Appendix I of
MPC Paper No. A/H20/202

2025年10月2日收到。城市規劃委員會只會在收到所有必要的資料及文件後才正式確認收到申請的日期。

This document is received on 2025-10-02
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衹涉及:

(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

2502113 12/9 By Hand

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/H20/202
	Date Received 收到日期	2025 -10- 02

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)

Fortune Creation Developments Ltd

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)

Llewelyn-Davies Hong Kong Ltd

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）	Chai Wan Inland Lots 12 & 43, 14 - 16 Lee Chung Street, Chai Wan
(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 977 sq.m 平方米☑About 約 ☑Gross floor area 總樓面面積 14068.8 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）	..... 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 Chai Wan Outline Zoning Plan No. S/H20/27
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Other Specified Uses" annotated "Business"
(f)	Current use(s) 現時用途	The Application Site is currently occupied by an revitalized industrial building. (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 就第(i)類而言

(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	

(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)類用途

(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 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 ..... mPD 米 (主水平基準上) to 至 .....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)類用途

(a) Proposed use(s)/development 擬議用途/發展	Proposed Minor Relaxation of Plot Ratio Restriction for Proposed Hotel Use (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	14,068.8 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	Not more than 60% (above 15m); Not more than 95% (15m or below)	
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	32 storeys 層 [1] ☐ include 包括_____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	Not more than 120 mPD 米(主水平基準上) ..... m 米	☐About 約 ☐About 約

Note 1: including a level of refuge floor but excluding a level of transfer plate

☐ 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 .....14,068.8..... sq. m 平方米 ☑About 約

(please specify the number of rooms 請註明房間數目) .....363.....

☐ 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]
1	G/F	Carpark, Loading/Unloading Bays, Lobby, E&M, Hotel Ancillary Uses[2]
	1/F	E&M, Hotel Ancillary Uses[2]
	2/F	E&M, Back of House, Hotel Ancillary Uses[2]
	3/F	Back of House, Flat Roof, Hotel Ancillary Uses[2]
	4/F - 30/F	Hotel Rooms, Back of House, E&M

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

Flat Roof / Podium Garden

.....

.....

.....

.....

.....

Note 2: Hotel Ancillary Uses including hotel F&B, hotel shops and services, etc.

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)

Year 2030

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)) Lee Chung 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: 4# 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): # Including 1 no. of disabled car parking space
	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: 3 Coach Spaces 旅遊巴車位: 2 Light Goods Vehicle Spaces 輕型貨車車位: 1 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 The existing industrial building at the Application Site will be demolished and redeveloped into a hotel.
	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)

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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 Supporting 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

Hui Chak Hung, Dickson
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
☐ RPP 註冊專業規劃師
Others 其他 ..... MRTPI

on behalf of 代表 Llewelyn-Davies Hong Kong Ltd.

Llewelyn-Davies Hong Kong Limited
Authorized Signature

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

Date 日期 11/9/2025 ..... (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	Chai Wan Inland Lots 12 & 43, 14 - 16 Lee Chung Street, Chai Wan
Site area 地盤面積	977 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 Chai Wan Outline Zoning Plan No. S/H20/27
Zoning 地帶	"Other Specified Uses" annotated "Business"
Applied use/ development 申請用途/發展	Proposed Minor Relaxation of Plot Ratio Restriction for Proposed Hotel Use

(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 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	14068.8 ☑ About 約 ☐ Not more than 不多於	14.4 ☑About 約 ☐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)
			120 mPD 米(主水平基準上) ☑ (Not more than 不多於)
			32 Storeys(s) 層 [1] ☐ (Not more than 不多於) *(☑Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* 1 level of ☑ *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	Not more than 60% (above 15m); Not more than 95% (15m or below) ☐ About 約	
(v)	No. of units 單位數目	363 rooms	
(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

Note 1: but excluding a level of transfer plate

(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	5
	Private Car Parking Spaces 私家車車位	4#
	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)	
	_____	# Including 1 no. of disabled car parking space
	_____	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	7
	Taxi Spaces 的士車位	3
	Coach Spaces 旅遊巴車位	2
	Light Goods Vehicle Spaces 輕型貨車車位	1
	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）	☐	☐
_____		
_____		

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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Section 16 Planning Application in Support of Proposed Minor Relaxation of Plot Ratio Restriction for Proposed Hotel use at Chai Wan Inland Lots 12 and 43, 14 - 16 Lee Chung Street, Chai Wan, Hong Kong

September 2025

llewelyn davies

in association with

Aedas

CKM ASIA LIMITED
Traffic and Transportation Planning Consultants

CUNDALL

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EXECUTIVE SUMMARY

PURPOSE OF SUBMISSION

This planning application is submitted to seek permission from the Town Planning Board (the Board) in support of a proposed hotel development (hereafter referred to as the "Proposed Development") with minor relaxation of the maximum plot ratio restriction of 20% under Section 16 (S16) of the Town Planning Ordinance (the Ordinance) (CAP. 131). The Application Site is situated at Chai Wan Inland Lots 12 and 43 (CWIL 12 and 43), 14 - 16 Lee Chung Street, Chai Wan, Hong Kong Island (hereafter referred to as the "Application Site"). It is currently zoned "Other Specified Uses (Business)" ("OU(B)") zone on the Approved Chai Wan Outline Zoning Plan ("OZP") No. S/H20/27.

In view of the declining demand of industrial activities and the public's aspiration to optimise the use of scarce land resources at suitable locations, as well as the recent policy announced in 2024 Policy Address to extend the revitalization measures to encourage private-led revitalization of industrial buildings (IBs) so as to provide more appropriate floor spaces to meet Hong Kong's changing social and economic needs, the Applicant now submits this S16 planning application in support of the Proposed Development that would unleash the development potential and optimize the use of the Application Site.

INDICATIVE DEVELOPMENT PROPOSAL

With a total site area of about 977m^2, the Proposed Development at the Application Site will be developed into a 32-storey (including a level of refuge floor but excluding a level of transfer plate) hotel with a maximum building height of 120mPD. To optimise the development potential of the Application Site, the Applicant intends to seek for minor relaxation of PR restriction, a 20% increase from 12 to 14.4, with a non-domestic GFA of about 14,068.8m^2, which is in line with the 20% of increase in PR stated in the Government's policy objective of revitalizing IBs.

DEVELOPMENT JUSTIFICATIONS AND MERITS

Major development justifications and merits in support of this planning application are listed as follows:

- There is previous planning approval in similar nature with minor relaxation of development intensities at the Subject Site;

- The Proposed Development conforms to the latest Government's policy initiative on revitalizing IBs;

- The Proposed Development, providing 363 hotel rooms, echoes with the latest Government's policy to revitalize tourism industry;

- The Proposed Development is in line with the planning intention of the "OU(B)" zone under OZP and fulfil the requirements under Town Planning Board Guideline No. 22D;

- The Application Site could meet the guidelines for suitable sites for hotel development in industrial / office areas set out in Hong Kong Planning Standards and Guidelines;

- The scale of the Proposed Development is comparable to other prevailing hotel developments in "OU(B)" zone;

- Planning gains and design merits of the approved scheme remain largely unchanged under the Proposed Development;

- The proposed scheme design is considered optimal with respect to site characteristics; and

- There are no insurmountable technical impacts to the surroundings in various technical aspects.

In light of the supporting evidences presented in this Planning Statement, the Board is cordially invited to consider the planning application favourably.

行政摘要

(聲明：此中文譯本僅供參考，如中文譯本和英文原文有歧異時，應以英文原文為準。)

申請目的

申請人現根據城市規劃條例第16條(第131章)，向城市規劃委員會(下稱「城規會」)遞交規劃申請，於柴灣分區計劃大綱核准圖編號S/H20/27(下稱「大綱圖」)劃作「其他指定用途(商貿)」地帶的柴灣內地段第12及43號，柴灣利眾街14 - 16號(下稱「申請地盤」)，作擬議酒店用途並略為放寬百分之二十的最高地積比率限制(下稱「擬議發展」)。

鑒於近年香港的工業活動需求下降、公眾期望在適當地點運用珍貴土地資源以及最近在《2024年施政報告》中延續鼓勵私人主導工業大廈活化的政策，從而提供更合適的樓面空間，以滿足不斷變化的社會及經濟需求，申請人現提交本規劃申請以支持擬議發展，釋放及優化申請地盤的發展潛力及土地利用。

發展計劃概覽

申請地盤的總面積約977平方米，擬議發展將興建一座樓高32層的酒店(包括一層防火層但不包括一層轉換層)，其高度不會超過主水平基準上120米。為地盡其用，申請人擬議將申請地盤的最高地積比率限制在政府活化工廈的政策所容許的範圍內，由12略為放寬至14.4，非住宅樓面面積約為14,068.8平方米。

發展理據及規劃增益

以下為支持是次規劃申請的發展理據及增益:

- 申請地盤先前已獲批類似性質作略爲放寬發展密度的規劃許可；
- 擬議重建發展符合政府最新鼓勵活化工業大廈的政策；
- 擬議酒店將提供363間客房，呼應政府振興旅遊業的政策；
- 擬議發展符合「其他指定用途」註明「商貿」地帶的規劃意向，並符合城市規劃委員會指引第22D號；
- 申請地盤符合《香港規劃標準與準則》中於工業/辦公室區提供酒店的指引；

- 擬議酒店的規模與其他於「其他指定用途」註明「商貿」地帶的酒店發展規模相當；
- 擬議發展提供的規劃及設計增益與先前核准方案大致維持不變；
- 擬議發展方案為符合地盤特徵的最佳方案；
- 在各項技術方面，對周邊環境沒有無法克服的技術影響。

基於以上發展理據及規劃增益，現懇請城規會接納是次規劃申請。

1 Introduction

1.1 Background

1.1.1 This planning application is submitted to seek permission from the Town Planning Board (the Board) in support of a proposed hotel development (hereafter referred to as the "Proposed Development") with minor relaxation of the maximum plot ratio restriction of 20% under Section 16 (S16) of the Town Planning Ordinance (the Ordinance) (CAP. 131) to facilitate redevelopment of Johnson Building. The Application Site is situated at Chai Wan Inland Lots 12 and 43 (CWIL 12 and 43), 14 - 16 Lee Chung Street, Chai Wan, Hong Kong Island.

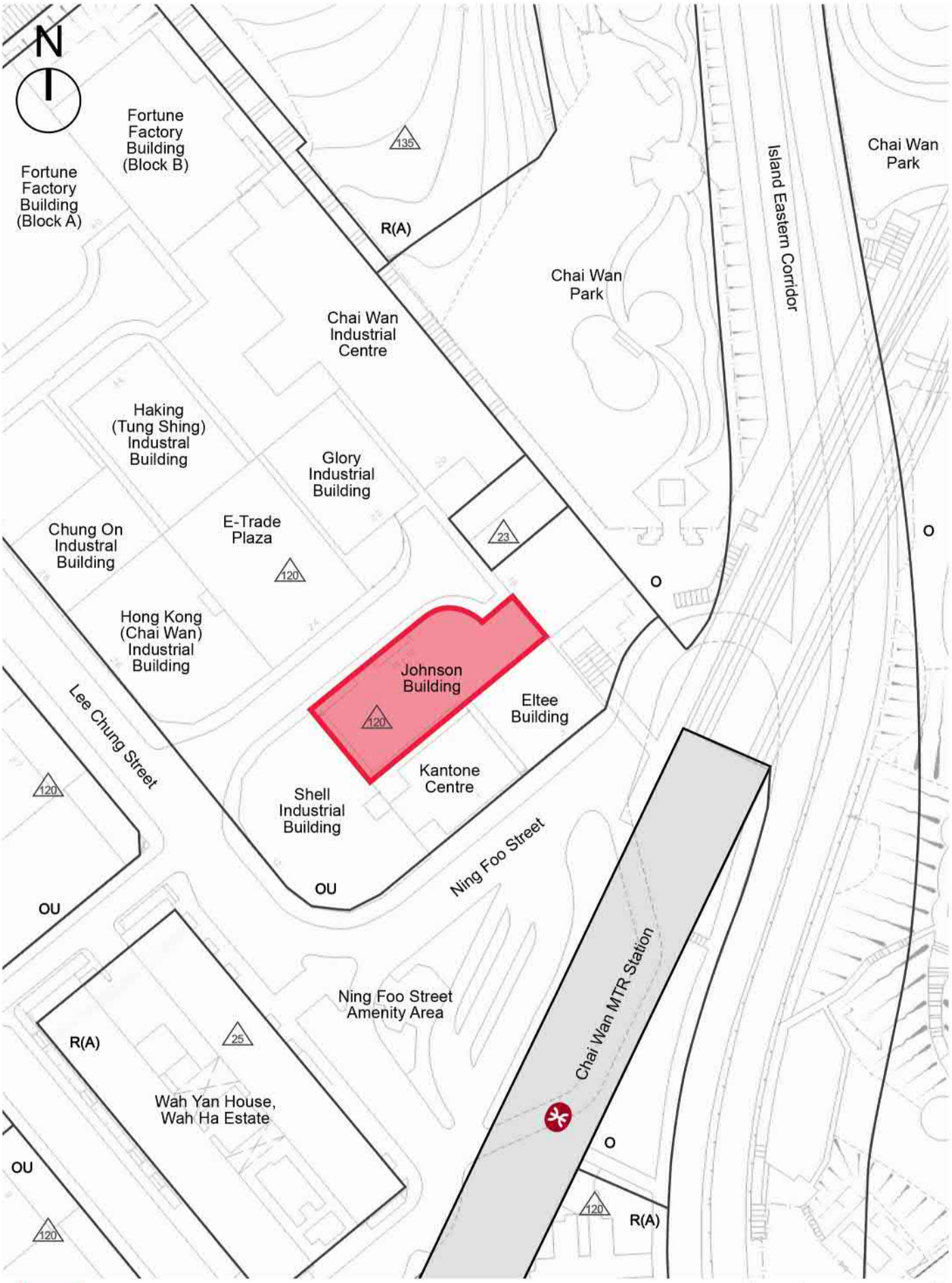
1.1.2 In view of the declining demand of industrial activities and the public's aspiration to optimise the use of scarce land resources at suitable locations, under 2024 Policy Address, the Government has announced to extend the revitalization measures previously introduced in 2009 to the end of 2027 to encourage private-led revitalization of industrial buildings (IBs) so as to provide more appropriate floor spaces to meet Hong Kong's changing social and economic needs.[1]

1.1.3 The Application Site is currently occupied by an aging 11-storey IB known as Johnson Building and is the subject of a previous application (No. A/H20/195) for proposed minor relaxation of plot ratio for permitted non-polluting industrial use, which was approved on 4.12.2020 for redevelopment of the Application Site. However, in light of the latest market conditions and the recent Government policies, the Applicant now intends to redevelop the IB at the Application Site for hotel development.

1.2 Purpose of Submission

1.2.1 The Application Site, as indicated in **Figure 1.1**, is currently zoned "Other Specified Uses" annotated "Business" ("OU(B)") under the Approved Chai Wan OZP No. S/H20/27. According to the Notes of the OZP, 'Hotel' is a Column 2 Use under the Schedule of Uses for the subject "OU(B)" zone that requires planning permission

[1] "*To continue encouraging redevelopment and conversion of aged industrial buildings, we will extend an array of measures, which are expiring soon under the revitalisation scheme for industrial buildings, to the end of 2027, continuing to allow an increase in plot ratio of up to 20% for industrial building redevelopment projects.*" (Policy Address 2024 p.55)



llewelyn davies	Title: Extract of the Approved Chai Wan Outline Zoning Plan No. S/H20/27	Checked	DH	Drawn PW
		Rev	0	Date Sep 2025
		Scale NA		Figure 1.1

from the Board (*Schedule I: for open-air development or for building other than industrial or industrial-office building*.) The Application Site is also subject to development restrictions as indicated below:

Maximum Plot Ratio	12
Maximum Building Height	120mPD

1.2.2 As per the direction of the Revitalization of Industrial Buildings Policy in the 2024 Policy Address, relaxation of the maximum permissible non-domestic plot ratio by up to 20% for redevelopment of pre-1987 IBs located in Main Urban Areas and New Towns was proposed to (i) optimise utilisation of the existing industrial stock and make better use of valuable land resources; and (ii) address more effectively the issues of fire safety and non-compliant uses in existing IBs. The minor relaxation of the aforesaid plot ratio by not more than 20% is allowed yet subject to the approval of the Board.

1.2.3 The Application Site is currently occupied by an aging IB constructed before 1987.[2] The subject building meets the Government's criteria set up under the revitalisation policy, as outlined in the Lands Department's Practice Notes Issues No. 2/2019 for applying for a 20% relaxation of maximum non-domestic plot ratio, as it is (i) a pre-1987 IB; (ii) built on an industrial lot; and (iii) located in Chai Wan (i.e. main urban area) outside "Residential" zones in urban area. Therefore, it is eligible for the Government's policy support under the revitalization policy initiative.

1.2.4 The subject IB was previously wholesale converted through a special waiver executed in June 2016, permitting the subject building to be used for specified non-industrial uses. With reference to the departmental views obtained under the S16 planning approval with similar planning nature for redevelopment of the subject IB (Application No. A/H20/195), although the wholesale conversion process of the existing IB has been completed in December 2018, the Development Bureau has continued to provide policy support for the redevelopment of the subject IB and recognised that the redevelopment of the subject IB could contribute to the urban renewal in Chai Wan district and the future supply of commercial GFA in the area.

1.2.5 Since obtaining the previous planning approval for redevelopment of the subject IB for non-polluting industrial uses under application No. A/H20/195, the Applicant

[2] The Occupation Permits (OPs) for the subject IB were issued on 31.8.1965 and 5.7.1971 respectively.

has continued to monitor market change in Hong Kong and keen to make better use of the Application Site. In light of the recent economic restructuring in Hong Kong and the Government's latest policy initiatives promoting tourism rather than industrial uses, the redevelopment intention has been reviewed. The Applicant now intends to redevelop the subject IB into a hotel development and hereby submits this S16 planning application that would better unleash the development potential of the Application Site.

1.3 Report Structure

1.3.1 This planning statement includes the following sections:

Section 2: Describes the Application Site and surrounding areas and analyses its planning and development context;

Section 3: Depicts the indicative development proposal and design merits in relation to the proposed minor relaxation of maximum plot ratio;

Section 4: Highlights planning justifications for the Proposed Development; and

Section 5: Concludes the planning statement.

1.3.2 Detailed technical assessments and other supplementary information are attached in **Appendices A and B**.

Appendix A: Traffic Impact Assessment

Appendix B: Sewerage Impact Assessment

2 SITE AND SURROUNDING CONTEXT

2.1 Site and Surrounding Context

2.1.1 The Application Site is situated at the eastern fringe of an industrial area in Chai Wan, which is zoned "OU(B)" under the Approved Chai Wan OZP No. S/H20/27. The area is predominantly characterised by approximately 30 IBs, most of which are aged 40 years or above[3]. Situated at 14 – 16 Lee Chung Street, the Application Site is about 50m away from the Chai Wan MTR Station. Covering a site area of about 977m^2, the Application Site is currently occupied by an 11-storey, pre-1987 IB with a building age of 54 years, which is later wholesale converted for specified non-industrial uses under execution of special waiver in 2018.

2.1.2 The immediate surroundings of the Application Site comprise a cluster of industrial-office developments, with a maximum building height of 120mPD as stipulated in the OZP. Notable examples such as Hong Kong (Chai Wan) Industrial Building, Glory Industrial Building and Chai Wan Industrial Centre are located to the immediate north and west of the Application Site. To the east and south of the Application Site are Shell Industrial Building, Kantone Centre and Eltee Building, which separate the Application Site and the Chai Wan MTR Station.

2.1.3 A conventional office building, E-Trade Plaza is situated directly opposite the Application Site across Lee Chung Street. To the immediate east of the Application Site, the former Minico Building is currently undergoing redevelopment into a non-polluting IB, which is the subject of a similar approved planning application No. A/H20/193 under the Government's revitalisation policy. The area is expected to experience gradual economic restructuring, transitioning from traditional industrial uses to modernised industrial and office developments.

2.1.4 Residential developments zoned "Residential (Group A)" ("R(A)") with a maximum building height restriction of 120mPD, such as New Jade Garden and Greenwood Terrace, are located to the south and north of the "OU(B)" zone respectively. The Wah Ha Estate, also zoned "R(A)" and previously revitalised from an IB into public housing is also located at the fringe of the industrial area, akin the Application Site.

2.1.5 Chai Wan Park is located to the east of the "OU(B)" zone. To improve air ventilation

[3] Source: Report on 2020 Area Assessments of Industrial Land in the Territory by Planning Department

and visual permeability between Chai Wan Park and the subject industrial area, a southwest to northeast running air path is preserved along Lee Chung Street.

2.1.6 The site location and existing site and surrounding context are illustrated at **Figures 2.1 and 2.2**.

2.2 Planning and Development Context

Strategic Planning Context

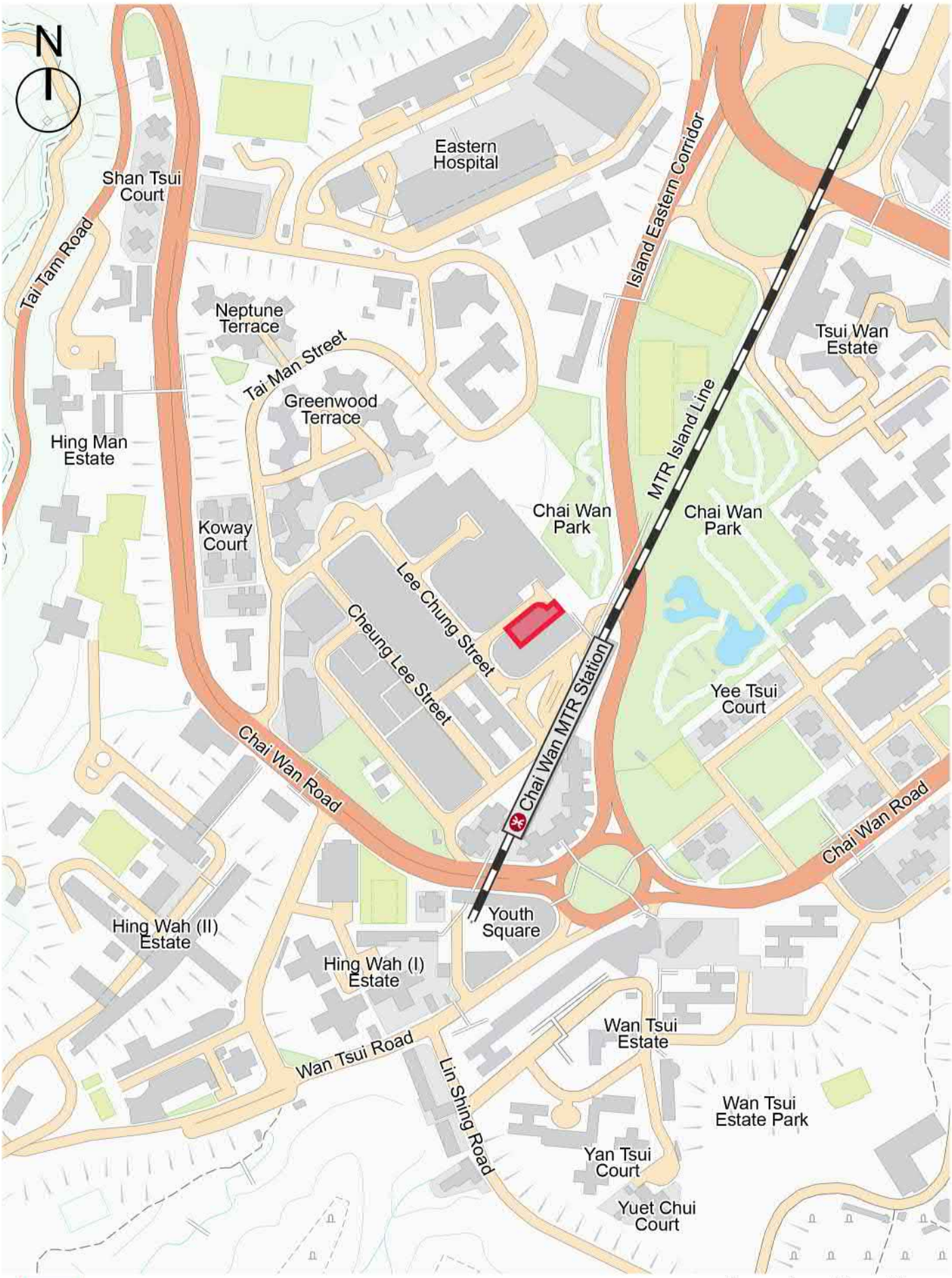
Policy Addresses – Measures to Support Revitalization of Industrial Buildings

2.2.1 As early in 2009, considering the fact that many industrial premises are not optimally utilized due to Hong Kong's rapid economic restructuring, the Government introduced a series of revitalization measures to facilitate the redevelopment and wholesale conversion of older IBs, with an aim to provide more floor space for suitable uses to meet Hong Kong's changing social and economic needs.

2.2.2 In 2009-2010 Policy Address, revitalisation measures were announced to better utilise the precious land resources of Hong Kong through encouraging the redevelopment and wholesale conversion of existing IBs. Measures such as allowing owners to apply nil wavier fee for change of use of existing IBs for the lifetime of the building or the current lease period (for wholesale conversion) came into effect from 1 April 2010.

2.2.3 In 2011-2012 Policy Address, the Government extended the revitalisation scheme, originally set to be expired in March 2013, by 3 years until March 2016, with refinements to wholesale conversation of IBs, such as allowing minor changes to the existing building frame, demonstrating Government's endeavours in allowing greater flexibility for formulation of the revitalisation proposal.

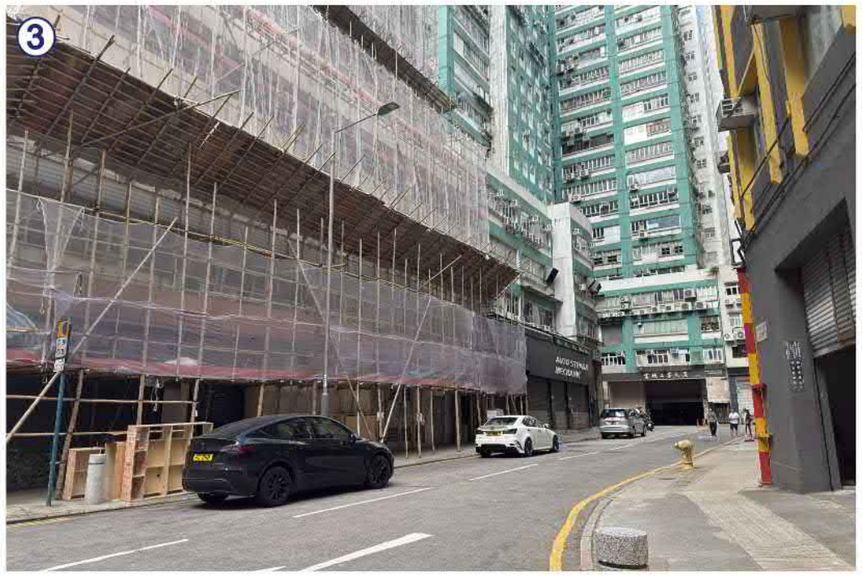
2.2.4 The above 6-year revitalisation scheme from 2010 to 2016, together with the recent reactivated scheme as promulgated by the Government in 2018 Policy Address, which has been further extended to 2027 under 2024 Policy Address, clearly indicates Government's intention in optimising the use of IBs. The proposed hotel development with minor relaxation of plot ratio restriction, aligns with and supports the latest Government's policy by revitalizing the aged IB on-site.



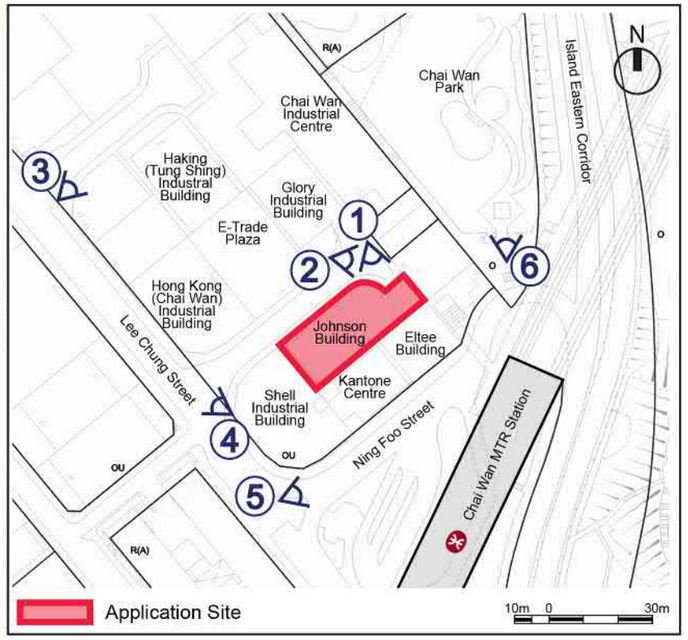
llewelyn davies	Title: Location Plan	Checked	DH	Drawn PW
		Rev	0	Date Sep 2025
		Scale NA		Figure 2.1

A side view of the Application Site situated at 14-16 Lee Chung Street

The former Minico Building (i.e. the similar planning approval for redevelopment of industrial building) is under construction



A cluster of industrial buildings at Lee Chung Street



Other industrial buildings within the "OU(B)" zone in Lee Chung Street.

Chai Wan MTR Station, PTI and the GMB terminus is a few minutes' walk from the Application Site

Chai Wan Park, an open space in Chai Wan area, is located in adjacent to the Application Site

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Site and Surrounding Context

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Scale		Figure	2.2

2.2.5 As per Lands Department's Practice Notes Issue No. 2/2019, owners of pre-1987 IBs erected on industrial lots outside "Residential" zone in the Main Urban Areas and New Towns ("Applicable pre-1987 IBs"), may submit application to TPB for planning approval to redevelop the IBs beyond the maximum development intensity permitted under the relevant statutory town plans. **The subject IB meets the abovementioned criteria and is therefore eligible for the Government's policy support for applying minor relaxation of plot ratio restriction under this policy initiative.**

Task Force of Land Supply – Shortage of All Types of Land

2.2.6 Land shortage has been a serious problem for Hong Kong for many years. Apart from a shortage of land for public and private housings, insufficient land supply for economic uses is another pressing issue the society is in face of. Published in December 2018, the final report of the Task Force on Land Supply (Task Force) showcase a set of recommendations on land supply strategy and feasible options based on a comprehensive study of the mainstream options and consensus in society. The Task Force advocates a multi-pronged approach through concurrent implementation of various land supply options to expand and diversify our sources of land supply, thereby ensuring a sustained and steady stream of land resources to meet the needs for different land uses. The Task Force also emphasizes that no short or medium-term option should be discounted so as to fulfil different requirements for land in different period of time and agrees that the use of aged IBs should be further optimized in response to the ardent aspirations of the business and industrial sectors, as well as the community.

2.2.7 Echoes with the public consensus and the Task Force's recommendations to providing more land supply by different means, **the subject redevelopment proposal to minor relax the maximum permissible PR for the proposed hotel use could contribute to a more efficient and timely response on the societal needs on economic floor space**.

2020 Area Assessments of Industrial Land in the Territory

2.2.8 In response to the economic restructuring of industrial sector and overall planning for industrial land in long-term as well as the need for the most up to date planning data in considering planning applications for proposed conversion/ redevelopment/ rezoning of IBs to other uses, a total of five Area Assessments of Industrial Land

in the Territory have been conducted since 2000. Similar to the former endeavours, the fifth Area Assessment (namely 2020 AA) was conducted by the Planning Department to master an updated overview of the existing IBs in "Industrial" ("I"), "OU(B)", Residential (Group A)", "Residential (Group E)" and "Comprehensive Development Area" zones in terms of their utilization by key types of industries that would further shed light on the trend analysis of the data for "I" and "OU(B)" zones.

2.2.9 According to the findings, both the overall number of IBs and industrial floor space in the whole territory are reduced. Amongst the various zoning analysed, "OU(B)" zone had the most vacant gross floor area (GFA) in IBs (i.e. 1.30 million m^2). 2020 AA further suggested that there was a slight reduction for 'Office' use in IBs in "OU(B)" zone (from 35.6% in 2014 to 32.3% in 2020) and an increase in other uses such as 'Shop and Services' and 'Eating Place' (from 7.4% in 2014 to 10.3% in 2020). The industrial stock is diminishing and the transformation from industrial uses to non-industrial uses would continue in the long run in "OU(B)" zone.

2.2.10 Furthermore, Chai Wan district is revealed to be undergoing active transformation and land use restructuring from traditional industrial uses to non-polluting industrial and business uses by redevelopment or renovation of the ageing IBs. Therefore, **the Proposed Development is in line with the on-going transformation from industrial uses to business uses in "OU(B)" zone as identified by the 2020 AA**.

Town Planning Board Guideline No. 22D (TPB PG - No.22D) – "Development Within "Other Specified Uses (Business)" Zone"

2.2.11 The "OU(B)" zone has been introduced to allow maximum flexibility in the use of existing industrial and industrial-office buildings as well as in the development of new buildings for both commercial and clean industrial uses. The Board has published the TPB PG-No.22D to define and set out the permitted uses / developments within an "OU(B)" zone. Relevant details of the guidelines related to the Proposed Development are extracted as follows:

(a) Compatibility of the uses within the same building and in existing industrial area

As it is not possible to phase out existing polluting and hazardous industrial uses all at once, it is necessary to ensure compatibility of the uses within the

same building and in existing industrial areas until the whole area is transformed to cater for the new non-polluting business uses.

(b) Other statutory and non-statutory requirements

Adequate parking and L/UL spaces should be provided in accordance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG), and all other statutory or non-statutory requirements of relevant Government departments, including building structure, means of escape and fire safety requirements, must be met.

2.2.12 The Proposed Development is **considered not incompatible with the existing land use in the surroundings with the on-going transformation into a commercial area with its provision of hotel use whilst it will also provide adequate car parking and servicing facilities as required under HKPSG** (Section 3.3 refers) and all other required essential and functional facilities as required under Buildings Ordinance and etc.

Local Planning Context

Approved Chai Wan OZP No. S/H20/27

2.2.13 The Application Site falls within an area zoned "OU(B)" on the Approved Chai Wan OZP No. S/H20/27 (see **Figure 1.1**). According to the Notes of the OZP, the area zoned "OU(B)" is intended primarily for general business uses where a mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Under Column 2 of the Schedule of Uses for the subject "OU(B)" zone (*Schedule I: for open-air development or for building other than industrial or industrial-office building*), 'Hotel' use is a use that may be permitted with or without conditions by the Board.

2.2.14 As stipulated in the OZP, the Application Site is subject to a maximum non-domestic plot ratio of 12 and a maximum building height of 120mPD. Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height and plot ratio restrictions may be considered by the Board on Application under Section 16 of the TPO based on the individual merits of the development or redevelopment proposal.

2.2.15 The Proposed Development would incorporate various design measures to enhance the public realm and townscape upon redevelopment such as setting back of the buildings for street widening to create a comfortable pedestrian environment. Details of the scheme design will be depicted in Sections 3 and 4 below.

Previous Approved Planning Application No. A/H20/195

2.2.16 The Application Site is the subject of a previous planning application No. A/H20/195, which was approved on 4.12.2020. Key planning parameters of the current and previous planning application are summarized in **Table 2.1** below.

Table 2.1 Key Development Parameters of Previous Planning Application and Proposed Scheme

Development Parameters	**Previous Approval (A/H20/195) approved on 4.12.2020**	**Proposed Scheme**
Subject Matter	Proposed Minor Relaxation of PR for Permitted Non-polluting Industrial Use	Proposed Minor Relaxation of PR for Hotel
Plot Ratio	14.4	14.4
Building Height (main roof level)	Not more than 120mPD	Not more than 120mPD
No. of Aboveground Storeys	28	32(1)

Remarks:
(1) Including a level of refuge floor but excluding a level of transfer plate

Similar Approved Planning Applications for Hotel Use in "OU (B)" zones

2.2.17 There have been seven similar approved planning applications for proposed hotel use in "OU(B)" zone in the past five years with floor-to-floor heights ranging from 3.05m to 3.58m. The approvals of these similar applications have indicated the compatibility of hotel use with the surrounding land uses in "OU(B)" zone and the proposed floor-to-floor height of 3.3m in the Proposed Development is appropriate compared to other similar applications. The details of these similar applications are encapsulated in **Table 2.2** below.

Table 2.2 Similar Approved Planning Applications for Hotel Use

Address (Application No.)	Proposed Use(s)	Fl-to-Fl Height (hotel)	Approval Date
201 and 203 Wai Yip Street, Kwun Tong (A/K14/832)	Proposed Minor Relaxation of PR and BH Restrictions for Hotel Use	3.15m	23.5.2025
28A Hung To Road, Kwun Tong (A/K14/796)	Proposed Hotel with Other Uses (Wholesale Conversion of an Existing Industrial Building)	3.2m	22.1.2021
57-61 Ta Chuen Ping Street, Kwai Chung (A/KC/469)	Proposed Hotel Use and Proposed Minor Relaxation of PR Restriction	3.3m	6.11.2020
1 Tai Yip Street, Kwun Tong (A/K14/783)	Proposed Minor Relaxation of PR and BH Restrictions for Proposed Hotel Use	3.15m	20.11.2020
2 Ho Tin Street, Tuen Mun (A/TM/550)	Proposed Hotel with Shop and Services, Eating Place and Other Uses (Wholesale Conversion of an Existing Industrial Building)	3.58m	10.7.2020
476 Castle Peak Road, Cheung Sha Wan (A/K5/815)	Proposed Hotel (Wholesale Conversion of Existing Commercial Building) with Minor Relaxation of PR Restriction	3.25m	26.6.2020
8 A Kung Ngam Village Road, Shau Kei Wan (A/H9/80)	Proposed Hotel with Minor Relaxation of PR Restriction and BH Restriction	3.05m	18.12.2020

Similar Approved Planning Applications in "OU (B)" zones

2.2.18 There have been eight similar approved planning applications in the "OU(B)" zone over the past five years involving minor relaxation of plot ratio restriction without any relaxation of building height restriction. These approvals, consistent with the Policy Address objective to optimise utilisation of existing industrial stock, are tabulated below in **Table 2.3**.

Table 2.3 Similar Approved Planning Applications Involving Minor Relaxation of Plot Ratio in "OU(B)" zones

Address (Application No.)	Proposed Use(s)	Proposed Increase in PR Restriction	Approval Date
73 – 75 Hung To Road, Kwun Tong (A/K14/820)	Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Office, Shop and Services and Eating Place Uses	From 12 to 14.4 (i.e. 20%)	3.2.2023
868 – 888 Cheung Sha Wan Road, Cheung Sha Wan (A/K5/842)	Proposed Minor Relaxation of PR Restriction for Permitted Office, Eating Place, Shop and Services Uses	From 12 to 14.4 (i.e. 20%)	28.1.2022
73 -77 Hoi Yuen Road and 119 – 121 How Ming Street, Kwun Tong (A/K14/807)	Proposed Minor Relaxation of PR Restriction for Permitted Office, Shop and Services and Eating Place Uses	From 12 to 14.4 (i.e. 20%)	20.5.2022
13 Sheung Yuet Road, Kowloon Bay (A/K13/320)	Proposed Minor Relaxation of PR Restriction for Permitted Office Use	From 12 to 14.4 (i.e. 20%)	26.3.2021
57 – 61 Ta Chuen Ping Street, Kwai Chung (A/KC/469)	Proposed Hotel Use and Proposed Minor Relaxation of PR Restriction	From 9.5 to 11.4 (i.e. 20%)	6.11.2020
100 – 114 Bedford Road, Kowloon (A/K3/588)	Proposed Minor Relaxation of PR Restriction for Permitted Office and Shop and Services Uses	From 12 to 14.4 (i.e. 20%)	29.5.2020
71 How Ming Street, Kwun Tong (A/K14/777)	Proposed Minor Relaxation of PR Restriction for Permitted Office Use	From 12 to 14.4 (i.e. 20%)	15.5.2020

21 – 35 Wang Yip Street East, Yuen Long (A/YL/259)	Proposed Minor Relaxation of PR Restriction for Permitted Office, Shop and Services and Eating Place Uses	From 5 to 6 (i.e. 20%)	15.5.2020

2.2.19 Of the eight approved similar planning applications above, all of the application have sought for minor relaxation of PR by about 20% which is the same to that proposed under the subject planning application. Similar to most of the applications as listed above on the Kowloon side, the subject planning application on the Island side would be equally in line with the policy initiative to revitalise IBs in the main urban area.

2.3 Land Ownership

2.3.1 With a total area of about 977m^2, the Applicant has acquired all private lands in the Application Site. The fully secured land ownership could warrant timely implementation of the Proposed Development. The Landholding Plan of the Application Site is shown in **Figure 2.3** and the Landholding Schedule is shown in **Table 2.4** below.

Table 2.4 Landholding Schedule within the Application Site

Land Status	Area (about)
Application Site Area (i.e. CWIL 12 & 43)	977m^2
Private Land owned by the Applicant	977m^2

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		Rev	0	Date	Sep 2025
		Scale: NA		Figure: 2.3	

3 INDICATIVE DEVELOPMENT PROPOSAL

3.1 Indicative Development Scheme and Development Schedule

3.1.1 The Proposed Development, with a site area of about 977m^2, is proposed to be redeveloped into a 32-storey (including a level of refuge floor but excluding a level of transfer plate) hotel with a maximum BH of not more than 120mPD upon obtaining approval from the Board.

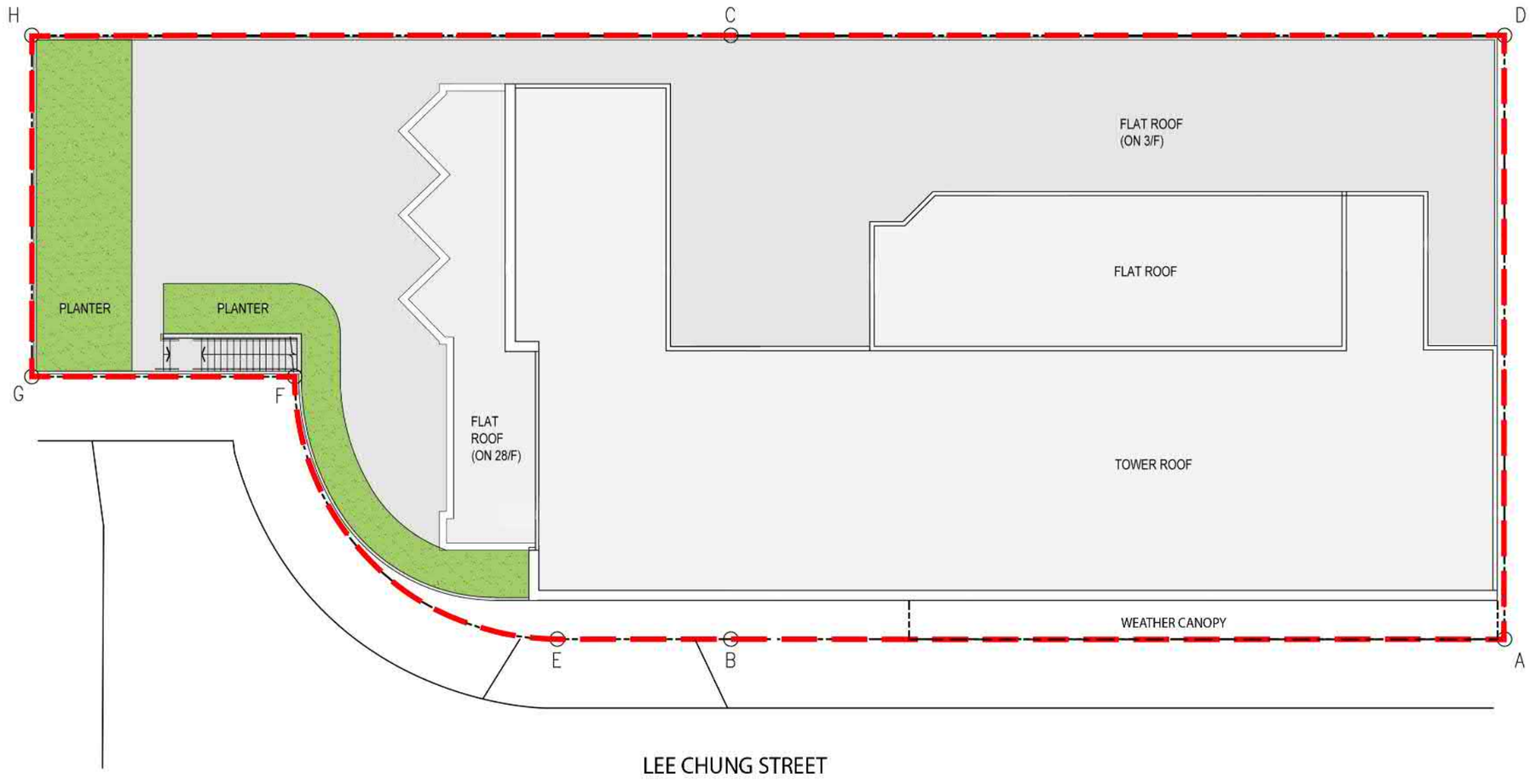
3.1.2 The Proposed Development will provide non-domestic floor space for 'Hotel' use, which is a Column 2 use that requires planning permission from the Board under the subject "OU(B)" zone of the OZP. In line with the government's policy objective of revitalizing IBs through maximization of development potential, a 20% minor relaxation of PR restriction from 12 to 14.4 is thus applied for.

3.1.3 The Indicative Block Plan, Floor Plans and Section Plan are enclosed as **Figures 3.1 to 3.8**. **Table 3.1** below shows the Indicative Development Schedule.

Table 3.1 – Indicative Development Schedule

Development Parameters	Proposed Development
Site Area (m^2) (about)	977
Non-domestic Plot Ratio (about)	14.4
Non-domestic GFA (m^2) (about)	14,068.8
Maximum Site Coverage	Not more than 60% (above 15m); Not more than 95% (15m or below)
Maximum Building Height (to main roof) (mPD)	Not more than 120
No. of Storeys	32(1)
No. of Hotel Rooms	363
Internal Transport Facilities	
Private Car Parking Space	4(2)
Motorcycle Parking Space	1
Light Goods Vehicle Loading /Unloading Bay	1
Heavy Goods Vehicle Loading / Unloading Bay	1
Taxi and Private Car Layby	3
Single Deck Tour Bus Layby	2

Remarks:
(1) Including a level of refuge floor but excluding a level of transfer plate
(2) Including 1 no. of disabled car parking space



Application Site

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Title

Indicative Block Plan

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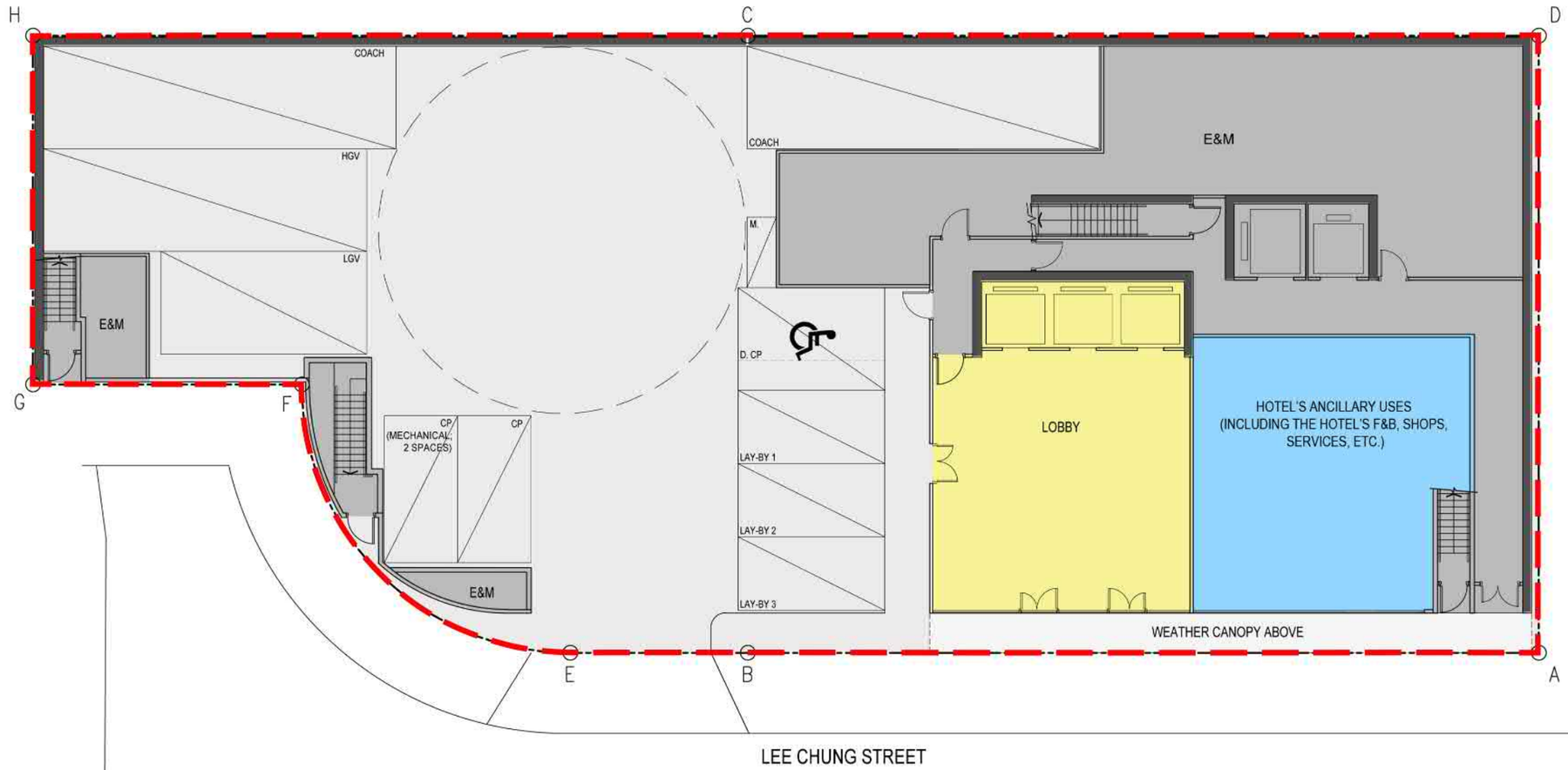

Application Site

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Title

Indicative Ground Floor Plan

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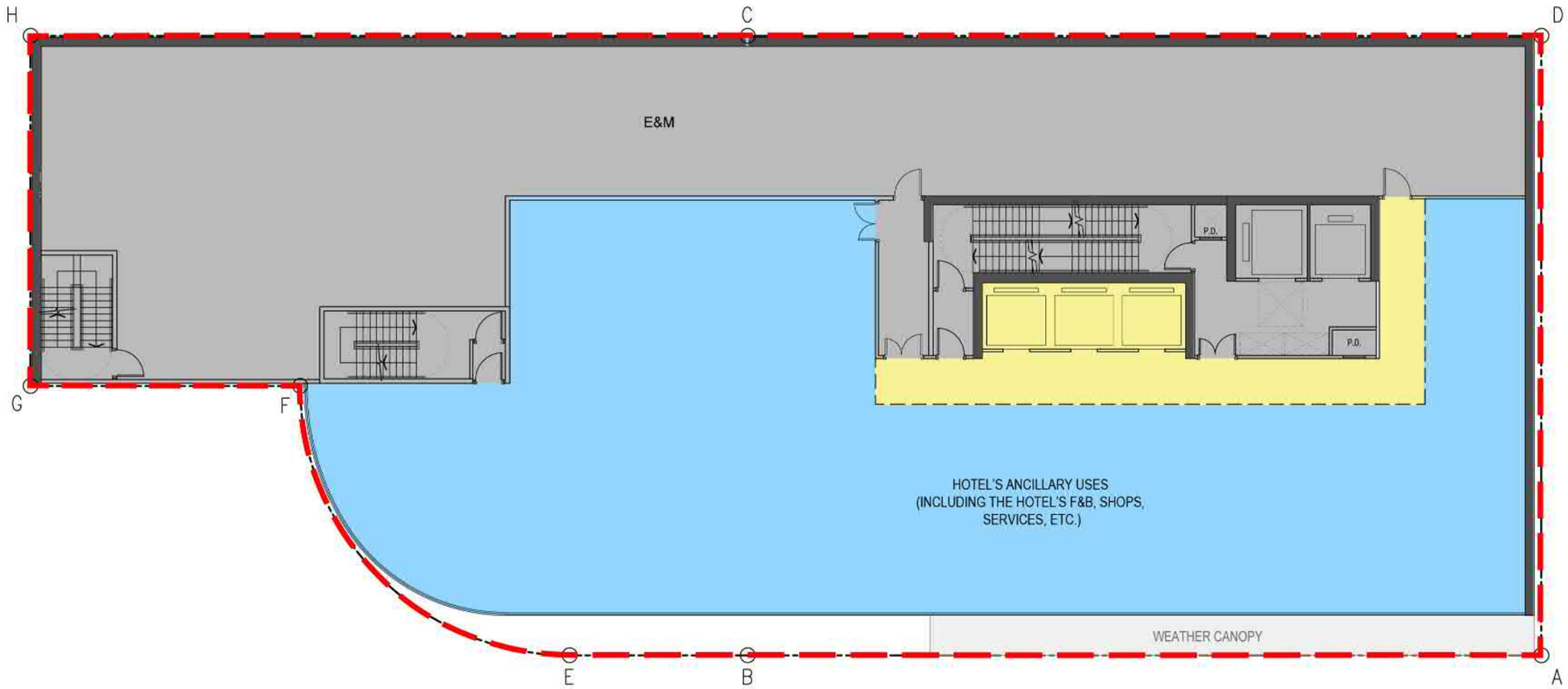
Scale		Figure	3.2



Application Site

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Title

Indicative 1/F Plan

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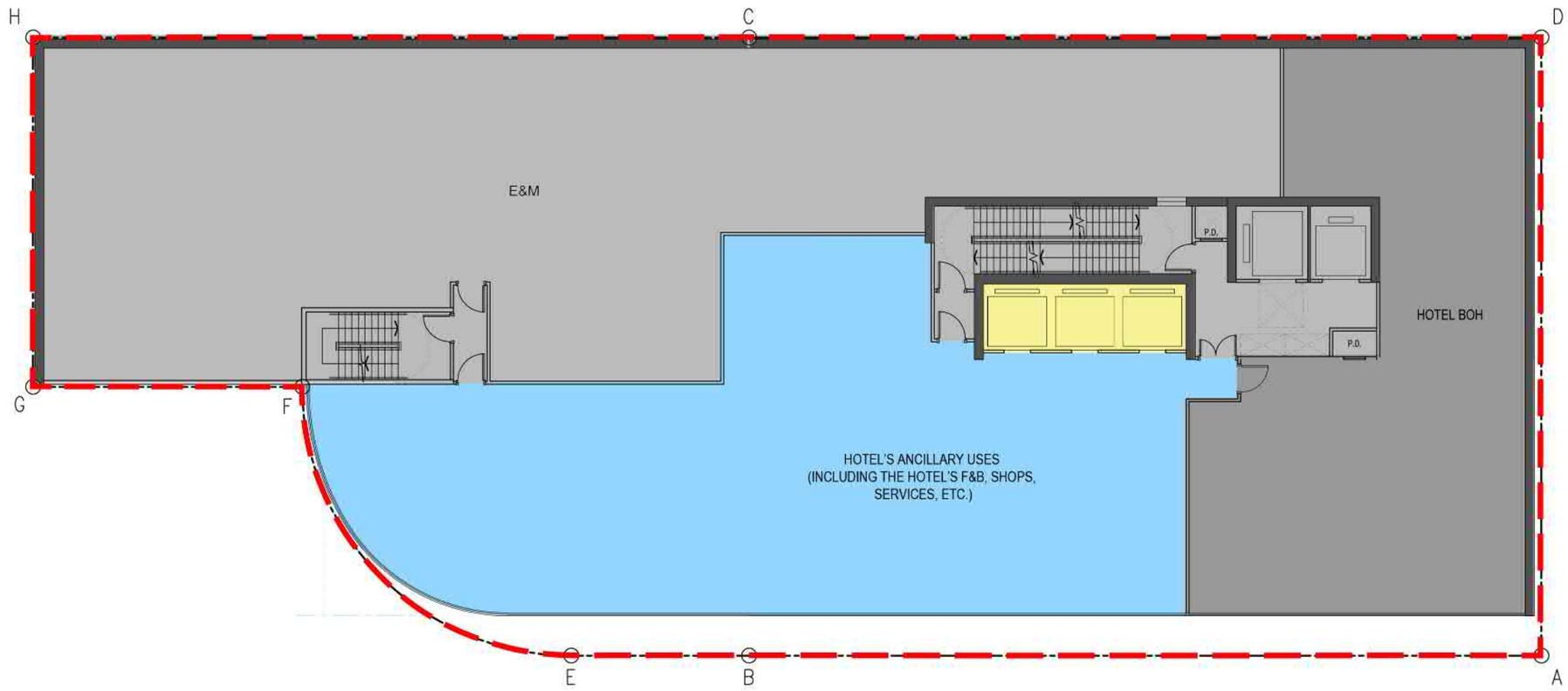
Scale		Figure	3.3



Application Site

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Title

Indicative 2/F Plan

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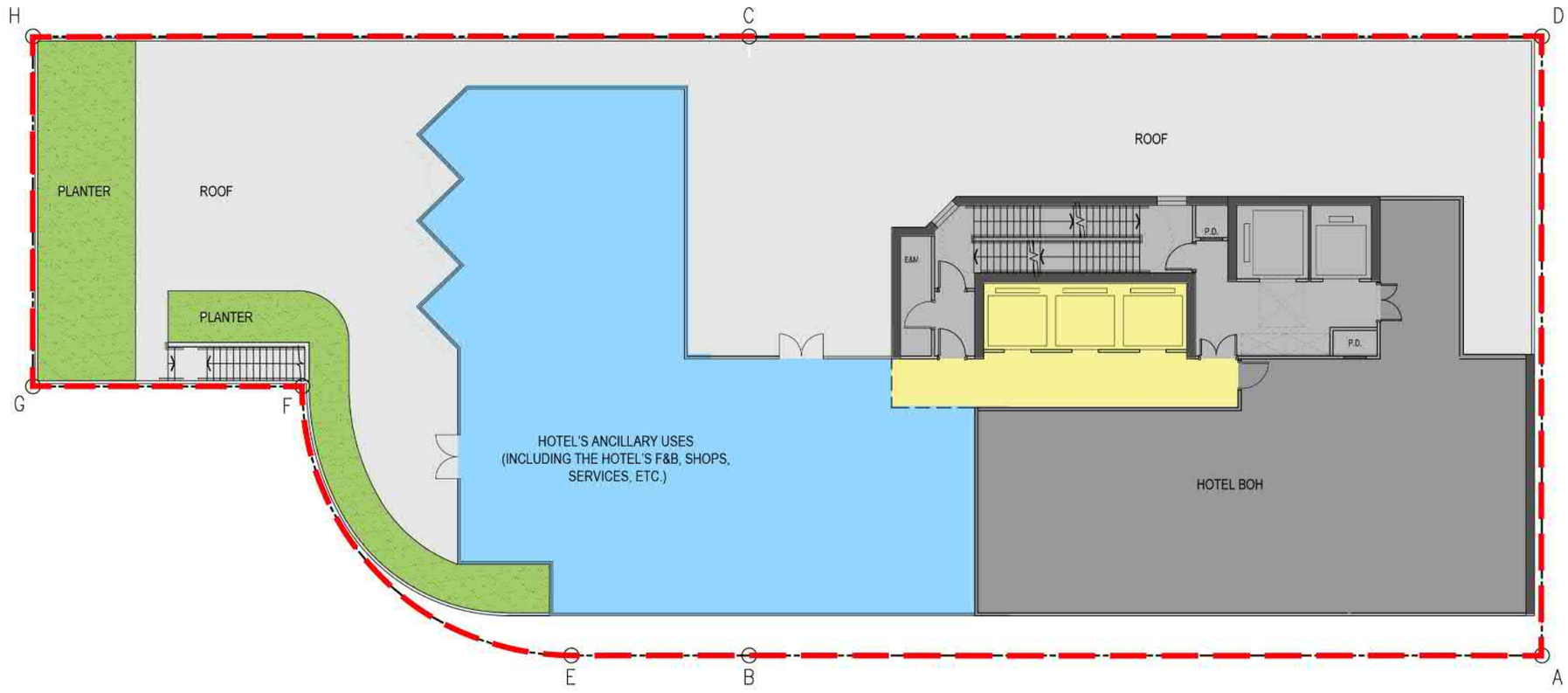
Scale		Figure	3.4



Application Site

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Aedas

Title

Indicative 3/F Plan

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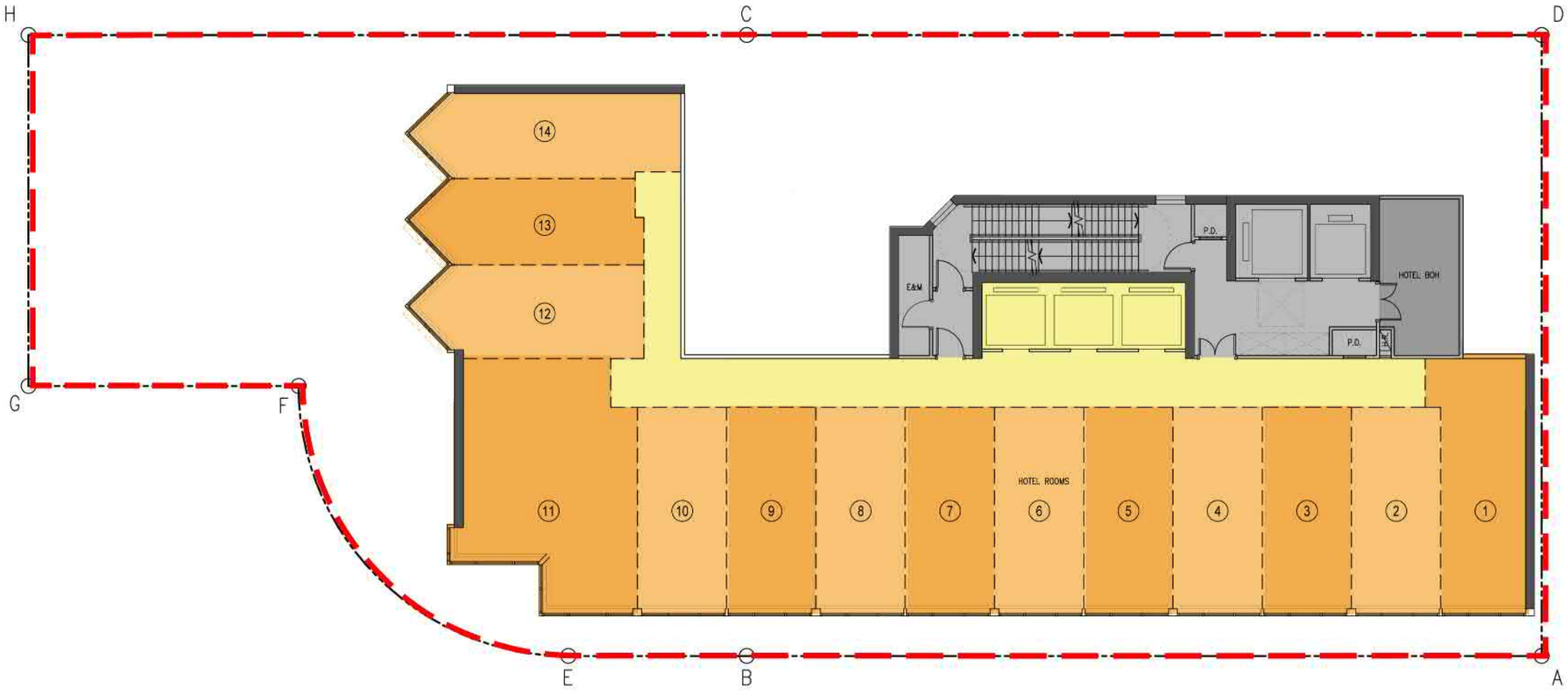
Scale		Figure	3.5



Application Site

N

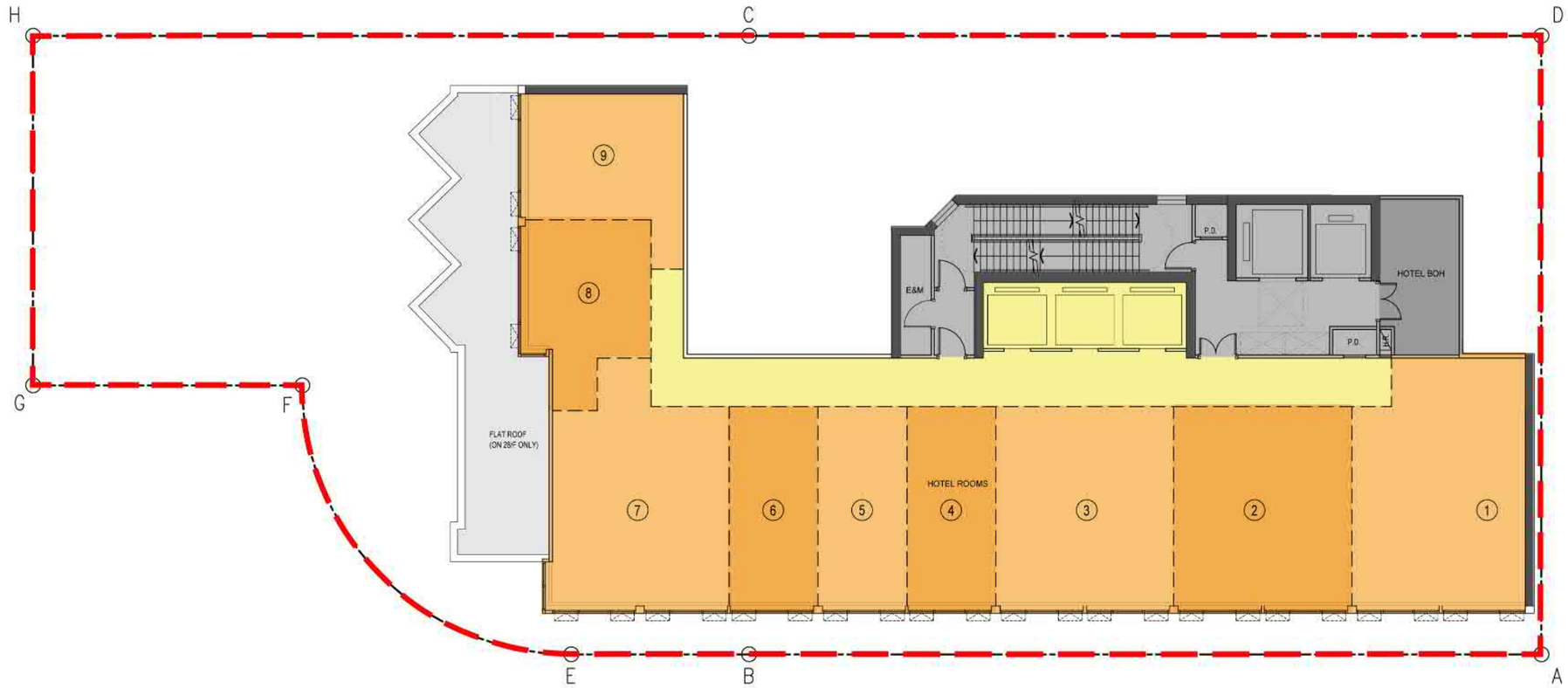
0 1 2 5 10

Aedas

Title

Indicative Typical Floor Plan (4/F – 27/F)

Checked	DH	Drawn	PW
Rev	0	Date	Sep 2025
Scale		Figure	3.6



Application Site

N

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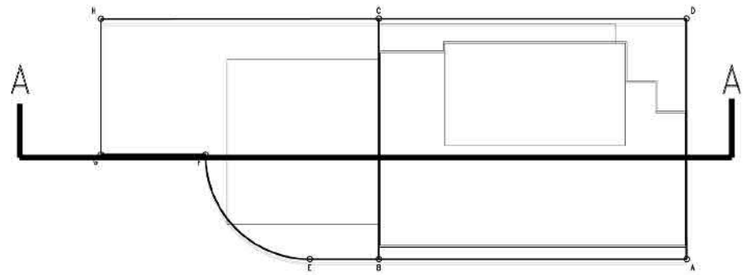
Aedas

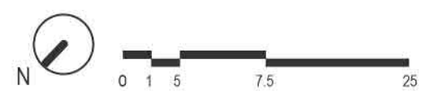
Title

Indicative Typical Floor Plan (28/F – 30/F)

Checked	DH	Drawn	PW
Rev	0	Date	Sep 2025
Scale		Figure	3.7



* HOTEL'S ANCILLARY USES INCLUDE HOTEL'S F&B / SHOP AND SERVICES / ETC.
THE HEIGHT OF ROOF-TOP STRUCTURES NOT EXCEEDING 50% OF THE ROOF AREA OF THE FLOOR BELOW WOULD NOT EXCEED 11.299M (LESS THAN 10% OF THE BUILDING HEIGHT) AS PER JPN5



Aedas

Title

Indicative Section Plan

Checked	DH	Drawn	PW
Rev	0	Date	Sep 2025
Scale		Figure	3.8

3.2 Previous Committed Planning Gains and Design Merits of the Approved Schemes Remain Largely Unchanged

3.2.1 Due considerations have been taken in the building design to ensure that the planning and design merits as per the previous S16 planning approvals remain unchanged in the current Proposed Development. **Figures 3.9 and 3.10** summarize the planning and design merits of the Proposed Development while **Figures 3.11 and 3.12** show the landscape treatment and design of the Proposed Development. Major planning and design merits include:

1. Provision of Setback fronting Lee Chung Street with Weather Canopy to enhance streetscape and allows pedestrian comfortability

3.2.2 To enhance air ventilation and improve the environmental quality at the pedestrian level, the previously proposed 1.1m building setback (up to 15m of the building) from the site boundary under the previous approval will be enhanced to a full-height setback in the Proposed Development, contributing to an about 7.5m setback from the centreline of Lee Chung Street along the building frontage at Lee Chung Street. With the provision of the proposed 1.1m full-height setback above the street level, the existing footpath, currently 2.5m wide, will be widened to 3.6m with a total length of about 33m (i.e. an increase of about 44%), **thereby promoting a more pedestrian-friendly environment, as well as mitigating the street canyon effect**.

Proposed Setback Area along Lee Chung Street

3.2.3 Furthermore, understanding there is a lack of street amenity along Lee Chung Street, a weather canopy would be provided on the building façade fronting Lee Chung Street, which guarantees a weather protection for pedestrians and users of the Proposed Development. Detailed design of the canopy (including the length, width and extent of the canopy) will be further reviewed at the subsequent detailed design stage upon approval of the subject S16 planning application, subject to no objection from statutory departments (e.g. Buildings Department and Highways Department) taking into account the requirements from relevant Building (Planning) Regulations at subsequent GBP stage.

2. Multi-level Greening with an Overall Greenery Coverage of about 20% of the Site Area

3.2.4 The multi-level greening and landscape design approach adopted in the approved scheme will be maintained in the Proposed Development with provision of greenery of about 194.5m^2 (i.e. equivalent to about 20% of the Application Site), including vertical green at pedestrian level and a podium garden with roof planters and edge planters on 3/F with the aim to offer visual relief to pedestrians walking along Lee Chung Street and to improve the overall urban design and micro-climate within the building itself and in the surrounding. The breakdown of the proposed greenery provision is tabulated in **Table 3.2** below:

Table 3.2 Proposed Breakdown of Greenery Provision

Greenery	Area (m^2) (about)
Podium roof planter and edge planter	67.35 (35%) (1)
Vertical green at pedestrian level	127.15 (65%) (1)
Total	194.5

Remarks:

(1) The proposed breakdown of greenery provision is for indicative purpose only and subject to further revision at subsequent detailed design stage.

3.2.5 A podium garden is proposed on 3/F of the Proposed Development, featuring roof planters and edge planters to enrich building envelope. Vertical green is also proposed at pedestrian level of the Proposed Development to soften building edges and improve the landscape and visual amenity for the public. These landscape and greening features would enhance the townscape by breaking up the monotonous urban fabric of the building facades. It can also **upgrade the visual experience for the pedestrian from different angles at street level, especially when viewing from Lee Chung Street**.

3.2.6 For site coverage of greenery, notwithstanding the fact that the site area of the Application Site is less than 1,000m^2 and the requirement for having minimum greenery coverage is not applicable to the Application Site, the Applicant has tried the best efforts to maximising greening opportunities and proposed an overall "more-than-standard" greenery ratio of about 20% to enhance the environmental quality of the area and to mitigate heat island effect.

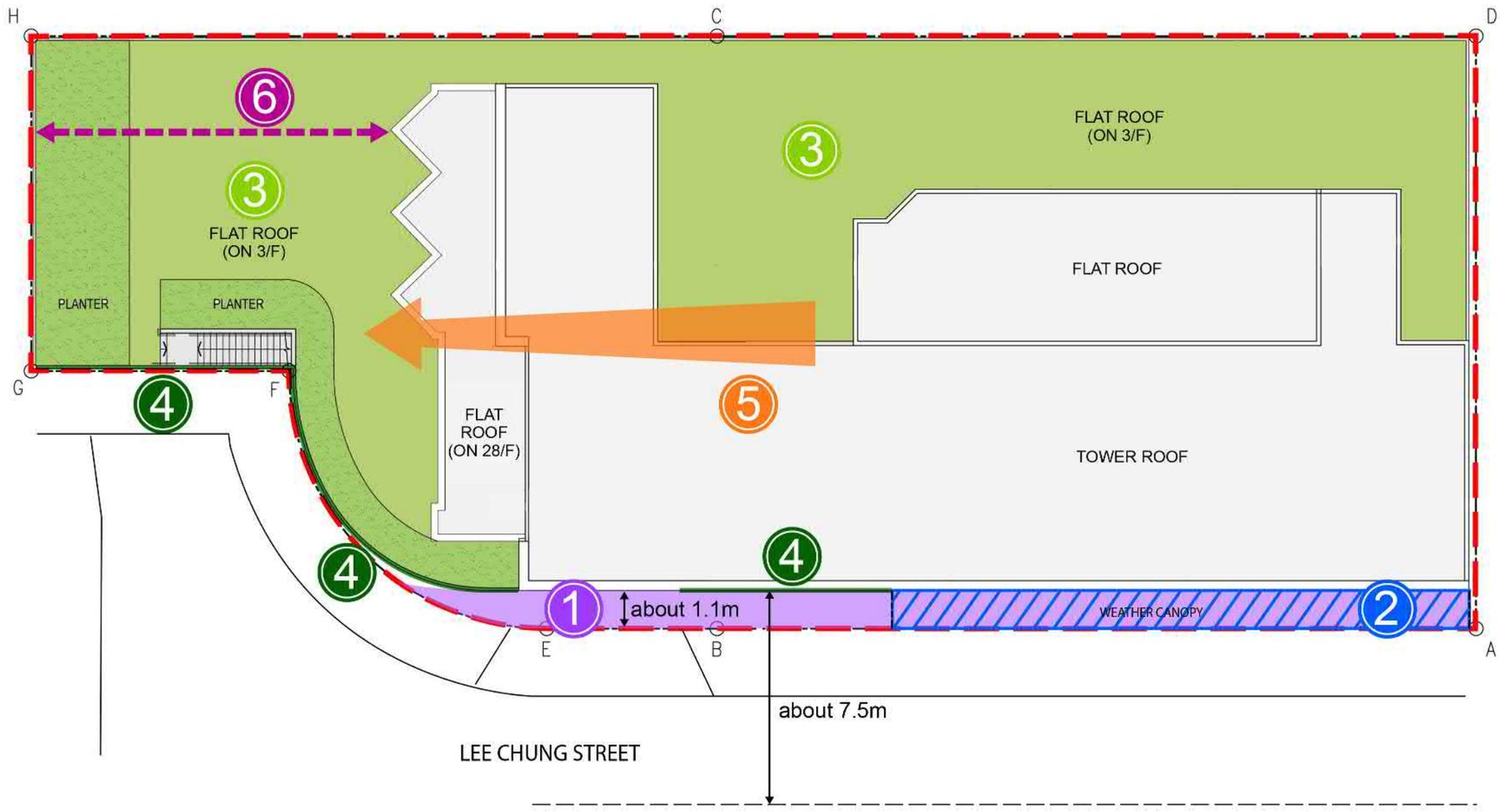
3. Variation in building height profile with provision of building separation to achieve visual interests and facilitate ventilation

3.2.7 Similar to the Approved Scheme, the Proposed Development would continue to introduce a varied height profile by stepping down from southwest to northeast **to offer visual interests in the area, breaking the visual monotony in the "OU(B)" zone**, which is subject to a maximum building height of 120mPD, contributing to a more interesting built profile in the locality.

3.2.8 The stepping down of building height also aligns with direction of the air path along Lee Chung Street towards Chai Wan Park. The height profile towards the podium garden, which is with a similar height of the air path (at 21mPD) situated at the end of Lee Chung Street, would facilitate air ventilation.

3.2.9 An about 9m building separation from the adjoining site to the northeast, as proposed under the previous planning approval, is also maintained to break down visual bulk perceived by the public and increase sunlight penetration into the area.

3.2.10 A comparison of the planning and design merits of the current and previous planning application are also summarized in **Table 3.3** below.



1. About 7.5m setback from the centre line of Lee Chung Street including about 1.1m full-height setback of the building at G/F to improve the public realm along Lee Chung Street
2. A weather canopy of about 19m long along the building frontage facing Lee Chung Streets to provide better comfort for the pedestrians
3. A Podium Garden on 3/F with roof planters to provide breathing space and serves as a visual relief of the users of the surrounding buildings
4. Vertical green and edge planting to enriches building envelope and soften edges of the building, improving landscape and visual amenity for the public
5. Stepped height profile stepping down from the southwest towards the northeast to break the visual monotony in the area and achieve visual interests and facilitate ventilation
6. An about 9m building separation from the adjoining site to break down the building bulk perceived by the public and increase sunlight penetration into the area

Application Site

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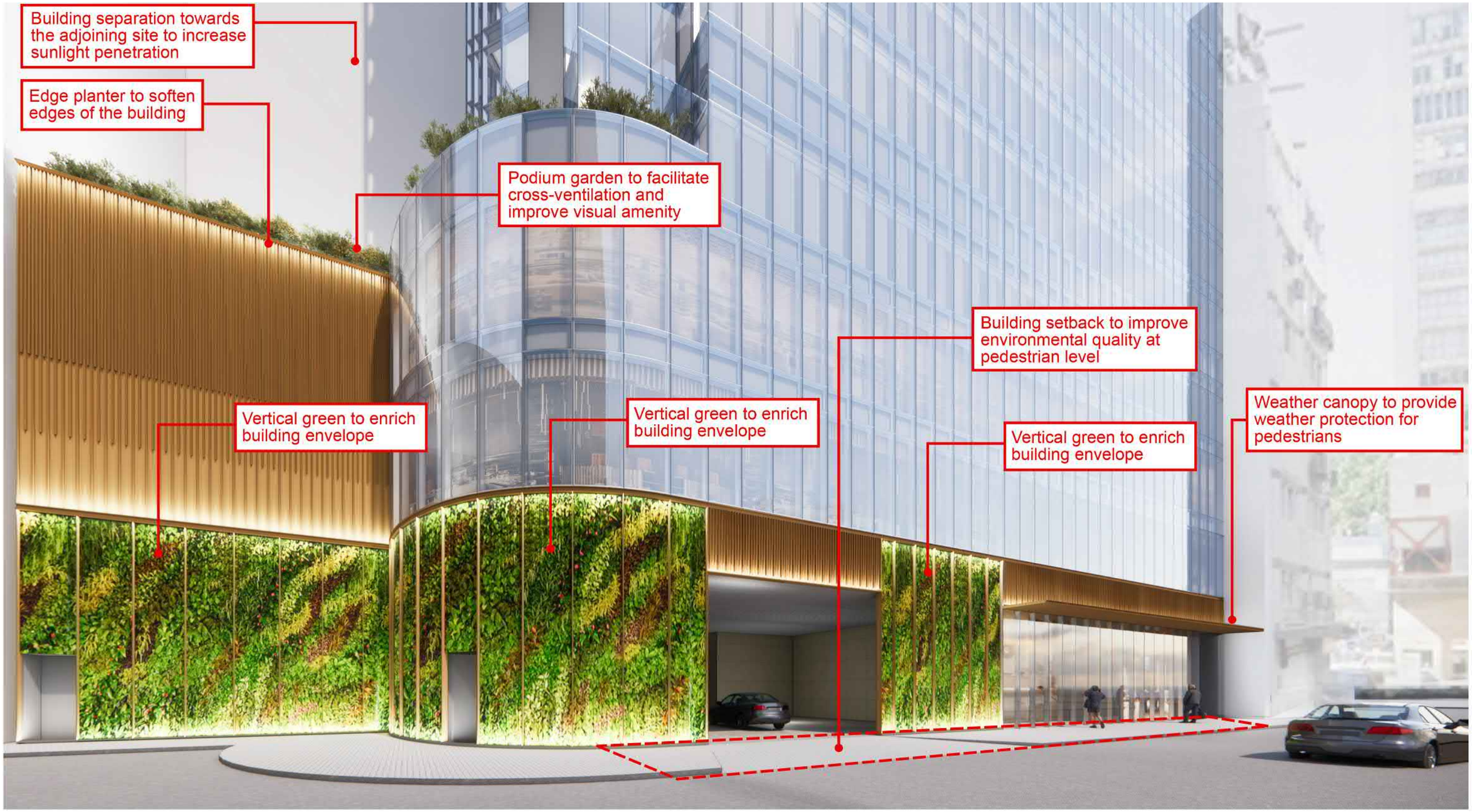
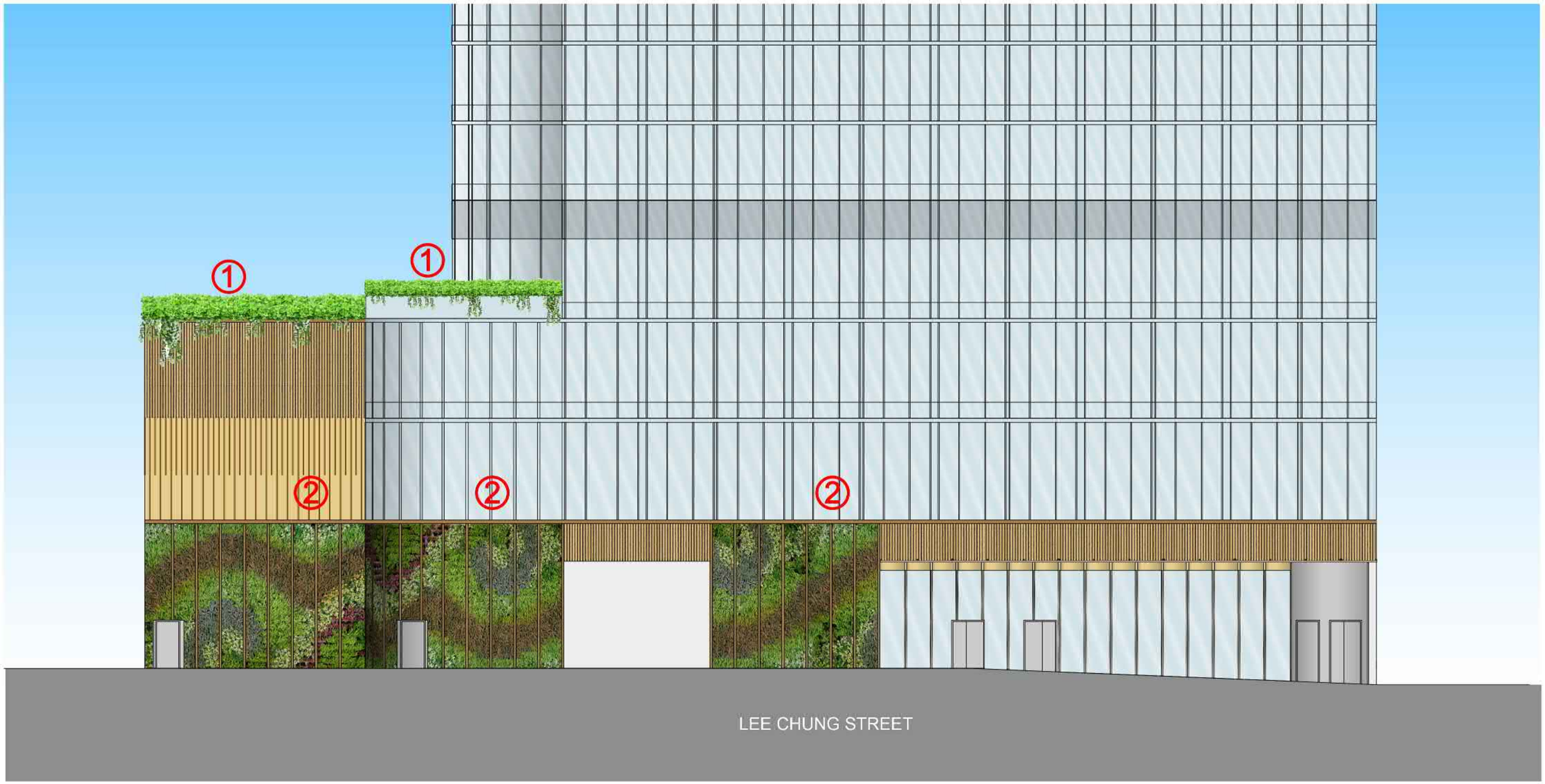
	Title: Illustrative Plan showing Planning and Design Merits	Checked	DH	Drawn PW
		Rev	0	Date Sep 2025
		Scale		Figure 3.9



Remarks: Indicative landscape design is for illustrative purpose only and would be subject to further revision at subsequent detailed design stage.

	Title				
	Illustrative Visual Perspective showing Planning and Design Merits	Checked	DH	Drawn	PW
		Rev	0	Date	Sep 2025
		Scale		Figure	3.10



Proposed Greening Measures:

① Roof Planter and Edge Planter on 3/F Podium Garden

② Vertical Green at Pedestrian Level

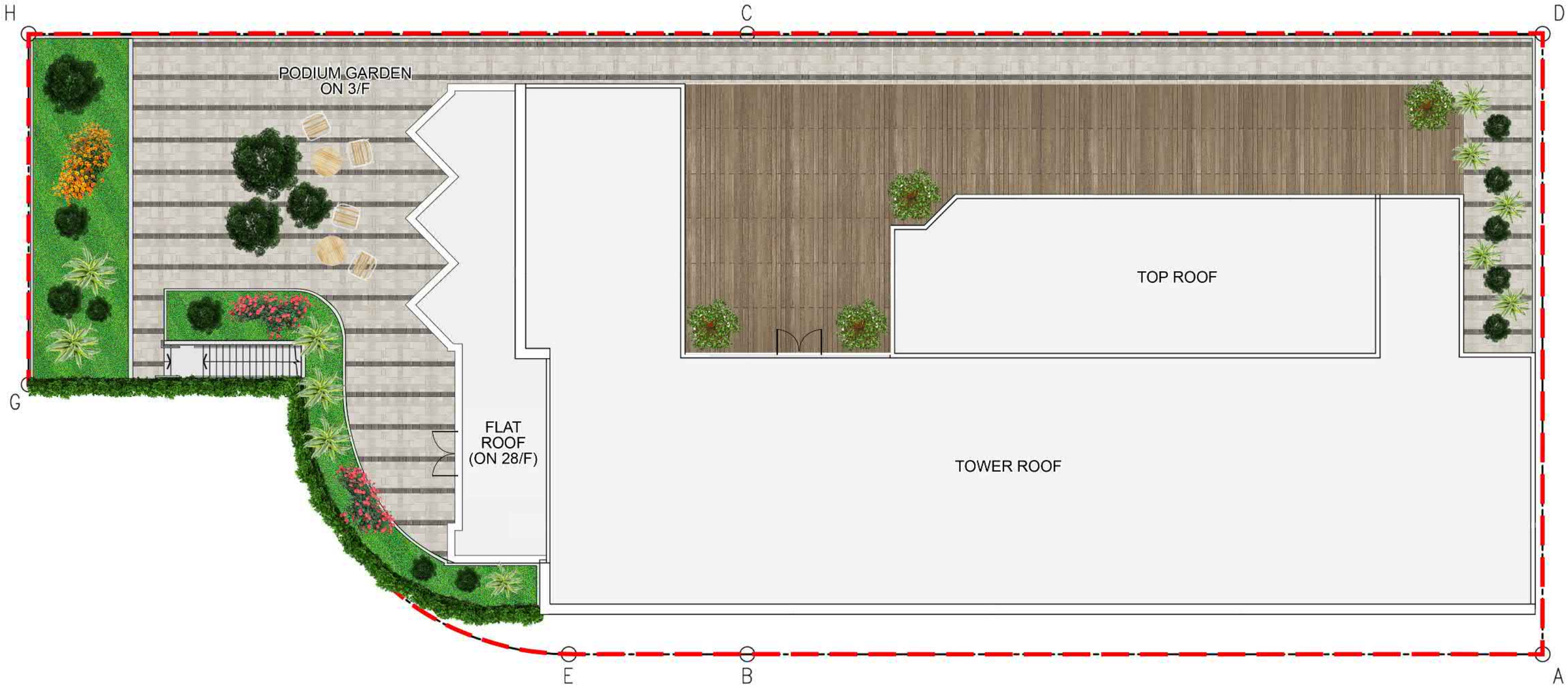
Remarks: Indicative landscape design is for illustrative purpose only and would be subject to further revision at subsequent detailed design stage.

llewelyn davies

Title

Indicative Elevation showing Landscaping Treatment

Checked	DH	Drawn	PW
Rev	0	Date	Sep 2025
Scale		Figure	3.11



Application Site

Remarks: Indicative landscape design is for illustrative purpose only and would be subject to further revision at subsequent detailed design stage.

Aedas

Title

Indicative Landscape Design for Podium Garden on 3/F

Checked	DH	Drawn	PW
Rev	0	Date	Sep 2025
Scale		Figure	3.12

Table 3.3 Planning and Design Merits of Current and Previous Planning Application

Development Parameters	Previous Approval (A/H20/195) approved on 4.12.2020	Proposed Scheme
Setback and Canopy	• A setback area for about 1.1m from the site boundary (i.e. about 7.5m from the centre line of Lee Chung Street) (up to 15m of the building) • Provision of a weather canopy along Lee Chung Street	• A setback area for about 1.1m from the site boundary (i.e. about 7.5m from the centre line of Lee Chung Street) (up to 15m of the building) • Provision of a weather canopy along Lee Chung Street
Greenery Coverage	194.5m^2 (about 20%) • Podium garden with roof planters and edge planters • Vertical green at the building façade facing Lee Chung Street	194.5m^2 (about 20%) • Podium garden with roof planters and edge planters • Vertical green at the building façade facing Lee Chung Street
Building height and building Separation	• About 9m from Minico Building (above 15m) • Stepped building height profile with 3-tier height band	• About 9m from 18 Lee Chung Street (above 15m) • Stepped building height profile with 3-tier height band

3.3 Access Arrangement and Parking Provisions

3.3.1 Both pedestrian access and vehicular access to the Proposed Development will be provided at Lee Chung Street.

3.3.2 The car parking and loading / unloading provision of the Proposed Development shall be provided in accordance with the requirements under Hong Kong Planning Standards and Guidelines (HKPSG). The respective provision and required sizes are summarised in **Table 3.4** below.

Table 3.4 Proposed Car Parking and Loading / Unloading Spaces Provision

Parking and Serving Facilities	Proposed No.	Required Size
Private Car Parking Spaces	4	• 1 set of double-deck parking rack (5m (L) x 2.5m (W)) • 1 no. of 5m (L) x 2.5m (W) x min. 2.4m (H) • 1 no. of 5m (L) x 3.5m (W) x min. 2.4m (H) for the disabled
Motorcycle Parking Spaces	1	• 1 no. of 2.4m (L) x 1m (W) x min. 2.4m (H)
Loading / Unloading Spaces	2	• 1 no. HGV @ 11m (L) x 3.5m (W) x min. 4.7m (H) • 1 no. LGV @ of 7m (L) x 3.5m (W) x min. 3.6m (H)
Taxi and Private Car Layby	3	• 5m (L) x 2.5m (W) x min. 2.4m (H)
Single Deck Tour Bus Layby	2	• 12m (L) x 3.5m (W) x min. 3.8m (H)

3.4 Implementation Programme

3.4.1 According to the tentative programme, the Proposed Development is tentatively scheduled for completion in Year 2030.

