此文件在 2025年 12月 31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 2025-12-31. The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

Form No. S16-I
表格第 S16-I 號

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

根據《城市規劃條例》(第131章)第16條遞交的許可申請

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

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

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

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

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

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

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

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

& Please attach documentary proof 請夾附證明文件

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

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

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

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

2502767 2/12 By Hand

Form No. S16-I 表格第 S16-I 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/K11/249
	Date Received 收到日期	2025-12-31

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)

YANGTZEKIANG GARMENT LIMITED
LUP HOP GARMENTS LIMITED

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

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

RON LUEN & COMPANY LIMITED

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	20-24 TAI YAU STREET SAN PO KONG, KOWLOON 九龍新蒲崗大有街20至24 號
(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 2,426.050 sq.m 平方米☑About 約 ☑Gross floor area 總樓面面積 29,111.334 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）	NOT APPLICABLE 不適用 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 TSZ WAN SHAN, DIAMOND HILL AND SAN PO KONG OUTLINE ZONING PLAN NO. S/K11/31 慈雲山, 鑽石山及新蒲崗分區計劃大綱圖核准編號S/K11/31
(e)	Land use zone(s) involved 涉及的土地用途地帶	OTHER SPECIFIED USES "BUSINESS" 其他指定用途"商貿"
(f)	Current use(s) 現時用途	WORKSHOP 工場 (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： 如發展涉及骸灰安置所用途，請填妥於附件的表格。

(i) For Type(i) application 供第(i)類申請

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

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

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

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

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

(a) Nature and scale
性質及規模

☐ Public utility installation 公用事業設施裝置

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

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

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

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

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

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

☐	Plot ratio restriction 地積比率限制	From 由 ..... to 至 .....
☐	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）	MINOR RELAXATION OF THE NON-BUILDING AREA RESTRICTION AT TAI YAU STREET TO RETAIN THE COMMON STAIRCASE SERVING THE ADJOINING BUILDING

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development 擬議用途/發展	PROPOSED HOTEL AND MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION 擬建酒店及放寬非建築區域的限制 (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	29,111.334 sq.m 平方米	☑About 約
Proposed plot ratio 擬議地積比率	12.000	☑About 約
Proposed site coverage 擬議上蓋面積	BELOW 15m: 76.665%, ABOVE 15m: 44.151 %	☑About 約
Proposed no. of blocks 擬議座數	1	
Proposed no. of storeys of each block 每座建築物的擬議層數	33 storeys 層 ☑ include 包括 1 storeys of basements 層地庫 1 storey of refuge floor ☐ 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	119.725 mPD 米(主水平基準上)	☑About 約
	..... m 米	☐About 約

☐ Domestic part 住用部分

GFA 總樓面面積	..... sq. m 平方米	☐About 約
number of Units 單位數目	.....	
average unit size 單位平均面積	.....sq. m 平方米	☐About 約
estimated number of residents 估計住客數目	.....	

☑ Non-domestic part 非住用部分

	GFA 總樓面面積	
☐ eating place 食肆	..... sq. m 平方米	☐About 約
☑ hotel 酒店	29,111.334 ..... sq. m 平方米	☑About 約
	(please specify the number of rooms 請註明房間數目)	
☐ 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	B/F	CARPARK, E&M ROOMS 地庫停車場，機電房
	G/F	ENTRANCE LOBBY, LOADING & UNLOADING, DROP-OFF 大堂，上落客/貨停車處
	1/F	RESTAURANT, CAFE, LOUNGE, HOTEL SHOP 餐廳，咖啡店，休憩廳，酒店商舖
	2/F	BACK OF HOUSE FACILITIY, E&M ROOMS 後勤設施，機電房
	3/F-31/F	GUEST ROOMS (REFUGE FLOOR AT 16/F) 客房(防火層於16樓)
	R/F	FLAT ROOF 平台

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

LANDSCAPE AREA 園景美化地方

.....

.....

.....

.....

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)

DECEMBER 2030

2030年12月

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)) TAI YAU STREET 大有街 ☐ 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 22 Motorcycle Parking Spaces 電單車車位 6 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 10 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 ____ Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 ____ Others (Please Specify) 其他 (請列明) ____ ____ ____ ____ ____
	No 否	☐
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位 4 Coach Spaces 旅遊巴車位 3 Light Goods Vehicle Spaces 輕型貨車車位 ____ Medium Goods Vehicle Spaces 中型貨車車位 ____ Heavy Goods Vehicle Spaces 重型貨車車位 3 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 DEMOLITION OF EXISTING BUILDING 拆卸現有建築物
	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 2,120,175 sq.m 平方米 ☑About 約 Depth of excavation 挖土深度 5 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)

NOT APPLICABLE 不適用

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 VIDE THE PLANNING STATEMENT ATTACHED

請參夾附的規劃報告書

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

LUEN WAI LEUNG 倫偉樑 — Name in Block Letters 姓名（請以正楷填寫）

DIRECTOR 董事 — 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 .....

on behalf of 代表 RON LUEN & COMPANY LIMITED

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

Date 日期 26/11/2025 (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	20-24 TAI YAU STREET SAN PO KONG, KOWLOON 九龍新蒲崗大有街20-24號
Site area 地盤面積	2,426.050 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 TSZ WAN SHAN, DIAMOND HILL AND SAN PO KONG OUTLINE ZONING PLAN NO. S/K11/31 慈雲山，鑽石山及新蒲崗分區計劃大綱圖核准編號S/K11/31
Zoning 地帶	OTHER SPECIFIED USES "BUSINESS" 其他指定用途"商貿"
Applied use/ development 申請用途/發展	PROPOSED HOTEL AND MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION 擬建酒店及放寬非建築區域的限制

			sq.m 平方米	Plot Ratio 地積比率
(i)	Gross floor area and/or plot ratio 總樓面面積及／或地積比率	Domestic 住用	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
		Non-domestic 非住用	29,111.334 ☑ About 約 ☐ Not more than 不多於	12.000 ☑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	119.725 m 米 ☐ (Not more than 不多於)
			120 mPD 米(主水平基準上) ☑ (Not more than 不多於)
			33 Storeys(s) 層 ☐ (Not more than 不多於) *(☑Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* 1 STOREY ☑ *Basement 地庫* 1 STOREY ☑ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Composite 綜合用途	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
(iv)	Site coverage 上蓋面積	BELOW 15m: 76.665%, ABOVE 15m 44.151 % ☑ About 約	
(v)	No. of units 單位數目	1,260 HOTEL GUEST ROOMS 酒店客房	
(vi)	Open space 休憩用地	Private 私人	sq.m 平方米 ☐ Not less than 不少於
		Public 公眾	sq.m 平方米 ☐ Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	32
	Private Car Parking Spaces 私家車車位	22
	Motorcycle Parking Spaces 電單車車位	6
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	10
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
	Others (Please Specify) 其他 (請列明)	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	10
	Taxi Spaces 的士車位	4
	Coach Spaces 旅遊巴車位	
	Light Goods Vehicle Spaces 輕型貨車車位	3
	Medium Goods Vehicle Spaces 中型貨車位	
	Heavy Goods Vehicle Spaces 重型貨車車位	
	Others (Please Specify) 其他 (請列明)	3

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）	☐	☑
Contamination Assessment Plan 土地污染評估		

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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Proposed Redevelopment for Hotel Use at Nos. 20-24 Tai Yau Street, San Po Kong, Kowloon and Proposed Minor Relaxation of Non-Building Area Restriction

Section 16 Planning Application
Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31

SUPPORTING PLANNING STATEMENT

November 2025

Applicants
Yangtzekiang Garment Limited
Luk Hop Garments Limited

Consultants
Ron Luen & Company Limited
C&L architects & surveyors ltd.
BeeXergy Consulting Limited
AMG Consultancy Limited

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EXECUTIVE SUMMARY

The Applicants, Yangtzekiang Garment Limited and Luk Hop Garments Limited, wish to seek the approval of the Town Planning Board ("TPB") under Section 16 of the Town Planning Ordinance to allow redevelopment of their site at Nos. 20 – 24 Tai Yau Street, San Po Kong ("Application Site") for hotel use with minor relaxation of the Non-Building Area ("NBA") restriction to retain the common staircase serving the adjoining building.

The Application Site is currently zoned "Other Specified Uses" annotated "Business" ("OU(B)") use on the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31 ("OZP"). According to the Notes attached to the OZP, the planning intention of the "OU(B)" zone is primarily for general business uses and "Hotel" is listed under Column 2 in Schedule I of the "OU(B)" zoning, i.e., uses that may be permitted with or without conditions on application to the TPB. There is also a provision in the Notes requiring that a minimum of 3m-wide non-building area from the lot boundary abutting Tai Yau Street has to be provided.

The proposed hotel consists of 33 storeys (including 1 storey of basement carpark and 1 storey of refuge floor) providing 1,260 guestrooms. The total gross floor area ("GFA") is not exceeding 29,111.334m2 with a proposed plot ratio of 12.000. A 2.5m wide and 79.3m long canopy will be provided along the entire set back building frontage to give weather protection to the pedestrians. Spaces for the parking, loading and unloading of vehicles are provided in accordance with the standard laid down in the Hong Kong Planning Standards and Guidelines.

The proposed hotel redevelopment with minor relaxation of the NBA restriction is justified due to the following reasons:

1. The proposed hotel use complies with the planning intention;
2. The proposed development has no unacceptable traffic impact;
3. The proposed development has no unacceptable environmental or infrastructural impact;
4. The proposed development help to enhance walkability and pedestrian environment along Tai Yau Street;
5. The proposed development help to enhance the business vibe and expedite the transformation of the area into a business area;
6. The proposed development contributes to the sustainable development of the tourism industry and accords with government policy; and
7. The existing common staircase within the NBA will be demolished upon redevelopment of the adjoining building and to dedicate the land within the NBA to the public for passage purposes after demolition of the common staircase.

In view of the above, the TPB is respectfully requested to approve the application.

行政摘要

申請人，長江製衣有限公司及六合製衣有限公司，欲根據城市規劃條例第十六條向城市規劃委員會(〝城規會〞)申請將其在新蒲崗大有街 20 至 24 號地盤(〝該地盤〞)重建作酒店用途，並放寬非建築用地限制以保留與隔鄰樓宇共用之樓梯。

該地盤現時於「慈雲山、鑽石山及新蒲崗分區計劃大綱核准圖編號 S/K11/31」內被劃入其他指定用途(商貿)地帶(〝此地帶〞)。根據規劃圖之詮釋，此地帶之規劃意向主要是作一般商貿用途。在此地帶內，「酒店」列於第二欄用途內，即須先向城規會申請，可能在有附帶條件或無附帶條件下獲准的用途。詮釋亦說明須從地界邊線緊連大有街處提供最少闊 3 米之非建築用地。

建議的酒店樓高 33 層 (連一層地庫停車場及一避難層) 並提供 1,260 間客房。樓宇總建築面積不超過 29,111.334 平方米及建議之地積比率為 12.00 倍 .酒店大樓正面向後退縮 3 米的部分將興建 2. 5 米寬的雨篷供給行人遮風擋雨。停車位及上落貨車位等設施將根據「香港規劃標準與準則」之標準設置。

因下列之原因，建議的酒店發展及放寬非建築用地限制是合理的：

1. 建議的酒店用途符合規劃意向;
2. 建議的酒店發展不會引致不可接受的交通問題;
3. 建議的酒店發展不會引致不可接受的環境影響或基礎設施不足等問題;
4. 建議的酒店發展有助於提升大有街的可步行性及行人環境;
5. 建議的酒店發展有助於提升此區的商貿氛圍及加快此地區轉為商貿區的步伐;
6. 建議的酒店可為旅遊業持續發展作出貢獻及符合政府政策。
7. 現處於非建築用地範圍內的共用樓梯將於隔鄰樓宇重建時拆卸並將位於非建築用地範圍內的土地撥供公眾作通道用途。

有鑑於上述各項原因，懇請城規會批准此申請。

Proposed Redevelopment for Hotel Use
Nos. 20-24 Tai Yau Street, San Po Kong
and
Proposed Minor Relaxation of Non-Building Area Restriction
S.16 Planning Application
Approved Tsz Wan Shan, Diamond Hill and San Po Kong
Outline Zoning Plan No. S/K11/31

Supporting Planning Statement

1. INTRODUCTION

1.1 The site at Nos. 20-24 Tai Yau Street ("the Application Site") is currently designated for "Other Specified Uses" annotated "Business" ("OU(B)") use on the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31 ("OZP") and "Hotel" is a Column 2 use, i.e., use that may be permitted with or without conditions on application to the Town Planning Board ("TPB").

1.2 Yangtzekiang Garment Limited and Luk Hop Garments Limited ("the Applicants"), owners of the Application Site, wish to jointly redevelop the Application Site and therefore to seek the approval of the TPB under Section 16 of the Town Planning Ordinance for hotel use with minor relaxation of the Non-Building Area ("NBA") restriction to retain the existing common staircase at Tai Yau Street.

2. SITE CONTEXT

2.1 Location

2.1.1 The Application Site is located within the San Po Kong Business Area ("SPKBA") bounded by Choi Hung Road, Tseuk Luk Street and King Fuk Street. It is situated at Tai Yau Street, which is the main thoroughfare of the SPKBA, north of Tseuk Luk Street. The residential area in San Po Kong is on the other side of Tseuk Luk Street, at less than 300 metres away. The plans showing the location of the Application Site is at Figure 1 below and Appendix I enclosed.

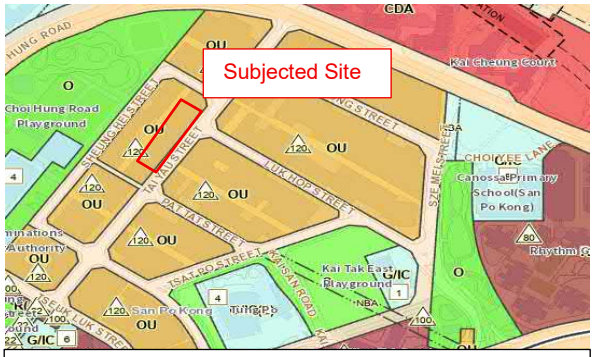


Figure 1: Location Plan of Application Site

2.2 Existing Land Uses

2.2.1 There are two industrial buildings on the Application Site. The building at No. 20 is of ten storeys high and the entire building is currently used as a printing house. The building at Nos. 22-24 is of eleven storeys high and the entire building was previously used by Yangtzekiang Garment Limited for garment manufacturing purposes. However, as production line has been moved to the Mainland, only part of the building is still being used for work relating to garment manufacturing such as design, sample manufacturing, quality control and packaging. The remaining spaces is either vacant or used for storage purpose.

2.3 Surrounding Land Uses

2.3.1 The surrounding land uses are characterized by a mixture of business and industrial uses. There are still many industrial buildings situated along Tai Yau Street and other parts of the SPKBA. A number of industrial/office, office buildings and commercial buildings have been completed in the area in recent years. Majority of these business buildings concentrate along the eastern side of Tai Yau Street while industrial is still the predominant use on western side of Tai Yau Street.

2.3.2 A hotel was erected at No. 19 Luk Hop Street in the near vicinity of the Application Site but the hotel has been converted to hostel use.

2.4 Accessibility

2.4.1 Tai Yau Street is connected to Choi Hung Road to the north which connects San Po Kong to Kai Tak, Kowloon City, To Kwa Wan, Mong Kok and other parts of Kowloon. Tai Yau Street is also connected to Prince Edward Road East through Tseuk Luk Street and King Tai Street to the south from which access to Kowloon Bay, Kwun Tong and Yau Tong can be gained. Nearly all modes of public transport are available in the vicinity of the Application Site including buses, taxis, mini-buses, franchise mini-buses and the Mass Transit Railway. The MTR Diamond Hill Station is within walking distance.

2.4.1 A comprehensive pedestrian connection system including public passageway in the form of subway and elevated walkway has been planned to connect San Po Kong area with Kai Tak.

2.5 Infrastructure and Utilities

2.5.1 Drainage and sewerage systems are available at Tai Yau Street. Electricity supply, gas supply and water supply are readily available to the Application Site.

2.5.2 As revealed in the various engineering assessment reports submitted with this planning application, the existing sewerage, drainage and water supply systems in the vicinity of the Application Site would have adequate capacity to serve the proposed development.

2.6 Land Status

2.6.1 The Application Site consists of five main lots, N.K.I.L. 4735, N.K.I.L. 4736, N.K.I.L. 4737, N.K.I.L. 4738 and N.K.I.L. 4739. N.K.I.L. 4739 has subsequently been sub-divided into s.A, s.B and R.P, but all the sub-sections and the remaining portion have been included in this application. The lots have a total lot area of 2,426.05m2. The lots were all granted for industrial purposes excluding any trade which is declared to be an offensive trade under the Public Health and Municipal Services Ordinance and subject to a height restriction of 300 feet above Hong Kong Principal Datum.

2.6.2 As the government leases governing the lots restrict the lots for industrial use, lease modification to modify the permitted user and the building height limit under the leases has to be executed and premium paid before the proposed hotel development, if approved, may be proceeded with.

3 PLANNING CONTEXT

3.1 Statutory Planning Context

3.1.1 As stated at 1.1 above, the Application Site falls within an area zoned "OU(B)" use on the OZP. According to the Notes attached to the OZP, the planning intention of the "OU(B)" zone is as follows:

"This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve the direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings."

3.1.2 The Application Site is subject to plot ratio and building height restrictions but not site coverage limitation. The plot ratio and height restrictions are stipulated as follows in the Notes attached to the OZP:

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0, or the plot ratio of the existing building, whichever is the greater.

(2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(3) Non-building area(s) from the lot boundary shall be provided:

(i) a minimum of 3m-wide abutting Tai Yau Street and King Fuk Street; and

(ii) a minimum of 1.5m-wide abutting Choi Hung Road, Tseuk luk Street, Sheung Hei Street, Sam Chuk Street, Sze Mei Street, Ng Fong Street, Luk Hop Street, Tsat Po Street, Pat Tat Street and Prince Edward Road East.

3.1.3 Notwithstanding, the Notes attached to the OZP also stated that:

(5) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.

(7) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as stated in paragraph (3)(i) and (3)(ii) above may be considered by the Town Planning Board on application under section 16 of the Town Planning ordinance.

3.2 Previous Planning Applications

3.2.1 In 2011, the Applicants successfully sought the TPB's permission to redevelop the Application Site for hotel use. The proposed plot ratio of the approved hotel development was 12.5 taking into account the bonus plot ratio to be granted upon surrender of the 3m wide strip of land fronting Tai Yau Street. However, due to the uncertainty of the hotel market at that time, the approved development was not implemented.

3.2.2 In 2021, the Applicants made an application for planning permission to allow redevelopment of the Application Site for Non-polluting Industrial Use (excluding industrial undertaking involving the use/storage of Dangerous Goods) as well as minor relaxation of the permitted plot ratio up to 14.4, excluding the bonus plot ratio from the surrender of the 3m wide strip of land fronting Tai Yau Street. The application was approved subject to conditions and the permission would cease to have effect on 12 March 2025 unless the permission is extended or the approved development has commenced before the said date. On 19 February 2025, general building plans for the development were approved by the Building Authority.

4 DEVELOPMENT PROPOSAL

4.1 The Development Scheme

4.1.1 The proposed hotel consists of 33 storeys (including 1 storey of basement carpark and 1 storey of refuge floor) providing 1,260 guestrooms. The basement floor is planned to be used for parking of private cars and light goods vehicles. Two car lifts at G/F accessible from Tai Yau Street provide access to the basement floor. Hotel reception lobby, parking facilities for heavy goods vehicles and motor cycles, tour bus lay-by and taxi lay-by are to be provided on the ground floor and restaurant, café and lounge on the first floor. Back of house and E&M

facilities are to be provided on the second floor while guestrooms are provided on the upper floors.

Two staircases (N.K.I.L. 4739 s.A and N.K.I.L. 4739s.B) of each abutting Tai Yau Street and service lane suited in the redevelopment lot are common staircases currently shared by the existing building of the redevelopment lot and the adjoining building (N.K.I.L 4740). In order to ensure the adjoining building being properly functioned and comply with the building ordinance and regulations, the common staircases in the site boundary will be retained for the said purpose. The staircases will only be demolished after the redevelopment of the adjoining building. Photo Record of the exterior and interior of the existing common staircase are annexed at Appendix XI.

To comply with the NBA restriction stipulated in the OZP, the building is intended to be entirely set back 3m from its site boundary along Tai Yau Street. No part of the building will encroach into the NBA. The set back area is to be owned and managed by the applicants but dedicated to the public for passage purposes on a 24 hours basis. However, the existing common staircase in the lot boundary abutting Tai Yau Street is to be retained for the use of neighboring building. As such, the portion of retained staircase will be excluded from the set back area. Hence, the total length of set back area abutting Tai Yau Street is of approximate 79.3m with a width of 3m, in a total area of 237.975m2. The proposed total GFA is 29,111.334m2. Table I below shows the user and GFA of each floor of the proposed development.

As mentioned in paragraph 3.2.2 above, the Applicants successfully sought the approval of the TPB to redevelop the Application Site for Non-polluting Industrial Use (excluding industrial undertaking involving the use/storage of Dangerous Goods) as well as minor relaxation of the permitted plot ratio of up to 14.4 in 2021. In that approved application, the proposed development has made provision for two future footbridge connections to the adjoining buildings at the first-floor level in order to form a footbridge network in SPKBA. In this application, however, no provisions for future footbridge connections have been made as the San Po Kong Business Area Pedestrian Environment and Traffic Improvement Feasibility Study ("the Study") by the Energizing Kowloon East Office arrived at the conclusion that the proposed road infrastructures (without footbridge network) recommended in the Study has already catered for the latest development and the traffic need for pedestrian in SPKBA. Table II below shows the development parameters of the previous approved scheme in 2021.

A canopy of 2.5m wide and 79.3m in length will be provided along the entire building frontage at the set back portion abutting Tai Yau Street, giving weather protection to the pedestrians. Architectural drawings showing the proposed development are annexed at Appendix II.

Table I – User and GFA of the proposed Hotel Development

Floor	User	GFA (m2)
Basement (B1/F)	Parking of Light Goods Vehicles and Private Cars	N/A
Ground	Hotel Reception Lobby, Motor Cycle Parking, Loading/Unloading, Drop Off and E&M	435.094
1	Restaurant, Café, Lounge and Shop	1,300.307 (include the GFA of canopy at 1/F)
2	Back of House Facilities and E&M	610.132
3	Guestrooms	931.708
4-15	Guestrooms	11,144.436
Between 15 and 16	Refuge Floor	N/A
17-31	Guestrooms	13,930.545
Roof	Roof	9.112
Retained Staircase (N.K.I.L 4739 s.A & s.B) (from G/F to 11/F)	Adjoining building	750.000
	Total	29,111.334

Table I – User and GFA of the Previous Approved Development Scheme in 2021

Floor	User	GFA (m2)
Basement (B2/F-B3/F)	Parking Private Cars	N/A
Basement (B1/F)	Parking of Light Goos Vehicles	N/A
Ground	Parking of Light Goos Vehicles/ Entrance Lobby	950.455
1/F to 11/F	Workshop	14,930.212 Include the GFA of canopy at 1/F
12	Workshop	1,354.316
13	Workshop	1,327.300
14	Workshop	1,377.009
15/F to 25/F	Workshop	14,930.212
Retained Staircase (N.K.I.L. 4739 s.B) (from G/F to 11/F)	Adjoining building	488.108
	Total	35,756.916*Note

Note: The total GFA of previous development scheme approved in 2021 included the bonus GFA of the set back area to be claimed under B(P)R 22 subject to the approval of Building Authority.

4.2 The Proposed Plot Ratio

4.2.1 As mentioned in paragraph 4.1.1, the building will be set back 3m from its site boundary abutting Tai Yau Street. The set back area will be dedicated to the public for passage purposes. The Applicants do not intend to claim for bonus plot ratio arising from the dedication at this stage. Therefore, the proposed plot ratio is not exceeding 12.

4.3 Internal Transport Facilities

4.3.1 Three loading/unloading spaces for heavy goods vehicles, 4 taxi lay-bys and 3 tour bus lay-bys are provided on the Ground Floor. Ten spaces for light goods vehicle and 22 private car spaces are provided on the basement floor. The parking provision complies with the requirement stipulated in the Hong Kong Planning Standards and Guidelines ("HKPSG"). Table III below shows the parking provision required under the HKPSG and the proposed parking provision.

Table III

Parking, Loading/Unloading	Required under HKPSG	Proposed Provision
Heavy Goods and Light Goods Vehicles	7 to 13 Spaces	3 Heavy Goods and 10 Light Goods
Private Car	21 Spaces	22 Spaces including 1 Disabled
Motor Cycle	Not Specified	6
Taxi Lay-by	4	4
Tour Bus Lay-by	3	3

4.4 Landscape Proposal

4.4.1 The set back area at the ground floor would be landscaped and provided with a canopy to protect the pedestrian from the weather and enhance the walkability and pedestrian environment along Tai Yau Street. Landscaping work with the provision of suitable plants would also be carried out on the flat roof and roof of the building so as to enhance the surrounding environment. A copy of the Landscaping Plan is annexed at Appendix III.

5 PLANNING JUSTIFICATIONS

5.1 The Proposed Hotel Use is in line with the Planning Intention

5.1.1 The Application Site is zoned for "OU(B)" use in the OZP and according to the Notes attached thereto, the planning intention of this zone is intended primarily for general business uses. The proposed hotel development complies with the planning intention.

5.2 No Unacceptable Traffic Impact

5.2.1 The parking provision complies with the requirements stipulated in the HKPSG. As revealed in the traffic impact assessment report at Appendix IV, there will not be any unacceptable traffic impact arising from the proposed hotel development.

5.3 No Unacceptable Environmental or Infrastructural Impact

5.3.1 The noise impact assessment, air quality impact assessment, sewerage impact assessment, drainage impact assessment and contamination assessment plan at Appendices V to IX reveal that the proposed development has no unacceptable environmental or infrastructural impact.

5.4 Help to Enhance Walkability and Pedestrian Environment Along Tai Yau Street

5.4.1 The Application Site abuts on Tai Yau Street which is the main pedestrian corridor in the SPKBA and the Application Site has a street frontage of more than 80m. A 2.5m wide and 79.3m long canopy will be provided along the entire building frontage of the set back portion giving weather protection to the pedestrian and the set back area will be properly landscaped. This would enhance the walkability and the pedestrian environment along Tai Yau Street.

5.4.2 The proposed redevelopment is compatible with the surrounding uses. A photomontage showing the proposed redevelopment and the surrounding environment is at Appendix X.

5.5 Help to Enhance the Business Vibe and Expedite the Transformation of The Area into a Business Area

5.5.1 Since rezoning of the land within this area from "Industrial" to "OU(B)" use in 2002, the area started the transformation process from an industrial area to a business area gradually but slowly. There are still many old industrial buildings continue to be used for industrial purpose in the area.

5.5.2 Tai Yau Street is the main thoroughfare of the SPKBA. As noted at 2.3.1 above, many new business buildings concentrate along the eastern side of Tai Yau Street. The Application Site is located at a prominent position and occupies a fairly long frontage at the western side of Tai Yau Street. Replacing the existing old industrial buildings with a new hotel building at this prominent location of the SPKBA would enhance the business vibe of the area and act as a catalyst to expedite the transformation of the area into a business area.

5.6 Contributes to the Sustainable Development of Tourism Industry and Accords with Government's Policy

5.6.1 The government is pursuing the concept of "tourism is everywhere" and implement the Development Blueprint for Hong Kong's Tourism Industry 2.0 to promote tourism by, amongst others, building new hardware facilities such as the Kai Tak Sports Park and organising mega events frequently.

5.6.2 According to the figures released by the government, the visitor arrivals rose by 8.9% over a year earlier to 12.2 million in the first quarter of 2025. The average hotel room occupancy rate was 88% in the first quarter, higher than the 85% recorded a year earlier. The visitor arrivals continued to rise in May 2025 leading to a greater demand of hotel accommodation. Development of hotels should now be encouraged to meet the anticipated increasing demand of hotel accommodation.

5.6.3 As indicated by the Tourism Commission, sufficient hotel supply is a key component in driving sustainable development of the tourism industry. According to the Tourism Commission, the government has undertaken a number of initiatives to encourage the development of different types of hotels to meet the diversified needs of visitors. The proposed hotel development therefore contributes to the sustainable development of the tourism industry and accords with government's policy.

5.7 The Existing Common Staircase Within the Non-Building Area Will be Demolished Upon Redevelopment of the Adjoining Building and the Land Within the NBA Would be Dedicated to the Public for Passage Purpose

The new hotel building to be erected on the Application Site will be segregated from the existing common staircases. The existing common staircases within the NBA serving the adjoining building, including the lifts and store therein, will continue to operate and maintained by the Applicants but will be demolished by the Applicants upon redevelopment of the adjoining building. The land occupied by the common staircases within the NBA will continue to be owned and managed by the Applicants but dedicated to the public for passage purpose after demolition of the common staircase.

6 CONCLUSION

6.1 As revealed in the various assessments in support of this application, the proposed hotel development has no unacceptable traffic, environmental or infrastructural impact.

6.2 Moreover, the proposed development would enhance the walkability and pedestrian environment along Tai Yau Street and help to expedite the transformation of the area into a business area.

6.3 In view of the above, the Board is respectfully requested to approve this application for hotel use with minor relaxation of the NBA restrictions to retain the existing common staircases that serves the adjoining building.

Appendix I Location Plans of Application Site

LEGEND

APPLICATION BOUNDARY

N

-	DESIGN PROPOSAL	JUL'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

LOCATION INDEX PLAN

AUTHORIZED PERSON :

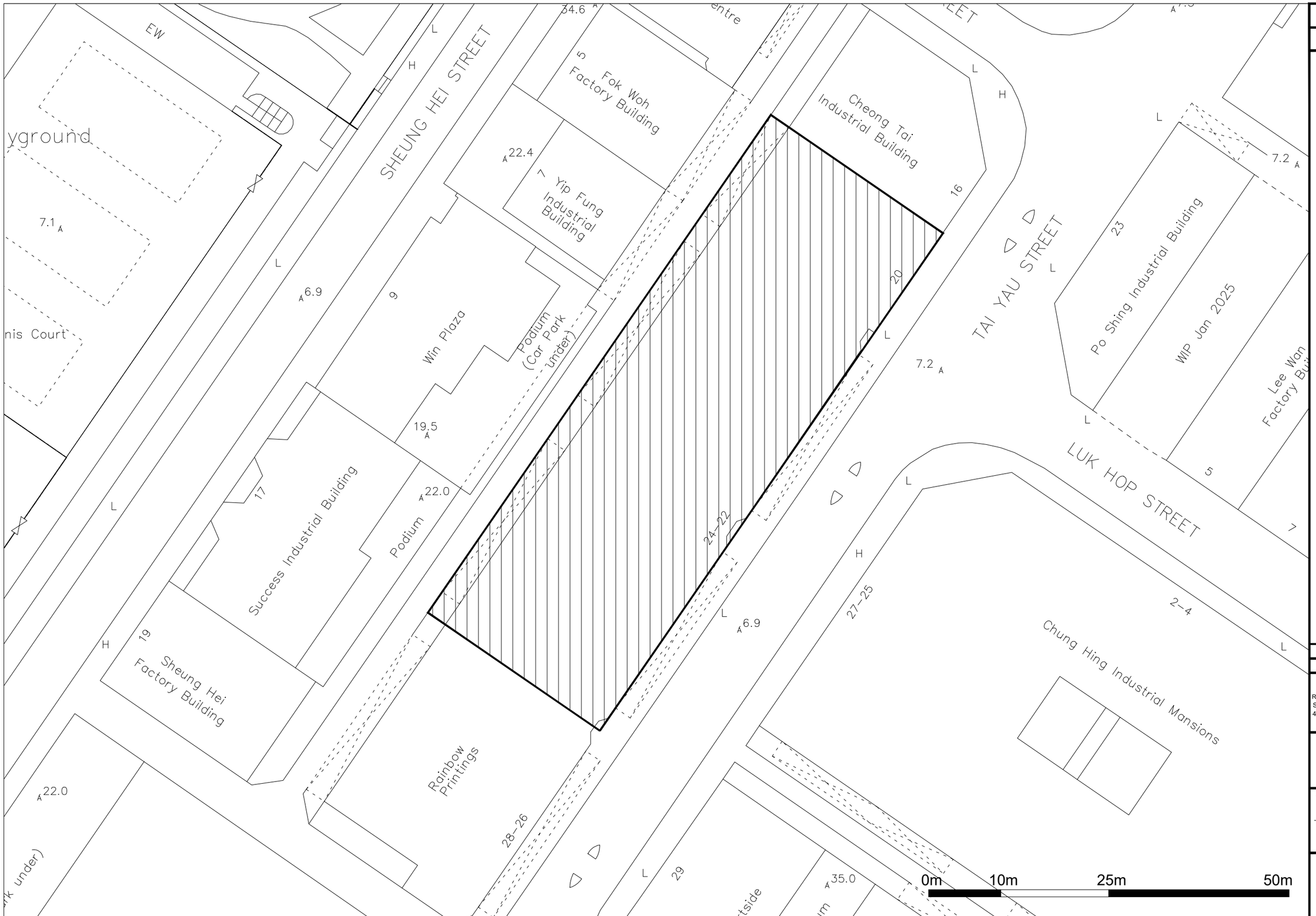
C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

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

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
N.T.S.	LIP-01	-



LEGEND

APPLICATION SITE

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	JUL'25

PROJECT :

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

DRAWING TITLE :

LOCATION PLAN

AUTHORIZED PERSON :

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

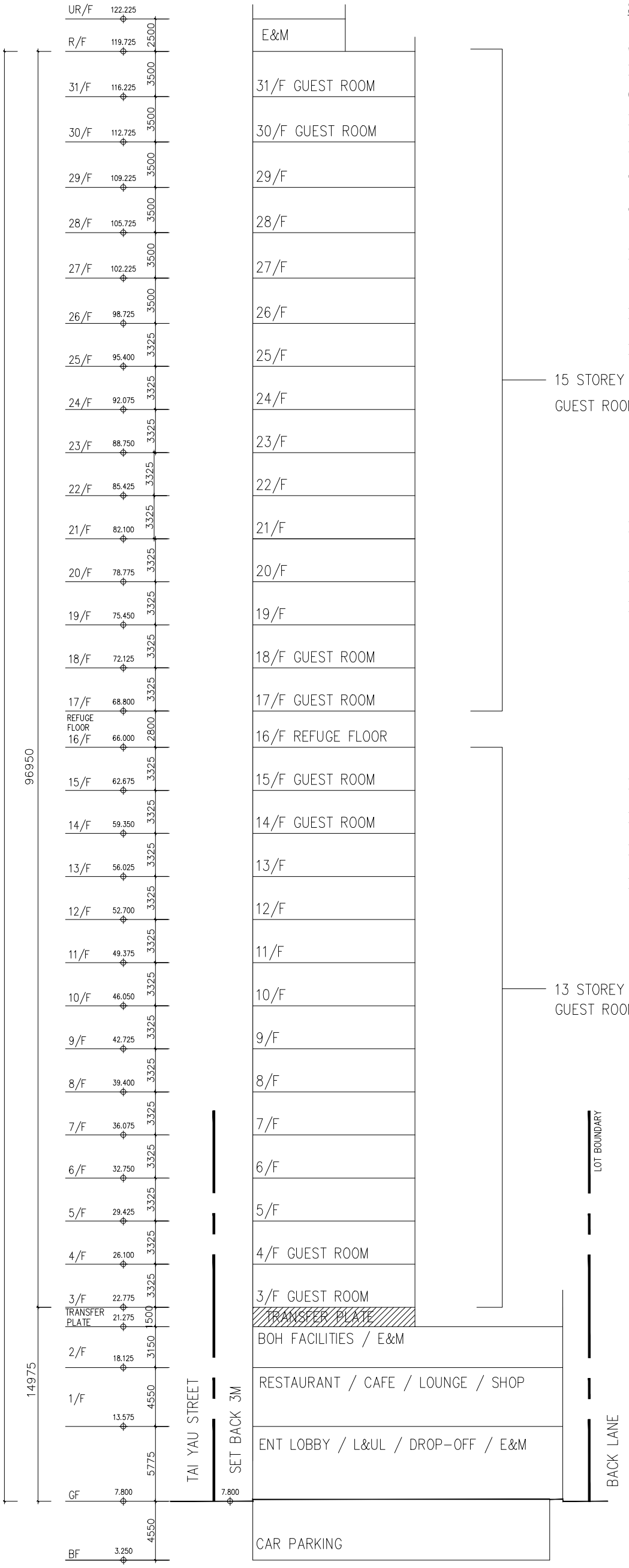
JOB No. : AA598

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

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
1:500	LIP-02	-

Appendix II Architectural Drawings



DIAGRAMMATIC SECTION (N.T.S.)

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

Site Area:	2,426.050 sq.m.
Lots:	N.K.I.L.s 4735, 4736, 4737, 4738, 4739 RP, 4739 s.A & 4739 s.B
Class of Site:	A
Permissible Plot Ratio:	12 (Under OZP)
Permissible GFA:	29,112.600 sq.m.
Total Permissible GFA:	29,112.600 sq.m.
Total Permissible Plot Ratio:	12.000
Permissible Building Height:	120mPD 120mPD - 7.8mPD (mean street level) = 112.200m
Permissible Site Coverage:	Not exceeding 100% below 15m Not exceeding 60% above 15m

Proposed Use of Floor:

Basement	Car Parking / E&M
G/F	Entrance Lobby / Loading & Unloading / Drop-off / E&M
1/F	Restaurant / Cafe / Lounge / Shop
2/F	Back of House Facility / E&M
2/F- 3/F Slab	Transfer Plate
3/F-15/F	Guest Room
16/F	Refuge Floor
17/F-31/F	Guest Room
R/F	Roof Garden, E&M

Proposed Site Coverage:	Below 15m : 76.665% (1,859.921 sq.m) Above 15m : 44.151% (1,071.121 sq.m)
Proposed Height of Building:	111.925m (119.725 mPD)

Proposed GFA per floor:

G/F	435.094 sq.m
1/F	1,300.307 sq.m. (include the GFA of canopy at 1/F)
2/F	610.132 sq.m.
3/F	931.708 sq.m.
4/F-15/F & 17/F-31/F	928.703 sq.m. (per floor) x 27 floors = 25,074.981 sq.m.
R/F	9.112 sq.m.
Staircase (NKILs. 4739s.A & s.B)	750.00 sq.m

Proposed Total GFA:	29,111.334 sq.m.
Proposed Plot Ratio:	12.000
Proposed no. of Storeys:	33 storeys (inlcude 1 storey basement & 1 storey refuge floor)
Proposed no. of Guest Rooms:	1260

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

DRAWING TITLE:
SCHEDULE OF ACCOMMODATION

AUTHORIZED PERSON:

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

JOB No.: AA598

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

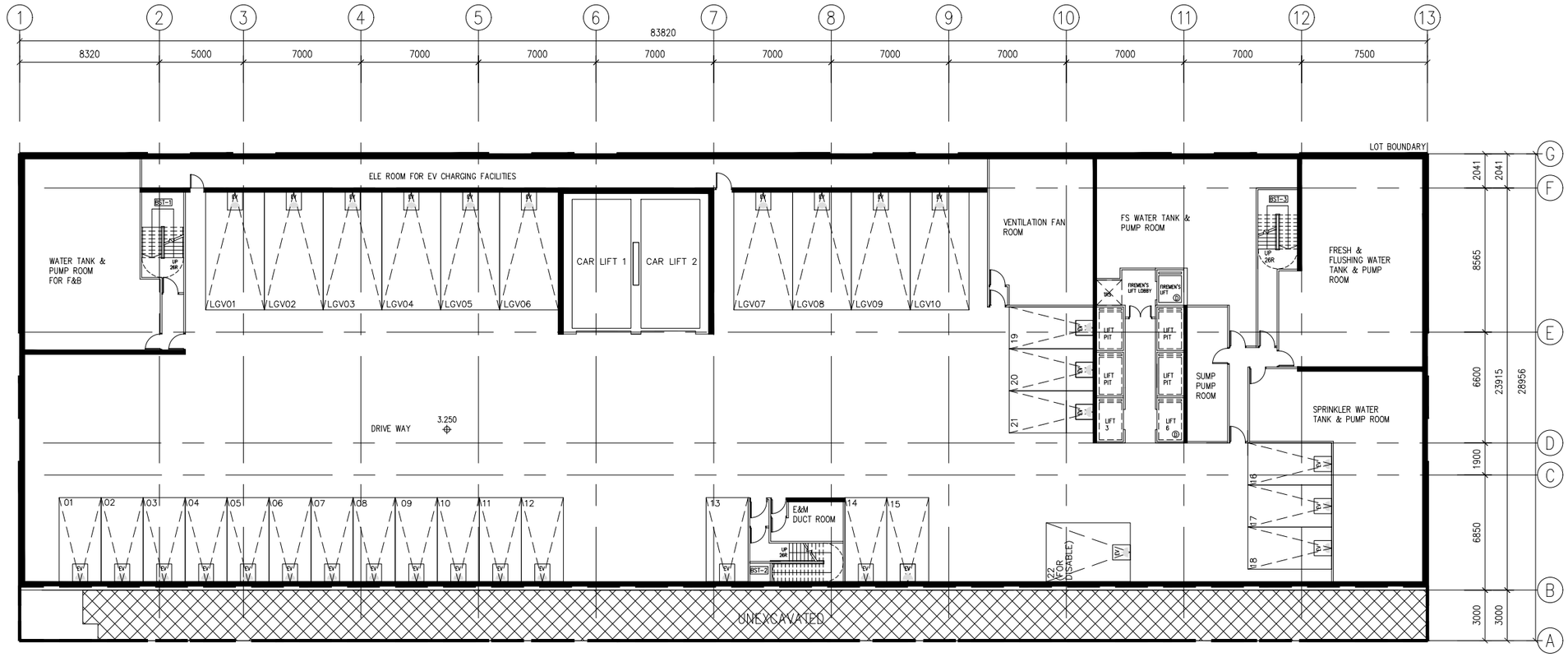
PRINTED DATE: DATE:

SCALE AT A3: N.T.S

DRAWING No.: CAL-01

REV.: -

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25



LEGEND:

SET BACK AREA TO BE DEDICATED
FOR USE AS PUBLIC PASSAGE AT GROUND FLOOR LEVEL

BASEMENT FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

BASEMENT FLOOR PLAN

AUTHORIZED PERSON :

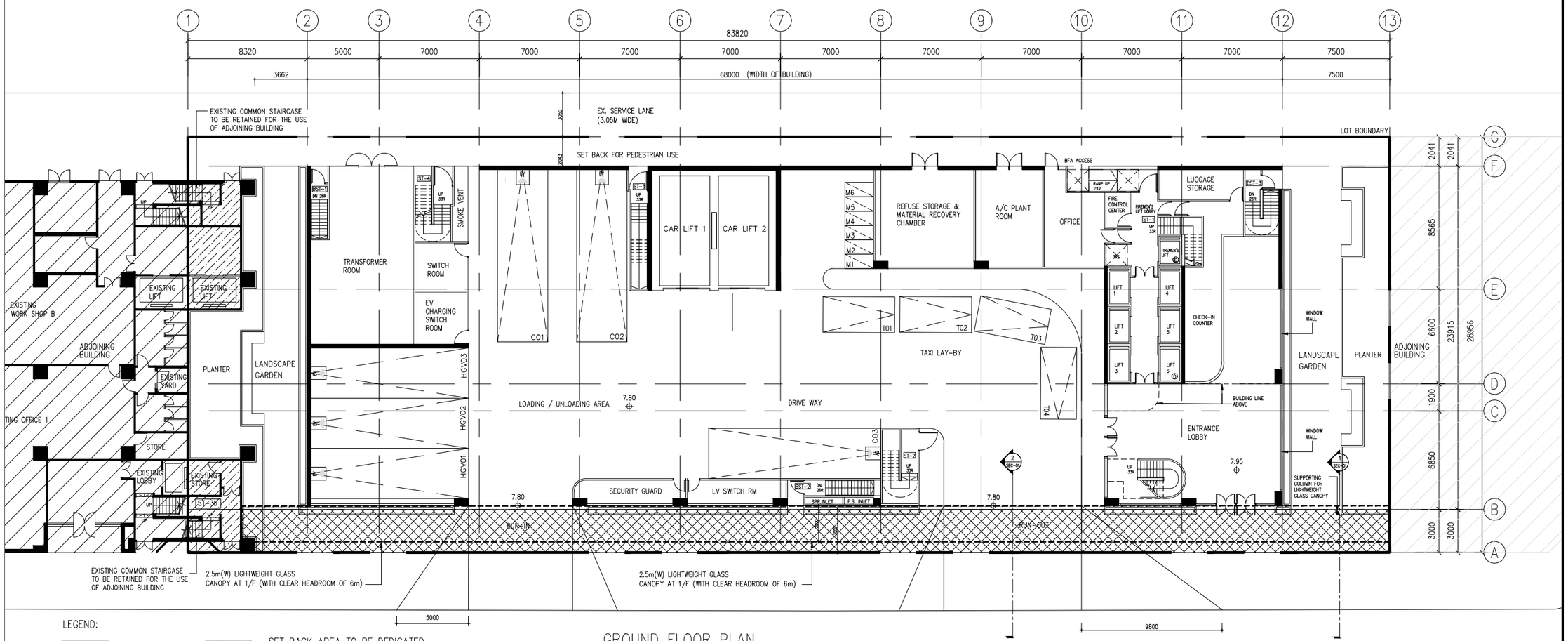
C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

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

PRINTED DATE :	DATE :

SCALE AT A3	DRAWING No. :	REV:
1:300	GBP-01	-



LEGEND:

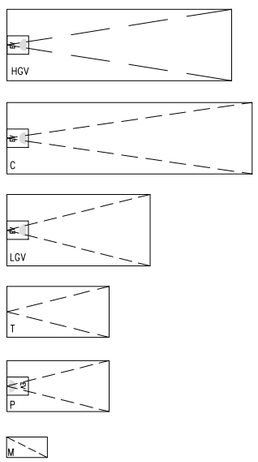
PLANTER BOX

SET BACK AREA TO BE DEDICATED FOR USE AS PUBLIC PASSAGE AT GROUND FLOOR LEVEL

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

GROUND FLOOR PLAN

TAI YAU STREET (18.30M WIDE)



HEAVY GOODS VEHICLES 3.5m x 11m

TOUR BUS LAY-BY 3.5m x 12m

LIGHT GOODS VEHICLE 3.5m x 7m

TAXI LAY-BY 2.5m x 5m

PRIVATE CAR 2.5m x 5m

MOTORCYCLE 2m x 1m

CARPARK PROVISION CALCULATION

APPROX. NO. OF ROOMS = 1260

TYPE	ROOM/GFA	RATE	NO. REQUIRED	NO. PROVIDED
PRIVATE CAR	1260 ROOMS RESTUATANT/CAFE /800 SEAT	1/100 ROOMS 1/100 SEATS	13 8	22
TAXI LAY-BY	1260 ROOMS	>600 ROOMS MIN. 4 NOS.	4	4
TOUR BUS LAY-BY	1260 ROOMS	>900 ROOMS MIN. 3 NOS.	3	3
LGV HGV	1260 ROOMS	0.5-1/100 ROOMS	7-13	10 3
MOTORCYCLE	NOT SPECIFIED	NOT SPECIFIED	NIL	6

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

GROUND FLOOR PLAN

AUTHORIZED PERSON :

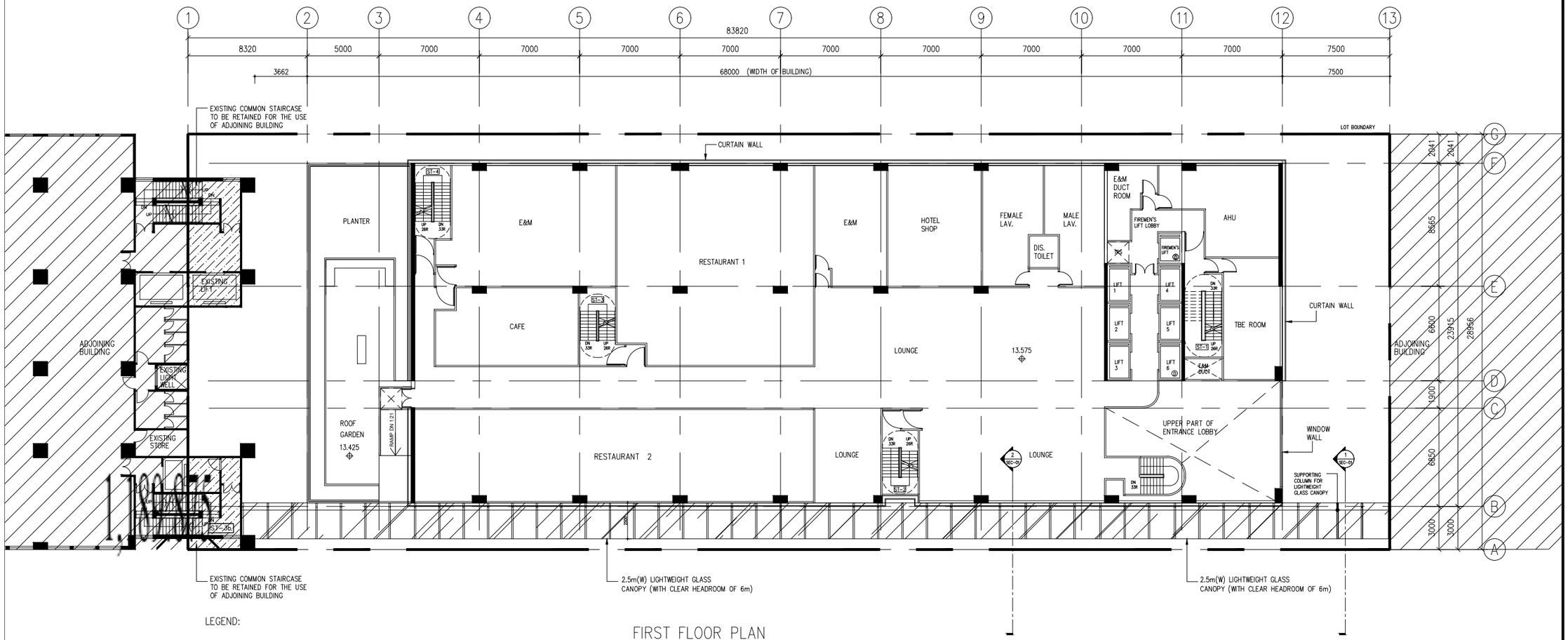
C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

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

PRINTED DATE : | DATE :

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



LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

PLANTER BOX

FIRST FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

FIRST FLOOR PLAN

AUTHORIZED PERSON :

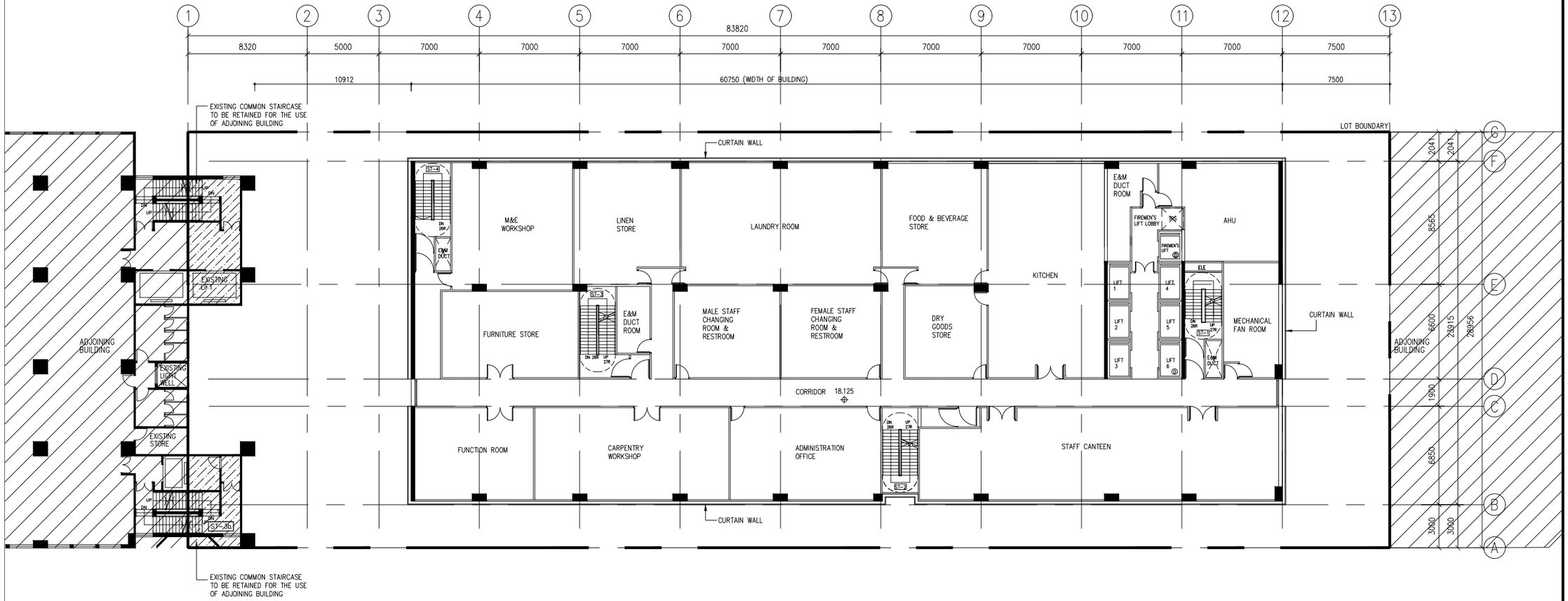
C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

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

PRINTED DATE :	DATE :

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



LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

SECOND FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

SECOND FLOOR PLAN

AUTHORIZED PERSON :

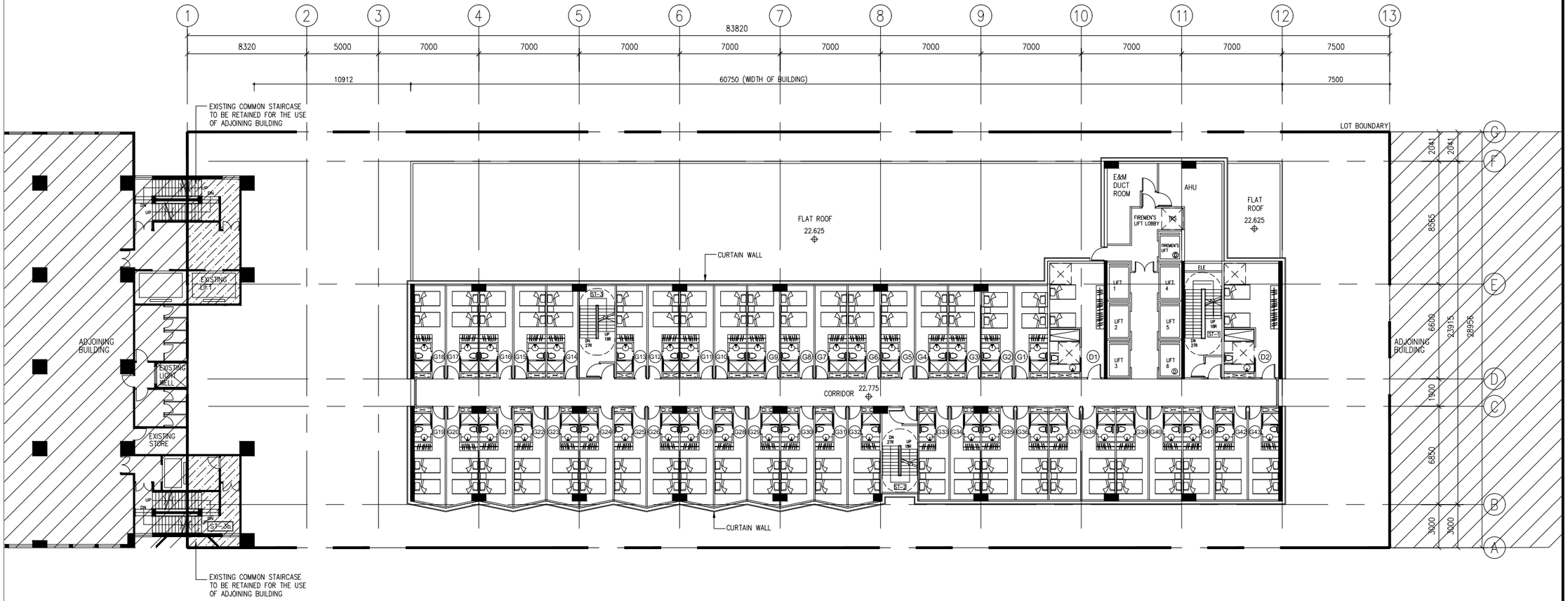
C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

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

PRINTED DATE :	DATE :

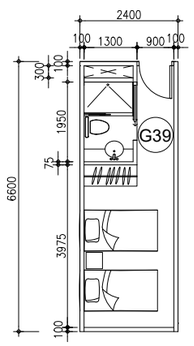
SCALE AT A3	DRAWING No. :	REV:
1:300	GBP-04	-



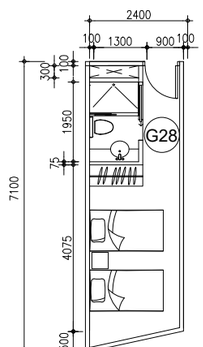
LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING

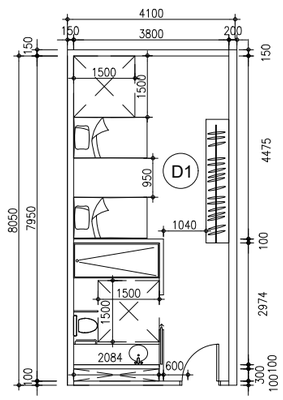
THIRD FLOOR PLAN (GUEST ROOM)



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



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



TYPICAL DOUBLE BED GUEST ROOM LAYOUT FOR DISABILITY
UFA=20.955 m2
1:150@A3

-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

THIRD FLOOR PLAN

AUTHORIZED PERSON :

