
	73P	Tai Mei Tuk – Tsuen Wan (Nina Tower)	4 trips per day
	235	Kwai Chung (On Yam Estate) – Tsuen Wan (Circular)	8 – 20
	238M	Tsuen Wan (Riviera Gardens) – Tsuen Wan Station	11 – 25
	243M	Tsing Yi (Mayfair Garden) – Tsuen Wan (Discovery Park)	9 – 25
	243P	Tsing Yi (Mayfair Garden) – Tsuen Wan (Allway Gardens)	2 trips per day
	930	Tsuen Wan West Station – Exhibition Centre Station	10 – 25
	930A	Tsuen Wan West Station/Tsuen Wan (Discovery Park) – Exhibition Centre Station	5 trips per day
	930B	Kwai Shing Circuit – CWB (Moreton Terrace) (Omit Kwai Fong)	1 trip per day
	930X	Causeway Bay (Moreton Terrace) – Tsuen Wan (Discovery Park)	8 – 25
	933	Tsuen Wan West Station – Sai Wan Ho	8 trips per day
	934A	Tsuen Wan (Allway Gardens) – Wan Chai (Fleming Road)	4 trips per day
	A31	Tsuen Wan (Nina Tower) – Airport (Ground Transportation Centre)	12 – 30
	A32	Kwai Chung Estate – Airport (Ground Transportation Centre)	30 – 60
	E31	Tsuen Wan (Discovery Park) – Tung Chung (Yat Tung)	12 – 25

Mode	Route No.	Origin–Destination	Frequency (min)
	E32	Kwai Fong (South) – Skycity	12 – 30
	E32A	Tung Chung Development Pier – Kwai Fong (South)	12 – 25
	N31	Tsuen Wan (Discovery Park) – Airport (Ground Transportation Centre)	25 – 35
	N930	Tsuen Wan (Discovery Park) – Causeway Bay (Moreton Terrace)	3 trips per day
	R42	Tai Wai Station – Disneyland	1 trip per day
	NA31	HZMB Hong Kong Port – Tsuen Wan (Nina Tower)	9 trips per day
	NA32	HZMB Hong Kong Port – Kwai Chung Estate	4 trips per day
GMB	80	Tsuen Wan (Chuen Lung Street) – Chuen Lung	8 – 25
	81	Tsuen Wan (Shiu Wo Street) – Lo Wai	6 – 25
	81M	Tsuen Wan (Shiu Wo Street) – Shek Wai Kok Estate	10 – 20
	82M	Tsuen Wan (Shiu Wo Street) – Cheung Shan Estate	10 – 30
	83A	Tsuen Wan (Chuen Lung Street) – On Yam Estate (On Chit Street)	25 – 30
	84	Allway Gardens – Tsuen Wan Chung On Street	7 – 16
	85	Tsuen Wan (Shiu Wo Street) – Fu Yung Shan (Chuk Lam Sim Yuen)	15 – 30
	86	Tsuen Wan (Hoi Kwai Road) – Shek Lei (Lei Pui Street)	10 – 20
	86A	Tsuen Wan (Chuen Lung Street) – Shek Lei (Lei Pui Street)	15 – 30
	86M	Tsuen Wan (Chuen Lung Street) – Shek Lei (Lei Pui Street)	5 – 20
	87	Tsuen Wan (Ham Tin Street) – Kwai Shing (Shing Fong Street)	8 – 10
	87K	Kwai Fong Station – Hoi Kwai Road Public Transport Interchange	6 – 10
	89	Tsuen Wan (Ho Pui Street) – Shek Tau Street	5 – 10
	89A	Tsuen Wan (Ho Pui Street) – Kwai Hing Station	8 – 18
	89B	Hoi Kwai Road Public Transport Interchange – Kwai Shing North (Kwai Hau Street)	20 – 30
	89P	Shek Tau Street – Kwai Fong (Circular)	15
	91	Lai Kong Street – Tsuen Wan (Ham Tin Street)	5 – 13
	93	Wah Yuen Chuen – Tsuen Wan (Ham Tin Street)	11 – 20
	93A	Wonderland Villas – Tsuen Wan (Ham Tin Street)	15 – 25
	95	Tsuen Wan Centre – Hoi Kwai Road Public Transport Interchange	5 – 25
	96	Tsuen Wan (Hoi Pa Street) – Tsing Lung Tau	6 – 25
	98	Tsuen Wan (Ho Pui Street) – Kwai Shing North (Kwai Hau Street)	10
	99	Hoi Kwai Road Public Transport Interchange – Riviera Gardens	10 – 15
	302	Bellagio – Kwai Fong (Circular)	8 – 30
	312	Lei Muk Shue Estate Public Transport Interchange – Tsing Yi Station	5 – 9
	313	Tsuen Wan (Tso Kung Street) – Princess Margaret Hospital	6 – 11
	401	Tsing Yi Ferry Pier – Shek Yam	7 – 10
	402S	Cheung Hang – Tsuen Wan (Chung On Street) (Midnight Service)	18 – 25
	409	Tsing Yi (Cheung Hang) – Tsuen Wan (Tsuen Wan Market Street) (Circular)	10 – 15
	409K	Tsing Yi (Cheung Hang) – Tsuen Wan West Station (Circular)	12 – 20
	409S	Tsing Yi (Cheung Hang) – Tsuen Wan (Tsuen Wan Market Street) Via Tak Hoi Street (Circular)	3 – 15