4 PLANNING MERITS AND DEVELOPMENT JUSTIFICATIONS

4.1 Previous Planning Approval in Similar Nature with Minor Relaxation of PR Restriction at the Subject Site

4.1.1 The Application Site is the subject site of a previous application (No. A/H20/195), which was approved on 4.12.2020 for redevelopment of the Application Site into an IB for non-polluting industrial uses. In light of the latest market conditions and in support of the Government's initiative to revitalise Hong Kong's tourism industry as announced in 2024 Policy Address, the Applicant now intends to redevelop the existing IB at the Application Site into a hotel development. It should be highlighted that the current application is of the same nature as the previously approved application, involving comparable building bulk and will maintain the same development intensity as the previous planning approval with a PR of not more than 14.4 and BH of not more than 120mPD.

4.2 Conform to the Latest Government's Policy Initiatives on Revitalizing Industrial Buildings

4.2.1 Considering that many industrial land is not optimally utilized, the Government has introduced a package of measures in the 2009-2010 Policy Address to facilitate redevelopment and wholesale conversion of IBs and the measures have been subsequently extended in later Policy Addresses, with the latest validity until year 2027.

4.2.2 According to the prevailing policy initiative and latest Practice Note No. 2/2019 published by Lands Department, to optimise utilisation of the existing industrial stock and make better use of valuable land resources, the Government would offer policy support to owners of IBs to apply for relaxation of the maximum permissible non-domestic plot ratio by up to 20%, provided the IB meet the following criteria:

(i) The IB was constructed before 1987 on industrial lot;
(ii) The IB is located outside "Residential" Zone; and
(iii) The IB is situated in main urban areas or new towns.

4.2.3 The Proposed Development involves the redevelopment of the subject IB, which is constructed before 1987, used for industrial purposes, located outside "Residential" zones, and situated in main urban areas. It **fully complies with the criteria set**

by the Government under the prevailing revitalisation scheme as well as the latest Practice Note No. 2/2019 published by Lands Department.

4.2.4 The subject IB completed its wholesale conversion in 2018. Subject to planning merits and gains offered by respective development proposal, the Government would offer policy support to owners of IBs **(including IBs that have been wholesale converted and vacant sites / construction sites previously occupied by IBs[4])** to apply for relaxation of the maximum permissible non-domestic plot ratio by up to 20%. Examples of such planning approvals, supported by the Development Bureau and approved by the Board, include vacant or construction sites previously occupied by pre-1987 IBs such as 8-14 Sha Tsui Road under Application No. A/TW/509 and 21 Luk Hop Street under Application No. A/K11/235.

4.2.5 The Proposed Development would help materialize the latest Government's policy by revitalizing the aged IB at the Application Site with relaxation of the maximum permissible non-domestic PR allowed under the B(P)R by 20%. Echo with the strategic Government policy, the current proposal could effectively optimize utilization of 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.

4.2.6 Similar planning applications pertinent to minor relaxation of non-domestic plot ratio of IBs for redevelopment by 20% since the promulgation of the revitalisation scheme in 2018 can be easily found in Hong Kong. Examples of minor relaxation of plot ratio only with approval by the Board could be found in **Table 2.3**. Hence, the proposed minor relaxation of plot ratio by 20% at the Application Site, is considered justifiable to expedite and materialise redevelopment by making reference to recent Government and planning practices.

[4] Two S16 planning approvals (i.e. A/TW/509 and A/K11/235) situated in Tsuen Wan and San Po Kong, which the sites were vacant and under construction with pre-1987 IBs occupied on-site, were approved by the Board in Year 2019 with policy support from Development Bureau. Additionally, the previously approved planning application (No. A/H20/195) at the Application Site, involving the redevelopment of the subject IB that had already undergone wholesale conversion at that time, also received policy support from the Development Bureau for the redevelopment scheme.

4.3 Echo with the Latest Government's Policy to Revitalize Tourism Industry

4.3.1 In the 2024 Policy Address, the Chief Executive outlined the vision to develop Hong Kong into a premier tourism destination, emphasizing the concept of "tourism is everywhere in Hong Kong". In alignment with this strategic direction to revitalize the tourism industry, the Proposed Development will enhance the accommodation options available to both domestic and international visitors by providing about 363 hotel rooms, thereby supporting the government's strategic vision for tourism growth. Furthermore, the single ownership of the Application Site also warrants timely implementation of the redevelopment into quality hotel development, enabling prompt alignment with the Government's incentives and contributing effectively to the revitalization of Hong Kong's tourism industry.

4.4 In Line with the Planning Intention of the Subject "OU(B)"Zone and Fulfil the Requirements under Town Planning Board Guideline No. 22D

4.4.1 According to the Notes of the OZP, the planning intention of the subject "OU(B)" zone is primarily for general business uses. The Proposed Development, by providing hotel services as a business-related facility, will help realise the planning intention of the subject "OU(B)" zone. The redevelopment of the existing pre-1987 IB will also facilitate phasing out the industrial uses and upgrading the environment, thereby contributing to the gradual transformation of the area into a modernised business area.

4.4.2 The Proposed Development also complies with the TPB PG-No. 22D, as the proposed hotel at the Application Site is considered not incompatible with the existing land uses in the vicinity, which is undergoing a transformation into a commercial area with several adjacent office development. The Proposed Development also provide adequate car parking and servicing facilities in accordance with the HKPSG, as well as all other required essential and functional facilities as required under Buildings Ordinance and other related regulations.

4.5 In Line with the Guidelines for Suitable Sites for Hotel Development in Industrial / Office Areas Set out in HKPSG

4.5.1 Under Chapter 5 of the HKPSG, hotels could be provided at suitable sites within industrial/office area in order to provide more location choices for tourists and business visitors and allows for a better integration of activities within the area.

According to the guidelines for evaluating suitable sites for hotel development in industrial/ office areas set out in Chapter 5 of HKPSG, the Application Site is considered as a suitable site for hotel development by fulfilling the following criteria:

(i) Proximity to compatible uses such as industrial/ office buildings and commercial/ office buildings;
(ii) Proximity to MTR stations or public transport interchanges;
(iii) Prominent locations with long street frontage; and
(iv) Areas where there are acceptable views from the main hotel frontage.

4.5.2 As illustrated in the figure above, the Application Site is about 200 meters walking distance from the Chai Wan MTR Station, within a convenient walking distance of less than five minutes. Directly opposite the Application Site across Lee Chung Street is the conventional office building E-Trade Plaza, demonstrating that hotel use is compatible with the surrounding land uses. The Application Site also benefits from a long street frontage of about 33 meters along Lee Chung Street, providing adequate space to accommodate the potential traffic generated by the Proposed Development. The photo above also shows that the main street frontage view from the Application Site primarily overlooks the entrance of E-Trade Plaza, which is considered acceptable and compatible for hotel use. In light of the above, the Application Site could meet the criteria set out in Chapter 5 of the HKPSG and is therefore considered a suitable site for hotel development within an industrial/office area.

4.6 Comparable to Other Prevailing Hotel Development

4.6.1 There have been seven similar approved planning applications for proposed hotel use in "OU(B)" zone in the past five years with floor-to-floor heights ranging from 3.05m to 3.58m. The approvals of these similar applications have indicated the compatibility of hotel use with the surrounding land uses in "OU(B)" zone and the proposed floor-to-floor height of 3.3m in the Proposed Development is appropriate compared to other similar applications. The details of these similar applications for are encapsulated in **Table 2.2**.

4.7 Planning Gains and Design Merits of the Approved Scheme Remain Unchanged

4.7.1 Much endeavours have been paid in the formulation of the development scheme to ensure that the planning and design merits as per the previous S16 planning approval remain unchanged in the Proposed Development. **Figures 3.9** and **3.10** summarize the planning and design merits of the Proposed Development while **Figures 3.11** and **3.12** show the landscape treatment and design of the Proposed Development respectively. Major planning and design merits include:

1. To enhance air ventilation and improve the environmental quality at pedestrian level, an about **1.1m building setback from the site boundary** would be provided to widen to the existing footpath from 2.5m to 3.6m (i.e. accounting for a 7.5m ground floor setback from the centre line of Lee Chung Street);

2. A **weather-protection canopy** along Lee Chung Street will be provided on the building façade to improve pedestrian comfort and public realm at pedestrian level;

3. A **podium garden on 3/F incorporating roof planters and edge planters** are proposed to facilitate cross-ventilation and improve visual amenity of the industrial area, which is currently dominated by monotonous IBs;

4. A multi-level greening and landscape design approach is adopted with **total greenery provision of about 194.5m^2 (i.e. equivalent to about 20% of the Application Site)** to enhance the environmental quality and improve the micro-climate of the area;

5. The **building height profile** of the Proposed Development would be **stepping down from the southwest towards the northeast**, breaking the visual monotony in the "OU(B)" zone; and

6. To break down the building mass perceived by the public and increase sunlight penetration into the area, **an about 9m building separation** above 15m towards the adjoining site to the northeast would be maintained.

4.8 Optimal Scheme Design with Respect to Site Characteristics

4.8.1 The current indicative development proposal is considered optimal in terms of building height, bulk and scale that balances the intention to respect the site and its surrounding context with compliance to relevant regulatory requirements while delivering the proposed planning and design merits. During scheme formulation, the Applicant has made best efforts in accommodating the additional GFA and incorporate greenery and landscape measures without exceeding the maximum building height restriction of 120mPD on the extant OZP to ensure that the Proposed Development remains compatible with the building height profile and character of the surrounding buildings.

4.9 No Insurmountable Impacts to the Surroundings in Various Technical Aspects

<u>No Adverse Traffic Impact</u>

4.9.1 A Traffic Impact Assessment (TIA) has been conducted to assess the potential traffic impact for the Proposed Development on its adjacent road network. A brief summary is provided below. For details of the TIA, please refer to **Appendix A**.

4.9.2 In order to review the existing and future traffic condition upon redevelopment of the subject proposal, 10 junctions have been selected for conducting manual classified counts to establish the AM and PM peak hour traffic flows:

- J01 – Lee Chung Street / Chui Hang Street
- J02 – Cheung Lee Street / Kut Shing Street (West Junction)
- J03 – Cheung Lee Street / Kut Shing Street (East Junction)
- J04 – Hong Man Street / Tai Man Street
- J05 – Chai Wan Road / Hong Man Road

- J06 – Chai Wan Road / Wan Tsui Road
- J07 – Chai Wan Road Roundabout
- J08 – Ning Foo Street / Lee Chung Street
- J09 – Lee Chung Street outside Shun Yee Factory Building
- J10 – Hong Man Street / Cheung Lee Street

4.9.3 The Proposed Development is expected to be completed by 2030, and the junction capacity analysis is undertaken for year 2033. For the design year 2033, the junctions analysed are expected to operate within capacities during the AM and PM peak hours. Hence, the junctions analysed have sufficient capacity to accommodate the (i) expected traffic growth; (ii) planned developments in the vicinity of the Proposed Development and (iii) additional traffic generated by the Proposed Development. It can be concluded that the Proposed Development will result in no adverse traffic impact to the surrounding road network.

No Adverse Sewerage Impact

4.9.4 A Sewerage Impact Assessment (SIA) has been conducted to conclude that the capacity of the existing sewerage network is sufficient to cater to the sewage flow generated from the Proposed Development. The details of the SIA is provided in **Appendix B**.

No Adverse Environmental Impact

4.9.5 All noise sensitive uses within the building will not rely on openable windows for ventilation. The location of fresh-air intake will also satisfy the buffer distance from road as per prevailing standard.

4.9.6 If found necessary upon demolition of the existing pre-1987 IB at implementation stage, the applicant also has no objection to carry forward a land contamination assessment in according with the prevailing guidelines at the later stage (e.g. approval condition stage) prior to commencement of foundation at the Application Site.

5 CONCLUSION

5.1 This planning application is submitted to seek permission from the Board to support a proposed hotel development with minor relaxation of the maximum plot ratio restriction at Chai Wan Inland Lots 12 and 43, 14 – 16 Lee Chung Street, Chai Wan under Section 16 of the TPB Ordinance. The Proposed Development comprises a 32-storey hotel with a plot ratio of 14.4 upon minor relaxation of the permissible maximum non-domestic plot ratio by 20%.

5.2 The Proposed Development is supported by the following development justifications and planning merits:

- There is previous planning approval in similar nature with minor relaxation of development intensity at the Subject Site;
- The Proposed Development conforms to the latest Government's policy initiative on revitalizing IBs;
- The Proposed Development, providing 363 hotel rooms, echoes with the latest Government's policy to revitalize tourism industry;
- The Proposed Development is in line with the planning intention of the "OU(B)" zone under OZP and fulfils the requirements under Town Planning Board Guideline No. 22D;
- The Application Site could meet the guidelines for suitable sites for hotel development in industrial / office areas set out in Hong Kong Planning Standards and Guidelines;
- The scale of the Proposed Development is comparable to other prevailing hotel developments in "OU(B)" zone;
- Planning gains and design merits of the approved scheme remain largely unchanged under the Proposed Development;
- The proposed scheme design is considered optimal with respect to site characteristics; and
- There are no insurmountable technical impacts to the surroundings in various technical aspects.

5.3 In light of the supporting justifications presented in this Planning Statement, the Board is cordially invited to consider the Proposed Development favourably.

Appendix A

Traffic Impact Assessment

Section 16 Planning Application in support of Proposed Minor Relaxation of Plot Ratio Restriction for Proposed Hotel use at Chai Wan Inland Lots 12 and 43, 14 - 16 Lee Chung Street, Chai Wan, Hong Kong

Traffic Impact Assessment

Final Report
September 2025

Prepared by: CKM Asia Limited

Prepared for: Fortune Creation Developments Ltd.

Section 16 Planning Application in support of Proposed Minor Relaxation of Plot Ratio Restriction for Proposed Hotel use at Chai Wan Inland Lots 12 and 43, 14 - 16 Lee Chung Street, Chai Wan, Hong Kong

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TABLES

NUMBER

Section 16 Planning Application in support of Proposed Minor Relaxation of Plot Ratio Restriction for Proposed Hotel use at Chai Wan Inland Lots 12 and 43, 14 - 16 Lee Chung Street, Chai Wan, Hong Kong

FIGURES

NUMBER

1.0 INTRODUCTION

Background

1.1 The Subject Site is located at 14 – 16 Lee Chung Street in Chai Wan. It is currently occupied by a revitalised industrial building which is known as the Johnson Building. **Figure 1.1** shows the location of the Subject Site.

1.2 A Section 16 planning application for the minor relaxation of the plot ratio for 14,068 m^2 industrial use at the Subject Site was approved by the Town Planning Board (TPB ref: A/H20/195) on 4th December 2020. The Owner has the intention to redevelop the existing building into a 363-room hotel (the "Proposed Hotel").

1.3 Against this background, CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Owner to conduct a traffic impact assessment in support of the Proposed Hotel.

Structure of Report

1.4 The report is structured as follows:

Chapter One	-	Gives the background of the project;
Chapter Two	-	Describes the existing situation;
Chapter Three	-	Presents the Proposed Hotel;
Chapter Four	-	Describes the traffic impact analysis;
Chapter Five	-	Describes the pedestrian impact analysis; and
Chapter Six	-	Gives the overall conclusion.

2.0 EXISTING SITUATION

The Subject Site

2.1 The Johnson Building fronts onto Lee Chung Street and it adjoins the Shell Industrial Building to the south. The run-in / out of the Johnson Building is provided at Lee Chung Street.

Existing Traffic Flows

2.2 To quantify the existing traffic flows in the vicinity of the Subject Site, manual classified counts were conducted on Friday, 16 May 2025 during AM and PM peak periods at the following junctions:

J01 - Junction of Lee Chung Street / Chui Hang Street
J02 - Junction of Cheung Lee Street / Kut Shing Street (West Junction)
J03 - Junction of Cheung Lee Street / Kut Shing Street (East Junction)
J04 - Junction of Hong Man Street / Tai Man Street
J05 - Junction of Chai Wan Road / Hong Man Street
J06 - Junction of Chai Wan Road / Wan Tsui Road
J07 - Junction of Chai Wan Road Roundabout
J08 - Junction of Ning Foo Street / Lee Chung Street
J09 - Junction of Lee Chung Street outside Shun Yee Factory Building
J10 - Junction of Hong Man Street / Cheung Lee Street

2.3 The locations of the surveyed junctions are shown in **Figure 2.1** and the junction layouts are found in **Figures 2.2 – 2.11**.

2.4 The traffic counts are classified by vehicle type to enable traffic flows in passenger car units ("pcu") to be calculated. The AM and PM peak hours identified from the surveys are found to be between 0800 – 0900 hours and 1730 – 1830 hours respectively. **Figure 2.12** presents the observed AM and PM peak hour traffic flows in pcu/hour.

Performance of the Surveyed Junctions

2.5 The existing performance of the surveyed junctions is calculated based on the observed traffic counts, and the analyses were undertaken using the methods outlined in Volume 2 of the Transport Planning and Design Manual ("TPDM"), which is published by the Transport Department. The existing junction performance is presented in **Table 2.1**, and detailed calculations are found in **Appendix A**.

TABLE 2.1 EXISTING JUNCTION PERFORMANCE

Ref.	Junction	Junction Type (Parameter)	AM Peak	PM Peak
J01	Lee Chung Street / Chui Hang Street	Priority (DFC)	0.078	0.083
J02	Cheung Lee Street / Kut Shing Street (West Junction)	Priority (DFC)	0.132	0.102
J03	Cheung Lee Street / Kut Shing Street (East Junction)	Signal (RC)	307%	395%
J04	Hong Man Street / Tai Man Street	Priority (DFC)	0.509	0.243
J05	Chai Wan Road / Hong Man Street	Signal (RC)	37%	82%
J06	Chai Wan Road / Wan Tsui Road	Priority (DFC)	0.376	0.315
J07	Chai Wan Road Roundabout	RA (DFC)	0.472	0.363

Ref.	Junction	Junction Type (Parameter)	AM Peak	PM Peak
J08	Ning Foo Street / Lee Chung Street	Signal (RC)	251%	336%
J09	Lee Chung Street outside Shun Yee Factory Building	Priority (DFC)	0.068	0.057
J10	Hong Man Street / Cheung Lee Street	Priority (DFC)	0.536	0.415

Note: DFC – design flow/capacity ratio RC – Reserve Capacity RA – Roundabout

2.6 The results in **Table 2.1** show that the junctions analysed operate with capacity.

Public Transport Facilities

2.7 The Subject Site is well-served by public transport facilities, and access to public transport services is convenient, including the Chai Wan MTR station exit C, which is located some 200m away. In addition, numerous franchised bus and public light bus routes operate within 500-metre from the Subject Site. **Figure 2.13** shows details of the road-based public transport services provided within 500-metre from the Subject Site.

Existing Footpath Level-Of-Service

2.8 To quantify the existing pedestrian flows, pedestrian counts were conducted during the AM and PM peak periods on Friday, 16 May 2025 at footpaths located in the vicinity, and the observed peak hour pedestrian flows are shown in **Figure 2.14**.

2.9 The Level-Of-Service ("LOS") of a pedestrian footpath depends on its width and number of pedestrians using the facility. Description of the LOS at walkway is obtained from Volume 6 of the TPDM and is presented in **Table 2.2**.

TABLE 2.2 DESCRIPTION OF PEDESTRIAN FOOTPATH LOS

LOS	Flow Rate (ped/min/m)	Description
A	≤ 16	Pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.
B	16 – 23	Sufficient space is provided for pedestrians to freely select their walking speeds, to bypass other pedestrians and to avoid crossing conflicts with others. At this level, pedestrians begin to be aware of other pedestrians and to respond to their presence in the selection of walking paths.
C	23 – 33	Sufficient space is available to select normal walking speeds and to bypass other pedestrians primarily in unidirectional stream. Where reverse direction or crossing movement exist, minor conflicts will occur, and speed and volume will be somewhat lower.
D	33 – 49	Freedom to select individual walking speeds and bypass other pedestrians is restricted. Where crossing or reverse-flow movements exist, the probability of conflicts is high and its avoidance requires changes of speeds and position. The LOS provides reasonable fluid flow; however considerable friction and interactions between pedestrians are likely to occur.
E	49 – 75	Virtually, all pedestrians would have their normal walking speeds restricted. At the lower range of this LOS, forward movement is possible only by shuffling. Space is insufficient to pass over slower pedestrians. Cross- and reverse-movement are possible only with extreme difficulties. Design volumes approach the limit of walking capacity with resulting stoppages and interruptions to flow.
F	> 75	Walking speeds are severely restricted. Forward progress is made only by shuffling. There are frequent and unavoidable conflicts with other pedestrians. Cross- and reverse-movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristics of queued pedestrians than of moving pedestrian streams.

Source: Volume 6 Chapter 10 of TPDM

2.10 The observed peak 15 minutes pedestrian flows LOS assessment is presented in **Table 2.3**.

TABLE 2.3 EXISTING LOS ASSESSMENT

Location	Clear Width[(1)] [Effective Width] (m)	Peak Period	Flow (ped/ 15 mins)	Flow rate (ped/min/m)	LOS
P1. Eastern Footpath Outside 14-16 Lee Chung Street	2.5[1.5]	AM	94	4.2	A
		PM	187	8.4	A
P2. Northern Footpath Outside 12 Lee Chung Street	3.0[2.0]	AM	382	12.8	A
		PM	418	14.0	A

[(1)] The width excludes railing and obstructions.

2.11 The above results indicate that the surveyed footpaths currently operate with LOS A during the AM and PM peak. As stated in the TPDM, LOS A to C is considered as an acceptable range of level of service. Hence, the footpaths analysed operate with capacity.

3.0 THE PROPOSED HOTEL

The Proposed Hotel

3.1 The Owner of the Subject Site intends to redevelop the existing industrial building to a 363-room hotel.

Provision of Internal Transport Facilities

3.2 The comparison of the proposed internal transport facilities and the recommendations of the Hong Kong Planning Standards and Guidelines ("HKPSG") are presented in **Table 3.1**.

TABLE 3.1 COMPARISON OF THE HKPSG RECOMMENDATIONS AND PROPOSED INTERNAL TRANSPORT FACILITIES

HKPSG Recommendations for a Hotel with 363 rooms	**The Proposed Hotel**
Car Parking Space	
1 per 100 rooms **363** / 100 = 3.63, say **4 nos.**	**4 nos.** comprising of: (i) 1 set of double-deck parking rack @ 5m(L) X 2.5m (W) (ii) 1 no. @ 5m(L) X 2.5m (W) X 2.4m(H), (iii) 1 no. @ 5m (L) X 3.5m (W) X 2.4m (H) for persons with disabilities **= Comply HKPSG, OK**
Motorcycle Parking Space	
5% to 10% of car parking space Minimum =4 x 5% = 0.2, say **1 no.** Maximum = 4 x 10% = 0.4, say **1 no.**	**1 no.** 2.4m(L) X 1m (W) X 2.4m(H) **= Comply HKPSG, OK**
Goods Vehicle Loading / Unloading Bay	
0.5 – 1 goods vehicle bay per 100 rooms Minimum =0.5 x 363/100 = 1.82, say **2 nos.** With 65% for LGV and 35% for HGV: **LGV**: 2 x 0.65 = 1.3, say **1 no.**; & **HGV**: 2 – 1 = **1 no.** Maximum = 1 x 363/100 = 3.63, say **4 nos.** With 65% for LGV and 35% for HGV: **LGV**: 4 x 0.65 = 2.6, say **3 nos.**; & **HGV**: 4 – 3 = **1 no.**	**2 nos.** comprising of: (i) 1 LGV @ 7m (L) X 3.5m (W) X 3.6m (H) (ii) 1 HGV @ 11m (L) X 3.5m (W) X 4.7m (H) **= Comply HKPSG, OK**
Taxi and Private Car Layby	
Minimum 3 nos. for 300 - 599 rooms	**3 nos.** @ 5m (L) X 2.5m (W) X 2.4m (H) **= Comply HKPSG, OK**
Single Deck Tour Bus Layby	
Minimum 2 – 3 nos. for 300 - 899 rooms	**2 nos.** @ 12m (L) X 3.5m (W) X 3.8m (H) **= Comply HKPSG, OK**

3.3 **Table 3.1** shows that the internal transport facilities provided comply with the recommendations of the HKPSG. The G/F layout plan is shown in **Figure 3.1**.

Swept Path Analysis

3.4 The CAD-based swept path analysis programme, Autodesk Vehicle Tracking, was used to check the ease of manoeuvring of vehicles within the Proposed Hotel, and the swept path analysis drawings are found in **Appendix B**. Vehicles are found to have no manoeuvring problems.

4.0 TRAFFIC IMPACT

Design Year

4.1 The Proposed Hotel is expected to be completed in 2030, and the design year adopted for the traffic assessment is, whichever later of the 2: (i) at least 3 years after the planned completion of the development, i.e., 2033, or (ii) 5 years from the date of this application, i.e., 2030. Therefore, Year 2033 is adopted for junction capacity analysis.

Traffic Forecasting

4.2 Year 2033 peak hour traffic flows for the junction capacity analysis are produced (i) with reference to the 2019-based Base District Traffic Model HK2 (the "BDTM"); (ii) estimated growth from 2031 to 2033; (iii) expected traffic generation by the planned / committed developments in the vicinity; and (iv) expected traffic generation by the Proposed Hotel.

Estimated Traffic Growth Rate from 2031 to 2033

4.3 Reference is made to the: (i) the Annual Average Daily Traffic ("AADT") of core stations located in the vicinity of the Proposed Hotel, which is found in the Annual Traffic Census, published by Transport Department, and (ii) the Hong Kong Population Projection published by Census and Statistics Department.

4.4 The information for (i) is presented in **Table 4.1**.

TABLE 4.1 AADT OF THE CORE STATIONS IN THE VICINITY OF THE PROPOSED HOTEL

ATC Station No.	**1102**	**1220**	**1446**	**Overall**
Road	**Cheung Lee Street**	**Chai Wan Road**	**Island Eastern Corridor**	
From	Hong Man Street	Tai Tam Road	Wan Tsui Road	
To	Kut Shing Street	Wan Tsui Road	Wing Tai Road INT	
Year	**Annual Average Daily Traffic (vehicles / day)**			
2017	4,320	18,470*	17,730*	40,520
2018	4,500	19,140	17,780*	41,420
2019	4,320	18,490	19,630	42,440
2020	4,240	17,640*	18,700	40,580
2021	4,430	18,440*	19,070*	41,940
2022	4,230	17,590*	17,970*	39,790
2023	4,330	18,590	18,360*	41,280
Average Annual Growth (2017 - 2023)	**0.04%**	**0.11%**	**0.58%**	**0.31%**

Note: * Estimated by Growth Factor

4.5 **Table 4.1** shows overall annual average traffic growth of 0.31%.

4.6 The information for (ii) is presented in **Table 4.2**.

TABLE 4.2 HONG KONG POPULATION PROJECTIONS FROM CENSUS AND STATISTICS DEPARTMENT

Year	Population in Hong Kong (thousands)
2031	7,820.2
2033	7,903.6
Average Annual Growth (2031 – 2033)	**0.53%**

4.7 **Table 4.2** shows that the annual population growth between 2031 – 2033 is 0.53%. To be conservative, the annual growth rate of 1% is adopted for 2031 – 2033.

Additional Planned / Committed Developments near the Subject Site

4.8 The planned / committed developments near the Subject Site not included in the BDTM but have been incorporated to produce the future year traffic flows are listed in **Table 4.3** and the locations are presented in **Figure 4.1**.

TABLE 4.3 ADDITIONAL PLANNED / COMMITTED DEVELOPMENTS NEAR THE SUBJECT SITE

Ref. No.	Development		GFA (m^2)	No. of Flat	Average Flat Size	No. of space
A	Industrial Building at 18 Lee Chung Street		9,000	--	--	--
B	Transitional Housing at 46 Sheung On Street		--	103	30 m^2	--
C	Light Public Housing at 50 Sheung On Street		--	1,720	30 m^2	--
D	Residential Development at 391 Chai Wan Road		--	850	75 m^2	--
E	Wah Ha Estate at 2 Kut Shing Street		--	187	30 m^2	--
F	Chai Wan Government Complex and Vehicle Depot		33,930	--	--	--
G	Water Supplies Department Headquarters with Regional Office and Correctional Services Department Headquarters		37,000	--	--	--
H	Joint-user Complex at Junction of Shing Tai Road and Sheung Mau Street, Chai Wan	Office	17,760	--	--	--
		Public Vehicle Park	--	--	--	200
		Driving School	5,000	--	--	--

Traffic Generation of the Proposed Hotel

4.9 To estimate the traffic generation of the Proposed Hotel, reference is made to the mean rates for Hotel uses in TPDM. The adopted traffic generation rates and the estimated AM and PM peak hour traffic generation are presented in **Table 4.4**.

TABLE 4.4 ADOPTED TRIP RATES AND TRAFFIC GENERATION FOR THE PROPOSED HOTEL

The Proposed Hotel *(363 Rooms)*	Parameter	AM Peak		PM Peak	
		Generation	Attraction	Generation	Attraction
Mean Traffic Generation Rates for Hotel Uses	pcu/hr/ room	0.1329	0.1457	0.1290	0.1546
Traffic Generation	pcu/hr	*49*	*53*	*47*	*57*
		102 (2-way)		***104 (2-way)***	

4.10 The Proposed Hotel is expected to generate 102 and 104 pcu / hour (2-way) in AM and PM peak respectively.

Year 2033 Traffic Flows

4.11 Year 2033 traffic flows for the following cases are derived:

Year 2033 Without the Proposed Hotel [A] = *Traffic flows derived with reference to BDTM + estimated traffic growth between 2031 and 2033 + expected traffic generation of the planned / committed developments after 2019*

Year 2033 With the Proposed Hotel [B] = *[A] + Traffic Generation of the Proposed Hotel*

4.12 Year 2033 peak hour traffic flows for the above cases are shown in **Figures 4.2 – 4.3** respectively.

Year 2033 Junction Capacity Analysis

4.13 Year 2033 junction capacity analysis for the three cases are summarised in **Table 4.5** and detailed calculations are found in the **Appendix A**.

TABLE 4.5 YEAR 2033 JUNCTION PERFORMANCE

Ref.	Junction	Junction Type (Parameter)	Without the Proposed Hotel		With the Proposed Hotel	
			AM Peak	PM Peak	AM Peak	PM Peak
J01	Lee Chung Street / Chui Hang Street	Priority (DFC)	0.114	0.101	0.220	0.180
J02	Cheung Lee Street / Kut Shing Street (West Junction)	Priority (DFC)	0.148	0.116	0.151	0.118
J03	Cheung Lee Street / Kut Shing Street (East Junction)	Signal (RC)	275%	348%	252%	319%
J04	Hong Man Street / Tai Man Street	Priority (DFC)	0.563	0.267	0.564	0.268
J05	Chai Wan Road / Hong Man Street	Signal (RC)	25%	67%	24%	66%
J06	Chai Wan Road / Wan Tsui Road	Priority (DFC)	0.411	0.344	0.411	0.344
J07	Chai Wan Road Roundabout	RA (DFC)	0.536	0.412	0.565	0.438
J08	Ning Foo Street / Lee Chung Street	Signal (RC)	206%	285%	160%	216%
J09	Lee Chung Street outside Shun Yee Factory Building	Priority (DFC)	0.079	0.064	0.080	0.064
J10	Hong Man Street / Cheung Lee Street	Priority (DFC)	0.607	0.466	0.629	0.486

Note: DFC – design flow/capacity ratio RC – Reserve Capacity RA – Roundabout

4.14 **Table 4.5** shows that the junctions analysed have capacity to accommodate the expected traffic growth to 2033 and the traffic generated by the Proposed Hotel. In addition, the traffic generated by the Proposed Hotel has negligible impact to the surrounding road junctions.

5.0 PEDESTRIAN IMPACT

Pedestrian Generation

5.1 The pedestrian generation of the Proposed Hotel and planned / committed developments in the vicinity, i.e., Industrial Building at 18 Lee Chung Street, are estimated with reference to in-house pedestrian generation rates and are presented in **Table 5.1**.

TABLE 5.1 PEDESTRIAN GENERATIONS OF THE PROPOSED HOTEL AND PLANNED / COMMITTED DEVELOPMENTS IN THE VICINITY

Item	Pedestrian Generations			
	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Pedestrian Generation Rate				
Hotel (ped / 15 mins / room)	0.1732	0.0512	0.1772	0.1575
Industrial (ped / 15mins / 100m^2 GFA)	0.0500	0.3410	0.2820	0.0360
Pedestrian Generation (ped / 15 mins)				
The Proposed Hotel – 363 rooms	63	19	65	58
	82 (2-way)		123 (2-way)	
18 Lee Chung Street – 9,000m^2 Industrial GFA	5	31	26	4

5.2 **Table 5.1** shows that the Proposed Hotel is expected to generate 82 and 123 pcu/15-minutes (2-way) in AM and PM peak respectively.

Annual Pedestrian Growth Rate between 2025 – 2033

5.3 To establish the pedestrian growth rate from 2025 to 2033, reference is made to 2 sources of information including:

(i) *Eastern District Population Projection of "2021 - based TPEDM" from Planning Department; and*

(ii) *"Hong Kong Population Projections"* from the Census and Statistics Department.

5.4 Relevant information from the 2021 - based TPEDM is presented in **Table 5.2**.

TABLE 5.2 EASTERN DISTRICT POPULATION PROJECTIONS

Year	Population [a]	Employment [b]	Overall [c] = [a] + [b]
2021	529,600	296,200	825,800
2031	467,000	277,050	744,050
Average Annual Growth 2021 to 2031	**-1.3%**	**-0.7%**	**-1.0%**

5.5 **Table 5.2** shows that the average annual population growth in the Eastern District between 2021 and 2031 is -1.0%.

5.6 Relevant information from the *"Hong Kong Population Projections"* is presented in **Table 5.3**.

TABLE 5.3 HONG KONG POPULATION PROJECTIONS FROM CENSUS AND STATISTICS DEPARTMENT

Year	Hong Kong Resident Population ('000)
2025	7,559.8
2033	7,903.6
Average Annual Growth 2025 to 2033	**0.56%**

5.7 **Table 5.3** shows that the average annual population growth in Hong Kong between 2025 – 2033 is 0.56%. Based on the above, the annual growth from 2025 to 2033 adopted is 0.56%.

Year 2033 Pedestrian Flows

5.8 Year 2033 pedestrian flows are produced with reference to (i) the observed 2025 pedestrian flows, (ii) annual pedestrian growth rate, (iii) expected pedestrian demand due to the planned / committed developments between 2025 – 2033 and the subject site.

5.9 Year 2033 pedestrian flows the following cases are derived:

2033 without the Proposed Hotel [A] = *2025 observed pedestrian flows + adopted pedestrian growth from 2025 to 2033 + pedestrian generation of the planned / committed developments*

2033 with the Proposed Hotel [B] = *[A] + pedestrian generation of the Proposed Hotel*

Year 2033 Footpath Level-Of-Service

5.10 Year 2033 peak hour pedestrian flows for the case of 2033 without and with the Proposed Hotel are estimated as shown in **Figure 5.1** and the corresponding LOS assessment is presented in **Table 5.4.**

TABLE 5.4 YEAR 2033 LOS ASSESSMENT

Location	Clear Width[(1)] [Effective Width] (m)	Peak Period	2033 without the Proposed Hotel			2033 with the Proposed Hotel		
			Flow (ped/ 15 min)	Flow rate (ped/ min/m)	LOS	Flow (ped/ 15 min)	Flow rate (ped/ min/m)	LOS
P1. Eastern Footpath outside 14-16 Lee Chung Street	2.5[1.5]	AM	135	6.0	A	217	9.7	A
		PM	226	10.1	A	349	15.6	A
P2. Northern Footpath outside 12 Lee Chung Street	3.0[2.0]	AM	436	14.6	A	518	17.3	B
		PM	468	15.6	A	591	19.7	B

Note: (1) The width excludes railing and obstructions.

5.11 The results in **Table 5.4** show that the assessed footpaths operate with LOS A or B, which is acceptable.

6.0 SUMMARY

6.1 A Section 16 planning application for the minor relaxation of the plot ratio for 14,068 m^2 industrial use at the Subject Site was approved by the Town Planning Board (TPB ref: A/H20/195) on 4th December 2020. The Owner now has the intention to develop a 363-room hotel.

6.2 The Subject Site is conveniently located close to public transport services, including the Chai Wan MTR station and numerous franchised bus routes and public light buses. Pedestrian facilities are provided in the vicinity of the Subject Site, including footpaths along road carriageways and at-grade pedestrian crossings which connect to the Chai Wan MTR station.

6.3 Manual classified counts were conducted at junctions, which are located in the vicinity in order to establish the existing traffic flows during the AM and PM peak hours.

6.4 The internal transport facilities provided for the Proposed Hotel comply with the recommendations of the HKPSG. Swept path analysis was conducted to ensure that all vehicles could enter and leave the Proposed Hotel and their respective space / bay with ease.

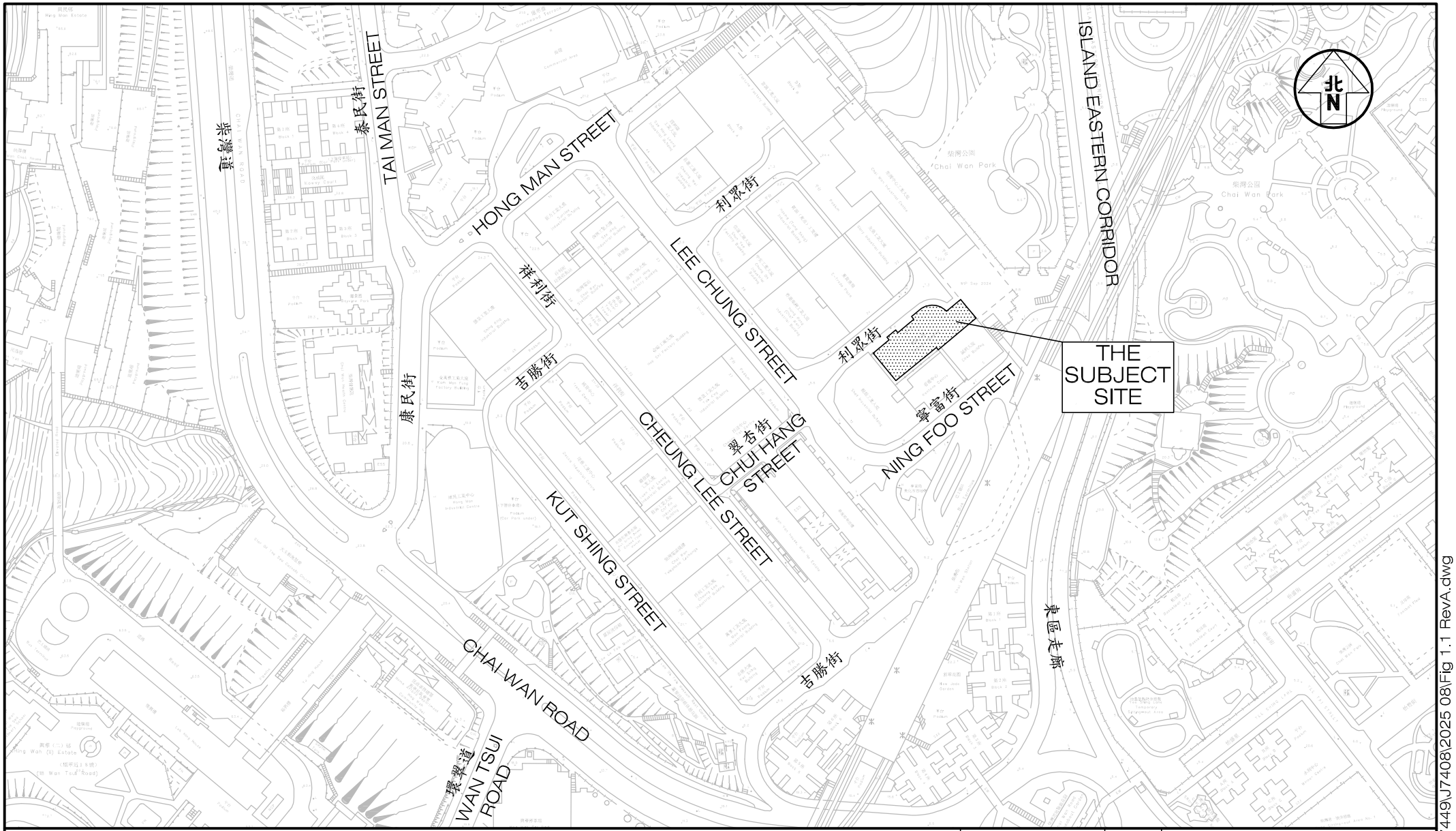
6.5 Year 2033 peak hour traffic flows for the junction capacity analysis are produced (i) with reference to the BDTM; (ii) estimated traffic growth from 2031 to 2033; (iii) expected traffic generation by the planned / committed developments in the vicinity; and (iv) traffic generation of the Proposed Hotel.

6.6 This TIA concludes that the traffic generation of the Proposed Hotel has negligible traffic impact to the surrounding road network, and, is acceptable from traffic terms.

6.7 The assessment of footpaths found that the Proposed Hotel has negligible impact.

6.8 It can be concluded that the Proposed Hotel will result in no adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed Hotel is acceptable.

Figures



Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	J7408	
Figure Title	LOCATION OF THE SUBJECT SITE	Figure No. 1.1	Revision A
		Designed by L K W / Drawn by S C Y / Checked by K C	
		Scale in A4 1 : 2,500	Date 21 AUG 2025

CKM Asia Limited
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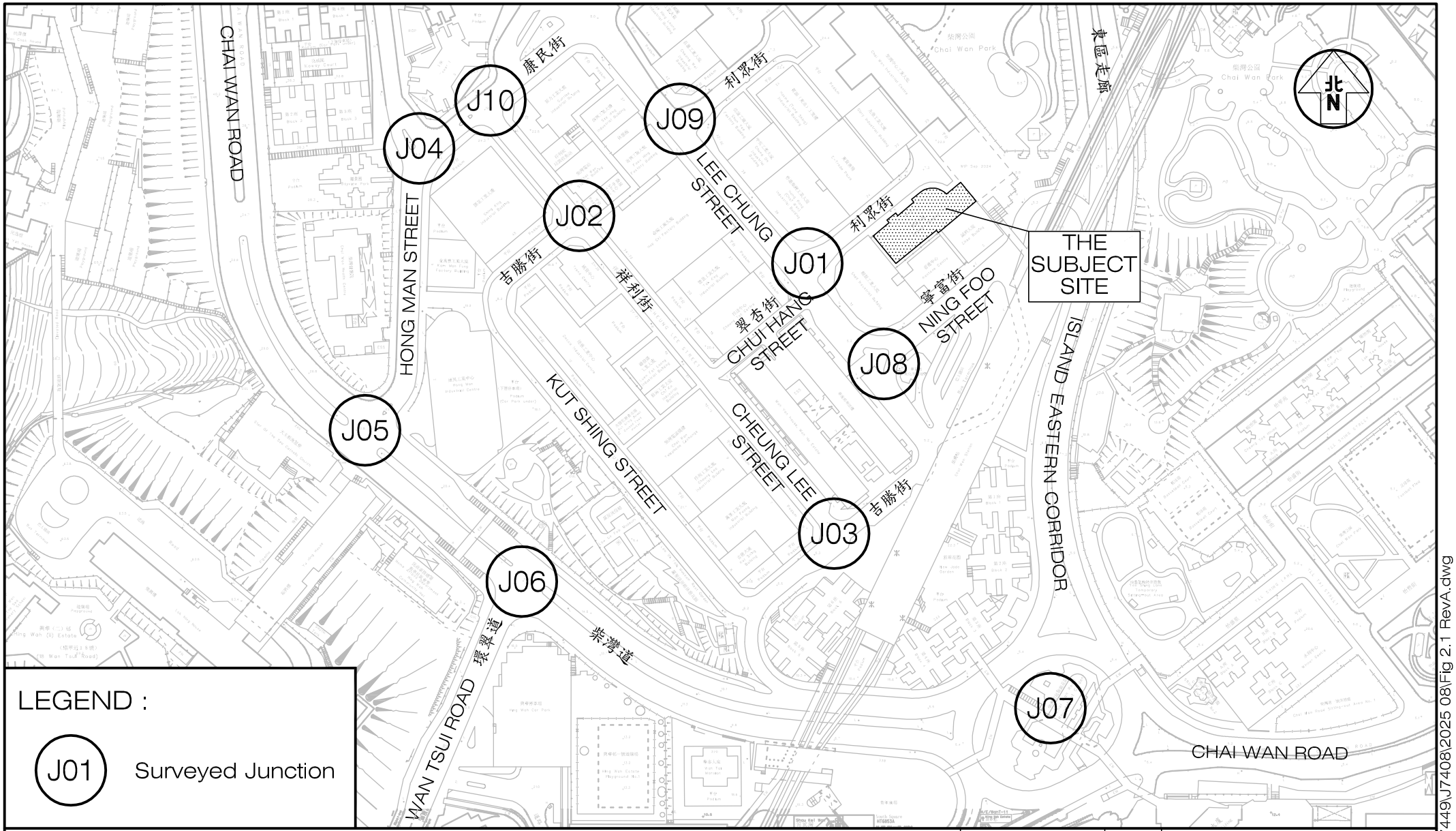

Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

J7408

Figure Title

LOCATION OF THE SURVEYED JUNCTIONS

Figure No.	Revision
2.1	A

Designed by	Drawn by	Checked by
L K W	S C Y	K C

Scale in A4	Date
1 : 2,500	21 AUG 2025

CKM Asia Limited
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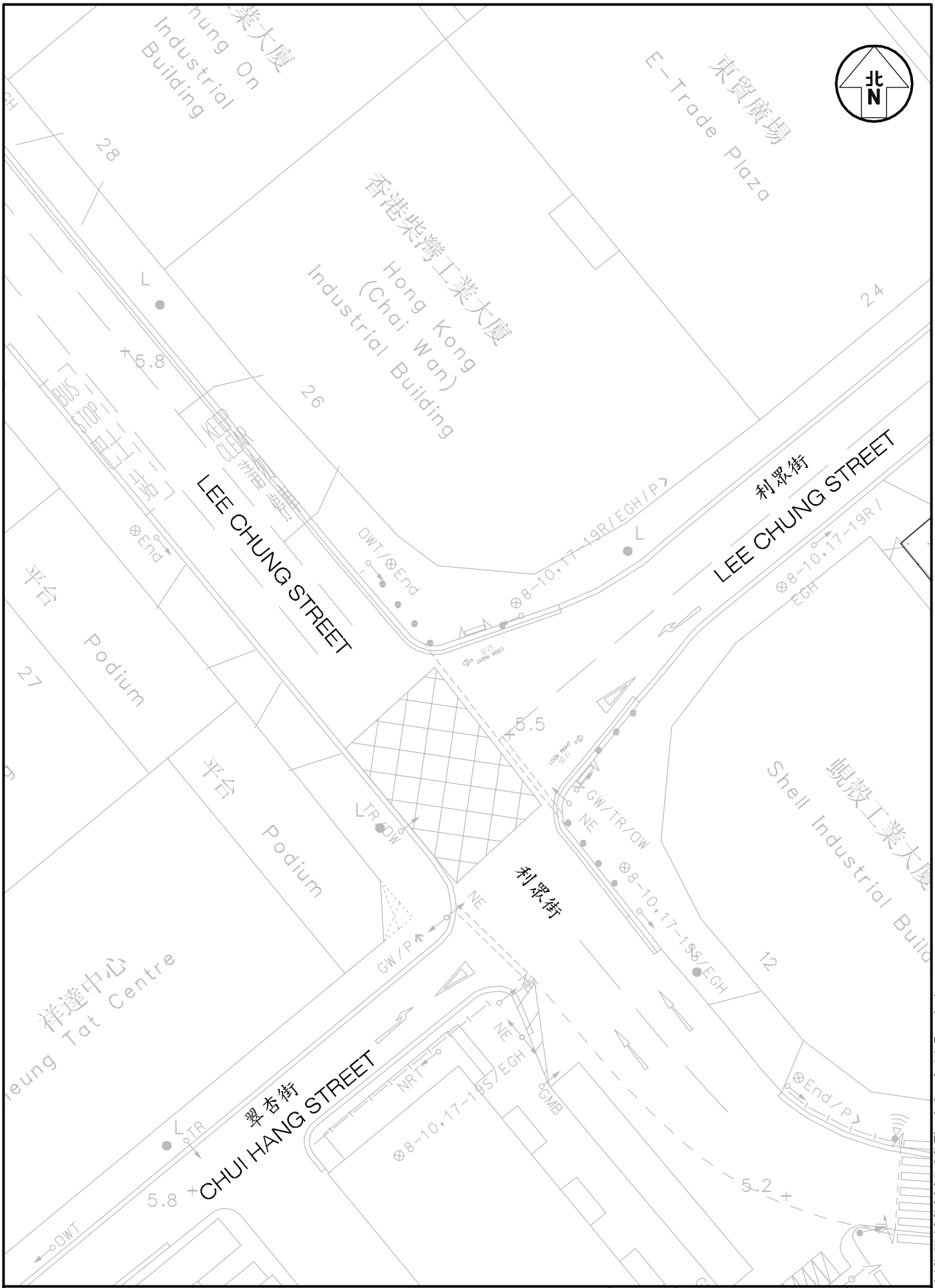

Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 2.2		Scale in A4 1 : 400
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF LEE CHUNG STREET / CHUI HANG STREET	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			

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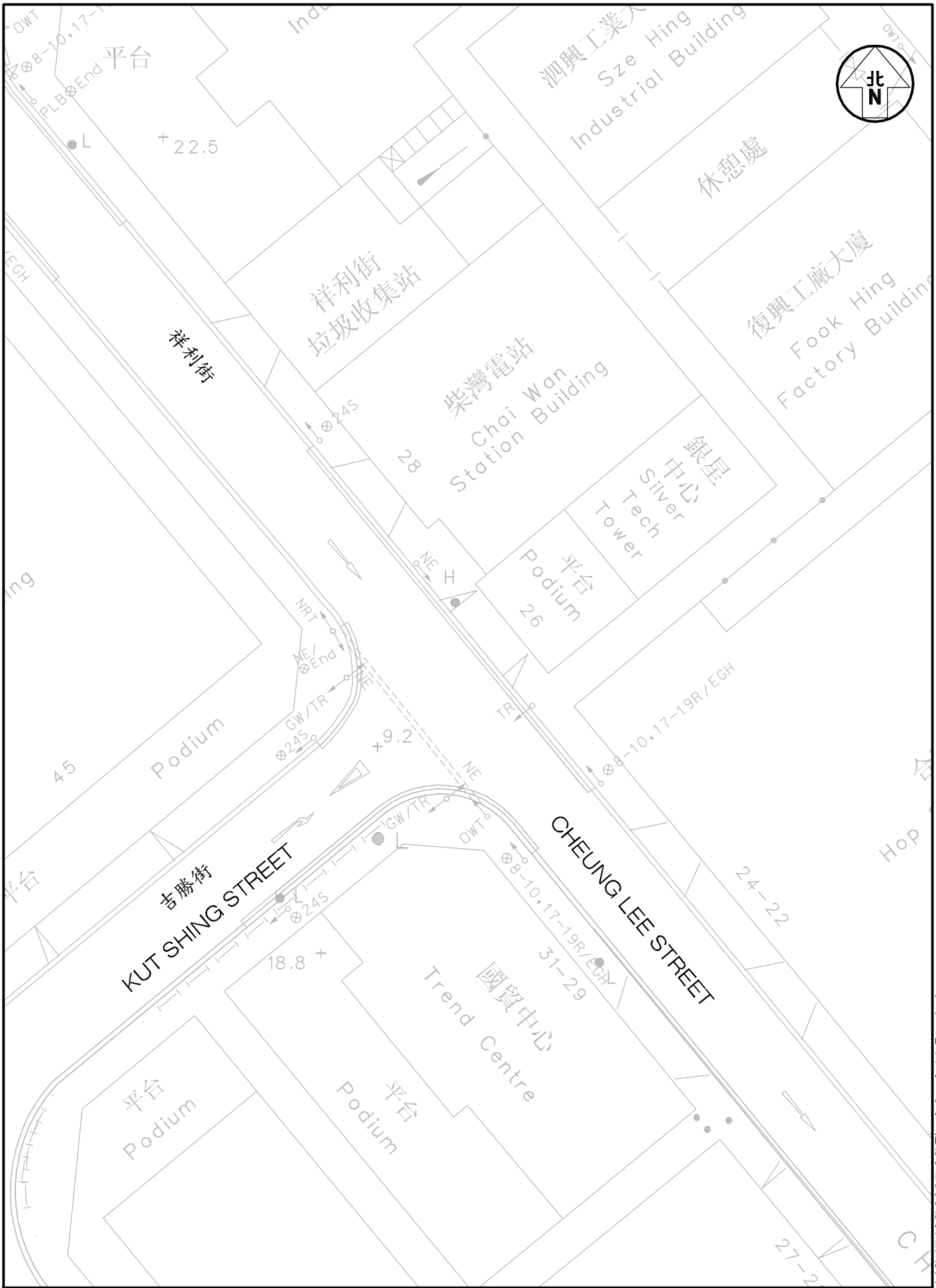

Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 2.3		Scale in A4 1 : 400
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF CHEUNG LEE SREET / KUT SHING STREET (WEST JUNCTION)	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			

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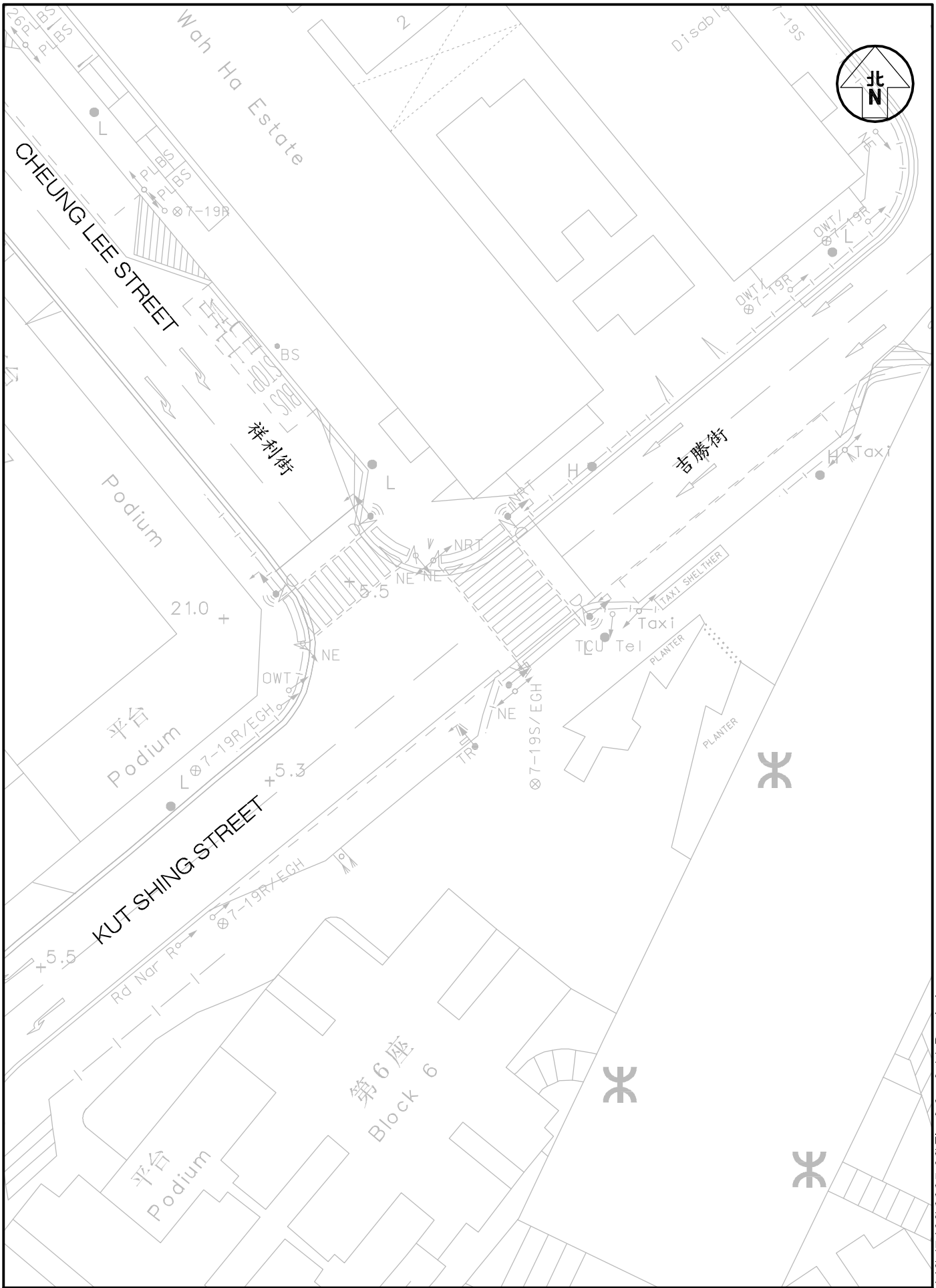

Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 2.4		Scale in A4 1 : 400
		Designed by L K W	Drawn by S C Y	Checked by K C / Revision A	Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF CHEUNG LEE STREET / KUT SHING STREET (EAST JUNCTION)	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			

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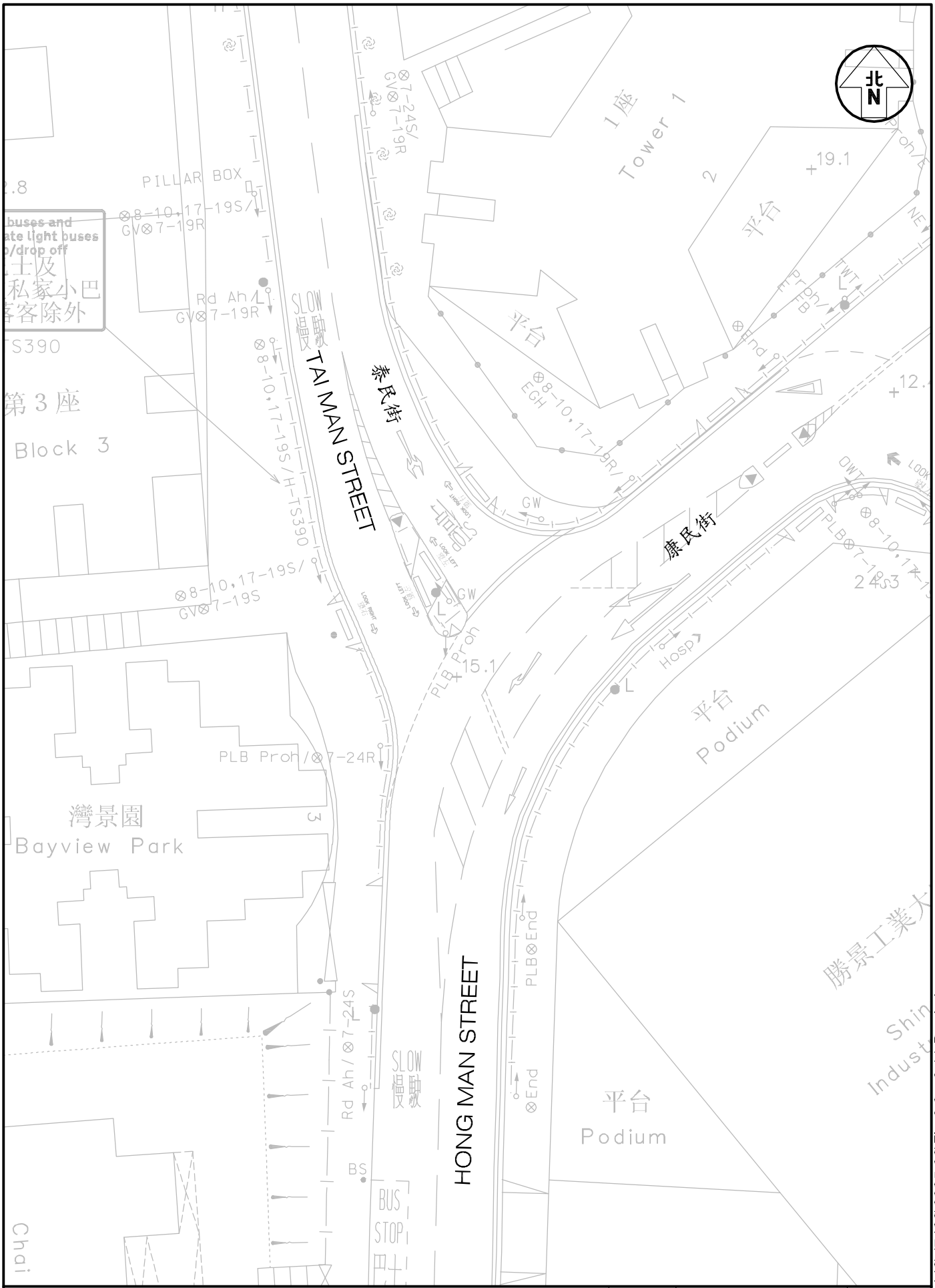

Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 2.5		Scale in A4 1 : 400
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF HONG MAN STREET / TAI MAN STREET	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			

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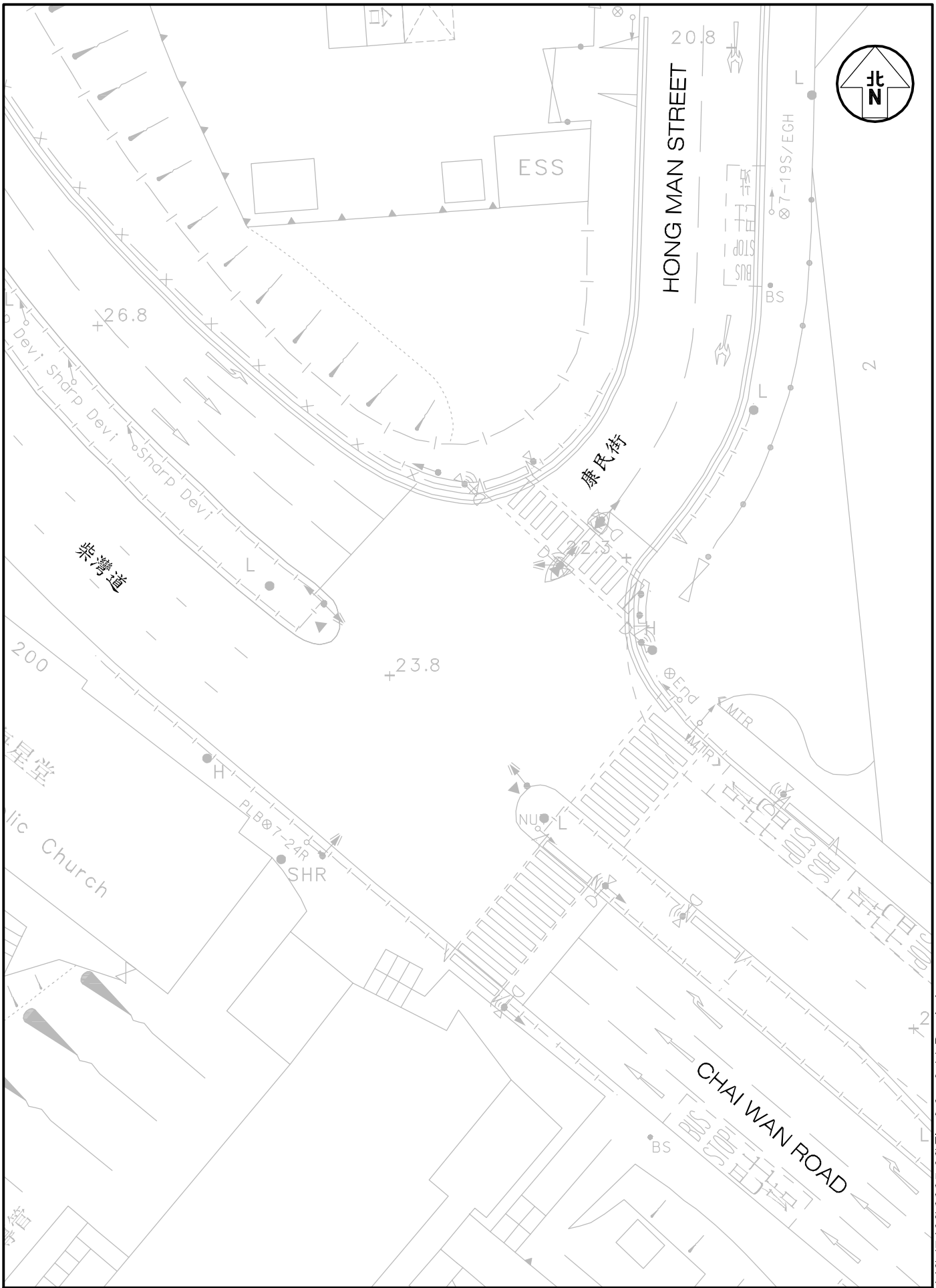

Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 2.6			Scale in A4 1 : 400
	Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title: JUNCTION LAYOUT OF CHAI WAN ROAD / HONG MAN STREET					

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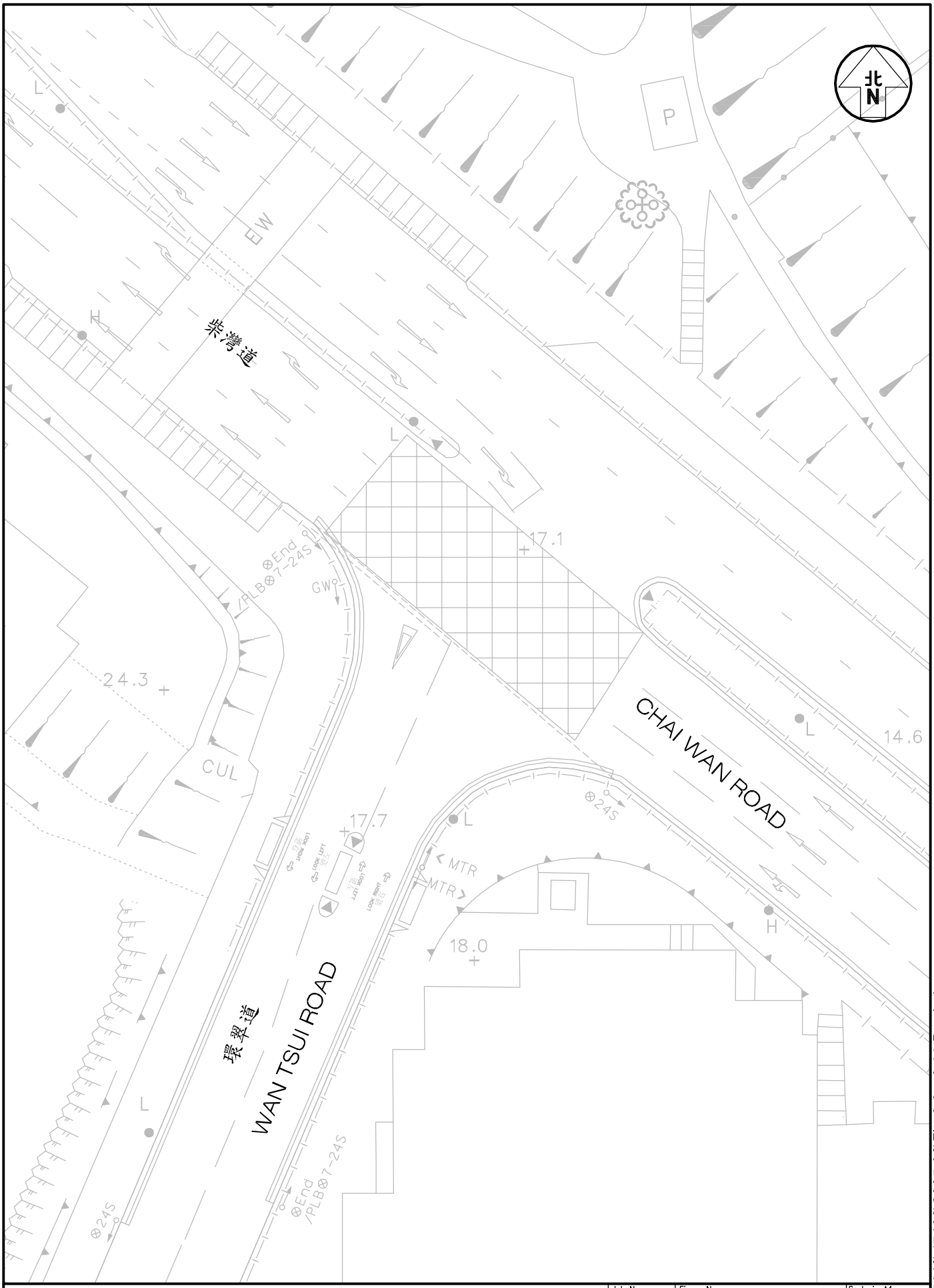

Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 2.7		Scale in A4 1 : 400
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF CHAI WAN ROAD / WAN TSUI ROAD	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			

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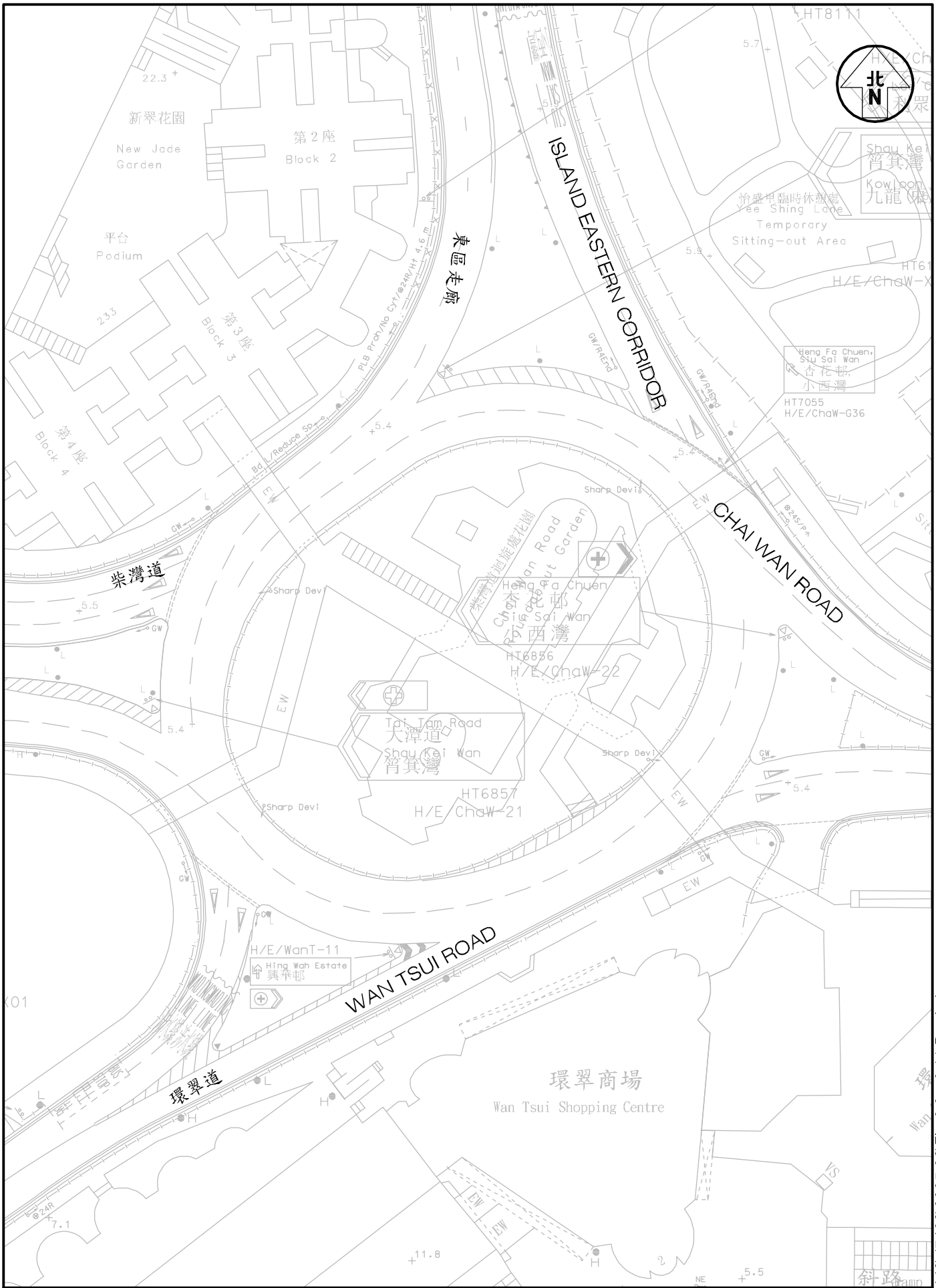

Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 2.8		Scale in A4 1 : 750
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF CHAI WAN ROAD ROUNDABOUT	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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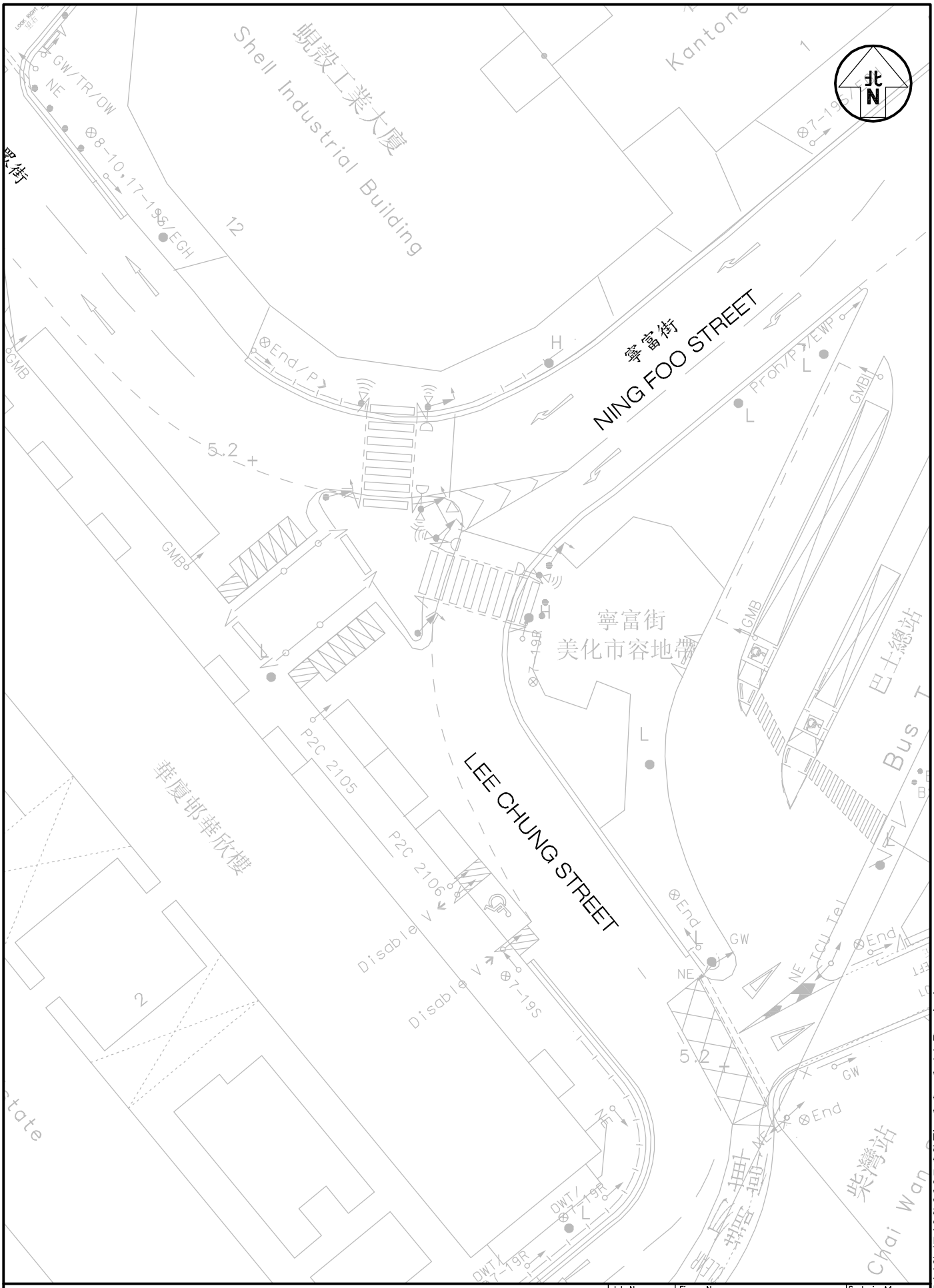

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		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF NING FOO STREET / LEE CHUNG STREET	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			

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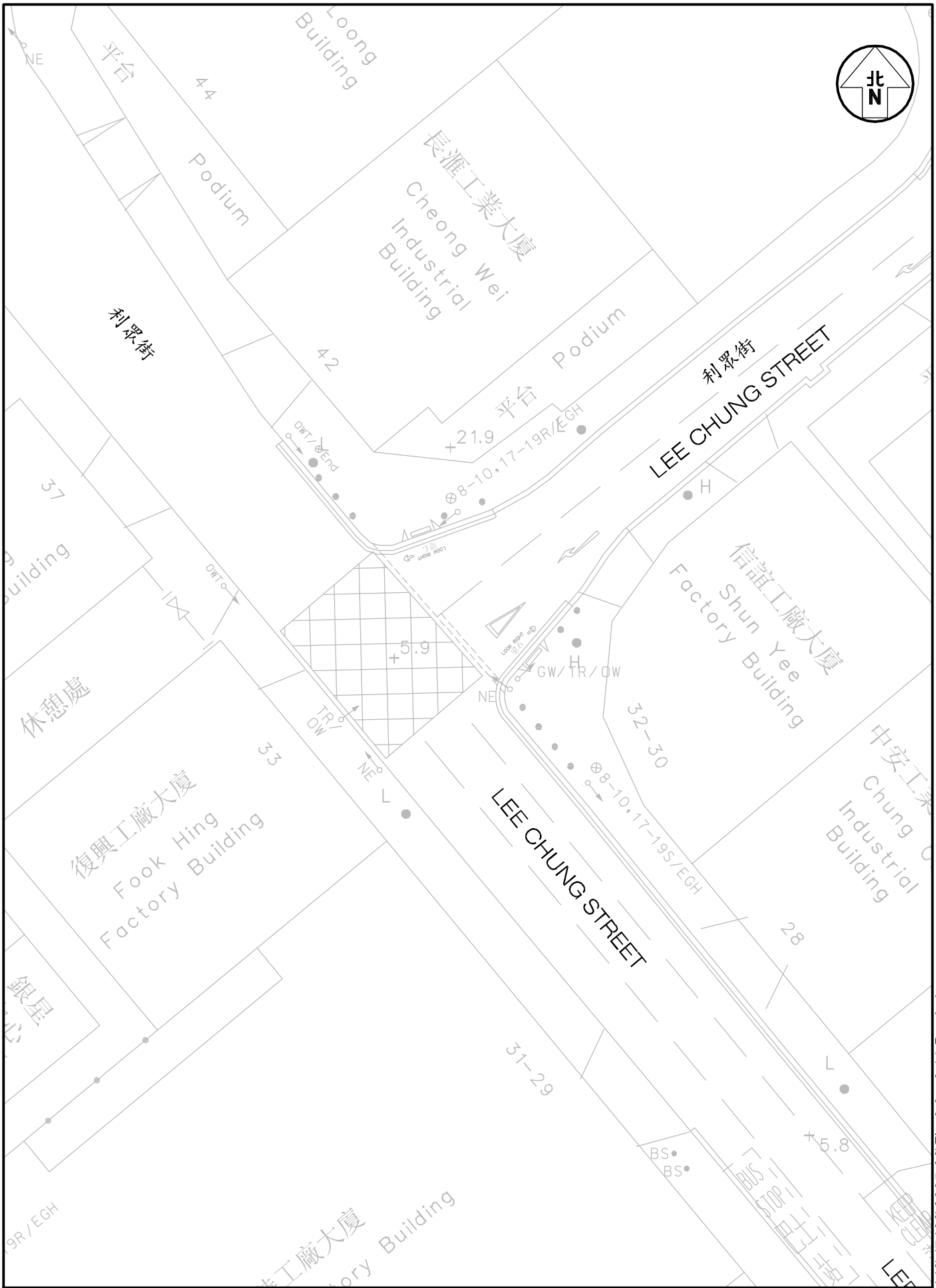

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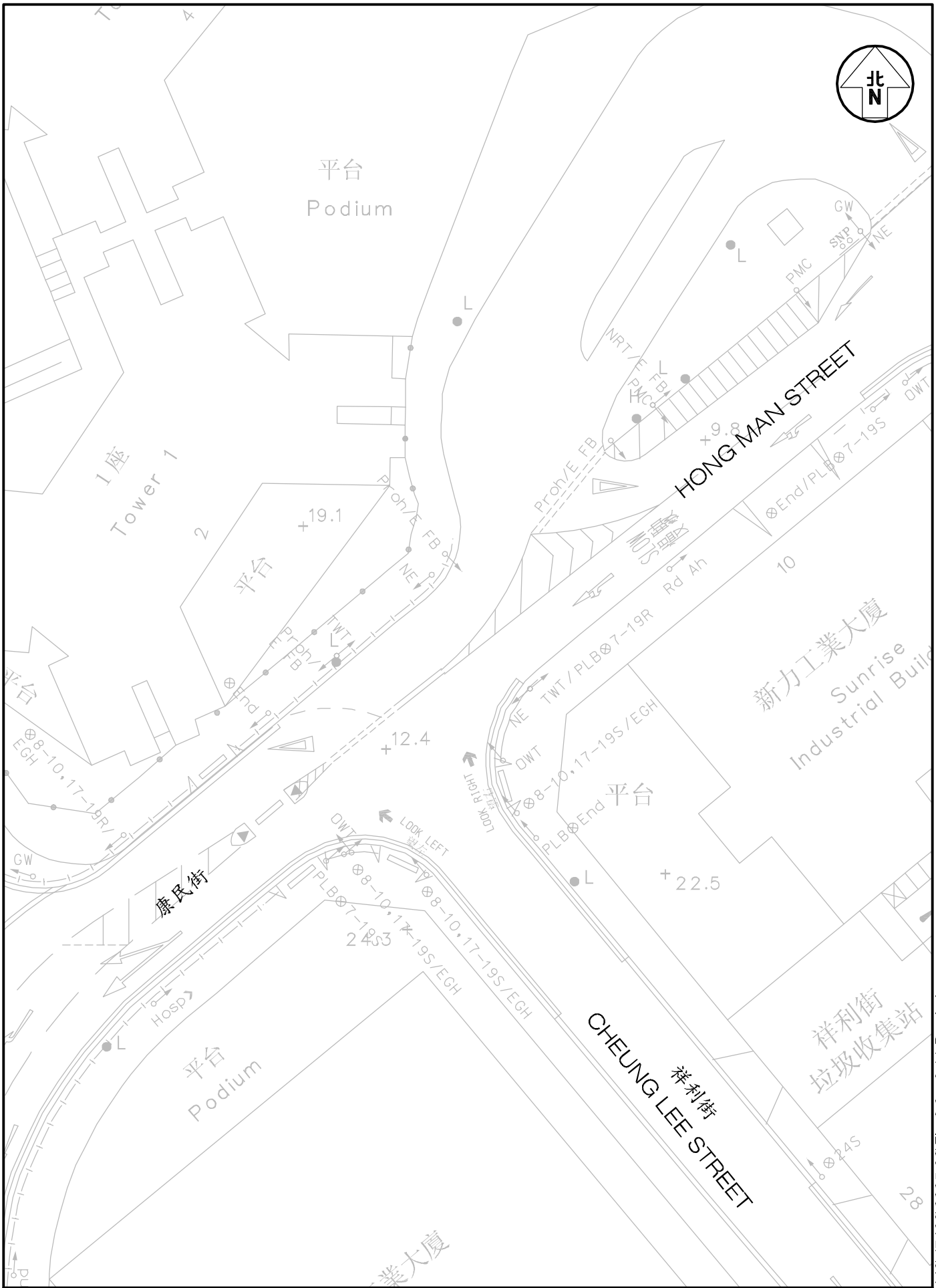
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A / Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF LEE CHUNG STREET OUTSIDE SHUN YEE FACTORY BUILDING	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			

T:\JOB\J7400-J7449\J7408\2025 08\Fig 2.2 - 2.11 RevA.dwg



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		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF HONG MAN STREET / CHEUNG LEE STREET	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			

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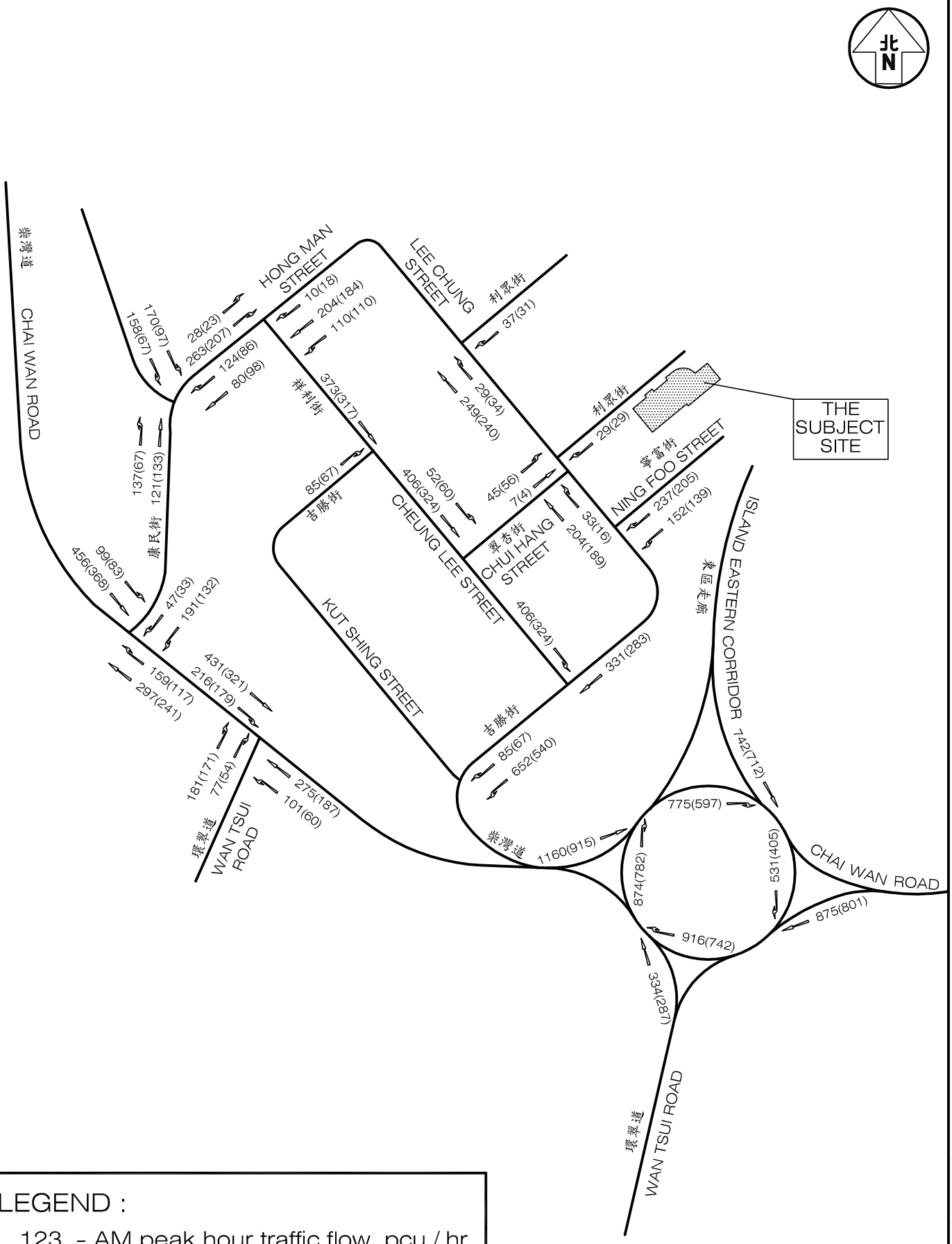

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

YEAR 2025 EXISTING PEAK HOUR TRAFFIC FLOWS

Job No.	Figure No.			Scale in A4
J7408	2.12			N.T.S.
Designed by	Drawn by	Checked by	Revision	Date
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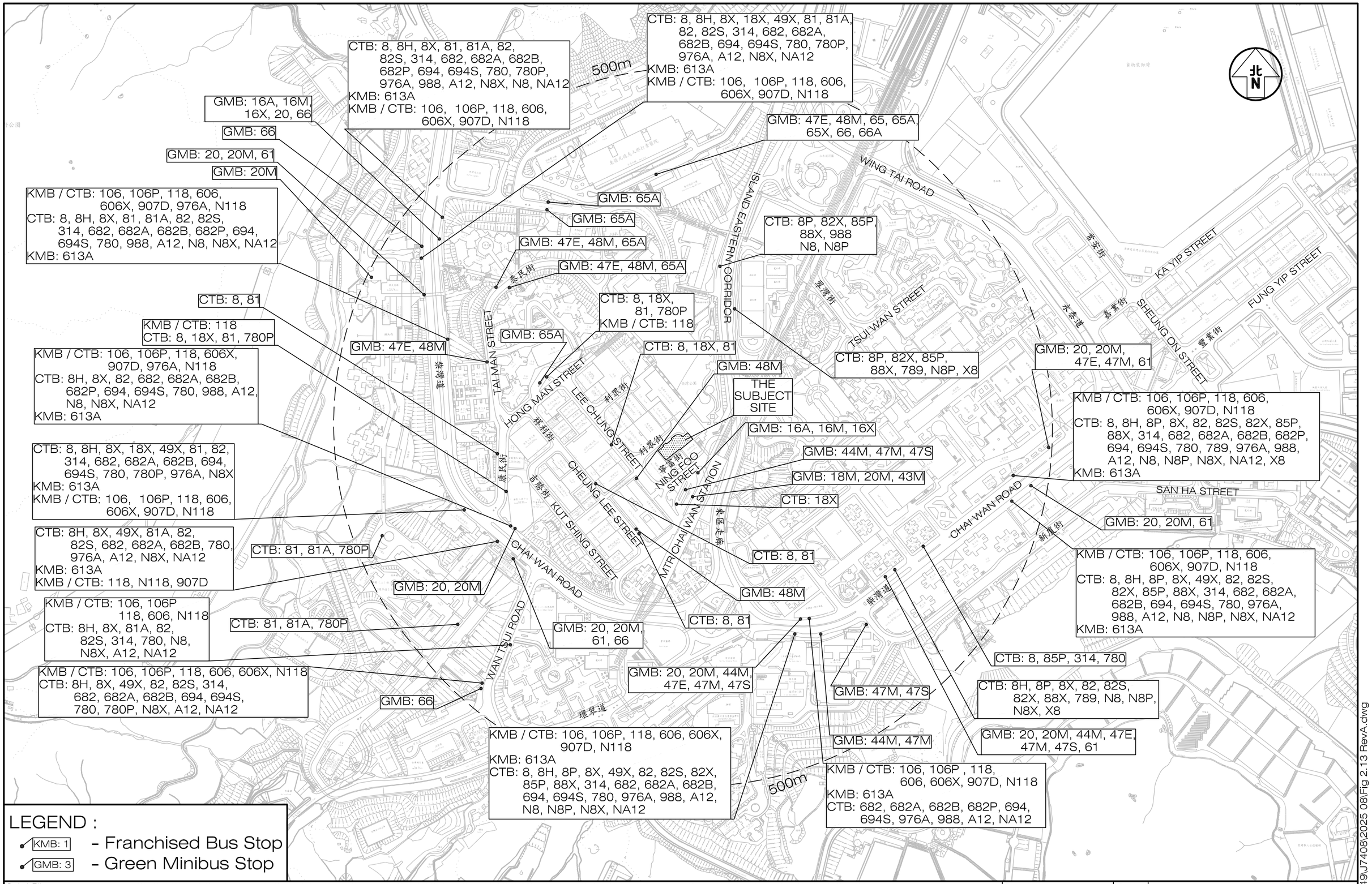