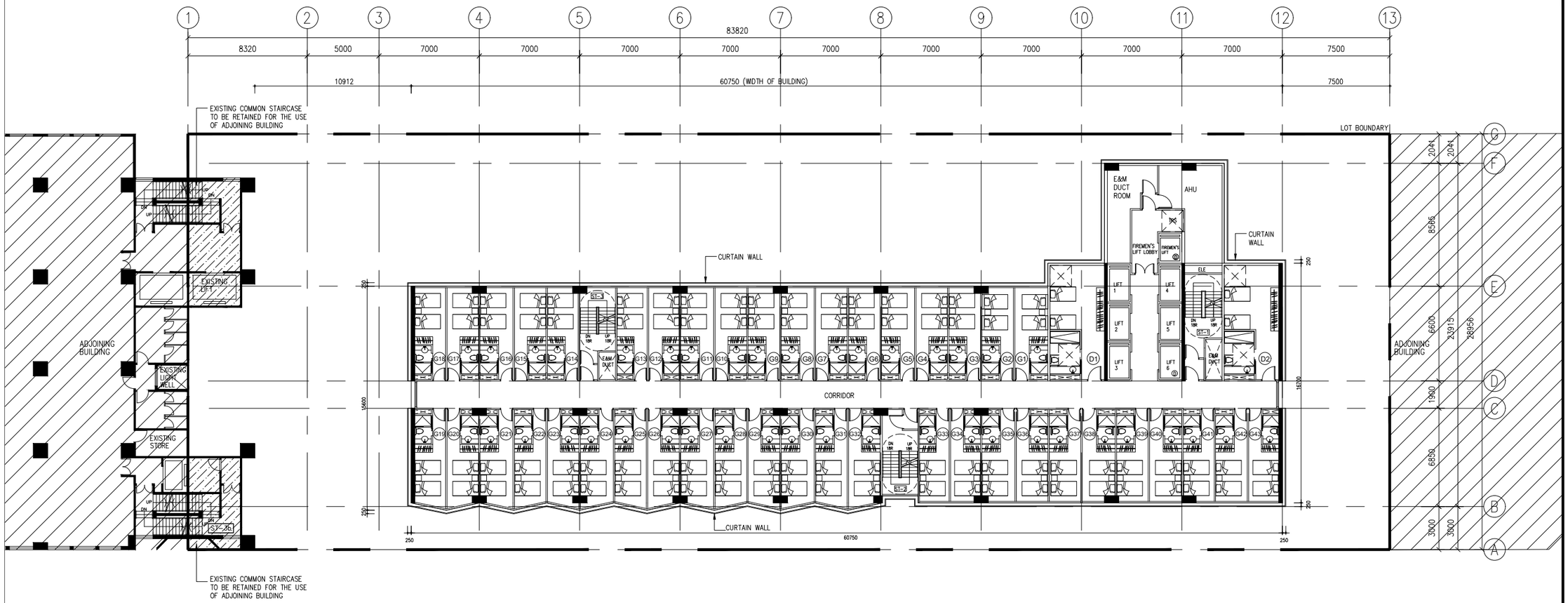
C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

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

PRINTED DATE : | DATE :

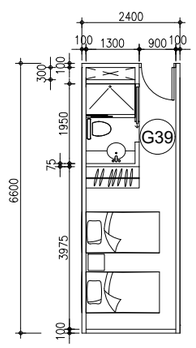
SCALE AT A3	DRAWING No. :	REV:
1:300	GBP-05	-



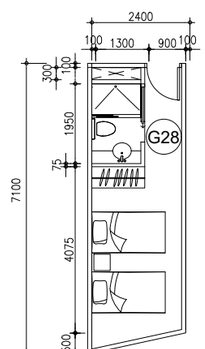
LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

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



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



TYPICAL GUEST ROOM LAYOUT 2
UFA=11.472 m2
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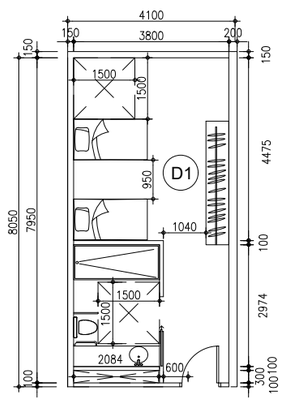

TYPICAL DOUBLE BED GUEST ROOM LAYOUT FOR DISABILITY
UFA=20.955 m2
1:150@A3

-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

4TH TO 15TH FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
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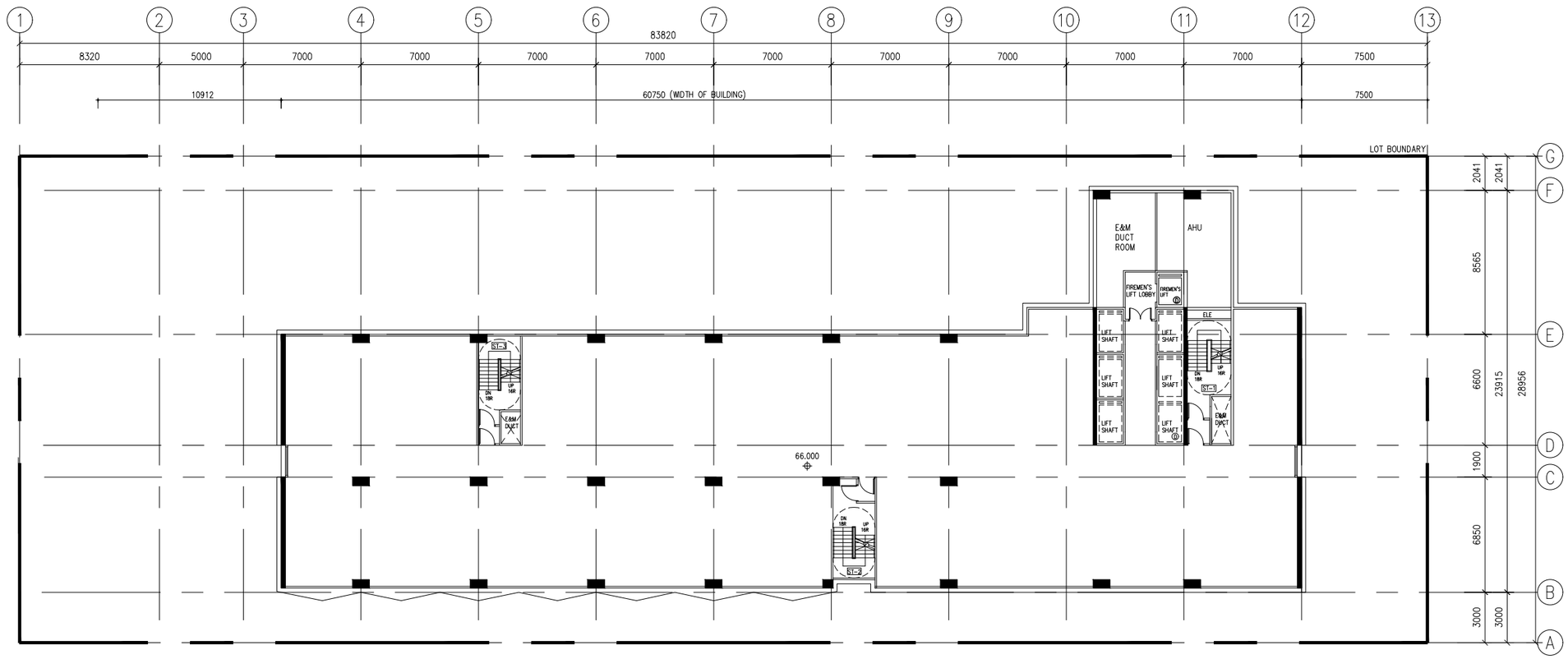


16/F FLOOR PLAN (REFUGE FLOOR)

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

REFUGE FLOOR PLAN

AUTHORIZED PERSON :

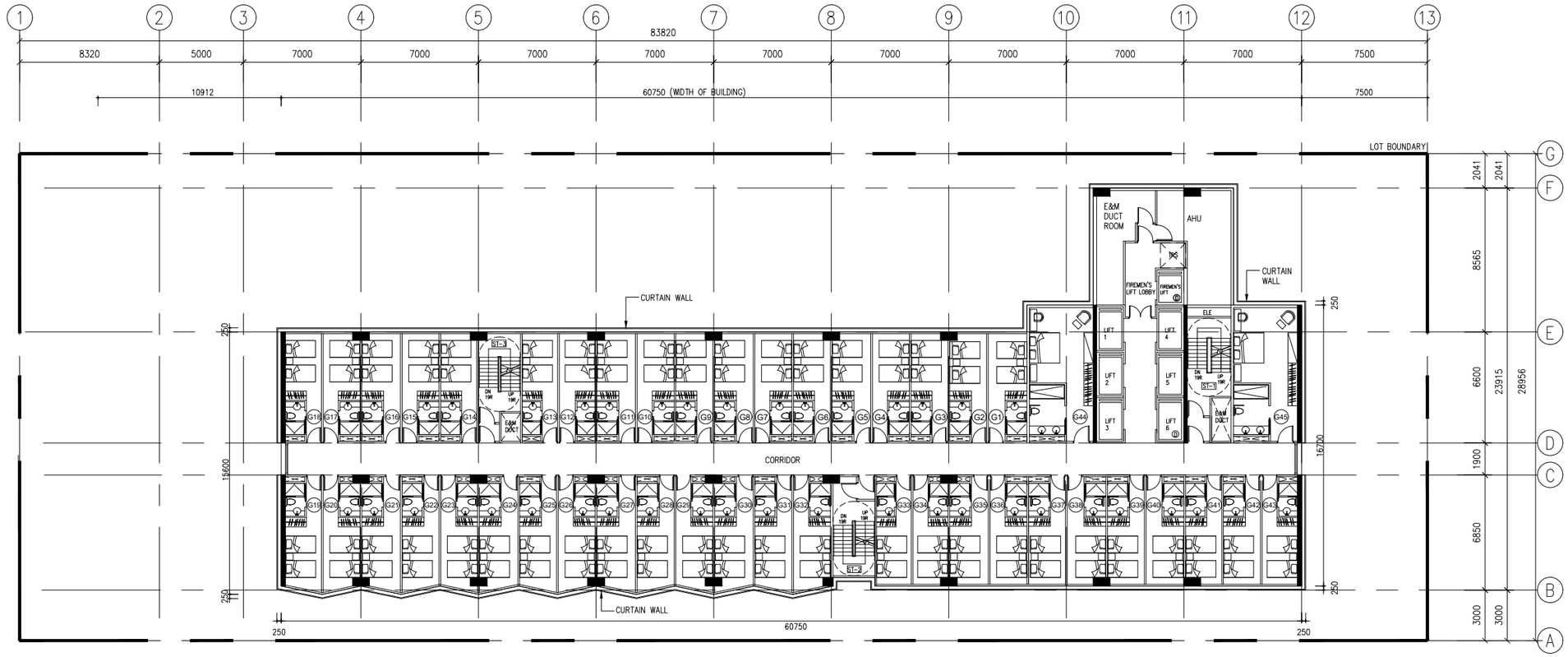
C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

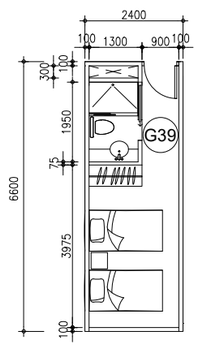
DESIGNED :	DRAWN :	CHECKED :	APPROVED :
RL	NC	RL	JC

PRINTED DATE :	DATE :

SCALE AT A3	DRAWING No. :	REV:
1:300	GBP-07	-



17/F TO 31/F FLOOR PLAN (GUEST ROOM)



TYPICAL GUEST ROOM LAYOUT 1
UFA=10.927 m2
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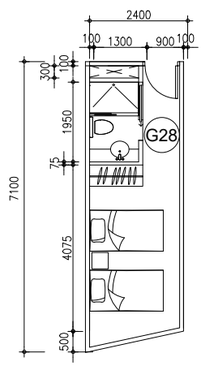

TYPICAL GUEST ROOM LAYOUT 2
UFA=11.472 m2
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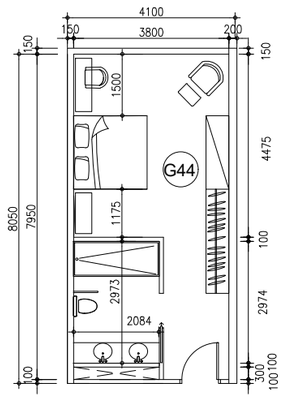

TYPICAL LAYOUT FOR SINGLE BED GUEST ROOM
UFA=20.955 m2
1:150@A3

-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

16TH TO 30TH FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

SCALE AT A3	DRAWING No. :	REV:
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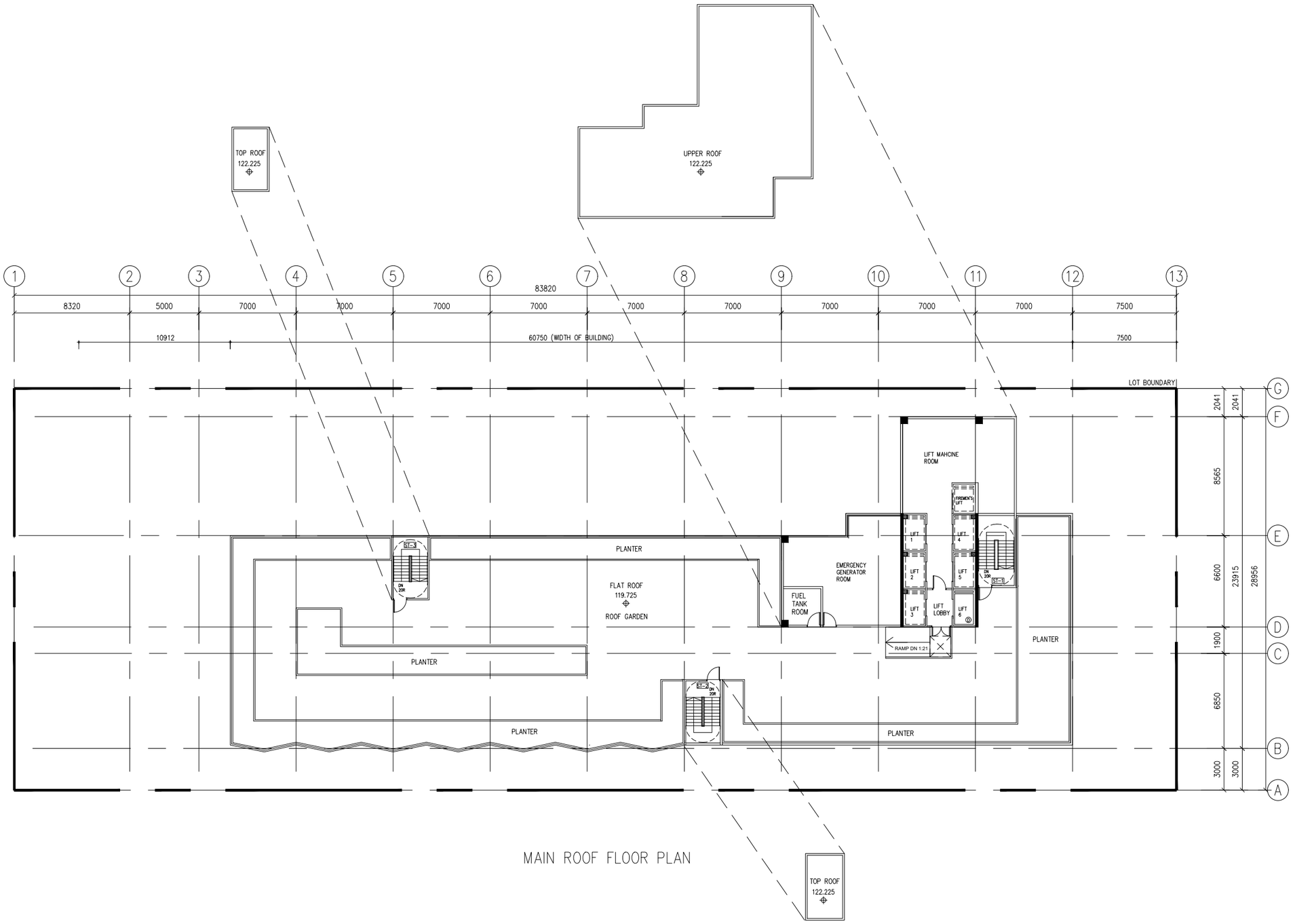

MAIN ROOF FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

ROOF FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

SCALE AT A3	DRAWING No. :	REV:
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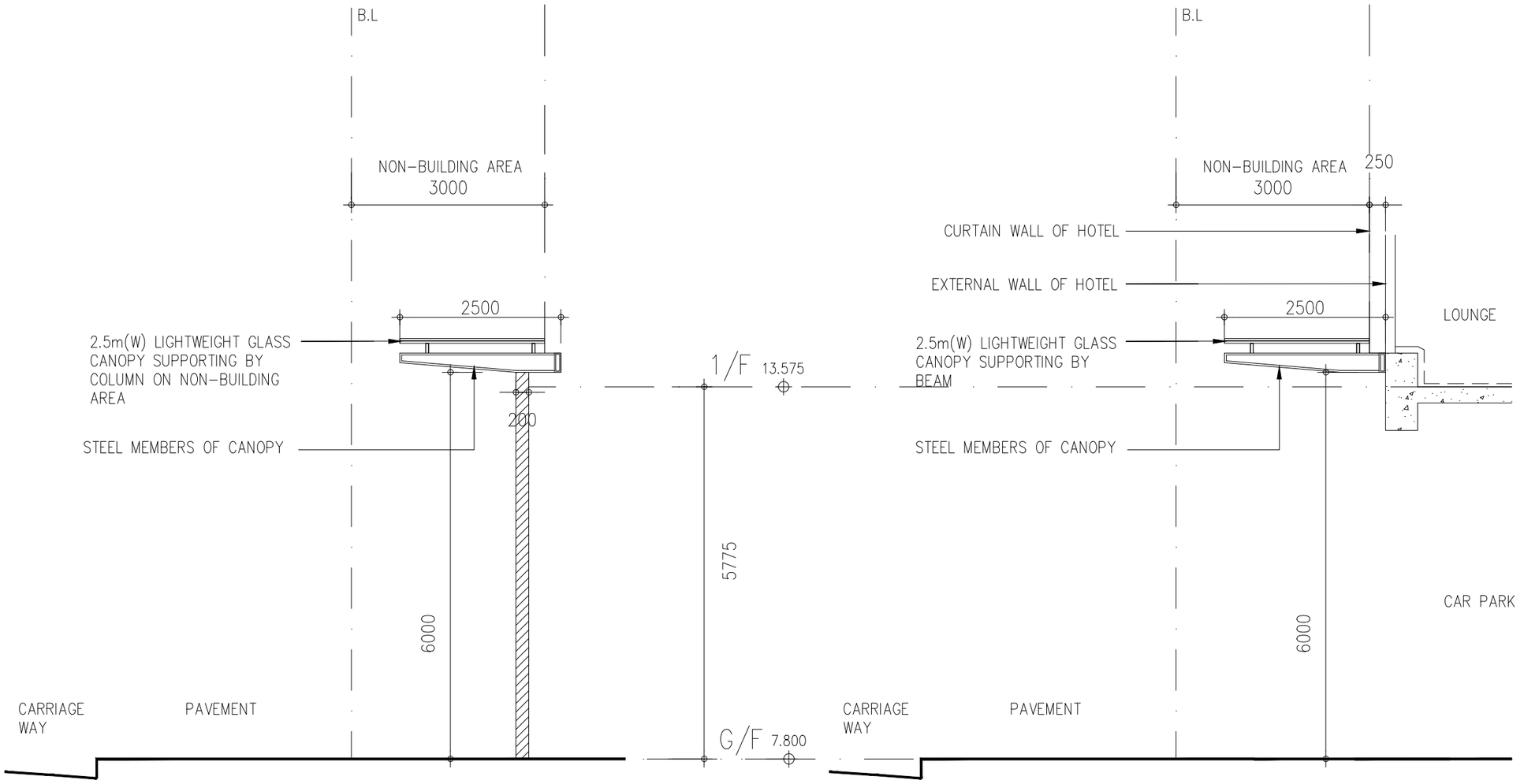


① SECTION "A" FOR 2.5m WIDTH LIGHTWEIGHT GLASS CANOPY SUPPORTED BY COLUMN

② SECTION "B" FOR 2.5m WIDTH LIGHTWEIGHT GLASS CANOPY SUPPORTED BY BEAM

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

SECTIONS OF LIGHTWEIGHT CANOPY AT 1/F

AUTHORIZED PERSON :

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

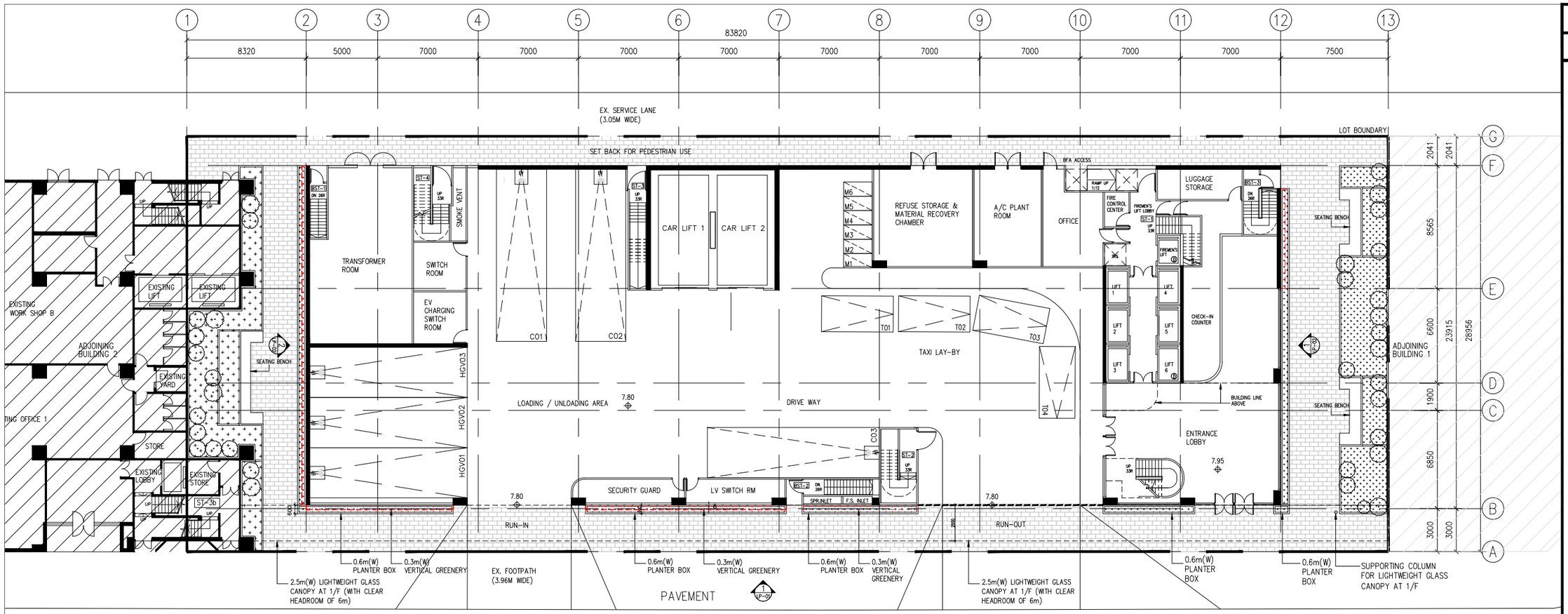
JOB No. : AA598

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

PRINTED DATE :

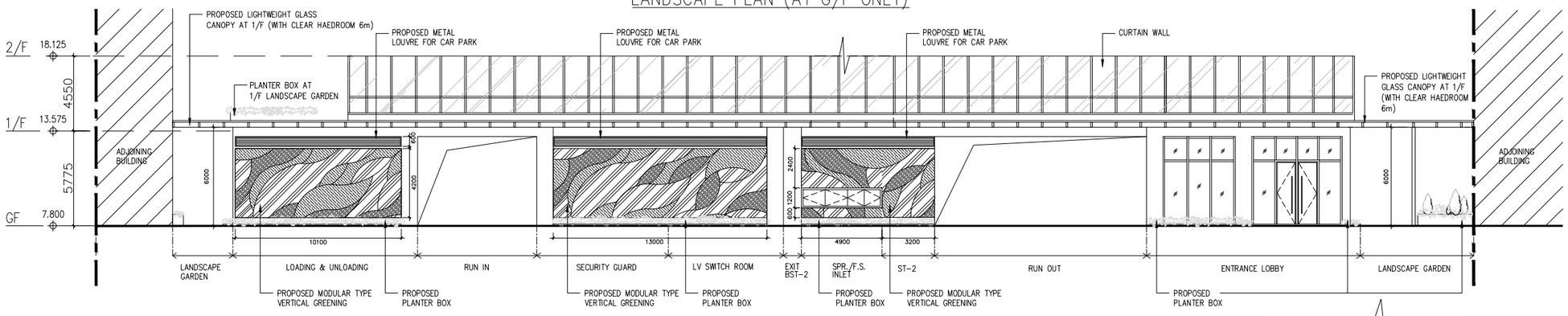
DATE :

SCALE AT A3	DRAWING No. :	REV:
1:75	SEC-01	-



TAI YAU STREET

LANDSCAPE PLAN (AT G/F ONLY)



① PART ELEVATION "A" FACING TAI YAU STREET

LEGEND:

- SITE BOUNDARY
- TALL SHRUBS / SHAPED PLANT
- PLANTER BOX WITH FLOWERING SHRUBS & GROUND COVERS (SOFT LANDSCAPE)
- STONE PAVED WALKWAY (HARD LANDSCAPE)
- MODULAR VERTICAL GREENING

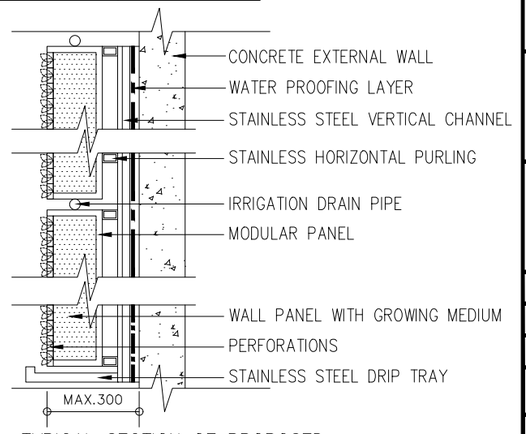
PROPOSED SPECIES FOR MODULAR TYPE VERTICAL GREENING	
	EPIPREMNUM AUREUM (黃金葛)
	PEPEROMIA OBTUSIFOLIA (椒草)
	TRADESCANTIA PADLLIDA (紫錦草)

PROPOSED SPECIES FOR SHRUBS AND GROUND COVERS		
BOTANICAL NAME	APPROX. SIZE (mm)	SPACING (mm)
DURANTA REPENS 'GOLDEN'	500 X 400	400
HYMENOCALLS AMERICANA	400 X 400	350

REMARK:
ALL GREENERIES ARE IRRIGATED BY RECYCLED WATER

PROPOSED TOTOAL PLANTER BOX AREA ON ELEVATION "A" = 15.782 sq.m.

PROPOSED TOTAL VERTICAL GREENERY ON ELEVATION "A" = 151.600 sq.m.



TYPICAL SECTION OF PROPOSED
MODULAR VERTICAL GREENING (@1:20)

-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

LANDSCAPE PLAN (AT G/F ONLY) &
PART ELEVATION "A" FACING TAI YAU STREET

AUTHORIZED PERSON :

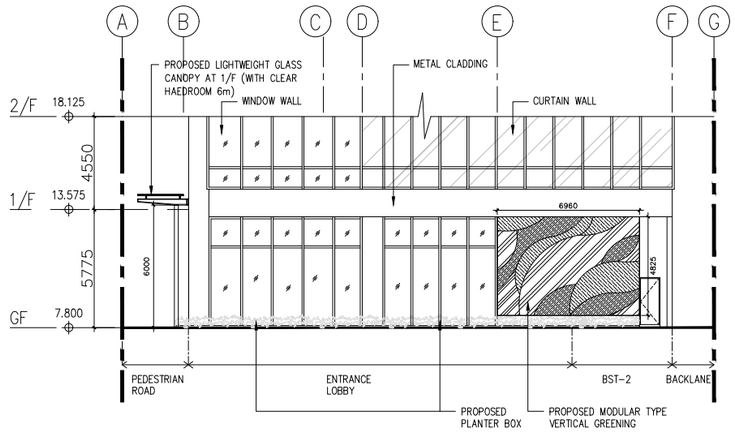
C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

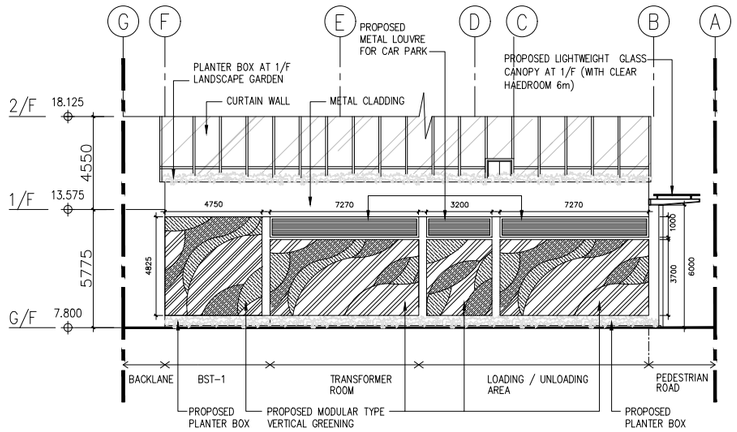
DESIGNED :	DRAWN :	CHECKED :	APPROVED :
RL	NC	RL	JC

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
1:300	LP-01	-



① PART ELEVATION "B" FACING ADJOINING BUILDING



② PART ELEVATION "D" FACING ADJOINING BUILDING

LEGEND:

- SITE BOUNDARY
- TALL SHRUBS / SHAPED PLANT
- PLANTER BOX WITH FLOWERING SHRUBS & GROUND COVERS (SOFT LANDSCAPE)
- STONE PAVED WALKWAY (HARD LANDSCAPE)
- MODULAR VERTICAL GREENING

PROPOSED SPECIES FOR MODULAR TYPE VERTICAL GREENING
EPIPREMNUM AUREUM (黃金葛)
PEPEROMIA OBTUSIFOLIA (椒草)
TRADESCANTIA PADLLIDA (紫錦草)

PROPOSED SPECIES FOR SHRUBS AND GROUND COVERS		
BOTANICAL NAME	APPROX. SIZE (mm)	SPACING (mm)
DURANTA REPENS 'GOLDEN'	500 X 400	400
HYMENOCALLS AMERICANA	400 X 400	350

REMARK:
ALL GREENERIES ARE IRRIGATED BY RECYCLED WATER

PROPOSED TOTAL PLANTER BOX AREA ON ELEVATION "B" = 70.412 sq.m.

PROPOSED TOTAL VERTICAL GREENERY ON ELEVATION "B" = 33.582 sq.m.

PROPOSE TO TOTAL PLANTER BOX AREA ON ELEVATION "D" = 68.794 sq.m.

PROPOSED TOTAL VERTICAL GREENERY ON ELEVATION "D" = 111.058 sq.m.

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

PART ELEVATION "B" AND PART ELEVATION "D"
FACING ADJOINING BUILDING

AUTHORIZED PERSON :

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

JOB No. : AA598

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DATE :

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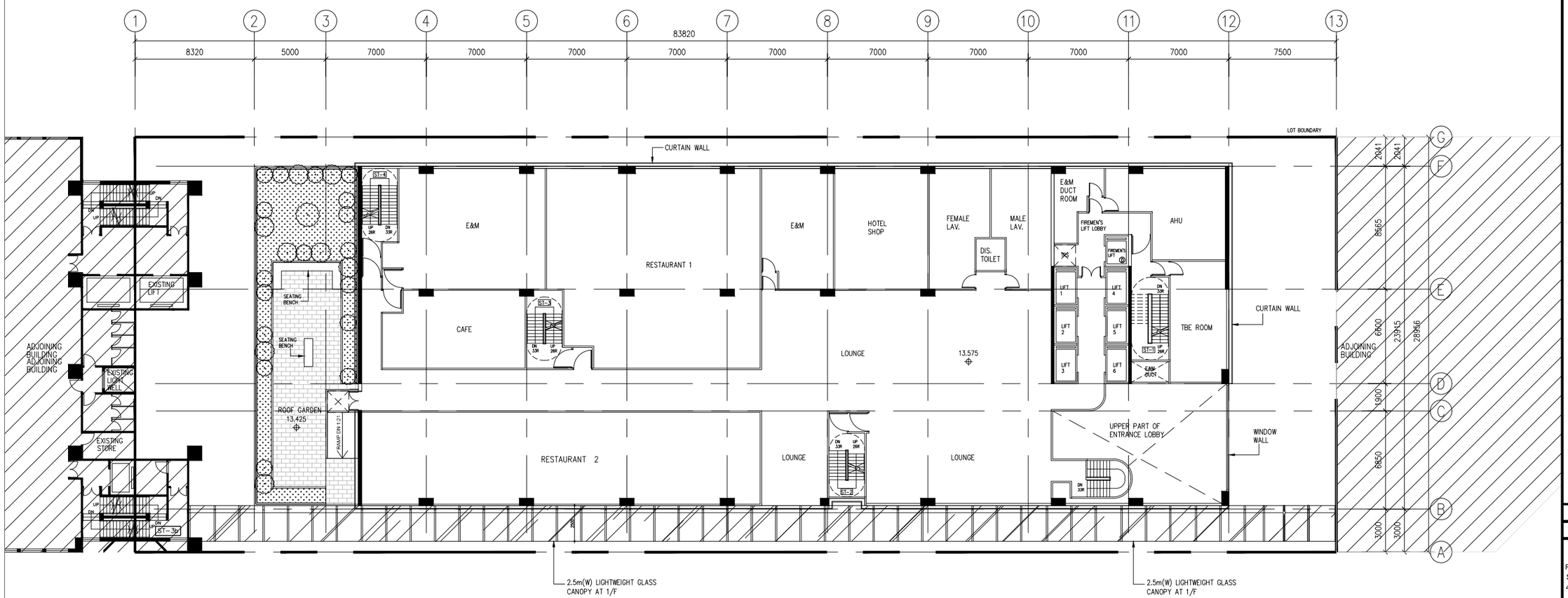

LEGEND:

- SITE BOUNDARY
- TALL SHRUBS / SHAPED PLANT
- PLANTER BOX WITH FLOWERING SHRUBS & GROUND COVERS (SOFT LANDSCAPE)
- STONE PAVED WALKWAY (HARD LANDSCAPE)
- MODULAR VERTICAL GREENING

LANDSCAPE PLAN (AT 1/F ONLY)

PROPOSED SPECIES FOR SHRUBS AND GROUND COVERS		
BOTANICAL NAME	APPROX. SIZE (mm)	SPACING (mm)
DURANTA REPENS 'GOLDEN'	500 X 400	400
HYMENOCALLS AMERICANA	400 X 400	350

PROPOSED TOTAL PLANTER AREA ON 1/F LANDSCAPE GARDEN = 73.710 sq.m.

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

LANDSCAPE PLAN (AT 1/F ONLY)

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE : | DATE :

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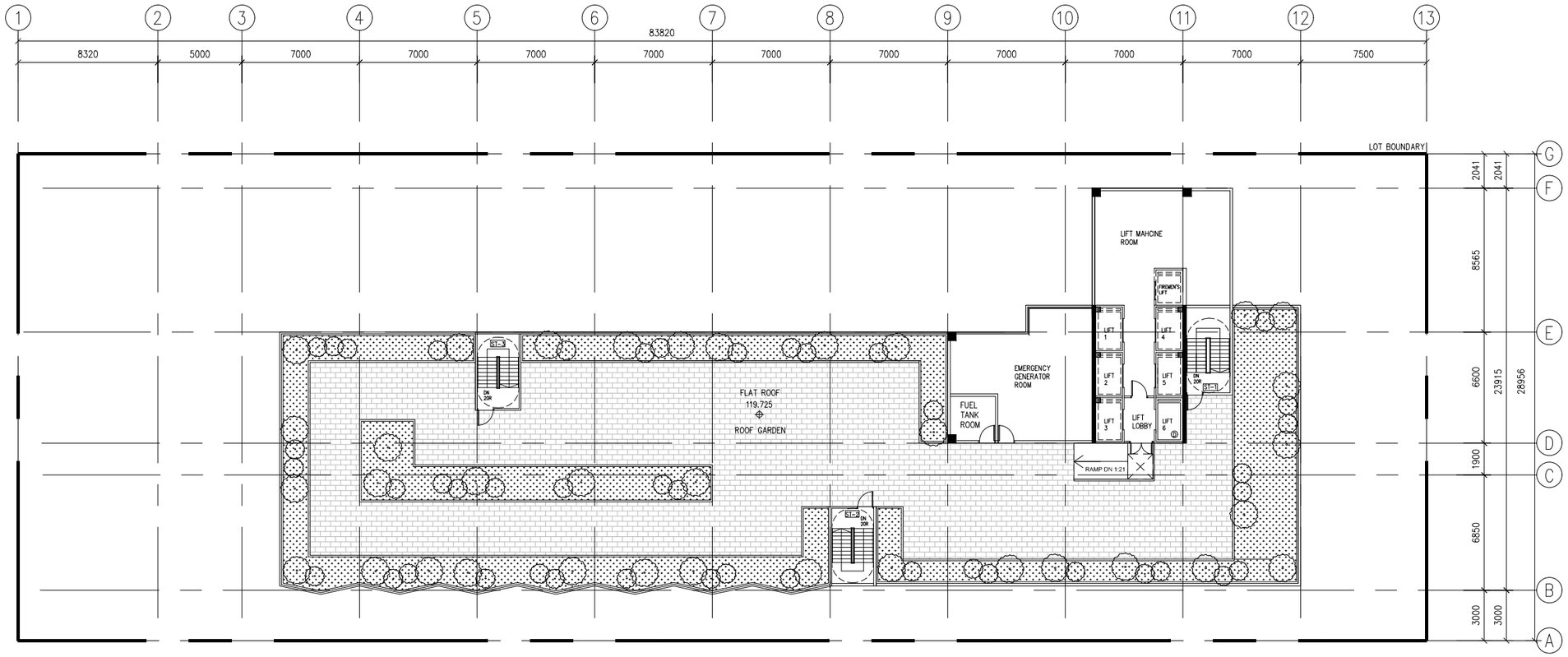

LEGEND:

- SITE BOUNDARY
- TALL SHRUBS / SHAPED PLANT
- PLANTER BOX WITH FLOWERING SHRUBS & GROUND COVERS (SOFT LANDSCAPE)
- STONE PAVED WALKWAY (HARD LANDSCAPE)

LANDSCAPE PLAN (AT R/F ONLY)

PROPOSED SPECIES FOR SHRUBS AND GROUND COVERS		
BOTANICAL NAME	APPROX. SIZE (mm)	SPACING (mm)
DURANTA REPENS 'GOLDEN'	500 X 400	400
HYMENOCALLS AMERICANA	400 X 400	350

PROPOSED TOTAL PLANTER AREA ON R/F ROOF GARDEN = 282.055 sq.m.

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

LANDSCAPE PLAN (AT R/F ONLY)

AUTHORIZED PERSON :

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

JOB No. : AA598

DESIGNED :	DRAWN :	CHECKED :	APPROVED :
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SCALE AT A3	DRAWING No. :	REV:
1:300	LP-04	-

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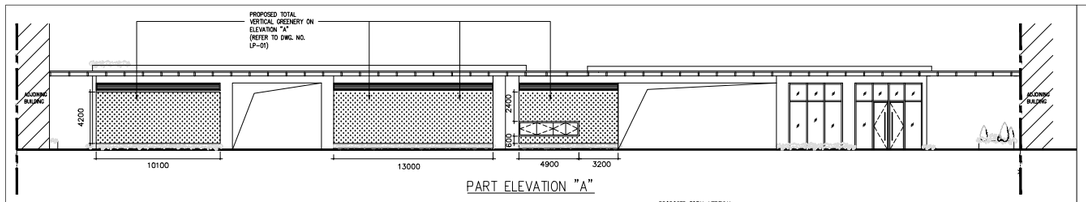

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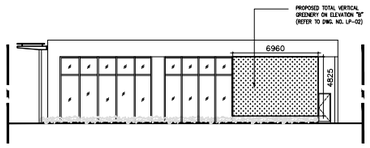

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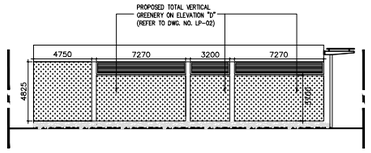

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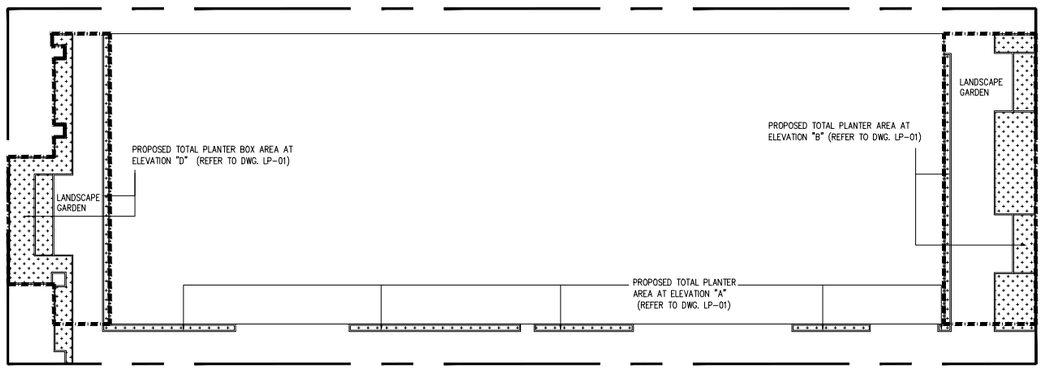
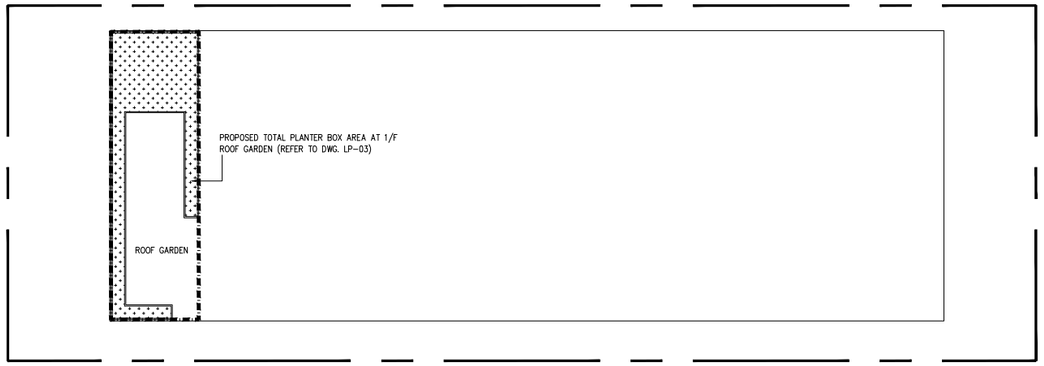
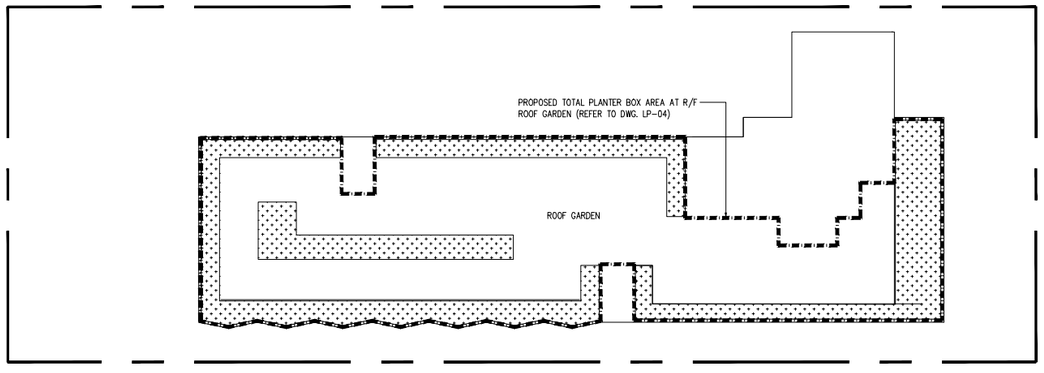


G/F PLAN



1/F PLAN



R/F PLAN

LEGEND:

- SITE BOUNDARY
- PROPOSED LANDSCAPE AREA (INTENDED FOR THE USE OF HOTEL GUEST)
- PROPOSED PLANTER BOX AREA
- PROPOSED VERTICAL GREENERY AREA

GREENERY AREA CALCULATION

SITE AREA = 2426.050 sq.m.

MINIMUM REQUIREMENT OF GREENERY PROVISION (UNDER PNAP APP-151) :

1. 10% OF SITE AREA AT PRIMARY ZONE OF BUILDING (BELOW 15m OF BUILDING)
   = 2426.050 X 10% = 242.605 sq.m.
2. 20% OF SITE AREA AT OVERALL OF BUILDING (INCLUDE PRIMARY ZONE)
   = 2426.050 X 20% = 485.210 sq.m.

TOTAL PROVISION OF PLANTER BOX AREA :

G/F :

FACING ELEVATION "A"	= 15.782 sq.m.
FACING ELEVATION "B"	= 70.411 sq.m.
FACING ELEVATION "D"	= 68.794 sq.m.
1/F : FLAT ROOF GARDEN	= 73.710 sq.m.
TOTAL PROVISION OF PLANTER BOX AREA AT PRIMARY ZONE :	= 228.697 sq.m.
R/F : FLAT ROOF GARDEN	= 282.055 sq.m.
TOTAL PROVISION OF PLANTER BOX AREA AT OVERALL OF BUILDING :	= 510.752 sq.m.

TOTAL PROVISION OF VERTICAL GREENERY :

G/F :

FACING ELEVATION "A"	= 151.600 sq.m.
FACING ELEVATION "B"	= 33.582 sq.m.
FACING ELEVATION "D"	= 111.058 sq.m.
TOTAL PROVISION OF VERTICAL GREENERY AT PRIMARY ZONE :	= 296.240 sq.m.
TOTAL PROVISION OF VERTICAL GREENERY AT OVERALL OF BUILDING :	= 296.240 sq.m.

TOTAL PROVISION OF GREENERY (PLANTER BOX AREA & VERTICAL GREENERY AREA)

= 510.752 sq.m. + 296.240 sq.m.

= 806.992 sq.m.

ACTUAL PROVISION OF GREENERY CALCULATION UNDER PNAP APP-151

MAX. AREA OF VERTICAL GREENERY ACCEPTABLE FOR CALCULATION OF GREENERY PROVISION:

= 30% OF THE OVERALL REQUIRED GREENERY PROVISION

= 485.210 x 30% = 145.563 sq.m.

PROVISION AT PRIMARY ZONE OF BUILDING :

= 228.697 sq.m. (PLANTER BOX AREA) + 145.563 sq.m. (MAX. VERTICAL GREENERY AREA)

= 374.260 sq.m./ 2426.050 sq.m.

= 15.427% (>10%)

PROVISION AT OVERALL OF BUILDING :

= 510.752 sq.m. (PLANTER BOX AREA) + 145.563 sq.m. (MAX. VERTICAL GREENERY AREA)

= 656.315 sq.m./ 2426.050 sq.m.

= 27.053% (>20%)

PROVISION OF LANDSCAPE AREA (INDENTED FOR THE USE OF HOTEL GUEST)

PROVISION OF LANDSCAPE AREA AT

G/F = 323.029 sq.m.

1/F = 167.775 sq.m.

R/F = 778.194 sq.m.

TOTAL PROVISION OF LANDSCAPE AREA = 1268.998 sq.m.

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

GREENERY PROVISION CALCULATION

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
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Appendix IV Traffic Impact Assessment Report

Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B – Internal Transport Provisions

Background

The Applicant intends to redevelop the site at 20–24 Tai Yau Street, San Po Kong into a hotel comprising 1,260 guestrooms (hereafter referred to as "the proposed development").
The site is currently zoned as "Other Specified Use" annotated "Business" ("OU(B)") under the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31. As "Hotel" is fell into Column 2 of the Schedule of Uses for this zoning, a planning application under Section 16 of the Town Planning Ordinance is required.

To support this application, AMG Consultancy Limited is commissioned to conduct an Internal circulation within the proposed development. The purpose development access will be provided at Tai Yau Street. As shown in **Figures GF-1 to GF-1.20** and **Figures BF-1 to BF-1.32**.

The Site

The Site is located at 20-24 Tai Yau Street in San Po Kong. The site area is about 2,426.050 sqm. The Site is currently used as an industrial building.

Proposed Run-in/out

The proposed 2 vehicular accesses (One Ingress and One Egress) would have a width of about 7.3m and 9.6m respectively, as shown in **Drawing no.: Figure GF-1**.

Internal Transport Provisions

Parking Provisions and loading/unloading facilities

According to HKPSG, the car parking provision for the proposed development and the loading/unloading required for the proposed development are shown in **Table 1** and **Table 2**. The dimensions of the parking spaces stated in HKPSG are summarised in **Table 3**.

Table 1 Parking Provisions

Type of Development	Required Provisions	Proposed Provisions
Business Use "OU(B)" (Hotel) No. of Guestrooms: 1260	**Parking Spaces** Private Car: 1 car space per 100 Rooms = 13 Private Car: 0.5 - 1 car space per 200m^2 GFA of conference and banquet facilities in hotel (1/F : 1300.307 sqm) = 4 – 7 **Loading / unloading** Goods Vehicle: 0.5 - 1 goods vehicle bay per every 100 Rooms = 7 - 13 **Lay-by for Taxi and Private Cars** Lay-by for Taxi and Private Cars: 4 no. of lay-by =>600 rooms = 4 **Lay-by for single-deck tour buses** Lay-by for single deck tour buses: 3 no. of lay-by =>900 rooms = 3	**Parking Spaces** Private Car: 22 (include 1 accessible parking spaces) **Motorcycle Spaces** Motorcycle : 6 **Loading / unloading** Goods Vehicle: 13 Heavy Goods Vehicle: 3 Light Goods Vehicle: 10 **Lay-by for Taxi and Private Cars** Taxi and Private Cars Lay-by: 4 **Lay-by for single-deck tour buses** Single deck tour buses Lay-by: 3

Table 2 Provision Details

Floor No.	Provisions
Ground Floor	• 3 nos. of HGV Loading / Unloading Spaces • 3 nos. of Single deck tour bus Spaces • 4 nos. of Taxi and Private cars lay-by • 6 nos. of Motocycle Spaces
Basement 1 Floor	• 10 nos. of LGV Loading / Unloading Spaces • 22 nos. of Private Car Parking Spaces (Include 1 accessible parking space)

Table 3 Parking Space Dimensions

Type of Parking Space	Size	References
Car Parking Space	2.5m(W) x 5.0m(L) x 2.4m(H)	Under HKPSG
Disabled Car Parking Space	3.7m(W) x 5.0m(L) x 2.4m(H) (Minimum width required is 3.5m)	
Motocycle Spaces	1.0m(W) x 2.4m(L) x 2.4m(H)	
Light Goods Vehicle	3.5m(W) x 7.0m(L) x 3.6m(H)	
Heavy Goods Vehicle	3.5m(W) x 11.0m(L) x 4.7m(H)	
Coaches / Single Deck buses	3.5m(W) x 12.0m(L) x 3.8m(H)	

Access Arrangement and Swept Path Analysis

A 7.3m wide vehicular accesses for the proposed development is proposed to provide at Tai Yau Street as shown in **Drawing no.: Figure GF-1**.

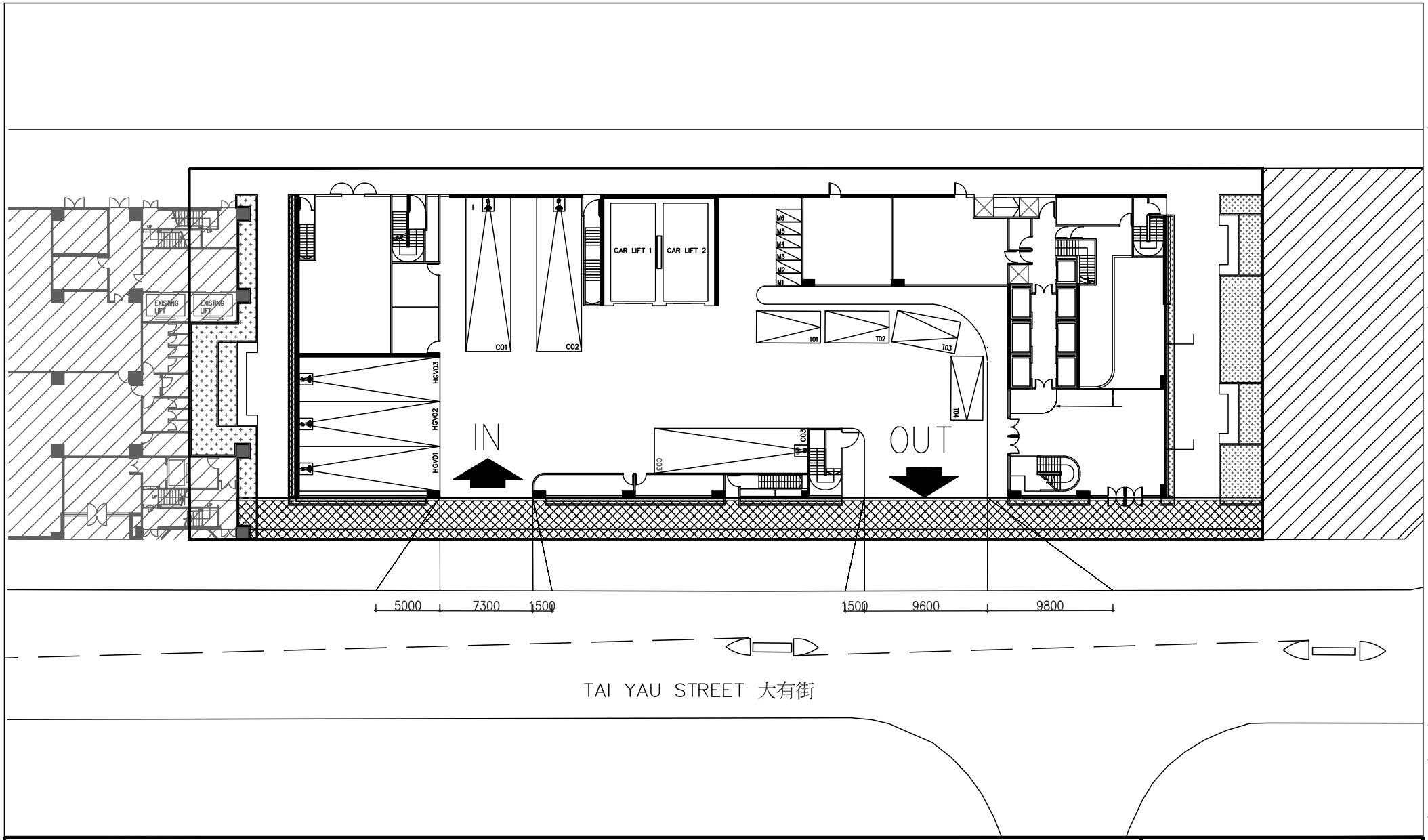
As depicted in **Figures GF-1 to GF-1.20** and **Figures BF-1 to BF-1.32**, the results of the swept path analysis demonstrate that the proposed accesses are adequate for manoeuvring for private cars, goods vehicles and coaches. The design speed of the long vehicles in the swept path assessment **is 5 km/h during forward design speed; 2.5 km/h during reverse speed**.

Traffic controller(s) will be deployed to manage vehicle movements entering and exiting the site, to avoid potential conflicts with the surrounding road traffic. Clear guidelines and appropriate trainings would be provided to all patrol staff.

When vehicles are expected to enter or leave the proposed development, at least one traffic controller will be stationed at the access point to guide both vehicular and pedestrian movements, ensuring safe and orderly passage and preventing congestion or conflicts.

Conclusion

The provisions of loading/unloading spaces and the parking provisions can fulfil the HKPSG requirements. The swept path analysis has been carried out with private cars and goods vehicles and the results reveal that access is considered satisfactory. It is concluded that the design and provision of the proposed vehicular access, vehicle parking and the loading/unloading facilities and manoeuvring spaces for the proposed development are adequate and comply with the traffic engineering point of view.



