2025年 8月 14日
此文件在 收到，城市規劃委員會
只會在收到所有必須的資料及文件後才正式作認收到
申請的日期。

This document is received on 14 AUG 2025
The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

Form No. S16-I
表格第 S16-I 號

APPLICATION FOR PERMISSION UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》(第131章)第16條遞交的許可申請

Applicable to proposals not involving or not only involving:
適用於建議不涉及或不祇涉及:

(i) Construction of "New Territories Exempted House(s)";
興建「新界豁免管制屋宇」;

(ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas or Regulated Areas; and
位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及

(iii) Renewal of permission for temporary use or development in rural areas or Regulated Areas
位於鄉郊地區或受規管地區的臨時用途或發展的許可續期

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers: https://www.tpb.gov.hk/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知,以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟,請瀏覽以下網址有關在指定的報章刊登通知:
https://www.tpb.gov.hk/tc/plan_application/apply.html

General Note and Annotation for the Form
填寫表格的一般指引及註解

\# "Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期,其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足,請另頁說明

Please insert a「✔」at the appropriate box 請在適當的方格內上加上「✔」號

250183 12/8 By hand

Form No. S16-I 表格第 S16-I 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/K14/835
	Date Received 收到日期	14 AUG 2025

1. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有)，送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。

2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at http://www.tpb.gov.hk/. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載 (網址：http://www.tpb.gov.hk/)，亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線：2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

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1. Name of Applicant 申請人姓名/名稱

(☐Mr. 先生 /☐Mrs. 夫人 /☐Miss 小姐 /☐Ms. 女士 /☑Company 公司 /☐Organisation 機構)

Diamond Ocean Investments Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱（如適用）

(☐Mr. 先生 /☐Mrs. 夫人 /☐Miss 小姐 /☐Ms. 女士 /☑Company 公司 /☐Organisation 機構)

DeSPACE (International) Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Nos. 107-109 Wai Yip Street, Kwun Tong (KTIL 570, 571, 572 & 573)
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑Site area 地盤面積 1,170.578 sq.m 平方米☑About 約 ☑Gross floor area 總樓面面積 Not more than 16,856.323 sq.m 平方米☐About 約
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	N/A sq.m 平方米 ☑About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Kwun Tong (South) Outline Zoning Plan No. S/K14S/26
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Other Specified Uses (Business)" ("OU(B)")
(f)	Current use(s) 現時用途	Vacant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

☑ is the sole "current land owner"#& (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」#& (請繼續填寫第 6 部分，並夾附業權證明文件)。

☐ is one of the "current land owners"#& (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」#& (請夾附業權證明文件)。

☐ is not a "current land owner"#.
並不是「現行土地擁有人」#。

☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上（請繼續填寫第 6 部分）。

5. Statement on Owner's Consent/Notification
就土地擁有人的同意/通知土地擁有人的陳述

(a) According to the record(s) of the Land Registry as at ..... (DD/MM/YYYY), this application involves a total of ..... "current land owner(s)"#.
根據土地註冊處截至 ..... 年 ..... 月 ..... 日的記錄，這宗申請共牽涉 ..... 名「現行土地擁有人」#。

(b) The applicant 申請人 –

☐ has obtained consent(s) of ..... "current land owner(s)"#.
已取得 ..... 名「現行土地擁有人」#的同意。

Details of consent of "current land owner(s)"# obtained 取得「現行土地擁有人」#同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼／處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has notified ..... "current land owner(s)"#
已通知 ..... 名「現行土地擁有人」#。

Details of the "current land owner(s)"# notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

☐ sent request for consent to the "current land owner(s)" on _____ (DD/MM/YYYY)#&
於_____(日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

☐ published notices in local newspapers on _____ (DD/MM/YYYY)&
於_____(日/月/年)在指定報章就申請刊登一次通知&

☐ posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)&
於_____(日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&

☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)&
於_____(日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

Note: May insert more than one「✔」.
Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.
註: 可在多於一個方格內加上「✔」號
申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

☐ Type (i) 第(i)類 Change of use within existing building or part thereof 更改現有建築物或其部分內的用途

☐ Type (ii) 第(ii)類 Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s) 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程

☐ Type (iii) 第(iii)類 Public utility installation / Utility installation for private project 公用事業設施裝置/私人發展計劃的公用設施裝置

☑ Type (iv) 第(iv)類 Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s) 略為放寬於法定圖則《註釋》內列明的發展限制

☑ Type (v) 第(v)類 Use / development other than (i) to (iii) above 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one「✓」.
註 1： 可在多於一個方格內加上「✓」號
Note 2: For Development involving columbarium use, please complete the table in the Appendix.
註 2： 如發展涉及靈灰安置所用途，請填妥於附件的表格。

(i) For Type (i) application 供第(i)類申請

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分 ..... sq.m 平方米 ☐About 約		
	Non-domestic part 非住用部分..... sq.m 平方米 ☐About 約		
	Total 總計 ..... sq.m 平方米 ☐About 約		

(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

(ii) For Type (ii) application 供第(ii)類申請

(a) Operation involved 涉及工程	☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 ..... m 米 ☐About 約 (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍))
(b) Intended use/development 有意進行的用途／發展	

(iii) For Type (iii) application 供第(iii)類申請

(a) Nature and scale
性質及規模

☐ Public utility installation 公用事業設施裝置

☐ Utility installation for private project 私人發展計劃的公用設施裝置

Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate
請註明有關裝置的性質及數量，包括每座建築物/構築物(倘有)的長度、高度和闊度

Name/type of installation 裝置名稱／種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置／建築物／構築物的尺寸 (米) (長 x 闊 x 高)

(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)

(iv) For Type (iv) application 供第(iv)類申請

(a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

☑	Plot ratio restriction 地積比率限制	From 由 12.0 to 至 14.4
☐	Gross floor area restriction 總樓面面積限制	From 由 .....sq. m 平方米 to 至 .....sq. m 平方米
☐	Site coverage restriction 上蓋面積限制	From 由 .....% to 至 ..... %
☑	Building height restriction 建築物高度限制	From 由 .....m 米 to 至 ..... m 米 From 由 100 mPD 米 (主水平基準上) to 至 115 mPD 米 (主水平基準上) From 由 ..... storeys 層 to 至 ..... storeys 層
☐	Non-building area restriction 非建築用地限制	From 由 .....m to 至 ..... m
☐	Others (please specify) 其他（請註明）	.....

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development 擬議用途/發展	Propsoed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions (Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積	16,856.323 sq.m 平方米	☑About 約
Proposed plot ratio 擬議地積比率	14.4	☑About 約
Proposed site coverage 擬議上蓋面積	Below 15m: Less than 100%; Above 15m: about 60 %	☑About 約
Proposed no. of blocks 擬議座數	1	
Proposed no. of storeys of each block 每座建築物的擬議層數	31 storeys 層	
	☑ include 包括 1 storeys of basements 層地庫	
	☐ exclude 不包括 ..... storeys of basements 層地庫	
Proposed building height of each block 每座建築物的擬議高度	115 mPD 米(主水平基準上)	☐About 約
	..... m 米	☐About 約

☐ Domestic part 住用部分

GFA 總樓面面積 ..... sq. m 平方米 ☐About 約

number of Units 單位數目 .....

average unit size 單位平均面積 .....sq. m 平方米 ☐About 約

estimated number of residents 估計住客數目 .....

☐ Non-domestic part 非住用部分

GFA 總樓面面積

☐ eating place 食肆 ..... sq. m 平方米 ☐About 約

☑ hotel 酒店 16,856.323 sq. m 平方米 ☑About 約

(please specify the number of rooms 請註明房間數目) 984

☐ office 辦公室 ..... sq. m 平方米 ☐About 約

☐ shop and services 商店及服務行業 ..... sq. m 平方米 ☐About 約

☐ Government, institution or community facilities 政府、機構或社區設施

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

.....

.....

.....

☐ other(s) 其他

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

.....

.....

.....

☐ Open space 休憩用地

(please specify land area(s) 請註明地面面積)

☐ private open space 私人休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

☐ public open space 公眾休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
Please refer to the attached supplementary planning statement.	Please refer to the attached supplementary planning statement.	Please refer to the attached supplementary planning statement.

(d) Proposed use(s) of uncovered area (if any) 露天地方（倘有）的擬議用途

.....

.....

.....

.....

.....

7. Anticipated Completion Time of the Development Proposal 擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)
擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例：2023 年 6 月)
(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))
(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

Nov 2029

8. Vehicular Access Arrangement of the Development Proposal 擬議發展計劃的行車通道安排

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Wai Yip Street ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位: 10 (including 1 accessible carparking space) Motorcycle Parking Spaces 電單車車位: 1 Light Goods Vehicle Parking Spaces 輕型貨車泊車位: Medium Goods Vehicle Parking Spaces 中型貨車泊車位: Heavy Goods Vehicle Parking Spaces 重型貨車泊車位: Others (Please Specify) 其他 (請列明):
	No 否	☐
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位: 4 Coach Spaces 旅遊巴車位: 3 Light Goods Vehicle Spaces 輕型貨車車位: 7 Medium Goods Vehicle Spaces 中型貨車車位: Heavy Goods Vehicle Spaces 重型貨車車位: 1 Others (Please Specify) 其他 (請列明):
	No 否	☐

9. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.
如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情 ....
	No 否	☑
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)	Yes 是	☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
	No 否	☑

Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？			
	On environment 對環境	Yes 會 ☐	No 不會 ☑
	On traffic 對交通	Yes 會 ☐	No 不會 ☑
	On water supply 對供水	Yes 會 ☐	No 不會 ☑
	On drainage 對排水	Yes 會 ☐	No 不會 ☑
	On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
	Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
	Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
	Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
	Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
	Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☑
	_____		
	_____		
	Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可) Please refer to the attached supplementary planning statement.		

10. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

Please refer to the attached supplementary planning statement.

11. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion. 本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature 簽署 .....

☐ Applicant 申請人 / ☑ Authorised Agent 獲授權代理人

Mr. Lam Kwok Chun, Gregory
Name in Block Letters 姓名（請以正楷填寫）

Director
Position (if applicable) 職位 （如適用）

Professional Qualification(s) 專業資格
☑ Member 會員 / ☐ Fellow of 資深會員
☑ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☑ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會/ ☐ HKIUD 香港城市設計學會
(Membership no. 267 ☑ RPP 註冊專業規劃師
Others 其他 .....

on behalf of 代表 DeSPACE (International) Limited

☑ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期 12/8/2025 (DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.
委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.
任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
   (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
   處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
   (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
   方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料:

Ash interment capacity 骨灰安放容量@

Maximum number of sets of ashes that may be interred in the niches
在龕位內最多可安放骨灰的數量 _____

Maximum number of sets of ashes that may be interred other than in niches
在非龕位的範圍內最多可安放骨灰的數量 _____

Total number of niches 龕位總數 _____

Total number of single niches
單人龕位總數 _____

Number of single niches (sold and occupied)
單人龕位數目 (已售並佔用) _____

Number of single niches (sold but unoccupied)
單人龕位數目 (已售但未佔用) _____

Number of single niches (residual for sale)
單人龕位數目 (待售) _____

Total number of double niches
雙人龕位總數 _____

Number of double niches (sold and fully occupied)
雙人龕位數目 (已售並全部佔用) _____

Number of double niches (sold and partially occupied)
雙人龕位數目 (已售並部分佔用) _____

Number of double niches (sold but unoccupied)
雙人龕位數目 (已售但未佔用) _____

Number of double niches (residual for sale)
雙人龕位數目 (待售) _____

Total no. of niches other than single or double niches (please specify type)
除單人及雙人龕位外的其他龕位總數 (請列明類別)

_____

Number. of niches (sold and fully occupied)
龕位數目 (已售並全部佔用) _____

Number of niches (sold and partially occupied)
龕位數目 (已售並部分佔用) _____

Number of niches (sold but unoccupied)
龕位數目 (已售但未佔用) _____

Number of niches (residual for sale)
龕位數目 (待售) _____

Proposed operating hours 擬議營運時間 _____

_____

@ Ash interment capacity in relation to a columbarium means –
就靈灰安置所而言，骨灰安放容量指：
- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目;
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該骨灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)
(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Nos. 107-109 Wai Yip Street, Kwun Tong (KTIL 570,571, 572 & 573)
Site area 地盤面積	1170.578 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 sq. m 平方米 ☐ About 約)
Plan 圖則	Approved Kwun Tong (South) Outline Zoning Plan No. S/K14S/26
Zoning 地帶	"Other Specified Uses (Business)" ("OU(B)")
Applied use/ development 申請用途/發展	Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions

		sq.m 平方米	Plot Ratio 地積比率
(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率	Domestic 住用	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
	Non-domestic 非住用	☑ About 約 16,856.323 ☐ Not more than 不多於	☑About 約 14.4 ☐Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用		
	Non-domestic 非住用	1	
	Composite 綜合用途		

(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Non-domestic 非住用	m 米 ☐ (Not more than 不多於)
			115 mPD 米(主水平基準上) ☑ (Not more than 不多於)
			31 Storeys(s) 層 ☐ (Not more than 不多於) *(☑Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* 1 ☑ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Composite 綜合用途	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
(iv)	Site coverage 上蓋面積	Below 15m: Less than 100%; Above 15m: about 60%	% ☑ About 約
(v)	No. of units 單位數目	About 984 guestrooms	
(vi)	Open space 休憩用地	Private 私人	sq.m 平方米 ☐ Not less than 不少於
		Public 公眾	sq.m 平方米 ☐ Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	11
	Private Car Parking Spaces 私家車車位	10
	Motorcycle Parking Spaces 電單車車位	1
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
	Others (Please Specify) 其他 (請列明)	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	15
	Taxi Spaces 的士車位	4
	Coach Spaces 旅遊巴車位	3
	Light Goods Vehicle Spaces 輕型貨車車位	7
	Medium Goods Vehicle Spaces 中型貨車位	
	Heavy Goods Vehicle Spaces 重型貨車車位	1
	Others (Please Specify) 其他 (請列明)	

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☑
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☑
Sectional plan(s) 截視圖	☐	☑
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☑
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☑
Others (please specify) 其他（請註明）	☐	☐
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☐
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☑
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☑
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明） Landscape Proposal	☐	☑

Note: May insert more than one「✔」. 註：可在多於一個方格內加上「✔」號

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註： 上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

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Appendix Ia of MPC Paper
No. A/K14/835

DeSPACE (International) Limited

AUGUST 2025

SUPPLEMENTARY PLANNING STATEMENT

Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions 107-109 Wai Yip Street, Kwun Tong, Kowloon

Applicant:
Diamond Ocean Investments Limited

Consultants:
DeSPACE (International) Limited
Leo Design Limited
CKM Asia Limited
Landes Limited

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Executive Summary

(4he %nglish version shall prevail)

4he □pplicant, the registered land owner of 107-109 7 ai Yip 3treet, +wun 4ong, +owloon (+wun 4ong)nland , ot . os. 570, 571, 572 & 573) (the 3ite), now seeks permission from the 4own 0lanning " oard (40") for proposed minor relaxation of plot ratio and building height restrictions for proposed hotel use (the 0roposed □evelopment).

4he ' overnment reactivated the 2evitalisation 3cheme for)ndustrial " uildings (2evitalisation 3cheme) in 2018 which encourages redevelopment or wholesale conversion of aged industrial buildings ()"), mainly to make more effective use of the sites on which)" s are situated or the existing)" s per se to optimise the use of precious land resources. / n the redevelopment of)" s, the prevailing policy allows relaxation of the maximum permitted non-domestic plot ratio up to 20 per cent to provide incentives to private owners to redevelop)" s constructed before 1987.

' iven the decreasing demand for industrial activities and in pursuit of the 2evitalisation 3cheme, the □pplicant intends to enhance the utilization of the □pplication 3ite by redeveloping it into a hotel tower. 7 hilst the 3ite is zoned □/ ther 3pecified 5ses□annotated □" usiness□(□/ 5(")□) on the approved +wun 4ong (3outh) / Z0 . o. 3/+143/26 (/ Z0), hotel is a □olumn 2 use which requires planning permission from 40" . 0ursuant to the said policy, the □pplicant now seeks permission from the 4own 0lanning " oard (40") for proposed minor relaxation of plot ratio and building height restrictions as stipulated under the / Z0 for proposed hotel use.

4he proposal is justified mainly on the following reasons:

- 4he 3ite is suitable for hotel development and in compatibility with the surrounding land uses and the changing land use character
-)n line with the 0lanning)ntention of □/ 5(")□zone and the □%nergizing +owloon %ast□)nitiative to facilitate the transformation of +wun 4ong " usiness □rea
-)n line with ' overnment□s policy initiatives on revitalizing industrial buildings
- 0rovision of design merits in the scheme which will improve the existing urban environment
- □ compatible building height at 115m0□ as previously approved for this site (2ef. □/+14/780 dated 29.5.2020) and proportional to the 20% increase in 02
- . o insurmountable impact on the surroundings

)n view of the justifications put forth in the 3upplementary 0lanning 3tatement, 40" is kindly invited to give favourable considerations to this application.

5pon redevelopment, the □pplicant has an intention to convert the proposed hotel to a student hostel in future in pursuit of the latest □(ostels in the □ity 3cheme□promulgated in □uly 2025.

行政摘要

(以英文版本為準)

申請人為九龍觀塘偉業街 107-109 號（觀塘內地段第 570 號, 571 號, 572 號 及 573 號）（申請地盤）的註冊土地擁有人，現尋求城市規劃委員會 (城規會) 的批准擬議略為放寬地積比率及建築物高度限制，以作擬議酒店用途。

政府在二○一八年重啓活化工業大廈計劃（活化工廈計劃），鼓勵老舊工業大廈（工廈）重建或整幢改裝，主要為更有效地運用現有工廈地段或現有工廈本身以善用珍貴的土地資源。在重建工廈方面，目前政策容許放寬最高核准非住用地積比率，上限為百分之二十，以提供誘因推動私人業主重建一九八七年前落成的工廈。

鑑於近年工業活動需求下降及為配合政策，申請人希望善用申請地盤以重建為一座酒店。根據觀塘（南部）分區計劃大綱核准圖編號 S/K14S/26（大綱圖），該用地被劃為「其他指定用途（商貿）」地帶，而「酒店」用途屬於第二欄用途，須先向城規會申請。申請人現尋求城規會批准略為放寬大綱圖下的最高地積比率及建築物高度限制，以作擬議酒店用途。

總體而言，擬議發展俱備以下理據：

- 申請地點適合作酒店用途，擬議發展亦與周邊用途、區內演化中的特色兼容
- 符合「其他指定用途」註明「商貿」地帶的規劃意向及起動九龍東措施，以配合觀塘商貿區一帶轉型
- 符合政府鼓勵活化工廈的政策
- 發展計劃已提供設計優點
- 相容及先前已經得到規劃許可的建築物高度，並與地積比率 20% 的放寬成比例
- 不會對四周環境造成不可克服的影響

基於規劃綱領中提出的理據，懇請城規會批准此規劃申請。

申請人亦有意於未來重建後將擬議酒店改建為學生宿舍，以參與 2025 年 7 月最新頒布的「城中學舍計劃」。

1. Introduction

□e30□□% ()nternational) , imited acts on behalf of the applicant, namely, □iamond / cean)nvestments , imited (hereinafter referred to as □the □pplicant□), the sole registered owner of private lots at 107-109 7 ai Yip 3treet, +wun 4ong (the 3ite), to submit this section 16 town planning application for proposed minor relaxation of plot ratio (02) and building height (" ( ) restrictions for proposed hotel use (the 0roposed □evelopment).

4he 3ite falls within an area zoned □/ ther 3pecified 5ses□annotated □" usiness□(/ 5(")□) under the □pproved +wun 4ong (3outh) / utline Zoning 0lan . o. 3/+143/26 (the □/ Z0□). □ccording to the . otes of the / Z0, □(otel□use falls under □olumn 2, which requires planning permission from the 4own 0lanning " oard.

4he ' overnment reactivated the 2evitalisation 3cheme for)ndustrial " uildings (2evitalisation 3cheme) in 2018 ()" policy). &or redevelopment of)" s, the prevailing policy allows relaxation of the maximum permitted non-domestic plot ratio up to 20 per cent to provide incentives to private owners to redevelop)" s constructed before 1987.)n pursuit of the)" policy, the □pplicant also seeks planning permission for proposed minor relaxation of the 02 restriction from 12 to 14.4 (+20%). 4he building height restriction (" (2) is also proposed to be correspondingly relaxed from 100m0□ to 115m0□ to accommodate the additional ' &□ and bonus ' &□ to be claimed in the 0roposed □evelopment. 4he 0roposed □evelopment also demonstrates a number of design merits that contribute positively to the public realm.

2. Site Context

2.1 Local Site Context

4he 3ite, with a total area of approximately 1,170.578 square metres, is located at . os. 107□109 7 ai Yip 3treet, within the northwestern portion of the +wun 4ong " usiness □rea (+4" □) near +owloon " ay (**Figure 1** □ , ocation 0lan) where is characterised by a mix of)ndustrial-/ ffice and □ommercial// ffice buildings.)t was previously occupied by a 10-storey (including ground floor) industrial/office building, namely (sin □hong □entre, which was issued with its first / ccupation 0ermit in 1966, i.e. a pre-1987)" . 4he existing building has been demolished, and the 3ite is currently vacant, cleared, and bounded by temporary hoarding.

2.2 Surrounding Area of the Site

- 4o the . orthwest of the 3ite is the)7 (otel, a redeveloped hotel project completed in 2018 through the conversion of a former industrial building.
- 4o the 3outheast of the 3ite, beyond (ency □entre, is the (ay . ien " uilding, which has received planning approval under □pplication . o. □/+14/783 for a hotel development involving a minor relaxation of 02 and " (restrictions for proposed hotel use.)n the vicinity to the east, another approved scheme (□pplication . o. □/+14/782) permits the development of medical-related shop and services use.
- 4o the directly south, across 7 ai Yip 3treet, lies the (oi " un 2oad 0ark, contributing recreational and environmental value to the area. &urther south, in the direction of the +ai 4ak □hannel, is the emerging +ai 4ak □evelopment □rea, envisioned as a future landmark for culture, business, and tourism in %ast +owloon.

2.3 Accessibility

4he □pplication 3ite enjoys excellent accessibility and is well served by a range of public transportation options. . umerous bus routes operate along +wun 4ong 2oad and 7 ai Yip 3treet.)n addition, several green minibus routes traverse (oi " un 2oad and +ai &uk 2oad, providing convenient local access. &urthermore, the . gau 4au +ok - 42 3tation, situated approximately 500 metres to the northeast of the 3ite, provides access to the citywide railway network, further reinforcing the 3ite□s strategic accessibility.

2.4 Land Status

4he 3ite comprises +wun 4ong)nland , ot . os. 570, 571, 572 and 573 ("the , ots" and **Figure 3** refers) which are held under respective ' overnment , ease dated 25.8.1966 as varied or modified by a □eed of 6ariation dated 4.7.1969 and a - odification , etter dated 30.8.1999 ("the , eases") subject to a lease term extended to 30.6.2047.4he , ots have a total registered area of about 12,600 sq.ft. (i.e. 1,170.578 m^2) which are held currently under single ownership by the □pplicant. 5nder the lease conditions, the , ots are restricted for the purposes of (a) industrial and/or godown; (b) office ancillary and directly related to an industrial (or godown) operation; or (c) any combination of (a) and (b) excluding offensive trade. 4he , ots are also subject to, inter alia, a maximum height of 170ft0□ (i.e. 51.8m0□) and a total maximum ' &□ of 7,660 m^2 and . " □ up to vertical clearance of 15ft (4.57m) from ground level at the back alley. 4he □pplicant will submit a , ease - odification application at the post-planning approval stage to facilitate the proposal.

3. Planning Context

3.1 Statutory Planning Context

4he □pplication 3ite falls within an area zoned □/ 5(")□under the □pproved +wun 4ong (3outh) / utline Zoning 0lan . o. 3/+143/26. (**Figure 2** □/ Z0) 4his zone is intended primarily for general business uses. □ mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new □business□buildings. , ess fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.

4he 3ite is situated within a zone subject to a maximum 02 of 12 and "(2 of 100m0□, as stipulated under the / Z0, forming part of the lower-height band along the harbourfront corridor of +4" □. 4he area is subject to a stepped building height control, ranging generally from 100m0□ to 200m0□ descending from +wun 4ong 2oad towards the 6ictoria (arbour waterfront.

3.2 Non-Statutory Planning Context

3.2.1 Planning Department's 2020 Area Assessments (AA) of Industrial Land in the Territory

)n response to the ongoing economic restructuring of (ong +ong□s industrial sector and the evolving strategic direction for industrial land planning, the 0lanning □epartment has undertaken a series of five □rea □ssessments of)ndustrial , and across the 4erritory since 2000. 4hese assessments aim to provide updated planning data and insights to guide the evaluation of planning applications related to the conversion, redevelopment, or rezoning of industrial buildings (□" s□).

+ey findings of the 2020 □□ revealed a continued decline in both the number of)" s and total industrial floor space across the territory. □mong all zoning categories reviewed, the □/ 5(")□zone recorded the highest volume of vacant industrial gross floor area, amounting to approximately 1.30 million m .)n addition, the proportion of □/ ffice□use in)" s within □/ 5(")□zones decreased from 35.6% in 2014 to 32.3% in 2020, while there was a corresponding increase in non-industrial uses, such as □3hop and 3ervices□and □%ating 0laces□, which collectively rose to 10.3% in 2020. 4hese trends clearly indicate that the stock of industrial or industrial-office ()/) space is diminishing, and that a progressive transformation from industrial to non-industrial and commercial uses is likely to continue, particularly within the □/ 5(")□zones.

)n the case of +wun 4ong □istrict, the 2020 □□ highlighted an active transformation and land use restructuring from traditional industrial uses to non-polluting industrial and business-oriented activities, facilitated through redevelopment or conversion of ageing industrial buildings. 3ince 2001, substantial portions of land in both +4" □ and the +owloon " ay " usiness □rea have been rezoned from □)□to □/ 5(")□as part of the ' overnment□s vision to transform +owloon %ast into the second core business district (□" □2).

4he □pplication 3ite, located between the +4" □ and the +owloon " ay " usiness □rea, is part of this evolving urban landscape. □ccording to the 2020 □□, 39.9% of floor area within the □/ 5(")□ zone in the +4" □ is used for office purposes, while only 8% remains in use for manufacturing or workshop functions. &rthermore, the increasing number of approved planning applications for hotel and shop and services uses in the cluster of industrial and)/ buildings north of 7 ai Yip 3treet reflects the district□s continuing shift toward general commercial functions.

)n this context, the 0roposed □evelopment is consistent with the long-term policy direction and observed planning trends for the □/ 5(")□zone, as identified in the 2020 □rea □ssessment.)t supports the ' overnment□s broader objective of revitalising outdated industrial stock and facilitating the transformation of +owloon %ast into a modern, mixed-use urban centre.

3.2.2 Government's Policy Initiative to Revitalise Industrial Buildings

3ince 1 □pril 2010, the ' overnment has implemented a series of measures to revitalise and optimise the use of old)" s through redevelopment and wholesale conversion which are mentioned in the 2009-10 0olicy □ddress in order to provide readily available and suitable land and premises to meet (ong +ong□s economic and social needs.

4he ' overnment reactivated the 2evitalisation 3cheme for)ndustrial " uildings (2evitalisation 3cheme) in 2018 which encourages redevelopment or wholesale conversion of aged)" s, mainly to make more effective use of the sites on which)" s are situated or the existing)" s per se to optimise the use of precious land resources. / n the redevelopment of)" s, the prevailing policy allows relaxation of the maximum permitted non-domestic plot ratio up to 20 per cent to provide incentives to private owners to redevelop)" s constructed before 1987.

4o continue encouraging redevelopment and conversion of aged)" s, the ' overnment announced in the 2024 0olicy □ddress the extension of the time-limited revitalisation measures for)" s, with enhancement of the measure on wholesale conversion, up to □ecember 2027.

4he demolished)" at the □pplication 3ite was completed in 1966 and is now under single ownership. 4he redevelopment of the 3ite is in line with the policy initiative of revitalising industrial buildings by releasing and optimizing the development potential of pre-1987)" located strategically at □" □2.

3.3 Planning History

4he 3ite is subject to a previous 3ection 16 □pplication (. o. □/+14/780) for 0roposed - inor 2elaxation of 02 (from 12 to 14.4) and " ((from 100m0□ to 115m0□) 2estrictions for 0ermitted / ffice, 3hop and 3ervices and %ating 0lace 5ses which was approved with condition(s) by the 4own 0lanning " oard on 29.5.2020. 4he extent of minor relaxations applied were same as the subject planning application.

3.4 Similar Planning Applications

Table 3.2 – Approved Planning Applications for Hotel Use in "OU(B)" Zone

Case No.	Address	Planning Considerations	Relevant TPB's questions/ comments
A/K14/713 (16/01/15) 7 holesale □onversion	101 7 ai Yip 3treet, +wun 4ong	• in line with 40" 0' -. o. 22□ in that it was compatible with the surrounding land uses. • improve the existing urban environment • serve as a catalyst in phasing out the current industrial uses within the □/ 5(")□ zone. • in line with the □%nergizing +owloon %ast□)nitiative	. il
A/K14/723 (11/12/15) 7 holesale □onversion	11 4ai Yip 3treet, +wun 4ong	• in line with the planning intention of the □/ 5(")□zone	• 0arking and , /5, arrangement • 7 hy hotel but not other uses • □ny business plan to sell the hotel building after the wholesale conversion works
A/K14/730 (08/01/16) 7 holesale □onversion	. os. 69-71, +ing Yip 3treet, +wun 4ong	• in line with 40" 0' -. o. 22□ • compatible with the surrounding land uses.	. il
A/K14/762 (16/11/18) 0artial conversion	2/& to 5/&, 90 (ung 4o 2oad, +wun 4ong	• not in conflict with the planning intention and compatible with the changing land use character of +4" □. • provision of hotel facilities will broaden the range of accommodations for visitors.	. il
A/K14/783 (20/11/20) 2edevelop-ment	1 4ai Yip 3treet, +wun 4ong	•)n line with: the planning intention and +4" □ transformation; and 40" 0' -. o. 22□; • +4" □ where is characterised by a mix of)" s,)-/ and □// buildings. • 3upported by)" policy • &loor-to-floor & " (has been minimized as 3□ is maximized to 60%	• □etails regarding the additional planning and design merits • 4raffic arrangement and basement layout

		• &ull-height setbacks and greenery provision meets the criteria in / Z0 %3 for minor relaxation of " (2	• %&- facilities for fire services installations
A/K14/796 (22/01/21) 7 holesale □onversion	28□ (ung 4o 2 oad, +wun 4ong	• in line with the planning intention and the +4" □ transformation • help improve the existing urban environment. • serve as a catalyst in phasing out the current industrial uses within the □ 5(")□ zone •)t is in line with the %nergizing +owloon %ast)nitiative.	. il
A/K14/832 (23/05/25) 2 edevelop-ment	201 and 203 7 ai Yip 3treet, +wun 4ong	• in line with the 40" 0' -. o. 22□ for □ 5(")□ zone in that it is considered not incompatible with the surrounding land uses • align with the %+% initiative to transform +% into a premier □" □.	. il

&rom the above cases, hotel use within +4" □ is generally in line with the planning intention of □ 5(")□zone and the □%nergizing +owloon %ast□)nitiative, compatible with the surrounding land uses and the changing land use character, supported by)" policy, would improve the existing urban environment, serve as a catalyst in phasing out the current industrial uses within the □ 5(")□ zone and broaden the range of accommodations for visitors.

Table 3.3 –Approved Planning Applications for Minor Relaxations (PR & BHR) (20%) in "OU(B)" Zone since 2022 (From 12 to 14.4 (i.e. 20%))

Case No.	Applied Use	Planning Considerations	Floor to Floor Height	Relevant TPB's questions/ comments
A/K14/806 (16/01/22)	11 , ai Yip 3treet, +wun 4ong	• 4he minor relaxation of " (2 (+25.9%) sought is generally proportional to the proposed minor relaxation of 02 restriction with reasonable floor-to-floor height adopted. • 4he 0roposed □evelopment is generally in line with the planning intention of the □ 5(")□ zone, and is not incompatible with the surrounding uses within +4" □	4m	• planning and design merits and the comparison of such merits with the two similar approved applications nearby • 4he possibility of tree planting within the proposed setback areas along (ang Yip 3treet and , ai Yip 3treet
A/K14/810 (18/02/22)	5 , ai Yip 3treet, +wun 4ong	• meets the criteria for considering application for minor relaxation of " (2 •)n line with the planning intention • not incompatible with the surrounding uses within +4" □	%ating place, shop and services: 4.5m / ffice: 4m	• whether tree planting was possible on the setback area • whether the 0roposed □evelopment would enhance streetscape

A/K14/809 (10/06/22)	1 4ai Yip 3treet and 111 7 ai Yip 3treet, +wun 4ong	• unlikely induce significant adverse effects on the visual character of the surrounding townscape • meets the criteria for considering application for minor relaxation of " (2 • in line with the planning intention of the □/ 5(")□zone • not incompatible with the surrounding uses within +4" □	%ating place, shop and services: 5m / ffice: 4.1m	• whether the setback area would be opened for use by the public • whether the width of the back alley would be sufficient to accommodate the (, /5 ,) bays • height of the proposed canopy
A/K14/804 (24/06/22)	334-336 and 338 +wun 4ong 2oad, +wun 4ong	• unlikely induce significant adverse effects on the visual character of the surrounding townscape. • meets the criteria for considering application for minor relaxation of " (2 •)n line with the planning intention of the □/ 5(")□zone • not incompatible with the surrounding uses within +4" □	%ating place, shop and services: 4.325m / ffice: 3.9m	• (ow the sustainability of greenery features in the 0roposed □evelopment could be ensured
A/K14/820 (3/2/2023)	73-75 (ung 4o 2oad	• supported as the 0roposed 3cheme aligns with the %+% initiative to transform +owloon %ast into a premier □" □	%ating place, shop and services: 4.2m / ffice: 4.12m	• supported the application • suggested to consider supporting similar applications in areas outside +owloon %ast
A/K14/822 (9/06/23)	25 4ai Yip 3treet, +wun 4ong	• 3upported by □%6" with)" policy • - inor relaxation of "(2 generally proportional to 02, and to address constraints of setbacks/. " □ / □0 requirements; 4ypical &4&(is considered reasonable • would not undermine the strategic views towards the +owloon ridgelines as illustrated in photomontages • generally meets the relevant criteria in / Z0 %3 for minor relaxation of " (2	%ating place, shop and services: 3.85m / ffice: 3.85m	• 7 hether would strive to achieve a higher " %□- rating • □ommitment to the implementation of canopy

A/K14/832 (23/05/25)	201 and 203 7 ai Yip 3treet, +wun 4ong	• 3upported by □%6" with)" policy • - inor relaxation of "(2 generally proportional to 02, and to address constraints of setbacks/. " □ / □0 requirements; 4ypical &4&(is considered reasonable	3.15m	. il

&rom the above cases, the key planning considerations for minor relaxation proposals within +4" □ are the)" policy, the minor relaxation of "(2 being generally proportional to 02, involvement of constraints of building setbacks, a reasonable typical floor-to-floor height and having no adverse visual impact.

4. Proposed Development

4he □pplicant proposes to develop the 3ite into a hotel development. 4he key development parameters and the proposed floor uses of the 0roposed 3cheme are summarized in **Tables 4.1** and **4.2** below respectively. 4he schematic drawings are provided in **Appendix 1**. □ set of , andscape 0roposal is attached in **Appendix 3**.

Table 4.1 Proposed Development Parameters		
	Approved Scheme under S16 Application No. A/K14/780	**Proposed Scheme**
4otal 3ite □rea	□bout 1,170.578m^2	□bout 1,170.578m^2
0lot 2atio	14.4	14.4 (+2.4/ 20%)[(a)(b)]
4otal ' &□	. ot more than 16,856.323m^2	□bout 16,856.323m^2[2(a)(b)(c)]
0roposed uses	/ ffice, 3hop and 3ervices and %ating 0lace	(otel
. o. of 2ooms	. /□	' uestroom: □bout 984 rooms
(otel room sizes (subject to detailed design)	. /□	2anging from 8.5 m^2 to 22.50 m^2
3ite □overage • " elow 15m • □bove 15m	. ot more than 60%	, ess than 100% 60%[(d)]
□lass of 3ite	□lass □	□lass □
. o. of " lock	1	1
- aximum " uilding (eight (- ain 2oof)	+115m0□	+115m0□
. o. of 3torey	29 (including 3 levels of basement)	31 (including 1 level of basement)
0arking 3paces • 0rivate □ar (accessible) • - otorcycle , oading/unloading (, /5 ,) facilities • , ' 6 • - /(' 6 • 4axi and 0rivate □ar • 3hared-use□for □oaches/buses and - /(' 6	91 (2) 10 4 (7m (,) x 3.5m (7) x 3.6m (( )) 2 (11m (,) x 3.5m (7) x 4.7m (( ))	10 (1) 1 7 (7m (,) x 3.5m (7) x 3.6m (( )) 1 (11m (,) x 3.5m (7) x 4.7m (( )) 4 (5m (,) x 2.5m (7) x 2.4m (( )) 3 (12m (,) x 3.5m (7) x 4.7m (( ))

2emarks:

a) / n top of the 02/' &□ set out above, the applicants have indicated that bonus 02/' &□ of about 0.539 and 630m^2 will be claimed for the proposed setbacks at 7 Y3 subject to approval by the " uilding □uthority (" □) under " uilding (0lanning) 2egulations (" (0)2) 22(1) or (2). 4he bonus 02/' &□ has been accounted for in the building bulk for conducting technical assessments. 3uch bonus 02/' &□ claimed is proposed . / 4 to be included in the total ' &□ permissible under the modified lease to be applied for at the post-planning approval stage and shall be subject to separate approval/consent by the , ands □epartment by relevant , ease condition after the □pplicant has applied for such claim and surrender of land.

b) 4he canopy, which is subject to departmental comments at detailed design, has been excluded from the 02/' &□ calculation.

c) □ll ' &□ are planned for hotel use, including entrance foyer at ' /&, administration office, reception counter and " / (facilities, guest rooms and hotel floors circulation, ancillary facilities and non-essential plant rooms. " / (facilities such as linen store, laundry room carpentry workshop, %&- workshop, dry goods store, beverage store, furniture store, staff canteen, staff changing rooms staff rest room and

staff toilet involving a ' &□ of about 846m^2 which might be eligible for ' &□ exemption has been accounted for in the building bulk for conducting technical assessments. Any GFA exemption for any structure or floor space commonly referred to as "environmentally friendly or innovative features□is not included/ considered in the proposed scheme and, if any of such ' &□ exemption is required, shall be subject to separate approval/consent by the , ands □epartment by relevant , ease condition.

d) / n top of the 3□ set out above, the applicants have indicated that bonus 3□ of about 1.457% will be claimed for the proposed setbacks at 7 Y3 subject to approval by the " uilding □uthority (" □) under " (0)2 22(1) or (2). 4he bonus 3□ has been accounted for in the building bulk for conducting technical assessments.
e) 4he total greenery will be provided at a ratio of not less than 20%.

Table 4.2 Proposed Floor Use	
" asement	□arpark
' /&	, ift , obby
1/&	(otel &/ (& " / (
2/&	(otel &/ (& " / (
3/&	' ym / " / (
5/&	%&- / " / (
6-17/&	' uestroom
18/&	2efuge &loor
19-33/&	' uestroom

4.2 Design Merits

)n formulating the 0roposed 3cheme, the design has taken into account the various site constraints as well as design considerations in order to ensure the 0roposed 3cheme is designed to create a high-quality development in harmony with the branding of □" □2. 4he following design merits are incorporated in the scheme for improving the existing urban environment:

- 0rovide 2.3m and 1.5m full-height building setbacks from 7 ai Yip 3treet and the back lane respectively. 4he □pplicant is also providing an additional 1.5m . on-" uilding □rea (. " □) with a clear height of 5.1m at the back lane to enhance the traffic circulation. 4he parking of vehicles along the backlane will not affect the intended purpose of the . " □ designation, nor will it adversely affect visual and wind permeability.

- 0rovide a 21.2m (length) x 2.3m (wide) x 4.8m (high) canopy along the footpath of 7 ai Yip 3treet for sheltering.

" uilding design elements of 3ustainable " uilding □esign ' uidelines 3" □' (□00-152) have been considered in the 0roposed 3cheme, of which the requirements of site coverage of greenery are applicable and fulfilled. (3ee &)' -05 in □ppendix 1) 4he subject site with an area (i) less than 20,000m^2 and (ii) proposed with building having a continuous projected fa ade length (, p) of below 60m, fall outside the prescribed categories requiring compliance with the building separation requirements in accordance with □00-152. 4he 3ite fronting 7 ai Yip 3treet having a width of more than 15m falls outside the prescribed category requiring compliance with the building setback requirements. 4he applicant plans to apply for " uilding %nvironmental □ssessment - ethod 0lus . ew " uildings (" %□- 0lus . ") □ertification at the detailed design stage. 3" □' compliance, energy efficient building designs measures, materials and waste, water use, the health and well-being of the future occupants of the building, etc. will be considered holistically and demonstrated of their compliance as the main categories of " %□- plus . " application. / fficial letter issued by

the (+ ' reen " uilding ouncil acknowledging the satisfactory completion of project registration for certification will be submit to " .

4.3 Access and Internal Transport Facilities

4wo vehicular access points are provided which are located at (i) 4he service lane at the northern side of the 0roposed evelopment; and (ii) 7 ai Yip 3treet. 4he internal transport facilities for the captioned 316 planning application are provided as per (+03' recommendation for hotel. 3wept 0ath nalysis and a 6ehicle , ift nalysis are conducted and results indicate that vehicles will have no manoeuvring problems and all vehicles could enter and leave the 3ite with ease. &or details, please refer to the submitted 4raffic)mpact ssessment (4)).

4.4 Bonus PR/GFA to be Claimed

" onus ' & is stipulated in regulation 22 of the " uilding (0lanning) 2egulation.)f the dedication of set-back area for public passage or surrender of land for road widening at ground level is consented/acquired by the ' overnment, bonus ' & that equals to five times the area surrendered/dedicated or less than 20% of the permissible plot ratio, whichever is the less, may be granted in return for the private area surrendered/dedicated to the public. 4he " may also, in return for dedication of an area within or through a building at ground level or other floor levels for public passage, allow concessions by way of section 42(1) of the " uildings / rdinance (ap. 123).

5. Planning and Technical Justifications

5.1 The Site is suitable for hotel development and in compatibility with the surrounding land uses and the changing land use character

4he pplication 3ite is located at a convenient location and well-served by various types of public transport services, including road-based franchised bus and public light bus, as well as rail-based transport. 4hese services operate within 500m or about 10 minutes walk away.

4he 3ite is located at the western periphery of +4" and facing (oi " un 2oad 0ark and +wun 4ong 0romenade in close proximity.)t has an open vista with spectacular view towards the water, +ai 4ak 2unway 0recinct and even towards (ong +ong)sland. 6ery limited nuisances from adjoining industrial/commercial buildings would be anticipated.)n the same / Z0, there are significant number of hotel developments which demonstrates the surrounding area of the site is compatible with (otel use.)n addition, according to the 2020 rea ssessments of)ndustrial , and in the 4erritory, majority (70.9%) of the ' & within the 5(") zone in +4" are occupied by office (39.9%) and warehouse/storage (31.0%) uses; whereas, only 8% of the total ' & is being used for manufacturing/workshop. / nly non-polluting uses (e.g. information technology and telecommunications industries, non-polluting industrial, office and other commercial uses) are permitted as-of-right within 5(") zone.

Table 5.2 Number of Hotel Developments in the same OZP

Name	Address
)7 (otel	101 7 ai Yip 3treet, +wun 4ong
)nd (otel	326 +wun 4ong 2oad, +wun 4ong
. ina (otel +owloon %ast	38 hong Yip 3treet, +wun 4ong
(otel / Zi	163 7 ai Yip 3treet, +wun 4ong

(oliday)nn %xpress	97 (ow - ing 3treet, +wun 4ong
□orsett +wun 4ong, (ong +ong	84 (ung 4o 2oad, +wun 4ong

4he low utilization rate of commercial/office (□//) buildings today is well witnessed in (ong +ong and particularly in +4" □. - any of the □// have become foreclosed properties in +4" □. □s such, the site is particularly suitable for conversion to other uses which meet the latest market needs.

5.2 In Line with the Planning Intention of "OU(B)" Zone and "Energizing Kowloon East" Initiative to Facilitate the Transformation of Kwun Tong Business Area

4he 0roposed □evelopment is located in an area zoned □ 5(")□with the planning intention of general business uses and the future growth in commercial development in □" □2 within +4" □ under the %+%). 4he %+%) has been the ' overnment□s on-going policy purposed to facilitate transformation of +owloon %ast (+%) into another core business district (□" □2) to sustain (ong +ong□s economic development. 4he 0roposed □evelopment would provide hotel services to business visitors and support the commercial development in the %ast +owloon □" □, and therefore help materialise the planning intention of □ 5(")□zone. □ more diverse profile of uses can help re-inject the necessary commercial dynamism and urban life to the +4" □.

2edeveloping existing pre-1987 industrial building buildings would upgrade the environment and facilitate the transformation of +4" □ from traditional industrial uses to non-polluting industrial and business uses. 4he proposed hotel has carefully taken into account various considerations in ensuring the compatibility with the transformation of the surrounding planning context.

)n addition, to consolidate (ong +ong□s position as an international hub for post-secondary education, the □hief %xecutive announced in the 2024 0olicy □ddress that the □evelopment " ureau (□%6") and the %ducation " ureau (%□") would launch a pilot scheme to streamline development control procedures, so as to encourage the market to convert commercial buildings into student hostels. □s (ong +ong□s public universities will push to enrol more □quality overseas students□ to ensure greater diversity on campuses, the policy aims to increase the supply of student accommodation, thereby creating the "3tudy in (ong +ong" brand.)n response to the latest increasing market needs for student accommodations and launching of the □(ostels in the □ity 3cheme□on 21 □uly 2025, the □pplicant has an intention to convert the proposed hotel to a student hostel upon redevelopment in future, which will better support the economic activities in +4" □. 4he great number of businesses in +wun 4ong/ +owloon " ay is a good job centre to offer professional training opportunities for postgraduates and final year students, thereby energizing the +owloon %ast □" □ with new young blood.

5.3 In Line with Government's Policy Initiatives on Revitalising Industrial Buildings

4he provision of industrial land has long been recognised as not optimally utilised. 4hus, the ' overnment has introduced a package of measures to facilitate redevelopment and wholesale conversion of)" s in the 2009-10 0olicy □ddress as well as in the 0□ 2021.

4he proposed redevelopment suggests relaxing the maximum non-domestic 02 allowed under the " (0)2 by 20% to incentivize redevelopment of the subject)" s located outside □2esidential□zones in main urban areas and new towns, which would help materialize the latest ' overnment□s policy.)n line with the strategic ' overnment policy, the current proposal could effectively optimize the existing industrial stock to provide more floor area and make better use of the valuable land resources for (ong +ong□s changing social and economic needs.

5.4 Provision of design merits in the scheme which will improve the existing urban environment

Setbacks from Wai Yip Street and the back lane - Enhancing Street Level Environment and the Visual Quality

4o echo with %+% s initiative to energise and revitalise the back lanes, the proposed scheme adheres to the 1.5m full-height setback requirement and provide a further 1.5m non-building area with a clear height of 5.1m setback. 4he proposed building setbacks will allow the building bulk to be more visually recessive and maintaining permeability which will enhance the street level public urban space.)t would help promote the intention of +4" being an economic and employment hub.

5.5 Compatible building height as previously approved for this site and proportion to the 20% increase in PR

4he proposed minor relaxation of " (2 is to accommodate the additional ' & arisen from the proposed minor relaxation of 02 under the 2evitalisation 3cheme and bonus ' & to be claimed in the 0roposed evelopment. 4here are seven recently approved developments for commercial uses in proximity to the northwest of the pplication 3ite which have sought minor relaxation of both 02 and " (restrictions ranging from 115m0 to 126m0 (4able 3.3 refers). 4he 3ite itself is also subject to a previous 3ection 16 pplication (. o. /+14/780) for 0roposed - inor 2elaxation of 02 (from 12 to 14.4) and " ((from 100m0 to 115m0) which was approved with conditions by 40" on 29.5.2020, in which the extent of minor relaxations applied were same as the subject planning application.

4he key planning considerations of the subject application dovetail with those set out in the relevant 40" papers of the similar cases in 4able 3.3, which the increase in " ((+15% in this case) is proposed for accommodating the minor relaxation of 20% in 02 under the 0olicy being sought; s concluded in the 6), the proposed minor relaxation of " (restriction to 115m0 will be in harmony with the surrounding development context and will not result in unacceptable visual impacts;

s such, the proposed minor relaxation of " (2 is considered minor in nature and should be considered acceptable. 4he proposed full-height setbacks would further contribute to an enhanced urban environment with wider public footpath, maintaining visual permeability and air ventilation, which would mitigate the visual impact if any. 4he 0roposed 3cheme generally meets the following criteria for considering application for minor relaxation of " (2 as specified in para.7.4 of %3 of the / Z0:

"(b) Accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;";
4he 0roposed evelopment involves a 2.3m full-height building setback along 7 ai Yip 3treet for passage/street widening and enhanced the traffic circulation. minor relaxation of " (2 is partly for accommodating the bonus ' & granted under the " uildings / rdinance ;

"(c) providing better streetscape/good quality street level public urban space;"

4he 0roposed evelopment with modern building standards and sustainable building design will help catalyze the urban transformation process of the area thereby creating a better state of streetscape. 4he proposed building setbacks will allow the building bulk to be more visually

recessive, promoting visual interest with increased open space and maintaining permeability which will enhance the street level public urban space.

"(d) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan;

4he / utline □evelopment 0lan no. □/+14□/1(require the 3ubject 3ite to setback (i) along 7 ai Yip 3treet of 2.3m, and (ii) 1.5m setback and 1.5m non-building area along the service lane; which have taken up a total area of 208.5m^2 (about 18%) and 82.3m^2 (about 7%) of the site area respectively; 7 ith the above setback requirements, under the current scheme, the actual residual floor areas of the podium and typical floors 75% (878 m^2) and 60% (about 702m^2), subject to detailed design. 4he length of the 3ubject 3ite (i.e. measured from 7 ai Yip 3treet to the service lane) which is originally 21.3m is reduced to only 17.5m (reduction of substantial length of 17.8%). 4hese present as site constraints in achieving the permissible plot ratio under the)" 0olicy. 4o minimize the increase in " (applied to accommodate the additional ' &□, the site coverage of the typical floors has been maximized as permissible under " uilding (0lanning) 2egulations (" (0)2) for the 3ite; 4he proposed typical floor-to-floor height (3.45m in this case) has been minimized which is lower than that of the nearby newly completed commercial developments (ranging from 4.2m to 4.98m, and are all developed with a 02 of 12 and " (of 100m0□), and is within the range of those adopted in approved similar applications in +4" □ (between 3.15m and 4.1m) and may not be unacceptable. 4he proposed overall " (has been minimised by provision of basement floor for accommodating internal transport facilities in a cost effective manner. 4he ground floor layout has maximised the provision of - /(' 6 loading / unloading bays which need to front onto the turntable so vehicles could enter and leave the loading / unloading bay.

"(f) other factors such as the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design."

4he applicant plans to apply for " %□- 0lus . " □ertification at the detailed design stage. ' reen building design responding to the site□s neighbourhood including but not limited to building permeability, air ventilation, thermal comfort, landscaping, site coverage with greenery; neighbourhood daylight access will be considered holistically and quantitatively assessed for ensuring their performances.

5.6 No Insurmountable Impact on the Surroundings

5.6.1 No Adverse Traffic Impacts

□ 4raffic)mpact □ssessment (□4)□□) is conducted to assess the traffic impact associated with the 0roposed □evelopment.)t is concluded that the 0roposed □evelopment will result in no adverse traffic impact to the surrounding road network.

5.6.2 No Insurmountable Visual Impacts

□ 6isual)mpact □ssessment (□6)□□) is conducted to assess the visual impact associated with the 0roposed □evelopment. 4he 6)□ concludes that the visual impact of the 0roposed □evelopment is considered to be acceptable (from negligible to slightly adverse) from the major public viewpoints concerned. (0lease refer to **Appendix 4**)

5.6.3 No Adverse Environmental Impacts

. o adverse impact is anticipated from the air quality and noise perspectives as the whole 0roposed evelopment will be equipped with a central air-conditioning system and will not rely on openable windows for ventilation under normal circumstances.

. oise)mpact

3ince the whole 0roposed evelopment not rely on openable windows for ventilation under normal circumstances, adverse traffic noise and fixed noise impact are not anticipated.

ir)mpact

4he pplication 3ite is bounded by 7 ai Yip 3treet and an active chimney is identified within 200m of the 3ite. 4he fresh air intake point for the central air-conditioning system is carefully positioned beyond 200m from the chimney and beyond 20m from 7 ai Yip 3treet. dequate buffer distance from both the road and the chimney is provided in accordance with the requirements outlined in the (+03' . (0lease see **Figure 4**) 4herefore, no adverse vehicular and chimney emission impacts are anticipated. dditionally, no odour sources were identified within 200m of the pplication 3ite, so no odour emission impact is expected. ssessments have been done, and it has been largely ascertained of its technical feasibility.

, and ontamination

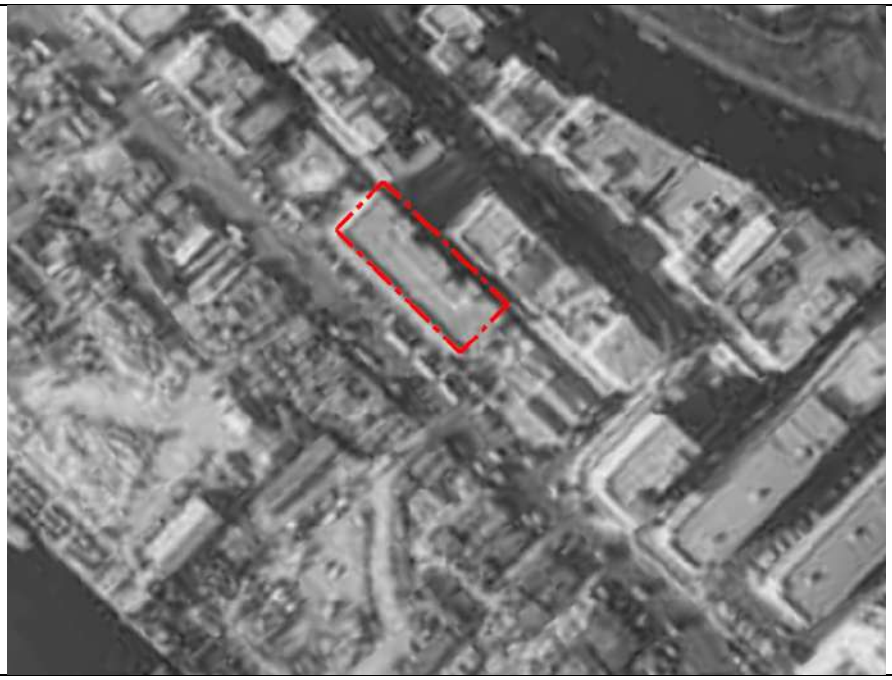
4he pplication 3ite is currently vacant and was previously occupied by an office building. 4here is no anticipated land contamination from past or current land use at the site. ccording to the aerial photos from the , ands epartment, the site was occupied by an office building since 1973. 3imilar to the proposed hotel, ground floor of the said office building was mainly used for internal transport facilities, entrance lobby, receptions, lift core and a transformer room all serving the said office building. 4here was no basement floor in the previous office building. 4he building was demolished and the 3ite was turned into an open carpark for private vehicle in 2020. 4he selected aerial photos showing the historical conditions of the pplication 3ite are presented below. (ence, there is no anticipated land contamination issue for the 0roposed evelopment.

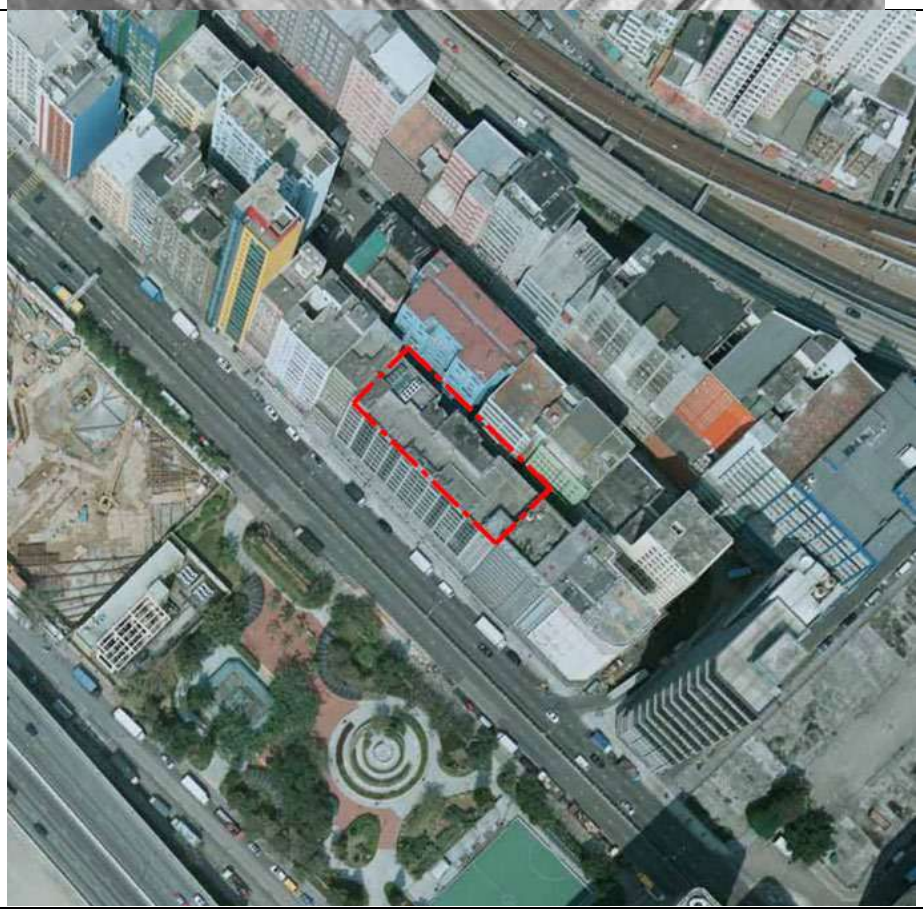
Hsin Chong Centre (office building) taken in 2017

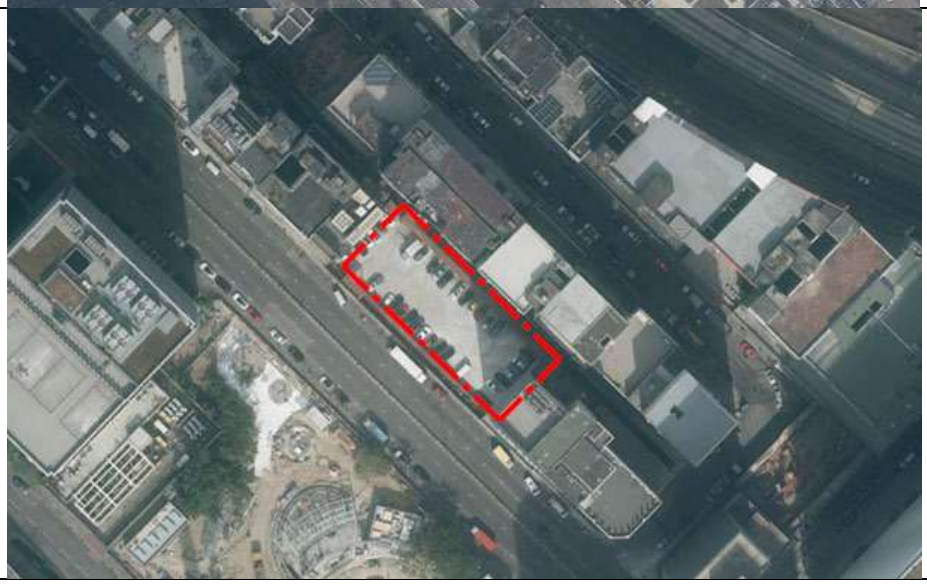
Internal transport facilities on G/F of Hsin Chong Centre taken in 2017

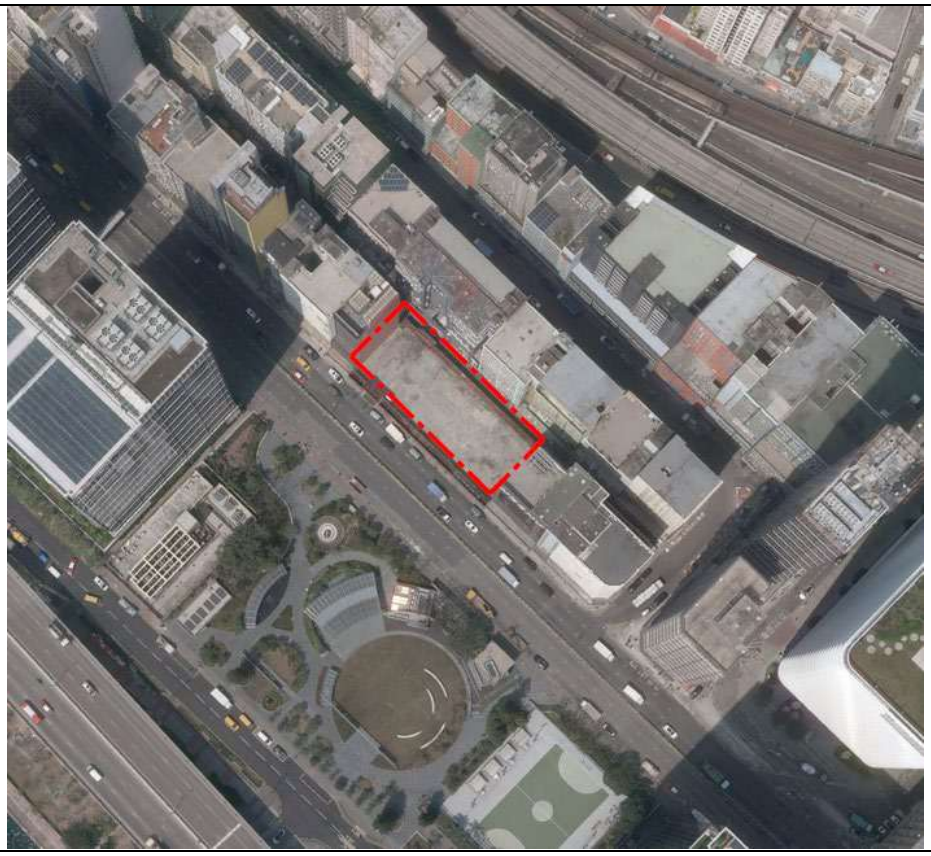
Open carpark for private vehicle on the Site after 2020

Table 5.3 - Aerial photos showing the Application Site since 1973

Year (Land Use on the Application Site)	Aerial Photos
1973 (office building)	

1993 (office building)	
2013 (office building)	

2019 (The office building on the Site was demolished)	
2020 (The Application Site was no longer occupied as an office building)	

2024 (The Application Site was no longer occupied as an office building)	

5.6.4 No Adverse Sewerage Impacts

□ 3ewage)mpact □ssessment (□3)□□) has been conducted to assess the sewerage impact associated with that development proposal. 7 ith the proposed mitigation measures, no unacceptable sewerage impact resulting from the 0roposed □evelopment is anticipated. (0lease refer to **Appendix 2**)

CONCLUSION

4his planning application seeks 4own 0lanning " oard□s permission for proposed minor relaxation of 0lot 2atio and " uilding (eight 2estrictions for proposed hotel use. 4he prevailing policy allows relaxation of the maximum permitted non-domestic plot ratio up to 20 per cent to provide incentives to private owners to redevelop)" s constructed before 1987. ' iven the decreasing demand for industrial activities and in pursuit of the 2evitalisation 3cheme, the □pplicant intends to enhance the utilization of the □pplication 3ite by redeveloping it into a hotel tower. 5pon redevelopment, the □pplicant has an intention to convert the proposed hotel to a student hostel in pursuit of the latest □(ostels in the □ity 3cheme□promulgated in □uly 2025 at the post-planning approval stage.

)n summary, the 0roposed □evelopment is considered fully justified from the following perspectives:

- 4he 3ite is suitable for hotel development and in compatibility with the surrounding land uses and the changing land use character
-)n line with the 0lanning)ntention of □/ 5(")□zone and the □%nergizing +owloon %ast□)nitiative to facilitate the transformation of +wun 4ong " usiness □rea

-)n line with ' overnment s policy initiatives on revitalizing industrial buildings
- 0rovision of design merits in the scheme which will improve the existing urban environment
- compatible building height as previously approved for this site and proportional to the 20% increase in 02
- . o insurmountable impact on the surroundings

Figures

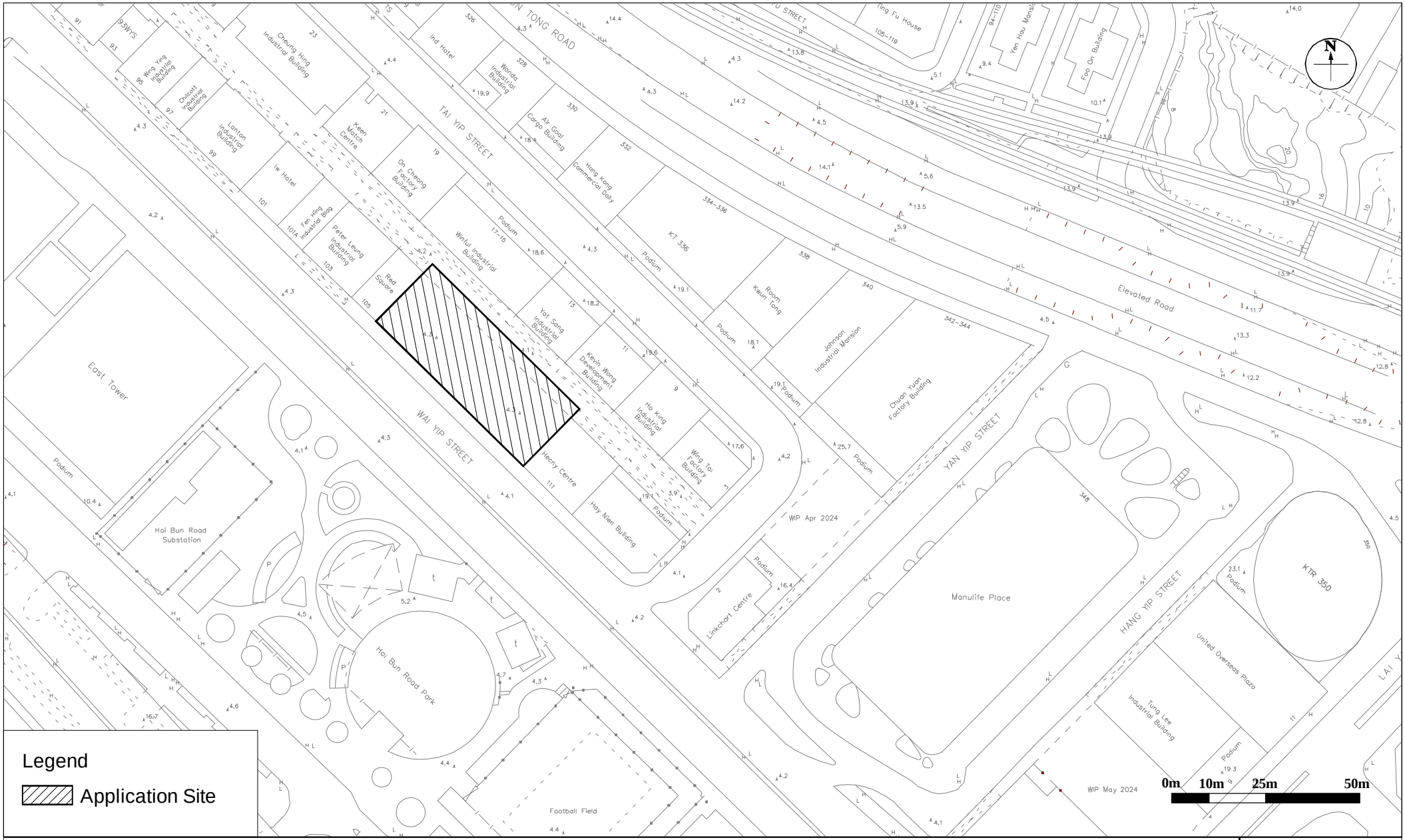


Figure: 1

Title: Location Plan

DeSPACE (International) Limited

Project: Proposed Hotel at 107-109 Wai Yip Street, Kwun Tong, Kowloon

Rev.: 1.0

Date: June 2025

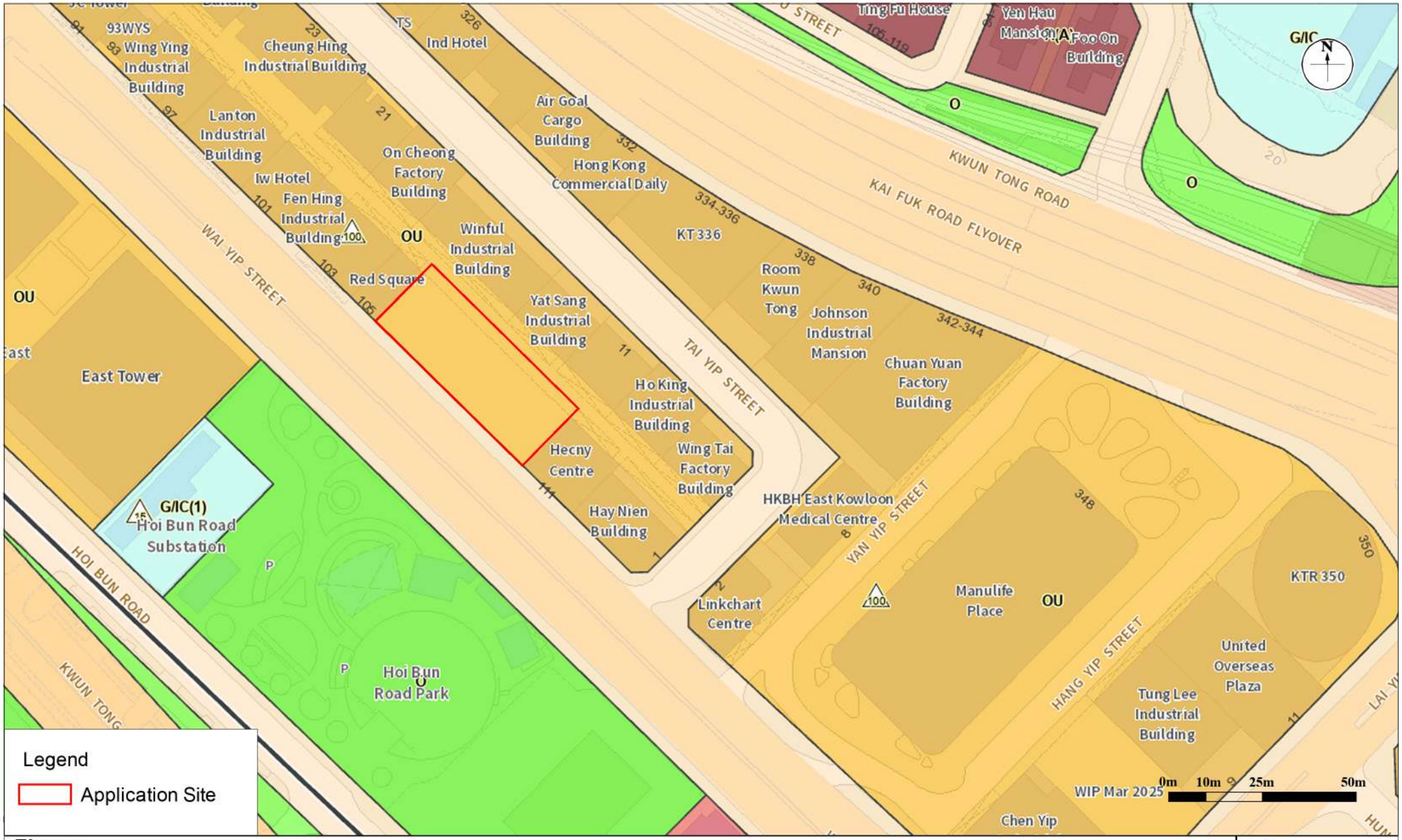


Figure: 2

Title: OZP Plan

Project: Proposed Hotel at 107-109 Wai Yip Street, Kwun Tong, Kowloon

DeSPACE (International) Limited

Rev.: 1.0

Date: June 2025

DRAWING TITLE: Lot Index Plan	**LEGEND:** Application Boundary	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 3		**DATE:** August 2025	

Wing Tai Factory Building

United Overseas Plaza

LEGEND:

- Application Site Boundary
- 20m Buffer Zone for Primary Distributor
- Identified Abandoned Chimney
- Identified Active Chimney
- 200m from Active Chimney
- Indicative Fresh Air Intake Location

0m 20m 50m 100m

Figure: 4

Title: HKPSG's Recommended Buffer Distance for Road and Chimney

Project: Proposed Hotel at 107 - 109 Wai Yip Street, Kwun Tong, Kowloon

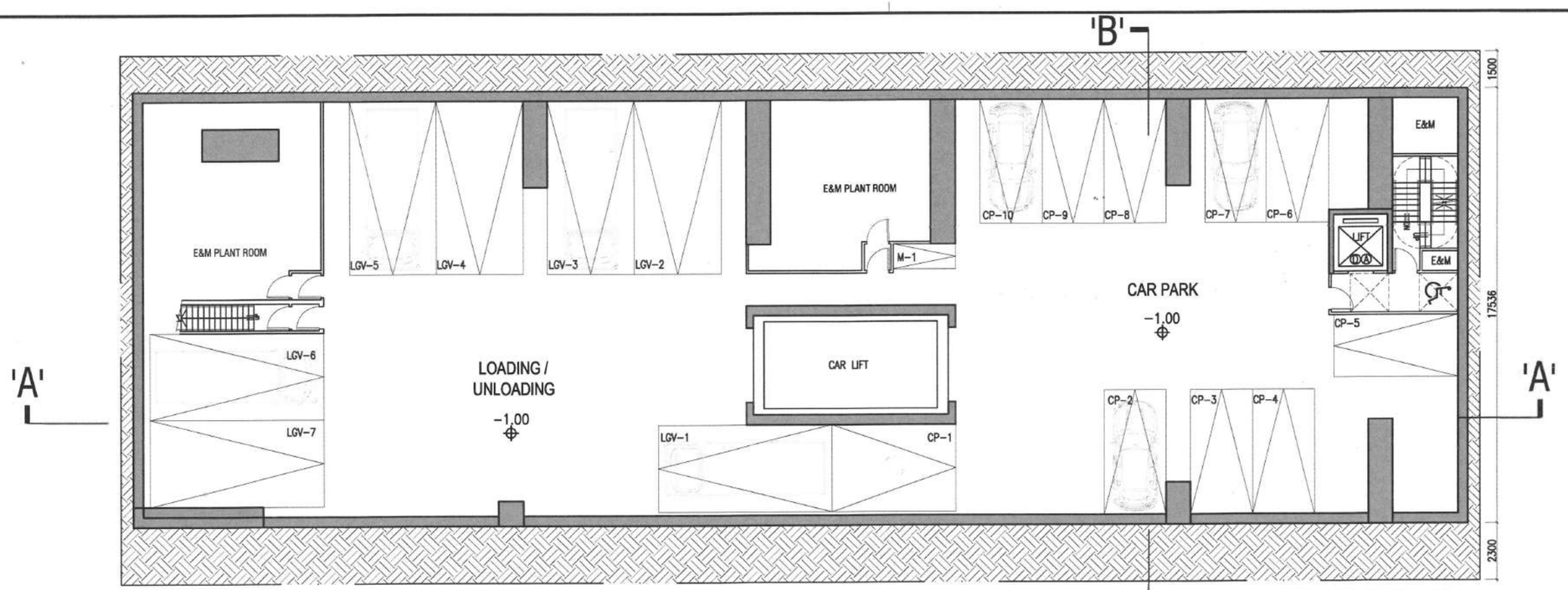
Rev.: 1.0

Date: Mar 2024

Q:\Projects\KTAWY107EI00\04 Deliverables\01 EA Report\01 Figures\v1.0\Source\Figure 2.1 HKPSG's Buffer Distance Requirement.dwg

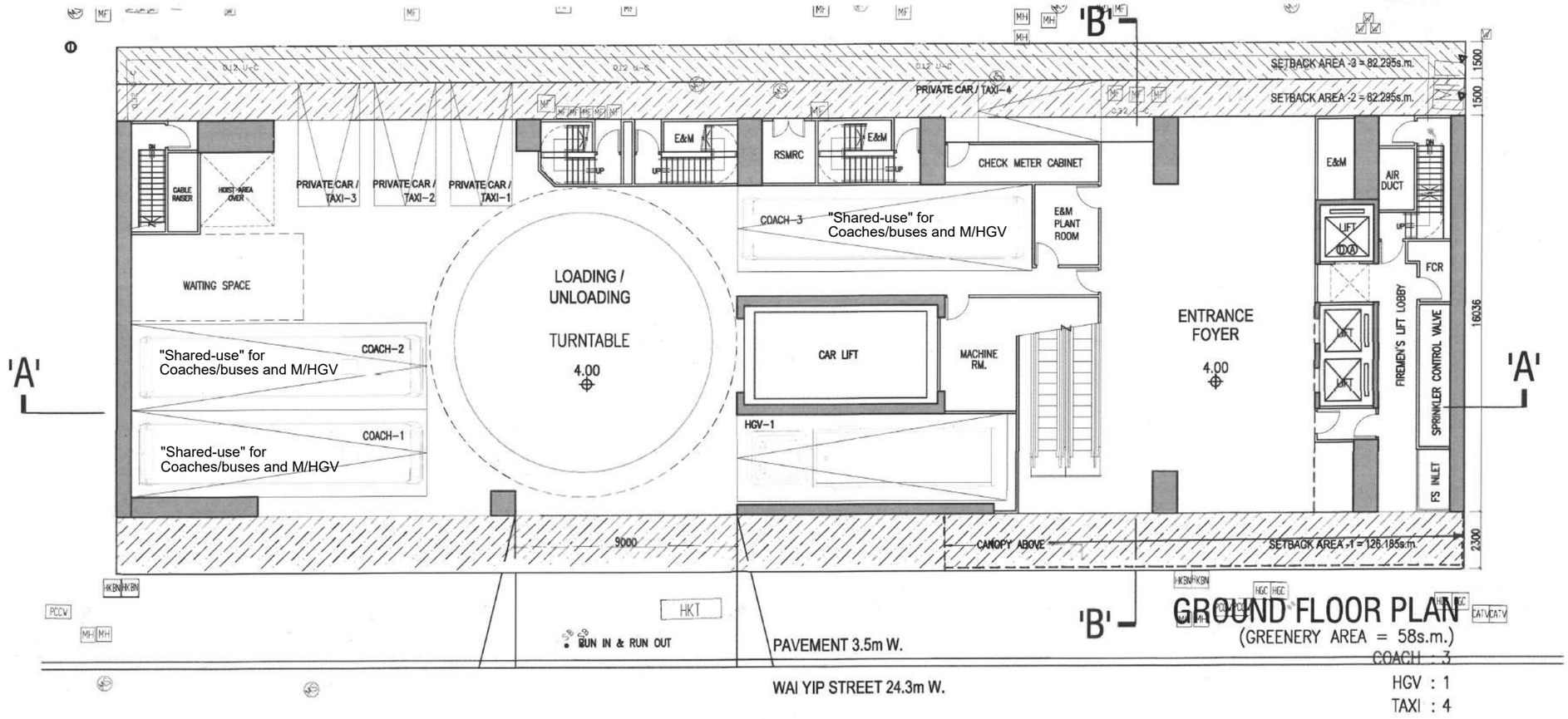
Appendix 1

Proposed Development Scheme



BASEMENT PLAN

CAR PARKING : 10
MOTOR CYCLE : 1
LGV : 7



GROUND FLOOR PLAN

(GREENERY AREA = 58s.m.)
COACH : 3
HGV : 1
TAXI : 4

B.L.D. REF. NO.

F.P.B. NO.

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PROJECT

PROPOSED HOTEL DEVELOPMENT ON Nos. 107-109, WAI YIP STREET KWUN TONG, KOWLOON

PLAN

BASEMENT & GRD. FL. PLAN

SCALE

1 : 200 (A3)
1 : 300 (A4)

CLIENT

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B.D. / F.S.D. APPROVAL

DRAWN CHECKED

DRAWING NO.	DATE				
FIG-01	-		28-05-2025		
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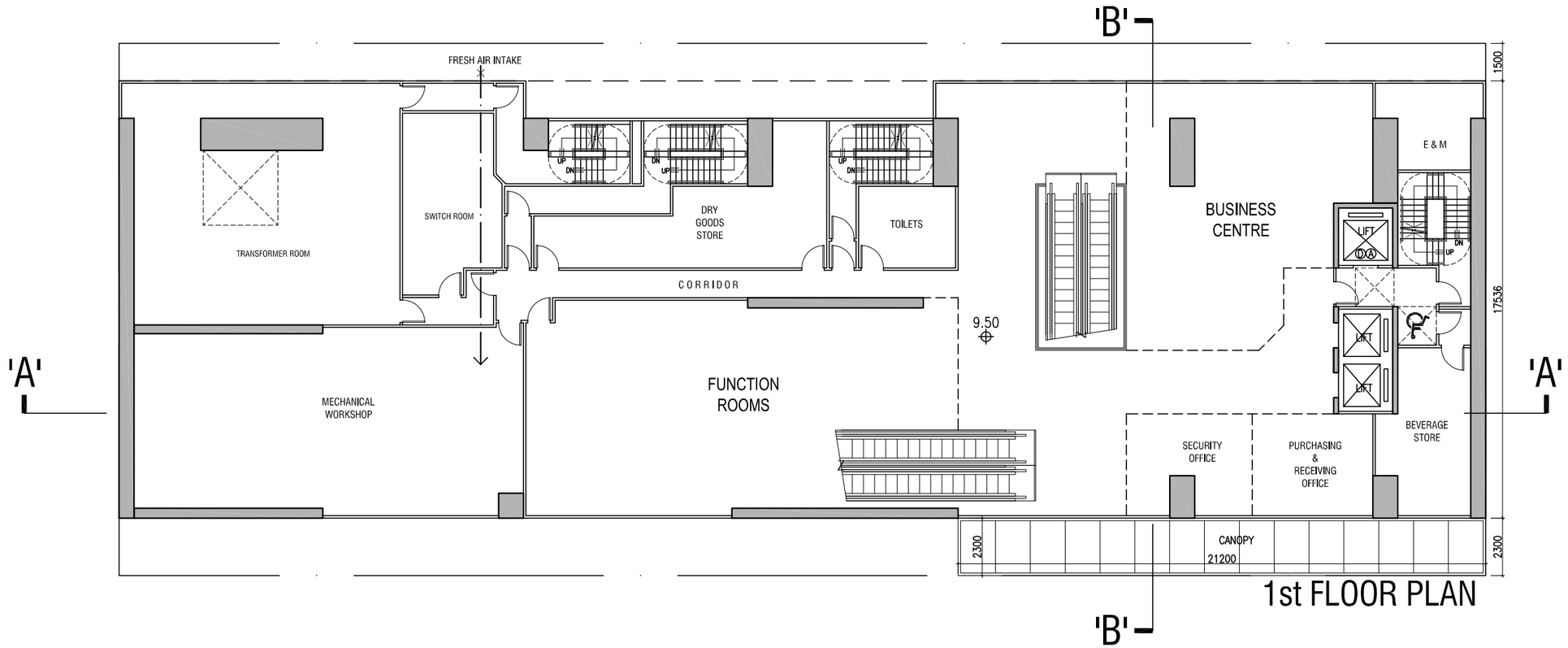
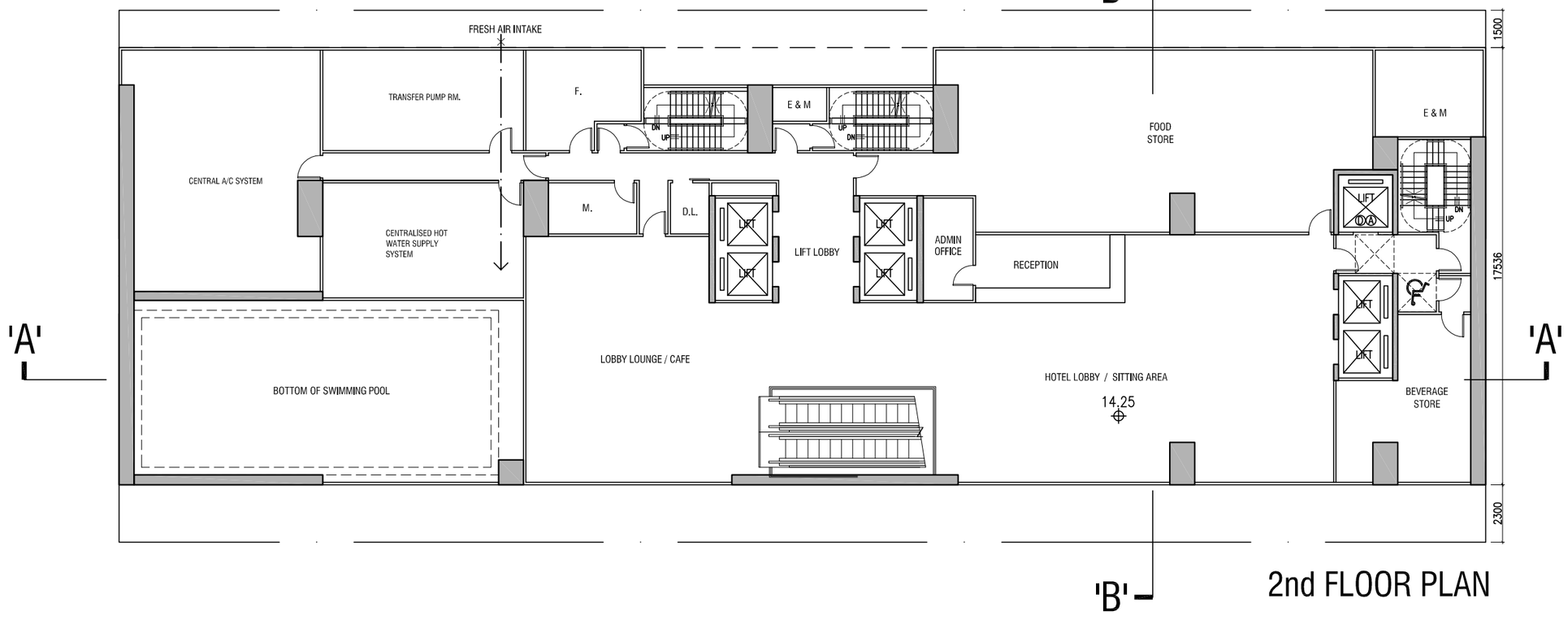
		B	30-07-2025		
		C	11-08-2025		
		D	19-08-2025		





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F.P.B. NO.

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PROJECT

PROPOSED HOTEL DEVELOPMENT ON Nos. 107-109, WAI YIP STREET KWUN TONG, KOWLOON

PLAN

1st - 2nd FL. PLAN

SCALE

1 : 200 (A3)
1 : 300 (A4)

CLIENT

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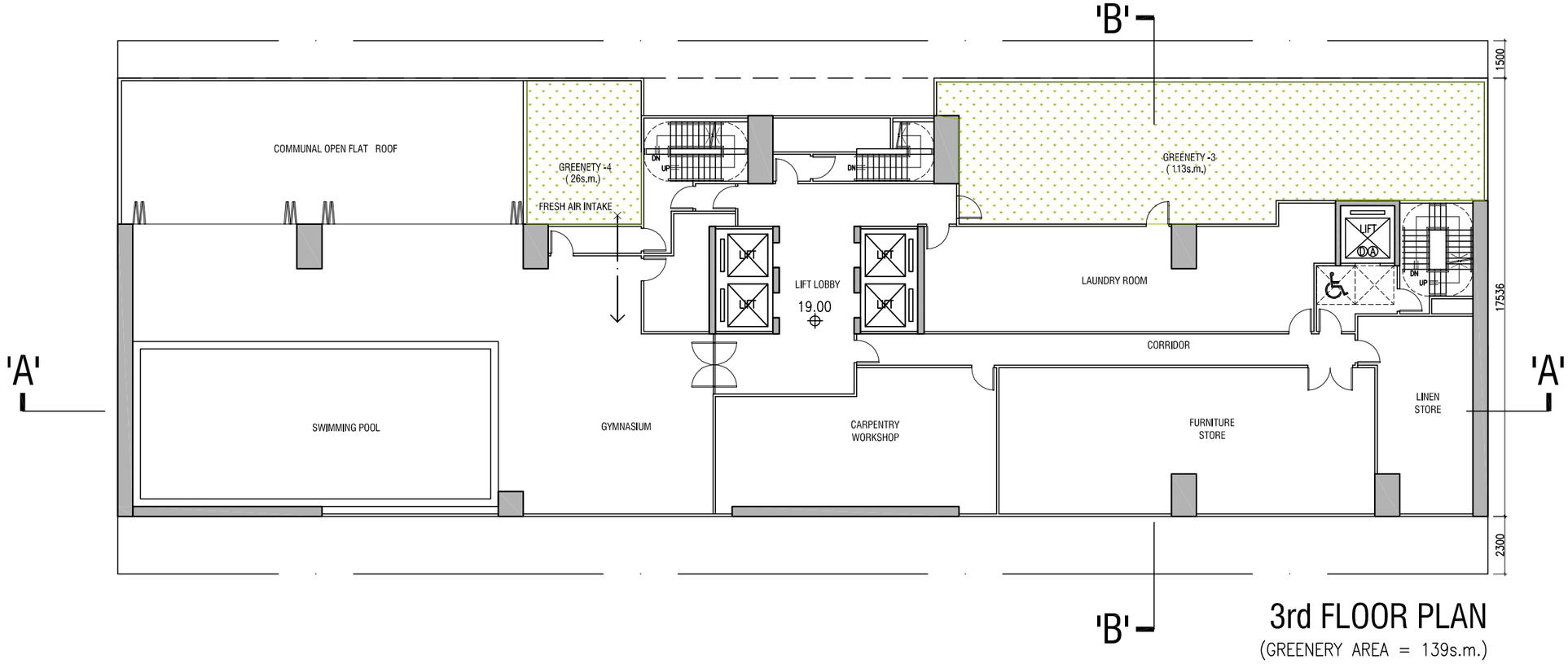
B.D. / F.S.D. APPROVAL

DRAWN CHECKED

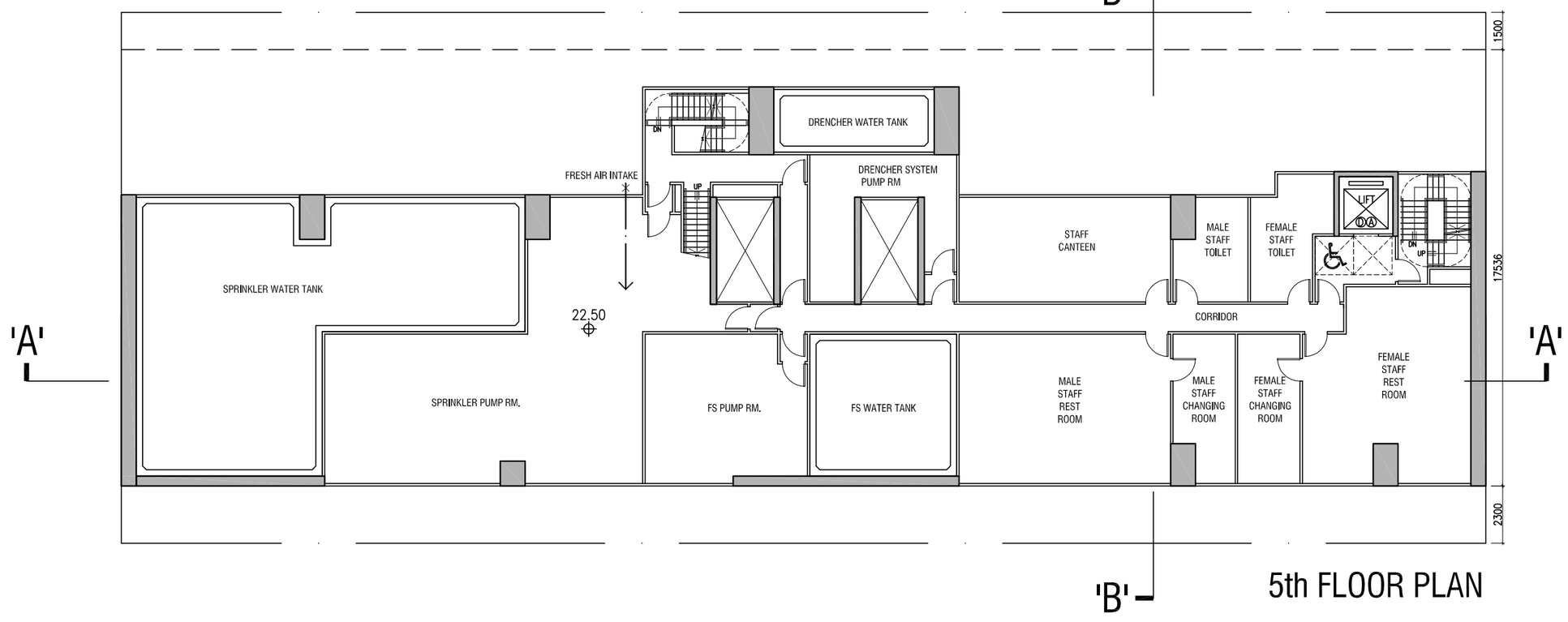
DRAWING NO. FIG-02 -

DATE	
28-05-2025	
A 25-07-2025	
B 30-07-2025	
C 11-08-2025	
D 19-08-2025	



3rd FLOOR PLAN

(GREENERY AREA = 139s.m.)



5th FLOOR PLAN

B.L.D. REF. NO.

F.P.B. NO.

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PROJECT

PROPOSED HOTEL
DEVELOPMENT ON
Nos. 107-109, WAI YIP STREET
KWUN TONG, KOWLOON

PLAN

3rd - 31st FL. PLAN

SCALE

1 : 200 (A3)
1 : 300 (A4)

CLIENT

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B.D. / F.S.D. APPROVAL

DRAWN

CHECKED

DRAWING NO.	DATE		
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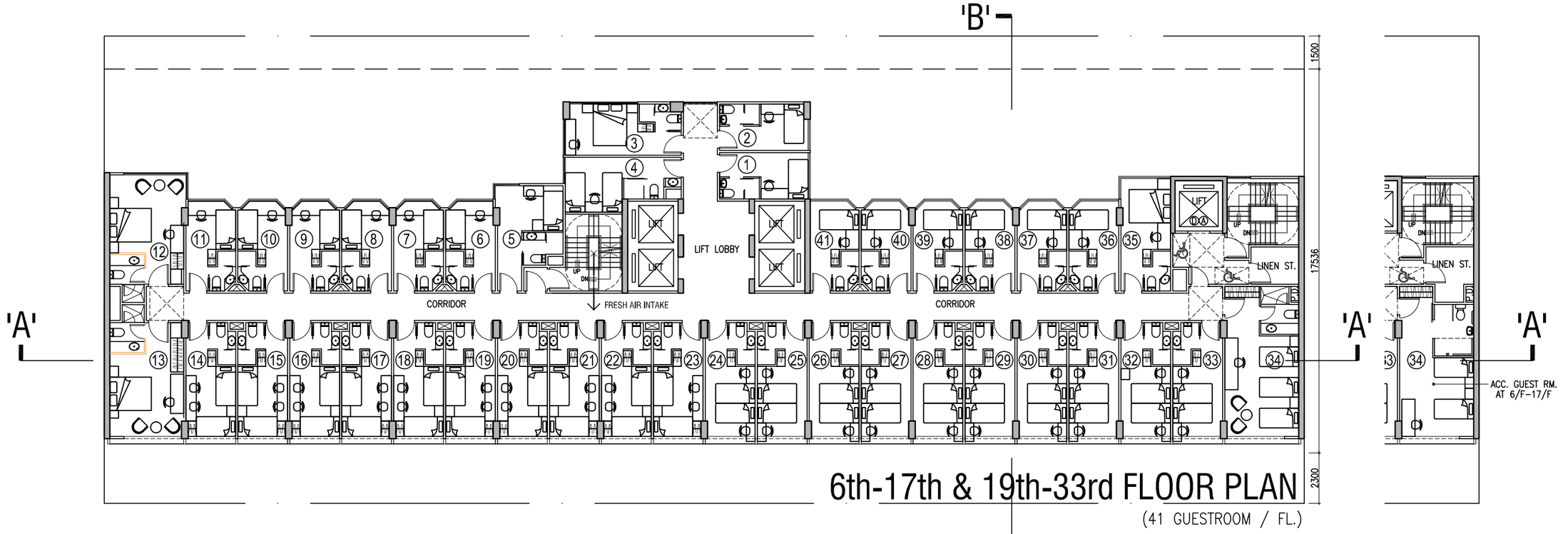
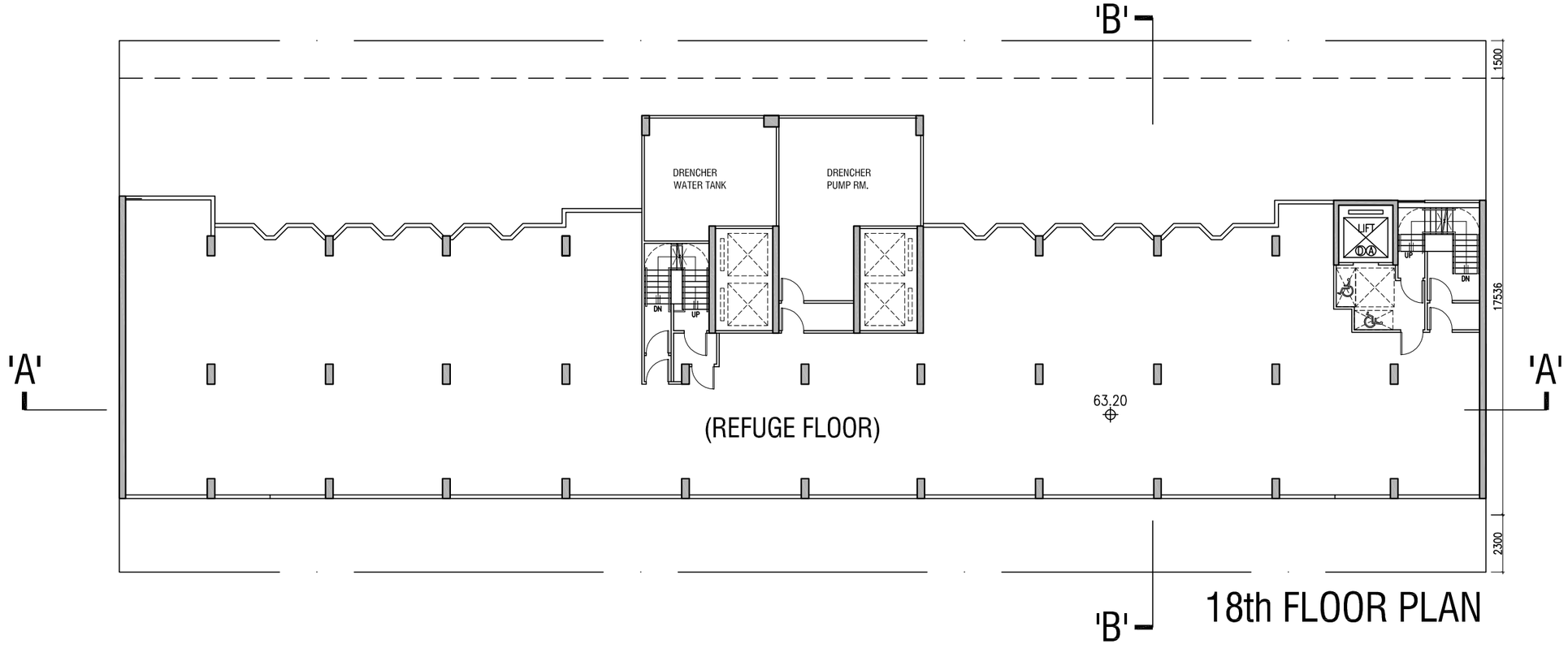
		C	11-08-2025
		D	19-08-2025



6th-17th & 19th-33rd FLOOR PLAN

(41 GUESTROOM / FL.)



(REFUGE FLOOR)

18th FLOOR PLAN

B.L.D. REF. NO.

F.P.B. NO.

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PROJECT

PROPOSED HOTEL DEVELOPMENT ON Nos. 107-109, WAI YIP STREET KWUN TONG, KOWLOON

PLAN

17th FL. PLAN & ROOF PLAN

SCALE

1 : 200 (A3)
1 : 300 (A4)

CLIENT

STAR PROPERTIES (H.K.) LIMITED

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B.D. / F.S.D. APPROVAL

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DRAWING NO. FIG-04 -

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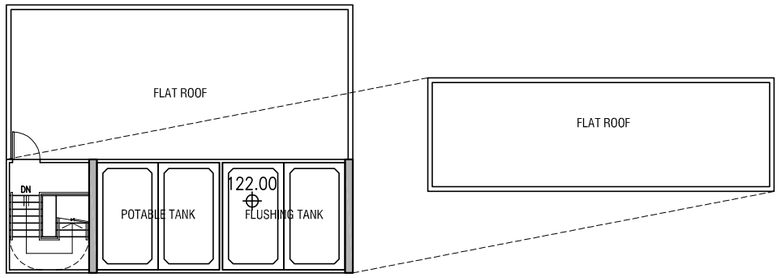
A 25-07-2025	
B 30-07-2025	
C 11-08-2025	
D 19-08-2025	



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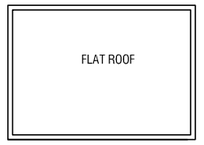
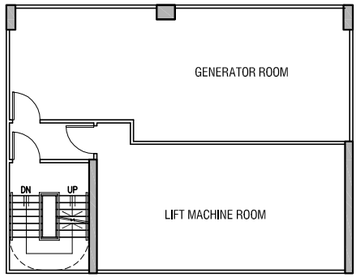
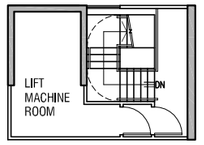


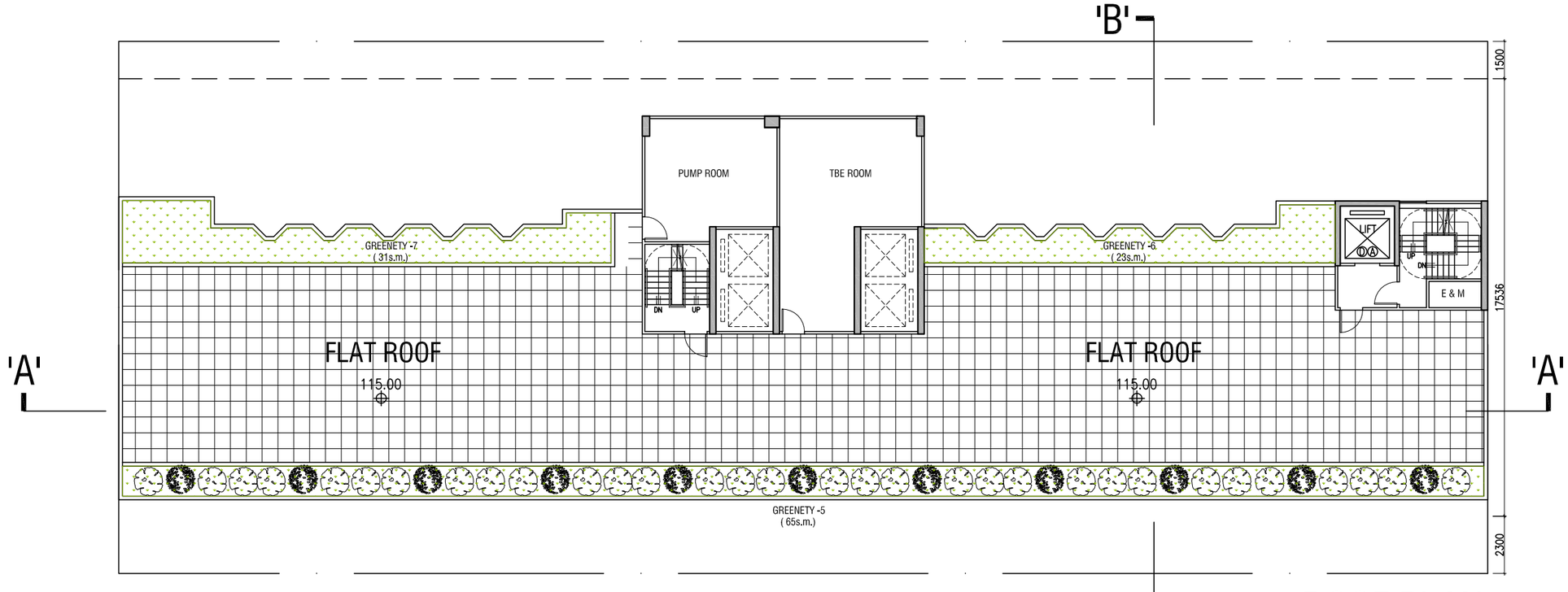
TOP ROOF

GREENERY	AREA	PRIMARY	OVERALL
3/F	= 139s.m.	✓	✓
ROOF	= 119s.m.		✓
PRIMARY	= 139s.m. / 1,170.578 = 12% > 10%		
OVERALL	= 258s.m. / 1,170.578 = 22% > 20%		



MACHINE RM. PLAN





ROOF PLAN

(GREENERY AREA = 119s.m.)

B.L.D. REF. NO.

F.P.B. NO.

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PROJECT

PROPOSED HOTEL
DEVELOPMENT ON
Nos. 107-109, WAI YIP STREET
KWUN TONG, KOWLOON

PLAN

MACHINE RM. PLAN
& TOP ROOF

SCALE

1 : 200 (A3)
1 : 300 (A4)

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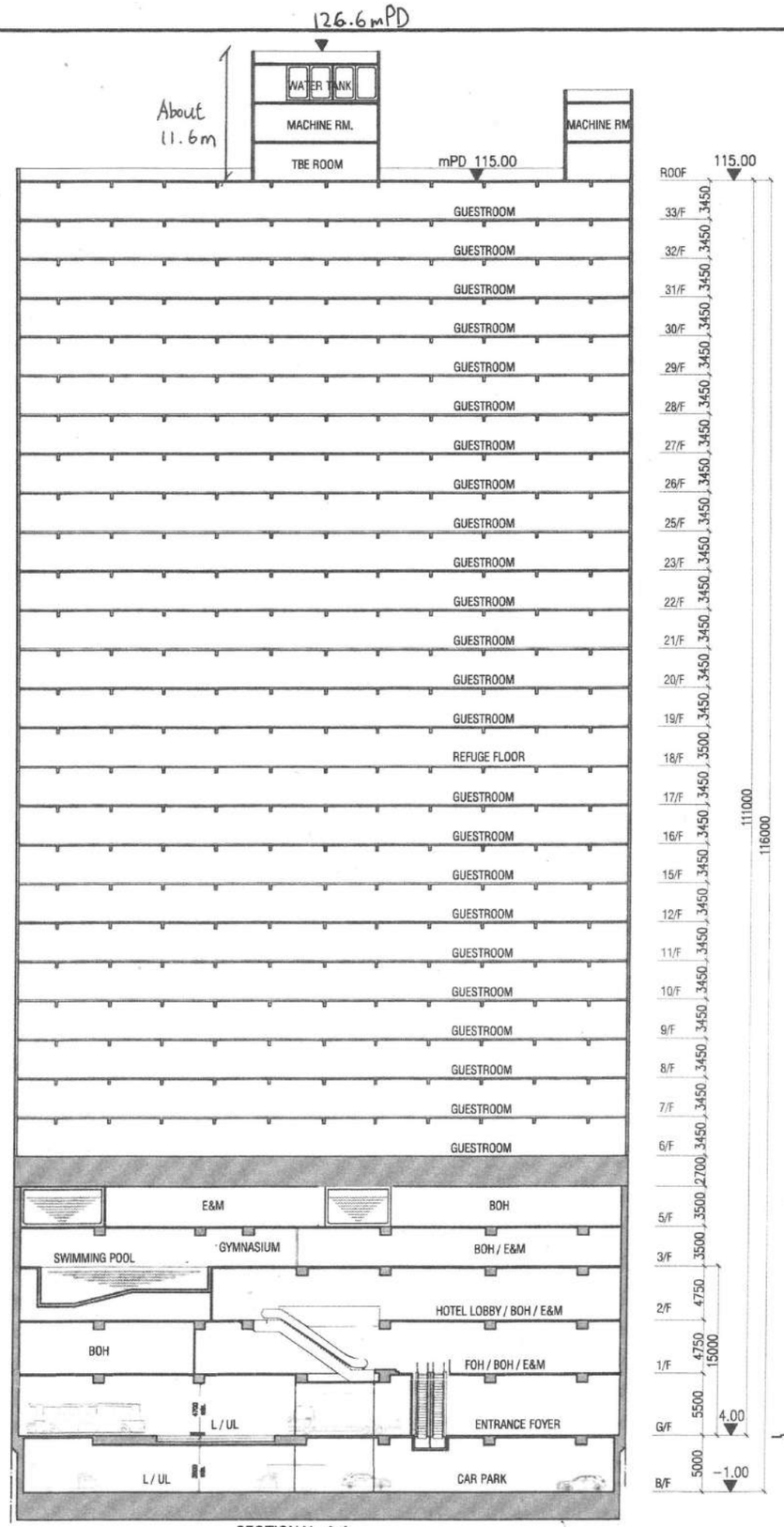
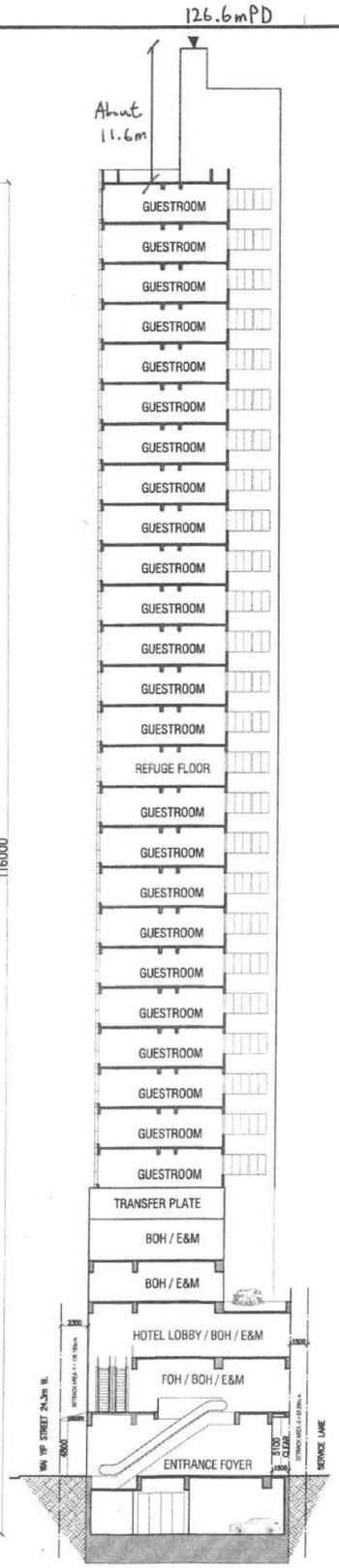
FIG-05	-		28-05-2025			
		A	25-07-2025	E	12-09-2025	
		B	30-07-2025			
		C	11-08-2025			
		D	19-08-2025			



SECTIONAL A-A



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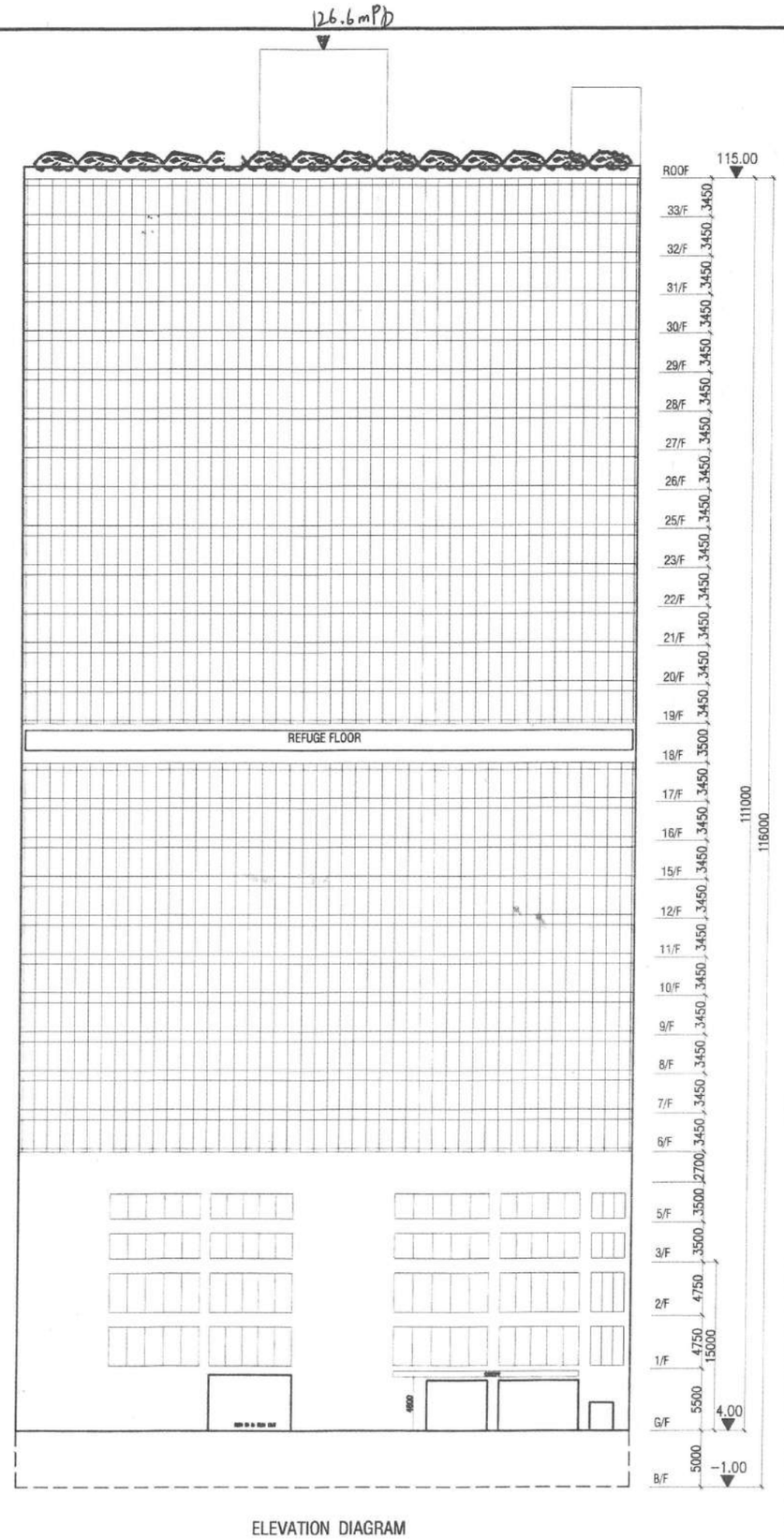

ELEVATION DIAGRAM

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PROJECT

PROPOSED HOTEL DEVELOPMENT ON Nos. 107-109, WAI YIP STREET KWUN TONG, KOWLOON

PLAN

ELEVATION & SECTIONAL DIAGRAM

SCALE

NTS

CLIENT

STAR PROPERTIES (H.K.) LIMITED

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DESIGN CONSULTANT

LEO DESIGN LIMITED

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CHECKED

DRAWING NO.	DATE		
FIG-06	-		28-05-2025
		A	25-07-2025
		B	30-07-2025
		C	11-08-2025
		D	19-08-2025

FIG-07

107-109 Wai Yip Street Hotel Development

(Room Mix Table)

room	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
6/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	A	D	S	S	S	S	S	S
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10/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	A	D	S	S	S	S	S	S
11/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	A	D	S	S	S	S	S	S
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17/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	A	D	S	S	S	S	S	S
18/F	Refuge Floor																																								
19/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	F	D	S	S	S	S	S	S
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33/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	F	D	S	S	S	S	S	S

Nos.	Type		
10	A	-	Accessible Guest room
360	S	-	Single Room
96	D	-	Double Room
504	T	-	Twin Room
14	F	-	Family Room
984	Totel no. of Guestroom		

Area of Guestroom around 8.5 s.m. to 22.50 s.m.

Appendix 2

Sewerage impact Assessment

Sewerage Impact Assessment

0repared by □e30□□%()nternational) , imited

□ugust 2025

CONTENTS

1. INTRODUCTION 2

1.1 Project Background 2

1.2 Description of the Subject Site and Proposed Development 2

2. SEWERAGE IMPACT ASSESSMENT 4

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2.2 Methodology and Assessment Criteria 4

2.3 Existing and Future Sewerage System 5

2.4 Wastewater Generated by the Proposed Development 5

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FIGURES

Figure 1 Location Plan

Figure 2 Existing Sewerage System and Catchment Area in the Vicinity of the Application Site

APPENDICES

Appendix 1 Detailed Sewerage Impact Assessment Calculations

1. INTRODUCTION

1.1 Project Background

1.1.1 The Proposed Development is located at 107-109 Wai Yip Street (hereafter referred to as the "Application Site"). According to approved Kwun Tong (South) OZP No. S/K14S/26 (OZP), Application Site falls within an area zoned "Other Specified Uses (Business)". DeSPACE (International) Limited has been engaged to prepare a Section 16 planning application to the Town Planning Board (TPB) for proposed minor relaxation of plot ratio and building height restrictions for proposed hotel use (the Proposed Development).

1.1.2 A Sewerage Impact Assessment (SIA) has been conducted to quantitatively assess the potential sewerage impact by comparing the estimated sewage flow from the Proposed Development and the capacity of the existing sewerage system in the vicinity. This SIA confirms the feasibility of the Proposed Development in terms of its sewerage impact.

1.2 Description of the Subject Site and Proposed Development

1.2.1 The Site, with a total area of approximately 1,170.578 square metres, is located at Nos. 107–109 Wai Yip Street, within the northwestern portion of the Kwun Tong Business Area (KTBA) near Kowloon Bay (**Figure 1** – Location Plan) where is characterised by a mix of Industrial-Office and Commercial/Office buildings. The Site area is bounded by Wai Yip Street to the south and a back lane to the north.

1.2.2 The Proposed Development comprises a 31-storey hotel building with 1 level of basement carpark. The development schedule of the proposed development is shown in Table 1.1. It is anticipated that the proposed development will be completed in 2029.

Table 1.1 Development Schedule

	Proposed Scheme
Total Site Area [(1)]	About 1,170.578m^2
Plot Ratio	14.4
Total GFA	About 16,856m^2 [(a)]
No. of Rooms	Guestroom: About 984 rooms
Site Coverage • Below 15m • Above 15m	 Less than 100% 60%
No. of Block	1
Maximum Building Height (Main Roof)	+115mPD
No. of Storey	31 (including 1 levels of basement)

a) On top of the PR/GFA set out above, the applicants have indicated that bonus PR/GFA of about 0.539 and 630m^2 will be claimed subject to approval by the Building Authority (BA) under Building (Planning) Regulations (B(P)R) 22(1) or (2). The bonus PR/GFA has been accounted for in the building bulk for conducting technical assessments and thus a total GFA of 17,487 m^2 has been taken as the basis for the subject SIA.

2. SEWERAGE IMPACT ASSESSMENT

2.1 Scope of Work

2.1.1 The aim of this SIA is to assess whether the capacity of the existing sewerage network serving the Application Site is sufficient to cope with the sewage flow from the Proposed Development during its operation stage and to recommend appropriate mitigation measures to alleviate unacceptable sewerage impact, if any.

2.2 Methodology and Assessment Criteria

2.2.1 The employment population density for various economic activities and planned usage types has been referenced to Table 8 of PlanD's Commercial and Industrial Floor Space Utilization Survey "CIFSUS".

2.2.2 The unit flow factor and global peaking factors have adopted the figures stipulated in the Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (GESF) (Version 1.0)1 issued by the Environmental Protection Department (EPD) in March 2005 for the purposes of estimating the quantity of the sewage generated from the Proposed Development and the existing catchment area.

2.2.3 According to the GESF, the overall unit flow is composed of flows due to residents, employees and the associated activities. The following unit flow factors have been adopted in the SIA calculation in accordance with Tables T-1, T-2 and T-3 of the GESF:

- Domestic: 0.19 m^3/day (Institutional and Special Class)
- Industrial: 0.53m^3/day (Industrial Employee and J1 Manufacturing in East
- Kowloon)
- Retail Trade: 0.28m^3/day (Commercial Employee and J4 Wholesale & Retail)
- Office: 0.08m^3/day (Commercial Employee and J6 Finance, Insurance, Real
- Estate & Business Services)
- Restaurant: 1.58m^3/day (Commercial Employee and J10 Restaurants & Hotels)
- Social Facilities: 0.28 m^3/day (Commercial Employee and J11 Community,
- Social & Personal Services)
- Storage: 0.18m^3/day (Commercial Employee and J3 Transport, Storage &
- Communication)

2.2.4 The catchment inflow factor, PCIF of 1.1 (East Kowloon), is adopted in catchment calculations.

2.3 Existing and Future Sewerage System

2.3.1 According to the Drainage Record obtained from DSD, there are Ø225mm sewer pipes running along Tai Yip Street and the back lane of the Proposed Development, and Ø225mm and Ø400mm sewer pipes running along Wai Yip Street. The existing sewers in the vicinity of the Application Site are shown in **Figure 2**.

2.3.2 A new terminal manhole FTMH-01 (P1) will be constructed within the Application Site to collect sewage from the Proposed Development. A new Ø225mm polyethylene sewer pipe is proposed to connect the Proposed Development and the existing government manhole FMH4042668(S1) along Wai Yip Street.

2.3.3 Invert levels and pipe size of the proposed terminal manhole and existing manholes are shown in **Appendix 1**.

2.4 Wastewater Generated by the Proposed Development

2.4.1 Wastewater arising from the Proposed Development will be contributed by visitors and employees of the hotel.

2.4.2 Detailed calculation of sewage generation from the Proposed Development is given in **Table 2.1** below.

Table 2.1 Estimated Peak Flow

Hotel		
GFA[1]	17,487	m^2
Assumed floor area per employee	31.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Hotels and Boarding Houses)
Estimated population	560	employees
Unit Flow Factor	1.58	m^3/day/person -- (refer to Table T-2 of GESF - J10 Restaurants & Hotels)
Estimated Dry Weather Flow	**884.2**	m^3/day

Water Feature (outdoor)		
Assumed Area of Landscape Pool	75.0	m^2
Average Depth of Water	1.2	m (ordinary assumption)
Volume of Water Feature	90.0	m^3
Turnover Rate	6	hr
Adopted Surface Loading Rate of Filter	50	$m^3/m^2/hr$
Adopted Filter Area	0.3	m^2
Backwash Duration	3	min/d
Backwash flow rate	30	$m^3/m^2/hr$
Design flow for Water Feature Backwashing	**0.5**	m^3/day
Design flow for Water Feature Backwashing	**2.5**	litre/sec
Total Flow from the Proposed Development		
Flow rate (excluding backwash of water feature)	884.2	m^3/day
Flow rate with Catchment Inflow Factor	972.6	m^3/day (refer to Table T-4 of GESF - East Kowloon - 1.1)
Contributing population	3602	people
Peaking factor	6	(refer to Table T-5 of GESF for a population of 1000 to 5000 incl. stormwater allowance)
Peak flow (excluding backwash of water feature)	**67.5**	litre/sec
Peak flow (including backwash of water feature)	**70.0**	litre/sec

Note:

[1] Including bonus GFA of 630.942 m^2

[2] For job types J10 and J11, the "per-employee" unit flow factor takes into account the flows of customers and/or tenants

2.5 Assessment of Sewerage Impact

2.5.1 Sewage generated from the Application Site will be discharged from the terminal manhole FTMH-01 (P1) via a polyethylene (PE) pipe, to existing manhole FMH4042668 (S1) of the public sewerage system. The proposed P1 and catchments in the vicinity of the Application Site are shown in **Figure 2**.

2.5.2 The estimated sewage flow of the Proposed Development and nearby catchments

with parameters of the planned developments adopted have been compared with the capacity of the existing sewerage system.

2.5.3 According to the calculation results presented in **Tables 4** of **Appendix 1**, the sewage generated from the Application Site and surrounding catchment areas exceed the capacity of the existing sewerage network at segments S1-S2, S6-S7, S7-S8, S8-S9, S9-S10, S10-S11 and S11-S12. Upgrading works on the public sewers S1-S2 and S6-S13 are required. After the proposed upgrading and new pipe works, there would not have any adverse impact on the public sewerage system.

3. OVERALL CONCLUSION

3.1.1 The potential sewerage impact arising from the Application Site has been quantitatively assessed by comparing the estimated sewage flow from the Proposed Development and the capacity of the existing sewerage system in the vicinity.

3.1.2 Based on the assessment findings, the sewage generated from the Application Site and surrounding catchment areas will exceed the capacity of the existing sewerage network at segments S1-S2 and S6-S12 with the approved planned developments accounted for. The existing sewerage network from existing sewer manhole FMH4042668 to existing sewer manhole FMH4042669 are proposed to be upgraded to 400mm dia.; and from existing sewer manhole FMH4042673 to existing sewer manhole FG4003341 are proposed to be upgraded to 525mm dia. to provide sufficient capacity to cater for the proposed additional flow. With the proposed mitigation measure, no unacceptable sewerage impact resulting from the Proposed Development is anticipated.

3.1.3 This SIA confirms the feasibility of the Proposed Development in terms of its sewerage impact. As the proposed scheme is subject to detailed design, it is recommended that an updated SIA to be required at the detailed design stage as an approval condition of the subject town planning permission. For agreements with DSD and EPD, the updated SIA shall further take into account, but not limited to, the updated design of the sewerage arrangement on site, the updated planning parameters, backwater analysis, the requirement and associated extent of condition survey at downstream drains and sewers, and formulate updated appropriate mitigation measure and, any proposed modification / upgrading works if any on the public drainage / sewerage system, to be implemented by the Proposed Development to be handed over to DSD for maintenance.

Figures

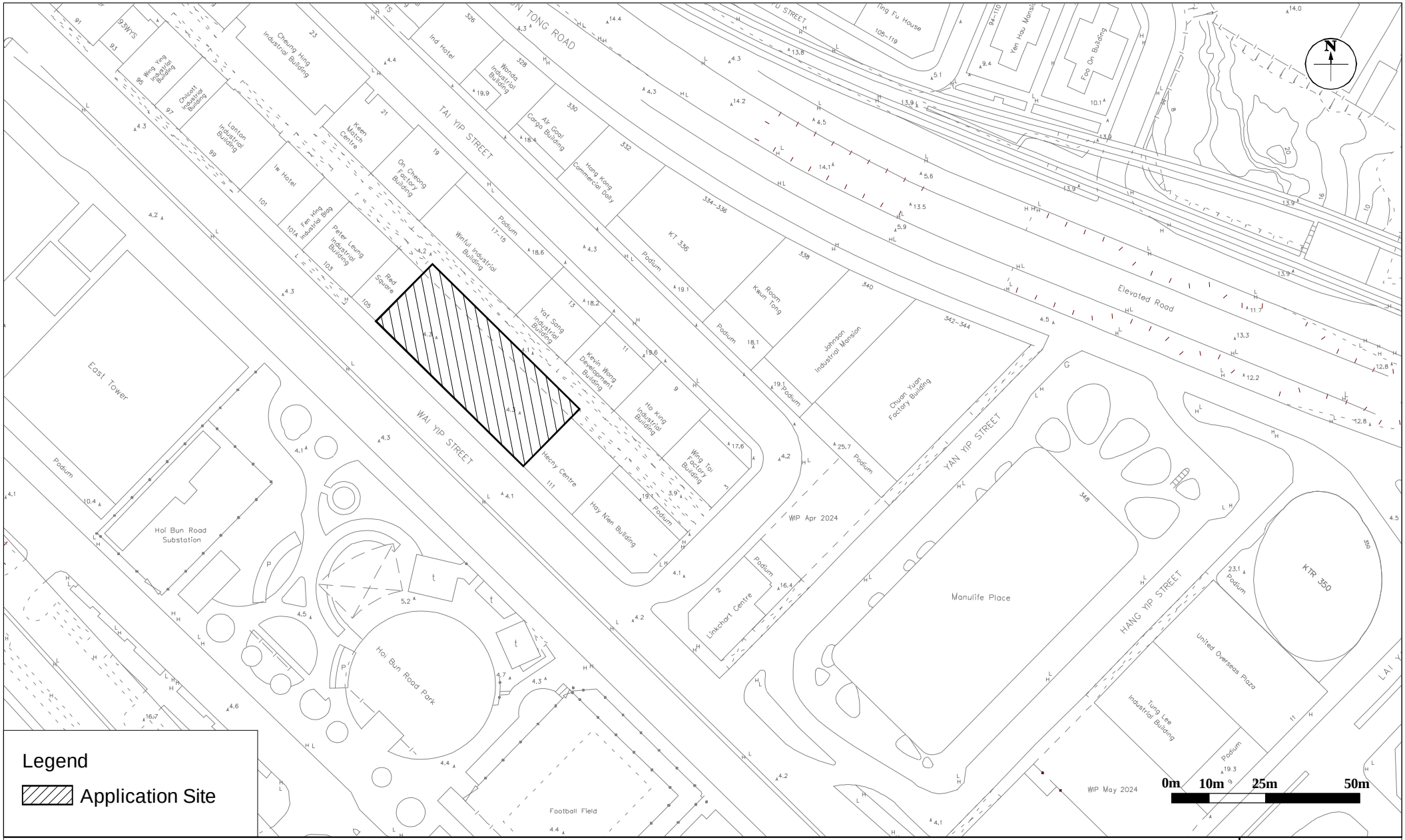

Figure: 1

Title: Location Plan

Project: Proposed Hotel Development t 107-109 Wai Yip Street, Kwun Tong, Kowloon

Rev.: 1.0

Date: Aug 2025

P1
FTMH-01
CL 4.14
X1 2.40-225

S1
FMH4042668
CL 4.12
A1 1.91-225
X1 1.42-225 (400)

S2
FMH4042669
CL 4.04
A1 0.8-225 (400)
A2 0.8-225
X1 0.68-400

S3
FMH4042670
CL 4.06
A1 0.43-400
A2 1.01-225
X1 0.38-400

S4
FMH4042671
CL 4.00
A1 0.30-400
X1 0.26-400

S5
FMH4042672
CL 4.11
A1 -0.09-400
A2 0.137-375
X1 -0.22-400

S6
FMH4042673
CL 4.14
A1 -0.33-400
X1 -0.33-400(525)

S7
FMH4042674
CL 3.98
A1 -0.35-400(525)
X1 -0.37-400(525)

S8
FMH4100299
CL 4.51
A1 -0.42-400(525)
X1 -0.44-400(525)

S9
FMH4042675
CL 3.73
A1 -0.49-400(525)
X1 -0.50-400(525)

S10
FMH4042676
CL 3.74
A1 -0.62-400(525)
X1 -0.62-400(525)

S11
FMH4042677
CL 3.79
A1 -0.73-400(525)
X1 -0.74-400(525)

S12
FMH4042678
CL 3.87
A1 -0.76-400(525)
X1 -0.76-400(525)

S13
FG4003341
CL 3.92
A1 -1.84(-0.94)-400(525)

Legend

- Application Site
- Catchment A (to S2)
- Catchment B (to S3)
- Catchment C (to S5)
- Catchment D (to S12)
- Existing manhole
- Existing sewer
- (400) Proposed Mitigation
- 1 Building ID
- Approved planning applications for Office use

The proposed sizes of pipes shown are internal diameters

N 0 50m 100m

DeSPACE (International) Limited	Figure: 2	Title: Existing Sewerage System and Catchment Area in the Vicinity of the Application Site	Date Aug 2025

Appendix 1

Detailed Sewerage Impact Assessment Calculations

Table 1 Calculation for Sewage Generation Rate of the Proposed Development

Hotel		
GFA[1]	17487	m^2
Assumed floor area per employee	31.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Hotels and Boarding Houses)
Estimated population	560	employees
Unit Flow Factor	1.58	m^3/day/person -- (refer to Table T-2 of GESF - J10 Restaurants & Hotels)
Estimated Dry Weather Flow	**884.2**	m^3/day
Water Feature (outdoor)		
Assumed Area of Landscape Pool	75.0	m^2
Average Depth of Water	1.2	m (ordinary assumption)
Volume of Water Feature	90.0	m^3
Turnover Rate	6	hr
Adopted Surface Loading Rate of Filter	50	$m^3/m^2/hr$
Adopted Filter Area	0.3	m^2
Backwash Duration	3	min/d
Backwash flow rate	30	$m^3/m^2/hr$
Design flow for Water Feature Backwashing	**0.5**	m^3/day
Design flow for Water Feature Backwashing	**2.5**	litre/sec
Total Flow from the Proposed Development		
Flow rate (excluding backwash of water feature)	884.2	m^3/day
Flow rate with Catchment Inflow Factor	972.6	m^3/day (refer to Table T-4 of GESF - East Kowloon - 1.1)
Contributing population	3602	people (refer to Table T-5 of GESF for a population of 1000 to 5000 incl. stormwater allowance)
Peaking factor	6	
Peak flow (excluding backwash of water feature)	**67.5**	litre/sec
Peak flow (including backwash of water feature)	**70.0**	litre/sec

Note:

[1] Including bonus GFA of 630.942 m^2

[2] For job types J10 and J11, the "per-employee" unit flow factor takes into account the flows of customers and/or tenants

Table 2 Hydraulic Capacity of Existing and Proposed Sewers - Free Flow Condition

Segment	Manhole Reference	Manhole Reference	Material	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
				mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
P1-S1	FTMH-01	FMH4042668	PE	225	16.37	2.40	1.91	9.81	0.0015	0.030	0.000001	1.99	0.04	0.08	79
S1-S2	FMH4042668	FMH4042669	clayware	225	53.49	1.42	0.80	9.81	0.0006	0.012	0.000001	1.41	0.04	0.06	56
S2-S3	FMH4042669	FMH4042670	clayware	400	34.30	0.68	0.43	9.81	0.0006	0.007	0.000001	1.61	0.13	0.20	202
S3-S4	FMH4042670	FMH4042671	clayware	400	19.14	0.38	0.30	9.81	0.0006	0.004	0.000001	1.22	0.13	0.15	153
S4-S5	FMH4042671	FMH4042672	clayware	400	46.50	0.26	-0.09	9.81	0.0006	0.008	0.000001	1.64	0.13	0.21	206
S5-S6	FMH4042672	FMH4042673	clayware	400	20.50	-0.22	-0.33	9.81	0.0006	0.005	0.000001	1.38	0.13	0.17	173
S6-S7	FMH4042673	FMH4042674	clayware	400	6.40	-0.33	-0.35	9.81	0.0030	0.003	0.000001	0.84	0.13	0.11	106
S7-S8	FMH4042674	FMH4100299	clayware	400	22.76	-0.37	-0.42	9.81	0.0030	0.002	0.000001	0.70	0.13	0.09	89
S8-S9	FMH4100299	FMH4042675	clayware	400	20.80	-0.44	-0.49	9.81	0.0030	0.002	0.000001	0.74	0.13	0.09	93
S9-S10	FMH4042675	FMH4042676	clayware	400	28.23	-0.50	-0.62	9.81	0.0030	0.004	0.000001	0.98	0.13	0.12	123
S10-S11	FMH4042676	FMH4042677	clayware	400	26.36	-0.62	-0.73	9.81	0.0030	0.004	0.000001	0.97	0.13	0.12	122
S11-S12	FMH4042677	FMH4042678	clayware	400	3.59	-0.74	-0.76	9.81	0.0030	0.006	0.000001	1.12	0.13	0.14	141
S12-S13	FMH4042678	FG4003341	clayware	400	10.11	-0.76	-1.84	9.81	0.0006	0.107	0.000001	6.20	0.13	0.78	779

Remarks: (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The values of ks = 0.6mm and 3mm are used for the calculation of slimed clayware sewer, poor condition @mean velocity = approximately 1.2m/s and 0.75m/s respectively (based on Table 5: Recommended Roughness Values in Sewerage Manual)

(3) The values of ks = 1.5mm is used for the calculation of proposed polyethylene sewer, poor condition @mean velocity = approximately 0.75m/s (based on Table 5: Recommended Roughness Values in Sewerage Manual)

(4) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(5) Equation used: $V=-\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D}+\frac{2.51v}{D\sqrt{(2gDs)}}\right)$

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)
Catchment A, discharges to FMH4042669 (S2)

1. On Cheong Factory Building (19 Tai Yip Street)
Industrial - Manufacturing

Assumed area	=	2510	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	58	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**30.6**	m^3/day

2. Winful Industrial Building (15-17 Tai Yip Street)
Industrial - Manufacturing Reference: SIA report under Approved Planning Application A/K14/809

Assumed area	=	5280	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	174	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**92.3**	m^3/day

3. Peter Leung Industrial Building (103 Wai Yip Street)
a) Industrial - Manufacturing

Assumed area	=	2827	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	93	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**49.4**	m^3/day

b) Express delivery

Assumed area	=	201	m^2
Assumed floor area per employee	=	22.7	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services - I/O Buildings)
Total number of employees	=	9	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**0.7**	m^3/day

4. Red Square (105 Wai Yip Street)
Office

Assumed area	=	1739	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	96	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**7.7**	m^3/day

F&B

Assumed area	=	191	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
Total number of employees	=	10	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**15.4**	m^3/day

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)

5. Yat Sang Industrial Building

Industrial - Manufacturing	Reference: SIA report under Approved Planning Application A/K14/809		
Assumed area	=	2400	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	55	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**29.3**	m^3/day

6. Kevin Wong Development Building (11 Tai Yip Street)

Industrial - Manufacturing	Reference: SIA report under Approved Planning Application A/K14/809		
Assumed area	=	3080	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	102	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**53.9**	m^3/day

7. Proposed Commercial Development at 111 Wai Yip Street and 1 Tai Yip Street (Planning Application No. A/K14/809)

	Reference: Approved Planning Application A/K14/809 (https://www.ozp.tpb.gov.hk/api/Perm/Gist?caseNo=A%2fK14%2f809&lang=EN&ext=pdf&d		
Office			
Assumed area	=	13349	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	734	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**58.7**	m^3/day

8. Ho King Industrial Building (9 Tai Yip Street)

Industrial - Manufacturing			
Assumed area	=	2044	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	47	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**24.9**	m^3/day

9. Wing Tai Factory Building (3 Tai Yip Street)

Industrial - Manufacturing			
Assumed area	=	3144	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	104	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**55.0**	m^3/day
Storage			
Assumed area	=	147	m^2
Assumed floor area per employee	=	250.0	m^2 per employee -- (refer to Table 8 of CIFSUS - Storage)
Total number of employees	=	1	employees
Design flow	=	180	litre/employee/day -- (refer to Table T-2 of GESF - Transport, Storage & Communication)
Sewage generation rate	=	**0.1**	m^3/day

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)

11. Air Goal Cargo Building (330 Kwun Tong Road)
Industrial - Manufacturing

Assumed area	=	2309	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	53	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**28.2**	m^3/day

12. Hong Kong Commercial Daily (332 Kwun Tong Road)
Office

Assumed area	=	2304	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	127	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**10.1**	m^3/day

13. Far East Factory Building (334-336 Kwun Tong Road)
Office

Assumed area	=	7833	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	258	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**137.0**	m^3/day

14. Room Kwun Tong (338 Kwun Tong Road)
Storage

Assumed area	=	6570	m^2
Assumed floor area per employee	=	250.0	m^2 per employee -- (refer to Table 8 of CIFSUS - Storage)
Total number of employees	=	26	employees
Design flow	=	180	litre/employee/day -- (refer to Table T-2 of GESF - J3 Transport, Storage & Communication)
Sewage generation rate	=	**4.7**	m^3/day

15. Johnson Industrial Mansion (340 Kwun Tong Road)
Industrial - Manufacturing

Assumed area	=	5772	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	190	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**101.0**	m^3/day

Total Flow of Catchment A, discharges to FMH4042669 (S2)	**=**	**699.0**	**m^3/day**

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)
Catchment B, discharges to FMH4042670 (S3)

16. Chuan Yuan Factory Building (342-344 Kwun Tong Road)			
Industrial - Manufacturing			
Assumed area	=	13344	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	307	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**162.7**	m^3/day
17. Hong Kong Baptist Hospital (4 Tai Yip Street)		Reference: SIA report under Approved Planning Application A/K14/782	
Sewage generation rate	=	**181.6**	m^3/day
18. Linkchart Centre (2 Tai Yip Street)		Reference: Online building profile (https://www.interasia.com.hk/en/Kowloon-Building/Kwun-Tong/1563/Linkchart-Centre)	
Office			
Assumed area	=	9109	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	501	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**40.1**	m^3/day
24a. KTR 350 (65% of total discharge capacity)		Reference: SIA report under Approved Planning Application A/K14/763	
a) Office			
Assumed area	=	19223	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	1057	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**84.6**	m^3/day
b) F&B			
Assumed area	=	1201	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurants)
Total number of employees	=	61	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**96.8**	m^3/day
b) Retail			
Assumed area	=	1646	m^2
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
Total number of employees	=	58	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**16.1**	m^3/day
65% of Total sewage generation rate		**128.4**	m^3/day
Total Flow of Catchment B, discharges to FMH4042670 (S3)	**=**	**512.7**	**m^3/day**

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)
Catchment C, discharges to FMH4042672 (S5)

19. Manulife Place
a) Office

Assumed area	=	42693	m^2
Assumed floor area per employee	=	18.2	m2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	2348	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**187.8**	m^3/day

b) F&B

Total number of employees	=	28	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**44.2**	m^3/day

b) Retail

Total number of employees	=	1	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**0.3**	m^3/day

20. Chen Yip Industrial Building (5 Lai Yip Street)
Industrial - Manufacturing

Assumed area	=	7431	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	171	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**90.6**	m^3/day

21. Proposed Commercial Development at 7 Lai Yip Street (Planning Application No. A/K14/774)
a) Office

Assumed area	=	12375	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	681	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**54.5**	m^3/day

b) F&B

Assumed area	=	1200	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurants)
Total number of employees	=	61	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**96.7**	m^3/day

c) Retail

Assumed area	=	1200	m^2
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
Total number of employees	=	42	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**11.8**	m^3/day

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)

22. Tung Lee Industrial Building (9 Lai Yip Street)
Industrial - Manufacturing

Assumed area	=	9524	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	219	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**116.1**	m^3/day

23. United Overseas Plaza (11 Lai Yip Street)
Industrial - Manufacturing

Assumed area	=	7272	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	167	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**88.6**	m^3/day

24b. KTR 350 (35% of total discharge capacity) Reference: SIA report under Approved Planning Application A/K14/763

a) Office

Assumed area	=	19223	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	1057	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**84.6**	m^3/day

b) F&B

Assumed area	=	1201	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurants)
Total number of employees	=	61	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**96.8**	m^3/day

b) Retail

Assumed area	=	1646	m^2
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
Total number of employees	=	58	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**16.1**	m^3/day
35% of Total sewage generation rate		**69.1**	m^3/day

Total Flow of Catchment C, discharges to FMH4042672 (S5)	=	**759.7**	**m^3/day**

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)
Catchment D, discharges to FMH4042678 (S12)

25. Neo
Office

Assumed area	=	55390	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	3046	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**243.7**	m^3/day

26, 27, 29.Lai Yip Street Commercial Development Site (MPC Paper No. 7/23)
a) Office

Assumed area	=	19400	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	1067	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**85.4**	m^3/day

b) F&B

Assumed area	=	1800	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurants)
Total number of employees	=	92	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate $K\sqrt{\sum DU}$	=	**145.0**	m^3/day

c) Retail

Assumed area	=	1800	m^2
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
Total number of employees	=	63	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**17.6**	m^3/day

28. Hoi Bun Road Park Public Restroom

Discharge from WC (Qty * DU)	=	**21.6**	L/s
Discharge from Basin (Qty * DU)	=	**2.7**	L/s
Discharge from Single Urinal with Cistern (Qty * DU)	=	**1.2**	L/s
Discharge from Shower without Plug (Qty * DU)	=	**2.4**	L/s
Sum of DUs	=	**27.9**	L/s
Wastewater Flow Rate ($K\sqrt{\sum DU}$)	=	**5.3**	L/s

Frequency of use, K = 1, extracted from Table 6 of Plumbing Engineering Services Design Guide (PESDG)
Discharge Unit (DU) of WC = 1.8 L/s; DU of Basin = 0.3 L/s, DU of Single Urinal with Cistern = 0.4L/s, DU of Shower without Plug = 0.4L/s, extracted from Table 5 of PESDG
Total number of WC = 12; Total number of Basin = 9; Total number of Single Urinal with Cistern = 3; Total number of Shower without plug = 6 (Site observation)

Total Flow of Catchment D, excluding public toilet/restroom/RCP, discharges to FMH4042678 (S12)	**=**	**491.8**	**m^3/day**

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)

Sub-total

Total Flow at S0 (including Proposed Development)	=	**884.2**	m^3/day
Total Flow at S1 (including Proposed Development)	=	**884.2**	m^3/day
Total Flow at S2 (including Proposed and Planned Development + Catchment A)	=	**1,583.1**	m^3/day
Total Flow at S3 (including Proposed and Planned Development + Catchment A & B)	=	**2,095.8**	m^3/day
Total Flow at S4 (including Proposed and Planned Development + Catchment A & B)	=	**2,095.8**	m^3/day
Total Flow at S5 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,855.6**	m^3/day
Total Flow at S6 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,855.6**	m^3/day
Total Flow at S7 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,855.6**	m^3/day
Total Flow at S8 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,855.6**	m^3/day
Total Flow at S9 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,855.6**	m^3/day
Total Flow at S10 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,855.6**	m^3/day
Total Flow at S11 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,855.6**	m^3/day
Total Flow at S12 (including Proposed and Planned Development + Catchment A & B & C & D)	=	**3,347.3**	m^3/day
Total Flow at S13 (including Proposed and Planned Development + Catchment A & B & C & D)	=	**3,347.3**	m^3/day

Sub-total with Catchment Inflow Factor - East Kowloon = 1.1

Total Flow at S0 (including Proposed Development)	=	**972.6**	m^3/day
Total Flow at S1 (including Proposed Development)	=	**972.6**	m^3/day
Total Flow at S2 (including Proposed and Planned Development + Catchment A)	=	**1,741.4**	m^3/day
Total Flow at S3 (including Proposed and Planned Development + Catchment A & B)	=	**2,305.4**	m^3/day
Total Flow at S4 (including Proposed and Planned Development + Catchment A & B)	=	**2,305.4**	m^3/day
Total Flow at S5 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,141.1**	m^3/day
Total Flow at S6 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,141.1**	m^3/day
Total Flow at S7 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,141.1**	m^3/day
Total Flow at S8 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,141.1**	m^3/day
Total Flow at S9 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,141.1**	m^3/day
Total Flow at S10 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,141.1**	m^3/day
Total Flow at S11 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,141.1**	m^3/day
Total Flow at S12 (including Proposed and Planned Development + Catchment A & B & C & D)	=	**3,682.0**	m^3/day
Total Flow at S13 (including Proposed and Planned Development + Catchment A & B & C & D)	=	**3,682.0**	m^3/day

Table 4 Comparision of the Hydraulic Capacity of Existing Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Hydraulic Capacity of Existing Sewers

Segment	Manhole Reference	Manhole Reference	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Peak Flow from the Proposed Development only (L/s)	Contribution from the Proposed Development only (%)	Status	Included Catchment	Daily Flow (m^3/day)	Contributing Population	Peaking Factor	Public Toilet/ Restroom/ RCP (L/s)	Peak Flow from the Proposed Development and Catchment Areas (Without Water Feature Backwash) (L/s)	Water Feature Backwash (L/s)	Peak Flow from the Proposed Development and Catchment Areas (With Water Feature Backwash) (L/s)	Contribution from the Proposed Development and the Surrounding Catchment Areas (%)	Status
P1-S1	FTMH-01	FMH4042668	225	16.4	0.030	79	67.5	85.4%	OK	-	972.6	3,602	6	-	67.5	2.5	70.0	88.5%	OK
S1-S2	FMH4042668	FMH4042669	225	53.5	0.012	56	67.5	120.6%	Spill	-	972.6	3,602	6	-	67.5	2.5	70.0	125.1%	Spill
S2-S3	FMH4042669	FMH4042670	400	34.3	0.007	202	67.5	33.4%	OK	A	1741.4	6,450	5	-	100.8	2.5	103.3	51.1%	OK
S3-S4	FMH4042670	FMH4042671	400	19.1	0.004	153	67.5	44.2%	OK	A + B	2305.4	8,539	5	-	133.4	2.5	135.9	89.0%	OK
S4-S5	FMH4042671	FMH4042672	400	46.5	0.008	206	67.5	32.9%	OK	A + B	2305.4	8,539	5	-	133.4	2.5	135.9	66.1%	OK
S5-S6	FMH4042672	FMH4042673	400	20.5	0.005	173	67.5	39.0%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	85.3%	OK
S6-S7	FMH4042673	FMH4042674	400	6.4	0.003	106	67.5	63.9%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	140.0%	Spill
S7-S8	FMH4042674	FMH4100299	400	22.8	0.002	89	67.5	76.3%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	167.0%	Spill
S8-S9	FMH4100299	FMH4042675	400	20.8	0.002	93	67.5	72.9%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	159.7%	Spill
S9-S10	FMH4042675	FMH4042676	400	28.2	0.004	123	67.5	54.8%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	120.0%	Spill
S10-S11	FMH4042676	FMH4042677	400	26.4	0.004	122	67.5	55.3%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	121.1%	Spill
S11-S12	FMH4042677	FMH4042678	400	3.6	0.006	141	67.5	47.9%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	104.8%	Spill
S12-S13	FMH4042678	FG4003341	400	10.1	0.107	779	67.5	8.7%	OK	A + B + C + D	3682.0	13,637	4	5.3	175.7	2.5	178.2	22.9%	OK

Table 5 Hydraulic Capacity of Existing and Proposed Sewers - Free Flow Condition (Proposed Mitigation)

Segment	Manhole Reference	Manhole Reference	Material	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
				mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
P1-S1	FTMH-01	FMH4042668	PE	225	16.37	2.40	1.91	9.81	0.0015	0.030	0.000001	1.99	0.04	0.08	79
S1-S2	FMH4042668	FMH4042669	clayware	400	53.49	1.42	0.80	9.81	0.0006	0.012	0.000001	2.03	0.13	0.26	255
S2-S3	FMH4042669	FMH4042670	clayware	400	34.30	0.68	0.43	9.81	0.0006	0.007	0.000001	1.61	0.13	0.20	202
S3-S4	FMH4042670	FMH4042671	clayware	400	19.14	0.38	0.30	9.81	0.0006	0.004	0.000001	1.22	0.13	0.15	153
S4-S5	FMH4042671	FMH4042672	clayware	400	46.50	0.26	-0.09	9.81	0.0006	0.008	0.000001	1.64	0.13	0.21	206
S5-S6	FMH4042672	FMH4042673	clayware	400	20.50	-0.22	-0.33	9.81	0.0006	0.005	0.000001	1.38	0.13	0.17	173
S6-S7	FMH4042673	FMH4042674	clayware	525	6.40	-0.33	-0.35	9.81	0.0030	0.003	0.000001	1.01	0.22	0.22	218
S7-S8	FMH4042674	FMH4100299	clayware	525	22.76	-0.37	-0.42	9.81	0.0030	0.002	0.000001	0.84	0.22	0.18	183
S8-S9	FMH4100299	FMH4042675	clayware	525	20.80	-0.44	-0.49	9.81	0.0030	0.002	0.000001	0.88	0.22	0.19	191
S9-S10	FMH4042675	FMH4042676	clayware	525	28.23	-0.50	-0.62	9.81	0.0030	0.004	0.000001	1.17	0.22	0.25	254
S10-S11	FMH4042676	FMH4042677	clayware	525	26.36	-0.62	-0.73	9.81	0.0030	0.004	0.000001	1.16	0.22	0.25	252
S11-S12	FMH4042677	FMH4042678	clayware	525	3.59	-0.74	-0.76	9.81	0.0030	0.006	0.000001	1.34	0.22	0.29	291
S12-S13	FMH4042678	FG4003341	clayware	525	10.11	-0.76	-0.94	9.81	0.0006	0.018	0.000001	2.99	0.22	0.65	648

Remarks: (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The values of ks = 0.6mm and 3mm are used for the calculation of slimed clayware sewer, poor condition @mean velocity = approximately 1.2m/s and 0.75m/s respectively (based on Table 5: Recommended Roughness Values in Sewerage Manual)

(3) The values of ks = 1.5mm is used for the calculation of proposed polyethylene sewer, poor condition @mean velocity = approximately 0.75m/s (based on Table 5: Recommended Roughness Values in Sewerage Manual)

(4) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(5) Equation used: $V=-\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D}+\frac{2.51v}{D\sqrt{(2gDs)}}\right)$

Table 6 Comparision of the Hydraulic Capacity of Existing Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas (Proposed Mitigation)

Hydraulic Capacity of Existing Sewers

Segment	Manhole Reference	Manhole Reference	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Peak Flow from the Proposed Development only (L/s)	Contribution from the Proposed Development only (%)	Status	Included Catchment	Daily Flow (m^3/day)	Contributing Population	Peaking Factor	Public Toilet/ Restroom/ RCP (L/s)	Peak Flow from the Proposed Development and Catchment Areas (Without Water Feature Backwash) (L/s)	Water Feature Backwash (L/s)	Peak Flow from the Proposed Development and Catchment Areas (With Water Feature Backwash) (L/s)	Contribution from the Proposed Development and the Surrounding Catchment Areas (%)	Status
P1-S1	FTMH-01	FMH4042668	225	16.4	0.030	79	67.5	85.4%	OK	-	972.6	3,602	6	-	67.5	2.5	70.0	88.5%	OK
S1-S2	FMH4042668	FMH4042669	400	53.5	0.012	255	67.5	26.4%	OK	-	972.6	3,602	6	-	67.5	2.5	70.0	27.4%	OK
S2-S3	FMH4042669	FMH4042670	400	34.3	0.007	202	67.5	33.4%	OK	A	1741.4	6,450	5	-	100.8	2.5	103.3	51.1%	OK
S3-S4	FMH4042670	FMH4042671	400	19.1	0.004	153	67.5	44.2%	OK	A + B	2305.4	8,539	5	-	133.4	2.5	135.9	89.0%	OK
S4-S5	FMH4042671	FMH4042672	400	46.5	0.008	206	67.5	32.9%	OK	A + B	2305.4	8,539	5	-	133.4	2.5	135.9	66.1%	OK
S5-S6	FMH4042672	FMH4042673	400	20.5	0.005	173	67.5	39.0%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	85.3%	OK
S6-S7	FMH4042673	FMH4042674	525	6.4	0.003	218	67.5	31.0%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	67.9%	OK
S7-S8	FMH4042674	FMH4100299	525	22.8	0.002	183	67.5	37.0%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	81.0%	OK
S8-S9	FMH4100299	FMH4042675	525	20.8	0.002	191	67.5	35.4%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	77.5%	OK
S9-S10	FMH4042675	FMH4042676	525	28.2	0.004	254	67.5	26.6%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	58.2%	OK
S10-S11	FMH4042676	FMH4042677	525	26.4	0.004	252	67.5	26.8%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	58.7%	OK
S11-S12	FMH4042677	FMH4042678	525	3.6	0.006	291	67.5	23.2%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	50.9%	OK
S12-S13	FMH4042678	FG4003341	525	10.1	0.018	648	67.5	10.4%	OK	A + B + C + D	3682.0	13,637	4	5.3	175.7	2.5	178.2	27.5%	OK

Appendix 3

Landscape Proposal

Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions

For Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone,

107-109 Wai Yip Street, Kwun Tong, Kowloon

Landscape Proposal

1st Submission

by

Landes Limited

Date: 18 September 2025

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1.0 Introduction

2.0 The Site and its Context

3.0 The Proposed Development

4.0 Landscape Proposal

5.0 Planting Proposal

APPENDICES

Appendix I Landscape Master Plans and Relevant Sections

Appendix II Planting Plans

Appendix III Common Greenery Provision

1.0 Introduction

1.1 The proposed minor relaxation of plot ratio restriction for Proposed Hotel Use is located at nos. 107-109 Wai Yip Street, Kwun Tong, Kowloon ("The Proposed Development"). This report is prepared as part of the planning application for the proposed development.

1.2 This report describes the concepts and principles underlying the Landscape Master Plan of the development. It describes the proposed development and landscape design of the associated open space. A more comprehensive package of proposals will be formulated during the detailed design stage of the project.

1.3 This Landscape Proposal presents:
- The Landscape Master Plan;
- Planting Proposal of the Development; and
- Common Greenery.

2.0 The Site and its Context

2.1 The Site is situated at nos. 107-109 Wai Yip Street, Kwun Tong, Kowloon. To the East of the Site is Ngau Tau Kok MTR Station while Hoi Bun Road Park is located to its immediate south. It is bounded by Wai Yip Street on its south which serves as the main vehicular and pedestrian entrances.

2.2 The Site is currently vacant without any vegetation. Hence, it is confirmed that no Old and Valuable Trees (OVT) and protected species were identified in accordance with the DEVB TCW No. 5/2020 - Registration and Preservation of Old and Valuable Trees and the Forests and Countryside Ordinance.

2.3 The landscape character of the Site and its surroundings are an intermix of industrial buildings, e.g. Sunshine Kowloon Bay Cargo Centre, Mayer Industrial Building, office developments, e.g. International Trade Tower, MG Tower and open spaces, e.g. Ngau Tau Kok Road Playground and Hoi Bun Road Park.

3.0 The Proposed Development

3.1 The proposed development comprised a 30-storey hotel building over 1 basement floor.

3.2 It will provide private car parking at basement floor while hotel facilities will be located at G/F to 5/F. Guestrooms are proposed from 6/F to 33/F (excluding 18/F for refuge floors).

3.3 Landscape provision is mainly at G/F, 3/F and R/F in order to enhance the local greenery at the Site. Building edges have been setback at the southern and northern boundaries in order to improve the local streetscape. Drawings of the proposed development could be referred to Architect's drawings submitted under the planning application.

4.0 Landscape Proposal (Refer to Appendix I)

4.0.1 The aim of the landscape proposals is to respond to site conditions, building form and function and to provide a high quality landscape scheme. The main factors to be taken into consideration are:

- Response to the site context, both in terms of landscape character and visual amenity;
- Response to the proposed building and its architectural style;
- Creation of a green and sustainable setting by maximising the opportunity for soft landscape;
- Establishment of pleasant landscape areas which meet the varying needs of tenants; and
- Minimization of future maintenance requirements

4.0.2 Landscape sections showing the proposed landscape treatment, particularly for the edge treatment of the development and their underlying principles have been attached in **Appendix I** for ease of reference.

4.0.3 The detail design of the Open Space should consider the following relevant guidelines/ legislation:

- Hong Kong Planning Standards and Guidelines;
- Design Manual: Barrier Free Access 2008 (Building Department);
- PNAP APP 152 – Sustainable Building Design Guidelines (2019 version);
- LAO Practice Note No. 6/2023 – Processing of Tree Preservation and Removal Proposals for Building Development in Private Projects – Compliance with Tree Preservation Clause under Lease;
- PlanD's PNPP No. 1/2019 – Processing and Compliance Checking of Landscape Submissions related to Planning Applications; and
- Guidance Notes for Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131).

4.1 Landscape Design Concept

4.1.1 In order to ensure that the proposed development minimises any conflict with its surroundings a number of design principles have been incorporated into the layout. These can be summarised as follows:

Enhancement of Streetscape

4.1.2 The building edge is strategically set back 2.3 m from the southern boundary along Wai Yip Street and 1.5 m from the northern boundary along the back lane. Due to the ODP requirement in the setback area, this zone will be reserved for future road widening works. As a result, pavement tree planting is not proposed within the setback area. Given the current narrow concrete pavement along Wai Yip Street, which is approx. 3.8 m wide, the landscape design aims to significantly enhance the local streetscape by widening the sidewalk. The provision of weather protection canopy(s) for pedestrian use is also planned. Please refer to the Landscape Master Plan (dwg. No. **LMP01**) and landscape section (dwg. No. **LD101**) in **Appendix I**.

Landscape Areas at 3/F and R/F

4.1.3 Landscaped areas, including the gathering courtyard and multi-functional lawn, are proposed on the 3rd floor, while the viewing platform, fitness equipment, and yoga area are proposed on the roof floor (R/F). Please refer to the Landscape Master Plan (dwg. No. **LMP02** and **LMP03**) as well as landscape sections (dwg. Nos. L**D102** and **LD103**) in Appendix I. Ornamental shrubs, groundcover and creeping plants are proposed to enhance the local greenery at these flat roofs and serve as visual courtyards to the neighbours.

Planting Design

4.1.4 The plant species selected will require low maintenance, be hardy and able to adapt to urban environment. Besides, the proposed shrub and groundcover planting will in addition to contribute to the landscape concept for the development and visually soften the appearance of the development in short and medium distance views.

4.2 Soil Depth and Drainage for Planting

4.2.1 The requirement of soil depth is directly related to the planting design and its associated loading requirement upon structure. In general, the soil depth provided, with all drainage layer, water-proofing and protective screeding exclusive is listed below:

Table 1.0 Planting Medium (Soil Depth)

Planting Type	**Soil Depth (Minimum)**
Tree/ Palm tree	1200mm
Shrub/ Creeping Plants	600mm
Groundcover/ Lawn	300mm

4.2.2 All Planting areas on slab shall be provided with sub-soil drainage system with drainage cells wrapped with geotextile fabrics or equivalent materials.

4.3 Common Greenery Provision (for PlanD's Reference Only)

4.3.1 The current landscape proposal aims to provide proper greenery within the site boundary. The calculation of greening ratio is shown below and the common greenery calculation shall refer to **Appendix III – Common Greenery Provision**:

Area of the Site = 1,171.0 m^2

Site coverage of Greenery Requirement:

(a) Minimum Total Site Coverage of Greenery = 1,171.0 x 20% = 234.20 m^2
(b) Minimum Greenery Area on Primary Zone =1,171.0 m^2 x 10% = 117.10 m^2
(c) Cap for other types of Greenery Area with cap requirement =234.20 m^2 x 30% = 70.26 m^2

4.3.2 The overall green coverage of the Application will not be less than **20%**, i.e. **234.20** m^2 of the Site Area. Besides, the proposed greenery is easily accessible by the users and visitors and is counted as "Common Greenery at Primary Zone" which also be not less than the required **117.10m^2**.

4.4 Irrigation

4.4.1 The proposed irrigation system will be by tap water pipe for manual operation. Lockable water points will be provided at 40m centres covering the entire site. The proposed source of water supply is subject to final approval from the Water Services Department.

4.5 Future Maintenance

Hard Landscape Elements

4.5.1 Maintenance for hard landscape elements within the proposed landscaped areas shall be carried out by management office of the development with maintenance intention as follows:

I – Routine Maintenance (Daily – Weekly)
a. Rubbish and litter removal
b. Sweeping and cleaning
c. Damage inspection and repair for site furniture and light bulb replacement

II – Annual/ Long Term Maintenance
a. Repainting
b. Resurfacing of worn pavements
c. Replacing worn parts site furniture, lighting fixture and other facilities
d. Replacement of worn landscape furniture

Soft Landscape Element

4.5.2 For the whole landscaped areas, the softworks contractor will be responsible for maintenance of the planting during the establishment period allowed for in the construction contract, usually for the first year after the beginning of the schemes operational phase. This will ensure that the soft landscape measures are in a healthy condition prior to the finished scheme being handed back to the lot owner.

4.5.3 Ultimately, the management office will employ maintenance staff to take care of all landscape areas within the Site.

5.0 PLANTING PROPOSALS

5.1 In order to provide quality landscape for the proposed development, soft landscape works will be the major landscape element of the landscaping proposal and the following factors are taken into consideration in planting species selection:

- Low maintenance requirement;
- Evergreen with small amount of leave fall to prevent litter accumulation;
- Tolerance to wind and exposed condition; and
- To screen the proposed buildings and reduce the visual impact to the nearby users.

5.2 The proposed planting species list is shown as follows and details shall refer to the Planting Plans in **Appendix II.**

Botanical Name	Chinese Name	Size (mm)	Spacing (mm)	Native/ Exotic
SHAPED PLANT		**Height x Spread (mm)**		
Fagraea ceilanica Thunb.	灰莉	1200x600	As shown	*Exotic*
Photinia x fraseridress	紅葉石楠	1200x600	As shown	*Exotic*
SHRUBS		**Height x Spread (mm)**		
Aglaia odorata	米仔蘭	500x450	400	*Exotic*
Cordyline fruitcosa	朱蕉	600x450	400	Native
Ixora chinensis	龍船花	450x400	350	Native
Melastoma candidum	毛蒽	600x550	500	Native
Murraya paniculata	九里香	500x400	400	*Exotic*
Phyllanthus myrtifolius	錫蘭葉下珠	350x300	300	*Exotic*
Rhododendron simsii	紅杜鵑	600x550	500	Native
Rhapis excelsa	棕竹	1200x600	600	*Native*
Schefflera arboricola "Variegata"	花葉鴨腳木	600x600	500	*Exotic*
GROUNDCOVER		**Height x Spread (mm)**		
Lantana montevidensis	小葉馬櫻丹	400x350	300	Native
Loropetalum chinense var. rubrum	紅花繼木	450x400	300	*Exotic*
Lantana camara cv. Flava	黃花馬纓丹	350x300	250	*Exotic*
Ligustrum sinense	山指甲	400x350	300	Native
Nephrolepis auriculata	腎蕨	300x300	250	*Native*
LAWN				
Zoysia japonica	朝鮮草	-	-	*Exotic*
CREEPING PLANT				
Jasminum mesnyi	黃素馨	900x300	500	*Exotic*

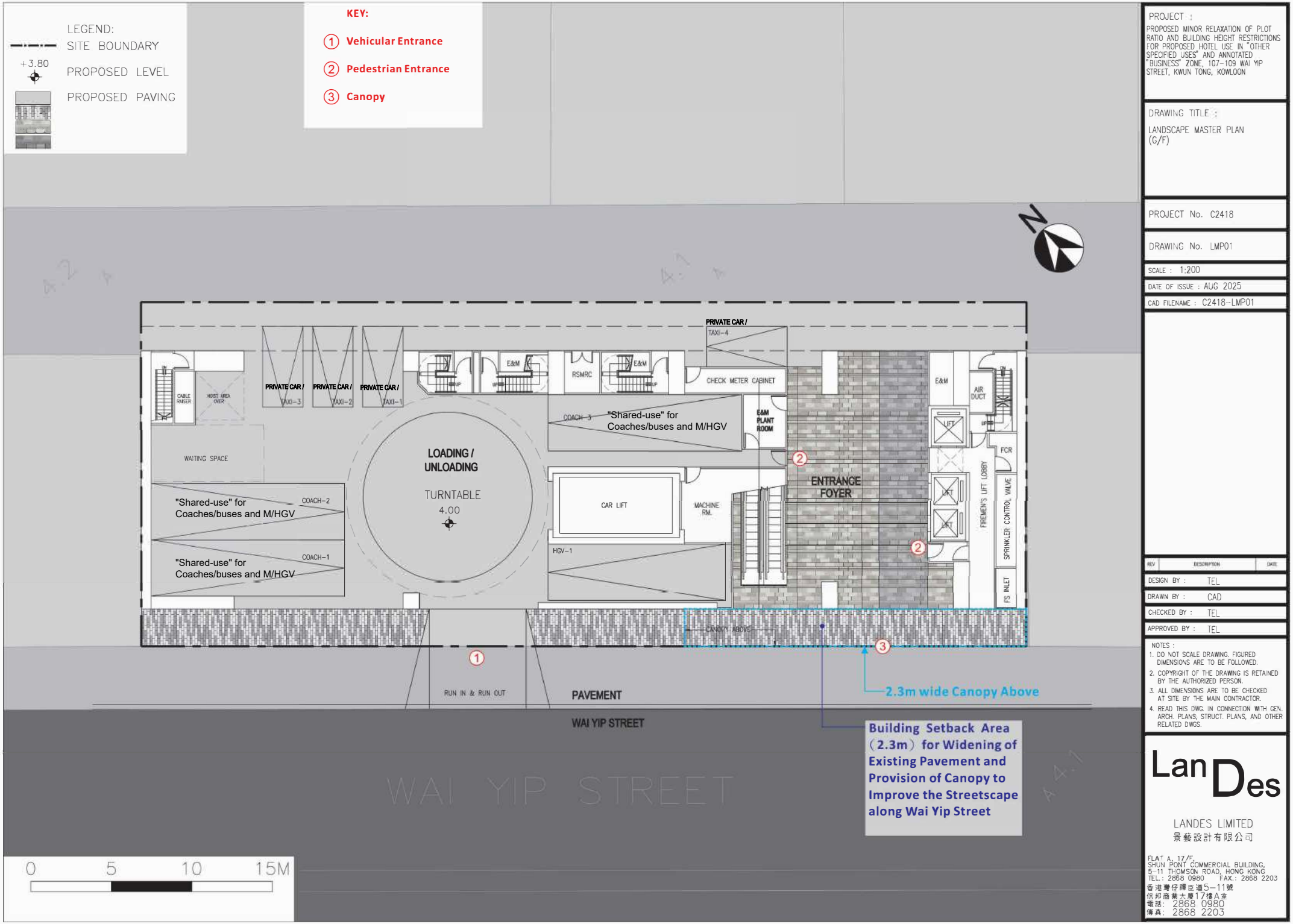
5.3 In this project, total **258.0m^2, i.e.22.03%** greenery area is provided within the proposed development. They will be maintained by the Applicant.

Appendix I

Landscape Master Plans

And

Relevant Sections



PROJECT :

PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :

LANDSCAPE MASTER PLAN (G/F)

PROJECT No. C2418

DRAWING No. LMP01

SCALE : 1:200

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418-LMP01

REV	DESCRIPTION	DATE

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LEGEND:

SITE BOUNDARY

SHAPED PLANT

PROPOSED SHRUBS AND GROUNDCOVER

PROPOSED LAWN

+3.80 PROPOSED LEVEL

PROPOSED PAVING

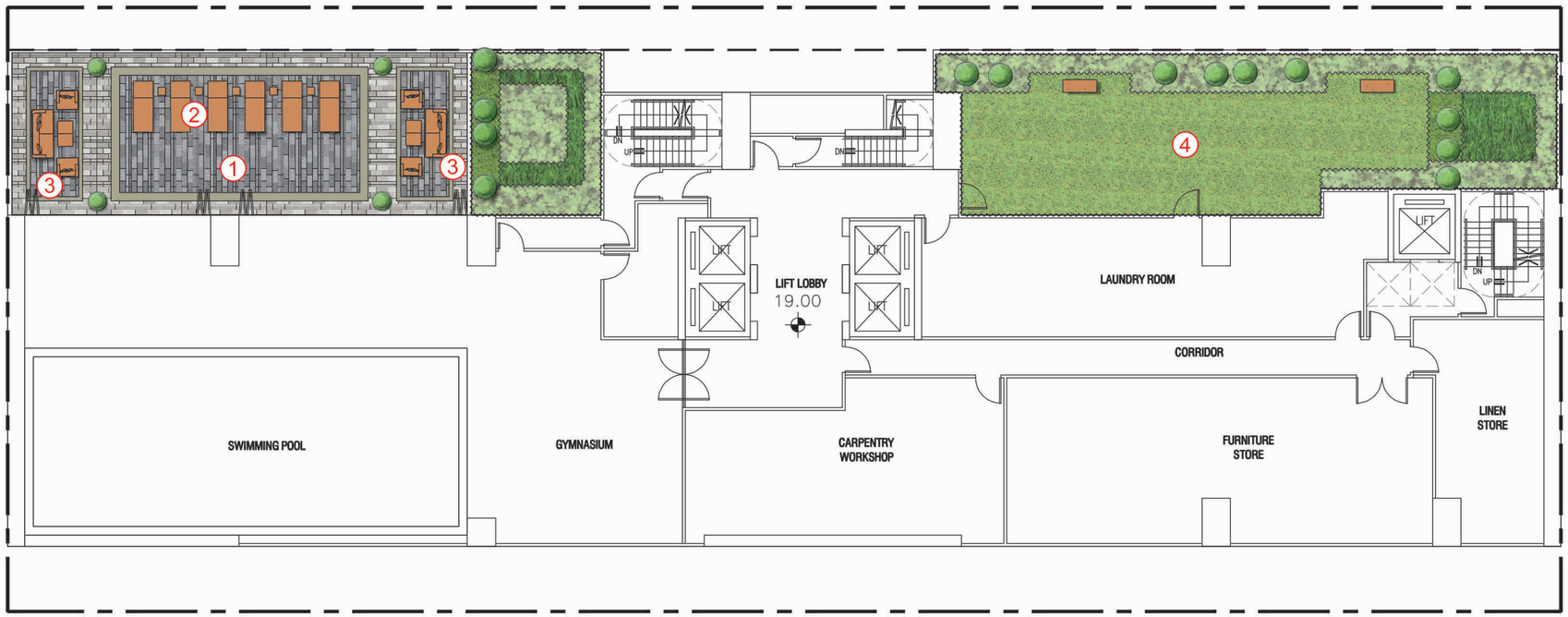
KEY:

① **Gathering Courtyard**

② **Sun Lounge (Moavable)**

③ **Movable Seat Bench**

④ **Multi-functional Lawn**



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PROJECT :

PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :

LANDSCAPE MASTER PLAN (3/F)

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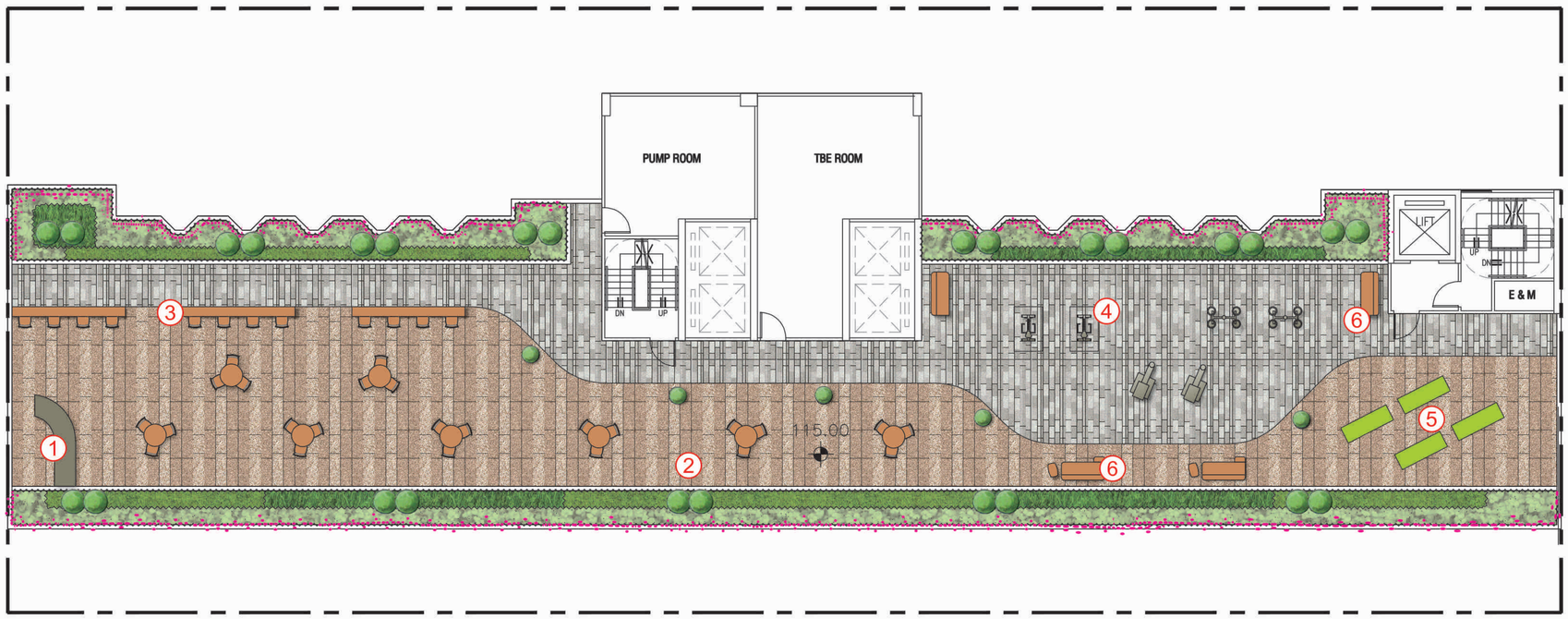
LEGEND:

- SITE BOUNDARY
- SHAPED PLANT
- PROPOSED SHRUBS AND GROUNDCOVER
- PROPOSED LAWN
- PROPOSED CREEPING PLANT
- +3.80 PROPOSED LEVEL
- PROPOSED PAVING

KEY:

1. **Drink Counter**
2. **Viewing Platform**
3. **High Table and Chairs**
4. **Fitness Equipment**
5. **Yogo Place**
6. **Seat Bench (Movable)**



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PROJECT :
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DRAWING TITLE :
LANDSCAPE MASTER PLAN (R/F)

PROJECT No. C2418

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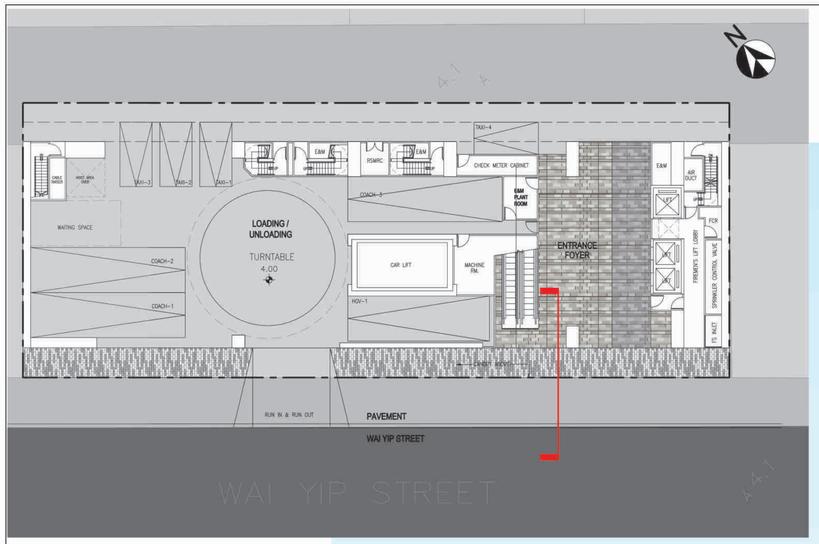

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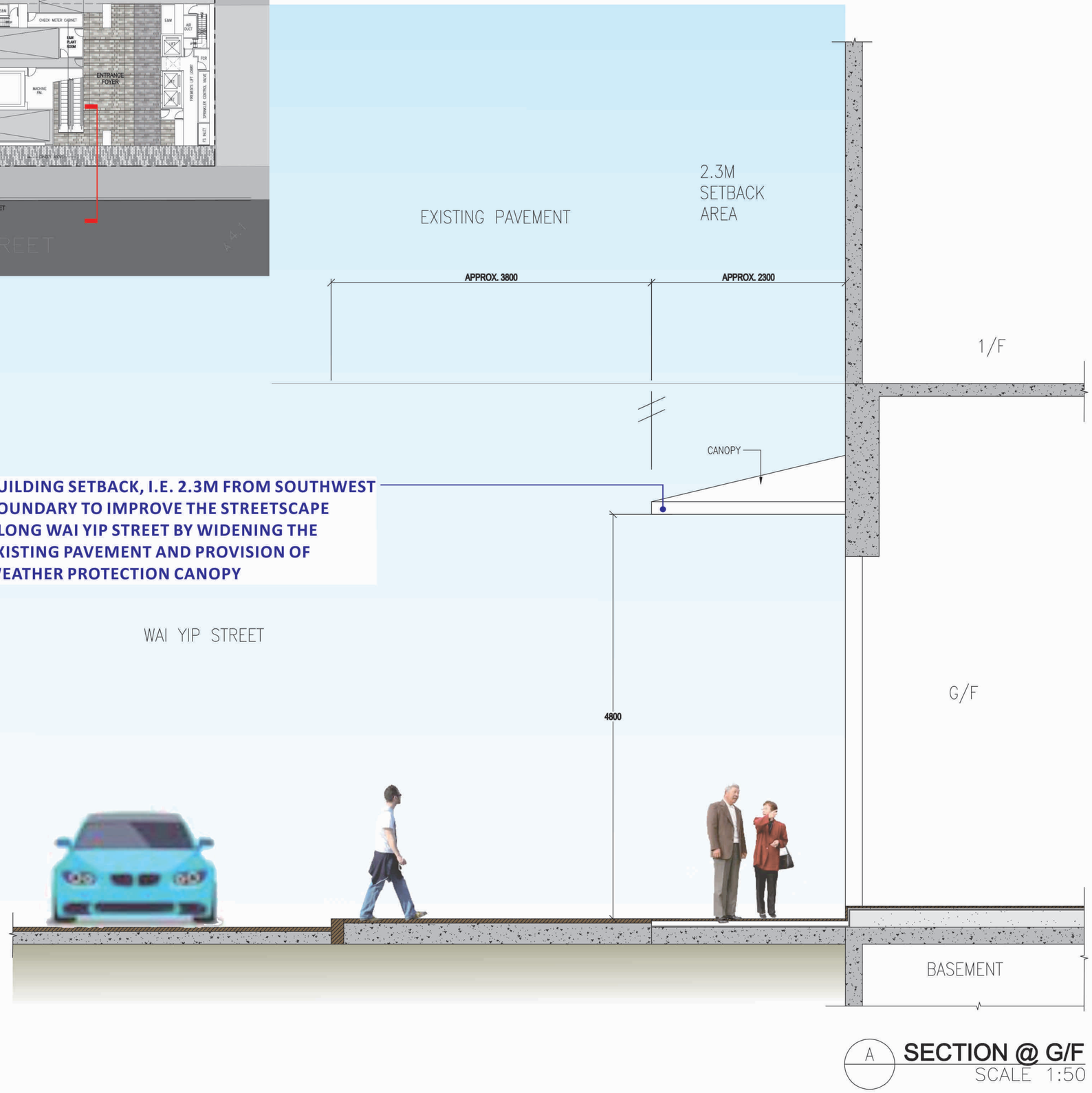

A **SECTION @ G/F**
SCALE 1:50

PROJECT :
PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :
LANDSCAPE SECTION

PROJECT No. C2418

DRAWING No. LD101

SCALE : 1:50

DATE OF ISSUE : AUG 2025

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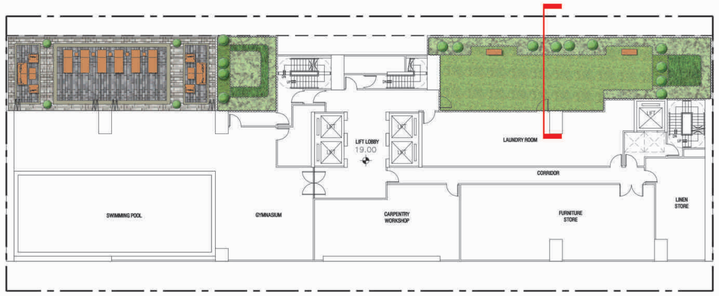
SED PAVING



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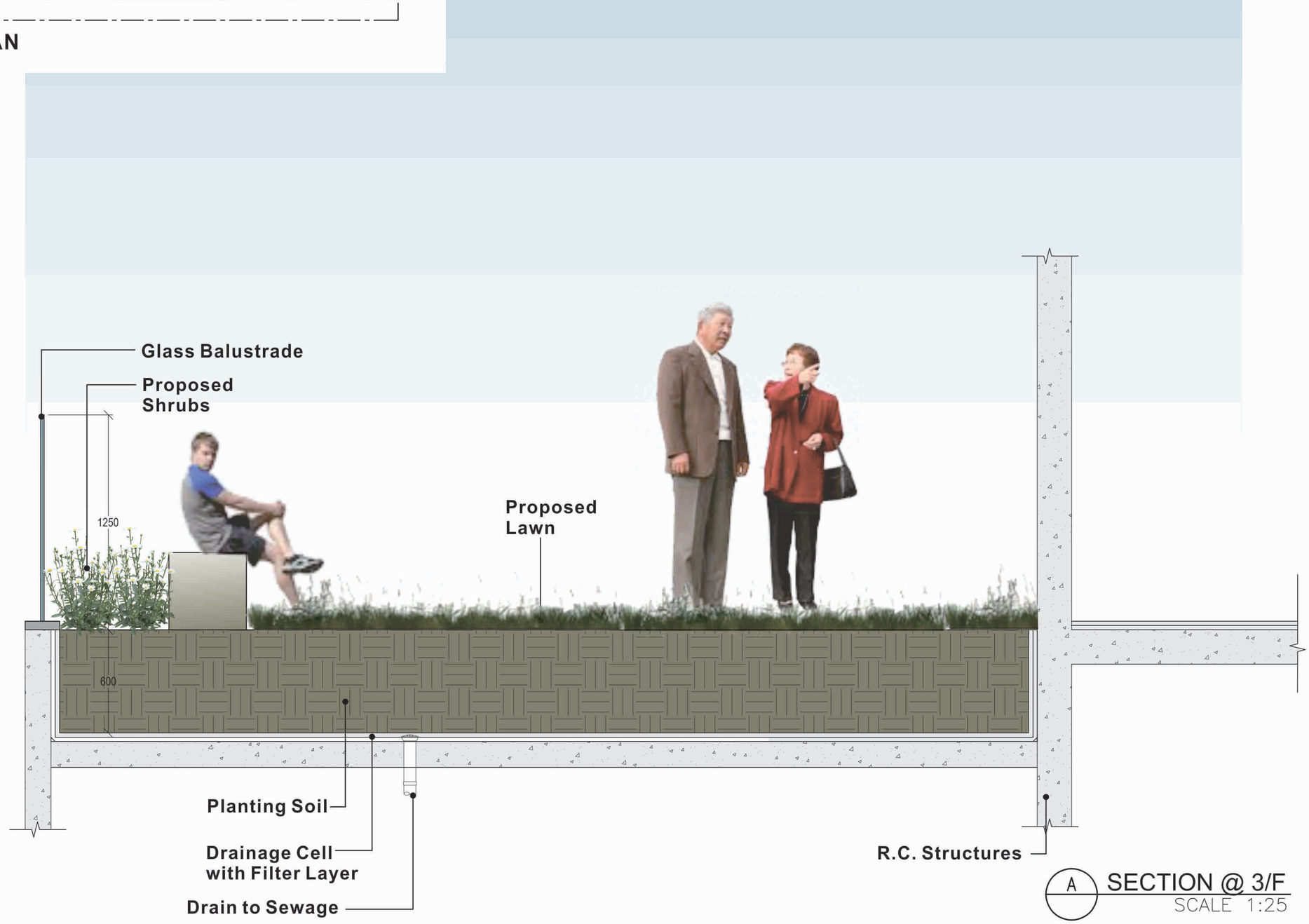

A SECTION @ 3/F
SCALE 1:25

PROJECT :
PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :
LANDSCAPE SECTION

PROJECT No. C2418

DRAWING No. LD102

SCALE : 1:25

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418-LD102

REV	DESCRIPTION	DATE

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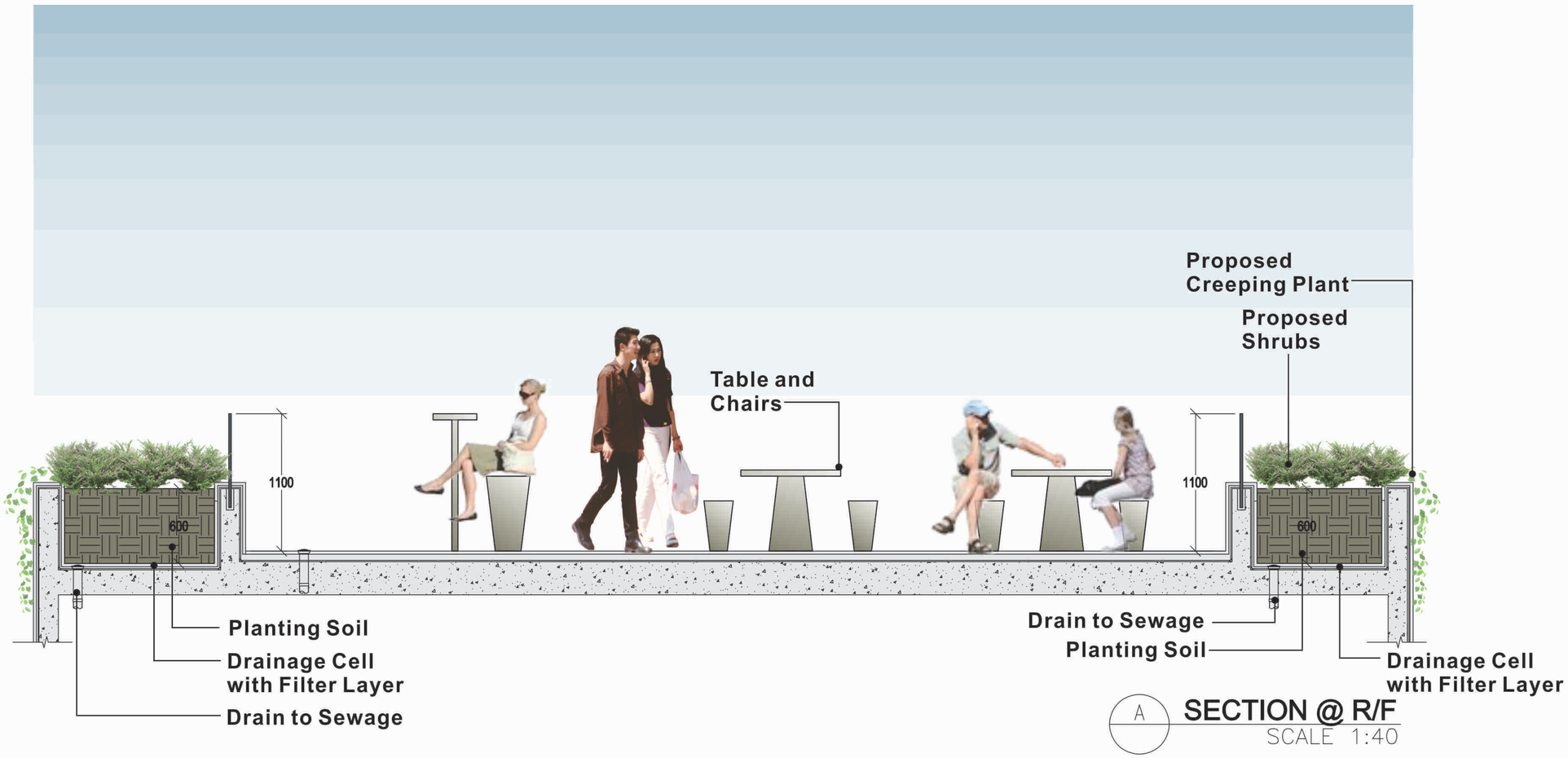
OSED LEVEL

OSED PAVING

KEY PLAN



A SECTION @ R/F
SCALE 1:40

PROJECT :

PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :

LANDSCAPE SECTION

PROJECT No. C2418

DRAWING No. LD103

SCALE : 1:40

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418–LD103

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Appendix II

Planting Plans

Code	Chinese Name	Botanical Name	Native/Exotic	Height (mm)	Spread (mm)	Spacing (mm)	Remark
SHAPED PLANT							
Fce	灰莉	*Fagraea ceilanica Thunb.*	*Exotic*	1200	600	As shown	balanced form, full abundence of foliage
Phf	紅葉石楠	*Photinia x fraseridress*	*Exotic*	1200	600	As shown	balanced form, full abundence of foliage
SHRUBS							
Aod	米仔蘭	*Aglaia odorata*	*Exotic*	500	450	400	balanced form, full abundence of foliage
Cof	朱蕉	*Cordyline fruitcosa*	Native	600	450	400	upright form
Ich	龍船花	*Ixora chinensis*	Native	450	400	350	balanced form, full abundence of foliage
Mec	毛茜	*Melastoma candidum*	Native	600	550	500	full abundence of foliage
Mpa	九里香	*Murraya paniculata*	*Exotic*	500	400	400	at least 5 shoots per plant
Pmy	錫蘭葉下珠	*Phyllanthus myrtifolius*	*Exotic*	350	300	300	
Rhs	紅杜鵑	*Rhododendron simsii*	Native	600	550	500	full abundence of foliage
Rhe	棕竹	*Rhapis excelsa*	*Native*	1200	600	600	balanced form, full abundence of foliage
Sac	花葉鴨腳木	*Schefflera arboricola "Variegata"*	*Exotic*	600	600	500	full abundence of foliage
GROUNDCOVERS							
Lam	小葉馬櫻丹	*Lantana montevidensis*	Native	400	350	300	balanced form, full abundence of foliage
Lch	紅花繼木	*Loropetalum chinense var. rubrum*	*Exotic*	450	400	300	full abundence of foliage
Lca	黃花馬纓丹	*Lantana camara cv. Flava*	*Exotic*	350	300	250	full abundence of foliage
Lis	山指甲	*Ligustrum sinense*	Native	400	350	300	balanced form, full abundence of foliage
Nau	腎蕨	*Nephrolepis auriculata*	*Native*	300	300	250	mini. 5 shoots per plant
LAWN							
Zoj	朝鮮草	*Zoysia japonica*	*Exotic*	-	-	-	
CREEPING PLANT							
Jfl	黃素馨	*Jasminum mesnyi*	*Exotic*	900	300	500	at least 5 shoots per plant

PROJECT :

PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :

PLANTING SCHEDULE

PROJECT No. C2418

DRAWING No. PS01

SCALE : N.T.S.

DATE OF ISSUE : AUG 2025

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LEGEND:

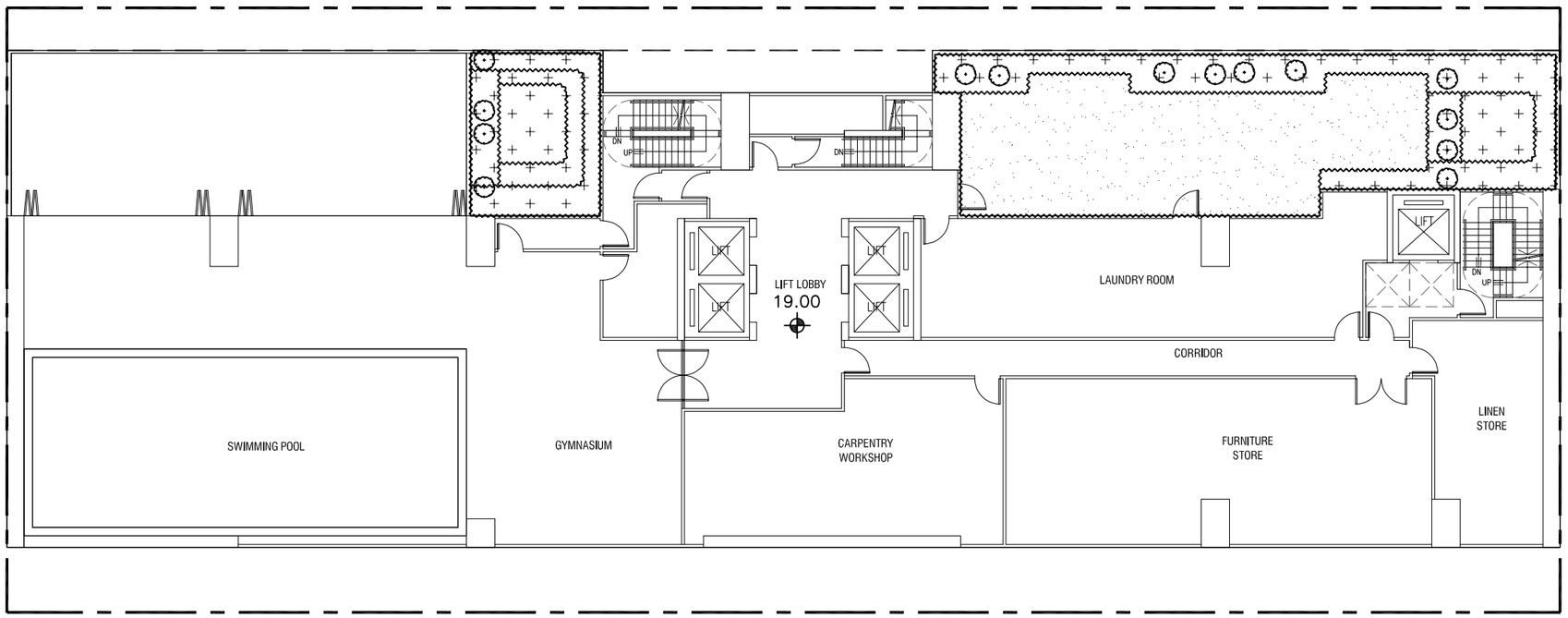
SITE BOUNDARY

SHAPED PLANT

PROPOSED SHRUBS AND GROUNDCOVER

PROPOSED LAWN

+3.80 PROPOSED LEVEL



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PROJECT :

PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :

PLANTING PLAN
(3/F)

PROJECT No. C2418

DRAWING No. PT01

SCALE : 1:200

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418-PT01

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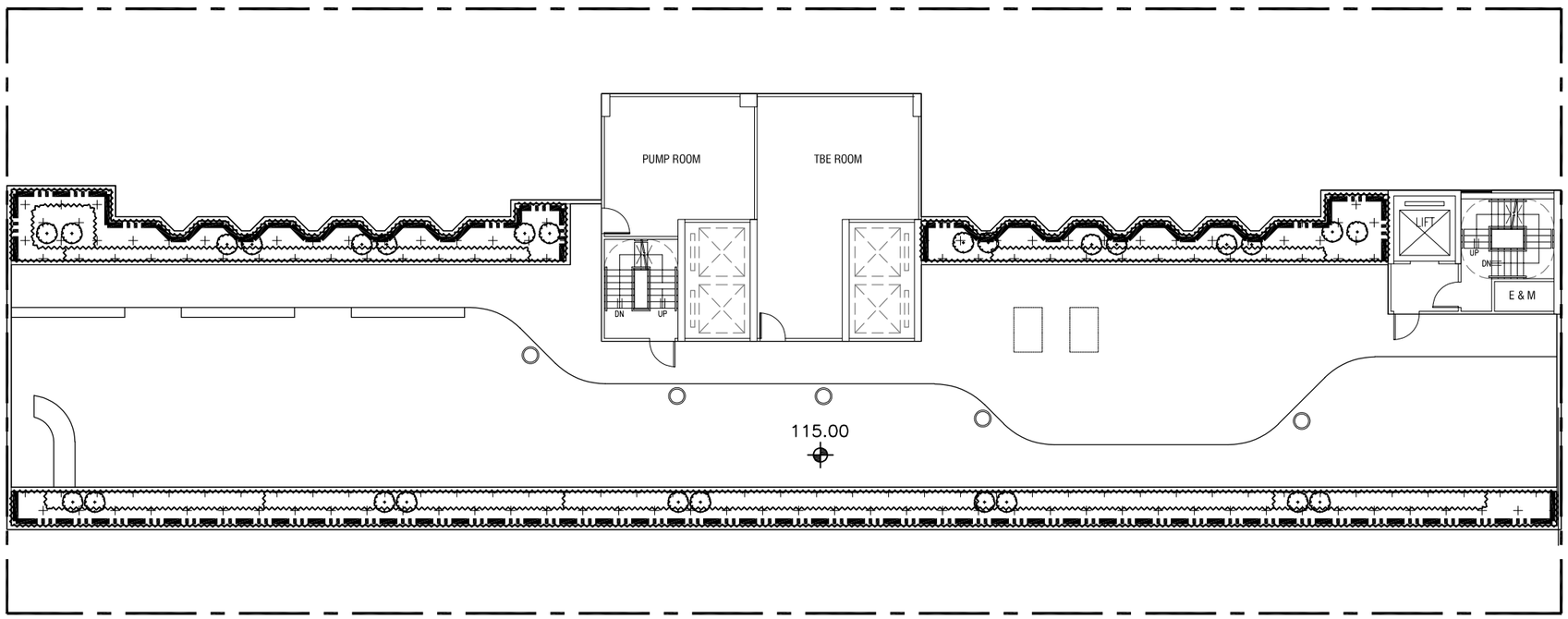
LEGEND:

- SITE BOUNDARY
- SHAPED PLANT
- PROPOSED SHRUBS AND GROUNDCOVER
- PROPOSED LAWN
- PROPOSED CREEPING PLANT
- +3.80 PROPOSED LEVEL



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PROJECT :
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DRAWING TITLE :
PLANTING PLAN
(R/F)

PROJECT No. C2418

DRAWING No. PT02

SCALE : 1:200

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418–PT02

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Appendix III

Common Greenery Provision

LEGEND:

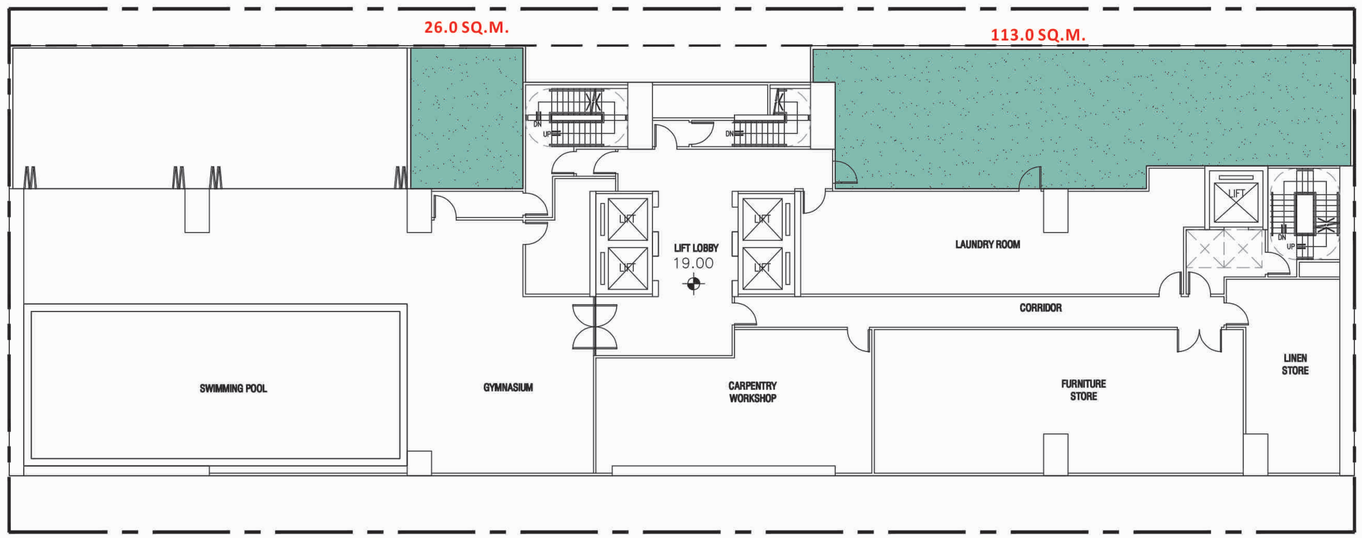
APPLICATION SITE BOUNDARY

UNCOVERED GREENERY IN PRIMARY ZONE

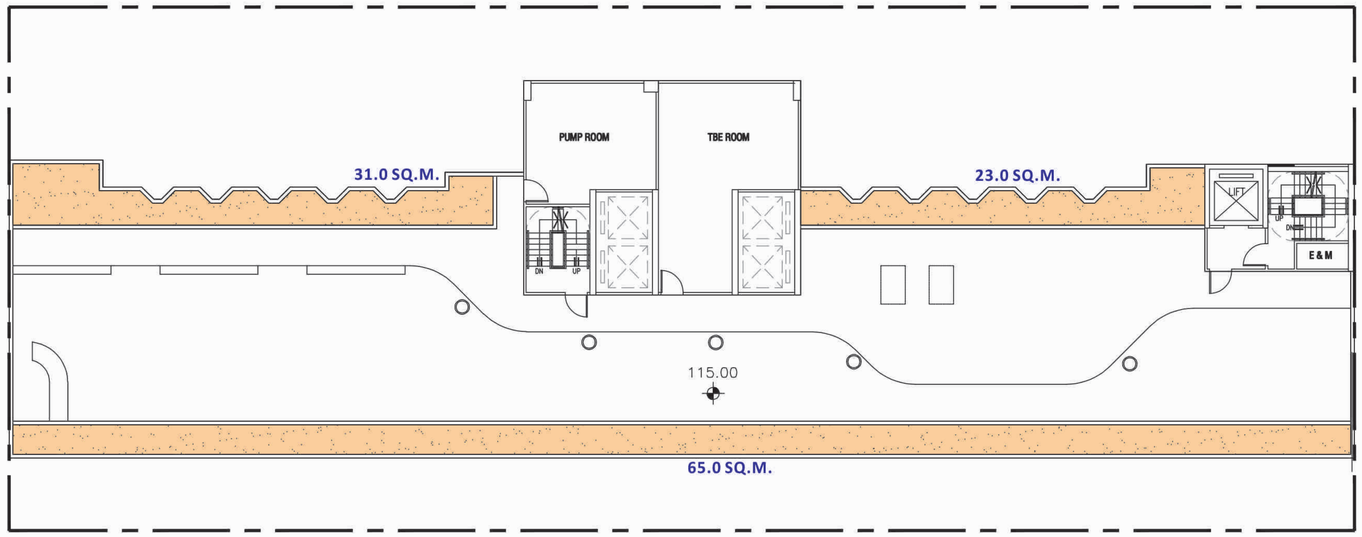
UNCOVERED GREENERY IN OTHER AREAS

+5.0 PROPOSED LEVEL

Required Greenery	Area	Unit
Site Area:	1,171.00	m^2
Required Area at Primary Zone:	117.10	m^2
Required Total Greenery:	234.20	m^2
Allowable Greenery Features:	70.26	m^2
Provided Greenery at Primary Zone	**Area**	**Unit**
Uncovered Planitng Area at 3/F	139.00	m^2
Greenery at Primary Zone	**139.00**	m^2
	(>117.10)	m^2
Greenery Ratio at Primary Zone	**11.87%**	
Provided Greenery at Other Areas	**Area**	**Unit**
Uncovered Planitng Area at R/F	119.00	m^2
Greenery at Other Areas	119.00	m^2
Greenery Ratio at Other Areas	**10.16%**	
Total Greenery	**258.00**	m^2
	(>234.20)	m^2
Greenery Ratio	**22.03%**	



A GREENERY AT 3/F
SCALE 1:250



B GREENERY AT R/F
SCALE 1:250

0 5 10 15 20 25M

PROJECT :
PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :
COMMON GREENERY PROVISION (3/F & R/F)

PROJECT No. C2418

DRAWING No. GC01

SCALE : 1:250

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418-GC01

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Appendix 4

Visual Impact Assessment

Visual Impact Assessment

0repared by □e30□□%()nternational) , imited

□ugust 2025

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1. Introduction

1.1 4his 6isual)mpact □ssessment (**"VIA"**) is prepared on behalf of **Diamond Ocean Investments Limited** (hereinafter referred to **"the Applicant"**), in support of a 3ection 16 0lanning □pplication for proposed hotel with minor relaxation of 0lot 2atio (02) from 12 to 14.4 (+20%) and " uilding (eight (" ( ) restrictions from 100m0□ to 115m0□ at 107-109 7 ai Yip 3treet, +wun 4ong, +owloon (hereinafter referred to **"the Site"**). 4he □pplicant proposes to develop the 3ite into a hotel building under the ' overnment□s 2evitalisation 3cheme for)ndustrial " uildings.

1.2 4he 3ite is subject to a previous 3ection 16 □pplication (. o. □/+14/780) for 0roposed - inor 2elaxation of 02 (from 12 to 14.4) and "((from 100m0□ to 115m0□) 2estrictions for 0ermitted / ffice, 3hop and 3ervices and %ating 0lace 5ses which was approved with condition(s) by the 4own 0lanning " oard on 29.5.2020. 4he extent of minor relaxations applied were same as the subject planning application.

1.3 4he 3ite lies within the □/ ther 3pecified 5ses□annotated □" usiness□(□/ 5(")□) zone under the □pproved +wun 4ong (3outh) / utline Zoning 0lan (/ Z0) . o. 3/+143/26. 4his zone is intended primarily for general business uses. □ mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new □business□buildings. , ess fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.

1.4 4he surrounding area is predominantly commercial and business in character, comprising a mix of modern office towers, industrial buildings under revitalisation, and ancillary commercial uses. 4he 3ite is currently surrounded by scattered commercial buildings, including - anulife 0lace, . %/ , / ne " ay %ast and 4he 1 uayside. 4he +4" □, as a whole, is designated to serve as one of the key employment nodes in +owloon %ast and forms part of the future □entral " usiness □istrict 2 (□" □2) of (ong +ong.)n order to promote a visually permeable skyline in the district□ particularly in views from the eastern parts of +owloon□ the area is subject to a stepped building height control, ranging generally from 100m0□ to 200m0□ descending from +wun 4ong 2oad towards the 6ictoria (arbour waterfront. 3pecifically, the 3ite is situated within a zone subject to a maximum plot ratio (02) of 12 and a building height restriction (" (2) of 100m0□, as stipulated under the / Z0, forming part of the lower-height band along the harbourfront corridor of +4" □.

1.5 □ 6)□ is prepared in accordance with the □4own 0lanning " oard ' uidelines . o. 41 □ ' uidelines on 3ubmission of 6isual)mpact □ssessment for 0lanning □pplications to the 4own 0lanning " oard□(□40" 0' -. o. 41□) in order to evaluate the degree of visual impacts on visual sensitive receivers (**"VSR"**) from major public viewpoints (**"VPs"**) due to the proposed relaxation on 3□. 0lanning and design merits/ mitigation measures to be adopted in the proposed development will also be incorporated.

1.6 4he outline of this 6)□ is set out as follows:

3ection 2 sets out the 3ite and the proposed development

3ection 3 describes the visual context and the surrounding area

3ection 4 defines the □ssessment □rea

3ection 5 identifies relevant types of receivers and viewpoints

3ection 6 conducts an analysis on the visual impacts with mitigation measures as necessary

3ection 7 concludes the 6)□

2. Proposed Development

2.1 4he key development parameters of the proposed development are summarized below in **Table 1**:

Table 1 Proposed Development Parameters

	Approved Scheme under S16 Application No. A/K14/780	**Proposed Scheme**
4otal 3ite □rea	□bout 1,170.578m^2	□bout 1,170.578m^2
0lot 2atio	14.4	14.4 (+2.4/ 20%)[(a)(b)]
4otal ' &□	. ot more than 16,856.323m^2	□bout 16,856.323m^2[(a)(b)(c)]
0roposed uses	/ ffice, 3hop and 3ervices and %ating 0lace	(otel
. o. of 2ooms	. /□	' uestroom: □bout 984 rooms
(otel room sizes (subject to detailed design)	. /□	2anging from 8.5 m^2 to 22.50 m^2
3ite □overage • " elow 15m • □bove 15m	. ot more than 60%	, ess than 100% 60%[(d)]
□lass of 3ite	□lass □	□lass □
. o. of " lock	1	1
- aximum " uilding (eight (- ain 2oof)	+115m0□	+115m0□
. o. of 3torey	29 (including 3 levels of basement)	31 (including 1 level of basement)
0arking 3paces • 0rivate □ar (accessible) • - otorcycle , oading/unloading (, /5 ,) facilities • , ' 6 • - /(' 6 • 4axi • □oach/4our " us	91 (2) 10 4 (7m (,) x 3.5m (7) x 3.6m (( )) 2 (11m (,) x 3.5m (7) x 4.7m (( ))	10 (1) 1 7 (7m (,) x 3.5m (7) x 3.6m (( )) 1 (11m (,) x 3.5m (7) x 4.7m (( )) 4 (5m (,) x 2.5m (7) x 2.4m (( )) 3 (12m (,) x 3.5m (7) x 3.8m (( ))

2emarks:

a) / n top of the 02/' &□ set out above, the applicants have indicated that bonus 02/' &□ of about 0.539 and 630m^2 will be claimed subject to approval by the

" uilding □uthority (" □) under " uilding (0lanning) 2egulations (" (0)2) 22(1) or (2). 4he bonus 02/' &□ has been accounted for in the building bulk for conducting technical assessments and thus a total ' &□ of 17,487 m^2 has been taken as the basis for the subject 6)□.

b) 4he canopy, which is subject to departmental comments at detailed design, has been excluded from the 02/' &□ calculation.
c) □ll ' &□ are planned for hotel use, including entrance foyer at ' /&, administration office, reception counter and "/(facilities, guest rooms and hotel floors circulation, ancillary facilities and non-essential plant rooms. "/(facilities such as linen store, laundry room carpentry workshop, %&- workshop, dry goods store, beverage store, furniture store, staff canteen, staff changing rooms staff rest room and staff toilet which might be eligible for ' &□ exemption has been accounted for in the building bulk for conducting technical assessments.
d) / n top of the 3□ set out above, the applicants have indicated that bonus 3□ of about 1.457% will be claimed for the proposed setbacks at 7 Y3 subject to approval by the " uilding □uthority (" □) under " (0)2 22(1) or (2). 4he bonus 3□ has been accounted for in the building bulk for conducting technical assessments.
e) ' reenery will be provided at a ratio of not less than 20%.

2.2)n formulating the 0roposed 3cheme, the design has taken into account the various site constraints as well as design considerations in order to ensure the 0roposed 3cheme is designed to create a high-quality development in harmony with the branding of □" □2. 4he following design merits are incorporated in the scheme for improving the existing urban environment:

- 0rovide 2.3m and 1.5m full-height building setbacks from 7 ai Yip 3treet and the back lane respectively. 4he □pplicant is also providing a further 1.5m non-building area with a clear height of 5.1m at the back lane to enhance the traffic circulation. 4he parking of vehicles along the backlane will not affect the intended purpose of the . on-" uilding □rea (. " □) designation, nor will it adversely affect visual and wind permeability.

- 0rovide a 21.2m (length) x 2.3m (wide) x 4.8m (high) canopy along the footpath of 7 ai Yip 3treet for sheltering.

3. Visual Context and the Surroundings

3.1 4he 3ite is located within a densely developed area near +owloon " ay, in the northwestern portion of the +wun 4ong " usiness □rea (+4" □) where is characterised by a mix of)ndustrial-/ ffice and □ommercial// ffice buildings. 2ecently developed commercial buildings like - anulife 0lace, . %/ , / ne " ay %ast, and the 1uay 3ide have become prominent landmarks in the northwestern part of the +wun 4ong " usiness

□rea. □lthough +wun 4ong is gradually changing from an old industrial district into a modern business hub with new commercial and office towers, a great number of large and worn-out industrial buildings constructed during the 1970s and 1980s still make up much of the current streetscape of the +4" □. 4hese aging medium-rise industrial blocks have high site coverage and lack any greenery or landscaping at ground level.

3.2 4he 3ite was previously occupied by a 10-storey (including ground floor) industrial/office building, namely (sin □hong □entre, which was issued with its first / ccupation 0ermit in 1966, i.e. a pre-1987)" s. 4he existing building has been demolished, and the 3ite is currently vacant, cleared, and bounded by temporary hoarding.

3.3 4he 3ite is bordered by 7 ai Yip 3treet to the southwest, 2ed 3quare right next to it on the northwest side, a rear lane to the northeast, and (ecny □entre directly to the southeast. (oi " un 2oad 0ark is situated right across from the 3ite. 4he street block where the 3ite is located is filled with a variety of medium- to high-rise industrial,)-/ , and commercial buildings such as 2ed 3quare (12 storeys), (ecny □entre (12 storeys), and (ay . ien " uilding (13 storeys). / thers are high-rise towers reaching about 19 to 21 storeys, including - anulife 0lace, . %/ , / ne " ay %ast, and 4he 1 uay 3ide. 4his mix of building heights gives the street block a varied and dynamic skyline. 4he overall visual impression of the area mainly comes from the combination of these surrounding elements seen by passersby.

3.4 4here is a major open space in front of the 3ite. (oi " un 2oad 0ark and the +wun 4ong 7 aterfront 0romenade are key features of the area and are expected to serve as popular spots for visitors and locals to enjoy outdoor leisure and recreational activities. □long the waterfront, the +wun 4ong " ypass, an elevated highway running above the shoreline, stands out as a prominent visual element.

4. Analysis of Visual Elements and Assessment Area

4.1 7 ith the purpose to protect public views and reconcile the visual impacts of the proposed development, an □ssessment □rea, or visual envelope, is identified in accordance with 40' 0' -. / .41 to cover the area of visual influence within which the proposed development is pronouncedly visible or likely to be pronouncedly visible from key visual sensitive receivers.

4.2 4he general guideline for setting out the size of the initial □ssessment □rea as stated in 40" 0' -. o.41 should be equal to approximately 3 times the height of the proposed development. □s the absolute building height is about 116 m measured from the mean site formation level, the initial visual envelope for this 6)□ has a minimum radius of approximately 348m (i.e. 116m x 3) from the closest point of the proposed development. 0lease refer to &igure 1 for the visual envelope.

4.3 4he 3ite's visual environment is now constrained by the existing developments on its three sides, with the exception of an open view to and from the +wun 4ong 4yphoon 3helter in the south-west direction. 4he 40" is not responsible for safeguarding private views, hence this 6)□ focuses solely on public 632. 2esidents of private projects and users with restricted access (e.g., schools and offices) will not be mentioned.

5 Viewpoint Identifications

5.1 4o achieve a comprehensive visual appraisal, long-range, medium-range and close-range views from publicly accessible locations in all directions within the visual envelope are normally considered. □istinctive viewpoints where the 0roposed □evelopment might be visible by the 632s such as public gathering places, activity nodes or parks and major junctions are the primary locations for selection of viewpoints.

5.2 4he □pplication 3ite is mainly located at a low-lying coastal area and is surrounded by high-rise buildings. &or long range viewpoints, as the proposed building falls within the view fan of the strategic viewpoint (□360□) of the 1uarry " ay 0ark, the possible visual impact in respect of the ridgeline at the backdrop has been assessed. 4he proposed building also falls within the view fan of the waterfront promenade of +ai 4ak □evelopment.)n view of this, two viewpoints looking towards +wun 4ong are proposed.

5.3 %ight (8) 60s have been identified for the subject 6)□ as shown in **Figure 5.1 & 5.2**. 3ix of them are short to medium range and two of them are long range. 4he selected viewpoints are set in different directions and different distance towards the □pplication 3ite to better represent the visual effects likely to be brought by the 0roposed □evelopment. 4he nature of the 632s is varied to include static and kinetic activities.

5.4 4he locations of the six 60s are identified as follows:

601 □(oi " un 2oad 0ark, 7 ai Yip 3treet (about 85m to the southeast of the 3ite)
602 □(oi " un 2oad 0ark, (oi " un 2oad (about 130m to the south of the 3ite)
603 □&ootbridge across 7 ai Yip 3treet, (ung Yip 3treet (about 285m to the northwest of the 3ite)
604 □- 42 . gau 4au +ok 3tation, □unction of %legance 2oad and . gau 4au +ok 2oad (about 330m to the east of the 3ite)
605a & b - +ai 4ak 2unway 0ark (about 730m and 1km to the southwest and south of the 3ite respectively)
606 □1uarry " ay 0ark (about 2.9km to the south of the 3ite)
607 □+ung , ok 2oad □hildren□s 0layground (about 450m to the northeast of the 3ite)

4able 2 below analyses the 6isual 3ensitivity (□63□) based on the 632s.

Table 2 – Analysis of Visual Sensitivity				
Viewpoint (VP) & Visual Sensitive Receivers (VSR)	**Nature of VSRs (Kinetic/ Static) + Approx. Viewing Distance**	**Degree of Visibility** (&ull/0artial/ ' limpsed/. one)	**Viewing Frequency to the Proposed Development** (&requent// ccasional/ 2are)	**Visual Sensitivity**
VP1 Hoi Bun Road Park, Wai Yip Street	**Kinetic** (0assive recreational users) □bout **85m** (3hort- range)	**Partial to Full –** In view of the close distance, the 0roposed □evelopment will form part of the view together with other building blocks on its both sides for the 632.	**Frequent -** □onnecting to the +wun 4ong 0romenade as a major public open space in +4" □, the 632s of 602 are mostly recreational users for enjoyment along the waterfront. 2ecreational users generally have a longer duration of stay.	**High**
VP2 Hoi Bun Road Park, Wai Yip Street	**Static** (0assive recreational users) □bout **130m** (- edium-range)	**Full –** 4he 0roposed □evelopment will form part of the view together with other building blocks on its both sides for the 632.	**Frequent -** □onnecting to the +wun 4ong 0romenade as a major public open space in +4" □, the 632s of 602 are mostly recreational users for enjoyment along the waterfront. 2ecreational users generally have a longer duration of stay.	**High**

VP3 **Footbridge across Wai Yip Street, Hung Yip Street**	**Kinetic,** (0edestrians) **About 285m** (- edium-range)	**Partial –** 4he 60 is the landing point of footbridge along 7 ai Yip 3treet. (owever, the 0roposed □evelopment mingles with other surrounding buildings that only partial view is available.	**Occasional -** 4he 632s of 603 are mostly workers of the surrounding businesses who have transient view and number of pedestrians is limited. %ven though, there are occasionally visitors who come to enjoy this specially-designed footbridge, whose stay will be longer.	**Medium to High**
VP4 **MTR Ngau Tau Kok Station, Junction of Elegance Road and Ngau Tau Kok Road**	**Kinetic,** (0edestrians) □bout **330m** (- edium-range)	**Glimpsed** □the public views are much dominated by the abundant, large-scale infrastructure and high-rise buildings at the foreground.	**Frequent** □4he frequency of 632s at this node is high in proximity to the - 42 station.	**Low**
VP5a & b **Kai Tak Runway Park**	**Static & Kinetic** (tourists and passive recreational users) □bout **730m** (- edium-range) *&* **1km** (long-range)	**Full** □ □lthough positioned in the second row from the waterfront development cluster, the 60s have an exposed and unobstructed view towards the 3ite due to its location behind (oi " un 2oad 0ark.	**Frequent** □ . ear the +ai 4ak □ruise 4erminal as a tourism node and a gateway to (+ for visitors via cruises, this 60 is a strategic open space providing a waterfront promenade, pedestrian green walkway and sitting-out areas.	**Medium to High**
VP6 **Quarry Bay Park Active/ Passive Recreation users** □	**Static & Kinetic** (active and passive recreational users) □bout **2.9km** *(Long-range)*	**Partial** □4he 60 has an exposed view on the +wun 4ong waterfront.	**Frequent** □ 4here are **many** users of the park and waterfront 0romenade at the 1 uarry " ay 0ark on (ong +ong)sland side.	**Medium to High**
VP7 **Kung Lok Road Children's Playground**	**Static & Kinetic** (active and passive recreational users) □bout **450m** (- edium-range)	**Glimpsed –** 4he 0roposed □evelopment is hidden behind 7 ah - ei , au, which is at the uphill +wun 4ong area.	**Frequent** □ 4here are many 632s at the playground as it is a local open space which serves residents of the residential cluster of uphill +wun 4ong.	**High**

6 Visual Impact Assessment

6.1 4he 0hotomontages in **Figures 3-7** for each 60s are prepared to demonstrate the visual changes due to the proposed development at the proposed viewpoint locations. 4hey mainly compare the existing condition with the " (2 of +100m0□.

VP1 – Hoi Bun Road Park, Wai Yip Street

6.2 601 is a viewpoint situated adjacent to a cluster of medium- to high-rise developments along 7 ai Yip 3treet, with an open sky backdrop. 4he 0roposed □evelopment will visually replace one of the existing medium-rise towers with a contemporary high-rise commercial building featuring a thoughtfully designed fa ade, which would contribute positively to enhancing the overall urban townscape. 4he public view is enclosed by taller visual components formed by buildings on the left and right. 7 hile the new building will extend above the adjoining structures, its prominence is moderated by the presence of other recent high-rise commercial landmarks, such as / ne " ay %ast. &urthermore, a planned commercial development of □/+14/809 (+119.5m0□) will also be introduced into this visual setting. □s the surrounding buildings undergo redevelopment, the variation in building heights is expected to lessen given their maximum permissible building height of +100m0□. / verall, the 0roposed □evelopment is deemed compatible with the evolving urban context that, irrespective of the 0roposed □evelopment, the 632s at this 60 will continue to experience a typical urban landscape setting.

6.3 &rom this 60, no significant visual resources warranting preservation have been identified. □s illustrated in **Figure 6.1**, the major visual corridor along 7 ai Yip 3treet will be maintained. 4he increase in building height would result in only marginal increase in obstruction to the sky view from the angle of this viewpoint as compared to the existing " (2 of +100m0□.

6.4 □onsidering the transient nature of public viewers, the general character formed by the urban landscape setting and marginal increase in obstruction to the sky view as compared with the " (2 of +100m0□ from this angle, the proposed development will result in a **slightly adverse** visual change in this 60.

VP2 – Hoi Bun Road Park, Hoi Bun Road

6.5 4he existing visual composition of this 60 comprises some park and landscape features in the foreground, with the currently vacant 3ite adjoining ageing medium-rise industrial and)// buildings along 7 ai Yip 3treet and the open sky view forming the background. □djacent to the 3ite is an approved commercial development with a building height of about +119.5m0□. 7 ith reference to the photomontages in **Figure 6.2**, although the 0roposed □evelopment will block part of the open sky view, the 632s at this 60 will continue to experience a typical medium to high-rise urban landscape setting with or without the 0roposed □evelopment. 4he as-of-right building height level of +100m0□ under / Z0 is not visible from this viewpoint and therefore the proposed minor relaxation in " (will result in a similar degradation in terms of visual openness and the perceived impact would be negligible.

6.6 " ased on the photomontages, the important visual resources of the park at the foreground will not be affected. 4he softening effect by existing trees and the residual open sky view would help alleviate the visual impact that the 0roposed □evelopment will

not be visually overwhelming. 4he building block has been shifted further away from the park by introducing a 2.3m wide set back from the site boundary. 4he 0roposed □evelopment would also be carefully designed with consideration on the building fa ade, colour, and treatment so that it will be compatible with the surroundings.

6.7 / verall, the 0roposed □evelopment will have a moderate obstruction to the open sky view to a similar extent as a development adopting the permissible building height of +100m0□. 4he 0roposed □evelopment will thus have a **negligible** impact on the overall visual quality and character of the urban landscape and on the visual experience of the 632s.

VP3 – Footbridge across Wai Yip Street, Hung Yip Street

6.8 603 is a medium-range viewpoint taken from the landing of the footbridge along 7 ai Yip 3treet. 4he 0roposed □evelopment integrates seamlessly with the existing adjoining group of industrial, industrial-office, and commercial buildings along the street, with a majority portion of sky view maintained forming the backdrop. □djacent to the 3ite are two approved developments for office, shop and services, and eating place uses, with building heights of approximately +119.5m0□ and +125.9m0□. 4he photomontage in **Figure 6.3** illustrates that the 0roposed □evelopment will be in harmony with the existing and planned developments along 7 ai Yip 3treet. □midst a group of buildings, the increase in building height would result in only marginal increase in obstruction to the sky view as compared to the existing " (2 of +100m0□. &rom this 60, no prominent visual resources requiring view preservation have been identified.

6.9 □s compared to 601, 632s represented by this 60 are more likely to appreciate the streetscape outside the footbridge, making them relatively more sensitive to visual changes. (owever, the photomontage in &igure 6.3 demonstrates that the 0roposed □evelopment would integrate into the existing urban landscape and the resulting visual obstruction to the open sky is minimal. 4he visual prominence of the 0roposed □evelopment would not be significant. □onsequently, the visual impact arising from the 0roposed □evelopment is considered **slightly adverse**.

VP4 – MTR Ngau Tau Kok Station, Junction of Elegance Road and Ngau Tau Kok Road

6.10 604 is a medium-range viewpoint taken at the entrance of - 42 . gau 4au +ok 3tation, before the stairs which brings people down to the subway and into +4"□. 4his viewpoint is visually open with semi-open elevated platform of . gau 4au +ok 3tation is visible in the foreground, with newly redeveloped commercial buildings□ such as - anulife 0lace and the former - axwell)ndustrial " uilding (approximately +125.9m0□ under □pplication . o. □/+14/763)□ and the (ong +ong " aptist (ospital %ast +owloon - edical □entre (approximately +125.9m0□ under □pplication . o. □/+14/782) rising above it in the background. □s shown in **Figure 6.4**, the 60 illustrates that the 0roposed □evelopment will integrate well with the surrounding new commercial buildings visible from this viewpoint under existing conditions and the visual component taken from this viewpoint will remain largely unchanged as it visually replaces the original view towards the / ne " ay %ast building at its back and leaves a large portion of the existing open sky view remained.

6.11)n close proximity to the 3ite, there are also two planned commercial with building heights of approximately +115m0□ and +119.5m0□. □s many sites within the street block bounded by Yan Yip 3treet, +wun 4ong 2oad, and 4ai Yip 3treet have yet to undergo redevelopment, the existing medium-rise buildings leave an □open□ skyline towards the west of - anulife 0lace.

6.12 7 hile the increase in building height would result in slight increase in obstruction to the sky view as compared to the existing " (2 of +100m0□, the 0roposed □evelopment will help to mitigate the scale disparity between the newly redeveloped commercial buildings (such as the former - axwell)ndustrial " uilding site and - anulife 0lace) and the adjacent planned developments. 4his will create a more coherent, gradual stepping effect in the skyline. 4he resulting visual obstruction is considered slight.

6.13 632s represented by this viewpoint are considered less sensitive to visual changes, as they are mainly transient in nature near a railway station while descending the stairs. 4he 632s will only experience brief exposure to views of the 0roposed □evelopment, resulting in low visual sensitivity. □s discussed, while the pedestrians near the - 42 station will have partial view towards the 0roposed □evelopment as urban built-up features at the foreground largely dominate their sight, the extent of change to the existing visual component, openness and the visual quality is considered slight especially taking into account the planned developments. 4he visual impact at this 60 is considered **slightly adverse**.

VP5a & b – Kai Tak Runway Park

6.14 605a and b are respectively medium and long-range viewpoints taken from +ai 4ak 2unway 0ark. 632s at this 60 enjoy a panoramic harbour view of the +wun 4ong waterfront. 4he existing visual composition of this 60 comprises the +wun 4ong 4yphoon 3helter in the foreground, the densely built urban environment in +owloon %ast comprising the waterfront commercial developments such as 4he 1uayside, / ne " ay %ast, and . %, with +owloon 0eak and the open sky as the backdrop. □s illustrated in the photomontages in **Figures 6.5a and 6.5b**, the 0roposed □evelopment, being located within the clusters of existing high-rise developments, is perceived as part of the overall waterfront development context and will maintain a visual harmony with the surrounding buildings, when viewed from both 60s. 4he existing harbour view and skyline of the +4" □ will be slightly changed.

6.15 4he 0roposed □evelopment aligns with the broader visual character of transformation from a medium-rise industrial setting into revitalised high-rise commercial developments. 4he " (of the 0roposed □evelopment is similar to that of the adjoining planned commercial development of □/+14/809 (+119.5m0□) and is compatible with the planned +4" □ skyline. ' iven the considerable distance from the 3ite, 4he increase in building height would result in only marginal increase in obstruction to the sky view and mountain backdrop as compared to the existing " (2 of +100m0□.

6.16 / verall, the 0roposed □evelopment is visually compatible with and harmonious with the general building profile and would not result in much difference on the existing visual resources when compared to the existing " (2 of +100m0□. □onsidering the above and the medium to high visual sensitivity of these 60s, the resultant visual impact of the 0roposed □evelopment is **slightly adverse**.

VP6 – Quarry Bay Park

6.17 4he visual composition of this 60 comprises the 6ictoria (arbour at the foreground, the %ast +owloon densely built urban environment of (ung (om, 4o +wa 7 an, +ai 4ak/+owloon □ity, and +wun 4ong, etc., combined with the natural ridgelines and open sky at the distant backdrop. □s illustrated in the photomontage in **Figure 6.6**, the proposed building, with a height of +115m0□, will stand amidst a cluster of high-rise developments and blend seamlessly into the continuous urban fabric, rendering it nearly indistinguishable within the broader context.

6.18 □s a strategic vantage point designated for the protection of ridgeline and harbour views, the preservation of the ridgeline is considered a key visual concern. □ccording to the 3trategic 6iewing 0oints webpage by the 0lanning □epartment, the ridgelines of , ion 2ock, 4sz 7 an 3han, and +owloon 0eak are to be safeguarded when viewed from 1uarry " ay 0ark. **Figure 6.6** focuses on the view towards the +4"□ and +owloon " ay, with +owloon 0eak and other major ridgelines as the backdrop. 4he photomontage demonstrates that the 0roposed □evelopment including rooftop structures (about 11.6m) will not penetrate the ridgeline, the 20% " uilding-&ree Zone, or disrupt the skyline formed by existing high-rise developments. □s such, the visual obstruction to the ridgeline is considered negligible.

6.19 / verall, the 0roposed □evelopment is compatible with the surrounding developments, integrate seamlessly as part of the townscape and respect the 20% " uilding-&ree Zone of the ridgeline, the visual impact on public viewers is considered **negligible**.

VP7 – Kung Lok Road Children's Playground

6.20 4his 60 represents 632s located in the uphill residential areas of +wun 4ong. 4he majority of the view from this location is obstructed by 7 ah - ei , au of +wun 4ong ' arden %state, with only a view corridor remaining towards the lower part of +wun 4ong and the +4"□, framed by a portion of sky in the backdrop.

6.21 □s shown in the photomontage in **Figure 6.7**, situated behind the existing residential development of 7 ah - ei , au, only a small portion of the 0roposed □evelopment is visible. 4he existing visual components, openness, characters and experience will remain largely the same. / verall, the 0roposed □evelopment will result in **negligible** visual change in this 60.

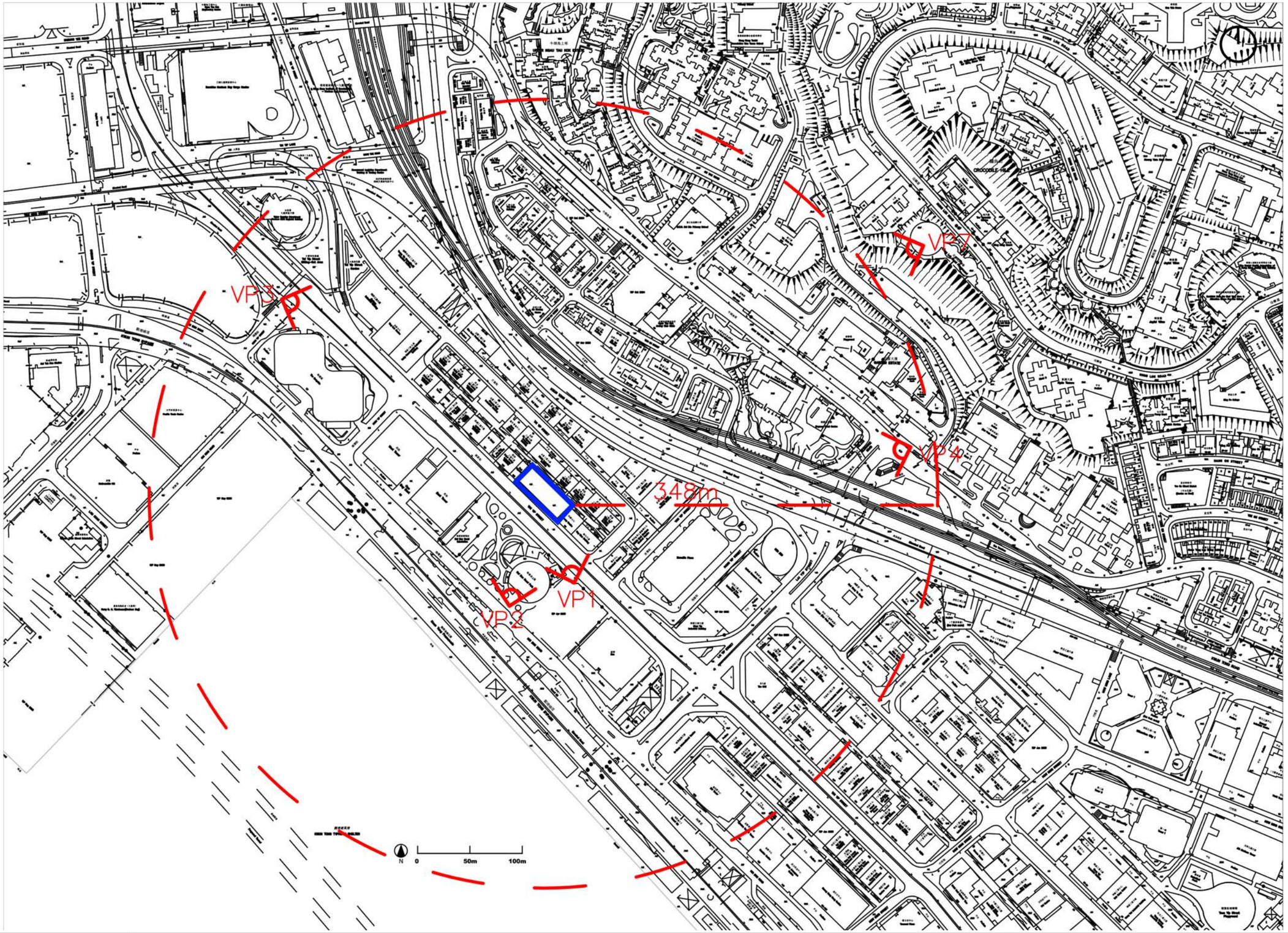
7 Conclusion

7.1 4he 6)□ is prepared in support of a proposed hotel with minor relaxation of 02 and " (restrictions at 107-109 7 ai Yip 3treet, +wun 4ong, +owloon. 4he 3ite is subject to a previous 3ection 16 □pplication (. o. □/+14/780) for 0roposed - inor 2elaxation of 02 and " (2estrictions which was approved with condition(s) by the 4own 0lanning " oard on 29.5.2020. 4he extent of minor relaxations applied were same as the subject planning application.

7.2)n summary, the visual impact of the 0roposed □evelopment is considered to be acceptable (from negligible to slightly adverse).

Table 3 – Summary of Visual Impact from Different Viewpoints	
Viewpoints assessed	**Resultant Visual Impact** [1]
VP1 (oi " un 2oad 0ark, 7 ai Yip 3treet	3lightly □dverse
VP2 (oi " un 2oad 0ark, (oi " un 2oad	. egligible
VP3 &ootbridge across 7 ai Yip 3treet, (ung Yip 3treet	3lightly □dverse
VP4 - 42 . gau 4au +ok 3tation, □unction of %legance 2oad and . gau 4au +ok 2oad	3lightly □dverse
VP5a & 5b +ai 4ak 2unway 0ark	3lightly □dverse
VP6 1 uarry " ay 0ark	. egligible
VP7 +ung , ok 2oad □hildren□s 0layground	. egligible

[1] 4he resultant visual impact is weighted by considering both the visual sensitivity, the magnitude of visual changes after implementation of visual mitigation measures together.



DRAWING TITLE:
Visual Envelope

DRAWING NUMBER:
Figure 5.1

LEGEND:

Selected Public Viewpoints

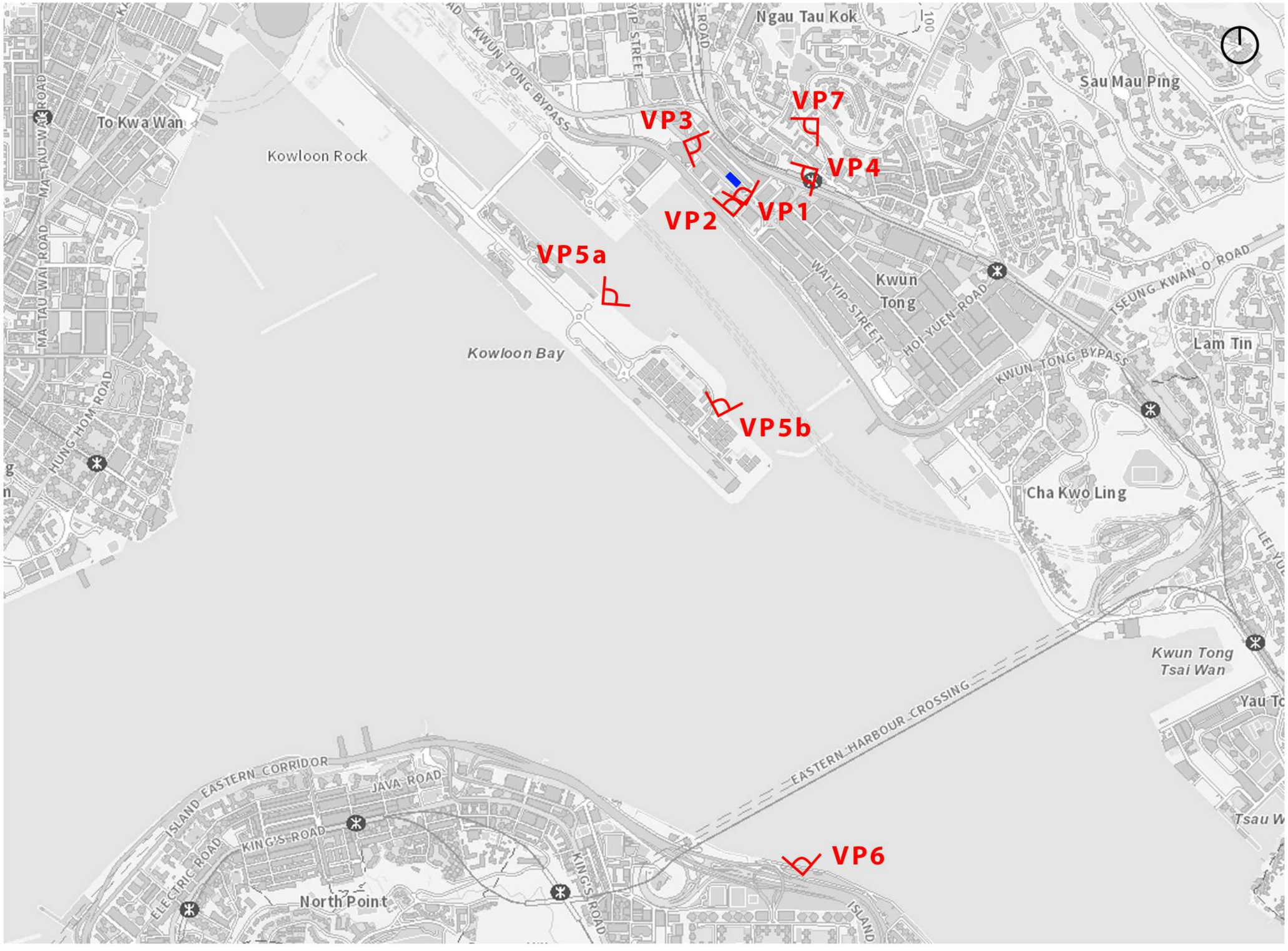
3H Zone

Application Site

SCALE:
1:5000

DATE:
August 2025

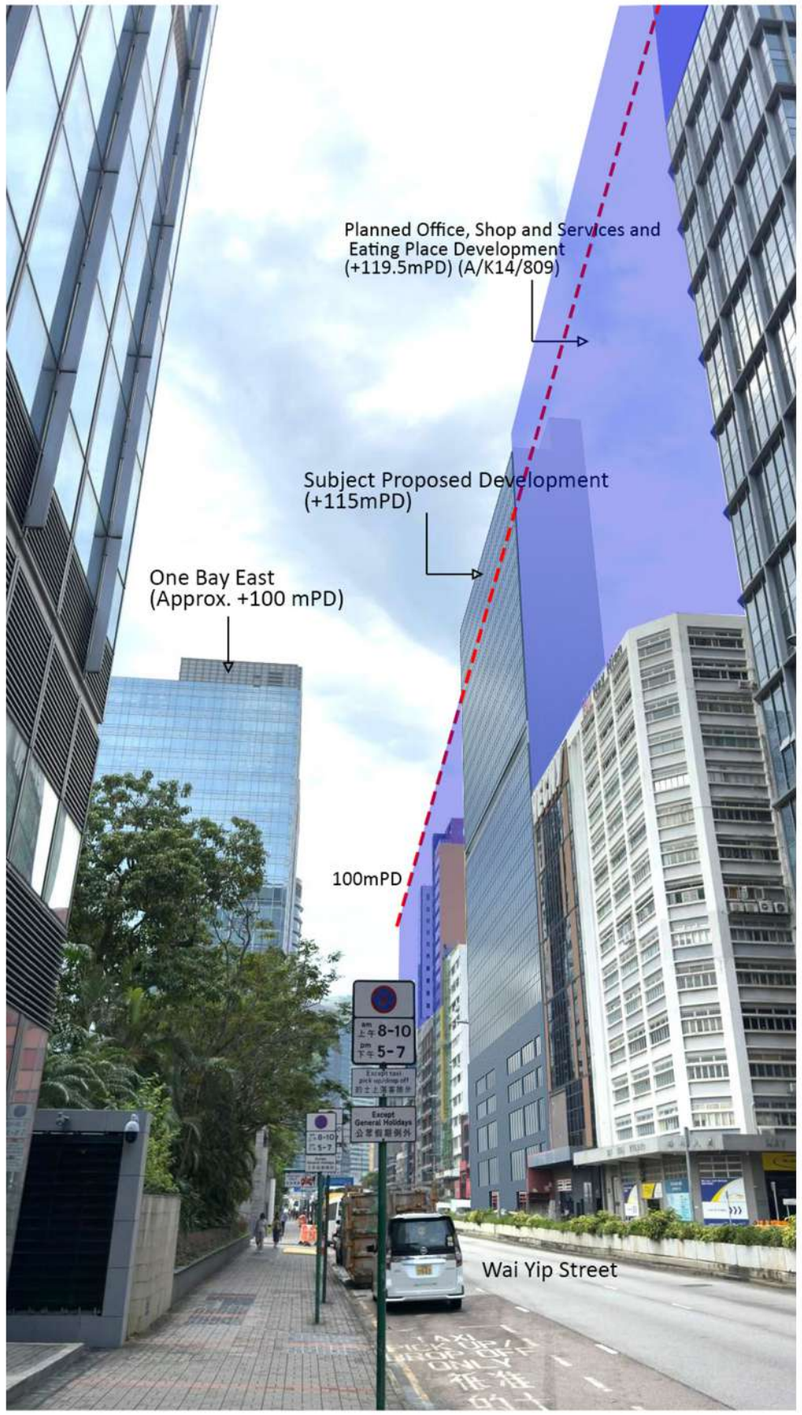
PREPARED BY:
DeSPACE (International) Limited



DRAWING TITLE: Location of Viewpoints	**LEGEND:** Selected Public Viewpoints; Application Site	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 5.2		**DATE:** August 2025	

Existing Condition

Proposed Scheme



DRAWING TITLE: VP1 - Hoi Bun Road Park, Wai Yip Street	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.1	**DATE:** August 2025	

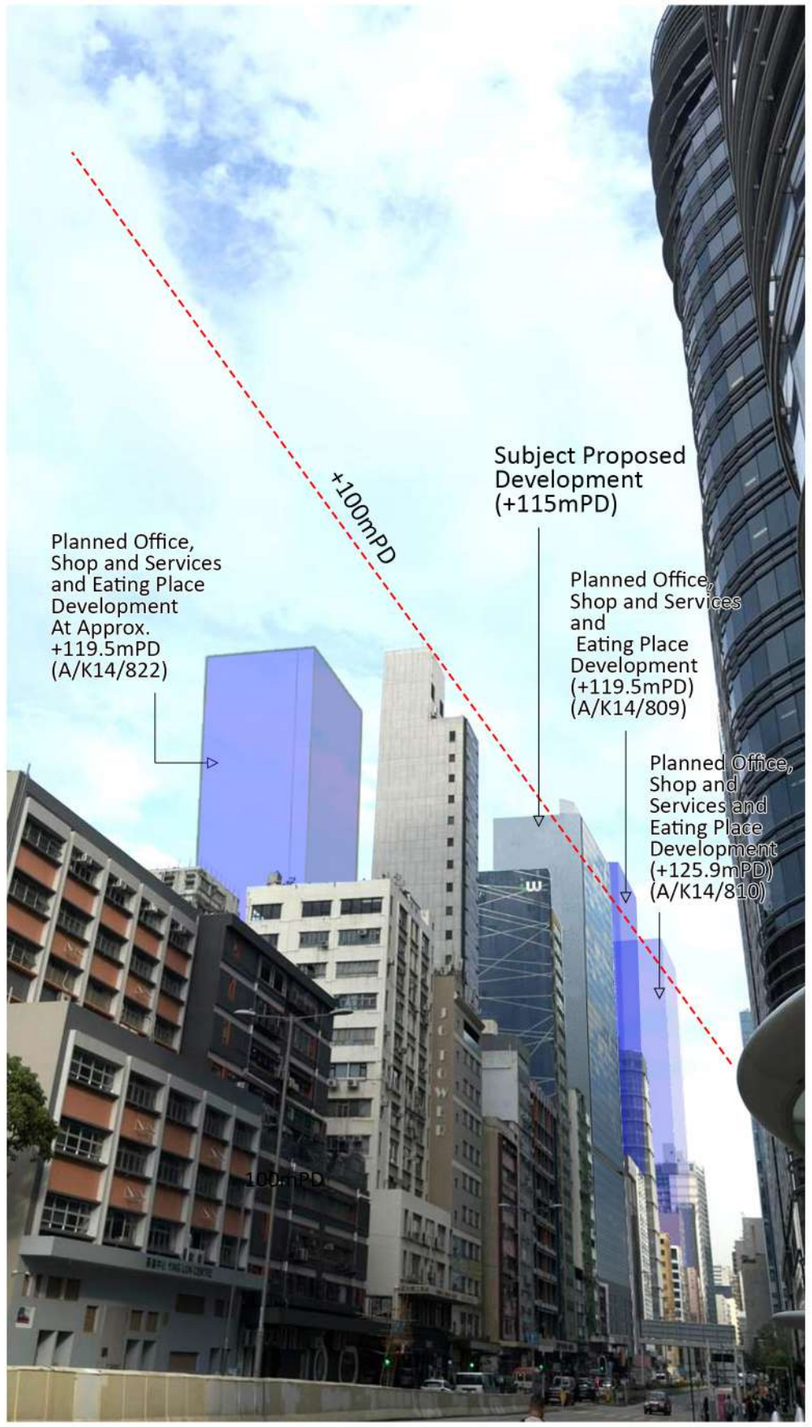
Existing Condition

Proposed Scheme

DRAWING TITLE: VP2 - Hoi Bun Road Park, Hoi Bun Road	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.2	**DATE:** August 2025	

Existing Condition

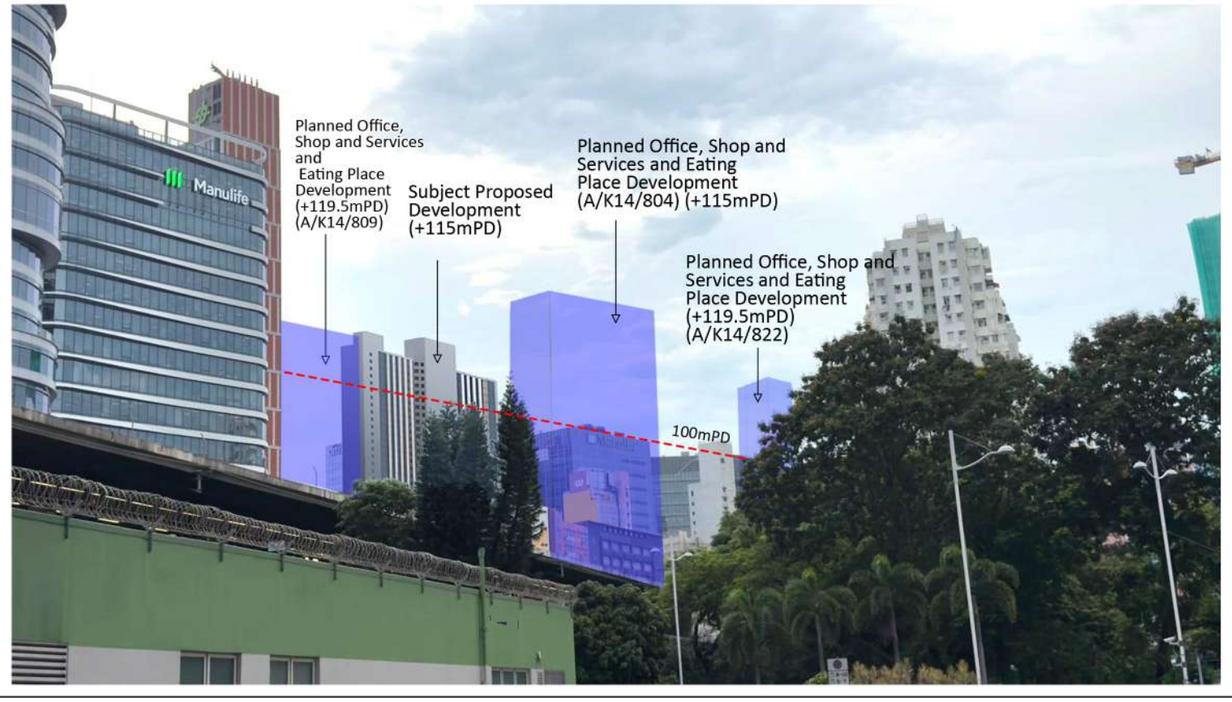
Proposed Scheme



DRAWING TITLE: VP3 - Footbridge across Wai YIp Street, Hung Yip Street	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.3	**DATE:** August 2025	

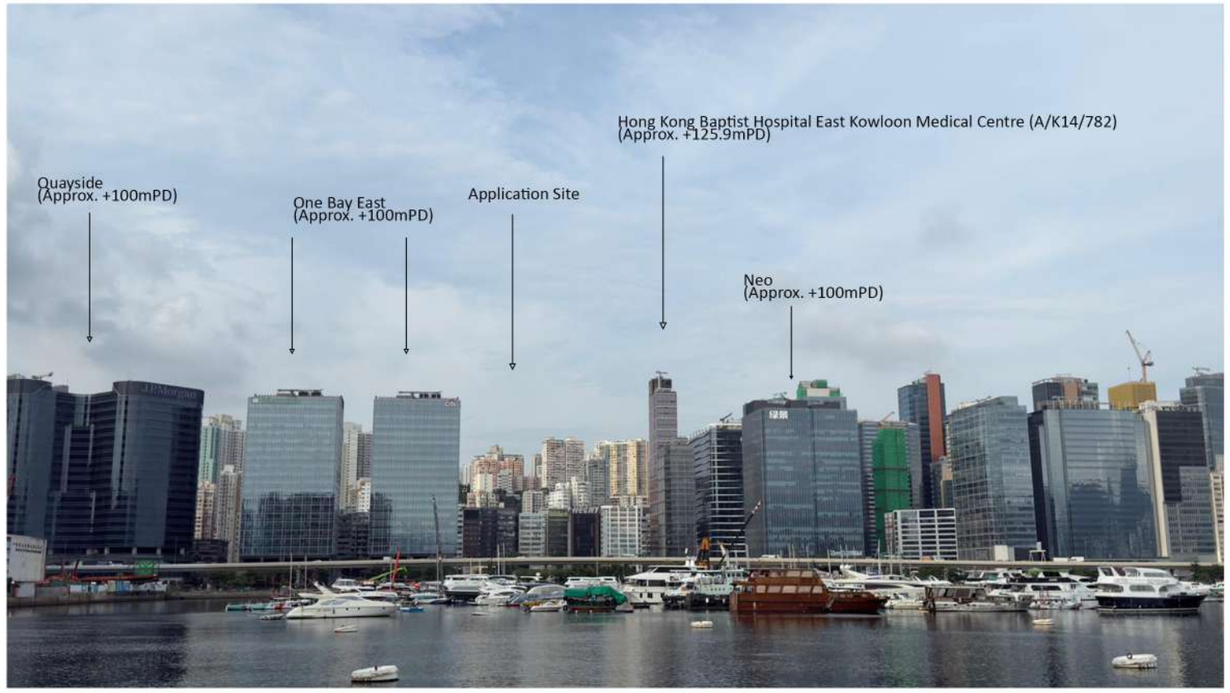
Existing Condition

Proposed Scheme



DRAWING TITLE: VP4 - MTR Ngau Tau Kok Station, Junction of Elegance Road and Ngau Tau Kok Road	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.4	**DATE:** August 2025	

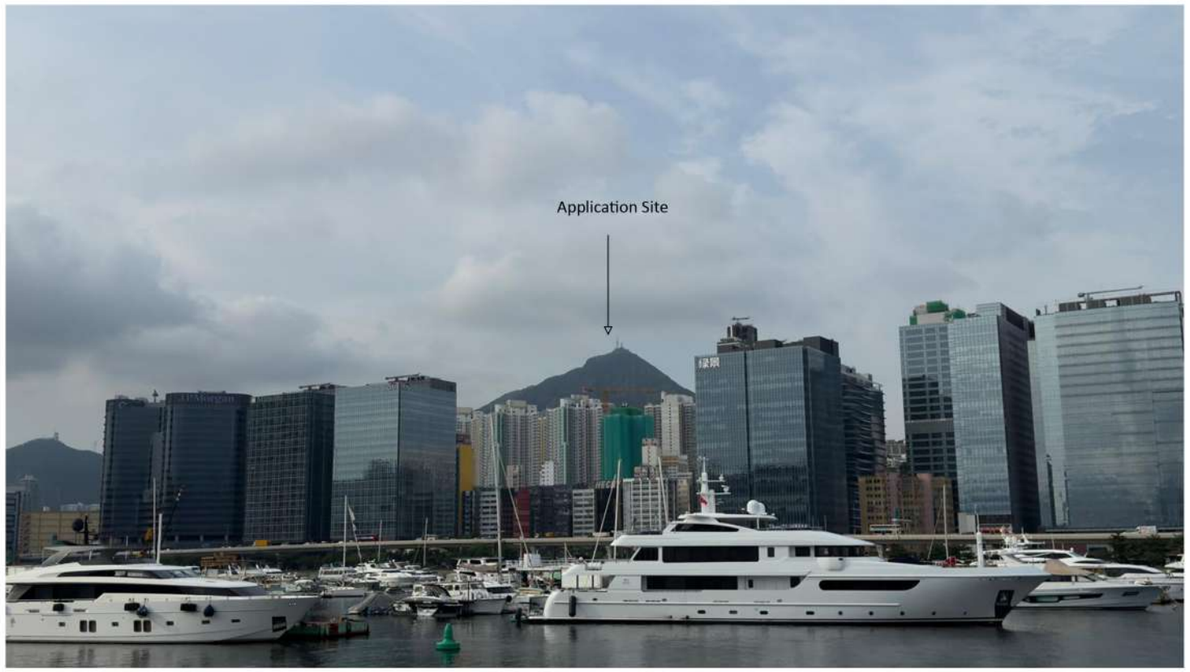
Existing Condition



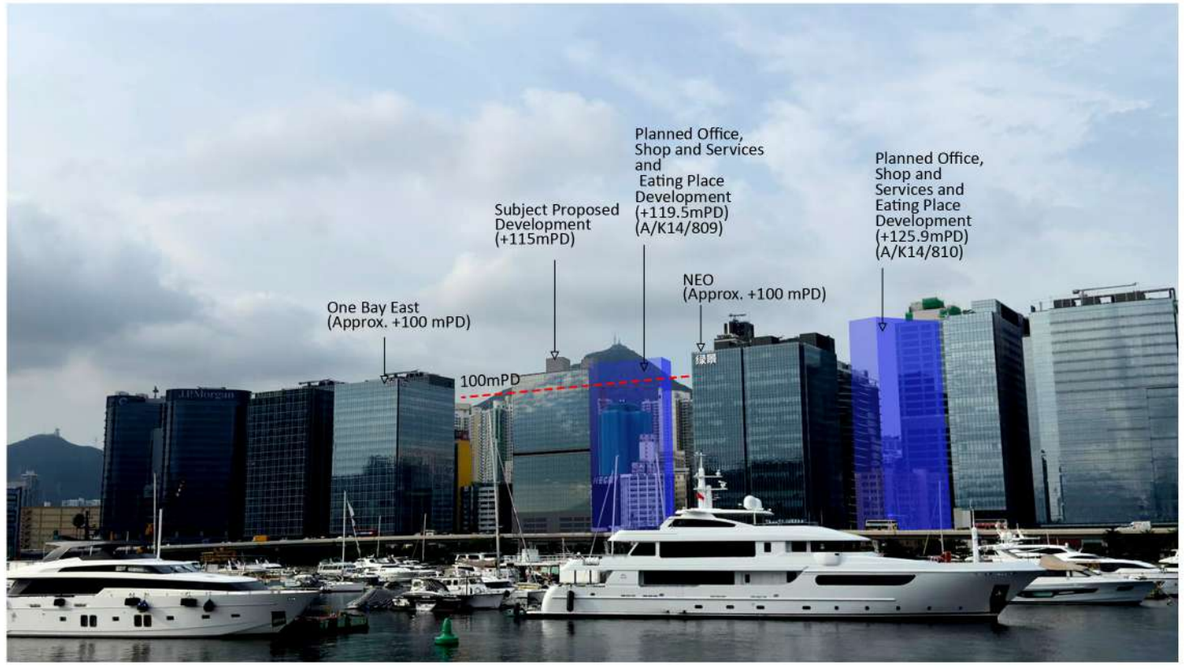
Proposed Scheme

DRAWING TITLE: VP5a - Kai Tak Promenade	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.5a	**DATE:** August 2025	

Existing Condition



Proposed Scheme



DRAWING TITLE: VP5b - Kai Tak Runway Park	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.5b	**DATE:** August 2025	

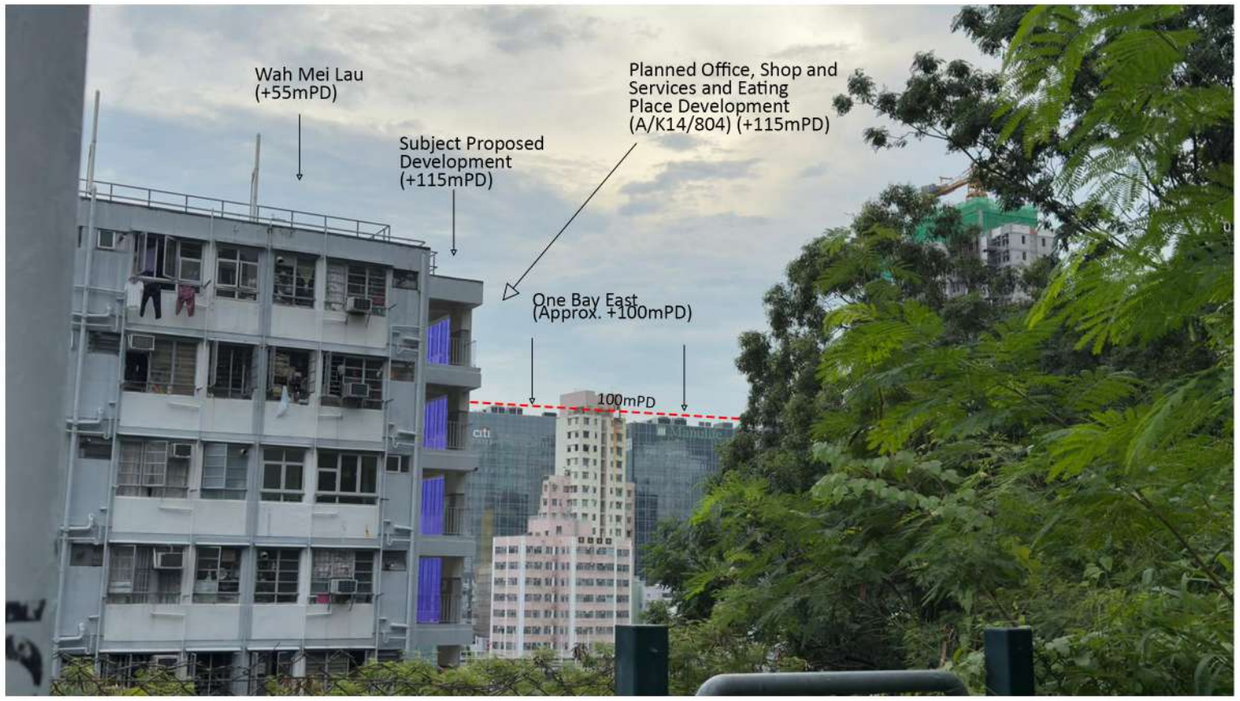
Existing Condition

Proposed Scheme

DRAWING TITLE: VP6 - Quarry Park	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.6	**DATE:** August 2025	

Existing Condition

Proposed Scheme



DRAWING TITLE: VP7 - Kung Lok Road Children's Playground	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.7	**DATE:** August 2025	

Appendix 5

Traffic Impact Assessment

Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

Traffic Impact Assessment
Final Report
September 2025

Prepared by: CKM Asia Limited

Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

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Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

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Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions
for Proposed Hotel Use in "Other Specified Uses"
annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

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NUMBER

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Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

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Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

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1.0 INTRODUCTION

Background

1.1 The Subject Site is located at Nos. 107 – 109 Wai Yip Street in Kwun Tong, which is now vacant. Figure 1.1 shows the location of the Subject Site.