Project Title

SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

J7408

Figure Title

PUBLIC TRANSPORT FACILITIES IN THE VICINITY OF THE SUBJECT SITE

Figure No.	Revision
2.13	A

Designed by	Drawn by	Checked by
L K W	S C Y	K C

Scale in A3	Date
1 : 5,000	21 AUG 2025

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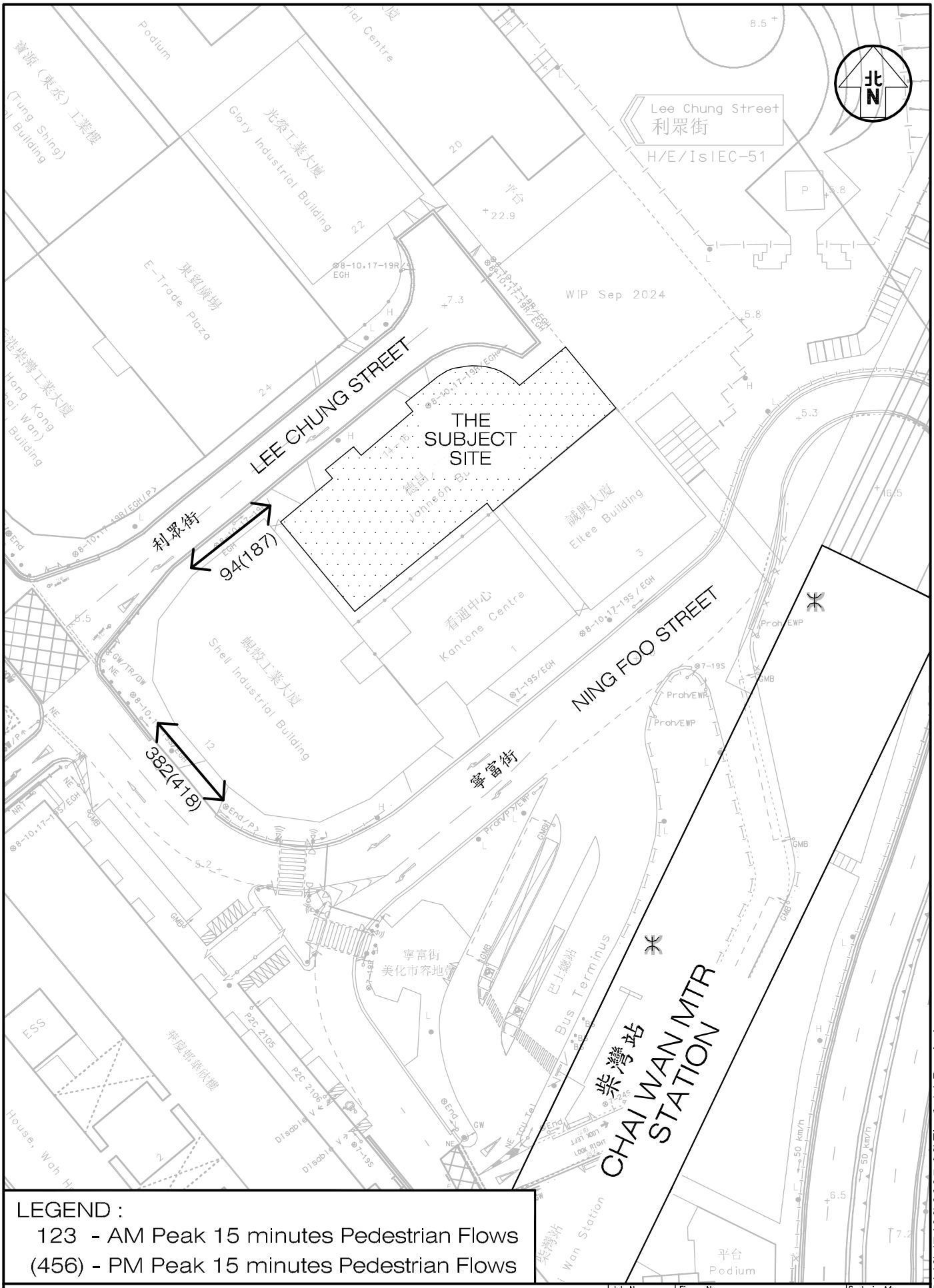

LEGEND :

123 - AM Peak 15 minutes Pedestrian Flows

(456) - PM Peak 15 minutes Pedestrian Flows

Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 2.14		Scale in A4 1 : 750
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	YEAR 2025 EXISTING PEAK 15 MINUTES PEDESTRIAN FLOWS				

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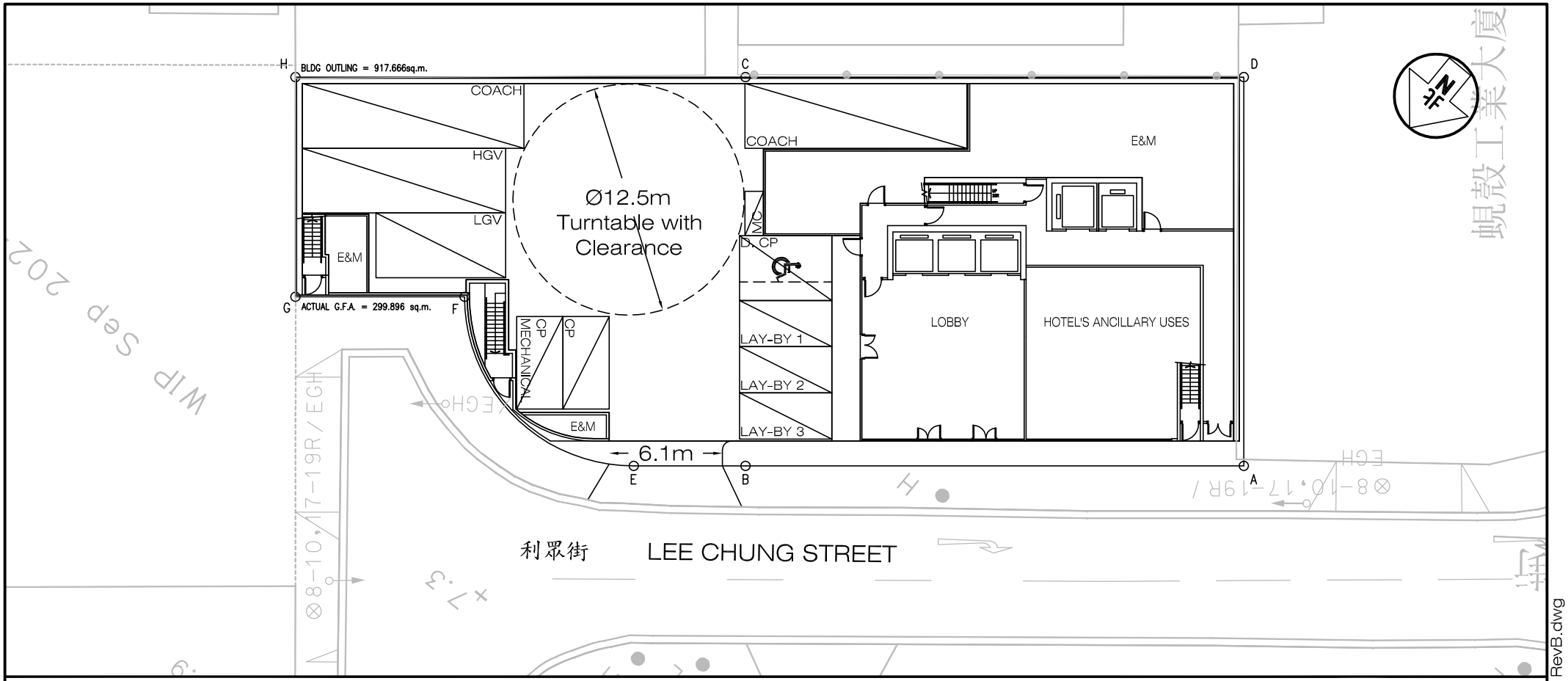

LEGEND :

- COACH — Single Deck Tour Bus Layby @12.0m(L) X 3.5m(W) X Min. 3.8m(H)
- HGV — Heavy Goods Vehicle Loading / Unloading Bay @11.0m(L) X 3.5m(W) X Min.4.7m(H)
- LGV — Light Goods Vehicle Loading / Unloading Bay @7.0m(L) X 3.5m(W) X Min. 3.6m(H)
- D. CP — Accessible Car Parking Space @5.0m(L) X 3.5m(W) X Min. 2.4m(H)
- MC — Motorcycle Parking Space @2.4m(L) X 1.0m(W) X Min. 2.4m(H)
- CP MECHANICAL — Double Deck Parking Rack @5.0m(L) X 2.5m(W)
- LAY-BY 1 — Taxi and Private Car Layby @5.0m(L) X 2.5m(W) X Min. 2.4(H)
- CP — Car Parking Space @5.0m(L) X 2.5m(W) X Min. 2.4(H)

Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

J7408

Figure Title

PROPOSED GROUND FLOOR PLAN

Figure No.	Revision
3.1	B

Designed by	Drawn by	Checked by
L K W	S C Y	K C

Scale in A4	Date
1 : 300	21 AUG 2025

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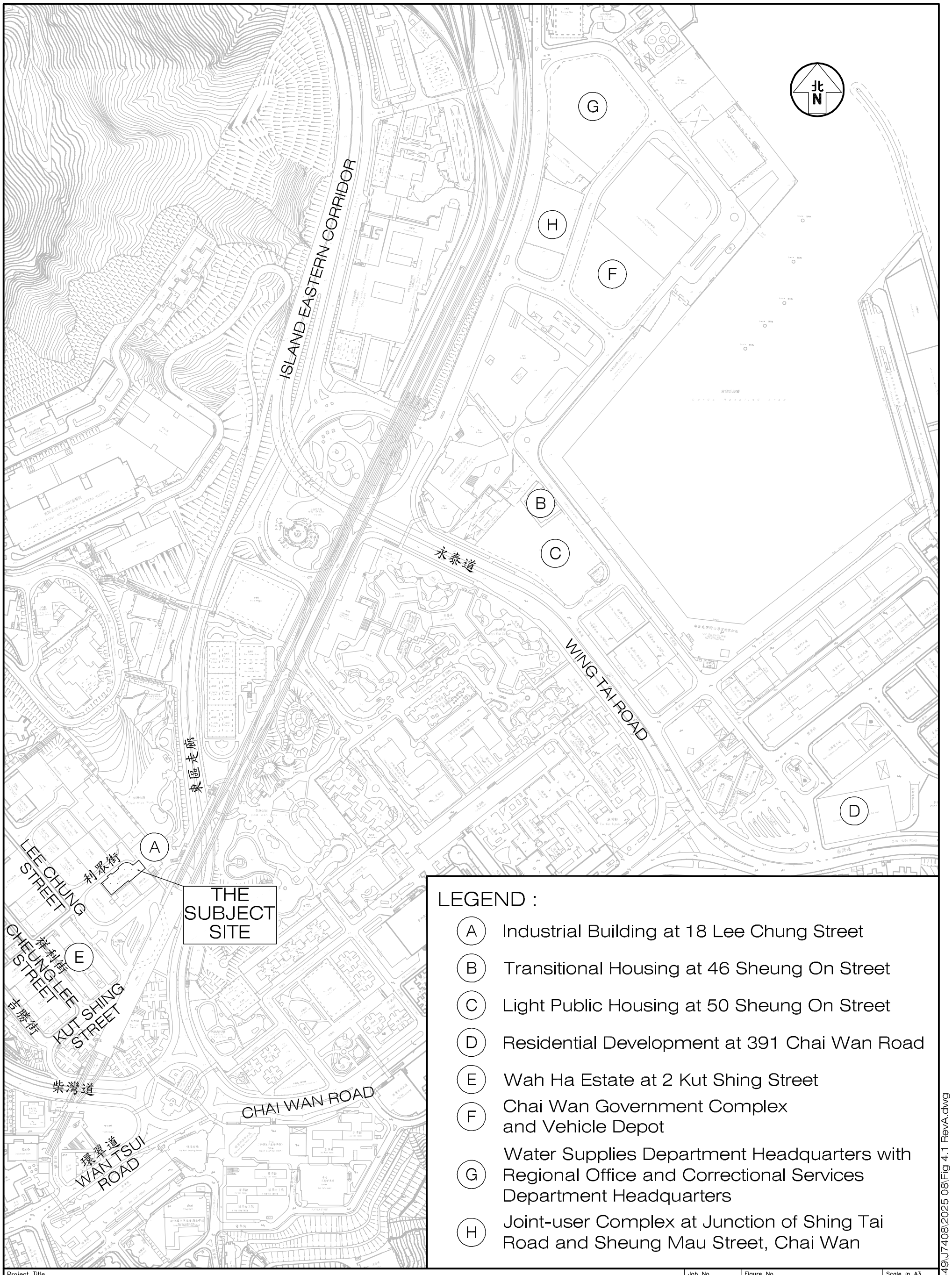

LEGEND :

- (A) Industrial Building at 18 Lee Chung Street
- (B) Transitional Housing at 46 Sheung On Street
- (C) Light Public Housing at 50 Sheung On Street
- (D) Residential Development at 391 Chai Wan Road
- (E) Wah Ha Estate at 2 Kut Shing Street
- (F) Chai Wan Government Complex and Vehicle Depot
- (G) Water Supplies Department Headquarters with Regional Office and Correctional Services Department Headquarters
- (H) Joint-user Complex at Junction of Shing Tai Road and Sheung Mau Street, Chai Wan

Project Title

SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

Job No.	Figure No.			Scale in A3
J7408	4.1			1 : 4,000
Designed by	Drawn by	Checked by	Revision	Date
L K W	S C Y	K C	A	21 AUG 2025

Figure Title

ADDITIONAL PLANNED / COMMITTED DEVELOPMENTS NEAR THE SUBJECT SITE

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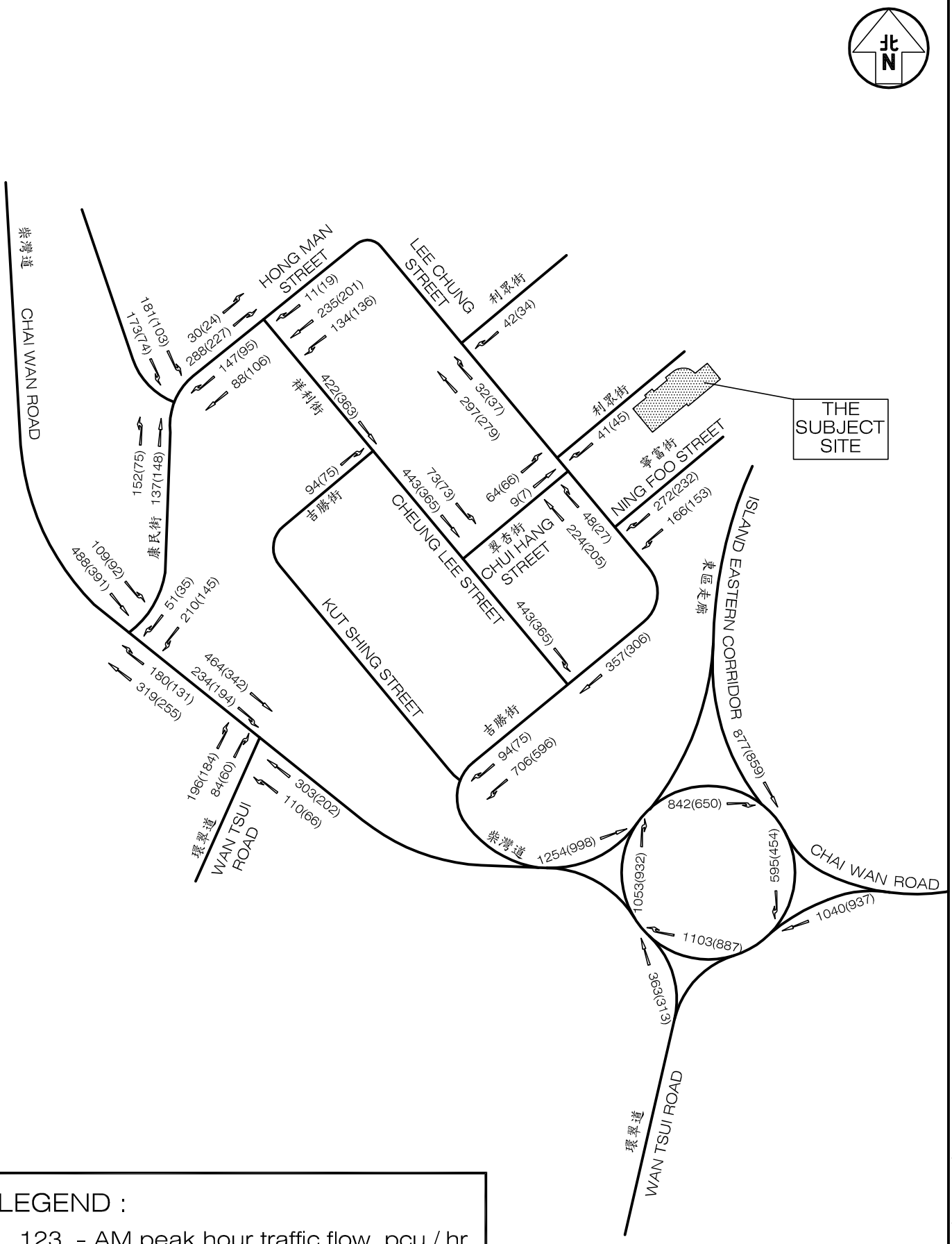

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

2033 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED HOTEL

Job No.	Figure No.			Scale in A4
J7408	4.2			N.T.S.
Designed by	Drawn by	Checked by	Revision	Date
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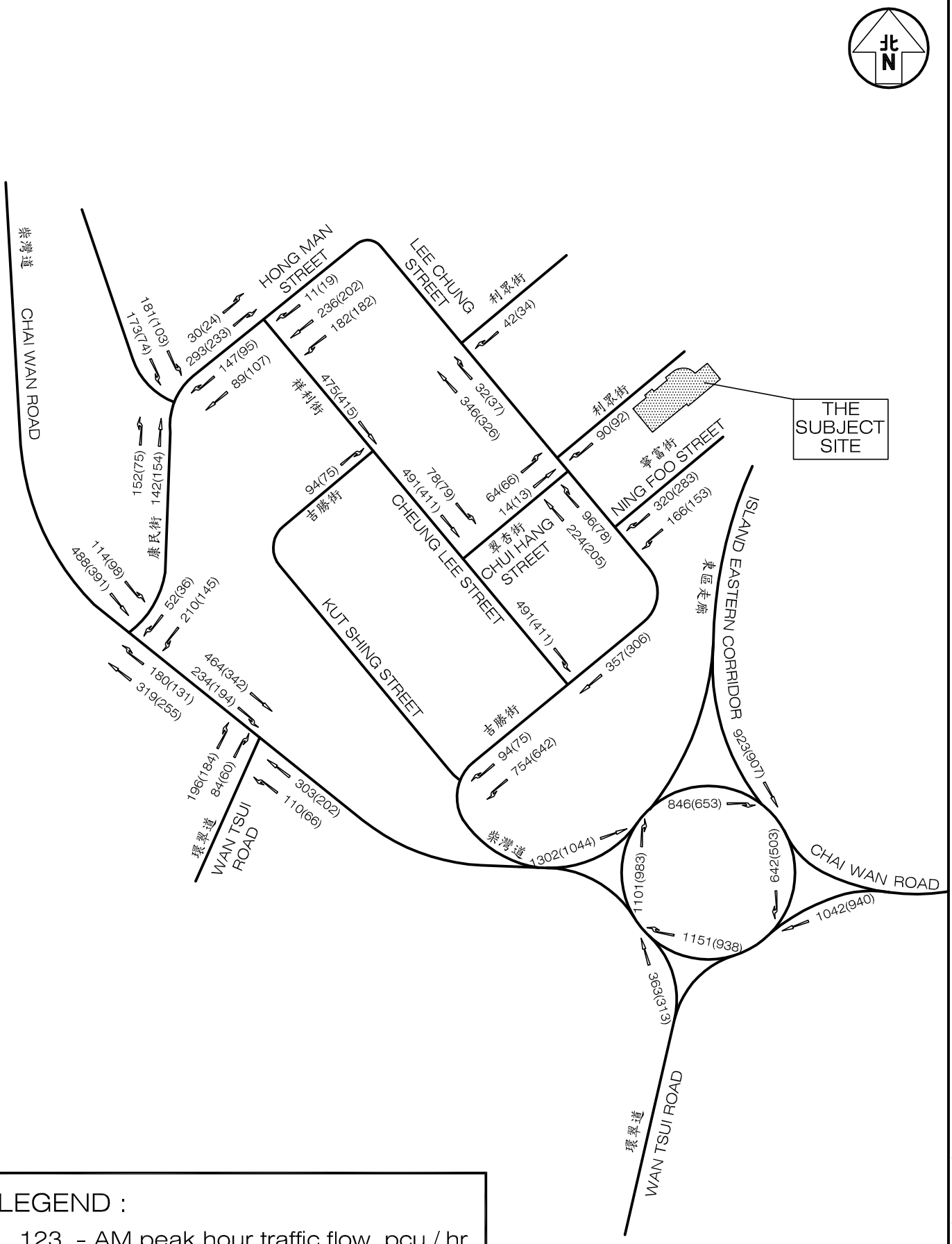

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

2033 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED HOTEL

Job No.	Figure No.			Scale in A4
J7408	4.3			N.T.S.
Designed by	Drawn by	Checked by	Revision	Date
L K W	S C Y	K C	A	21 AUG 2025

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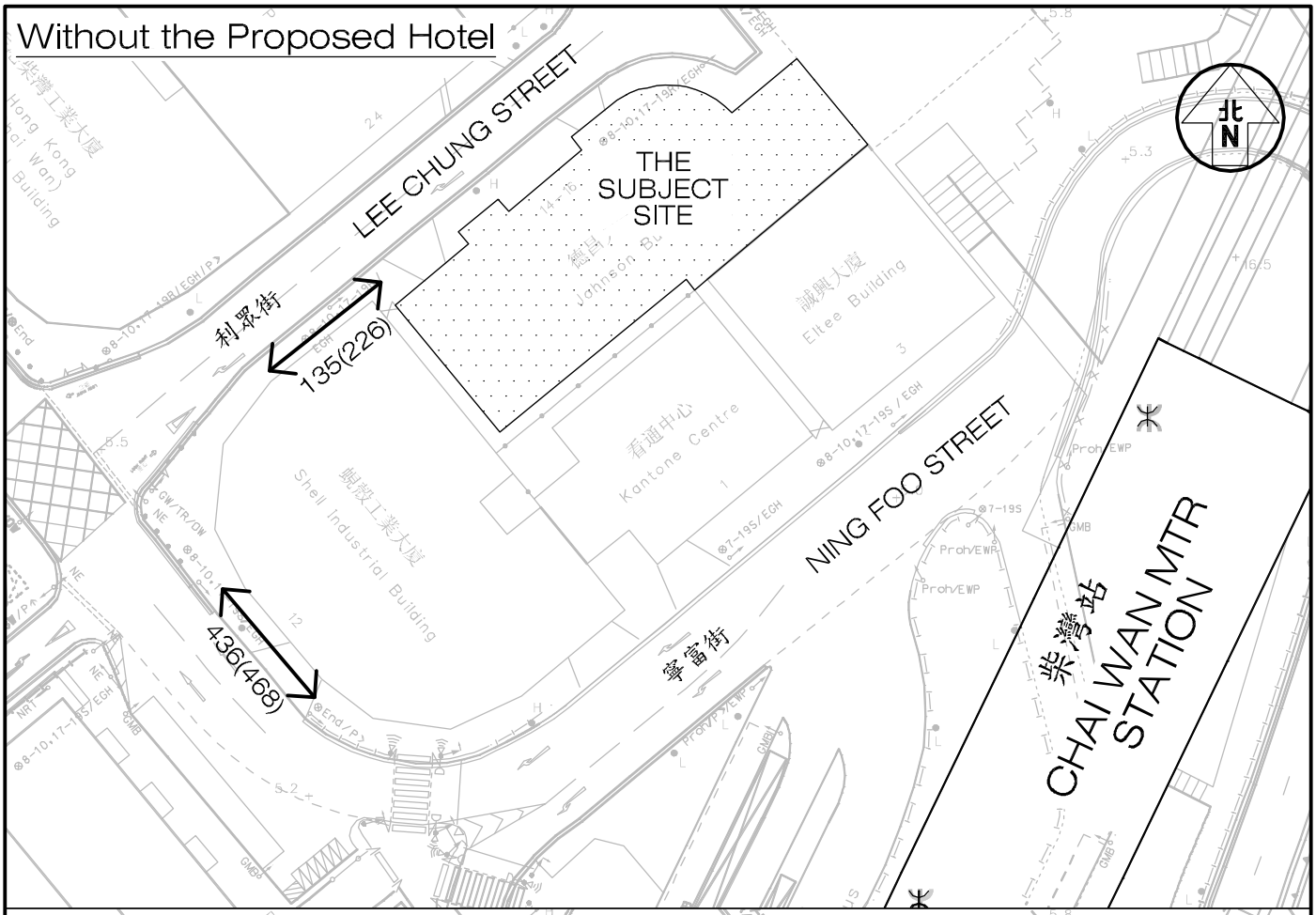

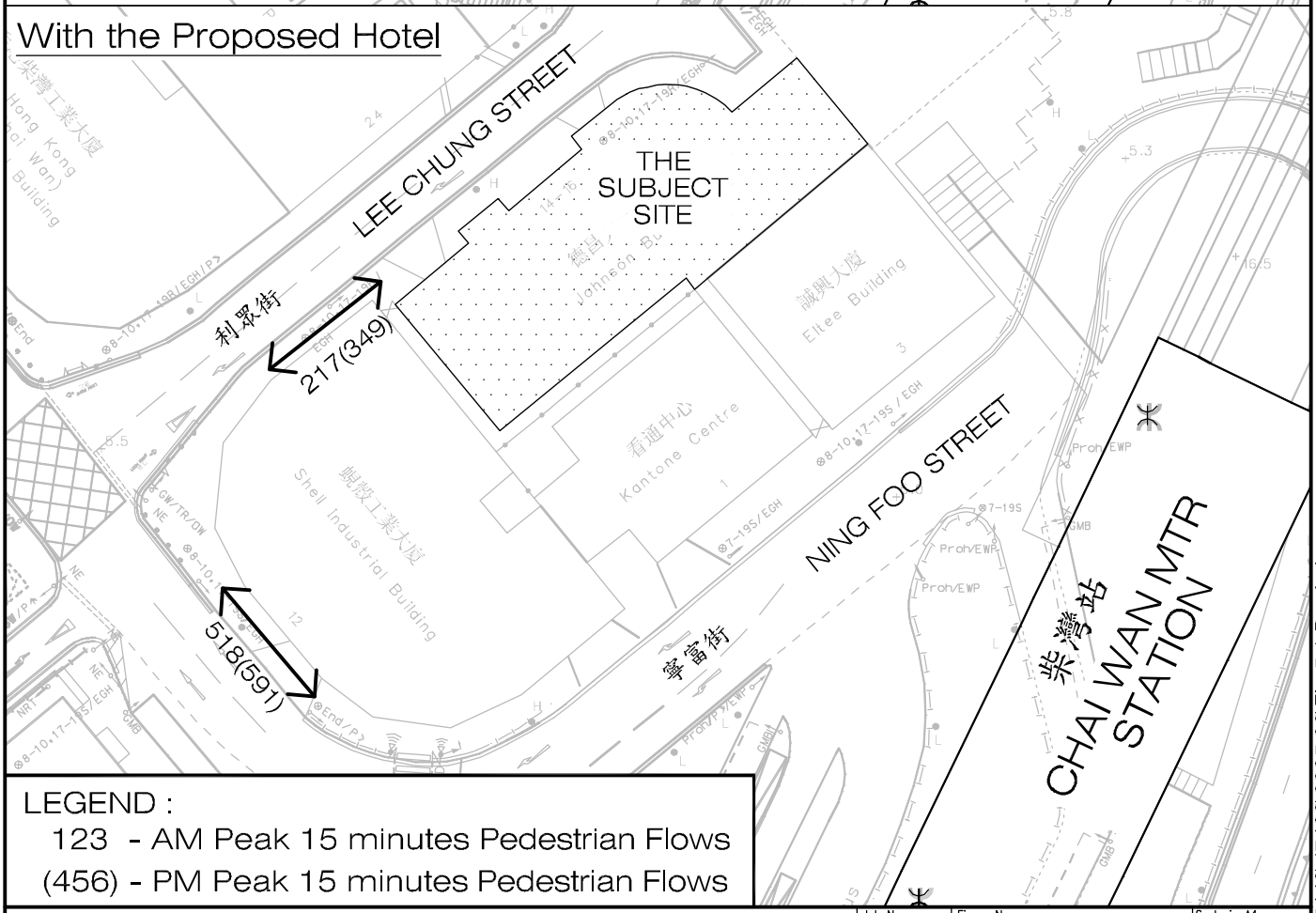

LEGEND :

123 - AM Peak 15 minutes Pedestrian Flows

(456) - PM Peak 15 minutes Pedestrian Flows

Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 5.1		Scale in A4 1 : 750
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	2033 PEAK 15 MINUTES PEDESTRIAN FLOWS WITHOUT AND WITH THE PROPOSED HOTEL				

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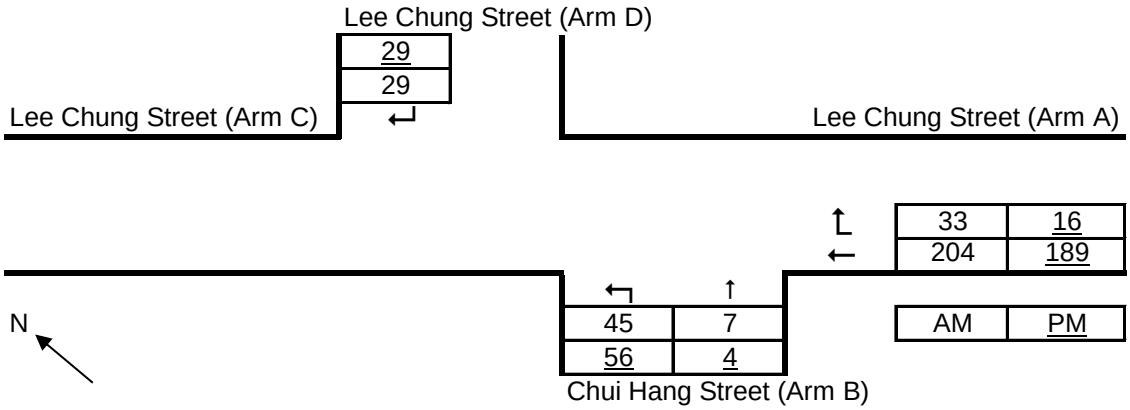
Appendix A – Calculation

Priority Junction Analysis

Junction:	Lee Chung Street / Chui Hang Street				
Design Year:	2025	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Existing Condition				Page 1



Input Parameters for analysis:

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

Geometry :

	W	20.0	V-CB	0.0	V-AD	165.0	w-BA	0.0
	W-CR	0.0	V-BC	32.0	V-DA	40.0	w-BC	5.0
	W-CB	0.0	V-BA	18.0	V-DC	58.0	w-DA	0.0
	W-AD	5.0					w-DC	4.7

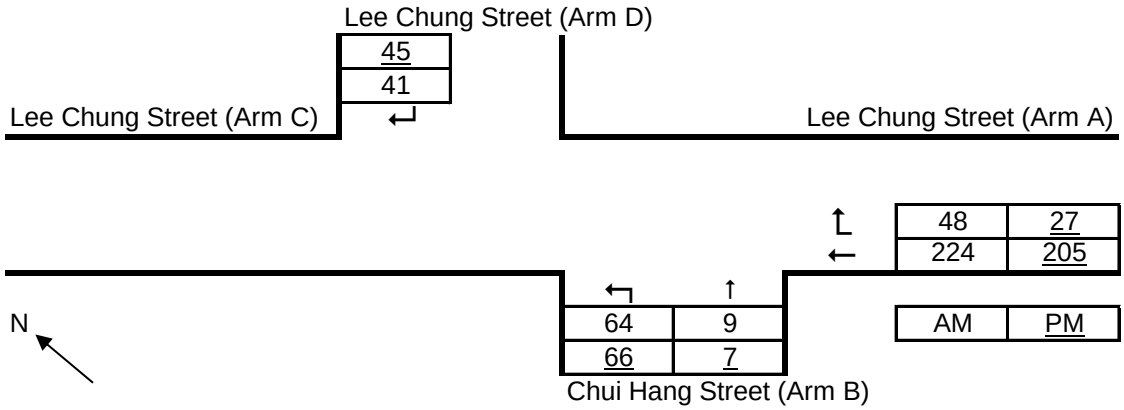
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-B-ACD	57	66	Q-B-ACD	799	794
q-A-B	0	0	Q-A-B	0	0
q-A-C	225	208	Q-A-C	0	0
q-A-D	36	18	Q-A-D	0	0
q-AB-CD	65	33	Q-AB-CD	842	839
q-AB-C	253	259	Q-AB-C	0	0
q-D-ABC	32	32	Q-D-ABC	639	635
q-CD-AB	0	0	Q-CD-AB	0	0

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.072	0.083
AB-CD	0.078	0.039
D-ABC	0.050	0.050

Priority Junction Analysis

Junction:	Lee Chung Street / Chui Hang Street				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 without the Proposed Hotel				Page 2



Input Parameters for analysis:

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

Geometry :								
	W	20.0	V-CB	0.0	V-AD	165.0	w-BA	0.0
	W-CR	0.0	V-BC	32.0	V-DA	40.0	w-BC	5.0
	W-CB	0.0	V-BA	18.0	V-DC	58.0	w-DA	0.0
	W-AD	5.0					w-DC	4.7

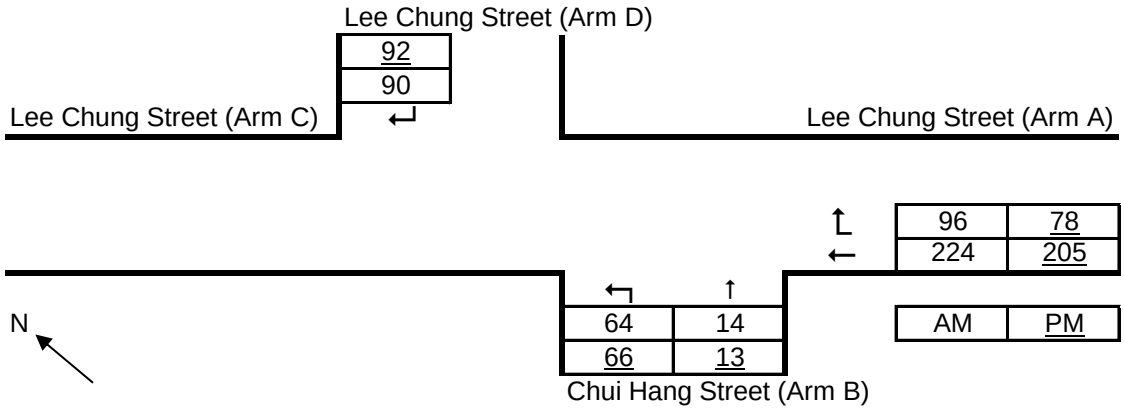
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-B-ACD	80	80	Q-B-ACD	805	799
q-A-B	0	0	Q-A-B	0	0
q-A-C	247	226	Q-A-C	0	0
q-A-D	53	30	Q-A-D	0	0
q-AB-CD	99	58	Q-AB-CD	869	857
q-AB-C	281	278	Q-AB-C	0	0
q-D-ABC	45	50	Q-D-ABC	646	640
q-CD-AB	0	0	Q-CD-AB	0	0

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.100	0.101
AB-CD	0.114	0.067
D-ABC	0.070	0.077

Priority Junction Analysis

Junction:	Lee Chung Street / Chui Hang Street				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 with the Proposed Hotel				Page 3



Input Parameters for analysis:

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

Geometry :

W	20.0	V-CB	0.0	V-AD	165.0	w-BA	0.0
W-CR	0.0	V-BC	32.0	V-DA	40.0	w-BC	5.0
W-CB	0.0	V-BA	18.0	V-DC	58.0	w-DA	0.0
W-AD	5.0					w-DC	4.7

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-B-ACD	86	87	Q-B-ACD	812	807
q-A-B	0	0	Q-A-B	0	0
q-A-C	247	226	Q-A-C	0	0
q-A-D	106	86	Q-A-D	0	0
q-AB-CD	191	154	Q-AB-CD	869	857
q-AB-C	247	244	Q-AB-C	0	0
q-D-ABC	99	101	Q-D-ABC	658	652
q-CD-AB	0	0	Q-CD-AB	0	0

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.106	0.108
AB-CD	0.220	0.180
D-ABC	0.151	0.155

Priority Junction Analysis

Junction:	Cheung Lee Street / Kut Shing Street (West Junction)				
Design Year:	2025	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Existing Condition				Page 4

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	7.30	V-rBA	25	w-BA	7.40	D	1.1441
	W-CR	0.00	V-lBA	25	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7482

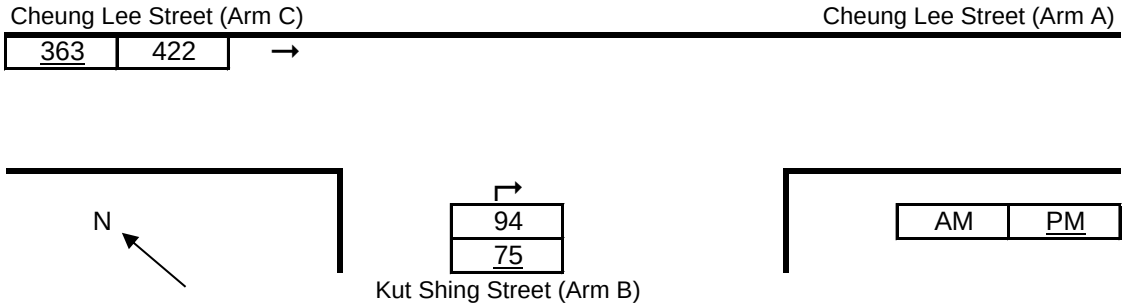
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	373	317	Q-BA	644	655
q-CB	0	0	Q-CB	437	437
q-AB	0	0			
q-AC	0	0			
q-BA	85	67			
q-BC	0	0			
f	0	0			

Ratio-of-flow to Capacity	AM	PM
B-A	0.132	0.102
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Cheung Lee Street / Kut Shing Street (West Junction)				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 without the Proposed Hotel			Page	5



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	7.30	V-rBA	25	w-BA	7.40	D	1.1441
	W-CR	0.00	V-lBA	25	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7482

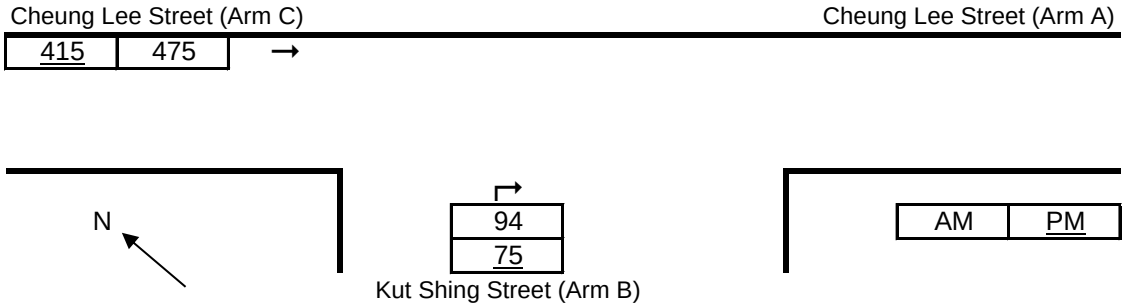
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	422	363	Q-BA	635	646
q-CB	0	0	Q-CB	437	437
q-AB	0	0			
q-AC	0	0			
q-BA	94	75			
q-BC	0	0			
f	0	0			

Ratio-of-flow to Capacity	AM	PM
B-A	0.148	0.116
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Cheung Lee Street / Kut Shing Street (West Junction)				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 with the Proposed Hotel			Page	6



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	7.30	V-rBA	25	w-BA	7.40	D	1.1441
	W-CR	0.00	V-lBA	25	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7482

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	475	415	Q-BA	624	636
q-CB	0	0	Q-CB	437	437
q-AB	0	0			
q-AC	0	0			
q-BA	94	75			
q-BC	0	0			
f	0	0			

Ratio-of-flow to Capacity	AM	PM
B-A	0.151	0.118
C-B	0.000	0.000

Signal Junction Analysis

Junction: Cheung Lee Street / Kut Shing Street (East Junction) Job Number: J7408

Scenario: Existing Condition P. 7

Design Year: 2025 Designed By: AYT Checked By: LKW Date: 2 Sep 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
Cheung Lee Street SB	RT	A1	2	3.90	12.5		100	1790	207	0.116		100	1790	165	0.092	
Cheung Lee Street SB	RT	A2	2	3.90	9.0		100	1719	199	0.116	0.116	100	1719	159	0.092	0.092
Kut Shing Street WB	SA	B1	1	4.20				2035	166	0.082	0.082		2035	142	0.070	0.070
Kut Shing Street WB	SA	B2	1	4.20				2035	165	0.081			2035	141	0.069	
pedestrian phase		Cp	1		min crossing time =			8	sec GM +		9	sec FGM =		17	sec	
		Dp	2		min crossing time =			8	sec GM +		8	sec FGM =		16	sec	

AM Traffic Flow (pcu/hr)

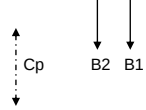
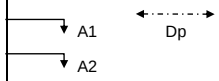
PM Traffic Flow (pcu/hr)

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

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

	AM Peak		PM Peak	
Group	1+2		1+2	
Sum y	0.197		0.162	
L (s)	8		8	
C (s)	75		75	
practical y	0.804		0.804	
R.C. (%)	307%		395%	

Note:

1	2	3	4	5
				
AM G = I/G = 5	AM G = I/G = 5	AM G = I/G =	AM G = I/G =	AM G = I/G =
AM G = I/G =	AM G = I/G =	AM G = I/G =	AM G = I/G =	AM G = I/G =
PM G = I/G = 5	PM G = I/G = 5	PM G = I/G =	PM G = I/G =	PM G = I/G =
PM G = I/G =	PM G = I/G =	PM G = I/G =	PM G = I/G =	PM G = I/G =

Signal Junction Analysis

Junction: Cheung Lee Street / Kut Shing Street (East Junction) Job Number: J7408

Scenario: Year 2033 without the Proposed Hotel P. 8

Design Year: 2033 Designed By: AYT Checked By: LKW Date: 2 Sep 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
Cheung Lee Street SB	RT	A1	2	3.90	12.5		100	1790	226	0.126		100	1790	186	0.104	
Cheung Lee Street SB	RT	A2	2	3.90	9.0		100	1719	217	0.126	0.126	100	1719	179	0.104	0.104
Kut Shing Street WB	SA	B1	1	4.20				2035	179	0.088	0.088		2035	153	0.075	0.075
Kut Shing Street WB	SA	B2	1	4.20				2035	178	0.087			2035	153	0.075	
pedestrian phase		Cp	1		min crossing time =			8	sec GM +		9	sec FGM =		17	sec	
		Dp	2		min crossing time =			8	sec GM +		8	sec FGM =		16	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	
Group	1+2		1+2	
Sum y	0.214		0.179	
L (s)	8		8	
C (s)	75		75	
practical y	0.804		0.804	
R.C. (%)	275%		348%	

Note:

1	2	3	4	5
Cp B2 B1	A1 A2 Dp			
AM G = I/G = 5	G = I/G = 5	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
PM G = I/G = 5	G = I/G = 5	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =

Signal Junction Analysis

Junction: Cheung Lee Street / Kut Shing Street (East Junction) Job Number: J7408

Scenario: Year 2033 with the Proposed Hotel P. 9

Design Year: 2033 Designed By: AYT Checked By: LKW Date: 2 Sep 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
Cheung Lee Street SB	RT	A1	2	3.90	12.5		100	1790	250	0.140		100	1790	210	0.117	
Cheung Lee Street SB	RT	A2	2	3.90	9.0		100	1719	241	0.140	0.140	100	1719	201	0.117	0.117
Kut Shing Street WB	SA	B1	1	4.20				2035	179	0.088	0.088		2035	153	0.075	0.075
Kut Shing Street WB	SA	B2	1	4.20				2035	178	0.087			2035	153	0.075	
pedestrian phase		Cp	1		min crossing time =			8	sec GM +		9	sec FGM =		17	sec	
		Dp	2		min crossing time =			8	sec GM +		8	sec FGM =		16	sec	

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

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

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

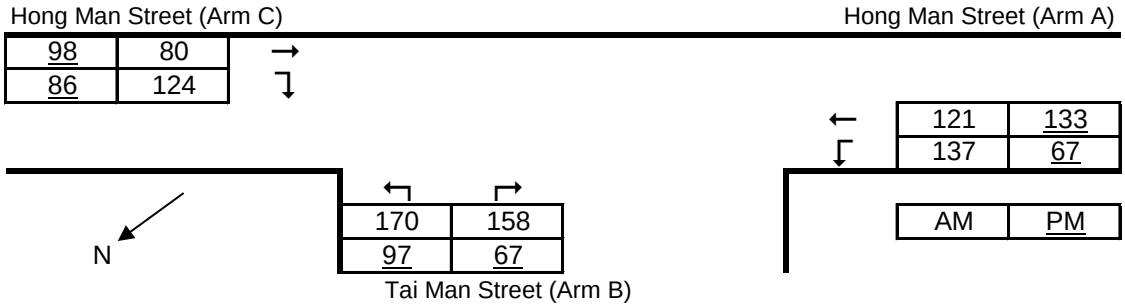
	AM Peak		PM Peak	
Group	1+2		1+2	
Sum y	0.228		0.192	
L (s)	8		8	
C (s)	75		75	
practical y	0.804		0.804	
R.C. (%)	252%		319%	

Note:

1	2	3	4	5
Cp B2 B1	A1 A2 Dp			
AM G = I/G = 5	G = I/G = 5	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
PM G = I/G = 5	G = I/G = 5	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =

Priority Junction Analysis

Junction:	Hong Man Street / Tai Man Street				
Design Year:	2025	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Existing Condition				Page 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	7.70	V-rBA	130	w-BA	4.80	D	1.0443
	W-CR	0.00	V-lBA	40	w-BC	4.80	E	1.1181
			V-rBC	130	w-CB	3.70	F	0.9595
			V-rCB	70			Y	0.7344

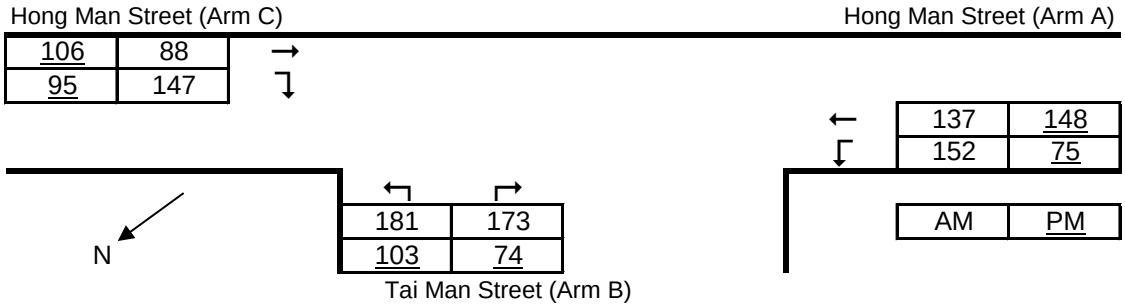
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	80	98	Q-BA	542	559
q-CB	124	86	Q-BC	781	785
q-AB	137	67	Q-CB	649	664
q-AC	121	133	Q-BAC	644	674
q-BA	158	67			
q-BC	170	97			
f	0.518	0.591			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.291	0.120	
B-C	0.218	0.124	
C-B	0.191	0.130	
B-AC	0.509	0.243	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Hong Man Street / Tai Man Street				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 without the Proposed Hotel			Page	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	7.70	V-rBA	130	w-BA	4.80	D	1.0443
	W-CR	0.00	V-lBA	40	w-BC	4.80	E	1.1181
			V-rBC	130	w-CB	3.70	F	0.9595
			V-rCB	70			Y	0.7344

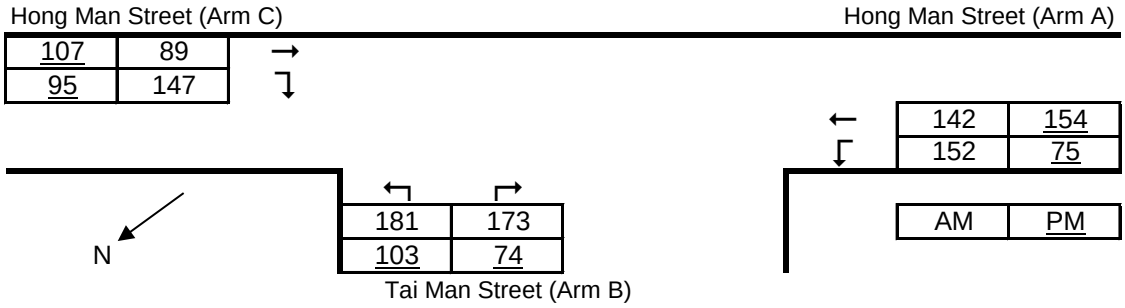
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	88	106	Q-BA	526	549
q-CB	147	95	Q-BC	774	780
q-AB	152	75	Q-CB	641	658
q-AC	137	148	Q-BAC	629	663
q-BA	173	74			
q-BC	181	103			
f	0.511	0.582			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.329	0.135	
B-C	0.234	0.132	
C-B	0.229	0.144	
B-AC	0.563	0.267	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Hong Man Street / Tai Man Street				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 with the Proposed Hotel			Page	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	7.70	V-rBA	130	w-BA	4.80	D	1.0443
	W-CR	0.00	V-lBA	40	w-BC	4.80	E	1.1181
			V-rBC	130	w-CB	3.70	F	0.9595
			V-rCB	70			Y	0.7344

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	89	107	Q-BA	524	547
q-CB	147	95	Q-BC	773	778
q-AB	152	75	Q-CB	639	656
q-AC	142	154	Q-BAC	627	661
q-BA	173	74			
q-BC	181	103			
f	0.511	0.582			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.330	0.135	
B-C	0.234	0.132	
C-B	0.230	0.145	
B-AC	0.564	0.268	(for shared lane CA, CB)

Signal Junction Analysis

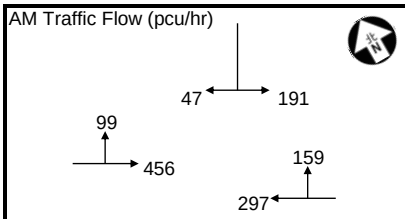
Junction: Chai Wan Road / Hong Man Street — Job Number: J7408

Scenario: Existing Condition — P. 13

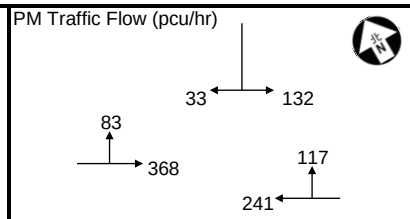
Design Year: 2025 — Designed By: AYT — Checked By: LKW — Date: 2 Sep 2025

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
Chai Wan Road EB	LT+SA	A1	1	3.50	14.0		37	1988	270	0.136	0.136	38	1986	219	0.110	0.110
Chai Wan Road EB	SA	A2	1	3.50				2105	285	0.135			2105	232	0.110	
Chai Wan Road WB	SA	B1	2	3.50				1965	143	0.073			1965	116	0.059	
Chai Wan Road WB	SA	B2	2	3.50				2105	154	0.073			2105	125	0.059	
Chai Wan Road WB	RT	B3	2	3.50	15.0		100	1914	159	0.083	0.083	100	1914	117	0.061	0.061
Hong Man Road SB	LT+RT	C1	4	4.50	13.0		100	1851	238	0.129	0.129	100	1851	165	0.089	0.089
pedestrian phase		Dp	3		min crossing time =			13	sec GM +		10	sec FGM =		23	sec	
		Ep	3		min crossing time =			8	sec GM +		7	sec FGM =		15	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

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

Note:

	AM Peak		PM Peak	
Group	1+2+4		1+2+4	
Sum y	0.347		0.261	
L (s)	52		52	
C (s)	110		110	
practical y	0.475		0.475	
R.C. (%)	37%		82%	

1	2	3	4	5
A1 A2	B3 B2 B1	Ep Dp	C1	

AM																	
G =	I/G =	5	G =	I/G =	11	G =	23	I/G =	11	G =	I/G =	5	G =	I/G =			
G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =			
PM																	
G =	I/G =	5	G =	I/G =	11	G =	23	I/G =	11	G =	I/G =	5	G =	I/G =			
G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =			

Signal Junction Analysis

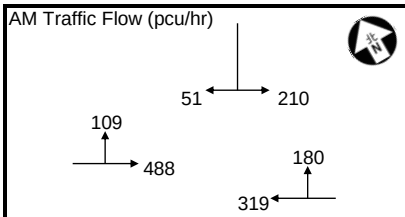
Junction: Chai Wan Road / Hong Man Street — Job Number: J7408

Scenario: Year 2033 without the Proposed Hotel — P. 14

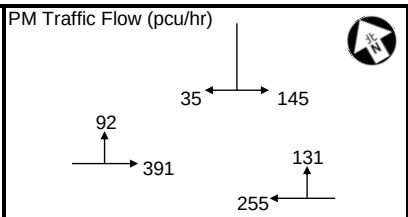
Design Year: 2033 — Designed By: AYT — Checked By: LKW — Date: 2 Sep 2025

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
Chai Wan Road EB	LT+SA	A1	1	3.50	14.0		38	1986	290	0.146	0.146	39	1984	234	0.118	0.118
Chai Wan Road EB	SA	A2	1	3.50				2105	307	0.146			2105	249	0.118	
Chai Wan Road WB	SA	B1	2	3.50				1965	154	0.078			1965	123	0.063	
Chai Wan Road WB	SA	B2	2	3.50				2105	165	0.078			2105	132	0.063	
Chai Wan Road WB	RT	B3	2	3.50	15.0		100	1914	180	0.094	0.094	100	1914	131	0.068	0.068
Hong Man Road SB	LT+RT	C1	4	4.50	13.0		100	1851	261	0.141	0.141	100	1851	180	0.097	0.097
pedestrian phase		Dp	3		min crossing time =			13	sec GM +		10	sec FGM =		23	sec	
		Ep	3		min crossing time =			8	sec GM +		7	sec FGM =		15	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

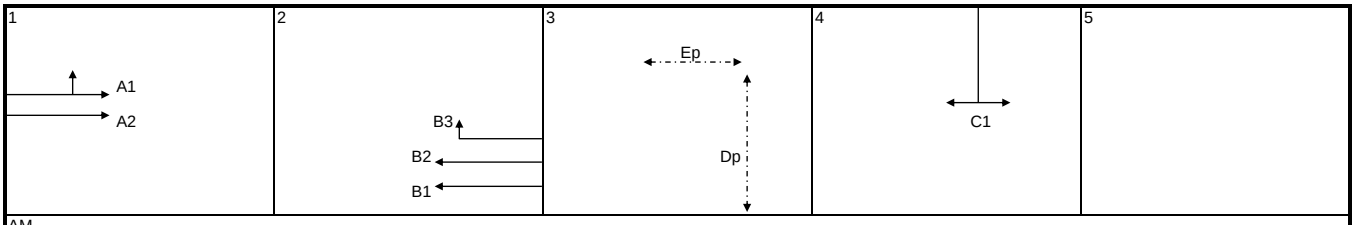


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

Note:

	AM Peak		PM Peak	
Group	1+2+4		1+2+4	
Sum y	0.381		0.284	
L (s)	52		52	
C (s)	110		110	
practical y	0.475		0.475	
R.C. (%)	25%		67%	



AM																					
G =		I/G =	5	G =		I/G =	11	G =	23	I/G =	11	G =		I/G =	5	G =		I/G =			
G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =			
PM																					
G =		I/G =	5	G =		I/G =	11	G =	23	I/G =	11	G =		I/G =	5	G =		I/G =			
G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =			

Signal Junction Analysis

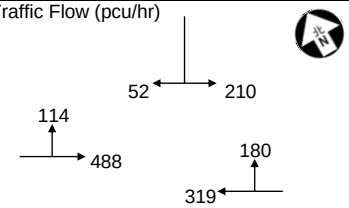
Junction: Chai Wan Road / Hong Man Street — Job Number: J7408

Scenario: Year 2033 with the Proposed Hotel — P. 15

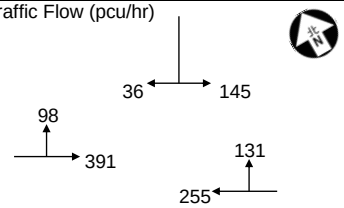
Design Year: 2033 — Designed By: AYT — Checked By: LKW — Date: 2 Sep 2025

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
Chai Wan Road EB	LT+SA	A1	1	3.50	14.0		39	1984	292	0.147		41	1980	237	0.120	0.120
Chai Wan Road EB	SA	A2	1	3.50				2105	310	0.147	0.147		2105	252	0.120	
Chai Wan Road WB	SA	B1	2	3.50				1965	154	0.078			1965	123	0.063	
Chai Wan Road WB	SA	B2	2	3.50				2105	165	0.078			2105	132	0.063	
Chai Wan Road WB	RT	B3	2	3.50	15.0		100	1914	180	0.094	0.094	100	1914	131	0.068	0.068
Hong Man Road SB	LT+RT	C1	4	4.50	13.0		100	1851	262	0.142	0.142	100	1851	181	0.098	0.098
pedestrian phase		Dp	3		min crossing time =			13	sec GM +		10	sec FGM =		23	sec	
		Ep	3		min crossing time =			8	sec GM +		7	sec FGM =		15	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

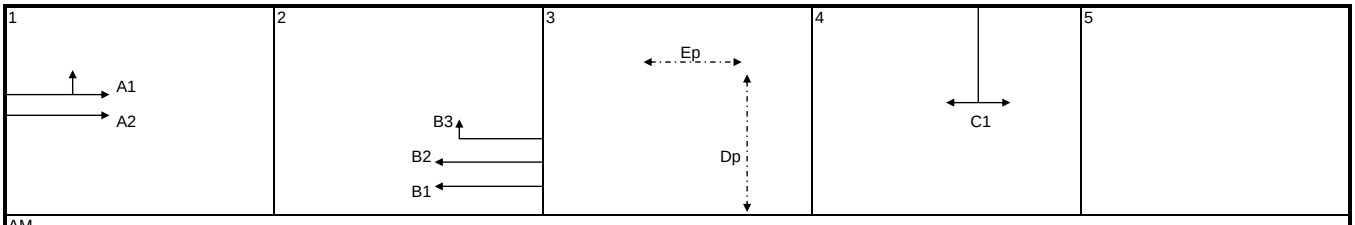


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+4		1+2+4	
Sum y	0.383		0.286	
L (s)	52		52	
C (s)	110		110	
practical y	0.475		0.475	
R.C. (%)	24%		66%	

Note:



AM

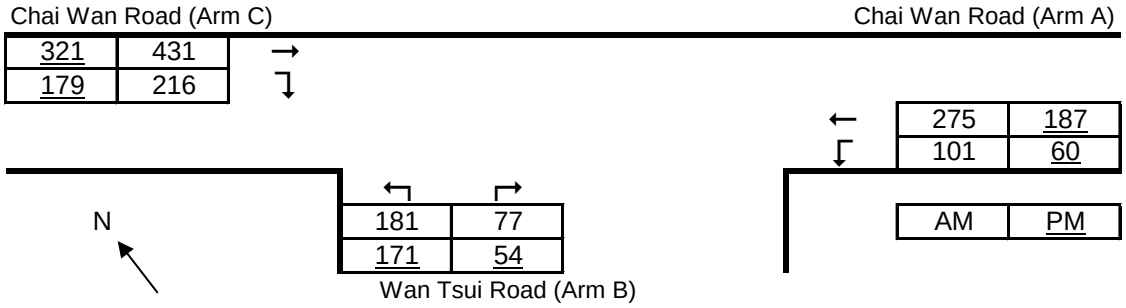
G =	I/G =	5	G =	I/G =	11	G =	23	I/G =	11	G =	I/G =	5	G =	I/G =
G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =

PM

G =	I/G =	5	G =	I/G =	11	G =	23	I/G =	11	G =	I/G =	5	G =	I/G =
G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =

Priority Junction Analysis

Junction:	Chai Wan Road / Wan Tsui Road				
Design Year:	2025	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Existing Condition				Page 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	21.00	V-rBA	140	w-BA	4.00	D	0.9916
	W-CR	2.90	V-lBA	55	w-BC	4.00	E	1.0515
			V-rBC	140	w-CB	2.90	F	0.9546
			V-rCB	150			Y	0.2755

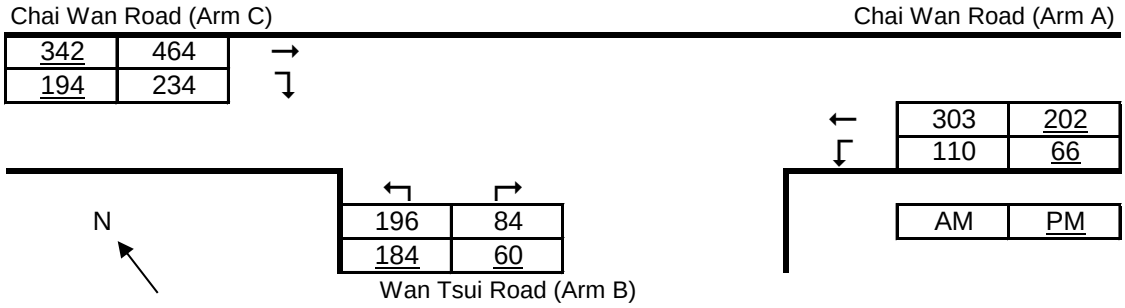
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	431	321	Q-BA	573	596
q-CB	216	179	Q-BC	750	761
q-AB	101	60	Q-CB	675	688
q-AC	275	187	Q-BAC	687	714
q-BA	77	54			
q-BC	181	171			
f	0.702	0.760			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.134	0.091	
B-C	0.241	0.225	
C-B	0.320	0.260	
B-AC	0.376	0.315	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Chai Wan Road / Wan Tsui Road				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 without the Proposed Hotel			Page	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	21.00	V-rBA	140	w-BA	4.00	D	0.9916
	W-CR	2.90	V-lBA	55	w-BC	4.00	E	1.0515
			V-rBC	140	w-CB	2.90	F	0.9546
			V-rCB	150			Y	0.2755

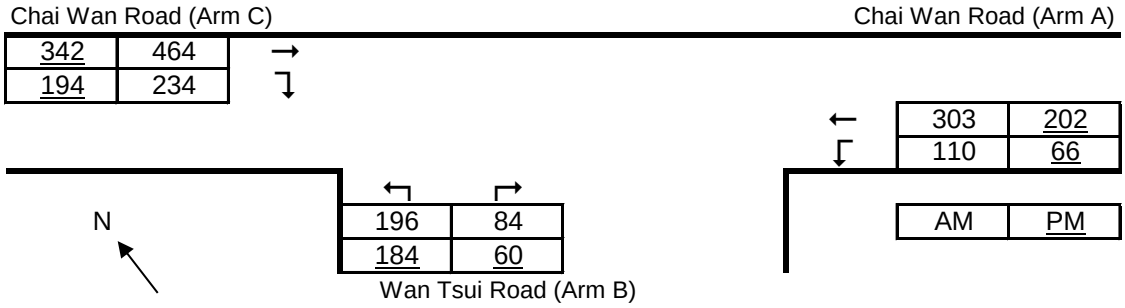
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	464	342	Q-BA	565	590
q-CB	234	194	Q-BC	747	759
q-AB	110	66	Q-CB	672	686
q-AC	303	202	Q-BAC	681	709
q-BA	84	60			
q-BC	196	184			
f	0.700	0.754			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.149	0.102	
B-C	0.262	0.242	
C-B	0.348	0.283	
B-AC	0.411	0.344	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Chai Wan Road / Wan Tsui Road				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 with the Proposed Hotel			Page	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	21.00	V-rBA	140	w-BA	4.00	D	0.9916
	W-CR	2.90	V-lBA	55	w-BC	4.00	E	1.0515
			V-rBC	140	w-CB	2.90	F	0.9546
			V-rCB	150			Y	0.2755

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	464	342	Q-BA	565	590
q-CB	234	194	Q-BC	747	759
q-AB	110	66	Q-CB	672	686
q-AC	303	202	Q-BAC	681	709
q-BA	84	60			
q-BC	196	184			
f	0.700	0.754			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.149	0.102	
B-C	0.262	0.242	
C-B	0.348	0.283	
B-AC	0.411	0.344	(for shared lane CA, CB)

Roundabout Analysis

Location Chai Wan Road Roundabout J7
Scenario Existing Condition Page 19
Design Year 2025 Job Number J7408 Date 2 Sep 2025

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A					742	775
From B					875	531
From C					334	916
From D					1160	874
Total					3111	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A					712	597
From B					801	405
From C					287	742
From D					915	782
Total					2715	

Legend

Arm	Road (in clockwise order)
A	Island Eastern Corridor
B	Chai Wan Road WB
C	Wan Tsui Road
D	Chai Wan Road EB

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.0	7.3	100.0	10.0	80	10	0.1
From B	9.4	6.4	57.0	32.0	80	28	0.2
From C	8.0	4.5	25.0	29.0	80	32	0.2
From D	10.0	7.3	50.0	67.0	80	27	0.1

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.872	7.389	1.060	1.109	2385.184	0.573	2152	2265	742	712	0.345	0.314
From B	8.708	7.389	1.060	1.039	2638.431	0.610	2404	2484	875	801	0.364	0.322
From C	7.025	7.389	1.060	1.003	2128.537	0.535	1643	1736	334	287	0.203	0.165
From D	9.692	7.389	1.060	1.040	2936.552	0.654	2459	2522	1160	915	0.472	0.363

Roundabout Analysis

Location Chai Wan Road Roundabout J7
Scenario Year 2033 without the Proposed Hotel Page 20
Design Year 2033 Job Number J7408 Date 2 Sep 2025

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A					877	842
From B					1040	595
From C					363	1103
From D					1254	1053
Total					3534	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A					859	650
From B					937	454
From C					313	887
From D					998	932
Total					3107	

Legend

Arm	Road (in clockwise order)
A	Island Eastern Corridor
B	Chai Wan Road WB
C	Wan Tsui Road
D	Chai Wan Road EB

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.0	7.3	100.0	10.0	80	10	0.1
From B	9.4	6.4	57.0	32.0	80	28	0.2
From C	8.0	4.5	25.0	29.0	80	32	0.2
From D	10.0	7.3	50.0	67.0	80	27	0.1

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.872	7.389	1.060	1.109	2385.184	0.573	2109	2231	877	859	0.416	0.385
From B	8.708	7.389	1.060	1.039	2638.431	0.610	2363	2453	1040	937	0.440	0.382
From C	7.025	7.389	1.060	1.003	2128.537	0.535	1543	1659	363	313	0.235	0.189
From D	9.692	7.389	1.060	1.040	2936.552	0.654	2337	2420	1254	998	0.536	0.412

Roundabout Analysis

Location Chai Wan Road Roundabout J7
Scenario Year 2033 with the Proposed Hotel Page 21
Design Year 2033 Job Number J7408 Date 2 Sep 2025

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A					923	846
From B					1042	642
From C					363	1151
From D					1302	1101
Total					3630	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A					907	653
From B					940	503
From C					313	938
From D					1044	983
Total					3204	

Legend

Arm	Road (in clockwise order)
A	Island Eastern Corridor
B	Chai Wan Road WB
C	Wan Tsui Road
D	Chai Wan Road EB

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.0	7.3	100.0	10.0	80	10	0.1
From B	9.4	6.4	57.0	32.0	80	28	0.2
From C	8.0	4.5	25.0	29.0	80	32	0.2
From D	10.0	7.3	50.0	67.0	80	27	0.1

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.872	7.389	1.060	1.109	2385.184	0.573	2107	2229	923	907	0.438	0.407
From B	8.708	7.389	1.060	1.039	2638.431	0.610	2334	2422	1042	940	0.447	0.388
From C	7.025	7.389	1.060	1.003	2128.537	0.535	1517	1631	363	313	0.239	0.192
From D	9.692	7.389	1.060	1.040	2936.552	0.654	2305	2385	1302	1044	0.565	0.438

Signal Junction Analysis

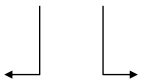
Junction: Ning Foo Street / Lee Chung Street — Job Number: J7408

Scenario: Existing Condition — P. 22

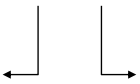
Design Year: 2025 — Designed By: AYT — Checked By: LKW — Date: 2 Sep 2025

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
Ning Foo Street SB	LT	A1	1	4.20	14.0		100	1838	152	0.083		100	1838	139	0.076	
Ning Foo Street SB	RT	A2	1	3.70	20.0		100	1847	237	0.128	0.128		1985	205	0.103	0.103
pedestrian phase		Bp	2		min crossing time =		11	sec GM +		7		sec FGM =		18	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

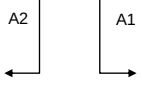


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1		1	
Sum y	0.128		0.103	
L (s)	30		30	
C (s)	60		60	
practical y	0.450		0.450	
R.C. (%)	251%		336%	

Note:

1	2	3	4	5
				

AM											
G =	I/G = 5	G = 15	I/G = 11	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM											
G =	I/G = 5	G = 15	I/G = 11	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

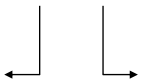
Junction: Ning Foo Street / Lee Chung Street — Job Number: J7408

Scenario: Year 2033 without the Proposed Hotel — P. 23

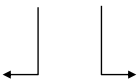
Design Year: 2033 — Designed By: AYT — Checked By: LKW — Date: 2 Sep 2025

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
Ning Foo Street SB	LT	A1	1	4.20	14.0		100	1838	166	0.090		100	1838	153	0.083	
Ning Foo Street SB	RT	A2	1	3.70	20.0		100	1847	272	0.147	0.147		1985	232	0.117	0.117
pedestrian phase		Bp	2		min crossing time =		11	sec GM +		7		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		PM Peak	
Group	1		1	
Sum y	0.147		0.117	
L (s)	30		30	
C (s)	60		60	
practical y	0.450		0.450	
R.C. (%)	206%		285%	

Note:

1	2	3	4	5
A2 A1	Bp Bp			

AM											
G =	I/G = 5	G = 15	I/G = 11	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM											
G =	I/G = 5	G = 15	I/G = 11	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

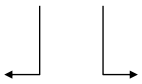
Junction: Ning Foo Street / Lee Chung Street — Job Number: J7408

Scenario: Year 2033 with the Proposed Hotel — P. 24

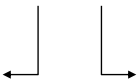
Design Year: 2033 — Designed By: AYT — Checked By: LKW — Date: 2 Sep 2025

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
Ning Foo Street SB	LT	A1	1	4.20	14.0		100	1838	166	0.090		100	1838	153	0.083	
Ning Foo Street SB	RT	A2	1	3.70	20.0		100	1847	320	0.173	0.173		1985	283	0.143	0.143
pedestrian phase		Bp	2		min crossing time =			11	sec GM +		7	sec FGM =		18	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

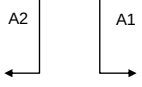


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1		1	
Sum y	0.173		0.143	
L (s)	30		30	
C (s)	60		60	
practical y	0.450		0.450	
R.C. (%)	160%		216%	

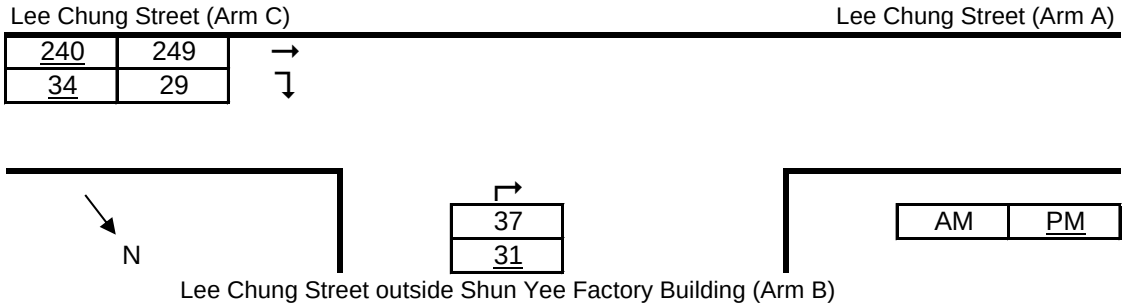
Note:

1	2	3	4	5
				

AM													
G =	I/G =	5	G =	15	I/G =	11	G =	I/G =	G =	I/G =	G =	I/G =	
G =	I/G =		G =		I/G =		G =	I/G =	G =	I/G =	G =	I/G =	
PM													
G =	I/G =	5	G =	15	I/G =	11	G =	I/G =	G =	I/G =	G =	I/G =	
G =	I/G =		G =		I/G =		G =	I/G =	G =	I/G =	G =	I/G =	

Priority Junction Analysis

Junction:	Lee Chung Street / Lee Chung Street outside Shun Yee Factory Building				
Design Year:	2025	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Existing Condition			Page	25



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	45	w-BA	4.40	D	0.9324
	W-CR	0.00	V-lBA	40	w-BC	0.00	E	0.6126
			V-rBC	45	w-CB	3.50	F	0.9460
			V-rCB	75			Y	0.6378

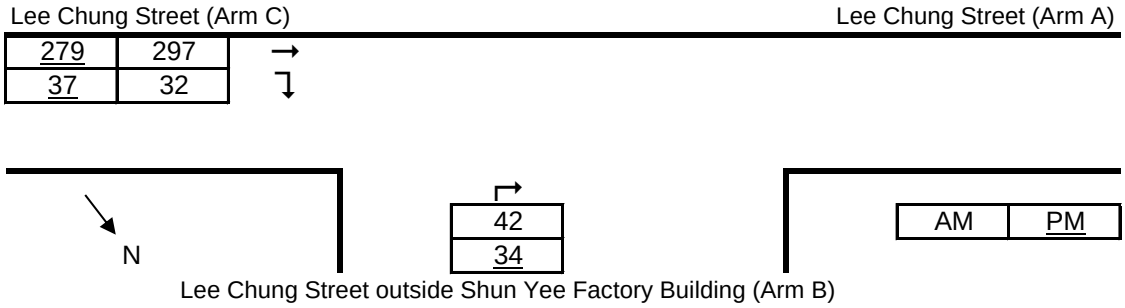
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	249	240	Q-BA	542	541
q-CB	29	34	Q-BC	456	456
q-AB	0	0	Q-CB	705	705
q-AC	0	0	Q-BAC	542	541
q-BA	37	31			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.068	0.057
B-C	0.000	0.000
C-B	0.041	0.048

Priority Junction Analysis

Junction:	Lee Chung Street / Lee Chung Street outside Shun Yee Factory Building				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 without the Proposed Hotel			Page	26



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	45	w-BA	4.40	D	0.9324
	W-CR	0.00	V-lBA	40	w-BC	0.00	E	0.6126
			V-rBC	45	w-CB	3.50	F	0.9460
			V-rCB	75			Y	0.6378

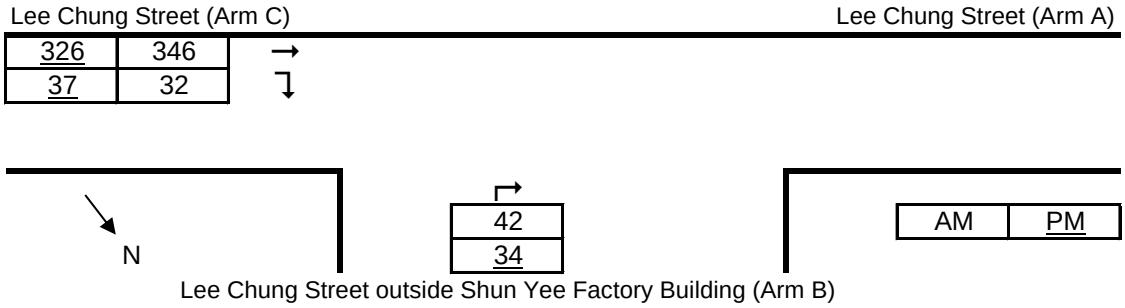
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	297	279	Q-BA	534	535
q-CB	32	37	Q-BC	456	456
q-AB	0	0	Q-CB	705	705
q-AC	0	0	Q-BAC	534	535
q-BA	42	34			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.079	0.064
B-C	0.000	0.000
C-B	0.045	0.053

Priority Junction Analysis

Junction:	Lee Chung Street / Lee Chung Street outside Shun Yee Factory Building				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 with the Proposed Hotel			Page	27



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	45	w-BA	4.40	D	0.9324
	W-CR	0.00	V-lBA	40	w-BC	0.00	E	0.6126
			V-rBC	45	w-CB	3.50	F	0.9460
			V-rCB	75			Y	0.6378

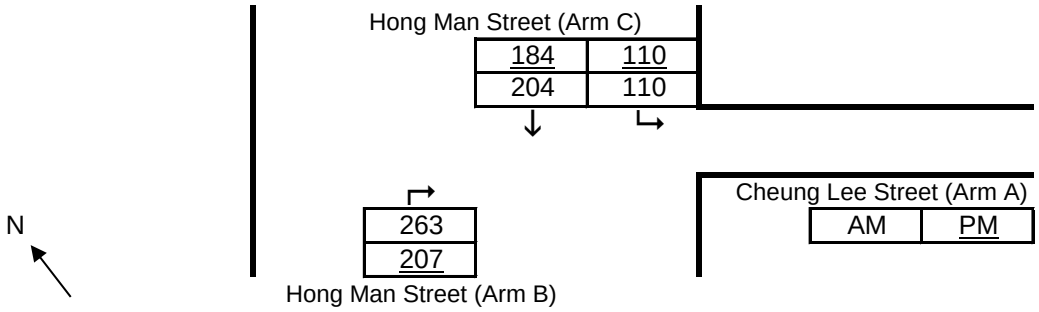
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	346	326	Q-BA	528	529
q-CB	32	37	Q-BC	456	456
q-AB	0	0	Q-CB	705	705
q-AC	0	0	Q-BAC	528	529
q-BA	42	34			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.080	0.064
B-C	0.000	0.000
C-B	0.045	0.053

Priority Junction Analysis

Junction:	Hong Man Street / Cheung Lee Street				
Design Year:	2025	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Existing Condition				Page 28



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	5.90	V-rBA	30	w-BA	4.40	D	0.9395
	W-CR	0.00	V-lBA	75	w-BC	0.00	E	0.6037
			V-rBC	30	w-CB	4.40	F	0.9819
			V-rCB	28			Y	0.7965

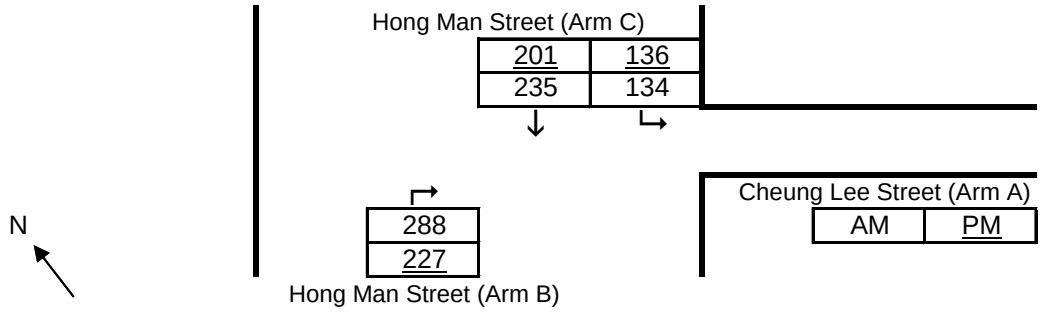
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	110	110	Q-BA	491	499
q-CB	204	184	Q-CB	731	731
q-AB	0	0			
q-AC	0	0			
q-BA	263	207			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.536	0.415
C-B	0.279	0.252

Priority Junction Analysis

Junction:	Hong Man Street / Cheung Lee Street				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 without the Proposed Hotel			Page	29



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	5.90	V-rBA	30	w-BA	4.40	D	0.9395
	W-CR	0.00	V-lBA	75	w-BC	0.00	E	0.6037
			V-rBC	30	w-CB	4.40	F	0.9819
			V-rCB	28			Y	0.7965

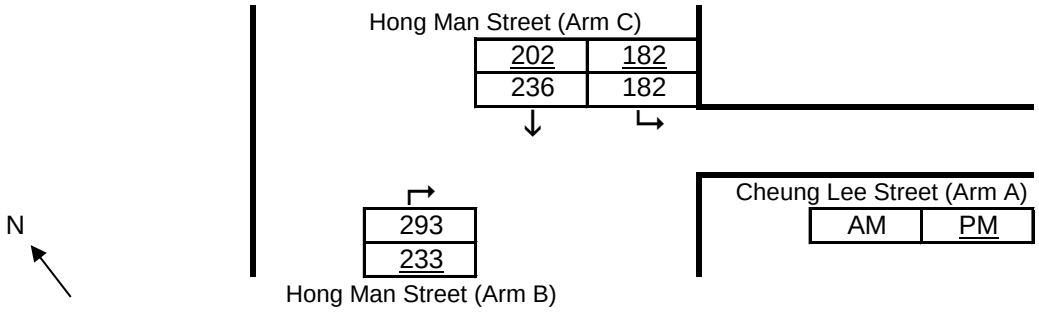
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	134	136	Q-BA	475	488
q-CB	235	201	Q-CB	731	731
q-AB	0	0			
q-AC	0	0			
q-BA	288	227			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.607	0.466
C-B	0.321	0.275

Priority Junction Analysis

Junction:	Hong Man Street / Cheung Lee Street				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 with the Proposed Hotel				Page 30



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

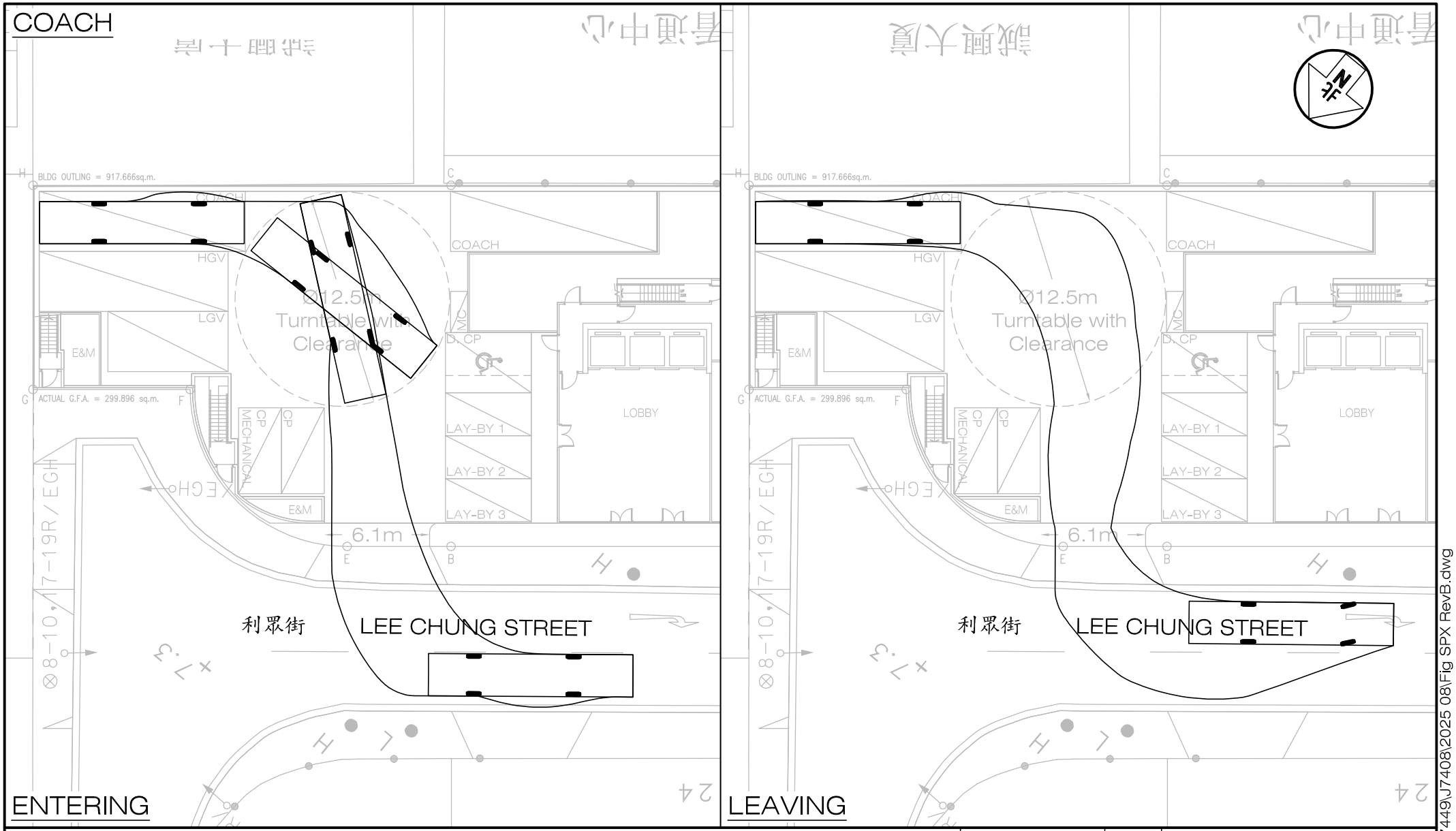
Geometry :	Input		Input		Input		Calculated	
	W	5.90	V-rBA	30	w-BA	4.40	D	0.9395
	W-CR	0.00	V-lBA	75	w-BC	0.00	E	0.6037
			V-rBC	30	w-CB	4.40	F	0.9819
			V-rCB	28			Y	0.7965

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	182	182	Q-BA	466	479
q-CB	236	202	Q-CB	731	731
q-AB	0	0			
q-AC	0	0			
q-BA	293	233			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.629	0.486
C-B	0.323	0.276

Appendix B –
Swept Path Analysis



Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

J7408

Figure No.: SP1

Revision: B

Figure Title

SWEPT PATH OF COACH
ENTERING & LEAVING THE SINGLE DECK TOUR BUS LAYBY

Designed by	Drawn by	Checked by
L K W	S C Y	K C

Scale in A4: 1 : 300

Date: 21 AUG 2025

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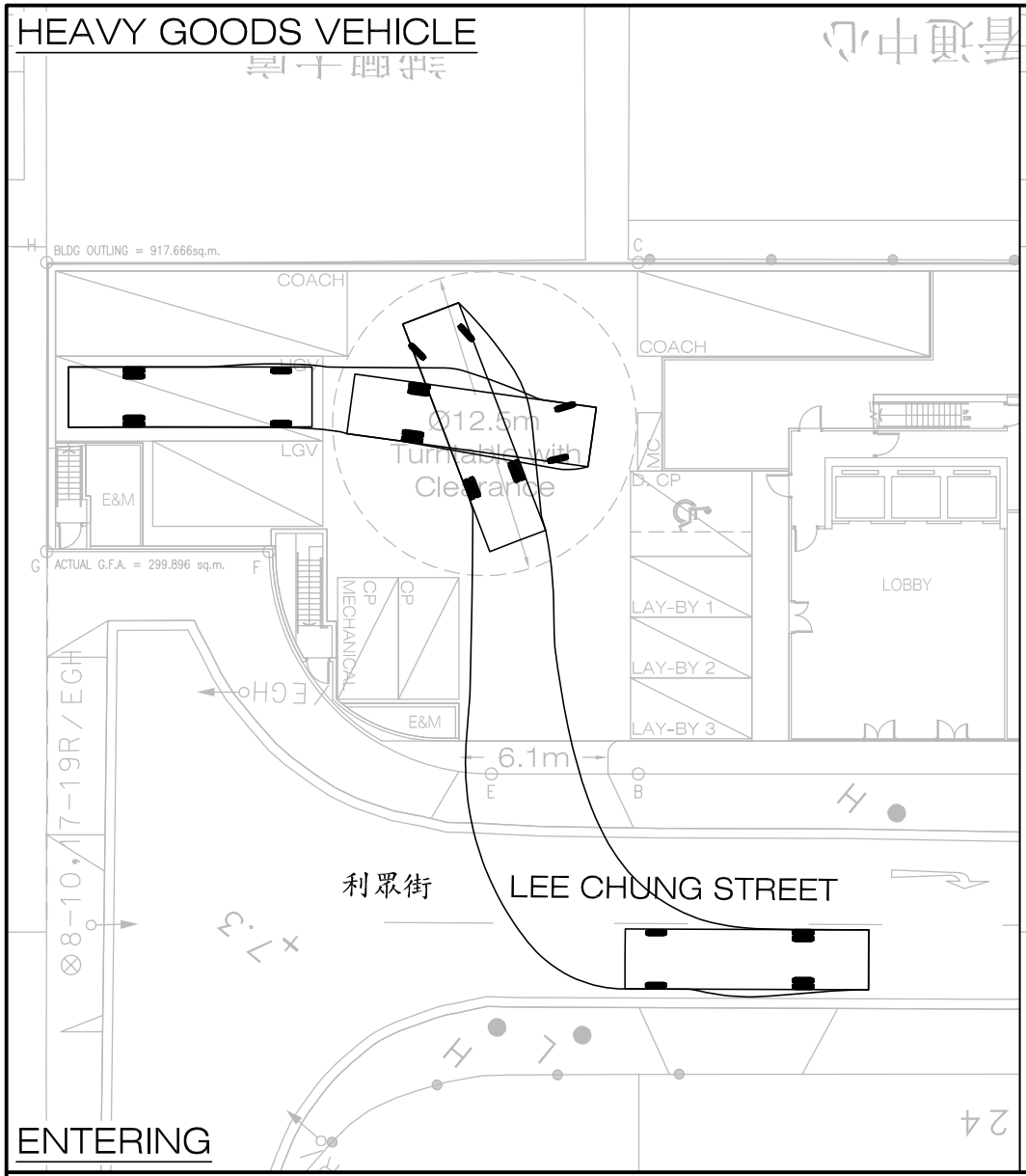
HEAVY GOODS VEHICLE



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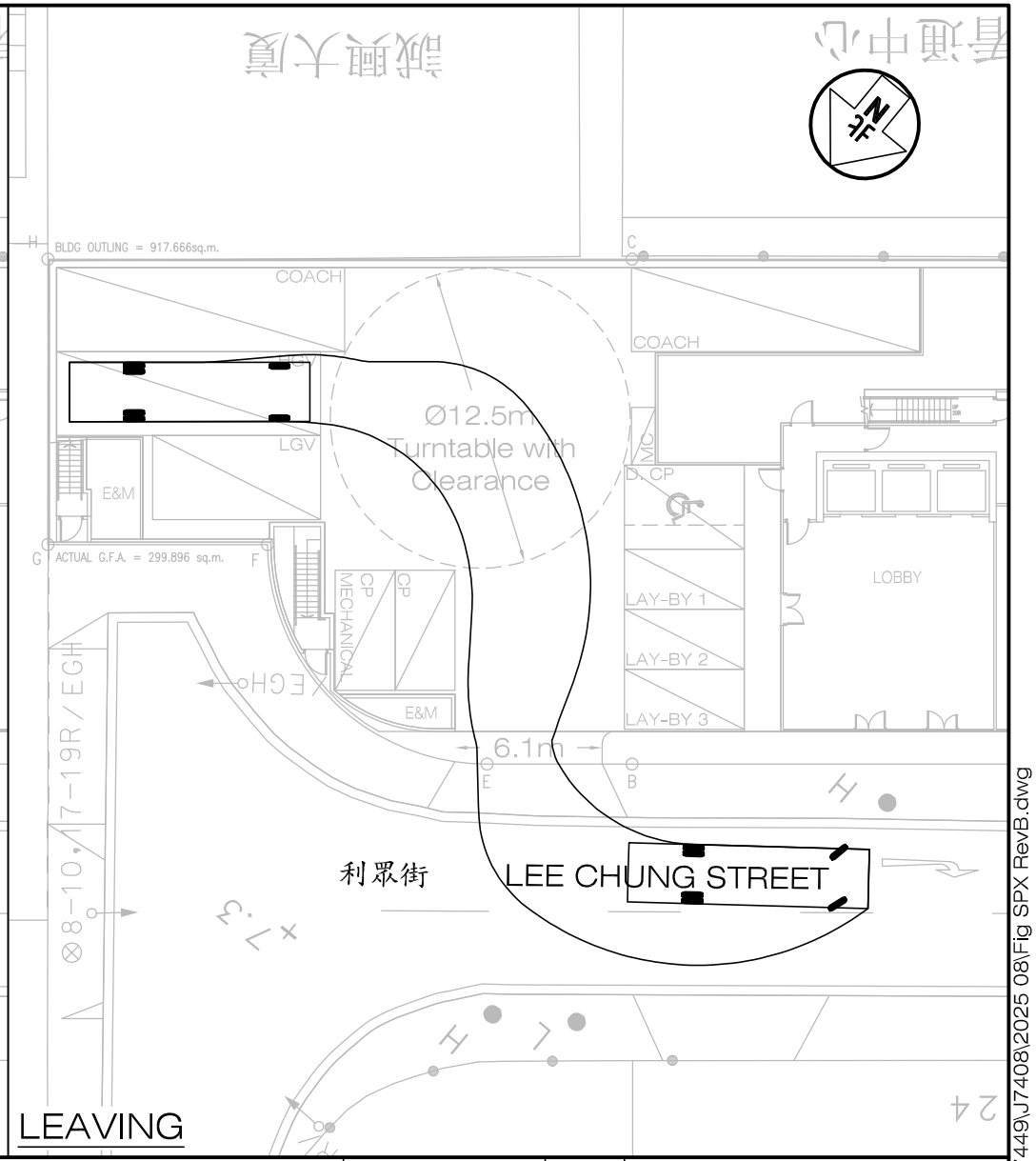