PROJECT TITLE

Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	GROUND FLOOR PLAN
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

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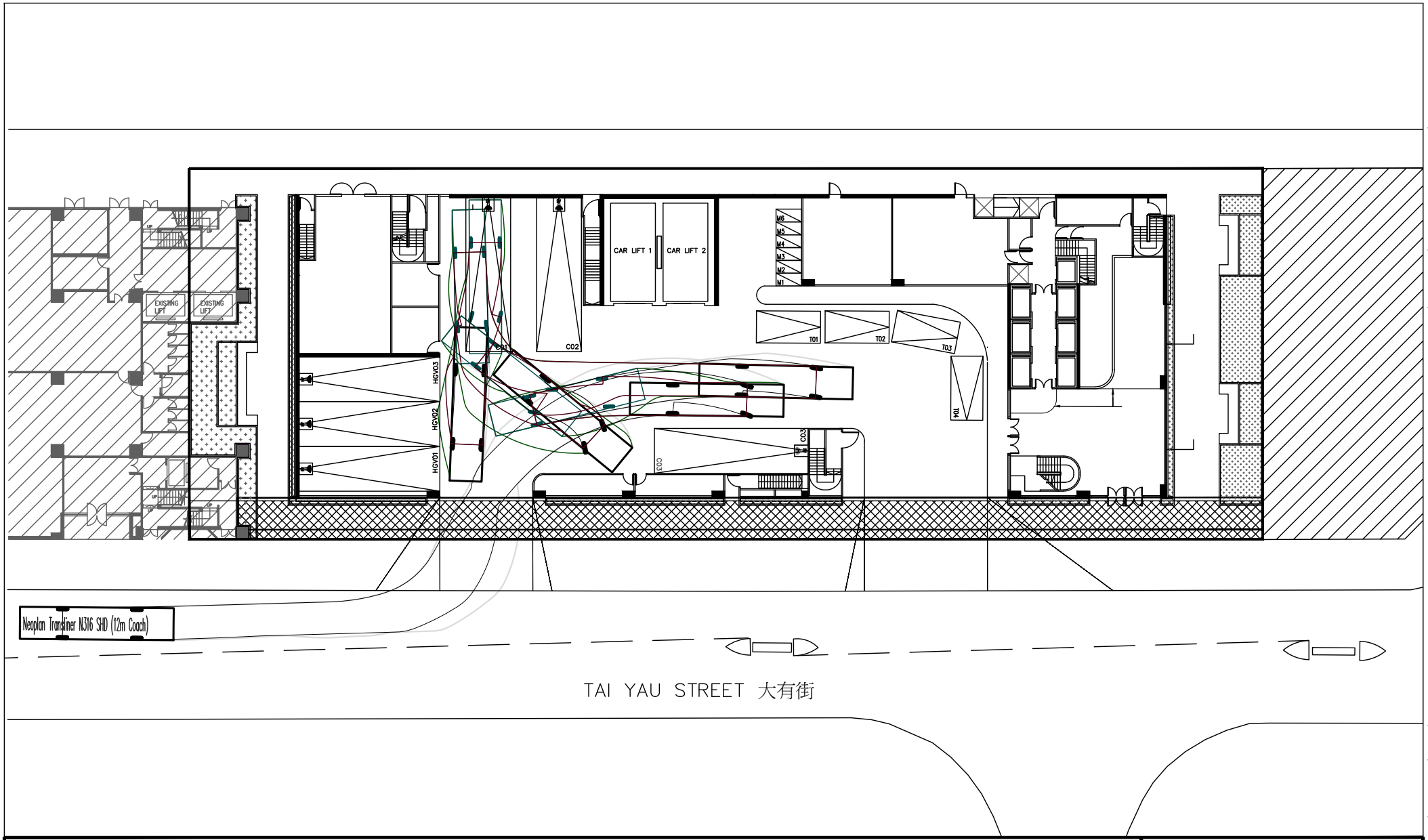

PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.1

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	SWEPT PATH ANALYSIS FOR COACH
DRAWN	PROJECT NO.	
SF	J03007	

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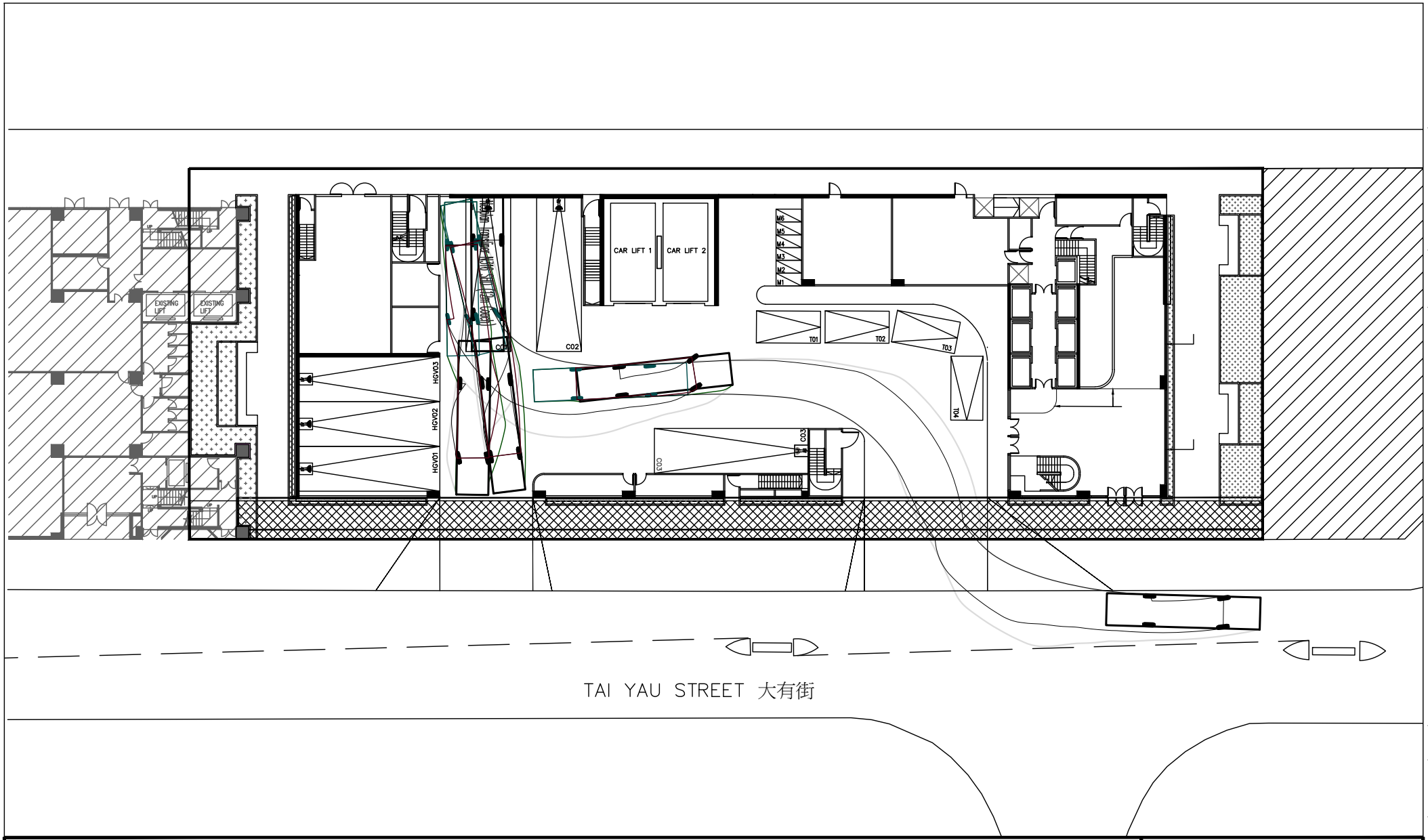

PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.2

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	SWEPT PATH ANALYSIS FOR COACH
DRAWN	PROJECT NO.	
SF	J03007	

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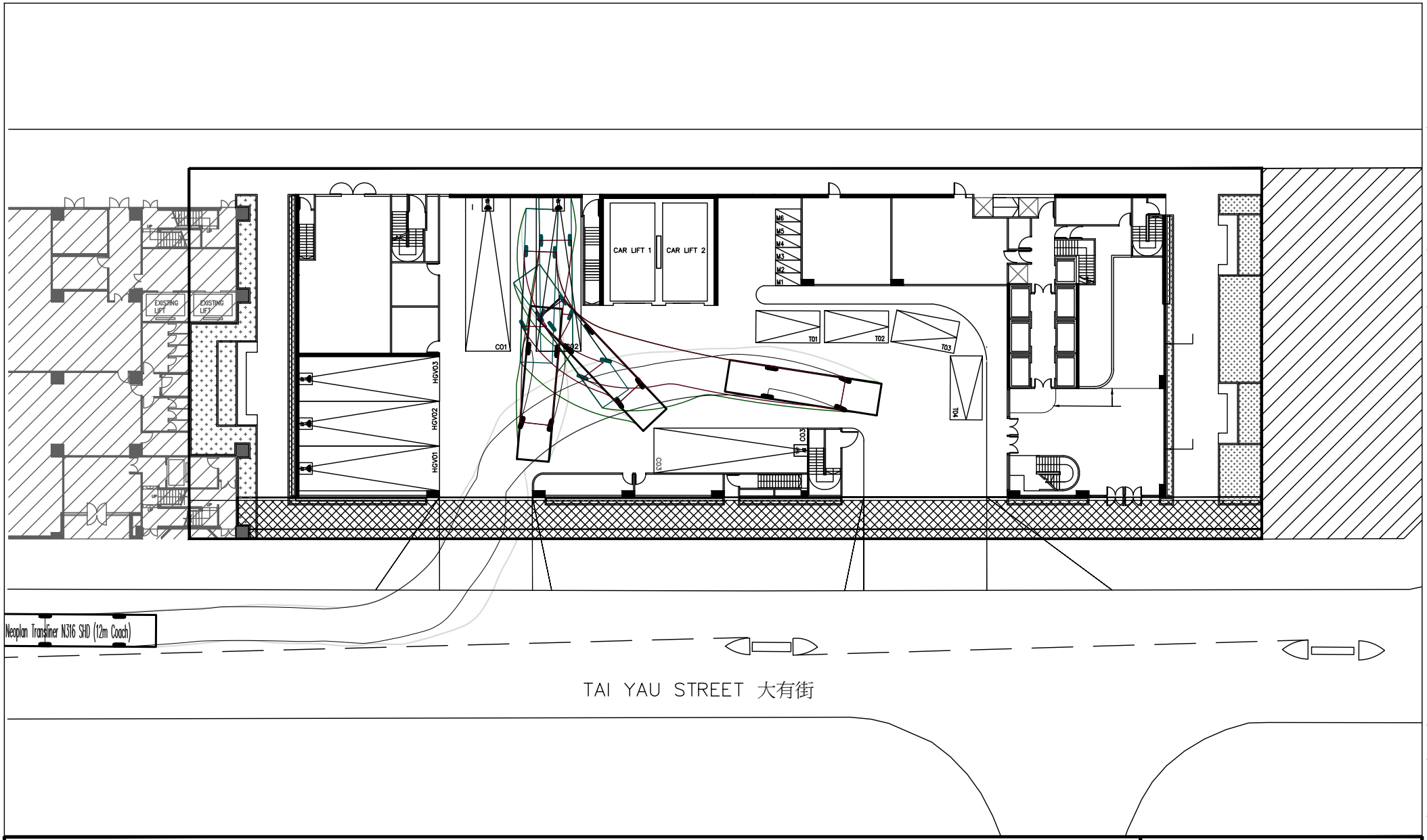

PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.3

DATE	SCALE	DRAWING TITLE
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DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

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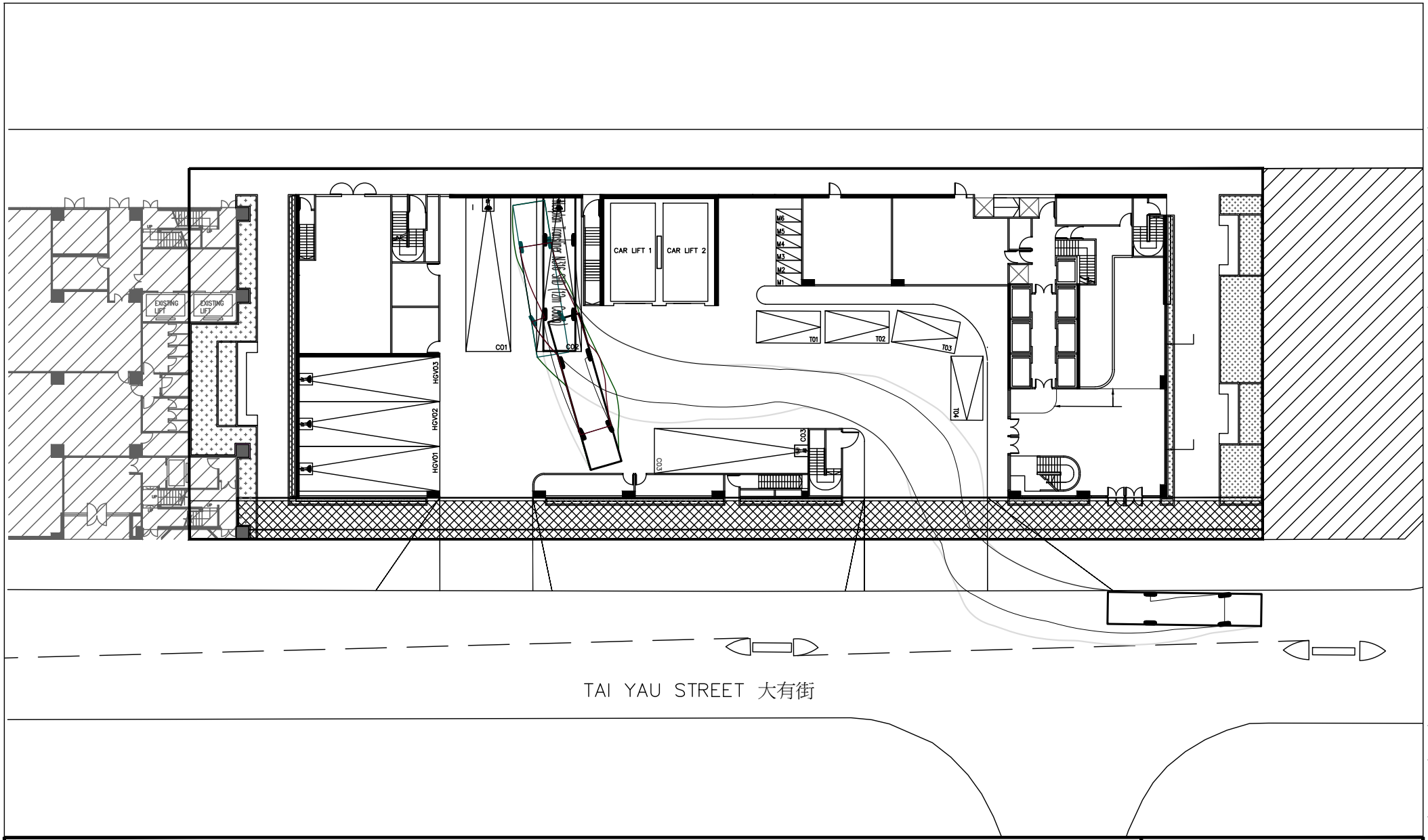

PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.4

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	SWEPT PATH ANALYSIS FOR COACH
DRAWN	PROJECT NO.	
SF	J03007	

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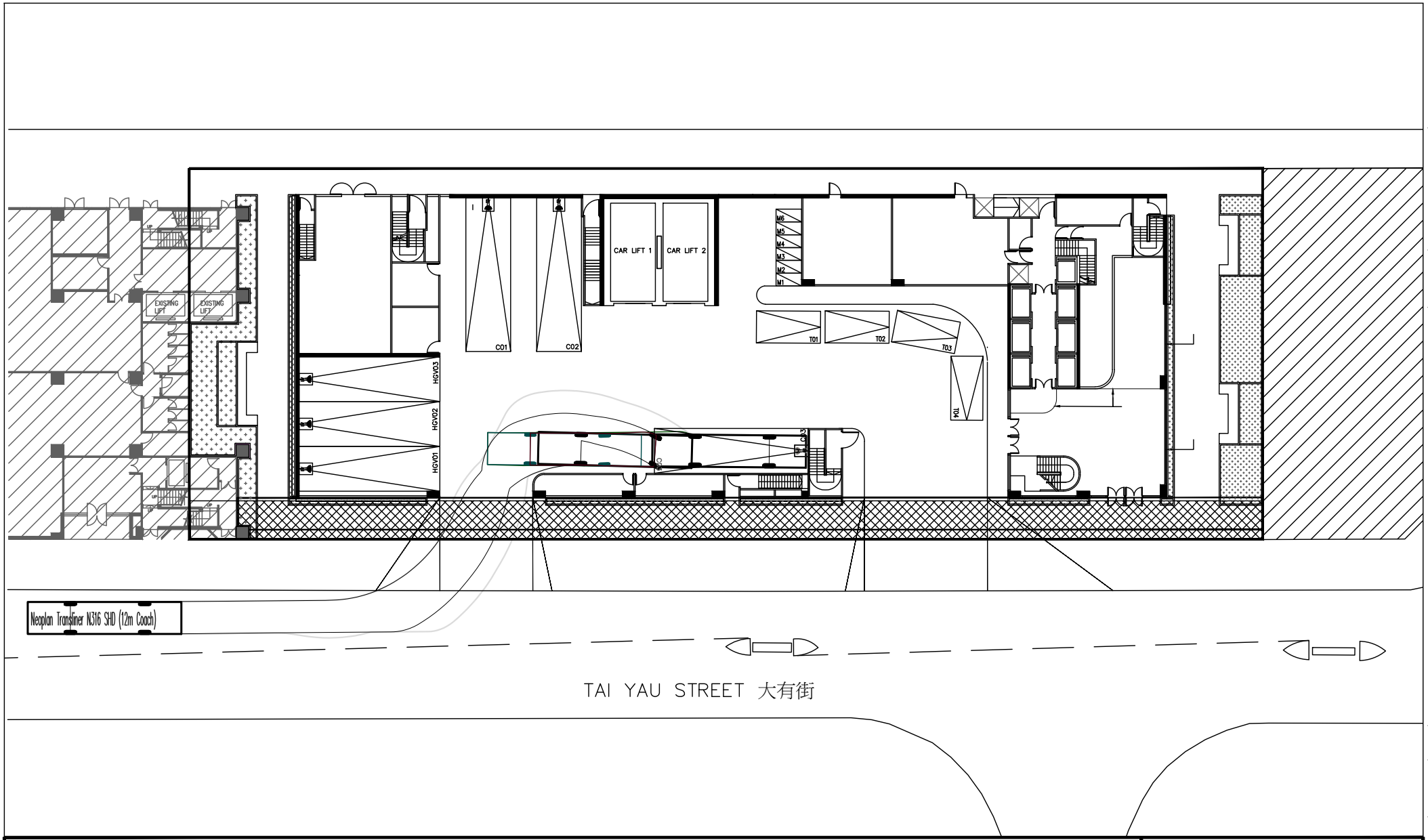

PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.5

DATE	SCALE	DRAWING TITLE
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DRAWN	PROJECT NO.	
SF	J03007	

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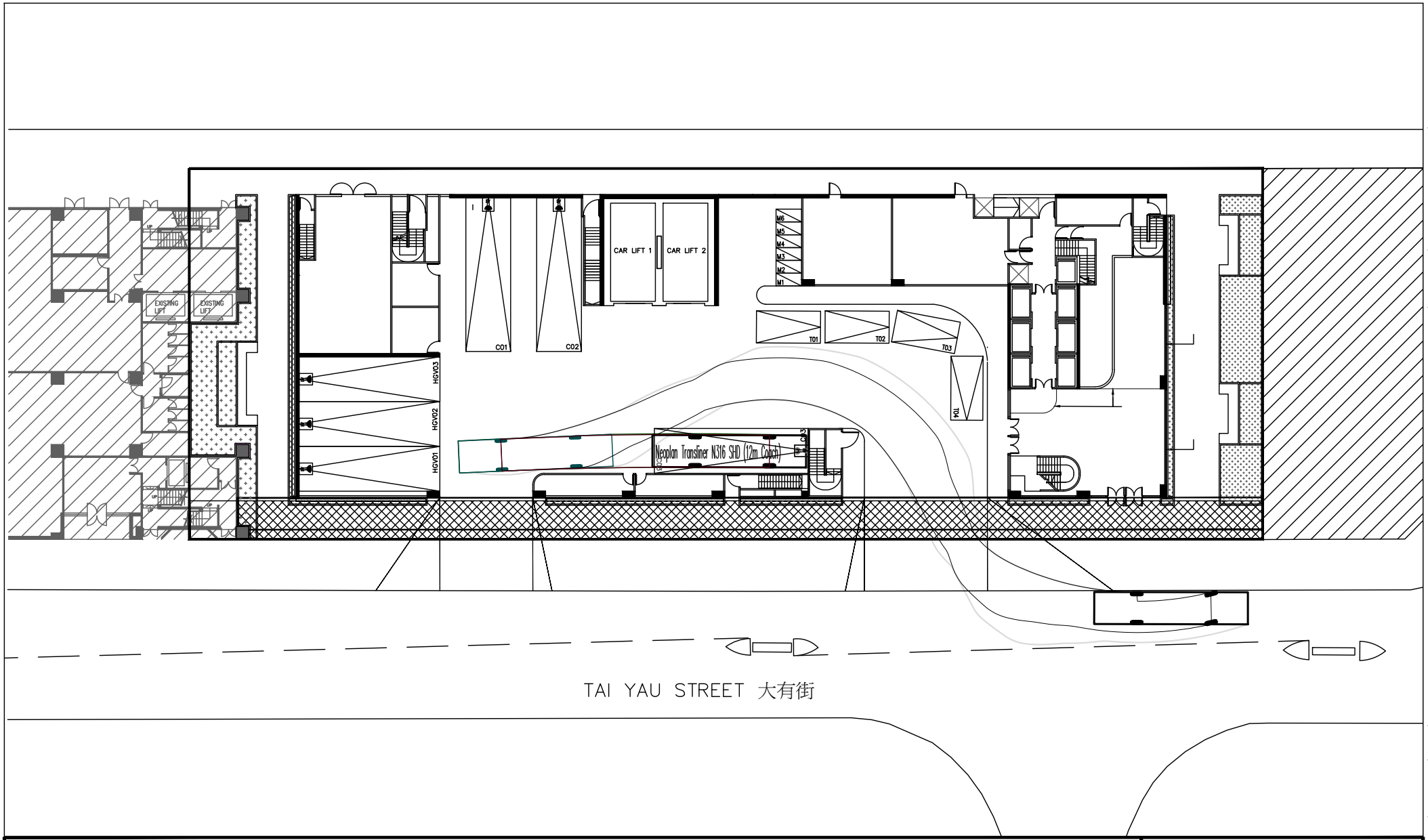

PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.6

DATE	SCALE	DRAWING TITLE
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DRAWN	PROJECT NO.	
SF	J03007	

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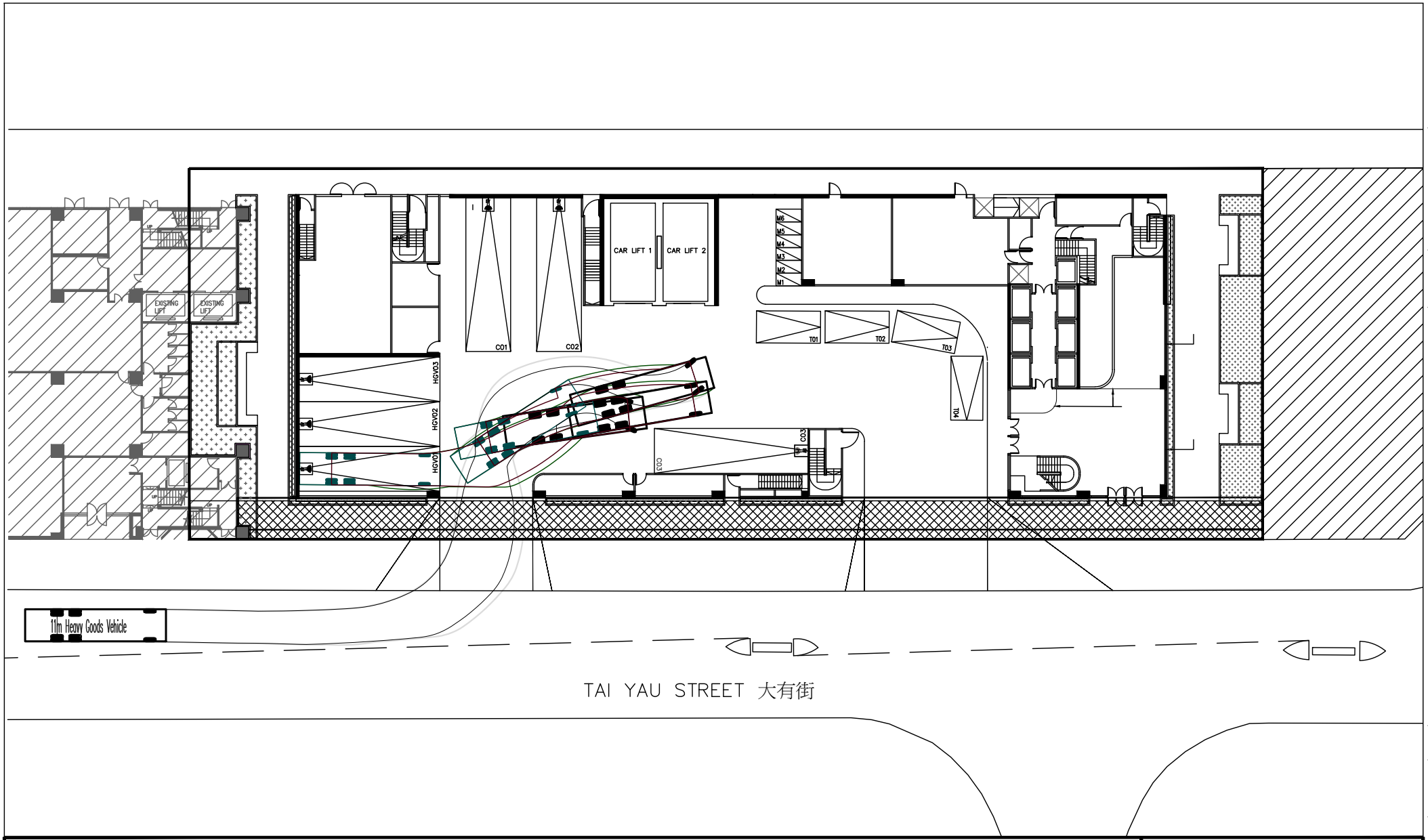

PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.7

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	SWEPT PATH ANALYSIS FOR HEAVY GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

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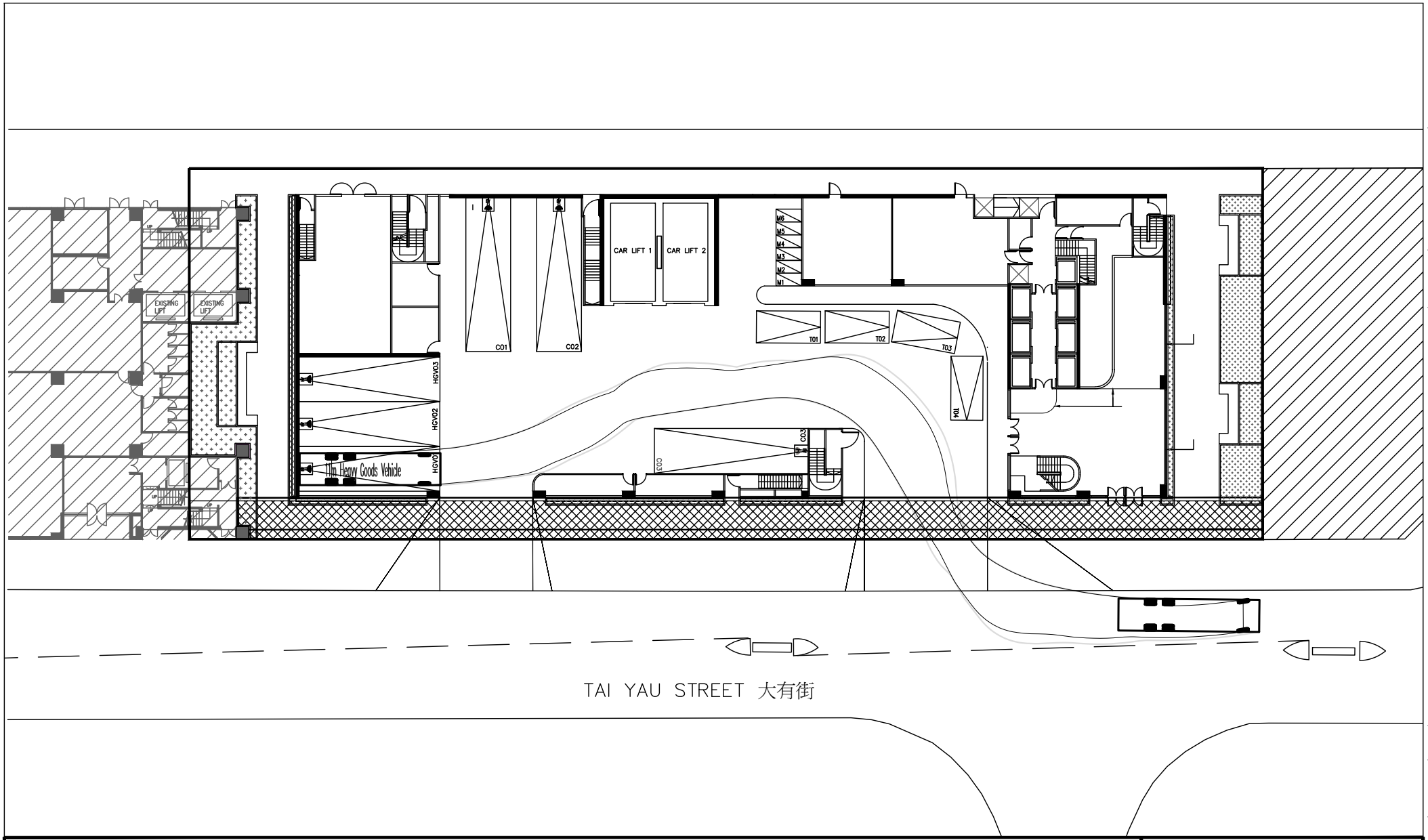

PROJECT TITLE

Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.8

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	SWEPT PATH ANALYSIS FOR HEAVY GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

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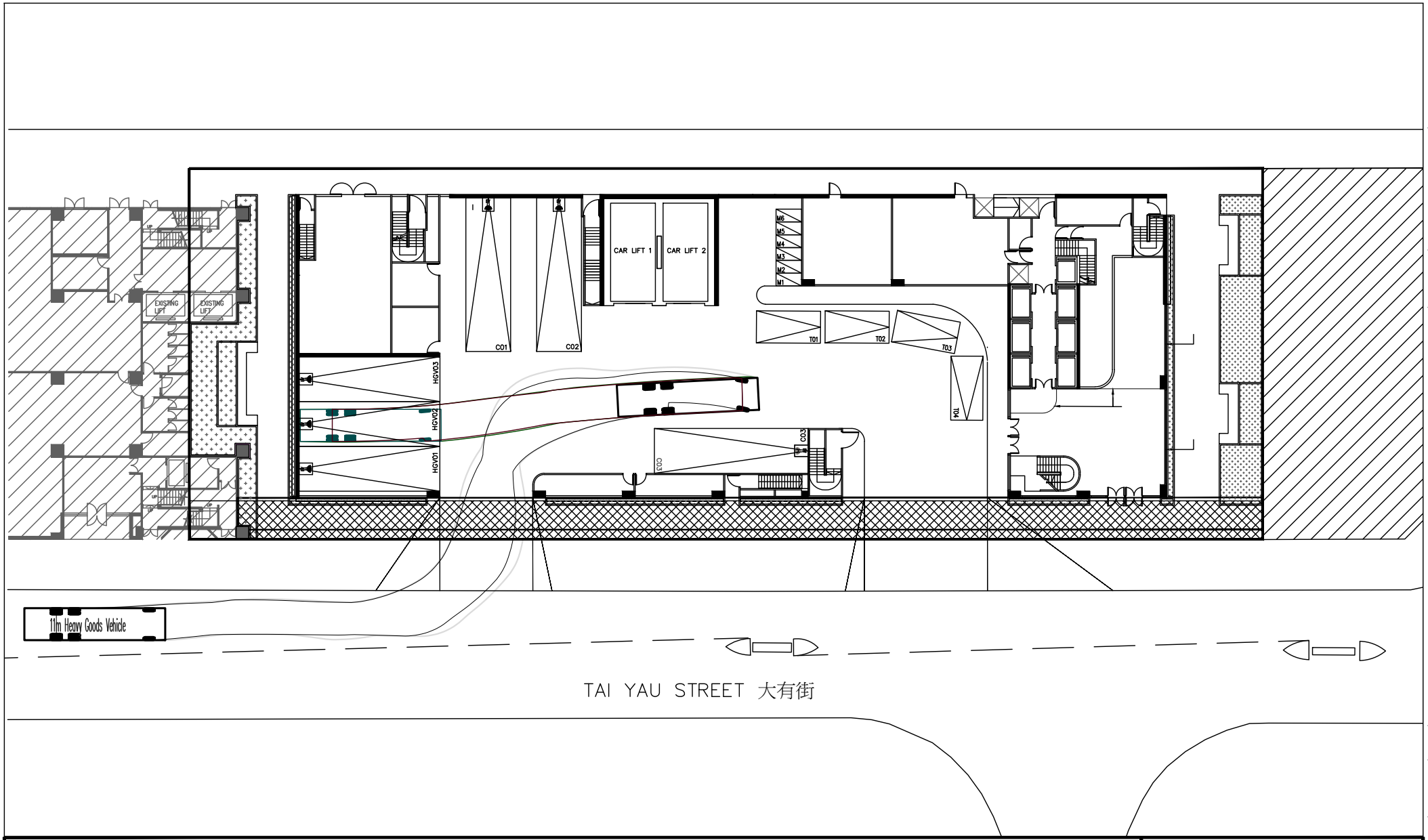

PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.9

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	SWEPT PATH ANALYSIS FOR HEAVY GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

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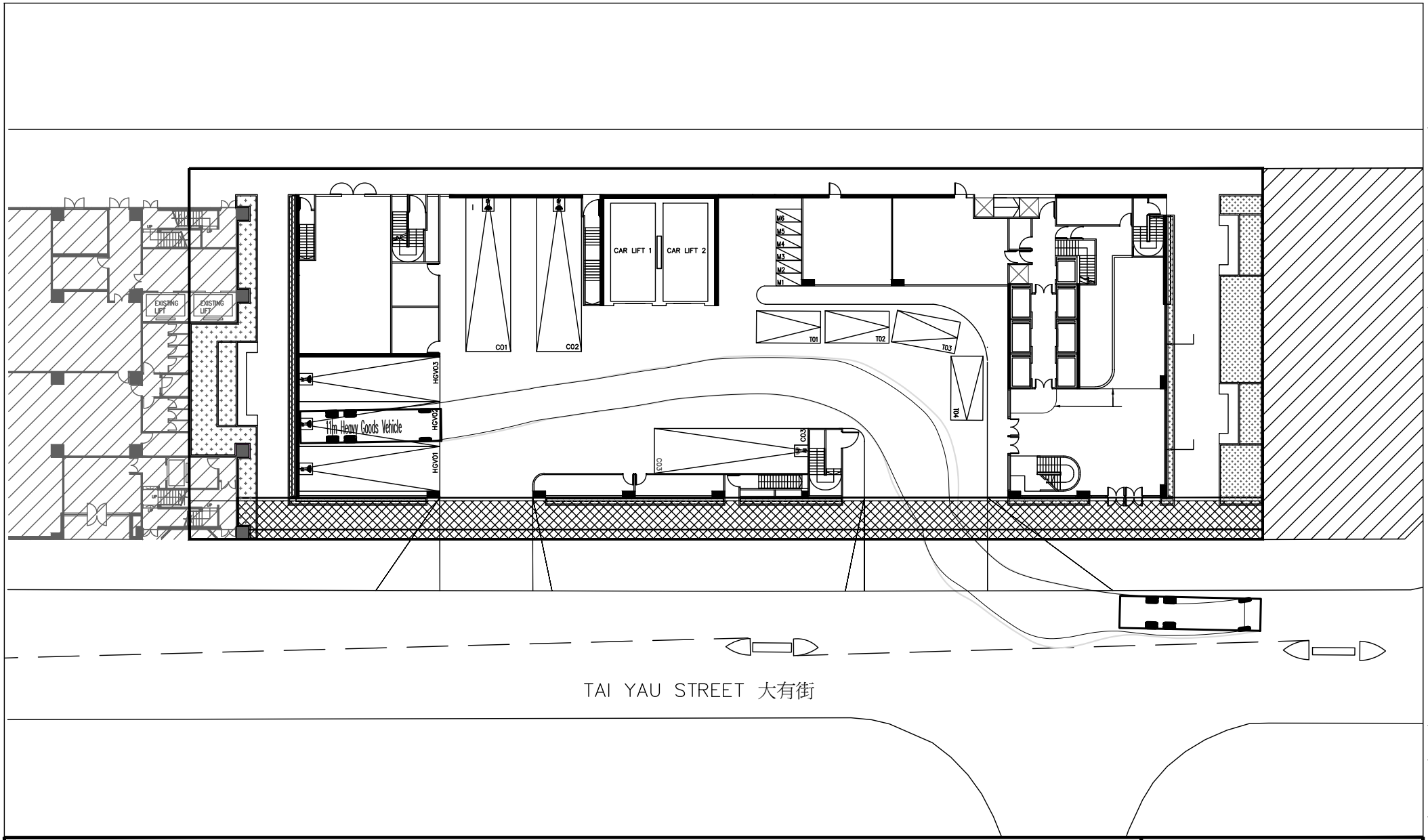

PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.10

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	SWEPT PATH ANALYSIS FOR HEAVY GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

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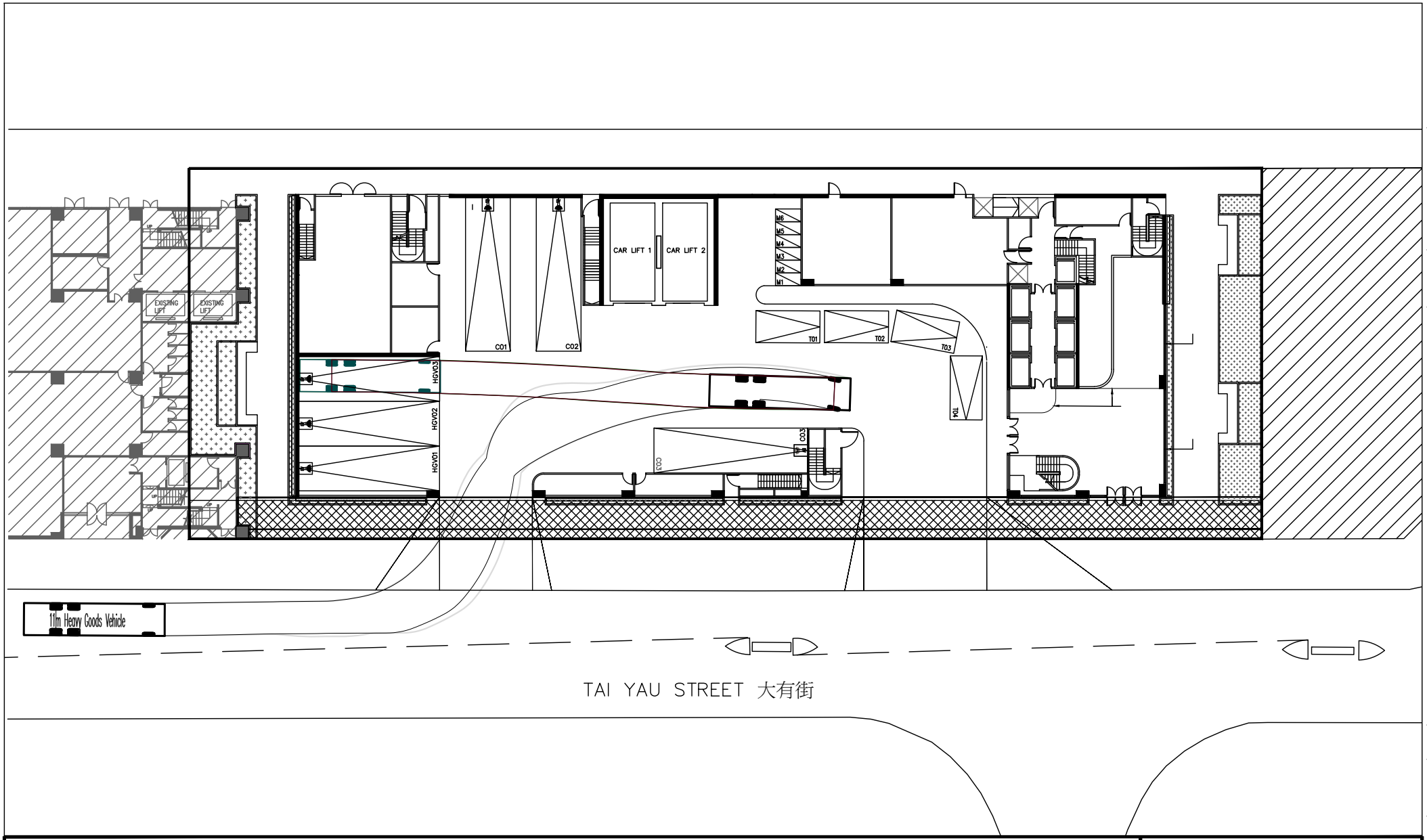

PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.11

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	SWEPT PATH ANALYSIS FOR HEAVY GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

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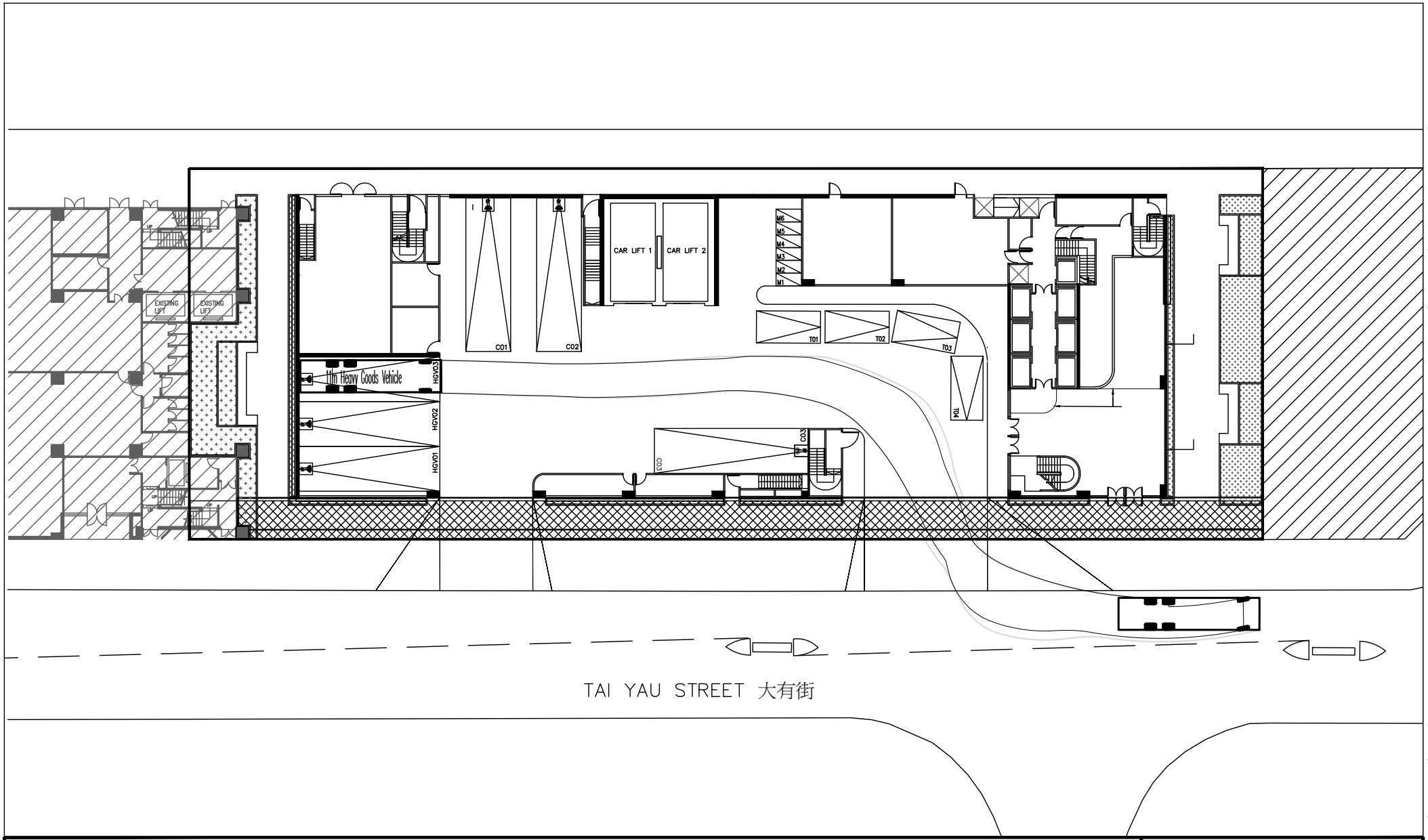

PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.12

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	SWEPT PATH ANALYSIS FOR HEAVY GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

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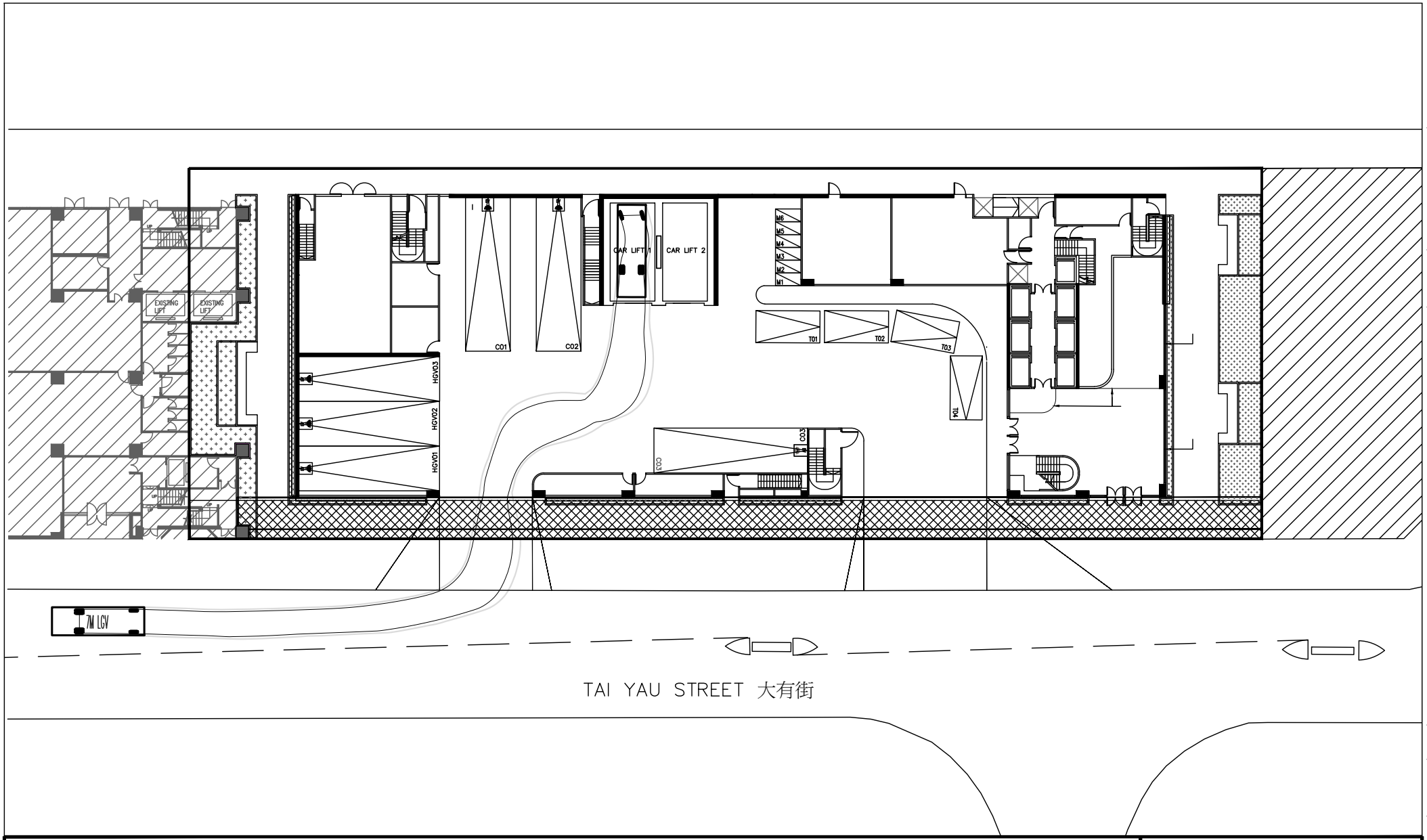
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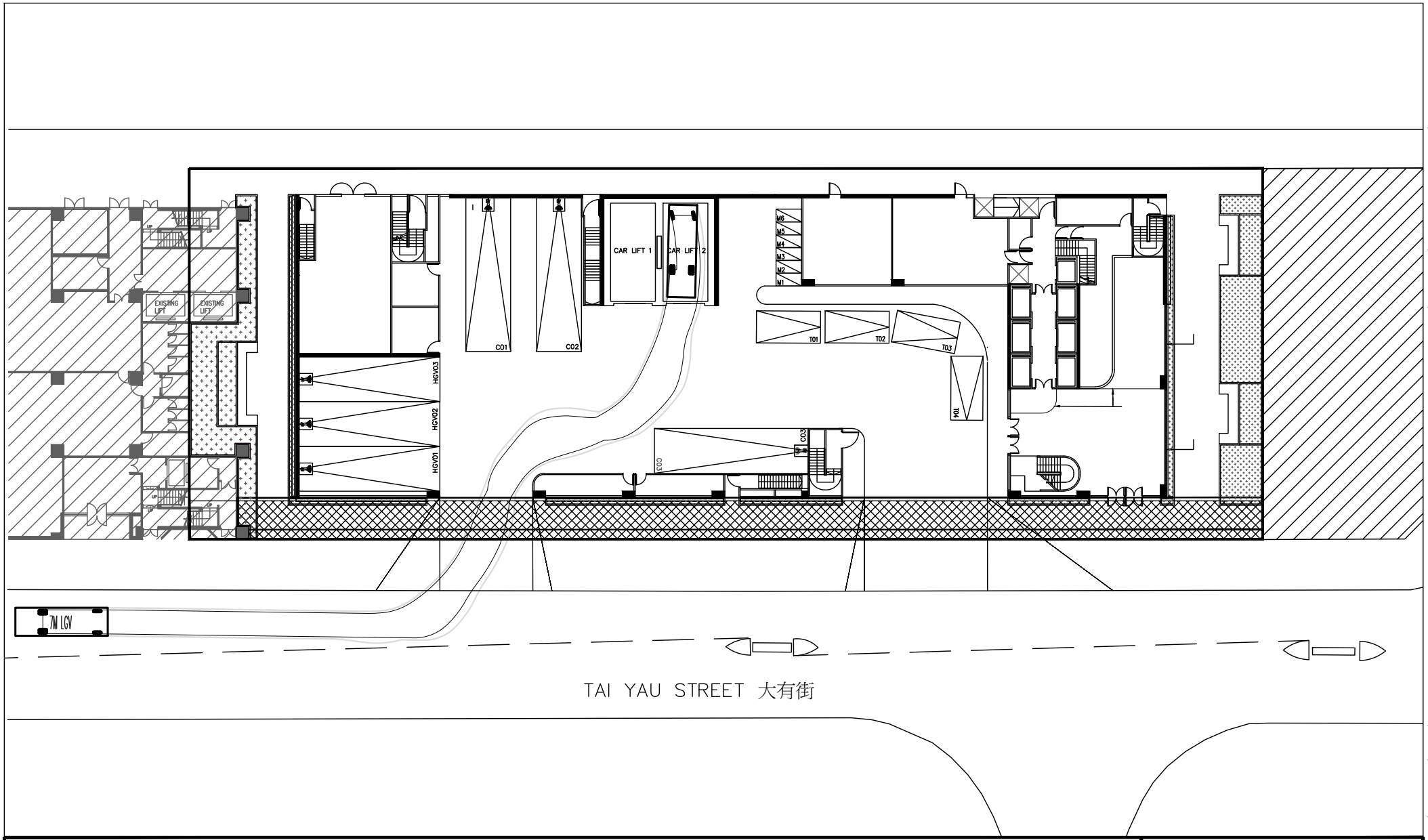
EXISTING LIFT
CAR LIFT 1
CAR LIFT 2
C01
C02
C03
C03
C03



PROJECT TITLE

Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.14

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

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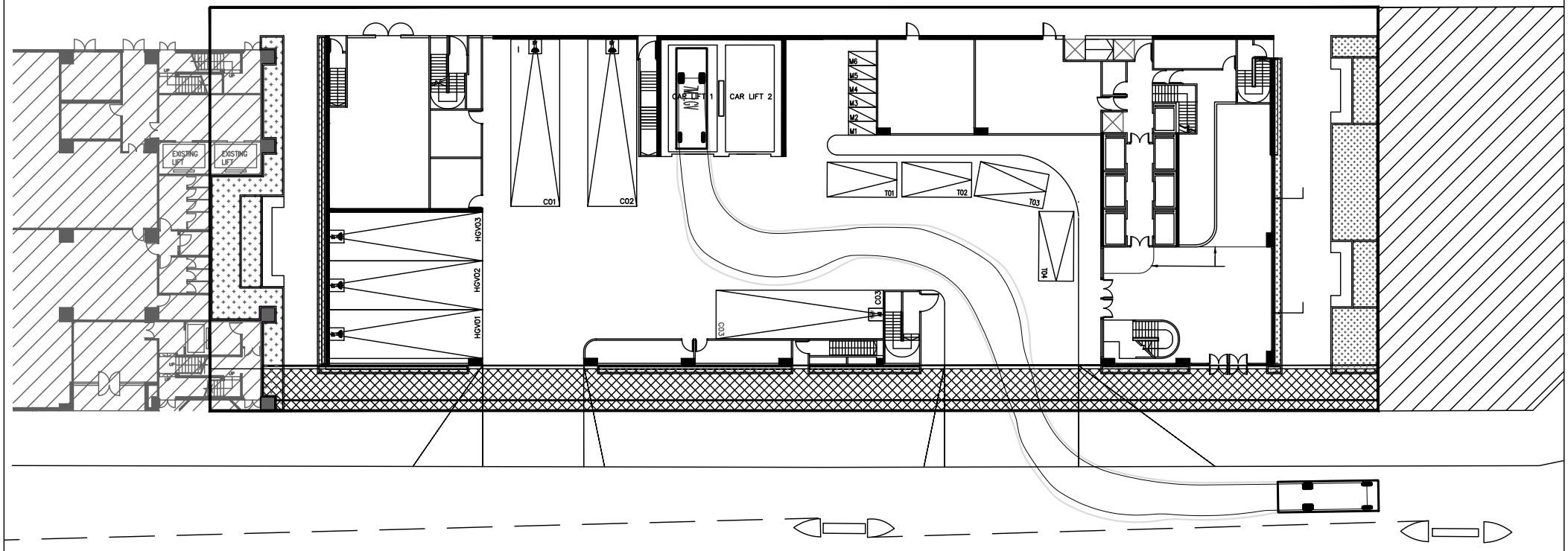

PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.15

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

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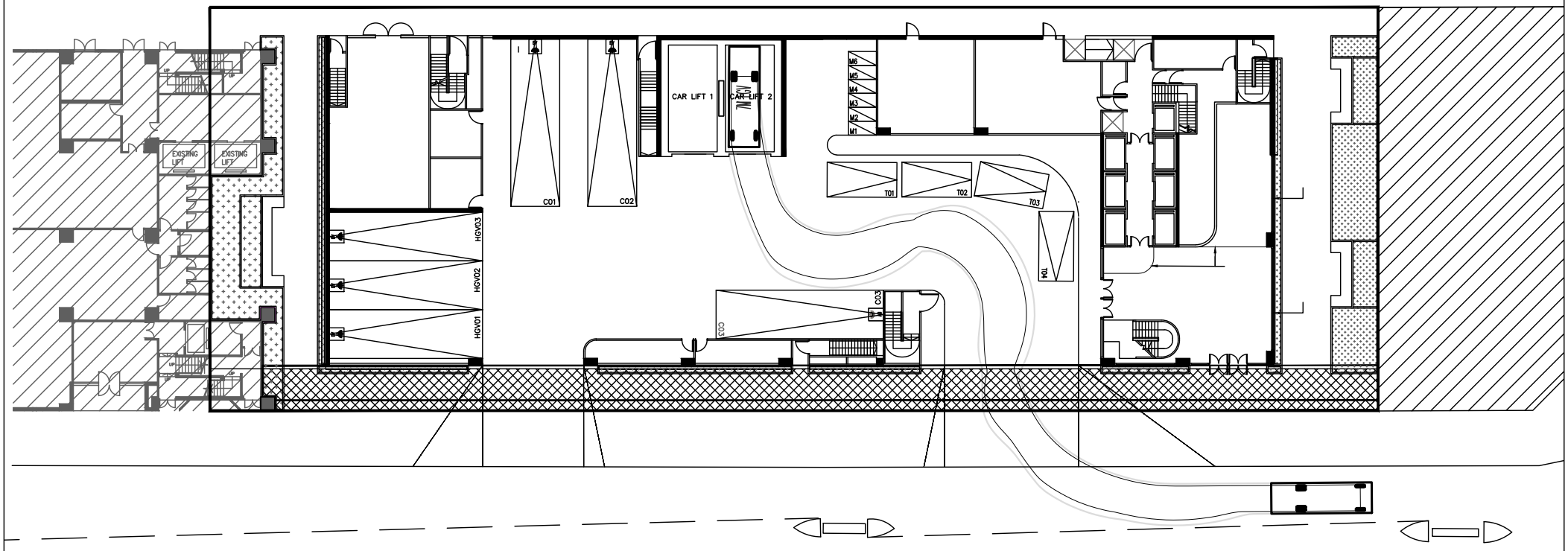

PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.16

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

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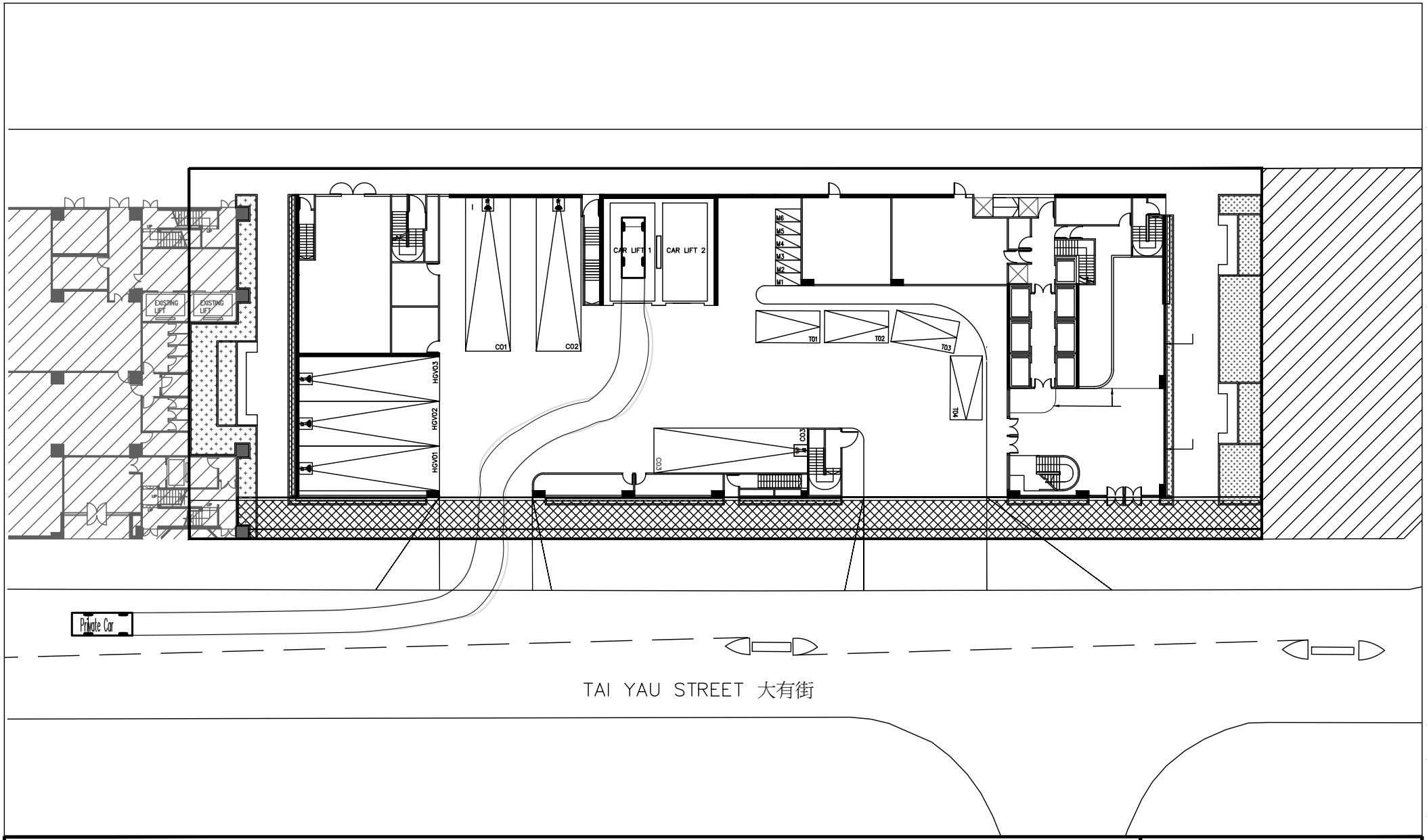

PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.17

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	SWEPT PATH ANALYSIS FOR PRIVATE CAR
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