1.2 On 29th May 2020, the Town Planning Board ("TPB") approved the S16 Planning Application for Office, Shop and Services & Eating Place Uses at 107-109 Wai Yip Street (TPB ref: A/K14/780) ("Approved S16 Scheme"). The Applicant has the intention to construct a hotel ("Proposed Development") at the Subject Site.

1.3 CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Applicant, to conduct a traffic impact assessment ("TIA") in support of Proposed Development. This report presents the findings of the TIA of the Proposed Development.

Scope of the Assessment

1.4 The main objectives of this TIA are as follows:

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

Contents of the Report

1.5 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;
Chapter Six	-	presents the traffic sensitivity test; and
Chapter Seven	-	summarises the overall conclusion.

2.0 THE EXISTING SITUATION

The Subject Site

2.1 The Subject Site fronts onto Wai Yip Street to the south, and is bounded by a service lane to the north. The section of Wai Yip Street fronting the Subject Site is a dual carriageway 3-lane road.

Traffic Survey

2.2 To quantify the traffic flows at the junctions chosen for the capacity analysis, manual classified counts were conducted on Thursday, 12th June 2025 during the AM and PM peak periods. The locations of the surveyed junctions are presented in Figure 2.1 and their layout is shown in Figures 2.2 to 2.13.

2.3 The surveyed junctions include the following:

- J1: Hoi Bun Road / Shun Yip Street;
- J2: Wai Yip Street / Shun Yip Street;
- J3: Tai Yip Street / Service Lane;
- J4: Hong Tak Road / Tai Yip Street;
- J5: Tai Yip Street / Tai Yip Lane;
- J6: Kwun Tong Road / Hong Tak Road;
- J7: Wai Yip Street / Lai Yip Street;
- J8: Kwun Tong Road / Lai Yip Street;
- J9: Hoi Bun Road / Lai Yip Street;
- J10: Lai Yip Street / Hung To Road;
- J11: Tai Yip Street / Siu Yip Street; and
- J12: Wai Yip Street / Siu Yip Street.

2.4 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 0845 – 0945 and 1730 – 1830 hours respectively and the existing AM and PM peak hour traffic flows are presented in Figure 2.14.

Operational Performance of the Surveyed Junctions

2.5 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 surveyed junctions are summarised in Table 2.1 and the detailed calculations are found in Appendix 1.

TABLE 2.1 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Ref	Junction	Type of Junction	Parameter[1]	AM Peak	PM Peak
J1	Hoi Bun Road / Shun Yip Street	Signal	RC	56%	43%
J2	Wai Yip Street / Shun Yip Street	Signal	RC	66%	62%
J3	Tai Yip Street / Service Lane	Priority	RFC	0.010	0.010
J4	Hong Tak Road / Tai Yip Street	Priority	RFC	0.224	0.177
J5	Tai Yip Street / Tai Yip Lane	Priority	RFC	0.049	0.023
J6	Kwun Tong Road / Hong Tak Road	Priority	RFC	0.366	0.451
J7	Wai Yip Street / Lai Yip Street	Signal	RC	80%	87%
J8	Kwun Tong Road / Lai Yip Street	Signal	RC	60%	44%
J9	Hoi Bun Road / Lai Yip Street[2]	Signal	RC	82%	85%
J10	Lai Yip Street / Hung To Road[2]	Signal	RC	80%	98%
J11	Tai Yip Street / Siu Yip Street	Priority	RFC	0.322	0.403
J12	Wai Yip Street/ Siu Yip Street	Priority	RFC	0.421	0.361

Notes: [1] RC – Reserve Capacity RFC – Ratio of Flow to Capacity
[2] Site factor applied to reflect kerbside / on-street activities

2.6 The results in Table 2.1 indicate that the junctions now operate with capacities during the AM and PM peak hours.

Pedestrian Facilities

2.7 There are good pedestrian facilities provided in the vicinity of the Subject Site, including footpaths, and at-grade pedestrian crossings are provided at the signalised road junctions.

Availability of Public Transport Facilities

2.8 The Subject Site is well-served by various types of public transport services, including road-based franchised bus and public light bus. These services operate along Kwun Tong Road and Wai Yip Street within 500m or about 10 minutes' walk away. The Subject Site is located close to the Ngau Tau Kok MTR Station and the nearest entrance is at Lai Yip Street, which is some 400 metres or 6 minutes' walk away.

2.9 Details of the road-based public transport services operating in the vicinity of the Subject Site are shown in Figure 2.15 and Table 2.2.

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

Route	Routing	Frequency (minutes)
KMB 1A	Sau Mau Ping (Central) – Star Ferry	5 – 15
KMB 3D	Tsz Wan Shan (Central) – Kwun Tong (Yue Man Square)	4 – 16
KMB 5R	Kai Tak Cruise Terminal – Kwun Tong (apm) (Circular)	30
KMB 6P	Cheung Sha Wan (So Uk Estate) – Lei Yue Mun Estate	AM, PM Peak
KMB 11B	Kwun Tong (Tsui Ping Road) – Kowloon City Ferry	10 – 25
KMB 11C	Chuk Yuen Estate – Sau Mau Ping (Upper)	15 – 25
KMB 11D	Lok Fu – Kwun Tong Ferry	15 – 30
KMB 13D	Po Tat – Island Harbourview	15 – 25
KMB 13M	Kwun Tong (Elegance Road) – Po Tat (Circular)	15 – 30
KMB 14	Lei Yue Mun Estate – China Ferry Terminal	12 – 25
KMB 14B	Ngau Tau Kok – Lam Tin (Kwong Tin Estate)	15 – 25
KMB 14X	Yau Tong (Shung Tak Wai) – Tsim Sha Tsui (Circular)	15 – 30
KMB 15	Ping Tin – Hung Hom (Hung Luen Road)	12 – 20
KMB 15A	Ping Tin – Tsz Wan Shan (North)	20 – 30

Route	Routing	Frequency (minutes)
KMB 15X	Lam Tin (Kwong Tin Estate) – Hung Hom Station	AM, PM Peak
KMB 16	Lam Tin (Kwong Tin Estate) – Mong Kok (Park Avenue)	8 – 20
KMB 16P	Kwun Tong Ferry – Mong Kok (Park Avenue)	AM, PM Peak
KMB 17	Kwun Tong (Yue Man Square) – Ho Man Tin (Oi Man Estate)	5 – 20
KMB 23M	Lok Wah – Shun Lee (Circular)	12 – 20
KMB 28B	Choi Fook – Kai Tak (Kai Ching Estate)	15 – 25
KMB 28S	Kwun Tong (Yue Mun Square) – Lok Wah	AM Peak
KMB 33	Tsuen Wan West Station – Yau Tong	15 – 30
KMB 33B	Tsuen Wan West Station – Yau Tong	20 – 25
KMB 38	Kwai Shing (East) – Ping Tin	5 – 20
KMB 38P	Kwai Shing (Central) – Ping Tin	AM Peak
KMB 40	Tsuen Wan (Belvedere Garden) – Laguna City	12 – 25
KMB 40A	Ping Tin – Kwai Hing Station	AM, PM Peak
KMB 40B	Kwai Chung Estate – Ping Tin	AM Peak
KMB 40P	Kwun Tong Ferry – Tsuen Wan (Shek Wai Kok)	AM, PM Peak
KMB 42C	Tsing Yi (Cheung Hang Estate) – Lam Tin Station	5 – 15
KMB 49	Ching Fu Court – Tseung Kwan O Industrial Estate	AM, PM Peak
KMB 62P	Tuen Mun Central – Lei Yue Mun Estate	8 – 25
KMB 62X	Tuen Mun Central – Lei Yue Mun Estate	8 – 25
KMB 69C	Tin Yan Estate – Kwun Tong Ferry	AM, PM Peak
KMB 74C	Kau Lung Hang – Kwun Tong Ferry	AM Peak
KMB 74D	Kau Lung Hang – Kwun Tong Ferry	25 – 60
KMB 74E	Tai Mei Tuk – Kwun Tong Ferry	AM, PM Peak
KMB 74F	Kwun Tong Ferry – Education University of Hong Kong	AM Peak
KMB 74P	Kwun Tong Ferry – Tai Po Central	AM Peak
KMB 74X	Tai Po Central – Kwun Tong Ferry	3 – 15
KMB 80	Mei Lam – Kwun Tong Ferry	5 – 20
KMB 80A	Mei Lam – Kwun Tung Ferry	AM Peak
KMB 80P	Hin Keng – Kwun Tong Ferry	AM Peak
KMB 80X	Chun Shek – Kwun Tong Ferry	8 – 25
KMB 83A	Shui Chuen O – Kwun Tong Ferry	AM Peak
KMB 83X	Shui Chuen O – Kwun Tong Ferry	8 – 30
KMB 88X	Fo Tan Chung Yeung Estate – Ping Tin (Circular)	20 – 30
KMB 89	Lek Yuen – Kwun Tong Station	8 – 20
KMB 89B	Shatin Wai – Kwun Tong Station	10 – 25
KMB 89C	Heng On – Kwun Tong (Tsui Ping Road)	12 – 30
KMB 89D	Wu Kai Sha Station – Lam Tin Station	3 – 20
KMB 89P	Ma On Shan Town Centre – Lam Tin Station Bus Terminus	AM Peak
KMB 89X	Shatin Station – Kwun Tong (Tsui Ping Road)	7 – 20
KMB 93K	Po Lam – Mong Kok East Station	15 – 30
KMB 95M	Tsui Lam – Kwun Tong Road (Elegance Road)	20 – 30
KMB 98	Tseung Kwan O Industrial Estate – Ngau Tau Kok Station (Circular)	15 – 20
KMB 98A	Hang Hau (North) (Tseung Kwan O Hospital) – Ngau Tau Kok Station (Circular)	8 – 20
KMB 98B	Hang Hau (North) (Tseung Kwan O Hospital) – Kwun Tong Station	AM Peak
KMB 213B	On Tai – Ting Fu Street (Circular)	AM Peak
KMB 215X	Lam Tin (Kwong Tin Estate) – Kowloon Station	5 – 20
KMB 234C	Sham Tseng – Kwun Tong Station	AM, PM Peak
KMB 234D	Tsing Lung Tau – Kwun Tong Station	AM, PM Peak
KMB 252X	Handsome Court – Lam Tin Station	AM, PM Peak
KMB 258A	Hung Shui Kiu (Hung Fuk Estate) – Lam Tin Station	AM Peak
KMB 258D	Tuen Mun (Po Tin Estate) – Lam Tin Station	5 – 20
KMB 258P	Hung Shui Kiu (Hung Fuk Estate) – Lam Tin Station	AM, PM Peak
KMB 258S	Tuen Mun (Shan King Estate) – Lam Tin Station	AM Peak
KMB 258X	Tuen Mun (Po Tin Estate) – Kwun Tong Ferry	AM, PM Peak

Route	Routing	Frequency (minutes)
KMB 259D	Tuen Mun (Lung Mun Oasis) – Lei Yue Mun Estate	7 – 25
KMB 259X	Lung Mun Oasis – Kwun Tong Ferry	AM, PM Peak
KMB 267X	Tuen Mun (Siu Hong Court) – Lam Tin Station	AM, PM Peak
KMB 268A	Long Ping Estate – Kwun Tong Ferry	AM, PM Peak
KMB 268C	Long Ping Station – Kwun Tong Ferry	5 – 20
KMB 268P	Ma Wang Road (Shan Shui House) – Kwun Tong Ferry Kwun Tong Ferry – Long Ping Station	AM, PM Peak
KMB 269C	Tin Shui Wai Town Centre – Kwun Tong Ferry	5 – 20
KMB 269S	Tin Shui Wai Town Centre – Kwun Tong Ferry	AM, PM Peak
KMB 274X	Kwun Tong Ferry – Tai Po Central	PM Peak
KMB 277A	Sha Tau Kok – Lam Tin Station	AM, PM Peak
KMB 277E	Lam Tin Station – Sheung Shui (Tin Ping)	15 – 30
KMB 277P	Sheung Shui (Tin Ping) – Lam Tin Station	AM, PM Peak
KMB 277X	Fanling (Luen Wo Hui) – Lam Tin Station	5 – 30
KMB 296A	Sheung Tak – Ngau Tau Kok Station (Circular)	7 – 15
KMB 296C	Sheung Tak – Cheung Sha Wan (Hoi Ying Estate)	15 – 30
KMB N3D	Kwun Tong (Yue Man Square) – Tsz Wan Shan (Central)	Overnight
KMB N293	Sheung Yak – Mong Kok East Station	Overnight
KMB T74	Tai Po (Tai Wo) – Kwun Tong Ferry	AM Peak
KMB T277	Sheung Shui – Lam Tin Station	AM, PM Peak
KMB W2	Jordan (West Kowloon Station) – Kwun Tong (Circular)	30 – 60
KMB X42C	Tsing Yi (Cheung Hang Estate) – Yau Tong	7-30
KMB X42P	Tsing Yi (Cheung On Estate) – Lam Tin Station	AM Peak
KMB X89D	Nai Chung – Kwun Tong Ferry	AM, PM Peak
KMB/CTB 101	Kwun Tong (Yue Man Square) – Kennedy Town	3 -- 20
KMB/CTB 101X	Kwun Tong (Yue Man Square) – Kennedy Town	AM, PM Peak
KMB/CTB 606	Siu Sai Wan (Island Resort) – Choi Wan (Fung Shing Street)	20 – 25
KMB/CTB 606A	Shau Kei Wan (Yiu Tung Estate) – Choi Wan (Fung Shing Street)	AM Peak
KMB/CTB 606X	Siu Sai Wan (Island Resort) – Kowloon Bay	AM, PM Peak
KMB/CTB 619	Shun Lee – Central (Macau Ferry)	4 – 25
KMB/CTB 619P	Shun Lee – Central (Macau Ferry)	AM Peak
KMB/CTB 641	Kai Tak (Kai Ching Estate) – Central (Macau Ferry)	AM, PM Peak
KMB/CTB 671	Diamond Hill Station – Ap Lei Chau Lee Lok Street	15 – 45
KMB/CTB 671X	Ap Lei Chau Lee Lok Street – Diamond Hill Station	AM Peak
KMB/CTB N619	Shun Lee – Central (Macau Ferry)	Overnight
CTB 55	Ching Tin and Wo Tin – Kwun Tong Ferry Pier	AM, PM Peak
CTB 61R	Lam Tin Station – City One Shatin	12 – 20
CTB 78C	Queen's Hill Fanling – Kai Tak	AM, PM Peak
CTB 78P	Queen's Hill Fanling – Kwun Tong	AM Peak
CTB 78X	Queen's Hill Fanling – Kai Tak	30 – 60
CTB 796S	Tseung Kwan O Station – Ngau Tau Kok Station (Circular)	Overnight
CTB 797	Lohas Park – Kowloon Bay (Circular)	15 – 20
CTB A22	Lam Tin Station – Airport	15 – 40
CTB A29	Tseung Kwan O (Po Lam) – Airport / HZMB Hong Kong Port	20 – 60
CTB E22	Lam Tin (North) – AsiaWorld-Expo	8 – 20
CTB E22A	Tseung Kwan O (Hong Sing Garden) – AsiaWorld-Expo	25 – 30
CTB E22C	Tiu Keng Leng Station – Aircraft Maintenance Area	AM, PM Peak
CTB E22S	Tung Chung (Mun Tung Estate) – Tseung Kwan O (Po Lam)	AM, PM Peak
CTB E22X	Yau Tong – AsiaWorld-Expo	AM, PM Peak
CTB N29	Tseung Kwan O (Hong Sing Garden) – Tung Chung Station	Overnight
CTB NA29	Tseung Kwan O (Po Lam) – Airport / HZMB Hong Kong Port	Overnight
GMB 22A	Lok Wah Estate – Cheung Yip Street / Kwun Tong Ferry Pier (Circular)	20
GMB 35	Choi Ha Estate – Hong Lee Court	5 – 7
GMB 36A	Crocodile Hill (Hong Lee Court) To Yue Man Square Public Transport Interchange (Circular)	4 – 5

Route	Routing	Frequency (minutes)
GMB 56	Richland Gardens – Kwun Tong (Shung Yan St)	10 -- 20
GMB 62S	Kwong Tin Estate – Tsim Sha Tsui (Haiphong Road)	Overnight
GMB 68	Choi Wan Estate – Kowloon Bay (Enterprise Square)	8 -- 12
GMB 86	Kai Tak Cruise Terminal – Telford Gardens	8 -- 20
GMB 90A	Yau Lai Estate – HK Children's Hospital	20
GMB 90B	Sau Mau Ping Estate Phase 5 – HK Children's Hospital	15 – 20
GMB 102	Hang Hau Station – San Po Kong (Hong Keung Street)	2 – 15
GMB 102B	Hang Hau (Yuk Ming Court) – Choi Hung	12 – 20
GMB 102S	Hang Hau Station – San Po Kong (Hong Keung Street)	Overnight
GMB 104	The HK University of Science and Technology – Ngau Tau Kok Station	12 – 25
GMB 106	Tseung Kwan O (Po Lam) – Kowloon Bay (Enterprise Square)	7 – 25
GMB 501S	Sheung Shui Station – Kwun Tong (Yue Man Square)	Overnight

Note: KMB – Kowloon Motor Bus CTB – City Bus GMB – Green Minibus

3.0 THE PROPOSED DEVELOPMENT

Development Parameters and Provision of Internal Transport Facilities

3.1 The Proposed Development is a Hotel with 984 guest rooms. The internal transport facilities for the Proposed Development are provided in accordance to the recommendations of the Hong Kong Planning Standards and Guidelines ("HKPSG"), and are presented in Table 3.1.

TABLE 3.1 COMPARISON OF THE HKPSG RECOMMENDATION AND THE PROPOSED PROVISION

HKPSG Recommendation for a Hotel with 984 guest rooms	Proposed Provision
Car Parking Space	
1 car parking space per 100 rooms. 984 / 100 = 9.8, say 10 nos.	10 nos. comprising of: (i) 9 nos. @ 5m (L) x 2.5m (W) x 2.4m, (ii) 1 no. @ 5m (L) x 3.5m (W) x 2.4m (H) for persons with disabilities = HKPSG recommendation
Motorcycle Parking Space	
5 to 10% of the total provision for private cars Minimum = 10 x 5% = 0.05, say 1 no. Maximum = 10 x 10% = 0.1, say 1 no.	1 no. @ 2.4m (L) x 1m (W) x 2.4m (H) = HKPSG recommendation
Taxi and Private Car Layby	
Minimum 4 lay-bys for taxi and private cars for ≥ 600 rooms = 4 nos.	4 nos. @ 5m (L) x 2.5m (W) x 2.4m (H) = HKPSG recommendation
Single-Deck Tour Bus Layby	
Minimum 3 lay-bys for single-deck tour buses for ≥ 900 rooms = 3 nos.	3 nos. @ 12m (L) x 3.5m (W) x 4.7m (H) = HKPSG recommendation Note: These 3 laybys are proposed to be "Shared-use" for Coaches/buses and M/HGV
Goods Vehicle Loading / Unloading Bay	
0.5 - 1 goods vehicle bay per 100 rooms Minimum = 984 / 100 x 0.5 = 4.9, say 5 nos. (X LGV, X HGV) Maximum = 984 / 100 x 1 = 9.8, say 10 nos. (7 LGV, 3 HGV)	8 nos. comprising of: (i) 7 nos. LGV @ 7m (L) x 3.5m (W) x 3.6m (H) & (ii) 1 no. M/HGV @ 11m (L) x 3.5m (W) x 4.7m (H) > HKPSG minimum & < HKPSG maximum recommendation

Reasons for Deviation from the HKPSG Maximum Recommendation

3.2 The only internal transport facility which deviates from the HKPSG maximum recommendation is the provision of 8 loading / unloading bays, which is 2 less than the maximum HKPSG recommendation, but, 3 more than the HKPSG minimum recommendation.

3.3 The provision of 2 nos. more M/HGV loading / unloading bays was considered, but not found to be possible due site constraint, and is explained as follows:

(1) The Outline Development Plan no. D/K14A/1H require the Subject Site to setback (i) along Wai Yip Street of 2.3m, and (ii) 1.5m setback and 1.5m non-building area along the service lane;
(2) With the above setback requirements, the length of the Subject Site (i.e. measured from Wai Yip Street to the service lane) which is originally 21.3m is reduced to only 17.5m (reduction of substantial length of 17.8%)
(3) The ground floor layout has maximised the provision of M/HGV loading / unloading bays which need to front onto the turntable so vehicles could enter and leave the loading / unloading bay.

3.4 After accommodating the essential facilities such as, structural columns, staircases, escalators, lift lobby and car lift to the basement car park, etc, the provision of 2 more M/HGV loading / unloading bay is not possible.

Layout Plans

3.5 The carpark layout plans for G/F and B1/F are found in Figures 3.1 – 3.2. Similar to the Approved S16 Planning Application (TPB ref: A/K14/809), two vehicular access points are provided and these are located at:
(i) The service lane at the northern side of the Proposed Development;
(ii) Wai Yip Street

Swept Path Analysis

3.6 The CAD-based swept path analysis program, Autodesk Vehicle Tracking, was used to check the ease of vehicle manoeuvring, and the swept path drawings of vehicle manoeuvring on the parking levels are found in in Appendix 2. Vehicles are found to have no manoeuvring problems and all vehicles could enter and leave the spaces with ease.

Vehicle Lift Analysis

3.7 A light goods vehicle lift is provided to access B1/F from G/F, and to prevent potential tailback to Wai Yip Street, a waiting space provided on G/F. A vehicle lift analysis was conducted to check on the operation of the vehicle lift system, and it was found that the vehicle lift system is acceptable and can serve the Proposed Development. The vehicle lift analysis is found in Appendix 3.

Traffic Management Plan

#1 Turntable

3.8 A traffic management plan will be implemented by the Applicant, which includes the following:

- Loading / unloading related to goods deliveries will be undertaken during the non-peak hours.
- All users have to make reservation with the property management prior to the use of the goods vehicle loading/unloading bay and "Shared-use" for Coaches/buses and M/HGV laybys.
- The Management Office will ensure that maintenance of the turntable will be carried out during the non-peak period.
- The Management Office will ensure that should the turntable breaks down, the Management Office will immediately contact the turntable maintenance company to repair, and all users will be notified that the use of HGV loading/ unloading bay and "Shared-use" for Coaches/buses and M/HGV laybys will be suspended.

#2 Car Lift

(i) Operation and Maintenance of the lift

3.9 A management staff will be deployed to guide the driver to enter the vehicle lift. Regular inspection will be arranged, and prior to the conduct of the regular maintenance, all occupants will be notified of the date and duration of the suspension of the vehicle lift.

(ii) Breakdown of the lift

3.10 If a vehicle lift breaks down, the Property Management will immediately call the vehicle lift maintenance company. However, if a vehicle is trapped inside the vehicle lift, the Fire Services Department will be contacted, and notice will be displayed at the entrance of the car park to inform motorists of the suspension of service.

3.11 As mentioned in Section 3.8, the use of goods vehicle loading/unloading bay and "Shared-use" for Coaches/buses and M/HGV layby is by reservation only, the Management Office would be aware of the arrival times of the vehicles, thus enabling efficient scheduling and coordination.

3.12 In the event that the car lift has broken down, the following measures will be undertaken for vehicles which use the car lift, i.e., LGV, private car and motorcycle:

#1 Measure for LGV
LGV could use the 3 "Shared-use" for Coaches/buses and M/HGV laybys.

#2 Measure for Private cars
The management staff will direct the driver to use nearby public car park eg NEO at 123 Hoi Bun Road.

#3 Measure for Motorcycle
The management staff will direct the driver to use nearby public car park opposite One Bay East Citi Tower at 83 Hoi Bun Road.

(iii) Management of passages between compartments of the carpark and L/UL at B/F in case of opposing traffic

3.13 A management staff will be deployed on B/F to ensure smooth operation on B/F to guide the drive to enter and leave the vehicle lift.

Passenger Safety Measures

3.14 Directional signs will be installed at key locations to guide passengers to the lobby. In addition, management staff will be deployed to guide passengers.

4.0 TRAFFIC IMPACT

Design Year

4.1 The Proposed Development is expected to be completed by 2029, and the design year adopted for the capacity analysis is 2032, i.e. 3 years after the completion of the development.

Traffic Forecast

4.2 The 2032 traffic flows used for the junction analysis are produced with reference to: (i) 2031 traffic flows from the Base District Traffic Model ("BDTM"); (ii) estimated traffic growth from 2031 to 2032; (iii) the planned developments in the vicinity of the Proposed Development, and (iv) additional traffic generated by the Proposed Development.

Estimated Traffic Growth Rate from 2031 to 2032

4.3 Reference is made to the 2021 – based Territorial Population and Employment Data Matrix ("TPEDM") data produced by Planning Department for Kwun Tong District, which are for 2021, 2026 and 2031 and are presented in Table 4.1.

TABLE 4.1 2021-BASED TPEDM DATA PRODUCED BY PLANNING DEPARTMENT FOR KWUN TONG DISTRICT

Item	TPEDM Estimates and Projections		
	2021	2026	2031
Population	673,150	682,500	690,750
Employment	395,900	400,050	441,300
Total	1,069,050	1,082,550	1,132,050
Average Growth	From 2021 to 2026: +0.25% From 2021 to 2031: +0.57%	From 2026 to 2031: +0.90%	N/A

4.4 Table 4.1 shows that the highest average annual growth rate is +0.90%. In view that there is no estimation beyond 2031 and to err on the high side, the growth rate of 1% per annum is adopted for the traffic growth between 2031 and 2032.

Planned Developments in the Vicinity of the Proposed Development

4.5 The planned developments included in the 2032 reference traffic flows are presented in Table 4.2, and the locations of planned developments are shown in Figure 4.1.

TABLE 4.2 PLANNED DEVELOPMENTS IN THE VICINITY OF THE PROPOSED DEVELOPMENT

Site	Planning Application No. / Plan No.	Address	Use	Development Parameters (Approx.)
1	A/K14/763	350 Kwun Tong Road	Commercial	GFA = 25,658m^2
2	A/K14/766	41 King Yip Street	Commercial	GFA = 30,576m^2
3	A/K14/771	32 Hung To Road	Commercial	GFA = 13,122m^2
4	A/K14/773	82 Hung To Road	Industrial	GFA = 13,378m^2
5	A/K14/774	7 Lai Yip Street	Commercial	GFA = 14,775m^2
6	A/K14/775	132 Wai Yip Street	Commercial	GFA = 6,021m^2
7	A/K14/777	71 How Ming Street	Office	GFA = 18,312m^2
8	A/K14/782	4 Tai Yip Street	Retail	GFA = 8,027m^2
9	A/K14/787	33 Hung To Road	Industrial	GFA = 13,830m^2

Site	Planning Application No. / Plan No.	Address	Use	Development Parameters (Approx.)
10	A/K14/796	28A Hung To Road	Hotel	No. of rooms = 89
11	A/K14/804	334 -336 and 338 Kwun Tong Road	Commercial	GFA = 23,211m^2
12	A/K14/806	11 Lai Yip Street	Office	GFA = 15,051m^2
13	A/K14/807	Kun Tong Inland Lots 1 S.A , 1 RP, 3 and 15	Commercial	GFA = 66,890m^2
14	A/K14/809	1 Tai Yip Street and 111 Wai Yip Street	Commercial	GFA = 13,349m^2
15	A/K14/810	5 Lai Yip Street	Commercial	GFA = 14,788m^2
16	A/K14/820	73 – 75 Hung To Road	Commercial	GFA = 26,757m^2
17	A/K14/822	25 Tai Yip Street, Kwun Tong	Commercial	GFA = 5,572m^2
18	A/K14/832	201 and 203 Wai Yip Street	Hotel	No. of rooms = 448
19	A/K14/819 & S/K14S/URA1/3 Urban Renewal Authority 'Vertical City' mixed use development	Areas 4 and 5 of Kwun Tong Town Centre	Commercial GFA = 65,000m^2, Office GFA = 127,619m^2 and GIC GFA = 8,601m^2	
20	N/A	EKEO Lai Yip Street Development	Commercial	GFA = 23,000m^2
21	N/A	Kwun Tong Action Area	Commercial	GFA = 89,350m^2
22	N/A	Kowloon Bay Action Area	Commercial	GFA = 500,000m^2

4.6 The infrastructure and road network included in the BDTM are as follows:

- Kai Tak Development
- Tseung Kwan O – Lam Tin Tunnel
- Central Kowloon Route
- Trunk Road T2 between Central Kowloon Route and Tseung Kwan O – Lam Tin Tunnel

Traffic Generated by the Proposed Development

4.7 Surveys were conducted on Tuesday, 26th November 2024 between 0800 – 1100 and 1600 – 1900 hours at 4 hotels which are of similar class, number of hotel rooms and traffic characteristics, i.e. proximity to the MTR and road-based public transport services. The surveyed hotels are shown below:

(i) 254-room Nina Hotel Kowloon East at 38 Chong Yip Street, Kwun Tong
(ii) 298-room Tuen Mun Pentahotel at 6 Tsun Wen Road, Tuen Mun
(iii) 360-room Dorsett Kwun Tong at 84 Hung To Road, Kwun Tong
(iv) 598-room Hotel Cozi Harbour View at 163 Wai Yip Sreet, Kwun Tong

4.8 In addition, reference is made the survey of the Regal Riverside Hotel found in TD 05/2006 Trip Generation Survey 2006 Report. The comparison of these trip generation rates with the TPDM lower limit is found in Table 4.3.

TABLE 4.3 COMPARISON OF TRIP GENERATION RATES

Items	Trip Generation rate in pcu/hr/room			
	AM Peak		PM Peak	
	In	Out	In	Out
(i) Nina Hotel[(1)]	0.0591	0.0433	0.0512	0.0472
(ii) Tuen Mun Pentahotel[(1)]	0.0369	0.0336	0.0336	0.0336
(iii) Dorsett Kwun Tong[(1)]	0.0361	0.0333	0.0361	0.0333
(iv) Hotel Cozi Harbour View[(1)]	0.0084	0.0151	0.0134	0.0167
(v) Regal Riverside Hotel[(2)]	0.0837	0.0993	0.1005	0.0909
(iv) Lower limit of rates from TPDM	0.0832	0.0843	0.0908	0.0883
Maximum rate	0.0837	0.0993	0.1005	0.0909

Note [(1)] CKM survey
[(2)] From TD 05/2006 – Traffic Generation Survey 2006 Final Report

4.9 To be conservative, trip generation rates from the Regal Riverside Hotel is adopted to estimate the traffic generation for Proposed Development, and the calculated traffic generation associated with the Proposed Development are found in Table 4.4.

TABLE 4.4 TRAFFIC GENERATION OF THE PROPOSED DEVELOPMENT

Item	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Trip Generation Rates for hotel (pcu/hour/guest room)						
Rates from Table 4.3	0.0837	0.0993	NA	0.1005	0.0909	NA
Traffic Generation of Proposed Development (pcu/hour)						
984 guest rooms	83	98	181	99	90	189

4.10 Table 4.4 shows the Proposed Development generates 181 and 189 more pcu (2-way) during the AM and PM peak hours respectively.

Planned Junction Improvement Schemes

4.11 The planned junction improvement schemes found in the vicinity of the Subject Site are summarised in Table 4.5 and shown in Appendix 4.

TABLE 4.5 PLANNED TRAFFIC IMPROVEMENT SCHEMES IN THE VICINITY OF THE PROPOSED DEVELOPMENT

Junction		Description of Work	Project Proponent	Estimated Completion Year
J1	Hoi Bun Road / Shun Yip Street	The road markings are changed at Shun Yip Street Westbound and Eastbound	Kowloon Bay Action Area – Feasibility Study	Before 2032
J8	Kwun Tong Road / Lai Yip Street	The road alignment is adjusted at Lai Yip Street Northbound	Kwun Tong District Council Traffic Development and Transport Committee Discussion Paper No. 3/2023	
J9	Hoi Bun Road / Lai Yip Street	A new pedestrian crossing across Hoi Bun Road Eastbound is added and existing staggered pedestrian crossing at Lai Yip Street to be	Technical study on the Lai Yip Street site in Kowloon East	

Junction		Description of Work	Project Proponent	Estimated Completion Year
		converted to straight crossing		

2032 Traffic Flows

4.12 Year 2032 traffic flows for the following cases are derived:

2032 without the Proposed Development [A]	= 2031 traffic flows derived with reference to BDTM + estimated total growth from 2031 to 2032 + Traffic generated by the planned developments in the vicinity of the Proposed Development
2032 with the Proposed Development [B]	= [A] + traffic generated by the Proposed Development (Table 4.4)

4.13 The 2032 peak hour traffic flows for the cases without and with the Proposed Development, are shown in Figures 4.2 - 4.3, respectively. The ingress/egress vehicular routings to/from the Proposed Development via Wai Yip Street and the service lane at the northern side of the Proposed Development are shown in Figures 4.4 - 4.5.

2032 Junction Operational Performance

4.14 Year 2032 capacity analysis for the cases without and with the Proposed Development are summarised in Table 4.6 and detailed calculations are found in the Appendix 1.

TABLE 4.6 2032 JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction / Parameter[1]	Without the Proposed Development		With the Proposed Development	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Hoi Bun Road / Shun Yip Street[3]	Signal / RC	22%	17%	21%	16%
J2	Wai Yip Street / Shun Yip Street[4]	Signal / RC	22%	21%	18%	18%
J3	Tai Yip Street / Service Lane	Priority / RFC	0.044	0.036	0.046	0.037
J4	Hong Tak Road / Tai Yip Street	Priority / RFC	0.384	0.294	0.498	0.420
J5	Tai Yip Street / Tai Yip Lane	Priority / RFC	0.135	0.116	0.137	0.117
J6	Kwun Tong Road / Hong Tak Road	Priority / RFC	0.655	0.740	0.743	0.841
J7	Wai Yip Street / Lai Yip Street	Signal / RC	32%	44%	31%	43%
J8	Kwun Tong Road / Lai Yip Street[3]	Signal / RC	23%	18%	22%	18%
J9	Hoi Bun Road / Lai Yip Street[2][3]	Signal / RC	18%	21%	18%	21%
J10	Lai Yip Street / Hung To Road[2]	Signal / RC	29%	37%	29%	36%
J11	Tai Yip Street / Siu Yip Street	Priority /RFC	0.384	0.503	0.387	0.505
J12	Wai Yip Street / Siu Yip Street	Priority / RFC	0.750	0.715	0.805	0.748

Notes: [1] RC – reserve capacity RFC – Ratio of Flow to Capacity
[2] Site factor to reflect kerbside / on-street activities
[3] Junction Improvement Scheme has been incorporated in the assessment
[4] In order to meet RC not less than 15% for sensitivity test in Section 6, the PM cycle time of J2 - Wai Yip Street / Shun Yip Street, could be increased from 108 to 112 seconds.

4.15 Table 4.6 shows that the junctions operate with capacities during the AM and PM peak hours for the cases without and with the Proposed Development.

5.0 PEDESTRIAN ASSESSMENT

Surveyed Pedestrian Locations

5.1 In order to quantify the existing pedestrian flows, pedestrian counts were conducted between AM (0800 – 1000 hours), Noon(1200 – 1400 hours) and PM (1700 – 1900 hours) on Thursday, 12th June 2025 at the footpaths and waiting area of the pedestrian crossing shown in Figure 5.1. The survey locations are summarised in Table 5.1.

TABLE 5.1 SURVEYED PEDESTRIAN LOCATIONS

Ref.	Location
	Footpath
F1	Northern footpath of Wai Yip Street between Shun Yip Lane and Tai Yip Street (Eastern side)
F2	Northern footpath of Wai Yip Street between Shun Yip Lane and Tai Yip Street (Western side)
F3	Shun Yip Lane between Wai Yip Street and Service Lane
	Waiting area of pedestrian crossing
W1	Western pedestrian crossing of Wai Yip Street / Shun Yip Street
W2	Eastern pedestrian crossing of Wai Yip Street / Shun Yip Street

Existing Pedestrian Flows

5.2 The existing peak 15-minute 2-way pedestrian flows are also presented in Figure 5.1.

Estimated growth from 2025 to 2032

5.3 The 2032 reference pedestrian flows are estimated with the reference of the existing pedestrian flows and a growth rate of 1% per annum, which is derived from the latest TPEDM data.

Pedestrian Generated by the Proposed Development

5.4 The pedestrian generated by the Proposed Development is calculated based on the pedestrian generation rates of 4 surveyed hotels listed in paragraph 4.7 and the adopted pedestrian generation rates are presented in Table 5.2. The calculated pedestrian generation is found in Table 5.3.

TABLE 5.2 PEDESTRIAN GENERATION RATES OF THE SURVEYED HOTELS

Development	No. of rooms	Pedestrian Generation Rates (ped / 15 min / room)					
		AM Peak		Noon Peak		PM Peak	
		In	Out	In	Out	In	Out
Nina Hotel	254	0.0512	0.1732	0.1063	0.1614	0.1575	0.1772
Tuen Mun Pentahotel	298	0.0134	0.1174	0.0638	0.1007	0.1141	0.0805
Dorsett Kwun Tong	360	0.0444	0.1972	0.0500	0.0750	0.0750	0.0722
Hotel Cozi Harbour View	598	0.0318	0.0769	0.0368	0.0234	0.0401	0.0485
Adopted maximum rate		0.0512	0.1972	0.1063	0.1614	0.1972	0.1772

TABLE 5.3 PEDESTRIAN GENERATED BY THE PROPOSED DEVELOPMENT

Use	Pedestrian Generation (ped / 15 min)								
	AM Peak			Noon Peak			PM Peak		
	In	Out	2-way	In	Out	2-way	In	Out	2-way
Proposed Development with 984 Rooms	51	195	246	105	159	264	155	175	330

Year 2032 Pedestrian Flows

5.5 The 2032 pedestrian flow with and without the Proposed Development are derived using the following method:

Without the Proposed Development [a]	=	2025 observed pedestrian flows + growth from 2025 to 2032 + pedestrian generated by the planned developments in the vicinity of the Subject Site
With the Proposed Development [b]	=	[a] + pedestrian generated by the Proposed Development (Table 5.3)

5.6 The 2032 pedestrian flows without and with the Proposed Development are presented in Figures 5.2 and 5.3.

Level-Of-Service ("LOS") Assessment

5.7 The pedestrian assessment method adopted is referenced to Exhibit 18-3 of Chapter 18 of the Highway Capacity Manual ("HCM") 2000 and the extract of Exhibit 18-3 is summarised in Table 5.4.

TABLE 5.4 EXTRACT OF EXHIBIT 18-3 OF THE HCM 2000

LOS	Space (m^2/p)	Flow Rate (p/min/m)
A	> 5.6	≤ 16
B	> 3.7-5.6	> 16-23
C	> 2.2-3.7	> 23-33
D	> 1.4-2.2	> 33-49
E	> 0.75-1.4	> 49-75
F	≤ 0.75	variable

5.8 As stated in Volume 6 Section 10.5 of TPDM, "In general, LOS C is desirable for most design at streets with dominant 'living' pedestrian activities".

(a) LOS of the Footpaths

5.9 The effective width of the surveyed footpaths and the year 2032 LOS without and with the Proposed Development are presented in Tables 5.5 and 5.6.

TABLE 5.5 EFFECTIVE WIDTH OF SURVEYED FOOTPATHS

Ref.	Footpath width (m)	Effective width (m)[(1)]
F1	3.5	2.5
F2	2.7	1.7
F3	9.8	8.8

Note:[(1)] The effective width does not include 0.5m dead zone on both sides, i.e. 1m

TABLE 5.6 YEAR 2032 LOS OF FOOTPATH WITHOUT AND WITH THE PROPOSED DEVELOPMENT

Ref.	Peak Period	Year 2032 without the Proposed Development			Year 2032 with the Proposed Development		
		Flow (Ped/15 min)	Rate[(1)] (Ped/min/ m)	LOS	Flow (Ped/15 min)	Rate[(1)] (Ped/ min/m)	LOS
F1	AM	315	8.4	A	376	10.0	A
	Noon	98	3.0	A	223	6.0	A
	PM	251	6.7	A	333	8.9	A
F2	AM	442	17.3	B	469	18.4	B
	Noon	266	11.0	A	370	15.0	A
	PM	320	12.5	A	359	14.1	A
F3	AM	911	6.9	A	1024	7.8	A
	Noon	530	5.0	A	753	6.0	A
	PM	558	4.2	A	717	5.4	A

Note: [(1)] pedestrian flow rate = pedestrian flow ÷ 15 minutes ÷ effective width

5.10 Table 5.6 shows that the footpaths achieve LOS A and B during AM, Noon and PM peak for the 2032 cases without and with the Proposed Development, both which are acceptable.

(b) Waiting area of the Pedestrian Crossing

5.11 The year 2032 LOS of pedestrian crossing waiting areas without and with the Proposed Development are presented in Table 5.7.

TABLE 5.7 YEAR 2032 LOS OF PEDESTRIAN CROSSING WAITING AREAS WITHOUT AND WITH THE PROPOSED DEVELOPMENT

Ref.	Area (m^2)	Average No. of Pedestrians at the waiting area (ped/signal cycle)			Pedestrian Space (m^2/ped)			LOS		
		AM	Noon	PM	AM	Noon	PM	AM	Noon	PM
Without the Proposed Development										
W1	150	34	12	8	4.4	12.5	18.8	B	A	A
W2	63	25	8	2	2.5	7.9	31.5	C	A	A
With the Proposed Development										
W1	150	36	14	10	4.2	10.7	15.0	B	A	A
W2	63	27	10	4	2.3	6.3	15.8	C	A	A

5.12 Table 5.7 shows that the pedestrian crossing waiting areas achieve LOS A and C during AM, Noon and PM peak for the 2032 cases without and with the Proposed Development, both which are acceptable.

6.0 SENSITIVITY TEST

6.1 A sensitivity test using mean rates from the TPDM and the results are presented below.

Traffic Generated by the Proposed Development (Sensitivity Test)

6.2 Trip generation rates from mean rates from TPDM is used to estimate the traffic generation for Proposed Development, and the calculated traffic generation is found in Table 6.1.

TABLE 6.1 TRAFFIC GENERATION OF THE Proposed Development BY ADOPTING MEAN RATES FROM TPDM

Item	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Trip Generation Rates for hotel (pcu/hour/guest room)						
Mean rates from TPDM	0.1457	0.1329	NA	0.1546	0.1290	NA
Traffic Generation of Proposed Development (pcu/hour)						
984 guest rooms	144	131	275	153	127	280

6.3 Table 6.1 shows the Proposed Development generates 275 and 280 more pcu (2-way) during the AM and PM peak hours respectively.

6.4 The sensitivity test 2032 peak hour traffic flows are shown in Figure 6.1. The ingress/egress vehicular routings to/from the Proposed Development via Wai Yip Street and the service lane at the northern side of the Proposed Development are shown in Figures 6.2 - 6.3.

2032 Junction Operational Performance (Sensitivity Test)

6.5 The 2032 sensitivity test capacity analysis for the cases without and with the Proposed Development are summarised in Table 6.2 and detailed calculations are found in the Appendix 1.

TABLE 6.2 2032 SENSITIVITY TEST JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction / Parameter[1]	Without the Proposed Development		With the Proposed Development	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Hoi Bun Road / Shun Yip Street[3]	Signal / RC	22%	17%	21%	16%
J2	Wai Yip Street / Shun Yip Street[4]	Signal / RC	22%	21%	16%	16%
J3	Tai Yip Street / Service Lane	Priority / RFC	0.044	0.036	0.046	0.037
J4	Hong Tak Road / Tai Yip Street	Priority / RFC	0.384	0.294	0.538	0.428
J5	Tai Yip Street / Tai Yip Lane	Priority / RFC	0.135	0.116	0.137	0.118
J6	Kwun Tong Road / Hong Tak Road	Priority / RFC	0.655	0.740	0.773	0.847
J7	Wai Yip Street / Lai Yip Street	Signal / RC	32%	44%	31%	42%
J8	Kwun Tong Road / Lai Yip Street[3]	Signal / RC	23%	18%	22%	17%
J9	Hoi Bun Road / Lai Yip Street[2][3]	Signal / RC	18%	21%	18%	20%
J10	Lai Yip Street / Hung To Road[2]	Signal / RC	29%	37%	29%	35%
J11	Tai Yip Street / Siu Yip Street	Priority /RFC	0.384	0.503	0.387	0.507
J12	Wai Yip Street / Siu Yip Street	Priority / RFC	0.750	0.715	0.829	0.772

Notes: [1] RC – reserve capacity RFC – Ratio of Flow to Capacity
[2] Site factor to reflect kerbside / on-street activities
[3] Junction Improvement Scheme has been incorporated in the assessment
[4] In order to meet RC not less than 15%, the PM cycle time of J2 Wai Yip Street / Shun Yip Street, could be increased from 108 to 112 seconds.

6.6 Table 6.2 shows that the junctions operate with capacities during the AM and PM peak hours with implementation of an increased PM peak cycle time at J2 - Wai Yip Street / Shun Yip Street for the cases without and with the Proposed Development.

7.0 CONCLUSION

7.1 The Subject Site is located at Nos. 107 - 109 Wai Yip Street in Kwun Tong. On 29th May 2020, the TPB approved the S16 Planning Application (TPB ref: A/K14/780) for Office, Shop and Services & Eating Place Uses at the Subject Site. Subsequent to the Approved S16 Scheme (TPB ref: A/K14/780), the Applicant has the intention to construct a hotel with 984 rooms.

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

7.3 Similar to the Approved S16 Scheme (TPB ref: A/K14/780), two vehicular access points are provided for the Proposed Development, including, (i) The service lane at the northern side of the Proposed Development, and (ii) Wai Yip Street.

7.4 The internal transport facilities for the Proposed Development are provided with reference to the recommendation of the HKPSG. Swept path analysis was conducted to ensure that all vehicles could enter and leave the development and the spaces provided with ease.

7.5 The Proposed Development is expected to be completed by 2029, and the junction capacity analysis is undertaken for year 2032. For the design year 2032, the junctions analysed are expected to operate with capacities during the peak hours for the case without and with the Proposed Development.

7.6 With implementation of increased PM peak cycle time at J2 - Wai Yip Street / Shun Yip Street, all junctions analysed for the sensitivity test have sufficient capacity to accommodate the expected traffic flow in the 2032 and the traffic generated by the Proposed Development.

7.7 The pedestrian assessment conducted found that the surveyed footpaths and waiting area of the pedestrian crossing would operate with LOS A to C in 2032 for the cases without and with the Proposed Development.

7.8 It is concluded that the Proposed Development will result in no adverse traffic impact to the surrounding road network.

Figures

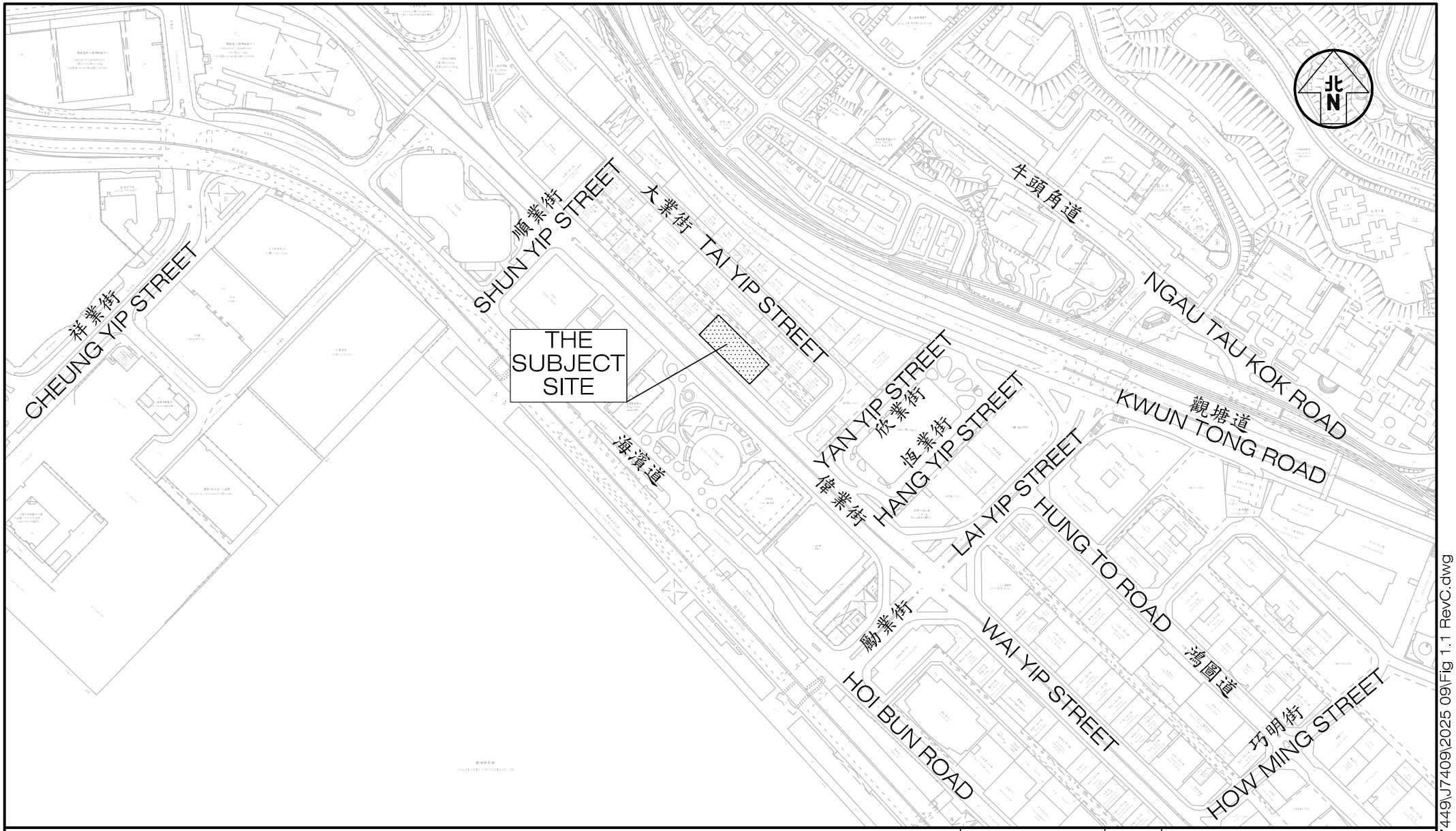

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Figure Title: LOCATION OF THE SUBJECT SITE		Designed by C Y Y / Drawn by N C M / Checked by K C	
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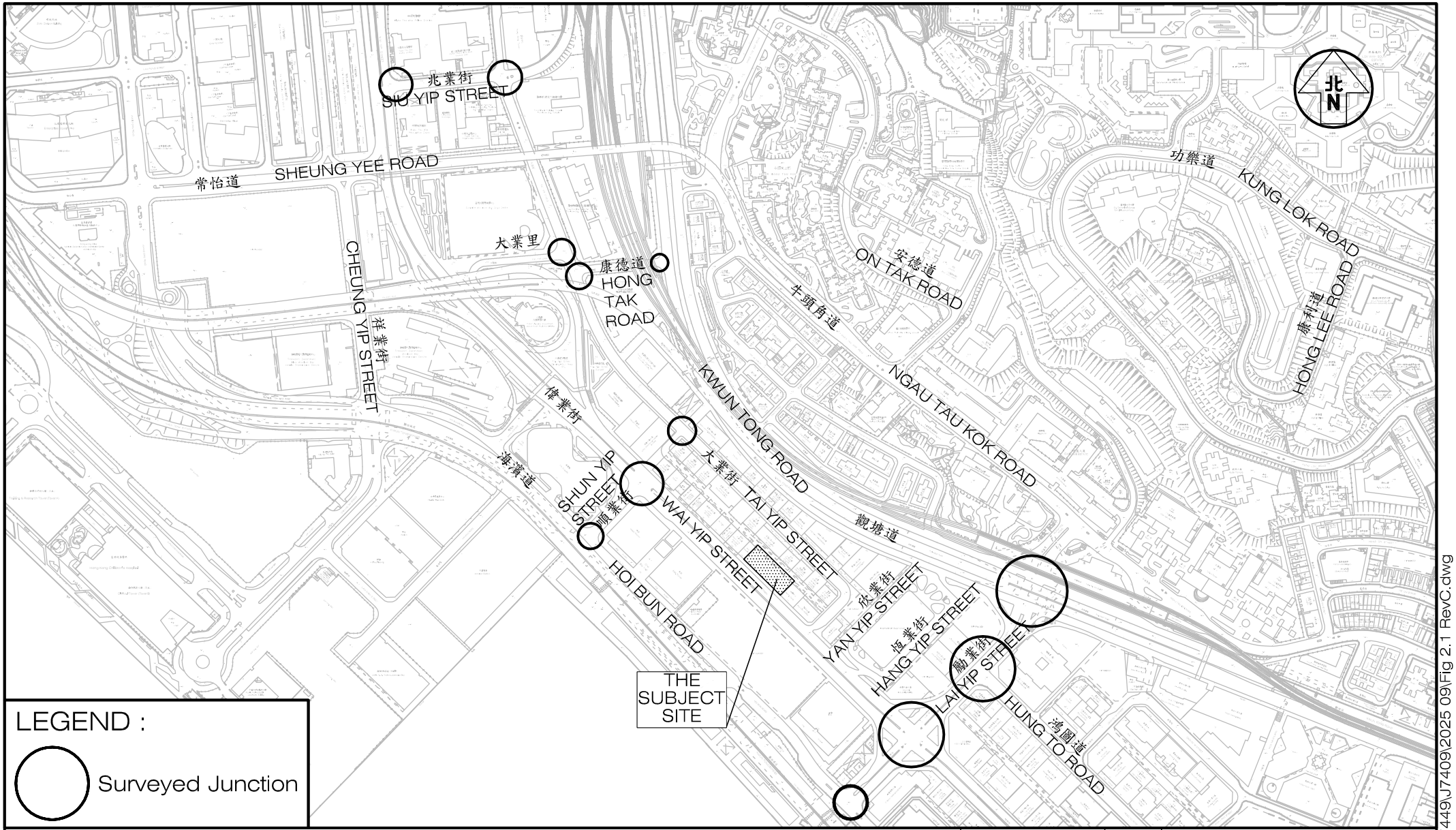

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Figure Title

LOCATION OF THE SURVEYED JUNCTIONS

Figure No.	Revision
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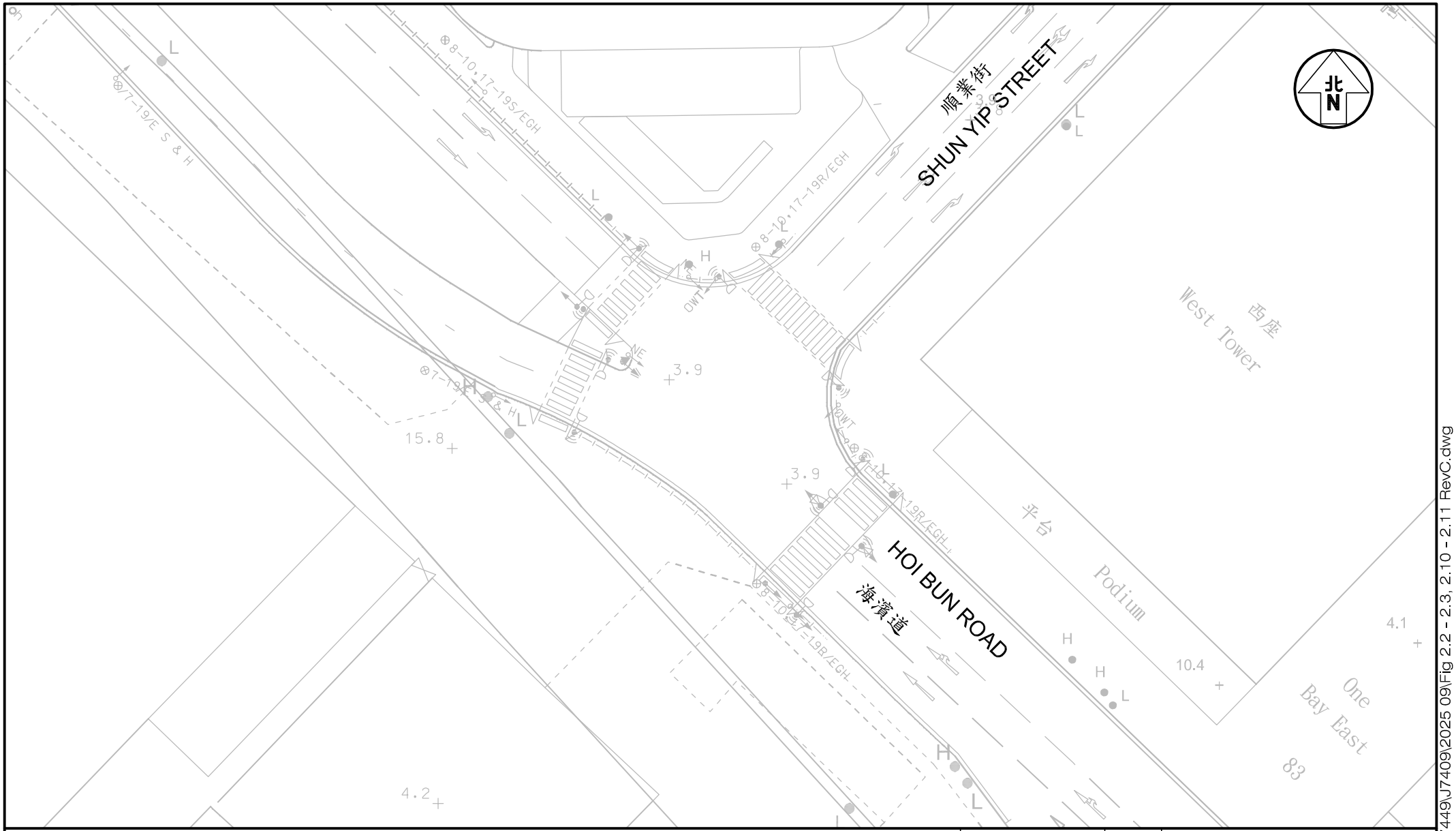

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Figure Title

LAYOUT OF JUNCTION OF HOI BUN ROAD / SHUN YIP STREET

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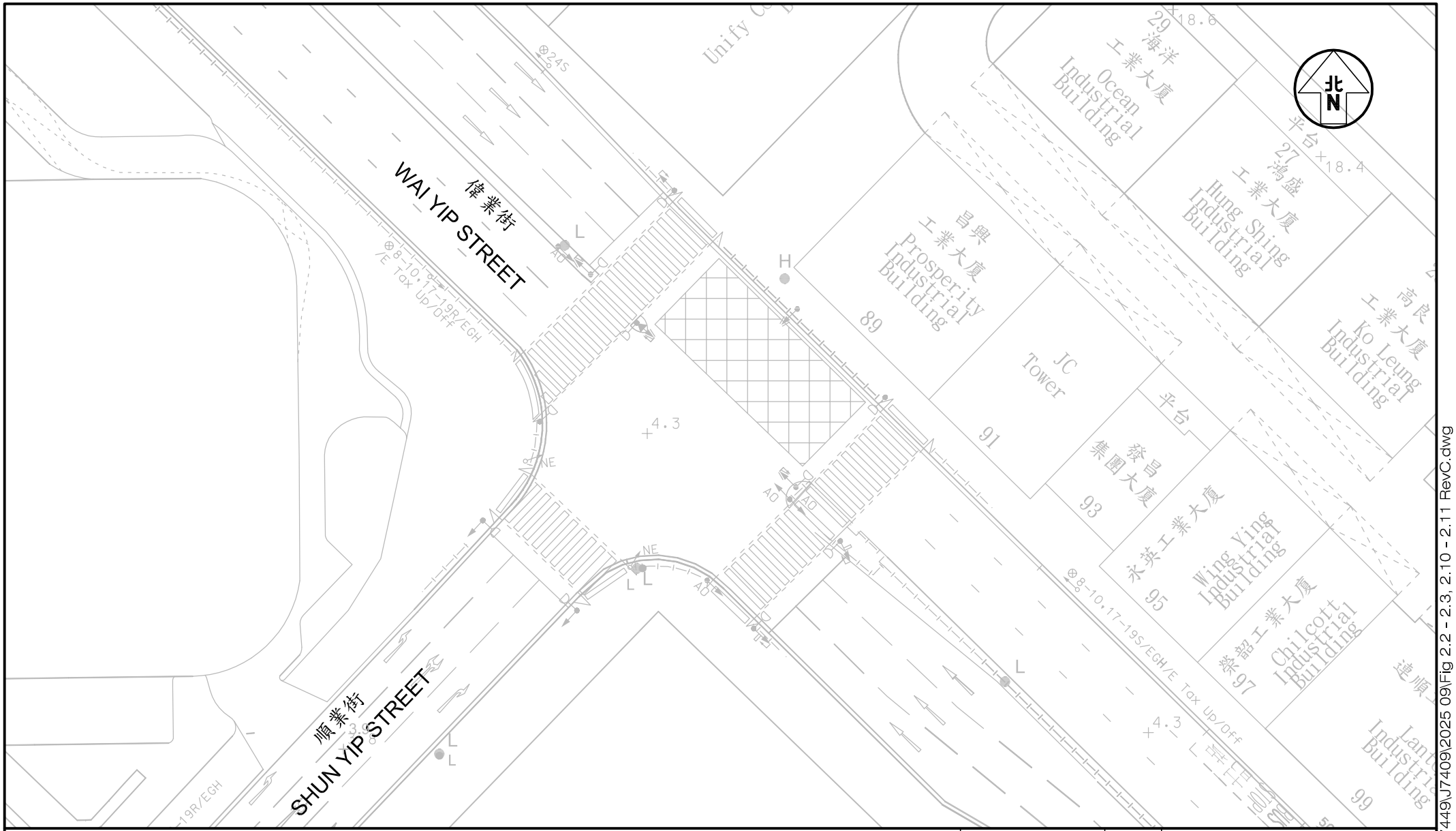

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Figure Title

LAYOUT OF JUNCTION OF WAI YIP STREET / SHUN YIP STREET

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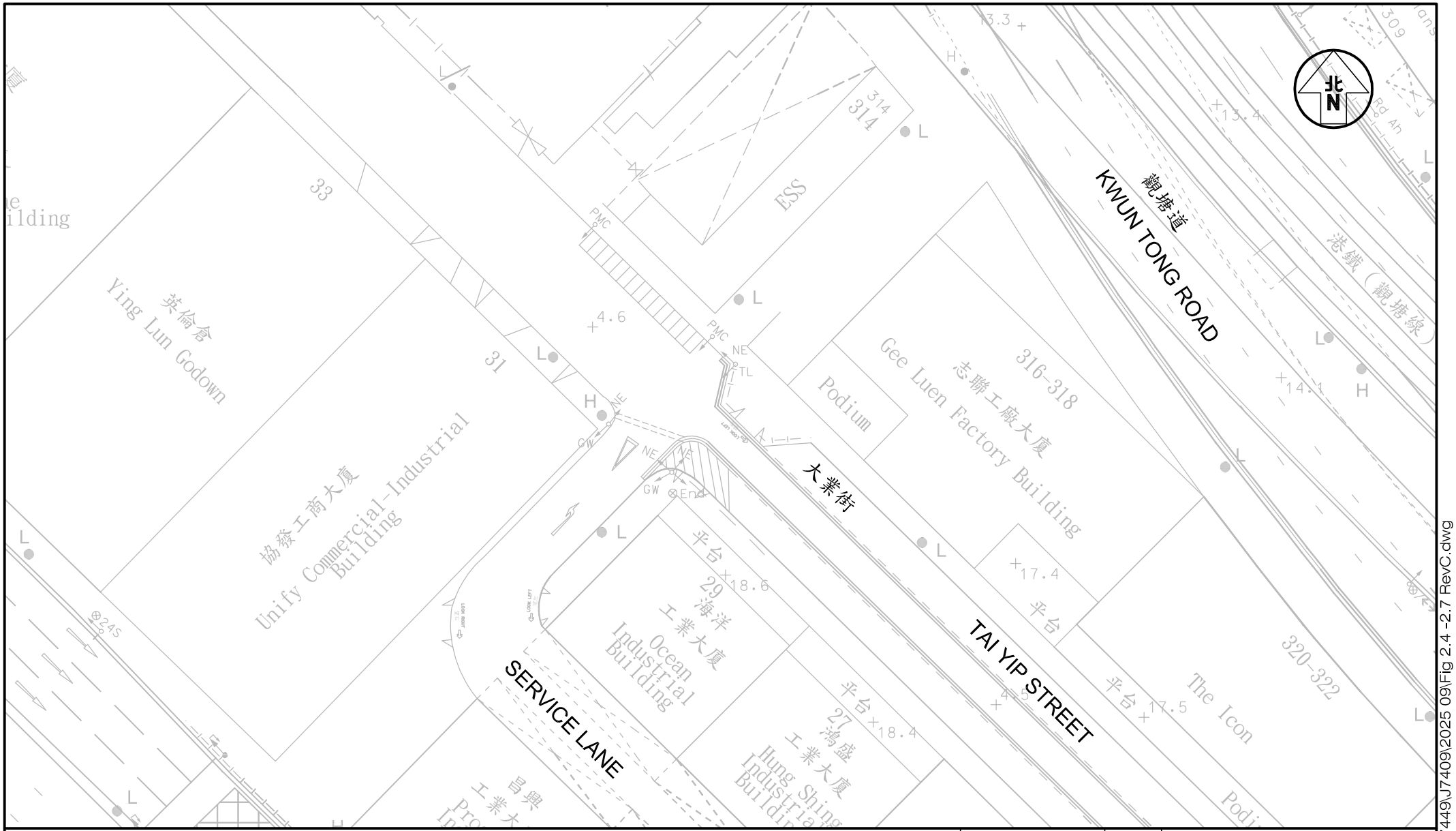

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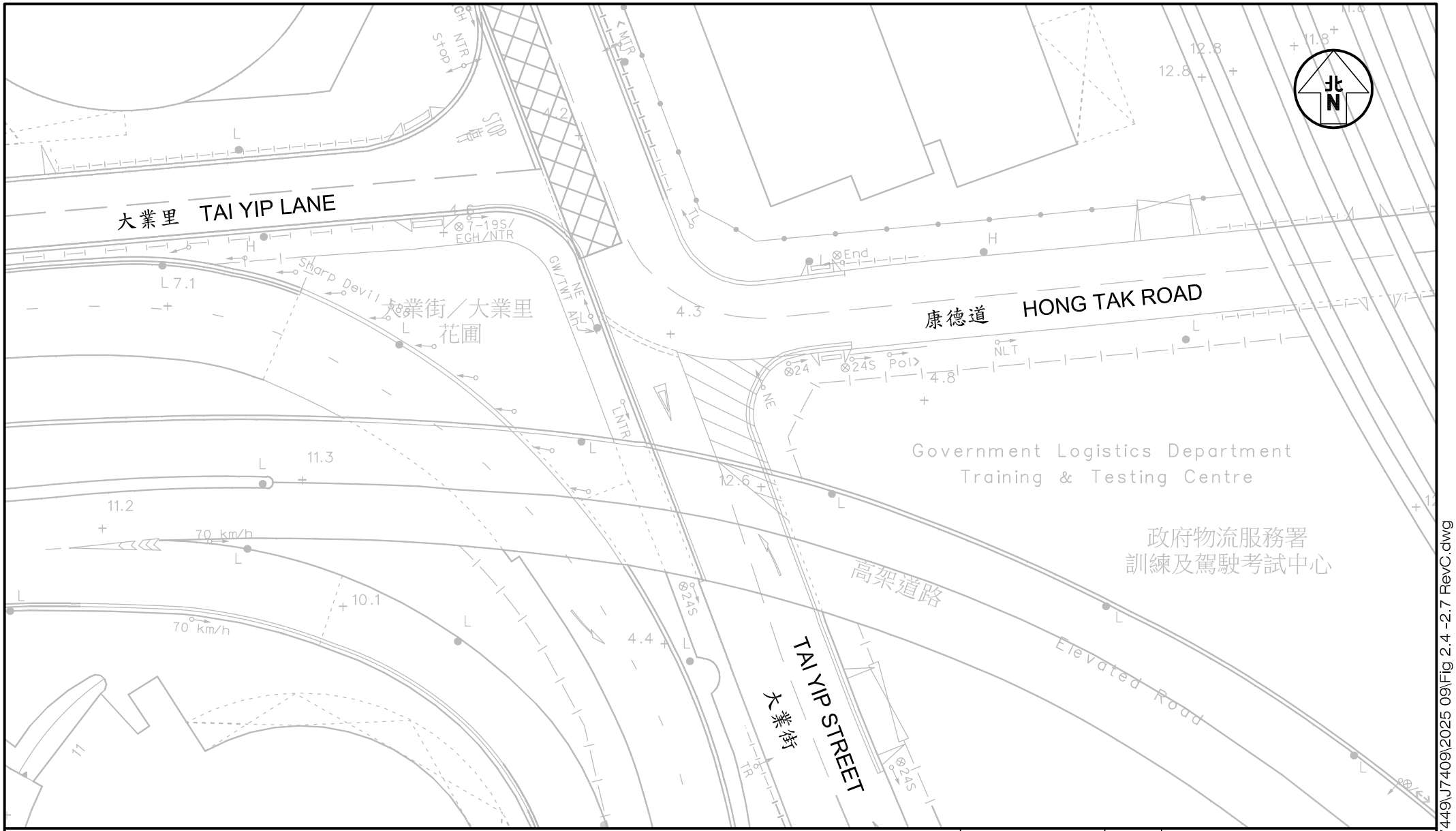

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Figure Title

LAYOUT OF JUNCTION OF HONG TAK ROAD / TAI YIP STREET

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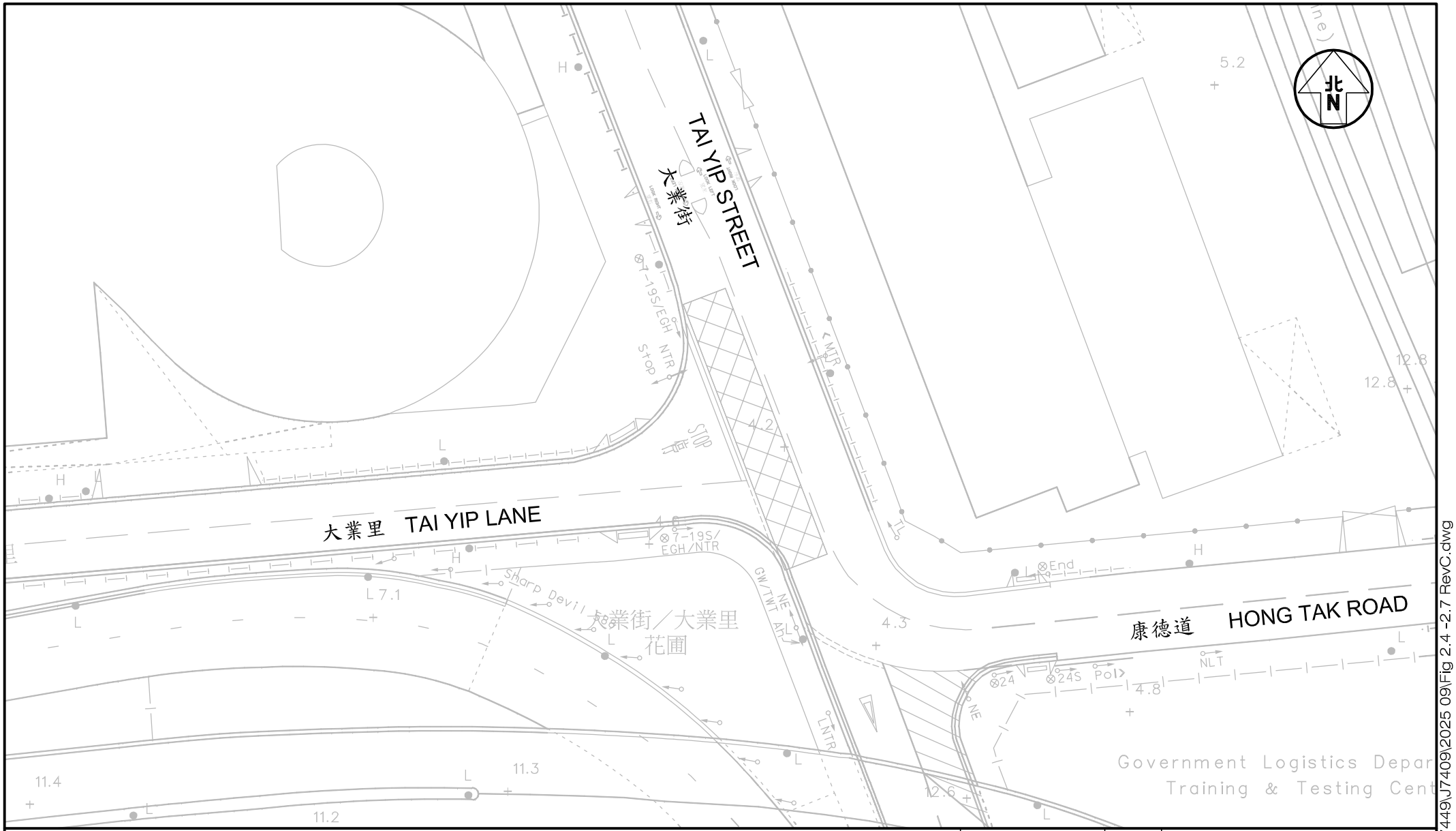

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Figure Title

LAYOUT OF JUNCTION OF TAI YIP STREET / TAI YIP LANE

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LAYOUT OF JUNCTION OF KWUN TONG ROAD / HONG TAK ROAD

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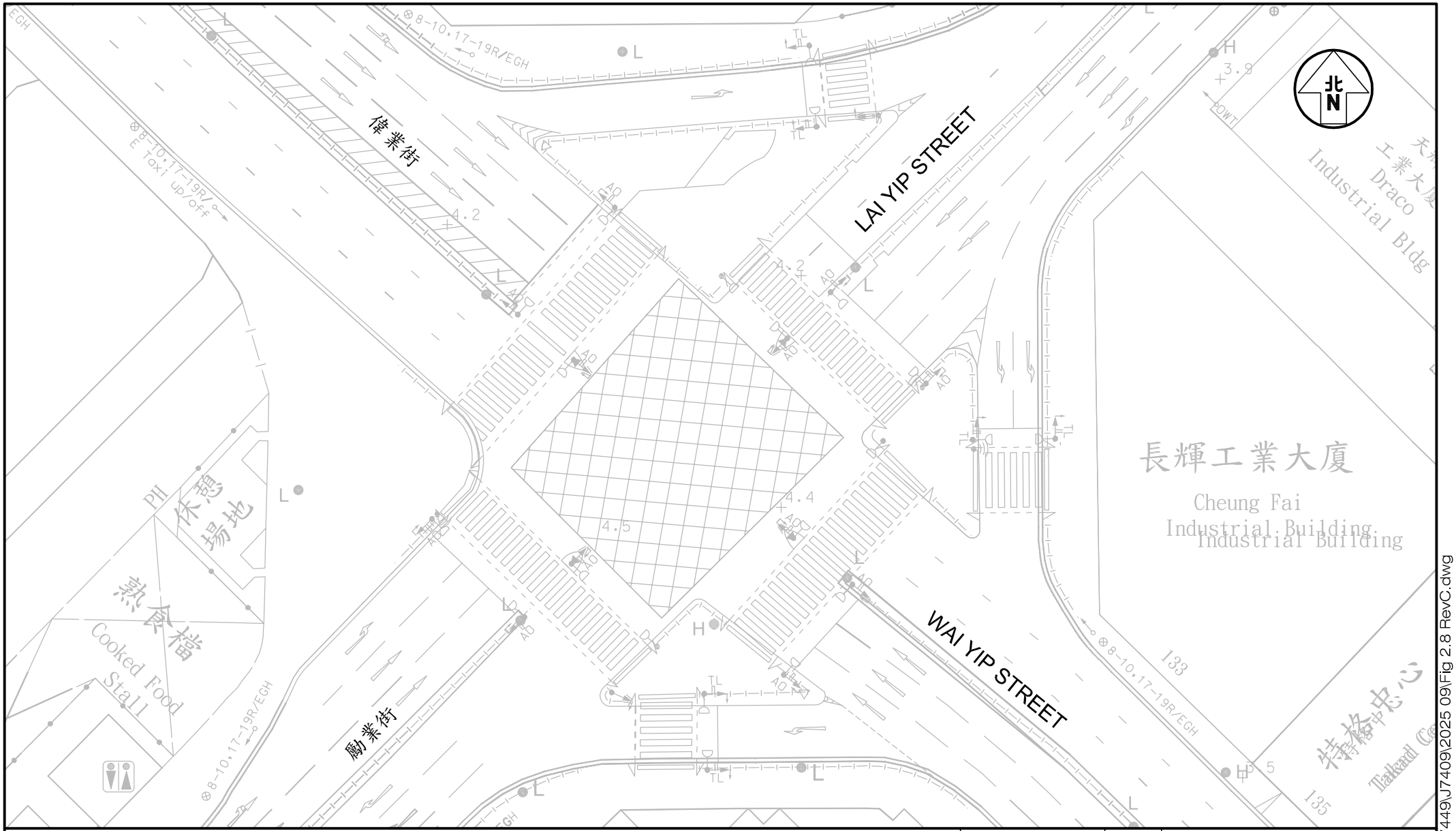

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Figure Title

LAYOUT OF JUNCTION OF WAI YIP STREET / LAI YIP STREET

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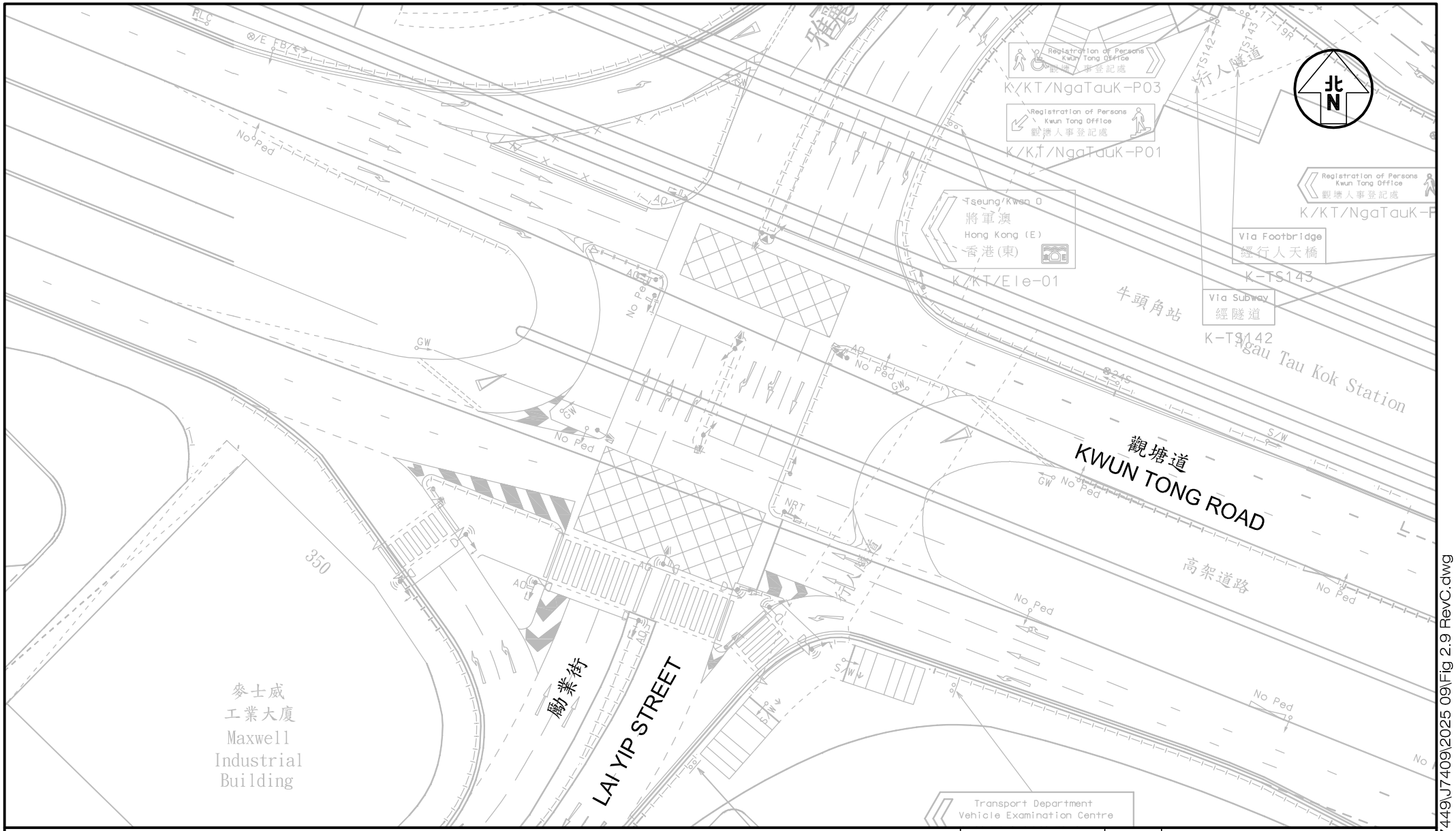

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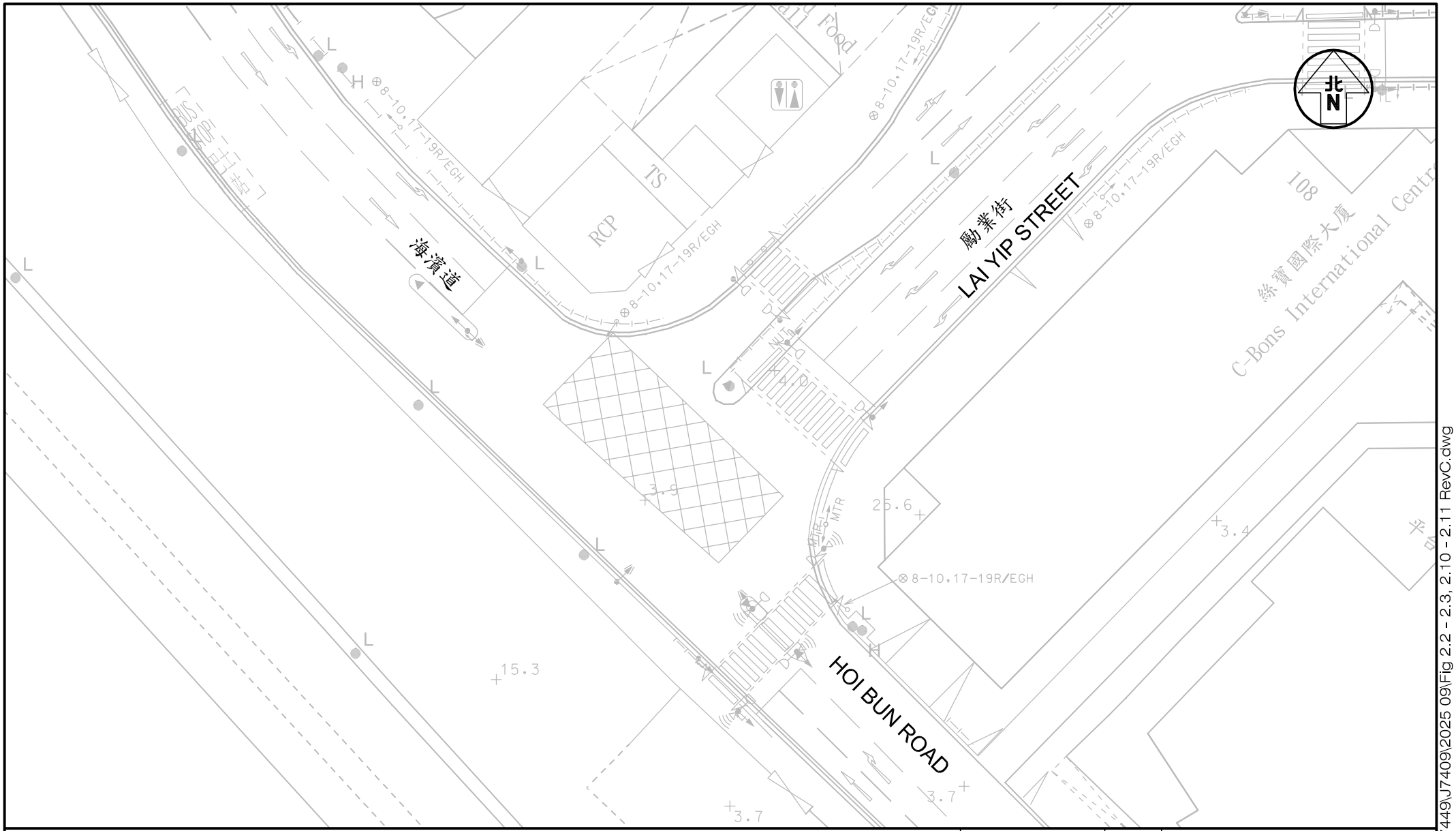

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Figure Title

LAYOUT OF JUNCTION OF HOI BUN ROAD / LAI YIP STREET

Figure No.	Revision
2.10	C

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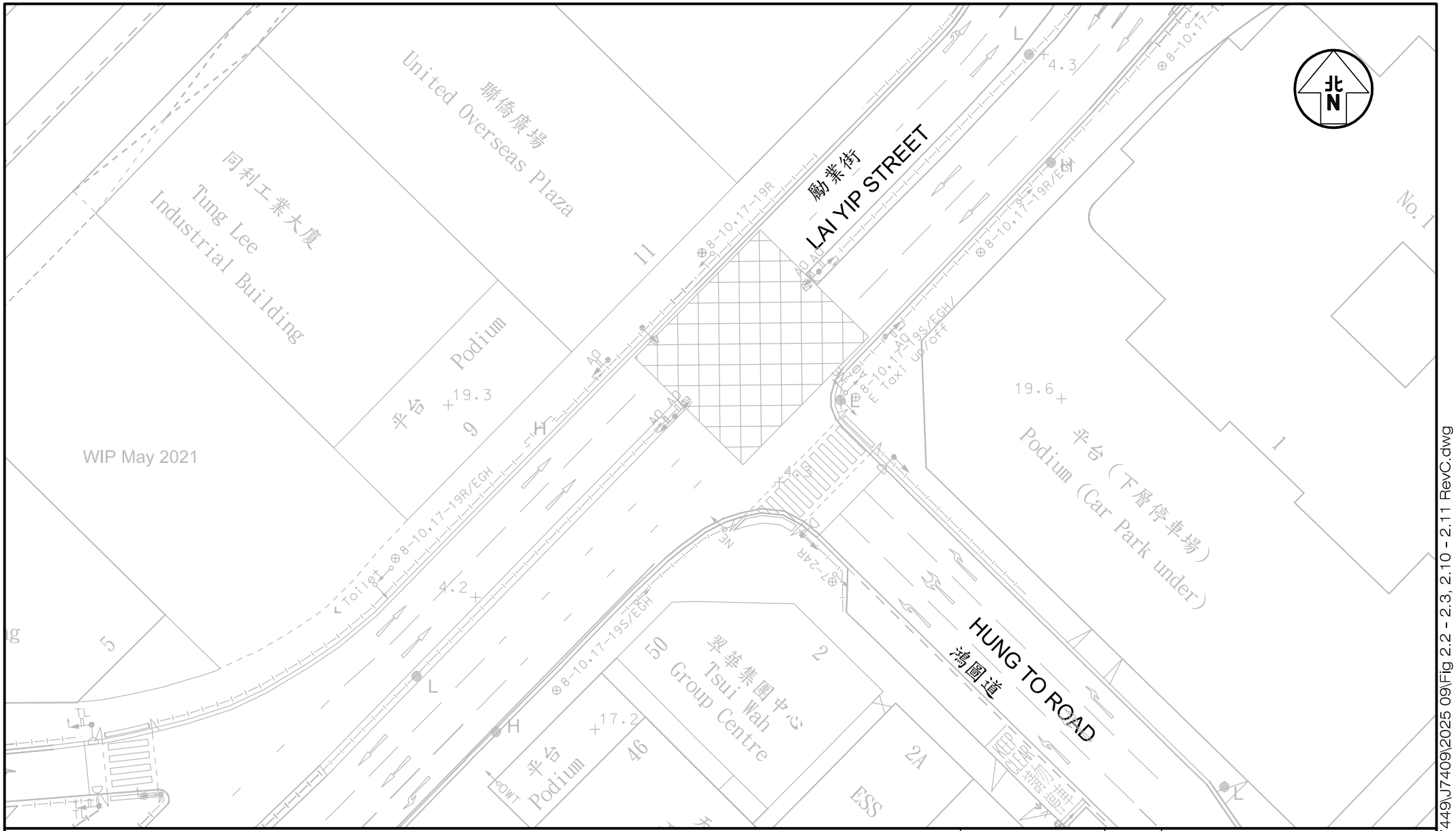

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Figure Title	LAYOUT OF JUNCTION OF LAI YIP STREET / HUNG TO ROAD	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 500 / Date 19 SEP 2025

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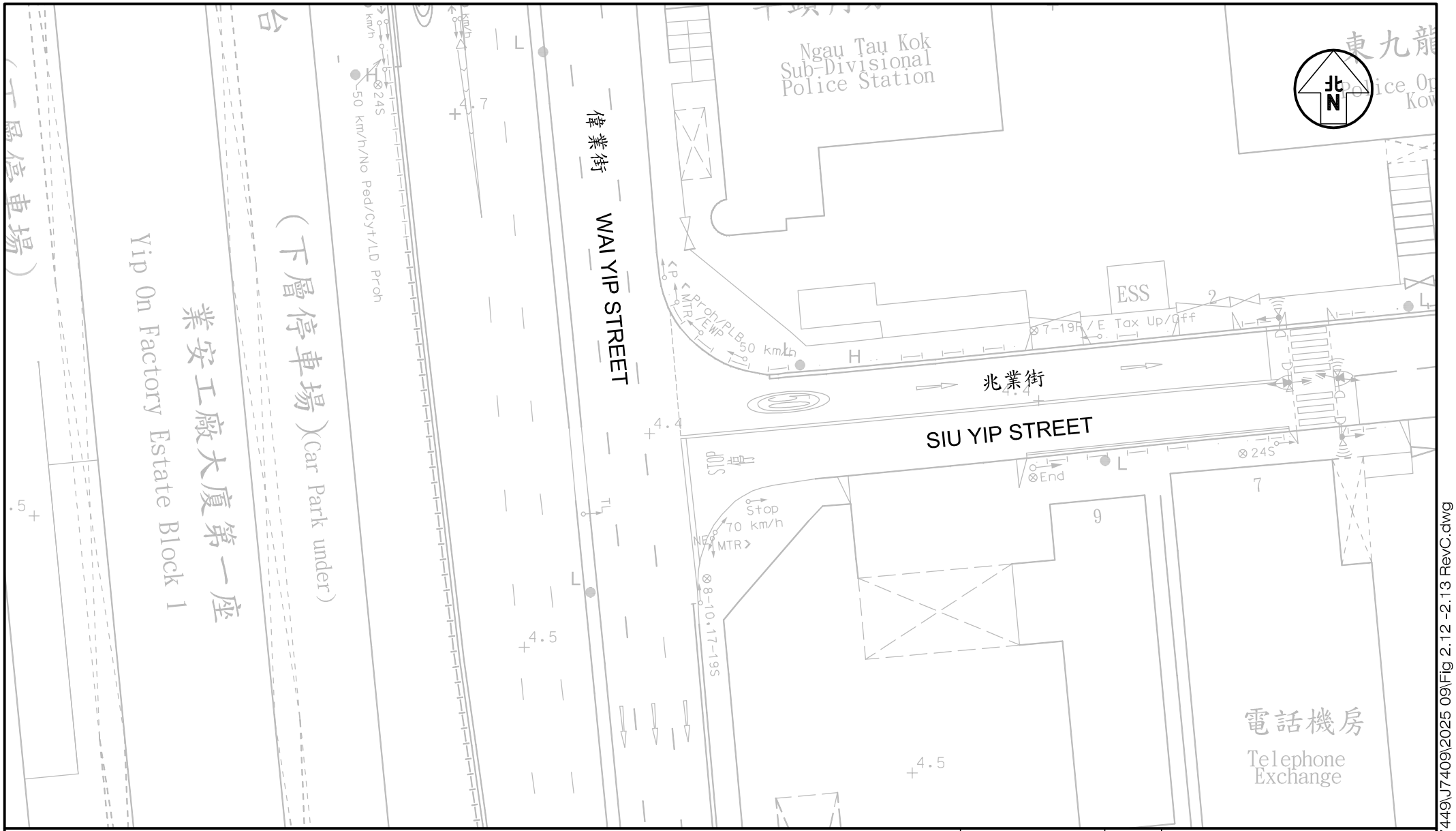

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LAYOUT OF JUNCTION OF WAI YIP STREET / SIU YIP STREET

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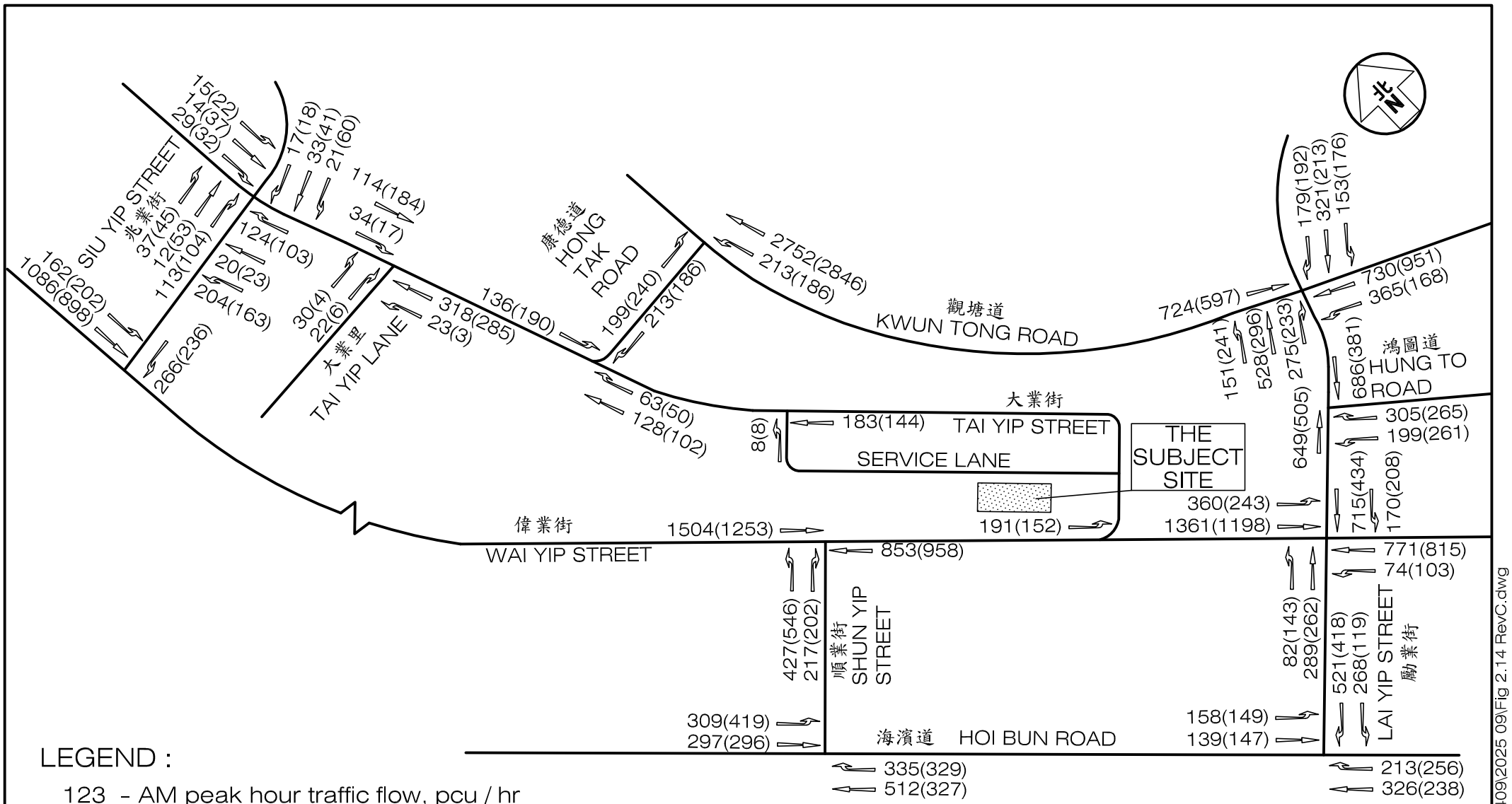

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

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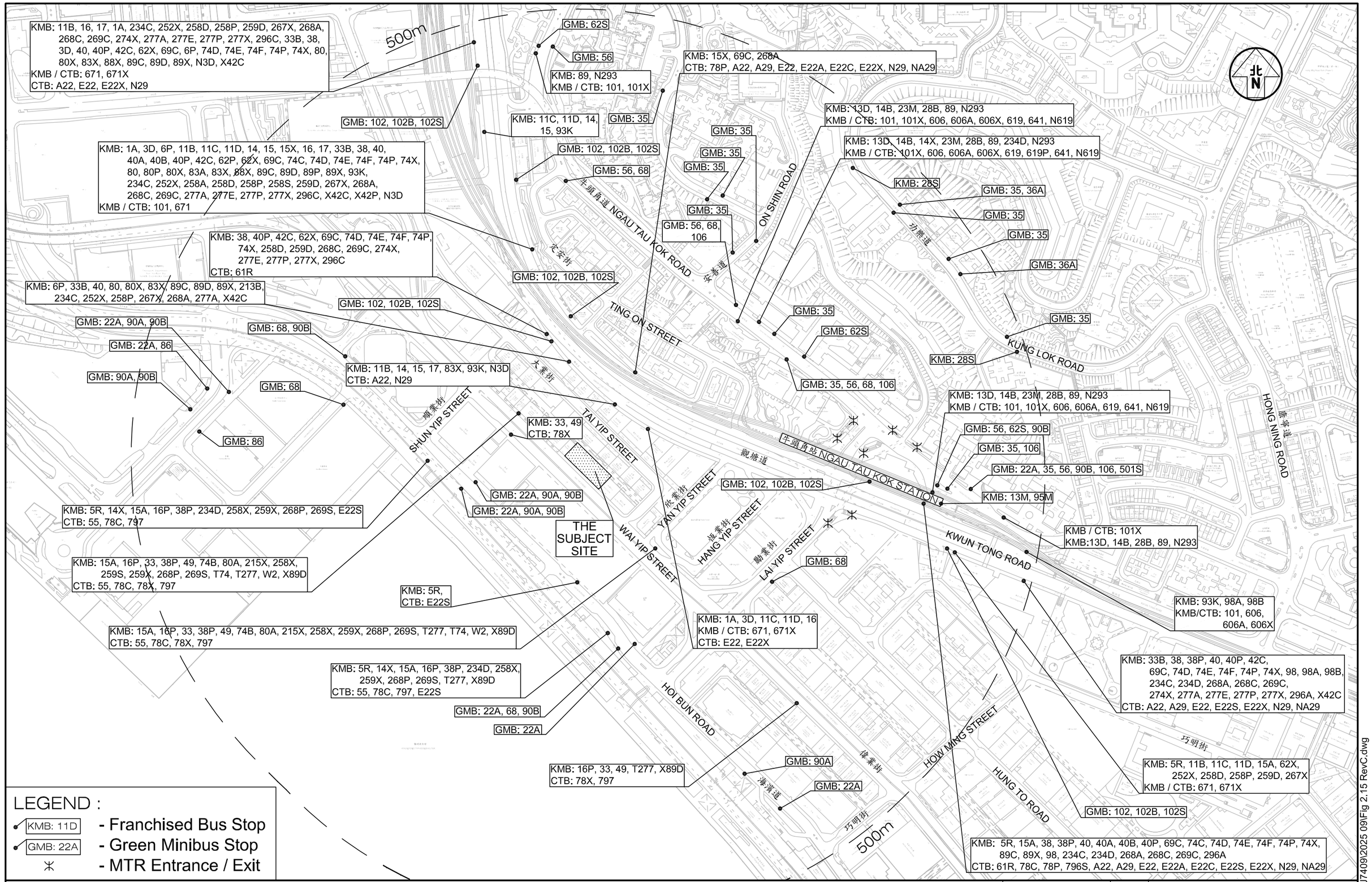

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Figure Title

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

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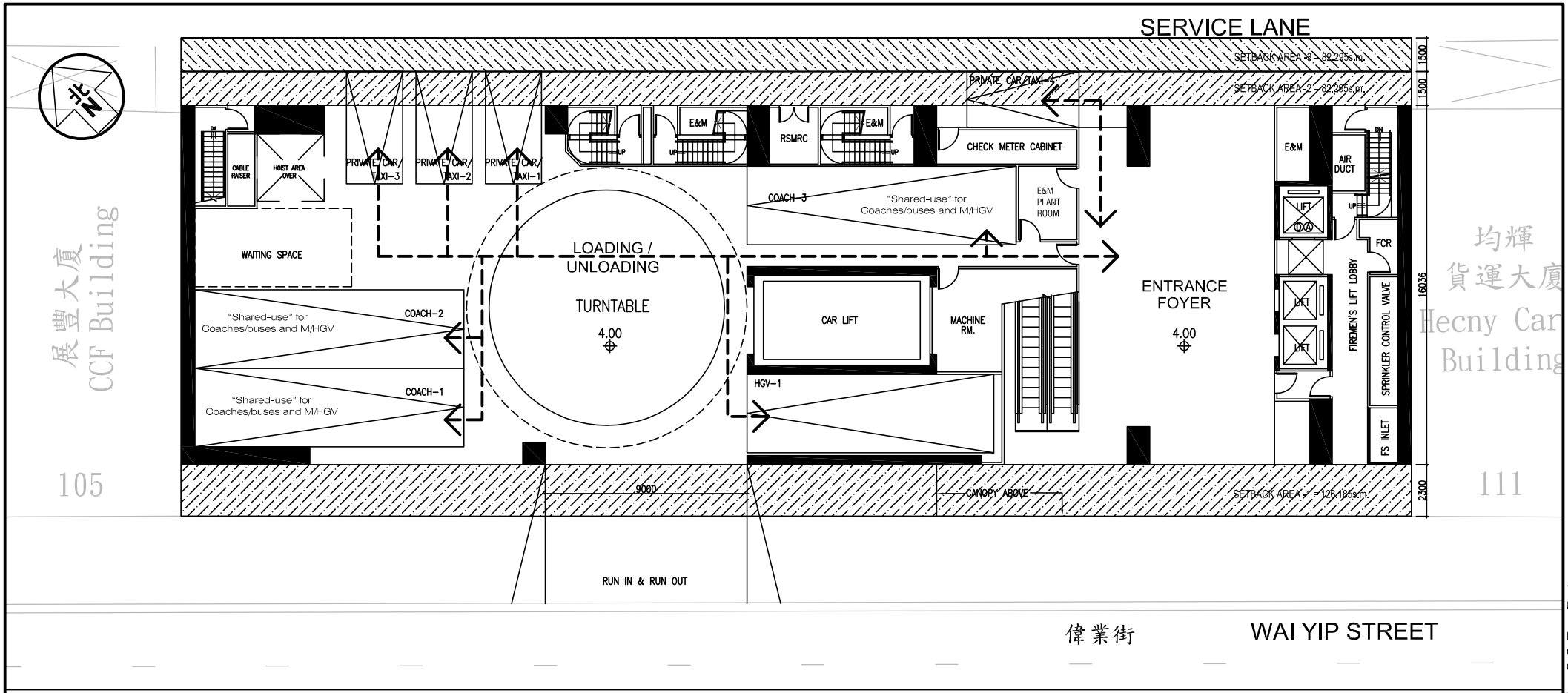

LEGEND :

"Shared-use" for Coaches/buses and M/HGV Layby
@12m(L) X 3.5m(W) X 4.7m(H)

HGV loading / unloading bay
@11m(L) X 3.5m(W) X 4.7m(H)

Taxi and private car layby
@5m(L) X 2.5m(W) X 2.4m(H)

The passenger routes to / from the proposed taxi / private car pick-up / drop-off points & goods delivery routes

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. 3.1	Revision C
Figure Title: G/F LAYOUT PLAN		Designed by C Y Y / Drawn by N C M / Checked by K C	
		Scale in A4 1 : 250 / Date 19 SEP 2025	

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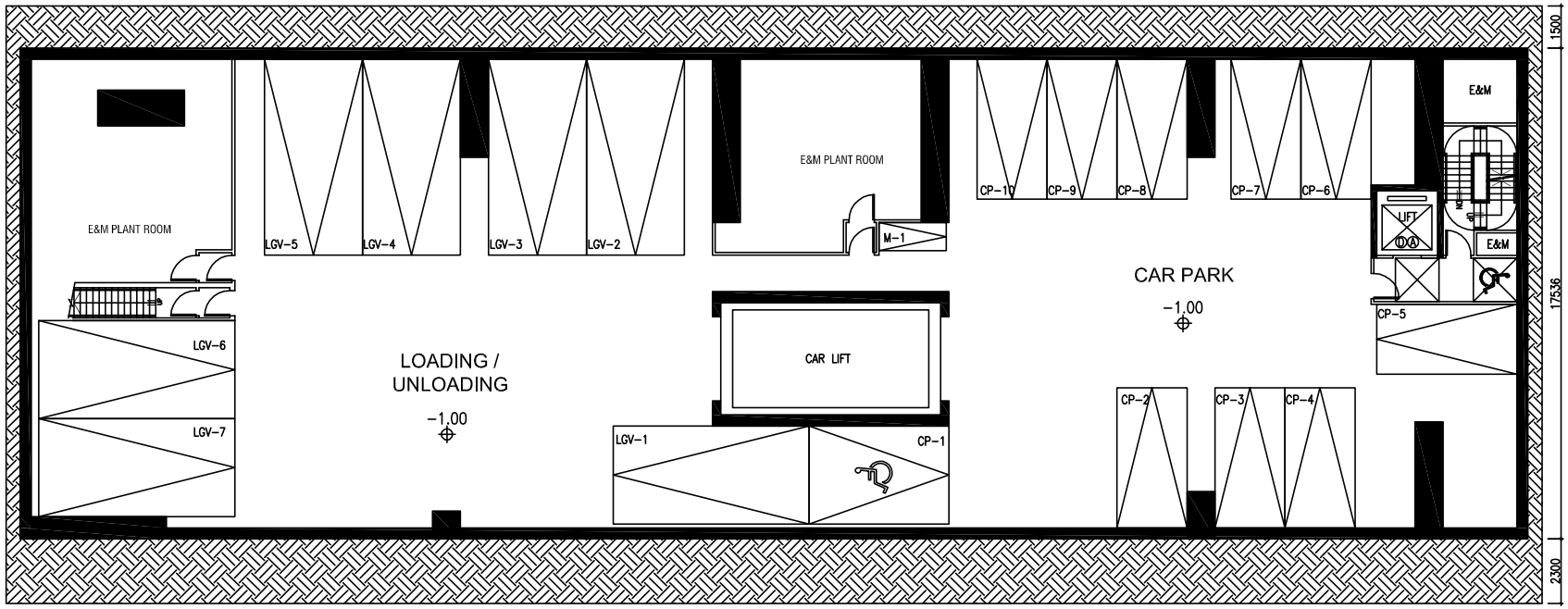
T:\JOB\J7400-J7449\J7409\2025 09\Fig 3.1 - 3.2 RevC.dwg



LEGEND :

LGV-1 — LGV loading / unloading bay @7m(L) X 3.5m(W) X 3.6m(H)

CP-1 — Accessible car parking space @5m(L) X 3.5m(W) X 2.4m(H)

CP-2 — Private car parking space @5m(L) X 2.5m(W) X 2.4m(H)

M-1 — Motorcycle parking space @2.4m(L) X 1m(W) X 2.4m(H)

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure No. 3.2

Revision C

Figure Title: B1/F LAYOUT PLAN

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4: 1 : 250

Date: 19 SEP 2025

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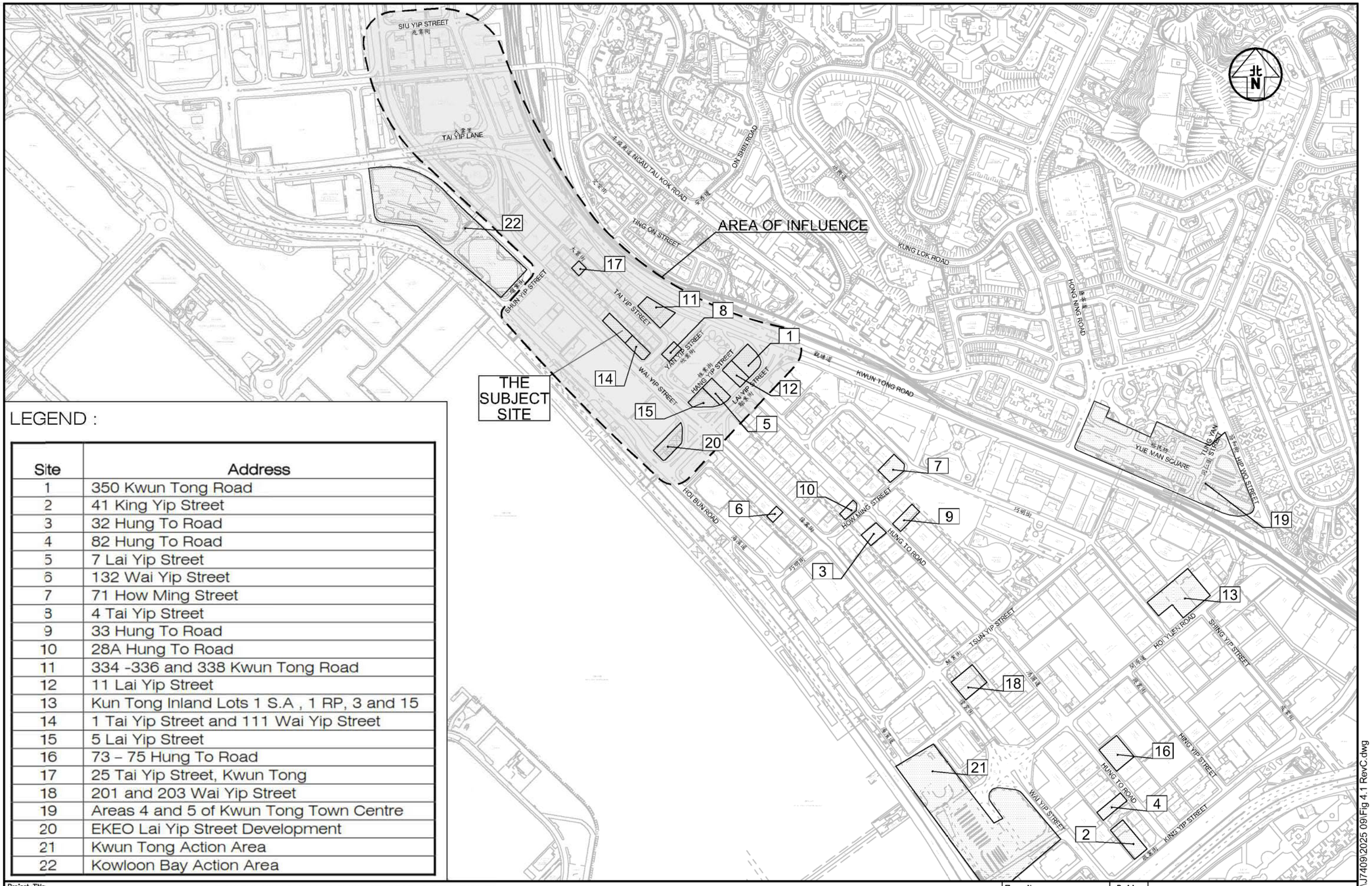

LEGEND :

Site	Address
1	350 Kwun Tong Road
2	41 King Yip Street
3	32 Hung To Road
4	82 Hung To Road
5	7 Lai Yip Street
6	132 Wai Yip Street
7	71 How Ming Street
8	4 Tai Yip Street
9	33 Hung To Road
10	28A Hung To Road
11	334 -336 and 338 Kwun Tong Road
12	11 Lai Yip Street
13	Kun Tong Inland Lots 1 S.A , 1 RP, 3 and 15
14	1 Tai Yip Street and 111 Wai Yip Street
15	5 Lai Yip Street
16	73 – 75 Hung To Road
17	25 Tai Yip Street, Kwun Tong
18	201 and 203 Wai Yip Street
19	Areas 4 and 5 of Kwun Tong Town Centre
20	EKEO Lai Yip Street Development
21	Kwun Tong Action Area
22	Kowloon Bay Action Area

Project Title

PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

LOCATION OF PLANNED DEVELOPMENTS IN THE VICINITY OF THE PROPOSED DEVELOPMENT

Figure No. 4.1

Revision C

Designed by C Y Y | Drawn by N C M | Checked by K C

Scale in A3 1 : 6000 | Date 19 SEP 2025

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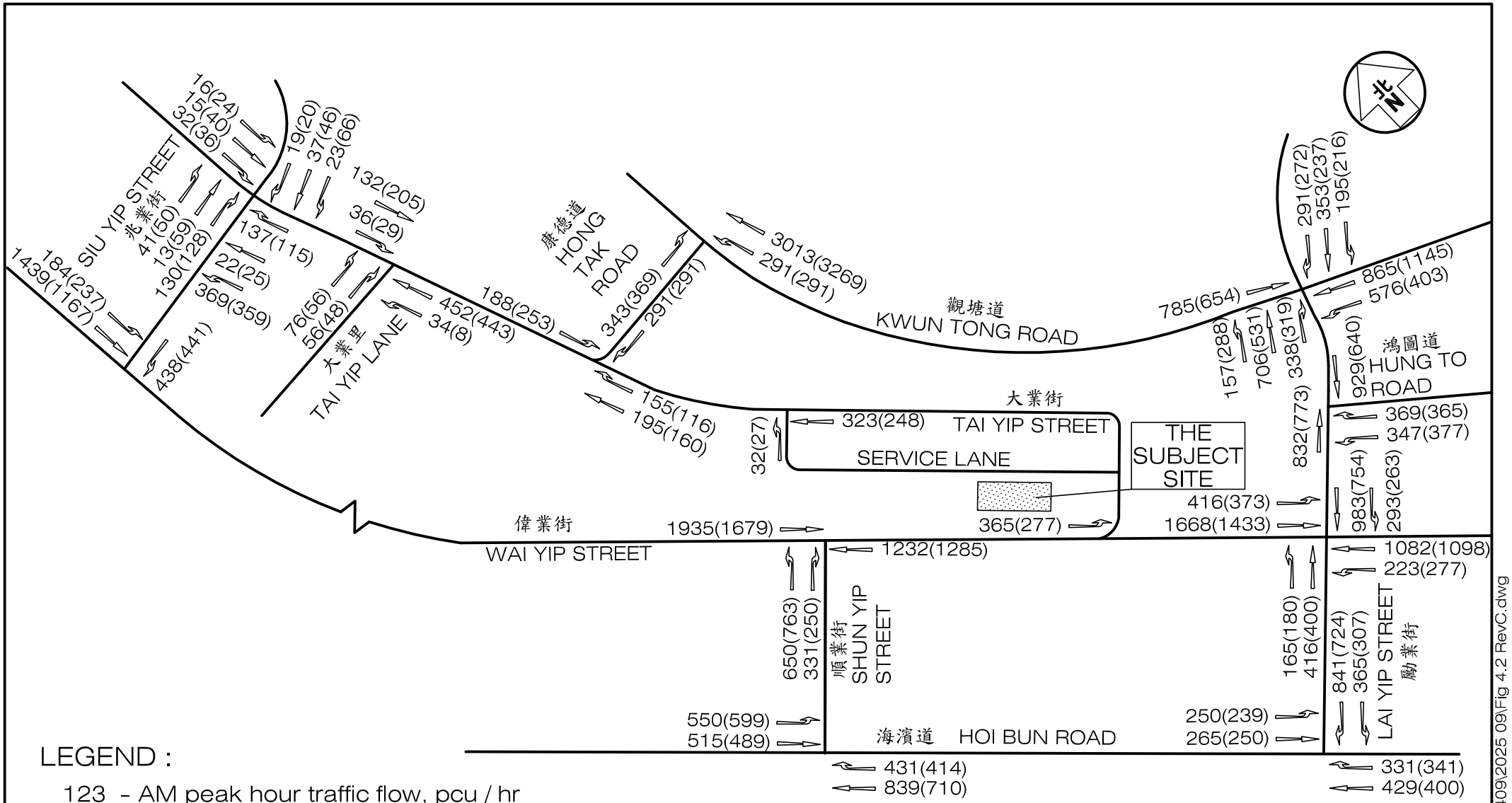

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON J7409	Figure No. 4.2	Revision C	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: YEAR 2032 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED DEVELOPMENT	Designed by C Y Y / Drawn by N C M / Checked by K C		
	Scale in A4 N.T.S.	Date 19 SEP 2025	

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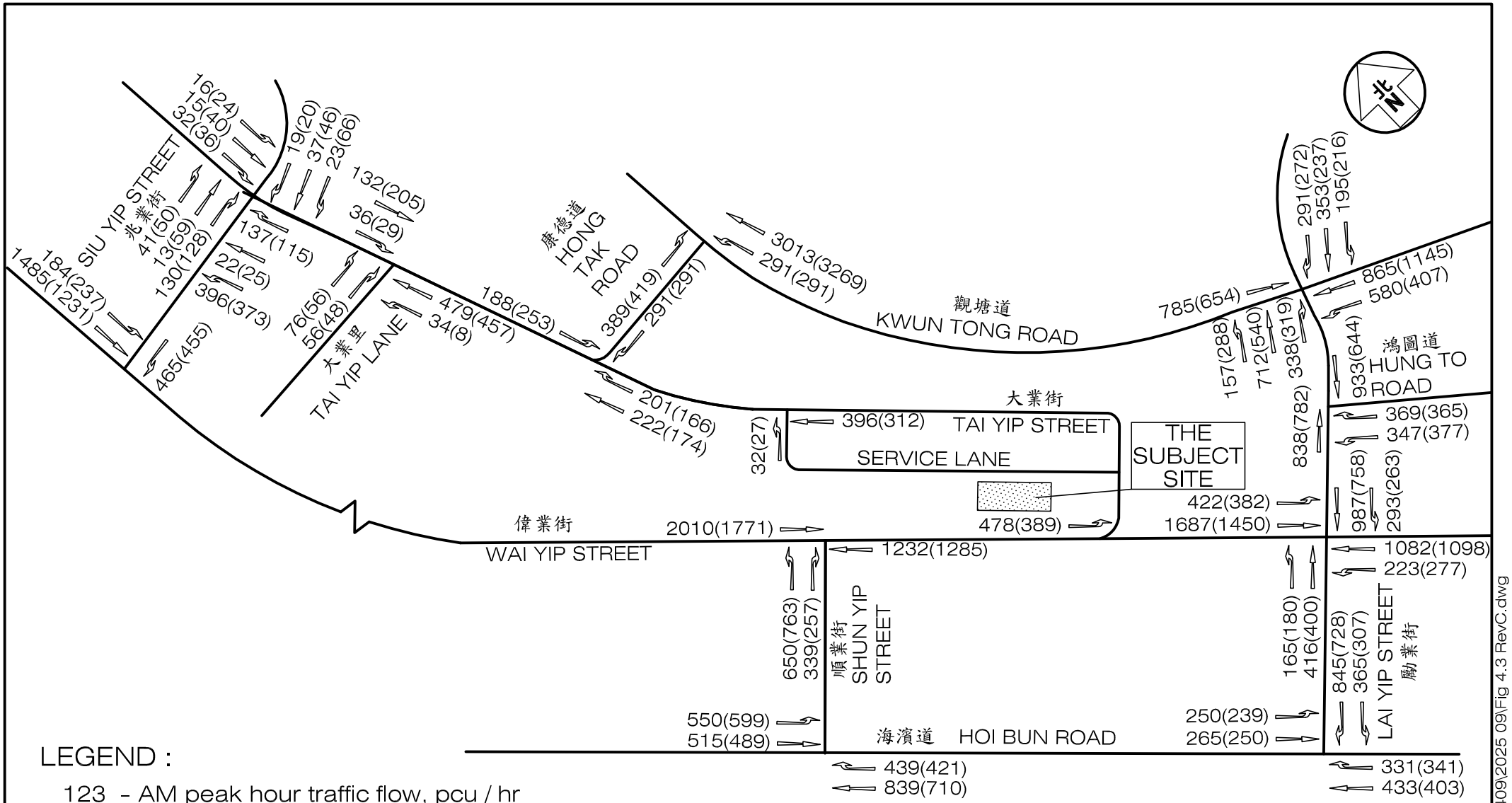


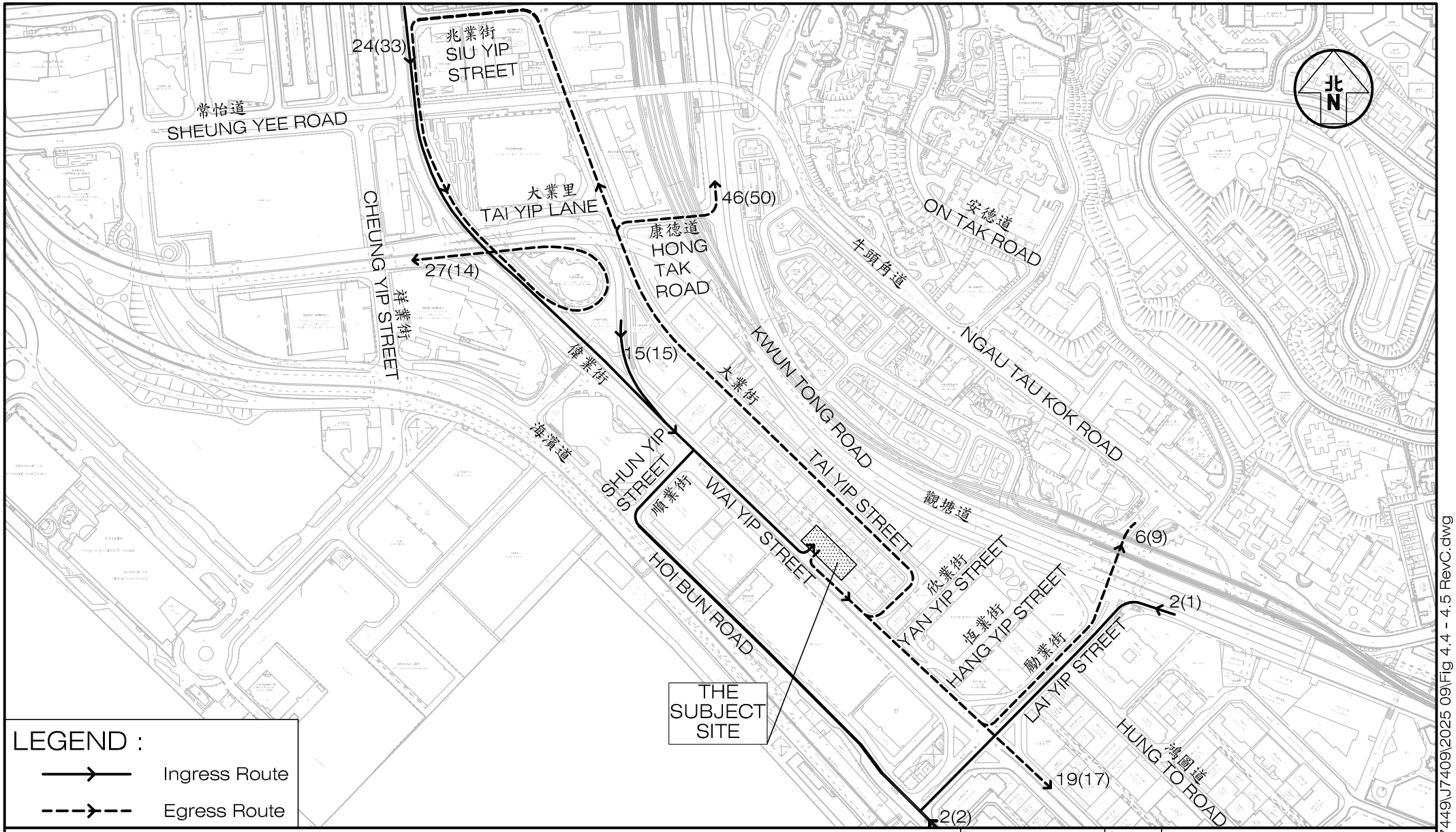
LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON J7409	Figure No. 4.3	Revision C	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: YEAR 2032 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED DEVELOPMENT	Designed by C Y Y / Drawn by N C M / Checked by K C		
	Scale in A4 N.T.S.	Date 19 SEP 2025	

T:\JOB\J7400-J7449\J7409\2025 09\Fig 4.3 RevC.dwg



Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. 4.4 / Revision C
Figure Title	THE INGRESS / EGRESS ROUTE FOR TRAFFIC GENERATED BY THE PROPOSED DEVELOPMENT (VIA WAI YIP STREET)	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 5000 / Date 19 SEP 2025

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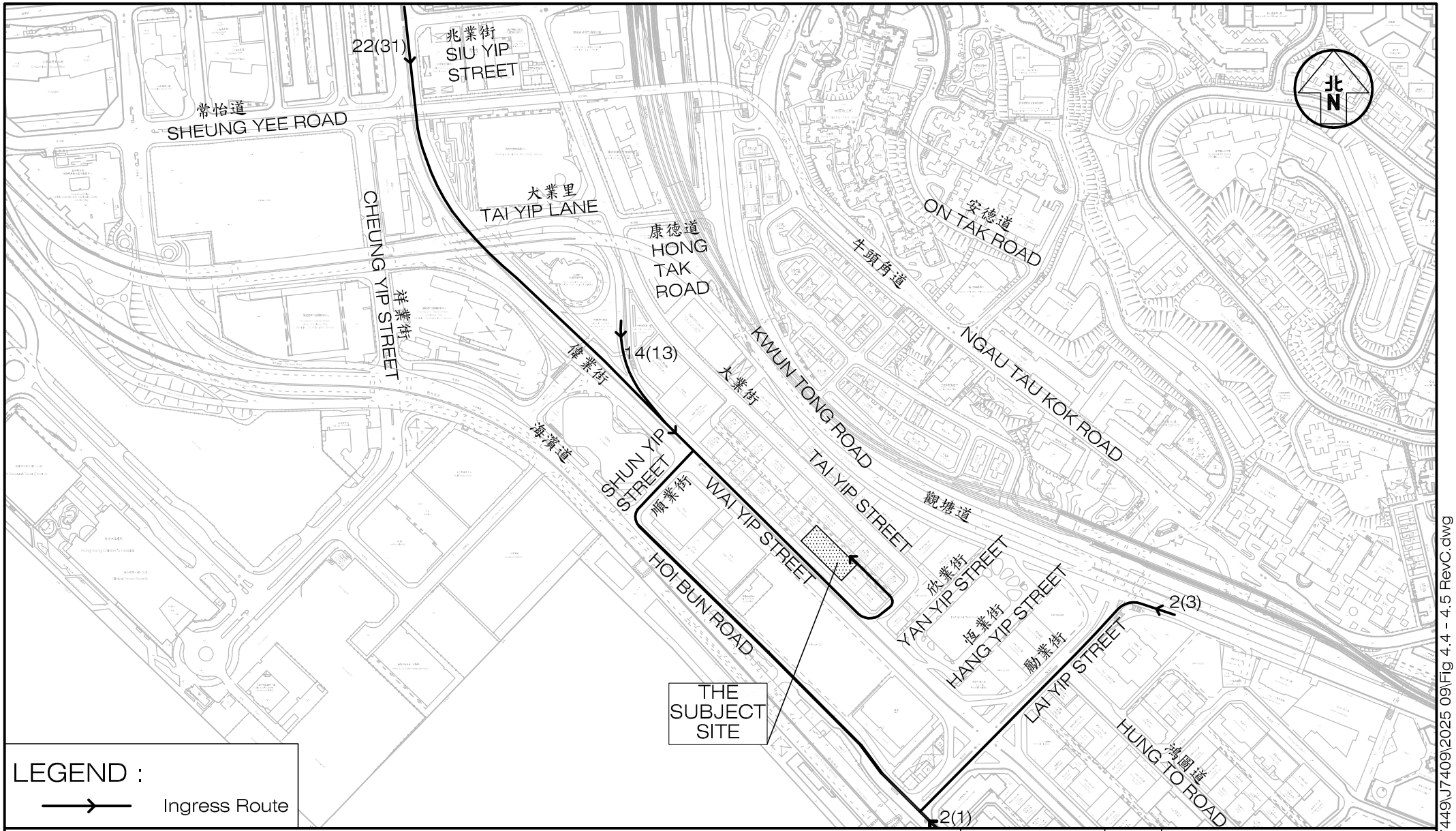

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

THE INGRESS ROUTE FOR TRAFFIC GENERATED BY THE PROPOSED DEVELOPMENT (VIA THE SERVICE LANE)

Figure No.	Revision
4.5	C

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
1 : 5000	19 SEP 2025

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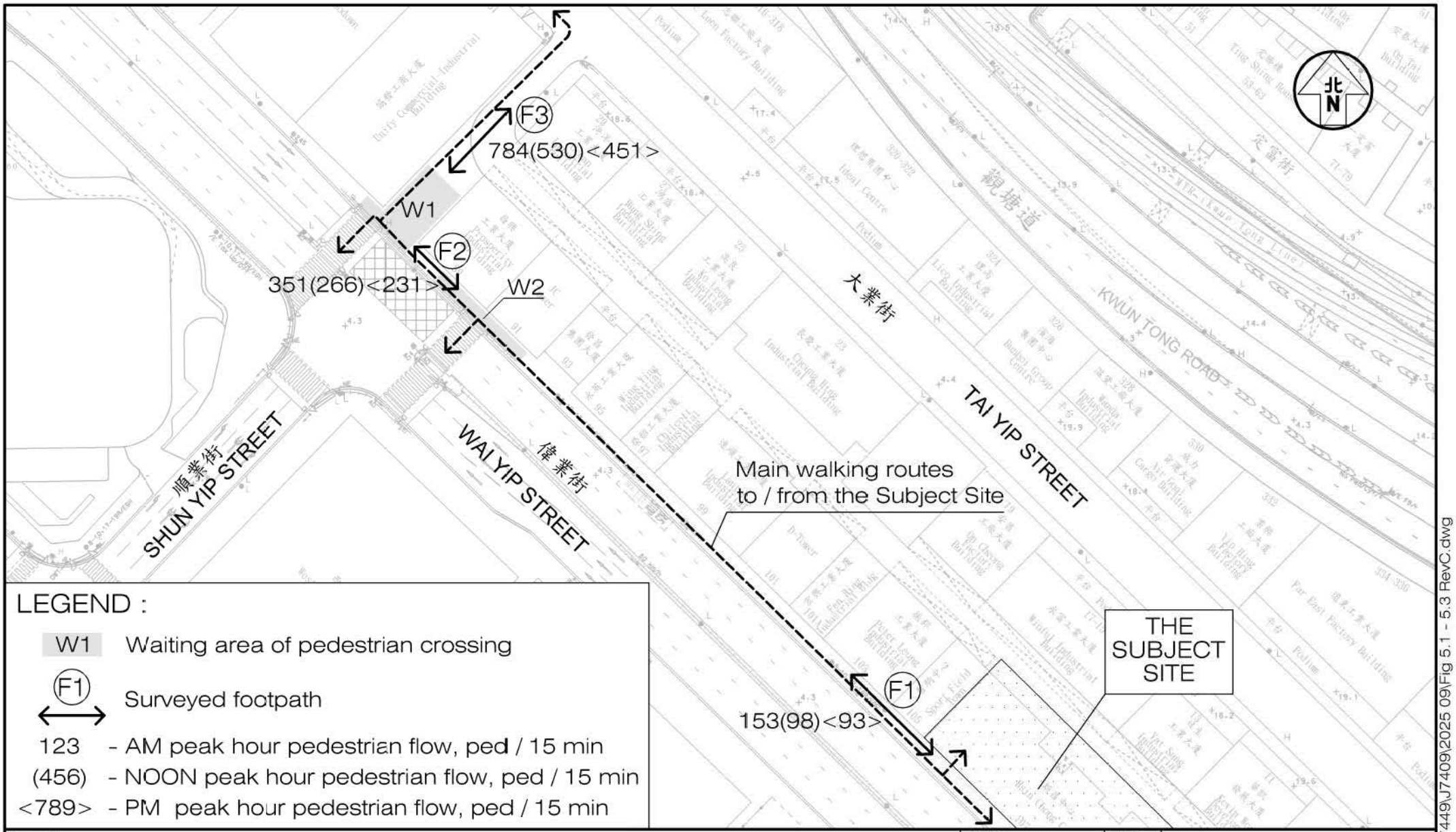

LEGEND :

- W1 — Waiting area of pedestrian crossing
- F1 ⟷ — Surveyed footpath
- 123 - AM peak hour pedestrian flow, ped / 15 min
- (456) - NOON peak hour pedestrian flow, ped / 15 min
- <789> - PM peak hour pedestrian flow, ped / 15 min

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

OBSERVED EXISTING PEDESTRIAN FLOWS AND MAIN WALKING ROUTES TO / FROM THE SUBJECT SITE

Figure No.	Revision
5.1	C

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
1 : 1000	19 SEP 2025

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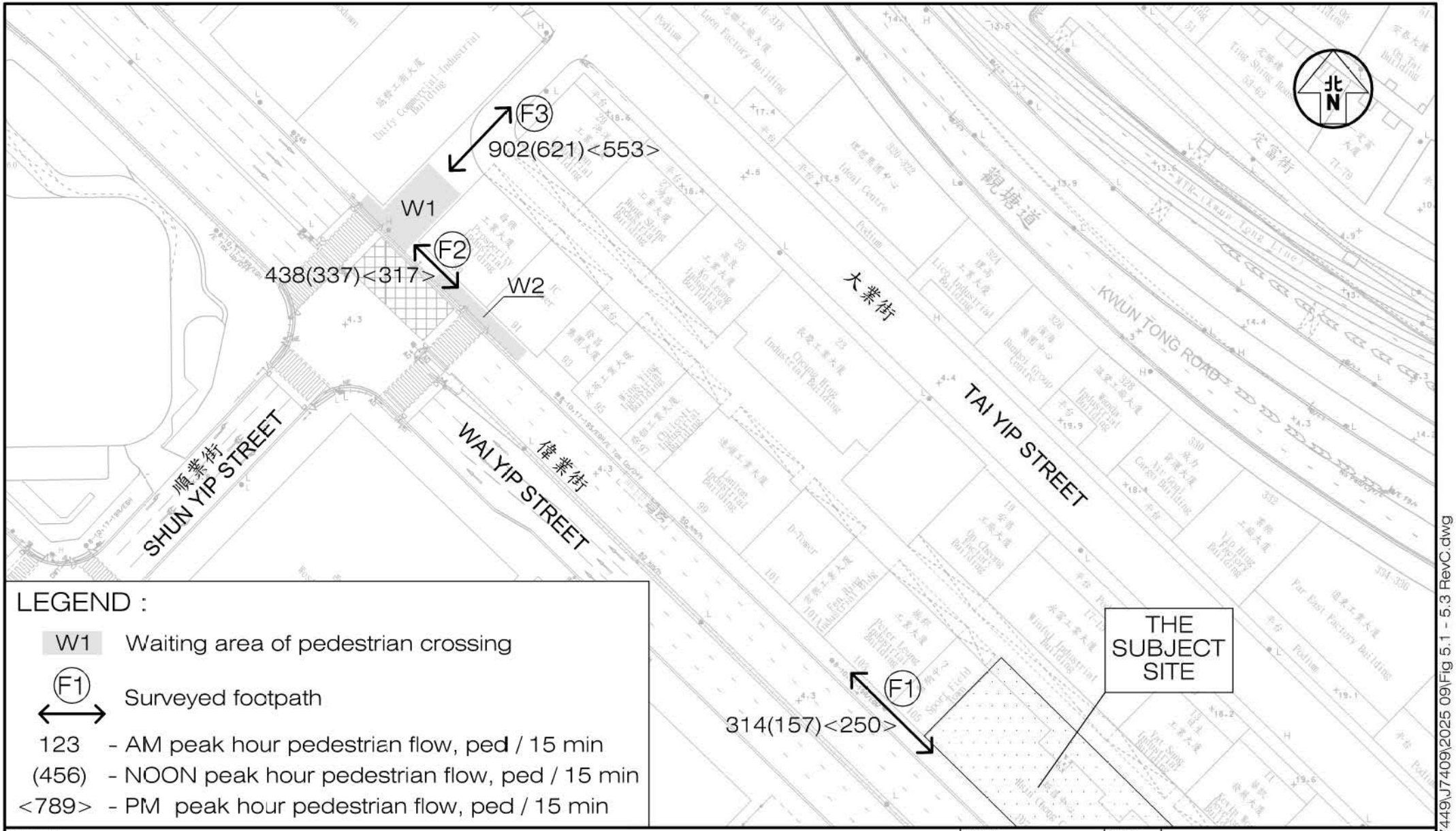

LEGEND :

W1	Waiting area of pedestrian crossing
F1 ⟷	Surveyed footpath
123	- AM peak hour pedestrian flow, ped / 15 min
(456)	- NOON peak hour pedestrian flow, ped / 15 min
<789>	- PM peak hour pedestrian flow, ped / 15 min

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

YEAR 2032 PEDESTRIAN FLOWS WITHOUT THE PROPOSED DEVELOPMENT

Figure No.	Revision
5.2	C

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
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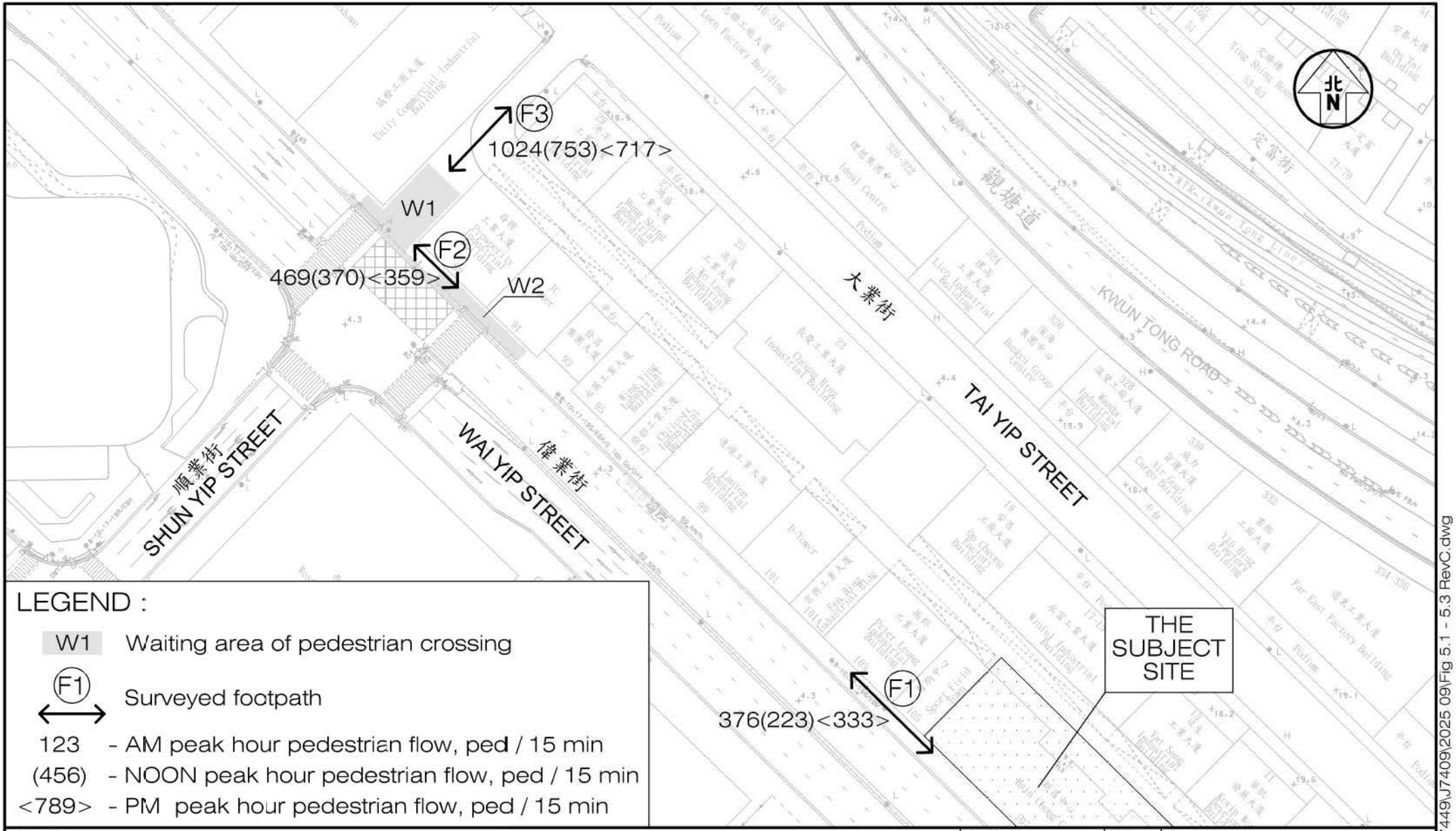

LEGEND :

W1 Waiting area of pedestrian crossing

(F1) Surveyed footpath

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

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

<789> - PM peak hour pedestrian flow, ped / 15 min

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title: YEAR 2032 PEDESTRIAN FLOWS WITH THE PROPOSED DEVELOPMENT

Figure No.	Revision
5.3	C

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
1 : 1000	19 SEP 2025

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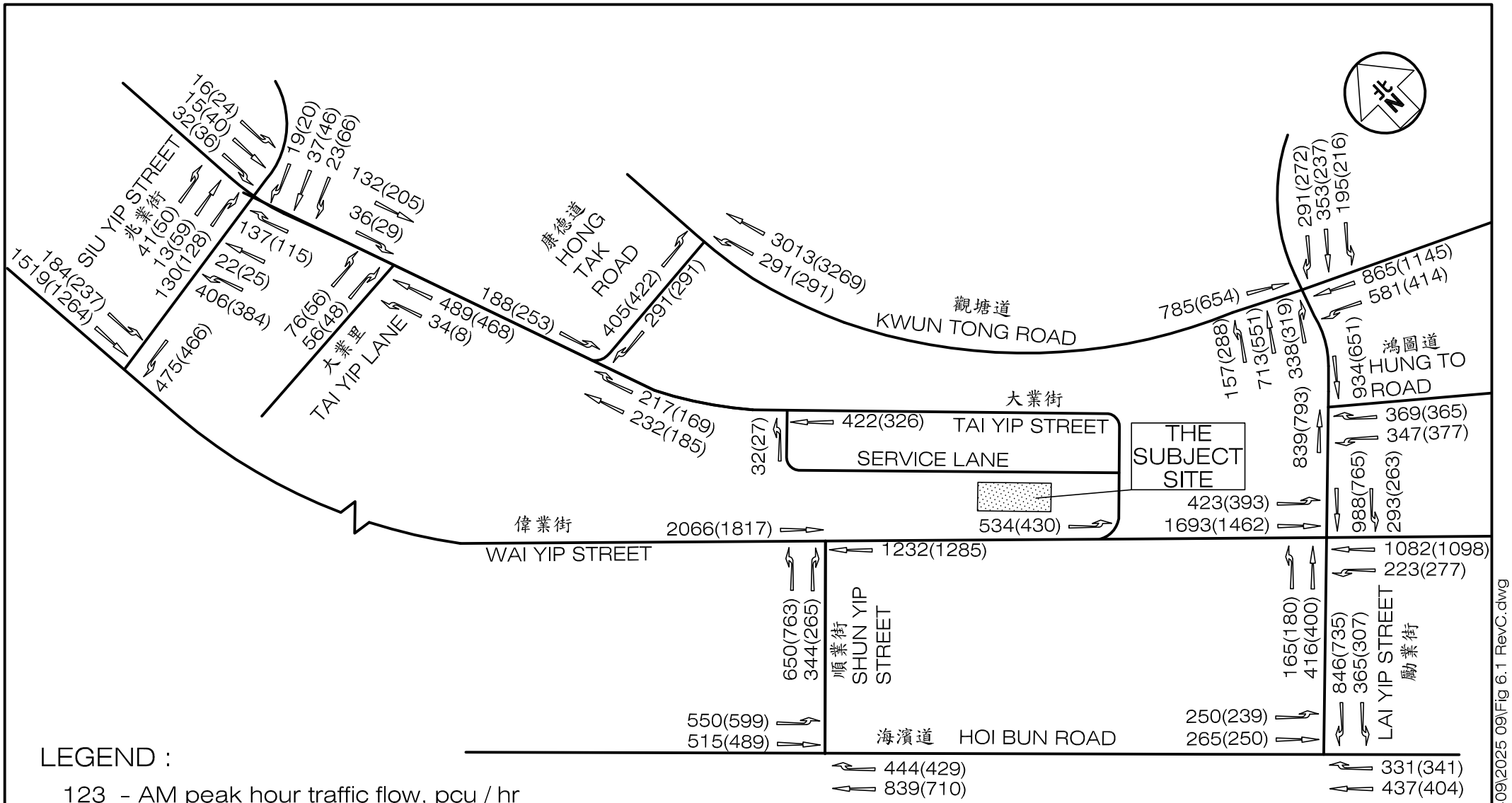

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON J7409	Figure No. 6.1	Revision C	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: SENSITIVITY TEST 2032 PEAK HOUR TRAFFIC FLOWS	Designed by C Y Y / Drawn by N C M / Checked by K C		
	Scale in A4 N.T.S.	Date 19 SEP 2025	

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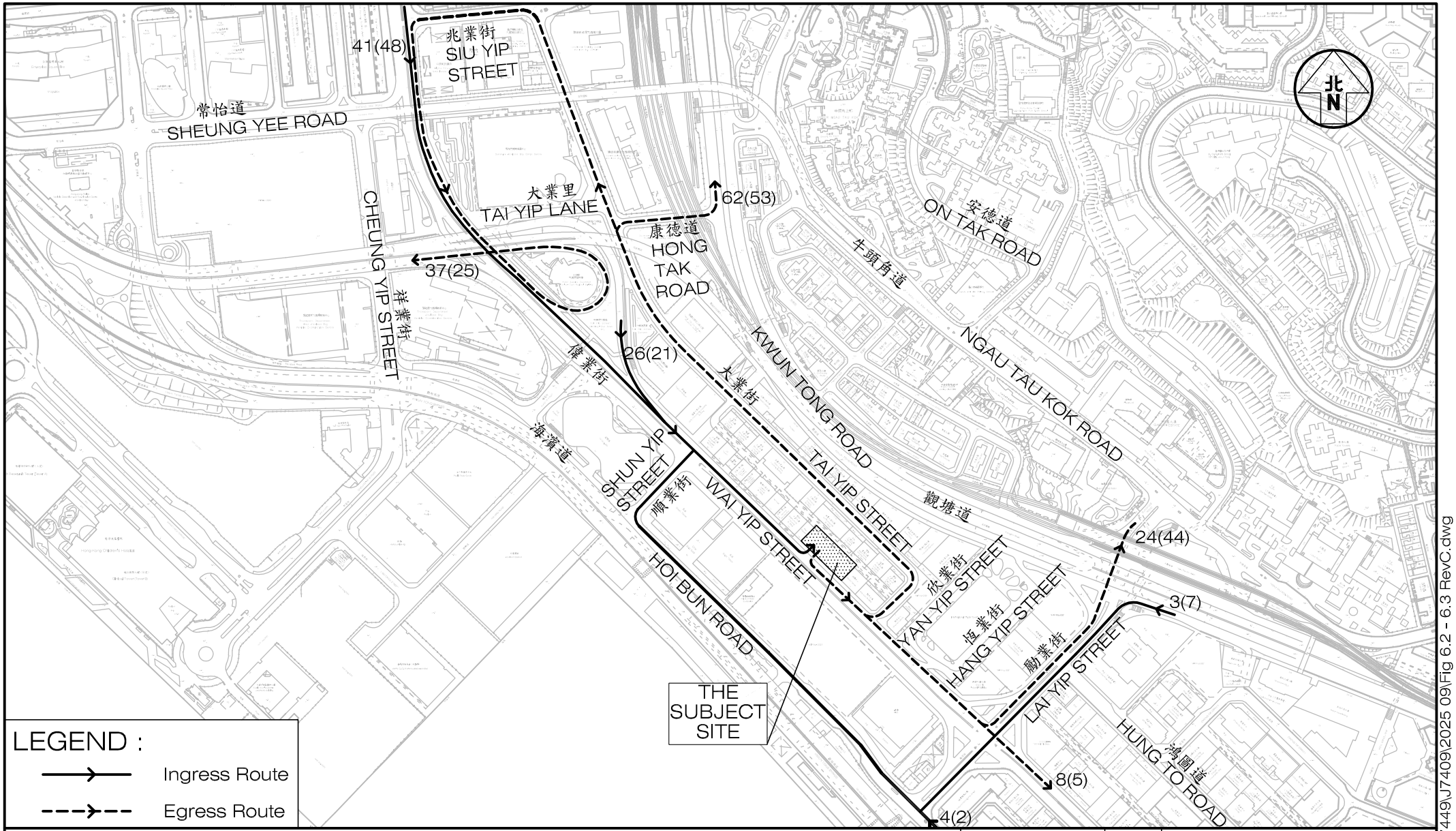

Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. 6.2 / Revision C
Figure Title	THE INGRESS / EGRESS ROUTE OF SENSITIVITY TEST (VIA WAI YIP STREET)		Designed by C Y Y / Drawn by N C M / Checked by K C
			Scale in A4 1 : 5000 / Date 19 SEP 2025

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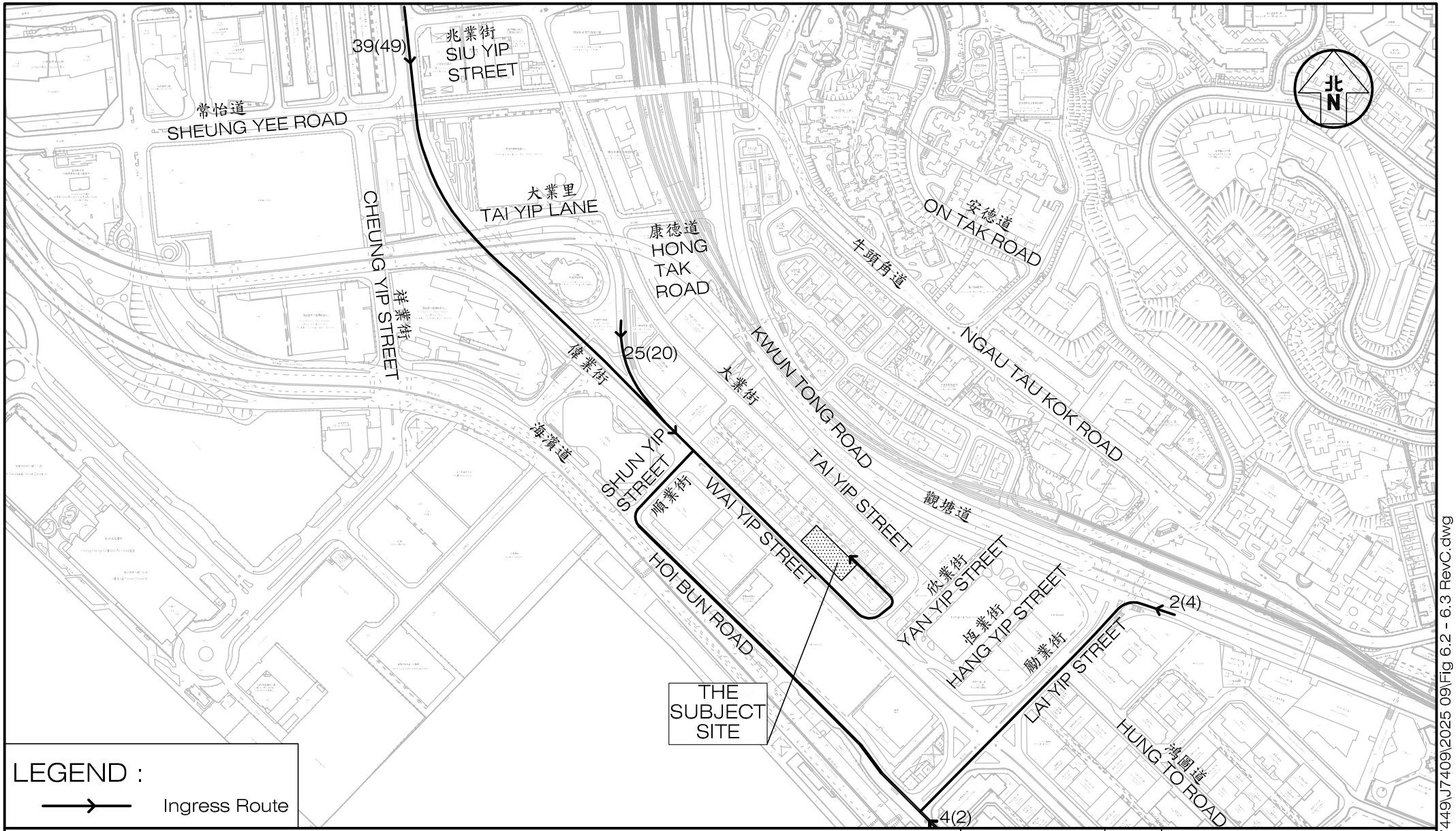

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

THE INGRESS ROUTE OF SENSITIVITY TEST (VIA THE SERVICE LANE)

Figure No.	Revision
6.3	C

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
1 : 5000	19 SEP 2025

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Appendix 1 – Calculation

Signal Junction Analysis

Junction: Hoi Bun Road / Shun Yip Street — Job Number: J7409

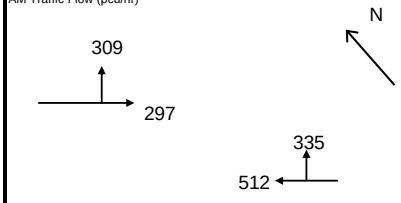
Scenario: Existing Condition — P. 1

Design Year: 2025 — Designed By: — Checked By: — Date: 19 September 2025

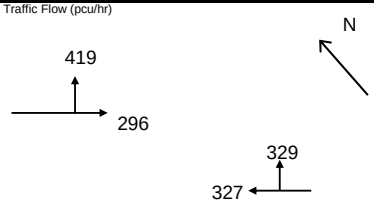
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road WB	SA	A1	1	3.50				1965	419	0.213	0.213		1965	326	0.166	0.166
	SA+RT	A2	1	3.50	25.0		78	2011	428	0.213		100	1986	330	0.166	
Hoi Bun Road EB	LT	B1	2	3.50	15.0		100	1786	309	0.173	0.173	100	1786	419	0.235	0.235
	SA	B2	2	3.50				2105	297	0.141			2105	296	0.141	

pedestrian phase	Cp	1,3		min crossing time =	7	sec GM +	7	sec FGM =	14	sec
	Dp	2,3		min crossing time =	6	sec GM +	6	sec FGM =	12	sec
	Ep	3		min crossing time =	11	sec GM +	12	sec FGM =	23	sec
	Fp	3		min crossing time =	8	sec GM +	6	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



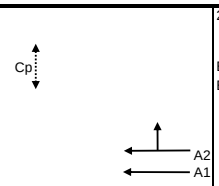
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.386		0.401	
L (s)	39		39	
C (s)	118		108	
practical y	0.603		0.575	
R.C. (%)	56%		43%	

Note:

1



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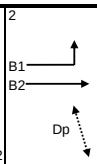

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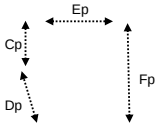


AM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

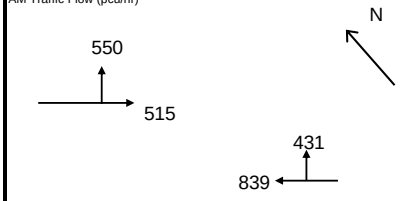
Junction: Hoi Bun Road / Shun Yip Street — Job Number: J7409

Scenario: Without the Proposed Development — P. 2

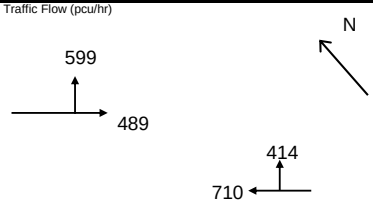
Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road WB	SA	A1	1,2	3.50				1965	839	0.427			1965	710	0.361	
	RT	A2	1	3.50	25.0		100	1986	431	0.217	0.217	100	1986	414	0.208	0.208
Hoi Bun Road EB	LT	B1	2	3.50	15.0		100	1786	491	0.275	0.275	100	1786	503	0.282	0.282
	SA+LT	B2	2	3.50	20.0		10	2089	574	0.275		16	2080	585	0.281	
pedestrian phase		Cp	1,3		min crossing time =			7	sec GM +	7	sec FGM =		14	sec		
		Dp	3		min crossing time =			6	sec GM +	6	sec FGM =		12	sec		
		Ep	3		min crossing time =			11	sec GM +	12	sec FGM =		23	sec		
		Fp	3		min crossing time =			8	sec GM +	6	sec FGM =		14	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

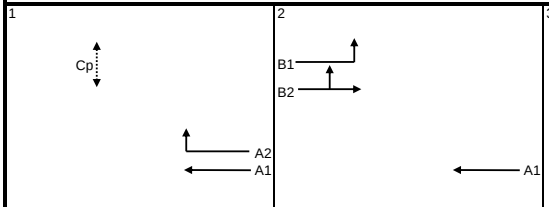


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.492		0.490	
L (s)	39		39	
C (s)	118		108	
practical y	0.603		0.575	
R.C. (%)	22%		17%	

Note: Junction Improvement Scheme by Other Project



AM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =
PM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =

Signal Junction Analysis

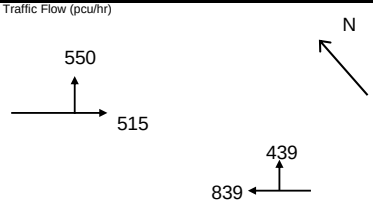
Junction: Hoi Bun Road / Shun Yip Street — Job Number: J7409

Scenario: With the Proposed Development — P. 3

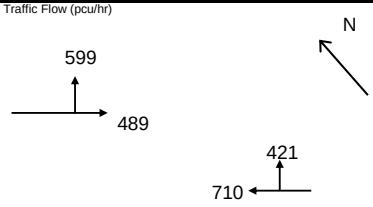
Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road WB	SA	A1	1,2	3.50				1965	839	0.427			1965	710	0.361	
	RT	A2	1	3.50	25.0		100	1986	439	0.221	0.221	100	1986	421	0.212	0.212
Hoi Bun Road EB	LT	B1	2	3.50	15.0		100	1786	491	0.275	0.275	100	1786	503	0.282	0.282
	SA+LT	B2	2	3.50	20.0		10	2089	574	0.275		16	2080	585	0.281	
pedestrian phase		Cp	1,3		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		Dp	3		min crossing time =		6	sec GM +		6	sec FGM =		12	sec		
		Ep	3		min crossing time =		11	sec GM +		12	sec FGM =		23	sec		
		Fp	3		min crossing time =		8	sec GM +		6	sec FGM =		14	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



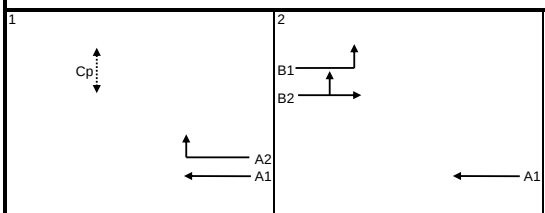
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.496		0.494	
L (s)	39		39	
C (s)	118		108	
practical y	0.603		0.575	
R.C. (%)	21%		16%	

Note:

Junction Improvement Scheme by Other Project



AM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

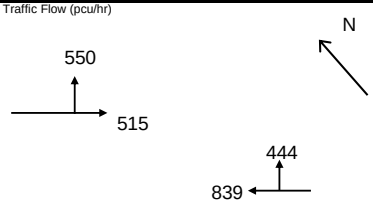
Junction: Hoi Bun Road / Shun Yip Street — Job Number: J7409

Scenario: With the Proposed Development (Sensitivity Test for adopting mean rate) — P. 4

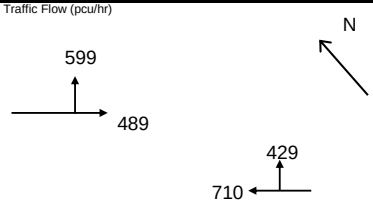
Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road WB	SA	A1	1,2	3.50				1965	839	0.427			1965	710	0.361	
	RT	A2	1	3.50	25.0		100	1986	444	0.224	0.224	100	1986	429	0.216	0.216
Hoi Bun Road EB	LT	B1	2	3.50	15.0		100	1786	491	0.275	0.275	100	1786	503	0.282	0.282
	SA+LT	B2	2	3.50	20.0		10	2089	574	0.275		16	2080	585	0.281	
pedestrian phase		Cp	1,3		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		Dp	3		min crossing time =		6	sec GM +		6	sec FGM =		12	sec		
		Ep	3		min crossing time =		11	sec GM +		12	sec FGM =		23	sec		
		Fp	3		min crossing time =		8	sec GM +		6	sec FGM =		14	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



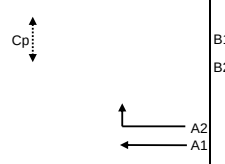
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.498		0.498	
L (s)	39		39	
C (s)	118		108	
practical y	0.603		0.575	
R.C. (%)	21%		16%	

Note: Junction Improvement Scheme by Other Project

1



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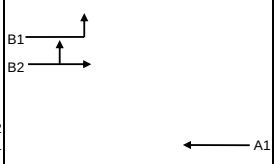

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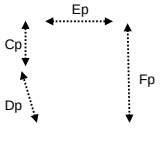


AM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

Junction: Wai Yip Street / Shun Yip Street — Job Number: J7409

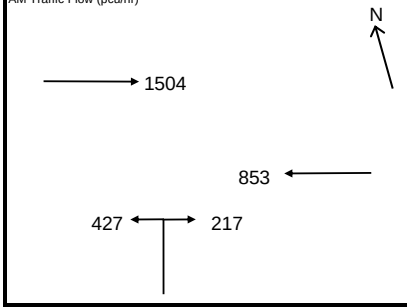
Scenario: Existing Condition — P. 5

Design Year: 2025 — Designed By: — Checked By: — Date: 19 September 2025

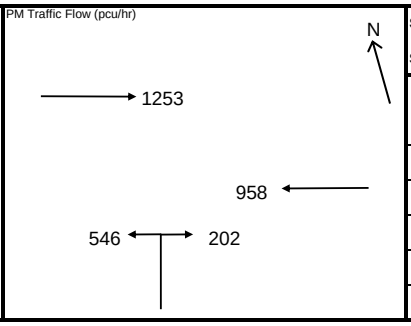
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street EB	SA	A1	1	3.50				1965	479	0.244	0.244		1965	399	0.203	
	SA	A2	1	3.50				2105	513	0.244			2105	427	0.203	0.203
	SA	A3	1	3.50				2105	512	0.243			2105	427	0.203	
Wai Yip Street WB	SA	B1	1	3.50				1965	271	0.138			1965	305	0.155	
	SA	B2	1	3.50				2105	291	0.138			2105	327	0.155	
	SA	B3	1	3.50				2105	291	0.138			2105	326	0.155	
Shun Yip Street NB	LT	C1	3	3.50	15.0		100	1786	206	0.115	0.115	100	1786	262	0.147	0.147
	LT+RT	C2	3	3.50	18.0		100	1943	224	0.115		100	1943	284	0.146	
	RT	C3	3	3.50	25.0		100	1854	214	0.115		100	1854	202	0.109	

pedestrian phase	Dp	1,2		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	Ep	2		min crossing time =	12	sec GM +	9	sec FGM =	21	sec
	Fp	2		min crossing time =	13	sec GM +	12	sec FGM =	25	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

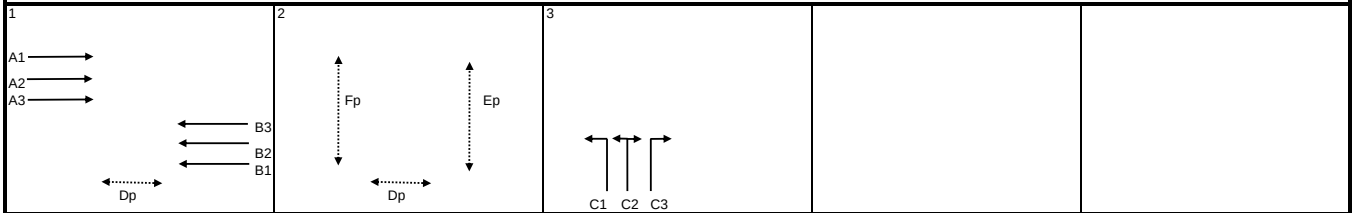


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+3	AM Peak	PM Peak 1+3	PM Peak
Sum y	0.359		0.350	
L (s)	40		40	
C (s)	118		108	
practical y	0.595		0.567	
R.C. (%)	66%		62%	

Note:



AM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

Junction: Wai Yip Street / Shun Yip Street — Job Number: J7409

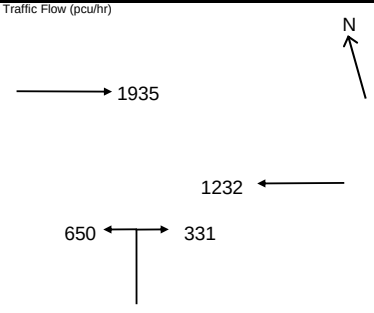
Scenario: Without the Proposed Development — P. 6

Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

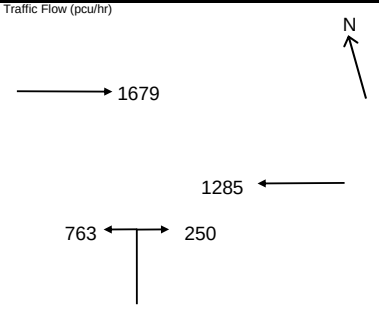
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street EB	SA	A1	1	3.50				1965	616	0.313			1965	534	0.272	
	SA	A2	1	3.50				2105	660	0.314	0.314		2105	572	0.272	
	SA	A3	1	3.50				2105	659	0.313			2105	573	0.272	0.272
Wai Yip Street WB	SA	B1	1	3.50				1965	392	0.199			1965	409	0.208	
	SA	B2	1	3.50				2105	420	0.200			2105	438	0.208	
	SA	B3	1	3.50				2105	420	0.200			2105	438	0.208	
Shun Yip Street NB	LT	C1	3	3.50	15.0		100	1786	314	0.176	0.176	100	1786	365	0.204	
	LT+RT	C2	3	3.50	18.0		100	1943	341	0.176		100	1943	398	0.205	0.205
	RT	C3	3	3.50	25.0		100	1854	326	0.176		100	1854	250	0.135	

pedestrian phase	Dp	1,2		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	Ep	2		min crossing time =	12	sec GM +	9	sec FGM =	21	sec
	Fp	2		min crossing time =	13	sec GM +	12	sec FGM =	25	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



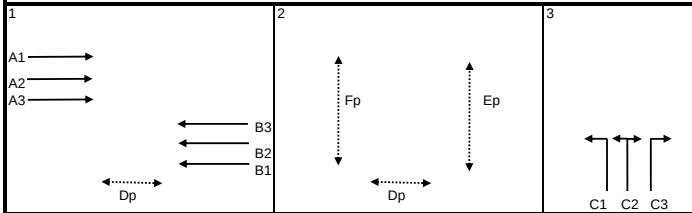
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+3	AM Peak	PM Peak 1+3	PM Peak
Sum y	0.489		0.477	
L (s)	40		40	
C (s)^	118		112	
practical y	0.595		0.579	
R.C. (%)	22%		21%	

Note:

^ The cycle time is proposed to increase from 108s to 112s



AM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

Junction: Wai Yip Street / Shun Yip Street — Job Number: J7409

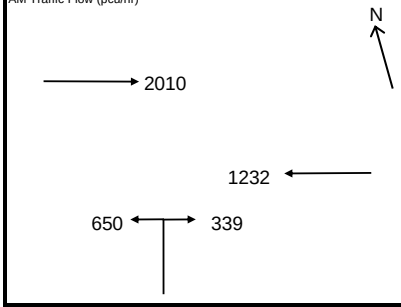
Scenario: With the Proposed Development — P. 7

Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

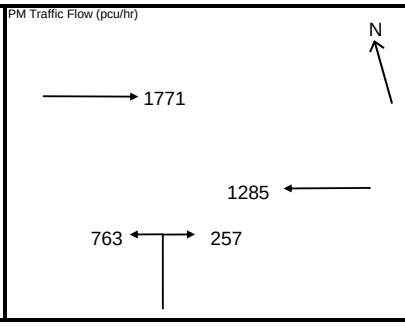
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street EB	SA	A1	1	3.50				1965	640	0.326	0.326		1965	564	0.287	
	SA	A2	1	3.50				2105	685	0.325			2105	604	0.287	0.287
	SA	A3	1	3.50				2105	685	0.325			2105	603	0.286	
Wai Yip Street WB	SA	B1	1	3.50				1965	392	0.199			1965	409	0.208	
	SA	B2	1	3.50				2105	420	0.200			2105	438	0.208	
	SA	B3	1	3.50				2105	420	0.200			2105	438	0.208	
Shun Yip Street NB	LT	C1	3	3.50	15.0		100	1786	316	0.177		100	1786	365	0.204	
	LT+RT	C2	3	3.50	18.0		100	1943	345	0.178	0.178	100	1943	398	0.205	0.205
	RT	C3	3	3.50	25.0		100	1854	328	0.177		100	1854	257	0.139	

pedestrian phase	Dp	1,2		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	Ep	2		min crossing time =	12	sec GM +	9	sec FGM =	21	sec
	Fp	2		min crossing time =	13	sec GM +	12	sec FGM =	25	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



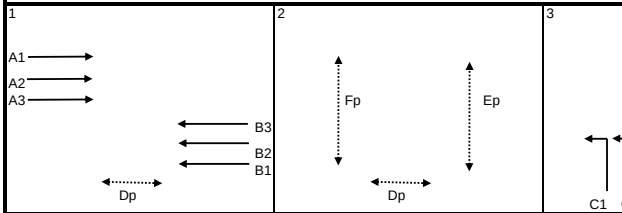
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+3	AM Peak	PM Peak 1+3	PM Peak
Sum y	0.503		0.492	
L (s)	40		40	
C (s)^	118		112	
practical y	0.595		0.579	
R.C. (%)	18%		18%	

Note:

^ The cycle time is proposed to increase from 108s to 112s



AM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

Junction: Wai Yip Street / Shun Yip Street — Job Number: J7409

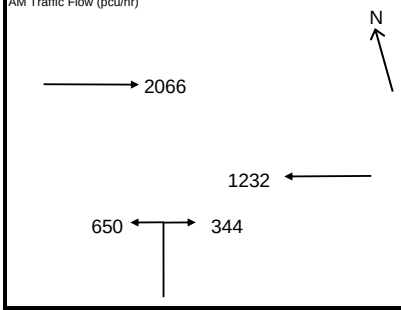
Scenario: With the Proposed Development (Sensitivity Test for adopting mean rate) — P. 8

Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

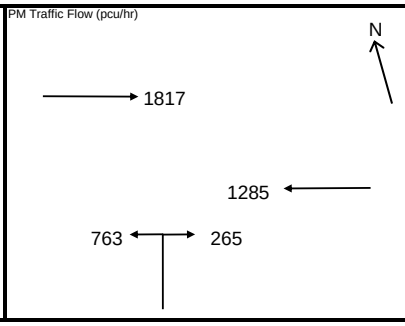
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street EB	SA	A1	1	3.50				1965	657	0.334			1965	578	0.294	
	SA	A2	1	3.50				2105	704	0.334			2105	619	0.294	
	SA	A3	1	3.50				2105	705	0.335	0.335		2105	620	0.295	0.295
Wai Yip Street WB	SA	B1	1	3.50				1965	392	0.199			1965	409	0.208	
	SA	B2	1	3.50				2105	420	0.200			2105	438	0.208	
	SA	B3	1	3.50				2105	420	0.200			2105	438	0.208	
Shun Yip Street NB	LT	C1	3	3.50	15.0		100	1786	318	0.178		100	1786	365	0.204	
	LT+RT	C2	3	3.50	18.0		100	1943	346	0.178	0.178	100	1943	398	0.205	0.205
	RT	C3	3	3.50	25.0		100	1854	330	0.178		100	1854	265	0.143	

pedestrian phase	Dp	1,2		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	Ep	2		min crossing time =	12	sec GM +	9	sec FGM =	21	sec
	Fp	2		min crossing time =	13	sec GM +	12	sec FGM =	25	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



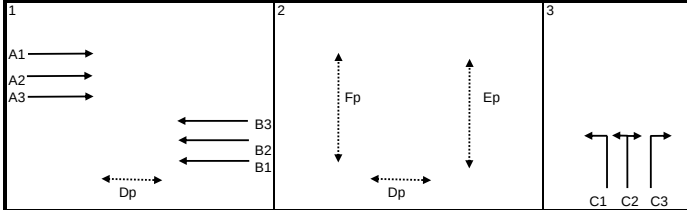
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+3	AM Peak	PM Peak 1+3	PM Peak
Sum y	0.513		0.499	
L (s)	40		40	
C (s)^	118		112	
practical y	0.595		0.579	
R.C. (%)	16%		16%	

Note:

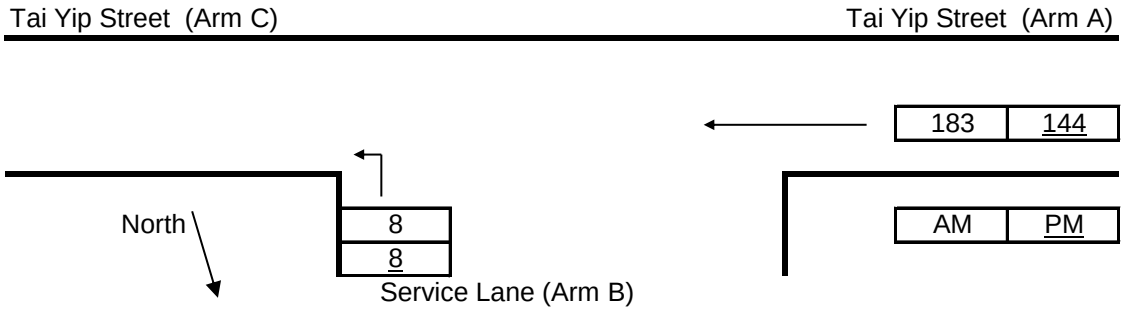
^ The cycle time is proposed to increase from 108s to 112s



AM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Priority Junction Analysis

Junction:	Tai Yip Street / Service Lane				
Design Year:	2025	Job Number:	J7409	Date:	19 September 2025
Scenario:	Existing Condition				P. 9



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.25	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	6.00	E	1.1077
			V-rBC	17	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7844

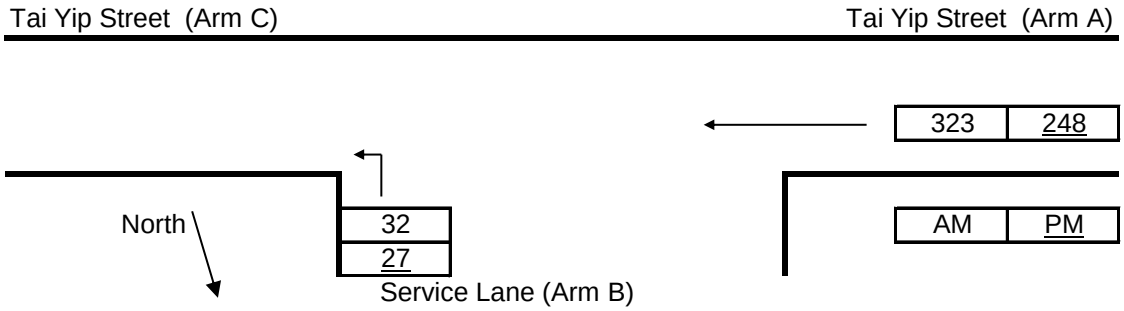
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	306	312
q-CB	0	0	Q-BC	767	780
q-AB	0	0	Q-CB	406	412
q-AC	183	144	Q-BAC	767	780
q-BA	0	0			
q-BC	8	8			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.010	0.010
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Tai Yip Street / Service Lane				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	Without the Proposed Development				P. 10



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.25	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	6.00	E	1.1077
			V-rBC	17	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7844

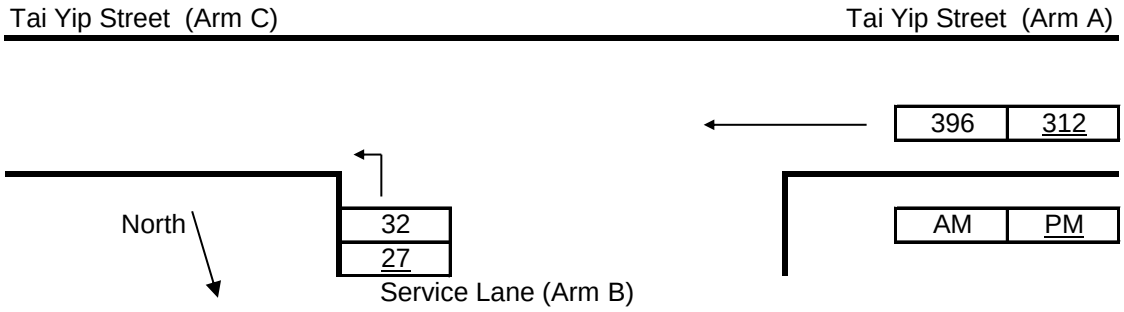
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	285	297
q-CB	0	0	Q-BC	723	747
q-AB	0	0	Q-CB	382	395
q-AC	323	248	Q-BAC	723	747
q-BA	0	0			
q-BC	32	27			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.044	0.036
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Tai Yip Street / Service Lane				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development				P. 11



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.25	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	6.00	E	1.1077
			V-rBC	17	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7844

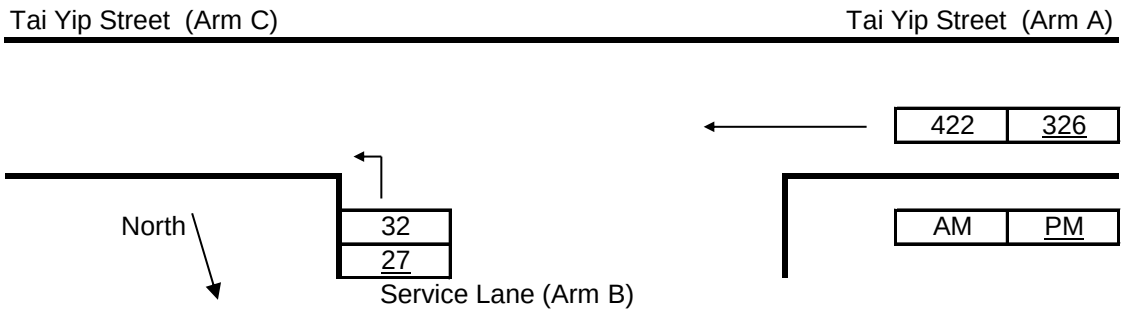
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	274	287
q-CB	0	0	Q-BC	700	727
q-AB	0	0	Q-CB	370	384
q-AC	396	312	Q-BAC	700	727
q-BA	0	0			
q-BC	32	27			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.046	0.037
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Tai Yip Street / Service Lane				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development (Sensitivity Test for adopting mean rate)				P. 12



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.25	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	6.00	E	1.1077
			V-rBC	17	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7844

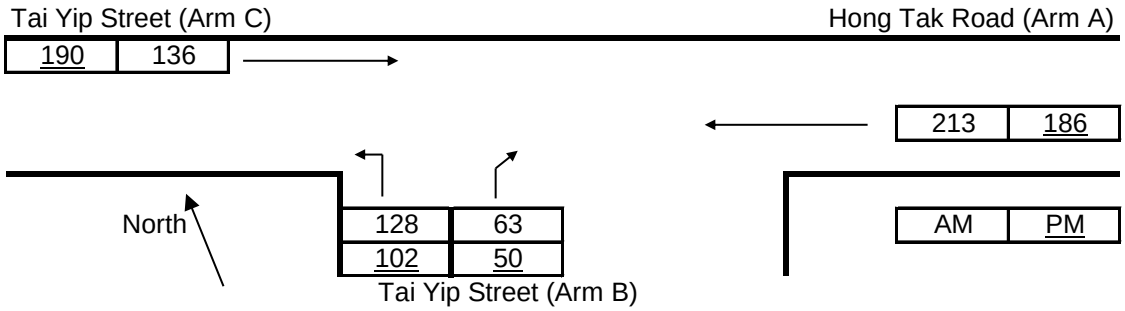
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	270	285
q-CB	0	0	Q-BC	692	722
q-AB	0	0	Q-CB	366	382
q-AC	422	326	Q-BAC	692	722
q-BA	0	0			
q-BC	32	27			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.046	0.037
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Hong Tak Road / Tai Yip Street				
Design Year:	2025	Job Number:	J7409	Date:	19 September 2025
Scenario:	Existing Condition				P. 13



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.75	V-rBA	42	w-BA	2.50	D	0.7795
	W-CR	0.00	V-lBA	50	w-BC	2.50	E	0.8293
			V-rBC	42	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7326

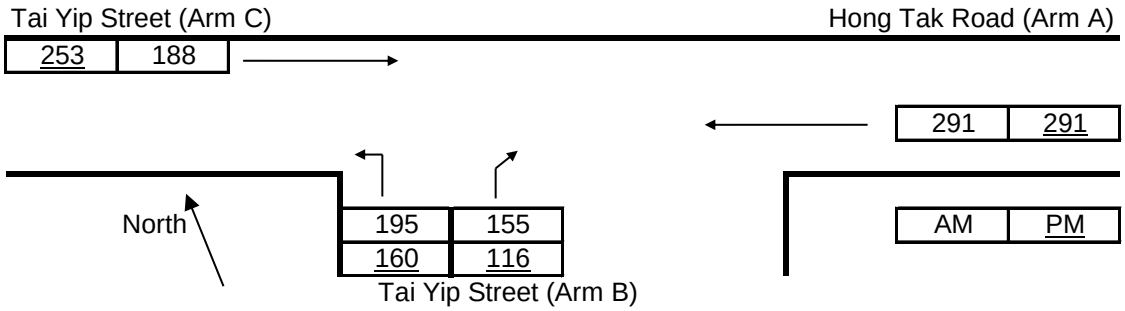
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	136	190	Q-BA	427	425
q-CB	0	0	Q-BC	571	577
q-AB	0	0	Q-CB	403	407
q-AC	213	186	Q-BAC	514	516
q-BA	63	50			
q-BC	128	102			
f	0.670	0.671			

Ratio-of-flow to Capacity	AM	PM
B-A	0.148	0.118
B-C	0.224	0.177
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Hong Tak Road / Tai Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	Without the Proposed Development				P. 14



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.75	V-rBA	42	w-BA	2.50	D	0.7795
	W-CR	0.00	V-lBA	50	w-BC	2.50	E	0.8293
			V-rBC	42	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7326

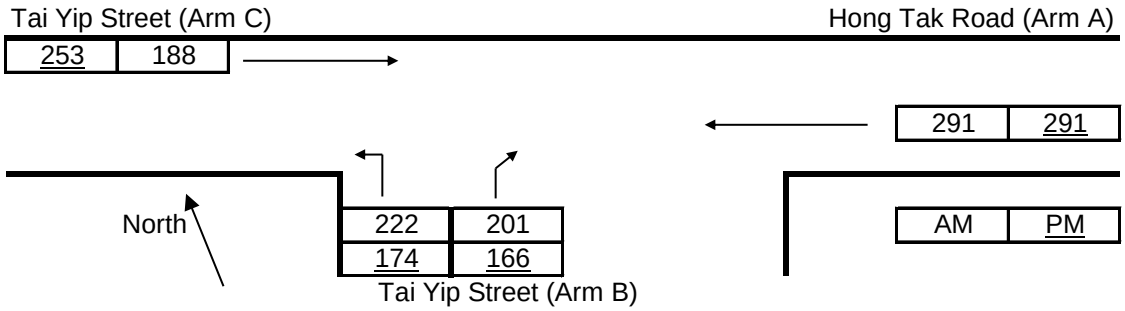
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	188	253	Q-BA	404	395
q-CB	0	0	Q-BC	553	553
q-AB	0	0	Q-CB	391	391
q-AC	291	291	Q-BAC	475	474
q-BA	155	116			
q-BC	195	160			
f	0.557	0.580			

Ratio-of-flow to Capacity	AM	PM
B-A	0.384	0.294
B-C	0.352	0.289
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Hong Tak Road / Tai Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development				P. 15



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.75	V-rBA	42	w-BA	2.50	D	0.7795
	W-CR	0.00	V-lBA	50	w-BC	2.50	E	0.8293
			V-rBC	42	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7326

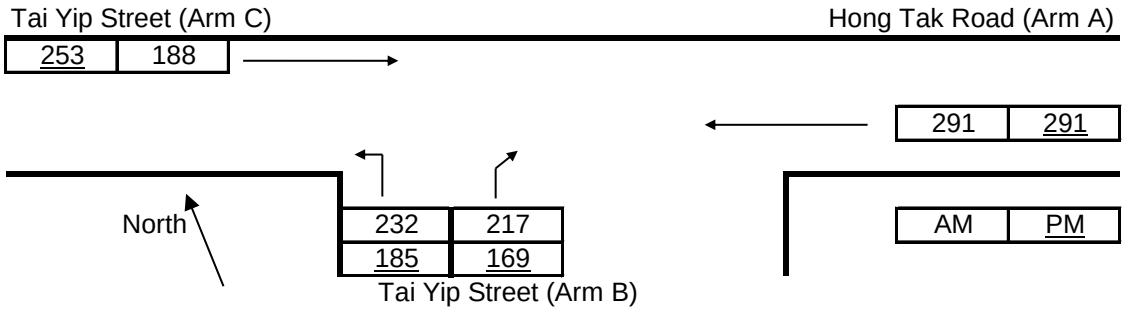
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	188	253	Q-BA	404	395
q-CB	0	0	Q-BC	553	553
q-AB	0	0	Q-CB	391	391
q-AC	291	291	Q-BAC	471	463
q-BA	201	166			
q-BC	222	174			
f	0.525	0.512			

Ratio-of-flow to Capacity	AM	PM
B-A	0.498	0.420
B-C	0.401	0.314
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Hong Tak Road / Tai Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development (Sensitivity Test for adopting mean rate)				P. 16



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.75	V-rBA	42	w-BA	2.50	D	0.7795
	W-CR	0.00	V-lBA	50	w-BC	2.50	E	0.8293
			V-rBC	42	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7326

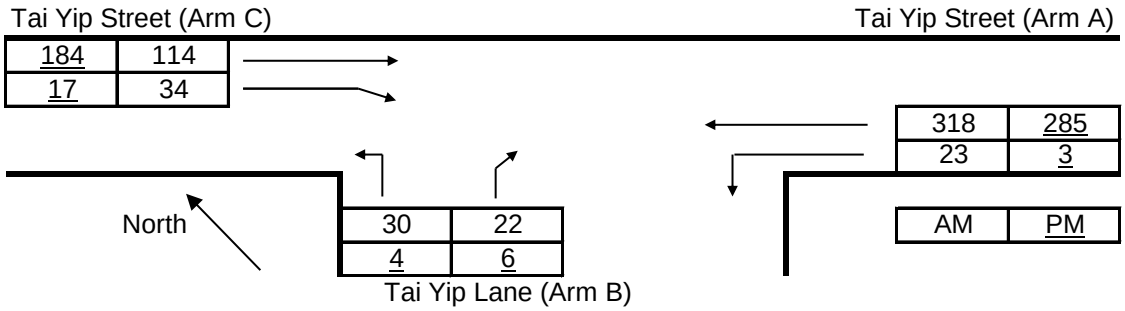
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	188	253	Q-BA	404	395
q-CB	0	0	Q-BC	553	553
q-AB	0	0	Q-CB	391	391
q-AC	291	291	Q-BAC	469	465
q-BA	217	169			
q-BC	232	185			
f	0.517	0.523			

Ratio-of-flow to Capacity	AM	PM
B-A	0.538	0.428
B-C	0.419	0.334
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Tai Yip Street / Tai Yip Lane				
Design Year:	2025	Job Number:	J7409	Date:	19 September 2025
Scenario:	Existing Condition				P. 17



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	0.00	V-lBA	50	w-BC	3.80	E	0.9502
			V-rBC	50	w-CB	5.25	F	1.0738
			V-rCB	46			Y	0.6378

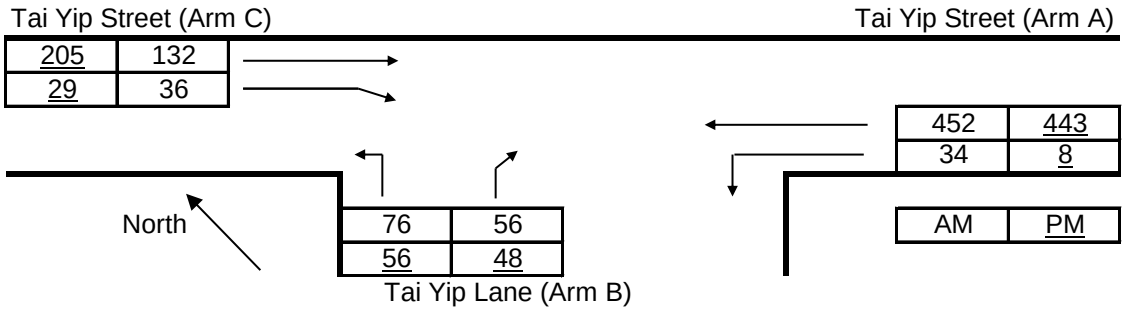
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	114	184	Q-BA	446	450
q-CB	34	17	Q-BC	636	645
q-AB	23	3	Q-CB	715	728
q-AC	318	285	Q-BAC	539	512
q-BA	22	6			
q-BC	30	4			
f	0.577	0.400			

Ratio-of-flow to Capacity	AM	PM
B-A	0.049	0.013
B-C	0.047	0.006
C-B	0.048	0.023

Priority Junction Analysis

Junction:	Tai Yip Street / Tai Yip Lane				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	Without the Proposed Development				P. 18



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	0.00	V-lBA	50	w-BC	3.80	E	0.9502
			V-rBC	50	w-CB	5.25	F	1.0738
			V-rCB	46			Y	0.6378

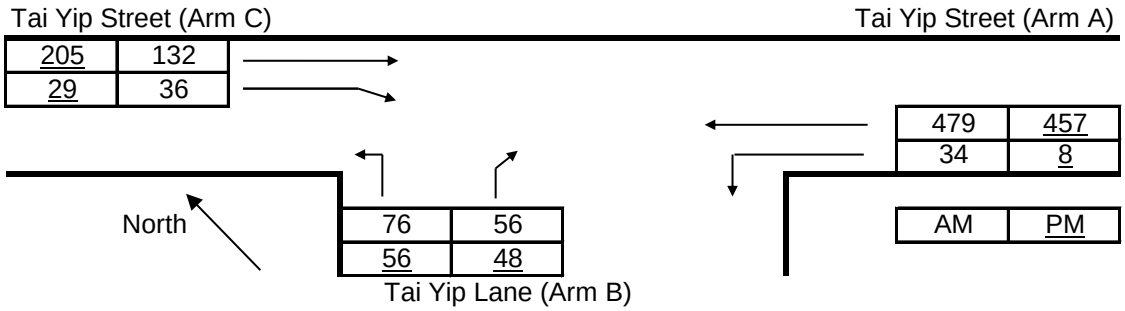
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	132	205	Q-BA	415	412
q-CB	36	29	Q-BC	605	609
q-AB	34	8	Q-CB	679	688
q-AC	452	443	Q-BAC	507	499
q-BA	56	48			
q-BC	76	56			
f	0.576	0.538			

Ratio-of-flow to Capacity	AM	PM
B-A	0.135	0.116
B-C	0.126	0.092
C-B	0.053	0.042

Priority Junction Analysis

Junction:	Tai Yip Street / Tai Yip Lane				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development				P. 19



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	0.00	V-lBA	50	w-BC	3.80	E	0.9502
			V-rBC	50	w-CB	5.25	F	1.0738
			V-rCB	46			Y	0.6378

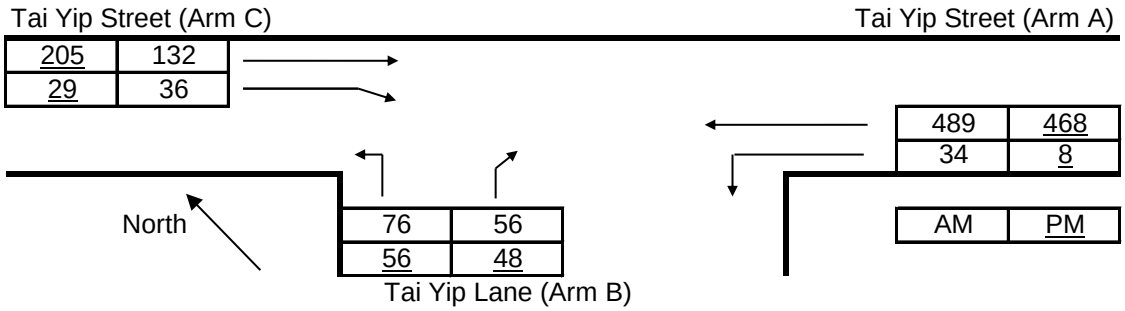
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	132	205	Q-BA	410	409
q-CB	36	29	Q-BC	599	606
q-AB	34	8	Q-CB	672	684
q-AC	479	457	Q-BAC	501	496
q-BA	56	48			
q-BC	76	56			
f	0.576	0.538			

Ratio-of-flow to Capacity	AM	PM
B-A	0.137	0.117
B-C	0.127	0.092
C-B	0.054	0.042

Priority Junction Analysis

Junction:	Tai Yip Street / Tai Yip Lane				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development (Sensitivity Test for adopting mean rate)				P. 20



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	0.00	V-lBA	50	w-BC	3.80	E	0.9502
			V-rBC	50	w-CB	5.25	F	1.0738
			V-rCB	46			Y	0.6378

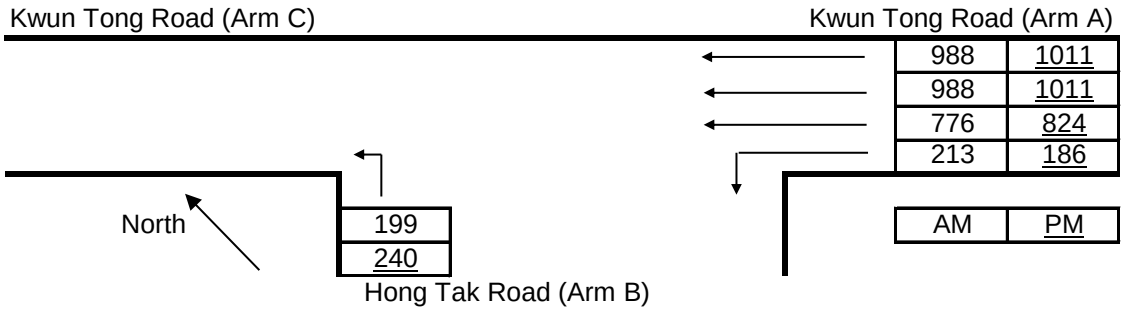
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	132	205	Q-BA	408	407
q-CB	36	29	Q-BC	597	604
q-AB	34	8	Q-CB	670	681
q-AC	489	468	Q-BAC	499	494
q-BA	56	48			
q-BC	76	56			
f	0.576	0.538			

Ratio-of-flow to Capacity	AM	PM
B-A	0.137	0.118
B-C	0.127	0.093
C-B	0.054	0.043

Priority Junction Analysis

Junction:	Kwun Tong Road / Hong Tak Road				
Design Year:	2025	Job Number:	J7409	Date:	19 September 2025
Scenario:	Existing Condition				P. 21



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.70	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.25	E	1.0779
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

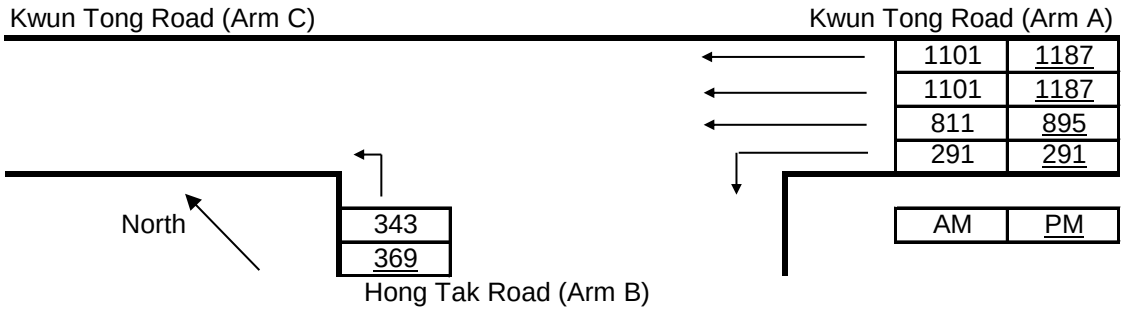
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	206	200
q-CB	0	0	Q-BC	544	532
q-AB	213	186	Q-CB	274	271
q-AC	776	824	Q-BAC	544	532
q-BA	0	0			
q-BC	199	240			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.366	0.451
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Kwun Tong Road / Hong Tak Road				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	Without the Proposed Development				P. 22



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.70	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.25	E	1.0779
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

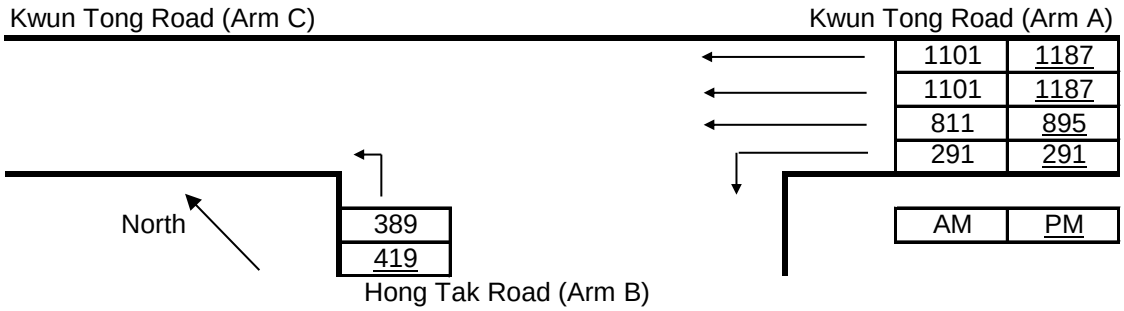
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	196	184
q-CB	0	0	Q-BC	524	498
q-AB	291	291	Q-CB	256	242
q-AC	811	895	Q-BAC	524	498
q-BA	0	0			
q-BC	343	369			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.655	0.740
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Kwun Tong Road / Hong Tak Road				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development				P. 23



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.70	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.25	E	1.0779
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

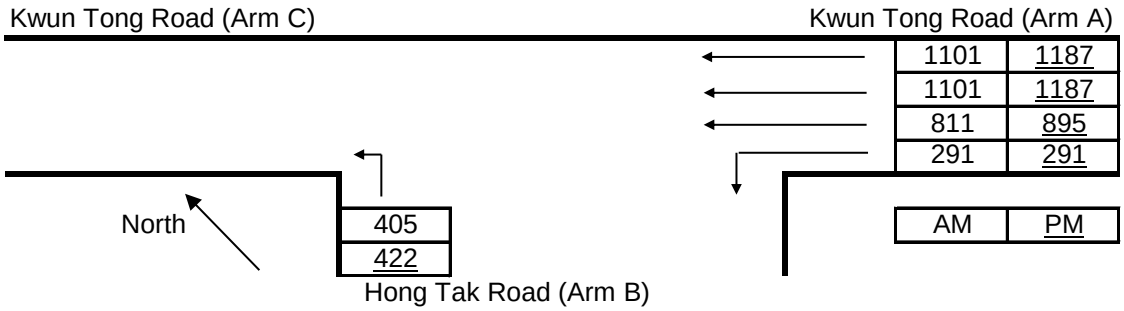
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	196	184
q-CB	0	0	Q-BC	524	498
q-AB	291	291	Q-CB	256	242
q-AC	811	895	Q-BAC	524	498
q-BA	0	0			
q-BC	389	419			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.743	0.841
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Kwun Tong Road / Hong Tak Road				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development (Sensitivity Test for adopting mean rate)				P. 24



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.70	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.25	E	1.0779
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	196	184
q-CB	0	0	Q-BC	524	498
q-AB	291	291	Q-CB	256	242
q-AC	811	895	Q-BAC	524	498
q-BA	0	0			
q-BC	405	422			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.773	0.847
C-B	0.000	0.000

Signal Junction Analysis

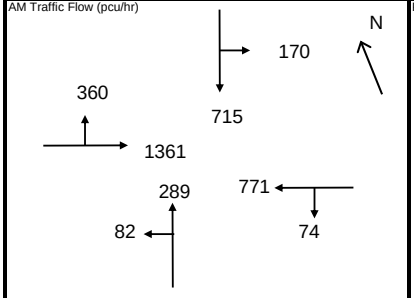
Junction: Wai Yip Street / Lai Yip Street — Job Number: J7409

Scenario: Existing Condition — P. 25

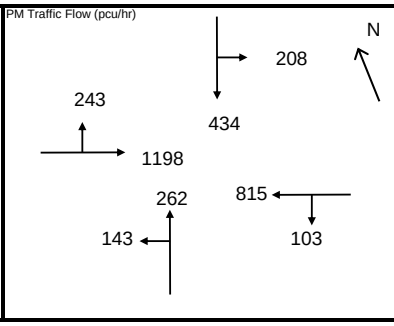
Design Year: 2025 — Designed By: — Checked By: — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street WB	SA+LT	A1	3	2.80	20.0		27	1977	276	0.140		34	1981	301	0.152	
	SA	A2	3	2.80				2035	284	0.140			2035	309	0.152	
	SA	A3	3	2.80				2035	285	0.140			2035	308	0.151	
Lai Yip Street SB	LT	B1	2	3.10	20.0		100	2638	170	0.064	0.064	100	2638	208	0.079	0.079
	SA	B2	1,2	3.10				2065	358	0.173			2065	217	0.105	
	SA	B3	1,2	3.10				2065	357	0.173			2065	217	0.105	
Wai Yip Street EB	SA+LT	C1	3	3.30	20.0		63	2097	576	0.275		50	2142	489	0.228	
	SA	C2	3	3.30				2085	573	0.275	0.275		2085	476	0.228	0.228
	SA	C3	3	3.30				2085	572	0.274			2085	476	0.228	
Lai Yip Street NB	SA+LT	D1	1	4.00	15.0		45	2048	183	0.089	0.089	72	2013	198	0.098	0.098
	SA	D2	1	3.50				2105	188	0.089			2105	207	0.098	
pedestrian phase		Ep	3		min crossing time =		11	sec GM +		10	sec FGM =		21	sec		
		Fp	1,2		min crossing time =		7	sec GM +		11	sec FGM =		18	sec		
		Gp	1,2		min crossing time =		5	sec GM +		10	sec FGM =		15	sec		
		Hp	1,3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		Ip	2		min crossing time =		7	sec GM +		11	sec FGM =		18	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



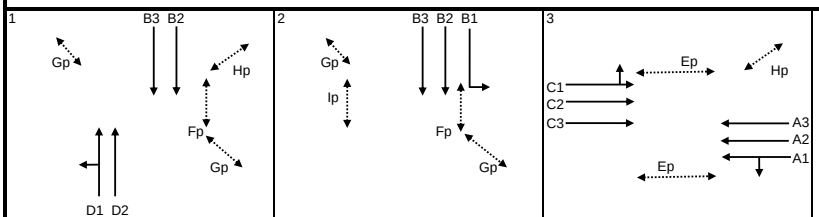
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2+3	AM Peak 1,2+3	PM Peak 1+2+3	PM Peak 1,2+3
Sum y	0.429	0.448	0.406	0.333
L (s)	17	12	17	12
C (s)	120	120	108	108
practical y	0.773	0.810	0.758	0.800
R.C. (%)	80%	81%	87%	140%

Note:

^ Based on observation



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

Signal Junction Analysis

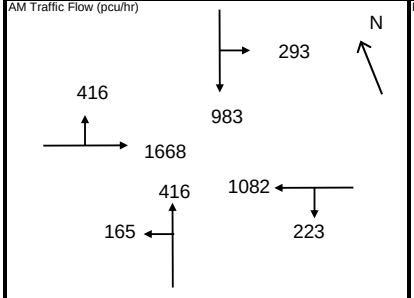
Junction: Wai Yip Street / Lai Yip Street — Job Number: J7409

Scenario: Without the Proposed Development — P. 26

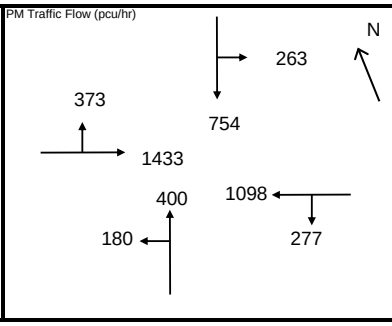
Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street WB	SA+LT	A1	3	2.80	20.0		52	1944	422	0.217		62	1944	444	0.228	
	SA	A2	3	2.80				2035	442	0.217			2035	465	0.229	
	SA	A3	3	2.80				2035	441	0.217			2035	466	0.229	
Lai Yip Street SB	LT	B1	2	3.10	20.0		100	2638	293	0.111	0.111	100	2638	263	0.100	0.100
	SA	B2	1,2	3.10				2065	492	0.238			2065	377	0.183	
	SA	B3	1,2	3.10				2065	491	0.238			2065	377	0.183	
Wai Yip Street EB	SA+LT	C1	3	3.30	20.0		60	2101	698	0.332		61	2127	610	0.287	
	SA	C2	3	3.30				2085	693	0.332	0.332		2085	598	0.287	0.287
	SA	C3	3	3.30				2085	693	0.332			2085	598	0.287	
Lai Yip Street NB	SA+LT	D1	1	4.00	15.0		58	2025	285	0.141	0.141	63	2029	285	0.140	0.140
	SA	D2	1	3.50				2105	296	0.141			2105	295	0.140	
pedestrian phase		Ep	3		min crossing time =		11	sec GM +		10	sec FGM =		21	sec		
		Fp	1,2		min crossing time =		7	sec GM +		11	sec FGM =		18	sec		
		Gp	1,2		min crossing time =		5	sec GM +		10	sec FGM =		15	sec		
		Hp	1,3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		Ip	2		min crossing time =		7	sec GM +		11	sec FGM =		18	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



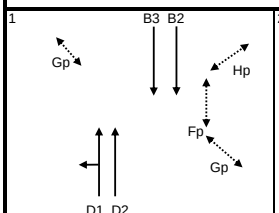
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

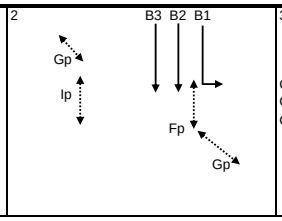
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

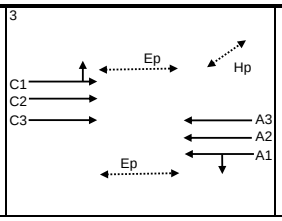
	AM Peak 1+2+3	AM Peak 1,2+3	PM Peak 1+2+3	PM Peak 1,2+3
Sum y	0.584	0.571	0.527	0.469
L (s)	17	12	17	12
C (s)	120	120	108	108
practical y	0.773	0.810	0.758	0.800
R.C. (%)	32%	42%	44%	70%

Note:

^ Based on observation







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

Signal Junction Analysis

Junction: Wai Yip Street / Lai Yip Street — Job Number: J7409

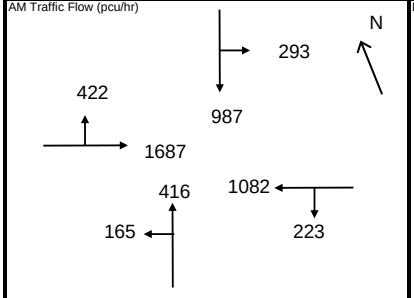
Scenario: With the Proposed Development — P. 27

Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

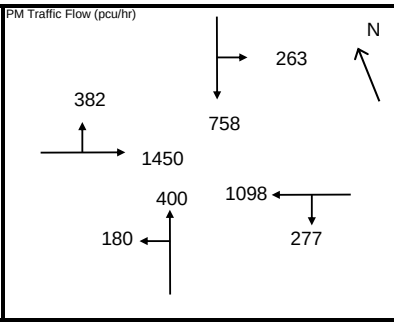
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street WB	SA+LT	A1	3	2.80	20.0		53	1943	422	0.217		62	1944	444	0.228	
	SA	A2	3	2.80				2035	442	0.217			2035	465	0.229	
	SA	A3	3	2.80				2035	441	0.217			2035	466	0.229	
Lai Yip Street SB	LT	B1	2	3.10	20.0		100	2638	293	0.111	0.111	100	2638	263	0.100	0.100
	SA	B2	1,2	3.10				2065	494	0.239			2065	379	0.184	
	SA	B3	1,2	3.10				2065	493	0.239			2065	379	0.184	
Wai Yip Street EB	SA+LT	C1	3	3.30	20.0		60	2101	707	0.337	0.337	62	2126	619	0.291	0.291
	SA	C2	3	3.30				2085	701	0.336			2085	607	0.291	
	SA	C3	3	3.30				2085	701	0.336			2085	606	0.291	
Lai Yip Street NB	SA+LT	D1	1	4.00	15.0		58	2025	285	0.141	0.141	63	2029	285	0.140	0.140
	SA	D2	1	3.50				2105	296	0.141			2105	295	0.140	

pedestrian phase	Ep	3		min crossing time =	11	sec GM +	10	sec FGM =	21	sec
	Fp	1,2		min crossing time =	7	sec GM +	11	sec FGM =	18	sec
	Gp	1,2		min crossing time =	5	sec GM +	10	sec FGM =	15	sec
	Hp	1,3		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	Ip	2		min crossing time =	7	sec GM +	11	sec FGM =	18	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



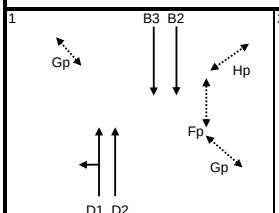
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

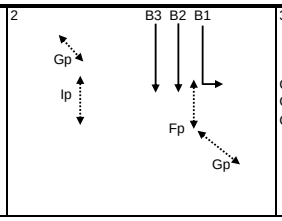
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

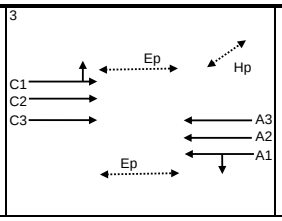
	AM Peak 1+2+3	AM Peak 1,2+3	PM Peak 1+2+3	PM Peak 1,2+3
Sum y	0.588	0.576	0.531	0.475
L (s)	17	12	17	12
C (s)	120	120	108	108
practical y	0.773	0.810	0.758	0.800
R.C. (%)	31%	41%	43%	69%

Note:

^ Based on observation







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

Signal Junction Analysis

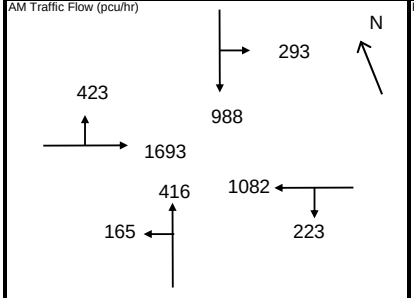
Junction: Wai Yip Street / Lai Yip Street — Job Number: J7409

Scenario: With the Proposed Development (Sensitivity Test for adopting mean rate) — P. 28

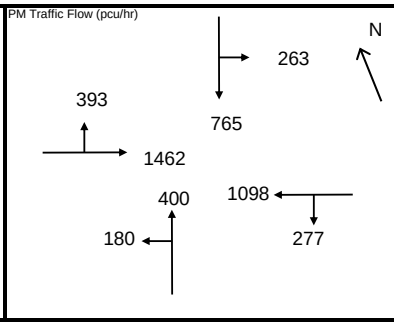
Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street WB	SA+LT	A1	3	2.80	20.0		53	1943	422	0.217		62	1944	444	0.228	
	SA	A2	3	2.80				2035	442	0.217			2035	465	0.229	
	SA	A3	3	2.80				2035	441	0.217			2035	466	0.229	
Lai Yip Street SB	LT	B1	2	3.10	20.0		100	2638	293	0.111	0.111	100	2638	263	0.100	0.100
	SA	B2	1,2	3.10				2065	494	0.239			2065	383	0.185	
	SA	B3	1,2	3.10				2065	494	0.239			2065	382	0.185	
Wai Yip Street EB	SA+LT	C1	3	3.30	20.0		60	2101	709	0.337		63	2124	626	0.295	
	SA	C2	3	3.30				2085	704	0.338	0.338		2085	615	0.295	0.295
	SA	C3	3	3.30				2085	703	0.337			2085	614	0.294	
Lai Yip Street NB	SA+LT	D1	1	4.00	15.0		58	2025	285	0.141	0.141	63	2029	285	0.140	0.140
	SA	D2	1	3.50				2105	296	0.141			2105	295	0.140	
pedestrian phase		Ep	3		min crossing time =		11	sec GM +		10	sec FGM =		21	sec		
		Fp	1,2		min crossing time =		7	sec GM +		11	sec FGM =		18	sec		
		Gp	1,2		min crossing time =		5	sec GM +		10	sec FGM =		15	sec		
		Hp	1,3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		Ip	2		min crossing time =		7	sec GM +		11	sec FGM =		18	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



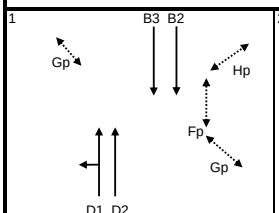
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

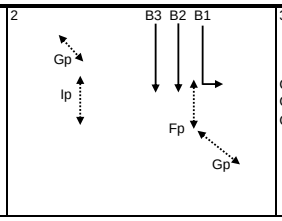
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

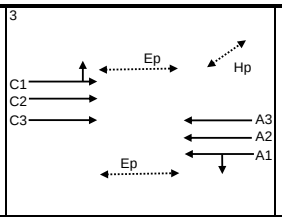
	AM Peak 1+2+3	AM Peak 1,2+3	PM Peak 1+2+3	PM Peak 1,2+3
Sum y	0.589	0.577	0.535	0.480
L (s)	17	12	17	12
C (s)	120	120	108	108
practical y	0.773	0.810	0.758	0.800
R.C. (%)	31%	40%	42%	67%

Note:

^ Based on observation







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

Signal Junction Analysis

Junction: Kwun Tong Road / Lai Yip Street — Job Number: J7409

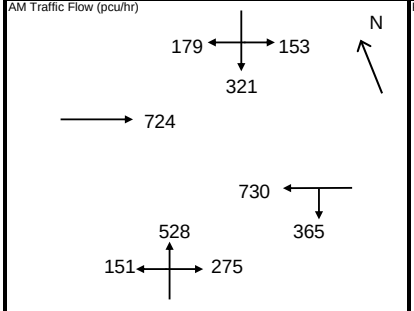
Scenario: Existing Condition — P. 29

Design Year: 2025 — Designed By: — Checked By: — Date: 19 September 2025

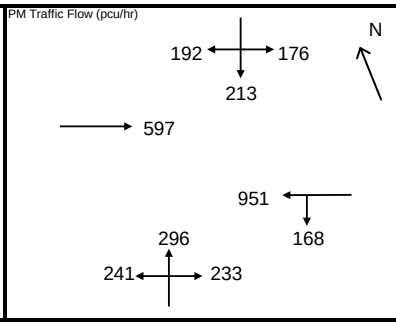
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Kwun Tong Road EB	SA	A1	1,2	3.20				1935	349	0.180			1935	288	0.149	
	SA	A2	1,2	3.20				2075	375	0.181	0.181		2075	309	0.149	
Lai Yip Street NB	LT+SA	B1	5	3.50	30.0		32	2117	478	0.226		63	2105	385	0.183	0.183
	SA	B2	5	3.50				2105	476	0.226	0.226		2105	385	0.183	
Elegance Road NB	SA	B3	5	3.50				2105	277	0.132			2105	184	0.087	
	SA+RT	B4	5	3.50	18.0		9	2089	275	0.132		37	2042	178	0.087	
	RT	B5	5	3.50	15.0		100	1914	251	0.131		100	1914	167	0.087	
Kwun Tong Road WB	LT	C1	1,5	3.30	15.0		100	1768	365	0.206		100	1768	168	0.095	
	SA	C2	1,2	3.50				2105	365	0.173			2105	476	0.226	0.226
	SA	C3	1,2	3.50				2105	365	0.173			2105	475	0.226	
Elegance Road SB	LT	D1	3,4	3.50	15.0		100	1786	153	0.086	0.086	100	1786	176	0.099	0.099
	SA	D2	3,4	3.50				2105	173	0.082			2105	141	0.067	
	SA+RT	D3	3,4	3.50	18.0		13	2082	171	0.082		47	2026	136	0.067	
	RT	D4	3,4	3.50	15.0		100	1914	156	0.082		100	1914	128	0.067	

pedestrian phase		Ep	1,2		min crossing time =		12	sec GM +		10	sec FGM =		22	sec		
		Fp	1,2,3,4		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		Gp	2,3		min crossing time =		5	sec GM +		5	sec FGM =		10	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

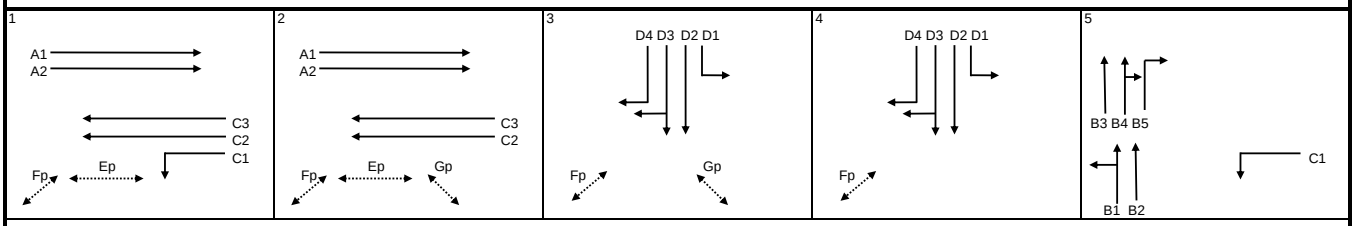
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
	2+4+5		2+3+5	
Sum y	0.493		0.508	
L (s)	15		20	
C (s)	118		108	
practical y	0.786		0.733	
R.C. (%)	60%		44%	

Note:

1) In AM Peak, Stage Sequence : 2>4>5>2

2) In PM Peak, Stage Sequence : 2>3>5>2



AM	I/G =	I/G =	I/G = 5	I/G = 10	I/G = 3
PM	I/G =	I/G = 7	I/G = 7	I/G = 6	I/G = 3

Signal Junction Analysis

Junction: Kwun Tong Road / Lai Yip Street — Job Number: J7409

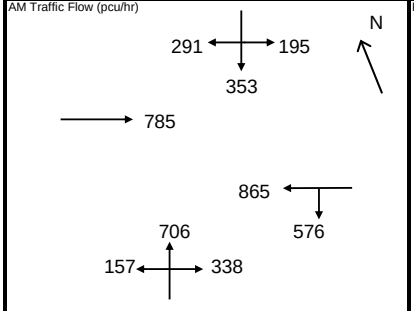
Scenario: Without the Proposed Development — P. 30

Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

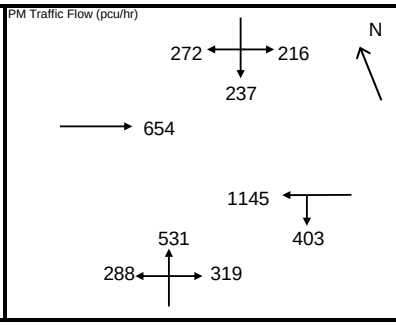
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Kwun Tong Road EB	SA	A1	1,2	3.20				1935	379	0.196			1935	316	0.163	
	SA	A2	1,2	3.20				2075	406	0.196			2075	338	0.163	
Lai Yip Street NB	SA+LT	B1	5	3.40	15.0		42	1876	373	0.199		84	1804	344	0.191	
	SA	B2	5	3.30				2085	414	0.199			2085	397	0.190	
	SA	B3	5	3.30				2085	414	0.199			2085	397	0.190	
Elegance Road NB	SA	B4	5	3.50				2105	359	0.171			2105	294	0.140	
	SA+RT	B5	5	3.50	18.0		3	2100	358	0.170		18	2074	289	0.139	
	RT	B6	5	3.50	15.0		100	1914	327	0.171		100	1914	267	0.139	
Kwun Tong Road WB	LT	C1	1,5	3.30	15.0		100	1768	576	0.326	0.326	100	1768	403	0.228	0.228
	SA	C2	1,2	3.50				2105	433	0.206	0.206		2105	573	0.272	0.272
	SA	C3	1,2	3.50				2105	432	0.205			2105	572	0.272	
Elegance Road SB	LT	D1	3,4	3.50	15.0		100	1786	195	0.109	0.109	100	1786	216	0.121	0.121
	SA	D2	3,4	3.50				2105	224	0.106			2105	178	0.085	
	SA+RT	D3	3,4	3.50	18.0		41	2035	216	0.106		65	1997	169	0.085	
	RT	D4	3,4	3.50	15.0		100	1914	204	0.107		100	1914	162	0.085	

pedestrian phase	Ep	1,2		min crossing time =	12	sec GM +	10	sec FGM =	22	sec
	Fp	1,2,3,4		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	Gp	2,3		min crossing time =	5	sec GM +	5	sec FGM =	10	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

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

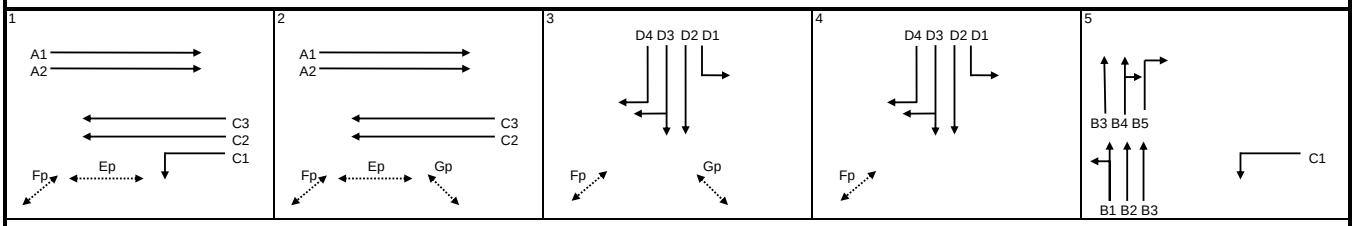
	AM Peak		PM Peak	
	2+4+5		2+3+5	
Sum y	0.641		0.621	
L (s)	15		20	
C (s)	118		108	
practical y	0.786		0.733	
R.C. (%)	23%		18%	

Note:

1) Junction Improvement Works proposed in District Council Traffic Development and Transport Committee Discussion Paper No. 3/2023

2) In AM Peak, Stage Sequence : 2>4>5>2

3) In PM Peak, Stage Sequence : 2>3>5>2



AM	I/G =	I/G =	I/G = 5	I/G = 10	I/G = 3
PM	I/G =	I/G = 7	I/G = 7	I/G = 6	I/G = 3

Signal Junction Analysis

Junction: Kwun Tong Road / Lai Yip Street — Job Number: J7409

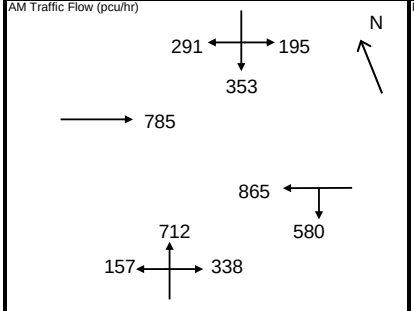
Scenario: With the Proposed Development — P. 31

Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

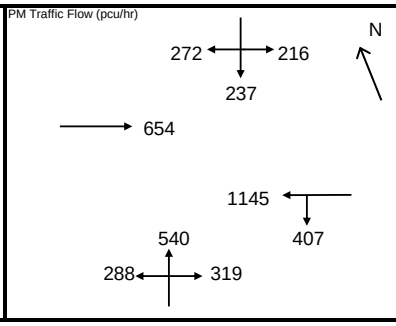
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Kwun Tong Road EB	SA	A1	1,2	3.20				1935	379	0.196			1935	316	0.163	
	SA	A2	1,2	3.20				2075	406	0.196			2075	338	0.163	
Lai Yip Street NB	SA+LT	B1	5	3.40	15.0		42	1876	375	0.200		83	1805	346	0.192	
	SA	B2	5	3.30				2085	416	0.200			2085	400	0.192	
	SA	B3	5	3.30				2085	416	0.200			2085	401	0.192	
Elegance Road NB	SA	B4	5	3.50				2105	361	0.171			2105	297	0.141	
	SA+RT	B5	5	3.50	18.0		3	2100	360	0.171		17	2076	293	0.141	
	RT	B6	5	3.50	15.0		100	1914	329	0.172		100	1914	269	0.141	
Kwun Tong Road WB	LT	C1	1,5	3.30	15.0		100	1768	580	0.328	0.328	100	1768	407	0.230	0.230
	SA	C2	1,2	3.50				2105	433	0.206	0.206		2105	573	0.272	0.272
	SA	C3	1,2	3.50				2105	432	0.205			2105	572	0.272	
Elegance Road SB	LT	D1	3,4	3.50	15.0		100	1786	195	0.109	0.109	100	1786	216	0.121	0.121
	SA	D2	3,4	3.50				2105	224	0.106			2105	178	0.085	
	SA+RT	D3	3,4	3.50	18.0		41	2035	216	0.106		65	1997	169	0.085	
	RT	D4	3,4	3.50	15.0		100	1914	204	0.107		100	1914	162	0.085	

pedestrian phase	Ep	1,2		min crossing time =	12	sec GM +	10	sec FGM =	22	sec
	Fp	1,2,3,4		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	Gp	2,3		min crossing time =	5	sec GM +	5	sec FGM =	10	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

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

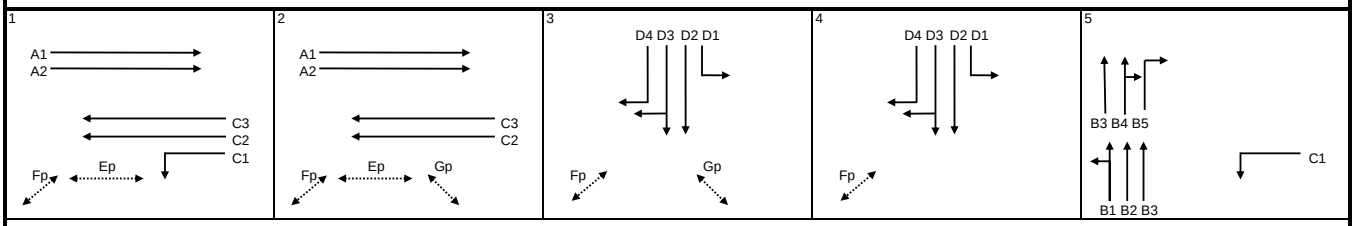
	AM Peak		PM Peak	
	2+4+5		2+3+5	
Sum y	0.643		0.623	
L (s)	15		20	
C (s)	118		108	
practical y	0.786		0.733	
R.C. (%)	22%		18%	

Note:

1) Junction Improvement Works proposed in District Council Traffic Development and Transport Committee Discussion Paper No. 3/2023

2) In AM Peak, Stage Sequence : 2>4>5>2

3) In PM Peak, Stage Sequence : 2>3>5>2



AM	I/G =	I/G =	I/G = 5	I/G = 10	I/G = 3
PM	I/G =	I/G = 7	I/G = 7	I/G = 6	I/G = 3

Signal Junction Analysis

Junction: Kwun Tong Road / Lai Yip Street — Job Number: J7409

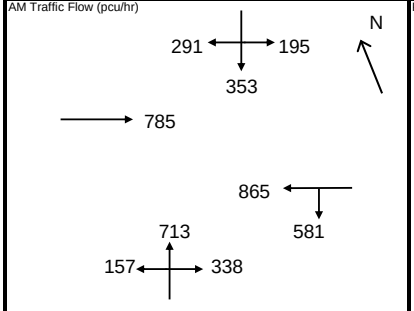
Scenario: With the Proposed Development (Sensitivity Test for adopting mean rate) — P. 32

Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

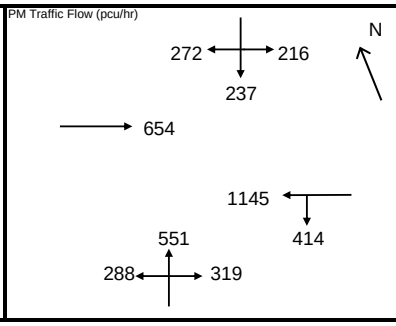
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Kwun Tong Road EB	SA	A1	1,2	3.20				1935	379	0.196			1935	316	0.163	
	SA	A2	1,2	3.20				2075	406	0.196			2075	338	0.163	
Lai Yip Street NB	SA+LT	B1	5	3.40	15.0		42	1876	375	0.200		82	1807	350	0.194	
	SA	B2	5	3.30				2085	417	0.200			2085	404	0.194	
	SA	B3	5	3.30				2085	416	0.200			2085	404	0.194	
Elegance Road NB	SA	B4	5	3.50				2105	362	0.172			2105	300	0.143	
	SA+RT	B5	5	3.50	18.0		3	2100	361	0.172		17	2076	296	0.143	
	RT	B6	5	3.50	15.0		100	1914	328	0.171		100	1914	274	0.143	
Kwun Tong Road WB	LT	C1	1,5	3.30	15.0		100	1768	581	0.329	0.329	100	1768	414	0.234	0.234
	SA	C2	1,2	3.50				2105	433	0.206	0.206		2105	573	0.272	0.272
	SA	C3	1,2	3.50				2105	432	0.205			2105	572	0.272	
Elegance Road SB	LT	D1	3,4	3.50	15.0		100	1786	195	0.109	0.109	100	1786	216	0.121	0.121
	SA	D2	3,4	3.50				2105	224	0.106			2105	178	0.085	
	SA+RT	D3	3,4	3.50	18.0		41	2035	216	0.106		65	1997	169	0.085	
	RT	D4	3,4	3.50	15.0		100	1914	204	0.107		100	1914	162	0.085	

pedestrian phase	Ep	1,2		min crossing time =	12	sec GM +	10	sec FGM =	22	sec
	Fp	1,2,3,4		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	Gp	2,3		min crossing time =	5	sec GM +	5	sec FGM =	10	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

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

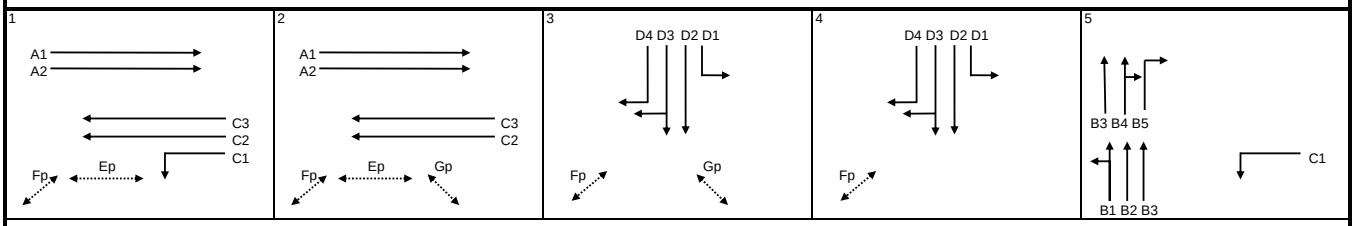
	AM Peak		PM Peak	
	2+4+5		2+3+5	
Sum y	0.644		0.627	
L (s)	15		20	
C (s)	118		108	
practical y	0.786		0.733	
R.C. (%)	22%		17%	

Note:

1) Junction Improvement Works proposed in District Council Traffic Development and Transport Committee Discussion Paper No. 3/2023

2) In AM Peak, Stage Sequence : 2>4>5>2

3) In PM Peak, Stage Sequence : 2>3>5>2



AM	I/G =	I/G =	I/G = 5	I/G = 10	I/G = 3
PM	I/G =	I/G = 7	I/G = 7	I/G = 6	I/G = 3

Signal Junction Analysis

Junction: Hoi Bun Road / Lai Yip Street — Job Number: J7409

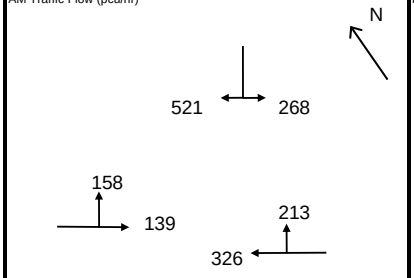
Scenario: Existing Condition — P. 33

Design Year: 2025 — Designed By: — Checked By: — Date: 19 September 2025

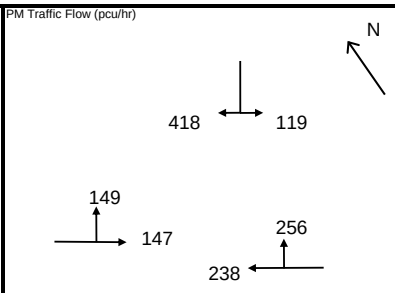
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road EB	LT	A1	1	3.30	15.0		100	1768	158	0.089	0.089	100	1768	149	0.084	0.084
	SA	A2	1	3.30				2085	139	0.067			2085	147	0.071	
Hoi Bun Road WB	SA	B1	1,2	3.30				1945	326	0.168			1945	238	0.122	
	RT	B2	2	3.30	20.0		100	1940	213	0.110	0.110	100	1940	256	0.132	0.132
Lai Yip Street SB	LT	C1	3	3.30	18.0		100	1795	268	0.149		100	1795	119	0.066	
	RT^	C2	3	3.30	25.0		100	1869	262	0.140	0.149	100	1869	210	0.112	
	RT^	C3	3	3.30	22.0		100	1854	259	0.140		100	1854	208	0.112	0.112

pedestrian phase	Dp	1,2,4		min crossing time =	12	sec GM +	9	sec FGM =	21	sec				
	Ep	3,4		min crossing time =	7	sec GM +	6	sec FGM =	13	sec				
	Fp	4		min crossing time =	7	sec GM +	7	sec FGM =	14	sec				

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



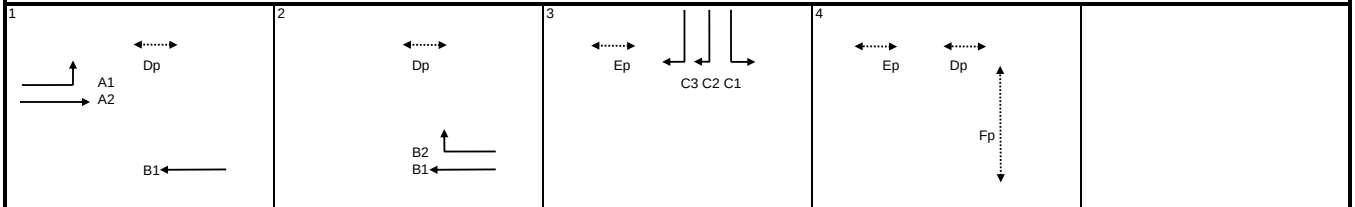
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2+3	AM Peak	PM Peak 1+2+3	PM Peak
Sum y	0.348		0.329	
L (s)	35		35	
C (s)	118		108	
practical y	0.633		0.608	
R.C. (%)	82%		85%	

Note:

^ Site Factor is applied



AM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							
PM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							

Signal Junction Analysis

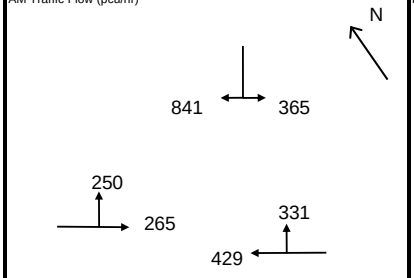
Junction: Hoi Bun Road / Lai Yip Street — Job Number: J7409

Scenario: Without the Proposed Development — P. 34

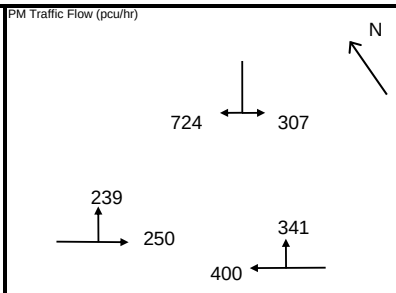
Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road EB	LT*	A1	1	3.65	15.0		100	1800	250	0.139	0.139	100	1800	239	0.133	0.133
	SA*	A2	1	3.65				2120	265	0.125			2120	250	0.118	
Hoi Bun Road WB	SA	B1	1,2	3.30				1945	429	0.221			1945	400	0.206	
	RT	B2	2	3.30	20.0		100	1940	331	0.171	0.171	100	1940	341	0.176	0.176
Lai Yip Street SB	LT	C1	3	3.30	18.0		100	1795	365	0.203	0.226	100	1795	307	0.171	
	RT^	C2	3	3.30	25.0		100	1869	422	0.226		100	1869	363	0.194	
	RT^	C3	3	3.30	22.0		100	1854	419	0.226		100	1854	361	0.195	0.195
pedestrian phase*		Fp	4		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		Gp	4		min crossing time =		8	sec GM +		8	sec FGM =		16	sec		
		Hp	4		min crossing time =		10	sec GM +		9	sec FGM =		19	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

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

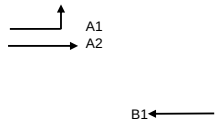
	AM Peak 1+2+3		PM Peak 1+2+3	
Sum y	0.536		0.503	
L (s)	35		35	
C (s)	118		108	
practical y	0.633		0.608	
R.C. (%)	18%		21%	

Note:

*Junction Improvement Scheme by Other Project

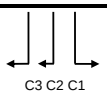
^ Site Factor is applied

1

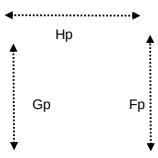


2

3



4



AM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							
PM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							

Signal Junction Analysis

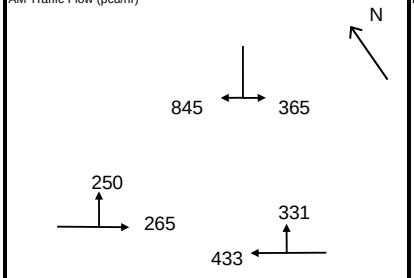
Junction: Hoi Bun Road / Lai Yip Street — Job Number: J7409

Scenario: With the Proposed Development — P. 35

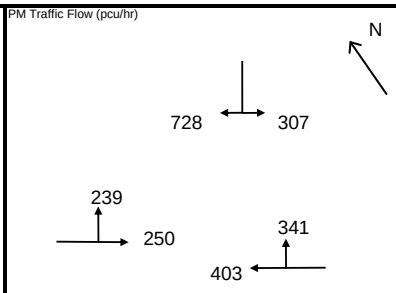
Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road EB	LT*	A1	1	3.65	15.0		100	1800	250	0.139	0.139	100	1800	239	0.133	0.133
	SA*	A2	1	3.65				2120	265	0.125			2120	250	0.118	
Hoi Bun Road WB	SA	B1	1,2	3.30				1945	433	0.223			1945	403	0.207	
	RT	B2	2	3.30	20.0		100	1940	331	0.171	0.171	100	1940	341	0.176	0.176
Lai Yip Street SB	LT	C1	3	3.30	18.0		100	1795	365	0.203		100	1795	307	0.171	
	RT^	C2	3	3.30	25.0		100	1869	424	0.227		100	1869	365	0.195	
	RT^	C3	3	3.30	22.0		100	1854	421	0.227	0.227	100	1854	363	0.196	0.196
pedestrian phase*		Fp	4		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		Gp	4		min crossing time =		8	sec GM +		8	sec FGM =		16	sec		
		Hp	4		min crossing time =		10	sec GM +		9	sec FGM =		19	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

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

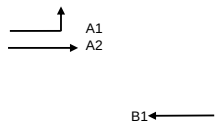
	AM Peak 1+2+3		PM Peak 1+2+3	
Sum y	0.537		0.504	
L (s)	35		35	
C (s)	118		108	
practical y	0.633		0.608	
R.C. (%)	18%		21%	

Note:

*Junction Improvement Scheme by Other Project

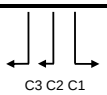
^ Site Factor is applied

1

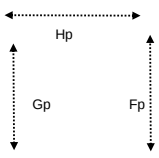


2

3



4



AM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							
PM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							