LEAVING

Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	J7408	Figure No. SP2	Revision B
Figure Title: SWEPT PATH OF HEAVY GOODS VEHICLE ENTERING & LEAVING THE HGV LOADING / UNLOADING BAY		Designed by L K W / Drawn by S C Y / Checked by K C	
		Scale in A4 1 : 300 / Date 21 AUG 2025	

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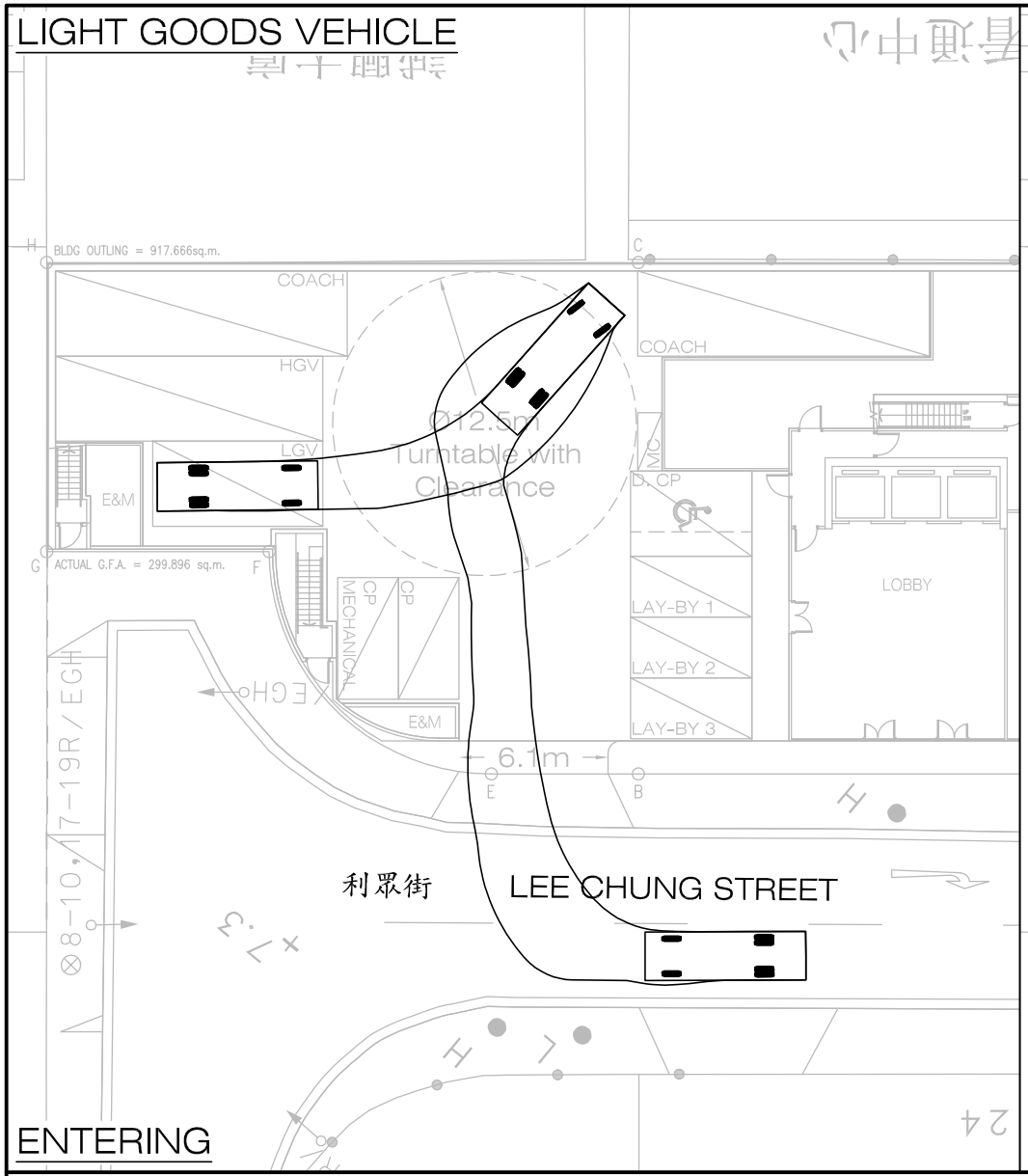
LIGHT GOODS VEHICLE



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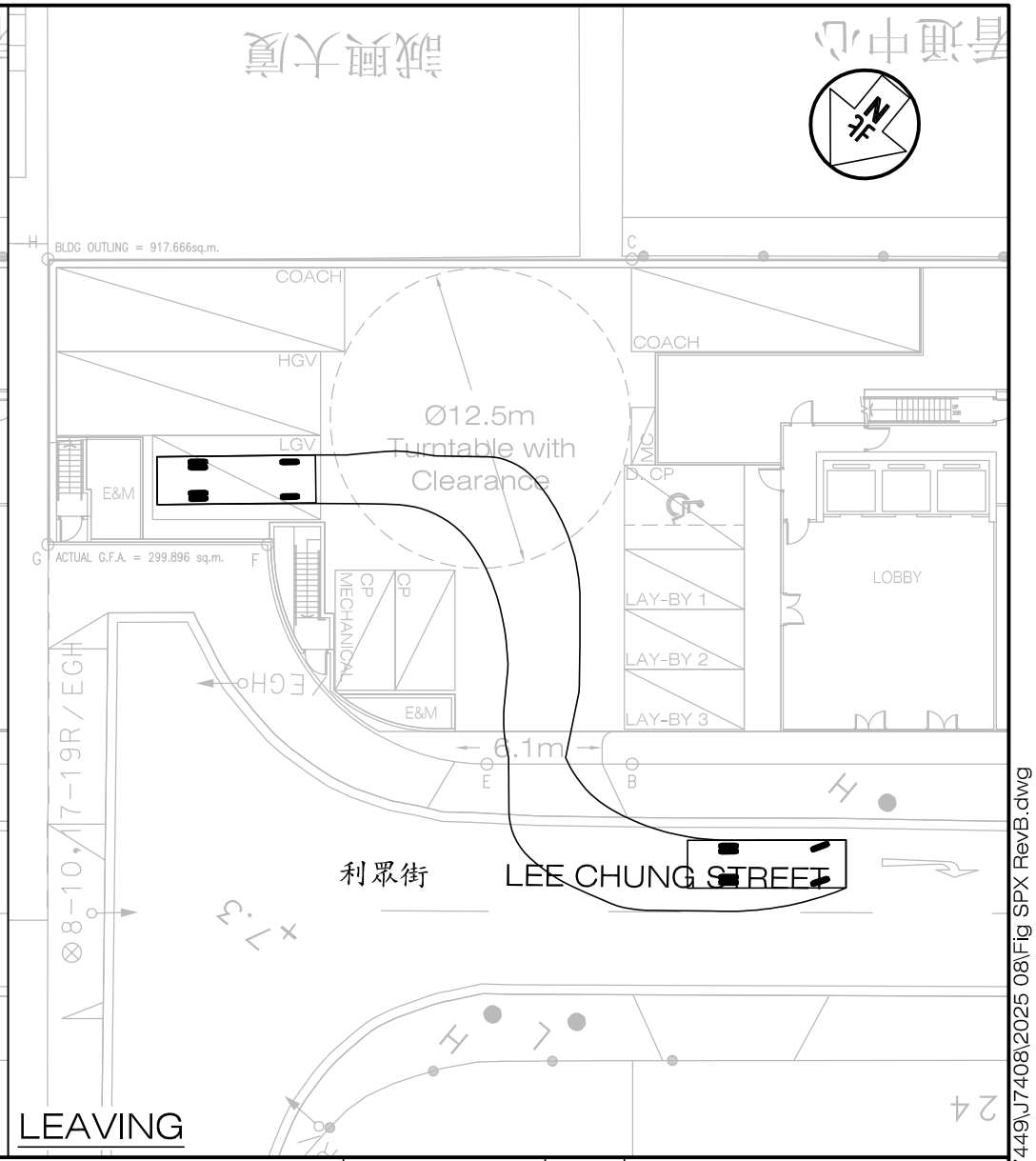

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Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

J7408

Figure No.: SP3

Revision: B

Figure Title

SWEPT PATH OF LIGHT GOODS VEHICLE ENTERING & LEAVING THE LGV LOADING / UNLOADING BAY

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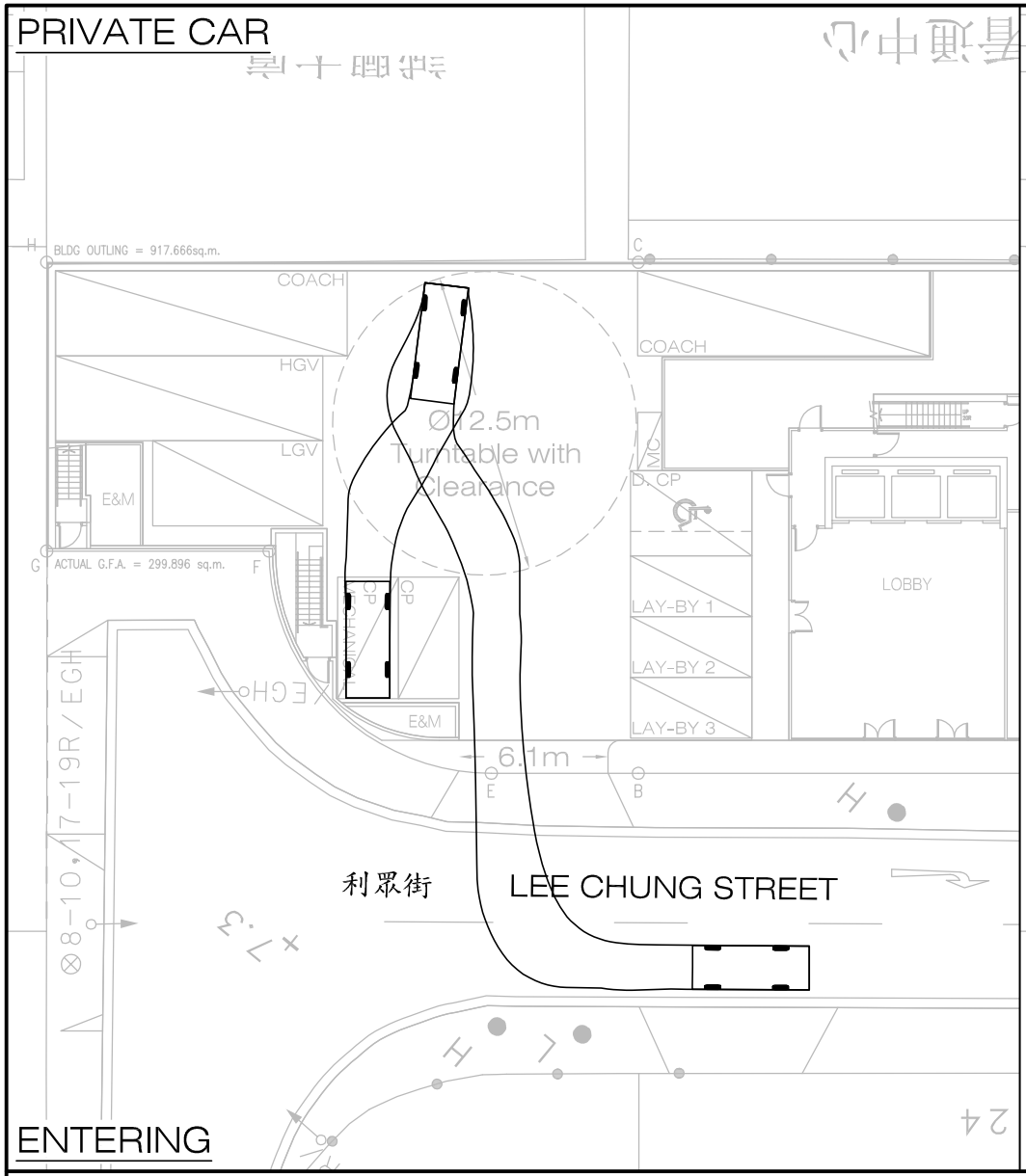
PRIVATE CAR



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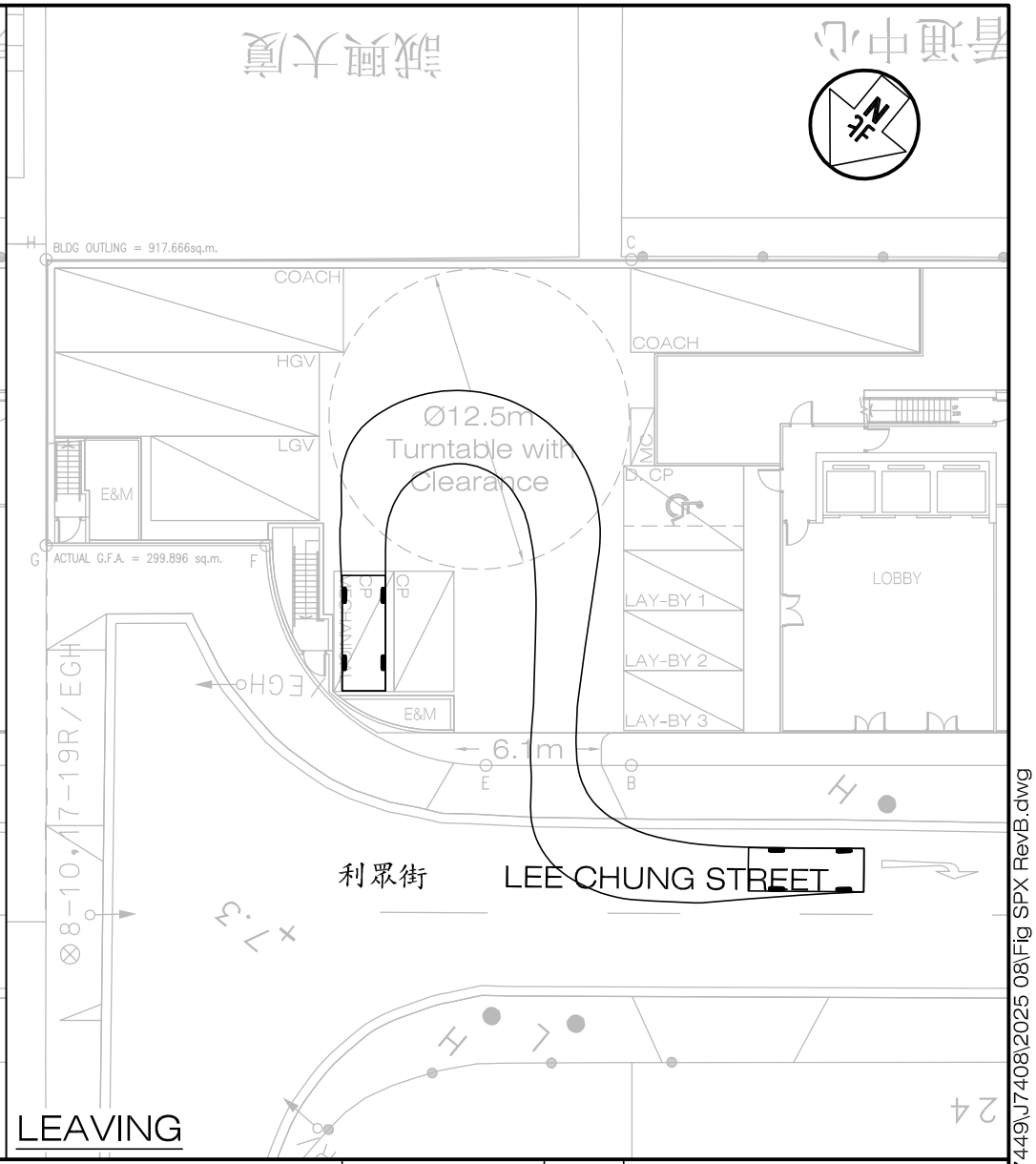

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Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	J7408	Figure No. SP4	Revision B
Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE DOUBLE-DECK PARKING RACK		Designed by L K W / Drawn by S C Y / Checked by K C	
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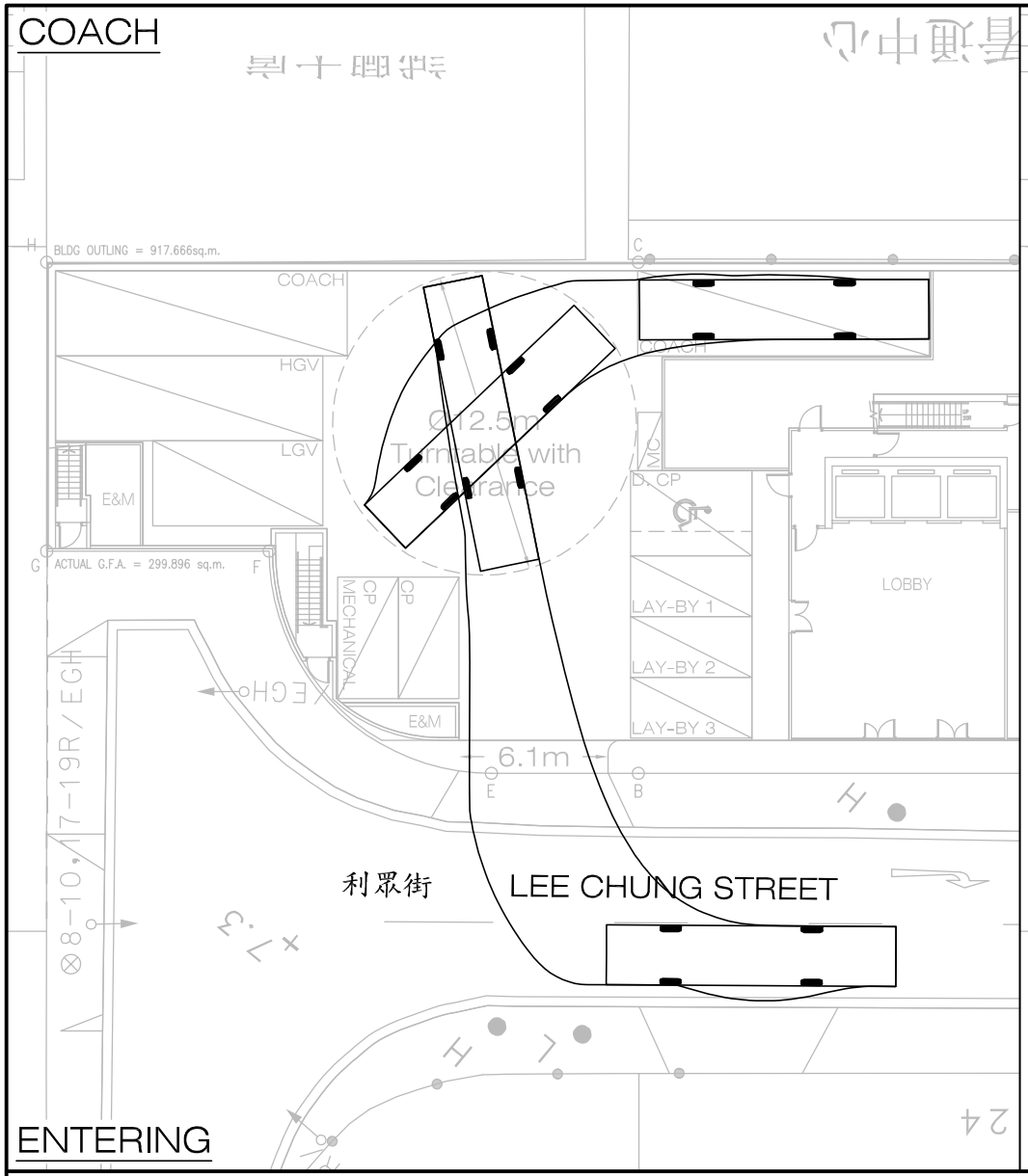
COACH



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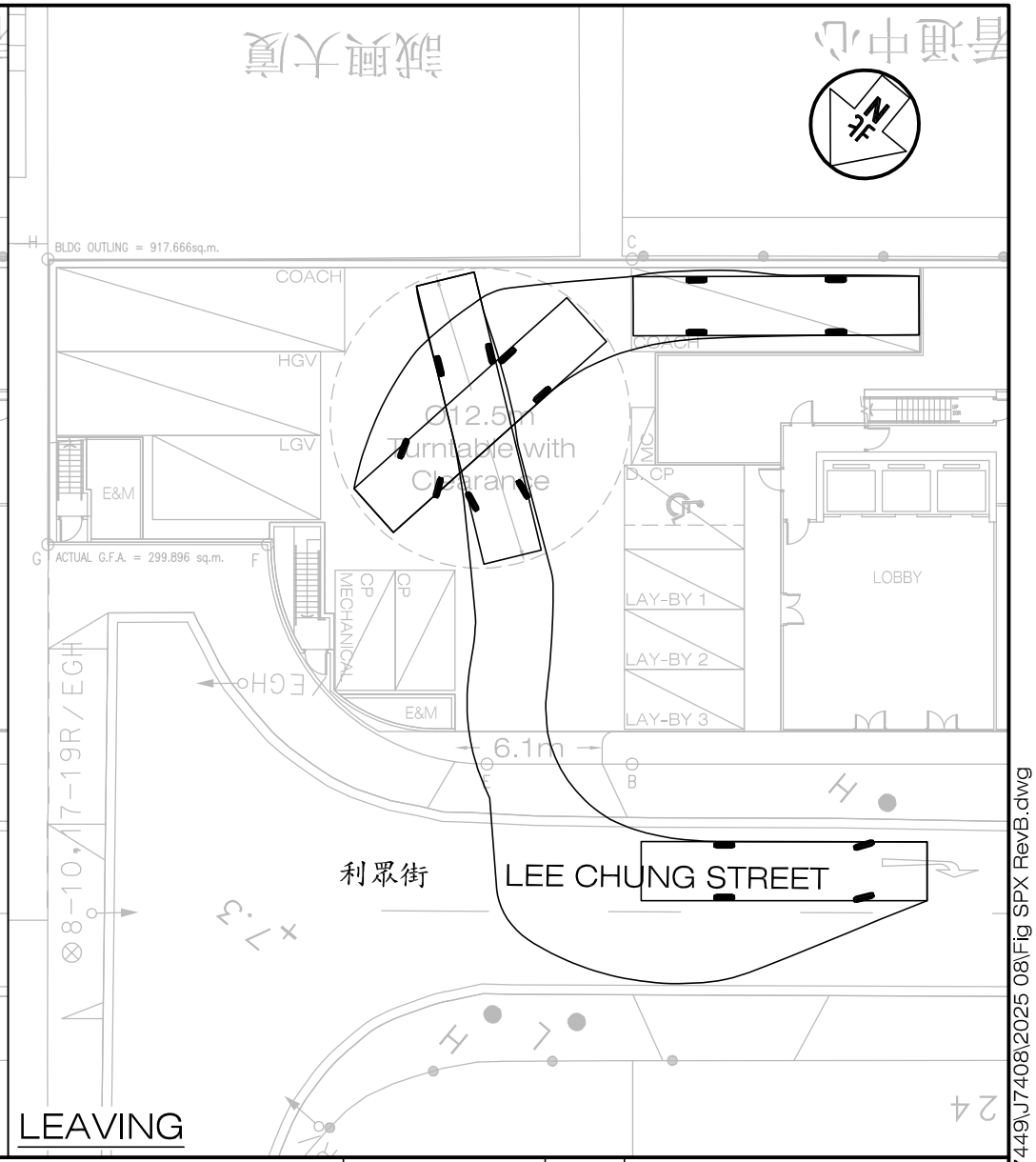

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Figure Title: SWEPT PATH OF COACH ENTERING & LEAVING THE SINGLE DECK TOUR BUS LAYBY		Designed by L K W / Drawn by S C Y / Checked by K C	
		Scale in A4: 1 : 300	Date: 21 AUG 2025

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PRIVATE CAR

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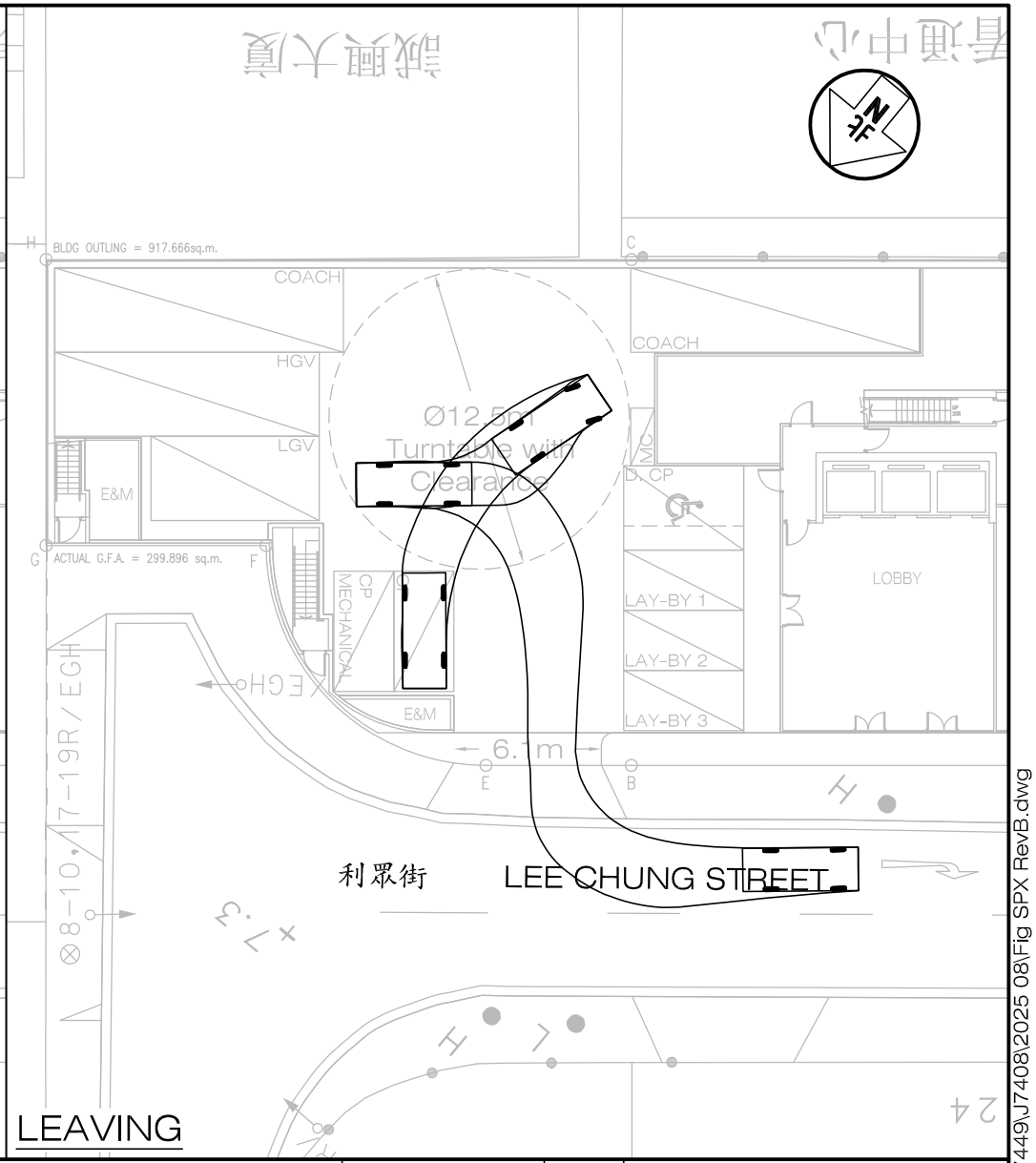

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Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE CAR PARKING SPACE	Figure No. SP6	Revision B
		Designed by L K W / Drawn by S C Y / Checked by K C	
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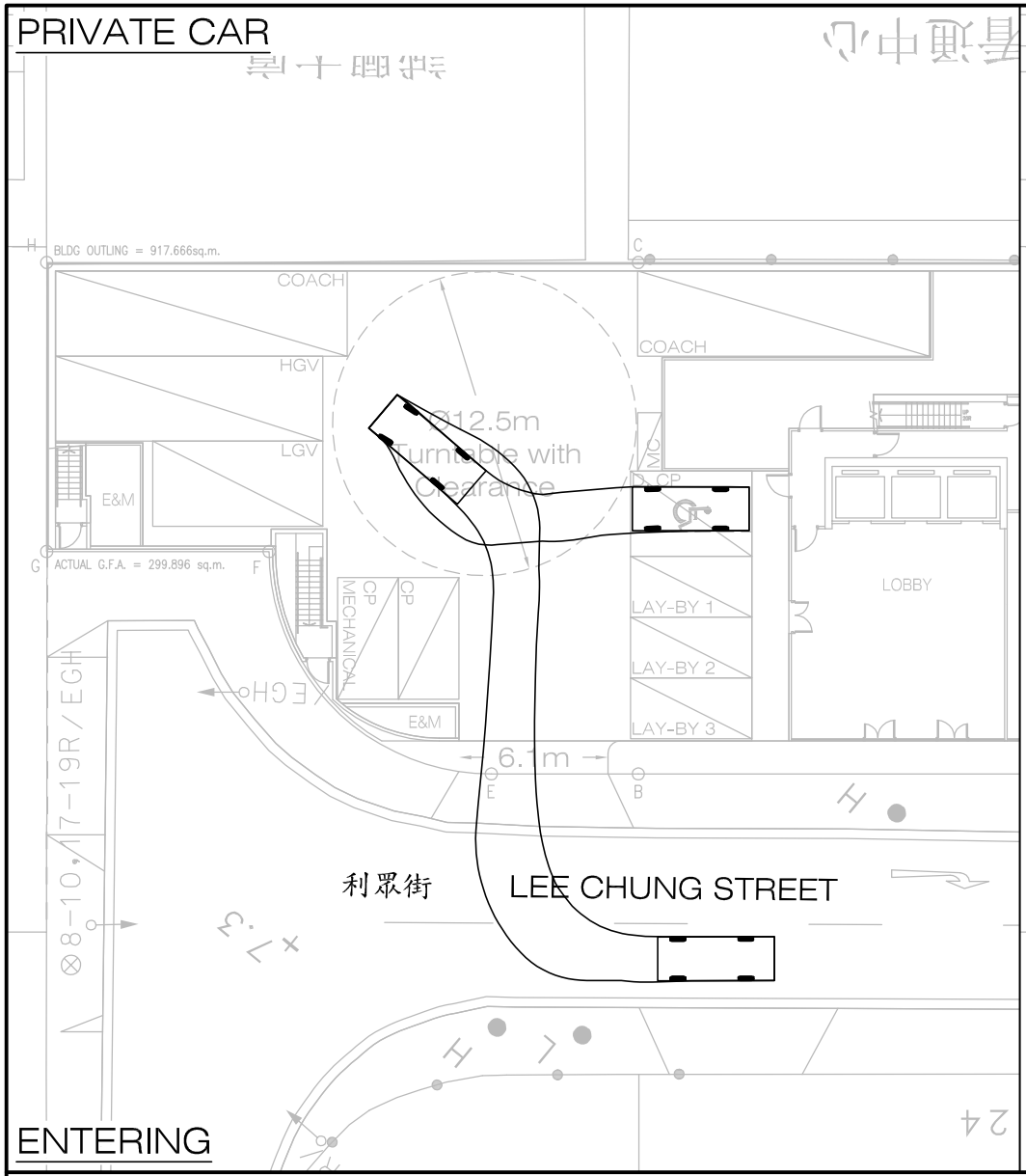
PRIVATE CAR



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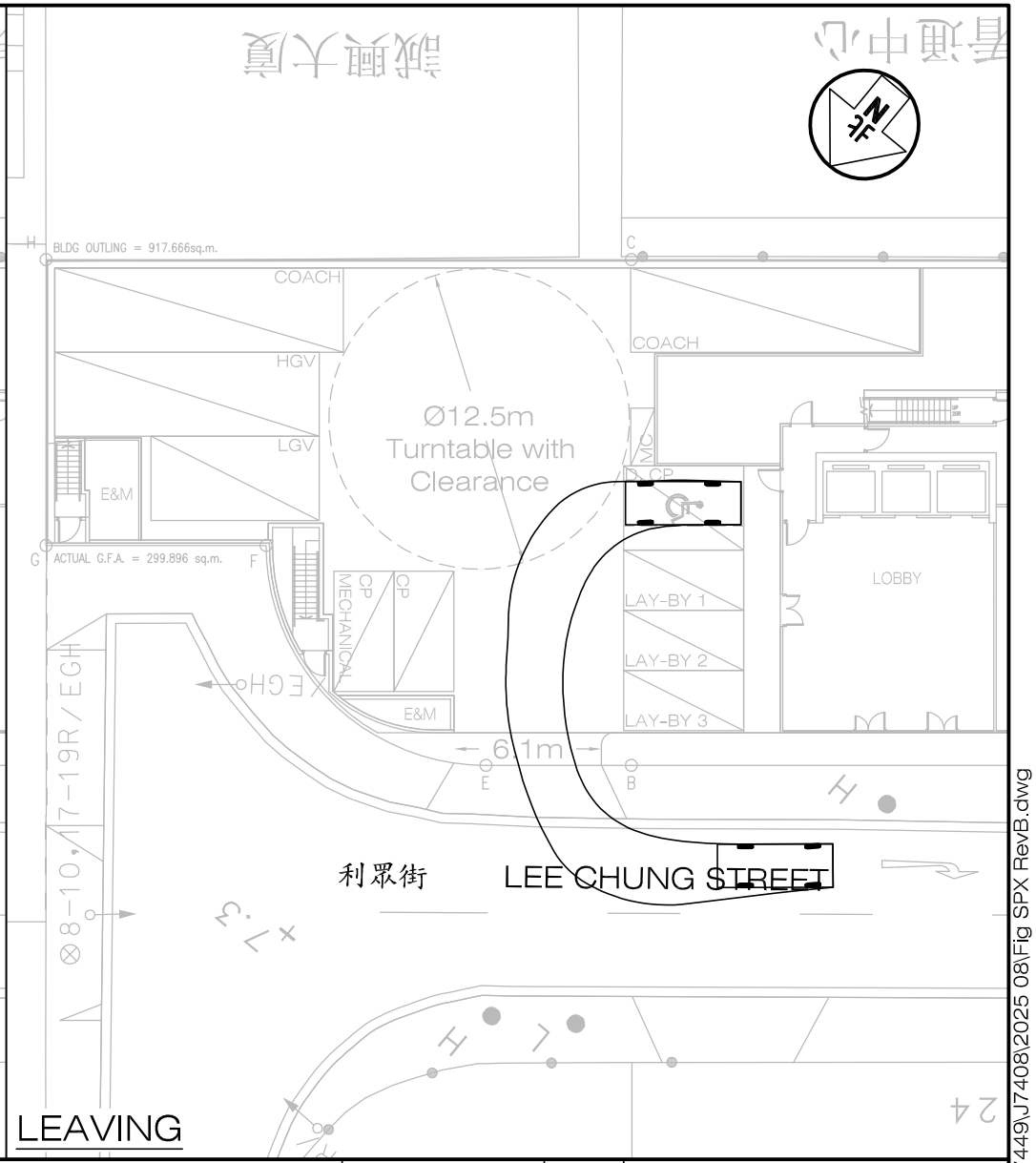

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Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE ACCESSIBLE CAR PARKING SPACE		Designed by L K W / Drawn by S C Y / Checked by K C	
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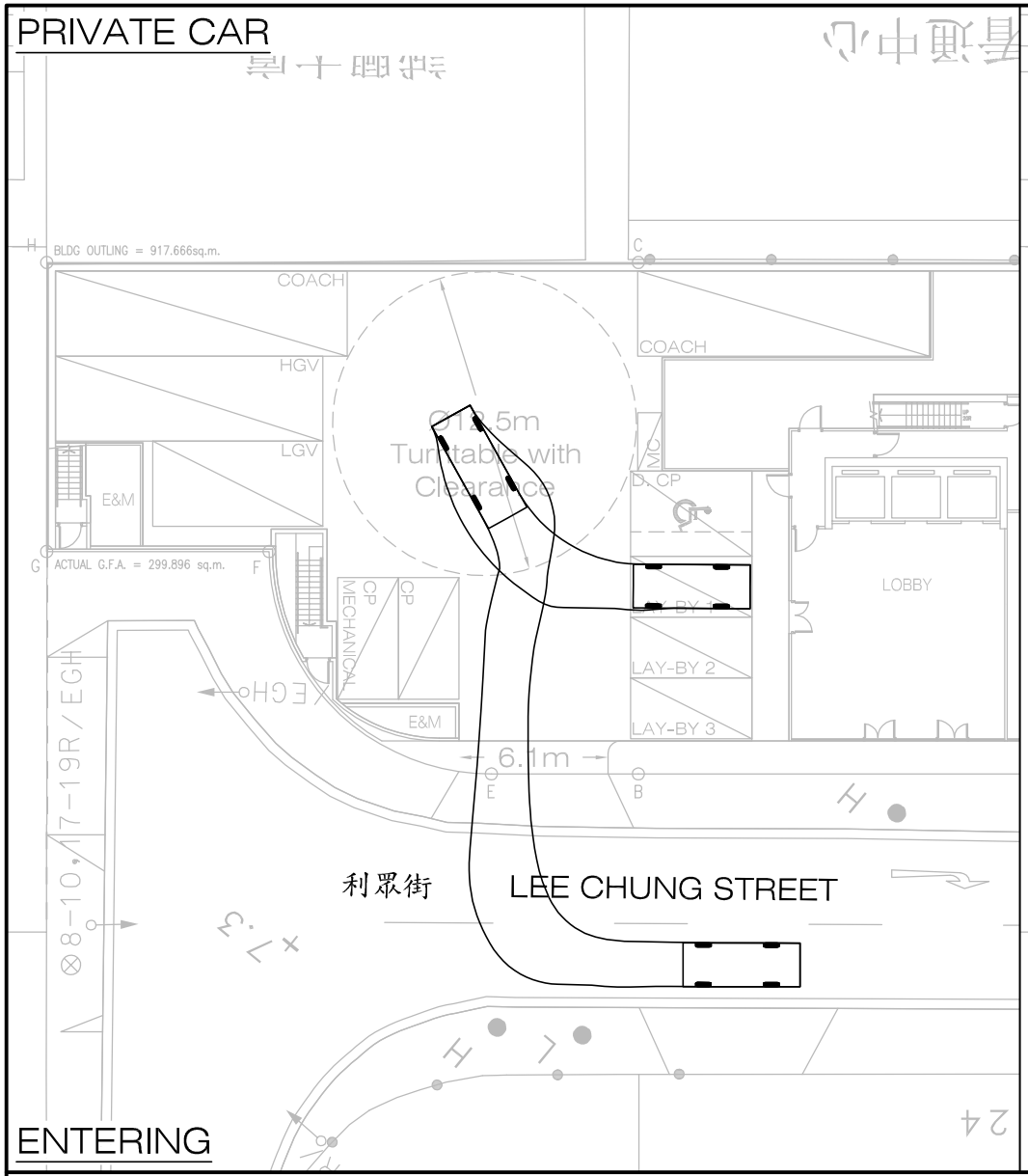
PRIVATE CAR



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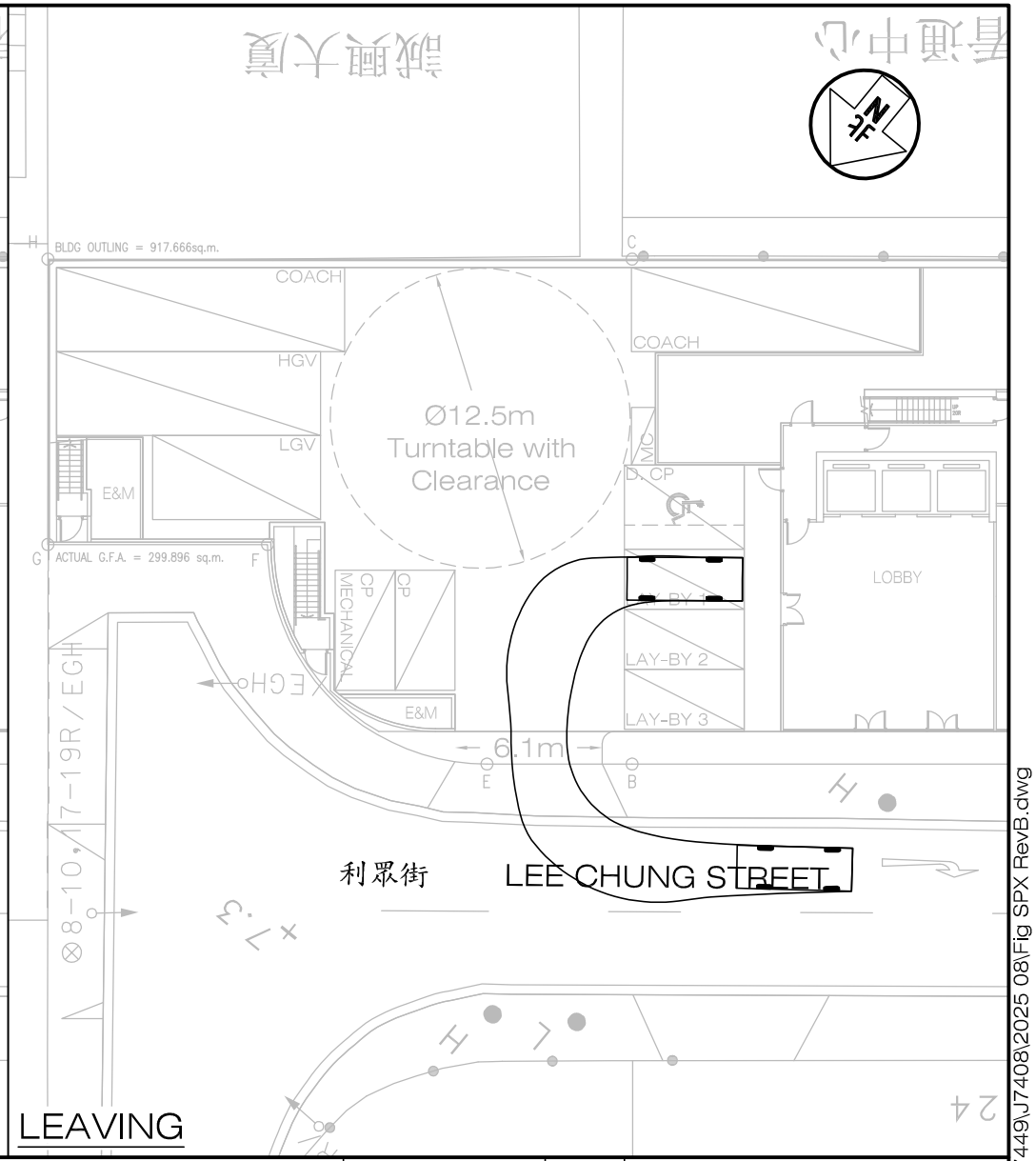

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Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	J7408	Figure No. SP8	Revision B
Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE TAXI AND PRIVATE CAR LAYBY		Designed by L K W / Drawn by S C Y / Checked by K C	
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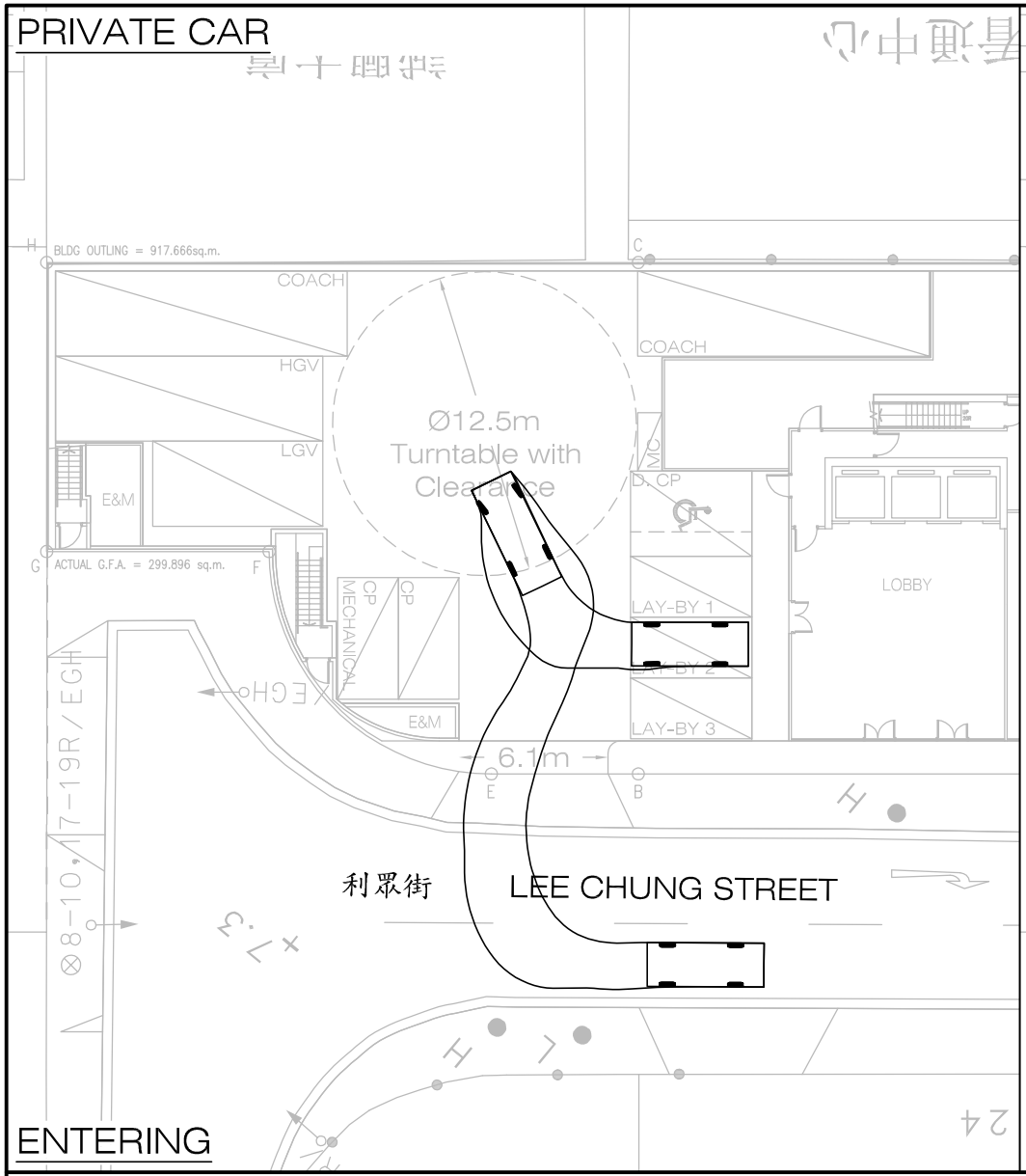
PRIVATE CAR



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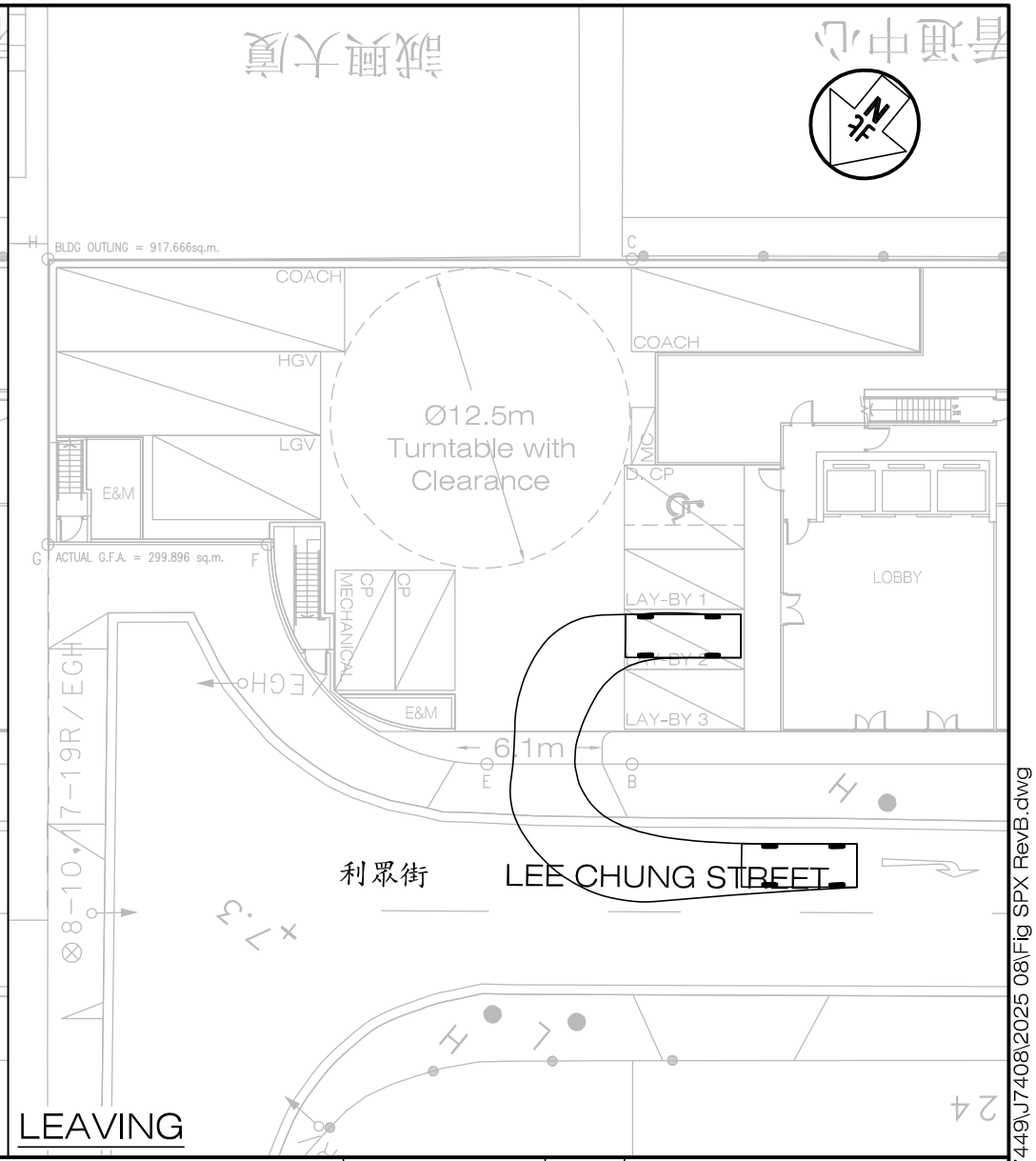

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J7408

Figure No.: SP9

Revision: B

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE TAXI AND PRIVATE CAR LAYBY

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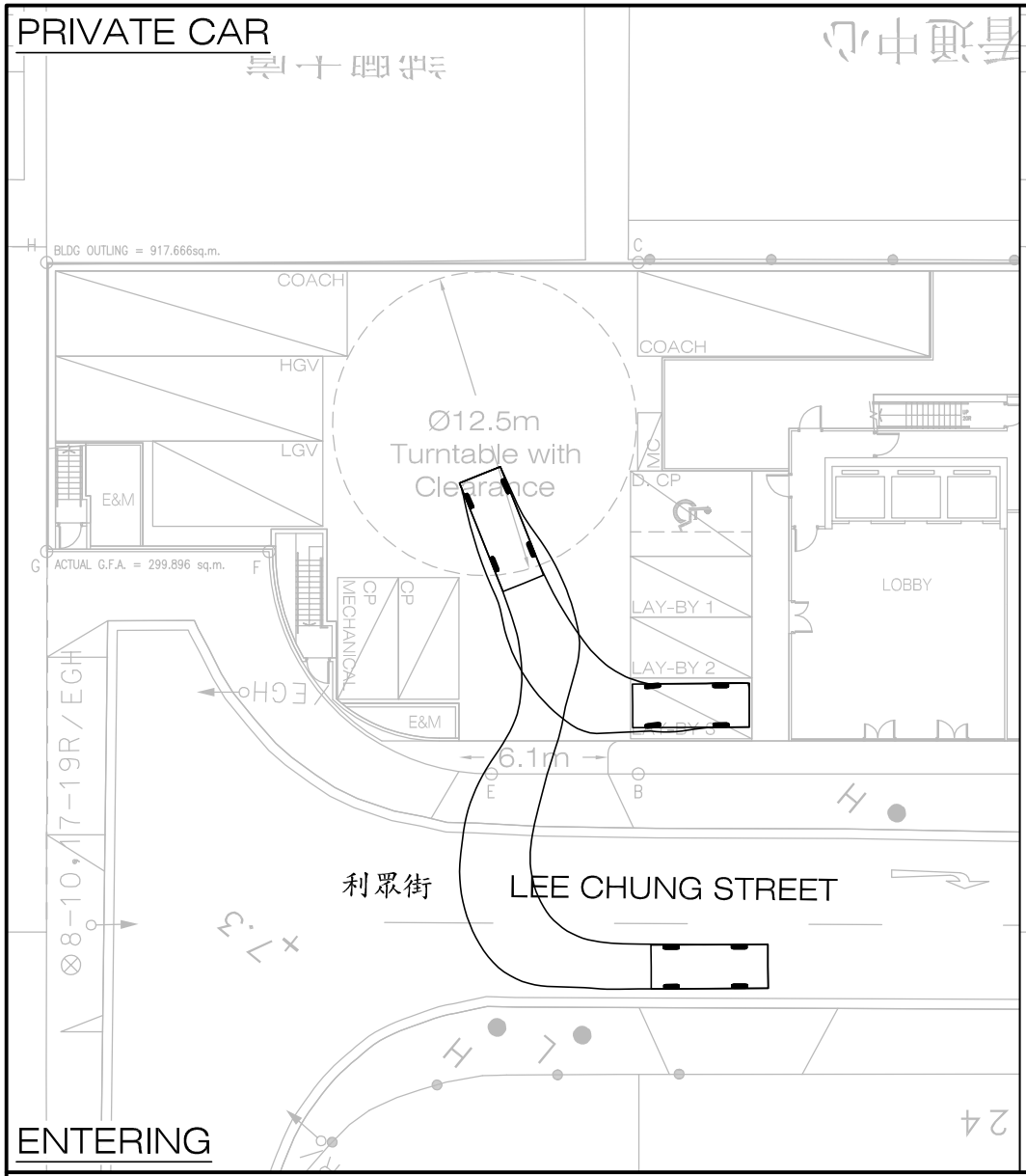
PRIVATE CAR



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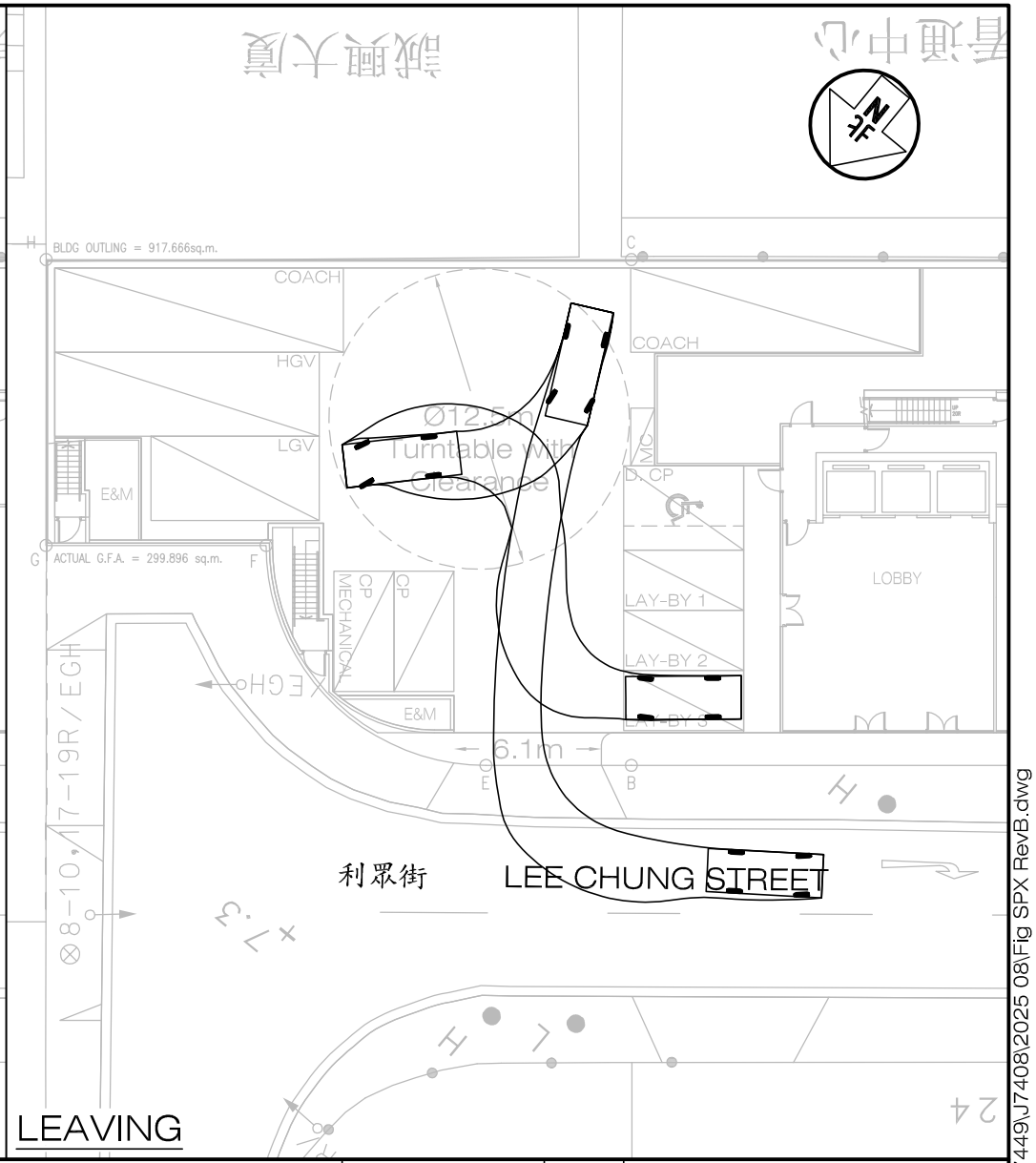

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Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE TAXI AND PRIVATE CAR LAYBY		Designed by L K W / Drawn by S C Y / Checked by K C	
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Appendix B

Sewerage Impact Assessment

Proposed Hotel Development at 14-16 Lee Chung Street, Chai Wan, Hong Kong

Sewerage Impact Assessment

For: Fortune Creation Development Limited

Job No:	1044815
Doc Ref:	1044000\1044815 – 14-16 Lee Chung Street - SIA\Cundall Docs\Reports\SIA
Latest Revision:	C
Date:	22/08/2025

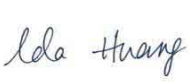
Cundall Hong Kong Limited 7/F The Hennessy, 256 Hennessy Road, Wanchai, Hong Kong Tel: +852 2566 6260 www.cundall.com

Project Name:	Proposed Hotel Development at 14-16 Lee Chung Street, Chai Wan, Hong Kong
Client:	Fortune Creation Development Limited
Report Title:	Sewerage Impact Assessment
Job Number:	1044815

Document Revision History

Revision Ref	Issue Date	Purpose of issue / description of revision
-	01/08/2025	Initial Issue
A	19/08/2025	Updated as per LD comment
B	20/08/2025	Updated as per Hanison comment
C	22/08/2025	Updated as per NF comment

Document Validation (latest issue)

Revision	Issue Date	Purpose of issue / description of revision / version			
C	22/08/2025	Updated as per NF comment			
			Prepared by	Checked by	Verified by
		Initials	Rainbow Leung	Ida Huang	Hannah Wong
		Signature			

Executive Summary

A Sewerage Impact Assessment (SIA) has been conducted to evaluate the possible impacts on the local sewerage network as a result of the Proposed Hotel Development at 14-16 Lee Chung Street, Chai Wan, Hong Kong (the “proposed development”). The assessment has based on the latest proposed floor uses and site surveys and shall serve to:

- assess the potential sewerage impacts arising from the proposed development
- recommend measures to mitigate unacceptable sewerage impacts, if any.

In conclusion, the results of the sewerage impact reveal that the existing sewage capacity is sufficient to cater the cumulative peak discharge arising from the proposed development and development in the vicinity along 12-18 Lee Chung Street.

Contents

1. Introduction

1.1 Site Description

The proposed development is located at 14-16 Lee Chung Street, Chai Wan, Hong Kong (Chai Wan Inland Lots No. 12 & 43) (hereinafter refer to as the “project site”), as shown in Plate 1 below.

Plate 1 Site Location Plan

The proposed hotel development will comprise 363 hotel rooms from 4/F to 30/F (excluding refuge floor), while the remaining areas comprise hotel ancillary uses which will serve for F&B, retail, or other supporting services, lobbies, hotel BoH, E&M, and carpark. The maximum GFA is 14,068.8 m^2.

1.2 Existing Sewerage Network

The relevant drainage record plans “11-SE-19A” were reviewed to gather the background information of the existing sewerage infrastructure in the area. Based on the desktop review of drainage record plan and drainage survey, the sewage from the proposed development is expected to be discharged to the manhole no. FMH7035727 through terminal manhole. The sewage will then be diverted to an existing 300mm dia. sewer along Lee Chung Street.

1.3 Objectives

The assessment has based on the latest proposed floor uses and site surveys and shall serve to:

- assess the potential sewerage impacts arising from the proposed development
- recommend measures to mitigate unacceptable sewerage impacts, if any.

2. Design Assumptions and Criteria

2.1 General Assumptions and Criteria

This SIA has been prepared in accordance with the below guidelines and reference:

- Sewerage Manual ("*SM*") published by the Drainage Services Department ("DSD") in 2013.
- Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 ("GESF") published by the Environmental Protection Department ("EPD") in 2005.
- Corresponding Drainage Record Plans published by the Drainage Services Department.
- Commercial and Industrial Floor Space Utilization Survey (CIFSUS) published by the Planning Department.

2.2 Population

The proposed development consists of hotel rooms, hotel BoH, and the hotel's ancillary facilities, which will serve for retail, F&B, or other supporting services in the future. To ensure flexibility in the design of retail, F&B, and other support services, all ancillary hotel areas are conservatively assumed to be "F&B"; hence, the population in the proposed development will be dominated by hotel, F&B, and office activities. The population for each activity is summarized in *Table 1* below.

Since the capacity of proposed development is independent to population growth, the annual growth in population has not been considered in this study. Please refer to the table below and **Appendix A** for a summary of the estimated population at the proposed development and detailed estimation of population per catchment respectively. Area schedule of the proposed development is enclosed in Appendix C for reference.

Type of Population	Estimated Population	Data Source
Proposed Development		
Hotel Employee	291	3.2 person per 100 m^2 of utilized GFA (Saleable Floor Area (SFA) which is greater than the GFA is adopted hereby) in accordance with The Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for "Hotels and Boarding Houses".
Office Employee	39	5.5 person per 100 m^2 of utilized GFA in accordance with The Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for "Finance, Insurance, Real Estates and Business Services".
F&B Employee	48	5.1 person per 100 m^2 of utilized GFA in accordance with The Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for "Restaurants".

Table 1 Population of Proposed Development

2.3 Unit Flow Factors

The unit flow factors tabulated below have been adopted in the calculation of sewerage impact.

Type of Population	Unit Flow Factor (m^3/day/person)	Data Source
Proposed Development		
Hotel Employee	1.58	GESF – J10 Restaurant & Hotels (p.s., the flows of customers and/or tenants are considered)
Office Employee	0.08	GESF – J6 Finance, Insurance, Real Estates and Business Services
F&B Employee	1.58	GESF – J10 Restaurant & Hotels (p.s., the flows of customers and/or tenants are considered)
Other Development in the Vicinity		
Industrial Employee	0.33	GESF – J1 Manufacturing in Hong Kong Island (except Aberdeen & Ap Lei Chau), San Po Kong
Office Employee	0.08	GESF – J6 Finance, Insurance, Real Estates and Business Services
F&B Employee	1.58	GESF – J10 Restaurant & Hotels (p.s., the flows of customers and/or tenants are considered)
Residents - Residential (PR/R1)	0.19	GESF - UFF of Public Rental/ R1 Private Development

Table 2 Unit Flow Factors

2.4 Peaking Factors

The peaking factors adopted for peak discharge calculation has made reference to Table T-5 of the *GESF* as extracted below. Peaking factors (including stormwater allowance) from the guidelines have been adopted based on the corresponding population range being served by the sewers throughout the study.

Population Range	Peaking Factor (including stormwater allowance) for facility with existing upstream sewerage	Peaking Factor (excluding stormwater allowance) for facility with new upstream sewerage
<1,000	8	6
1,000 – 5,000	6	5
5,000 – 10,000	5	4
10,000 – 50,000	4	3

Population Range	Peaking Factor (including stormwater allowance) for facility with existing upstream sewerage	Peaking Factor (excluding stormwater allowance) for facility with new upstream sewerage
>50,000	Max($\frac{7.3}{N^{0.15}}$,2.4)	Max($\frac{6}{N^{0.175}}$,1.6)

Note: N is the contributing population in thousands.

Table 3 Peaking Factor for Sewers

2.5 Hydraulic Equation

The Colebrook-White equation can be applied to analyse flow conditions of circular pipes and hence has been adopted for hydraulic analysis of the sewerage system. In this study, conservative values have been adopted for long-term and permanent design. For the existing sewer pipes, a roughness coefficient, *ks*, for slimed sewers of concrete at "Poor" condition of 6.0mm, 3.0mm, or the interpolated values for velocities between 0.75 m/s and 1.2 m/s have been adopted depending on their velocities. For the proposed 300mm dia. sewer connecting the terminal manhole with the manhole FMH7035727, *ks*, for slimed sewers of uPVC at "Poor" condition of 0.3mm has been adopted.

2.6 Catchment Inflow Factor

A catchment inflow means the net overall ingress of water or wastewater to the sewerage system. Since the proposed development and development in the vicinity are located in Chai Wan, a catchment inflow factor of 1.1 has been adopted by making reference to Table T-4 of the *GESF*.

2.7 Calculation Assumptions

The following assumptions were made for assessing the sewerage impact:

1. The following sites are expected to reach the manholes downstream, as annotated in Figure 1:

    a. Minico Building (Catchment A) – diverted to FMH7035728. Extract of the Minico Building SIA is enclosed in Appendix D for reference.

    b. Chai Wan Industrial Centre (Catchment B) – diverted to FMH7035726.

    c. Shell Industrial Building (Catchment C1) – diverted to FMH7034985.

    d. Glory Industrial Building, E-Trade Plaza, Hong Kong (Chai Wan) Industrial Building (Catchment C2) – diverted to FMH7034985.

    e. Upstream of Northwest portion of Lee Chung Street, assume full capacity (Catchment D) – diverted to FMH7034984

    f. Hop Shi Factory Building, Tak King Industrial Building, Cheung Tat Centre, Wah Ha Estate (Catchment E) - diverted to FMH7034991

    g. Downstream of Southwest portion of Lee Chung Street and Kut Shing Street, assume full capacity (Catchment F) - diverted to FMH7035003

3. Evaluation and Assessment of Impact

Toilet flushing, showering, housekeeping, kitchen and laundry wastewater are the major sewage sources arising from the proposed development. All sewage will be collected by the nearest sewers and the sewers will be connected to the new terminal manhole and eventually directed to Government sewerage networks and treatment facilities.

Base on the design assumptions and criteria as detailed in Section 2 above, the calculation of peak sewage flow from each of the catchment has been tabulated below. Detailed calculation has been presented in **Appendix A**.

Manhole	Catchment Served	Estimated Cumulative Peak Discharge (m^3/s)
Terminal Manhole	Site	0.0412 m^3/s
FMH7035727	Site & A	0.0463 m^3/s
FMH7035726	Site & A & B	0.0705 m^3/s
FMH7034985	Site & A & B & C1 & C2	0.0787 m^3/s
FMH7034984	Site & A & B & C1 & C2 & D	0.5182 m^3/s
FMH7034991	Site & A & B & C1 & C2 & D & E	0.5526 m^3/s
FMH7035003	Site & A & B & C1 & C2 & D & E & F	1.3237 m^3/s

Table 4 Summary of Peak Sewage Flow

The capacities of respective sewers have been calculated in accordance with the *SM* and *GESF*, and the SIA associated with the proposed development have been detailed below and in **Appendix B**.

Sewer Manhole No. (From)	Sewer Manhole No. (To)	Pipe Diameter, D (m)	Pipe Capacity, Q (m^3/s)	Estimated Cumulative Peak Discharge (m^3/s)	Percentage of sewer capacity	Sufficient Capacity?
Terminal Manhole	FMH7035727	0.300	0.1302	0.0412	31.6%	Yes
FMH7035727	FMH7035726	0.300	0.1135	0.0463	40.9%	Yes
FMH7035726	FMH7035052	0.300	0.1212	0.0705	58.1%	Yes
FMH7035052	FMH7035049	0.300	0.1223	0.0705	57.6%	Yes

Sewer Manhole No. (From)	Sewer Manhole No. (To)	Pipe Diameter, D (m)	Pipe Capacity, Q (m^3/s)	Estimated Cumulative Peak Discharge (m^3/s)	Percentage of sewer capacity	Sufficient Capacity?
FMH7035049	FMH7034985	0.300	0.0857	0.0705	82.2%	Yes
FMH7034985	FMH7034984	0.400	0.3220	0.0787	24.4%	Yes
FMH7034984	FMH7034991	0.600	0.9502	0.5182	54.5%	Yes
FMH7034991	FMH7035005	0.600	1.0026	0.5526	55.1%	Yes
FMH7035005	FMH7035003	0.600	0.8257	0.5526	66.9%	Yes
FMH7035003	FMH7035002	1.200	1.8530	1.3237	71.4%	Yes

Table 5 Summary of Estimated Sewage Flow Capacities

To summarize, the sewage from the proposed development will be collected and diverted to manhole no. FMH7035727 through a proposed 300mm connection sewer diameter underneath Lee Chung Street. It is expected from the hydraulic calculation that the proposed 300mm dia. sewer, as well as the existing 300mm dia., 400mm dia., and 600mm dia. sewers, can cater to the cumulative peak discharge of the Site and Catchment A to D, and no exceedance of hydraulic capacity is anticipated.

The cumulative flow will continue along the existing 600mm dia. and 1200mm dia. sewers further downstream along Lee Chung Street and Ning Foo Street along with the sewerage flow from Catchment E and Catchment F.

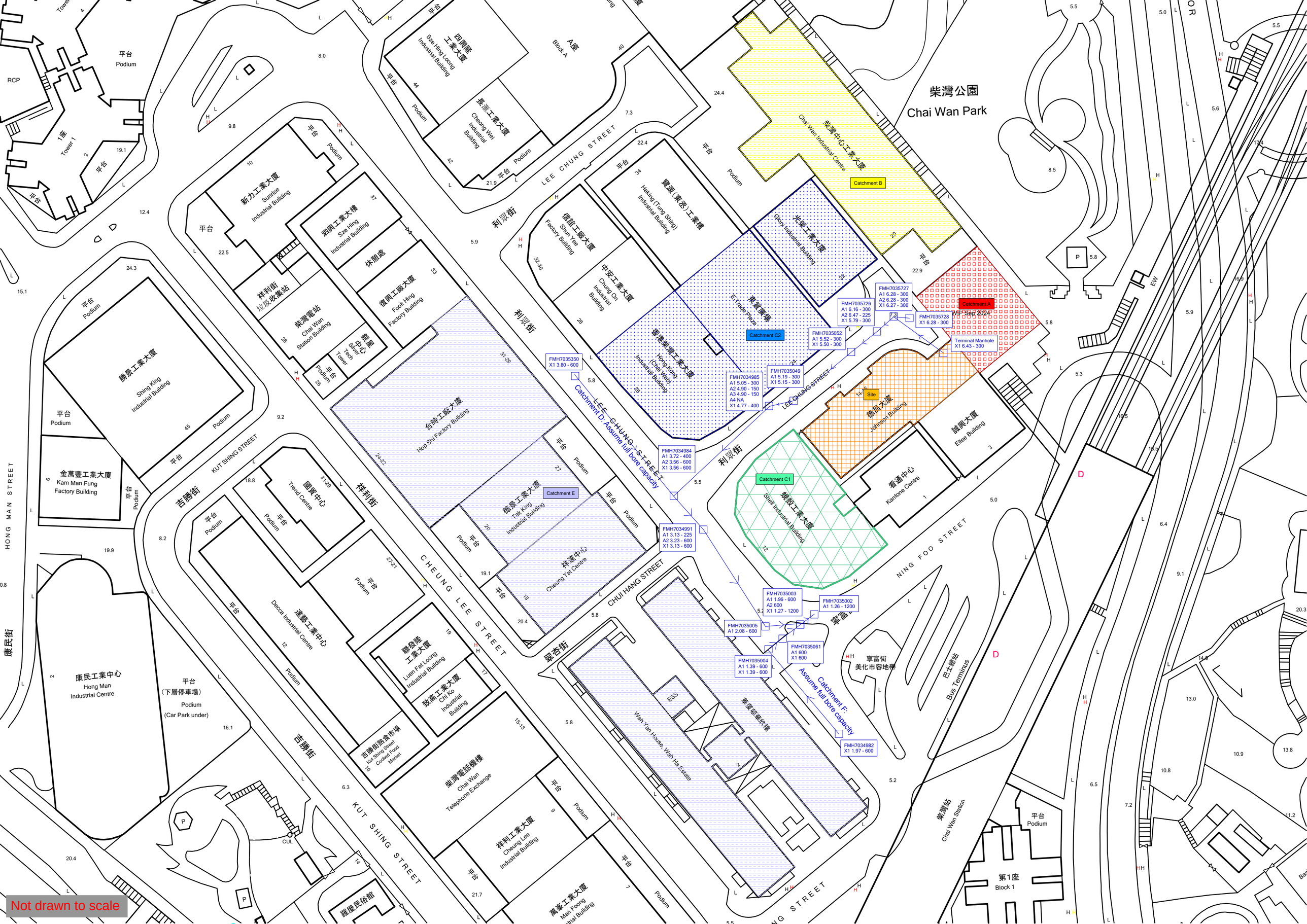
It is expected that the existing sewers are sufficient to cater the cumulative peak flow of the proposed development, and no exceedance of hydraulic capacity is anticipated. The sewage impact associated with the proposed conversion is considered insignificant.

4. Conclusions

A SIA has been conducted to evaluate the potential sewerage impacts on the local sewerage network as a result of the Proposed Hotel Development at 14-16 Lee Chung Street, Chai Wan, Hong Kong.

In conclusion, the results of the sewerage impact reveal that the existing sewage capacity is sufficient to cater to the cumulative peak discharge arising from the proposed development and development in the vicinity along 12-18 Lee Chung Street. Hence, the sewage impact associated with the proposed conversion is considered insignificant.

Figure 1 Drainage Plan


Catchment A
WIP Sep 2024
Catchment B
Catchment C1
Catchment C2
Catchment D: Assume full bore capacity
Catchment E
Catchment F: Assume full bore capacity
Site
FMH7035727
A1 6.28 - 300
A2 6.28 - 300
X1 6.27 - 300
FMH7035728
X1 6.28 - 300
Terminal Manhole
X1 6.43 - 300
FMH7035726
A1 6.16 - 300
A2 6.47 - 225
X1 5.79 - 300
FMH7035052
A1 5.52 - 300
X1 5.50 - 300
FMH7035350
X1 3.80 - 600
FMH7034985
A1 5.05 - 300
A2 4.90 - 150
A3 4.90 - 150
A4 NA
X1 4.77 - 400
FMH7035049
A1 5.19 - 300
X1 5.15 - 300
FMH7034984
A1 3.72 - 400
A2 3.56 - 600
X1 3.56 - 600
FMH7034991
A1 3.13 - 225
A2 3.23 - 600
X1 3.13 - 600
FMH7035003
A1 1.96 - 600
A2 600
X1 1.27 - 1200
FMH7035002
A1 1.26 - 1200
FMH7035005
A1 2.08 - 600
FMH7035061
A1 600
X1 600
FMH7035004
A1 1.39 - 600
X1 1.39 - 600
FMH7034982
X1 1.97 - 600
LEE CHUNG STREET
CHEUNG LEE STREET
CHUI HANG STREET
NING FOO STREET
KUT SHING STREET
HONG MAN STREET
利眾街
翠吉街
吉勝街
祥利街
康民街
柴灣公園
Chai Wan Park
柴灣中心工業大廈
Chai Wan Industrial Centre
四興隆工業大廈
Sze Hing Loong Industrial Building
長滙工業大廈
Cheong Wai Industrial Building
新力工業大廈
Sunrise Industrial Building
四興工業大樓
Sze Hing Industrial Building
休憩處
祥利街垃圾收集站
柴灣電站
Chai Wan Station Building
復興工業大廈
Fook Hing Factory Building
勝景工業大廈
Shing King Industrial Building
金萬豐工業大廈
Kam Man Fung Factory Building
合時工業大廈
Hop Shi Factory Building
德景工業大廈
Tak King Industrial Building
祥達中心
Cheung Tat Centre
圓翼中心
Trend Centre
遠藝工業中心
Decca Industrial Centre
聯發隆工業大廈
Luen Fat Loong Industrial Building
致高工業大廈
Chi Ko Industrial Building
吉勝街熟食市場
Kut Shing Street Cooked Food Market
康民工業中心
Hong Man Industrial Centre
平台（下層停車場）
Podium (Car Park under)
柴灣電話機樓
Chai Wan Telephone Exchange
祥利工業大廈
Cheung Lee Industrial Building
萬華工業大廈
Man Foong Industrial Building
羅屋民俗館
信誠工業大廈
Shun Yee Factory Building
中安工業大廈
Chung On Industrial Building
寶源(東丞)工業大樓
Heking (Tung Shing) Industrial Building
榮達工業大廈
Glory Industrial Building
香港柴灣工業大廈
Hong Kong Chai Wan Industrial Building
貿易廣場
E-Trade Plaza
華厦工業大廈
Wah Yan House, Wah Ha Estate
ESS
德昌大廈
Johnson Building
鏡輝工業大廈
Shell Industrial Building
看通中心
Kantone Centre
靚興大廈
Eltee Building
寧富街美化市容地帶
巴士總站
Bus Terminus
柴灣站
Chai Wan Station
第1座
Block 1
平台
Podium
RCP
Not drawn to scale

Appendix A Calculation of Flow Estimation

CUNDALL

JOB NUMBER / FILE: 1044815

CALCULATION NUMBER: 01

DRAWING REFERENCE:

JOB TITLE:

Sewerage Impact Assessment for Proposed Hotel Development at 14-16 Lee Chung St, Chai Wan, Hong Kong

REV:	CALCULATION BY:	DATE:	CHECKED BY:	VERIFIED BY:
A	R.L	22 Aug 2025	I.H	H.W

CALCULATION:

01 Calculation of Sewage Loading

Catchment	Sewer Manhole No.	Buildings in Zone	Type of Use	GFA (m^2)	No. of Flat	Type of Population	Occupancy Density (person/100m^2 GFA) or person/room*	Estimated Population	Unit Flow Factor (m^3/day/ person)	Estimated Average Dry Weather Flow (m^3/day)	Remarks
A (Upstream)	FMH7035728	Minico Building	Industrial	8,943	-	Industrial Employee	2.3	206	0.33	67.98	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing. This calculation is made with reference to the Minico Building SIA report, as enclosed in Appendix D of the SIA report.
-	FMH7035727	Site (Johnson Building)	Hotel	9,087	-	Hotel Employee	3.2	291	1.58	459.78	Unit Flow Factor: GESF - Combined UFF of commercial employees and commercial activities in J10 Restaurant & Hotels is 1.580 m3/person/day. For job types J10 and J11, the "per-employee" unit flow factor takes into account the flows of customers and/or tenants. Worker density: assumed to be 3.2 person per 100 m2 of utilized GFA (Saleable Floor Area (SFA) which is greater than the GFA is adopted hereby) in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for hotels and boarding houses. Please refer to the tab "Area Schedule" or Appendix C of the SIA report for the area schedule of the proposed development.
			Office	703	-	Office Employee	5.5	39	0.08	3.12	Unit Flow Factor: GESF - Combined UFF of commercial employees and commercial activities in J6 Finance, Insurance, Real Estates and Business Services is 0.08 m3/person/day. Worker density: assumed to be 5.5 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for Finance, Insurance, Real Estates and Business Services Please refer to the tab "Area Schedule" or Appendix C of the SIA report for the area schedule of the proposed development.
			F&B	943	-	F&B Employee	5.1	48	1.58	75.84	Unit Flow Factor: GESF - Combined UFF of commercial employees and commercial activities in J10 Restaurant & Hotels is 1.580 m3/person/day. For job types J10 and J11, the "per-employee" unit flow factor takes into account the flows of customers and/or tenants. Worker density: assumed to be 5.1 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for restaurants. Please refer to the tab "Area Schedule" or Appendix C of the SIA report for the area schedule of the proposed development.
B	FMH7035726	Chai Wan Industrial Centre (柴灣中心工業大廈)	Industrial	41,592	-	Industrial Employee	2.3	957	0.33	315.81	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
C1	FMH7034985	Shell Industrial Building (蜆殼工業大廈)	Industrial	13,403	-	Industrial Employee	2.3	308	0.33	101.64	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
	FMH7034985	Glory Industrial Building (光榮工業大廈)	Industrial	7,536	-	Industrial Employee	2.3	173	0.33	57.09	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.

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JOB NUMBER / FILE: 1044815

CALCULATION NUMBER: 01

DRAWING REFERENCE:

JOB TITLE:

Sewerage Impact Assessment for Proposed Hotel Development at 14-16 Lee Chung St, Chai Wan, Hong Kong

REV:	CALCULATION BY:	DATE:	CHECKED BY:	VERIFIED BY:
A	R.L	22 Aug 2025	I.H	H.W

CALCULATION:

01 Calculation of Sewage Loading

Catchment	Sewer Manhole No.	Buildings in Zone	Type of Use	GFA (m^2)	No. of Flat	Type of Population	Occupancy Density (person/100m^2 GFA) or person/room*	Estimated Population	Unit Flow Factor (m^3/day/ person)	Estimated Average Dry Weather Flow (m^3/day)	Remarks
C2	FMH7034985	E-Trade Plaza (東貿廣場)	Office	18,568		Office Employee	5.5	1021	0.08	81.68	Unit Flow Factor: GESF - Combined UFF of commercial employees and commercial activities in J6 Finance, Insurance, Real Estates and Business Services is 0.08 m3/person/day. Worker density: assumed to be 5.5 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for Finance, Insurance, Real Estates and Business Services
	FMH7034985	Hong Kong (Chai Wan) Industrial Building (香港柴灣工業大廈)	Industrial	9,601	-	Industrial Employee	2.3	221	0.33	72.93	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
E	FMH7034991	Hop Shi Factory Building (合時工廠大廈)	Industrial	21,607	-	Industrial Employee	2.3	497	0.33	164.01	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
	FMH7034991	Tak King Industrial Building (德景工業大廈)	Industrial	16,059	-	Industrial Employee	2.3	369	0.33	121.77	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
	FMH7034991	Cheung Tat Centre (祥達中心)	Industrial	19,664	-	Industrial Employee	2.3	452	0.33	149.16	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
	FMH7034991	Wah Ha Estate (華廈邨)	Residential (PR/R1)	-	200	Residents	2.8	560	0.19	106.4	Unit Flow Factor: GESF - UFF of Public Rental/ R1 Private Development is 0.190m3/person/day. Household Density: Average Domestic Household Size is 2.8 persons/ household as per 2021 population census for eastern district.

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JOB NUMBER / FILE:	CALCULATION NUMBER:	DRAWING REFERENCE:
1044815	01	

JOB TITLE:
Sewerage Impact Assessment for Proposed Hotel Development at 14-16 Lee Chung St, Chai Wan, Hong Kong

REV:	CALCULATION BY:	DATE:	CHECKED BY:	VERIFIED BY:
-	R.L	01 Aug2025	I.H	H.W

CALCULATION:

01 Calculation of Sewage Loading (Cont')

Site			
Estimated Average Daily Flow	=	538.74	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	592.61	m^3/day
Contributing Population	=	2195	
Peaking Factor	=	6	
Estimated Peak Flow	=	0.0412	m^3/s

Catchment A			
Estimated Average Daily Flow	=	67.98	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	74.78	m^3/day
Contribution Population	=	277	
Peaking Factor	=	8	
Estimated Peak Flow	=	0.0069	m^3/s

Catchment B			
Estimated Average Daily Flow	=	315.81	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	347.39	m^3/day
Contribution Population	=	1287	
Peaking Factor	=	6	
Estimated Peak Flow	=	0.0241	m^3/s

Catchment C1			
Estimated Average Daily Flow	=	101.64	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	111.80	m^3/day
Contribution Population	=	414	
Peaking Factor	=	8	
Estimated Peak Flow	=	0.0104	m^3/s

Catchment C2			
Estimated Average Daily Flow	=	211.70	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	232.87	m^3/day
Contribution Population	=	862	
Peaking Factor	=	8	
Estimated Peak Flow	=	0.0216	m^3/s

Catchment E			
Estimated Average Daily Flow	=	541.34	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	595.47	m^3/day
Contribution Population	=	2205	
Peaking Factor	=	6	
Estimated Peak Flow	=	0.0414	m^3/s

Catchment A + Site			
Estimated Average Daily Flow	=	606.72	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	667.39	m^3/day
Contribution Population	=	2472	
Peaking Factor	=	6	
Estimated Peak Flow	=	0.0463	m^3/s

CUNDALL

JOB NUMBER / FILE:	CALCULATION NUMBER:	DRAWING REFERENCE:
1044815	01	

JOB TITLE:

Sewerage Impact Assessment for Proposed Hotel Development at 14-16 Lee Chung St, Chai Wan, Hong Kong

REV:	CALCULATION BY:	DATE:	CHECKED BY:	VERIFIED BY:
-	R.L	01 Aug2025	I.H	H.W

CALCULATION:

01 Calculation of Sewage Loading (Cont')

Catchment A & B + Site			
Estimated Average Daily Flow	=	922.53	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	1014.78	m^3/day
Contribution Population	=	3758	
Peaking Factor	=	6	
Estimated Peak Flow	=	0.0705	m^3/s

Catchment A & B & C1 + Site			
Estimated Average Daily Flow	=	1024.17	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	1126.59	m^3/day
Contribution Population	=	4173	
Peaking Factor	=	6	
Estimated Peak Flow	=	0.0782	m^3/s

Catchment A & B & C1 & C2+ Site			
Estimated Average Daily Flow	=	1235.87	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	1359.46	m^3/day
Contribution Population	=	5035	
Peaking Factor	=	5	
Estimated Peak Flow	=	0.0787	m^3/s

Catchment A & B & C1 & C2 & E+ Site			
Estimated Average Daily Flow	=	1777.21	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	1954.93	m^3/day
Contribution Population	=	7240	
Peaking Factor	=	5	
Estimated Peak Flow	=	0.1131	m^3/s

Appendix B Detailed Calculation of Hydraulic Capacity

CUNDALL

JOB NUMBER / FILE: 1044815

CALCULATION NUMBER: 02

DRAWING REFERENCE:

JOB TITLE:

Sewerage Impact Assessment for Proposed Hotel Development at 14-16 Lee Chung St, Chai Wan, Hong Kong

REV:	CALCULATION BY:	DATE:	CHECKED BY:	VERIFIED BY:
A	R.L	22 Aug 2025	I.H	H.W

CALCULATION:

02 Detailed Calculation of Hydraulic Capacity

Sewer Manhole No. (From)	Sewer Manhole No. (To)	Pipe Diameter, D (m)	Cross-section Area, A (m^2)	Wetted Perimeter, P (m)	Length, L (m)	Inlet Invert Level (mPD)	Outlet Invert Level (mPD)	Colebrook-White Roughness Coefficient, Ks (mm)	Hydraulic Radius, R (m)	Slope, s	Velocity, V (m/s)	Pipe Capacity, Q (m^3/s)	Estimated Cumulative Peak Discharge (m^3/s)	Percentage of Pipe capacity	Sufficient Capacity?	Remarks
Terminal Manhole	FMH7035727	0.300	0.0707	0.9425	12.8	6.43	6.28	0.3	0.0750	0.01172	1.8413	0.1302	0.0412	31.6%	Yes	Site - Assumed the uPVC sewer or equivalen to be adopted
FMH7035727	FMH7035726	0.300	0.0707	0.9425	6.6	6.27	6.16	3.0	0.0750	0.01667	1.6050	0.1135	0.0463	40.9%	Yes	Site + Catchment A
FMH7035726	FMH7035052	0.300	0.0707	0.9425	14.2	5.79	5.52	3.0	0.0750	0.01901	1.7146	0.1212	0.0705	58.1%	Yes	Site + Catchment A + Catchment B
FMH7035052	FMH7035049	0.300	0.0707	0.9425	16.0	5.50	5.19	3.0	0.0750	0.01938	1.7308	0.1223	0.0705	57.6%	Yes	
FMH7035049	FMH7034985	0.300	0.0707	0.9425	10.5	5.15	5.05	3.0	0.0750	0.00952	1.2124	0.0857	0.0705	82.2%	Yes	
FMH7034985	FMH7034984	0.400	0.1257	1.2566	36.3	4.77	3.72	3.0	0.1000	0.02893	2.5624	0.3220	0.0787	24.4%	Yes	Site + Catchment A + Catchment B + Catchment C1 & C2
FMH7034984	FMH7034991	0.600	0.2827	1.8850	11.3	3.56	3.23	3.0	0.1500	0.02920	3.3606	0.9502	0.5182	54.5%	Yes	Site + Catchment A + Catchment B + Catchment C1 & C2 + Catchment D (Assumed to be full bore capacity)
FMH7034991	FMH7035005	0.600	0.2827	1.8850	32.3	3.13	2.08	3.0	0.1500	0.03251	3.5458	1.0026	0.5526	55.1%	Yes	Site + Catchment A + Catchment B + Catchment C1 & C2 + Catchment D (Assumed to be full bore capacity) + Catchment E
FMH7035005	FMH7035003	0.600	0.2827	1.8850	5.4	2.08	1.96	3.0	0.1500	0.02206	2.9203	0.8257	0.5526	66.9%	Yes	
FMH7035003	FMH7035002	1.200	1.1310	3.7699	3.5	1.27	1.26	3.0	0.3000	0.00285	1.6384	1.8530	1.3237	71.4%	Yes	- Site + Catchment A + Catchment B + Catchment C1 & C2 + Catchment D (Assumed to be full bore capacity) + Catchment E + Catchment F (Assumed to be full bore capacity) - Assumed the worst Inlet Invert Level:1.27 mPD
FMH7035350	FMH7034984	0.600	0.2827	1.8850	38.3	3.80	3.56	3.0	0.1500	0.00626	1.5544	0.4395	0.4395	100.0%	Yes	Catchment D: Assumed to be full bore capacity
FMH7034982	FMH7035004	0.600	0.2827	1.8850	30.2	1.97	1.39	3.0	0.1500	0.01924	2.7269	0.7710	0.7710	100.0%	Yes	Catchment F: Assumed to be full bore capacity

Remarks:

1 Information from Drainage Services Department (DSD)'s drainage record plans or proposed sewer design

2 Wetted perimeter, P, is calculated from:
$P = \pi D$

3 The mean velocity is calculated using the Colebrook-White Equation for circular pipes flowing full:

$$V = -2(2gDS)^{0.5}\log\left(\frac{k}{3.7D} + \frac{2.51\nu}{D(2gDS)^{0.5}}\right)$$

where

K = Colebrook-White roughness coefficient (m)
V = mean velocity (m/s)
D = circular cross-section pipe, inside diameter (m)
S = slope, in meters per meter
v = kinematic viscosity of water, in meters per second (0.000001306 m/s)
g = gravitational acceleration (m/s^2) (9.807m/s^2)

4 The Colebrook-White Roughness Coefficient, Ks, is assumed to be 6.0 mm, 3.0mm or interpolated values from slimed sewers of concrete (Table 5 in DSD's "Sewerage Manual Part 1") for existing pipes, and 0.3 mm from the slimed sewer of uPVC for new sewer pipes

5 Hydraulic radius, R, is calculated from:
$R = A/P$

6 Peak flow, Q, is calculated from:
$Q = V \times A$

7 With reference Table T-4 in "Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning" issued by EPD, an inflow catchment factor of 1.1 was adopted for the Subject Site.