3.6 Carpark Management

3.6.1 A carpark management staff will be provided to monitor the traffic situation at ground floor and to assist vehicles to enter and leave the proposed development. Besides, a parking indicator is installed outside the building which can display the real-time parking availability of the building.

3.7 Estimated Passenger Demand and Public Transport Review

3.7.1 To project the future conditions, the passenger demand induced by the proposed development were being considered. Since there is no established pedestrian trip rate in TPDM, in-house pedestrian trip rates are adopted. The pedestrian trip generation surveys were conducted at buildings with similar uses to collect data for deriving the pedestrian trip rates for each type of development. the additional pedestrian generation and attraction of the proposed development are estimated and tabulated in **Table 3.5**.

Table 3.5 Estimated Pedestrian Traffic Generation and Attraction

Use	Unit/ Content	AM Peak			PM Peak		
		Gen.	Att.	Total	Gen.	Att.	Total
Adopted Pedestrian Trip Rates(1)							
Office	persons/hr/100 m^2	0.13	2.73	–	2.17	0.16	–
Retail	persons/hr/100 m^2	3.83	3.99	–	5.78	6.03	–
Estimated Pedestrian Generation of the Proposed Development							
Office	26,424.982 m^2	34	721	755	573	42	615
Retail	52.388 m^2	2	2	4	3	3	6
Total		36	723	759	576	45	621

Notes: Gen. – Generation; Att. – Attraction.
(1) In-house pedestrian trip rates are adopted.

3.7.2 The proposed development is estimated to generate 2-way pedestrian flows of 759 and 621 persons/ hour during AM and PM peak hours respectively. To estimate the pedestrian flows to / from the major public transport facilities, it is assumed that all the above pedestrian flows would take the public transport services.

3.7.3 In order to establish the pedestrian flow pattern to the different public transport facilities, reference was made to the number of passenger journeys by public transport operators recorded in the Monthly Traffic and Transport Digest (MTTD). The modal split of the public transport for the proposed development was estimated as shown in **Table 3.6**.

Table 3.6 Estimated Modal Split for the Proposed Development

Mode	Distribution of Average Daily Public Transport Passenger Journeys by Mode[(1)]	Adjusted Modal Split for the Proposed Development
Rail-based PT	45.3%	45.8%
Road-based PT (excluding Taxi)	46.5%	47.0%
Taxi	7.1%	7.2%
Total	**98.9%[(2)]**	**100.0%**

Notes: (1) Source: Chart 2.7 in Monthly Traffic and Transport Digest (Feb 2026).
(2) Marine transport is omitted.