Signal Junction Analysis

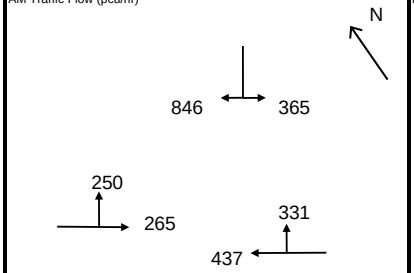
Junction: Hoi Bun Road / Lai Yip Street — Job Number: J7409

Scenario: With the Proposed Development (Sensitivity Test for adopting mean rate) — P. 36

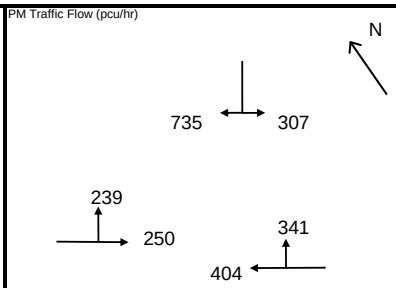
Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road EB	LT*	A1	1	3.65	15.0		100	1800	250	0.139	0.139	100	1800	239	0.133	0.133
	SA*	A2	1	3.65				2120	265	0.125			2120	250	0.118	
Hoi Bun Road WB	SA	B1	1,2	3.30				1945	437	0.225			1945	404	0.208	
	RT	B2	2	3.30	20.0		100	1940	331	0.171	0.171	100	1940	341	0.176	0.176
Lai Yip Street SB	LT	C1	3	3.30	18.0		100	1795	365	0.203		100	1795	307	0.171	
	RT^	C2	3	3.30	25.0		100	1869	425	0.227		100	1869	369	0.197	
	RT^	C3	3	3.30	22.0		100	1854	421	0.227	0.227	100	1854	366	0.197	0.197
pedestrian phase*		Fp	4		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		Gp	4		min crossing time =		8	sec GM +		8	sec FGM =		16	sec		
		Hp	4		min crossing time =		10	sec GM +		9	sec FGM =		19	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

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

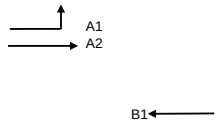
	AM Peak 1+2+3		PM Peak 1+2+3	
Sum y	0.537		0.506	
L (s)	35		35	
C (s)	118		108	
practical y	0.633		0.608	
R.C. (%)	18%		20%	

Note:

*Junction Improvement Scheme by Other Project

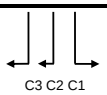
^ Site Factor is applied

1

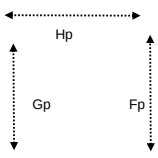


2

3



4



AM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							
PM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							

Signal Junction Analysis

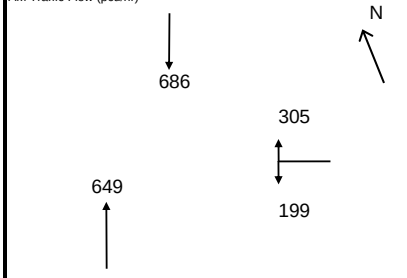
Junction: Lai Yip Street / Hung To Road — Job Number: J7409

Scenario: Existing Condition — P. 37

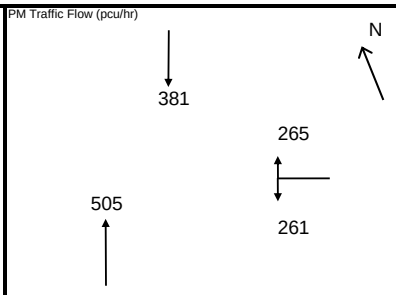
Design Year: 2025 — Designed By: — Checked By: — Date: 22 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lai Yip Street SB	SA	A1	1	3.50				1965	331	0.168	0.169		1965	184	0.094	
	SA	A2	1	3.50				2105	355	0.169			2105	197	0.094	
Lai Yip Street NB	SA	B1	1	3.50				1965	313	0.159			1965	244	0.124	0.124
	SA	B2	1	3.50				2105	336	0.160			2105	261	0.124	
Hung To Road WB	LT	C1	2	3.50	15.0											
	LT+RT	C2*	2	3.50	18.0		100	1846	504	0.273	0.273	100	1846	526	0.285	0.285
	RT	C3	2	3.50	25.0											
pedestrian phase		Dp	1		min crossing time =			7	sec GM +		16		sec FGM =		23	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

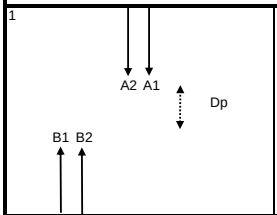
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.442		0.409	
L (s)	14		11	
C (s)	120		108	
practical y	0.795		0.808	
R.C. (%)	80%		98%	

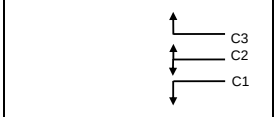
Note:

Assume that phases C1 and C3 are blocked due to on-street parking activities along Hung To Road & Site Factor is applied

1



2



AM	G =	I/G = 10	G =	I/G = 6	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 6	G =	I/G = 7	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

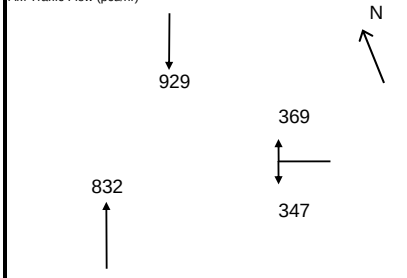
Junction: Lai Yip Street / Hung To Road — Job Number: J7409

Scenario: Without the Proposed Development — P. 38

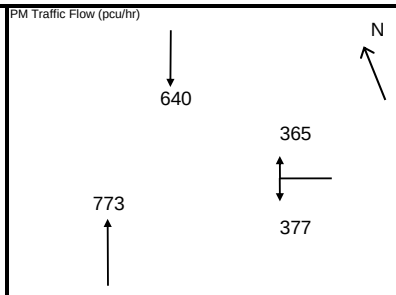
Design Year: 2032 — Designed By: — Checked By: — Date: 22 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lai Yip Street SB	SA	A1	1	3.50				1965	449	0.228	0.228		1965	309	0.157	
	SA	A2	1	3.50				2105	480	0.228			2105	331	0.157	
Lai Yip Street NB	SA	B1	1	3.50				1965	402	0.205			1965	373	0.190	0.190
	SA	B2	1	3.50				2105	430	0.204			2105	400	0.190	
Hung To Road WB	LT	C1	2	3.50	15.0											
	LT+RT	C2*	2	3.50	18.0		100	1846	716	0.388	0.388	100	1846	742	0.402	0.402
	RT	C3	2	3.50	25.0											
pedestrian phase		Dp	1		min crossing time =			7	sec GM +		16	sec FGM =		23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



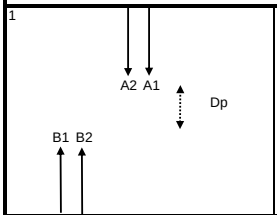
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

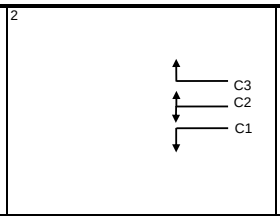
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.616		0.592	
L (s)	14		11	
C (s)	120		108	
practical y	0.795		0.808	
R.C. (%)	29%		37%	

Note:

Assume that phases C1 and C3 are blocked due to on-street parking activities along Hung To Road & Site Factor is applied





AM	G =	I/G = 10	G =	I/G = 6	G =	I/G =	G =	I/G =	G =		
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =		
PM	G =	I/G = 6	G =	I/G = 7	G =	I/G =	G =	I/G =	G =		
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =		

Signal Junction Analysis

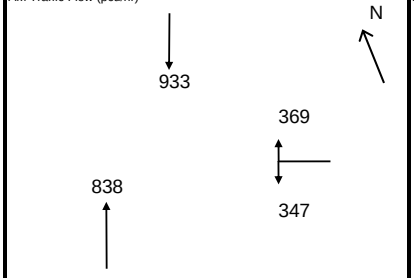
Junction: Lai Yip Street / Hung To Road — Job Number: J7409

Scenario: With the Proposed Development — P. 39

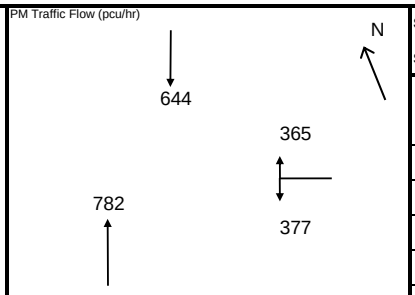
Design Year: 2032 — Designed By: — Checked By: — Date: 22 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lai Yip Street SB	SA	A1	1	3.50				1965	450	0.229	0.229		1965	311	0.158	
	SA	A2	1	3.50				2105	483	0.229			2105	333	0.158	
Lai Yip Street NB	SA	B1	1	3.50				1965	405	0.206			1965	378	0.192	0.192
	SA	B2	1	3.50				2105	433	0.206			2105	404	0.192	
Hung To Road WB	LT	C1	2	3.50	15.0											
	LT+RT	C2*	2	3.50	18.0		100	1846	716	0.388	0.388	100	1846	742	0.402	0.402
	RT	C3	2	3.50	25.0											
pedestrian phase		Dp	1		min crossing time =			7	sec GM +		16	sec FGM =		23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

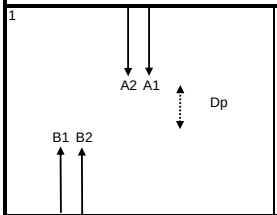
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.617		0.594	
L (s)	14		11	
C (s)	120		108	
practical y	0.795		0.808	
R.C. (%)	29%		36%	

Note:

Assume that phases C1 and C3 are blocked due to on-street parking activities along Hung To Road & Site Factor is applied

1



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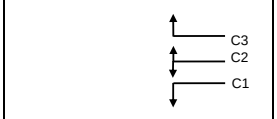


AM	G =	I/G = 10	G =	I/G = 6	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 6	G =	I/G = 7	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

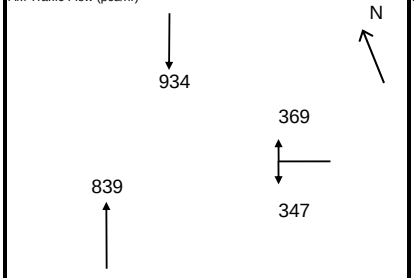
Junction: Lai Yip Street / Hung To Road — Job Number: J7409

Scenario: With the Proposed Development (Sensitivity Test for adopting mean rate) — P. 40

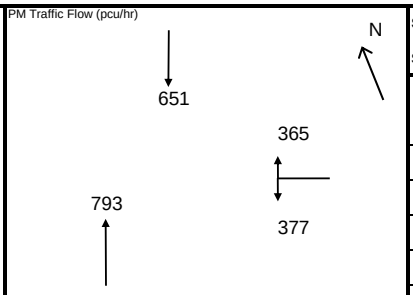
Design Year: 2032 — Designed By: — Checked By: — Date: 22 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lai Yip Street SB	SA	A1	1	3.50				1965	451	0.230	0.230		1965	314	0.160	
	SA	A2	1	3.50				2105	483	0.229			2105	337	0.160	
Lai Yip Street NB	SA	B1	1	3.50				1965	405	0.206			1965	383	0.195	0.195
	SA	B2	1	3.50				2105	434	0.206			2105	410	0.195	
Hung To Road WB	LT	C1	2	3.50	15.0											
	LT+RT	C2*	2	3.50	18.0		100	1846	716	0.388	0.388	100	1846	742	0.402	0.402
	RT	C3	2	3.50	25.0											
pedestrian phase		Dp	1		min crossing time =			7	sec GM +		16	sec FGM =		23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

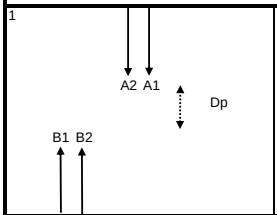
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.617		0.597	
L (s)	14		11	
C (s)	120		108	
practical y	0.795		0.808	
R.C. (%)	29%		35%	

Note:

Assume that phases C1 and C3 are blocked due to on-street parking activities along Hung To Road & Site Factor is applied

1



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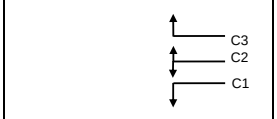
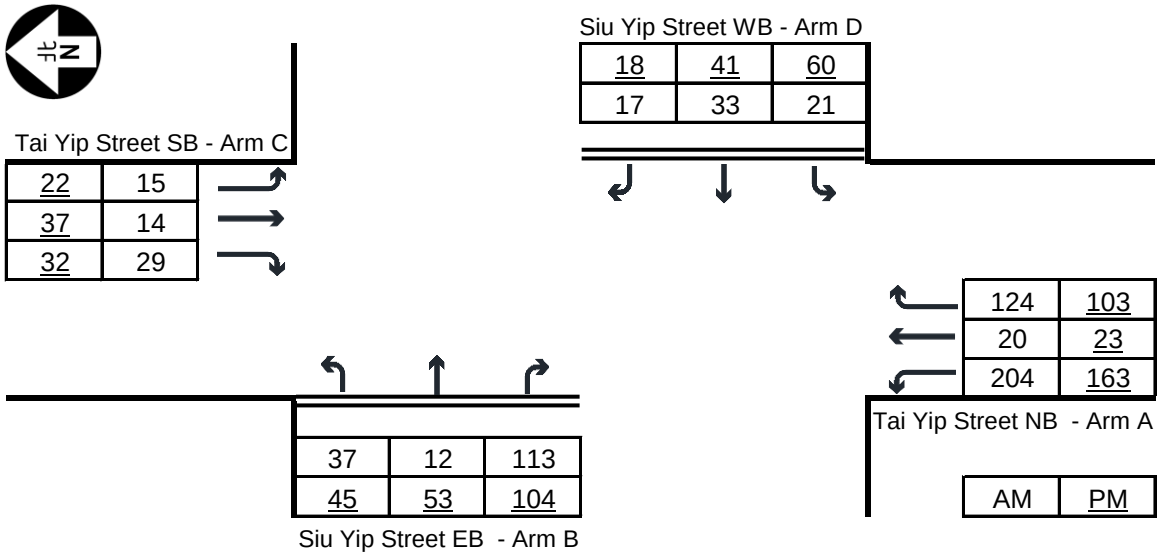


AM	G =	I/G = 10	G =	I/G = 6	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 6	G =	I/G = 7	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Priority Junction Analysis

Junction:	Tai Yip Street / Siu Yip Street				
Design Year:	2025	Job Number:	J7409	Date:	19 Sep 2025
Scheme:	Existing Condition				Page 41



Geometry :

Y = 1 - 0.0345W

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

where 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

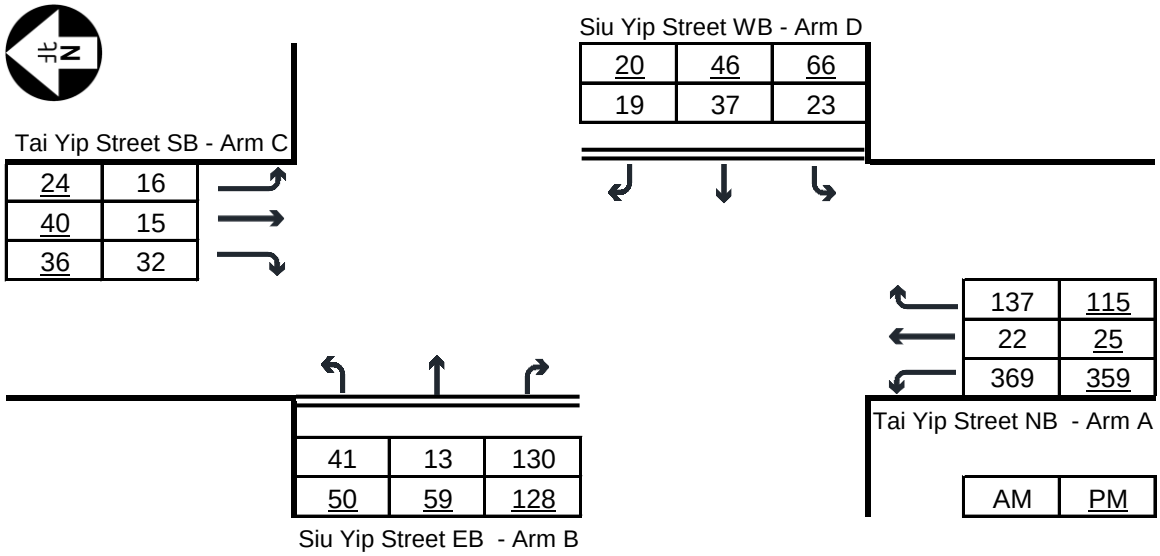
	Input		Input		Input		Input	
	W	7.80	V-CB	250	V-AD	100	w-BA	5.00
Geometry :	W-CR	0.00	V-lBA	35	V-lDC	55	w-BC	5.00
	W-CB	4.00	V-rBC	40	V-rDA	20	w-DA	5.00
	W-AD	4.00					w-DC	5.00

Traffic Flows, pcu/hr		AM	PM	Capacity, pcu/hr	AM	PM
Analysis :	q-B-ACD	178	222	Q-B-ACD	554	552
	q-A-BCD	201	157	Q-A-BCD	777	742
	q-A-B	166	141			
	q-A-C	16	20			
	q-D-ABC	78	131	Q-D-ABC	513	554
	q-C-ABD	34	39	Q-C-ABD	626	667
	q-C-D	16	23			
	q-C-A	15	38			

Ratio-of-flow to Capacity		AM	PM
	B-ACD	0.322	0.403
	A-BCD	0.258	0.212
	D-ABC	0.152	0.237
	C-ABD	0.054	0.059

Priority Junction Analysis

Junction:	Tai Yip Street / Siu Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	19 Sep 2025
Scheme:	Without the Proposed Development			Page	42



Geometry :

Y = 1 - 0.0345W

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

where 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

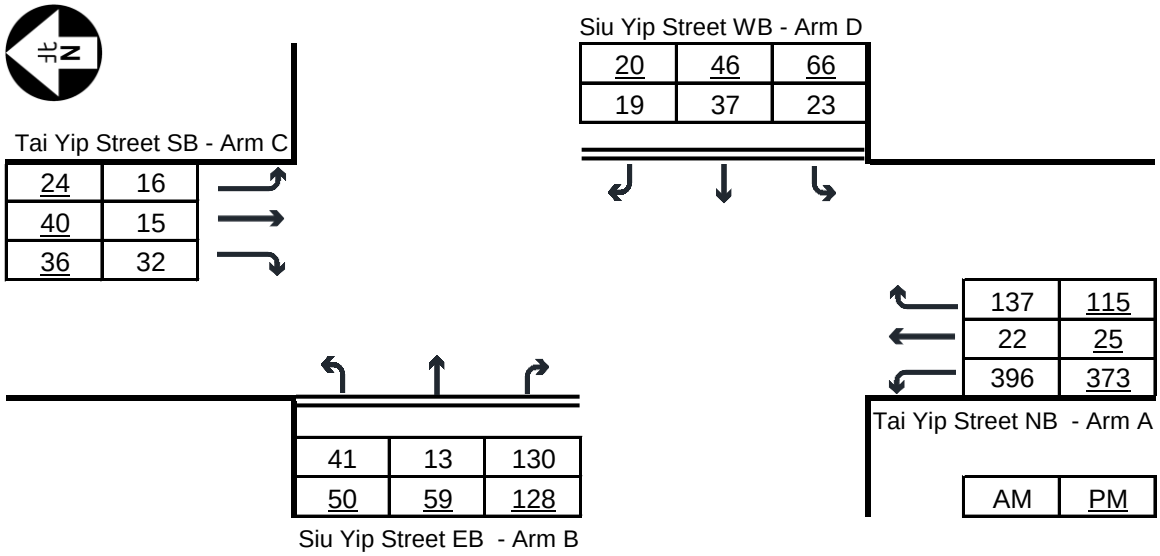
	Input		Input		Input		Input	
	W	7.80	V-CB	250	V-AD	100	w-BA	5.00
Geometry :	W-CR	0.00	V-lBA	35	V-lDC	55	w-BC	5.00
	W-CB	4.00	V-rBC	40	V-rDA	20	w-DA	5.00
	W-AD	4.00					w-DC	5.00

Traffic Flows, pcu/hr		AM	PM	Capacity, pcu/hr	AM	PM
Analysis :	q-B-ACD	203	261	Q-B-ACD	527	519
	q-A-BCD	292	244	Q-A-BCD	898	885
	q-A-B	273	286			
	q-A-C	16	20			
	q-D-ABC	87	145	Q-D-ABC	489	530
	q-C-ABD	37	45	Q-C-ABD	576	611
	q-C-D	16	24			
	q-C-A	15	41			

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.384	0.503
A-BCD	0.325	0.276
D-ABC	0.178	0.274
C-ABD	0.065	0.073

Priority Junction Analysis

Junction:	Tai Yip Street / Siu Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	19 Sep 2025
Scheme:	With the Proposed Development			Page	43



Geometry :

Y = 1 - 0.0345W

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

where 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

	Input		Input		Input		Input	
	W	7.80	V-CB	250	V-AD	100	w-BA	5.00
Geometry :	W-CR	0.00	V-lBA	35	V-lDC	55	w-BC	5.00
	W-CB	4.00	V-rBC	40	V-rDA	20	w-DA	5.00
	W-AD	4.00					w-DC	5.00

Traffic Flows, pcu/hr		AM	PM	Capacity, pcu/hr	AM	PM
Analysis :	q-B-ACD	203	261	Q-B-ACD	524	517
	q-A-BCD	305	250	Q-A-BCD	917	895
	q-A-B	290	295			
	q-A-C	16	20			
	q-D-ABC	87	145	Q-D-ABC	486	529
	q-C-ABD	38	45	Q-C-ABD	568	608
	q-C-D	16	24			
	q-C-A	15	41			

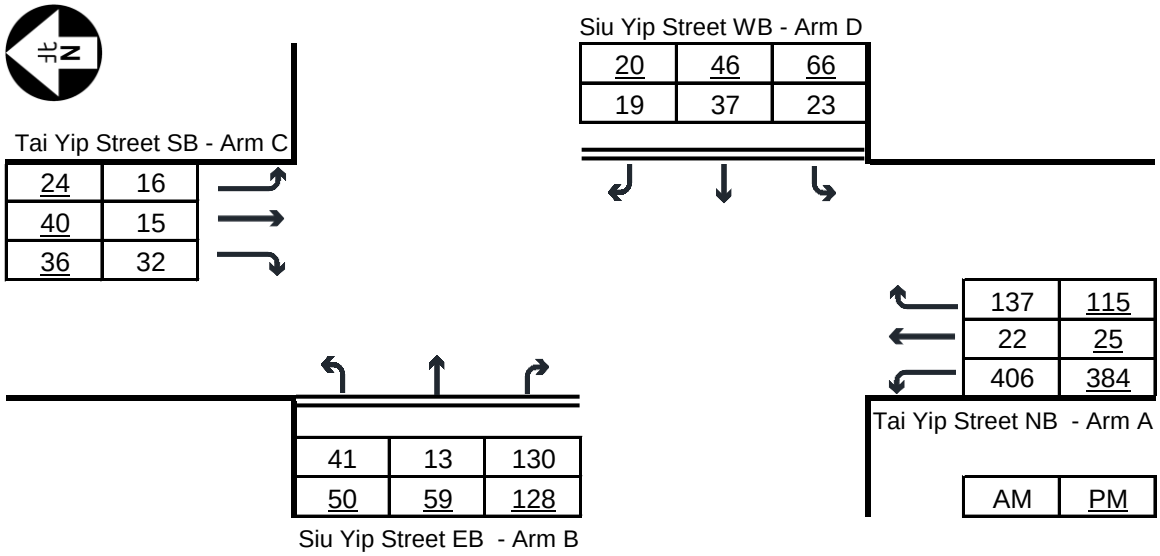
Ratio-of-flow to Capacity		AM	PM
	B-ACD	0.387	0.505
	A-BCD	0.332	0.279
	D-ABC	0.179	0.275
	C-ABD	0.066	0.074

Priority Junction Analysis

Junction: Tai Yip Street / Siu Yip Street

Design Year: 2032 Job Number: J7409 Date: 19 Sep 2025

Scheme: With the Proposed Development (Sensitivity Test for adopting mean rate) Page 44



Geometry :

Y = 1 - 0.0345W

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

where 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

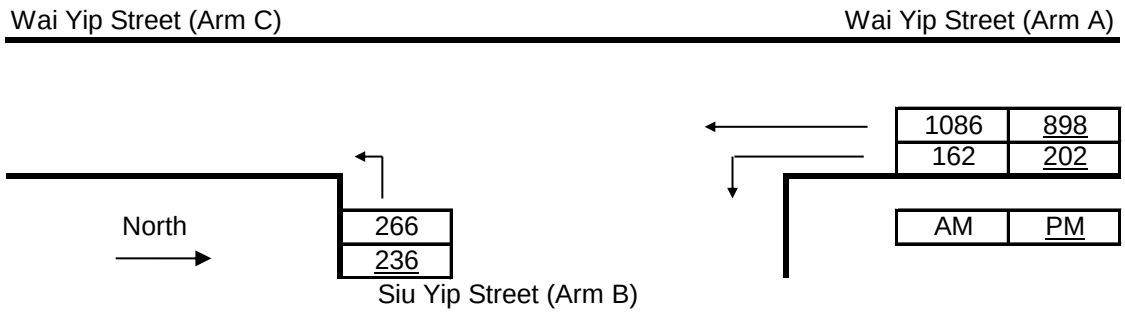
	Input		Input		Input		Input	
	W	7.80	V-CB	250	V-AD	100	w-BA	5.00
Geometry :	W-CR	0.00	V-lBA	35	V-lDC	55	w-BC	5.00
	W-CB	4.00	V-rBC	40	V-rDA	20	w-DA	5.00
	W-AD	4.00					w-DC	5.00

Traffic Flows, pcu/hr		AM	PM	Capacity, pcu/hr	AM	PM
Analysis :	q-B-ACD	203	261	Q-B-ACD	523	514
	q-A-BCD	310	260	Q-A-BCD	925	913
	q-A-B	296	313			
	q-A-C	16	20			
	q-D-ABC	87	145	Q-D-ABC	485	527
	q-C-ABD	38	45	Q-C-ABD	565	601
	q-C-D	16	24			
	q-C-A	15	41			

Ratio-of-flow to Capacity		AM	PM
	B-ACD	0.387	0.507
	A-BCD	0.335	0.285
	D-ABC	0.179	0.276
	C-ABD	0.066	0.075

Priority Junction Analysis

Junction:	Wai Yip Street / Siu Yip Street				
Design Year:	2025	Job Number:	J7409	Date:	19 September 2025
Scenario:	Existing Condition				P. 45



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	19.00	V-rBA	45	w-BA	5.00	D	0.9846
	W-CR	0.00	V-lBA	45	w-BC	5.00	E	1.0508
			V-rBC	45	w-CB	0.00	F	0.7338
			V-rCB	250			Y	0.3445

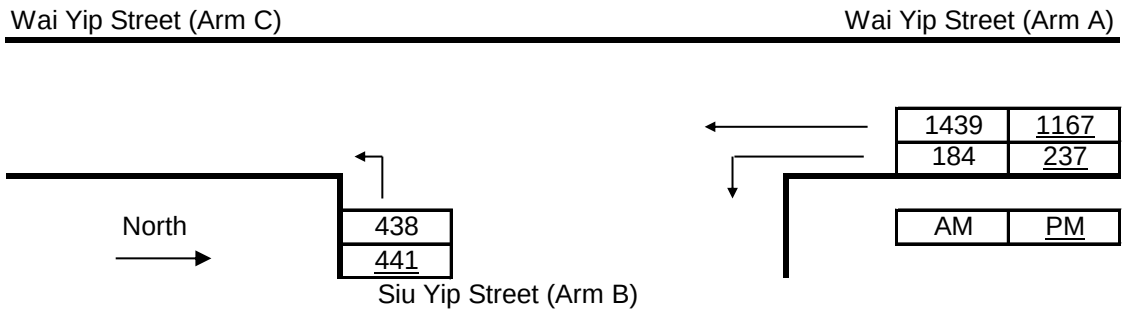
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	475	497
q-CB	0	0	Q-BC	631	654
q-AB	162	202	Q-CB	432	445
q-AC	1086	898	Q-BAC	631	654
q-BA	0	0			
q-BC	266	236			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.421	0.361
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Wai Yip Street / Siu Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	Without the Proposed Development				P. 46



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	19.00	V-rBA	45	w-BA	5.00	D	0.9846
	W-CR	0.00	V-lBA	45	w-BC	5.00	E	1.0508
			V-rBC	45	w-CB	0.00	F	0.7338
			V-rCB	250			Y	0.3445

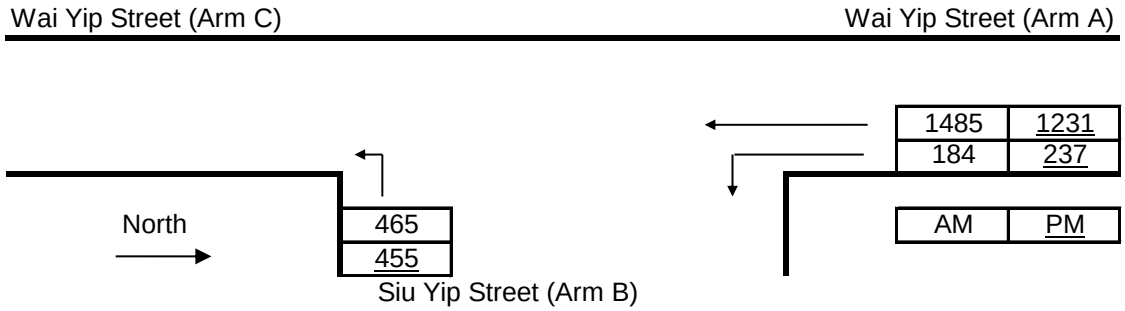
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	431	462
q-CB	0	0	Q-BC	584	617
q-AB	184	237	Q-CB	397	417
q-AC	1439	1167	Q-BAC	584	617
q-BA	0	0			
q-BC	438	441			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.750	0.715
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Wai Yip Street / Siu Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development				P. 47



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	19.00	V-rBA	45	w-BA	5.00	D	0.9846
	W-CR	0.00	V-lBA	45	w-BC	5.00	E	1.0508
			V-rBC	45	w-CB	0.00	F	0.7338
			V-rCB	250			Y	0.3445

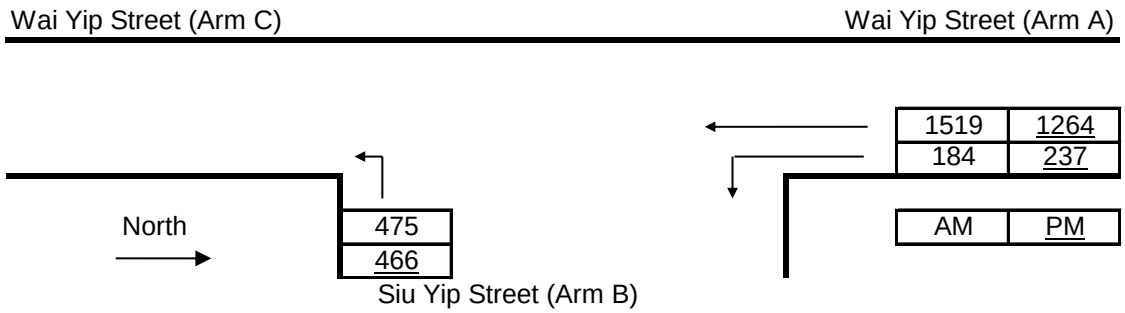
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	425	454
q-CB	0	0	Q-BC	578	608
q-AB	184	237	Q-CB	393	412
q-AC	1485	1231	Q-BAC	578	608
q-BA	0	0			
q-BC	465	455			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.805	0.748
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Wai Yip Street / Siu Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development (Sensitivity Test for adopting mean rate)				P. 48



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	19.00	V-rBA	45	w-BA	5.00	D	0.9846
	W-CR	0.00	V-lBA	45	w-BC	5.00	E	1.0508
			V-rBC	45	w-CB	0.00	F	0.7338
			V-rCB	250			Y	0.3445

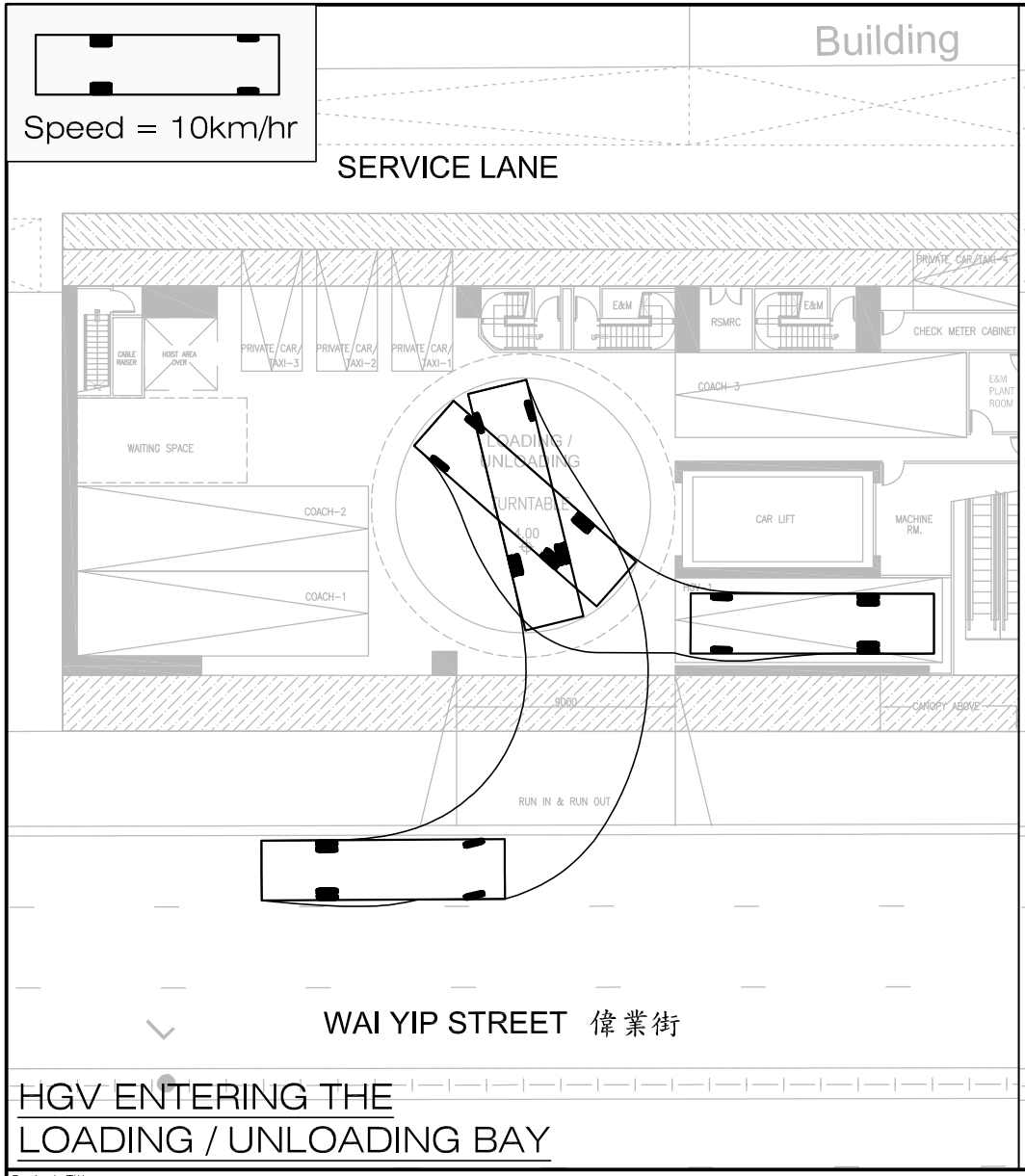
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	421	450
q-CB	0	0	Q-BC	573	604
q-AB	184	237	Q-CB	390	409
q-AC	1519	1264	Q-BAC	573	604
q-BA	0	0			
q-BC	475	466			
f	1.000	1.000			

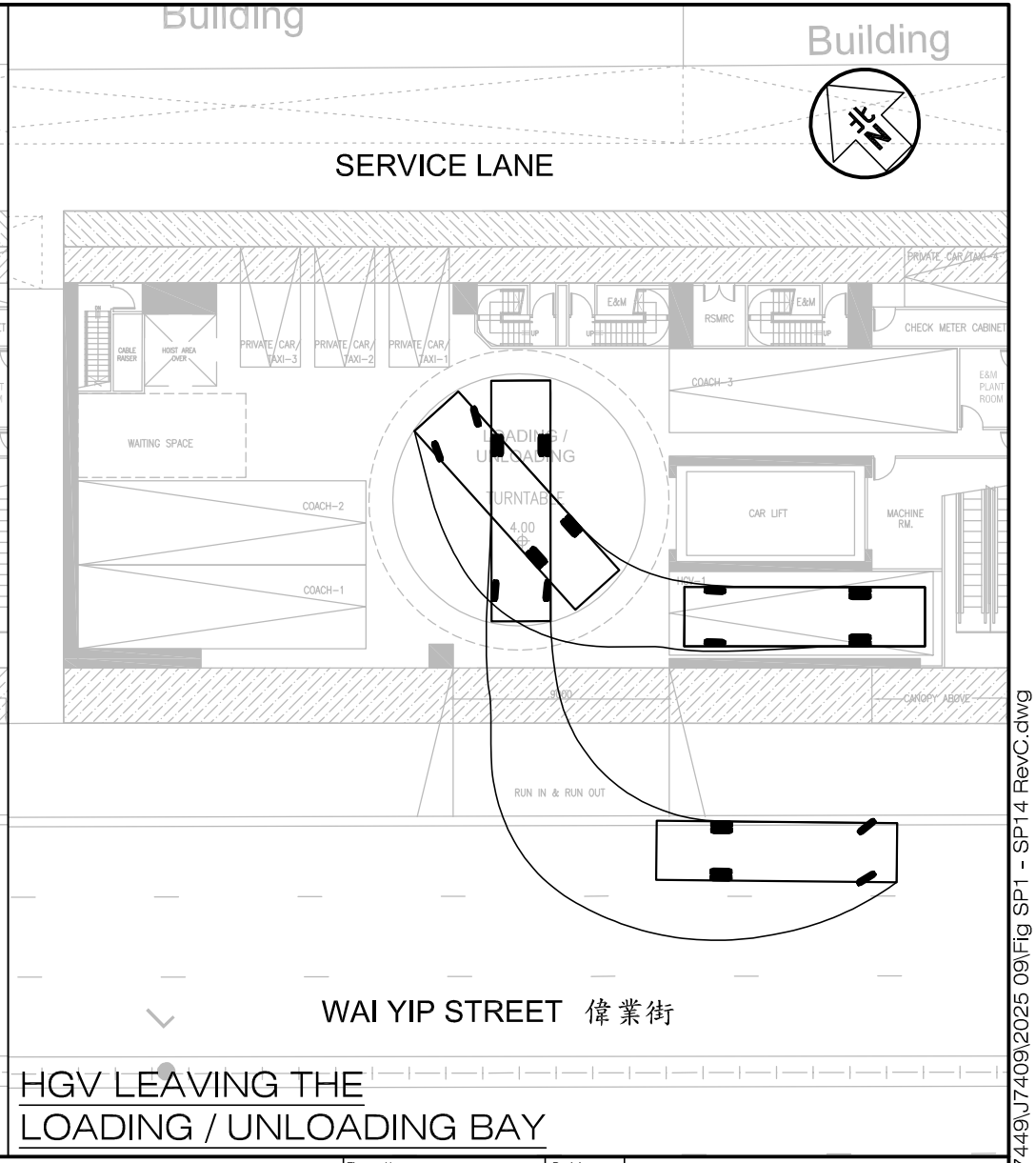
Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.829	0.772
C-B	0.000	0.000

Appendix 2 –
Swept Path Analysis

Speed = 10km/hr



HGV ENTERING THE LOADING / UNLOADING BAY



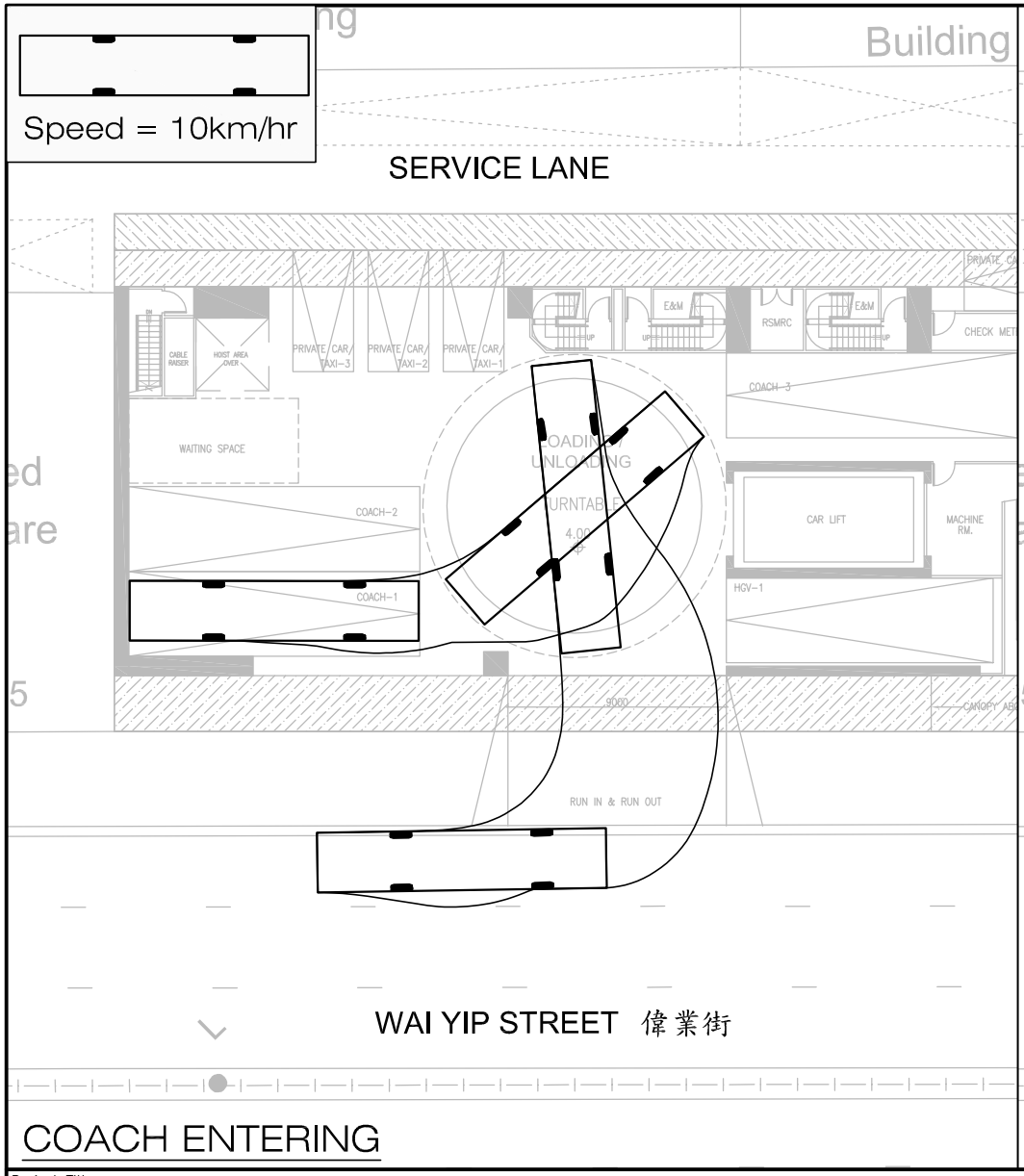
HGV LEAVING THE LOADING / UNLOADING BAY

Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. SP1 / Revision C
Figure Title	SWEPT PATH OF HEAVY GOODS VEHICLE ENTERING AND LEAVING THE HGV LOADING / UNLOADING BAY HGV-1 ON G/F		Designed by C Y Y / Drawn by N C M / Checked by K C
			Scale in A4 1 : 300 / Date 19 SEP 2025

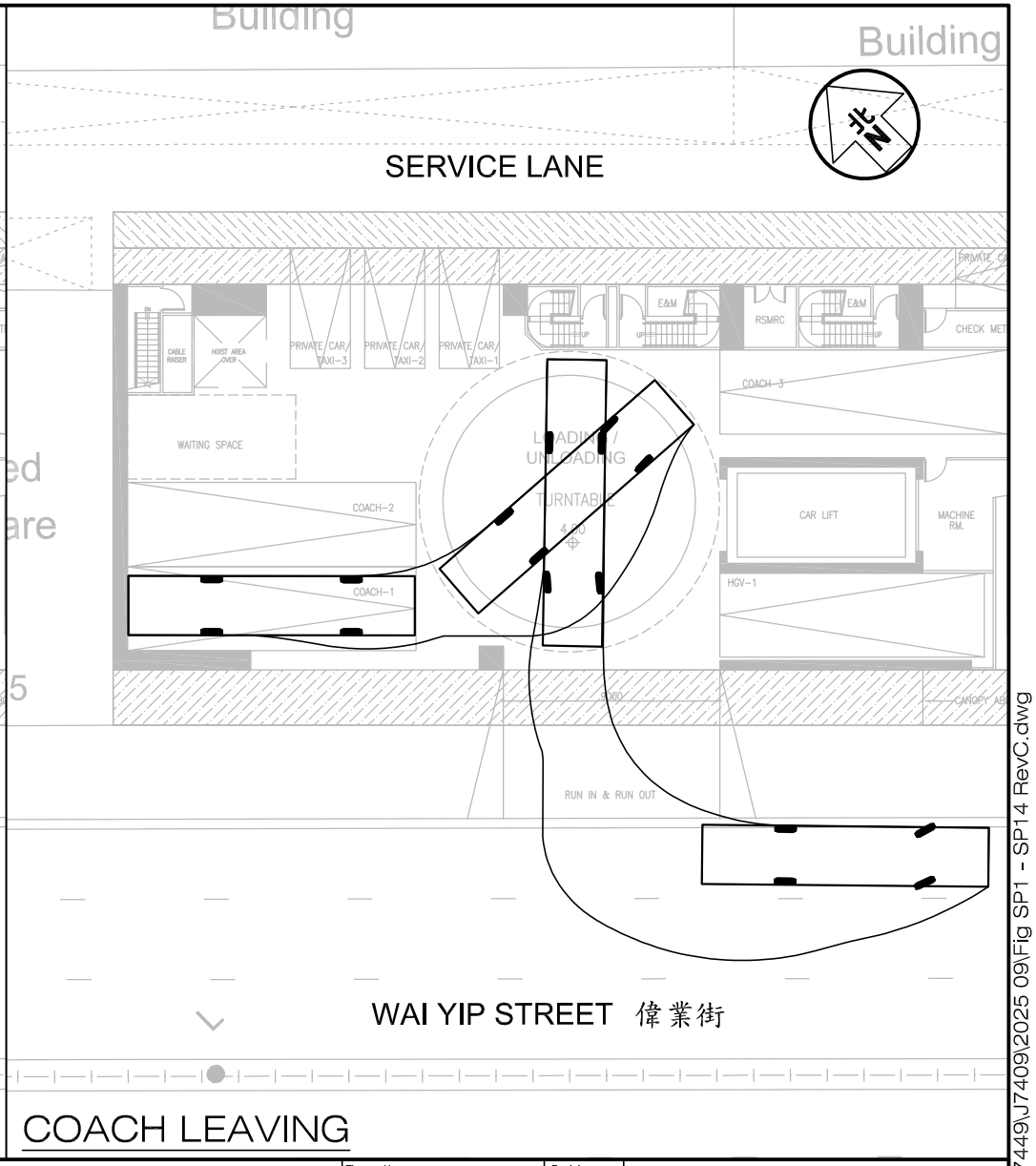
CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7400-J7449\J7409\2025 09\Fig SP1 - SP14 RevC.dwg

Speed = 10km/hr



COACH ENTERING



COACH LEAVING

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON — J7409

Figure Title: SWEPT PATH OF COACH ENTERING AND LEAVING THE "SHARED-USE" FOR COACHES/BUSES AND M/HGV LAYBY COACH-1 ON G/F

Figure No.	Revision
SP2	C

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
1 : 300	19 SEP 2025

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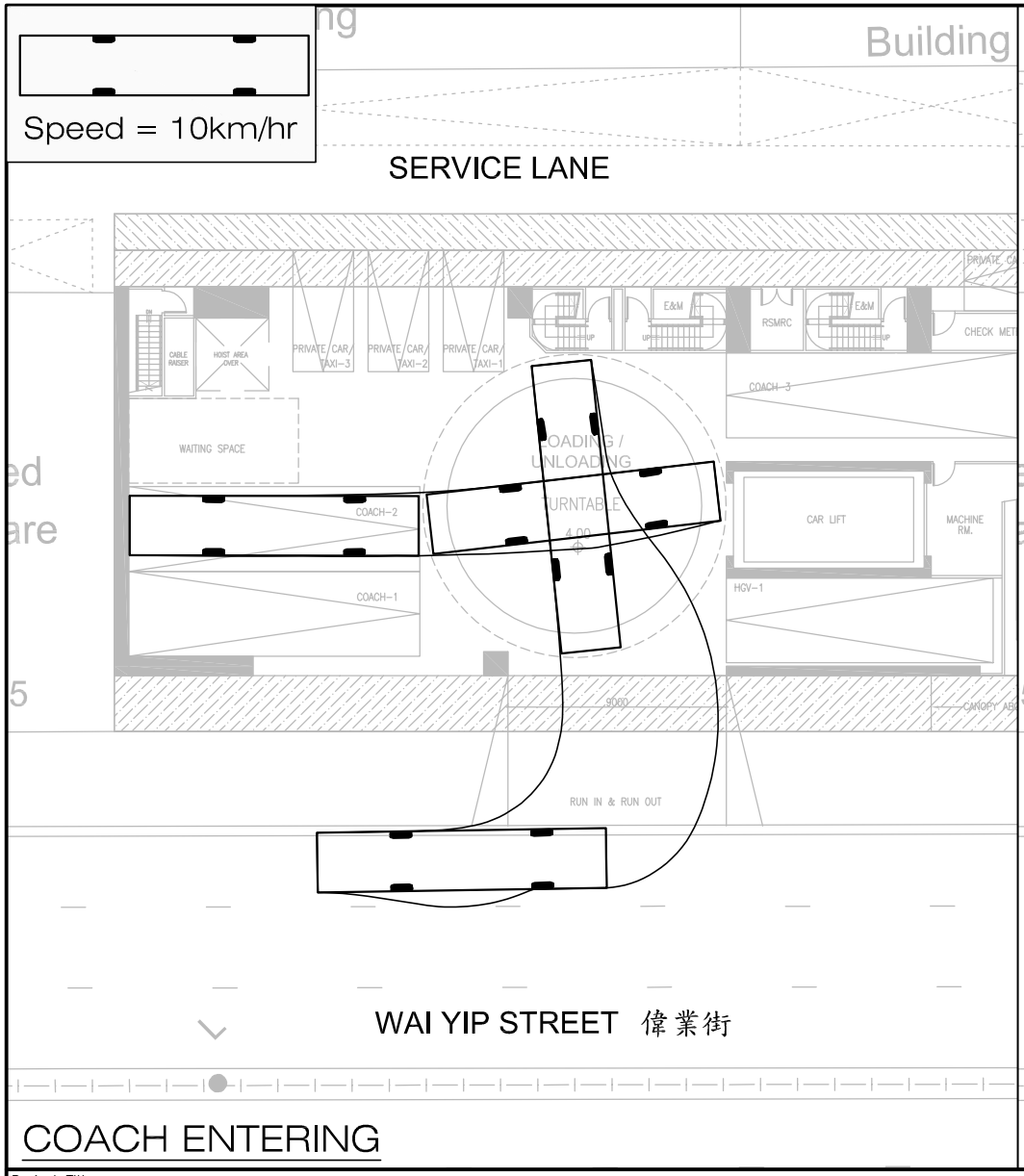
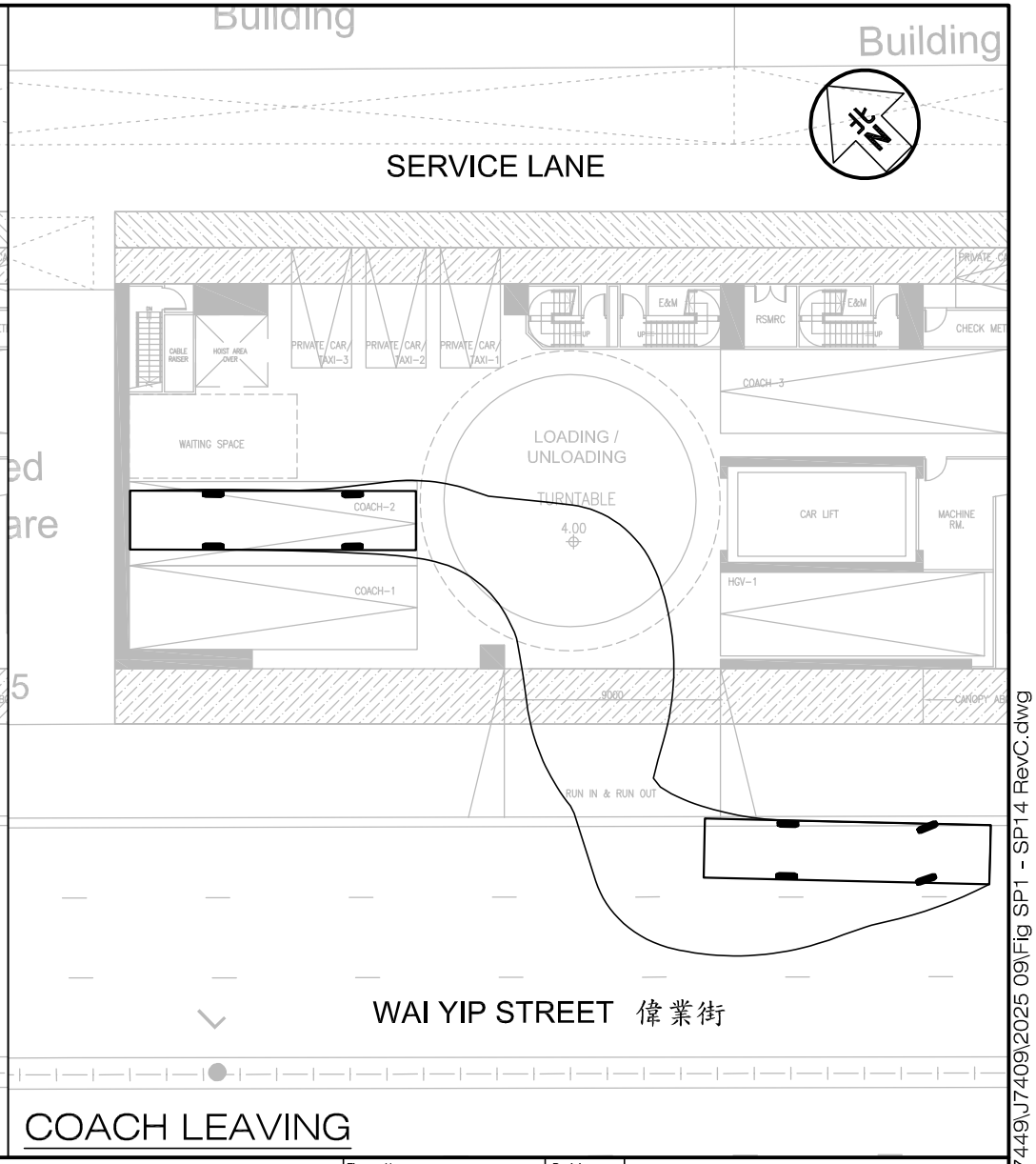


COACH ENTERING



COACH LEAVING

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

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Figure Title: SWEPT PATH OF COACH ENTERING AND LEAVING THE "SHARED-USE" FOR COACHES/BUSES AND M/HGV LAYBY COACH-2 ON G/F

Figure No.	Revision
SP3	C

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
1 : 300	19 SEP 2025

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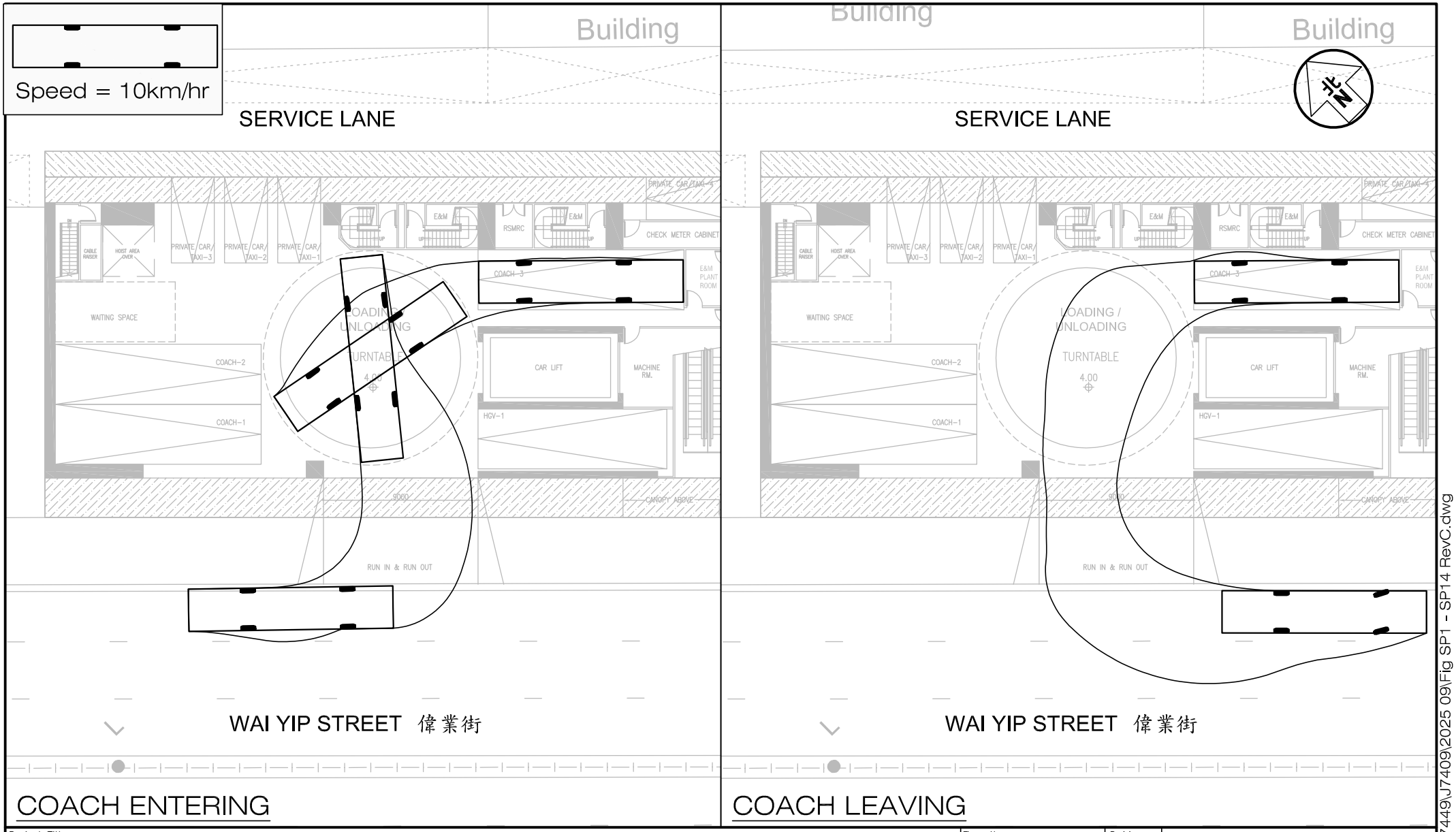

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title: SWEPT PATH OF COACH ENTERING AND LEAVING THE "SHARED-USE" FOR COACHES/BUSES AND M/HGV LAYBY COACH-3 ON G/F

Figure No.	Revision
SP4	C

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Scale in A4	Date
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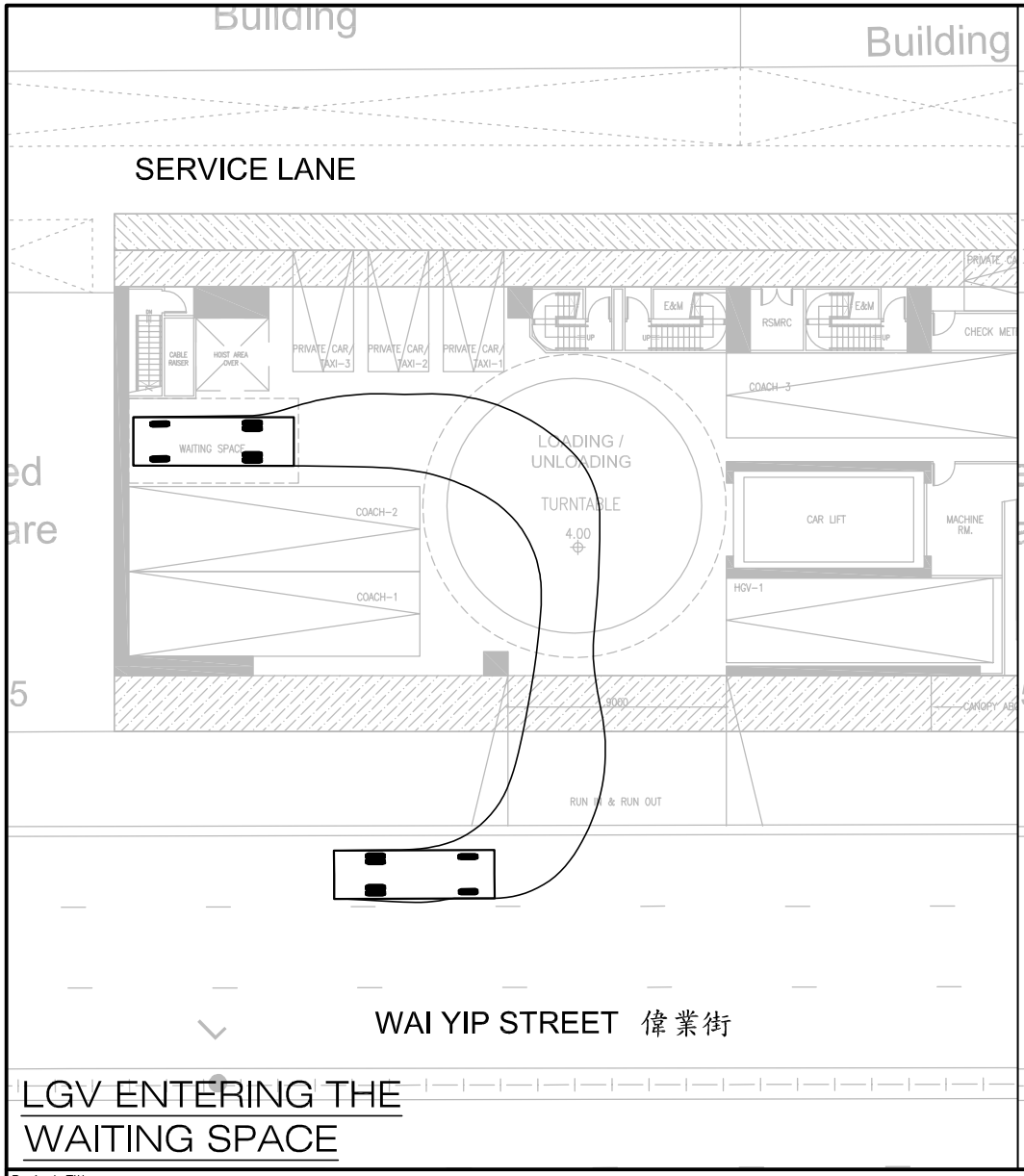
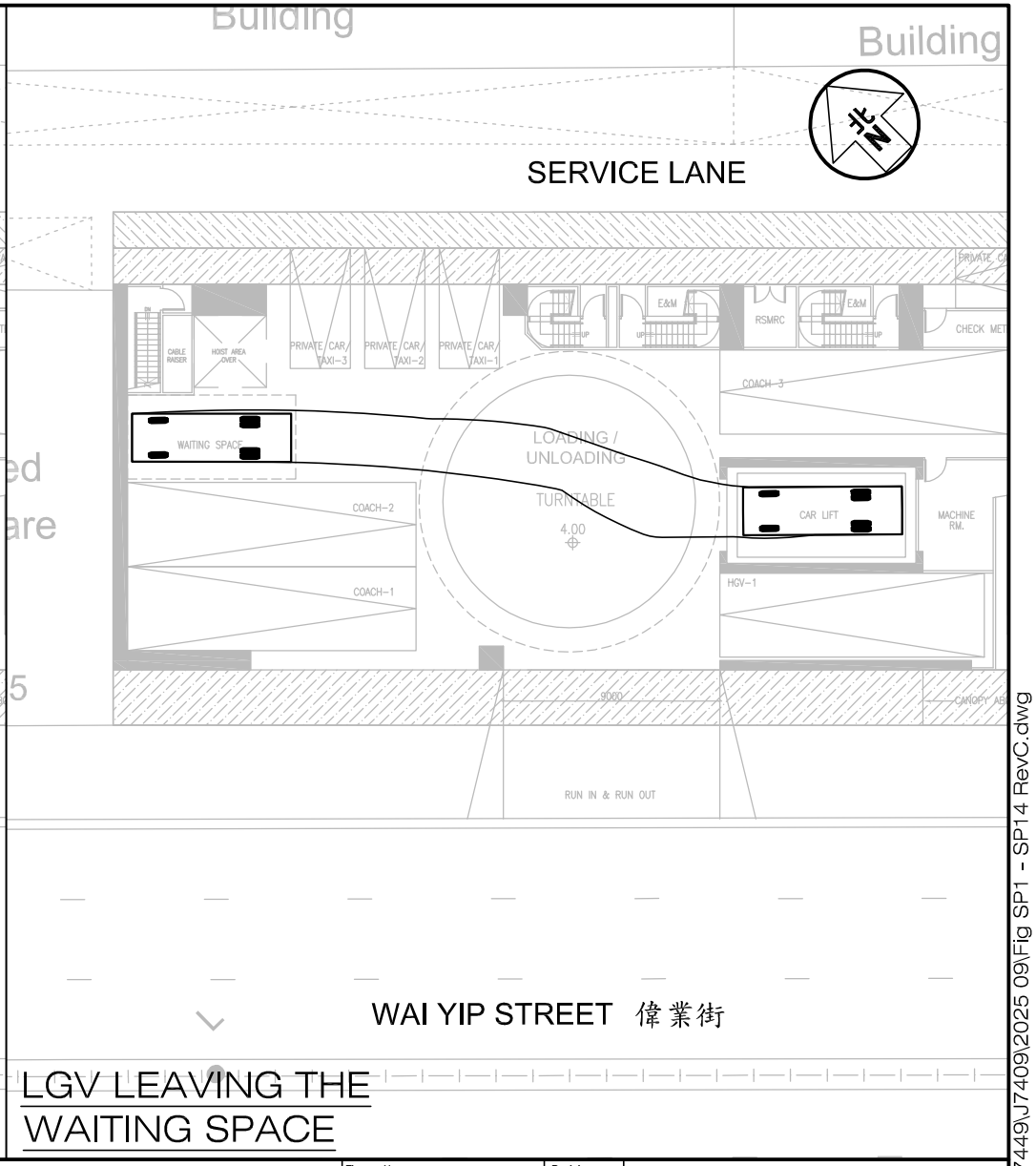


LGV ENTERING THE WAITING SPACE



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Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

SWEPT PATH OF LGV ENTERING AND LEAVING THE WAITING SPACE ON G/F

Figure No.	Revision
SP5	C

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
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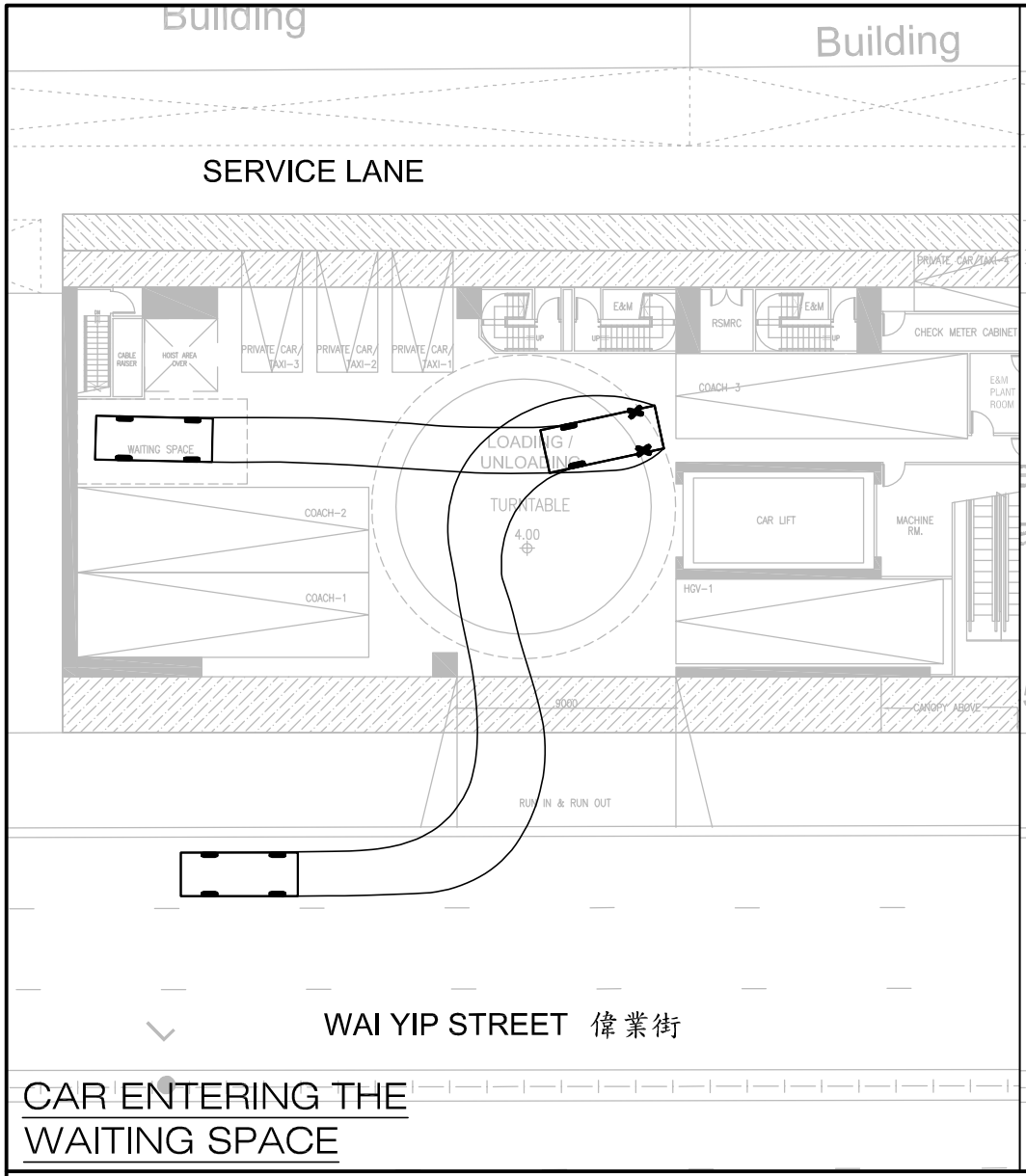

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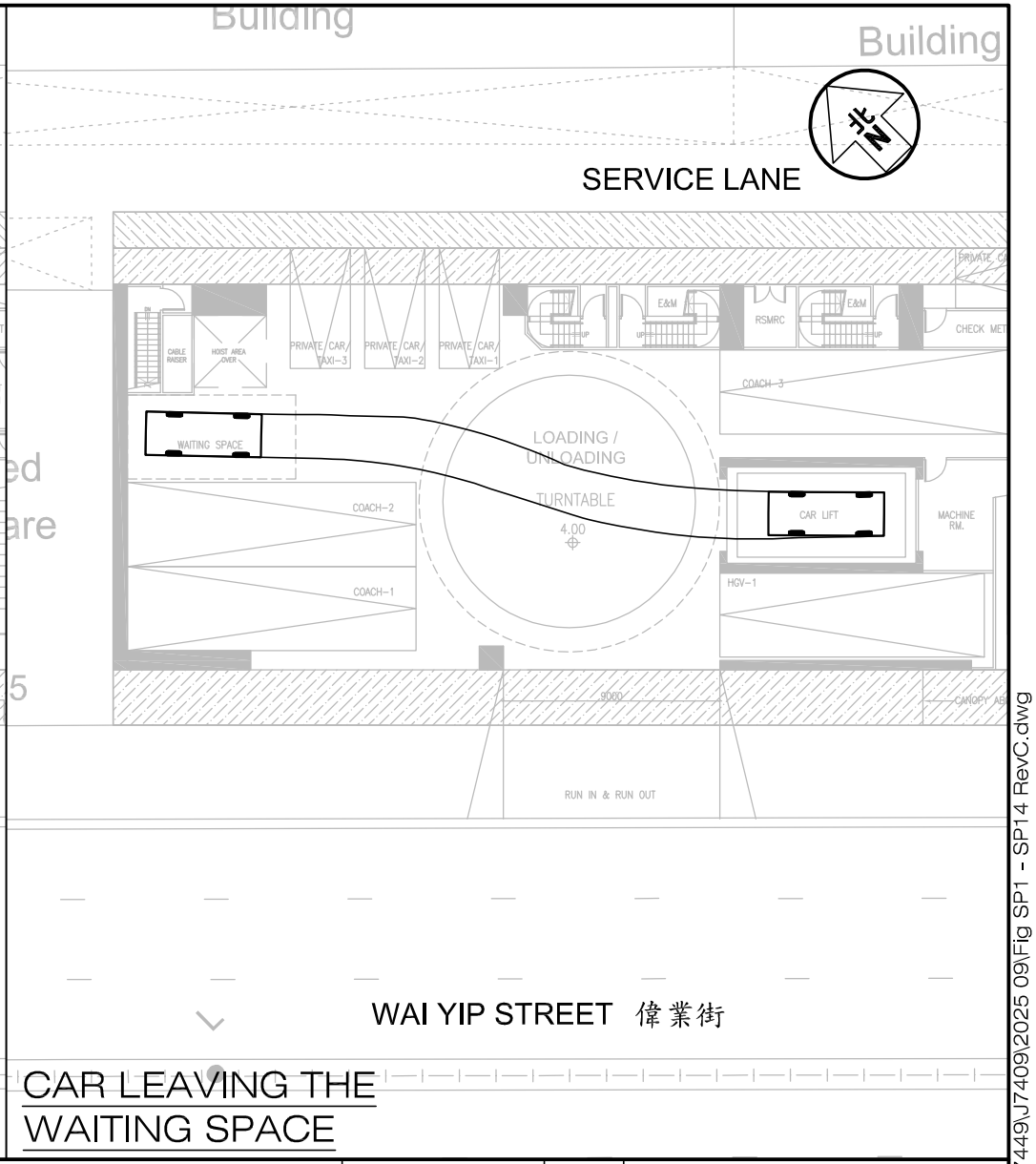

CAR LEAVING THE WAITING SPACE

Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. SP6 / Revision C
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE WAITING SPACE ON G/F	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 300 / Date 19 SEP 2025

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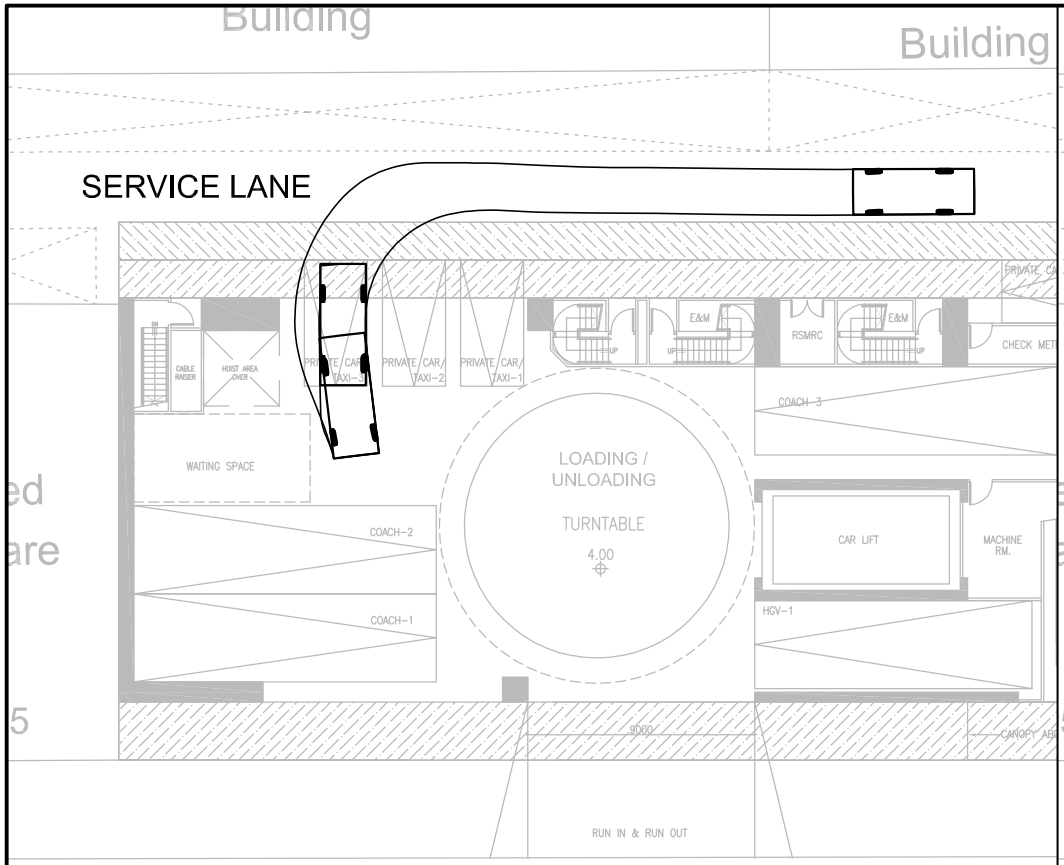
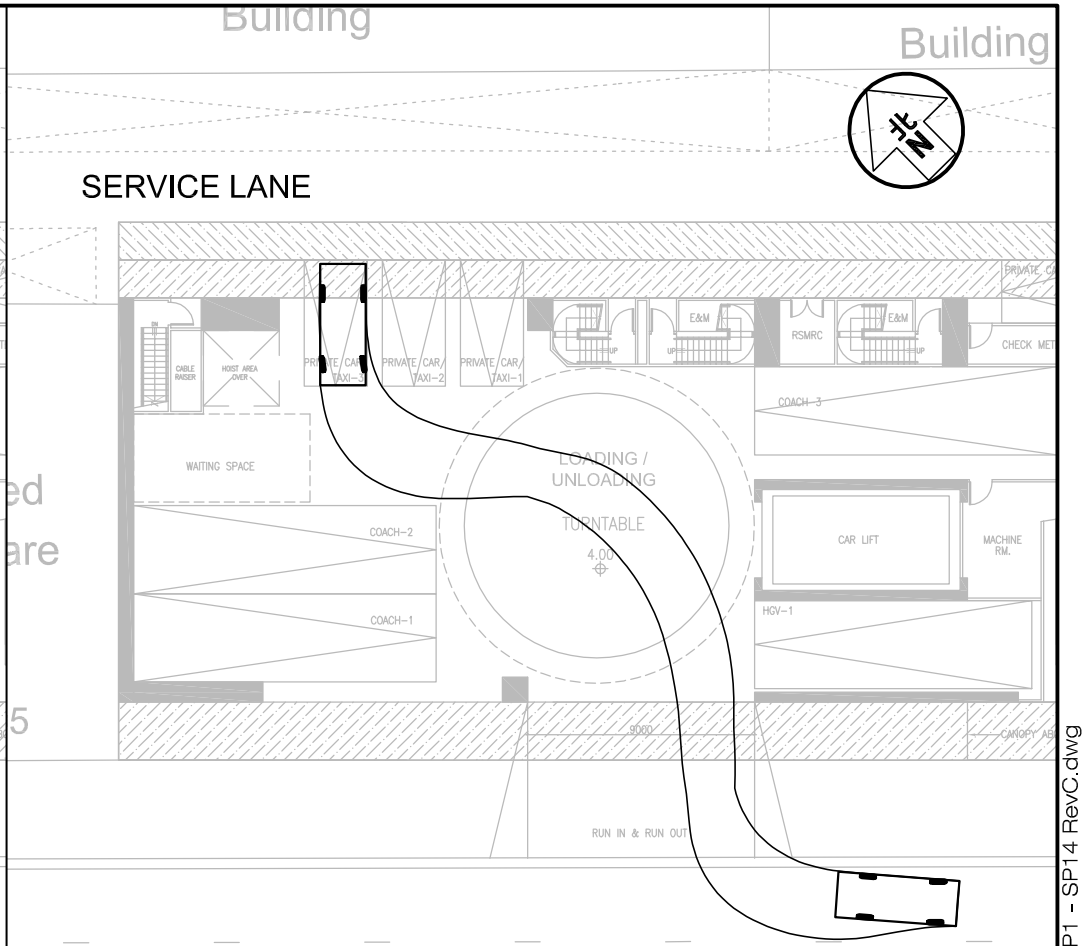


CAR ENTERING THE TAXI AND PRIVATE CAR LAY-BY



CAR LEAVING THE TAXI AND PRIVATE CAR LAY-BY

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON — J7409

Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE TAXI AND PRIVATE CAR LAYBY TAXI-1 ON G/F

Figure No.	Revision
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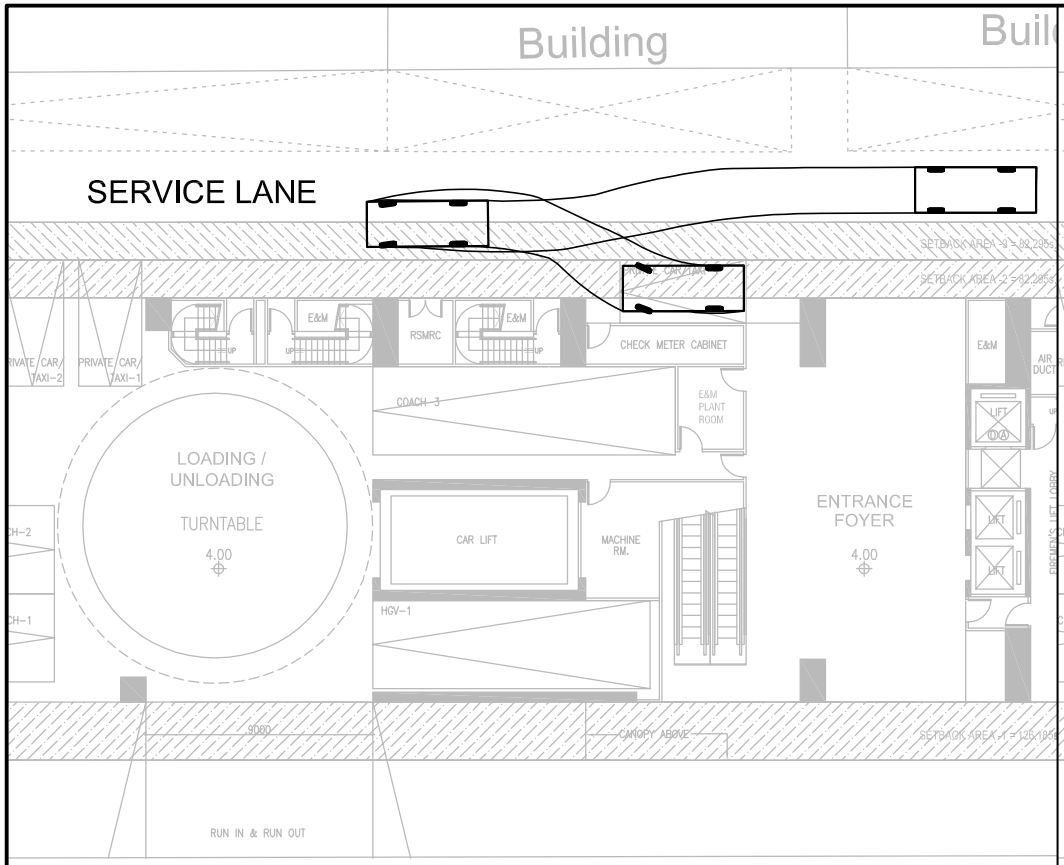
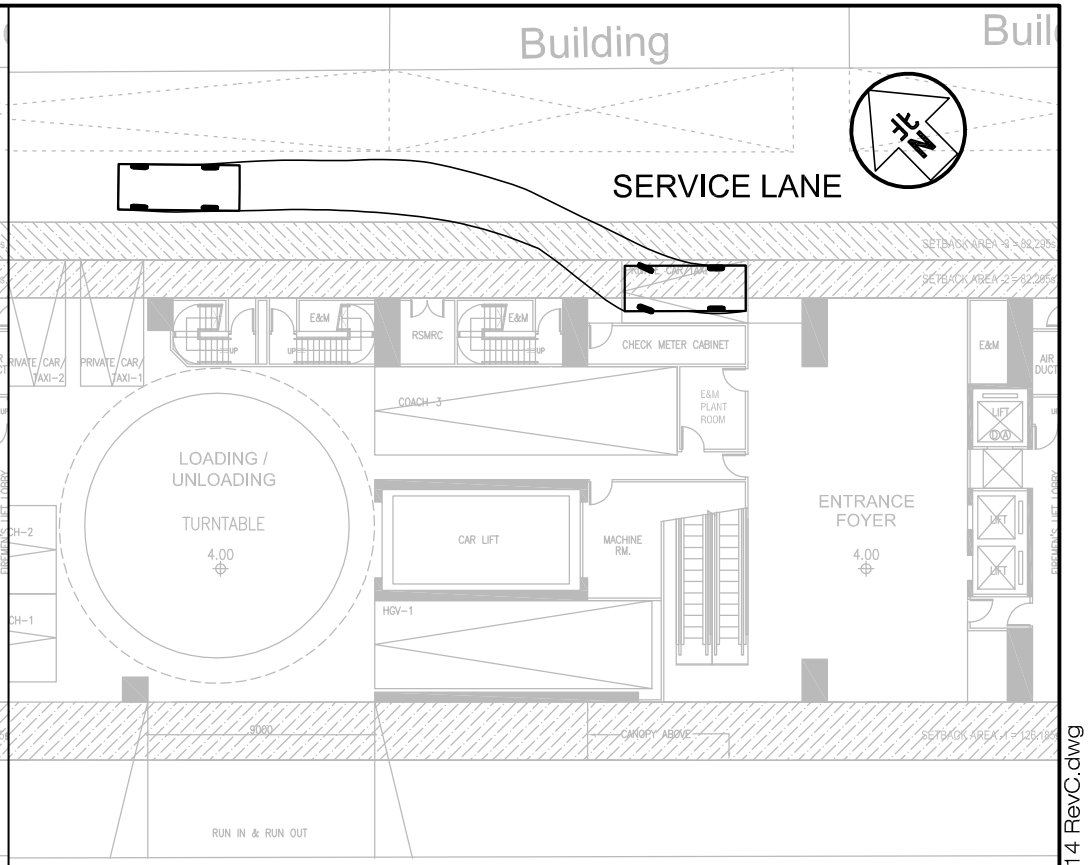


CAR ENTERING THE TAXI AND PRIVATE CAR LAY-BY



CAR LEAVING THE TAXI AND PRIVATE CAR LAY-BY

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON — J7409

Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE TAXI AND PRIVATE CAR LAYBY TAXI-4 ON G/F

Figure No.	Revision
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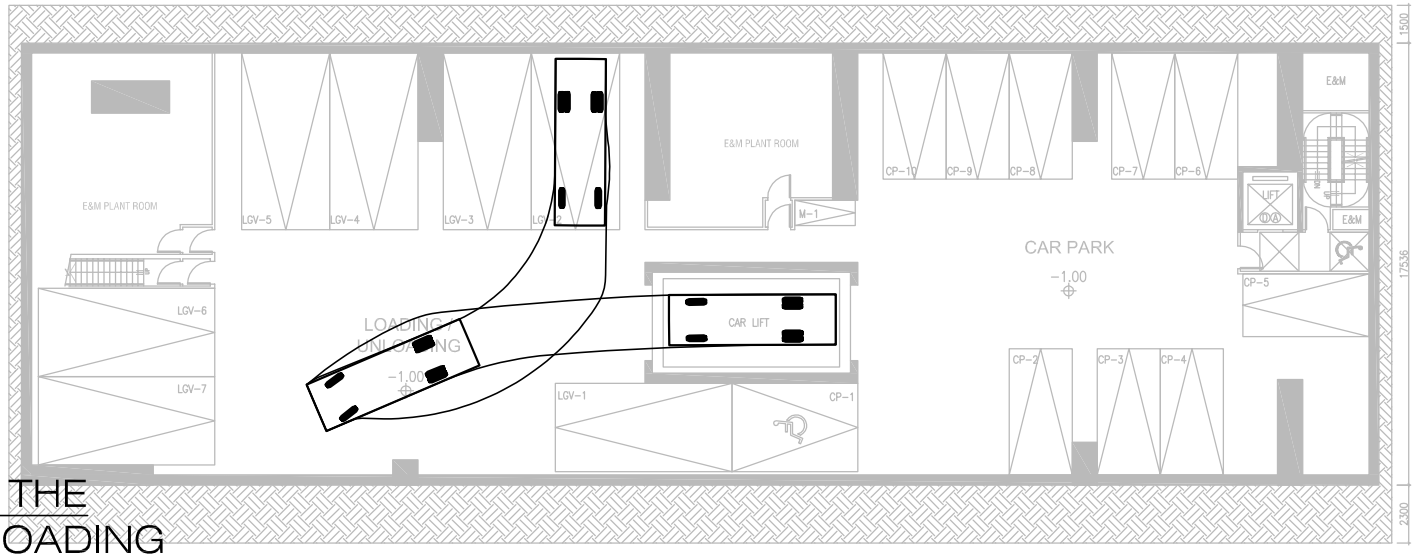

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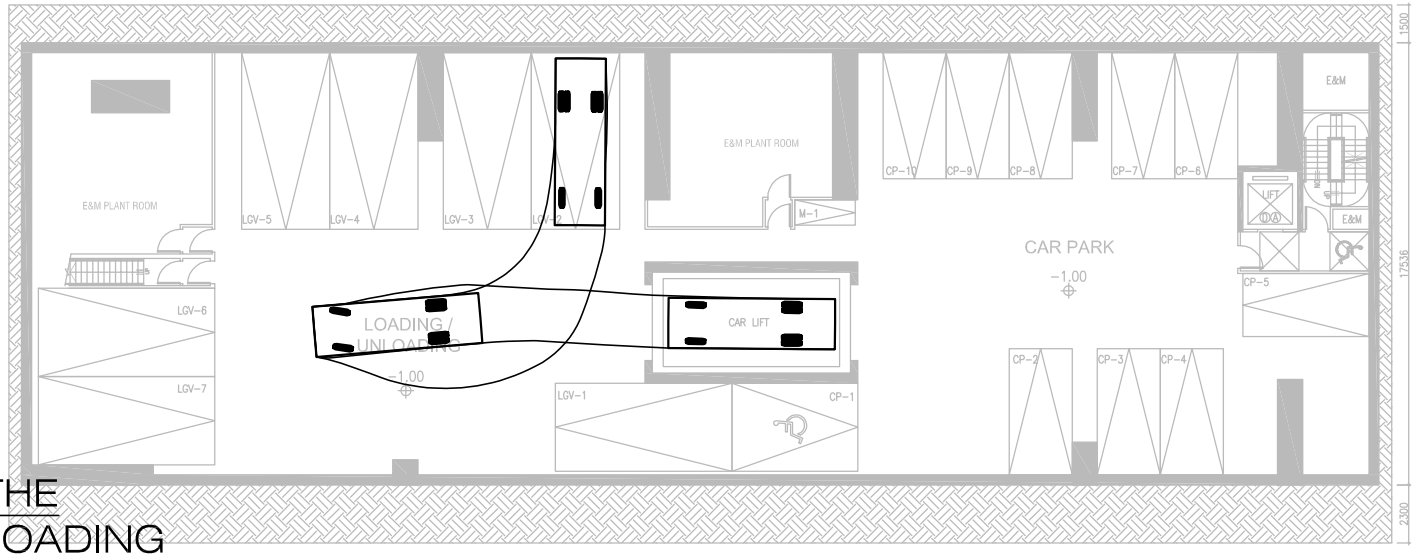

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Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON J7409	Figure No. SP9	Revision C	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: SWEPT PATH OF LGV ENTERING AND LEAVING THE LGV LOADING / UNLOADING BAY LGV-2 ON B1/F	Designed by C Y Y / Drawn by N C M / Checked by K C		
	Scale in A4 1 : 300	Date 19 SEP 2025	

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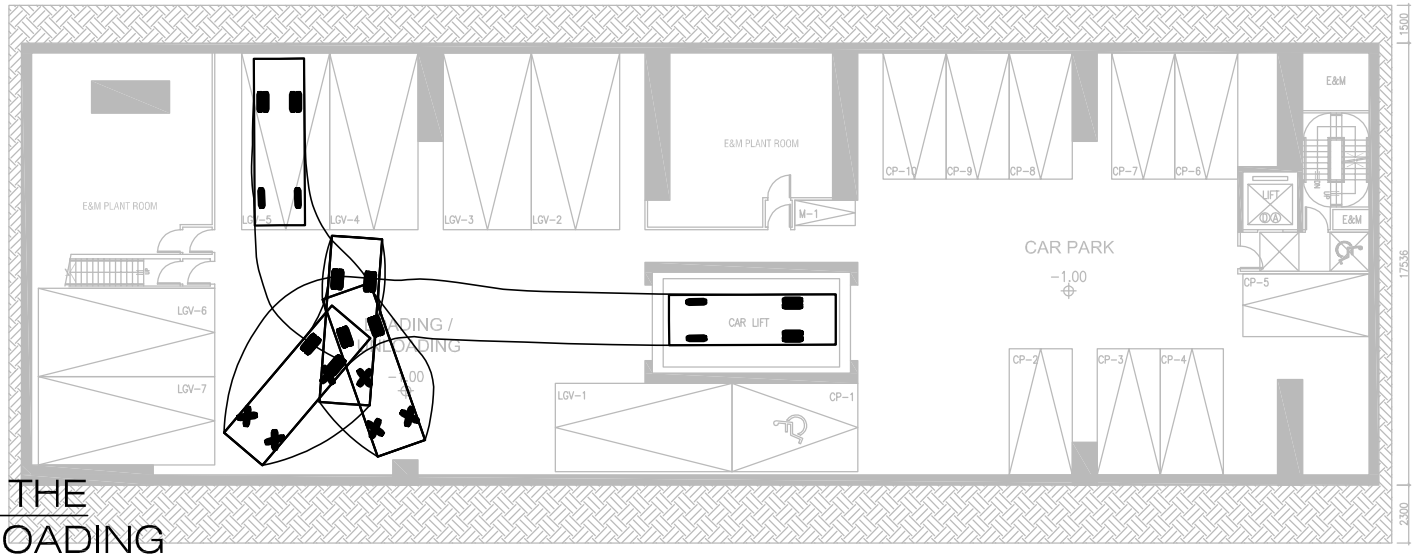

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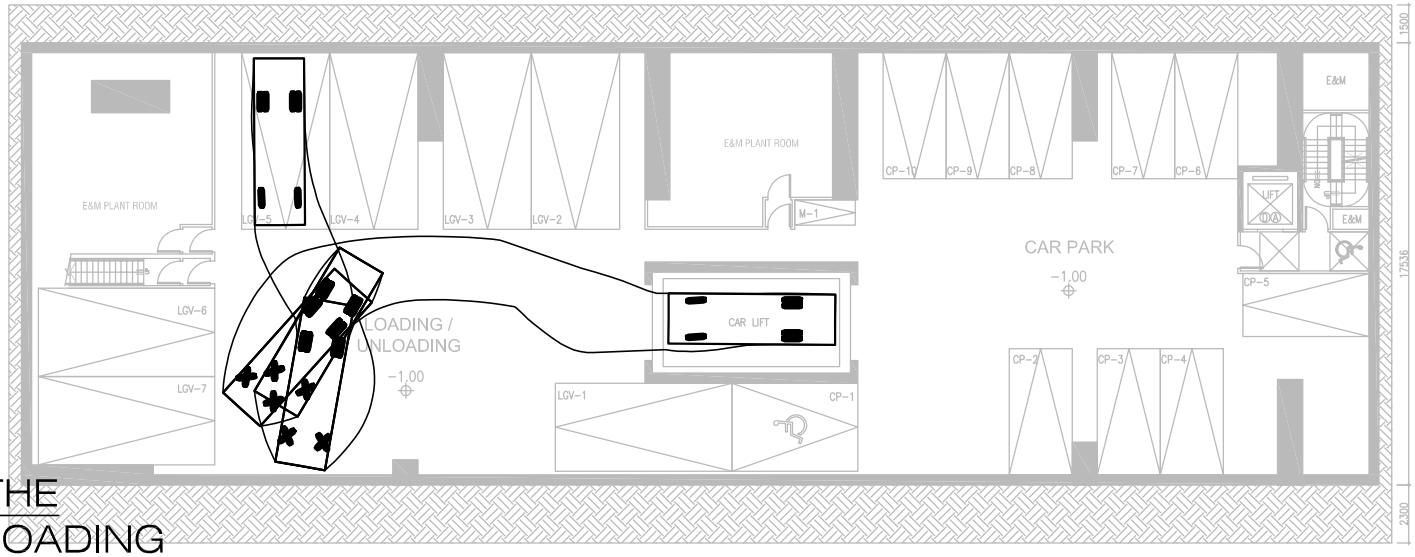

LGV LEAVING THE
LOADING / UNLOADING

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON — J7409	Figure No.: SP10	Revision: C	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: SWEPT PATH OF LGV ENTERING AND LEAVING THE LGV LOADING / UNLOADING BAY LGV-5 ON B1/F	Designed by: C Y Y / Drawn by: N C M / Checked by: K C		
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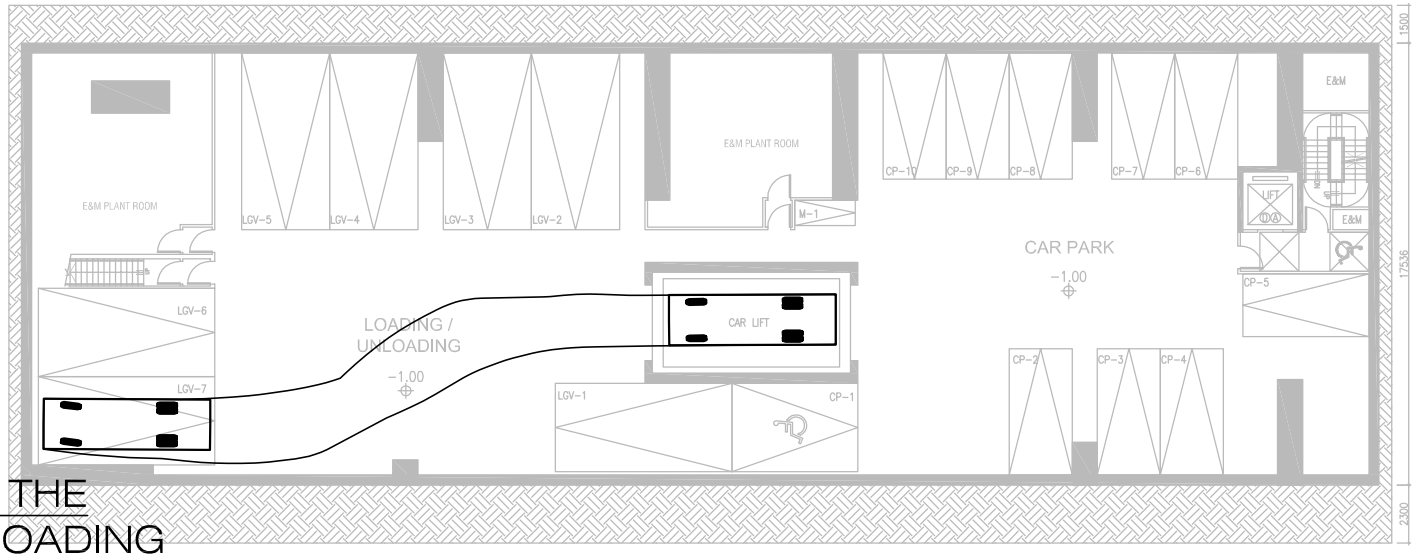

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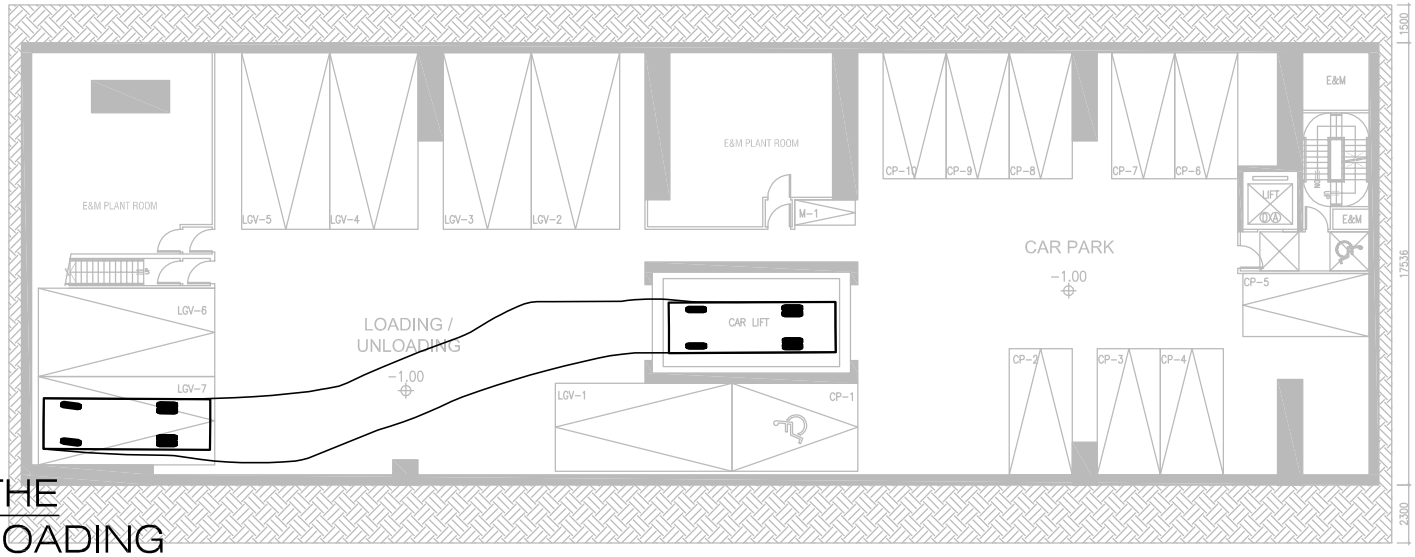

LGV LEAVING THE
LOADING / UNLOADING

Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. SP11 / Revision C
Figure Title	SWEPT PATH OF LGV ENTERING AND LEAVING THE LGV LOADING / UNLOADING BAY LGV-7 ON B1/F		Designed by C Y Y / Drawn by N C M / Checked by K C Scale in A4 1 : 300 / Date 19 SEP 2025

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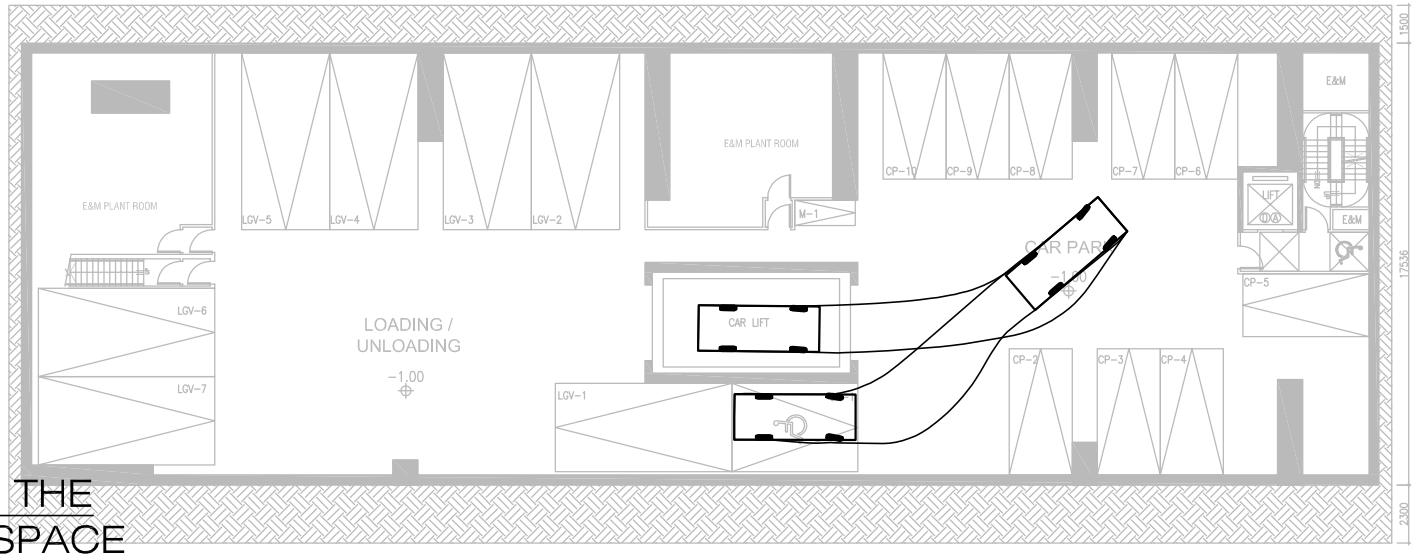
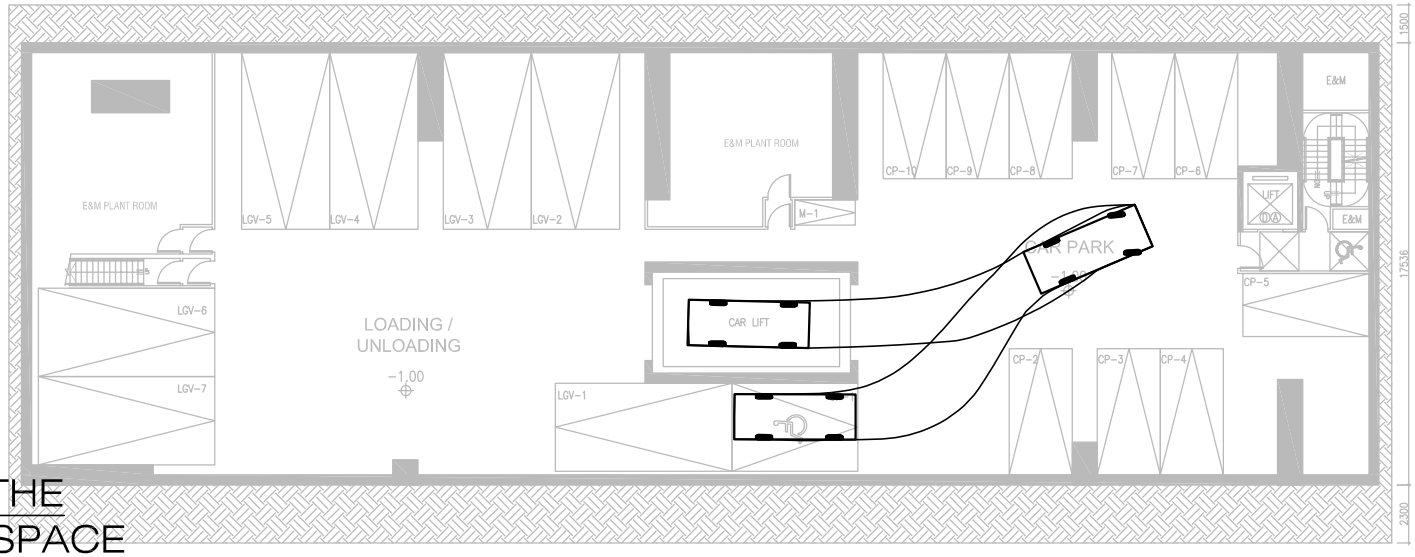


CAR ENTERING THE
CAR PARKING SPACE



CAR LEAVING THE
CAR PARKING SPACE

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Figure No.: SP12

Revision: C

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE CP-1 ON B1/F

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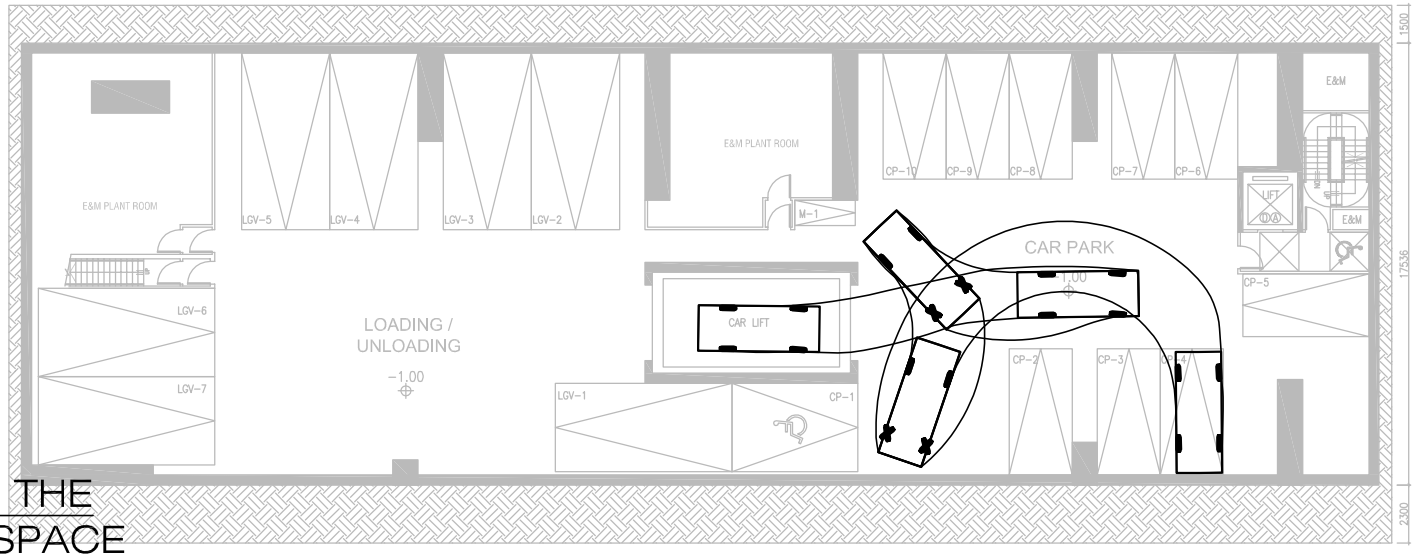
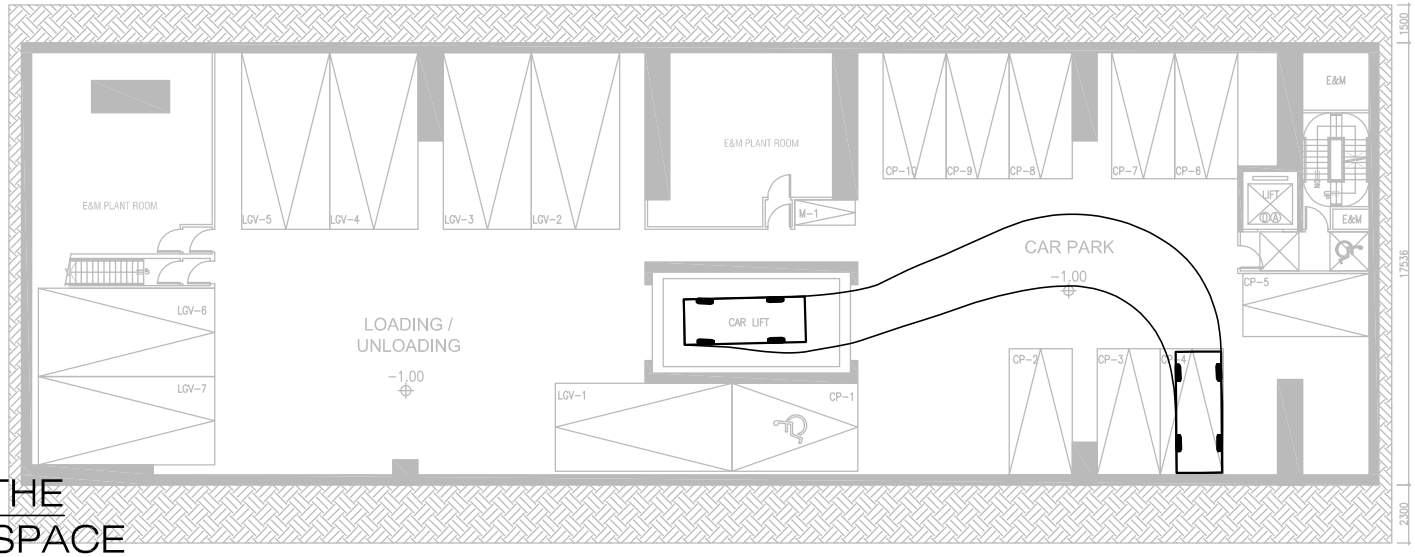


CAR ENTERING THE
CAR PARKING SPACE



CAR LEAVING THE
CAR PARKING SPACE

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON J7409	Figure No. SP13	Revision C	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE CP-4 ON B1/F	Designed by C Y Y / Drawn by N C M / Checked by K C		
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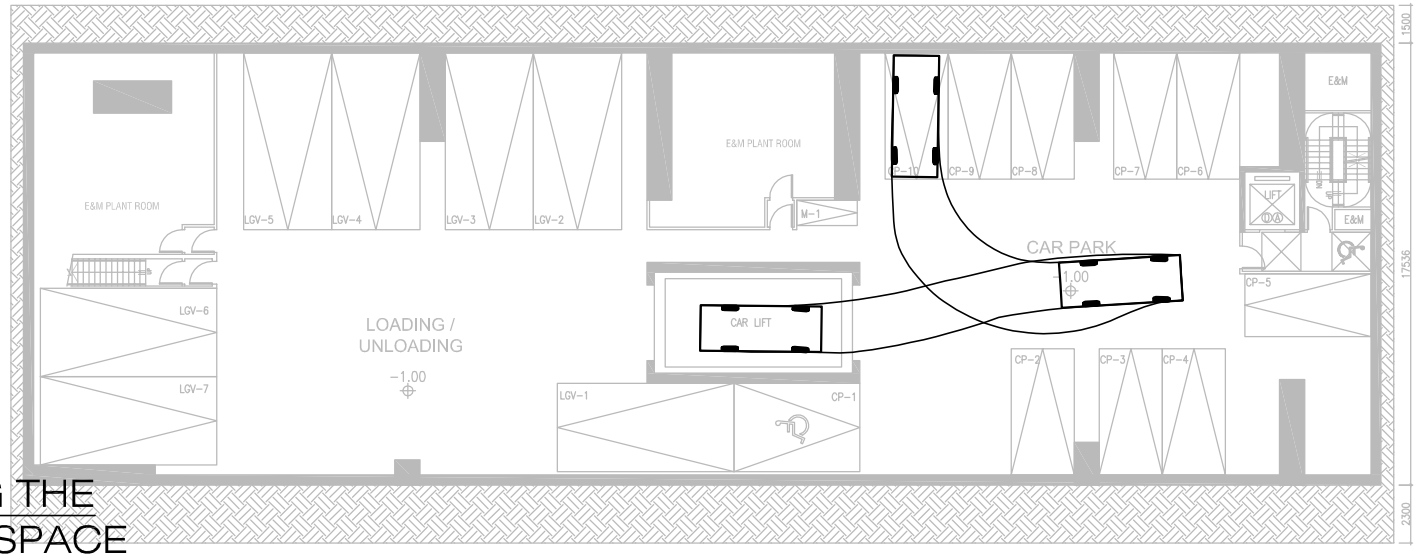

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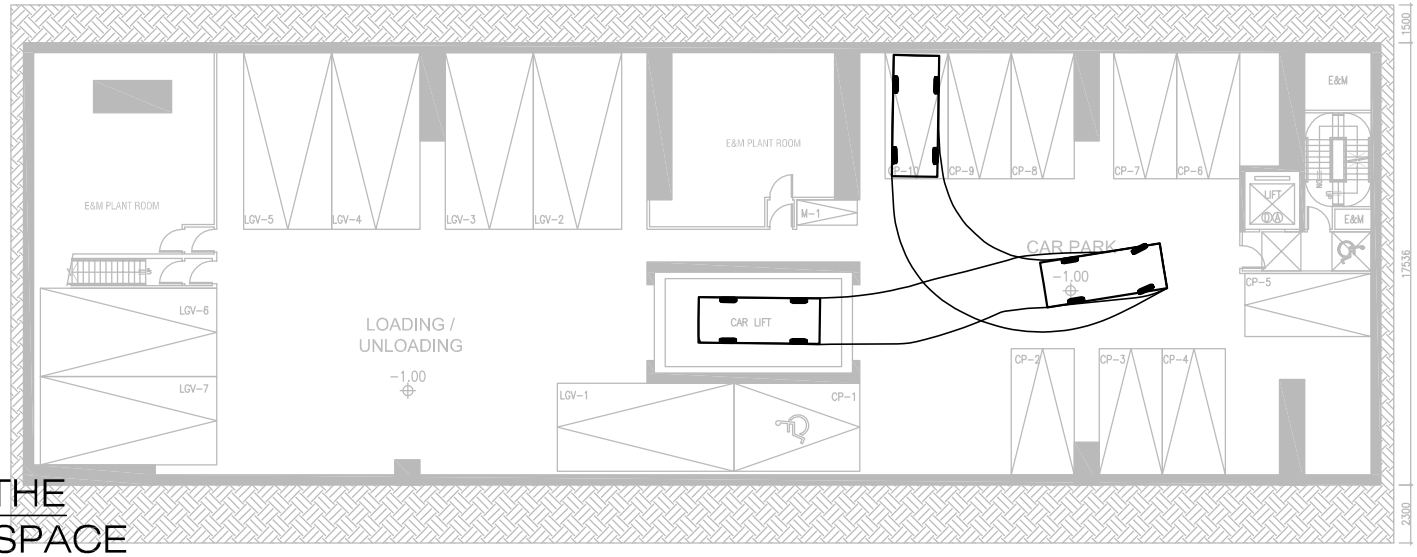
CAR PARKING SPACE



CAR LEAVING THE
CAR PARKING SPACE

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON

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Figure No.: SP14

Revision: C

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE CP-10 ON B1/F

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Appendix 3 –
Vehicle Lift Analysis

Car Lift Analysis

Job Title Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

Ground floor to typical car park floor (m)	5.00
Average Speed (m/s)	0.50
Travel time (s)	10.00

Activity	**Time (s)**
Car lift travels from ground floor to typical car park floor	10
Lift door opens	5
Car exits lift in foward gear on typical car park floor	5
Car enters lift in reverse gear on typical car park floor	10
Door closes	5
Car lift travels from typical car park floor to ground floor	10
Lift door opens	5
Car exits lift in forward gear on ground floor	5
Car enters lift in reverse gear on ground floor	10
Door closes	5
Total	70

Number of lift servers, **k**	1
Number of waiting space(s)	1
Cycle time ω (s)	70
Arrival rate λ (veh / hr)	18
Service rate μ of one lift server (veh / hr)	51

Number of Cars N	**Probability of Exact N Cars in the Lift System**	**Probability of N Cars or Less in the Lift System**	**Probability of More Than N Cars in the Lift System**
0	65.00%	65.00%	35.00%
1	22.75%	87.75%	12.25%
2	**7.96%**	**95.71%**	**4.29%**
3	2.79%	98.50%	1.50%
4	0.98%	99.47%	0.53%
5	0.34%	99.82%	0.18%
6	0.12%	99.94%	0.06%
7	0.04%	99.98%	0.02%

Conclusion

The probability of a vehicle arriving when 1 car lift and 1 waiting space are occupied is 4.29%.

Formulae:		[A]	[B]	
Floor	Level (m)	Distance from G/F	No. of parking spaces	[A] * [B]
8/F				
7/F				
6/F				
5/F				
4/F				
3/F				
2/F				
1/F				
G/F	0.00	0.0	0	0
B1/F	-5.00	5.0	18	90
B2/F				
B3/F				
B4/F				
B5/F				
B6/F				
B7/F				
B8/F				

total parking spaces	typical floor distance
18	5

Note:
k is the number of lift servers.
λ is the arrival rate in vehicles per hour.
μ is the service rate of a lift server in vehicles per hour.

N	1/N!*(λ/μ)^	summation from N=0 to N=k-1
0	1	1
1	0	1
2	0	1
3	0	1
4	0	1
5	0	1
6	0	1
7	0	1
8	0	1
9	0	1
10	0	1

The assessment is based on the mutli-server queuing (M/M/N) theory, and the equations applied are listed below :

Probability of having exactly zero cars in the lift system:

$$P(0) = \frac{1}{\left[\sum_{N=0}^{k-1} \frac{1}{N!}\left(\frac{\lambda}{\mu}\right)^N\right] + \frac{1}{k!}\left(\frac{\lambda}{\mu}\right)^k \frac{k\mu}{k\mu - \lambda}}$$

Probability of having exactly N cars in the lift system:

For $N < k$:

$$P(N) = \frac{1}{N!}\left(\frac{\lambda}{\mu}\right)^N P(0)$$

For $N \geq k$:

$$P(N) = \frac{1}{k!\,k^{N-k}}\left(\frac{\lambda}{\mu}\right)^N P(0)$$

k - -number of lift servers
λ - -arrival rate
μ - -service rate

Appendix 4 –
Planned Junction Improvement Schemes

N

SHUN YIP STREET

順業街

西座
West Tower

平台
Podium

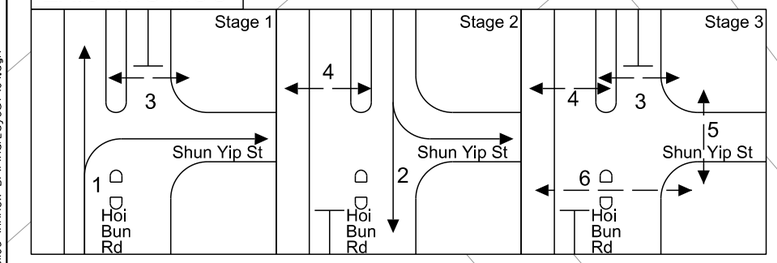
東座
East Tower

One Bay East

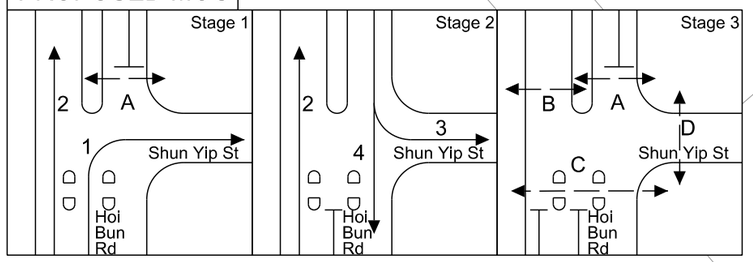
永英工業大廈
Wing Ying Industrial Building

榮記工業大廈
Chilcott Industrial Building

EXISTING MOC



PROPOSED MOC



0 5 10 15 20 25
METRES
1 : 500

LEGEND

PROPOSED IMPROVEMENT WORKS

Job Title

AGREEMENT NO. CE 4/2014 (TP) PLANNING AND ENGINEERING STUDY FOR THE DEVELOPMENT AT KOWLOON BAY ACTION AREA OF KOWLOON EAST - FEASIBILITY STUDY

FIGURE 6.4.2

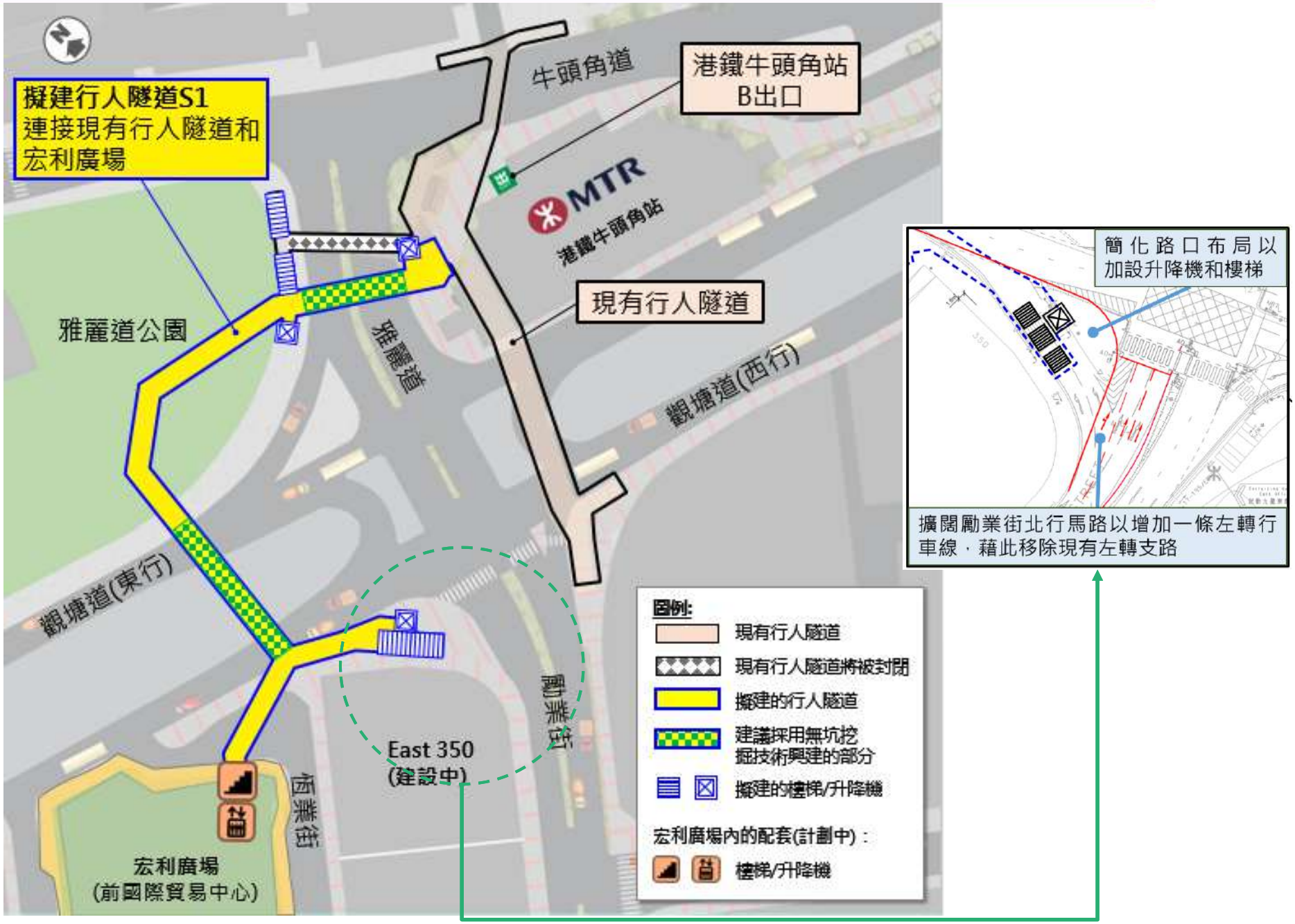
Date 20MAR20 | Scale 1:500 @ A3 | Drawn WSTW | Job No. 237938

Drawing Title

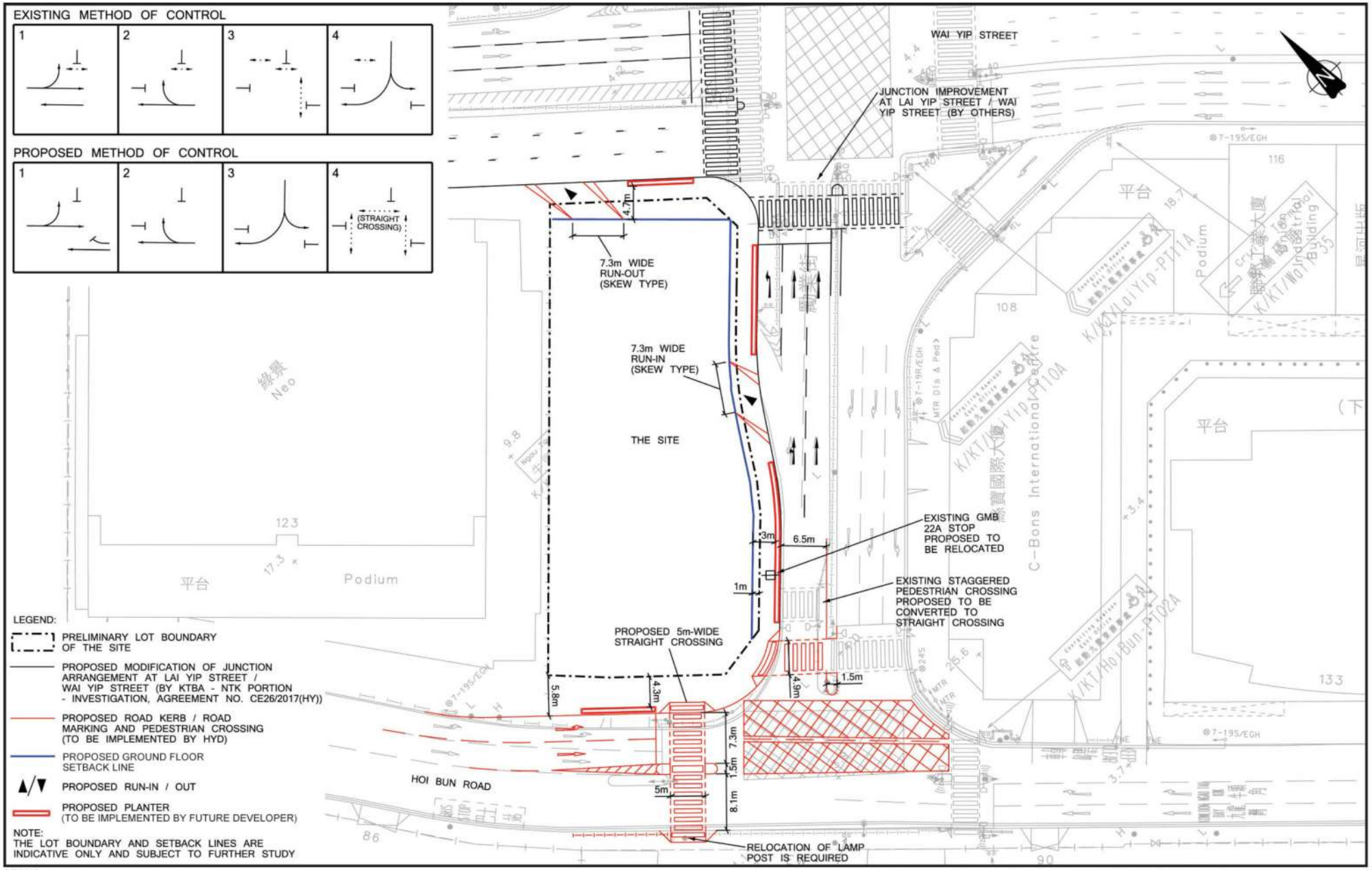
PROPOSED JUNCTION IMPROVEMENT AT J4 - HOI BUN ROAD / SHUN YIP STREET

ARUP

PRINTED BY: KH Cheuk 13/11/2020 15:42:40
FILENAME: \\hkgnts69\Traffic\Drawing\237000\237938-02 (KBAA1\Drawing\20201106 (Annex B)\FinalLayout\J4.dgn



附圖二: 擬議行人隧道S1 – 優化後的新走線



DB/LYS

FIGURE 4.1.4 PROPOSED JUNCTION MODIFICATION

（資料來源：由起動九龍東辦事處提供）
(Source: Provided by Energizing Kowloon East Office)

參考編號 REFERENCE No.	繪圖 DRAWING
M/K14S/23/35	5b

Appendix 6

Drainage Project Profile

PROJECT PROFILE (DRAINAGE)

Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 107-109 Wai Yip Street, Kwun Tong, Kowloon (Kwun Tong Inland Lot Nos. 570, 571, 572 & 573)

Sep 2025

---

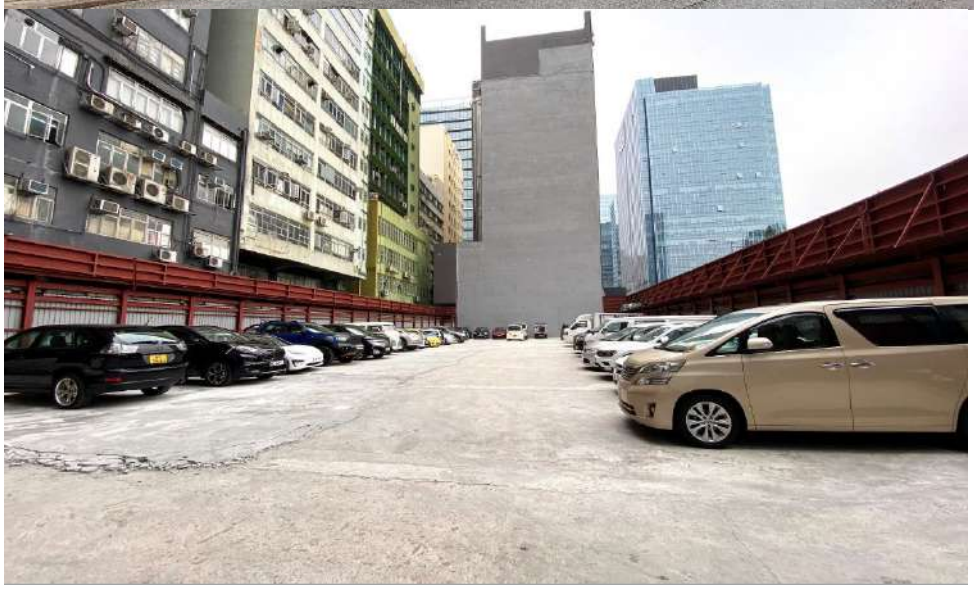
1. INTRODUCTION

□e30□□% ()nternational) , imited acting on behalf of □iamond / cean)nvestments , imited (hereinafter referred to as □the project proponent□), the sole registered owner of private lots at 107-109 7 ai Yip 3treet, +wun 4ong (the 3ite), has submitted a planning application to the 4own 0lanning " oard for proposed hotel with minor relaxation of 0lot 2atio and " uilding (eight 2estrictions.

4his project profile is submitted for the proposed development in accordance with □ppendix) of <*DSD Advice Note No.1*>. " ase on the project profile, a further □rainage)mpact □ssessment will be submitted at the later stage as an approval condition of the town planning approval to demonstrate no adverse impact to the public drainage system arising from the proposed development.

2. AN OUTLINE DESCRIPTION OF THE PROJECT

0roject title	0roposed (otel □evelopment at 107-109 7 ai Yip 3treet, +wun 4ong, +owloon
0roponent	□iamond / cean)nvestments , imited
□ontact 0erson (name/telephone)	- r. %ndy □heng/24933626 (at planning application stage)
. ature and description of the project	4he existing building has been demolished and the 3ite is currently vacant. □ 28-storey hotel development (including 1 level of basement carpark) with a total ' &□ of 16,856.323m^2, is proposed subject to 4own 0lanning " oard□s approval.
, ocation (include plans)	107-109 7 ai Yip 3treet, +wun 4ong, +owloon (please find attached **Figure 1- Location Plan**)
□rea of project site and % paved/unpaved (existing and proposed)	3ite area: approximately 1,170.578 square metres %xisting: 100% paved 0roposed: 100% paved
, evel to be filled up	3ite formation level: about -1m0 □
7 hether planning permission application is required	Yes. 4he □pplicant is required to seek planning permission for the proposed hotel use, and minor relaxation of the 0lot 2atio restriction from 12 to 14.4 (+20%) and " uilding (eight restriction
7 hether lease modification application is required	Yes. 4he □pplicant is required to submit a , ease - odification application at the post-planning approval stage to facilitate the proposal.

3 tatutory land use zoning	☐ ther 3 pecified 5 ses☐annotated ☐" usiness☐(☐ 5 (")☐)
2 ecent and dated photographs to show a panoramic view of the site	  (☐ated 10.5.2025)

3. AN OUTLINE OF THE PLANNING AND IMPLEMENTATION PROGRAMME

4he captioned project is currently under planning. 4he 3ite falls within an area zoned ⍁ ther 3pecified 5ses□annotated ⍁" usiness□(⍁ 5(")□) under the □pproved +wun 4ong (3outh) / utline Zoning 0lan . o. 3/+143/26 (the ⍁ Z0□). □ccording to the . otes of the / Z0, ⍁(otel□use falls under □olumn 2, which requires planning permission from the 4own 0lanning " oard. 4he project proponent has appointed □e30□□%()nternational) , imited as the planning consultant who is going to seek planning permission for the proposed hotel use, and minor relaxation of the 02 restriction from 12 to 14.4 (+20%) and " uilding (eight restriction.

□pproval conditions are usually imposed by the 4own 0lanning " oard in granting the planning permission such as requiring the submission of □rainage)mpact □ssessment, 3ewerage)mpact □ssessment, design and provision of the internal transport facilities, etc., which are subject to detailed design. &ollowing the planning approval, the project proponent shall appoint a lands consultant for the submission of a , ease - odification application and appoint □rchitectural and □ssociated □onsultancy 3ervices with the relevant □uthorized 0ersons (□0) for detailed design and the preparation and statutory submissions of building plans including ' eneral " uilding 0lans (' " 0s) to take forward the proposal. 4he updated technical assessments based on the detailed design will be submitted to the relevant authority for approval via 4own 0lanning " oard.)t will be followed by the procurement of - ain □ontractors for the construction works and the implementation of any local drainage/sewerage upgrading and/or connection works as identified in the updated technical assessments.

3ubject to detailed arrangements, a preliminary project timetable is presented as follows:

3ubmission of 0lanning 0ermission with preliminary designs	□ug 2025
0lanning approval obtained	/ ct 2025
□ppointing consultants/authorized person for detailed design	. ov 2025
0reparing a □)□ study (if required)	□pril 2026 (at post-planning approval stage under an approval condition)
&inalizing designs	□ug 2026
)mplementation	. ov 2026
□ompletion/commencing operation	. ov 2029

. o interactions with other projects is noted.

4. AN OUTLINE OF THE EXISTING DRAINAGE

4he 3ite, with a total area of approximately 1,170.578 square metres, is located at . os. 107□109 7 ai Yip 3treet, within the northwestern portion of the +wun 4ong " usiness □rea (+4" □) near +owloon " ay. 4he existing site condition is fully paved with concrete. 4he (oi " un 2oad 0ark with a landscaped area of about 9,300 square metres is located right opposite the 3ite across 7 ai Yip 3treet.

%xisting drainage record plans from the □rainage 3ervices □epartment were obtained. %xisting public drainage system is available in the vicinity. (3ee **Figure 2**) 4he runoff of the 3ite surrounding should be first conveyed to the existing two 375 mm stormwater drains located to the south-west of the 3ite. 4he collected stormwater is then discharged north-westward and south-eastward respectively via stormwater drains ranged from 450mm to 1500mm, and 3m(7) x

1.9m(( ) " ox □ulvert, and eventually into the sea. 4he design of the internal drainage system within the 0roposed □evelopment will be carried out in the detailed design stage.

4he proposed drainage connection and discharge point is shown in **Figure 3**.

5. POTENTIAL DRAINAGE IMPACTS

3urface runoff is mainly from rainfall and it will be directed to the said existing public storm drains. □s the existing site is currently on hard-paved ground, it is anticipated that the proposed development will not affect the drainage path or lead to any changes in the runoff behaviour. 4here is no change or abandonment of existing drains and hence no extra stormwater discharge is imposed. 4herefore, adverse impact on the existing drainage system is not anticipated and a detailed □)□ is therefore unnecessary.)f required, the □)□ is proposed to be conducted at post-planning approval stage under an approval condition subject to detailed design.

6. FLOOD RESILIENCE OF THE PROPOSED DEVELOPMENT

4he 3ite is not classified as &looding " lackspots according to □3□ website. 4he coastal area near 7 ai Yip 3treet is not known for any major flooding occurrence nor any tidal surcharge during extreme events. □lthough no excessive flood risk in nearby areas of the site is expected, to prevent street potential flooding during large rain events, a drainage proposal will be formulated for flood resilience including following design and operational flood control measures subject to detailed design:

Design measures:

- 3oft landscape will be also provided at the roof top of the proposed □evelopment
- □ drainage system is designed to ensure that the stormwater runoff effectively collecting the rainfall within the proposed development and discharging the runoff into government drainage system.
- □dd flood gates for major %&- system such as plant rooms, ' enset 2oom and lifts with proper rainwater drainage
- 0ermeable pavers for the setback external areas to quickly absorb water underground and reduce surface runoff
- □rainage channels are provided all around the site
- 4he majority of doors to be provided opening onto the outside are provided under cover
- %ither drainage channels or a level difference are provided outside doors to the outside, with the fall direction of the ground surface away from the building.

3ubject to detailed design, these flood protection measures should be installed by 2029 prior to completion of the proposed development.

Operation arrangement to ensure emergency preparedness:

- □evelop a detailed emergency response plan that outlines protocols for staff, guest evacuation, and resource allocation during a flood.
- 0rovide regular training sessions for staffs to carry out the emergency response plan (e.g., evacuation coordinators, first-aid responders)
- %stablish a 0ublic)nformation 3ystems notifying staff and guests of flooding risks and emergency procedures and clear instructions
- 0rovide flood risk information in guest welcome packets and emergency kits in accessible areas, including flashlights and first-aid supplies.
- 0artner with local emergency services and government agencies for evacuation plans and disaster preparedness resources.

7 ith the proposed flood resilience measures, the flood risks thereon can be significantly reduced.

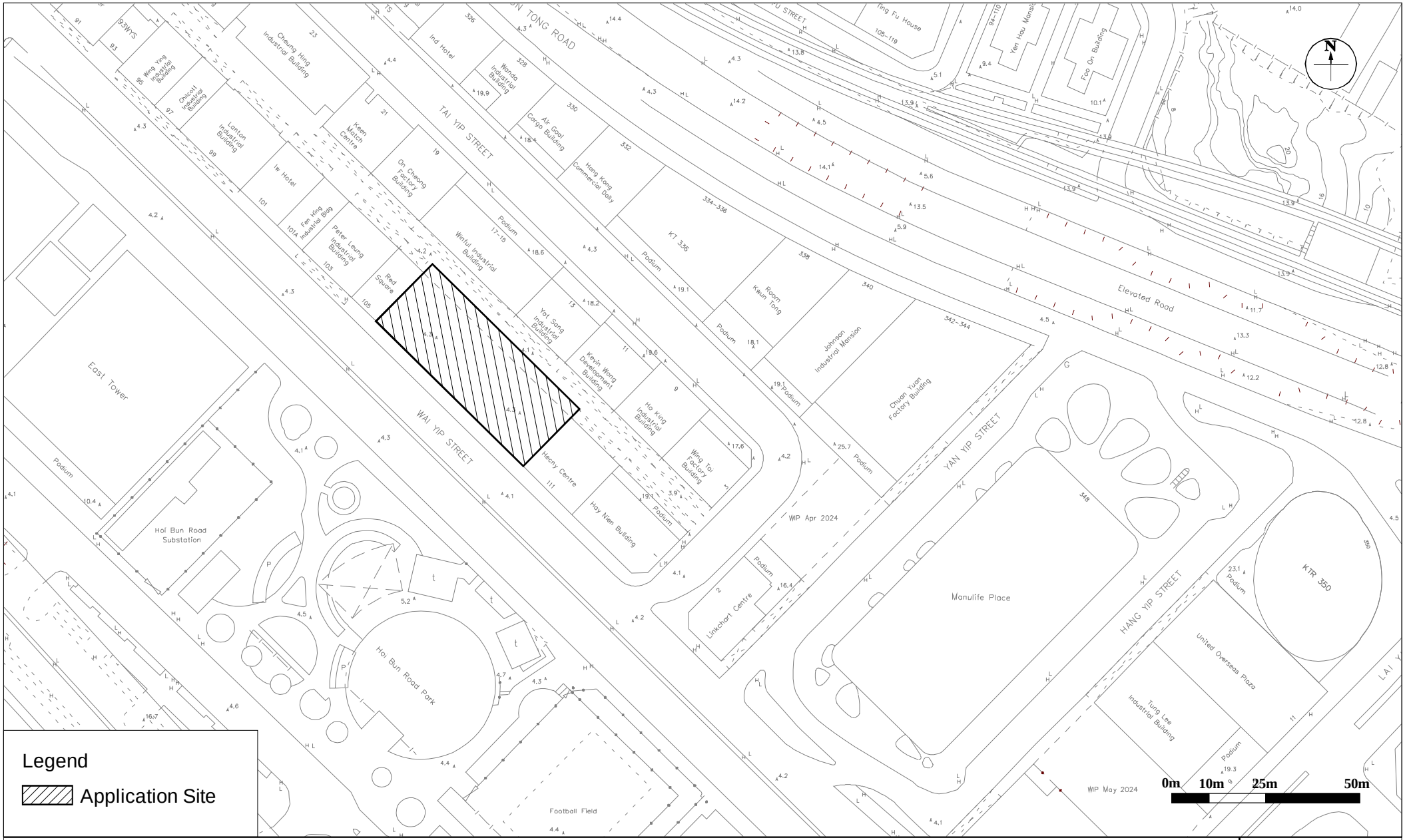


Figure: 1

Title: Location Plan

DeSPACE (International) Limited

Project: Proposed Hotel at 107-109 Wai Yip Street, Kwun Tong, Kowloon

Rev.: 1.0

Date: June 2025

Figure 2 : Existing Drainage Record Plan

Please note that drainage information is now available in the GeoInfo Map services of the Lands Department (https://www.map.gov.hk/gm/?lg=en). Please refer to the Quick Reference Guide of the system for the operation.

For legend of drainage record plans, please refer to the following URL: (https://www.dsd.gov.hk/EN/Files/Legend_BW.pdf)

Mainland South Division
Drainage Services Department

© The Government
Map reproduced with permis

Application Site

Drainage Record Sheet Number

11-NE-17D-2

Last Updating : 9/6/2025

Map data renewed on January 2025

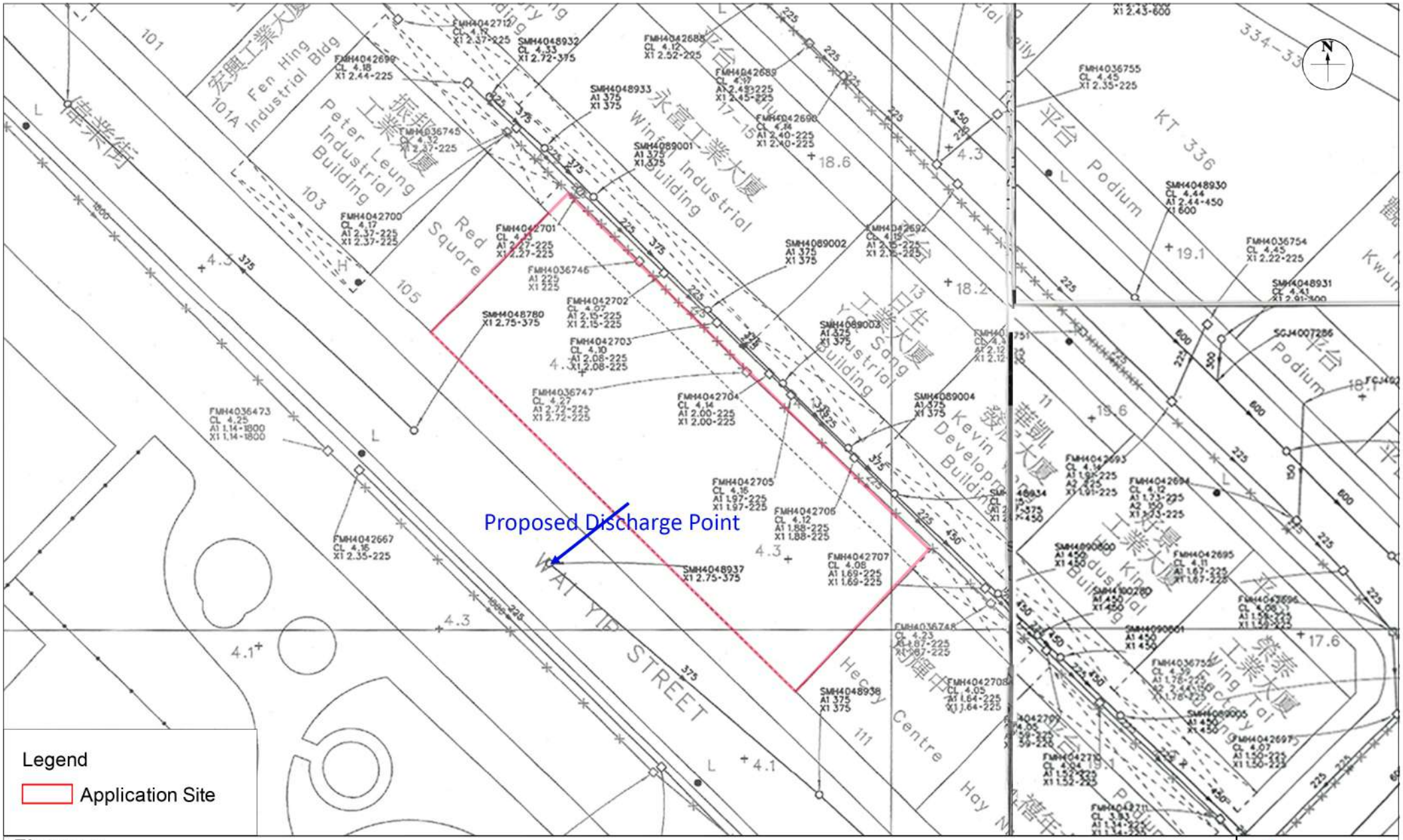


Figure: 3

Title: Proposed Drainage Connection Point

Project: Proposed Hotel at 107-109 Wai Yip Street, Kwun Tong, Kowloon

DeSPACE (International) Limited

Rev.: 1.0

Date: June 2025

Appendix 7

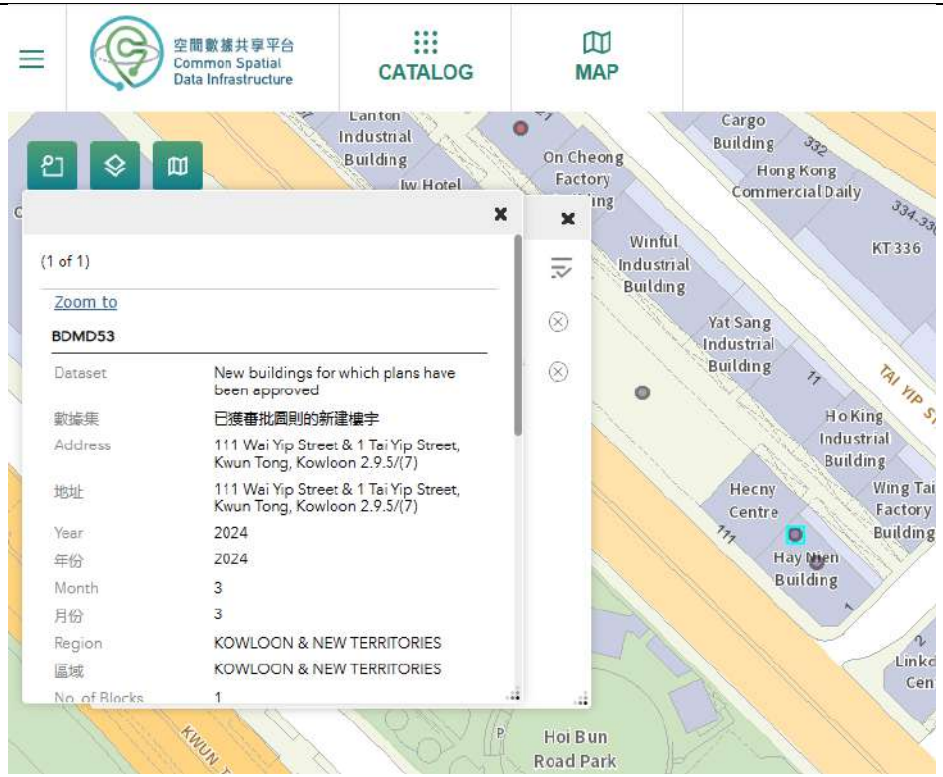
R-to-C Submission Record of the Subject Application

PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND BUILDING HEIGHT (BH) RESTRICTIONS FOR PROPOSED HOTEL USE AT 107-109 WAI YIP STREET, KWUN TONG (KWUN TONG INLAND LOT NOS. 570, 571, 572 & 573)

Planning Application No. A/K14/835

Response-to-Comment Table

Departmental Comments	Response
Email dated 10th July 2025 refers: **Comments of the Environmental Protection Department**	
1. Based on Section 5.6.3 of the Supplementary Planning Statement (SPS), the applicant has confirmed that central air-conditioning system will be provided for the proposed development and the development will not rely on opened window for ventilation. The fresh air intake point of the air conditioning system will also be properly located to meet the buffer distance requirement for roads stipulated in Chapter 9 of the HKPSG.	Noted with thanks.
2. According to Section 2.1 of the SPS, the Site was previously occupied by a 10-storey (including ground floor) industrial building. With consideration of the land use history of the Site, the applicant should properly conduct the land contamination assessment. Please be advised that no construction works shall be commenced prior to the completion of the land contamination assessment including the remediation works.	Please be clarified that it was previously occupied by a 10-storey (including ground floor) industrial-office (I/O) building. Similar to other I/O buildings in the area, despite being ancillary and directly related to an industrial (or godown) operation, the former I/O building on the Application Site was in fact an office building in nature. Hence, there is no anticipated land contamination issue for the Proposed Development. Please find an evaluation under Section 5.6.3 of the SPS.
3. The applicant carried out Sewerage Impact Assessment (SIA) for the proposed development and we have the following comments on the SIA report in Appendix 2 of the SPS:-	

4. The applicant carried out Sewerage Impact Assessment (SIA) for the proposed development and we have the following comments on the SIA report in Appendix 2 of the SPS:- <u>Appendix 1 Table 3</u> It appears that some of the sub-catchments are under planning stage, please provide supporting documents to show that the developments are on-going/completed to support the use of smaller estimated sewage flows comparing to the previous developments: Catchment A – 7. Proposed Commercial Development at 111 Wai Yip Street and 1 Tai Yip Street (Planning Application No. A/K14/809) Catchment A – 13. Planned Development (334-336 & 338 Kwun Tong Road) Catchment C – 20. Proposed Commercial Development at 5 Lai Yip Street (Planning Application No. A/K14/810 Catchment C – 22. Proposed Commercial Development at 9 Lai Yip Street (Planning Application No. A/K14/748) Catchment C – 23. Proposed Commercial Development at 11 Lai Yip Street (Planning Application No. A/K14/806)	 Extracted from CSDI as at 11.9.2025 According to published information of BD, building plans have been approved for 111 Wai Yip Street and 1 Tai Yip Street after the planning approval, which proves that Catchment A – 7 is an on-going development. For other planning approvals (i.e. Catchment A – 13, Catchment C – 20, 22 and 23), since no information showing their active status is found, the sewerage capacities are further tested in SIA taking into account the existing uses and parameters of these sites. Attached please find the replacement pages of the updated SIA.
<u>General</u> Please re-visit the assessment based on above comments	Noted with thanks. Attached please find the replacement pages of the updated SIA.
Please note that the implementation of sewerage works shall also meet the satisfaction of DSD	Noted with thanks.

Effective mitigation measures should be provided for pipe sections with utilization rate over 90% (including those pipes proposed to be upgraded), if any, to ensure the proposed development would not cause adverse impact to the public sewerage system in long-term	Noted with thanks.
Please provide softcopy of the report (in pdf) and calculation spreadsheet (in Excel spreadsheet) as well as all Response to Comments from EPD and DSD as appendix. Please also highlight the revised / updated content of the SIA report in next submission to facilitate review.	Noted with thanks.
Email dated 4th September 2025 refers: **Comments of the Kowloon District Planning Office of the Planning Department**	
Supplementary Planning Statement (SPS) 1. Bonus PR/GFA: it is noted that bonus PR/GFA of about 0.539 and 630m2 will be claimed for the proposed setback at Wai Yip Street in the latest submission. Such bonus GFA, limited to the proposed setback Wai Yip Street, to be approved under the Building (Planning) Regulations separately has been considered and included in the proposed scheme. Please clarify the rationale of not accounting the bonus GFA of the setback area along the back alley in your submission and discuss if the bonus GFA of 411.475m^2 at the back alley, which could be approved under B(P)R, could be fitted in the current proposed bulk.	Please be clarified that the Applicant will claim only the bonus PR/GFA with respect to the proposed setback along Wai Yip Street. The applicant has not considered to claim bonus PR/GFA for the setback areas along the back alley.
2. Table 4.1 of the SPS (Remark 1): As the current proposal is for proposed hotel use as well as minor relation of PR and BH, please discuss the site constraint taking into account the fulfillment of the setback requirement per the Outline Development Plan. Please provide the floor area of the podium and typical floors. In terms of the proposed BH, whether it has been minimised by provision of basement floor and minimising of floor-to-floor height.	Relevant justifications are provided under Section 5.5 of the SPS. Please find Section 5.5 further elaborated.
3. The public passageway on G/F proposed under previous approval as a planning and design merit to allow direct connection from back alley to Wai Yip Street is no longer provided. Besides, communal garden was also proposed under the previous approved scheme. Since you are using previous	The previous scheme is for Eating Place/Shop and Service, Office uses which are generally more complementary with inviting communal areas and semi-private space for encouraging interactive commercial activities. As different from the previous scheme, the subject application is for hotel use, for which providing quality sleeping accommodation, building safety,

planning approval as justification for the current application, please provide justifications of not honoring such merits under that prior approval.	facility management and assistance to patrons are the main focus. In the previous scheme, the communal garden at 1/F would be opened to the public, which will compromise the management quality and privacy under the current scheme. Under the same building height, some of the internal areas have to be reserved for the provision of adequate facilities for the operation of the hotel and facilities ancillary to the functions of the hotel under the relevant licensing requirements. Nonetheless, external features of the design merits under the previous approved scheme are retained.
4. It is noted that building design elements of Sustainable Building Design Guidelines SBDG (APP-152) have been considered in the Proposed Scheme, i.e. the requirement of greenery site coverage. Please outline all design elements being adopted in the proposed scheme, particularly the requirement for building separation and setback. Please clarify the width of the building façade fronting Wai Yip Street.	The subject site with an area (i) less than 20,000m^2 and (ii) proposed with building having a continuous projected façade length (Lp) of below 60m, fall outside the prescribed categories requiring compliance with the building separation requirements in accordance with APP-152. Buildings fronting a street less than 15m wide should be set back to comply with one of the following requirements:
5. FIG-01- clarify if the entrance foyer is free for public access, particularly public could walk from Wai Yip Street to the back alley without entering the proposed development.	Please be clarified that under the current design, the entrance foyer is free for public access that the public could walk freely from Wai Yip Street to the back alley through the proposed development without any access control. This access arrangement is subject to detailed design and review.
6. FIG-06- annotate the width if the non-building area at the back alley.	Noted with thanks. Please find revised FIG-06.
Visual Impact Assessment 7. Table 1, Remark (a) of the VIA: please refer to my comments at paragraph 2 above.	Relevant justifications are provided under Section 5.5 of the SPS. Please find Section 5.5 further elaborated.
8. Table 1, Remarks (a) and (e) of the VIA: Based on Remark (a), a building bulk inclusive of bonus GFA resulted from setback from Wai Yip Street equals to ***17,487m2 (please provide the breakdown of this assumed GFA)*** serves as the basis of the VIA. According to the SPS, no MiC method is considered. However, based on Remark (e), MiC construction methods may be considered at detailed design stage. Please discuss the GFA implication resulted from adaptation of MiC method towards the Proposed Scheme. Whether the existing building bulk could accommodate the GFA, particular the BH of 115mPD as proposed.	Please find the breakdown included in Remark (a) and Remark (e) removed as the Applicant has not considered MiC construction methods at this stage.

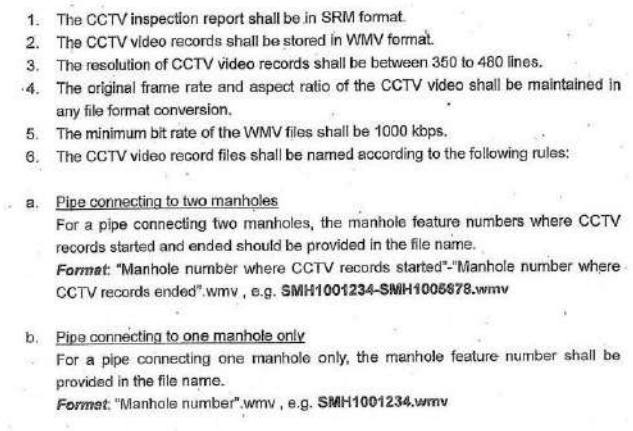
9. Paragraph 2.2- bulletpoint 2. "a 3m wide public passage at G/F to serve as a short-cut between Wai Yip Street and the back lane through to other existing buildings on Tai Yip Street". According to the SPS, the 3m wide public passage at G/F is no longer proposed. Please clarify.	Please find Para. 2.2 with this statement removed.
Email dated 10th September 2025 refers: **Comments of the Kowloon District Planning Office of the Planning Department**	
1. SPS- Para. 5.4 : '3m-wide public passage at G/F - Brings Improvement to Connectivity The two accesses to Tai Yip Street from Wai Yip Street are about 250m apart. The proposed public passage on G/F will give an alternate access to Tai Yip Street to shorten the travel distance. This helps to break the long street grid down to a more reasonable and pleasant distance.' Please clarify whether the 3m-wide public passage at G/F under the previous will be honored in the current scheme.	Please be clarified that no 3m-wide public passage at G/F will be committed at this stage. Please find Para 5.4 revised.
2. SPS- Para. 5.5 : 'As such, the proposed minor relaxation of BHR is considered minor in nature and should be considered acceptable. The proposed full-height setbacks would further contribute to an enhanced urban environment with wider public footpath, better visual permeability and air ventilation, which would mitigate the visual impact if any. The Proposed Scheme generally meets the criteria for considering application for minor relaxation of BHR as mentioned in paragraph 8.2 above.' Please make reference to Section 7 of the Explanatory Statement of OZP on BHR in KTBA, in particular, Para. 7.4 for relevant criteria for relaxation of BHR. Please identify whether the Proposed Scheme falls in to criteria (a) to (f).	It is considered that the Proposed Scheme falls into criteria (b), (c), (d) and (f) Para. 7.4 of the Explanatory Statement of OZP for relevant criteria for relaxation of BHR. Please find Section 5.5 further elaborated.

3. Please confirm that no vertical greening would be proposed.	Please be confirmed that the Applicant has not considered providing vertical greening at this stage.
Email dated 11st September 2025 refers: **Comments of the Kowloon District Planning Office of the Planning Department**	
1. According to the third sentence of 4.1.2 Enhancement of Streetscape under Landscape Proposal, it stated that "As a result, pavement tree planting is not proposed within the setback area", however, we found that you have proposed to plant 13 shaped plants on the setback area along Wai Yip Street in Drawing No. PT01. Please clarify whether you are intended to plant 13 shaped plants on the setback area along Wai Yip Street? We also noted that you are intended to claim bonus GFA by surrender of land for road widening (including the setback area along Wai Yip Street) for public passage. By designing 56.2m^2 greenery area at the setback area along Wai Yip Street, please clarify whether this design will affect the function of public passage.	Please be clarified that the setback area along Wai Yip Street is designated for the pure function of public passage at this stage and no greenery area or trees is proposed. Attached please find the relevant layout plans and Landscape Proposal updated.
2. According to the second bullet point of 2.2 under Visual Impact Assessment, it stated that "Provide a 3m wide public passage at G/F to serve as a short-cut between Wai Yip Street and the back lane through to other existing buildings on Tai Yip Street. The width of 3m is an appropriate length for serving the intended purpose. The public passageway will be opened 24 hours daily, subject to the grant of bonus GFA accounting for that area." When we look at Figure 3.1 G/F Layout Plan, we cannot find a 24 hour passageway connecting from Wai Yip Street to the back lane, please clarify whether the 24 hour public passageway will be provided under the proposed scheme.	Please be clarified that no 3m-wide/ 24 hour public passage at G/F will be committed at this stage. Please find Para 2.2 of VIA revised.
Email dated 11st September 2025 refers: **Comments of the Drainage Service Department**	
[I] For Sewerage Impact Assessment (SIA) LDD's comments from sewerage network planning perspective 1 Appendix 1 Table 5 - In accordance with Section 5.1.3 of the Sewerage Manual Part 1 published by this department, very fast flow is not desirable and the maximum velocity shall be limited to 3 m/s, or it may be relaxed to 6 m/s provided that the conditions stated therein could be achieved. In this regard, flow velocity up	According to data from DSD's drainage record plan, Segment S12-S13 under the existing condition already has a flow velocity up to 6.2m/s. In the submitted SIA, Segment S12-S13 is proposed to be upgraded from 400mm to 525mm diameter pipe to fit with the upstream segments.

to 7.35 m/s is observed in the hydraulic analysis. Please review the proposed sewerage arrangement, including but not limited to the proposed pipe gradient, proposed pipe materials, erosion protection measures, etc. where appropriate.	Subject to detailed design, the flow velocity of Segment S12-S13 is controlled within 3m/s by adjusting the downstream invert level in the SIA.
MSD's comments from district operation and maintenance viewpoint 2 I refer to EKEO's Technical Study on the Lai Yip Street Site in Kowloon East (https://www.ekeo.gov.hk/filemanager/ekeo/common/sustainable-growth/20230116_ES_final.pdf). Please review and double-confirm with EPD and EKEO regarding the estimated discharge flow and calculation about Catchment D Sites 26,27,29 adopted in the SIA, as these sites are likely to be re-developed into a commercial development.	Noted with thanks. The sewerage capacities are further tested in SIA taking into account EKEO's planned development on the Lai Yip Street. Attached please find the replacement pages of the updated SIA.
3 Based on the preliminary SIA submitted, considerable sections of public sewers downstream located at or across busy carriageways are proposed to be upgraded to ensure sufficient capacity of the sewerage system to take up the discharge arising from the site. The applicant is reminded to plan and ensure feasibility of such proposed upgrading works at earlier stage of the project. The proposed upgrading works and connection works proposed should be aligned with a detailed Sewerage Impact Assessment to be submitted at later detailed design stage for EPD and DSD's agreement and implemented by the development at the cost of the developer to and up to DSD's satisfaction **(as an approval condition)**.	Noted with thanks. The Applicant will plan and ensure feasibility of such the proposed upgrading works and connection works under a detailed SIA to be submitted at the post-planning approval stage.
[II] For Drainage Impact Assessment (DIA) Coordinated comment from LDD and MSD 4 Please provide a project profile in accordance with *Appendix I* of <***DSD Advice Note No.1***> and append in your Planning Statement for clarity. While DIA is considered not required at this planning stage, in view of the scale of the project and location at low-lying coastal area, DIA is required to be conducted at later detailed design stage **(as an approval condition)**.	For clarity sake, please find in **Appendix 6** a project profile in accordance with Appendix I of <DSD Advice Note No.1>, which contains only relevant information extracted from the formal planning application.
5 Please observe <DSD's Practice Note 2/2023 - Guidelines on	Noted with thanks. The Applicant will incorporate site-specific flood

Flood Resilience> in your planning and detailed design. In particular, for this proposed development at coastal areas, please pay attention to the potential increase of sea level and plan a higher design formation level as far as practical. Sufficient structural prevention should be planned to ensure the flood resilience of the development. Sufficient operation arrangement to ensure emergency preparedness should be proposed to ensure the flood resilience of the development if other structural measures were considered impractical. Considerations for flood resilience should be presented in the DIA to be submitted at later stage.	resilience measures into the detailed design under a detailed SIA to be submitted at the post-planning approval stage.
6 Layouts should be appended in the DIA to be submitted at later stage, showing existing and proposed modification / abandonment arrangement of all existing internal terminal manholes, connection pipes and proposed new connection works to downstream public network.	Noted with thanks. The required information will be submitted at the detailed design stage.
[III] General <u>MSD's comments from district operation and maintenance viewpoint</u> The applicant / developer is required to observe the following obligations throughout the project delivery:- 1 For your SIA and DIA to be submitted at later detailed design stage, please append layout(s), indicating the followings with proper legends: (i) all existing public drains and sewers maintained by DSD in the vicinity; (ii) existing and proposed internal drainage / sewerage connections, to be abandoned, constructed or modified by your development and handed over to DSD; (iii) proposed modification / upgrading works if any on the public drainage / sewerage system, to be implemented by your development to be handed over to DSD for maintenance; (iv) existing and proposed road drainage facilities maintained by / to be handed over to HyD; (v) proposed terminal manholes / internal drains or sewers	Noted with thanks. The required information will be submitted at the detailed design stage.

	to be maintained by future lot management office; (vi) proposed general layout of the development to demarcate road / footpath area if any; and (vii) boundary of the concerned land lot and proposed drainage reserve area inside the lot • For any pipes (including existing connection pipes from the lot) proposed to be abandoned / modified / constructed, please present with proper legends/colors to distinguish for clarity. • Please indicate pipe sizes and manhole details (ref nos., invert levels, etc.) in the layout. • Please confirm in your drawing(s) that the proposed sizes of pipes shown are internal diameters. Please ensure that the proposed sewerage pipe(s) would have internal diameter not less than 200mm, (e.g. around OD225mm for PE pipe) and proposed stormwater drainage pipe(s) of internal diameter not less than 225mm for future maintenance concern.	
2	It is the developer's responsibility to identify/locate the existing government sewers and stormwater drains to which drainage connections from his site are to be proposed. You are required to verify that downstream existing government drains/sewers, to which connections are proposed, are in normal working conditions and capable for taking the discharge from the site. Your project is required to conduct condition survey (CCTV submission file format refer to below) and arrange mitigation measures (e.g. pipe clearance or rehabilitation works) where needed to ensure sound hydraulic performance. Result of condition survey and associated mitigation measures should be discussed in the SIA and DIA for agreement with DSD.	Noted with thanks. The condition surveys as required will be proposed and agreed with DSD at the detailed design stage to ensure sound hydraulic performance.
3	The applicant/developer is required to ensure that no construction debris, silt and sediments, or cementitious materials will be discharged to or deposited inside the public drains or sewers from the site. Any pipe blockage or damage arising from the construction works shall be made good at the cost of the developer and to our satisfaction.	Noted with thanks. The required information will be submitted at the detailed design stage.

	For CCTV submissions regarding above #2 and #3, please provide at least one hardcopy with one CD (file format as below) to DSD/MSD for proper record purpose.  1. The CCTV inspection report shall be in SRM format. 2. The CCTV video records shall be stored in WMV format. 3. The resolution of CCTV video records shall be between 350 to 480 lines. 4. The original frame rate and aspect ratio of the CCTV video shall be maintained in any file format conversion. 5. The minimum bit rate of the WMV files shall be 1000 kbps. 6. The CCTV video record files shall be named according to the following rules: a. Pipe connecting to two manholes For a pipe connecting two manholes, the manhole feature numbers where CCTV records started and ended should be provided in the file name. ***Format***: "Manhole number where CCTV records started"-"Manhole number where CCTV records ended".wmv , e.g. **SMH1001234-SMH1005678.wmv** b. Pipe connecting to one manhole only For a pipe connecting one manhole only, the manhole feature number shall be provided in the file name. ***Format***: "Manhole number".wmv , e.g. **SMH1001234.wmv**	
4	The applicant/developer should ensure that your proposed scheme would comply with the requirements stipulated in Stormwater Drainage Manual, Sewerage Manual, DSD Standard Drawings, DSD Technical Circulars, Practice Notes and Guidelines, etc.	Noted with thanks. The required information will be submitted at the detailed design stage.
5	The applicant/developer should ensure that adequate clearance between the existing/proposed drainage facilities and the existing/proposed utilities shall be provided in accordance with DSD Technical Circular No. 4/2019 – Handling of Utility Services Encroaching upon Public Drainage Facilities. Embedment or intrusion of utilities services in the existing drainage facilities is prohibited. In case the minimum clearance requirement could not be provided due to site constraints, please inform this office for further action.	Noted with thanks.
6	Any proposed manholes should be located such that the disruption to the traffic will be minimal when their covers are lifted under normal maintenance operations and the openings of the manholes should be confined within one traffic lane as far as possible. For	Noted with thanks.

	proposed manholes with multi-part covers, the openings should also be designed to avoid locating at the middle of carriageway of major roads, road junctions and intersections and should be provided at off-road areas or in the slow traffic lane of carriageway as far as possible.	
7	The applicant/developer should review proposed scheme to minimize level difference between the proposed connection invert level and outlet invert level at Government sewage/stormwater manhole(s) as far as practical. In case that the level difference is greater than 600mm, backdrop manholes in accordance with relevant DSD Standard Drawings should be constructed. Please incorporate this requirement in your drawings for construction to cater the potential tolerance in site works.	Noted with thanks. Please note that the level difference will be less than 600mm. The requirement will be further incorporated in the submission at the detailed design stage.
8	The applicant/developer should make sure that the any existing connections to the public drains and sewers are temporarily sealed off prior to commencement of works on site to avoid blockage to the public drains and sewers. Sufficient peripheral drains with adequate capacity should be provided around the site to make sure that all rainwater falling on or flowing onto the site will be properly intercepted and carried off into existing drainage system without increasing the risk of flooding to the subject site and the adjacent areas. In this regard, please indicate on the drawings details of the peripheral drains and confirm that the proposed peripheral drains around the site and the existing downstream drainage system for receiving the discharge from the site will have sufficient capacity to cope with the runoff.	Noted with thanks. The required information will be submitted at the detailed design stage.
9	The project team is reminded to exercise extreme care and ensure safe working methods when working in the vicinity of any existing public drainage/sewerage facilities, for safety concern and ensure also not to disturb or cause damage to the existing drainage/sewerage facility.	Noted with thanks.

Email dated 15th September 2025 refers: **Comments of the Urban Design Unit of UD&L Section, Planning Department**	
Supplementary Planning Statement (SPS) 2. **Section 4.2** – Please clarify if requirements of building setback and building separation under SBDG are fulfilled.	
3. **Section 5.5, 3rd Para.** – Please revise to read as "~~**better**~~ **maintaining** visual permeability…"	Noted with thanks. Please Section 5.5 revised.
4. **Section 5.6.2 Subheading** – Please revise the subheading to read as "No **Insurmountable** Visual Impacts" to tally with the submitted VIA.	Noted with thanks. Please find the subheading revised.
5. It is noted from the SPS (Section 5.4), Planting Plan (G/F) (Landscape Proposal at Appendix 3) and VIA (Para 2.2) that a 3m-wide public passage at G/F between Wai Yip Street and the back lane to be opened 24 hours daily is proposed, which does not seem to tally the Proposed Development Scheme at Appendix 1. The Consultant should clarify/rectify as appropriate.	Please be clarified that no 3m-wide public passage at G/F will be committed at this stage. Please find the relevant paragraphs revised.
6. To facilitate understanding of how the proposed development may be perceived by the pedestrian, visual materials, such as artist's rendering illustrating the proposed development at a closer scale are relevant in support of the application.	Please find an visual illustration in FIG-07 of Appendix 1 – The Proposed Development Scheme showing the proposed development at a closer scale particularly the setback area along Wai Yip Street.
7. The Consultant may wish to supplement on how the proposed development would comply with the criteria for consideration of applications of minor relaxation of building height restriction as per Para. 7.4 of the ES of the OZP.	It is considered that the Proposed Scheme falls into criteria (b), (c), (d) and (f) Para. 7.4 of the Explanatory Statement of OZP for relevant criteria for relaxation of BHR. Please find Section 5.5 further elaborated.
Visual Impact Assessment 8. **Para. 1.4** – Please remove "and improve air ventilation" to avoid confusion.	Noted with thanks. Attached please find the replacement pages of the updated VIA.

9. **Para. 5.3** – Please review if there are six short to medium range VPs instead of five as per Table 2.	Noted with thanks. Attached please find the replacement pages of the updated VIA.
Baseline Scenario 10. **Section 6.1** - It is noted that the photomontages "mainly compare the existing condition with the proposed development", while the visual impact as illustrated throughout this section is "compared with the BHR of +100mPD". Please clarify and revise Section 6.1 as appropriate.	Noted with thanks. Attached please find the replacement pages of the updated VIA.
General 11. The Consultant is requested to confirm if the bulk of the proposed development at the subject site and the planned/committed developments in the surrounding have been accurately reflected on the photomontages. We reserve our comments on the VIA and the photomontages subject to the Consultant's confirmation and any revision of the photomontages.	Noted with thanks.
12. According to the VIA, the applicant may consider adopting MiC construction methods for the is project subject to detailed design. Please clarify if this is still the applicant's intension.	The Applicant has not considered MiC construction methods at this stage.
VP1 13. **Figure 6.1, Existing Photo (Left)** – Please rectify the annotation "Subject Proposed Development (+115mPD)" to avoid confusion.	Noted with thanks. Attached please find the revised **Figure 6.1** of the updated VIA.
VP2 14. **Para. 6.7 and Table 3** – As per the submitted photomontages and to tally with Para. 6.5, as the "as-of-right building height level of +100mPD under OZP is not visible from this viewpoint", it should be reviewed whether the rating of visual	Noted with thanks. Attached please find the replacement pages of the updated VIA.

impact would be negligible instead of slightly adverse.	
VP3 15. **Para. 5.4** – It should be review whether this VP is at the northwest of the site instead of southeast.	Noted with thanks. Attached please find the replacement pages of the updated VIA.
VP4 16. **Para. 5.4, Tables 2 and 3, Drawing Title and Section 6 –** It should be review whether the VP is located at the junction of Elegance Road and Ngau Tau Kok Road instead of Kwun Tong Road throughout the VIA.	Noted with thanks. Attached please find the replacement pages of the updated VIA.
VP5 17. **Para. 5.4 and Table 2** – It should be reviewed whether the viewing distance of VP5b is about 1km instead.	Noted with thanks. Attached please find the replacement pages of the updated VIA.
18. **Table 2** – Pleased review if the viewing frequency would be frequent instead of occasional.	Noted with thanks. Attached please find the replacement pages of the updated VIA.
19. **Para**. **6.15** – Please revise to read as "…marginal increase in obstruction to the sky view **and mountain backdrop**".	Noted with thanks. Attached please find the replacement pages of the updated VIA.
20. **Figure 6.5b –** (a) It should be reviewed whether the positon of the red dotted line indicated BHR of 100mPD would be too high.	Noted with thanks. Attached please find the revised **Figure 6.5b** of the updated VIA.
(b) It should be reviewed whether approved Application No. A/K14/822 would be visible from this VP.	Application No. A/K14/822 would be invisible from this VP.
VP6 21. **Para. 6.18** – Please confirm and supplement whether the proposed development including rooftop structures will	Noted with thanks. Attached please find the replacement pages of the updated VIA

intercept the 20% Building Free Zone.	
22. **Figure 6.6** – (a) It seems that the delineation of the 20% Building Free Zone in the photomontage is inaccurate. Please adopt the photo from Strategic Viewing Point 4 from the website of Planning Department for assessment of visual impact.	Noted with thanks. Attached please find the revised **Figure 6.6** of the updated VIA.
(b) It seems that the BHs of the proposed development at 115mPD and the surrounding planned/committed developments are slightly underestimated.	Noted with thanks. Attached please find the revised **Figure 6.6** of the updated VIA.
(c) The current BHR of 100mPD at the subject site should be annotated, similar to presentation of other photomontages.	Noted with thanks. Attached please find the revised **Figure 6.6** of the updated VIA.
23. The annotated locations of approved Applications No. A/K14/810, A/K14/806 and A/K14/774 are inaccurate and may be confusing. Please consider grouping the annotations and ensure accuracy.	Noted with thanks. Attached please find the revised **Figure 6.6** of the updated VIA.
VP7 24. **Figure 6.7 and Para. 6.21** – The Consultant is requested to confirm if the bulk of the proposed development should be extended slightly to the right and slightly obstruct the sky view. Please supplement in the paragraph and revise the photomontage if affirmative.	VP7 has been selected for consistency with the last approved planning application for the same application site (Application No.: A/K14/780). The photograph for this submission was taken from a position marginally to the left of the previous submission; accordingly, the photomontage for this submission remains correctly aligned and positioned.
25. **Para. 6.21 and Table 3** – As per the comment above and subject to revision of the photomontage, it should be reviewed whether the rating of visual impact would be slightly adverse instead of negligible, subject to confirmation by the Consultant.	Noted with thanks. Attached please find the replacement pages of the updated VIA.
Email dated 15th September 2025 refers:	

Comments of the Kowloon District Planning Office of the Planning Department	
1. Please annotate the height of the rooftop ancillary structure at FIG-06 for checking.	

Departmental Comments		**Applicant's Responses**
Comments of Commissioner for Transport (Contact Person: Mr. LAW Shun Chit, Tom, Tel No.: 2399 2459)		
b)	Section 3.3 – As only one H/MGV L/UL bay could be provided, please propose traffic management measures to avoid traffic obstruction at Wai Yip Street with busy traffic, such as shared use with coach parking spaces with increased headroom not less than 4.7m.	To offer greater operational flexibility, we would like to propose for the 3 coach laybys to be converted to "Shared-use" for Coaches/buses and M/HGV. These 3 laybys have headroom of not less than 4.7m.
c)	Section 3.10 – Please supplement mitigation measures to avoid adverse traffic impact in case of the only car lift is broken down.	Since the use of goods vehicle loading/unloading bay and "Shared-use" for Coaches/buses and M/HGV layby is by reservation only, the Management Office would be aware of the arrival times of the vehicles, thus enabling efficient scheduling and coordination. In the event that the car lift has broken down, the following additional measures will be undertaken for vehicles which use the car lift, ie, LGV, private car and motorcycle: *#1 Measure for LGV* The 3 laybys of COACH-1, COACH-2 and COACH-3 in **Figure 3.1** are now converted to "Shared-use" for Coaches/buses and M/HGV, and could be used by LGV. *#2 Measure for Private cars* The management staff will direct the driver to use nearby public car park eg NEO at 123 Hoi Bun Road. *#3 Measure for Motorcycle* The management staff will direct the driver to use nearby public car park opposite One Bay East Citi Tower at 83 Hoi Bun Road.
d)	Section 4.11, Table 4.5 and Appendix 4 – The junction modification at as shown in Kwun Tong District Council Traffic Development and Transport Committee Discussion Paper No. 3/2023 - Proposed Pedestrian Environment	**Table 4.5** and **Appendix 4** have been updated. Year 2032 capacity analysis of J8 - Kwun Tong Road / Lai Yip Street for the cases without and with the Proposed Development are found in the **Appendix 1** of the revised TIA in **Appendix A.**

Departmental Comments		Applicant's Responses
Comments of Commissioner for Transport (Contact Person: Mr. LAW Shun Chit, Tom, Tel No.: 2399 2459)		
	Improvement Works in Kwun Tong Business Area – Ngau Tau Kok Portion is to be considered.	
e)	Table 4.4 – The additional use of Regal Riverside Hotel from TD 05/2006 Trip Generation Survey Report is not representative of the trip generation of hotels with large room counts. A sensitivity test on adopting mean rates from TPDM is recommended in case the scale of the proposed hotel development is changed subsequently (e.g. ratings other than three-star, room sizes and count, etc.).	The sensitivity test is conducted by adopting the mean rates from TPDM and is included in Section 6 of the revised TIA which is found in **Appendix A.**
f)	Table 4.6 – Subject to the result of the sensitivity test in item (e), traffic improvement measures should be proposed to meet the junction performance requirement of RC not less than 15%.	In order to meet RC not less than 15%, the PM cycle time of J2 - Wai Yip Street / Shun Yip Street, could be increased from 108 to 112 seconds. Year 2032 capacity analysis for the cases without and with the Proposed Development are found in the **Appendix 1** of the revised TIA in **Appendix A.**
g)	Figure 3.1 –Please propose passenger safety measures should between the proposed taxi / private car pick-up / drop-off points / coach parking spaces and lobby. Please supplement the goods delivery routes between HGV L/UL bay and lifts.	Directional signs will be installed at key locations to guide passengers to the lobby. In addition, management staff will be deployed to guide passengers. Goods delivery routes between HGV L/UL bay and lifts are included in **Figure 3.1** of the revised TIA in **Appendix A.**
h)	Appendix 1, J7 – The critical y does not match with the calculated values.	The critical y of J7 - Wai Yip Street / Lai Yip Street has been amended. Please see the detailed calculation in **Appendix 1** of the revised TIA in **Appendix A.**
i)	Appendix 1, J1 & J2 – Please supplement queue estimation and review whether upstream junctions would be affected.	The queue estimation of upstream junctions J1 and J2 during the AM and PM peak hours is analysed, and the results are presented in **Tables R1 and R2** below**.** TABLE R1 QUEUE LENGTH FOR J1 - HOI BUN ROAD / SHUN YIP STREET

Departmental Comments	Applicant's Responses
Comments of Commissioner for Transport (Contact Person: Mr. LAW Shun Chit, Tom, Tel No.: 2399 2459)	

Lane Approach	Period	Cycle Time (sec)	Direction	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Existing Condition						
Hoi Bun Road WB	AM	118	SA	332	48	39
	PM	108		258	38	30
	AM	118	SA+RT	339	48	40
	PM	108		261	38	30
Hoi Bun Road EB	AM	118	LT	245	28	37
	PM	108		332	29	44
	AM	118	SA	235	28	35
	PM	108		234	29	31
Without the Proposed Development						
Hoi Bun Road WB	AM	118	SA	664	84[(1)]	38
	PM	108		562	75[(1)]	31
	AM	118	RT[(1)]	341	48	40
	PM	108		328	38	38
Hoi Bun Road EB	AM	118	LT	389	28	58
	PM	108		398	29	52
	AM	118	SA+LT[(1)]	454	28	68
	PM	108		463	29	61
With the Proposed Development						
Hoi Bun Road WB	AM	118	SA	664	84[(1)]	38
	PM	108		562	75[(1)]	31
	AM	118	RT[(1)]	348	48	41
	PM	108		333	38	39
Hoi Bun Road EB	AM	118	LT	389	28	58
	PM	108		398	29	52
	AM	118	SA+LT[(1)]	454	28	68
	PM	108		463	29	61
With the Proposed Development (Sensitivity Test for adopting mean rate)						
Hoi Bun Road WB	AM	118	SA	664	84[(1)]	38
	PM	108		562	75[(1)]	31
	AM	118	RT[(1)]	351	48	41
	PM	108		340	38	40
Hoi Bun Road EB	AM	118	LT	389	28	58
	PM	108		398	29	52
	AM	118	SA+LT[(1)]	454	28	68
	PM	108		463	29	61

Notes: [(1)] Junction Improvement Scheme by Other Project

Departmental Comments	Applicant's Responses
Comments of Commissioner for Transport (Contact Person: Mr. LAW Shun Chit, Tom, Tel No.: 2399 2459)	

TABLE R2 QUEUE LENGTH FOR J2 - WAI YIP STREET / SHUN YIP STREET

Lane Approach	Period	Cycle Time (sec)	Direction	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Existing Condition						
Shun Yip Street NB	AM	118	LT	163	23	26
	PM	108		208	27	28
	AM	118	LT+RT	178	23	28
	PM	108		225	27	30
	AM	118	RT	170	23	27
	PM	108		160	27	22
Without the Proposed Development						
Shun Yip Street NB	AM	118	LT	249	23	39
	PM*	112		289	31	39
	AM	118	LT+RT	270	23	43
	PM*	112		315	31	43
	AM	118	RT	258	23	41
	PM*	112		198	31	27
With the Proposed Development						
Shun Yip Street NB	AM	118	LT	250	23	40
	PM*	112		289	31	39
	AM	118	LT+RT	273	23	43
	PM*	112		315	31	43
	AM	118	RT	260	23	41
	PM*	112		204	31	28
With the Proposed Development (Sensitivity Test for adopting mean rate)						
Shun Yip Street NB	AM	118	LT	252	23	40
	PM*	112		289	31	39
	AM	118	LT+RT	274	23	43
	PM*	112		315	31	43
	AM	118	RT	261	23	41
	PM*	112		210	31	28

Note: * Cycle Time during PM peak is increased by 4 seconds (increased from 108 to 112 seconds.)

Tables R1 and R2 show that the increase in the average queue length on **Hoi Bun Road (EB), Hoi Bun Road (WB) and Shun Yip Street (NB)** between the scenarios without and with the Proposed Development is at most 2m/lane, which is negligible. Given that the distance between J1 - Hoi Bun Road / Shun Yip Street and J2 - Wai Yip Street / Shun Yip Street is around 48m and the average queue on **Shun Yip Street (NB)**, the upstream junction of J2 is less than 48m, the queue along Shun Yip Street (NB) has no impact to

Departmental Comments		Applicant's Responses
Comments of Commissioner for Transport (Contact Person: Mr. LAW Shun Chit, Tom, Tel No.: 2399 2459)		
		Hoi Bun Road.

Departmental Comments	Applicant's Responses
Highways Department	
It is noted that surrender area located along Wai Yip Street (2.3m set back area) and back alley (1.5m set back area) is proposed. For the proposed surrender, it shall only be considered if TD considers it necessary from traffic viewpoint. This office would take up the maintenance responsibility of the surrender areas in the form of footpath (or any other type of road as required by TD) provided that the following comments are complied with:- 1. TD has agreed to the proposed surrender (of any width) for footpath widening purpose, and taken up the traffic management of the future footpath. 2. The surrender areas are up to the requirements of Transport Planning Design Manual (TPDM) and highways standard and shall be formed by the captioned lot owner(s) to the satisfaction of both TD and this Regional Office. In this regard, please request the lot owner(s) to submit the design of proposed surrender areas to both TD and this Regional Office for comment. 3. The surrender areas have to be reverted back to government land. 4. No private installations of any kind are allowed within the road reserves, including any building structure/part, private drains, sewers, waterpipes, cables etc.	Noted with thanks. The required information will be submitted at the detailed design stage as appropriate.

Email dated 19th September 2025 refers: **Comments of the Kowloon District Planning Office of the Planning Department**	
1. In reference to HyD's comments, please evaluate whether your landscape proposal at G/F within the Wai Yip Street setback area is feasible, given the applicant's intention to surrender this area for bonus GFA.	Please be clarified that the setback area along Wai Yip Street is designated for the pure function of public passage at this stage and hence no greenery area or trees is proposed. Attached please find the relevant layout plans and Landscape Proposal updated.

PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND BUILDING HEIGHT (BH) RESTRICTIONS FOR PROPOSED HOTEL USE AT 107-109 WAI YIP STREET, KWUN TONG (KWUN TONG INLAND LOT NOS. 570, 571, 572 & 573)

Planning Application No. A/K14/835

Response-to-Comment Table

Departmental Comments	Response
Email dated 8th October 2025 refers: **Comments of the Environmental Protection Department**	
According to Section 2.1 of the SPS, the Site was previously occupied by a 10-storey (including ground floor) industrial building. The FI1 provided information to address potential land contamination issue for the Site and we have further comments as follows :-	Noted with thanks. Please find the clarifications in the attached replacement pages of the Supplementary Planning Statement Section 5.6.3.
(1) Response to Comment (2) – Section 5.6.3 a) To facilitate vetting, please elaborate on the land use of the ground floor of the concerned office building.	Please be clarified that similar to the proposed hotel, ground floor of the said office building was mainly used for internal transport facilities, entrance lobby, receptions, lift core and a transformer room all serving the previous office building.
b) Please clarify whether there were basement floors for the office building that previously occupied the Application Site between 1973 and 2020.	Please be clarified that there was no basement floor in the previous office building.
c) Please supplement relevant photographic records showing the land use of the open carpark to facilitate vetting.	Please find relevant photo record for open carpark on the Site for private vehicle after 2020 in Section 5.6.3.
Response to Comment (2) – Table 5.3	
a) The Consultant shall supplement aerial photographic records to show the transition from the office building to the carpark in Year 2020 as mentioned in Section 5.6.3.	Please find the clarifications in table 5.3.
b) Please be advised that the Application Site was no longer occupied as an office building in Year 2024. The Consultant shall update the description in the first column to avoid confusion.	Please find the clarifications in table 5.3.
Email dated 10th October 2025 refers: **Comments of the Urban Design Unit of UD&L Section, Planning Department**	
Planning Statement 1. R-to-C Item 2, Section 4.2 – Our previous comments have not been properly addressed. The applicant's responses regarding	Please find the following clarifications on the compliance with SBDG requirements:

the fulfilment of SBDG are missing.	The requirements of site coverage of greenery are fulfilled. (See FIG-05 in Appendix 1) The subject site with an area (i) less than 20,000m^2 and (ii) proposed with building having a continuous projected façade length (Lp) of below 60m, falls outside the prescribed categories requiring compliance with the building separation requirements in accordance with APP-152. The Site fronting Wai Yip Street having a width of MORE than 15m falls outside the prescribed category requiring compliance with the building setback requirements.
2. Section 5.4 – Please review if this para. should read "…provide a further 1.5m non-building area with a clear height of 5.1m setback. The proposed…" and ensure consistency across the submission.	Please find Section 5.4 revised.
<u>Appendix 1</u> 3. R-to-C Item 6, Figure 7 – The applicant is reminded to ensure the accuracy of the façade details shown on the visual illustration in terms of scale. The applicant may wish to annotate the proposed 2.3m-wide setback and canopy, as well as Wai Yip Street on this figure for easy reference.	Attached please find **Appendix 1 - FIG 07** with minor adjustment to the façade illustration and annotations added. Please note that FIG 07 is for illustration reference only.
<u>Visual Impact Assessment</u> 4. R-to-C Item 5, 2nd bullet of para. 2.2 – The applicant's clarifications of not providing the 3m-wide public passage at G/F are noted. Please review if this bullet should be deleted accordingly.	Please find the replacement pages in Appendix 4 for relevant sections of the VIA clarified. Please find para. 2.2 clarified.
5. R-to-C Item 11 – As commented previously, the applicant is requested to confirm if the bulk of the proposed development at the subject site and the planned/committed developments in the surrounding have been accurately reflected on the photomontages.	It is confirmed that the proposed development at the subject site and the planned/committed developments in the surrounding have been accurately reflected on the photomontages.
6. R-to-C Item 12, Remark (e) of Section 2.1 – The applicant's clarifications of not considering MiC construction methods at this stage are noted. Please review if this remark should be	Please find remarks in Section 2.1 clarified.

deleted accordingly.	
7. R-to-C Item 23, Figure 6.6 – a) Please review if the location the proposed development and the planned development (application No. A/K14/809) should be shifted slightly to the right, while the planned development (application No. A/K14/809) would be largely screened off by the surrounding existing buildings.	Please find attached Figure 6.6 clarified.
b) Please be reminded that the annotations of all surrounding planned/ committed developments should point towards their respective building bulk on the photomontages for easy reference.	Please note that the arrow colours have been faded out in the last FI(1) submission. Please find the photomontages from the last submission with arrows clarified and reattached.
c) The resolution of the photomontages should be enhanced.	Please note that the resolutions have been lowered in the last FI(1) submission. Please find the photomontages clarified and re-attached.
8. R-to-C Item 25, VP7, Para. 6.21 and Table 3 – Noting that the applicant has confirmed the accuracy of the photomontages and that the proposed development would be largely screened off by the existing residential development of Wah Mei Lau, please review if the visual impact rating of this VP should be "negligible".	Please find Para. 6.21 and Table 3 clarified.
9. Paras. 6.9, 6.13 and 6.16 – Please review if terminology of the visual impact rating in these paras. should read "slightly adverse" instead of "slight" with reference to TPB PG No. 41.	Please find Paras. 6.9, 6.13 and 6.16 clarified.

Appendix Ib of
MPC Paper No. A/K14/835

AUGUST 2025
SUPPLEMENTARY PLANNING STATEMENT

DeSPACE (International) Limited

Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions 107-109 Wai Yip Street, Kwun Tong, Kowloon

Applicant:
Diamond Ocean Investments Limited

Consultants:
DeSPACE (International) Limited
Leo Design Limited
CKM Asia Limited
Landes Limited

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Executive Summary

(The English version shall prevail)

The Applicant, the registered land owner of 107-109 Wai Yip Street, Kwun Tong, Kowloon (Kwun Tong Inland Lot Nos. 570, 571, 572 & 573) (the Site), now seeks permission from the Town Planning Board (TPB) for proposed minor relaxation of plot ratio and building height restrictions for proposed hotel use (the Proposed Development).

The Government reactivated the Revitalisation Scheme for Industrial Buildings (Revitalisation Scheme) in 2018 which encourages redevelopment or wholesale conversion of aged industrial buildings (IB), mainly to make more effective use of the sites on which IBs are situated or the existing IBs per se to optimise the use of precious land resources. On the redevelopment of IBs, the prevailing policy allows relaxation of the maximum permitted non-domestic plot ratio up to 20 per cent to provide incentives to private owners to redevelop IBs constructed before 1987.

Given the decreasing demand for industrial activities and in pursuit of the Revitalisation Scheme, the Applicant intends to enhance the utilization of the Application Site by redeveloping it into a hotel tower. Whilst the Site is zoned “Other Specified Uses” annotated “Business” (“OU(B)”) on the approved Kwun Tong (South) OZP No. S/K14S/26 (OZP), hotel is a Column 2 use which requires planning permission from TPB. Pursuant to the said policy, the Applicant now seeks permission from the Town Planning Board (TPB) for proposed minor relaxation of plot ratio and building height restrictions as stipulated under the OZP for proposed hotel use.

The proposal is justified mainly on the following reasons:

- The Site is suitable for hotel development and in compatibility with the surrounding land uses and the changing land use character
- In line with the Planning Intention of “OU(B)” zone and the “Energizing Kowloon East” Initiative to facilitate the transformation of Kwun Tong Business Area
- In line with Government’s policy initiatives on revitalizing industrial buildings
- Provision of design merits in the scheme which will improve the existing urban environment
- A compatible building height at 115mPD as previously approved for this site (Ref. A/K14/780 dated 29.5.2020) and proportional to the 20% increase in PR
- No insurmountable impact on the surroundings

In view of the justifications put forth in the Supplementary Planning Statement, TPB is kindly invited to give favourable considerations to this application.

Upon redevelopment, the Applicant has an intention to convert the proposed hotel to a student hostel in future in pursuit of the latest “Hostels in the City Scheme” promulgated in July 2025.

行政摘要

(以英文版本為準)

申請人為九龍觀塘偉業街 107-109 號（觀塘內地段第 570 號, 571 號, 572 號 及 573 號）（申請地盤）的註冊土地擁有人，現尋求城市規劃委員會 (城規會) 的批准擬議略為放寬地積比率及建築物高度限制，以作擬議酒店用途。

政府在二○一八年重啓活化工業大廈計劃（活化工廈計劃），鼓勵老舊工業大廈（工廈）重建或整幢改裝，主要為更有效地運用現有工廈地段或現有工廈本身以善用珍貴的土地資源。在重建工廈方面，目前政策容許放寬最高核准非住用地積比率，上限為百分之二十，以提供誘因推動私人業主重建一九八七年前落成的工廈。

鑑於近年工業活動需求下降及為配合政策，申請人希望善用申請地盤以重建為一座酒店。根據觀塘（南部）分區計劃大綱核准圖編號 S/K14S/26（大綱圖），該用地被劃為「其他指定用途（商貿）」地帶，而「酒店」用途屬於第二欄用途，須先向城規會申請。申請人現尋求城規會批准略為放寬大綱圖下的最高地積比率及建築物高度限制，以作擬議酒店用途。

總體而言，擬議發展俱備以下理據：

- 申請地點適合作酒店用途，擬議發展亦與周邊用途、區內演化中的特色兼容
- 符合「其他指定用途」註明「商貿」地帶的規劃意向及起動九龍東措施，以配合觀塘商貿區一帶轉型
- 符合政府鼓勵活化工廈的政策
- 發展計劃已提供設計優點
- 相容及先前已經得到規劃許可的建築物高度，並與地積比率 20% 的放寬成比例
- 不會對四周環境造成不可克服的影響

基於規劃綱領中提出的理據，懇請城規會批准此規劃申請。

申請人亦有意於未來重建後將擬議酒店改建為學生宿舍，以參與 2025 年 7 月最新頒布的「城中學舍計劃」。

1. Introduction

DeSPACE (International) Limited acts on behalf of the applicant, namely, Diamond Ocean Investments Limited (hereinafter referred to as "the Applicant"), the sole registered owner of private lots at 107-109 Wai Yip Street, Kwun Tong (the Site), to submit this section 16 town planning application for proposed minor relaxation of plot ratio (PR) and building height (BH) restrictions for proposed hotel use (the Proposed Development).

The Site falls within an area zoned "Other Specified Uses" annotated "Business" ("OU(B)") under the Approved Kwun Tong (South) Outline Zoning Plan No. S/K14S/26 (the "OZP"). According to the Notes of the OZP, "Hotel" use falls under Column 2, which requires planning permission from the Town Planning Board.

The Government reactivated the Revitalisation Scheme for Industrial Buildings (Revitalisation Scheme) in 2018 (IB policy). For redevelopment of IBs, the prevailing policy allows relaxation of the maximum permitted non-domestic plot ratio up to 20 per cent to provide incentives to private owners to redevelop IBs constructed before 1987. In pursuit of the IB policy, the Applicant also seeks planning permission for proposed minor relaxation of the PR restriction from 12 to 14.4 (+20%). The building height restriction (BHR) is also proposed to be correspondingly relaxed from 100mPD to 115mPD to accommodate the additional GFA and bonus GFA to be claimed in the Proposed Development. The Proposed Development also demonstrates a number of design merits that contribute positively to the public realm.

2. Site Context

2.1 Local Site Context

The Site, with a total area of approximately 1,170.578 square metres, is located at Nos. 107–109 Wai Yip Street, within the northwestern portion of the Kwun Tong Business Area (KTBA) near Kowloon Bay (**Figure 1** – Location Plan) where is characterised by a mix of Industrial-Office and Commercial/Office buildings. It was previously occupied by a 10-storey (including ground floor) industrial/office building, namely Hsin Chong Centre, which was issued with its first Occupation Permit in 1966, i.e. a pre-1987 IB. The existing building has been demolished, and the Site is currently vacant, cleared, and bounded by temporary hoarding.

2.2 Surrounding Area of the Site

- To the Northwest of the Site is the IW Hotel, a redeveloped hotel project completed in 2018 through the conversion of a former industrial building.
- To the Southeast of the Site, beyond Hency Centre, is the Hay Nien Building, which has received planning approval under Application No. A/K14/783 for a hotel development involving a minor relaxation of PR and BH restrictions for proposed hotel use. In the vicinity to the east, another approved scheme (Application No. A/K14/782) permits the development of medical-related shop and services use.
- To the directly south, across Wai Yip Street, lies the Hoi Bun Road Park, contributing recreational and environmental value to the area. Further south, in the direction of the Kai Tak Channel, is the emerging Kai Tak Development Area, envisioned as a future landmark for culture, business, and tourism in East Kowloon.

2.3 Accessibility

The Application Site enjoys excellent accessibility and is well served by a range of public transportation options. Numerous bus routes operate along Kwun Tong Road and Wai Yip Street. In addition, several green minibus routes traverse Hoi Bun Road and Kai Fuk Road, providing convenient local access. Furthermore, the Ngau Tau Kok MTR Station, situated approximately 500 metres to the northeast of the Site, provides access to the citywide railway network, further reinforcing the Site's strategic accessibility.

2.4 Land Status

The Site comprises Kwun Tong Inland Lot Nos. 570, 571, 572 and 573 ("the Lots" and **Figure 3** refers) which are held under respective Government Lease dated 25.8.1966 as varied or modified by a Deed of Variation dated 4.7.1969 and a Modification Letter dated 30.8.1999 ("the Leases") subject to a lease term extended to 30.6.2047.The Lots have a total registered area of about 12,600 sq.ft. (i.e. 1,170.578 m^2) which are held currently under single ownership by the Applicant. Under the lease conditions, the Lots are restricted for the purposes of (a) industrial and/or godown; (b) office ancillary and directly related to an industrial (or godown) operation; or (c) any combination of (a) and (b) excluding offensive trade. The Lots are also subject to, inter alia, a maximum height of 170ftPD (i.e. 51.8mPD) and a total maximum GFA of 7,660 m^2 and NBA up to vertical clearance of 15ft (4.57m) from ground level at the back alley. The Applicant will submit a Lease Modification application at the post-planning approval stage to facilitate the proposal.

3. Planning Context

3.1 Statutory Planning Context

The Application Site falls within an area zoned "OU(B)" under the Approved Kwun Tong (South) Outline Zoning Plan No. S/K14S/26. (**Figure 2** – OZP) This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.

The Site is situated within a zone subject to a maximum PR of 12 and BHR of 100mPD, as stipulated under the OZP, forming part of the lower-height band along the harbourfront corridor of KTBA. The area is subject to a stepped building height control, ranging generally from 100mPD to 200mPD descending from Kwun Tong Road towards the Victoria Harbour waterfront.

3.2 Non-Statutory Planning Context

3.2.1 Planning Department's 2020 Area Assessments (AA) of Industrial Land in the Territory

In response to the ongoing economic restructuring of Hong Kong's industrial sector and the evolving strategic direction for industrial land planning, the Planning Department has undertaken a series of five Area Assessments of Industrial Land across the Territory since 2000. These

assessments aim to provide updated planning data and insights to guide the evaluation of planning applications related to the conversion, redevelopment, or rezoning of industrial buildings ("IBs").

Key findings of the 2020 AA revealed a continued decline in both the number of IBs and total industrial floor space across the territory. Among all zoning categories reviewed, the "OU(B)" zone recorded the highest volume of vacant industrial gross floor area, amounting to approximately 1.30 million m². In addition, the proportion of 'Office' use in IBs within "OU(B)" zones decreased from 35.6% in 2014 to 32.3% in 2020, while there was a corresponding increase in non-industrial uses, such as 'Shop and Services' and 'Eating Places', which collectively rose to 10.3% in 2020. These trends clearly indicate that the stock of industrial or industrial-office (IO) space is diminishing, and that a progressive transformation from industrial to non-industrial and commercial uses is likely to continue, particularly within the "OU(B)" zones.

In the case of Kwun Tong District, the 2020 AA highlighted an active transformation and land use restructuring from traditional industrial uses to non-polluting industrial and business-oriented activities, facilitated through redevelopment or conversion of ageing industrial buildings. Since 2001, substantial portions of land in both KTBA and the Kowloon Bay Business Area have been rezoned from "I" to "OU(B)" as part of the Government's vision to transform Kowloon East into the second core business district (CBD2).

The Application Site, located between the KTBA and the Kowloon Bay Business Area, is part of this evolving urban landscape. According to the 2020 AA, 39.9% of floor area within the "OU(B)" zone in the KTBA is used for office purposes, while only 8% remains in use for manufacturing or workshop functions. Furthermore, the increasing number of approved planning applications for hotel and shop and services uses in the cluster of industrial and IO buildings north of Wai Yip Street reflects the district's continuing shift toward general commercial functions.

In this context, the Proposed Development is consistent with the long-term policy direction and observed planning trends for the "OU(B)" zone, as identified in the 2020 Area Assessment. It supports the Government's broader objective of revitalising outdated industrial stock and facilitating the transformation of Kowloon East into a modern, mixed-use urban centre.

3.2.2 Government's Policy Initiative to Revitalise Industrial Buildings

Since 1 April 2010, the Government has implemented a series of measures to revitalise and optimise the use of old IBs through redevelopment and wholesale conversion which are mentioned in the 2009-10 Policy Address in order to provide readily available and suitable land and premises to meet Hong Kong's economic and social needs.

The Government reactivated the Revitalisation Scheme for Industrial Buildings (Revitalisation Scheme) in 2018 which encourages redevelopment or wholesale conversion of aged IBs, mainly to make more effective use of the sites on which IBs are situated or the existing IBs per se to optimise the use of precious land resources. On the redevelopment of IBs, the prevailing policy allows relaxation of the maximum permitted non-domestic plot ratio up to 20 per cent to provide incentives to private owners to redevelop IBs constructed before 1987.

To continue encouraging redevelopment and conversion of aged IBs, the Government announced in the 2024 Policy Address the extension of the time-limited revitalisation measures for IBs, with enhancement of the measure on wholesale conversion, up to December 2027.

The demolished IB at the Application Site was completed in 1966 and is now under single ownership. The redevelopment of the Site is in line with the policy initiative of revitalising industrial

buildings by releasing and optimizing the development potential of pre-1987 IB located strategically at CBD2.

3.3 Planning History

The Site is subject to a previous Section 16 Application (No. A/K14/780) for Proposed Minor Relaxation of PR (from 12 to 14.4) and BH (from 100mPD to 115mPD) Restrictions for Permitted Office, Shop and Services and Eating Place Uses which was approved with condition(s) by the Town Planning Board on 29.5.2020. The extent of minor relaxations applied were same as the subject planning application. ,

3.4 Similar Planning Applications

Table 3.2 – Approved Planning Applications for Hotel Use in "OU(B)" Zone

Case No.	Address	Planning Considerations	Relevant TPB s questions/ comments
A/K14/713 (16/01/15) Wholesale Conversion	101 Wai Yip Street, Kwun Tong	• in line with TPB PG-No. 22D in that it was compatible with the surrounding land uses. • improve the existing urban environment • serve as a catalyst in phasing out the current industrial uses within the "OU(B)" zone. • in line with the "Energizing Kowloon East" Initiative	Nil
A/K14/723 (11/12/15) Wholesale Conversion	11 Tai Yip Street, Kwun Tong	• in line with the planning intention of the "OU(B)" zone	• Parking and L/UL arrangement • Why hotel but not other uses • Any business plan to sell the hotel building after the wholesale conversion works
A/K14/730 (08/01/16) Wholesale Conversion	Nos. 69-71, King Yip Street, Kwun Tong	• in line with TPB PG-No. 22D • compatible with the surrounding land uses.	Nil
A/K14/762 (16/11/18) Partial conversion	2/F to 5/F, 90 Hung To Road, Kwun Tong	• not in conflict with the planning intention and compatible with the changing land use character of KTBA. • provision of hotel facilities will broaden the range of accommodations for visitors.	Nil
A/K14/783 (20/11/20) Redevelop-ment	1 Tai Yip Street, Kwun Tong	• In line with: the planning intention and KTBA transformation; and TPB PG-No. 22D; • KTBA where is characterised by a mix of	• Details regarding the additional planning and design merits

		IBs, I-O and C/O buildings. • Supported by IB policy • Floor-to-floor & BH has been minimized as SC is maximized to 60% • Full-height setbacks and greenery provision meets the criteria in OZP ES for minor relaxation of BHR	• Traffic arrangement and basement layout • E&M facilities for fire services installations
A/K14/796 (22/01/21) Wholesale Conversion	28A Hung To Road, Kwun Tong	• in line with the planning intention and the KTBA transformation • help improve the existing urban environment. • serve as a catalyst in phasing out the current industrial uses within the "OU(B)" zone • It is in line with the Energizing Kowloon East Initiative.	Nil
A/K14/832 (23/05/25) Redevelop-ment	201 and 203 Wai Yip Street, Kwun Tong	• in line with the TPB PG-No. 22D for "OU(B)" zone in that it is considered not incompatible with the surrounding land uses • align with the EKE initiative to transform KE into a premier CBD.	Nil

From the above cases, hotel use within KTBA is generally in line with the planning intention of "OU(B)" zone and the "Energizing Kowloon East" Initiative, compatible with the surrounding land uses and the changing land use character, supported by IB policy, would improve the existing urban environment, serve as a catalyst in phasing out the current industrial uses within the "OU(B)" zone and broaden the range of accommodations for visitors.

Table 3.3 –Approved Planning Applications for Minor Relaxations (PR & BHR) (20%) in "OU(B)" Zone since 2022 (From 12 to 14.4 (i.e. 20%))

Case No.	Applied Use	Planning Considerations	Floor to Floor Height	Relevant TPB s questions/ comments
A/K14/806 (16/01/22)	11 Lai Yip Street, Kwun Tong	• The minor relaxation of BHR (+25.9%) sought is generally proportional to the proposed minor relaxation of PR restriction with reasonable floor-to-floor height adopted. • The Proposed Development is generally in line with the planning intention of the "OU(B)" zone, and is not incompatible with the surrounding uses within KTBA	4m	• planning and design merits and the comparison of such merits with the two similar approved applications nearby • The possibility of tree planting within the proposed setback areas along Hang Yip Street and Lai Yip Street
A/K14/810 (18/02/22)	5 Lai Yip Street, Kwun Tong	• meets the criteria for considering application for minor relaxation of BHR • In line with the planning intention • not incompatible with the surrounding uses within KTBA	Eating place, shop and services: 4.5m Office: 4m	• whether tree planting was possible on the setback area • whether the Proposed Development would enhance streetscape

A/K14/809 (10/06/22)	1 Tai Yip Street and 111 Wai Yip Street, Kwun Tong	• unlikely induce significant adverse effects on the visual character of the surrounding townscape • meets the criteria for considering application for minor relaxation of BHR • in line with the planning intention of the "OU(B)" zone • not incompatible with the surrounding uses within KTBA	Eating place, shop and services: 5m Office: 4.1m	• whether the setback area would be opened for use by the public • whether the width of the back alley would be sufficient to accommodate the (L/UL) bays • height of the proposed canopy
A/K14/804 (24/06/22)	334-336 and 338 Kwun Tong Road, Kwun Tong	• unlikely induce significant adverse effects on the visual character of the surrounding townscape. • meets the criteria for considering application for minor relaxation of BHR • In line with the planning intention of the "OU(B)" zone • not incompatible with the surrounding uses within KTBA	Eating place, shop and services: 4.325m Office: 3.9m	• How the sustainability of greenery features in the Proposed Development could be ensured
A/K14/820 (3/2/2023)	73-75 Hung To Road	• supported as the Proposed Scheme aligns with the EKE initiative to transform Kowloon East into a premier CBD	Eating place, shop and services: 4.2m Office: 4.12m	• supported the application • suggested to consider supporting similar applications in areas outside Kowloon East
A/K14/822 (9/06/23)	25 Tai Yip Street, Kwun Tong	• Supported by DEVB with IB policy • Minor relaxation of BHR generally proportional to PR, and to address constraints of setbacks/NBA ODP requirements; Typical FTFH is considered reasonable • would not undermine the strategic views towards the Kowloon ridgelines as illustrated in photomontages • generally meets the relevant criteria in OZP ES for minor relaxation of BHR	Eating place, shop and services: 3.85m Office: 3.85m	• Whether would strive to achieve a higher BEAM rating • Commitment to the implementation of canopy

A/K14/832 (23/05/25)	201 and 203 Wai Yip Street, Kwun Tong	• Supported by DEVB with IB policy • Minor relaxation of BHR generally proportional to PR, and to address constraints of setbacks/NBA ODP requirements; Typical FTFH is considered reasonable	3.15m	Nil

From the above cases, the key planning considerations for minor relaxation proposals within KTBA are the IB policy, the minor relaxation of BHR being generally proportional to PR, involvement of constraints of building setbacks, a reasonable typical floor-to-floor height and having no adverse visual impact.

4. Proposed Development

The Applicant proposes to develop the Site into a hotel development. The key development parameters and the proposed floor uses of the Proposed Scheme are summarized in **Tables 4.1** and **4.2** below respectively. The schematic drawings are provided in **Appendix 1**. A set of Landscape Proposal is attached in **Appendix 3**.

Table 4.1 Proposed Development Parameters		
	Approved Scheme under S16 Application No. A/K14/780	**Proposed Scheme**
Total Site Area	About 1,170.578m^2	About 1,170.578m^2
Plot Ratio	14.4	14.4 (+2.4/ 20%)[(a)(b)]
Total GFA	Not more than 16,856.323m^2	About 16,856.323m^2[2(a)(b)(c)]
Proposed uses	Office, Shop and Services and Eating Place	Hotel
No. of Rooms	N/A	Guestroom: About 984 rooms
Hotel room sizes (subject to detailed design)	N/A	Ranging from 8.5 m^2 to 22.50 m^2
Site Coverage • Below 15m • Above 15m	Not more than 60%	Less than 100% 60%[(d)]
Class of Site	Class A	Class A
No. of Block	1	1
Maximum Building Height (Main Roof)	+115mPD	+115mPD
No. of Storey	29 (including 3 levels of basement)	31 (including 1 level of basement)
Parking Spaces • Private Car (accessible) • Motorcycle Loading/unloading (L/UL) facilities • LGV • M/HGV • Taxi and Private Car • Coach/Tour Bus	91 (2) 10 4 (7m (L) x 3.5m (W) x 3.6m (H)) 2 (11m (L) x 3.5m (W) x 4.7m (H))	10 (1) 1 7 (7m (L) x 3.5m (W) x 3.6m (H)) 1 (11m (L) x 3.5m (W) x 4.7m (H)) 4 (5m (L) x 2.5m (W) x 2.4m (H)) 3 (12m (L) x 3.5m (W) x 3.8m (H))

Remarks:

a) On top of the PR/GFA set out above, the applicants have indicated that bonus PR/GFA of about 0.539 and 630m^2 will be claimed for the proposed setbacks at WYS subject to approval by the Building Authority (BA) under Building (Planning) Regulations (B(P)R) 22(1) or (2). The bonus PR/GFA has been accounted for in the building bulk for conducting technical assessments.

b) The canopy, which is subject to departmental comments at detailed design, has been excluded from the PR/GFA calculation.

c) All GFA are planned for hotel use, including entrance foyer at G/F, administration office, reception counter and BOH facilities, guest rooms and hotel floors circulation, ancillary facilities and non-essential plant rooms. BOH facilities such as linen store, laundry room carpentry workshop, E&M workshop, dry goods store, beverage store, furniture store, staff canteen, staff changing rooms staff rest room and staff toilet involving a GFA of about 846m^2 which might be eligible for GFA exemption has been accounted for in the building bulk for conducting technical assessments.

d) On top of the SC set out above, the applicants have indicated that bonus SC of about 1.457% will be claimed for the proposed setbacks at WYS subject to approval by the Building Authority (BA) under B(P)R 22(1) or (2). The bonus SC has been accounted for in the building bulk for conducting technical assessments.

e) Greenery will be provided at a ratio of not less than 20%.

Table 4.2 Proposed Floor Use	
Basement	Carpark
G/F	Lift Lobby
1/F	Hotel FOH & BOH
2/F	Hotel FOH & BOH
3/F	Gym / BOH
5/F	E&M / BOH
6-17/F	Guestroom
18/F	Refuge Floor
19-33/F	Guestroom

4.2 Design Merits

In formulating the Proposed Scheme, the design has taken into account the various site constraints as well as design considerations in order to ensure the Proposed Scheme is designed to create a high-quality development in harmony with the branding of CBD2. The following design merits are incorporated in the scheme for improving the existing urban environment:

- Provide 2.3m and 1.5m full-height building setbacks from Wai Yip Street and the back lane respectively. The Applicant is also providing an additional 1.5m setback with a clear height of 5.1m at the back lane to enhance the traffic circulation. The parking of vehicles along the backlane will not affect the intended purpose of the Non-Building Area (NBA) designation, nor will it adversely affect visual and wind permeability.

- Provide a 21.2m (length) x 2.3m (wide) x 4.8m (high) canopy along the footpath of Wai Yip Street for sheltering.

Building design elements of Sustainable Building Design Guidelines SBDG (APP-152) have been considered in the Proposed Scheme, of which the requirements of site coverage of greenery are applicable and fulfilled. The applicant plans to apply for Building Environmental Assessment Method Plus New Buildings (BEAM Plus NB) Certification at the detailed design stage. SBDG compliance, energy efficient building designs measures, materials and waste, water use, the health and well-being of the future occupants of the building, etc. will be considered holistically and demonstrated of their compliance as the main categories of BEAM plus NB application. Official letter issued by the HK Green Building Council acknowledging the satisfactory completion of project registration for certification will be submit to BD.

4.3 Access and Internal Transport Facilities

Two vehicular access points are provided which are located at (i) The service lane at the northern side of the Proposed Development; and (ii) Wai Yip Street. The internal transport facilities for the captioned S16 planning application are provided as per HKPSG recommendation for hotel. A Swept Path Analysis and a Vehicle Lift Analysis are conducted used and results indicate that vehicles will have no manoeuvring problems and all vehicles could enter and leave the Site with ease. For details, please refer to the submitted Traffic Impact Assessment ("TIA").

4.4 Bonus PR/GFA to be Claimed

"Bonus GFA" is stipulated in regulation 22 of the Building (Planning) Regulation. If the dedication of set-back area for public passage or surrender of land for road widening at ground level is consented/acquired by the Government, bonus GFA that equals to five times the area surrendered/dedicated or less than 20% of the permissible plot ratio, whichever is the less, may be granted in return for the private area surrendered/dedicated to the public. The BA may also, in return for dedication of an area within or through a building at ground level or other floor levels for public passage, allow concessions by way of section 42(1) of the Buildings Ordinance (Cap. 123).

5. Planning and Technical Justifications

5.1 The Site is suitable for hotel development and in compatibility with the surrounding land uses and the changing land use character

The Application Site is located at a convenient location and well-served by various types of public transport services, including road-based franchised bus and public light bus, as well as rail-based transport. These services operate within 500m or about 10 minutes' walk away.

The Site is located at the western periphery of KTBA and facing Hoi Bun Road Park and Kwun Tong Promenade in close proximity. It has an open vista with spectacular view towards the water, Kai Tak Runway Precinct and even towards Hong Kong Island. Very limited nuisances from adjoining industrial/commercial buildings would be anticipated. In the same OZP, there are significant number of hotel developments which demonstrates the surrounding area of the site is compatible with "Hotel" use. In addition, according to the "2020 Area Assessments of Industrial Land in the Territory", majority (70.9%) of the GFA within the "OU(B)" zone in KTBA are occupied by office (39.9%) and warehouse/storage (31.0%) uses; whereas, only 8% of the total GFA is being used for manufacturing/workshop. Only non-polluting uses (e.g. information technology and telecommunications industries, non-polluting industrial, office and other commercial uses) are permitted as-of-right within "OU(B)" zone.

Table 5.2 Number of Hotel Developments in the same OZP

Name	Address
IW Hotel	101 Wai Yip Street, Kwun Tong
Ind Hotel	326 Kwun Tong Road, Kwun Tong
Nina Hotel Kowloon East	38 Chong Yip Street, Kwun Tong
Hotel COZi	163 Wai Yip Street, Kwun Tong
Holiday Inn Express	97 How Ming Street, Kwun Tong
Dorsett Kwun Tong, Hong Kong	84 Hung To Road, Kwun Tong

The low utilization rate of commercial/office (C/O) buildings today is well witnessed in Hong Kong and particularly in KTBA. Many of the C/O have become foreclosed properties in KTBA. As such, the site is particularly suitable for conversion to other uses which meet the latest market needs.

5.2 In Line with the Planning Intention of "OU(B)" Zone and "Energizing Kowloon East" Initiative to Facilitate the Transformation of Kwun Tong Business Area

The Proposed Development is located in an area zoned "OU(B)" with the planning intention of general business uses and the future growth in commercial development in CBD2 within KTBA under the EKEI. The EKEI has been the Government's on-going policy purposed to facilitate

transformation of Kowloon East (KE) into another core business district (CBD2) to sustain Hong Kong's economic development. The Proposed Development would provide hotel services to business visitors and support the commercial development in the East Kowloon CBD, and therefore help materialise the planning intention of "OU(B)" zone. A more diverse profile of uses can help re-inject the necessary commercial dynamism and urban life to the KTBA.

Redeveloping existing pre-1987 industrial building buildings would upgrade the environment and facilitate the transformation of KTBA from traditional industrial uses to non-polluting industrial and business uses. The proposed hotel has carefully taken into account various considerations in ensuring the compatibility with the transformation of the surrounding planning context.

In addition, to consolidate Hong Kong's position as an international hub for post-secondary education, the Chief Executive announced in the 2024 Policy Address that the Development Bureau (DEVB) and the Education Bureau (EDB) would launch a pilot scheme to streamline development control procedures, so as to encourage the market to convert commercial buildings into student hostels. As Hong Kong's public universities will push to enrol more "quality overseas students" to ensure greater diversity on campuses, the policy aims to increase the supply of student accommodation, thereby creating the "Study in Hong Kong" brand. In response to the latest increasing market needs for student accommodations and launching of the "Hostels in the City Scheme" on 21 July 2025, the Applicant has an intention to convert the proposed hotel to a student hostel upon redevelopment in future, which will better support the economic activities in KTBA**.** The great number of businesses in Kwun Tong/ Kowloon Bay is a good job centre to offer professional training opportunities for postgraduates and final year students, thereby energizing the Kowloon East CBD with new young blood.

5.3 In Line with Government's Policy Initiatives on Revitalising Industrial Buildings

The provision of industrial land has long been recognised as not optimally utilised. Thus, the Government has introduced a package of measures to facilitate redevelopment and wholesale conversion of IBs in the 2009-10 Policy Address as well as in the PA 2021.

The proposed redevelopment suggests relaxing the maximum non-domestic PR allowed under the B(P)R by 20% to incentivize redevelopment of the subject IBs located outside "Residential" zones in main urban areas and new towns, which would help materialize the latest Government's policy. In line with the strategic Government policy, the current proposal could effectively optimize the existing industrial stock to provide more floor area and make better use of the valuable land resources for Hong Kong's changing social and economic needs.

5.4 Provision of design merits in the scheme which will improve the existing urban environment

Setbacks from Wai Yip Street and the back lane - Enhancing Street Level Environment and the Visual Quality

To echo with EKEO's initiative to energise and revitalise the back lanes, the proposed scheme adheres to the 1.5m full-height setback requirement and provide a further 1.5m with a clear height of 5.1m setback. It would help promote the intention of KTBA being an economic and employment hub.

3m wide public passage at G/F - Brings Improvement to Connectivity

The two accesses to Tai Yip Street from Wai Yip Street are about 250m apart. The proposed public passage on G/F will give an alternate access to Tai Yip Street to shorten the travel distance. This helps to break the long street grid down to a more reasonable and pleasant distance.

5.5 Compatible building height as previously approved for this site and proportion to the 20% increase in PR

The proposed minor relaxation of BHR is to accommodate the additional GFA arisen from the proposed minor relaxation of PR under the Revitalisation Scheme and bonus GFA to be claimed in the Proposed Development. There are seven recently approved developments for commercial uses in proximity to the northwest of the Application Site which have sought minor relaxation of both PR and BH restrictions ranging from 115mPD to 126mPD (Table 3.3 refers). The Site itself is also subject to a previous Section 16 Application (No. A/K14/780) for Proposed Minor Relaxation of PR (from 12 to 14.4) and BH (from 100mPD to 115mPD) which was approved with conditions by TPB on 29.5.2020, in which the extent of minor relaxations applied were same as the subject planning application.

The key planning considerations of the subject application dovetail with those set out in the relevant TPB papers of the similar cases in Table 3.3, which the increase in BH (+15% in this case) is proposed for accommodating the minor relaxation of 20% in PR under the Policy being sought; The Proposed Development involves building setbacks for public benefits; As concluded in the VIA, the proposed minor relaxation of BH restriction to 115mPD will be in harmony with the surrounding development context and will not result in unacceptable visual impacts; To minimize the increase in BH applied to accommodate the additional GFA, the site coverage of the typical floors has been maximized as permissible under Building (Planning) Regulations (B(P)R) for the Site; The proposed typical floor-to-floor height (3.45m in this case) is lower than that of the nearby newly completed commercial developments (ranging from 4.2m to 4.98m, and are all developed with a PR of 12 and BH of 100mPD), and is within the range of those adopted in approved similar applications in KTBA (between 3.15m and 4.1m) and may not be unacceptable.

As such, the proposed minor relaxation of BHR is considered minor in nature and should be considered acceptable. The proposed full-height setbacks would further contribute to an enhanced urban environment with wider public footpath, better visual permeability and air ventilation, which would mitigate the visual impact if any. The Proposed Scheme generally meets the criteria for considering application for minor relaxation of BHR as mentioned in paragraph 8.2 above.

5.6 No Insurmountable Impact on the Surroundings

5.6.1 No Adverse Traffic Impacts

A Traffic Impact Assessment ("TIA") is conducted to assess the traffic impact associated with the Proposed Development. It is concluded that the Proposed Development will result in no adverse traffic impact to the surrounding road network.

5.6.2 No Adverse Visual Impacts

A Visual Impact Assessment ("VIA") is conducted to assess the visual impact associated with the Proposed Development. The VIA concludes that the visual impact of the Proposed Development is

considered to be acceptable (from negligible to slightly adverse) from the major public viewpoints concerned. (Please refer to **Appendix 4**)

5.6.3 No Adverse Environmental Impacts

No adverse impact is anticipated from the air quality and noise perspectives as the whole Proposed Development will be equipped with a central air-conditioning system and will not rely on openable windows for ventilation under normal circumstances.

Noise Impact
Since the whole Proposed Development not rely on openable windows for ventilation under normal circumstances, adverse traffic noise and fixed noise impact are not anticipated.

Air Impact
The Application Site is bounded by Wai Yip Street and an active chimney is identified within 200m of the Site. The fresh air intake point for the central air-conditioning system is carefully positioned beyond 200m from the chimney and beyond 20m from Wai Yip Street. Adequate buffer distance from both the road and the chimney is provided in accordance with the requirements outlined in the HKPSG. (Please see **Figure 4**) Therefore, no adverse vehicular and chimney emission impacts are anticipated. Additionally, no odour sources were identified within 200m of the Application Site, so no odour emission impact is expected. Assessments have been done, and it has been largely ascertained of its technical feasibility.

5.6.4 No Adverse Sewerage Impacts

A Sewage Impact Assessment ("SIA") has been conducted to assess the sewerage impact associated with that development proposal. With the proposed mitigation measures, no unacceptable sewerage impact resulting from the Proposed Development is anticipated. (Please refer to **Appendix 2**)

CONCLUSION

This planning application seeks Town Planning Board's permission for proposed minor relaxation of Plot Ratio and Building Height Restrictions for proposed hotel use. The prevailing policy allows relaxation of the maximum permitted non-domestic plot ratio up to 20 per cent to provide incentives to private owners to redevelop IBs constructed before 1987. Given the decreasing demand for industrial activities and in pursuit of the Revitalisation Scheme, the Applicant intends to enhance the utilization of the Application Site by redeveloping it into a hotel tower. Upon redevelopment, the Applicant has an intention to convert the proposed hotel to a student hostel in pursuit of the latest "Hostels in the City Scheme" promulgated in July 2025 at the post-planning approval stage.

In summary, the Proposed Development is considered fully justified from the following perspectives:

- The Site is suitable for hotel development and in compatibility with the surrounding land uses and the changing land use character
- In line with the Planning Intention of "OU(B)" zone and the "Energizing Kowloon East" Initiative to facilitate the transformation of Kwun Tong Business Area
- In line with Government's policy initiatives on revitalizing industrial buildings

- Provision of design merits in the scheme which will improve the existing urban environment
- A compatible building height as previously approved for this site and proportional to the 20% increase in PR
- No insurmountable impact on the surroundings

Figures

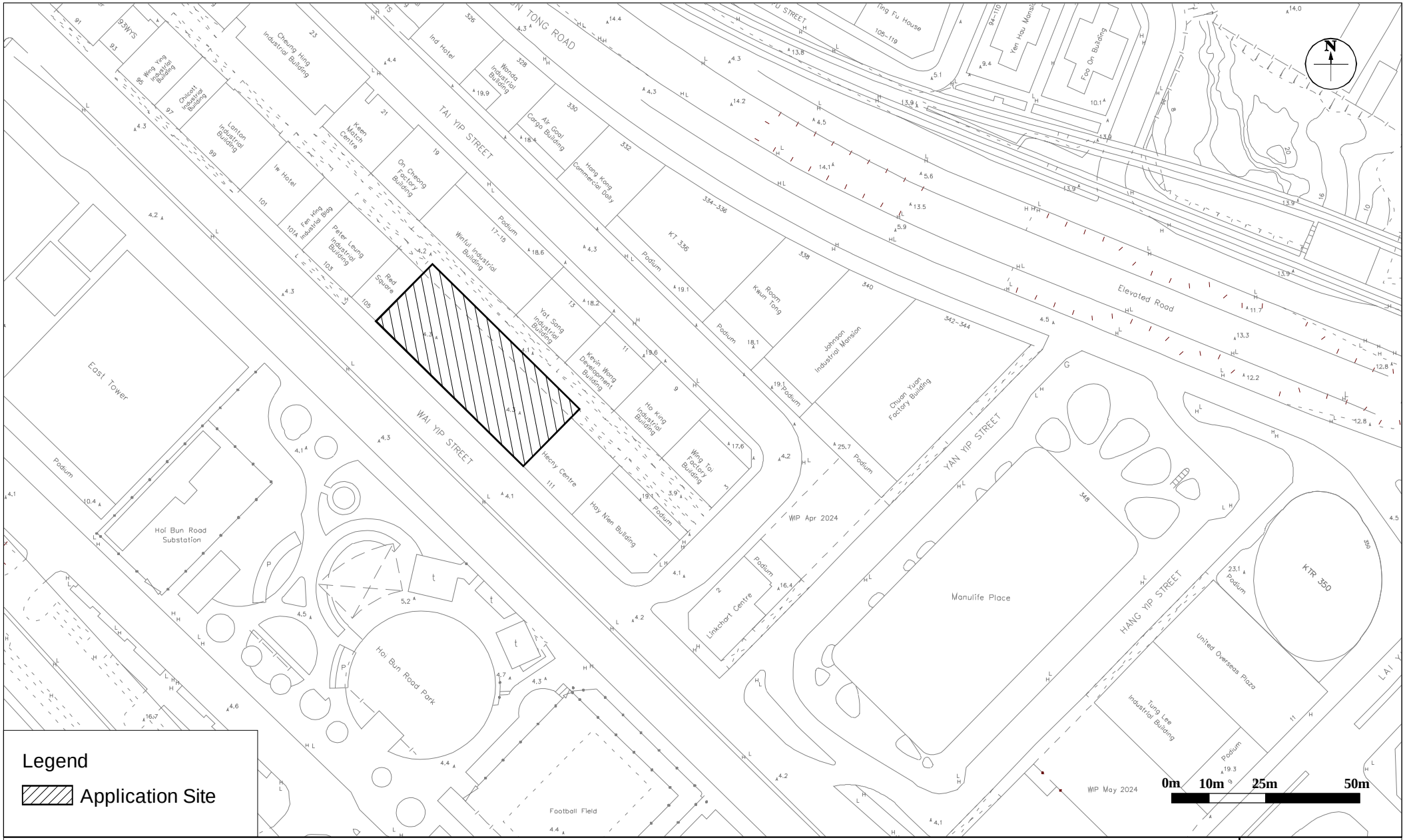


Figure: 1

Title: Location Plan

DeSPACE (International) Limited

Project: Proposed Hotel at 107-109 Wai Yip Street, Kwun Tong, Kowloon

Rev.: 1.0

Date: June 2025

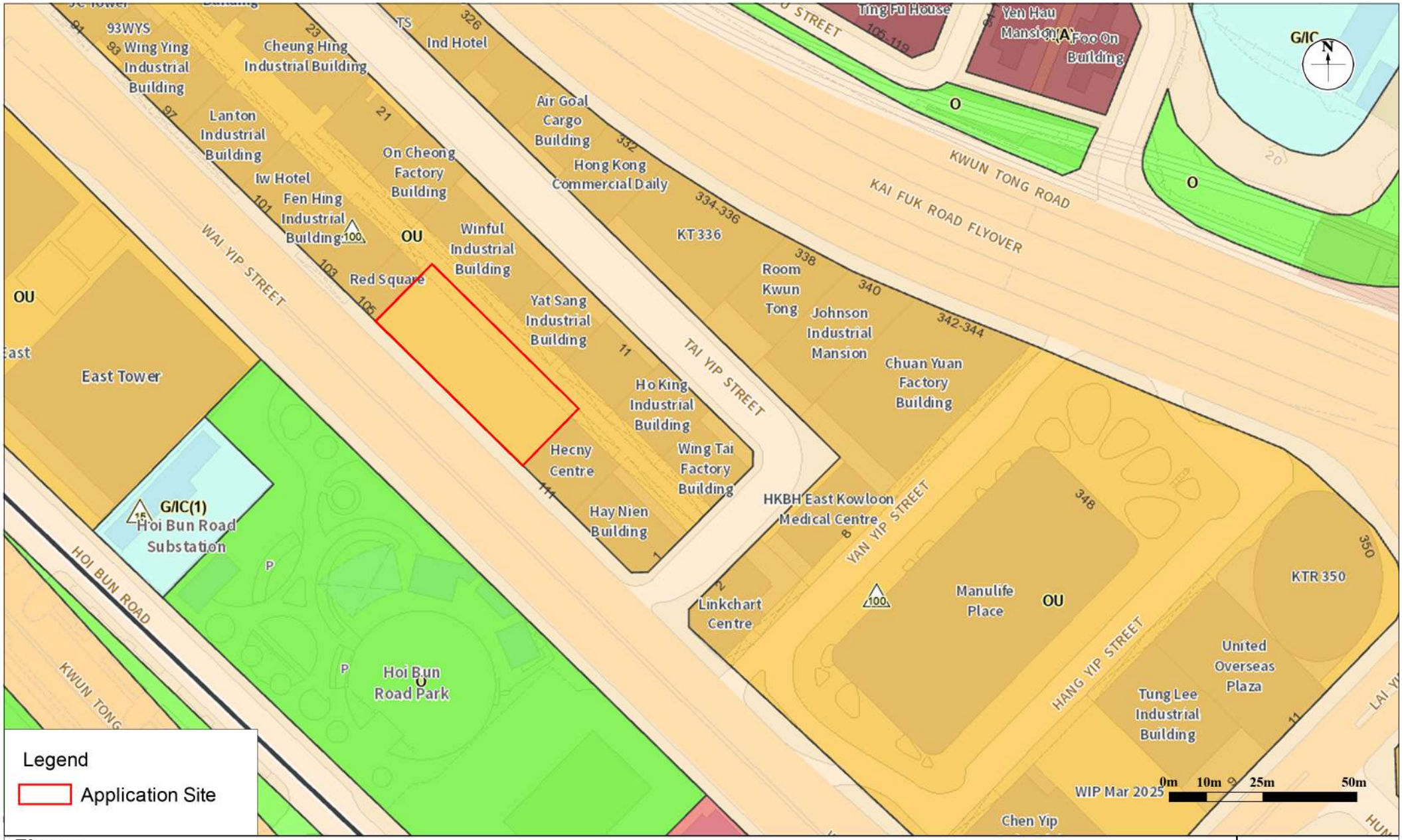


Figure: 2

Title: OZP Plan

Project: Proposed Hotel at 107-109 Wai Yip Street, Kwun Tong, Kowloon

DeSPACE (International) Limited

Rev.: 1.0

Date: June 2025

DRAWING TITLE: Lot Index Plan	**LEGEND:** Application Boundary	**SCALE:** N.T.S	**PREPARED BY:**
DRAWING NUMBER: Figure 3		**DATE:** August 2025	DeSPACE (International) Limited

Wing Tai Factory Building

United Overseas Plaza

LEGEND:

- Application Site Boundary
- 20m Buffer Zone for Primary Distributor
- Identified Abandoned Chimney
- Identified Active Chimney
- 200m from Active Chimney
- Indicative Fresh Air Intake Location

0m 20m 50m 100m

Figure: 4

Title: HKPSG's Recommended Buffer Distance for Road and Chimney

Project: Proposed Hotel at 107 - 109 Wai Yip Street, Kwun Tong, Kowloon

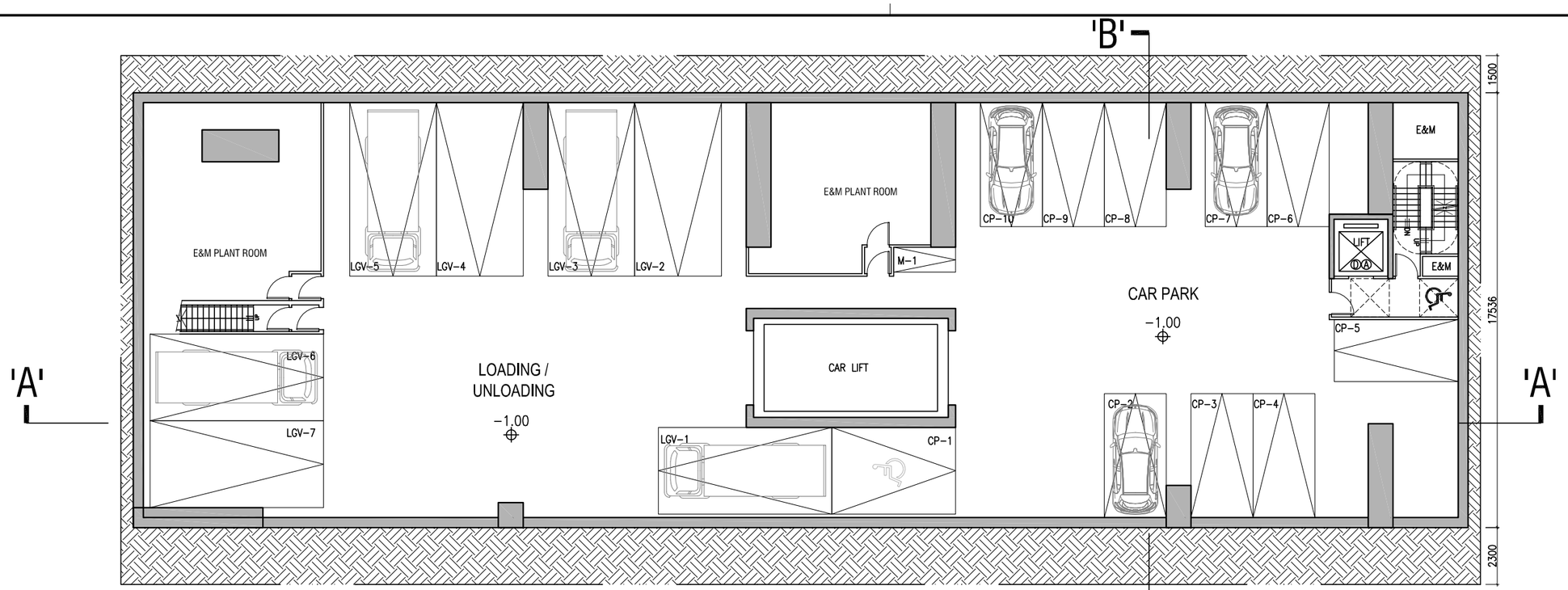
Rev.: 1.0

Date: Mar 2024

Q:\Projects\KTAWY107EI00\04 Deliverables\01 EA Report\01 Figures\v1.0\Source\Figure 2.1 HKPSG's Buffer Distance Requirement.dwg

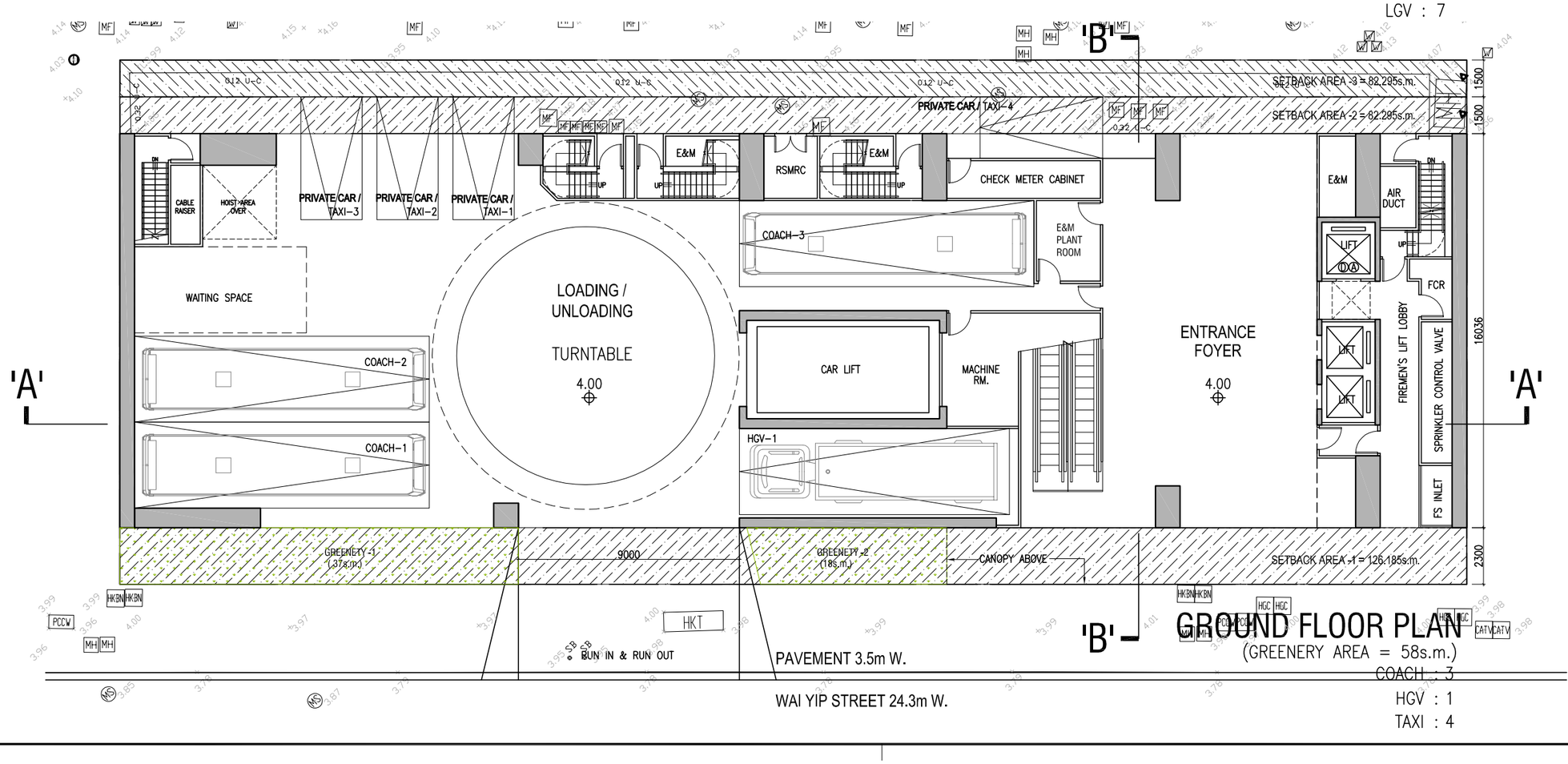
Appendix 1

Proposed Development Scheme



BASEMENT PLAN

CAR PARKING : 10
MOTOR CYCLE : 1
LGV : 7



GROUND FLOOR PLAN

(GREENERY AREA = 58s.m.)
COACH : 3
HGV : 1
TAXI : 4

B.L.D. REF. NO.

F.P.B. NO.

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PROJECT

PROPOSED HOTEL
DEVELOPMENT ON
Nos. 107-109, WAI YIP STREET
KWUN TONG, KOWLOON

PLAN

BASEMENT & GRD. FL. PLAN

SCALE

1 : 200 (A3)
1 : 300 (A4)

CLIENT

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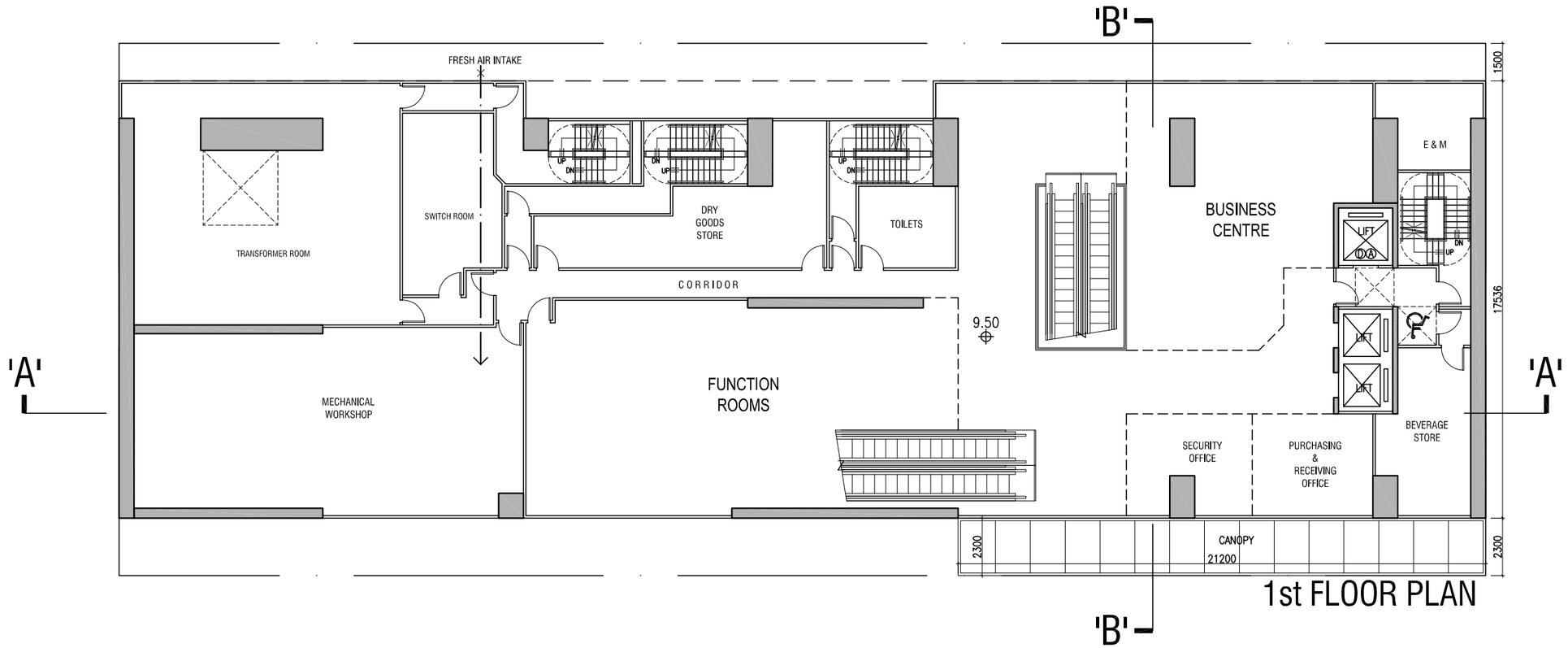

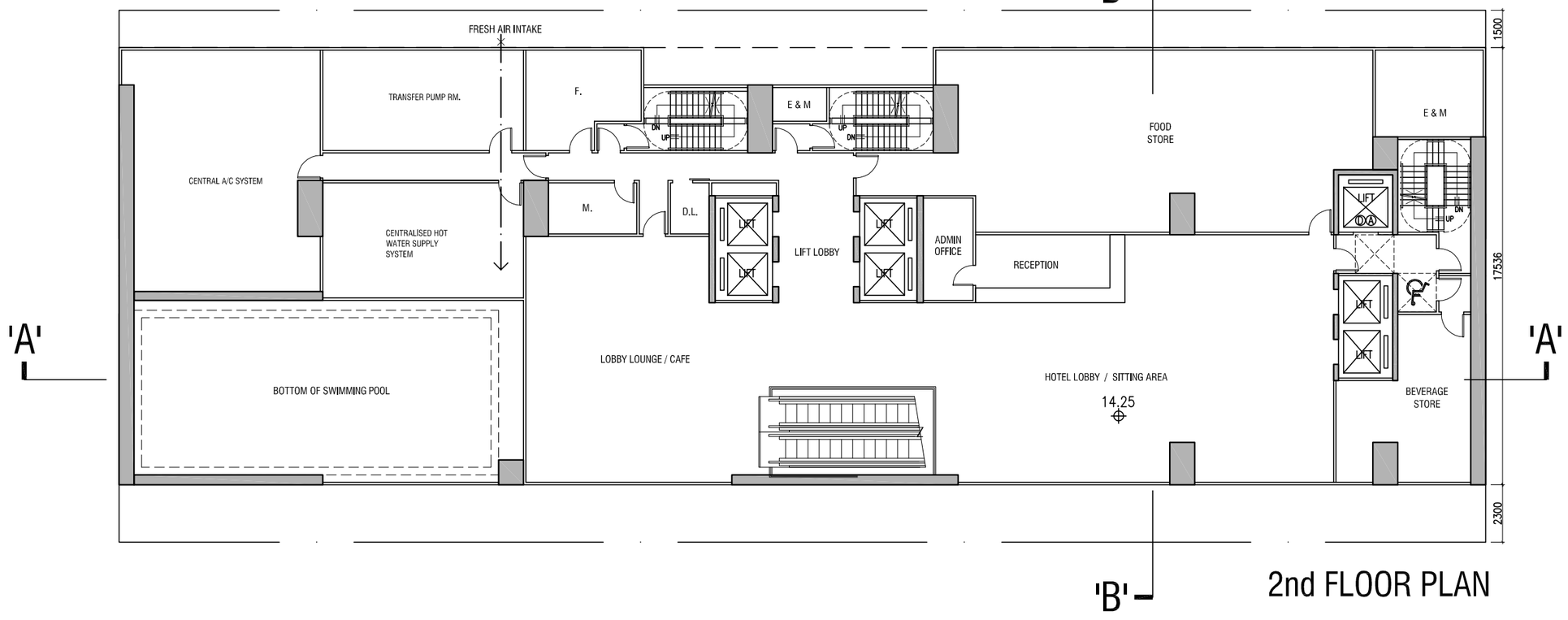

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F.P.B. NO.