Appendix C Area Schedule of the Proposed Development

Area Schedule [Saleable Floor Area (SFA)]

Floors	Hotel Rooms (sq m)	Hotel's ancillary uses (including the hotel's F&B, Shops, Services, etc.) (sq m)	Hotel BoH (sq m)	GFA - Other E&M (sq m)
G/F	-	87	-	617
1/F	-	384	-	352
2/F	-	249	165	352
3/F	-	223	160	8
4-27/F	8,184	-	336	288
28-30/F	903	-	42	27
Total	**9,087**	**943**	**703**	**1,644**

Area Schedule [Gross Floor Area (GFA)]

Floors	Hotel Rooms (sq m)	Hotel's ancillary uses (including the hotel's F&B, Shops, Services, etc.) (sq m)	Hotel BoH (sq m)	GFA - Other E&M (sq m)
G/F	-	87	-	617
1/F	-	384	-	352
2/F	-	249	165	352
3/F	-	223	160	8
4-27/F	7,896	-	336	288
28-30/F	870	-	42	27
Total	**8,766**	**943**	**703**	**1,644**

	Area (sq m)	Remarks
Hotel	9,087	SFA which is greater than the GFA is adopted as the worst-case scenario
Office	703	GFA is adopted
F&B	943	GFA is adopted; Assuming all Hotel's ancillary use area as "F&B" as the worst-case scenario

Appendix D Extracts of Minico Building (Catchment A) SIA

CUNDALL

JOB TITLE:

Proposed Redevelopment Works of Minico Building, 18 Lee Chung Street, Chai Wan, Hong Kong

CALCULATION:

01 Calculation of Sewage Loading

JOB NUMBER / FILE:	CALCULATION NUMBER:	DRAWING REFERENCE:
1024307	01	

REV:	CALCULATION BY:	DATE:	CHECKED BY:	VERIFIED BY:
D	C. Chan	30 Sep 2022	J.Yau	

The yellow-highlighted figures and information are adopted in this SIA report.

Catchment	Sewer Manhole No.	Buildings in Zone	Type of Use	GFA	Type of Population	Occupancy Density (person/100m^2 GFA) or person/room*	Estimated Population	Unit Flow Factor (m^3/day/ person)	Estimated Average Dry Weather Flow (m^3/day)	Estimated Average Dry Weather Flow (m^3/day)	Catchment Inflow Factor	Corrected Average Dry Weather Flow (m^3/day)	Contributing Population	Peaking Factor	Estimated Peak Flow (m^3/s)		Remarks
-	FMH7035728	Site	Industrial	8,943	Industrial Employee	2.3	206	0.33	67.98	67.98	1.1	74.78	277	8	0.0069	0.0069	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.

llewelyn davies
ARCHITECTS PLANNERS DESIGNERS
Llewelyn-Davies Hong Kong Ltd

22 October 2025

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

By Hand and Email

Dear Sir,

Section 16 Planning Application in Support of Proposed Minor Relaxation of Plot Ratio Restriction for Proposed Hotel Use at Chai Wan Inland Lots 12 and 43, 14 - 16 Lee Chung Street, Chai Wan, Hong Kong (Application No. A/H20/202)

Reference is made to the captioned Planning Application submitted to the Town Planning Board (the Board) on 11 September 2025. In response to the verbal comments from District Planning Office / Hong Kong (DPO/HK) on 8 October 2025, the Applicant would like to provide the clarifications below to substantiate the captioned planning application.

1. Proposed Weather Canopy

The configuration and the extent of the proposed weather canopy under the Proposed Scheme under the subject S16 planning application will remain unchanged as per the previous approved scheme (i.e. S16 Application No. A/H20/195) of about 19m long. Please note that the extent, height and projection of the proposed weather canopy will be subject to further review taking into consideration the requirements as stipulated under Building (Planning) Regulations (B(P)R) at subsequent detailed design stage for approval of relevant Government departments. For details, please refer to the enclosed updated **Figure 3.3 – Illustrative 1/F Plan** and updated **Figure 3.9 - Illustrative Plan showing Planning Design Merits**.

2. Proposed Building Setback

Please be advised that no bonus GFA will be claimed due to the provision of a 1.1m building setback from the site boundary. The proposed building setback would also serve to comply with the relevant requirements under APP-152 Sustainable Building Design Guidelines.

3. Back of House Facilities

Please be clarified that provision of back of house (BOH) facilities accounts for 5% of the total GFA of the captioned proposed hotel development. With consideration to the requirements as stipulated under relevant APP-40, the GFA for provision of BOH facilities are to be exempted from GFA calculations. This 5% of the total GFA as hotel concession has already been taken into account and included in the Proposed Scheme under the subject S16 planning application.

.../2

4. Descriptions of Loading & Unloading Bays / Laybys

In terms of description of the loading and unloading spaces to be provided in the Proposed Scheme of the subject S16 planning application, we would like to clarify that the descriptions of the provisions as below. The clarifications only relate to the types of vehicles, and there is no change to the proposed numbers of provisions as originally submitted. The descriptions under the Application Form have also been updated accordingly for clarity sake.

Type of Facilities	**Proposed No.**
Goods vehicle loading / unloading ("L/UL") bay	2 comprising of: • 1 for heavy goods vehicle ("HGV") • 1 for light goods vehicle ("LGV")
Taxi and private cars layby	3
Single deck tour bus layby	2

We would like to highlight that the current set of clarifications only serves as technical clarifications, with no changes to the Proposed Scheme and development parameters as submitted on 11 September 2025.

Thank you for your kind attention. Should there be any queries, please do not hesitate to contact the undersigned at [redacted] or our Mr Man Ho at [redacted] / Mr Davy Lam at [redacted].

Yours faithfully
for Llewelyn-Davies Hong Kong Ltd

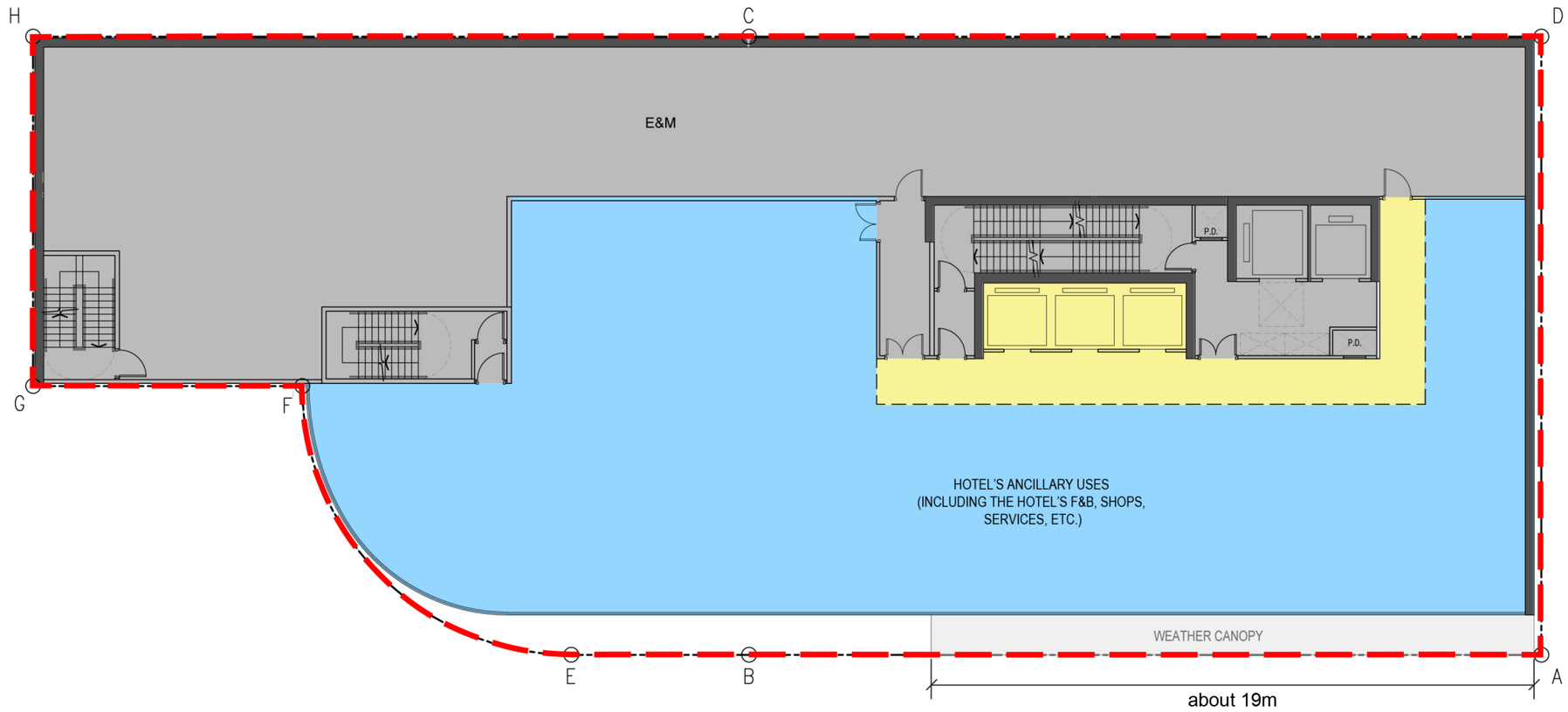
Dickson Hui
Director

DH/MH/dl

Encl.

S:\13623 Johnson Place (S16 for Hotel with PR Relaxation)\Submission\Cover Letter\20250922 - Cover Letter to PlanD.doc

cc
DPO/HK Attn: Ms Gloria Sze (by email)



Application Site

Remark:
The extent, height and projection of the proposed weather canopy will be subject to further review taking into consideration the requirements as stipulated under Building (Planning) Regulations (B(P)R) at subsequent detailed design stage for approval of relevant Government departments

N

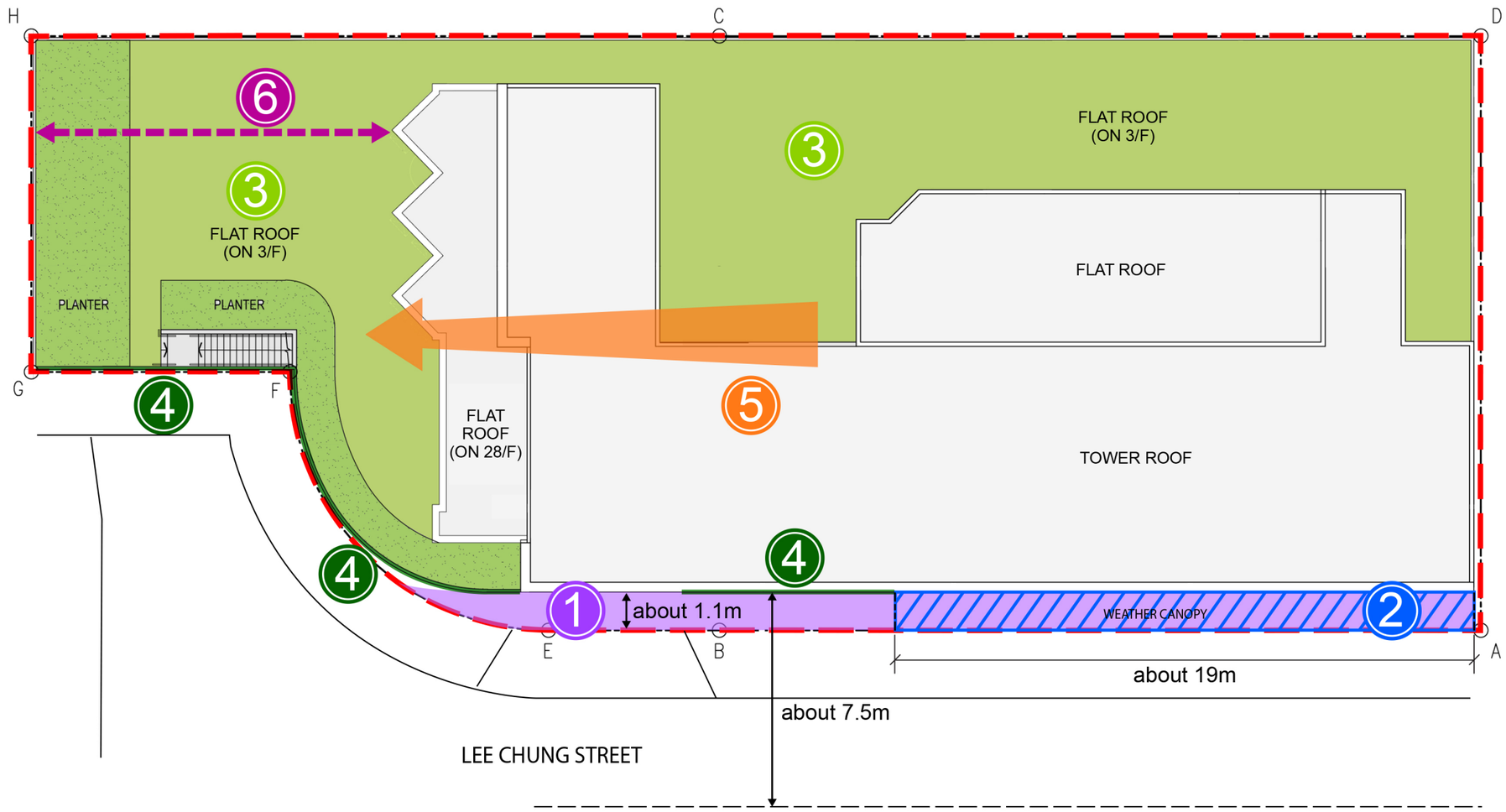
0 1 2 5 10

Aedas

Title

Indicative 1/F Plan

Checked	DH	Drawn	PW
Rev	0	Date	Oct 2025
Scale		Figure	3.3



1. About 7.5m setback from the centre line of Lee Chung Street including about 1.1m full-height setback of the building at G/F to improve the public realm along Lee Chung Street
2. A weather canopy of about 19m long along the building frontage facing Lee Chung Streets to provide better comfort for the pedestrians
3. A Podium Garden on 3/F with roof planters to provide breathing space and serves as a visual relief of the users of the surrounding buildings
4. Vertical green and edge planting to enriches building envelope and soften edges of the building, improving landscape and visual amenity for the public
5. Stepped height profile stepping down from the southwest towards the northeast to break the visual monotony in the area and achieve visual interests and facilitate ventilation
6. An about 9m building separation from the adjoining site to break down the building bulk perceived by the public and increase sunlight penetration into the area

Application Site

N

0 1 2 5 10

Remark:
The extent, height and projection of the proposed weather canopy will be subject to further review taking into consideration the requirements as stipulated under Building (Planning) Regulations (B(P)R) at subsequent detailed design stage for approval of relevant Government departments

Title

Illustrative Plan showing Planning and Design Merits

Checked	DH	Drawn	PW
Rev	0	Date	Oct 2025
Scale		Figure	3.9

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)

Year 2030

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)) Lee Chung 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 4# 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) _____ _____ _____ _____ _____ # Including 1 no. of disabled car parking space
	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 and Private Car Layby 3 Single Deck Tour Bus Layby 2 Light Goods Vehicle Spaces 輕型貨車車位 1 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	☐

(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	5
	Private Car Parking Spaces 私家車車位	4#
	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) _____ _____	# Including 1 no. of disabled car parking space
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	7
	Taxi and Private Car Layby	3
	Single Deck Tour Bus Layby	2
	Light Goods Vehicle Spaces 輕型貨車車位	1
	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）	☐	☐
_____		
_____		

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

Appendix Ic of
MPC Paper No. A/H20/202

llewelyn davies
ARCHITECTS PLANNERS DESIGNERS
Llewelyn-Davies Hong Kong Ltd

13 November 2025

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

By Hand and Email

Dear Sir,

Section 16 Planning Application in Support of Proposed Minor Relaxation of Plot Ratio Restriction for Proposed Hotel Use at Chai Wan Inland Lots 12 and 43, 14 - 16 Lee Chung Street, Chai Wan, Hong Kong (Application No. A/H20/202)

Reference is made to the captioned Planning Application received by the Town Planning Board (the Board) on 2 October 2025 and subsequent department comments received via District Planning Office / Hong Kong (DPO/HK) of Planning Department in November 2025.

In response to the comments from Environmental Protection Department (EPD) on sewerage aspect, the Applicant would like to submit herewith a revised sewerage impact assessment with a responses-to-comments table for departmental circulation and consideration. In particular, the Applicant has conducted a hydraulic assessment including updated calculations covering extended assessment area with additional manholes. The sewage flow estimation has also been reviewed and updated to include flow estimation from downstream catchments as commented by EPD.

Other departmental comments received on traffic and environmental aspects from respective Government departments are currently under review. The Further Information with updated assessments to address departmental concerns on these aspects will be submitted separately in due course.

Thank you for your kind attention. Should there be any queries, please do not hesitate to contact the undersigned at [redacted] or our Mr Davy Lam at [redacted]

Yours faithfully
for Llewelyn-Davies Hong Kong Ltd

Man Ho
Associate Director

RECEIVED
14 NOV 2025
Town Planning Board

Encl.

DH/MH/dl

S:\13623 Johnson Place (S16 for Hotel with PR Relaxation)\FI\FI(2)\20251112 - FI (2) Cover Letter.doc

cc
DPO/HK Attn: Mr. Elton Chung / Ms. Gloria Sze (by email)

Unit No.2001 20/F Eastern Centre 1065 King's Road Quarry Bay Hong Kong T +852 2669 8661 F +852 2526 3261 www.llewelynd.com

Appendix A

Responses to comments table

	Departmental Comments	Responses to Comments
1.	**Comments from Environmental Protection Department received on 5.11.2025**	
	<u>SIA</u>	
1.1	Please clarify the meaning of BoH on page 4.	BOH refers to Back-of-House facilities, which are integral to the normal operation of a hotel, which include security office, management office, and staff restrooms, etc., where staff normally occupy and operate the business activities.
1.2	In Appendix A,	
	(i) Please supplement the breakdown of use of maximum G.F.A. 14,068.8m^2; the sum of G.F.A. of proposed site refers to 10,733m^2.	14,068.8m^2 refers to the total maximum GFA of the subject proposed hotel development, including areas not applicable for SIA calculation, such as staircase, corridor, etc. For the detailed breakdown of the 10,733m^2 GFA adopted in the Sewerage Impact Assessment (SIA), please refer to Appendix C of the revised SIA in **Attachment 1** for consideration.
	(ii) Please conduct the hydraulic assessment up to manhole FMH7035719 and include the sewage flow estimation from downstream catchments, including (1) Kantone Centre and (2) Eltee Building.	Noted. A hydraulic assessment has now been conducted with calculations up to manhole FMH7035719. The sewage flow estimation from downstream catchments, including (1) Kantone Centre and (2) Eltee Building under Catchment G, has been newly included. For details, please refer to Appendix A and B of the revised SIA for consideration. Updates have been marked in orange for easy review.
	(iii) Please provide the source of reference of G.F.A for catchments B, C1, C2, and E.	Please refer to the Appendix E of the revised SIA for the reference sources of the catchment areas. For most of the buildings, the floor areas are accurately measured from the map sources highlighted in the table. The overall area is then best estimated with reference to the nos. of storeys from the quoted online sources. For residential building, the flat numbers were also made reference to the best available online sources.

Attachment 1

Revised Sewerage Impact Assessment

Proposed Hotel Development at 14-16 Lee Chung Street, Chai Wan, Hong Kong

Sewerage Impact Assessment

For: Fortune Creation Development Limited

Job No:	1044815
Doc Ref:	1044000\1044815 – 14-16 Lee Chung Street - SIA\Cundall Docs\Reports\SIA
Latest Revision:	D
Date:	12/11/2025

Cundall Hong Kong Limited 7/F The Hennessy, 256 Hennessy Road, Wanchai, Hong Kong Tel: +852 2566 6260 www.cundall.com

Project Name:	Proposed Hotel Development at 14-16 Lee Chung Street, Chai Wan, Hong Kong
Client:	Fortune Creation Development Limited
Report Title:	Sewerage Impact Assessment
Job Number:	1044815

Document Revision History

Revision Ref	Issue Date	Purpose of issue / description of revision
-	01/08/2025	Initial Issue
A	19/08/2025	Updated as per LD comment
B	20/08/2025	Updated as per Hanison comment
C	22/08/2025	Updated as per NF comment
D	12/11/2025	Updated as per EPD comment

Document Validation (latest issue)

Revision	Issue Date	Purpose of issue / description of revision / version			
D	12/11/2025	Updated as per NF comment			
			Prepared by	Checked by	Verified by
		Initials	Rainbow Leung	Ida Huang	Hannah Wong
		Signature			

Executive Summary

A Sewerage Impact Assessment (SIA) has been conducted to evaluate the possible impacts on the local sewerage network as a result of the Proposed Hotel Development at 14-16 Lee Chung Street, Chai Wan, Hong Kong (the “proposed development”). The assessment has based on the latest proposed floor uses and site surveys and shall serve to:

- assess the potential sewerage impacts arising from the proposed development
- recommend measures to mitigate unacceptable sewerage impacts, if any.

In conclusion, the results of the sewerage impact reveal that the existing sewage capacity is sufficient to cater the cumulative peak discharge arising from the proposed development and development in the vicinity along 12-18 Lee Chung Street.

Contents

1. Introduction

1.1 Site Description

The proposed development is located at 14-16 Lee Chung Street, Chai Wan, Hong Kong (Chai Wan Inland Lots No. 12 & 43) (hereinafter refer to as the “project site”), as shown in Plate 1 below.

Plate 1 Site Location Plan

The proposed hotel development will comprise 363 hotel rooms from 4/F to 30/F (excluding refuge floor), while the remaining areas comprise hotel ancillary uses which will serve for F&B, retail, or other supporting services, lobbies, hotel BoH, E&M, and carpark. The maximum GFA is 14,068.8 m^2, while occupiable area with human activities potentially generating sewage will be 10,733 m^2.

1.2 Existing Sewerage Network

The relevant drainage record plans “11-SE-19A” were reviewed to gather the background information of the existing sewerage infrastructure in the area. Based on the desktop review of drainage record plan and drainage survey, the sewage from the proposed development is expected to be discharged to the manhole no. FMH7035727 through terminal manhole. The sewage will then be diverted to an existing 300mm dia. sewer along Lee Chung Street.

1.3 Objectives

The assessment has based on the latest proposed floor uses and site surveys and shall serve to:

- assess the potential sewerage impacts arising from the proposed development
- recommend measures to mitigate unacceptable sewerage impacts, if any.

2. Design Assumptions and Criteria

2.1 General Assumptions and Criteria

This SIA has been prepared in accordance with the below guidelines and reference:

- Sewerage Manual ("*SM*") published by the Drainage Services Department ("DSD") in 2013.
- Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 ("GESF") published by the Environmental Protection Department ("EPD") in 2005.
- Corresponding Drainage Record Plans published by the Drainage Services Department.
- Commercial and Industrial Floor Space Utilization Survey (CIFSUS) published by the Planning Department.

2.2 Population

The proposed development consists of hotel rooms, hotel BoH, and the hotel's ancillary facilities, which will serve for retail, F&B, or other supporting services in the future. To ensure flexibility in the design of retail, F&B, and other support services, all ancillary hotel areas are conservatively assumed to be "F&B"; hence, the population in the proposed development will be dominated by hotel, F&B, and office activities. The population for each activity is summarized in *Table 1* below.

Since the capacity of proposed development is independent to population growth, the annual growth in population has not been considered in this study. Please refer to the table below and **Appendix A** for a summary of the estimated population at the proposed development and detailed estimation of population per catchment respectively. Area schedule of the proposed development is enclosed in Appendix C for reference.

Type of Population	Estimated Population	Data Source
Proposed Development		
Hotel Employee	291	3.2 person per 100 m^2 of utilized GFA (Saleable Floor Area (SFA) which is greater than the GFA is adopted hereby) in accordance with The Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for "Hotels and Boarding Houses".
Office Employee	39	5.5 person per 100 m^2 of utilized GFA in accordance with The Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for "Finance, Insurance, Real Estates and Business Services".
F&B Employee	48	5.1 person per 100 m^2 of utilized GFA in accordance with The Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for "Restaurants".

Table 1 Population of Proposed Development

2.3 Unit Flow Factors

The unit flow factors tabulated below have been adopted in the calculation of sewerage impact.

Type of Population	Unit Flow Factor (m^3/day/person)	Data Source
Proposed Development		
Hotel Employee	1.58	GESF – J10 Restaurant & Hotels (p.s., the flows of customers and/or tenants are considered)
Office Employee	0.08	GESF – J6 Finance, Insurance, Real Estates and Business Services
F&B Employee	1.58	GESF – J10 Restaurant & Hotels (p.s., the flows of customers and/or tenants are considered)
Other Development in the Vicinity		
Industrial Employee	0.33	GESF – J1 Manufacturing in Hong Kong Island (except Aberdeen & Ap Lei Chau), San Po Kong
Office Employee	0.08	GESF – J6 Finance, Insurance, Real Estates and Business Services
F&B Employee	1.58	GESF – J10 Restaurant & Hotels (p.s., the flows of customers and/or tenants are considered)
Residents - Residential (PR/R1)	0.19	GESF - UFF of Public Rental/ R1 Private Development
Residential (MV/R2)	0.27	GESF - UFF of Modern Village / R2 Private Development
Retail	0.28	GESF - Combined UFF of commercial employees and commercial activities in J4 Wholesale & Retail
Institutional	0.28	GESF - Combined UFF of commercial employees and commercial activities in J11 Community, Social & Personal Services

Table 2 Unit Flow Factors

2.4 Peaking Factors

The peaking factors adopted for peak discharge calculation has made reference to Table T-5 of the *GESF* as extracted below. Peaking factors (including stormwater allowance) from the guidelines have been adopted based on the corresponding population range being served by the sewers throughout the study.

Population Range	Peaking Factor (including stormwater allowance) for facility with existing upstream sewerage	Peaking Factor (excluding stormwater allowance) for facility with new upstream sewerage
<1,000	8	6

Population Range	Peaking Factor (including stormwater allowance) for facility with existing upstream sewerage	Peaking Factor (excluding stormwater allowance) for facility with new upstream sewerage
1,000 – 5,000	6	5
5,000 – 10,000	5	4
10,000 – 50,000	4	3
>50,000	Max($\frac{7.3}{N^{0.15}}$,2.4)	Max($\frac{6}{N^{0.175}}$,1.6)

Note: N is the contributing population in thousands.

Table 3 Peaking Factor for Sewers

2.5 Hydraulic Equation

The Colebrook-White equation can be applied to analyse flow conditions of circular pipes and hence has been adopted for hydraulic analysis of the sewerage system. In this study, conservative values have been adopted for long-term and permanent design. For the existing sewer pipes, a roughness coefficient, *ks*, for slimed sewers of concrete at "Poor" condition of 6.0mm, 3.0mm, or the interpolated values for velocities between 0.75 m/s and 1.2 m/s have been adopted depending on their velocities. For the proposed 300mm dia. sewer connecting the terminal manhole with the manhole FMH7035727, *ks*, for slimed sewers of uPVC at "Poor" condition of 0.3mm has been adopted.

2.6 Catchment Inflow Factor

A catchment inflow means the net overall ingress of water or wastewater to the sewerage system. Since the proposed development and development in the vicinity are located in Chai Wan, a catchment inflow factor of 1.1 has been adopted by making reference to Table T-4 of the *GESF*.

2.7 Calculation Assumptions

The following assumptions were made for assessing the sewerage impact:

1. The following sites are expected to reach the manholes downstream, as annotated in Figure 1:

    a. Minico Building (Catchment A) – diverted to FMH7035728. Extract of the Minico Building SIA is enclosed in Appendix D for reference.

    b. Chai Wan Industrial Centre (Catchment B) – diverted to FMH7035726.

    c. Shell Industrial Building (Catchment C1) – diverted to FMH7034985.

    d. Glory Industrial Building, E-Trade Plaza, Hong Kong (Chai Wan) Industrial Building (Catchment C2) – diverted to FMH7034985.

    e. Upstream of Northwest portion of Lee Chung Street, including Haking (Tung Shing) Industrial Building, Chung On Industrial Building, Shun Yee Factory Building, Fortune Factory Building, Sze Hing Loong Industrial Building, Cheong Wei Industrial Building, Sunrise Industrial Building, Sze Hing

Industrial Building, Fook Hing Factory Building, Greenwood Terrace, Greenwood Terrace – Mall, Chai Wan Health Centre, Bayview Park, Koway Court, Neptune Terrace (Catchment D) – diverted to FMH7034984

f. Hop Shi Factory Building, Tak King Industrial Building, Cheung Tat Centre(Catchment E) - diverted to FMH7034991

g. Downstream of Lee Chung Street, diverted to FMH7035003, including the following segments:

   i. Wah Ha Estates (Catchment F1) – diverted to FMH 7034982

   ii. Downstream of Southwest portion of Lee Chung Street and Kut Shing Street, assume full capacity (Catchment F2) - diverted to FMH7034982

   iii. Downstream of Wan Chai MTR station on Lee Chung Street, assume full capacity (Catchment F3) - diverted to FMH7034982

h. Kantone Centre and Eltee Building on Ning Foo Street (Catchment G) – diverted to FMH7034998

3. Evaluation and Assessment of Impact

Toilet flushing, showering, housekeeping, kitchen and laundry wastewater are the major sewage sources arising from the proposed development. All sewage will be collected by the nearest sewers and the sewers will be connected to the new terminal manhole and eventually directed to Government sewerage networks and treatment facilities.

Base on the design assumptions and criteria as detailed in Section 2 above, the calculation of peak sewage flow from each of the catchment has been tabulated below. Detailed calculation has been presented in **Appendix A**.

Manhole	Catchment Served	Estimated Cumulative Peak Discharge (m^3/s)
Terminal Manhole	Site	0.0412 m^3/s
FMH7035727	Site & A	0.0463 m^3/s
FMH7035726	Site & A & B	0.0705 m^3/s
FMH7034985	Site & A & B & C1 & C2	0.0787 m^3/s
FMH7034984	Site & A & B & C1 & C2 & D	0.2485 m^3/s
FMH7034991	Site & A & B & C1 & C2 & D & E	0.2761 m^3/s
FMH7034999	Site & A & B & C1 & C2 & D & E & F1 & F2 & F3	0.6028 m^3/s
FMH7034998	Site & A & B & C1 & C2 & D & E & F1 & F2 & F3 & G	0.6083 m^3/s

Table 4 Summary of Peak Sewage Flow

The capacities of respective sewers have been calculated in accordance with the *SM* and *GESF*, and the SIA associated with the proposed development have been detailed below and in **Appendix B**.

Sewer Manhole No. (From)	Sewer Manhole No. (To)	Pipe Diameter, D (m)	Pipe Capacity, Q (m^3/s)	Estimated Cumulative Peak Discharge (m^3/s)	Percentage of sewer capacity	Sufficient Capacity?
Terminal Manhole	FMH7035727	0.300	0.1302	0.0412	31.6%	Yes
FMH7035727	FMH7035726	0.300	0.1135	0.0463	40.9%	Yes
FMH7035726	FMH7035052	0.300	0.1212	0.0705	58.1%	Yes

Sewer Manhole No. (From)	Sewer Manhole No. (To)	Pipe Diameter, D (m)	Pipe Capacity, Q (m^3/s)	Estimated Cumulative Peak Discharge (m^3/s)	Percentage of sewer capacity	Sufficient Capacity?
FMH7035052	FMH7035049	0.300	0.1223	0.0705	57.6%	Yes
FMH7035049	FMH7034985	0.300	0.0857	0.0705	82.2%	Yes
FMH7034985	FMH7034984	0.400	0.3220	0.0787	24.4%	Yes
FMH7034984	FMH7034991	0.600	0.9502	0.2485	26.2%	Yes
FMH7034991	FMH7035005	0.600	1.0026	0.2761	27.5%	Yes
FMH7035005	FMH7035003	0.600	0.8257	0.2761	33.4%	Yes
FMH7034982	FMH7035004	0.600	0.7688	0.3267*	42.5%	Yes
FMH7035004	FMH7035003	0.600	0.5752	0.3267	56.8%	Yes
FMH7035003	FMH7035002	1.200	1.3237	0.6028	32.5%	Yes
FMH7035002	FMH7035001	1.200	1.2092	0.6028	49.9%	Yes
FMH7035001	FMH7035000	1.200	1.0581	0.6028	57.0%	Yes
FMH7035000	FMH7034999	1.200	1.0564	0.6028	57.1%	Yes
FMH7034999	FMH7034998	1.200	0.7626	0.6028	79.1%	Yes
FMH7034998	FMH7034996	1.200	0.8587	0.6083	70.8%	Yes
FMH7034996	FMH7035719	1.200	1.0822	0.6083	56.2%	Yes

*The estimated cumulative peak discharge is derived from the sum of Wah Ha Estate to FMH 7034982 (Catchment F1) with the full-bore capacity of two drainage pipelines, all discharging into manhole no. FMH7034982. These include:
1) FMH7034980 to FMH7034982 (Catchment F2)
3) FMH7034983 to FMH7034982 (Catchment F3)

Table 5 Summary of Estimated Sewage Flow Capacities

To summarize, the sewage from the proposed development will be collected and diverted to manhole no. FMH7035727 through a proposed 300mm connection sewer diameter underneath Lee Chung Street. It is expected from the hydraulic calculation that the proposed 300mm dia. sewer, as well as the existing 300mm dia., 400mm dia., and 600mm dia. sewers, can cater to the cumulative peak discharge of the Site and Catchment A to D, and no exceedance of hydraulic capacity is anticipated.

The cumulative flow will continue along the existing 600mm dia. and 1200mm dia. sewers further downstream along Lee Chung Street and Ning Foo Street along with the sewerage flow from Catchment E, Catchment F 1,2 & 3, and Catchment G.

It is expected that the existing sewers are sufficient to cater the cumulative peak flow of the proposed development, and no exceedance of hydraulic capacity is anticipated. The sewage impact associated with the proposed conversion is considered insignificant.

4. Conclusions

A SIA has been conducted to evaluate the potential sewerage impacts on the local sewerage network as a result of the Proposed Hotel Development at 14-16 Lee Chung Street, Chai Wan, Hong Kong.

In conclusion, the results of the sewerage impact reveal that the existing sewage capacity is sufficient to cater to the cumulative peak discharge arising from the proposed development and development in the vicinity along 12-18 Lee Chung Street. Hence, the sewage impact associated with the proposed conversion is considered insignificant.

Figure 1 Drainage Plan

LOK MAN ROAD
樂民道
祥民道
CHEUNG MAN ROAD
平台 Podium
循道衛理聯合教會愛華村服務中心
The Methodist Church Epworth Village Community Centre
道路
Road
興民商場
Hing Man Shopping Centre
民富樓
Man Fu House
房屋署辦事處 (興民邨)
Housing Department Estate Office (Hing Man)
熟食中心
Cooked Food Stall
休憩場地
Sitting-out Area
興民邨
Hing Man Estate
民澤樓
Man Chak House
民逸樓
Man Yat House
遊樂場
Playground
CHAI WAN ROAD
柴灣道
3座 Tower 3
1座 Tower 1
2座 Tower 2
樂翠臺
Neptune Terrace
平台 (下層停車場)
Podium (Car Park under)
泰民街休憩處
Tai Man Street Sitting-out Area
泰民街遊樂場
TAI MAN STREET
泰民街
4座 Tower 4
5座 Tower 5
6座 Tower 6
7座 Tower 7
康翠臺
Greenwood Terrace
商場
Commercial Area
樂民道寵物公園
柴灣警署
Chai Wan Police Station
天主教明德學校
Meng Tak Catholic School
法國國際學校
French International School
籃球場
Basketball Court
天主教鳴沙會張振興伉儷書院
Chong Gene Hang College
看台
Stand
祥民道休憩花園
Cheung Man Road Rest Garden
足球場
Football Field
網球場
Tennis Court
東區走廊
ISLAND EASTERN CORRIDOR
港鐵 (港島綫)
MTR (Island Line)
遊樂場 (下層停車場)
Playground (Car Park under)
翠寧樓
Tsui Ning House
翠灣街
TSUI WAN STREET
柴灣已婚警察宿舍
Chai Wan Police Married Quarters
第二座
Block 2
柴灣公園
Chai Wan Park
第1座 Block 1
第4座 Block 4
第2座 Block 2
第3座 Block 3
高威閣
Koway Court
灣景園
Bayview Park
柴灣健康院
Chai Wan Health Centre
高架道路
Elevated Road
巴士總站
Bus Terminus
天主教海星堂
Star Of The Sea Catholic Church
Pipeline
導管
Yu Hing House
HONG MAN STREET
康民街
勝景工業大廈
Shing King Industrial Building
金萬豐工業大廈
Kam Man Fung Factory Building
康民工業中心
Hong Man Industrial Centre
富誠工業大廈
Fortune Factory Building
B座 Block B
A座 Block A
四興隆工業大廈
Sze Hing Loong Industrial Building
長維工業大廈
Cheong Wei Industrial Building
柴灣中心工業大廈
Chai Wan Industrial Centre
Catchment B
新力工業大廈
Sunrise Industrial Building
泗興工業大樓
Sze Hing Industrial Building
休憩處
復興工廠大廈
Fook Hing Factory Building
祥利街垃圾收集站
柴灣電站
Chai Wan Station Building
銀星中心
Silver Tech Tower
LEE CHUNG STREET
利眾街
信諭工廠大廈
Shun Yee Factory Building
Catchment D
中安工業大廈
Chung On Industrial Building
寶源(東發)工業大樓
Haking (Tung Shing) Industrial Building
光榮工業大廈
Glory Industrial Building
東貿廣場
E-Trade Plaza
Catchment C2
香港柴灣工業大廈
Hong Kong (Chai Wan) Industrial Building
Catchment A
WIP Sep 2024
Terminal Manhole
X1 6.43 - 300
FMH7035727
A1 6.28 - 300
A2 6.28 - 300
X1 6.27 - 300
FMH7035726
A1 6.16 - 300
A2 6.47 - 225
X1 5.79 - 300
FMH7035728
X1 6.28 - 300
FMH7035052
A1 5.52 - 300
X1 5.50 - 300
FMH7035049
A1 5.19 - 300
X1 5.15 - 300
FMH7034985
A1 5.05 - 300
A2 4.90 - 150
A3 4.90 - 150
A4 NA
X1 4.77 - 400
FMH7035350
X1 3.80 - 600
Catchment D: Assume full bore capacity
FMH7034984
A1 3.72 - 400
A2 3.56 - 600
X1 3.56 - 600
FMH7034991
A1 3.13 - 225
A2 3.23 - 600
X1 3.13 - 600
合時工廠大廈
Hop Shi Factory Building
德景工業大廈
Tak King Industrial Building
Catchment E
祥達中心
Cheung Tat Centre
Site
德昌大廈
Johnson Building
誠興大廈
Eltee Building
Catchment G
看通中心
Kantone Centre
Catchment C1
蜆殼工業大廈
Shell Industrial Building
FMH7035719
A1 1.15 - 1200
FMH7034996
A1 1.19 - 1200
X1 1.19 - 1200
FMH7034998
A1 1.21 - 1200
X1 1.21 - 1200
FMH7034999
A1 1.22 - 1200
X1 1.22 - 1200
FMH7035000
A1 1.24 - 1200
X1 1.24 - 1200
FMH7035001
A1 1.25 - 1200
X1 1.25 - 1200
FMH7035002
A1 1.26 - 1200
X1 1.26 - 1200
FMH7035003
A1 1.96 - 600
A2 1.27 - 600
X1 1.27 - 1200
FMH7035005
A1 2.08 - 600
FMH7035004
A1 1.39 - 600
X1 1.39 - 600
FMH7034982
A1 1.97 - 150
A2 2.02 - 600
X1 1.97 - 600
FMH7034983
X1 1.97 - 150
FMH7034980
X1 2.02 - 600
Catchment F3: Assume full bore capacity
Catchment F2: Assume full bore capacity
Catchment F1
華廈邨華欣樓
Wah Yan House, Wah Ha Estate
ESS
RING FOO STREET
寧富街
寧富街美化市容地帶
巴士總站
Bus Terminus
柴灣站
Chai Wan Station
CHUI HANG STREET
翠杏街
KUT SHING STREET
吉勝街
祥利街
CHEUNG LEE STREET
國貿中心
Trend Centre
達藝工業中心
Decca Industrial Centre
聯發隆工業大廈
Luen Fat Loong Industrial Building
致高工業大廈
Chi Ko Industrial Building
吉勝街熟食市場
Kut Shing Street Cooked Food Market
柴灣電話機樓
Chai Wan Telephone Exchange
祥利工業大廈
Cheung Lee Industrial Building
萬峯工業大廈
Man Foong Industrial Building
吉勝大廈
Kut Shing Building
羅屋民俗館
Law Uk Folk Museum
新翠花園
New Jade
第1座
Block 1
第2座
Block 2
港大同學會小學
HKUGA Primary School
高架平台
遊樂場
Playground
怡順街
怡翠苑
Yee Tsui Court
樂怡閣
Lok Yee House
逸怡閣
Yat Yee House
暢怡閣
Cheong Yee House
A座 Block A
B座 Block B
C座 Block C
YEE SHING STREET
怡盛街
YEE SHUN STREET
德福樓
Tak Fook House
宏德居
Walton Estate
德祿樓
Tak Luk House
怡泰街
YEE FUNG STREET

Appendix A Calculation of Flow Estimation

CUNDALL

JOB NUMBER / FILE: 1044815

CALCULATION NUMBER: 01

DRAWING REFERENCE:

JOB TITLE:

Sewerage Impact Assessment for Proposed Hotel Development at 14-16 Lee Chung St, Chai Wan, Hong Kong

REV:	CALCULATION BY:	DATE:	CHECKED BY:	VERIFIED BY:
A	R.L	12 Nov 2025	I.H	H.W

CALCULATION:

01 Calculation of Sewage Loading

Catchment	Sewer Manhole No.	Buildings in Zone	Type of Use	GFA (m2)	No. of Flats	Type of Population	Occupancy Density (person/100m^2 GFA) or person/room*	Estimated Population	Unit Flow Factor (m^3/day/ person)	Estimated Average Dry Weather Flow (m^3/day)	Remarks
A (Upstream)	FMH7035739	Minico Building	Industrial	8,943	-	Industrial Employee	2.3	206	0.33	67.98	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
-	FMH7035728	Site (Johnson Building)	Hotel	9,087	-	Hotel Employee	3.2	291	1.58	459.78	Unit Flow Factor: GESF - Combined UFF of commercial employees and commercial activities in J10 Restaurant & Hotels is 1.580 m3/person/day. For job types J10 and J11, the "per-employee" unit flow factor takes into account the flows of customers and/or tenants. Worker density: assumed to be 3.2 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for hotels and boarding houses.
			Office	703	-	Office Employee	5.5	39	0.08	3.12	Unit Flow Factor: GESF - Combined UFF of commercial employees and commercial activities in J6 Finance, Insurance, Real Estates and Business Services is 0.08 m3/person/day. Worker density: assumed to be 5.5 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for Finance, Insurance, Real Estates and Business Services
			F&B	943	-	F&B Employee	5.1	48	1.58	75.84	Unit Flow Factor: GESF - Combined UFF of commercial employees and commercial activities in J10 Restaurant & Hotels is 1.580 m3/person/day. For job types J10 and J11, the "per-employee" unit flow factor takes into account the flows of customers and/or tenants. Worker density: assumed to be 5.1 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for restaurants.
B	FMH7035726	Chai Wan Industrial Centre (柴灣工業中心)	Industrial	41,592	-	Industrial Employee	2.3	957	0.33	315.81	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
C1	FMH7034985	Shell Industrial Building (蜆殼工業大廈)	Industrial	13,403	-	Industrial Employee	2.3	308	0.33	101.64	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
C2	FMH7034985	Glory Industrial Building (光榮工業大廈)	Industrial	7,536	-	Industrial Employee	2.3	173	0.33	57.09	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
	FMH7034985	E-Trade Plaza (東貿廣場)	Office	18,568		Office Employee	5.5	1021	0.08	81.68	Unit Flow Factor: GESF - Combined UFF of commercial employees and commercial activities in J6 Finance, Insurance, Real Estates and Business Services is 0.08 m3/person/day. Worker density: assumed to be 5.5 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for Finance, Insurance, Real Estates and Business Services
	FMH7034985	Hong Kong (Chai Wan) Industrial Building (香港柴灣工業大廈)	Industrial	9,601	-	Industrial Employee	2.3	221	0.33	72.93	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.

CUNDALL

JOB NUMBER / FILE: 1044815

CALCULATION NUMBER: 01

DRAWING REFERENCE:

JOB TITLE:

Sewerage Impact Assessment for Proposed Hotel Development at 14-16 Lee Chung St, Chai Wan, Hong Kong

REV:	CALCULATION BY:	DATE:	CHECKED BY:	VERIFIED BY:
A	R.L	12 Nov 2025	I.H	H.W

CALCULATION:

01 Calculation of Sewage Loading

Catchment	Sewer Manhole No.	Buildings in Zone	Type of Use	GFA (m2)	No. of Flats	Type of Population	Occupancy Density (person/100m^2 GFA) or person/room*	Estimated Population	Unit Flow Factor (m^3/day/ person)	Estimated Average Dry Weather Flow (m^3/day)	Remarks
D	FMH7034984	Haking (Tung Shing) Industrial Building 寶源(東丞)工業樓	Industrial	12,913	-	Industrial Employee	2.3	297	0.33	98.01	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
	FMH7034984	Chung On Industrial Building 中安工業大廈	Industrial	5,114	-	Industrial Employee	2.3	118	0.33	38.94	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
	FMH7034984	Shun Yee Factory Building 信誼工業大廈	Industrial	5,186	-	Industrial Employee	2.3	119	0.33	39.27	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
	FMH7034984	Fortune Factory Building 富誠工業大廈	Industrial	71,802	-	Industrial Employee	2.3	1651	0.33	544.83	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
	FMH7034984	Sze Hing Loong Industrial Building 四興隆工業大廈	Industrial	10,540	-	Industrial Employee	2.3	242	0.33	79.86	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
	FMH7034984	Cheong Wei Industrial Building 長匯工業大廈	Industrial	6,815	-	Industrial Employee	2.3	157	0.33	51.81	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
	FMH7034984	Sunrise Industrial Building 新力工業大廈	Industrial	16,393	-	Industrial Employee	2.3	377	0.33	124.41	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
	FMH7034984	Sze Hing Industrial Building 泗興工業大廈	Industrial	4,663	-	Industrial Employee	2.3	107	0.33	35.31	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
	FMH7034984	Fook Hing Factory Building 復興工廠大廈	Industrial	4,876	-	Industrial Employee	2.3	112	0.33	36.96	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
	FMH7034984	Greenwood Terrace 康翠臺	Residential (PR/R1)	-	2,100	Residents	2.8	5880	0.19	1117.2	Unit Flow Factor: GESF - UFF of Public Rental/ R1 Private Development is 0.190m3/person/day. Household Density: Average Domestic Household Size is 2.8 persons/ household as per 2021 population census for eastern district.
	FMH7034984	Greenwood Terrace 康翠臺 - Mall	Retail	1,655	-	Retail Employee	3.5	58	0.28	16.24	Unit Flow Factor: GESF - Combined UFF of commercial employees and commercial activities in J4 Wholesale & Retail is 0.280 m3/person/day. Estimated Population: assumed to be 3.5 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for Retail Trade

CUNDALL

JOB NUMBER / FILE: 1044815

CALCULATION NUMBER: 01

DRAWING REFERENCE:

JOB TITLE:

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REV:	CALCULATION BY:	DATE:	CHECKED BY:	VERIFIED BY:
A	R.L	12 Nov 2025	I.H	H.W

CALCULATION:

01 Calculation of Sewage Loading

Catchment	Sewer Manhole No.	Buildings in Zone	Type of Use	GFA (m2)	No. of Flats	Type of Population	Occupancy Density (person/100m^2 GFA) or person/room*	Estimated Population	Unit Flow Factor (m^3/day/ person)	Estimated Average Dry Weather Flow (m^3/day)	Remarks
	FMH7034984	Chai Wan Health Centre	Institutional	2,870	-	Institutional Employee	3.3	95	0.28	26.6	Unit Flow Factor: GESF - Combined UFF of commercial employees and commercial activities in J11 Community, Social & Personal Services is 0.280 m3/person/day. Worker density: assumed to be 3.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for community, social & personal services.
	FMH7034984	Bayview Park 灣景園	Residential (MV/R2)	-	212	Residents	2.8	594	0.27	160.38	Unit Flow Factor: GESF - UFF of Modern Village / R2 Private Development is 0.270m3/person/day. Household Density: Average Domestic Household Size is 2.8 persons/ household as per 2021 population census for eastern district.
	FMH7034984	Koway Court 高威閣	Residential (MV/R2)	-	704	Residents	2.8	1971	0.27	532.17	Unit Flow Factor: GESF - UFF of Modern Village / R2 Private Development is 0.270m3/person/day. Household Density: Average Domestic Household Size is 2.8 persons/ household as per 2021 population census for eastern district.
	FMH7034984	Neptune Terrace 樂翠臺	Residential (MV/R2)	-	978	Residents	2.8	2738	0.27	739.26	Unit Flow Factor: GESF - UFF of Modern Village / R2 Private Development is 0.270m3/person/day. Household Density: Average Domestic Household Size is 2.8 persons/ household as per 2021 population census for eastern district.
E	FMH7034991	Hop Shi Factory Building (合時工廠大廈)	Industrial	21,607	-	Industrial Employee	2.3	497	0.33	164.01	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
	FMH7034991	Tak King Industrial Building (德景工業大廈)	Industrial	16,059	-	Industrial Employee	2.3	369	0.33	121.77	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
	FMH7034991	Cheung Tat Centre (祥達中心)	Industrial	19,664	-	Industrial Employee	2.3	452	0.33	149.16	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
F1	FMH7035003	Wah Ha Estate (華廈邨)	Residential (PR/R1)	-	200	Industrial Employee	2.8	560	0.19	106.4	Unit Flow Factor: GESF - UFF of Public Rental/ R1 Private Development is 0.190m3/person/day. Household Density: Average Domestic Household Size is 2.8 persons/ household as per 2021 population census for eastern district.
G	FMH7034998	Kantone Centre 看通中心	Industrial	3,928	-	Industrial Employee	2.3	90	0.33	29.7	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.
	FMH7034998	Eltee Building 誠興大廈	Office	5,534	-	Office Employee	5.5	304	0.08	24.32	Unit Flow Factor: GESF - Combined UFF of commercial employees and commercial activities in J6 Finance, Insurance, Real Estates and Business Services is 0.08 m3/person/day. Worker density: assumed to be 5.5 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for Finance, Insurance, Real Estates and Business Services

CUNDALL

JOB NUMBER / FILE: 1044815

CALCULATION NUMBER: 01

DRAWING REFERENCE:

JOB TITLE:

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A	R.L	12 Nov 2025	I.H	H.W

CALCULATION:

01 Calculation of Sewage Loading

Catchment	Sewer Manhole No.	Buildings in Zone	Type of Use	GFA (m2)	No. of Flats	Type of Population	Occupancy Density (person/100m^2 GFA) or person/room*	Estimated Population	Unit Flow Factor (m^3/day/ person)	Estimated Average Dry Weather Flow (m^3/day)	Remarks
Catchment D	**Swimming Pool at Bayview Park**										
	Swimming Pool Area, m2		181.47	Measured from Geoinfo map							
	Height of Swimming Pool, m		1.50	Assumed height							
1	Estimated volume of the Swimming pool, m^3		272.21								
2	**Turnover Rate, hour**		**6.00**	Outdoor Swimming Pool Turnver Rate - General Specification for Swimming Pool Water Treatment Installation							
3	**Surface Loading Rate of Filter, m^3/m^2/hr**		**20.00**								
4	Required Filter Area, m^2		2.27	(1)/(2)/(3)							
5	**Backwash Duration (mins)**		**3.00**								
6	**Backwash Flow Rate, m^3/m^2/hr**		**30.00**								
7	Maximum backwash volume, m^3/day		3.40								
	Assumed Discharge Duration (min)		3.00								
	Discharge Flow Rate, m3/min		1.13								
	Discharge Flow Rate, m3/s		0.02								

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CALCULATION:

01 Calculation of Sewage Loading (Cont')

Site			
Estimated Average Daily Flow	=	538.74	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	592.61	m^3/day
Contributing Population	=	2195	
Peaking Factor	=	6	
Estimated Peak Flow	=	0.0412	m^3/s

Catchment A			
Estimated Average Daily Flow	=	67.98	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	74.78	m^3/day
Contribution Population	=	277	
Peaking Factor	=	8	
Estimated Peak Flow	=	0.0069	m^3/s

Catchment B			
Estimated Average Daily Flow	=	315.81	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	347.39	m^3/day
Contribution Population	=	1287	
Peaking Factor	=	6	
Estimated Peak Flow	=	0.0241	m^3/s

Catchment C1			
Estimated Average Daily Flow	=	101.64	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	111.80	m^3/day
Contribution Population	=	414	
Peaking Factor	=	8	
Estimated Peak Flow	=	0.0104	m^3/s

Catchment C2			
Estimated Average Daily Flow	=	211.70	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	232.87	m^3/day
Contribution Population	=	862	
Peaking Factor	=	8	
Estimated Peak Flow	=	0.0216	m^3/s

Catchment D			
Estimated Average Daily Flow	=	3644.65	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	4009.12	m^3/day
Contribution Population	=	14849	
Peaking Factor	=	4	
Estimated Peak Flow	=	0.1856	m^3/s

Catchment E			
Estimated Average Daily Flow	=	541.34	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	595.47	m^3/day
Contribution Population	=	2205	
Peaking Factor	=	6	
Estimated Peak Flow	=	0.0414	m^3/s

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CALCULATION:

01 Calculation of Sewage Loading (Cont')

Catchment F1			
Estimated Average Daily Flow	=	106.40	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	117.04	m^3/day
Contribution Population	=	433	
Peaking Factor	=	8	
Estimated Peak Flow	=	0.0108	m^3/s

Catchment G			
Estimated Average Daily Flow	=	54.02	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	59.42	m^3/day
Contribution Population	=	220	
Peaking Factor	=	8	
Estimated Peak Flow	=	0.0055	m^3/s

Catchment A + Site			
Estimated Average Daily Flow	=	606.72	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	667.39	m^3/day
Contribution Population	=	2472	
Peaking Factor	=	6	
Estimated Peak Flow	=	0.0463	m^3/s

Catchment A & B + Site			
Estimated Average Daily Flow	=	922.53	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	1014.78	m^3/day
Contribution Population	=	3758	
Peaking Factor	=	6	
Estimated Peak Flow	=	0.0705	m^3/s

Catchment A & B & C1 + Site			
Estimated Average Daily Flow	=	1024.17	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	1126.59	m^3/day
Contribution Population	=	4173	
Peaking Factor	=	6	
Estimated Peak Flow	=	0.0782	m^3/s

Catchment A & B & C1 & C2+ Site			
Estimated Average Daily Flow	=	1235.87	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	1359.46	m^3/day
Contribution Population	=	5035	
Peaking Factor	=	5	
Estimated Peak Flow	=	0.0787	m^3/s

Catchment A & B & C1 & C2 & D + Site			
Estimated Average Daily Flow	=	4880.52	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	5368.57	m^3/day
Contribution Population	=	19884	
Peaking Factor	=	4	
Estimated Peak Flow	=	0.2485	m^3/s

CUNDALL

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Sewerage Impact Assessment for Proposed Hotel Development at 14-16 Lee Chung St, Chai Wan, Hong Kong

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CALCULATION:

01 Calculation of Sewage Loading (Cont')

Catchment A & B & C1 & C2 & D & E+ Site			
Estimated Average Daily Flow	=	5421.86	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	5964.05	m^3/day
Contribution Population	=	22089	
Peaking Factor	=	4	
Estimated Peak Flow	=	0.2761	m^3/s

Catchment A & B & C1 & C2 & D & E & G + Site			
Estimated Average Daily Flow	=	5475.88	m^3/day
Catchment Inflow Factor	=	1.1	
Corrected Average Daily Flow	=	6023.47	m^3/day
Contribution Population	=	22309	
Peaking Factor	=	4	
Estimated Peak Flow	=	0.2789	m^3/s

Appendix B Detailed Calculation of Hydraulic Capacity

CUNDALL

JOB NUMBER / FILE: 1044815

CALCULATION NUMBER: 02

DRAWING REFERENCE:

JOB TITLE:

Sewerage Impact Assessment for Proposed Hotel Development at 14-16 Lee Chung St, Chai Wan, Hong Kong

REV:	CALCULATION BY:	DATE:	CHECKED BY:	VERIFIED BY:
A	R.L	12 Nov 2025	I.H	H.W

CALCULATION:

02 Detailed Calculation of Hydraulic Capacity

Sewer Manhole No. (From)	Sewer Manhole No. (To)	Pipe Diameter, D (m)	Cross-section Area, A (m^2)	Wetted Perimeter, P (m)	Length, L (m)	Inlet Invert Level (mPD)	Outlet Invert Level (mPD)	Colebrook-White Roughness Coefficient, Ks (mm)	Hydraulic Radius, R (m)	Slope, s	Velocity, V (m/s)	Pipe Capacity, Q (m^3/s)	Estimated Cumulative Peak Discharge (m^3/s)	Percentage of Pipe capacity	Sufficient Capacity?	Remarks
Terminal Manhole	FMH7035727	0.300	0.0707	0.9425	12.8	6.43	6.28	0.3	0.0750	0.01172	1.8413	0.1302	0.0412	31.6%	Yes	Site - Assumed the uPVC sewer or equivalen to be adopted
FMH7035727	FMH7035726	0.300	0.0707	0.9425	6.6	6.27	6.16	3.0	0.0750	0.01667	1.6050	0.1135	0.0463	40.9%	Yes	Site + Catchment A
FMH7035726	FMH7035052	0.300	0.0707	0.9425	14.2	5.79	5.52	3.0	0.0750	0.01901	1.7146	0.1212	0.0705	58.1%	Yes	Site + Catchment A + Catchment B
FMH7035052	FMH7035049	0.300	0.0707	0.9425	16.0	5.50	5.19	3.0	0.0750	0.01938	1.7308	0.1223	0.0705	57.6%	Yes	
FMH7035049	FMH7034985	0.300	0.0707	0.9425	10.5	5.15	5.05	3.0	0.0750	0.00952	1.2124	0.0857	0.0705	82.2%	Yes	
FMH7034985	FMH7034984	0.400	0.1257	1.2566	36.3	4.77	3.72	3.0	0.1000	0.02893	2.5624	0.3220	0.0787	24.4%	Yes	Site + Catchment A + Catchment B + Catchment C1 & C2
FMH7034984	FMH7034991	0.600	0.2827	1.8850	11.3	3.56	3.23	3.0	0.1500	0.02920	3.3606	0.9502	0.2485	26.2%	Yes	Site + Catchment A + Catchment B + Catchment C1 & C2 + Catchment D
FMH7034991	FMH7035005	0.600	0.2827	1.8850	32.3	3.13	2.08	3.0	0.1500	0.03251	3.5458	1.0026	0.2761	27.5%	Yes	Site + Catchment A + Catchment B + Catchment C1 & C2 + Catchment D + Catchment E
FMH7035005	FMH7035003	0.600	0.2827	1.8850	5.4	2.08	1.96	3.0	0.1500	0.02206	2.9203	0.8257	0.2761	33.4%	Yes	
FMH7035003	FMH7035002	1.200	1.1310	3.7699	3.5	1.27	1.26	3.0	0.3000	0.00285	1.6384	1.8530	0.6028	32.5%	Yes	Site + Catchment A + Catchment B + Catchment C1 & C2 + Catchment D+ Catchment E + Catchment F1 & F2 & F3 (Assumed to be full bore capacity for F2 and F3) - Assumed the worst Inlet Invert Level:1.27 mPD
FMH7035002	FMH7035001	1.200	1.1310	3.7699	7.7	1.26	1.25	3.9	0.3000	0.00130	1.0692	1.2092	0.6028	49.9%	Yes	
FMH7035001	FMH7035000	1.200	1.1310	3.7699	9.4	1.25	1.24	4.8	0.3000	0.00106	0.9356	1.0581	0.6028	57.0%	Yes	
FMH7035000	FMH7034999	1.200	1.1310	3.7699	18.9	1.24	1.22	4.8	0.3000	0.00106	0.9341	1.0564	0.6028	57.1%	Yes	
FMH7034999	FMH7034998	1.200	1.1310	3.7699	17.0	1.22	1.21	6.0	0.3000	0.00059	0.6743	0.7626	0.6028	79.1%	Yes	
FMH7034998	FMH7034996	1.200	1.1310	3.7699	26.9	1.21	1.19	5.9	0.3000	0.00074	0.7593	0.8587	0.6083	70.8%	Yes	Site + Catchment A + Catchment B + Catchment C1 & C2 + Catchment D + Catchment E + Catchment F1 & F2 & F3 (Assumed to be full bore capacity for F2 and F3) + Catchment G
FMH7034996	FMH7035719	1.200	1.1310	3.7699	36.4	1.19	1.15	4.6	0.3000	0.00110	0.9568	1.0822	0.6083	56.2%	Yes	
FMH7034980	FMH7034982	0.600	0.2827	1.8850	29.5	2.10	2.02	4.6	0.1500	0.00271	0.9556	0.2702	0.2702	100.0%	Yes	Catchment F2: Assumed to be full bore capacity
FMH7034983	FMH7034982	0.150	0.0177	0.4712	11.0	3.19	**1.97**	3.00	0.0375	0.11091	2.5867	0.0457	0.0457	100.0%	Yes	Catchment F3: Assumed to be full bore capacity - Assumed outlet invert level as 1.97 mPD with reference to the upstream of FWD7039269
FMH7034982	FMH7035004	0.600	0.2827	1.8850	30.3	1.97	1.39	3.00	0.1500	0.01913	2.7192	0.7688	0.3267	42.5%	Yes	Catchment F1, F2 & F3 (Assumed to be full bore capacity for F2 and F3)
FMH7035004	FMH7035003	0.600	0.2827	1.8850	11.2	1.39	**1.27**	3.00	0.1500	0.01071	2.0342	0.5752	0.3267	56.8%	Yes	Downstream invert level is assumed be the upstream of FMH035003:1.27 mPD

Remarks:

1 Information from Drainage Services Department (DSD)'s drainage record plans or proposed sewer design

2 Wetted perimeter, P, is calculated from:
P = πD

3 The mean velocity is calculated using the Colebrook-White Equation for circular pipes flowing full:

$$V = -2(2gDS)^{0.5}\log\left(\frac{k}{3.7D} + \frac{2.5\nu}{D(2gDS)^{0.5}}\right)$$

where

K = Colebrook-White roughness coefficient (m)
V = mean velocity (m/s)
D = circular cross-section pipe, inside diameter (m)
S = slope, in meters per meter
v = kinematic viscosity of water, in meters per second (0.000001306 m/s)
g = gravitational acceleration (m/s^2) (9.807m/s^2)

4 The Colebrook-White Roughness Coefficient, Ks, is assumed to be 6.0 mm, 3.0mm or interpolated values from slimed sewers of concrete (Table 5 in DSD's "Sewerage Manual Part 1") for existing pipes, and 0.3 mm from the slimed sewer of uPVC for new sewer pipes

5 Hydraulic radius, R, is calculated from:
R = A/P

6 Peak flow, Q, is calculated from:
Q = V x A

7 With reference Table T-4 in "Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning" issued by EPD, an inflow catchment factor of 1.1 was adopted for the Subject Site.

Appendix C Area Schedule of the Proposed Development

Area Schedule [Saleable Floor Area (SFA)]

Floors	Hotel Rooms (sq m)	Hotel's ancillary uses (including the hotel's F&B, Shops, Services, etc.) (sq m)	Hotel BoH (sq m)	GFA - Other E&M (sq m)
G/F	-	87	-	617
1/F	-	384	-	352
2/F	-	249	165	352
3/F	-	223	160	8
4-27/F	8,184	-	336	288
28-30/F	903	-	42	27
Total	**9,087**	**943**	**703**	**1,644**

Area Schedule [Gross Floor Area (GFA)]

Floors	Hotel Rooms (sq m)	Hotel's ancillary uses (including the hotel's F&B, Shops, Services, etc.) (sq m)	Hotel BoH (sq m)	GFA - Other E&M (sq m)
G/F	-	87	-	617
1/F	-	384	-	352
2/F	-	249	165	352
3/F	-	223	160	8
4-27/F	7,896	-	336	288
28-30/F	870	-	42	27
Total	**8,766**	**943**	**703**	**1,644**

	Area (sq m)	Remarks
Hotel	9,087	SFA which is greater than the GFA is adopted as the worst-case scenario
Office	703	GFA is adopted
F&B	943	GFA is adopted; Assuming all Hotel's ancillary use area as "F&B" as the worst-case scenario
Total	**10,733**	

Remarks: 14,068.8m2 refers to the total maximum GFA of the subject proposed hotel development, which will include areas not applicable for SIA calculation, such as staircase, corridor, etc.

Appendix D Extracts of Minico Building (Catchment A) SIA

CUNDALL

JOB TITLE:

Proposed Redevelopment Works of Minico Building, 18 Lee Chung Street, Chai Wan, Hong Kong

CALCULATION:

01 Calculation of Sewage Loading

JOB NUMBER / FILE:	CALCULATION NUMBER:	DRAWING REFERENCE:
1024307	01	

REV:	CALCULATION BY:	DATE:	CHECKED BY:	VERIFIED BY:
D	C. Chan	30 Sep 2022	J.Yau	

The yellow-highlighted figures and information are adopted in this SIA report.

Catchment	Sewer Manhole No.	Buildings in Zone	Type of Use	GFA	Type of Population	Occupancy Density (person/100m^2 GFA) or person/room*	Estimated Population	Unit Flow Factor (m^3/day/ person)	Estimated Average Dry Weather Flow (m^3/day)	Estimated Average Dry Weather Flow (m^3/day)	Catchment Inflow Factor	Corrected Average Dry Weather Flow (m^3/day)	Contributing Population	Peaking Factor	Estimated Peak Flow (m^3/s)		Remarks
-	FMH7035728	Site	Industrial	8,943	Industrial Employee	2.3	206	0.33	67.98	67.98	1.1	74.78	277	8	0.0069	0.0069	Unit Flow Factor: GESF - Combined UFF of industrial employees and industrial activities in J1 Manufacturing in Hong Kong Island (except Aderdeen & Ap Lei Chau), San Po Kong is 0.33 m3/person/day. Worker density: assumed to be 2.3 person per 100 m2 of utilized GFA in accordance with Planning Department's "Commercial and Industrial Floor Space Utilization Survey", worker density by Industry Group (Figure 9) for manufacturing.

Appendix E Area Reference for Catchments

Catchment Area	Name	Area per floor (Measured from Map/ from online source) (m2)	Storey	Overall Area	Flat no. (For residential only)	Remarks/ Reference for storeys/ area
B	Chai Wan Industrial Centre	1,808	23	41,592	-	Property Information about Chaiwan Industrial Centre | Centaline Commercial
C1	Shell Industrial Building	1,117	12	13,403	-	https://property.jll.com.hk/en/industrial-lease/hong-kong/chai-wan/shell-industrial-building-hk-p-1976
C2	Glory Industrial Building	628	12	7,536	-	https://www.leasinghub.com/building/glory-industrial-building/4444
C2	E-Trade Plaza	-	26	18,568	-	https://office.propwiser.com.hk/en/Building/chai-wan/e-trade-plaza/94
C2	Hong Kong (Chai Wan) Industrial Building	1,067	9	9,601	-	https://www.leasinghub.com/building/hong-kong-chai-wan-industrial-building/4446
D	Greenwood Terrace	-	-	-	2,100.00	https://hk.centanet.com/estate/en/Greenwood%20Terrace/2-SGEDWPWJPA
D	Bayview Park	-	-	-	212.00	https://hk.centanet.com/estate/en/Bayview%20Park/2-ODJJQRVYRQ
D	Koway Court	-	-	-	704.00	https://hk.centanet.com/estate/en/Koway-Court/2-ODRQURSARQ
D	Neptune Terrace	-	-	-	978.00	https://hk.centanet.com/estate/en/Neptune-Terrace/2-SGYGWPWYPA
D	Haking (Tung Shing) Industrial Building	807	16	12,913	-	https://www.century21-hk.net/propertyinfo_detail.php?sno=3175
D	Chung On Industrial Building	568	9	5,114	-	https://oir.centanet.com/en/property/industrial/hong-kong-chai-wan-chung-on-industrial-building/detail/8b0aff5a-1d8c-4cd4-9bd8-082ab9c7ed29/
D	Shun Yee Factory Building	519	10	5,186	-	https://oir.centanet.com/en/property/industrial/hong-kong-chai-wan-shun-yee-factory-building/detail/e4a08a7b-531a-4308-9c4e-0c93c3452481/
D	Fortune Factory Building	2,992	24	71,802	-	https://oir.centanet.com/en/property/industrial/hong-kong-chai-wan-fortune-factory-building-a/detail/c49d453d-d541-47b3-93fe-5e02cbb42540/
D						https://oir.centanet.com/en/property/industrial/hong-kong-chai-wan-fortune-factory-building-b/detail/67f0c98b-6d7f-442d-8ea8-9a7c23dc1536/
D	Sze Hing Loong Industrial Building	811	13	10,540	-	https://oir.centanet.com/en/property/industrial/hong-kong-chai-wan-sze-hing-loong-industrial-building/detail/d21a846d-5ac4-4aca-a13a-096c6d887fd5/
D	Cheong Wei Industrial Building	524	13	6,815	-	https://oir.centanet.com/en/property/industrial/hong-kong-chai-wan-cheung-wei-industrial-building/detail/0b68d107-178f-42e8-8529-01dc5ee89ba6/
D	Sunrise Industrial Building	745	22	16,393	-	https://oir.centanet.com/en/property/industrial/hong-kong-chai-wan-sunrise-industrial-building/detail/0780812b-2772-41d8-a4c2-1968e7bc70fe/
D	Sze Hing Industrial Building	389	12	4,663	-	https://oir.centanet.com/en/property/industrial/hong-kong-chai-wan-sze-hing-industrial-building/detail/87d769ce-447b-49b2-b79c-a85e5a68054e/
D	Fook Hing Factory Building	488	10	4,876	-	https://oir.centanet.com/en/property/industrial/hong-kong-chai-wan-fook-hing-factory-building/detail/600f1ce0-80c7-4196-ac94-7e3671f7bafe/
D	Greenwood Terrace - Mall	1,655	1	1,655	-	Google Map
D	Chai Wan Health Centre	718	4	2,870	-	Google Map
E	Wah Ha Estate	-	-	-	200.00	https://www.housingauthority.gov.hk/en/global-elements/estate-locator/detail.html?propId=1&id=1479787519580&dist=17
E	Hop Shi Factory Building	2,161	10	21,607	-	https://oir.centanet.com/en/property/industrial/hong-kong-chai-wan-hop-shi-factory-building/detail/dcd3b9dd-325f-4877-9513-4c7f93760ce8/
E	Tak King Industrial Building	669	24	16,059	-	https://oir.centanet.com/en/property/industrial/hong-kong-chai-wan-tak-king-industrial-building/detail/fc19f3ec-e057-4063-b3d5-be113bb9bdbf/
E	Cheung Tat Centre	819	24	19,664	-	https://oir.centanet.com/property/industrial/hong-kong-chai-wan-cheung-tat-centre/detail/c8a89772-81bf-4106-a949-7c1b65a5f90d/
G	Kantone Centre	436	9	3,928	-	https://oir.centanet.com/en/property/industrial/hong-kong-chai-wan-%E7%9C%8B%E9%80%9A%E4%B8%AD%E5%BF%83/detail/19cd1daf-41c8-4200-8c9d-f7fa40e822de/
G	Eltee Building	461	12	5,534	-	https://www.leasinghub.com/building/eltee-building/4450

llewelyn davies
ARCHITECTS PLANNERS DESIGNERS
Llewelyn-Davies Hong Kong Ltd

28 November 2025

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

By Hand and Email

Dear Sir,

Section 16 Planning Application in Support of Proposed Minor Relaxation of Plot Ratio Restriction for Proposed Hotel Use at Chai Wan Inland Lots 12 and 43, 14 - 16 Lee Chung Street, Chai Wan, Hong Kong (Application No. A/H20/202)

Reference is made to the captioned Planning Application received by the Town Planning Board (the Board) on 2 October 2025 and subsequent department comments of Transport Department and Environmental Protection Department received via District Planning Office / Hong Kong (DPO/HK) of Planning Department in November 2025.

To address concerns of Transport Department, the Applicant would like to submit herewith a revised Traffic Impact Assessment (see **Attachment B**) for departmental consideration. In particular about the concerns on the pick-up/drop-off arrangement of coaches at G/F, the Applicant has reviewed the layout of G/F of the Proposed Development for provision of a designated pedestrian route to and from the lift lobby (see **Attachment C**). The internal layout at 1/F plan has also been slightly adjusted to accommodate the changes made to the G/F accordingly. To facilitate departmental review, a responses-to-comments table is also hereby provided in **Attachment A**.

Thank you for your kind attention. Should there be any queries, please do not hesitate to contact the undersigned at [redacted] / Mr Davy Lam at [redacted].

Yours faithfully
for Llewelyn-Davies Hong Kong Ltd

Man Ho
Associate Director

MH/dl

Encl.

S:\13623 Johnson Place (S16 for Hotel with PR Relaxation)\FI\FI(3)\20251128 - FI (3) Cover Letter.doc

cc
DPO/HK Attn: Mr Elton Chung / Ms Gloria Sze (by email)

Attachment A

Responses-to-comments Table

	Departmental Comments	Responses to Comments
1.	**Comments from Environmental Protection Department received on 5.11.2025**	
	<u>Planning Statement</u>	
1.1	Please confirm and state in the planning statement that	
	(i) the fixed plants of the building will be properly designed and installed to satisfy the relevant noise criteria in the HKPSG and	Please be confirmed that fixed plants of the building will be properly designed and installed to satisfy the relevant noise criteria in the HKPSG. Please see the replacement pages of planning statement in **Attachment C** for reference.
	(ii) relevant EPD guidelines will be followed to minimize construction noise impacts.	Please be confirmed that relevant EPD guidelines will be followed to minimize construction noise impacts. Please see the replacement pages of planning statement in **Attachment C** for reference.
1.2	Please address potential air quality impact of the Proposed Development that	
	(i) relevant EPD guidelines will be followed to minimize construction air quality impact;	Please be confirmed that the construction works will comply with all relevant legislations and guidelines in all case and at all time. In particular, relevant practices will be adopted so as to minimise the air quality impact arising from the construction phase, including:- 1. Good site management: high standards of housekeeping to prevent emissions of fugitive dust would be maintained to minimise the release of visible dust emission, such as cleaning, repair and maintenance of all plant facilities within the work areas should be carried out in a manner minimising generation of fugitive dust emissions 2. Careful debris handling: debris to be covered entirely by impervious sheeting or stored in a debris collection area sheltered on the top and the three sides 3. Wheel washing: to ensure every vehicle be washed to remove any dusty materials from its body and wheels With strictly compliance of relevant control requirements stipulated under the legislation and standard guidelines, no adverse air quality impacts are anticipated during the construction phase.

	Departmental Comments	Responses to Comments
	(ii) central air-conditioning will be provided and no openable windows within the buffer zone;	Please be confirmed that central air-conditioning system will be equipped in the proposed development and no openable windows will be provided within the buffer zone. The fresh air intake point of the air-conditioning system and recreational uses in open space will meet the buffer distance requirement in HKPSG.
	(iii) whether there is any chimney within 200m from the site boundary and their potential air quality impact; and	Desktop study has revealed that no industrial chimney located within 200m assessment area. Site survey is being conducted to validate the findings. It will be submitted separately in forthcoming Further Information for review at the soonest.
	(iv) whether there is any odour impact.	The Proposed Development is located in industrial area that is mainly occupied by commercial uses. The Chai Wan Park is located to the east and residential buildings are located to the west with about 25m and 50m respectively. Desktop study has revealed that no potential odour source is identified within the assessment area. Odour survey is being conducted to validate the findings. It will be submitted separately in forthcoming Further Information for review at the soonest.
2.	**Comments from Transport Department received on 6.11.2025**	
	Appendix A – TIA Report <u>Section 2 – Existing Situation</u>	
2.1	Para. 2.3 and Figure 2.1 – please indicate the proposed Area of Influence.	The area of Influence has been indicated in Figure 2.1 of the revised Traffic Impact Assessment (TIA) in **Attachment B1**.
2.2	Para. 2.7 on Public Transport Facilities – the impact to be brought by the development, as well as any enhancement and improvement of existing public transport facilities required, shall be assessed and reported in the relevant Section of the report.	The potential impact to public transport service has been accessed and the findings has shown that passengers generated by the Proposed Hotel would have negligible impact. Hence, no enhancement or improvement of existing public transport facilities is required. For details of the public transport assessment, please refer to the Paragraph 5.12 and 5.13 of the revised TIA in **Attachment B1**.

<table>
<tr><th></th><th>Departmental Comments</th><th>Responses to Comments</th></tr>
<tr><td></td><td><u>Section 4 – Traffic Impact</u></td><td></td></tr>
<tr><td>2.3</td><td>Paras. 4.2 and 4.11 – please clarify whether the base of the traffic forecast.</td><td>A comparison of 2 methods (Method 1 – BDTM, and Method 2 – Growth Factor) used to produce the 2033 traffic flows for junction capacity analysis (major roads located in the vicinity) are presented in Table 1 below.

Table 1 Comparison of Year 2033 Traffic Flow
<table><tr><th rowspan="3">Road Link</th><th rowspan="3"></th><th colspan="4">Year 2033 without Proposed Hotel</th><th rowspan="2" colspan="2">Comparison ([b] – [a])/ [a]</th></tr><tr><th colspan="2">Method 1 – BDTM (pcu / hour) [a]</th><th colspan="2">Method 2 - Growth Factor (pcu / hour) [b]</th></tr><tr><th>AM Peak</th><th>PM Peak</th><th>AM Peak</th><th>PM Peak</th><th>AM Peak</th><th>PM Peak</th></tr><tr><td rowspan="3">Island Eastern Corridor</td><td>NB</td><td>888</td><td>870</td><td>820</td><td>783</td><td>-8%</td><td>-10%</td></tr><tr><td>SB</td><td>1,483</td><td>1,287</td><td>1,390</td><td>1,217</td><td>-6%</td><td>-5%</td></tr><tr><td>2-way</td><td>2,371</td><td>2,157</td><td>2,210</td><td>2,000</td><td>-7%</td><td>-7%</td></tr><tr><td rowspan="3">Chai Wan Road (West of J7)</td><td>EB</td><td>1,272</td><td>1,005</td><td>1,271</td><td>1,008</td><td>0%</td><td>0%</td></tr><tr><td>WB</td><td>424</td><td>279</td><td>413</td><td>272</td><td>-3%</td><td>-3%</td></tr><tr><td>2-way</td><td>1,696</td><td>1,284</td><td>1,684</td><td>1,280</td><td>-1%</td><td>0%</td></tr><tr><td rowspan="3">Chai Wan Road (East of J7)</td><td>EB</td><td>1,124</td><td>1,055</td><td>1,068</td><td>980</td><td>-5%</td><td>-7%</td></tr><tr><td>WB</td><td>1,040</td><td>937</td><td>949</td><td>869</td><td>-9%</td><td>-7%</td></tr><tr><td>2-way</td><td>2,164</td><td>1,992</td><td>2,017</td><td>1,849</td><td>-7%</td><td>-7%</td></tr></table>
Table 1 shows that Year 2033 traffic flows for Island Eastern Corridor and Chai Wan Road (East of J7) are 7% lower if Method 2 is used, compared to Method 1. As for Chai Wan Road (West of J7), Method 2 will produce similar traffic flows as Method 1.

The above concludes that Method 1 (BDTM) adopted in the TIA, produces overall higher traffic flows, i.e., more conservative and is acceptable.</td></tr>
<tr><td>2.4</td><td>Para. 4.8 and Table 4.3 – the development at Wah Ha Estate was already completed. Please update the table accordingly.</td><td>Noted. Table 4.3 and Figure 4.1 of the revised TIA in Attachment B1 have been updated accordingly.</td></tr>
<tr><td>2.5</td><td>Para. 4.8 and Table 4.3 on Additional Planned / Committed Developments near the Subject Site – Housing development and Cheung Man Road should be included for assessment.</td><td>Noted. Table 4.3 and Figure 4.1 of the revised TIA in Attachment B1 have been updated accordingly.</td></tr>
</table>

	Departmental Comments	Responses to Comments
2.6	Para. 4.13 – please revise the section accordingly, after addressing our comments nos. 2.3 to 2.5 above.	The Year 2033 traffic flows and junction capacity analysis have been updated to incorporate the abovementioned updated list of planned and committed developments near the Subject Site. Please refer to the updated Figures 4.2 and 4.3 and Table 4.5 of the revised TIA in **Attachment B1** for consideration.
2.7	Junction improvements works at Chai Wan Road Roundabout will be carried out by CEDD under CE 63/2022 (CE) Site Formation and Infrastructure Works for Public Housing Development near Chai Wan Swimming Pool, Chai Wan. We understand that the aforesaid works will be completed before year 2033. Please consider to incorporate the aforesaid works in your assessment of traffic impact. <u>Section 5 – Pedestrian Impact</u>	The Gazetted Improvement at Junction of Chai Wan Road Roundabout has been incorporated into the traffic impact assessment. Please refer to Paragraphs 4.15 to 4.17 of the revised TIA in **Attachment B1** for the discussion and analysis of the junction improvements works.
2.8	Para. 5.1 and Table 5.1 – please elaborate how to derive the pedestrian generation rate by referring "in-house pedestrian generation rates" with detailed explanations/breakdown on your said in-house rates.	Pedestrian generation rates are from surveys conducted in November 2024 for 4 hotels and 2 industrial buildings. These buildings are of similar class, scale and traffic characteristics, i.e. proximity to the MTR station and road-based public transport services. <u>The surveyed hotels include the following:</u> (i) Nina Hotel Kowloon East at 38 Chong Yip Street, Kwun Tong (ii) Tuen Mun Pentahotel at 6 Tsun Wen Road, Tuen Mun (iii) Dorsett Kwun Tong at 84 Hung To Road, Kwun Tong (iv) Hotel Cozi Harbour View at 163 Wai Yip Sreet, Kwun Tong <u>The surveyed industrial buildings include the following:</u> (i) Tungtex Building at 203 Wai Yip Street, Kwun Tong (ii) Li Fung Tower at 868-888 Cheung Sha Wan Road, Lai Chi Kok The pedestrian generation rates of the surveyed hotels and industrial buildings are presented in Tables 2 and 3 below.

<table>
<tr><th></th><th>Departmental Comments</th><th>Responses to Comments</th></tr>
<tr><td>2.8</td><td></td><td>
Table 2 Pedestrian Generation Rates of the Surveyed Hotels
<table>
<tr><th rowspan="3">Development</th><th rowspan="3">No. of rooms</th><th colspan="4">Pedestrian Generation Rates (ped / 15 min / room)</th></tr>
<tr><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th>GEN</th><th>ATT</th><th>GEN</th><th>ATT</th></tr>
<tr><td>Nina Hotel Kowloon East</td><td>254</td><td>0.1732</td><td>0.0512</td><td>0.1772</td><td>0.1575</td></tr>
<tr><td>Tuen Mun Pentahotel</td><td>298</td><td>0.1174</td><td>0.0134</td><td>0.0805</td><td>0.1141</td></tr>
<tr><td>Dorsett Kwun Tong</td><td>360</td><td>0.1972</td><td>0.0444</td><td>0.0722</td><td>0.0750</td></tr>
<tr><td>Hotel Cozi Harbour View</td><td>598</td><td>0.0769</td><td>0.0318</td><td>0.0485</td><td>0.0401</td></tr>
<tr><td>Adopted pedestrian generation rate</td><td></td><td>0.1732</td><td>0.0512</td><td>0.1772</td><td>0.1575</td></tr>
</table>
Table 3 Pedestrian Generation Rates of the Surveyed Industrial Buildings
<table>
<tr><th rowspan="3">Development</th><th rowspan="3">GFA (m^2)</th><th colspan="4">Pedestrian Generation Rates (ped / 15 min / 100m^2 GFA)</th></tr>
<tr><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th>GEN</th><th>ATT</th><th>GEN</th><th>ATT</th></tr>
<tr><td>Tungtex Building</td><td>9,900</td><td>0.0203</td><td>0.1220</td><td>0.1017</td><td>0.0102</td></tr>
<tr><td>Li Fung Tower</td><td>22,000</td><td>0.0500</td><td>0.3410</td><td>0.2820</td><td>0.0360</td></tr>
<tr><td>Adopted pedestrian generation rate</td><td></td><td>0.0500</td><td>0.3410</td><td>0.2820</td><td>0.0360</td></tr>
</table>
</td></tr>
<tr><td>2.9</td><td>Paras 5.10 and 5.11 – it is envisaged that a considerable portion of generated/attracted pedestrian would travel to/from the proposed development to/from Chai Wan MTR station. Please assess the pedestrian route and the corresponding pedestrian impact and assess the LOS of affected streets.

Figure 3.1 – Proposed Ground Floor Layout</td><td>Additional pedestrian survey has been conducted at footpath of Ning Foo Street Amenity Area on Tuesday, 18 November 2025. The pedestrian impact assessment has been revised and shown in Chapters 2 and 5 of the revised TIA in Attachment B1 for consideration.</td></tr>
<tr><td>2.10</td><td>The lay-bys of coach will be bound by walls in 2 or 3 directions. Please advise how will the pick-up/drop-off arrange and the pedestrian route to lift lobby for pick-up/drop-off of coaches.</td><td>The layout of the ground floor parking spaces and loading / unloading spaces has been revised. The revised proposed ground floor layout and the pedestrian route to lift lobby for pick-up / drop-up of coaches are shown in Figure 3.1 of the revised TIA in Attachment B1.</td></tr>
</table>

	Departmental Comments	Responses to Comments
2.11	Please show the vertical clearance of the double-deck parking spaces and provide the operational details of the proposed double-deck parking arrangement for reference.	Vertical clearance of the double-deck parking space is indicated in Figure 3.1 of the revised TIA in **Attachment B1**. Regular maintenance will be provided to ensure that the car parking system is always in good working condition. An operator will be deployed to operate the double-deck parking rack: 1. Control the double-deck parking rack to park / collect the car with reference to the supplier's advices as shown in **Attachment B2**. 2. Temporarily move in/out the private car at the lower deck when the car on upper-deck is to be parked / collected.
	<u>Appendix B – Swept Path Analysis</u>	
2.12	Swept paths of heavy goods vehicle (Figure No. SP2) and coach (Figure No. SP5) show that the vehicles would encroach onto the opposite lane during leaving. Please review.	The width of the run-in/out is revised to 7.3m (revised Figure 3.1 of revised TIA in **Attachment B1** refer). Swept path analysis results of heavy goods vehicle (Figure SP2 in Appendix B of revised TIA) and coach (Figure SP5 in Appendix B of revised TIA) show that both vehicles could enter and leave with ease.
	Planning Statement Para. 3.2.2 and Table 3.3 – proposed setback	
2.13	We notice that the applicant has proposed to set back the building line along Lee Chung Street by about 1.1m. It is noted that the proposed setback area would be within private lot and to be managed by the lot owner. We have no comment from traffic engineering/management viewpoint for the proposed setback arrangement.	Noted.

Attachment B1

Revised Traffic Impact Assessment

Section 16 Planning Application in support of Proposed Minor Relaxation of Plot Ratio Restriction for Proposed Hotel use at Chai Wan Inland Lots 12 and 43, 14 - 16 Lee Chung Street, Chai Wan, Hong Kong

Traffic Impact Assessment

Final Report
November 2025

Prepared by: CKM Asia Limited

Prepared for: Fortune Creation Developments Ltd.

Section 16 Planning Application in support of Proposed Minor Relaxation of Plot Ratio Restriction for Proposed Hotel use at Chai Wan Inland Lots 12 and 43, 14 - 16 Lee Chung Street, Chai Wan, Hong Kong

CONTENTS

Section 16 Planning Application in support of Proposed Minor Relaxation of Plot Ratio Restriction for Proposed Hotel use at Chai Wan Inland Lots 12 and 43, 14 - 16 Lee Chung Street, Chai Wan, Hong Kong

TABLES

NUMBER

Section 16 Planning Application in support of Proposed Minor Relaxation of Plot Ratio Restriction for Proposed Hotel use at Chai Wan Inland Lots 12 and 43, 14 - 16 Lee Chung Street, Chai Wan, Hong Kong

FIGURES

NUMBER

1.0 INTRODUCTION

Background

1.1 The Subject Site is located at 14 – 16 Lee Chung Street in Chai Wan. It is currently occupied by a revitalised industrial building which is known as the Johnson Building. **Figure 1.1** shows the location of the Subject Site.

1.2 A Section 16 planning application for the minor relaxation of the plot ratio for 14,068 m^2 industrial use at the Subject Site was approved by the Town Planning Board (TPB ref: A/H20/195) on 4th December 2020. The Owner has the intention to redevelop the existing building into a 363-room hotel (the "Proposed Hotel").

1.3 Against this background, CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Owner to conduct a traffic impact assessment in support of the Proposed Hotel.

Structure of Report

1.4 The report is structured as follows:

Chapter One	-	Gives the background of the project;
Chapter Two	-	Describes the existing situation;
Chapter Three	-	Presents the Proposed Hotel;
Chapter Four	-	Describes the traffic impact analysis;
Chapter Five	-	Describes the pedestrian impact analysis; and
Chapter Six	-	Gives the overall conclusion.

2.0 EXISTING SITUATION

The Subject Site

2.1 The Johnson Building fronts onto Lee Chung Street and it adjoins the Shell Industrial Building to the south. The run-in / out of the Johnson Building is provided at Lee Chung Street.

Existing Traffic Flows

2.2 To quantify the existing traffic flows in the vicinity of the Subject Site, manual classified counts were conducted on Friday, 16 May 2025 during AM and PM peak periods at the following junctions:

J01 - Junction of Lee Chung Street / Chui Hang Street
J02 - Junction of Cheung Lee Street / Kut Shing Street (West Junction)
J03 - Junction of Cheung Lee Street / Kut Shing Street (East Junction)
J04 - Junction of Hong Man Street / Tai Man Street
J05 - Junction of Chai Wan Road / Hong Man Street
J06 - Junction of Chai Wan Road / Wan Tsui Road
J07 - Junction of Chai Wan Road Roundabout
J08 - Junction of Ning Foo Street / Lee Chung Street
J09 - Junction of Lee Chung Street outside Shun Yee Factory Building
J10 - Junction of Hong Man Street / Cheung Lee Street

2.3 The area of influence and surveyed junctions are shown in **Figure 2.1** and the junction layouts are found in **Figures 2.2 – 2.11**.

2.4 The traffic counts are classified by vehicle type to enable traffic flows in passenger car units ("pcu") to be calculated. The AM and PM peak hours identified from the surveys are found to be between 0800 – 0900 hours and 1730 – 1830 hours respectively. **Figure 2.12** presents the observed AM and PM peak hour traffic flows in pcu/hour.

Performance of the Surveyed Junctions

2.5 The existing performance of the surveyed junctions is calculated based on the observed traffic counts, and the analyses were undertaken using the methods outlined in Volume 2 of the Transport Planning and Design Manual ("TPDM"), which is published by the Transport Department. The existing junction performance is presented in **Table 2.1**, and detailed calculations are found in **Appendix A**.

TABLE 2.1 EXISTING JUNCTION PERFORMANCE

Ref.	Junction	Junction Type (Parameter)	AM Peak	PM Peak
J01	Lee Chung Street / Chui Hang Street	Priority (DFC)	0.078	0.083
J02	Cheung Lee Street / Kut Shing Street (West Junction)	Priority (DFC)	0.132	0.102
J03	Cheung Lee Street / Kut Shing Street (East Junction)	Signal (RC)	307%	396%
J04	Hong Man Street / Tai Man Street	Priority (DFC)	0.509	0.243
J05	Chai Wan Road / Hong Man Street	Signal (RC)	37%	82%
J06	Chai Wan Road / Wan Tsui Road	Priority (DFC)	0.376	0.315
J07	Chai Wan Road Roundabout	RA (DFC)	0.472	0.363

Ref.	Junction	Junction Type (Parameter)	AM Peak	PM Peak
J08	Ning Foo Street / Lee Chung Street	Signal (RC)	251%	305%
J09	Lee Chung Street outside Shun Yee Factory Building	Priority (DFC)	0.068	0.057
J10	Hong Man Street / Cheung Lee Street	Priority (DFC)	0.536	0.415

Note: DFC – design flow/capacity ratio RC – Reserve Capacity RA – Roundabout

2.6 The results in **Table 2.1** show that the junctions analysed operate with capacity.

Public Transport Facilities

2.7 The Subject Site is well-served by public transport facilities, and access to public transport services is convenient, including the Chai Wan MTR station exit C, which is located some 200m away. In addition, numerous franchised bus and public light bus routes operate within 500-metre from the Subject Site. **Figure 2.13** shows details of the road-based public transport services provided within 500-metre from the Subject Site.