3.7.4 The passenger generation to / from the MTR Stations, the bus / mini-bus stops and the taxi stands / the roadside available for taxi passenger pick-up & drop-off in the vicinity of the proposed development in the AM and PM peak hours is estimated in **Table 3.7**.

Table 3.7 Estimated Pedestrian Generation to the Public Transport Facilities

Public Transport Facilities	Modal Split (for the Proposed Development)	Estimated Peak Hour Pedestrian Flows (persons / hr)					
		AM Peak			PM Peak		
		Gen.	Att.	Total	Gen.	Att.	Total
MTR Station	45.3%	16	328	344	261	20	281
Bus / Mini-bus Stops	46.5%	17	344	361	274	22	296
Taxi Stand / Roadside	7.1%	3	51	54	41	3	44
Total	**100.00%**	**36**	**723**	**759**	**576**	**45**	**621**

Note: Gen. – Generation; Att. – Attraction.

3.7.5 Office buildings generally induce attraction trips during AM peak and generation trips during PM peak. It implies the proposed office development would induce minimal impact to the public transport service in the vicinity during AM peak since it will not increase the occupancy of the nearby routes.

3.7.6 For PM peak period, there are 3 bus stops located in the vicinity of the Site with similar walking distances. The estimated 274 persons generated by the proposed development that anticipated to use bus services will spread throughout these stops, which implies only 94 persons per bus stops during PM peak hour. The passenger demand induced by the proposed development is therefore considered diverse and insignificant.

4 CONCLUSIONS

4.1 Summary

4.1.1 The owner of an existing industrial building, namely Tetra, at No. 368-370 Sha Tsui Road, Tsuen Wan intends to convert the building for office use (for the lifetime of the existing building).

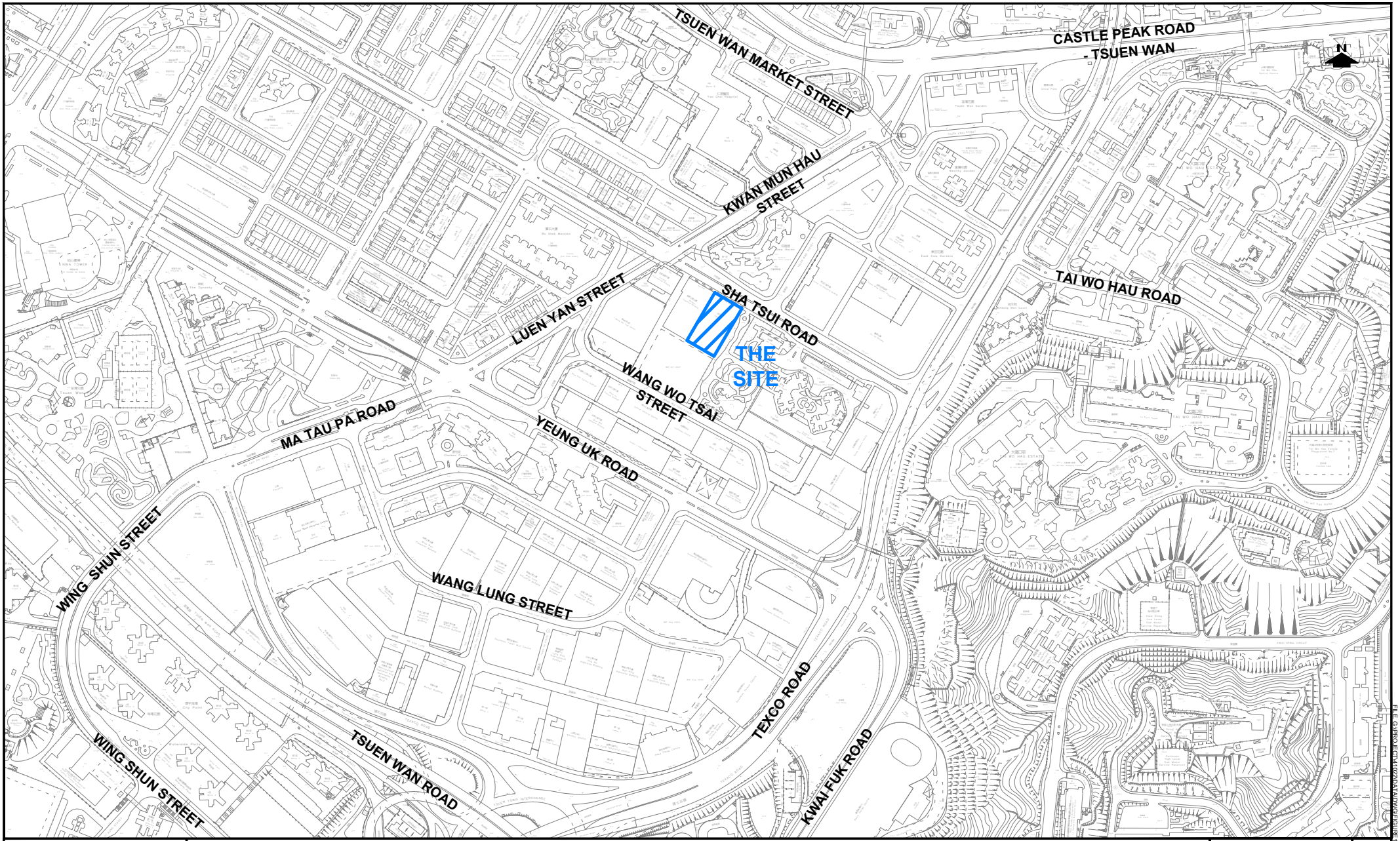
4.1.2 The proposal for converting the existing industrial building for office use is an A & A works, the building will not be demolished and reconstructed. All the existing columns will be retained. The existing vehicular access located at Sha Tsui Road will remain unchanged.