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PROJECT

PROPOSED HOTEL DEVELOPMENT ON Nos. 107-109, WAI YIP STREET KWUN TONG, KOWLOON

PLAN

1st - 2nd FL. PLAN

SCALE

1 : 200 (A3)
1 : 300 (A4)

CLIENT

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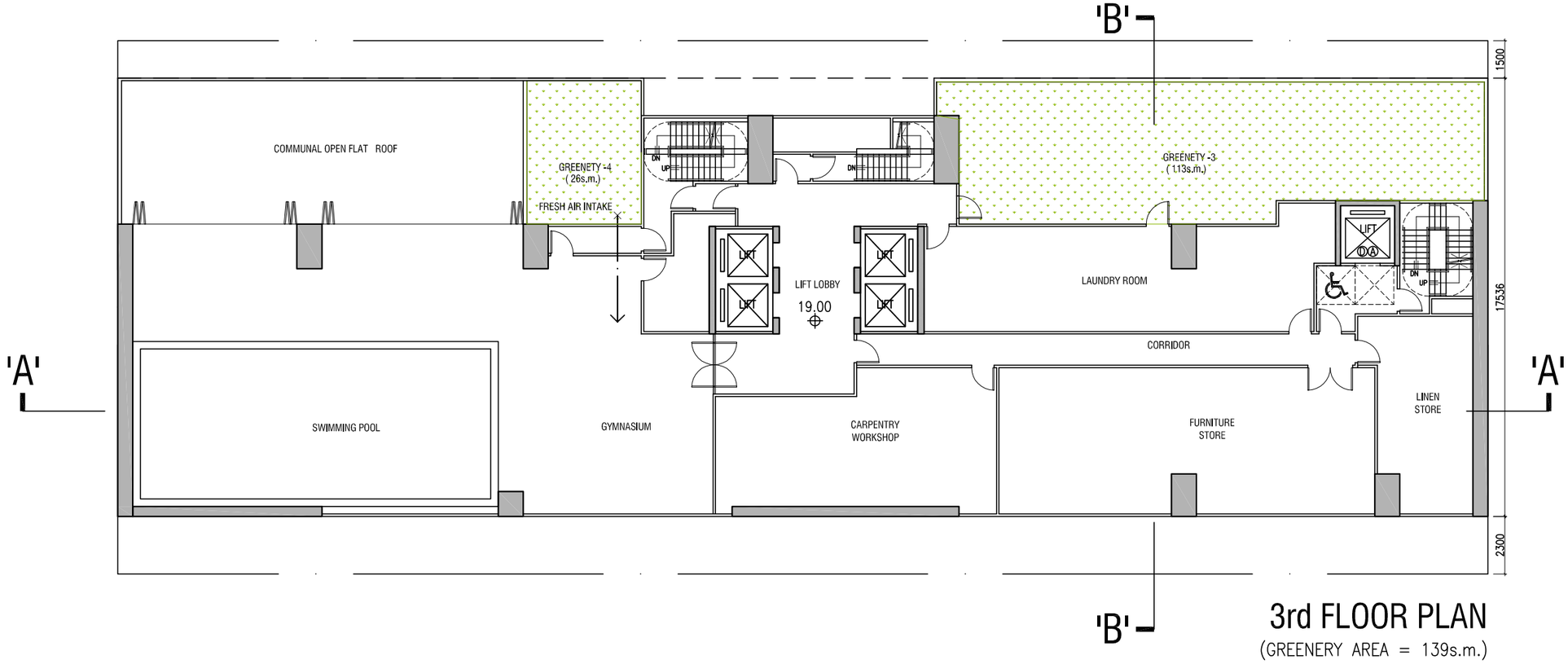
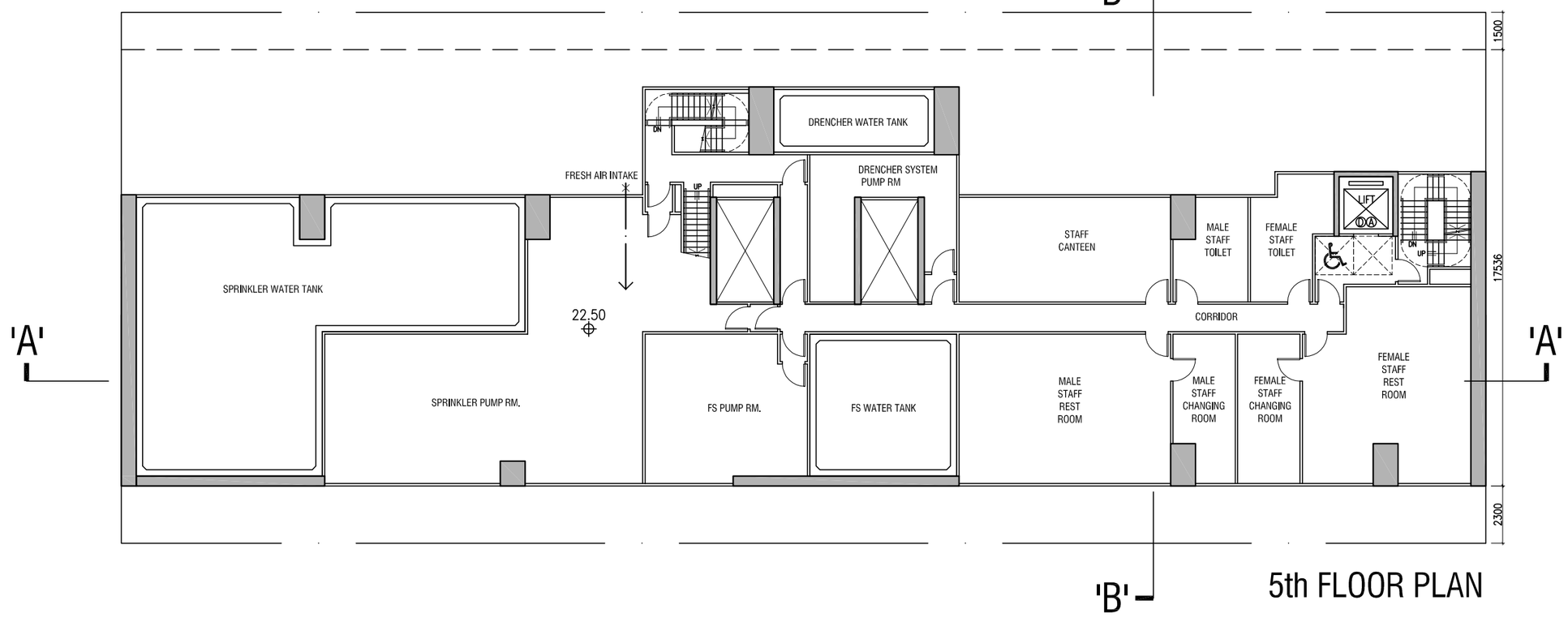


3rd FLOOR PLAN

(GREENERY AREA = 139s.m.)



5th FLOOR PLAN

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F.P.B. NO.

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PROJECT

PROPOSED HOTEL
DEVELOPMENT ON
Nos. 107-109, WAI YIP STREET
KWUN TONG, KOWLOON

PLAN

3rd - 31st FL. PLAN

SCALE

1 : 200 (A3)
1 : 300 (A4)

CLIENT

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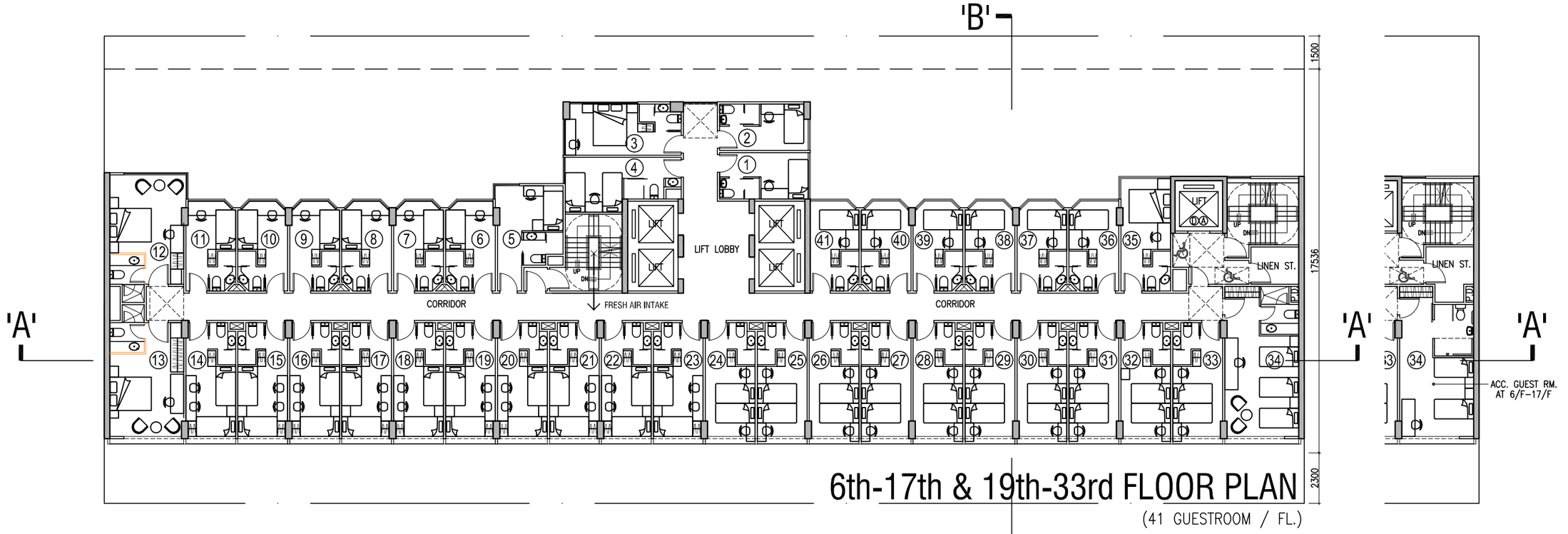
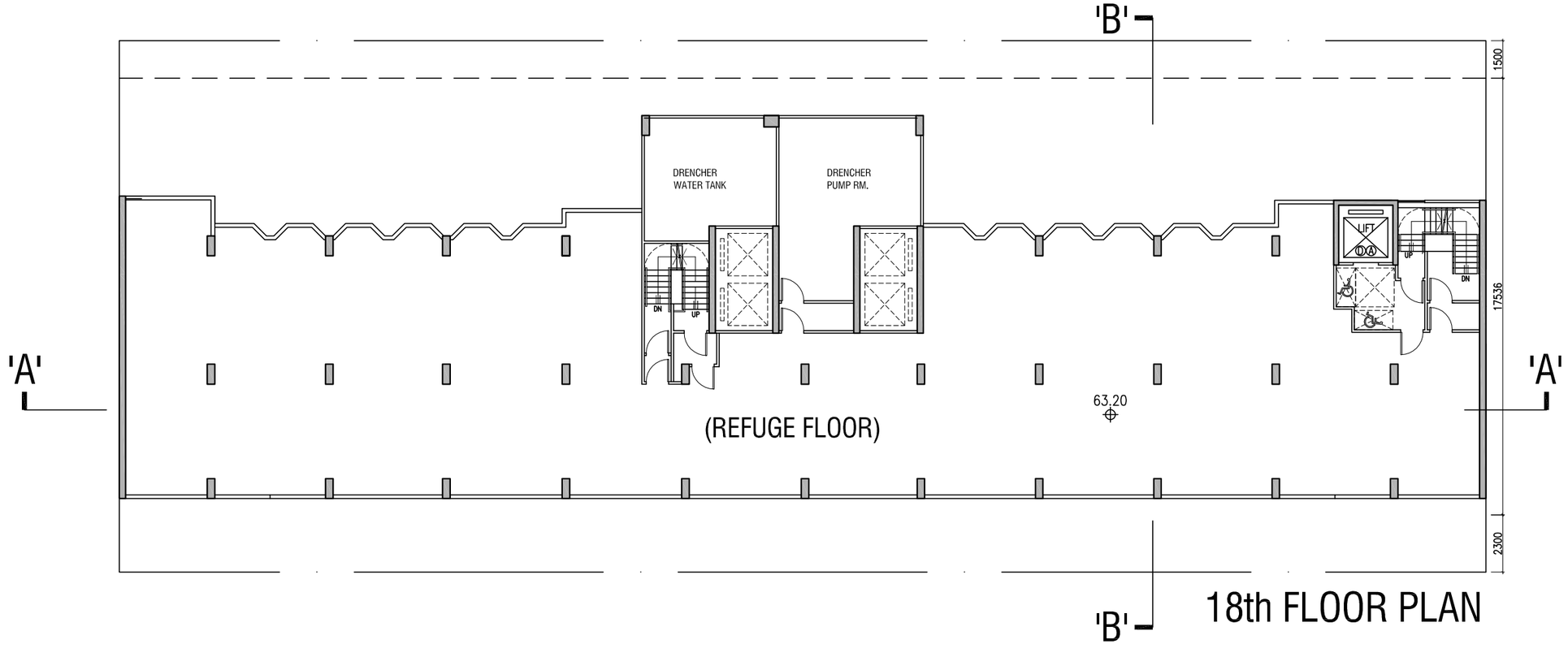


6th-17th & 19th-33rd FLOOR PLAN

(41 GUESTROOM / FL.)



(REFUGE FLOOR)

18th FLOOR PLAN

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F.P.B. NO.

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PROJECT

PROPOSED HOTEL DEVELOPMENT ON Nos. 107-109, WAI YIP STREET KWUN TONG, KOWLOON

PLAN

17th FL. PLAN & ROOF PLAN

SCALE

1 : 200 (A3)
1 : 300 (A4)

CLIENT

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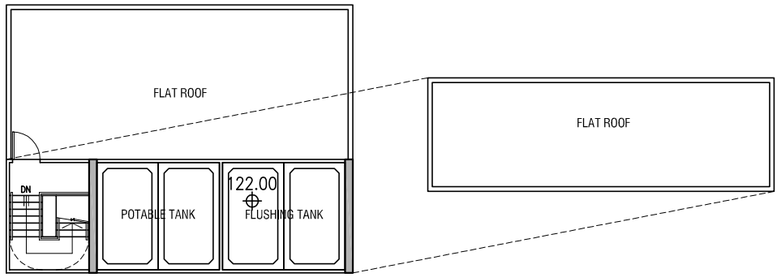

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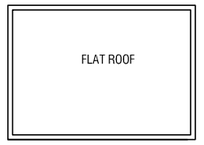
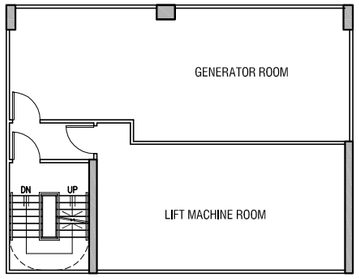
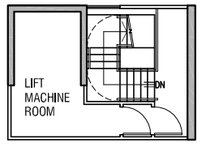


TOP ROOF

GREENERY	AREA	PRIMARY	OVERALL
G/F	= 55s.m.	✓	✓
3/F	= 139s.m.	✓	✓
ROOF	= 119s.m.		✓
PRIMARY	= 194s.m. / 1,170.578 = 17% > 10%		
OVERALL	= 313s.m. / 1,170.578 = 27% > 20%		

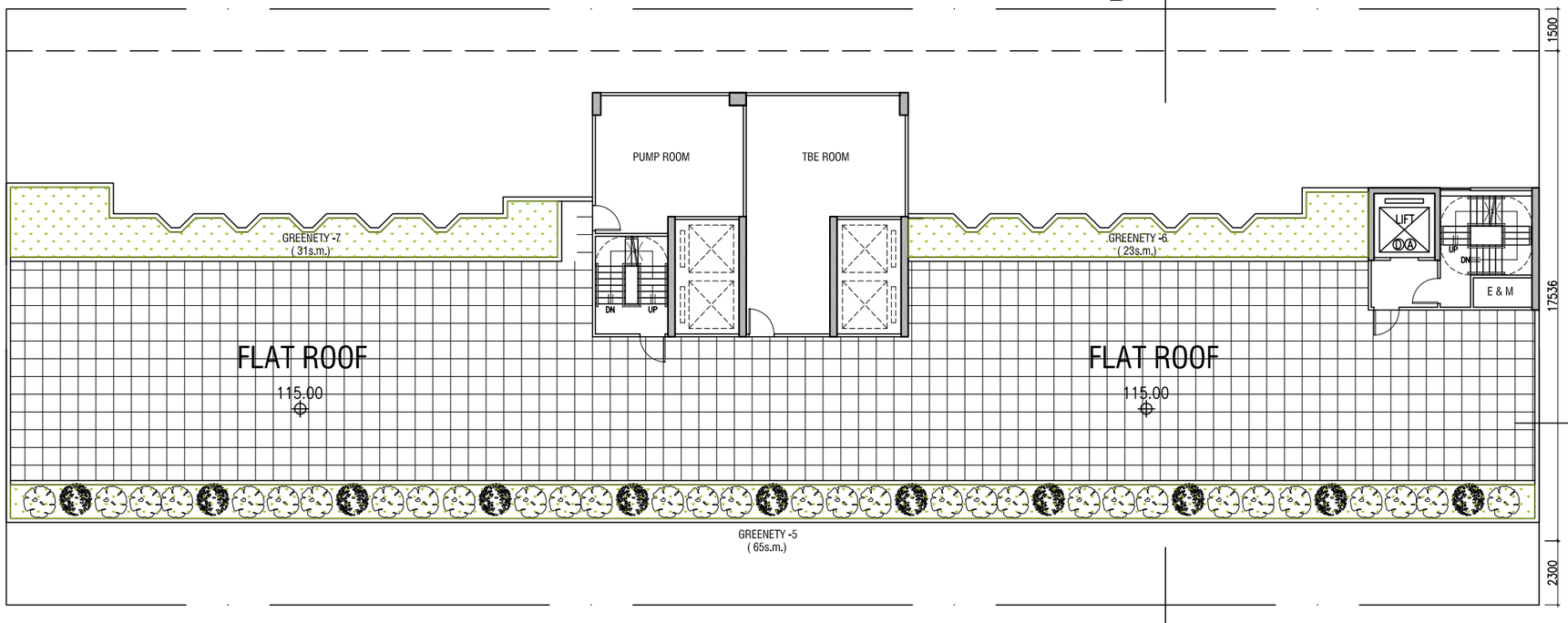




MACHINE RM. PLAN

'B'

'A'



'A'

'B'

ROOF PLAN

(GREENERY AREA = 119s.m.)

B.L.D. REF. NO.

F.P.B. NO.

FIGURED DIMENSIONS ARE TO BE TAKEN IN PREFERENCE TO SCALED ONES IN ALL CASES.

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PROJECT

PROPOSED HOTEL
DEVELOPMENT ON
Nos. 107-109, WAI YIP STREET
KWUN TONG, KOWLOON

PLAN

MACHINE RM. PLAN
& TOP ROOF

SCALE

1 : 200 (A3)
1 : 300 (A4)

CLIENT

STAR PROPERTIES (H.K.) LIMITED

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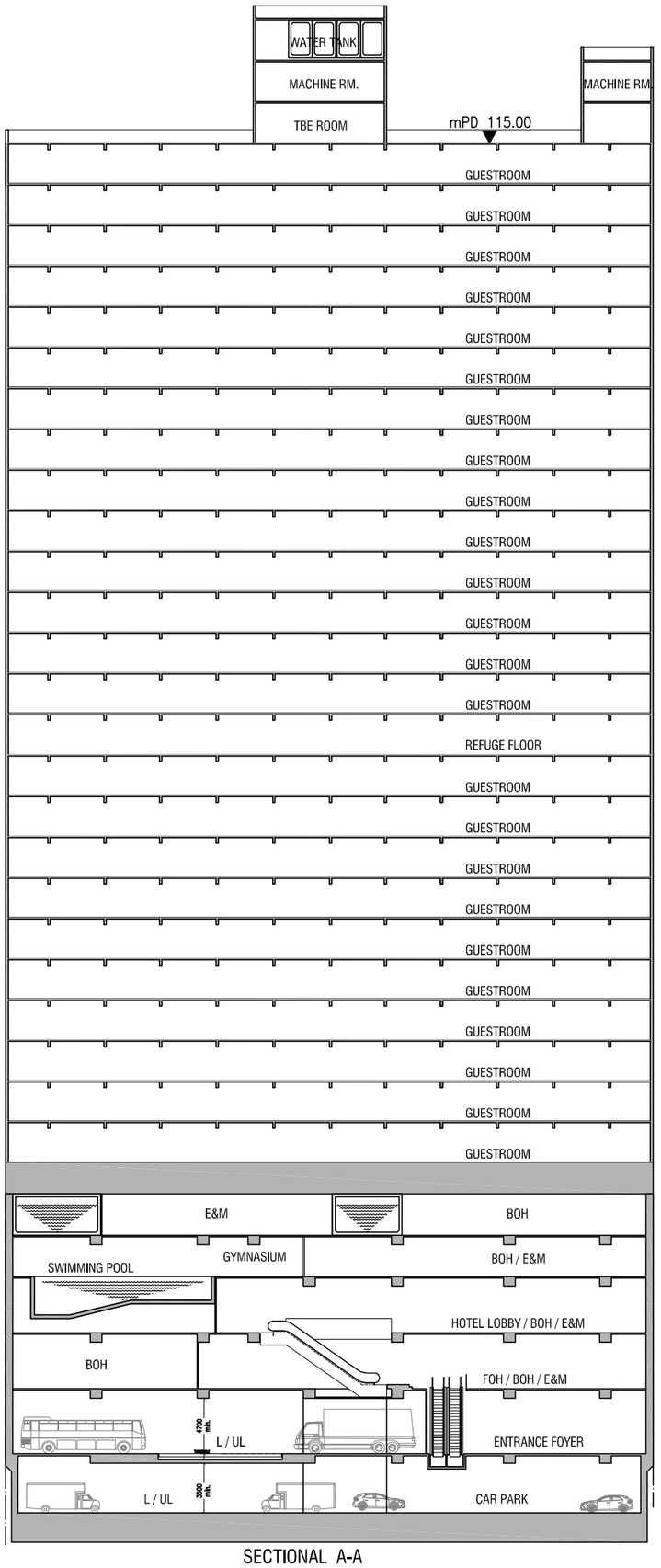
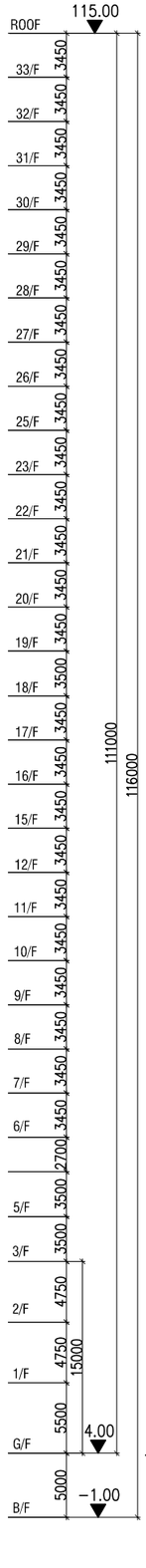
B.D. / F.S.D. APPROVAL

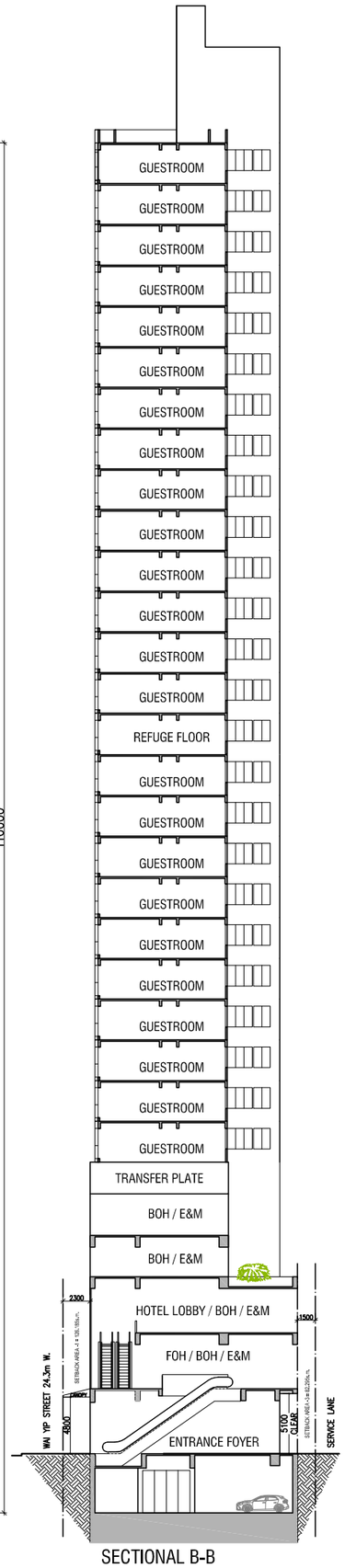
DRAWN CHECKED

DRAWING NO.	DATE		
FIG-05	-		28-05-2025
		A	25-07-2025
		B	30-07-2025
		C	11-08-2025
		D	19-08-2025

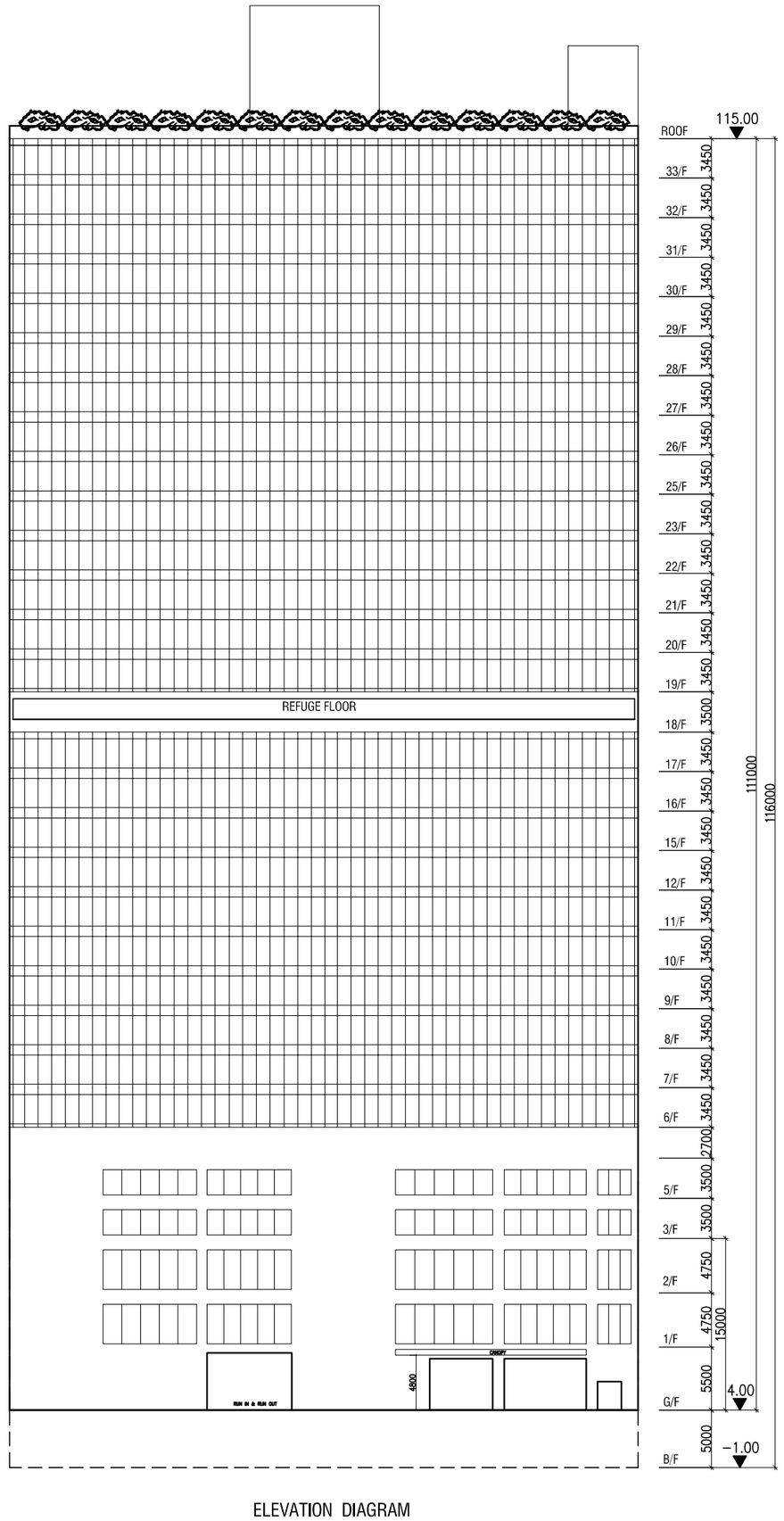


SECTIONAL A-A





SECTIONAL B-B



ELEVATION DIAGRAM

B.L.D. REF. NO.

F.P.B. NO.

FIGURED DIMENSIONS ARE TO BE TAKEN IN PREFERENCE TO SCALED ONES IN ALL CASES.

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PROJECT

PROPOSED HOTEL DEVELOPMENT ON Nos. 107-109, WAI YIP STREET KWUN TONG, KOWLOON

PLAN

ELEVATION & SECTIONAL DIAGRAM

SCALE

NTS

CLIENT

STAR PROPERTIES (H.K.) LIMITED
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B.D. / F.S.D. APPROVAL

DRAWN CHECKED

DRAWING NO. FIG-06 -

DATE	
28-05-2025	
A 25-07-2025	
B 30-07-2025	
C 11-08-2025	
D 19-08-2025	

107-109 Wai Yip Street Hotel Development

(Room Mix Table)

room	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
6/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	A	D	S	S	S	S	S	S
7/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	A	D	S	S	S	S	S	S
8/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	A	D	S	S	S	S	S	S
9/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	A	D	S	S	S	S	S	S
10/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	A	D	S	S	S	S	S	S
11/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	A	D	S	S	S	S	S	S
12/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	A	D	S	S	S	S	S	S
15/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	A	D	S	S	S	S	S	S
16/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	A	D	S	S	S	S	S	S
17/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	A	D	S	S	S	S	S	S
18/F	Refuge Floor																																								
19/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	F	D	S	S	S	S	S	S
20/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	F	D	S	S	S	S	S	S
21/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	F	D	S	S	S	S	S	S
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31/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	F	D	S	S	S	S	S	S
32/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	F	D	S	S	S	S	S	S
33/F	S	S	D	T	S	S	S	S	S	S	S	D	D	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	F	D	S	S	S	S	S	S

Nos.	Type		
10	A	-	Accessible Guest room
360	S	-	Single Room
96	D	-	Double Room
504	T	-	Twin Room
14	F	-	Family Room
984	Totel no. of Guestroom		

Area of Guestroom around 8.5 s.m. to 22.50 s.m.

Appendix 2

Sewerage impact Assessment

Sewerage Impact Assessment

Prepared by DeSPACE (International) Limited

August 2025

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1.1 Project Background 2

1.2 Description of the Subject Site and Proposed Development 2

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FIGURES

Figure 1 Location Plan

Figure 2 Existing Sewerage System and Catchment Area in the Vicinity of the Application Site

APPENDICES

Appendix 1 Detailed Sewerage Impact Assessment Calculations

1. INTRODUCTION

1.1 Project Background

1.1.1 The Proposed Development is located at 107-109 Wai Yip Street (hereafter referred to as the "Application Site"). According to approved Kwun Tong (South) OZP No. S/K14S/26 (OZP), Application Site falls within an area zoned "Other Specified Uses (Business)". DeSPACE (International) Limited has been engaged to prepare a Section 16 planning application to the Town Planning Board (TPB) for proposed minor relaxation of plot ratio and building height restrictions for proposed hotel use (the Proposed Development).

1.1.2 A Sewerage Impact Assessment (SIA) has been conducted to quantitatively assess the potential sewerage impact by comparing the estimated sewage flow from the Proposed Development and the capacity of the existing sewerage system in the vicinity. This SIA confirms the feasibility of the Proposed Development in terms of its sewerage impact.

1.2 Description of the Subject Site and Proposed Development

1.2.1 The Site, with a total area of approximately 1,170.578 square metres, is located at Nos. 107–109 Wai Yip Street, within the northwestern portion of the Kwun Tong Business Area (KTBA) near Kowloon Bay (**Figure 1** – Location Plan) where is characterised by a mix of Industrial-Office and Commercial/Office buildings. The Site area is bounded by Wai Yip Street to the south and a back lane to the north.

1.2.2 The Proposed Development comprises a 31-storey hotel building with 1 level of basement carpark. The development schedule of the proposed development is shown in Table 1.1. It is anticipated that the proposed development will be completed in 2029.

Table 1.1 Development Schedule

	Proposed Scheme
Total Site Area [(1)]	About 1,170.578m^2
Plot Ratio	14.4
Total GFA	About 16,856m^2 [(a)]
No. of Rooms	Guestroom: About 984 rooms
Site Coverage • Below 15m • Above 15m	 Less than 100% 60%
No. of Block	1
Maximum Building Height (Main Roof)	+115mPD
No. of Storey	31 (including 1 levels of basement)

a) On top of the PR/GFA set out above, the applicants have indicated that bonus PR/GFA of about 0.539 and 630m^2 will be claimed subject to approval by the Building Authority (BA) under Building (Planning) Regulations (B(P)R) 22(1) or (2). The bonus PR/GFA has been accounted for in the building bulk for conducting technical assessments and thus a total GFA of 17,487 m^2 has been taken as the basis for the subject SIA.

2. SEWERAGE IMPACT ASSESSMENT

2.1 Scope of Work

2.1.1 The aim of this SIA is to assess whether the capacity of the existing sewerage network serving the Application Site is sufficient to cope with the sewage flow from the Proposed Development during its operation stage and to recommend appropriate mitigation measures to alleviate unacceptable sewerage impact, if any.

2.2 Methodology and Assessment Criteria

2.2.1 The employment population density for various economic activities and planned usage types has been referenced to Table 8 of PlanD's Commercial and Industrial Floor Space Utilization Survey "CIFSUS".

2.2.2 The unit flow factor and global peaking factors have adopted the figures stipulated in the Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (GESF) (Version 1.0)1 issued by the Environmental Protection Department (EPD) in March 2005 for the purposes of estimating the quantity of the sewage generated from the Proposed Development and the existing catchment area.

2.2.3 According to the GESF, the overall unit flow is composed of flows due to residents, employees and the associated activities. The following unit flow factors have been adopted in the SIA calculation in accordance with Tables T-1, T-2 and T-3 of the GESF:

- Domestic: 0.19 m^3/day (Institutional and Special Class)
- Industrial: 0.53m^3/day (Industrial Employee and J1 Manufacturing in East
- Kowloon)
- Retail Trade: 0.28m^3/day (Commercial Employee and J4 Wholesale & Retail)
- Office: 0.08m^3/day (Commercial Employee and J6 Finance, Insurance, Real
- Estate & Business Services)
- Restaurant: 1.58m^3/day (Commercial Employee and J10 Restaurants & Hotels)
- Social Facilities: 0.28 m^3/day (Commercial Employee and J11 Community,
- Social & Personal Services)
- Storage: 0.18m^3/day (Commercial Employee and J3 Transport, Storage &
- Communication)

2.2.4 The catchment inflow factor, PCIF of 1.1 (East Kowloon), is adopted in catchment calculations.

2.3 Existing and Future Sewerage System

2.3.1 According to the Drainage Record obtained from DSD, there are Ø225mm sewer pipes running along Tai Yip Street and the back lane of the Proposed Development, and Ø225mm and Ø400mm sewer pipes running along Wai Yip Street. The existing sewers in the vicinity of the Application Site are shown in **Figure 2**.

2.3.2 A new terminal manhole FTMH-01 (P1) will be constructed within the Application Site to collect sewage from the Proposed Development. A new Ø225mm polyethylene sewer pipe is proposed to connect the Proposed Development and the existing government manhole FMH4042668(S1) along Wai Yip Street.

2.3.3 Invert levels and pipe size of the proposed terminal manhole and existing manholes are shown in **Appendix 1**.

2.4 Wastewater Generated by the Proposed Development

2.4.1 Wastewater arising from the Proposed Development will be contributed by visitors and employees of the hotel.

2.4.2 Detailed calculation of sewage generation from the Proposed Development is given in **Table 2.1** below.

Table 2.1 Estimated Peak Flow

Hotel		
GFA[1]	17,487	m^2
Assumed floor area per employee	31.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Hotels and Boarding Houses)
Estimated population	560	employees
Unit Flow Factor	1.58	m^3/day/person -- (refer to Table T-2 of GESF - J10 Restaurants & Hotels)
Estimated Dry Weather Flow	**884.2**	m^3/day

Water Feature (outdoor)		
Assumed Area of Landscape Pool	75.0	m^2
Average Depth of Water	1.2	m (ordinary assumption)
Volume of Water Feature	90.0	m^3
Turnover Rate	6	hr
Adopted Surface Loading Rate of Filter	50	$m^3/m^2/hr$
Adopted Filter Area	0.3	m^2
Backwash Duration	3	min/d
Backwash flow rate	30	$m^3/m^2/hr$
Design flow for Water Feature Backwashing	**0.5**	m^3/day
Design flow for Water Feature Backwashing	**2.5**	litre/sec
Total Flow from the Proposed Development		
Flow rate (excluding backwash of water feature)	884.2	m^3/day
Flow rate with Catchment Inflow Factor	972.6	m^3/day (refer to Table T-4 of GESF - East Kowloon - 1.1)
Contributing population	3602	people
Peaking factor	6	(refer to Table T-5 of GESF for a population of 1000 to 5000 incl. stormwater allowance)
Peak flow (excluding backwash of water feature)	**67.5**	litre/sec
Peak flow (including backwash of water feature)	**70.0**	litre/sec

Note:

[1] Including bonus GFA of 630.942 m^2

[2] For job types J10 and J11, the "per-employee" unit flow factor takes into account the flows of customers and/or tenants

2.5 Assessment of Sewerage Impact

2.5.1 Sewage generated from the Application Site will be discharged from the terminal manhole FTMH-01 (P1) via a polyethylene (PE) pipe, to existing manhole FMH4042668 (S1) of the public sewerage system. The proposed P1 and catchments in the vicinity of the Application Site are shown in **Figure 2**.

2.5.2 The estimated sewage flow of the Proposed Development and nearby catchments

with parameters of the planned developments adopted have been compared with the capacity of the existing sewerage system.

2.5.3 According to the calculation results presented in **Tables 4** of **Appendix 1**, the sewage generated from the Application Site and surrounding catchment areas exceed the capacity of the existing sewerage network at segments S1-S2, S6-S7, S7-S8, S8-S9, S9-S10, S10-S11 and S11-S12. Upgrading works on the public sewers S1-S2 and S6-S13 are required. After the proposed upgrading and new pipe works, there would not have any adverse impact on the public sewerage system.

3. OVERALL CONCLUSION

3.1.1 The potential sewerage impact arising from the Application Site has been quantitatively assessed by comparing the estimated sewage flow from the Proposed Development and the capacity of the existing sewerage system in the vicinity.

3.1.2 Based on the assessment findings, the sewage generated from the Application Site and surrounding catchment areas will exceed the capacity of the existing sewerage network at segments S1-S2 and S6-S12 with the approved planned developments accounted for. The existing sewerage network from existing sewer manhole FMH4042668 to existing sewer manhole FMH4042669 are proposed to be upgraded to 400mm dia.; and from existing sewer manhole FMH4042673 to existing sewer manhole FG4003341 are proposed to be upgraded to 525mm dia. to provide sufficient capacity to cater for the proposed additional flow. With the proposed mitigation measure, no unacceptable sewerage impact resulting from the Proposed Development is anticipated.

3.1.3 This SIA confirms the feasibility of the Proposed Development in terms of its sewerage impact. As the proposed scheme is subject to detailed design, it is recommended that an updated SIA to be required at the detailed design stage as an approval condition of the subject town planning permission. For agreements with DSD and EPD, the updated SIA shall further take into account, but not limited to, the updated design of the sewerage arrangement on site, the updated planning parameters, backwater analysis, the requirement and associated extent of condition survey at downstream drains and sewers, and formulate updated appropriate mitigation measure and, any proposed modification / upgrading works if any on the public drainage / sewerage system, to be implemented by the Proposed Development to be handed over to DSD for maintenance.

Figures

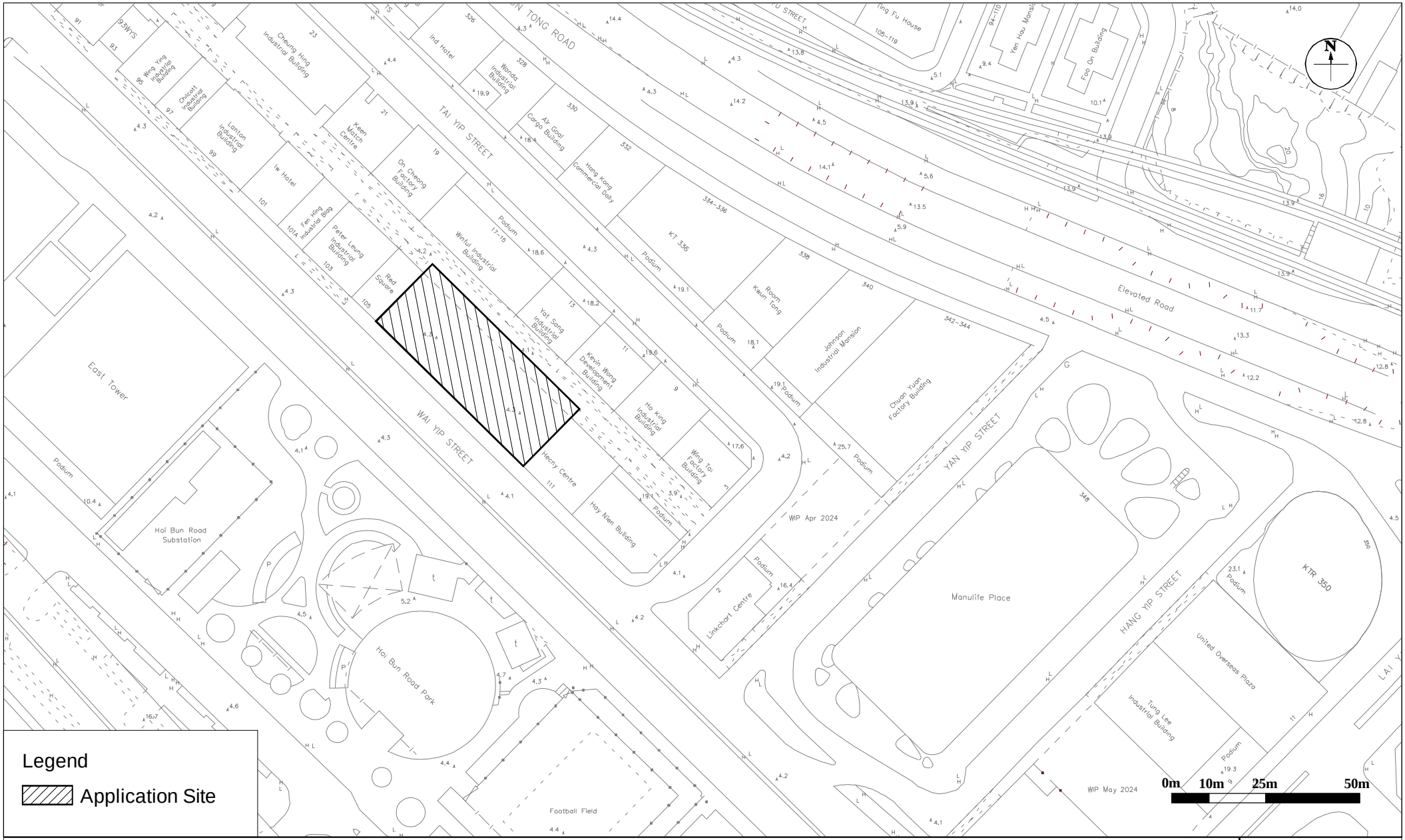

Figure: 1

Title: Location Plan

Project: Proposed Hotel Development t 107-109 Wai Yip Street, Kwun Tong, Kowloon

Rev.: 1.0

Date: Aug 2025

P1
FTMH-01
CL 4.14
X1 2.40-225

S1
FMH4042668
CL 4.12
A1 1.91-225
X1 1.42-225 (400)

S2
FMH4042669
CL 4.04
A1 0.8-225 (400)
A2 0.8-225
X1 0.68-400

S3
FMH4042670
CL 4.06
A1 0.43-400
A2 1.01-225
X1 0.38-400

S4
FMH4042671
CL 4.00
A1 0.30-400
X1 0.26-400

S5
FMH4042672
CL 4.11
A1 -0.09-400
A2 0.137-375
X1 -0.22-400

S6
FMH4042673
CL 4.14
A1 -0.33-400
X1 -0.33-400(525)

S7
FMH4042674
CL 3.98
A1 -0.35-400(525)
X1 -0.37-400(525)

S8
FMH4100299
CL 4.51
A1 -0.42-400(525)
X1 -0.44-400(525)

S9
FMH4042675
CL 3.73
A1 -0.49-400(525)
X1 -0.50-400(525)

S10
FMH4042676
CL 3.74
A1 -0.62-400(525)
X1 -0.62-400(525)

S11
FMH4042677
CL 3.79
A1 -0.73-400(525)
X1 -0.74-400(525)

S12
FMH4042678
CL 3.87
A1 -0.76-400(525)
X1 -0.76-400(525)

S13
FG4003341
CL 3.92
A1 -1.84-400(525)

Legend

- Application Site
- Catchment A (to S2)
- Catchment B (to S3)
- Catchment C (to S5)
- Catchment D (to S12)
- Existing manhole
- Existing sewer
- (400) Proposed Mitigation
- 1 Building ID
- Approved planning applications for Office use

The proposed sizes of pipes shown are internal diameters

N 0 50m 100m

DeSPACE (International) Limited	Figure: 2	Title: Existing Sewerage System and Catchment Area in the Vicinity of the Application Site	Date Aug 2025

Appendix 1

Detailed Sewerage Impact Assessment Calculations

Table 1 Calculation for Sewage Generation Rate of the Proposed Development

Hotel		
GFA[1]	17487	m^2
Assumed floor area per employee	31.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Hotels and Boarding Houses)
Estimated population	560	employees
Unit Flow Factor	1.58	m^3/day/person -- (refer to Table T-2 of GESF - J10 Restaurants & Hotels)
Estimated Dry Weather Flow	**884.2**	m^3/day
Water Feature (outdoor)		
Assumed Area of Landscape Pool	75.0	m^2
Average Depth of Water	1.2	m (ordinary assumption)
Volume of Water Feature	90.0	m^3
Turnover Rate	6	hr
Adopted Surface Loading Rate of Filter	50	$m^3/m^2/hr$
Adopted Filter Area	0.3	m^2
Backwash Duration	3	min/d
Backwash flow rate	30	$m^3/m^2/hr$
Design flow for Water Feature Backwashing	**0.5**	m^3/day
Design flow for Water Feature Backwashing	**2.5**	litre/sec
Total Flow from the Proposed Development		
Flow rate (excluding backwash of water feature)	884.2	m^3/day
Flow rate with Catchment Inflow Factor	972.6	m^3/day (refer to Table T-4 of GESF - East Kowloon - 1.1)
Contributing population	3602	people (refer to Table T-5 of GESF for a population of 1000 to 5000 incl. stormwater allowance)
Peaking factor	6	
Peak flow (excluding backwash of water feature)	**67.5**	litre/sec
Peak flow (including backwash of water feature)	**70.0**	litre/sec

Note:

[1] Including bonus GFA of 630.942 m^2

[2] For job types J10 and J11, the "per-employee" unit flow factor takes into account the flows of customers and/or tenants

Table 2 Hydraulic Capacity of Existing and Proposed Sewers - Free Flow Condition

Segment	Manhole Reference	Manhole Reference	Material	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
				mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
P1-S1	FTMH-01	FMH4042668	PE	225	16.37	2.40	1.91	9.81	0.0015	0.030	0.000001	1.99	0.04	0.08	79
S1-S2	FMH4042668	FMH4042669	clayware	225	53.49	1.42	0.80	9.81	0.0006	0.012	0.000001	1.41	0.04	0.06	56
S2-S3	FMH4042669	FMH4042670	clayware	400	34.30	0.68	0.43	9.81	0.0006	0.007	0.000001	1.61	0.13	0.20	202
S3-S4	FMH4042670	FMH4042671	clayware	400	19.14	0.38	0.30	9.81	0.0006	0.004	0.000001	1.22	0.13	0.15	153
S4-S5	FMH4042671	FMH4042672	clayware	400	46.50	0.26	-0.09	9.81	0.0006	0.008	0.000001	1.64	0.13	0.21	206
S5-S6	FMH4042672	FMH4042673	clayware	400	20.50	-0.22	-0.33	9.81	0.0006	0.005	0.000001	1.38	0.13	0.17	173
S6-S7	FMH4042673	FMH4042674	clayware	400	6.40	-0.33	-0.35	9.81	0.0030	0.003	0.000001	0.84	0.13	0.11	106
S7-S8	FMH4042674	FMH4100299	clayware	400	22.76	-0.37	-0.42	9.81	0.0030	0.002	0.000001	0.70	0.13	0.09	89
S8-S9	FMH4100299	FMH4042675	clayware	400	20.80	-0.44	-0.49	9.81	0.0030	0.002	0.000001	0.74	0.13	0.09	93
S9-S10	FMH4042675	FMH4042676	clayware	400	28.23	-0.50	-0.62	9.81	0.0030	0.004	0.000001	0.98	0.13	0.12	123
S10-S11	FMH4042676	FMH4042677	clayware	400	26.36	-0.62	-0.73	9.81	0.0030	0.004	0.000001	0.97	0.13	0.12	122
S11-S12	FMH4042677	FMH4042678	clayware	400	3.59	-0.74	-0.76	9.81	0.0030	0.006	0.000001	1.12	0.13	0.14	141
S12-S13	FMH4042678	FG4003341	clayware	400	10.11	-0.76	-1.84	9.81	0.0006	0.107	0.000001	6.20	0.13	0.78	779

Remarks: (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The values of ks = 0.6mm and 3mm are used for the calculation of slimed clayware sewer, poor condition @mean velocity = approximately 1.2m/s and 0.75m/s respectively (based on Table 5: Recommended Roughness Values in Sewerage Manual)

(3) The values of ks = 1.5mm is used for the calculation of proposed polyethylene sewer, poor condition @mean velocity = approximately 0.75m/s (based on Table 5: Recommended Roughness Values in Sewerage Manual)

(4) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(5) Equation used: $V=-\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D}+\frac{2.51v}{D\sqrt{(2gDs)}}\right)$

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)
Catchment A, discharges to FMH4042669 (S2)

1. On Cheong Factory Building (19 Tai Yip Street)
Industrial - Manufacturing

Assumed area	=	2510	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	58	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**30.6**	m^3/day

2. Winful Industrial Building (15-17 Tai Yip Street)
Industrial - Manufacturing Reference: SIA report under Approved Planning Application A/K14/809

Assumed area	=	5280	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	174	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**92.3**	m^3/day

3. Peter Leung Industrial Building (103 Wai Yip Street)
a) Industrial - Manufacturing

Assumed area	=	2827	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	93	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**49.4**	m^3/day

b) Express delivery

Assumed area	=	201	m^2
Assumed floor area per employee	=	22.7	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services - I/O Buildings)
Total number of employees	=	9	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**0.7**	m^3/day

4. Red Square (105 Wai Yip Street)
Office

Assumed area	=	1739	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	96	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**7.7**	m^3/day

F&B

Assumed area	=	191	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
Total number of employees	=	10	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**15.4**	m^3/day

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)

5. Yat Sang Industrial Building

Industrial - Manufacturing	Reference: SIA report under Approved Planning Application A/K14/809		
Assumed area	=	2400	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	55	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**29.3**	m^3/day

6. Kevin Wong Development Building (11 Tai Yip Street)

Industrial - Manufacturing	Reference: SIA report under Approved Planning Application A/K14/809		
Assumed area	=	3080	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	102	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**53.9**	m^3/day

7. Proposed Commercial Development at 111 Wai Yip Street and 1 Tai Yip Street (Planning Application No. A/K14/809)

	Reference: Approved Planning Application A/K14/809 (https://www.ozp.tpb.gov.hk/api/Perm/Gist?caseNo=A%2fK14%2f809&lang=EN&ext=pdf&d		
Office			
Assumed area	=	13349	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	734	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**58.7**	m^3/day

8. Ho King Industrial Building (9 Tai Yip Street)

Industrial - Manufacturing			
Assumed area	=	2044	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	47	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**24.9**	m^3/day

9. Wing Tai Factory Building (3 Tai Yip Street)

Industrial - Manufacturing			
Assumed area	=	3144	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	104	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**55.0**	m^3/day
Storage			
Assumed area	=	147	m^2
Assumed floor area per employee	=	250.0	m^2 per employee -- (refer to Table 8 of CIFSUS - Storage)
Total number of employees	=	1	employees
Design flow	=	180	litre/employee/day -- (refer to Table T-2 of GESF - Transport, Storage & Communication)
Sewage generation rate	=	**0.1**	m^3/day

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)

11. Air Goal Cargo Building (330 Kwun Tong Road)
Industrial - Manufacturing

Assumed area	=	2309	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	53	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**28.2**	m^3/day

12. Hong Kong Commercial Daily (332 Kwun Tong Road)
Office

Assumed area	=	2304	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	127	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**10.1**	m^3/day

13. Planned Development (334-336 & 338 Kwun Tong Road)
Office

Reference: Approved Planning Application A/K14/804 (https://www.ozp.tpb.gov.hk/api/Perm/Gist?caseNo=A%2fK14%2f804&lang=EN&ext=pdf&d

Assumed area	=	23211	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	1277	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**102.1**	m^3/day

15. Johnson Industrial Mansion (340 Kwun Tong Road)
Industrial - Manufacturing

Assumed area	=	5772	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	190	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**101.0**	m^3/day

Total Flow of Catchment A, discharges to FMH4042669 (S2)	**=**	**659.4**	**m^3/day**

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)
Catchment B, discharges to FMH4042670 (S3)

16. Chuan Yuan Factory Building (342-344 Kwun Tong Road)			
Industrial - Manufacturing			
Assumed area	=	13344	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	307	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**162.7**	m^3/day
17. Hong Kong Baptist Hospital (4 Tai Yip Street)		Reference: SIA report under Approved Planning Application A/K14/782	
Sewage generation rate	=	**181.6**	m^3/day
18. Linkchart Centre (2 Tai Yip Street)		Reference: Online building profile (https://www.interasia.com.hk/en/Kowloon-Building/Kwun-Tong/1563/Linkchart-Centre)	
Office			
Assumed area	=	9109	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	501	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**40.1**	m^3/day
24a. KTR 350 (65% of total discharge capacity)		Reference: SIA report under Approved Planning Application A/K14/763	
a) Office			
Assumed area	=	19223	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	1057	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**84.6**	m^3/day
b) F&B			
Assumed area	=	1201	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurants)
Total number of employees	=	61	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**96.8**	m^3/day
b) Retail			
Assumed area	=	1646	m^2
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
Total number of employees	=	58	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**16.1**	m^3/day
65% of Total sewage generation rate		**128.4**	m^3/day
Total Flow of Catchment B, discharges to FMH4042670 (S3)	**=**	**512.7**	**m^3/day**

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)
Catchment C, discharges to FMH4042672 (S5)

19. Manulife Place

a) Office

Assumed area	=	42693	m^2
Assumed floor area per employee	=	18.2	m2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	2348	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**187.8**	m^3/day

b) F&B

Total number of employees	=	28	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**44.2**	m^3/day

b) Retail

Total number of employees	=	1	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**0.3**	m^3/day

20. Proposed Commercial Development at 5 Lai Yip Street (Planning Application No. A/K14/810)

Assumed area	=	14787	m^2
Assumed floor area per employee	=	18.2	m2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	813	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**65.1**	m^3/day

21. Proposed Commercial Development at 7 Lai Yip Street (Planning Application No. A/K14/774)

a) Office

Assumed area	=	12375	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	681	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**54.5**	m^3/day

b) F&B

Assumed area	=	1200	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurants)
Total number of employees	=	61	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**96.7**	m^3/day

c) Retail

Assumed area	=	1200	m^2
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
Total number of employees	=	42	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**11.8**	m^3/day

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)

22. Proposed Commercial Development at 9 Lai Yip Street (Planning Application No. A/K14/748)
Office

Assumed area	=	9524	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	524	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**89.0**	m^3/day

23. Proposed Commercial Development at 11 Lai Yip Street (Planning Application No. A/K14/806)
Office

Assumed area	=	15050	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	828	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**66.2**	m^3/day

24b. KTR 350 (35% of total discharge capacity) Reference: SIA report under Approved Planning Application A/K14/763
a) Office

Assumed area	=	19223	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	1057	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**84.6**	m^3/day

b) F&B

Assumed area	=	1201	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurants)
Total number of employees	=	61	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**96.8**	m^3/day

b) Retail

Assumed area	=	1646	m^2
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
Total number of employees	=	58	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**16.1**	m^3/day
35% of Total sewage generation rate		**69.1**	m^3/day

Total Flow of Catchment C, discharges to FMH4042672 (S5)	**=**	**576.3**	**m^3/day**

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)
Catchment D, discharges to FMH4042678 (S12)

25. Neo
Office

Assumed area	=	55390	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	3046	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**243.7**	m^3/day

26. Cooked Food Stall

Assumed area	=	385	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurants)
Total number of employees	=	20	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**31.0**	m^3/day

27. Lai Yip Street Public Toilet

Discharge from WC (Qty * DU)	=	**19.8**	L/s
Discharge from Basin (Qty * DU)	=	**3.0**	L/s
Discharge from Single Urinal with Cistern (Qty * DU)	=	**2.4**	L/s
Sum of DUs	=	**25.2**	L/s
Wastewater Flow Rate ($K\sqrt{\sum DU}$)	=	**5.0**	L/s

Frequency of use, K = 1, extracted from Table 6 of Plumbing Engineering Services Design Guide (PESDG)
Discharge Unit (DU) of WC = 1.8 L/s; DU of Basin = 0.3 L/s, DU of Single Urinal with Cistern = 0.4L/s, extracted from Table 5 of PESDG
Total number of WC = 11; Total number of Basin = 10; Total number of Single Urinal with Cistern = 6 (Site observation)

28. Hoi Bun Road Park Public Restroom

Discharge from WC (Qty * DU)	=	**21.6**	L/s
Discharge from Basin (Qty * DU)	=	**2.7**	L/s
Discharge from Single Urinal with Cistern (Qty * DU)	=	**1.2**	L/s
Discharge from Shower without Plug (Qty * DU)	=	**2.4**	L/s
Sum of DUs	=	**27.9**	L/s
Wastewater Flow Rate ($K\sqrt{\sum DU}$)	=	**5.3**	L/s

Frequency of use, K = 1, extracted from Table 6 of Plumbing Engineering Services Design Guide (PESDG)
Discharge Unit (DU) of WC = 1.8 L/s; DU of Basin = 0.3 L/s, DU of Single Urinal with Cistern = 0.4L/s, DU of Shower without Plug = 0.4L/s, extracted from Table 5 of PESDG
Total number of WC = 12; Total number of Basin = 9; Total number of Single Urinal with Cistern = 3; Total number of Shower without plug = 6 (Site observation)

29. Lai Yip Street Refuse Collection Point

Assumed area	**=**	125.0	m^2--(measured from basemap)
Assumed depth of wash water	**=**	0.05	m
Volume of wastewater due to station cleaning	**=**	6,250.00	L
Assumed duration of cleaning	**=**	10	minutes
Frequency of cleaning per day	**=**	1	times per day
Wastewater flow rate	**=**	**10.417**	L/s

Total Flow of Catchment D, excluding public toilet/restroom/RCP, discharges to FMH4042678 (S12)	**=**	**274.7**	**m^3/day**

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)

Sub-total

Total Flow at S0 (including Proposed Development)	=	**884.2**	m^3/day
Total Flow at S1 (including Proposed Development)	=	**884.2**	m^3/day
Total Flow at S2 (including Proposed and Planned Development + Catchment A)	=	**1,543.5**	m^3/day
Total Flow at S3 (including Proposed and Planned Development + Catchment A & B)	=	**2,056.2**	m^3/day
Total Flow at S4 (including Proposed and Planned Development + Catchment A & B)	=	**2,056.2**	m^3/day
Total Flow at S5 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,632.5**	m^3/day
Total Flow at S6 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,632.5**	m^3/day
Total Flow at S7 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,632.5**	m^3/day
Total Flow at S8 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,632.5**	m^3/day
Total Flow at S9 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,632.5**	m^3/day
Total Flow at S10 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,632.5**	m^3/day
Total Flow at S11 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,632.5**	m^3/day
Total Flow at S12 (including Proposed and Planned Development + Catchment A & B & C & D)	=	**2,907.2**	m^3/day
Total Flow at S13 (including Proposed and Planned Development + Catchment A & B & C & D)	=	**2,907.2**	m^3/day

Sub-total with Catchment Inflow Factor - East Kowloon = 1.1

Total Flow at S0 (including Proposed Development)	=	**972.6**	m^3/day
Total Flow at S1 (including Proposed Development)	=	**972.6**	m^3/day
Total Flow at S2 (including Proposed and Planned Development + Catchment A)	=	**1,697.9**	m^3/day
Total Flow at S3 (including Proposed and Planned Development + Catchment A & B)	=	**2,261.9**	m^3/day
Total Flow at S4 (including Proposed and Planned Development + Catchment A & B)	=	**2,261.9**	m^3/day
Total Flow at S5 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,895.7**	m^3/day
Total Flow at S6 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,895.7**	m^3/day
Total Flow at S7 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,895.7**	m^3/day
Total Flow at S8 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,895.7**	m^3/day
Total Flow at S9 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,895.7**	m^3/day
Total Flow at S10 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,895.7**	m^3/day
Total Flow at S11 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,895.7**	m^3/day
Total Flow at S12 (including Proposed and Planned Development + Catchment A & B & C & D)	=	**3,198.0**	m^3/day
Total Flow at S13 (including Proposed and Planned Development + Catchment A & B & C & D)	=	**3,198.0**	m^3/day

Table 4 Comparision of the Hydraulic Capacity of Existing Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Hydraulic Capacity of Existing Sewers

Segment	Manhole Reference	Manhole Reference	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Peak Flow from the Proposed Development only (L/s)	Contribution from the Proposed Development only (%)	Status	Included Catchment	Daily Flow (m^3/day)	Contributing Population	Peaking Factor	Public Toilet/ Restroom/ RCP (L/s)	Peak Flow from the Proposed Development and Catchment Areas (Without Water Feature Backwash) (L/s)	Water Feature Backwash (L/s)	Peak Flow from the Proposed Development and Catchment Areas (With Water Feature Backwash) (L/s)	Contribution from the Proposed Development and the Surrounding Catchment Areas (%)	Status
P1-S1	FTMH-01	FMH4042668	225	16.4	0.030	79	67.5	85.4%	OK	-	972.6	3,602	6	-	67.5	2.5	70.0	88.5%	OK
S1-S2	FMH4042668	FMH4042669	225	53.5	0.012	56	67.5	120.6%	Spill	-	972.6	3,602	6	-	67.5	2.5	70.0	125.1%	Spill
S2-S3	FMH4042669	FMH4042670	400	34.3	0.007	202	67.5	33.4%	OK	A	1697.9	6,288	5	-	98.3	2.5	100.8	49.8%	OK
S3-S4	FMH4042670	FMH4042671	400	19.1	0.004	153	67.5	44.2%	OK	A + B	2261.9	8,377	5	-	130.9	2.5	133.4	87.3%	OK
S4-S5	FMH4042671	FMH4042672	400	46.5	0.008	206	67.5	32.9%	OK	A + B	2261.9	8,377	5	-	130.9	2.5	133.4	64.9%	OK
S5-S6	FMH4042672	FMH4042673	400	20.5	0.005	173	67.5	39.0%	OK	A + B + C	2895.7	10,725	4	-	134.1	2.5	136.6	78.8%	OK
S6-S7	FMH4042673	FMH4042674	400	6.4	0.003	106	67.5	63.9%	OK	A + B + C	2895.7	10,725	4	-	134.1	2.5	136.6	129.2%	Spill
S7-S8	FMH4042674	FMH4100299	400	22.8	0.002	89	67.5	76.3%	OK	A + B + C	2895.7	10,725	4	-	134.1	2.5	136.6	154.2%	Spill
S8-S9	FMH4100299	FMH4042675	400	20.8	0.002	93	67.5	72.9%	OK	A + B + C	2895.7	10,725	4	-	134.1	2.5	136.6	147.4%	Spill
S9-S10	FMH4042675	FMH4042676	400	28.2	0.004	123	67.5	54.8%	OK	A + B + C	2895.7	10,725	4	-	134.1	2.5	136.6	110.8%	Spill
S10-S11	FMH4042676	FMH4042677	400	26.4	0.004	122	67.5	55.3%	OK	A + B + C	2895.7	10,725	4	-	134.1	2.5	136.6	111.8%	Spill
S11-S12	FMH4042677	FMH4042678	400	3.6	0.006	141	67.5	47.9%	OK	A + B + C	2895.7	10,725	4	-	134.1	2.5	136.6	96.8%	Spill
S12-S13	FMH4042678	FG4003341	400	10.1	0.107	779	67.5	8.7%	OK	A + B + C + D	3198.0	11,844	4	20.7	168.8	2.5	171.3	22.0%	OK

Table 5 - Hydraulic Capacity of Existing and Proposed Sewers - Free Flow Condition (Proposed Mitigation)

Segment	Manhole Reference	Manhole Reference	Material	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
				mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
P1-S1	FTMH-01	FMH4042668	PE	225	16.37	2.40	1.91	9.81	0.0015	0.030	0.000001	1.99	0.04	0.08	79
S1-S2	FMH4042668	FMH4042669	clayware	400	53.49	1.42	0.80	9.81	0.0006	0.012	0.000001	2.03	0.13	0.26	255
S2-S3	FMH4042669	FMH4042670	clayware	400	34.30	0.68	0.43	9.81	0.0006	0.007	0.000001	1.61	0.13	0.20	202
S3-S4	FMH4042670	FMH4042671	clayware	400	19.14	0.38	0.30	9.81	0.0006	0.004	0.000001	1.22	0.13	0.15	153
S4-S5	FMH4042671	FMH4042672	clayware	400	46.50	0.26	-0.09	9.81	0.0006	0.008	0.000001	1.64	0.13	0.21	206
S5-S6	FMH4042672	FMH4042673	clayware	400	20.50	-0.22	-0.33	9.81	0.0006	0.005	0.000001	1.38	0.13	0.17	173
S6-S7	FMH4042673	FMH4042674	clayware	525	6.40	-0.33	-0.35	9.81	0.0030	0.003	0.000001	1.01	0.22	0.22	218
S7-S8	FMH4042674	FMH4100299	clayware	525	22.76	-0.37	-0.42	9.81	0.0030	0.002	0.000001	0.84	0.22	0.18	183
S8-S9	FMH4100299	FMH4042675	clayware	525	20.80	-0.44	-0.49	9.81	0.0030	0.002	0.000001	0.88	0.22	0.19	191
S9-S10	FMH4042675	FMH4042676	clayware	525	28.23	-0.50	-0.62	9.81	0.0030	0.004	0.000001	1.17	0.22	0.25	254
S10-S11	FMH4042676	FMH4042677	clayware	525	26.36	-0.62	-0.73	9.81	0.0030	0.004	0.000001	1.16	0.22	0.25	252
S11-S12	FMH4042677	FMH4042678	clayware	525	3.59	-0.74	-0.76	9.81	0.0030	0.006	0.000001	1.34	0.22	0.29	291
S12-S13	FMH4042678	FG4003341	clayware	525	10.11	-0.76	-1.84	9.81	0.0006	0.107	0.000001	7.35	0.22	1.59	1591

Remarks: (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The values of ks = 0.6mm and 3mm are used for the calculation of slimed clayware sewer, poor condition @mean velocity = approximately 1.2m/s and 0.75m/s respectively (based on Table 5: Recommended Roughness Values in Sewerage Manual)

(3) The values of ks = 1.5mm is used for the calculation of proposed polyethylene sewer, poor condition @mean velocity = approximately 0.75m/s (based on Table 5: Recommended Roughness Values in Sewerage Manual)

(4) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(5) Equation used: $V=-\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D}+\frac{2.51v}{D\sqrt{(2gDs)}}\right)$

Table 6 Comparision of the Hydraulic Capacity of Existing Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas (Proposed Mitigation)

Hydraulic Capacity of Existing Sewers

Segment	Manhole Reference	Manhole Reference	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Peak Flow from the Proposed Development only (L/s)	Contribution from the Proposed Development only (%)	Status	Included Catchment	Daily Flow (m^3/day)	Contributing Population	Peaking Factor	Public Toilet/ Restroom/ RCP (L/s)	Peak Flow from the Proposed Development and Catchment Areas (Without Water Feature Backwash) (L/s)	Water Feature Backwash (L/s)	Peak Flow from the Proposed Development and Catchment Areas (With Water Feature Backwash) (L/s)	Contribution from the Proposed Development and the Surrounding Catchment Areas (%)	Status
P1-S1	FTMH-01	FMH4042668	225	16.4	0.030	79	67.5	85.4%	OK	-	972.6	3,602	6	-	67.5	2.5	70.0	88.5%	OK
S1-S2	FMH4042668	FMH4042669	400	53.5	0.012	255	67.5	26.4%	OK	-	972.6	3,602	6	-	67.5	2.5	70.0	27.4%	OK
S2-S3	FMH4042669	FMH4042670	400	34.3	0.007	202	67.5	33.4%	OK	A	1697.9	6,288	5	-	98.3	2.5	100.8	49.8%	OK
S3-S4	FMH4042670	FMH4042671	400	19.1	0.004	153	67.5	44.2%	OK	A + B	2261.9	8,377	5	-	130.9	2.5	133.4	87.3%	OK
S4-S5	FMH4042671	FMH4042672	400	46.5	0.008	206	67.5	32.9%	OK	A + B	2261.9	8,377	5	-	130.9	2.5	133.4	64.9%	OK
S5-S6	FMH4042672	FMH4042673	400	20.5	0.005	173	67.5	39.0%	OK	A + B + C	2895.7	10,725	4	-	134.1	2.5	136.6	78.8%	OK
S6-S7	FMH4042673	FMH4042674	525	6.4	0.003	218	67.5	31.0%	OK	A + B + C	2895.7	10,725	4	-	134.1	2.5	136.6	62.7%	OK
S7-S8	FMH4042674	FMH4100299	525	22.8	0.002	183	67.5	37.0%	OK	A + B + C	2895.7	10,725	4	-	134.1	2.5	136.6	74.8%	OK
S8-S9	FMH4100299	FMH4042675	525	20.8	0.002	191	67.5	35.4%	OK	A + B + C	2895.7	10,725	4	-	134.1	2.5	136.6	71.5%	OK
S9-S10	FMH4042675	FMH4042676	525	28.2	0.004	254	67.5	26.6%	OK	A + B + C	2895.7	10,725	4	-	134.1	2.5	136.6	53.7%	OK
S10-S11	FMH4042676	FMH4042677	525	26.4	0.004	252	67.5	26.8%	OK	A + B + C	2895.7	10,725	4	-	134.1	2.5	136.6	54.2%	OK
S11-S12	FMH4042677	FMH4042678	525	3.6	0.006	291	67.5	23.2%	OK	A + B + C	2895.7	10,725	4	-	134.1	2.5	136.6	47.0%	OK
S12-S13	FMH4042678	FG4003341	525	10.1	0.107	1591	67.5	4.2%	OK	A + B + C + D	3198.0	11,844	4	20.7	168.8	2.5	171.3	10.8%	OK

Appendix 3

Landscape Proposal

Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions

For Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone,

107-109 Wai Yip Street, Kwun Tong, Kowloon

Landscape Proposal

1st Submission

by

Landes Limited

Date: 11 August 2025

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1.0 Introduction

2.0 The Site and its Context

3.0 The Proposed Development

4.0 Landscape Proposal

5.0 Planting Proposal

APPENDICES

Appendix I Landscape Master Plans and Relevant Sections

Appendix II Planting Plans

Appendix III Common Greenery Provision

1.0 Introduction

1.1 The proposed minor relaxation of plot ratio restriction for Proposed Hotel Use is located at nos. 107-109 Wai Yip Street, Kwun Tong, Kowloon ("The Proposed Development"). This report is prepared as part of the planning application for the proposed development.

1.2 This report describes the concepts and principles underlying the Landscape Master Plan of the development. It describes the proposed development and landscape design of the associated open space. A more comprehensive package of proposals will be formulated during the detailed design stage of the project.

1.3 This Landscape Proposal presents:
- The Landscape Master Plan;
- Planting Proposal of the Development; and
- Common Greenery.

2.0 The Site and its Context

2.1 The Site is situated at nos. 107-109 Wai Yip Street, Kwun Tong, Kowloon. To the East of the Site is Ngau Tau Kok MTR Station while Hoi Bun Road Park is located to its immediate south. It is bounded by Wai Yip Street on its south which serves as the main vehicular and pedestrian entrances.

2.2 The Site is currently vacant without any vegetation. Hence, it is confirmed that no Old and Valuable Trees (OVT) and protected species were identified in accordance with the DEVB TCW No. 5/2020 - Registration and Preservation of Old and Valuable Trees and the Forests and Countryside Ordinance.

2.3 The landscape character of the Site and its surroundings are an intermix of industrial buildings, e.g. Sunshine Kowloon Bay Cargo Centre, Mayer Industrial Building, office developments, e.g. International Trade Tower, MG Tower and open spaces, e.g. Ngau Tau Kok Road Playground and Hoi Bun Road Park.

3.0 The Proposed Development

3.1 The proposed development comprised a 30-storey hotel building over 1 basement floor.

3.2 It will provide private car parking at basement floor while hotel facilities will be located at G/F to 5/F. Guestrooms are proposed from 6/F to 33/F (excluding 18/F for refuge floors).

3.3 Landscape provision is mainly at G/F, 3/F and R/F in order to enhance the local greenery at the Site. Building edges have been setback at the southern and northern boundaries in order to improve the local streetscape. Drawings of the proposed development could be referred to Architect's drawings submitted under the planning application.

4.0 Landscape Proposal (Refer to Appendix I)

4.0.1 The aim of the landscape proposals is to respond to site conditions, building form and function and to provide a high quality landscape scheme. The main factors to be taken into consideration are:

- Response to the site context, both in terms of landscape character and visual amenity;
- Response to the proposed building and its architectural style;
- Creation of a green and sustainable setting by maximising the opportunity for soft landscape;
- Establishment of pleasant landscape areas which meet the varying needs of tenants; and
- Minimization of future maintenance requirements

4.0.2 Landscape sections showing the proposed landscape treatment, particularly for the edge treatment of the development and their underlying principles have been attached in **Appendix I** for ease of reference.

4.0.3 The detail design of the Open Space should consider the following relevant guidelines/ legislation:

- Hong Kong Planning Standards and Guidelines;
- Design Manual: Barrier Free Access 2008 (Building Department);
- PNAP APP 152 – Sustainable Building Design Guidelines (2019 version);
- LAO Practice Note No. 6/2023 – Processing of Tree Preservation and Removal Proposals for Building Development in Private Projects – Compliance with Tree Preservation Clause under Lease;
- PlanD's PNPP No. 1/2019 – Processing and Compliance Checking of Landscape Submissions related to Planning Applications; and
- Guidance Notes for Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131).

4.1 Landscape Design Concept

4.1.1 In order to ensure that the proposed development minimises any conflict with its surroundings a number of design principles have been incorporated into the layout. These can be summarised as follows:

Enhancement of Streetscape

4.1.2 The building edge is strategically set back 2.3 m from the southern boundary along Wai Yip Street and 1.5 m from the northern boundary along the back lane. Due to the ODP requirement in the setback area, this zone will be reserved for future road widening works. As a result, pavement tree planting is not proposed within the setback area. Given the current narrow concrete pavement along Wai Yip Street, which is approx. 3.8 m wide, the landscape design aims to significantly enhance the local streetscape by widening the sidewalk. The provision of weather protection canopy(s) for pedestrian use is also planned. Additionally, greening opportunities have been explored in the setback areas to accommodate vertical green walls on the building elevation facing Wai Yip Street. This will help improve visual amenity for pedestrians at both short and medium distances. Please refer to the Landscape Master Plan (dwg. No. **LMP01**) and landscape section (dwg. No. **LD101**) in **Appendix I**.

Landscape Areas at 3/F and R/F

4.1.3 Landscaped areas, including the gathering courtyard and multi-functional lawn, are proposed on the 3rd floor, while the viewing platform, fitness equipment, and yoga area are proposed on the roof floor (R/F). Please refer to the Landscape Master Plan (dwg. No. **LMP02** and **LMP03**) as well as landscape sections (dwg. Nos. L**D102** and **LD103**) in Appendix I. Ornamental shrubs, groundcover and creeping plants are proposed to enhance the local greenery at these flat roofs and serve as visual courtyards to the neighbours.

Planting Design

4.1.4 The plant species selected will require low maintenance, be hardy and able to adapt to urban environment. Besides, the proposed shrub and groundcover planting will in addition to contribute to the landscape concept for the development and visually soften the appearance of the development in short and medium distance views.

4.2 Soil Depth and Drainage for Planting

4.2.1 The requirement of soil depth is directly related to the planting design and its associated loading requirement upon structure. In general, the soil depth provided, with all drainage layer, water-proofing and protective screeding exclusive is listed below:

Table 1.0 Planting Medium (Soil Depth)

Planting Type	**Soil Depth (Minimum)**
Tree/ Palm tree	1200mm
Shrub/ Creeping Plants	600mm
Groundcover/ Lawn	300mm

4.2.2 All Planting areas on slab shall be provided with sub-soil drainage system with drainage cells wrapped with geotextile fabrics or equivalent materials.

4.3 Common Greenery Provision (for PlanD's Reference Only)

4.3.1 The current landscape proposal aims to provide proper greenery within the site boundary. The calculation of greening ratio is shown below and the common greenery calculation shall refer to **Appendix III – Common Greenery Provision**:

Area of the Site = 1,171.0 m^2

Site coverage of Greenery Requirement:

(a) Minimum Total Site Coverage of Greenery = 1,171.0 x 20% = 234.20 m^2
(b) Minimum Greenery Area on Primary Zone =1,171.0 m^2 x 10% = 117.10 m^2
(c) Cap for other types of Greenery Area with cap requirement =234.20 m^2 x 30% = 70.26 m^2

4.3.2 The overall green coverage of the Application will not be less than **20%**, i.e. **234.20** m^2 of the Site Area. Besides, the proposed greenery is easily accessible by the users and visitors and is counted as "Common Greenery at Primary Zone" which also be not less than the required **117.10m^2**.

4.4 Irrigation

4.4.1 The proposed irrigation system will be by tap water pipe for manual operation. Lockable water points will be provided at 40m centres covering the entire site. The proposed source of water supply is subject to final approval from the Water Services Department.

4.5 Future Maintenance

Hard Landscape Elements

4.5.1 Maintenance for hard landscape elements within the proposed landscaped areas shall be carried out by management office of the development with maintenance intention as follows:

I – Routine Maintenance (Daily – Weekly)
a. Rubbish and litter removal
b. Sweeping and cleaning
c. Damage inspection and repair for site furniture and light bulb replacement

II – Annual/ Long Term Maintenance
a. Repainting
b. Resurfacing of worn pavements
c. Replacing worn parts site furniture, lighting fixture and other facilities
d. Replacement of worn landscape furniture

Soft Landscape Element

4.5.2 For the whole landscaped areas, the softworks contractor will be responsible for maintenance of the planting during the establishment period allowed for in the construction contract, usually for the first year after the beginning of the schemes operational phase. This will ensure that the soft landscape measures are in a healthy condition prior to the finished scheme being handed back to the lot owner.

4.5.3 Ultimately, the management office will employ maintenance staff to take care of all landscape areas within the Site.

5.0 PLANTING PROPOSALS

5.1 In order to provide quality landscape for the proposed development, soft landscape works will be the major landscape element of the landscaping proposal and the following factors are taken into consideration in planting species selection:

- Low maintenance requirement;
- Evergreen with small amount of leave fall to prevent litter accumulation;
- Tolerance to wind and exposed condition; and
- To screen the proposed buildings and reduce the visual impact to the nearby users.

5.2 The proposed planting species list is shown as follows and details shall refer to the Planting Plans in **Appendix II.**

Botanical Name	Chinese Name	Size (mm)	Spacing (mm)	Native/ Exotic
SHAPED PLANT		**Height x Spread (mm)**		
Fagraea ceilanica Thunb.	灰莉	1200x600	As shown	*Exotic*
Photinia x fraseridress	紅葉石楠	1200x600	As shown	*Exotic*
SHRUBS		**Height x Spread (mm)**		
Aglaia odorata	米仔蘭	500x450	400	*Exotic*
Cordyline fruitcosa	朱蕉	600x450	400	Native
Ixora chinensis	龍船花	450x400	350	Native
Melastoma candidum	毛蒽	600x550	500	Native
Murraya paniculata	九里香	500x400	400	*Exotic*
Phyllanthus myrtifolius	錫蘭葉下珠	350x300	300	*Exotic*
Rhododendron simsii	紅杜鵑	600x550	500	Native
Rhapis excelsa	棕竹	1200x600	600	*Native*
Schefflera arboricola "Variegata"	花葉鴨腳木	600x600	500	*Exotic*
GROUNDCOVER		**Height x Spread (mm)**		
Lantana montevidensis	小葉馬櫻丹	400x350	300	Native
Loropetalum chinense var. rubrum	紅花繼木	450x400	300	*Exotic*
Lantana camara cv. Flava	黃花馬纓丹	350x300	250	*Exotic*
Ligustrum sinense	山指甲	400x350	300	Native
Nephrolepis auriculata	腎蕨	300x300	250	*Native*
LAWN				
Zoysia japonica	朝鮮草	-	-	*Exotic*
CREEPING PLANT				
Jasminum mesnyi	黃素馨	900x300	500	*Exotic*

5.3 In this project, total **276.90m^2, i.e.23.65%** greenery area is provided within the proposed development. They will be maintained by the Applicant.

Appendix I

Landscape Master Plans

And

Relevant Sections

LEGEND:

SITE BOUNDARY

SHAPED PLANT

PROPOSED SHRUBS AND GROUNDCOVER

PROPOSED LAWN

+3.80 PROPOSED LEVEL

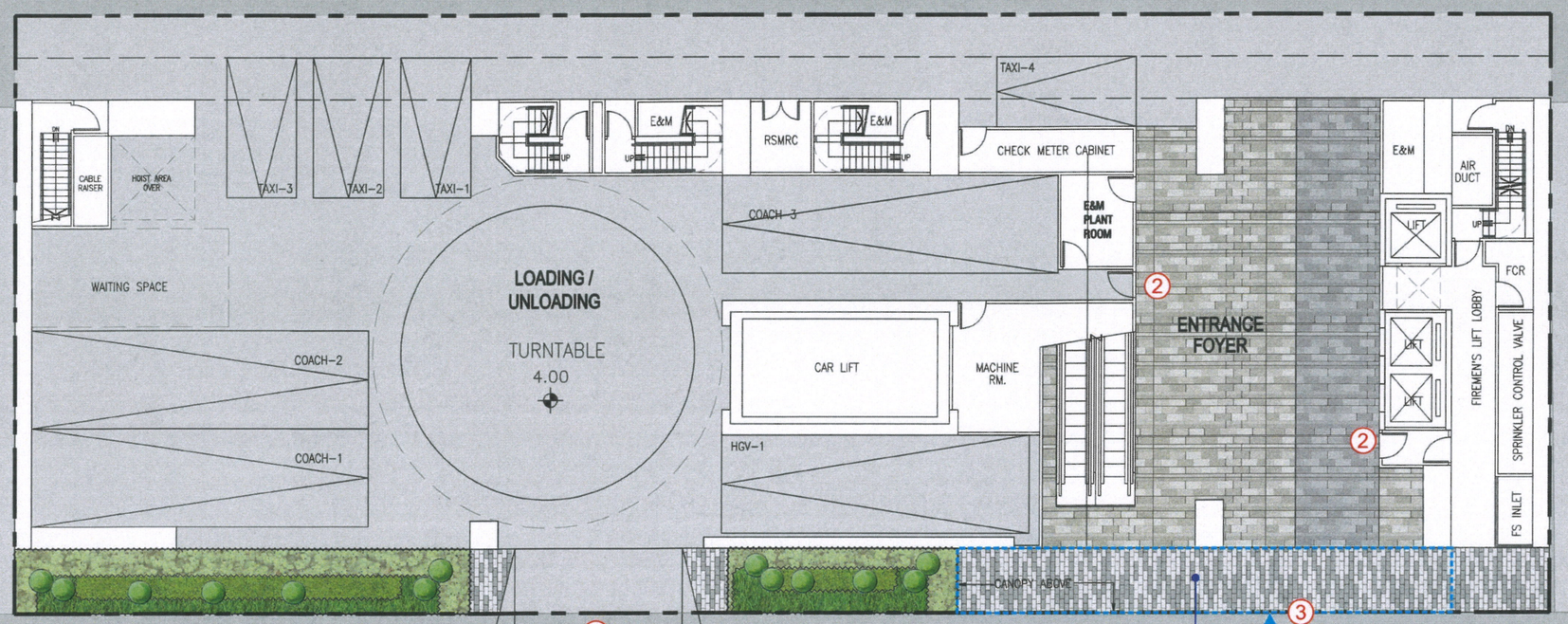
PROPOSED PAVING

KEY:

① **Vehicular Entrance**

② **Pedestrian Entrance**

③ **Canopy (21.2mL x 2.3mW x 4.8mH)**



PROJECT :

PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :

LANDSCAPE MASTER PLAN (G/F)

PROJECT No. C2418

DRAWING No. LMP01

SCALE : 1:200

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418-LMP01

REV	DESCRIPTION	DATE

DESIGN BY : TEL

DRAWN BY : CAD

CHECKED BY : TEL

APPROVED BY : TEL

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LEGEND:

SITE BOUNDARY

SHAPED PLANT

PROPOSED SHRUBS AND GROUNDCOVER

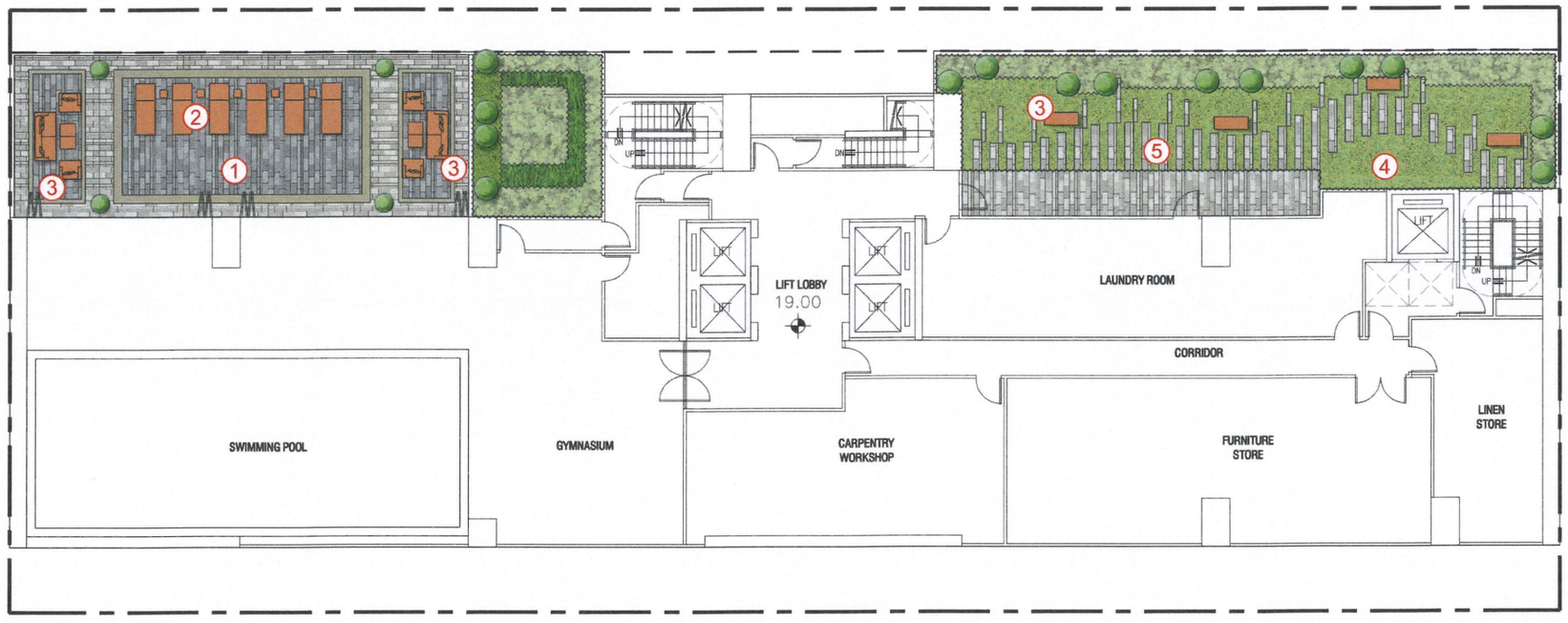
PROPOSED LAWN

+3.80 PROPOSED LEVEL

PROPOSED PAVING

KEY:

1. **Gathering Courtyard**
2. **Sun Lounge (Moavable)**
3. **Movable Seat Bench**
4. **Multi-functional Lawn**
5. **Stepping Stones**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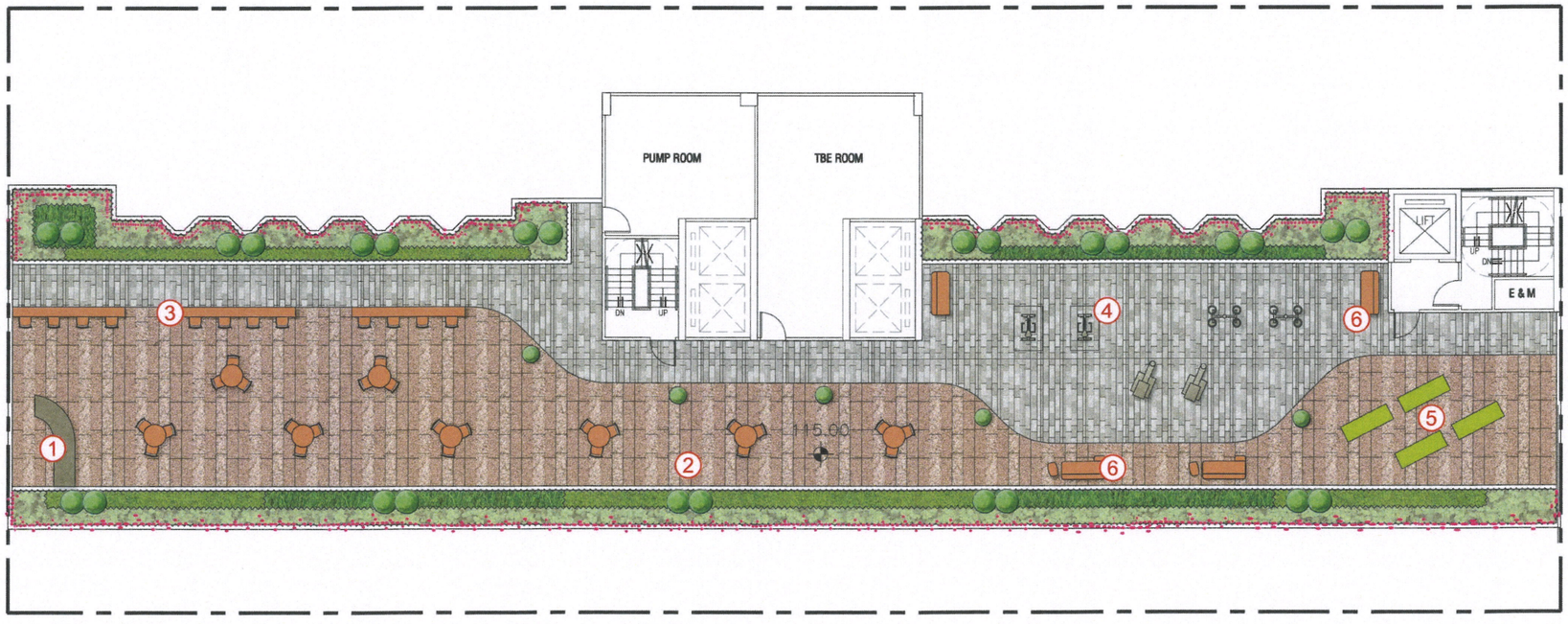
LIFT
LIFT

LEGEND:

- SITE BOUNDARY
- SHAPED PLANT
- PROPOSED SHRUBS AND GROUNDCOVER
- PROPOSED LAWN
- PROPOSED CREEPING PLANT
- +3.80 PROPOSED LEVEL
- PROPOSED PAVING

KEY:

1. **Drink Counter**
2. **Viewing Platform**
3. **High Table and Chairs**
4. **Fitness Equipment**
5. **Yogo Place**
6. **Seat Bench (Movable)**



0 5 10 15M

PROJECT :
PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :
LANDSCAPE MASTER PLAN (R/F)

PROJECT No. C2418

DRAWING No. LMP03

SCALE : 1:200

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418-LMP03

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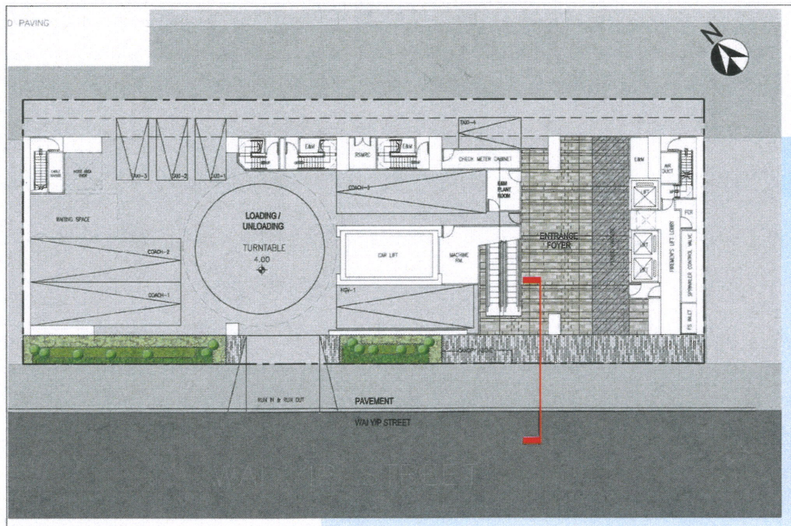

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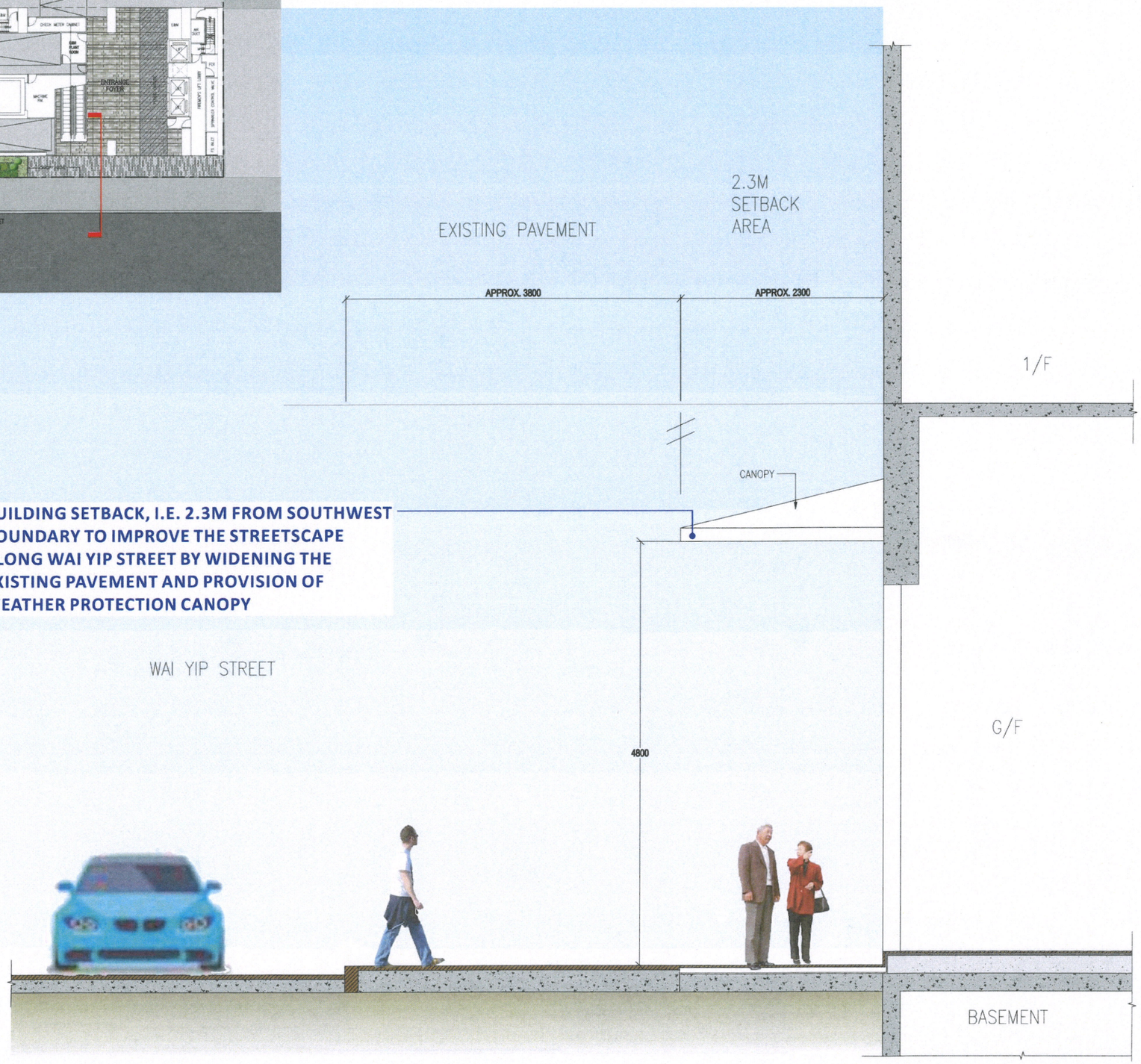

BUILDING SETBACK, I.E. 2.3M FROM SOUTHWEST BOUNDARY TO IMPROVE THE STREETSCAPE ALONG WAI YIP STREET BY WIDENING THE EXISTING PAVEMENT AND PROVISION OF WEATHER PROTECTION CANOPY

A **SECTION @ G/F**
SCALE 1:50

PROJECT :
PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :
LANDSCAPE SECTION

PROJECT No. C2418

DRAWING No. LD101

SCALE : 1:50

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418-LD101

REV	DESCRIPTION	DATE

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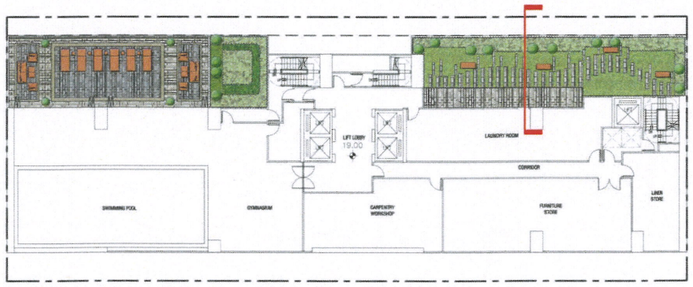
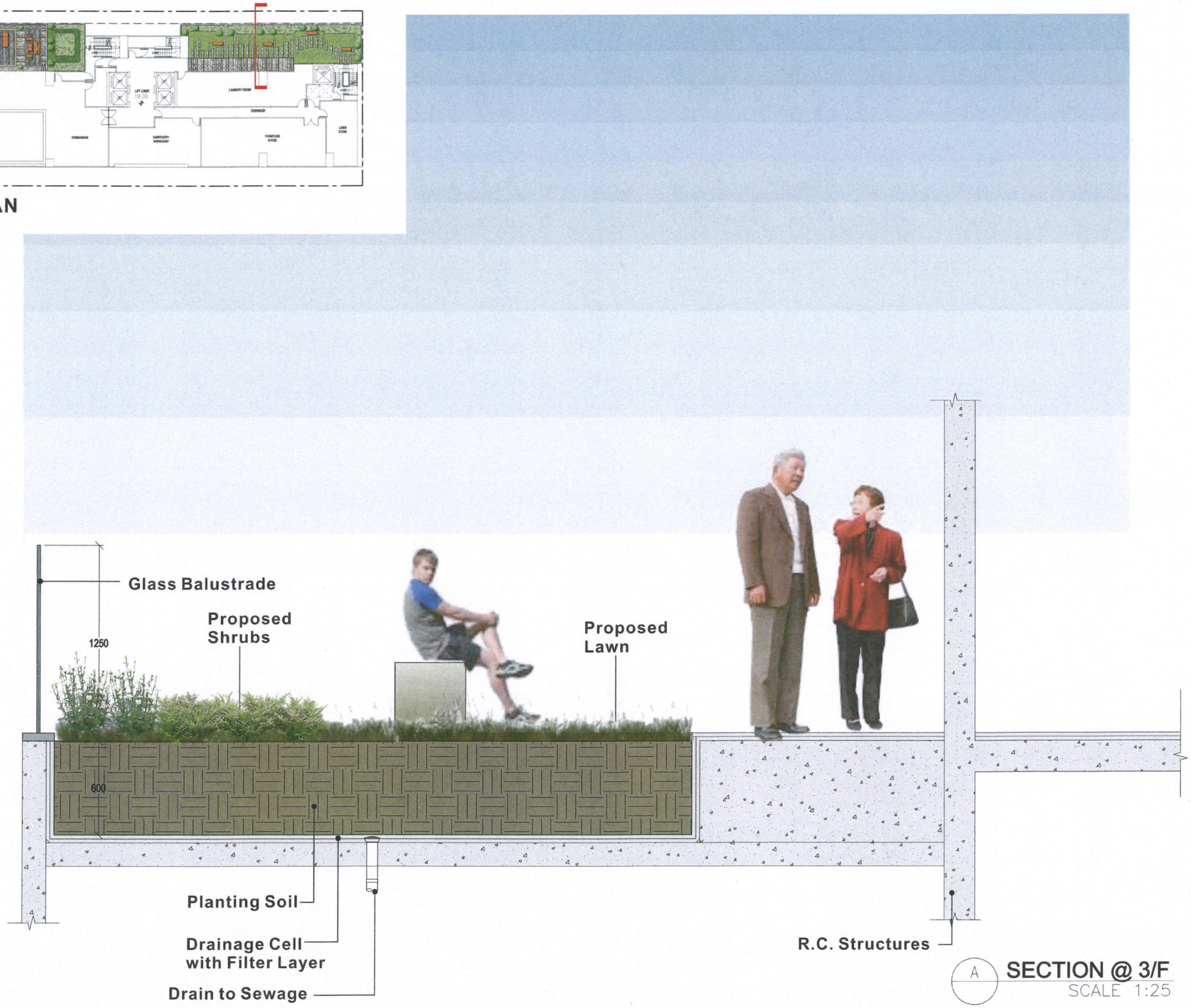
SED PAVING



KEY PLAN



A SECTION @ 3/F
SCALE 1:25

PROJECT :
PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :
LANDSCAPE SECTION

PROJECT No. C2418

DRAWING No. LD102

SCALE : 1:25

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418–LD102

REV	DESCRIPTION	DATE

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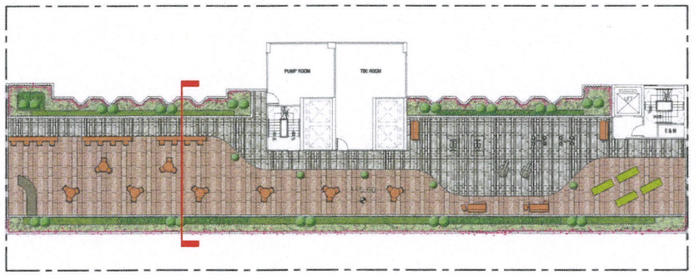
OSED LEVEL
OSED PAVING



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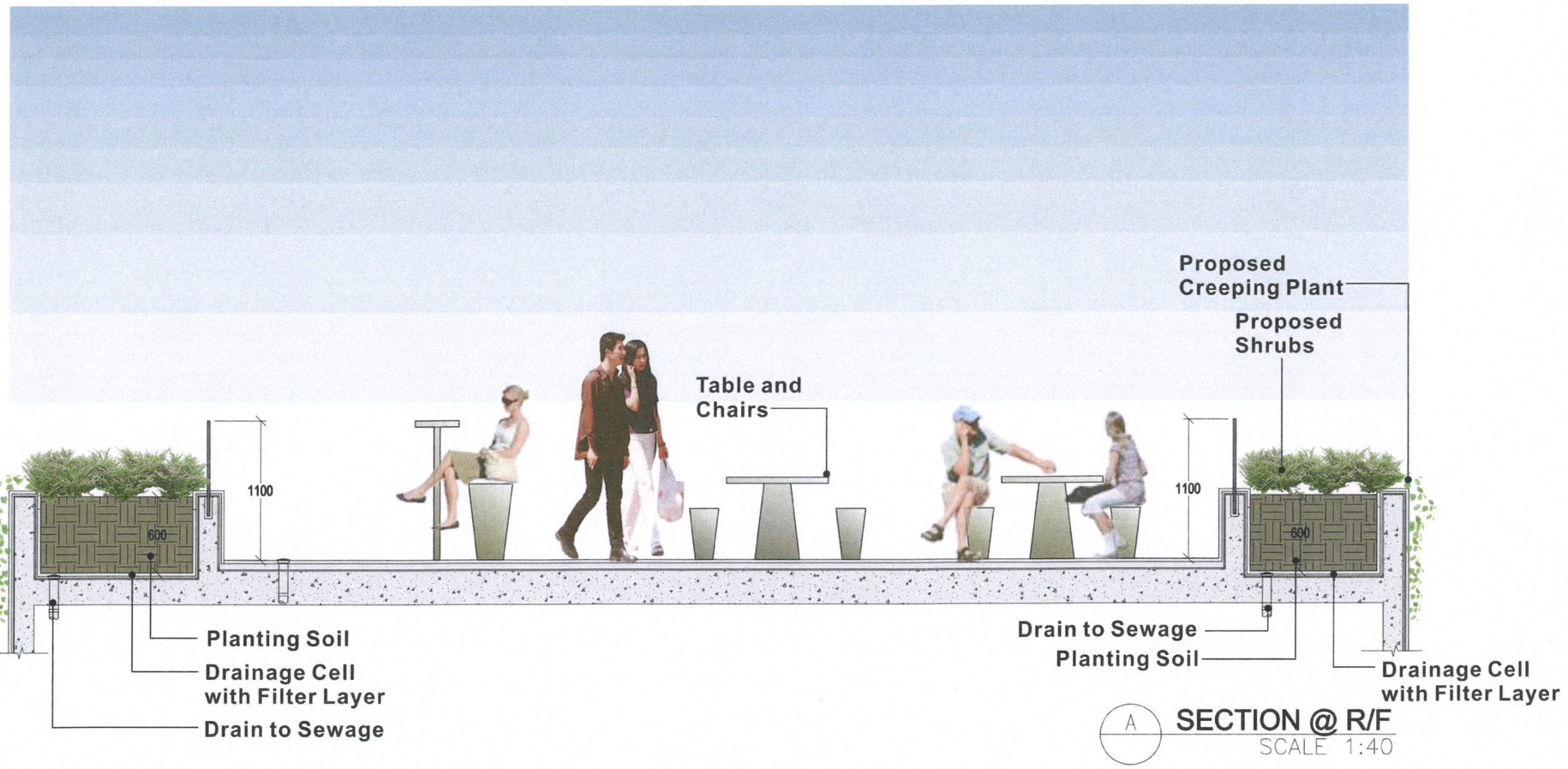

A SECTION @ R/F
SCALE 1:40

PROJECT :
PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :
LANDSCAPE SECTION

PROJECT No. C2418

DRAWING No. LD103

SCALE : 1:40

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418-LD103

REV	DESCRIPTION	DATE

DESIGN BY : TEL
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Appendix II

Planting Plans

Code	Chinese Name	Botanical Name	Native/Exotic	Height (mm)	Spread (mm)	Spacing (mm)	Remark
SHAPED PLANT							
Fce	灰莉	*Fagraea ceilanica Thunb.*	*Exotic*	1200	600	As shown	balanced form, full abundence of foliage
Phf	紅葉石楠	*Photinia x fraseridress*	*Exotic*	1200	600	As shown	balanced form, full abundence of foliage
SHRUBS							
Aod	米仔蘭	*Aglaia odorata*	*Exotic*	500	450	400	balanced form, full abundence of foliage
Cof	朱蕉	*Cordyline fruitcosa*	Native	600	450	400	upright form
Ich	龍船花	*Ixora chinensis*	Native	450	400	350	balanced form, full abundence of foliage
Mec	毛蒽	*Melastoma candidum*	Native	600	550	500	full abundence of foliage
Mpa	九里香	*Murraya paniculata*	*Exotic*	500	400	400	at least 5 shoots per plant
Pmy	錫蘭葉下珠	*Phyllanthus myrtifolius*	*Exotic*	350	300	300	
Rhs	紅杜鵑	*Rhododendron simsii*	Native	600	550	500	full abundence of foliage
Rhe	棕竹	*Rhapis excelsa*	*Native*	1200	600	600	balanced form, full abundence of foliage
Sac	花葉鴨腳木	*Schefflera arboricola "Variegata"*	*Exotic*	600	600	500	full abundence of foliage
GROUNDCOVERS							
Lam	小葉馬櫻丹	*Lantana montevidensis*	Native	400	350	300	balanced form, full abundence of foliage
Lch	紅花繼木	*Loropetalum chinense var. rubrum*	*Exotic*	450	400	300	full abundence of foliage
Lca	黃花馬纓丹	*Lantana camara cv. Flava*	*Exotic*	350	300	250	full abundence of foliage
Lis	山指甲	*Ligustrum sinense*	Native	400	350	300	balanced form, full abundence of foliage
Nau	腎蕨	*Nephrolepis auriculata*	*Native*	300	300	250	mini. 5 shoots per plant
LAWN							
Zoj	朝鮮草	*Zoysia japonica*	*Exotic*	-	-	-	
CREEPING PLANT							
Jfl	黃素馨	*Jasminum mesnyi*	*Exotic*	900	300	500	at least 5 shoots per plant

PROJECT :

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DRAWING TITLE :

PLANTING SCHEDULE

PROJECT No. C2418

DRAWING No. PS01

SCALE : N.T.S.

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418–PS01

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LEGEND:

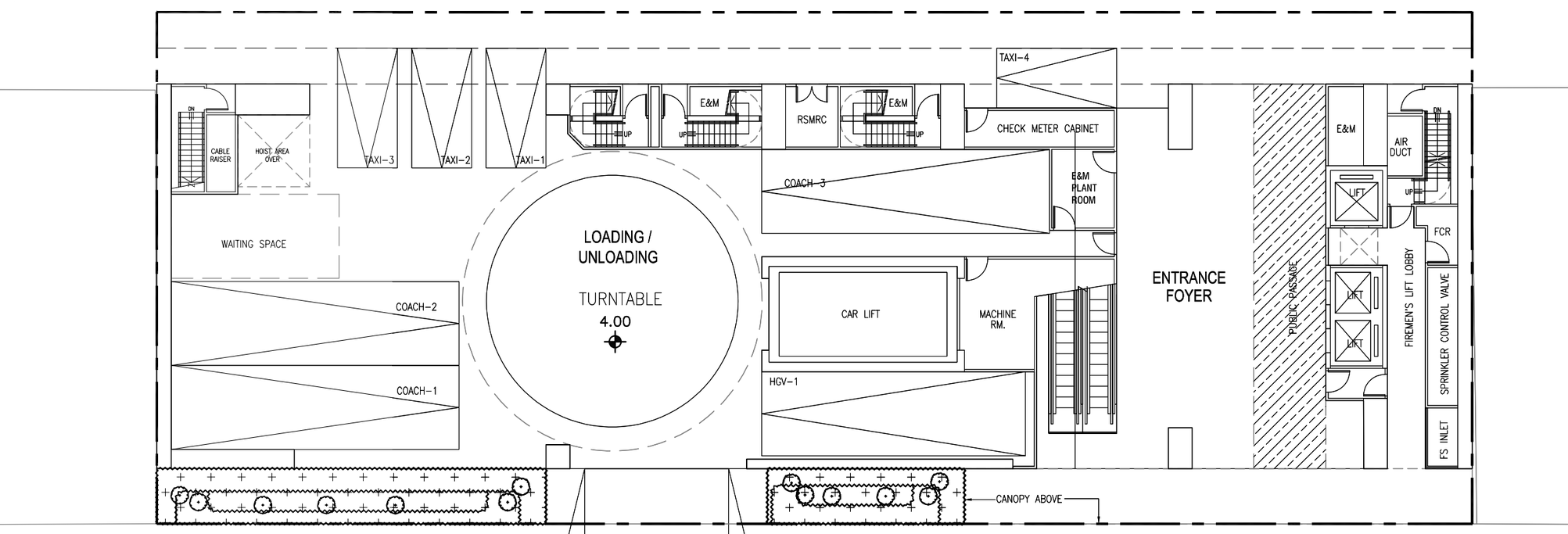
SITE BOUNDARY

SHAPED PLANT

PROPOSED SHRUBS AND GROUNDCOVER

PROPOSED LAWN

+3.80 PROPOSED LEVEL



WAI YIP STREET

A 4.1

0 5 10 15M

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DRAWING TITLE :

PLANTING PLAN
(G/F)

PROJECT No. C2418

DRAWING No. PT01

SCALE : 1:200

DATE OF ISSUE : AUG 2025

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SHAPED PLANT

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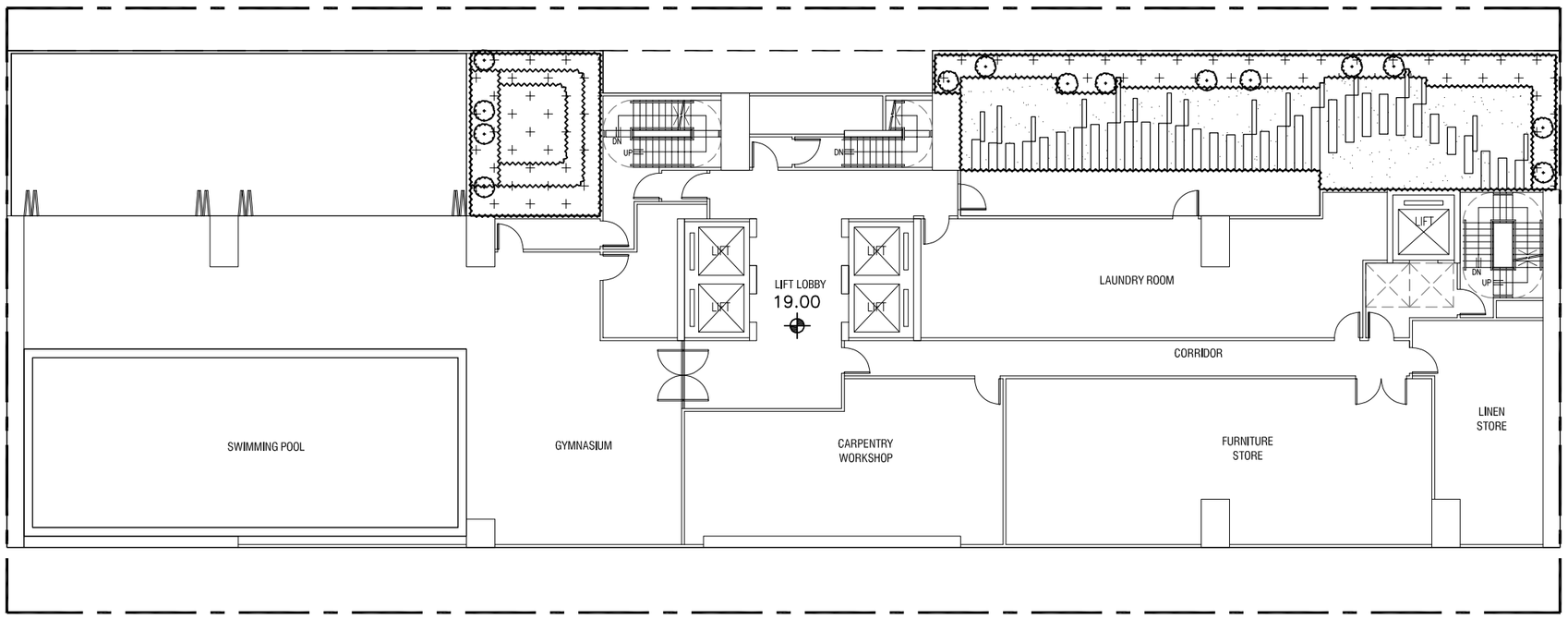

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DRAWING TITLE :

PLANTING PLAN
(3/F)

PROJECT No. C2418

DRAWING No. PT02

SCALE : 1:200

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418-PT02

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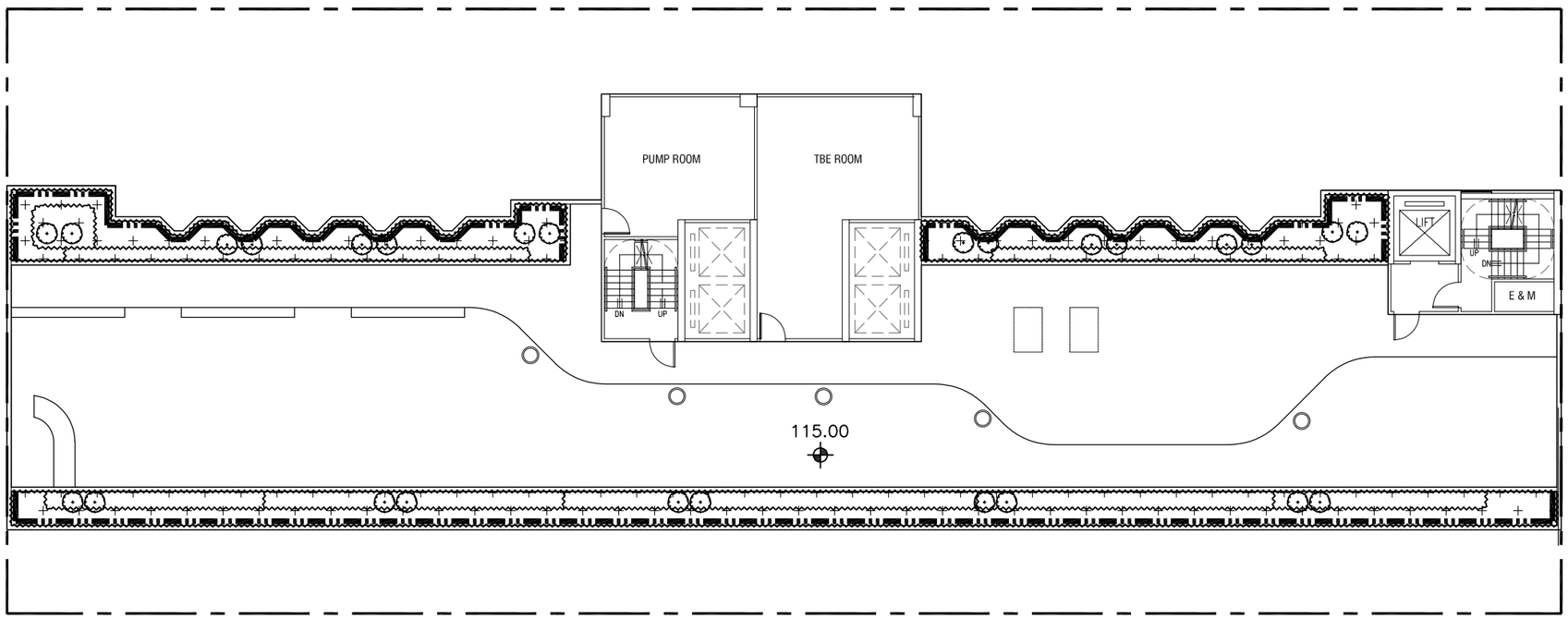

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DRAWING TITLE :
PLANTING PLAN
(R/F)

PROJECT No. C2418

DRAWING No. PT03

SCALE : 1:200

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418–PT03

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Appendix III

Common Greenery Provision

LEGEND:

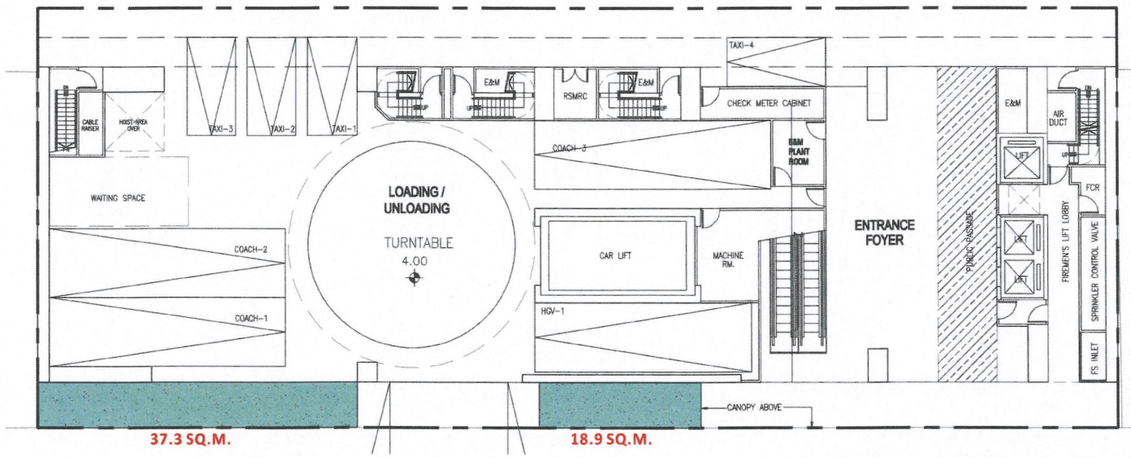
APPLICATION SITE BOUNDARY

UNCOVERED GREENERY IN PRIMARY ZONE

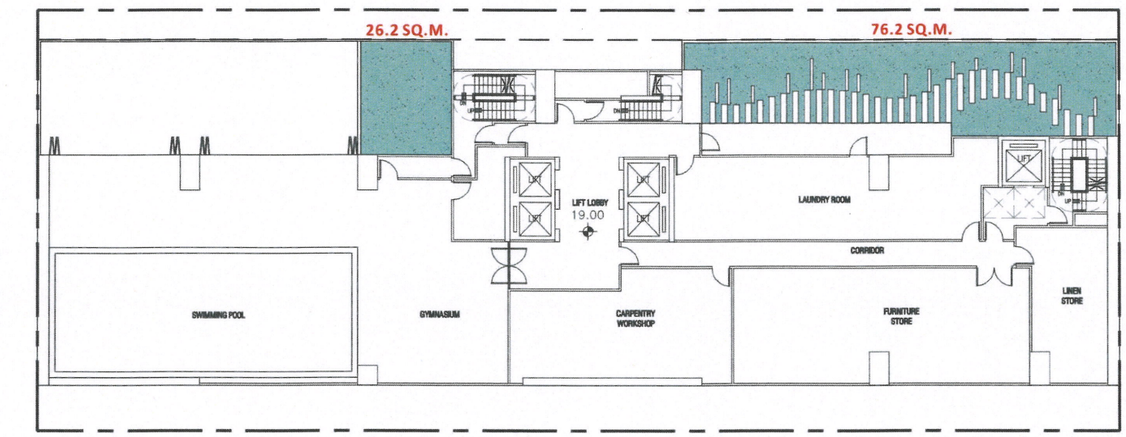
UNCOVERED GREENERY IN OTHER AREAS

+5.0 PROPOSED LEVEL

Required Greenery	Area	Unit
Site Area:	1,171.00	m^2
Required Area at Primary Zone:	117.10	m^2
Required Total Greenery:	234.20	m^2
Allowable Greenery Features:	70.26	m^2
Provided Greenery at Primary Zone	**Area**	**Unit**
Uncovered Planitng Area at G/F	56.20	m^2
Uncovered Planitng Area at 3/F	102.40	m^2
Greenery at Primary Zone	**158.60**	m^2
	(>117.10)	m^2
Greenery Ratio at Primary Zone	**13.54%**	
Provided Greenery at Other Areas	**Area**	**Unit**
Uncovered Planitng Area at R/F	118.30	m^2
Greenery at Other Areas	118.30	m^2
Greenery Ratio at Other Areas	**10.10%**	
Total Greenery	**276.90**	m^2
	(>234.20)	m^2
Greenery Ratio	**23.65%**	



A GREENERY AT G/F
SCALE 1:300



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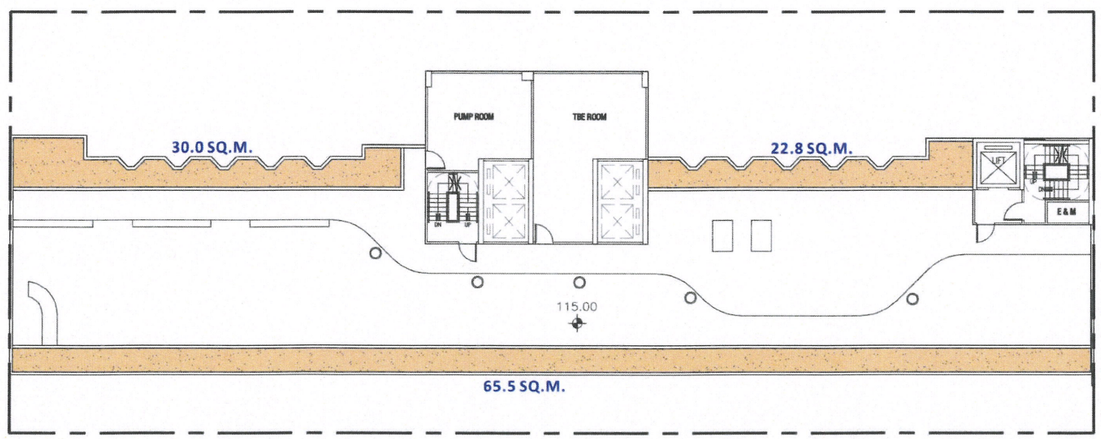

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PROJECT :
PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :
COMMON GREENERY PROVISION (G/F, 3/F & R/F)

PROJECT No. C2418

DRAWING No. GC01

SCALE : 1:300

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418-GC01

REV	DESCRIPTION	DATE

DESIGN BY : TEL
DRAWN BY : CAD
CHECKED BY : TEL
APPROVED BY : TEL

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Appendix 4

Visual Impact Assessment

Visual Impact Assessment

0repared by □e30□□%()nternational) , imited

□ugust 2025

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1. Introduction

1.1 4his 6isual)mpact □ssessment (**"VIA"**) is prepared on behalf of **Diamond Ocean Investments Limited** (hereinafter referred to **"the Applicant"**), in support of a 3ection 16 0lanning □pplication for proposed hotel with minor relaxation of 0lot 2atio (02) from 12 to 14.4 (+20%) and " uilding (eight (" ( ) restrictions from 100m0□ to 115m0□ at 107-109 7 ai Yip 3treet, +wun 4ong, +owloon (hereinafter referred to **"the Site"**). 4he □pplicant proposes to develop the 3ite into a hotel building under the ' overnment□s 2evitalisation 3cheme for)ndustrial " uildings.

1.2 4he 3ite is subject to a previous 3ection 16 □pplication (. o. □/+14/780) for 0roposed - inor 2elaxation of 02 (from 12 to 14.4) and " ((from 100m0□ to 115m0□) 2estrictions for 0ermitted / ffice, 3hop and 3ervices and %ating 0lace 5ses which was approved with condition(s) by the 4own 0lanning " oard on 29.5.2020. 4he extent of minor relaxations applied were same as the subject planning application.

1.3 4he 3ite lies within the □/ ther 3pecified 5ses□annotated □" usiness□(□/ 5(")□) zone under the □pproved +wun 4ong (3outh) / utline Zoning 0lan (/ Z0) . o. 3/+143/26. 4his zone is intended primarily for general business uses. □ mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new □business□buildings. , ess fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.

1.4 4he surrounding area is predominantly commercial and business in character, comprising a mix of modern office towers, industrial buildings under revitalisation, and ancillary commercial uses. 4he 3ite is currently surrounded by scattered commercial buildings, including - anulife 0lace, . %/ , / ne " ay %ast and 4he 1 uayside. 4he +4" □, as a whole, is designated to serve as one of the key employment nodes in +owloon %ast and forms part of the future □entral " usiness □istrict 2 (□" □2) of (ong +ong.)n order to promote a visually permeable skyline and improve air ventilation in the district□ particularly in views from the eastern parts of +owloon□ the area is subject to a stepped building height control, ranging generally from 100m0□ to 200m0□ descending from +wun 4ong 2oad towards the 6ictoria (arbour waterfront. 3pecifically, the 3ite is situated within a zone subject to a maximum plot ratio (02) of 12 and a building height restriction (" (2) of 100m0□, as stipulated under the / Z0, forming part of the lower-height band along the harbourfront corridor of +4" □.

1.5 □ 6)□ is prepared in accordance with the □4own 0lanning " oard ' uidelines . o. 41 □ ' uidelines on 3ubmission of 6isual)mpact □ssessment for 0lanning □pplications to the 4own 0lanning " oard□(□40" 0' -. o. 41□) in order to evaluate the degree of visual impacts on visual sensitive receivers (**"VSR"**) from major public viewpoints (**"VPs"**) due to the proposed relaxation on 3□. 0lanning and design merits/ mitigation measures to be adopted in the proposed development will also be incorporated.

1.6 4he outline of this 6)□ is set out as follows:

3ection 2 sets out the 3ite and the proposed development

3ection 3 describes the visual context and the surrounding area

3ection 4 defines the □ssessment □rea

3ection 5 identifies relevant types of receivers and viewpoints

3ection 6 conducts an analysis on the visual impacts with mitigation measures as necessary

3ection 7 concludes the 6)□

2. Proposed Development

2.1 4he key development parameters of the proposed development are summarized below in **Table 1**:

Table 1 Proposed Development Parameters

	Approved Scheme under S16 Application No. A/K14/780	**Proposed Scheme**
4otal 3ite □rea	□bout 1,170.578m^2	□bout 1,170.578m^2
0lot 2atio	14.4	14.4 (+2.4/ 20%)[(a)(b)]
4otal ' &□	. ot more than 16,856.323m^2	□bout 16,856.323m^2[(a)(b)(c)]
0roposed uses	/ ffice, 3hop and 3ervices and %ating 0lace	(otel
. o. of 2ooms	. /□	' uestroom: □bout 984 rooms
(otel room sizes (subject to detailed design)	. /□	2anging from 8.5 m^2 to 22.50 m^2
3ite □overage • " elow 15m • □bove 15m	. ot more than 60%	, ess than 100% 60%[(d)]
□lass of 3ite	□lass □	□lass □
. o. of " lock	1	1
- aximum " uilding (eight (- ain 2oof)	+115m0□	+115m0□
. o. of 3torey	29 (including 3 levels of basement)	31 (including 1 level of basement)
0arking 3paces • 0rivate □ar (accessible) • - otorcycle , oading/unloading (, /5 ,) facilities • , ' 6 • - /(' 6 • 4axi • □oach/4our " us	91 (2) 10 4 (7m (,) x 3.5m (7) x 3.6m (( )) 2 (11m (,) x 3.5m (7) x 4.7m (( ))	10 (1) 1 7 (7m (,) x 3.5m (7) x 3.6m (( )) 1 (11m (,) x 3.5m (7) x 4.7m (( )) 4 (5m (,) x 2.5m (7) x 2.4m (( )) 3 (12m (,) x 3.5m (7) x 3.8m (( ))

Remarks:

a) On top of the PR/GFA set out above, the applicants have indicated that bonus PR/GFA of about 0.539 and 630m^2 will be claimed subject to approval by the Building Authority (BA)

under Building (Planning) Regulations (B(P)R) 22(1) or (2). The bonus PR/GFA has been accounted for in the building bulk for conducting technical assessments and thus a total GFA of 17,487 m^2 has been taken as the basis for the subject VIA.

b) 4he canopy, which is subject to departmental comments at detailed design, has been excluded from the 02/' &□ calculation.
c) □ll ' &□ are planned for hotel use, including entrance foyer at ' /&, administration office, reception counter and "/(facilities, guest rooms and hotel floors circulation, ancillary facilities and non-essential plant rooms. "/(facilities such as linen store, laundry room carpentry workshop, %&- workshop, dry goods store, beverage store, furniture store, staff canteen, staff changing rooms staff rest room and staff toilet which might be eligible for ' &□ exemption has been accounted for in the building bulk for conducting technical assessments.
d) / n top of the 3□ set out above, the applicants have indicated that bonus 3□ of about 1.457% will be claimed for the proposed setbacks at 7 Y3 subject to approval by the "uilding □uthority ("□) under "(0)2 22(1) or (2). 4he bonus 3□ has been accounted for in the building bulk for conducting technical assessments.
e) 4he applicant may consider adopting -i□ construction methods for this project subject to detailed design. □s per □0. 8, 10% of the -i□ floor area of a new building may be disregarded from calculation of ' &□ of the development. 4he granting of such ' &□ concession is not subject to the overall ' &□ cap of 10% stipulated in the 0ractice . ote for □uthorized 0ersons, 2egistered 3tructural %ngineers and 2egistered ' eotechnical %ngineers (0. □0) □00-151.
f) ' reenery will be provided at a ratio of not less than 20%.

2.2)n formulating the 0roposed 3cheme, the design has taken into account the various site constraints as well as design considerations in order to ensure the 0roposed 3cheme is designed to create a high-quality development in harmony with the branding of □"□2. 4he following design merits are incorporated in the scheme for improving the existing urban environment:

- 0rovide 2.3m and 1.5m full-height building setbacks from 7 ai Yip 3treet and the back lane respectively. 4he □pplicant is also providing an additional 1.5m setback with a clear height of 5.1m at the back lane to enhance the traffic circulation. 4he parking of vehicles along the backlane will not affect the intended purpose of the . on-"uilding □rea (."□) designation, nor will it adversely affect visual and wind permeability.

- 0rovide a 3m wide public passage at ' /& to serve as a short-cut between 7 ai Yip 3treet and the back lane through to other existing buildings on 4ai Yip 3treet. 4he width of 3m is an appropriate length for serving the intended purpose. 4he public passageway will be opened 24-hours daily, subject to the grant of bonus ' &□ accounting for that area.

- 0rovide a 21.2m (length) x 2.3m (wide) x 4.8m (high) canopy along the footpath of 7 ai Yip 3treet for sheltering.

3. Visual Context and the Surroundings

3.1 4he 3ite is located within a densely developed area near +owloon "ay, in the northwestern portion of the +wun 4ong "usiness □rea (+4"□) where is characterised by a mix of)ndustrial-/ ffice and □ommercial// ffice buildings. 2ecently developed commercial buildings like -anulife 0lace, . %/ , / ne "ay %ast, and the 1uay 3ide have become prominent landmarks in the northwestern part of the +wun 4ong "usiness □rea. □lthough +wun 4ong is gradually changing from an old industrial district into a

modern business hub with new commercial and office towers, a great number of large and worn-out industrial buildings constructed during the 1970s and 1980s still make up much of the current streetscape of the +4" □. 4hese aging medium-rise industrial blocks have high site coverage and lack any greenery or landscaping at ground level.

3.2 4he 3ite was previously occupied by a 10-storey (including ground floor) industrial/office building, namely (sin □hong □entre, which was issued with its first / ccupation 0ermit in 1966, i.e. a pre-1987)" s. 4he existing building has been demolished, and the 3ite is currently vacant, cleared, and bounded by temporary hoarding.

3.3 4he 3ite is bordered by 7 ai Yip 3treet to the southwest, 2ed 3quare right next to it on the northwest side, a rear lane to the northeast, and (ecny □entre directly to the southeast. (oi " un 2oad 0ark is situated right across from the 3ite. 4he street block where the 3ite is located is filled with a variety of medium- to high-rise industrial,)-/ , and commercial buildings such as 2ed 3quare (12 storeys), (ecny □entre (12 storeys), and (ay . ien " uilding (13 storeys). / thers are high-rise towers reaching about 19 to 21 storeys, including - anulife 0lace, . %/ , / ne " ay %ast, and 4he 1 uay 3ide. 4his mix of building heights gives the street block a varied and dynamic skyline. 4he overall visual impression of the area mainly comes from the combination of these surrounding elements seen by passersby.

3.4 4here is a major open space in front of the 3ite. (oi " un 2oad 0ark and the +wun 4ong 7 aterfront 0romenade are key features of the area and are expected to serve as popular spots for visitors and locals to enjoy outdoor leisure and recreational activities. □long the waterfront, the +wun 4ong " ypass, an elevated highway running above the shoreline, stands out as a prominent visual element.

4. Analysis of Visual Elements and Assessment Area

3.5 7 ith the purpose to protect public views and reconcile the visual impacts of the proposed development, an □ssessment □rea, or visual envelope, is identified in accordance with 40' 0' -. / .41 to cover the area of visual influence within which the proposed development is pronouncedly visible or likely to be pronouncedly visible from key visual sensitive receivers.

3.6 4he general guideline for setting out the size of the initial □ssessment □rea as stated in 40" 0' -. o.41 should be equal to approximately 3 times the height of the proposed development. □s the absolute building height is about 116 m measured from the mean site formation level, the initial visual envelope for this 6)□ has a minimum radius of approximately 348m (i.e. 116m x 3) from the closest point of the proposed development. 0lease refer to &igure 1 for the visual envelope.

3.7 4he 3ite's visual environment is now constrained by the existing developments on its three sides, with the exception of an open view to and from the +wun 4ong 4yphoon 3helter in the south-west direction. 4he 40" is not responsible for safeguarding private views, hence this 6)□ focuses solely on public 632. 2esidents of private projects and users with restricted access (e.g., schools and offices) will not be mentioned.

5. Viewpoint Identifications

5.1 4o achieve a comprehensive visual appraisal, long-range, medium-range and close-range views from publicly accessible locations in all directions within the visual envelope are normally considered. □istinctive viewpoints where the 0roposed □evelopment might be visible by the 632s such as public gathering places, activity nodes or parks and major junctions are the primary locations for selection of viewpoints.

5.2 4he □pplication 3ite is mainly located at a low-lying coastal area and is surrounded by high-rise buildings. &or long range viewpoints, as the proposed building falls within the view fan of the strategic viewpoint (□360□) of the 1uarry " ay 0ark, the possible visual impact in respect of the ridgeline at the backdrop has been assessed. 4he proposed building also falls within the view fan of the waterfront promenade of +ai 4ak □evelopment.)n view of this, two viewpoints looking towards +wun 4ong are proposed.

5.3 %ight (8) 60s have been identified for the subject 6)□ as shown in **Figure 5.1 & 5.2**. &ive of them are short to medium range and two of them are long range. 4he selected viewpoints are set in different directions and different distance towards the □pplication 3ite to better represent the visual effects likely to be brought by the 0roposed □evelopment. 4he nature of the 632s is varied to include static and kinetic activities.

5.4 4he locations of the eight 60s are identified as follows:

601 □(oi " un 2oad 0ark, 7 ai Yip 3treet (about 85m to the southeast of the 3ite)
602 □(oi " un 2oad 0ark, (oi " un 2oad (about 130m to the south of the 3ite)
603 □&ootbridge across 7 ai Yip 3treet, (ung Yip 3treet (about 285m to the southeast of the 3ite)
604 □- 42 . gau 4au +ok 3tation, □unction of %legance 2oad and +wun 4ong 2oad (about 330m to the east of the 3ite)
605a & b - +ai 4ak 2unway 0ark (about 730m and 1.1+m to the southwest and south of the 3ite respectively)
606 □1uarry " ay 0ark (about 2.9km to the south of the 3ite)
607 □+ung , ok 2oad □hildren□s 0layground (about 450m to the northeast of the 3ite)

4able 2 below analyses the 6isual 3ensitivity (□63□) based on the 632s.

Table 2 – Analysis of Visual Sensitivity				
Viewpoint (VP) & Visual Sensitive Receivers (VSR)	**Nature of VSRs (Kinetic/ Static) + Approx. Viewing Distance**	**Degree of Visibility** (&ull/0artial/ ' limpsed/. one)	**Viewing Frequency to the Proposed Development** (&requent// ccasional/ 2are)	**Visual Sensitivity**
VP1 Hoi Bun Road Park, Wai Yip Street	**Kinetic** (0assive recreational users) □bout **85m** (3hort- range)	**Partial to Full –** In view of the close distance, the 0roposed □evelopment will form part of the view together with other building blocks on its both sides for the 632.	**Frequent -** □onnecting to the +wun 4ong 0romenade as a major public open space in +4" □, the 632s of 602 are mostly recreational users for enjoyment along the waterfront. 2ecreational users generally have a longer duration of stay.	**High**
VP2 Hoi Bun Road Park, Wai Yip Street	**Static** (0assive recreational users) □bout **130m** (- edium-range)	**Full –** 4he 0roposed □evelopment will form part of the view together with other building blocks on its both sides for the 632.	**Frequent -** □onnecting to the +wun 4ong 0romenade as a major public open space in +4" □, the 632s of 602 are mostly recreational users for enjoyment along the waterfront. 2ecreational users generally have a longer duration of stay.	**High**

VP3 **Footbridge across Wai Yip Street, Hung Yip Street**	**Kinetic,** (0edestrians) **About 285m** (- edium-range)	**Partial –** 4he 60 is the landing point of footbridge along 7 ai Yip 3treet. (owever, the 0roposed □evelopment mingles with other surrounding buildings that only partial view is available.	**Occasional -** 4he 632s of 603 are mostly workers of the surrounding businesses who have transient view and number of pedestrians is limited. %ven though, there are occasionally visitors who come to enjoy this specially-designed footbridge, whose stay will be longer.	**Medium to High**
VP4 **MTR Ngau Tau Kok Station, Junction of Elegance Road and Kwun Tong Road**	**Kinetic,** (0edestrians) □bout **330m** (- edium-range)	**Glimpsed** □the public views are much dominated by the abundant, large-scale infrastructure and high-rise buildings at the foreground.	**Frequent** □4he frequency of 632s at this node is high in proximity to the - 42 station.	**Low**
VP5a & b **Kai Tak Runway Park**	**Static & Kinetic** (tourists and passive recreational users) □bout **730m** (- edium-range) *&* **1.1km** (long-range)	**Full** □ □lthough positioned in the second row from the waterfront development cluster, the 60s have an exposed and unobstructed view towards the 3ite due to its location behind (oi " un 2oad 0ark.	**Occasional** □ . ear the +ai 4ak □ruise 4erminal as a tourism node and a gateway to (+ for visitors via cruises, this 60 is a strategic open space providing a waterfront promenade, pedestrian green walkway and sitting-out areas.	**Medium to High**
VP6 **Quarry Bay Park Active/ Passive Recreation users** □	**Static & Kinetic** (active and passive recreational users) □bout **2.9km** *(Long-range)*	**Partial** □4he 60 has an exposed view on the +wun 4ong waterfront.	**Frequent** □ 4here are **many** users of the park and waterfront 0romenade at the 1 uarry " ay 0ark on (ong +ong)sland side.	**Medium to High**
VP7 **Kung Lok Road Children's Playground**	**Static & Kinetic** (active and passive recreational users) □bout **450m** (- edium-range)	**Glimpsed –** 4he 0roposed □evelopment is hidden behind 7 ah - ei , au, which is at the uphill +wun 4ong area.	**Frequent** □ 4here are many 632s at the playground as it is a local open space which serves residents of the residential cluster of uphill +wun 4ong.	**High**

6. Visual Impact Assessment

6.1 4he 0hotomontages in **Figures 3-7** for each 60s are prepared to demonstrate the visual changes due to the proposed development at the proposed viewpoint locations. 4hey mainly compare the existing condition with the proposed development.

VP1 – Hoi Bun Road Park, Wai Yip Street

6.2 601 is a viewpoint situated adjacent to a cluster of medium- to high-rise developments along 7 ai Yip 3treet, with an open sky backdrop. 4he 0roposed □evelopment will visually replace one of the existing medium-rise towers with a contemporary high-rise commercial building featuring a thoughtfully designed fa ade, which would contribute positively to enhancing the overall urban townscape. 4he public view is enclosed by taller visual components formed by buildings on the left and right. 7 hile the new building will extend above the adjoining structures, its prominence is moderated by the presence of other recent high-rise commercial landmarks, such as / ne " ay %ast. &urthermore, a planned commercial development of □/+14/809 (+119.5m0□) will also be introduced into this visual setting. □s the surrounding buildings undergo redevelopment, the variation in building heights is expected to lessen given their maximum permissible building height of +100m0□. / verall, the 0roposed □evelopment is deemed compatible with the evolving urban context that, irrespective of the 0roposed □evelopment, the 632s at this 60 will continue to experience a typical urban landscape setting.

6.3 &rom this 60, no significant visual resources warranting preservation have been identified. □s illustrated in **Figure 6.1**, the major visual corridor along 7 ai Yip 3treet will be maintained. 4he increase in building height would result in only marginal increase in obstruction to the sky view from the angle of this viewpoint as compared to the existing " (2 of +100m0□.

6.4 □onsidering the transient nature of public viewers, the general character formed by the urban landscape setting and marginal increase in obstruction to the sky view as compared with the " (2 of +100m0□ from this angle, the proposed development will result in a **slightly adverse** visual change in this 60.

VP2 – Hoi Bun Road Park, Hoi Bun Road

6.5 4he existing visual composition of this 60 comprises some park and landscape features in the foreground, with the currently vacant 3ite adjoining ageing medium-rise industrial and)// buildings along 7 ai Yip 3treet and the open sky view forming the background. □djacent to the 3ite is an approved commercial development with a building height of about +119.5m0□. 7 ith reference to the photomontages in **Figure 6.2**, although the 0roposed □evelopment will block part of the open sky view, the 632s at this 60 will continue to experience a typical medium to high-rise urban landscape setting with or without the 0roposed □evelopment. 4he as-of-right building height level of +100m0□ under / Z0 is not visible from this viewpoint and therefore the proposed minor relaxation in " (will result in a similar degradation in terms of visual openness and the perceived impact would be negligible.

6.6 " ased on the photomontages, the important visual resources of the park at the foreground will not be affected. 4he softening effect by existing trees and the residual open sky view would help alleviate the visual impact that the 0roposed □evelopment will

not be visually overwhelming. 4he building block has been shifted further away from the park by introducing a 2.3m wide set back from the site boundary. 4he 0roposed □evelopment would also be carefully designed with consideration on the building fa ade, colour, and treatment so that it will be compatible with the surroundings.

6.7 / verall, the 0roposed □evelopment will have a moderate obstruction to the open sky view to a similar extent as a development adopting the permissible building height of +100m0□. 4he 0roposed □evelopment will thus have a **slightly adverse** impact on the overall visual quality and character of the urban landscape and on the visual experience of the 632s.

VP3 – Footbridge across Wai Yip Street, Hung Yip Street

6.8 603 is a medium-range viewpoint taken from the landing of the footbridge along 7 ai Yip 3treet. 4he 0roposed □evelopment integrates seamlessly with the existing adjoining group of industrial, industrial-office, and commercial buildings along the street, with a majority portion of sky view maintained forming the backdrop. □djacent to the 3ite are two approved developments for office, shop and services, and eating place uses, with building heights of approximately +119.5m0□ and +125.9m0□. 4he photomontage in **Figure 6.3** illustrates that the 0roposed □evelopment will be in harmony with the existing and planned developments along 7 ai Yip 3treet. □midst a group of buildings, the increase in building height would result in only marginal increase in obstruction to the sky view as compared to the existing " (2 of +100m0□. &rom this 60, no prominent visual resources requiring view preservation have been identified.

6.9 □s compared to 601, 632s represented by this 60 are more likely to appreciate the streetscape outside the footbridge, making them relatively more sensitive to visual changes. (owever, the photomontage in &igure 6.3 demonstrates that the 0roposed □evelopment would integrate into the existing urban landscape and the resulting visual obstruction to the open sky is minimal. 4he visual prominence of the 0roposed □evelopment would not be significant. □onsequently, the visual impact arising from the 0roposed □evelopment is considered **slight**.

VP4 – MTR Ngau Tau Kok Station, Junction of Elegance Road and Kwun Tong Road

6.10 604 is a medium-range viewpoint taken at the entrance of - 42 . gau 4au +ok 3tation, before the stairs which brings people down to the subway and into +4"□. 4his viewpoint is visually open with semi-open elevated platform of . gau 4au +ok 3tation is visible in the foreground, with newly redeveloped commercial buildings□ such as - anulife 0lace and the former - axwell)ndustrial " uilding (approximately +125.9m0□ under □pplication . o. □/+14/763)□ and the (ong +ong " aptist (ospital %ast +owloon - edical □entre (approximately +125.9m0□ under □pplication . o. □/+14/782) rising above it in the background. □s shown in **Figure 6.4**, the 60 illustrates that the 0roposed □evelopment will integrate well with the surrounding new commercial buildings visible from this viewpoint under existing conditions and the visual component taken from this viewpoint will remain largely unchanged as it visually replaces the original view towards the / ne " ay %ast building at its back and leaves a large portion of the existing open sky view remained.

6.11)n close proximity to the 3ite, there are also two planned commercial with building heights of approximately +115m0□ and +119.5m0□. □s many sites within the street block bounded by Yan Yip 3treet, +wun 4ong 2oad, and 4ai Yip 3treet have yet to undergo redevelopment, the existing medium-rise buildings leave an □open□ skyline towards the west of - anulife 0lace.

6.12 7 hile the increase in building height would result in slight increase in obstruction to the sky view as compared to the existing " (2 of +100m0□, the 0roposed □evelopment will help to mitigate the scale disparity between the newly redeveloped commercial buildings (such as the former - axwell)ndustrial " uilding site and - anulife 0lace) and the adjacent planned developments. 4his will create a more coherent, gradual stepping effect in the skyline. 4he resulting visual obstruction is considered slight.

6.13 632s represented by this viewpoint are considered less sensitive to visual changes, as they are mainly transient in nature near a railway station while descending the stairs. 4he 632s will only experience brief exposure to views of the 0roposed □evelopment, resulting in low visual sensitivity. □s discussed, while the pedestrians near the - 42 station will have partial view towards the 0roposed □evelopment as urban built-up features at the foreground largely dominate their sight, the extent of change to the existing visual component, openness and the visual quality is considered slight especially taking into account the planned developments. 4he visual impact at this 60 is considered **slight**.

VP5a & b – Kai Tak Runway Park

6.14 605a and b are respectively medium and long-range viewpoints taken from +ai 4ak 2unway 0ark. 632s at this 60 enjoy a panoramic harbour view of the +wun 4ong waterfront. 4he existing visual composition of this 60 comprises the +wun 4ong 4yphoon 3helter in the foreground, the densely built urban environment in +owloon %ast comprising the waterfront commercial developments such as 4he 1uayside, / ne " ay %ast, and . %/ , with +owloon 0eak and the open sky as the backdrop. □s illustrated in the photomontages in **Figures 6.5a and 6.5b**, the 0roposed □evelopment, being located within the clusters of existing high-rise developments, is perceived as part of the overall waterfront development context and will maintain a visual harmony with the surrounding buildings, when viewed from both 60s. 4he existing harbour view and skyline of the +4" □ will be slightly changed.

6.15 4he 0roposed □evelopment aligns with the broader visual character of transformation from a medium-rise industrial setting into revitalised high-rise commercial developments. 4he " (of the 0roposed □evelopment is similar to that of the adjoining planned commercial development of □/+14/809 (+119.5m0□) and is compatible with the planned +4" □ skyline. ' iven the considerable distance from the 3ite, 4he increase in building height would result in only marginal increase in obstruction to the sky view from the angle of this viewpoint as compared to the existing " (2 of +100m0□.

6.16 / verall, the 0roposed □evelopment is visually compatible with and harmonious with the general building profile and would not result in much difference on the existing visual resources when compared to the existing " (2 of +100m0□. □onsidering the above and the medium to high visual sensitivity of these 60s, the resultant visual impact of the 0roposed □evelopment is **slight**.

VP6 – Quarry Bay Park

6.17 4he visual composition of this 60 comprises the 6ictoria (arbour at the foreground, the %ast +owloon densely built urban environment of (ung (om, 4o +wa 7 an, +ai 4ak/+owloon □ity, and +wun 4ong, etc., combined with the natural ridgelines and open sky at the distant backdrop. □s illustrated in the photomontage in **Figure 6.6**, the proposed building, with a height of +115m0□, will stand amidst a cluster of high-rise developments and blend seamlessly into the continuous urban fabric, rendering it nearly indistinguishable within the broader context.

6.18 □s a strategic vantage point designated for the protection of ridgeline and harbour views, the preservation of the ridgeline is considered a key visual concern. □ccording to the 3trategic 6iewing 0oints webpage by the 0lanning □epartment, the ridgelines of , ion 2ock, 4sz 7 an 3han, and +owloon 0eak are to be safeguarded when viewed from 1uarry " ay 0ark. **Figure 6.6** focuses on the view towards the +4" □ and +owloon " ay, with +owloon 0eak and other major ridgelines as the backdrop. 4he photomontage demonstrates that the 0roposed □evelopment will not penetrate the ridgeline, the 20% " uilding-&ree Zone, or disrupt the skyline formed by existing high-rise developments. □s such, the visual obstruction to the ridgeline is considered negligible.

6.19 / verall, the 0roposed □evelopment is compatible with the surrounding developments, integrate seamlessly as part of the townscape and respect the 20% " uilding-&ree Zone of the ridgeline, the visual impact on public viewers is considered **negligible**.

VP7 – Kung Lok Road Children's Playground

6.20 4his 60 represents 632s located in the uphill residential areas of +wun 4ong. 4he majority of the view from this location is obstructed by 7 ah - ei , au of +wun 4ong ' arden %state, with only a view corridor remaining towards the lower part of +wun 4ong and the +4" □, framed by a portion of sky in the backdrop.

6.21 □s shown in the photomontage in **Figure 6.7**, situated behind the existing residential development of 7 ah - ei , au, only a small portion of the 0roposed □evelopment is visible. 4he existing visual components, openness, characters and experience will remain largely the same. / verall, the 0roposed □evelopment will result in **negligible** visual change in this 60.

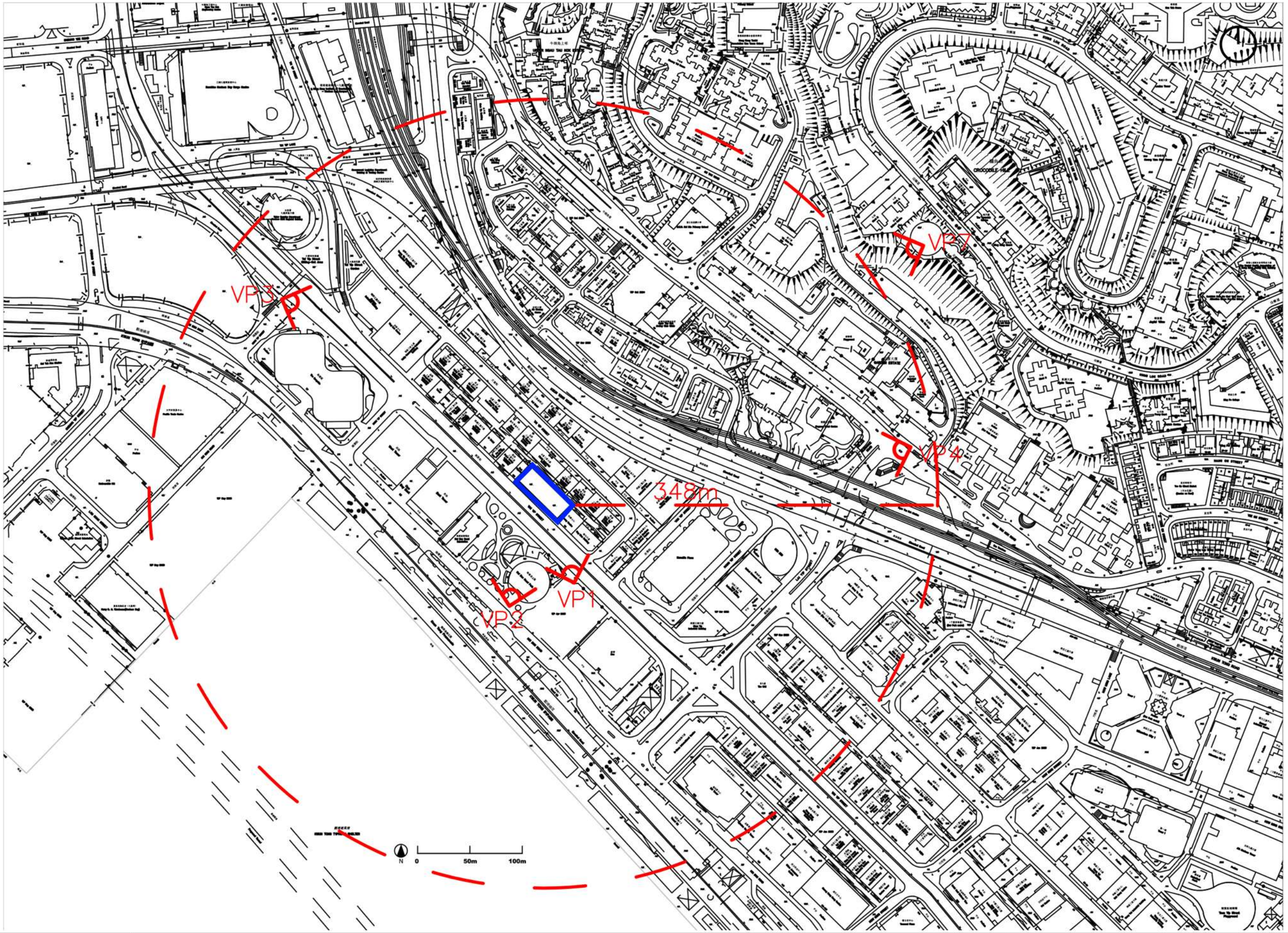
7. Conclusion

7.1 4he 6)□ is prepared in support of a proposed hotel with minor relaxation of 02 and " (restrictions at 107-109 7 ai Yip 3treet, +wun 4ong, +owloon. 4he 3ite is subject to a previous 3ection 16 □pplication (. o. □/+14/780) for 0roposed - inor 2elaxation of 02 and " (2estrictions which was approved with condition(s) by the 4own 0lanning " oard on 29.5.2020. 4he extent of minor relaxations applied were same as the subject planning application.

7.2)n summary, the visual impact of the 0roposed □evelopment is considered to be acceptable (from negligible to slightly adverse).

Table 3 – Summary of Visual Impact from Different Viewpoints	
Viewpoints assessed	**Resultant Visual Impact [1]**
VP1 (oi " un 2oad 0ark, 7 ai Yip 3treet	3lightly □dverse
VP2 (oi " un 2oad 0ark, (oi " un 2oad	3lightly □dverse
VP3 &ootbridge across 7 ai Yip 3treet, (ung Yip 3treet	3lightly □dverse
VP4 - 42 . gau 4au +ok 3tation, □unction of %legance 2oad and +wun 4ong 2oad	3lightly □dverse
VP5a & 5b +ai 4ak 2unway 0ark	3lightly □dverse
VP6 1 uarry " ay 0ark	. egligible
VP7 +ung , ok 2oad □hildren□s 0layground	. egligible

[1] 4he resultant visual impact is weighted by considering both the visual sensitivity, the magnitude of visual changes after implementation of visual mitigation measures together.



DRAWING TITLE:
Visual Envelope

DRAWING NUMBER:
Figure 5.1

LEGEND:

Selected Public Viewpoints

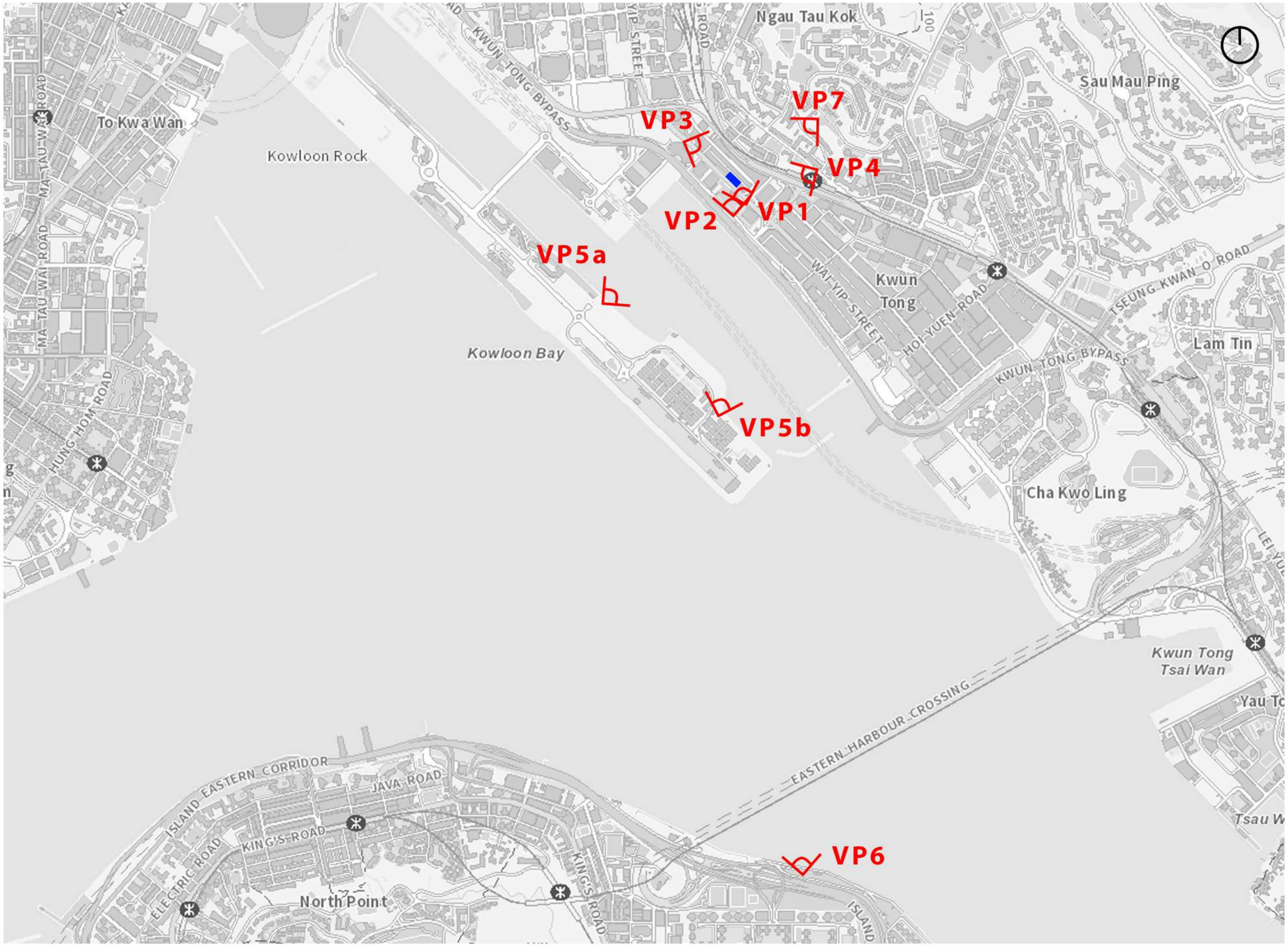
3H Zone

Application Site

SCALE:
1:5000

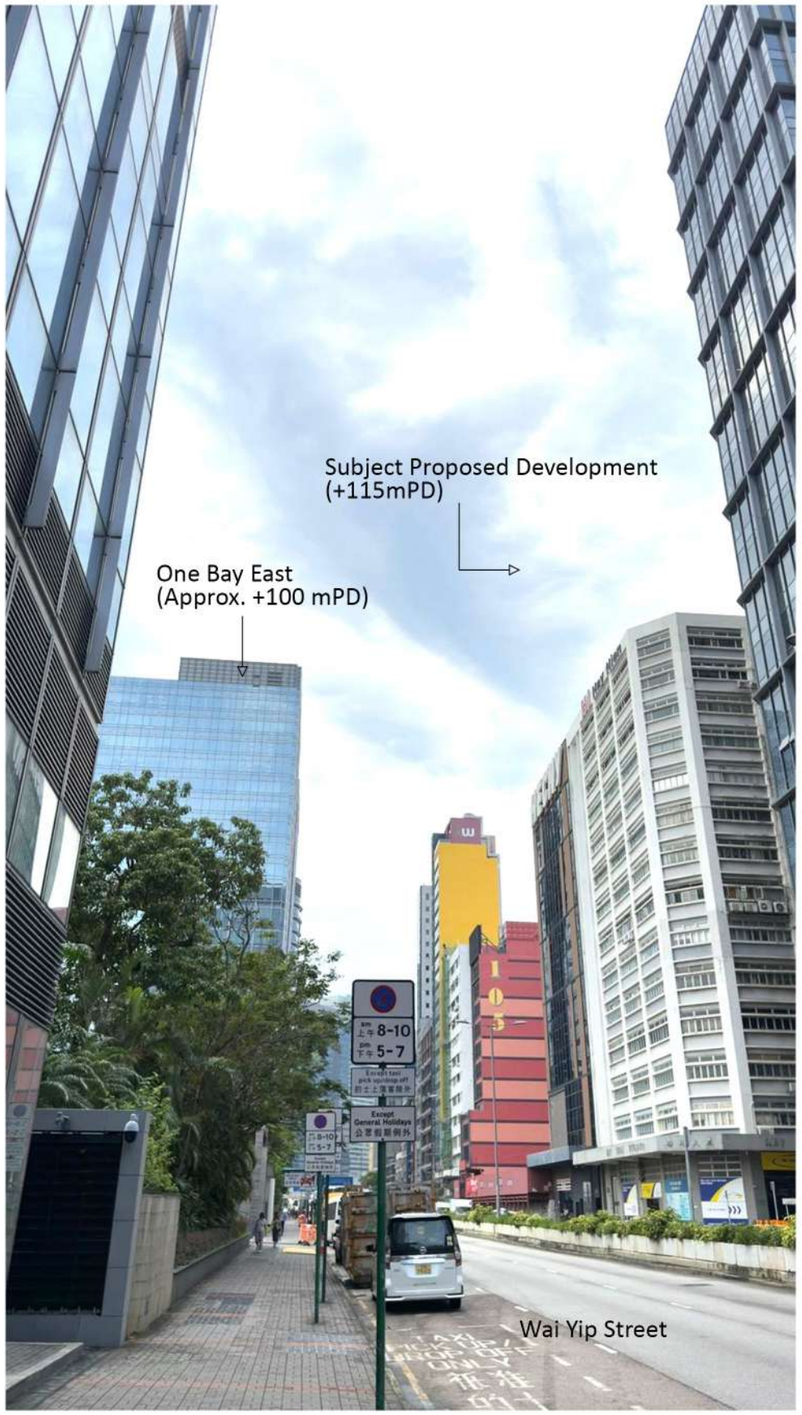
DATE:
August 2025

PREPARED BY:
DeSPACE (International) Limited

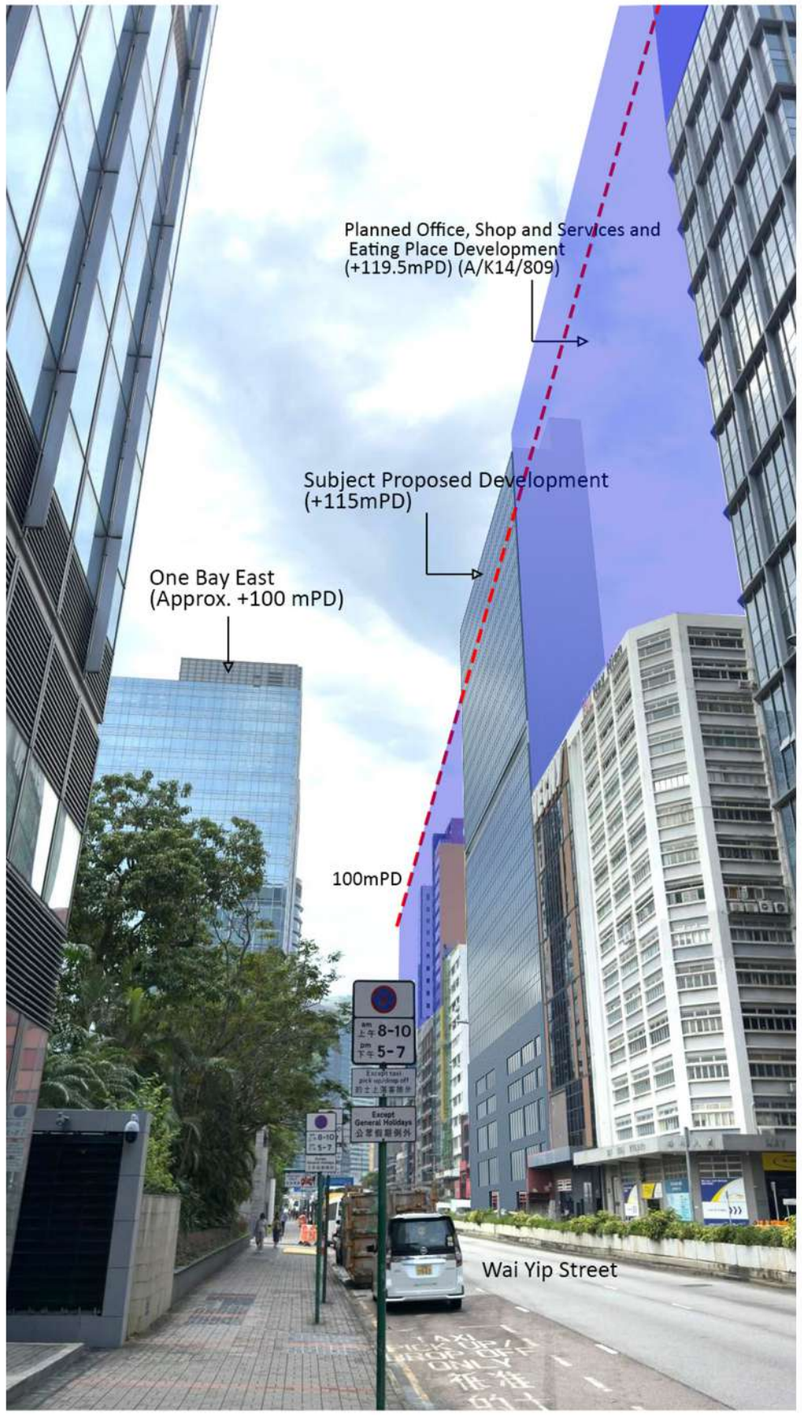


DRAWING TITLE: Location of Viewpoints	**LEGEND:** Selected Public Viewpoints; Application Site	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 5.2		**DATE:** August 2025	

Existing Condition



Proposed Scheme



DRAWING TITLE: VP1 - Hoi Bun Road Park, Wai Yip Street	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.1	**DATE:** August 2025	

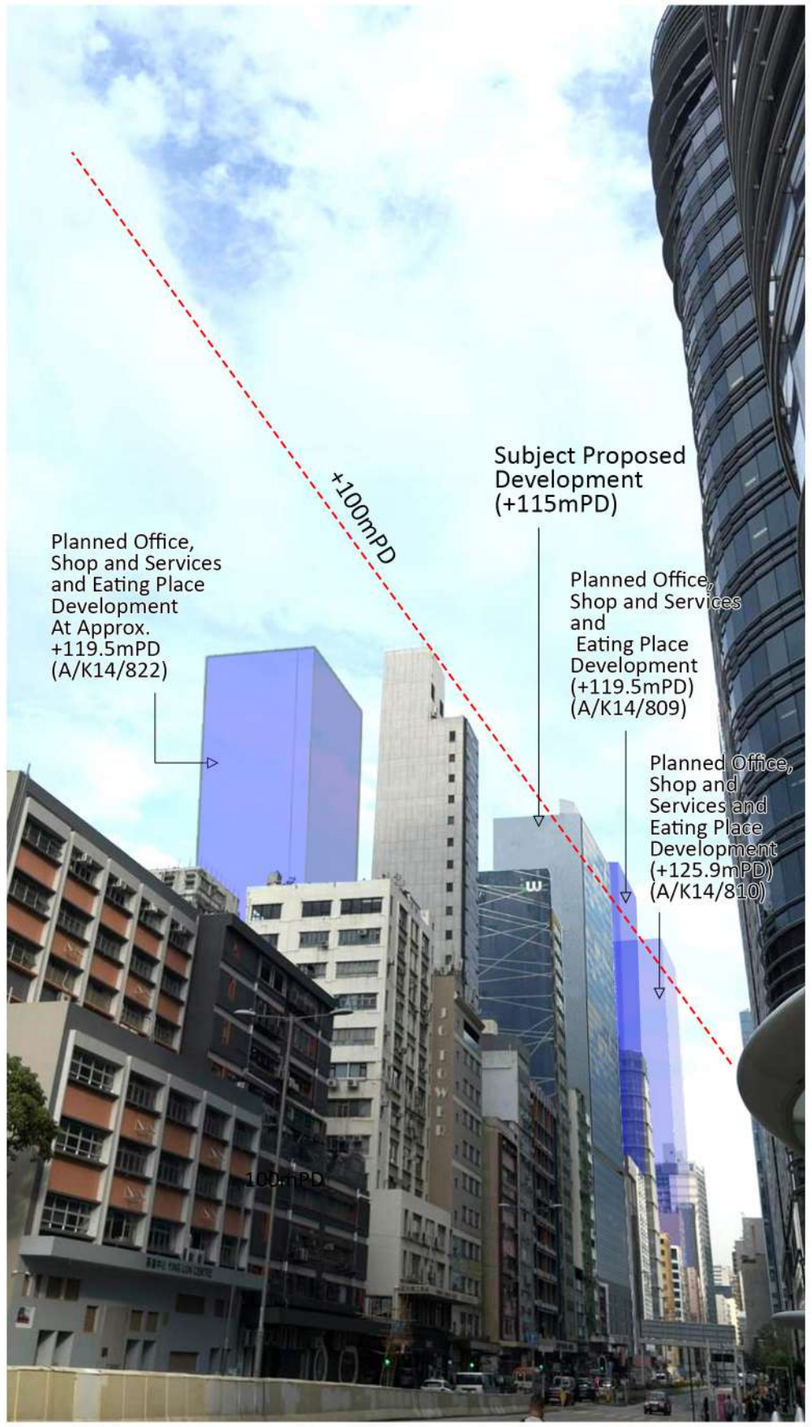
Existing Condition

Proposed Scheme

DRAWING TITLE: VP2 - Hoi Bun Road Park, Hoi Bun Road	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.2	**DATE:** August 2025	

Existing Condition

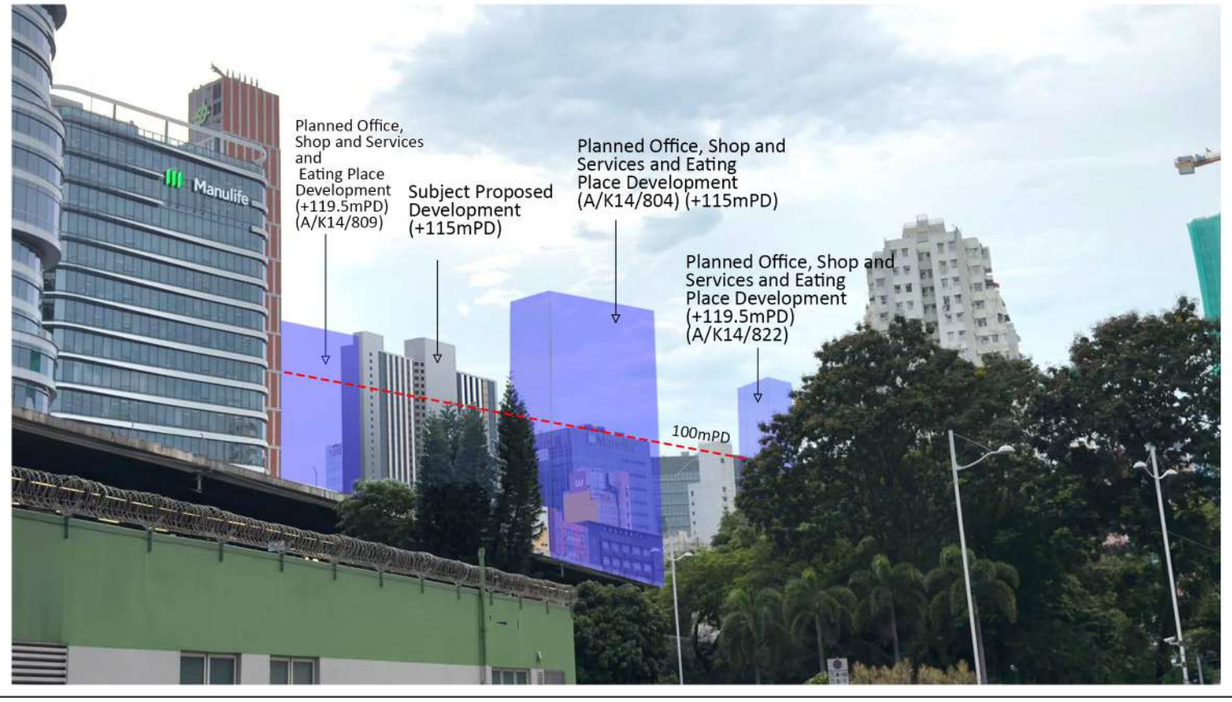
Proposed Scheme



DRAWING TITLE: VP3 - Footbridge across Wai YIp Street, Hung Yip Street	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.3	**DATE:** August 2025	

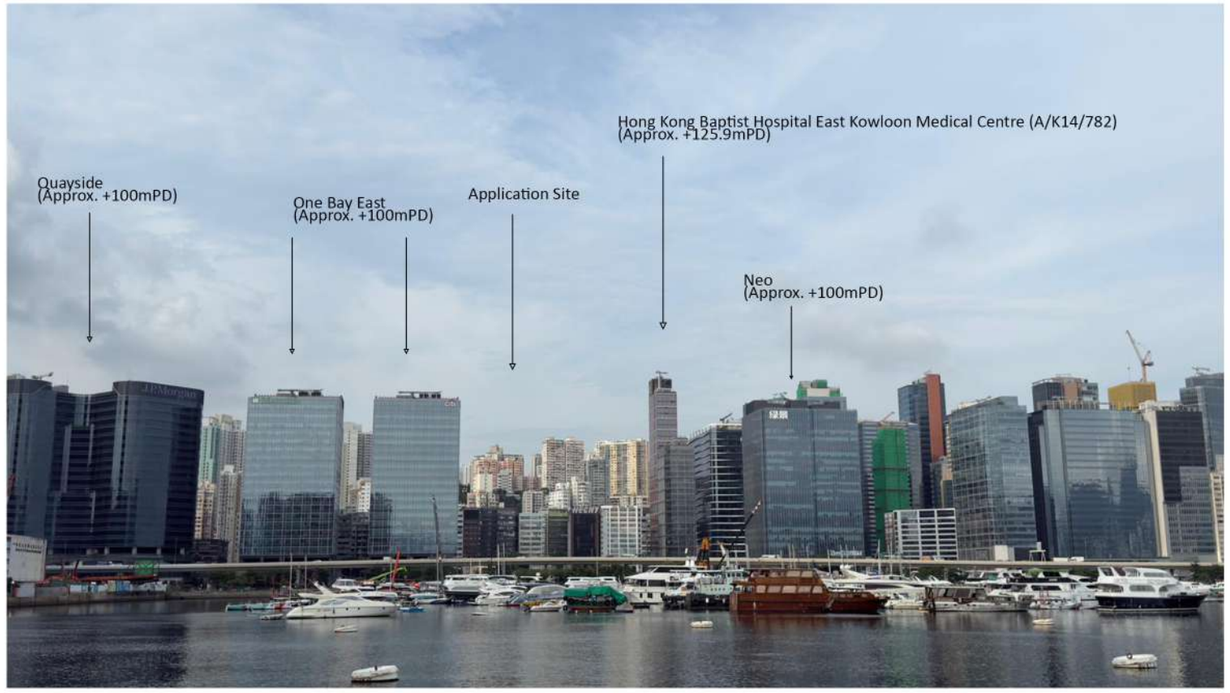
Existing Condition

Proposed Scheme



DRAWING TITLE: VP4 - MTR Ngau Tau Kok Station, Junction of Elegance Road and Kwun Tong Road	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.4	**DATE:** August 2025	

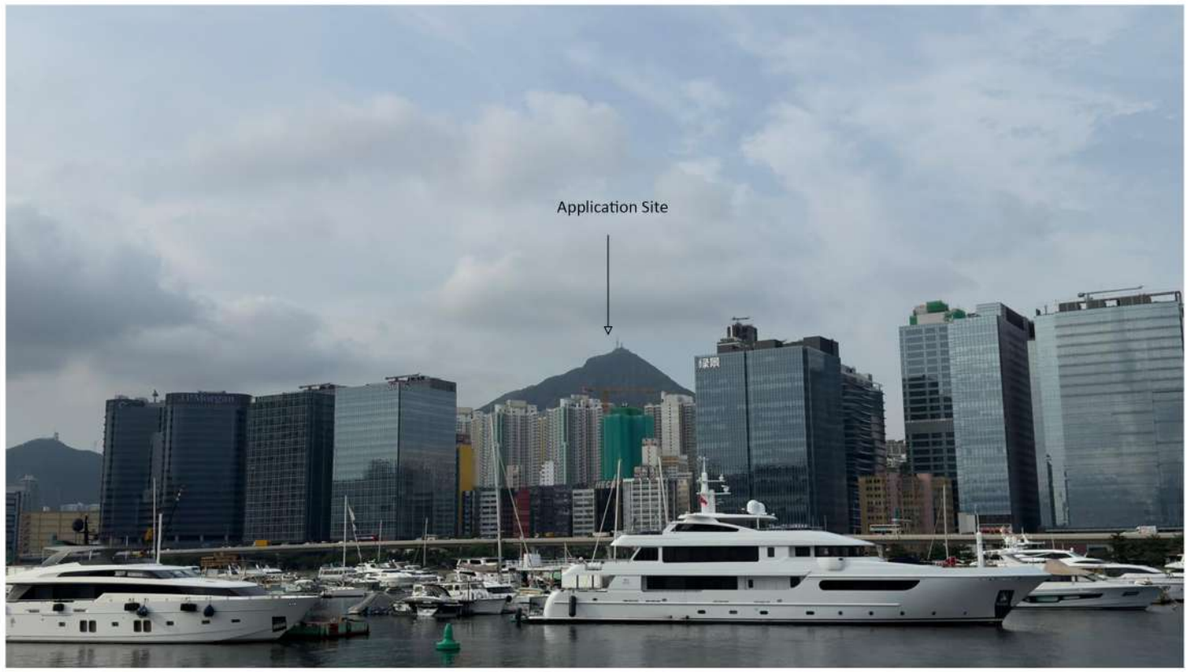
Existing Condition



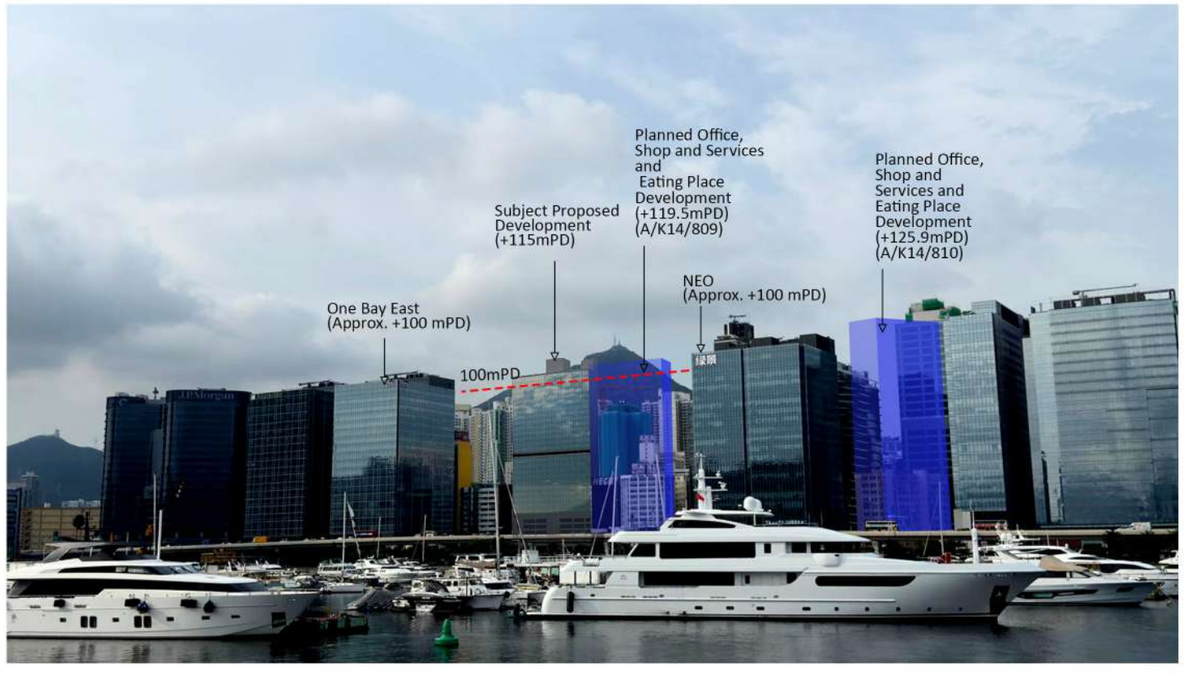
Proposed Scheme

DRAWING TITLE: VP5a - Kai Tak Promenade	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.5a	**DATE:** August 2025	

Existing Condition



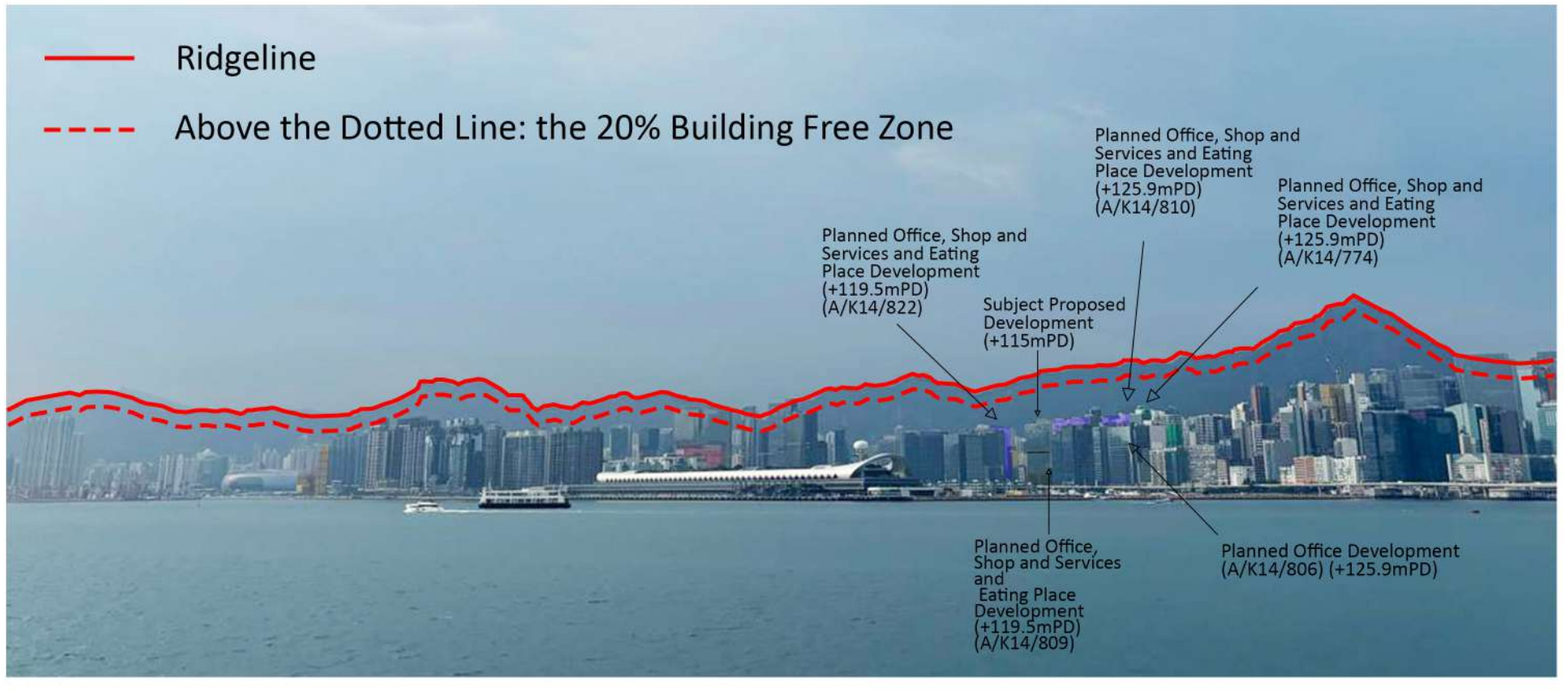
Proposed Scheme



DRAWING TITLE: VP5b - Kai Tak Runway Park	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.5b	**DATE:** August 2025	

Existing Condition

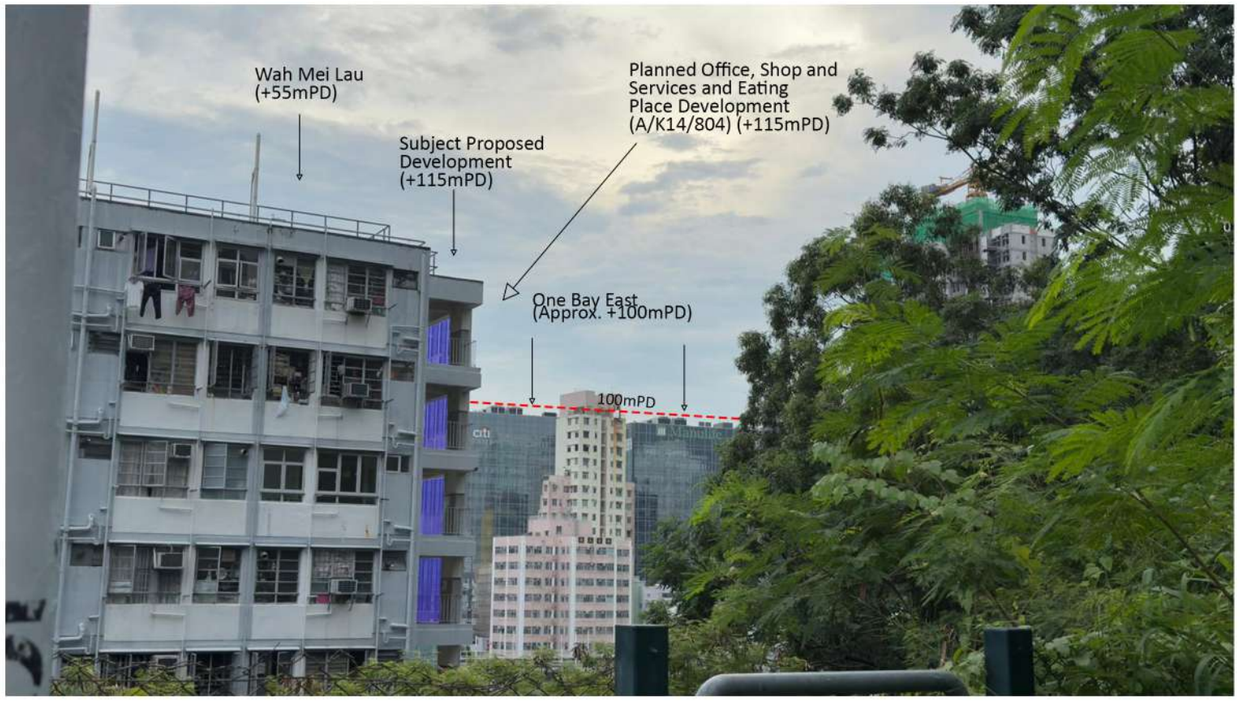
Proposed Scheme



DRAWING TITLE: VP6 - Quarry Park	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.6	**DATE:** August 2025	

Existing Condition

Proposed Scheme



DRAWING TITLE: VP7 - Kung Lok Road Children's Playground	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.7	**DATE:** August 2025	

Appendix 5

Traffic Impact Assessment

Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

Traffic Impact Assessment
Final Report
August 2025

Prepared by: **CKM Asia Limited**

Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

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Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

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Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

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Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

FIGURES

NUMBER

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3.1 G/F layout plan

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Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

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NUMBER

4.1 Location of planned developments in the vicinity of the Proposed Development

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1.0 INTRODUCTION

Background

1.1 The Subject Site is located at Nos. 107 – 109 Wai Yip Street in Kwun Tong, which is now vacant. **Figure 1.1** shows the location of the Subject Site.

1.2 On 29th May 2020, the Town Planning Board ("TPB") approved the S16 Planning Application for Office, Shop and Services & Eating Place Uses at 107-109 Wai Yip Street (TPB ref: A/K14/780) ("Approved S16 Scheme"). The Applicant has the intention to construct a hotel ("Proposed Development") at the Subject Site.

1.3 CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Applicant, to conduct a traffic impact assessment ("TIA") in support of Proposed Development. This report presents the findings of the TIA of the Proposed Development.

Scope of the Assessment

1.4 The main objectives of this TIA are as follows:

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

Contents of the Report

1.5 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 fronts onto Wai Yip Street to the south, and is bounded by a service lane to the north. The section of Wai Yip Street fronting the Subject Site is a dual carriageway 3-lane road.

Traffic Survey

2.2 To quantify the traffic flows at the junctions chosen for the capacity analysis, manual classified counts were conducted on Thursday, 12th June 2025 during the AM and PM peak periods. The locations of the surveyed junctions are presented in **Figure 2.1** and their layout is shown in **Figures 2.2 to 2.13**.

2.3 The surveyed junctions include the following:

- J1: Hoi Bun Road / Shun Yip Street;
- J2: Wai Yip Street / Shun Yip Street;
- J3: Tai Yip Street / Service Lane;
- J4: Hong Tak Road / Tai Yip Street;
- J5: Tai Yip Street / Tai Yip Lane;
- J6: Kwun Tong Road / Hong Tak Road;
- J7: Wai Yip Street / Lai Yip Street;
- J8: Kwun Tong Road / Lai Yip Street;
- J9: Hoi Bun Road / Lai Yip Street;
- J10: Lai Yip Street / Hung To Road;
- J11: Tai Yip Street / Siu Yip Street and;
- J12: Wai Yip Street / Siu Yip Street

2.4 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 0845 – 0945 and 1730 – 1830 hours respectively and the existing AM and PM peak hour traffic flows are presented in **Figure 2.14**.

Operational Performance of the Surveyed Junctions

2.5 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 surveyed junctions are summarised in **Table 2.1** and the detailed calculations are found in **Appendix 1**.

TABLE 2.1 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Ref	Junction	Type of Junction	Parameter[1]	AM Peak	PM Peak
J1	Hoi Bun Road / Shun Yip Street	Signal	RC	56%	43%
J2	Wai Yip Street / Shun Yip Street	Signal	RC	66%	62%
J3	Tai Yip Street / Service Lane	Priority	RFC	0.010	0.010
J4	Hong Tak Road / Tai Yip Street	Priority	RFC	0.224	0.177
J5	Tai Yip Street / Tai Yip Lane	Priority	RFC	0.049	0.023
J6	Kwun Tong Road / Hong Tak Road	Priority	RFC	0.366	0.451
J7	Wai Yip Street / Lai Yip Street	Signal	RC	80%	87%
J8	Kwun Tong Road / Lai Yip Street	Signal	RC	60%	44%
J9	Hoi Bun Road / Lai Yip Street[2]	Signal	RC	82%	85%
J10	Lai Yip Street / Hung To Road[2]	Signal	RC	80%	98%
J11	Tai Yip Street / Siu Yip Street	Priority	RFC	0.322	0.403
J12	Wai Yip Street/ Siu Yip Street	Priority	RFC	0.421	0.361

Notes: [1] RC – Reserve Capacity RFC – Ratio of Flow to Capacity
[2] Site factor applied to reflect kerbside / on-street activities

2.6 The results in **Table 2.1** indicate that the junctions now operate with capacities during the AM and PM peak hours.

Pedestrian Facilities

2.7 There are good pedestrian facilities provided in the vicinity of the Subject Site, including footpaths, and at-grade pedestrian crossings are provided at the signalised road junctions.

Availability of Public Transport Facilities

2.8 The Subject Site is well-served by various types of public transport services, including road-based franchised bus and public light bus. These services operate along Kwun Tong Road and Wai Yip Street within 500m or about 10 minutes' walk away. The Subject Site is located close to the Ngau Tau Kok MTR Station and the nearest entrance is at Lai Yip Street, which is some 400 metres or 6 minutes' walk away.

2.9 Details of the road-based public transport services operating in the vicinity of the Subject Site are shown in **Figure 2.15** and **Table 2.2**.

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

Route	Routing	Frequency (minutes)
KMB 1A	Sau Mau Ping (Central) – Star Ferry	5 – 15
KMB 3D	Tsz Wan Shan (Central) – Kwun Tong (Yue Man Square)	4 – 16
KMB 5R	Kai Tak Cruise Terminal – Kwun Tong (apm) (Circular)	30
KMB 6P	Cheung Sha Wan (So Uk Estate) – Lei Yue Mun Estate	AM, PM Peak
KMB 11B	Kwun Tong (Tsui Ping Road) – Kowloon City Ferry	10 – 25
KMB 11C	Chuk Yuen Estate – Sau Mau Ping (Upper)	15 – 25
KMB 11D	Lok Fu – Kwun Tong Ferry	15 – 30
KMB 13D	Po Tat – Island Harbourview	15 – 25
KMB 13M	Kwun Tong (Elegance Road) – Po Tat (Circular)	15 – 30
KMB 14	Lei Yue Mun Estate – China Ferry Terminal	12 – 25
KMB 14B	Ngau Tau Kok – Lam Tin (Kwong Tin Estate)	15 – 25
KMB 14X	Yau Tong (Shung Tak Wai) – Tsim Sha Tsui (Circular)	15 – 30
KMB 15	Ping Tin – Hung Hom (Hung Luen Road)	12 – 20
KMB 15A	Ping Tin – Tsz Wan Shan (North)	20 – 30

Route	Routing	Frequency (minutes)
KMB 15X	Lam Tin (Kwong Tin Estate) – Hung Hom Station	AM, PM Peak
KMB 16	Lam Tin (Kwong Tin Estate) – Mong Kok (Park Avenue)	8 – 20
KMB 16P	Kwun Tong Ferry – Mong Kok (Park Avenue)	AM, PM Peak
KMB 17	Kwun Tong (Yue Man Square) – Ho Man Tin (Oi Man Estate)	5 – 20
KMB 23M	Lok Wah – Shun Lee (Circular)	12 – 20
KMB 28B	Choi Fook – Kai Tak (Kai Ching Estate)	15 – 25
KMB 28S	Kwun Tong (Yue Mun Square) – Lok Wah	AM Peak
KMB 33	Tsuen Wan West Station – Yau Tong	15 – 30
KMB 33B	Tsuen Wan West Station – Yau Tong	20 – 25
KMB 38	Kwai Shing (East) – Ping Tin	5 – 20
KMB 38P	Kwai Shing (Central) – Ping Tin	AM Peak
KMB 40	Tsuen Wan (Belvedere Garden) – Laguna City	12 – 25
KMB 40A	Ping Tin – Kwai Hing Station	AM, PM Peak
KMB 40B	Kwai Chung Estate – Ping Tin	AM Peak
KMB 40P	Kwun Tong Ferry – Tsuen Wan (Shek Wai Kok)	AM, PM Peak
KMB 42C	Tsing Yi (Cheung Hang Estate) – Lam Tin Station	5 – 15
KMB 49	Ching Fu Court – Tseung Kwan O Industrial Estate	AM, PM Peak
KMB 62P	Tuen Mun Central – Lei Yue Mun Estate	8 – 25
KMB 62X	Tuen Mun Central – Lei Yue Mun Estate	8 – 25
KMB 69C	Tin Yan Estate – Kwun Tong Ferry	AM, PM Peak
KMB 74C	Kau Lung Hang – Kwun Tong Ferry	AM Peak
KMB 74D	Kau Lung Hang – Kwun Tong Ferry	25 – 60
KMB 74E	Tai Mei Tuk – Kwun Tong Ferry	AM, PM Peak
KMB 74F	Kwun Tong Ferry – Education University of Hong Kong	AM Peak
KMB 74P	Kwun Tong Ferry – Tai Po Central	AM Peak
KMB 74X	Tai Po Central – Kwun Tong Ferry	3 – 15
KMB 80	Mei Lam – Kwun Tong Ferry	5 – 20
KMB 80A	Mei Lam – Kwun Tung Ferry	AM Peak
KMB 80P	Hin Keng – Kwun Tong Ferry	AM Peak
KMB 80X	Chun Shek – Kwun Tong Ferry	8 – 25
KMB 83A	Shui Chuen O – Kwun Tong Ferry	AM Peak
KMB 83X	Shui Chuen O – Kwun Tong Ferry	8 – 30
KMB 88X	Fo Tan Chung Yeung Estate – Ping Tin (Circular)	20 – 30
KMB 89	Lek Yuen – Kwun Tong Station	8 – 20
KMB 89B	Shatin Wai – Kwun Tong Station	10 – 25
KMB 89C	Heng On – Kwun Tong (Tsui Ping Road)	12 – 30
KMB 89D	Wu Kai Sha Station – Lam Tin Station	3 – 20
KMB 89P	Ma On Shan Town Centre – Lam Tin Station Bus Terminus	AM Peak
KMB 89X	Shatin Station – Kwun Tong (Tsui Ping Road)	7 – 20
KMB 93K	Po Lam – Mong Kok East Station	15 – 30
KMB 95M	Tsui Lam – Kwun Tong Road (Elegance Road)	20 – 30
KMB 98	Tseung Kwan O Industrial Estate – Ngau Tau Kok Station (Circular)	15 – 20
KMB 98A	Hang Hau (North) (Tseung Kwan O Hospital) – Ngau Tau Kok Station (Circular)	8 – 20
KMB 98B	Hang Hau (North) (Tseung Kwan O Hospital) – Kwun Tong Station	AM Peak
KMB 213B	On Tai – Ting Fu Street (Circular)	AM Peak
KMB 215X	Lam Tin (Kwong Tin Estate) – Kowloon Station	5 – 20
KMB 234C	Sham Tseng – Kwun Tong Station	AM, PM Peak
KMB 234D	Tsing Lung Tau – Kwun Tong Station	AM, PM Peak
KMB 252X	Handsome Court – Lam Tin Station	AM, PM Peak
KMB 258A	Hung Shui Kiu (Hung Fuk Estate) – Lam Tin Station	AM Peak
KMB 258D	Tuen Mun (Po Tin Estate) – Lam Tin Station	5 – 20
KMB 258P	Hung Shui Kiu (Hung Fuk Estate) – Lam Tin Station	AM, PM Peak
KMB 258S	Tuen Mun (Shan King Estate) – Lam Tin Station	AM Peak
KMB 258X	Tuen Mun (Po Tin Estate) – Kwun Tong Ferry	AM, PM Peak

Route	Routing	Frequency (minutes)
KMB 259D	Tuen Mun (Lung Mun Oasis) – Lei Yue Mun Estate	7 – 25
KMB 259X	Lung Mun Oasis – Kwun Tong Ferry	AM, PM Peak
KMB 267X	Tuen Mun (Siu Hong Court) – Lam Tin Station	AM, PM Peak
KMB 268A	Long Ping Estate – Kwun Tong Ferry	AM, PM Peak
KMB 268C	Long Ping Station – Kwun Tong Ferry	5 – 20
KMB 268P	Ma Wang Road (Shan Shui House) – Kwun Tong Ferry Kwun Tong Ferry – Long Ping Station	AM, PM Peak
KMB 269C	Tin Shui Wai Town Centre – Kwun Tong Ferry	5 – 20
KMB 269S	Tin Shui Wai Town Centre – Kwun Tong Ferry	AM, PM Peak
KMB 274X	Kwun Tong Ferry – Tai Po Central	PM Peak
KMB 277A	Sha Tau Kok – Lam Tin Station	AM, PM Peak
KMB 277E	Lam Tin Station – Sheung Shui (Tin Ping)	15 – 30
KMB 277P	Sheung Shui (Tin Ping) – Lam Tin Station	AM, PM Peak
KMB 277X	Fanling (Luen Wo Hui) – Lam Tin Station	5 – 30
KMB 296A	Sheung Tak – Ngau Tau Kok Station (Circular)	7 – 15
KMB 296C	Sheung Tak – Cheung Sha Wan (Hoi Ying Estate)	15 – 30
KMB N3D	Kwun Tong (Yue Man Square) – Tsz Wan Shan (Central)	Overnight
KMB N293	Sheung Yak – Mong Kok East Station	Overnight
KMB T74	Tai Po (Tai Wo) – Kwun Tong Ferry	AM Peak
KMB T277	Sheung Shui – Lam Tin Station	AM, PM Peak
KMB W2	Jordan (West Kowloon Station) – Kwun Tong (Circular)	30 – 60
KMB X42C	Tsing Yi (Cheung Hang Estate) – Yau Tong	7-30
KMB X42P	Tsing Yi (Cheung On Estate) – Lam Tin Station	AM Peak
KMB X89D	Nai Chung – Kwun Tong Ferry	AM, PM Peak
KMB/CTB 101	Kwun Tong (Yue Man Square) – Kennedy Town	3 – 20
KMB/CTB 101X	Kwun Tong (Yue Man Square) – Kennedy Town	AM, PM Peak
KMB/CTB 606	Siu Sai Wan (Island Resort) – Choi Wan (Fung Shing Street)	20 – 25
KMB/CTB 606A	Shau Kei Wan (Yiu Tung Estate) – Choi Wan (Fung Shing Street)	AM Peak
KMB/CTB 606X	Siu Sai Wan (Island Resort) – Kowloon Bay	AM, PM Peak
KMB/CTB 619	Shun Lee – Central (Macau Ferry)	4 – 25
KMB/CTB 619P	Shun Lee – Central (Macau Ferry)	AM Peak
KMB/CTB 641	Kai Tak (Kai Ching Estate) – Central (Macau Ferry)	AM, PM Peak
KMB/CTB 671	Diamond Hill Station – Ap Lei Chau Lee Lok Street	15 – 45
KMB/CTB 671X	Ap Lei Chau Lee Lok Street – Diamond Hill Station	AM Peak
KMB/CTB N619	Shun Lee – Central (Macau Ferry)	Overnight
CTB 55	Ching Tin and Wo Tin – Kwun Tong Ferry Pier	AM, PM Peak
CTB 61R	Lam Tin Station – City One Shatin	12 – 20
CTB 78C	Queen's Hill Fanling – Kai Tak	AM, PM Peak
CTB 78P	Queen's Hill Fanling – Kwun Tong	AM Peak
CTB 78X	Queen's Hill Fanling – Kai Tak	30 – 60
CTB 796S	Tseung Kwan O Station – Ngau Tau Kok Station (Circular)	Overnight
CTB 797	Lohas Park – Kowloon Bay (Circular)	15 – 20
CTB A22	Lam Tin Station – Airport	15 – 40
CTB A29	Tseung Kwan O (Po Lam) – Airport / HZMB Hong Kong Port	20 – 60
CTB E22	Lam Tin (North) – AsiaWorld-Expo	8 – 20
CTB E22A	Tseung Kwan O (Hong Sing Garden) – AsiaWorld-Expo	25 – 30
CTB E22C	Tiu Keng Leng Station – Aircraft Maintenance Area	AM, PM Peak
CTB E22S	Tung Chung (Mun Tung Estate) – Tseung Kwan O (Po Lam)	AM, PM Peak
CTB E22X	Yau Tong – AsiaWorld-Expo	AM, PM Peak
CTB N29	Tseung Kwan O (Hong Sing Garden) – Tung Chung Station	Overnight
CTB NA29	Tseung Kwan O (Po Lam) – Airport / HZMB Hong Kong Port	Overnight
GMB 22A	Lok Wah Estate – Cheung Yip Street / Kwun Tong Ferry Pier (Circular)	20
GMB 35	Choi Ha Estate – Hong Lee Court	5 – 7
GMB 36A	Crocodile Hill (Hong Lee Court) To Yue Man Square Public Transport Interchange (Circular)	4 – 5

Route	Routing	Frequency (minutes)
GMB 56	Richland Gardens – Kwun Tong (Shung Yan St)	10 – 20
GMB 62S	Kwong Tin Estate – Tsim Sha Tsui (Haiphong Road)	Overnight
GMB 68	Choi Wan Estate – Kowloon Bay (Enterprise Square)	8 – 12
GMB 86	Kai Tak Cruise Terminal – Telford Gardens	8 – 20
GMB 90A	Yau Lai Estate – HK Children's Hospital	20
GMB 90B	Sau Mau Ping Estate Phase 5 – HK Children's Hospital	15 – 20
GMB 102	Hang Hau Station – San Po Kong (Hong Keung Street)	2 – 15
GMB 102B	Hang Hau (Yuk Ming Court) – Choi Hung	12 – 20
GMB 102S	Hang Hau Station – San Po Kong (Hong Keung Street)	Overnight
GMB 104	The HK University of Science and Technology – Ngau Tau Kok Station	12 – 25
GMB 106	Tseung Kwan O (Po Lam) – Kowloon Bay (Enterprise Square)	7 – 25
GMB 501S	Sheung Shui Station – Kwun Tong (Yue Man Square)	Overnight

Note: KMB – Kowloon Motor Bus CTB – City Bus GMB – Green Minibus

3.0 THE PROPOSED DEVELOPMENT

Development Parameters and Provision of Internal Transport Facilities

3.1 The Proposed Development is a Hotel with 984 guest rooms. The internal transport facilities for the Proposed Development are provided in accordance to the recommendations of the Hong Kong Planning Standards and Guidelines ("HKPSG"), and are presented in **Table 3.1**.

TABLE 3.1 COMPARISON OF THE HKPSG RECOMMENDATION AND THE PROPOSED PROVISION

HKPSG Recommendation for a Hotel with 984 guest rooms	**Proposed Provision**
Car Parking Space	
1 car parking space per 100 rooms. 984 / 100 = 9.8, say **10 nos.**	**10 nos.** comprising of: (i) 9 nos. @ 5m (L) x 2.5m (W) x 2.4m, (ii) 1 no. @ 5m (L) x 3.5m (W) x 2.4m (H) for persons with disabilities **= HKPSG recommendation**
Motorcycle Parking Space	
5 to 10% of the total provision for private cars Minimum = 10 x 5% = 0.05, **say 1 no.** Maximum = 10 x 10% = 0.1, **say 1 no.**	**1 no.** @ 2.4m (L) x 1m (W) x 2.4m (H) **= HKPSG recommendation**
Taxi and Private Car Layby	
Minimum 4 lay-bys for taxi and private cars for ≥ 600 rooms **= 4 nos.**	**4 nos.** @ 5m (L) x 2.5m (W) x 2.4m (H) **= HKPSG recommendation**
Single-Deck Tour Bus Layby	
Minimum 3 lay-bys for single-deck tour buses for ≥ 900 rooms **= 3 nos.**	**3 nos.** @ 12m (L) x 3.5m (W) x 3.8m (H) **= HKPSG recommendation**
Goods Vehicle Loading / Unloading Bay	
0.5 - 1 goods vehicle bay per 100 rooms Minimum = 984 / 100 x 0.5 = 4.9, say **5 nos. (X LGV, X HGV)** Maximum = 984 / 100 x 1 = 9.8, say **10 nos. (7 LGV, 3 HGV)**	**8 nos.** comprising of: (i) 7 nos. LGV @ 7m (L) x 3.5m (W) x 3.6m (H) & (ii) 1 no. M/HGV @ 11m (L) x 3.5m (W) x 4.7m (H) **> HKPSG minimum & < HKPSG maximum recommendation**

Reasons for Deviation from the HKPSG Maximum Recommendation

3.2 The only internal transport facility which deviates from the HKPSG maximum recommendation is the provision of 8 loading / unloading bays, which is 2 less than the maximum HKPSG recommendation, but, 3 more than the HKPSG minimum recommendation.

3.3 The provision of 2 nos. more M/HGV loading / unloading bays was considered, but not found to be possible due site constraint, and is explained as follows:

(1) The Outline Development Plan no. D/K14A/1H require the Subject Site to setback (i) along Wai Yip Street of 2.3m, and (ii) 1.5m setback and 1.5m non-building area along the service lane;

(2) With the above setback requirements, the length of the Subject Site (i.e. measured from Wai Yip Street to the service lane) which is originally 21.3m is reduced to only 17.5m (reduction of substantial length of 17.8%)
(3) The ground floor layout has maximised the provision of M/HGV loading / unloading bays which need to front onto the turntable so vehicles could enter and leave the loading / unloading bay.

3.4 After accommodating the essential facilities such as, structural columns, staircases, escalators, lift lobby and car lift to the basement car park, etc, the provision of 2 more M/HGV loading / unloading bay is not possible.

Layout Plans

3.5 The carpark layout plans for G/F and B1/F are found in **Figures 3.1 – 3.2**. Similar to the Approved S16 Planning Application (TPB ref: A/K14/809), two vehicular access points are provided and these are located at:
(i) The service lane at the northern side of the Proposed Development;
(ii) Wai Yip Street

Swept Path Analysis

3.6 The CAD-based swept path analysis program, Autodesk Vehicle Tracking, was used to check the ease of vehicle manoeuvring, and the swept path drawings of vehicle manoeuvring on the parking levels are found in in **Appendix 2**. Vehicles are found to have no manoeuvring problems and all vehicles could enter and leave the spaces with ease.

Vehicle Lift Analysis

3.7 A light goods vehicle lift is provided to access B1/F from G/F, and to prevent potential tailback to Wai Yip Street, a waiting space provided on G/F. A vehicle lift analysis was conducted to check on the operation of the vehicle lift system, and it was found that the vehicle lift system is acceptable and can serve the Proposed Development. The vehicle lift analysis is found in **Appendix 3**.

Traffic Management Plan

#1 Turntable

3.8 A traffic management plan will be implemented by the Applicant, which includes the following:

- Loading / unloading related to goods deliveries will be undertaken during the non-peak hours.
- All users have to make reservation with the property management prior to the use of the goods vehicle loading/unloading bay and coach lay-by.
- The Management Office will ensure that maintenance of the turntable will be carried out during the non-peak period.
- The Management Office will ensure that should the turntable breaks down, the Management Office will immediately contact the turntable maintenance company to repair, and all users will be notified that the use of HGV loading/ unloading bay and coach lay-by will be suspended.

#2 Car Lift

(i) Operation and Maintenance of the lift

3.9 A management staff will be deployed to guide the driver to enter the vehicle lift. Regular inspection will be arranged, and prior to the conduct of the regular

maintenance, all occupants will be notified of the date and duration of the suspension of the vehicle lift.

(ii) Breakdown of the lift

3.10 If a vehicle lift breaks down, the Property Management will immediately call the vehicle lift maintenance company. However, if a vehicle is trapped inside the vehicle lift, the Fire Services Department will be contacted, and notice will be displayed at the entrance of the car park to inform motorists of the suspension of service.

(iii) Management of passages between compartments of the carpark and L/UL at B/F in case of opposing traffic

3.11 A management staff will be deployed on B/F to ensure smooth operation on B/F to guide the drive to enter and leave the vehicle lift.

4.0 TRAFFIC IMPACT

Design Year

4.1 The Proposed Development is expected to be completed by 2029, and the design year adopted for the capacity analysis is 2032, i.e. *3 years after the completion of the development*.

Traffic Forecast

4.2 The 2032 traffic flows used for the junction analysis are produced with reference to: (i) 2031 traffic flows from the Base District Traffic Model ("BDTM"); (ii) estimated traffic growth from 2031 to 2032; (iii) the planned developments in the vicinity of the Proposed Development, and (iv) additional traffic generated by the Proposed Development.

Estimated Traffic Growth Rate from 2031 to 2032

4.3 Reference is made to the 2021 – based Territorial Population and Employment Data Matrix ("TPEDM") data produced by Planning Department for Kwun Tong District, which are for 2021, 2026 and 2031 and are presented in **Table 4.1**.

TABLE 4.1 2021-BASED TPEDM DATA PRODUCED BY PLANNING DEPARTMENT FOR KWUN TONG DISTRICT

Item	TPEDM Estimates and Projections		
	2021	**2026**	**2031**
Population	673,150	682,500	690,750
Employment	395,900	400,050	441,300
Total	1,069,050	1,082,550	1,132,050
Average Growth	From 2021 to 2026: +0.25% From 2021 to 2031: +0.57%	From 2026 to 2031: +0.90%	N/A

4.4 **Table 4.1** shows that the highest average annual growth rate is +0.90%. In view that there is no estimation beyond 2031 and to err on the high side, the growth rate of **1%** per annum is adopted for the traffic growth between 2031 and 2032.

Planned Developments in the Vicinity of the Proposed Development

4.5 The planned developments included in the 2032 reference traffic flows are presented in **Table 4.2**, and the locations of planned developments are shown in **Figure 4.1**.

TABLE 4.2 PLANNED DEVELOPMENTS IN THE VICINITY OF THE PROPOSED DEVELOPMENT

Site	Planning Application No. / Plan No.	Address	Use	Development Parameters (Approx.)
1	A/K14/763	350 Kwun Tong Road	Commercial	GFA = 25,658m^2
2	A/K14/766	41 King Yip Street	Commercial	GFA = 30,576m^2
3	A/K14/771	32 Hung To Road	Commercial	GFA = 13,122m^2
4	A/K14/773	82 Hung To Road	Industrial	GFA = 13,378m^2
5	A/K14/774	7 Lai Yip Street	Commercial	GFA = 14,775m^2
6	A/K14/775	132 Wai Yip Street	Commercial	GFA = 6,021m^2
7	A/K14/777	71 How Ming Street	Office	GFA = 18,312m^2
8	A/K14/782	4 Tai Yip Street	Retail	GFA = 8,027m^2
9	A/K14/787	33 Hung To Road	Industrial	GFA = 13,830m^2

Site	Planning Application No. / Plan No.	Address	Use	Development Parameters (Approx.)
10	A/K14/796	28A Hung To Road	Hotel	No. of rooms = 89
11	A/K14/804	334 -336 and 338 Kwun Tong Road	Commercial	GFA = 23,211m^2
12	A/K14/806	11 Lai Yip Street	Office	GFA = 15,051m^2
13	A/K14/807	Kun Tong Inland Lots 1 S.A , 1 RP, 3 and 15	Commercial	GFA = 66,890m^2
14	A/K14/809	1 Tai Yip Street and 111 Wai Yip Street	Commercial	GFA = 13,349m^2
15	A/K14/810	5 Lai Yip Street	Commercial	GFA = 14,788m^2
16	A/K14/820	73 – 75 Hung To Road	Commercial	GFA = 26,757m^2
17	A/K14/822	25 Tai Yip Street, Kwun Tong	Commercial	GFA = 5,572m^2
18	A/K14/832	201 and 203 Wai Yip Street	Hotel	No. of rooms = 448
19	A/K14/819 & S/K14S/URA1/3 Urban Renewal Authority 'Vertical City' mixed use development	Areas 4 and 5 of Kwun Tong Town Centre	Commercial GFA = 65,000m^2, Office GFA = 127,619m^2 and GIC GFA = 8,601m^2	
20	N/A	EKEO Lai Yip Street Development	Commercial	GFA = 23,000m^2
21	N/A	Kwun Tong Action Area	Commercial	GFA = 89,350m^2
22	N/A	Kowloon Bay Action Area	Commercial	GFA = 500,000m^2

4.6 The infrastructure and road network included in the BDTM are as follows:

- Kai Tak Development
- Tseung Kwan O – Lam Tin Tunnel
- Central Kowloon Route
- Trunk Road T2 between Central Kowloon Route and Tseung Kwan O – Lam Tin Tunnel

Traffic Generated by the Proposed Development

4.7 Surveys were conducted on Tuesday, 26th November 2024 between 0800 – 1100 and 1600 – 1900 hours at 4 hotels which are of similar class, number of hotel rooms and traffic characteristics, i.e. proximity to the MTR and road-based public transport services. The surveyed hotels are shown below:

(i) 254-room Nina Hotel Kowloon East at 38 Chong Yip Street, Kwun Tong
(ii) 298-room Tuen Mun Pentahotel at 6 Tsun Wen Road, Tuen Mun
(iii) 360-room Dorsett Kwun Tong at 84 Hung To Road, Kwun Tong
(iv) 598-room Hotel Cozi Harbour View at 163 Wai Yip Sreet, Kwun Tong

4.8 In addition, reference is made the survey of the Regal Riverside Hotel found in TD 05/2006 Trip Generation Survey 2006 Report. The comparison of these trip generation rates with the TPDM lower limit is found in **Table 4.3**.

TABLE 4.3 COMPARISON OF TRIP GENERATION RATES

Items	Trip Generation rate in pcu/hr/room			
	AM Peak		PM Peak	
	In	Out	In	Out
(i) Nina Hotel[(1)]	0.0591	0.0433	0.0512	0.0472
(ii) Tuen Mun Pentahotel[(1)]	0.0369	0.0336	0.0336	0.0336
(iii) Dorsett Kwun Tong[(1)]	0.0361	0.0333	0.0361	0.0333
(iv) Hotel Cozi Harbour View[(1)]	0.0084	0.0151	0.0134	0.0167
(v) Regal Riverside Hotel[(2)]	**0.0837**	**0.0993**	**0.1005**	**0.0909**
(iv) Lower limit of rates from TPDM	0.0832	0.0843	0.0908	0.0883
Maximum rate	**0.0837**	**0.0993**	**0.1005**	**0.0909**

Note [(1)] CKM survey
[(2)] From TD 05/2006 – Traffic Generation Survey 2006 Final Report

4.9 To be conservative, trip generation rates from the Regal Riverside Hotel is adopted to estimate the traffic generation for Proposed Development, and the calculated traffic generation associated with the Proposed Development are found in **Table 4.4**.

TABLE 4.4 TRAFFIC GENERATION OF THE PROPOSED DEVELOPMENT

Item	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Trip Generation Rates for hotel (pcu/hour/guest room)						
Rates from **Table 4.3**	0.0837	0.0993	NA	0.1005	0.0909	NA
Traffic Generation of Proposed Development (pcu/hour)						
984 guest rooms	**83**	**98**	**181**	**99**	**90**	**189**

4.10 **Table 4.4** shows the Proposed Development generates 181 and 189 more pcu (2-way) during the AM and PM peak hours respectively.

Planned Junction Improvement Schemes

4.11 The planned junction improvement schemes found in the vicinity of the Subject Site are summarised in **Table 4.5** and shown in **Appendix 4**.

TABLE 4.5 PLANNED TRAFFIC IMPROVEMENT SCHEMES IN THE VICINITY OF THE PROPOSED DEVELOPMENT

Junction		Description of Work	Project Proponent	Estimated Completion Year
J1	Hoi Bun Road / Shun Yip Street	The road markings are changed at Shun Yip Street Westbound and Eastbound	Kowloon Bay Action Area – Feasibility Study	Before 2032
J8	Kwun Tong Road / Lai Yip Street	The road alignment is adjusted at Lai Yip Street Northbound	Kwun Tong Action Area – Feasibility Study	
J9	Hoi Bun Road / Lai Yip Street	A new pedestrian crossing across Hoi Bun Road Eastbound is added and existing staggered pedestrian crossing at Lai Yip Street to be converted to straight crossing	Technical study on the Lai Yip Street site in Kowloon East	

2032 Traffic Flows

4.12 Year 2032 traffic flows for the following cases are derived:

2032 without the Proposed Development [A]	*= 2031 traffic flows derived with reference to BDTM + estimated total growth from 2031 to 2032+ Traffic generated by the planned developments in the vicinity of the Proposed Development*
2032 with the Proposed Development [B]	*= [A] + traffic generated by the Proposed Development (**Table 4.4**)*

4.13 The 2032 peak hour traffic flows for the cases without and with the Proposed Development, are shown in **Figures 4.2 - 4.3**, respectively. The ingress/egress vehicular routings to/from the Proposed Development via Wai Yip Street and the service lane at the northern side of the Proposed Development are shown in **Figures 4.4 - 4.5.**

2032 Junction Operational Performance

4.14 Year 2032 capacity analysis for the cases without and with the Proposed Development are summarised in **Table 4.6** and detailed calculations are found in the **Appendix 1**.

TABLE 4.6 2032 JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction / Parameter[(1)]	Without the Proposed Development		With the Proposed Development	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Hoi Bun Road / Shun Yip Street[(3)]	Signal / RC	22%	17%	21%	16%
J2	Wai Yip Street / Shun Yip Street	Signal / RC	22%	19%	18%	15%
J3	Tai Yip Street / Service Lane	Priority / RFC	0.044	0.036	0.046	0.037
J4	Hong Tak Road / Tai Yip Street	Priority / RFC	0.384	0.294	0.498	0.420
J5	Tai Yip Street / Tai Yip Lane	Priority / RFC	0.135	0.116	0.137	0.117
J6	Kwun Tong Road / Hong Tak Road	Priority / RFC	0.655	0.740	0.743	0.841
J7	Wai Yip Street / Lai Yip Street	Signal / RC	32%	44%	31%	43%
J8	Kwun Tong Road / Lai Yip Street[(3)]	Signal / RC	23%	18%	22%	18%
J9	Hoi Bun Road / Lai Yip Street[(2)(3)]	Signal / RC	18%	21%	18%	21%
J10	Lai Yip Street / Hung To Road[(2)]	Signal / RC	29%	37%	29%	36%
J11	Tai Yip Street / Siu Yip Street	Priority /RFC	0.384	0.503	0.387	0.505
J12	Wai Yip Street / Siu Yip Street	Priority / RFC	0.750	0.715	0.805	0.748

Notes: [(1)] RC – reserve capacity RFC – Ratio of Flow to Capacity
[(2)] Site factor to reflect kerbside / on-street activities
[(3)] Junction Improvement Scheme has been incorporated in the assessment

4.15 **Table 4.6** shows that the junctions operate with capacities during the AM and PM peak hours for the cases without and with the Proposed Development.

5.0 PEDESTRIAN ASSESSMENT

Surveyed Pedestrian Locations

5.1 In order to quantify the existing pedestrian flows, pedestrian counts were conducted between AM (0800 – 1000 hours), Noon(1200 – 1400 hours) and PM (1700 – 1900 hours) on Thursday, 12th June 2025 at the footpaths and waiting area of the pedestrian crossing shown in **Figure 5.1**. The survey locations are summarised in **Table 5.1.**

TABLE 5.1 SURVEYED PEDESTRIAN LOCATIONS

Ref.	Location
	Footpath
F1	Northern footpath of Wai Yip Street between Shun Yip Lane and Tai Yip Street (Eastern side)
F2	Northern footpath of Wai Yip Street between Shun Yip Lane and Tai Yip Street (Western side)
F3	Shun Yip Lane between Wai Yip Street and Service Lane
	Waiting area of pedestrian crossing
W1	Western pedestrian crossing of Wai Yip Street / Shun Yip Street
W2	Eastern pedestrian crossing of Wai Yip Street / Shun Yip Street

Existing Pedestrian Flows

5.2 The existing peak 15-minute 2-way pedestrian flows are also presented in **Figure 5.1**.

Estimated growth from 2025 to 2032

5.3 The 2032 reference pedestrian flows are estimated with the reference of the existing pedestrian flows and a growth rate of 1% per annum, which is derived from the latest TPEDM data.

Pedestrian Generated by the Proposed Development

5.4 The pedestrian generated by the Proposed Development is calculated based on the pedestrian generation rates of 4 surveyed hotels listed in **paragraph 4.7** and the adopted pedestrian generation rates are presented in **Table 5.2.** The calculated pedestrian generation is found in **Table 5.3**.

TABLE 5.2 PEDESTRIAN GENERATION RATES OF THE SURVEYED HOTELS

Development	No. of rooms	Pedestrian Generation Rates (ped / 15 min / room)					
		AM Peak		Noon Peak		PM Peak	
		In	Out	In	Out	In	Out
Nina Hotel	254	**0.0512**	0.1732	**0.1063**	**0.1614**	**0.1575**	**0.1772**
Tuen Mun Pentahotel	298	0.0134	0.1174	0.0638	0.1007	0.1141	0.0805
Dorsett Kwun Tong	360	0.0444	**0.1972**	0.0500	0.0750	0.0750	0.0722
Hotel Cozi Harbour View	598	0.0318	0.0769	0.0368	0.0234	0.0401	0.0485
Adopted maximum rate		**0.0512**	**0.1972**	**0.1063**	**0.1614**	**0.1972**	**0.1772**

TABLE 5.3 PEDESTRIAN GENERATED BY THE PROPOSED DEVELOPMENT

Use	Pedestrian Generation (ped / 15 min)								
	AM Peak			Noon Peak			PM Peak		
	In	Out	2-way	In	Out	2-way	In	Out	2-way
Proposed Development with 984 Rooms	**51**	**195**	**246**	**105**	**159**	**264**	**155**	**175**	**330**

Year 2032 Pedestrian Flows

5.5 The 2032 pedestrian flow with and without the Proposed Development are derived using the following method:

Without the Proposed Development [a] = *2025 observed pedestrian flows + growth from 2025 to 2032 + pedestrian generated by the planned developments in the vicinity of the Subject Site*

With the Proposed Development [b] = *[a] + pedestrian generated by the Proposed Development (**Table 5.3**)*

5.6 The 2032 pedestrian flows without and with the Proposed Development are presented in **Figures 5.2 and 5.3**.

Level-Of-Service ("LOS") Assessment

5.7 The pedestrian assessment method adopted is referenced to Exhibit 18-3 of Chapter 18 of the Highway Capacity Manual ("HCM") 2000 and the extract of Exhibit 18-3 is summarised in **Table 5.4**.

TABLE 5.4 EXTRACT OF EXHIBIT 18-3 OF THE HCM 2000

LOS	Space (m^2/p)	Flow Rate (p/min/m)
A	> 5.6	≤ 16
B	> 3.7-5.6	> 16-23
C	> 2.2-3.7	> 23-33
D	> 1.4-2.2	> 33-49
E	> 0.75-1.4	> 49-75
F	≤ 0.75	variable

5.8 As stated in Volume 6 Section 10.5 of TPDM, "*In general, LOS C is desirable for most design at streets with dominant 'living' pedestrian activities*".

(a) LOS of the Footpaths

5.9 The effective width of the surveyed footpaths and the year 2032 LOS without and with the Proposed Development are presented in **Tables 5.5 and 5.6**.

TABLE 5.5 EFFECTIVE WIDTH OF SURVEYED FOOTPATHS

Ref.	Footpath width (m)	Effective width (m)[(1)]
F1	3.5	2.5
F2	2.7	1.7
F3	9.8	8.8

Note:[(1)] The effective width does not include 0.5m dead zone on both sides, i.e. 1m

TABLE 5.6 YEAR 2032 LOS OF FOOTPATH WITHOUT AND WITH THE PROPOSED DEVELOPMENT

Ref.	Peak Period	Year 2032 without the Proposed Development			Year 2032 with the Proposed Development		
		Flow (Ped/15 min)	Rate[(1)] (Ped/min/ m)	LOS	Flow (Ped/15 min)	Rate[(1)] (Ped/ min/m)	LOS
F1	AM	315	8.4	A	376	10.0	A
	Noon	98	3.0	A	223	6.0	A
	PM	251	6.7	A	333	8.9	A
F2	AM	442	17.3	B	469	18.4	B
	Noon	266	11.0	A	370	15.0	A
	PM	320	12.5	A	359	14.1	A
F3	AM	911	6.9	A	1024	7.8	A
	Noon	530	5.0	A	753	6.0	A
	PM	558	4.2	A	717	5.4	A

Note: [(1)] pedestrian flow rate = pedestrian flow ÷ 15 minutes ÷ effective width

5.10 **Table 5.6** shows that the footpaths achieve LOS A and B during AM, Noon and PM peak for the 2032 cases without and with the Proposed Development, both which are acceptable.

(b) Waiting area of the Pedestrian Crossing

5.11 The year 2032 LOS of pedestrian crossing waiting areas without and with the Proposed Development are presented in **Table 5.7**.

TABLE 5.7 YEAR 2032 LOS OF PEDESTRIAN CROSSING WAITING AREAS WITHOUT AND WITH THE PROPOSED DEVELOPMENT

Ref.	Area (m^2)	Average No. of Pedestrians at the waiting area (ped/signal cycle)			Pedestrian Space (m^2/ped)			LOS		
		AM	Noon	PM	AM	Noon	PM	AM	Noon	PM
Without the Proposed Development										
W1	150	34	12	8	4.4	12.5	18.8	B	A	A
W2	63	25	8	2	2.5	7.9	31.5	C	A	A
With the Proposed Development										
W1	150	36	14	10	4.2	10.7	15.0	B	A	A
W2	63	27	10	4	2.3	6.3	15.8	C	A	A

5.12 **Table 5.7** shows that the pedestrian crossing waiting areas achieve LOS A and C during AM, Noon and PM peak for the 2032 cases without and with the Proposed Development, both which are acceptable.

6.0 CONCLUSION

6.1 The Subject Site is located at Nos. 107 - 109 Wai Yip Street in Kwun Tong. On 29th May 2020, the TPB approved the S16 Planning Application (TPB ref: A/K14/780) for Office, Shop and Services & Eating Place Uses at the Subject Site. Subsequent to the Approved S16 Scheme (TPB ref: A/K14/780), the Applicant has the intention to construct a hotel with 984 rooms.

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

6.3 Similar to the Approved S16 Scheme (TPB ref: A/K14/780), two vehicular access points are provided for the Proposed Development, including, (i) The service lane at the northern side of the Proposed Development, and (ii) Wai Yip Street.

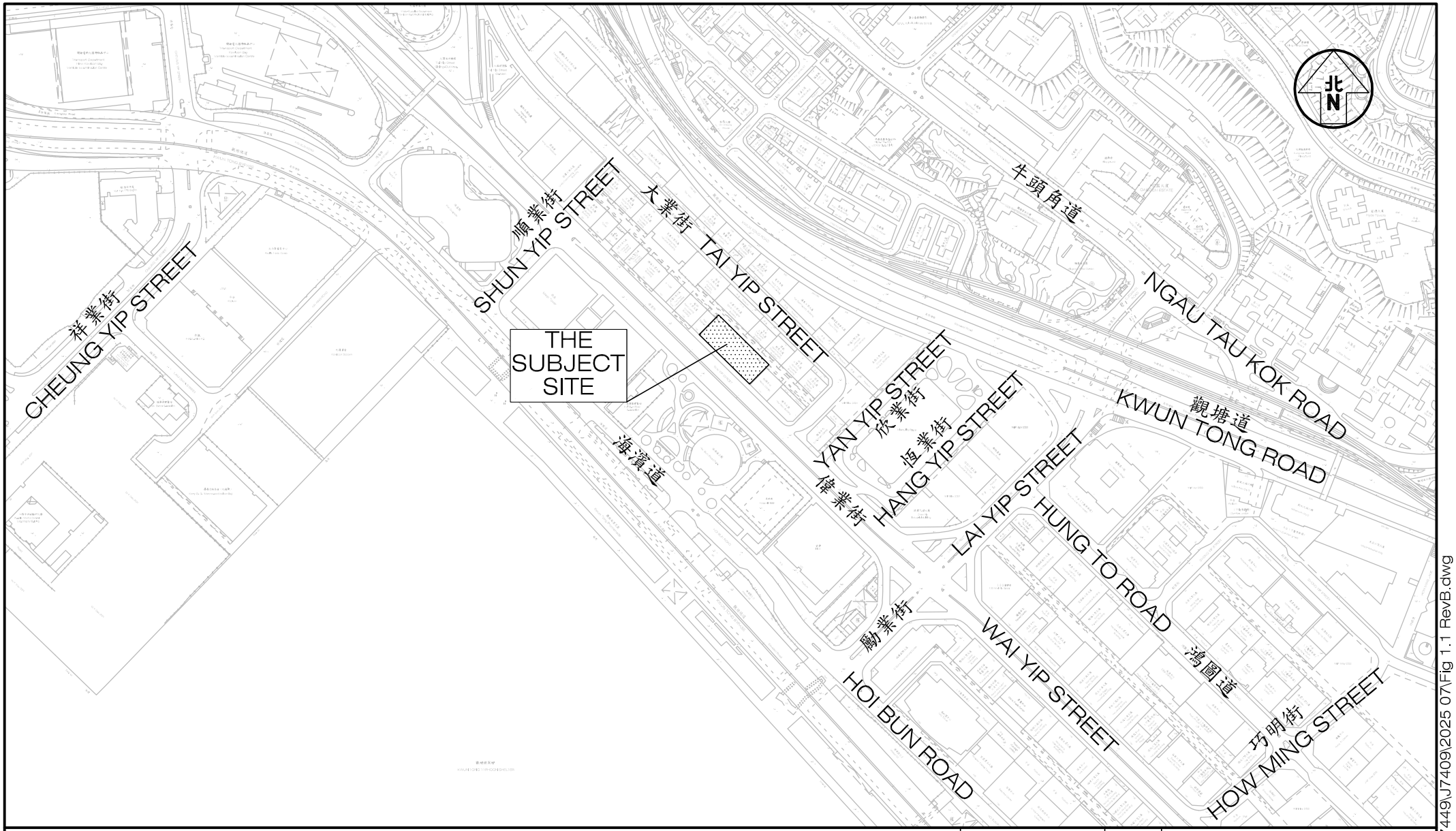
6.4 The internal transport facilities for the Proposed Development are provided with reference to the recommendation of the HKPSG. Swept path analysis was conducted to ensure that all vehicles could enter and leave the development and the spaces provided with ease.

6.5 The Proposed Development is expected to be completed by 2029, and the junction capacity analysis is undertaken for year 2032. For the design year 2032, the junctions analysed are expected to operate with capacities during the peak hours for the case without and with the Proposed Development.

6.6 The pedestrian assessment conducted found that the surveyed footpaths and waiting area of the pedestrian crossing would operate with LOS A to C in 2032 for the cases without and with the Proposed Development.

6.7 It is concluded that the Proposed Development will result in **no** adverse traffic impact to the surrounding road network.