Existing Footpath Level-Of-Service

2.8 To quantify the existing pedestrian flows, pedestrian counts were conducted during the AM and PM peak periods on Friday, 16 May 2025 and Tuesday, 18th November 2025 at footpaths located in the vicinity, and the observed peak hour pedestrian flows are shown in **Figure 2.14**.

2.9 The Level-Of-Service ("LOS") of a pedestrian footpath depends on its width and number of pedestrians using the facility. Description of the LOS at walkway is obtained from Volume 6 of the TPDM and is presented in **Table 2.2**.

TABLE 2.2 DESCRIPTION OF PEDESTRIAN FOOTPATH LOS

LOS	Flow Rate (ped/min/m)	Description
A	≤ 16	Pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.
B	16 – 23	Sufficient space is provided for pedestrians to freely select their walking speeds, to bypass other pedestrians and to avoid crossing conflicts with others. At this level, pedestrians begin to be aware of other pedestrians and to respond to their presence in the selection of walking paths.
C	23 – 33	Sufficient space is available to select normal walking speeds and to bypass other pedestrians primarily in unidirectional stream. Where reverse direction or crossing movement exist, minor conflicts will occur, and speed and volume will be somewhat lower.
D	33 – 49	Freedom to select individual walking speeds and bypass other pedestrians is restricted. Where crossing or reverse-flow movements exist, the probability of conflicts is high and its avoidance requires changes of speeds and position. The LOS provides reasonable fluid flow; however considerable friction and interactions between pedestrians are likely to occur.
E	49 – 75	Virtually, all pedestrians would have their normal walking speeds restricted. At the lower range of this LOS, forward movement is possible only by shuffling. Space is insufficient to pass over slower pedestrians. Cross- and reverse-movement are possible only with extreme difficulties. Design volumes approach the limit of walking capacity with resulting stoppages and interruptions to flow.
F	> 75	Walking speeds are severely restricted. Forward progress is made only by shuffling. There are frequent and unavoidable conflicts with other pedestrians. Cross- and reverse-movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristics of queued pedestrians than of moving pedestrian streams.

Source: Volume 6 Chapter 10 of TPDM

2.10 The observed peak 15 minutes pedestrian flows LOS assessment is presented in **Table 2.3**.

TABLE 2.3 EXISTING LOS ASSESSMENT

Location	Clear Width[(1)] [Effective Width] (m)	Peak Period	Flow (ped/ 15 mins)	Flow rate (ped/min/m)	LOS
P1. Eastern Footpath Outside 14-16 Lee Chung Street	2.5[1.5]	AM	94	4.2	A
		PM	187	8.4	A
P2. Northern Footpath Outside 12 Lee Chung Street	3.0[2.0]	AM	382	12.8	A
		PM	418	14.0	A
P3. Footpath at Ning Foo Street Amenity Area	4.5[3.5]	AM	452	8.7	A
		PM	444	8.5	A

(1) The width excludes railing and obstructions.

2.11 The above results indicate that the surveyed footpaths currently operate with LOS A during the AM and PM peak. As stated in the TPDM, LOS A to C is considered as an acceptable range of level of service. Hence, the footpaths analysed operate with capacity.

3.0 THE PROPOSED HOTEL

The Proposed Hotel

3.1 The Owner of the Subject Site intends to redevelop the existing industrial building to a 363-room hotel.

Provision of Internal Transport Facilities

3.2 The comparison of the proposed internal transport facilities and the recommendations of the Hong Kong Planning Standards and Guidelines ("HKPSG") are presented in **Table 3.1**.

TABLE 3.1 COMPARISON OF THE HKPSG RECOMMENDATIONS AND PROPOSED INTERNAL TRANSPORT FACILITIES

HKPSG Recommendations for a Hotel with 363 rooms	**The Proposed Hotel**
Car Parking Space	
1 per 100 rooms **363** / 100 = 3.63, say **4 nos.**	**4 nos.** comprising of: (i) 1 set of double-deck parking rack @ 5m(L) X 2.5m (W) (ii) 1 no. @ 5m(L) X 2.5m (W) X 2.4m(H), (iii) 1 no. @ 5m (L) X 3.5m (W) X 2.4m (H) for persons with disabilities **= Comply with HKPSG, OK**
Motorcycle Parking Space	
5% to 10% of car parking space Minimum =4 x 5% = 0.2, say **1 no.** Maximum = 4 x 10% = 0.4, say **1 no.**	**1 no.** 2.4m(L) X 1m (W) X 2.4m(H) **= Complies with HKPSG, OK**
Goods Vehicle Loading / Unloading Bay	
0.5 – 1 goods vehicle bay per 100 rooms Minimum =0.5 x 363/100 = 1.82, say **2 nos.** With 65% for LGV and 35% for HGV: **LGV**: 2 x 0.65 = 1.3, say **1 no.**; & **HGV**: 2 – 1 = **1 no.** Maximum = 1 x 363/100 = 3.63, say **4 nos.** With 65% for LGV and 35% for HGV: **LGV**: 4 x 0.65 = 2.6, say **3 nos.**; & **HGV**: 4 – 3 = **1 no.**	**2 nos.** including: (i) 1 LGV @ 7m (L) X 3.5m (W) X 3.6m (H) (ii) 1 HGV @ 11m (L) X 3.5m (W) X 4.7m (H) **= Comply with HKPSG, OK**
Taxi and Private Car Layby	
Minimum 3 nos. for 300 - 599 rooms	**3 nos.** @ 5m (L) X 2.5m (W) X 2.4m (H) **= Comply with HKPSG, OK**
Single Deck Tour Bus Layby	
Minimum 2 – 3 nos. for 300 - 899 rooms	**2 nos.** @ 12m (L) X 3.5m (W) X 3.8m (H) **= Comply with HKPSG, OK**

3.3 **Table 3.1** shows that the internal transport facilities provided comply with the recommendations of the HKPSG. The G/F layout plan is shown in **Figure 3.1**.

Swept Path Analysis

3.4 The CAD-based swept path analysis programme, Autodesk Vehicle Tracking, was used to check the ease of manoeuvring of vehicles within the Proposed Hotel, and the swept path analysis drawings are found in **Appendix B**. Vehicles are found to have no manoeuvring problems.

4.0 TRAFFIC IMPACT

Design Year

4.1 The Proposed Hotel is expected to be completed in 2030, and the design year adopted for the traffic assessment is, whichever later of the 2: (i) at least 3 years after the planned completion of the development, i.e., 2033, or (ii) 5 years from the date of this application, i.e., 2030. Therefore, Year 2033 is adopted for junction capacity analysis.

Traffic Forecasting

4.2 Year 2033 peak hour traffic flows for the junction capacity analysis are produced (i) with reference to the 2019-based Base District Traffic Model HK2 (the "BDTM"); (ii) estimated growth from 2031 to 2033; (iii) expected traffic generation by the planned / committed developments in the vicinity; and (iv) expected traffic generation by the Proposed Hotel.

Estimated Traffic Growth Rate from 2031 to 2033

4.3 Reference is made to the: (i) the Annual Average Daily Traffic ("AADT") of core stations located in the vicinity of the Proposed Hotel, which is found in the Annual Traffic Census, published by Transport Department, and (ii) the Hong Kong Population Projection published by Census and Statistics Department.

4.4 The information for (i) is presented in **Table 4.1**.

TABLE 4.1 AADT OF THE CORE STATIONS IN THE VICINITY OF THE PROPOSED HOTEL

ATC Station No.	**1102**	**1220**	**1446**	**Overall**
Road	**Cheung Lee Street**	**Chai Wan Road**	**Island Eastern Corridor**	
From	Hong Man Street	Tai Tam Road	Wan Tsui Road	
To	Kut Shing Street	Wan Tsui Road	Wing Tai Road INT	
Year	**Annual Average Daily Traffic (vehicles / day)**			
2017	4,320	18,470*	17,730*	40,520
2018	4,500	19,140	17,780*	41,420
2019	4,320	18,490	19,630	42,440
2020	4,240	17,640*	18,700	40,580
2021	4,430	18,440*	19,070*	41,940
2022	4,230	17,590*	17,970*	39,790
2023	4,330	18,590	18,360*	41,280
Average Annual Growth (2017 - 2023)	**0.04%**	**0.11%**	**0.58%**	**0.31%**

Note: * Estimated by Growth Factor

4.5 **Table 4.1** shows overall annual average traffic growth of 0.31%.

4.6 The information for (ii) is presented in **Table 4.2**.

TABLE 4.2 HONG KONG POPULATION PROJECTIONS FROM CENSUS AND STATISTICS DEPARTMENT

Year	Population in Hong Kong (thousands)
2031	7,820.2
2033	7,903.6
Average Annual Growth (2031 – 2033)	**0.53%**

4.7 **Table 4.2** shows that the annual population growth between 2031 – 2033 is 0.53%. To be conservative, the annual growth rate of 1% is adopted for 2031 – 2033.

Additional Planned / Committed Developments near the Subject Site

4.8 The planned / committed developments near the Subject Site not included in the BDTM but have been incorporated to produce the future year traffic flows are listed in **Table 4.3** and the locations are presented in **Figure 4.1**.

TABLE 4.3 ADDITIONAL PLANNED / COMMITTED DEVELOPMENTS NEAR THE SUBJECT SITE

Ref. No.	Development		GFA (m^2)	No. of Flat	Average Flat Size	No. of space
A	Industrial Building at 18 Lee Chung Street		9,000	--	--	--
B	Transitional Housing at 46 Sheung On Street		--	103	30 m^2	--
C	Light Public Housing at 50 Sheung On Street		--	1,720	30 m^2	--
D	Residential Development at 391 Chai Wan Road		--	850	75 m^2	--
E	Public Housing Development at Cheung Man Road		--	730	50 m^2	--
F	Chai Wan Government Complex and Vehicle Depot		33,930	--	--	--
G	Water Supplies Department Headquarters with Regional Office and Correctional Services Department Headquarters		37,000	--	--	--
H	Joint-user Complex at Junction of Shing Tai Road and Sheung Mau Street, Chai Wan	Office	17,760	--	--	--
		Public Vehicle Park	--	--	--	200
		Driving School	5,000	--	--	--

Traffic Generation of the Proposed Hotel

4.9 To estimate the traffic generation of the Proposed Hotel, reference is made to the mean rates for Hotel uses in TPDM. The adopted trip rates and the estimated AM and PM peak hour traffic generation are presented in **Table 4.4**.

TABLE 4.4 ADOPTED TRIP RATES AND TRAFFIC GENERATION OF THE PROPOSED HOTEL

The Proposed Hotel *(363 Rooms)*	Parameter	AM Peak		PM Peak	
		Generation	Attraction	Generation	Attraction
Mean Traffic Generation Rates for Hotel Uses	pcu/hr/ room	0.1329	0.1457	0.1290	0.1546
Traffic Generation	pcu/hr	*49*	*53*	*47*	*57*
		102 (2-way)		***104 (2-way)***	

4.10 The Proposed Hotel is expected to generate 102 and 104 pcu / hour (2-way) in AM and PM peak respectively.

Year 2033 Traffic Flows

4.11 Year 2033 traffic flows for the following cases are derived:

Year 2033 Without the Proposed Hotel [A] = *Traffic flows derived with reference to BDTM + estimated traffic growth between 2031 and 2033 + expected traffic generation of the planned / committed developments after 2019*

Year 2033 With the Proposed Hotel [B] = *[A] + Traffic Generation of the Proposed Hotel*

4.12 Year 2033 peak hour traffic flows for the above cases are shown in **Figures 4.2 – 4.3** respectively.

Year 2033 Junction Capacity Analysis

4.13 Year 2033 junction capacity analysis for the three cases are summarised in **Table 4.5** and detailed calculations are found in the **Appendix A**.

TABLE 4.5 YEAR 2033 JUNCTION PERFORMANCE

Ref.	Junction	Junction Type (Parameter)	Without the Proposed Hotel		With the Proposed Hotel	
			AM Peak	PM Peak	AM Peak	PM Peak
J01	Lee Chung Street / Chui Hang Street	Priority (DFC)	0.114	0.101	0.220	0.180
J02	Cheung Lee Street / Kut Shing Street (West Junction)	Priority (DFC)	0.148	0.116	0.150	0.118
J03	Cheung Lee Street / Kut Shing Street (East Junction)	Signal (RC)	278%	352%	255%	320%
J04	Hong Man Street / Tai Man Street	Priority (DFC)	0.607	0.287	0.609	0.288
J05	Chai Wan Road / Hong Man Street	Signal (RC)	19%	61%	18%	59%
J06	Chai Wan Road / Wan Tsui Road	Priority (DFC)	0.412	0.345	0.412	0.345
J07	Chai Wan Road Roundabout	RA (DFC)	0.544	0.415	0.573	0.441
J08	Ning Foo Street / Lee Chung Street	Signal (RC)	206%	258%	160%	194%
J09	Lee Chung Street outside Shun Yee Factory Building	Priority (DFC)	0.079	0.063	0.080	0.064
J10	Hong Man Street / Cheung Lee Street	Priority (DFC)	0.595	0.457	0.617	0.477

Note: DFC – design flow/capacity ratio RC – Reserve Capacity RA – Roundabout

4.14 **Table 4.5** shows that the junctions analysed have capacity to accommodate the expected traffic growth to 2033 and the traffic generated by the Proposed Hotel. In addition, the traffic generated by the Proposed Hotel has negligible impact to the surrounding road junctions.

Gazetted Improvement at Junction of Chai Wan Road Roundabout

4.15 Improvement at the junction of Chai Wan Road Roundabout was gazetted on 4 August 2023 and will be implemented by Civil Engineering and Development Department ("CEDD") under "Site Formation and Infrastructure Works for Public Housing Development near Chai Wan Swimming Pool, Chai Wan" (CE 63/2022 (CE)). **Figure 4.4** shows the possible improvement, which includes the following:

- Widening of the approach arm of Chai Wan Road Eastbound.
- Widening of exiting arm of Island Eastern Corridor

- Additional exclusive left turn traffic lane from Chai Wan Road Eastbound to Island Eastern Corridor northbound

4.16 Based on this possible improvement, the performance of Chai Wan Road Roundabout is calculated and is presented in **Table 4.6** and detailed calculations are found in the **Appendix A**.

TABLE 4.6 YEAR 2033 JUNCTION PERFORMANCE OF THE IMPROVED CHAI WAN ROAD ROUNDABOUT

Ref	Junction		Type of Junction (Parameter)	Without the Proposed Hotel		With the Proposed Hotel	
				AM Peak	PM Peak	AM Peak	PM Peak
J7	Chai Wan Road Roundabout	existing layout	RA (DFC)	0.544	0.415	0.573	0.441
		with improvement	RA (DFC)	0.443	0.392	0.450	0.414

Note: DFC – design flow/capacity ratio RA – Roundabout

4.17 **Table 4.6** shows that (1) the improved Chai Wan Road Roundabout would have sufficient capacity in Year 2033 for the cases without and with the Proposed Hotel; and (2) the additional traffic generated by the Proposed Hotel has negligible traffic impact.

5.0 PEDESTRIAN IMPACT

Pedestrian Generation

5.1 The pedestrian generation of the Proposed Hotel and planned / committed developments in the vicinity, i.e., Industrial Building at 18 Lee Chung Street, are estimated with reference to in-house pedestrian generation rates and are presented in **Table 5.1**.

TABLE 5.1 PEDESTRIAN GENERATIONS OF THE PROPOSED HOTEL AND PLANNED / COMMITTED DEVELOPMENTS IN THE VICINITY

Item	Pedestrian Generations			
	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Pedestrian Generation Rate				
Hotel (ped / 15 mins / room)	0.1732	0.0512	0.1772	0.1575
Industrial (ped / 15mins / 100m^2 GFA)	0.0500	0.3410	0.2820	0.0360
Pedestrian Generation (ped / 15 mins)				
The Proposed Hotel – 363 rooms	63	19	65	58
	82 (2-way)		123 (2-way)	
18 Lee Chung Street – 9,000m^2 Industrial GFA	5	31	26	4

5.2 **Table 5.1** shows that the Proposed Hotel is expected to generate 82 and 123 pcu/15-minutes (2-way) in AM and PM peak respectively.

Annual Pedestrian Growth Rate between 2025 – 2033

5.3 To establish the pedestrian growth rate from 2025 to 2033, reference is made to 2 sources of information including:

(i) *Eastern District Population Projection of "2021 - based TPEDM" from Planning Department; and*

(ii) *"Hong Kong Population Projections"* from the Census and Statistics Department.

5.4 Relevant information from the 2021 - based TPEDM is presented in **Table 5.2**.

TABLE 5.2 EASTERN DISTRICT POPULATION PROJECTIONS

Year	Population [a]	Employment [b]	Overall [c] = [a] + [b]
2021	529,600	296,200	825,800
2031	467,000	277,050	744,050
Average Annual Growth 2021 to 2031	**-1.3%**	**-0.7%**	**-1.0%**

5.5 **Table 5.2** shows that the average annual population growth in the Eastern District between 2021 and 2031 is -1.0%.

5.6 Relevant information from the *"Hong Kong Population Projections"* is presented in **Table 5.3**.

TABLE 5.3 HONG KONG POPULATION PROJECTIONS FROM CENSUS AND STATISTICS DEPARTMENT

Year	Hong Kong Resident Population ('000)
2025	7,559.8
2033	7,903.6
Average Annual Growth 2025 to 2033	**0.56%**

5.7 **Table 5.3** shows that the average annual population growth in Hong Kong between 2025 – 2033 is 0.56%. Hence, the annual growth from 2025 to 2033 adopted is 0.56%.

Year 2033 Pedestrian Flows

5.8 Year 2033 pedestrian flows are produced with reference to (i) the observed 2025 pedestrian flows, (ii) annual pedestrian growth rate, (iii) expected pedestrian demand due to the planned / committed developments between 2025 – 2033 and the subject site.

5.9 Year 2033 pedestrian flows the following cases are derived:

2033 without the Proposed Hotel [A] = *2025 observed pedestrian flows + adopted pedestrian growth from 2025 to 2033 + pedestrian generation of the planned / committed developments*

2033 with the Proposed Hotel [B] = *[A] + pedestrian generation of the Proposed Hotel*

Year 2033 Footpath Level-Of-Service

5.10 Year 2033 peak hour pedestrian flows for the case of 2033 without and with the Proposed Hotel are estimated as shown in **Figure 5.1** and the corresponding LOS assessment is presented in **Table 5.4.**

TABLE 5.4 YEAR 2033 LOS ASSESSMENT

Location	Clear Width[(1)] [Effective Width] (m)	Peak Period	2033 without the Proposed Hotel			2033 with the Proposed Hotel		
			Flow (ped/ 15 min)	Flow rate (ped/ min/m)	LOS	Flow (ped/ 15 min)	Flow rate (ped/ min/m)	LOS
P1. Eastern Footpath outside 14-16 Lee Chung Street	2.5[1.5]	AM	135	6.0	A	217	9.7	A
		PM	226	10.1	A	349	15.6	A
P2. Northern footpath outside 12 Lee Chung Street	3.0[2.0]	AM	436	14.6	A	518	17.3	B
		PM	468	15.6	A	591	19.7	B
P3. Footpath at Ning Foo Street Amenity Area	4.5[3.5]	AM	509	9.7	A	591	11.3	A
		PM	495	9.5	A	618	11.8	A

Note: (1) The width excludes railing and obstructions.

5.11 The results in **Table 5.4** show that the assessed footpaths operate with LOS A or B, which is acceptable.

Potential Impact to Public Transport Service

5.12 In view that Chai Wan MTR station exit C is located only around 200m away, it is expected that the most pedestrians generated would use the MTR Island Line at Chai Wan Station. The operational performance of the MTR Island Line is obtained from "Examination of Estimates of Expenditure 2025-26" in Finance Committee of Legislative Council, and is presented in **Table 5.5**.

TABLE 5.5 OPERATIONAL PERFORMANCE OF MTR ISLAND LINE IN 2024

Item	**Parameters**
Carrying capacity [a]	80,000 passengers / hour
Current Patronage [b]	44,100 passengers / hour
Current Loading [b]/[a] {Critical Link}	55% {Tin Hau to Causeway Bay}

Source: Reply Serial No. TLB199 for Question Serial No. 2031, Controlling Officer's Reply, Examination of Estimates of Expenditure 2025-26. Finance Committee. Legislative Council. April 2025.
< https://www.legco.gov.hk/yr2025/english/fc/fc/w_q/tlb-e.pdf>

5.13 As shown in **Table 5.5**, the MTR Island Line has a carrying capacity of 80,000 passenger / hour and the current loading for the section between Tin Hau to Causeway Bay, is 55%. As presented in **Table 5.1**, the Proposed Hotel is expected to generate up to 123 pedestrians during the peak hour. If all pedestrians generated during the peak hour use the MTR, the impact is expected to be negligible [Calculation: 123 ÷ 80,000 = 0.2%].

6.0 SUMMARY

6.1 A Section 16 planning application for the minor relaxation of the plot ratio for 14,068 m^2 industrial use at the Subject Site was approved by the Town Planning Board (TPB ref: A/H20/195) on 4th December 2020. The Owner now has the intention to develop a 363-room hotel.

6.2 The Subject Site is conveniently located close to public transport services, including the Chai Wan MTR station and numerous franchised bus routes and public light buses. Pedestrian facilities are provided in the vicinity of the Subject Site, including footpaths along road carriageways and at-grade pedestrian crossings which connect to the Chai Wan MTR station.

6.3 Manual classified counts were conducted at junctions, which are located in the vicinity in order to establish the existing traffic flows during the AM and PM peak hours.

6.4 The internal transport facilities provided for the Proposed Hotel comply with the recommendations of the HKPSG. Swept path analysis was conducted to ensure that all vehicles could enter and leave the Proposed Hotel and their respective space / bay with ease.

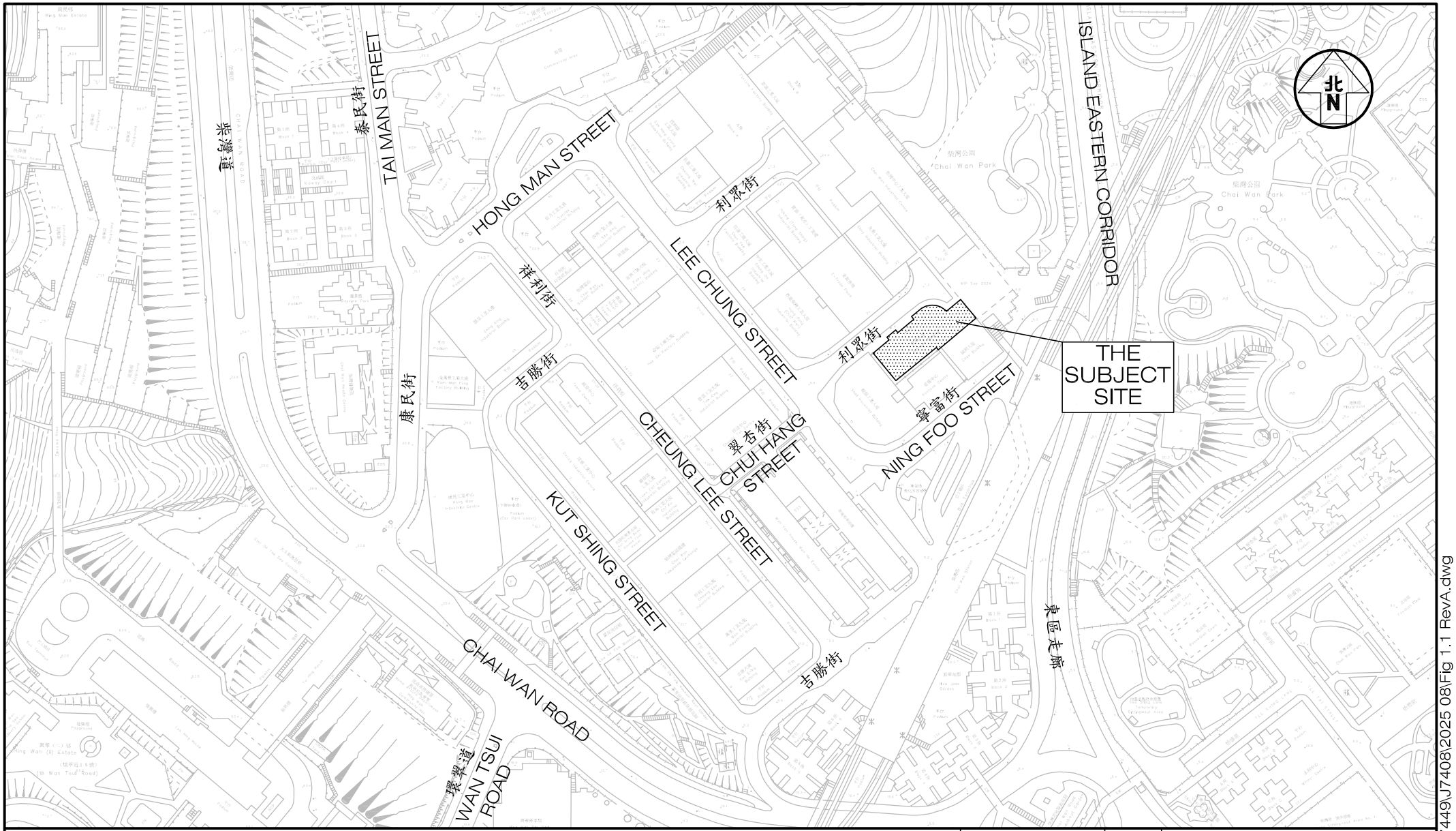
6.5 Year 2033 peak hour traffic flows for the junction capacity analysis are produced (i) with reference to the BDTM; (ii) estimated traffic growth from 2031 to 2033; (iii) expected traffic generation by the planned / committed developments in the vicinity; and (iv) traffic generation of the Proposed Hotel.

6.6 This TIA concludes that the traffic generation of the Proposed Hotel has negligible traffic impact to the surrounding road network, and, is acceptable from traffic terms.

6.7 The assessment of footpaths found that the Proposed Hotel has negligible impact.

6.8 It can be concluded that the Proposed Hotel will result in no adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed Hotel is acceptable.

Figures



Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	J7408	Figure No. 1.1 / Revision A
Figure Title	LOCATION OF THE SUBJECT SITE	Designed by L K W / Drawn by S C Y / Checked by K C	Scale in A4 1 : 2,500 / Date 21 AUG 2025

CKM Asia Limited
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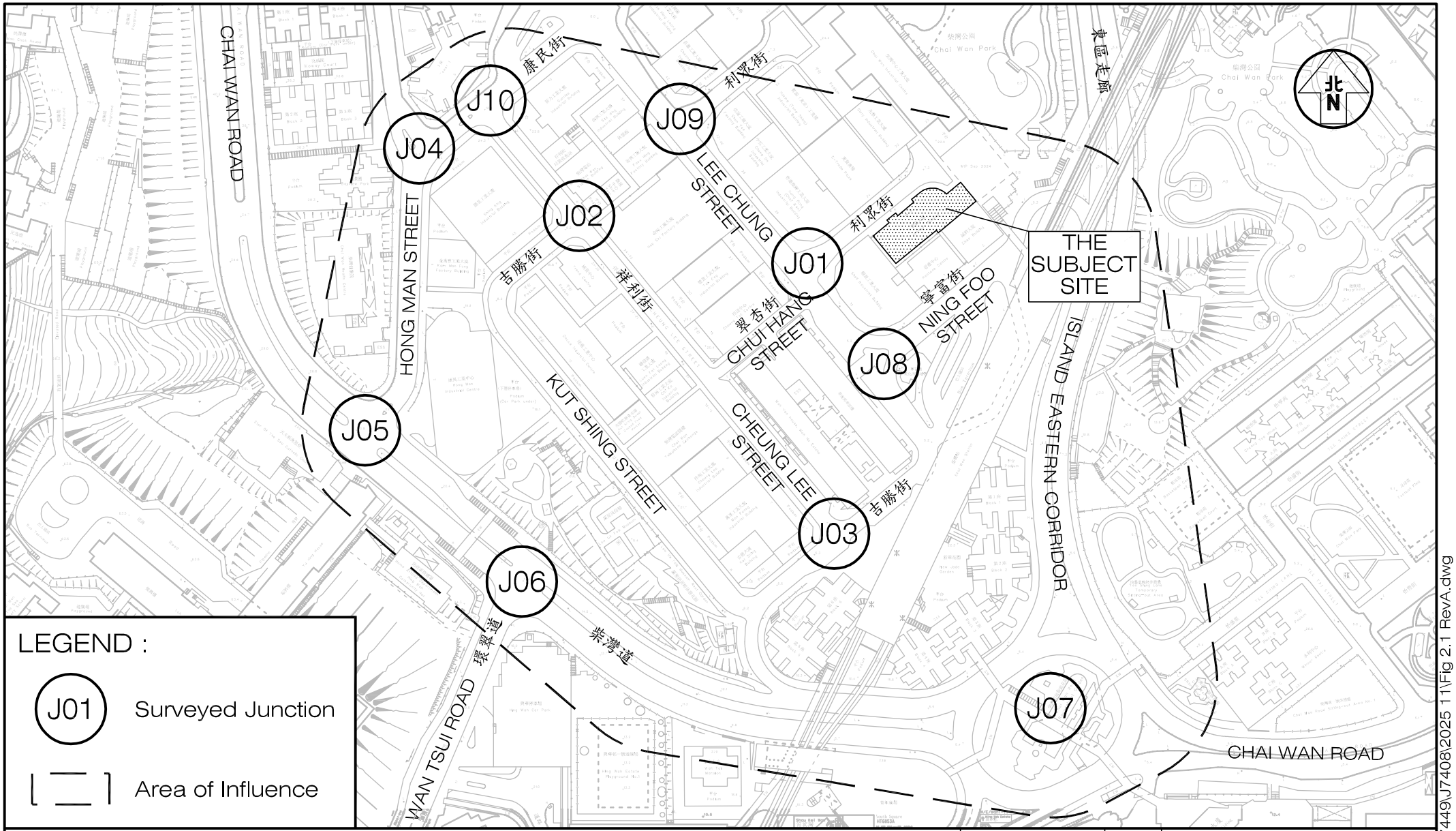

Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	J7408	Figure No. 2.1	Revision A
Figure Title: LOCATION OF THE SURVEYED JUNCTIONS		Designed by L K W / Drawn by S C Y / Checked by K C	
		Scale in A4 1 : 2,500 / Date 26 NOV 2025	

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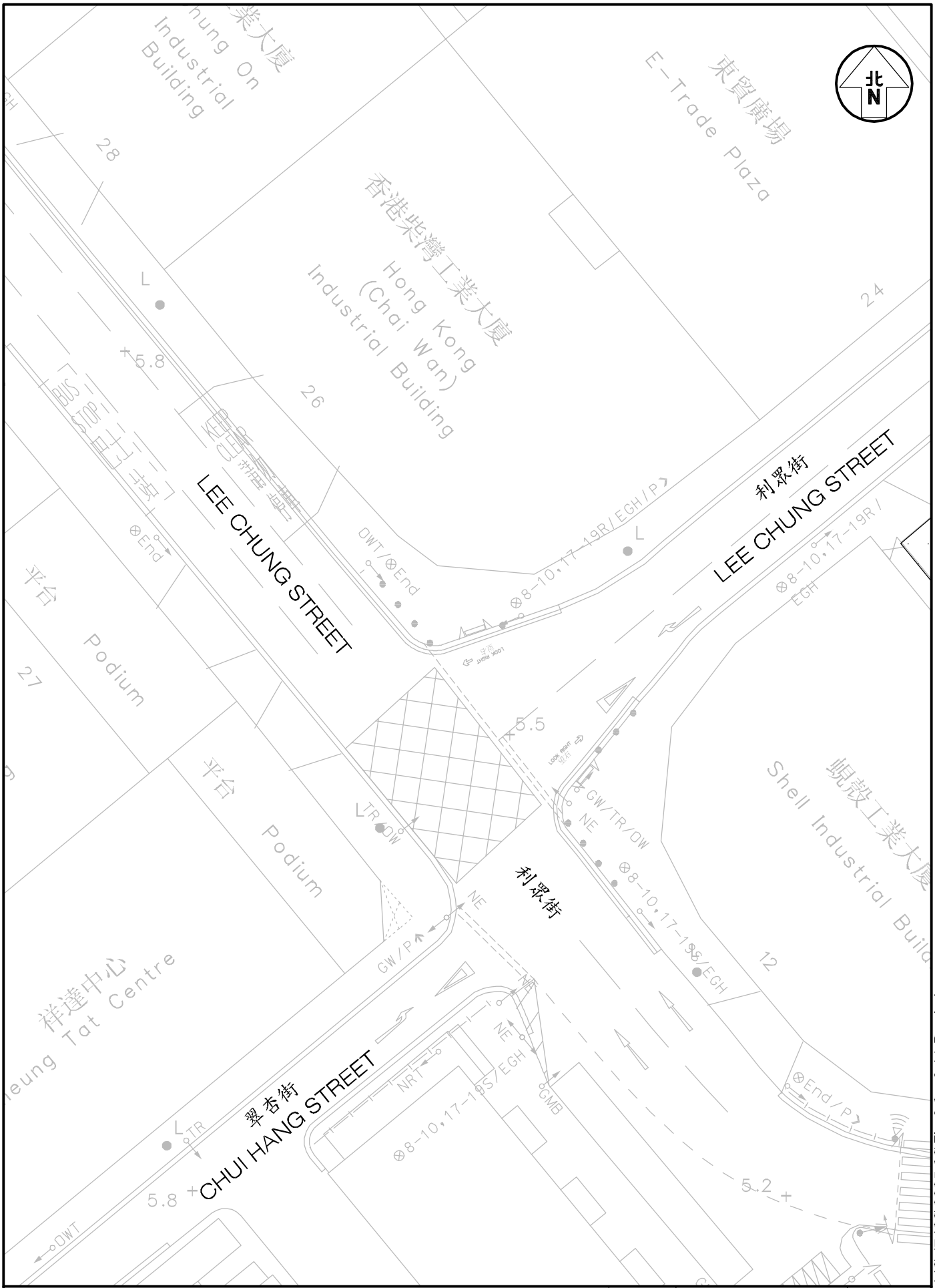

Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 2.2		Scale in A4 1 : 400
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF LEE CHUNG STREET / CHUI HANG STREET	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			

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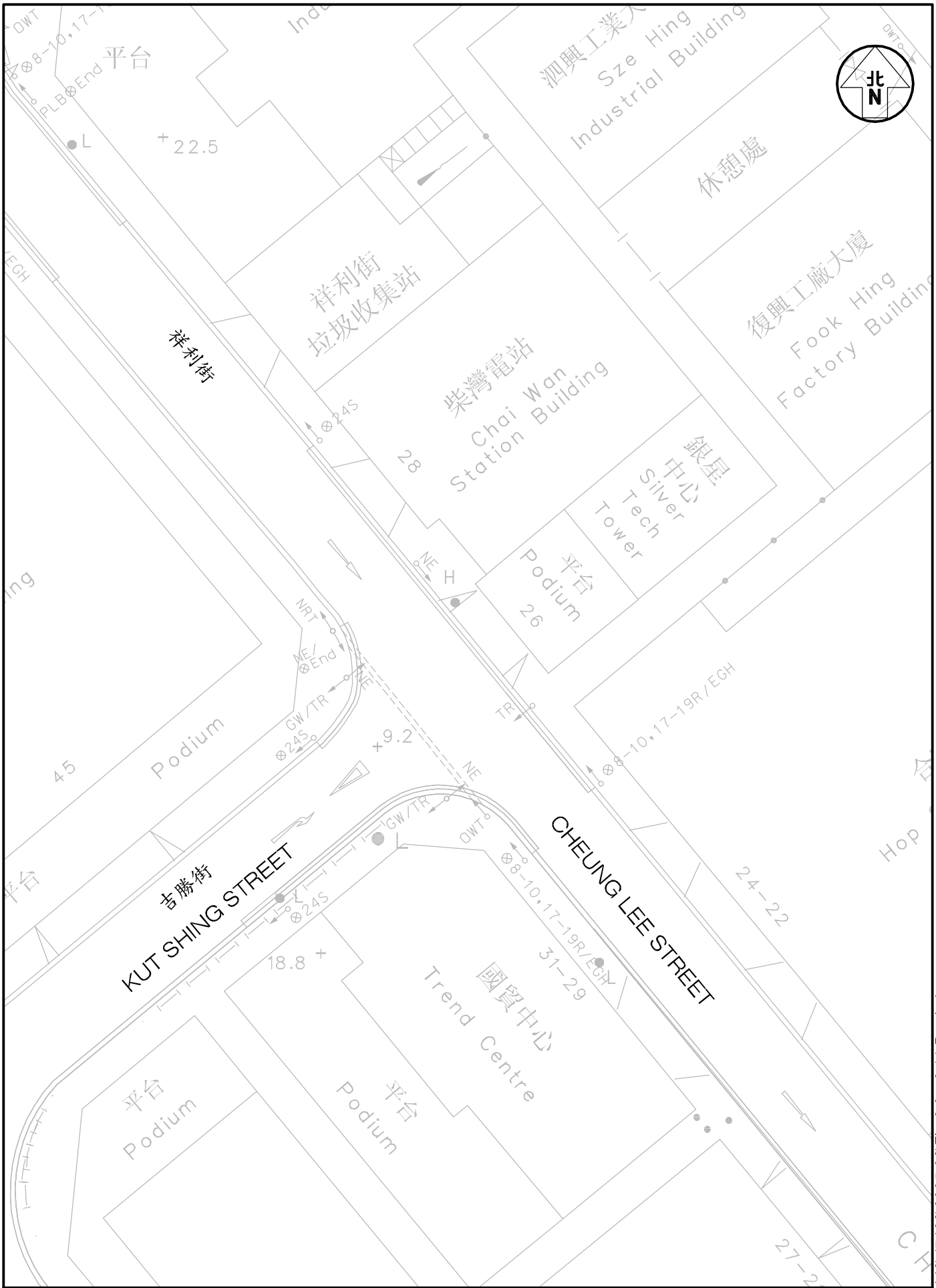
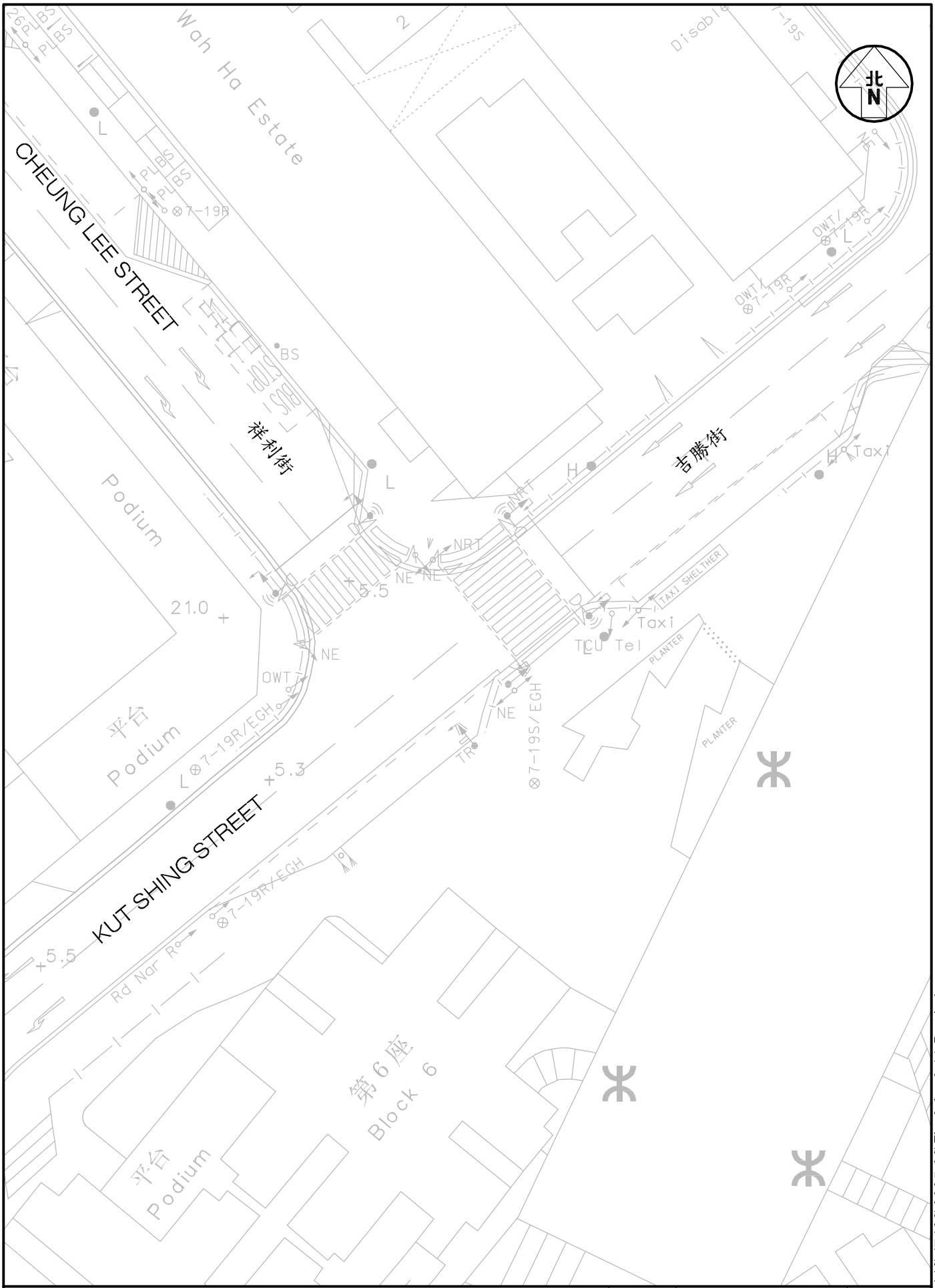


Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 2.3		Scale in A4 1 : 400
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF CHEUNG LEE SREET / KUT SHING STREET (WEST JUNCTION)	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\J7408\2025 08\Fig 2.2 - 2.11 RevA.dwg



Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 2.4		Scale in A4 1 : 400
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF CHEUNG LEE STREET / KUT SHING STREET (EAST JUNCTION)	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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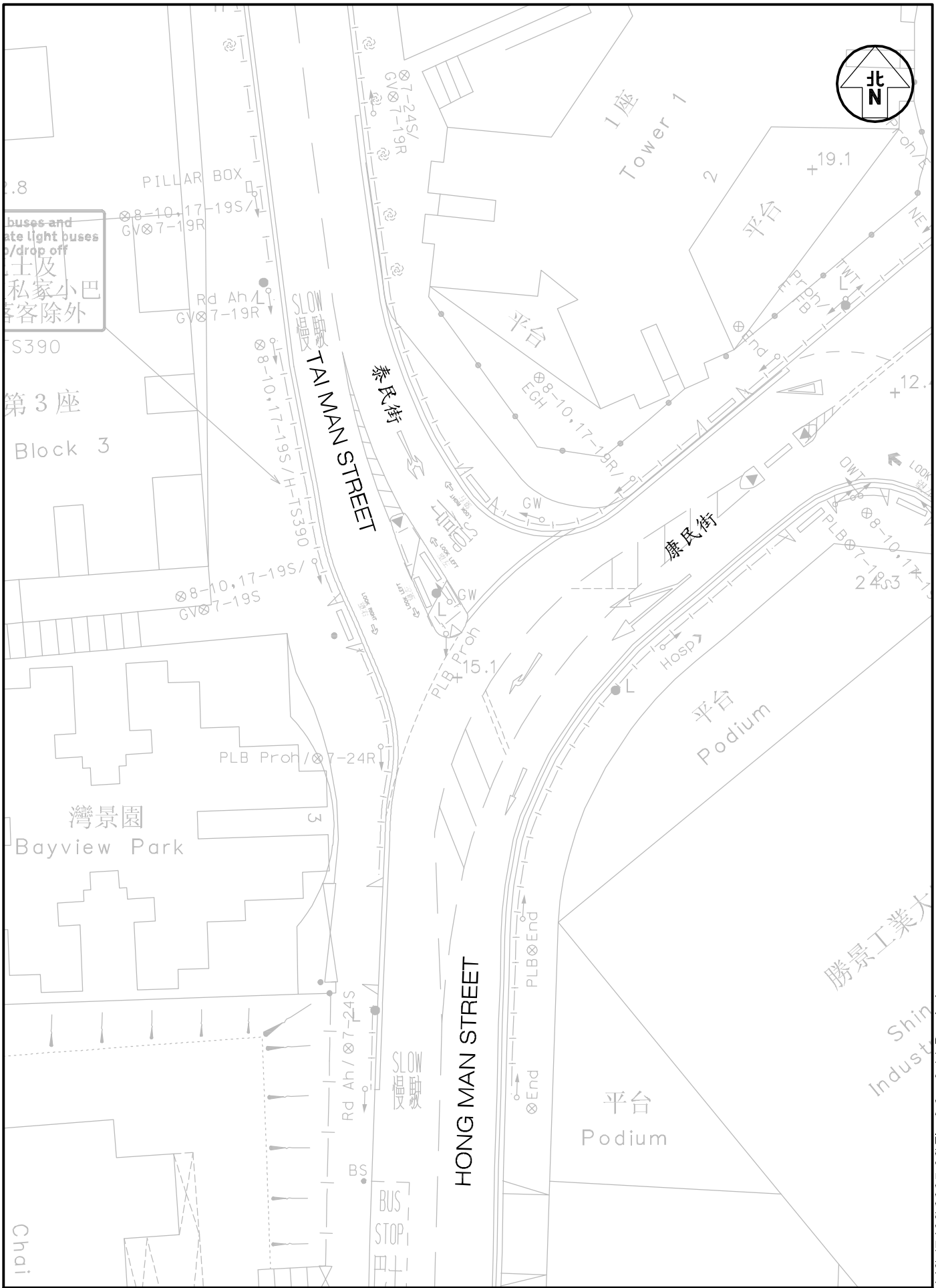

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		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF HONG MAN STREET / TAI MAN STREET	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			

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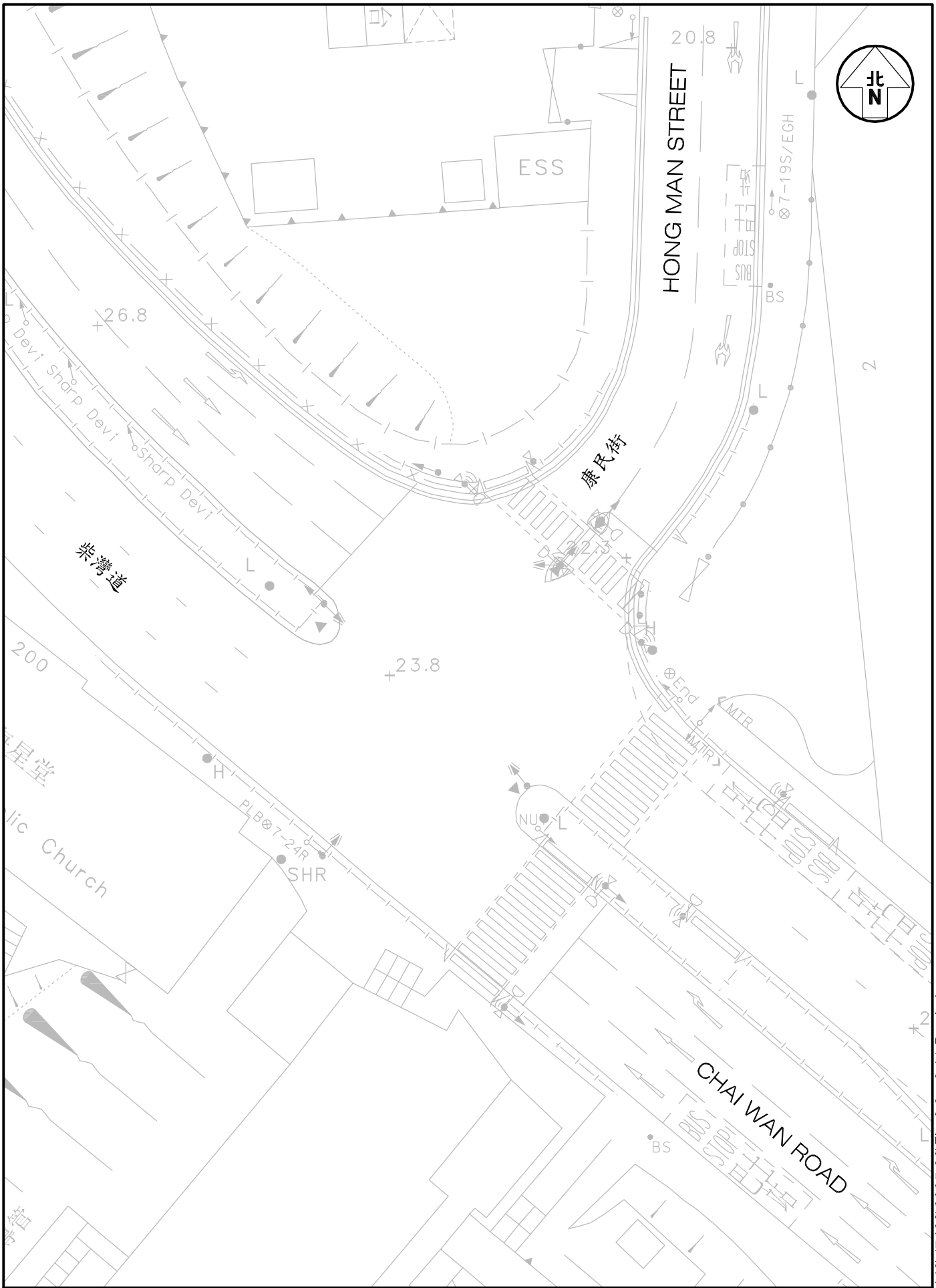

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	Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title: JUNCTION LAYOUT OF CHAI WAN ROAD / HONG MAN STREET					

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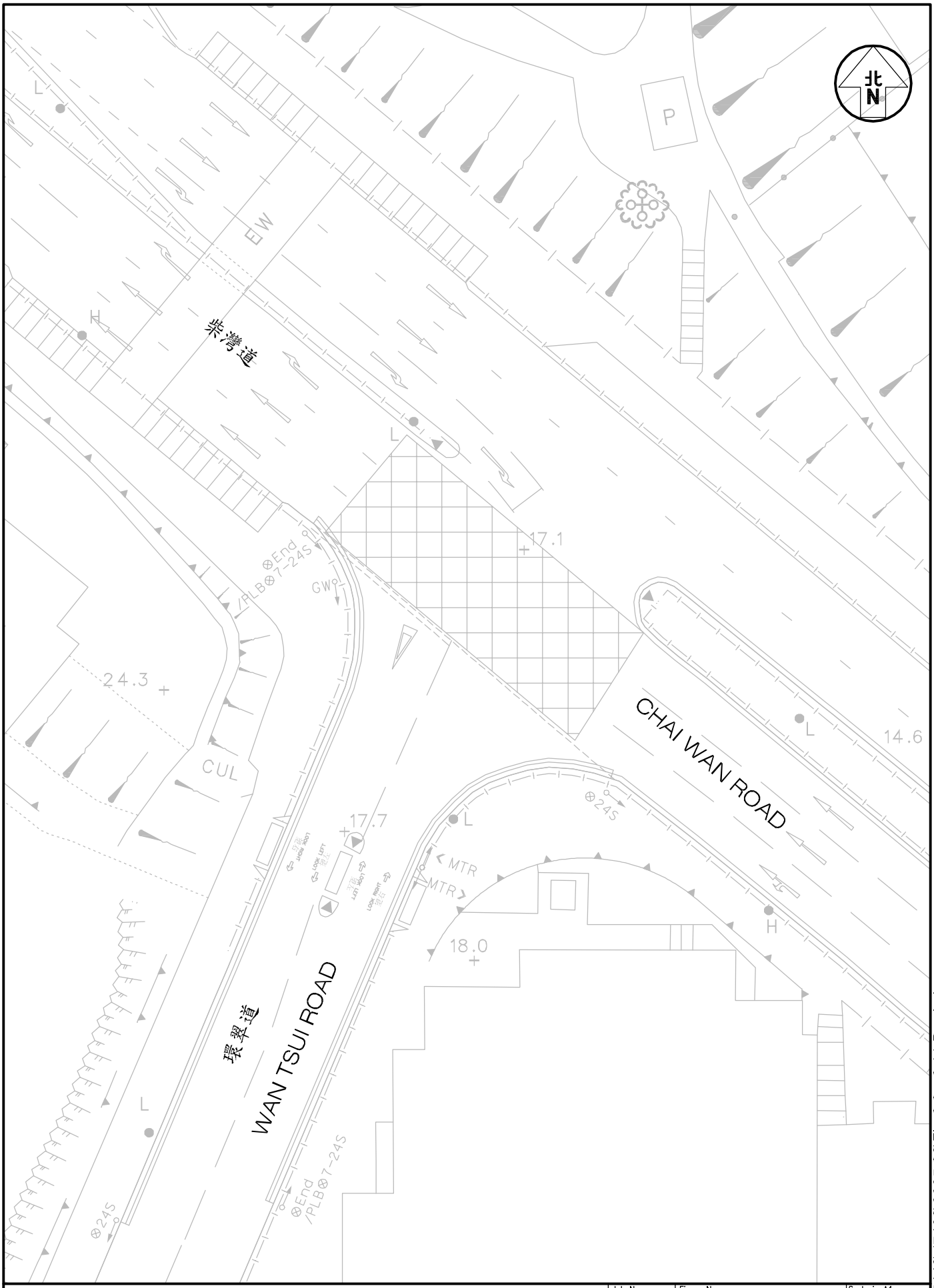

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		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF CHAI WAN ROAD / WAN TSUI ROAD				

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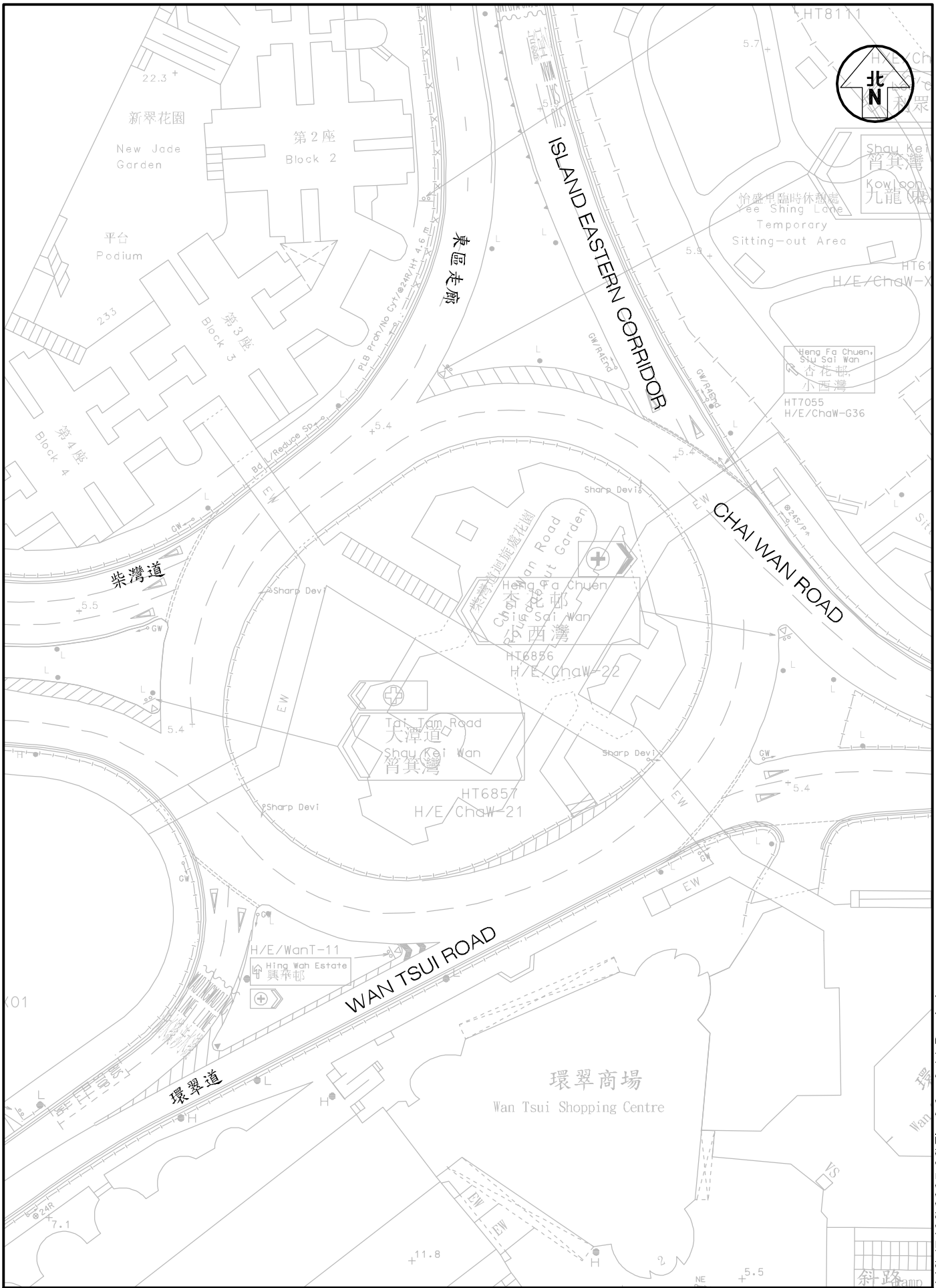

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		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF CHAI WAN ROAD ROUNDABOUT	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			

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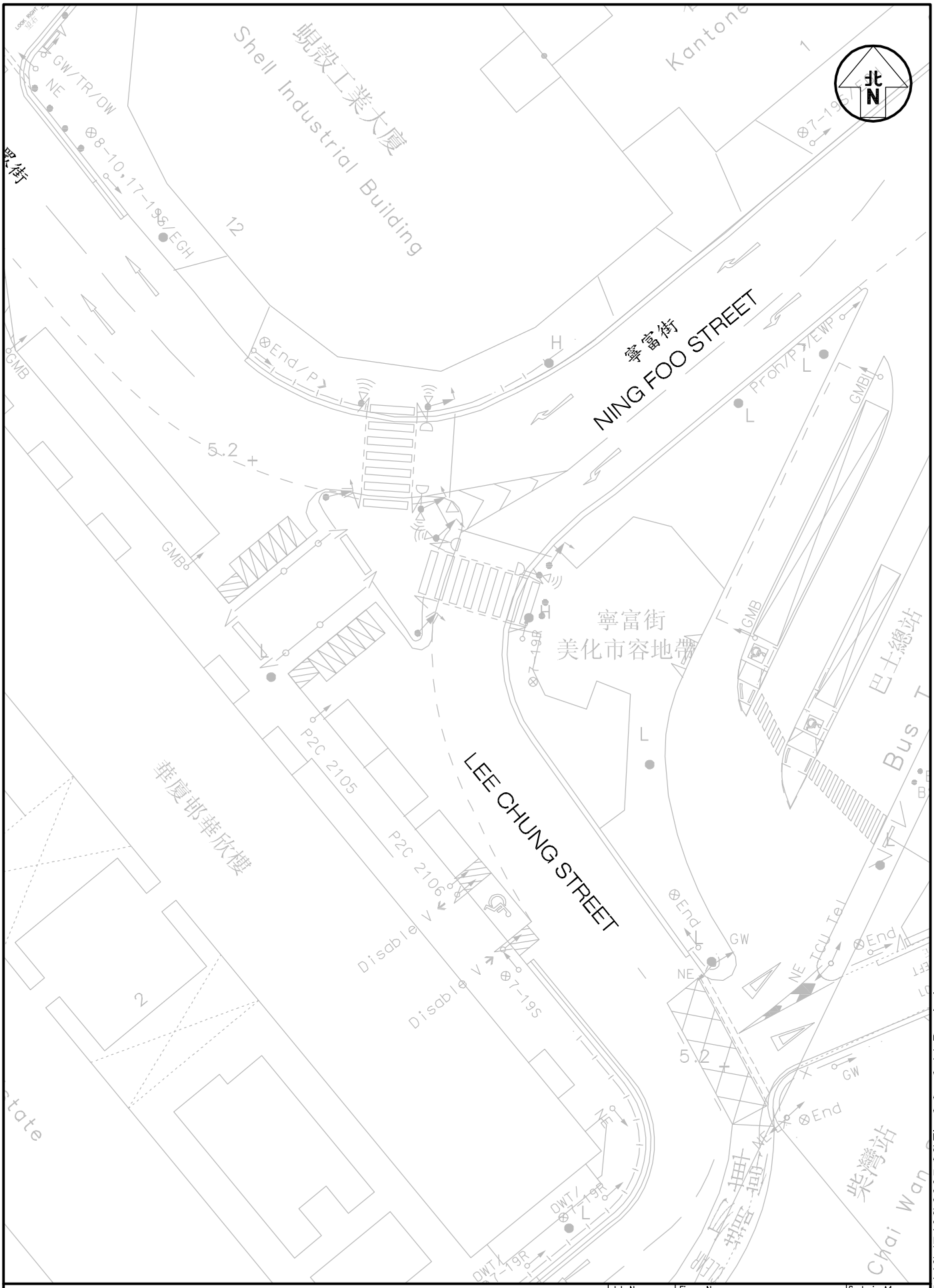

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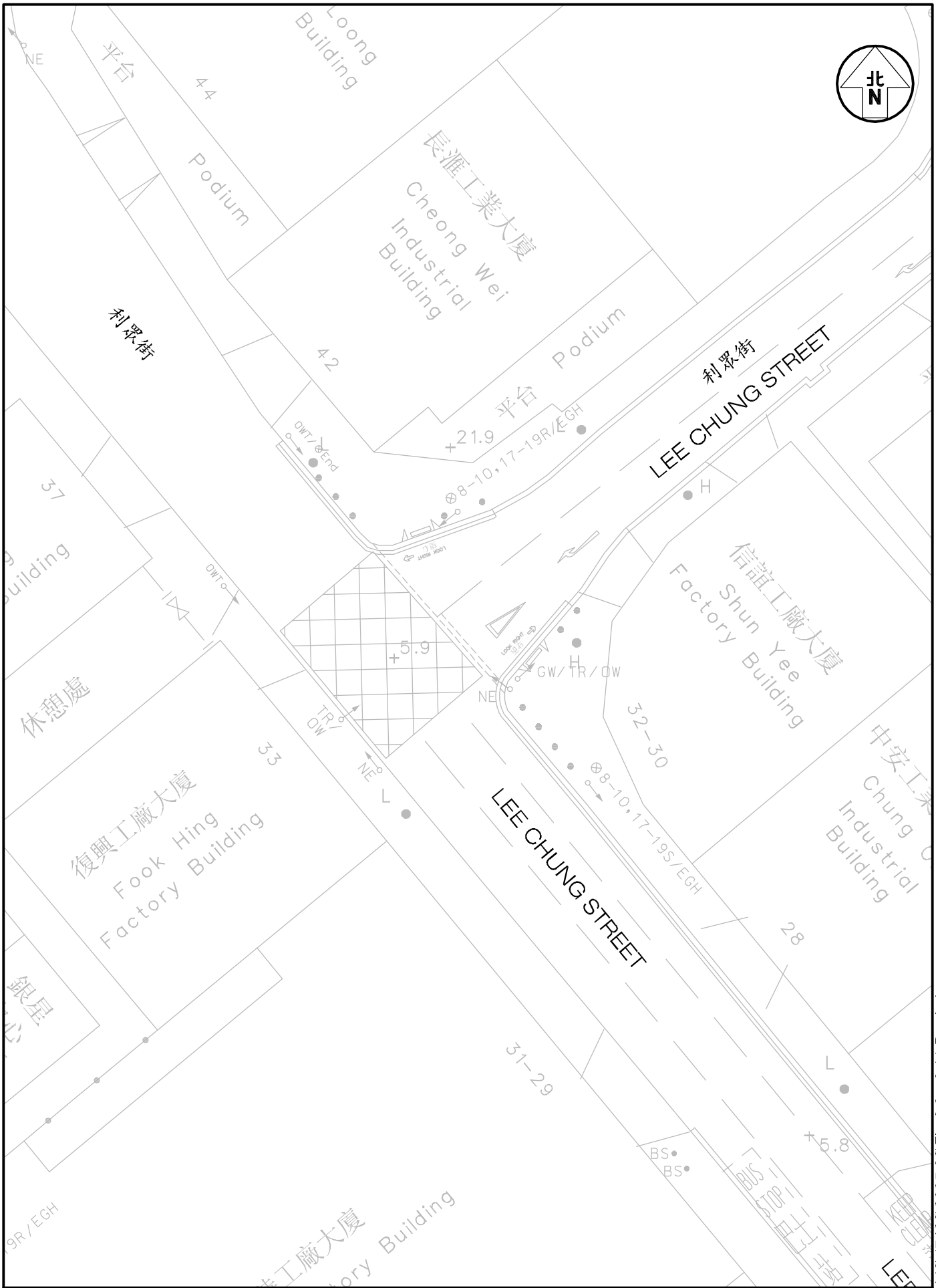
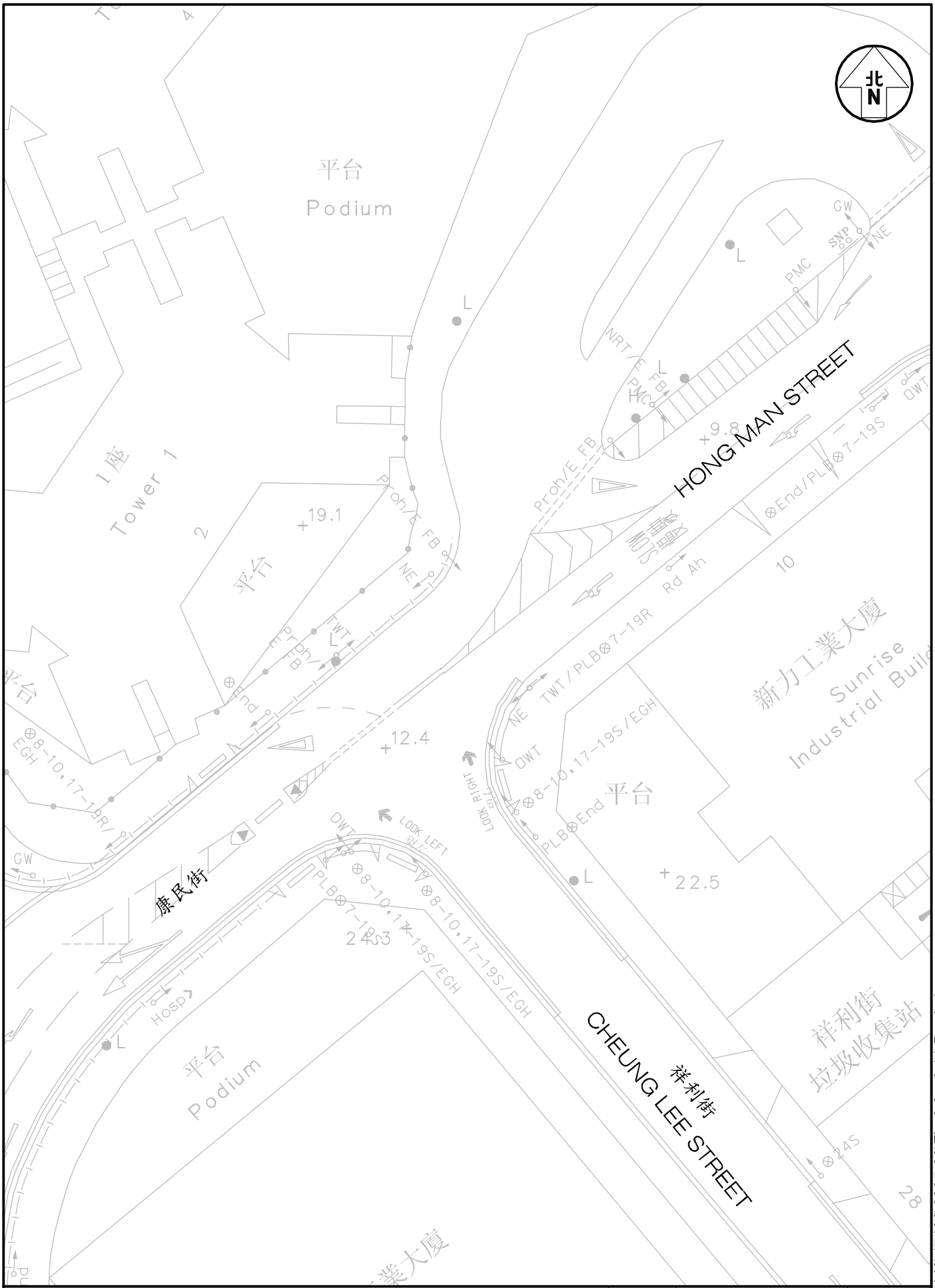
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF NING FOO STREET / LEE CHUNG STREET	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			

T:\JOB\J7400-J7449\J7408\2025 08\Fig 2.2 - 2.11 RevA.dwg



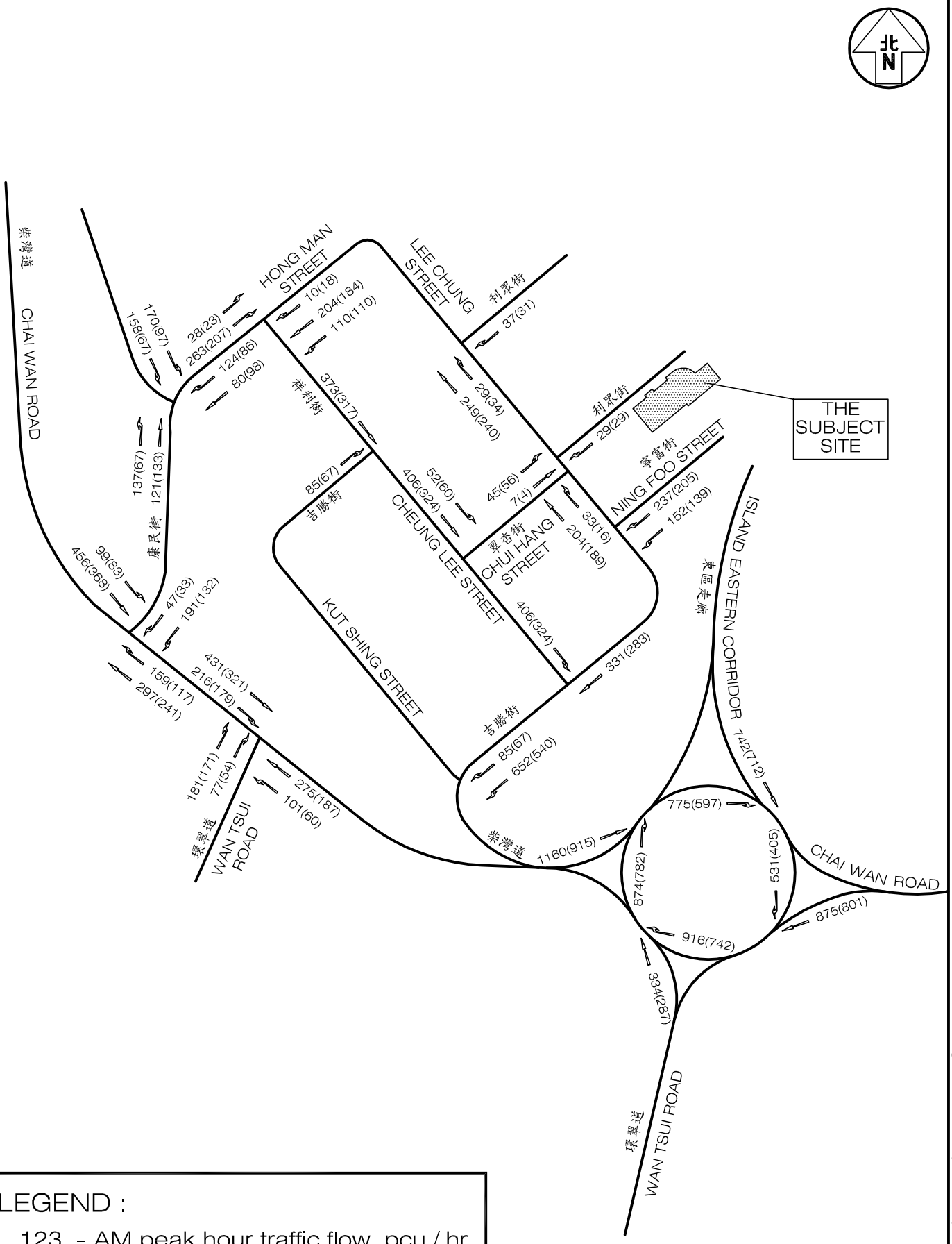
Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 2.10		Scale in A4 1 : 400
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A / Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF LEE CHUNG STREET OUTSIDE SHUN YEE FACTORY BUILDING	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\J7408\2025 08\Fig 2.2 - 2.11 RevA.dwg



Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 2.11		Scale in A4 1 : 400
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF HONG MAN STREET / CHEUNG LEE STREET	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\J7408\2025 08\Fig 2.2 - 2.11 RevA.dwg



LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

YEAR 2025 EXISTING PEAK HOUR TRAFFIC FLOWS

Job No.	Figure No.			Scale in A4
J7408	2.12			N.T.S.
Designed by	Drawn by	Checked by	Revision	Date
L K W	S C Y	K C	C	20 NOV 2025

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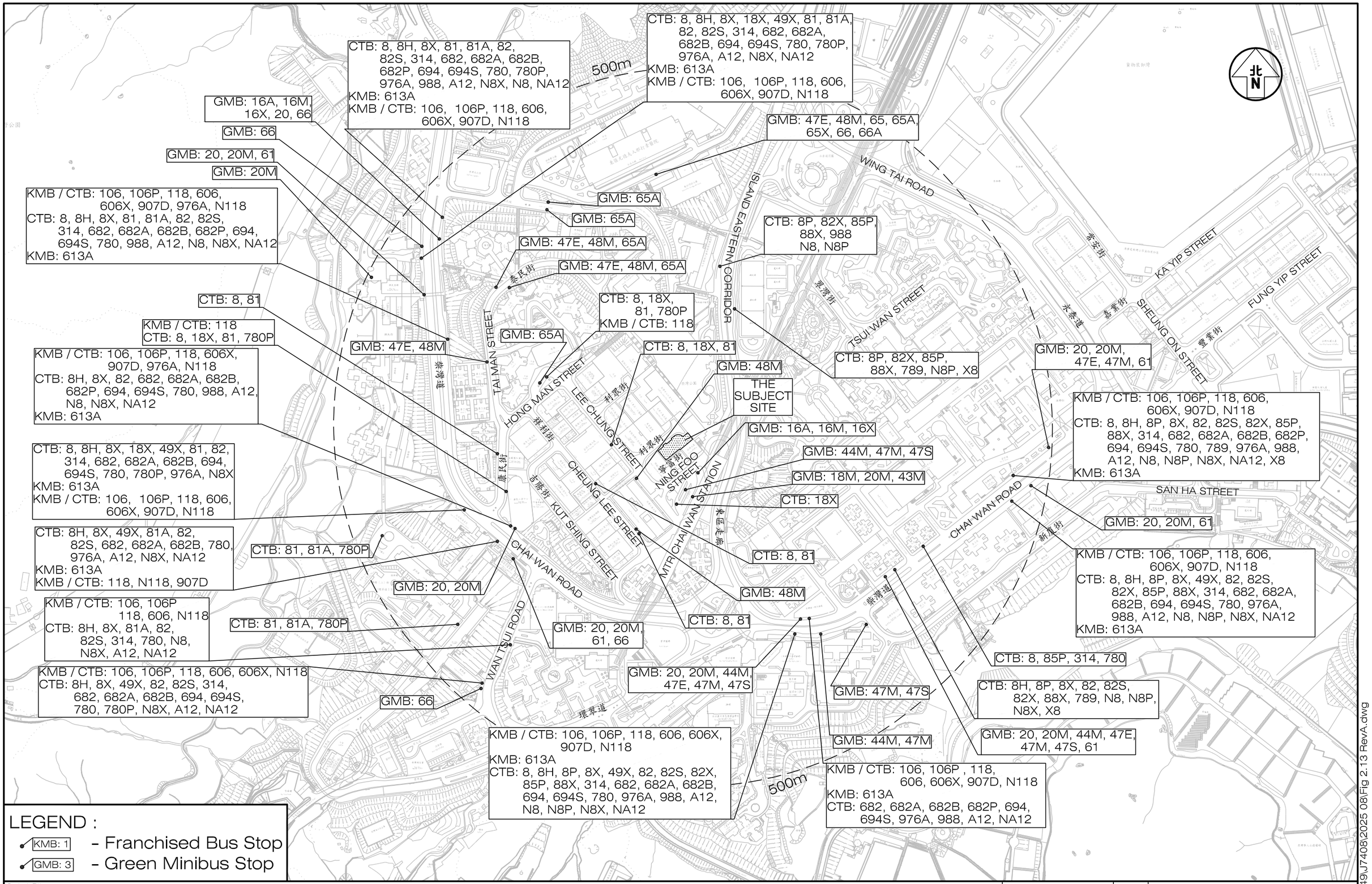

Project Title

SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

J7408

Figure Title

PUBLIC TRANSPORT FACILITIES IN THE VICINITY OF THE SUBJECT SITE

Figure No.	Revision
2.13	A

Designed by	Drawn by	Checked by
L K W	S C Y	K C

Scale in A3	Date
1 : 5,000	21 AUG 2025

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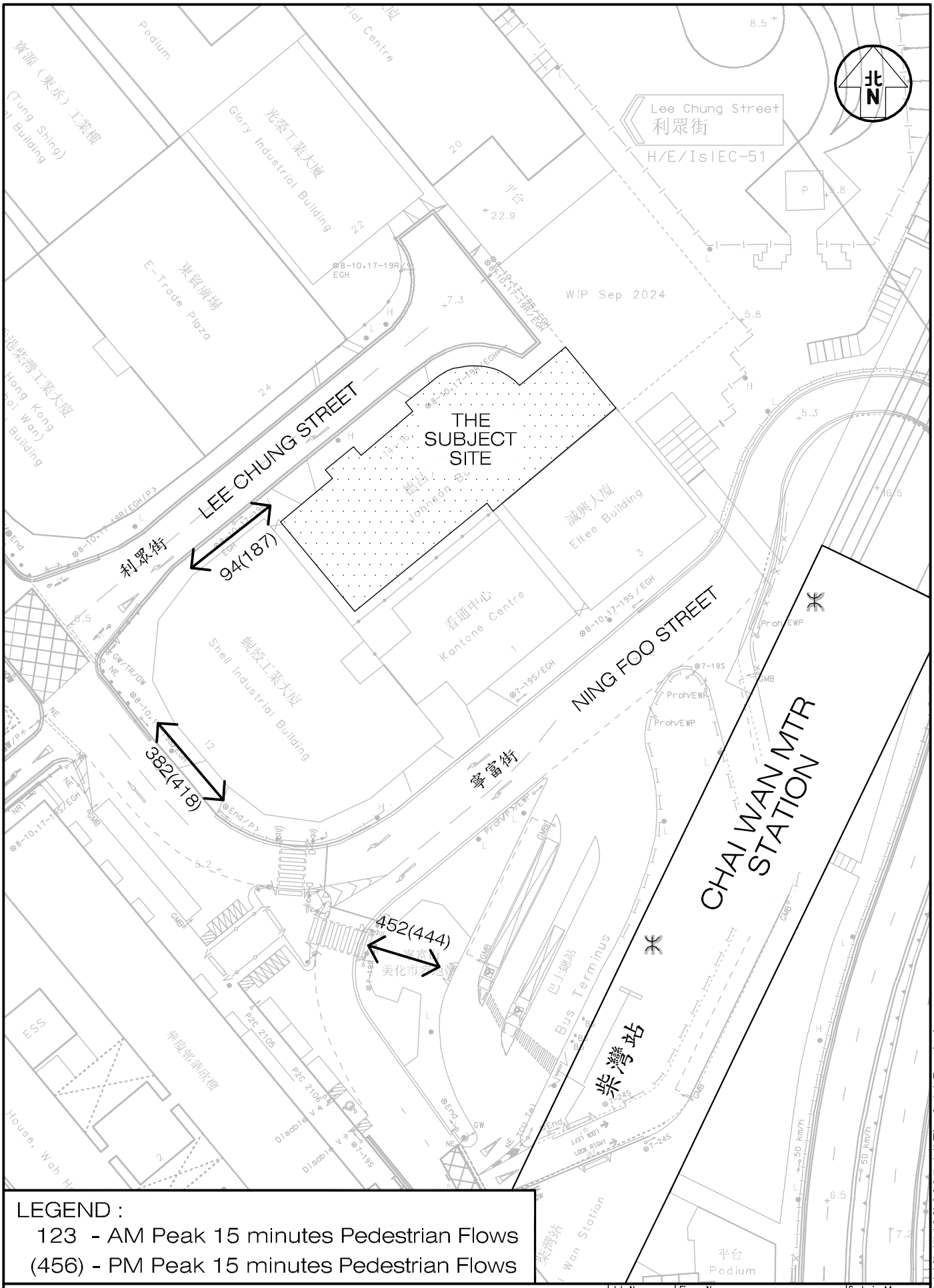

LEGEND :

123 - AM Peak 15 minutes Pedestrian Flows

(456) - PM Peak 15 minutes Pedestrian Flows

Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 2.14		Scale in A4 1 : 750
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 26 NOV 2025
Figure Title	YEAR 2025 EXISTING PEAK 15 MINUTES PEDESTRIAN FLOWS				

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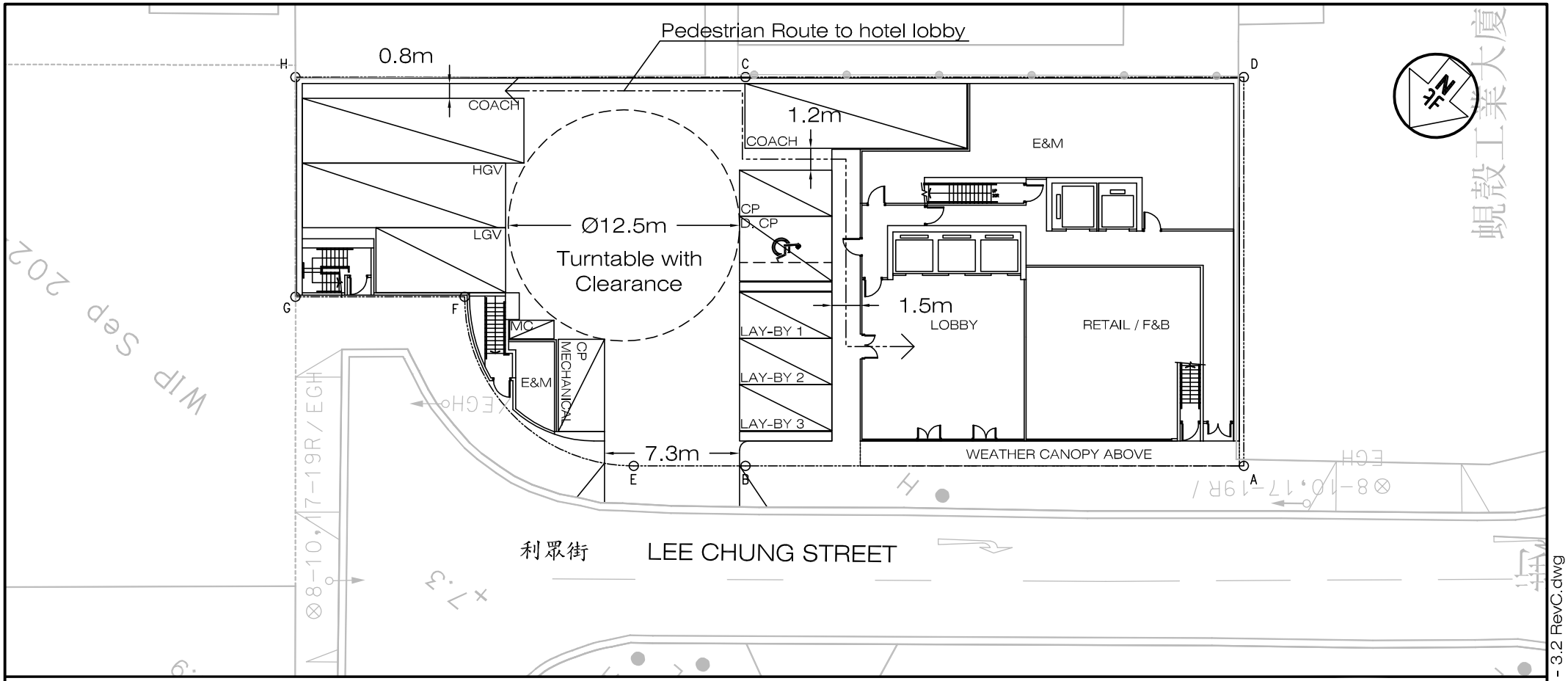

LEGEND :

- COACH — Single Deck Tour Bus Layby @12.0m(L) X 3.5m(W) X Min. 3.8m(H)
- HGV — Heavy Goods Vehicle Loading / Unloading Bay @11.0m(L) X 3.5m(W) X Min.4.7m(H)
- LGV — Light Goods Vehicle Loading / Unloading Bay @7.0m(L) X 3.5m(W) X Min. 3.6m(H)
- D. CP — Accessible Car Parking Space @5.0m(L) X 3.5m(W) X Min. 2.4m(H)
- MC — Motorcycle Parking Space @2.4m(L) X 1.0m(W) X Min. 2.4m(H)
- CP MECHANICAL — Double Deck Parking Rack @5.0m(L) X 2.5m(W) X Min. 4.7m(H)
- LAY-BY 1 — Taxi and Private Car Layby @5.0m(L) X 2.5m(W) X Min. 2.4(H)
- CP — Car Parking Space @5.0m(L) X 2.5m(W) X Min. 2.4(H)

Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	J7408	
Figure Title	PROPOSED GROUND FLOOR PLAN	Figure No. 3.1	Revision C
		Designed by L K W / Drawn by S C Y / Checked by K C	
		Scale in A4 1 : 300 / Date 26 NOV 2025	

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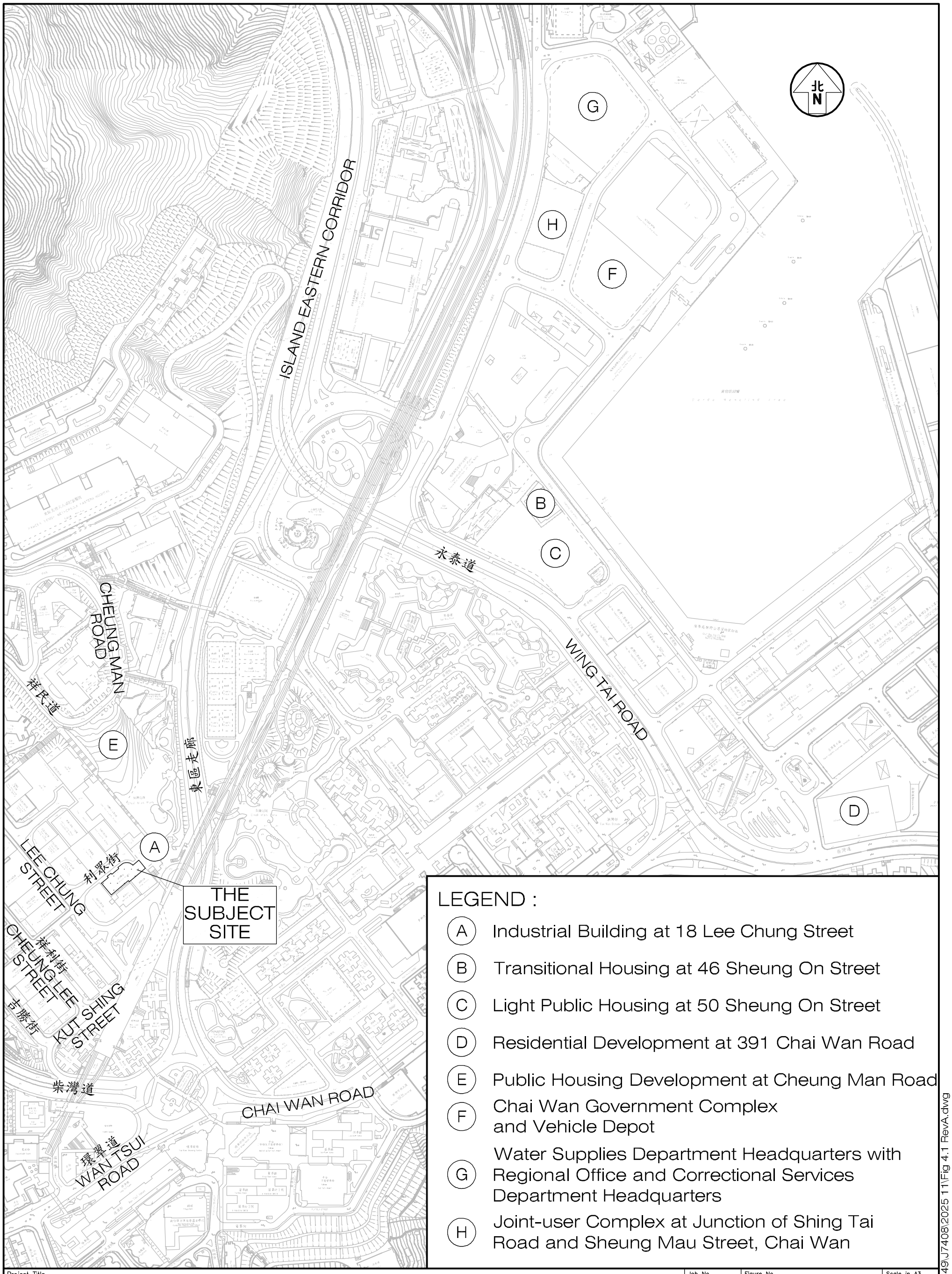

LEGEND :

- (A) Industrial Building at 18 Lee Chung Street
- (B) Transitional Housing at 46 Sheung On Street
- (C) Light Public Housing at 50 Sheung On Street
- (D) Residential Development at 391 Chai Wan Road
- (E) Public Housing Development at Cheung Man Road
- (F) Chai Wan Government Complex and Vehicle Depot
- (G) Water Supplies Department Headquarters with Regional Office and Correctional Services Department Headquarters
- (H) Joint-user Complex at Junction of Shing Tai Road and Sheung Mau Street, Chai Wan

Project Title

SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

Job No.	Figure No.			Scale in A3
J7408	4.1			1 : 4,000
Designed by	Drawn by	Checked by	Revision	Date
L K W	S C Y	K C	A	26 NOV 2025

Figure Title

ADDITIONAL PLANNED / COMMITTED DEVELOPMENTS NEAR THE SUBJECT SITE

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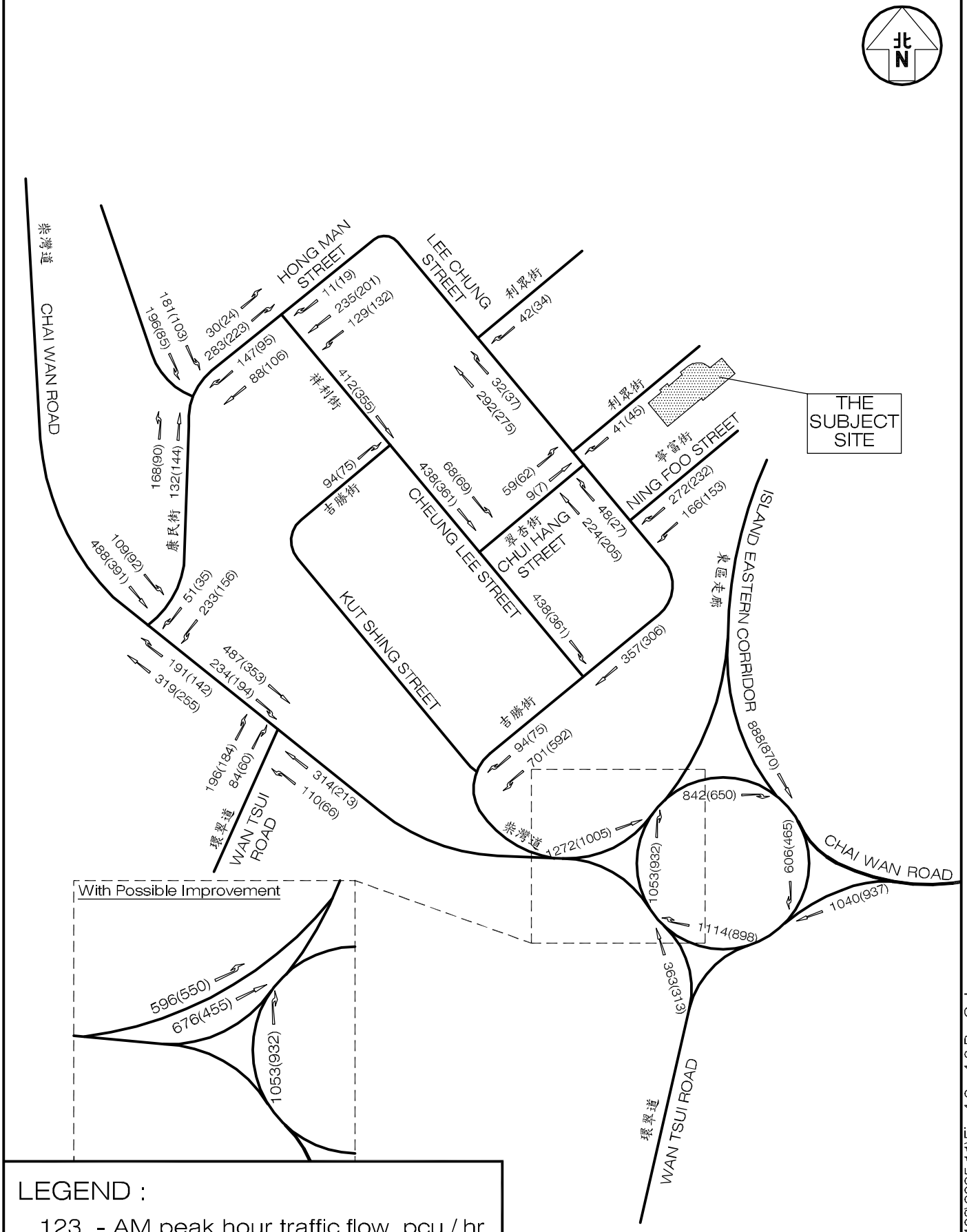