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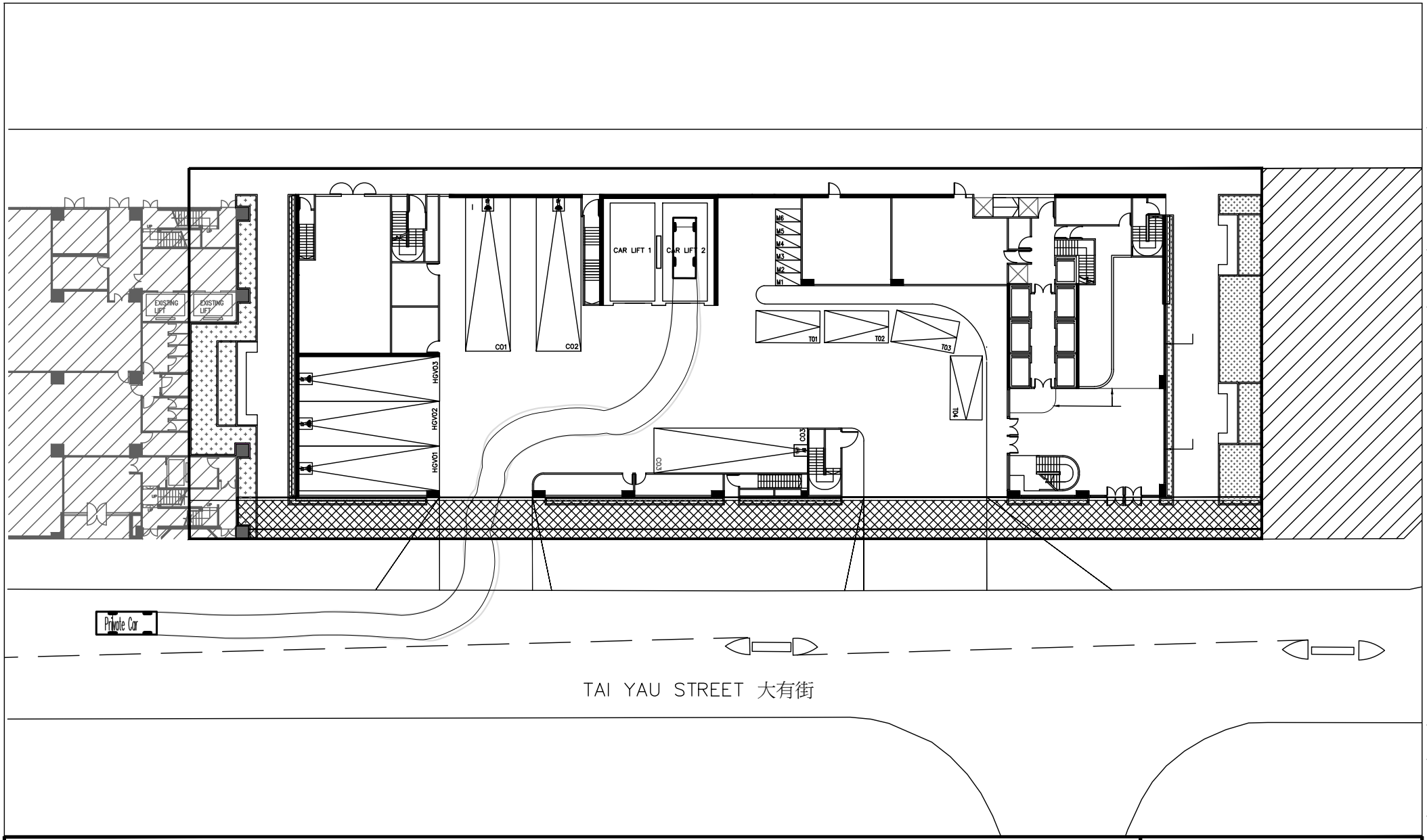

PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.18

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	SWEPT PATH ANALYSIS FOR PRIVATE CAR
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

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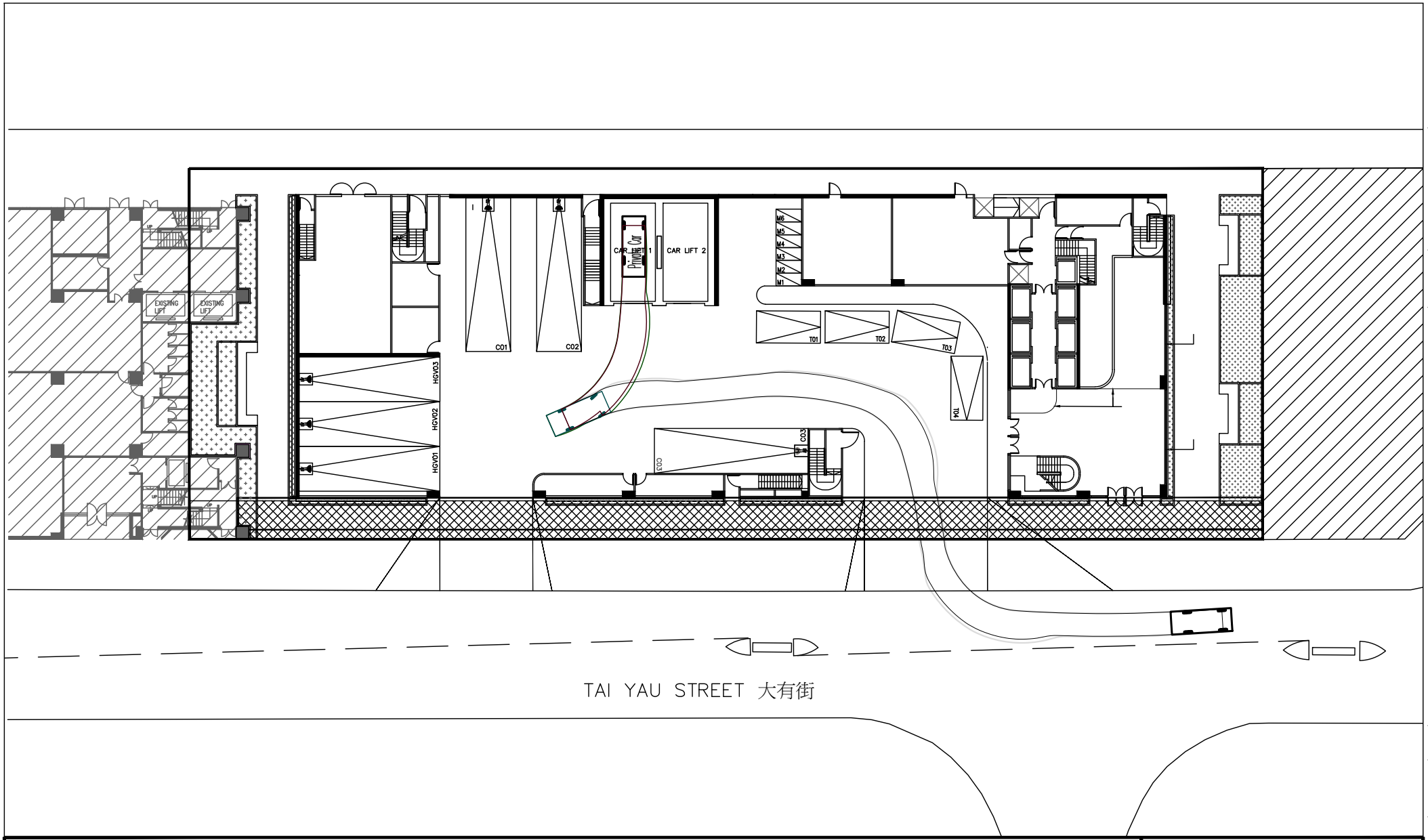

PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.19

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	SWEPT PATH ANALYSIS FOR PRIVATE CAR
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

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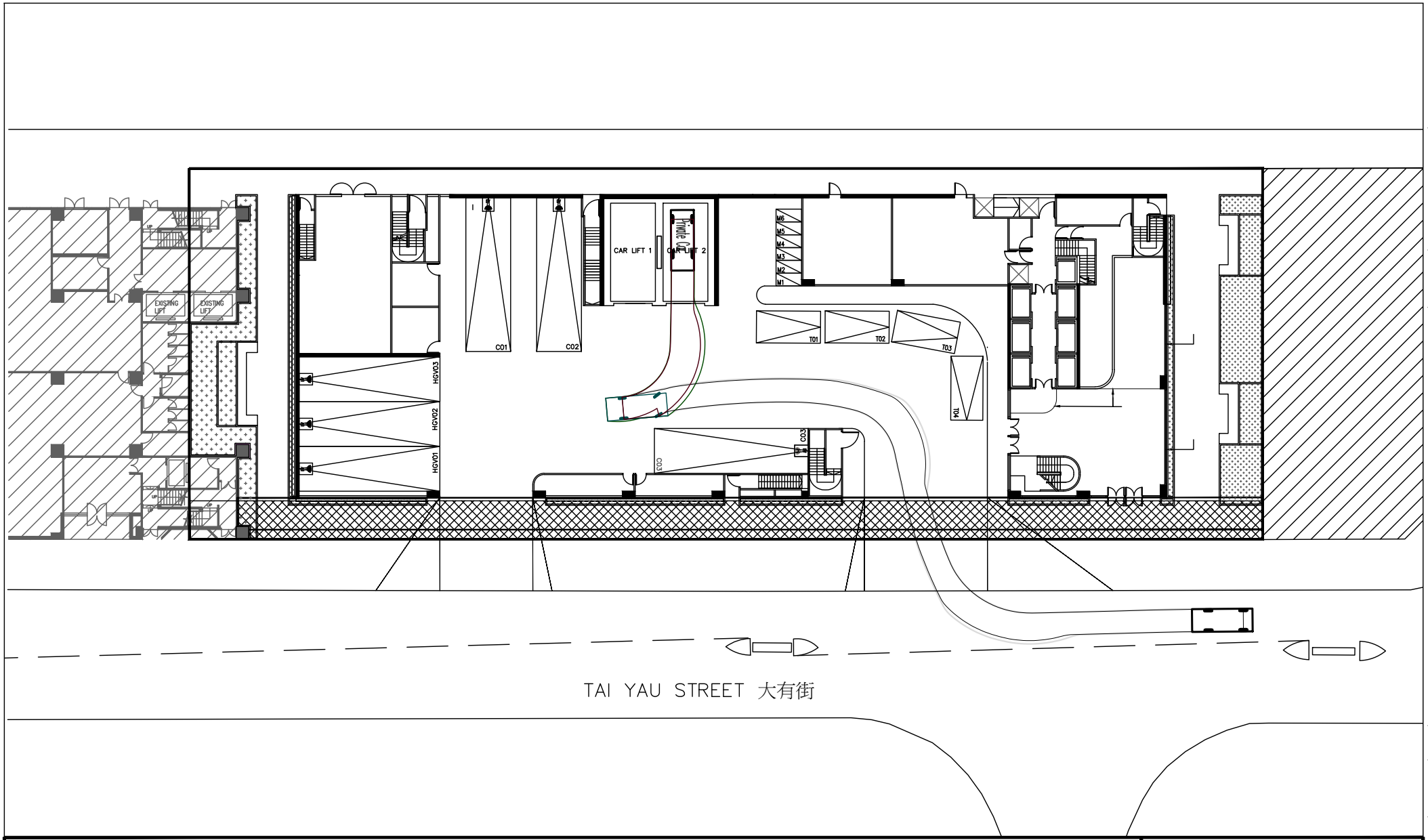

PROJECT TITLE

Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.20

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	SWEPT PATH ANALYSIS FOR PRIVATE CAR
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

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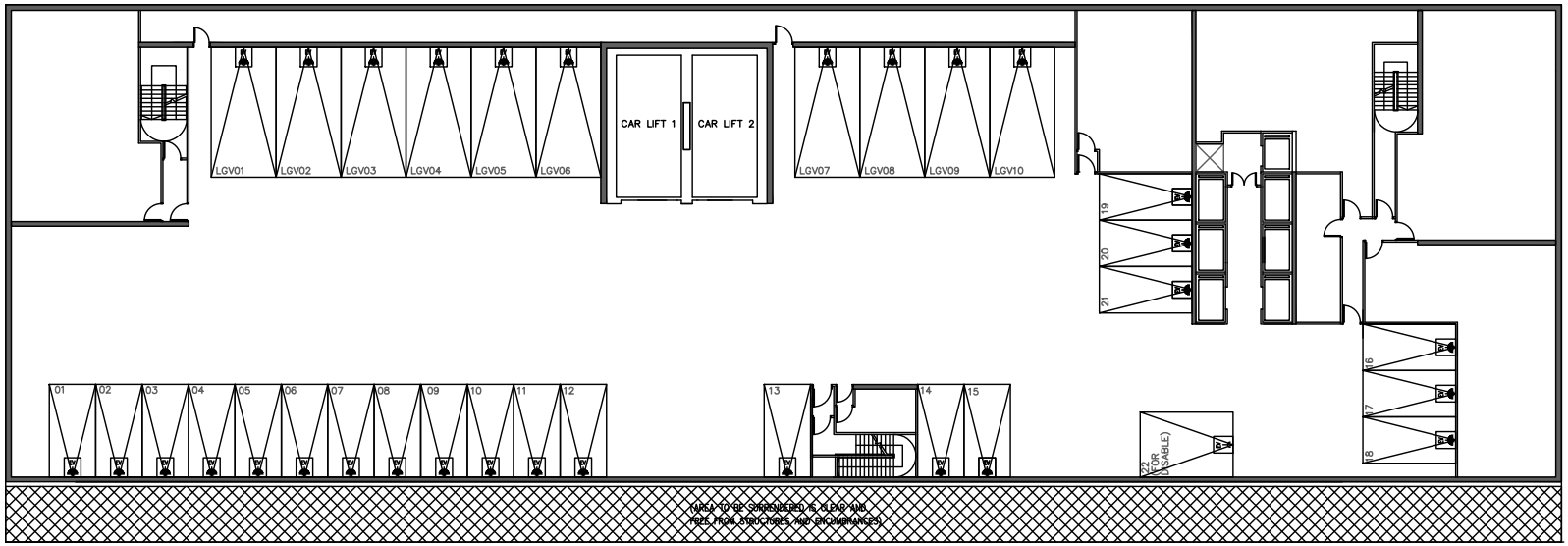

BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE BASEMENT FLOOR PLAN	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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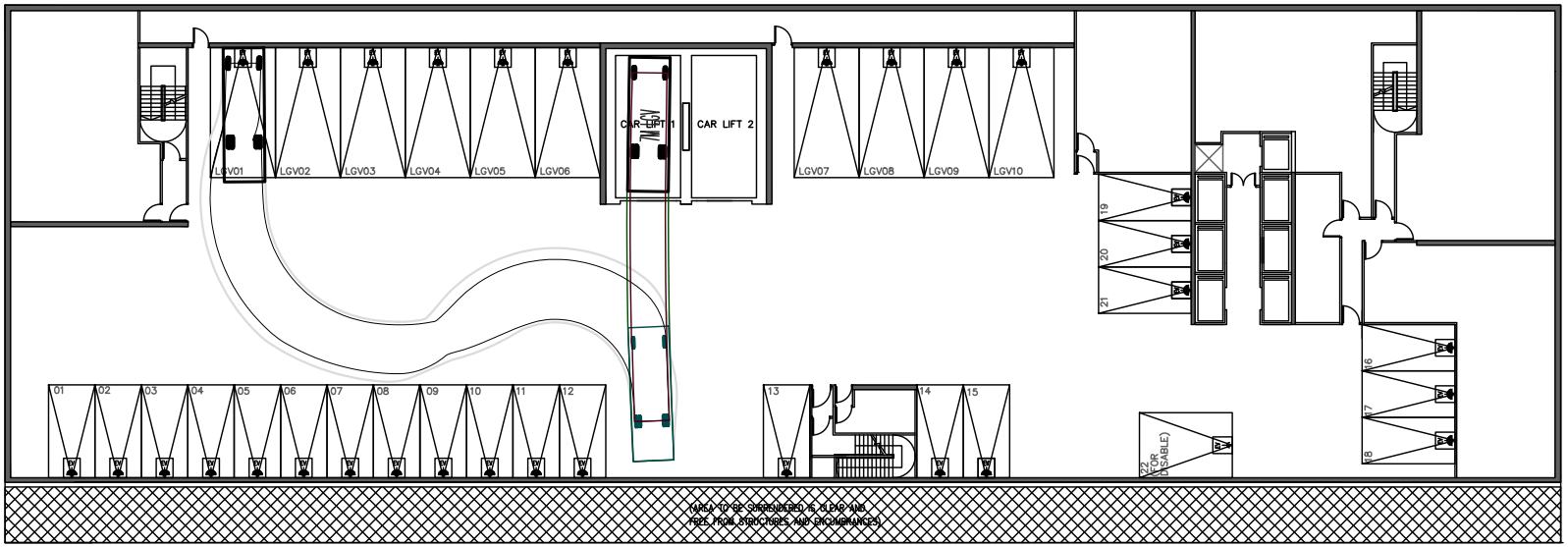

BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.1**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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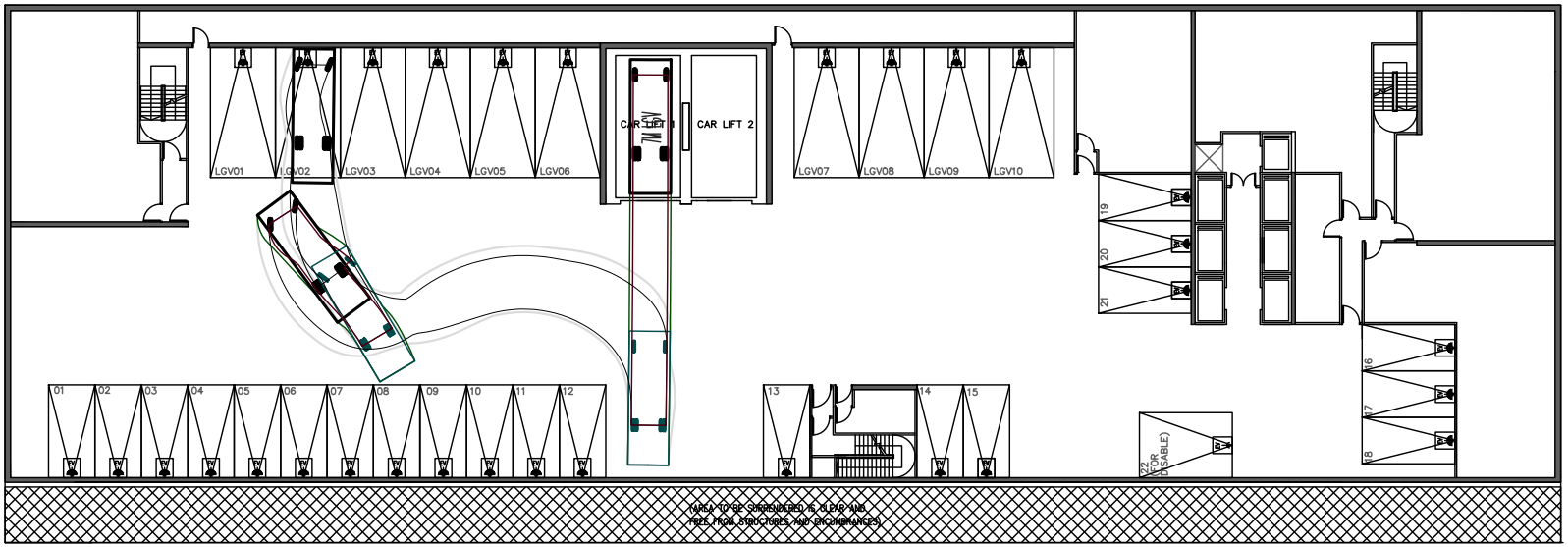

BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.2**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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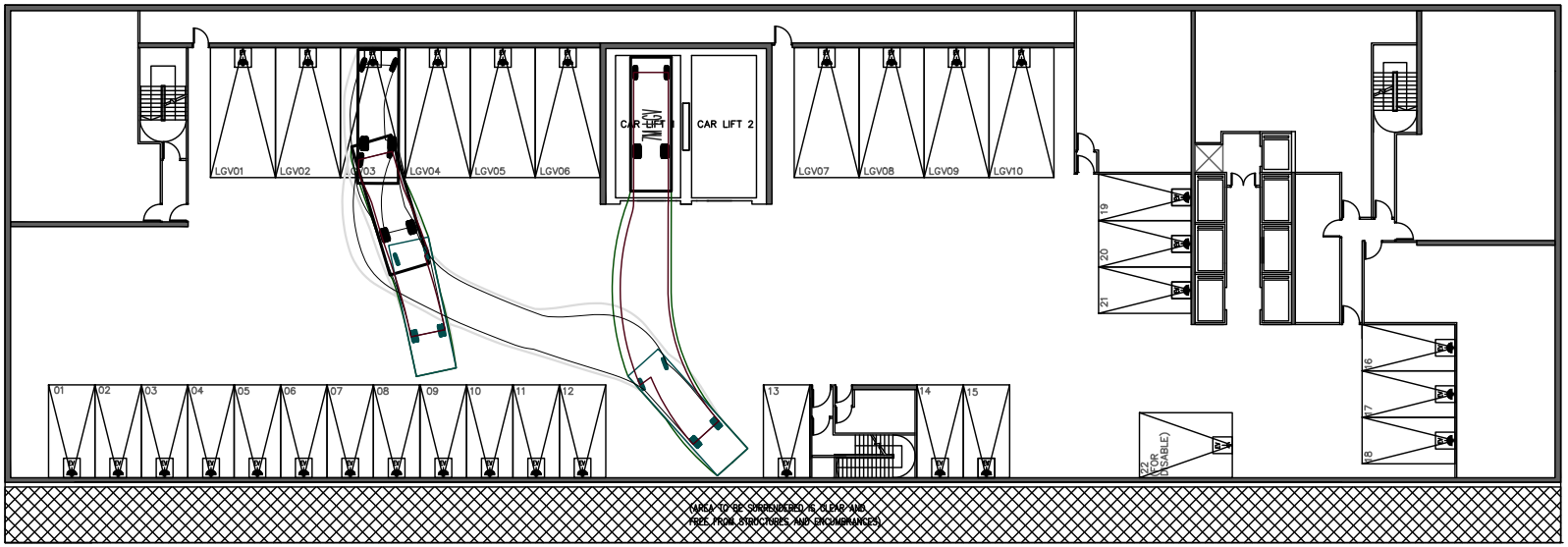

BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.3**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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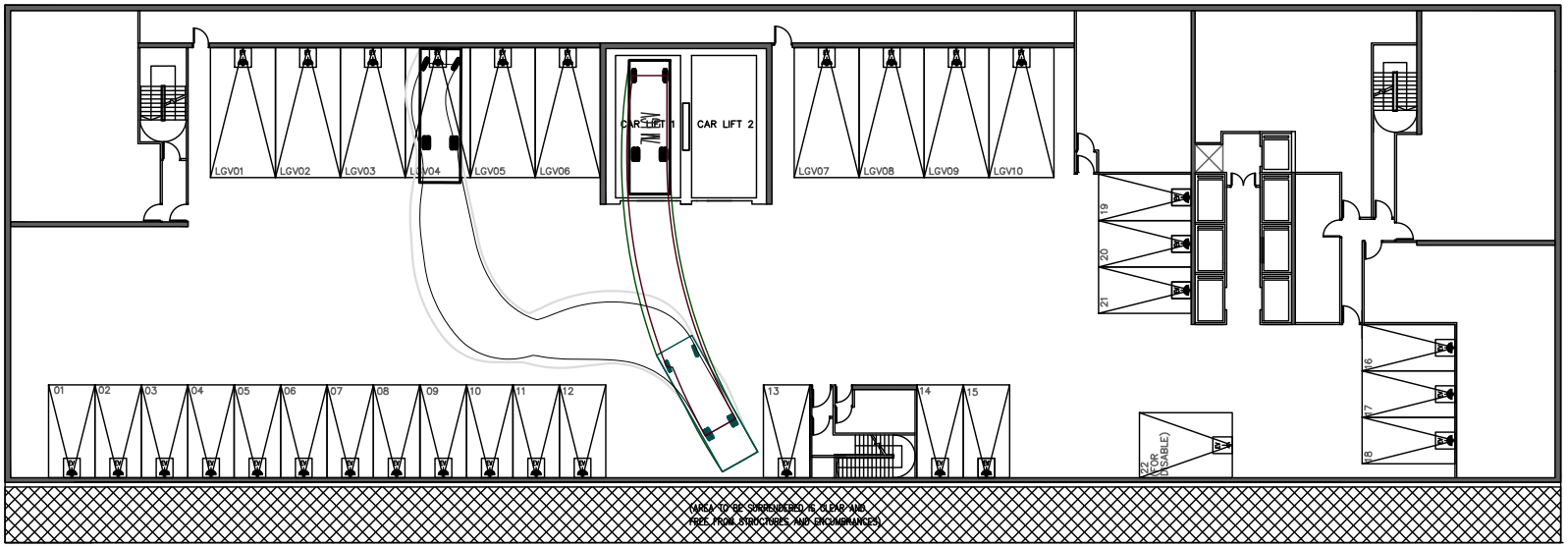

BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.4**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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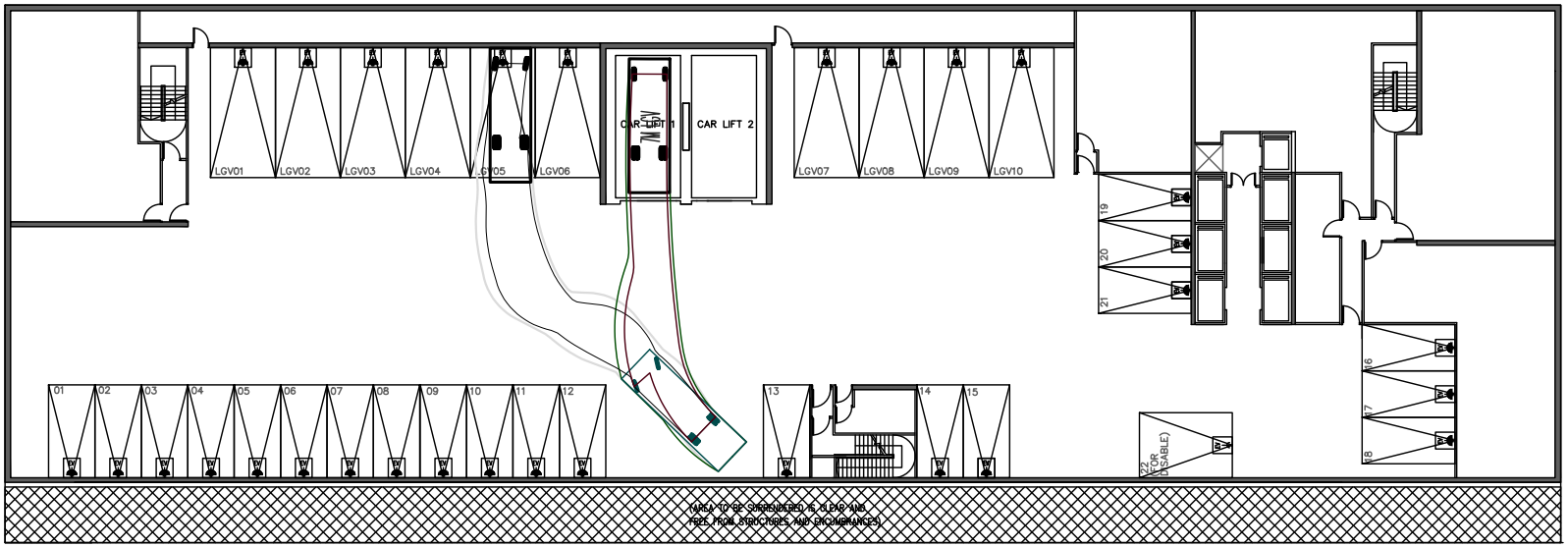

BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.5**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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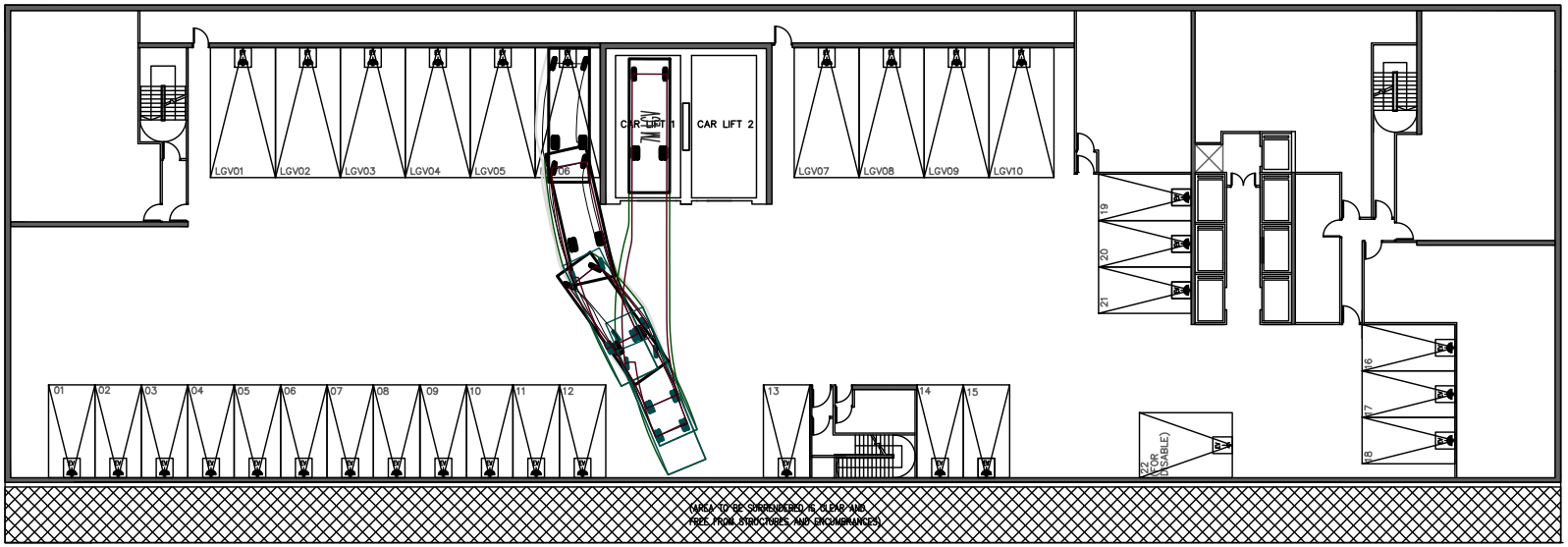

BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.6**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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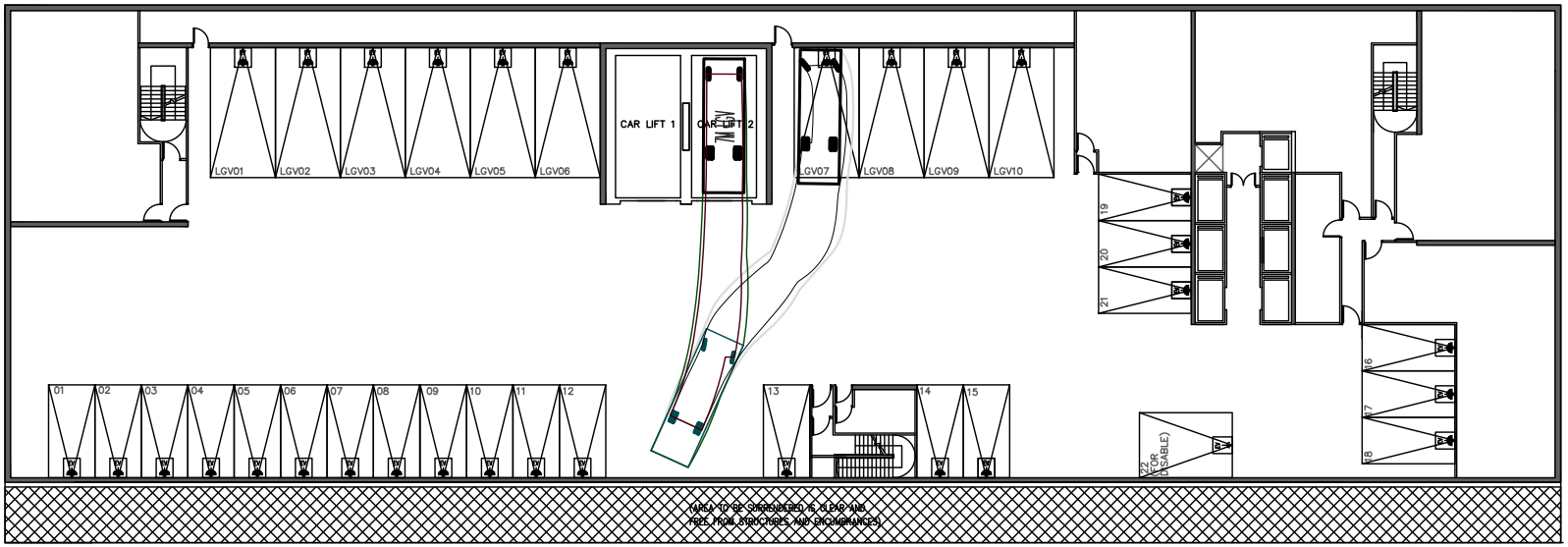

BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.7**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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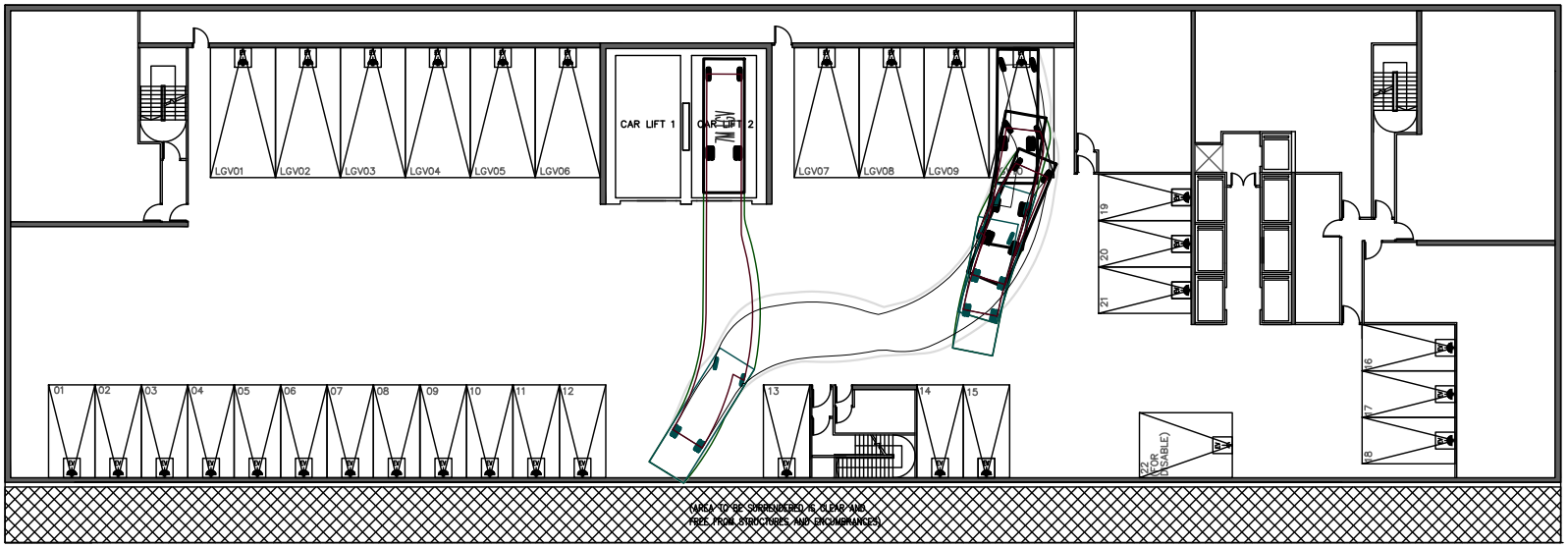

BASEMENT FLOOR

PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE BF-1.8

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

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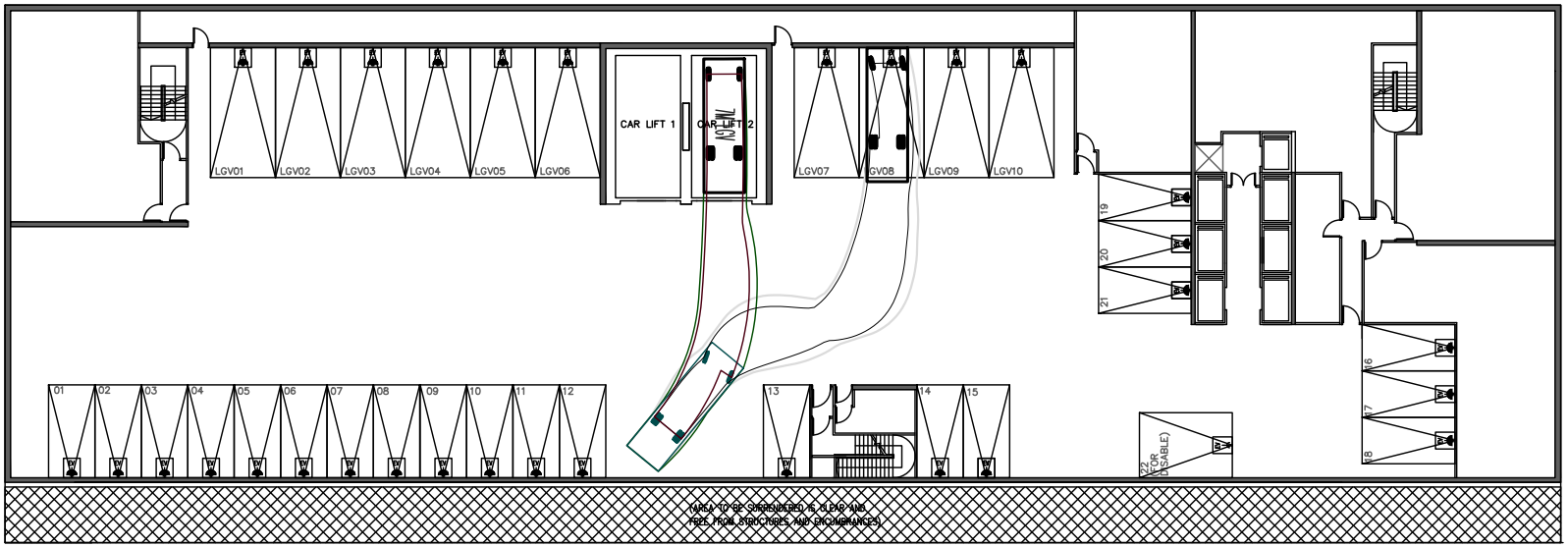

BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.9**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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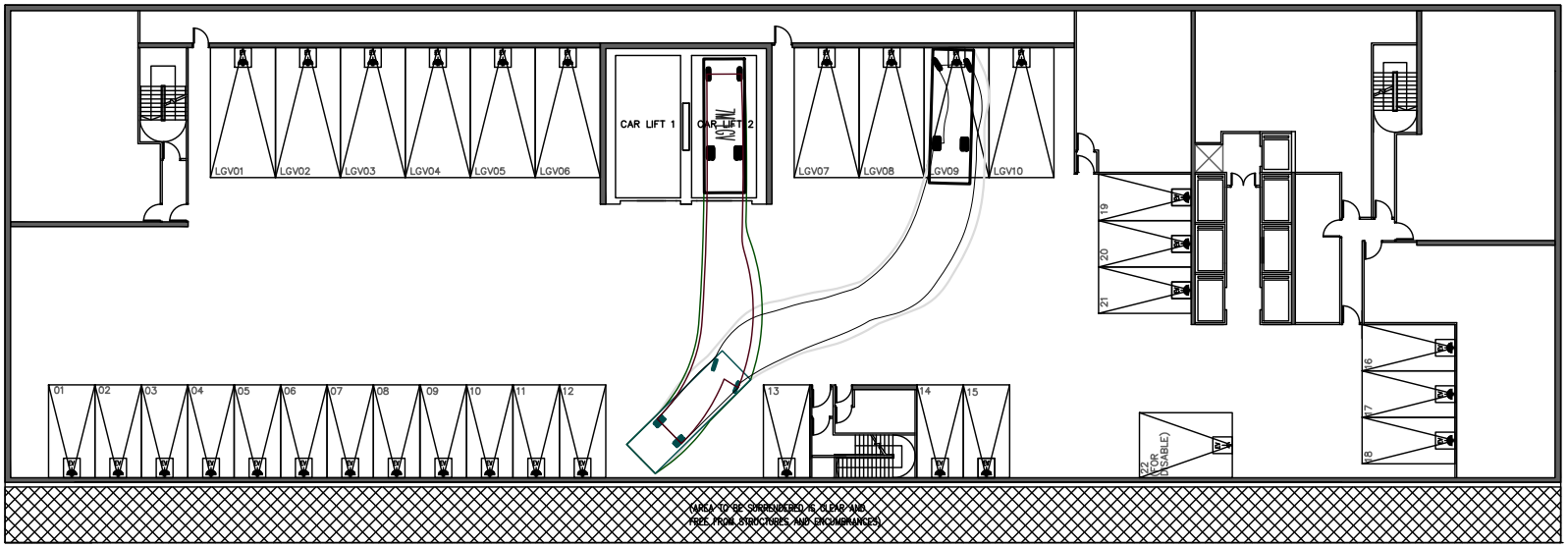

BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.10**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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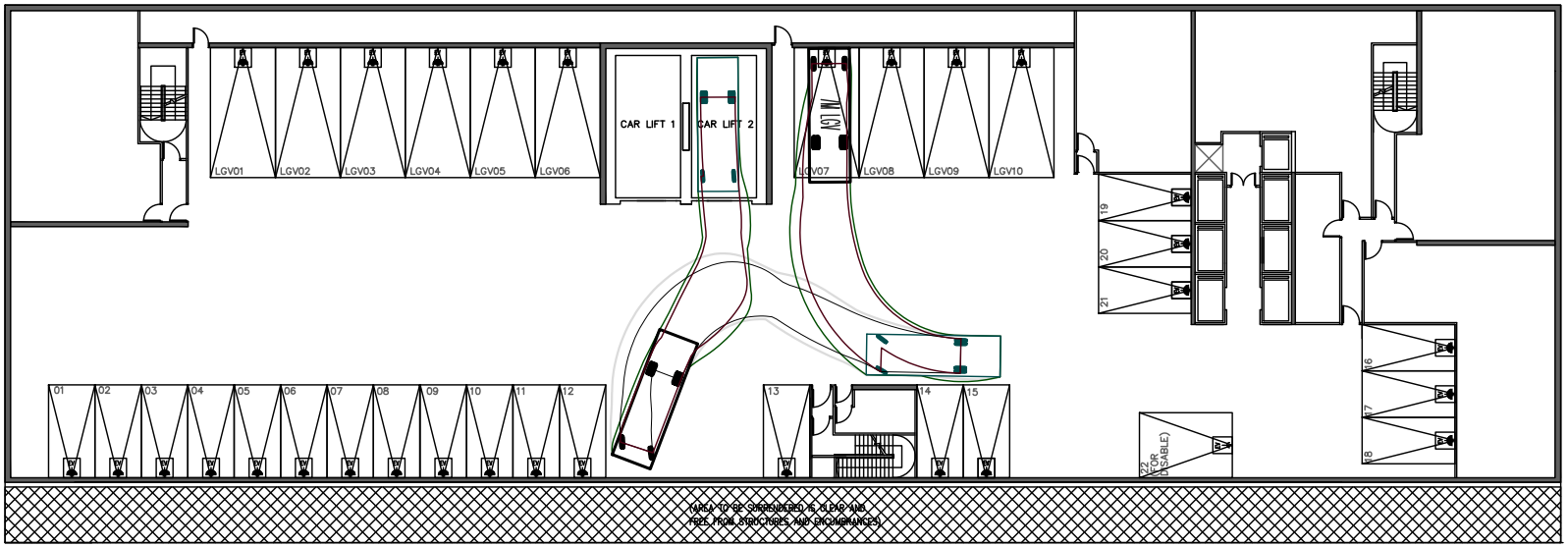

BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.11**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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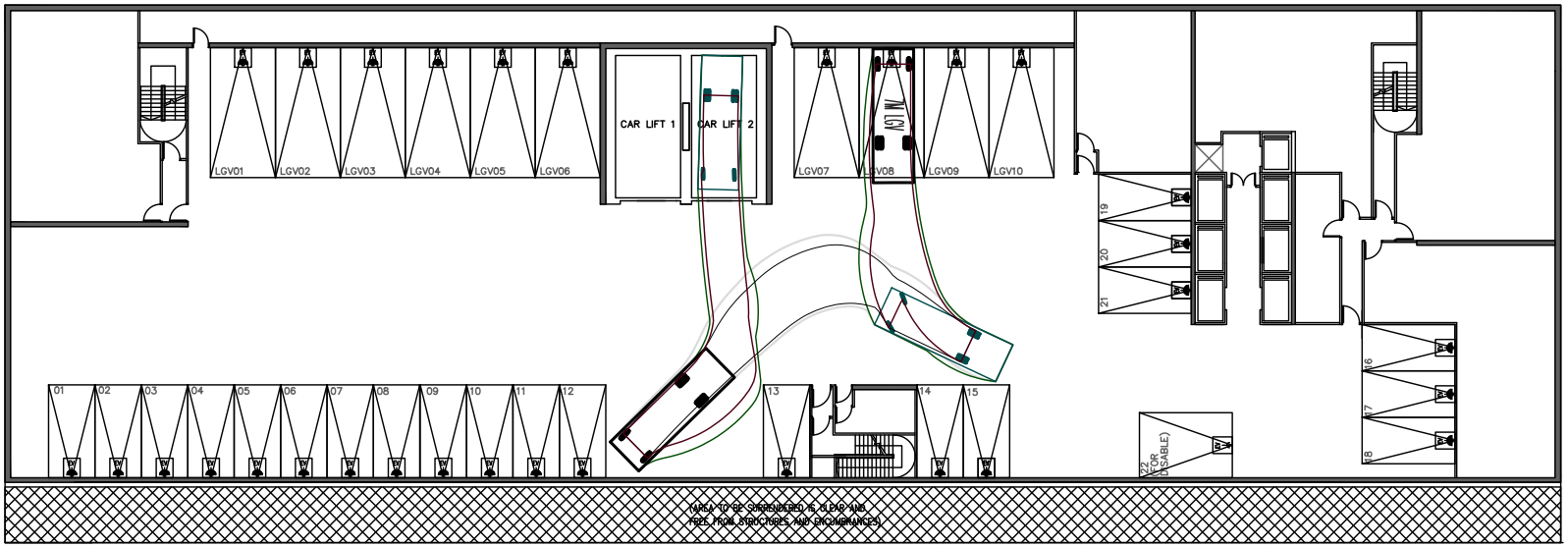

BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.12**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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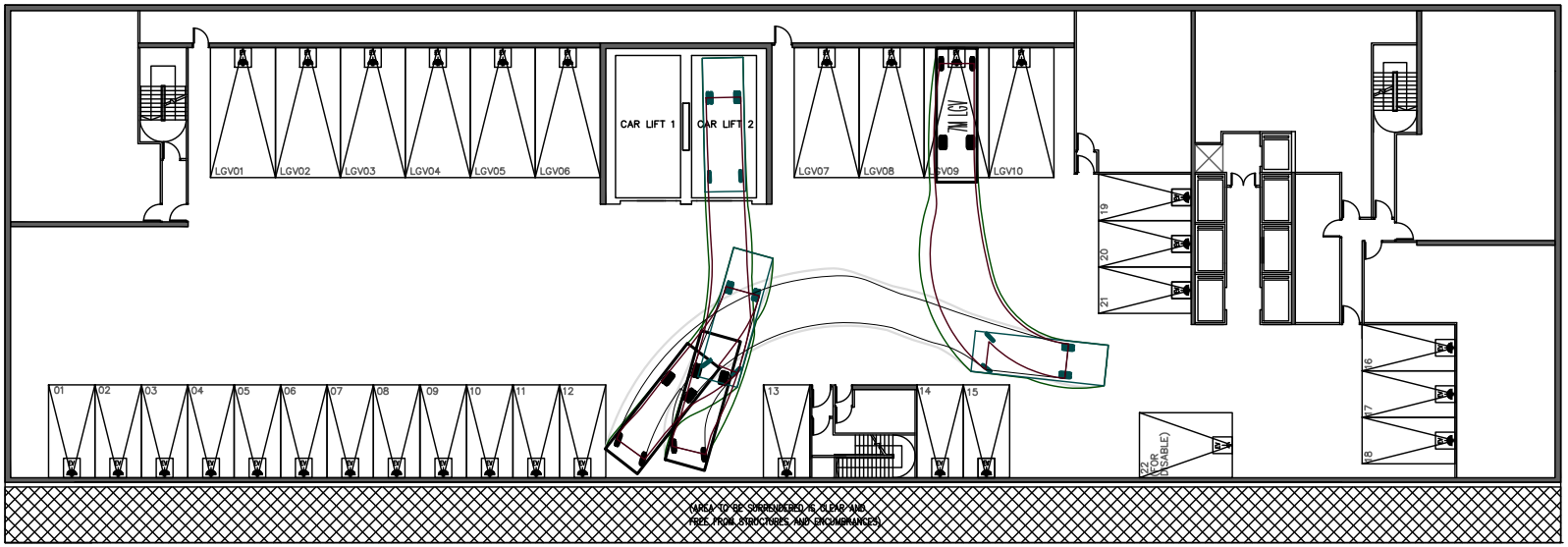

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DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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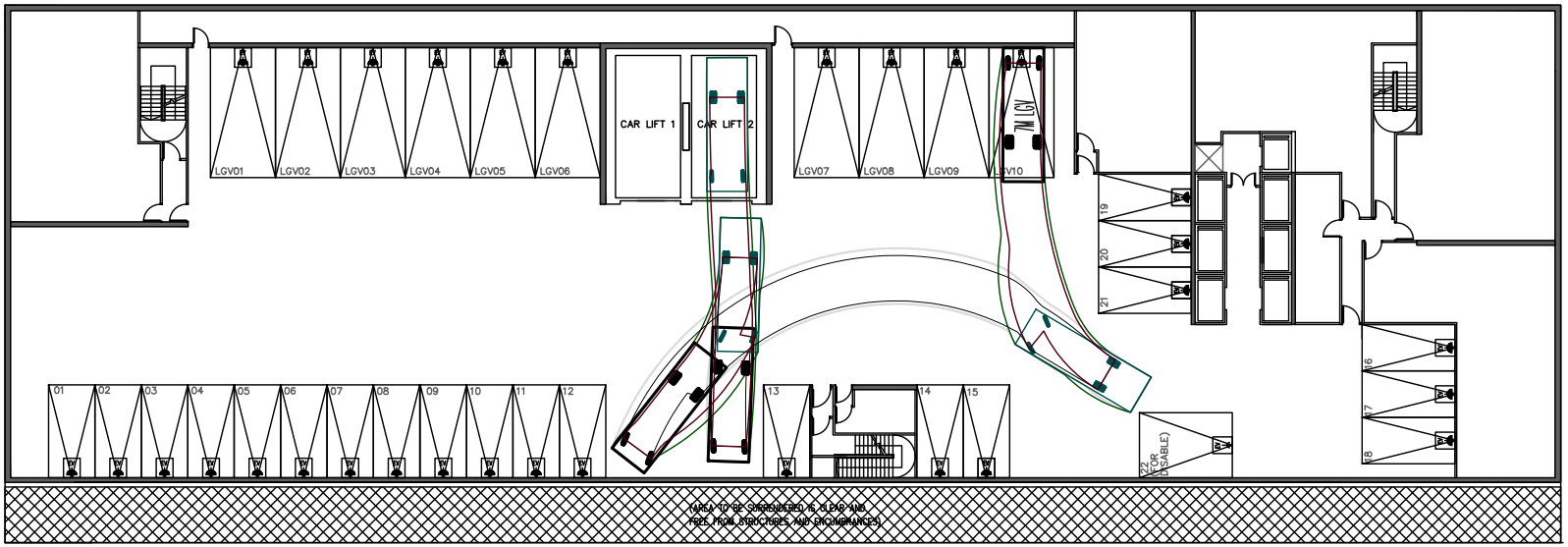

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DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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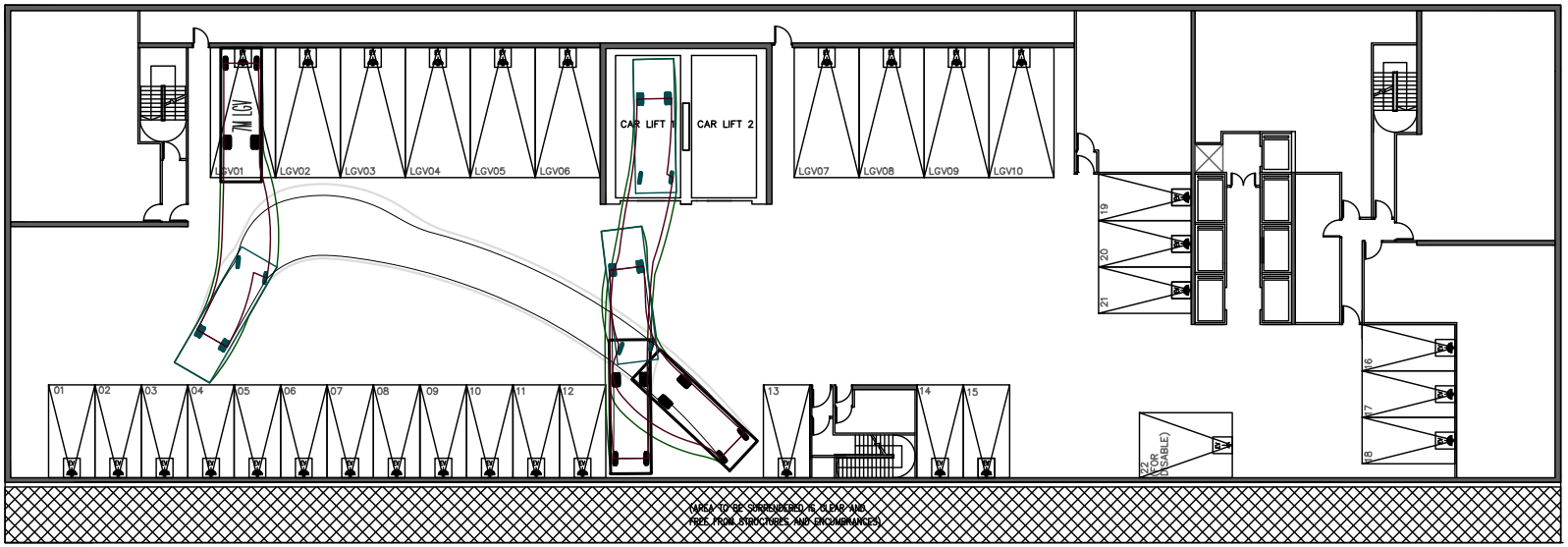

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PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.15**
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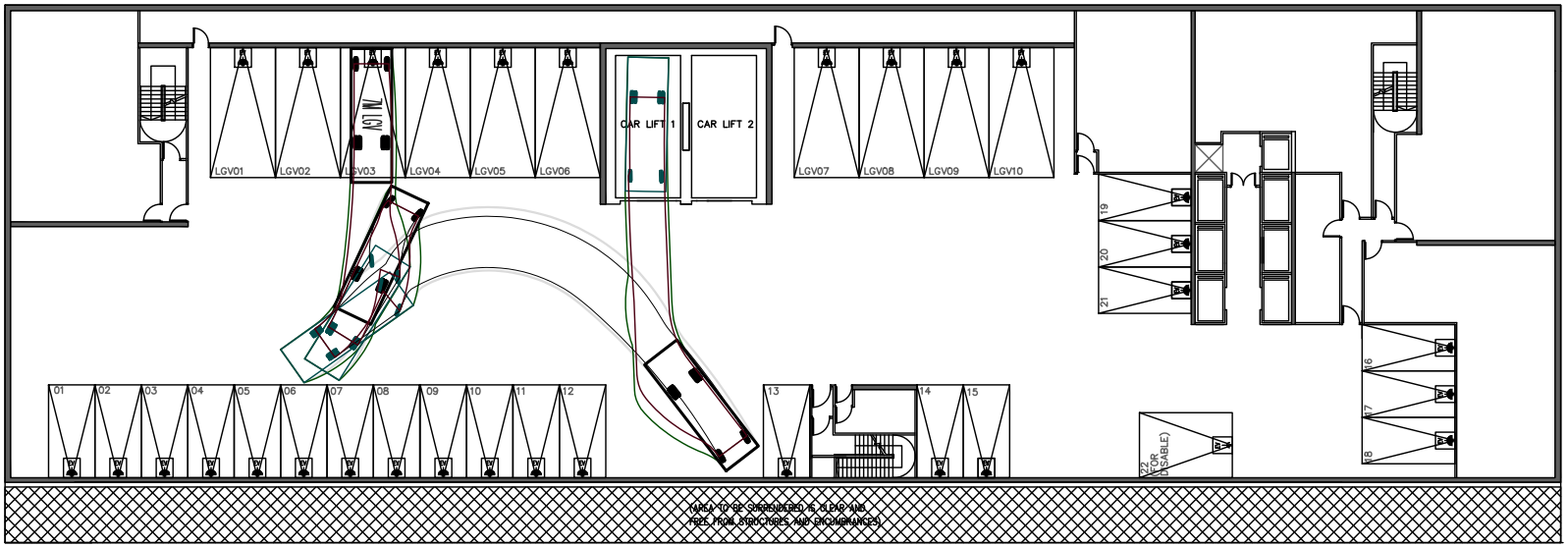

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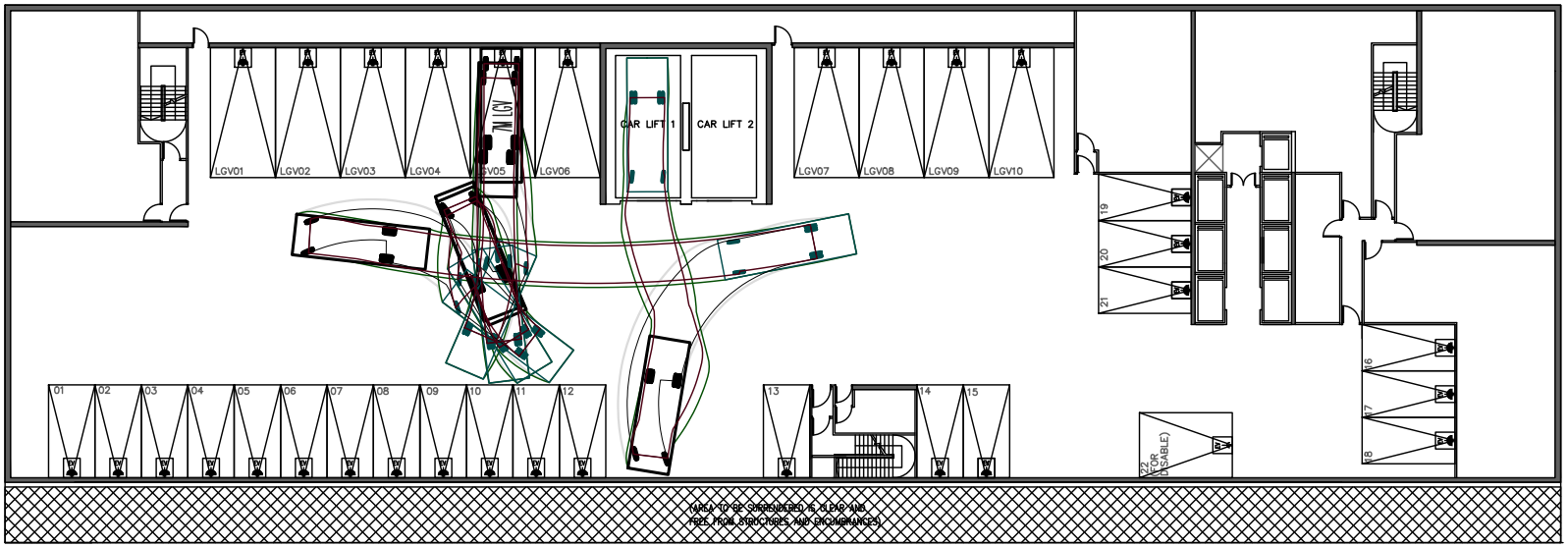