Figures



Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

LOCATION OF THE SUBJECT SITE

Figure No.	Revision
1.1	B

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
1 : 4000	11 AUG 2025

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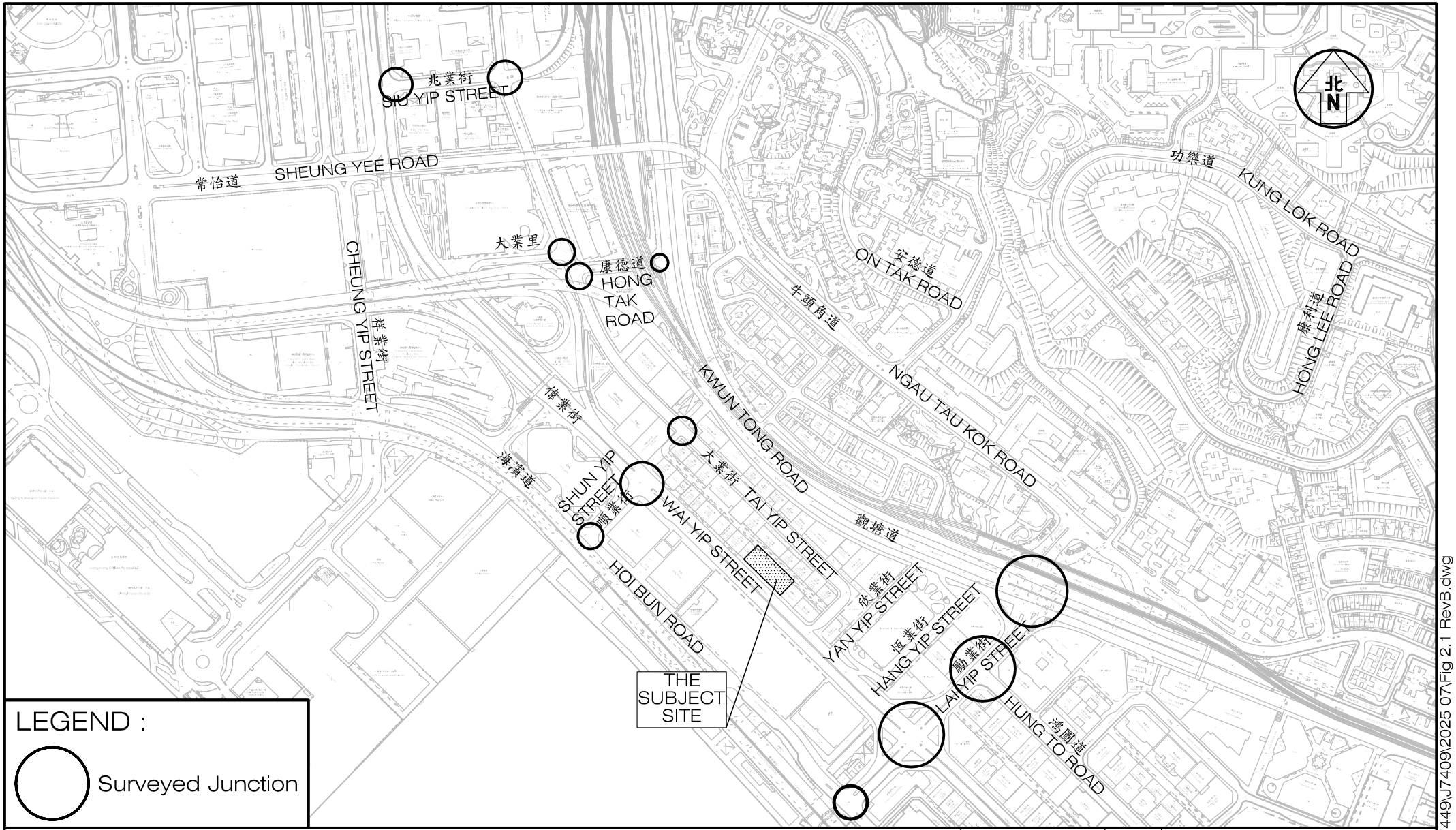

Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	
Figure Title	LOCATION OF THE SURVEYED JUNCTIONS	Figure No. 2.1	Revision B
		Designed by C Y Y / Drawn by N C M / Checked by K C	
		Scale in A4 1 : 5500 / Date 11 AUG 2025	

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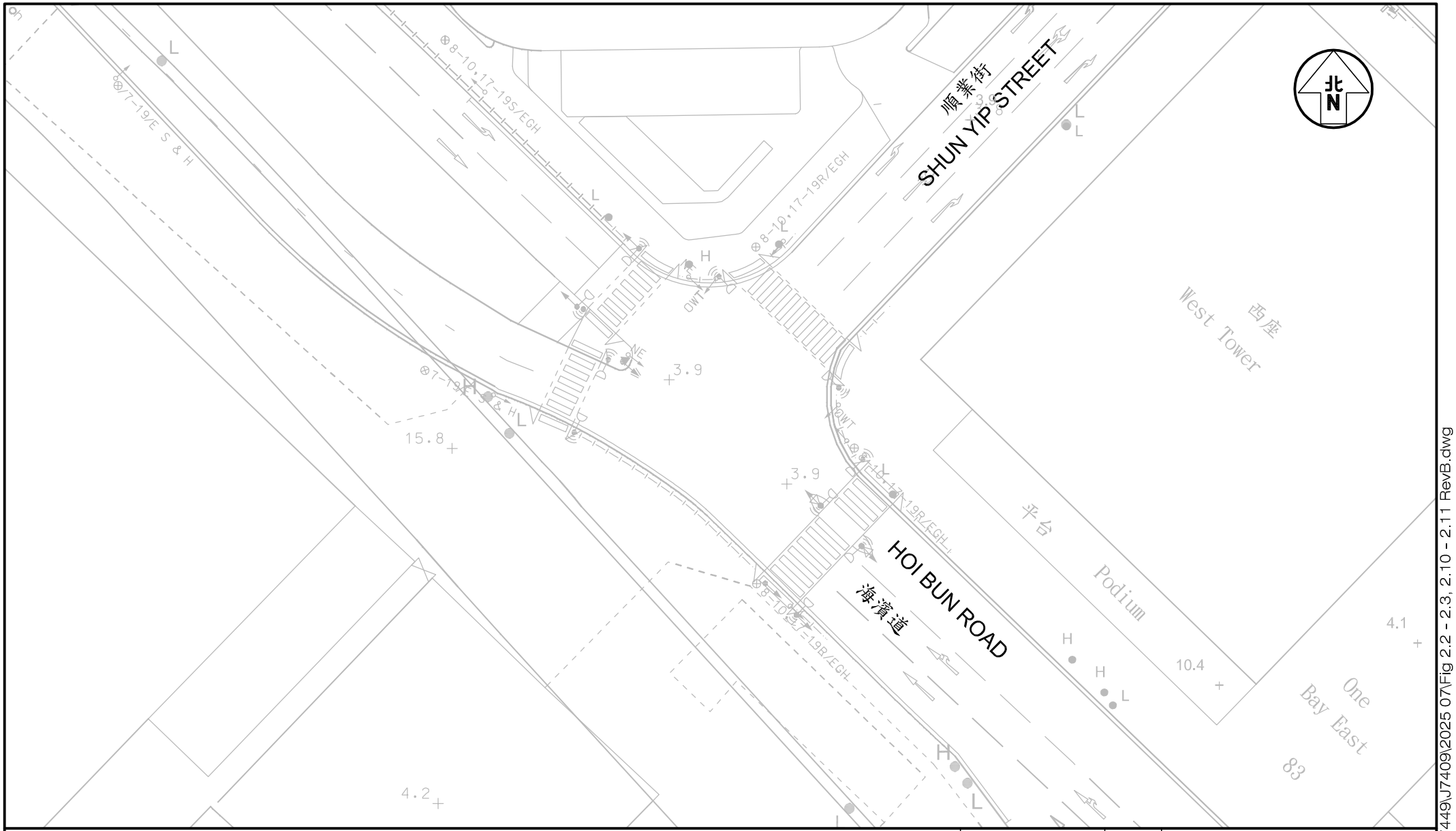

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J7409

Figure Title

LAYOUT OF JUNCTION OF HOI BUN ROAD / SHUN YIP STREET

Figure No.	Revision
2.2	B

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
1 : 500	11 AUG 2025

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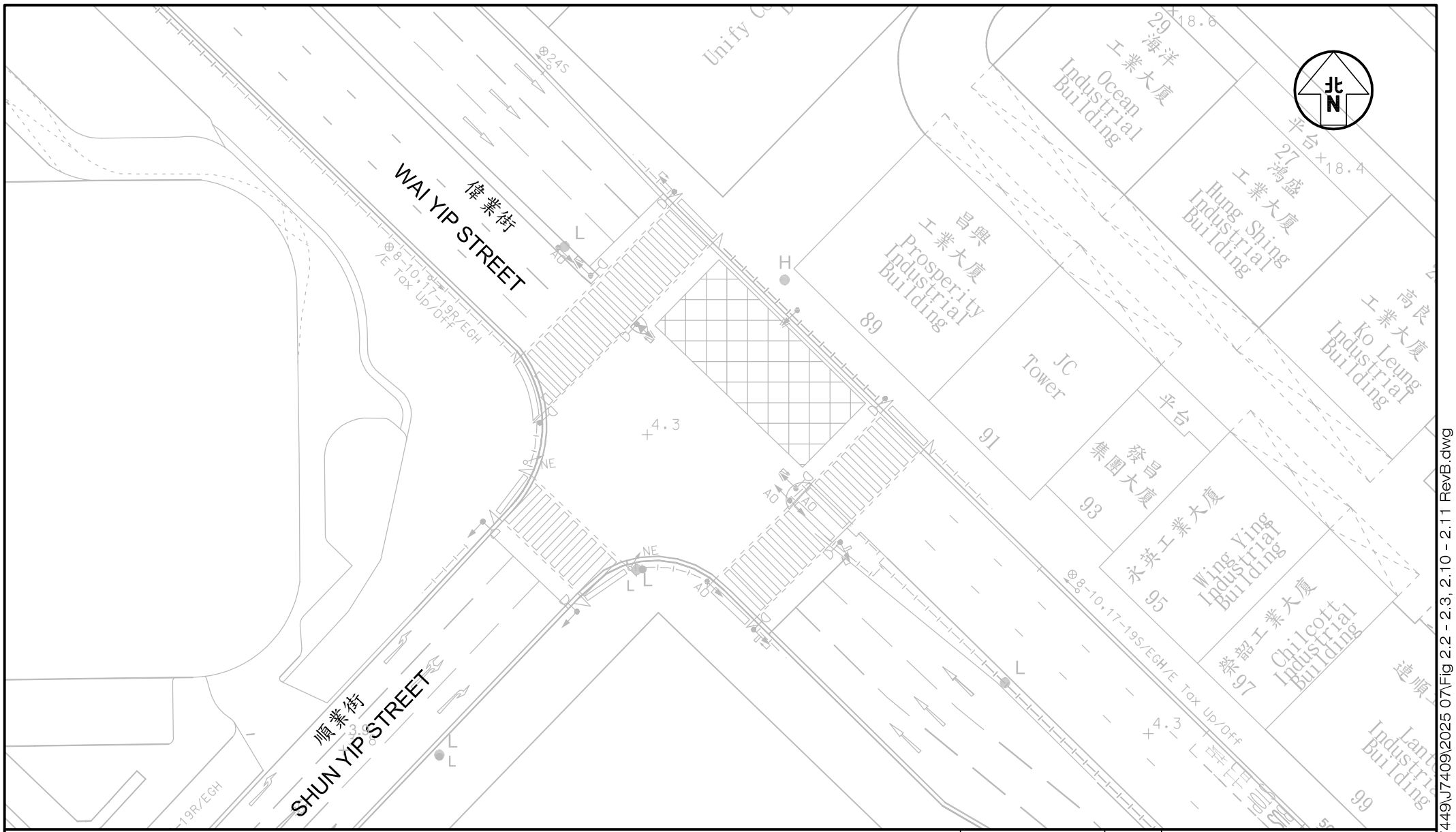

Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. 2.3 / Revision B
Figure Title	LAYOUT OF JUNCTION OF WAI YIP STREET / SHUN YIP STREET	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 500 / Date 11 AUG 2025

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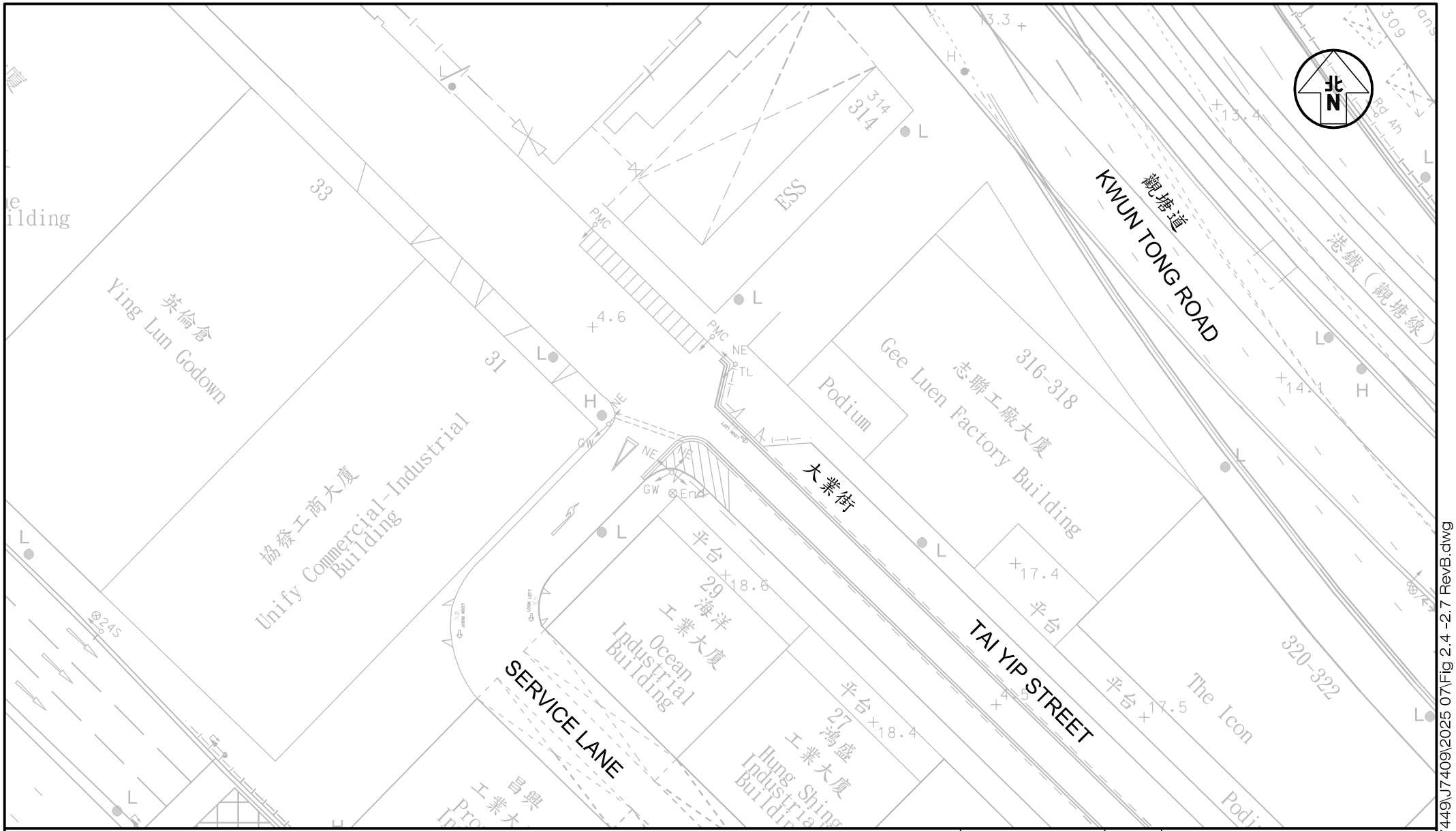

Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. 2.4 / Revision B
Figure Title	LAYOUT OF JUNCTION OF TAI YIP STREET / SERVICE LANE	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 500 / Date 11 AUG 2025

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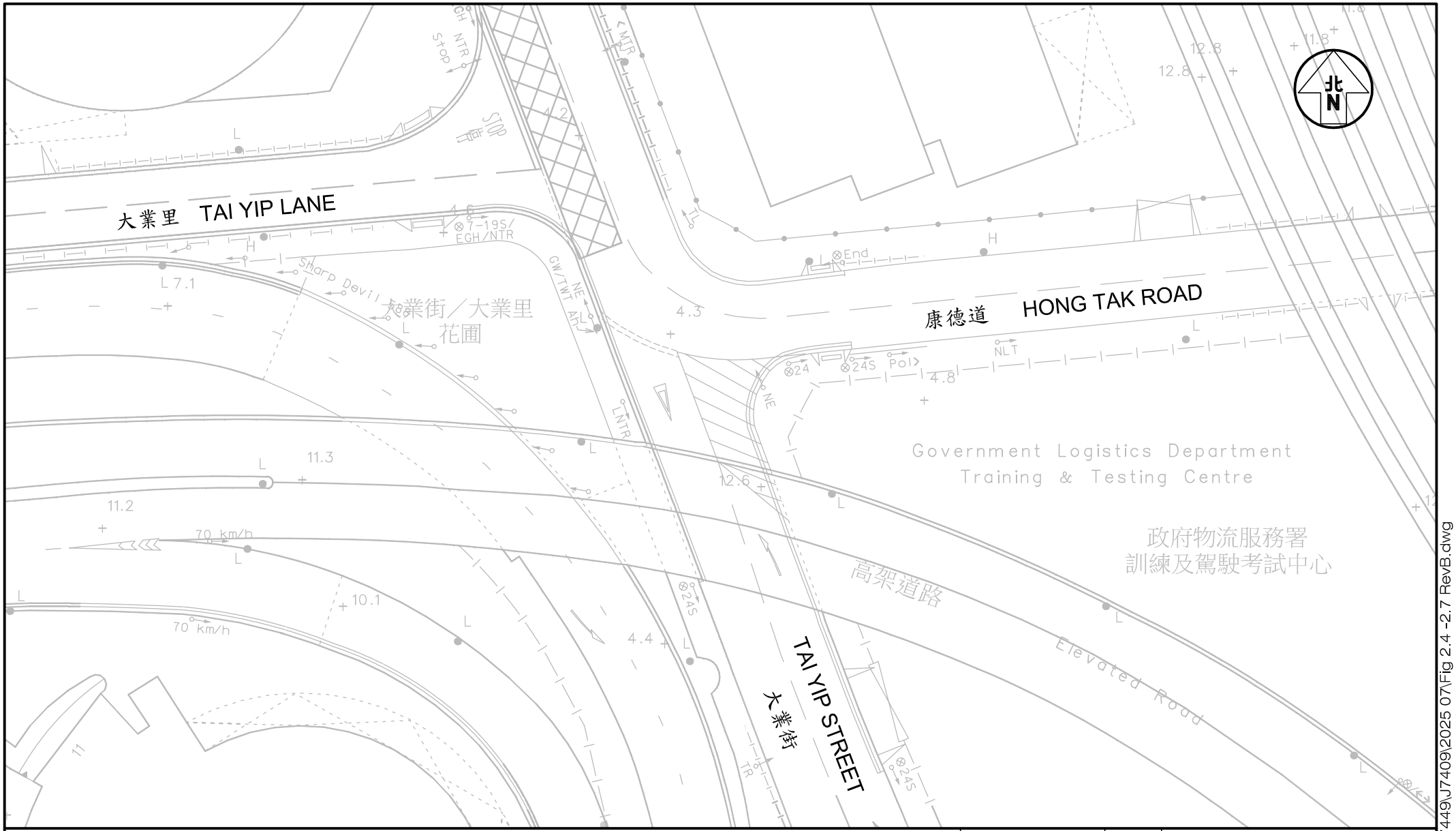

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J7409

Figure Title

LAYOUT OF JUNCTION OF HONG TAK ROAD / TAI YIP STREET

Figure No.	Revision
2.5	B

Designed by	Drawn by	Checked by
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Scale in A4	Date
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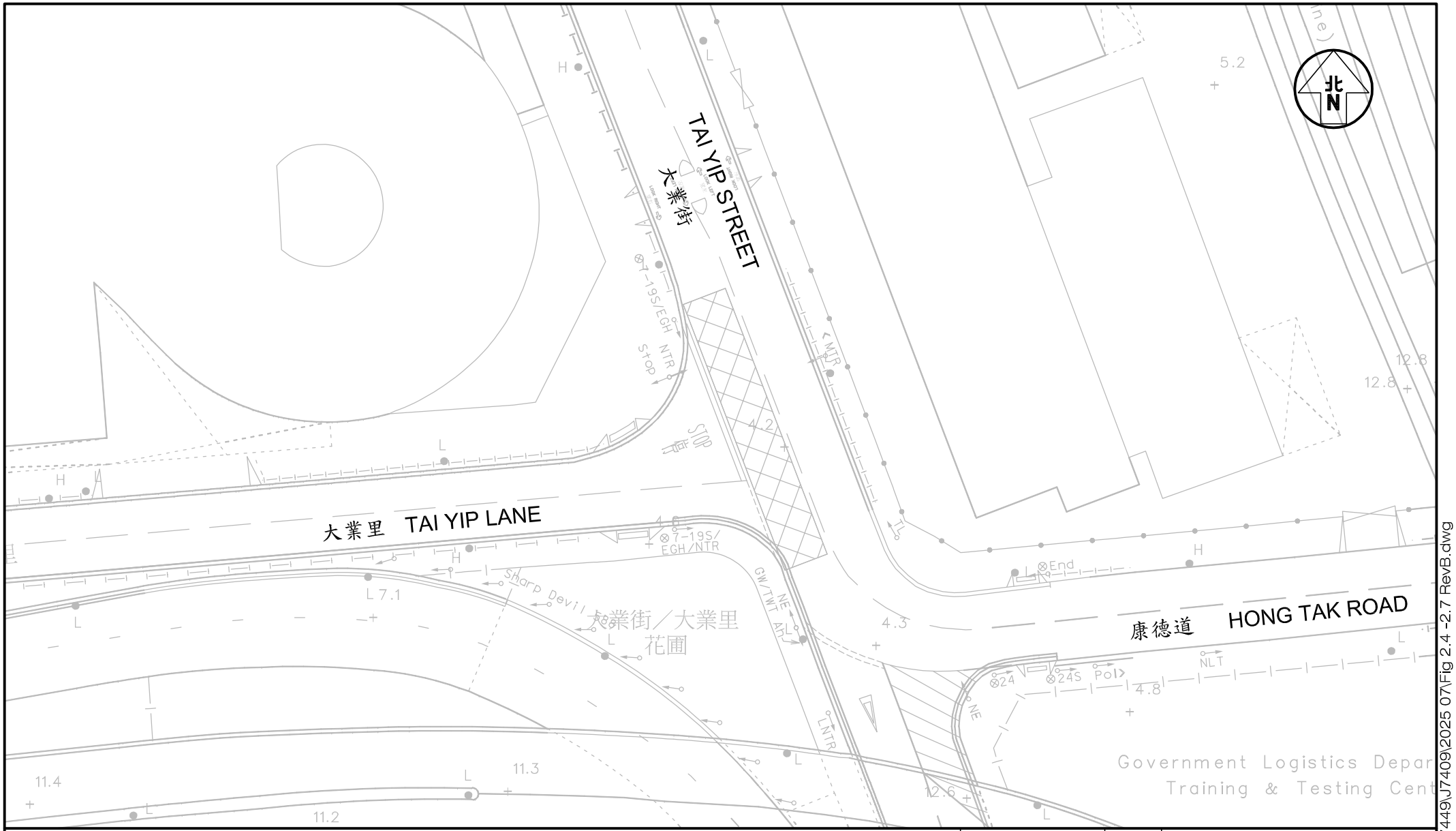

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Figure Title: LAYOUT OF JUNCTION OF TAI YIP STREET / TAI YIP LANE		Designed by C Y Y / Drawn by N C M / Checked by K C	
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J7409

Figure No.: 2.7

Revision: B

Figure Title

LAYOUT OF JUNCTION OF KWUN TONG ROAD / HONG TAK ROAD

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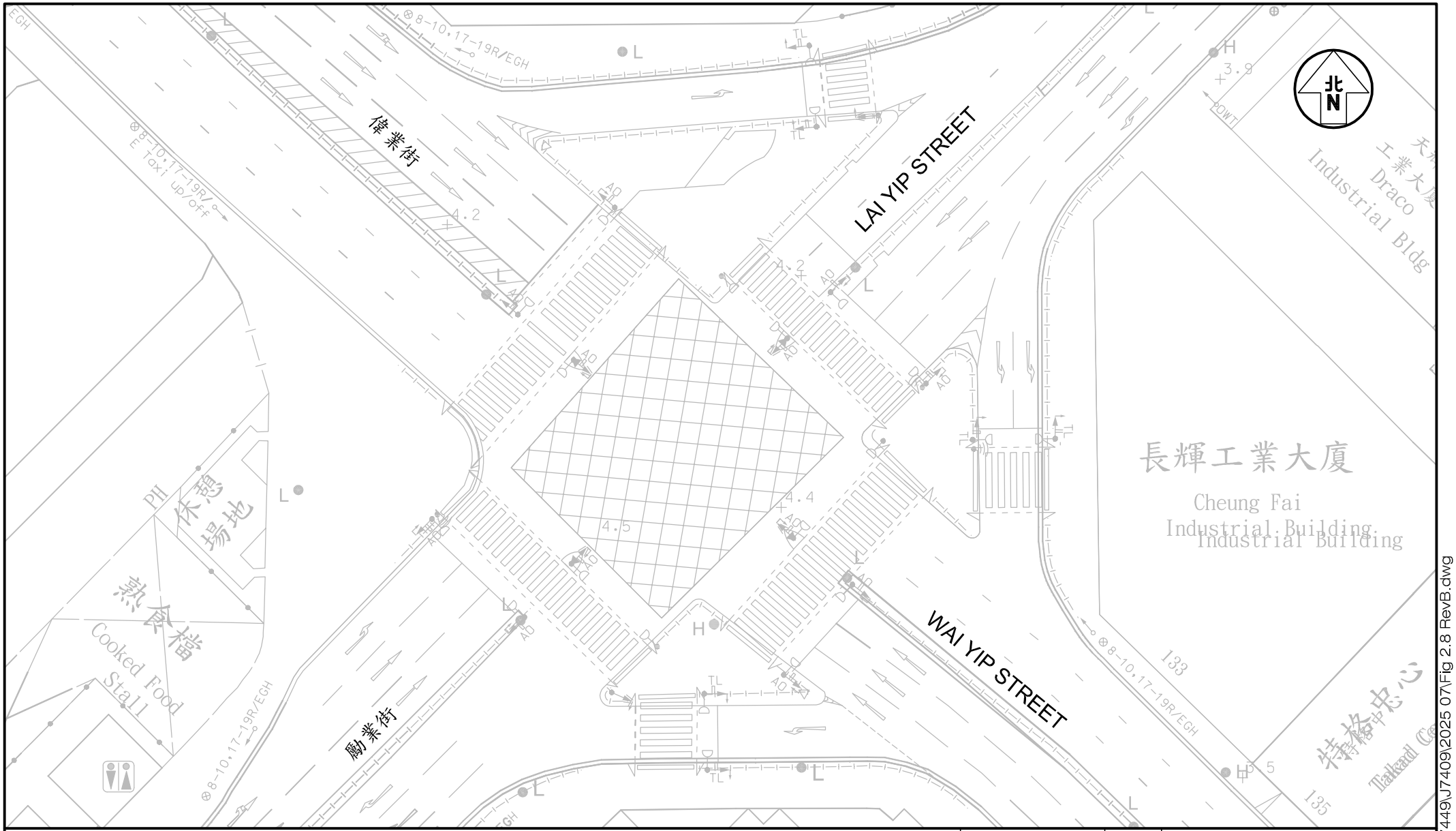

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Figure Title	LAYOUT OF JUNCTION OF WAI YIP STREET / LAI YIP STREET	Figure No. 2.8	Revision B
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		Scale in A4 1 : 500 / Date 11 AUG 2025	

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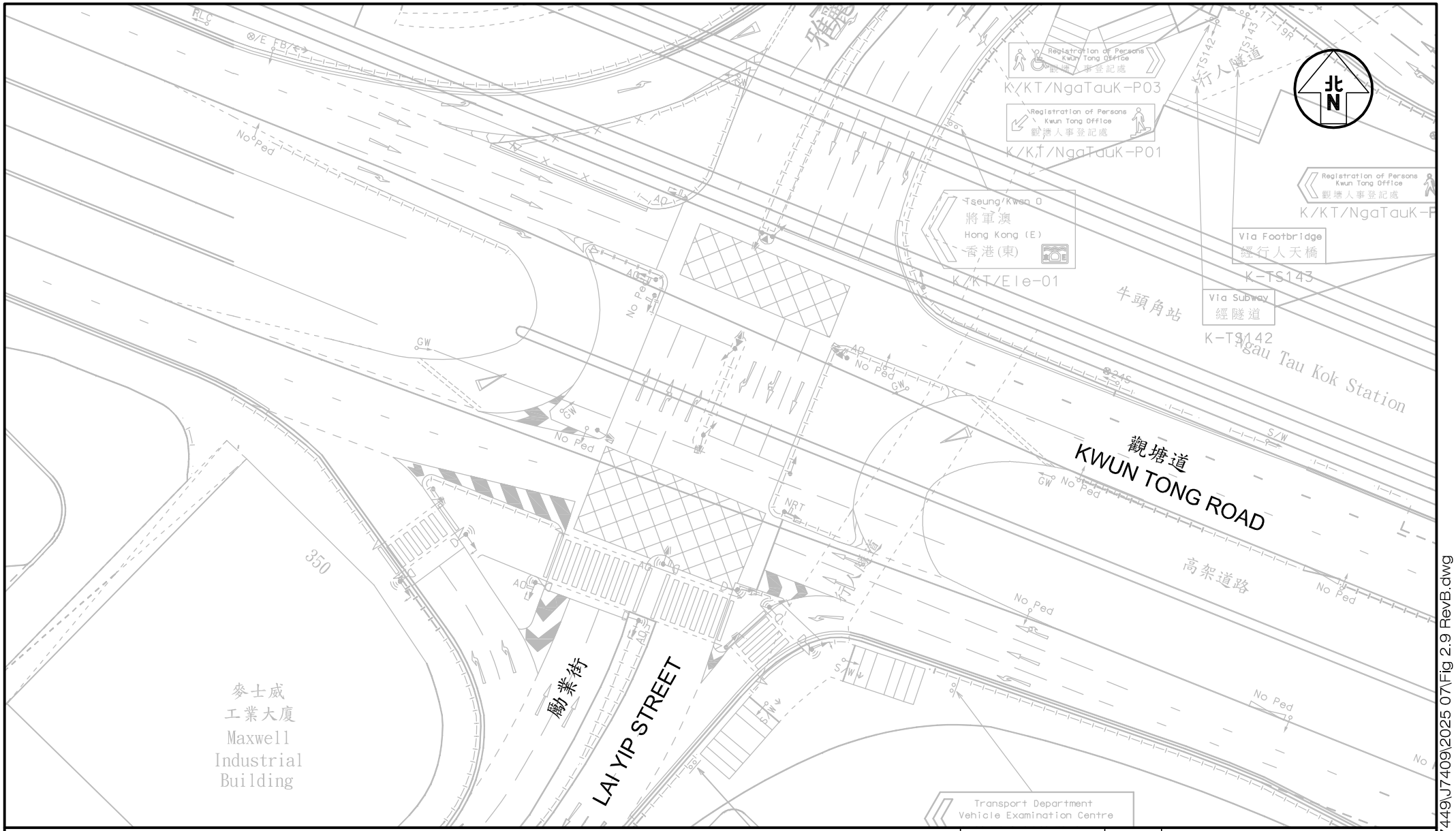

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Figure Title	LAYOUT OF JUNCTION OF KWUN TONG ROAD / LAI YIP STREET		Designed by C Y Y / Drawn by N C M / Checked by K C
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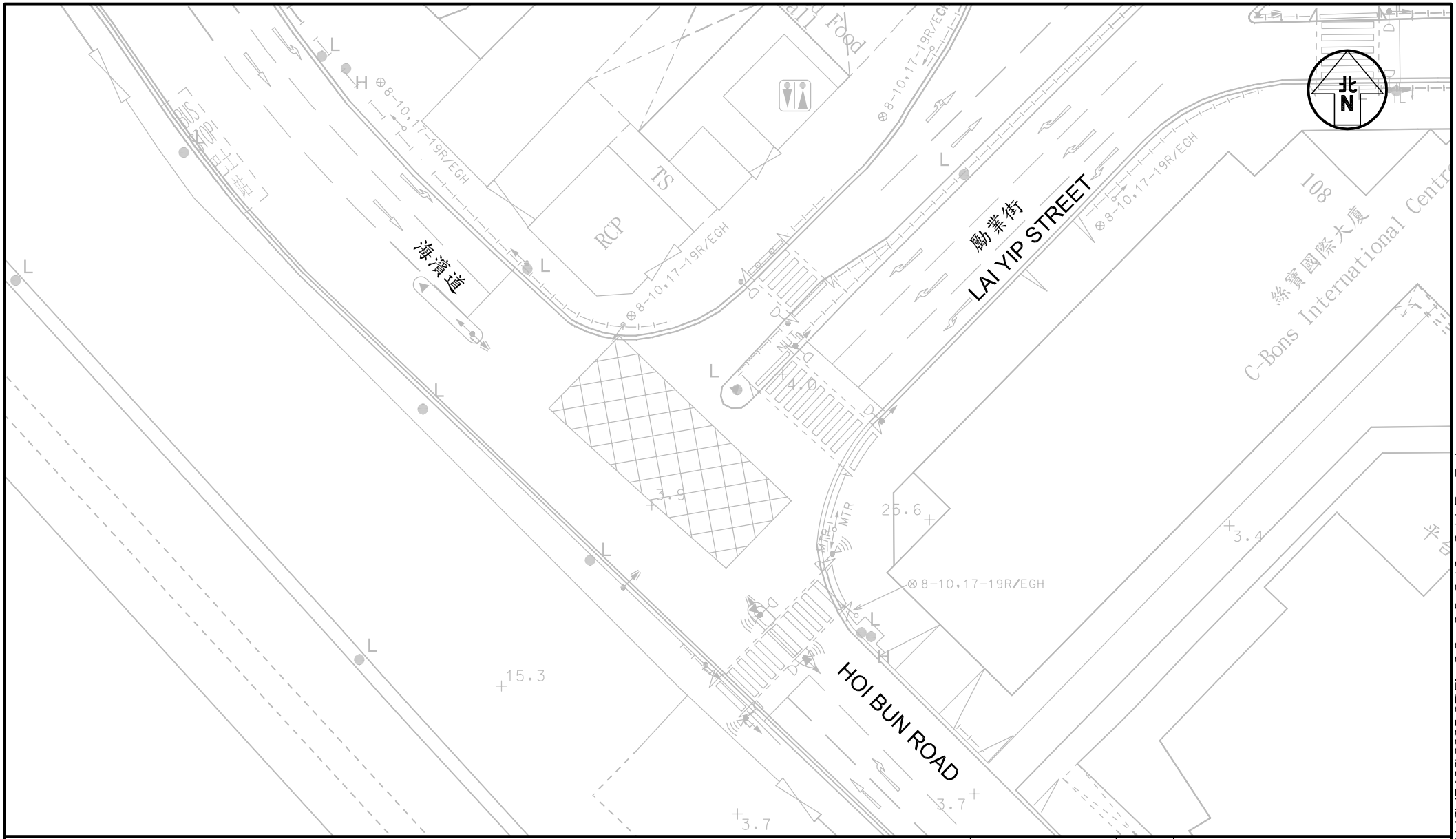

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J7409

Figure Title

LAYOUT OF JUNCTION OF HOI BUN ROAD / LAI YIP STREET

Figure No.	Revision
2.10	B

Designed by	Drawn by	Checked by
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Scale in A4	Date
1 : 500	11 AUG 2025

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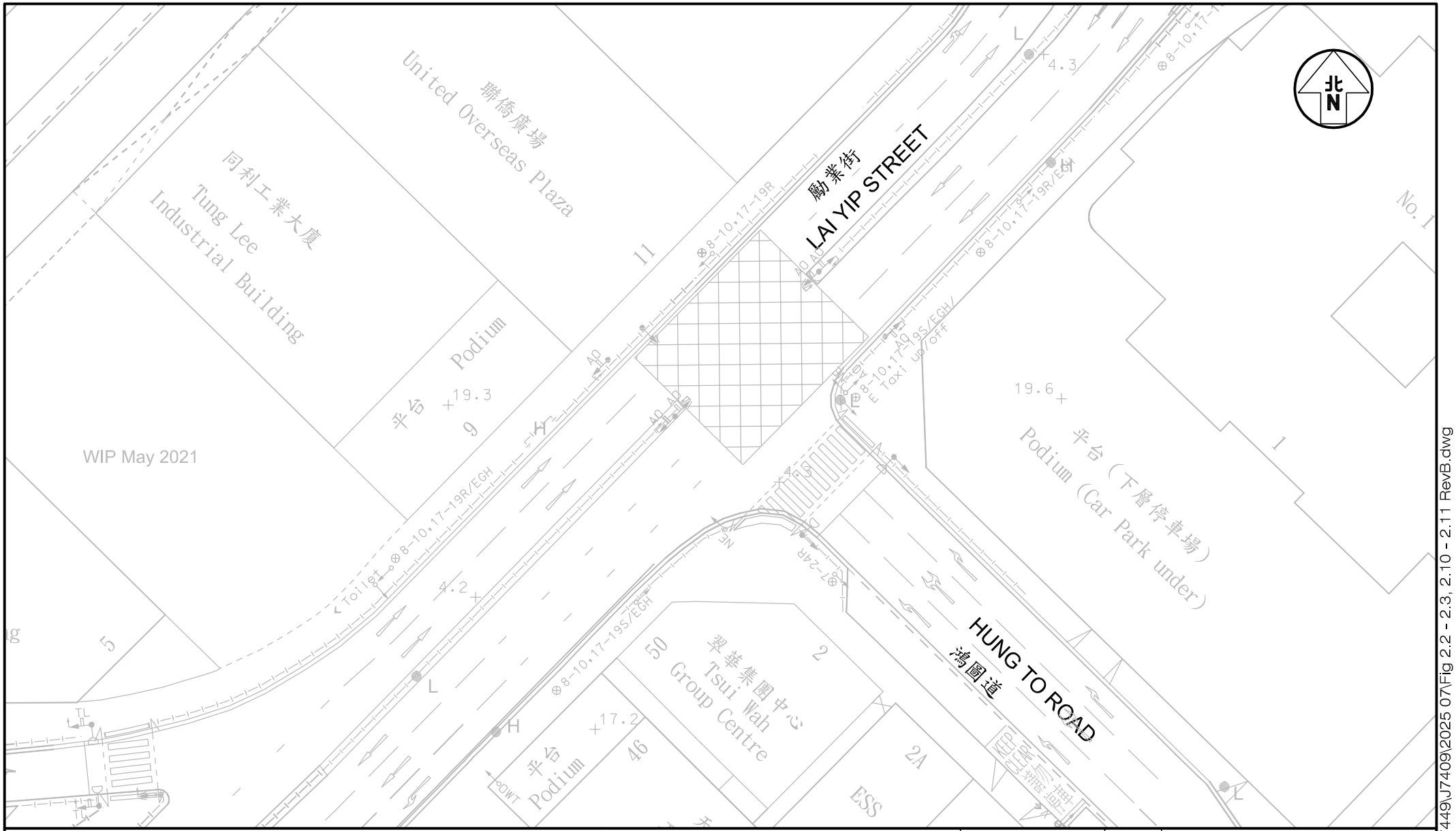

Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. 2.11 / Revision B
Figure Title	LAYOUT OF JUNCTION OF LAI YIP STREET / HUNG TO ROAD	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 500 / Date 11 AUG 2025

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Figure Title	LAYOUT OF JUNCTION OF TAI YIP STREET / SIU YIP STREET	Figure No. 2.12	Revision B
		Designed by C Y Y / Drawn by N C M / Checked by K C	
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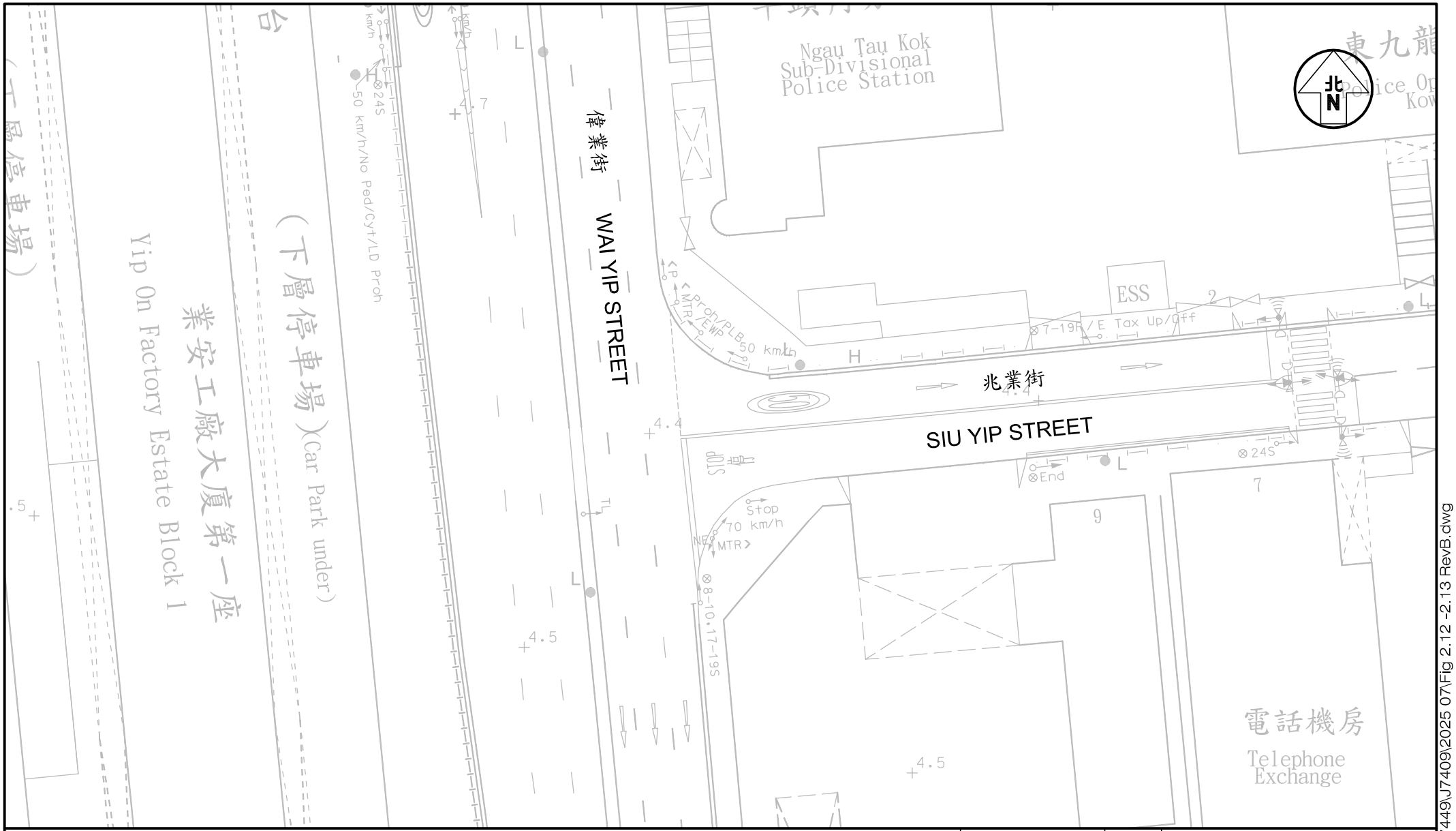

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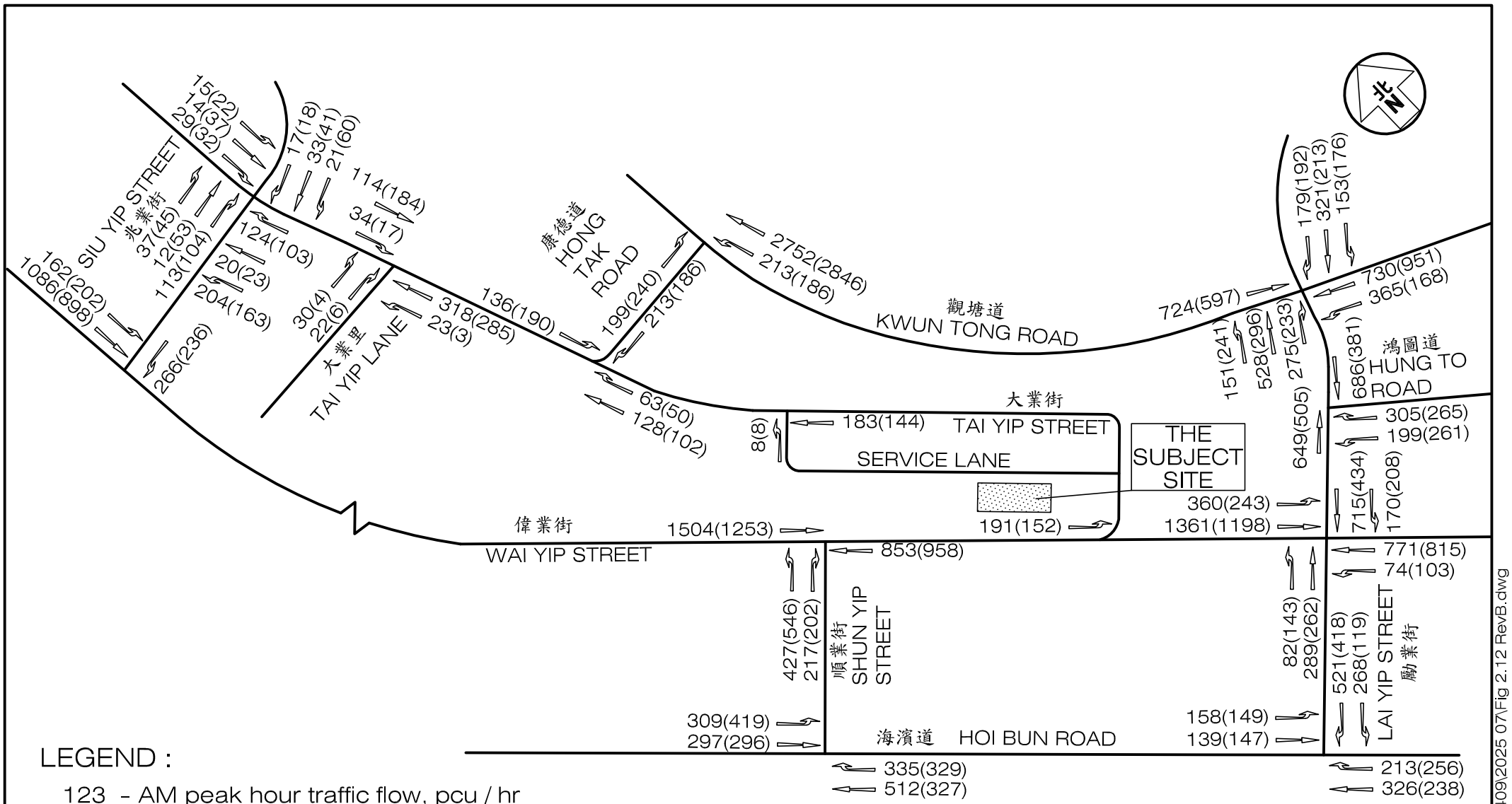

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

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Figure Title: 2025 PEAK HOUR TRAFFIC FLOWS	Designed by C Y Y / Drawn by N C M / Checked by K C		
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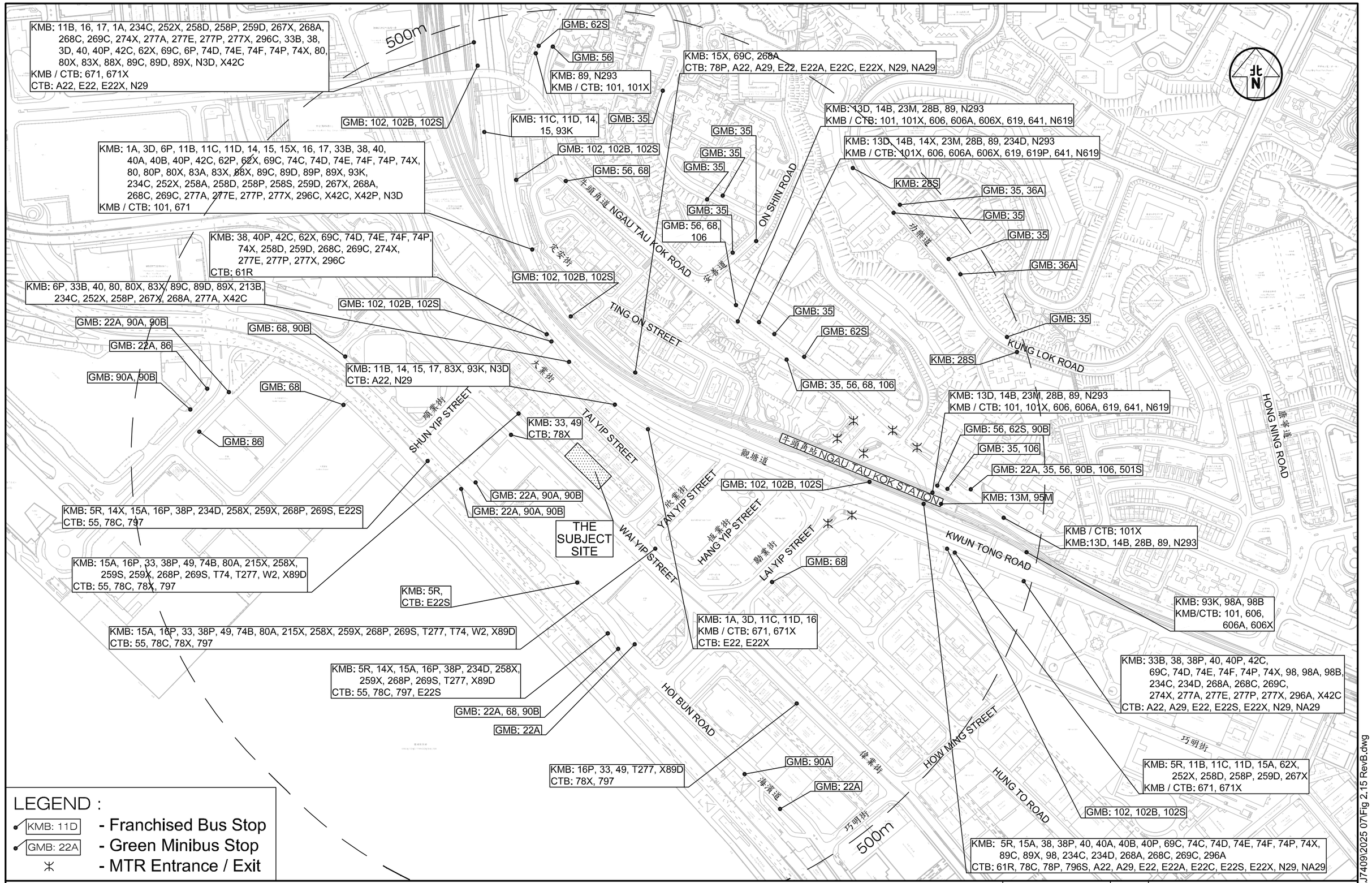

Project Title

PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure No. 2.15

Revision B

Figure Title

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

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C Y Y	N C M	

Scale in A3: 1 : 4000

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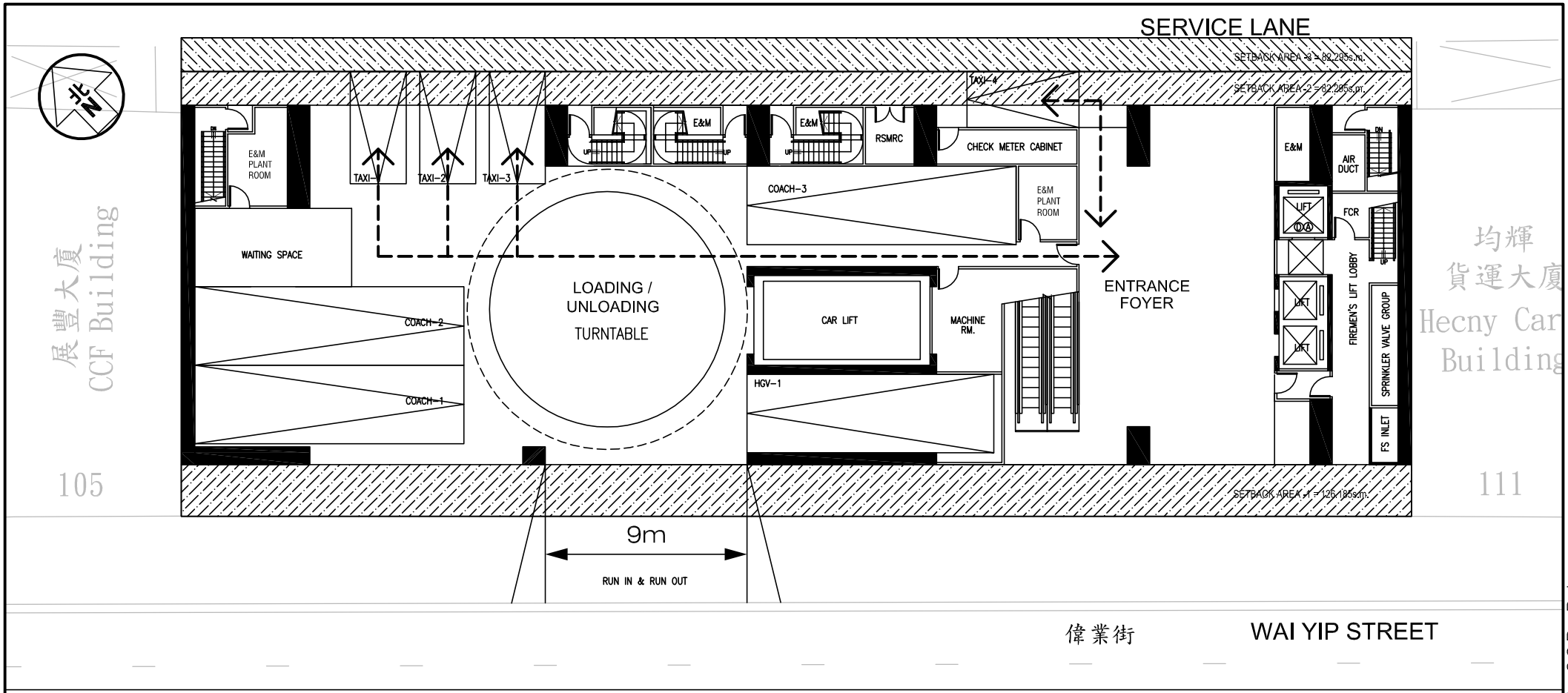

LEGEND :

COACH-1 — Single-deck tour bus layby
@12m(L) X 3.5m(W) X 3.8m(H)

HGV-1 — HGV loading / unloading bay
@11m(L) X 3.5m(W) X 4.7m(H)

TAXI — Taxi and private car layby
@5m(L) X 2.5m(W) X 2.4m(H)

The passenger routes to / from the proposed taxi / private car pick-up / drop-off points

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. 3.1	Revision B
Figure Title: G/F LAYOUT PLAN		Designed by C Y Y / Drawn by N C M / Checked by K C	
		Scale in A4: 1 : 250	Date: 18 AUG 2025

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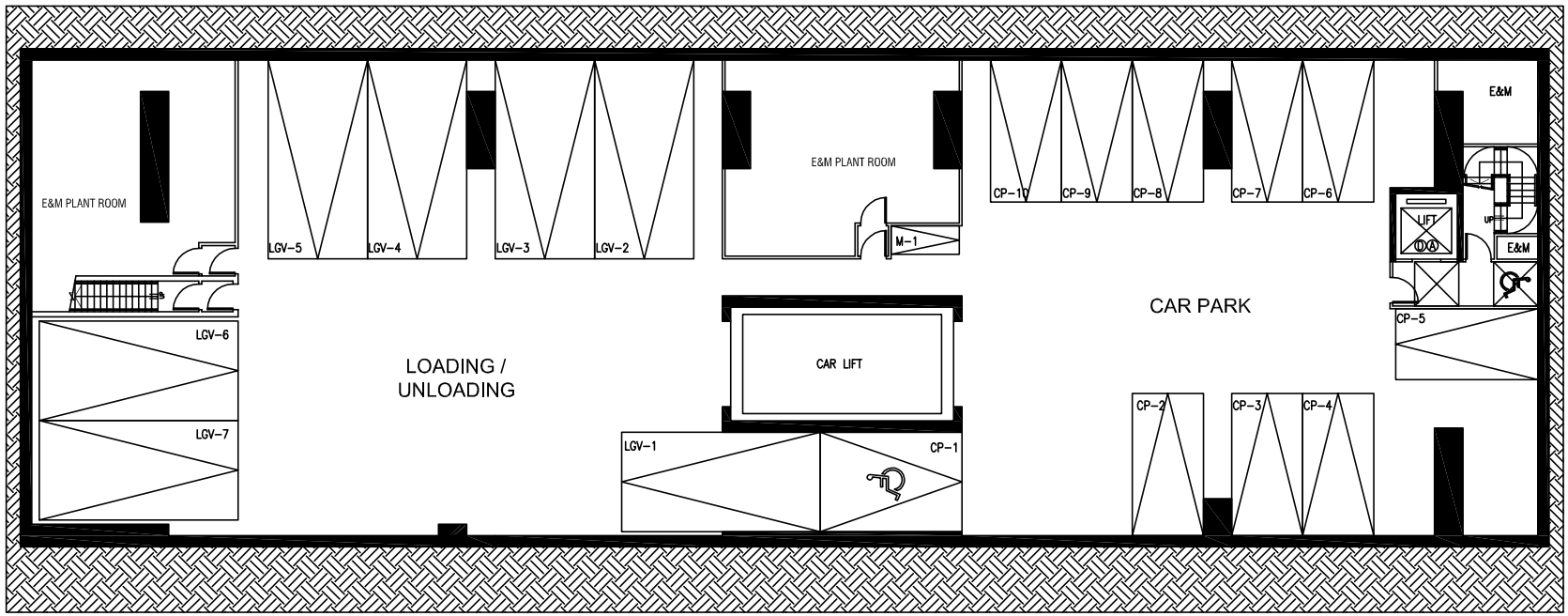


LEGEND :

LGV-1 — LGV loading / unloading bay
@7m(L) X 3.5m(W) X 3.6m(H)

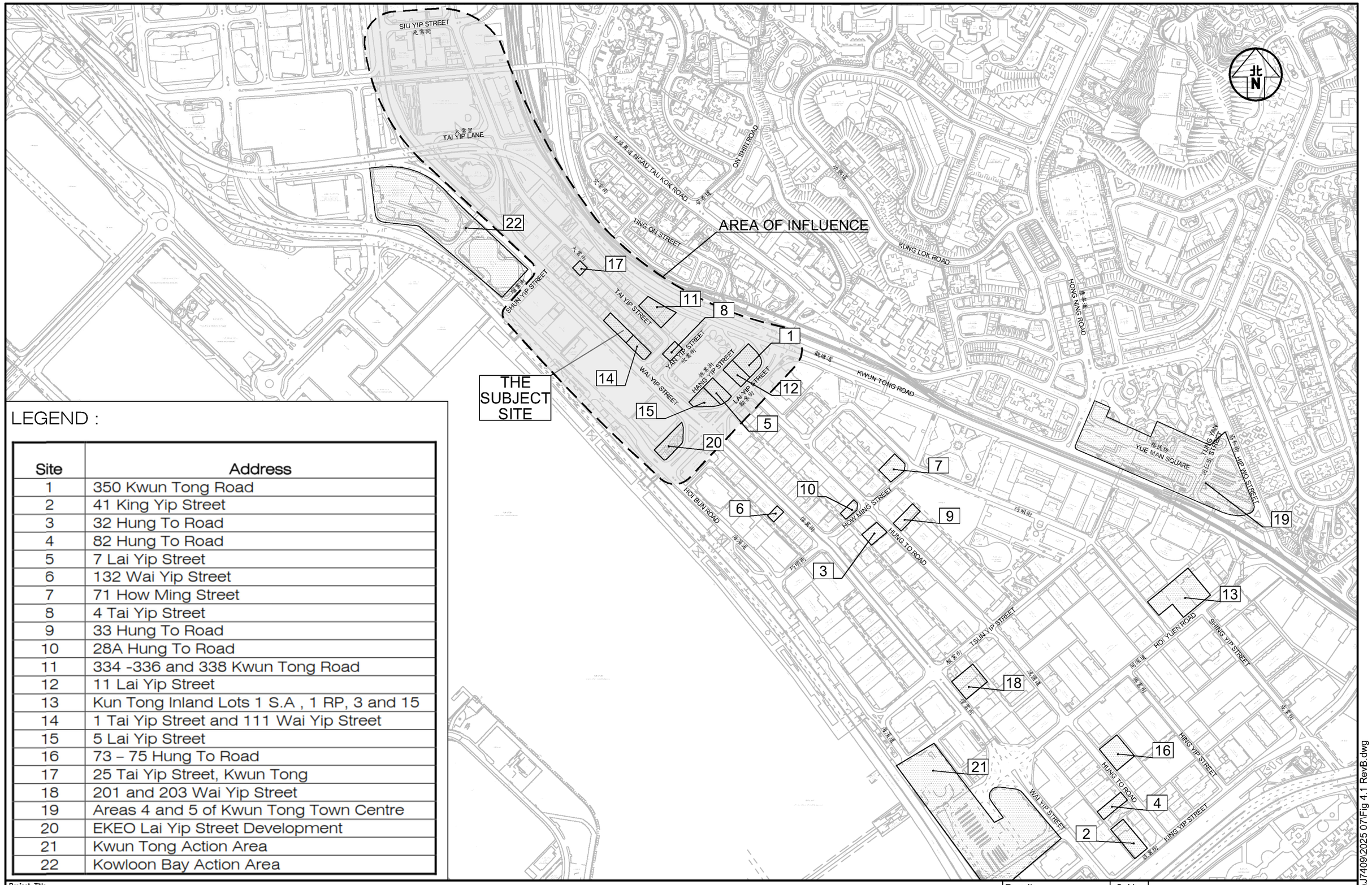
CP-1 — Accessible car parking space
@5m(L) X 3.5m(W) X 2.4m(H)

CP-2 — Private car parking space
@5m(L) X 2.5m(W) X 2.4m(H)

M-1 — Motorcycle parking space
@2.4m(L) X 1m(W) X 2.4m(H)

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON J7409	Figure No. 3.2	Revision B	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: B1/F LAYOUT PLAN	Designed by C Y Y / Drawn by N C M / Checked by K C		
	Scale in A4 1 : 250	Date 18 AUG 2025	

T:\JOB\J7400-J7449\J7409\2025 07\Fig 3.1 - 3.2 RevB.dwg



LEGEND :

Site	Address
1	350 Kwun Tong Road
2	41 King Yip Street
3	32 Hung To Road
4	82 Hung To Road
5	7 Lai Yip Street
6	132 Wai Yip Street
7	71 How Ming Street
8	4 Tai Yip Street
9	33 Hung To Road
10	28A Hung To Road
11	334 -336 and 338 Kwun Tong Road
12	11 Lai Yip Street
13	Kun Tong Inland Lots 1 S.A , 1 RP, 3 and 15
14	1 Tai Yip Street and 111 Wai Yip Street
15	5 Lai Yip Street
16	73 – 75 Hung To Road
17	25 Tai Yip Street, Kwun Tong
18	201 and 203 Wai Yip Street
19	Areas 4 and 5 of Kwun Tong Town Centre
20	EKEO Lai Yip Street Development
21	Kwun Tong Action Area
22	Kowloon Bay Action Area

Project Title

PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

LOCATION OF PLANNED DEVELOPMENTS IN THE VICINITY OF THE PROPOSED DEVELOPMENT

Figure No.	Revision
4.1	B

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A3	Date
1 : 6000	11 AUG 2025

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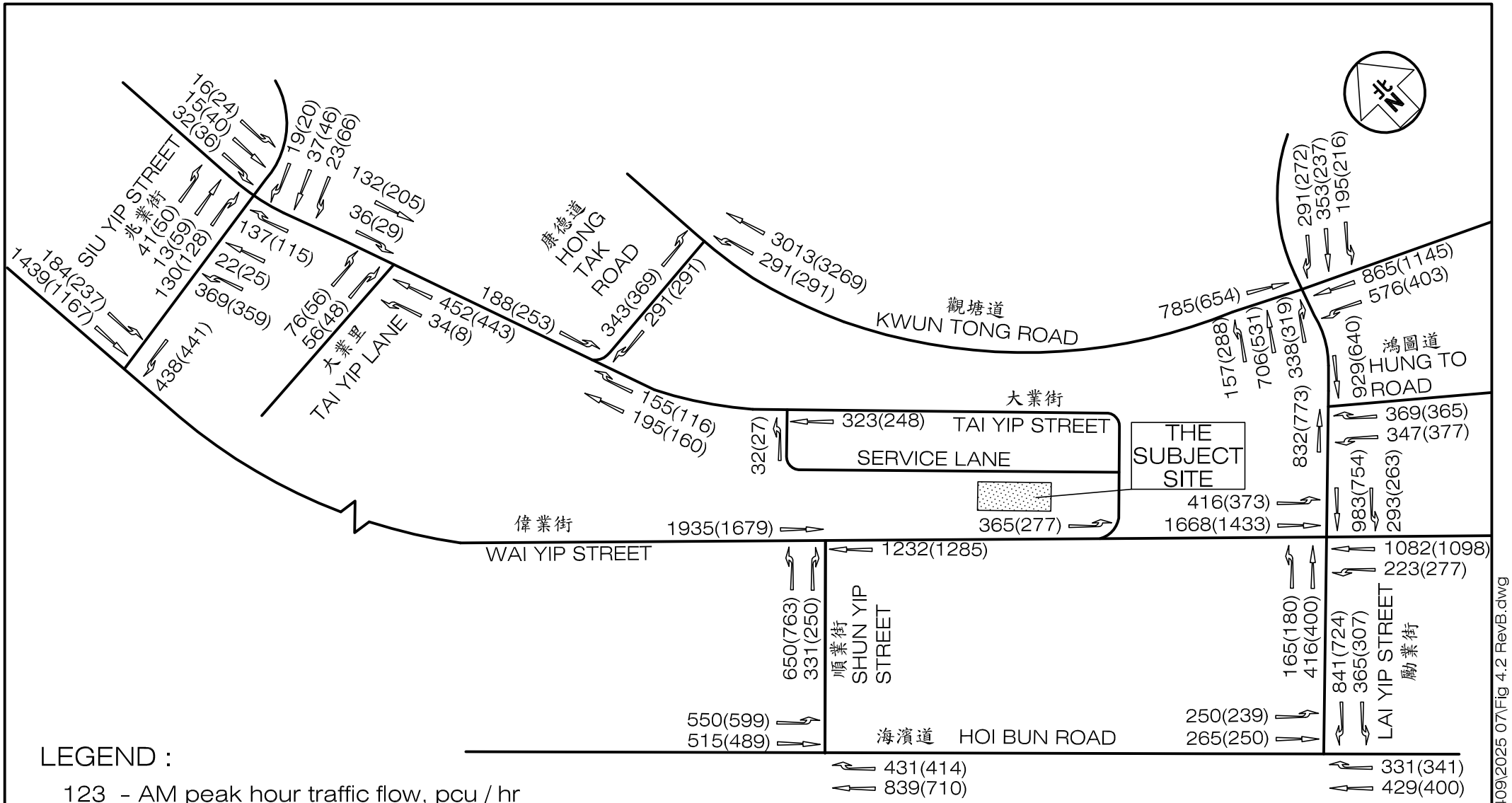
T:\JOB\J7400-J7449\J7409\2025 07\Fig 4.1 RevB.dwg



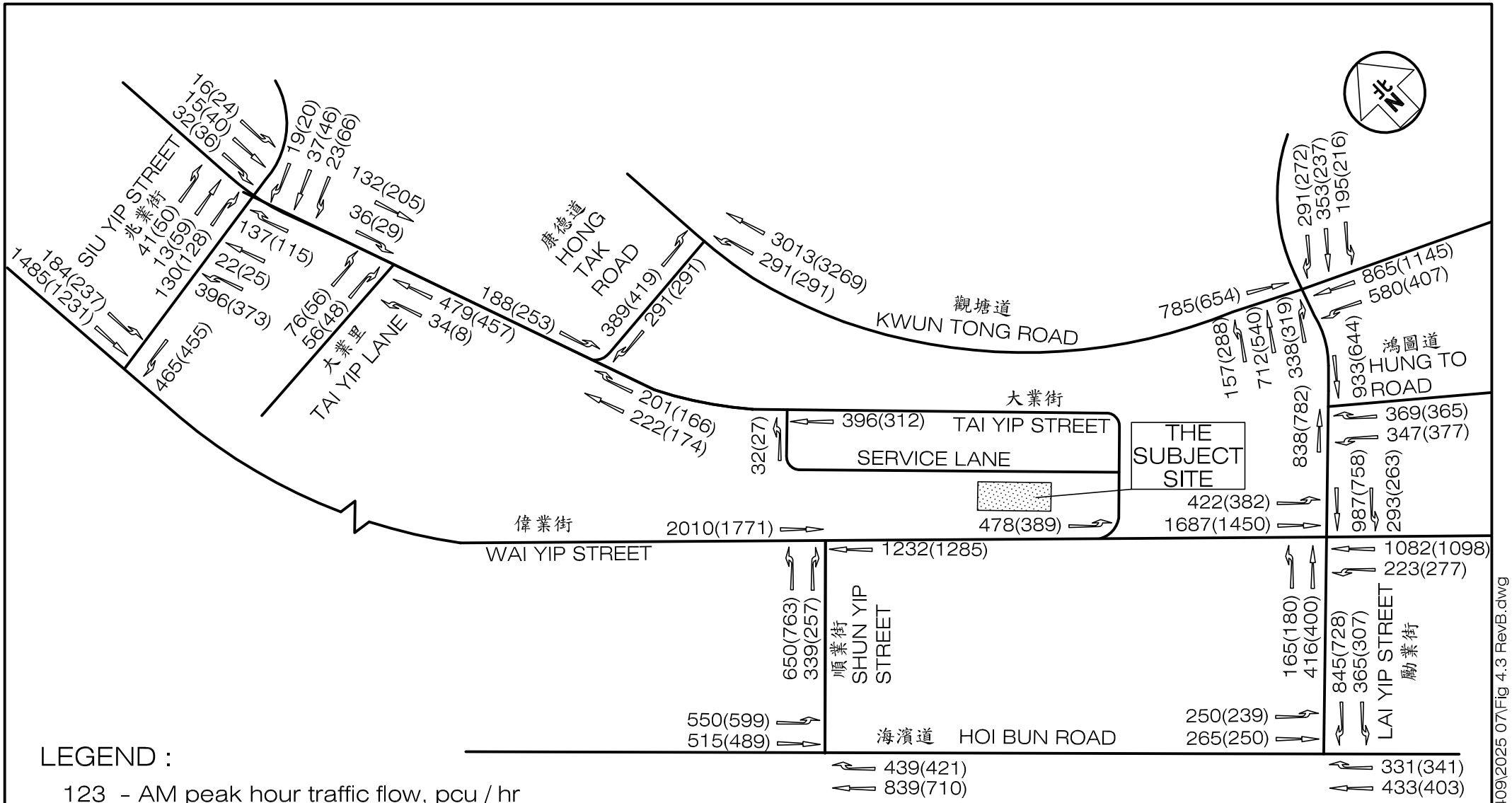
LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON J7409	Figure No. 4.2	Revision B	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: YEAR 2032 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED DEVELOPMENT	Designed by C Y Y / Drawn by N C M / Checked by K C		
	Scale in A4 N.T.S.	Date 11 AUG 2025	

T:\JOB\J7400-J7449\J7409\2025 07\Fig 4.2 RevB.dwg



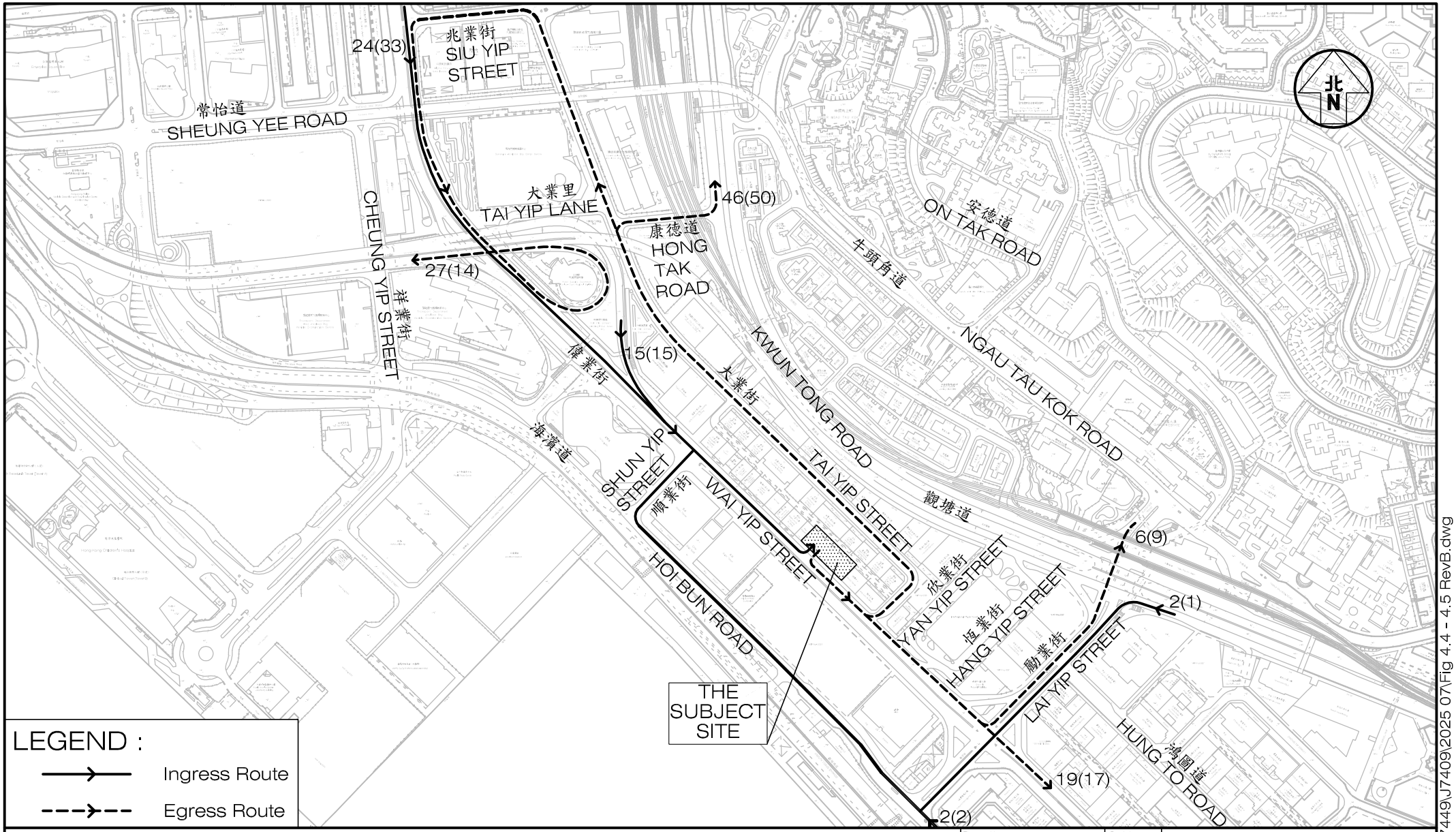
LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON J7409	Figure No. 4.3	Revision B	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: YEAR 2032 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED DEVELOPMENT	Designed by C Y Y / Drawn by N C M / Checked by K C		
	Scale in A4 N.T.S.	Date 18 AUG 2025	

T:\JOB\J7400-J7449\J7409\2025 07\Fig 4.3 RevB.dwg



Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. 4.4 / Revision B
Figure Title	THE INGRESS / EGRESS ROUTE FOR TRAFFIC GENERATED BY THE PROPOSED DEVELOPMENT (VIA WAI YIP STREET)	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 5000 / Date 18 AUG 2025

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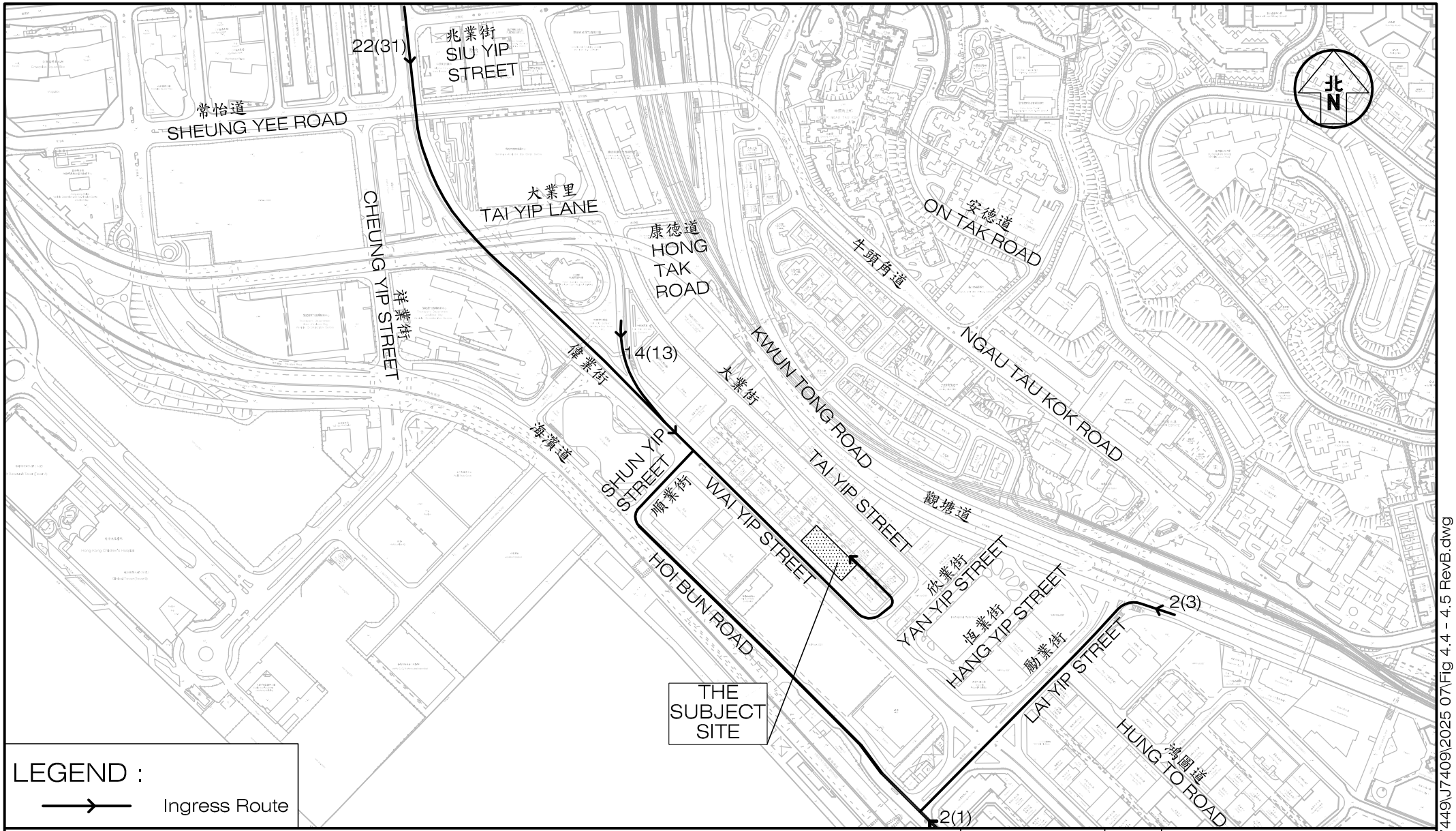
T:\JOBs\J7400-J7449\J7409\2025 07\Fig 4.4 - 4.5 RevB.dwg



Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. 4.5 / Revision B
Figure Title	THE INGRESS ROUTE FOR TRAFFIC GENERATED BY THE PROPOSED DEVELOPMENT (VIA THE SERVICE LANE)		Designed by C Y Y / Drawn by N C M / Checked by K C / Scale in A4 1 : 5000 / Date 18 AUG 2025

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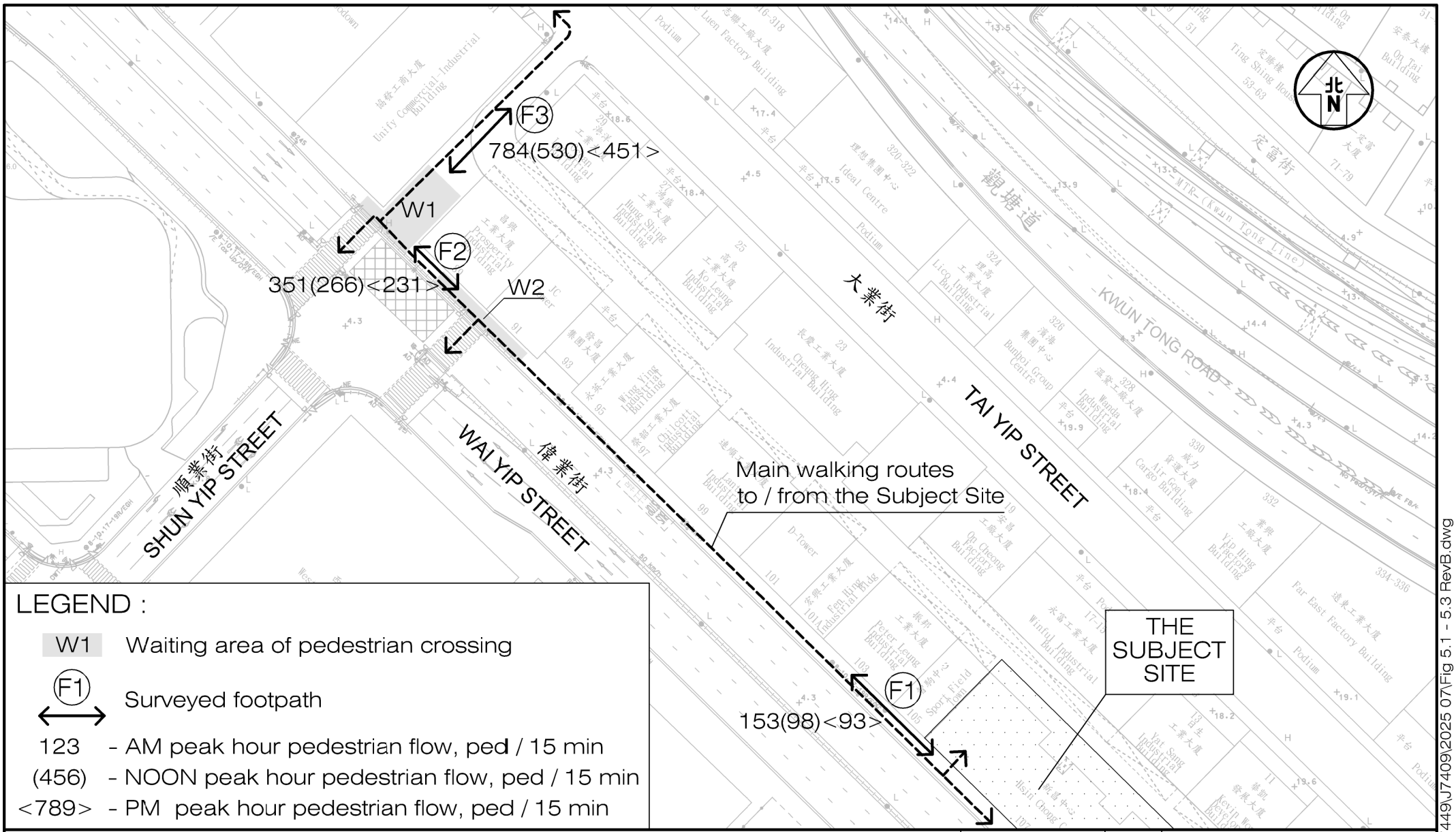
T:\JOBJ\J7400-J7449\J7409\2025 07\Fig 4.4 - 4.5 RevB.dwg



Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure No.: 5.1

Revision: B

Figure Title

OBSERVED EXISTING PEDESTRIAN FLOWS AND MAIN WALKING ROUTES TO / FROM THE SUBJECT SITE

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4: 1 : 1000

Date: 11 AUG 2025

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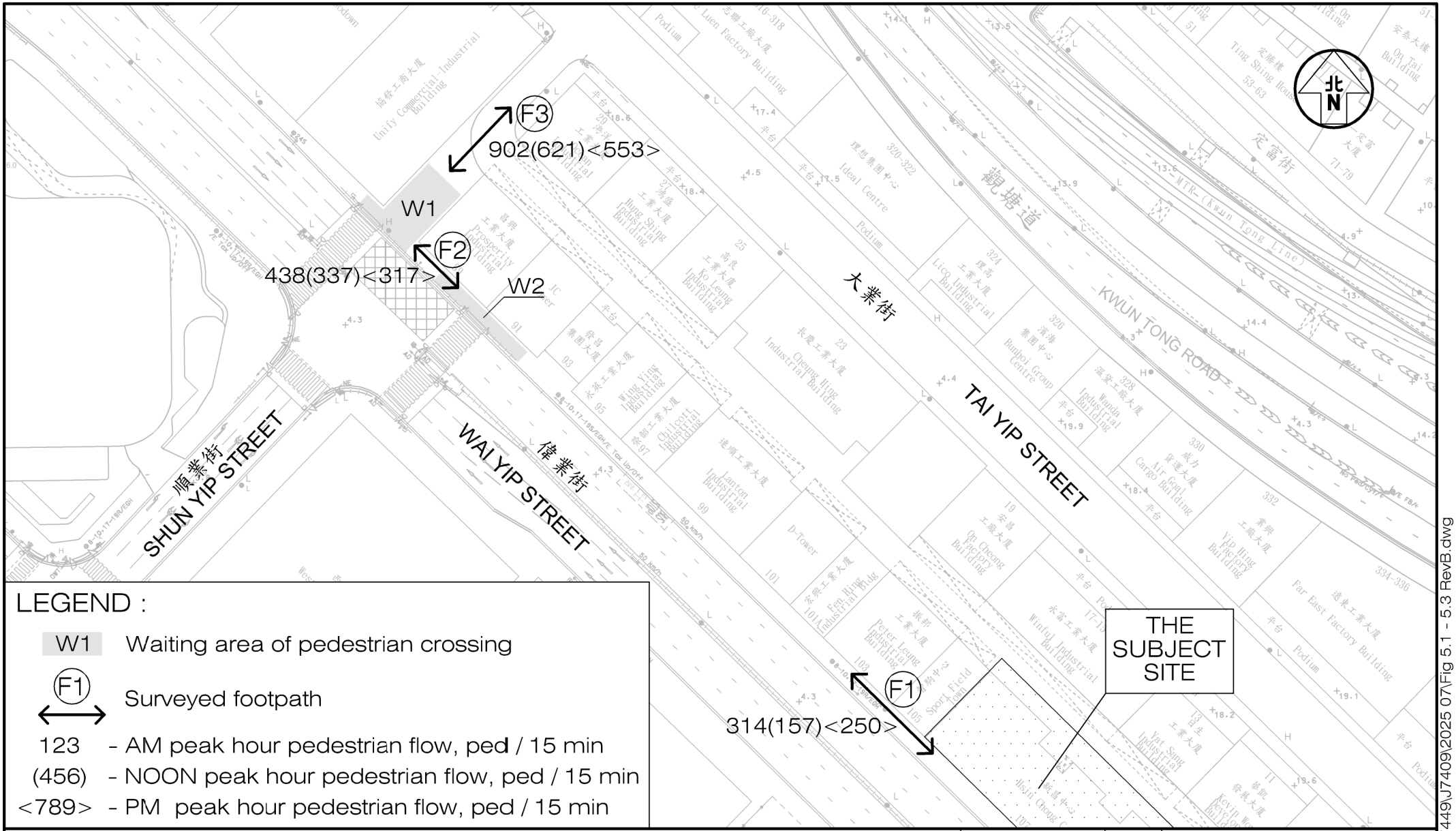
T:\JOB\J7400-J7449\J7409\2025 07\Fig 5.1 - 5.3 RevB.dwg



LEGEND :

- W1 — Waiting area of pedestrian crossing
- F1 ⟷ — Surveyed footpath
- 123 - AM peak hour pedestrian flow, ped / 15 min
- (456) - NOON peak hour pedestrian flow, ped / 15 min
- <789> - PM peak hour pedestrian flow, ped / 15 min

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure No.: 5.2

Revision: B

Figure Title

YEAR 2032 PEDESTRIAN FLOWS WITHOUT THE PROPOSED DEVELOPMENT

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4: 1 : 1000

Date: 11 AUG 2025

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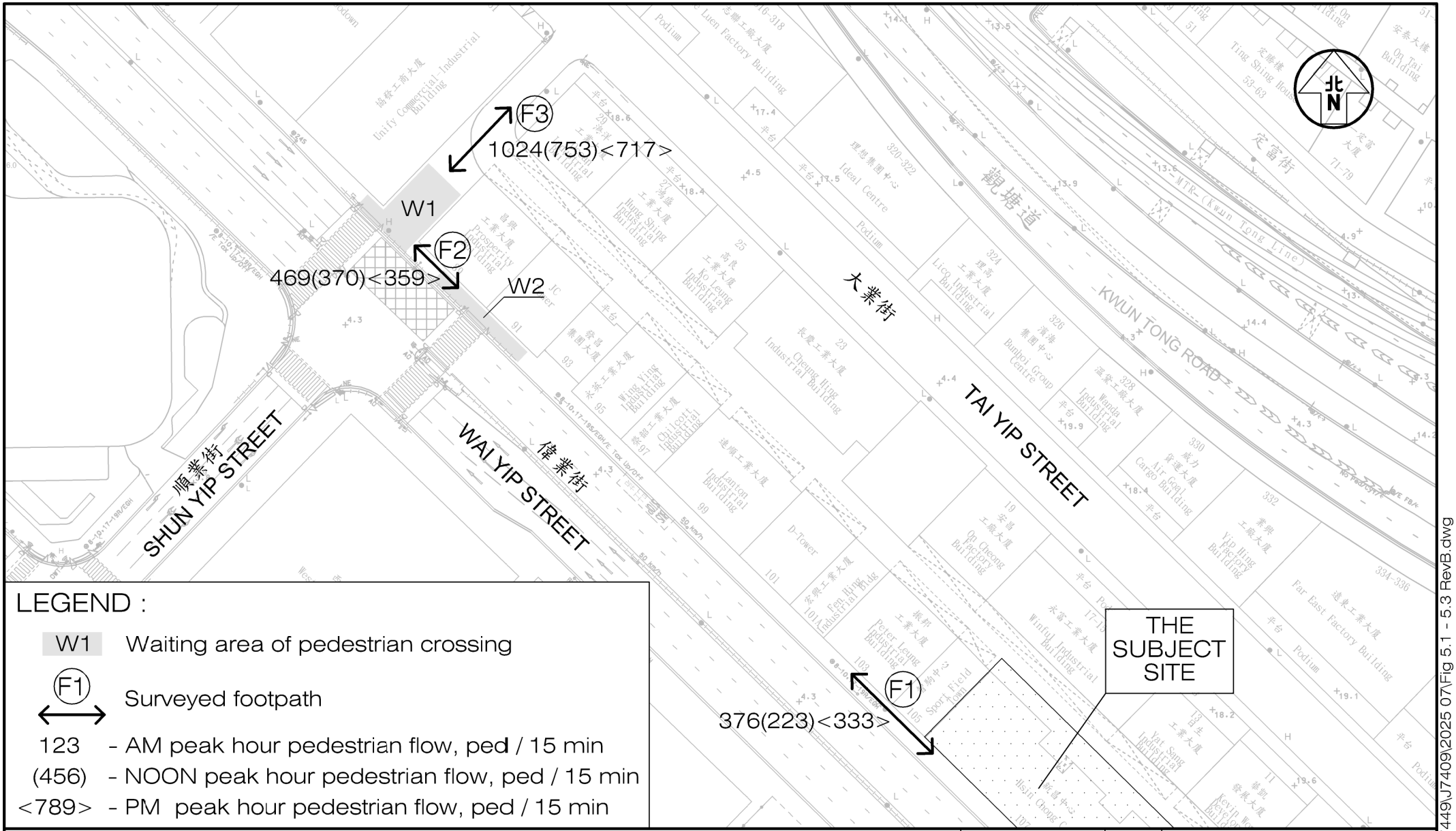
T:\JOB\J7400-J7449\J7409\2025 07\Fig 5.1 - 5.3 RevB.dwg



LEGEND :

W1	Waiting area of pedestrian crossing
F1 ⟷	Surveyed footpath
123	- AM peak hour pedestrian flow, ped / 15 min
(456)	- NOON peak hour pedestrian flow, ped / 15 min
<789>	- PM peak hour pedestrian flow, ped / 15 min

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title: YEAR 2032 PEDESTRIAN FLOWS WITH THE PROPOSED DEVELOPMENT

Figure No.	Revision
5.3	B

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
1 : 1000	11 AUG 2025

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Appendix 1 – Calculation

Signal Junction Analysis

Junction: Hoi Bun Road / Shun Yip Street — Job Number: J7409

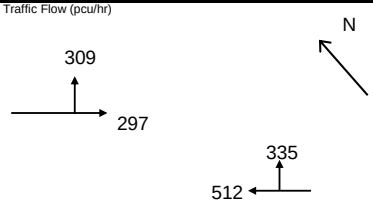
Scenario: Existing Condition — P. 1

Design Year: 2025 — Designed By: — Checked By: — Date: 18 August 2025

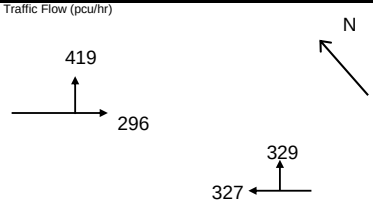
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road WB	SA	A1	1	3.50				1965	419	0.213	0.213		1965	326	0.166	0.166
	SA+RT	A2	1	3.50	25.0		78	2011	428	0.213		100	1986	330	0.166	
Hoi Bun Road EB	LT	B1	2	3.50	15.0		100	1786	309	0.173	0.173	100	1786	419	0.235	0.235
	SA	B2	2	3.50				2105	297	0.141			2105	296	0.141	

pedestrian phase	Cp	1,3		min crossing time =	7	sec GM +	7	sec FGM =	14	sec
	Dp	2,3		min crossing time =	6	sec GM +	6	sec FGM =	12	sec
	Ep	3		min crossing time =	11	sec GM +	12	sec FGM =	23	sec
	Fp	3		min crossing time =	8	sec GM +	6	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



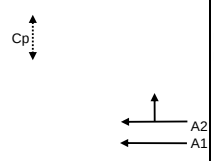
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.386		0.401	
L (s)	39		39	
C (s)	118		108	
practical y	0.603		0.575	
R.C. (%)	56%		43%	

Note:

1



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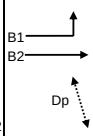

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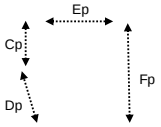


AM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

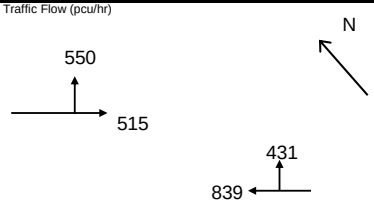
Junction: Hoi Bun Road / Shun Yip Street — Job Number: J7409

Scenario: Without the Proposed Development — P. 2

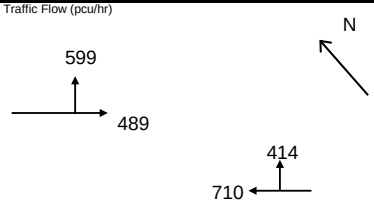
Design Year: 2032 — Designed By: — Checked By: — Date: 18 August 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road WB	SA	A1	1,2	3.50				1965	839	0.427			1965	710	0.361	
	RT	A2	1	3.50	25.0		100	1986	431	0.217	0.217	100	1986	414	0.208	0.208
Hoi Bun Road EB	LT	B1	2	3.50	15.0		100	1786	491	0.275	0.275	100	1786	503	0.282	0.282
	SA+LT	B2	2	3.50	20.0		10	2089	574	0.275		16	2080	585	0.281	
pedestrian phase		Cp	1,3		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		Dp	3		min crossing time =		6	sec GM +		6	sec FGM =		12	sec		
		Ep	3		min crossing time =		11	sec GM +		12	sec FGM =		23	sec		
		Fp	3		min crossing time =		8	sec GM +		6	sec FGM =		14	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



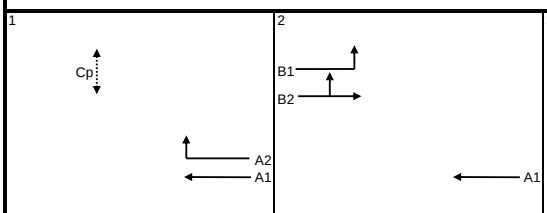
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.492		0.490	
L (s)	39		39	
C (s)	118		108	
practical y	0.603		0.575	
R.C. (%)	22%		17%	

Note:

Junction Improvement Scheme by Other Project



AM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

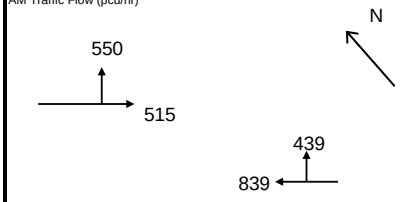
Junction: Hoi Bun Road / Shun Yip Street — Job Number: J7409

Scenario: With the Proposed Development — P. 3

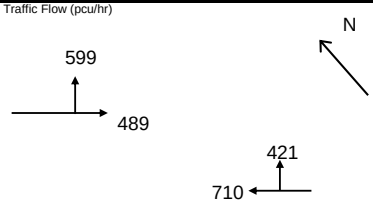
Design Year: 2032 — Designed By: — Checked By: — Date: 18 August 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road WB	SA	A1	1,2	3.50				1965	839	0.427			1965	710	0.361	
	RT	A2	1	3.50	25.0		100	1986	439	0.221	0.221	100	1986	421	0.212	0.212
Hoi Bun Road EB	LT	B1	2	3.50	15.0		100	1786	491	0.275	0.275	100	1786	503	0.282	0.282
	SA+LT	B2	2	3.50	20.0		10	2089	574	0.275		16	2080	585	0.281	
pedestrian phase		Cp	1,3		min crossing time =			7	sec GM +		7	sec FGM =		14	sec	
		Dp	3		min crossing time =			6	sec GM +		6	sec FGM =		12	sec	
		Ep	3		min crossing time =			11	sec GM +		12	sec FGM =		23	sec	
		Fp	3		min crossing time =			8	sec GM +		6	sec FGM =		14	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



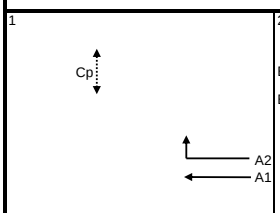
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

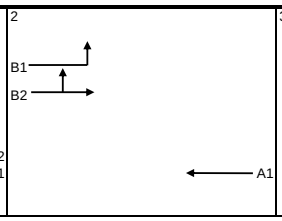
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

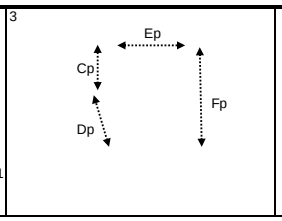
	AM Peak 1+2		PM Peak 1+2	
Sum y	0.496		0.494	
L (s)	39		39	
C (s)	118		108	
practical y	0.603		0.575	
R.C. (%)	21%		16%	

Note:

Junction Improvement Scheme by Other Project







AM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

Junction: Wai Yip Street / Shun Yip Street — Job Number: J7409

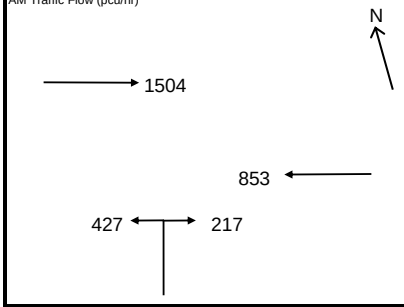
Scenario: Existing Condition — P. 4

Design Year: 2025 — Designed By: — Checked By: — Date: 18 August 2025

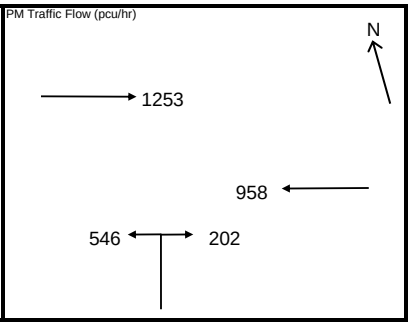
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street EB	SA	A1	1	3.50				1965	479	0.244	0.244		1965	399	0.203	
	SA	A2	1	3.50				2105	513	0.244			2105	427	0.203	0.203
	SA	A3	1	3.50				2105	512	0.243			2105	427	0.203	
Wai Yip Street WB	SA	B1	1	3.50				1965	271	0.138			1965	305	0.155	
	SA	B2	1	3.50				2105	291	0.138			2105	327	0.155	
	SA	B3	1	3.50				2105	291	0.138			2105	326	0.155	
Shun Yip Street NB	LT	C1	3	3.50	15.0		100	1786	206	0.115	0.115	100	1786	262	0.147	0.147
	LT+RT	C2	3	3.50	18.0		100	1943	224	0.115		100	1943	284	0.146	
	RT	C3	3	3.50	25.0		100	1854	214	0.115		100	1854	202	0.109	

pedestrian phase	Dp	1,2		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	Ep	2		min crossing time =	12	sec GM +	9	sec FGM =	21	sec
	Fp	2		min crossing time =	13	sec GM +	12	sec FGM =	25	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

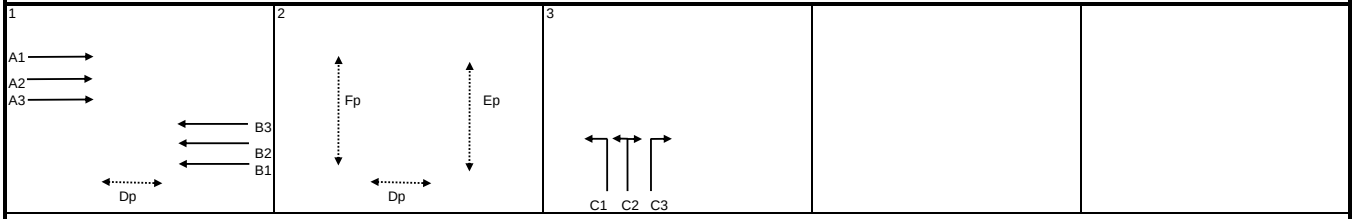


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+3	AM Peak	PM Peak 1+3	PM Peak
Sum y	0.359		0.350	
L (s)	40		40	
C (s)	118		108	
practical y	0.595		0.567	
R.C. (%)	66%		62%	

Note:



AM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =						
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =						
PM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =						
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =						

Signal Junction Analysis

Junction: Wai Yip Street / Shun Yip Street — Job Number: J7409

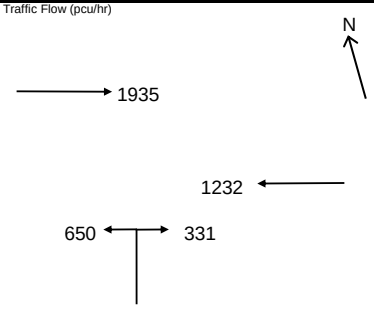
Scenario: Without the Proposed Development — P. 5

Design Year: 2032 — Designed By: — Checked By: — Date: 18 August 2025

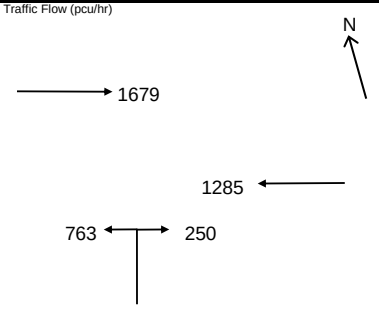
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street EB	SA	A1	1	3.50				1965	616	0.313			1965	534	0.272	
	SA	A2	1	3.50				2105	660	0.314	0.314		2105	572	0.272	
	SA	A3	1	3.50				2105	659	0.313			2105	573	0.272	0.272
Wai Yip Street WB	SA	B1	1	3.50				1965	392	0.199			1965	409	0.208	
	SA	B2	1	3.50				2105	420	0.200			2105	438	0.208	
	SA	B3	1	3.50				2105	420	0.200			2105	438	0.208	
Shun Yip Street NB	LT	C1	3	3.50	15.0		100	1786	314	0.176	0.176	100	1786	365	0.204	
	LT+RT	C2	3	3.50	18.0		100	1943	341	0.176		100	1943	398	0.205	0.205
	RT	C3	3	3.50	25.0		100	1854	326	0.176		100	1854	250	0.135	

pedestrian phase	Dp	1,2		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	Ep	2		min crossing time =	12	sec GM +	9	sec FGM =	21	sec
	Fp	2		min crossing time =	13	sec GM +	12	sec FGM =	25	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

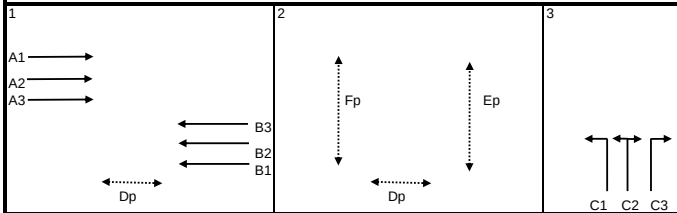


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+3	AM Peak	PM Peak 1+3	PM Peak
Sum y	0.489		0.477	
L (s)	40		40	
C (s)	118		108	
practical y	0.595		0.567	
R.C. (%)	22%		19%	

Note:



AM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =
PM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =

Signal Junction Analysis

Junction: Wai Yip Street / Shun Yip Street — Job Number: J7409

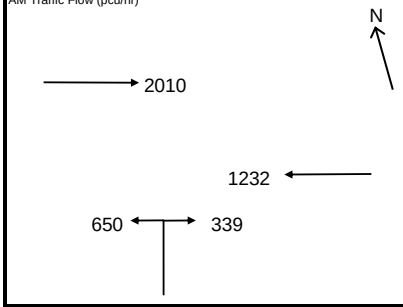
Scenario: With the Proposed Development — P. 6

Design Year: 2032 — Designed By: — Checked By: — Date: 18 August 2025

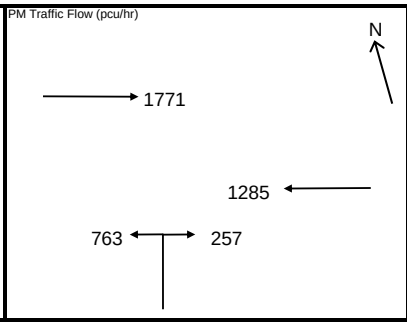
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street EB	SA	A1	1	3.50				1965	640	0.326	0.326		1965	564	0.287	
	SA	A2	1	3.50				2105	685	0.325			2105	604	0.287	0.287
	SA	A3	1	3.50				2105	685	0.325			2105	603	0.286	
Wai Yip Street WB	SA	B1	1	3.50				1965	392	0.199			1965	409	0.208	
	SA	B2	1	3.50				2105	420	0.200			2105	438	0.208	
	SA	B3	1	3.50				2105	420	0.200			2105	438	0.208	
Shun Yip Street NB	LT	C1	3	3.50	15.0		100	1786	316	0.177		100	1786	365	0.204	
	LT+RT	C2	3	3.50	18.0		100	1943	345	0.178	0.178	100	1943	398	0.205	0.205
	RT	C3	3	3.50	25.0		100	1854	328	0.177		100	1854	257	0.139	

pedestrian phase	Dp	1,2		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	Ep	2		min crossing time =	12	sec GM +	9	sec FGM =	21	sec
	Fp	2		min crossing time =	13	sec GM +	12	sec FGM =	25	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

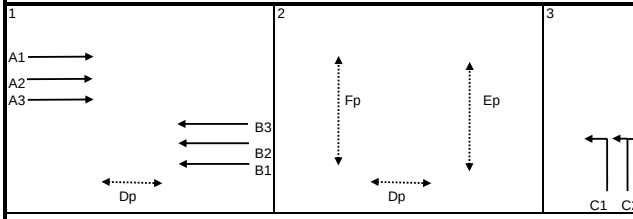


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+3	AM Peak	PM Peak 1+3	PM Peak
Sum y	0.503		0.492	
L (s)	40		40	
C (s)	118		108	
practical y	0.595		0.567	
R.C. (%)	18%		15%	

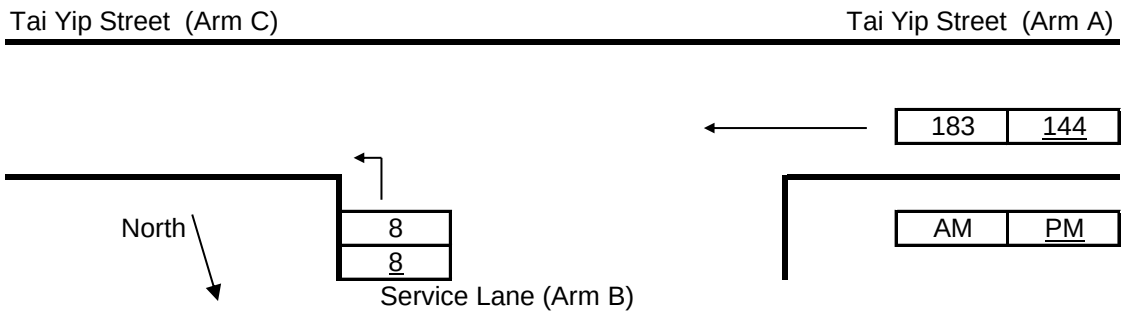
Note:



AM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =						
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =						
PM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =						
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =						

Priority Junction Analysis

Junction:	Tai Yip Street / Service Lane				
Design Year:	2025	Job Number:	J7409	Date:	18 August 2025
Scenario:	Existing Condition				P. 7



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.25	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	6.00	E	1.1077
			V-rBC	17	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7844

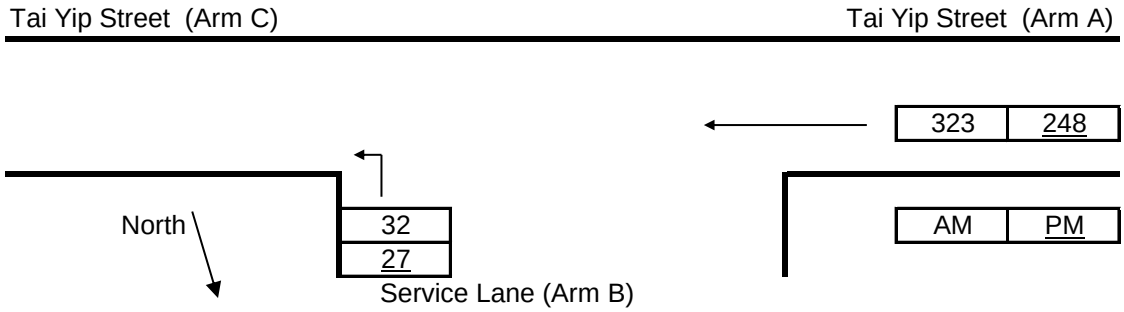
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	306	312
q-CB	0	0	Q-BC	767	780
q-AB	0	0	Q-CB	406	412
q-AC	183	144	Q-BAC	767	780
q-BA	0	0			
q-BC	8	8			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.010	0.010
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Tai Yip Street / Service Lane				
Design Year:	2032	Job Number:	J7409	Date:	18 August 2025
Scenario:	Without the Proposed Development				P. 8



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.25	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	6.00	E	1.1077
			V-rBC	17	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7844

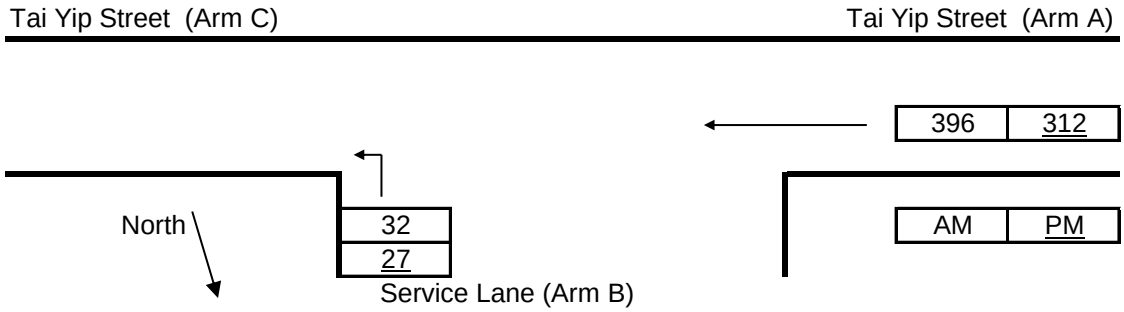
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	285	297
q-CB	0	0	Q-BC	723	747
q-AB	0	0	Q-CB	382	395
q-AC	323	248	Q-BAC	723	747
q-BA	0	0			
q-BC	32	27			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.044	0.036
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Tai Yip Street / Service Lane				
Design Year:	2032	Job Number:	J7409	Date:	18 August 2025
Scenario:	With the Proposed Development				P. 9



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.25	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	6.00	E	1.1077
			V-rBC	17	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7844

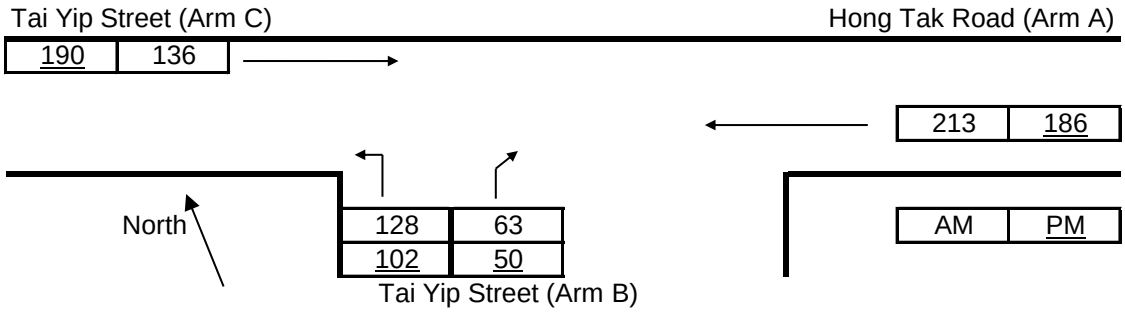
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	274	287
q-CB	0	0	Q-BC	700	727
q-AB	0	0	Q-CB	370	384
q-AC	396	312	Q-BAC	700	727
q-BA	0	0			
q-BC	32	27			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.046	0.037
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Hong Tak Road / Tai Yip Street				
Design Year:	2025	Job Number:	J7409	Date:	18 August 2025
Scenario:	Existing Condition				P. 10



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.75	V-rBA	42	w-BA	2.50	D	0.7795
	W-CR	0.00	V-lBA	50	w-BC	2.50	E	0.8293
			V-rBC	42	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7326

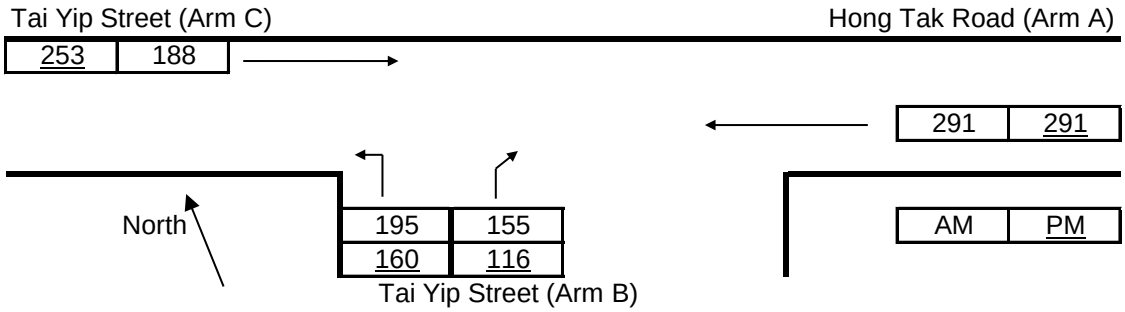
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	136	190	Q-BA	427	425
q-CB	0	0	Q-BC	571	577
q-AB	0	0	Q-CB	403	407
q-AC	213	186	Q-BAC	514	516
q-BA	63	50			
q-BC	128	102			
f	0.670	0.671			

Ratio-of-flow to Capacity	AM	PM
B-A	0.148	0.118
B-C	0.224	0.177
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Hong Tak Road / Tai Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	18 August 2025
Scenario:	Without the Proposed Development				P. 11



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.75	V-rBA	42	w-BA	2.50	D	0.7795
	W-CR	0.00	V-lBA	50	w-BC	2.50	E	0.8293
			V-rBC	42	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7326

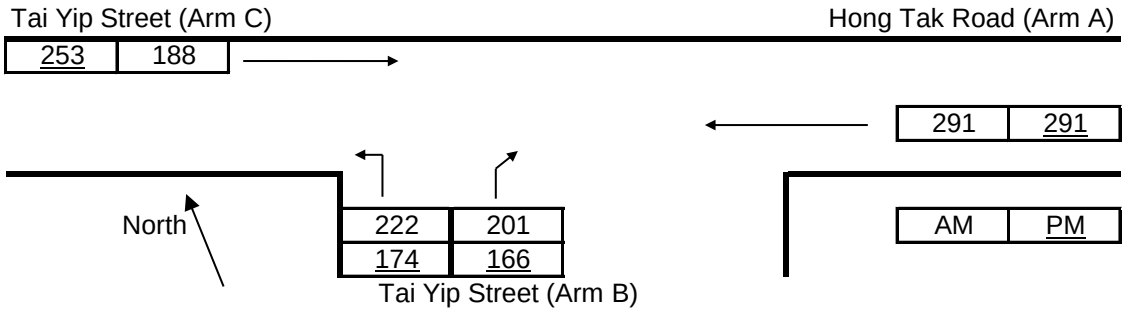
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	188	253	Q-BA	404	395
q-CB	0	0	Q-BC	553	553
q-AB	0	0	Q-CB	391	391
q-AC	291	291	Q-BAC	475	474
q-BA	155	116			
q-BC	195	160			
f	0.557	0.580			

Ratio-of-flow to Capacity	AM	PM
B-A	0.384	0.294
B-C	0.352	0.289
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Hong Tak Road / Tai Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	18 August 2025
Scenario:	With the Proposed Development				P. 12



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.75	V-rBA	42	w-BA	2.50	D	0.7795
	W-CR	0.00	V-lBA	50	w-BC	2.50	E	0.8293
			V-rBC	42	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7326

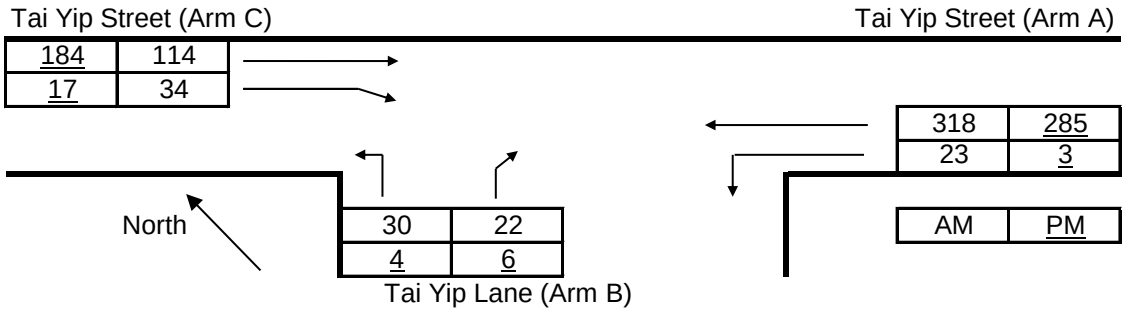
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	188	253	Q-BA	404	395
q-CB	0	0	Q-BC	553	553
q-AB	0	0	Q-CB	391	391
q-AC	291	291	Q-BAC	471	463
q-BA	201	166			
q-BC	222	174			
f	0.525	0.512			

Ratio-of-flow to Capacity	AM	PM
B-A	0.498	0.420
B-C	0.401	0.314
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Tai Yip Street / Tai Yip Lane				
Design Year:	2025	Job Number:	J7409	Date:	18 August 2025
Scenario:	Existing Condition				P. 13



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	0.00	V-lBA	50	w-BC	3.80	E	0.9502
			V-rBC	50	w-CB	5.25	F	1.0738
			V-rCB	46			Y	0.6378

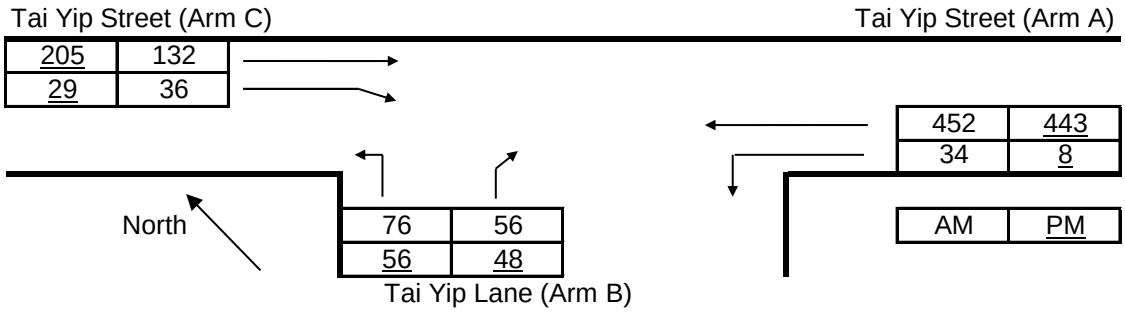
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	114	184	Q-BA	446	450
q-CB	34	17	Q-BC	636	645
q-AB	23	3	Q-CB	715	728
q-AC	318	285	Q-BAC	539	512
q-BA	22	6			
q-BC	30	4			
f	0.577	0.400			

Ratio-of-flow to Capacity	AM	PM
B-A	0.049	0.013
B-C	0.047	0.006
C-B	0.048	0.023

Priority Junction Analysis

Junction:	Tai Yip Street / Tai Yip Lane				
Design Year:	2032	Job Number:	J7409	Date:	18 August 2025
Scenario:	Without the Proposed Development				P. 14



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	0.00	V-lBA	50	w-BC	3.80	E	0.9502
			V-rBC	50	w-CB	5.25	F	1.0738
			V-rCB	46			Y	0.6378

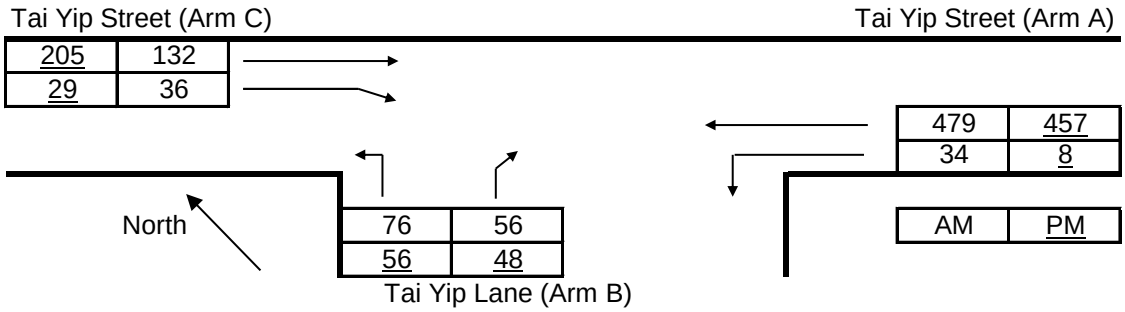
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	132	205	Q-BA	415	412
q-CB	36	29	Q-BC	605	609
q-AB	34	8	Q-CB	679	688
q-AC	452	443	Q-BAC	507	499
q-BA	56	48			
q-BC	76	56			
f	0.576	0.538			

Ratio-of-flow to Capacity	AM	PM
B-A	0.135	0.116
B-C	0.126	0.092
C-B	0.053	0.042

Priority Junction Analysis

Junction:	Tai Yip Street / Tai Yip Lane				
Design Year:	2032	Job Number:	J7409	Date:	18 August 2025
Scenario:	With the Proposed Development				P. 15



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	0.00	V-lBA	50	w-BC	3.80	E	0.9502
			V-rBC	50	w-CB	5.25	F	1.0738
			V-rCB	46			Y	0.6378

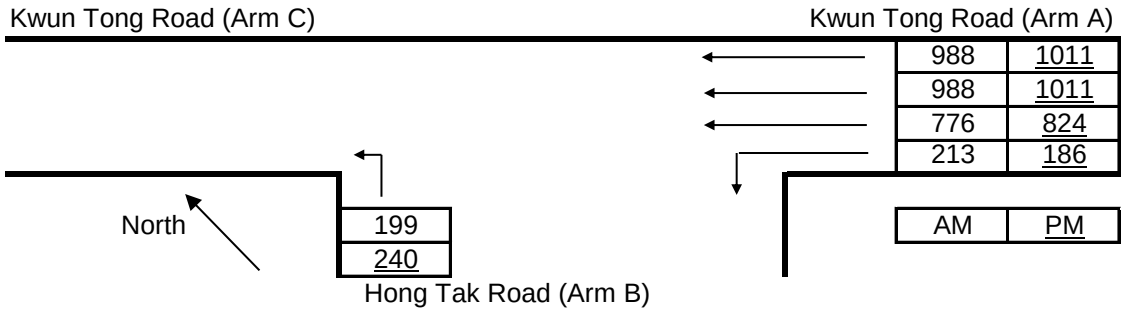
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	132	205	Q-BA	410	409
q-CB	36	29	Q-BC	599	606
q-AB	34	8	Q-CB	672	684
q-AC	479	457	Q-BAC	501	496
q-BA	56	48			
q-BC	76	56			
f	0.576	0.538			

Ratio-of-flow to Capacity	AM	PM
B-A	0.137	0.117
B-C	0.127	0.092
C-B	0.054	0.042

Priority Junction Analysis

Junction:	Kwun Tong Road / Hong Tak Road				
Design Year:	2025	Job Number:	J7409	Date:	18 August 2025
Scenario:	Existing Condition				P. 16



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.70	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.25	E	1.0779
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

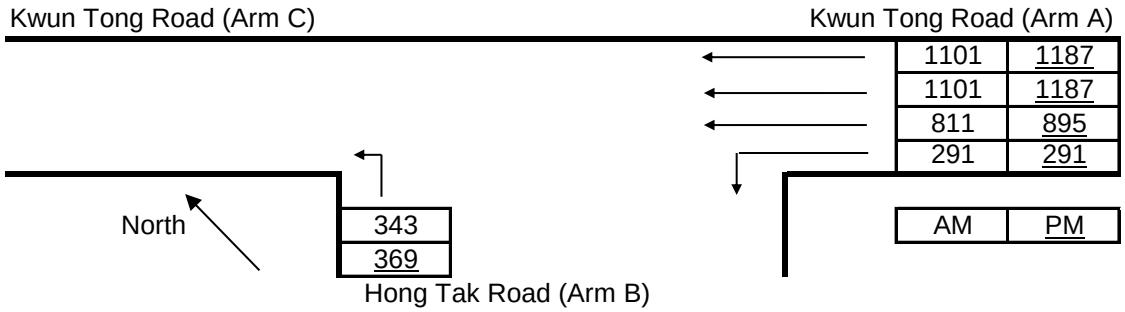
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	206	200
q-CB	0	0	Q-BC	544	532
q-AB	213	186	Q-CB	274	271
q-AC	776	824	Q-BAC	544	532
q-BA	0	0			
q-BC	199	240			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.366	0.451
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Kwun Tong Road / Hong Tak Road				
Design Year:	2032	Job Number:	J7409	Date:	18 August 2025
Scenario:	Without the Proposed Development				P. 17



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.70	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.25	E	1.0779
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

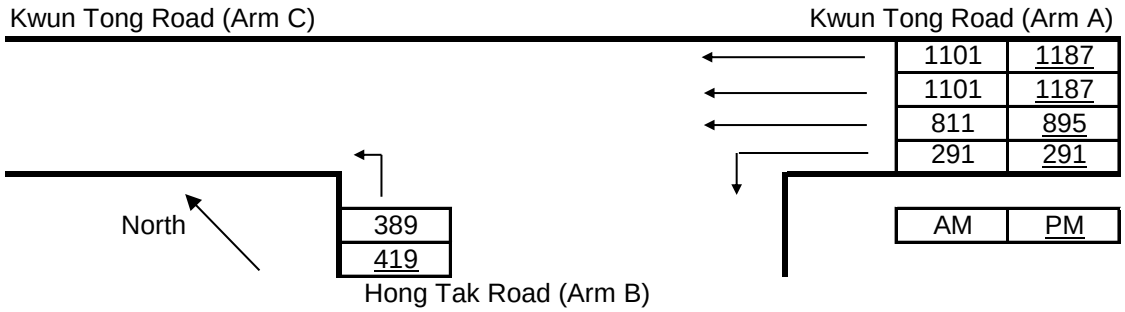
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	196	184
q-CB	0	0	Q-BC	524	498
q-AB	291	291	Q-CB	256	242
q-AC	811	895	Q-BAC	524	498
q-BA	0	0			
q-BC	343	369			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.655	0.740
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Kwun Tong Road / Hong Tak Road				
Design Year:	2032	Job Number:	J7409	Date:	18 August 2025
Scenario:	With the Proposed Development				P. 18



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.70	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.25	E	1.0779
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	196	184
q-CB	0	0	Q-BC	524	498
q-AB	291	291	Q-CB	256	242
q-AC	811	895	Q-BAC	524	498
q-BA	0	0			
q-BC	389	419			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.743	0.841
C-B	0.000	0.000

Signal Junction Analysis

Junction: Wai Yip Street / Lai Yip Street — Job Number: J7409

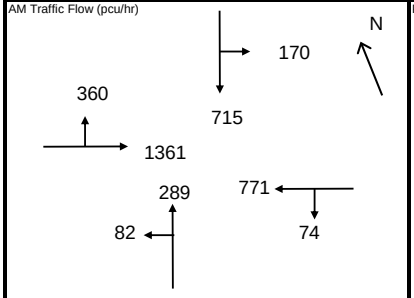
Scenario: Existing Condition — P. 19

Design Year: 2025 — Designed By: — Checked By: — Date: 18 August 2025

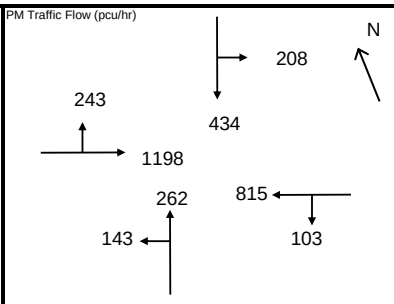
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street WB	SA+LT	A1	3	2.80	20.0		27	1977	276	0.140		34	1981	301	0.152	
	SA	A2	3	2.80				2035	284	0.140			2035	309	0.152	
	SA	A3	3	2.80				2035	285	0.140			2035	308	0.151	
Lai Yip Street SB	LT	B1	2	3.10	20.0		100	2638	170	0.064	0.064	100	2638	208	0.079	0.098
	SA	B2	1,2	3.10				2065	358	0.173			2065	217	0.105	
	SA	B3	1,2	3.10				2065	357	0.173			2065	217	0.105	
Wai Yip Street EB	SA+LT	C1	3	3.30	20.0		63	2097	576	0.275		50	2142	489	0.228	0.228
	SA	C2	3	3.30				2085	573	0.275	0.275		2085	476	0.228	
	SA	C3	3	3.30				2085	572	0.274			2085	476	0.228	
Lai Yip Street NB	SA+LT	D1	1	4.00	15.0		45	2048	183	0.089	0.089	72	2013	198	0.098	0.098
	SA	D2	1	3.50				2105	188	0.089			2105	207	0.098	

pedestrian phase	Ep	3		min crossing time =	11	sec GM +	10	sec FGM =	21	sec
	Fp	1,2		min crossing time =	7	sec GM +	11	sec FGM =	18	sec
	Gp	1,2		min crossing time =	5	sec GM +	10	sec FGM =	15	sec
	Hp	1,3		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	Ip	2		min crossing time =	7	sec GM +	11	sec FGM =	18	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



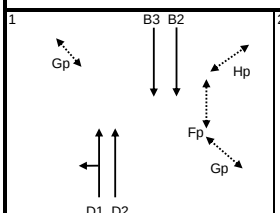
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

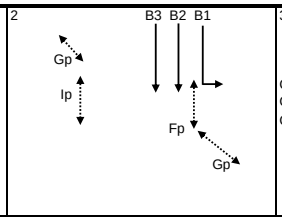
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

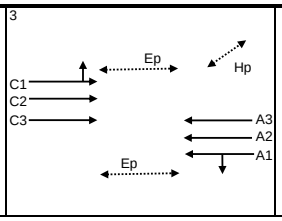
	AM Peak 1+2+3	AM Peak 1,2+3	PM Peak 1+2+3	PM Peak 1,2+3
Sum y	0.429	0.448	0.406	0.333
L (s)	17	12	17	12
C (s)	120	120	108	108
practical y	0.773	0.810	0.758	0.800
R.C. (%)	80%	81%	87%	140%

Note:

^ Based on obervation







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

Signal Junction Analysis

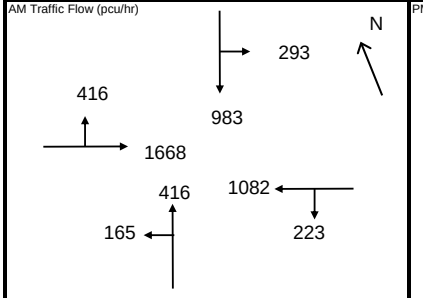
Junction: Wai Yip Street / Lai Yip Street — Job Number: J7409

Scenario: Without the Proposed Development — P. 20

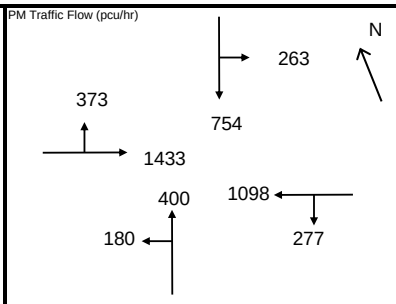
Design Year: 2032 — Designed By: — Checked By: — Date: 18 August 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street WB	SA+LT	A1	3	2.80	20.0		52	1944	422	0.217		62	1944	444	0.228	
	SA	A2	3	2.80				2035	442	0.217			2035	465	0.229	
	SA	A3	3	2.80				2035	441	0.217			2035	466	0.229	
Lai Yip Street SB	LT	B1	2	3.10	20.0		100	2638	293	0.111	0.111	100	2638	263	0.100	0.140
	SA	B2	1,2	3.10				2065	492	0.238			2065	377	0.183	
	SA	B3	1,2	3.10				2065	491	0.238			2065	377	0.183	
Wai Yip Street EB	SA+LT	C1	3	3.30	20.0		60	2101	698	0.332		61	2127	610	0.287	0.287
	SA	C2	3	3.30				2085	693	0.332	0.332		2085	598	0.287	
	SA	C3	3	3.30				2085	693	0.332			2085	598	0.287	
Lai Yip Street NB	SA+LT	D1	1	4.00	15.0		58	2025	285	0.141	0.141	63	2029	285	0.140	0.140
	SA	D2	1	3.50				2105	296	0.141			2105	295	0.140	
pedestrian phase		Ep	3		min crossing time =		11	sec GM +	10	sec FGM =	21	sec				
		Fp	1,2		min crossing time =		7	sec GM +	11	sec FGM =	18	sec				
		Gp	1,2		min crossing time =		5	sec GM +	10	sec FGM =	15	sec				
		Hp	1,3		min crossing time =		5	sec GM +	7	sec FGM =	12	sec				
		Ip	2		min crossing time =		7	sec GM +	11	sec FGM =	18	sec				

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



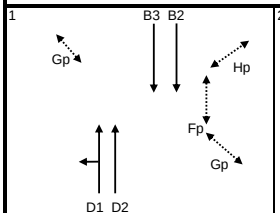
S=1940+100(W–3.25) S=2080+100(W–3.25)

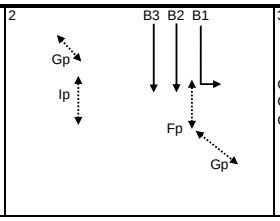
S_M=S÷(1+1.5f/r) S_M=(S–230)÷(1+1.5f/r)

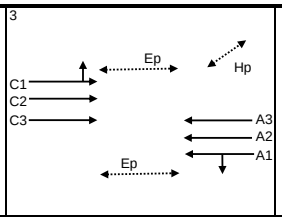
	AM Peak 1+2+3	AM Peak 1,2+3	PM Peak 1+2+3	PM Peak 1,2+3
Sum y	0.584	0.571	0.527	0.469
L (s)	17	12	17	12
C (s)	120	120	108	108
practical y	0.773	0.810	0.758	0.800
R.C. (%)	32%	42%	44%	70%

Note:

^ Based on obervation







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

Signal Junction Analysis

Junction: Wai Yip Street / Lai Yip Street — Job Number: J7409

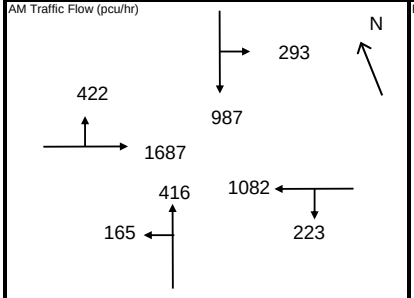
Scenario: With the Proposed Development — P. 21

Design Year: 2032 — Designed By: — Checked By: — Date: 18 August 2025

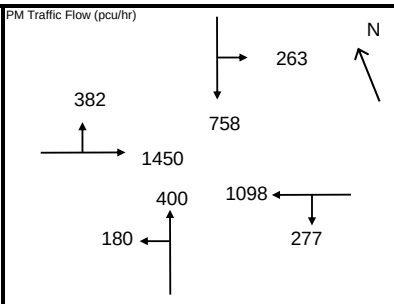
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street WB	SA+LT	A1	3	2.80	20.0		52	1944	422	0.217		62	1944	444	0.228	
	SA	A2	3	2.80				2035	442	0.217			2035	465	0.229	
	SA	A3	3	2.80				2035	441	0.217			2035	466	0.229	
Lai Yip Street SB	LT	B1	2	3.10	20.0		100	2638	293	0.111	0.111	100	2638	263	0.100	0.140
	SA	B2	1,2	3.10				2065	494	0.239			2065	379	0.184	
	SA	B3	1,2	3.10				2065	493	0.239			2065	379	0.184	
Wai Yip Street EB	SA+LT	C1	3	3.30	20.0		60	2101	707	0.337		62	2126	619	0.291	0.291
	SA	C2	3	3.30				2085	701	0.336	0.337		2085	607	0.291	
	SA	C3	3	3.30				2085	701	0.336			2085	606	0.291	
Lai Yip Street NB	SA+LT	D1	1	4.00	15.0		58	2025	285	0.141	0.141	63	2029	285	0.140	0.140
	SA	D2	1	3.50				2105	296	0.141			2105	295	0.140	

pedestrian phase	Ep	3		min crossing time =	11	sec GM +	10	sec FGM =	21	sec
	Fp	1,2		min crossing time =	7	sec GM +	11	sec FGM =	18	sec
	Gp	1,2		min crossing time =	5	sec GM +	10	sec FGM =	15	sec
	Hp	1,3		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	Ip	2		min crossing time =	7	sec GM +	11	sec FGM =	18	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



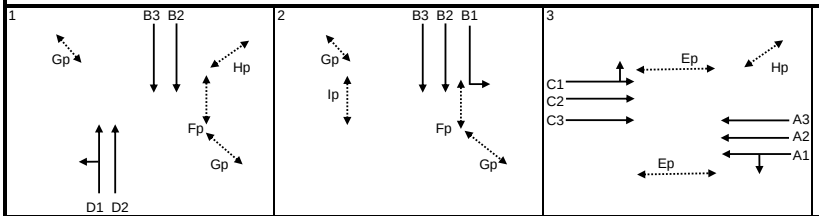
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2+3	AM Peak 1,2+3	PM Peak 1+2+3	PM Peak 1,2+3
Sum y	0.588	0.576	0.531	0.475
L (s)	17	12	17	12
C (s)	120	120	108	108
practical y	0.773	0.810	0.758	0.800
R.C. (%)	31%	41%	43%	69%

Note:

^ Based on obervation



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

Signal Junction Analysis

Junction: Kwun Tong Road / Lai Yip Street — Job Number: J7409

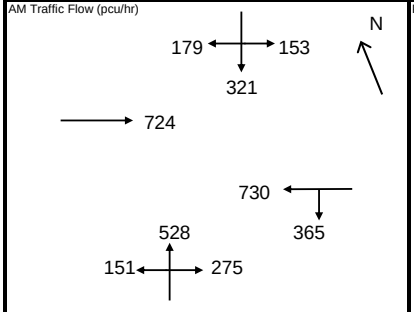
Scenario: Existing Condition — P. 22

Design Year: 2025 — Designed By: — Checked By: — Date: 18 August 2025

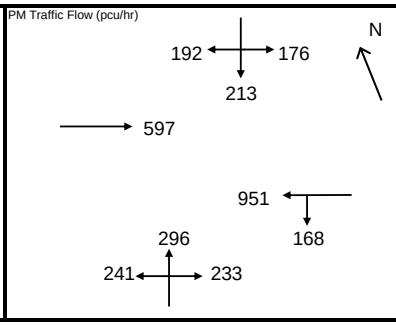
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Kwun Tong Road EB	SA	A1	1,2	3.20				1935	349	0.180			1935	288	0.149	
	SA	A2	1,2	3.20				2075	375	0.181	0.181		2075	309	0.149	
Lai Yip Street NB	LT+SA	B1	5	3.50	30.0		32	2117	478	0.226		63	2105	385	0.183	0.183
	SA	B2	5	3.50				2105	476	0.226	0.226		2105	385	0.183	
Elegance Road NB	SA	B3	5	3.50				2105	277	0.132			2105	184	0.087	
	SA+RT	B4	5	3.50	18.0		9	2089	275	0.132		37	2042	178	0.087	
	RT	B5	5	3.50	15.0		100	1914	251	0.131		100	1914	167	0.087	
Kwun Tong Road WB	LT	C1	1,5	3.30	15.0		100	1768	365	0.206		100	1768	168	0.095	
	SA	C2	1,2	3.50				2105	365	0.173			2105	476	0.226	0.226
	SA	C3	1,2	3.50				2105	365	0.173			2105	475	0.226	
Elegance Road SB	LT	D1	3,4	3.50	15.0		100	1786	153	0.086	0.086	100	1786	176	0.099	0.099
	SA	D2	3,4	3.50				2105	173	0.082			2105	141	0.067	
	SA+RT	D3	3,4	3.50	18.0		13	2082	171	0.082		47	2026	136	0.067	
	RT	D4	3,4	3.50	15.0		100	1914	156	0.082		100	1914	128	0.067	

pedestrian phase		Ep	1,2		min crossing time =		12	sec GM +		10	sec FGM =		22	sec		
		Fp	1,2,3,4		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		Gp	2,3		min crossing time =		5	sec GM +		5	sec FGM =		10	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

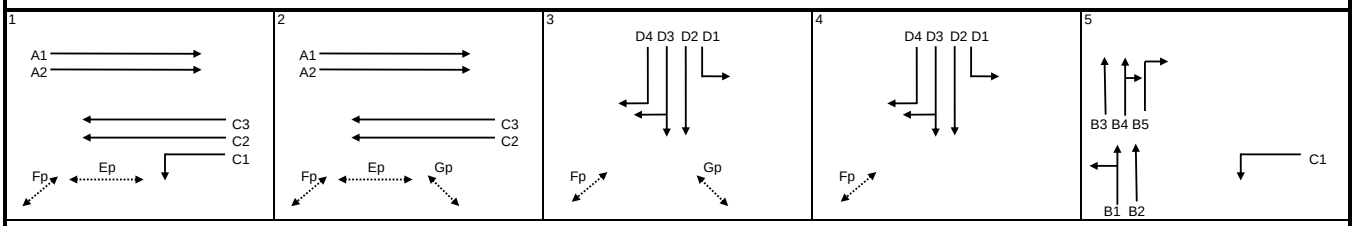
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
	2+4+5		2+3+5	
Sum y	0.493		0.508	
L (s)	15		20	
C (s)	118		108	
practical y	0.786		0.733	
R.C. (%)	60%		44%	

Note:

1) In AM Peak, Stage Sequence : 2>4>5>2

2) In PM Peak, Stage Sequence : 2>3>5>2



AM	I/G =	I/G =	I/G = 5	I/G = 10	I/G = 3
PM	I/G =	I/G = 7	I/G = 7	I/G = 6	I/G = 3

Signal Junction Analysis

Junction: Kwun Tong Road / Lai Yip Street — Job Number: J7409

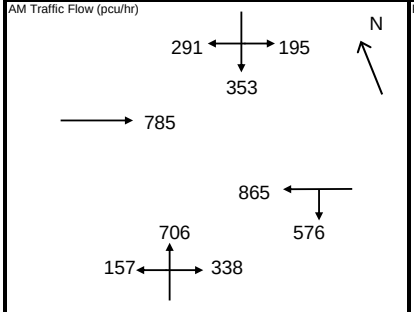
Scenario: Without the Proposed Development — P. 23

Design Year: 2032 — Designed By: — Checked By: — Date: 18 August 2025

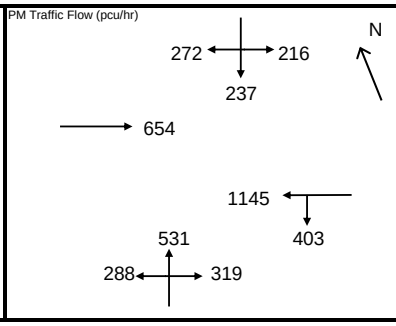
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Kwun Tong Road EB	SA	A1	1,2	3.20				1935	379	0.196			1935	316	0.163	
	SA	A2	1,2	3.20				2075	406	0.196			2075	338	0.163	
Lai Yip Street NB	LT	B1	5	3.30	30.0		100	2035	157	0.077		100	2052	288	0.140	
	SA	B2	5	3.30				2085	522	0.250			2085	425	0.204	
	SA	B3	5	3.30				2085	522	0.250			2085	425	0.204	
Elegance Road NB	SA	B4	5	3.50				2105	359	0.171			2105	294	0.140	
	SA+RT	B5	5	3.50	18.0		3	2100	358	0.170		18	2074	289	0.139	
	RT	B6	5	3.50	15.0		100	1914	327	0.171		100	1914	267	0.139	
Kwun Tong Road WB	LT	C1	1,5	3.30	15.0		100	1768	576	0.326	0.326	100	1768	403	0.228	0.228
	SA	C2	1,2	3.50				2105	433	0.206	0.206		2105	573	0.272	0.272
	SA	C3	1,2	3.50				2105	432	0.205			2105	572	0.272	
Elegance Road SB	LT	D1	3,4	3.50	15.0		100	1786	195	0.109	0.109	100	1786	216	0.121	0.121
	SA	D2	3,4	3.50				2105	224	0.106			2105	178	0.085	
	SA+RT	D3	3,4	3.50	18.0		41	2035	216	0.106		65	1997	169	0.085	
	RT	D4	3,4	3.50	15.0		100	1914	204	0.107		100	1914	162	0.085	

pedestrian phase	Ep	1,2		min crossing time =	12	sec GM +	10	sec FGM =	22	sec
	Fp	1,2,3,4		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	Gp	2,3		min crossing time =	5	sec GM +	5	sec FGM =	10	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

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

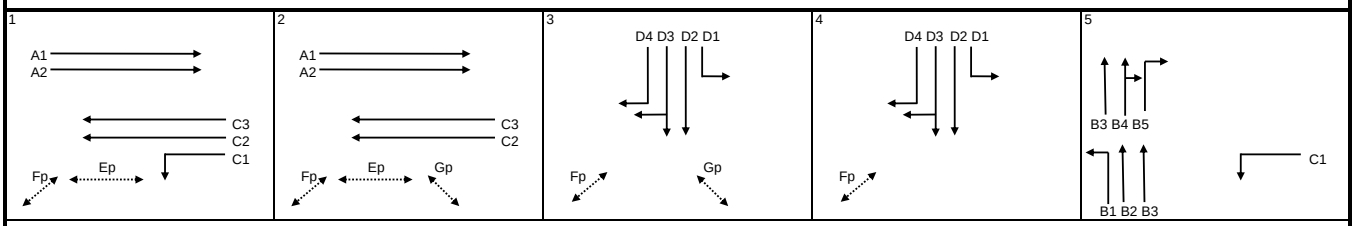
	AM Peak		PM Peak	
	2+4+5		2+3+5	
Sum y	0.641		0.621	
L (s)	15		20	
C (s)	118		108	
practical y	0.786		0.733	
R.C. (%)	23%		18%	

Note:

1) Junction Improvement Scheme by Other Project

2) In AM Peak, Stage Sequence : 2>4>5>2

3) In PM Peak, Stage Sequence : 2>3>5>2



AM	I/G =	I/G =	I/G = 5	I/G = 10	I/G = 3
PM	I/G =	I/G = 7	I/G = 7	I/G = 6	I/G = 3

Signal Junction Analysis

Junction: Kwun Tong Road / Lai Yip Street — Job Number: J7409

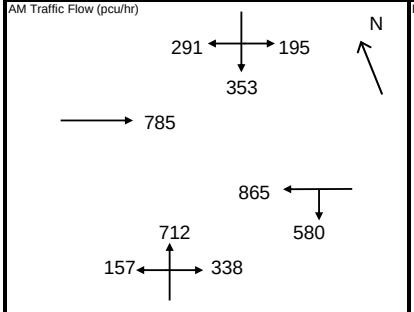
Scenario: With the Proposed Development — P. 24

Design Year: 2032 — Designed By: — Checked By: — Date: 18 August 2025

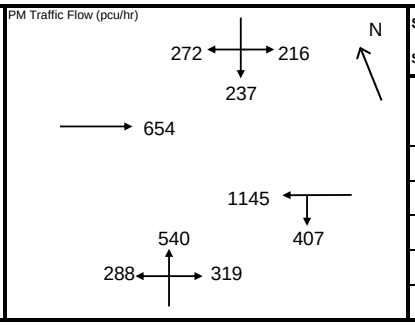
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Kwun Tong Road EB	SA	A1	1,2	3.20				1935	379	0.196			1935	316	0.163	
	SA	A2	1,2	3.20				2075	406	0.196			2075	338	0.163	
Lai Yip Street NB	LT	B1	5	3.30	30.0		100	2035	157	0.077		100	2052	288	0.140	
	SA	B2	5	3.30				2085	525	0.252			2085	430	0.206	
	SA	B3	5	3.30				2085	525	0.252			2085	429	0.206	
Elegance Road NB	SA	B4	5	3.50				2105	361	0.171			2105	297	0.141	
	SA+RT	B5	5	3.50	18.0		3	2100	360	0.171		17	2076	293	0.141	
	RT	B6	5	3.50	15.0		100	1914	329	0.172		100	1914	269	0.141	
Kwun Tong Road WB	LT	C1	1,5	3.30	15.0		100	1768	580	0.328	0.328	100	1768	407	0.230	0.230
	SA	C2	1,2	3.50				2105	433	0.206	0.206		2105	573	0.272	0.272
	SA	C3	1,2	3.50				2105	432	0.205			2105	572	0.272	
Elegance Road SB	LT	D1	3,4	3.50	15.0		100	1786	195	0.109	0.109	100	1786	216	0.121	0.121
	SA	D2	3,4	3.50				2105	224	0.106			2105	178	0.085	
	SA+RT	D3	3,4	3.50	18.0		41	2035	216	0.106		65	1997	169	0.085	
	RT	D4	3,4	3.50	15.0		100	1914	204	0.107		100	1914	162	0.085	

pedestrian phase	Ep	1,2		min crossing time =	12	sec GM +	10	sec FGM =	22	sec
	Fp	1,2,3,4		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	Gp	2,3		min crossing time =	5	sec GM +	5	sec FGM =	10	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

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

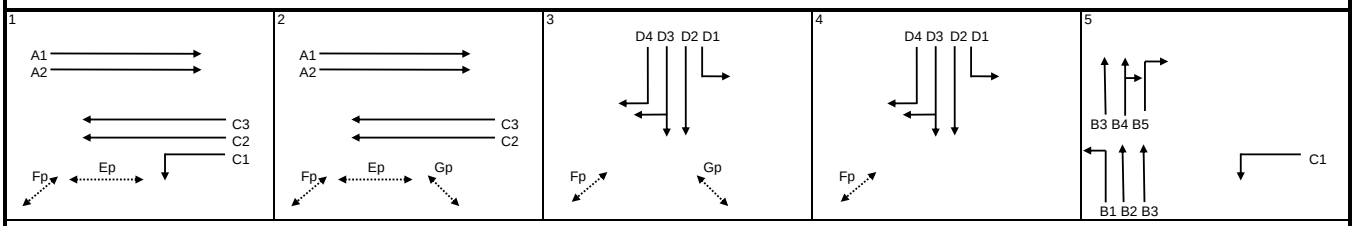
	AM Peak		PM Peak	
	2+4+5		2+3+5	
Sum y	0.643		0.623	
L (s)	15		20	
C (s)	118		108	
practical y	0.786		0.733	
R.C. (%)	22%		18%	

Note:

1) Junction Improvement Scheme by Other Project

2) In AM Peak, Stage Sequence : 2>4>5>2

3) In PM Peak, Stage Sequence : 2>3>5>2



AM	I/G =	I/G =	I/G = 5	I/G = 10	I/G = 3
PM	I/G =	I/G = 7	I/G = 7	I/G = 6	I/G = 3

Signal Junction Analysis

Junction: Hoi Bun Road / Lai Yip Street — Job Number: J7409

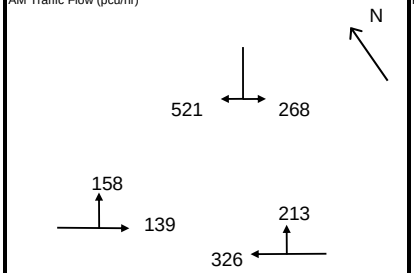
Scenario: Existing Condition — P. 25

Design Year: 2025 — Designed By: — Checked By: — Date: 18 August 2025

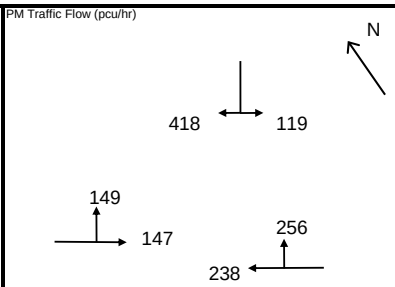
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road EB	LT	A1	1	3.30	15.0		100	1768	158	0.089	0.089	100	1768	149	0.084	0.084
	SA	A2	1	3.30				2085	139	0.067			2085	147	0.071	
Hoi Bun Road WB	SA	B1	1,2	3.30				1945	326	0.168			1945	238	0.122	
	RT	B2	2	3.30	20.0		100	1940	213	0.110	0.110	100	1940	256	0.132	0.132
Lai Yip Street SB	LT	C1	3	3.30	18.0		100	1795	268	0.149		100	1795	119	0.066	
	RT^	C2	3	3.30	25.0		100	1869	262	0.140	0.149	100	1869	210	0.112	
	RT^	C3	3	3.30	22.0		100	1854	259	0.140		100	1854	208	0.112	0.112

pedestrian phase	Dp	1,2,4		min crossing time =	12	sec GM +	9	sec FGM =	21	sec
	Ep	3,4		min crossing time =	7	sec GM +	6	sec FGM =	13	sec
	Fp	4		min crossing time =	7	sec GM +	7	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



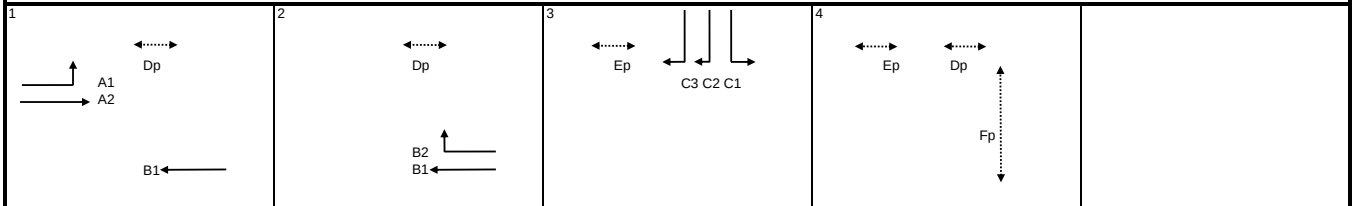
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2+3	AM Peak	PM Peak 1+2+3	PM Peak
Sum y	0.348		0.329	
L (s)	35		35	
C (s)	118		108	
practical y	0.633		0.608	
R.C. (%)	82%		85%	

Note:

^ Site Factor is applied



AM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							
PM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							

Signal Junction Analysis

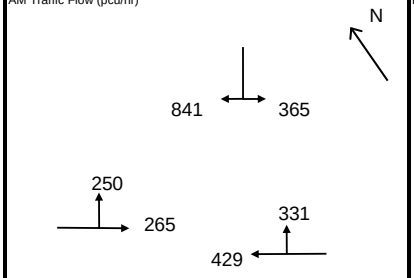
Junction: Hoi Bun Road / Lai Yip Street — Job Number: J7409

Scenario: Without the Proposed Development — P. 26

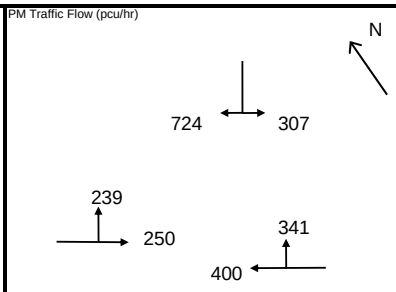
Design Year: 2032 — Designed By: — Checked By: — Date: 18 August 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road EB	LT*	A1	1	3.65	15.0		100	1800	250	0.139	0.139	100	1800	239	0.133	0.133
	SA*	A2	1	3.65				2120	265	0.125			2120	250	0.118	
Hoi Bun Road WB	SA	B1	1,2	3.30				1945	429	0.221			1945	400	0.206	
	RT	B2	2	3.30	20.0		100	1940	331	0.171	0.171	100	1940	341	0.176	0.176
Lai Yip Street SB	LT	C1	3	3.30	18.0		100	1795	365	0.203	0.226	100	1795	307	0.171	
	RT^	C2	3	3.30	25.0		100	1869	422	0.226		100	1869	363	0.194	
	RT^	C3	3	3.30	22.0		100	1854	419	0.226		100	1854	361	0.195	0.195
pedestrian phase*		Fp	4		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		Gp	4		min crossing time =		8	sec GM +		8	sec FGM =		16	sec		
		Hp	4		min crossing time =		10	sec GM +		9	sec FGM =		19	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

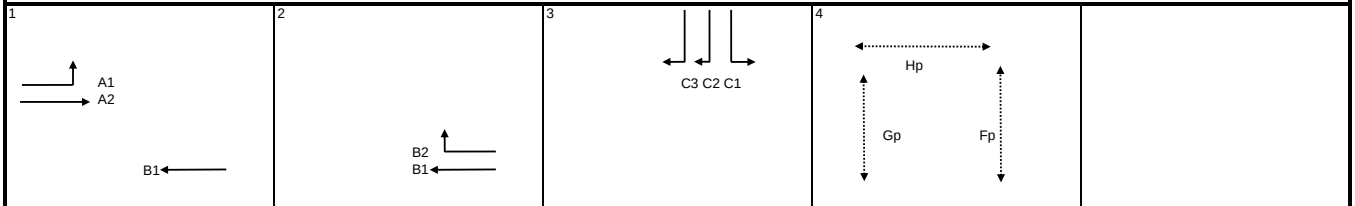
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2+3		PM Peak 1+2+3	
Sum y	0.536		0.503	
L (s)	35		35	
C (s)	118		108	
practical y	0.633		0.608	
R.C. (%)	18%		21%	

Note:

*Junction Improvement Scheme by Other Project

^ Site Factor is applied



AM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							
PM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							

Signal Junction Analysis

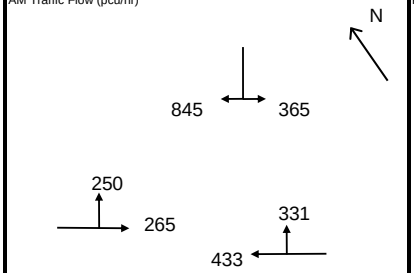
Junction: Hoi Bun Road / Lai Yip Street — Job Number: J7409

Scenario: With the Proposed Development — P. 27

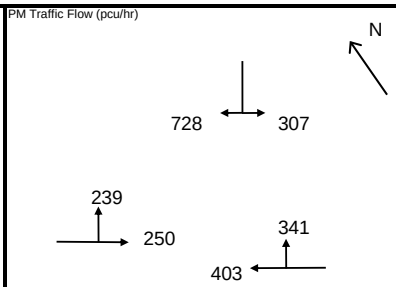
Design Year: 2032 — Designed By: — Checked By: — Date: 18 August 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road EB	LT*	A1	1	3.65	15.0		100	1800	250	0.139	0.139	100	1800	239	0.133	0.133
	SA*	A2	1	3.65				2120	265	0.125			2120	250	0.118	
Hoi Bun Road WB	SA	B1	1,2	3.30				1945	433	0.223			1945	403	0.207	
	RT	B2	2	3.30	20.0		100	1940	331	0.171	0.171	100	1940	341	0.176	0.176
Lai Yip Street SB	LT	C1	3	3.30	18.0		100	1795	365	0.203	0.227	100	1795	307	0.171	
	RT^	C2	3	3.30	25.0		100	1869	424	0.227		100	1869	365	0.195	
	RT^	C3	3	3.30	22.0		100	1854	421	0.227		100	1854	363	0.196	0.196
pedestrian phase*		Fp	4		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		Gp	4		min crossing time =		8	sec GM +		8	sec FGM =		16	sec		
		Hp	4		min crossing time =		10	sec GM +		9	sec FGM =		19	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

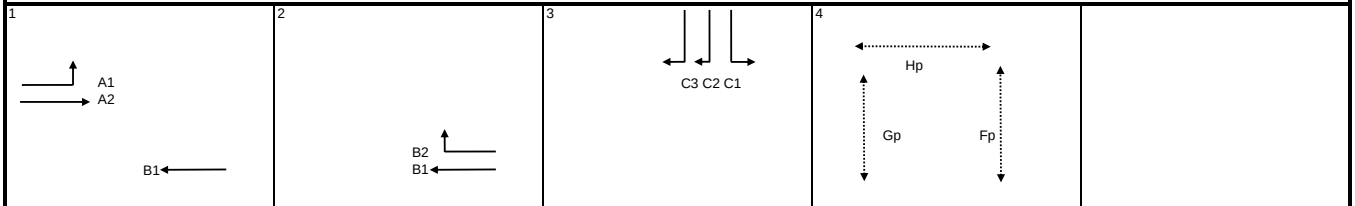
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2+3		PM Peak 1+2+3	
Sum y	0.537		0.504	
L (s)	35		35	
C (s)	118		108	
practical y	0.633		0.608	
R.C. (%)	18%		21%	

Note:

*Junction Improvement Scheme by Other Project

^ Site Factor is applied



AM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							
PM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							

Signal Junction Analysis

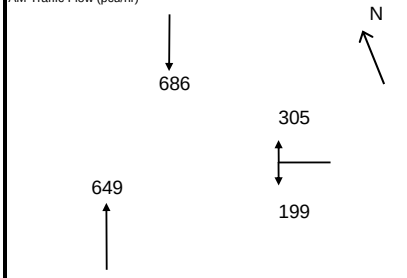
Junction: Lai Yip Street / Hung To Road — Job Number: J7409

Scenario: Existing Condition — P. 28

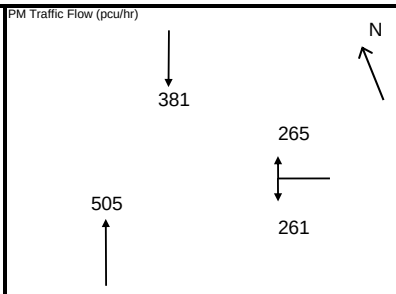
Design Year: 2025 — Designed By: — Checked By: — Date: 18 August 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lai Yip Street SB	SA	A1	1	3.50				1965	331	0.168	0.169		1965	184	0.094	
	SA	A2	1	3.50				2105	355	0.169			2105	197	0.094	
Lai Yip Street NB	SA	B1	1	3.50				1965	313	0.159			1965	244	0.124	0.124
	SA	B2	1	3.50				2105	336	0.160			2105	261	0.124	
Hung To Road WB	LT	C1	2	3.50	15.0											
	LT+RT	C2*	2	3.50	18.0		100	1846	504	0.273	0.273	100	1846	526	0.285	0.285
	RT	C3	2	3.50	25.0											
pedestrian phase		Dp	1		min crossing time =			7	sec GM +		16	sec FGM =		23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

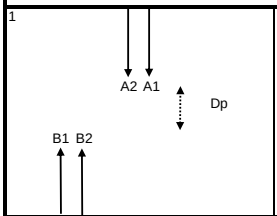
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.442		0.409	
L (s)	14		11	
C (s)	120		108	
practical y	0.795		0.808	
R.C. (%)	80%		98%	

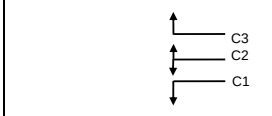
Note:

Assume that phases C1 and C3 are blocked due to on-street parking activities along Hung To Road & Site Factor is applied

1



2



AM	G =	I/G = 10	G =	I/G = 6	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 6	G =	I/G = 7	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

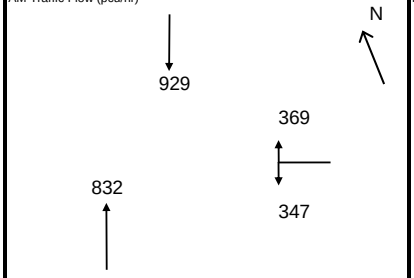
Junction: Lai Yip Street / Hung To Road — Job Number: J7409

Scenario: Without the Proposed Development — P. 29

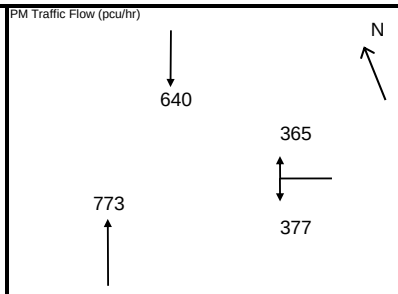
Design Year: 2032 — Designed By: — Checked By: — Date: 18 August 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lai Yip Street SB	SA	A1	1	3.50				1965	449	0.228	0.228		1965	309	0.157	
	SA	A2	1	3.50				2105	480	0.228			2105	331	0.157	
Lai Yip Street NB	SA	B1	1	3.50				1965	402	0.205			1965	373	0.190	0.190
	SA	B2	1	3.50				2105	430	0.204			2105	400	0.190	
Hung To Road WB	LT	C1	2	3.50	15.0											
	LT+RT	C2*	2	3.50	18.0		100	1846	716	0.388	0.388	100	1846	742	0.402	0.402
	RT	C3	2	3.50	25.0											
pedestrian phase		Dp	1		min crossing time =			7	sec GM +		16	sec FGM =		23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

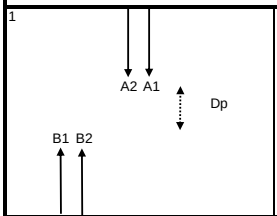
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.616		0.592	
L (s)	14		11	
C (s)	120		108	
practical y	0.795		0.808	
R.C. (%)	29%		37%	

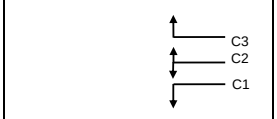
Note:

Assume that phases C1 and C3 are blocked due to on-street parking activities along Hung To Road & Site Factor is applied

1



2



AM	G =	I/G = 10	G =	I/G = 6	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 6	G =	I/G = 7	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

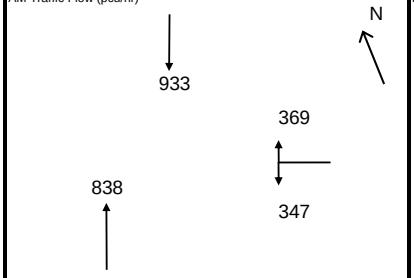
Junction: Lai Yip Street / Hung To Road — Job Number: J7409

Scenario: With the Proposed Development — P. 30

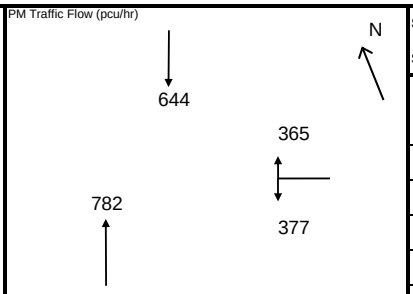
Design Year: 2032 — Designed By: — Checked By: — Date: 18 August 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lai Yip Street SB	SA	A1	1	3.50				1965	450	0.229	0.229		1965	311	0.158	
	SA	A2	1	3.50				2105	483	0.229			2105	333	0.158	
Lai Yip Street NB	SA	B1	1	3.50				1965	405	0.206			1965	378	0.192	0.192
	SA	B2	1	3.50				2105	433	0.206			2105	404	0.192	
Hung To Road WB	LT	C1	2	3.50	15.0											
	LT+RT	C2*	2	3.50	18.0		100	1846	716	0.388	0.388	100	1846	742	0.402	0.402
	RT	C3	2	3.50	25.0											
pedestrian phase		Dp	1		min crossing time =			7	sec GM +		16	sec FGM =		23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

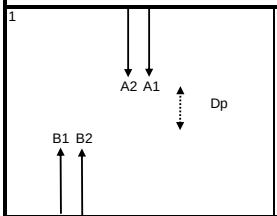
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.617		0.594	
L (s)	14		11	
C (s)	120		108	
practical y	0.795		0.808	
R.C. (%)	29%		36%	

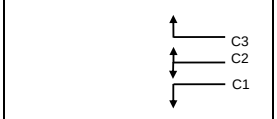
Note:

Assume that phases C1 and C3 are blocked due to on-street parking activities along Hung To Road & Site Factor is applied

1



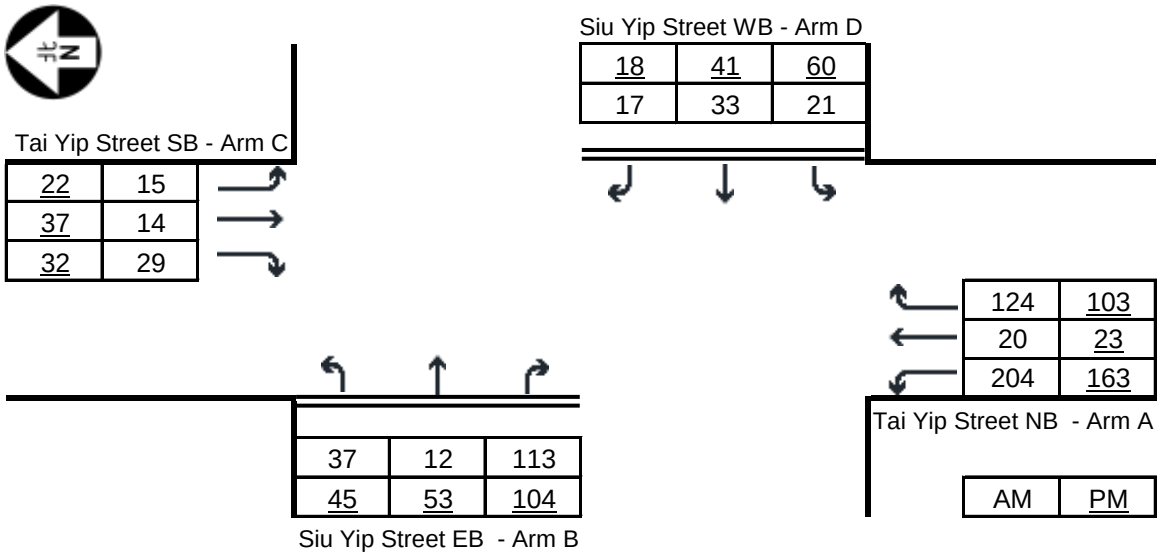
2



AM	G =	I/G = 10	G =	I/G = 6	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 6	G =	I/G = 7	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Priority Junction Analysis

Junction:	Tai Yip Street / Siu Yip Street				
Design Year:	2025	Job Number:	J7409	Date:	18 Aug 2025
Scheme:	Existing Condition				Page 31



Y = 1 - 0.0345W

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

where 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

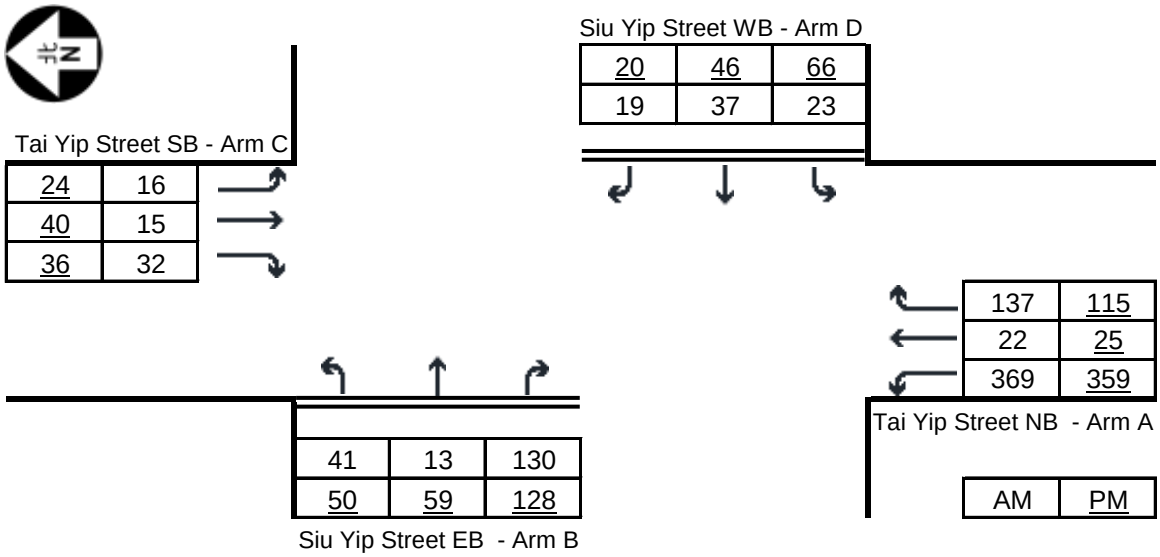
	Input		Input		Input		Input	
	W	7.80	V-CB	250	V-AD	100	w-BA	5.00
Geometry :	W-CR	0.00	V-lBA	35	V-lDC	55	w-BC	5.00
	W-CB	4.00	V-rBC	40	V-rDA	20	w-DA	5.00
	W-AD	4.00					w-DC	5.00

Traffic Flows, pcu/hr		AM	PM	Capacity, pcu/hr	AM	PM
Analysis :	q-B-ACD	178	222	Q-B-ACD	554	552
	q-A-BCD	201	157	Q-A-BCD	777	742
	q-A-B	166	141			
	q-A-C	16	20			
	q-D-ABC	78	131	Q-D-ABC	513	554
	q-C-ABD	34	39	Q-C-ABD	626	667
	q-C-D	16	23			
	q-C-A	15	38			

Ratio-of-flow to Capacity		AM	PM
	B-ACD	0.322	0.403
	A-BCD	0.258	0.212
	D-ABC	0.152	0.237
	C-ABD	0.054	0.059

Priority Junction Analysis

Junction:	Tai Yip Street / Siu Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	18 Aug 2025
Scheme:	Without the Proposed Development				Page 32



Y = 1 - 0.0345W

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

where 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

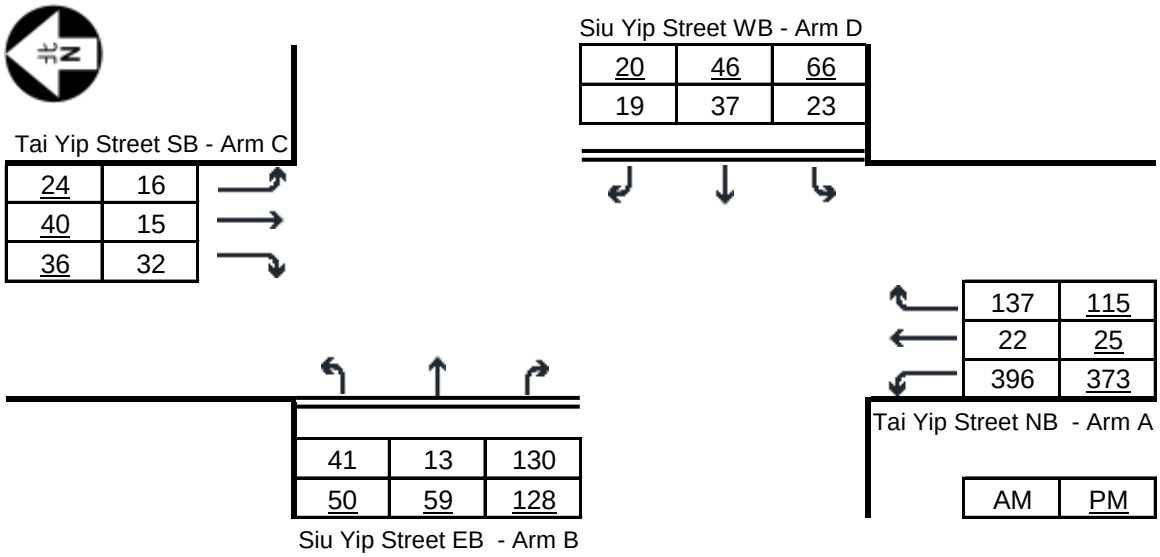
	Input		Input		Input		Input	
	W	7.80	V-CB	250	V-AD	100	w-BA	5.00
Geometry :	W-CR	0.00	V-lBA	35	V-lDC	55	w-BC	5.00
	W-CB	4.00	V-rBC	40	V-rDA	20	w-DA	5.00
	W-AD	4.00					w-DC	5.00

Traffic Flows, pcu/hr		AM	PM	Capacity, pcu/hr	AM	PM
Analysis :	q-B-ACD	203	261	Q-B-ACD	527	519
	q-A-BCD	292	244	Q-A-BCD	898	885
	q-A-B	273	286			
	q-A-C	16	20			
	q-D-ABC	87	145	Q-D-ABC	489	530
	q-C-ABD	37	45	Q-C-ABD	576	611
	q-C-D	16	24			
	q-C-A	15	41			

Ratio-of-flow to Capacity		AM	PM
	B-ACD	0.384	0.503
	A-BCD	0.325	0.276
	D-ABC	0.178	0.274
	C-ABD	0.065	0.073

Priority Junction Analysis

Junction:	Tai Yip Street / Siu Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	18 Aug 2025
Scheme:	With the Proposed Development			Page	33



Geometry :

Y = 1 - 0.0345W

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

where 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

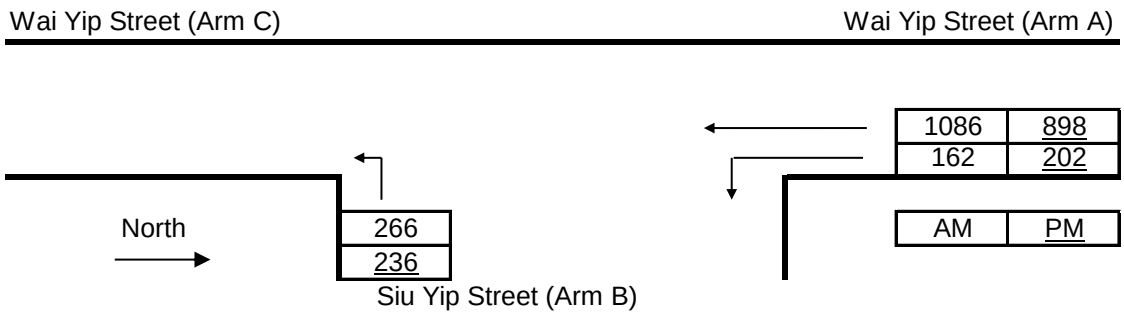
	Input		Input		Input		Input	
	W	7.80	V-CB	250	V-AD	100	w-BA	5.00
Geometry :	W-CR	0.00	V-lBA	35	V-lDC	55	w-BC	5.00
	W-CB	4.00	V-rBC	40	V-rDA	20	w-DA	5.00
	W-AD	4.00					w-DC	5.00

Traffic Flows, pcu/hr		AM	PM	Capacity, pcu/hr	AM	PM
Analysis :	q-B-ACD	203	261	Q-B-ACD	524	517
	q-A-BCD	305	250	Q-A-BCD	917	895
	q-A-B	290	295			
	q-A-C	16	20			
	q-D-ABC	87	145	Q-D-ABC	486	529
	q-C-ABD	38	45	Q-C-ABD	568	608
	q-C-D	16	24			
	q-C-A	15	41			

Ratio-of-flow to Capacity		AM	PM
	B-ACD	0.387	0.505
	A-BCD	0.332	0.279
	D-ABC	0.179	0.275
	C-ABD	0.066	0.074

Priority Junction Analysis

Junction:	Wai Yip Street / Siu Yip Street				
Design Year:	2025	Job Number:	J7409	Date:	18 August 2025
Scenario:	Existing Condition				P. 34



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	19.00	V-rBA	45	w-BA	5.00	D	0.9846
	W-CR	0.00	V-lBA	45	w-BC	5.00	E	1.0508
			V-rBC	45	w-CB	0.00	F	0.7338
			V-rCB	250			Y	0.3445

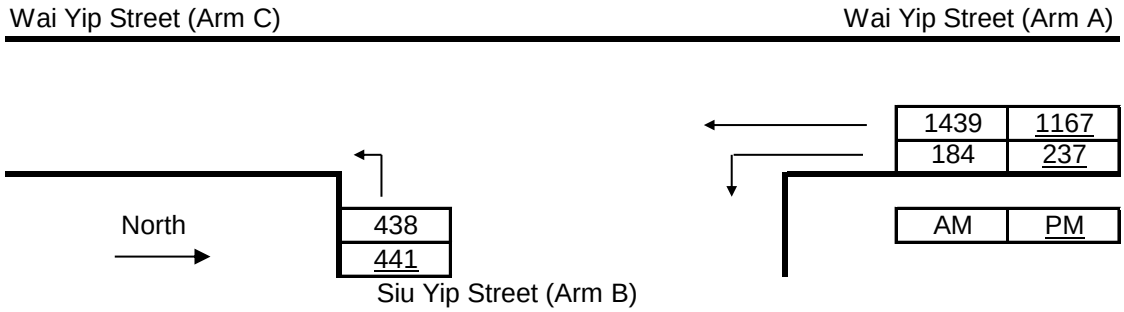
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	475	497
q-CB	0	0	Q-BC	631	654
q-AB	162	202	Q-CB	432	445
q-AC	1086	898	Q-BAC	631	654
q-BA	0	0			
q-BC	266	236			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.421	0.361
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Wai Yip Street / Siu Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	18 August 2025
Scenario:	Without the Proposed Development				P. 35



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	19.00	V-rBA	45	w-BA	5.00	D	0.9846
	W-CR	0.00	V-lBA	45	w-BC	5.00	E	1.0508
			V-rBC	45	w-CB	0.00	F	0.7338
			V-rCB	250			Y	0.3445

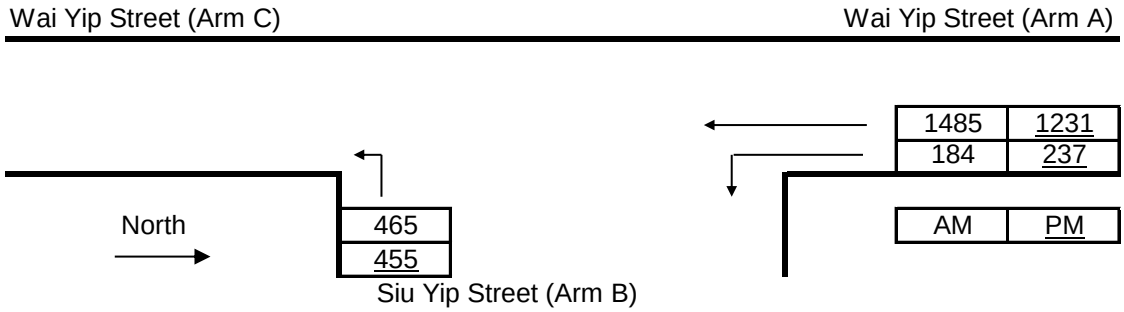
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	431	462
q-CB	0	0	Q-BC	584	617
q-AB	184	237	Q-CB	397	417
q-AC	1439	1167	Q-BAC	584	617
q-BA	0	0			
q-BC	438	441			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.750	0.715
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Wai Yip Street / Siu Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	18 August 2025
Scenario:	With the Proposed Development				P. 36



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

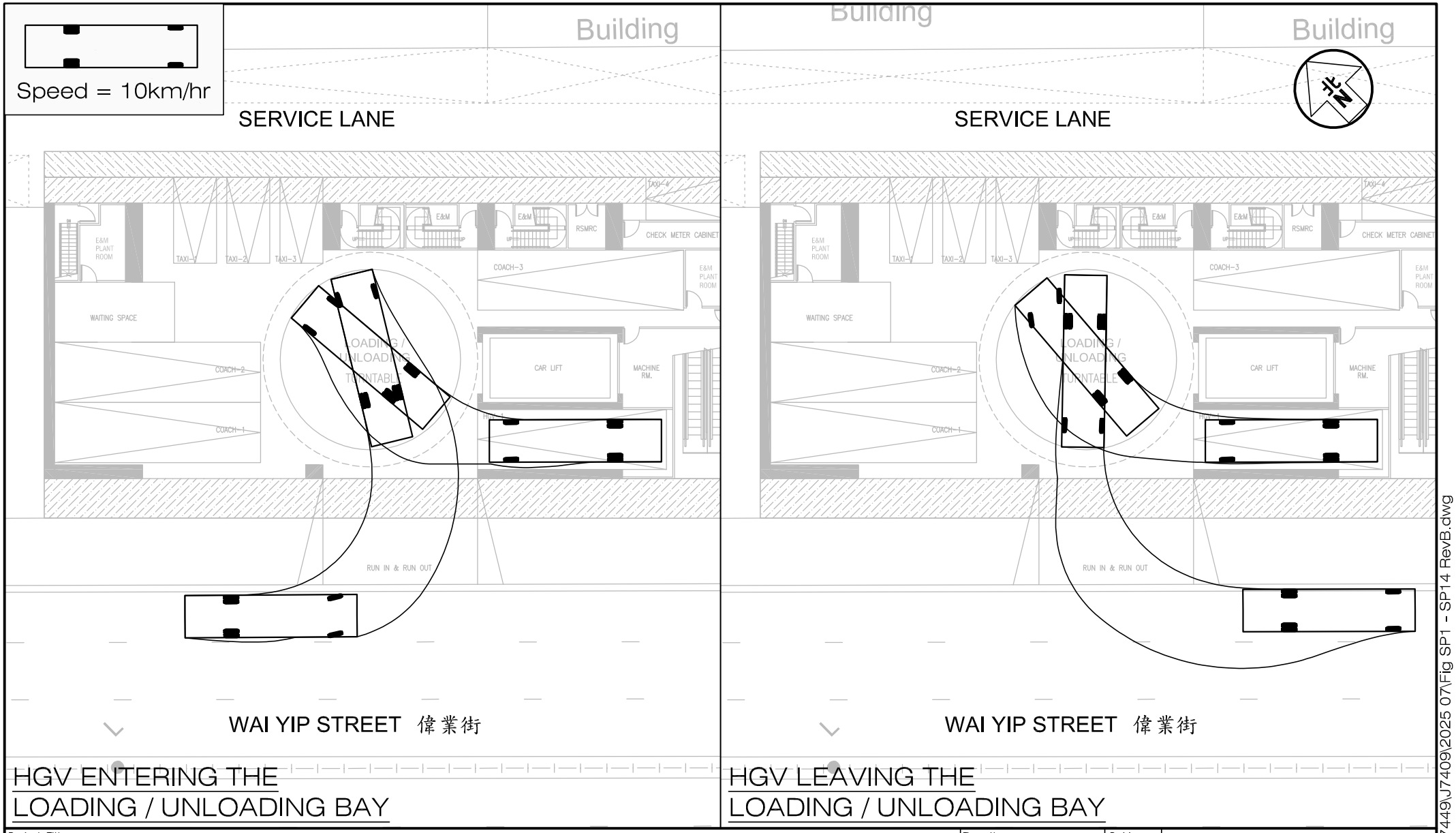
Geometry :	Input		Input		Input		Calculated	
	W	19.00	V-rBA	45	w-BA	5.00	D	0.9846
	W-CR	0.00	V-lBA	45	w-BC	5.00	E	1.0508
			V-rBC	45	w-CB	0.00	F	0.7338
			V-rCB	250			Y	0.3445

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	425	454
q-CB	0	0	Q-BC	578	608
q-AB	184	237	Q-CB	393	412
q-AC	1485	1231	Q-BAC	578	608
q-BA	0	0			
q-BC	465	455			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.805	0.748
C-B	0.000	0.000

Appendix 2 –
Swept Path Analysis



Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title: SWEPT PATH OF HEAVY GOODS VEHICLE ENTERING AND LEAVING THE HGV LOADING / UNLOADING BAY HGV-1 ON G/F

Figure No.	Revision
SP1	B

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
1 : 300	18 AUG 2025

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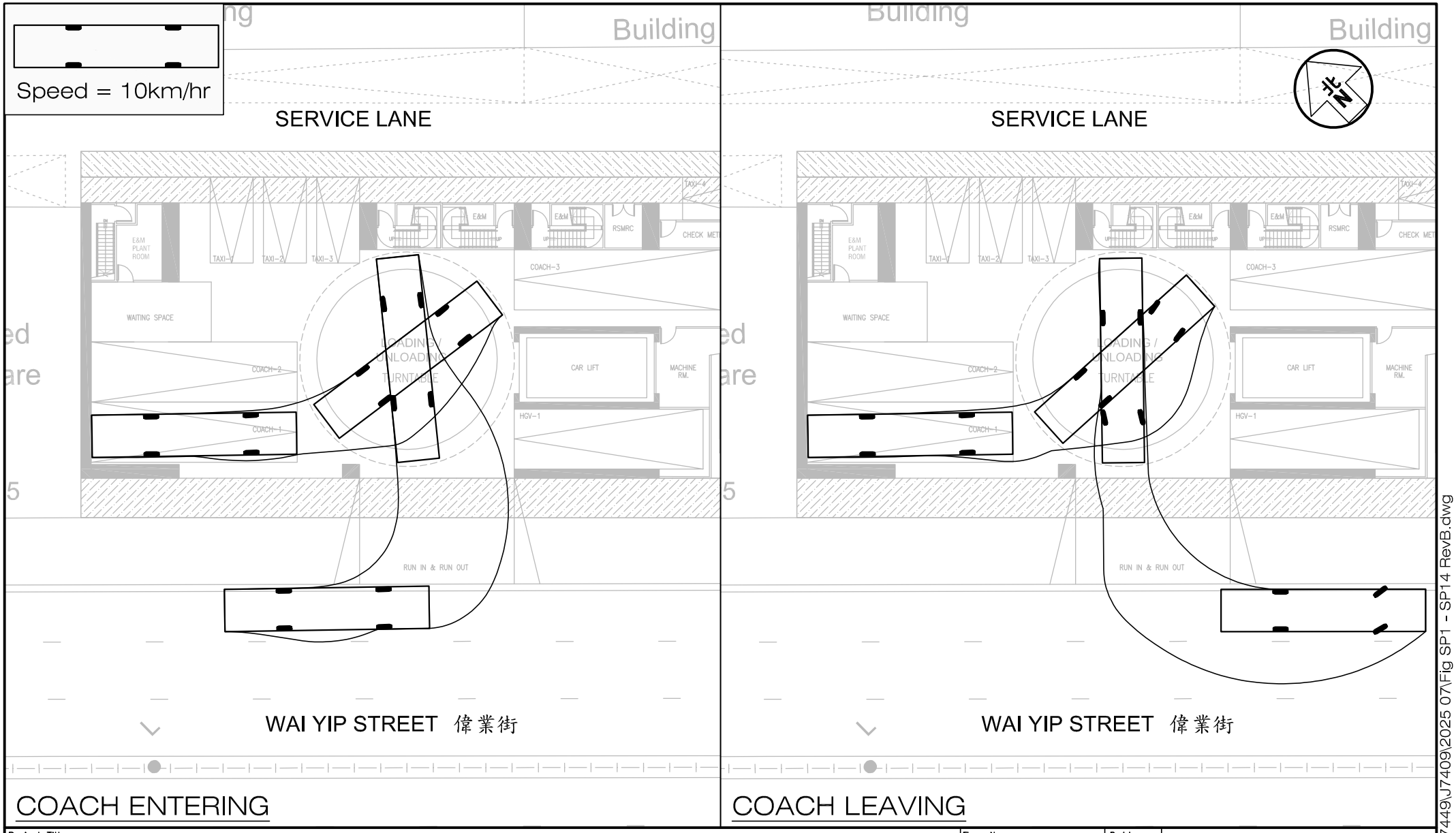

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

SWEPT PATH OF COACH ENTERING AND LEAVING
THE SINGLE-DECK TOUR BUS LAYBY COACH-1 ON G/F

Figure No.	Revision
SP2	B

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
1 : 300	18 AUG 2025

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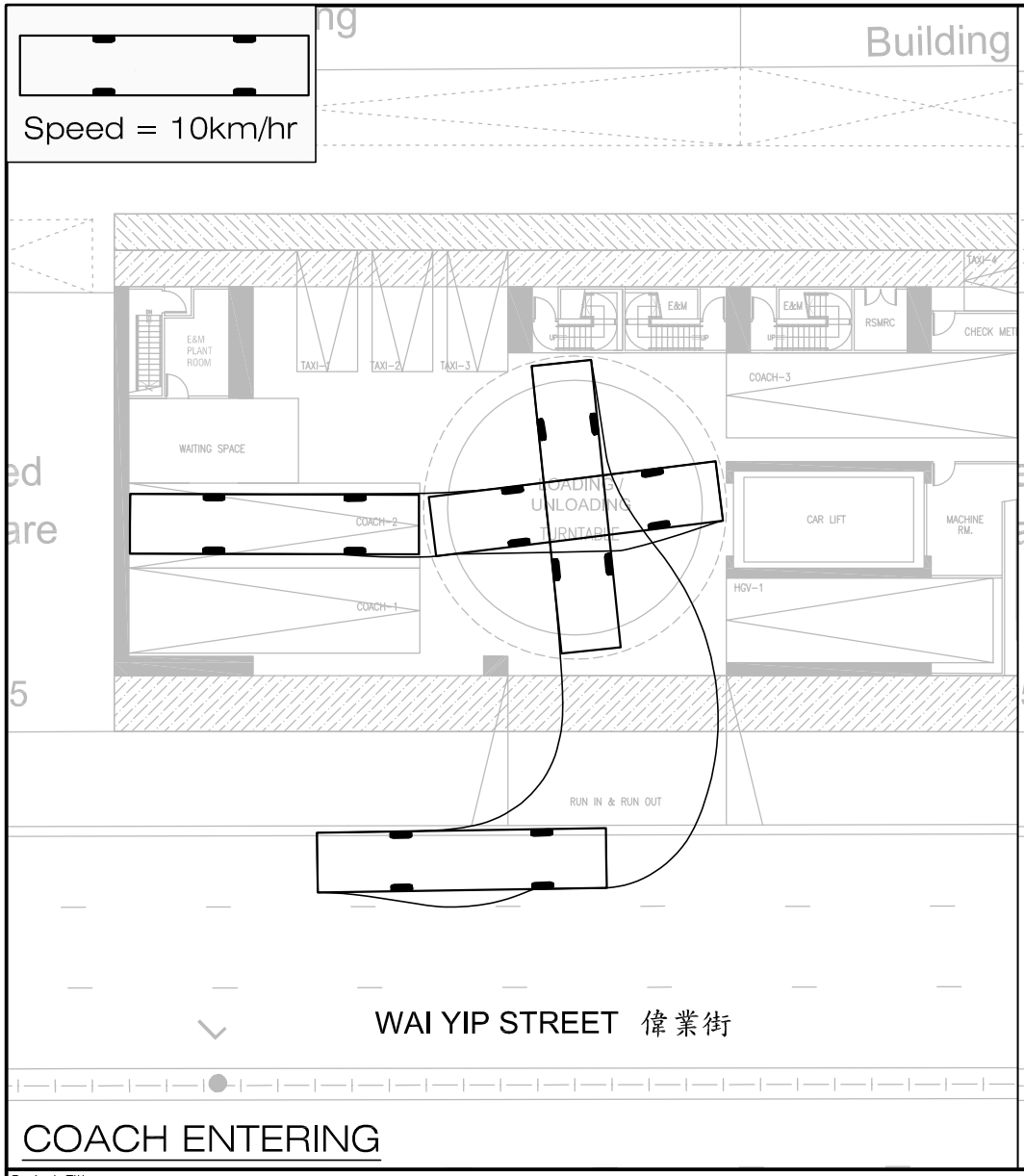
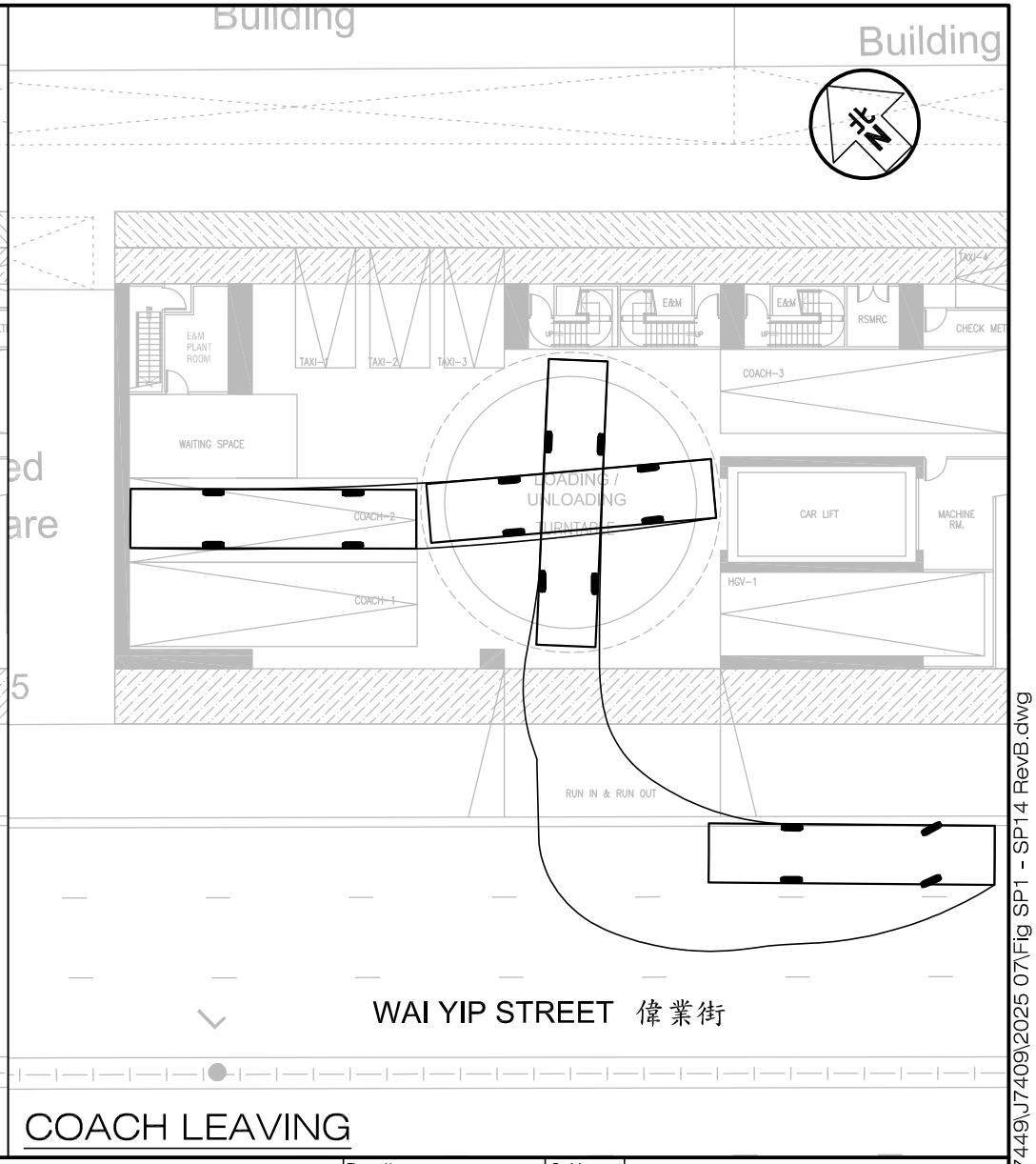
T:\JOB\J7400-J7449\J7409\2025 07\Fig SP1 - SP14 RevB.dwg



COACH ENTERING



COACH LEAVING

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

SWEPT PATH OF COACH ENTERING AND LEAVING THE SINGLE-DECK TOUR BUS LAYBY COACH-2 ON G/F

Figure No.	Revision
SP3	B

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
1 : 300	18 AUG 2025

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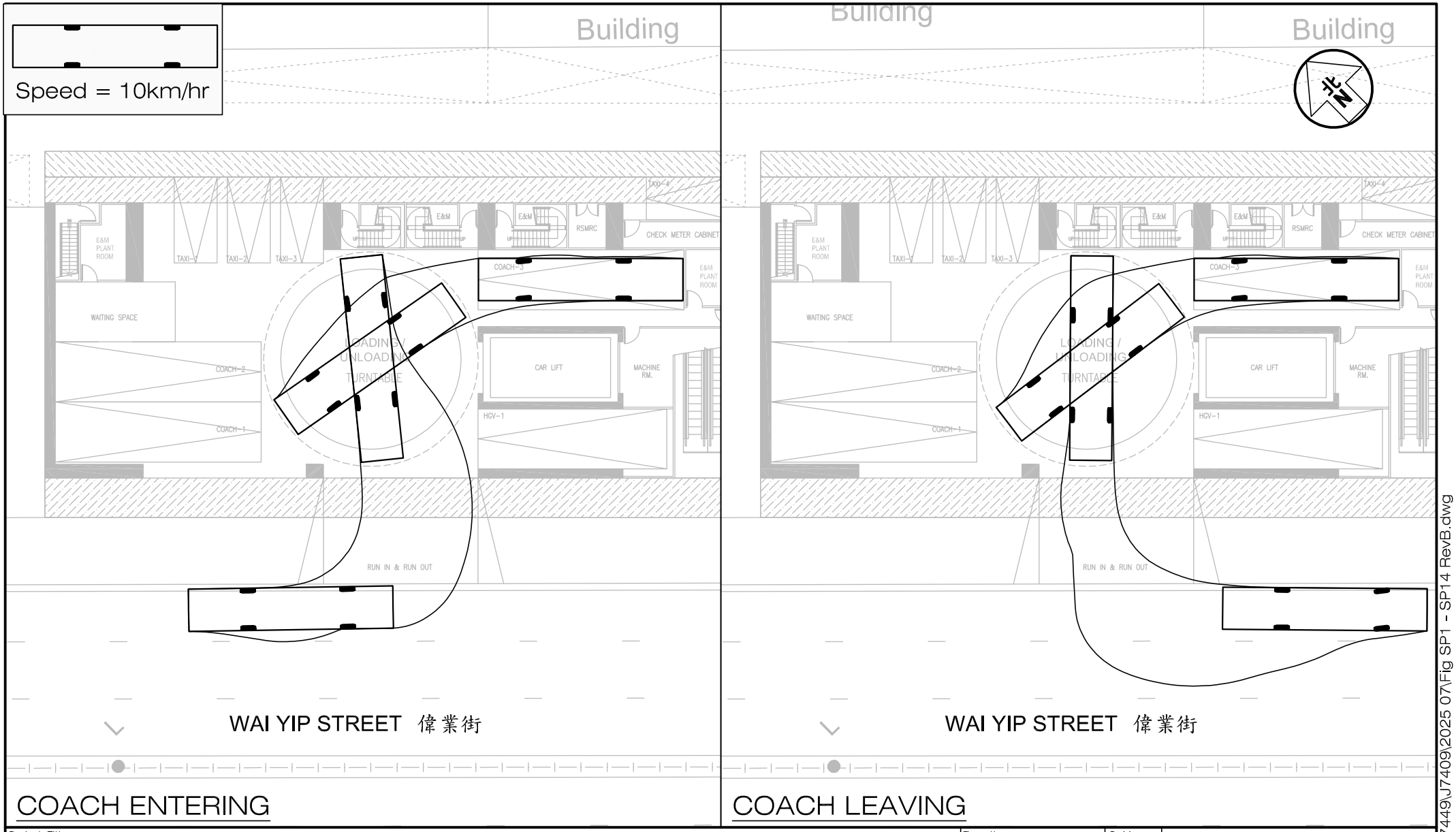

COACH ENTERING

COACH LEAVING

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON — J7409

Figure Title: SWEPT PATH OF COACH ENTERING AND LEAVING THE SINGLE-DECK TOUR BUS LAYBY COACH-3 ON G/F

Figure No.	Revision
SP4	B

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
1 : 300	18 AUG 2025

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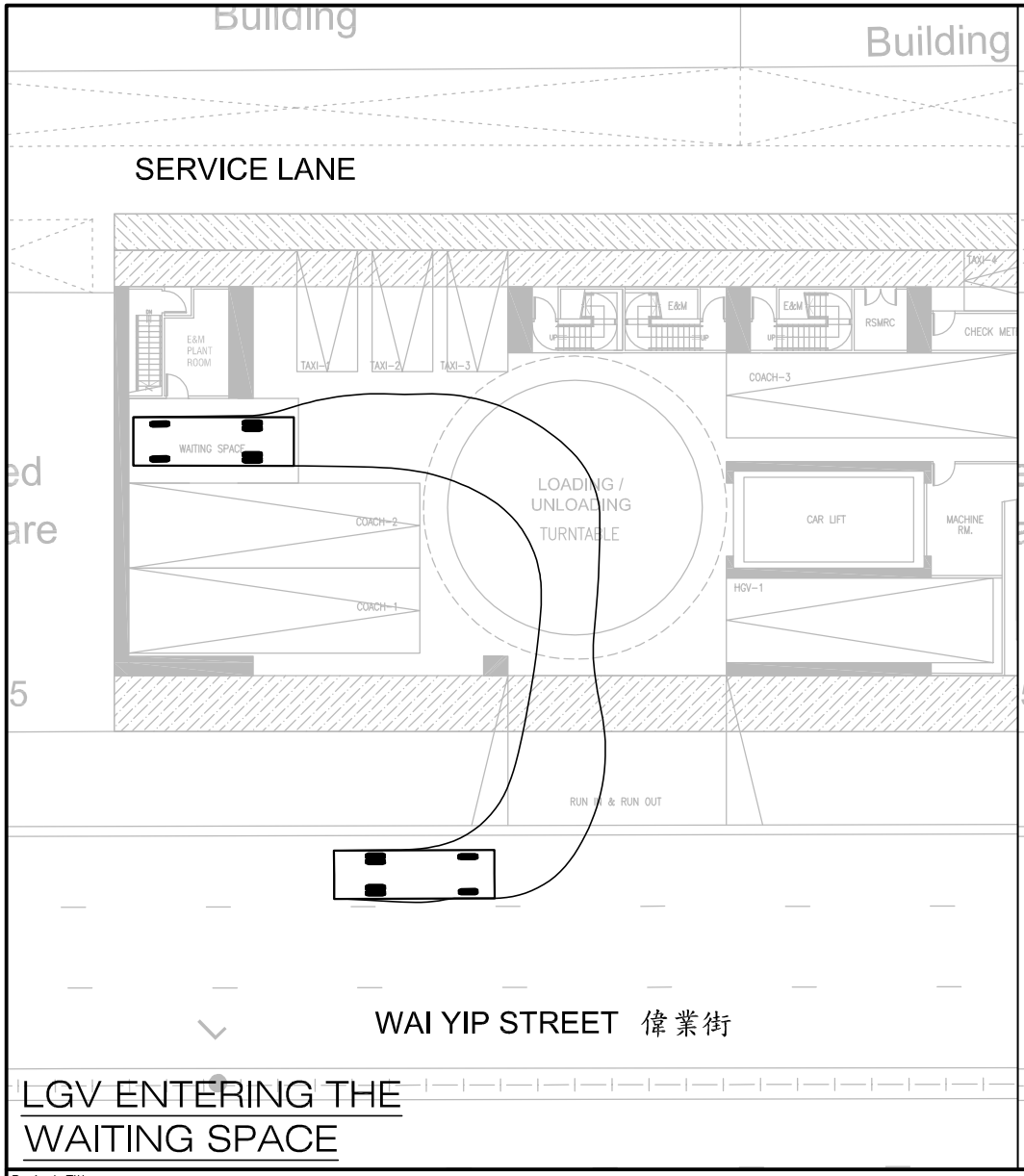
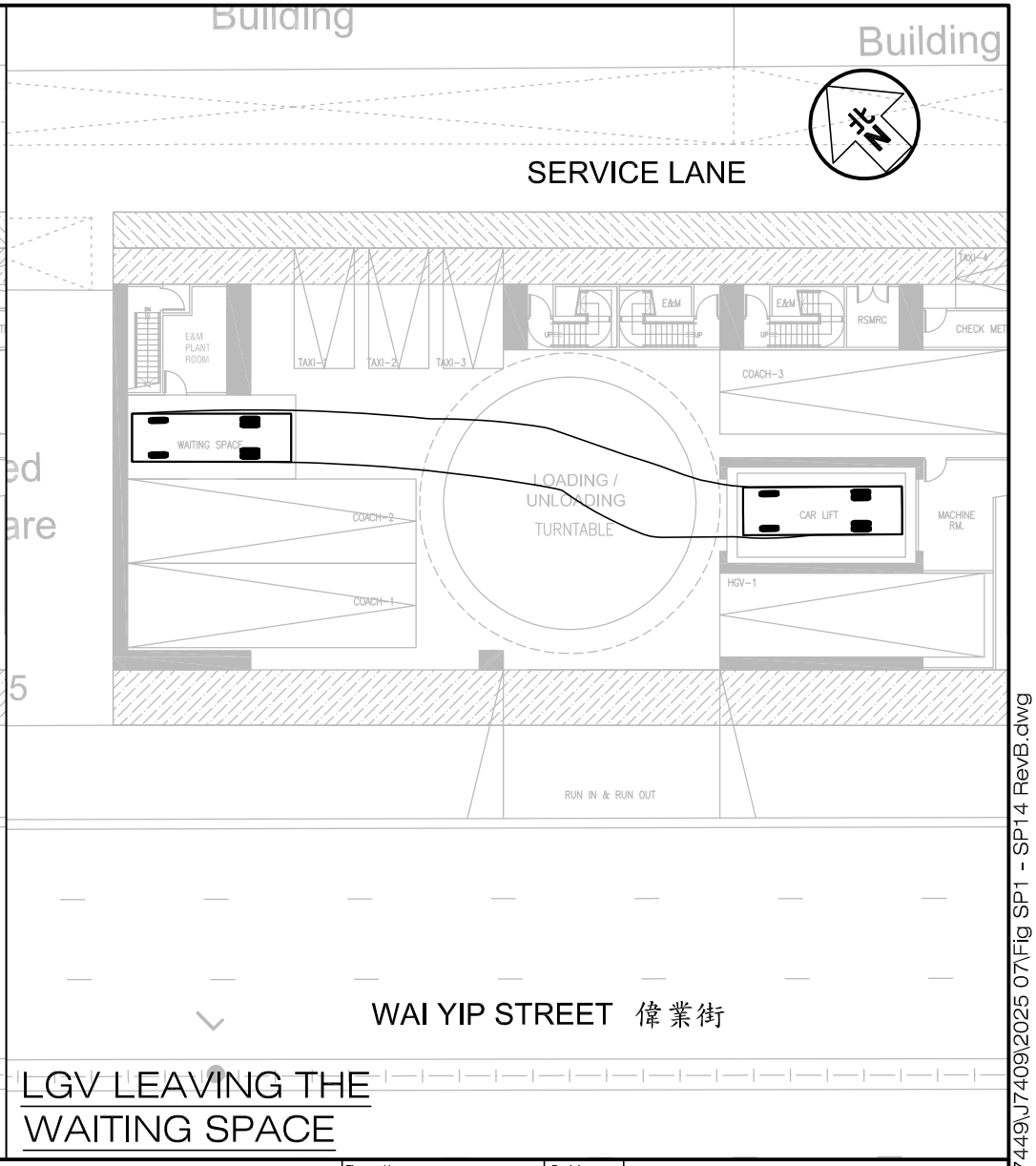
T:\JOB\J7400-J7449\J7409\2025 07\Fig SP1 - SP14 RevB.dwg



LGV ENTERING THE WAITING SPACE



LGV LEAVING THE WAITING SPACE

Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. SP5 / Revision B
Figure Title	SWEPT PATH OF LGV ENTERING AND LEAVING THE WAITING SPACE ON G/F	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 300 / Date 18 AUG 2025

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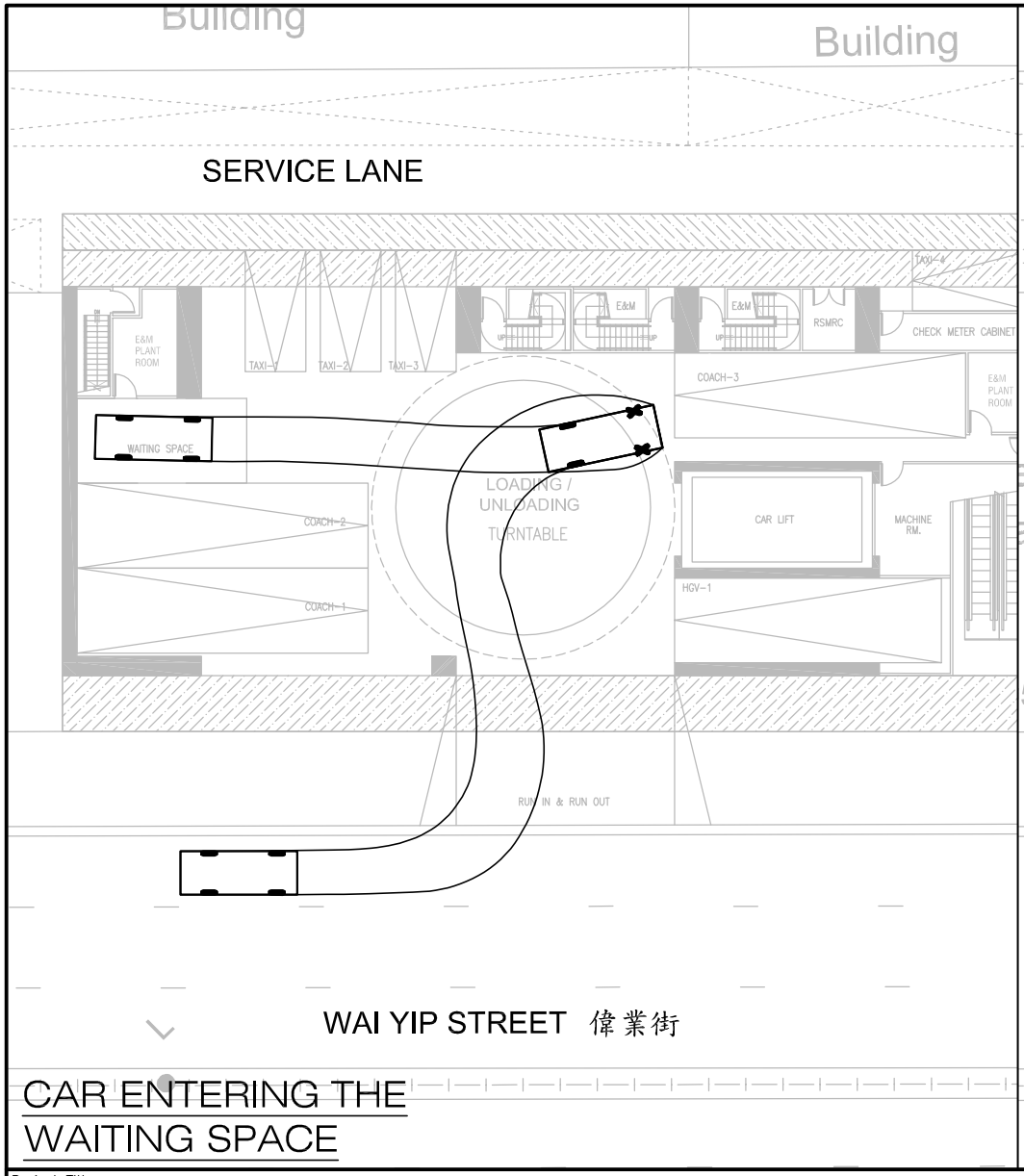

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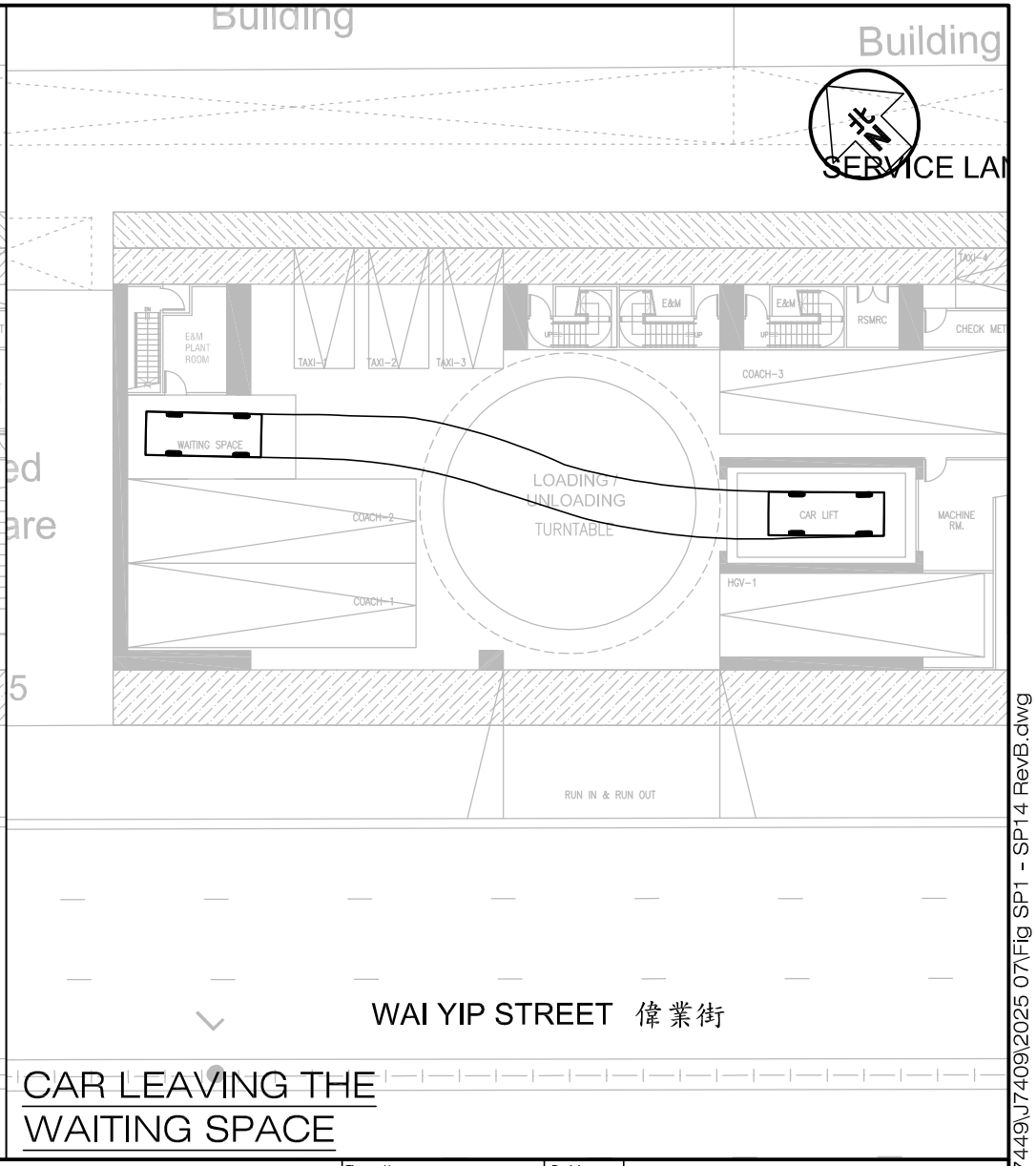

CAR LEAVING THE WAITING SPACE

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE WAITING SPACE ON G/F

Figure No.	Revision
SP6	B

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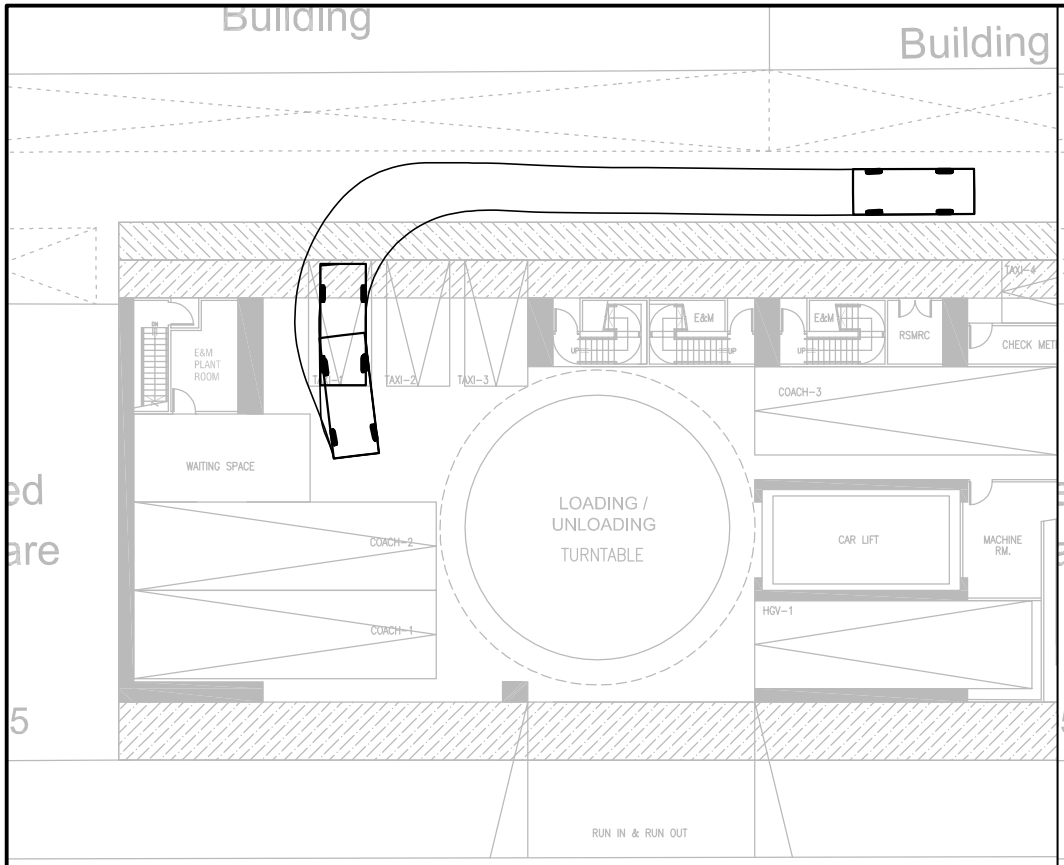
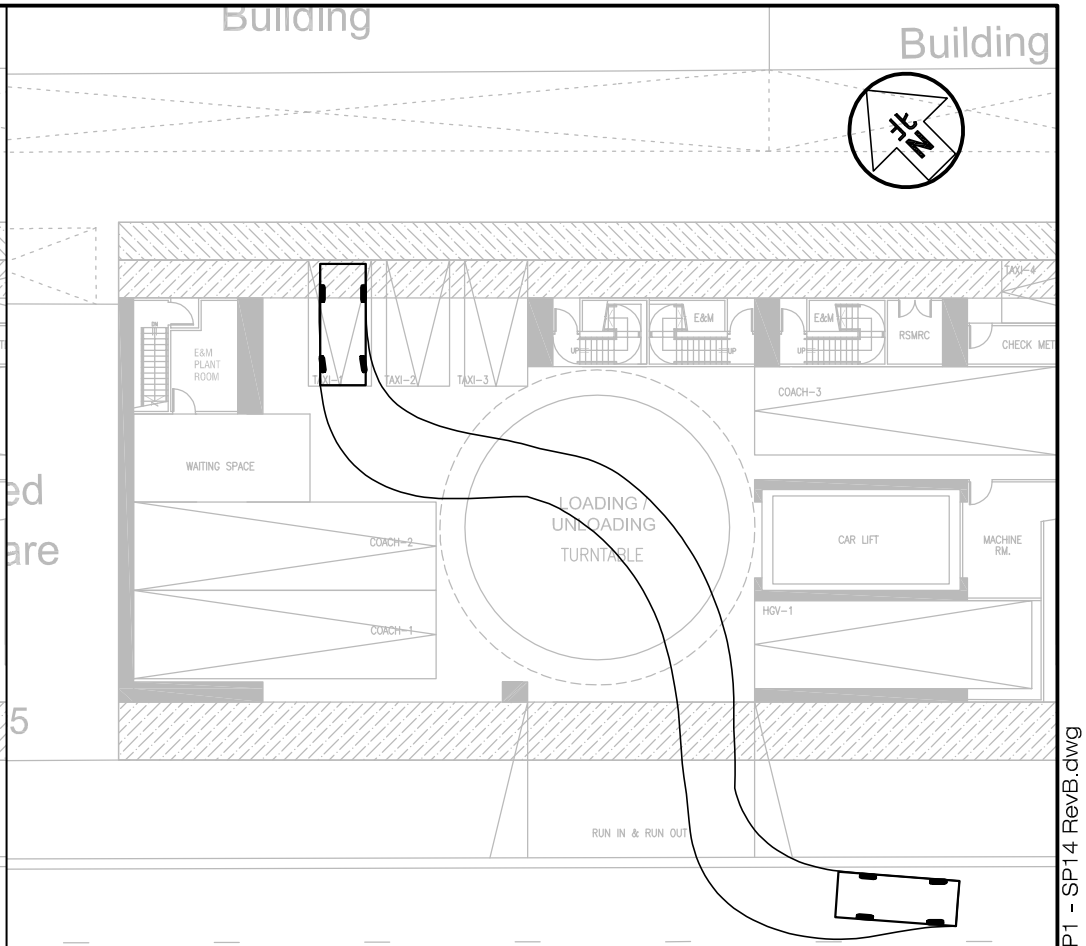


CAR ENTERING THE TAXI AND PRIVATE CAR LAY-BY



CAR LEAVING THE TAXI AND PRIVATE CAR LAY-BY

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON — J7409

Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE TAXI AND PRIVATE CAR LAYBY TAXI-1 ON G/F

Figure No.	Revision
SP7	B

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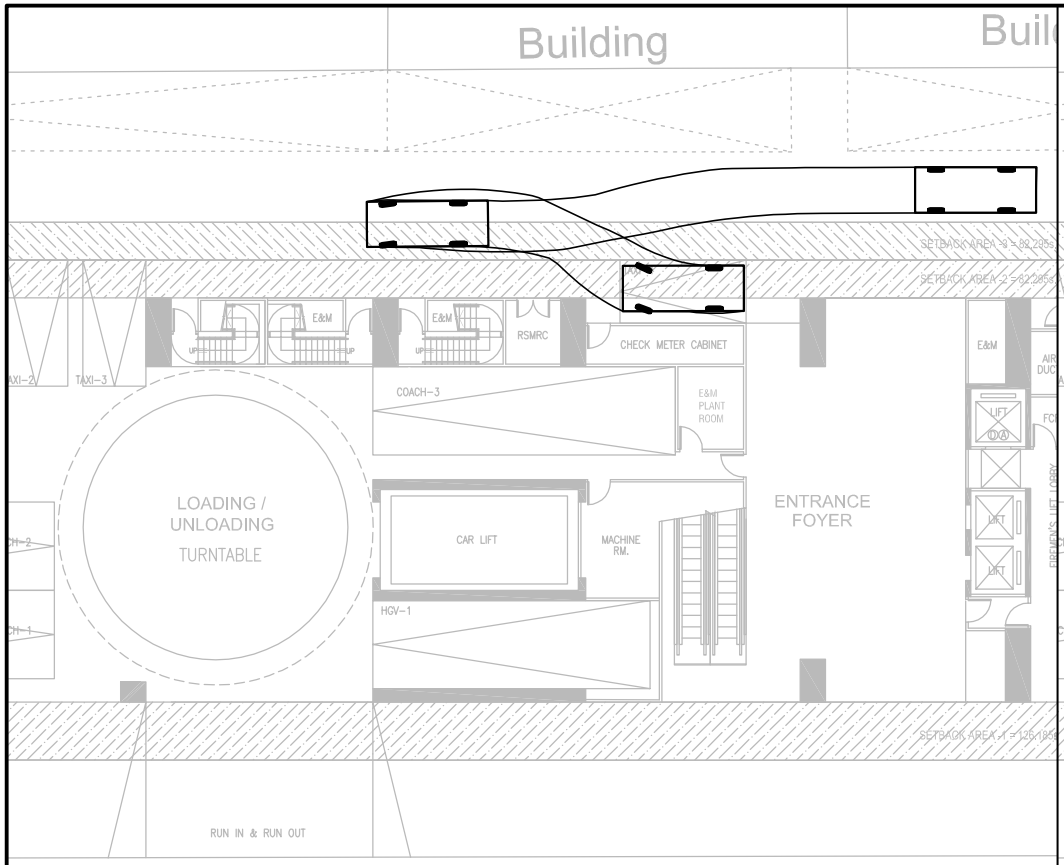
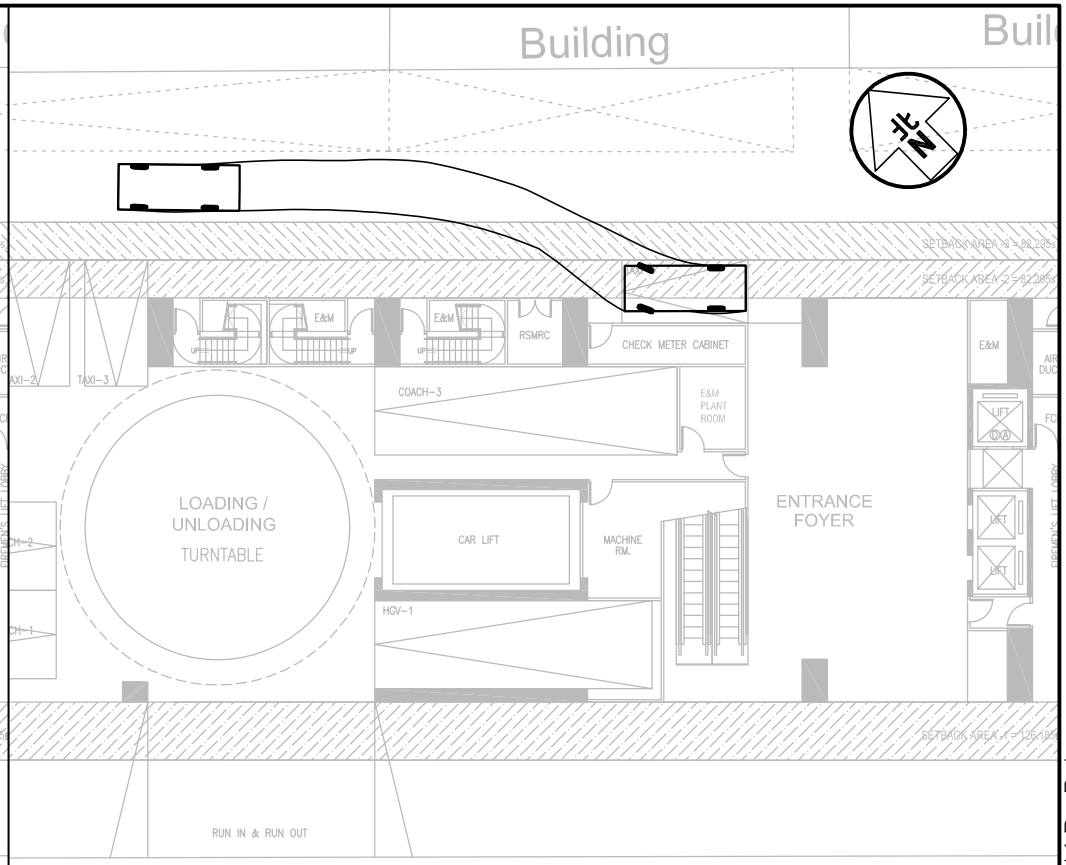


WAI YIP STREET 偉業街

CAR ENTERING THE TAXI AND PRIVATE CAR LAY-BY



WAI YIP STREET 偉業街

CAR LEAVING THE TAXI AND PRIVATE CAR LAY-BY

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J7409

Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE TAXI AND PRIVATE CAR LAYBY TAXI-4 ON G/F

Figure No.	Revision
SP8	B

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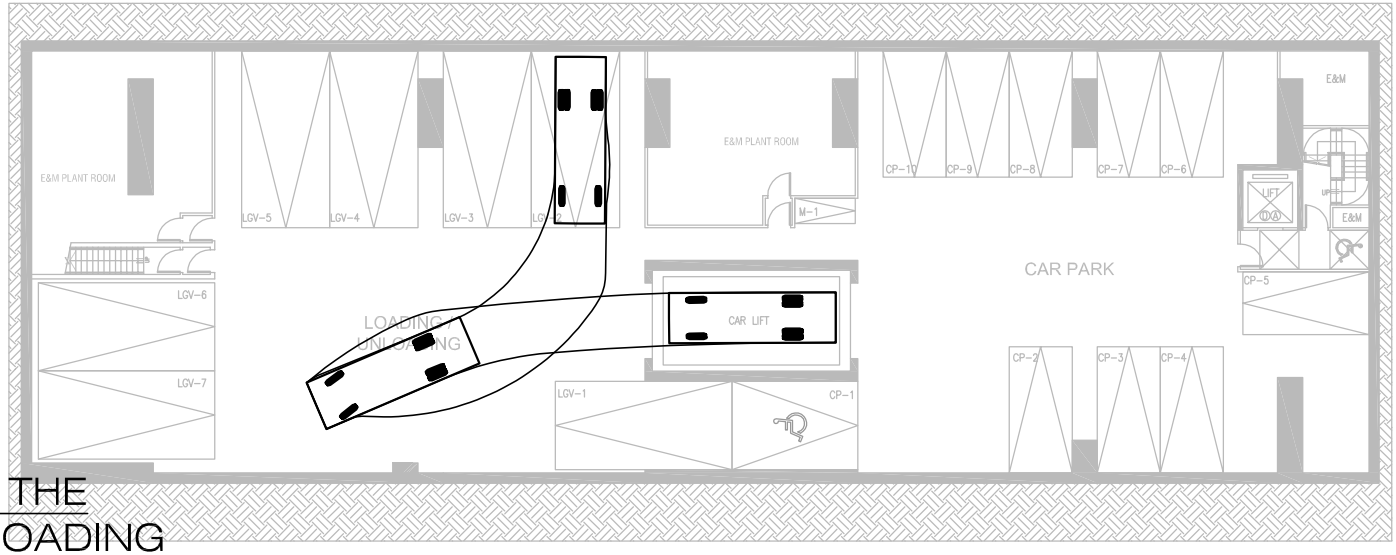

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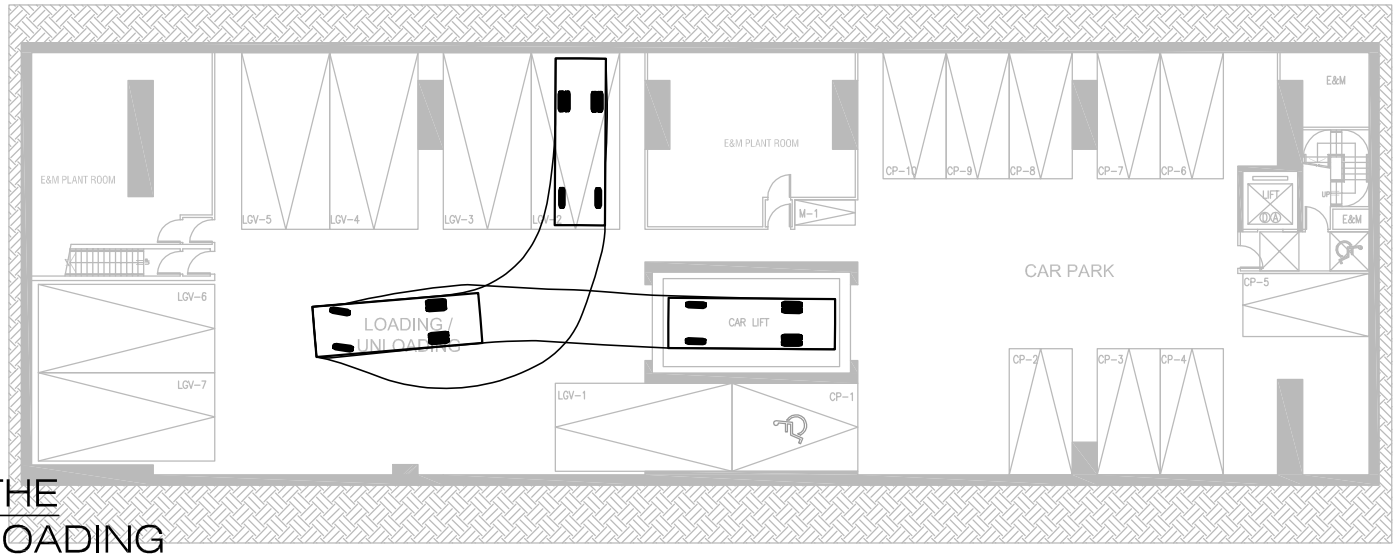

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Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure No.: SP9

Revision: B

Figure Title

SWEPT PATH OF LGV ENTERING AND LEAVING THE LGV LOADING / UNLOADING BAY LGV-2 ON B1/F

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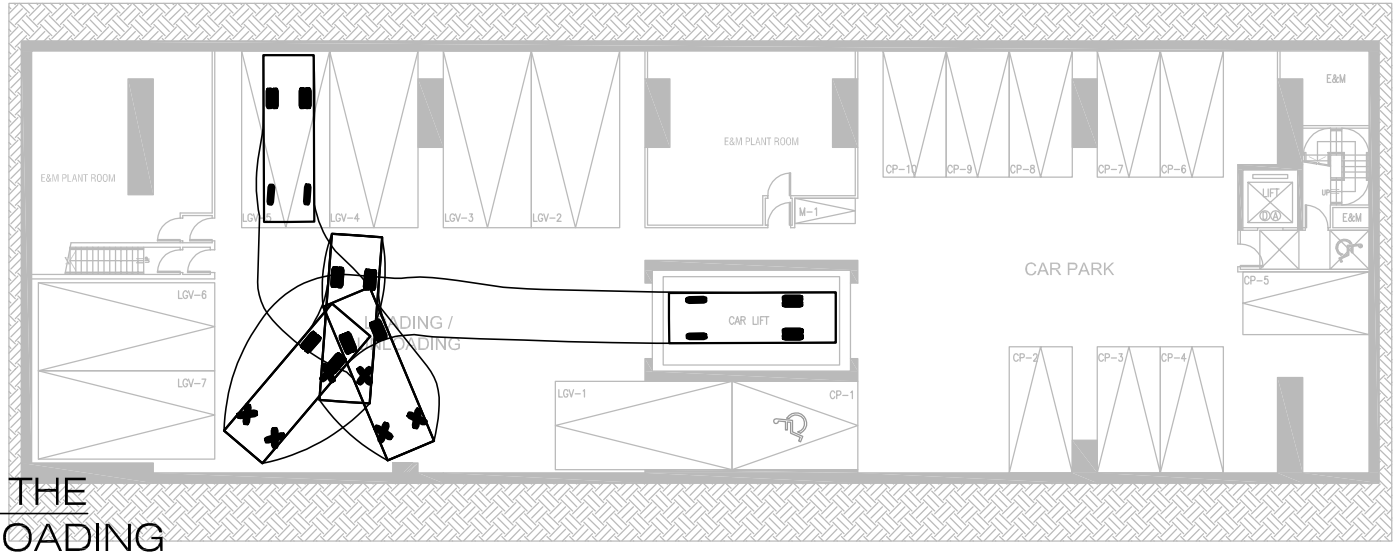

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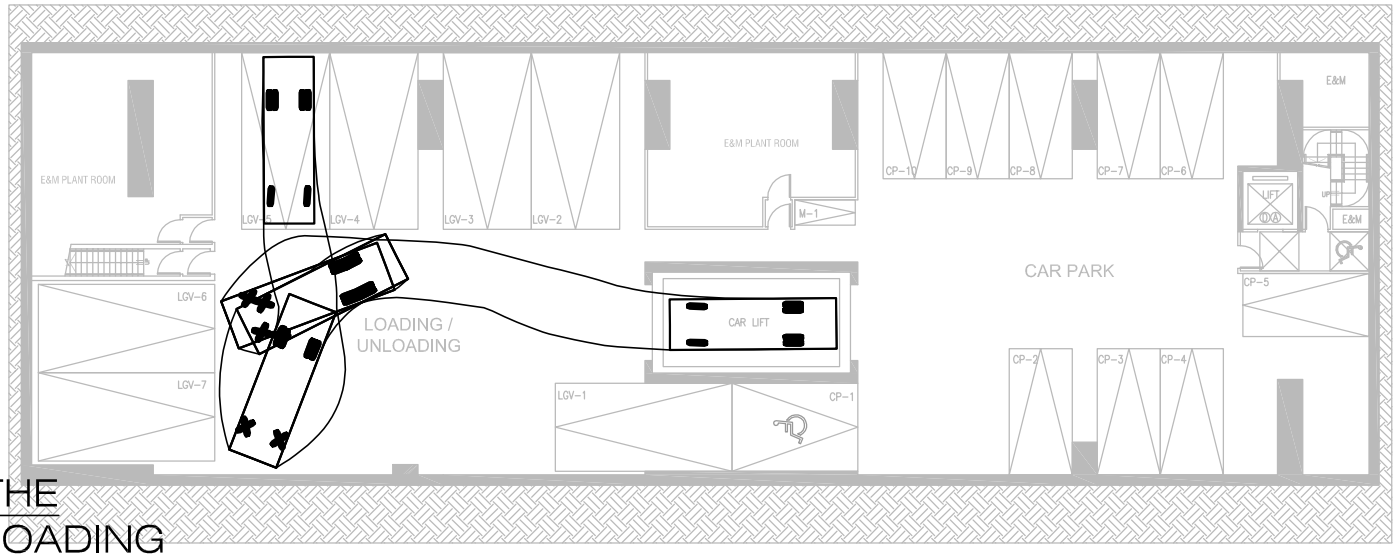

LGV LEAVING THE LOADING / UNLOADING

Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. SP10 / Revision B
Figure Title	SWEPT PATH OF LGV ENTERING AND LEAVING THE LGV LOADING / UNLOADING BAY LGV-5 ON B1/F		Designed by C Y Y / Drawn by N C M / Checked by K C
			Scale in A4 1 : 300 / Date 18 AUG 2025

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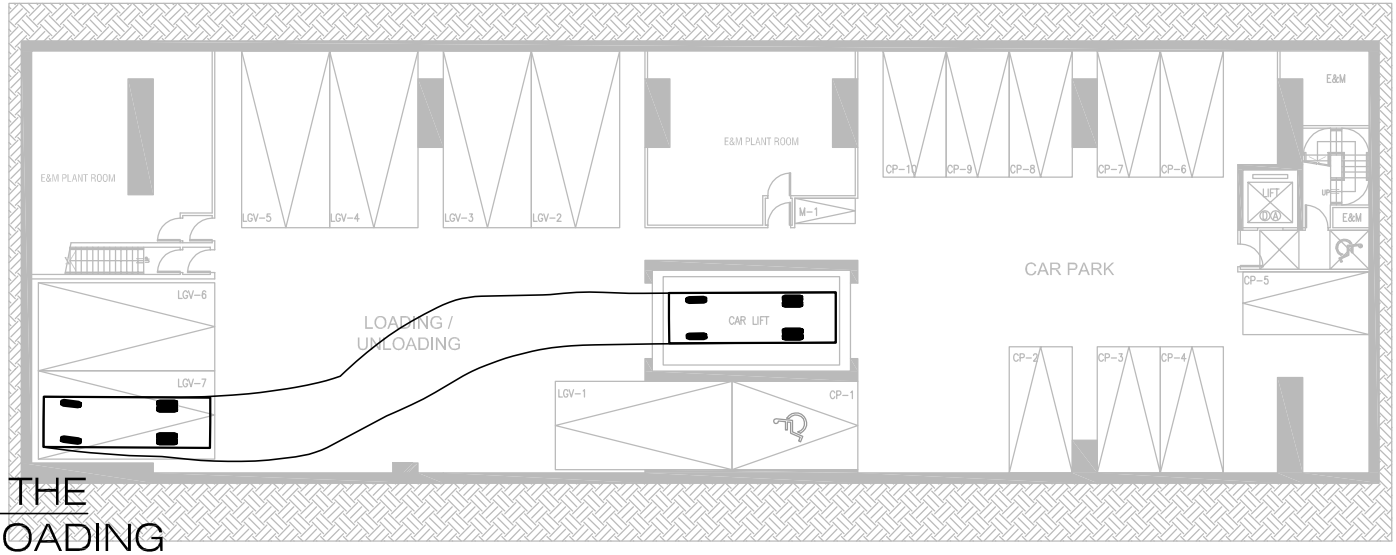

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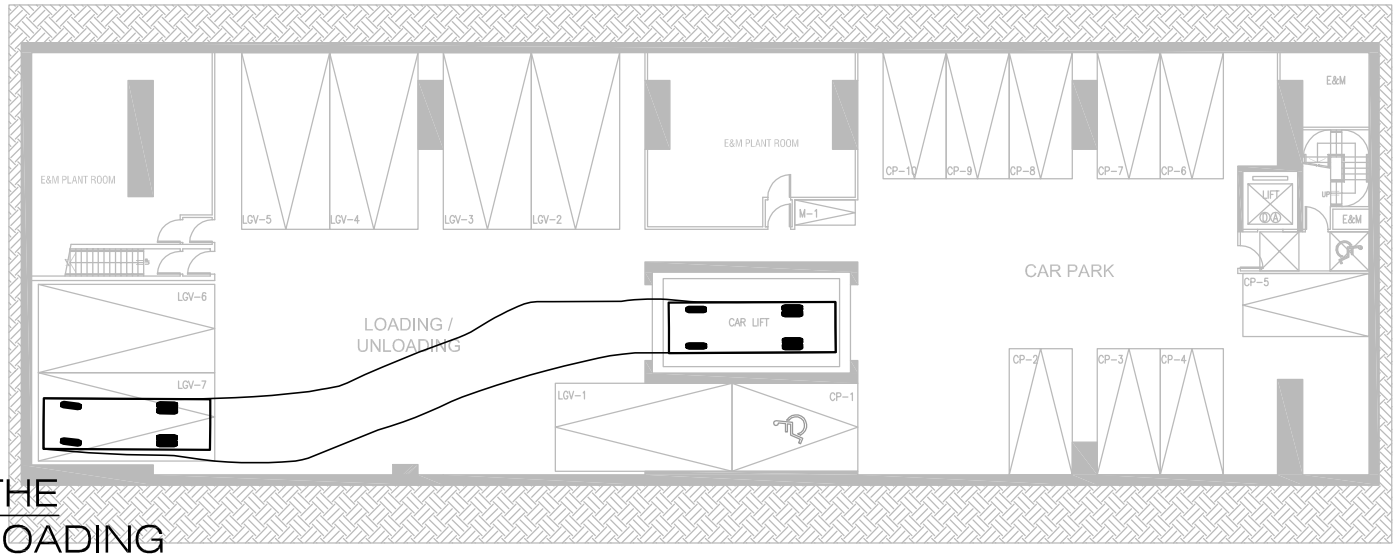

LGV LEAVING THE
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Figure Title

SWEPT PATH OF LGV ENTERING AND LEAVING
THE LGV LOADING / UNLOADING BAY LGV-7 ON B1/F

Figure No.	Revision
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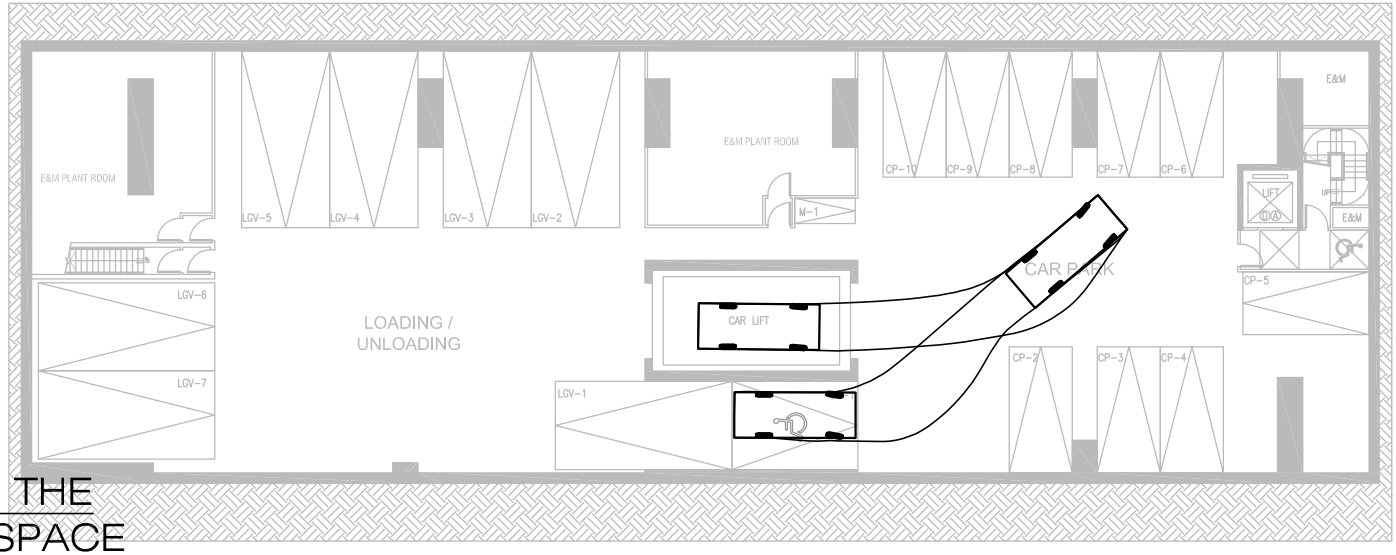
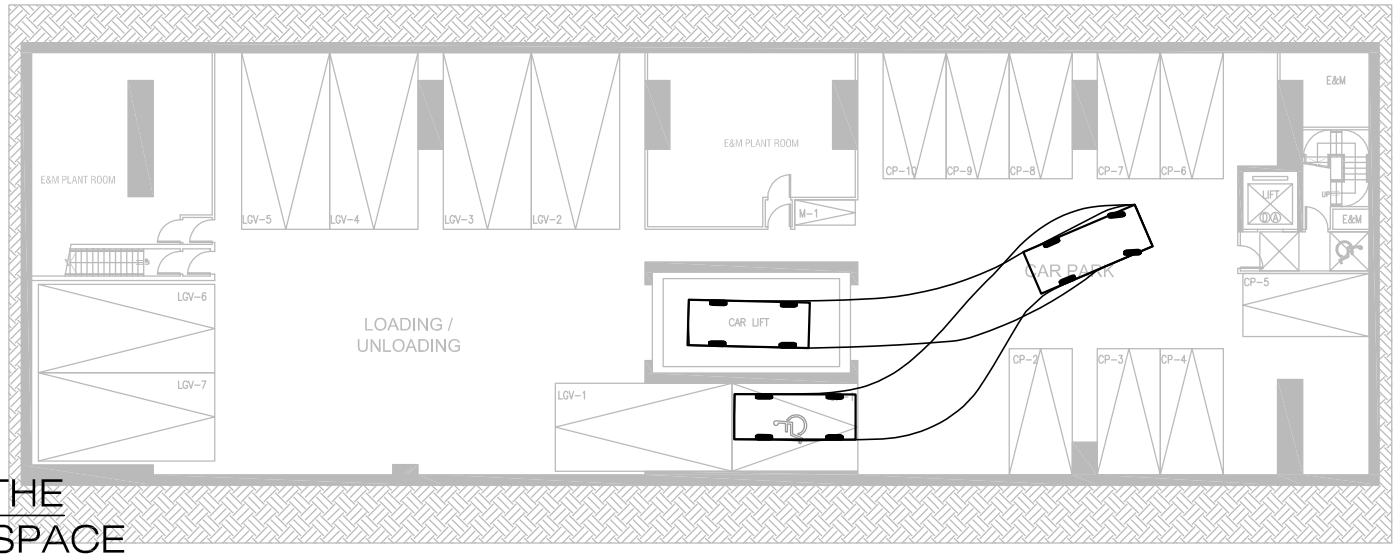


CAR ENTERING THE
CAR PARKING SPACE



CAR LEAVING THE
CAR PARKING SPACE

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON — J7409

Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE CP-1 ON B1/F

Figure No.	Revision
SP12	B

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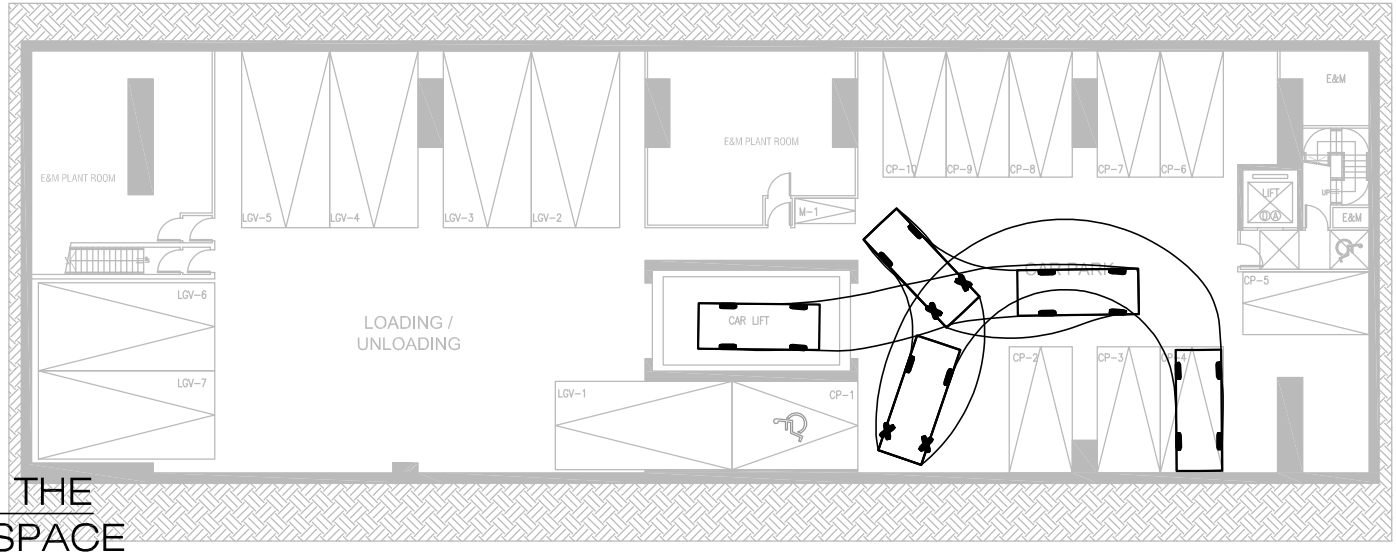

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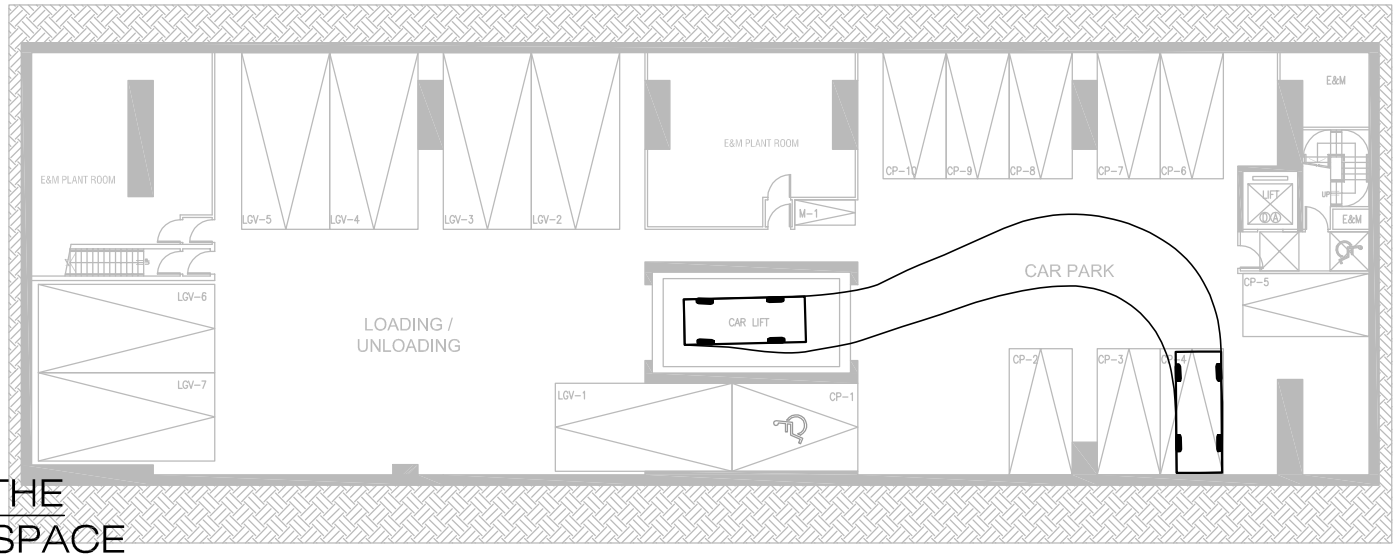

CAR LEAVING THE
CAR PARKING SPACE

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE CP-4 ON B1/F

Figure No.	Revision
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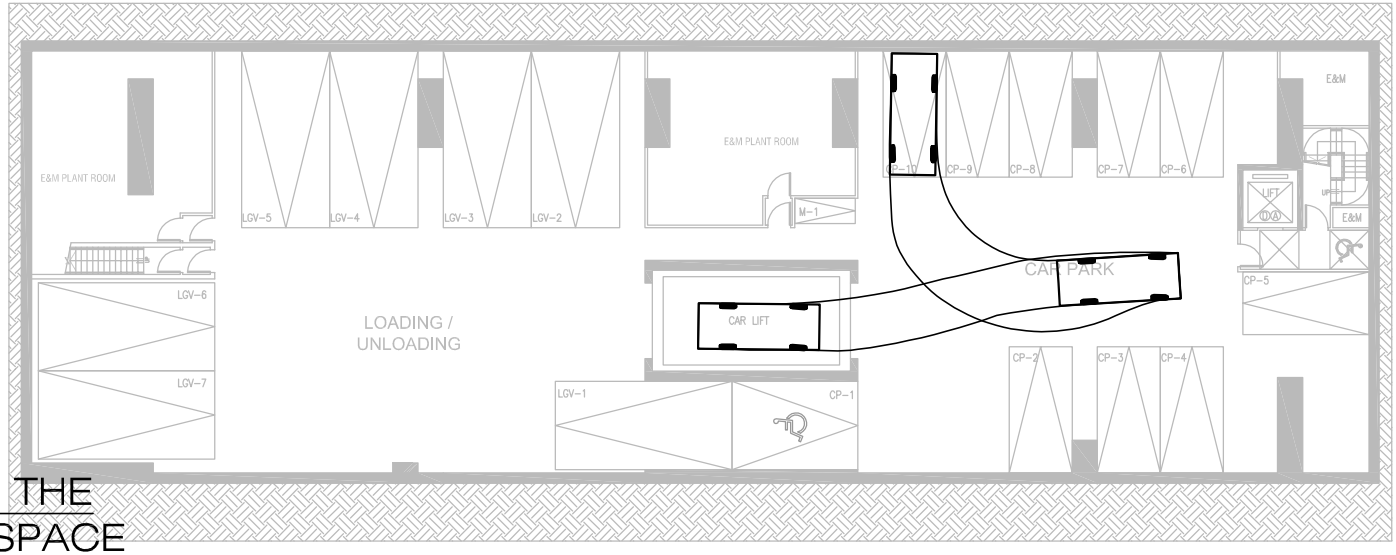

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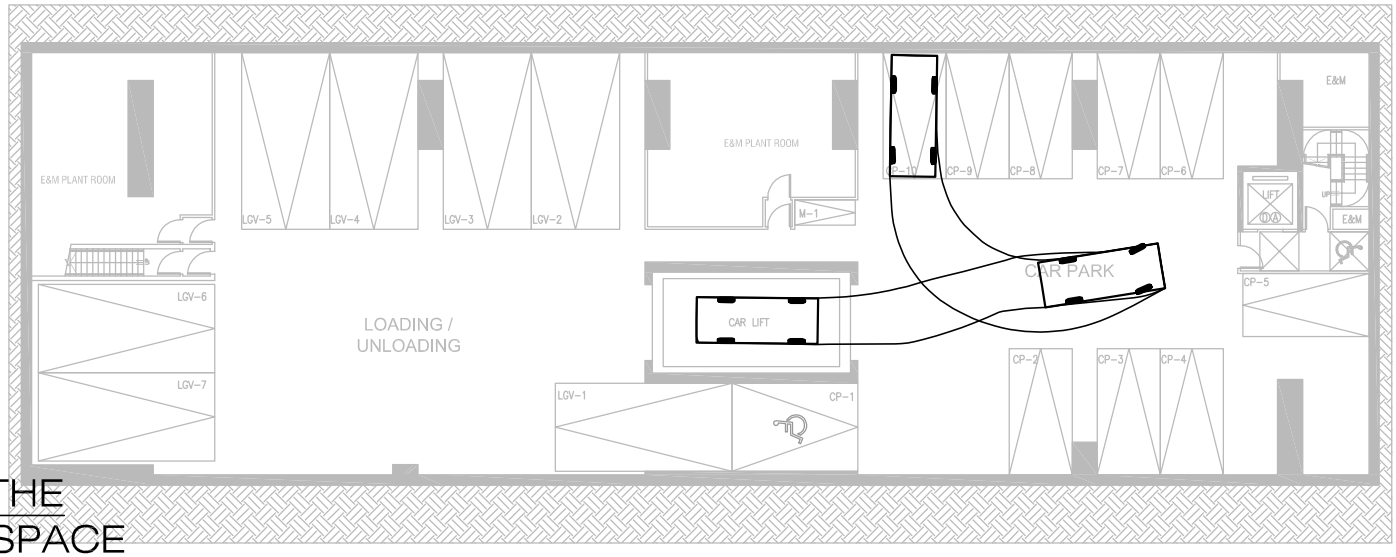

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CAR PARKING SPACE

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

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Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE CP–10 ON B1/F

Figure No.	Revision
SP14	B

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Appendix 3 –
Vehicle Lift Analysis

Car Lift Analysis

Job Title Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

Ground floor to typical car park floor (m)	5.00
Average Speed (m/s)	0.50
Travel time (s)	10.00

Activity	**Time (s)**
Car lift travels from ground floor to typical car park floor	10
Lift door opens	5
Car exits lift in foward gear on typical car park floor	5
Car enters lift in reverse gear on typical car park floor	10
Door closes	5
Car lift travels from typical car park floor to ground floor	10
Lift door opens	5
Car exits lift in forward gear on ground floor	5
Car enters lift in reverse gear on ground floor	10
Door closes	5
Total	70

Number of lift servers, **k**	1
Number of waiting space(s)	1
Cycle time ω (s)	70
Arrival rate λ (veh / hr)	18
Service rate μ of one lift server (veh / hr)	51

Number of Cars N	**Probability of Exact N Cars in the Lift System**	**Probability of N Cars or Less in the Lift System**	**Probability of More Than N Cars in the Lift System**
0	65.00%	65.00%	35.00%
1	22.75%	87.75%	12.25%
2	**7.96%**	**95.71%**	**4.29%**
3	2.79%	98.50%	1.50%
4	0.98%	99.47%	0.53%
5	0.34%	99.82%	0.18%
6	0.12%	99.94%	0.06%
7	0.04%	99.98%	0.02%

Conclusion

The probability of a vehicle arriving when 1 car lift and 1 waiting space are occupied is 4.29%.

Formulae:		[A]	[B]	
Floor	Level (m)	Distance from G/F	No. of parking spaces	[A] * [B]
8/F				
7/F				
6/F				
5/F				
4/F				
3/F				
2/F				
1/F				
G/F	0.00	0.0	0	0
B1/F	-5.00	5.0	18	90
B2/F				
B3/F				
B4/F				
B5/F				
B6/F				
B7/F				
B8/F				

total parking spaces	typical floor distance
18	5

Note:
k is the number of lift servers.
λ is the arrival rate in vehicles per hour.
μ is the service rate of a lift server in vehicles per hour.