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

2033 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED HOTEL

Job No.	Figure No.			Scale in A4
J7408	4.2			N.T.S.
Designed by	Drawn by	Checked by	Revision	Date
L K W	S C Y	K C	C	27 NOV 2025

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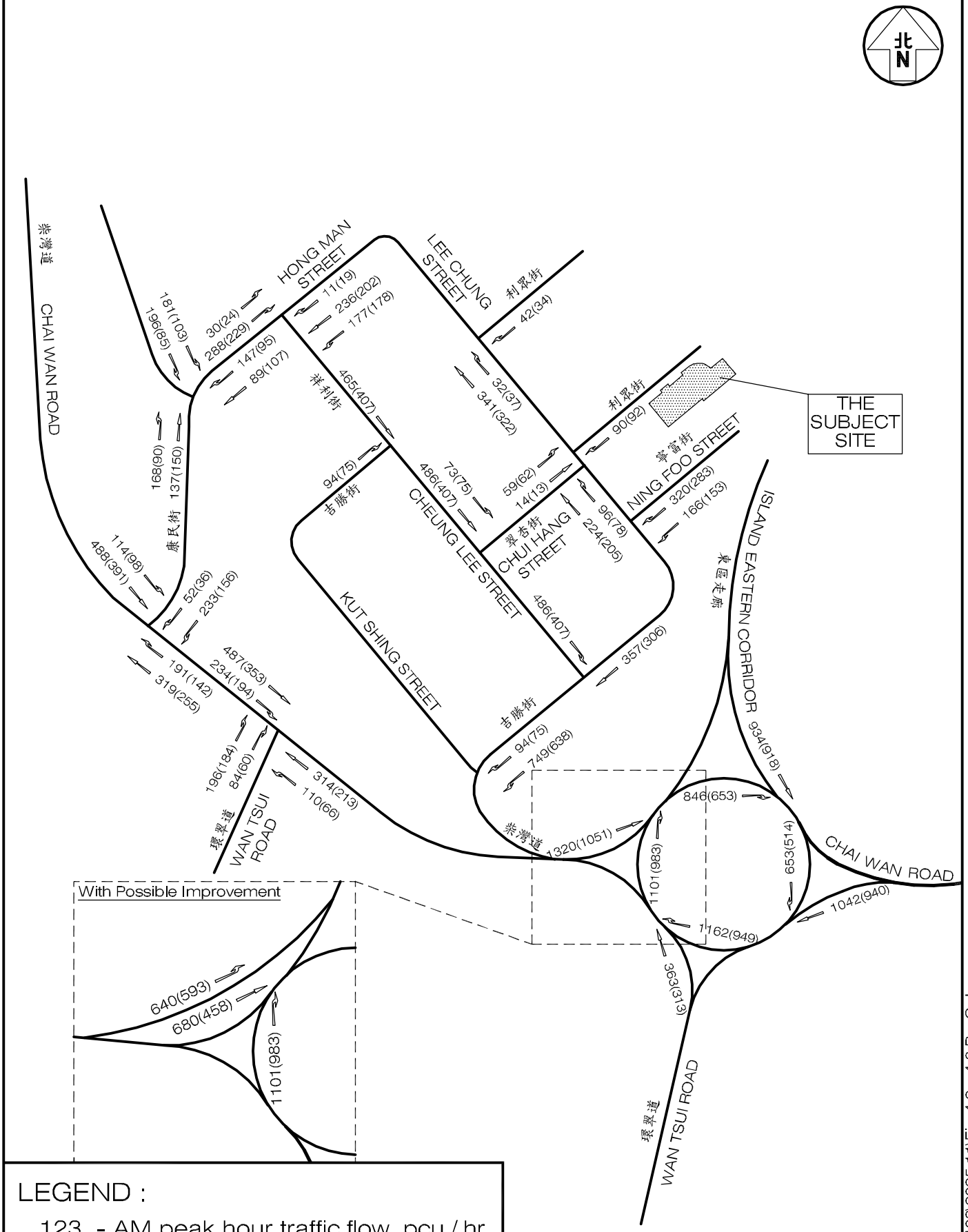
T:\JOB\J7400-J7449\J7408\2025 11\Fig 4.2 - 4.3 RevC.dwg



LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

2033 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED HOTEL

Job No.	Figure No.			Scale in A4
J7408	4.3			N.T.S.
Designed by	Drawn by	Checked by	Revision	Date
L K W	S C Y	K C	C	27 NOV 2025

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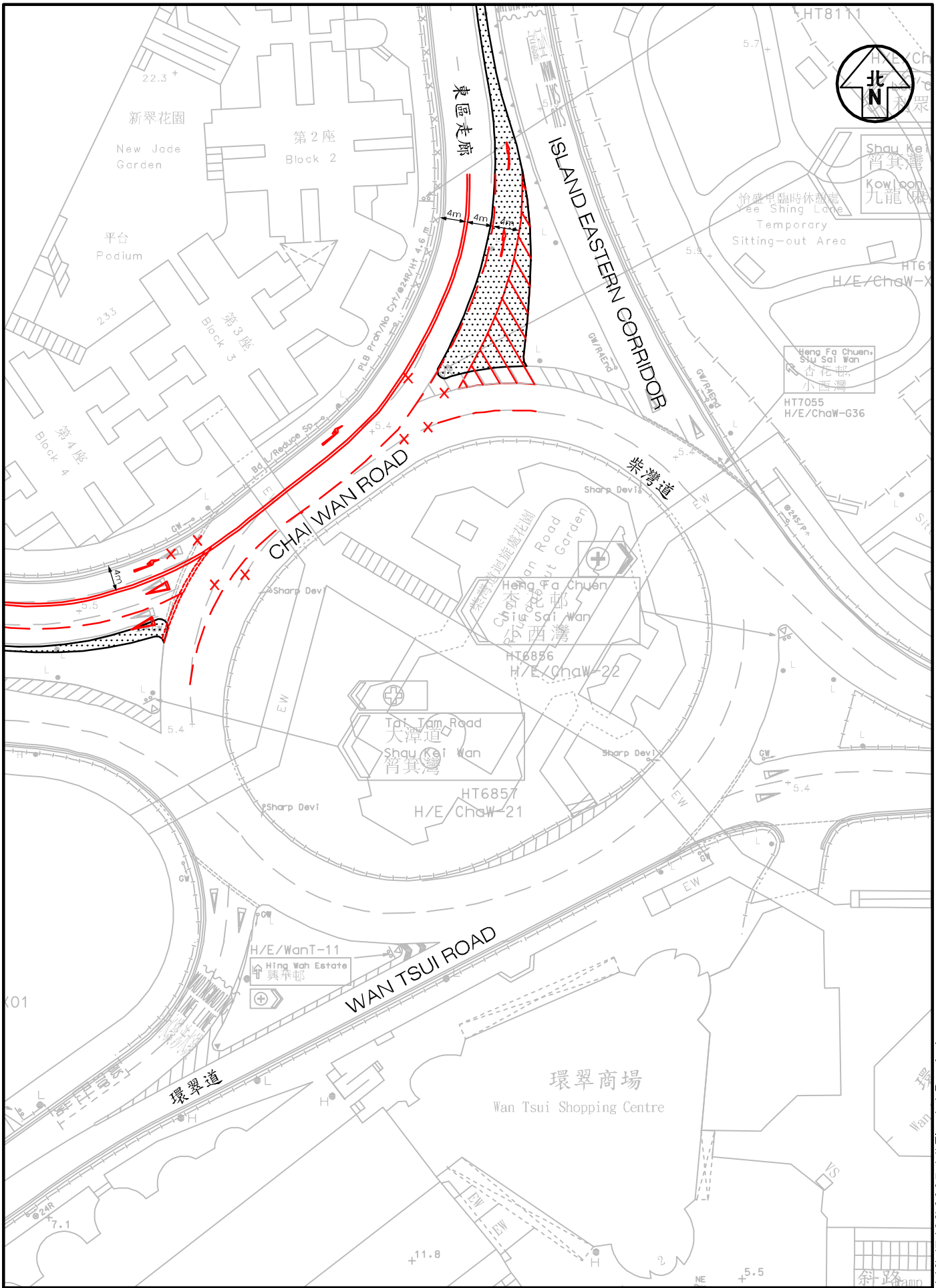

Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 4.4		Scale in A4 1 : 750
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	**POSSIBLE IMPROVEMENT AT JUNCTION CHAI WAN ROAD ROUNDABOUT**	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			

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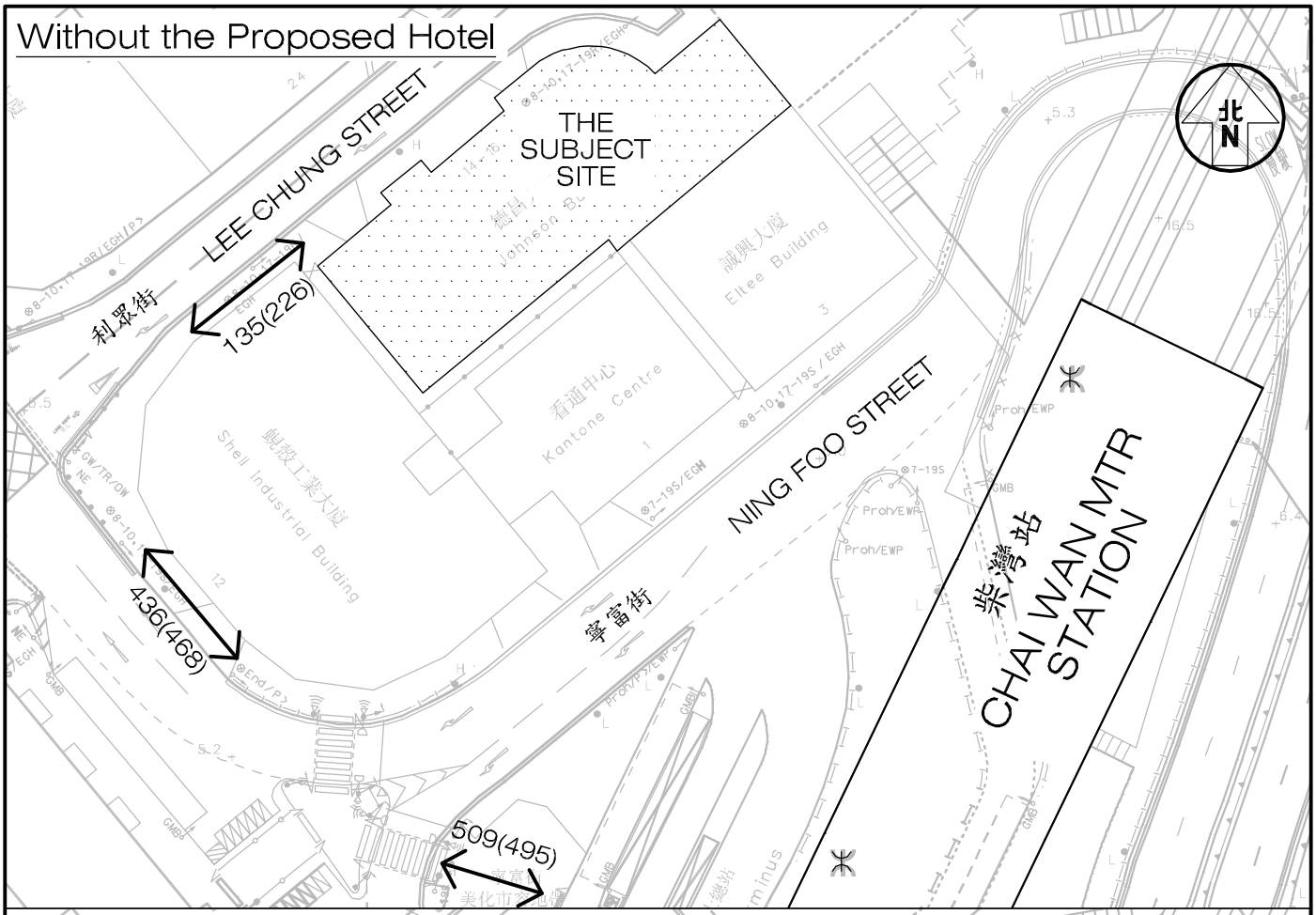

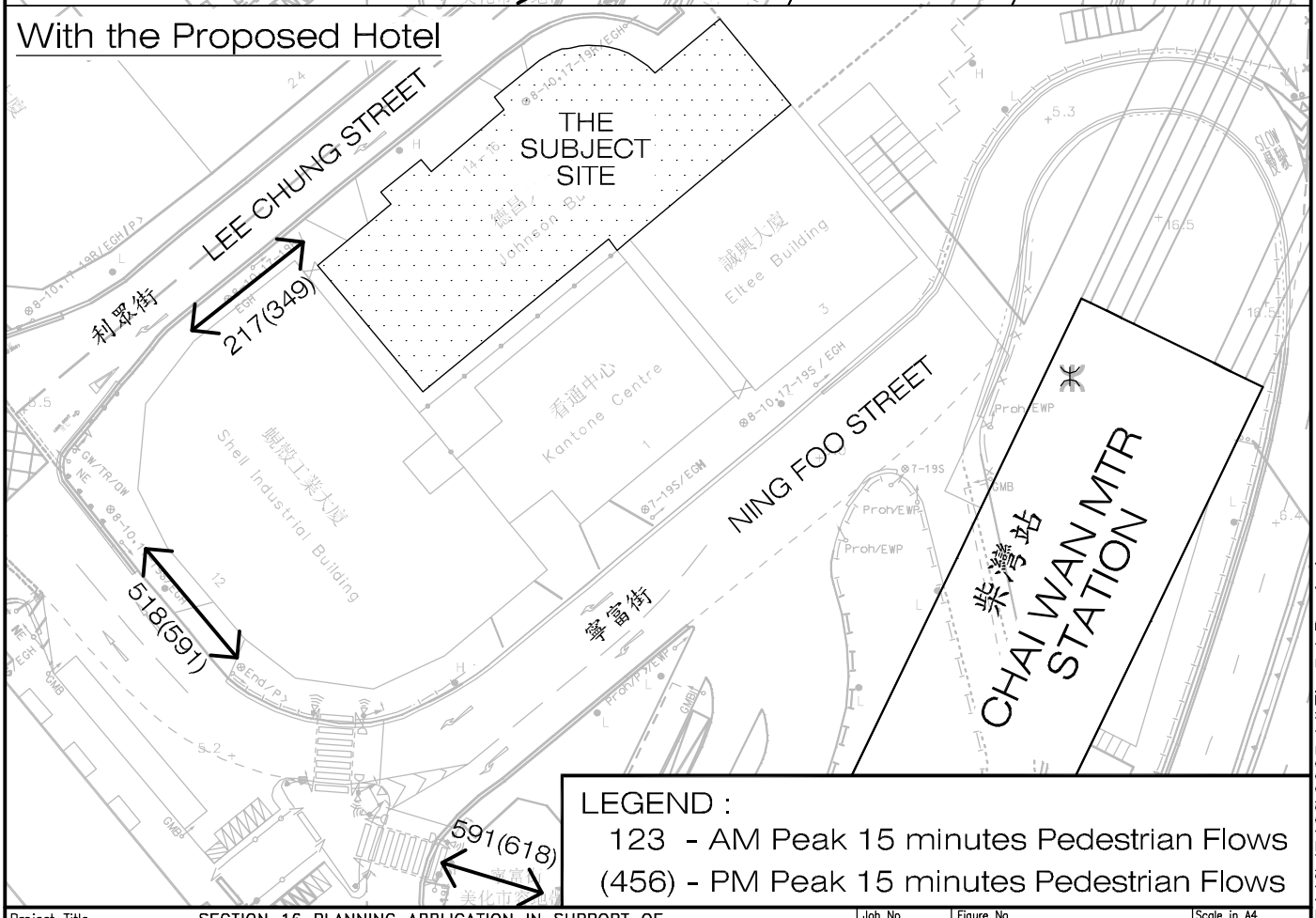

LEGEND :

123 - AM Peak 15 minutes Pedestrian Flows

(456) - PM Peak 15 minutes Pedestrian Flows

Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 5.1		Scale in A4 1 : 750
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 26 NOV 2025
Figure Title	2033 PEAK 15 MINUTES PEDESTRIAN FLOWS WITHOUT AND WITH THE PROPOSED HOTEL				

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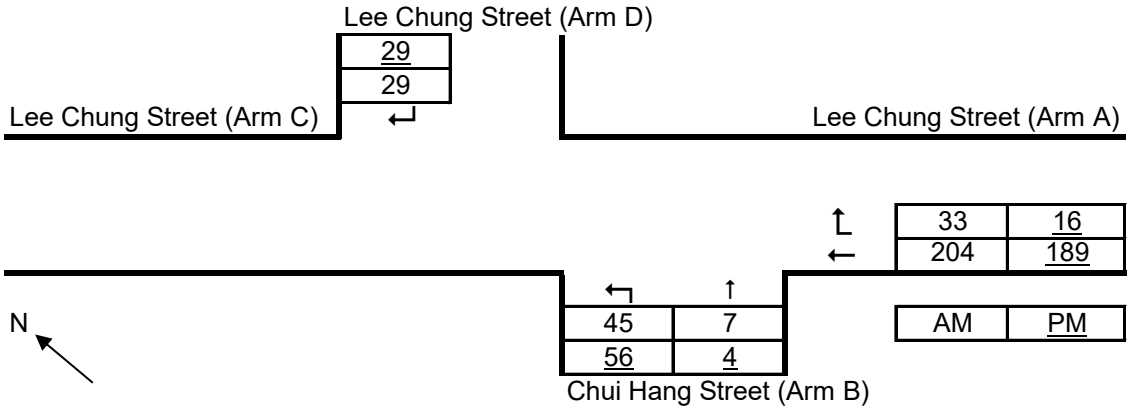
Appendix A – Calculation

Priority Junction Analysis

Junction:	Lee Chung Street / Chui Hang Street				
Design Year:	2025	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Existing Condition				Page 1



Input Parameters for analysis:

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

Geometry :

	W	20.0	V-CB	0.0	V-AD	165.0	w-BA	0.0
	W-CR	0.0	V-BC	32.0	V-DA	40.0	w-BC	5.0
	W-CB	0.0	V-BA	18.0	V-DC	58.0	w-DA	0.0
	W-AD	5.0					w-DC	4.7

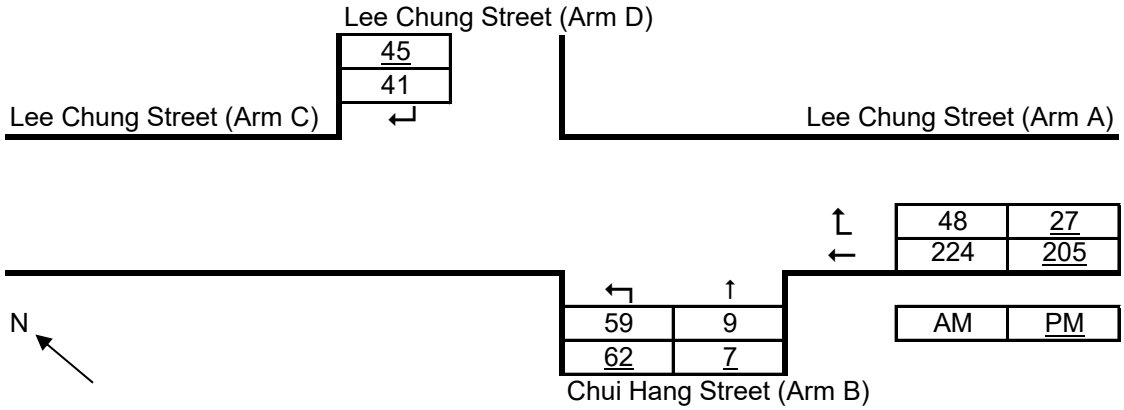
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-B-ACD	57	66	Q-B-ACD	799	794
q-A-B	0	0	Q-A-B	0	0
q-A-C	225	208	Q-A-C	0	0
q-A-D	36	18	Q-A-D	0	0
q-AB-CD	65	33	Q-AB-CD	842	839
q-AB-C	253	259	Q-AB-C	0	0
q-D-ABC	32	32	Q-D-ABC	639	635
q-CD-AB	0	0	Q-CD-AB	0	0

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.072	0.083
AB-CD	0.078	0.039
D-ABC	0.050	0.050

Priority Junction Analysis

Junction:	Lee Chung Street / Chui Hang Street				
Design Year:	2033	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Year 2033 without the Proposed Hotel				Page 2



Input Parameters for analysis:

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

Geometry :

W	20.0	V-CB	0.0	V-AD	165.0	w-BA	0.0
W-CR	0.0	V-BC	32.0	V-DA	40.0	w-BC	5.0
W-CB	0.0	V-BA	18.0	V-DC	58.0	w-DA	0.0
W-AD	5.0					w-DC	4.7

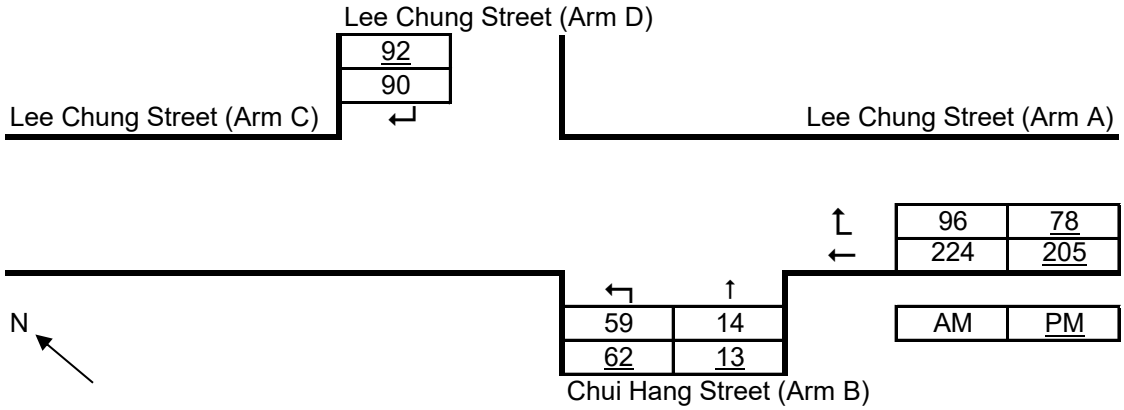
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-B-ACD	80	80	Q-B-ACD	805	799
q-A-B	0	0	Q-A-B	0	0
q-A-C	247	226	Q-A-C	0	0
q-A-D	53	30	Q-A-D	0	0
q-AB-CD	99	58	Q-AB-CD	869	857
q-AB-C	281	278	Q-AB-C	0	0
q-D-ABC	45	50	Q-D-ABC	646	640
q-CD-AB	0	0	Q-CD-AB	0	0

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.100	0.101
AB-CD	0.114	0.067
D-ABC	0.070	0.077

Priority Junction Analysis

Junction:	Lee Chung Street / Chui Hang Street				
Design Year:	2033	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Year 2033 with the Proposed Hotel				Page 3



Input Parameters for analysis:

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

Geometry :

	W	20.0	V-CB	0.0	V-AD	165.0	w-BA	0.0
	W-CR	0.0	V-BC	32.0	V-DA	40.0	w-BC	5.0
	W-CB	0.0	V-BA	18.0	V-DC	58.0	w-DA	0.0
	W-AD	5.0					w-DC	4.7

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-B-ACD	86	87	Q-B-ACD	812	807
q-A-B	0	0	Q-A-B	0	0
q-A-C	247	226	Q-A-C	0	0
q-A-D	106	86	Q-A-D	0	0
q-AB-CD	191	154	Q-AB-CD	869	857
q-AB-C	247	244	Q-AB-C	0	0
q-D-ABC	99	101	Q-D-ABC	658	652
q-CD-AB	0	0	Q-CD-AB	0	0

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.106	0.108
AB-CD	0.220	0.180
D-ABC	0.151	0.155

Priority Junction Analysis

Junction:	Cheung Lee Street / Kut Shing Street (West Junction)				
Design Year:	2025	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Existing Condition				Page 4

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	7.30	V-rBA	25	w-BA	7.40	D	1.1441
	W-CR	0.00	V-lBA	25	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7482

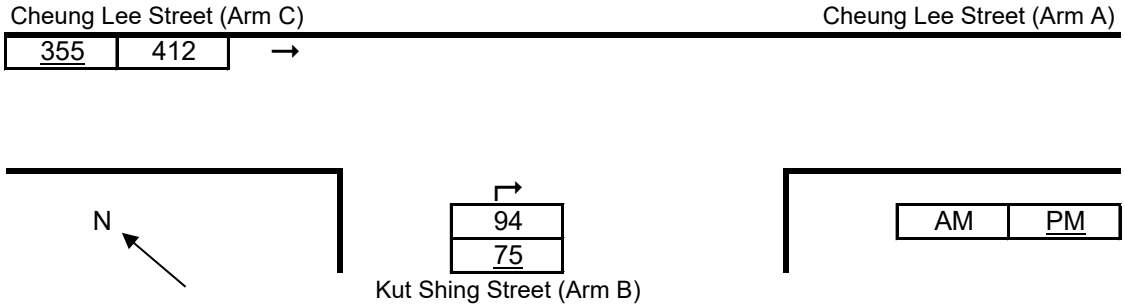
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	373	317	Q-BA	644	655
q-CB	0	0	Q-CB	437	437
q-AB	0	0			
q-AC	0	0			
q-BA	85	67			
q-BC	0	0			
f	0	0			

Ratio-of-flow to Capacity	AM	PM
B-A	0.132	0.102
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Cheung Lee Street / Kut Shing Street (West Junction)				
Design Year:	2033	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Year 2033 without the Proposed Hotel				Page 5



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	7.30	V-rBA	25	w-BA	7.40	D	1.1441
	W-CR	0.00	V-lBA	25	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7482

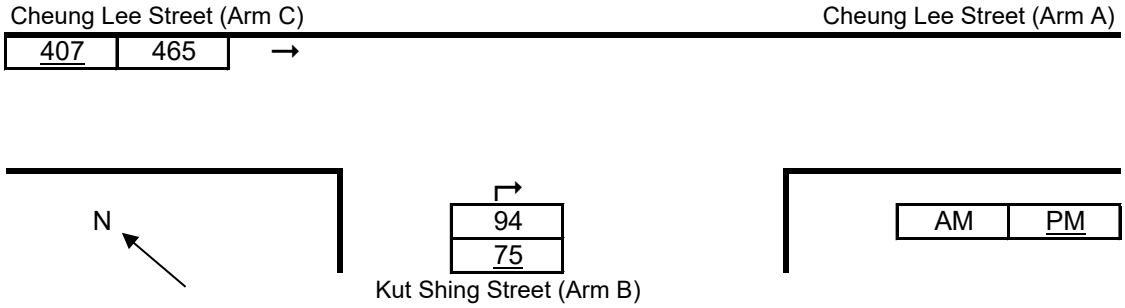
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	412	355	Q-BA	637	648
q-CB	0	0	Q-CB	437	437
q-AB	0	0			
q-AC	0	0			
q-BA	94	75			
q-BC	0	0			
f	0	0			

Ratio-of-flow to Capacity	AM	PM
B-A	0.148	0.116
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Cheung Lee Street / Kut Shing Street (West Junction)				
Design Year:	2033	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Year 2033 with the Proposed Hotel				Page 6



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	7.30	V-rBA	25	w-BA	7.40	D	1.1441
	W-CR	0.00	V-lBA	25	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7482

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	465	407	Q-BA	626	638
q-CB	0	0	Q-CB	437	437
q-AB	0	0			
q-AC	0	0			
q-BA	94	75			
q-BC	0	0			
f	0	0			

Ratio-of-flow to Capacity	AM	PM
B-A	0.150	0.118
C-B	0.000	0.000

Signal Junction Analysis

Junction: Cheung Lee Street / Kut Shing Street (East Junction) Job Number: J7408

Scenario: Existing Condition P. 7

Design Year: 2025 Designed By: AYT Checked By: LKW Date: 26 Nov 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
Cheung Lee Street SB	RT	A1	2	3.90	12.5		100	1790	207	0.116		100	1790	165	0.092	0.092
Cheung Lee Street SB	RT	A2	2	3.90	9.0		100	1719	199	0.116	0.116	100	1719	159	0.092	
Kut Shing Street WB	SA	B1	1	4.20				2035	166	0.082	0.082		2035	142	0.070	0.070
Kut Shing Street WB	SA	B2	1	4.20				2035	165	0.081			2035	141	0.069	
pedestrian phase		Cp	1		min crossing time =			8	sec GM +		9	sec FGM =		17	sec	
		Dp	2		min crossing time =			8	sec GM +		8	sec FGM =		16	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	
Group	1+2		1+2	
Sum y	0.197		0.162	
L (s)	8		8	
C (s)	75		75	
practical y	0.804		0.804	
R.C. (%)	307%		396%	

Note:

1	2	3	4	5
Cp B2 B1	A1 A2 Dp			
AM				
G = I/G = 5	G = I/G = 5	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
PM				
G = I/G = 5	G = I/G = 5	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =

Signal Junction Analysis

Junction: Cheung Lee Street / Kut Shing Street (East Junction) Job Number: J7408

Scenario: Year 2033 without the Proposed Hotel P. 8

Design Year: 2033 Designed By: AYT Checked By: LKW Date: 26 Nov 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
Cheung Lee Street SB	RT	A1	2	3.90	12.5		100	1790	223	0.125	0.125	100	1790	184	0.103	0.103
Cheung Lee Street SB	RT	A2	2	3.90	9.0		100	1719	215	0.125		100	1719	177	0.103	
Kut Shing Street WB	SA	B1	1	4.20				2035	179	0.088	0.088		2035	153	0.075	0.075
Kut Shing Street WB	SA	B2	1	4.20				2035	178	0.087			2035	153	0.075	
pedestrian phase		Cp	1		min crossing time =			8	sec GM +		9	sec FGM =		17	sec	
		Dp	2		min crossing time =			8	sec GM +		8	sec FGM =		16	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	
Group	1+2		1+2	
Sum y	0.213		0.178	
L (s)	8		8	
C (s)	75		75	
practical y	0.804		0.804	
R.C. (%)	278%		352%	

Note:

AM											
G =	I/G =	5	G =	I/G =	5	G =	I/G =	G =	I/G =	G =	I/G =
G =	I/G =		G =	I/G =		G =	I/G =	G =	I/G =	G =	I/G =
PM											
G =	I/G =	5	G =	I/G =	5	G =	I/G =	G =	I/G =	G =	I/G =
G =	I/G =		G =	I/G =		G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Cheung Lee Street / Kut Shing Street (East Junction) Job Number: J7408

Scenario: Year 2033 with the Proposed Hotel P. 9

Design Year: 2033 Designed By: AYT Checked By: LKW Date: 26 Nov 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
Cheung Lee Street SB	RT	A1	2	3.90	12.5		100	1790	248	0.139	0.139	100	1790	208	0.116	0.116
Cheung Lee Street SB	RT	A2	2	3.90	9.0		100	1719	238	0.138		100	1719	199	0.116	
Kut Shing Street WB	SA	B1	1	4.20				2035	179	0.088	0.088		2035	153	0.075	0.075
Kut Shing Street WB	SA	B2	1	4.20				2035	178	0.087			2035	153	0.075	
pedestrian phase		Cp	1		min crossing time =			8	sec GM +		9	sec FGM =		17	sec	
		Dp	2		min crossing time =			8	sec GM +		8	sec FGM =		16	sec	

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

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

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

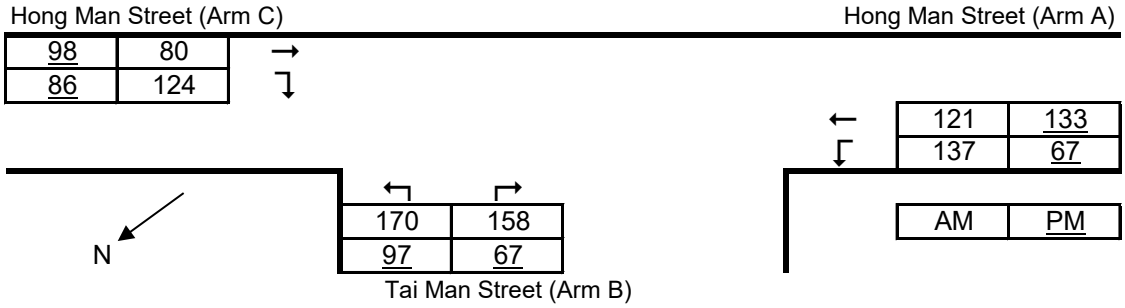
	AM Peak		PM Peak	
Group	1+2		1+2	
Sum y	0.227		0.191	
L (s)	8		8	
C (s)	75		75	
practical y	0.804		0.804	
R.C. (%)	255%		320%	

Note:

1	2	3	4	5
Cp B2 B1	A1 Dp A2			
AM G = I/G = 5	G = I/G = 5	G = I/G =	G = I/G =	G = I/G =
AM G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
PM G = I/G = 5	G = I/G = 5	G = I/G =	G = I/G =	G = I/G =
PM G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =

Priority Junction Analysis

Junction:	Hong Man Street / Tai Man Street				
Design Year:	2025	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Existing Condition				Page 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	7.70	V-rBA	130	w-BA	4.80	D	1.0443
	W-CR	0.00	V-lBA	40	w-BC	4.80	E	1.1181
			V-rBC	130	w-CB	3.70	F	0.9595
			V-rCB	70			Y	0.7344

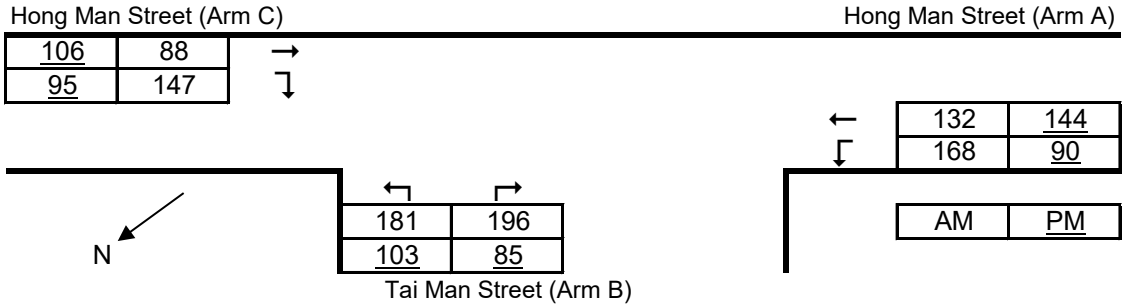
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	80	98	Q-BA	542	559
q-CB	124	86	Q-BC	781	785
q-AB	137	67	Q-CB	649	664
q-AC	121	133	Q-BAC	644	674
q-BA	158	67			
q-BC	170	97			
f	0.518	0.591			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.291	0.120	
B-C	0.218	0.124	
C-B	0.191	0.130	
B-AC	0.509	0.243	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Hong Man Street / Tai Man Street				
Design Year:	2033	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Year 2033 without the Proposed Hotel				Page 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	7.70	V-rBA	130	w-BA	4.80	D	1.0443
	W-CR	0.00	V-lBA	40	w-BC	4.80	E	1.1181
			V-rBC	130	w-CB	3.70	F	0.9595
			V-rCB	70			Y	0.7344

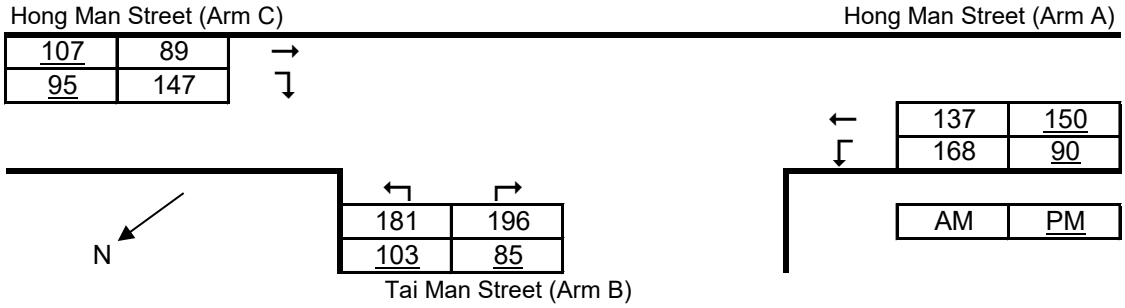
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	88	106	Q-BA	525	548
q-CB	147	95	Q-BC	774	779
q-AB	168	90	Q-CB	638	655
q-AC	132	144	Q-BAC	621	654
q-BA	196	85			
q-BC	181	103			
f	0.480	0.548			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.373	0.155	
B-C	0.234	0.132	
C-B	0.230	0.145	
B-AC	0.607	0.287	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Hong Man Street / Tai Man Street				
Design Year:	2033	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Year 2033 with the Proposed Hotel				Page 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	7.70	V-rBA	130	w-BA	4.80	D	1.0443
	W-CR	0.00	V-lBA	40	w-BC	4.80	E	1.1181
			V-rBC	130	w-CB	3.70	F	0.9595
			V-rCB	70			Y	0.7344

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	89	107	Q-BA	524	546
q-CB	147	95	Q-BC	772	777
q-AB	168	90	Q-CB	637	653
q-AC	137	150	Q-BAC	619	653
q-BA	196	85			
q-BC	181	103			
f	0.480	0.548			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.374	0.156	
B-C	0.234	0.132	
C-B	0.231	0.145	
B-AC	0.609	0.288	(for shared lane CA, CB)

Signal Junction Analysis

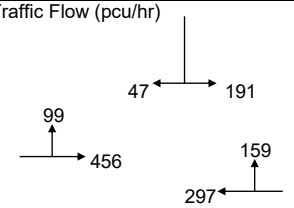
Junction: Chai Wan Road / Hong Man Street — Job Number: J7408

Scenario: Existing Condition — P. 13

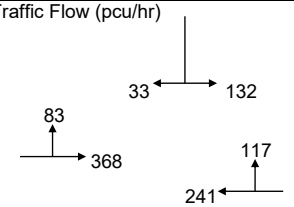
Design Year: 2025 — Designed By: AYT — Checked By: LKW — Date: 26 Nov 2025

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
Chai Wan Road EB	LT+SA	A1	1	3.50	14.0		37	1988	270	0.136	0.136	38	1986	219	0.110	0.110
Chai Wan Road EB	SA	A2	1	3.50				2105	285	0.135			2105	232	0.110	
Chai Wan Road WB	SA	B1	2	3.50				1965	143	0.073			1965	116	0.059	
Chai Wan Road WB	SA	B2	2	3.50				2105	154	0.073			2105	125	0.059	
Chai Wan Road WB	RT	B3	2	3.50	15.0		100	1914	159	0.083	0.083	100	1914	117	0.061	0.061
Hong Man Road SB	LT+RT	C1	4	4.50	13.0		100	1851	238	0.129	0.129	100	1851	165	0.089	0.089
pedestrian phase		Dp	3		min crossing time =			13	sec GM +		10	sec FGM =		23	sec	
		Ep	3		min crossing time =			8	sec GM +		7	sec FGM =		15	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

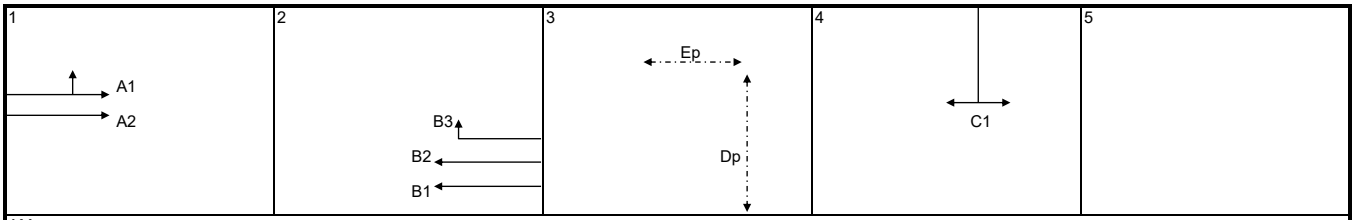


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

Note:

	AM Peak		PM Peak	
Group	1+2+4		1+2+4	
Sum y	0.347		0.261	
L (s)	52		52	
C (s)	110		110	
practical y	0.475		0.475	
R.C. (%)	37%		82%	



AM	G =		I/G =	5	G =		I/G =	11	G =	23	I/G =	11	G =		I/G =	5	G =		I/G =		
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		
PM	G =		I/G =	5	G =		I/G =	11	G =	23	I/G =	11	G =		I/G =	5	G =		I/G =		
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		

Signal Junction Analysis

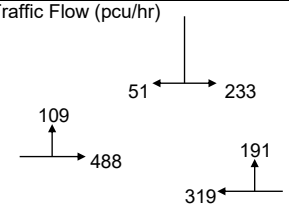
Junction: Chai Wan Road / Hong Man Street — Job Number: J7408

Scenario: Year 2033 without the Proposed Hotel — P. 14

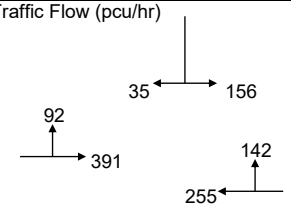
Design Year: 2033 — Designed By: AYT — Checked By: LKW — Date: 26 Nov 2025

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
Chai Wan Road EB	LT+SA	A1	1	3.50	14.0		38	1986	290	0.146	0.146	39	1984	234	0.118	0.118
Chai Wan Road EB	SA	A2	1	3.50				2105	307	0.146			2105	249	0.118	
Chai Wan Road WB	SA	B1	2	3.50				1965	154	0.078			1965	123	0.063	
Chai Wan Road WB	SA	B2	2	3.50				2105	165	0.078			2105	132	0.063	
Chai Wan Road WB	RT	B3	2	3.50	15.0		100	1914	191	0.100	0.100	100	1914	142	0.074	0.074
Hong Man Road SB	LT+RT	C1	4	4.50	13.0		100	1851	284	0.153	0.153	100	1851	191	0.103	0.103
pedestrian phase		Dp	3		min crossing time =		13	sec GM +		10		sec FGM =	23	sec		
		Ep	3		min crossing time =		8	sec GM +		7		sec FGM =	15	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

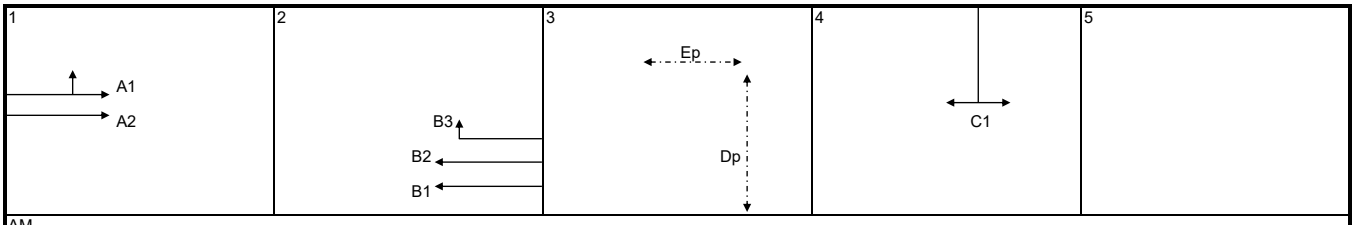


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+4		1+2+4	
Sum y	0.399		0.295	
L (s)	52		52	
C (s)	110		110	
practical y	0.475		0.475	
R.C. (%)	19%		61%	

Note:



AM	G =		I/G =	5	G =		I/G =	11	G =	23	I/G =	11	G =		I/G =	5	G =		I/G =
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =
PM	G =		I/G =	5	G =		I/G =	11	G =	23	I/G =	11	G =		I/G =	5	G =		I/G =
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =

Signal Junction Analysis

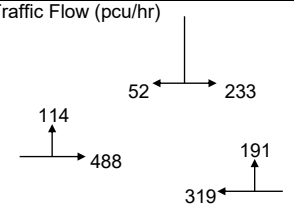
Junction: Chai Wan Road / Hong Man Street — Job Number: J7408

Scenario: Year 2033 with the Proposed Hotel — P. 15

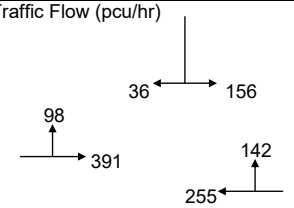
Design Year: 2033 — Designed By: AYT — Checked By: LKW — Date: 26 Nov 2025

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
Chai Wan Road EB	LT+SA	A1	1	3.50	14.0		39	1984	292	0.147		41	1980	237	0.120	0.120
Chai Wan Road EB	SA	A2	1	3.50				2105	310	0.147	0.147		2105	252	0.120	
Chai Wan Road WB	SA	B1	2	3.50				1965	154	0.078			1965	123	0.063	
Chai Wan Road WB	SA	B2	2	3.50				2105	165	0.078			2105	132	0.063	
Chai Wan Road WB	RT	B3	2	3.50	15.0		100	1914	191	0.100	0.100	100	1914	142	0.074	0.074
Hong Man Road SB	LT+RT	C1	4	4.50	13.0		100	1851	285	0.154	0.154	100	1851	192	0.104	0.104
pedestrian phase		Dp	3		min crossing time =			13	sec GM +		10	sec FGM =		23	sec	
		Ep	3		min crossing time =			8	sec GM +		7	sec FGM =		15	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

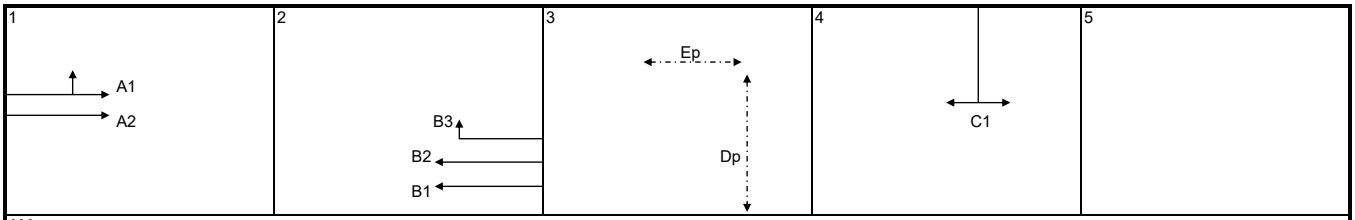


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

Note:

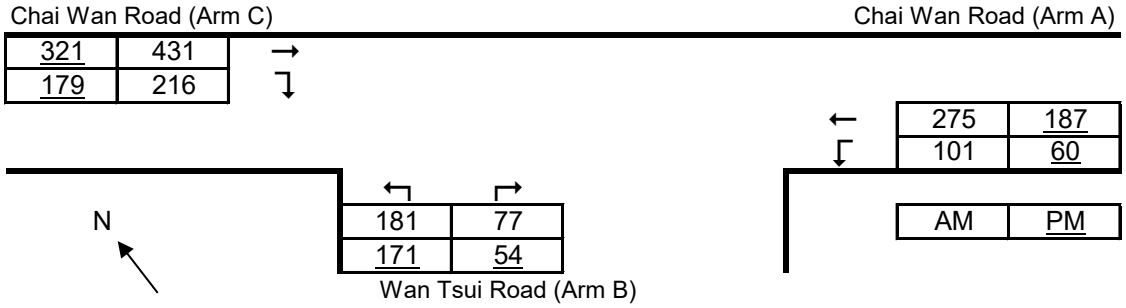
	AM Peak		PM Peak	
Group	1+2+4		1+2+4	
Sum y	0.401		0.298	
L (s)	52		52	
C (s)	110		110	
practical y	0.475		0.475	
R.C. (%)	18%		59%	



AM	G =		I/G =	5	G =		I/G =	11	G =	23	I/G =	11	G =		I/G =	5	G =		I/G =
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =
PM	G =		I/G =	5	G =		I/G =	11	G =	23	I/G =	11	G =		I/G =	5	G =		I/G =
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =

Priority Junction Analysis

Junction:	Chai Wan Road / Wan Tsui Road				
Design Year:	2025	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Existing Condition				Page 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	21.00	V-rBA	140	w-BA	4.00	D	0.9916
	W-CR	2.90	V-lBA	55	w-BC	4.00	E	1.0515
			V-rBC	140	w-CB	2.90	F	0.9546
			V-rCB	150			Y	0.2755

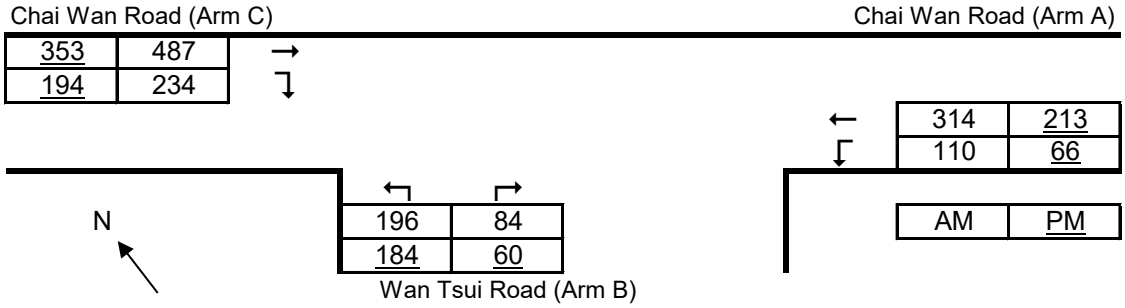
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	431	321	Q-BA	573	596
q-CB	216	179	Q-BC	750	761
q-AB	101	60	Q-CB	675	688
q-AC	275	187	Q-BAC	687	714
q-BA	77	54			
q-BC	181	171			
f	0.702	0.760			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.134	0.091	
B-C	0.241	0.225	
C-B	0.320	0.260	
B-AC	0.376	0.315	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Chai Wan Road / Wan Tsui Road				
Design Year:	2033	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Year 2033 without the Proposed Hotel			Page	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	21.00	V-rBA	140	w-BA	4.00	D	0.9916
	W-CR	2.90	V-lBA	55	w-BC	4.00	E	1.0515
			V-rBC	140	w-CB	2.90	F	0.9546
			V-rCB	150			Y	0.2755

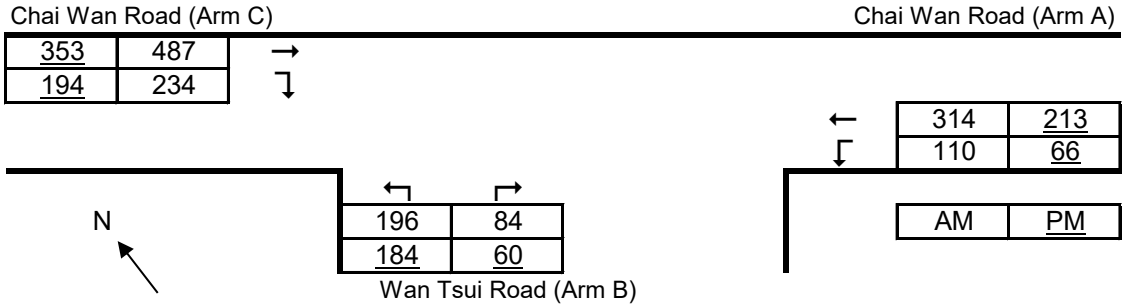
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	487	353	Q-BA	563	589
q-CB	234	194	Q-BC	746	758
q-AB	110	66	Q-CB	671	684
q-AC	314	213	Q-BAC	679	708
q-BA	84	60			
q-BC	196	184			
f	0.700	0.754			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.149	0.102	
B-C	0.263	0.243	
C-B	0.349	0.283	
B-AC	0.412	0.345	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Chai Wan Road / Wan Tsui Road				
Design Year:	2033	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Year 2033 with the Proposed Hotel			Page	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	21.00	V-rBA	140	w-BA	4.00	D	0.9916
	W-CR	2.90	V-lBA	55	w-BC	4.00	E	1.0515
			V-rBC	140	w-CB	2.90	F	0.9546
			V-rCB	150			Y	0.2755

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	487	353	Q-BA	563	589
q-CB	234	194	Q-BC	746	758
q-AB	110	66	Q-CB	671	684
q-AC	314	213	Q-BAC	679	708
q-BA	84	60			
q-BC	196	184			
f	0.700	0.754			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.149	0.102	
B-C	0.263	0.243	
C-B	0.349	0.283	
B-AC	0.412	0.345	(for shared lane CA, CB)

Roundabout Analysis

Location Chai Wan Road Roundabout J7
Scenario Existing Condition Page 19
Design Year 2025 Job Number J7408 Date 26 Nov 2025

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A					742	775
From B					875	531
From C					334	916
From D					1160	874
Total					3111	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A					712	597
From B					801	405
From C					287	742
From D					915	782
Total					2715	

Legend

Arm	Road (in clockwise order)
A	Island Eastern Corridor
B	Chai Wan Road WB
C	Wan Tsui Road
D	Chai Wan Road EB

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.0	7.3	100.0	10.0	80	10	0.1
From B	9.4	6.4	57.0	32.0	80	28	0.2
From C	8.0	4.5	25.0	29.0	80	32	0.2
From D	10.0	7.3	50.0	67.0	80	27	0.1

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.872	7.389	1.060	1.109	2385.184	0.573	2152	2265	742	712	0.345	0.314
From B	8.708	7.389	1.060	1.039	2638.431	0.610	2404	2484	875	801	0.364	0.322
From C	7.025	7.389	1.060	1.003	2128.537	0.535	1643	1736	334	287	0.203	0.165
From D	9.692	7.389	1.060	1.040	2936.552	0.654	2459	2522	1160	915	0.472	0.363

Roundabout Analysis

Location Chai Wan Road Roundabout J7
Scenario Year 2033 without the Proposed Hotel Page 20
Design Year 2033 Job Number J7408 Date 26 Nov 2025

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A					888	842
From B					1040	606
From C					363	1114
From D					1272	1053
Total					3563	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A					870	650
From B					937	465
From C					313	898
From D					1005	932
Total					3125	

Legend

Arm	Road (in clockwise order)
A	Island Eastern Corridor
B	Chai Wan Road WB
C	Wan Tsui Road
D	Chai Wan Road EB

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.0	7.3	100.0	10.0	80	10	0.1
From B	9.4	6.4	57.0	32.0	80	28	0.2
From C	8.0	4.5	25.0	29.0	80	32	0.2
From D	10.0	7.3	50.0	67.0	80	27	0.1

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.872	7.389	1.060	1.109	2385.184	0.573	2109	2231	888	870	0.421	0.390
From B	8.708	7.389	1.060	1.039	2638.431	0.610	2357	2446	1040	937	0.441	0.383
From C	7.025	7.389	1.060	1.003	2128.537	0.535	1537	1653	363	313	0.236	0.189
From D	9.692	7.389	1.060	1.040	2936.552	0.654	2337	2420	1272	1005	0.544	0.415

Roundabout Analysis

Location Chai Wan Road Roundabout J7
Scenario Year 2033 with the Proposed Hotel Page 21
Design Year 2033 Job Number J7408 Date 26 Nov 2025

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A					934	846
From B					1042	653
From C					363	1162
From D					1320	1101
Total					3659	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A					918	653
From B					940	514
From C					313	949
From D					1051	983
Total					3222	

Legend

Arm	Road (in clockwise order)
A	Island Eastern Corridor
B	Chai Wan Road WB
C	Wan Tsui Road
D	Chai Wan Road EB

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.0	7.3	100.0	10.0	80	10	0.1
From B	9.4	6.4	57.0	32.0	80	28	0.2
From C	8.0	4.5	25.0	29.0	80	32	0.2
From D	10.0	7.3	50.0	67.0	80	27	0.1

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.872	7.389	1.060	1.109	2385.184	0.573	2107	2229	934	918	0.443	0.412
From B	8.708	7.389	1.060	1.039	2638.431	0.610	2327	2415	1042	940	0.448	0.389
From C	7.025	7.389	1.060	1.003	2128.537	0.535	1511	1625	363	313	0.240	0.193
From D	9.692	7.389	1.060	1.040	2936.552	0.654	2305	2385	1320	1051	0.573	0.441

Signal Junction Analysis

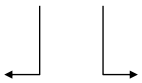
Junction: Ning Foo Street / Lee Chung Street — Job Number: J7408

Scenario: Existing Condition — P. 22

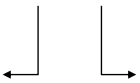
Design Year: 2025 — Designed By: AYT — Checked By: LKW — Date: 26 Nov 2025

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
Ning Foo Street SB	LT	A1	1	4.20	14.0		100	1838	152	0.083		100	1838	139	0.076	
Ning Foo Street SB	RT	A2	1	3.70	20.0		100	1847	237	0.128	0.128	100	1847	205	0.111	0.111
pedestrian phase		Bp	2		min crossing time =		11	sec GM +		7		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		PM Peak	
Group	1		1	
Sum y	0.128		0.111	
L (s)	30		30	
C (s)	60		60	
practical y	0.450		0.450	
R.C. (%)	251%		305%	

Note:

1	2	3	4	5
				

AM											
G =	I/G = 5	G = 15	I/G = 11	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM											
G =	I/G = 5	G = 15	I/G = 11	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

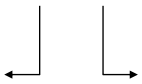
Junction: Ning Foo Street / Lee Chung Street — Job Number: J7408

Scenario: Year 2033 without the Proposed Hotel — P. 23

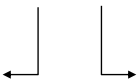
Design Year: 2033 — Designed By: AYT — Checked By: LKW — Date: 26 Nov 2025

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
Ning Foo Street SB	LT	A1	1	4.20	14.0		100	1838	166	0.090		100	1838	153	0.083	
Ning Foo Street SB	RT	A2	1	3.70	20.0		100	1847	272	0.147	0.147	100	1847	232	0.126	0.126
pedestrian phase		Bp	2		min crossing time =		11	sec GM +		7		sec FGM =		18	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

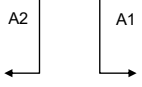


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1		1	
Sum y	0.147		0.126	
L (s)	30		30	
C (s)	60		60	
practical y	0.450		0.450	
R.C. (%)	206%		258%	

Note:

1	2	3	4	5
				

AM													
G =	I/G =	5	G =	15	I/G =	11	G =	I/G =	G =	I/G =	G =	I/G =	
G =	I/G =		G =		I/G =		G =	I/G =	G =	I/G =	G =	I/G =	
PM													
G =	I/G =	5	G =	15	I/G =	11	G =	I/G =	G =	I/G =	G =	I/G =	
G =	I/G =		G =		I/G =		G =	I/G =	G =	I/G =	G =	I/G =	

Signal Junction Analysis

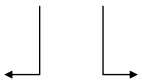
Junction: Ning Foo Street / Lee Chung Street — Job Number: J7408

Scenario: Year 2033 with the Proposed Hotel — P. 24

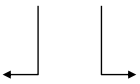
Design Year: 2033 — Designed By: AYT — Checked By: LKW — Date: 26 Nov 2025

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
Ning Foo Street SB	LT	A1	1	4.20	14.0		100	1838	166	0.090		100	1838	153	0.083	
Ning Foo Street SB	RT	A2	1	3.70	20.0		100	1847	320	0.173	0.173	100	1847	283	0.153	0.153
pedestrian phase		Bp	2		min crossing time =		11	sec GM +		7		sec FGM =		18	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

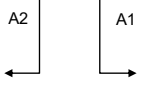


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1		1	
Sum y	0.173		0.153	
L (s)	30		30	
C (s)	60		60	
practical y	0.450		0.450	
R.C. (%)	160%		194%	

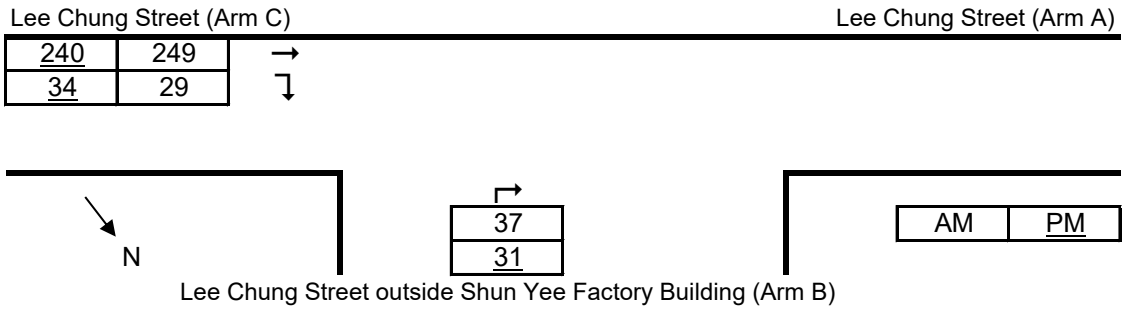
Note:

1	2	3	4	5
				

AM													
G =	I/G =	5	G =	15	I/G =	11	G =	I/G =	G =	I/G =	G =	I/G =	
G =	I/G =		G =		I/G =		G =	I/G =	G =	I/G =	G =	I/G =	
PM													
G =	I/G =	5	G =	15	I/G =	11	G =	I/G =	G =	I/G =	G =	I/G =	
G =	I/G =		G =		I/G =		G =	I/G =	G =	I/G =	G =	I/G =	

Priority Junction Analysis

Junction:	Lee Chung Street / Lee Chung Street outside Shun Yee Factory Building				
Design Year:	2025	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Existing Condition			Page	25



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	45	w-BA	4.40	D	0.9324
	W-CR	0.00	V-lBA	40	w-BC	0.00	E	0.6126
			V-rBC	45	w-CB	3.50	F	0.9460
			V-rCB	75			Y	0.6378

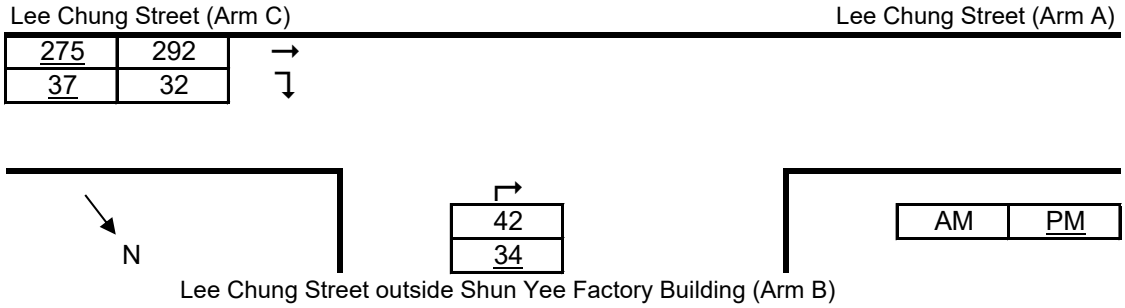
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	249	240	Q-BA	542	541
q-CB	29	34	Q-BC	456	456
q-AB	0	0	Q-CB	705	705
q-AC	0	0	Q-BAC	542	541
q-BA	37	31			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.068	0.057
B-C	0.000	0.000
C-B	0.041	0.048

Priority Junction Analysis

Junction:	Lee Chung Street / Lee Chung Street outside Shun Yee Factory Building				
Design Year:	2033	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Year 2033 without the Proposed Hotel			Page	26



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	45	w-BA	4.40	D	0.9324
	W-CR	0.00	V-lBA	40	w-BC	0.00	E	0.6126
			V-rBC	45	w-CB	3.50	F	0.9460
			V-rCB	75			Y	0.6378

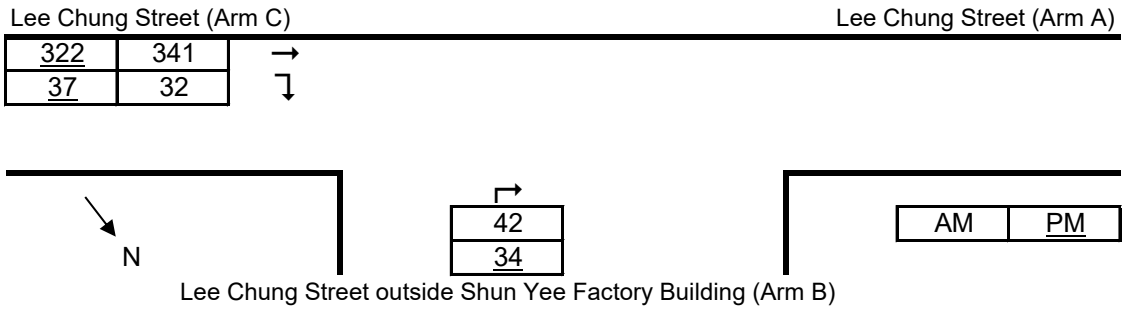
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	292	275	Q-BA	535	536
q-CB	32	37	Q-BC	456	456
q-AB	0	0	Q-CB	705	705
q-AC	0	0	Q-BAC	535	536
q-BA	42	34			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.079	0.063
B-C	0.000	0.000
C-B	0.045	0.053

Priority Junction Analysis

Junction:	Lee Chung Street / Lee Chung Street outside Shun Yee Factory Building				
Design Year:	2033	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Year 2033 with the Proposed Hotel			Page	27



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	45	w-BA	4.40	D	0.9324
	W-CR	0.00	V-lBA	40	w-BC	0.00	E	0.6126
			V-rBC	45	w-CB	3.50	F	0.9460
			V-rCB	75			Y	0.6378

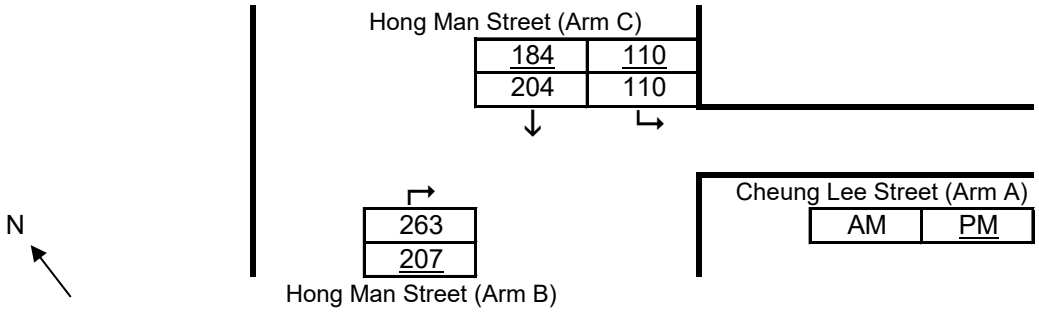
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	341	322	Q-BA	528	529
q-CB	32	37	Q-BC	456	456
q-AB	0	0	Q-CB	705	705
q-AC	0	0	Q-BAC	528	529
q-BA	42	34			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.080	0.064
B-C	0.000	0.000
C-B	0.045	0.053

Priority Junction Analysis

Junction:	Hong Man Street / Cheung Lee Street				
Design Year:	2025	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Existing Condition				Page 28



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	5.90	V-rBA	30	w-BA	4.40	D	0.9395
	W-CR	0.00	V-lBA	75	w-BC	0.00	E	0.6037
			V-rBC	30	w-CB	4.40	F	0.9819
			V-rCB	28			Y	0.7965

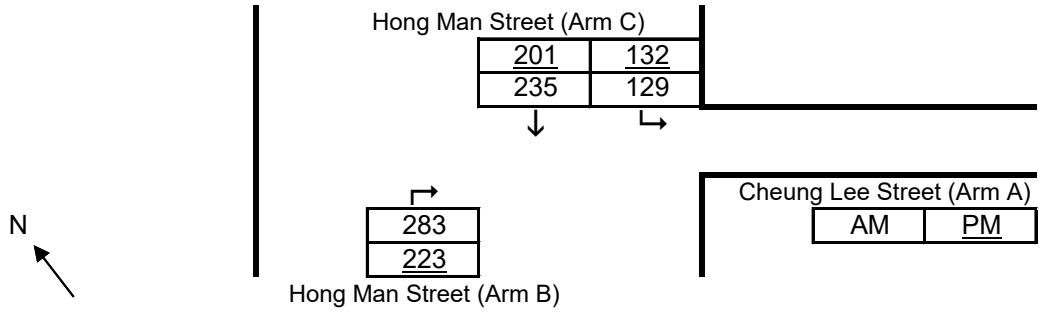
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	110	110	Q-BA	491	499
q-CB	204	184	Q-CB	731	731
q-AB	0	0			
q-AC	0	0			
q-BA	263	207			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.536	0.415
C-B	0.279	0.252

Priority Junction Analysis

Junction:	Hong Man Street / Cheung Lee Street				
Design Year:	2033	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Year 2033 without the Proposed Hotel				Page 29



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	5.90	V-rBA	30	w-BA	4.40	D	0.9395
	W-CR	0.00	V-lBA	75	w-BC	0.00	E	0.6037
			V-rBC	30	w-CB	4.40	F	0.9819
			V-rCB	28			Y	0.7965

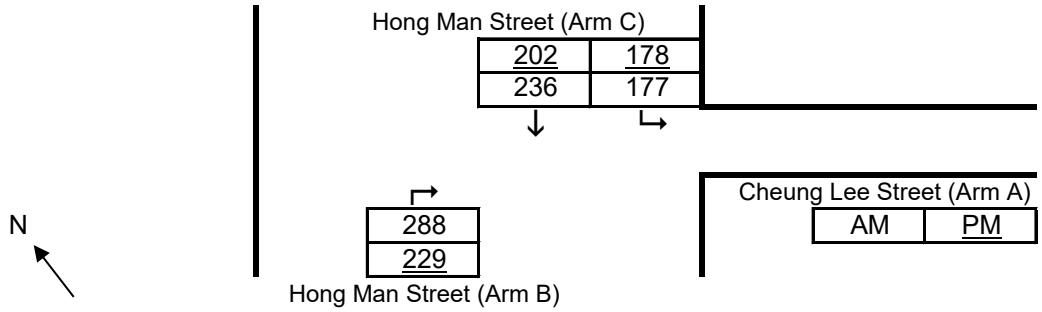
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	129	132	Q-BA	476	488
q-CB	235	201	Q-CB	731	731
q-AB	0	0			
q-AC	0	0			
q-BA	283	223			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.595	0.457
C-B	0.321	0.275

Priority Junction Analysis

Junction:	Hong Man Street / Cheung Lee Street				
Design Year:	2033	Job Number:	J7408	Date:	26 Nov 2025
Scenario:	Year 2033 with the Proposed Hotel				Page 30



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	5.90	V-rBA	30	w-BA	4.40	D	0.9395
	W-CR	0.00	V-lBA	75	w-BC	0.00	E	0.6037
			V-rBC	30	w-CB	4.40	F	0.9819
			V-rCB	28			Y	0.7965

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	177	178	Q-BA	467	480
q-CB	236	202	Q-CB	731	731
q-AB	0	0			
q-AC	0	0			
q-BA	288	229			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.617	0.477
C-B	0.323	0.276

Roundabout Analysis

Design Year 2033 Job Number J7408 Date 26 Nov 2025

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A					888	842
From B					1040	606
From C					363	1114
From D					676	1053
Total					2967	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A					870	650
From B					937	465
From C					313	898
From D					455	932
Total					2575	

Legend

Arm	Road (in clockwise order)
A	Island Eastern Corridor
B	Chai Wan Road WB
C	Wan Tsui Road
D	Chai Wan Road EB

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.0	7.3	100.0	10.0	76	10	0.1
From B	9.4	6.4	57.0	32.0	76	28	0.2
From C	8.0	4.5	25.0	29.0	76	32	0.2
From D	8.0	6.6	50.0	10.0	76	33	0.2

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.872	4.953	1.084	1.109	2385.184	0.586	2097	2222	888	870	0.423	0.392
From B	8.708	4.953	1.084	1.039	2638.431	0.624	2348	2439	1040	937	0.443	0.384
From C	7.025	4.953	1.084	1.003	2128.537	0.547	1523	1642	363	313	0.238	0.191
From D	7.567	4.953	1.084	1.019	2292.756	0.572	1722	1793	676	455	0.393	0.254

Roundabout Analysis

Location Chai Wan Road Roundabout J7
Scenario Year 2033 with the Proposed Hotel Page 32
Design Year 2033 Job Number J7408 Date 26 Nov 2025

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A					934	846
From B					1042	653
From C					363	1162
From D					680	1101
Total					3019	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A					918	653
From B					940	514
From C					313	949
From D					458	983
Total					2629	

Legend

Arm	Road (in clockwise order)
A	Island Eastern Corridor
B	Chai Wan Road WB
C	Wan Tsui Road
D	Chai Wan Road EB

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.0	7.3	100.0	10.0	76	10	0.1
From B	9.4	6.4	57.0	32.0	76	28	0.2
From C	8.0	4.5	25.0	29.0	76	32	0.2
From D	8.0	6.6	50.0	10.0	76	33	0.2

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

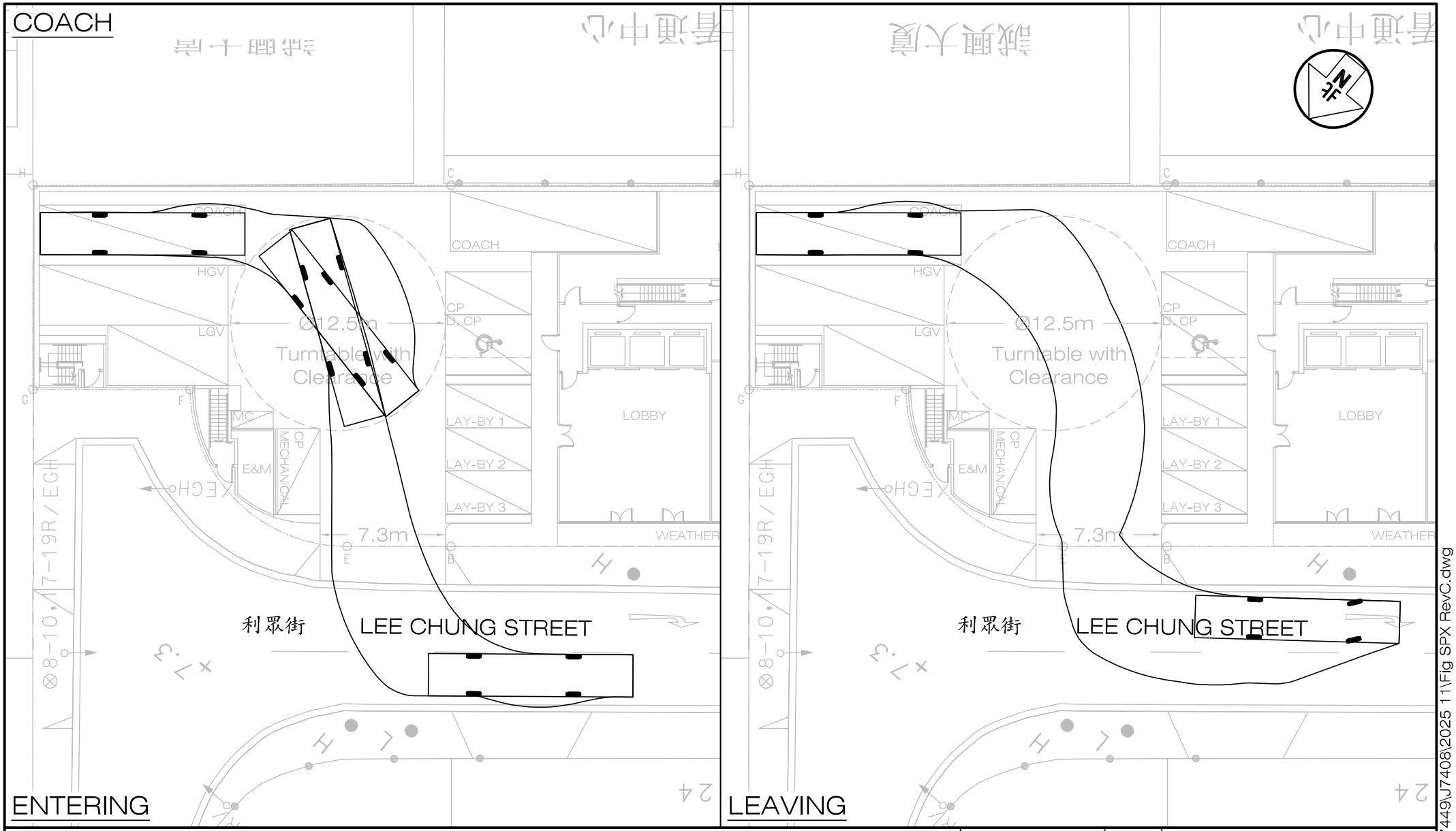
Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.872	4.953	1.084	1.109	2385.184	0.586	2094	2220	934	918	0.446	0.414
From B	8.708	4.953	1.084	1.039	2638.431	0.624	2317	2407	1042	940	0.450	0.390
From C	7.025	4.953	1.084	1.003	2128.537	0.547	1497	1614	363	313	0.243	0.194
From D	7.567	4.953	1.084	1.019	2292.756	0.572	1694	1763	680	458	0.401	0.260

Appendix B –
Swept Path Analysis



Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

J7408

Figure No.: SP1

Revision: C

Figure Title

SWEPT PATH OF COACH
ENTERING & LEAVING THE SINGLE DECK TOUR BUS LAYBY

Designed by	Drawn by	Checked by
L K W	S C Y	K C

Scale in A4: 1 : 300

Date: 21 NOV 2025

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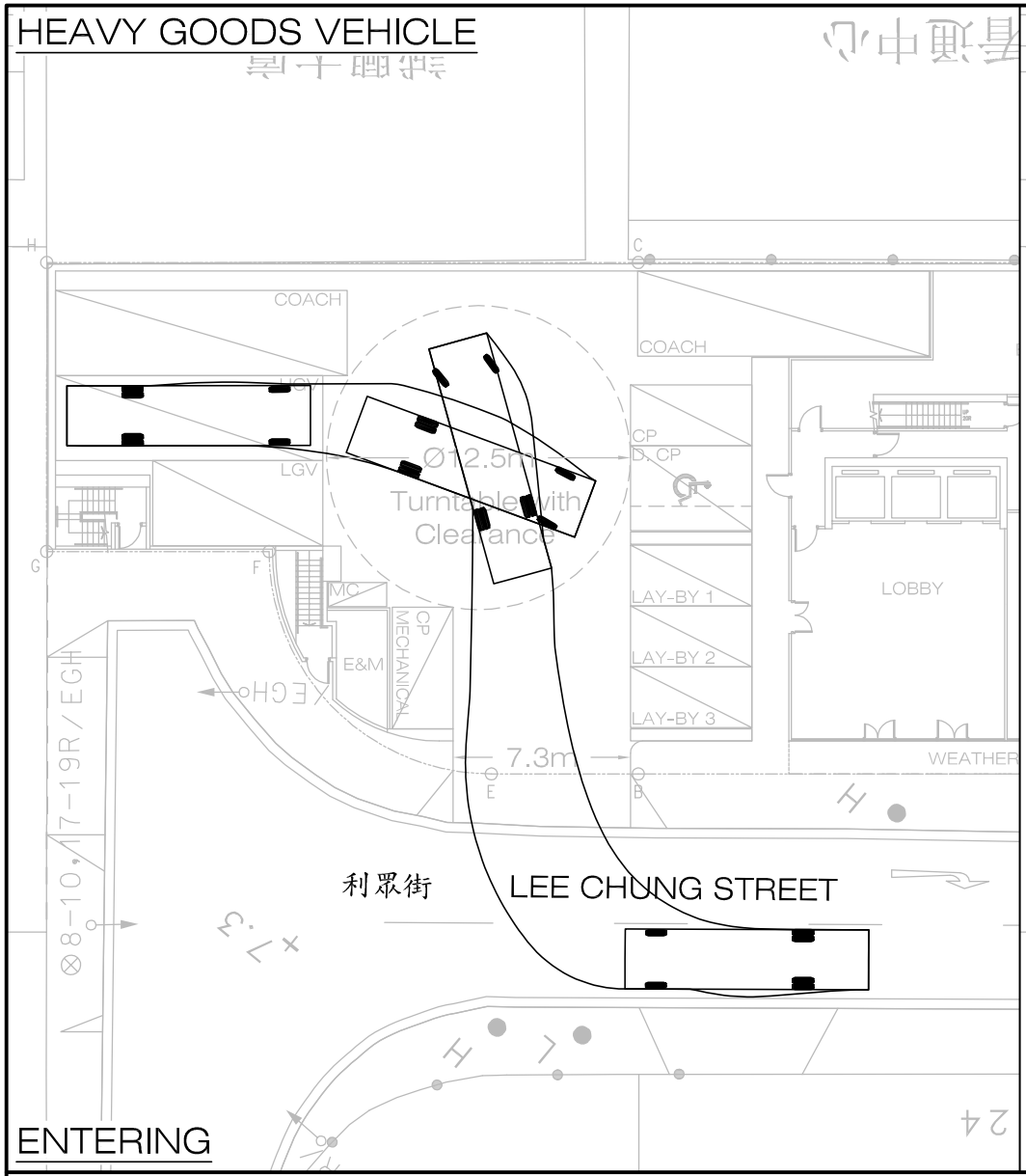
HEAVY GOODS VEHICLE



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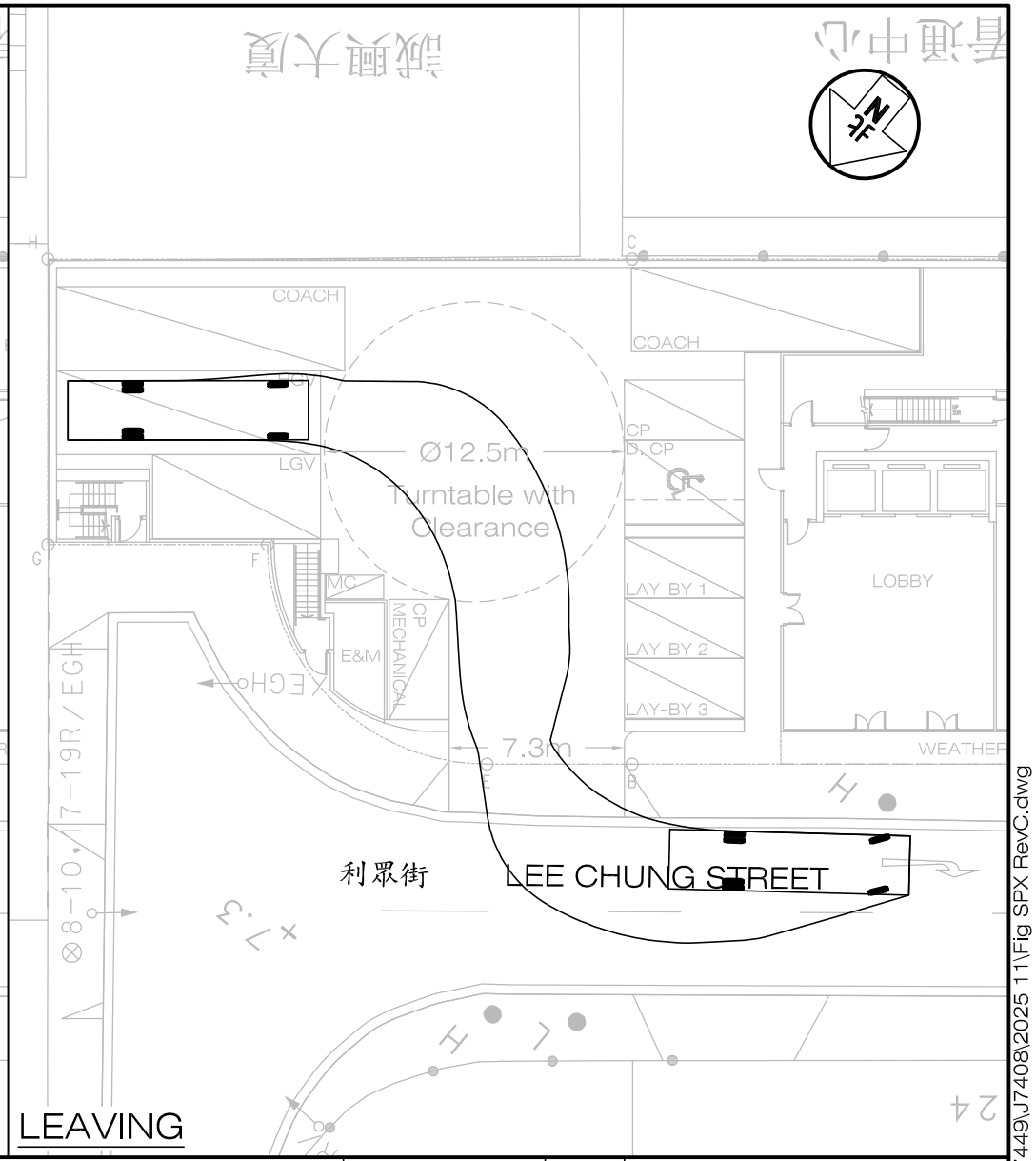

LEAVING

Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	J7408	Figure No. SP2	Revision C
Figure Title: SWEPT PATH OF HEAVY GOODS VEHICLE ENTERING & LEAVING THE HGV LOADING / UNLOADING BAY		Designed by L K W / Drawn by S C Y / Checked by K C	
		Scale in A4 1 : 300 / Date 21 NOV 2025	

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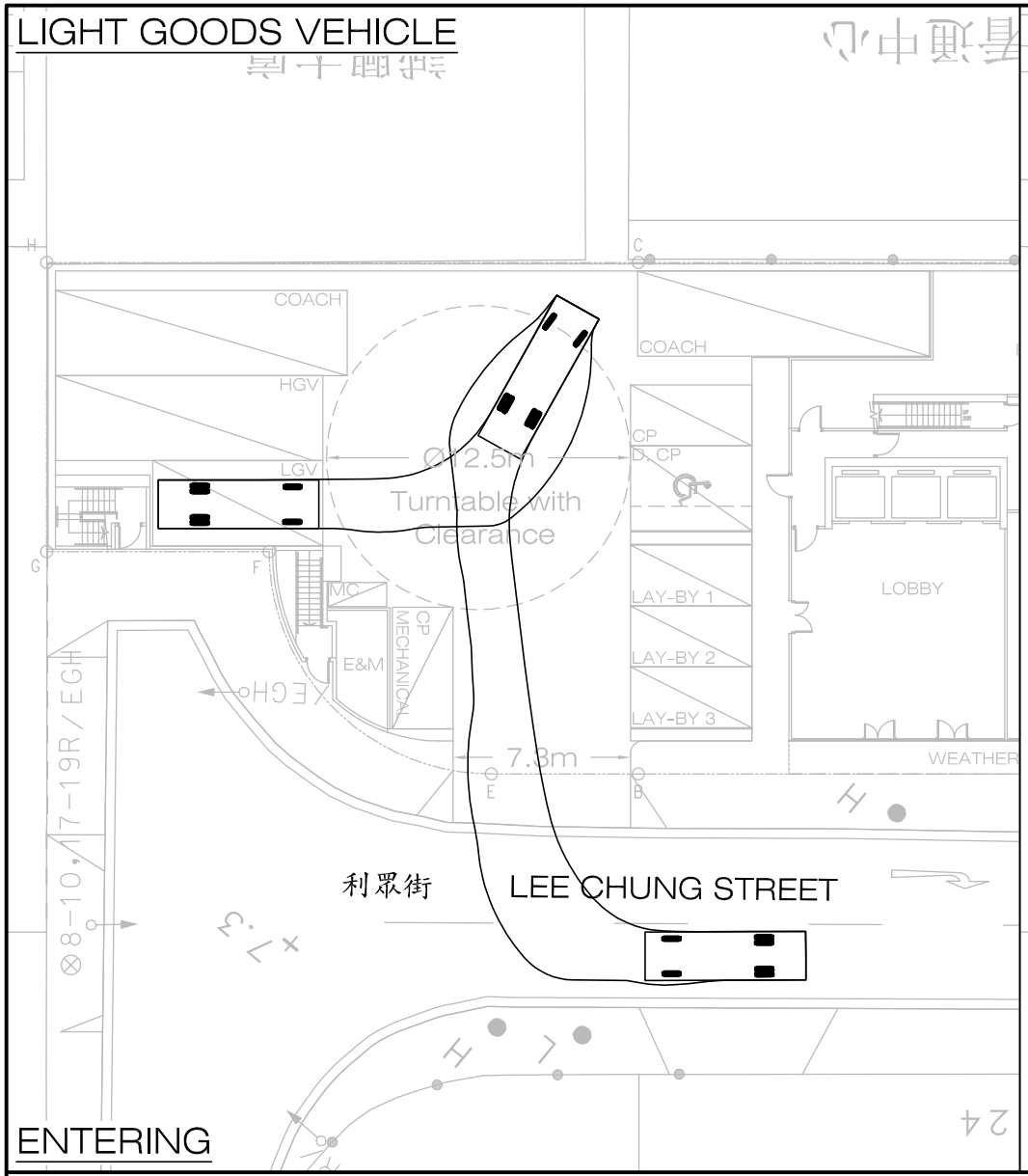
LIGHT GOODS VEHICLE



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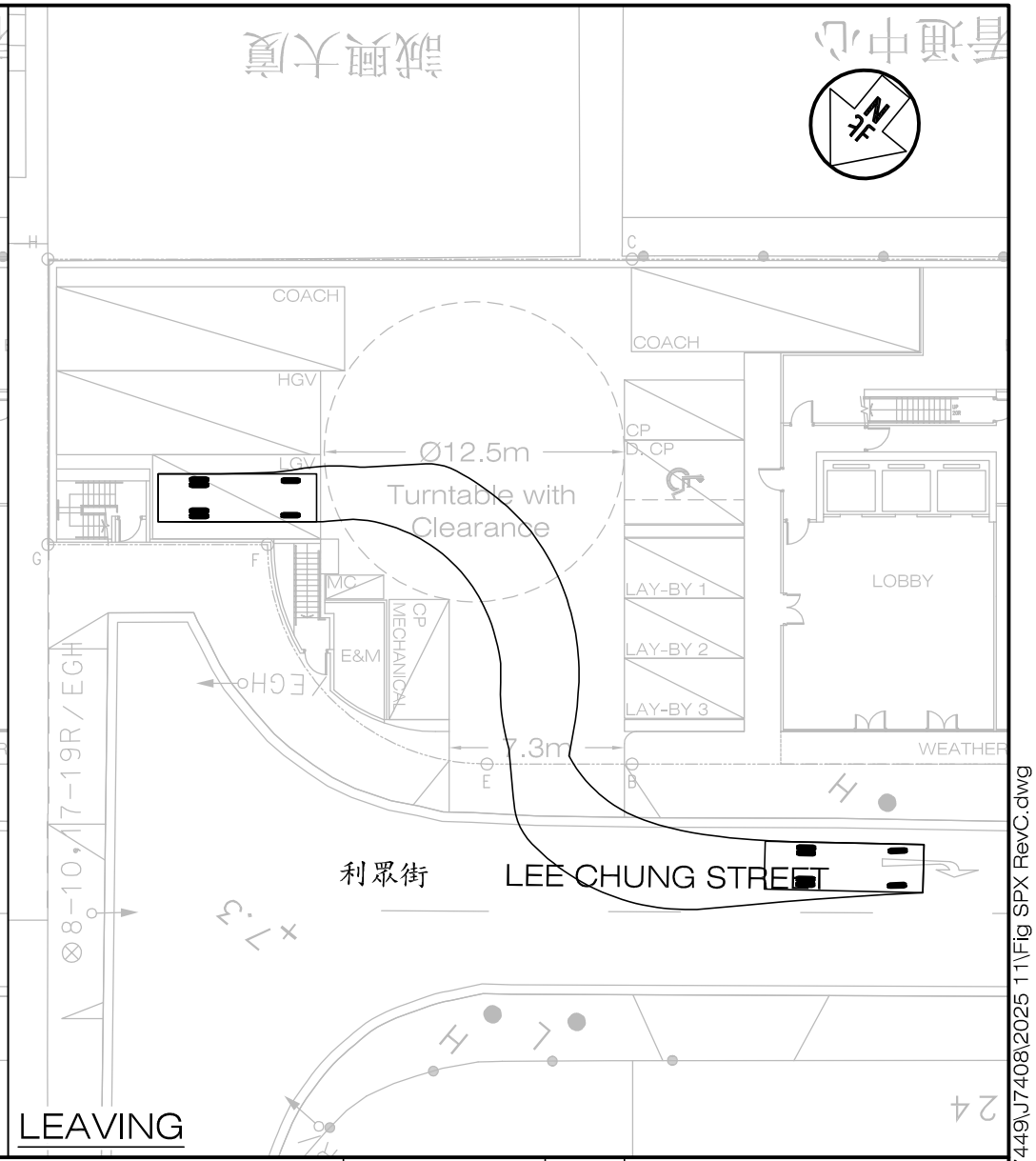