4.1.3 Having considered the existing building layout and maximized the space for transport facilities, it is proposed to provide 9 nos. of loading/unloading spaces, 23 nos. of car parking spaces (including 1 no. of disable parking space) and 7 nos. of motorcycle parking spaces.

4.1.4 In view of the availability of public hourly parking spaces and public transport services in the vicinity, the future building users and visitors can park in the nearby hourly carparks. More importantly, they can access the development via public transport facilities easily and it is anticipated that the demand of using car parking space would be minimal.

4.2 Conclusions

4.2.1 Based on the findings of this review, it is considered that the proposal to convert the existing industrial building for office use is acceptable from traffic viewpoint.



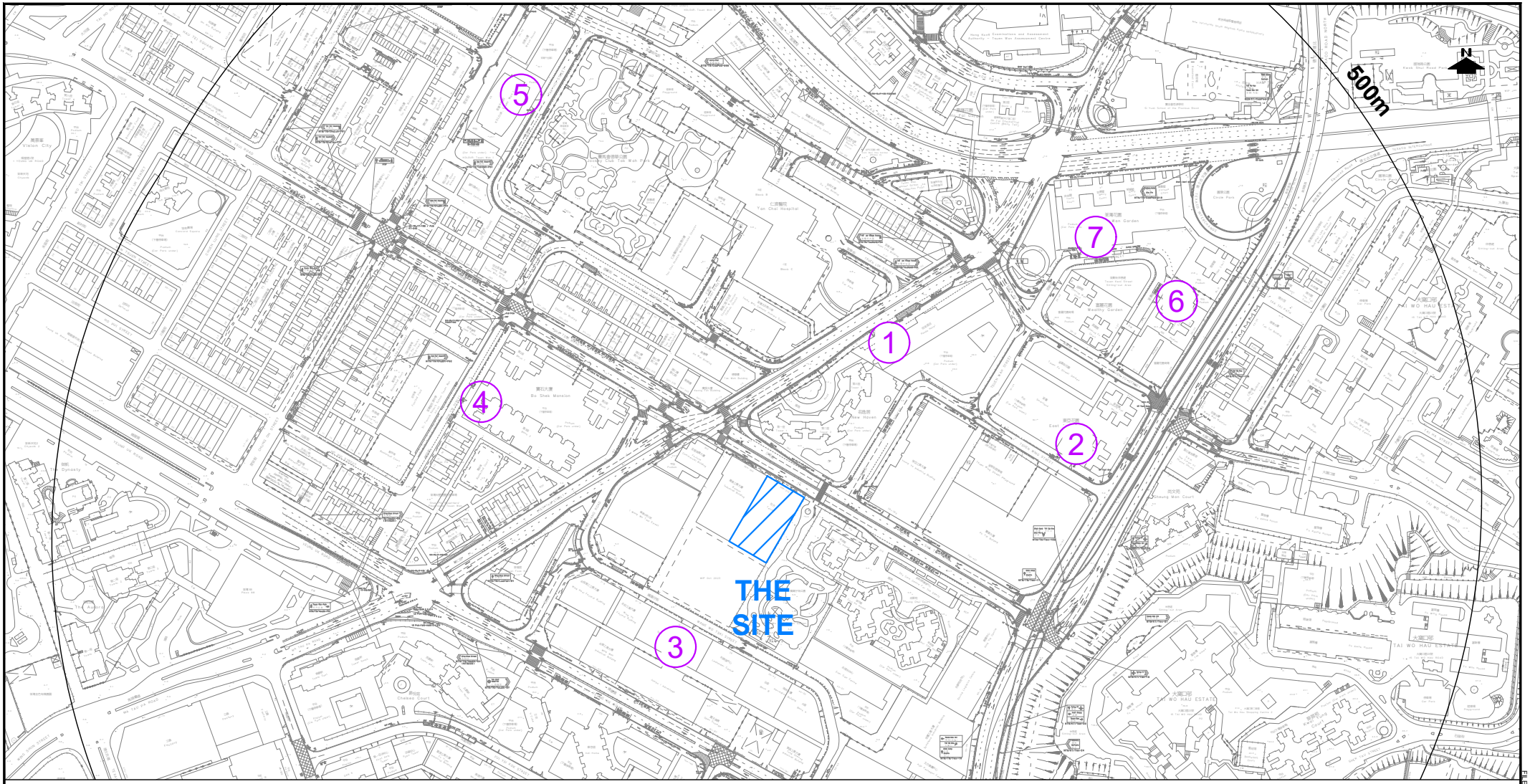
PROJECT NO.	PROJECT TITLE	DRAWING NO.	REV.
41022	PROPOSED CONVERSION OF THE EXISTING INDUSTRIAL BUILDING FOR OFFICE USE AT 15-27/F OF TETRA, NOS. 368-370 SHA TSUI ROAD, TSUEN WAN	FIGURE 1.1	·

DESIGNED	DATE	DRAWING TITLE	
SKL	DEC 2025	LOCATION PLAN	LLA 顧問有限公司 Consultancy Limited
DRAWN CLL	SCALE 1:5000 @ A4		
CHECKED SLN			

FILE: G:\PROJECT\41022\DATA\DWG\FIGURE1.1.DWG PLOT SCALE : 1 = 1

PROJECT NO. 41022	PROJECT TITLE: PROPOSED CONVERSION OF THE EXISTING INDUSTRIAL BUILDING FOR OFFICE USE AT 15-27/F OF TETRA, NOS. 368-370 SHA TSUI ROAD, TSUEN WAN	DRAWING NO. FIGURE 3.1	REV. ·
DESIGNED SKL / DRAWN CLL / CHECKED SLN	DATE DEC 2025 / SCALE 1:400 @ A4	DRAWING TITLE: **PROPOSED LAYOUT AT GROUND FLOOR**	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\41022\DATA\DWG\FIGURE3.1.DWG PLOT SCALE : 1 = 1