N	1/N!*(λ/μ)^	summation from N=0 to N=k-1
0	1	1
1	0	1
2	0	1
3	0	1
4	0	1
5	0	1
6	0	1
7	0	1
8	0	1
9	0	1
10	0	1

The assessment is based on the mutli-server queuing (M/M/N) theory, and the equations applied are listed below :

Probability of having exactly zero cars in the lift system:

$$P(0) = \frac{1}{\left[\sum_{N=0}^{k-1} \frac{1}{N!}\left(\frac{\lambda}{\mu}\right)^N\right] + \frac{1}{k!}\left(\frac{\lambda}{\mu}\right)^k \frac{k\mu}{k\mu - \lambda}}$$

Probability of having exactly N cars in the lift system:

For $N < k$:

$$P(N) = \frac{1}{N!}\left(\frac{\lambda}{\mu}\right)^N P(0)$$

For $N \geq k$:

$$P(N) = \frac{1}{k!\,k^{N-k}}\left(\frac{\lambda}{\mu}\right)^N P(0)$$

k - -number of lift servers
λ - -arrival rate
μ - -service rate

Appendix 4 –
Planned Junction Improvement Schemes

N

順業街

SHUN YIP STREET

西座
West Tower

平台
Podium

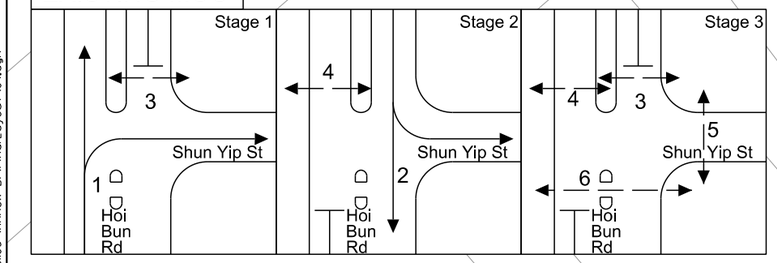
東座
East Tower

One Bay East

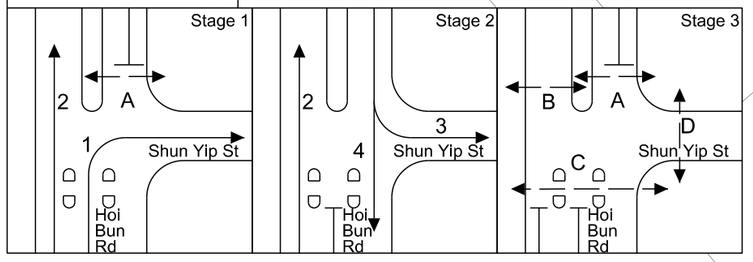
永英工業大廈
Wing Ying Industrial Building

榮記工業大廈
Chilcott Industrial Building

EXISTING MOC



PROPOSED MOC



METRES 0 5 10 15 20 25

1 : 500

LEGEND

PROPOSED IMPROVEMENT WORKS

Job Title

AGREEMENT NO. CE 4/2014 (TP) PLANNING AND ENGINEERING STUDY FOR THE DEVELOPMENT AT KOWLOON BAY ACTION AREA OF KOWLOON EAST - FEASIBILITY STUDY

FIGURE 6.4.2

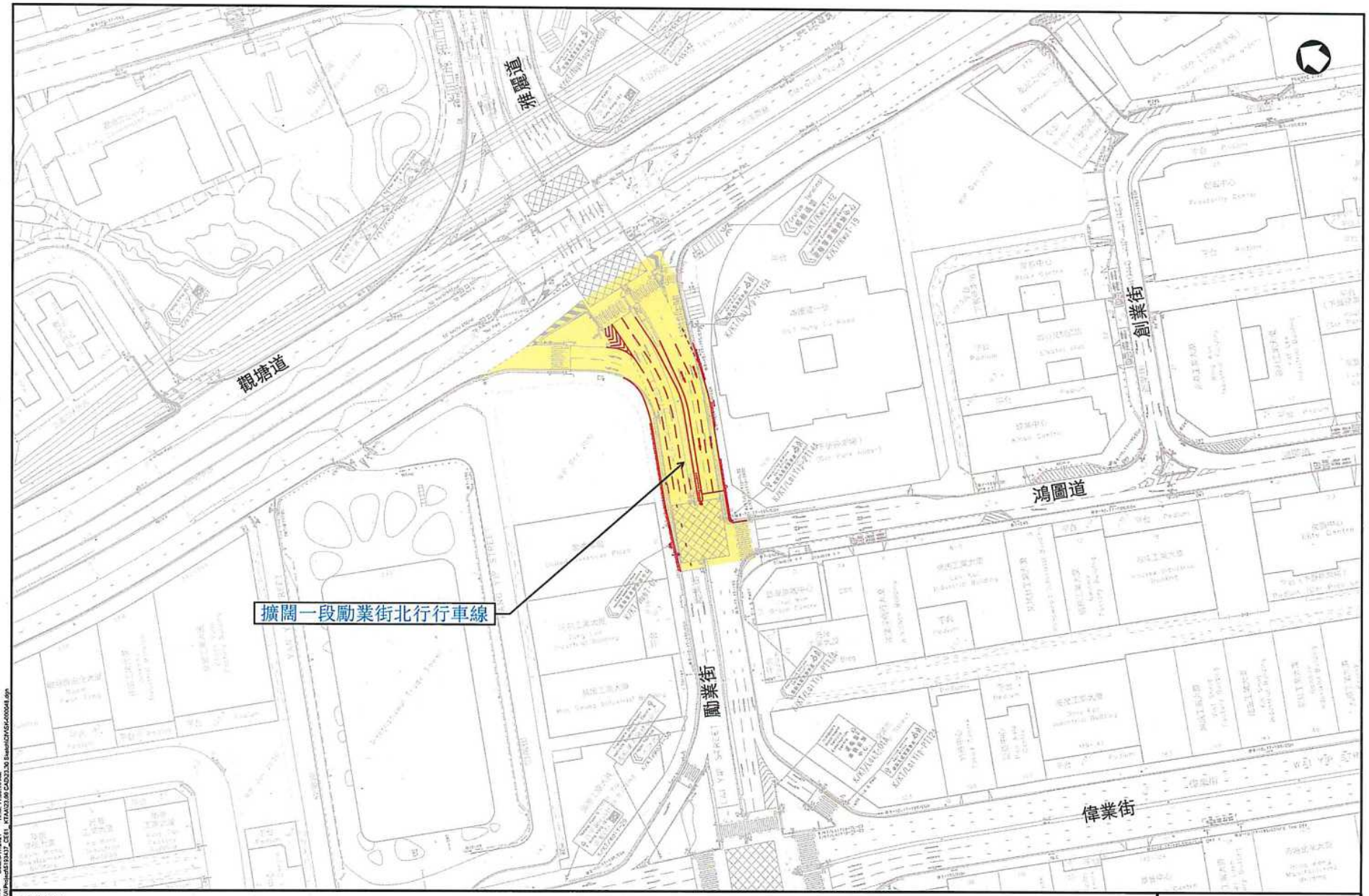
Date 20MAR20 | Scale 1:500 @ A3 | Drawn WSTW | Job No. 237938

Drawing Title

PROPOSED JUNCTION IMPROVEMENT AT J4 - HOI BUN ROAD / SHUN YIP STREET

ARUP

PRINTED BY: KH Cheuk 13/11/2020 15:42:40
FILENAME: \\hkgnts69\Traffic\Drawing\237000\237938-02 (KBAA1\Drawing\20201106 (Annex B)\FinalLayout\J4.dgn



圖則名稱

道路工程計劃(三) – 擬議擴闊勵業街道路工程

圖2c

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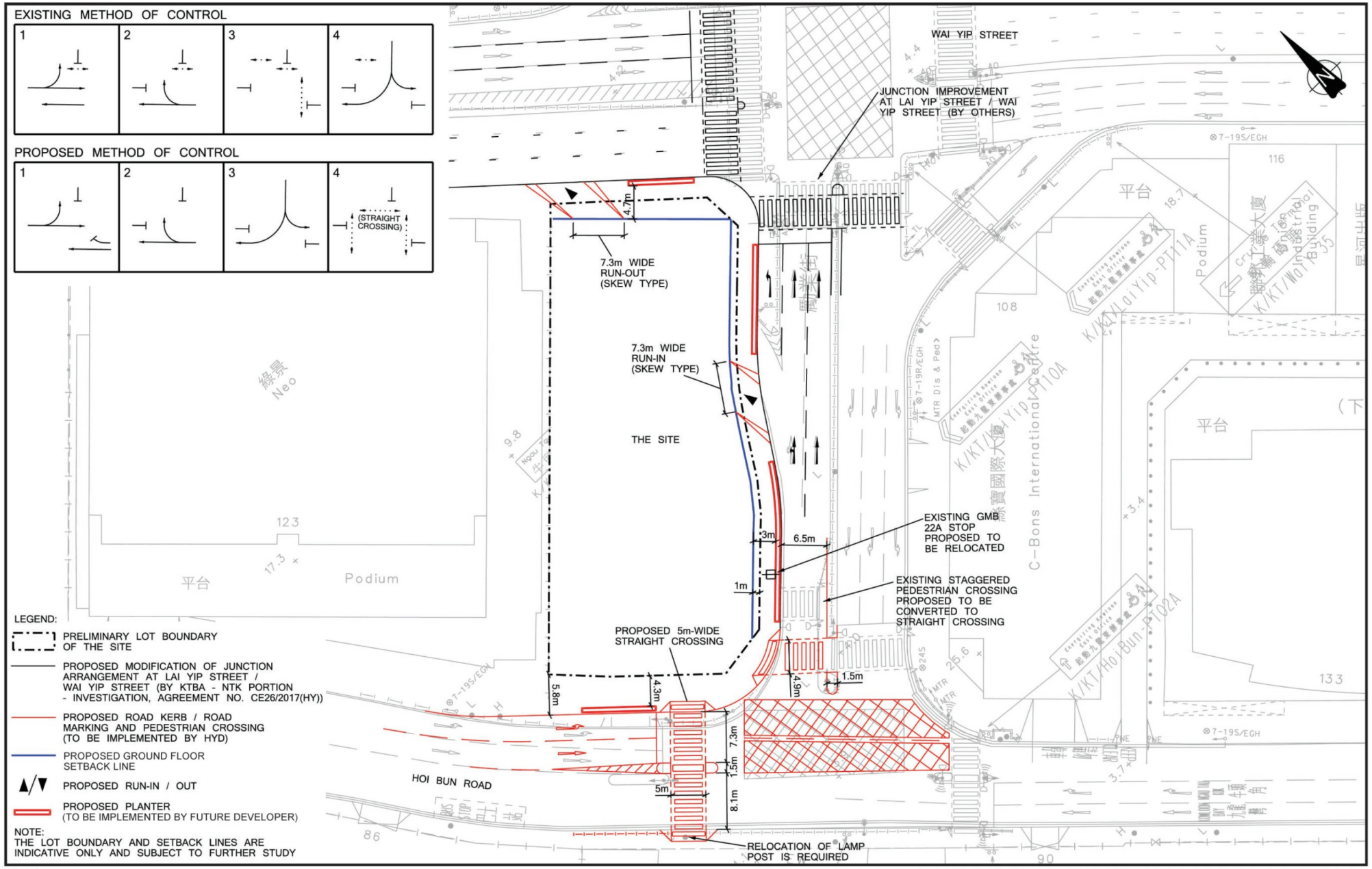

DB/LYS

FIGURE 4.1.4 PROPOSED JUNCTION MODIFICATION

(資料來源：由起動九龍東辦事處提供)
(Source: Provided by Energizing Kowloon East Office)

參考編號 REFERENCE No.	繪圖 DRAWING
M/K14S/23/35	5b

AUGUST 2025
SUPPLEMENTARY PLANNING STATEMENT

DeSPACE (International) Limited

Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions 107-109 Wai Yip Street, Kwun Tong, Kowloon

Applicant:
Diamond Ocean Investments Limited

Consultants:
DeSPACE (International) Limited
Leo Design Limited
CKM Asia Limited
Landes Limited

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Executive Summary

(The English version shall prevail)

The Applicant, the registered land owner of 107-109 Wai Yip Street, Kwun Tong, Kowloon (Kwun Tong Inland Lot Nos. 570, 571, 572 & 573) (the Site), now seeks permission from the Town Planning Board (TPB) for proposed minor relaxation of plot ratio and building height restrictions for proposed hotel use (the Proposed Development).

The Government reactivated the Revitalisation Scheme for Industrial Buildings (Revitalisation Scheme) in 2018 which encourages redevelopment or wholesale conversion of aged industrial buildings (IB), mainly to make more effective use of the sites on which IBs are situated or the existing IBs per se to optimise the use of precious land resources. On the redevelopment of IBs, the prevailing policy allows relaxation of the maximum permitted non-domestic plot ratio up to 20 per cent to provide incentives to private owners to redevelop IBs constructed before 1987.

Given the decreasing demand for industrial activities and in pursuit of the Revitalisation Scheme, the Applicant intends to enhance the utilization of the Application Site by redeveloping it into a hotel tower. Whilst the Site is zoned “Other Specified Uses” annotated “Business” (“OU(B)”) on the approved Kwun Tong (South) OZP No. S/K14S/26 (OZP), hotel is a Column 2 use which requires planning permission from TPB. Pursuant to the said policy, the Applicant now seeks permission from the Town Planning Board (TPB) for proposed minor relaxation of plot ratio and building height restrictions as stipulated under the OZP for proposed hotel use.

The proposal is justified mainly on the following reasons:

- The Site is suitable for hotel development and in compatibility with the surrounding land uses and the changing land use character
- In line with the Planning Intention of “OU(B)” zone and the “Energizing Kowloon East” Initiative to facilitate the transformation of Kwun Tong Business Area
- In line with Government’s policy initiatives on revitalizing industrial buildings
- Provision of design merits in the scheme which will improve the existing urban environment
- A compatible building height at 115mPD as previously approved for this site (Ref. A/K14/780 dated 29.5.2020) and proportional to the 20% increase in PR
- No insurmountable impact on the surroundings

In view of the justifications put forth in the Supplementary Planning Statement, TPB is kindly invited to give favourable considerations to this application.

Upon redevelopment, the Applicant has an intention to convert the proposed hotel to a student hostel in future in pursuit of the latest “Hostels in the City Scheme” promulgated in July 2025.

行政摘要

(以英文版本為準)

申請人為九龍觀塘偉業街 107-109 號（觀塘內地段第 570 號, 571 號, 572 號 及 573 號）（申請地盤）的註冊土地擁有人，現尋求城市規劃委員會 (城規會) 的批准擬議略為放寬地積比率及建築物高度限制，以作擬議酒店用途。

政府在二○一八年重啓活化工業大廈計劃（活化工廈計劃），鼓勵老舊工業大廈（工廈）重建或整幢改裝，主要為更有效地運用現有工廈地段或現有工廈本身以善用珍貴的土地資源。在重建工廈方面，目前政策容許放寬最高核准非住用地積比率，上限為百分之二十，以提供誘因推動私人業主重建一九八七年前落成的工廈。

鑑於近年工業活動需求下降及為配合政策，申請人希望善用申請地盤以重建為一座酒店。根據觀塘（南部）分區計劃大綱核准圖編號 S/K14S/26（大綱圖），該用地被劃為「其他指定用途（商貿）」地帶，而「酒店」用途屬於第二欄用途，須先向城規會申請。申請人現尋求城規會批准略為放寬大綱圖下的最高地積比率及建築物高度限制，以作擬議酒店用途。

總體而言，擬議發展俱備以下理據：

- 申請地點適合作酒店用途，擬議發展亦與周邊用途、區內演化中的特色兼容
- 符合「其他指定用途」註明「商貿」地帶的規劃意向及起動九龍東措施，以配合觀塘商貿區一帶轉型
- 符合政府鼓勵活化工廈的政策
- 發展計劃已提供設計優點
- 相容及先前已經得到規劃許可的建築物高度，並與地積比率 20% 的放寬成比例
- 不會對四周環境造成不可克服的影響

基於規劃綱領中提出的理據，懇請城規會批准此規劃申請。

申請人亦有意於未來重建後將擬議酒店改建為學生宿舍，以參與 2025 年 7 月最新頒布的「城中學舍計劃」。

1. Introduction

DeSPACE (International) Limited acts on behalf of the applicant, namely, Diamond Ocean Investments Limited (hereinafter referred to as "the Applicant"), the sole registered owner of private lots at 107-109 Wai Yip Street, Kwun Tong (the Site), to submit this section 16 town planning application for proposed minor relaxation of plot ratio (PR) and building height (BH) restrictions for proposed hotel use (the Proposed Development).

The Site falls within an area zoned "Other Specified Uses" annotated "Business" ("OU(B)") under the Approved Kwun Tong (South) Outline Zoning Plan No. S/K14S/26 (the "OZP"). According to the Notes of the OZP, "Hotel" use falls under Column 2, which requires planning permission from the Town Planning Board.

The Government reactivated the Revitalisation Scheme for Industrial Buildings (Revitalisation Scheme) in 2018 (IB policy). For redevelopment of IBs, the prevailing policy allows relaxation of the maximum permitted non-domestic plot ratio up to 20 per cent to provide incentives to private owners to redevelop IBs constructed before 1987. In pursuit of the IB policy, the Applicant also seeks planning permission for proposed minor relaxation of the PR restriction from 12 to 14.4 (+20%). The building height restriction (BHR) is also proposed to be correspondingly relaxed from 100mPD to 115mPD to accommodate the additional GFA and bonus GFA to be claimed in the Proposed Development. The Proposed Development also demonstrates a number of design merits that contribute positively to the public realm.

2. Site Context

2.1 Local Site Context

The Site, with a total area of approximately 1,170.578 square metres, is located at Nos. 107–109 Wai Yip Street, within the northwestern portion of the Kwun Tong Business Area (KTBA) near Kowloon Bay (**Figure 1** – Location Plan) where is characterised by a mix of Industrial-Office and Commercial/Office buildings. It was previously occupied by a 10-storey (including ground floor) industrial/office building, namely Hsin Chong Centre, which was issued with its first Occupation Permit in 1966, i.e. a pre-1987 IB. The existing building has been demolished, and the Site is currently vacant, cleared, and bounded by temporary hoarding.

2.2 Surrounding Area of the Site

- To the Northwest of the Site is the IW Hotel, a redeveloped hotel project completed in 2018 through the conversion of a former industrial building.
- To the Southeast of the Site, beyond Hency Centre, is the Hay Nien Building, which has received planning approval under Application No. A/K14/783 for a hotel development involving a minor relaxation of PR and BH restrictions for proposed hotel use. In the vicinity to the east, another approved scheme (Application No. A/K14/782) permits the development of medical-related shop and services use.
- To the directly south, across Wai Yip Street, lies the Hoi Bun Road Park, contributing recreational and environmental value to the area. Further south, in the direction of the Kai Tak Channel, is the emerging Kai Tak Development Area, envisioned as a future landmark for culture, business, and tourism in East Kowloon.

2.3 Accessibility

The Application Site enjoys excellent accessibility and is well served by a range of public transportation options. Numerous bus routes operate along Kwun Tong Road and Wai Yip Street. In addition, several green minibus routes traverse Hoi Bun Road and Kai Fuk Road, providing convenient local access. Furthermore, the Ngau Tau Kok MTR Station, situated approximately 500 metres to the northeast of the Site, provides access to the citywide railway network, further reinforcing the Site's strategic accessibility.

2.4 Land Status

The Site comprises Kwun Tong Inland Lot Nos. 570, 571, 572 and 573 ("the Lots" and **Figure 3** refers) which are held under respective Government Lease dated 25.8.1966 as varied or modified by a Deed of Variation dated 4.7.1969 and a Modification Letter dated 30.8.1999 ("the Leases") subject to a lease term extended to 30.6.2047.The Lots have a total registered area of about 12,600 sq.ft. (i.e. 1,170.578 m^2) which are held currently under single ownership by the Applicant. Under the lease conditions, the Lots are restricted for the purposes of (a) industrial and/or godown; (b) office ancillary and directly related to an industrial (or godown) operation; or (c) any combination of (a) and (b) excluding offensive trade. The Lots are also subject to, inter alia, a maximum height of 170ftPD (i.e. 51.8mPD) and a total maximum GFA of 7,660 m^2 and NBA up to vertical clearance of 15ft (4.57m) from ground level at the back alley. The Applicant will submit a Lease Modification application at the post-planning approval stage to facilitate the proposal.

3. Planning Context

3.1 Statutory Planning Context

The Application Site falls within an area zoned "OU(B)" under the Approved Kwun Tong (South) Outline Zoning Plan No. S/K14S/26. (**Figure 2** – OZP) This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.

The Site is situated within a zone subject to a maximum PR of 12 and BHR of 100mPD, as stipulated under the OZP, forming part of the lower-height band along the harbourfront corridor of KTBA. The area is subject to a stepped building height control, ranging generally from 100mPD to 200mPD descending from Kwun Tong Road towards the Victoria Harbour waterfront.

3.2 Non-Statutory Planning Context

3.2.1 Planning Department's 2020 Area Assessments (AA) of Industrial Land in the Territory

In response to the ongoing economic restructuring of Hong Kong's industrial sector and the evolving strategic direction for industrial land planning, the Planning Department has undertaken a series of five Area Assessments of Industrial Land across the Territory since 2000. These

assessments aim to provide updated planning data and insights to guide the evaluation of planning applications related to the conversion, redevelopment, or rezoning of industrial buildings ("IBs").

Key findings of the 2020 AA revealed a continued decline in both the number of IBs and total industrial floor space across the territory. Among all zoning categories reviewed, the "OU(B)" zone recorded the highest volume of vacant industrial gross floor area, amounting to approximately 1.30 million m². In addition, the proportion of 'Office' use in IBs within "OU(B)" zones decreased from 35.6% in 2014 to 32.3% in 2020, while there was a corresponding increase in non-industrial uses, such as 'Shop and Services' and 'Eating Places', which collectively rose to 10.3% in 2020. These trends clearly indicate that the stock of industrial or industrial-office (IO) space is diminishing, and that a progressive transformation from industrial to non-industrial and commercial uses is likely to continue, particularly within the "OU(B)" zones.

In the case of Kwun Tong District, the 2020 AA highlighted an active transformation and land use restructuring from traditional industrial uses to non-polluting industrial and business-oriented activities, facilitated through redevelopment or conversion of ageing industrial buildings. Since 2001, substantial portions of land in both KTBA and the Kowloon Bay Business Area have been rezoned from "I" to "OU(B)" as part of the Government's vision to transform Kowloon East into the second core business district (CBD2).

The Application Site, located between the KTBA and the Kowloon Bay Business Area, is part of this evolving urban landscape. According to the 2020 AA, 39.9% of floor area within the "OU(B)" zone in the KTBA is used for office purposes, while only 8% remains in use for manufacturing or workshop functions. Furthermore, the increasing number of approved planning applications for hotel and shop and services uses in the cluster of industrial and IO buildings north of Wai Yip Street reflects the district's continuing shift toward general commercial functions.

In this context, the Proposed Development is consistent with the long-term policy direction and observed planning trends for the "OU(B)" zone, as identified in the 2020 Area Assessment. It supports the Government's broader objective of revitalising outdated industrial stock and facilitating the transformation of Kowloon East into a modern, mixed-use urban centre.

3.2.2 Government's Policy Initiative to Revitalise Industrial Buildings

Since 1 April 2010, the Government has implemented a series of measures to revitalise and optimise the use of old IBs through redevelopment and wholesale conversion which are mentioned in the 2009-10 Policy Address in order to provide readily available and suitable land and premises to meet Hong Kong's economic and social needs.

The Government reactivated the Revitalisation Scheme for Industrial Buildings (Revitalisation Scheme) in 2018 which encourages redevelopment or wholesale conversion of aged IBs, mainly to make more effective use of the sites on which IBs are situated or the existing IBs per se to optimise the use of precious land resources. On the redevelopment of IBs, the prevailing policy allows relaxation of the maximum permitted non-domestic plot ratio up to 20 per cent to provide incentives to private owners to redevelop IBs constructed before 1987.

To continue encouraging redevelopment and conversion of aged IBs, the Government announced in the 2024 Policy Address the extension of the time-limited revitalisation measures for IBs, with enhancement of the measure on wholesale conversion, up to December 2027.

The demolished IB at the Application Site was completed in 1966 and is now under single ownership. The redevelopment of the Site is in line with the policy initiative of revitalising industrial

buildings by releasing and optimizing the development potential of pre-1987 IB located strategically at CBD2.

3.3 Planning History

The Site is subject to a previous Section 16 Application (No. A/K14/780) for Proposed Minor Relaxation of PR (from 12 to 14.4) and BH (from 100mPD to 115mPD) Restrictions for Permitted Office, Shop and Services and Eating Place Uses which was approved with condition(s) by the Town Planning Board on 29.5.2020. The extent of minor relaxations applied were same as the subject planning application. ,

3.4 Similar Planning Applications

Table 3.2 – Approved Planning Applications for Hotel Use in "OU(B)" Zone

Case No.	Address	Planning Considerations	Relevant TPB s questions/ comments
A/K14/713 (16/01/15) Wholesale Conversion	101 Wai Yip Street, Kwun Tong	• in line with TPB PG-No. 22D in that it was compatible with the surrounding land uses. • improve the existing urban environment • serve as a catalyst in phasing out the current industrial uses within the "OU(B)" zone. • in line with the "Energizing Kowloon East" Initiative	Nil
A/K14/723 (11/12/15) Wholesale Conversion	11 Tai Yip Street, Kwun Tong	• in line with the planning intention of the "OU(B)" zone	• Parking and L/UL arrangement • Why hotel but not other uses • Any business plan to sell the hotel building after the wholesale conversion works
A/K14/730 (08/01/16) Wholesale Conversion	Nos. 69-71, King Yip Street, Kwun Tong	• in line with TPB PG-No. 22D • compatible with the surrounding land uses.	Nil
A/K14/762 (16/11/18) Partial conversion	2/F to 5/F, 90 Hung To Road, Kwun Tong	• not in conflict with the planning intention and compatible with the changing land use character of KTBA. • provision of hotel facilities will broaden the range of accommodations for visitors.	Nil
A/K14/783 (20/11/20) Redevelop-ment	1 Tai Yip Street, Kwun Tong	• In line with: the planning intention and KTBA transformation; and TPB PG-No. 22D; • KTBA where is characterised by a mix of	• Details regarding the additional planning and design merits

		IBs, I-O and C/O buildings. • Supported by IB policy • Floor-to-floor & BH has been minimized as SC is maximized to 60% • Full-height setbacks and greenery provision meets the criteria in OZP ES for minor relaxation of BHR	• Traffic arrangement and basement layout • E&M facilities for fire services installations
A/K14/796 (22/01/21) Wholesale Conversion	28A Hung To Road, Kwun Tong	• in line with the planning intention and the KTBA transformation • help improve the existing urban environment. • serve as a catalyst in phasing out the current industrial uses within the "OU(B)" zone • It is in line with the Energizing Kowloon East Initiative.	Nil
A/K14/832 (23/05/25) Redevelop-ment	201 and 203 Wai Yip Street, Kwun Tong	• in line with the TPB PG-No. 22D for "OU(B)" zone in that it is considered not incompatible with the surrounding land uses • align with the EKE initiative to transform KE into a premier CBD.	Nil

From the above cases, hotel use within KTBA is generally in line with the planning intention of "OU(B)" zone and the "Energizing Kowloon East" Initiative, compatible with the surrounding land uses and the changing land use character, supported by IB policy, would improve the existing urban environment, serve as a catalyst in phasing out the current industrial uses within the "OU(B)" zone and broaden the range of accommodations for visitors.

Table 3.3 –Approved Planning Applications for Minor Relaxations (PR & BHR) (20%) in "OU(B)" Zone since 2022 (From 12 to 14.4 (i.e. 20%))

Case No.	Applied Use	Planning Considerations	Floor to Floor Height	Relevant TPB s questions/ comments
A/K14/806 (16/01/22)	11 Lai Yip Street, Kwun Tong	• The minor relaxation of BHR (+25.9%) sought is generally proportional to the proposed minor relaxation of PR restriction with reasonable floor-to-floor height adopted. • The Proposed Development is generally in line with the planning intention of the "OU(B)" zone, and is not incompatible with the surrounding uses within KTBA	4m	• planning and design merits and the comparison of such merits with the two similar approved applications nearby • The possibility of tree planting within the proposed setback areas along Hang Yip Street and Lai Yip Street
A/K14/810 (18/02/22)	5 Lai Yip Street, Kwun Tong	• meets the criteria for considering application for minor relaxation of BHR • In line with the planning intention • not incompatible with the surrounding uses within KTBA	Eating place, shop and services: 4.5m Office: 4m	• whether tree planting was possible on the setback area • whether the Proposed Development would enhance streetscape

A/K14/809 (10/06/22)	1 Tai Yip Street and 111 Wai Yip Street, Kwun Tong	• unlikely induce significant adverse effects on the visual character of the surrounding townscape • meets the criteria for considering application for minor relaxation of BHR • in line with the planning intention of the "OU(B)" zone • not incompatible with the surrounding uses within KTBA	Eating place, shop and services: 5m Office: 4.1m	• whether the setback area would be opened for use by the public • whether the width of the back alley would be sufficient to accommodate the (L/UL) bays • height of the proposed canopy
A/K14/804 (24/06/22)	334-336 and 338 Kwun Tong Road, Kwun Tong	• unlikely induce significant adverse effects on the visual character of the surrounding townscape. • meets the criteria for considering application for minor relaxation of BHR • In line with the planning intention of the "OU(B)" zone • not incompatible with the surrounding uses within KTBA	Eating place, shop and services: 4.325m Office: 3.9m	• How the sustainability of greenery features in the Proposed Development could be ensured
A/K14/820 (3/2/2023)	73-75 Hung To Road	• supported as the Proposed Scheme aligns with the EKE initiative to transform Kowloon East into a premier CBD	Eating place, shop and services: 4.2m Office: 4.12m	• supported the application • suggested to consider supporting similar applications in areas outside Kowloon East
A/K14/822 (9/06/23)	25 Tai Yip Street, Kwun Tong	• Supported by DEVB with IB policy • Minor relaxation of BHR generally proportional to PR, and to address constraints of setbacks/NBA ODP requirements; Typical FTFH is considered reasonable • would not undermine the strategic views towards the Kowloon ridgelines as illustrated in photomontages • generally meets the relevant criteria in OZP ES for minor relaxation of BHR	Eating place, shop and services: 3.85m Office: 3.85m	• Whether would strive to achieve a higher BEAM rating • Commitment to the implementation of canopy

A/K14/832 (23/05/25)	201 and 203 Wai Yip Street, Kwun Tong	• Supported by DEVB with IB policy • Minor relaxation of BHR generally proportional to PR, and to address constraints of setbacks/NBA ODP requirements; Typical FTFH is considered reasonable	3.15m	Nil

From the above cases, the key planning considerations for minor relaxation proposals within KTBA are the IB policy, the minor relaxation of BHR being generally proportional to PR, involvement of constraints of building setbacks, a reasonable typical floor-to-floor height and having no adverse visual impact.

4. Proposed Development

The Applicant proposes to develop the Site into a hotel development. The key development parameters and the proposed floor uses of the Proposed Scheme are summarized in **Tables 4.1** and **4.2** below respectively. The schematic drawings are provided in **Appendix 1**. A set of Landscape Proposal is attached in **Appendix 3**.

Table 4.1 Proposed Development Parameters		
	Approved Scheme under S16 Application No. A/K14/780	**Proposed Scheme**
Total Site Area	About 1,170.578m^2	About 1,170.578m^2
Plot Ratio	14.4	14.4 (+2.4/ 20%)[(a)(b)]
Total GFA	Not more than 16,856.323m^2	About 16,856.323m^2[2(a)(b)(c)]
Proposed uses	Office, Shop and Services and Eating Place	Hotel
No. of Rooms	N/A	Guestroom: About 984 rooms
Hotel room sizes (subject to detailed design)	N/A	Ranging from 8.5 m^2 to 22.50 m^2
Site Coverage • Below 15m • Above 15m	Not more than 60%	Less than 100% 60%[(d)]
Class of Site	Class A	Class A
No. of Block	1	1
Maximum Building Height (Main Roof)	+115mPD	+115mPD
No. of Storey	29 (including 3 levels of basement)	31 (including 1 level of basement)
Parking Spaces • Private Car (accessible) • Motorcycle Loading/unloading (L/UL) facilities • LGV • M/HGV • Taxi and Private Car • Shared-use" for Coaches/buses and M/HGV	91 (2) 10 4 (7m (L) x 3.5m (W) x 3.6m (H)) 2 (11m (L) x 3.5m (W) x 4.7m (H))	10 (1) 1 7 (7m (L) x 3.5m (W) x 3.6m (H)) 1 (11m (L) x 3.5m (W) x 4.7m (H)) 4 (5m (L) x 2.5m (W) x 2.4m (H)) 3 (12m (L) x 3.5m (W) x 4.7m (H))

Remarks:

a) On top of the PR/GFA set out above, the applicants have indicated that bonus PR/GFA of about 0.539 and 630m^2 will be claimed for the proposed setbacks at WYS subject to approval by the Building Authority (BA) under Building (Planning) Regulations (B(P)R) 22(1) or (2). The bonus PR/GFA has been accounted for in the building bulk for conducting technical assessments. Such bonus PR/GFA claimed is proposed NOT to be included in the total GFA permissible under the modified lease to be applied for at the post-planning approval stage and shall be subject to separate approval/consent by the Lands Department by relevant Lease condition after the Applicant has applied for such claim and surrender of land.

b) The canopy, which is subject to departmental comments at detailed design, has been excluded from the PR/GFA calculation.

c) All GFA are planned for hotel use, including entrance foyer at G/F, administration office, reception counter and BOH facilities, guest rooms and hotel floors circulation, ancillary facilities and non-essential plant rooms. BOH facilities such as linen store, laundry room carpentry workshop, E&M workshop, dry goods store, beverage store, furniture store, staff canteen, staff changing rooms staff rest room and

staff toilet involving a GFA of about 846m^2 which might be eligible for GFA exemption has been accounted for in the building bulk for conducting technical assessments. Any GFA exemption for any structure or floor space commonly referred to as "environmentally friendly or innovative features" is not included/ considered in the proposed scheme and, if any of such GFA exemption is required, shall be subject to separate approval/consent by the Lands Department by relevant Lease condition.

d) On top of the SC set out above, the applicants have indicated that bonus SC of about 1.457% will be claimed for the proposed setbacks at WYS subject to approval by the Building Authority (BA) under B(P)R 22(1) or (2). The bonus SC has been accounted for in the building bulk for conducting technical assessments.

e) The total greenery will be provided at a ratio of not less than 20%.

Table 4.2 Proposed Floor Use	
Basement	Carpark
G/F	Lift Lobby
1/F	Hotel FOH & BOH
2/F	Hotel FOH & BOH
3/F	Gym / BOH
5/F	E&M / BOH
6-17/F	Guestroom
18/F	Refuge Floor
19-33/F	Guestroom

4.2 Design Merits

In formulating the Proposed Scheme, the design has taken into account the various site constraints as well as design considerations in order to ensure the Proposed Scheme is designed to create a high-quality development in harmony with the branding of CBD2. The following design merits are incorporated in the scheme for improving the existing urban environment:

- Provide 2.3m and 1.5m full-height building setbacks from Wai Yip Street and the back lane respectively. The Applicant is also providing an additional 1.5m Non-Building Area (NBA) with a clear height of 5.1m at the back lane to enhance the traffic circulation. The parking of vehicles along the backlane will not affect the intended purpose of the NBA designation, nor will it adversely affect visual and wind permeability.

- Provide a 21.2m (length) x 2.3m (wide) x 4.8m (high) canopy along the footpath of Wai Yip Street for sheltering.

Building design elements of Sustainable Building Design Guidelines SBDG (APP-152) have been considered in the Proposed Scheme, of which the requirements of site coverage of greenery are applicable and fulfilled. The applicant plans to apply for Building Environmental Assessment Method Plus New Buildings (BEAM Plus NB) Certification at the detailed design stage. SBDG compliance, energy efficient building designs measures, materials and waste, water use, the health and well-being of the future occupants of the building, etc. will be considered holistically and demonstrated of their compliance as the main categories of BEAM plus NB application. Official letter issued by the HK Green Building Council acknowledging the satisfactory completion of project registration for certification will be submit to BD.

4.3 Access and Internal Transport Facilities

Two vehicular access points are provided which are located at (i) The service lane at the northern side of the Proposed Development; and (ii) Wai Yip Street. The internal transport facilities for the captioned S16 planning application are provided as per HKPSG recommendation for hotel. A Swept Path Analysis and a Vehicle Lift Analysis are conducted and results indicate that vehicles will have no manoeuvring problems and all vehicles could enter and leave the Site with ease. For details, please refer to the submitted Traffic Impact Assessment ("TIA").

4.4 Bonus PR/GFA to be Claimed

"Bonus GFA" is stipulated in regulation 22 of the Building (Planning) Regulation. If the dedication of set-back area for public passage or surrender of land for road widening at ground level is consented/acquired by the Government, bonus GFA that equals to five times the area surrendered/dedicated or less than 20% of the permissible plot ratio, whichever is the less, may be granted in return for the private area surrendered/dedicated to the public. The BA may also, in return for dedication of an area within or through a building at ground level or other floor levels for public passage, allow concessions by way of section 42(1) of the Buildings Ordinance (Cap. 123).

5. Planning and Technical Justifications

5.1 The Site is suitable for hotel development and in compatibility with the surrounding land uses and the changing land use character

The Application Site is located at a convenient location and well-served by various types of public transport services, including road-based franchised bus and public light bus, as well as rail-based transport. These services operate within 500m or about 10 minutes' walk away.

The Site is located at the western periphery of KTBA and facing Hoi Bun Road Park and Kwun Tong Promenade in close proximity. It has an open vista with spectacular view towards the water, Kai Tak Runway Precinct and even towards Hong Kong Island. Very limited nuisances from adjoining industrial/commercial buildings would be anticipated. In the same OZP, there are significant number of hotel developments which demonstrates the surrounding area of the site is compatible with "Hotel" use. In addition, according to the "2020 Area Assessments of Industrial Land in the Territory", majority (70.9%) of the GFA within the "OU(B)" zone in KTBA are occupied by office (39.9%) and warehouse/storage (31.0%) uses; whereas, only 8% of the total GFA is being used for manufacturing/workshop. Only non-polluting uses (e.g. information technology and telecommunications industries, non-polluting industrial, office and other commercial uses) are permitted as-of-right within "OU(B)" zone.

Table 5.2 Number of Hotel Developments in the same OZP

Name	Address
IW Hotel	101 Wai Yip Street, Kwun Tong
Ind Hotel	326 Kwun Tong Road, Kwun Tong
Nina Hotel Kowloon East	38 Chong Yip Street, Kwun Tong
Hotel COZi	163 Wai Yip Street, Kwun Tong
Holiday Inn Express	97 How Ming Street, Kwun Tong
Dorsett Kwun Tong, Hong Kong	84 Hung To Road, Kwun Tong

The low utilization rate of commercial/office (C/O) buildings today is well witnessed in Hong Kong and particularly in KTBA. Many of the C/O have become foreclosed properties in KTBA. As such, the site is particularly suitable for conversion to other uses which meet the latest market needs.

5.2 In Line with the Planning Intention of "OU(B)" Zone and "Energizing Kowloon East" Initiative to Facilitate the Transformation of Kwun Tong Business Area

The Proposed Development is located in an area zoned "OU(B)" with the planning intention of general business uses and the future growth in commercial development in CBD2 within KTBA under the EKEI. The EKEI has been the Government's on-going policy purposed to facilitate transformation of Kowloon East (KE) into another core business district (CBD2) to sustain Hong Kong's economic development. The Proposed Development would provide hotel services to business visitors and support the commercial development in the East Kowloon CBD, and therefore help materialise the planning intention of "OU(B)" zone. A more diverse profile of uses can help re-inject the necessary commercial dynamism and urban life to the KTBA.

Redeveloping existing pre-1987 industrial building buildings would upgrade the environment and facilitate the transformation of KTBA from traditional industrial uses to non-polluting industrial and business uses. The proposed hotel has carefully taken into account various considerations in ensuring the compatibility with the transformation of the surrounding planning context.

In addition, to consolidate Hong Kong's position as an international hub for post-secondary education, the Chief Executive announced in the 2024 Policy Address that the Development Bureau (DEVB) and the Education Bureau (EDB) would launch a pilot scheme to streamline development control procedures, so as to encourage the market to convert commercial buildings into student hostels. As Hong Kong's public universities will push to enrol more "quality overseas students" to ensure greater diversity on campuses, the policy aims to increase the supply of student accommodation, thereby creating the "Study in Hong Kong" brand. In response to the latest increasing market needs for student accommodations and launching of the "Hostels in the City Scheme" on 21 July 2025, the Applicant has an intention to convert the proposed hotel to a student hostel upon redevelopment in future, which will better support the economic activities in KTBA**.** The great number of businesses in Kwun Tong/ Kowloon Bay is a good job centre to offer professional training opportunities for postgraduates and final year students, thereby energizing the Kowloon East CBD with new young blood.

5.3 In Line with Government's Policy Initiatives on Revitalising Industrial Buildings

The provision of industrial land has long been recognised as not optimally utilised. Thus, the Government has introduced a package of measures to facilitate redevelopment and wholesale conversion of IBs in the 2009-10 Policy Address as well as in the PA 2021.

The proposed redevelopment suggests relaxing the maximum non-domestic PR allowed under the B(P)R by 20% to incentivize redevelopment of the subject IBs located outside "Residential" zones in main urban areas and new towns, which would help materialize the latest Government's policy. In line with the strategic Government policy, the current proposal could effectively optimize the existing industrial stock to provide more floor area and make better use of the valuable land resources for Hong Kong's changing social and economic needs.

5.4 Provision of design merits in the scheme which will improve the existing urban environment

Setbacks from Wai Yip Street and the back lane - Enhancing Street Level Environment and the Visual Quality

To echo with EKEO's initiative to energise and revitalise the back lanes, the proposed scheme adheres to the 1.5m full-height setback requirement and provide a further 1.5m with a clear height of 5.1m setback. The proposed building setbacks will allow the building bulk to be more visually recessive and maintaining permeability which will enhance the street level public urban space. It would help promote the intention of KTBA being an economic and employment hub.

5.5 Compatible building height as previously approved for this site and proportion to the 20% increase in PR

The proposed minor relaxation of BHR is to accommodate the additional GFA arisen from the proposed minor relaxation of PR under the Revitalisation Scheme and bonus GFA to be claimed in the Proposed Development. There are seven recently approved developments for commercial uses in proximity to the northwest of the Application Site which have sought minor relaxation of both PR and BH restrictions ranging from 115mPD to 126mPD (Table 3.3 refers). The Site itself is also subject to a previous Section 16 Application (No. A/K14/780) for Proposed Minor Relaxation of PR (from 12 to 14.4) and BH (from 100mPD to 115mPD) which was approved with conditions by TPB on 29.5.2020, in which the extent of minor relaxations applied were same as the subject planning application.

The key planning considerations of the subject application dovetail with those set out in the relevant TPB papers of the similar cases in Table 3.3, which the increase in BH (+15% in this case) is proposed for accommodating the minor relaxation of 20% in PR under the Policy being sought; As concluded in the VIA, the proposed minor relaxation of BH restriction to 115mPD will be in harmony with the surrounding development context and will not result in unacceptable visual impacts;

As such, the proposed minor relaxation of BHR is considered minor in nature and should be considered acceptable. The proposed full-height setbacks would further contribute to an enhanced urban environment with wider public footpath, maintaining visual permeability and air ventilation, which would mitigate the visual impact if any. The Proposed Scheme generally meets the following criteria for considering application for minor relaxation of BHR as specified in para.7.4 of ES of the OZP:

"(b) Accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;";
The Proposed Development involves a 2.3m full-height building setback along Wai Yip Street for passage/street widening and enhanced the traffic circulation. A minor relaxation of BHR is partly for accommodating the bonus GFA granted under the Buildings Ordinance ;

"(c) providing better streetscape/good quality street level public urban space;"

The Proposed Development with modern building standards and sustainable building design will help catalyze the urban transformation process of the area thereby creating a better state of streetscape. The proposed building setbacks will allow the building bulk to be more visually

recessive, promoting visual interest with increased open space and maintaining permeability which will enhance the street level public urban space.

"(d) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan;

The Outline Development Plan no. D/K14A/1H require the Subject Site to setback (i) along Wai Yip Street of 2.3m, and (ii) 1.5m setback and 1.5m non-building area along the service lane; which have taken up a total area of 208.5m^2 (about 18%) and 82.3m^2 (about 7%) of the site area respectively; With the above setback requirements, under the current scheme, the actual residual floor areas of the podium and typical floors 75% (878 m^2) and 60% (about 702m^2), subject to detailed design. The length of the Subject Site (i.e. measured from Wai Yip Street to the service lane) which is originally 21.3m is reduced to only 17.5m (reduction of substantial length of 17.8%). These present as site constraints in achieving the permissible plot ratio under the IB Policy. To minimize the increase in BH applied to accommodate the additional GFA, the site coverage of the typical floors has been maximized as permissible under Building (Planning) Regulations (B(P)R) for the Site; The proposed typical floor-to-floor height (3.45m in this case) has been minimized which is lower than that of the nearby newly completed commercial developments (ranging from 4.2m to 4.98m, and are all developed with a PR of 12 and BH of 100mPD), and is within the range of those adopted in approved similar applications in KTBA (between 3.15m and 4.1m) and may not be unacceptable. The proposed overall BH has been minimised by provision of basement floor for accommodating internal transport facilities in a cost effective manner. The ground floor layout has maximised the provision of M/HGV loading / unloading bays which need to front onto the turntable so vehicles could enter and leave the loading / unloading bay.

"(f) other factors such as the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design."

The applicant plans to apply for BEAM Plus NB Certification at the detailed design stage. Green building design responding to the site's neighbourhood including but not limited to building permeability, air ventilation, thermal comfort, landscaping, site coverage with greenery; neighbourhood daylight access will be considered holistically and quantitatively assessed for ensuring their performances.

5.6 No Insurmountable Impact on the Surroundings

5.6.1 No Adverse Traffic Impacts

A Traffic Impact Assessment ("TIA") is conducted to assess the traffic impact associated with the Proposed Development. It is concluded that the Proposed Development will result in no adverse traffic impact to the surrounding road network.

5.6.2 No Insurmountable Visual Impacts

A Visual Impact Assessment ("VIA") is conducted to assess the visual impact associated with the Proposed Development. The VIA concludes that the visual impact of the Proposed Development is considered to be acceptable (from negligible to slightly adverse) from the major public viewpoints concerned. (Please refer to **Appendix 4**)

5.6.3 No Adverse Environmental Impacts

No adverse impact is anticipated from the air quality and noise perspectives as the whole Proposed Development will be equipped with a central air-conditioning system and will not rely on openable windows for ventilation under normal circumstances.

Noise Impact

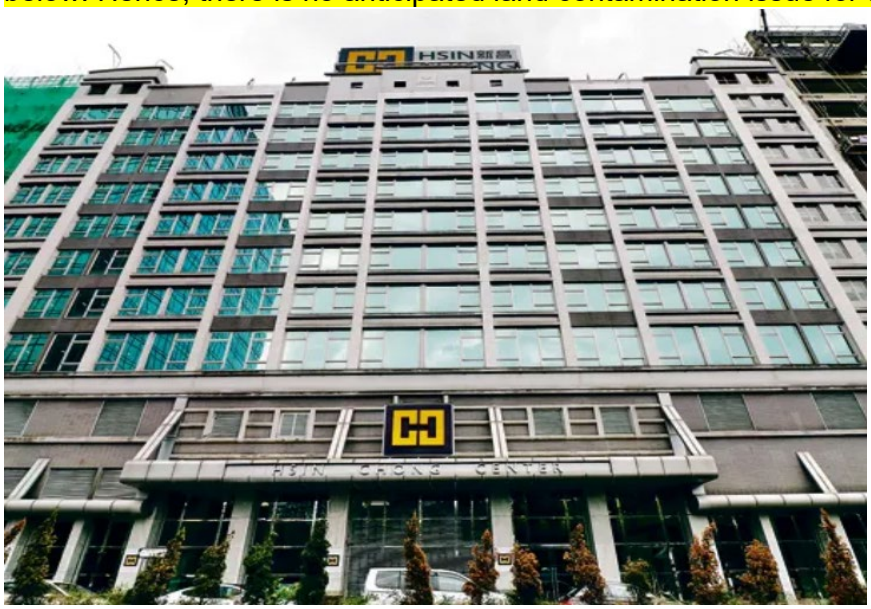
Since the whole Proposed Development not rely on openable windows for ventilation under normal circumstances, adverse traffic noise and fixed noise impact are not anticipated.

Air Impact

The Application Site is bounded by Wai Yip Street and an active chimney is identified within 200m of the Site. The fresh air intake point for the central air-conditioning system is carefully positioned beyond 200m from the chimney and beyond 20m from Wai Yip Street. Adequate buffer distance from both the road and the chimney is provided in accordance with the requirements outlined in the HKPSG. (Please see **Figure 4**) Therefore, no adverse vehicular and chimney emission impacts are anticipated. Additionally, no odour sources were identified within 200m of the Application Site, so no odour emission impact is expected. Assessments have been done, and it has been largely ascertained of its technical feasibility.

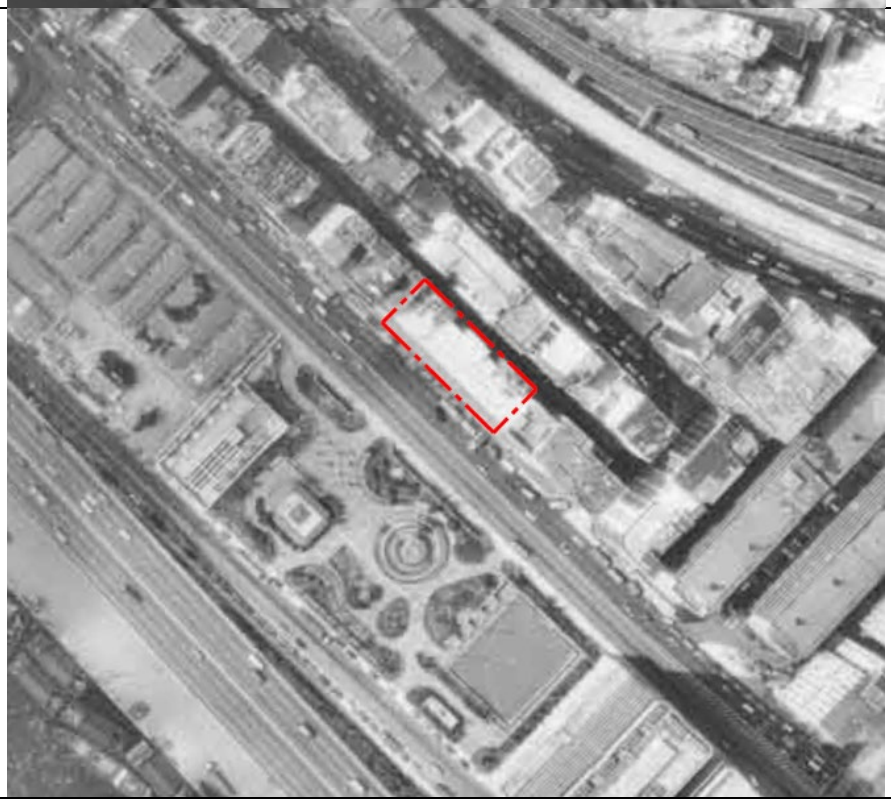
Land Contamination

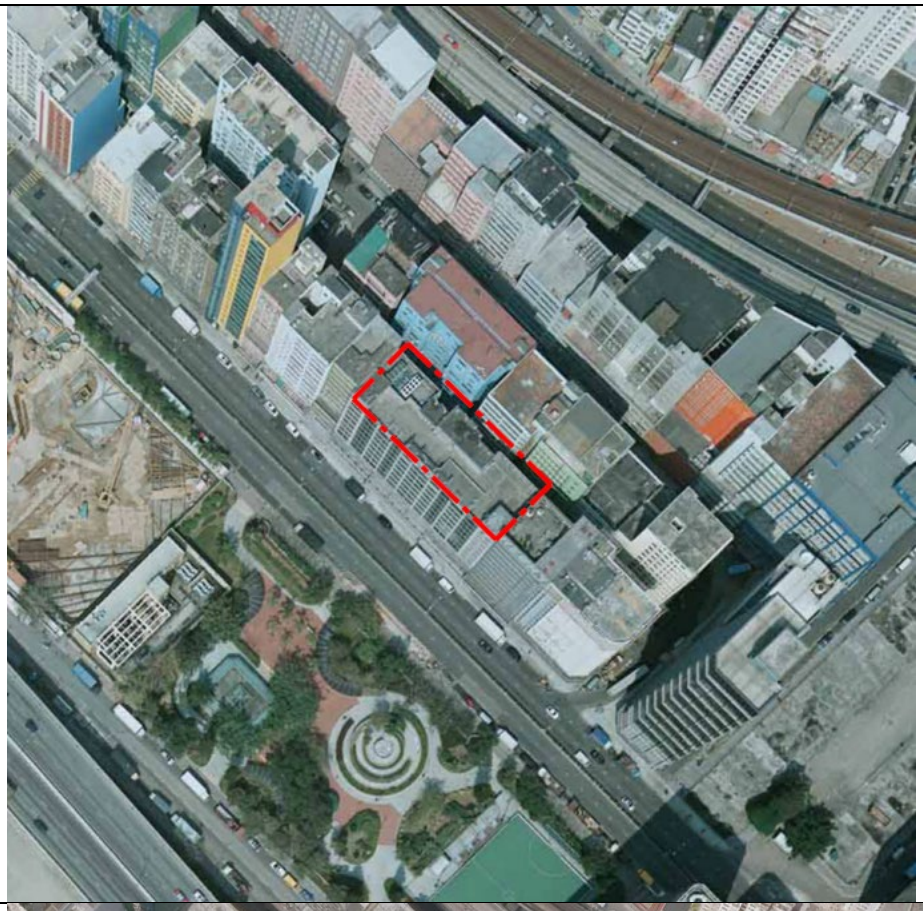
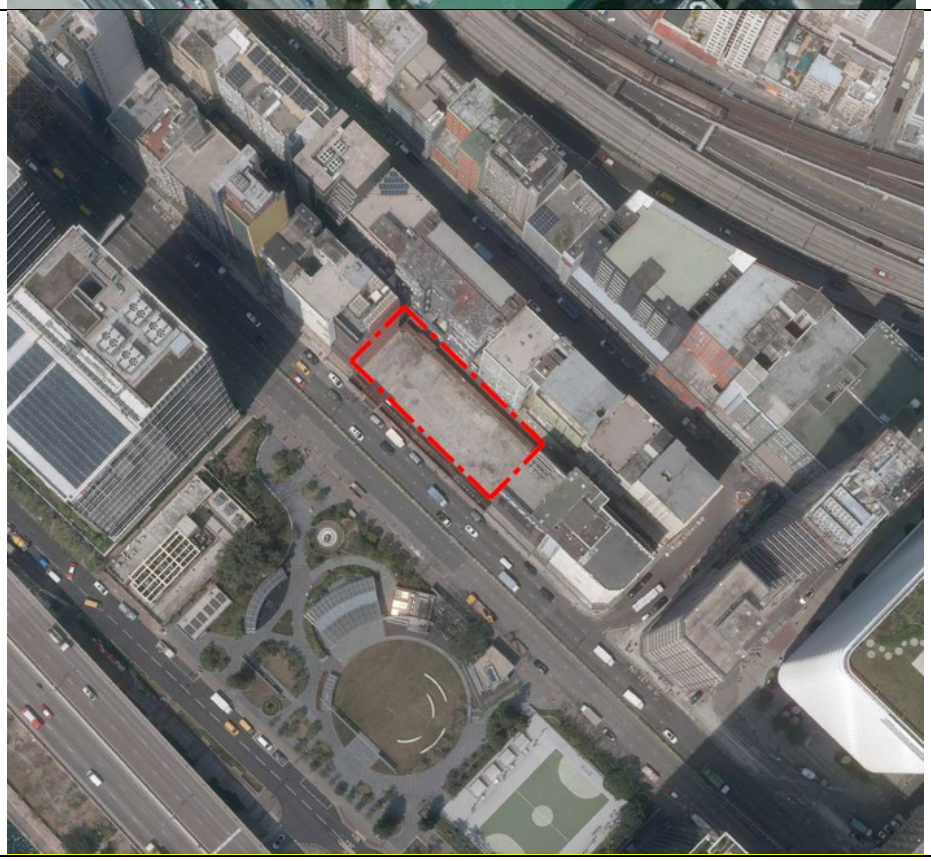
The Application Site is currently vacant and was previously occupied by an office building. There is no anticipated land contamination from past or current land use at the site. According to the aerial photos from the Lands Department, the site was occupied by an office building since 1973 until it turned into an open carpark for private vehicle in 2020, after which the site has remained vacant. The selected aerial photos showing the historical conditions of the Application Site are presented below. Hence, there is no anticipated land contamination issue for the Proposed Development.



Hsin Chong Centre (office building) taken in 2017

Table 5.3 - Aerial photos showing the Application Site since 1973

Year (Land Use on the Application Site)	Aerial Photos
1973 (office building)	
1993 (office building)	

2013 (office building)	
2024 (office building)	

5.6.4 No Adverse Sewerage Impacts

A Sewage Impact Assessment ("SIA") has been conducted to assess the sewerage impact associated with that development proposal. With the proposed mitigation measures, no unacceptable sewerage impact resulting from the Proposed Development is anticipated. (Please refer to **Appendix 2**)

CONCLUSION

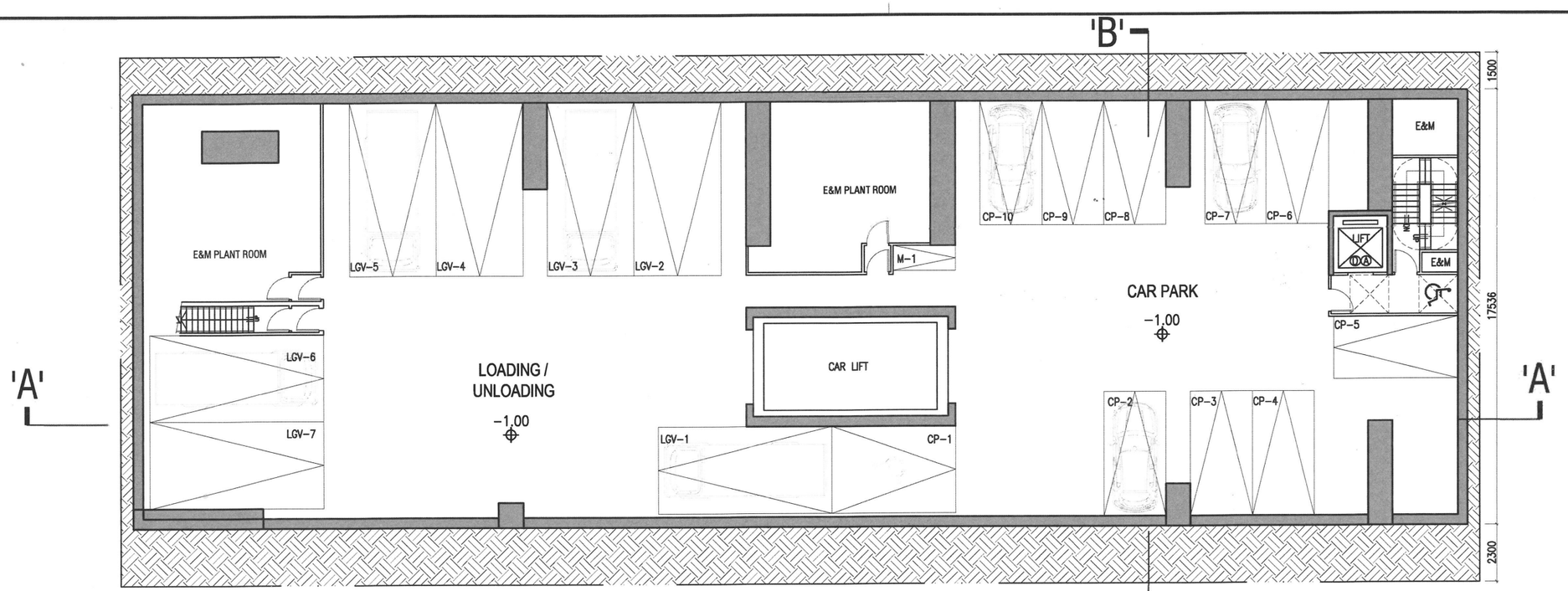
This planning application seeks Town Planning Board's permission for proposed minor relaxation of Plot Ratio and Building Height Restrictions for proposed hotel use. The prevailing policy allows relaxation of the maximum permitted non-domestic plot ratio up to 20 per cent to provide incentives to private owners to redevelop IBs constructed before 1987. Given the decreasing demand for industrial activities and in pursuit of the Revitalisation Scheme, the Applicant intends to enhance the utilization of the Application Site by redeveloping it into a hotel tower. Upon redevelopment, the Applicant has an intention to convert the proposed hotel to a student hostel in pursuit of the latest "Hostels in the City Scheme" promulgated in July 2025 at the post-planning approval stage.

In summary, the Proposed Development is considered fully justified from the following perspectives:

- The Site is suitable for hotel development and in compatibility with the surrounding land uses and the changing land use character
- In line with the Planning Intention of "OU(B)" zone and the "Energizing Kowloon East" Initiative to facilitate the transformation of Kwun Tong Business Area
- In line with Government's policy initiatives on revitalizing industrial buildings
- Provision of design merits in the scheme which will improve the existing urban environment
- A compatible building height as previously approved for this site and proportional to the 20% increase in PR
- No insurmountable impact on the surroundings

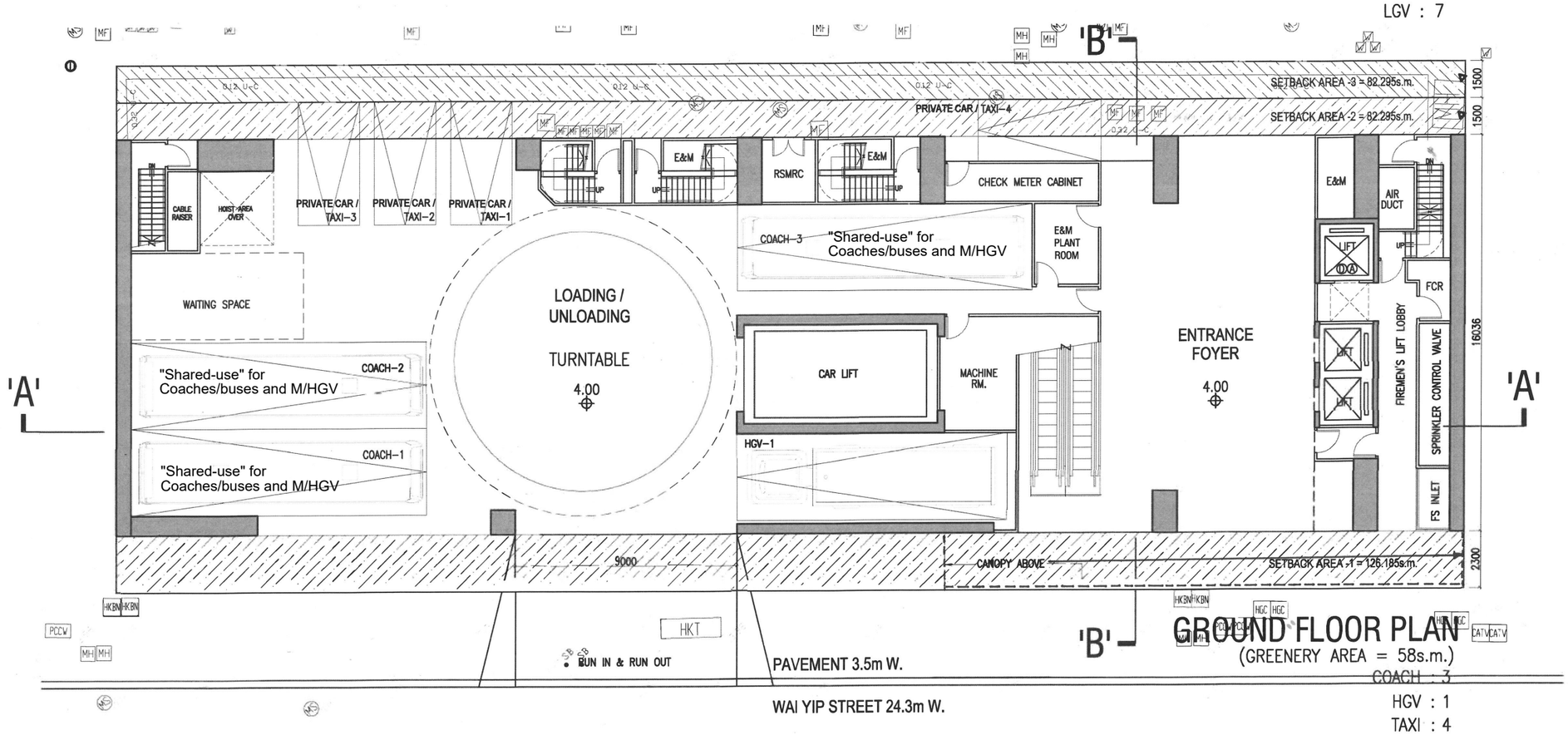
Appendix 1

Proposed Development Scheme



BASEMENT PLAN

CAR PARKING : 10
MOTOR CYCLE : 1
LGV : 7



GROUND FLOOR PLAN

(GREENERY AREA = 58s.m.)
COACH : 3
HGV : 1
TAXI : 4

B.L.D. REF. NO.

F.P.B. NO.

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PROJECT

PROPOSED HOTEL DEVELOPMENT ON Nos. 107-109, WAI YIP STREET KWUN TONG, KOWLOON

PLAN

BASEMENT & GRD. FL. PLAN

SCALE

1 : 200 (A3)
1 : 300 (A4)

CLIENT

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DRAWING NO.	DATE				
FIG-01	-		28-05-2025		
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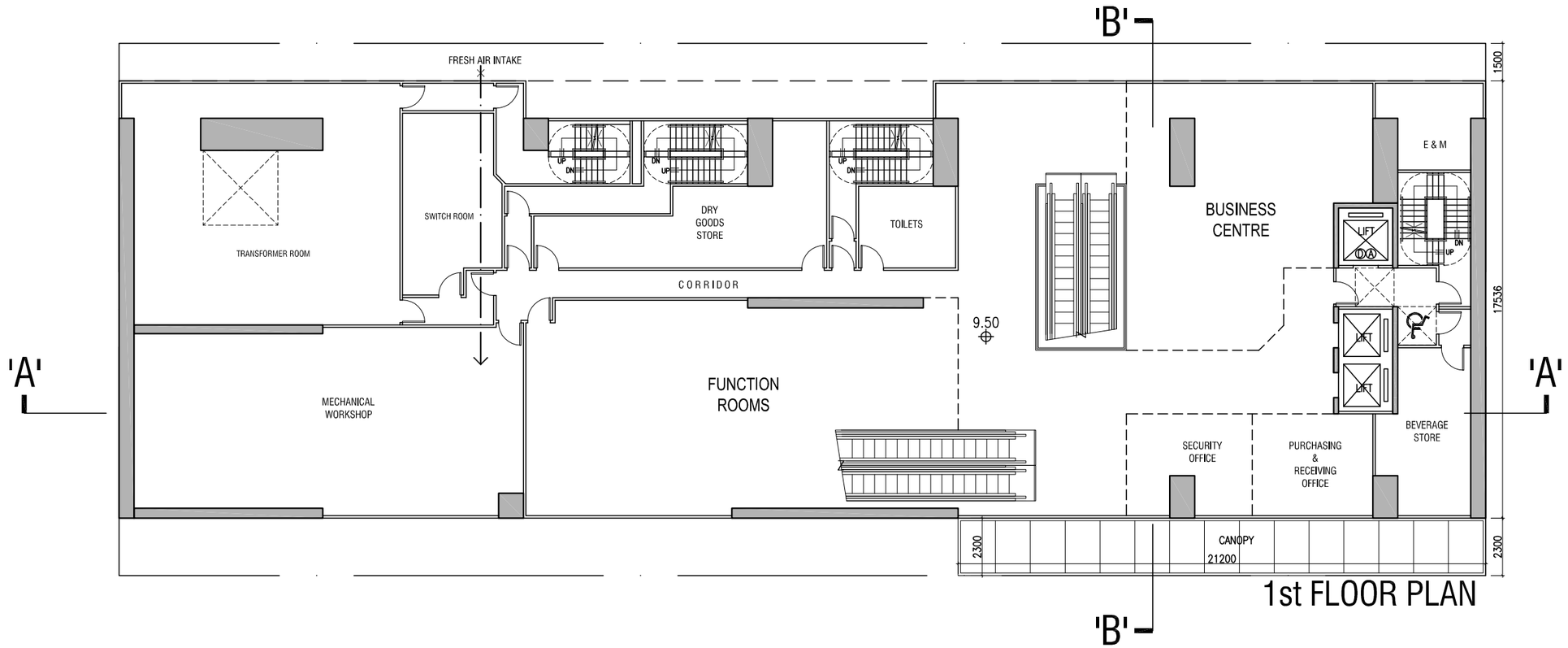
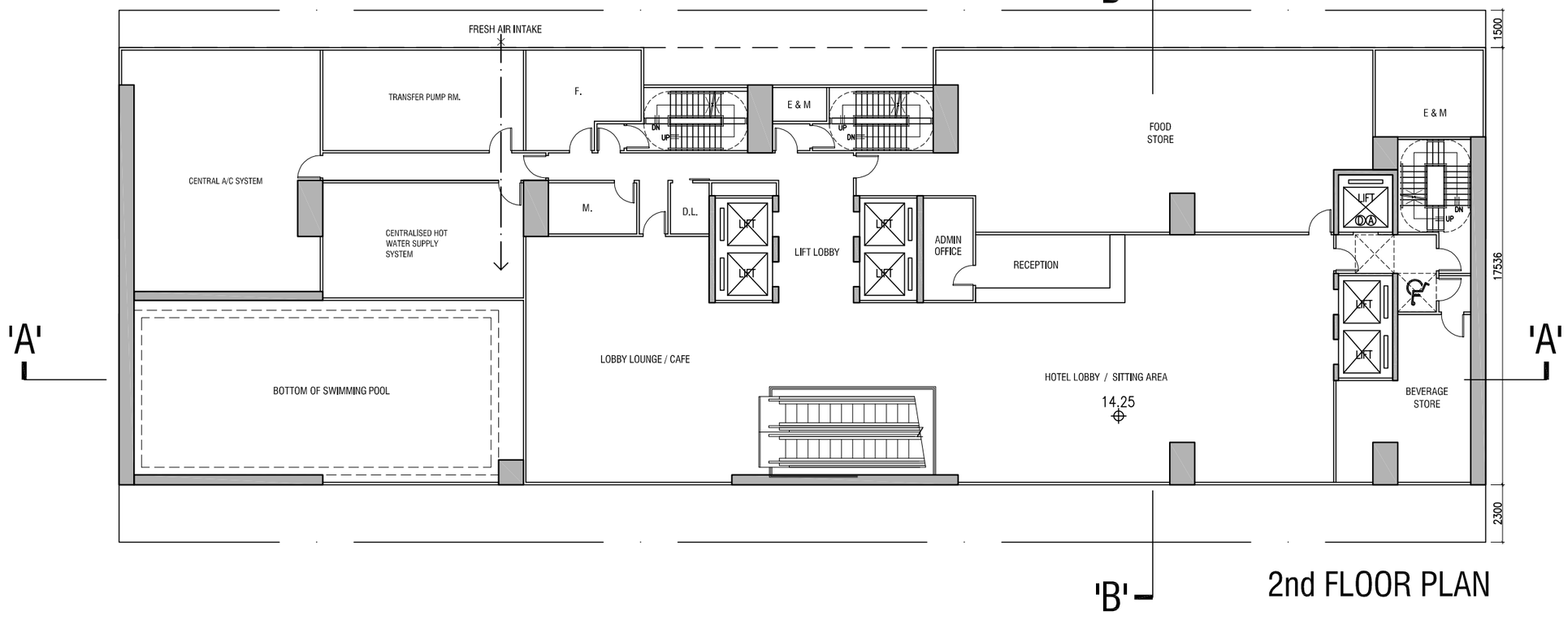
		C	11-08-2025		
		D	19-08-2025		





B.L.D. REF. NO.

F.P.B. NO.

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PROJECT

PROPOSED HOTEL DEVELOPMENT ON Nos. 107-109, WAI YIP STREET KWUN TONG, KOWLOON

PLAN

1st - 2nd FL. PLAN

SCALE

1 : 200 (A3)
1 : 300 (A4)

CLIENT

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DRAWING NO. FIG-02 -

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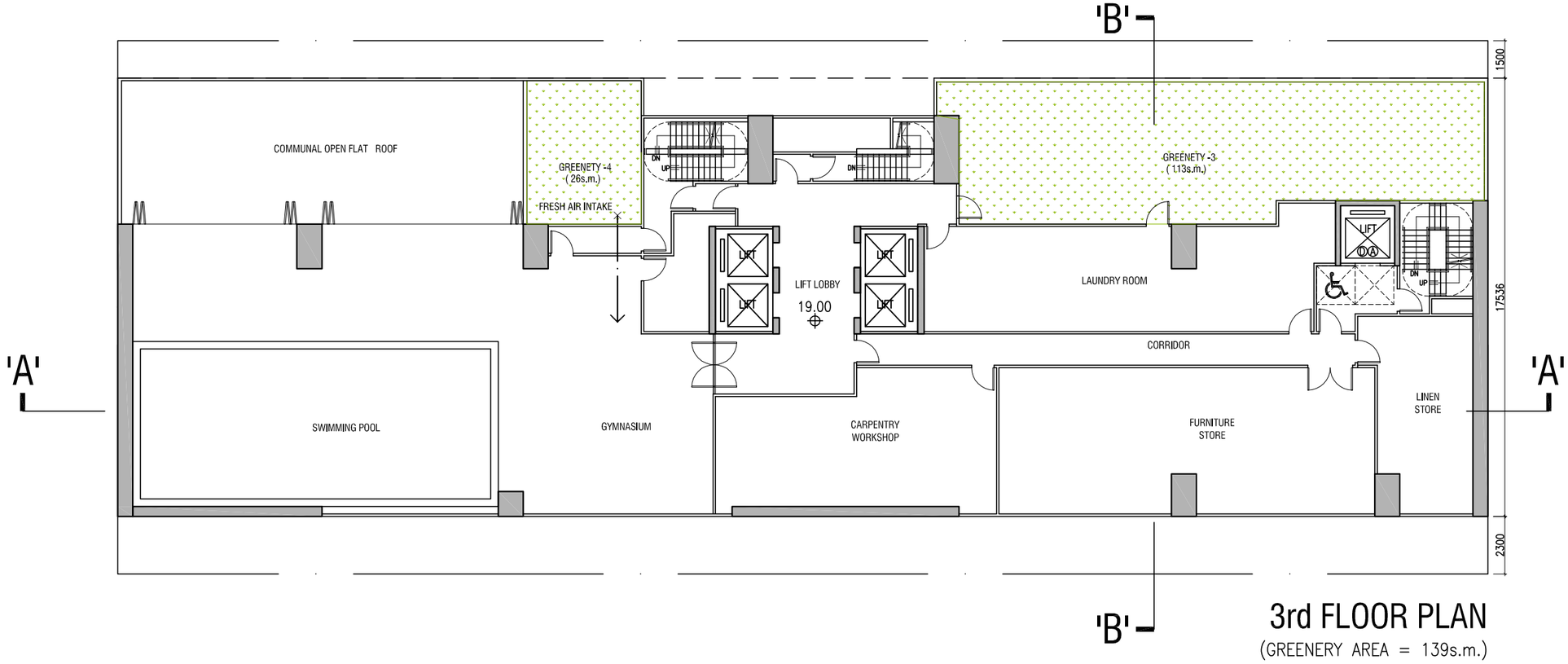
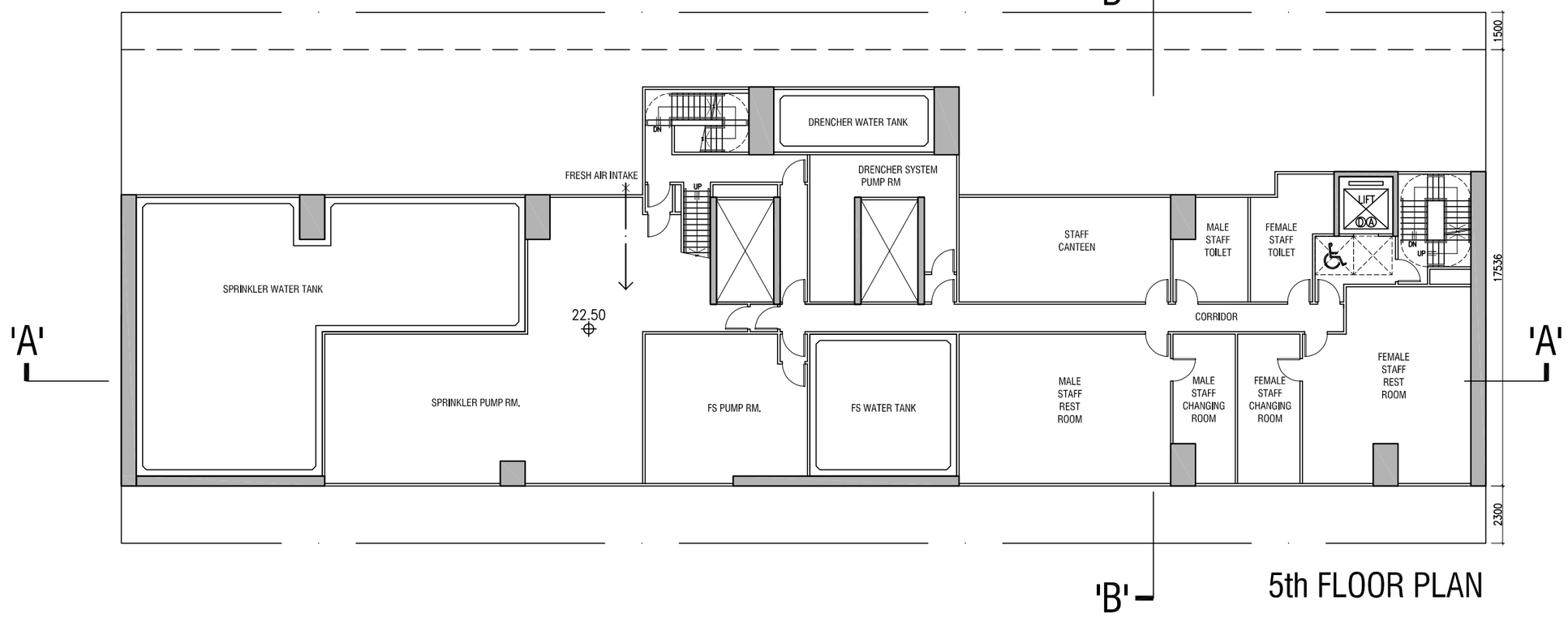
B 30-07-2025	
C 11-08-2025	
D 19-08-2025	



3rd FLOOR PLAN

(GREENERY AREA = 139s.m.)



5th FLOOR PLAN

B.L.D. REF. NO.

F.P.B. NO.

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PROJECT

PROPOSED HOTEL
DEVELOPMENT ON
Nos. 107-109, WAI YIP STREET
KWUN TONG, KOWLOON

PLAN

3rd - 31st FL. PLAN

SCALE

1 : 200 (A3)
1 : 300 (A4)

CLIENT

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DRAWN

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DRAWING NO.	DATE		
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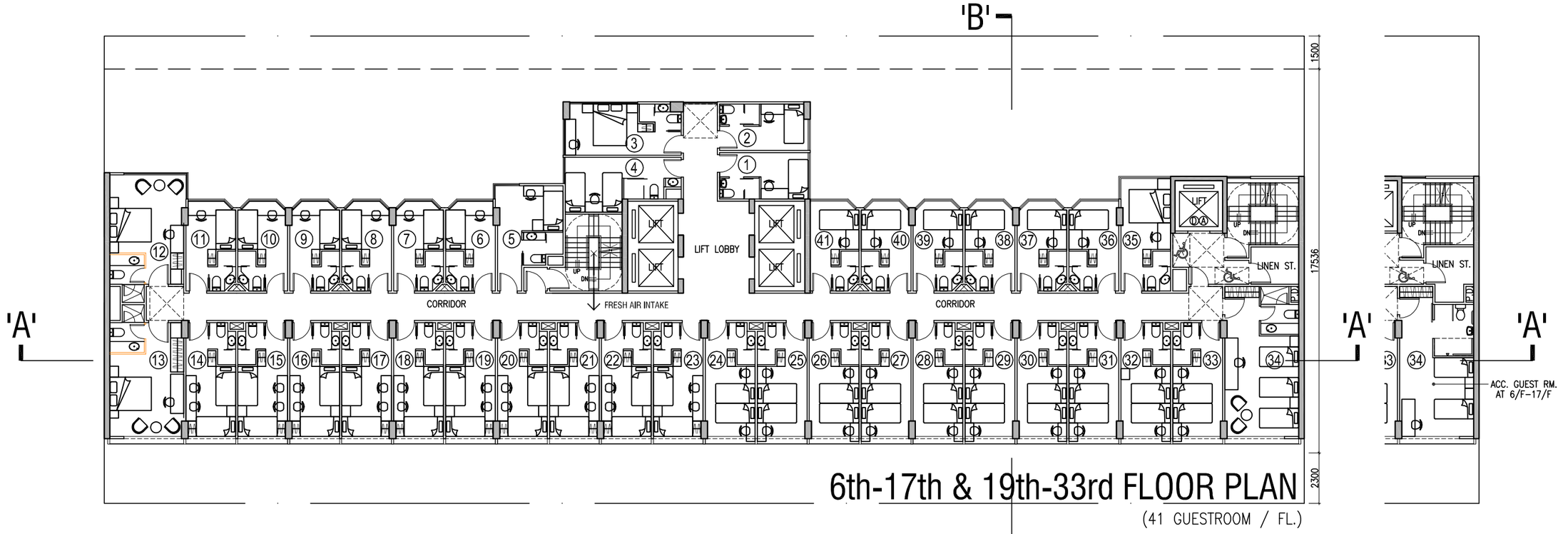
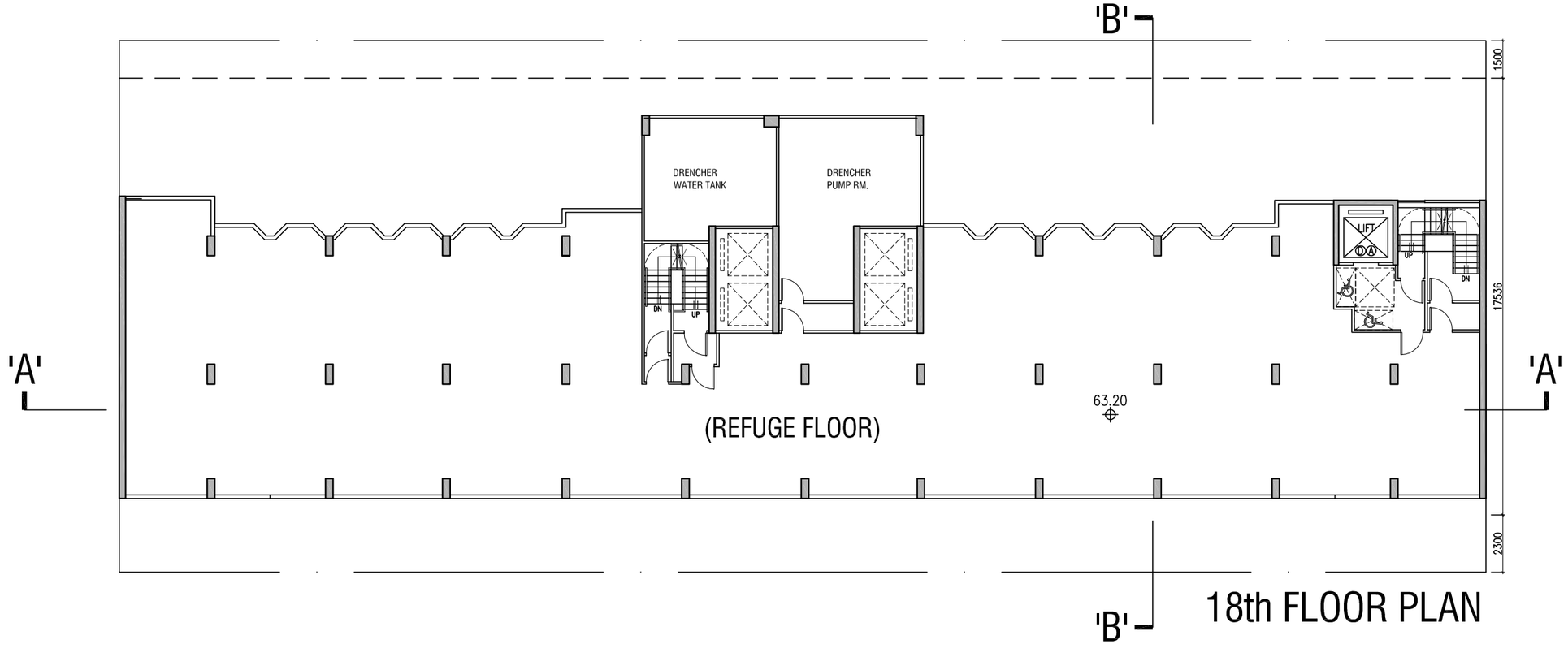
		D	19-08-2025



6th-17th & 19th-33rd FLOOR PLAN

(41 GUESTROOM / FL.)



(REFUGE FLOOR)

18th FLOOR PLAN

B.L.D. REF. NO.

F.P.B. NO.

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PROJECT

PROPOSED HOTEL DEVELOPMENT ON Nos. 107-109, WAI YIP STREET KWUN TONG, KOWLOON

PLAN

17th FL. PLAN & ROOF PLAN

SCALE

1 : 200 (A3)
1 : 300 (A4)

CLIENT

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B 30-07-2025	
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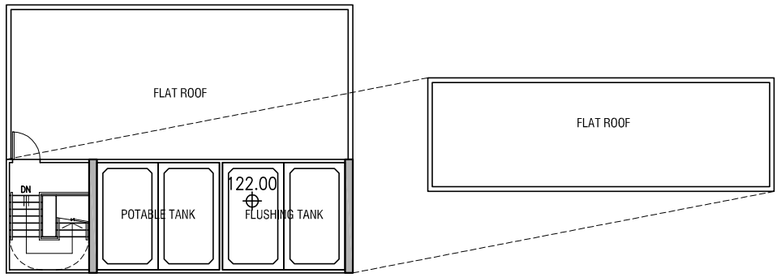
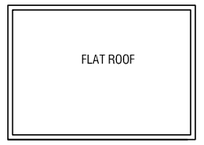
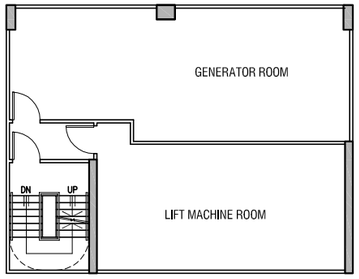


WATER TANK

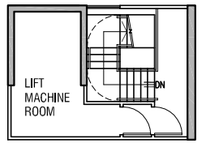


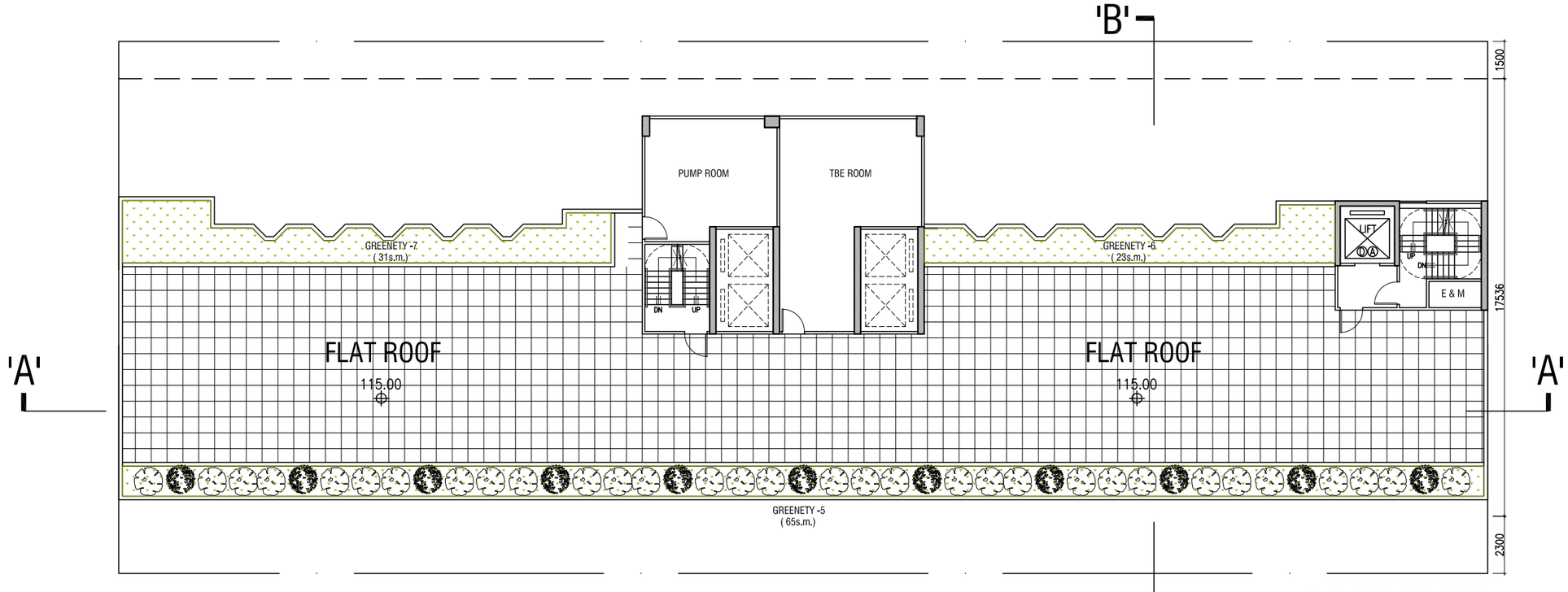
TOP ROOF

GREENERY	AREA	PRIMARY	OVERALL
3/F	= 139s.m.	✓	✓
ROOF	= 119s.m.		✓
PRIMARY	= 139s.m. / 1,170.578 = 12% > 10%		
OVERALL	= 258s.m. / 1,170.578 = 22% > 20%		



MACHINE RM. PLAN





ROOF PLAN

(GREENERY AREA = 119s.m.)

B.L.D. REF. NO.

F.P.B. NO.

FIGURED DIMENSIONS ARE TO BE TAKEN IN PREFERENCE TO SCALED ONES IN ALL CASES.

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PROJECT

PROPOSED HOTEL
DEVELOPMENT ON
Nos. 107-109, WAI YIP STREET
KWUN TONG, KOWLOON

PLAN

MACHINE RM. PLAN
& TOP ROOF

SCALE

1 : 200 (A3)
1 : 300 (A4)

CLIENT

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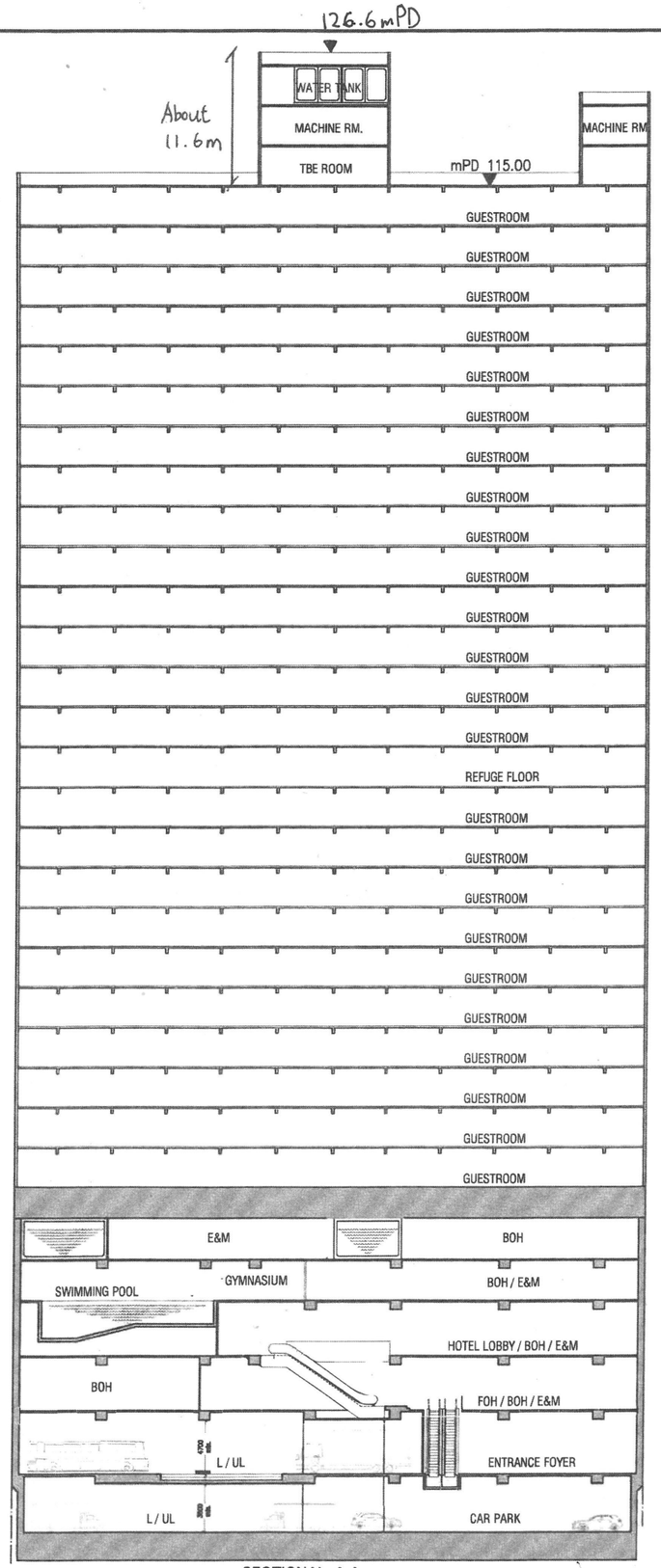
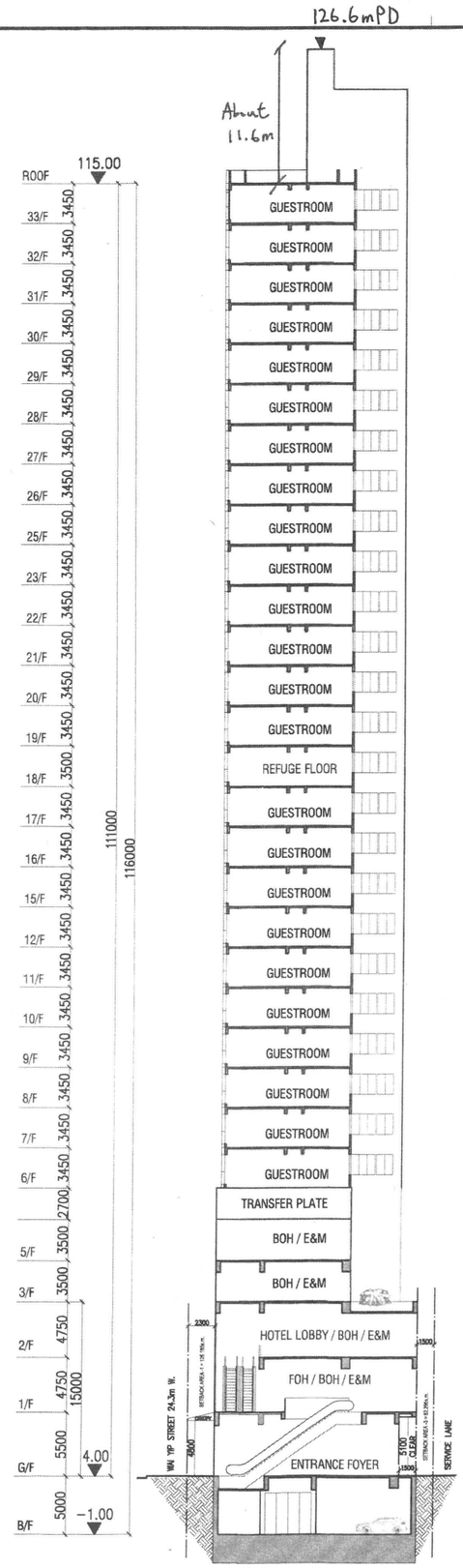
B.D. / F.S.D. APPROVAL

DRAWN CHECKED

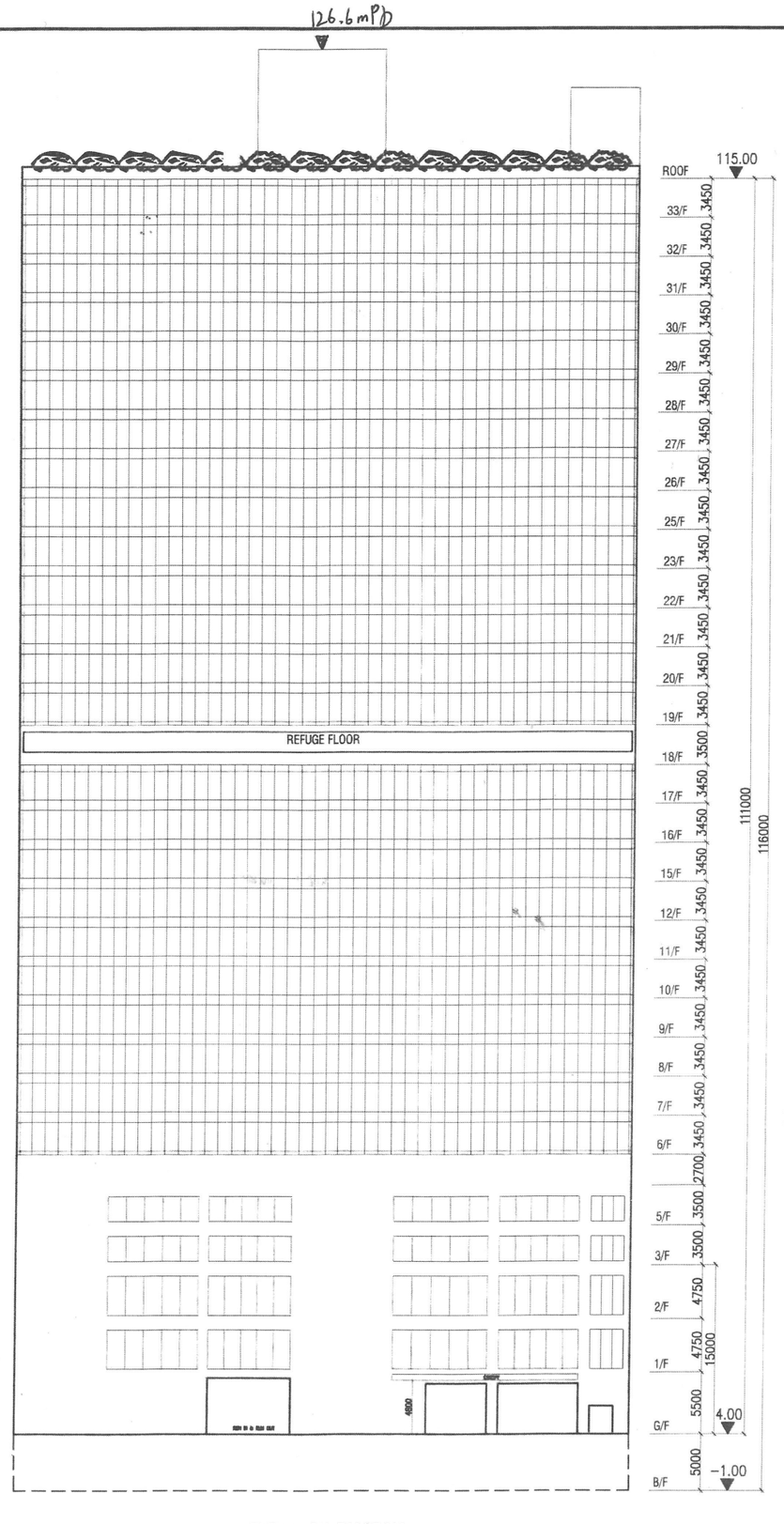
DRAWING NO.	DATE					
FIG-05	-		28-05-2025			
		A	25-07-2025	E	12-09-2025	
		B	30-07-2025			
		C	11-08-2025			
		D	19-08-2025			



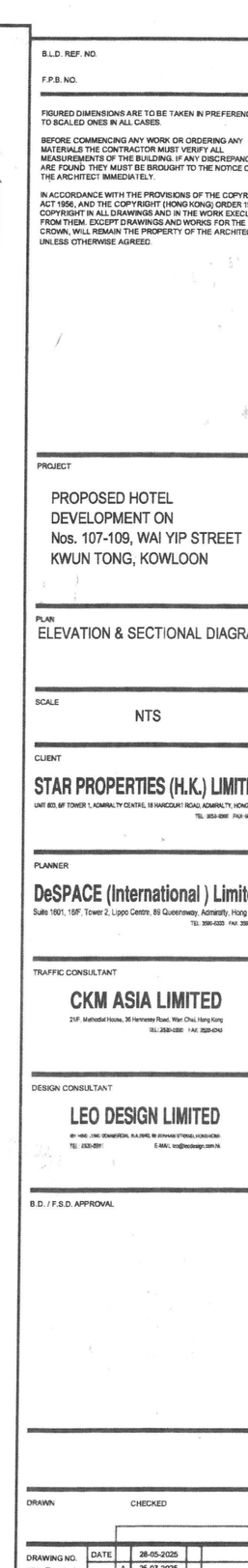
SECTIONAL A-A



SECTIONAL B-B



ELEVATION DIAGRAM



B.L.D. REF. NO.

F.P.B. NO.

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PROJECT

PROPOSED HOTEL DEVELOPMENT ON Nos. 107-109, WAI YIP STREET KWUN TONG, KOWLOON

PLAN

ELEVATION & SECTIONAL DIAGRAM

SCALE

NTS

CLIENT

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B.D. / F.S.D. APPROVAL

DRAWN CHECKED

DRAWING NO.	DATE		
FIG-06	-	A	28-05-2025
		B	25-07-2025
		C	30-07-2025
		D	11-08-2025
			19-08-2025

FIG-07

P1
FTMH-01
CL 4.14
X1 2.40-225

S1
FMH4042668
CL 4.12
A1 1.91-225
X1 1.42-225 (400)

S2
FMH4042669
CL 4.04
A1 0.8-225 (400)
A2 0.8-225
X1 0.68-400

S3
FMH4042670
CL 4.06
A1 0.43-400
A2 1.01-225
X1 0.38-400

S4
FMH4042671
CL 4.00
A1 0.30-400
X1 0.26-400

S5
FMH4042672
CL 4.11
A1 -0.09-400
A2 0.137-375
X1 -0.22-400

S6
FMH4042673
CL 4.14
A1 -0.33-400
X1 -0.33-400(525)

S7
FMH4042674
CL 3.98
A1 -0.35-400(525)
X1 -0.37-400(525)

S8
FMH4100299
CL 4.51
A1 -0.42-400(525)
X1 -0.44-400(525)

S9
FMH4042675
CL 3.73
A1 -0.49-400(525)
X1 -0.50-400(525)

S10
FMH4042676
CL 3.74
A1 -0.62-400(525)
X1 -0.62-400(525)

S11
FMH4042677
CL 3.79
A1 -0.73-400(525)
X1 -0.74-400(525)

S12
FMH4042678
CL 3.87
A1 -0.76-400(525)
X1 -0.76-400(525)

S13
FG4003341
CL 3.92
A1 -1.84(-0.94)-400(525)

Legend

- Application Site
- Catchment A (to S2)
- Catchment B (to S3)
- Catchment C (to S5)
- Catchment D (to S12)
- Existing manhole
- Existing sewer
- (400) Proposed Mitigation
- 1 Building ID
- Approved planning applications for Office use

The proposed sizes of pipes shown are internal diameters

N 0 50m 100m

DeSPACE (International) Limited

Figure: 2

Title: Existing Sewerage System and Catchment Area in the Vicinity of the Application Site

Date: Aug 2025

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)

11. Air Goal Cargo Building (330 Kwun Tong Road)
Industrial - Manufacturing

Assumed area	=	2309	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	53	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**28.2**	m^3/day

12. Hong Kong Commercial Daily (332 Kwun Tong Road)
Office

Assumed area	=	2304	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	127	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**10.1**	m^3/day

13. Far East Factory Building (334-336 Kwun Tong Road)
Office

Assumed area	=	7833	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	258	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**137.0**	m^3/day

14. Room Kwun Tong (338 Kwun Tong Road)
Storage

Assumed area	=	6570	m^2
Assumed floor area per employee	=	250.0	m^2 per employee -- (refer to Table 8 of CIFSUS - Storage)
Total number of employees	=	26	employees
Design flow	=	180	litre/employee/day -- (refer to Table T-2 of GESF - J3 Transport, Storage & Communication)
Sewage generation rate	=	**4.7**	m^3/day

15. Johnson Industrial Mansion (340 Kwun Tong Road)
Industrial - Manufacturing

Assumed area	=	5772	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	190	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**101.0**	m^3/day

Total Flow of Catchment A, discharges to FMH4042669 (S2)	**=**	**699.0**	**m^3/day**

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)
Catchment B, discharges to FMH4042670 (S3)

16. Chuan Yuan Factory Building (342-344 Kwun Tong Road)			
Industrial - Manufacturing			
Assumed area	=	13344	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	307	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**162.7**	m^3/day
17. Hong Kong Baptist Hospital (4 Tai Yip Street)		Reference: SIA report under Approved Planning Application A/K14/782	
Sewage generation rate	=	**181.6**	m^3/day
18. Linkchart Centre (2 Tai Yip Street)		Reference: Online building profile (https://www.interasia.com.hk/en/Kowloon-Building/Kwun-Tong/1563/Linkchart-Centre)	
Office			
Assumed area	=	9109	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	501	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**40.1**	m^3/day
24a. KTR 350 (65% of total discharge capacity)		Reference: SIA report under Approved Planning Application A/K14/763	
a) Office			
Assumed area	=	19223	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	1057	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**84.6**	m^3/day
b) F&B			
Assumed area	=	1201	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurants)
Total number of employees	=	61	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**96.8**	m^3/day
b) Retail			
Assumed area	=	1646	m^2
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
Total number of employees	=	58	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**16.1**	m^3/day
65% of Total sewage generation rate		**128.4**	m^3/day
Total Flow of Catchment B, discharges to FMH4042670 (S3)	**=**	**512.7**	**m^3/day**

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)
Catchment C, discharges to FMH4042672 (S5)

19. Manulife Place

a) Office

Assumed area	=	42693	m^2
Assumed floor area per employee	=	18.2	m2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	2348	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**187.8**	m^3/day

b) F&B

Total number of employees	=	28	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**44.2**	m^3/day

b) Retail

Total number of employees	=	1	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**0.3**	m^3/day

20. Chen Yip Industrial Building (5 Lai Yip Street)

Industrial - Manufacturing

Assumed area	=	7431	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	171	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**90.6**	m^3/day

21. Proposed Commercial Development at 7 Lai Yip Street (Planning Application No. A/K14/774)

a) Office

Assumed area	=	12375	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	681	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**54.5**	m^3/day

b) F&B

Assumed area	=	1200	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurants)
Total number of employees	=	61	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**96.7**	m^3/day

c) Retail

Assumed area	=	1200	m^2
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
Total number of employees	=	42	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**11.8**	m^3/day

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)

22. Tung Lee Industrial Building (9 Lai Yip Street)			
Industrial - Manufacturing			
Assumed area	=	9524	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	219	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**116.1**	m^3/day
23. United Overseas Plaza (11 Lai Yip Street)			
Industrial - Manufacturing			
Assumed area	=	7272	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	167	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**88.6**	m^3/day
24b. KTR 350 (35% of total discharge capacity)			Reference: SIA report under Approved Planning Application A/K14/763
a) Office			
Assumed area	=	19223	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	1057	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**84.6**	m^3/day
b) F&B			
Assumed area	=	1201	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurants)
Total number of employees	=	61	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**96.8**	m^3/day
b) Retail			
Assumed area	=	1646	m^2
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
Total number of employees	=	58	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**16.1**	m^3/day
35% of Total sewage generation rate		**69.1**	m^3/day
Total Flow of Catchment C, discharges to FMH4042672 (S5)	**=**	**651.3**	**m^3/day**

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)
Catchment D, discharges to FMH4042678 (S12)

25. Neo
Office

Assumed area	=	55390	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	3046	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**243.7**	m^3/day

26, 27, 29.Lai Yip Street Commercial Development Site (MPC Paper No. 7/23)
a) Office

Assumed area	=	19400	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	1067	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**85.4**	m^3/day

b) F&B

Assumed area	=	1800	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurants)
Total number of employees	=	92	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate $K\sqrt{\sum DU}$	=	**145.0**	m^3/day

c) Retail

Assumed area	=	1800	m^2
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
Total number of employees	=	63	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**17.6**	m^3/day

28. Hoi Bun Road Park Public Restroom

Discharge from WC (Qty * DU)	=	**21.6**	L/s
Discharge from Basin (Qty * DU)	=	**2.7**	L/s
Discharge from Single Urinal with Cistern (Qty * DU)	=	**1.2**	L/s
Discharge from Shower without Plug (Qty * DU)	=	**2.4**	L/s
Sum of DUs	=	**27.9**	L/s
Wastewater Flow Rate ($K\sqrt{\sum DU}$)	=	**5.3**	L/s

Frequency of use, K = 1, extracted from Table 6 of Plumbing Engineering Services Design Guide (PESDG)
Discharge Unit (DU) of WC = 1.8 L/s; DU of Basin = 0.3 L/s, DU of Single Urinal with Cistern = 0.4L/s, DU of Shower without Plug = 0.4L/s, extracted from Table 5 of PESDG
Total number of WC = 12; Total number of Basin = 9; Total number of Single Urinal with Cistern = 3; Total number of Shower without plug = 6 (Site observation)

Total Flow of Catchment D, excluding public toilet/restroom/RCP, discharges to FMH4042678 (S12)	=	**491.8**	**m^3/day**

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)

Sub-total

Total Flow at S0 (including Proposed Development)	=	**884.2**	m^3/day
Total Flow at S1 (including Proposed Development)	=	**884.2**	m^3/day
Total Flow at S2 (including Proposed and Planned Development + Catchment A)	=	**1,583.1**	m^3/day
Total Flow at S3 (including Proposed and Planned Development + Catchment A & B)	=	**2,095.8**	m^3/day
Total Flow at S4 (including Proposed and Planned Development + Catchment A & B)	=	**2,095.8**	m^3/day
Total Flow at S5 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,747.1**	m^3/day
Total Flow at S6 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,747.1**	m^3/day
Total Flow at S7 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,747.1**	m^3/day
Total Flow at S8 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,747.1**	m^3/day
Total Flow at S9 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,747.1**	m^3/day
Total Flow at S10 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,747.1**	m^3/day
Total Flow at S11 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,747.1**	m^3/day
Total Flow at S12 (including Proposed and Planned Development + Catchment A & B & C & D)	=	**3,238.9**	m^3/day
Total Flow at S13 (including Proposed and Planned Development + Catchment A & B & C & D)	=	**3,238.9**	m^3/day

Sub-total with Catchment Inflow Factor - East Kowloon = 1.1

Total Flow at S0 (including Proposed Development)	=	**972.6**	m^3/day
Total Flow at S1 (including Proposed Development)	=	**972.6**	m^3/day
Total Flow at S2 (including Proposed and Planned Development + Catchment A)	=	**1,741.4**	m^3/day
Total Flow at S3 (including Proposed and Planned Development + Catchment A & B)	=	**2,305.4**	m^3/day
Total Flow at S4 (including Proposed and Planned Development + Catchment A & B)	=	**2,305.4**	m^3/day
Total Flow at S5 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,021.8**	m^3/day
Total Flow at S6 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,021.8**	m^3/day
Total Flow at S7 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,021.8**	m^3/day
Total Flow at S8 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,021.8**	m^3/day
Total Flow at S9 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,021.8**	m^3/day
Total Flow at S10 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,021.8**	m^3/day
Total Flow at S11 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,021.8**	m^3/day
Total Flow at S12 (including Proposed and Planned Development + Catchment A & B & C & D)	=	**3,562.7**	m^3/day
Total Flow at S13 (including Proposed and Planned Development + Catchment A & B & C & D)	=	**3,562.7**	m^3/day

Table 4 Comparision of the Hydraulic Capacity of Existing Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Hydraulic Capacity of Existing Sewers

Segment	Manhole Reference	Manhole Reference	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Peak Flow from the Proposed Development only (L/s)	Contribution from the Proposed Development only (%)	Status	Included Catchment	Daily Flow (m^3/day)	Contributing Population	Peaking Factor	Public Toilet/ Restroom/ RCP (L/s)	Peak Flow from the Proposed Development and Catchment Areas (Without Water Feature Backwash) (L/s)	Water Feature Backwash (L/s)	Peak Flow from the Proposed Development and Catchment Areas (With Water Feature Backwash) (L/s)	Contribution from the Proposed Development and the Surrounding Catchment Areas (%)	Status
P1-S1	FTMH-01	FMH4042668	225	16.4	0.030	79	67.5	85.4%	OK	-	972.6	3,602	6	-	67.5	2.5	70.0	88.5%	OK
S1-S2	FMH4042668	FMH4042669	225	53.5	0.012	56	67.5	120.6%	Spill	-	972.6	3,602	6	-	67.5	2.5	70.0	125.1%	Spill
S2-S3	FMH4042669	FMH4042670	400	34.3	0.007	202	67.5	33.4%	OK	A	1741.4	6,450	5	-	100.8	2.5	103.3	51.1%	OK
S3-S4	FMH4042670	FMH4042671	400	19.1	0.004	153	67.5	44.2%	OK	A + B	2305.4	8,539	5	-	133.4	2.5	135.9	89.0%	OK
S4-S5	FMH4042671	FMH4042672	400	46.5	0.008	206	67.5	32.9%	OK	A + B	2305.4	8,539	5	-	133.4	2.5	135.9	66.1%	OK
S5-S6	FMH4042672	FMH4042673	400	20.5	0.005	173	67.5	39.0%	OK	A + B + C	3021.8	11,192	4	-	139.9	2.5	142.4	82.2%	OK
S6-S7	FMH4042673	FMH4042674	400	6.4	0.003	106	67.5	63.9%	OK	A + B + C	3021.8	11,192	4	-	139.9	2.5	142.4	134.8%	Spill
S7-S8	FMH4042674	FMH4100299	400	22.8	0.002	89	67.5	76.3%	OK	A + B + C	3021.8	11,192	4	-	139.9	2.5	142.4	160.8%	Spill
S8-S9	FMH4100299	FMH4042675	400	20.8	0.002	93	67.5	72.9%	OK	A + B + C	3021.8	11,192	4	-	139.9	2.5	142.4	153.7%	Spill
S9-S10	FMH4042675	FMH4042676	400	28.2	0.004	123	67.5	54.8%	OK	A + B + C	3021.8	11,192	4	-	139.9	2.5	142.4	115.5%	Spill
S10-S11	FMH4042676	FMH4042677	400	26.4	0.004	122	67.5	55.3%	OK	A + B + C	3021.8	11,192	4	-	139.9	2.5	142.4	116.6%	Spill
S11-S12	FMH4042677	FMH4042678	400	3.6	0.006	141	67.5	47.9%	OK	A + B + C	3021.8	11,192	4	-	139.9	2.5	142.4	100.9%	Spill
S12-S13	FMH4042678	FG4003341	400	10.1	0.107	779	67.5	8.7%	OK	A + B + C + D	3562.7	13,195	4	5.3	170.2	2.5	172.7	22.2%	OK

Table 5 Hydraulic Capacity of Existing and Proposed Sewers - Free Flow Condition (Proposed Mitigation)

Segment	Manhole Reference	Manhole Reference	Material	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
				mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
P1-S1	FTMH-01	FMH4042668	PE	225	16.37	2.40	1.91	9.81	0.0015	0.030	0.000001	1.99	0.04	0.08	79
S1-S2	FMH4042668	FMH4042669	clayware	400	53.49	1.42	0.80	9.81	0.0006	0.012	0.000001	2.03	0.13	0.26	255
S2-S3	FMH4042669	FMH4042670	clayware	400	34.30	0.68	0.43	9.81	0.0006	0.007	0.000001	1.61	0.13	0.20	202
S3-S4	FMH4042670	FMH4042671	clayware	400	19.14	0.38	0.30	9.81	0.0006	0.004	0.000001	1.22	0.13	0.15	153
S4-S5	FMH4042671	FMH4042672	clayware	400	46.50	0.26	-0.09	9.81	0.0006	0.008	0.000001	1.64	0.13	0.21	206
S5-S6	FMH4042672	FMH4042673	clayware	400	20.50	-0.22	-0.33	9.81	0.0006	0.005	0.000001	1.38	0.13	0.17	173
S6-S7	FMH4042673	FMH4042674	clayware	525	6.40	-0.33	-0.35	9.81	0.0030	0.003	0.000001	1.01	0.22	0.22	218
S7-S8	FMH4042674	FMH4100299	clayware	525	22.76	-0.37	-0.42	9.81	0.0030	0.002	0.000001	0.84	0.22	0.18	183
S8-S9	FMH4100299	FMH4042675	clayware	525	20.80	-0.44	-0.49	9.81	0.0030	0.002	0.000001	0.88	0.22	0.19	191
S9-S10	FMH4042675	FMH4042676	clayware	525	28.23	-0.50	-0.62	9.81	0.0030	0.004	0.000001	1.17	0.22	0.25	254
S10-S11	FMH4042676	FMH4042677	clayware	525	26.36	-0.62	-0.73	9.81	0.0030	0.004	0.000001	1.16	0.22	0.25	252
S11-S12	FMH4042677	FMH4042678	clayware	525	3.59	-0.74	-0.76	9.81	0.0030	0.006	0.000001	1.34	0.22	0.29	291
S12-S13	FMH4042678	FG4003341	clayware	525	10.11	-0.76	-0.94	9.81	0.0006	0.018	0.000001	2.99	0.22	0.65	648

Remarks: (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The values of ks = 0.6mm and 3mm are used for the calculation of slimed clayware sewer, poor condition @mean velocity = approximately 1.2m/s and 0.75m/s respectively (based on Table 5: Recommended Roughness Values in Sewerage Manual)

(3) The values of ks = 1.5mm is used for the calculation of proposed polyethylene sewer, poor condition @mean velocity = approximately 0.75m/s (based on Table 5: Recommended Roughness Values in Sewerage Manual)

(4) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(5) Equation used: $V=-\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D}+\frac{2.51v}{D\sqrt{(2gDs)}}\right)$

Table 6 Comparision of the Hydraulic Capacity of Existing Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas (Proposed Mitigation)

Hydraulic Capacity of Existing Sewers

Segment	Manhole Reference	Manhole Reference	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Peak Flow from the Proposed Development only (L/s)	Contribution from the Proposed Development only (%)	Status	Included Catchment	Daily Flow (m^3/day)	Contributing Population	Peaking Factor	Public Toilet/ Restroom/ RCP (L/s)	Peak Flow from the Proposed Development and Catchment Areas (Without Water Feature Backwash) (L/s)	Water Feature Backwash (L/s)	Peak Flow from the Proposed Development and Catchment Areas (With Water Feature Backwash) (L/s)	Contribution from the Proposed Development and the Surrounding Catchment Areas (%)	Status
P1-S1	FTMH-01	FMH4042668	225	16.4	0.030	79	67.5	85.4%	OK	-	972.6	3,602	6	-	67.5	2.5	70.0	88.5%	OK
S1-S2	FMH4042668	FMH4042669	400	53.5	0.012	255	67.5	26.4%	OK	-	972.6	3,602	6	-	67.5	2.5	70.0	27.4%	OK
S2-S3	FMH4042669	FMH4042670	400	34.3	0.007	202	67.5	33.4%	OK	A	1741.4	6,450	5	-	100.8	2.5	103.3	51.1%	OK
S3-S4	FMH4042670	FMH4042671	400	19.1	0.004	153	67.5	44.2%	OK	A + B	2305.4	8,539	5	-	133.4	2.5	135.9	89.0%	OK
S4-S5	FMH4042671	FMH4042672	400	46.5	0.008	206	67.5	32.9%	OK	A + B	2305.4	8,539	5	-	133.4	2.5	135.9	66.1%	OK
S5-S6	FMH4042672	FMH4042673	400	20.5	0.005	173	67.5	39.0%	OK	A + B + C	3021.8	11,192	4	-	139.9	2.5	142.4	82.2%	OK
S6-S7	FMH4042673	FMH4042674	525	6.4	0.003	218	67.5	31.0%	OK	A + B + C	3021.8	11,192	4	-	139.9	2.5	142.4	65.4%	OK
S7-S8	FMH4042674	FMH4100299	525	22.8	0.002	183	67.5	37.0%	OK	A + B + C	3021.8	11,192	4	-	139.9	2.5	142.4	78.0%	OK
S8-S9	FMH4100299	FMH4042675	525	20.8	0.002	191	67.5	35.4%	OK	A + B + C	3021.8	11,192	4	-	139.9	2.5	142.4	74.6%	OK
S9-S10	FMH4042675	FMH4042676	525	28.2	0.004	254	67.5	26.6%	OK	A + B + C	3021.8	11,192	4	-	139.9	2.5	142.4	56.0%	OK
S10-S11	FMH4042676	FMH4042677	525	26.4	0.004	252	67.5	26.8%	OK	A + B + C	3021.8	11,192	4	-	139.9	2.5	142.4	56.6%	OK
S11-S12	FMH4042677	FMH4042678	525	3.6	0.006	291	67.5	23.2%	OK	A + B + C	3021.8	11,192	4	-	139.9	2.5	142.4	49.0%	OK
S12-S13	FMH4042678	FG4003341	525	10.1	0.018	648	67.5	10.4%	OK	A + B + C + D	3562.7	13,195	4	5.3	170.2	2.5	172.7	26.7%	OK

Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions

For Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone,

107-109 Wai Yip Street, Kwun Tong, Kowloon

Landscape Proposal

1st Submission

by

Landes Limited

Date: 18 September 2025

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1.0 Introduction

2.0 The Site and its Context

3.0 The Proposed Development

4.0 Landscape Proposal

5.0 Planting Proposal

APPENDICES

Appendix I Landscape Master Plans and Relevant Sections

Appendix II Planting Plans

Appendix III Common Greenery Provision

1.0 Introduction

1.1 The proposed minor relaxation of plot ratio restriction for Proposed Hotel Use is located at nos. 107-109 Wai Yip Street, Kwun Tong, Kowloon ("The Proposed Development"). This report is prepared as part of the planning application for the proposed development.

1.2 This report describes the concepts and principles underlying the Landscape Master Plan of the development. It describes the proposed development and landscape design of the associated open space. A more comprehensive package of proposals will be formulated during the detailed design stage of the project.

1.3 This Landscape Proposal presents:
- The Landscape Master Plan;
- Planting Proposal of the Development; and
- Common Greenery.

2.0 The Site and its Context

2.1 The Site is situated at nos. 107-109 Wai Yip Street, Kwun Tong, Kowloon. To the East of the Site is Ngau Tau Kok MTR Station while Hoi Bun Road Park is located to its immediate south. It is bounded by Wai Yip Street on its south which serves as the main vehicular and pedestrian entrances.

2.2 The Site is currently vacant without any vegetation. Hence, it is confirmed that no Old and Valuable Trees (OVT) and protected species were identified in accordance with the DEVB TCW No. 5/2020 - Registration and Preservation of Old and Valuable Trees and the Forests and Countryside Ordinance.

2.3 The landscape character of the Site and its surroundings are an intermix of industrial buildings, e.g. Sunshine Kowloon Bay Cargo Centre, Mayer Industrial Building, office developments, e.g. International Trade Tower, MG Tower and open spaces, e.g. Ngau Tau Kok Road Playground and Hoi Bun Road Park.

3.0 The Proposed Development

3.1 The proposed development comprised a 30-storey hotel building over 1 basement floor.

3.2 It will provide private car parking at basement floor while hotel facilities will be located at G/F to 5/F. Guestrooms are proposed from 6/F to 33/F (excluding 18/F for refuge floors).

3.3 Landscape provision is mainly at G/F, 3/F and R/F in order to enhance the local greenery at the Site. Building edges have been setback at the southern and northern boundaries in order to improve the local streetscape. Drawings of the proposed development could be referred to Architect's drawings submitted under the planning application.

4.0 Landscape Proposal (Refer to Appendix I)

4.0.1 The aim of the landscape proposals is to respond to site conditions, building form and function and to provide a high quality landscape scheme. The main factors to be taken into consideration are:

- Response to the site context, both in terms of landscape character and visual amenity;
- Response to the proposed building and its architectural style;
- Creation of a green and sustainable setting by maximising the opportunity for soft landscape;
- Establishment of pleasant landscape areas which meet the varying needs of tenants; and
- Minimization of future maintenance requirements

4.0.2 Landscape sections showing the proposed landscape treatment, particularly for the edge treatment of the development and their underlying principles have been attached in **Appendix I** for ease of reference.

4.0.3 The detail design of the Open Space should consider the following relevant guidelines/ legislation:

- Hong Kong Planning Standards and Guidelines;
- Design Manual: Barrier Free Access 2008 (Building Department);
- PNAP APP 152 – Sustainable Building Design Guidelines (2019 version);
- LAO Practice Note No. 6/2023 – Processing of Tree Preservation and Removal Proposals for Building Development in Private Projects – Compliance with Tree Preservation Clause under Lease;
- PlanD's PNPP No. 1/2019 – Processing and Compliance Checking of Landscape Submissions related to Planning Applications; and
- Guidance Notes for Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131).

4.1 Landscape Design Concept

4.1.1 In order to ensure that the proposed development minimises any conflict with its surroundings a number of design principles have been incorporated into the layout. These can be summarised as follows:

Enhancement of Streetscape

4.1.2 The building edge is strategically set back 2.3 m from the southern boundary along Wai Yip Street and 1.5 m from the northern boundary along the back lane. Due to the ODP requirement in the setback area, this zone will be reserved for future road widening works. As a result, pavement tree planting is not proposed within the setback area. Given the current narrow concrete pavement along Wai Yip Street, which is approx. 3.8 m wide, the landscape design aims to significantly enhance the local streetscape by widening the sidewalk. The provision of weather protection canopy(s) for pedestrian use is also planned. Please refer to the Landscape Master Plan (dwg. No. **LMP01**) and landscape section (dwg. No. **LD101**) in **Appendix I**.

Landscape Areas at 3/F and R/F

4.1.3 Landscaped areas, including the gathering courtyard and multi-functional lawn, are proposed on the 3rd floor, while the viewing platform, fitness equipment, and yoga area are proposed on the roof floor (R/F). Please refer to the Landscape Master Plan (dwg. No. **LMP02** and **LMP03**) as well as landscape sections (dwg. Nos. L**D102** and **LD103**) in Appendix I. Ornamental shrubs, groundcover and creeping plants are proposed to enhance the local greenery at these flat roofs and serve as visual courtyards to the neighbours.

Planting Design

4.1.4 The plant species selected will require low maintenance, be hardy and able to adapt to urban environment. Besides, the proposed shrub and groundcover planting will in addition to contribute to the landscape concept for the development and visually soften the appearance of the development in short and medium distance views.

4.2 Soil Depth and Drainage for Planting

4.2.1 The requirement of soil depth is directly related to the planting design and its associated loading requirement upon structure. In general, the soil depth provided, with all drainage layer, water-proofing and protective screeding exclusive is listed below:

Table 1.0 Planting Medium (Soil Depth)

Planting Type	**Soil Depth (Minimum)**
Tree/ Palm tree	1200mm
Shrub/ Creeping Plants	600mm
Groundcover/ Lawn	300mm

4.2.2 All Planting areas on slab shall be provided with sub-soil drainage system with drainage cells wrapped with geotextile fabrics or equivalent materials.

4.3 Common Greenery Provision (for PlanD's Reference Only)

4.3.1 The current landscape proposal aims to provide proper greenery within the site boundary. The calculation of greening ratio is shown below and the common greenery calculation shall refer to **Appendix III – Common Greenery Provision**:

Area of the Site = 1,171.0 m^2

Site coverage of Greenery Requirement:

(a) Minimum Total Site Coverage of Greenery = 1,171.0 x 20% = 234.20 m^2
(b) Minimum Greenery Area on Primary Zone =1,171.0 m^2 x 10% = 117.10 m^2
(c) Cap for other types of Greenery Area with cap requirement =234.20 m^2 x 30% = 70.26 m^2

4.3.2 The overall green coverage of the Application will not be less than **20%**, i.e. **234.20** m^2 of the Site Area. Besides, the proposed greenery is easily accessible by the users and visitors and is counted as "Common Greenery at Primary Zone" which also be not less than the required **117.10m^2**.

4.4 Irrigation

4.4.1 The proposed irrigation system will be by tap water pipe for manual operation. Lockable water points will be provided at 40m centres covering the entire site. The proposed source of water supply is subject to final approval from the Water Services Department.

4.5 Future Maintenance

Hard Landscape Elements

4.5.1 Maintenance for hard landscape elements within the proposed landscaped areas shall be carried out by management office of the development with maintenance intention as follows:

I – Routine Maintenance (Daily – Weekly)
a. Rubbish and litter removal
b. Sweeping and cleaning
c. Damage inspection and repair for site furniture and light bulb replacement

II – Annual/ Long Term Maintenance
a. Repainting
b. Resurfacing of worn pavements
c. Replacing worn parts site furniture, lighting fixture and other facilities
d. Replacement of worn landscape furniture

Soft Landscape Element

4.5.2 For the whole landscaped areas, the softworks contractor will be responsible for maintenance of the planting during the establishment period allowed for in the construction contract, usually for the first year after the beginning of the schemes operational phase. This will ensure that the soft landscape measures are in a healthy condition prior to the finished scheme being handed back to the lot owner.

4.5.3 Ultimately, the management office will employ maintenance staff to take care of all landscape areas within the Site.

5.0 PLANTING PROPOSALS

5.1 In order to provide quality landscape for the proposed development, soft landscape works will be the major landscape element of the landscaping proposal and the following factors are taken into consideration in planting species selection:

- Low maintenance requirement;
- Evergreen with small amount of leave fall to prevent litter accumulation;
- Tolerance to wind and exposed condition; and
- To screen the proposed buildings and reduce the visual impact to the nearby users.

5.2 The proposed planting species list is shown as follows and details shall refer to the Planting Plans in **Appendix II.**

Botanical Name	Chinese Name	Size (mm)	Spacing (mm)	Native/ Exotic
SHAPED PLANT		**Height x Spread (mm)**		
Fagraea ceilanica Thunb.	灰莉	1200x600	As shown	*Exotic*
Photinia x fraseridress	紅葉石楠	1200x600	As shown	*Exotic*
SHRUBS		**Height x Spread (mm)**		
Aglaia odorata	米仔蘭	500x450	400	*Exotic*
Cordyline fruitcosa	朱蕉	600x450	400	Native
Ixora chinensis	龍船花	450x400	350	Native
Melastoma candidum	毛蒽	600x550	500	Native
Murraya paniculata	九里香	500x400	400	*Exotic*
Phyllanthus myrtifolius	錫蘭葉下珠	350x300	300	*Exotic*
Rhododendron simsii	紅杜鵑	600x550	500	Native
Rhapis excelsa	棕竹	1200x600	600	*Native*
Schefflera arboricola "Variegata"	花葉鴨腳木	600x600	500	*Exotic*
GROUNDCOVER		**Height x Spread (mm)**		
Lantana montevidensis	小葉馬櫻丹	400x350	300	Native
Loropetalum chinense var. rubrum	紅花繼木	450x400	300	*Exotic*
Lantana camara cv. Flava	黃花馬纓丹	350x300	250	*Exotic*
Ligustrum sinense	山指甲	400x350	300	Native
Nephrolepis auriculata	腎蕨	300x300	250	*Native*
LAWN				
Zoysia japonica	朝鮮草	-	-	*Exotic*
CREEPING PLANT				
Jasminum mesnyi	黃素馨	900x300	500	*Exotic*

5.3 In this project, total **258.0m^2, i.e.22.03%** greenery area is provided within the proposed development. They will be maintained by the Applicant.

Appendix I

Landscape Master Plans

And

Relevant Sections

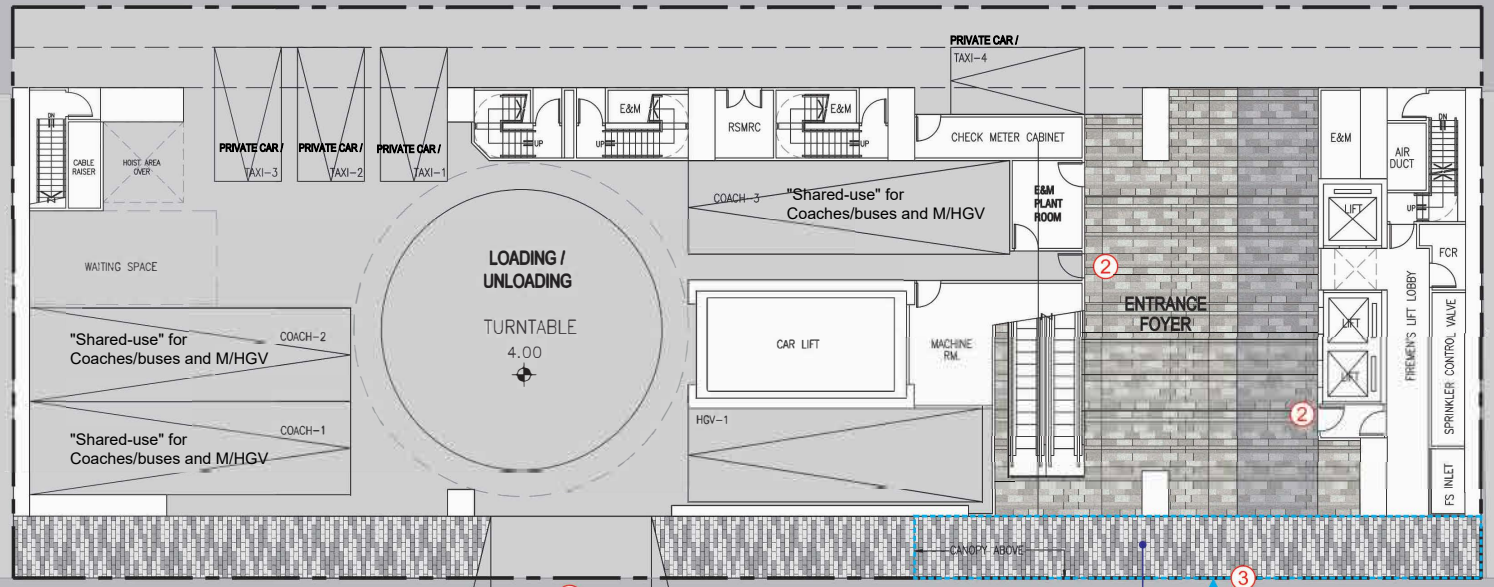
LEGEND:
SITE BOUNDARY
+3.80 PROPOSED LEVEL
PROPOSED PAVING

KEY:

① **Vehicular Entrance**

② **Pedestrian Entrance**

③ **Canopy**



2.3m wide Canopy Above

Building Setback Area (2.3m) for Widening of Existing Pavement and Provision of Canopy to Improve the Streetscape along Wai Yip Street

WAI YIP STREET

0 5 10 15M

PROJECT :
PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :
LANDSCAPE MASTER PLAN (G/F)

PROJECT No. C2418

DRAWING No. LMP01

SCALE : 1:200

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418-LMP01

REV	DESCRIPTION	DATE

DESIGN BY : TEL
DRAWN BY : CAD
CHECKED BY : TEL
APPROVED BY : TEL

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2. COPYRIGHT OF THE DRAWING IS RETAINED BY THE AUTHORIZED PERSON.
3. ALL DIMENSIONS ARE TO BE CHECKED AT SITE BY THE MAIN CONTRACTOR.
4. READ THIS DWG. IN CONNECTION WITH GEN. ARCH. PLANS, STRUCT. PLANS, AND OTHER RELATED DWGS.

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LEGEND:

SITE BOUNDARY

SHAPED PLANT

PROPOSED SHRUBS AND GROUNDCOVER

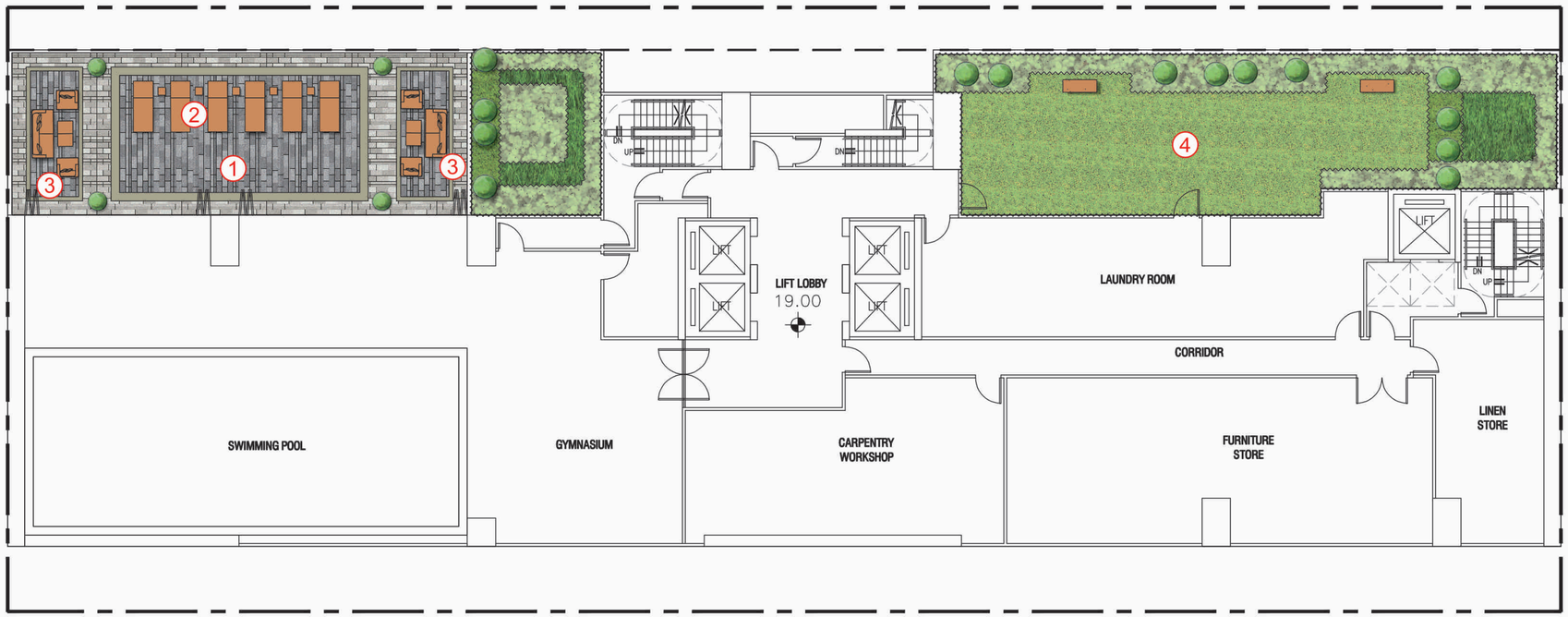
PROPOSED LAWN

+3.80 PROPOSED LEVEL

PROPOSED PAVING

KEY:

1. **Gathering Courtyard**
2. **Sun Lounge (Moavable)**
3. **Movable Seat Bench**
4. **Multi-functional Lawn**



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PROJECT :

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DRAWING TITLE :

LANDSCAPE MASTER PLAN (3/F)

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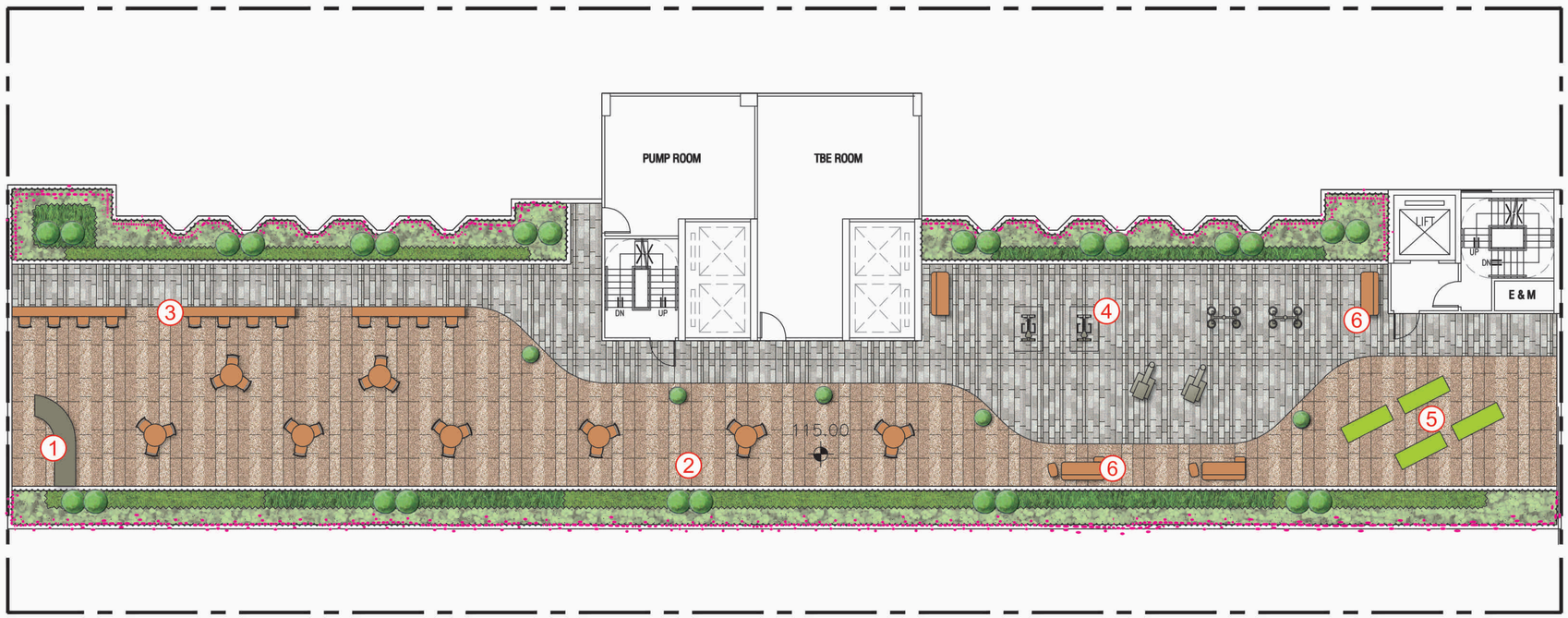
LEGEND:

- SITE BOUNDARY
- SHAPED PLANT
- PROPOSED SHRUBS AND GROUNDCOVER
- PROPOSED LAWN
- PROPOSED CREEPING PLANT
- +3.80 PROPOSED LEVEL
- PROPOSED PAVING

KEY:

1. **Drink Counter**
2. **Viewing Platform**
3. **High Table and Chairs**
4. **Fitness Equipment**
5. **Yogo Place**
6. **Seat Bench (Movable)**



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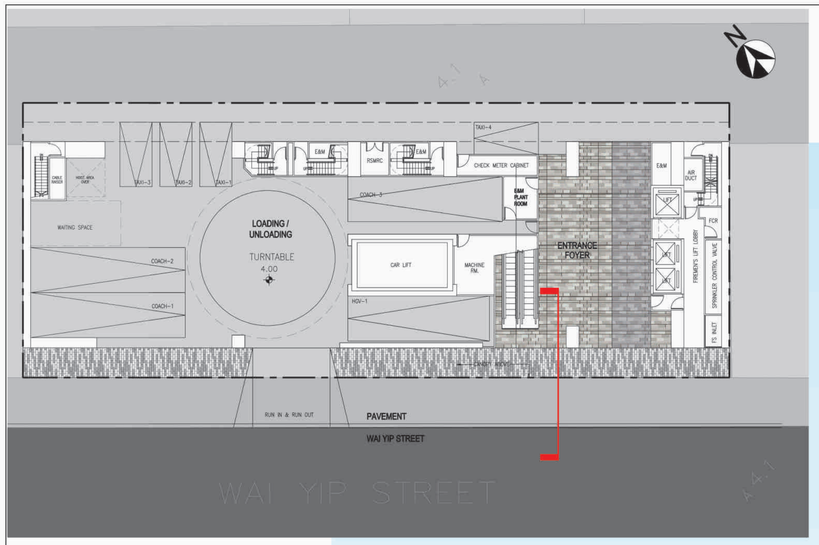

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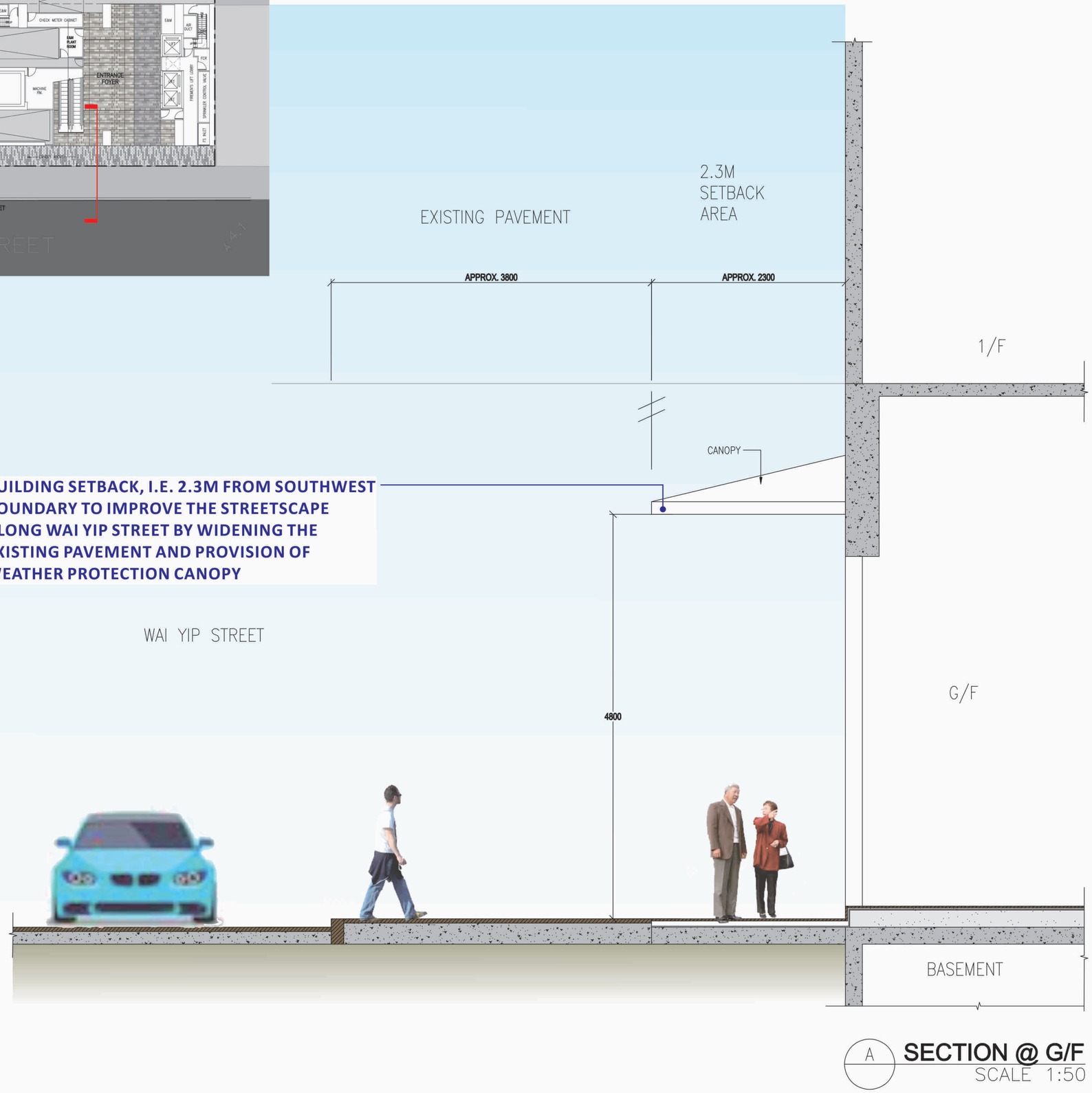

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SCALE 1:50

PROJECT :
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DRAWING TITLE :
LANDSCAPE SECTION

PROJECT No. C2418

DRAWING No. LD101

SCALE : 1:50

DATE OF ISSUE : AUG 2025

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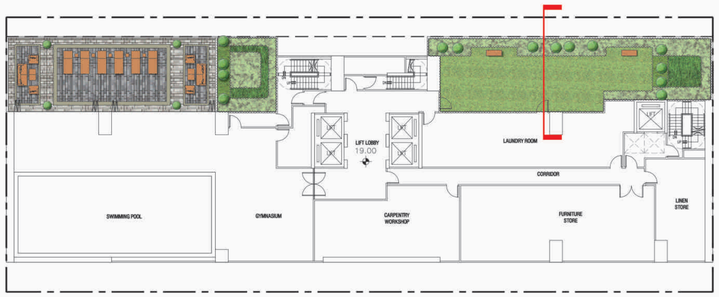

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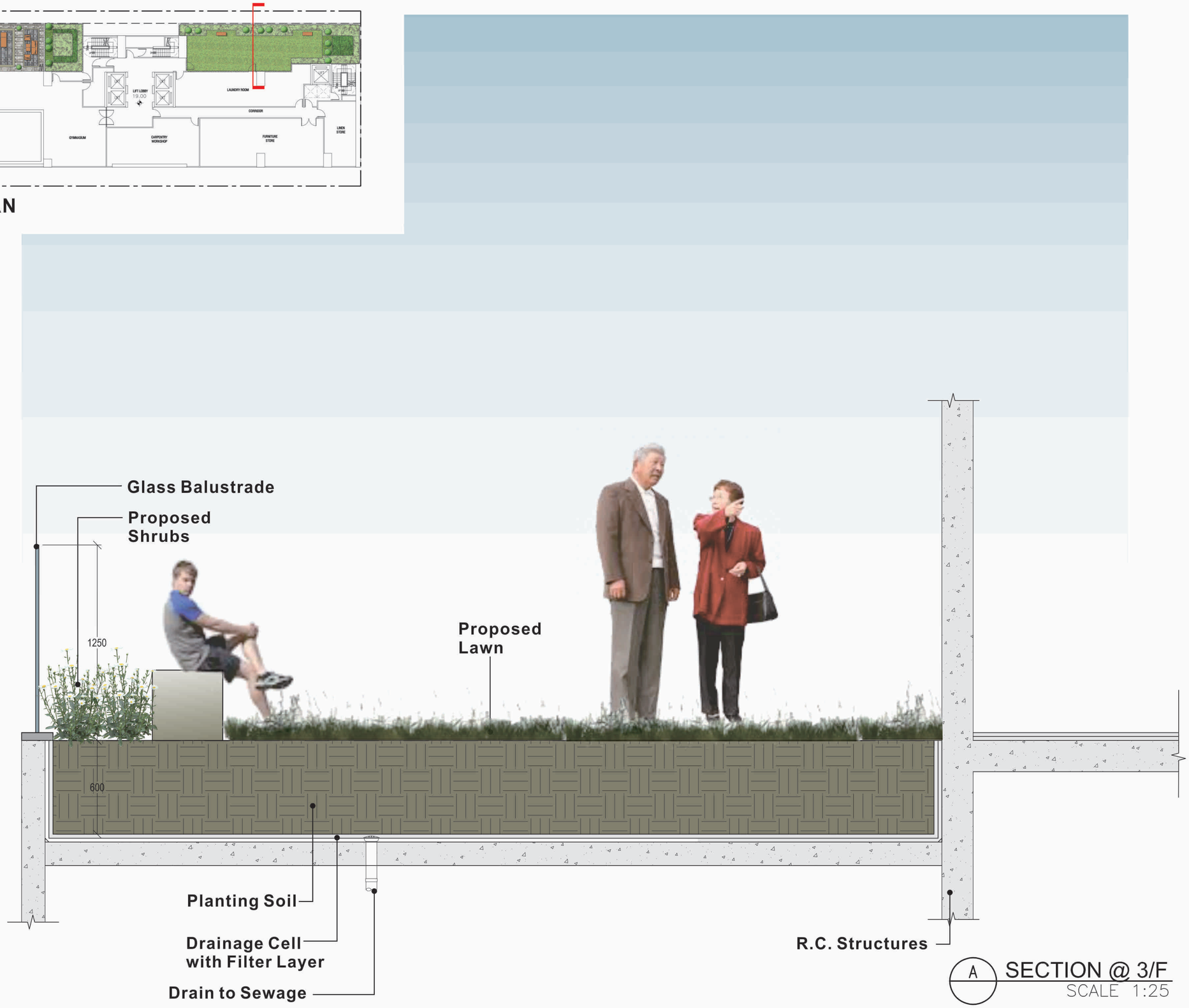

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PROJECT :

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DRAWING TITLE :

LANDSCAPE SECTION

PROJECT No. C2418

DRAWING No. LD102

SCALE : 1:25

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CAD FILENAME : C2418-LD102

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OSED LEVEL

OSED PAVING

KEY PLAN

A SECTION @ R/F
SCALE 1:40

PROJECT :

PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :

LANDSCAPE SECTION

PROJECT No. C2418

DRAWING No. LD103

SCALE : 1:40

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418-LD103

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Appendix II

Planting Plans

Code	Chinese Name	Botanical Name	Native/Exotic	Height (mm)	Spread (mm)	Spacing (mm)	Remark
SHAPED PLANT							
Fce	灰莉	*Fagraea ceilanica Thunb.*	*Exotic*	1200	600	As shown	balanced form, full abundence of foliage
Phf	紅葉石楠	*Photinia x fraseridress*	*Exotic*	1200	600	As shown	balanced form, full abundence of foliage
SHRUBS							
Aod	米仔蘭	*Aglaia odorata*	*Exotic*	500	450	400	balanced form, full abundence of foliage
Cof	朱蕉	*Cordyline fruitcosa*	Native	600	450	400	upright form
Ich	龍船花	*Ixora chinensis*	Native	450	400	350	balanced form, full abundence of foliage
Mec	毛蒽	*Melastoma candidum*	Native	600	550	500	full abundence of foliage
Mpa	九里香	*Murraya paniculata*	*Exotic*	500	400	400	at least 5 shoots per plant
Pmy	錫蘭葉下珠	*Phyllanthus myrtifolius*	*Exotic*	350	300	300	
Rhs	紅杜鵑	*Rhododendron simsii*	Native	600	550	500	full abundence of foliage
Rhe	棕竹	*Rhapis excelsa*	*Native*	1200	600	600	balanced form, full abundence of foliage
Sac	花葉鴨腳木	*Schefflera arboricola "Variegata"*	*Exotic*	600	600	500	full abundence of foliage
GROUNDCOVERS							
Lam	小葉馬櫻丹	*Lantana montevidensis*	Native	400	350	300	balanced form, full abundence of foliage
Lch	紅花繼木	*Loropetalum chinense var. rubrum*	*Exotic*	450	400	300	full abundence of foliage
Lca	黃花馬纓丹	*Lantana camara cv. Flava*	*Exotic*	350	300	250	full abundence of foliage
Lis	山指甲	*Ligustrum sinense*	Native	400	350	300	balanced form, full abundence of foliage
Nau	腎蕨	*Nephrolepis auriculata*	*Native*	300	300	250	mini. 5 shoots per plant
LAWN							
Zoj	朝鮮草	*Zoysia japonica*	*Exotic*	-	-	-	
CREEPING PLANT							
Jfl	黃素馨	*Jasminum mesnyi*	*Exotic*	900	300	500	at least 5 shoots per plant

PROJECT :

PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :

PLANTING SCHEDULE

PROJECT No. C2418

DRAWING No. PS01

SCALE : N.T.S.

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2418–PS01

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LEGEND:

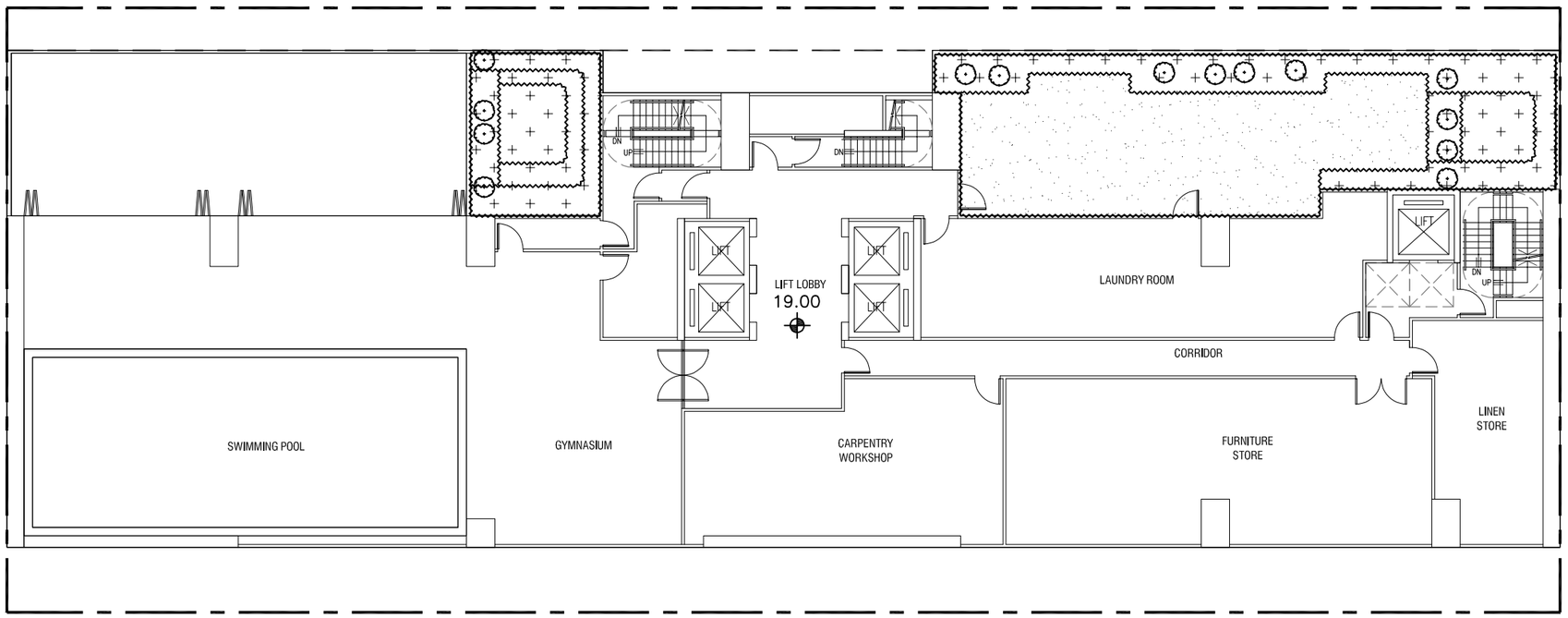
SITE BOUNDARY

SHAPED PLANT

PROPOSED SHRUBS AND GROUNDCOVER

PROPOSED LAWN

+3.80 PROPOSED LEVEL



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DRAWING TITLE :

PLANTING PLAN
(3/F)

PROJECT No. C2418

DRAWING No. PT01

SCALE : 1:200

DATE OF ISSUE : AUG 2025

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LEGEND:

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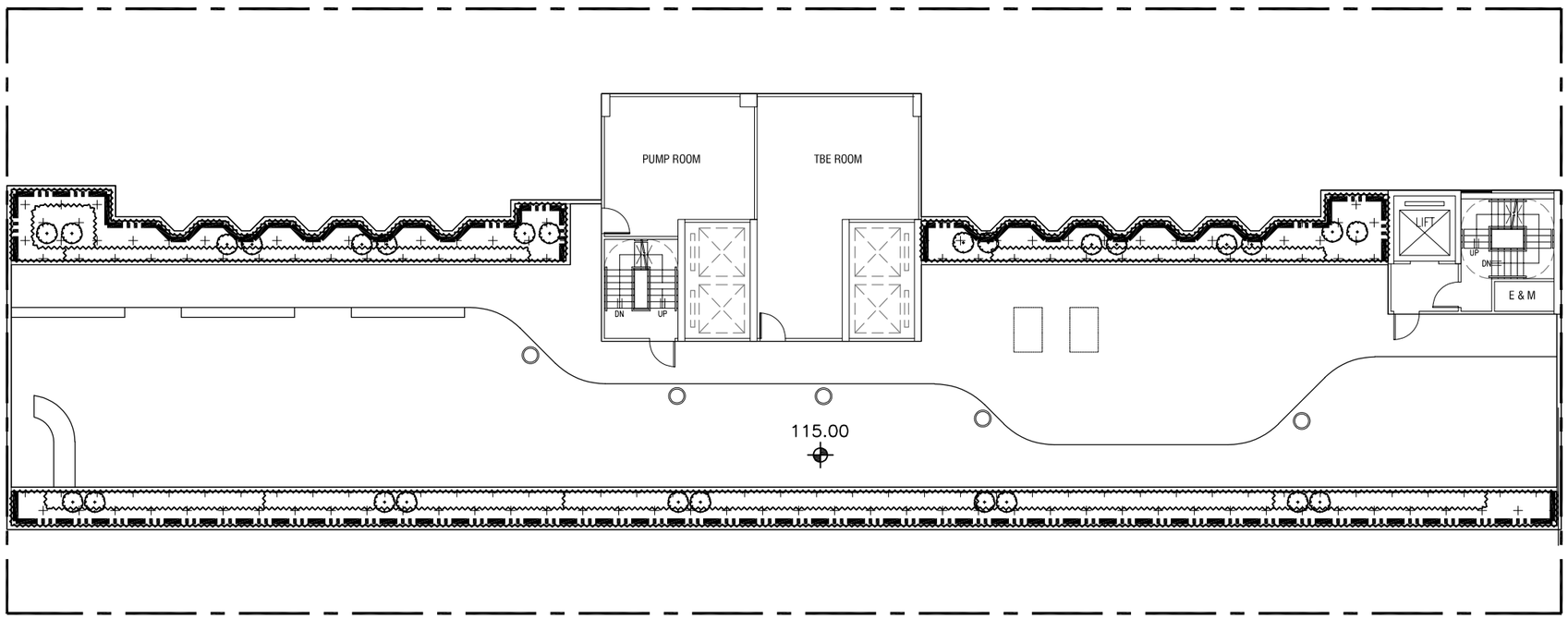
- PROPOSED SHRUBS AND GROUNDCOVER
- PROPOSED LAWN
- PROPOSED CREEPING PLANT
- +3.80 PROPOSED LEVEL



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DRAWING TITLE :
PLANTING PLAN
(R/F)

PROJECT No. C2418

DRAWING No. PT02

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DATE OF ISSUE : AUG 2025

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Appendix III

Common Greenery Provision

LEGEND:

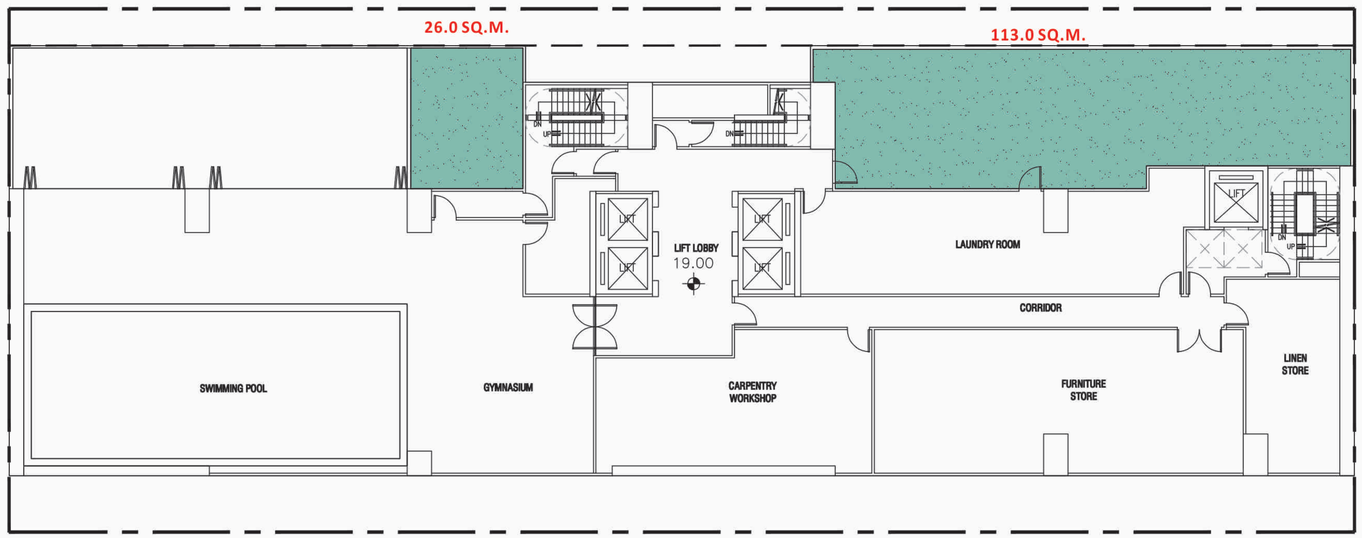
APPLICATION SITE BOUNDARY

UNCOVERED GREENERY IN PRIMARY ZONE

UNCOVERED GREENERY IN OTHER AREAS

+5.0 PROPOSED LEVEL

Required Greenery	Area	Unit
Site Area:	1,171.00	m^2
Required Area at Primary Zone:	117.10	m^2
Required Total Greenery:	234.20	m^2
Allowable Greenery Features:	70.26	m^2
Provided Greenery at Primary Zone	**Area**	**Unit**
Uncovered Planitng Area at 3/F	139.00	m^2
Greenery at Primary Zone	**139.00**	m^2
	(>117.10)	m^2
Greenery Ratio at Primary Zone	**11.87%**	
Provided Greenery at Other Areas	**Area**	**Unit**
Uncovered Planitng Area at R/F	119.00	m^2
Greenery at Other Areas	119.00	m^2
Greenery Ratio at Other Areas	**10.16%**	
Total Greenery	**258.00**	m^2
	(>234.20)	m^2
Greenery Ratio	**22.03%**	



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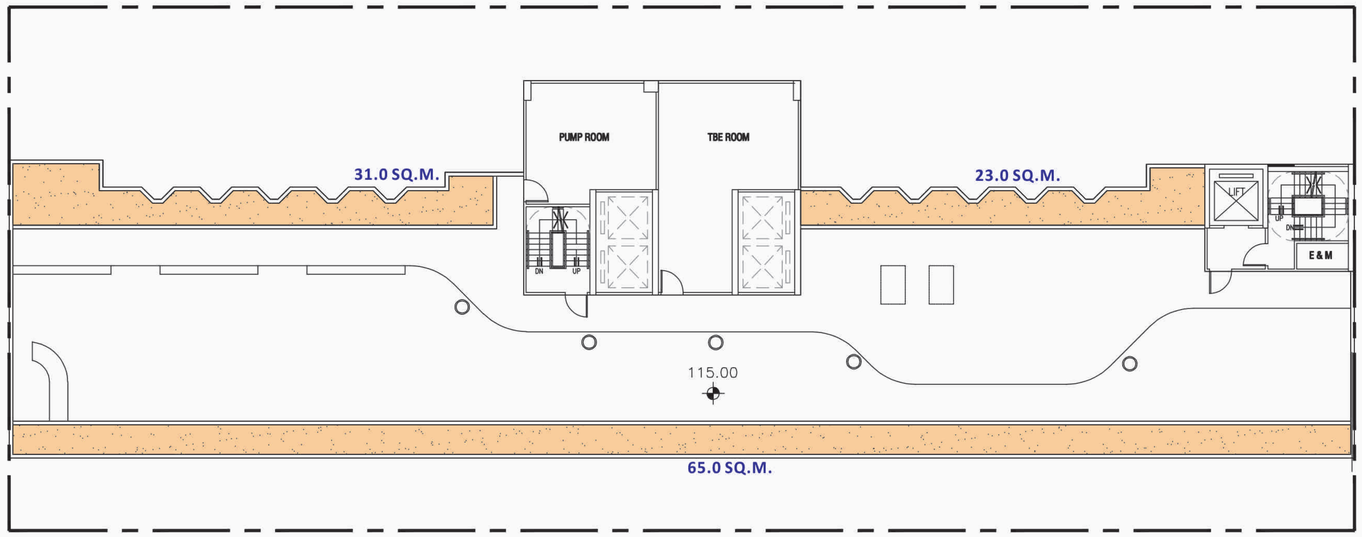

B GREENERY AT R/F
SCALE 1:250

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PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" AND ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

DRAWING TITLE :
COMMON GREENERY PROVISION (3/F & R/F)

PROJECT No. C2418

DRAWING No. GC01

SCALE : 1:250

DATE OF ISSUE : AUG 2025

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Visual Impact Assessment

Prepared by DeSPACE (International) Limited

August 2025

Contents

1. Introduction....3
2. Proposed Development....4
3. Visual Context and the Surroundings....5
4. Analysis of Visual Elements and Assessment Area....6
5 Viewpoint Identifications....7
6 Visual Impact Assessment....10
7 Conclusion....14

1. Introduction

1.1 This Visual Impact Assessment (**"VIA"**) is prepared on behalf of **Diamond Ocean Investments Limited** (hereinafter referred to **"the Applicant"**), in support of a Section 16 Planning Application for proposed hotel with minor relaxation of Plot Ratio (PR) from 12 to 14.4 (+20%) and Building Height (BH) restrictions from 100mPD to 115mPD at 107-109 Wai Yip Street, Kwun Tong, Kowloon (hereinafter referred to **"the Site"**). The Applicant proposes to develop the Site into a hotel building under the Government's Revitalisation Scheme for Industrial Buildings.

1.2 The Site is subject to a previous Section 16 Application (No. A/K14/780) for Proposed Minor Relaxation of PR (from 12 to 14.4) and BH (from 100mPD to 115mPD) Restrictions for Permitted Office, Shop and Services and Eating Place Uses which was approved with condition(s) by the Town Planning Board on 29.5.2020. The extent of minor relaxations applied were same as the subject planning application.

1.3 The Site lies within the "Other Specified Uses" annotated "Business" ("OU(B)") zone under the Approved Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/26. This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.

1.4 The surrounding area is predominantly commercial and business in character, comprising a mix of modern office towers, industrial buildings under revitalisation, and ancillary commercial uses. The Site is currently surrounded by scattered commercial buildings, including Manulife Place, NEO, One Bay East and The Quayside. The KTBA, as a whole, is designated to serve as one of the key employment nodes in Kowloon East and forms part of the future Central Business District 2 (CBD2) of Hong Kong. In order to promote a visually permeable skyline in the district—particularly in views from the eastern parts of Kowloon—the area is subject to a stepped building height control, ranging generally from 100mPD to 200mPD descending from Kwun Tong Road towards the Victoria Harbour waterfront. Specifically, the Site is situated within a zone subject to a maximum plot ratio (PR) of 12 and a building height restriction (BHR) of 100mPD, as stipulated under the OZP, forming part of the lower-height band along the harbourfront corridor of KTBA.

1.5 A VIA is prepared in accordance with the 'Town Planning Board Guidelines No. 41 – Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board' ('TPB PG-No. 41') in order to evaluate the degree of visual impacts on visual sensitive receivers (**"VSR"**) from major public viewpoints (**"VPs"**) due to the proposed relaxation on SC. Planning and design merits/ mitigation measures to be adopted in the proposed development will also be incorporated.

1.6 The outline of this VIA is set out as follows:

Section 2 sets out the Site and the proposed development

Section 3 describes the visual context and the surrounding area

Section 4 defines the Assessment Area

Section 5 identifies relevant types of receivers and viewpoints

Section 6 conducts an analysis on the visual impacts with mitigation measures as necessary

Section 7 concludes the VIA

2. Proposed Development

2.1 The key development parameters of the proposed development are summarized below in **Table 1**:

Table 1 Proposed Development Parameters

	Approved Scheme under S16 Application No. A/K14/780	**Proposed Scheme**
Total Site Area	About 1,170.578m^2	About 1,170.578m^2
Plot Ratio	14.4	14.4 (+2.4/ 20%)[(a)(b)]
Total GFA	Not more than 16,856.323m^2	About 16,856.323m^2[(a)(b)(c)]
Proposed uses	Office, Shop and Services and Eating Place	Hotel
No. of Rooms	N/A	Guestroom: About 984 rooms
Hotel room sizes (subject to detailed design)	N/A	Ranging from 8.5 m^2 to 22.50 m^2
Site Coverage • Below 15m • Above 15m	Not more than 60%	Less than 100% 60%[(d)]
Class of Site	Class A	Class A
No. of Block	1	1
Maximum Building Height (Main Roof)	+115mPD	+115mPD
No. of Storey	29 (including 3 levels of basement)	31 (including 1 level of basement)
Parking Spaces • Private Car (accessible) • Motorcycle Loading/unloading (L/UL) facilities • LGV • M/HGV • Taxi • Coach/Tour Bus	91 (2) 10 4 (7m (L) x 3.5m (W) x 3.6m (H)) 2 (11m (L) x 3.5m (W) x 4.7m (H))	10 (1) 1 7 (7m (L) x 3.5m (W) x 3.6m (H)) 1 (11m (L) x 3.5m (W) x 4.7m (H)) 4 (5m (L) x 2.5m (W) x 2.4m (H)) 3 (12m (L) x 3.5m (W) x 3.8m (H))

Remarks:

a) On top of the PR/GFA set out above, the applicants have indicated that bonus PR/GFA of about 0.539 and 630m^2 will be claimed subject to approval by the

Building Authority (BA) under Building (Planning) Regulations (B(P)R) 22(1) or (2). The bonus PR/GFA has been accounted for in the building bulk for conducting technical assessments and thus a total GFA of 17,487 m^2 has been taken as the basis for the subject VIA.

b) The canopy, which is subject to departmental comments at detailed design, has been excluded from the PR/GFA calculation.
c) All GFA are planned for hotel use, including entrance foyer at G/F, administration office, reception counter and BOH facilities, guest rooms and hotel floors circulation, ancillary facilities and non-essential plant rooms. BOH facilities such as linen store, laundry room carpentry workshop, E&M workshop, dry goods store, beverage store, furniture store, staff canteen, staff changing rooms staff rest room and staff toilet which might be eligible for GFA exemption has been accounted for in the building bulk for conducting technical assessments.
d) On top of the SC set out above, the applicants have indicated that bonus SC of about 1.457% will be claimed for the proposed setbacks at WYS subject to approval by the Building Authority (BA) under B(P)R 22(1) or (2). The bonus SC has been accounted for in the building bulk for conducting technical assessments.
e) The applicant may consider adopting MiC construction methods for this project subject to detailed design. As per JPN 8, 10% of the MiC floor area of a new building may be disregarded from calculation of GFA of the development. The granting of such GFA concession is not subject to the overall GFA cap of 10% stipulated in the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-151.
f) Greenery will be provided at a ratio of not less than 20%.

2.2 In formulating the Proposed Scheme, the design has taken into account the various site constraints as well as design considerations in order to ensure the Proposed Scheme is designed to create a high-quality development in harmony with the branding of CBD2. The following design merits are incorporated in the scheme for improving the existing urban environment:

- Provide 2.3m and 1.5m full-height building setbacks from Wai Yip Street and the back lane respectively. The Applicant is also providing an additional 1.5m setback with a clear height of 5.1m at the back lane to enhance the traffic circulation. The parking of vehicles along the backlane will not affect the intended purpose of the Non-Building Area (NBA) designation, nor will it adversely affect visual and wind permeability.

- Provide a 3m wide public passage at G/F to serve as a short-cut between Wai Yip Street and the back lane through to other existing buildings on Tai Yip Street. The width of 3m is an appropriate length for serving the intended purpose. The public passageway will be opened 24-hours daily, subject to the grant of bonus GFA accounting for that area.

- Provide a 21.2m (length) x 2.3m (wide) x 4.8m (high) canopy along the footpath of Wai Yip Street for sheltering.

3. Visual Context and the Surroundings

3.1 The Site is located within a densely developed area near Kowloon Bay, in the northwestern portion of the Kwun Tong Business Area (KTBA) where is characterised by a mix of Industrial-Office and Commercial/Office buildings. Recently developed commercial buildings like Manulife Place, NEO, One Bay East, and the Quay Side have become prominent landmarks in the northwestern part of the Kwun Tong Business

Area. Although Kwun Tong is gradually changing from an old industrial district into a modern business hub with new commercial and office towers, a great number of large and worn-out industrial buildings constructed during the 1970s and 1980s still make up much of the current streetscape of the KTBA. These aging medium-rise industrial blocks have high site coverage and lack any greenery or landscaping at ground level.

3.2 The Site was previously occupied by a 10-storey (including ground floor) industrial/office building, namely Hsin Chong Centre, which was issued with its first Occupation Permit in 1966, i.e. a pre-1987 IBs. The existing building has been demolished, and the Site is currently vacant, cleared, and bounded by temporary hoarding.

3.3 The Site is bordered by Wai Yip Street to the southwest, Red Square right next to it on the northwest side, a rear lane to the northeast, and Hecny Centre directly to the southeast. Hoi Bun Road Park is situated right across from the Site. The street block where the Site is located is filled with a variety of medium- to high-rise industrial, I-O, and commercial buildings such as Red Square (12 storeys), Hecny Centre (12 storeys), and Hay Nien Building (13 storeys). Others are high-rise towers reaching about 19 to 21 storeys, including Manulife Place, NEO, One Bay East, and The Quay Side. This mix of building heights gives the street block a varied and dynamic skyline. The overall visual impression of the area mainly comes from the combination of these surrounding elements seen by passersby.

3.4 There is a major open space in front of the Site. Hoi Bun Road Park and the Kwun Tong Waterfront Promenade are key features of the area and are expected to serve as popular spots for visitors and locals to enjoy outdoor leisure and recreational activities. Along the waterfront, the Kwun Tong Bypass, an elevated highway running above the shoreline, stands out as a prominent visual element.

4. Analysis of Visual Elements and Assessment Area

4.1 With the purpose to protect public views and reconcile the visual impacts of the proposed development, an Assessment Area, or visual envelope, is identified in accordance with TPG PG-NO.41 to cover the area of visual influence within which the proposed development is pronouncedly visible or likely to be pronouncedly visible from key visual sensitive receivers.

4.2 The general guideline for setting out the size of the initial Assessment Area as stated in TPB PG-No.41 should be equal to approximately 3 times the height of the proposed development. As the absolute building height is about 116 m measured from the mean site formation level, the initial visual envelope for this VIA has a minimum radius of approximately 348m (i.e. 116m x 3) from the closest point of the proposed development. Please refer to Figure 1 for the visual envelope.

4.3 The Site's visual environment is now constrained by the existing developments on its three sides, with the exception of an open view to and from the Kwun Tong Typhoon Shelter in the south-west direction. The TPB is not responsible for safeguarding private views, hence this VIA focuses solely on public VSR. Residents of private projects and users with restricted access (e.g., schools and offices) will not be mentioned.

5 Viewpoint Identifications

5.1 To achieve a comprehensive visual appraisal, long-range, medium-range and close-range views from publicly accessible locations in all directions within the visual envelope are normally considered. Distinctive viewpoints where the Proposed Development might be visible by the VSRs such as public gathering places, activity nodes or parks and major junctions are the primary locations for selection of viewpoints.

5.2 The Application Site is mainly located at a low-lying coastal area and is surrounded by high-rise buildings. For long range viewpoints, as the proposed building falls within the view fan of the strategic viewpoint ("SVP") of the Quarry Bay Park, the possible visual impact in respect of the ridgeline at the backdrop has been assessed. The proposed building also falls within the view fan of the waterfront promenade of Kai Tak Development. In view of this, two viewpoints looking towards Kwun Tong are proposed.

5.3 Eight (8) VPs have been identified for the subject VIA as shown in **Figure 5.1 & 5.2**. Six of them are short to medium range and two of them are long range. The selected viewpoints are set in different directions and different distance towards the Application Site to better represent the visual effects likely to be brought by the Proposed Development. The nature of the VSRs is varied to include static and kinetic activities.

5.4 The locations of the six VPs are identified as follows:

VP1 – Hoi Bun Road Park, Wai Yip Street (about 85m to the southeast of the Site)
VP2 – Hoi Bun Road Park, Hoi Bun Road (about 130m to the south of the Site)
VP3 – Footbridge across Wai Yip Street, Hung Yip Street (about 285m to the northwest of the Site)
VP4 – MTR Ngau Tau Kok Station, Junction of Elegance Road and Ngau Tau Kok Road (about 330m to the east of the Site)
VP5a & b - Kai Tak Runway Park (about 730m and 1km to the southwest and south of the Site respectively)
VP6 – Quarry Bay Park (about 2.9km to the south of the Site)
VP7 – Kung Lok Road Children's Playground (about 450m to the northeast of the Site)

Table 2 below analyses the Visual Sensitivity ("VS") based on the VSRs.

Table 2 – Analysis of Visual Sensitivity				
Viewpoint (VP) & Visual Sensitive Receivers (VSR)	**Nature of VSRs (Kinetic/ Static) + Approx. Viewing Distance**	**Degree of Visibility** (Full/Partial/ Glimpsed/None)	**Viewing Frequency to the Proposed Development** (Frequent/Occasional/ Rare)	**Visual Sensitivity**
VP1 Hoi Bun Road Park, Wai Yip Street	**Kinetic** (Passive recreational users) About **85m** (Short- range)	**Partial to Full –** In view of the close distance, the Proposed Development will form part of the view together with other building blocks on its both sides for the VSR.	**Frequent -** Connecting to the Kwun Tong Promenade as a major public open space in KTBA, the VSRs of VP2 are mostly recreational users for enjoyment along the waterfront. Recreational users generally have a longer duration of stay.	**High**
VP2 Hoi Bun Road Park, Wai Yip Street	**Static** (Passive recreational users) About **130m** (Medium-range)	**Full –** The Proposed Development will form part of the view together with other building blocks on its both sides for the VSR.	**Frequent -** Connecting to the Kwun Tong Promenade as a major public open space in KTBA, the VSRs of VP2 are mostly recreational users for enjoyment along the waterfront. Recreational users generally have a longer duration of stay.	**High**

VP3 **Footbridge across Wai Yip Street, Hung Yip Street**	**Kinetic,** (Pedestrians) **About 285m** (Medium-range)	**Partial –** The VP is the landing point of footbridge along Wai Yip Street. However, the Proposed Development mingles with other surrounding buildings that only partial view is available.	**Occasional -** The VSRs of VP3 are mostly workers of the surrounding businesses who have transient view and number of pedestrians is limited. Even though, there are occasionally visitors who come to enjoy this specially-designed footbridge, whose stay will be longer.	**Medium to High**
VP4 **MTR Ngau Tau Kok Station, Junction of Elegance Road and Ngau Tau Kok Road**	**Kinetic,** (Pedestrians) About **330m** (Medium-range)	**Glimpsed** – the public views are much dominated by the abundant, large-scale infrastructure and high-rise buildings at the foreground.	**Frequent** – The frequency of VSRs at this node is high in proximity to the MTR station.	**Low**
VP5a & b **Kai Tak Runway Park**	**Static & Kinetic** (tourists and passive recreational users) About **730m** (Medium-range) *&* **1km** (long-range)	**Full** – Although positioned in the second row from the waterfront development cluster, the VPs have an exposed and unobstructed view towards the Site due to its location behind Hoi Bun Road Park.	**Frequent** – Near the Kai Tak Cruise Terminal as a tourism node and a gateway to HK for visitors via cruises, this VP is a strategic open space providing a waterfront promenade, pedestrian green walkway and sitting-out areas.	**Medium to High**
VP6 **Quarry Bay Park Active/ Passive Recreation users** – **,**	**Static & Kinetic** (active and passive recreational users) About **2.9km** *(Long-range)*	**Partial** – The VP has an exposed view on the Kwun Tong waterfront.	**Frequent** – There are **many** users of the park and waterfront Promenade at the Quarry Bay Park on Hong Kong Island side.	**Medium to High**
VP7 **Kung Lok Road Children s Playground**	**Static & Kinetic** (active and passive recreational users) About **450m** (Medium-range)	**Glimpsed –** The Proposed Development is hidden behind Wah Mei Lau, which is at the uphill Kwun Tong area.	**Frequent** – There are many VSRs at the playground as it is a local open space which serves residents of the residential cluster of uphill Kwun Tong.	**High**

6 Visual Impact Assessment

6.1 The Photomontages in **Figures 3-7** for each VPs are prepared to demonstrate the visual changes due to the proposed development at the proposed viewpoint locations. They mainly compare the existing condition with the BHR of +100mPD.

VP1 – Hoi Bun Road Park, Wai Yip Street

6.2 VP1 is a viewpoint situated adjacent to a cluster of medium- to high-rise developments along Wai Yip Street, with an open sky backdrop. The Proposed Development will visually replace one of the existing medium-rise towers with a contemporary high-rise commercial building featuring a thoughtfully designed façade, which would contribute positively to enhancing the overall urban townscape. The public view is enclosed by taller visual components formed by buildings on the left and right. While the new building will extend above the adjoining structures, its prominence is moderated by the presence of other recent high-rise commercial landmarks, such as One Bay East. Furthermore, a planned commercial development of A/K14/809 (+119.5mPD) will also be introduced into this visual setting. As the surrounding buildings undergo redevelopment, the variation in building heights is expected to lessen given their maximum permissible building height of +100mPD. Overall, the Proposed Development is deemed compatible with the evolving urban context that, irrespective of the Proposed Development, the VSRs at this VP will continue to experience a typical urban landscape setting.

6.3 From this VP, no significant visual resources warranting preservation have been identified. As illustrated in **Figure 6.1**, the major visual corridor along Wai Yip Street will be maintained. The increase in building height would result in only marginal increase in obstruction to the sky view from the angle of this viewpoint as compared to the existing BHR of +100mPD.

6.4 Considering the transient nature of public viewers, the general character formed by the urban landscape setting and marginal increase in obstruction to the sky view as compared with the BHR of +100mPD from this angle, the proposed development will result in a **slightly adverse** visual change in this VP.

VP2 – Hoi Bun Road Park, Hoi Bun Road

6.5 The existing visual composition of this VP comprises some park and landscape features in the foreground, with the currently vacant Site adjoining ageing medium-rise industrial and I/O buildings along Wai Yip Street and the open sky view forming the background. Adjacent to the Site is an approved commercial development with a building height of about +119.5mPD. With reference to the photomontages in **Figure 6.2**, although the Proposed Development will block part of the open sky view, the VSRs at this VP will continue to experience a typical medium to high-rise urban landscape setting with or without the Proposed Development. The as-of-right building height level of +100mPD under OZP is not visible from this viewpoint and therefore the proposed minor relaxation in BH will result in a similar degradation in terms of visual openness and the perceived impact would be negligible.

6.6 Based on the photomontages, the important visual resources of the park at the foreground will not be affected. The softening effect by existing trees and the residual open sky view would help alleviate the visual impact that the Proposed Development will

not be visually overwhelming. The building block has been shifted further away from the park by introducing a 2.3m wide set back from the site boundary. The Proposed Development would also be carefully designed with consideration on the building façade, colour, and treatment so that it will be compatible with the surroundings.

6.7 Overall, the Proposed Development will have a moderate obstruction to the open sky view to a similar extent as a development adopting the permissible building height of +100mPD. The Proposed Development will thus have a **negligible** impact on the overall visual quality and character of the urban landscape and on the visual experience of the VSRs.

VP3 – Footbridge across Wai Yip Street, Hung Yip Street

6.8 VP3 is a medium-range viewpoint taken from the landing of the footbridge along Wai Yip Street. The Proposed Development integrates seamlessly with the existing adjoining group of industrial, industrial-office, and commercial buildings along the street, with a majority portion of sky view maintained forming the backdrop. Adjacent to the Site are two approved developments for office, shop and services, and eating place uses, with building heights of approximately +119.5mPD and +125.9mPD. The photomontage in **Figure 6.3** illustrates that the Proposed Development will be in harmony with the existing and planned developments along Wai Yip Street. Amidst a group of buildings, the increase in building height would result in only marginal increase in obstruction to the sky view as compared to the existing BHR of +100mPD. From this VP, no prominent visual resources requiring view preservation have been identified.

6.9 As compared to VP1, VSRs represented by this VP are more likely to appreciate the streetscape outside the footbridge, making them relatively more sensitive to visual changes. However, the photomontage in Figure 6.3 demonstrates that the Proposed Development would integrate into the existing urban landscape and the resulting visual obstruction to the open sky is minimal. The visual prominence of the Proposed Development would not be significant. Consequently, the visual impact arising from the Proposed Development is considered **slight**.

VP4 – MTR Ngau Tau Kok Station, Junction of Elegance Road and Ngau Tau Kok Road

6.10 VP4 is a medium-range viewpoint taken at the entrance of MTR Ngau Tau Kok Station, before the stairs which brings people down to the subway and into KTBA. This viewpoint is visually open with semi-open elevated platform of Ngau Tau Kok Station is visible in the foreground, with newly redeveloped commercial buildings—such as Manulife Place and the former Maxwell Industrial Building (approximately +125.9mPD under Application No. A/K14/763)—and the Hong Kong Baptist Hospital East Kowloon Medical Centre (approximately +125.9mPD under Application No. A/K14/782) rising above it in the background. As shown in **Figure 6.4**, the VP illustrates that the Proposed Development will integrate well with the surrounding new commercial buildings visible from this viewpoint under existing conditions and the visual component taken from this viewpoint will remain largely unchanged as it visually replaces the original view towards the One Bay East building at its back and leaves a large portion of the existing open sky view remained.

6.11 In close proximity to the Site, there are also two planned commercial with building heights of approximately +115mPD and +119.5mPD. As many sites within the street block bounded by Yan Yip Street, Kwun Tong Road, and Tai Yip Street have yet to undergo redevelopment, the existing medium-rise buildings leave an "open" skyline towards the west of Manulife Place.

6.12 While the increase in building height would result in slight increase in obstruction to the sky view as compared to the existing BHR of +100mPD, the Proposed Development will help to mitigate the scale disparity between the newly redeveloped commercial buildings (such as the former Maxwell Industrial Building site and Manulife Place) and the adjacent planned developments. This will create a more coherent, gradual stepping effect in the skyline. The resulting visual obstruction is considered slight.

6.13 VSRs represented by this viewpoint are considered less sensitive to visual changes, as they are mainly transient in nature near a railway station while descending the stairs. The VSRs will only experience brief exposure to views of the Proposed Development, resulting in low visual sensitivity. As discussed, while the pedestrians near the MTR station will have partial view towards the Proposed Development as urban built-up features at the foreground largely dominate their sight, the extent of change to the existing visual component, openness and the visual quality is considered slight especially taking into account the planned developments. The visual impact at this VP is considered **slight**.

VP5a & b – Kai Tak Runway Park

6.14 VP5a and b are respectively medium and long-range viewpoints taken from Kai Tak Runway Park. VSRs at this VP enjoy a panoramic harbour view of the Kwun Tong waterfront. The existing visual composition of this VP comprises the Kwun Tong Typhoon Shelter in the foreground, the densely built urban environment in Kowloon East comprising the waterfront commercial developments such as The Quayside, One Bay East, and NEO, with Kowloon Peak and the open sky as the backdrop. As illustrated in the photomontages in **Figures 6.5a and 6.5b**, the Proposed Development, being located within the clusters of existing high-rise developments, is perceived as part of the overall waterfront development context and will maintain a visual harmony with the surrounding buildings, when viewed from both VPs. The existing harbour view and skyline of the KTBA will be slightly changed.

6.15 The Proposed Development aligns with the broader visual character of transformation from a medium-rise industrial setting into revitalised high-rise commercial developments. The BH of the Proposed Development is similar to that of the adjoining planned commercial development of A/K14/809 (+119.5mPD) and is compatible with the planned KTBA skyline. Given the considerable distance from the Site, The increase in building height would result in only marginal increase in obstruction to the sky view and mountain backdrop as compared to the existing BHR of +100mPD.

6.16 Overall, the Proposed Development is visually compatible with and harmonious with the general building profile and would not result in much difference on the existing visual resources when compared to the existing BHR of +100mPD. Considering the above and the medium to high visual sensitivity of these VPs, the resultant visual impact of the Proposed Development is **slight**.

VP6 – Quarry Bay Park

6.17 The visual composition of this VP comprises the Victoria Harbour at the foreground, the East Kowloon densely built urban environment of Hung Hom, To Kwa Wan, Kai Tak/Kowloon City, and Kwun Tong, etc., combined with the natural ridgelines and open sky at the distant backdrop. As illustrated in the photomontage in **Figure 6.6**, the proposed building, with a height of +115mPD, will stand amidst a cluster of high-rise developments and blend seamlessly into the continuous urban fabric, rendering it nearly indistinguishable within the broader context.

6.18 As a strategic vantage point designated for the protection of ridgeline and harbour views, the preservation of the ridgeline is considered a key visual concern. According to the Strategic Viewing Points webpage by the Planning Department, the ridgelines of Lion Rock, Tsz Wan Shan, and Kowloon Peak are to be safeguarded when viewed from Quarry Bay Park. **Figure 6.6** focuses on the view towards the KTBA and Kowloon Bay, with Kowloon Peak and other major ridgelines as the backdrop. The photomontage demonstrates that the Proposed Development including rooftop structures (about 11.6m) will not penetrate the ridgeline, the 20% Building-Free Zone, or disrupt the skyline formed by existing high-rise developments. As such, the visual obstruction to the ridgeline is considered negligible.

,

6.19 Overall, the Proposed Development is compatible with the surrounding developments, integrate seamlessly as part of the townscape and respect the 20% Building-Free Zone of the ridgeline, the visual impact on public viewers is considered **negligible**.

VP7 – Kung Lok Road Children s Playground

6.20 This VP represents VSRs located in the uphill residential areas of Kwun Tong. The majority of the view from this location is obstructed by Wah Mei Lau of Kwun Tong Garden Estate, with only a view corridor remaining towards the lower part of Kwun Tong and the KTBA, framed by a portion of sky in the backdrop.

6.21 As shown in the photomontage in **Figure 6.7**, situated behind the existing residential development of Wah Mei Lau, only a small portion of the Proposed Development is visible. The existing visual components, openness, characters and experience will remain largely the same. Overall, the Proposed Development will result in **slightly adverse** visual change in this VP.

7 Conclusion

7.1 The VIA is prepared in support of a proposed hotel with minor relaxation of PR and BH restrictions at 107-109 Wai Yip Street, Kwun Tong, Kowloon. The Site is subject to a previous Section 16 Application (No. A/K14/780) for Proposed Minor Relaxation of PR and BH Restrictions which was approved with condition(s) by the Town Planning Board on 29.5.2020. The extent of minor relaxations applied were same as the subject planning application.

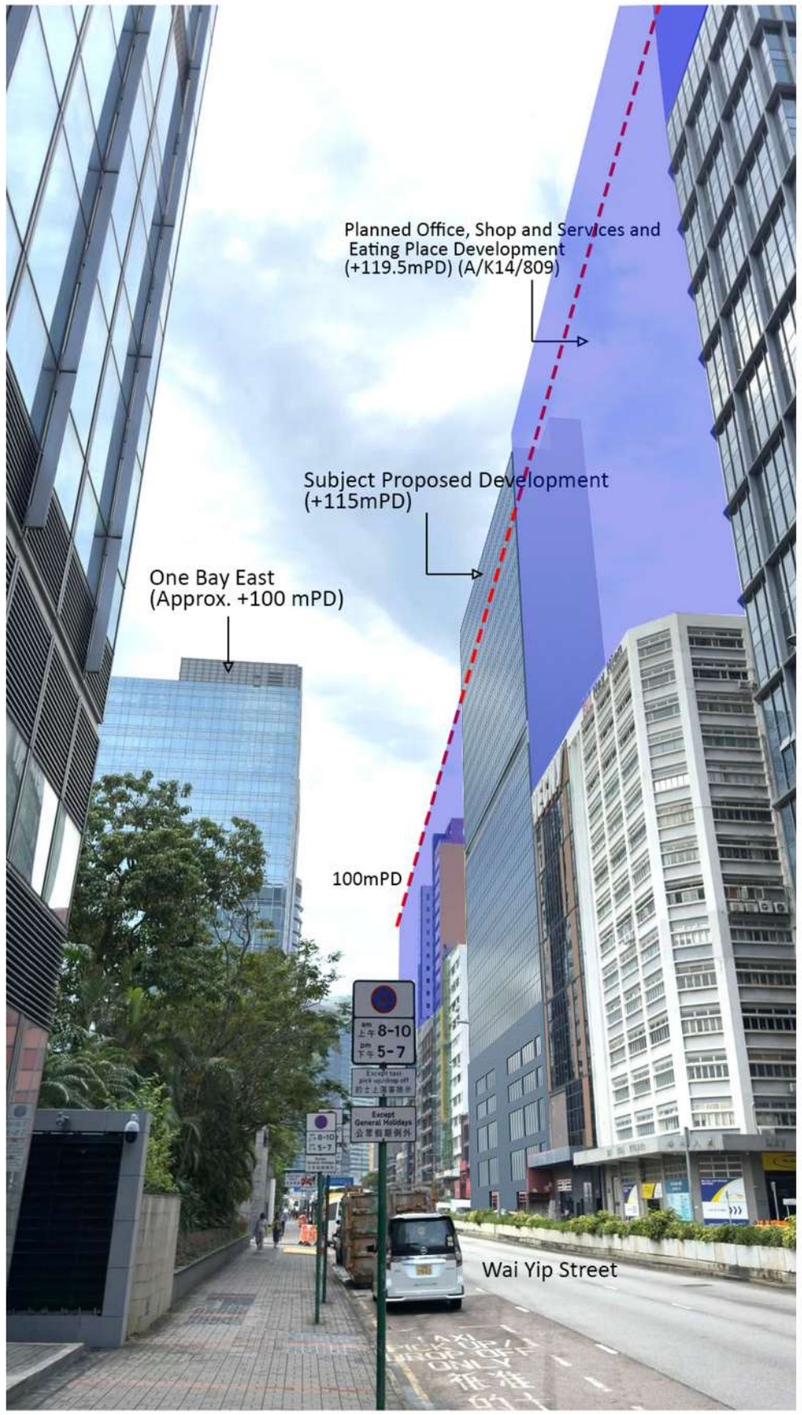
7.2 In summary, the visual impact of the Proposed Development is considered to be acceptable (from negligible to slightly adverse).

Table 3 – Summary of Visual Impact from Different Viewpoints	
Viewpoints assessed	**Resultant Visual Impact** [1]
VP1 Hoi Bun Road Park, Wai Yip Street	Slightly Adverse
VP2 Hoi Bun Road Park, Hoi Bun Road	Negligible
VP3 Footbridge across Wai Yip Street, Hung Yip Street	Slightly Adverse
VP4 MTR Ngau Tau Kok Station, Junction of Elegance Road and Ngau Tau Kok Road	Slightly Adverse
VP5a & 5b Kai Tak Runway Park	Slightly Adverse
VP6 Quarry Bay Park	Negligible
VP7 Kung Lok Road Children's Playground	Slightly Adverse

[1] The resultant visual impact is weighted by considering both the visual sensitivity, the magnitude of visual changes after implementation of visual mitigation measures together.

Existing Condition

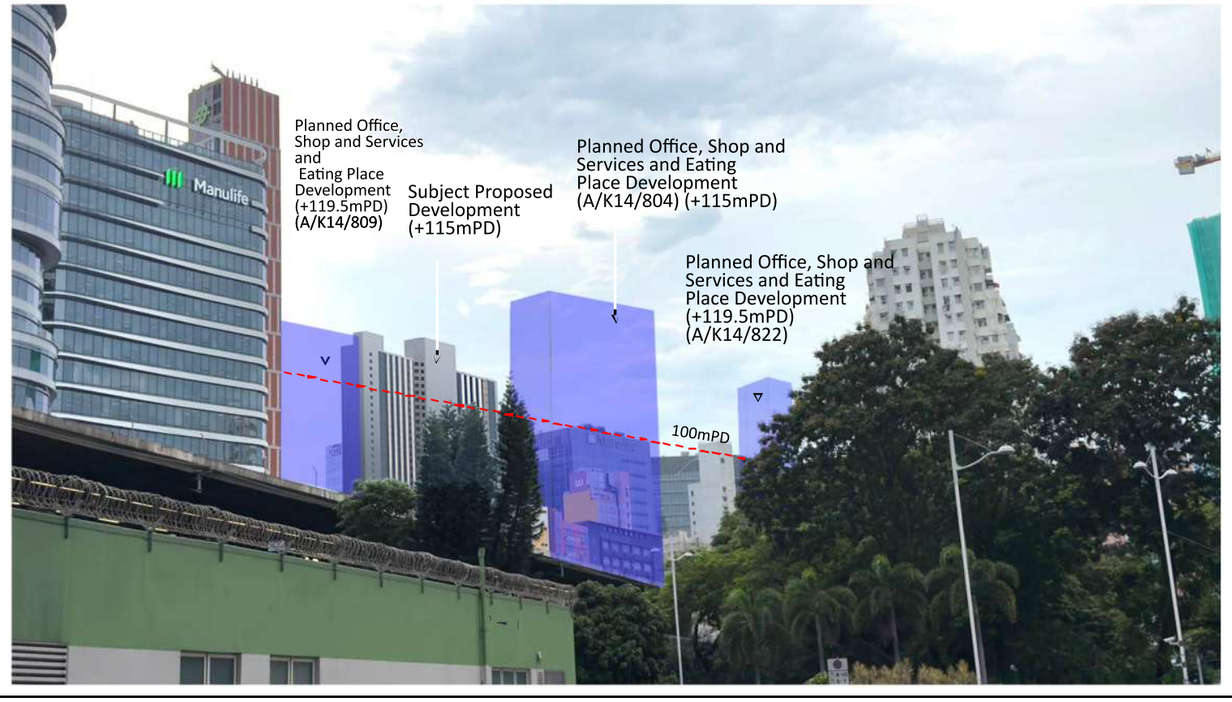
Proposed Scheme



DRAWING TITLE: VP1 - Hoi Bun Road Park, Wai Yip Street	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.1	**DATE:** August 2025	

Existing Condition

Proposed Scheme



DRAWING TITLE:
VP4 - MTR Ngau Tau Kok Station, Junction of Elegance Road and Ngau Tau Kok Road

SCALE:
N.T.S

DRAWING NUMBER:
Figure 6.4

DATE:
August 2025

PREPARED BY:
DeSPACE (International) Limited

Existing Condition

Proposed Scheme

DRAWING TITLE: VP5b - Kai Tak Runway Park	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.5b	**DATE:** August 2025	

Existing Condition

Proposed Scheme

DRAWING TITLE: VP6 - Quarry Park	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.6	**DATE:** August 2025	

Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

Traffic Impact Assessment
Final Report
September 2025

Prepared by: CKM Asia Limited

Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

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Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

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Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions
for Proposed Hotel Use in "Other Specified Uses"
annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

TABLES (Continued)

NUMBER

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Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

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2.8 Layout of junction of Wai Yip Street / Lai Yip Street

2.9 Layout of junction of Kwun Tong Road / Lai Yip Street

2.10 Layout of junction of Hoi Bun Road / Lai Yip Street

2.11 Layout of junction of Lai Yip Street / Hung To Road

2.12 Layout of junction of Tai Yip Street / Siu Yip Street

2.13 Layout of junction of Wai Yip Street / Siu Yip Street

2.14 2025 peak hour traffic flows

2.15 The public transport services provided in the vicinity of the Subject Site

3.1 G/F layout plan

3.2 B1/F layout plan

Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

FIGURES (Continued)

NUMBER

4.1 Location of planned developments in the vicinity of the Proposed Development

4.2 Year 2032 peak hour traffic flows without the Proposed Development

4.3 Year 2032 peak hour traffic flows with the Proposed Development

4.4 The ingress / egress route for traffic generated by the Proposed Development (via Wai Yip Street)

4.5 The ingress route for traffic generated by the Proposed Development (via the Service Lane)

5.1 Observed existing pedestrian flows and main walking routes to / from the Subject Site

5.2 Year 2032 pedestrian flows without the Proposed Development

5.3 Year 2032 pedestrian flows with the Proposed Development

6.1 Sensitivity test 2032 peak hour traffic flows

6.2 The ingress / egress route of sensitivity test (via Wai Yip Street)

6.3 The ingress route of sensitivity test (via the Service Lane)

1.0 INTRODUCTION

Background

1.1 The Subject Site is located at Nos. 107 – 109 Wai Yip Street in Kwun Tong, which is now vacant. Figure 1.1 shows the location of the Subject Site.

1.2 On 29th May 2020, the Town Planning Board ("TPB") approved the S16 Planning Application for Office, Shop and Services & Eating Place Uses at 107-109 Wai Yip Street (TPB ref: A/K14/780) ("Approved S16 Scheme"). The Applicant has the intention to construct a hotel ("Proposed Development") at the Subject Site.

1.3 CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Applicant, to conduct a traffic impact assessment ("TIA") in support of Proposed Development. This report presents the findings of the TIA of the Proposed Development.

Scope of the Assessment

1.4 The main objectives of this TIA are as follows:

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

Contents of the Report

1.5 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;
Chapter Six	-	presents the traffic sensitivity test; and
Chapter Seven	-	summarises the overall conclusion.

2.0 THE EXISTING SITUATION

The Subject Site

2.1 The Subject Site fronts onto Wai Yip Street to the south, and is bounded by a service lane to the north. The section of Wai Yip Street fronting the Subject Site is a dual carriageway 3-lane road.

Traffic Survey

2.2 To quantify the traffic flows at the junctions chosen for the capacity analysis, manual classified counts were conducted on Thursday, 12th June 2025 during the AM and PM peak periods. The locations of the surveyed junctions are presented in Figure 2.1 and their layout is shown in Figures 2.2 to 2.13.

2.3 The surveyed junctions include the following:

- J1: Hoi Bun Road / Shun Yip Street;
- J2: Wai Yip Street / Shun Yip Street;
- J3: Tai Yip Street / Service Lane;
- J4: Hong Tak Road / Tai Yip Street;
- J5: Tai Yip Street / Tai Yip Lane;
- J6: Kwun Tong Road / Hong Tak Road;
- J7: Wai Yip Street / Lai Yip Street;
- J8: Kwun Tong Road / Lai Yip Street;
- J9: Hoi Bun Road / Lai Yip Street;
- J10: Lai Yip Street / Hung To Road;
- J11: Tai Yip Street / Siu Yip Street; and
- J12: Wai Yip Street / Siu Yip Street.

2.4 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 0845 – 0945 and 1730 – 1830 hours respectively and the existing AM and PM peak hour traffic flows are presented in Figure 2.14.

Operational Performance of the Surveyed Junctions

2.5 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 surveyed junctions are summarised in Table 2.1 and the detailed calculations are found in Appendix 1.

TABLE 2.1 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Ref	Junction	Type of Junction	Parameter[1]	AM Peak	PM Peak
J1	Hoi Bun Road / Shun Yip Street	Signal	RC	56%	43%
J2	Wai Yip Street / Shun Yip Street	Signal	RC	66%	62%
J3	Tai Yip Street / Service Lane	Priority	RFC	0.010	0.010
J4	Hong Tak Road / Tai Yip Street	Priority	RFC	0.224	0.177
J5	Tai Yip Street / Tai Yip Lane	Priority	RFC	0.049	0.023
J6	Kwun Tong Road / Hong Tak Road	Priority	RFC	0.366	0.451
J7	Wai Yip Street / Lai Yip Street	Signal	RC	80%	87%
J8	Kwun Tong Road / Lai Yip Street	Signal	RC	60%	44%
J9	Hoi Bun Road / Lai Yip Street[2]	Signal	RC	82%	85%
J10	Lai Yip Street / Hung To Road[2]	Signal	RC	80%	98%
J11	Tai Yip Street / Siu Yip Street	Priority	RFC	0.322	0.403
J12	Wai Yip Street/ Siu Yip Street	Priority	RFC	0.421	0.361

Notes: [1] RC – Reserve Capacity RFC – Ratio of Flow to Capacity
[2] Site factor applied to reflect kerbside / on-street activities

2.6 The results in Table 2.1 indicate that the junctions now operate with capacities during the AM and PM peak hours.

Pedestrian Facilities

2.7 There are good pedestrian facilities provided in the vicinity of the Subject Site, including footpaths, and at-grade pedestrian crossings are provided at the signalised road junctions.

Availability of Public Transport Facilities

2.8 The Subject Site is well-served by various types of public transport services, including road-based franchised bus and public light bus. These services operate along Kwun Tong Road and Wai Yip Street within 500m or about 10 minutes' walk away. The Subject Site is located close to the Ngau Tau Kok MTR Station and the nearest entrance is at Lai Yip Street, which is some 400 metres or 6 minutes' walk away.

2.9 Details of the road-based public transport services operating in the vicinity of the Subject Site are shown in Figure 2.15 and Table 2.2.

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

Route	Routing	Frequency (minutes)
KMB 1A	Sau Mau Ping (Central) – Star Ferry	5 – 15
KMB 3D	Tsz Wan Shan (Central) – Kwun Tong (Yue Man Square)	4 – 16
KMB 5R	Kai Tak Cruise Terminal – Kwun Tong (apm) (Circular)	30
KMB 6P	Cheung Sha Wan (So Uk Estate) – Lei Yue Mun Estate	AM, PM Peak
KMB 11B	Kwun Tong (Tsui Ping Road) – Kowloon City Ferry	10 – 25
KMB 11C	Chuk Yuen Estate – Sau Mau Ping (Upper)	15 – 25
KMB 11D	Lok Fu – Kwun Tong Ferry	15 – 30
KMB 13D	Po Tat – Island Harbourview	15 – 25
KMB 13M	Kwun Tong (Elegance Road) – Po Tat (Circular)	15 – 30
KMB 14	Lei Yue Mun Estate – China Ferry Terminal	12 – 25
KMB 14B	Ngau Tau Kok – Lam Tin (Kwong Tin Estate)	15 – 25
KMB 14X	Yau Tong (Shung Tak Wai) – Tsim Sha Tsui (Circular)	15 – 30
KMB 15	Ping Tin – Hung Hom (Hung Luen Road)	12 – 20
KMB 15A	Ping Tin – Tsz Wan Shan (North)	20 – 30

Route	Routing	Frequency (minutes)
KMB 15X	Lam Tin (Kwong Tin Estate) – Hung Hom Station	AM, PM Peak
KMB 16	Lam Tin (Kwong Tin Estate) – Mong Kok (Park Avenue)	8 – 20
KMB 16P	Kwun Tong Ferry – Mong Kok (Park Avenue)	AM, PM Peak
KMB 17	Kwun Tong (Yue Man Square) – Ho Man Tin (Oi Man Estate)	5 – 20
KMB 23M	Lok Wah – Shun Lee (Circular)	12 – 20
KMB 28B	Choi Fook – Kai Tak (Kai Ching Estate)	15 – 25
KMB 28S	Kwun Tong (Yue Mun Square) – Lok Wah	AM Peak
KMB 33	Tsuen Wan West Station – Yau Tong	15 – 30
KMB 33B	Tsuen Wan West Station – Yau Tong	20 – 25
KMB 38	Kwai Shing (East) – Ping Tin	5 – 20
KMB 38P	Kwai Shing (Central) – Ping Tin	AM Peak
KMB 40	Tsuen Wan (Belvedere Garden) – Laguna City	12 – 25
KMB 40A	Ping Tin – Kwai Hing Station	AM, PM Peak
KMB 40B	Kwai Chung Estate – Ping Tin	AM Peak
KMB 40P	Kwun Tong Ferry – Tsuen Wan (Shek Wai Kok)	AM, PM Peak
KMB 42C	Tsing Yi (Cheung Hang Estate) – Lam Tin Station	5 – 15
KMB 49	Ching Fu Court – Tseung Kwan O Industrial Estate	AM, PM Peak
KMB 62P	Tuen Mun Central – Lei Yue Mun Estate	8 – 25
KMB 62X	Tuen Mun Central – Lei Yue Mun Estate	8 – 25
KMB 69C	Tin Yan Estate – Kwun Tong Ferry	AM, PM Peak
KMB 74C	Kau Lung Hang – Kwun Tong Ferry	AM Peak
KMB 74D	Kau Lung Hang – Kwun Tong Ferry	25 – 60
KMB 74E	Tai Mei Tuk – Kwun Tong Ferry	AM, PM Peak
KMB 74F	Kwun Tong Ferry – Education University of Hong Kong	AM Peak
KMB 74P	Kwun Tong Ferry – Tai Po Central	AM Peak
KMB 74X	Tai Po Central – Kwun Tong Ferry	3 – 15
KMB 80	Mei Lam – Kwun Tong Ferry	5 – 20
KMB 80A	Mei Lam – Kwun Tung Ferry	AM Peak
KMB 80P	Hin Keng – Kwun Tong Ferry	AM Peak
KMB 80X	Chun Shek – Kwun Tong Ferry	8 – 25
KMB 83A	Shui Chuen O – Kwun Tong Ferry	AM Peak
KMB 83X	Shui Chuen O – Kwun Tong Ferry	8 – 30
KMB 88X	Fo Tan Chung Yeung Estate – Ping Tin (Circular)	20 – 30
KMB 89	Lek Yuen – Kwun Tong Station	8 – 20
KMB 89B	Shatin Wai – Kwun Tong Station	10 – 25
KMB 89C	Heng On – Kwun Tong (Tsui Ping Road)	12 – 30
KMB 89D	Wu Kai Sha Station – Lam Tin Station	3 – 20
KMB 89P	Ma On Shan Town Centre – Lam Tin Station Bus Terminus	AM Peak
KMB 89X	Shatin Station – Kwun Tong (Tsui Ping Road)	7 – 20
KMB 93K	Po Lam – Mong Kok East Station	15 – 30
KMB 95M	Tsui Lam – Kwun Tong Road (Elegance Road)	20 – 30
KMB 98	Tseung Kwan O Industrial Estate – Ngau Tau Kok Station (Circular)	15 – 20
KMB 98A	Hang Hau (North) (Tseung Kwan O Hospital) – Ngau Tau Kok Station (Circular)	8 – 20
KMB 98B	Hang Hau (North) (Tseung Kwan O Hospital) – Kwun Tong Station	AM Peak
KMB 213B	On Tai – Ting Fu Street (Circular)	AM Peak
KMB 215X	Lam Tin (Kwong Tin Estate) – Kowloon Station	5 – 20
KMB 234C	Sham Tseng – Kwun Tong Station	AM, PM Peak
KMB 234D	Tsing Lung Tau – Kwun Tong Station	AM, PM Peak
KMB 252X	Handsome Court – Lam Tin Station	AM, PM Peak
KMB 258A	Hung Shui Kiu (Hung Fuk Estate) – Lam Tin Station	AM Peak
KMB 258D	Tuen Mun (Po Tin Estate) – Lam Tin Station	5 – 20
KMB 258P	Hung Shui Kiu (Hung Fuk Estate) – Lam Tin Station	AM, PM Peak
KMB 258S	Tuen Mun (Shan King Estate) – Lam Tin Station	AM Peak
KMB 258X	Tuen Mun (Po Tin Estate) – Kwun Tong Ferry	AM, PM Peak

Route	Routing	Frequency (minutes)
KMB 259D	Tuen Mun (Lung Mun Oasis) – Lei Yue Mun Estate	7 – 25
KMB 259X	Lung Mun Oasis – Kwun Tong Ferry	AM, PM Peak
KMB 267X	Tuen Mun (Siu Hong Court) – Lam Tin Station	AM, PM Peak
KMB 268A	Long Ping Estate – Kwun Tong Ferry	AM, PM Peak
KMB 268C	Long Ping Station – Kwun Tong Ferry	5 – 20
KMB 268P	Ma Wang Road (Shan Shui House) – Kwun Tong Ferry Kwun Tong Ferry – Long Ping Station	AM, PM Peak
KMB 269C	Tin Shui Wai Town Centre – Kwun Tong Ferry	5 – 20
KMB 269S	Tin Shui Wai Town Centre – Kwun Tong Ferry	AM, PM Peak
KMB 274X	Kwun Tong Ferry – Tai Po Central	PM Peak
KMB 277A	Sha Tau Kok – Lam Tin Station	AM, PM Peak
KMB 277E	Lam Tin Station – Sheung Shui (Tin Ping)	15 – 30
KMB 277P	Sheung Shui (Tin Ping) – Lam Tin Station	AM, PM Peak
KMB 277X	Fanling (Luen Wo Hui) – Lam Tin Station	5 – 30
KMB 296A	Sheung Tak – Ngau Tau Kok Station (Circular)	7 – 15
KMB 296C	Sheung Tak – Cheung Sha Wan (Hoi Ying Estate)	15 – 30
KMB N3D	Kwun Tong (Yue Man Square) – Tsz Wan Shan (Central)	Overnight
KMB N293	Sheung Yak – Mong Kok East Station	Overnight
KMB T74	Tai Po (Tai Wo) – Kwun Tong Ferry	AM Peak
KMB T277	Sheung Shui – Lam Tin Station	AM, PM Peak
KMB W2	Jordan (West Kowloon Station) – Kwun Tong (Circular)	30 – 60
KMB X42C	Tsing Yi (Cheung Hang Estate) – Yau Tong	7-30
KMB X42P	Tsing Yi (Cheung On Estate) – Lam Tin Station	AM Peak
KMB X89D	Nai Chung – Kwun Tong Ferry	AM, PM Peak
KMB/CTB 101	Kwun Tong (Yue Man Square) – Kennedy Town	3 -- 20
KMB/CTB 101X	Kwun Tong (Yue Man Square) – Kennedy Town	AM, PM Peak
KMB/CTB 606	Siu Sai Wan (Island Resort) – Choi Wan (Fung Shing Street)	20 – 25
KMB/CTB 606A	Shau Kei Wan (Yiu Tung Estate) – Choi Wan (Fung Shing Street)	AM Peak
KMB/CTB 606X	Siu Sai Wan (Island Resort) – Kowloon Bay	AM, PM Peak
KMB/CTB 619	Shun Lee – Central (Macau Ferry)	4 – 25
KMB/CTB 619P	Shun Lee – Central (Macau Ferry)	AM Peak
KMB/CTB 641	Kai Tak (Kai Ching Estate) – Central (Macau Ferry)	AM, PM Peak
KMB/CTB 671	Diamond Hill Station – Ap Lei Chau Lee Lok Street	15 – 45
KMB/CTB 671X	Ap Lei Chau Lee Lok Street – Diamond Hill Station	AM Peak
KMB/CTB N619	Shun Lee – Central (Macau Ferry)	Overnight
CTB 55	Ching Tin and Wo Tin – Kwun Tong Ferry Pier	AM, PM Peak
CTB 61R	Lam Tin Station – City One Shatin	12 – 20
CTB 78C	Queen's Hill Fanling – Kai Tak	AM, PM Peak
CTB 78P	Queen's Hill Fanling – Kwun Tong	AM Peak
CTB 78X	Queen's Hill Fanling – Kai Tak	30 – 60
CTB 796S	Tseung Kwan O Station – Ngau Tau Kok Station (Circular)	Overnight
CTB 797	Lohas Park – Kowloon Bay (Circular)	15 – 20
CTB A22	Lam Tin Station – Airport	15 – 40
CTB A29	Tseung Kwan O (Po Lam) – Airport / HZMB Hong Kong Port	20 – 60
CTB E22	Lam Tin (North) – AsiaWorld-Expo	8 – 20
CTB E22A	Tseung Kwan O (Hong Sing Garden) – AsiaWorld-Expo	25 – 30
CTB E22C	Tiu Keng Leng Station – Aircraft Maintenance Area	AM, PM Peak
CTB E22S	Tung Chung (Mun Tung Estate) – Tseung Kwan O (Po Lam)	AM, PM Peak
CTB E22X	Yau Tong – AsiaWorld-Expo	AM, PM Peak
CTB N29	Tseung Kwan O (Hong Sing Garden) – Tung Chung Station	Overnight
CTB NA29	Tseung Kwan O (Po Lam) – Airport / HZMB Hong Kong Port	Overnight
GMB 22A	Lok Wah Estate – Cheung Yip Street / Kwun Tong Ferry Pier (Circular)	20
GMB 35	Choi Ha Estate – Hong Lee Court	5 – 7
GMB 36A	Crocodile Hill (Hong Lee Court) To Yue Man Square Public Transport Interchange (Circular)	4 – 5

Route	Routing	Frequency (minutes)
GMB 56	Richland Gardens – Kwun Tong (Shung Yan St)	10 -- 20
GMB 62S	Kwong Tin Estate – Tsim Sha Tsui (Haiphong Road)	Overnight
GMB 68	Choi Wan Estate – Kowloon Bay (Enterprise Square)	8 -- 12
GMB 86	Kai Tak Cruise Terminal – Telford Gardens	8 -- 20
GMB 90A	Yau Lai Estate – HK Children's Hospital	20
GMB 90B	Sau Mau Ping Estate Phase 5 – HK Children's Hospital	15 – 20
GMB 102	Hang Hau Station – San Po Kong (Hong Keung Street)	2 – 15
GMB 102B	Hang Hau (Yuk Ming Court) – Choi Hung	12 – 20
GMB 102S	Hang Hau Station – San Po Kong (Hong Keung Street)	Overnight
GMB 104	The HK University of Science and Technology – Ngau Tau Kok Station	12 – 25
GMB 106	Tseung Kwan O (Po Lam) – Kowloon Bay (Enterprise Square)	7 – 25
GMB 501S	Sheung Shui Station – Kwun Tong (Yue Man Square)	Overnight

Note: KMB – Kowloon Motor Bus CTB – City Bus GMB – Green Minibus

3.0 THE PROPOSED DEVELOPMENT

Development Parameters and Provision of Internal Transport Facilities

3.1 The Proposed Development is a Hotel with 984 guest rooms. The internal transport facilities for the Proposed Development are provided in accordance to the recommendations of the Hong Kong Planning Standards and Guidelines ("HKPSG"), and are presented in Table 3.1.

TABLE 3.1 COMPARISON OF THE HKPSG RECOMMENDATION AND THE PROPOSED PROVISION

HKPSG Recommendation for a Hotel with 984 guest rooms	Proposed Provision
Car Parking Space	
1 car parking space per 100 rooms. 984 / 100 = 9.8, say 10 nos.	10 nos. comprising of: (i) 9 nos. @ 5m (L) x 2.5m (W) x 2.4m, (ii) 1 no. @ 5m (L) x 3.5m (W) x 2.4m (H) for persons with disabilities = HKPSG recommendation
Motorcycle Parking Space	
5 to 10% of the total provision for private cars Minimum = 10 x 5% = 0.05, say 1 no. Maximum = 10 x 10% = 0.1, say 1 no.	1 no. @ 2.4m (L) x 1m (W) x 2.4m (H) = HKPSG recommendation
Taxi and Private Car Layby	
Minimum 4 lay-bys for taxi and private cars for ≥ 600 rooms = 4 nos.	4 nos. @ 5m (L) x 2.5m (W) x 2.4m (H) = HKPSG recommendation
Single-Deck Tour Bus Layby	
Minimum 3 lay-bys for single-deck tour buses for ≥ 900 rooms = 3 nos.	3 nos. @ 12m (L) x 3.5m (W) x 4.7m (H) = HKPSG recommendation Note: These 3 laybys are proposed to be "Shared-use" for Coaches/buses and M/HGV
Goods Vehicle Loading / Unloading Bay	
0.5 - 1 goods vehicle bay per 100 rooms Minimum = 984 / 100 x 0.5 = 4.9, say 5 nos. (X LGV, X HGV) Maximum = 984 / 100 x 1 = 9.8, say 10 nos. (7 LGV, 3 HGV)	8 nos. comprising of: (i) 7 nos. LGV @ 7m (L) x 3.5m (W) x 3.6m (H) & (ii) 1 no. M/HGV @ 11m (L) x 3.5m (W) x 4.7m (H) > HKPSG minimum & < HKPSG maximum recommendation

Reasons for Deviation from the HKPSG Maximum Recommendation

3.2 The only internal transport facility which deviates from the HKPSG maximum recommendation is the provision of 8 loading / unloading bays, which is 2 less than the maximum HKPSG recommendation, but, 3 more than the HKPSG minimum recommendation.

3.3 The provision of 2 nos. more M/HGV loading / unloading bays was considered, but not found to be possible due site constraint, and is explained as follows:

(1) The Outline Development Plan no. D/K14A/1H require the Subject Site to setback (i) along Wai Yip Street of 2.3m, and (ii) 1.5m setback and 1.5m non-building area along the service lane;
(2) With the above setback requirements, the length of the Subject Site (i.e. measured from Wai Yip Street to the service lane) which is originally 21.3m is reduced to only 17.5m (reduction of substantial length of 17.8%)
(3) The ground floor layout has maximised the provision of M/HGV loading / unloading bays which need to front onto the turntable so vehicles could enter and leave the loading / unloading bay.

3.4 After accommodating the essential facilities such as, structural columns, staircases, escalators, lift lobby and car lift to the basement car park, etc, the provision of 2 more M/HGV loading / unloading bay is not possible.

Layout Plans

3.5 The carpark layout plans for G/F and B1/F are found in Figures 3.1 – 3.2. Similar to the Approved S16 Planning Application (TPB ref: A/K14/809), two vehicular access points are provided and these are located at:
(i) The service lane at the northern side of the Proposed Development;
(ii) Wai Yip Street

Swept Path Analysis

3.6 The CAD-based swept path analysis program, Autodesk Vehicle Tracking, was used to check the ease of vehicle manoeuvring, and the swept path drawings of vehicle manoeuvring on the parking levels are found in in Appendix 2. Vehicles are found to have no manoeuvring problems and all vehicles could enter and leave the spaces with ease.

Vehicle Lift Analysis

3.7 A light goods vehicle lift is provided to access B1/F from G/F, and to prevent potential tailback to Wai Yip Street, a waiting space provided on G/F. A vehicle lift analysis was conducted to check on the operation of the vehicle lift system, and it was found that the vehicle lift system is acceptable and can serve the Proposed Development. The vehicle lift analysis is found in Appendix 3.

Traffic Management Plan

#1 Turntable

3.8 A traffic management plan will be implemented by the Applicant, which includes the following:

- Loading / unloading related to goods deliveries will be undertaken during the non-peak hours.
- All users have to make reservation with the property management prior to the use of the goods vehicle loading/unloading bay and "Shared-use" for Coaches/buses and M/HGV laybys.
- The Management Office will ensure that maintenance of the turntable will be carried out during the non-peak period.
- The Management Office will ensure that should the turntable breaks down, the Management Office will immediately contact the turntable maintenance company to repair, and all users will be notified that the use of HGV loading/ unloading bay and "Shared-use" for Coaches/buses and M/HGV laybys will be suspended.

#2 Car Lift

(i) Operation and Maintenance of the lift

3.9 A management staff will be deployed to guide the driver to enter the vehicle lift. Regular inspection will be arranged, and prior to the conduct of the regular maintenance, all occupants will be notified of the date and duration of the suspension of the vehicle lift.

(ii) Breakdown of the lift

3.10 If a vehicle lift breaks down, the Property Management will immediately call the vehicle lift maintenance company. However, if a vehicle is trapped inside the vehicle lift, the Fire Services Department will be contacted, and notice will be displayed at the entrance of the car park to inform motorists of the suspension of service.

3.11 As mentioned in Section 3.8, the use of goods vehicle loading/unloading bay and "Shared-use" for Coaches/buses and M/HGV layby is by reservation only, the Management Office would be aware of the arrival times of the vehicles, thus enabling efficient scheduling and coordination.

3.12 In the event that the car lift has broken down, the following measures will be undertaken for vehicles which use the car lift, i.e., LGV, private car and motorcycle:

#1 Measure for LGV
LGV could use the 3 "Shared-use" for Coaches/buses and M/HGV laybys.

#2 Measure for Private cars
The management staff will direct the driver to use nearby public car park eg NEO at 123 Hoi Bun Road.

#3 Measure for Motorcycle
The management staff will direct the driver to use nearby public car park opposite One Bay East Citi Tower at 83 Hoi Bun Road.

(iii) Management of passages between compartments of the carpark and L/UL at B/F in case of opposing traffic

3.13 A management staff will be deployed on B/F to ensure smooth operation on B/F to guide the drive to enter and leave the vehicle lift.

Passenger Safety Measures

3.14 Directional signs will be installed at key locations to guide passengers to the lobby. In addition, management staff will be deployed to guide passengers.

4.0 TRAFFIC IMPACT

Design Year

4.1 The Proposed Development is expected to be completed by 2029, and the design year adopted for the capacity analysis is 2032, i.e. 3 years after the completion of the development.

Traffic Forecast

4.2 The 2032 traffic flows used for the junction analysis are produced with reference to: (i) 2031 traffic flows from the Base District Traffic Model ("BDTM"); (ii) estimated traffic growth from 2031 to 2032; (iii) the planned developments in the vicinity of the Proposed Development, and (iv) additional traffic generated by the Proposed Development.

Estimated Traffic Growth Rate from 2031 to 2032

4.3 Reference is made to the 2021 – based Territorial Population and Employment Data Matrix ("TPEDM") data produced by Planning Department for Kwun Tong District, which are for 2021, 2026 and 2031 and are presented in Table 4.1.

TABLE 4.1 2021-BASED TPEDM DATA PRODUCED BY PLANNING DEPARTMENT FOR KWUN TONG DISTRICT

Item	TPEDM Estimates and Projections		
	2021	2026	2031
Population	673,150	682,500	690,750
Employment	395,900	400,050	441,300
Total	1,069,050	1,082,550	1,132,050
Average Growth	From 2021 to 2026: +0.25% From 2021 to 2031: +0.57%	From 2026 to 2031: +0.90%	N/A

4.4 Table 4.1 shows that the highest average annual growth rate is +0.90%. In view that there is no estimation beyond 2031 and to err on the high side, the growth rate of 1% per annum is adopted for the traffic growth between 2031 and 2032.

Planned Developments in the Vicinity of the Proposed Development

4.5 The planned developments included in the 2032 reference traffic flows are presented in Table 4.2, and the locations of planned developments are shown in Figure 4.1.

TABLE 4.2 PLANNED DEVELOPMENTS IN THE VICINITY OF THE PROPOSED DEVELOPMENT

Site	Planning Application No. / Plan No.	Address	Use	Development Parameters (Approx.)
1	A/K14/763	350 Kwun Tong Road	Commercial	GFA = 25,658m^2
2	A/K14/766	41 King Yip Street	Commercial	GFA = 30,576m^2
3	A/K14/771	32 Hung To Road	Commercial	GFA = 13,122m^2
4	A/K14/773	82 Hung To Road	Industrial	GFA = 13,378m^2
5	A/K14/774	7 Lai Yip Street	Commercial	GFA = 14,775m^2
6	A/K14/775	132 Wai Yip Street	Commercial	GFA = 6,021m^2
7	A/K14/777	71 How Ming Street	Office	GFA = 18,312m^2
8	A/K14/782	4 Tai Yip Street	Retail	GFA = 8,027m^2
9	A/K14/787	33 Hung To Road	Industrial	GFA = 13,830m^2

Site	Planning Application No. / Plan No.	Address	Use	Development Parameters (Approx.)
10	A/K14/796	28A Hung To Road	Hotel	No. of rooms = 89
11	A/K14/804	334 -336 and 338 Kwun Tong Road	Commercial	GFA = 23,211m^2
12	A/K14/806	11 Lai Yip Street	Office	GFA = 15,051m^2
13	A/K14/807	Kun Tong Inland Lots 1 S.A , 1 RP, 3 and 15	Commercial	GFA = 66,890m^2
14	A/K14/809	1 Tai Yip Street and 111 Wai Yip Street	Commercial	GFA = 13,349m^2
15	A/K14/810	5 Lai Yip Street	Commercial	GFA = 14,788m^2
16	A/K14/820	73 – 75 Hung To Road	Commercial	GFA = 26,757m^2
17	A/K14/822	25 Tai Yip Street, Kwun Tong	Commercial	GFA = 5,572m^2
18	A/K14/832	201 and 203 Wai Yip Street	Hotel	No. of rooms = 448
19	A/K14/819 & S/K14S/URA1/3 Urban Renewal Authority 'Vertical City' mixed use development	Areas 4 and 5 of Kwun Tong Town Centre	Commercial GFA = 65,000m^2, Office GFA = 127,619m^2 and GIC GFA = 8,601m^2	
20	N/A	EKEO Lai Yip Street Development	Commercial	GFA = 23,000m^2
21	N/A	Kwun Tong Action Area	Commercial	GFA = 89,350m^2
22	N/A	Kowloon Bay Action Area	Commercial	GFA = 500,000m^2

4.6 The infrastructure and road network included in the BDTM are as follows:

- Kai Tak Development
- Tseung Kwan O – Lam Tin Tunnel
- Central Kowloon Route
- Trunk Road T2 between Central Kowloon Route and Tseung Kwan O – Lam Tin Tunnel

Traffic Generated by the Proposed Development

4.7 Surveys were conducted on Tuesday, 26th November 2024 between 0800 – 1100 and 1600 – 1900 hours at 4 hotels which are of similar class, number of hotel rooms and traffic characteristics, i.e. proximity to the MTR and road-based public transport services. The surveyed hotels are shown below:

(i) 254-room Nina Hotel Kowloon East at 38 Chong Yip Street, Kwun Tong
(ii) 298-room Tuen Mun Pentahotel at 6 Tsun Wen Road, Tuen Mun
(iii) 360-room Dorsett Kwun Tong at 84 Hung To Road, Kwun Tong
(iv) 598-room Hotel Cozi Harbour View at 163 Wai Yip Sreet, Kwun Tong

4.8 In addition, reference is made the survey of the Regal Riverside Hotel found in TD 05/2006 Trip Generation Survey 2006 Report. The comparison of these trip generation rates with the TPDM lower limit is found in Table 4.3.

TABLE 4.3 COMPARISON OF TRIP GENERATION RATES

Items	Trip Generation rate in pcu/hr/room			
	AM Peak		PM Peak	
	In	Out	In	Out
(i) Nina Hotel[(1)]	0.0591	0.0433	0.0512	0.0472
(ii) Tuen Mun Pentahotel[(1)]	0.0369	0.0336	0.0336	0.0336
(iii) Dorsett Kwun Tong[(1)]	0.0361	0.0333	0.0361	0.0333
(iv) Hotel Cozi Harbour View[(1)]	0.0084	0.0151	0.0134	0.0167
(v) Regal Riverside Hotel[(2)]	0.0837	0.0993	0.1005	0.0909
(iv) Lower limit of rates from TPDM	0.0832	0.0843	0.0908	0.0883
Maximum rate	0.0837	0.0993	0.1005	0.0909

Note [(1)] CKM survey
[(2)] From TD 05/2006 – Traffic Generation Survey 2006 Final Report

4.9 To be conservative, trip generation rates from the Regal Riverside Hotel is adopted to estimate the traffic generation for Proposed Development, and the calculated traffic generation associated with the Proposed Development are found in Table 4.4.

TABLE 4.4 TRAFFIC GENERATION OF THE PROPOSED DEVELOPMENT

Item	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Trip Generation Rates for hotel (pcu/hour/guest room)						
Rates from Table 4.3	0.0837	0.0993	NA	0.1005	0.0909	NA
Traffic Generation of Proposed Development (pcu/hour)						
984 guest rooms	83	98	181	99	90	189

4.10 Table 4.4 shows the Proposed Development generates 181 and 189 more pcu (2-way) during the AM and PM peak hours respectively.

Planned Junction Improvement Schemes

4.11 The planned junction improvement schemes found in the vicinity of the Subject Site are summarised in Table 4.5 and shown in Appendix 4.

TABLE 4.5 PLANNED TRAFFIC IMPROVEMENT SCHEMES IN THE VICINITY OF THE PROPOSED DEVELOPMENT

Junction		Description of Work	Project Proponent	Estimated Completion Year
J1	Hoi Bun Road / Shun Yip Street	The road markings are changed at Shun Yip Street Westbound and Eastbound	Kowloon Bay Action Area – Feasibility Study	Before 2032
J8	Kwun Tong Road / Lai Yip Street	The road alignment is adjusted at Lai Yip Street Northbound	Kwun Tong District Council Traffic Development and Transport Committee Discussion Paper No. 3/2023	
J9	Hoi Bun Road / Lai Yip Street	A new pedestrian crossing across Hoi Bun Road Eastbound is added and existing staggered pedestrian crossing at Lai Yip Street to be	Technical study on the Lai Yip Street site in Kowloon East	

Junction		Description of Work	Project Proponent	Estimated Completion Year
		converted to straight crossing		

2032 Traffic Flows

4.12 Year 2032 traffic flows for the following cases are derived:

2032 without the Proposed Development [A]	= 2031 traffic flows derived with reference to BDTM + estimated total growth from 2031 to 2032 + Traffic generated by the planned developments in the vicinity of the Proposed Development
2032 with the Proposed Development [B]	= [A] + traffic generated by the Proposed Development (Table 4.4)

4.13 The 2032 peak hour traffic flows for the cases without and with the Proposed Development, are shown in Figures 4.2 - 4.3, respectively. The ingress/egress vehicular routings to/from the Proposed Development via Wai Yip Street and the service lane at the northern side of the Proposed Development are shown in Figures 4.4 - 4.5.

2032 Junction Operational Performance

4.14 Year 2032 capacity analysis for the cases without and with the Proposed Development are summarised in Table 4.6 and detailed calculations are found in the Appendix 1.

TABLE 4.6 2032 JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction / Parameter[1]	Without the Proposed Development		With the Proposed Development	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Hoi Bun Road / Shun Yip Street[3]	Signal / RC	22%	17%	21%	16%
J2	Wai Yip Street / Shun Yip Street[4]	Signal / RC	22%	21%	18%	18%
J3	Tai Yip Street / Service Lane	Priority / RFC	0.044	0.036	0.046	0.037
J4	Hong Tak Road / Tai Yip Street	Priority / RFC	0.384	0.294	0.498	0.420
J5	Tai Yip Street / Tai Yip Lane	Priority / RFC	0.135	0.116	0.137	0.117
J6	Kwun Tong Road / Hong Tak Road	Priority / RFC	0.655	0.740	0.743	0.841
J7	Wai Yip Street / Lai Yip Street	Signal / RC	32%	44%	31%	43%
J8	Kwun Tong Road / Lai Yip Street[3]	Signal / RC	23%	18%	22%	18%
J9	Hoi Bun Road / Lai Yip Street[2][3]	Signal / RC	18%	21%	18%	21%
J10	Lai Yip Street / Hung To Road[2]	Signal / RC	29%	37%	29%	36%
J11	Tai Yip Street / Siu Yip Street	Priority /RFC	0.384	0.503	0.387	0.505
J12	Wai Yip Street / Siu Yip Street	Priority / RFC	0.750	0.715	0.805	0.748

Notes: [1] RC – reserve capacity RFC – Ratio of Flow to Capacity
[2] Site factor to reflect kerbside / on-street activities
[3] Junction Improvement Scheme has been incorporated in the assessment
[4] In order to meet RC not less than 15% for sensitivity test in Section 6, the PM cycle time of J2 - Wai Yip Street / Shun Yip Street, could be increased from 108 to 112 seconds.

4.15 Table 4.6 shows that the junctions operate with capacities during the AM and PM peak hours for the cases without and with the Proposed Development.

5.0 PEDESTRIAN ASSESSMENT

Surveyed Pedestrian Locations

5.1 In order to quantify the existing pedestrian flows, pedestrian counts were conducted between AM (0800 – 1000 hours), Noon(1200 – 1400 hours) and PM (1700 – 1900 hours) on Thursday, 12th June 2025 at the footpaths and waiting area of the pedestrian crossing shown in Figure 5.1. The survey locations are summarised in Table 5.1.

TABLE 5.1 SURVEYED PEDESTRIAN LOCATIONS

Ref.	Location
	Footpath
F1	Northern footpath of Wai Yip Street between Shun Yip Lane and Tai Yip Street (Eastern side)
F2	Northern footpath of Wai Yip Street between Shun Yip Lane and Tai Yip Street (Western side)
F3	Shun Yip Lane between Wai Yip Street and Service Lane
	Waiting area of pedestrian crossing
W1	Western pedestrian crossing of Wai Yip Street / Shun Yip Street
W2	Eastern pedestrian crossing of Wai Yip Street / Shun Yip Street

Existing Pedestrian Flows

5.2 The existing peak 15-minute 2-way pedestrian flows are also presented in Figure 5.1.

Estimated growth from 2025 to 2032

5.3 The 2032 reference pedestrian flows are estimated with the reference of the existing pedestrian flows and a growth rate of 1% per annum, which is derived from the latest TPEDM data.

Pedestrian Generated by the Proposed Development

5.4 The pedestrian generated by the Proposed Development is calculated based on the pedestrian generation rates of 4 surveyed hotels listed in paragraph 4.7 and the adopted pedestrian generation rates are presented in Table 5.2. The calculated pedestrian generation is found in Table 5.3.

TABLE 5.2 PEDESTRIAN GENERATION RATES OF THE SURVEYED HOTELS

Development	No. of rooms	Pedestrian Generation Rates (ped / 15 min / room)					
		AM Peak		Noon Peak		PM Peak	
		In	Out	In	Out	In	Out
Nina Hotel	254	0.0512	0.1732	0.1063	0.1614	0.1575	0.1772
Tuen Mun Pentahotel	298	0.0134	0.1174	0.0638	0.1007	0.1141	0.0805
Dorsett Kwun Tong	360	0.0444	0.1972	0.0500	0.0750	0.0750	0.0722
Hotel Cozi Harbour View	598	0.0318	0.0769	0.0368	0.0234	0.0401	0.0485
Adopted maximum rate		0.0512	0.1972	0.1063	0.1614	0.1972	0.1772

TABLE 5.3 PEDESTRIAN GENERATED BY THE PROPOSED DEVELOPMENT

Use	Pedestrian Generation (ped / 15 min)								
	AM Peak			Noon Peak			PM Peak		
	In	Out	2-way	In	Out	2-way	In	Out	2-way
Proposed Development with 984 Rooms	51	195	246	105	159	264	155	175	330

Year 2032 Pedestrian Flows

5.5 The 2032 pedestrian flow with and without the Proposed Development are derived using the following method:

Without the Proposed Development [a]	=	2025 observed pedestrian flows + growth from 2025 to 2032 + pedestrian generated by the planned developments in the vicinity of the Subject Site
With the Proposed Development [b]	=	[a] + pedestrian generated by the Proposed Development (Table 5.3)

5.6 The 2032 pedestrian flows without and with the Proposed Development are presented in Figures 5.2 and 5.3.

Level-Of-Service ("LOS") Assessment

5.7 The pedestrian assessment method adopted is referenced to Exhibit 18-3 of Chapter 18 of the Highway Capacity Manual ("HCM") 2000 and the extract of Exhibit 18-3 is summarised in Table 5.4.

TABLE 5.4 EXTRACT OF EXHIBIT 18-3 OF THE HCM 2000

LOS	Space (m^2/p)	Flow Rate (p/min/m)
A	> 5.6	≤ 16
B	> 3.7-5.6	> 16-23
C	> 2.2-3.7	> 23-33
D	> 1.4-2.2	> 33-49
E	> 0.75-1.4	> 49-75
F	≤ 0.75	variable

5.8 As stated in Volume 6 Section 10.5 of TPDM, "In general, LOS C is desirable for most design at streets with dominant 'living' pedestrian activities".

(a) LOS of the Footpaths

5.9 The effective width of the surveyed footpaths and the year 2032 LOS without and with the Proposed Development are presented in Tables 5.5 and 5.6.

TABLE 5.5 EFFECTIVE WIDTH OF SURVEYED FOOTPATHS

Ref.	Footpath width (m)	Effective width (m)[(1)]
F1	3.5	2.5
F2	2.7	1.7
F3	9.8	8.8

Note:[(1)] The effective width does not include 0.5m dead zone on both sides, i.e. 1m

TABLE 5.6 YEAR 2032 LOS OF FOOTPATH WITHOUT AND WITH THE PROPOSED DEVELOPMENT

Ref.	Peak Period	Year 2032 without the Proposed Development			Year 2032 with the Proposed Development		
		Flow (Ped/15 min)	Rate[(1)] (Ped/min/ m)	LOS	Flow (Ped/15 min)	Rate[(1)] (Ped/ min/m)	LOS
F1	AM	315	8.4	A	376	10.0	A
	Noon	98	3.0	A	223	6.0	A
	PM	251	6.7	A	333	8.9	A
F2	AM	442	17.3	B	469	18.4	B
	Noon	266	11.0	A	370	15.0	A
	PM	320	12.5	A	359	14.1	A
F3	AM	911	6.9	A	1024	7.8	A
	Noon	530	5.0	A	753	6.0	A
	PM	558	4.2	A	717	5.4	A

Note: [(1)] pedestrian flow rate = pedestrian flow ÷ 15 minutes ÷ effective width

5.10 Table 5.6 shows that the footpaths achieve LOS A and B during AM, Noon and PM peak for the 2032 cases without and with the Proposed Development, both which are acceptable.

(b) Waiting area of the Pedestrian Crossing

5.11 The year 2032 LOS of pedestrian crossing waiting areas without and with the Proposed Development are presented in Table 5.7.

TABLE 5.7 YEAR 2032 LOS OF PEDESTRIAN CROSSING WAITING AREAS WITHOUT AND WITH THE PROPOSED DEVELOPMENT

Ref.	Area (m^2)	Average No. of Pedestrians at the waiting area (ped/signal cycle)			Pedestrian Space (m^2/ped)			LOS		
		AM	Noon	PM	AM	Noon	PM	AM	Noon	PM
Without the Proposed Development										
W1	150	34	12	8	4.4	12.5	18.8	B	A	A
W2	63	25	8	2	2.5	7.9	31.5	C	A	A
With the Proposed Development										
W1	150	36	14	10	4.2	10.7	15.0	B	A	A
W2	63	27	10	4	2.3	6.3	15.8	C	A	A

5.12 Table 5.7 shows that the pedestrian crossing waiting areas achieve LOS A and C during AM, Noon and PM peak for the 2032 cases without and with the Proposed Development, both which are acceptable.

6.0 SENSITIVITY TEST

6.1 A sensitivity test using mean rates from the TPDM and the results are presented below.

Traffic Generated by the Proposed Development (Sensitivity Test)

6.2 Trip generation rates from mean rates from TPDM is used to estimate the traffic generation for Proposed Development, and the calculated traffic generation is found in Table 6.1.

TABLE 6.1 TRAFFIC GENERATION OF THE Proposed Development BY ADOPTING MEAN RATES FROM TPDM

Item	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Trip Generation Rates for hotel (pcu/hour/guest room)						
Mean rates from TPDM	0.1457	0.1329	NA	0.1546	0.1290	NA
Traffic Generation of Proposed Development (pcu/hour)						
984 guest rooms	144	131	275	153	127	280

6.3 Table 6.1 shows the Proposed Development generates 275 and 280 more pcu (2-way) during the AM and PM peak hours respectively.

6.4 The sensitivity test 2032 peak hour traffic flows are shown in Figure 6.1. The ingress/egress vehicular routings to/from the Proposed Development via Wai Yip Street and the service lane at the northern side of the Proposed Development are shown in Figures 6.2 - 6.3.

2032 Junction Operational Performance (Sensitivity Test)

6.5 The 2032 sensitivity test capacity analysis for the cases without and with the Proposed Development are summarised in Table 6.2 and detailed calculations are found in the Appendix 1.

TABLE 6.2 2032 SENSITIVITY TEST JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction / Parameter[1]	Without the Proposed Development		With the Proposed Development	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Hoi Bun Road / Shun Yip Street[3]	Signal / RC	22%	17%	21%	16%
J2	Wai Yip Street / Shun Yip Street[4]	Signal / RC	22%	21%	16%	16%
J3	Tai Yip Street / Service Lane	Priority / RFC	0.044	0.036	0.046	0.037
J4	Hong Tak Road / Tai Yip Street	Priority / RFC	0.384	0.294	0.538	0.428
J5	Tai Yip Street / Tai Yip Lane	Priority / RFC	0.135	0.116	0.137	0.118
J6	Kwun Tong Road / Hong Tak Road	Priority / RFC	0.655	0.740	0.773	0.847
J7	Wai Yip Street / Lai Yip Street	Signal / RC	32%	44%	31%	42%
J8	Kwun Tong Road / Lai Yip Street[3]	Signal / RC	23%	18%	22%	17%
J9	Hoi Bun Road / Lai Yip Street[2][3]	Signal / RC	18%	21%	18%	20%
J10	Lai Yip Street / Hung To Road[2]	Signal / RC	29%	37%	29%	35%
J11	Tai Yip Street / Siu Yip Street	Priority /RFC	0.384	0.503	0.387	0.507
J12	Wai Yip Street / Siu Yip Street	Priority / RFC	0.750	0.715	0.829	0.772

Notes: [1] RC – reserve capacity RFC – Ratio of Flow to Capacity
[2] Site factor to reflect kerbside / on-street activities
[3] Junction Improvement Scheme has been incorporated in the assessment
[4] In order to meet RC not less than 15%, the PM cycle time of J2 Wai Yip Street / Shun Yip Street, could be increased from 108 to 112 seconds.

6.6 Table 6.2 shows that the junctions operate with capacities during the AM and PM peak hours with implementation of an increased PM peak cycle time at J2 - Wai Yip Street / Shun Yip Street for the cases without and with the Proposed Development.

7.0 CONCLUSION

7.1 The Subject Site is located at Nos. 107 - 109 Wai Yip Street in Kwun Tong. On 29th May 2020, the TPB approved the S16 Planning Application (TPB ref: A/K14/780) for Office, Shop and Services & Eating Place Uses at the Subject Site. Subsequent to the Approved S16 Scheme (TPB ref: A/K14/780), the Applicant has the intention to construct a hotel with 984 rooms.

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

7.3 Similar to the Approved S16 Scheme (TPB ref: A/K14/780), two vehicular access points are provided for the Proposed Development, including, (i) The service lane at the northern side of the Proposed Development, and (ii) Wai Yip Street.

7.4 The internal transport facilities for the Proposed Development are provided with reference to the recommendation of the HKPSG. Swept path analysis was conducted to ensure that all vehicles could enter and leave the development and the spaces provided with ease.

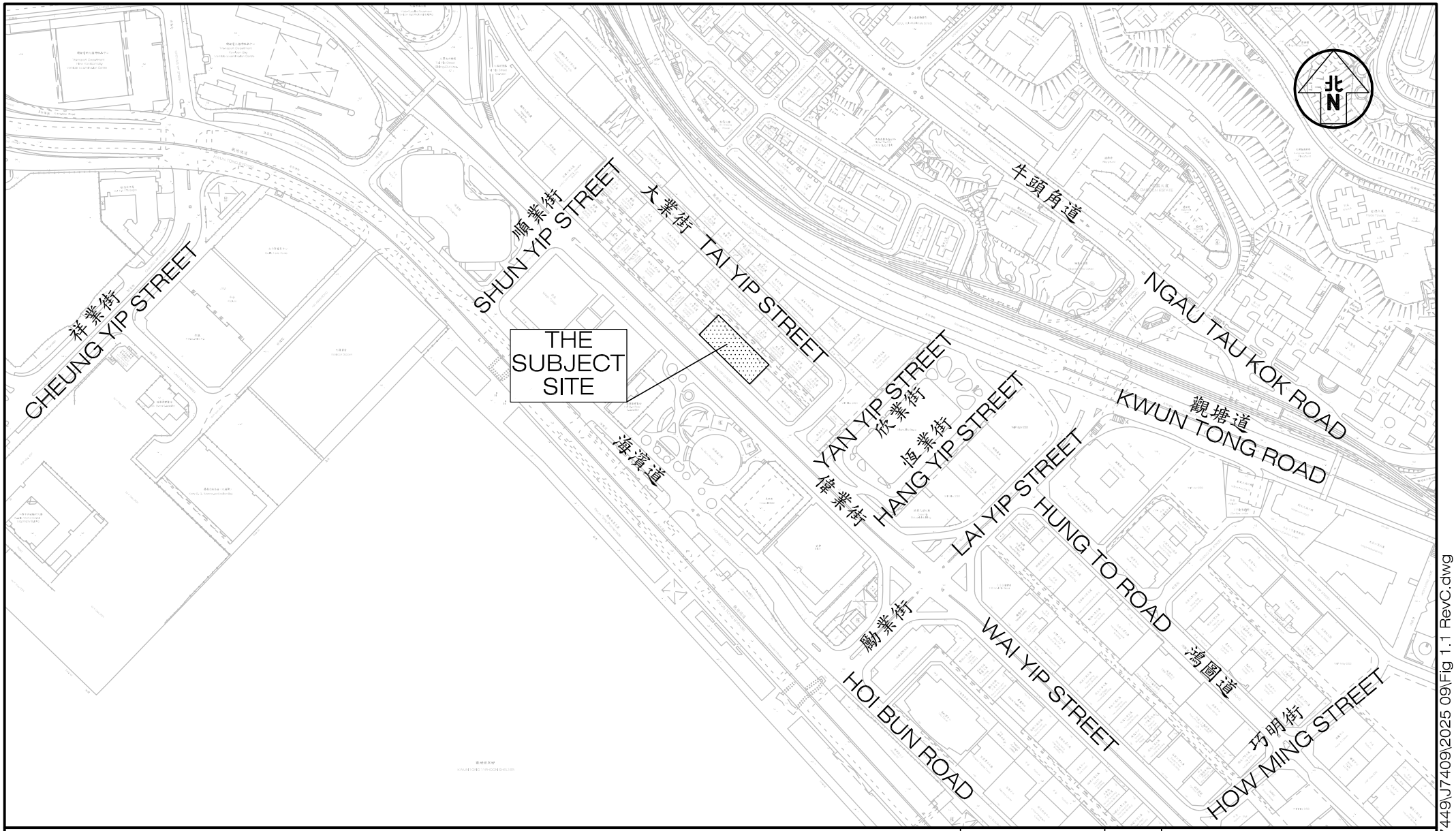
7.5 The Proposed Development is expected to be completed by 2029, and the junction capacity analysis is undertaken for year 2032. For the design year 2032, the junctions analysed are expected to operate with capacities during the peak hours for the case without and with the Proposed Development.