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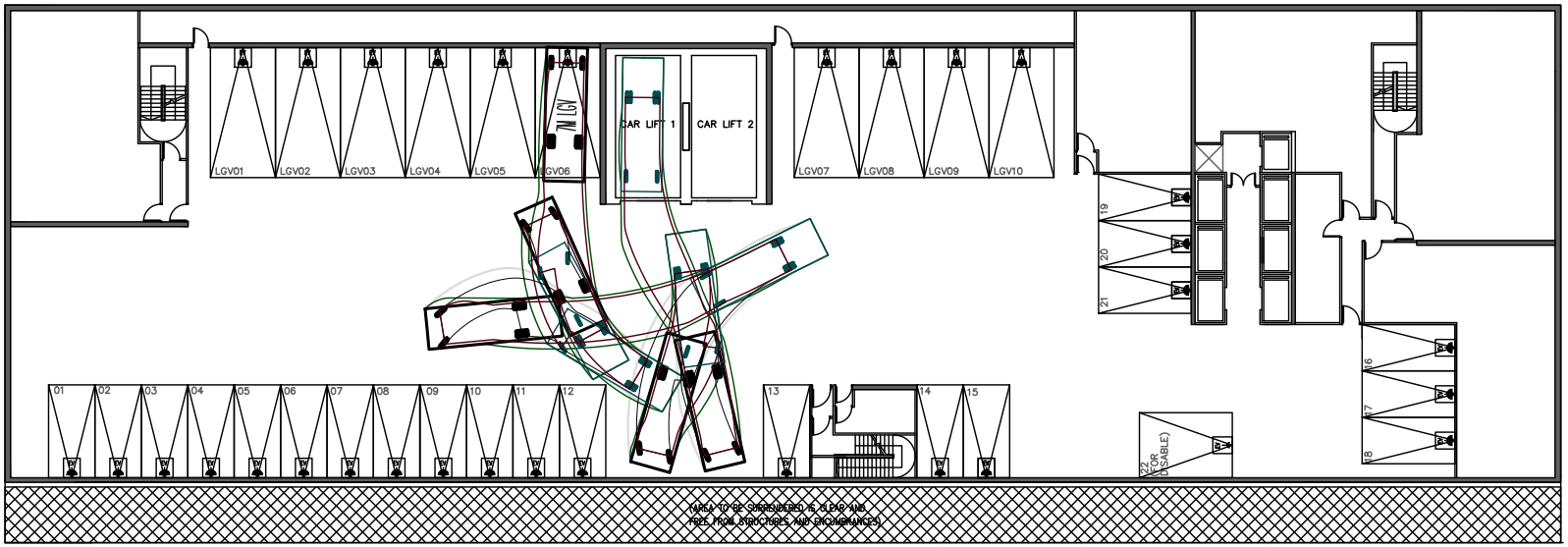

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DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
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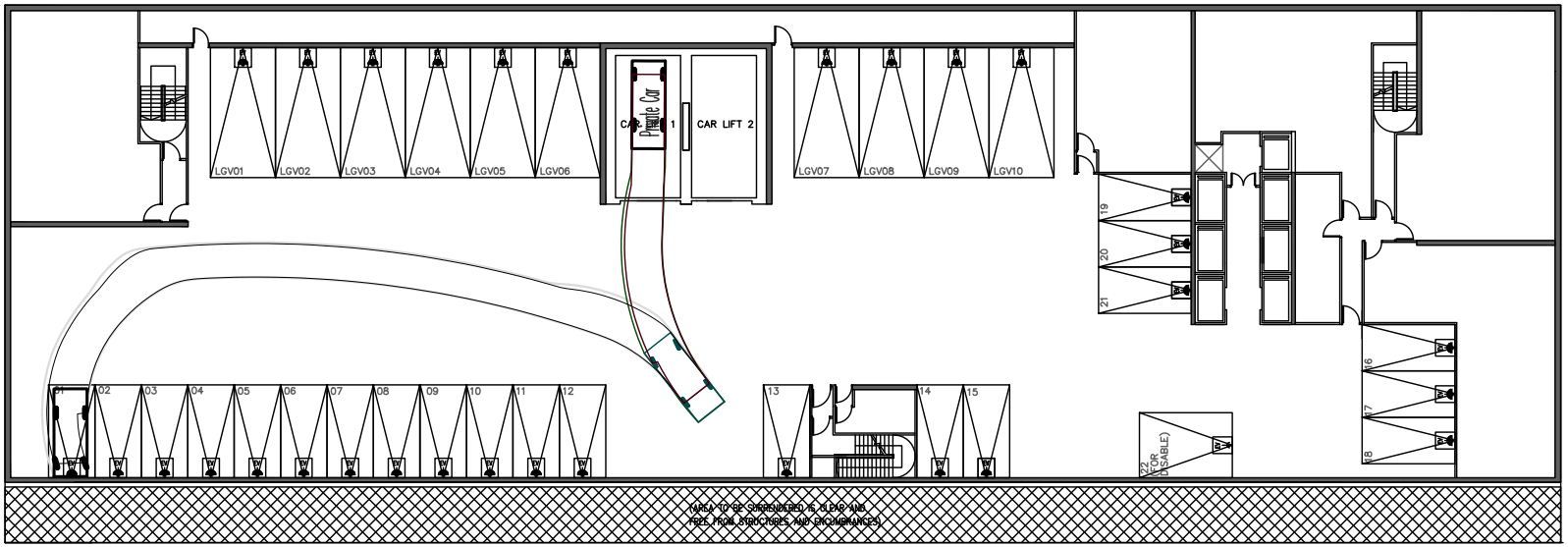

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DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
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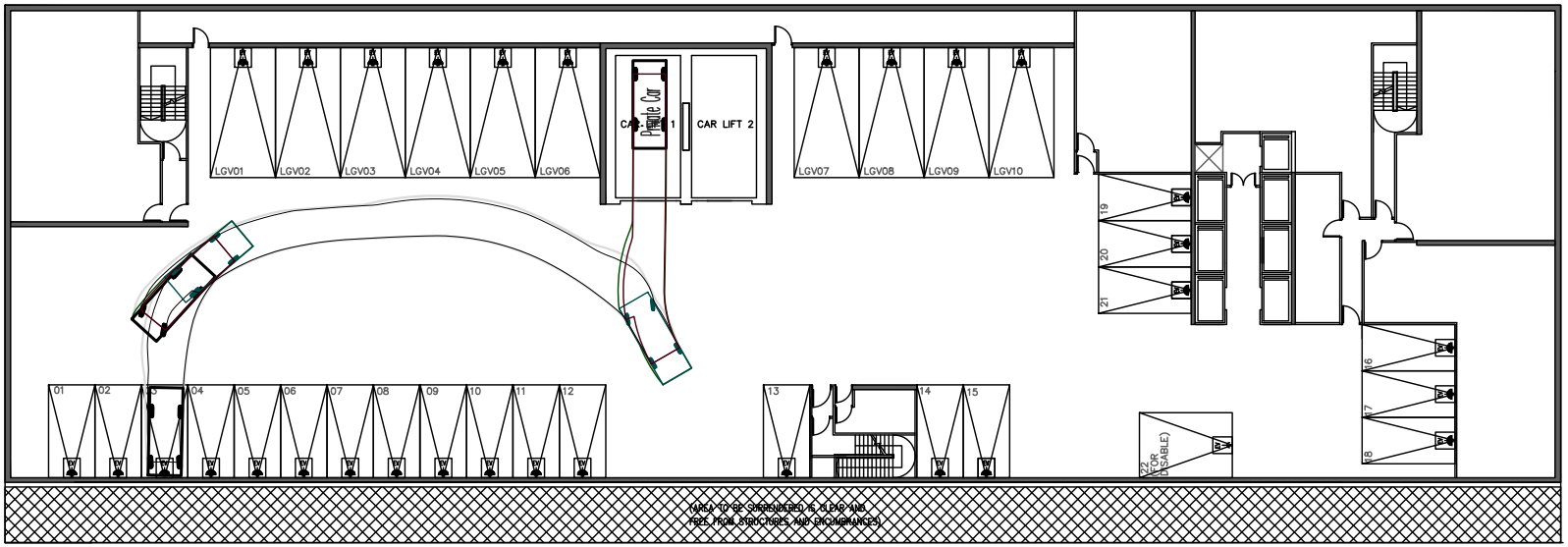

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DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
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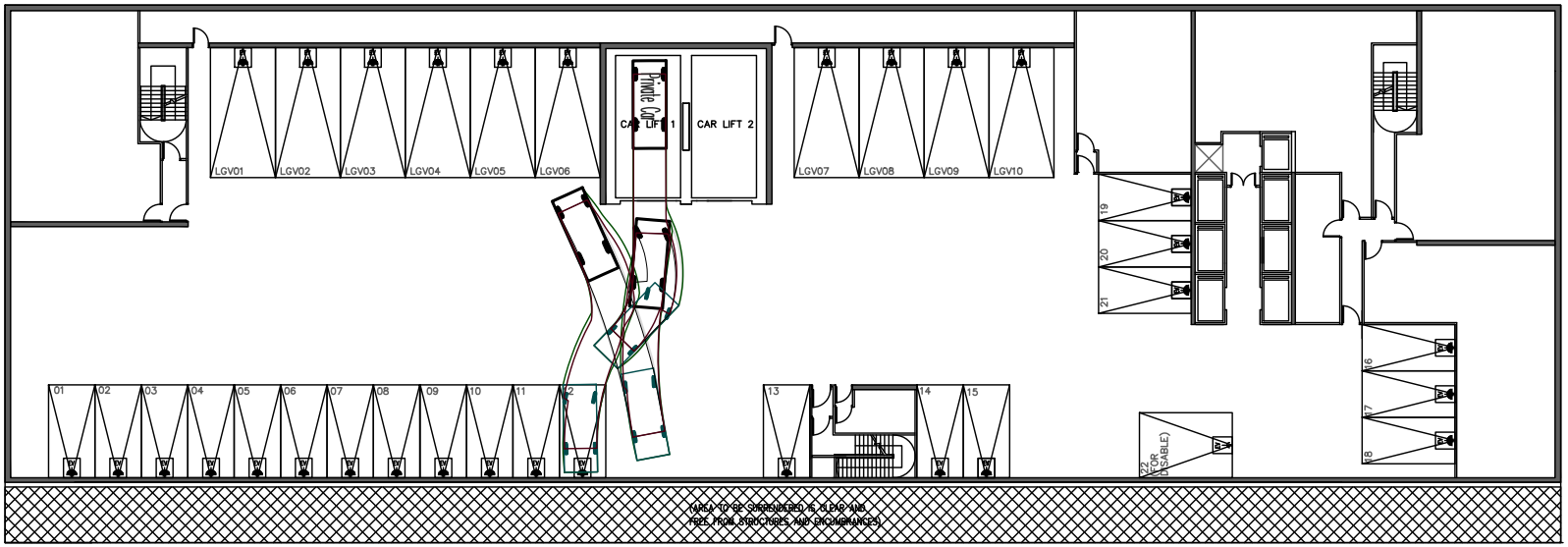

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DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
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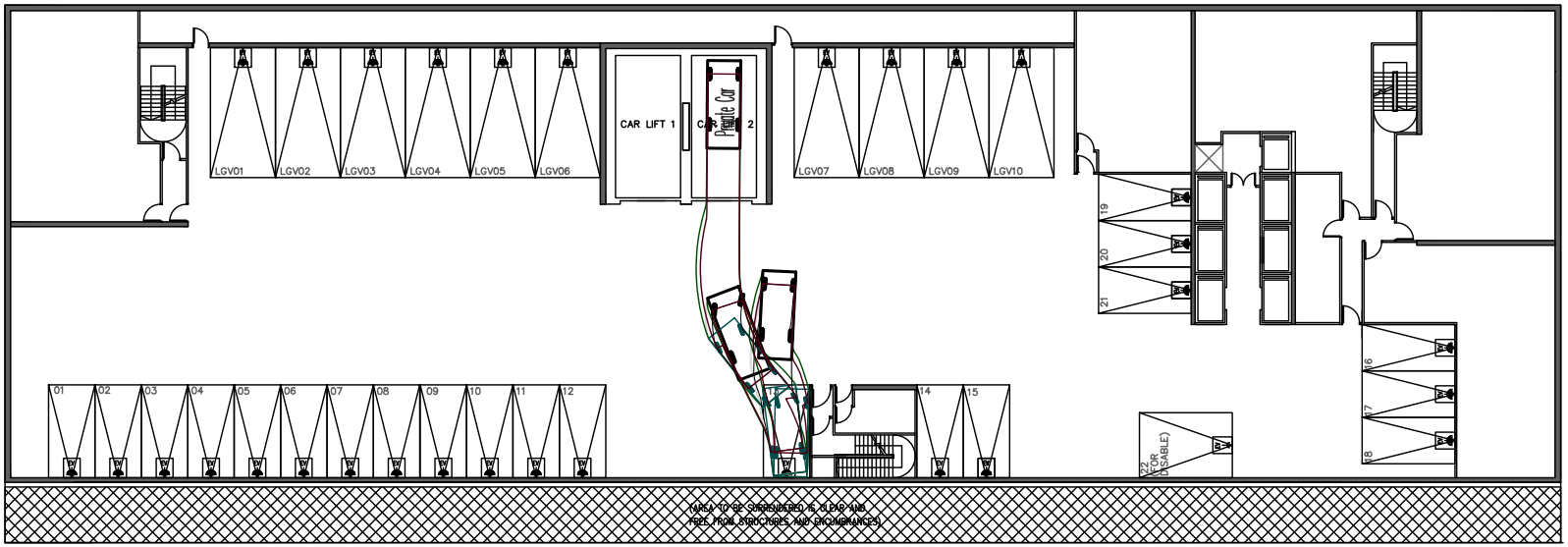

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DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
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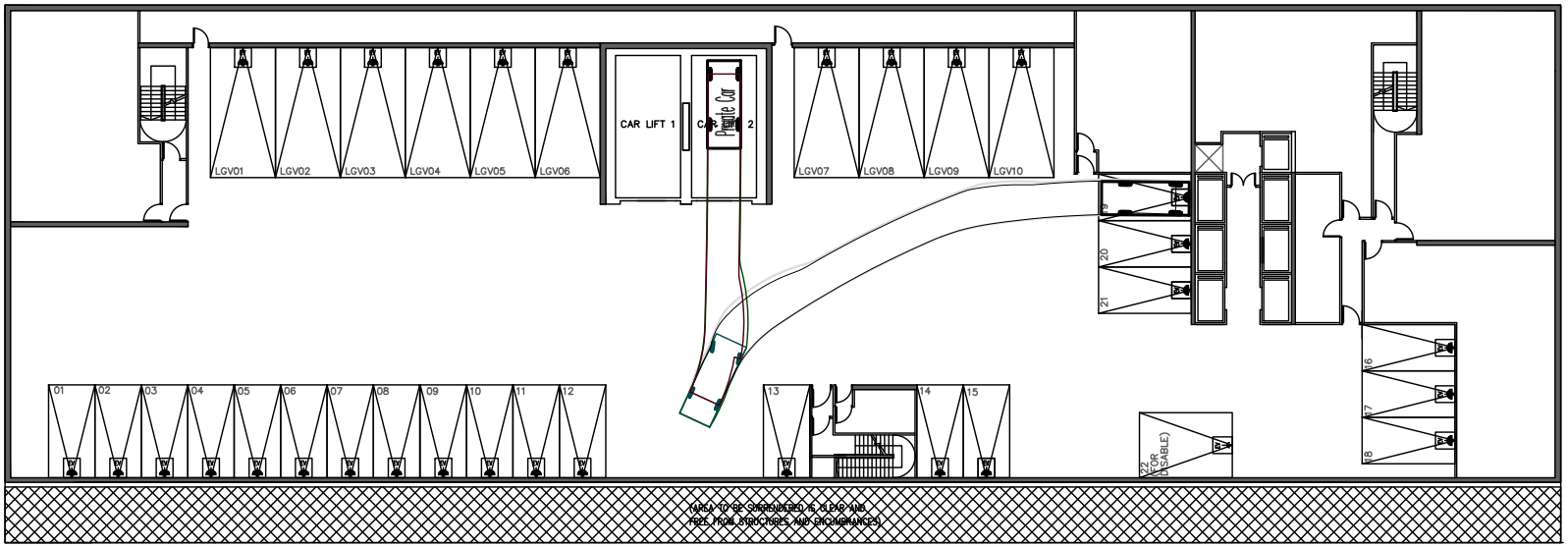

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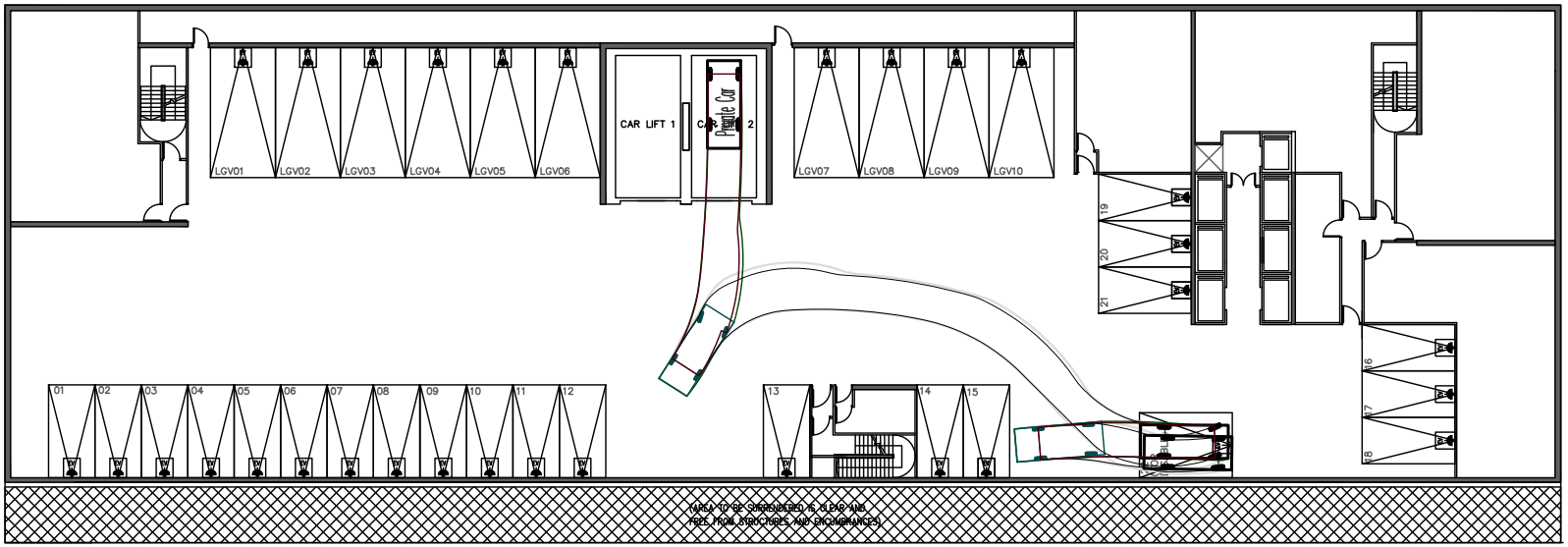

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DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
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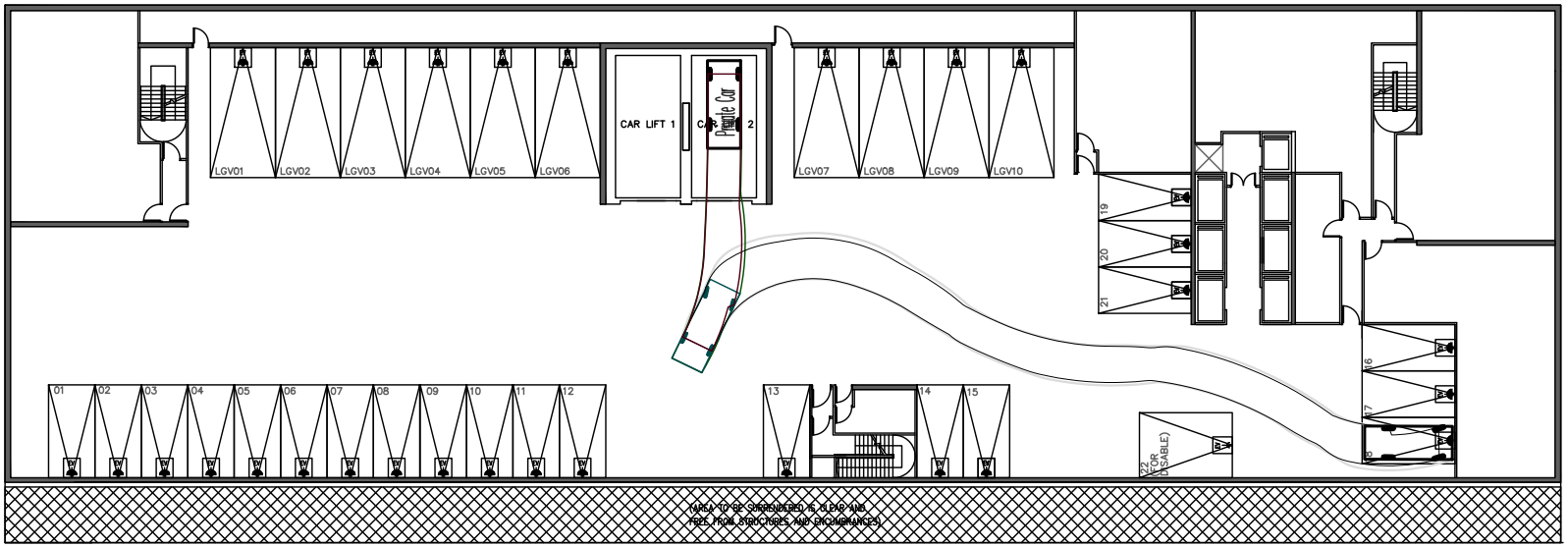

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DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
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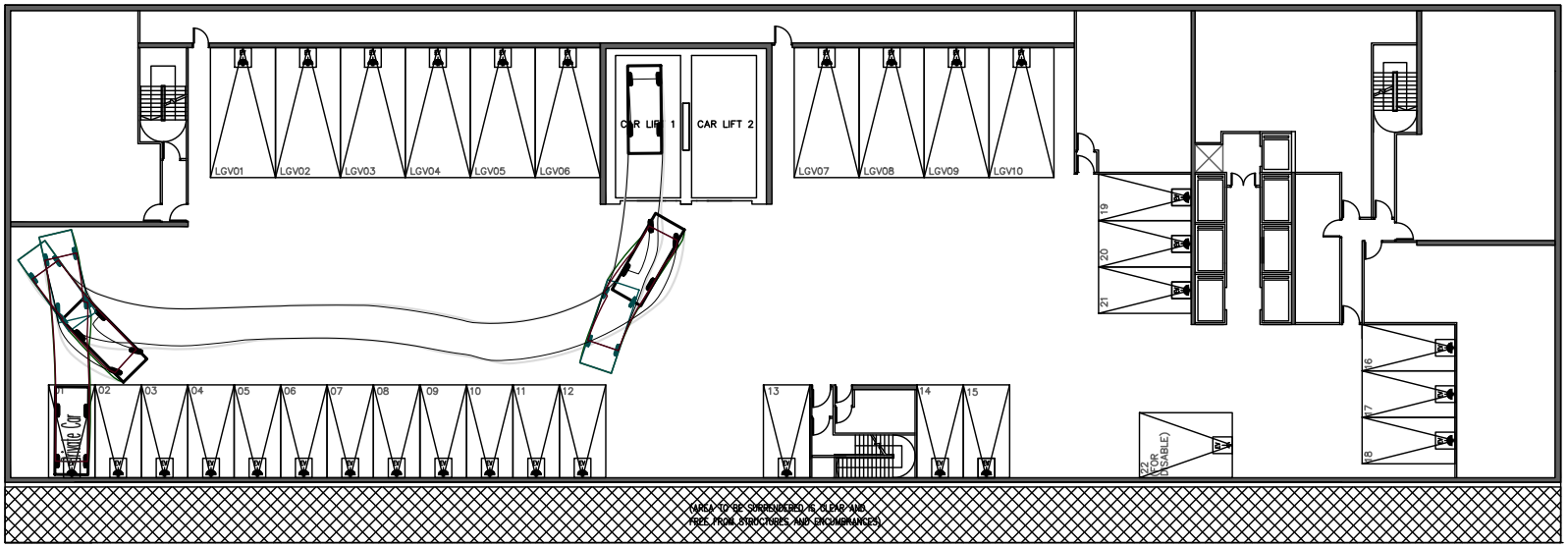

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DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
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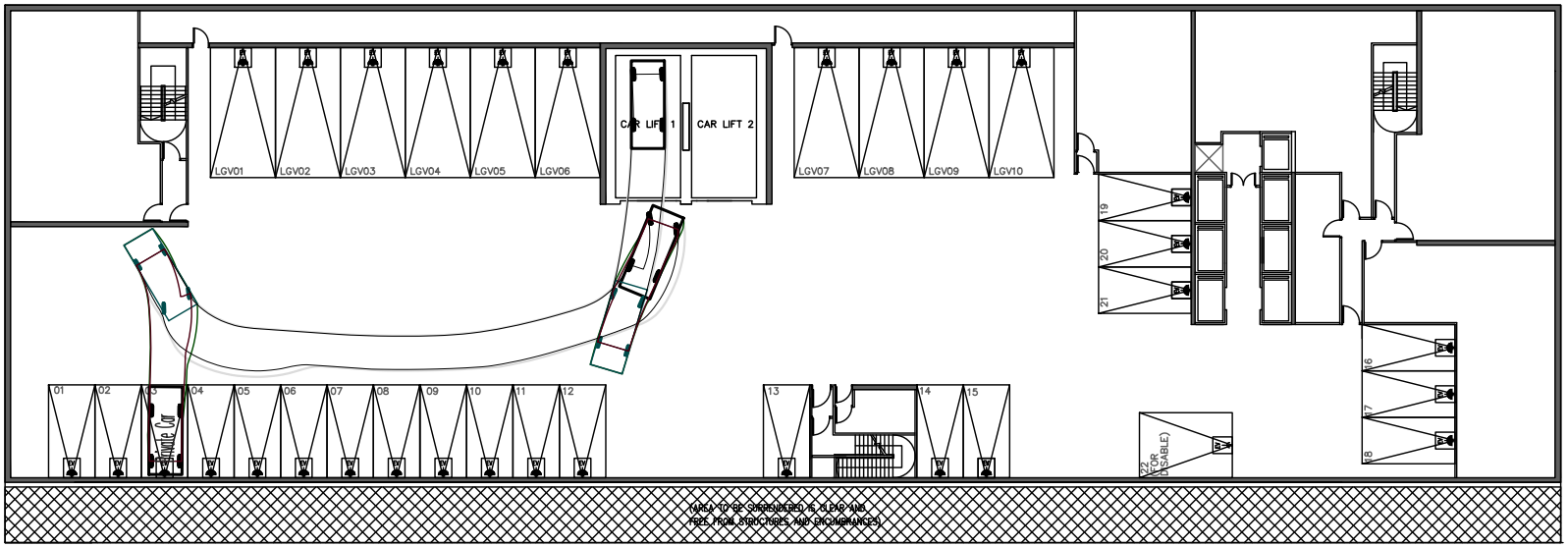

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DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
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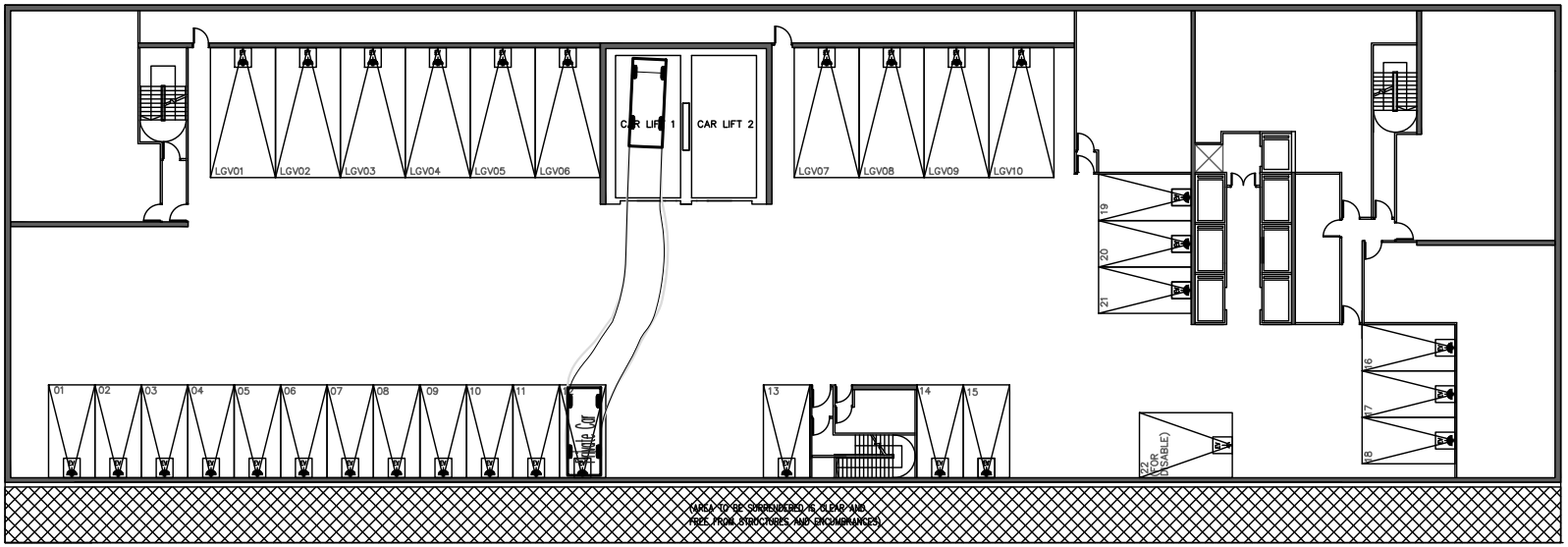

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DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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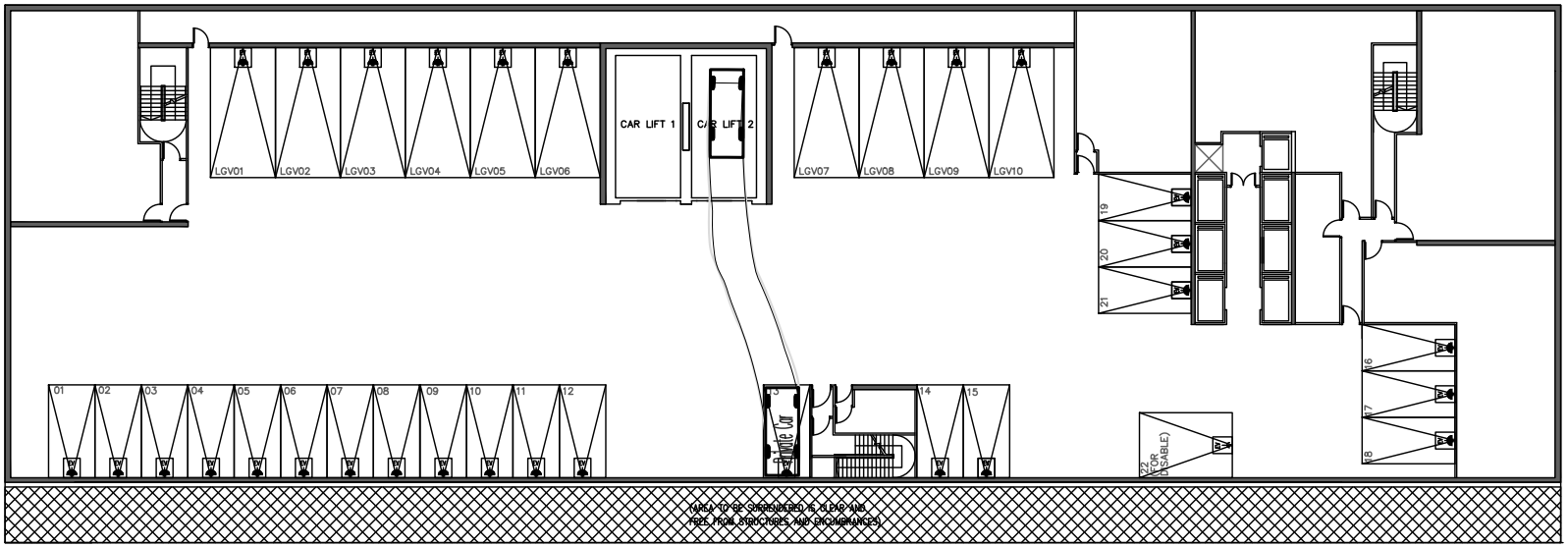

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DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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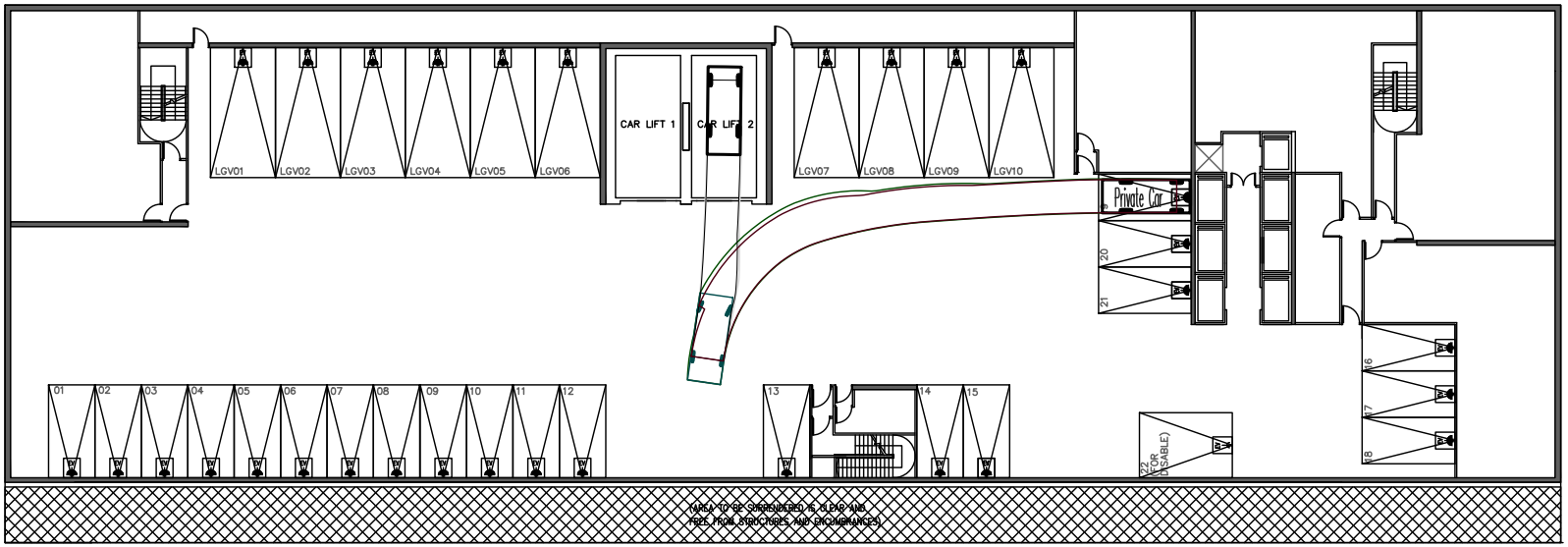

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DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
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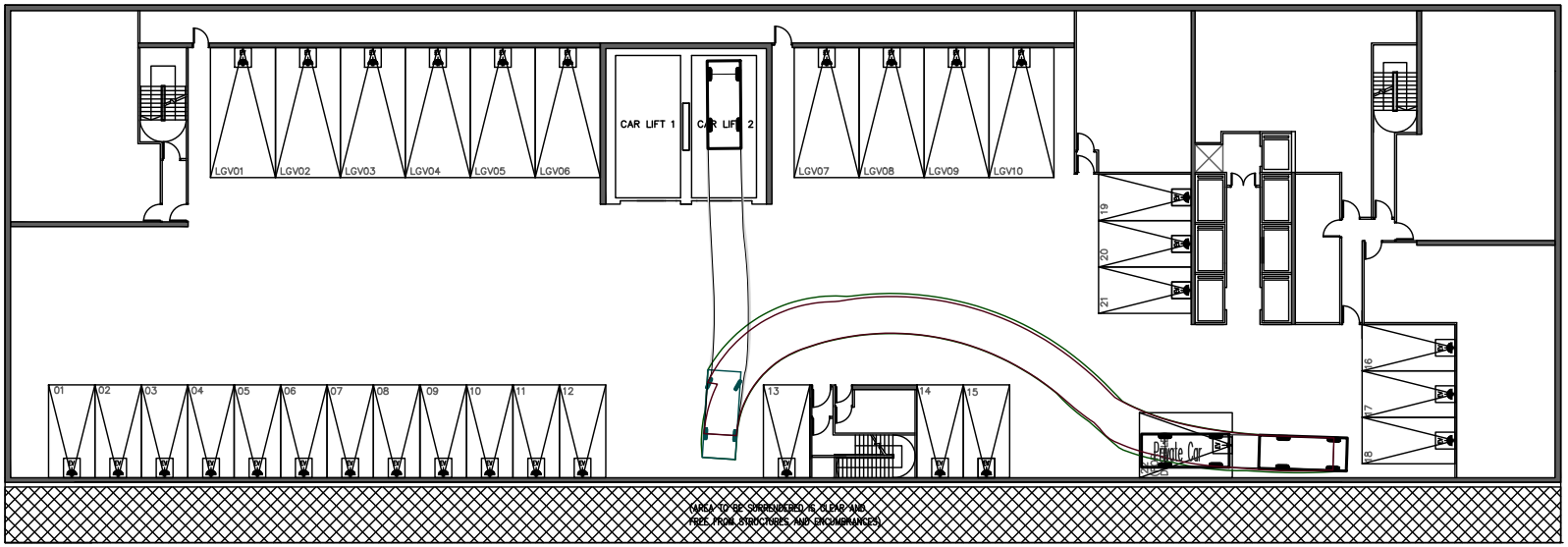

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DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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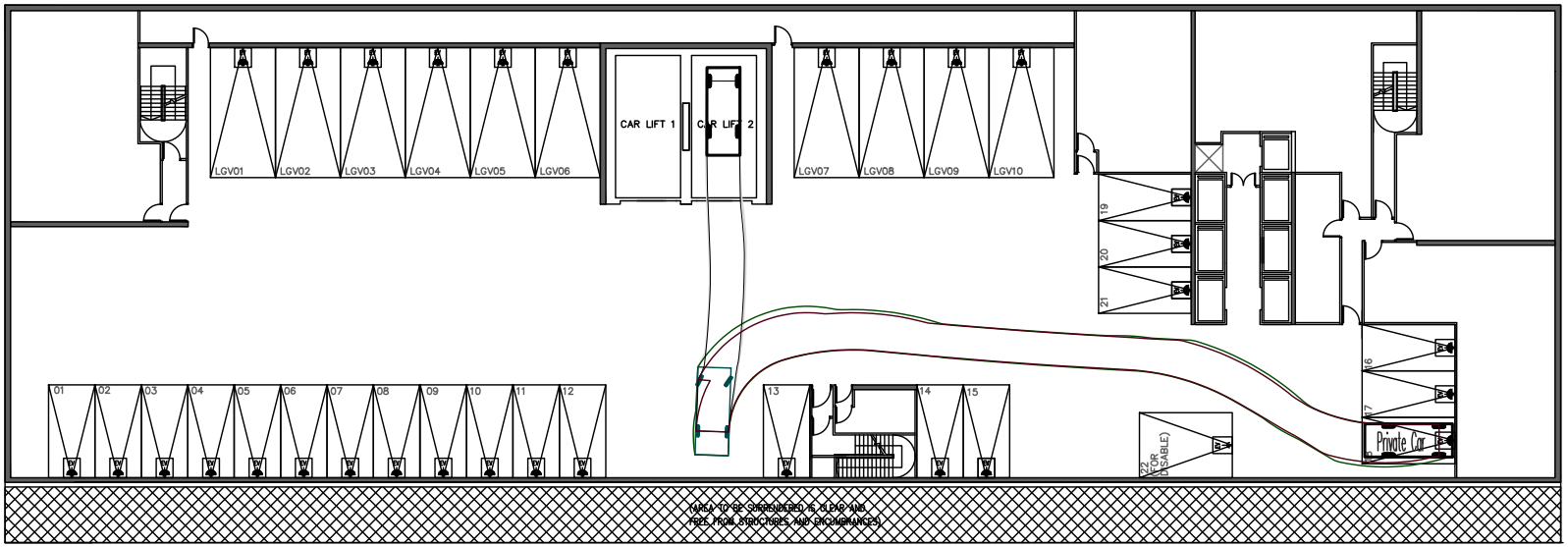

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DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

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Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B

TRAFFIC IMPACT ASSESSMENT REPORT

Reference: J03007-R01-02
Date: November 2025

AMG CONSULTANCY LIMITED

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Appendix A Junction Analysis

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Appendix D Car Lift Assessment

1 Introduction

1.1 Background

The Applicant intends to redevelop the site at 20–24 Tai Yau Street, San Po Kong into a hotel comprising 1,286 guestrooms (hereafter referred to as "the proposed development").

The site is currently zoned as "Other Specified Use" annotated "Business" ("OU(B)") under the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31. As "Hotel" is fell into Column 2 of the Schedule of Uses for this zoning, a planning application under Section 16 of the Town Planning Ordinance is required.

To support this application, AMG Consultancy Limited is commissioned to conduct a Traffic Impact Assessment (TIA). The purpose of the TIA is to evaluate the potential traffic implications of the proposed development, identify appropriate locations for hotel-related pick-up/drop-off and loading/unloading activities, and present the findings and recommendations in this report.

1.2 Objectives

The objectives of the traffic study are as follows:

- To estimate the anticipated traffic generation associated with the proposed development
- To assess future traffic conditions within the surrounding road network
- To evaluate the potential traffic impact resulting from the proposed development
- To review existing parking facilities in the vicinity and identify appropriate locations for hotel-related loading/unloading and pick-up/drop-off activities

2 The Proposed Development

2.1 The Site

The Site is located at 20-24 Tai Yau Street in San Po Kong, with a total area of approximately 2,426.050 sqm.

According to the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan (S/K11/31), the zoning of the site area of the proposed development is "Other Specified Use" annotated "Business" ("OU(B)").

Currently, the site is used as an industrial building, the site location is as shown in **Figure 2.1**.

2.2 The Proposed Development

The site is planned to be redeveloped into a hotel comprising 33 storeys, including one basement level and one refuge floor, with a total of 1,260 guestrooms. Completion of the proposed development is targeted for the year 2030.

The proposed development will have a total GFA of 29,111.334 sqm. The development schedule is summarised in **Table 2.1**.

Table 2.1 Development Schedule

Floor No.	Descriptions
B1/F	Car Parking Spaces, E&M Room
G/F	Entrance Lobby / Loading & Unloading / Drop-off / E&M
1/F	Restaurant / Cafe / Lounge / Shop
2/F	Back of House Facility / E&M
3/F – 15/F & 17/F -31/F	Guest Rooms
16/F	Refuge Floor
Roof	E&M Room

3 Existing Traffic Situation

3.1 Existing Road Network

The existing vehicular access of the Site is located at Tai Yau Street.

Tai Yau Street is classified as a local distributor which is mainly a single-two carriageway running in north-south direction.

Sheung Hei Street is classified as a local distributor which is mainly a single-two carriageway running in north-south direction.

Luk Hop Street is classified as a local distributor which is mainly a single-two carriageway running in east-west direction.

3.2 Public Transport

The site is well-served by public transportation, including franchised buses and green minibuses (GMBs). More than 50 bus routes and 20 minibus routes operate within walking distance of the site, providing well-connected to the surrounding areas.

3.3 Traffic Count Surveys

To assess the existing traffic conditions, classified turning movement count surveys (hereafter referred to as "the in-house surveys") were conducted at key junctions within the study area, as shown in **Figure 3.1**. These surveys took place on Wednesday, 7 May 2025, during the morning period from 07:30 to 10:30 and the evening period from 16:00 to 19:00. The area of influence is presented in **Figure 3.2**.

The traffic counts were recorded at 15-minute intervals and subsequently converted into passenger car unit (pcu) values. The highest consecutive 15-minute intervals within an hour were used to determine the peak hour traffic flow.

Based on the survey data, the morning and evening peak hours of the road network were identified as 07:45–08:45 and 17:30–18:30, respectively. The 2025 observed peak hour traffic flows for the study area are presented in **Figure 3.3**.

3.4 Existing Junction Capacity Assessment

Based on the observed traffic flows, the performance of key junctions near the subject site during the morning and evening peak hours was evaluated

in accordance with the Transport Planning and Design Manual, Volume 2, Chapter 4.

For signalised junctions, performance is measured by reserve capacity (RC). A positive RC indicates available spare capacity, while a negative RC suggests the junction is over capacity, leading to induced traffic queues and longer delay time.

For priority junctions and roundabouts, performance is assessed using the design flow / capacity ("DFC"). A DFC value of 0.85 or below is generally considered acceptable level without causing undue delay to motorists passing through the concerned junctions.

Based on the observed traffic flows, the performance of the key junctions in the vicinity of the subject site during the morning and evening peak hours was assessed. The results are summarised and presented in **Table 3.1** and the detailed calculation sheets are attached in **Appendix A** for perusal.

Table 3.1 Existing Junction Performance

Jun No.	Junction Location	Type/ Capacity Index	AM Peak Hour	PM Peak Hour
J1	Slip roads of Lung Cheung Road / Po Kong Village Road	Signal Junction / RC	59.8%	75.5%
J2	Choi Hung Road / Po Kong Village Road	Signal Junction / RC	12.0%	18.0%
J3	Choi Hung Road / Tai Yau Street	Signal Junction / RC	11.3%	15.6%
J4	Luk Hop Street / Tsat Po Street	Priority Junction / DFC	0.48	0.53
J5	Pat Tat Street / Tsat Po Street / Kai San Road	Signal Junction / RC	29.4%	33.9%
J6	Tai Yau Street / Ng Fong Street	Priority Junction / DFC	0.16	0.27
J7	Tai Yau Street / Luk Hop Street	Priority Junction / DFC	0.21	0.23
J8	Tai Yau Street / Pat Tat Street	Priority Junction / DFC	0.31	0.24
J9	Tai Yau Street / Sam Chuk Street	Signal Junction / RC	50.0%	31.2%
J10	Sze Mei Street / Luk Hop Street	Roundabout / DFC	0.63	0.67
J11	Sam Chuk Street / Tsat Po Street	Priority Junction / DFC	0.43	0.46

Notes: RC =reserve capacity, DFC = design flow to capacity

It can be seen from Table 3.1 that all of the key junctions perform satisfactorily during peak hours.

4 Future Traffic Situation

4.1 2030 Design Year Road Network

The application year of the proposed development is 2025. The design year is either 3 years after the completion year or 5 years after the application year. Therefore, year 2030 is adopted as the design year of this study.

4.2 Proposed Development Traffic Generation

According to the latest TPDM, the trip generations of the proposed development are shown in **Table 4.1**.

Table 4.1 Development Traffic Generation

Development	Generation		Attraction	
	AM Peak	**PM Peak**	**AM Peak**	**PM Peak**
	Trips rates[1] (pcus/hr/guestroom)			
Proposed Hotel Use	0.1329	0.1290	0.1457	0.1546
	Trips (pcus/hr)			
Existing Scheme [2]	33	48	50	38
No. of Guestrooms:1260	168	163	184	195
Net	**135**	**115**	**134**	**157**

Note: 1. TPDM Volume 1
2. Approved Planning Application A/K11/236

As shown in **Table 4.1,** the proposed development would generate additional 135(115) pcus and attract 134(157) pcus in the morning (evening) peak hours.

The traffic generated by the proposed development was redistributed and assigned to the existing road network. The resulting traffic assignment is shown in **Figure 4.1.**

4.3 Adjacent Development

Several potential developments are identified in the vicinity of the site, either under planning or currently under construction. The design parameters of these adjacent developments are summarised in **Table 4.2.**

Table 4.2 Traffic Generation from Adjacent Developments

Development			Generation		Attraction	
			AM Peak	PM Peak	AM peak	PM Peak
Trip Rates[1]						
Industrial Use	(I)	(pcu/hr/100sqm GFA)	0.0926	0.1350	0.1386	0.1049
RCHE[2]	(A)	(pcu/hr/10 beds)	0.3431	0.33431	0.3986	0.3431
Religious Building[2]	(B)	(pcu/hr/100sqm) Site Area	0.3732	0.1755	0.4858	0.1397
Coach Parking Facility[2]	(C)	(pcu/space)	1.3333	0.3777	1.4440	0.4222
Trips (pcus/hour)						
(i) Proposed Religious Institution and Social Welfare Facilities uses in CDA site, Diamond Hill (A/K11/244) (A) (B) (C) Target Completion Year : 2026			64[2]	30[2]	76[2]	28[2]
(ii) Proposed Public Vehicle Park at Kai Tak East Playground Bound by Sze Mei Street, Tsat Po Street and Luk Hop Street, San Po Kong (A/K11/238) Target Completion Year : 2027		326 Veh spaces and 1 L/UL	28[3]	24[3]	37[3]	35[3]
(iii) Proposed Relaxation of Maximum Plot Ratio Restriction for Permitted 'Non-Polluting Industrial 'Use at No. 3 Luk Hop Street, San Po Kong (A/K11/241) (I) Target Completion Year : 2027		7628m^2 GFA for Industrial Use	134	84	111	100
Net			**226**	**138**	**224**	**163**

Note: (1) TPDM Volume 1

(2) Trip Rates and Traffic Generation adopted in the TIA of Application no. A/K11/244

(3) Traffic Generation adopted in the TIA of Application no. A/K11/238

4.4 Annual Traffic Growth

To estimate traffic flows for the design year 2030, the existing traffic flows have been adjusted to account for natural traffic growth associated with increased car usage. The traffic forecasts were developed by applying an appropriate annual growth factor to the 2025 baseline traffic data obtained from the surveys, thereby deriving the projected background traffic for 2030.

Annual Traffic Census (ATC)

Reference was made to the Annual Average Daily Traffic (AADT) figures from the 2019 to 2023 Annual Traffic Census (ATC) published by the Transport Department. Traffic data recorded at stations near the site are summarised in **Table 4.3**.

Table 4.3 Annual Traffic Census Data

Station No./Road Name	2019	2020	2021	2022	2023	G.P.A
4054/Choi Hung Rd	34420	33220	34760	27560	30800	-2.7%
3660/ Po Kong Village Rd	37270	40110	44720	42610	44960	+4.8%
3805/Prince Edward Rd E	134290	123560	124490	115990	123530	-2.1%
3003/Prince Edward Rd E & FO <K10A>	122640	113260	107590	105370	112290	-2.2%
3259/ Choi Hung Rd	15770	15220	15930	15090	16590	+1.3%
4625/Luk Hop St	15830	18360	19520	19910	21380	+7.8%
Growth per Annum						**-0.7%**

Notes 1. G.P.A. = Growth Per Annum
2. Source: Annual Traffic Census, Transport Department

It is observed that the average annual growth factor over the past five years has shown a slight decline of approximately -0.7%.

Planning Data

According to the report "Projections of Population Distribution 2023-2031" issued by Planning Department in August 2023, the population growth from base year 2021 to 2031 is shown in **Table 4.4** and **Appendix B**.

Table 4.4 Projected Population by District Council District, 2021-2031

District Council District	Year 2021#	Year 2031	Growth Rate p.a. (%)
Wong Tai Sin	406800	396650	-0.3%

 # Base Year Estimates

The planning data indicate a growth in population at a rate of -0.3% per annum.

After comparing the historical data with the future planning data, for the purpose of a conservative assessment, an annual growth rate of +0.5% was adopted. This factor is used to forecast the future traffic volume for this study.

4.5 Reference and Design Flows

The growth factor, along with traffic generated by adjacent developments, will be applied to the 2025 observed peak hour traffic flows to estimate the projected reference flows for the year 2030.

The reference and design flows for the design year 2030 are calculated from the following formulae:

2030 Reference Flows = 2025 Observed Flows x $(1+0.5\%)^5$ + Adjacent Developments Traffic

2030 Design Flows = 2030 Reference Flows + Proposed Development Traffic

Based on the observed traffic flows and existing road network patterns, the projected 2030 peak hour Reference and Design traffic flows at the critical junctions are distributed and assigned in **Figure 4.2** and **4.3** respectively.

4.6 Junction Capacity Assessment

Capacity assessments were conducted for the major junctions within the local road network under both the Reference and Design scenarios. The results are summarised in **Table 4.5**, with detailed calculation sheets provided for perusal.

Table 4.5 2030 Junction Capacity Assessments

Jun No.	Location	Type / Capacity Index	2030 Reference		2030 Design	
			AM	PM	AM	PM
J1	Slip roads of Lung Cheung Road / Po Kong Village Road	*Signal Junction / RC*	53.4%	70.9%	51.8%	68.5%
J2*	Choi Hung Road / Po Kong Village Road	*Signal Junction / RC*	33.4%	18.4%	29.9%	16.0%
J3*	Choi Hung Road / Tai Yau Street	*Signal Junction / RC*	50.5%	36.8%	37.8%	24.9%
J4	Lup Hop Street / Tsat Po Street	*Priority Junction / DFC*	0.50	0.57	0.51	0.57
J5	Pat Tat Street / Tsat Po Street / Kai San Road	*Signal Junction / RC*	24.3%	27.8%	15.2%	18.2%
J6	Tai Yau Street / Ng Fong Street	*Priority Junction / DFC*	0.17	0.28	0.24	0.34
J7	Tai Yau Street / Luk Hop Street	*Priority Junction / DFC*	0.23	0.26	0.24	0.27
J8	Tai Yau Street / Pat Tat Street	*Priority Junction / DFC*	0.32	0.24	0.41	0.34
J9	Tai Yau Street / Sam Chuk Street	*Priority Junction / DFC*	44.7%	27.1%	41.4%	24.3%
J10	Sze Mei Street / Luk Hop Street	*Roundabout / DFC*	0.66	0.70	0.70	0.73
J11#	Sam Chuk Street / Tsat Po Street	*Priority Junction / DFC*	0.54	0.57	0.54	0.58

Notes: RC =reserve capacity, DFC = ratio of flow to capacity
J indicates junction with improvement works as proposed in the Diamond Hill CDA project by Housing Authority.*
J# indicates junction with improvement works as planned by EKEO

As shown in **Table 4.5** and **Appendix A**, all key junctions are projected to operate satisfactorily during peak periods under both the Reference and Design scenarios. **Appendix C** illustrates the layouts of the approved junction improvement works.

5 Internal Transport Provisions

5.1 Provisions of parking provision and loading/unloading facilities

In accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), the car parking provisions and loading/unloading requirements for the proposed development are detailed in **Tables 5.1 and 5.2**, respectively. The standard dimensions for parking spaces, as specified in the HKPSG, are summarised in **Table 5.3**. The layout of the internal transport provisions is presented in **Figures 5.1 to 5.4**.

Table 5.1 Parking Provisions

Type of Development	Required Provisions	Proposed Provisions
Business Use "OU(B)" (Hotel) No. of Guestrooms: 1260	**Parking Spaces** Private Car: 1 car space per 100 Rooms = 13 Private Car: 0.5 - 1 car space per 200m^2 GFA of conference and banquet facilities in hotel (1/F : 1300.307 sqm) = 4 – 7 **Loading / unloading** Goods Vehicle: 0.5 - 1 goods vehicle bay per every 100 Rooms = 7 - 13 **Lay-by for Taxi and Private Cars** Lay-by for Taxi and Private Cars: 4 no. of lay-by =>600 rooms = 4 **Lay-by for single-deck tour buses** Lay-by for single deck tour buses: 3 no. of lay-by =>900 rooms = 3	**Parking Spaces** Private Car: 22 (include 1 accessible parking spaces) **Motorcycle Spaces** Motorcycle : 6 **Loading / unloading** Goods Vehicle: 13 Heavy Goods Vehicle: 3 Light Goods Vehicle: 10 **Lay-by for Taxi and Private Cars** Taxi and Private Cars Lay-by: 4 **Lay-by for single-deck tour buses** Single deck tour buses Lay-by: 3

Table 5.2 Provision Details

Floor No.	Provisions
Ground Floor	● 3 nos. of HGV Loading / Unloading Spaces ● 3 nos. of Single deck tour bus Spaces ● 4 nos. of Taxi and Private cars lay-by ● 6 nos. of Motocycle Spaces
Basement 1 Floor	● 10 nos. of LGV Loading / Unloading Spaces ● 22 nos. of Private Car Parking Spaces (Include 1 accessible parking space)

Table 5.3 Parking Space Dimensions

Type of Parking Space	Size	References
Car Parking Space	2.5m(W) x 5.0m(L) x 2.4m(H)	Under HKPSG
Disabled Car Parking Space	3.7m(W) x 5.0m(L) x 2.4m(H) (Minimum width required is 3.5m)	
Motocycle Spaces	1.0m(W) x 2.4m(L) x 2.4m(H)	
Light Goods Vehicle	3.5m(W) x 7.0m(L) x 3.6m(H)	
Heavy Goods Vehicle	3.5m(W) x 11.0m(L) x 4.7m(H)	
Coaches / Single Deck buses	3.5m(W) x 12.0m(L) x 3.8m(H)	

5.2 Safety Measures at the proposed development accesses

To enhance safety at the wide site accesses, a series of safety measures have been proposed, as shown in **Figure 5.1**. A pair of amber revolving lanterns will be installed on both sides of the site access at approximately 2.3 metres above ground level to alert approaching road users.

Traffic controller(s) will be deployed to manage vehicle movements entering and exiting the site, to avoid potential conflicts with the surrounding road traffic. Clear guidelines and appropriate trainings would be provided to all patrol staff.

When vehicles are expected to enter or leave the proposed development, at least one traffic controller will be stationed at the access point to guide both vehicular and pedestrian movements, ensuring safe and orderly passage and preventing congestion or conflicts.

5.3 Car Lift Assessment

As indicated in Table 5.1, the proposed parking spaces are located on Basement Level 1 (B1/F). Car lifts will be required to provide access for both light goods vehicles (LGVs) and private cars to this level.

An assessment of car lift performance was conducted to evaluate the likelihood of queuing at the site access due to car lift usage. To meet operational demands, three car lifts with a travel speed of 0.5 m/s are proposed. The assessment results are summarised in **Appendix D**.

The probability of a queuing event is estimated at 0.9%, which falls within the 95% confidence interval. This suggests that the provision of two car lifts would not result in any significant adverse impact on the adjacent public road network.