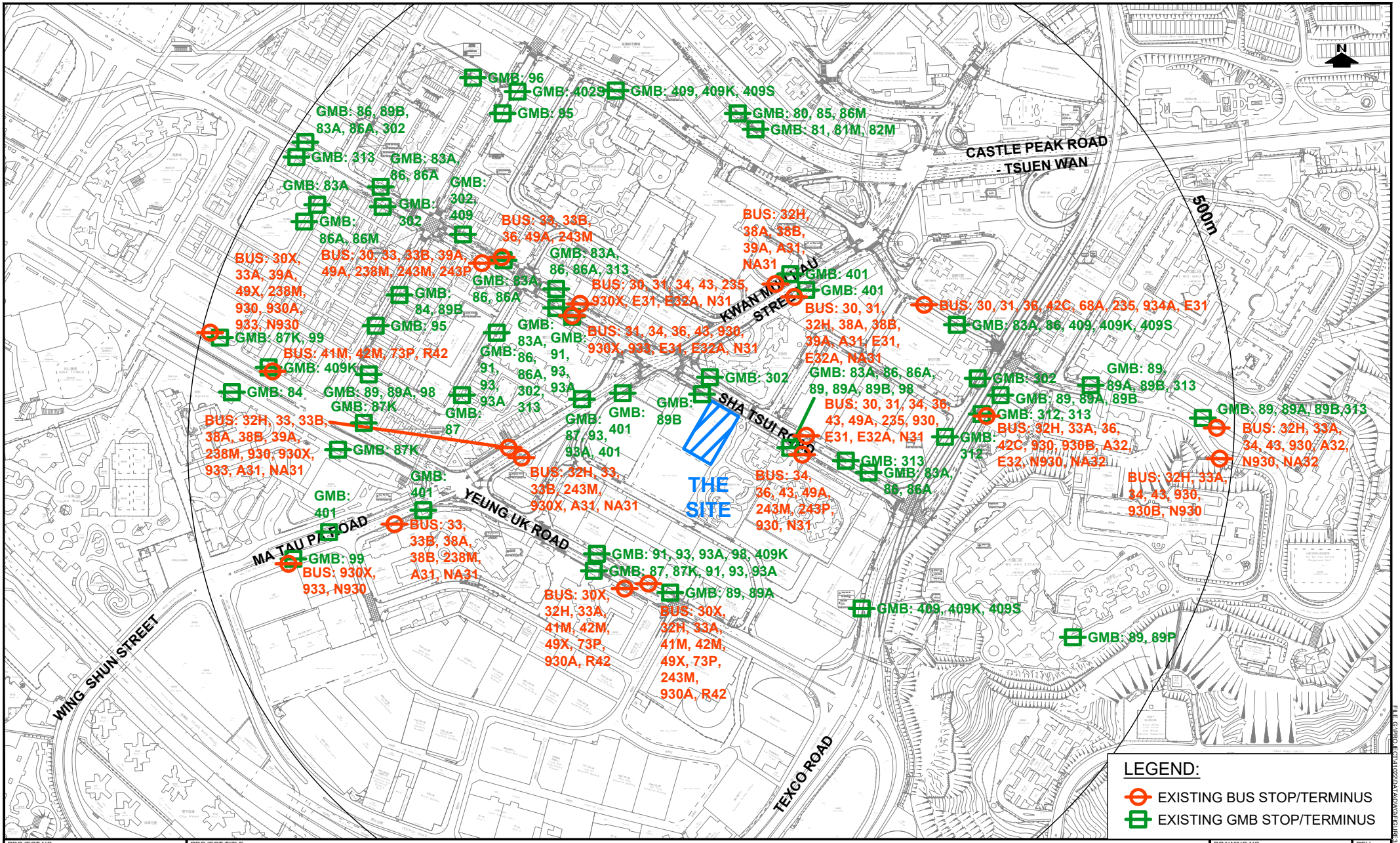
EXISTING PUBLIC CAR PARKS

1 -	PANDA PLACE	4 -	BO SHEK MANSION	7 -	TSUEN WAN GARDEN
2 -	SMARTLAND	5 -	KOLOUR TSUEN WAN I		
3 -	SUNWISE INDUSTRIAL BUILDING	6 -	WEALTHY GARDEN		