LEAVING

Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

J7408

Figure Title

SWEPT PATH OF LIGHT GOODS VEHICLE ENTERING & LEAVING THE LGV LOADING / UNLOADING BAY

Figure No.	Revision
SP3	C

Designed by	Drawn by	Checked by
L K W	S C Y	K C

Scale in A4	Date
1 : 300	21 NOV 2025

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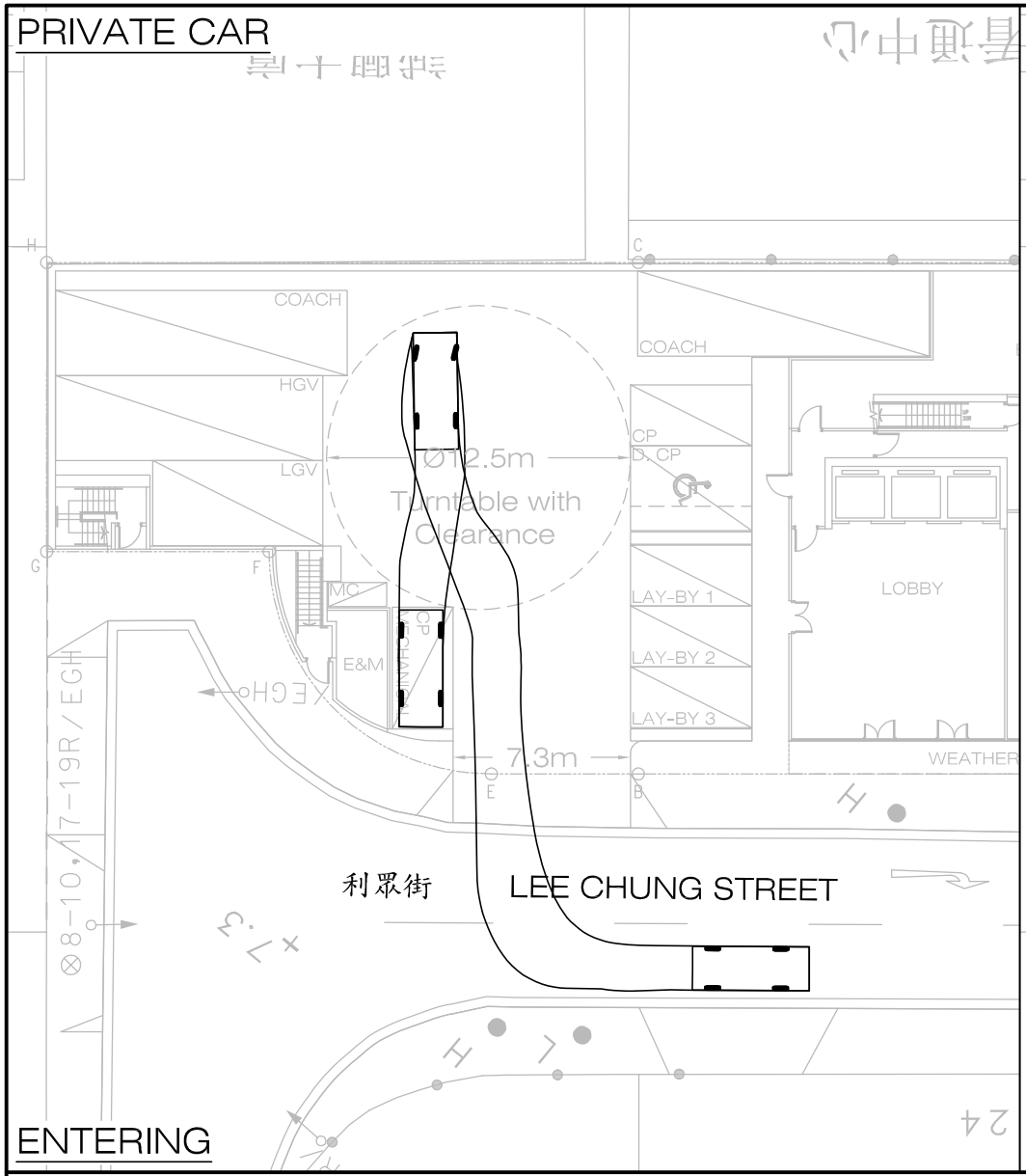
PRIVATE CAR



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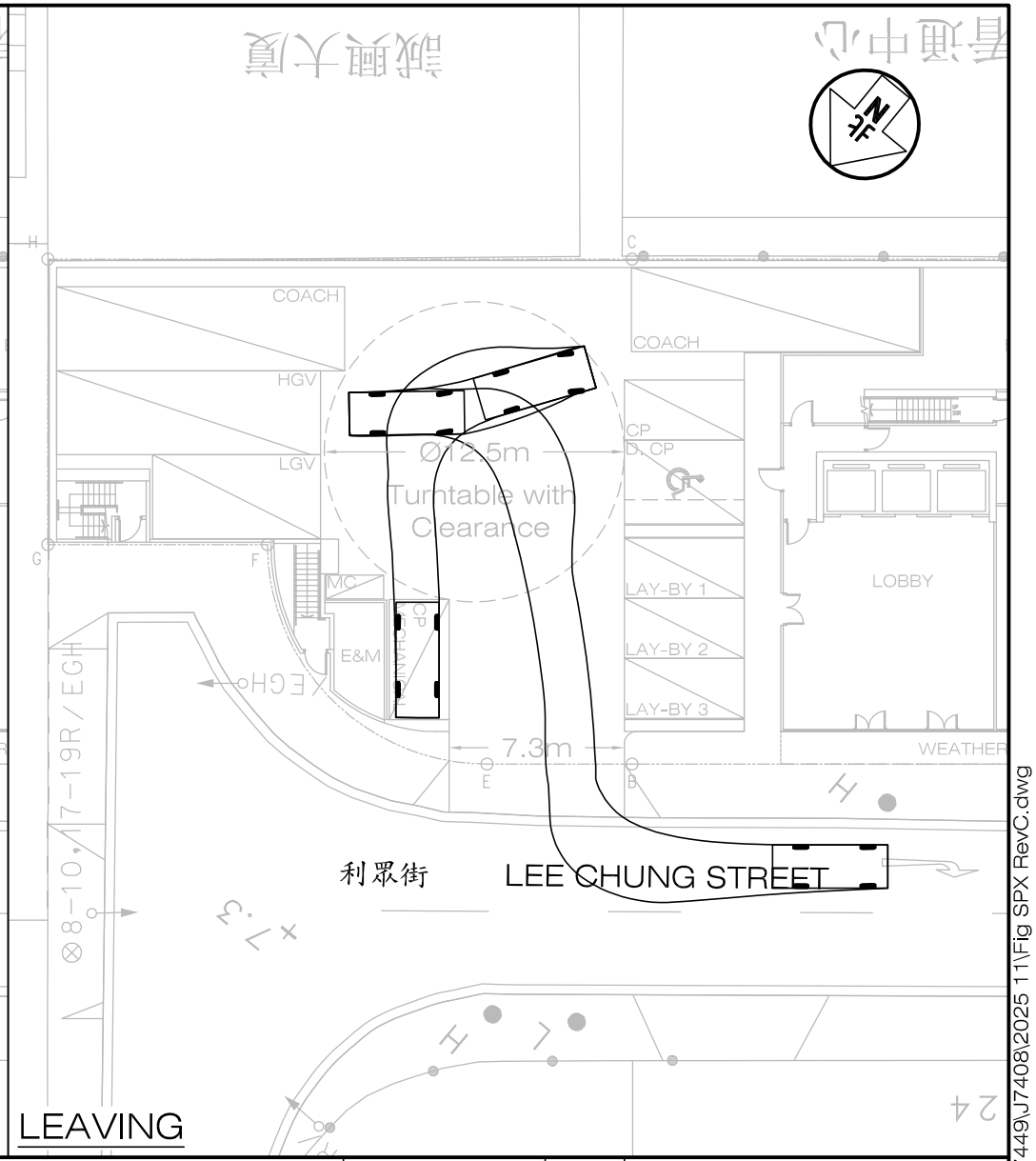

LEAVING

Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	J7408	Figure No. SP4	Revision C
Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE DOUBLE-DECK PARKING RACK		Designed by L K W / Drawn by S C Y / Checked by K C	
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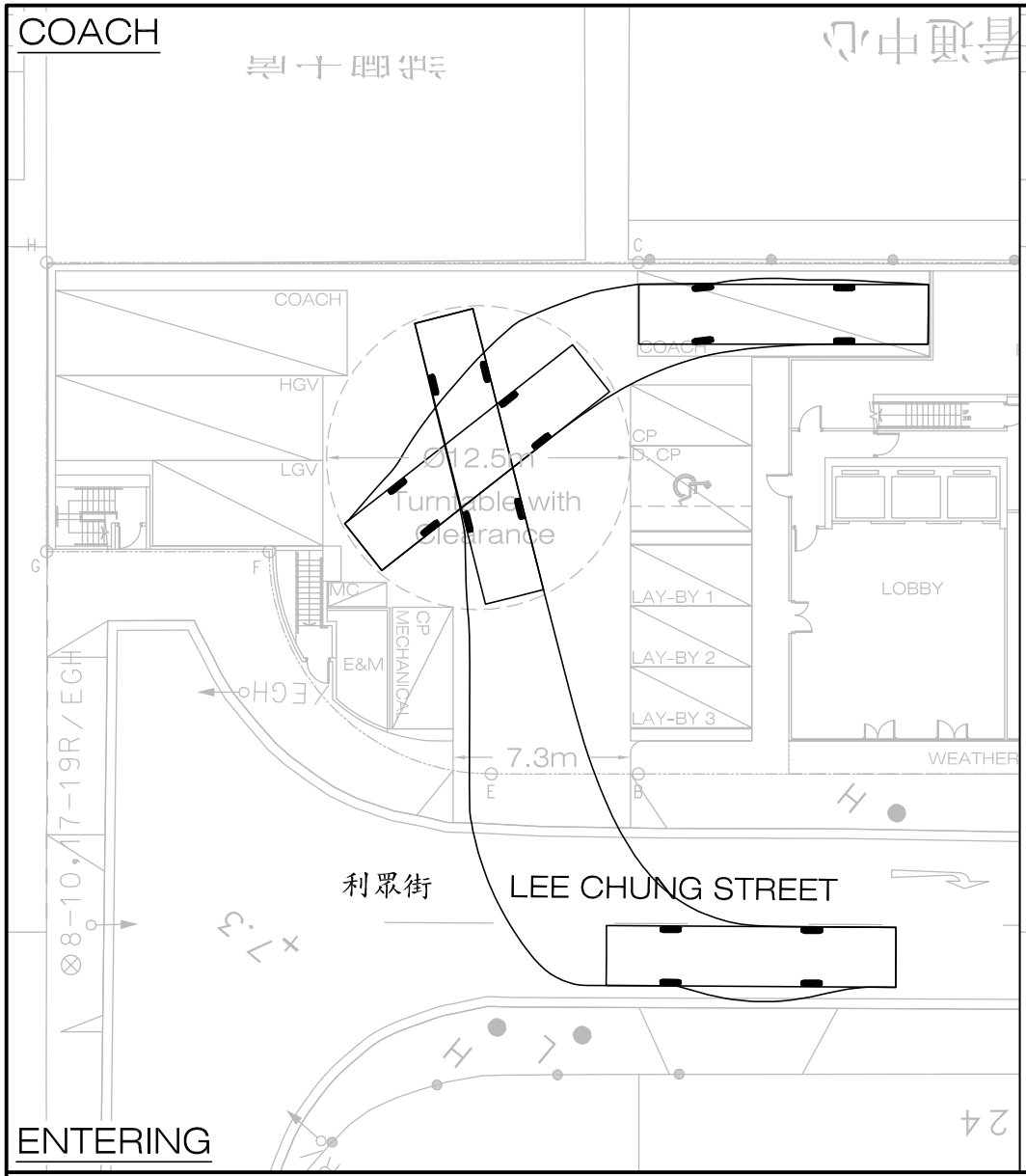
COACH



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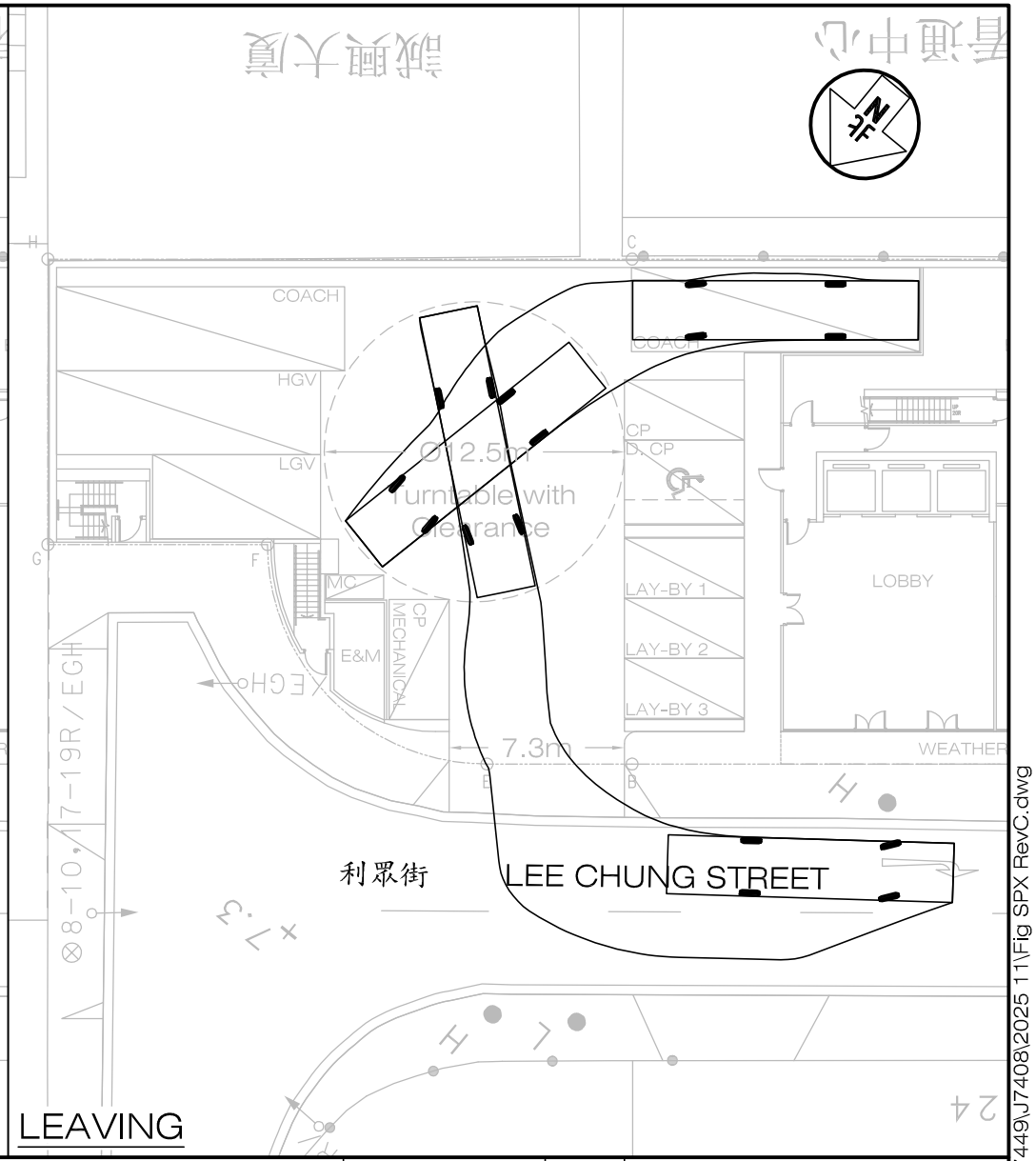

LEAVING

Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	J7408	Figure No. SP5	Revision C
Figure Title: SWEPT PATH OF COACH ENTERING & LEAVING THE SINGLE DECK TOUR BUS LAYBY		Designed by L K W / Drawn by S C Y / Checked by K C	
		Scale in A4: 1 : 300	Date: 21 NOV 2025

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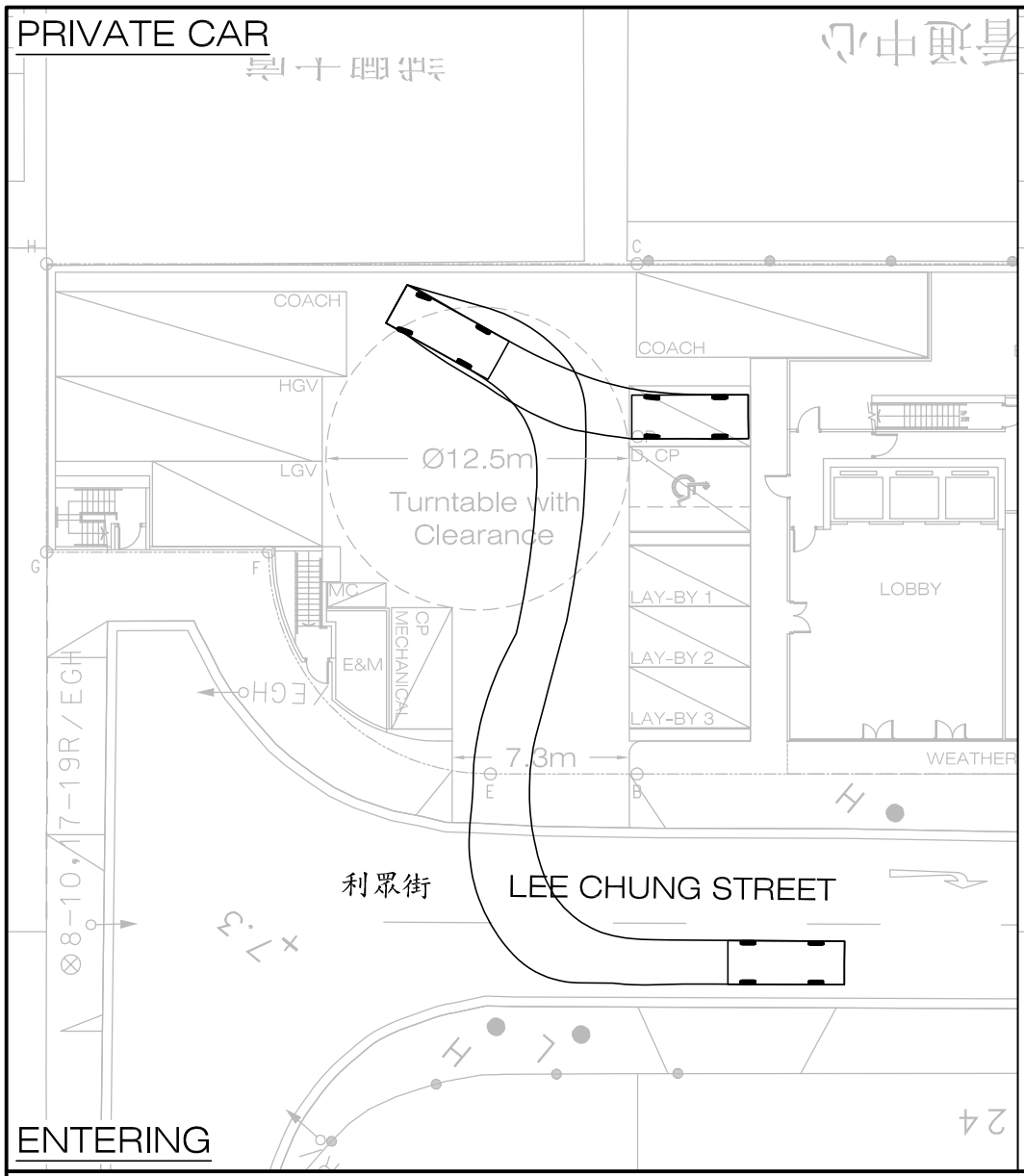
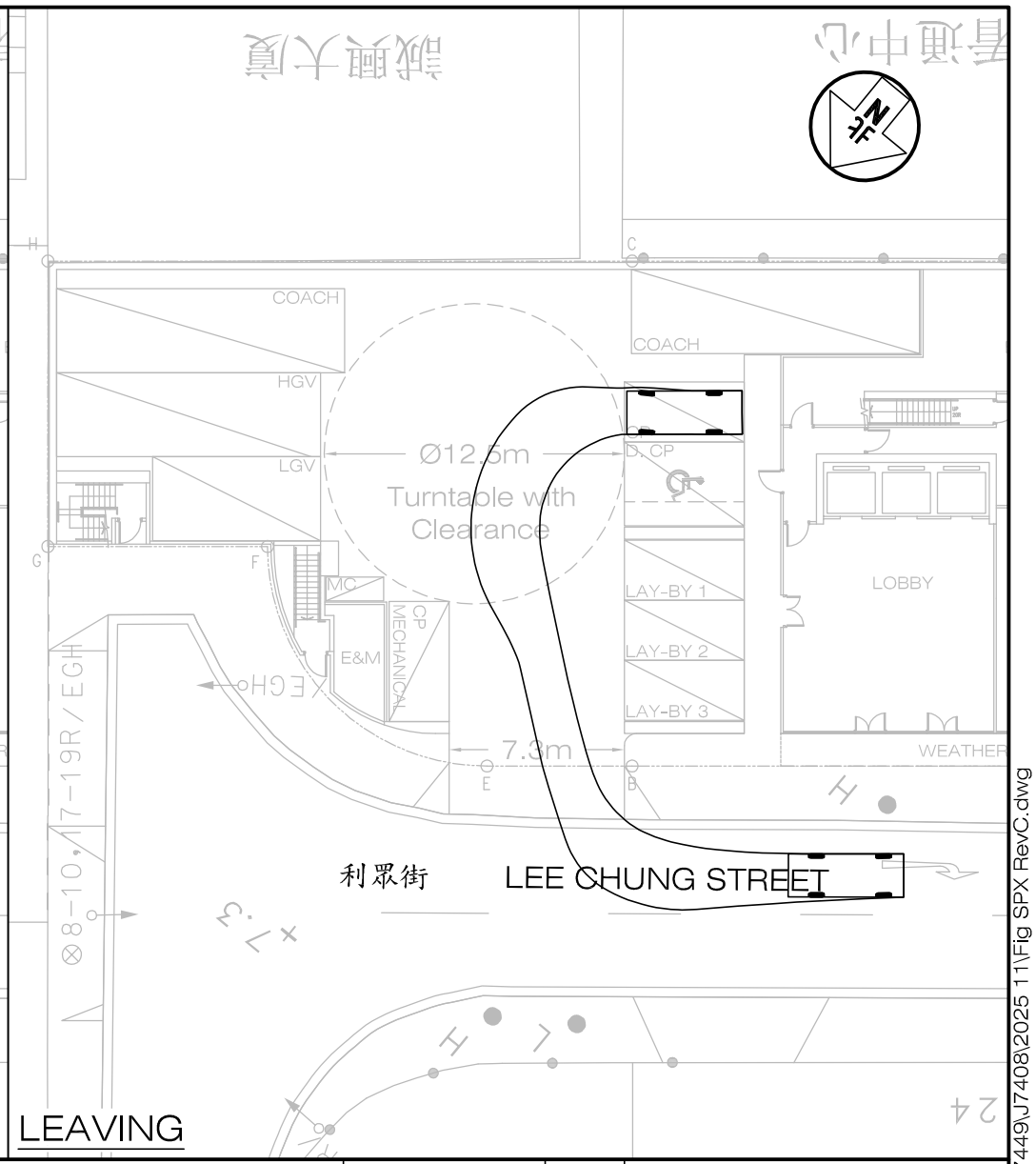
PRIVATE CAR





Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

J7408

Figure No.: SP6

Revision: C

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE CAR PARKING SPACE

Designed by	Drawn by	Checked by
L K W	S C Y	K C

Scale in A4: 1 : 300

Date: 21 NOV 2025

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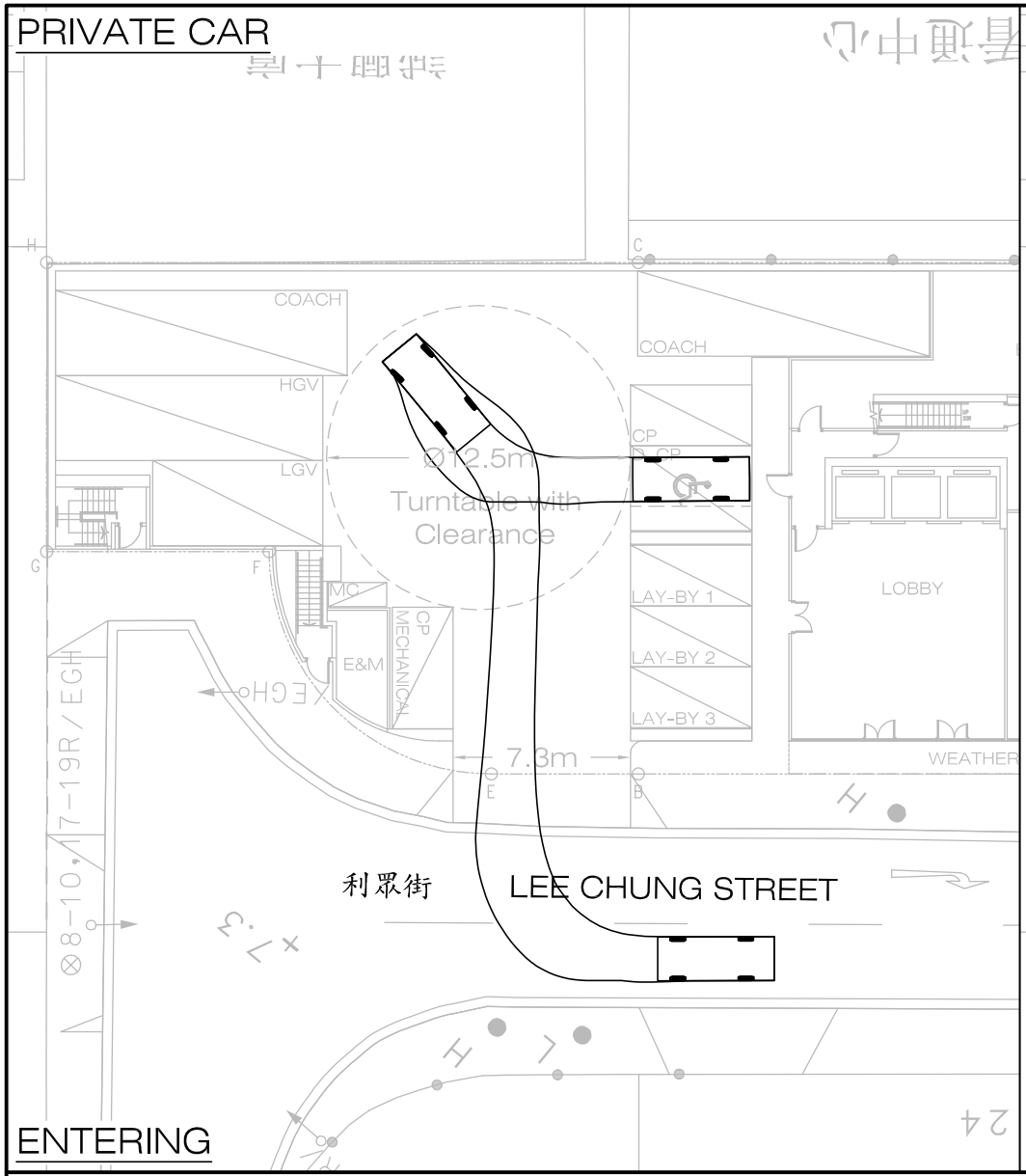
PRIVATE CAR



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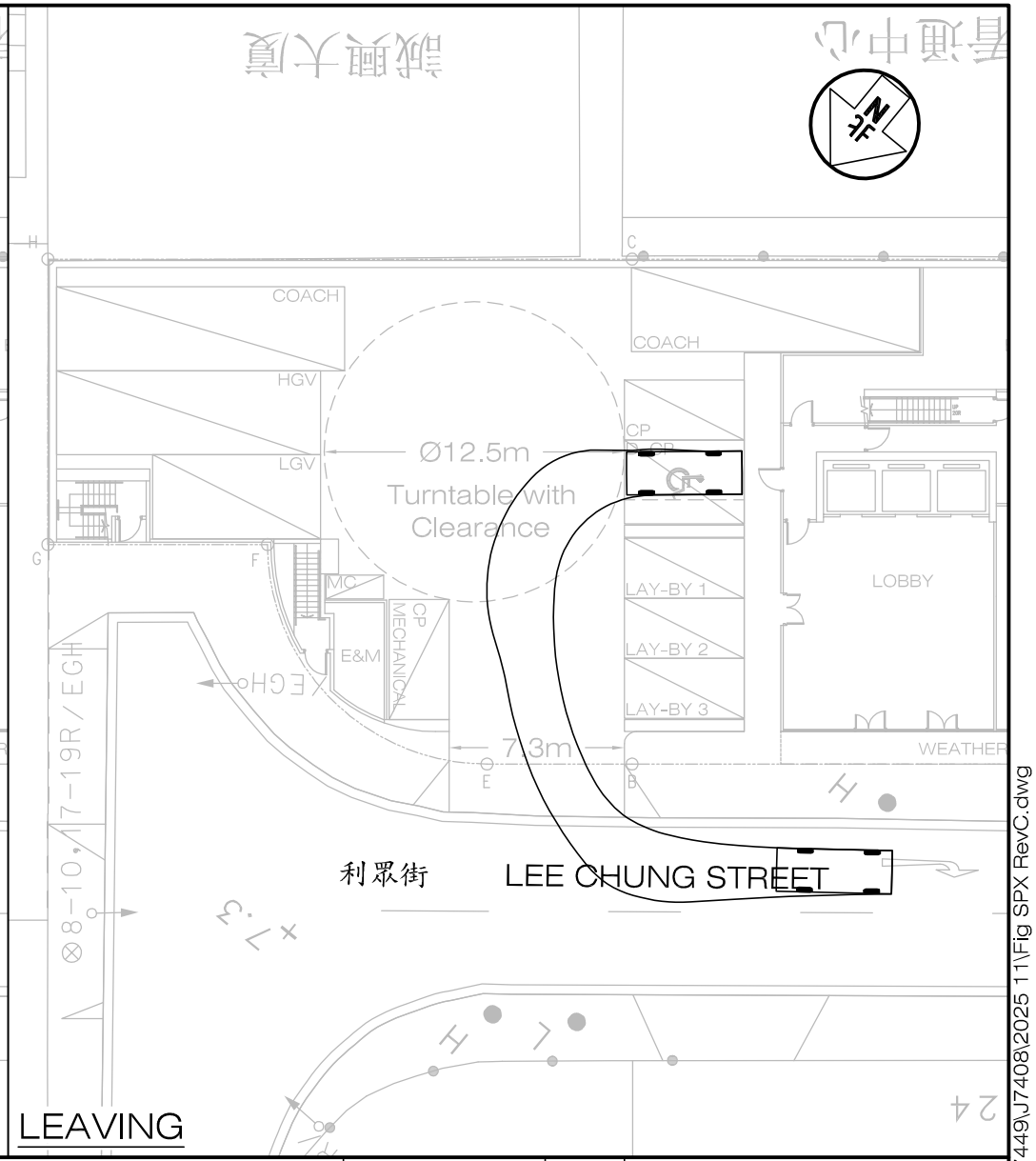

LEAVING

Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	J7408	Figure No. SP7	Revision C
Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE ACCESSIBLE CAR PARKING SPACE		Designed by L K W / Drawn by S C Y / Checked by K C	
		Scale in A4 1 : 300 / Date 21 NOV 2025	

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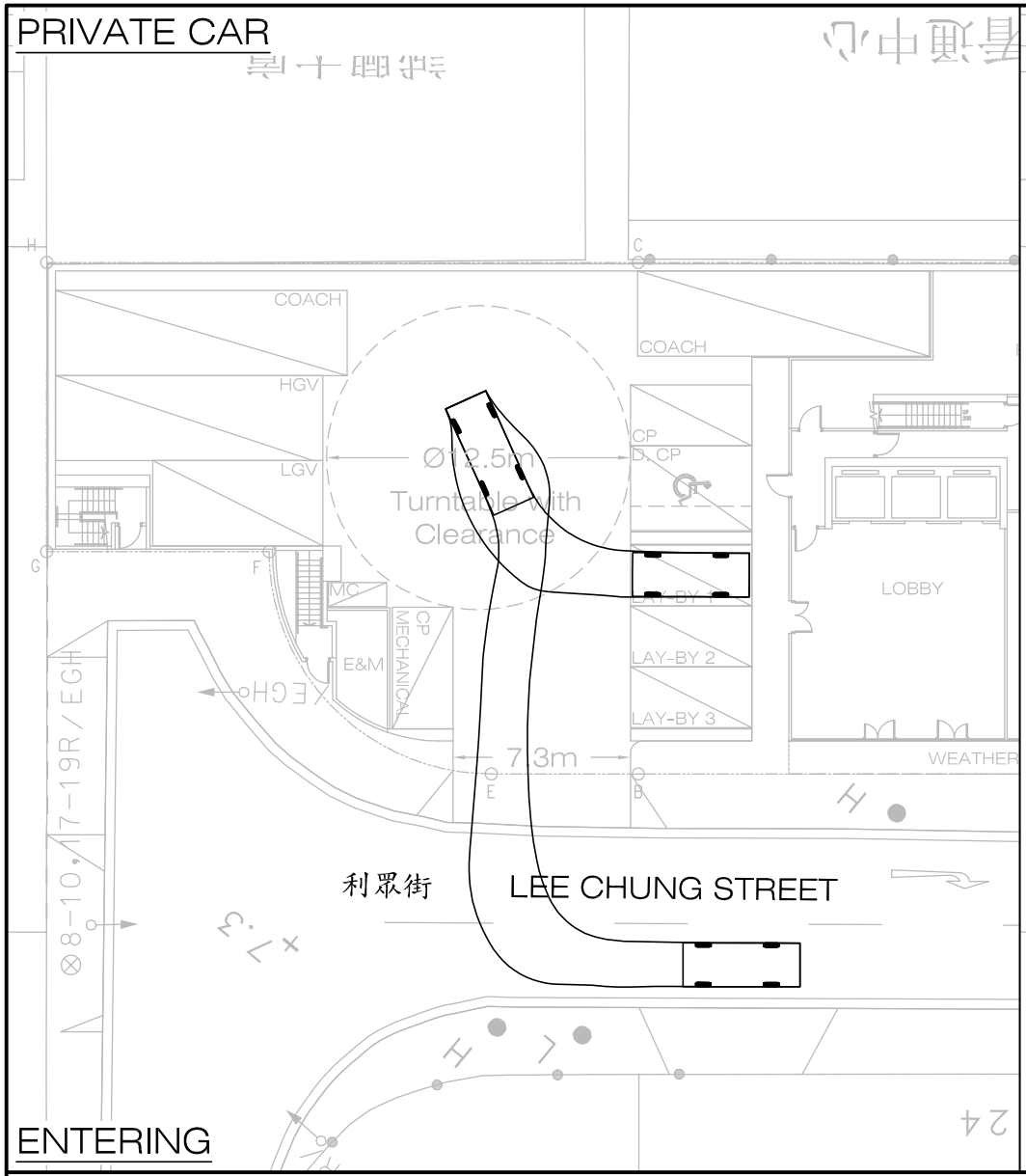
PRIVATE CAR



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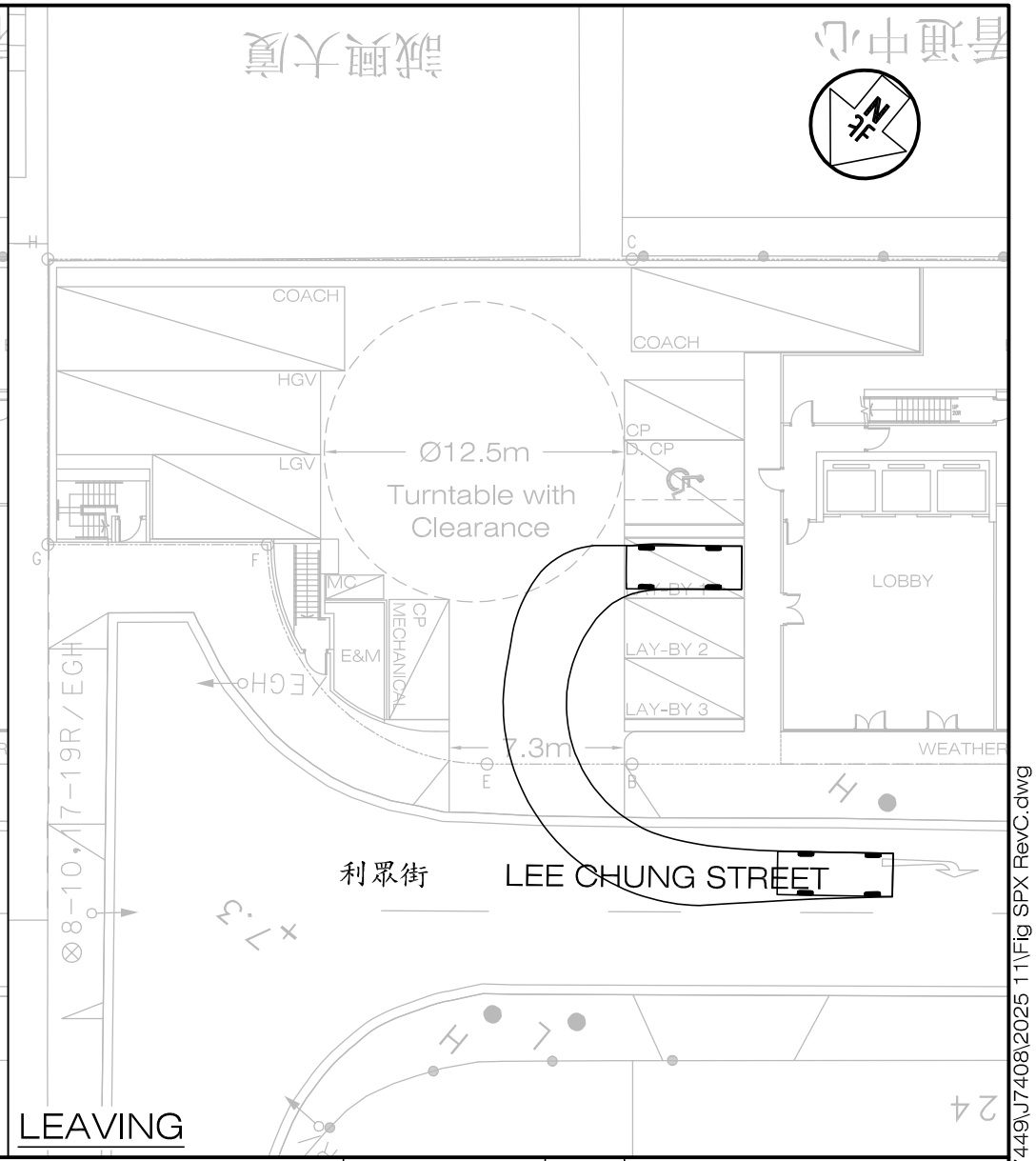


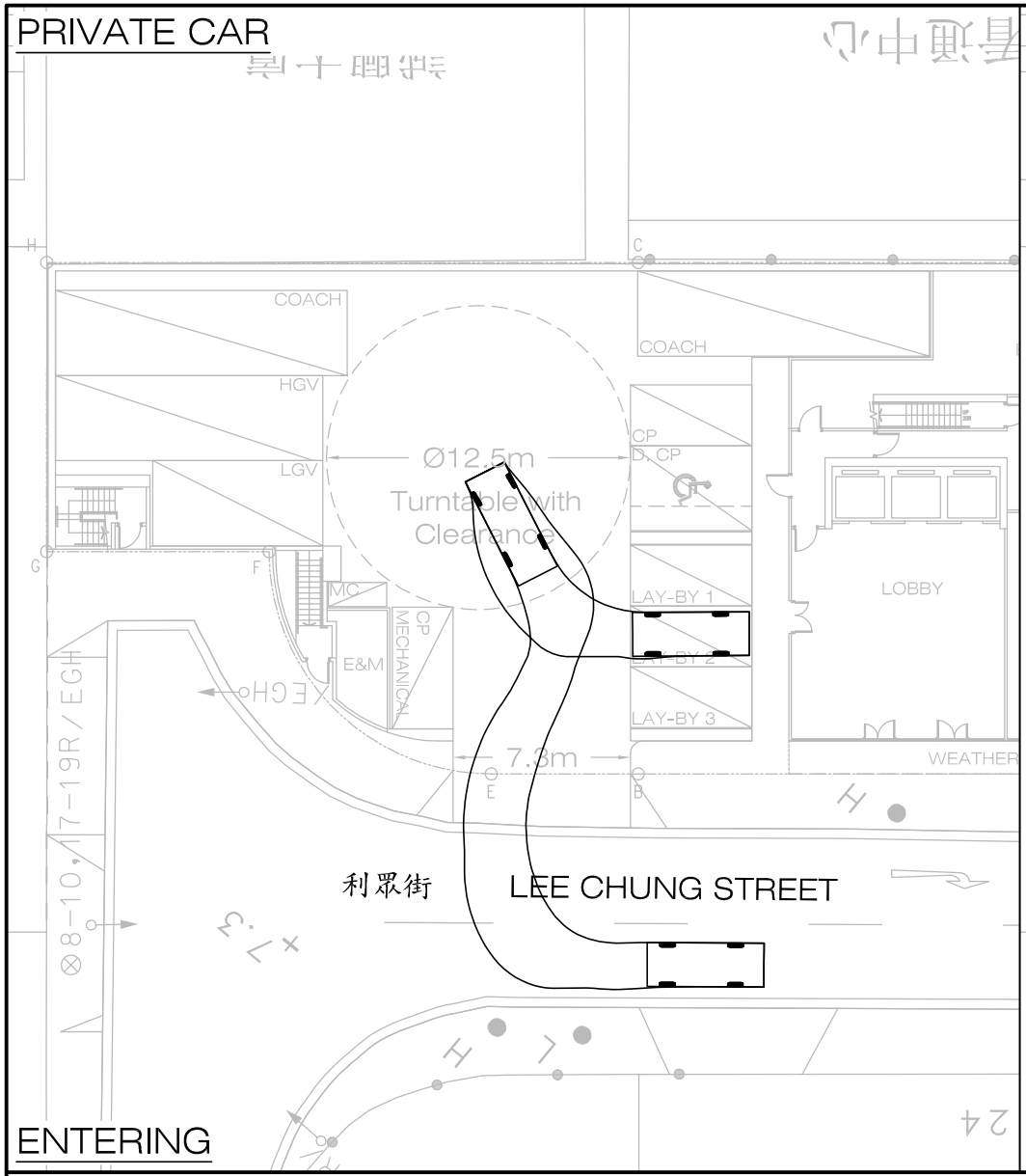
LEAVING

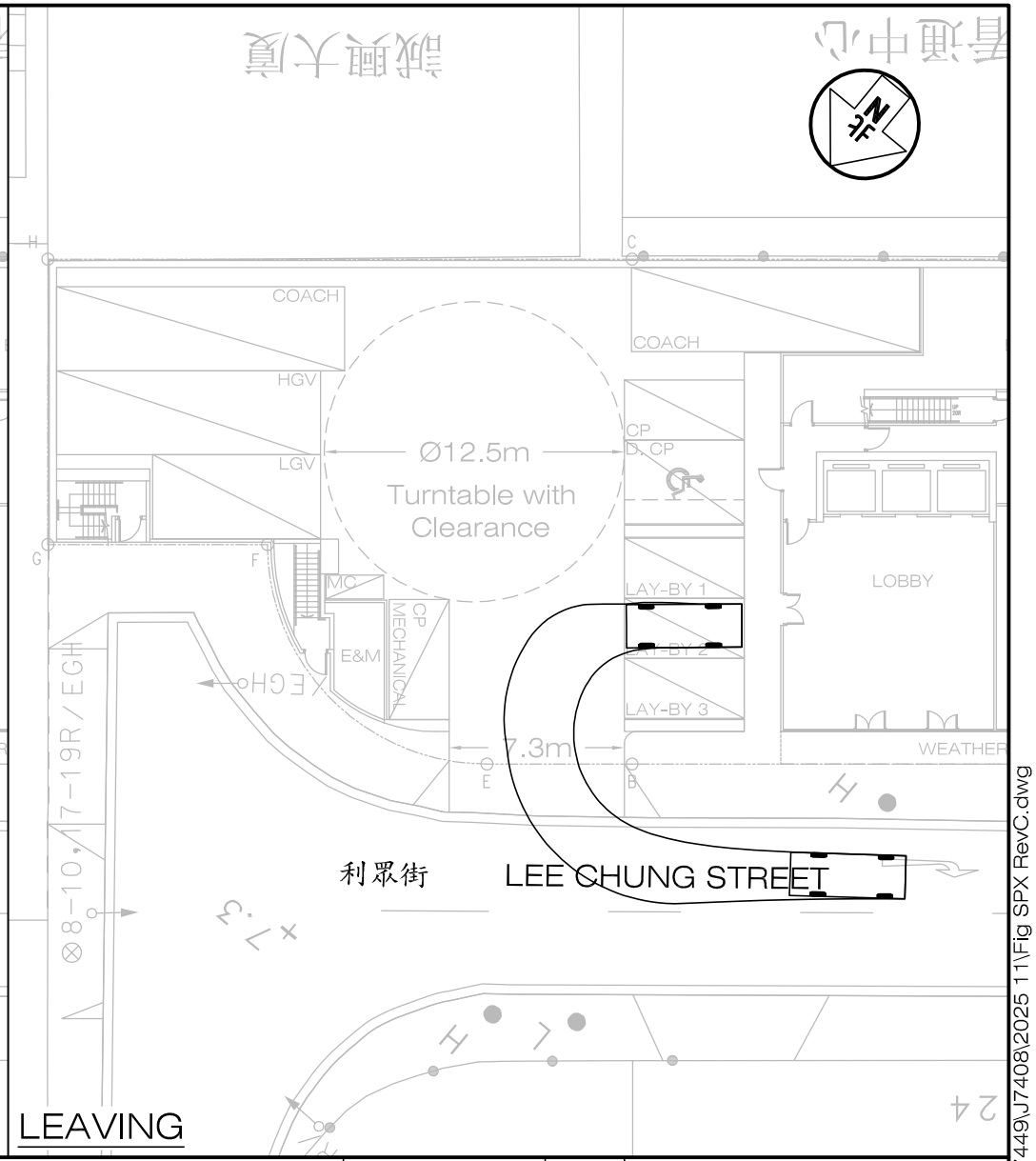
Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	J7408	Figure No. SP8	Revision C
Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE TAXI AND PRIVATE CAR LAYBY		Designed by L K W / Drawn by S C Y / Checked by K C	
		Scale in A4 1 : 300 / Date 21 NOV 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\J7408\2025 11\Fig SPX RevC.dwg

PRIVATE CAR





Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	J7408	Figure No. SP9	Revision C
Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE TAXI AND PRIVATE CAR LAYBY		Designed by L K W / Drawn by S C Y / Checked by K C	
		Scale in A4: 1 : 300 / Date: 21 NOV 2025	

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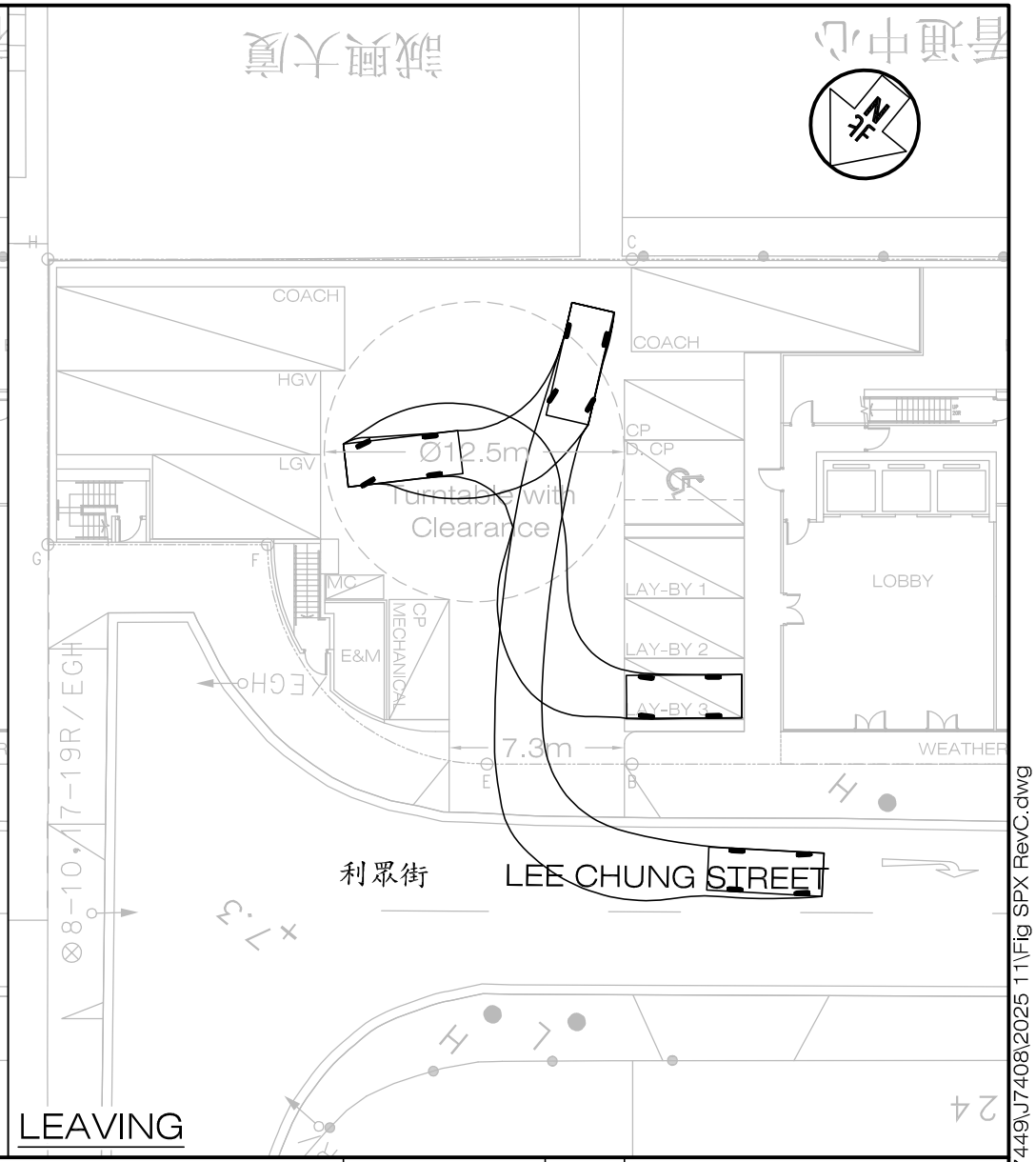
PRIVATE CAR

ENTERING



LEAVING

Project Title: SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	J7408	Figure No. SP10	Revision C
Figure Title: SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE TAXI AND PRIVATE CAR LAYBY		Designed by L K W / Drawn by S C Y / Checked by K C	
		Scale in A4 1 : 300 / Date 21 NOV 2025	

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Attachment B2

Operation Instructions of
Proposed Double-deck Parking Rack

OPERATION INSTRUCTIONS

Car Parking Procedure :

- All passengers leave the car. Drive the car slowly until car wheels reach stop bar. Ensure hand brake is engaged according to manufacturer's instructions.
- Check safety lever is in "up" position for lifting operation.
- Insert key into control panel E-stop switch. Check there are no people, animals or objects in the parking platform and/or in the effective area of the unit.
- Turn the key to switch on the system with Running indicator red lamp light up.
- Turn selector switch to right and keep it in position until the platform reaches its highest level, then turn to the left to lower platform onto safety hook.
- Check mechanical safety hook has engaged fully.
- Press the E-stop switch then remove the key from the control panel.

Car Collection Procedure

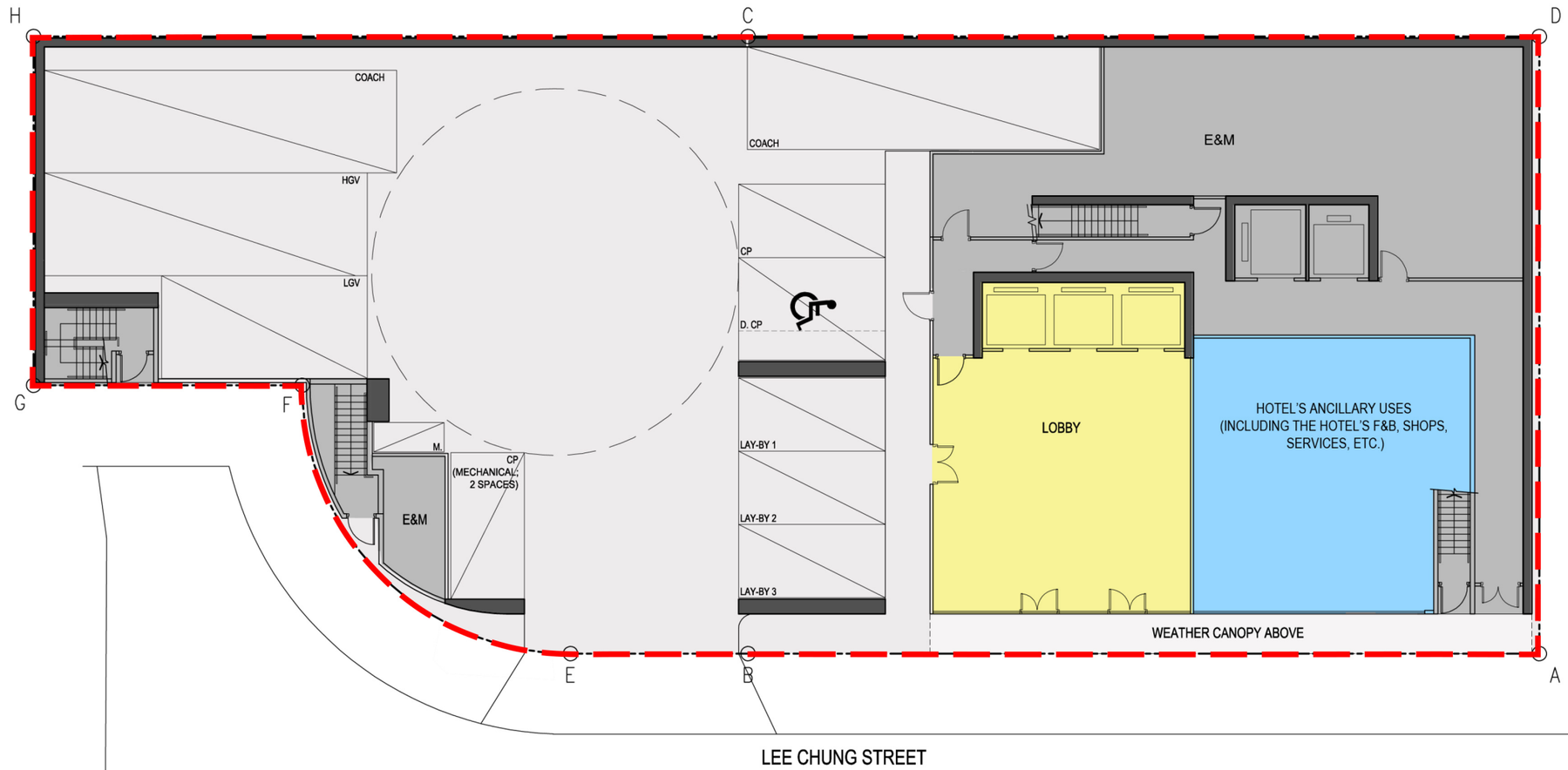
The procedure to lower the car that is parked in the upper platform is as follows:-

- Insert key into control panel E-stop switch. Check there are no people, animals or objects in the parking platform and/or in the effective area of the unit.
- Turn the key to switch on the system with Running indicator red lamp light up.
- Turn selector switch to the right to raise the platform;
- Ensure safety lever is in correct position for lowering. (The safety lever, which is located at the edge of the front of the platform, is simply pulled manually to the correct position)
- Release safety hook by manually turn the Safety Lever to "down" position;
- Turn selector switch to the left until to lower platform.
- Press the E-stop switch and the key must be kept safely.

Attachment C

Revised Floor Plans and

Replacement Pages of Planning Statement



Application Site

N

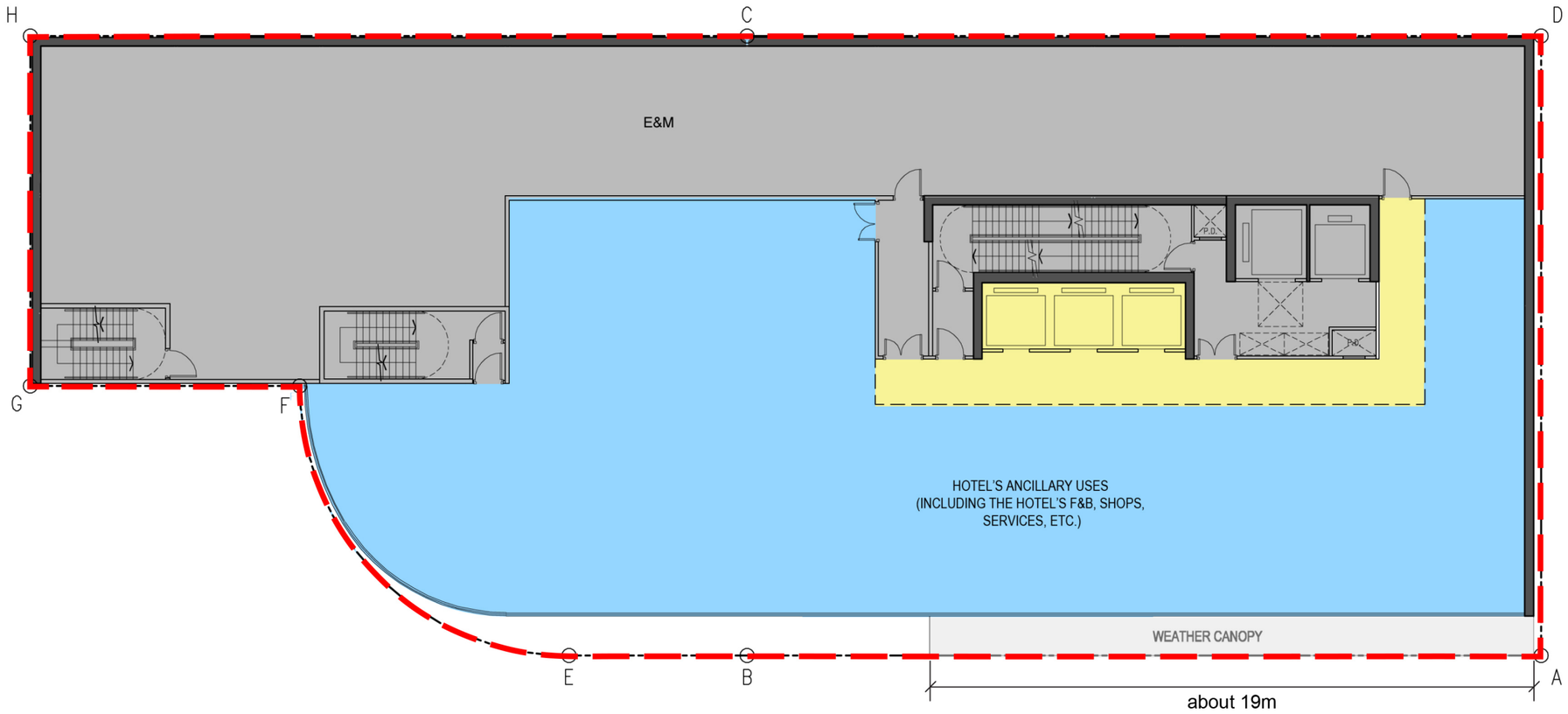
0 1 2 5 10

Aedas

Title

Indicative Ground Floor Plan

Checked	DH	Drawn	PW
Rev	0	Date	Nov 2025
Scale		Figure	3.2



Application Site

Remark:
The extent, height and projection of the proposed weather canopy will be subject to further review taking into consideration the requirements as stipulated under Building (Planning) Regulations (B(P)R) at subsequent detailed design stage for approval of relevant Government departments

N

0 1 2 5 10

Aedas

Title

Indicative 1/F Plan

Checked	DH	Drawn	PW
Rev	0	Date	Nov 2025
Scale		Figure	3.3

- J06 – Chai Wan Road / Wan Tsui Road
- J07 – Chai Wan Road Roundabout
- J08 – Ning Foo Street / Lee Chung Street
- J09 – Lee Chung Street outside Shun Yee Factory Building
- J10 – Hong Man Street / Cheung Lee Street

4.9.3 The Proposed Development is expected to be completed by 2030, and the junction capacity analysis is undertaken for year 2033. For the design year 2033, the junctions analysed are expected to operate within capacities during the AM and PM peak hours. Hence, the junctions analysed have sufficient capacity to accommodate the (i) expected traffic growth; (ii) planned developments in the vicinity of the Proposed Development and (iii) additional traffic generated by the Proposed Development. It can be concluded that the Proposed Development will result in no adverse traffic impact to the surrounding road network.

No Adverse Sewerage Impact

4.9.4 A Sewerage Impact Assessment (SIA) has been conducted to conclude that the capacity of the existing sewerage network is sufficient to cater to the sewage flow generated from the Proposed Development. The details of the SIA is provided in **Appendix B**.

No Adverse Environmental Impact

4.9.5 All noise sensitive uses within the building will not rely on openable windows for ventilation. The location of fresh-air intake will also satisfy the buffer distance from road as per prevailing standard.

4.9.6 Fixed plants of the building will be properly designed and installed to satisfy the relevant noise criteria in the HKPSG. Relevant EPD guidelines will also be followed to minimise construction noise impacts.

4.9.7 If found necessary upon demolition of the existing pre-1987 IB at implementation stage, the applicant also has no objection to carry forward a land contamination assessment in according with the prevailing guidelines at the later stage (e.g. approval condition stage) prior to commencement of foundation at the Application Site.

Previous Application
(Comparison of Major Development Parameters)

Approved Application

Major Development Parameters	**Approved Scheme (No. A/H20/195) (a)**	**Proposed Scheme (No. A/H20/202) (b)**	**Difference (b) – (a)**
Lot	Chai Wan Inland Lots 12 & 43	Chai Wan Inland Lots 12 & 43	-
Area (about)	976.96m^2	977m^2	+0.04m^2
Proposed Use	Permitted Non-polluting Industrial Use	Hotel	Change in Use
Maximum Plot Ratio (PR)	14.4 **(+2.4, +20%)**	14.4 **(+2.4, +20%)**	No Change
Gross Floor Area (GFA) (about)	14,068.224m^2	14,068.8m^2 (363 hotel rooms)	+0.576 m^2 (due to increase in site area)
Maximum Building Height (BH) (at main roof level)	Not more than 120mPD (3-tier BH profile stepping down from 120mPD to **98.725mPD** to **21.95mPD**)	Not more than 120mPD (3-tier BH profile stepping down from 120mPD to **100.1mPD** and **21.5mPD**)	No Change
No. of Storeys	30 (including two basement levels)	32 (including a level of refuge floor but excluding a level of transfer plate)	+2
Site Coverage (SC) ● Above 15m	Not more than 60%	Not more than 60%	No Change
Setback from Lee Chung Street	1.1m (About 7.5m setback of the building at G/F from the centre line of Lee Chung Street (i.e. about 1.1m setback from the lot boundary at ground level **up to 15m above the street level**))	1.1m (About 7.5m setback of the building at G/F from the centre line of Lee Chung Street (i.e. about 1.1m **full-height setback** from the lot boundary at ground level))	No Change (the height of the setback increase from **"up to 15m above street level"** to **"full-height setback"**)
Provision of Weather Canopy	Yes (about 1.1m in width and 19m in length along Lee Chung Street)	Yes (about 1.1m in width and 19m in length along Lee Chung Street)	No Change
Greenery Coverage	About 194.5m^2 (about 20%)	About 194.5m^2 (about 20%)	No Change
Provision of Podium Garden/Multi-level Greening	Yes ● Podium Garden with roof planters and edge planters on 3/F ● Vertical greening at **building façade facing Lee Chung Street**	Yes ● Podium Garden with roof planters and edge planters on 3/F ● Vertical greening at the **pedestrian level**	Minor Variation on the Location of Vertical Greening

Major Development Parameters	**Approved Scheme (No. A/H20/195) (a)**	**Proposed Scheme (No. A/H20/202) (b)**	**Difference (b) – (a)**
Building Separation (above 15m)	9m from **18 Lee Chung Street**	9m from **18 Lee Chung Street**	No Change
Parking Spaces			
● Private Car	24 (including 1 accessible)	3 (including 1 accessible)	-21
● Motorcycle	3	1	-2
Loading/unloading (L/UL) Facilities			
● Taxi Spaces	-	3	+3
● Coach Spaces	-	2	+2
● Light Goods Vehicle	7	1	-6
● Heavy Goods Vehicle	4	1	-3

Approval Conditions (A/H20/195)

(a) The design and provision of vehicular assess, car parking and loading/unloading facilities to the satisfaction of the Commissioner for Transport or of the Town Planning Board (TPB).

(b) The submission of land contamination assessments in accordance with the prevailing guidelines and the implementation of the remediation measures identified therein prior to development of the site to the satisfaction of the Director of Environmental Protection or of the TPB.

(c) The implementation of the local sewerage upgrading/sewerage connection works identified in the sewerage impact assessment to the satisfaction of the Director of Drainage Services or of the TPB.

Similar Applications
within "Other Specified Uses" annotated "Business" Zone
in the Chai Wan Planning Scheme Area

Proposed Hotel

Application No.	Address	Proposed Major Development Parameters	Date of Consideration	Rejection Reason(s)
A/H20/126	24 Lee Chung Street, Chai Wan	Plot Ratio (PR) 15 Building Height (BH) 131.65mPD Number of guest rooms 408	24.10.2003 (Rejected)	(1)
A/H20/172	12 Lee Chung Street, Chai Wan	PR 15 BH 119mPD (at main roof level) Number of guest rooms not more than 552	22.7.2011 (Rejected)	(2), (3)

Reasons for Rejection

(1) The application site, fronting onto a cul-de-sac, was located in the midst of an active and established industrial area and was enclosed by existing industrial buildings. The current setting was not considered conducive to or suitable for hotel development. In addition, the submission contained no information on how to address the limited capacity of the drainage and sewerage systems, nor sufficient information to demonstrate that the proposed development would not generate adverse traffic impact on the area.

(2) The industrial area of Chai Wan in which the site was located was densely developed with narrow streets. The proposed PR of 15 of the development was considered excessive.

(3) The approval of the application would set an undesirable precedent for redevelopment of industrial sites for similar hotel developments, the cumulative effect of which would have adverse traffic, visual and environment impacts on the area.

Proposed Minor Relaxation of PR

Application No.	Address	Proposed Development		Date of Consideration
		Use	Parameters	
A/H20/193	18 Lee Chung Street, Chai Wan	Permitted Non-polluting Industrial Use	Minor Relaxation of PR 12 to 14.4 (+20%) BH 88.44mPD (at main roof level)	18.12.2020 (Approved with conditions)

Approval Conditions

(1) The design and provision of vehicular assess, pedestrian access, car parking and loading/unloading facilities to the satisfaction of the Commissioner for Transport or of the Town Planning Board (TPB).

(2) The submission of a land contamination assessment and remedial plan and implementation of the agreed remedial actions, as proposed by the applicant, prior to commencement of construction for the proposed development to the satisfaction of the Director of Environmental Protection or of the TPB.

(3) The implementation of the local sewerage upgrading/sewerage connection works identified in the Sewerage Impact Assessment to the satisfaction of the Director of Drainage Services or of the TPB.

Detailed Departmental Comments

1. Comments of the Chief Officer (Licensing Authority), Office of the Licensing Authority, Home Affairs Department (HAD):

   (a) according to the Hotel and Guesthouse Accommodation Ordinance (Cap. 349) (HAGAO), "hotel" and "guesthouse" mean any premises whose occupier, proprietor or tenant holds out that, to the extent of his available accommodation, he will provide sleeping accommodation at a fee for any person presenting himself at the premises, unless all accommodation in the premises is provided for a period of 28 consecutive days or more for each letting which is exempted under the Hotel and Guesthouse Accommodation (Exclusion) Order (Cap. 349C);

   (b) if the mode of operation falls within the definition of "hotel" or "guesthouse" under the HAGAO, a license under the HAGAO must be obtained before operation;

   (c) under the HAGAO, hotel licence will only be issued for premises approved or accepted by the Building Authority (BA) for hotel use. The applicant should submit a copy of an occupation permit issued by the BA for the proposed hotel when making an application under the HAGAO; and

   (d) the licensed area in one application must be physically connected and shall not be separated by other private occupancy or uses not connected with the operator's business.

2. Comments of the District Lands Officer/Hong Kong East, Lands Department (DLO/HKE, LandsD):

   (a) salient conditions governing the respective lots are as follows:

   Chai Wan Inland Lot (CWIL) No. 12

   (i) the lot shall be used only for industrial and/or godown purposes excluding offensive trade (Special Condition (S.C.) 2(a));

   (ii) no building shall be erected on the lot except a factory and/or a warehouse, ancillary offices and quarters for persons essential to the safety and security of the building, the number of such quarters and persons to be subject to the special approval of the Commissioner of Labour (S.C. 2(b));

   (iii) space shall be provided within the lot to the satisfaction of the Director of Public Works for the parking, loading and unloading of motor vehicles at the rate of not less than one vehicle for each 10,000 or part of 10,000 square feet of floor area but in any event not less than one vehicle for each 5,000 or part of 5,000 square feet of site area. The space so provided shall not be used for any other purpose (S.C. 10);

CWIL No. 43

(i) the lot shall be used only for industrial and/or godown purposes excluding offensive trade ((S.C.) 2(a));

(ii) no building shall be erected on the lot except a factory and/or a warehouse, ancillary offices and such quarters as may be required for watchmen or caretakers who, in the opinion of the Commissioner of Labour, are essential to the safety and security of the buildings. The number of watchmen and caretakers to be accommodated in any such quarters and the number and size of the quarters shall be subject to the approval of the said Commissioner, and the floor area of any such quarters shall in any event not exceed 45 square feet for each person to be accommodated. Any such quarters shall not be used for any purpose other than the residential accommodation of such watchmen or caretakers (S.C. 2(b));

(iii) space shall be provided within the lot to the satisfaction of the Director of Public Works for the simultaneous parking, loading and unloading of goods vehicles at the rate of not less than one vehicle for each 10,000 square feet or part thereof of gross floor area, excluding any floor area to be used for parking, loading and unloading or not less than one vehicle for each 5,000 square feet or part thereof of the site area whichever is the greater one (S.C. 11); and

(iv) no part of any structure to be erected on the lot shall exceed a height of 300 feet above the site level of the lot (S.C. 13);

(b) as the current planning application is to facilitate redevelopment of the Lots into a 32-storey hotel (including a level of refuge floor but excluding a level of transfer plate) with a maximum building height of 120mPD (Main Roof), the applicant is reminded that according to Condition No. (1) of the Special Waiver, the Special Waiver shall expire upon the demolition of the existing buildings. Pursuant to Condition No. (13) of the Special Waiver, upon expiration of the Special Waiver, the Lots shall cease to be used for the permitted purposes under the Special Waiver and shall thereafter be subject to all the General and Special Conditions in the relevant Conditions of Sale including the provisions in respect of the respective users of the Lots; and

(c) the proposed single hotel building with a maximum building height of 120mPD (Main Roof) straddling over the Lots would be in breach of the user, type of building, parking and loading/unloading requirements under the Conditions of Sale governing the Lots and maximum height restriction under the Condition of Sale governing CWIL 43 etc.

3. Comments of the Director of Environmental Protection (DEP):

for Appendix A of the revised Sewerage Impact Assessment (SIA) (**Appendix Ic**): please revise the unit flow factor (UFF) of Greenwood Terrace to R2 Private (i.e. 0.27 m3/day) instead of R1 Private (i.e. 0.19m3/day).

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251031-110525-43834
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	31/10/2025 11:05:25
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wong Tsun Ming

意見詳情
Details of the Comment :

Faced with scarce land resources for economic uses, Hong Kong Government should grant approval to this planning application to demonstrate its determination in providing adequate hotel stock to support the long-term tourism development in Hong Kong.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251031-112515-68727
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	31/10/2025 11:25:15
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Fok Suen Wai

意見詳情
Details of the Comment :

This planning application is fully in line with the planning intention of the "Other Specified Uses" annotated "Business" ("OU(B)") zone under the Outline Zoning Plan and meets the requirements set out in Town Planning Board Guideline No. 22D. Furthermore, the application site meets the relevant criteria for hotel development in industrial/office areas, as set out in the Hong Kong Planning Standards and Guidelines. For these reasons, this application should be approved by the Town Planning Board.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251031-113233-76134
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	31/10/2025 11:32:33
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Lau Wing Tung

意見詳情
Details of the Comment :

I support the proposed hotel. The proposed hotel is similar in scale to other hotels in the area, and the scheme represents an optimal design having regard to the characteristics of the site. This proposal fits well with the planning direction for Chai Wan, where older industrial sites are being transformed to better serve the community and support tourism. Given the site's location and the benefits it can bring, I believe this hotel will be a positive addition to the district. I recommend that the Town Planning Board approve the application.

5

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251031-112820-68404
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	31/10/2025 11:28:20
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Karen

意見詳情
Details of the Comment :

I welcome this planning application. There is currently a shortfall of hotel supply in the Eastern District. The proposed hotel, providing 363 rooms, will help address the accommodation needs i n the area and is in line with the Government's "Tourism is Everywhere" policy. It will also ben efit the tourism and economy 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:**	251103-173627-89195
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	03/11/2025 17:36:27
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. J. Mak

意見詳情
Details of the Comment :

I support this planning application because it:-
• strictly follows the policy on revitalizing the existing industrial buildings;
• encourages redevelopment of aged industrial buildings for better utilization of existing land resources;
• realizes the planning intention of the subject "OU(B)" zone;
• is compatible with the surrounding buildings; and
• provides various planning gains and design merits.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251103-174039-91937
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	03/11/2025 17:40:39
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chris Wong

意見詳情
Details of the Comment :

I support this planning application as it aligns with the Government's recent policy on the revitalization of industrial buildings. I look forward to its approval by the Board.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251103-174302-12486
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	03/11/2025 17:43:02
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wilson Lee

意見詳情
Details of the Comment :

Having worked in Chai Wan for over a decade, I am pleased to see this planning application to r edevelop the aged industrial building into a hotel, with various design merits, is a viable option t o revitalize the old industrial area in Chai Wan while enhancing the existing environment. I hop e this planning application will be approved for the greater benefit of the public.

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	251103-174553-47218
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	03/11/2025 17:45:53
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Carol Lai

意見詳情
Details of the Comment :

I fully support this planning application. It accords with the prevailing Outline Zoning Plan and echoed the Government's effort on industrial building revitalization. The Government and TPB should respond positively and grant early approval.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251103-174802-71176
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	03/11/2025 17:48:02
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Joseph CK Man

意見詳情
Details of the Comment :

I strongly support this planning application. This planning application is not only in line with the long-term planning intention of the area for general business uses, but also provides notable planning gains such as a varied building height profile, a podium garden, and setback with a weather canopy to enhance the streetscape and allow pedestrian comfortability. I thus hope the Town Planning Board can approve the application so that these planning benefits could be realized as soon as possible.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251103-174947-18864
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	03/11/2025 17:49:47
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Anthony Yau

意見詳情
Details of the Comment :

I totally concur with this planning proposal. Not only does this application matches Government 's policies on revitalization of industrial buildings in recent years, it also helps uplift the existing townscape or environment with a series of planning and design merits in terms of compatibility, pedestrian safety and comfortability.

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	251103-180754-70571
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	03/11/2025 18:07:54
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Mr Ho

意見詳情
Details of the Comment :

I fully support this application. It is only an updates of the development proposal, which was approved by the Town Planning Board a few years ago. Under the current market condition, the Government should facilitate development by approving this kind of application in a timely manner.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251104-100548-30477
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 10:05:48
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Boris Y.Y. Chan

意見詳情
Details of the Comment :

I support the redevelopment of this industrial building!

This planning proposal can improve the existing environment of the Chai Wan industrial area and the Town Planning Board should approve the application as soon as possible.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251104-101144-97196
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 10:11:44
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Regina Kuo

意見詳情
Details of the Comment :

I fully support this planning application because the proposed minor relaxation of the plot ratio restriction is reasonable and aligns with the government's policy to encourage the revitalization of industrial buildings. Therefore, the Town Planning Board should 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:**	251104-101440-74183
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 10:14:40
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. TH Mok

意見詳情
Details of the Comment :

Currently, this part of Chai Wan has been occupied by aged industrial buildings. In order to speed up the transformation of the area dominated by aging industrial uses to a modernized business area, as stated in the planning intention of the subject "OU(B)" zone, it is necessary to encourage any planning applications which help achieve this planning intention. As this planning application intends to redevelop the industrial buildings into a hotel, the TPB should approve this planning application.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251104-101923-06190
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 10:19:23
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Newton Wong

意見詳情
Details of the Comment :

This planning application well manifests Government's efforts and determination in utilizing the existing industrial stock and making better use of valuable land resources through redevelopment of aged industrial building. Hence, I support this planning application.

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就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	251104-102047-81188
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 10:20:47
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Kelly Kwan

意見詳情
Details of the Comment :

I am in 100% support of this planning application. I hope that with this planning application and similar desirable cases that follow, this part of Chai Wan can eventually be turned into a quality business area.

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	251104-103803-61780
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 10:38:03
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Carol Ko

意見詳情
Details of the Comment :

我十分贊同此申請，因其支持政府的活化工業大廈政策。本人促請城規會儘快批准這個申請，以加快落實此政策。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251104-103918-01317
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 10:39:18
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Dorothy Shing

意見詳情
Details of the Comment :

本人在柴灣工作已逾10年，樂見有關重建老舊工業大廈作酒店用途的規劃申請。此申請能帶來不同的規劃和設計增益，並能振興柴灣舊工業區和改善現有環境。希望此規劃申請能獲批准，以造福廣大市民。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251104-104052-90856
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 10:40:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 陳先生

意見詳情
Details of the Comment :

我全力支持這申請。此項規劃申請不但符合分區大綱圖的規劃意向，而且與政府重啓活化工業大廈計劃這一舉措相呼應。政府及城規會應從善如流，儘快批准這個申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251104-104229-16756
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 10:42:29
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss 黃小姐

意見詳情
Details of the Comment :

本人非常支持這個規劃申請。此申請不但符合此地區的長遠規劃，也會提供一系列規劃裨益，包括合理的建築設計、兼顧與周邊發展的相容性、把地面樓宇建築後移、沿行人路增設篷蓋、梯級式建築設計、設置平台花園、及有效的交通配套設計以達致更佳的行人環境。因此，本人希望城規會能儘快通過此申請。

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	251104-104356-08517
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 10:43:56
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 高先生

意見詳情
Details of the Comment :

本人十分贊成該規劃申請，不僅符合政府近年積極重建舊工廈的政策，亦透過一系列規劃和設計優點，改善現有行人環境及市容。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251104-104557-05195
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 10:45:57
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 李先生

意見詳情
Details of the Comment :

本人支持此項規劃申請的原因如下：
1. 配合政府活化工廈政策的步伐
2. 鼓勵重建陳舊的工廈，以善用現有土地資源
3. 能幫助實現大綱圖裏的長遠規劃
4. 與周圍建築物相協調
5. 提供多項設計提升公共空間質素。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251104-104721-33418
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 10:47:21
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 彭先生

意見詳情
Details of the Comment :

支持重建這工業大廈！此項申請能改善柴灣工業區的現有環境，城規會應儘快批准申請。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251104-104854-82497
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 10:48:54
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 文先生

意見詳情
Details of the Comment :

本人十分支持此項規劃申請，因爲擬議略為放寬地積比率限制合理，符合政府鼓勵活化工廈政策的規定。故此，城規會不應反對此申請。

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	251104-105043-94531
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 10:50:43
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. 何女士

意見詳情
Details of the Comment :

現時利衆街一帶有不少舊工廈。爲了加快實現此區域由工業區到商業區的轉型，任何能推動長遠規劃理念的申請都應該要儘快批准。城規會不應踟躕不前，而是要儘快通過此酒店申請。

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就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	251104-105210-32767
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 10:52:10
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 袁先生

意見詳情
Details of the Comment :

通過重建工廠大廈，此規劃申請能充分體現政府善用現有土地資源的努力和決心。所以，本人支持以上申請。

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	251104-105318-25171
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 10:53:18
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 林先生

意見詳情
Details of the Comment :

我百分之百支持此規劃申請。希望藉著此規劃申請及隨後其他類似申請，柴灣這一帶最終能夠發展成為一個優質的商業區。

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	251104-112658-72518
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 11:26:58
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 陳先生

意見詳情
Details of the Comment :

香港不多適合建酒店的地方，難得現時有地利，配合活化工廈，實在想不到反對的理由，本人支持申請。

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	251104-113043-20955
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 11:30:43
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 夏先生

意見詳情
Details of the Comment :

經濟低迷之下，重建酒店可以有更多人就業，支持這項申請。

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	251104-113204-37039
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 11:32:04
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 柯先生

意見詳情
Details of the Comment :

本人支持建新酒店，振興香港旅遊業，對現時低迷經濟環境肯定有幫助。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251104-142140-35309
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 14:21:40
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Bonnie Tam

意見詳情
Details of the Comment :

I strongly support this planning application as it aligns with the Government's policy on the revitalization of industrial buildings and the planning intention of the "Other Specified Uses (Business)" zone. The proposed redevelopment of the existing aged industrial building into a quality hotel makes efficient use of valuable urban land and promotes the sustainable transformation of the Chai Wan industrial area into a vibrant, mixed-use district. The proposed hotel incorporates thoughtful architectural and planning elements, including a varied building height profile, podium landscaping, building setback and weather canopy, and façade treatment to enhance the streetscape, pedestrian comfort, and safety. The proposed hotel use is compatible with the surrounding developments, upgrading the local townscape and bringing planning, economic, and social benefits. It will also help address the current shortage of hotel accommodation in the Eastern District, stimulate the local economy, and create new employment opportunities. Given the proposal's planning merits and alignment with Government's revitalization initiatives, I urge the Town Planning Board to approve this application promptly, contributing to the sustainable development and urban renewal of Chai Wan.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251104-142616-11735
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 14:26:16
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Louis Lau

意見詳情
Details of the Comment :

I fully support this application for the redevelopment of the existing industrial building into a high-quality hotel development. The proposed scheme is consistent with the planning intention of the "OU(B)" zone and complements the Government's broader urban renewal and industrial revitalization policies. The project demonstrates careful planning and design, including built form that harmonizes with neighboring structures, tiered building heights, recessed ground-level setbacks, podium gardens, and landscaped open spaces, all contributing to a visually appealing and pedestrian-friendly environment. The proposal achieves multiple planning objectives: optimizing underutilized industrial land, improving the local streetscape, and enhancing the overall image of Chai Wan. By offering quality hotel facilities, the development will meet increasing tourism and business demands, strengthen the local economic base, and create employment opportunities. This well-considered proposal reflects a sustainable and forward-looking approach to industrial transformation, and therefore, I recommend the Town Planning Board grant early approval to realize these positive planning and community benefits.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251104-142808-08844
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 14:28:08
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Mary Hung

意見詳情
Details of the Comment :

本人非常支持此規劃申請。該項目符合政府推動工業大廈活化的政策方向，亦切合《柴灣分區計劃大綱圖》中「其他指定用途（商貿）」地帶的長遠規劃意向。擬議重建項目將舊工廈轉化為優質酒店，有助善用土地資源、促進舊區更新、及推動柴灣由工業區轉型為多用途的現代化社區。方案在設計上具多項優點，包括高低錯落的建築設計、平台綠化、後移樓宇以增設行人空間及簷篷、以及優化建築立面設計，整體有助改善街景及提升行人舒適度和安全性。該酒店方案與周邊發展相容，不僅可提升地區形象，亦能為區內帶來旅遊、就業及經濟效益。本人期望城市規劃委員會能盡快批准此申請，推動柴灣地區的持續發展與再生。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	251104-142907-35984
提交限期 **Deadline for submission:**	04/11/2025
提交日期及時間 **Date and time of submission:**	04/11/2025 14:29:07
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Jimmy Tse

意見詳情
Details of the Comment :

我全力支持此酒店重建計劃。該項目完全符合政府推動工廈活化及市區重建的方向，並符合「其他指定用途」註明「商貿」地帶的規劃原意。重建後的酒店能有效回應東區住宿需求，補足當前酒店供應不足的情況，同時創造就業機會並促進地區經濟發展。設計方案具備多項優點，包括建築後移拓寬行人環境、設置行人簷篷增強安全、採用梯級式建築及平台綠化改善街道景觀和社區空間質素。項目兼顧區內建築協調、環境改善及可持續發展原則，是柴灣由舊工業區邁向新經濟用途的重要一步。本人認為此申請合理且具規劃及社會價值，期望城市規劃委員會能予以正面考慮並盡早批准。

Seq 2 36

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	251129-151001-03593
提交限期 **Deadline for submission:**	12/12/2025
提交日期及時間 **Date and time of submission:**	29/11/2025 15:10:01
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. NG HO YIN

意見詳情
Details of the Comment :

好,等柴灣多間酒店,同加強香港經濟,
但是要加強交通

□Urgent □Return receipt □Expand Group □Restricted □Prevent Copy

tpbpd/PLAND

寄件者: [redacted]
寄件日期: 2025年10月22日星期三 3:39
收件者: tpbpd/PLAND
主旨: A/H20/202 14-16 Lee Chung Street, Chai Wan MR

類別: Internet Email

A/H20/202

14-16 Lee Chung Street, Chai Wan

Site area: About 977m²

Zoning: "Other Specified Uses" annotated "Business"

Applied Development: 363 Room Hotel / PR 14.4 / 120mPD / 11 Vehicle Parking

Dear TPB Members,

195 was approved 4 Dec 2020.

Strong Objections. While the government does support the development of hotels, this should be carried out at appropriate locations. The site is within an industrial 'island'. No 18 next door was approved for Industrial Use and is currently a WIP.

A decade ago an application for hotel use was rejected for No. 12.

Applicant states 'In view of the declining demand of industrial activities'……

Really, the administration is pulling out all stops to encourage the return of industries, particularly high-end manufacturing and advanced manufacturing. IT related manufacturing has to be accommodated on appropriately zoned sites. A certain level of such activity is required in order to ensure local employment opportunities in each district.

While many IT firms will choose to locate on the Northern Metropolis, there are some niche industries that prefer a more urban setting with established facilities close by.

The lot is on the main access road to a number of industrial buildings. Individual tourists would arrive by foot from the MTR station. Proximity to constant heavy goods vehicles would be an issue.

Members should think long term, hotels are in at the moment, but in previous years there were many applications to convert them to other uses.

□Urgent □Return receipt □Expand Group □Restricted □Prevent Copy
The application should be rejected as inappropriate for the location.

Mary Mulvihill

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Tuesday, 1 September 2020 2:46 AM HKT
Subject: Re: A/H20/195 14-16 Lee Chung Street, Chai Wan MR

Dear TPB Members,

The setback is only for a section of the frontage. The canopy is useless as it covers an even shorter section and is probably one of those useless plexiglass many meters above the pavement. The podium garden is for private use. No tree planting on pavement or any green measures that benefit the pedestrian.

Previous objections upheld.

Mary Mulvihill

From: [redacted]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Saturday, June 6, 2020 3:18:34 AM
Subject: A/H20/195 14-16 Lee Chung Street, Chai Wan MR

A/H20/195
14-16 Lee Chung Street, Chai Wan
Site area : About 976.96m²
Zoning : "Other Specified Uses" annotated "Business"
Applied Development : Proposed **Minor Relaxation of Plot Ratio Restrictions** for Permitted Industrial Development / 120mPD / 28 Vehicle Parking (Increase PR from 12 to 14.4)

Dear TPB Members,

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.

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.

□Urgent □Return receipt □Expand Group □Restricted □Prevent Copy

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.

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

Site coverage is quoted as 60%, but podium is actually 100% less setback on one side only. No gap between buildings at street level to facilitate ventilation where it is most needed.

Green Features consist of a small portion of podium on 3/F with some plants peeking over the short balustrade. The canopy that purports to provide protection from the weather is only over the entrance. So where is the community benefit, bearing in mind that the existing building is shorter.

There is clearly no justification for additional PR.

I note that Aedas is involved as with the adjoining building subject to Application 193 that was deferred way back in Jan.

Members should ask if there are plans to amalgamate the two small sites to achieve a better outcome.

Mary Mulvihill

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就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	251203-144607-80435
提交限期 **Deadline for submission:**	12/12/2025
提交日期及時間 **Date and time of submission:**	03/12/2025 14:46:07
有關的規劃申請編號 **The application no. to which the comment relates:**	A/H20/202
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Cheung Shu sang William

意見詳情
Details of the Comment :

I object to the application. The building should remain as an industrial building, to support the HKSAR CE policy of re-industrialisation of HK.The Lee Chung Street area is industrial, and is not a suitable location for a hotel.

Recommended Advisory Clauses

(a) to note the comments of the District Lands Officer/Hong Kong East, Lands Department (LandsD) to apply to LandsD for a lease modification/ land exchange in respect of the Lots. However, there is no guarantee that the said application will be approved. Such application, if received by LandsD, will be dealt with by LandsD acting in its capacity as the landlord at its absolute discretion, and if it is approved, it will be subject to such terms and conditions including, among others, payment of appropriate premium and fees as may be imposed by LandsD at its sole discretion;

(b) to note the comments of the Director-General of Trade and Industry to take into account the views and needs of the parties concerned noting that the proposed development may have impact on the existing operation of the industrial activities located within the application site;

(c) to note the comments of the Chief Officer (Licensing Authority), Office of the Licensing Authority, Home Affairs Department that:

  (i) if the mode of operation falls within the definition of "hotel" or "guesthouse" under the Hotel and Guesthouse Accommodation Ordinance (Cap. 349) (HAGAO), a license under the HAGAO must be obtained before operation;

  (ii) under the HAGAO, hotel licence will only be issued for premises approved or accepted by the Building Authority (BA) for hotel use. The applicant should submit a copy of an occupation permit issued by the BA for the proposed hotel when making an application under the HAGAO;

  (iii) the licensed area in one application must be physically connected and shall not be separated by other private occupancy or uses not connected with the operator's business; and

  (iv) detailed licensing requirements will be formulated upon receipt of application under the HAGAO, if applicable;

(d) to note the comments of the Commissioner of Police to submit each Temporary Traffic Arrangement involving works on footpath and/or carriageway to Road Management Office of Hong Kong Police Force and Transport Department for comment before implementation;

(e) to note the comments of the Director of Environmental Protection that relevant Environmental Protection Department guidelines should be followed to minimize construction noise and air quality impact;

(f) to note the comments of the Chief Building Surveyor/Hong Kong East and Heritage, Buildings Department that:

  (i) if the applicant intends to apply for hotel concession under Regulation 23A of the Building (Planning) Regulations (B(P)R), the criteria laid down in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-40: Hotel Development should be complied with;

(ii) canopy is GFA accountable unless complied with paragraph 3(k) of PNAP APP-19: Projections in relation to Site Coverage and Plot Ratio Building (Planning) Regulations 20 & 21[1]; and

(iii) detailed comments on compliance with the Buildings Ordinance will be made at building plan submission stage; and

(g) to note the comments of the Director of Fire Services that fire service installations and water supplies for firefighting should be provided to his satisfaction. Detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans, and to observe the requirements of Emergency Vehicular Access as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011.

[1] canopies projecting not more than 3.5 m over an entrance to a building