In addition, management measures will be implemented during peak hours. The car lift system will be closely monitored and operated by trained personnel to minimise potential traffic impacts and ensure public safety.

6 Summary and Conclusions

6.1 Summary

The Applicant intends to submit a planning application for the redevelopment of the site at 20–24 Tai Yau Street, San Po Kong into a hotel comprising 1,260 guestrooms. The site is currently occupied by an industrial building.

According to the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31, the site is zoned as "Other Specified Use" annotated "Business" ("OU(B)"). As "Hotel" use is classified under Column 2 of the Schedule of Uses for this zoning, a planning application under Section 16 of the Town Planning Ordinance is required. The proposed development will span from B1/F to 31/F, with a total gross floor area (GFA) of 29,111.334 sqm.

To assess existing traffic conditions, classified turning movement count surveys were conducted at key junctions within the study area on 7 May 2025, during the morning period from 07:30 to 10:30 and the evening period from 16:00 to 19:00. The peak hours of the road network were identified as 07:45 to 08:45 in the morning and 17:30 to 18:30 in the evening.

The year 2030 has been adopted as the design year for the Traffic Impact Assessment (TIA). Based on future planning data, a traffic growth factor of +0.5% per annum has been applied to the 2025 observed traffic flows to project the anticipated traffic flows for 2030.

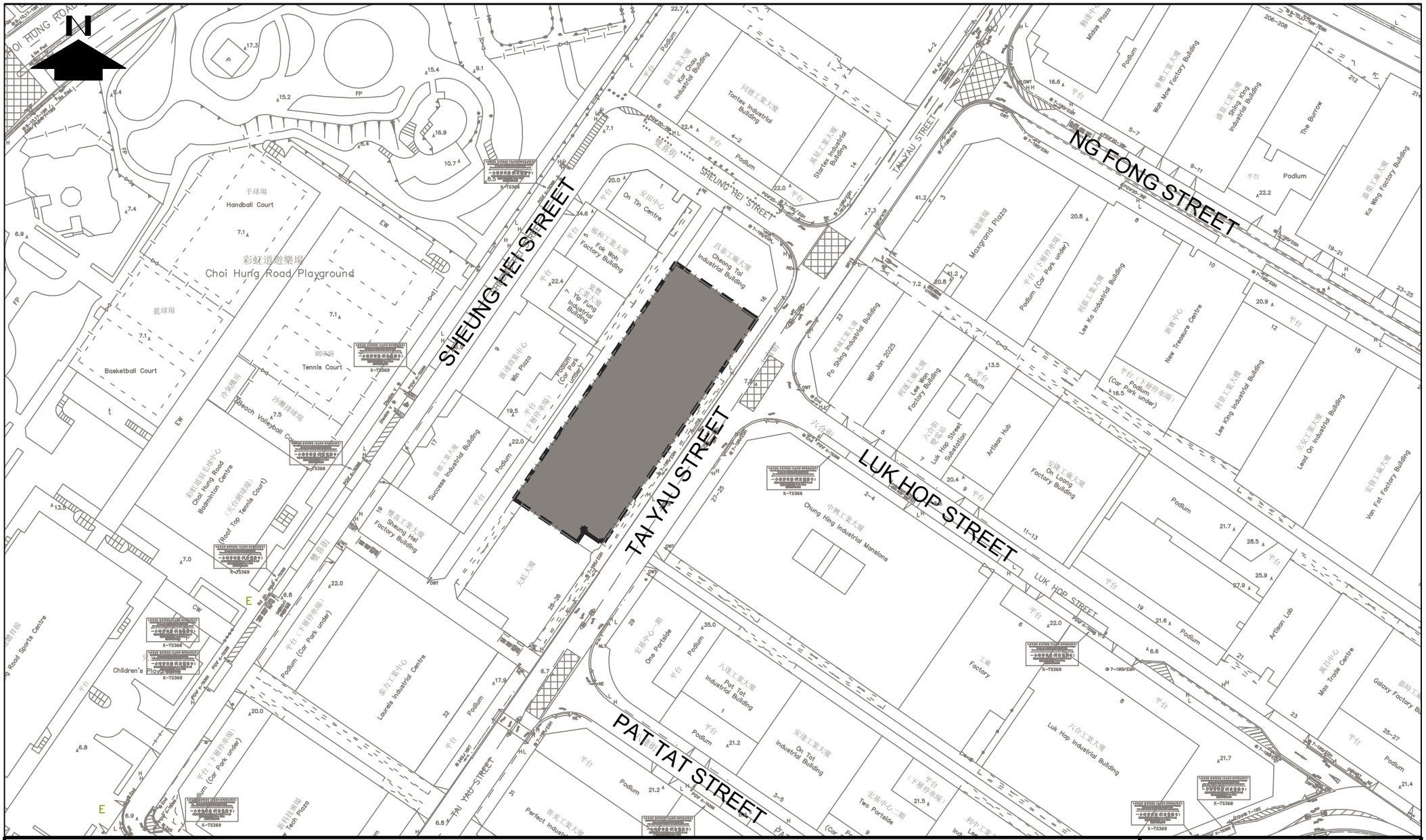
The capacity assessments indicate that all key junctions are expected to operate satisfactorily during peak periods under both the Reference and Design scenarios.

The proposed loading/unloading bay provisions have been appropriately justified, and the car parking provisions are in compliance with the requirements set out in the Hong Kong Planning Standards and Guidelines (HKPSG).

6.2 Conclusion

The findings of the traffic study indicate that the proposed development would not impose any unacceptable impact on the surrounding road network and is therefore considered acceptable from a traffic engineering perspective.

Figures



PROJECT TITLE

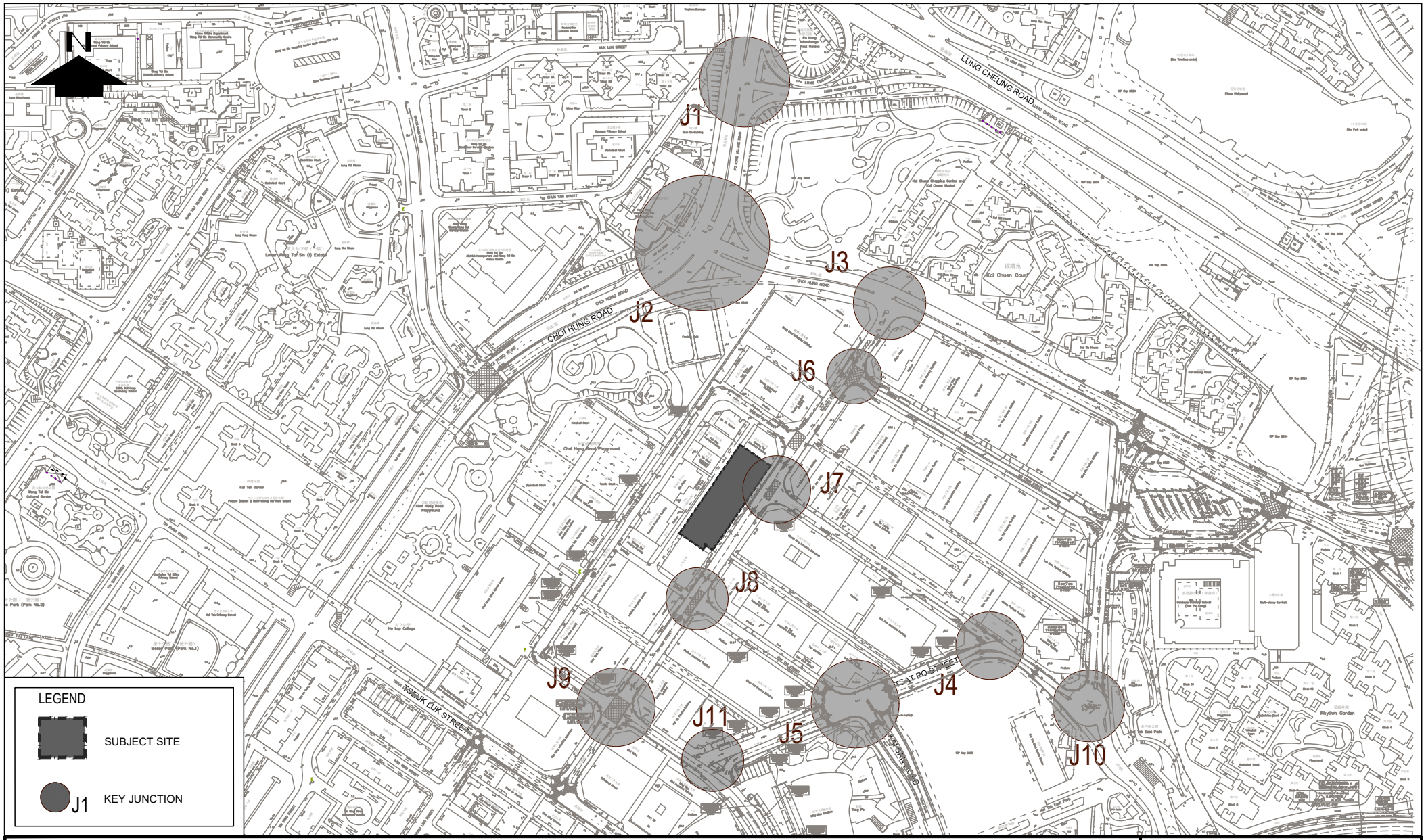
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE 2.1

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	LOCATION PLAN
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\FIGURE 2.1.DWG



PROJECT TITLE

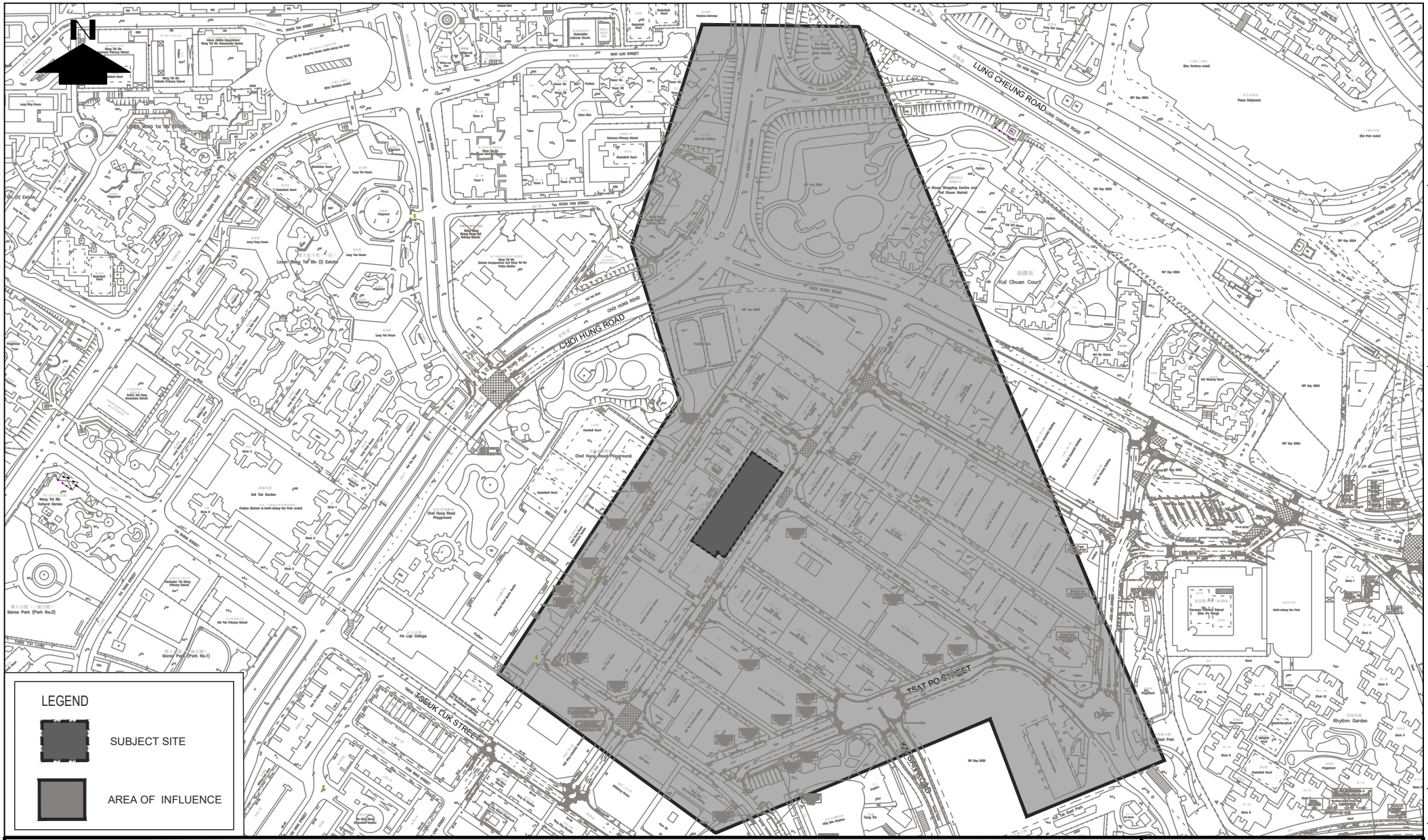
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE 3.1

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	KEY JUNCTIONS
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\FIGURE 3.1.DWG



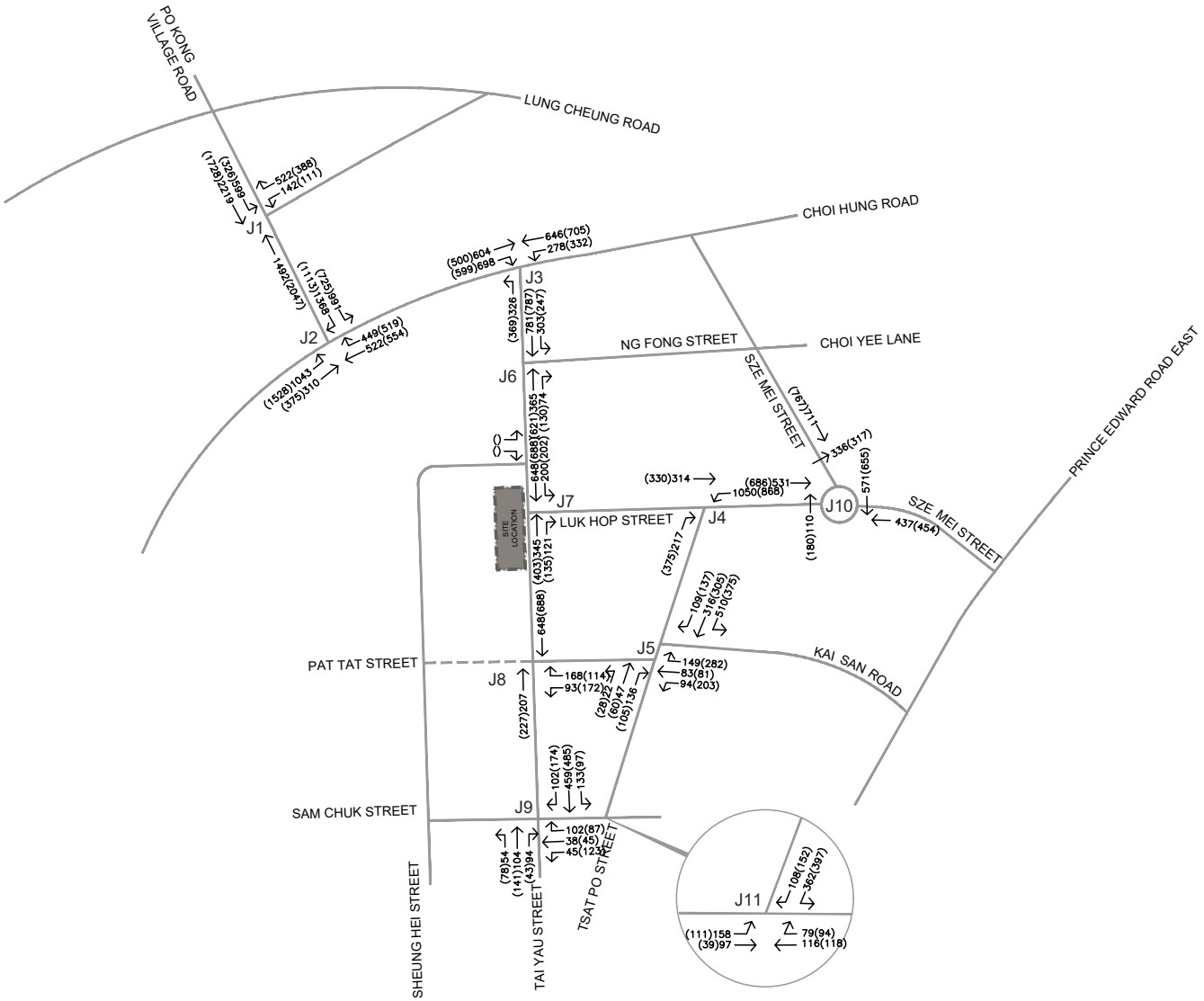
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE 3.2

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	AREA OF INFLUENCE
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\FIGURE 3.1.DWG



PROJECT TITLE

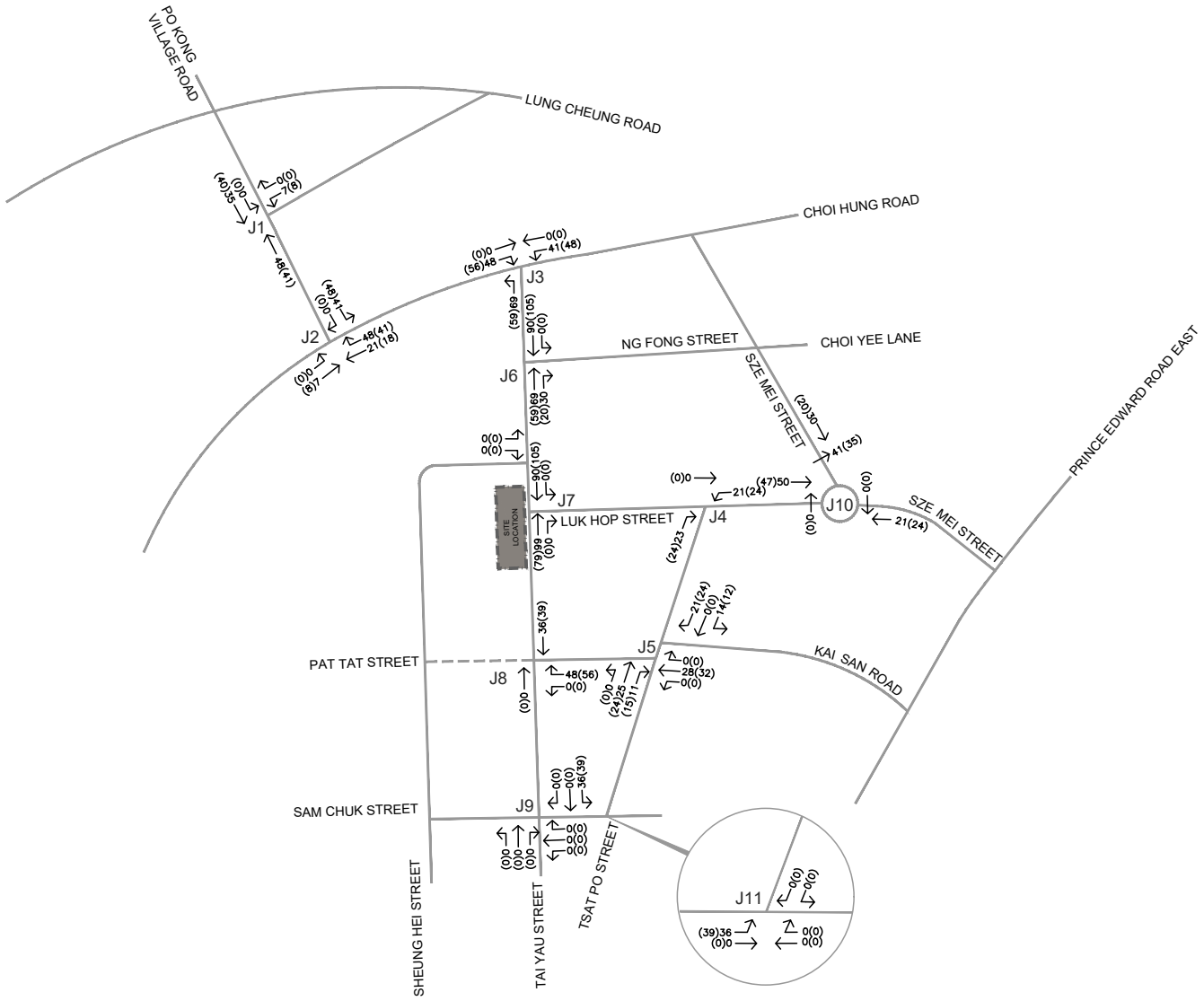
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE 3.3

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	2025 OBSERVED PEAK HOURS TRAFFIC FLOWS
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\FIGURE 3.3E.DWG



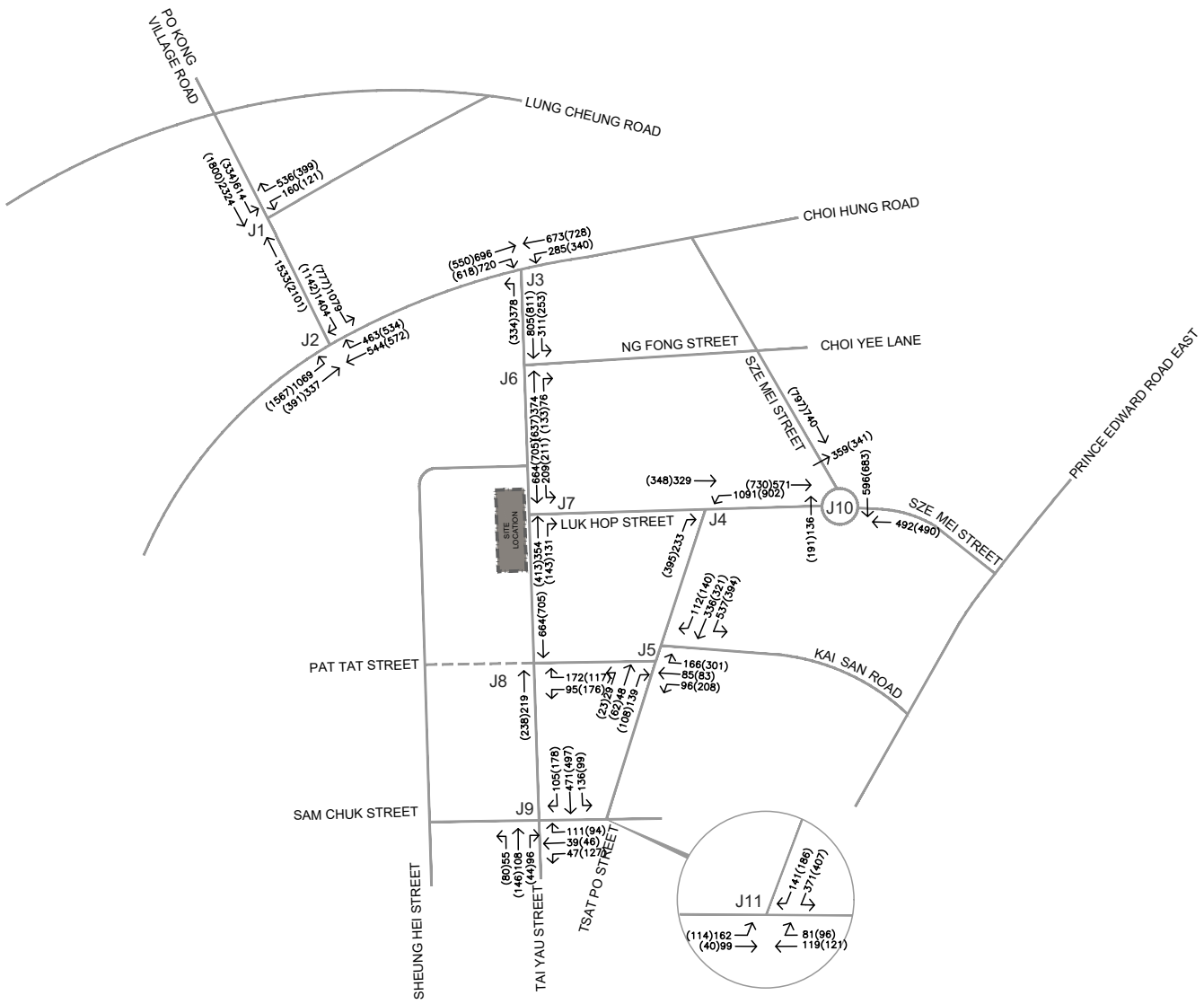
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE 4.1

DATE	SCALE	DRAWING TITLE
OCT 2025	N.T.S	NET DEVELOPMENT PEAK HOURS TRAFFIC FLOWS
DRAWN	PROJECT NO.	
SF	J03007	

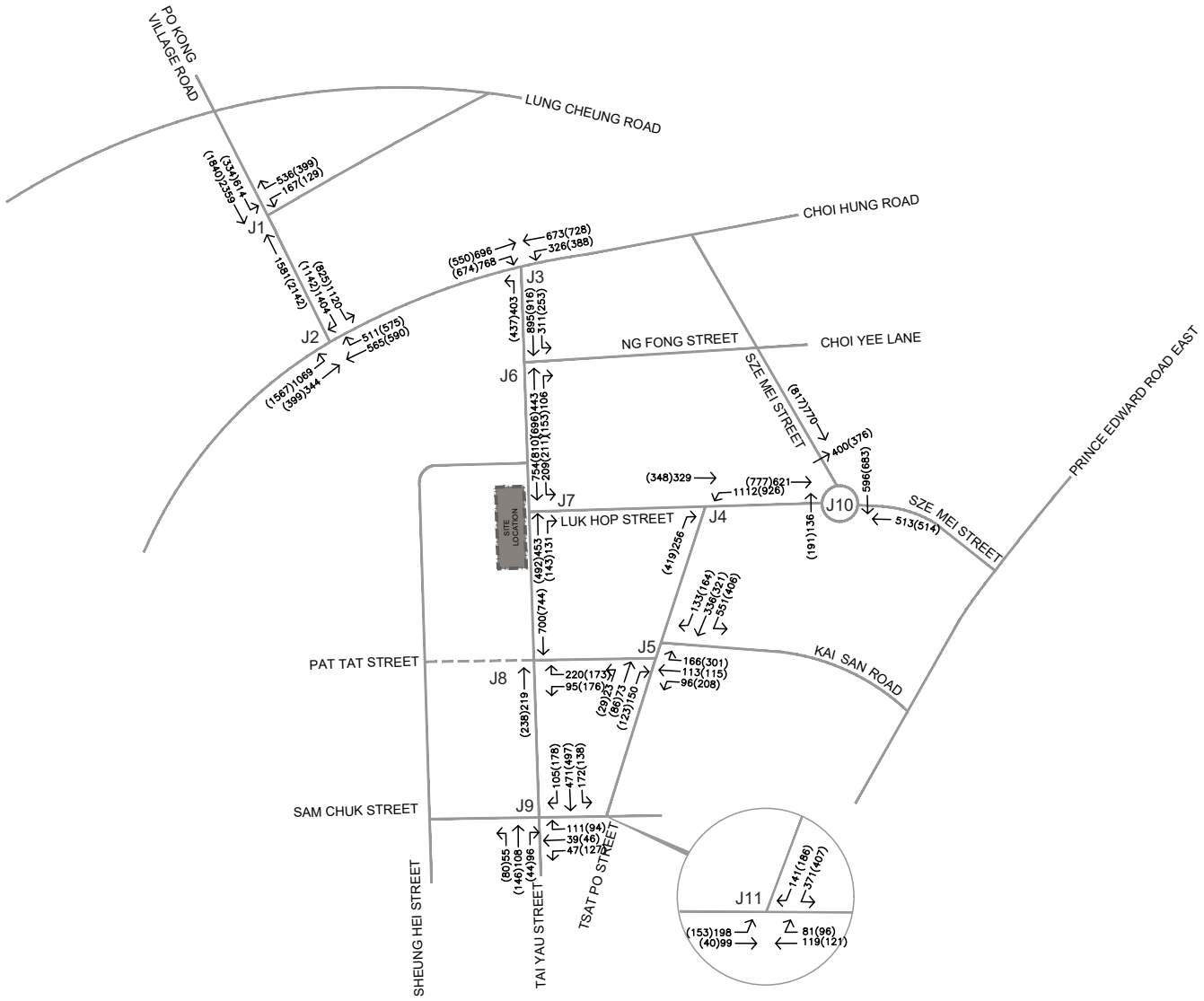
AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\FIGURE 4.1_J03007_202511.DWG



PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE 4.2**
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE 2030 REFERENCE PEAK HOURS TRAFFIC FLOWS	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\FIGURE 4.2_J03007_202511.DWG



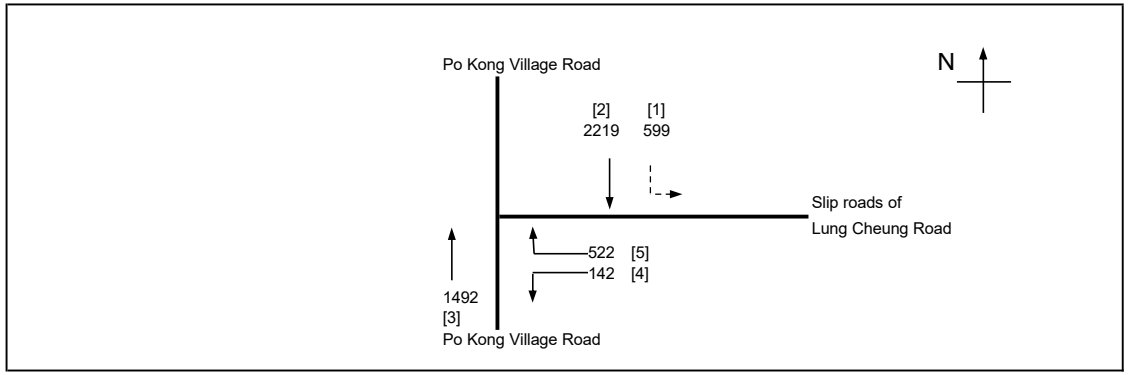
PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE 4.3**
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE 2030 DESIGN PEAK HOURS TRAFFIC FLOWS	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\FIGURE 4.3_J03007_202511.DWG

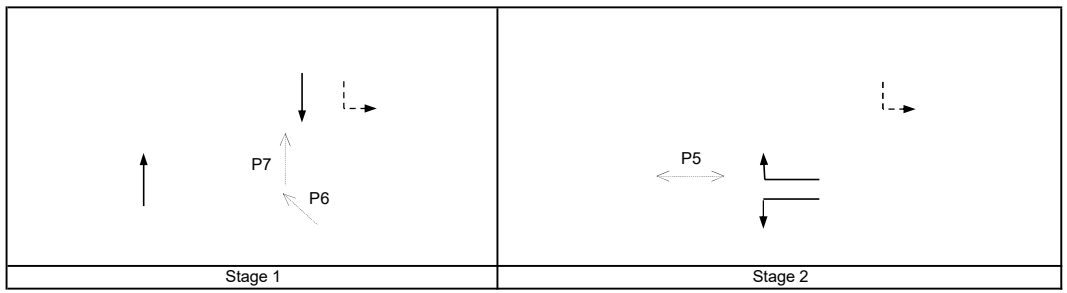
Appendix A

Junction Analysis

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Slip roads of Lung Cheung Road / Po Kong Village Road	2025 Observed Flows AM		Checked By:	SF	Nov-25



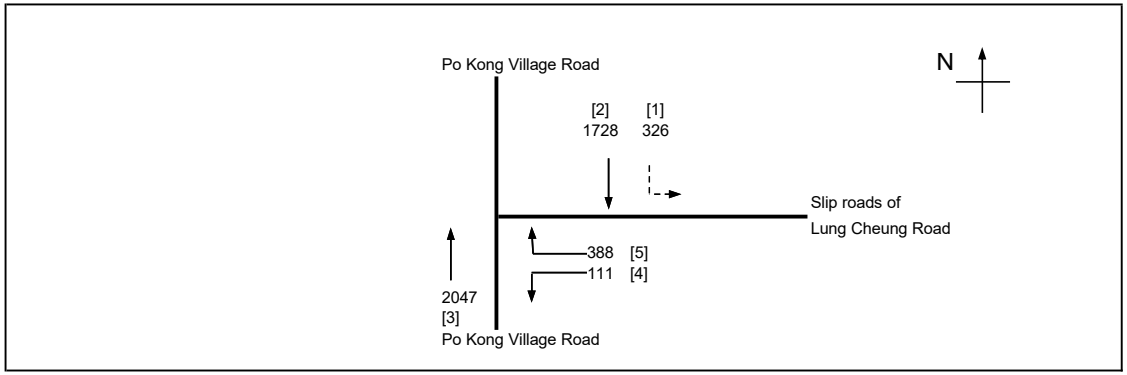
No. of stages per cycle		N =	2
Intergreen Period	Stage 1 - 2	I =	8 sec
	Stage 2 - 1	I =	7 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.502
Loss time		L =	13 sec
Total Flow		=	4974 pcu
Co	= (1.5*L+5)/(1-Y)	=	49.2 sec
Cm	= L/(1-Y)	=	26.1 sec
Yult		=	0.803
R.C.ult	= (Yult-Y)/Y*100%	=	59.8 %
Cp	= 0.9*L/(0.9-Y)	=	29.4 sec
Ymax	= 1-L/C	=	0.892
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	59.8 %



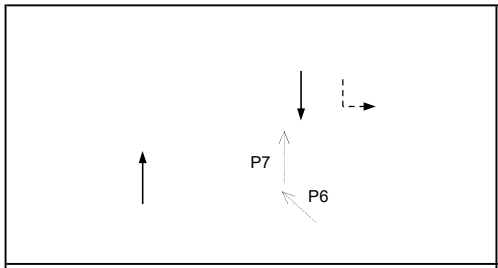
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P5	21.6	2	10	18	13	18	OK
P6	7.2	1	6	6	69	6	OK
P7	7.2	1	6	6	69	6	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				13					
1	1,2	3.30		1	10		N	1945	599			599	1.00	1691			1691	0.354			75	120	0.354	0	1
2	1	3.30		3				6255		2219		2219	0.00	6255			6255	0.355	0.355		76	76	0.563	137	13
3	1	3.30		3			N	6115		1492		1492	0.00	6115			6115	0.244			52	76	0.387	92	11
4	2	3.30		1	10		N	1945	142			142	1.00	1691			1691	0.084	0.147		18	31	0.321	17	37
5	2	3.50		2	10		N	4070			522	522	1.00	3539			3539	0.147			31	31	0.563	64	39

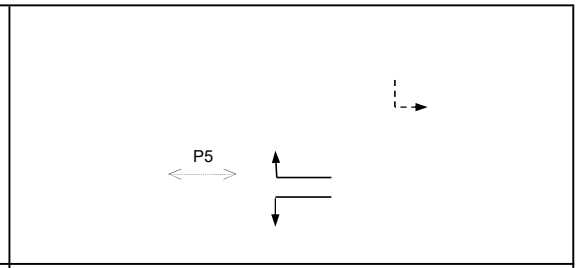
AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By: JP	Nov-25
Slip roads of Lung Cheung Road / Po Kong Village Road	2025 Observed Flows PM		Checked By: SF	Nov-25



No. of stages per cycle		N =	2	
Intergreen Period	Stage 1 - 2	I =	8	sec
	Stage 2 - 1	I =	7	sec
Cycle time		C =	120	sec
Sum(y)		Y =	0.444	
Loss time		L =	16	sec
Total Flow		=	4600	pcu
Co	= (1.5*L+5)/(1-Y)	=	52.2	sec
Cm	= L/(1-Y)	=	28.8	sec
Yult		=	0.780	
R.C.ult	= (Yult-Y)/Y*100%	=	75.5	%
Cp	= 0.9*L/(0.9-Y)	=	31.6	sec
Ymax	= 1-L/C	=	0.867	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	75.5	%



Stage 1

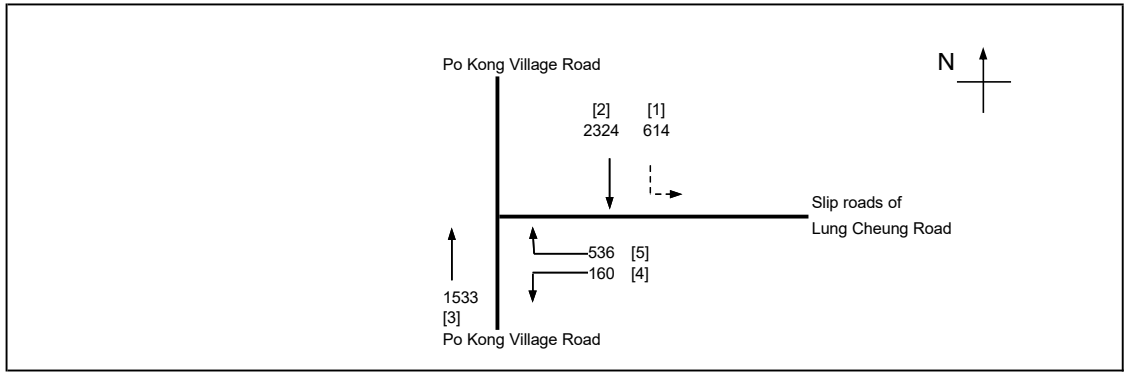


Stage 2

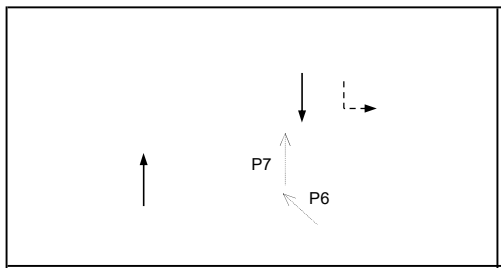
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P5	21.6	2	10	18	10	18	OK
P6	7.2	1	6	6	72	6	OK
P7	7.2	1	6	6	72	6	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				13					
1	1,2	3.30		1	10		N	1945	326			326	1.00	1691			1691	0.193			45	120	0.193	0	0
2	1	3.30		3				6255		1728		1728	0.00	6255			6255	0.276	0.335		65	78	0.423	100	10
3	1	3.30		3			N	6115		2047		2047	0.00	6115			6115	0.335			78	78	0.513	118	11
4	2	3.30		1	10		N	1945	111			111	1.00	1691			1691	0.066	0.110	3	15	29	0.275	14	38
5	2	3.50		2	10		N	4070			388	388	1.00	3539			3539	0.110			26	29	0.459	49	40

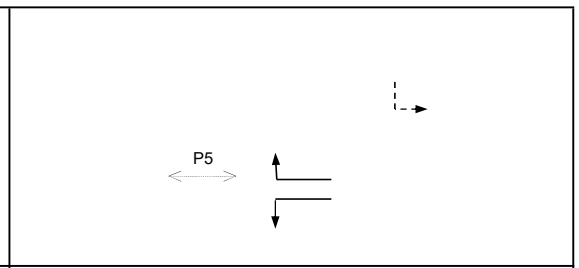
AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Slip roads of Lung Cheung Road / Po Kong Village Road	2030 Reference Flows AM		Checked By:	SF	Nov-25



No. of stages per cycle		N =	2	
Intergreen Period	Stage 1 - 2	I =	8	sec
	Stage 2 - 1	I =	7	sec
Cycle time		C =	120	sec
Sum(y)		Y =	0.523	
Loss time		L =	13	sec
Total Flow		=	5167	pcu
Co	= (1.5*L+5)/(1-Y)	=	51.4	sec
Cm	= L/(1-Y)	=	27.3	sec
Yult		=	0.803	
R.C.ult	= (Yult-Y)/Y*100%	=	53.4	%
Cp	= 0.9*L/(0.9-Y)	=	31.0	sec
Ymax	= 1-L/C	=	0.892	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	53.4	%



Stage 1

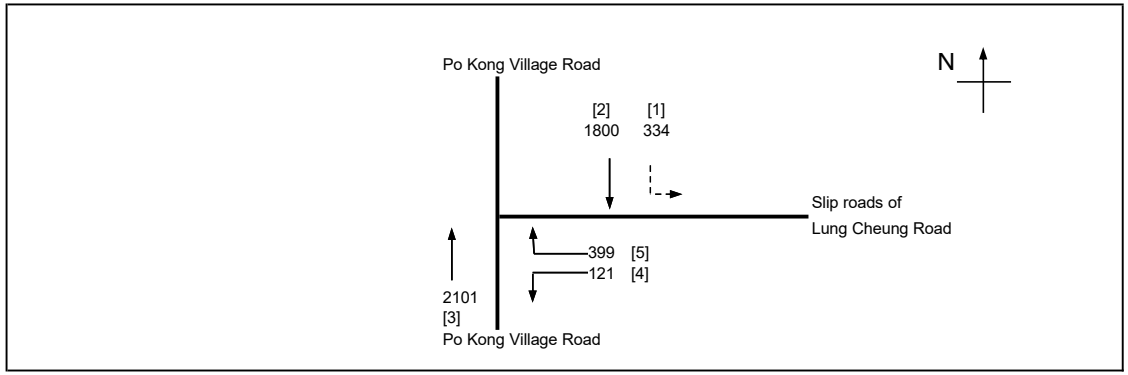


Stage 2

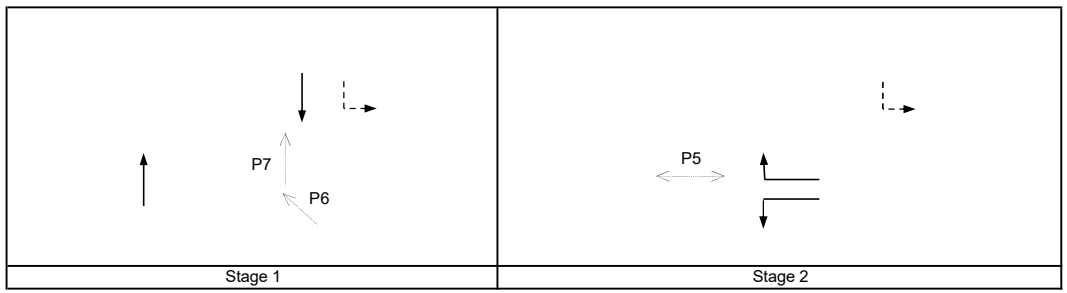
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P5	21.6	2	10	18	12	18	OK
P6	7.2	1	6	6	70	6	OK
P7	7.2	1	6	6	70	6	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				13					
1	1,2	3.30		1	10		N	1945	614			614	1.00	1691			1691	0.363			74	120	0.363	1	1
2	1	3.30		3				6255		2324		2324	0.00	6255			6255	0.372	0.372		76	76	0.587	142	13
3	1	3.30		3			N	6115		1533		1533	0.00	6115			6115	0.251			51	76	0.396	94	11
4	2	3.30		1	10		N	1945	160			160	1.00	1691			1691	0.095	0.151		19	31	0.366	20	38
5	2	3.50		2	10		N	4070			536	536	1.00	3539			3539	0.151			31	31	0.587	66	40

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Slip roads of Lung Cheung Road / Po Kong Village Road	2030 Reference Flows PM		Checked By:	SF	Nov-25



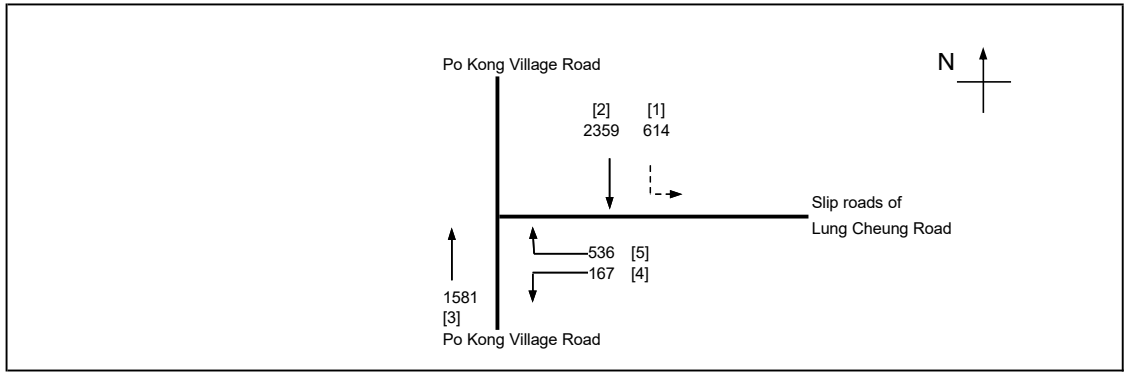
No. of stages per cycle		N =	2
Intergreen Period	Stage 1 - 2	I =	8 sec
	Stage 2 - 1	I =	7 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.456
Loss time		L =	16 sec
Total Flow		=	4755 pcu
Co	= (1.5*L+5)/(1-Y)	=	53.3 sec
Cm	= L/(1-Y)	=	29.4 sec
Yult		=	0.780
R.C.ult	= (Yult-Y)/Y*100%	=	70.9 %
Cp	= 0.9*L/(0.9-Y)	=	32.5 sec
Ymax	= 1-L/C	=	0.867
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	70.9 %



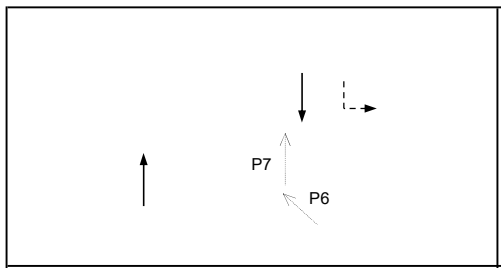
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P5	21.6	2	10	18	10	18	OK
P6	7.2	1	6	6	72	6	OK
P7	7.2	1	6	6	72	6	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				13					
1	1,2	3.30		1	10		N	1945	334			334	1.00	1691			1691	0.197			45	120	0.197	0	0
2	1	3.30		3				6255		1800		1800	0.00	6255			6255	0.288	0.344		66	78	0.441	104	10
3	1	3.30		3			N	6115		2101		2101	0.00	6115			6115	0.344			78	78	0.527	122	11
4	2	3.30		1	10		N	1945	121			121	1.00	1691			1691	0.072	0.113	3	16	29	0.299	15	39
5	2	3.50		2	10		N	4070			399	399	1.00	3539			3539	0.113			26	29	0.471	51	40

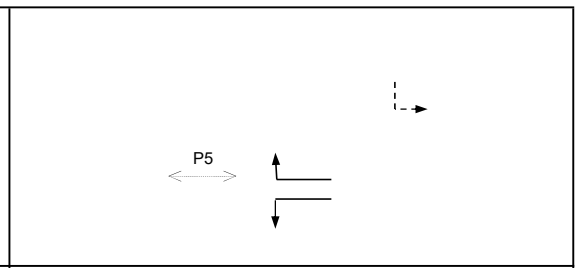
AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Slip roads of Lung Cheung Road / Po Kong Village Road	2030 Design Flows AM		Checked By:	SF	Nov-25



No. of stages per cycle		N =	2	
Intergreen Period	Stage 1 - 2	I =	8	sec
	Stage 2 - 1	I =	7	sec
Cycle time		C =	120	sec
Sum(y)		Y =	0.529	
Loss time		L =	13	sec
Total Flow		=	5257	pcu
Co	= (1.5*L+5)/(1-Y)	=	52.0	sec
Cm	= L/(1-Y)	=	27.6	sec
Yult		=	0.803	
R.C.ult	= (Yult-Y)/Y*100%	=	51.8	%
Cp	= 0.9*L/(0.9-Y)	=	31.5	sec
Ymax	= 1-L/C	=	0.892	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	51.8	%



Stage 1

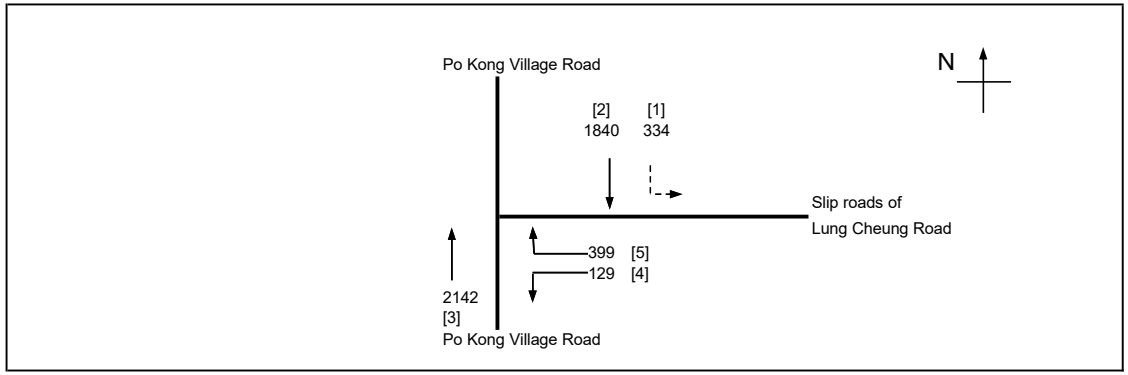


Stage 2

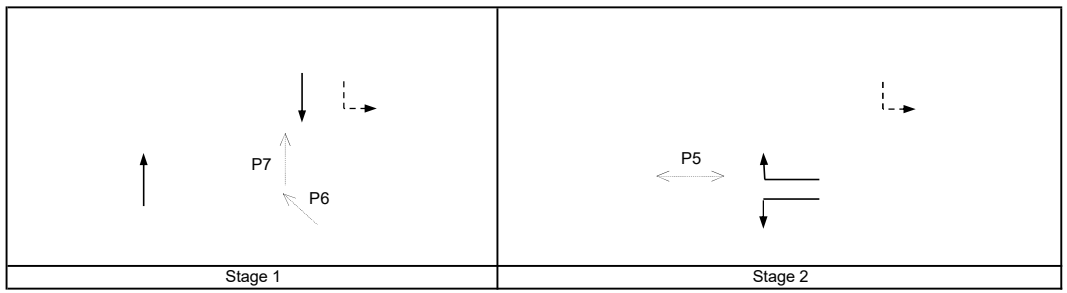
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P5	21.6	2	10	18	12	18	OK
P6	7.2	1	6	6	70	6	OK
P7	7.2	1	6	6	70	6	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				13					
1	1,2	3.30		1	10		N	1945	614			614	1.00	1691			1691	0.363			73	120	0.363	1	1
2	1	3.30		3				6255		2359		2359	0.00	6255			6255	0.377	0.377		76	76	0.593	143	13
3	1	3.30		3			N	6115		1581		1581	0.00	6115			6115	0.259			52	76	0.406	96	11
4	2	3.30		1	10		N	1945	167			167	1.00	1691			1691	0.099	0.151		20	31	0.386	21	38
5	2	3.50		2	10		N	4070			536	536	1.00	3539			3539	0.151			31	31	0.593	67	40

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Slip roads of Lung Cheung Road / Po Kong Village Road	2030 Design Flows PM		Checked By:	SF	Nov-25



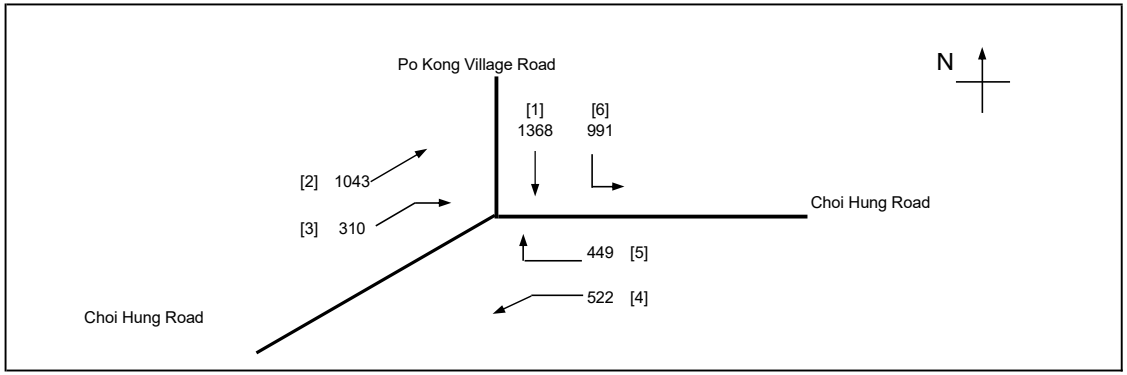
No. of stages per cycle		N =	2	
Intergreen Period	Stage 1 - 2	I =	8	sec
	Stage 2 - 1	I =	7	sec
Cycle time		C =	120	sec
Sum(y)		Y =	0.463	
Loss time		L =	16	sec
Total Flow		=	4844	pcu
Co	= (1.5*L+5)/(1-Y)	=	54.0	sec
Cm	= L/(1-Y)	=	29.8	sec
Yult		=	0.780	
R.C.ult	= (Yult-Y)/Y*100%	=	68.5	%
Cp	= 0.9*L/(0.9-Y)	=	33.0	sec
Ymax	= 1-L/C	=	0.867	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	68.5	%



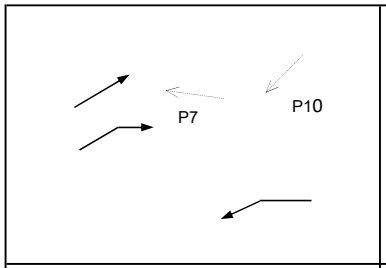
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P5	21.6	2	10	18	10	18	OK
P6	7.2	1	6	6	72	6	OK
P7	7.2	1	6	6	72	6	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				13					
1	1,2	3.30		1	10		N	1945	334			334	1.00	1691			1691	0.197			44	120	0.197	0	0
2	1	3.30		3				6255		1840		1840	0.00	6255			6255	0.294	0.350		66	79	0.449	106	10
3	1	3.30		3			N	6115		2142		2142	0.00	6115			6115	0.350			79	79	0.534	123	11
4	2	3.30		1	10		N	1945	129			129	1.00	1691			1691	0.076	0.113	3	17	28	0.323	16	39
5	2	3.50		2	10		N	4070			399	399	1.00	3539			3539	0.113			25	28	0.478	51	40

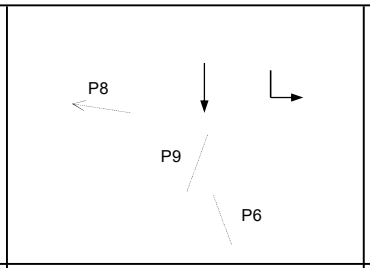
AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Choi Hung Road / Po Kong Village Road	2025 Observed Flows AM		Checked By:	SF	Nov-25



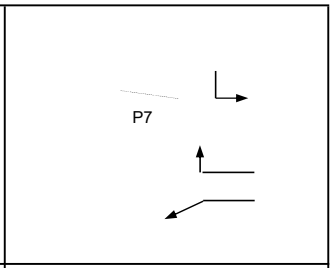
No. of stages per cycle		N =	3	
Intergreen Period	Stage 1 - 2	I =	9	sec
	Stage 2 - 3	I =	10	sec
	Stage 3 - 1	I =	8	sec
Cycle time		C =	120	sec
Sum(y)		Y =	0.509	
Loss time		L =	44	sec
Total Flow		=	4683	pcu
Co	= (1.5*L+5)/(1-Y)	=	144.6	sec
Cm	= L/(1-Y)	=	89.6	sec
Yult		=	0.570	
R.C.ult	= (Yult-Y)/Y*100%	=	12.0	%
Cp	= 0.9*L/(0.9-Y)	=	101.3	sec
Ymax	= 1-L/C	=	0.633	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	12.0	%



Stage 1



Stage 2

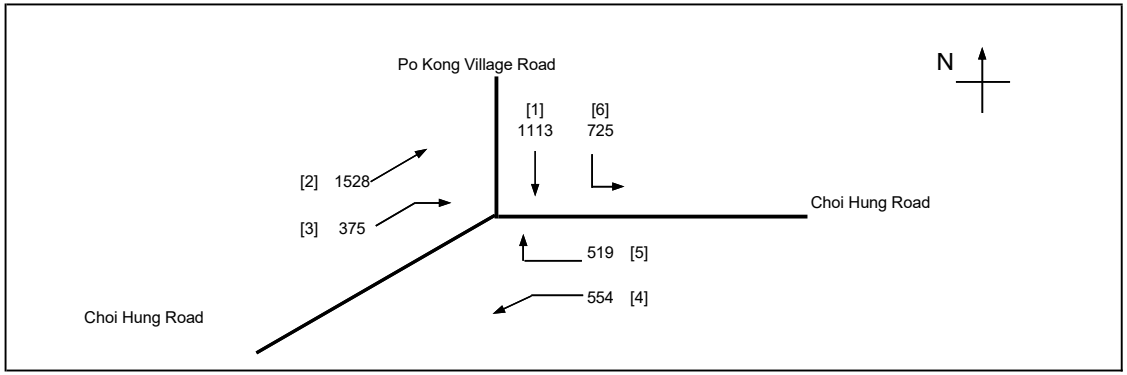


Stage 3

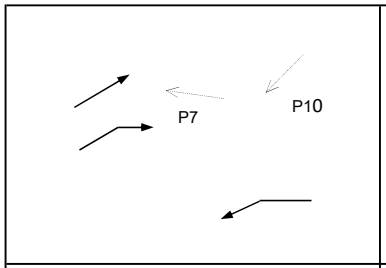
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P6	8.4	2	7	7	46	7	OK
P7	12	1,3	10	10	39	10	OK
P8	12	2	10	10	43	10	OK
P9	12	2	10	10	43	10	OK
P10	8.4	1	7	7	16	7	OK

	Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																					24					
	2	1	3.50		2			N	4070		687		687	0.00	4070			4070	0.169	0.169		25	25	0.804	94	49
	2,3	1	3.50		1	30			2105		356	0	356	0.00	2105			2105	0.169			25	25	0.804	51	54
	3	1	3.50		1	25			2105			310	310	1.00	1986			1986	0.156			23	25	0.743	42	50
	4	1,3	3.30		1	20		N	1945	522			522	1.00	1809			1809	0.289			43	50	0.688	51	31
	5	3	3.50		2	15		N	4070			449	449	1.00	3700			3700	0.121	0.121		18	18	0.804	67	55
	6	2,3	3.30		1	12		N	1945	991			991	1.00	1729			1729	0.573			86	80	0.862	62	22
	1	2	3.30		3				6255		1368		1368	0.00	6255			6255	0.219	0.219	20	33	53	0.498	128	25

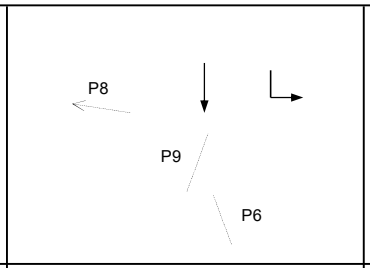
AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Choi Hung Road / Po Kong Village Road	2025 Observed Flows PM		Checked By:	SF	Nov-25