PROJECT NO. 41022	PROJECT TITLE PROPOSED CONVERSION OF THE EXISTING INDUSTRIAL BUILDING FOR OFFICE USE AT 15-27/F OF TETRA, NOS. 368-370 SHA TSUI ROAD, TSUEN WAN	DRAWING NO. FIGURE 3.2	REV. -
DESIGNED SKL / DATE DEC 2025	DRAWING TITLE PUBLIC HOURLY CAR PARKING SPACES WITHIN 500m RADIUS	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:4000			
CHECKED SLN			

FILE: G:\PROJECT\41022\DATA\DWG\FIGURE3.2.DWG PLOT SCALE : 1 = 1

FILE: G:\PROJECT\41022\DATA\DWG\FIGURE3.2.DWG PLOT SCALE : 1 = 1



PROJECT NO. 41022	PROJECT TITLE: PROPOSED CONVERSION OF THE EXISTING INDUSTRIAL BUILDING FOR OFFICE USE AT 15-27/F OF TETRA, NOS. 368-370 SHA TSUI ROAD, TSUEN WAN	DRAWING NO. FIGURE 3.3	REV. ·
DESIGNED SKL / DRAWN CLL / CHECKED SLN	DATE DEC 2025 / SCALE 1:5000 @ A4	DRAWING TITLE: PUBLIC TRANSPORT FACILITIES IN THE VICINITY	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\41022\DATA\DWG\FIGURE3.3.DWG PLOT SCALE : 1 = 1

Appendix A

Approved GBP Layout

EX. ADJOINING BUILDING

EX. ADJACENT BUILDING

LANE

SHA TSUI ROAD

PAVEMENT

CARPARK 2.5Mx5.0M (DOUBLE MECHANICAL DECK)

EX. LOADING / UNLOADING

EX. CARPARKS

EX. CARPARK
(REARRANGEMENT OF CAR PARKING SPACES ONLY)
5.334

T.T.D. (FOR CARPARK 9): 33.3m < 36m
T.T.D. (FOR CARPARK 11): 32.2m < 36m
T.T.D. (FOR CARPARK 8): 33.6m < 36m
T.T.D.: 29.9m < 36m
T.T.D. (FOR CARPARK 9): 29.9m < 36m

B.L. 55.829 m
B.L. 31.623m

H/R AT H/L
H/R AT H/L S.B. F.E.

WALL OPENING 1100x2100mmH

ACCESSIBLE CARPARK 3.5Mx5.0M (MIN CLEAR HEADROOM 2.4M)
LOADING/UNLOADING AREA FOR ACCESSIBLE CARPARK

EX.RUN IN & RUN OUT

FSI & SPRINKLER INLETS / SPRINKLER CONTROL ALARM VALVE CABINET

-/120/120 FRR WALL

TRANSFORMER ROOM

METAL DOOR

SWITCHBOARD (MAIN INCOMING) • MAIN CIRCUIT BREAKER • M&E INTERLOCK

CLP METER FOR EV CHARGER

MCB/MCCB BOARDS FOR POWER SUPPLY ON G/F

LV SWITCH ROOM

SWITCHBOARD (NORMAL SUPPLY) • G/F WORKSHOP • EV CHARGER • POWER QUALITY PROTECTION DEVICE

MCB/MCCB BOARDS FOR EV CHARGER

EX. 10LB CO_2 F.E.

EX. REFUSE CONTAINER CHAMBER
(W/ VENTILATION SYTEM AT A RATE OF NOT LESS THAN 3 CHANGES OF AIR PER HOURAND AIR PURIFYING FACILITIES)

SURFACE CHANNEL W/ GRATING COVER

EX. CHECK METER CABINET

EX. M.L. AT H/L
EX. F.E.