7.6 With implementation of increased PM peak cycle time at J2 - Wai Yip Street / Shun Yip Street, all junctions analysed for the sensitivity test have sufficient capacity to accommodate the expected traffic flow in the 2032 and the traffic generated by the Proposed Development.

7.7 The pedestrian assessment conducted found that the surveyed footpaths and waiting area of the pedestrian crossing would operate with LOS A to C in 2032 for the cases without and with the Proposed Development.

7.8 It is concluded that the Proposed Development will result in no adverse traffic impact to the surrounding road network.

Figures



Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. 1.1	Revision C
Figure Title: LOCATION OF THE SUBJECT SITE		Designed by C Y Y / Drawn by N C M / Checked by K C	
		Scale in A4 1 : 4000 / Date 19 SEP 2025	

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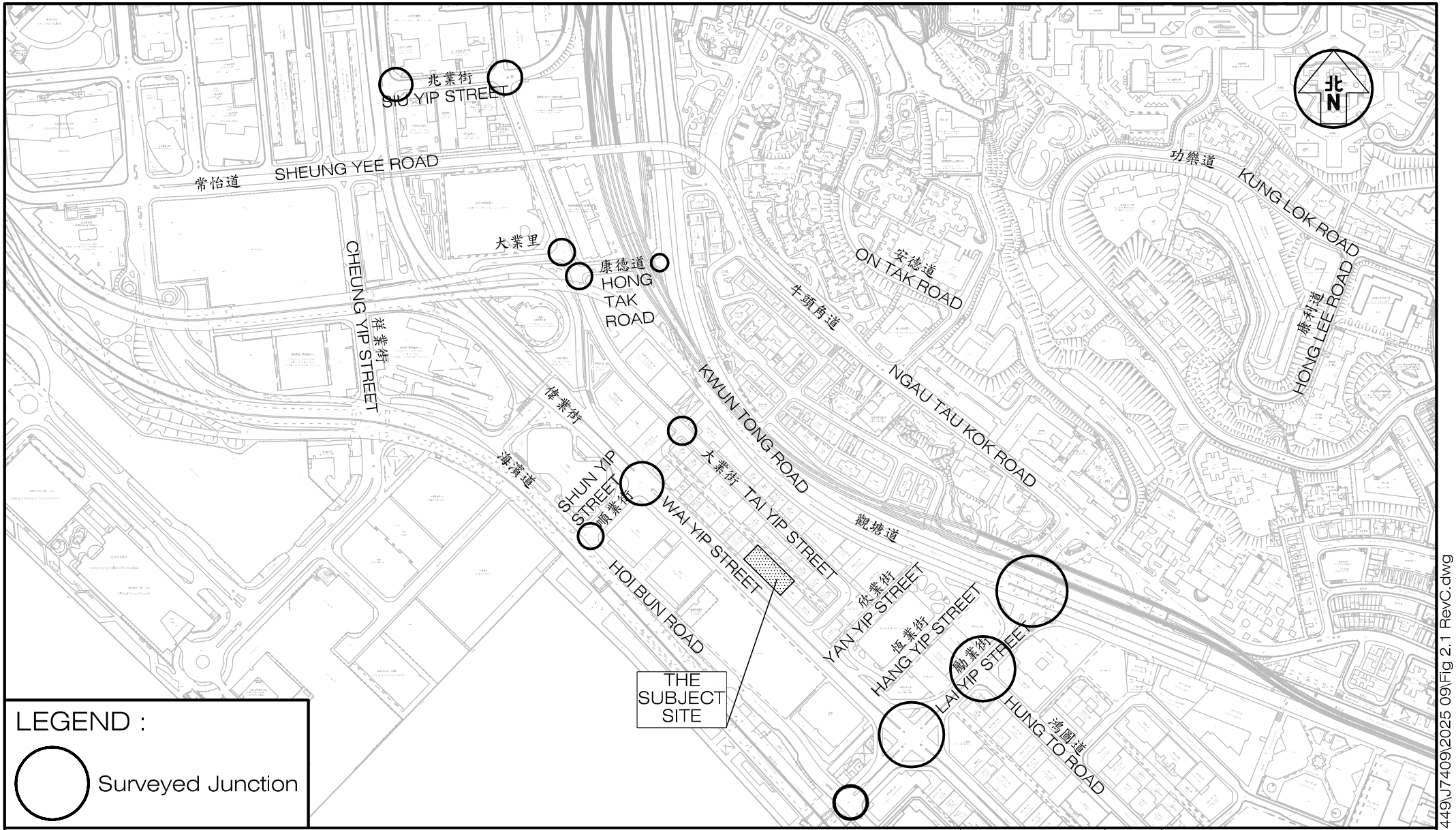

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J7409

Figure Title

LOCATION OF THE SURVEYED JUNCTIONS

Figure No.	Revision
2.1	C

Designed by	Drawn by	Checked by
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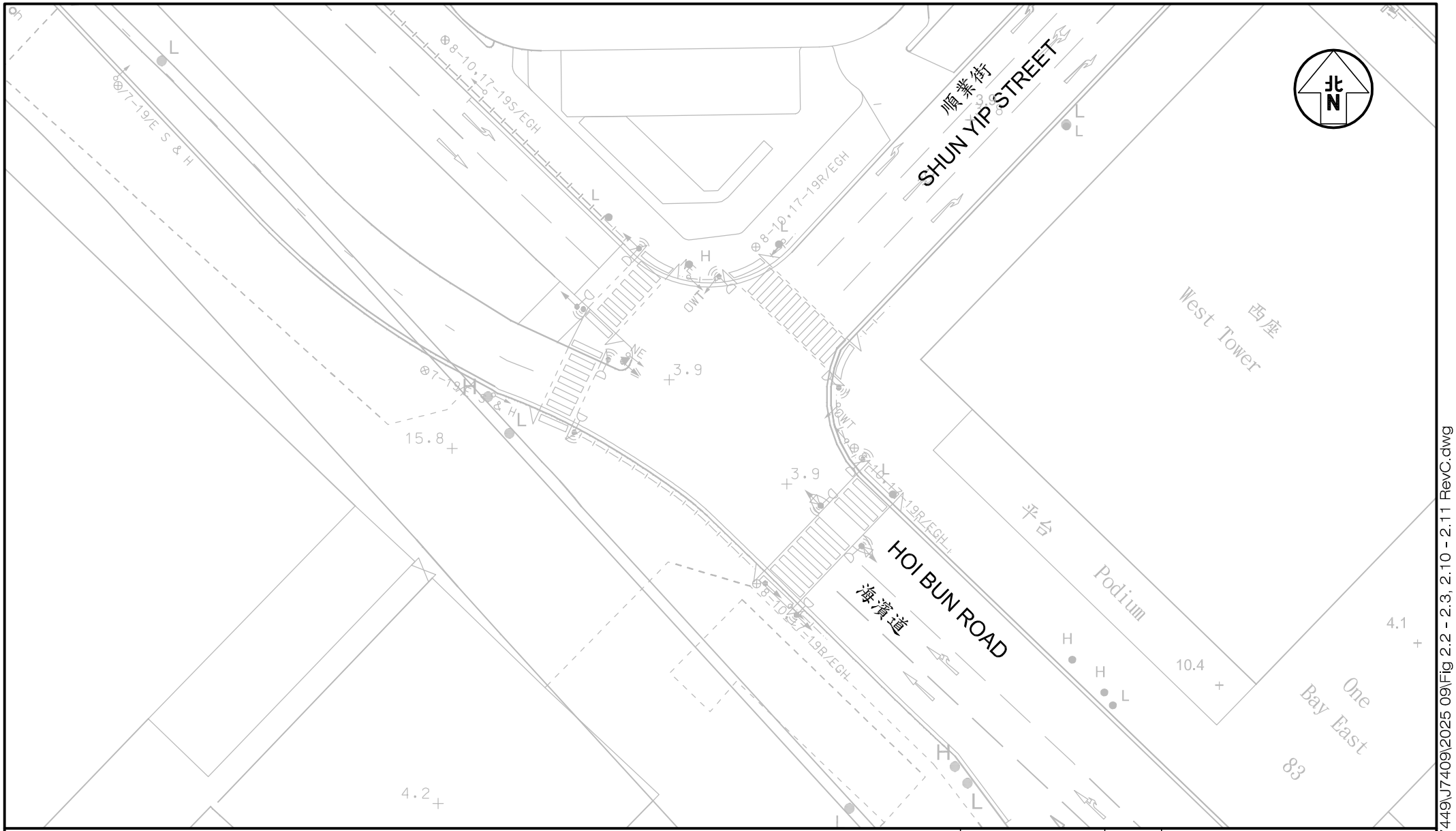

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J7409

Figure Title

LAYOUT OF JUNCTION OF HOI BUN ROAD / SHUN YIP STREET

Figure No.	Revision
2.2	C

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
1 : 500	19 SEP 2025

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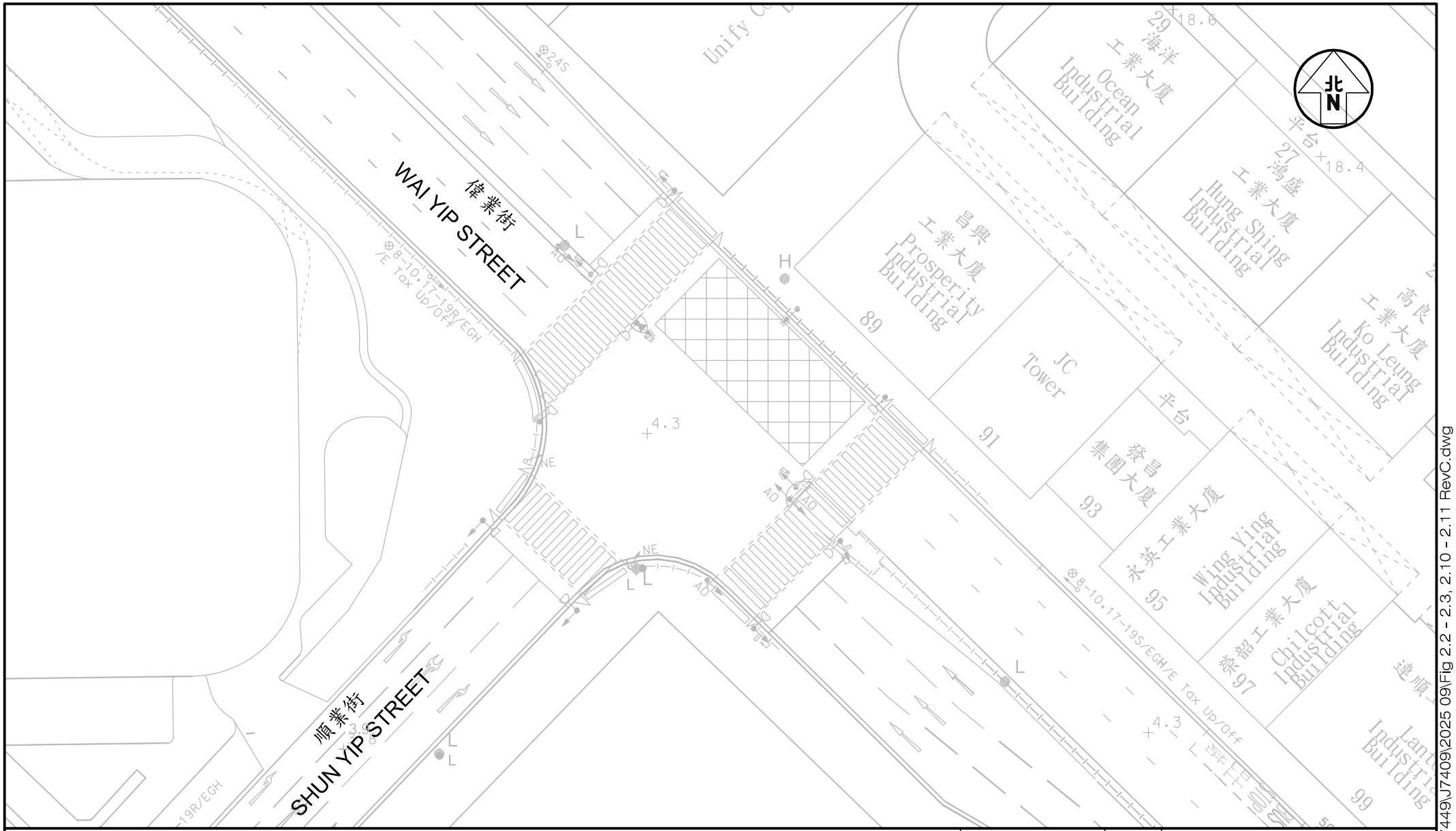

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

LAYOUT OF JUNCTION OF WAI YIP STREET / SHUN YIP STREET

Figure No.	Revision
2.3	C

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
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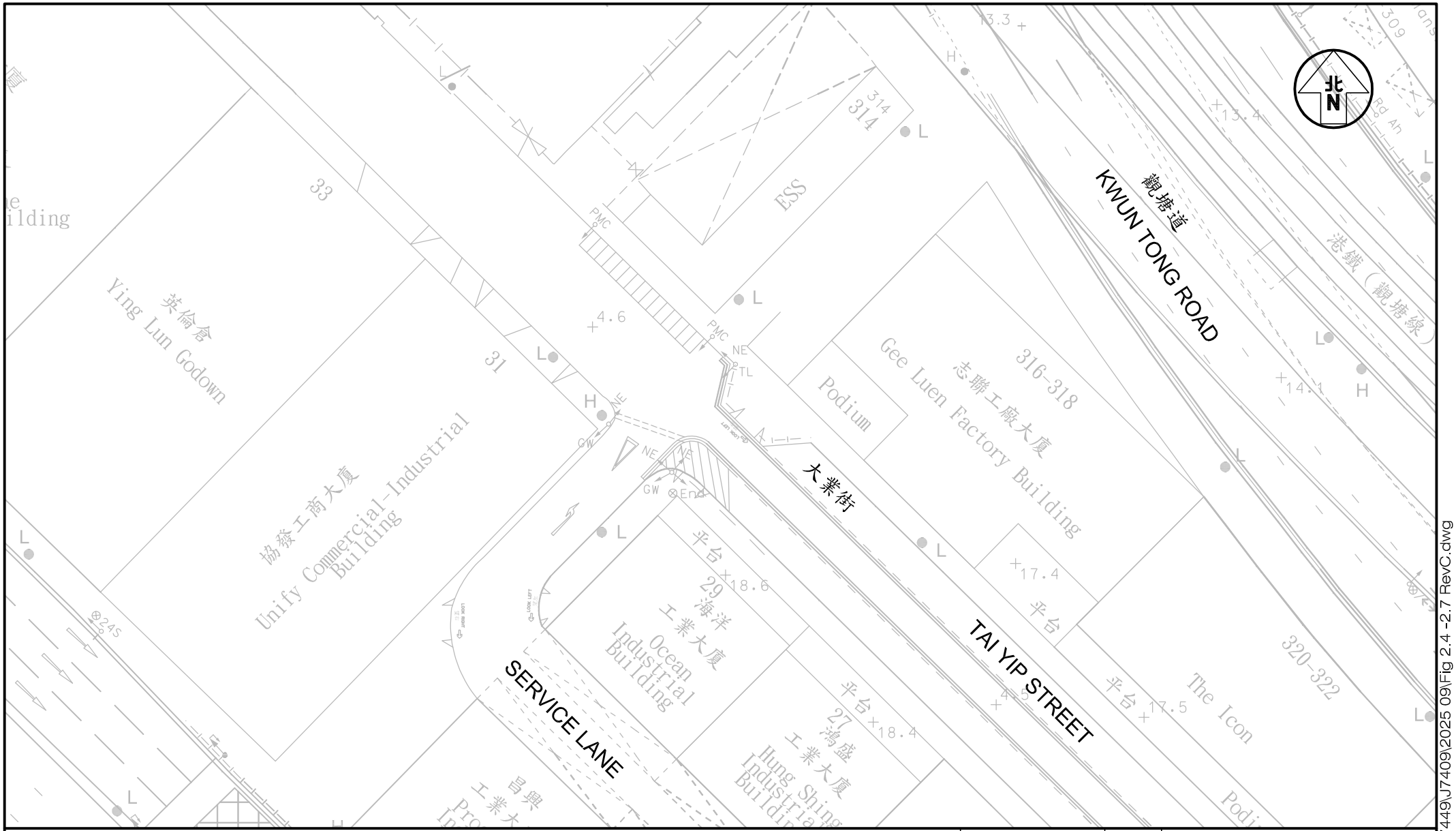

Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	
Figure Title	LAYOUT OF JUNCTION OF TAI YIP STREET / SERVICE LANE	Figure No. 2.4	Revision C
		Designed by C Y Y / Drawn by N C M / Checked by K C	
		Scale in A4 1 : 500 / Date 19 SEP 2025	

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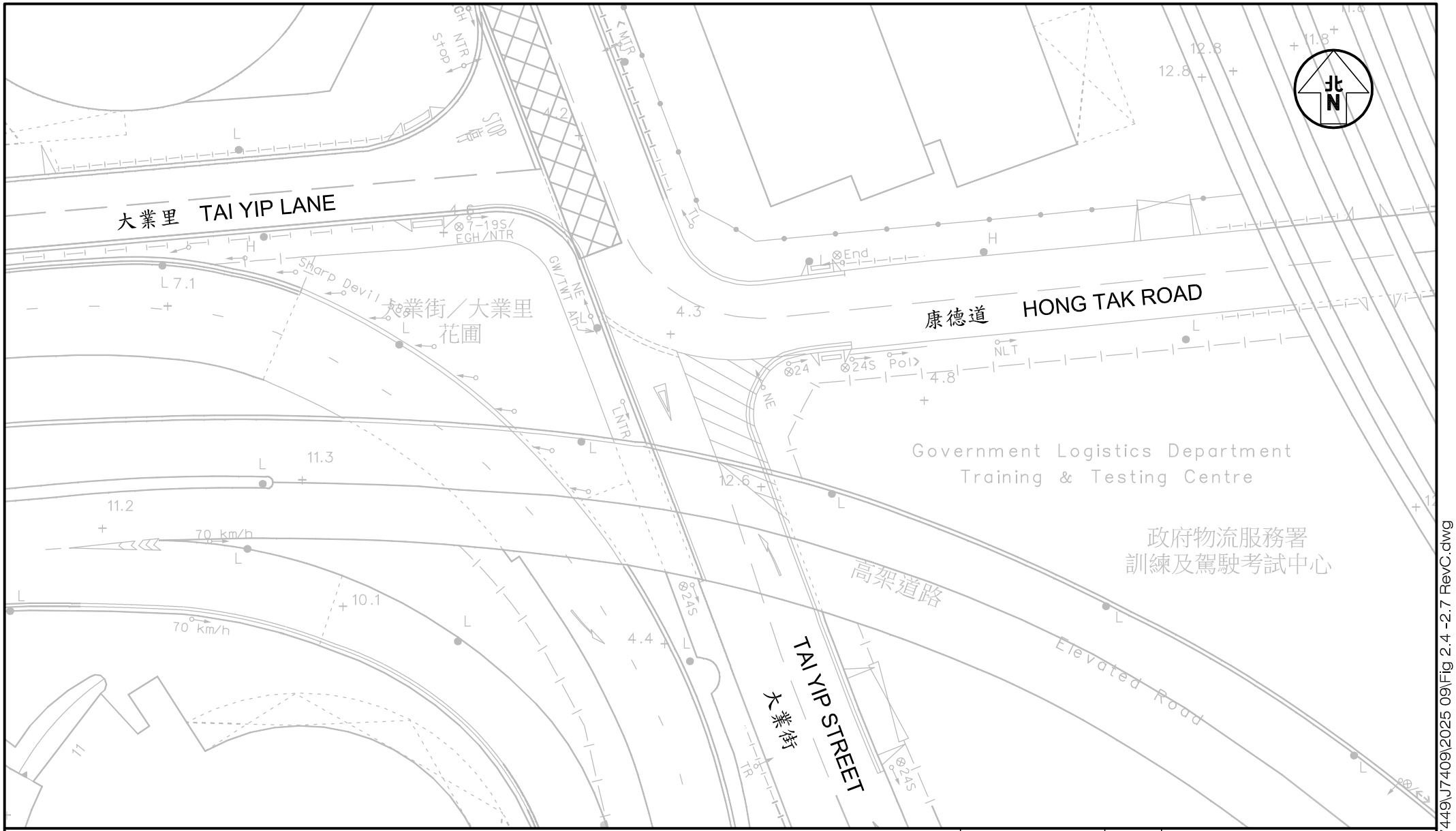

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Figure Title

LAYOUT OF JUNCTION OF HONG TAK ROAD / TAI YIP STREET

Figure No.	Revision
2.5	C

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C Y Y	N C M	K C

Scale in A4	Date
1 : 500	19 SEP 2025

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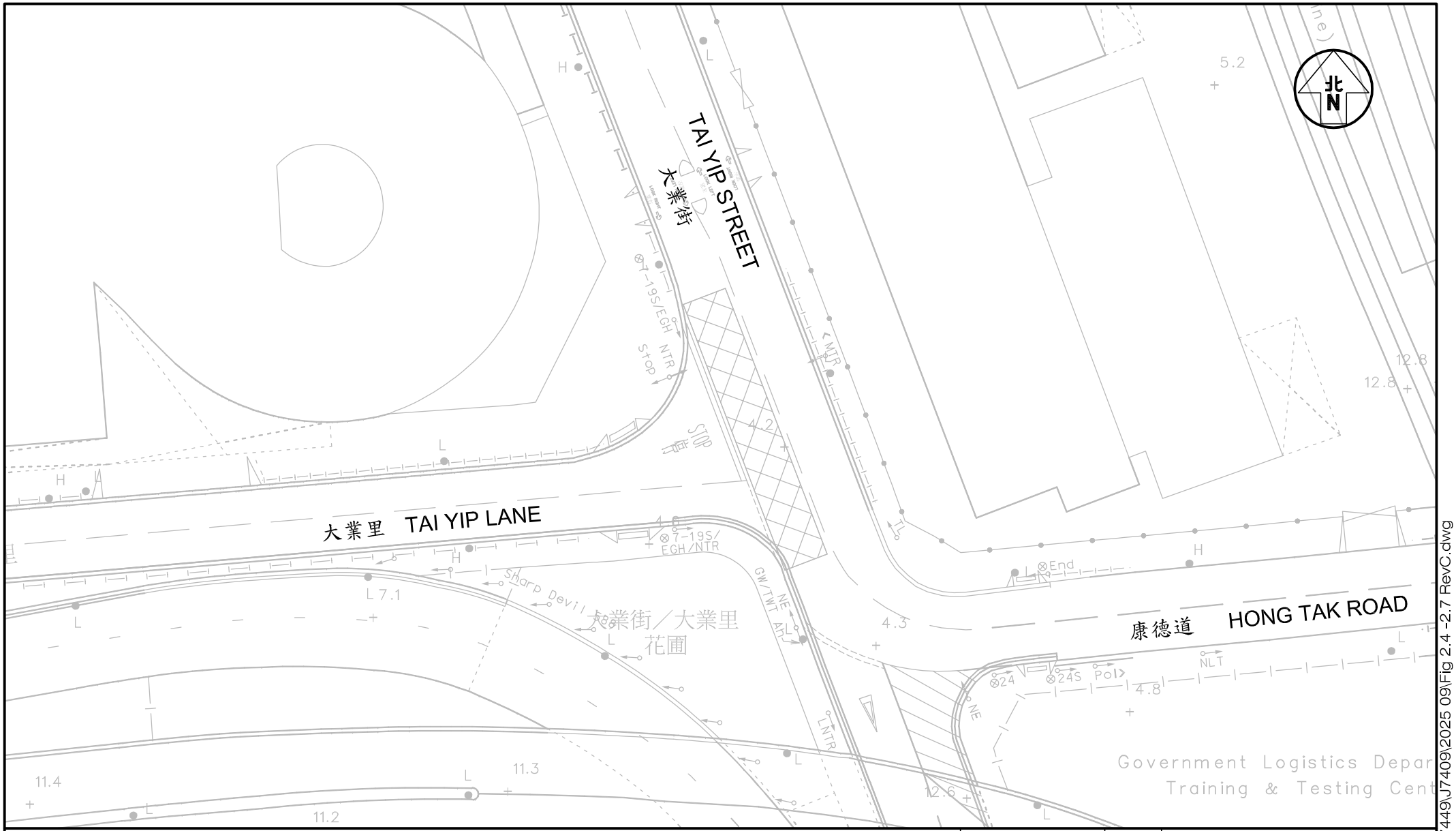
T:\JOB\J7400-J7449\J7409\2025 09\Fig 2.4 -2.7 RevC.dwg



Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

LAYOUT OF JUNCTION OF TAI YIP STREET / TAI YIP LANE

Figure No.	Revision
2.6	C

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J7409

Figure Title

LAYOUT OF JUNCTION OF KWUN TONG ROAD / HONG TAK ROAD

Figure No.	Revision
2.7	C

Designed by	Drawn by	Checked by
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Scale in A4	Date
1 : 500	19 SEP 2025

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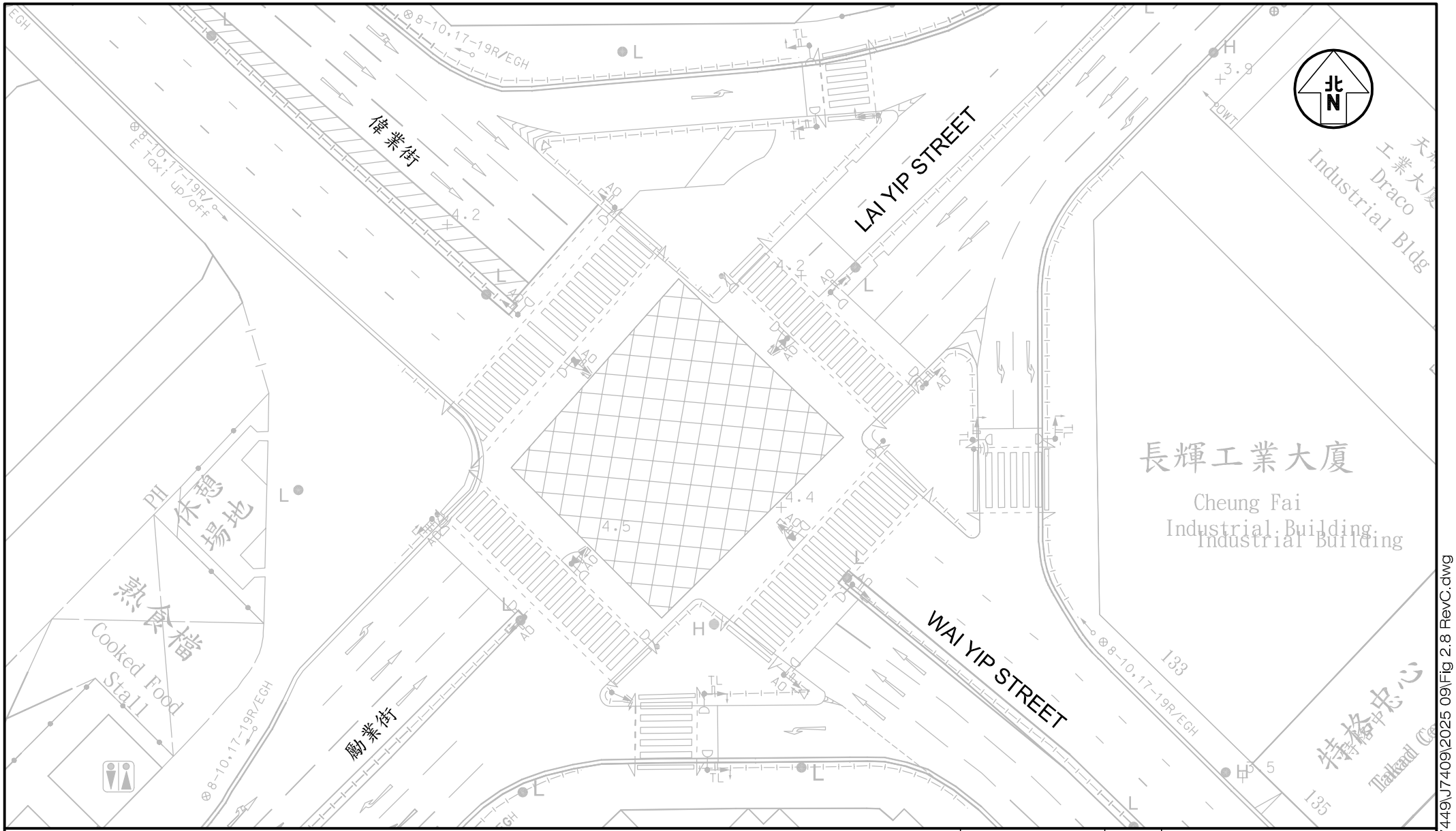

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure No.: 2.8

Revision: C

Figure Title

LAYOUT OF JUNCTION OF WAI YIP STREET / LAI YIP STREET

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Scale in A4: 1 : 500

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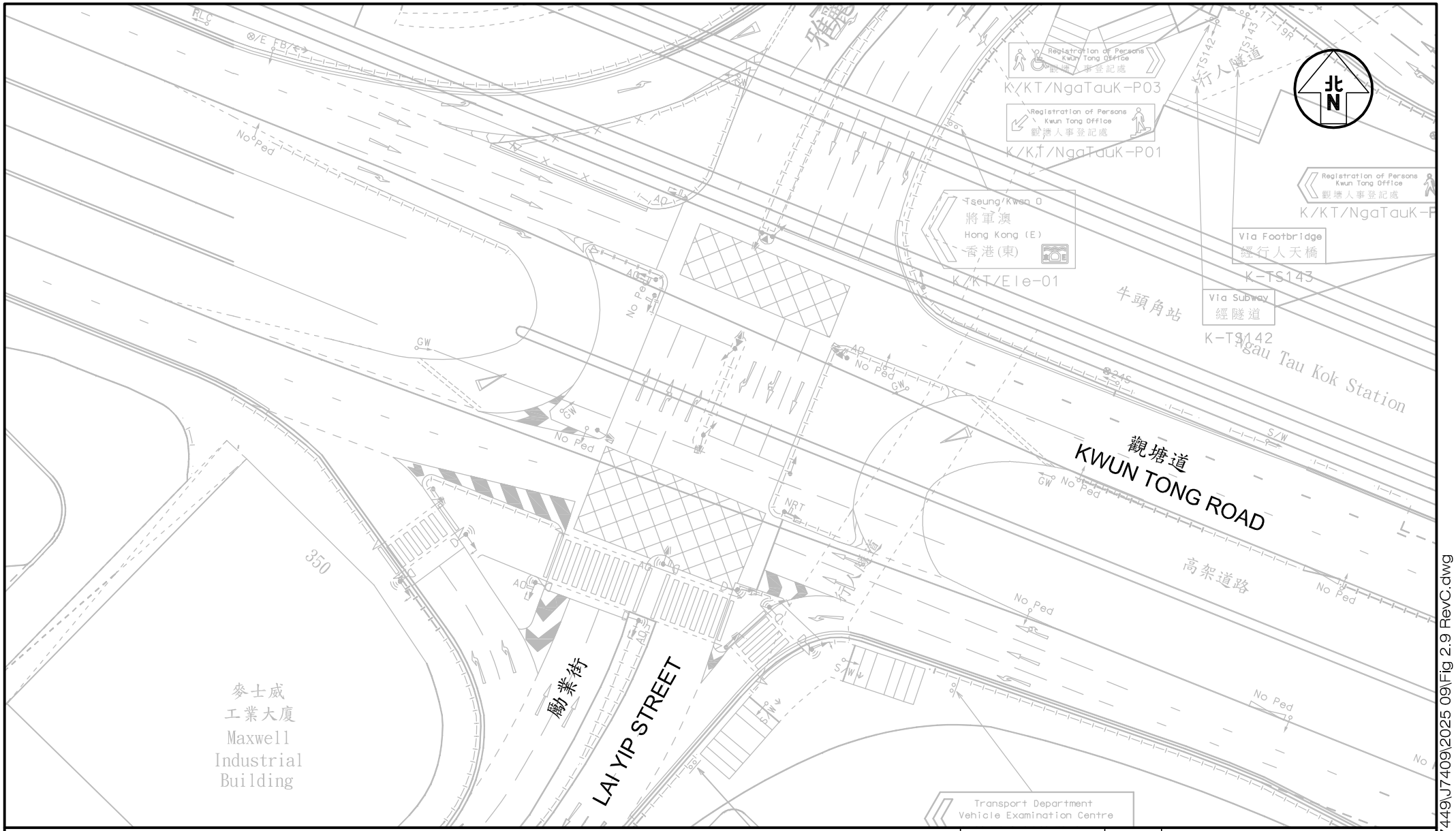

Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. 2.9 / Revision C
Figure Title	LAYOUT OF JUNCTION OF KWUN TONG ROAD / LAI YIP STREET	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 600 / Date 19 SEP 2025

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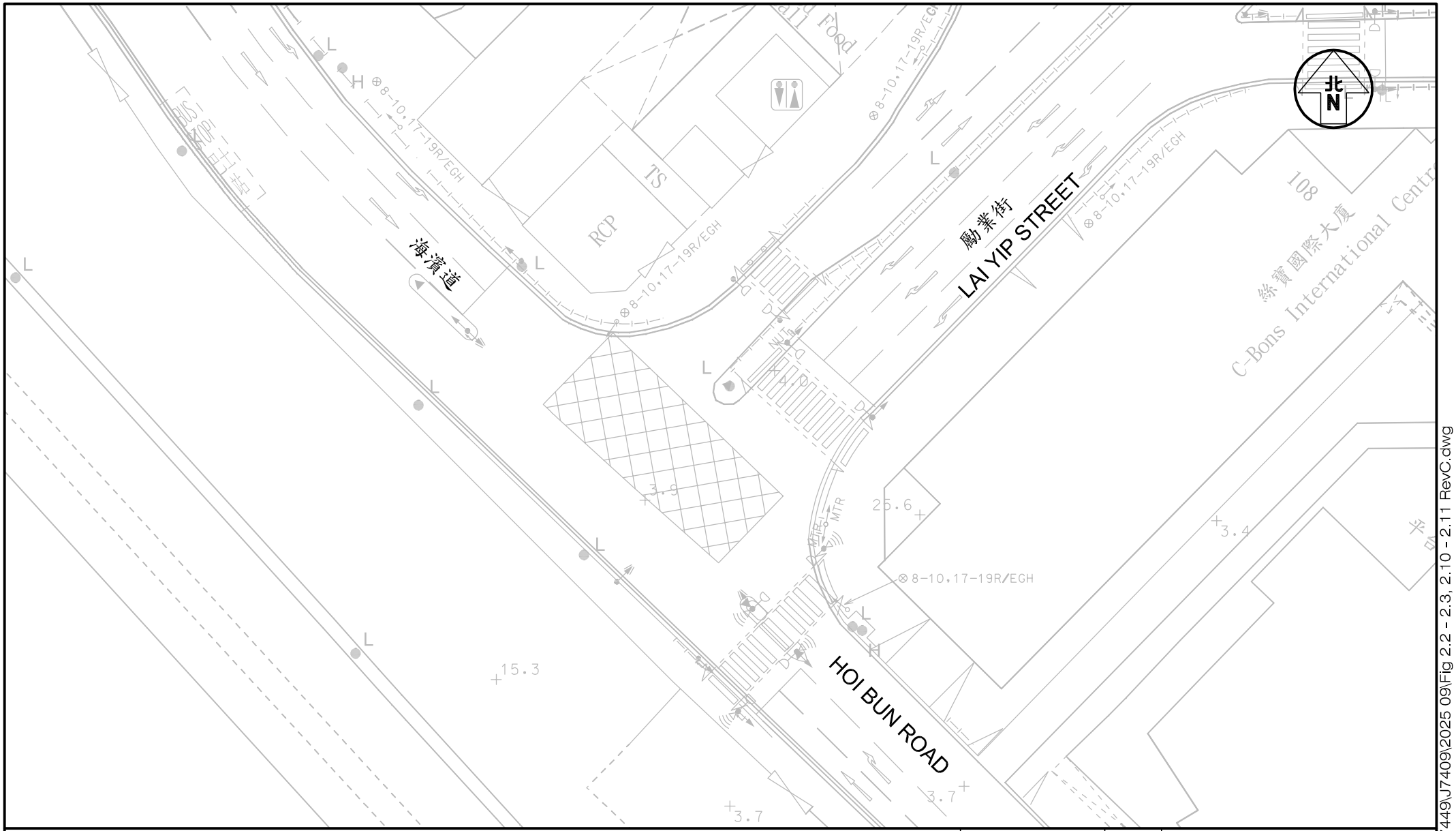

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

LAYOUT OF JUNCTION OF HOI BUN ROAD / LAI YIP STREET

Figure No.	Revision
2.10	C

Designed by	Drawn by	Checked by
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Scale in A4	Date
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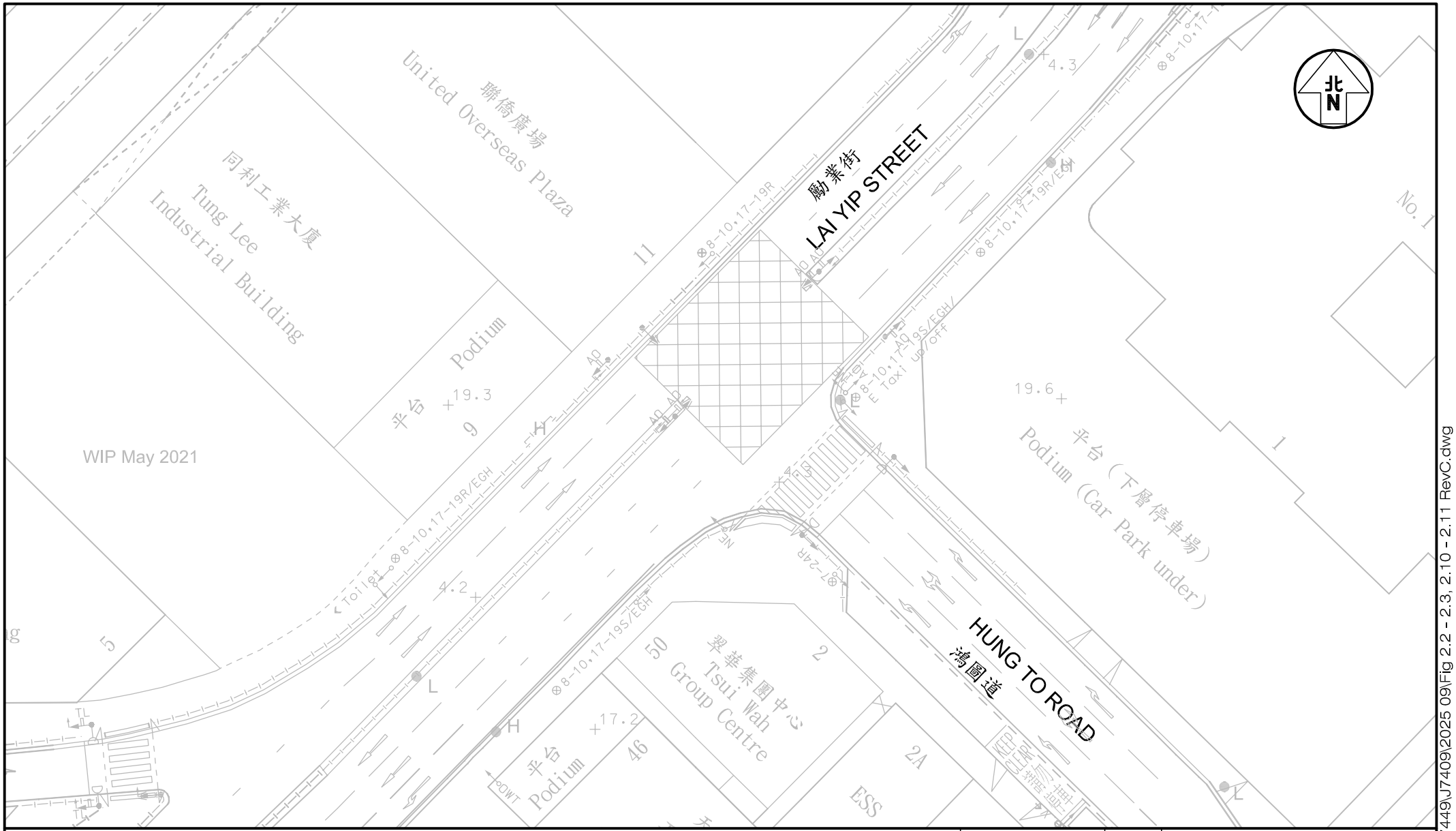

Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. 2.11 / Revision C
Figure Title	LAYOUT OF JUNCTION OF LAI YIP STREET / HUNG TO ROAD	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 500 / Date 19 SEP 2025

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Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	
Figure Title	LAYOUT OF JUNCTION OF TAI YIP STREET / SIU YIP STREET	Figure No. 2.12	Revision C
		Designed by C Y Y / Drawn by N C M / Checked by K C	
		Scale in A4 1 : 500 / Date 19 SEP 2025	

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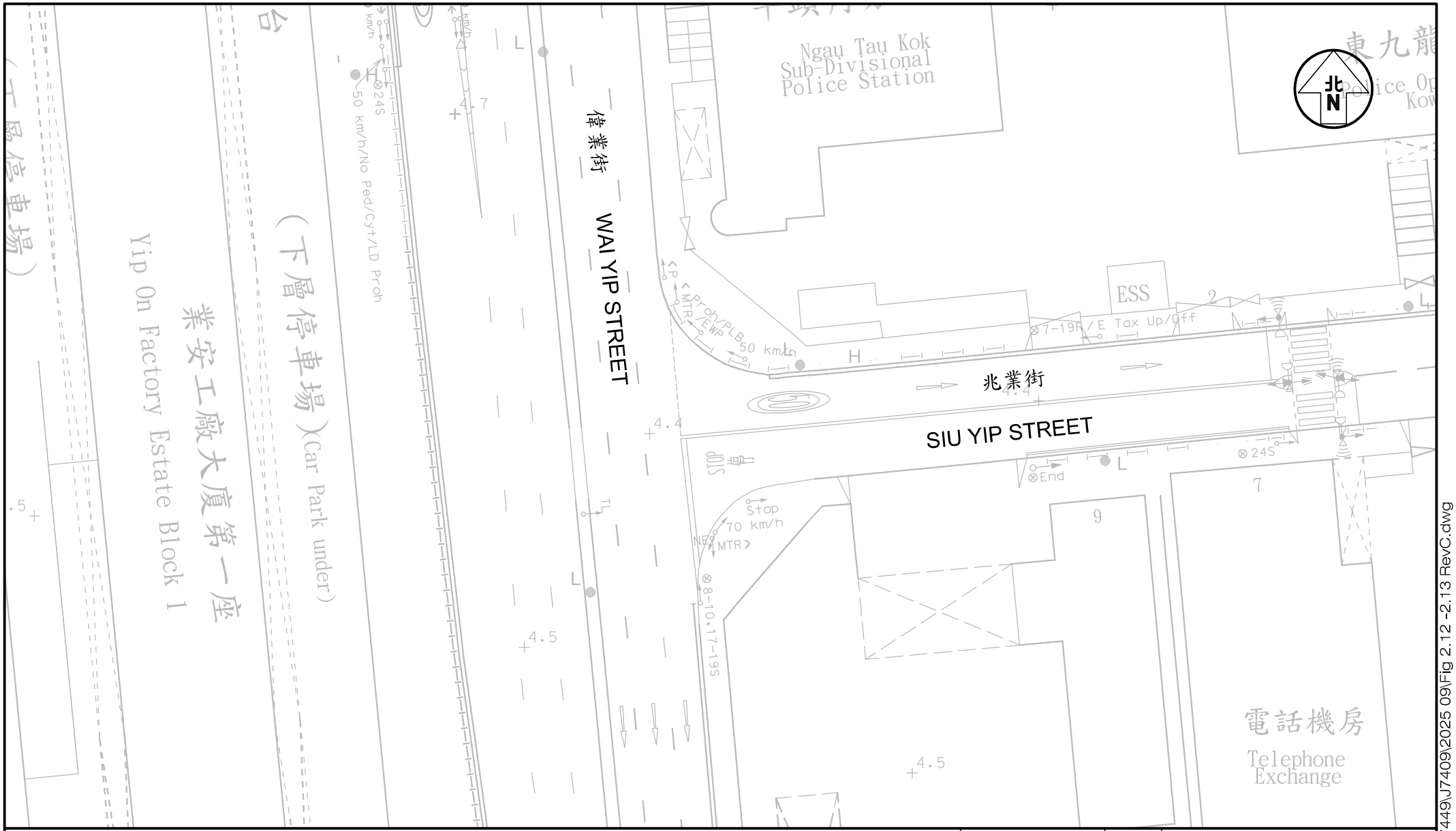

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure No.: 2.13

Revision: C

Figure Title

LAYOUT OF JUNCTION OF WAI YIP STREET / SIU YIP STREET

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Scale in A4: 1 : 500

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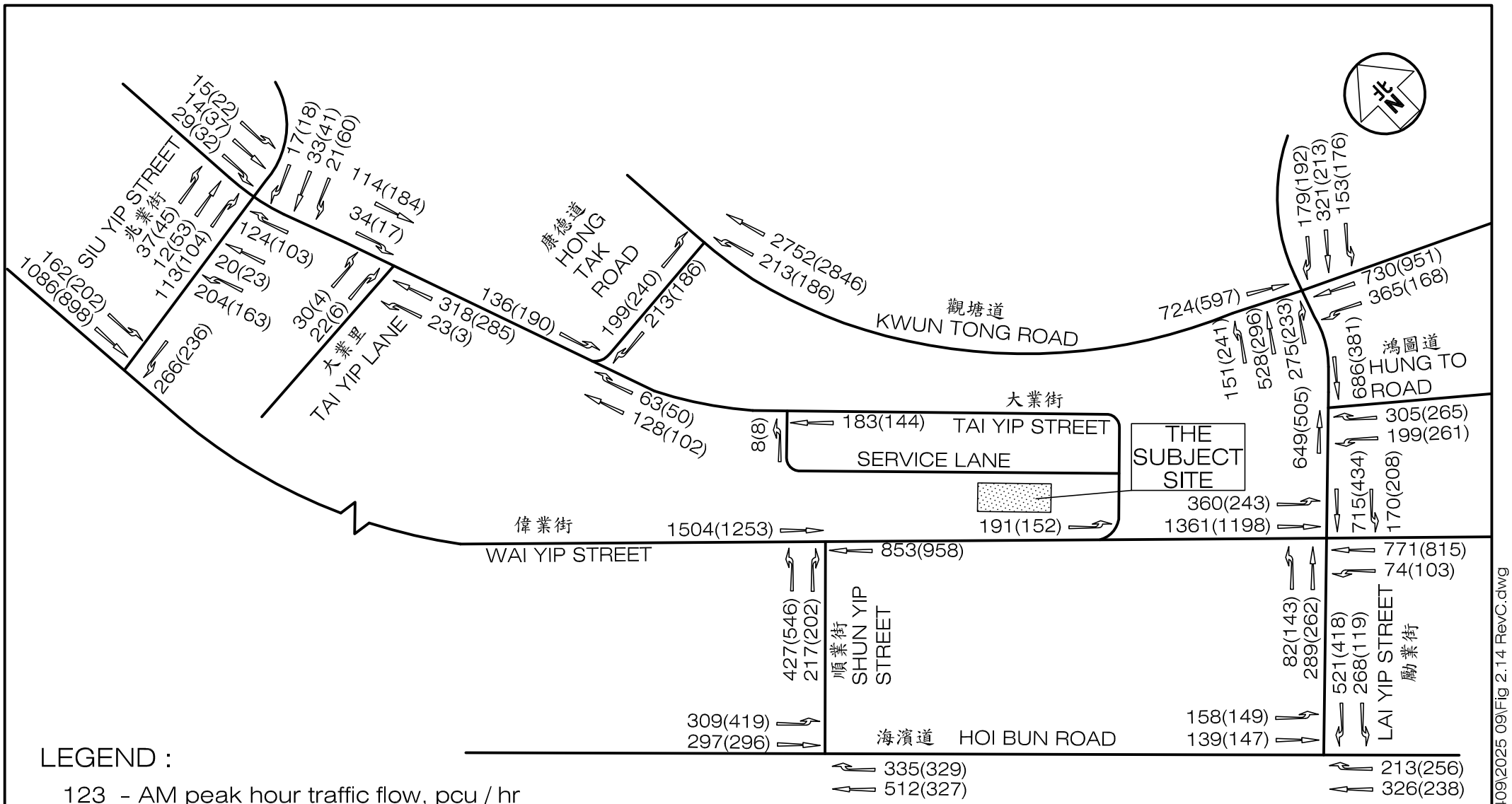

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON J7409	Figure No. 2.14	Revision C	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: 2025 PEAK HOUR TRAFFIC FLOWS	Designed by C Y Y / Drawn by N C M / Checked by K C		
	Scale in A4 N.T.S.	Date 19 SEP 2025	

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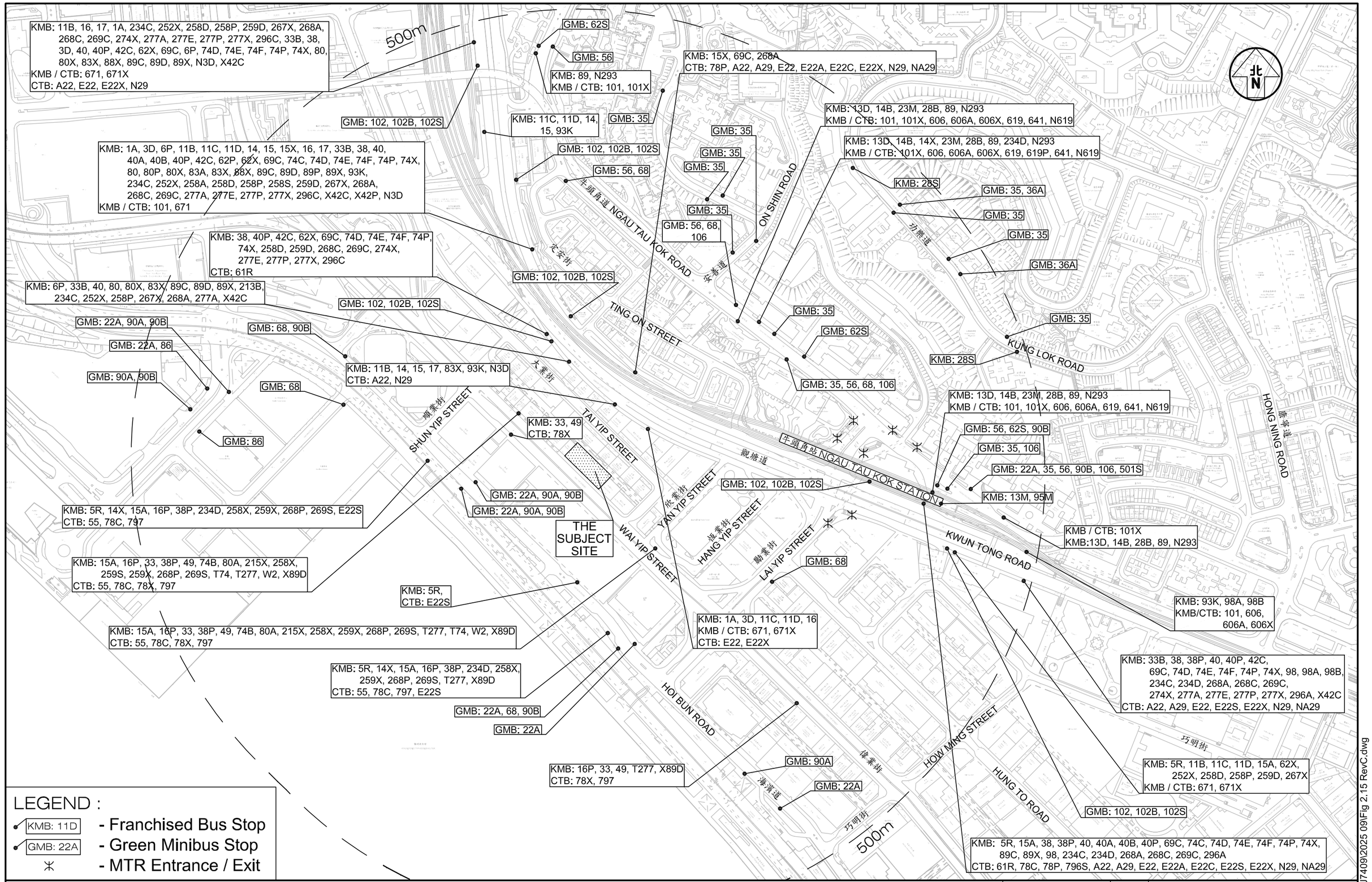

Project Title

PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure No. 2.15

Revision C

Figure Title

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

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Scale in A3: 1 : 4000

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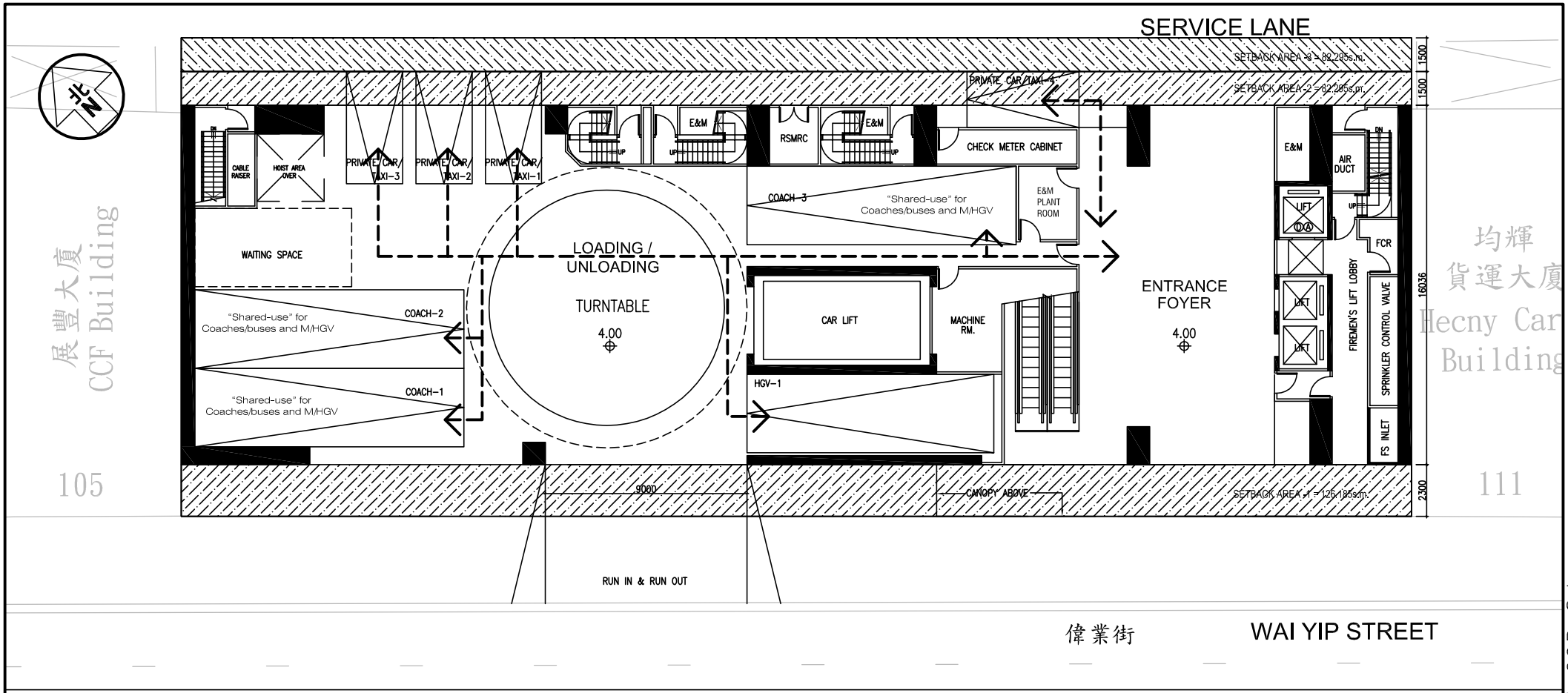

LEGEND :

"Shared-use" for Coaches/buses and M/HGV Layby
@12m(L) X 3.5m(W) X 4.7m(H)

HGV loading / unloading bay
@11m(L) X 3.5m(W) X 4.7m(H)

Taxi and private car layby
@5m(L) X 2.5m(W) X 2.4m(H)

The passenger routes to / from the proposed taxi / private car pick-up / drop-off points & goods delivery routes

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. 3.1	Revision C
Figure Title: G/F LAYOUT PLAN		Designed by C Y Y / Drawn by N C M / Checked by K C	
		Scale in A4 1 : 250 / Date 19 SEP 2025	

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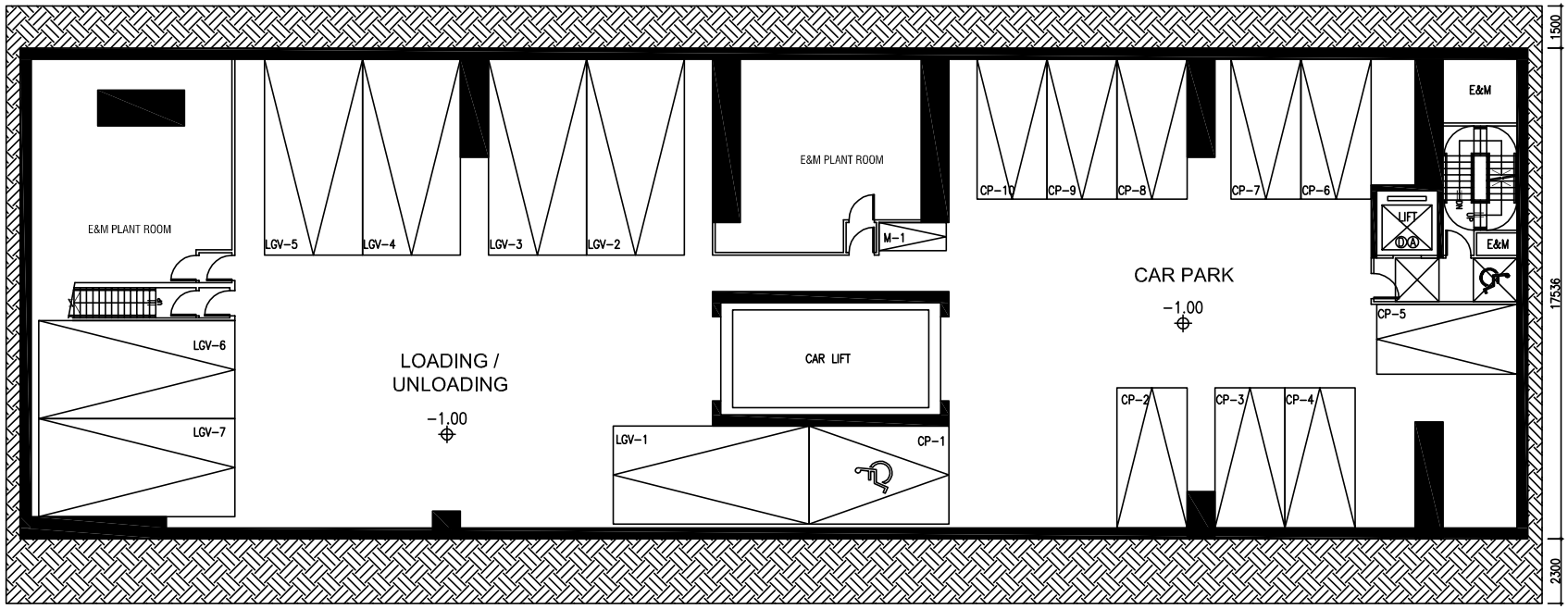

LEGEND :

LGV-1 — LGV loading / unloading bay @7m(L) X 3.5m(W) X 3.6m(H)

CP-1 — Accessible car parking space @5m(L) X 3.5m(W) X 2.4m(H)

CP-2 — Private car parking space @5m(L) X 2.5m(W) X 2.4m(H)

M-1 — Motorcycle parking space @2.4m(L) X 1m(W) X 2.4m(H)

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure No. 3.2

Revision C

Figure Title: B1/F LAYOUT PLAN

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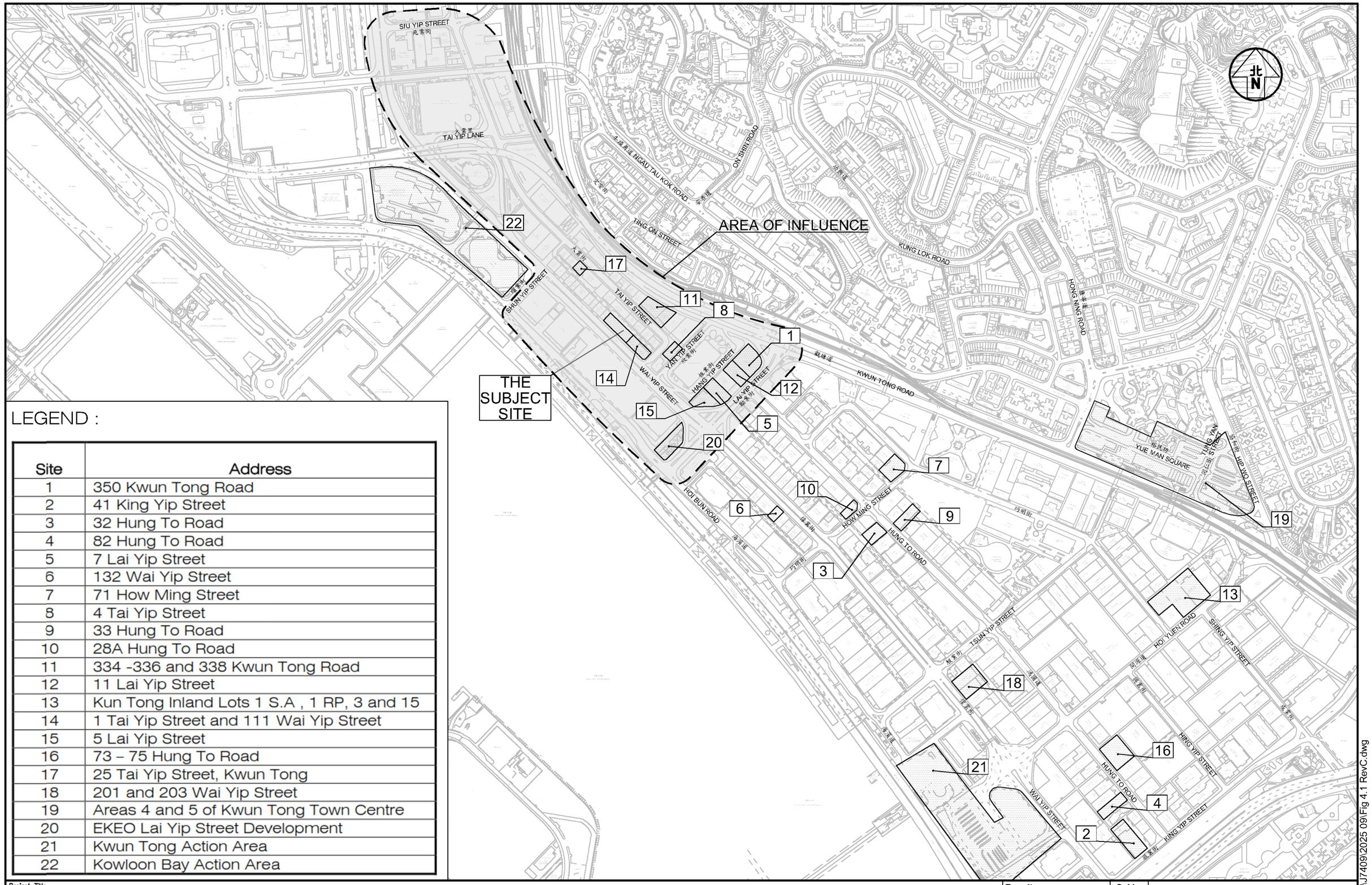

LEGEND :

Site	Address
1	350 Kwun Tong Road
2	41 King Yip Street
3	32 Hung To Road
4	82 Hung To Road
5	7 Lai Yip Street
6	132 Wai Yip Street
7	71 How Ming Street
8	4 Tai Yip Street
9	33 Hung To Road
10	28A Hung To Road
11	334 -336 and 338 Kwun Tong Road
12	11 Lai Yip Street
13	Kun Tong Inland Lots 1 S.A , 1 RP, 3 and 15
14	1 Tai Yip Street and 111 Wai Yip Street
15	5 Lai Yip Street
16	73 – 75 Hung To Road
17	25 Tai Yip Street, Kwun Tong
18	201 and 203 Wai Yip Street
19	Areas 4 and 5 of Kwun Tong Town Centre
20	EKEO Lai Yip Street Development
21	Kwun Tong Action Area
22	Kowloon Bay Action Area

Project Title

PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

LOCATION OF PLANNED DEVELOPMENTS IN THE VICINITY OF THE PROPOSED DEVELOPMENT

Figure No.	Revision
4.1	C

Designed by	Drawn by	Checked by
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Scale in A3	Date
1 : 6000	19 SEP 2025

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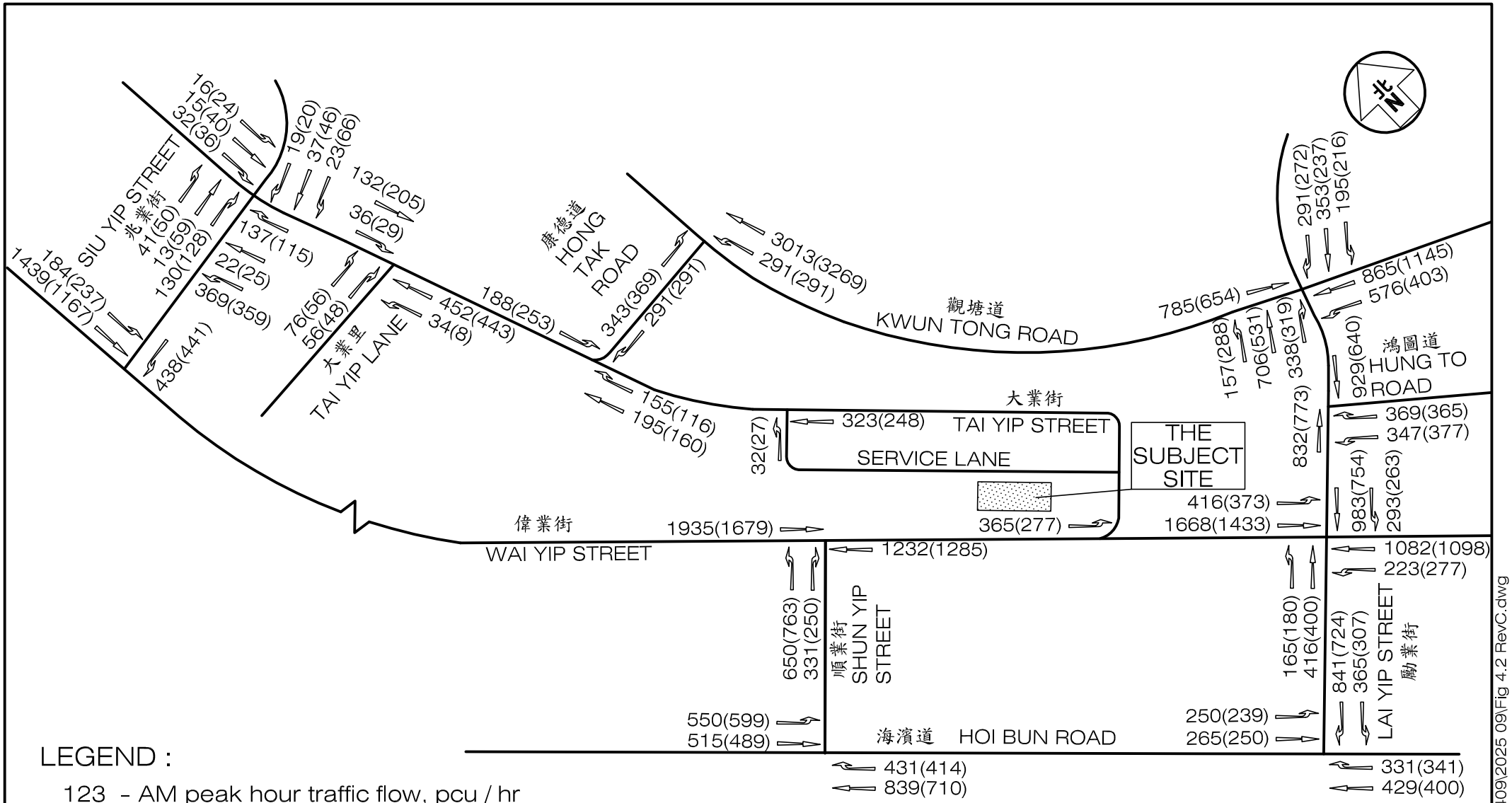

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON J7409	Figure No. 4.2	Revision C	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: YEAR 2032 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED DEVELOPMENT	Designed by C Y Y / Drawn by N C M / Checked by K C		
	Scale in A4 N.T.S.	Date 19 SEP 2025	

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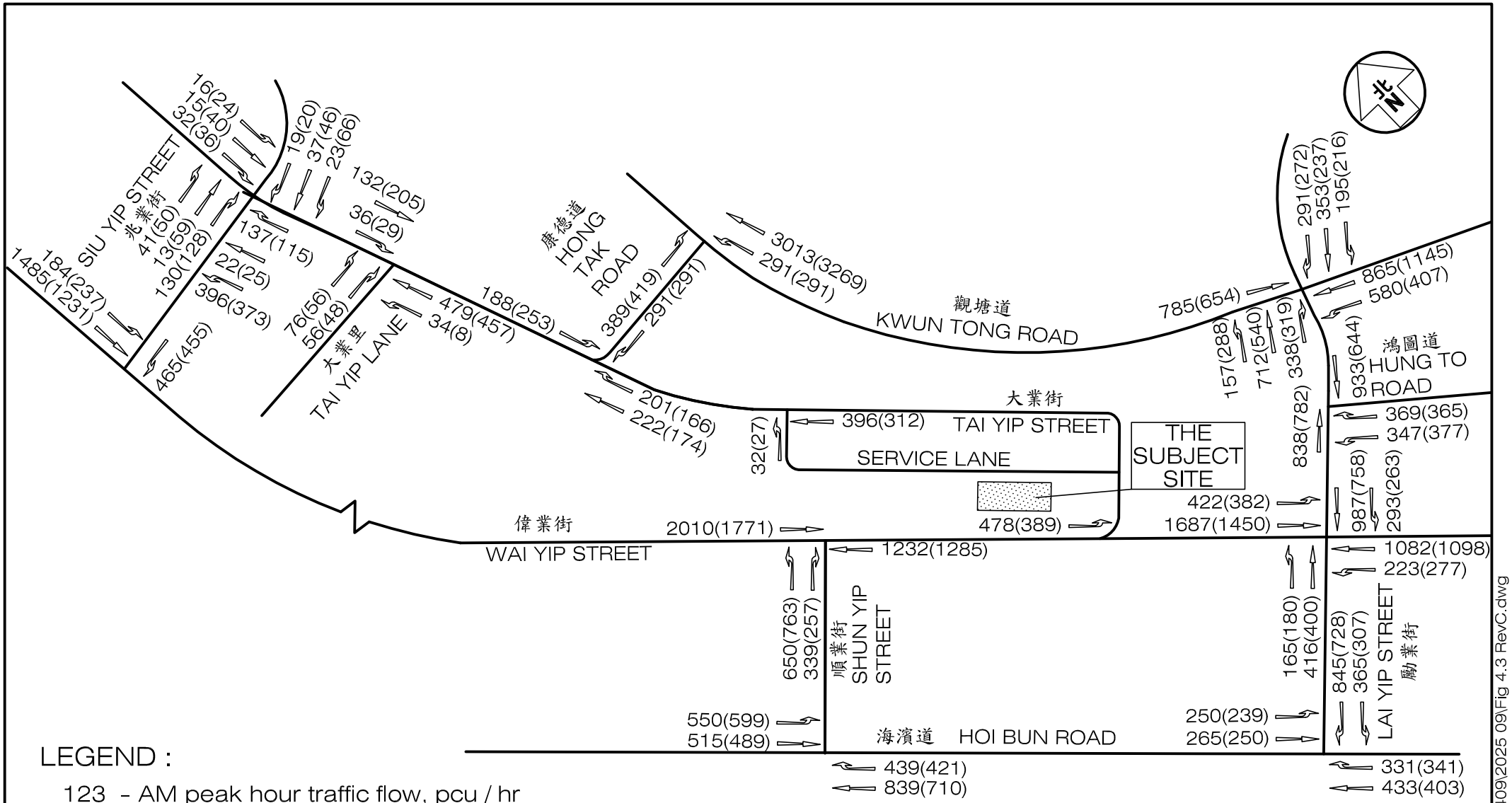

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON J7409	Figure No. 4.3	Revision C	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: YEAR 2032 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED DEVELOPMENT	Designed by C Y Y / Drawn by N C M / Checked by K C		
	Scale in A4 N.T.S.	Date 19 SEP 2025	

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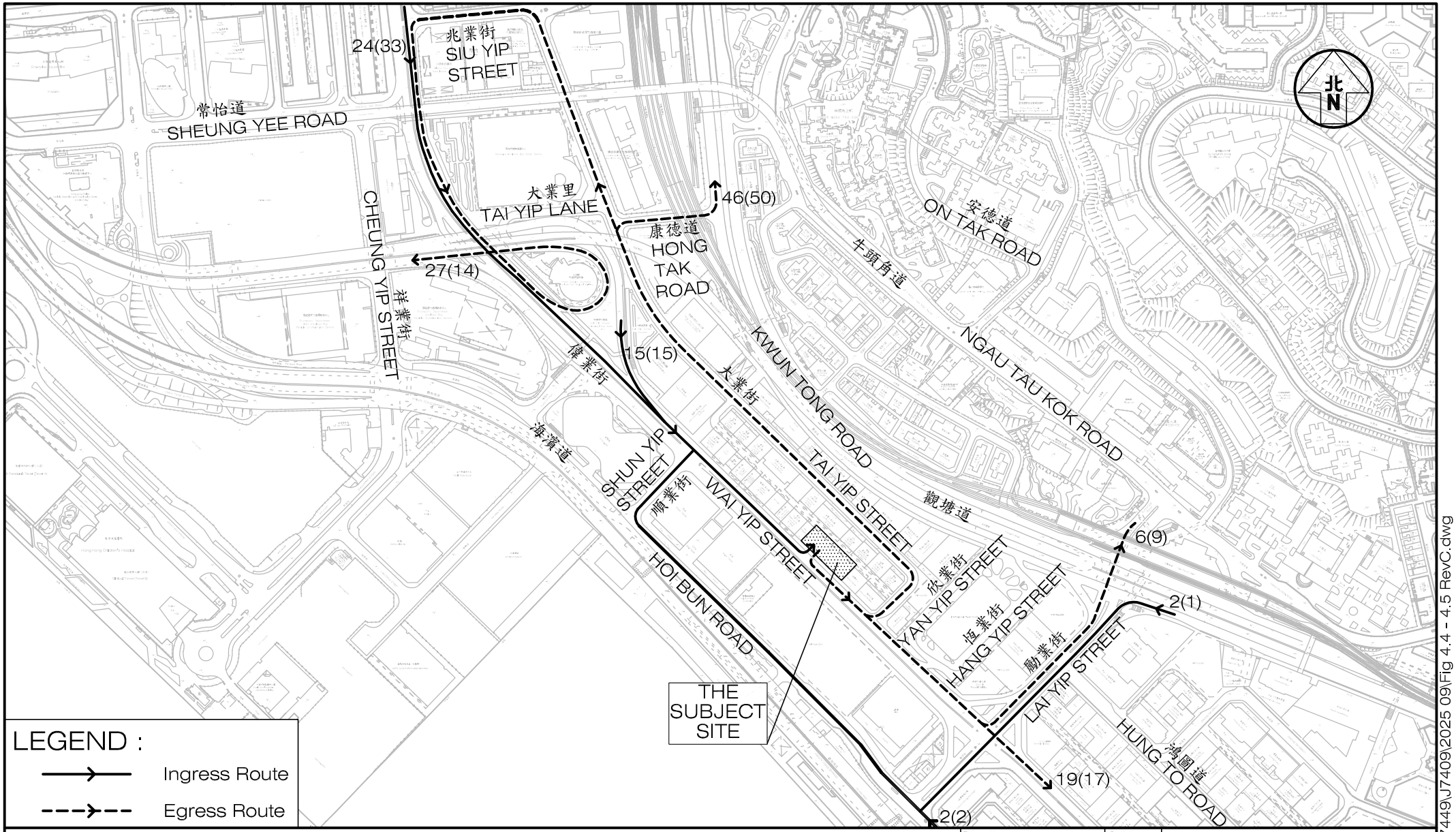

Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. 4.4 / Revision C
Figure Title	THE INGRESS / EGRESS ROUTE FOR TRAFFIC GENERATED BY THE PROPOSED DEVELOPMENT (VIA WAI YIP STREET)	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 5000 / Date 19 SEP 2025

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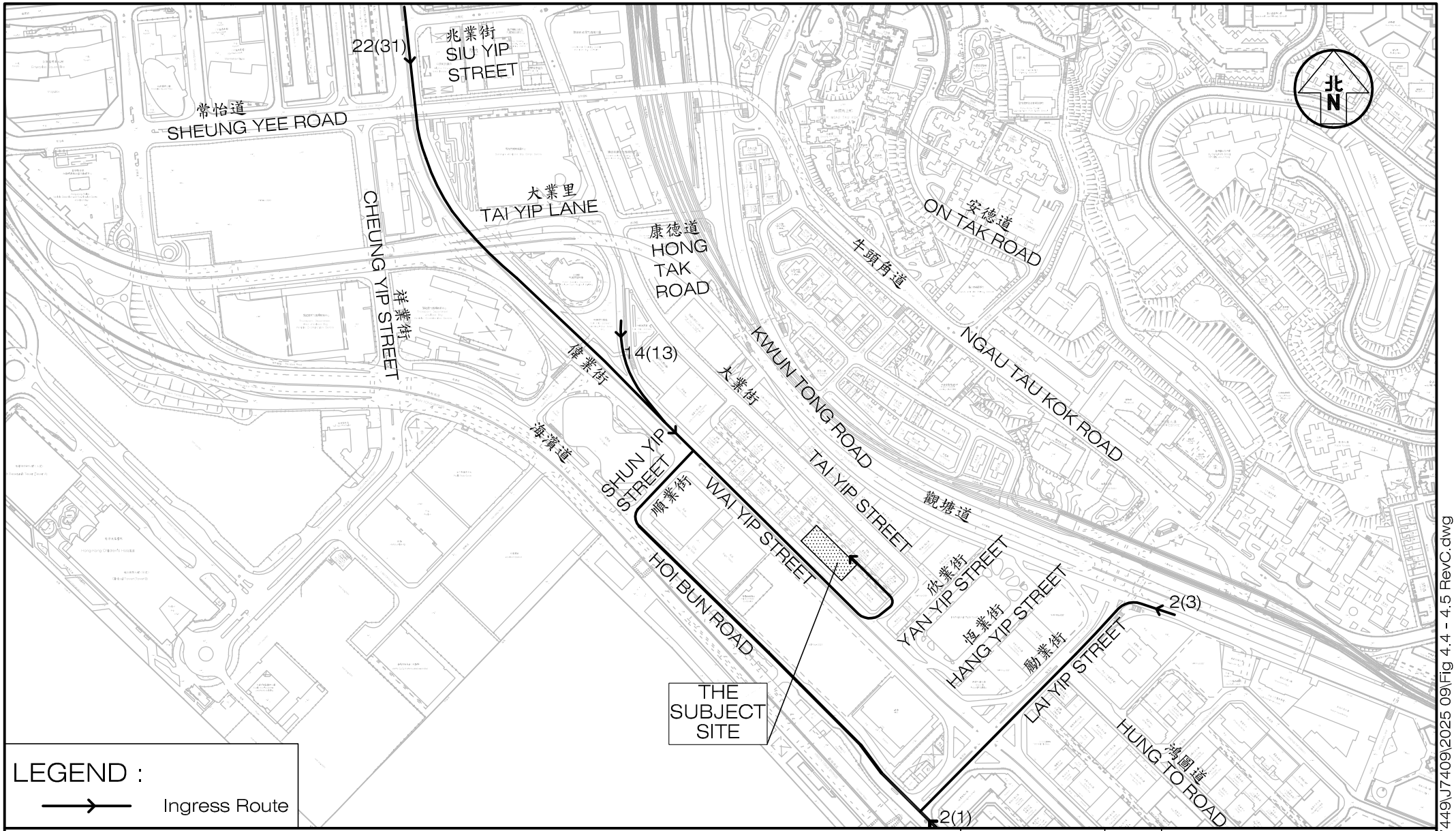

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

THE INGRESS ROUTE FOR TRAFFIC GENERATED BY THE PROPOSED DEVELOPMENT (VIA THE SERVICE LANE)

Figure No.	Revision
4.5	C

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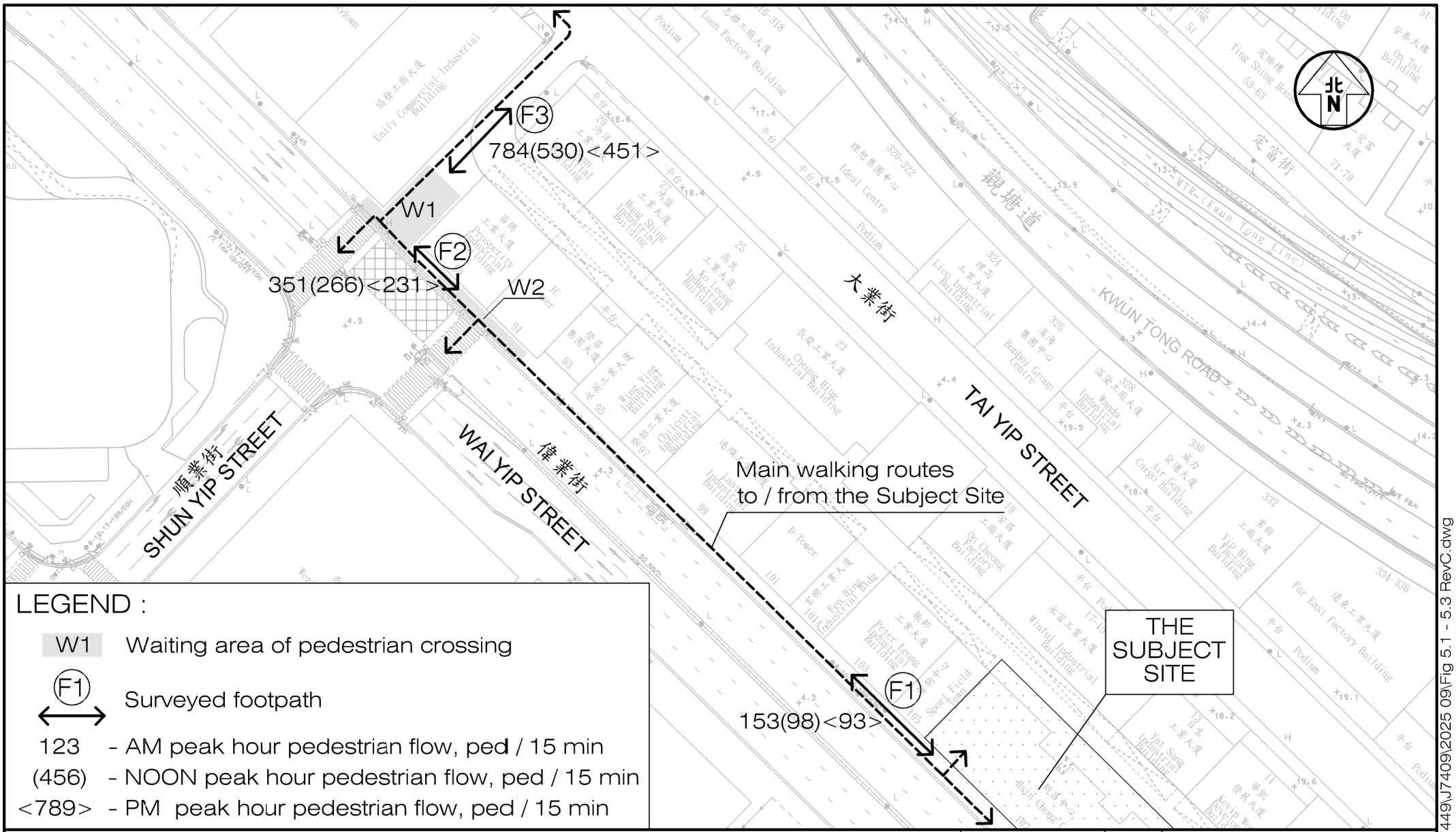

LEGEND :

W1	Waiting area of pedestrian crossing
F1	Surveyed footpath
123	- AM peak hour pedestrian flow, ped / 15 min
(456)	- NOON peak hour pedestrian flow, ped / 15 min
<789>	- PM peak hour pedestrian flow, ped / 15 min

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

OBSERVED EXISTING PEDESTRIAN FLOWS AND MAIN WALKING ROUTES TO / FROM THE SUBJECT SITE

Figure No.	Revision
5.1	C

Designed by	Drawn by	Checked by
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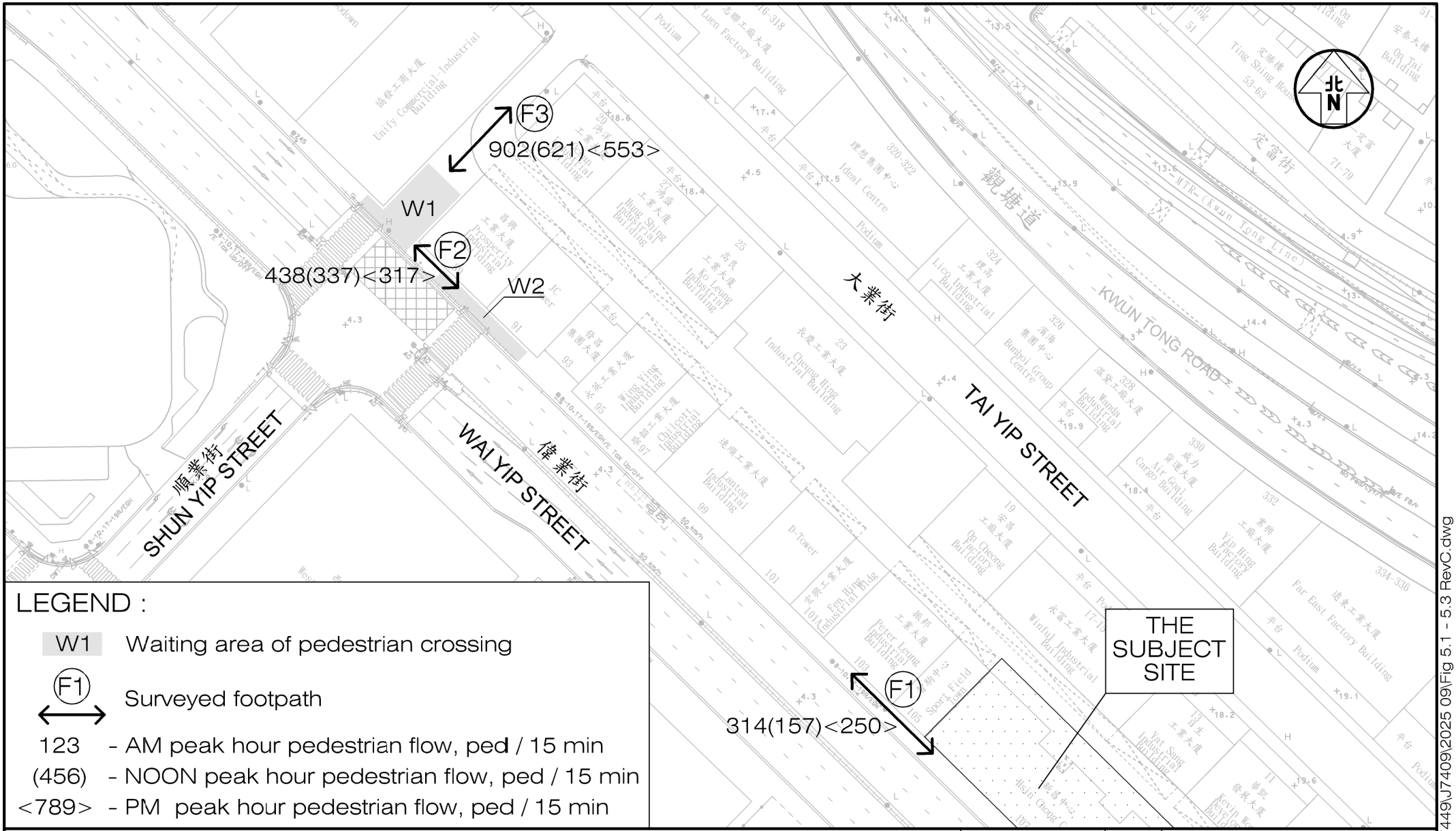


LEGEND :

W1	Waiting area of pedestrian crossing
F1	Surveyed footpath
123	- AM peak hour pedestrian flow, ped / 15 min
(456)	- NOON peak hour pedestrian flow, ped / 15 min
<789>	- PM peak hour pedestrian flow, ped / 15 min

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title: YEAR 2032 PEDESTRIAN FLOWS WITHOUT THE PROPOSED DEVELOPMENT

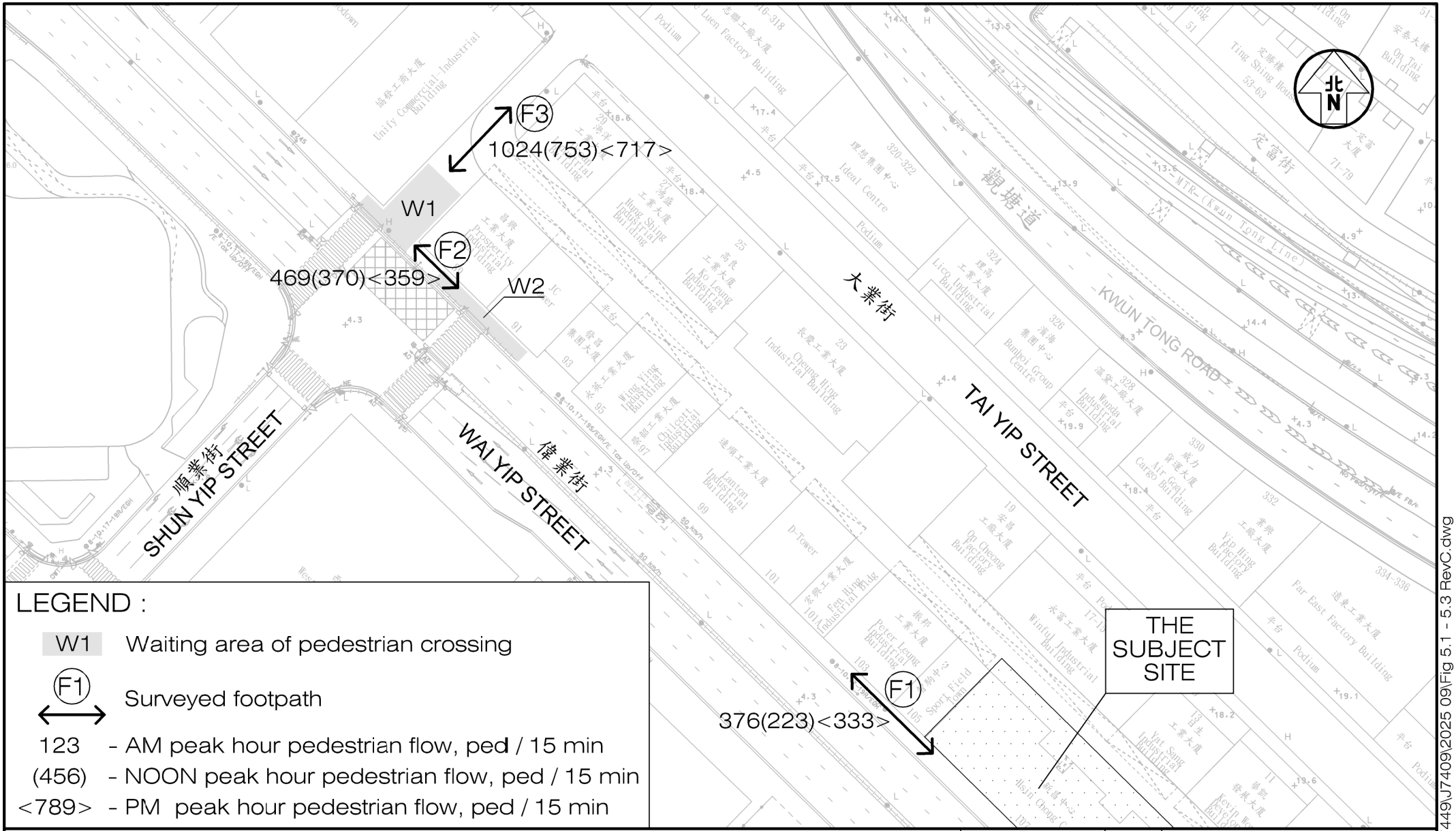
Figure No.	Revision
5.2	C

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
1 : 1000	19 SEP 2025

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

T:\JOB\J7400-J7449\J7409\2025 09\Fig 5.1 - 5.3 RevC.dwg



LEGEND :

W1 Waiting area of pedestrian crossing

F1 Surveyed footpath

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

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

<789> - PM peak hour pedestrian flow, ped / 15 min

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. 5.3	Revision C
Figure Title: YEAR 2032 PEDESTRIAN FLOWS WITH THE PROPOSED DEVELOPMENT		Designed by C Y Y / Drawn by N C M / Checked by K C	
		Scale in A4 1 : 1000 / Date 19 SEP 2025	

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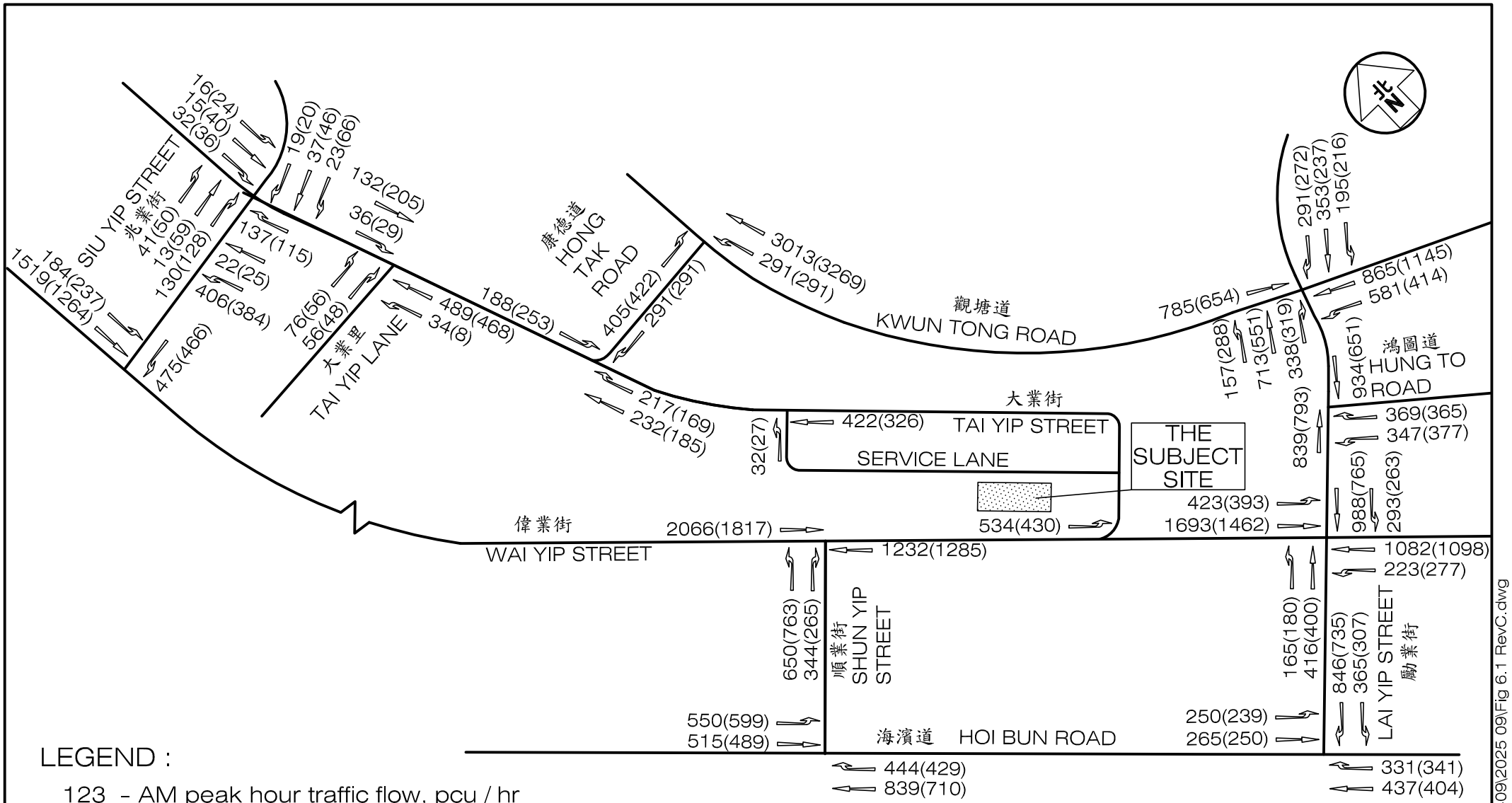
T:\JOB\J7400-J7449\J7409\2025 09\Fig 5.1 - 5.3 RevC.dwg



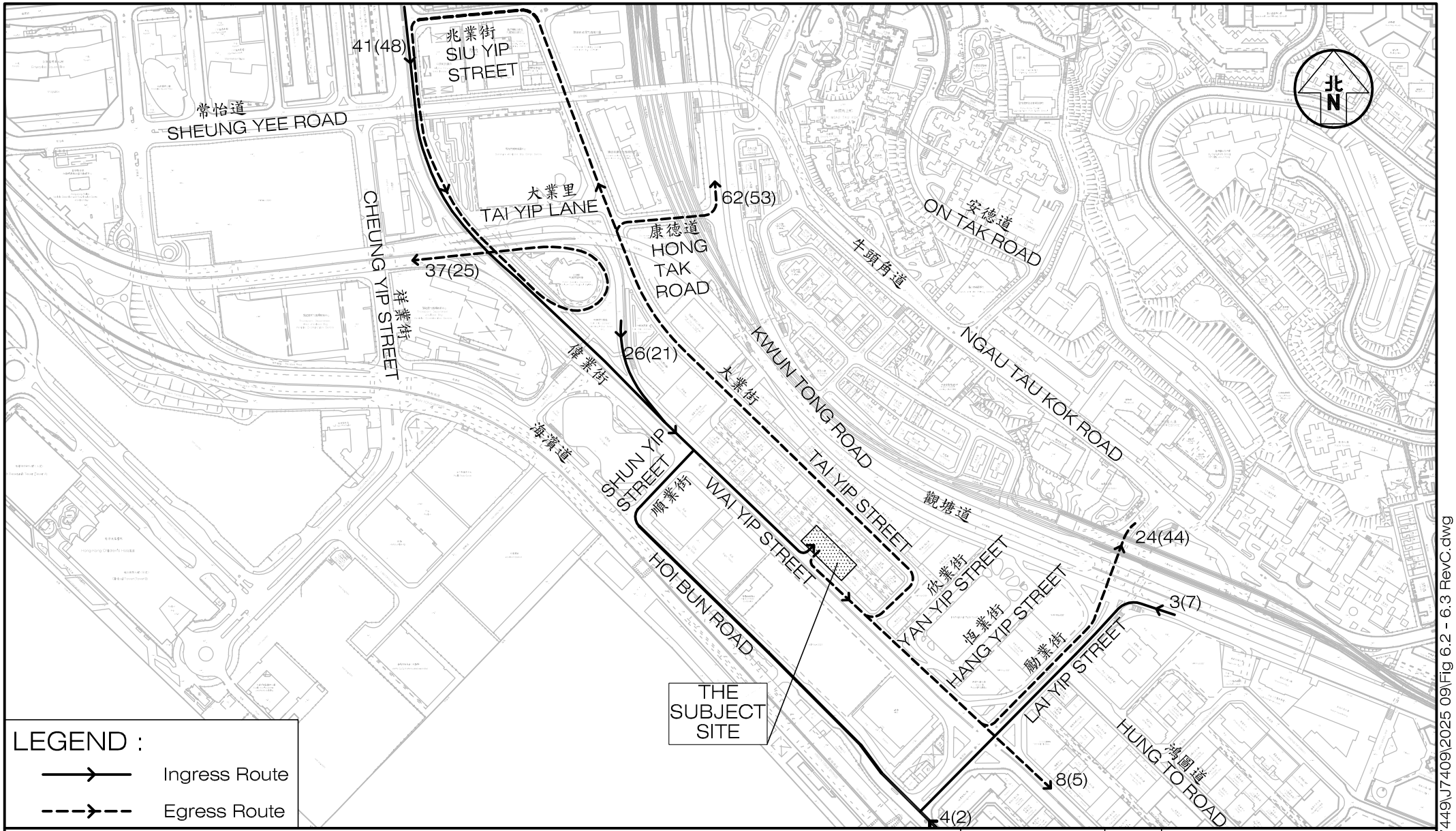
LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON J7409	Figure No. 6.1	Revision C	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: SENSITIVITY TEST 2032 PEAK HOUR TRAFFIC FLOWS	Designed by C Y Y / Drawn by N C M / Checked by K C		
	Scale in A4 N.T.S.	Date 19 SEP 2025	

T:\JOBJ7400-J7449\J7409\2025 09\Fig 6.1 RevC.dwg



Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. 6.2 / Revision C
Figure Title	THE INGRESS / EGRESS ROUTE OF SENSITIVITY TEST (VIA WAI YIP STREET)		Designed by C Y Y / Drawn by N C M / Checked by K C
			Scale in A4 1 : 5000 / Date 19 SEP 2025

CKM Asia Limited
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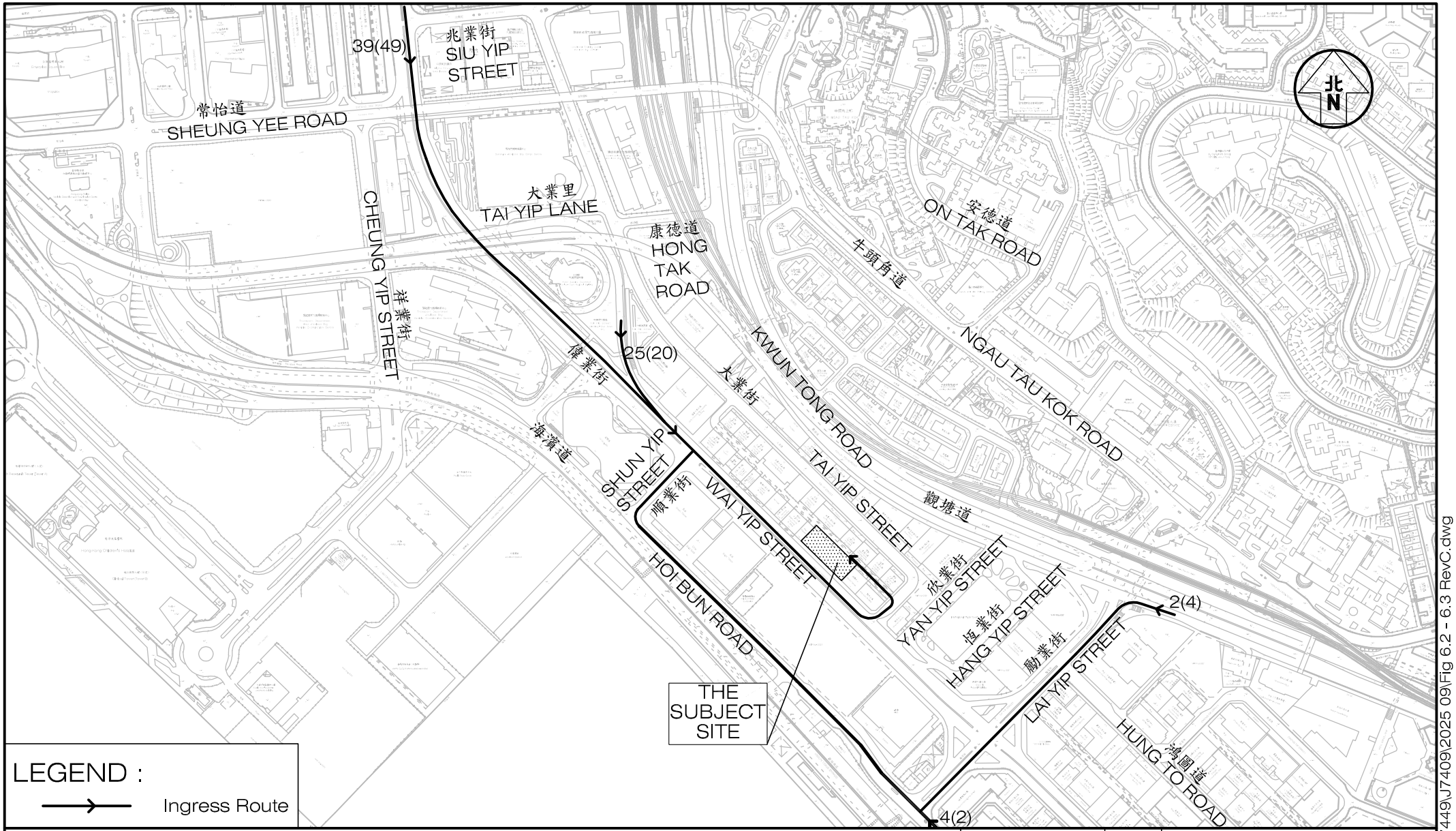
T:\JOB\J7400-J7449\J7409\2025 09\Fig 6.2 - 6.3 RevC.dwg



Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

THE INGRESS ROUTE OF SENSITIVITY TEST (VIA THE SERVICE LANE)

Figure No.	Revision
6.3	C

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
1 : 5000	19 SEP 2025

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T:\JOB\J7400-J7449\J7409\2025 09\Fig 6.2 - 6.3 RevC.dwg

Appendix 1 – Calculation

Signal Junction Analysis

Junction: Hoi Bun Road / Shun Yip Street — Job Number: J7409

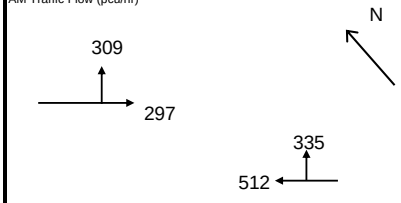
Scenario: Existing Condition — P. 1

Design Year: 2025 — Designed By: — Checked By: — Date: 19 September 2025

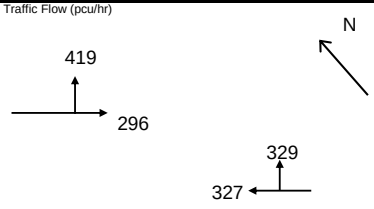
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road WB	SA	A1	1	3.50				1965	419	0.213	0.213		1965	326	0.166	0.166
	SA+RT	A2	1	3.50	25.0		78	2011	428	0.213		100	1986	330	0.166	
Hoi Bun Road EB	LT	B1	2	3.50	15.0		100	1786	309	0.173	0.173	100	1786	419	0.235	0.235
	SA	B2	2	3.50				2105	297	0.141			2105	296	0.141	

pedestrian phase	Cp	1,3		min crossing time =	7	sec GM +	7	sec FGM =	14	sec
	Dp	2,3		min crossing time =	6	sec GM +	6	sec FGM =	12	sec
	Ep	3		min crossing time =	11	sec GM +	12	sec FGM =	23	sec
	Fp	3		min crossing time =	8	sec GM +	6	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



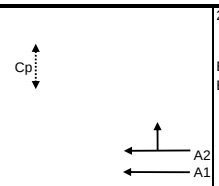
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.386		0.401	
L (s)	39		39	
C (s)	118		108	
practical y	0.603		0.575	
R.C. (%)	56%		43%	

Note:

1



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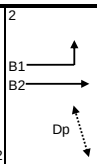

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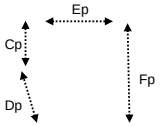


AM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

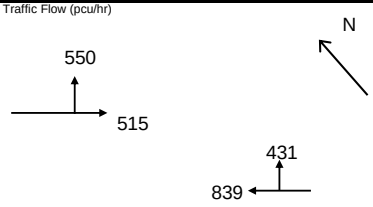
Junction: Hoi Bun Road / Shun Yip Street — Job Number: J7409

Scenario: Without the Proposed Development — P. 2

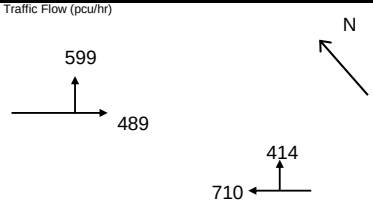
Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road WB	SA	A1	1,2	3.50				1965	839	0.427			1965	710	0.361	
	RT	A2	1	3.50	25.0		100	1986	431	0.217	0.217	100	1986	414	0.208	0.208
Hoi Bun Road EB	LT	B1	2	3.50	15.0		100	1786	491	0.275	0.275	100	1786	503	0.282	0.282
	SA+LT	B2	2	3.50	20.0		10	2089	574	0.275		16	2080	585	0.281	
pedestrian phase		Cp	1,3		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		Dp	3		min crossing time =		6	sec GM +		6	sec FGM =		12	sec		
		Ep	3		min crossing time =		11	sec GM +		12	sec FGM =		23	sec		
		Fp	3		min crossing time =		8	sec GM +		6	sec FGM =		14	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

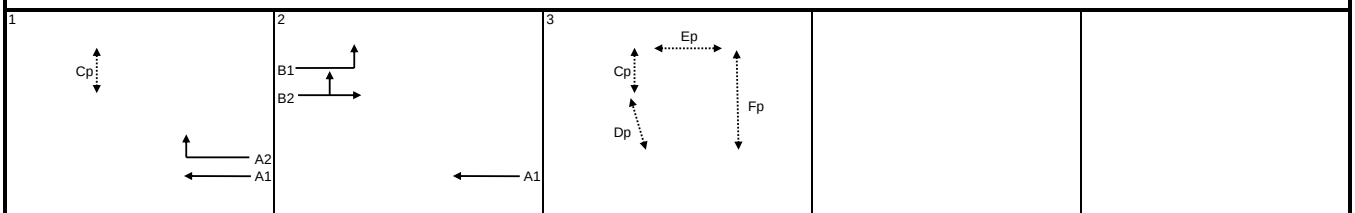


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.492		0.490	
L (s)	39		39	
C (s)	118		108	
practical y	0.603		0.575	
R.C. (%)	22%		17%	

Note:
Junction Improvement Scheme by Other Project



AM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =
PM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =

Signal Junction Analysis

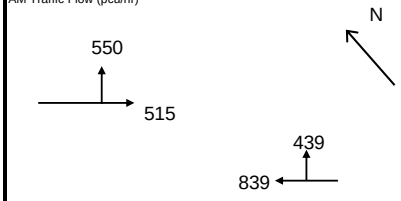
Junction: Hoi Bun Road / Shun Yip Street — Job Number: J7409

Scenario: With the Proposed Development — P. 3

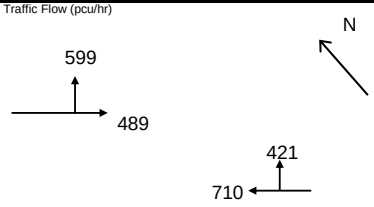
Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road WB	SA	A1	1,2	3.50				1965	839	0.427			1965	710	0.361	
	RT	A2	1	3.50	25.0		100	1986	439	0.221	0.221	100	1986	421	0.212	0.212
Hoi Bun Road EB	LT	B1	2	3.50	15.0		100	1786	491	0.275	0.275	100	1786	503	0.282	0.282
	SA+LT	B2	2	3.50	20.0		10	2089	574	0.275		16	2080	585	0.281	
pedestrian phase		Cp	1,3		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		Dp	3		min crossing time =		6	sec GM +		6	sec FGM =		12	sec		
		Ep	3		min crossing time =		11	sec GM +		12	sec FGM =		23	sec		
		Fp	3		min crossing time =		8	sec GM +		6	sec FGM =		14	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



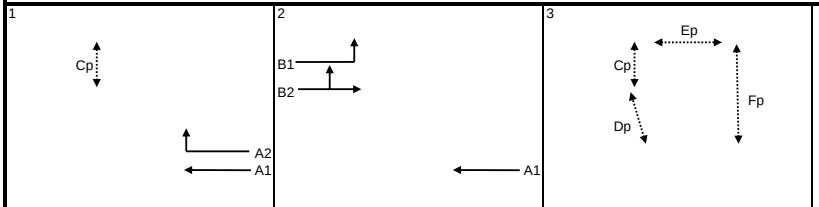
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.496		0.494	
L (s)	39		39	
C (s)	118		108	
practical y	0.603		0.575	
R.C. (%)	21%		16%	

Note:

Junction Improvement Scheme by Other Project



AM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

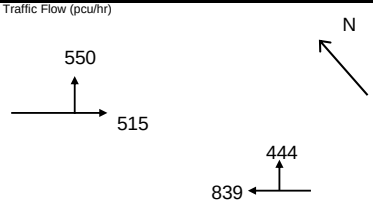
Junction: Hoi Bun Road / Shun Yip Street — Job Number: J7409

Scenario: With the Proposed Development (Sensitivity Test for adopting mean rate) — P. 4

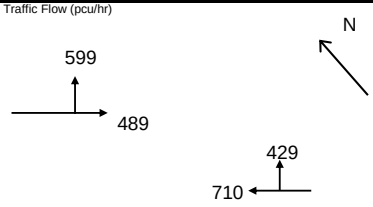
Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road WB	SA	A1	1,2	3.50				1965	839	0.427			1965	710	0.361	
	RT	A2	1	3.50	25.0		100	1986	444	0.224	0.224	100	1986	429	0.216	0.216
Hoi Bun Road EB	LT	B1	2	3.50	15.0		100	1786	491	0.275	0.275	100	1786	503	0.282	0.282
	SA+LT	B2	2	3.50	20.0		10	2089	574	0.275		16	2080	585	0.281	
pedestrian phase		Cp	1,3		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		Dp	3		min crossing time =		6	sec GM +		6	sec FGM =		12	sec		
		Ep	3		min crossing time =		11	sec GM +		12	sec FGM =		23	sec		
		Fp	3		min crossing time =		8	sec GM +		6	sec FGM =		14	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



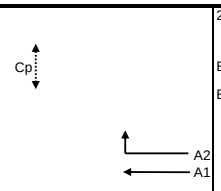
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.498		0.498	
L (s)	39		39	
C (s)	118		108	
practical y	0.603		0.575	
R.C. (%)	21%		16%	

Note: Junction Improvement Scheme by Other Project

1



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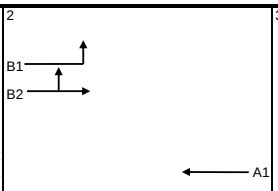

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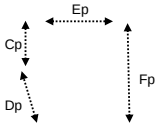


AM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

Junction: Wai Yip Street / Shun Yip Street — Job Number: J7409

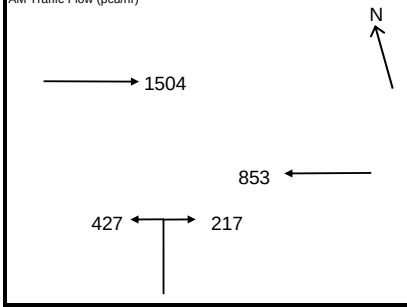
Scenario: Existing Condition — P. 5

Design Year: 2025 — Designed By: — Checked By: — Date: 19 September 2025

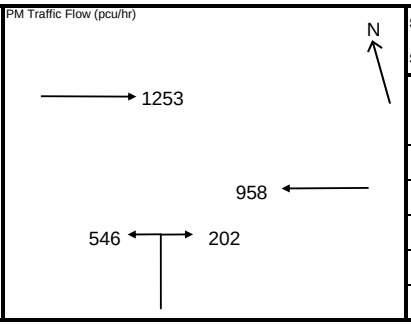
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street EB	SA	A1	1	3.50				1965	479	0.244	0.244		1965	399	0.203	
	SA	A2	1	3.50				2105	513	0.244			2105	427	0.203	0.203
	SA	A3	1	3.50				2105	512	0.243			2105	427	0.203	
Wai Yip Street WB	SA	B1	1	3.50				1965	271	0.138			1965	305	0.155	
	SA	B2	1	3.50				2105	291	0.138			2105	327	0.155	
	SA	B3	1	3.50				2105	291	0.138			2105	326	0.155	
Shun Yip Street NB	LT	C1	3	3.50	15.0		100	1786	206	0.115	0.115	100	1786	262	0.147	0.147
	LT+RT	C2	3	3.50	18.0		100	1943	224	0.115		100	1943	284	0.146	
	RT	C3	3	3.50	25.0		100	1854	214	0.115		100	1854	202	0.109	

pedestrian phase	Dp	1,2		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	Ep	2		min crossing time =	12	sec GM +	9	sec FGM =	21	sec
	Fp	2		min crossing time =	13	sec GM +	12	sec FGM =	25	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

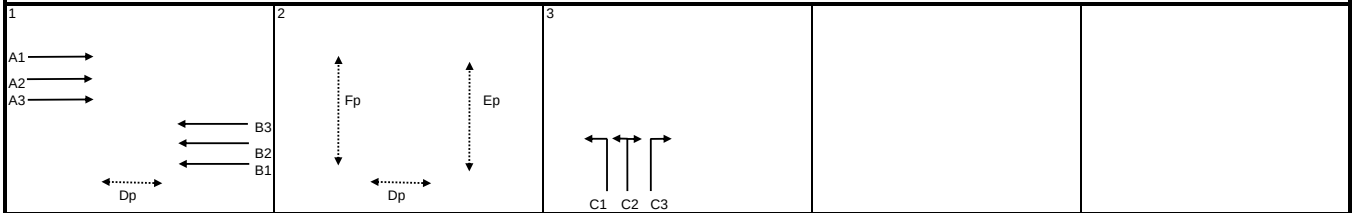


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+3	AM Peak	PM Peak 1+3	PM Peak
Sum y	0.359		0.350	
L (s)	40		40	
C (s)	118		108	
practical y	0.595		0.567	
R.C. (%)	66%		62%	

Note:



AM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =
PM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =

Signal Junction Analysis

Junction: Wai Yip Street / Shun Yip Street — Job Number: J7409

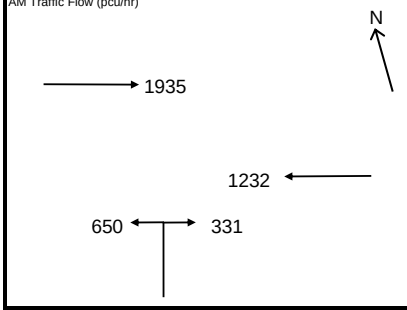
Scenario: Without the Proposed Development — P. 6

Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

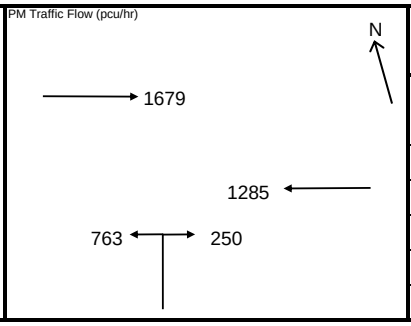
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street EB	SA	A1	1	3.50				1965	616	0.313			1965	534	0.272	
	SA	A2	1	3.50				2105	660	0.314	0.314		2105	572	0.272	
	SA	A3	1	3.50				2105	659	0.313			2105	573	0.272	0.272
Wai Yip Street WB	SA	B1	1	3.50				1965	392	0.199			1965	409	0.208	
	SA	B2	1	3.50				2105	420	0.200			2105	438	0.208	
	SA	B3	1	3.50				2105	420	0.200			2105	438	0.208	
Shun Yip Street NB	LT	C1	3	3.50	15.0		100	1786	314	0.176	0.176	100	1786	365	0.204	
	LT+RT	C2	3	3.50	18.0		100	1943	341	0.176		100	1943	398	0.205	0.205
	RT	C3	3	3.50	25.0		100	1854	326	0.176		100	1854	250	0.135	

pedestrian phase	Dp	1,2		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	Ep	2		min crossing time =	12	sec GM +	9	sec FGM =	21	sec
	Fp	2		min crossing time =	13	sec GM +	12	sec FGM =	25	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



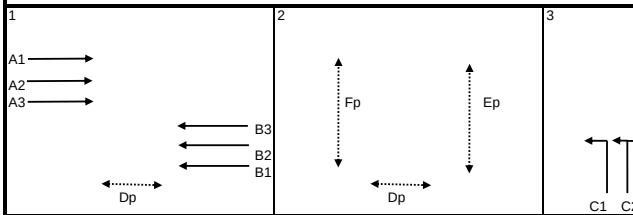
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+3	AM Peak	PM Peak 1+3	PM Peak
Sum y	0.489		0.477	
L (s)	40		40	
C (s)^	118		112	
practical y	0.595		0.579	
R.C. (%)	22%		21%	

Note:

^ The cycle time is proposed to increase from 108s to 112s



AM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

Junction: Wai Yip Street / Shun Yip Street — Job Number: J7409

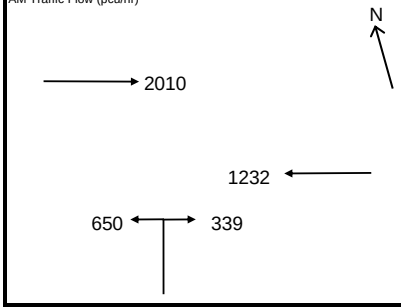
Scenario: With the Proposed Development — P. 7

Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

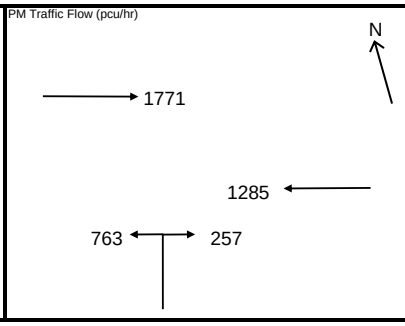
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street EB	SA	A1	1	3.50				1965	640	0.326	0.326		1965	564	0.287	
	SA	A2	1	3.50				2105	685	0.325			2105	604	0.287	0.287
	SA	A3	1	3.50				2105	685	0.325			2105	603	0.286	
Wai Yip Street WB	SA	B1	1	3.50				1965	392	0.199			1965	409	0.208	
	SA	B2	1	3.50				2105	420	0.200			2105	438	0.208	
	SA	B3	1	3.50				2105	420	0.200			2105	438	0.208	
Shun Yip Street NB	LT	C1	3	3.50	15.0		100	1786	316	0.177		100	1786	365	0.204	
	LT+RT	C2	3	3.50	18.0		100	1943	345	0.178	0.178	100	1943	398	0.205	0.205
	RT	C3	3	3.50	25.0		100	1854	328	0.177		100	1854	257	0.139	

pedestrian phase	Dp	1,2		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	Ep	2		min crossing time =	12	sec GM +	9	sec FGM =	21	sec
	Fp	2		min crossing time =	13	sec GM +	12	sec FGM =	25	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



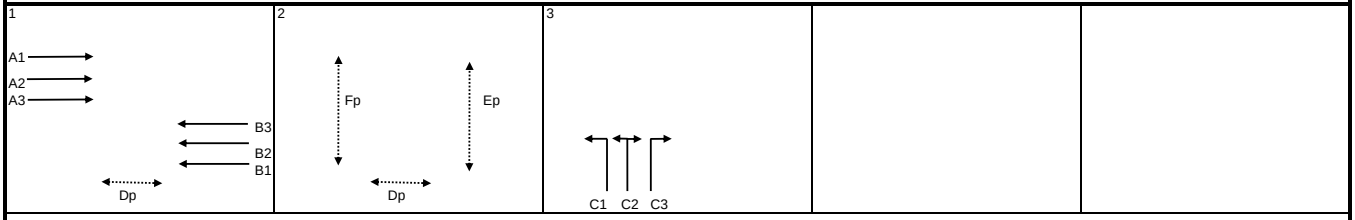
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+3	AM Peak	PM Peak 1+3	PM Peak
Sum y	0.503		0.492	
L (s)	40		40	
C (s)^	118		112	
practical y	0.595		0.579	
R.C. (%)	18%		18%	

Note:

^ The cycle time is proposed to increase from 108s to 112s



AM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

Junction: Wai Yip Street / Shun Yip Street — Job Number: J7409

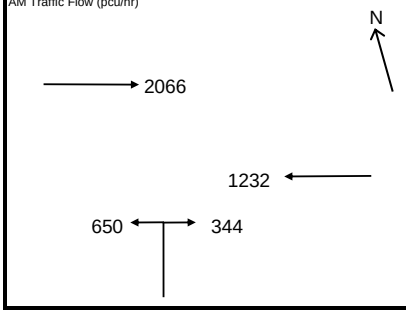
Scenario: With the Proposed Development (Sensitivity Test for adopting mean rate) — P. 8

Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

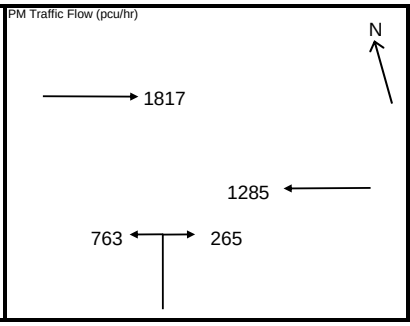
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street EB	SA	A1	1	3.50				1965	657	0.334			1965	578	0.294	
	SA	A2	1	3.50				2105	704	0.334			2105	619	0.294	
	SA	A3	1	3.50				2105	705	0.335	0.335		2105	620	0.295	0.295
Wai Yip Street WB	SA	B1	1	3.50				1965	392	0.199			1965	409	0.208	
	SA	B2	1	3.50				2105	420	0.200			2105	438	0.208	
	SA	B3	1	3.50				2105	420	0.200			2105	438	0.208	
Shun Yip Street NB	LT	C1	3	3.50	15.0		100	1786	318	0.178		100	1786	365	0.204	
	LT+RT	C2	3	3.50	18.0		100	1943	346	0.178	0.178	100	1943	398	0.205	0.205
	RT	C3	3	3.50	25.0		100	1854	330	0.178		100	1854	265	0.143	

pedestrian phase	Dp	1,2		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	Ep	2		min crossing time =	12	sec GM +	9	sec FGM =	21	sec
	Fp	2		min crossing time =	13	sec GM +	12	sec FGM =	25	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



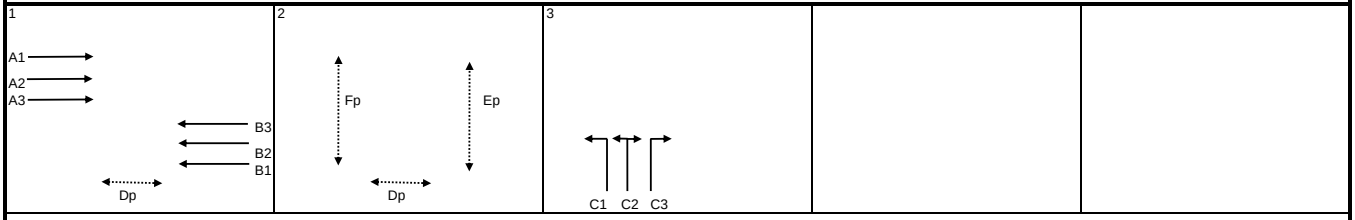
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+3	AM Peak	PM Peak 1+3	PM Peak
Sum y	0.513		0.499	
L (s)	40		40	
C (s)^	118		112	
practical y	0.595		0.579	
R.C. (%)	16%		16%	

Note:

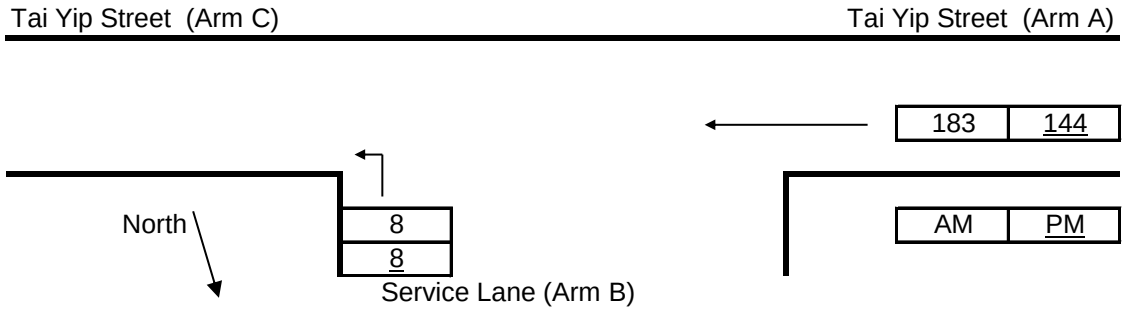
^ The cycle time is proposed to increase from 108s to 112s



AM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Priority Junction Analysis

Junction:	Tai Yip Street / Service Lane				
Design Year:	2025	Job Number:	J7409	Date:	19 September 2025
Scenario:	Existing Condition				P. 9



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.25	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	6.00	E	1.1077
			V-rBC	17	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7844

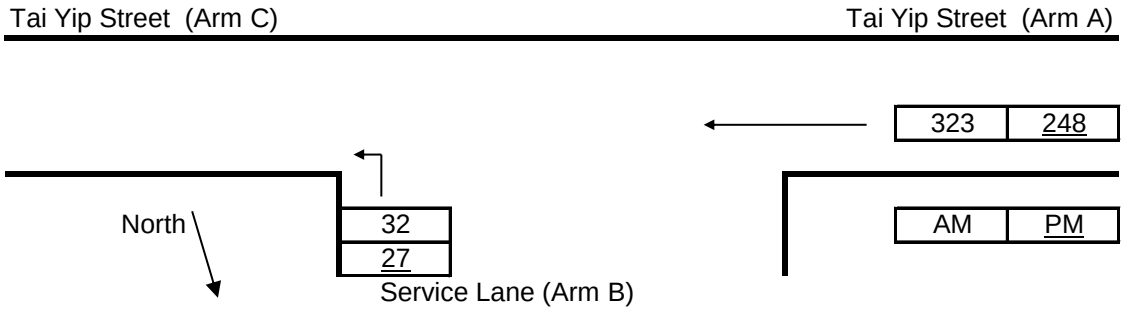
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	306	312
q-CB	0	0	Q-BC	767	780
q-AB	0	0	Q-CB	406	412
q-AC	183	144	Q-BAC	767	780
q-BA	0	0			
q-BC	8	8			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.010	0.010
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Tai Yip Street / Service Lane				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	Without the Proposed Development				P. 10



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.25	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	6.00	E	1.1077
			V-rBC	17	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7844

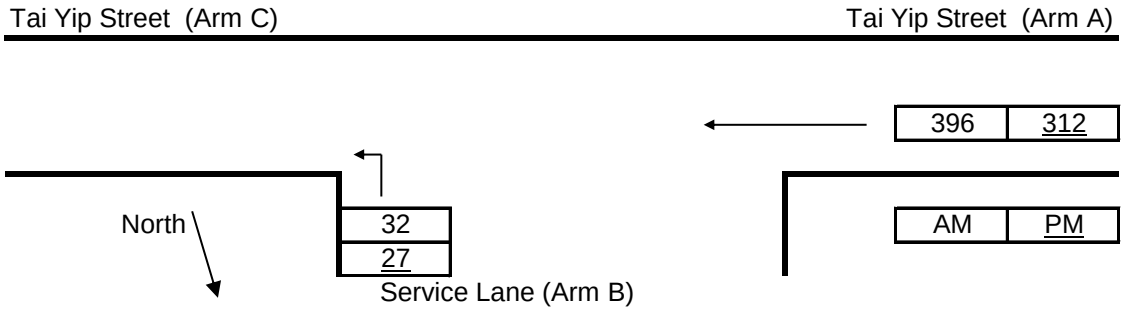
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	285	297
q-CB	0	0	Q-BC	723	747
q-AB	0	0	Q-CB	382	395
q-AC	323	248	Q-BAC	723	747
q-BA	0	0			
q-BC	32	27			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.044	0.036
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Tai Yip Street / Service Lane				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development				P. 11



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.25	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	6.00	E	1.1077
			V-rBC	17	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7844

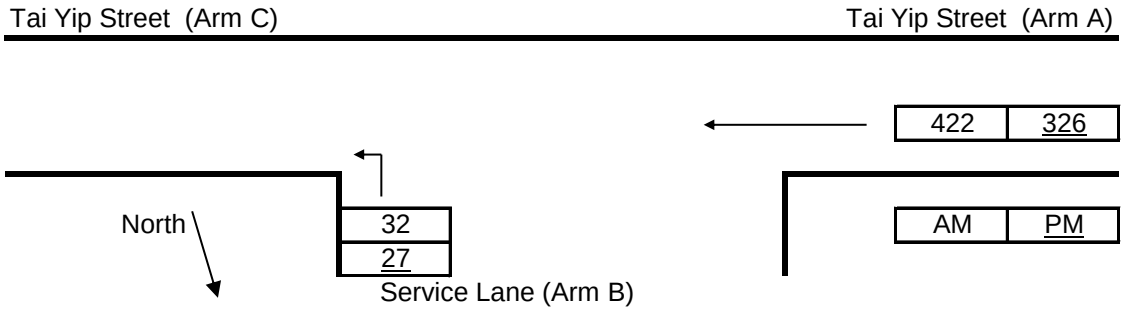
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	274	287
q-CB	0	0	Q-BC	700	727
q-AB	0	0	Q-CB	370	384
q-AC	396	312	Q-BAC	700	727
q-BA	0	0			
q-BC	32	27			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.046	0.037
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Tai Yip Street / Service Lane				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development (Sensitivity Test for adopting mean rate)				P. 12



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.25	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	6.00	E	1.1077
			V-rBC	17	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7844

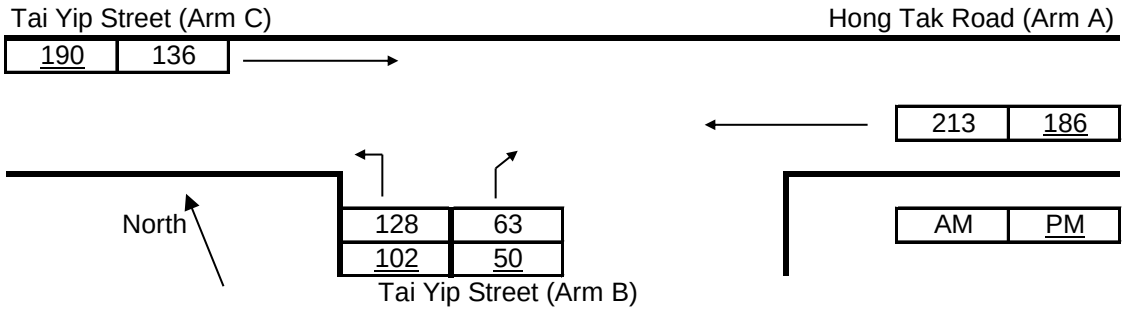
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	270	285
q-CB	0	0	Q-BC	692	722
q-AB	0	0	Q-CB	366	382
q-AC	422	326	Q-BAC	692	722
q-BA	0	0			
q-BC	32	27			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.046	0.037
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Hong Tak Road / Tai Yip Street				
Design Year:	2025	Job Number:	J7409	Date:	19 September 2025
Scenario:	Existing Condition				P. 13



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.75	V-rBA	42	w-BA	2.50	D	0.7795
	W-CR	0.00	V-lBA	50	w-BC	2.50	E	0.8293
			V-rBC	42	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7326

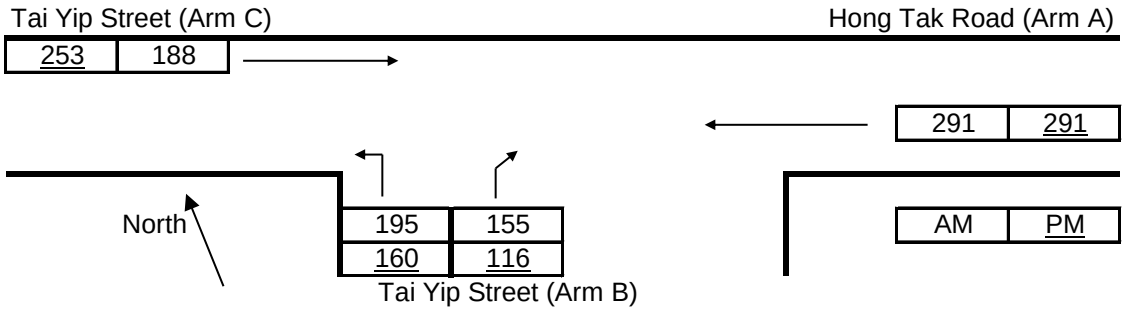
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	136	190	Q-BA	427	425
q-CB	0	0	Q-BC	571	577
q-AB	0	0	Q-CB	403	407
q-AC	213	186	Q-BAC	514	516
q-BA	63	50			
q-BC	128	102			
f	0.670	0.671			

Ratio-of-flow to Capacity	AM	PM
B-A	0.148	0.118
B-C	0.224	0.177
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Hong Tak Road / Tai Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	Without the Proposed Development				P. 14



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.75	V-rBA	42	w-BA	2.50	D	0.7795
	W-CR	0.00	V-lBA	50	w-BC	2.50	E	0.8293
			V-rBC	42	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7326

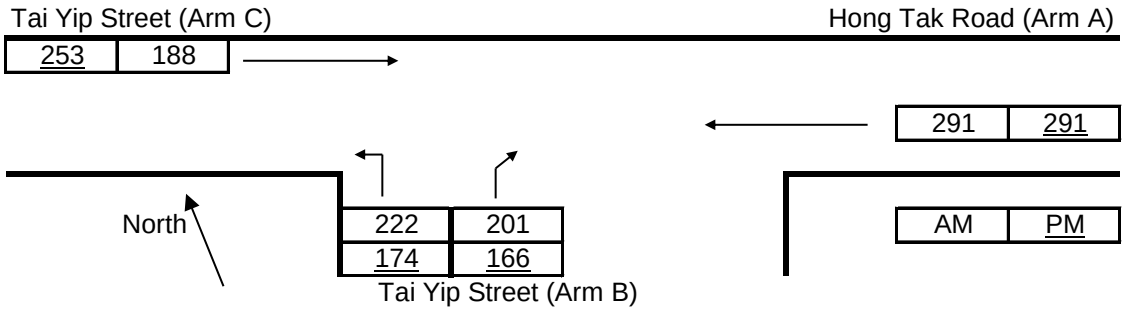
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	188	253	Q-BA	404	395
q-CB	0	0	Q-BC	553	553
q-AB	0	0	Q-CB	391	391
q-AC	291	291	Q-BAC	475	474
q-BA	155	116			
q-BC	195	160			
f	0.557	0.580			

Ratio-of-flow to Capacity	AM	PM
B-A	0.384	0.294
B-C	0.352	0.289
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Hong Tak Road / Tai Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development				P. 15



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.75	V-rBA	42	w-BA	2.50	D	0.7795
	W-CR	0.00	V-lBA	50	w-BC	2.50	E	0.8293
			V-rBC	42	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7326

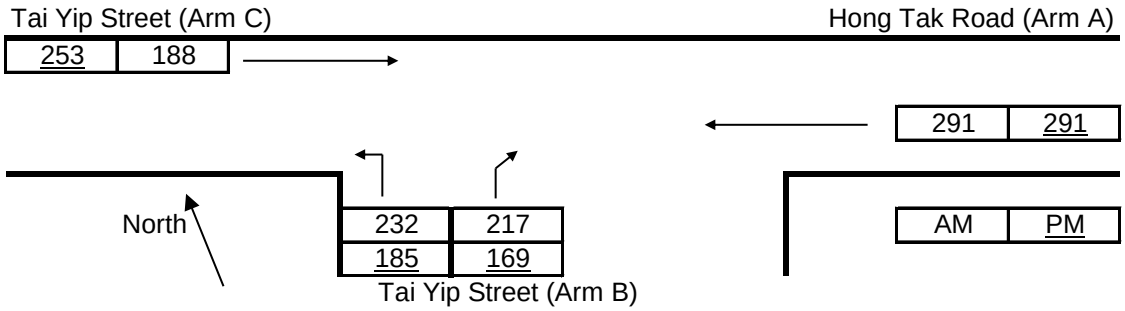
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	188	253	Q-BA	404	395
q-CB	0	0	Q-BC	553	553
q-AB	0	0	Q-CB	391	391
q-AC	291	291	Q-BAC	471	463
q-BA	201	166			
q-BC	222	174			
f	0.525	0.512			

Ratio-of-flow to Capacity	AM	PM
B-A	0.498	0.420
B-C	0.401	0.314
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Hong Tak Road / Tai Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development (Sensitivity Test for adopting mean rate)				P. 16



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.75	V-rBA	42	w-BA	2.50	D	0.7795
	W-CR	0.00	V-lBA	50	w-BC	2.50	E	0.8293
			V-rBC	42	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7326

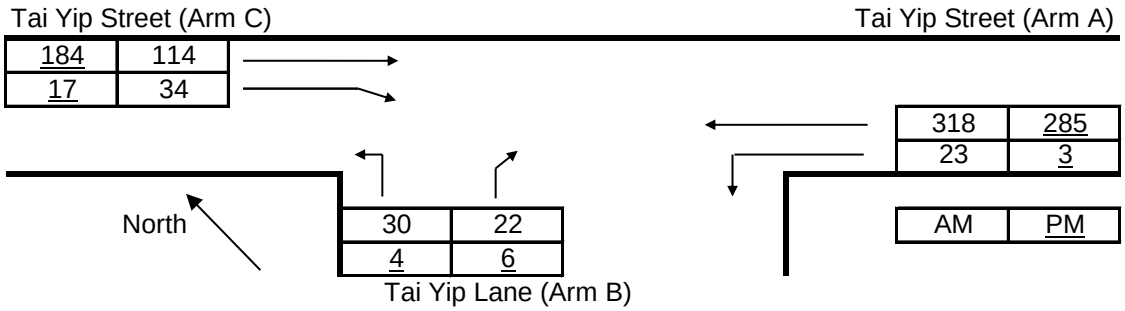
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	188	253	Q-BA	404	395
q-CB	0	0	Q-BC	553	553
q-AB	0	0	Q-CB	391	391
q-AC	291	291	Q-BAC	469	465
q-BA	217	169			
q-BC	232	185			
f	0.517	0.523			

Ratio-of-flow to Capacity	AM	PM
B-A	0.538	0.428
B-C	0.419	0.334
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Tai Yip Street / Tai Yip Lane				
Design Year:	2025	Job Number:	J7409	Date:	19 September 2025
Scenario:	Existing Condition				P. 17



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	0.00	V-lBA	50	w-BC	3.80	E	0.9502
			V-rBC	50	w-CB	5.25	F	1.0738
			V-rCB	46			Y	0.6378

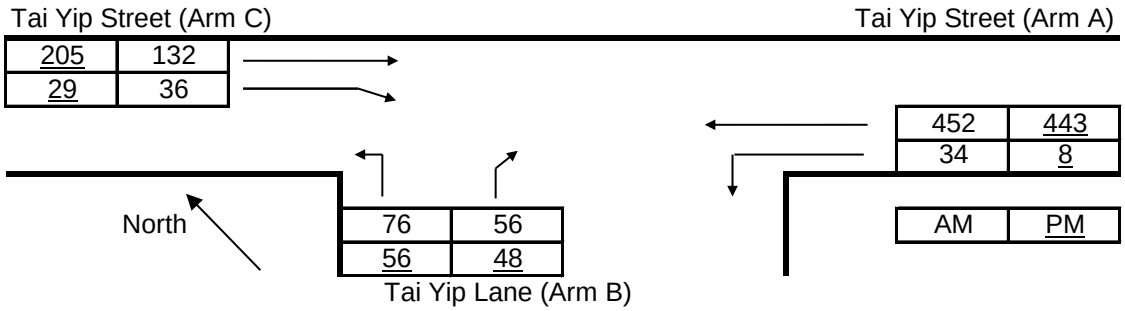
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	114	184	Q-BA	446	450
q-CB	34	17	Q-BC	636	645
q-AB	23	3	Q-CB	715	728
q-AC	318	285	Q-BAC	539	512
q-BA	22	6			
q-BC	30	4			
f	0.577	0.400			

Ratio-of-flow to Capacity	AM	PM
B-A	0.049	0.013
B-C	0.047	0.006
C-B	0.048	0.023

Priority Junction Analysis

Junction:	Tai Yip Street / Tai Yip Lane				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	Without the Proposed Development				P. 18



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	0.00	V-lBA	50	w-BC	3.80	E	0.9502
			V-rBC	50	w-CB	5.25	F	1.0738
			V-rCB	46			Y	0.6378

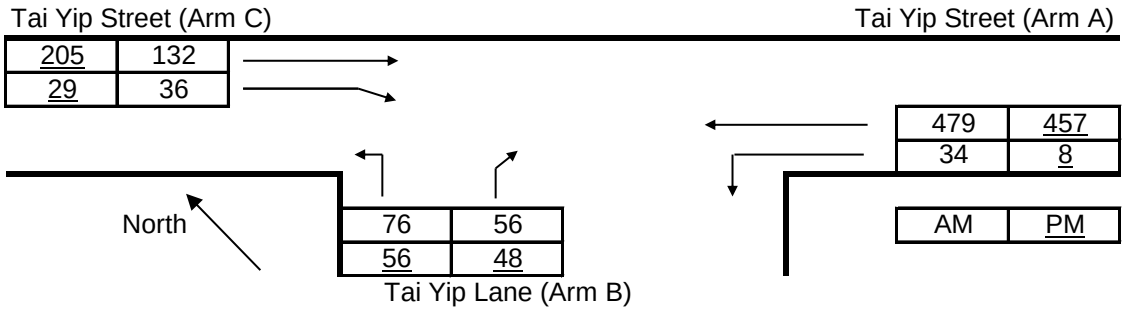
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	132	205	Q-BA	415	412
q-CB	36	29	Q-BC	605	609
q-AB	34	8	Q-CB	679	688
q-AC	452	443	Q-BAC	507	499
q-BA	56	48			
q-BC	76	56			
f	0.576	0.538			

Ratio-of-flow to Capacity	AM	PM
B-A	0.135	0.116
B-C	0.126	0.092
C-B	0.053	0.042

Priority Junction Analysis

Junction:	Tai Yip Street / Tai Yip Lane				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development				P. 19



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	0.00	V-lBA	50	w-BC	3.80	E	0.9502
			V-rBC	50	w-CB	5.25	F	1.0738
			V-rCB	46			Y	0.6378

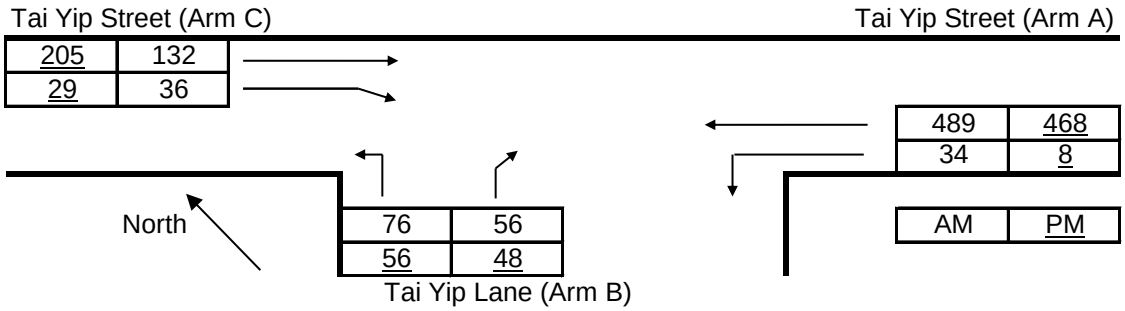
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	132	205	Q-BA	410	409
q-CB	36	29	Q-BC	599	606
q-AB	34	8	Q-CB	672	684
q-AC	479	457	Q-BAC	501	496
q-BA	56	48			
q-BC	76	56			
f	0.576	0.538			

Ratio-of-flow to Capacity	AM	PM
B-A	0.137	0.117
B-C	0.127	0.092
C-B	0.054	0.042

Priority Junction Analysis

Junction:	Tai Yip Street / Tai Yip Lane				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development (Sensitivity Test for adopting mean rate)				P. 20



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	0.00	V-lBA	50	w-BC	3.80	E	0.9502
			V-rBC	50	w-CB	5.25	F	1.0738
			V-rCB	46			Y	0.6378

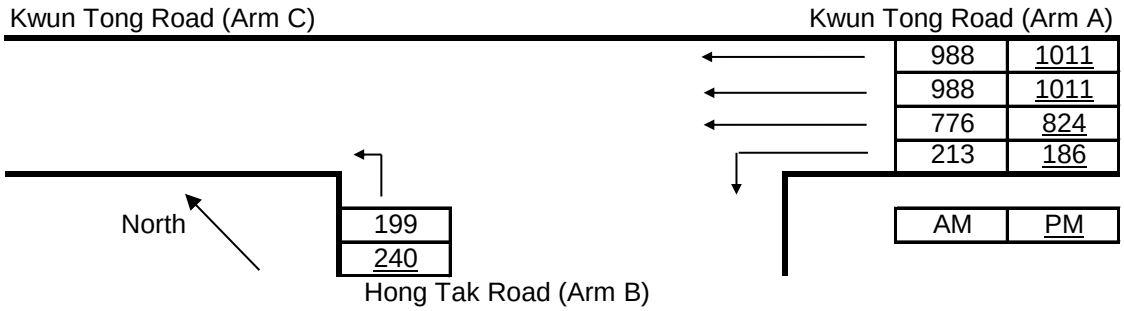
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	132	205	Q-BA	408	407
q-CB	36	29	Q-BC	597	604
q-AB	34	8	Q-CB	670	681
q-AC	489	468	Q-BAC	499	494
q-BA	56	48			
q-BC	76	56			
f	0.576	0.538			

Ratio-of-flow to Capacity	AM	PM
B-A	0.137	0.118
B-C	0.127	0.093
C-B	0.054	0.043

Priority Junction Analysis

Junction:	Kwun Tong Road / Hong Tak Road				
Design Year:	2025	Job Number:	J7409	Date:	19 September 2025
Scenario:	Existing Condition				P. 21



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.70	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.25	E	1.0779
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

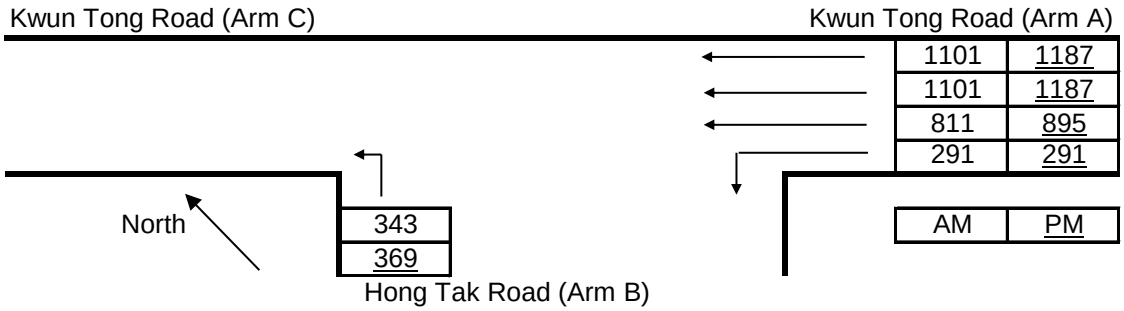
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	206	200
q-CB	0	0	Q-BC	544	532
q-AB	213	186	Q-CB	274	271
q-AC	776	824	Q-BAC	544	532
q-BA	0	0			
q-BC	199	240			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.366	0.451
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Kwun Tong Road / Hong Tak Road				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	Without the Proposed Development				P. 22



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.70	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.25	E	1.0779
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

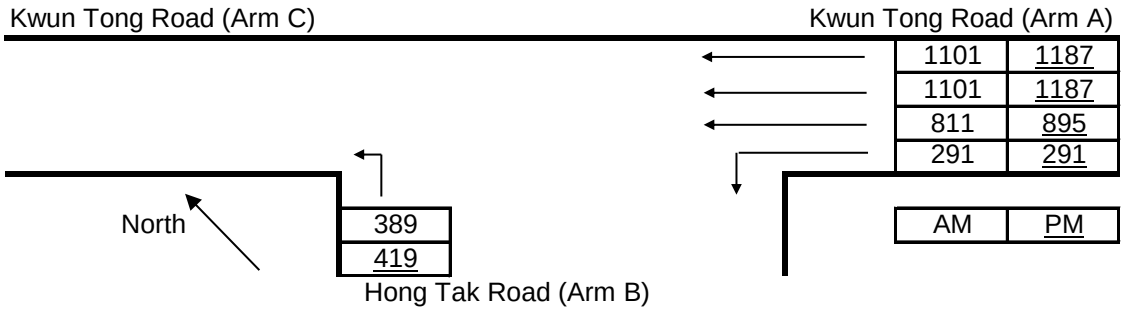
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	196	184
q-CB	0	0	Q-BC	524	498
q-AB	291	291	Q-CB	256	242
q-AC	811	895	Q-BAC	524	498
q-BA	0	0			
q-BC	343	369			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.655	0.740
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Kwun Tong Road / Hong Tak Road				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development				P. 23



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.70	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.25	E	1.0779
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

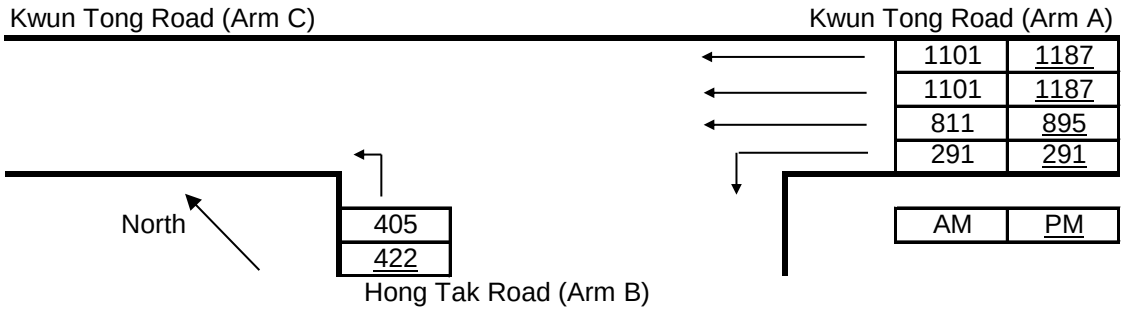
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	196	184
q-CB	0	0	Q-BC	524	498
q-AB	291	291	Q-CB	256	242
q-AC	811	895	Q-BAC	524	498
q-BA	0	0			
q-BC	389	419			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.743	0.841
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Kwun Tong Road / Hong Tak Road				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development (Sensitivity Test for adopting mean rate)				P. 24



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.70	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.25	E	1.0779
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	196	184
q-CB	0	0	Q-BC	524	498
q-AB	291	291	Q-CB	256	242
q-AC	811	895	Q-BAC	524	498
q-BA	0	0			
q-BC	405	422			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.773	0.847
C-B	0.000	0.000

Signal Junction Analysis

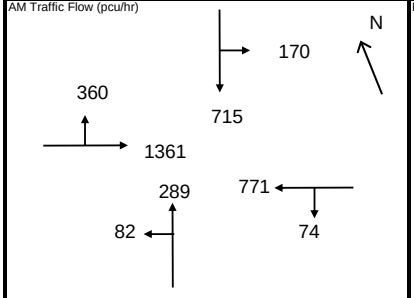
Junction: Wai Yip Street / Lai Yip Street — Job Number: J7409

Scenario: Existing Condition — P. 25

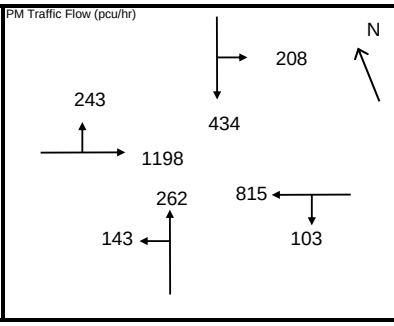
Design Year: 2025 — Designed By: — Checked By: — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street WB	SA+LT	A1	3	2.80	20.0		27	1977	276	0.140		34	1981	301	0.152	
	SA	A2	3	2.80				2035	284	0.140			2035	309	0.152	
	SA	A3	3	2.80				2035	285	0.140			2035	308	0.151	
Lai Yip Street SB	LT	B1	2	3.10	20.0		100	2638	170	0.064	0.064	100	2638	208	0.079	0.079
	SA	B2	1,2	3.10				2065	358	0.173			2065	217	0.105	
	SA	B3	1,2	3.10				2065	357	0.173			2065	217	0.105	
Wai Yip Street EB	SA+LT	C1	3	3.30	20.0		63	2097	576	0.275		50	2142	489	0.228	
	SA	C2	3	3.30				2085	573	0.275	0.275		2085	476	0.228	0.228
	SA	C3	3	3.30				2085	572	0.274			2085	476	0.228	
Lai Yip Street NB	SA+LT	D1	1	4.00	15.0		45	2048	183	0.089	0.089	72	2013	198	0.098	0.098
	SA	D2	1	3.50				2105	188	0.089			2105	207	0.098	
pedestrian phase		Ep	3		min crossing time =		11	sec GM +		10	sec FGM =		21	sec		
		Fp	1,2		min crossing time =		7	sec GM +		11	sec FGM =		18	sec		
		Gp	1,2		min crossing time =		5	sec GM +		10	sec FGM =		15	sec		
		Hp	1,3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		Ip	2		min crossing time =		7	sec GM +		11	sec FGM =		18	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



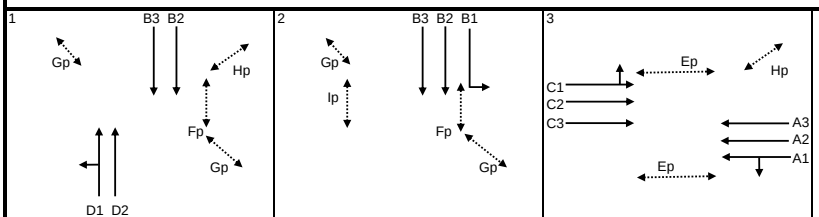
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2+3	AM Peak 1,2+3	PM Peak 1+2+3	PM Peak 1,2+3
Sum y	0.429	0.448	0.406	0.333
L (s)	17	12	17	12
C (s)	120	120	108	108
practical y	0.773	0.810	0.758	0.800
R.C. (%)	80%	81%	87%	140%

Note:

^ Based on observation



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

Signal Junction Analysis

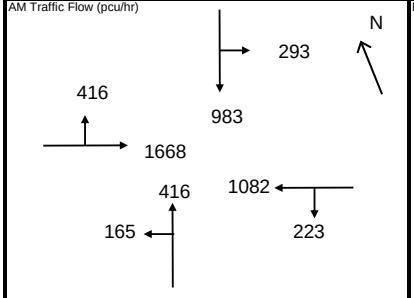
Junction: Wai Yip Street / Lai Yip Street — Job Number: J7409

Scenario: Without the Proposed Development — P. 26

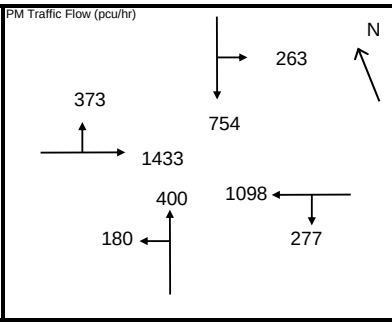
Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street WB	SA+LT	A1	3	2.80	20.0		52	1944	422	0.217		62	1944	444	0.228	
	SA	A2	3	2.80				2035	442	0.217			2035	465	0.229	
	SA	A3	3	2.80				2035	441	0.217			2035	466	0.229	
Lai Yip Street SB	LT	B1	2	3.10	20.0		100	2638	293	0.111	0.111	100	2638	263	0.100	0.100
	SA	B2	1,2	3.10				2065	492	0.238			2065	377	0.183	
	SA	B3	1,2	3.10				2065	491	0.238			2065	377	0.183	
Wai Yip Street EB	SA+LT	C1	3	3.30	20.0		60	2101	698	0.332		61	2127	610	0.287	
	SA	C2	3	3.30				2085	693	0.332	0.332		2085	598	0.287	0.287
	SA	C3	3	3.30				2085	693	0.332			2085	598	0.287	
Lai Yip Street NB	SA+LT	D1	1	4.00	15.0		58	2025	285	0.141	0.141	63	2029	285	0.140	0.140
	SA	D2	1	3.50				2105	296	0.141			2105	295	0.140	
pedestrian phase		Ep	3		min crossing time =		11	sec GM +		10	sec FGM =		21	sec		
		Fp	1,2		min crossing time =		7	sec GM +		11	sec FGM =		18	sec		
		Gp	1,2		min crossing time =		5	sec GM +		10	sec FGM =		15	sec		
		Hp	1,3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		Ip	2		min crossing time =		7	sec GM +		11	sec FGM =		18	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



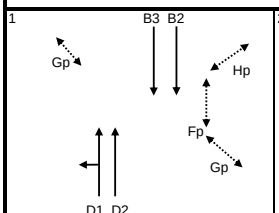
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

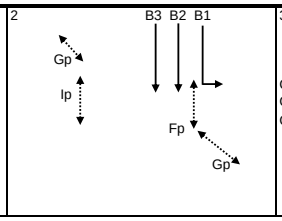
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

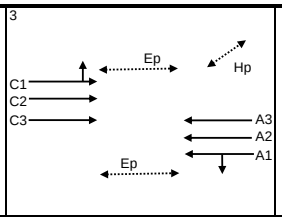
	AM Peak 1+2+3	AM Peak 1,2+3	PM Peak 1+2+3	PM Peak 1,2+3
Sum y	0.584	0.571	0.527	0.469
L (s)	17	12	17	12
C (s)	120	120	108	108
practical y	0.773	0.810	0.758	0.800
R.C. (%)	32%	42%	44%	70%

Note:

^ Based on observation







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

Signal Junction Analysis

Junction: Wai Yip Street / Lai Yip Street — Job Number: J7409

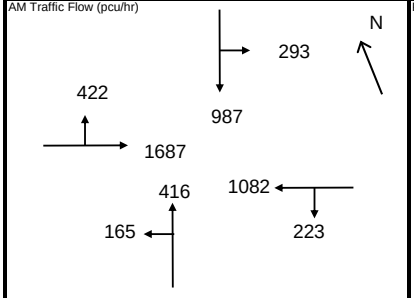
Scenario: With the Proposed Development — P. 27

Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

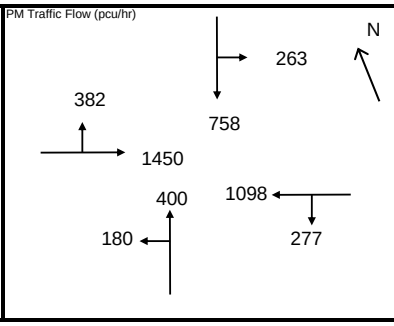
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street WB	SA+LT	A1	3	2.80	20.0		53	1943	422	0.217		62	1944	444	0.228	
	SA	A2	3	2.80				2035	442	0.217			2035	465	0.229	
	SA	A3	3	2.80				2035	441	0.217			2035	466	0.229	
Lai Yip Street SB	LT	B1	2	3.10	20.0		100	2638	293	0.111	0.111	100	2638	263	0.100	0.100
	SA	B2	1,2	3.10				2065	494	0.239			2065	379	0.184	
	SA	B3	1,2	3.10				2065	493	0.239			2065	379	0.184	
Wai Yip Street EB	SA+LT	C1	3	3.30	20.0		60	2101	707	0.337	0.337	62	2126	619	0.291	0.291
	SA	C2	3	3.30				2085	701	0.336			2085	607	0.291	
	SA	C3	3	3.30				2085	701	0.336			2085	606	0.291	
Lai Yip Street NB	SA+LT	D1	1	4.00	15.0		58	2025	285	0.141	0.141	63	2029	285	0.140	0.140
	SA	D2	1	3.50				2105	296	0.141			2105	295	0.140	

pedestrian phase	Ep	3		min crossing time =	11	sec GM +	10	sec FGM =	21	sec
	Fp	1,2		min crossing time =	7	sec GM +	11	sec FGM =	18	sec
	Gp	1,2		min crossing time =	5	sec GM +	10	sec FGM =	15	sec
	Hp	1,3		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	Ip	2		min crossing time =	7	sec GM +	11	sec FGM =	18	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



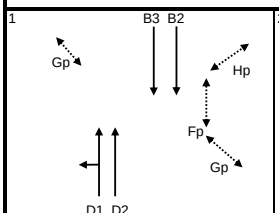
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

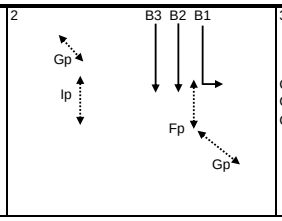
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

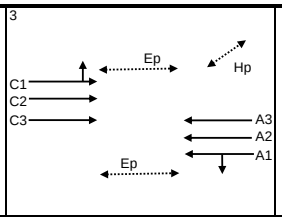
	AM Peak 1+2+3	AM Peak 1,2+3	PM Peak 1+2+3	PM Peak 1,2+3
Sum y	0.588	0.576	0.531	0.475
L (s)	17	12	17	12
C (s)	120	120	108	108
practical y	0.773	0.810	0.758	0.800
R.C. (%)	31%	41%	43%	69%

Note:

^ Based on observation







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

Signal Junction Analysis

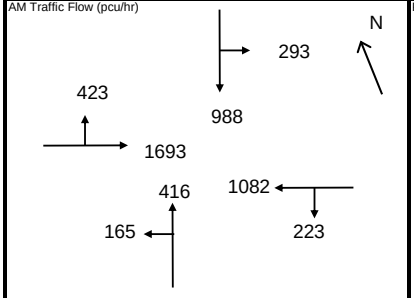
Junction: Wai Yip Street / Lai Yip Street — Job Number: J7409

Scenario: With the Proposed Development (Sensitivity Test for adopting mean rate) — P. 28

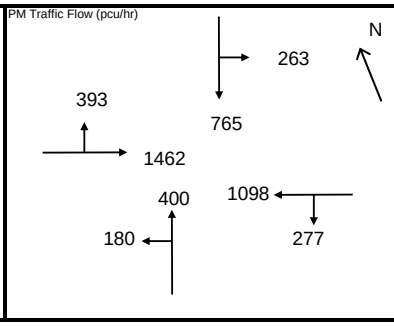
Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street WB	SA+LT	A1	3	2.80	20.0		53	1943	422	0.217		62	1944	444	0.228	
	SA	A2	3	2.80				2035	442	0.217			2035	465	0.229	
	SA	A3	3	2.80				2035	441	0.217			2035	466	0.229	
Lai Yip Street SB	LT	B1	2	3.10	20.0		100	2638	293	0.111	0.111	100	2638	263	0.100	0.100
	SA	B2	1,2	3.10				2065	494	0.239			2065	383	0.185	
	SA	B3	1,2	3.10				2065	494	0.239			2065	382	0.185	
Wai Yip Street EB	SA+LT	C1	3	3.30	20.0		60	2101	709	0.337		63	2124	626	0.295	
	SA	C2	3	3.30				2085	704	0.338	0.338		2085	615	0.295	0.295
	SA	C3	3	3.30				2085	703	0.337			2085	614	0.294	
Lai Yip Street NB	SA+LT	D1	1	4.00	15.0		58	2025	285	0.141	0.141	63	2029	285	0.140	0.140
	SA	D2	1	3.50				2105	296	0.141			2105	295	0.140	
pedestrian phase		Ep	3		min crossing time =		11	sec GM +		10	sec FGM =		21	sec		
		Fp	1,2		min crossing time =		7	sec GM +		11	sec FGM =		18	sec		
		Gp	1,2		min crossing time =		5	sec GM +		10	sec FGM =		15	sec		
		Hp	1,3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		Ip	2		min crossing time =		7	sec GM +		11	sec FGM =		18	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

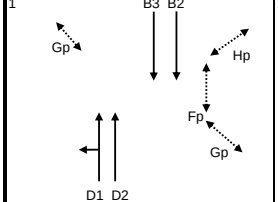
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2+3	AM Peak 1,2+3	PM Peak 1+2+3	PM Peak 1,2+3
Sum y	0.589	0.577	0.535	0.480
L (s)	17	12	17	12
C (s)	120	120	108	108
practical y	0.773	0.810	0.758	0.800
R.C. (%)	31%	40%	42%	67%

Note:

^ Based on observation

1



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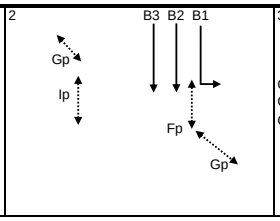

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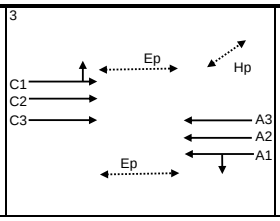


AM	G =	I/G = 7	G =	I/G = 5	G =	I/G = 8	G =	I/G =	G =	
	G =	I/G =	G =	I/G = 6	G =	I/G = 8	G =	I/G =	G =	
PM	G =	I/G = 7	G =	I/G = 5	G =	I/G = 8	G =	I/G =	G =	
	G =	I/G =	G =	I/G = 6	G =	I/G = 8	G =	I/G =	G =	

Signal Junction Analysis

Junction: Kwun Tong Road / Lai Yip Street — Job Number: J7409

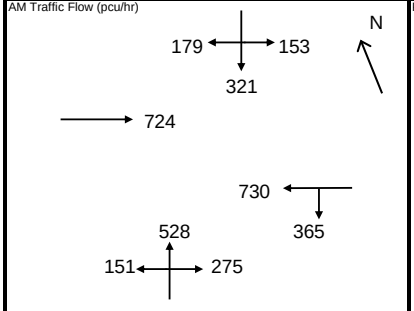
Scenario: Existing Condition — P. 29

Design Year: 2025 — Designed By: — Checked By: — Date: 19 September 2025

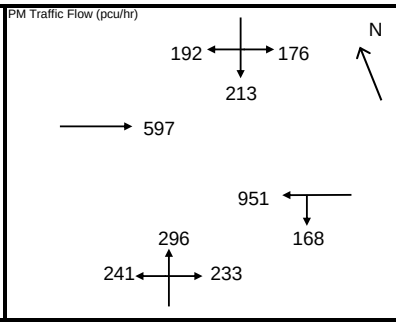
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Kwun Tong Road EB	SA	A1	1,2	3.20				1935	349	0.180			1935	288	0.149	
	SA	A2	1,2	3.20				2075	375	0.181	0.181		2075	309	0.149	
Lai Yip Street NB	LT+SA	B1	5	3.50	30.0		32	2117	478	0.226		63	2105	385	0.183	0.183
	SA	B2	5	3.50				2105	476	0.226	0.226		2105	385	0.183	
Elegance Road NB	SA	B3	5	3.50				2105	277	0.132			2105	184	0.087	
	SA+RT	B4	5	3.50	18.0		9	2089	275	0.132		37	2042	178	0.087	
	RT	B5	5	3.50	15.0		100	1914	251	0.131		100	1914	167	0.087	
Kwun Tong Road WB	LT	C1	1,5	3.30	15.0		100	1768	365	0.206		100	1768	168	0.095	
	SA	C2	1,2	3.50				2105	365	0.173			2105	476	0.226	0.226
	SA	C3	1,2	3.50				2105	365	0.173			2105	475	0.226	
Elegance Road SB	LT	D1	3,4	3.50	15.0		100	1786	153	0.086	0.086	100	1786	176	0.099	0.099
	SA	D2	3,4	3.50				2105	173	0.082			2105	141	0.067	
	SA+RT	D3	3,4	3.50	18.0		13	2082	171	0.082		47	2026	136	0.067	
	RT	D4	3,4	3.50	15.0		100	1914	156	0.082		100	1914	128	0.067	

pedestrian phase	Ep	1,2		min crossing time =	12	sec GM +	10	sec FGM =	22	sec
	Fp	1,2,3,4		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	Gp	2,3		min crossing time =	5	sec GM +	5	sec FGM =	10	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

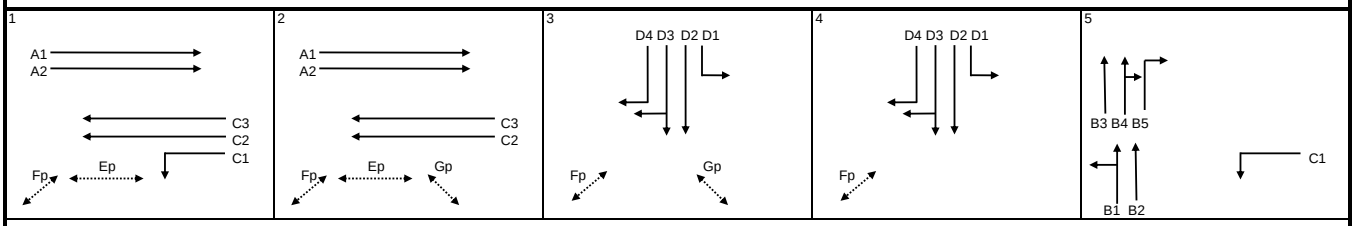
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
	2+4+5		2+3+5	
Sum y	0.493		0.508	
L (s)	15		20	
C (s)	118		108	
practical y	0.786		0.733	
R.C. (%)	60%		44%	

Note:

1) In AM Peak, Stage Sequence : 2>4>5>2

2) In PM Peak, Stage Sequence : 2>3>5>2



AM	I/G =	I/G =	I/G = 5	I/G = 10	I/G = 3
PM	I/G =	I/G = 7	I/G = 7	I/G = 6	I/G = 3

Signal Junction Analysis

Junction: Kwun Tong Road / Lai Yip Street — Job Number: J7409

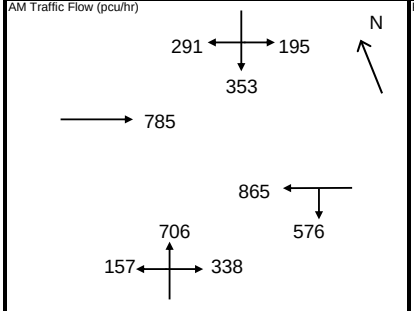
Scenario: Without the Proposed Development — P. 30

Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

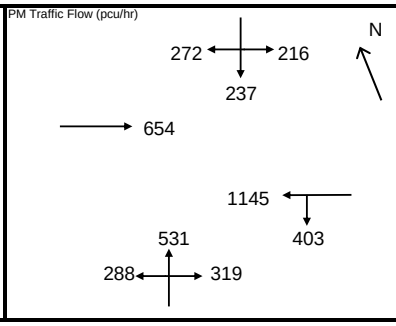
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Kwun Tong Road EB	SA	A1	1,2	3.20				1935	379	0.196			1935	316	0.163	
	SA	A2	1,2	3.20				2075	406	0.196			2075	338	0.163	
Lai Yip Street NB	SA+LT	B1	5	3.40	15.0		42	1876	373	0.199		84	1804	344	0.191	
	SA	B2	5	3.30				2085	414	0.199			2085	397	0.190	
	SA	B3	5	3.30				2085	414	0.199			2085	397	0.190	
Elegance Road NB	SA	B4	5	3.50				2105	359	0.171			2105	294	0.140	
	SA+RT	B5	5	3.50	18.0		3	2100	358	0.170		18	2074	289	0.139	
	RT	B6	5	3.50	15.0		100	1914	327	0.171		100	1914	267	0.139	
Kwun Tong Road WB	LT	C1	1,5	3.30	15.0		100	1768	576	0.326	0.326	100	1768	403	0.228	0.228
	SA	C2	1,2	3.50				2105	433	0.206	0.206		2105	573	0.272	0.272
	SA	C3	1,2	3.50				2105	432	0.205			2105	572	0.272	
Elegance Road SB	LT	D1	3,4	3.50	15.0		100	1786	195	0.109	0.109	100	1786	216	0.121	0.121
	SA	D2	3,4	3.50				2105	224	0.106			2105	178	0.085	
	SA+RT	D3	3,4	3.50	18.0		41	2035	216	0.106		65	1997	169	0.085	
	RT	D4	3,4	3.50	15.0		100	1914	204	0.107		100	1914	162	0.085	

pedestrian phase	Ep	1,2		min crossing time =	12	sec GM +	10	sec FGM =	22	sec
	Fp	1,2,3,4		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	Gp	2,3		min crossing time =	5	sec GM +	5	sec FGM =	10	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

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

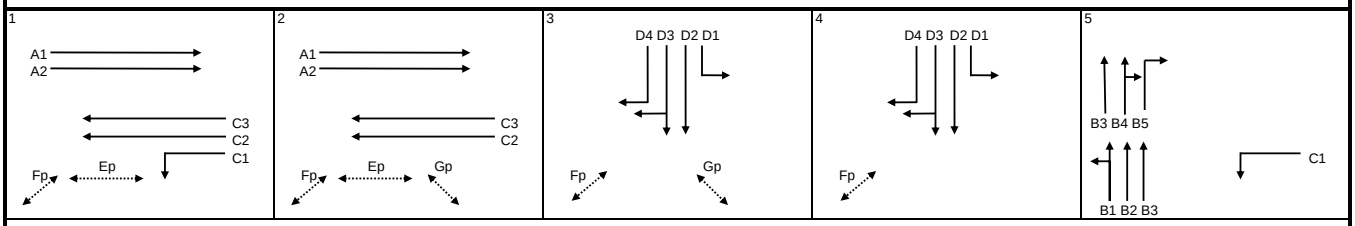
	AM Peak		PM Peak	
	2+4+5		2+3+5	
Sum y	0.641		0.621	
L (s)	15		20	
C (s)	118		108	
practical y	0.786		0.733	
R.C. (%)	23%		18%	

Note:

1) Junction Improvement Works proposed in District Council Traffic Development and Transport Committee Discussion Paper No. 3/2023

2) In AM Peak, Stage Sequence : 2>4>5>2

3) In PM Peak, Stage Sequence : 2>3>5>2



AM	I/G =	I/G =	I/G = 5	I/G = 10	I/G = 3
PM	I/G =	I/G = 7	I/G = 7	I/G = 6	I/G = 3

Signal Junction Analysis

Junction: Kwun Tong Road / Lai Yip Street — Job Number: J7409

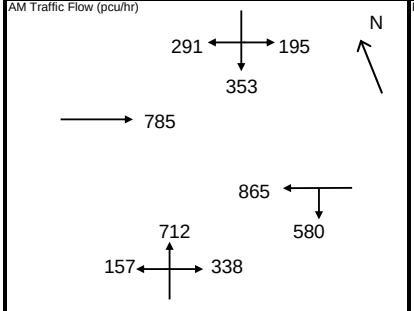
Scenario: With the Proposed Development — P. 31

Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

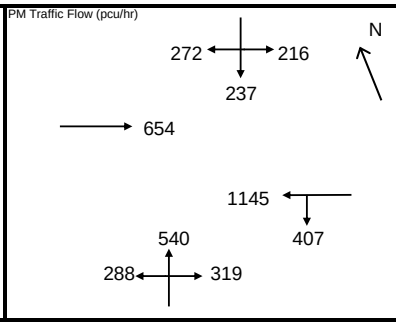
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Kwun Tong Road EB	SA	A1	1,2	3.20				1935	379	0.196			1935	316	0.163	
	SA	A2	1,2	3.20				2075	406	0.196			2075	338	0.163	
Lai Yip Street NB	SA+LT	B1	5	3.40	15.0		42	1876	375	0.200		83	1805	346	0.192	
	SA	B2	5	3.30				2085	416	0.200			2085	400	0.192	
	SA	B3	5	3.30				2085	416	0.200			2085	401	0.192	
Elegance Road NB	SA	B4	5	3.50				2105	361	0.171			2105	297	0.141	
	SA+RT	B5	5	3.50	18.0		3	2100	360	0.171		17	2076	293	0.141	
	RT	B6	5	3.50	15.0		100	1914	329	0.172		100	1914	269	0.141	
Kwun Tong Road WB	LT	C1	1,5	3.30	15.0		100	1768	580	0.328	0.328	100	1768	407	0.230	0.230
	SA	C2	1,2	3.50				2105	433	0.206	0.206		2105	573	0.272	0.272
	SA	C3	1,2	3.50				2105	432	0.205			2105	572	0.272	
Elegance Road SB	LT	D1	3,4	3.50	15.0		100	1786	195	0.109	0.109	100	1786	216	0.121	0.121
	SA	D2	3,4	3.50				2105	224	0.106			2105	178	0.085	
	SA+RT	D3	3,4	3.50	18.0		41	2035	216	0.106		65	1997	169	0.085	
	RT	D4	3,4	3.50	15.0		100	1914	204	0.107		100	1914	162	0.085	

pedestrian phase	Ep	1,2		min crossing time =	12	sec GM +	10	sec FGM =	22	sec
	Fp	1,2,3,4		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	Gp	2,3		min crossing time =	5	sec GM +	5	sec FGM =	10	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

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

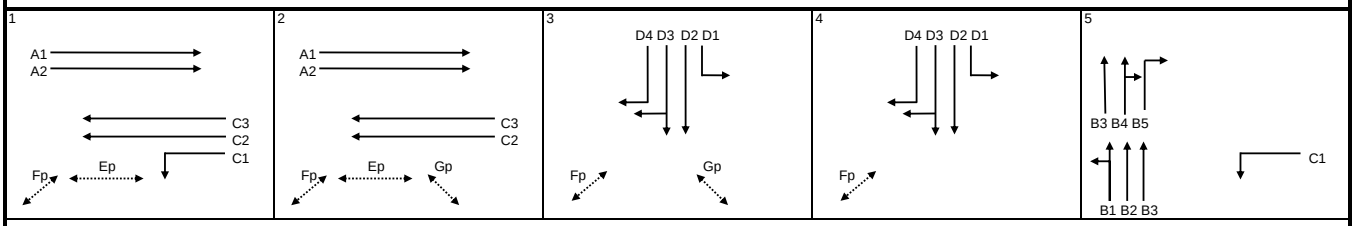
	AM Peak		PM Peak	
	2+4+5		2+3+5	
Sum y	0.643		0.623	
L (s)	15		20	
C (s)	118		108	
practical y	0.786		0.733	
R.C. (%)	22%		18%	

Note:

1) Junction Improvement Works proposed in District Council Traffic Development and Transport Committee Discussion Paper No. 3/2023

2) In AM Peak, Stage Sequence : 2>4>5>2

3) In PM Peak, Stage Sequence : 2>3>5>2



AM	I/G =	I/G =	I/G = 5	I/G = 10	I/G = 3
PM	I/G =	I/G = 7	I/G = 7	I/G = 6	I/G = 3

Signal Junction Analysis

Junction: Kwun Tong Road / Lai Yip Street — Job Number: J7409

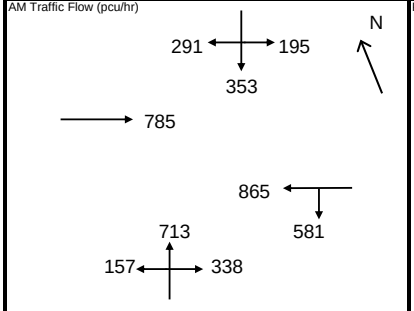
Scenario: With the Proposed Development (Sensitivity Test for adopting mean rate) — P. 32

Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

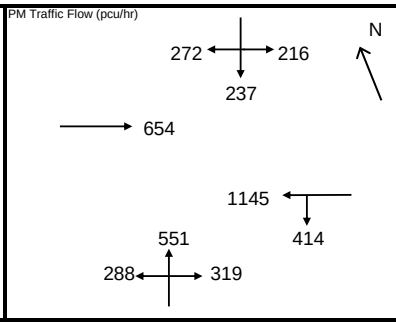
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Kwun Tong Road EB	SA	A1	1,2	3.20				1935	379	0.196			1935	316	0.163	
	SA	A2	1,2	3.20				2075	406	0.196			2075	338	0.163	
Lai Yip Street NB	SA+LT	B1	5	3.40	15.0		42	1876	375	0.200		82	1807	350	0.194	
	SA	B2	5	3.30				2085	417	0.200			2085	404	0.194	
	SA	B3	5	3.30				2085	416	0.200			2085	404	0.194	
Elegance Road NB	SA	B4	5	3.50				2105	362	0.172			2105	300	0.143	
	SA+RT	B5	5	3.50	18.0		3	2100	361	0.172		17	2076	296	0.143	
	RT	B6	5	3.50	15.0		100	1914	328	0.171		100	1914	274	0.143	
Kwun Tong Road WB	LT	C1	1,5	3.30	15.0		100	1768	581	0.329	0.329	100	1768	414	0.234	0.234
	SA	C2	1,2	3.50				2105	433	0.206	0.206		2105	573	0.272	0.272
	SA	C3	1,2	3.50				2105	432	0.205			2105	572	0.272	
Elegance Road SB	LT	D1	3,4	3.50	15.0		100	1786	195	0.109	0.109	100	1786	216	0.121	0.121
	SA	D2	3,4	3.50				2105	224	0.106			2105	178	0.085	
	SA+RT	D3	3,4	3.50	18.0		41	2035	216	0.106		65	1997	169	0.085	
	RT	D4	3,4	3.50	15.0		100	1914	204	0.107		100	1914	162	0.085	

pedestrian phase	Ep	1,2		min crossing time =	12	sec GM +	10	sec FGM =	22	sec
	Fp	1,2,3,4		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	Gp	2,3		min crossing time =	5	sec GM +	5	sec FGM =	10	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

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

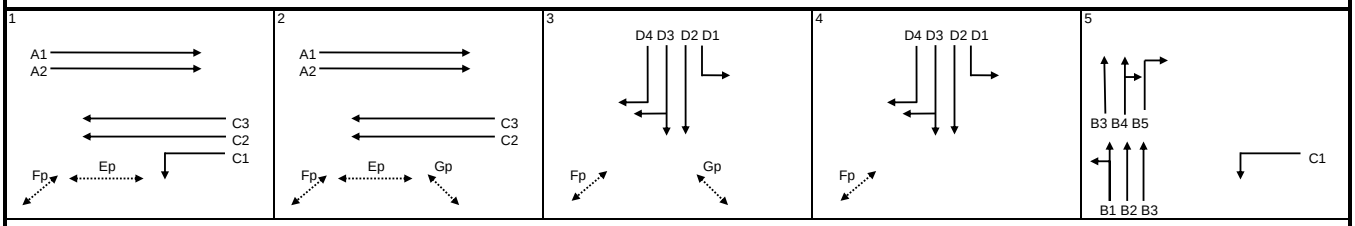
	AM Peak		PM Peak	
	2+4+5		2+3+5	
Sum y	0.644		0.627	
L (s)	15		20	
C (s)	118		108	
practical y	0.786		0.733	
R.C. (%)	22%		17%	

Note:

1) Junction Improvement Works proposed in District Council Traffic Development and Transport Committee Discussion Paper No. 3/2023

2) In AM Peak, Stage Sequence : 2>4>5>2

3) In PM Peak, Stage Sequence : 2>3>5>2



AM	I/G =	I/G =	I/G = 5	I/G = 10	I/G = 3
PM	I/G =	I/G = 7	I/G = 7	I/G = 6	I/G = 3

Signal Junction Analysis

Junction: Hoi Bun Road / Lai Yip Street — Job Number: J7409

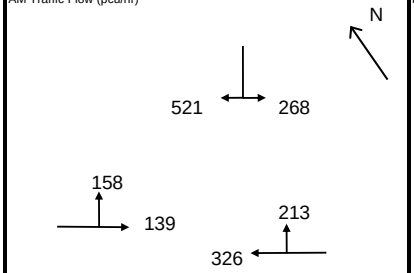
Scenario: Existing Condition — P. 33

Design Year: 2025 — Designed By: — Checked By: — Date: 19 September 2025

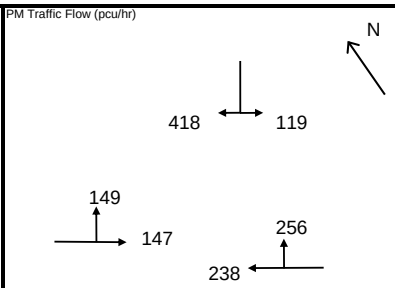
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road EB	LT	A1	1	3.30	15.0		100	1768	158	0.089	0.089	100	1768	149	0.084	0.084
	SA	A2	1	3.30				2085	139	0.067			2085	147	0.071	
Hoi Bun Road WB	SA	B1	1,2	3.30				1945	326	0.168			1945	238	0.122	
	RT	B2	2	3.30	20.0		100	1940	213	0.110	0.110	100	1940	256	0.132	0.132
Lai Yip Street SB	LT	C1	3	3.30	18.0		100	1795	268	0.149		100	1795	119	0.066	
	RT^	C2	3	3.30	25.0		100	1869	262	0.140	0.149	100	1869	210	0.112	
	RT^	C3	3	3.30	22.0		100	1854	259	0.140		100	1854	208	0.112	0.112

pedestrian phase	Dp	1,2,4		min crossing time =	12	sec GM +	9	sec FGM =	21	sec
	Ep	3,4		min crossing time =	7	sec GM +	6	sec FGM =	13	sec
	Fp	4		min crossing time =	7	sec GM +	7	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



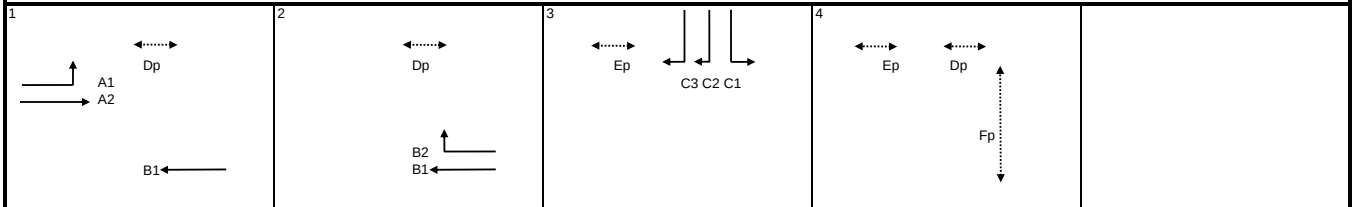
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2+3	AM Peak	PM Peak 1+2+3	PM Peak
Sum y	0.348		0.329	
L (s)	35		35	
C (s)	118		108	
practical y	0.633		0.608	
R.C. (%)	82%		85%	

Note:

^ Site Factor is applied



AM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

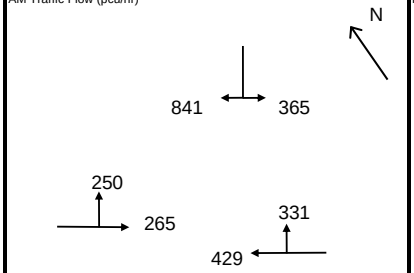
Junction: Hoi Bun Road / Lai Yip Street — Job Number: J7409

Scenario: Without the Proposed Development — P. 34

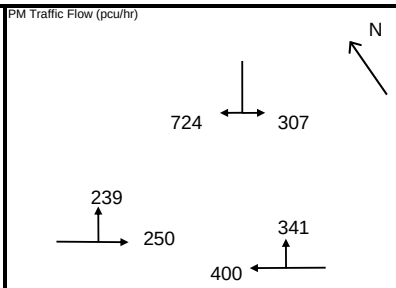
Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road EB	LT*	A1	1	3.65	15.0		100	1800	250	0.139	0.139	100	1800	239	0.133	0.133
	SA*	A2	1	3.65				2120	265	0.125			2120	250	0.118	
Hoi Bun Road WB	SA	B1	1,2	3.30				1945	429	0.221			1945	400	0.206	
	RT	B2	2	3.30	20.0		100	1940	331	0.171	0.171	100	1940	341	0.176	0.176
Lai Yip Street SB	LT	C1	3	3.30	18.0		100	1795	365	0.203	0.226	100	1795	307	0.171	
	RT^	C2	3	3.30	25.0		100	1869	422	0.226		100	1869	363	0.194	
	RT^	C3	3	3.30	22.0		100	1854	419	0.226		100	1854	361	0.195	0.195
pedestrian phase*		Fp	4		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		Gp	4		min crossing time =		8	sec GM +		8	sec FGM =		16	sec		
		Hp	4		min crossing time =		10	sec GM +		9	sec FGM =		19	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

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

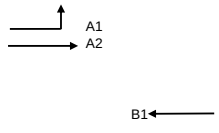
	AM Peak 1+2+3		PM Peak 1+2+3	
Sum y	0.536		0.503	
L (s)	35		35	
C (s)	118		108	
practical y	0.633		0.608	
R.C. (%)	18%		21%	

Note:

*Junction Improvement Scheme by Other Project

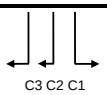
^ Site Factor is applied

1



2

3



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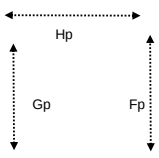


AM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							
PM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							

Signal Junction Analysis

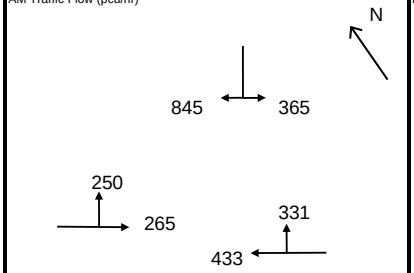
Junction: Hoi Bun Road / Lai Yip Street — Job Number: J7409

Scenario: With the Proposed Development — P. 35

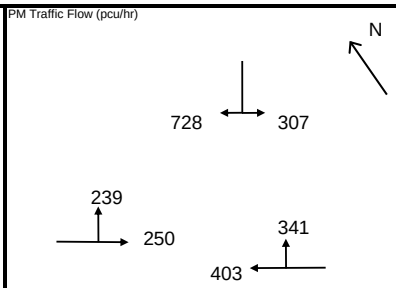
Design Year: 2032 — Designed By: — Checked By: — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road EB	LT*	A1	1	3.65	15.0		100	1800	250	0.139	0.139	100	1800	239	0.133	0.133
	SA*	A2	1	3.65				2120	265	0.125			2120	250	0.118	
Hoi Bun Road WB	SA	B1	1,2	3.30				1945	433	0.223			1945	403	0.207	
	RT	B2	2	3.30	20.0		100	1940	331	0.171	0.171	100	1940	341	0.176	0.176
Lai Yip Street SB	LT	C1	3	3.30	18.0		100	1795	365	0.203		100	1795	307	0.171	
	RT^	C2	3	3.30	25.0		100	1869	424	0.227		100	1869	365	0.195	
	RT^	C3	3	3.30	22.0		100	1854	421	0.227	0.227	100	1854	363	0.196	0.196
pedestrian phase*		Fp	4		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		Gp	4		min crossing time =		8	sec GM +		8	sec FGM =		16	sec		
		Hp	4		min crossing time =		10	sec GM +		9	sec FGM =		19	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

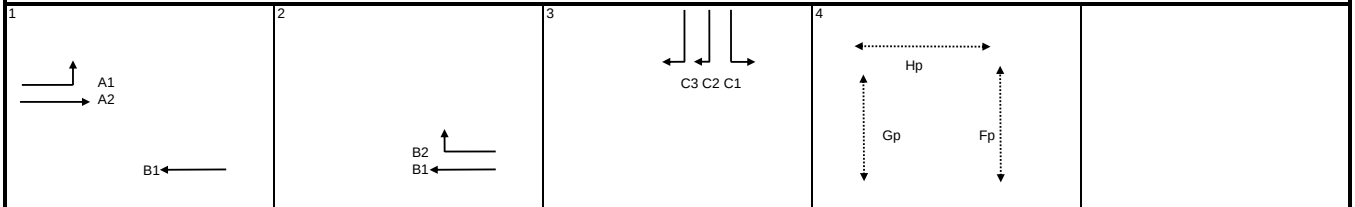
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2+3		PM Peak 1+2+3	
Sum y	0.537		0.504	
L (s)	35		35	
C (s)	118		108	
practical y	0.633		0.608	
R.C. (%)	18%		21%	

Note:

*Junction Improvement Scheme by Other Project

^ Site Factor is applied



AM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							
PM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							

Signal Junction Analysis

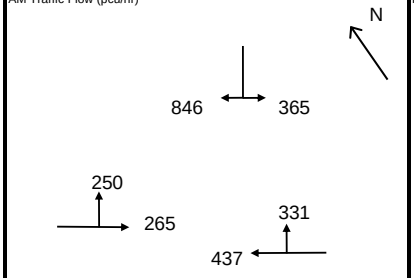
Junction: Hoi Bun Road / Lai Yip Street — Job Number: J7409

Scenario: With the Proposed Development (Sensitivity Test for adopting mean rate) — P. 36

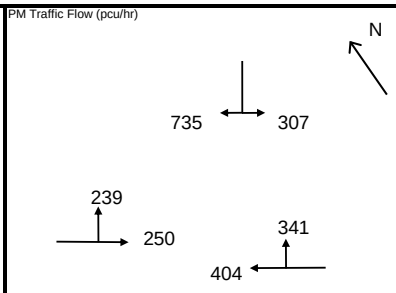
Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 19 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road EB	LT*	A1	1	3.65	15.0		100	1800	250	0.139	0.139	100	1800	239	0.133	0.133
	SA*	A2	1	3.65				2120	265	0.125			2120	250	0.118	
Hoi Bun Road WB	SA	B1	1,2	3.30				1945	437	0.225			1945	404	0.208	
	RT	B2	2	3.30	20.0		100	1940	331	0.171	0.171	100	1940	341	0.176	0.176
Lai Yip Street SB	LT	C1	3	3.30	18.0		100	1795	365	0.203		100	1795	307	0.171	
	RT^	C2	3	3.30	25.0		100	1869	425	0.227		100	1869	369	0.197	
	RT^	C3	3	3.30	22.0		100	1854	421	0.227	0.227	100	1854	366	0.197	0.197
pedestrian phase*		Fp	4		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		Gp	4		min crossing time =		8	sec GM +		8	sec FGM =		16	sec		
		Hp	4		min crossing time =		10	sec GM +		9	sec FGM =		19	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

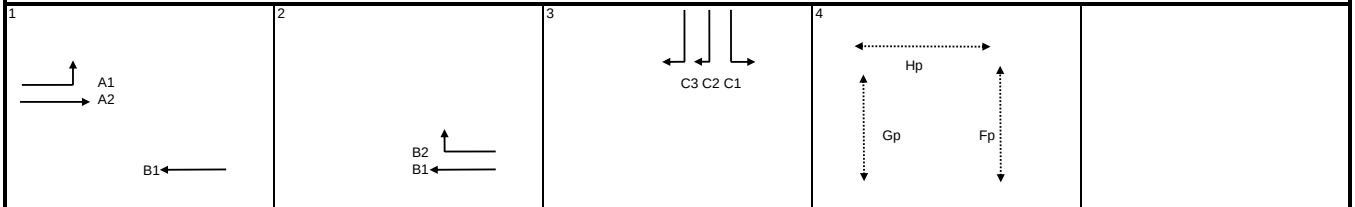
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2+3		PM Peak 1+2+3	
Sum y	0.537		0.506	
L (s)	35		35	
C (s)	118		108	
practical y	0.633		0.608	
R.C. (%)	18%		20%	

Note:

*Junction Improvement Scheme by Other Project

^ Site Factor is applied



AM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							
PM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							

Signal Junction Analysis

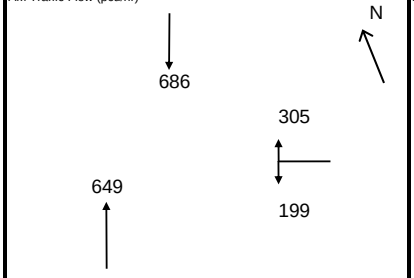
Junction: Lai Yip Street / Hung To Road — Job Number: J7409

Scenario: Existing Condition — P. 37

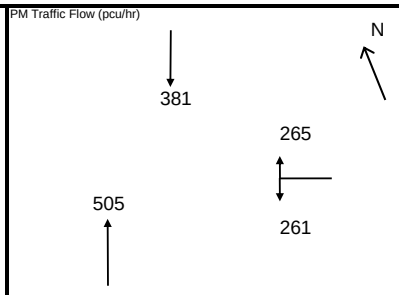
Design Year: 2025 — Designed By: — Checked By: — Date: 22 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lai Yip Street SB	SA	A1	1	3.50				1965	331	0.168	0.169		1965	184	0.094	
	SA	A2	1	3.50				2105	355	0.169			2105	197	0.094	
Lai Yip Street NB	SA	B1	1	3.50				1965	313	0.159			1965	244	0.124	0.124
	SA	B2	1	3.50				2105	336	0.160			2105	261	0.124	
Hung To Road WB	LT	C1	2	3.50	15.0											
	LT+RT	C2*	2	3.50	18.0		100	1846	504	0.273	0.273	100	1846	526	0.285	0.285
	RT	C3	2	3.50	25.0											
pedestrian phase		Dp	1		min crossing time =			7	sec GM +		16	sec FGM =		23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

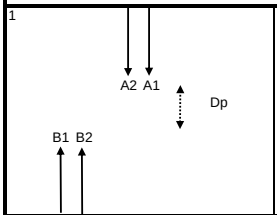
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.442		0.409	
L (s)	14		11	
C (s)	120		108	
practical y	0.795		0.808	
R.C. (%)	80%		98%	

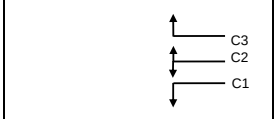
Note:

Assume that phases C1 and C3 are blocked due to on-street parking activities along Hung To Road & Site Factor is applied

1



2



AM	G =	I/G = 10	G =	I/G = 6	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 6	G =	I/G = 7	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

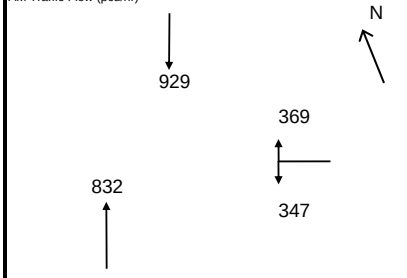
Junction: Lai Yip Street / Hung To Road — Job Number: J7409

Scenario: Without the Proposed Development — P. 38

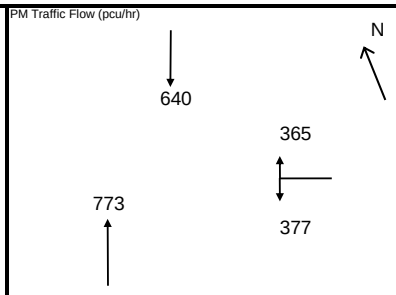
Design Year: 2032 — Designed By: — Checked By: — Date: 22 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lai Yip Street SB	SA	A1	1	3.50				1965	449	0.228	0.228		1965	309	0.157	
	SA	A2	1	3.50				2105	480	0.228			2105	331	0.157	
Lai Yip Street NB	SA	B1	1	3.50				1965	402	0.205			1965	373	0.190	0.190
	SA	B2	1	3.50				2105	430	0.204			2105	400	0.190	
Hung To Road WB	LT	C1	2	3.50	15.0											
	LT+RT	C2*	2	3.50	18.0		100	1846	716	0.388	0.388	100	1846	742	0.402	0.402
	RT	C3	2	3.50	25.0											
pedestrian phase		Dp	1		min crossing time =			7	sec GM +		16	sec FGM =		23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

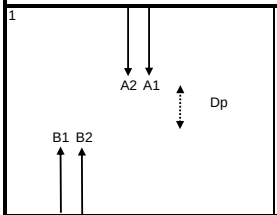
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.616		0.592	
L (s)	14		11	
C (s)	120		108	
practical y	0.795		0.808	
R.C. (%)	29%		37%	

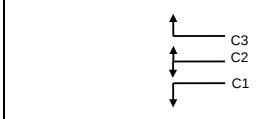
Note:

Assume that phases C1 and C3 are blocked due to on-street parking activities along Hung To Road & Site Factor is applied

1



2



AM	G =	I/G = 10	G =	I/G = 6	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 6	G =	I/G = 7	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

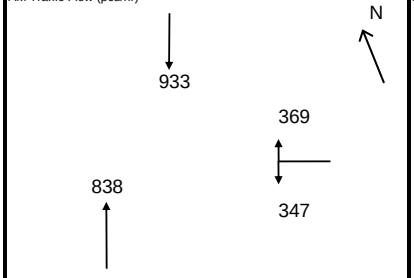
Junction: Lai Yip Street / Hung To Road — Job Number: J7409

Scenario: With the Proposed Development — P. 39

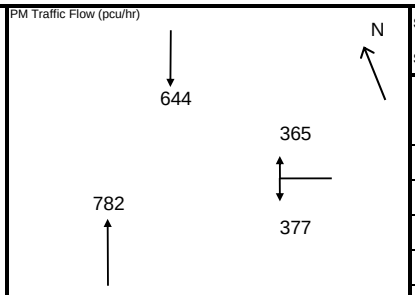
Design Year: 2032 — Designed By: — Checked By: — Date: 22 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lai Yip Street SB	SA	A1	1	3.50				1965	450	0.229	0.229		1965	311	0.158	
	SA	A2	1	3.50				2105	483	0.229			2105	333	0.158	
Lai Yip Street NB	SA	B1	1	3.50				1965	405	0.206			1965	378	0.192	0.192
	SA	B2	1	3.50				2105	433	0.206			2105	404	0.192	
Hung To Road WB	LT	C1	2	3.50	15.0											
	LT+RT	C2*	2	3.50	18.0		100	1846	716	0.388	0.388	100	1846	742	0.402	0.402
	RT	C3	2	3.50	25.0											
pedestrian phase		Dp	1		min crossing time =			7	sec GM +		16	sec FGM =		23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

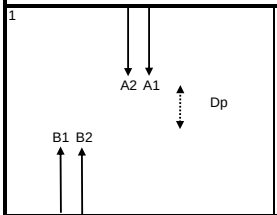
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.617		0.594	
L (s)	14		11	
C (s)	120		108	
practical y	0.795		0.808	
R.C. (%)	29%		36%	

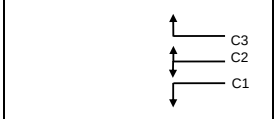
Note:

Assume that phases C1 and C3 are blocked due to on-street parking activities along Hung To Road & Site Factor is applied

1



2



AM	G =	I/G = 10	G =	I/G = 6	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 6	G =	I/G = 7	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

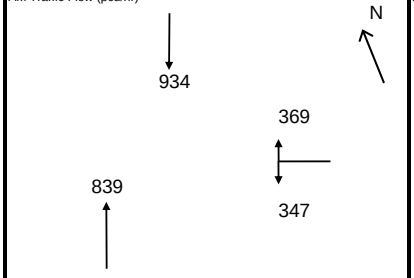
Junction: Lai Yip Street / Hung To Road — Job Number: J7409

Scenario: With the Proposed Development (Sensitivity Test for adopting mean rate) — P. 40

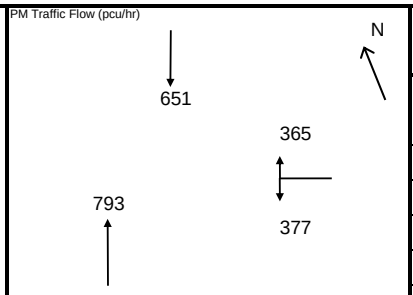
Design Year: 2032 — Designed By: — Checked By: — Date: 22 September 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lai Yip Street SB	SA	A1	1	3.50				1965	451	0.230	0.230		1965	314	0.160	
	SA	A2	1	3.50				2105	483	0.229			2105	337	0.160	
Lai Yip Street NB	SA	B1	1	3.50				1965	405	0.206			1965	383	0.195	0.195
	SA	B2	1	3.50				2105	434	0.206			2105	410	0.195	
Hung To Road WB	LT	C1	2	3.50	15.0											
	LT+RT	C2*	2	3.50	18.0		100	1846	716	0.388	0.388	100	1846	742	0.402	0.402
	RT	C3	2	3.50	25.0											
pedestrian phase		Dp	1		min crossing time =			7	sec GM +		16	sec FGM =		23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



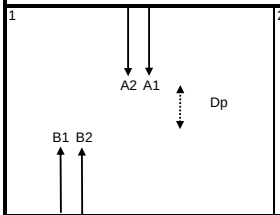
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

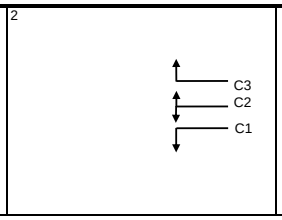
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.617		0.597	
L (s)	14		11	
C (s)	120		108	
practical y	0.795		0.808	
R.C. (%)	29%		35%	

Note:

Assume that phases C1 and C3 are blocked due to on-street parking activities along Hung To Road & Site Factor is applied

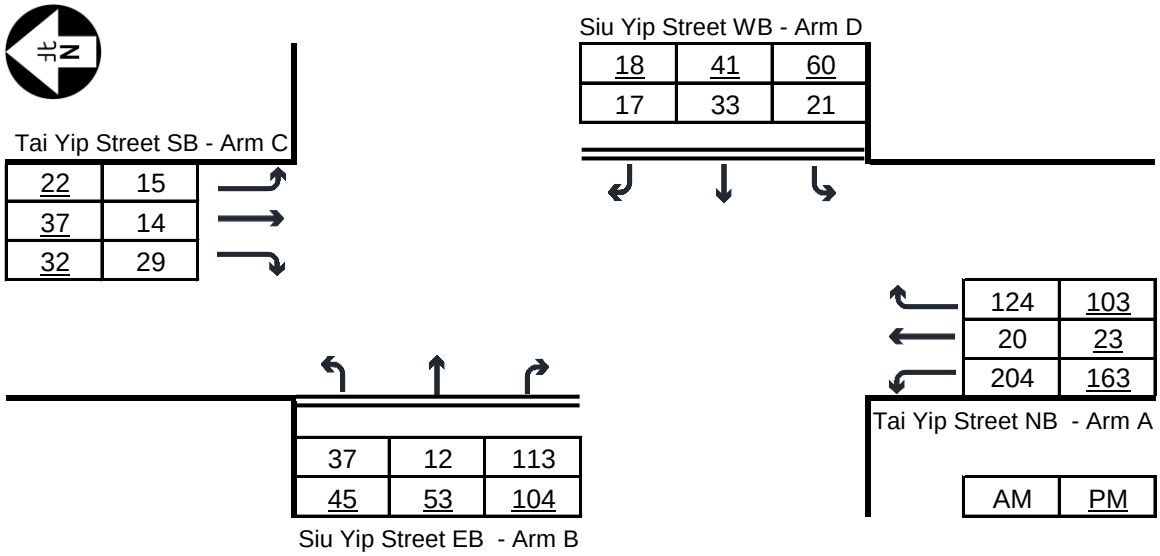




AM	G =	I/G = 10	G =	I/G = 6	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 6	G =	I/G = 7	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Priority Junction Analysis

Junction:	Tai Yip Street / Siu Yip Street				
Design Year:	2025	Job Number:	J7409	Date:	19 Sep 2025
Scheme:	Existing Condition				Page 41



Geometry :

Y = 1 - 0.0345W

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

where 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

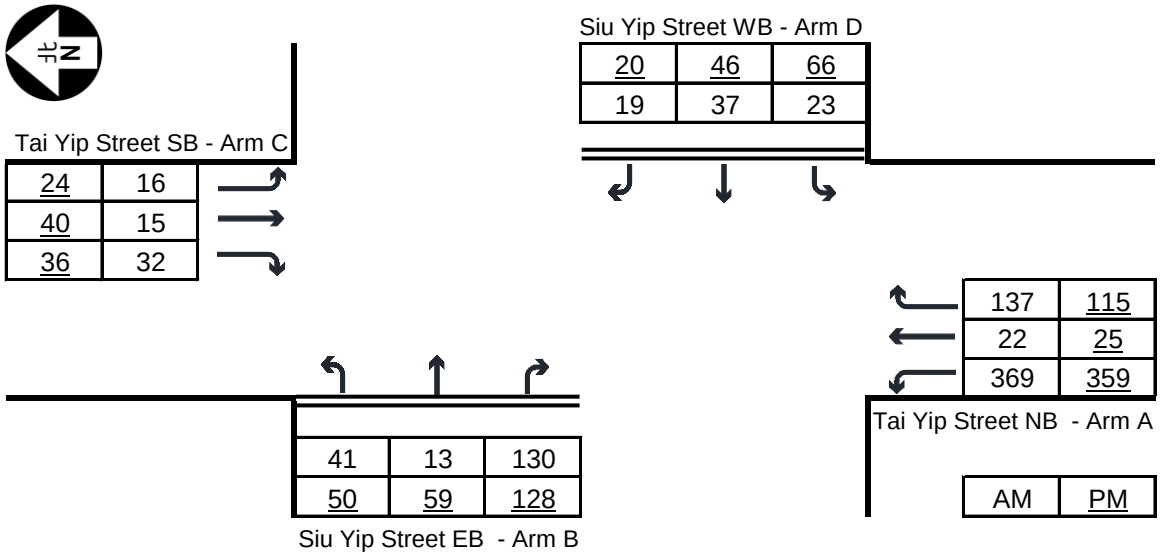
	Input		Input		Input		Input	
	W	7.80	V-CB	250	V-AD	100	w-BA	5.00
Geometry :	W-CR	0.00	V-lBA	35	V-lDC	55	w-BC	5.00
	W-CB	4.00	V-rBC	40	V-rDA	20	w-DA	5.00
	W-AD	4.00					w-DC	5.00

Traffic Flows, pcu/hr		AM	PM	Capacity, pcu/hr	AM	PM
Analysis :	q-B-ACD	178	222	Q-B-ACD	554	552
	q-A-BCD	201	157	Q-A-BCD	777	742
	q-A-B	166	141			
	q-A-C	16	20			
	q-D-ABC	78	131	Q-D-ABC	513	554
	q-C-ABD	34	39	Q-C-ABD	626	667
	q-C-D	16	23			
	q-C-A	15	38			

Ratio-of-flow to Capacity		AM	PM
	B-ACD	0.322	0.403
	A-BCD	0.258	0.212
	D-ABC	0.152	0.237
	C-ABD	0.054	0.059

Priority Junction Analysis

Junction:	Tai Yip Street / Siu Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	19 Sep 2025
Scheme:	Without the Proposed Development			Page	42



Geometry :

Y = 1 - 0.0345W

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

where 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

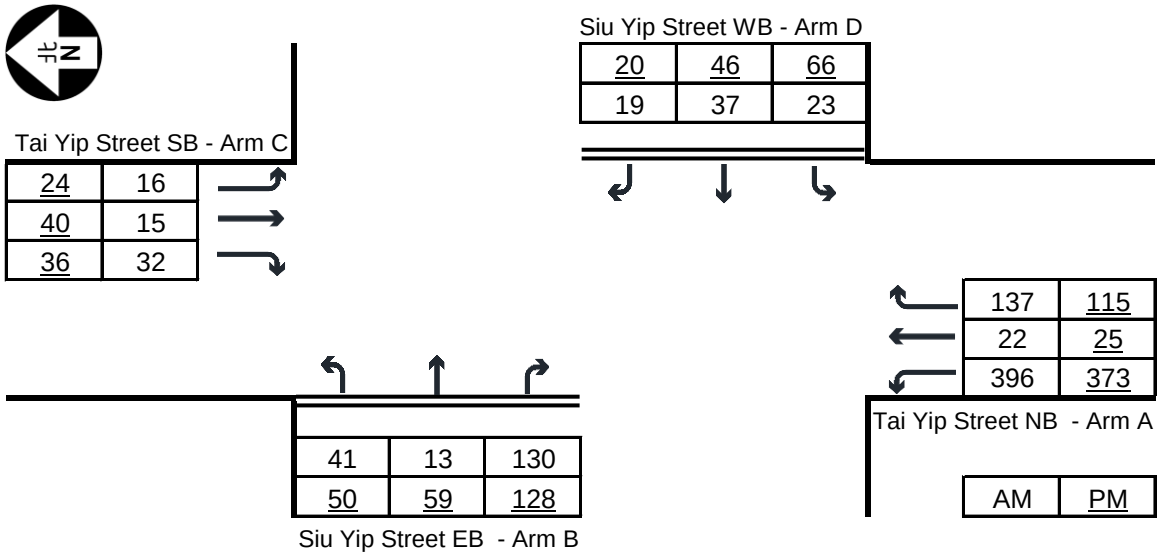
	Input		Input		Input		Input	
	W	7.80	V-CB	250	V-AD	100	w-BA	5.00
Geometry :	W-CR	0.00	V-lBA	35	V-lDC	55	w-BC	5.00
	W-CB	4.00	V-rBC	40	V-rDA	20	w-DA	5.00
	W-AD	4.00					w-DC	5.00

Traffic Flows, pcu/hr		AM	PM	Capacity, pcu/hr		AM	PM
Analysis :	q-B-ACD	203	261		Q-B-ACD	527	519
	q-A-BCD	292	244		Q-A-BCD	898	885
	q-A-B	273	286				
	q-A-C	16	20				
	q-D-ABC	87	145		Q-D-ABC	489	530
	q-C-ABD	37	45		Q-C-ABD	576	611
	q-C-D	16	24				
	q-C-A	15	41				

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.384	0.503
A-BCD	0.325	0.276
D-ABC	0.178	0.274
C-ABD	0.065	0.073

Priority Junction Analysis

Junction:	Tai Yip Street / Siu Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	19 Sep 2025
Scheme:	With the Proposed Development				Page 43



Geometry :

Y = 1 - 0.0345W

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

where 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

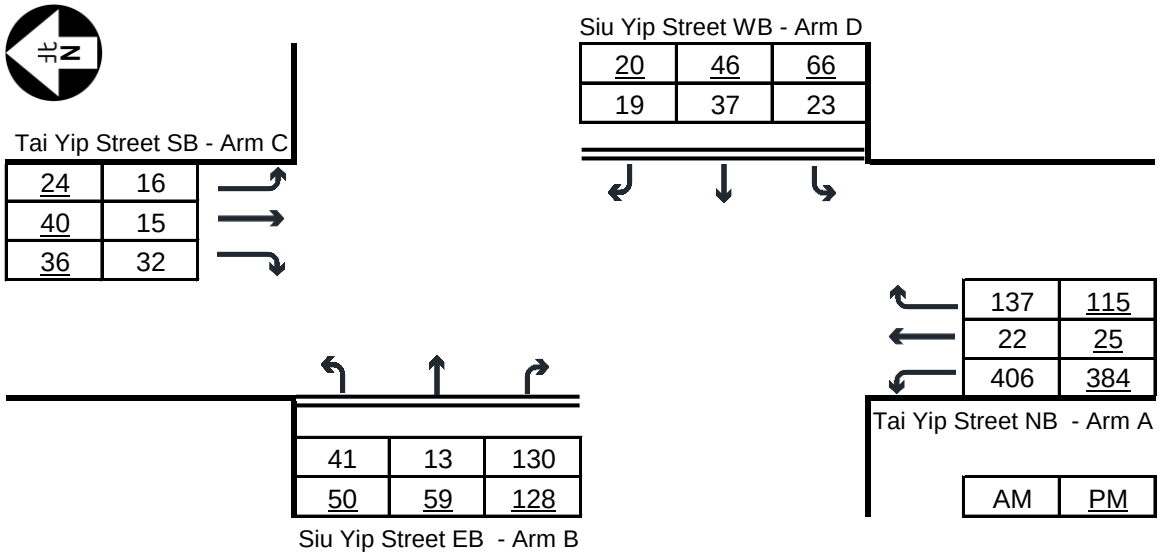
	Input		Input		Input		Input	
	W	7.80	V-CB	250	V-AD	100	w-BA	5.00
Geometry :	W-CR	0.00	V-lBA	35	V-lDC	55	w-BC	5.00
	W-CB	4.00	V-rBC	40	V-rDA	20	w-DA	5.00
	W-AD	4.00					w-DC	5.00

Traffic Flows, pcu/hr		AM	PM	Capacity, pcu/hr	AM	PM
Analysis :	q-B-ACD	203	261	Q-B-ACD	524	517
	q-A-BCD	305	250	Q-A-BCD	917	895
	q-A-B	290	295			
	q-A-C	16	20			
	q-D-ABC	87	145	Q-D-ABC	486	529
	q-C-ABD	38	45	Q-C-ABD	568	608
	q-C-D	16	24			
	q-C-A	15	41			

Ratio-of-flow to Capacity		AM	PM
	B-ACD	0.387	0.505
	A-BCD	0.332	0.279
	D-ABC	0.179	0.275
	C-ABD	0.066	0.074

Priority Junction Analysis

Junction:	Tai Yip Street / Siu Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	19 Sep 2025
Scheme:	With the Proposed Development (Sensitivity Test for adopting mean rate)			Page	44



Geometry :

Y = 1 - 0.0345W

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

where 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

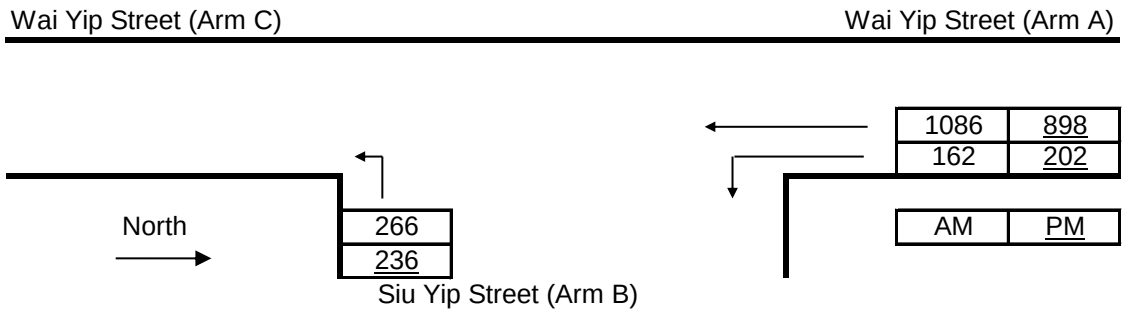
	Input		Input		Input		Input	
	W	7.80	V-CB	250	V-AD	100	w-BA	5.00
Geometry :	W-CR	0.00	V-lBA	35	V-lDC	55	w-BC	5.00
	W-CB	4.00	V-rBC	40	V-rDA	20	w-DA	5.00
	W-AD	4.00					w-DC	5.00

Traffic Flows, pcu/hr		AM	PM	Capacity, pcu/hr	AM	PM
Analysis :	q-B-ACD	203	261	Q-B-ACD	523	514
	q-A-BCD	310	260	Q-A-BCD	925	913
	q-A-B	296	313			
	q-A-C	16	20			
	q-D-ABC	87	145	Q-D-ABC	485	527
	q-C-ABD	38	45	Q-C-ABD	565	601
	q-C-D	16	24			
	q-C-A	15	41			

Ratio-of-flow to Capacity		AM	PM
	B-ACD	0.387	0.507
	A-BCD	0.335	0.285
	D-ABC	0.179	0.276
	C-ABD	0.066	0.075

Priority Junction Analysis

Junction:	Wai Yip Street / Siu Yip Street				
Design Year:	2025	Job Number:	J7409	Date:	19 September 2025
Scenario:	Existing Condition				P. 45



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	19.00	V-rBA	45	w-BA	5.00	D	0.9846
	W-CR	0.00	V-lBA	45	w-BC	5.00	E	1.0508
			V-rBC	45	w-CB	0.00	F	0.7338
			V-rCB	250			Y	0.3445

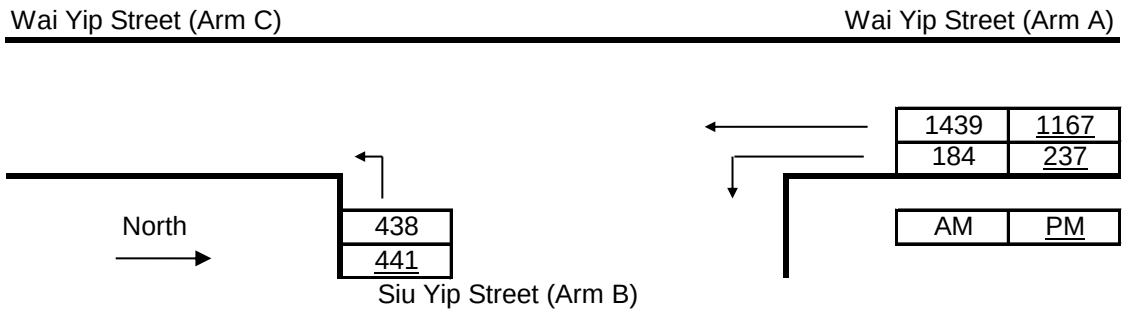
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	475	497
q-CB	0	0	Q-BC	631	654
q-AB	162	202	Q-CB	432	445
q-AC	1086	898	Q-BAC	631	654
q-BA	0	0			
q-BC	266	236			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.421	0.361
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Wai Yip Street / Siu Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	Without the Proposed Development				P. 46



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	19.00	V-rBA	45	w-BA	5.00	D	0.9846
	W-CR	0.00	V-lBA	45	w-BC	5.00	E	1.0508
			V-rBC	45	w-CB	0.00	F	0.7338
			V-rCB	250			Y	0.3445

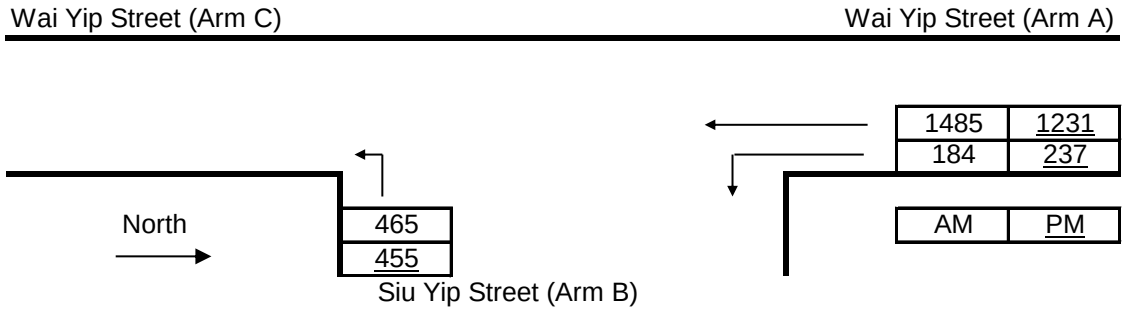
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	431	462
q-CB	0	0	Q-BC	584	617
q-AB	184	237	Q-CB	397	417
q-AC	1439	1167	Q-BAC	584	617
q-BA	0	0			
q-BC	438	441			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.750	0.715
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Wai Yip Street / Siu Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development				P. 47



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	19.00	V-rBA	45	w-BA	5.00	D	0.9846
	W-CR	0.00	V-lBA	45	w-BC	5.00	E	1.0508
			V-rBC	45	w-CB	0.00	F	0.7338
			V-rCB	250			Y	0.3445

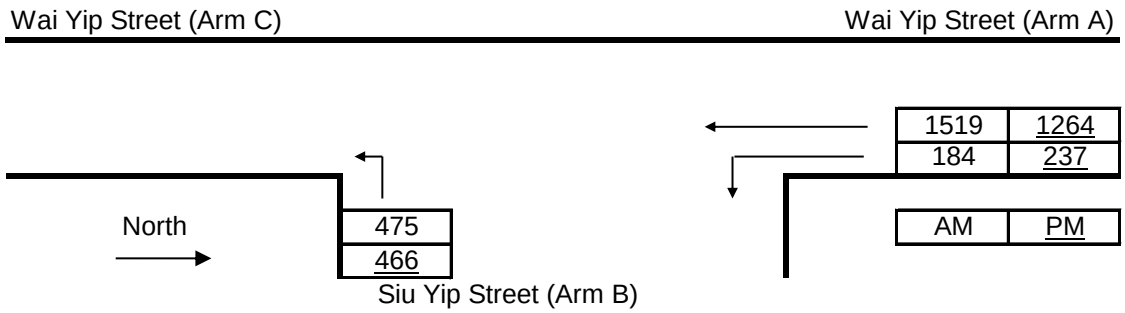
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	425	454
q-CB	0	0	Q-BC	578	608
q-AB	184	237	Q-CB	393	412
q-AC	1485	1231	Q-BAC	578	608
q-BA	0	0			
q-BC	465	455			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.805	0.748
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Wai Yip Street / Siu Yip Street				
Design Year:	2032	Job Number:	J7409	Date:	19 September 2025
Scenario:	With the Proposed Development (Sensitivity Test for adopting mean rate)				P. 48



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	19.00	V-rBA	45	w-BA	5.00	D	0.9846
	W-CR	0.00	V-lBA	45	w-BC	5.00	E	1.0508
			V-rBC	45	w-CB	0.00	F	0.7338
			V-rCB	250			Y	0.3445

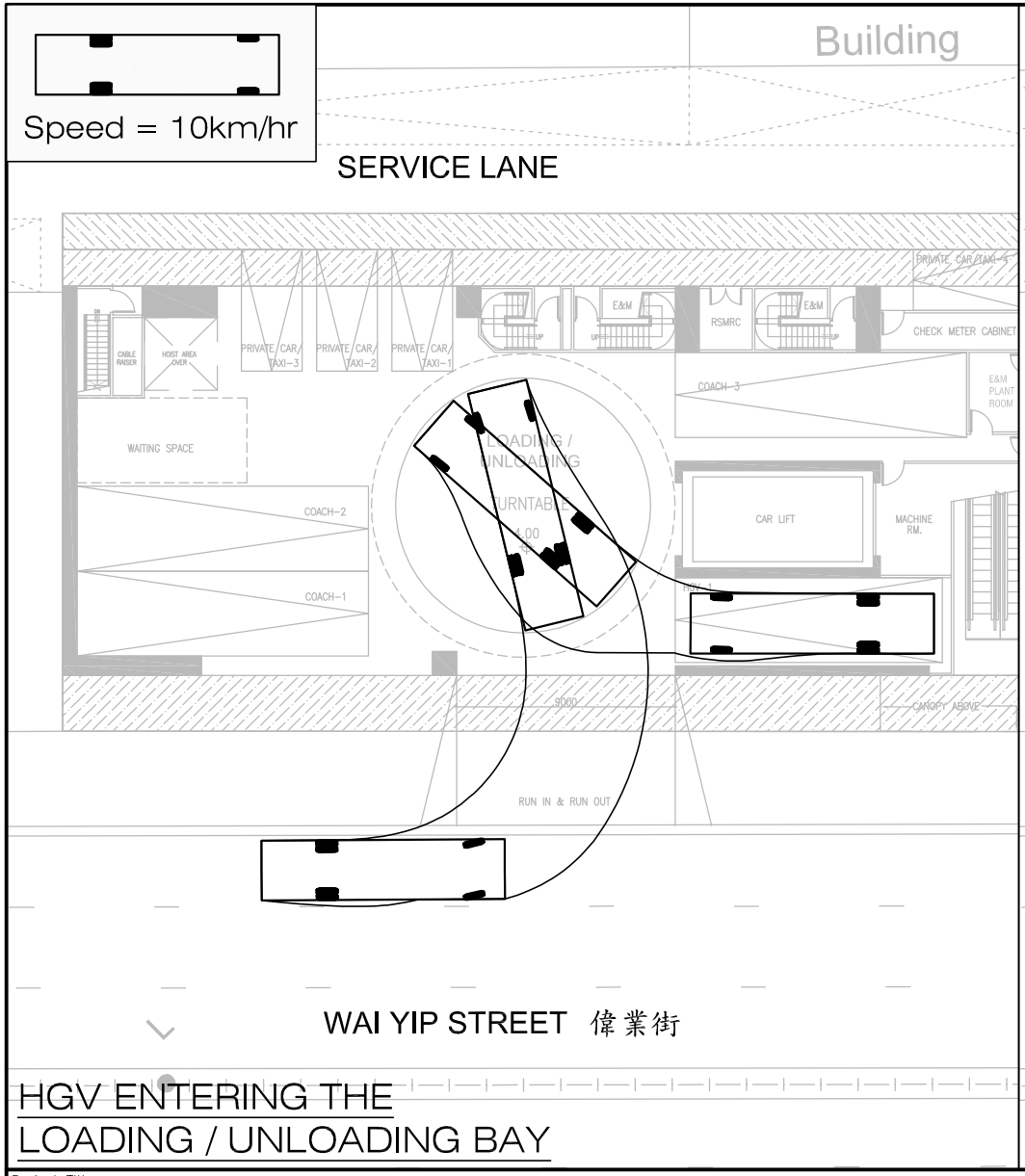
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	421	450
q-CB	0	0	Q-BC	573	604
q-AB	184	237	Q-CB	390	409
q-AC	1519	1264	Q-BAC	573	604
q-BA	0	0			
q-BC	475	466			
f	1.000	1.000			

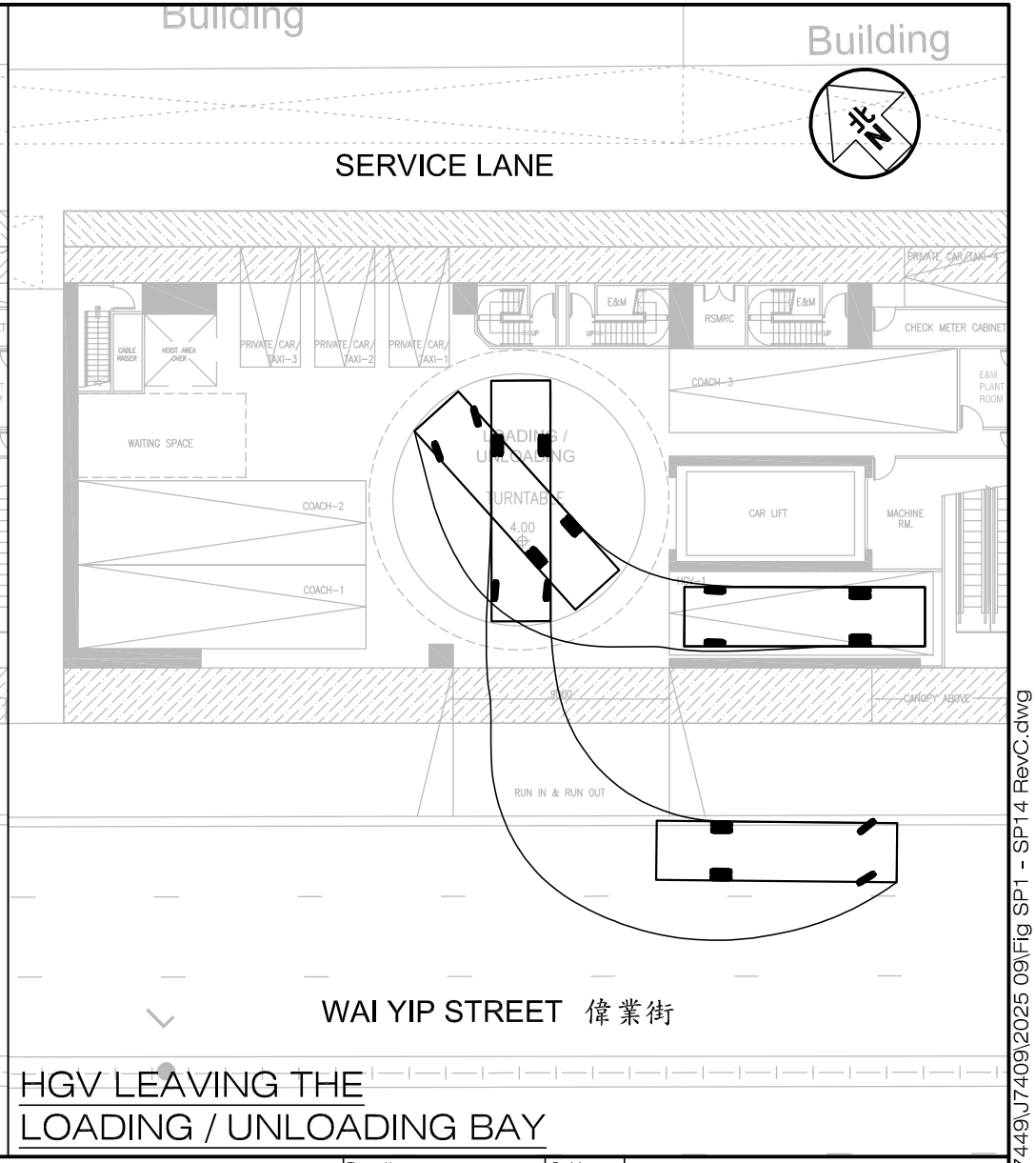
Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.829	0.772
C-B	0.000	0.000

Appendix 2 –
Swept Path Analysis

Speed = 10km/hr



HGV ENTERING THE LOADING / UNLOADING BAY



HGV LEAVING THE LOADING / UNLOADING BAY

Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. SP1 / Revision C
Figure Title	SWEPT PATH OF HEAVY GOODS VEHICLE ENTERING AND LEAVING THE HGV LOADING / UNLOADING BAY HGV-1 ON G/F		Designed by C Y Y / Drawn by N C M / Checked by K C
			Scale in A4 1 : 300 / Date 19 SEP 2025

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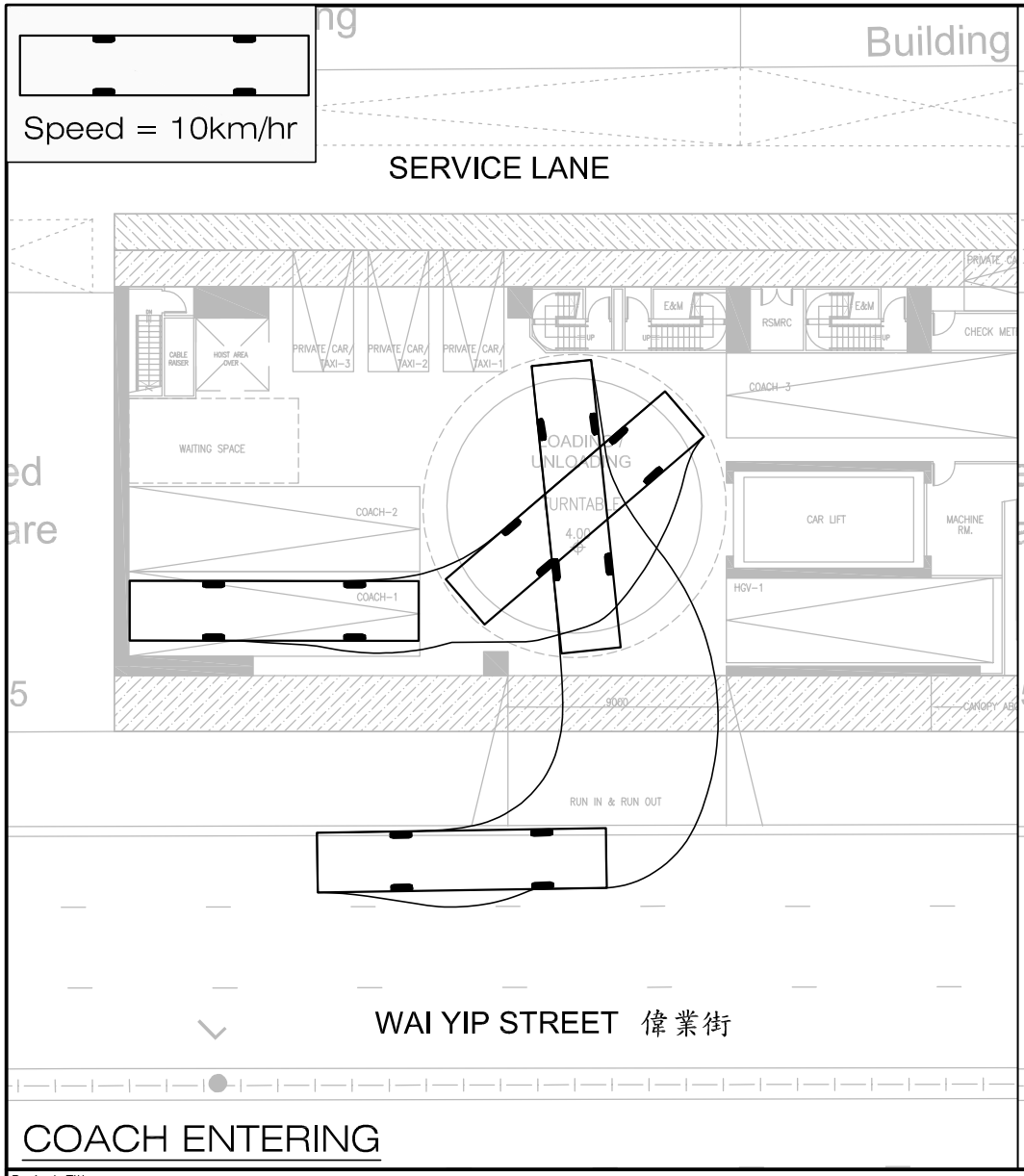
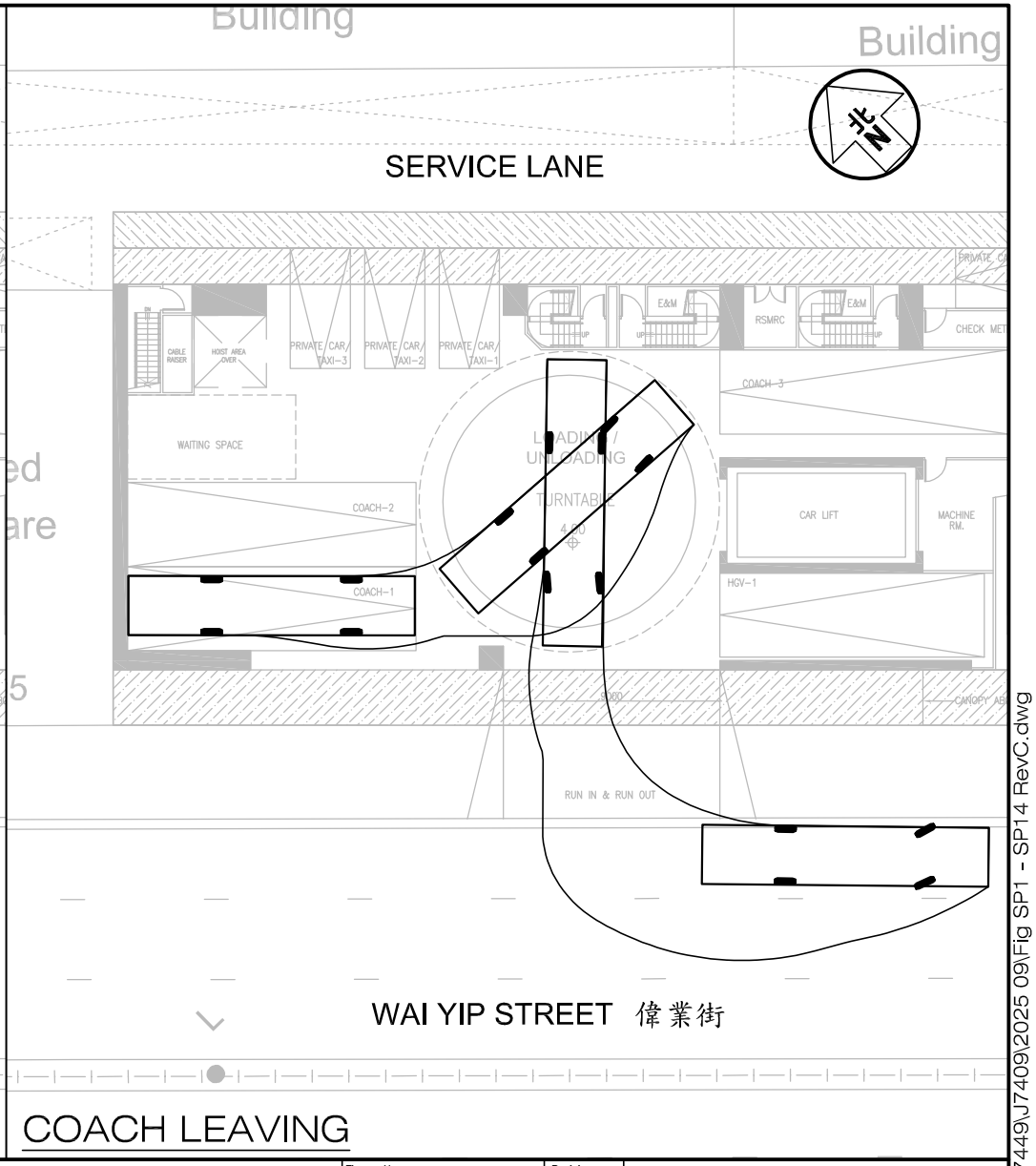
Speed = 10km/hr



COACH ENTERING



COACH LEAVING

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON — J7409

Figure Title: SWEPT PATH OF COACH ENTERING AND LEAVING THE "SHARED-USE" FOR COACHES/BUSES AND M/HGV LAYBY COACH-1 ON G/F

Figure No.	Revision
SP2	C

Designed by	Drawn by	Checked by
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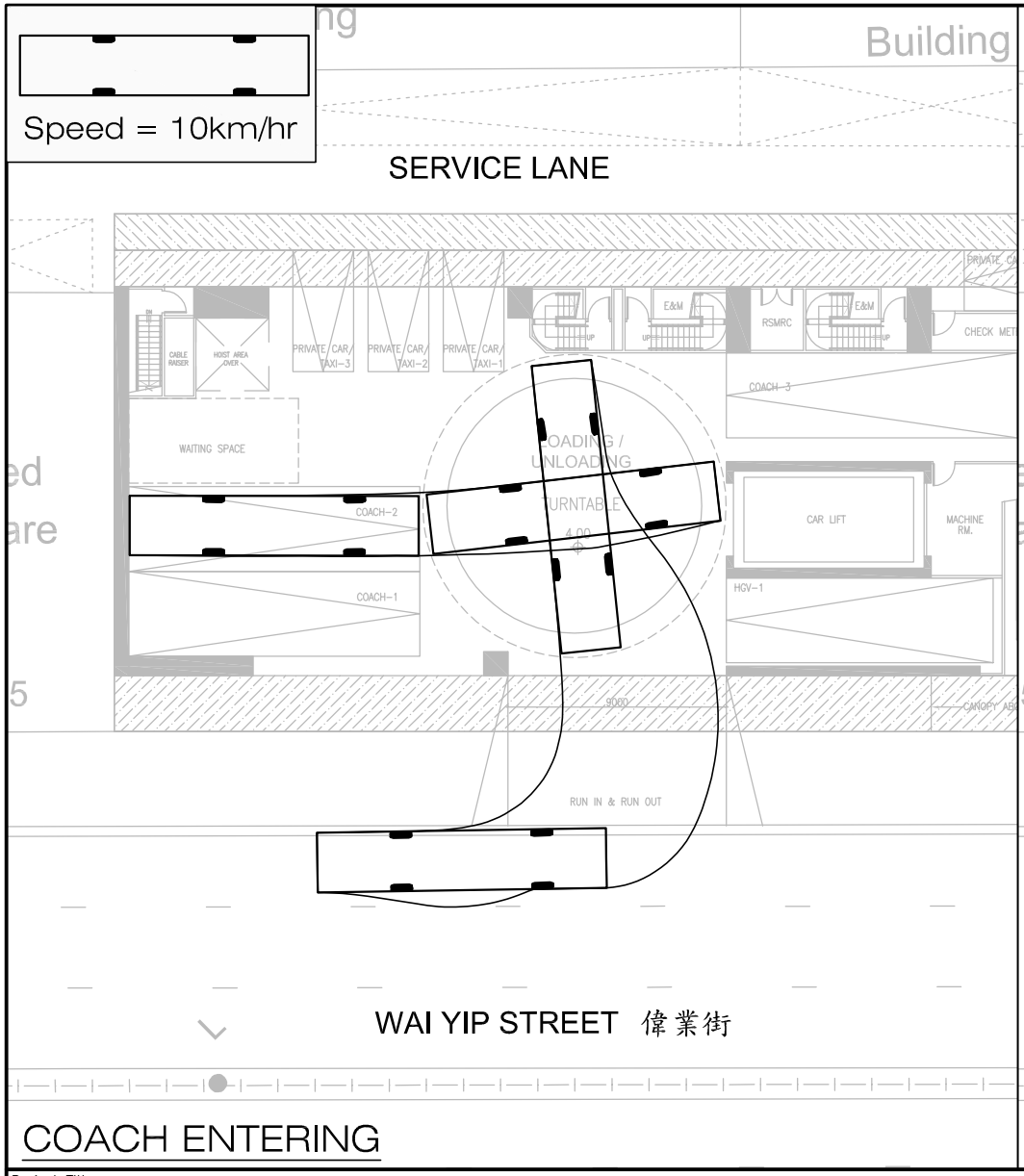

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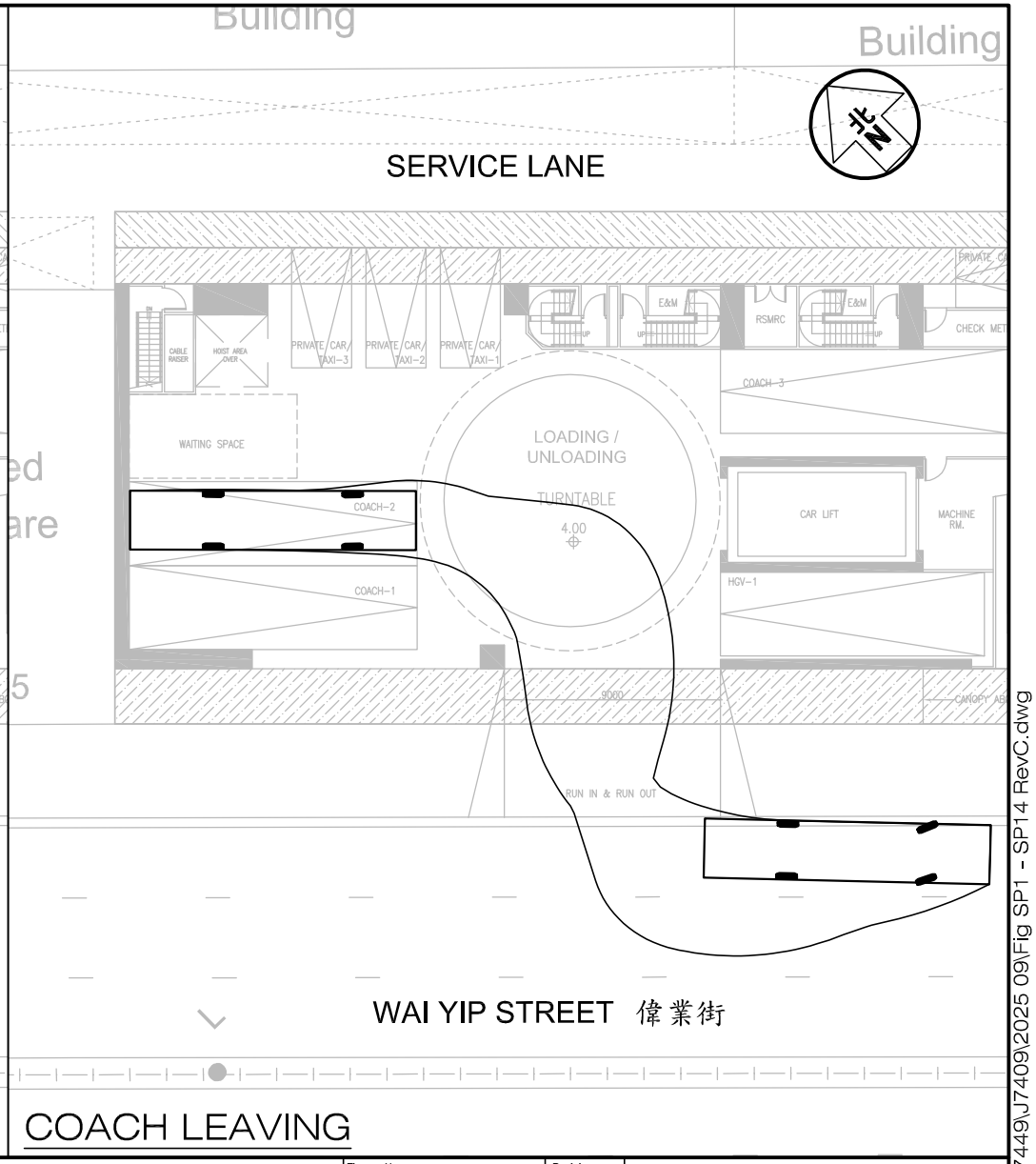

COACH LEAVING

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title: SWEPT PATH OF COACH ENTERING AND LEAVING THE "SHARED-USE" FOR COACHES/BUSES AND M/HGV LAYBY COACH-2 ON G/F