WATER POINT

FRESH & FLUSHING WATER UPFEED TANK AND PUMP R.M.

3550L FLUSHING WATER TANK

3330L FRESH WATER TANK

WATER PUMPS

400mmH CONC. PLINTHS

PUMP PANEL

300L GRP CLEANSING WATER STEEL TANK

CLEANSING WATER TANK AND PUMP ROOM

300L PNEUMATIC TANK FOR CLEANSING WATER

RAMP UP 1 : 12

RAMP UP 1 : 20.2

RAMP UP 1 : 62.8

RAMP UP 1:18.6

RAMP UP 1 : 20.1

RAMP UP 1 : 21

LIFT

NEW LIFT CAR

FIREMANS LIFT

EX. HALL

EX. FIRE CONTROL CENTRE

GLASS DOOR

ELV LEAD-IN & RISER DUCT

8 NOS. OF ø100 PVC DUCT IN 2 LAYERS (TO TBE ROOM)

SHOP

E&M CABINET

EX ACCESS FOR FIREMEN

SURFACE CHANNEL WITH COVER

WANG WO TSAI STREET GARDEN

G/F FLOOR PLAN

LEGEND:
SOCKET FOR EV CHARGING FOR PARKING SPACE ONLY

UPPER PART OF LV SWITCH ROOM

UPPER PART OF FRESH & FLUSHING WATER UPFEED TANK AND PUMP R.M.

METAL HANDRAIL

-/120/120 FRR FIXED LIGHT

UPPER PART OF G/F PLAN

SECTION X1

EX. WORKSHOP
T.B.E. ROOM
MAIN SWITCH ROOM
TRANSFORMER ROOM
LV SWITCH ROOM
FRESH & FLUSHING WATER UPFEED TANK AND PUMP R.M.
EX. LIFT LOBBY
EX. HALL
EX. LIFT SHAFT
EX. FIRE CONTROL CENTRE
WATER LEVEL
124m³ SPRINKLER WATER TANK
F.S. AND SPRINKLER WATER TANK AND PUMP ROOM
120/120/120 FRR R.C. SLAB
LIGHTWEIGHT MASS FILL CONC.
DOUBLE SLAB FOR TRANSFORMER ROOM
CABLE TRENCH
CHECK METER CABINET

SECTION X2

120/120/120 FRR R.C. SLAB
LIGHTWEIGHT MASS FILL CONC.
SHOP

B.D. REF.
BD 2-3/9248/72/8

F.S.D. REF.
FP 8/7961

B.D.

B.D.

AMENDED PLAN

The works shown on these plans are Type II works
(Building A&A Work)
in respect of which the Building Authority's consent is applied for

Rev.No.	Date	Particulars	Initial
D	3/2022	GENERAL REVISION	
C	11/2021	GENERAL REVISION	
B	4/2021	GENERAL REVISION	
A	10/2020	GENERAL REVISION	

CHAO CHI MAN
AUTHORIZED PERSON-LIST OF ARCHITECTS.

樑安建築師有限公司
L & N Architects Ltd.
ROOMS 1203-1204, 12/F BELGIAN BANK BUILDING,
NOS. 721-725 NATHAN ROAD, KOWLOON
TEL : 3422 3082 FAX : 3428 2269

Job Title
WONG'S FACTORY BUILDING,
368-370 SHA TSUI ROAD,
T.W.T.L. NO. 126

Job No.

Drawing Title
G/F PLAN AND SECTIONS

Scale	Date Drawn
1:100 @ A1	3/2022
Drawn By: S.H.	Checked By: M.C.
Drawing No.: AA - 02	Rev. No.: A B C D

APPROVED CHOP

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

Plan Approved
K.WOK Chi-hing
Senior Building Surveyor
for BUILDING AUTHORITY
14 APR 2022

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