Figure No.	Revision
SP3	C

Designed by	Drawn by	Checked by
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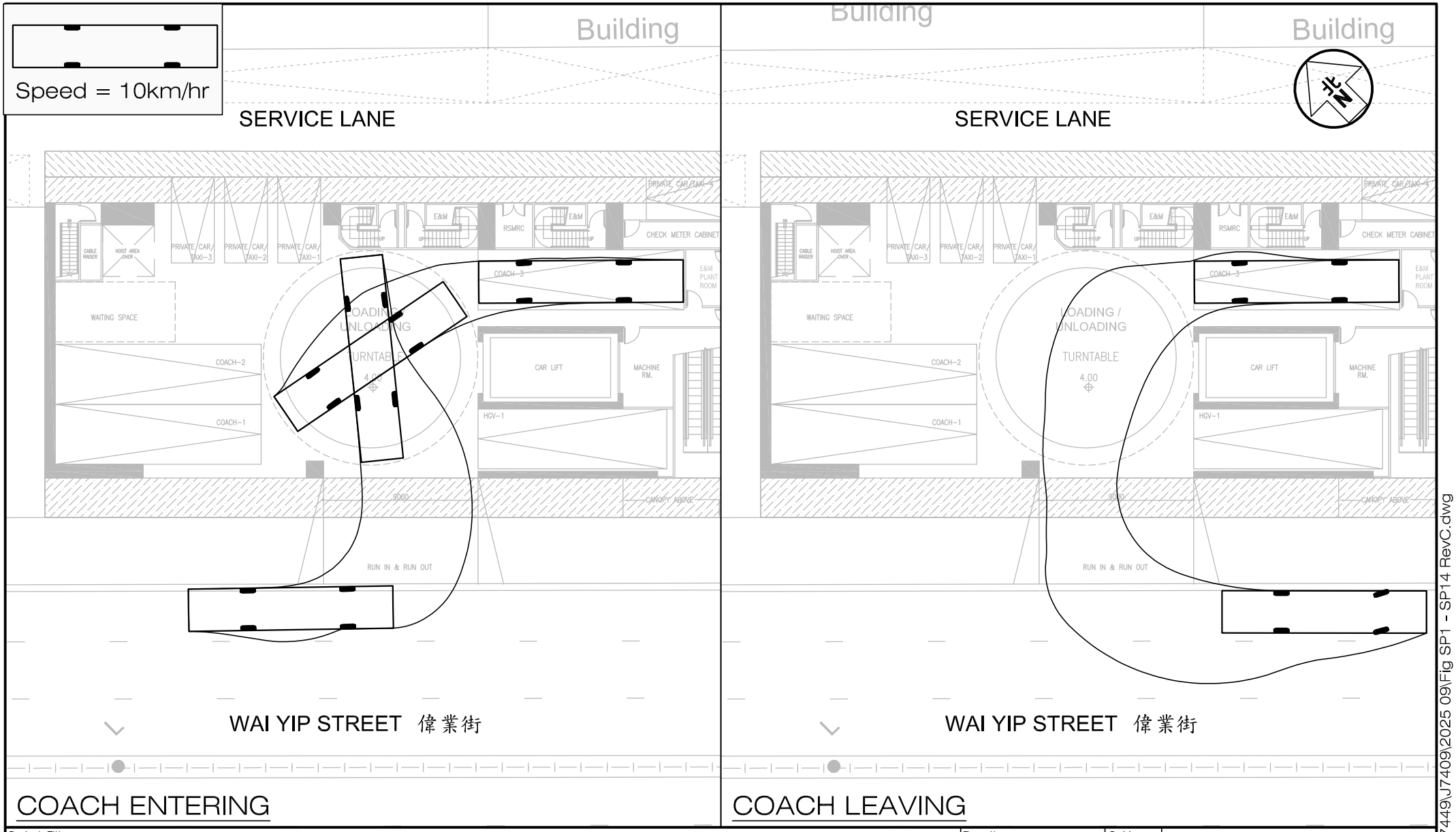

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON

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Figure Title: SWEPT PATH OF COACH ENTERING AND LEAVING THE "SHARED-USE" FOR COACHES/BUSES AND M/HGV LAYBY COACH-3 ON G/F

Figure No.	Revision
SP4	C

Designed by	Drawn by	Checked by
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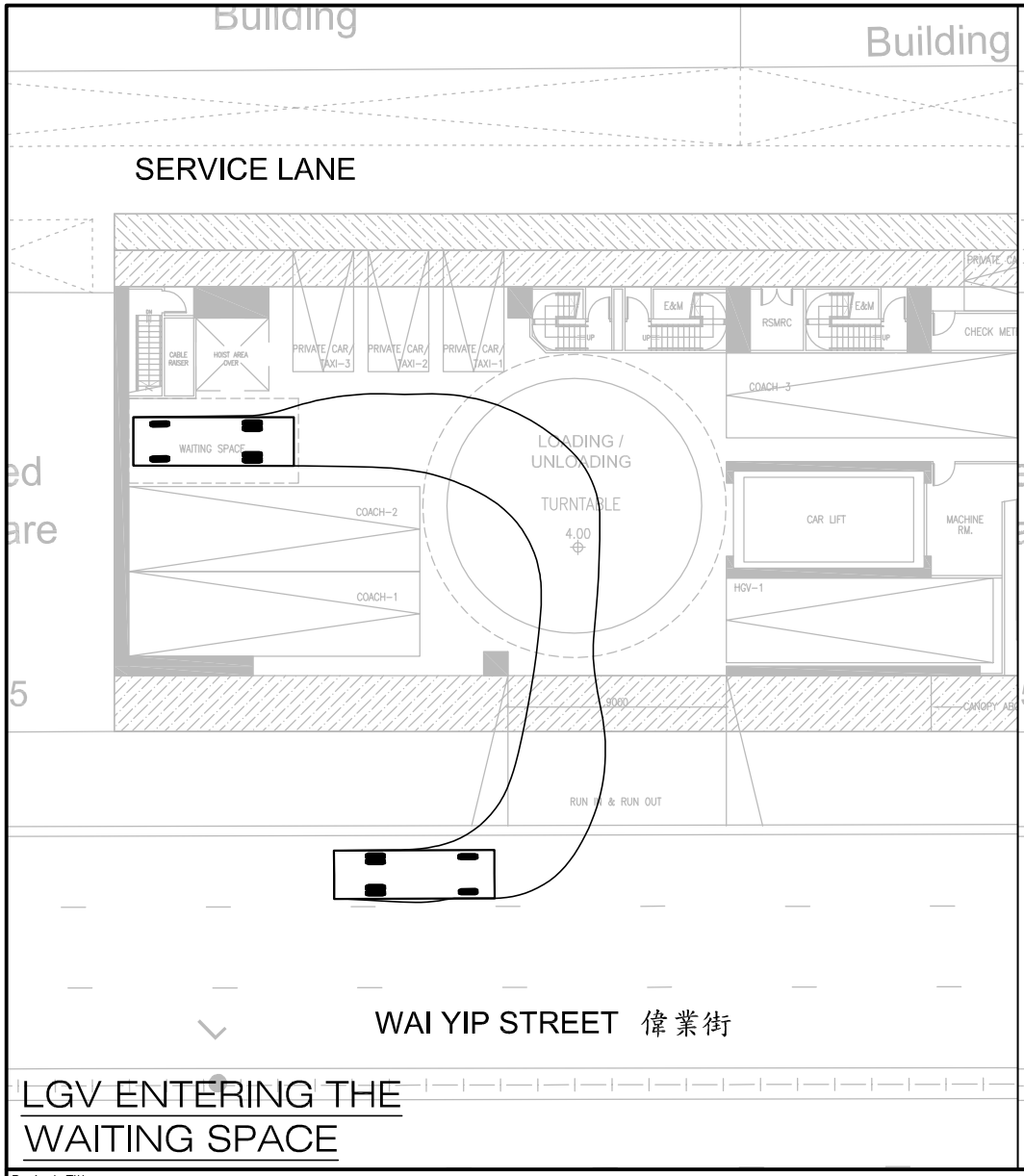
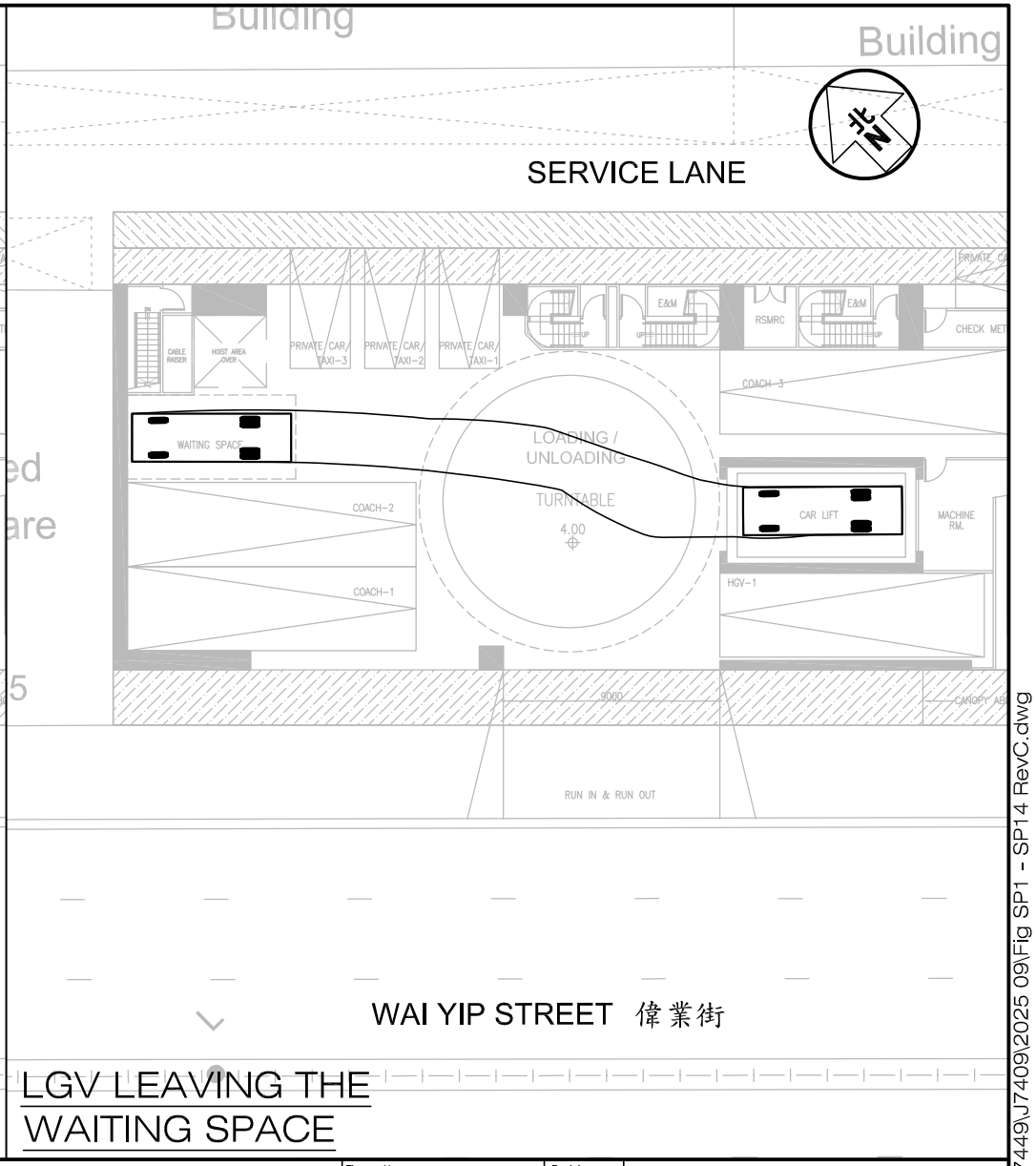


LGV ENTERING THE WAITING SPACE



LGV LEAVING THE WAITING SPACE

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure Title

SWEPT PATH OF LGV ENTERING AND LEAVING THE WAITING SPACE ON G/F

Figure No.	Revision
SP5	C

Designed by	Drawn by	Checked by
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Scale in A4	Date
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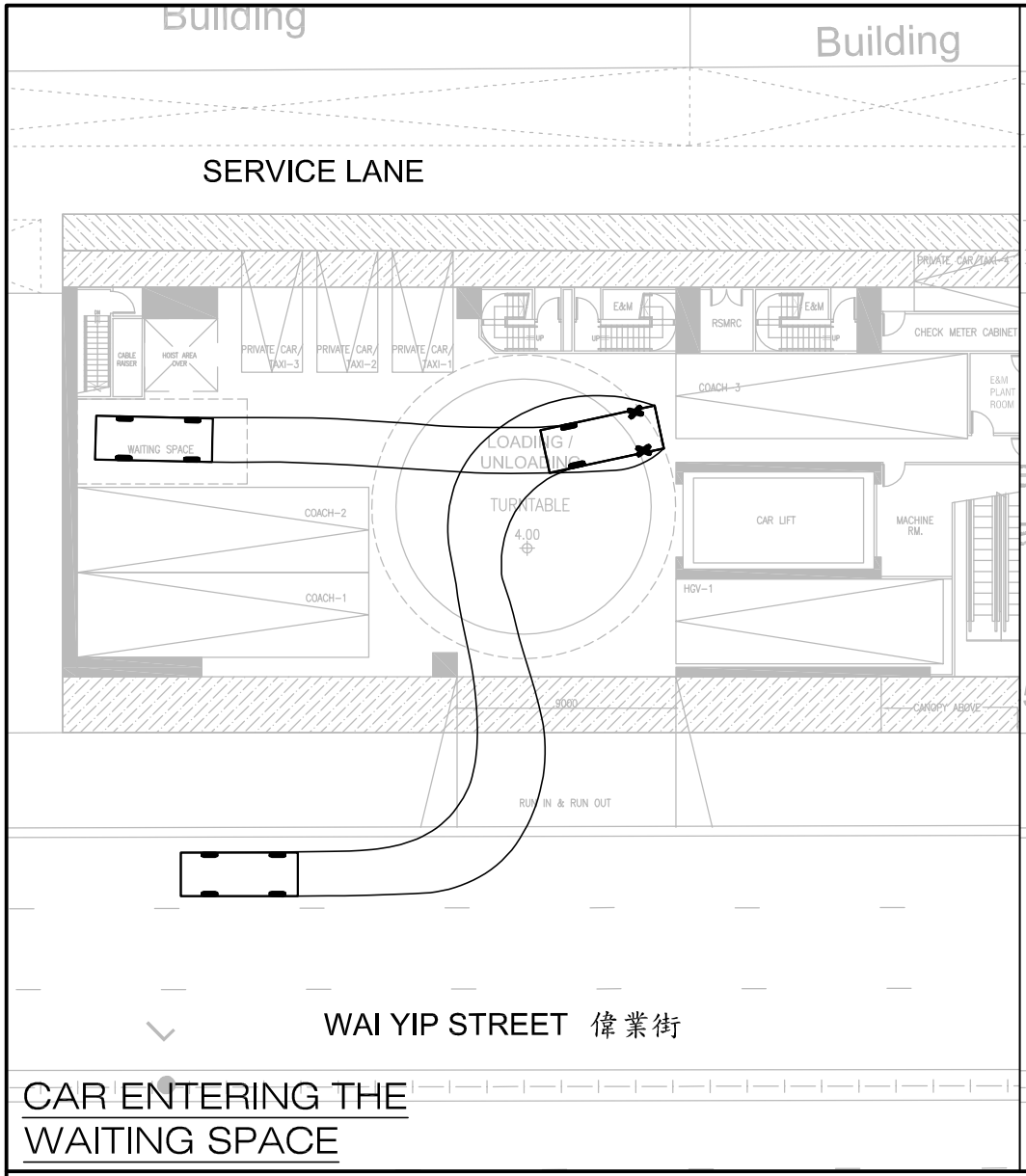
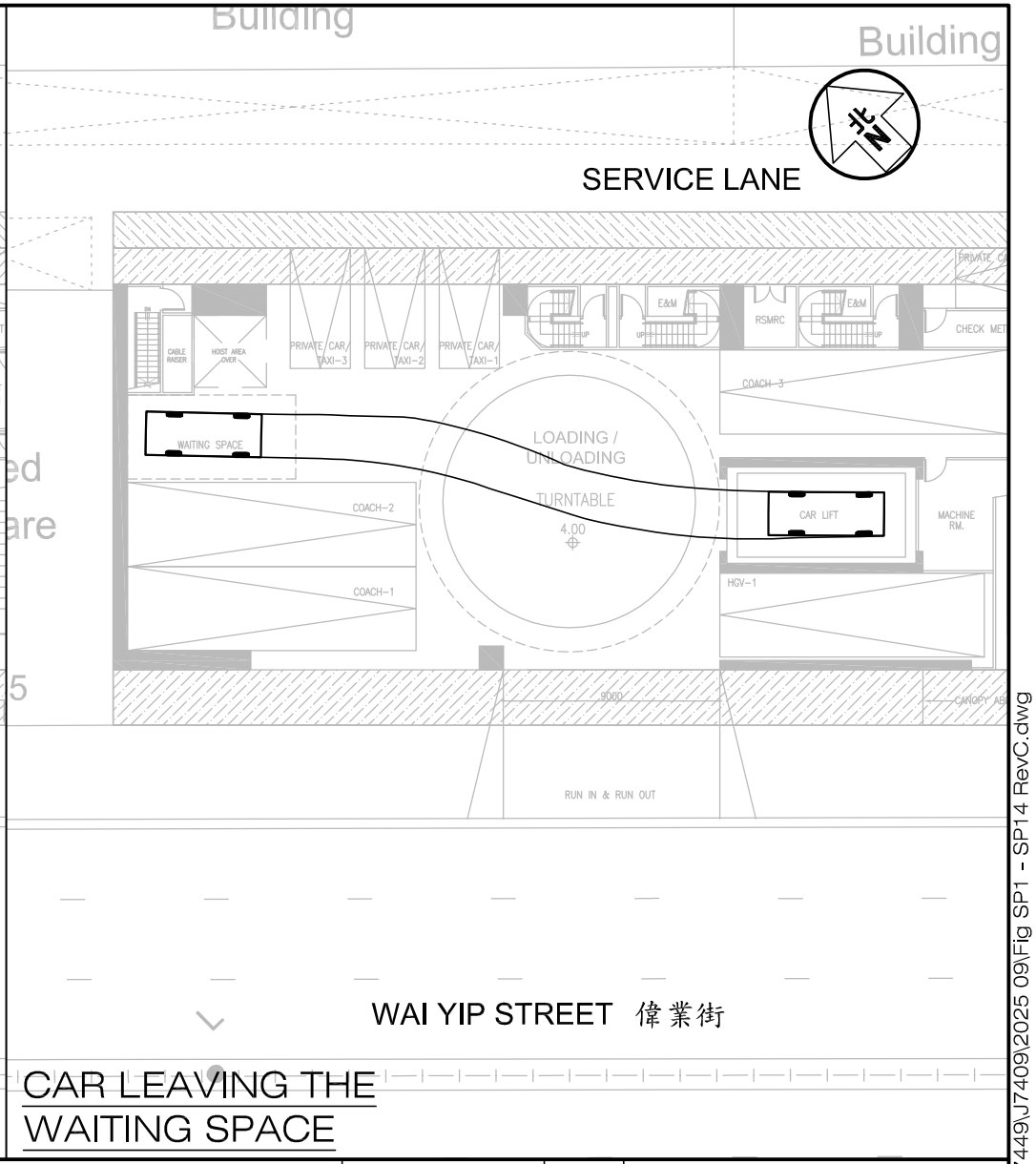


CAR ENTERING THE WAITING SPACE



CAR LEAVING THE WAITING SPACE

Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. SP6 / Revision C
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE WAITING SPACE ON G/F	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 300 / Date 19 SEP 2025

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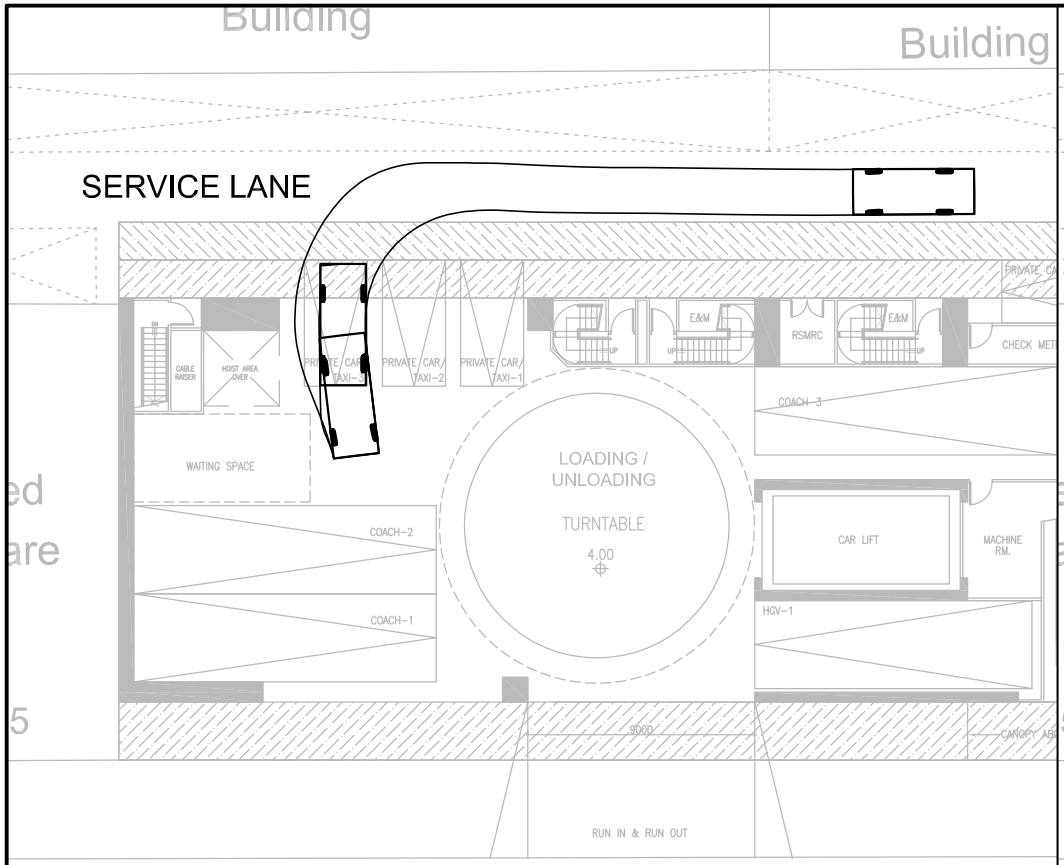
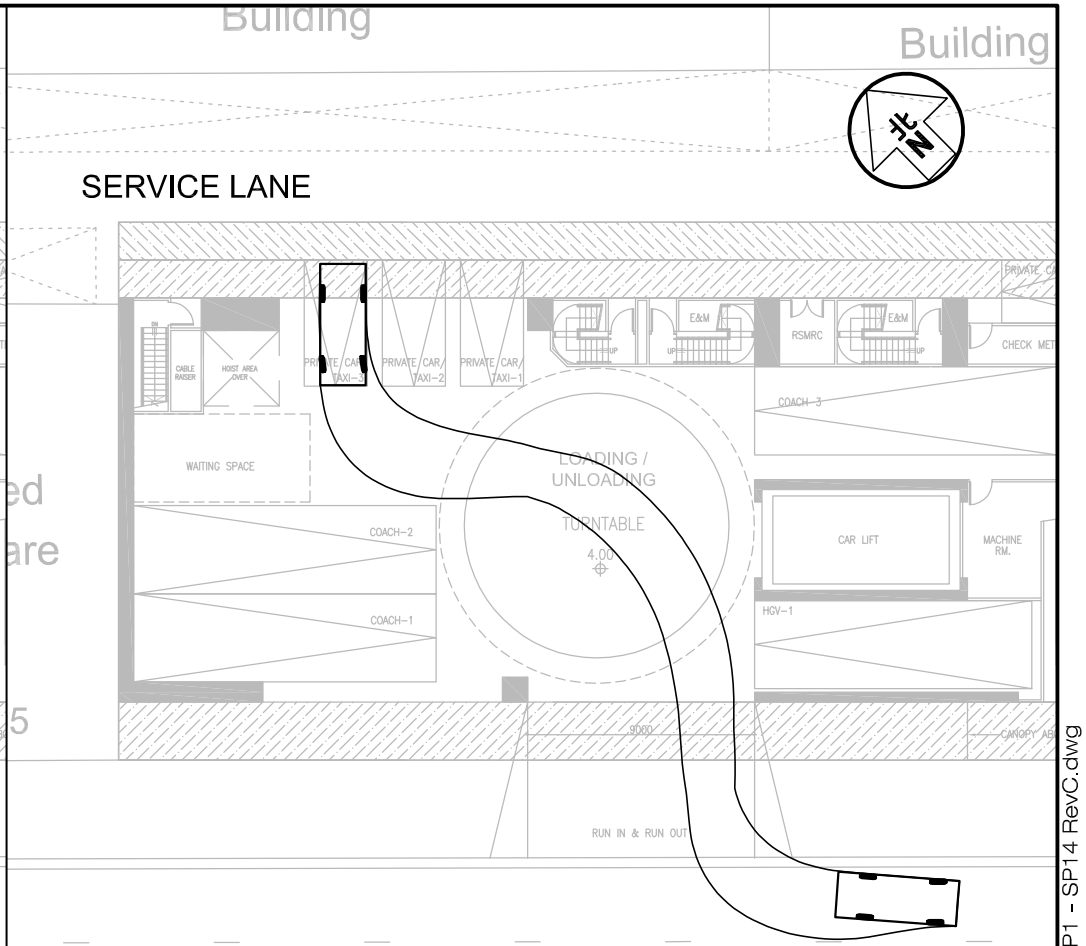


CAR ENTERING THE TAXI AND PRIVATE CAR LAY-BY



CAR LEAVING THE TAXI AND PRIVATE CAR LAY-BY

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON — J7409

Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE TAXI AND PRIVATE CAR LAYBY TAXI-1 ON G/F

Figure No.	Revision
SP7	C

Designed by	Drawn by	Checked by
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Scale in A4	Date
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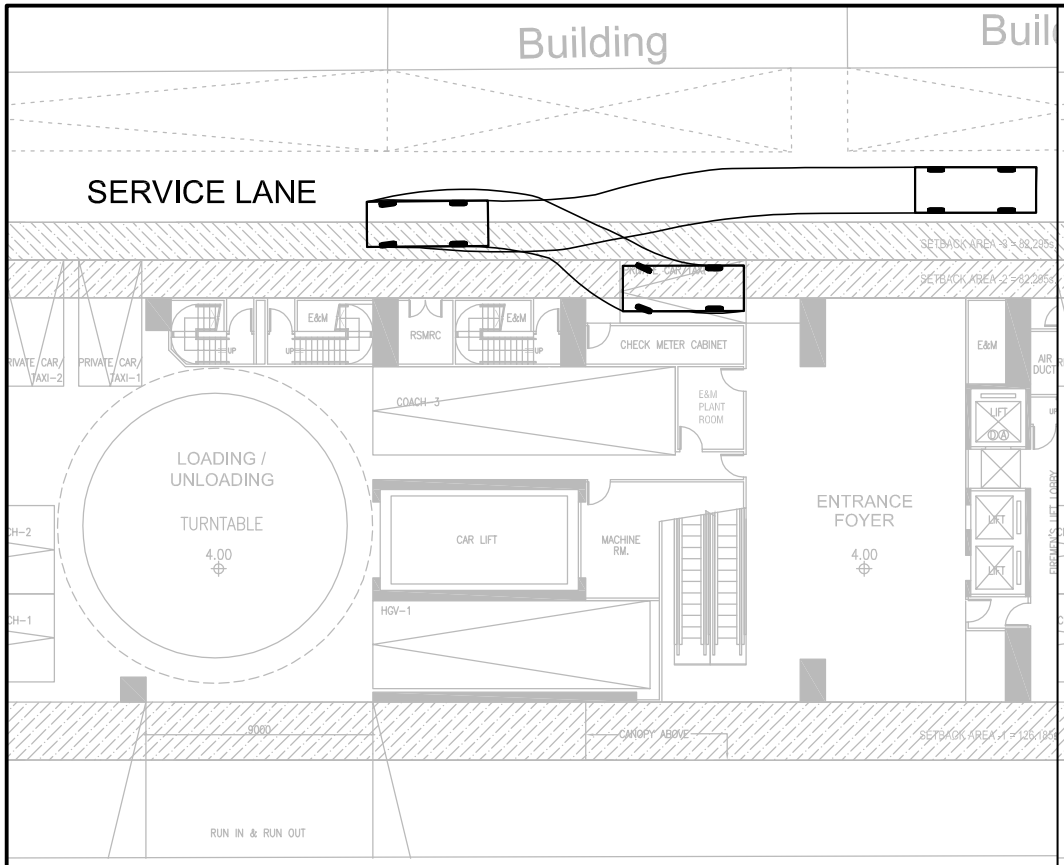
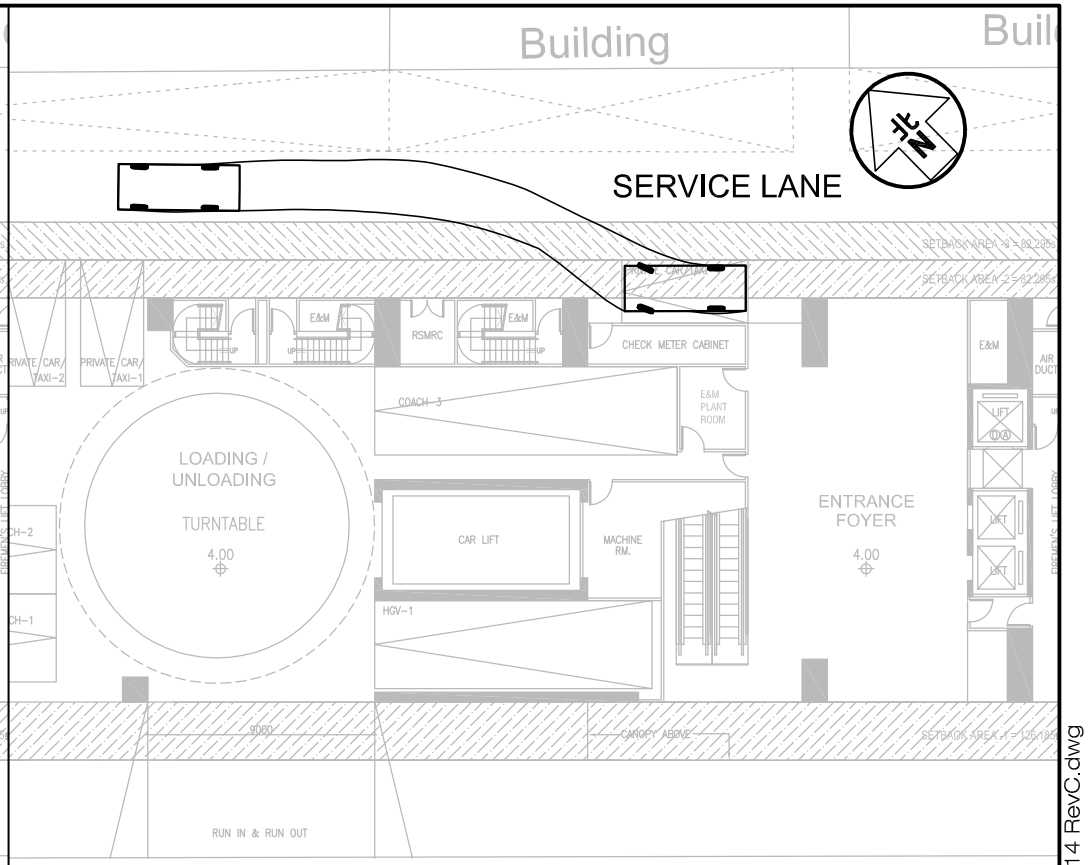


CAR ENTERING THE TAXI AND PRIVATE CAR LAY-BY



CAR LEAVING THE TAXI AND PRIVATE CAR LAY-BY

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON — J7409

Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE TAXI AND PRIVATE CAR LAYBY TAXI-4 ON G/F

Figure No.	Revision
SP8	C

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4	Date
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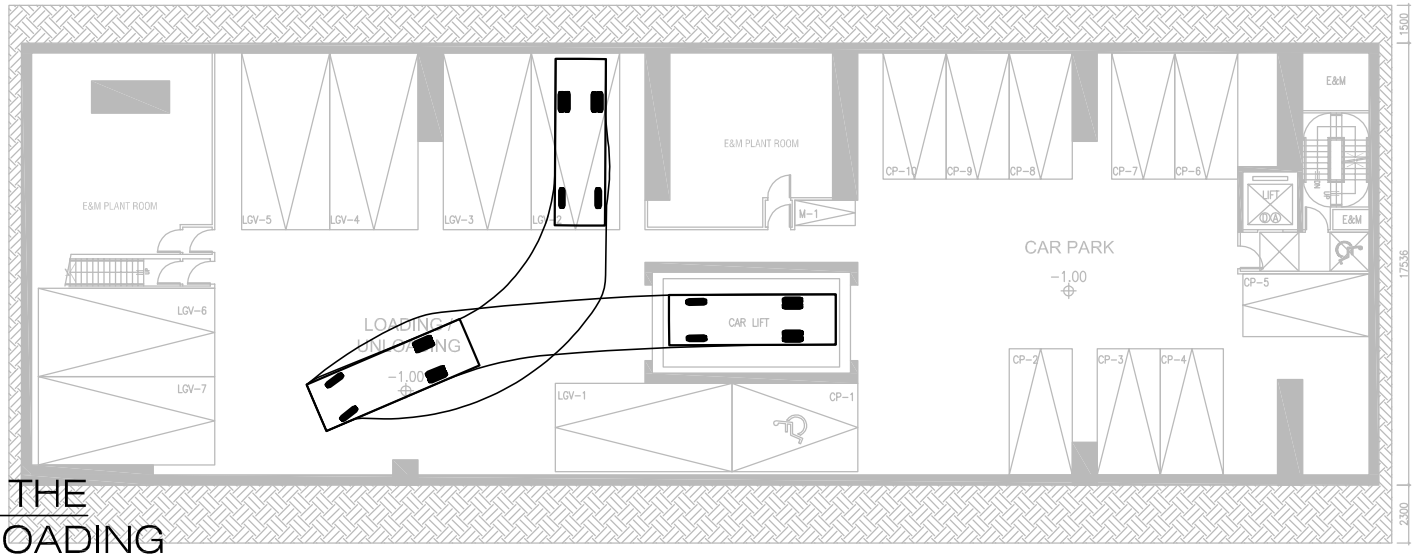
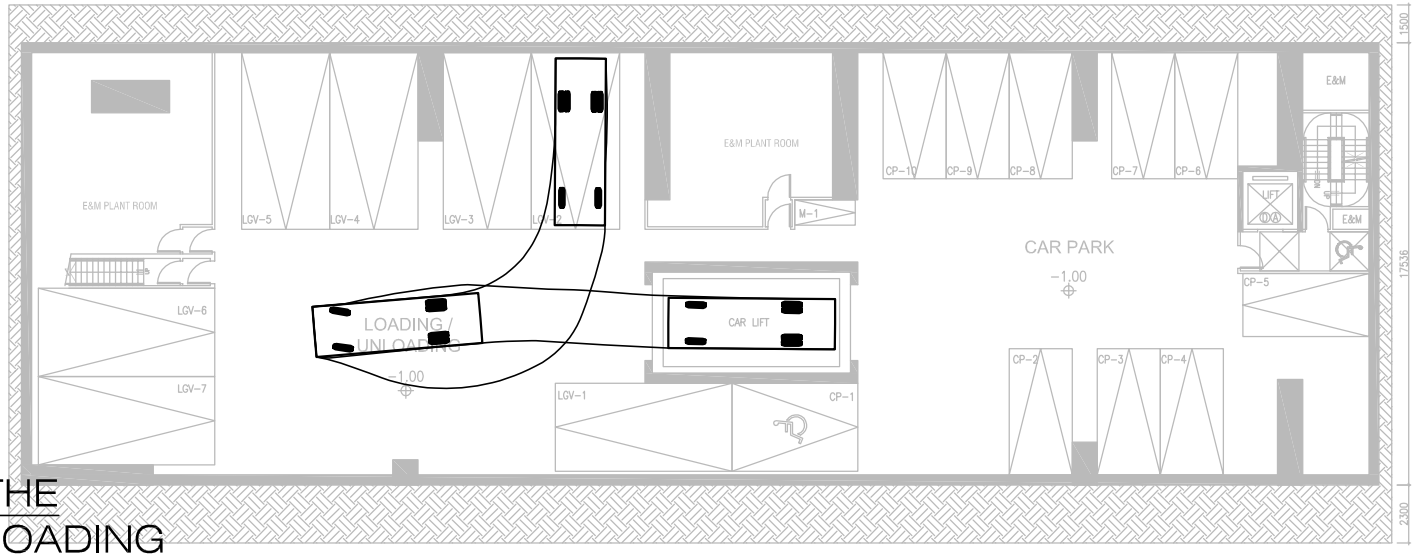


LGV ENTERING THE LOADING / UNLOADING



LGV LEAVING THE LOADING / UNLOADING

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON J7409	Figure No. SP9	Revision C	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: SWEPT PATH OF LGV ENTERING AND LEAVING THE LGV LOADING / UNLOADING BAY LGV-2 ON B1/F	Designed by C Y Y / Drawn by N C M / Checked by K C		
	Scale in A4 1 : 300	Date 19 SEP 2025	

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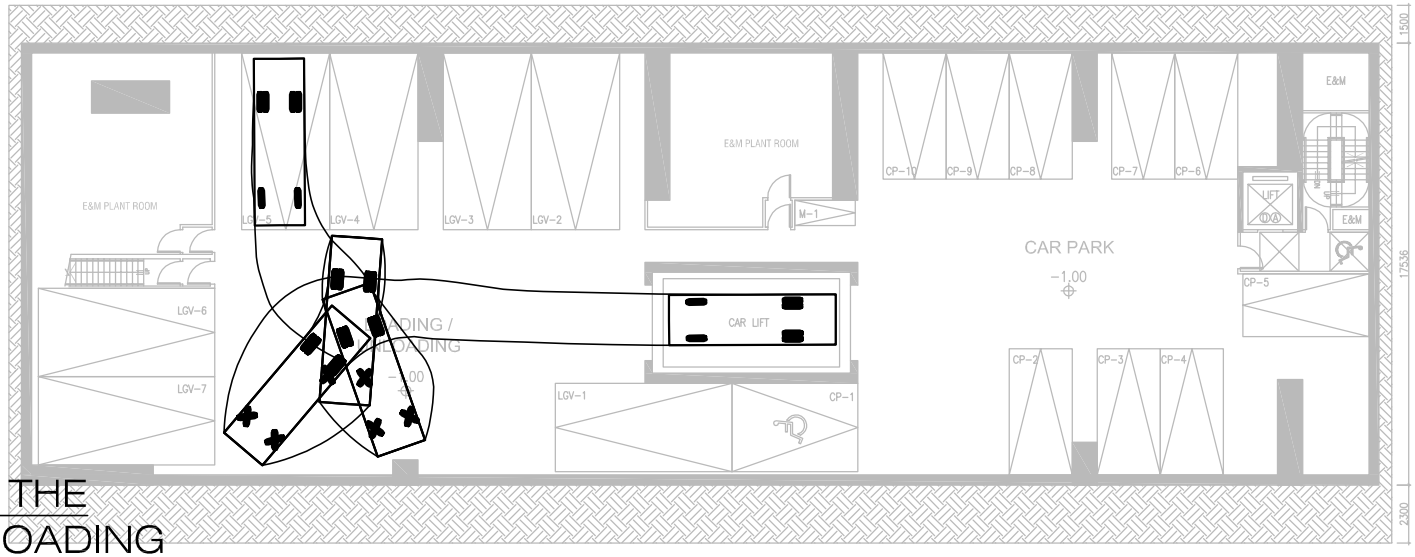
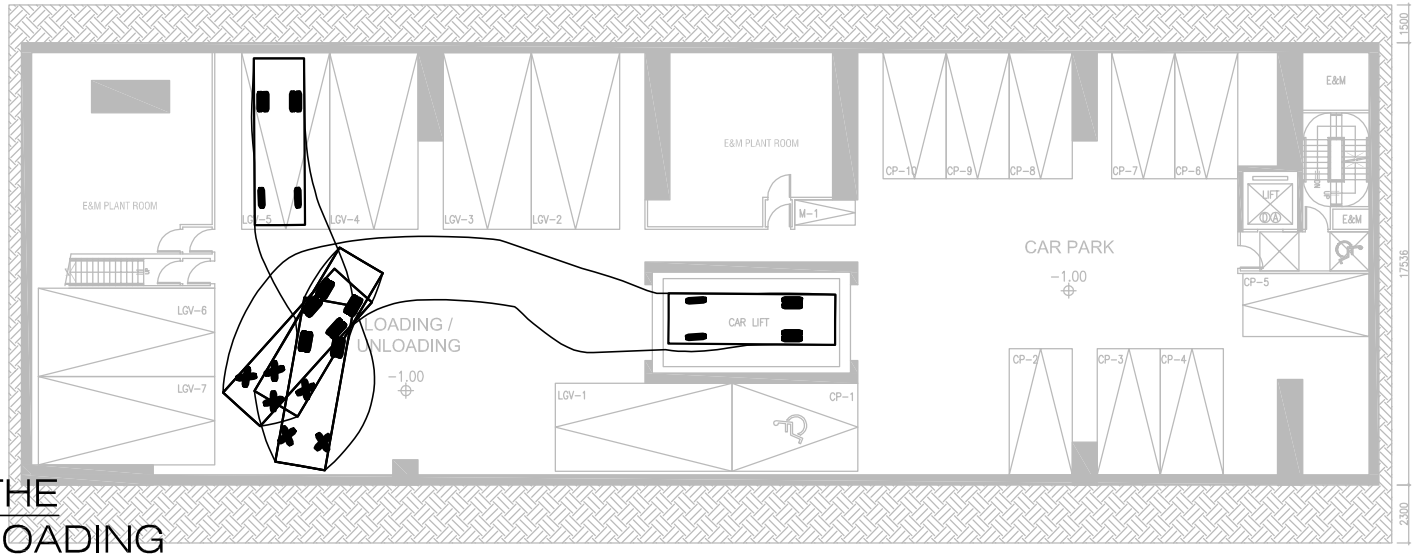


LGV ENTERING THE
LOADING / UNLOADING



LGV LEAVING THE
LOADING / UNLOADING

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON — J7409	Figure No.: SP10	Revision: C	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: SWEPT PATH OF LGV ENTERING AND LEAVING THE LGV LOADING / UNLOADING BAY LGV-5 ON B1/F	Designed by: C Y Y / Drawn by: N C M / Checked by: K C		
	Scale in A4: 1 : 300	Date: 19 SEP 2025	

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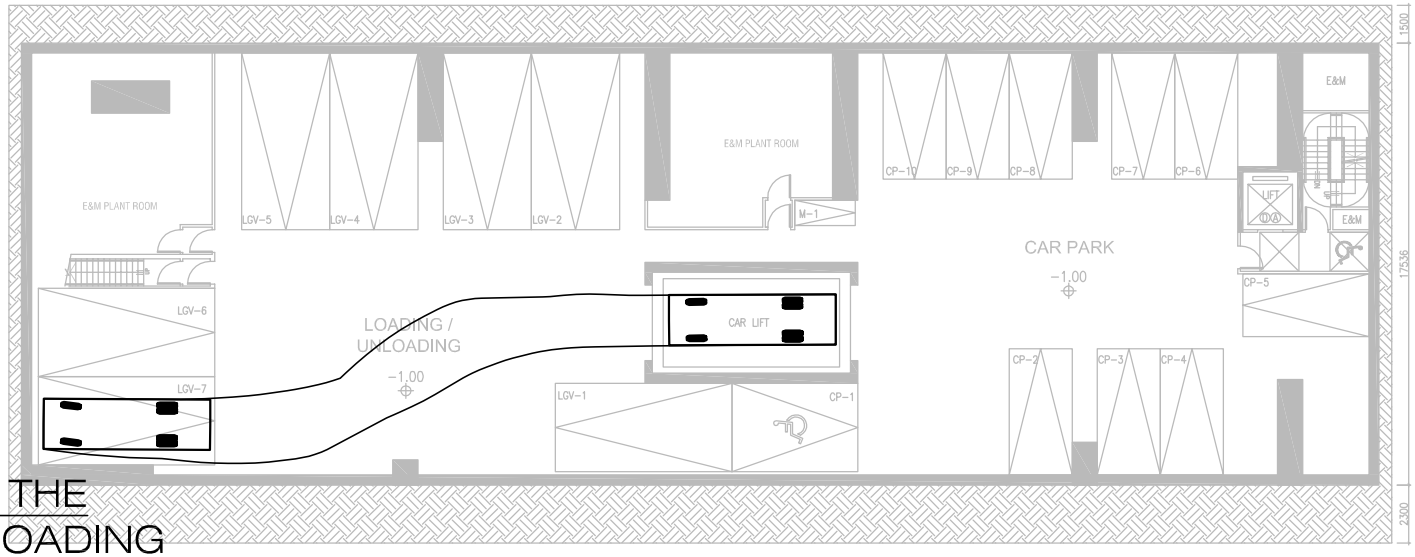

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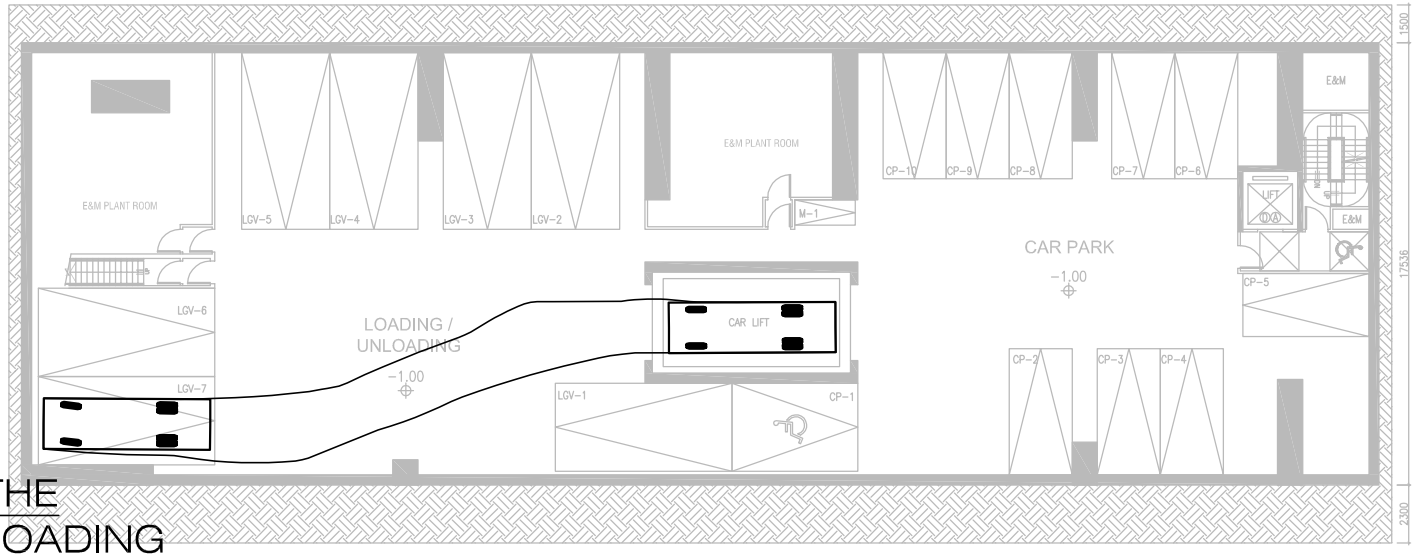

LGV LEAVING THE
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Project Title	PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107–109 WAI YIP STREET, KWUN TONG, KOWLOON	J7409	Figure No. SP11 / Revision C
Figure Title	SWEPT PATH OF LGV ENTERING AND LEAVING THE LGV LOADING / UNLOADING BAY LGV-7 ON B1/F		Designed by C Y Y / Drawn by N C M / Checked by K C Scale in A4 1 : 300 / Date 19 SEP 2025

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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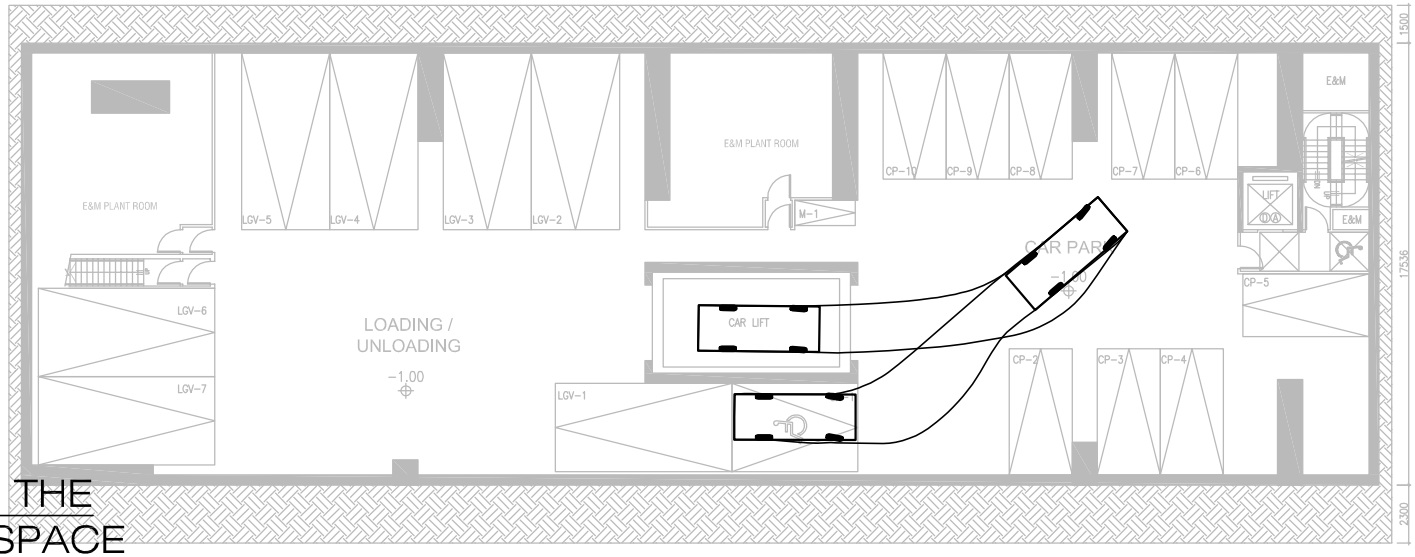
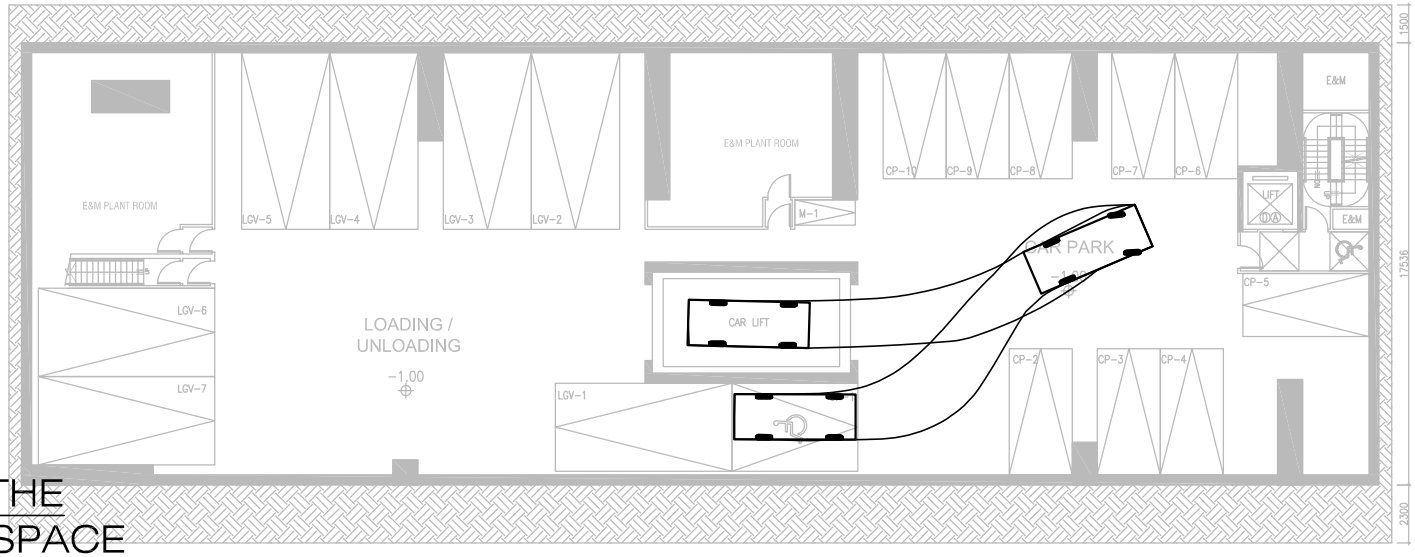


CAR ENTERING THE
CAR PARKING SPACE



CAR LEAVING THE
CAR PARKING SPACE

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure No.: SP12

Revision: C

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE CP-1 ON B1/F

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4: 1 : 300

Date: 19 SEP 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
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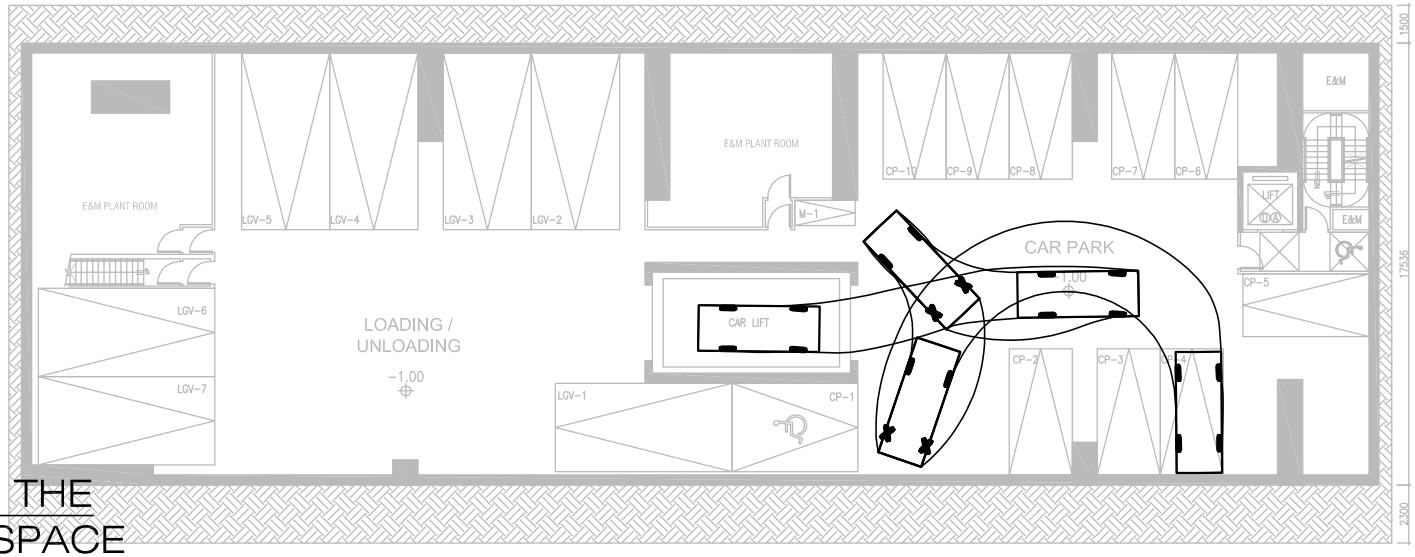

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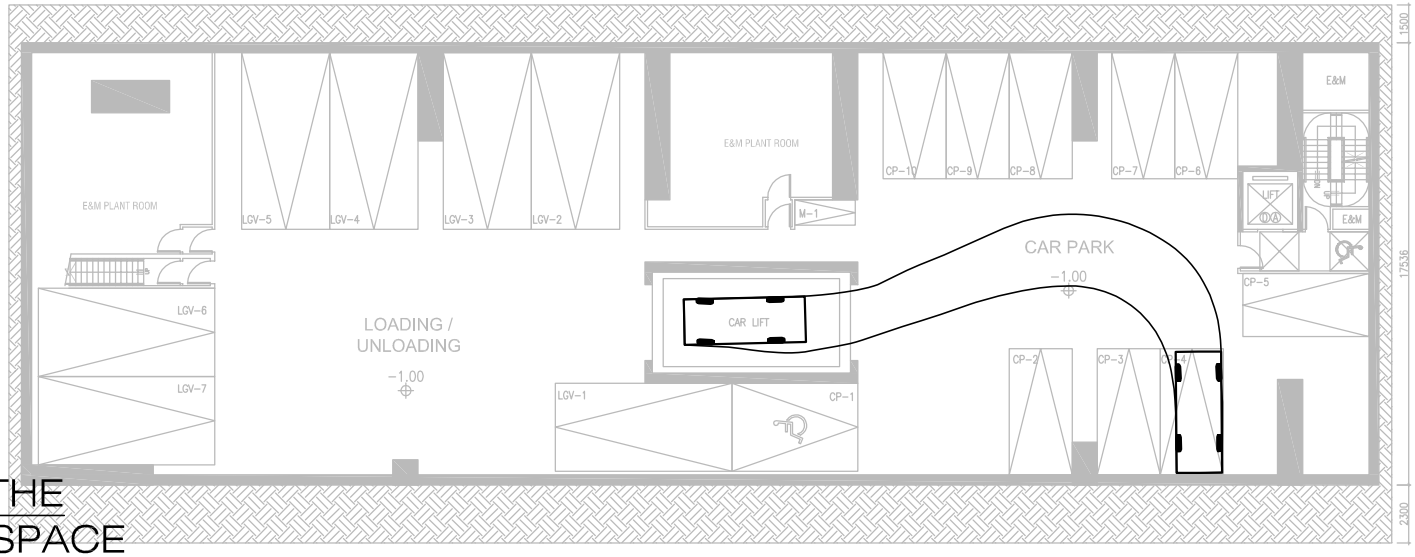
CAR PARKING SPACE



CAR LEAVING THE
CAR PARKING SPACE

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Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE CP-4 ON B1/F	Designed by C Y Y / Drawn by N C M / Checked by K C		
	Scale in A4 1 : 300 / Date 19 SEP 2025		

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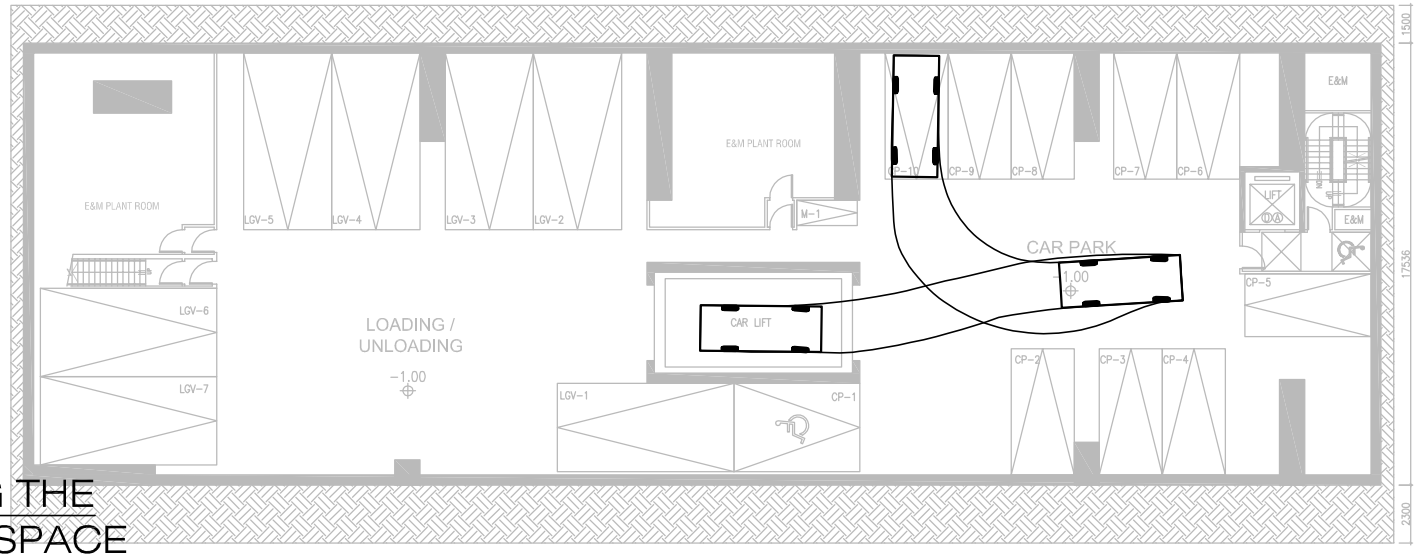

CAR ENTERING THE
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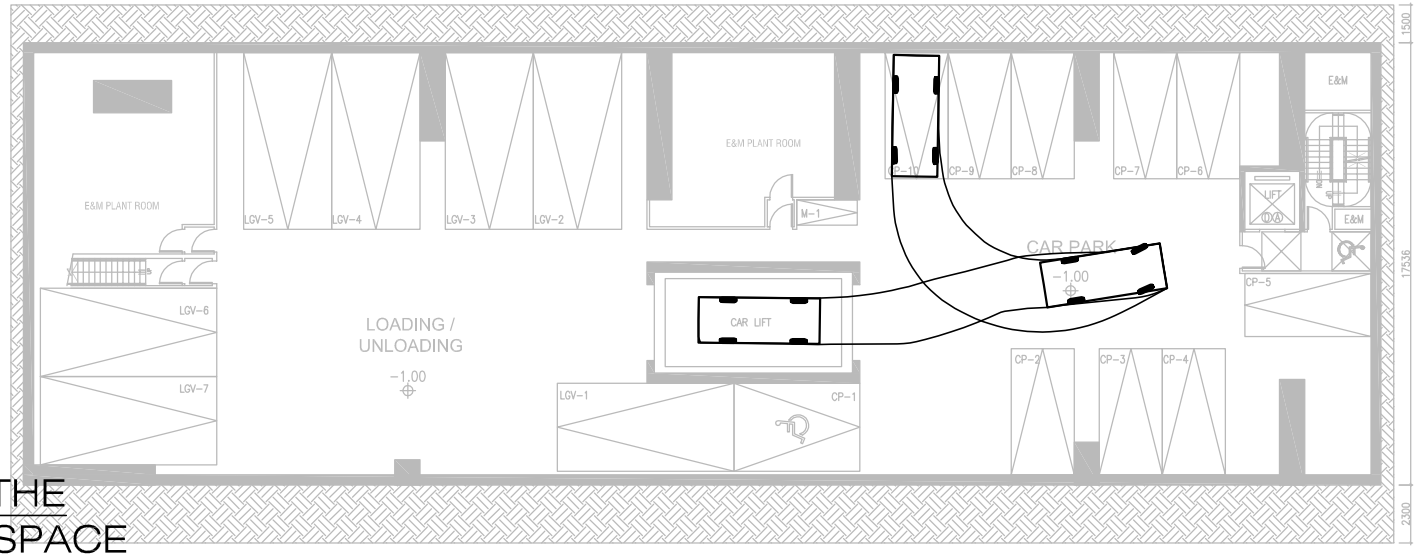

CAR LEAVING THE
CAR PARKING SPACE

Project Title: PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PROPOSED HOTEL USE IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE, 107-109 WAI YIP STREET, KWUN TONG, KOWLOON

J7409

Figure No.: SP14

Revision: C

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE CP-10 ON B1/F

Designed by	Drawn by	Checked by
C Y Y	N C M	K C

Scale in A4: 1 : 300

Date: 19 SEP 2025

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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Appendix 3 –
Vehicle Lift Analysis

Car Lift Analysis

Job Title Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Proposed Hotel Use in "Other Specified Uses" annotated "Business" Zone, 107-109 Wai Yip Street, Kwun Tong

Ground floor to typical car park floor (m)	5.00
Average Speed (m/s)	0.50
Travel time (s)	10.00

Activity	**Time (s)**
Car lift travels from ground floor to typical car park floor	10
Lift door opens	5
Car exits lift in foward gear on typical car park floor	5
Car enters lift in reverse gear on typical car park floor	10
Door closes	5
Car lift travels from typical car park floor to ground floor	10
Lift door opens	5
Car exits lift in forward gear on ground floor	5
Car enters lift in reverse gear on ground floor	10
Door closes	5
Total	70

Number of lift servers, **k**	1
Number of waiting space(s)	1
Cycle time ω (s)	70
Arrival rate λ (veh / hr)	18
Service rate μ of one lift server (veh / hr)	51

Number of Cars N	**Probability of Exact N Cars in the Lift System**	**Probability of N Cars or Less in the Lift System**	**Probability of More Than N Cars in the Lift System**
0	65.00%	65.00%	35.00%
1	22.75%	87.75%	12.25%
2	**7.96%**	**95.71%**	**4.29%**
3	2.79%	98.50%	1.50%
4	0.98%	99.47%	0.53%
5	0.34%	99.82%	0.18%
6	0.12%	99.94%	0.06%
7	0.04%	99.98%	0.02%

Conclusion

The probability of a vehicle arriving when 1 car lift and 1 waiting space are occupied is 4.29%.

Formulae:		[A]	[B]	
Floor	Level (m)	Distance from G/F	No. of parking spaces	[A] * [B]
8/F				
7/F				
6/F				
5/F				
4/F				
3/F				
2/F				
1/F				
G/F	0.00	0.0	0	0
B1/F	-5.00	5.0	18	90
B2/F				
B3/F				
B4/F				
B5/F				
B6/F				
B7/F				
B8/F				

total parking spaces	typical floor distance
18	5

Note:
k is the number of lift servers.
λ is the arrival rate in vehicles per hour.
μ is the service rate of a lift server in vehicles per hour.

N	1/N!*(λ/μ)^	summation from N=0 to N=k-1
0	1	1
1	0	1
2	0	1
3	0	1
4	0	1
5	0	1
6	0	1
7	0	1
8	0	1
9	0	1
10	0	1

The assessment is based on the mutli-server queuing (M/M/N) theory, and the equations applied are listed below :

Probability of having exactly zero cars in the lift system:

$$P(0) = \frac{1}{\left[\sum_{N=0}^{k-1} \frac{1}{N!}\left(\frac{\lambda}{\mu}\right)^N\right] + \frac{1}{k!}\left(\frac{\lambda}{\mu}\right)^k \frac{k\mu}{k\mu - \lambda}}$$

Probability of having exactly N cars in the lift system:

For $N < k$:

$$P(N) = \frac{1}{N!}\left(\frac{\lambda}{\mu}\right)^N P(0)$$

For $N \geq k$:

$$P(N) = \frac{1}{k!\,k^{N-k}}\left(\frac{\lambda}{\mu}\right)^N P(0)$$

k - -number of lift servers
λ - -arrival rate
μ - -service rate

Appendix 4 –
Planned Junction Improvement Schemes

N

SHUN YIP STREET

順業街

西座
West Tower

平台
Podium

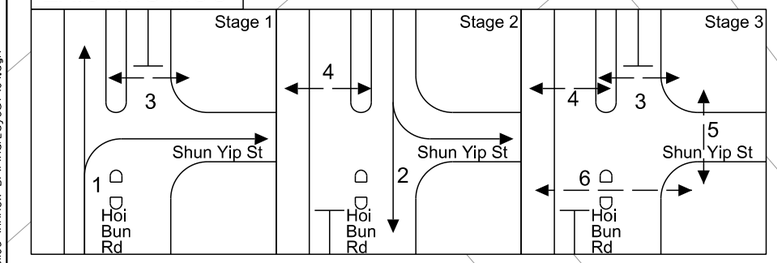
東座
East Tower

One Bay East

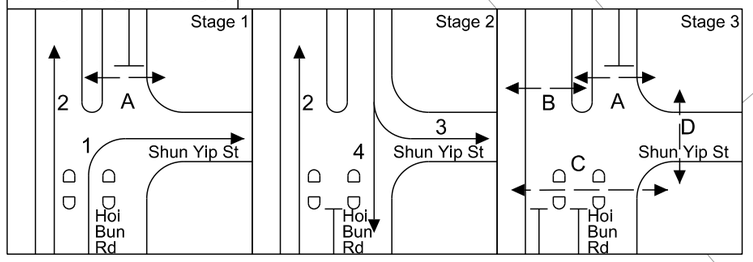
永英工業大廈
Wing Ying Industrial Building

榮記工業大廈
Chilcott Industrial Building

EXISTING MOC



PROPOSED MOC



0 5 10 15 20 25
METRES
1 : 500

LEGEND

PROPOSED IMPROVEMENT WORKS

Job Title

AGREEMENT NO. CE 4/2014 (TP) PLANNING AND ENGINEERING STUDY FOR THE DEVELOPMENT AT KOWLOON BAY ACTION AREA OF KOWLOON EAST - FEASIBILITY STUDY

FIGURE 6.4.2

Date	Scale
20MAR20	1:500 @ A3
Drawn	Job No.
WSTW	237938

Drawing Title

PROPOSED JUNCTION IMPROVEMENT AT J4 - HOI BUN ROAD / SHUN YIP STREET

ARUP

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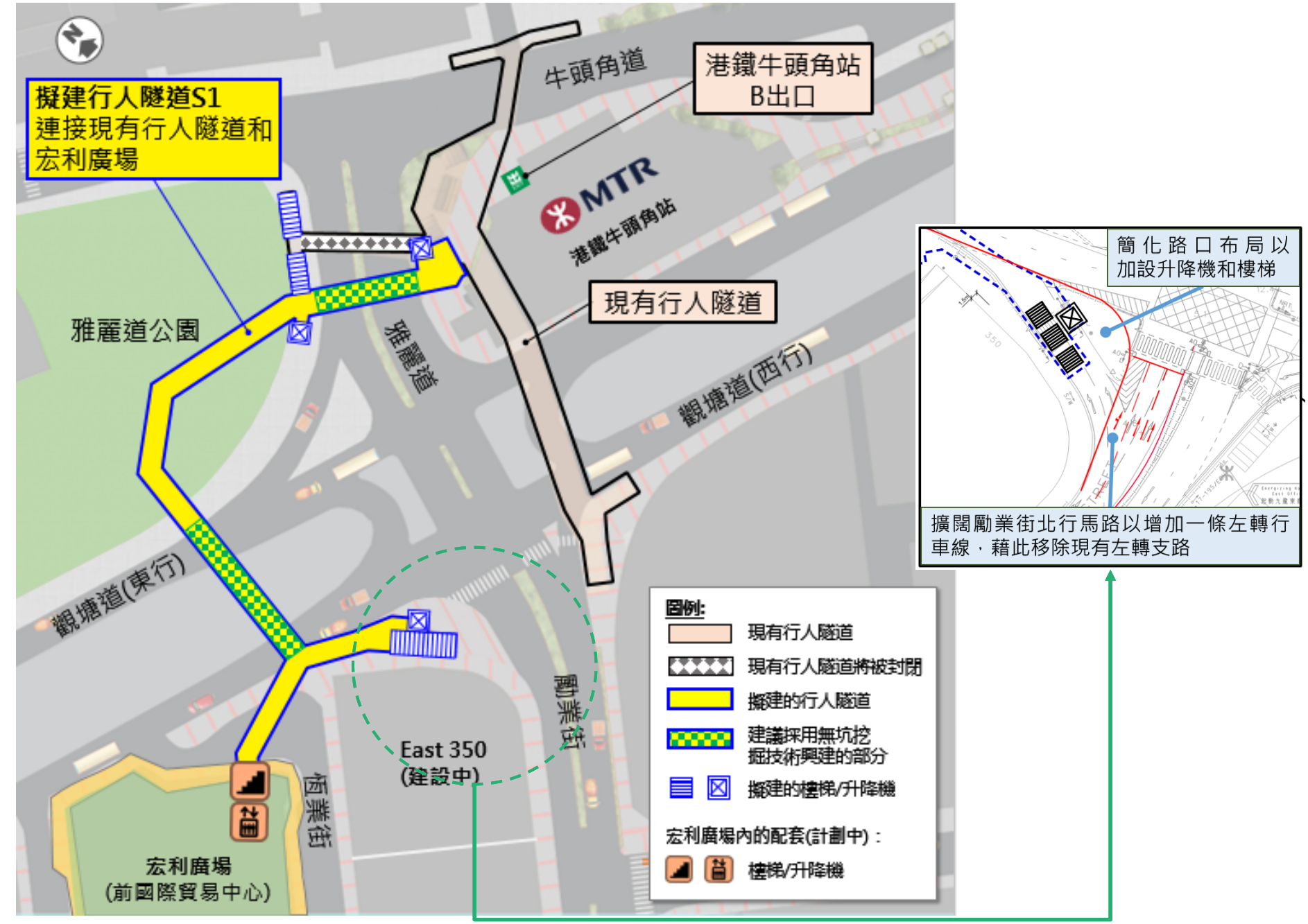
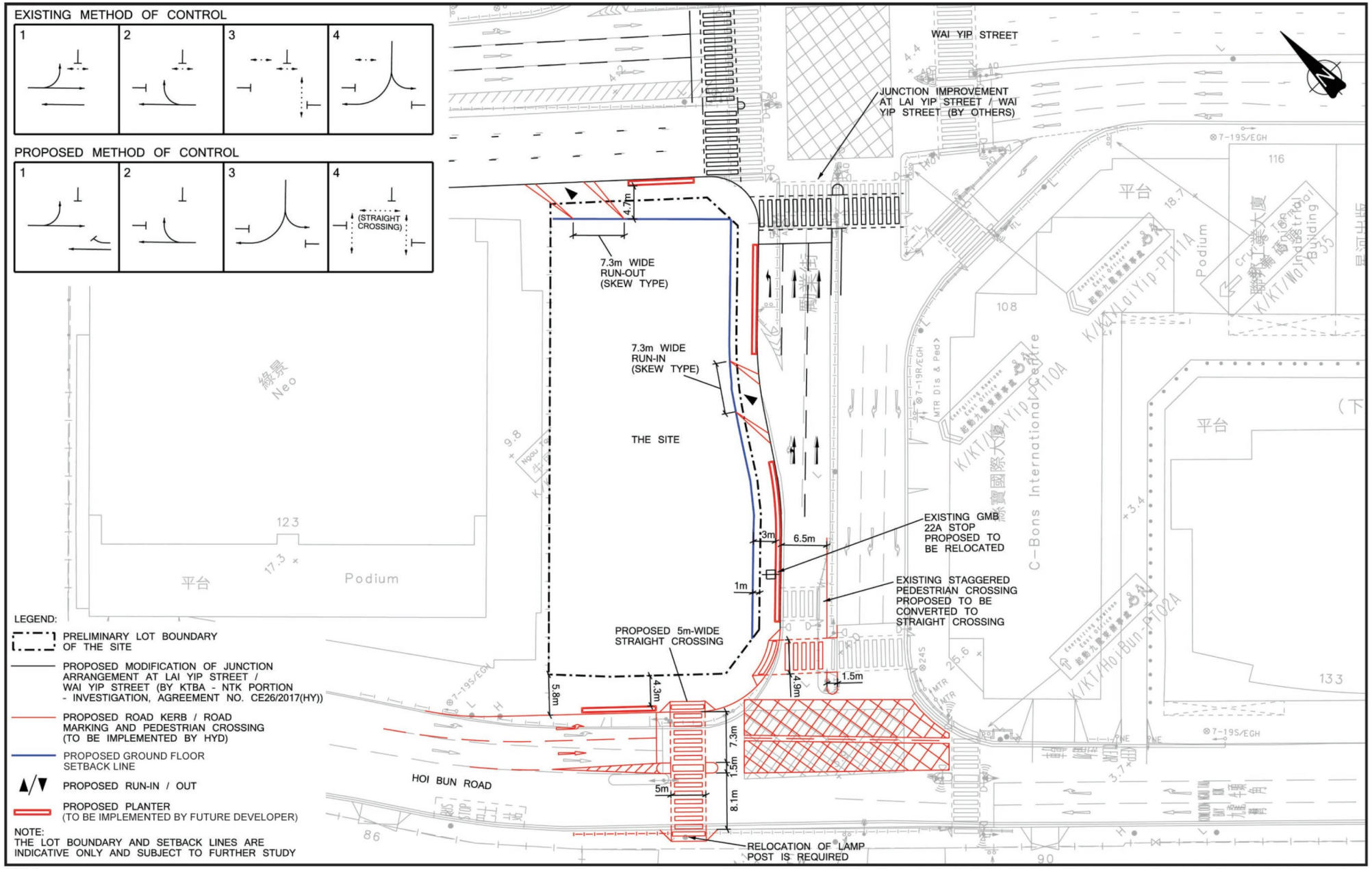


NGAUTAUKOK

附圖二: 擬議行人隧道S1 – 優化後的新走線



DB/LYS

FIGURE 4.1.4 PROPOSED JUNCTION MODIFICATION

(資料來源：由起動九龍東辦事處提供)
(Source: Provided by Energizing Kowloon East Office)

參考編號 REFERENCE No.	繪圖 DRAWING
M/K14S/23/35	5b

PROJECT PROFILE (DRAINAGE)

Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 107-109 Wai Yip Street, Kwun Tong, Kowloon (Kwun Tong Inland Lot Nos. 570, 571, 572 & 573)

Sep 2025

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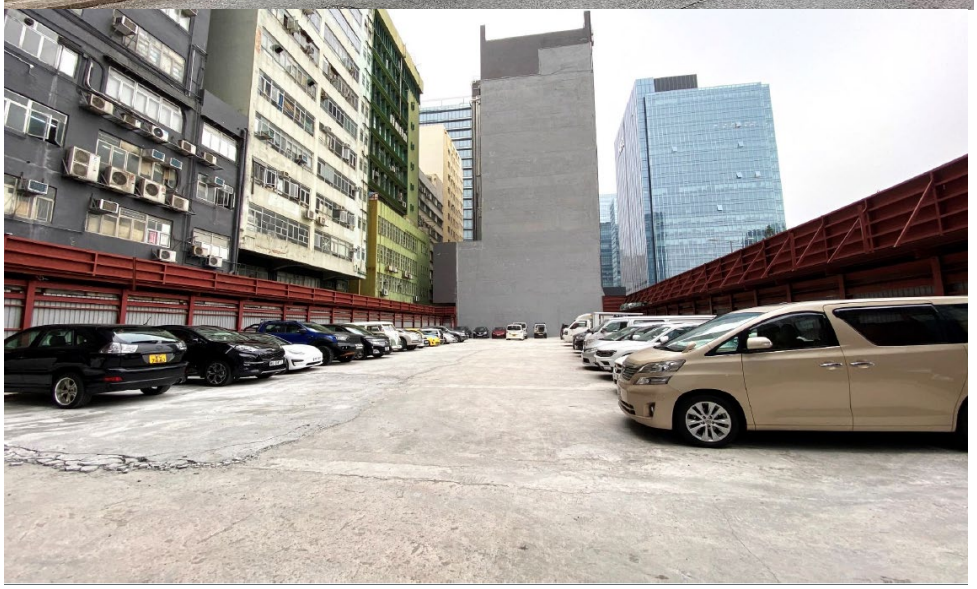
1. INTRODUCTION

DeSPACE (International) Limited acting on behalf of Diamond Ocean Investments Limited (hereinafter referred to as "the project proponent"), the sole registered owner of private lots at 107-109 Wai Yip Street, Kwun Tong (the Site), has submitted a planning application to the Town Planning Board for proposed hotel with minor relaxation of Plot Ratio and Building Height Restrictions.

This project profile is submitted for the proposed development in accordance with Appendix I of <*DSD Advice Note No.1*>. Base on the project profile, a further Drainage Impact Assessment will be submitted at the later stage as an approval condition of the town planning approval to demonstrate no adverse impact to the public drainage system arising from the proposed development.

2. AN OUTLINE DESCRIPTION OF THE PROJECT

Project title	Proposed Hotel Development at 107-109 Wai Yip Street, Kwun Tong, Kowloon
Proponent	Diamond Ocean Investments Limited
Contact Person (name/telephone)	Mr. Endy Cheng/24933626 (at planning application stage)
Nature and description of the project	The existing building has been demolished and the Site is currently vacant. A 28-storey hotel development (including 1 level of basement carpark) with a total GFA of 16,856.323m^2, is proposed subject to Town Planning Board's approval.
Location (include plans)	107-109 Wai Yip Street, Kwun Tong, Kowloon (please find attached **Figure 1- Location Plan**)
Area of project site and % paved/unpaved (existing and proposed)	Site area: approximately 1,170.578 square metres Existing: 100% paved Proposed: 100% paved
Level to be filled up	Site formation level: about -1mPD
Whether planning permission application is required	Yes. The Applicant is required to seek planning permission for the proposed hotel use, and minor relaxation of the Plot Ratio restriction from 12 to 14.4 (+20%) and Building Height restriction
Whether lease modification application is required	Yes. The Applicant is required to submit a Lease Modification application at the post-planning approval stage to facilitate the proposal.

Statutory land use zoning	“Other Specified Uses” annotated “Business” (“OU(B)”)
Recent and dated photographs to show a panoramic view of the site	  (Dated 10.5.2025)

3. AN OUTLINE OF THE PLANNING AND IMPLEMENTATION PROGRAMME

The captioned project is currently under planning. The Site falls within an area zoned "Other Specified Uses" annotated "Business" ("OU(B)") under the Approved Kwun Tong (South) Outline Zoning Plan No. S/K14S/26 (the "OZP"). According to the Notes of the OZP, "Hotel" use falls under Column 2, which requires planning permission from the Town Planning Board. The project proponent has appointed DeSPACE (International) Limited as the planning consultant who is going to seek planning permission for the proposed hotel use, and minor relaxation of the PR restriction from 12 to 14.4 (+20%) and Building Height restriction.

Approval conditions are usually imposed by the Town Planning Board in granting the planning permission such as requiring the submission of Drainage Impact Assessment, Sewerage Impact Assessment, design and provision of the internal transport facilities, etc., which are subject to detailed design. Following the planning approval, the project proponent shall appoint a lands consultant for the submission of a Lease Modification application and appoint Architectural and Associated Consultancy Services with the relevant Authorized Persons (AP) for detailed design and the preparation and statutory submissions of building plans including General Building Plans (GBPs) to take forward the proposal. The updated technical assessments based on the detailed design will be submitted to the relevant authority for approval via Town Planning Board. It will be followed by the procurement of Main Contractors for the construction works and the implementation of any local drainage/sewerage upgrading and/or connection works as identified in the updated technical assessments.

Subject to detailed arrangements, a preliminary project timetable is presented as follows:

Submission of Planning Permission with preliminary designs	Aug 2025
Planning approval obtained	Oct 2025
Appointing consultants/authorized person for detailed design	Nov 2025
Preparing a DIA study (if required)	April 2026 (at post-planning approval stage under an approval condition)
Finalizing designs	Aug 2026
Implementation	Nov 2026
Completion/commencing operation	Nov 2029

No interactions with other projects is noted.

4. AN OUTLINE OF THE EXISTING DRAINAGE

The Site, with a total area of approximately 1,170.578 square metres, is located at Nos. 107–109 Wai Yip Street, within the northwestern portion of the Kwun Tong Business Area (KTBA) near Kowloon Bay. The existing site condition is fully paved with concrete. The Hoi Bun Road Park with a landscaped area of about 9,300 square metres is located right opposite the Site across Wai Yip Street.

Existing drainage record plans from the Drainage Services Department were obtained. Existing public drainage system is available in the vicinity. (See **Figure 2**) The runoff of the Site surrounding should be first conveyed to the existing two Ø375 mm stormwater drains located to the south-west of the Site. The collected stormwater is then discharged north-westward and south-eastward respectively via stormwater drains ranged from Ø 450mm to Ø 1500mm, and 3m(W) x

1.9m(H) Box Culvert, and eventually into the sea. The design of the internal drainage system within the Proposed Development will be carried out in the detailed design stage.

The proposed drainage connection and discharge point is shown in **Figure 3**.

5. POTENTIAL DRAINAGE IMPACTS

Surface runoff is mainly from rainfall and it will be directed to the said existing public storm drains. As the existing site is currently on hard-paved ground, it is anticipated that the proposed development will not affect the drainage path or lead to any changes in the runoff behaviour. There is no change or abandonment of existing drains and hence no extra stormwater discharge is imposed. Therefore, adverse impact on the existing drainage system is not anticipated and a detailed DIA is therefore unnecessary. If required, the DIA is proposed to be conducted at post-planning approval stage under an approval condition subject to detailed design.

6. FLOOD RESILIENCE OF THE PROPOSED DEVELOPMENT

The Site is not classified as Flooding Blackspots according to DSD website. The coastal area near Wai Yip Street is not known for any major flooding occurrence nor any tidal surcharge during extreme events. Although no excessive flood risk in nearby areas of the site is expected, to prevent street potential flooding during large rain events, a drainage proposal will be formulated for flood resilience including following design and operational flood control measures subject to detailed design:

Design measures:

- Soft landscape will be also provided at the roof top of the proposed Development
- A drainage system is designed to ensure that the stormwater runoff effectively collecting the rainfall within the proposed development and discharging the runoff into government drainage system.
- Add flood gates for major E&M system such as plant rooms, Genset Room and lifts with proper rainwater drainage
- Permeable pavers for the setback external areas to quickly absorb water underground and reduce surface runoff
- Drainage channels are provided all around the site
- The majority of doors to be provided opening onto the outside are provided under cover
- Either drainage channels or a level difference are provided outside doors to the outside, with the fall direction of the ground surface away from the building.

Subject to detailed design, these flood protection measures should be installed by 2029 prior to completion of the proposed development.

Operation arrangement to ensure emergency preparedness:

- Develop a detailed emergency response plan that outlines protocols for staff, guest evacuation, and resource allocation during a flood.
- Provide regular training sessions for staffs to carry out the emergency response plan (e.g., evacuation coordinators, first-aid responders)
- Establish a Public Information Systems notifying staff and guests of flooding risks and emergency procedures and clear instructions
- Provide flood risk information in guest welcome packets and emergency kits in accessible areas, including flashlights and first-aid supplies.
- Partner with local emergency services and government agencies for evacuation plans and disaster preparedness resources.

With the proposed flood resilience measures, the flood risks thereon can be significantly reduced.

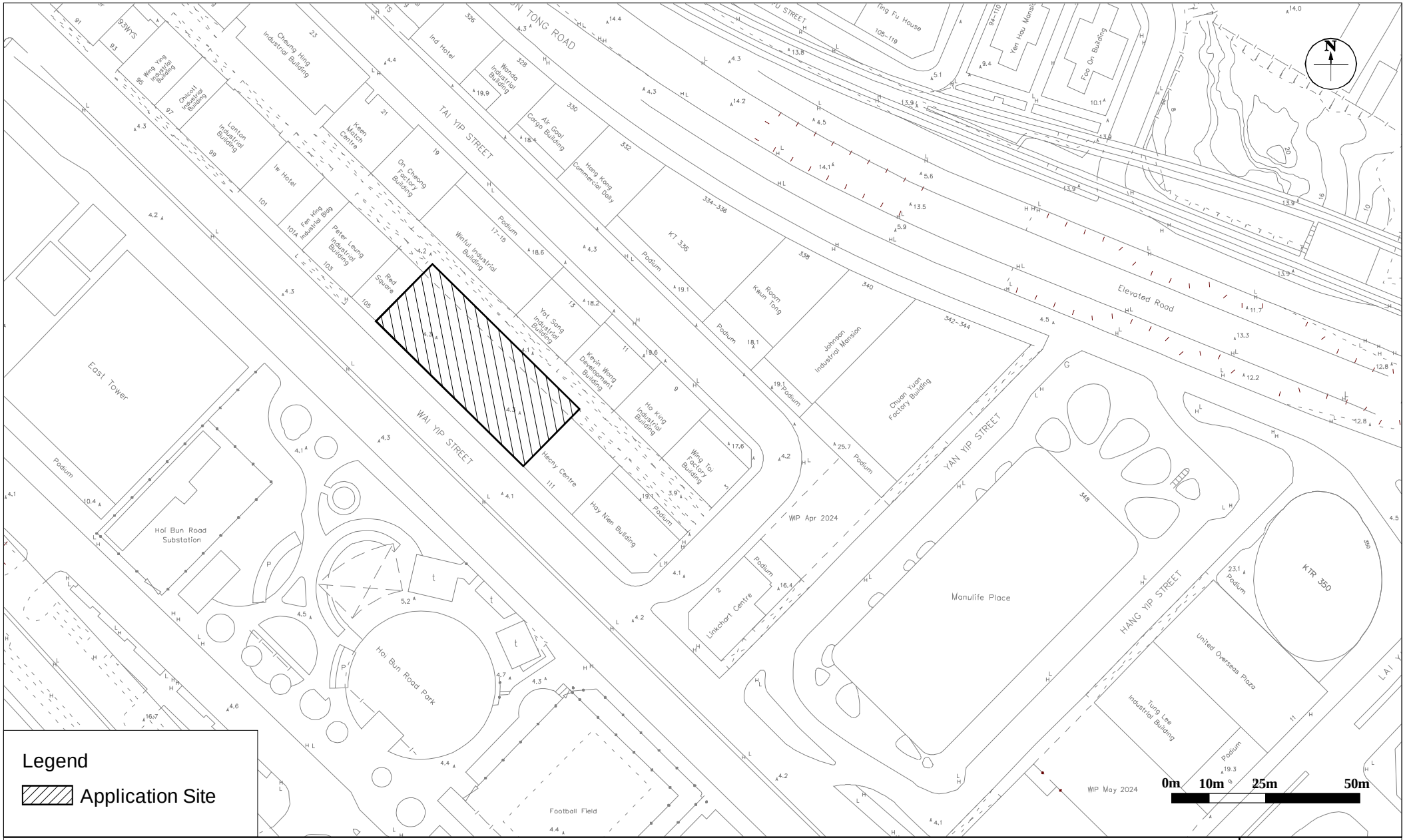


Figure: 1

Title: Location Plan

DeSPACE (International) Limited

Project: Proposed Hotel at 107-109 Wai Yip Street, Kwun Tong, Kowloon

Rev.: 1.0

Date: June 2025

Figure 2 : Existing Drainage Record Plan

Please note that drainage information is now available in the GeoInfo Map services of the Lands Department (https://www.map.gov.hk/gm/?lg=en). Please refer to the Quick Reference Guide of the system for the operation.

For legend of drainage record plans, please refer to the following URL: (https://www.dsd.gov.hk/EN/Files/Legend_BW.pdf)

SCALE 1 : 500

Metres 20 10 0 20 0 60 80 100 Metres

Mainland South Division
Drainage Services Department

© The Government
Map reproduced with permis

Application Site

Drainage Record Sheet Number

11-NE-17D-2

Last Updating : 9/6/2025

Map data renewed on January 2025

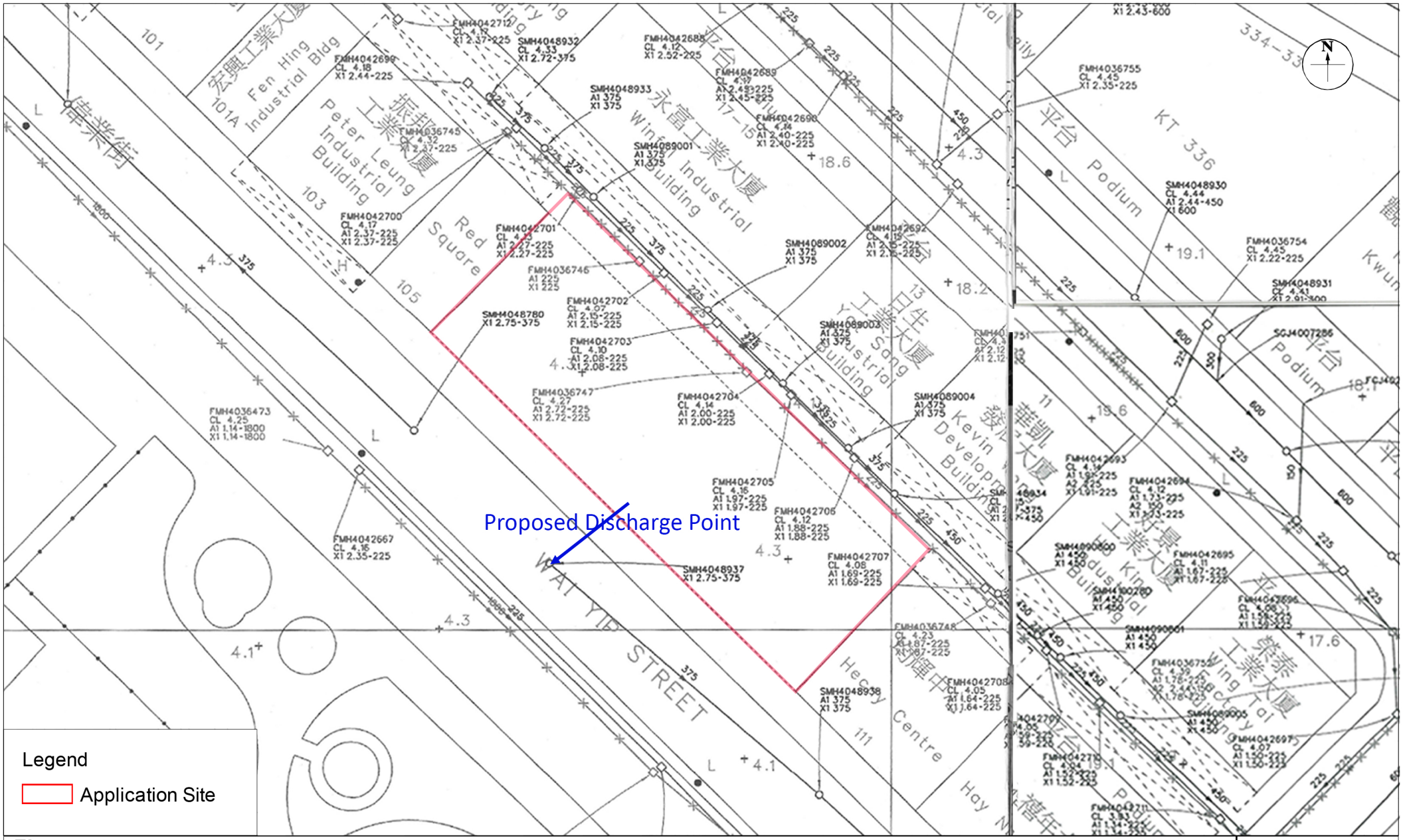


Figure: 3

Title: Proposed Drainage Connection Point

Project: Proposed Hotel at 107-109 Wai Yip Street, Kwun Tong, Kowloon

DeSPACE (International) Limited

Rev.: 1.0

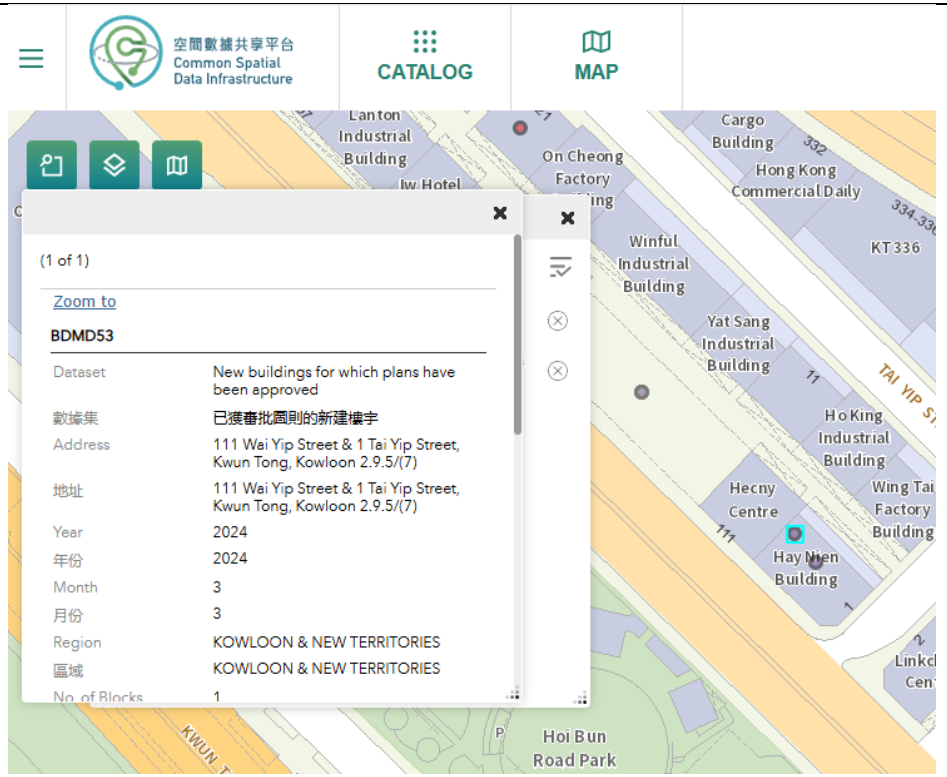
Date: June 2025

PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND BUILDING HEIGHT (BH) RESTRICTIONS FOR PROPOSED HOTEL USE AT 107-109 WAI YIP STREET, KWUN TONG (KWUN TONG INLAND LOT NOS. 570, 571, 572 & 573)

Planning Application No. A/K14/835

Response-to-Comment Table

Departmental Comments	Response
Email dated 10th July 2025 refers: **Comments of the Environmental Protection Department**	
1. Based on Section 5.6.3 of the Supplementary Planning Statement (SPS), the applicant has confirmed that central air-conditioning system will be provided for the proposed development and the development will not rely on opened window for ventilation. The fresh air intake point of the air conditioning system will also be properly located to meet the buffer distance requirement for roads stipulated in Chapter 9 of the HKPSG.	Noted with thanks.
2. According to Section 2.1 of the SPS, the Site was previously occupied by a 10-storey (including ground floor) industrial building. With consideration of the land use history of the Site, the applicant should properly conduct the land contamination assessment. Please be advised that no construction works shall be commenced prior to the completion of the land contamination assessment including the remediation works.	Please be clarified that it was previously occupied by a 10-storey (including ground floor) industrial-office (I/O) building. Similar to other I/O buildings in the area, despite being ancillary and directly related to an industrial (or godown) operation, the former I/O building on the Application Site was in fact an office building in nature. Hence, there is no anticipated land contamination issue for the Proposed Development. Please find an evaluation under Section 5.6.3 of the SPS.
3. The applicant carried out Sewerage Impact Assessment (SIA) for the proposed development and we have the following comments on the SIA report in Appendix 2 of the SPS:-	

4. The applicant carried out Sewerage Impact Assessment (SIA) for the proposed development and we have the following comments on the SIA report in Appendix 2 of the SPS:- <u>Appendix 1 Table 3</u> It appears that some of the sub-catchments are under planning stage, please provide supporting documents to show that the developments are on-going/completed to support the use of smaller estimated sewage flows comparing to the previous developments: Catchment A – 7. Proposed Commercial Development at 111 Wai Yip Street and 1 Tai Yip Street (Planning Application No. A/K14/809) Catchment A – 13. Planned Development (334-336 & 338 Kwun Tong Road) Catchment C – 20. Proposed Commercial Development at 5 Lai Yip Street (Planning Application No. A/K14/810 Catchment C – 22. Proposed Commercial Development at 9 Lai Yip Street (Planning Application No. A/K14/748) Catchment C – 23. Proposed Commercial Development at 11 Lai Yip Street (Planning Application No. A/K14/806)	 Extracted from CSDI as at 11.9.2025 According to published information of BD, building plans have been approved for 111 Wai Yip Street and 1 Tai Yip Street after the planning approval, which proves that Catchment A – 7 is an on-going development. For other planning approvals (i.e. Catchment A – 13, Catchment C – 20, 22 and 23), since no information showing their active status is found, the sewerage capacities are further tested in SIA taking into account the existing uses and parameters of these sites. Attached please find the replacement pages of the updated SIA.
<u>General</u> Please re-visit the assessment based on above comments	Noted with thanks. Attached please find the replacement pages of the updated SIA.
Please note that the implementation of sewerage works shall also meet the satisfaction of DSD	Noted with thanks.

Effective mitigation measures should be provided for pipe sections with utilization rate over 90% (including those pipes proposed to be upgraded), if any, to ensure the proposed development would not cause adverse impact to the public sewerage system in long-term	Noted with thanks.
Please provide softcopy of the report (in pdf) and calculation spreadsheet (in Excel spreadsheet) as well as all Response to Comments from EPD and DSD as appendix. Please also highlight the revised / updated content of the SIA report in next submission to facilitate review.	Noted with thanks.
Email dated 4th September 2025 refers: **Comments of the Kowloon District Planning Office of the Planning Department**	
Supplementary Planning Statement (SPS) 1. Bonus PR/GFA: it is noted that bonus PR/GFA of about 0.539 and 630m2 will be claimed for the proposed setback at Wai Yip Street in the latest submission. Such bonus GFA, limited to the proposed setback Wai Yip Street, to be approved under the Building (Planning) Regulations separately has been considered and included in the proposed scheme. Please clarify the rationale of not accounting the bonus GFA of the setback area along the back alley in your submission and discuss if the bonus GFA of 411.475m^2 at the back alley, which could be approved under B(P)R, could be fitted in the current proposed bulk.	Please be clarified that the Applicant will claim only the bonus PR/GFA with respect to the proposed setback along Wai Yip Street. The applicant has not considered to claim bonus PR/GFA for the setback areas along the back alley.
2. Table 4.1 of the SPS (Remark 1): As the current proposal is for proposed hotel use as well as minor relation of PR and BH, please discuss the site constraint taking into account the fulfillment of the setback requirement per the Outline Development Plan. Please provide the floor area of the podium and typical floors. In terms of the proposed BH, whether it has been minimised by provision of basement floor and minimising of floor-to-floor height.	Relevant justifications are provided under Section 5.5 of the SPS. Please find Section 5.5 further elaborated.
3. The public passageway on G/F proposed under previous approval as a planning and design merit to allow direct connection from back alley to Wai Yip Street is no longer provided. Besides, communal garden was also proposed under the previous approved scheme. Since you are using previous	The previous scheme is for Eating Place/Shop and Service, Office uses which are generally more complementary with inviting communal areas and semi-private space for encouraging interactive commercial activities. As different from the previous scheme, the subject application is for hotel use, for which providing quality sleeping accommodation, building safety,

planning approval as justification for the current application, please provide justifications of not honoring such merits under that prior approval. ,	facility management and assistance to patrons are the main focus. In the previous scheme, the communal garden at 1/F would be opened to the public, which will compromise the management quality and privacy under the current scheme. Under the same building height, some of the internal areas have to be reserved for the provision of adequate facilities for the operation of the hotel and facilities ancillary to the functions of the hotel under the relevant licensing requirements. Nonetheless, external features of the design merits under the previous approved scheme are retained.
4. It is noted that building design elements of Sustainable Building Design Guidelines SBDG (APP-152) have been considered in the Proposed Scheme, i.e. the requirement of greenery site coverage. Please outline all design elements being adopted in the proposed scheme, particularly the requirement for building separation and setback. Please clarify the width of the building facade fronting Wai Yip Street.	The subject site with an area (i) less than 20,000m^2 and (ii) proposed with building having a continuous projected facade length (Lp) of below 60m, fall outside the prescribed categories requiring compliance with the building separation requirements in accordance with APP-152. Buildings fronting a street less than 15m wide should be set back to comply with one of the following requirements:
5. FIG-01- clarify if the entrance foyer is free for public access, particularly public could walk from Wai Yip Street to the back alley without entering the proposed development.	Please be clarified that under the current design, the entrance foyer is free for public access that the public could walk freely from Wai Yip Street to the back alley through the proposed development without any access control. This access arrangement is subject to detailed design and review.
6. FIG-06- annotate the width if the non-building area at the back alley.	Noted with thanks. Please find revised FIG-06.
Visual Impact Assessment 7. Table 1, Remark (a) of the VIA: please refer to my comments at paragraph 2 above.	Relevant justifications are provided under Section 5.5 of the SPS. Please find Section 5.5 further elaborated.
8. Table 1, Remarks (a) and (e) of the VIA: Based on Remark (a), a building bulk inclusive of bonus GFA resulted from setback from Wai Yip Street equals to ***17,487m2 (please provide the breakdown of this assumed GFA)*** serves as the basis of the VIA. According to the SPS, no MiC method is considered. However, based on Remark (e), MiC construction methods may be considered at detailed design stage. Please discuss the GFA implication resulted from adaptation of MiC method towards the Proposed Scheme. Whether the existing building bulk could accommodate the GFA, particular the BH of 115mPD as proposed.	Please find the breakdown included in Remark (a) and Remark (e) removed as the Applicant has not considered MiC construction methods at this stage.

”

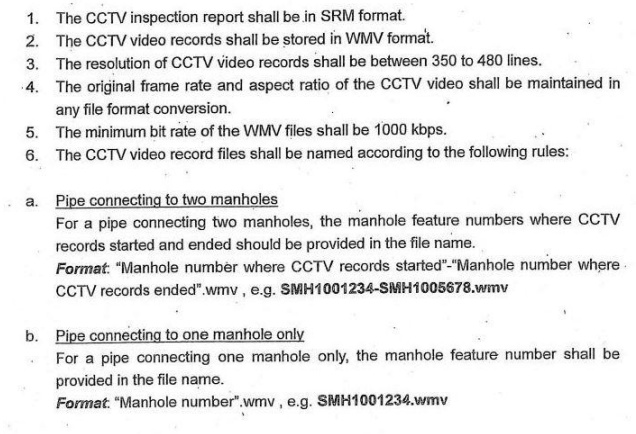
9. Paragraph 2.2- bulletpoint 2. “a 3m wide public passage at G/F to serve as a short-cut between Wai Yip Street and the back lane through to other existing buildings on Tai Yip Street . According to the SPS, the 3m wide public passage at G/F is no longer proposed. Please clarify.	Please find Para. 2.2 with this statement removed.
Email dated 10th September 2025 refers: **Comments of the Kowloon District Planning Office of the Planning Department**	
1. SPS- Para. 5.4 : ‘3m-wide public passage at G/F - Brings Improvement to Connectivity The two accesses to Tai Yip Street from Wai Yip Street are about 250m apart. The proposed public passage on G/F will give an alternate access to Tai Yip Street to shorten the travel distance. This helps to break the long street grid down to a more reasonable and pleasant distance.’ Please clarify whether the 3m-wide public passage at G/F under the previous will be honored in the current scheme.	Please be clarified that no 3m-wide public passage at G/F will be committed at this stage. Please find Para 5.4 revised.
2. SPS- Para. 5.5 : ‘As such, the proposed minor relaxation of BHR is considered minor in nature and should be considered acceptable. The proposed full-height setbacks would further contribute to an enhanced urban environment with wider public footpath, better visual permeability and air ventilation, which would mitigate the visual impact if any. The Proposed Scheme generally meets the criteria for considering application for minor relaxation of BHR as mentioned in paragraph 8.2 above.’ Please make reference to Section 7 of the Explanatory Statement of OZP on BHR in KTBA, in particular, Para. 7.4 for relevant criteria for relaxation of BHR. Please identify whether the Proposed Scheme falls in to criteria (a) to (f).	It is considered that the Proposed Scheme falls into criteria (b), (c), (d) and (f) Para. 7.4 of the Explanatory Statement of OZP for relevant criteria for relaxation of BHR. Please find Section 5.5 further elaborated.

3. Please confirm that no vertical greening would be proposed.	Please be confirmed that the Applicant has not considered providing vertical greening at this stage.
Email dated 11st September 2025 refers: **Comments of the Kowloon District Planning Office of the Planning Department**	
1. According to the third sentence of 4.1.2 Enhancement of Streetscape under Landscape Proposal, it stated that "As a result, pavement tree planting is not proposed within the setback area , however, we found that you have proposed to plant 13 shaped plants on the setback area along Wai Yip Street in Drawing No. PT01. Please clarify whether you are intended to plant 13 shaped plants on the setback area along Wai Yip Street? We also noted that you are intended to claim bonus GFA by surrender of land for road widening (including the setback area along Wai Yip Street) for public passage. By designing 56.2m^2 greenery area at the setback area along Wai Yip Street, please clarify whether this design will affect the function of public passage.	Please be clarified that the setback area along Wai Yip Street is designated for the pure function of public passage at this stage and no greenery area or trees is proposed. Attached please find the relevant layout plans and Landscape Proposal updated.
2. According to the second bullet point of 2.2 under Visual Impact Assessment, it stated that "Provide a 3m wide public passage at G/F to serve as a short-cut between Wai Yip Street and the back lane through to other existing buildings on Tai Yip Street. The width of 3m is an appropriate length for serving the intended purpose. The public passageway will be opened 24 hours daily, subject to the grant of bonus GFA accounting for that area. When we look at Figure 3.1 G/F Layout Plan, we cannot find a 24 hour passageway connecting from Wai Yip Street to the back lane, please clarify whether the 24 hour public passageway will be provided under the proposed scheme.	Please be clarified that no 3m-wide/ 24 hour public passage at G/F will be committed at this stage. Please find Para 2.2 of VIA revised.
Email dated 11st September 2025 refers: **Comments of the Drainage Service Department**	
[I] For Sewerage Impact Assessment (SIA) LDD's comments from sewerage network planning perspective 1 Appendix 1 Table 5 - In accordance with Section 5.1.3 of the Sewerage Manual Part 1 published by this department, very fast flow is not desirable and the maximum velocity shall be limited to 3 m/s, or it may be relaxed to 6 m/s provided that the conditions stated therein could be achieved. In this regard, flow velocity up	According to data from DSD's drainage record plan, Segment S12-S13 under the existing condition already has a flow velocity up to 6.2m/s. In the submitted SIA, Segment S12-S13 is proposed to be upgraded from 400mm to 525mm diameter pipe to fit with the upstream segments.

to 7.35 m/s is observed in the hydraulic analysis. Please review the proposed sewerage arrangement, including but not limited to the proposed pipe gradient, proposed pipe materials, erosion protection measures, etc. where appropriate.	Subject to detailed design, the flow velocity of Segment S12-S13 is controlled within 3m/s by adjusting the downstream invert level in the SIA.
MSD's comments from district operation and maintenance viewpoint 2 I refer to EKEO's Technical Study on the Lai Yip Street Site in Kowloon East (https://www.ekeo.gov.hk/filemanager/ekeo/common/sustainable-growth/20230116_ES_final.pdf). Please review and double-confirm with EPD and EKEO regarding the estimated discharge flow and calculation about Catchment D Sites 26,27,29 adopted in the SIA, as these sites are likely to be re-developed into a commercial development.	Noted with thanks. The sewerage capacities are further tested in SIA taking into account EKEO's planned development on the Lai Yip Street. Attached please find the replacement pages of the updated SIA.
3 Based on the preliminary SIA submitted, considerable sections of public sewers downstream located at or across busy carriageways are proposed to be upgraded to ensure sufficient capacity of the sewerage system to take up the discharge arising from the site. The applicant is reminded to plan and ensure feasibility of such proposed upgrading works at earlier stage of the project. The proposed upgrading works and connection works proposed should be aligned with a detailed Sewerage Impact Assessment to be submitted at later detailed design stage for EPD and DSD's agreement and implemented by the development at the cost of the developer to and up to DSD's satisfaction **(as an approval condition)**.	Noted with thanks. The Applicant will plan and ensure feasibility of such the proposed upgrading works and connection works under a detailed SIA to be submitted at the post-planning approval stage.
[II] For Drainage Impact Assessment (DIA) Coordinated comment from LDD and MSD 4 Please provide a project profile in accordance with *Appendix I* of <***DSD Advice Note No.1***> and append in your Planning Statement for clarity. While DIA is considered not required at this planning stage, in view of the scale of the project and location at low-lying coastal area, DIA is required to be conducted at later detailed design stage **(as an approval condition)**.	For clarity sake, please find in **Appendix 6** a project profile in accordance with Appendix I of <DSD Advice Note No.1>, which contains only relevant information extracted from the formal planning application.
5 Please observe <DSD's Practice Note 2/2023 - Guidelines on	Noted with thanks. The Applicant will incorporate site-specific flood

Flood Resilience> in your planning and detailed design. In particular, for this proposed development at coastal areas, please pay attention to the potential increase of sea level and plan a higher design formation level as far as practical. Sufficient structural prevention should be planned to ensure the flood resilience of the development. Sufficient operation arrangement to ensure emergency preparedness should be proposed to ensure the flood resilience of the development if other structural measures were considered impractical. Considerations for flood resilience should be presented in the DIA to be submitted at later stage.	resilience measures into the detailed design under a detailed SIA to be submitted at the post-planning approval stage.
6 Layouts should be appended in the DIA to be submitted at later stage, showing existing and proposed modification / abandonment arrangement of all existing internal terminal manholes, connection pipes and proposed new connection works to downstream public network.	Noted with thanks. The required information will be submitted at the detailed design stage.
[III] General <u>MSD's comments from district operation and maintenance viewpoint</u> The applicant / developer is required to observe the following obligations throughout the project delivery:- 1 For your SIA and DIA to be submitted at later detailed design stage, please append layout(s), indicating the followings with proper legends: (i) all existing public drains and sewers maintained by DSD in the vicinity; (ii) existing and proposed internal drainage / sewerage connections, to be abandoned, constructed or modified by your development and handed over to DSD; (iii) proposed modification / upgrading works if any on the public drainage / sewerage system, to be implemented by your development to be handed over to DSD for maintenance; (iv) existing and proposed road drainage facilities maintained by / to be handed over to HyD; (v) proposed terminal manholes / internal drains or sewers	Noted with thanks. The required information will be submitted at the detailed design stage.

	to be maintained by future lot management office; (vi) proposed general layout of the development to demarcate road / footpath area if any; and (vii) boundary of the concerned land lot and proposed drainage reserve area inside the lot • For any pipes (including existing connection pipes from the lot) proposed to be abandoned / modified / constructed, please present with proper legends/colors to distinguish for clarity. • Please indicate pipe sizes and manhole details (ref nos., invert levels, etc.) in the layout. • Please confirm in your drawing(s) that the proposed sizes of pipes shown are internal diameters. Please ensure that the proposed sewerage pipe(s) would have internal diameter not less than 200mm, (e.g. around OD225mm for PE pipe) and proposed stormwater drainage pipe(s) of internal diameter not less than 225mm for future maintenance concern.	
2	It is the developer's responsibility to identify/locate the existing government sewers and stormwater drains to which drainage connections from his site are to be proposed. You are required to verify that downstream existing government drains/sewers, to which connections are proposed, are in normal working conditions and capable for taking the discharge from the site. Your project is required to conduct condition survey (CCTV submission file format refer to below) and arrange mitigation measures (e.g. pipe clearance or rehabilitation works) where needed to ensure sound hydraulic performance. Result of condition survey and associated mitigation measures should be discussed in the SIA and DIA for agreement with DSD.	Noted with thanks. The condition surveys as required will be proposed and agreed with DSD at the detailed design stage to ensure sound hydraulic performance.
3	The applicant/developer is required to ensure that no construction debris, silt and sediments, or cementitious materials will be discharged to or deposited inside the public drains or sewers from the site. Any pipe blockage or damage arising from the construction works shall be made good at the cost of the developer and to our satisfaction.	Noted with thanks. The required information will be submitted at the detailed design stage.

	For CCTV submissions regarding above #2 and #3, please provide at least one hardcopy with one CD (file format as below) to DSD/MSD for proper record purpose.  1. The CCTV inspection report shall be in SRM format. 2. The CCTV video records shall be stored in WMV format. 3. The resolution of CCTV video records shall be between 350 to 480 lines. 4. The original frame rate and aspect ratio of the CCTV video shall be maintained in any file format conversion. 5. The minimum bit rate of the WMV files shall be 1000 kbps. 6. The CCTV video record files shall be named according to the following rules: a. Pipe connecting to two manholes For a pipe connecting two manholes, the manhole feature numbers where CCTV records started and ended should be provided in the file name. ***Format***: "Manhole number where CCTV records started"-"Manhole number where CCTV records ended".wmv , e.g. **SMH1001234-SMH1005678.wmv** b. Pipe connecting to one manhole only For a pipe connecting one manhole only, the manhole feature number shall be provided in the file name. ***Format***: "Manhole number".wmv , e.g. **SMH1001234.wmv**	
4	The applicant/developer should ensure that your proposed scheme would comply with the requirements stipulated in Stormwater Drainage Manual, Sewerage Manual, DSD Standard Drawings, DSD Technical Circulars, Practice Notes and Guidelines, etc.	Noted with thanks. The required information will be submitted at the detailed design stage.
5	The applicant/developer should ensure that adequate clearance between the existing/proposed drainage facilities and the existing/proposed utilities shall be provided in accordance with DSD Technical Circular No. 4/2019 – Handling of Utility Services Encroaching upon Public Drainage Facilities. Embedment or intrusion of utilities services in the existing drainage facilities is prohibited. In case the minimum clearance requirement could not be provided due to site constraints, please inform this office for further action.	Noted with thanks.
6	Any proposed manholes should be located such that the disruption to the traffic will be minimal when their covers are lifted under normal maintenance operations and the openings of the manholes should be confined within one traffic lane as far as possible. For	Noted with thanks.

	proposed manholes with multi-part covers, the openings should also be designed to avoid locating at the middle of carriageway of major roads, road junctions and intersections and should be provided at off-road areas or in the slow traffic lane of carriageway as far as possible.	
7	The applicant/developer should review proposed scheme to minimize level difference between the proposed connection invert level and outlet invert level at Government sewage/stormwater manhole(s) as far as practical. In case that the level difference is greater than 600mm, backdrop manholes in accordance with relevant DSD Standard Drawings should be constructed. Please incorporate this requirement in your drawings for construction to cater the potential tolerance in site works.	Noted with thanks. Please note that the level difference will be less than 600mm. The requirement will be further incorporated in the submission at the detailed design stage.
8	The applicant/developer should make sure that the any existing connections to the public drains and sewers are temporarily sealed off prior to commencement of works on site to avoid blockage to the public drains and sewers. Sufficient peripheral drains with adequate capacity should be provided around the site to make sure that all rainwater falling on or flowing onto the site will be properly intercepted and carried off into existing drainage system without increasing the risk of flooding to the subject site and the adjacent areas. In this regard, please indicate on the drawings details of the peripheral drains and confirm that the proposed peripheral drains around the site and the existing downstream drainage system for receiving the discharge from the site will have sufficient capacity to cope with the runoff.	Noted with thanks. The required information will be submitted at the detailed design stage.
9	The project team is reminded to exercise extreme care and ensure safe working methods when working in the vicinity of any existing public drainage/sewerage facilities, for safety concern and ensure also not to disturb or cause damage to the existing drainage/sewerage facility.	Noted with thanks.

Email dated 15th September 2025 refers: **Comments of the Urban Design Unit of UD&L Section, Planning Department**	
Supplementary Planning Statement (SPS) 2. **Section 4.2** – Please clarify if requirements of building setback and building separation under SBDG are fulfilled.	
3. **Section 5.5, 3rd Para.** – Please revise to read as "~~**better**~~ **maintaining** visual permeability…	Noted with thanks. Please Section 5.5 revised.
4. **Section 5.6.2 Subheading** – Please revise the subheading to read as "No **Insurmountable** Visual Impacts to tally with the submitted VIA.	Noted with thanks. Please find the subheading revised.
5. It is noted from the SPS (Section 5.4), Planting Plan (G/F) (Landscape Proposal at Appendix 3) and VIA (Para 2.2) that a 3m-wide public passage at G/F between Wai Yip Street and the back lane to be opened 24 hours daily is proposed, which does not seem to tally the Proposed Development Scheme at Appendix 1. The Consultant should clarify/rectify as appropriate.	Please be clarified that no 3m-wide public passage at G/F will be committed at this stage. Please find the relevant paragraphs revised.
6. To facilitate understanding of how the proposed development may be perceived by the pedestrian, visual materials, such as artist's rendering illustrating the proposed development at a closer scale are relevant in support of the application.	Please find an visual illustration in FIG-07 of Appendix 1 – The Proposed Development Scheme showing the proposed development at a closer scale particularly the setback area along Wai Yip Street.
7. The Consultant may wish to supplement on how the proposed development would comply with the criteria for consideration of applications of minor relaxation of building height restriction as per Para. 7.4 of the ES of the OZP.	It is considered that the Proposed Scheme falls into criteria (b), (c), (d) and (f) Para. 7.4 of the Explanatory Statement of OZP for relevant criteria for relaxation of BHR. Please find Section 5.5 further elaborated.
Visual Impact Assessment 8. **Para. 1.4** – Please remove "and improve air ventilation to avoid confusion.	Noted with thanks. Attached please find the replacement pages of the updated VIA.

9. **Para. 5.3** – Please review if there are six short to medium range VPs instead of five as per Table 2.	Noted with thanks. Attached please find the replacement pages of the updated VIA.
Baseline Scenario " 10. **Section 6.1** - It is noted that the photomontages" "mainly compare the existing condition with the proposed development , while the visual impact as illustrated throughout this section is "compared with the BHR of +100mPD . Please clarify and revise Section 6.1 as appropriate.	Noted with thanks. Attached please find the replacement pages of the updated VIA.
General 11. The Consultant is requested to confirm if the bulk of the proposed development at the subject site and the planned/committed developments in the surrounding have been accurately reflected on the photomontages. We reserve our comments on the VIA and the photomontages subject to the Consultant's confirmation and any revision of the photomontages.	Noted with thanks.
12. According to the VIA, the applicant may consider adopting MiC construction methods for the is project subject to detailed design. Please clarify if this is still the applicant's intension.	The Applicant has not considered MiC construction methods at this stage.
VP1 " 13. **Figure 6.1, Existing Photo (Left)** – Please rectify the annotation "Subject Proposed Development (+115mPD) to avoid confusion.	Noted with thanks. Attached please find the revised **Figure 6.1** of the updated VIA.
VP2 14. **Para. 6.7" and Table 3** – As per the submitted photomontages and to tally with Para. 6.5, as the "as-of-right building height level of +100mPD under OZP is not visible from this viewpoint , it should be reviewed whether the rating of visual	Noted with thanks. Attached please find the replacement pages of the updated VIA.

impact would be negligible instead of slightly adverse.	
VP3 15. **Para. 5.4** – It should be review whether this VP is at the northwest of the site instead of southeast.	Noted with thanks. Attached please find the replacement pages of the updated VIA.
VP4 16. **Para. 5.4, Tables 2 and 3, Drawing Title and Section 6 –** It should be review whether the VP is located at the junction of Elegance Road and Ngau Tau Kok Road instead of Kwun Tong Road throughout the VIA.	Noted with thanks. Attached please find the replacement pages of the updated VIA.
VP5 17. **Para. 5.4 and Table 2** – It should be reviewed whether the viewing distance of VP5b is about 1km instead.	Noted with thanks. Attached please find the replacement pages of the updated VIA.
18. **Table 2** – Pleased review if the viewing frequency would be frequent instead of occasional.	Noted with thanks. Attached please find the replacement pages of the updated VIA.
19. **Para**. **6.15** – Please revise to read as "…marginal increase in obstruction to the sky view **and mountain backdrop** .	Noted with thanks. Attached please find the replacement pages of the updated VIA.
20. **Figure 6.5b –** (a) It should be reviewed whether the positon of the red dotted line indicated BHR of 100mPD would be too high.	Noted with thanks. Attached please find the revised **Figure 6.5b** of the updated VIA.
(b) It should be reviewed whether approved Application No. A/K14/822 would be visible from this VP.	Application No. A/K14/822 would be invisible from this VP.
VP6 21. **Para. 6.18** – Please confirm and supplement whether the proposed development including rooftop structures will	Noted with thanks. Attached please find the replacement pages of the updated VIA

intercept the 20% Building Free Zone.	
22. **Figure 6.6** – (a) It seems that the delineation of the 20% Building Free Zone in the photomontage is inaccurate. Please adopt the photo from Strategic Viewing Point 4 from the website of Planning Department for assessment of visual impact.	Noted with thanks. Attached please find the revised **Figure 6.6** of the updated VIA.
(b) It seems that the BHs of the proposed development at 115mPD and the surrounding planned/committed developments are slightly underestimated.	Noted with thanks. Attached please find the revised **Figure 6.6** of the updated VIA.
(c) The current BHR of 100mPD at the subject site should be annotated, similar to presentation of other photomontages.	Noted with thanks. Attached please find the revised **Figure 6.6** of the updated VIA.
23. The annotated locations of approved Applications No. A/K14/810, A/K14/806 and A/K14/774 are inaccurate and may be confusing. Please consider grouping the annotations and ensure accuracy.	Noted with thanks. Attached please find the revised **Figure 6.6** of the updated VIA.
VP7 24. **Figure 6.7 and Para. 6.21** – The Consultant is requested to confirm if the bulk of the proposed development should be extended slightly to the right and slightly obstruct the sky view. Please supplement in the paragraph and revise the photomontage if affirmative.	VP7 has been selected for consistency with the last approved planning application for the same application site (Application No.: A/K14/780). The photograph for this submission was taken from a position marginally to the left of the previous submission; accordingly, the photomontage for this submission remains correctly aligned and positioned.
25. **Para. 6.21 and Table 3** – As per the comment above and subject to revision of the photomontage, it should be reviewed whether the rating of visual impact would be slightly adverse instead of negligible, subject to confirmation by the Consultant.	Noted with thanks. Attached please find the replacement pages of the updated VIA.
Email dated 15th September 2025 refers:	

Comments of the Kowloon District Planning Office of the Planning Department	
1. Please annotate the height of the rooftop ancillary structure at FIG-06 for checking.	

Departmental Comments		**Applicant's Responses** ”
Comments of Commissioner for Transport (Contact Person: Mr. LAW Shun Chit, Tom, Tel No.: 2399 2459)		
b)	Section 3.3 – As only one H/MGV L/UL bay could be provided, please propose traffic management measures to avoid traffic obstruction at Wai Yip Street with busy traffic, such as shared use with coach parking spaces with increased headroom not less than 4.7m.	To offer greater operational flexibility, we would like to propose for the 3 coach laybys to be converted to "Shared-use for Coaches/buses and M/HGV. These 3 laybys have headroom of not less than 4.7m. ”
c)	Section 3.10 – Please supplement mitigation measures to avoid adverse traffic impact in case of the only car lift is broken down.	Since the use of goods vehicle loading/unloading bay and "Shared-use for Coaches/buses and M/HGV layby is by reservation only, the Management Office would be aware of the arrival times of the vehicles, thus enabling efficient scheduling and coordination. In the event that the car lift has broken down, the following additional measures will be undertaken for vehicles which use the car lift, ie, LGV, private car and motorcycle: ” *#1 Measure for LGV* The 3 laybys of COACH-1, COACH-2 and COACH-3 in **Figure 3.1** are now converted to "Shared-use for Coaches/buses and M/HGV, and could be used by LGV. *#2 Measure for Private cars* The management staff will direct the driver to use nearby public car park eg NEO at 123 Hoi Bun Road. *#3 Measure for Motorcycle* The management staff will direct the driver to use nearby public car park opposite One Bay East Citi Tower at 83 Hoi Bun Road.
d)	Section 4.11, Table 4.5 and Appendix 4 – The junction modification at as shown in Kwun Tong District Council Traffic Development and Transport Committee Discussion Paper No. 3/2023 - Proposed Pedestrian Environment	**Table 4.5** and **Appendix 4** have been updated. Year 2032 capacity analysis of J8 - Kwun Tong Road / Lai Yip Street for the cases without and with the Proposed Development are found in the **Appendix 1** of the revised TIA in **Appendix A.**

Departmental Comments		Applicant's Responses
Comments of Commissioner for Transport (Contact Person: Mr. LAW Shun Chit, Tom, Tel No.: 2399 2459)		
	Improvement Works in Kwun Tong Business Area – Ngau Tau Kok Portion is to be considered.	
e)	Table 4.4 – The additional use of Regal Riverside Hotel from TD 05/2006 Trip Generation Survey Report is not representative of the trip generation of hotels with large room counts. A sensitivity test on adopting mean rates from TPDM is recommended in case the scale of the proposed hotel development is changed subsequently (e.g. ratings other than three-star, room sizes and count, etc.).	The sensitivity test is conducted by adopting the mean rates from TPDM and is included in Section 6 of the revised TIA which is found in **Appendix A.**
f)	Table 4.6 – Subject to the result of the sensitivity test in item (e), traffic improvement measures should be proposed to meet the junction performance requirement of RC not less than 15%.	In order to meet RC not less than 15%, the PM cycle time of J2 - Wai Yip Street / Shun Yip Street, could be increased from 108 to 112 seconds. Year 2032 capacity analysis for the cases without and with the Proposed Development are found in the **Appendix 1** of the revised TIA in **Appendix A.**
g)	Figure 3.1 –Please propose passenger safety measures should between the proposed taxi / private car pick-up / drop-off points / coach parking spaces and lobby. Please supplement the goods delivery routes between HGV L/UL bay and lifts.	Directional signs will be installed at key locations to guide passengers to the lobby. In addition, management staff will be deployed to guide passengers. Goods delivery routes between HGV L/UL bay and lifts are included in **Figure 3.1** of the revised TIA in **Appendix A.**
h)	Appendix 1, J7 – The critical y does not match with the calculated values.	The critical y of J7 - Wai Yip Street / Lai Yip Street has been amended. Please see the detailed calculation in **Appendix 1** of the revised TIA in **Appendix A.**
i)	Appendix 1, J1 & J2 – Please supplement queue estimation and review whether upstream junctions would be affected.	The queue estimation of upstream junctions J1 and J2 during the AM and PM peak hours is analysed, and the results are presented in **Tables R1 and R2** below**.** TABLE R1 QUEUE LENGTH FOR J1 - HOI BUN ROAD / SHUN YIP STREET

Departmental Comments	Applicant's Responses
Comments of Commissioner for Transport (Contact Person: Mr. LAW Shun Chit, Tom, Tel No.: 2399 2459)	

Lane Approach	Period	Cycle Time (sec)	Direction	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Existing Condition						
Hoi Bun Road WB	AM	118	SA	332	48	39
	PM	108		258	38	30
	AM	118	SA+RT	339	48	40
	PM	108		261	38	30
Hoi Bun Road EB	AM	118	LT	245	28	37
	PM	108		332	29	44
	AM	118	SA	235	28	35
	PM	108		234	29	31
Without the Proposed Development						
Hoi Bun Road WB	AM	118	SA	664	84[(1)]	38
	PM	108		562	75[(1)]	31
	AM	118	RT[(1)]	341	48	40
	PM	108		328	38	38
Hoi Bun Road EB	AM	118	LT	389	28	58
	PM	108		398	29	52
	AM	118	SA+LT[(1)]	454	28	68
	PM	108		463	29	61
With the Proposed Development						
Hoi Bun Road WB	AM	118	SA	664	84[(1)]	38
	PM	108		562	75[(1)]	31
	AM	118	RT[(1)]	348	48	41
	PM	108		333	38	39
Hoi Bun Road EB	AM	118	LT	389	28	58
	PM	108		398	29	52
	AM	118	SA+LT[(1)]	454	28	68
	PM	108		463	29	61
With the Proposed Development (Sensitivity Test for adopting mean rate)						
Hoi Bun Road WB	AM	118	SA	664	84[(1)]	38
	PM	108		562	75[(1)]	31
	AM	118	RT[(1)]	351	48	41
	PM	108		340	38	40
Hoi Bun Road EB	AM	118	LT	389	28	58
	PM	108		398	29	52
	AM	118	SA+LT[(1)]	454	28	68
	PM	108		463	29	61

Notes: [(1)] Junction Improvement Scheme by Other Project

Departmental Comments	Applicant's Responses
Comments of Commissioner for Transport (Contact Person: Mr. LAW Shun Chit, Tom, Tel No.: 2399 2459)	

TABLE R2 QUEUE LENGTH FOR J2 - WAI YIP STREET / SHUN YIP STREET

Lane Approach	Period	Cycle Time (sec)	Direction	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Existing Condition						
Shun Yip Street NB	AM	118	LT	163	23	26
	PM	108		208	27	28
	AM	118	LT+RT	178	23	28
	PM	108		225	27	30
	AM	118	RT	170	23	27
	PM	108		160	27	22
Without the Proposed Development						
Shun Yip Street NB	AM	118	LT	249	23	39
	PM*	112		289	31	39
	AM	118	LT+RT	270	23	43
	PM*	112		315	31	43
	AM	118	RT	258	23	41
	PM*	112		198	31	27
With the Proposed Development						
Shun Yip Street NB	AM	118	LT	250	23	40
	PM*	112		289	31	39
	AM	118	LT+RT	273	23	43
	PM*	112		315	31	43
	AM	118	RT	260	23	41
	PM*	112		204	31	28
With the Proposed Development (Sensitivity Test for adopting mean rate)						
Shun Yip Street NB	AM	118	LT	252	23	40
	PM*	112		289	31	39
	AM	118	LT+RT	274	23	43
	PM*	112		315	31	43
	AM	118	RT	261	23	41
	PM*	112		210	31	28

Note: * Cycle Time during PM peak is increased by 4 seconds (increased from 108 to 112 seconds.)

Tables R1 and R2 show that the increase in the average queue length on **Hoi Bun Road (EB), Hoi Bun Road (WB) and Shun Yip Street (NB)** between the scenarios without and with the Proposed Development is at most 2m/lane, which is negligible. Given that the distance between J1 - Hoi Bun Road / Shun Yip Street and J2 - Wai Yip Street / Shun Yip Street is around 48m and the average queue on **Shun Yip Street (NB)**, the upstream junction of J2 is less than 48m, the queue along Shun Yip Street (NB) has no impact to

Departmental Comments		Applicant's Responses
Comments of Commissioner for Transport (Contact Person: Mr. LAW Shun Chit, Tom, Tel No.: 2399 2459)		
		Hoi Bun Road.

Departmental Comments	Applicant's Responses
Highways Department	
It is noted that surrender area located along Wai Yip Street (2.3m set back area) and back alley (1.5m set back area) is proposed. For the proposed surrender, it shall only be considered if TD considers it necessary from traffic viewpoint. This office would take up the maintenance responsibility of the surrender areas in the form of footpath (or any other type of road as required by TD) provided that the following comments are complied with:- 1. TD has agreed to the proposed surrender (of any width) for footpath widening purpose, and taken up the traffic management of the future footpath. 2. The surrender areas are up to the requirements of Transport Planning Design Manual (TPDM) and highways standard and shall be formed by the captioned lot owner(s) to the satisfaction of both TD and this Regional Office. In this regard, please request the lot owner(s) to submit the design of proposed surrender areas to both TD and this Regional Office for comment. 3. The surrender areas have to be reverted back to government land. 4. No private installations of any kind are allowed within the road reserves, including any building structure/part, private drains, sewers, waterpipes, cables etc.	Noted with thanks. The required information will be submitted at the detailed design stage as appropriate.

Email dated 19th September 2025 refers: **Comments of the Kowloon District Planning Office of the Planning Department**	
1. In reference to HyD's comments, please evaluate whether your landscape proposal at G/F within the Wai Yip Street setback area is feasible, given the applicant's intention to surrender this area for bonus GFA.	Please be clarified that the setback area along Wai Yip Street is designated for the pure function of public passage at this stage and hence no greenery area or trees is proposed. Attached please find the relevant layout plans and Landscape Proposal updated.

Appendix 2

Replacement Pages of Sewerage impact Assessment

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)
Catchment A, discharges to FMH4042669 (S2)

1. On Cheong Factory Building (19 Tai Yip Street)
Industrial - Manufacturing

Assumed area	=	2510	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	58	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**30.6**	m^3/day

2. Winful Industrial Building (15-17 Tai Yip Street)
Industrial - Manufacturing Reference: SIA report under Approved Planning Application A/K14/809

Assumed area	=	5280	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	174	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**92.3**	m^3/day

3. Peter Leung Industrial Building (103 Wai Yip Street)
a) Industrial - Manufacturing

Assumed area	=	2827	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	93	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**49.4**	m^3/day

b) Express delivery

Assumed area	=	201	m^2
Assumed floor area per employee	=	22.7	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services - I/O Buildings)
Total number of employees	=	9	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**0.7**	m^3/day

4. Red Square (105 Wai Yip Street)
Office

Assumed area	=	1739	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	96	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**7.7**	m^3/day

F&B

Assumed area	=	191	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
Total number of employees	=	10	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**15.4**	m^3/day

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)

5. Yat Sang Industrial Building

Industrial - Manufacturing	Reference: SIA report under Approved Planning Application A/K14/809		
Assumed area	=	2400	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	55	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**29.3**	m^3/day

6. Kevin Wong Development Building (11 Tai Yip Street)

Industrial - Manufacturing	Reference: SIA report under Approved Planning Application A/K14/809		
Assumed area	=	3080	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	102	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**53.9**	m^3/day

7. Proposed Commercial Development at 111 Wai Yip Street and 1 Tai Yip Street (Planning Application No. A/K14/809)

	Reference: Approved Planning Application A/K14/809 (https://www.ozp.tpb.gov.hk/api/Perm/Gist?caseNo=A%2fK14%2f809&lang=EN&ext=pdf&d		
Office			
Assumed area	=	13349	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	734	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**58.7**	m^3/day

8. Ho King Industrial Building (9 Tai Yip Street)

Industrial - Manufacturing			
Assumed area	=	2044	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	47	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**24.9**	m^3/day

9. Wing Tai Factory Building (3 Tai Yip Street)

Industrial - Manufacturing			
Assumed area	=	3144	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	104	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**55.0**	m^3/day
Storage			
Assumed area	=	147	m^2
Assumed floor area per employee	=	250.0	m^2 per employee -- (refer to Table 8 of CIFSUS - Storage)
Total number of employees	=	1	employees
Design flow	=	180	litre/employee/day -- (refer to Table T-2 of GESF - Transport, Storage & Communication)
Sewage generation rate	=	**0.1**	m^3/day

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)

11. Air Goal Cargo Building (330 Kwun Tong Road)
Industrial - Manufacturing

Assumed area	=	2309	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	53	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**28.2**	m^3/day

12. Hong Kong Commercial Daily (332 Kwun Tong Road)
Office

Assumed area	=	2304	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	127	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**10.1**	m^3/day

13. Far East Factory Building (334-336 Kwun Tong Road)
Office

Assumed area	=	7833	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	258	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**137.0**	m^3/day

14. Room Kwun Tong (338 Kwun Tong Road)
Storage

Assumed area	=	6570	m^2
Assumed floor area per employee	=	250.0	m^2 per employee -- (refer to Table 8 of CIFSUS - Storage)
Total number of employees	=	26	employees
Design flow	=	180	litre/employee/day -- (refer to Table T-2 of GESF - J3 Transport, Storage & Communication)
Sewage generation rate	=	**4.7**	m^3/day

15. Johnson Industrial Mansion (340 Kwun Tong Road)
Industrial - Manufacturing

Assumed area	=	5772	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing - I/O Buildings)
Total number of employees	=	190	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**101.0**	m^3/day

Total Flow of Catchment A, discharges to FMH4042669 (S2)	**=**	**699.0**	**m^3/day**

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)
Catchment B, discharges to FMH4042670 (S3)

16. Chuan Yuan Factory Building (342-344 Kwun Tong Road)			
Industrial - Manufacturing			
Assumed area	=	13344	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	307	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**162.7**	m^3/day
17. Hong Kong Baptist Hospital (4 Tai Yip Street)		Reference: SIA report under Approved Planning Application A/K14/782	
Sewage generation rate	=	**181.6**	m^3/day
18. Linkchart Centre (2 Tai Yip Street)		Reference: Online building profile (https://www.interasia.com.hk/en/Kowloon-Building/Kwun-Tong/1563/Linkchart-Centre)	
Office			
Assumed area	=	9109	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	501	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**40.1**	m^3/day
24a. KTR 350 (65% of total discharge capacity)		Reference: SIA report under Approved Planning Application A/K14/763	
a) Office			
Assumed area	=	19223	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	1057	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**84.6**	m^3/day
b) F&B			
Assumed area	=	1201	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurants)
Total number of employees	=	61	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**96.8**	m^3/day
b) Retail			
Assumed area	=	1646	m^2
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
Total number of employees	=	58	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**16.1**	m^3/day
65% of Total sewage generation rate		**128.4**	m^3/day
Total Flow of Catchment B, discharges to FMH4042670 (S3)	**=**	**512.7**	**m^3/day**

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)
Catchment C, discharges to FMH4042672 (S5)

19. Manulife Place
a) Office

Assumed area	=	42693	m^2
Assumed floor area per employee	=	18.2	m2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	2348	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**187.8**	m^3/day

b) F&B

Total number of employees	=	28	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**44.2**	m^3/day

b) Retail

Total number of employees	=	1	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**0.3**	m^3/day

20. Chen Yip Industrial Building (5 Lai Yip Street)
Industrial - Manufacturing

Assumed area	=	7431	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	171	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**90.6**	m^3/day

21. Proposed Commercial Development at 7 Lai Yip Street (Planning Application No. A/K14/774)
a) Office

Assumed area	=	12375	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	681	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**54.5**	m^3/day

b) F&B

Assumed area	=	1200	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurants)
Total number of employees	=	61	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**96.7**	m^3/day

c) Retail

Assumed area	=	1200	m^2
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
Total number of employees	=	42	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**11.8**	m^3/day

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)

22. Tung Lee Industrial Building (9 Lai Yip Street)
Industrial - Manufacturing

Assumed area	=	9524	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	219	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**116.1**	m^3/day

23. United Overseas Plaza (11 Lai Yip Street)
Industrial - Manufacturing

Assumed area	=	7272	m^2
Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS - Manufacturing)
Total number of employees	=	167	employees
Design flow	=	530	litre/employee/day -- (refer to Table T-3 of GESF - J1 Manufacturing in East Kowloon)
Sewage generation rate	=	**88.6**	m^3/day

24b. KTR 350 (35% of total discharge capacity) Reference: SIA report under Approved Planning Application A/K14/763

a) Office

Assumed area	=	19223	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	1057	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**84.6**	m^3/day

b) F&B

Assumed area	=	1201	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurants)
Total number of employees	=	61	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate	=	**96.8**	m^3/day

b) Retail

Assumed area	=	1646	m^2
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
Total number of employees	=	58	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**16.1**	m^3/day
35% of Total sewage generation rate		**69.1**	m^3/day

Total Flow of Catchment C, discharges to FMH4042672 (S5)	=	**759.7**	**m^3/day**

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)
Catchment D, discharges to FMH4042678 (S12)

25. Neo
Office

Assumed area	=	55390	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	3046	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**243.7**	m^3/day

26, 27, 29.Lai Yip Street Commercial Development Site (MPC Paper No. 7/23)
a) Office

Assumed area	=	19400	m^2
Assumed floor area per employee	=	18.2	m^2 per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	1067	employees
Design flow	=	80	litre/employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	**85.4**	m^3/day

b) F&B

Assumed area	=	1800	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurants)
Total number of employees	=	92	employees
Design flow	=	1580	litre/employee/day -- (refer to Table T-2 of GESF - J10 Restaurants and Hotels)
Sewage generation rate $K\sqrt{\sum DU}$	=	**145.0**	m^3/day

c) Retail

Assumed area	=	1800	m^2
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
Total number of employees	=	63	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**17.6**	m^3/day

28. Hoi Bun Road Park Public Restroom

Discharge from WC (Qty * DU)	=	**21.6**	L/s
Discharge from Basin (Qty * DU)	=	**2.7**	L/s
Discharge from Single Urinal with Cistern (Qty * DU)	=	**1.2**	L/s
Discharge from Shower without Plug (Qty * DU)	=	**2.4**	L/s
Sum of DUs	=	**27.9**	L/s
Wastewater Flow Rate ($K\sqrt{\sum DU}$)	=	**5.3**	L/s

Frequency of use, K = 1, extracted from Table 6 of Plumbing Engineering Services Design Guide (PESDG)
Discharge Unit (DU) of WC = 1.8 L/s; DU of Basin = 0.3 L/s, DU of Single Urinal with Cistern = 0.4L/s, DU of Shower without Plug = 0.4L/s, extracted from Table 5 of PESDG
Total number of WC = 12; Total number of Basin = 9; Total number of Single Urinal with Cistern = 3; Total number of Shower without plug = 6 (Site observation)

Total Flow of Catchment D, excluding public toilet/restroom/RCP, discharges to FMH4042678 (S12)	**=**	**491.8**	**m^3/day**

Table 3 Calculation for Sewage generation rate of the Surrounding Building (Planned Condition)

Sub-total

Total Flow at S0 (including Proposed Development)	=	**884.2**	m^3/day
Total Flow at S1 (including Proposed Development)	=	**884.2**	m^3/day
Total Flow at S2 (including Proposed and Planned Development + Catchment A)	=	**1,583.1**	m^3/day
Total Flow at S3 (including Proposed and Planned Development + Catchment A & B)	=	**2,095.8**	m^3/day
Total Flow at S4 (including Proposed and Planned Development + Catchment A & B)	=	**2,095.8**	m^3/day
Total Flow at S5 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,855.6**	m^3/day
Total Flow at S6 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,855.6**	m^3/day
Total Flow at S7 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,855.6**	m^3/day
Total Flow at S8 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,855.6**	m^3/day
Total Flow at S9 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,855.6**	m^3/day
Total Flow at S10 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,855.6**	m^3/day
Total Flow at S11 (including Proposed and Planned Development + Catchment A & B & C)	=	**2,855.6**	m^3/day
Total Flow at S12 (including Proposed and Planned Development + Catchment A & B & C & D)	=	**3,347.3**	m^3/day
Total Flow at S13 (including Proposed and Planned Development + Catchment A & B & C & D)	=	**3,347.3**	m^3/day

Sub-total with Catchment Inflow Factor - East Kowloon = 1.1

Total Flow at S0 (including Proposed Development)	=	**972.6**	m^3/day
Total Flow at S1 (including Proposed Development)	=	**972.6**	m^3/day
Total Flow at S2 (including Proposed and Planned Development + Catchment A)	=	**1,741.4**	m^3/day
Total Flow at S3 (including Proposed and Planned Development + Catchment A & B)	=	**2,305.4**	m^3/day
Total Flow at S4 (including Proposed and Planned Development + Catchment A & B)	=	**2,305.4**	m^3/day
Total Flow at S5 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,141.1**	m^3/day
Total Flow at S6 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,141.1**	m^3/day
Total Flow at S7 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,141.1**	m^3/day
Total Flow at S8 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,141.1**	m^3/day
Total Flow at S9 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,141.1**	m^3/day
Total Flow at S10 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,141.1**	m^3/day
Total Flow at S11 (including Proposed and Planned Development + Catchment A & B & C)	=	**3,141.1**	m^3/day
Total Flow at S12 (including Proposed and Planned Development + Catchment A & B & C & D)	=	**3,682.0**	m^3/day
Total Flow at S13 (including Proposed and Planned Development + Catchment A & B & C & D)	=	**3,682.0**	m^3/day

Table 4 Comparision of the Hydraulic Capacity of Existing Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Hydraulic Capacity of Existing Sewers

Segment	Manhole Reference	Manhole Reference	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Peak Flow from the Proposed Development only (L/s)	Contribution from the Proposed Development only (%)	Status	Included Catchment	Daily Flow (m^3/day)	Contributing Population	Peaking Factor	Public Toilet/ Restroom/ RCP (L/s)	Peak Flow from the Proposed Development and Catchment Areas (Without Water Feature Backwash) (L/s)	Water Feature Backwash (L/s)	Peak Flow from the Proposed Development and Catchment Areas (With Water Feature Backwash) (L/s)	Contribution from the Proposed Development and the Surrounding Catchment Areas (%)	Status
P1-S1	FTMH-01	FMH4042668	225	16.4	0.030	79	67.5	85.4%	OK	-	972.6	3,602	6	-	67.5	2.5	70.0	88.5%	OK
S1-S2	FMH4042668	FMH4042669	225	53.5	0.012	56	67.5	120.6%	Spill	-	972.6	3,602	6	-	67.5	2.5	70.0	125.1%	Spill
S2-S3	FMH4042669	FMH4042670	400	34.3	0.007	202	67.5	33.4%	OK	A	1741.4	6,450	5	-	100.8	2.5	103.3	51.1%	OK
S3-S4	FMH4042670	FMH4042671	400	19.1	0.004	153	67.5	44.2%	OK	A + B	2305.4	8,539	5	-	133.4	2.5	135.9	89.0%	OK
S4-S5	FMH4042671	FMH4042672	400	46.5	0.008	206	67.5	32.9%	OK	A + B	2305.4	8,539	5	-	133.4	2.5	135.9	66.1%	OK
S5-S6	FMH4042672	FMH4042673	400	20.5	0.005	173	67.5	39.0%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	85.3%	OK
S6-S7	FMH4042673	FMH4042674	400	6.4	0.003	106	67.5	63.9%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	140.0%	Spill
S7-S8	FMH4042674	FMH4100299	400	22.8	0.002	89	67.5	76.3%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	167.0%	Spill
S8-S9	FMH4100299	FMH4042675	400	20.8	0.002	93	67.5	72.9%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	159.7%	Spill
S9-S10	FMH4042675	FMH4042676	400	28.2	0.004	123	67.5	54.8%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	120.0%	Spill
S10-S11	FMH4042676	FMH4042677	400	26.4	0.004	122	67.5	55.3%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	121.1%	Spill
S11-S12	FMH4042677	FMH4042678	400	3.6	0.006	141	67.5	47.9%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	104.8%	Spill
S12-S13	FMH4042678	FG4003341	400	10.1	0.107	779	67.5	8.7%	OK	A + B + C + D	3682.0	13,637	4	5.3	175.7	2.5	178.2	22.9%	OK

Table 5 Hydraulic Capacity of Existing and Proposed Sewers - Free Flow Condition (Proposed Mitigation)

Segment	Manhole Reference	Manhole Reference	Material	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
				mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
P1-S1	FTMH-01	FMH4042668	PE	225	16.37	2.40	1.91	9.81	0.0015	0.030	0.000001	1.99	0.04	0.08	79
S1-S2	FMH4042668	FMH4042669	clayware	400	53.49	1.42	0.80	9.81	0.0006	0.012	0.000001	2.03	0.13	0.26	255
S2-S3	FMH4042669	FMH4042670	clayware	400	34.30	0.68	0.43	9.81	0.0006	0.007	0.000001	1.61	0.13	0.20	202
S3-S4	FMH4042670	FMH4042671	clayware	400	19.14	0.38	0.30	9.81	0.0006	0.004	0.000001	1.22	0.13	0.15	153
S4-S5	FMH4042671	FMH4042672	clayware	400	46.50	0.26	-0.09	9.81	0.0006	0.008	0.000001	1.64	0.13	0.21	206
S5-S6	FMH4042672	FMH4042673	clayware	400	20.50	-0.22	-0.33	9.81	0.0006	0.005	0.000001	1.38	0.13	0.17	173
S6-S7	FMH4042673	FMH4042674	clayware	525	6.40	-0.33	-0.35	9.81	0.0030	0.003	0.000001	1.01	0.22	0.22	218
S7-S8	FMH4042674	FMH4100299	clayware	525	22.76	-0.37	-0.42	9.81	0.0030	0.002	0.000001	0.84	0.22	0.18	183
S8-S9	FMH4100299	FMH4042675	clayware	525	20.80	-0.44	-0.49	9.81	0.0030	0.002	0.000001	0.88	0.22	0.19	191
S9-S10	FMH4042675	FMH4042676	clayware	525	28.23	-0.50	-0.62	9.81	0.0030	0.004	0.000001	1.17	0.22	0.25	254
S10-S11	FMH4042676	FMH4042677	clayware	525	26.36	-0.62	-0.73	9.81	0.0030	0.004	0.000001	1.16	0.22	0.25	252
S11-S12	FMH4042677	FMH4042678	clayware	525	3.59	-0.74	-0.76	9.81	0.0030	0.006	0.000001	1.34	0.22	0.29	291
S12-S13	FMH4042678	FG4003341	clayware	525	10.11	-0.76	-0.94	9.81	0.0006	0.018	0.000001	2.99	0.22	0.65	648

Remarks: (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The values of ks = 0.6mm and 3mm are used for the calculation of slimed clayware sewer, poor condition @mean velocity = approximately 1.2m/s and 0.75m/s respectively (based on Table 5: Recommended Roughness Values in Sewerage Manual)

(3) The values of ks = 1.5mm is used for the calculation of proposed polyethylene sewer, poor condition @mean velocity = approximately 0.75m/s (based on Table 5: Recommended Roughness Values in Sewerage Manual)

(4) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(5) Equation used: $V=-\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D}+\frac{2.51v}{D\sqrt{(2gDs)}}\right)$

Table 6 Comparision of the Hydraulic Capacity of Existing Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas (Proposed Mitigation)

Hydraulic Capacity of Existing Sewers

Segment	Manhole Reference	Manhole Reference	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Peak Flow from the Proposed Development only (L/s)	Contribution from the Proposed Development only (%)	Status	Included Catchment	Daily Flow (m^3/day)	Contributing Population	Peaking Factor	Public Toilet/ Restroom/ RCP (L/s)	Peak Flow from the Proposed Development and Catchment Areas (Without Water Feature Backwash) (L/s)	Water Feature Backwash (L/s)	Peak Flow from the Proposed Development and Catchment Areas (With Water Feature Backwash) (L/s)	Contribution from the Proposed Development and the Surrounding Catchment Areas (%)	Status
P1-S1	FTMH-01	FMH4042668	225	16.4	0.030	79	67.5	85.4%	OK	-	972.6	3,602	6	-	67.5	2.5	70.0	88.5%	OK
S1-S2	FMH4042668	FMH4042669	400	53.5	0.012	255	67.5	26.4%	OK	-	972.6	3,602	6	-	67.5	2.5	70.0	27.4%	OK
S2-S3	FMH4042669	FMH4042670	400	34.3	0.007	202	67.5	33.4%	OK	A	1741.4	6,450	5	-	100.8	2.5	103.3	51.1%	OK
S3-S4	FMH4042670	FMH4042671	400	19.1	0.004	153	67.5	44.2%	OK	A + B	2305.4	8,539	5	-	133.4	2.5	135.9	89.0%	OK
S4-S5	FMH4042671	FMH4042672	400	46.5	0.008	206	67.5	32.9%	OK	A + B	2305.4	8,539	5	-	133.4	2.5	135.9	66.1%	OK
S5-S6	FMH4042672	FMH4042673	400	20.5	0.005	173	67.5	39.0%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	85.3%	OK
S6-S7	FMH4042673	FMH4042674	525	6.4	0.003	218	67.5	31.0%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	67.9%	OK
S7-S8	FMH4042674	FMH4100299	525	22.8	0.002	183	67.5	37.0%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	81.0%	OK
S8-S9	FMH4100299	FMH4042675	525	20.8	0.002	191	67.5	35.4%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	77.5%	OK
S9-S10	FMH4042675	FMH4042676	525	28.2	0.004	254	67.5	26.6%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	58.2%	OK
S10-S11	FMH4042676	FMH4042677	525	26.4	0.004	252	67.5	26.8%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	58.7%	OK
S11-S12	FMH4042677	FMH4042678	525	3.6	0.006	291	67.5	23.2%	OK	A + B + C	3141.1	11,634	4	-	145.4	2.5	147.9	50.9%	OK
S12-S13	FMH4042678	FG4003341	525	10.1	0.018	648	67.5	10.4%	OK	A + B + C + D	3682.0	13,637	4	5.3	175.7	2.5	178.2	27.5%	OK

構 建 (國 際) 有 限 公 司

DeSPACE (International) Limited

Date: 10th October 2025

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

Dear Sir/Madam,

SECTION 16 APPLICATION
TOWN PLANNING ORDINANCE (CHAPTER 131)

****

PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND BUILDING HEIGHT (BH) RESTRICTIONS FOR PROPOSED HOTEL USE AT 107-109 WAI YIP STREET, KWUN TONG (KWUN TONG INLAND LOT NOS. 570, 571, 572 & 573)
Planning Application No. A/K14/835

Further Information (3)

References are made to the minor technical comments from various departments on the captioned planning application. In order to address the comments, attached please find 4 copies of the response-to-comment table and the following attachments updated: -

1. Replacement pages of Supplementary Planning Statement
2. Appendix 1 – FIG-07 clarified
3. Appendix 4 - Replacement Pages of Visual Impact Assessment

Please be advised that this FI(3) should be exempted from the publication requirement and/or the recounting requirement in accordance with TPB PG-No. 32B since the replacement pages of the report is only a technical and minor clarification/response to comments of relevant Government department WITHOUT changing the nature of the application, the proposed uses nor the proposed scheme; and does NOT involve major changes in the assumptions and methodologies, findings and proposed mitigation measures of the assessments.

We should be most grateful if you notify us of any queries on the application for our corresponding action in due course.

Should you have any queries, please feel free to contact Mr. Endy CHENG at or myself at .

Yours faithfully,
FOR AND ON BEHALF OF
DeSPACE (INTERNATIONAL) LIMITED

P.P. Greg Lam

PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND BUILDING HEIGHT (BH) RESTRICTIONS FOR PROPOSED HOTEL USE AT 107-109 WAI YIP STREET, KWUN TONG (KWUN TONG INLAND LOT NOS. 570, 571, 572 & 573)

Planning Application No. A/K14/835

Response-to-Comment Table

Departmental Comments	Response
Email dated 8th October 2025 refers: **Comments of the Environmental Protection Department**	
According to Section 2.1 of the SPS, the Site was previously occupied by a 10-storey (including ground floor) industrial building. The FI1 provided information to address potential land contamination issue for the Site and we have further comments as follows :-	Noted with thanks. Please find the clarifications in the attached replacement pages of the Supplementary Planning Statement Section 5.6.3.
(1) Response to Comment (2) – Section 5.6.3 a) To facilitate vetting, please elaborate on the land use of the ground floor of the concerned office building.	Please be clarified that similar to the proposed hotel, ground floor of the said office building was mainly used for internal transport facilities, entrance lobby, receptions, lift core and a transformer room all serving the previous office building.
b) Please clarify whether there were basement floors for the office building that previously occupied the Application Site between 1973 and 2020.	Please be clarified that there was no basement floor in the previous office building.
c) Please supplement relevant photographic records showing the land use of the open carpark to facilitate vetting.	Please find relevant photo record for open carpark on the Site for private vehicle after 2020 in Section 5.6.3.
Response to Comment (2) – Table 5.3	
a) The Consultant shall supplement aerial photographic records to show the transition from the office building to the carpark in Year 2020 as mentioned in Section 5.6.3.	Please find the clarifications in table 5.3.
b) Please be advised that the Application Site was no longer occupied as an office building in Year 2024. The Consultant shall update the description in the first column to avoid confusion.	Please find the clarifications in table 5.3.
Email dated 10th October 2025 refers: **Comments of the Urban Design Unit of UD&L Section, Planning Department**	
Planning Statement 1. R-to-C Item 2, Section 4.2 – Our previous comments have not been properly addressed. The applicant's responses regarding	Please find the following clarifications on the compliance with SBDG requirements:

the fulfilment of SBDG are missing. , ”	The requirements of site coverage of greenery are fulfilled. (See FIG-05 in Appendix 1) The subject site with an area (i) less than 20,000m^2 and (ii) proposed with building having a continuous projected facade length (Lp) of below 60m, falls outside the prescribed categories requiring compliance with the building separation requirements in accordance with APP-152. The Site fronting Wai Yip Street having a width of MORE than 15m falls outside the prescribed category requiring compliance with the building setback requirements.
2. Section 5.4 – Please review if this para. should read "…provide a further 1.5m non-building area with a clear height of 5.1m setback. The proposed… and ensure consistency across the submission.	Please find Section 5.4 revised.
<u>Appendix 1</u> 3. R-to-C Item 6, Figure 7 – The applicant is reminded to ensure the accuracy of the facade details shown on the visual illustration in terms of scale. The applicant may wish to annotate the proposed 2.3m-wide setback and canopy, as well as Wai Yip Street on this figure for easy reference.	Attached please find **Appendix 1 - FIG 07** with minor adjustment to the facade illustration and annotations added. Please note that FIG 07 is for illustration reference only.
<u>Visual Impact Assessment</u> 4. R-to-C Item 5, 2nd bullet of para. 2.2 – The applicant's clarifications of not providing the 3m-wide public passage at G/F are noted. Please review if this bullet should be deleted accordingly.	Please find the replacement pages in Appendix 4 for relevant sections of the VIA clarified. Please find para. 2.2 clarified.
5. R-to-C Item 11 – As commented previously, the applicant is requested to confirm if the bulk of the proposed development at the subject site and the planned/committed developments in the surrounding have been accurately reflected on the photomontages.	It is confirmed that the proposed development at the subject site and the planned/committed developments in the surrounding have been accurately reflected on the photomontages.
6. R-to-C Item 12, Remark (e) of Section 2.1 – The applicant's clarifications of not considering MiC construction methods at this stage are noted. Please review if this remark should be	Please find remarks in Section 2.1 clarified.

deleted accordingly.	
7. R-to-C Item 23, Figure 6.6 – a) Please review if the location the proposed development and the planned development (application No. A/K14/809) should be shifted slightly to the right, while the planned development (application No. A/K14/809) would be largely screened off by the surrounding existing buildings.	Please find attached Figure 6.6 clarified.
b) Please be reminded that the annotations of all surrounding planned/ committed developments should point towards their respective building bulk on the photomontages for easy reference.	Please note that the arrow colours have been faded out in the last FI(1) submission. Please find the photomontages from the last submission with arrows clarified and reattached.
c) The resolution of the photomontages should be enhanced.	Please note that the resolutions have been lowered in the last FI(1) submission. Please find the photomontages clarified and re-attached.
8. R-to-C Item 25, VP7, Para. 6.21 and Table 3 – Noting that the applicant has confirmed the accuracy of the photomontages and that the proposed development would be largely screened off by the existing residential development of Wah Mei Lau, please review if the visual impact rating of this VP should be "negligible".	Please find Para. 6.21 and Table 3 clarified.
9. Paras. 6.9, 6.13 and 6.16 – Please review if terminology of the visual impact rating in these paras. should read "slightly adverse" instead of "slight" with reference to TPB PG No. 41.	Please find Paras. 6.9, 6.13 and 6.16 clarified.

Replacement Pages of Supplementary Planning Statement

staff toilet involving a GFA of about 846m^2 which might be eligible for GFA exemption has been accounted for in the building bulk for conducting technical assessments. Any GFA exemption for any structure or floor space commonly referred to as "environmentally friendly or innovative features" is not included/ considered in the proposed scheme and, if any of such GFA exemption is required, shall be subject to separate approval/consent by the Lands Department by relevant Lease condition.

d) On top of the SC set out above, the applicants have indicated that bonus SC of about 1.457% will be claimed for the proposed setbacks at WYS subject to approval by the Building Authority (BA) under B(P)R 22(1) or (2). The bonus SC has been accounted for in the building bulk for conducting technical assessments.

e) The total greenery will be provided at a ratio of not less than 20%.

Table 4.2 Proposed Floor Use	
Basement	Carpark
G/F	Lift Lobby
1/F	Hotel FOH & BOH
2/F	Hotel FOH & BOH
3/F	Gym / BOH
5/F	E&M / BOH
6-17/F	Guestroom
18/F	Refuge Floor
19-33/F	Guestroom

4.2 Design Merits

In formulating the Proposed Scheme, the design has taken into account the various site constraints as well as design considerations in order to ensure the Proposed Scheme is designed to create a high-quality development in harmony with the branding of CBD2. The following design merits are incorporated in the scheme for improving the existing urban environment:

- Provide 2.3m and 1.5m full-height building setbacks from Wai Yip Street and the back lane respectively. The Applicant is also providing an additional 1.5m Non-Building Area (NBA) with a clear height of 5.1m at the back lane to enhance the traffic circulation. The parking of vehicles along the backlane will not affect the intended purpose of the NBA designation, nor will it adversely affect visual and wind permeability.

- Provide a 21.2m (length) x 2.3m (wide) x 4.8m (high) canopy along the footpath of Wai Yip Street for sheltering.

Building design elements of Sustainable Building Design Guidelines SBDG (APP-152) have been considered in the Proposed Scheme, of which the requirements of site coverage of greenery are applicable and fulfilled. (See FIG-05 in Appendix 1) The subject site with an area (i) less than 20,000m^2 and (ii) proposed with building having a continuous projected façade length (Lp) of below 60m, fall outside the prescribed categories requiring compliance with the building separation requirements in accordance with APP-152. The Site fronting Wai Yip Street having a width of more than 15m falls outside the prescribed category requiring compliance with the building setback requirements. The applicant plans to apply for Building Environmental Assessment Method Plus New Buildings (BEAM Plus NB) Certification at the detailed design stage. SBDG compliance, energy efficient building designs measures, materials and waste, water use, the health and well-being of the future occupants of the building, etc. will be considered holistically and demonstrated of their compliance as the main categories of BEAM plus NB application. Official letter issued by

5.4 Provision of design merits in the scheme which will improve the existing urban environment

Setbacks from Wai Yip Street and the back lane - Enhancing Street Level Environment and the Visual Quality

To echo with EKEO's initiative to energise and revitalise the back lanes, the proposed scheme adheres to the 1.5m full-height setback requirement and provide a further 1.5m non-building area with a clear height of 5.1m setback. The proposed building setbacks will allow the building bulk to be more visually recessive and maintaining permeability which will enhance the street level public urban space. It would help promote the intention of KTBA being an economic and employment hub.

5.5 Compatible building height as previously approved for this site and proportion to the 20% increase in PR

The proposed minor relaxation of BHR is to accommodate the additional GFA arisen from the proposed minor relaxation of PR under the Revitalisation Scheme and bonus GFA to be claimed in the Proposed Development. There are seven recently approved developments for commercial uses in proximity to the northwest of the Application Site which have sought minor relaxation of both PR and BH restrictions ranging from 115mPD to 126mPD (Table 3.3 refers). The Site itself is also subject to a previous Section 16 Application (No. A/K14/780) for Proposed Minor Relaxation of PR (from 12 to 14.4) and BH (from 100mPD to 115mPD) which was approved with conditions by TPB on 29.5.2020, in which the extent of minor relaxations applied were same as the subject planning application.

The key planning considerations of the subject application dovetail with those set out in the relevant TPB papers of the similar cases in Table 3.3, which the increase in BH (+15% in this case) is proposed for accommodating the minor relaxation of 20% in PR under the Policy being sought; As concluded in the VIA, the proposed minor relaxation of BH restriction to 115mPD will be in harmony with the surrounding development context and will not result in unacceptable visual impacts;

As such, the proposed minor relaxation of BHR is considered minor in nature and should be considered acceptable. The proposed full-height setbacks would further contribute to an enhanced urban environment with wider public footpath, maintaining visual permeability and air ventilation, which would mitigate the visual impact if any. The Proposed Scheme generally meets the following criteria for considering application for minor relaxation of BHR as specified in para.7.4 of ES of the OZP:

"(b) Accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;";
The Proposed Development involves a 2.3m full-height building setback along Wai Yip Street for passage/street widening and enhanced the traffic circulation. A minor relaxation of BHR is partly for accommodating the bonus GFA granted under the Buildings Ordinance ;

"(c) providing better streetscape/good quality street level public urban space;"

The Proposed Development with modern building standards and sustainable building design will help catalyze the urban transformation process of the area thereby creating a better state of streetscape. The proposed building setbacks will allow the building bulk to be more visually

5.6.3 No Adverse Environmental Impacts

No adverse impact is anticipated from the air quality and noise perspectives as the whole Proposed Development will be equipped with a central air-conditioning system and will not rely on openable windows for ventilation under normal circumstances.

Noise Impact

Since the whole Proposed Development not rely on openable windows for ventilation under normal circumstances, adverse traffic noise and fixed noise impact are not anticipated.

Air Impact

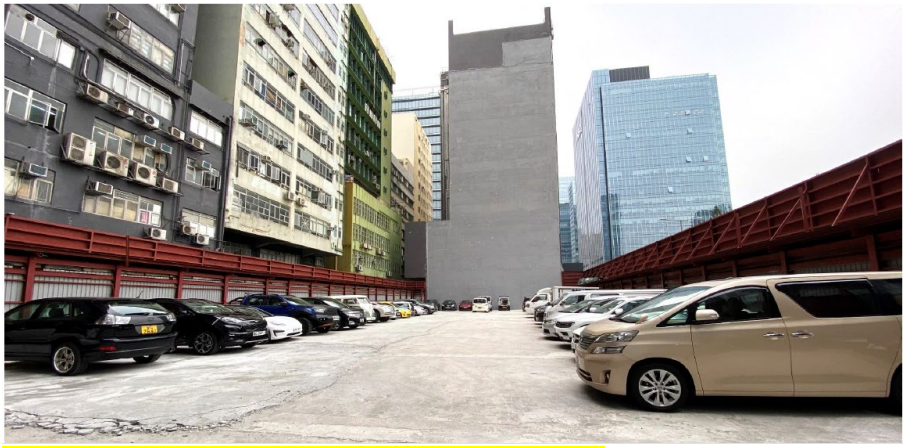
The Application Site is bounded by Wai Yip Street and an active chimney is identified within 200m of the Site. The fresh air intake point for the central air-conditioning system is carefully positioned beyond 200m from the chimney and beyond 20m from Wai Yip Street. Adequate buffer distance from both the road and the chimney is provided in accordance with the requirements outlined in the HKPSG. (Please see **Figure 4**) Therefore, no adverse vehicular and chimney emission impacts are anticipated. Additionally, no odour sources were identified within 200m of the Application Site, so no odour emission impact is expected. Assessments have been done, and it has been largely ascertained of its technical feasibility.

Land Contamination

The Application Site is currently vacant and was previously occupied by an office building. There is no anticipated land contamination from past or current land use at the site. According to the aerial photos from the Lands Department, the site was occupied by an office building since 1973. Similar to the proposed hotel, ground floor of the said office building was mainly used for internal transport facilities, entrance lobby, receptions, lift core and a transformer room all serving the said office building. There was no basement floor in the previous office building. The building was demolished and the Site was turned into an open carpark for private vehicle in 2020. The selected aerial photos showing the historical conditions of the Application Site are presented below. Hence, there is no anticipated land contamination issue for the Proposed Development.

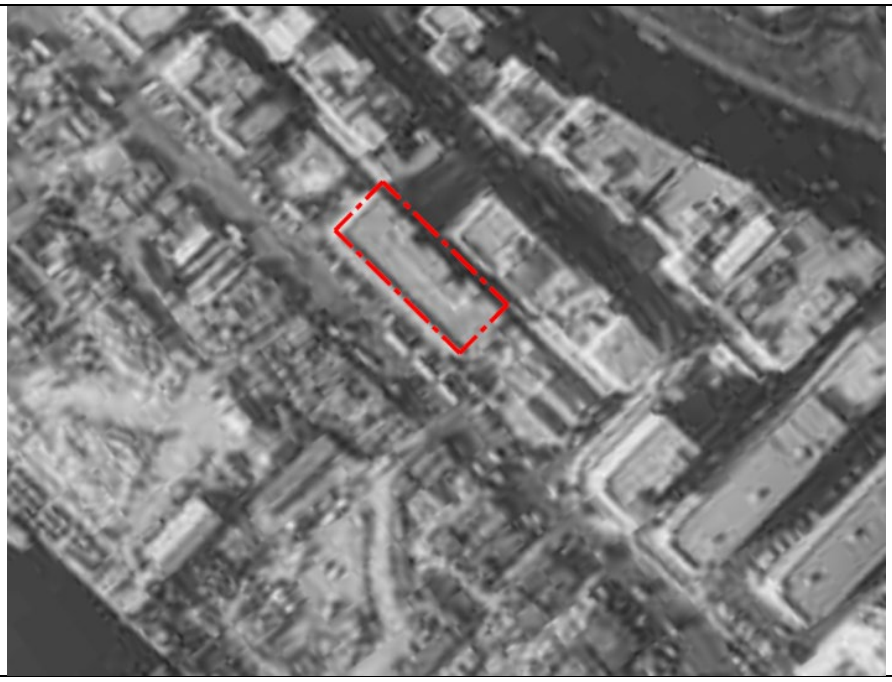
Hsin Chong Centre (office building) taken in 2017

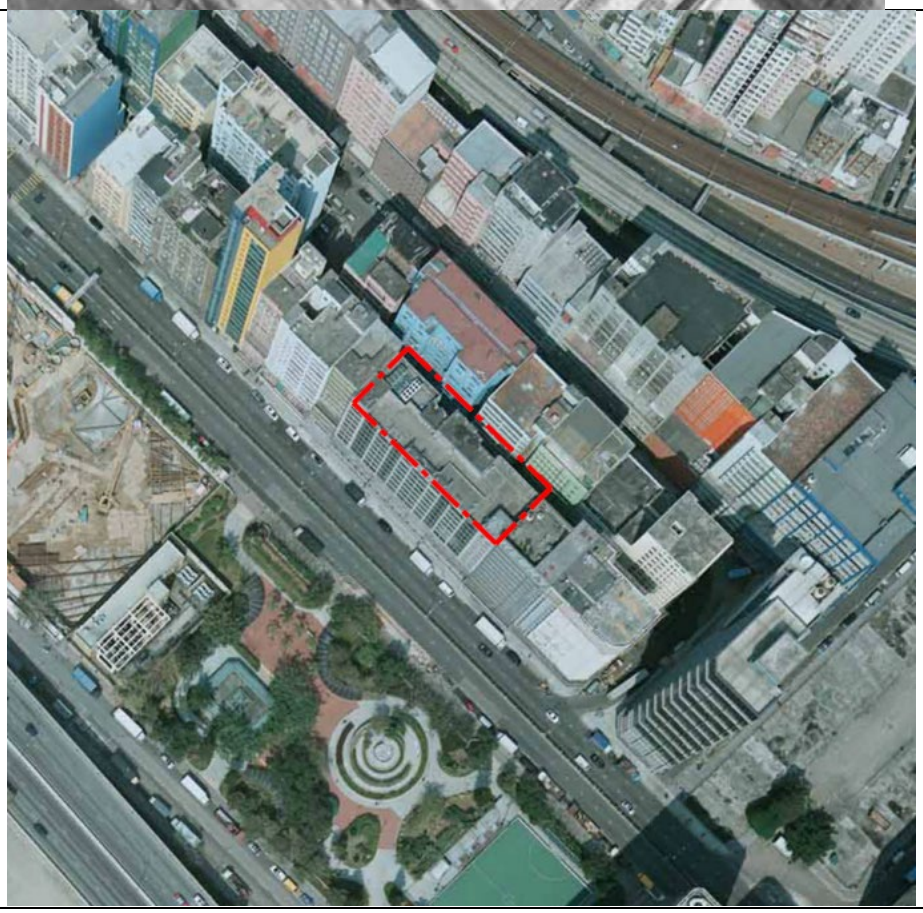
Internal transport facilities on G/F of Hsin Chong Centre taken in 2017

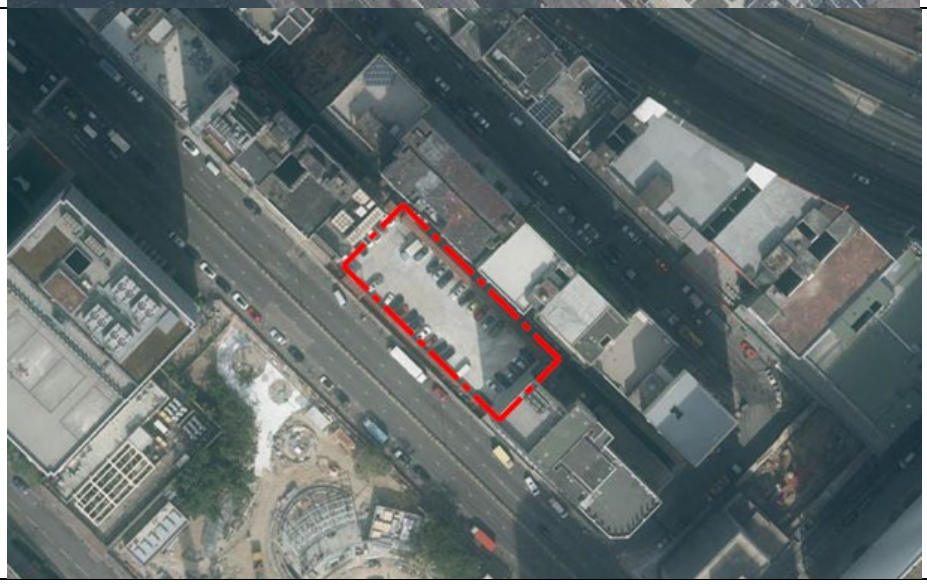


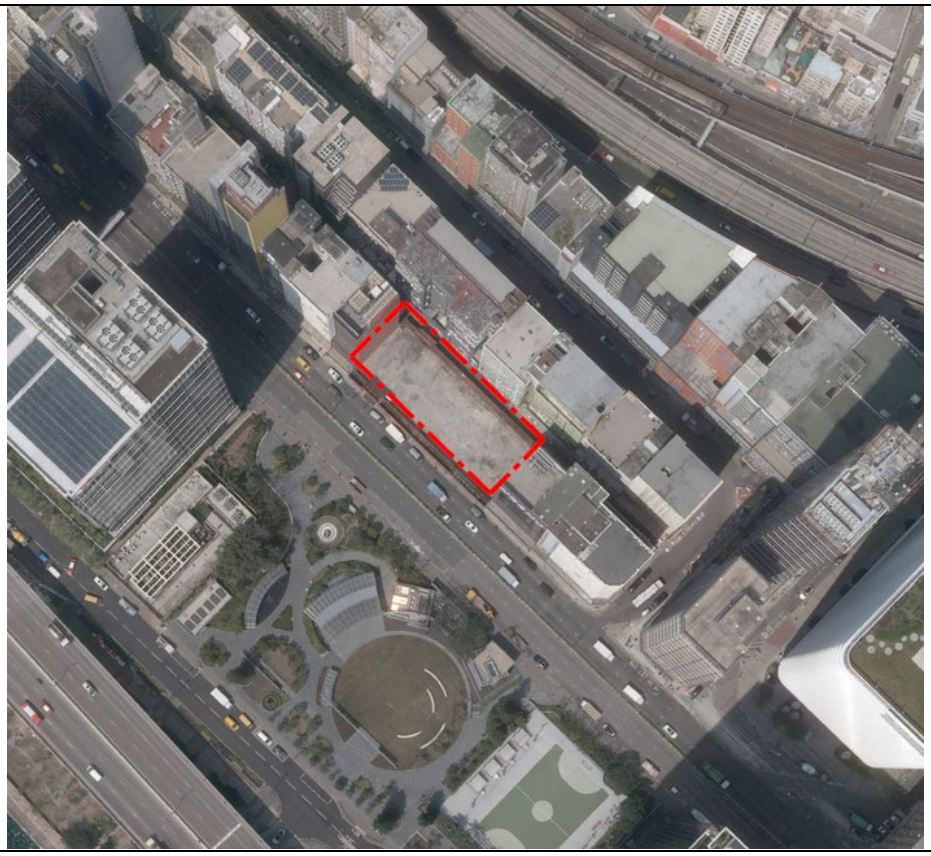
Open carpark for private vehicle on the Site after 2020

Table 5.3 - Aerial photos showing the Application Site since 1973

Year (Land Use on the Application Site)	Aerial Photos
1973 (office building)	

1993 (office building)	
2013 (office building)	

2019 (The office building on the Site was demolished)	
2020 (The Application Site was no longer occupied as an office building)	

2024 (The Application Site was no longer occupied as an office building)	

5.6.4 No Adverse Sewerage Impacts

A Sewage Impact Assessment ("SIA") has been conducted to assess the sewerage impact associated with that development proposal. With the proposed mitigation measures, no unacceptable sewerage impact resulting from the Proposed Development is anticipated. (Please refer to **Appendix 2**)

CONCLUSION

This planning application seeks Town Planning Board's permission for proposed minor relaxation of Plot Ratio and Building Height Restrictions for proposed hotel use. The prevailing policy allows relaxation of the maximum permitted non-domestic plot ratio up to 20 per cent to provide incentives to private owners to redevelop IBs constructed before 1987. Given the decreasing demand for industrial activities and in pursuit of the Revitalisation Scheme, the Applicant intends to enhance the utilization of the Application Site by redeveloping it into a hotel tower. Upon redevelopment, the Applicant has an intention to convert the proposed hotel to a student hostel in pursuit of the latest "Hostels in the City Scheme" promulgated in July 2025 at the post-planning approval stage.

In summary, the Proposed Development is considered fully justified from the following perspectives:

- The Site is suitable for hotel development and in compatibility with the surrounding land uses and the changing land use character
- In line with the Planning Intention of "OU(B)" zone and the "Energizing Kowloon East" Initiative to facilitate the transformation of Kwun Tong Business Area

Appendix 1

FIG-07

FIG-07

Appendix 4

Replacement Pages of

Visual Impact Assessment

Building Authority (BA) under Building (Planning) Regulations (B(P)R) 22(1) or (2). The bonus PR/GFA has been accounted for in the building bulk for conducting technical assessments and thus a total GFA of 17,487 m^2 has been taken as the basis for the subject VIA.

b) The canopy, which is subject to departmental comments at detailed design, has been excluded from the PR/GFA calculation.
c) All GFA are planned for hotel use, including entrance foyer at G/F, administration office, reception counter and BOH facilities, guest rooms and hotel floors circulation, ancillary facilities and non-essential plant rooms. BOH facilities such as linen store, laundry room carpentry workshop, E&M workshop, dry goods store, beverage store, furniture store, staff canteen, staff changing rooms staff rest room and staff toilet which might be eligible for GFA exemption has been accounted for in the building bulk for conducting technical assessments.
d) On top of the SC set out above, the applicants have indicated that bonus SC of about 1.457% will be claimed for the proposed setbacks at WYS subject to approval by the Building Authority (BA) under B(P)R 22(1) or (2). The bonus SC has been accounted for in the building bulk for conducting technical assessments.
e) Greenery will be provided at a ratio of not less than 20%.

2.2 In formulating the Proposed Scheme, the design has taken into account the various site constraints as well as design considerations in order to ensure the Proposed Scheme is designed to create a high-quality development in harmony with the branding of CBD2. The following design merits are incorporated in the scheme for improving the existing urban environment:

- Provide 2.3m and 1.5m full-height building setbacks from Wai Yip Street and the back lane respectively. The Applicant is also providing a further 1.5m non-building area with a clear height of 5.1m at the back lane to enhance the traffic circulation. The parking of vehicles along the backlane will not affect the intended purpose of the Non-Building Area (NBA) designation, nor will it adversely affect visual and wind permeability.

- Provide a 21.2m (length) x 2.3m (wide) x 4.8m (high) canopy along the footpath of Wai Yip Street for sheltering.

3. Visual Context and the Surroundings

3.1 The Site is located within a densely developed area near Kowloon Bay, in the northwestern portion of the Kwun Tong Business Area (KTBA) where is characterised by a mix of Industrial-Office and Commercial/Office buildings. Recently developed commercial buildings like Manulife Place, NEO, One Bay East, and the Quay Side have become prominent landmarks in the northwestern part of the Kwun Tong Business

not be visually overwhelming. The building block has been shifted further away from the park by introducing a 2.3m wide set back from the site boundary. The Proposed Development would also be carefully designed with consideration on the building façade, colour, and treatment so that it will be compatible with the surroundings.

6.7 Overall, the Proposed Development will have a moderate obstruction to the open sky view to a similar extent as a development adopting the permissible building height of +100mPD. The Proposed Development will thus have a **negligible** impact on the overall visual quality and character of the urban landscape and on the visual experience of the VSRs.

VP3 – Footbridge across Wai Yip Street, Hung Yip Street

6.8 VP3 is a medium-range viewpoint taken from the landing of the footbridge along Wai Yip Street. The Proposed Development integrates seamlessly with the existing adjoining group of industrial, industrial-office, and commercial buildings along the street, with a majority portion of sky view maintained forming the backdrop. Adjacent to the Site are two approved developments for office, shop and services, and eating place uses, with building heights of approximately +119.5mPD and +125.9mPD. The photomontage in **Figure 6.3** illustrates that the Proposed Development will be in harmony with the existing and planned developments along Wai Yip Street. Amidst a group of buildings, the increase in building height would result in only marginal increase in obstruction to the sky view as compared to the existing BHR of +100mPD. From this VP, no prominent visual resources requiring view preservation have been identified.

6.9 As compared to VP1, VSRs represented by this VP are more likely to appreciate the streetscape outside the footbridge, making them relatively more sensitive to visual changes. However, the photomontage in Figure 6.3 demonstrates that the Proposed Development would integrate into the existing urban landscape and the resulting visual obstruction to the open sky is minimal. The visual prominence of the Proposed Development would not be significant. Consequently, the visual impact arising from the Proposed Development is considered **slightly adverse**.

VP4 – MTR Ngau Tau Kok Station, Junction of Elegance Road and Ngau Tau Kok Road

6.10 VP4 is a medium-range viewpoint taken at the entrance of MTR Ngau Tau Kok Station, before the stairs which brings people down to the subway and into KTBA. This viewpoint is visually open with semi-open elevated platform of Ngau Tau Kok Station is visible in the foreground, with newly redeveloped commercial buildings—such as Manulife Place and the former Maxwell Industrial Building (approximately +125.9mPD under Application No. A/K14/763)—and the Hong Kong Baptist Hospital East Kowloon Medical Centre (approximately +125.9mPD under Application No. A/K14/782) rising above it in the background. As shown in **Figure 6.4**, the VP illustrates that the Proposed Development will integrate well with the surrounding new commercial buildings visible from this viewpoint under existing conditions and the visual component taken from this viewpoint will remain largely unchanged as it visually replaces the original view towards the One Bay East building at its back and leaves a large portion of the existing open sky view remained.

6.11 In close proximity to the Site, there are also two planned commercial with building heights of approximately +115mPD and +119.5mPD. As many sites within the street block bounded by Yan Yip Street, Kwun Tong Road, and Tai Yip Street have yet to undergo redevelopment, the existing medium-rise buildings leave an "open" skyline towards the west of Manulife Place.

6.12 While the increase in building height would result in slight increase in obstruction to the sky view as compared to the existing BHR of +100mPD, the Proposed Development will help to mitigate the scale disparity between the newly redeveloped commercial buildings (such as the former Maxwell Industrial Building site and Manulife Place) and the adjacent planned developments. This will create a more coherent, gradual stepping effect in the skyline. The resulting visual obstruction is considered slight.

6.13 VSRs represented by this viewpoint are considered less sensitive to visual changes, as they are mainly transient in nature near a railway station while descending the stairs. The VSRs will only experience brief exposure to views of the Proposed Development, resulting in low visual sensitivity. As discussed, while the pedestrians near the MTR station will have partial view towards the Proposed Development as urban built-up features at the foreground largely dominate their sight, the extent of change to the existing visual component, openness and the visual quality is considered slight especially taking into account the planned developments. The visual impact at this VP is considered **slightly adverse**.

VP5a & b – Kai Tak Runway Park

6.14 VP5a and b are respectively medium and long-range viewpoints taken from Kai Tak Runway Park. VSRs at this VP enjoy a panoramic harbour view of the Kwun Tong waterfront. The existing visual composition of this VP comprises the Kwun Tong Typhoon Shelter in the foreground, the densely built urban environment in Kowloon East comprising the waterfront commercial developments such as The Quayside, One Bay East, and NEO, with Kowloon Peak and the open sky as the backdrop. As illustrated in the photomontages in **Figures 6.5a and 6.5b**, the Proposed Development, being located within the clusters of existing high-rise developments, is perceived as part of the overall waterfront development context and will maintain a visual harmony with the surrounding buildings, when viewed from both VPs. The existing harbour view and skyline of the KTBA will be slightly changed.

6.15 The Proposed Development aligns with the broader visual character of transformation from a medium-rise industrial setting into revitalised high-rise commercial developments. The BH of the Proposed Development is similar to that of the adjoining planned commercial development of A/K14/809 (+119.5mPD) and is compatible with the planned KTBA skyline. Given the considerable distance from the Site, The increase in building height would result in only marginal increase in obstruction to the sky view and mountain backdrop as compared to the existing BHR of +100mPD.

6.16 Overall, the Proposed Development is visually compatible with and harmonious with the general building profile and would not result in much difference on the existing visual resources when compared to the existing BHR of +100mPD. Considering the above and the medium to high visual sensitivity of these VPs, the resultant visual impact of the Proposed Development is **slightly adverse**.

VP6 – Quarry Bay Park

6.17 The visual composition of this VP comprises the Victoria Harbour at the foreground, the East Kowloon densely built urban environment of Hung Hom, To Kwa Wan, Kai Tak/Kowloon City, and Kwun Tong, etc., combined with the natural ridgelines and open sky at the distant backdrop. As illustrated in the photomontage in **Figure 6.6**, the proposed building, with a height of +115mPD, will stand amidst a cluster of high-rise developments and blend seamlessly into the continuous urban fabric, rendering it nearly indistinguishable within the broader context.

6.18 As a strategic vantage point designated for the protection of ridgeline and harbour views, the preservation of the ridgeline is considered a key visual concern. According to the Strategic Viewing Points webpage by the Planning Department, the ridgelines of Lion Rock, Tsz Wan Shan, and Kowloon Peak are to be safeguarded when viewed from Quarry Bay Park. **Figure 6.6** focuses on the view towards the KTBA and Kowloon Bay, with Kowloon Peak and other major ridgelines as the backdrop. The photomontage demonstrates that the Proposed Development including rooftop strutures will not penetrate the ridgeline, the 20% Building-Free Zone, or disrupt the skyline formed by existing high-rise developments. As such, the visual obstruction to the ridgeline is considered negligible.

,

6.19 Overall, the Proposed Development is compatible with the surrounding developments, integrate seamlessly as part of the townscape and respect the 20% Building-Free Zone of the ridgeline, the visual impact on public viewers is considered **negligible**.

VP7 – Kung Lok Road Children s Playground

6.20 This VP represents VSRs located in the uphill residential areas of Kwun Tong. The majority of the view from this location is obstructed by Wah Mei Lau of Kwun Tong Garden Estate, with only a view corridor remaining towards the lower part of Kwun Tong and the KTBA, framed by a portion of sky in the backdrop.

6.21 As shown in the photomontage in **Figure 6.7**, situated behind the existing residential development of Wah Mei Lau, only a small portion of the Proposed Development is visible. The existing visual components, openness, characters and experience will remain largely the same. Overall, the Proposed Development will result in **negligible** visual change in this VP.

7 Conclusion

7.1 The VIA is prepared in support of a proposed hotel with minor relaxation of PR and BH restrictions at 107-109 Wai Yip Street, Kwun Tong, Kowloon. The Site is subject to a previous Section 16 Application (No. A/K14/780) for Proposed Minor Relaxation of PR and BH Restrictions which was approved with condition(s) by the Town Planning Board on 29.5.2020. The extent of minor relaxations applied were same as the subject planning application.

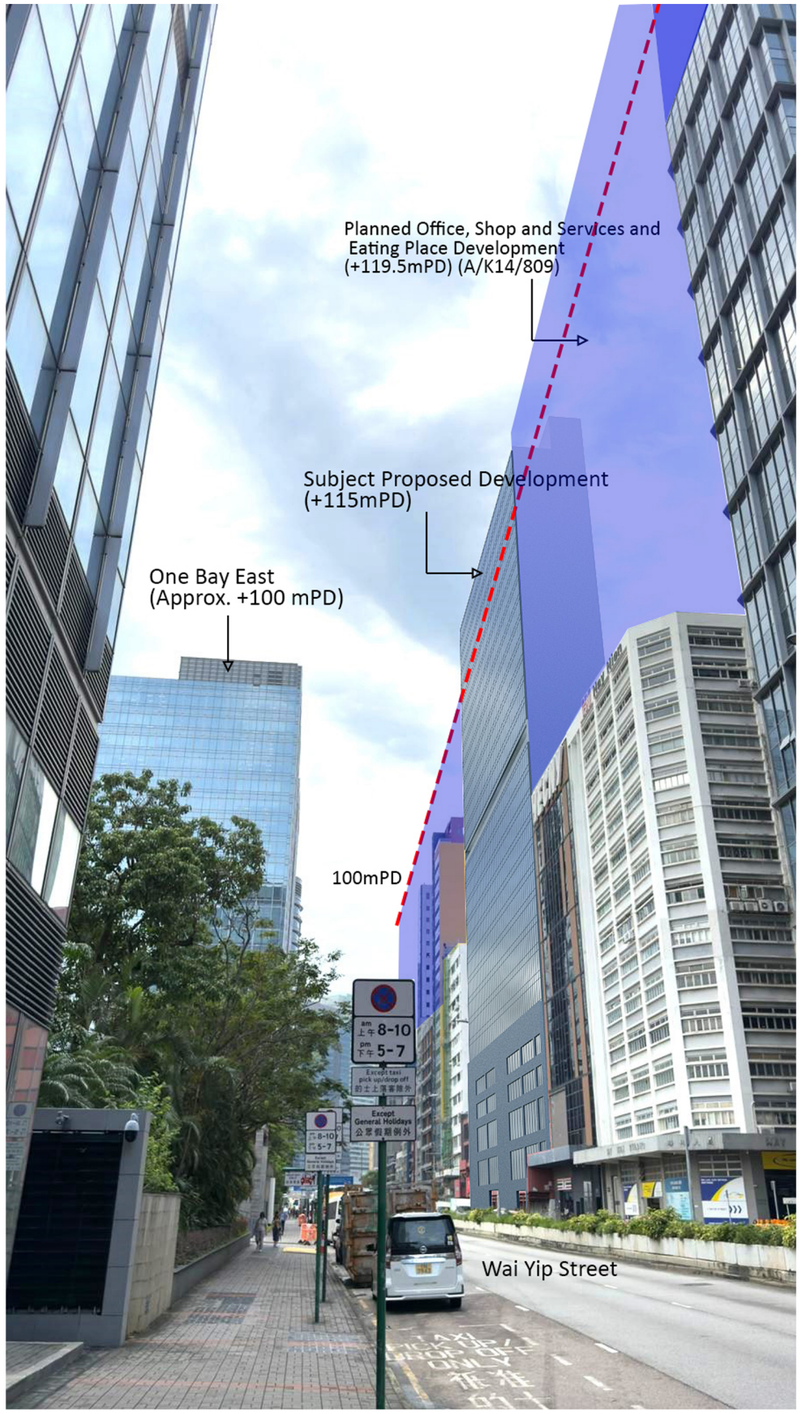
7.2 In summary, the visual impact of the Proposed Development is considered to be acceptable (from negligible to slightly adverse).

Table 3 – Summary of Visual Impact from Different Viewpoints	
Viewpoints assessed	**Resultant Visual Impact** [1]
VP1 Hoi Bun Road Park, Wai Yip Street	Slightly Adverse
VP2 Hoi Bun Road Park, Hoi Bun Road	Negligible
VP3 Footbridge across Wai Yip Street, Hung Yip Street	Slightly Adverse
VP4 MTR Ngau Tau Kok Station, Junction of Elegance Road and Ngau Tau Kok Road	Slightly Adverse
VP5a & 5b Kai Tak Runway Park	Slightly Adverse
VP6 Quarry Bay Park	Negligible
VP7 Kung Lok Road Children's Playground	Negligible

[1] The resultant visual impact is weighted by considering both the visual sensitivity, the magnitude of visual changes after implementation of visual mitigation measures together.

Existing Condition

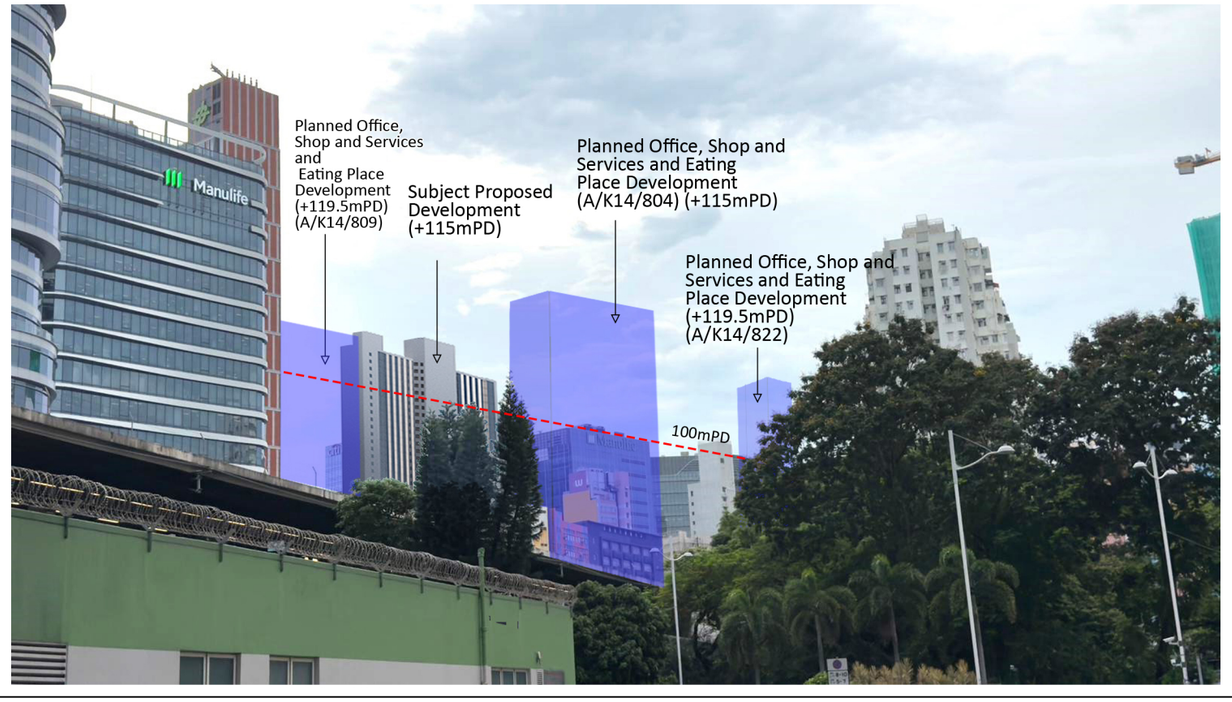
Proposed Scheme



DRAWING TITLE: VP1 - Hoi Bun Road Park, Wai Yip Street	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.1	**DATE:** August 2025	

Existing Condition

Proposed Scheme



DRAWING TITLE:
VP4 - MTR Ngau Tau Kok Station, Junction of Elegance Road and Ngau Tau Kok Road

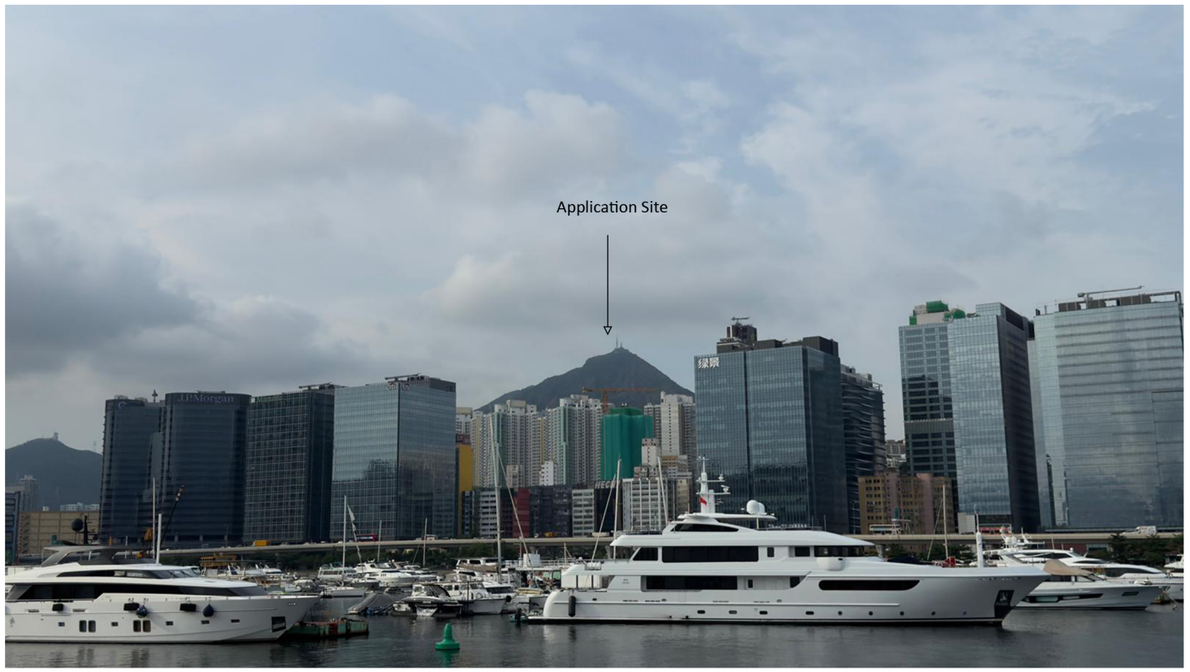
SCALE:
N.T.S

DRAWING NUMBER:
Figure 6.4

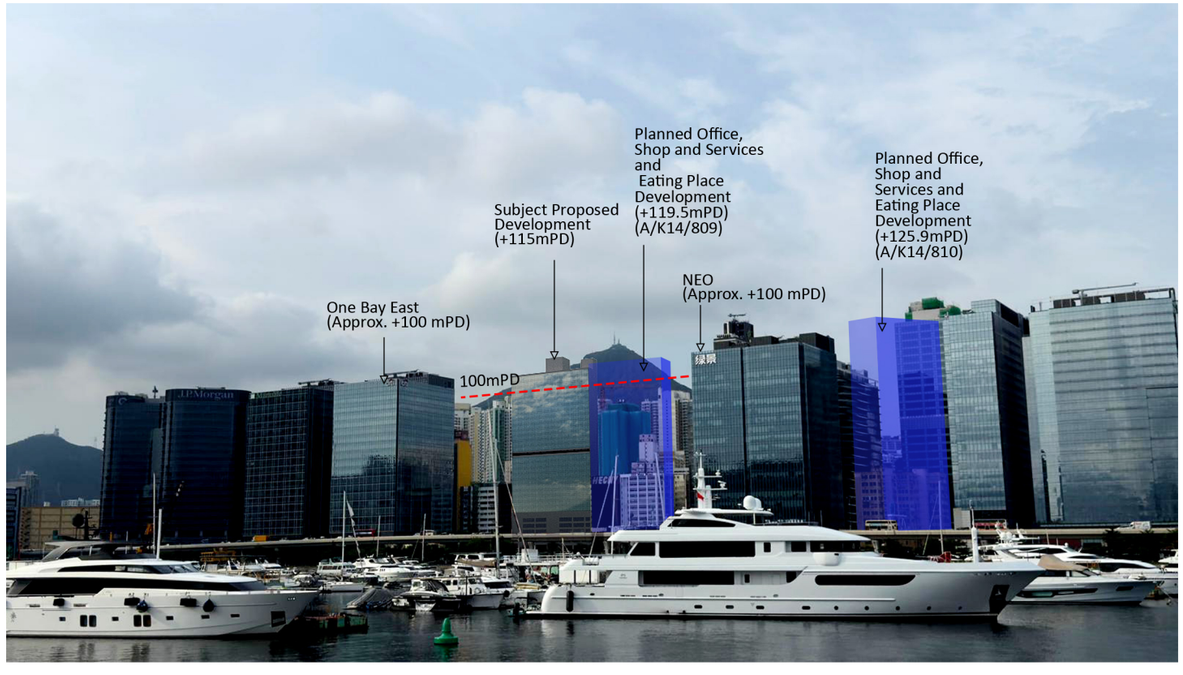
DATE:
August 2025

PREPARED BY:
DeSPACE (International) Limited

Existing Condition



Proposed Scheme



DRAWING TITLE: VP5b - Kai Tak Runway Park	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NUMBER: Figure 6.5b	**DATE:** August 2025	

Existing Condition

Proposed Scheme

DRAWING TITLE:
VP6 - Quarry Park

SCALE:
N.T.S

PREPARED BY:
DeSPACE (International) Limited

DRAWING NUMBER:
Figure 6.6

DATE:
August 2025

Previous Applications at the Application Site

Application No.	Site Area Zoning & Development Restrictions	Proposed Development		Dates of Consideration
		Uses	Minor Relaxation	
A/K14/291	1,170.58m^2 "Industrial" Plot ratio (PR): 12 Building Height Restriction: Nil	Proposed conversion of an existing industrial building to an industrial-office building	NA	19.9.1997 Approved with conditions [Conversion completed in 1998]
A/K14/780	1,170.578m^2 "Other Specified Uses" annotated "Business" PR:12 BHR:100mPD	Permitted office, shop and services and eating place uses	PR 12 to 14.4 (+20%) BH 100mPD to 115mPD (+15%)	29.5.2020 Approved with conditions [Commenced by general building plans approval]

Similar Applications for Proposed Hotel Use within "OU(B)" Zone in Kwun Tong Business Area Over the Past Five Years

Application No.		Address (Site Area)	Zoning & Development Restrictions	Proposed Developments		Date of Meeting
				Uses	Minor Relaxation	
1	A/K14/783 *(is part of A/K14/809 site)*	1 Tai Yip Street (536.98m^2)	"Other Specified Uses" annotated "Business" ("OU(B)") Plot ratio (PR):12 Building height restriction (BHR): 100mPD	Hotel	PR 12 to 14.4 (+20%) BH 100mPD to 115.4mPD(+15.4%)	20.11.2020 Approved with conditions [Commenced by general building plans approval]
2	A/K14/796	28A Hung To Road (517m^2)	"OU(B)" PR:12 BHR:100mPD	Hotel with other uses (including place of recreation, sports or culture /office(audio-visual recording studio) / office (design and media production) / Research, Design and Development Centre)	NA [Wholesale conversion of an existing industrial building]	22.1.2021 Approved with conditions [Lapsed]
3	A/K14/832 *(includes application site of A/K14/808)*	201-203 Wai Yip Street (1,872m^2)	"OU(B)" PR:12 BHR:100mPD	Hotel	PR 12 to 14.4 (+20%) BH 100mPD to 125.9mPD(+25.9%)	23.5.2025 Approved with conditions

Appendix IIIb of
MPC Paper No. A/K14/835

Similar Applications for Minor Relaxation of Plot Ratio/Building Height Restrictions in Kwun Tong Business Area over the Past Five Years
(related to the Policy for Redevelopment of pre-1987 Industrial Buildings)

Application No.		Address (Site Area)	Zoning & Development Restrictions	Proposed Development		Date of Meeting
				Uses	Minor Relaxation	
1	A/K14/787	33 Hung To Road ($929m^2$)	"OU(B)" PR: 12 BHR:160mPD	Industrial	PR 12 to 14.4 (+20%)	18.12.2020 Approved with conditions
2	A/K14/793 *(is part of A/K14/807 site)*	77 Hoi Yuen Road ($1,858.05\ m^2$)	"OU(B)" PR: 12 BHR: 200mPD	Industrial	PR 12 to 14.4 (+20%)	14.12.2020 Approved with conditions
3	A/K14/804	334 – 336 and 338 Kwun Tong Road ($1,611.854\ m^2$)	"OU(B)" PR: 12 BHR: 100mPD	Commercial/Office (C/O)	PR 12 to 14.4 (+20%) BH 100mPD to 115mPD (+15%)	24.6.2022 Approved with conditions
4	A/K14/808 *(is part of A/K14/832 site)*	201 Wai Yip Street ($936m^2$)	"OU(B)" PR: 12 BHR: 100mPD	C/O	PR 12 to 14.4 (+20%) BH 100mPD to 120mPD (+20%)	4.3.2022 Approved with conditions
5	A/K14/810	5 Lai Yip Street ($1,026.878\ m^2$)	"OU(B)" PR: 12 BHR: 100mPD	C/O	PR 12 to 14.4 (+20%) BH 100mPD to 125.9mPD(+25.9%)	18.2.2022 Approved with conditions
6	A/K14/822	25 Tai Yip Street ($386.94m^2$)	"OU(B)" PR: 12 BHR: 100mPD	C/O	PR 12 to 14.4 (+20%) BH 100mPD to 119.9mPD(+19.9%)	9.6.2023 Approved with conditions

Similar Applications for Minor Relaxation of Plot Ratio/Building Height Restrictions in Kwun Tong Business Area over the Past Five Years (not related to the Policy for Redevelopment of pre-1987 Industrial Buildings)

Application No.		Address (Site Area)	Zoning & Development Restrictions	Proposed Development		Date of Meeting
				Uses	Minor Relaxation	
7	A/K14/794 *(is part of A/K14/807 site)*	119 – 121 How Ming Street (929.02m^2)	"OU(B)" PR: 12 BHR: 200mPD	Industrial	PR 12 to 14.4 (+20%)	16.4.2021 Approved with conditions
8	A/K14/806	11 Lai Yip Street (1,045.159 m^2)	"OU(B)" PR: 12 BHR:100mPD	Office	PR 12 to 14.4 (+20%) BH 100mPD to 125.9mPD (+25.9%)	14.1.2022 Approved with conditions
9	A/K14/807 *(includes application site of A/K14/793 and 794)*	73 – 77 Hoi Yuen Road and 119 – 121 How Ming Street (4,645.12m^2)	"OU(B)" PR: 12 BHR: 200mPD	C/O	PR 12 to 14.4 (+20%)	20.5.2022 Approved with conditions
10	A/K14/809 *(includes application site of A/K14/783*	1 Tai Yip Street and 111 Wai Yip Street (927m^2)	"OU(B)" PR: 12 BHR: 100mPD	C/O	PR 12 to 14.4 (+20%) BH 100mPD to 119.5mPD (+19.5%)	10.6.2022 Approved with conditions
11	A/K14/820	73 – 75 Hung To Road (1,858.06m^2)	"OU(B)" PR: 12 BHR: 130mPD	C/O	PR 12 to 14.4 (+20%)	3.2.2023 Approved with conditions

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

Dear Sir/Madam,

I am writing to support Application A/K14/835.

The proposed hotel development will create synergies for small and medium-sized businesses in Kwun Tong. Restaurants, cafés, laundries, and local shops will benefit from the increased demand from hotel guests, enabling entrepreneurs to thrive.

This project is therefore not only a hotel, but also a catalyst for business growth in the district.

Sincerely,

[Name] TAM SIU YING

[HKID] [redacted]

[Contact] [redacted]

RECEIVED
11 SEP 2025
Town Planning Board

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

Dear Members,

I support the application A/K14/835 because it makes good use of an underutilised industrial site. Many factory buildings in Kwun Tong are outdated, and turning one into a modern hotel is a great way to bring life back to the area.

This is exactly in line with the government's policy of revitalising old industrial buildings. Instead of leaving them underused, converting them into hotels or other active uses gives the district a fresh look and brings jobs and visitors.

It's a smart move that benefits both the neighbourhood and Hong Kong as a whole.

Kind regards,

Name: TAM SIU YING

RECEIVED
11 SEP 2025
Town Planning Board

HKID: [redacted]

Contact: [redacted]

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

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This project is therefore not only a hotel, but also a catalyst for business growth in the district.

Sincerely,

[Name] TAM MAN FAN

[HKID] [redacted]

[Contact] [redacted]

RECEIVED
11 SEP 2025
Town Planning Board

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

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It's a smart move that benefits both the neighbourhood and Hong Kong as a whole.

Kind regards,

Name: TAM MAN FAN

RECEIVED
11 SEP 2025
Town Planning Board

HKID: [redacted]

Contact: [redacted]

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

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This is exactly in line with the government's policy of revitalising old industrial buildings. Instead of leaving them underused, converting them into hotels or other active uses gives the district a fresh look and brings jobs and visitors.

It's a smart move that benefits both the neighbourhood and Hong Kong as a whole.

Kind regards,

Name: JAM Yui Sum

RECEIVED
11 SEP 2025
Town Planning Board

HKID: [redacted]

Contact: [redacted]

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

Dear Sir/Madam,

I am writing to support Application A/K14/835.

The proposed hotel development will create synergies for small and medium-sized businesses in Kwun Tong. Restaurants, cafés, laundries, and local shops will benefit from the increased demand from hotel guests, enabling entrepreneurs to thrive.

This project is therefore not only a hotel, but also a catalyst for business growth in the district.

Sincerely,

[Name] TAM YUI SUM

RECEIVED
11 SEP 2025
Town Planning Board

[HKID] [redacted]

[Contact] [redacted]

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

Dear Sir/Madam,

I am writing to support Application A/K14/835.

The proposed hotel development will create synergies for small and medium-sized businesses in Kwun Tong. Restaurants, cafés, laundries, and local shops will benefit from the increased demand from hotel guests, enabling entrepreneurs to thrive.

This project is therefore not only a hotel, but also a catalyst for business growth in the district.

Sincerely,

[Name] TAM Kwok Shun

[HKID] [redacted]

[Contact] [redacted]

RECEIVED
11 SEP 2025
Town Planning Board

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

Dear Members,

I support the application A/K14/835 because it makes good use of an underutilised industrial site. Many factory buildings in Kwun Tong are outdated, and turning one into a modern hotel is a great way to bring life back to the area.

This is exactly in line with the government's policy of revitalising old industrial buildings. Instead of leaving them underused, converting them into hotels or other active uses gives the district a fresh look and brings jobs and visitors.

It's a smart move that benefits both the neighbourhood and Hong Kong as a whole.

Kind regards,

Name: TAM Kwok Shun

RECEIVED
11 SEP 2025
Town Planning Board

HKID: [redacted]

Contact: [redacted]

二〇二五年九月三日

城規会

北角渣华道333改府会署

趣動九龍東倡議，致今，成効未見，顯著要加地勁，所以对AK14835計劃，熱烈支持，祝願成功！

為國為港！

利國偉

[redacted]

Town Planning Board
15/F, 333 Java Road, N. Point

Sir,
I have been working in Kwun Tong 10 yrs. The area is very bad in the last few years.
Many empty with zero people.
New Buildings good. very good.
HK need new Buildings.
Support Application A/KH4835
100% !!

Hui Yuk Shing 許玉成

[redacted]

渣华道333 政府合署
城規会

本人樂見 K14835 申請，帶來新活力和机会，区内仍然很多舊工厂，希望多些現代建築，商业活動，酒店等等亦無任欢迎。所以本人全力支持，但願新計劃帶來机会，就业等等。別謝

計遊良

[redacted]

Town Planning Board
North Point Government Offices 1 S/F
333 Java Road, Hong Kong

Dear Sir

On the application A/KIH/[illegible], I like to express my strong support. It is a fanatic proposal for the area and for Hong Kong. I strongly believe Kwun Tong has a fantastic future and new applications will bring more people & economic activities. Hong Kong economy is not very good at the moment and new plan and development will be beneficial to the area. The area has many commercial buildings, but not so many hotels so a hotel will be very good for the area. Commercial activities is slow now but tourist are coming and new hotels will be suitable for the area. Congratulations & very success in the project.

→

Kisty Wong Cho Ki

Tel: [redacted]

致 香港城市規劃委員會：

有關: 申請編號 A/K14/835 的酒店項目

我因業務需要，每月老闆至少來港一次，並常需於觀塘區洽公。觀塘交通便利、商業活動蓬勃，但一直缺乏方便的住宿選擇，每次都要往返其他區域，非常耗時。

申請編號 A/K14/835 的酒店項目，將極大地方便如一般的商務旅客，提升工作效率，也更利於香港作為國際商業中心的形象。

我十分支持此計劃，謝謝考慮。

Tse Mak [redacted]

To: Town Planning Board

I am a professional accountant, I am writing to express my full support for the planning application A/K14/835 of proposes a hotel development in Kwun Tong, Wai Yip Street.

In view of the development of East Kwoloon, more government department and sizable company have been relocated to East Kowloon, we need more hotel facility for the business visitors and further commercial activities.

Thank you for your attention.

Name WONG WANG KAM

CPA No. [redacted]

Contact: [redacted]

城市規劃委員會

香港北角渣華道 333 號

北角政府合署 15 樓

關於: 申請編號 A/K14/835

本人一向都十分支持起動東九龍， 把觀塘轉型為一個充滿活力的商業中心。但是目前區內酒店住宿短缺未能配合這種發展, 例如舉辦大型演唱會及球賽。 這種不足對本地經濟而言是錯失良機，也為需要接待海外訪客帶來不便。 而且亦可以帶來更多就業機會, 促進香港發展。

批准此項目將為社區提供關鍵的服務，支持本地企業，並使我們的區域基礎設施現代化，以匹配其新地位。

我強烈建議各位批准此申請。

此致

談接開(HKID: [redacted])

Tel:[redacted]

15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

To Whom It May Concern,

I am writing in strong support of Planning Application No. A/K14/835, which proposes the development of a hotel with minor relaxation of plot ratio and building height restrictions at 107–109 Wai Yip Street, Kwun Tong.

The proposed project will serve as a major driver of economic revitalisation in the Kwun Tong district. The transformation from industrial use into modern hospitality facilities will encourage investment, stimulate commercial activities, and increase local consumption. Kwun Tong, being part of the evolving Kowloon East CBD, requires diversified developments that balance office, commercial, and tourism-related uses. This hotel project represents precisely such balance, fostering long-term economic sustainability.

I therefore strongly urge the Town Planning Board to approve this application for the benefit of both the district and Hong Kong's broader economy.

Yours faithfully,

Name:

Lee Kei Ying.

HKID:

城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

敬啟者：

本人十分支持規劃申請編號 A/K14/835：於觀塘偉業街 107-109 號發展酒店的項目。支持的理由如下：

1. 創造就業機會，直接惠及街坊。
2. 帶動地區經濟，方便消費選擇。
3. 提升社區形象與城市面貌。
4. 配合政府發展政策「起動九龍東」

基於以上理由，本人認為此規劃申請符合公共利益及城市規劃原則，值得貴委員會批准。

謹啟：

姓名：岑結萍
身份證號碼：[redacted]
聯絡方法：[redacted]
日期：5-9-2025

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

Dear Sir/Madam,

I am writing to express my full support for the planning application A/K14/835, which proposes a hotel development with minor relaxation of plot ratio and building height restrictions at 107-109 Wai Yip Street, Kwun Tong.

This project will bring significant economic benefits to Kwun Tong. By introducing new investment and modern hotel facilities, the development will stimulate commercial activities, draw in related service industries, and enhance the competitiveness of this district. Such growth will not only benefit local businesses but also create a multiplier effect for the broader Hong Kong economy.

I strongly urge the Town Planning Board to approve this application.

Yours faithfully,

Name: Wong Tak Kin

HKID: [redacted]

Contact: [redacted]

城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

敬啟者：

本人支持規劃申請編號 A/K14/835，於偉業街 107-109 號發展酒店項目。

觀塘一帶原為傳統工業重鎮，區內不少工廈因經濟結構轉型而日漸空置或使用效率低。該酒店項目的推動，正是「工廈活化」政策的良好實例，將舊有、低度利用的工業建築用地轉化為能夠回應時代需求的現代化酒店設施。

此舉不僅能有效提升土地利用效益，亦能美化街道景觀，為觀塘塑造煥然一新的形象。隨着酒店落成，區內環境質素將獲得提升，人流帶動商圈發展，形成正向循環，有助推動觀塘整體轉型及城市再生。

本人深信，這類適度的規劃放寬與土地活化安排，對香港整體城市發展有着重要的示範效應。

謹啟，

姓名: 馬丽真

身份證: [redacted]

聯繫方式: [redacted]

To: Town Planning Board

18/F North Point Government Office

333 Java Road, North Point, Hong Kong

Dear Sirs,

I wish to support Application A/K14/838 at Wai Yip Street, Kwun Tong, the reasons are shown below:

- Bring jobs during construction and operation
- Support local shops, restaurants & small business
- No major environmental or traffic issues expected.
- Matches Kowloon East's transformation into a business and tourism hub, or even education hubs for HKSAR.

The project will help Kwun Tong evolve positively, and I strongly recommend its approval.

Name: Mrs Kari Ho ([redacted]) Kwun N.

Contact: [redacted]

15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

To Whom It May Concern,

I am writing in strong support of Planning Application No. A/K14/835, which proposes the development of a hotel with minor relaxation of plot ratio and building height restrictions at 107–109 Wai Yip Street, Kwun Tong.

The proposed project will serve as a major driver of economic revitalisation in the Kwun Tong district. The transformation from industrial use into modern hospitality facilities will encourage investment, stimulate commercial activities, and increase local consumption. Kwun Tong, being part of the evolving Kowloon East CBD, requires diversified developments that balance office, commercial, and tourism-related uses. This hotel project represents precisely such balance, fostering long-term economic sustainability.

I therefore strongly urge the Town Planning Board to approve this application for the benefit of both the district and Hong Kong's broader economy.

Yours faithfully,

Name: CRISTAL Rocio MIRALLES Li

HKID: [redacted]

Contact: [redacted]

To: Town Planning Board.

I strongly support for application A/K14/188 to change land use for a new hotel development.

As I was working in Kwun Tong. I have experienced first hand the serve shortage of quality accommodation. It is consistently difficult to find suitable hotels for visiting overseas business partners, which creates a significant inconvenience and reflects poorly on our business environment.

I urge you to approve this application

Sincerely.

Cheung Wai Shuen.

[redacted]

Contact No: [redacted].

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

Dear Sir/Madam,

I am writing in support of Planning Application No. A/K14/835 for the proposed hotel development at 107-109 Wai Yip Street, Kwun Tong.

This project will generate a wide range of employment opportunities during both the construction and operational phases, benefitting local workers and residents. It will also stimulate business activity, bringing new demand to surrounding shops, restaurants, and service providers.

Given the government's initiative to transform Kwun Tong into a vibrant business and commercial hub, this development represents an important step in strengthening the local economy.

Yours faithfully,

Name

Lee Wan Sa

HKID

[redacted]

Contact

[redacted]

Wan Sa

城市規劃委員會

香港北角渣華道 333 號

北角政府合署 15 樓

敬啟者：

本人謹此致函，支持規劃申請編號 A/K14/835，於觀塘偉業街 107-109 號興建擬議酒店及作輕微地積比率及建築物高度限制的放寬。

此計劃對觀塘地區的經濟發展將帶來明顯而持久的裨益。首先，項目於建築期間將創造大量建造業相關的工作崗位，涵蓋工程、設計、材料供應及運輸等範疇。而於酒店落成後，營運所需的人手更包括前堂接待、餐飲、清潔、維修、管理及市場推廣等，從而提供大量長期而穩定的就業機會，惠及本地居民，尤其是居於九龍東一帶的基層家庭。

此外，酒店的設立將吸引更多旅客進駐觀塘，帶動餐飲、零售、娛樂及其他服務業的消費需求，形成龐大的經濟乘數效應，推動地區經濟進一步發展。結合政府正全力推動觀塘由工業區轉型為商貿核心區的方向，本人深信此項酒店發展能夠與整體政策互相呼應，成為提升區域經濟活力的重要動力。

謹此致函，以表明本人對該規劃申請的支持。

姓名：李昊賢

身份證：[redacted]

聯繫方式：[redacted]

城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

敬啟者：

本人支持規劃申請編號 A/K14/835，於觀塘偉業街 107-109 號興建酒店。支持原因如下：

1. 規劃層面

發展符合「其他指定用途(商貿)」地帶的規劃意向。

配合「起動九龍東」措施，支持觀塘由工業區轉型為商貿核心。

2. 設計及城市形象

項目具備設計優點，可美化街景並提升地區形象。

建築高度與鄰近發展相容，20% 地積比率放寬亦屬合理。

3. 環境及影響

發展不會對交通、噪音或環境造成不可克服的影響。

採用措施控制影響，確保社區可持續發展。

基於以上多方面考慮，本人認為該申請合理而值得批准。

姓名: CHOI WAI CHUNG

身份證號碼: [redacted]

聯繫方式: [redacted]

城市規劃委員會
香港北角渣華道333号
北角政府合署15樓

支持規劃申請 A/K14/835

致委員會各位：

本人支持規劃申請 A/K14/835，主要原因如下：

① 酒店能為社區帶來更多住宿選擇，方便旅客及商務人士，加速經濟發展。

② 就業機會將惠及居民，特別是基層家庭。

③ 設計具現代感，提升社區景觀與形象。

④ 地点理想，不會造成不可解決的影響。

基於以上理由，我誠懇支持此申請獲得通過。

此致

姓名：何榮志 [signature]
身份證號碼：[redacted]
电话：[redacted]

To: Town Planning Department

I am a finance director of Hong Kong Cannery Limited, Ho Siu Lun, I strongly support for Application No. A/K14/835, which proposes the development of a new hotel in the Kwun Tong district.

Our office located at 89 Wai Yip Street Kwun Tong. I frequently host international colleagues, clients, and business partners at our company. The current shortage of quality hotel accommodation in the area has consistently posed challenges for our business activities, often requiring guests to stay in distant locations and resulting in logistical inefficiencies.

The development of a new hotel would not only address this critical infrastructure gap but also enhance Kwun Tong's attractiveness as a business destination. This alignment with Hong Kong's development as a global financial hub would benefit the broader business community and support continued economic growth in the region.

I believe this project will significantly improve the district's commercial ecosystem and urge the Town Planning Board to approve this application.

Sincerely,

Ho Siu Lun [redacted]

Mobile: [redacted]

城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

委員會各位：

本人支持規劃申請 A/K14/835。

此酒店項目的設計有多方面優點，例如外觀具現代感，與區內重建中的建築群相協調；同時亦考慮到行人通道及交通便利，令居民與旅客使用更為方便。這樣的設計不但美化街景，亦能提升觀塘的整體形象，為社區增添活力。

作為居民，我樂見有更多兼具設計質素與社區價值的項目落實。

此致

姓名 Chung Ki Lun

身份證號碼 [redacted]

聯繫方式 [redacted]

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

Dear Sir/Madam,

I am writing in support of Application A/K14/835 at 107-109 Wai Yip Street, Kwun Tong. My reasons are:

Planning Compatibility – The proposed hotel is consistent with the "Other Specified Uses (Business)" zoning and supports the Energizing Kowloon East initiative.

Urban Renewal – The development revitalises an outdated industrial site, in line with government policy on adaptive reuse.

Design Quality – The scheme provides architectural merits that will uplift the area's image.

Proportionate Relaxation – The 20% GFA relaxation and compatible building height are reasonable and align with nearby approved developments.

Manageable Impacts – No insurmountable environmental or traffic impacts are anticipated.

This project embodies smart urban transformation and should be approved.

Yours faithfully,

Name Law Tin Ho HKID: [redacted] Contact: [redacted]

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

Dear Sir/Madam,

I am writing to **support** Planning Application A/K14/835 for a proposed hotel at 107-109 Wai Yip Street, Kwun Tong.

The site is highly suitable for hotel use. It is strategically located in the Kowloon East commercial area, close to major transport routes and business facilities, making it ideal for both business and leisure travelers. The proposed development is compatible with surrounding land uses, which are evolving from traditional industrial activities towards a diversified mix of offices, retail, and cultural facilities.

By aligning with the district's transformation, this hotel development ensures land is utilised efficiently and contributes positively to the local urban character.

Yours faithfully,
Name:

Wong Siu Chui

HKID: [redacted]

Contact [redacted]

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

Dear Members,

Application A/K14/835 should be supported as it helps to rebrand Kwun Tong as a modern, dynamic district.

The hotel will upgrade the urban landscape, attracting not only visitors but also new investments and events. By enhancing the district' s image, Kwun Tong will transition from an industrial zone into a vibrant business and leisure hub.

Sincerely,

Name

PANG WAI KIT

HK ID No.

[redacted]

Contact

[redacted]

城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

支持規劃申請 A/K14/835

委員會各位：

本人支持規劃申請 A/K14/835，原因如下：

- ◉ 酒店能為觀塘區提供更多住宿選擇，方便旅客及商務人士。
- ◉ 發展有助推動觀塘轉型，由工業區走向多元化社區。
- ◉ 酒店帶來人流，能增加區內餐飲及零售業的生意。
- ◉ 就業機會將惠及居民，特別是基層家庭。
- ◉ 設計具現代感，提升社區景觀與形象。
- ◉ 不會對交通及環境造成不可解決的影響。

基於以上理由，我誠懇支持此申請獲得批准。

此致，

姓名: CHAN YIN SHAN　身份證號碼: [redacted]　聯繫方式: [redacted]

城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

敬啟者：

本人謹此支持規劃申請編號 A/K14/835。

經審視，擬議酒店發展不會對周邊環境造成不可克服的影響。無論在交通流量、空氣質素、噪音控制及社區承受能力等方面，均屬可接受水平。項目亦承諾在設計及營運階段採取相應措施，以減低對環境及居民的潛在影響。

因此，本人認為該計劃與區內環境相容，值得委員會批准。

謹啟

姓名 朱凱儀 身份證號碼: [redacted] 聯繫方式: [redacted]

城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

敬啟者：

本人支持規劃申請編號 A/K14/835，於觀塘偉業街 107-109 號發展酒店。

該地點屬於「其他指定用途」註明「商貿」地帶，其規劃意向正正是促進觀塘商貿區的轉型。擬議酒店與此發展方向一致，能為商務旅客及旅遊人士提供所需的住宿設施，進一步配合「起動九龍東」的政策目標。

這將有助鞏固觀塘作為新商貿核心的地位，促進整體城市規劃藍圖的落實。

謹啟，
姓名 CHENG YAT LONG

HKID [redacted]

聯繫方式 [redacted]

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

Dear Sir/Madam,

I write in support of Planning Application A/K14/835 for the proposed hotel at 107-109 Wai Yip Street, Kwun Tong. Please see below my reasons for support:

✓ The site is suitable for hotel use, given its proximity to transport links and surrounding commercial activities.

✓ The proposed development is compatible with the evolving character of Kwun Tong, which is shifting from industrial to mixed commercial uses.

✓ The scheme aligns with the "Energizing Kowloon East" initiative and supports the district's transformation into a business hub.

✓ The design incorporates planning merits, contributing to the enhancement of the urban landscape.

✓ The proposed relaxation of plot ratio (20%) and building height is proportionate and consistent with previously approved projects.

✓ The development will not cause insurmountable impacts on the surrounding environment, including traffic and amenity.

For these reasons, I urge the Board to approve this application.

Yours faithfully,

Name: CHENG CHI YAN

HKID: [redacted]

Contact: [redacted]

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

Dear Members,

Full Support for Planning Application A/K14/835

I would like to express my full support for Planning Application A/K14/835, which proposes a hotel at 107-109 Wai Yip Street, Kwun Tong.

Tourism has long been a cornerstone of Hong Kong's economy, and with international travel steadily rebounding, the demand for quality accommodations is rising rapidly. Kwun Tong, despite being a growing commercial district, currently lacks sufficient hotel options. This development will fill that gap, ensuring that both leisure and business visitors have access to modern, convenient, and comfortable lodging.

The establishment of a hotel in this location will not only accommodate travelers, but also enhance Hong Kong's reputation as a world city. Visitors staying at this hotel will gain exposure to Kwun Tong's unique character, from its ongoing urban renewal to its vibrant community culture. This exposure helps promote Hong Kong's evolving identity to the international audience.

By enhancing tourism infrastructure, this project will benefit the city far beyond the boundaries of Kwun Tong, reinforcing Hong Kong's global competitiveness and attractiveness as a destination.

Yours sincerely,

Name
Cheung Yuen Hin

HKID
[redacted]

Contact
[redacted]

城市規劃委員會
香港北角渣華道 **333** 號
北角政府合署 **15** 樓

委員會各位：

本人為九龍東區居民，特此支持規劃申請 **A/K14/835**，於偉業街 **107-109** 號興建酒店。

該酒店的興建將為本區帶來切實的便利。首先，它將為到訪觀塘的商務人士及旅客提供就近且舒適的住宿選擇，而不需遠赴港島或尖沙咀。此舉將增加區內的旅遊人流，旅客將會惠顧鄰近餐廳、商店、咖啡室及便利店，帶動區內中小型商戶生意增長。

同時，酒店吸引的人流將令社區更為繁榮熱鬧，間接提升治安與環境管理水平，改善居民生活質素。酒店及其附屬設施如餐廳、休閒空間，甚至能為附近居民提供消費及社交場所，提升生活便利性與選擇。

總而言之，酒店的落成將不僅惠及旅客，更能切實改善本地居民的日常生活與社區氛圍。

此致，

姓名：葉桂好

身份證號碼：[redacted]

聯繫方式：[redacted]

城市規劃委員會

香港北角渣華道 333 號

北角政府合署 15 樓

敬啟者：

本人謹此致函，支持規劃申請編號 A/K14/835，於觀塘偉業街 107-109 號興建擬議酒店及作輕微地積比率及建築物高度限制的放寬。

此計劃對觀塘地區的經濟發展將帶來明顯而持久的裨益。首先，項目於建築期間將創造大量建造業相關的工作崗位，涵蓋工程、設計、材料供應及運輸等範疇。而於酒店落成後，營運所需的人手更包括前堂接待、餐飲、清潔、維修、管理及市場推廣等，從而提供大量長期而穩定的就業機會，惠及本地居民，尤其是居於九龍東一帶的基層家庭。

此外，酒店的設立將吸引更多旅客進駐觀塘，帶動餐飲、零售、娛樂及其他服務業的消費需求，形成龐大的經濟乘數效應，推動地區經濟進一步發展。結合政府正全力推動觀塘由工業區轉型為商貿核心區的方向，本人深信此項酒店發展能夠與整體政策互相呼應，成為提升區域經濟活力的重要動力。

謹此致函，以表明本人對該規劃申請的支持。

姓名：LAW CHI KEUNG

身份證：[redacted]

聯繫方式：[redacted]

To whom It May Concern,

I used to live in Kwun Tong a few years before, I am writing to voice my full support for application A/K14/835.

I have witnessed the district's transformation into a vibrant business hub. However, the current lack of hotel accommodation fails to support this growth.

I strongly recommed you approve this applicatio

Yours faithfully.

Cheung Wan Man

[redacted]

Contact = [redacted]

城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

敬啟者：

本人特此支持規劃申請 A/K14/835，於偉業街 107-109 號發展酒店。

觀塘區為本港新興的商貿核心，然而區內的餐飲、零售及服務行業仍倚賴本地上班族為主要客源。隨着新酒店的落成，勢必帶來更多外來旅客及商務人士，這將大大增加區內餐廳、咖啡店、便利商店、洗衣服務及零售店的顧客來源。對於中小企而言，這是極具價值的市場擴展機會，能讓他們建立口碑、增加收益並鞏固業務。

換言之，酒店並非單一的住宿設施，而是整個區域商業生態鏈的催化劑。它將拉動需求，創造更多合作與發展的契機，帶動區域整體繁榮。

謹啟，

姓名：Lau Wing Yan.

身份證號碼：[redacted]

聯繫方式：[redacted]

城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

委員會各位：

本人支持規劃申請 A/K14/835，於觀塘偉業街 107-109 號發展酒店，因為此舉對觀塘的整體城市形象塑造與地區品牌建設有重要作用。

觀塘過去為工業集中地，予人印象陳舊，然而近年來區內持續轉型，已逐漸發展為商業與文化兼具的新興社區。酒店項目的落成，將進一步提升觀塘的國際化程度與現代化面貌，讓觀塘由傳統工業區成功轉型為活力四射的商業及休閒熱點。

此外，酒店本身作為一項地標建築，將改善街道景觀，吸引舉辦商務會議、文化活動及國際展覽，為觀塘增添新元素。這將不僅有利於地區發展，更能加強香港作為國際都市的競爭力。

本人認為，批准此申請有助塑造積極城市形象，惠及觀塘及全港。

此致，
[姓名] Chung Yan Yi

[身份證號碼] [redacted]

[聯繫方式] [redacted]

收件人：城規會
香港北角政府合署 15 樓
香港北角渣華道 333 號

敬啟者：

本人謹此表示對規劃申請 A/K14/835 的全力支持。該申請位於觀塘偉業街 107-109 號，擬議發展酒店及輕微放寬地積比率及建築高度限制。

此項目將為觀塘帶來顯著的經濟效益。透過引入新的投資與現代化酒店設施，發展能刺激商業活動，帶動相關服務行業，提升區域競爭力。此等增長不僅有助於本地企業，更將對香港整體經濟產生乘數效應。

本人懇請城規會批准此申請。

謹此

姓名：Lam Chuk Ping

身份證：[redacted]

聯繫方式：[redacted]

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

Dear Sir/Madam,

I am writing in support of Planning Application No. A/K14/835 for the proposed hotel development at 107-109 Wai Yip Street, Kwun Tong.

This project will generate a wide range of employment opportunities during both the construction and operational phases, benefitting local workers and residents. It will also stimulate business activity, bringing new demand to surrounding shops, restaurants, and service providers.

Given the government's initiative to transform Kwun Tong into a vibrant business and commercial hub, this development represents an important step in strengthening the local economy.

Yours faithfully,

Name Chan Yu Ting

HKID [redacted]

Contact [redacted]

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

Dear Members,

I wish to support Application A/K14/835 at Wai Yip Street, Kwun Tong. Key reasons include:

- Good use of land – hotel is a logical use in this location.
- Matches Kowloon East's transformation into a business and tourism hub.
- Brings jobs during construction and operation.
- Supports local shops, restaurants, and small businesses.
- Design is modern and will improve the area's image.
- No major environmental issues expected.

This project will help Kwun Tong evolve positively, and I strongly recommend its approval.

Kind regards,

Name: [redacted] ID: [redacted]

Contact: [redacted]

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250911-165022-33304
提交限期 **Deadline for submission:**	12/09/2025
提交日期及時間 **Date and time of submission:**	11/09/2025 16:50:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K14/835
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Sam

意見詳情
Details of the Comment :

I am writing to express my full support for the planning application A/K14/835, which proposes a hotel development with minor relaxation of plot ratio and building height restrictions at 107-109 Wai Yip Street, Kwun Tong.

This project will bring significant economic benefits to Kwun Tong. By introducing new investment and modern hotel facilities, the development will stimulate commercial activities, draw in related service industries, and enhance the competitiveness of this district. Such growth will not only benefit local businesses but also create a multiplier effect for the broader Hong Kong economy.

I strongly urge the Town Planning Board to approve this application.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250911-165137-69353
提交限期 **Deadline for submission:**	12/09/2025
提交日期及時間 **Date and time of submission:**	11/09/2025 16:51:37
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K14/835
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Leung Kin Long

意見詳情
Details of the Comment :

I am writing to support Application A/K14/835, which seeks approval for the development of a hotel at 107-109 Wai Yip Street, Kwun Tong.

Kwun Tong was once an industrial powerhouse, but with structural economic changes, many factory buildings are now underutilised or outdated. The proposed hotel is a model case of revitalising industrial sites into modern and productive uses. By adapting such plots for hospitality purposes, the project will inject new energy into the district, improving both the urban fabric and the economic vitality of the area.

Revitalisation projects like this are critical to ensuring efficient land use in a high-density city such as Hong Kong. They help transform older, low-yield structures into developments that serve contemporary needs, while simultaneously improving the streetscape, attracting visitors, and uplifting the overall image of the district.

This project is an excellent demonstration of adaptive reuse that supports the government's urban regeneration goals and adds long-term value to the community.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250911-162403-26247
提交限期 **Deadline for submission:**	12/09/2025
提交日期及時間 **Date and time of submission:**	11/09/2025 16:24:03
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K14/835
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Wong Hoi Ting

意見詳情
Details of the Comment :

I support the development proposal as it will help transform older, low-yield structures into developments that serve contemporary needs, while simultaneously improving the streetscape, attracting visitors, and uplifting the overall image of the district.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250912-160409-69627
提交限期 **Deadline for submission:**	12/09/2025
提交日期及時間 **Date and time of submission:**	12/09/2025 16:04:09
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K14/835
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Cheng S.T.

意見詳情
Details of the Comment :

支持規劃申請編號 A/K14/835，本人認為該計劃與區內環境相容，懇請委員會批准此申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250912-155950-18323
提交限期 **Deadline for submission:**	12/09/2025
提交日期及時間 **Date and time of submission:**	12/09/2025 15:59:50
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K14/835
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Chu Sau Wai

意見詳情
Details of the Comment :

I support this application. It is in line with the government's policy of revitalising old industrial buildings and able to stimulate new economic activities.

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

Dear Members,

I support the application A/K14/835 because it makes good use of an underutilised industrial site. Many factory buildings in Kwun Tong are outdated, and turning one into a modern hotel is a great way to bring life back to the area.

This is exactly in line with the government's policy of revitalising old industrial buildings. Instead of leaving them underused, converting them into hotels or other active uses gives the district a fresh look and brings jobs and visitors.

It's a smart move that benefits both the neighbourhood and Hong Kong as a whole.

Kind regards,

Name: ~~Calvin~~ Tong Siu Kei

HKID: [redacted]

Contact: [redacted]

RECEIVED
11 SEP 2025
Town Planning Board

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

Dear Sir/Madam,

I am writing to support Application A/K14/835.

The proposed hotel development will create synergies for small and medium-sized businesses in Kwun Tong. Restaurants, cafés, laundries, and local shops will benefit from the increased demand from hotel guests, enabling entrepreneurs to thrive.

This project is therefore not only a hotel, but also a catalyst for business growth in the district.

Sincerely,

[Name] Tong Siu Kei

[HKID] [redacted]

[Contact] [redacted]

RECEIVED
11 SEP 2025
Town Planning Board

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

Dear Sir/Madam,

I am writing to support Application A/K14/835.

The proposed hotel development will create synergies for small and medium-sized businesses in Kwun Tong. Restaurants, cafés, laundries, and local shops will benefit from the increased demand from hotel guests, enabling entrepreneurs to thrive.

This project is therefore not only a hotel, but also a catalyst for business growth in the district.

Sincerely,

[Name] Chan Chiu KWAN

[HKID] [redacted]

[Contact] [redacted]

RECEIVED
11 SEP 2025
Town Planning Board

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

Dear Members,

I support the application A/K14/835 because it makes good use of an underutilised industrial site. Many factory buildings in Kwun Tong are outdated, and turning one into a modern hotel is a great way to bring life back to the area.

This is exactly in line with the government's policy of revitalising old industrial buildings. Instead of leaving them underused, converting them into hotels or other active uses gives the district a fresh look and brings jobs and visitors.

It's a smart move that benefits both the neighbourhood and Hong Kong as a whole.

Kind regards,

Name: Chan Chiu Kwan

HKID: [redacted]

Contact: [redacted]

RECEIVED
11 SEP 2025
Town Planning Board

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

Dear Sir/Madam,

I am writing to support Application A/K14/835.

The proposed hotel development will create synergies for small and medium-sized businesses in Kwun Tong. Restaurants, cafés, laundries, and local shops will benefit from the increased demand from hotel guests, enabling entrepreneurs to thrive.

This project is therefore not only a hotel, but also a catalyst for business growth in the district.

Sincerely,

[Name] TAM KWOK KIN

[HKID] [redacted]

[Contact] [redacted]

RECEIVED
11 SEP 2025
Town Planning Board

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

Dear Members,

I support the application A/K14/835 because it makes good use of an underutilised industrial site. Many factory buildings in Kwun Tong are outdated, and turning one into a modern hotel is a great way to bring life back to the area.

This is exactly in line with the government's policy of revitalising old industrial buildings. Instead of leaving them underused, converting them into hotels or other active uses gives the district a fresh look and brings jobs and visitors.

It's a smart move that benefits both the neighbourhood and Hong Kong as a whole.

Kind regards,

Name: TAM Kwok Kin

RECEIVED
11 SEP 2025
Town Planning Board

HKID: [redacted]

Contact: [redacted]

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From: [redacted]
Sent: 2025-09-09 星期二 02:38:57
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: A/K14/835 107-109 Wai Yip Street MR

A/K14/835

107-109 Wai Yip Street, Kwun Tong

Site area: About 1,170.578m²

Zoning: "Other Specified Uses" annotated "Business"

Applied Development: 984 Room Hotel / PR 14.4 / 115mPD / 25 Vehicle Parking

Dear TPB Members,

780 approved 29 May 2020, expired 29 May 2024.

As PR and height are the same then approval is a formality. Reduction in parking a bonus.

Mary Mulvihill

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Friday, 13 March 2020 3:41 AM HKT
Subject: Re: A/K14/780 107-109 Wai Yip Street MR

Dear TPB Members,

More Vertical Green Wall. This greenwash should not be acceptable as it is neither sustainable or cost effective and they provide zero shade. Maintenance would have to be carried out via the erection of platforms or use of hydraulic gondolas mounted on pavement. Both cause obstruction to pedestrians. The only open space are two small terraces on 1st and 2nd floor that may or may not be open to the public.

A few potted plants on the pavement do not compensate the impact of blocked ventilation, wall effect, less penetration of natural light to pavement and increased traffic. Any cooling effect from the vertical carpets is more than offset by the additional heat generated from 29 floors of curtain wall.

The setbacks should sufficient to allow tree planting along the pavements, otherwise they serve little purpose.

Mary Mulvihill

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From: [redacted]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Thursday, January 2, 2020 3:44:21 AM
Subject: A/K14/780 107-109 Wai Yip Street MR

A/K14/780
107-109 Wai Yip Street, Kwun Tong
Site area : About 1,170.578m²
Zoning : "Other Specified Uses" annotated "Business"
Applied Development : Proposed **Minor Relaxation of Building Height and Plot Ratio Restrictions** for Permitted Industrial Development / 120mPD / 93 Vehicle Parking

Dear TPB Members,

The Kwun Tong South OZP was approved in early November last year but already there are a number of applications for MINOR relaxations. These are anything but minor, in this instance a PR of 14.4, that translates to a 20% increase.

The proposed additional parking spaces in a district close to dozens of bus stops and MTR stations would add to the existing chronic congestion issues.

That every development applies for MINOR relaxations and that PD, responsible for drafting the OZP in the first place, supports the applications makes a mockery of the OZP process. This is the third application for Wai Yip Street in a few months.

S/K14S/21A
COMMERCIAL (1)
Remarks
(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building **shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0, and the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan,** or the plot ratio and height of the existing building, whichever is the greater.
(2) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
(3) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded. TRANSLATION PLEASE AS THIS MAKES NO SENSE
(4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

We are told that the OZP is drawn up to provide a framework for the district. It is supported by various impact assessments that purport to justify the particulars of these plans.

That five minutes later approvals are doled out for significant additions to PR and heights calls into question the legitimacy of the OZP.

No assessment is provided of the cumulative impact of these additions with regard to ventilation, noise pollution, penetration of natural light, traffic, etc.

Hopefully some members share the concern of Joe Public with regard to the integrity of the plans that they themselves have approved.

Those of you with a social conscience should also recognize that there is no provision in the OZP for the impact of the additional influx of workers to the district that these substantial relaxations will attract.

The OZP for Kwun Tong show provision for open space based on the number of residents.

However this area is now designated as an alternative CBD. There should also be
In industrial, industrial-office, business and commercial areas, the standard is **5 ha per 100 000 workers (i.e. 0.5m² per worker)**

Not only is there a substantial deficit in OS already based on data for residents, there is no provision for the daily influx of workers to the Kowloon Bay CBD.

It is clear that the 2018 Policy Address effectively OVERRIDES AND ANNULS the integrity of the OZP and the intention of providing more transitional housing has not been accomplished as there have been no applications for such use. In addition the 10% specific uses clause has not been applied

I would refer to the minutes of 31 May 2019 re a similar application: strong justification and planning merits for the proposed minor relaxation of BH restriction. Approving such applications without strong justification and planning merits would set an undesirable precedent.

(a) the planning and design merits of the proposed scheme, taking into account the site specific characteristics and local context;
(b) design of street level on pedestrian accessibility, connectivity and comfort;
(c) compliance with relevant provisions of Sustainable Building Design Guidelines; and
(d) consideration of green building design

There is no separation between buildings, or set back. Green Paving is a new concept, presumably means green coloured tiles?

Green Features are described and are merely a small roff terrace on 2/F and the infamous Green Wall that we know is nothing more than green wash, difficult and expensive to maintain and no guarantee it will not be removed once approval is acquired.

Members must ensure that green measures would be sustainable and permanent, not merely ornaments trotted out to secure approval.

In view of the number of applications of this nature for the district it is obvious that the cumulative impact completely negates the impact assessments upon which the approved OZP was based.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

Mary Mulvihill

Recommended Advisory Clauses

(a) to note the comments of the Director of Fire Services that detailed fire services requirements will be formulated upon receipt of formal submission of general building plans. The applicant is also advised to observe the requirements of emergency vehicular access as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Building 2011 which is administrated by the Buildings Department (BD);

(b) to note the comments of the Chief Building Surveyor/Kowloon, BD that all building works are subject to the compliance with the Buildings Ordinance (BO) and its allied regulations. Detailed comments under the BO on individual sites for private developments such as permissible plot ratio (PR), site coverage (SC), means of escape, fire resisting construction, emergency vehicular access, natural lighting and ventilation, barrier free access and facilities, compliance with sustainable building design guidelines, etc. will be formulated at the building plan submission stage. The applicant is reminded that the following issues should be addressed when making application for approval of plans for carrying out building works under the BO. Applications for bonus PR and/or SC in return for dedication and/or surrender of land under Building (Planning) Regulations (B(P)R) 22(1) and 22(2) respectively will be dealt with individually according to the special circumstances of each case subject to that the dedication and/or surrender are considered essential and acceptable to relevant government departments and the relevant criteria under PNAP APP-20 and APP-108 are complied with. Application for hotel concession under B(P)R 23A might be considered at building plan submission stage subject to the compliance with the criteria under PNAP APP-40. Adequate accessible guest rooms shall be provided in the proposed hotel. Para. 7(2) in Division 2 of the Design Manual: Barrier Free Access 2008 refers;

(c) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department that the approval of the application does not imply approval of tree works. The applicant is reminded to seek approval for any proposed tree works from relevant department prior to the commencement of site works;

(d) to note the comment of the Chief Highway Engineer/Kowloon, Highways Department (HyD) that surrender area located along Wai Yip Street (2.3m setback area) and backplane (1.5m setback area) shall only be considered if the Transport Department (TD) consider it necessary from the traffic viewpoint. HyD would take up the maintenance responsibility of the surrender areas in the form of footpath (or any other type of road as required by TD) provided that (i) TD has agreed to the proposed surrender (of any width) for footpath widening purpose, and taken up the traffic management of the future footpath; (ii) the surrender areas are up to the requirements of Transport Planning Design Manual and highways standard and shall be formed by the lot owner(s) to the satisfaction of both TD and the regional office of HyD. The lot owner(s) is required to submit the design of the proposed surrender areas to both TD and the regional office of HyD; (iii) the surrender areas have to be reverted back to government land; and (iv) no private installations of any kind are allowed within the road reserves, including any building structure/part, private drains, sewers, waterpipes, cables, etc. For the glass canopy over the setback area along Wai Yip Street proposed to be surrendered to the Government in future, the applicant should note (i) the headroom for canopy over public footway shall not be less than 3500mm and the projection on footway shall give a minimum set back of 600mm

from kerbline; (ii) the lot owner is required to maintain the canopy at the cost of the lot owner; (iii) the lot owner shall at his own expense and to the satisfaction of the CHE/K remove the canopy when this is necessitated by any road widening / realignment, improvement and maintenance works or any works related to public utilities and he shall not be entitled to any claim and compensation from the Government; (iv) the structure of the building shall be designed to cater for the removal of the canopy at the expense of the lot owner. It will have no adverse effect to the safety of any part of the building; (v) any canopy shall be provided with adequate surface water drainage in order to avoid nuisance to the public;

(e) to note the comments of the Director of Environmental Protection that a transformer room was situated on the ground floor of the office building. As transformer room is considered a potential source of land contamination, often due to the use of hazardous materials or chemicals (i.e., transformer oil, coolants, and lubricating oils) to operate and maintain transformers. Although the concerned transformer room was dismantled in 2020, the applicant shall provide further information to substantiate that the potential for land contamination is not anticipated. While an approval condition for submission of a land contamination assessment and the implementation of remediation measures identified therein prior to the development of the site is imposed, the application should not the following comments in conducting the assessment: the applicant may reach out to CLP on the previous O&M records of the transformer room in question, including but not limited to (i) the nature of chemical or fuel used, (ii) spillage; (ii) leakage records; and (iii) paving thickness and condition, to facilitate the vetting of the land contamination potential. The applicant shall supplement G/F layout plan of the office building to indicate the location of the transformer room. For aerial photos showing the site conditions, the applicant should revise the land uses to open carpark in Year 2020 and vacant land in Year 2024;

(f) to note the comments of the Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD) that considerable sections of public sewers downstream located at or across busy carriageways are proposed to be upgraded to ensure sufficient capacity of the sewerage system to take up the discharge arising from the site based on the preliminary sewerage impact assessment (SIA) submitted. The applicant is reminded to plan and ensure feasibility of such proposed upgrading works at earlier stage of the project. The applicant should observe DSD's Practice Note 2/2023 - Guidelines on Flood Resilience in planning and detailed design. In particular, for this proposed development at coastal areas, attention should be paid to the potential increase of sea level and plan a higher design formation level as far as practical. Sufficient structural prevention should be planned to ensure the flood resilience of the development. Sufficient operation arrangement to ensure emergency preparedness to ensure the flood resilience of the development if other structural measures were considered impractical. Considerations for flood resilience should be presented in the drainage impact assessment (DIA) to be submitted. The applicant is reminded that it is the developer's responsibility to identify/locate the existing government sewers and stormwater drains to which drainage connections from his site are to be proposed. The applicant is required to verify that downstream existing government drains/sewers, to which connections are proposed, are in normal working conditions and capable for taking the discharge from the site. The applicant is required to conduct condition survey and arrange mitigation measures (e.g.

pipe clearance or rehabilitation works) where needed to ensure sound hydraulic performance. Result of condition survey and associated mitigation measures should be discussed in the detailed SIA and DIA to be submitted at a later stage for agreement with DSD;

(g) to note the comments of the Office of the Licensing Authority of the Home Affairs Department that the applicant should submit a copy of the occupation permit or acknowledgment letter for the proposed hotel when making an application under the Hotel and Guesthouse Accommodation Ordinance (HAGAO), Cap 349. The licensing requirements will be formulated after inspections by the Building Safety Unit and Fire Safety Team upon receipt of application under HAGAO; and

(h) to note that comments of the Head of Development Projects Facilitation Office of the Development Bureau that only student hostels with support from the Education Bureau through joining the Hostels in the City Scheme could enjoy the facilitation of being considered 'Hotel' use under the planning regime. Approval from the Town Planning Board for using the site as 'Hotel' does not lift the requirement to apply with EDB for such conversion in future.