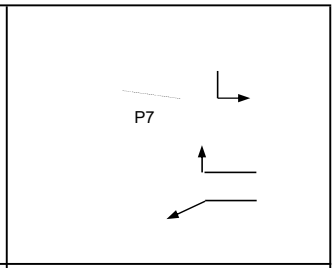
No. of stages per cycle		N =	3	
Intergreen Period	Stage 1 - 2	I =	9	sec
	Stage 2 - 3	I =	10	sec
	Stage 3 - 1	I =	8	sec
Cycle time		C =	120	sec
Sum(y)		Y =	0.566	
Loss time		L =	31	sec
Total Flow		=	4814	pcu
Co	= (1.5*L+5)/(1-Y)	=	118.6	sec
Cm	= L/(1-Y)	=	71.4	sec
Yult		=	0.668	
R.C.ult	= (Yult-Y)/Y*100%	=	18.0	%
Cp	= 0.9*L/(0.9-Y)	=	83.4	sec
Ymax	= 1-L/C	=	0.742	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	18.0	%



Stage 1



Stage 2

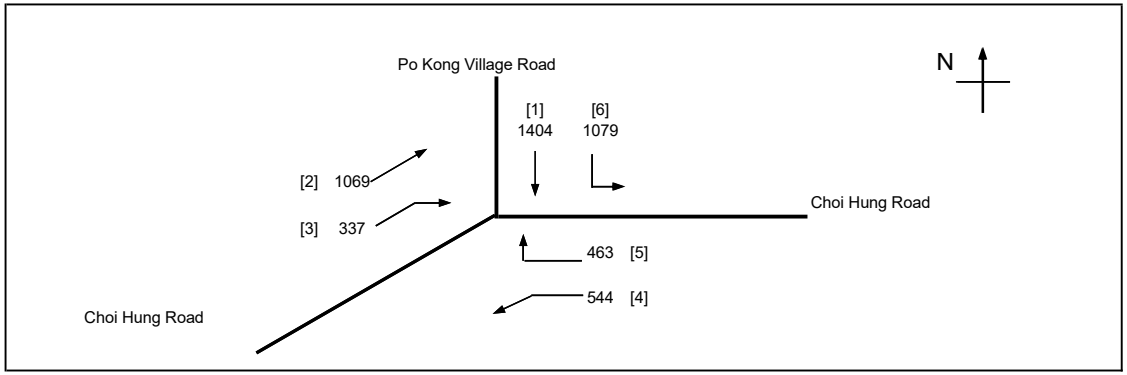


Stage 3

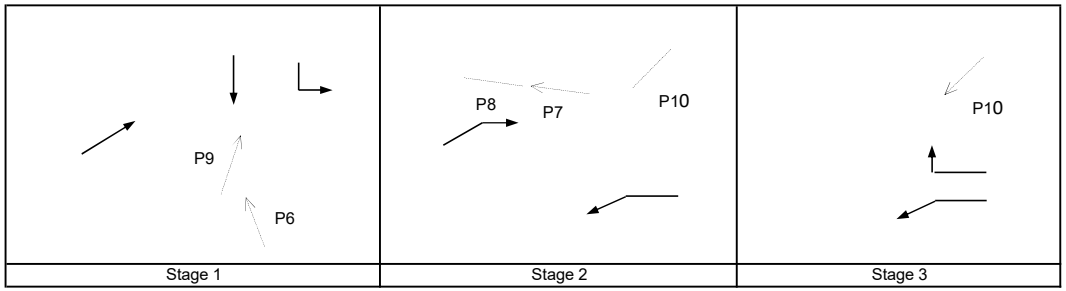
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P6	8.4	2	7	7	26	7	OK
P7	12	1,3	10	10	59	10	OK
P8	12	2	10	10	23	10	OK
P9	12	2	10	10	23	10	OK
P10	8.4	1	7	7	31	7	OK

	Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																					24					
	2	1	3.50		2			N	4070		1007		1007	0.00	4070			4070	0.247	0.247		39	39	0.763	114	38
	2,3	1	3.50		1	30			2105		521	0	521	0.00	2105			2105	0.247			39	39	0.763	60	40
	3	1	3.50		1	25			2105			375	375	1.00	1986			1986	0.189			30	39	0.582	42	36
	4	1,3	3.30		1	20		N	1945	554			554	1.00	1809			1809	0.306			48	68	0.540	40	18
	5	3	3.50		2	15		N	4070			519	519	1.00	3700			3700	0.140	0.140		22	22	0.763	72	50
	6	2,3	3.30		1	12		N	1945	725			725	1.00	1729			1729	0.419			66	66	0.762	55	24
	1	2	3.30		3				6255		1113		1113	0.00	6255			6255	0.178	0.178	7	28	35	0.610	131	37

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By: JP	Nov-25
Choi Hung Road / Po Kong Village Road	2030 Reference Flows AM (with junction improvement)		Checked By: SF	Nov-25



No. of stages per cycle		N =	3
Intergreen Period	Stage 1 - 2	I =	10 sec
	Stage 2 - 3	I =	5 sec
	Stage 3 - 1	I =	5 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.545
Loss time		L =	23 sec
Total Flow		=	4896 pcu
Co	= (1.5*L+5)/(1-Y)	=	86.9 sec
Cm	= L/(1-Y)	=	50.6 sec
Yult		=	0.728
R.C.ult	= (Yult-Y)/Y*100%	=	33.4 %
Cp	= 0.9*L/(0.9-Y)	=	58.4 sec
Ymax	= 1-L/C	=	0.808
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	33.4 %

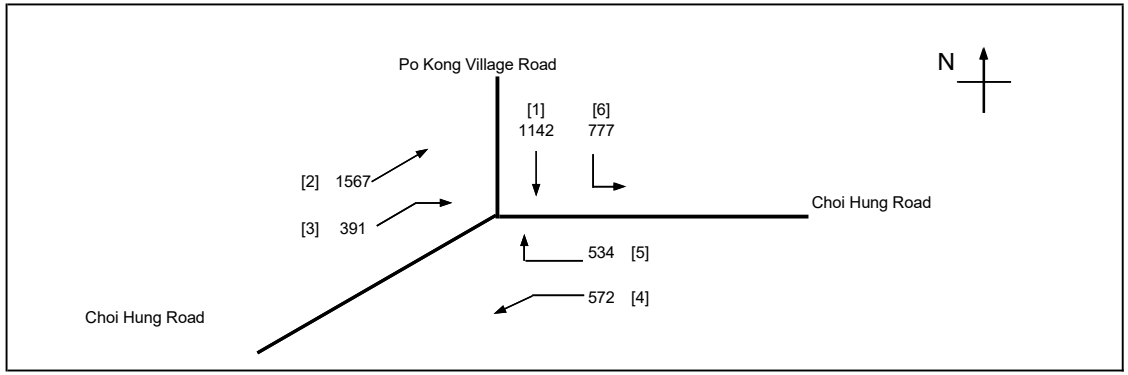


Stage 1 | Stage 2 | Stage 3

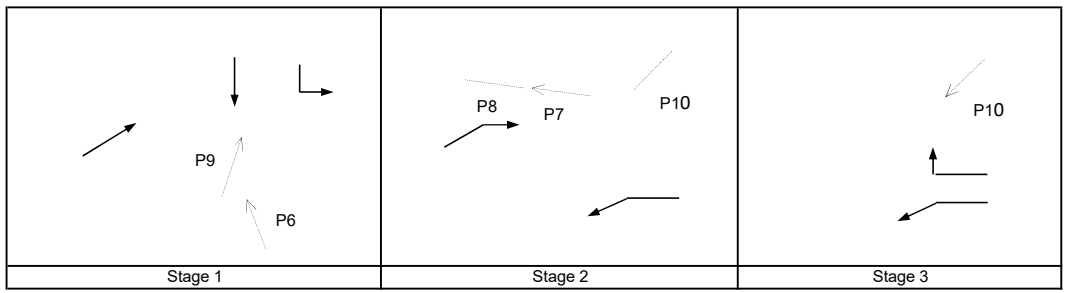
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P6	8.4	1	7	7	78	7	OK
P7	12	2	10	10	10	10	OK
P8	12	2	10	10	10	10	OK
P9	12	1	10	10	75	10	OK
P10	8.4	2,3	7	7	44	7	OK

	Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																					17					
	2	1	3.80		2			N	4130		1069		1069	0.00	4130			4130	0.259	0.337		46	46	0.675	110	32
	3	2	3.80		2	25			4270			337	337	1.00	4028			4028	0.084	0.084	6	15	21	0.481	46	45
	4	2,3	3.30		1	20		N	1945	544			544	1.00	1809			1809	0.301			53	72	0.499	36	15
	5	3	3.50		2	15		N	4070			463	463	1.00	3700			3700	0.125	0.125		22	22	0.675	63	47
	6	1	3.30		2	12		N	4030	1079			1079	1.00	3582			3582	0.301			54	86	0.420	51	7
	1	1	3.30		2				4170		1404		1404	0.00	4170			4170	0.337			60	60	0.675	117	23

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong	Project No.: J03007	Prepared By:	JP	Nov-25
Choi Hung Road / Po Kong Village Road	2030 Reference Flows PM (with junction improvement)	Checked By:	SF	Nov-25



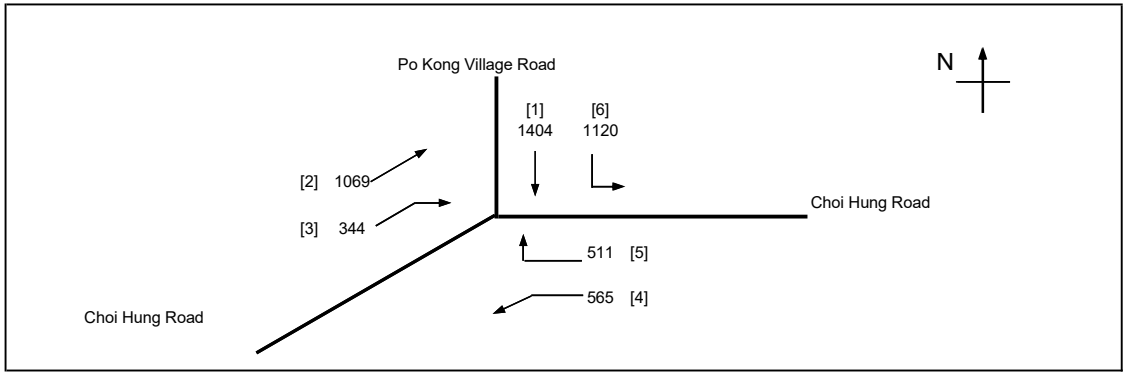
No. of stages per cycle		N =	3
Intergreen Period	Stage 1 - 2	I =	10 sec
	Stage 2 - 3	I =	5 sec
	Stage 3 - 1	I =	5 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.621
Loss time		L =	22 sec
Total Flow		=	4983 pcu
Co	= (1.5*L+5)/(1-Y)	=	100.2 sec
Cm	= L/(1-Y)	=	58.0 sec
Yult		=	0.735
R.C.ult	= (Yult-Y)/Y*100%	=	18.4 %
Cp	= 0.9*L/(0.9-Y)	=	70.9 sec
Ymax	= 1-L/C	=	0.817
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	18.4 %



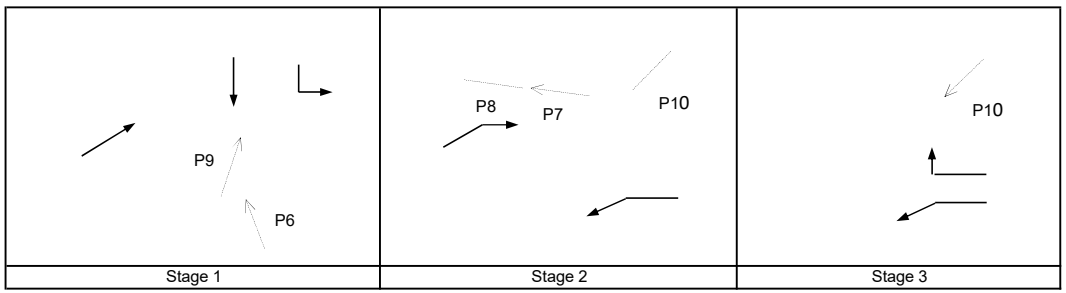
Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P6	8.4	1	7	7	61	7	OK
P7	12	2	10	10	10	10	OK
P8	12	2	10	10	10	10	OK
P9	12	1	10	10	58	10	OK
P10	8.4	2,3	7	7	45	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				17					
2	1	3.80		2			N	4130		1567		1567	0.00	4130			4130	0.379	0.379		60	60	0.760	131	25
3	2	3.80		2	25			4270			391	391	1.00	4028			4028	0.097	0.097	5	15	20	0.573	54	47
4	2,3	3.30		1	20		N	1945	572			572	1.00	1809			1809	0.316			50	87	0.438	26	8
5	3	3.50		2	15		N	4070			534	534	1.00	3700			3700	0.144	0.144		23	23	0.760	74	49
6	1	3.30		2	12		N	4030	777			777	1.00	3582			3582	0.217			34	70	0.372	54	14
1	1	3.30		2				4170		1142		1142	0.00	4170			4170	0.274			43	43	0.760	122	35

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong	Project No.: J03007	Prepared By:	JP	Nov-25
Choi Hung Road / Po Kong Village Road	2030 Design Flows AM (with junction improvement)	Checked By:	SF	Nov-25



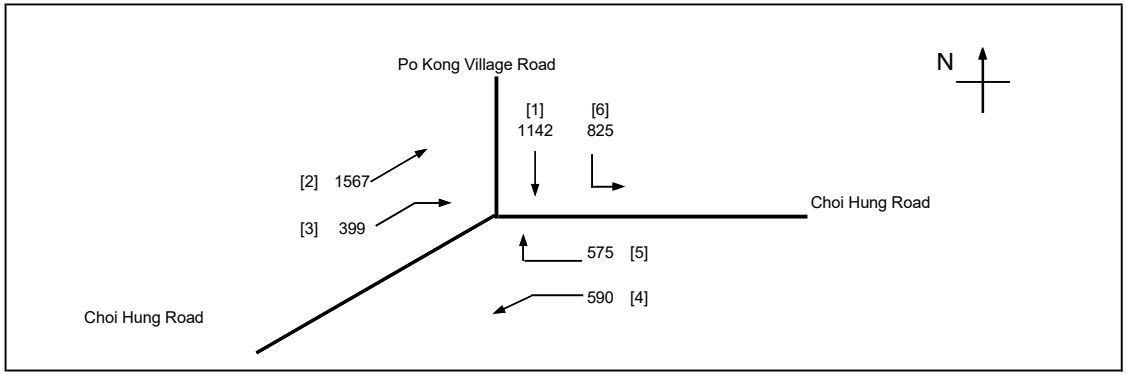
No. of stages per cycle		N =	3
Intergreen Period	Stage 1 - 2	I =	10 sec
	Stage 2 - 3	I =	5 sec
	Stage 3 - 1	I =	5 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.560
Loss time		L =	23 sec
Total Flow		=	5013 pcu
Co	= (1.5*L+5)/(1-Y)	=	89.8 sec
Cm	= L/(1-Y)	=	52.3 sec
Yult		=	0.728
R.C.ult	= (Yult-Y)/Y*100%	=	29.9 %
Cp	= 0.9*L/(0.9-Y)	=	60.9 sec
Ymax	= 1-L/C	=	0.808
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	29.9 %



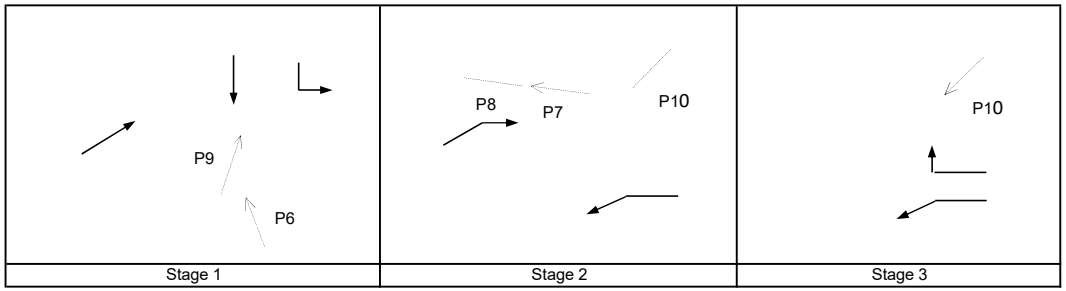
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P6	8.4	1	7	7	78	7	OK
P7	12	2	10	10	10	10	OK
P8	12	2	10	10	10	10	OK
P9	12	1	10	10	75	10	OK
P10	8.4	2,3	7	7	45	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				17					
2	1	3.80		2			N	4130		1069		1069	0.00	4130			4130	0.259	0.337		45	45	0.693	112	33
3	2	3.80		2	25			4270			344	344	1.00	4028			4028	0.085	0.085	6	15	21	0.493	47	45
4	2,3	3.30		1	20		N	1945	565			565	1.00	1809			1809	0.312			54	73	0.515	37	15
5	3	3.50		2	15		N	4070			511	511	1.00	3700			3700	0.138	0.138		24	24	0.693	68	46
6	1	3.30		2	12		N	4030	1120			1120	1.00	3582			3582	0.313			54	86	0.435	53	7
1	1	3.30		2				4170		1404		1404	0.00	4170			4170	0.337			58	58	0.693	120	25

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong	Project No.: J03007	Prepared By:	JP	Nov-25
Choi Hung Road / Po Kong Village Road	2030 Design Flows PM (with junction improvement)	Checked By:	SF	Nov-25



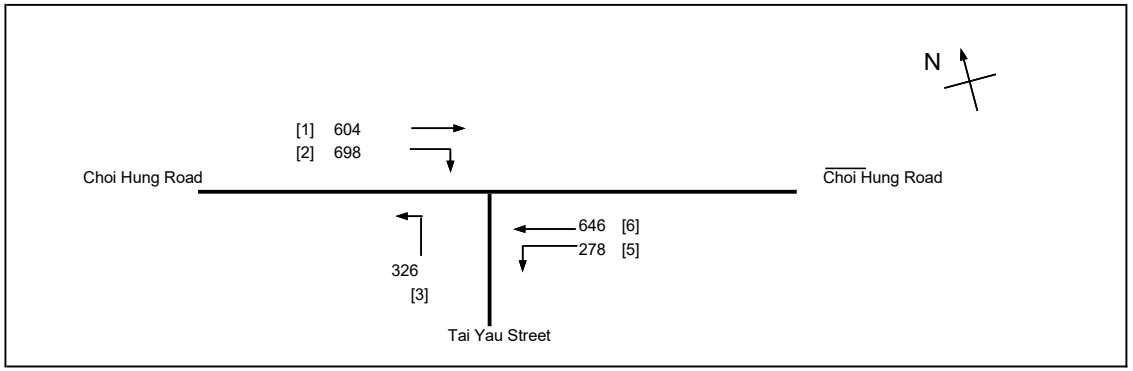
No. of stages per cycle		N =	3
Intergreen Period	Stage 1 - 2	I =	10 sec
	Stage 2 - 3	I =	5 sec
	Stage 3 - 1	I =	5 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.634
Loss time		L =	22 sec
Total Flow		=	5098 pcu
Co	= (1.5*L+5)/(1-Y)	=	103.8 sec
Cm	= L/(1-Y)	=	60.1 sec
Yult		=	0.735
R.C.ult	= (Yult-Y)/Y*100%	=	16.0 %
Cp	= 0.9*L/(0.9-Y)	=	74.4 sec
Ymax	= 1-L/C	=	0.817
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	16.0 %



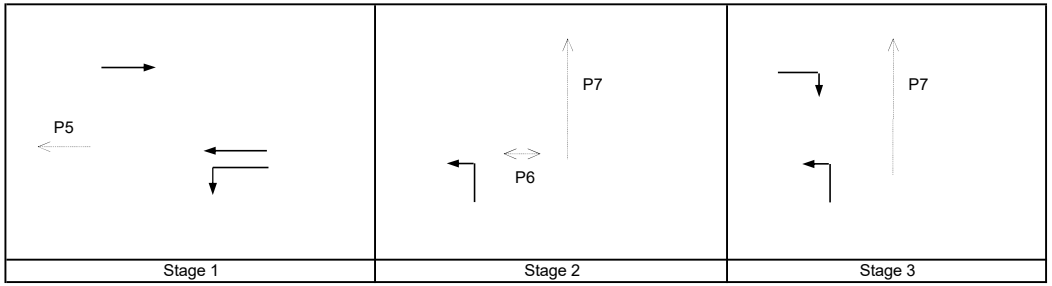
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P6	8.4	1	7	7	61	7	OK
P7	12	2	10	10	10	10	OK
P8	12	2	10	10	10	10	OK
P9	12	1	10	10	58	10	OK
P10	8.4	2,3	7	7	45	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				17					
2	1	3.80		2			N	4130		1567		1567	0.00	4130			4130	0.379	0.379		59	59	0.776	133	27
3	2	3.80		2	25			4270			399	399	1.00	4028			4028	0.099	0.099	5	15	20	0.585	55	47
4	2,3	3.30		1	20		N	1945	590			590	1.00	1809			1809	0.326			50	87	0.451	27	8
5	3	3.50		2	15		N	4070			575	575	1.00	3700			3700	0.155	0.155		24	24	0.776	79	49
6	1	3.30		2	12		N	4030	825			825	1.00	3582			3582	0.230			36	70	0.393	57	14
1	1	3.30		2				4170		1142		1142	0.00	4170			4170	0.274			42	42	0.776	124	36

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Choi Hung Road / Tai Yau Street	2025 Observed Flows AM		Checked By:	SF	Nov-25



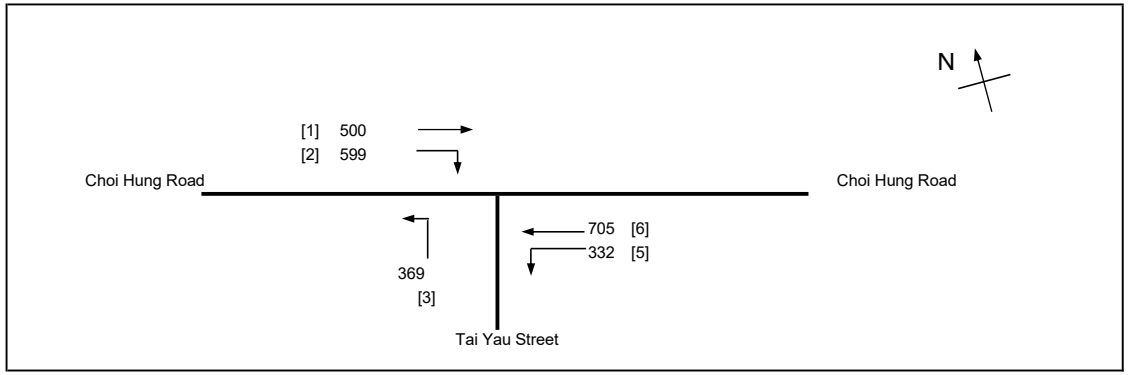
No. of stages per cycle		N =	3
Intergreen Period	Stage 1 - 2	I =	6 sec
	Stage 2 - 3	I =	3 sec
	Stage 3 - 1	I =	6 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.600
Loss time		L =	31 sec
Total Flow		=	2552 pcu
Co	= (1.5*L+5)/(1-Y)	=	128.6 sec
Cm	= L/(1-Y)	=	77.4 sec
Yult		=	0.668
R.C.ult	= (Yult-Y)/Y*100%	=	11.3 %
Cp	= 0.9*L/(0.9-Y)	=	92.9 sec
Ymax	= 1-L/C	=	0.742
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	11.3 %



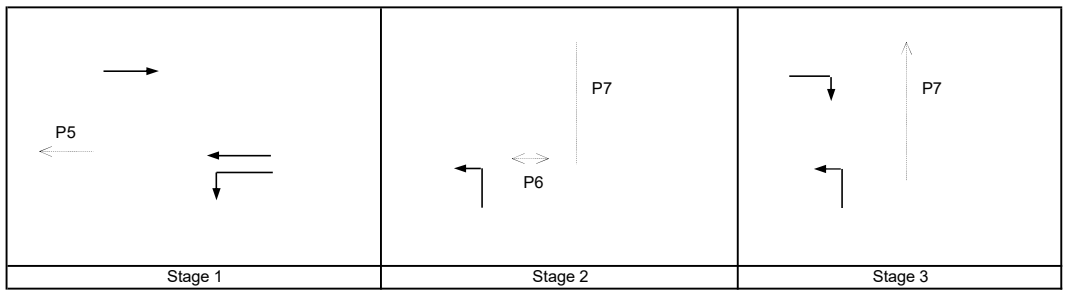
Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P5	6	1	5	5	29	5	OK
P6	12	2	8	10	8	10	OK
P7	12	2,3	12	10	67	10	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				13					
1	1	6.60		2			N	4690		604		604	0.00	4690			4690	0.129	0.235		19	35	0.443	71	35
2	3	3.50		1	15			2105			698	698	1.00	1914			1914	0.365	0.365		54	54	0.809	67	33
3	2,3	3.30		1	12		N	1945	326			326	1.00	1729			1729	0.189			28	74	0.305	21	12
5,6	1	3.50		1	13		N	1965	278	152		430	0.65	1828			1828	0.235			35	35	0.809	55	47
6	1	3.50		1				2105		494		494	0.00	2105			2105	0.235			35	35	0.809	62	46
	2		dummy																	18	18	18			

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Choi Hung Road / Tai Yau Street	2025 Observed Flows PM		Checked By:	SF	Nov-25



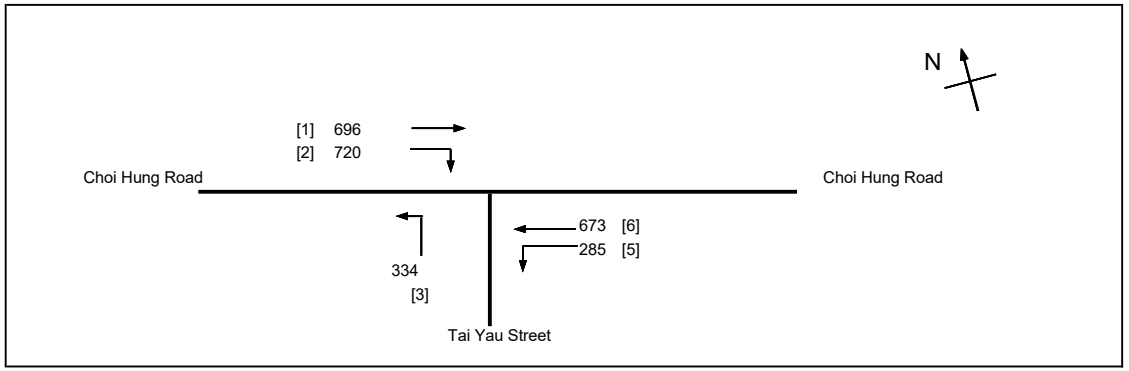
No. of stages per cycle		N =	3	
Intergreen Period	Stage 1 - 2	I =	6	sec
	Stage 2 - 3	I =	3	sec
	Stage 3 - 1	I =	6	sec
Cycle time		C =	120	sec
Sum(y)		Y =	0.577	
Loss time		L =	31	sec
Total Flow		=	2505	pcu
Co	= (1.5*L+5)/(1-Y)	=	121.8	sec
Cm	= L/(1-Y)	=	73.3	sec
Yult		=	0.668	
R.C.ult	= (Yult-Y)/Y*100%	=	15.6	%
Cp	= 0.9*L/(0.9-Y)	=	86.4	sec
Ymax	= 1-L/C	=	0.742	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	15.6	%



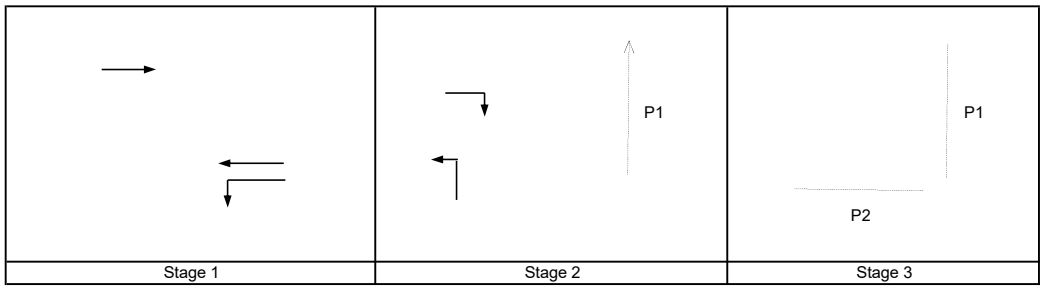
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P5	6	1	5	5	32	5	OK
P6	12	2	8	10	8	10	OK
P7	12	2,3	12	10	56	10	OK

	Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h		Flare Lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																					13					
	1	1	6.60		2			N	4690		500		500	0.00	4690			4690	0.107	0.264		16	41	0.314	55	30
	2	3	3.50		1	15			2105			599	599	1.00	1914			1914	0.313	0.313		48	48	0.778	62	36
	3	2,3	3.30		1	12		N	1945	369			369	1.00	1729			1729	0.213			33	68	0.375	27	15
	5,6	1	3.50		1	13		N	1965	332	149		481	0.69	1820			1820	0.264			41	41	0.778	55	41
	6	1	3.50		1				2105		556		556	0.00	2105			2105	0.264			41	41	0.778	64	40
		2		dummy																	18	18	18			

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Choi Hung Road / Tai Yau Street	2030 Reference Flows AM (with junction improvement)		Checked By:	SF	Nov-25



No. of stages per cycle		N =	3
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	4 sec
	Stage 3 - 1	I =	3 sec
Cycle time		C =	100 sec
Sum(y)		Y =	0.430
Loss time		L =	28 sec
Total Flow		=	2708 pcu
Co	= (1.5*L+5)/(1-Y)	=	82.5 sec
Cm	= L/(1-Y)	=	49.2 sec
Yult		=	0.690
R.C.ult	= (Yult-Y)/Y*100%	=	60.3 %
Cp	= 0.9*L/(0.9-Y)	=	53.7 sec
Ymax	= 1-L/C	=	0.720
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	50.5 %



Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	12	2,3	5	5	13	8	OK
P2	6	3	8	10	8	10	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane Length m	Flare Lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				10					
1	1	3.40		2			N	4050		696		696	0.00	4050			4050	0.172	0.241		29	40	0.427	58	22
2	2	3.30		2	15			4170			720	720	1.00	3791			3791	0.190	0.190		32	32	0.598	68	30
3	2	4.60		1	12		N	2075	334			334	1.00	1844			1844	0.181			30	32	0.570	32	31
5,6	1	3.60		1	13		N	1975	285	157		442	0.64	1838			1838	0.241			40	40	0.598	37	26
6	1	3.90		1				2145		516		516	0.00	2145			2145	0.241			40	40	0.598	43	25
	3		dummy																	18	18	18			

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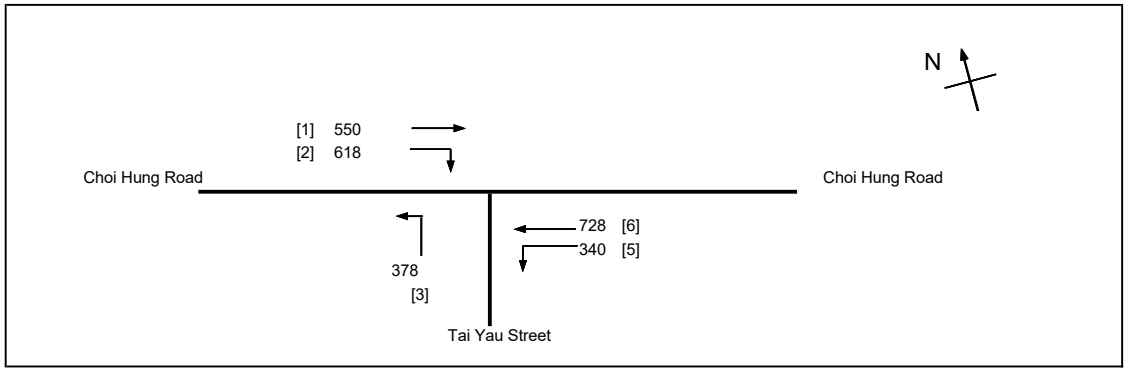
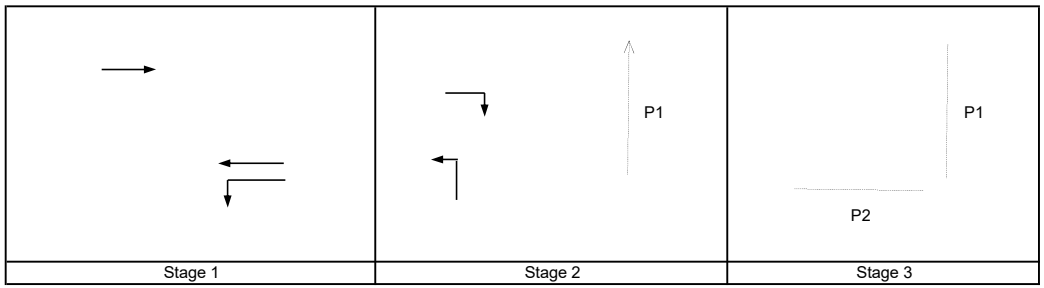
AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Choi Hung Road / Tai Yau Street	2030 Reference Flows PM (with junction improvement)		Checked By:	SF	Nov-25



No. of stages per cycle		N =	3
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	4 sec
	Stage 3 - 1	I =	3 sec
Cycle time		C =	100 sec
Sum(y)		Y =	0.474
Loss time		L =	28 sec
Total Flow		=	2614 pcu
Co	= (1.5*L+5)/(1-Y)	=	89.3 sec
Cm	= L/(1-Y)	=	53.2 sec
Yult		=	0.690
R.C.ult	= (Yult-Y)/Y*100%	=	45.7 %
Cp	= 0.9*L/(0.9-Y)	=	59.1 sec
Ymax	= 1-L/C	=	0.720
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	36.8 %



Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	12	2,3	5	5	13	8	OK
P2	6	3	8	10	8	10	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane Length m	Flare Lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				10					
1	1	3.40		2			N	4050		550		550	0.00	4050			4050	0.136	0.269		21	41	0.332	45	21
2	2	3.30		2	15			4170			618	618	1.00	3791			3791	0.163	0.205		25	31	0.523	59	29
3	2	4.60		1	12		N	2075	378			378	1.00	1844			1844	0.205			31	31	0.658	36	33
5,6	1	3.60		1	13		N	1975	340	152		492	0.69	1829			1829	0.269			41	41	0.658	40	26
6	1	3.90		1				2145		576		576	0.00	2145			2145	0.269			41	41	0.658	47	26
	3		dummy																	18	18	18			

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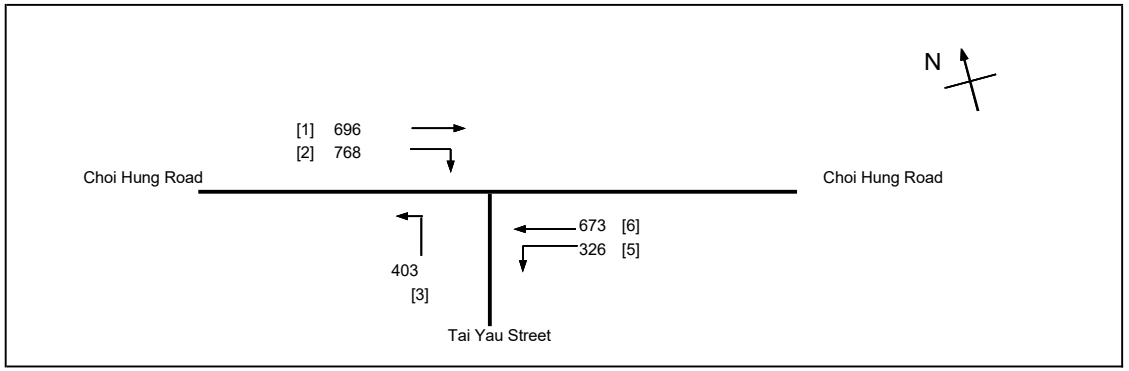
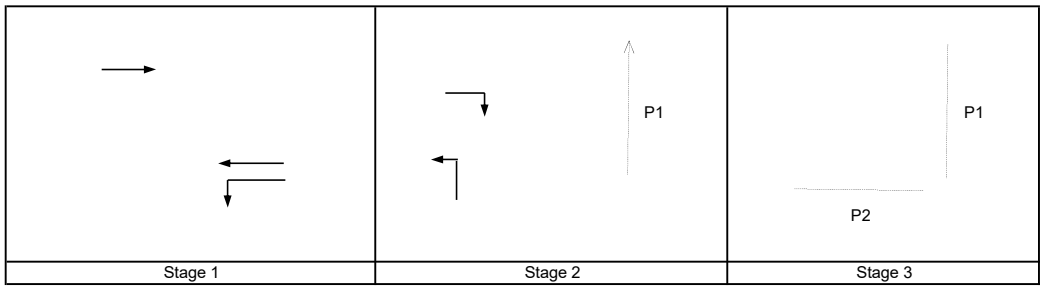
AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Choi Hung Road / Tai Yau Street	2030 Design Flows AM (with junction improvement)		Checked By:	SF	Nov-25



No. of stages per cycle		N =	3	
Intergreen Period	Stage 1 - 2	I =	5	sec
	Stage 2 - 3	I =	4	sec
	Stage 3 - 1	I =	3	sec
Cycle time		C =	100	sec
Sum(y)		Y =	0.470	
Loss time		L =	28	sec
Total Flow		=	2866	pcu
Co	= (1.5*L+5)/(1-Y)	=	88.7	sec
Cm	= L/(1-Y)	=	52.8	sec
Yult		=	0.690	
R.C.ult	= (Yult-Y)/Y*100%	=	46.8	%
Cp	= 0.9*L/(0.9-Y)	=	58.6	sec
Ymax	= 1-L/C	=	0.720	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	37.8	%



Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	12	2,3	5	5	13	8	OK
P2	6	3	8	10	8	10	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane Length m	Flare Lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				10					
1	1	3.40		2			N	4050		696		696	0.00	4050			4050	0.172	0.252		26	39	0.446	59	23
2	2	3.30		2	15			4170			768	768	1.00	3791			3791	0.203	0.218		31	33	0.605	71	29
3	2	4.60		1	12		N	2075	403			403	1.00	1844			1844	0.218			33	33	0.653	37	31
5,6	1	3.60		1	13		N	1975	326	133		459	0.71	1825			1825	0.252			39	39	0.653	39	28
6	1	3.90		1				2145		540		540	0.00	2145			2145	0.252			39	39	0.653	46	27
	3		dummy																	18	18	18			

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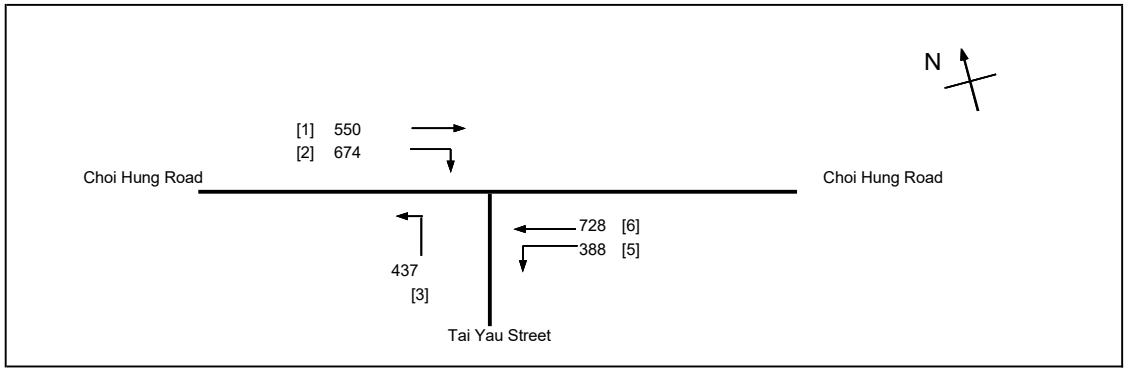
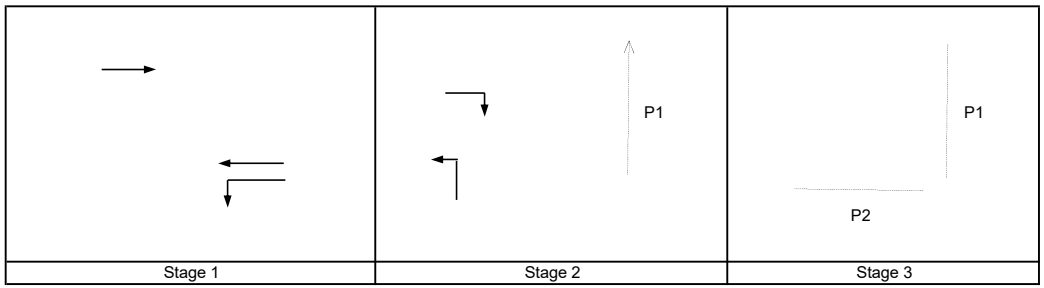
AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Choi Hung Road / Tai Yau Street	2030 Design Flows PM (with junction improvement)		Checked By:	SF	Nov-25



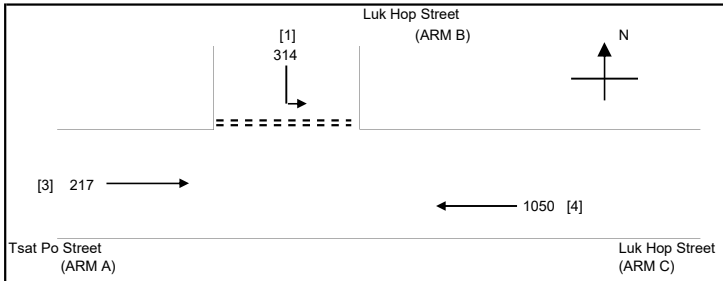
No. of stages per cycle		N =	3
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	4 sec
	Stage 3 - 1	I =	3 sec
Cycle time		C =	100 sec
Sum(y)		Y =	0.519
Loss time		L =	28 sec
Total Flow		=	2777 pcu
Co	= (1.5*L+5)/(1-Y)	=	97.6 sec
Cm	= L/(1-Y)	=	58.2 sec
Yult		=	0.690
R.C.ult	= (Yult-Y)/Y*100%	=	33.0 %
Cp	= 0.9*L/(0.9-Y)	=	66.1 sec
Ymax	= 1-L/C	=	0.720
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	24.9 %



Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	12	2,3	5	5	13	8	OK
P2	6	3	8	10	8	10	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane Length m	Flare Lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				10					
1	1	3.40		2			N	4050		550		550	0.00	4050			4050	0.136	0.282		19	39	0.347	47	22
2	2	3.30		2	15			4170			674	674	1.00	3791			3791	0.178	0.237		25	33	0.541	63	28
3	2	4.60		1	12		N	2075	437			437	1.00	1844			1844	0.237			33	33	0.720	41	33
5,6	1	3.60		1	13		N	1975	388	124		512	0.76	1816			1816	0.282			39	39	0.720	44	29
6	1	3.90		1				2145		604		604	0.00	2145			2145	0.282			39	39	0.720	51	29
	3		dummy																	18	18	18			

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Luk Hop Street / Tsat Po Street	2025 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:			



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	217	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	0	(metres)
q c-a	=	1050	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	3.20	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	130	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	314	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.9663193
F	=	0.8542684
Y	=	0.7723
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

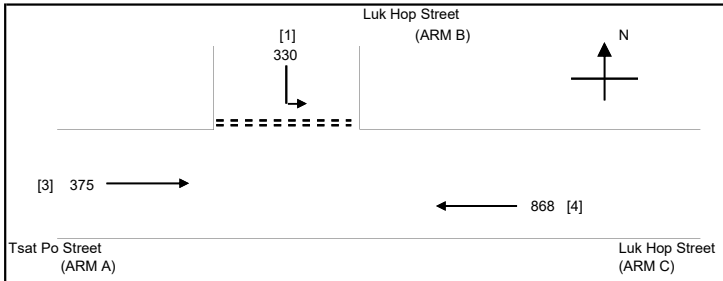
Q b-a	=	203			
Q b-c	=	661	Q b-c (O) =	661	
Q c-b	=	584			
Q b-ac	=	661			
TOTAL FLOW	=	1581	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.4750
DFC c-b	=	0.0000

CRITICAL DFC = 0.48

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Luk Hop Street / Tsat Po Street	2025 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:			



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	375	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	0	(metres)
q c-a	=	868	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	3.20	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	130	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	330	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.9663193
F	=	0.8542684
Y	=	0.7723
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

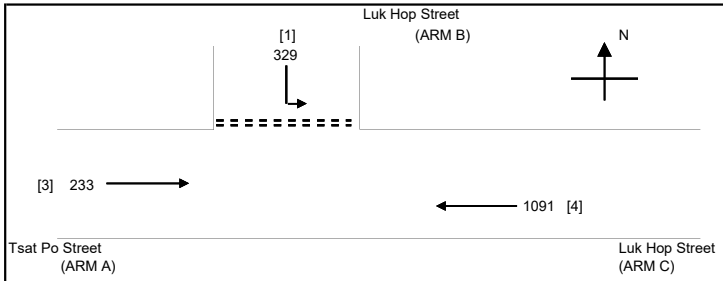
Q b-a	=	196			
Q b-c	=	618	Q b-c (O) =	618	
Q c-b	=	546			
Q b-ac	=	618			
TOTAL FLOW	=	1573	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.5340
DFC c-b	=	0.0000

CRITICAL DFC = 0.53

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Luk Hop Street / Tsat Po Street	2030 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:			



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	233	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	0	(metres)
q c-a	=	1091	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	3.20	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	130	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	329	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.9663193
F	=	0.8542684
Y	=	0.7723
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

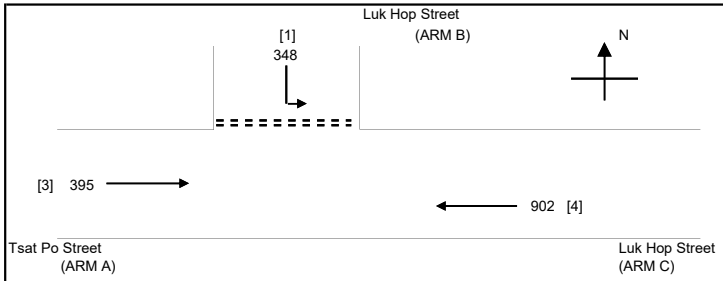
Q b-a	=	197			
Q b-c	=	657	Q b-c (O) =	657	
Q c-b	=	580			
Q b-ac	=	657			
TOTAL FLOW	=	1653	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.5008
DFC c-b	=	0.0000

CRITICAL DFC = 0.50

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Luk Hop Street / Tsat Po Street	2030 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:			



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	395	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	0	(metres)
q c-a	=	902	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	3.20	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	130	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	348	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.9663193
F	=	0.8542684
Y	=	0.7723
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

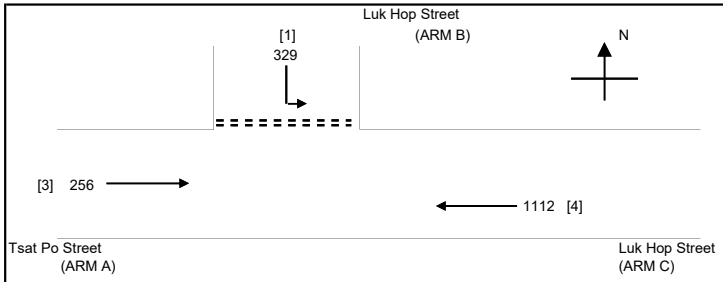
Q b-a	=	190			
Q b-c	=	613	Q b-c (O) =	613	
Q c-b	=	542			
Q b-ac	=	613			
TOTAL FLOW	=	1645	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.5677
DFC c-b	=	0.0000

CRITICAL DFC = 0.57

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Luk Hop Street / Tsat Po Street	2030 Design Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:			



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	256	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	0	(metres)
q c-a	=	1112	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	3.20	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	130	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	329	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.9663193
F	=	0.8542684
Y	=	0.7723
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

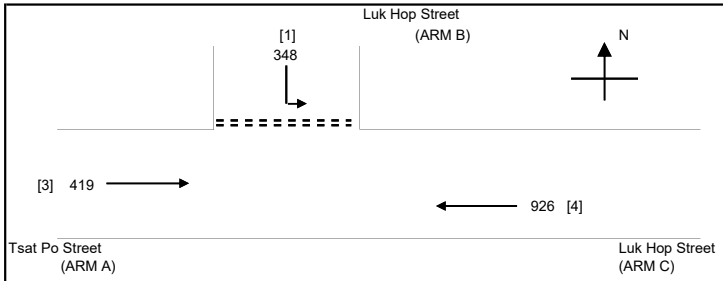
Q b-a	=	191		
Q b-c	=	650	Q b-c (O) =	650
Q c-b	=	575		
Q b-ac	=	650		
TOTAL FLOW	=	1697	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.5062
DFC c-b	=	0.0000

CRITICAL DFC = 0.51

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Luk Hop Street / Tsat Po Street	2030 Design Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:			



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	419	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	0	(metres)
q c-a	=	926	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	3.20	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	130	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	348	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.9663193
F	=	0.8542684
Y	=	0.7723
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

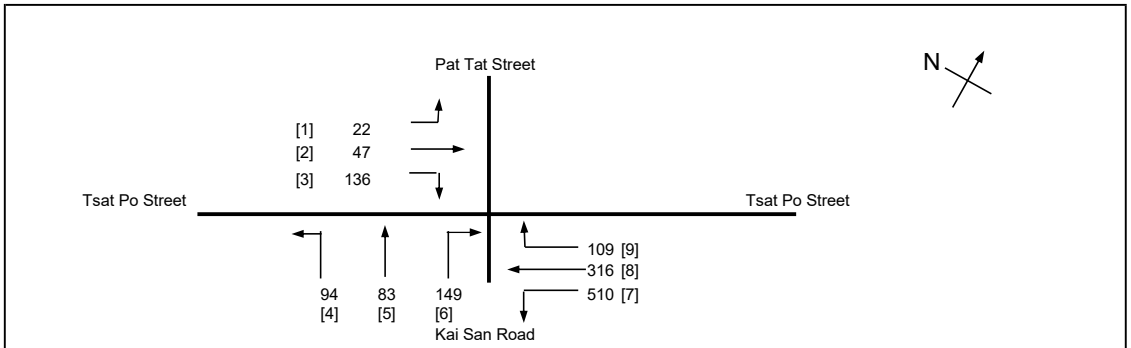
Q b-a	=	184			
Q b-c	=	606	Q b-c (O) =	606	
Q c-b	=	536			
Q b-ac	=	606			
TOTAL FLOW	=	1693	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

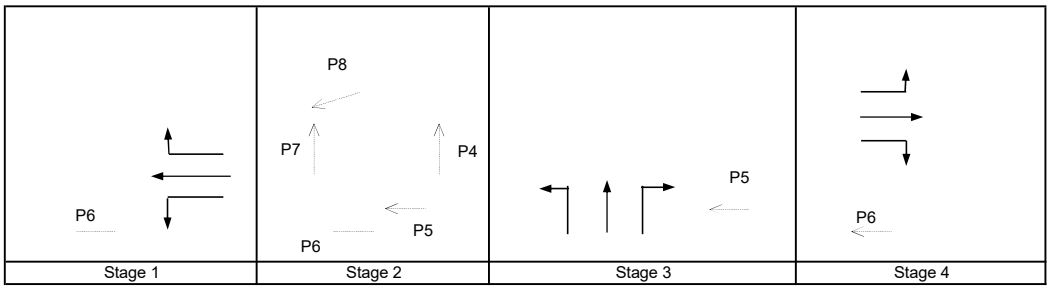
DFC b-a	=	0.0000
DFC b-c	=	0.5743
DFC c-b	=	0.0000

CRITICAL DFC = 0.57

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Pat Tat Street / Tsat Po Street / Kai San Road	2025 Observed Flows AM		Checked By:	SF	Nov-25



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	4 sec
	Stage 3 - 4	I =	9 sec
	Stage 4 - 1	I =	11 sec
Cycle time		C =	130 sec
Sum(y)		Y =	0.460
Loss time		L =	44 sec
Total Flow		=	1466 pcu
Co	= (1.5*L+5)/(1-Y)	=	131.5 sec
Cm	= L/(1-Y)	=	81.5 sec
Yult		=	0.570
R.C.ult	= (Yult-Y)/Y*100%	=	23.8 %
Cp	= 0.9*L/(0.9-Y)	=	90.1 sec
Ymax	= 1-L/C	=	0.662
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	29.4 %

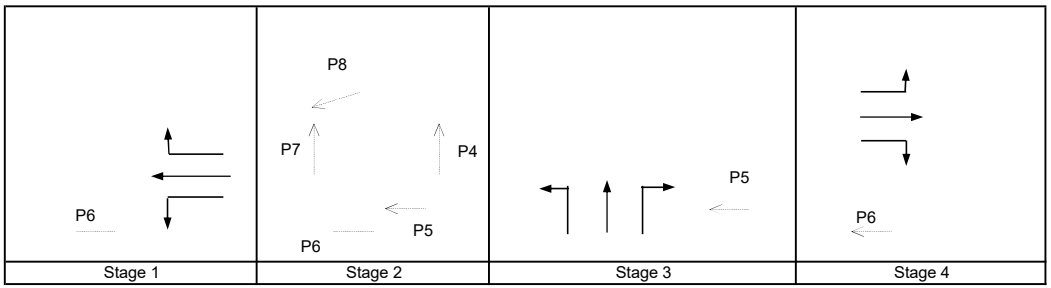


Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P4	10.8	2	9	9	9	9	OK
P5	9.6	2,3	8	8	31	8	OK
P6	8.4	1,2,4	7	7	87	7	OK
P7	9.6	2	9	8	10	8	OK
P8	8.4	2	7	7	11	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				26					
1,2,3	4	5.00		1	18			2255	22	47	136	205	0.77	2119			2119	0.097	0.097		18	18	0.696	33	59
4,5	3	3.90		1	20		N	2005	94	83		177	0.53	1928			1928	0.092	0.092		17	17	0.696	29	61
6	3	3.90		1	12			2145			149	149	1.00	1907			1907	0.078			15	17	0.592	23	57
7,8	1	3.90		1	22		N	2005	510	0		510	1.00	1877			1877	0.272	0.272		51	51	0.696	56	36
8,9	1	3.90		1	25			2145		316	109	425	0.26	2112			2112	0.201			38	51	0.515	47	32
	2		dummy																	18	18	18			

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Pat Tat Street / Tsat Po Street / Kai San Road	2025 Observed Flows PM		Checked By:	SF	Nov-25

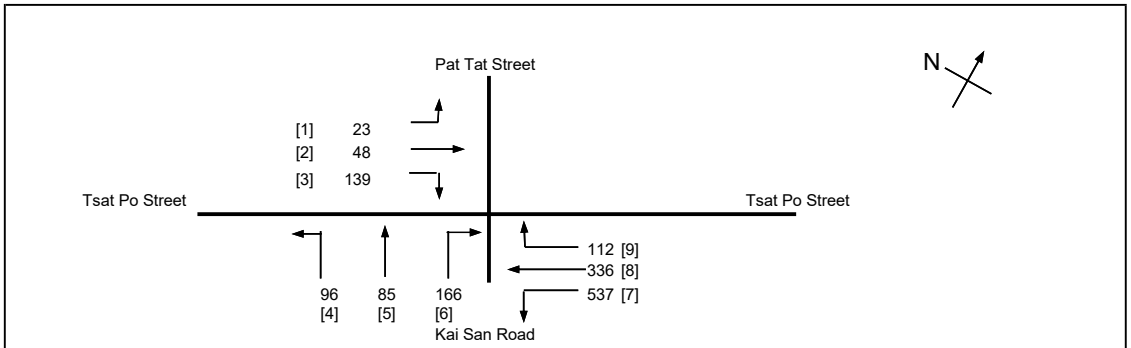
No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	4 sec
	Stage 3 - 4	I =	9 sec
	Stage 4 - 1	I =	11 sec
Cycle time		C =	130 sec
Sum(y)		Y =	0.445
Loss time		L =	44 sec
Total Flow		=	1576 pcu
Co	= (1.5*L+5)/(1-Y)	=	127.9 sec
Cm	= L/(1-Y)	=	79.2 sec
Yult		=	0.570
R.C.ult	= (Yult-Y)/Y*100%	=	28.2 %
Cp	= 0.9*L/(0.9-Y)	=	87.0 sec
Ymax	= 1-L/C	=	0.662
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	33.9 %



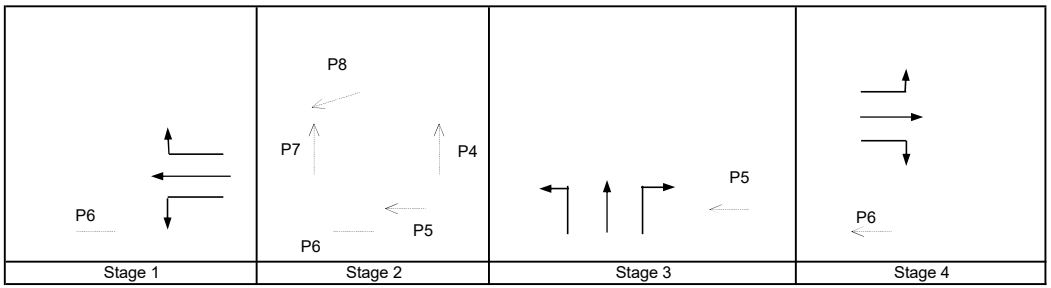
Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P4	10.8	2	9	9	9	9	OK
P5	9.6	2,3	8	8	43	8	OK
P6	8.4	1,2,4	7	7	75	7	OK
P7	9.6	2	9	8	10	8	OK
P8	8.4	2	7	7	11	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				26					
1,2,3	4	5.00		1	18			2255	28	60	105	193	0.69	2133			2133	0.091	0.091		18	18	0.672	31	58
4,5	3	3.90		1	20		N	2005	203	81		284	0.71	1903			1903	0.149	0.149		29	29	0.672	40	50
6	3	3.90		1	12			2145			282	282	1.00	1907			1907	0.148			29	29	0.666	40	50
7,8	1	3.90		1	22		N	2005	375	10		385	0.97	1880			1880	0.205	0.205		40	40	0.672	48	42
8,9	1	3.90		1	25			2145		295	137	432	0.32	2105			2105	0.205			40	40	0.672	54	42
	2		dummy																	18	18	18			

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Pat Tat Street / Tsat Po Street / Kai San Road	2030 Reference Flows AM		Checked By:	SF	Nov-25



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	4 sec
	Stage 3 - 4	I =	9 sec
	Stage 4 - 1	I =	11 sec
Cycle time		C =	130 sec
Sum(y)		Y =	0.479
Loss time		L =	44 sec
Total Flow		=	1542 pcu
Co	= (1.5*L+5)/(1-Y)	=	136.3 sec
Cm	= L/(1-Y)	=	84.5 sec
Yult		=	0.570
R.C.ult	= (Yult-Y)/Y*100%	=	19.0 %
Cp	= 0.9*L/(0.9-Y)	=	94.1 sec
Ymax	= 1-L/C	=	0.662
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	24.3 %



Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P4	10.8	2	9	9	9	9	OK
P5	9.6	2,3	8	8	31	8	OK
P6	8.4	1,2,4	7	7	87	7	OK
P7	9.6	2	9	8	10	8	OK
P8	8.4	2	7	7	11	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				26					
1,2,3	4	5.00		1	18			2255	23	48	139	210	0.77	2119			2119	0.099	0.099		18	18	0.724	34	61
4,5	3	3.90		1	20		N	2005	96	85		181	0.53	1928			1928	0.094	0.094		17	17	0.724	30	63
6	3	3.90		1	12			2145			166	166	1.00	1907			1907	0.087			16	17	0.672	27	60
7,8	1	3.90		1	22		N	2005	537	0		537	1.00	1877			1877	0.286	0.286		51	51	0.724	59	36
8,9	1	3.90		1	25			2145		336	112	448	0.25	2113			2113	0.212			38	51	0.537	49	32
	2		dummy																	18	18	18			

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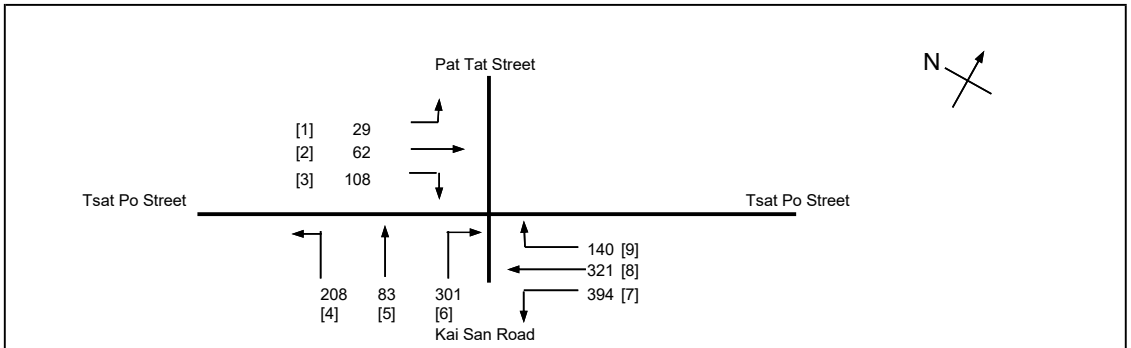
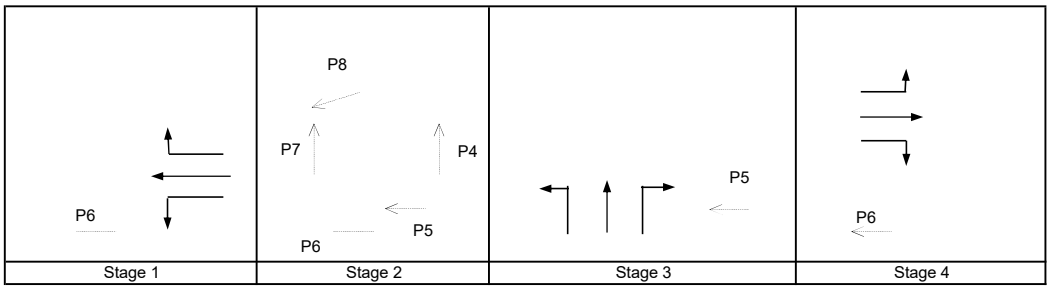
AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Pat Tat Street / Tsat Po Street / Kai San Road	2030 Reference Flows PM		Checked By:	SF	Nov-25



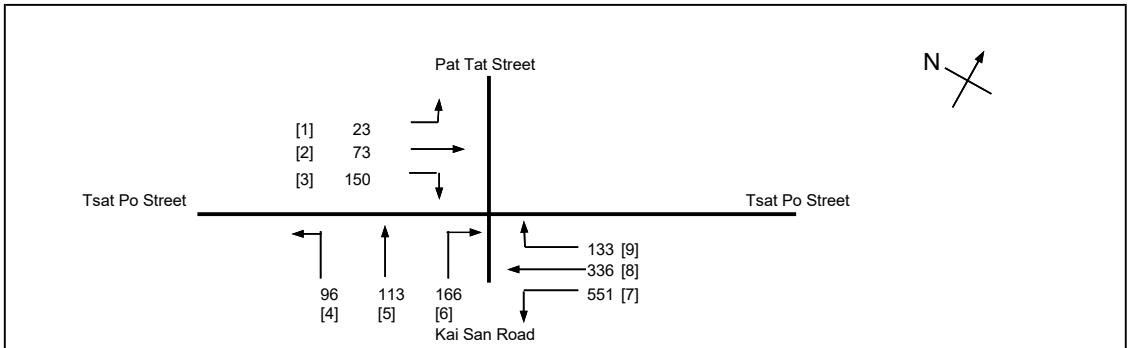
No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	4 sec
	Stage 3 - 4	I =	9 sec
	Stage 4 - 1	I =	11 sec
Cycle time		C =	130 sec
Sum(y)		Y =	0.466
Loss time		L =	44 sec
Total Flow		=	1646 pcu
Co	= (1.5*L+5)/(1-Y)	=	132.9 sec
Cm	= L/(1-Y)	=	82.4 sec
Yult		=	0.570
R.C.ult	= (Yult-Y)/Y*100%	=	22.4 %
Cp	= 0.9*L/(0.9-Y)	=	91.2 sec
Ymax	= 1-L/C	=	0.662
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	27.8 %



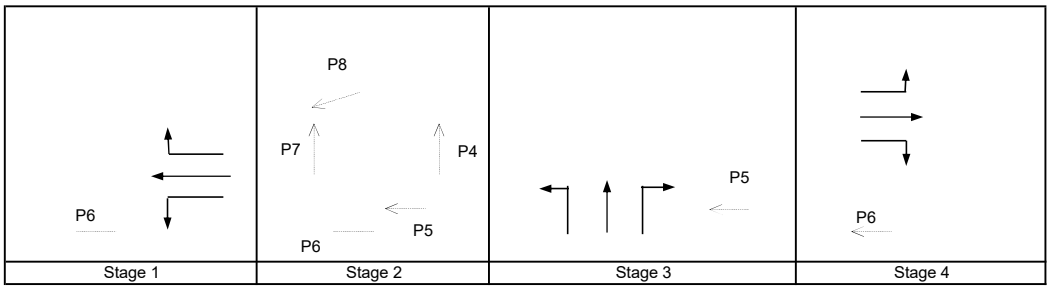
Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P4	10.8	2	10	9	10	9	OK
P5	9.6	2,3	8	8	44	8	OK
P6	8.4	1,2,4	7	7	75	7	OK
P7	9.6	2	9	8	11	8	OK
P8	8.4	2	7	7	12	7	OK

Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				26					
1,2,3	4	5.00		1	18			2255	29	62	108	199	0.69	2133			2133	0.093	0.093		17	17	0.704	32	60
4,5	3	3.90		1	20		N	2005	208	83		291	0.71	1903			1903	0.153	0.158		28	29	0.682	41	50
6	3	3.90		1	12			2145			301	301	1.00	1907			1907	0.158			29	29	0.704	42	51
7,8	1	3.90		1	22		N	2005	394	9		403	0.98	1880			1880	0.215	0.215		40	40	0.704	51	43
8,9	1	3.90		1	25			2145		312	140	452	0.31	2106			2106	0.215			40	40	0.704	57	43
	2		dummy																	18	18	18			

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Pat Tat Street / Tsat Po Street / Kai San Road	2030 Design Flows AM		Checked By:	SF	Nov-25



No. of stages per cycle		N =	4	
Intergreen Period	Stage 1 - 2	I =	5	sec
	Stage 2 - 3	I =	4	sec
	Stage 3 - 4	I =	9	sec
	Stage 4 - 1	I =	11	sec
Cycle time		C =	130	sec
Sum(y)		Y =	0.517	
Loss time		L =	44	sec
Total Flow		=	1641	pcu
Co	= (1.5*L+5)/(1-Y)	=	147.0	sec
Cm	= L/(1-Y)	=	91.1	sec
Yult		=	0.570	
R.C.ult	= (Yult-Y)/Y*100%	=	10.3	%
Cp	= 0.9*L/(0.9-Y)	=	103.4	sec
Ymax	= 1-L/C	=	0.662	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	15.2	%

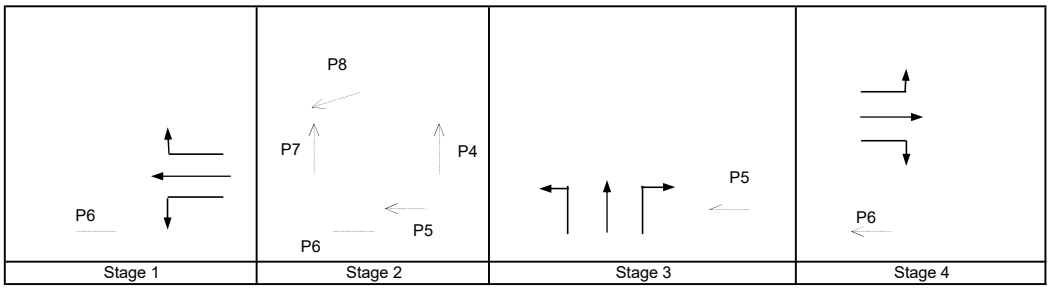


Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P4	10.8	2	9	9	9	9	OK
P5	9.6	2,3	8	8	32	8	OK
P6	8.4	1,2,4	7	7	86	7	OK
P7	9.6	2	9	8	10	8	OK
P8	8.4	2	7	7	11	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				26					
1,2,3	4	5.00		1	18			2255	23	73	150	246	0.70	2130			2130	0.115	0.115		19	19	0.781	41	64
4,5	3	3.90		1	20		N	2005	96	113		209	0.46	1938			1938	0.108	0.108		18	18	0.781	36	67
6	3	3.90		1	12			2145			166	166	1.00	1907			1907	0.087			14	18	0.631	26	57
7,8	1	3.90		1	22		N	2005	551	0		551	1.00	1877			1877	0.294	0.294		49	49	0.781	64	41
8,9	1	3.90		1	25			2145		336	133	469	0.28	2109			2109	0.222			37	49	0.592	53	34
	2		dummy																	18	18	18			

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Pat Tat Street / Tsat Po Street / Kai San Road	2030 Design Flows PM		Checked By:	SF	Nov-25

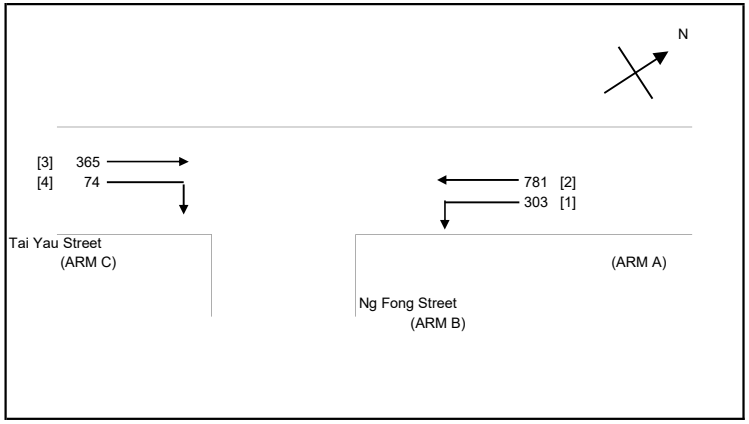
No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	4 sec
	Stage 3 - 4	I =	9 sec
	Stage 4 - 1	I =	11 sec
Cycle time		C =	130 sec
Sum(y)		Y =	0.504
Loss time		L =	44 sec
Total Flow		=	1753 pcu
Co	= (1.5*L+5)/(1-Y)	=	143.1 sec
Cm	= L/(1-Y)	=	88.7 sec
Yult		=	0.570
R.C.ult	= (Yult-Y)/Y*100%	=	13.1 %
Cp	= 0.9*L/(0.9-Y)	=	99.9 sec
Ymax	= 1-L/C	=	0.662
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	18.2 %



Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P4	10.8	2	9	9	9	9	OK
P5	9.6	2,3	8	8	44	8	OK
P6	8.4	1,2,4	7	7	74	7	OK
P7	9.6	2	9	8	10	8	OK
P8	8.4	2	7	7	11	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				26					
1,2,3	4	5.00		1	18			2255	29	86	123	238	0.64	2141			2141	0.111	0.111		19	19	0.762	39	62
4,5	3	3.90		1	20		N	2005	208	115		323	0.64	1913			1913	0.169	0.169		29	29	0.762	47	54
6	3	3.90		1	12			2145			301	301	1.00	1907			1907	0.158			27	29	0.712	43	51
7,8	1	3.90		1	22		N	2005	406	15		421	0.96	1881			1881	0.224	0.224		38	38	0.762	55	47
8,9	1	3.90		1	25			2145		306	164	470	0.35	2101			2101	0.224			38	38	0.762	62	46
	2		dummy																	18	18	18			

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Ng Fong Street	2025 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.60	(metres)
W cr	=	0.7	(metres)
q a-b	=	303	(pcu/hr)
q a-c	=	781	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	130	(metres)
q c-a	=	365	(pcu/hr)
q c-b	=	74	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	0.9663193
Y	=	0.6688
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

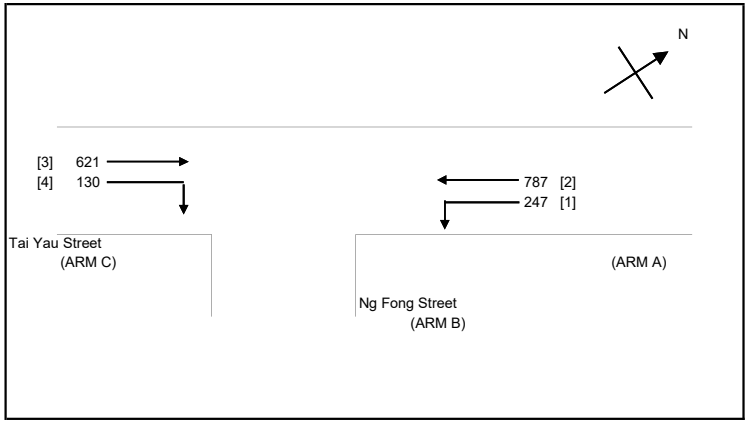
Q b-a	=	179		
Q b-c	=	308	Q b-c (O) =	308
Q c-b	=	465		
Q b-ac	=	#####		
TOTAL FLOW	=	1523	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.1591

CRITICAL DFC = 0.16

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Ng Fong Street	2025 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.60	(metres)
W cr	=	0.7	(metres)
q a-b	=	247	(pcu/hr)
q a-c	=	787	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	130	(metres)
q c-a	=	621	(pcu/hr)
q c-b	=	130	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	0.9663193
Y	=	0.6688
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

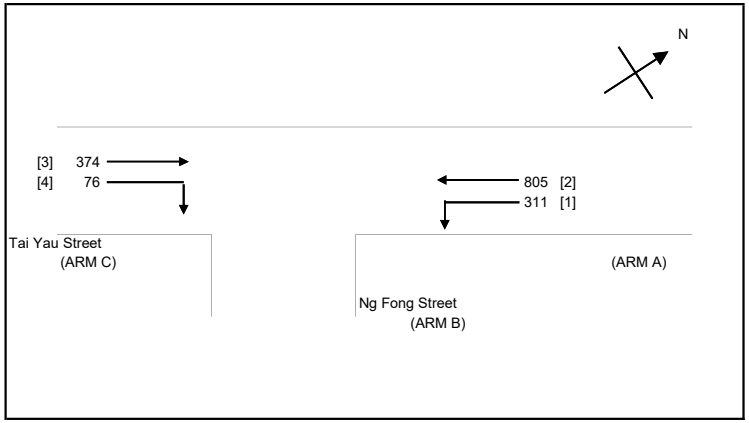
Q b-a	=	150		
Q b-c	=	310	Q b-c (O) =	310
Q c-b	=	477		
Q b-ac	=	#####		
TOTAL FLOW	=	1785	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2725

CRITICAL DFC = 0.27

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Ng Fong Street	2030 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.60	(metres)
W cr	=	0.7	(metres)
q a-b	=	311	(pcu/hr)
q a-c	=	805	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	130	(metres)
q c-a	=	374	(pcu/hr)
q c-b	=	76	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	0.9663193
Y	=	0.6688
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

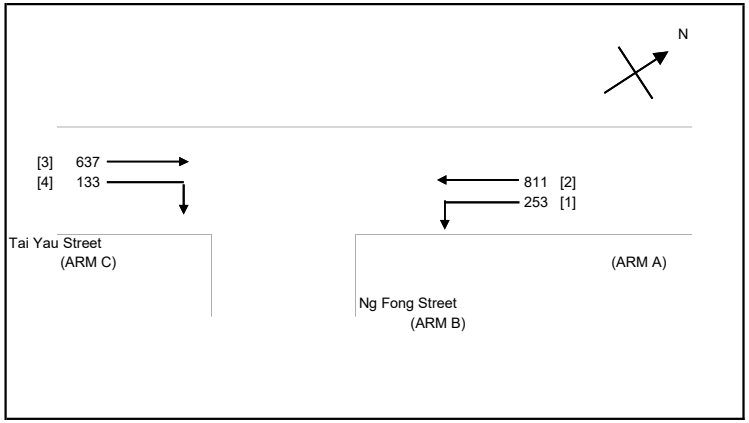
Q b-a	=	174		
Q b-c	=	304	Q b-c (O) =	304
Q c-b	=	457		
Q b-ac	=	#####		
TOTAL FLOW	=	1566	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.1663

CRITICAL DFC = 0.17

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Ng Fong Street	2030 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.60	(metres)
W cr	=	0.7	(metres)
q a-b	=	253	(pcu/hr)
q a-c	=	811	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	130	(metres)
q c-a	=	637	(pcu/hr)
q c-b	=	133	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	0.9663193
Y	=	0.6688
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

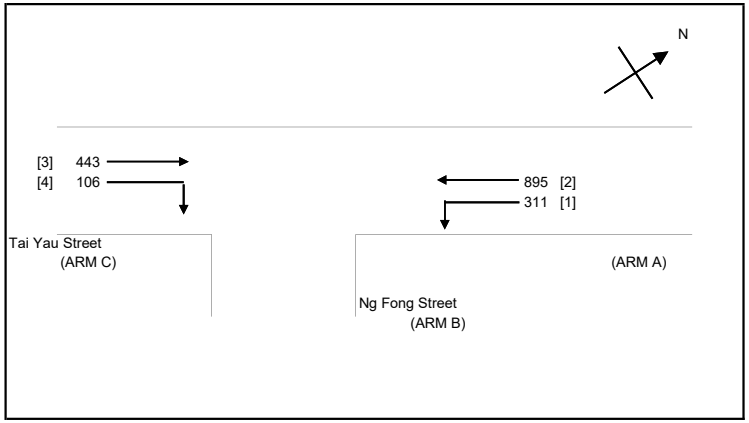
Q b-a	=	144		
Q b-c	=	307	Q b-c (O) =	307
Q c-b	=	470		
Q b-ac	=	#####		
TOTAL FLOW	=	1834	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2830

CRITICAL DFC = 0.28

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Ng Fong Street	2030 Design Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.60	(metres)
W cr	=	0.7	(metres)
q a-b	=	311	(pcu/hr)
q a-c	=	895	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	130	(metres)
q c-a	=	443	(pcu/hr)
q c-b	=	106	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	0.9663193
Y	=	0.6688
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

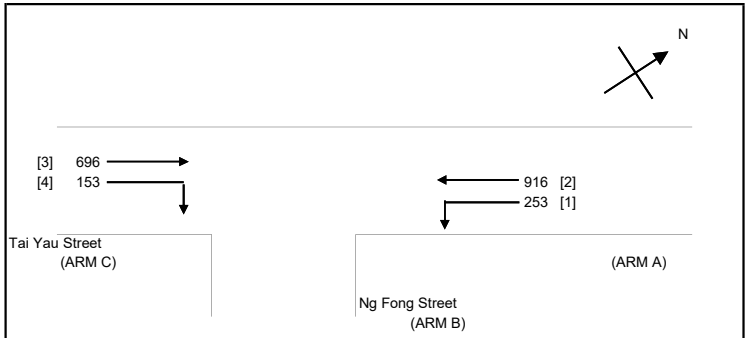
Q b-a	=	151		
Q b-c	=	291	Q b-c (O) =	291
Q c-b	=	436		
Q b-ac	=	#####		
TOTAL FLOW	=	1755	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2431

CRITICAL DFC = 0.24

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Ng Fong Street	2030 Design Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.60	(metres)
W cr	=	0.7	(metres)
q a-b	=	253	(pcu/hr)
q a-c	=	916	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	130	(metres)
q c-a	=	696	(pcu/hr)
q c-b	=	153	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	0.9663193
Y	=	0.6688
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

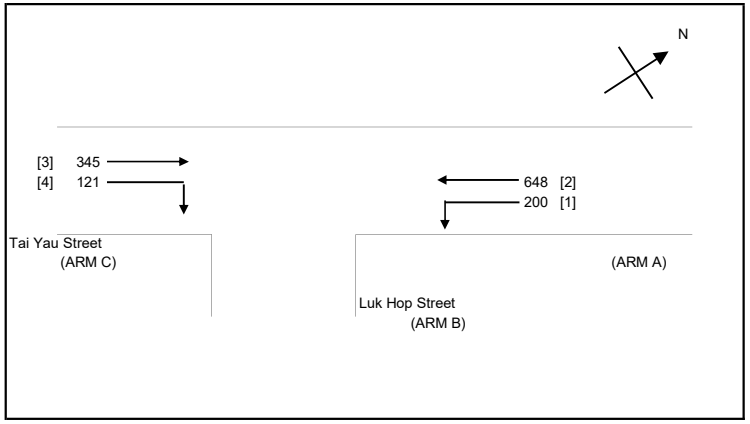
Q b-a	=	122		
Q b-c	=	292	Q b-c (O) =	292
Q c-b	=	445		
Q b-ac	=	#####		
TOTAL FLOW	=	2018	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.3438

CRITICAL DFC = 0.34

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Luk Hop Street	2025 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.70	(metres)
W cr	=	0.0	(metres)
q a-b	=	200	(pcu/hr)
q a-c	=	648	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.24	(metres)
Vr c-b	=	45	(metres)
q c-a	=	345	(pcu/hr)
q c-b	=	121	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	1.0718715
Y	=	0.63085
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

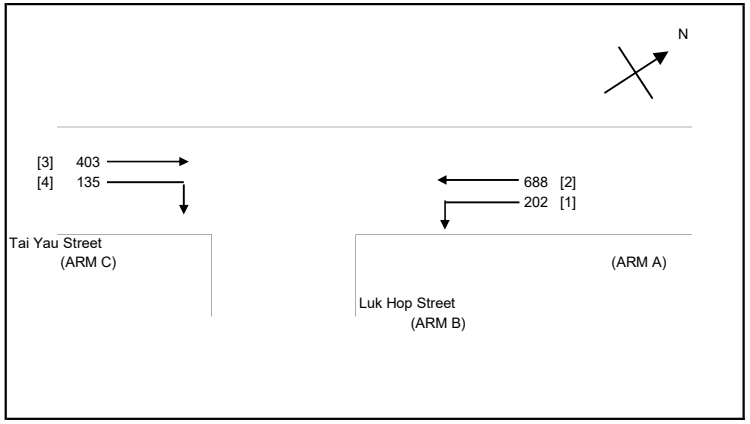
Q b-a	=	198		
Q b-c	=	339	Q b-c (O) =	339
Q c-b	=	590		
Q b-ac	=	#DIV/0!		
TOTAL FLOW	=	1314	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2051

CRITICAL DFC = 0.21

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Luk Hop Street	2025 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.70	(metres)
W cr	=	0.0	(metres)
q a-b	=	202	(pcu/hr)
q a-c	=	688	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.24	(metres)
Vr c-b	=	45	(metres)
q c-a	=	403	(pcu/hr)
q c-b	=	135	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	1.0718715
Y	=	0.63085
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

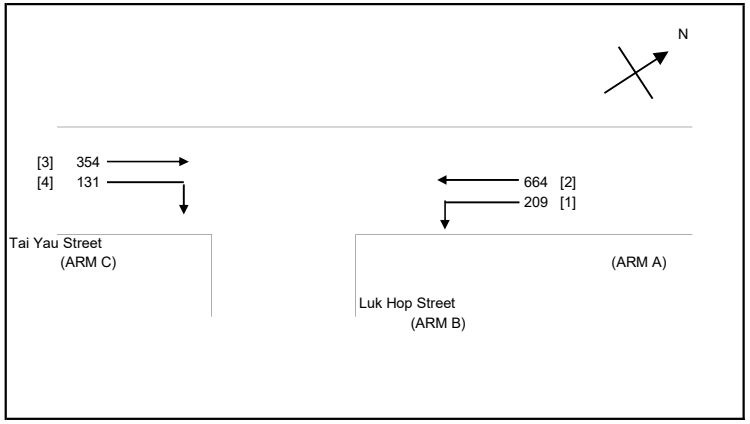
Q b-a	=	186		
Q b-c	=	333	Q b-c (O) =	333
Q c-b	=	579		
Q b-ac	=	#DIV/0!		
TOTAL FLOW	=	1428	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2332

CRITICAL DFC = 0.23

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Luk Hop Street	2030 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.90	(metres)
W cr	=	0.0	(metres)
q a-b	=	209	(pcu/hr)
q a-c	=	664	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.24	(metres)
Vr c-b	=	45	(metres)
q c-a	=	354	(pcu/hr)
q c-b	=	131	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	1.0718715
Y	=	0.69295
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

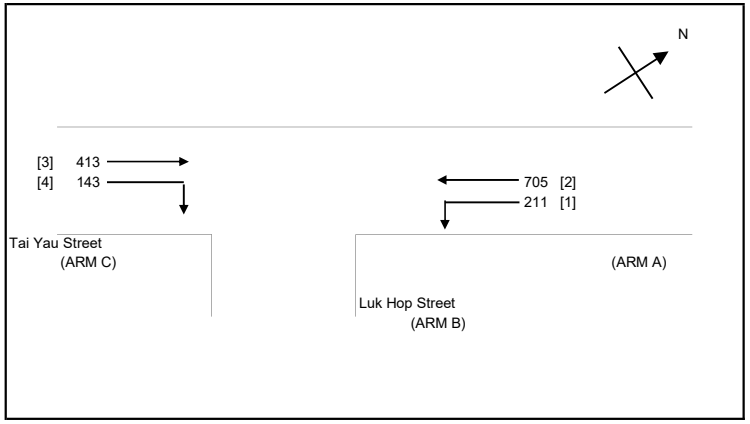
Q b-a	=	179		
Q b-c	=	326	Q b-c (O) =	326
Q c-b	=	563		
Q b-ac	=	#DIV/0!		
TOTAL FLOW	=	1358	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2327

CRITICAL DFC = 0.23

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Luk Hop Street	2030 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.90	(metres)
W cr	=	0.0	(metres)
q a-b	=	211	(pcu/hr)
q a-c	=	705	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.24	(metres)
Vr c-b	=	45	(metres)
q c-a	=	413	(pcu/hr)
q c-b	=	143	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	1.0718715
Y	=	0.69295
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

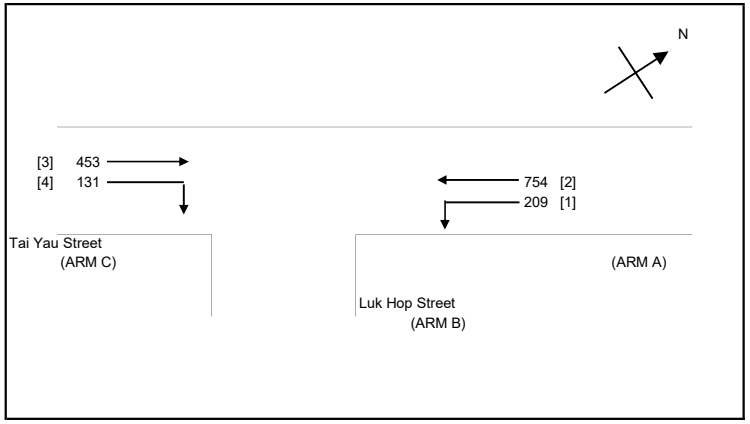
Q b-a	=	166		
Q b-c	=	320	Q b-c (O) =	320
Q c-b	=	551		
Q b-ac	=	#DIV/0!		
TOTAL FLOW	=	1472	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2595

CRITICAL DFC = 0.26

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Luk Hop Street	2030 Design Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.90	(metres)
W cr	=	0.0	(metres)
q a-b	=	209	(pcu/hr)
q a-c	=	754	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.24	(metres)
Vr c-b	=	45	(metres)
q c-a	=	453	(pcu/hr)
q c-b	=	131	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	1.0718715
Y	=	0.69295
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

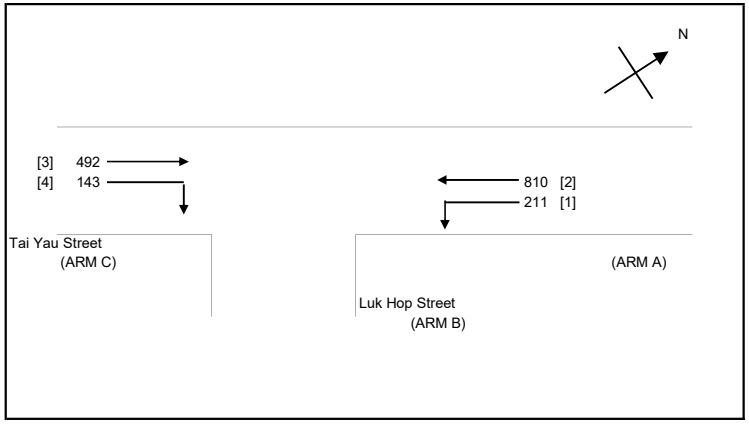
Q b-a	=	158		
Q b-c	=	313	Q b-c (O) =	313
Q c-b	=	538		
Q b-ac	=	#DIV/0!		
TOTAL FLOW	=	1547	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2435

CRITICAL DFC = 0.24

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Luk Hop Street	2030 Design Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.90	(metres)
W cr	=	0.0	(metres)
q a-b	=	211	(pcu/hr)
q a-c	=	810	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.24	(metres)
Vr c-b	=	45	(metres)
q c-a	=	492	(pcu/hr)
q c-b	=	143	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	1.0718715
Y	=	0.69295
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

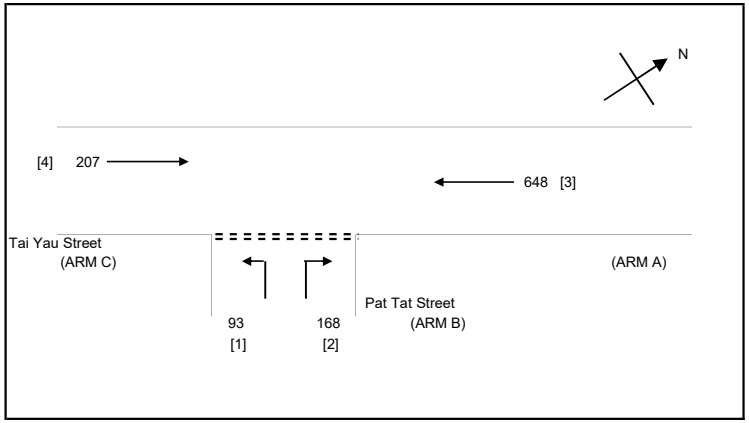
Q b-a	=	145		
Q b-c	=	304	Q b-c (O) =	304
Q c-b	=	523		
Q b-ac	=	#DIV/0!		
TOTAL FLOW	=	1656	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2734

CRITICAL DFC = 0.27

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Pat Tat Street	2025 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.20	(metres)
W cr	=	1.4	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	648	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.64	(metres)
Vr c-b	=	45	(metres)
q c-a	=	207	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	7.37	(metres)
W b-c	=	7.37	(metres)
Vl b-a	=	43	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	34	(metres)
q b-a	=	168	(pcu/hr)
q b-c	=	93	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1834596
E	=	1.2452148
F	=	1.1069335
Y	=	0.6481
F for (Qb-ac)	=	0.3563218

THE CAPACITY OF MOVEMENT :

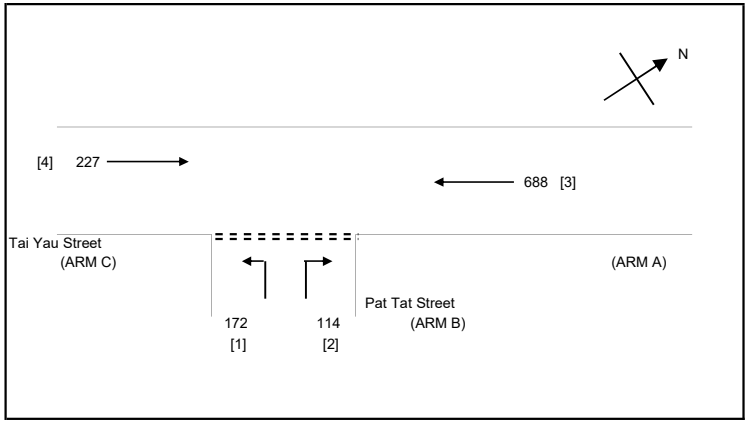
Q b-a	=	547		
Q b-c	=	737	Q b-c (O) =	680.4
Q c-b	=	655		
Q b-ac	=	602.3		
TOTAL FLOW	=	1116	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.3071
DFC b-c	=	0.1262
DFC c-b	=	0.0000

CRITICAL DFC = 0.31

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Pat Tat Street	2025 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.20	(metres)
W cr	=	1.4	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	688	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.64	(metres)
Vr c-b	=	45	(metres)
q c-a	=	227	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	7.37	(metres)
W b-c	=	7.37	(metres)
Vl b-a	=	43	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	34	(metres)
q b-a	=	114	(pcu/hr)
q b-c	=	172	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1834596
E	=	1.2452148
F	=	1.1069335
Y	=	0.6481
F for (Qb-ac)	=	0.6013986

THE CAPACITY OF MOVEMENT :

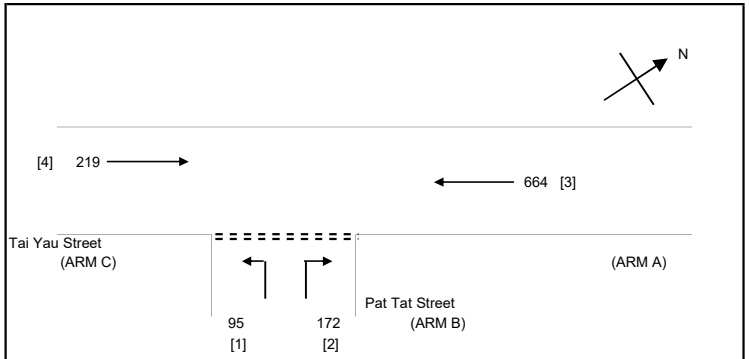
Q b-a	=	533		
Q b-c	=	726	Q b-c (O) =	687.2
Q c-b	=	645		
Q b-ac	=	634.4		
TOTAL FLOW	=	1201	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2139
DFC b-c	=	0.2369
DFC c-b	=	0.0000

CRITICAL DFC = 0.24

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Pat Tat Street	2030 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.20	(metres)
W cr	=	1.4	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	664	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.64	(metres)
Vr c-b	=	45	(metres)
q c-a	=	219	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	7.37	(metres)
W b-c	=	7.37	(metres)
Vl b-a	=	43	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	34	(metres)
q b-a	=	172	(pcu/hr)
q b-c	=	95	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1834596
E	=	1.2452148
F	=	1.1069335
Y	=	0.6481
F for (Qb-ac)	=	0.3558052

THE CAPACITY OF MOVEMENT :

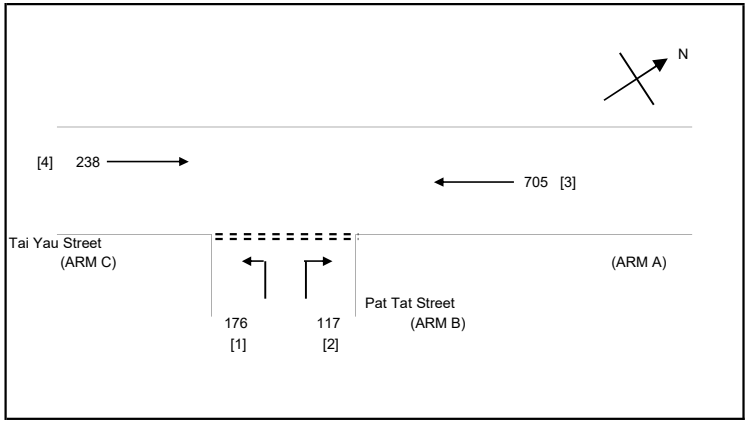
Q b-a	=	541		
Q b-c	=	733	Q b-c (O) =	674.7
Q c-b	=	651		
Q b-ac	=	596.6		
TOTAL FLOW	=	1150	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.3179
DFC b-c	=	0.1296
DFC c-b	=	0.0000

CRITICAL DFC = 0.32

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Pat Tat Street	2030 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.20	(metres)
W cr	=	1.4	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	705	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.64	(metres)
Vr c-b	=	45	(metres)
q c-a	=	238	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	7.37	(metres)
W b-c	=	7.37	(metres)
Vl b-a	=	43	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	34	(metres)
q b-a	=	117	(pcu/hr)
q b-c	=	176	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1834596
E	=	1.2452148
F	=	1.1069335
Y	=	0.6481
F for (Qb-ac)	=	0.6006826

THE CAPACITY OF MOVEMENT :

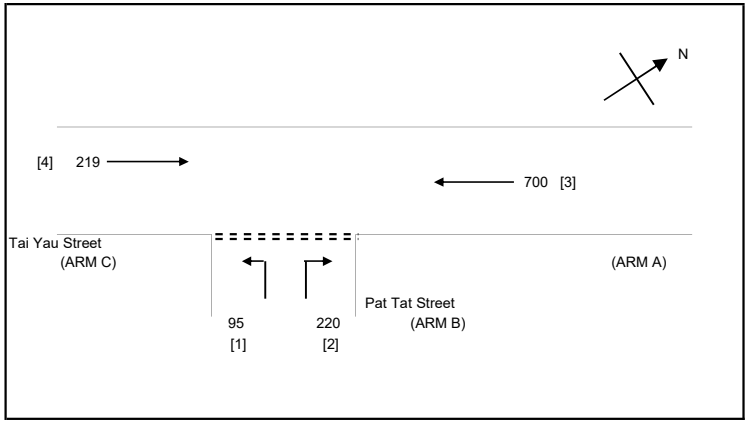
Q b-a	=	526			
Q b-c	=	721	Q b-c (O) =	680.9	
Q c-b	=	641			
Q b-ac	=	628			
TOTAL FLOW	=	1236	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2224
DFC b-c	=	0.2441
DFC c-b	=	0.0000

CRITICAL DFC = 0.24

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Pat Tat Street	2030 Design Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.20	(metres)
W cr	=	1.4	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	700	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.64	(metres)
Vr c-b	=	45	(metres)
q c-a	=	219	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	7.37	(metres)
W b-c	=	7.37	(metres)
Vl b-a	=	43	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	34	(metres)
q b-a	=	220	(pcu/hr)
q b-c	=	95	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1834596
E	=	1.2452148
F	=	1.1069335
Y	=	0.6481
F for (Qb-ac)	=	0.3015873

THE CAPACITY OF MOVEMENT :

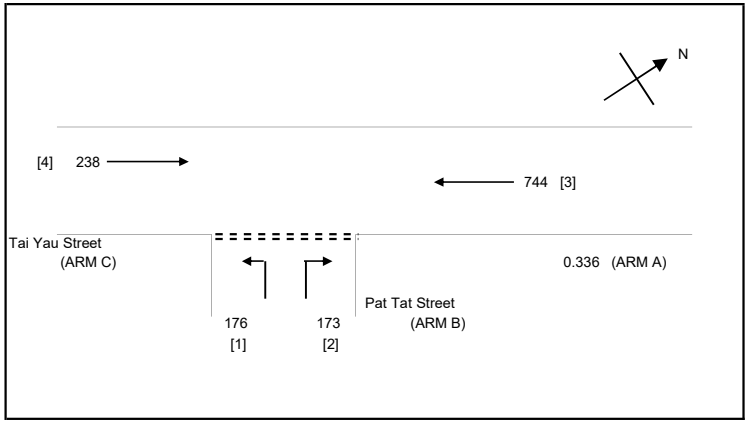
Q b-a	=	531		
Q b-c	=	722	Q b-c (O) =	647.2
Q c-b	=	642		
Q b-ac	=	577		
TOTAL FLOW	=	1234	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.4143
DFC b-c	=	0.1316
DFC c-b	=	0.0000

CRITICAL DFC = 0.41

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Tai Yau Street / Pat Tat Street	2030 Design Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.20	(metres)
W cr	=	1.4	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	744	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.64	(metres)
Vr c-b	=	45	(metres)
q c-a	=	238	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	7.37	(metres)
W b-c	=	7.37	(metres)
Vl b-a	=	43	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	34	(metres)
q b-a	=	173	(pcu/hr)
q b-c	=	176	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1834596
E	=	1.2452148
F	=	1.1069335
Y	=	0.6481
F for (Qb-ac)	=	0.504298

THE CAPACITY OF MOVEMENT :

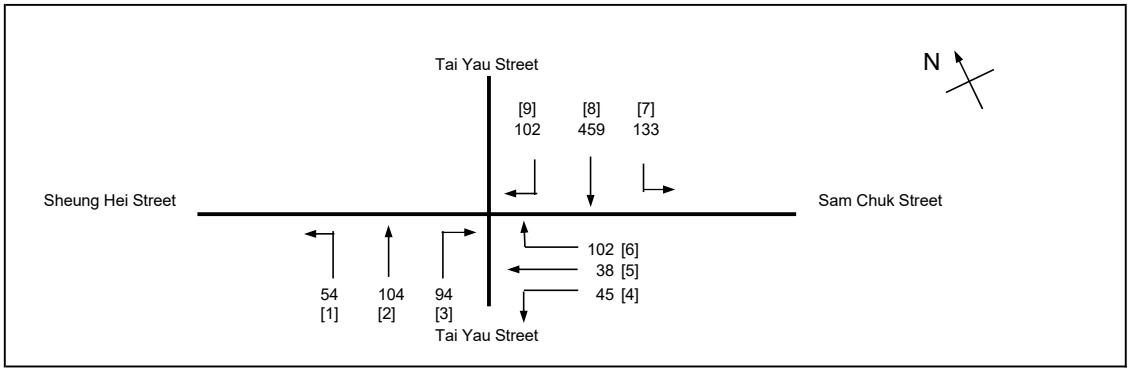
Q b-a	=	515		
Q b-c	=	709	Q b-c (O) =	649.5
Q c-b	=	630		
Q b-ac	=	597.4		
TOTAL FLOW	=	1331	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

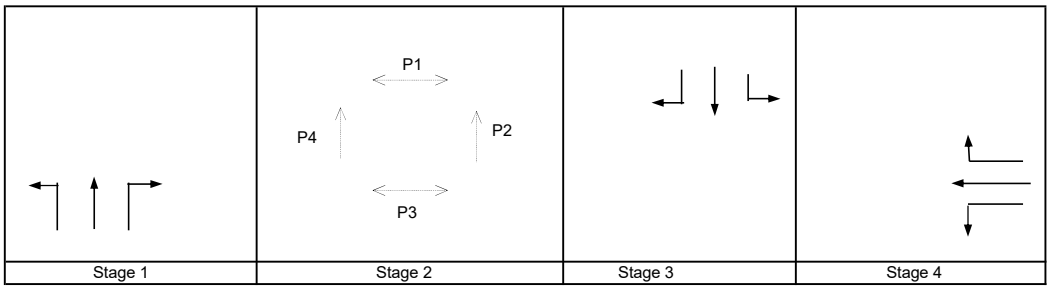
DFC b-a	=	0.3359
DFC b-c	=	0.2482
DFC c-b	=	0.0000

CRITICAL DFC = 0.34

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Tai Yau Street / Sam Chuk Street	2025 Observed Flows AM		Checked By:	SF	Nov-25



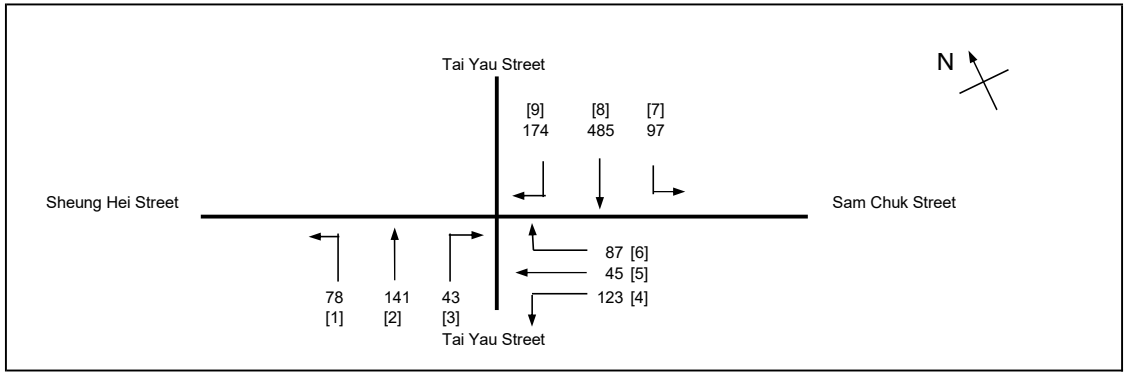
No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	3 sec
	Stage 2 - 3	I =	2 sec
	Stage 3 - 4	I =	5 sec
	Stage 4 - 1	I =	5 sec
Cycle time		C =	100 sec
Sum(y)		Y =	0.408
Loss time		L =	32 sec
Total Flow		=	1131 pcu
Co	= (1.5*L+5)/(1-Y)	=	89.5 sec
Cm	= L/(1-Y)	=	54.1 sec
Yult		=	0.660
R.C.ult	= (Yult-Y)/Y*100%	=	61.7 %
Cp	= 0.9*L/(0.9-Y)	=	58.6 sec
Ymax	= 1-L/C	=	0.680
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	50.0 %



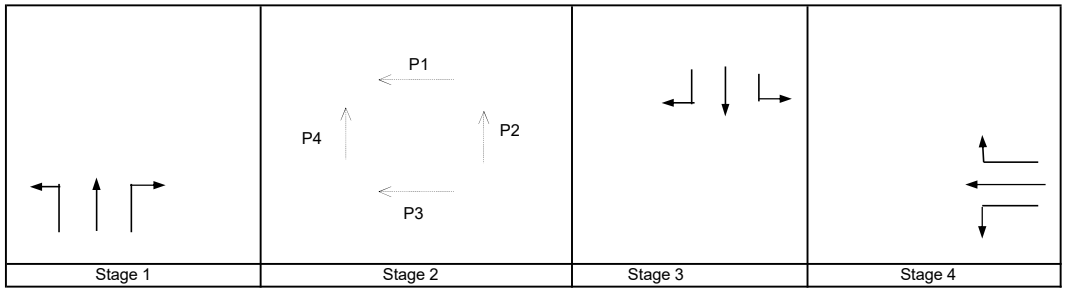
Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	14.4	2	6	12	8	12	OK
P2	15.6	2	7	13	7	13	OK
P3	15.6	2	7	13	7	13	OK
P4	12	2	5	10	10	10	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1,2,3	1	4.60		1	16		N	2075	54	104	94	252	0.59	1967			1967	0.128	0.128	12	21	21	0.600	28	38
4,5,6	4	3.70		1	15		N	1985	45	38	102	185	0.79	1839			1839	0.101	0.101		17	17	0.600	22	42
7,8	3	3.10		1	15		N	1925	133	199		332	0.40	1851			1851	0.179	0.179		30	30	0.600	32	32
8,9	3	3.10		1	18			2065		260	102	362	0.28	2018			2018	0.179			30	30	0.600	35	32
	2		dummy																	20	20	20			

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Tai Yau Street / Sam Chuk Street	2025 Observed Flows PM		Checked By:	SF	Nov-25



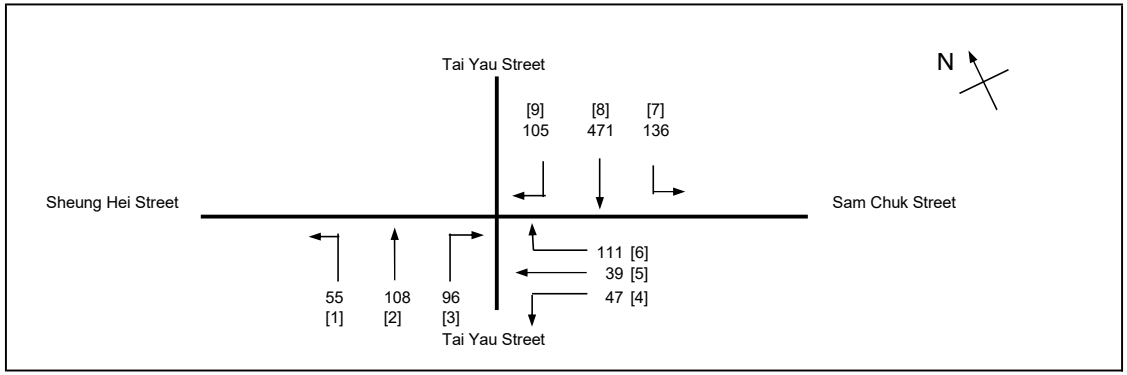
No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	3 sec
	Stage 2 - 3	I =	2 sec
	Stage 3 - 4	I =	5 sec
	Stage 4 - 1	I =	5 sec
Cycle time		C =	100 sec
Sum(y)		Y =	0.466
Loss time		L =	32 sec
Total Flow		=	1273 pcu
Co	= (1.5*L+5)/(1-Y)	=	99.3 sec
Cm	= L/(1-Y)	=	60.0 sec
Yult		=	0.660
R.C.ult	= (Yult-Y)/Y*100%	=	41.5 %
Cp	= 0.9*L/(0.9-Y)	=	66.4 sec
Ymax	= 1-L/C	=	0.680
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	31.2 %



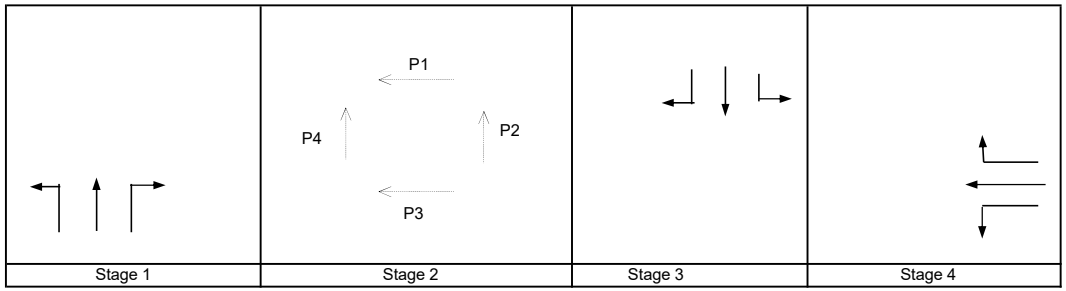
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	14.4	2	6	12	8	12	OK
P2	15.6	2	7	13	7	13	OK
P3	15.6	2	7	13	7	13	OK
P4	12	2	5	10	10	10	OK

	Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																					12					
	1,2,3	1	4.60		1	16		N	2075	78	141	43	262	0.46	1989			1989	0.132	0.132		19	19	0.686	30	42
	4,5,6	4	3.70		1	15		N	1985	123	45	87	255	0.82	1834			1834	0.139	0.139		20	20	0.686	29	42
	7,8	3	3.10		1	15		N	1925	97	270		367	0.26	1875			1875	0.196	0.196		29	29	0.686	36	35
	8,9	3	3.10		1	18			2065		215	174	389	0.45	1991			1991	0.196			29	29	0.686	39	35
		2		dummy																	20	20	20			

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Tai Yau Street / Sam Chuk Street	2030 Reference Flows AM		Checked By:	SF	Nov-25



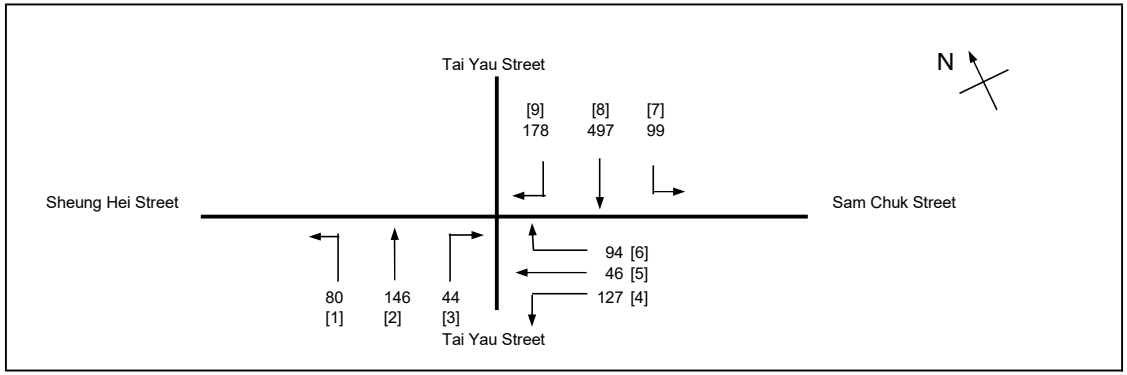
No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	3 sec
	Stage 2 - 3	I =	2 sec
	Stage 3 - 4	I =	5 sec
	Stage 4 - 1	I =	5 sec
Cycle time		C =	100 sec
Sum(y)		Y =	0.423
Loss time		L =	32 sec
Total Flow		=	1168 pcu
Co	= (1.5*L+5)/(1-Y)	=	91.8 sec
Cm	= L/(1-Y)	=	55.4 sec
Yult		=	0.660
R.C.ult	= (Yult-Y)/Y*100%	=	56.1 %
Cp	= 0.9*L/(0.9-Y)	=	60.4 sec
Ymax	= 1-L/C	=	0.680
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	44.7 %



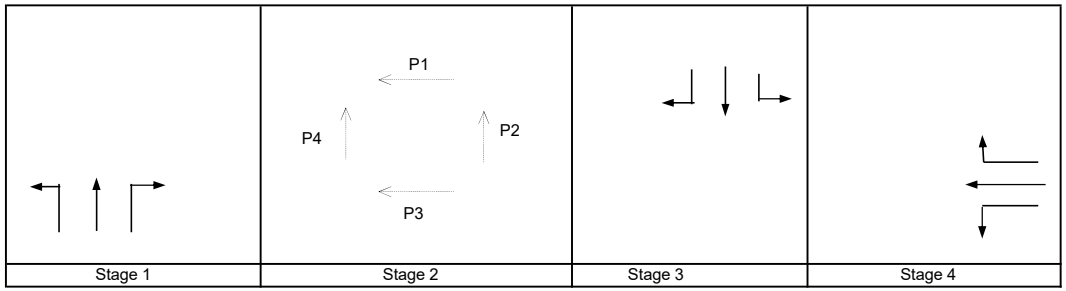
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	14.4	2	6	12	8	12	OK
P2	15.6	2	7	13	7	13	OK
P3	15.6	2	7	13	7	13	OK
P4	12	2	5	10	10	10	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				12					
1,2,3	1	4.60		1	16		N	2075	55	108	96	259	0.58	1967			1967	0.132	0.132		21	21	0.622	28	39
4,5,6	4	3.70		1	15		N	1985	47	39	111	197	0.80	1838			1838	0.107	0.107		17	17	0.622	23	42
7,8	3	3.10		1	15		N	1925	136	205		341	0.40	1851			1851	0.184	0.184		30	30	0.622	33	33
8,9	3	3.10		1	18			2065		266	105	371	0.28	2017			2017	0.184			30	30	0.622	36	33
	2		dummy																	20	20	20			

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Tai Yau Street / Sam Chuk Street	2030 Reference Flows PM		Checked By:	SF	Nov-25



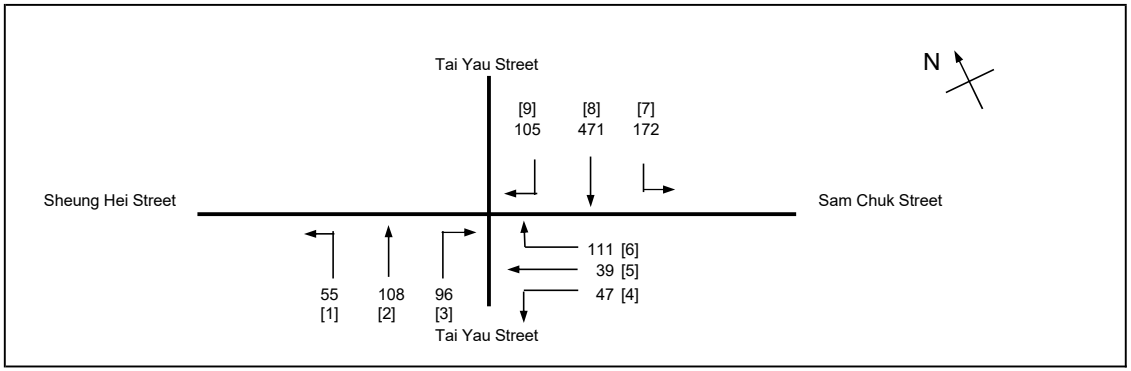
No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	3 sec
	Stage 2 - 3	I =	2 sec
	Stage 3 - 4	I =	5 sec
	Stage 4 - 1	I =	5 sec
Cycle time		C =	100 sec
Sum(y)		Y =	0.482
Loss time		L =	32 sec
Total Flow		=	1311 pcu
Co	= (1.5*L+5)/(1-Y)	=	102.2 sec
Cm	= L/(1-Y)	=	61.7 sec
Yult		=	0.660
R.C.ult	= (Yult-Y)/Y*100%	=	37.1 %
Cp	= 0.9*L/(0.9-Y)	=	68.8 sec
Ymax	= 1-L/C	=	0.680
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	27.1 %



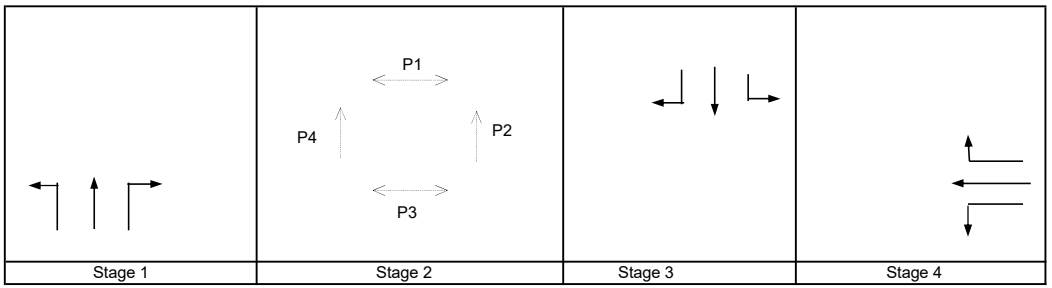
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	14.4	2	6	12	8	12	OK
P2	15.6	2	7	13	7	13	OK
P3	15.6	2	7	13	7	13	OK
P4	12	2	5	10	10	10	OK

	Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																					12					
	1,2,3	1	4.60		1	16		N	2075	80	146	44	270	0.46	1989			1989	0.136	0.136		19	19	0.708	31	43
	4,5,6	4	3.70		1	15		N	1985	127	46	94	267	0.83	1833			1833	0.146	0.146		21	21	0.708	30	43
	7,8	3	3.10		1	15		N	1925	99	276		375	0.26	1876			1876	0.200	0.200		28	28	0.708	38	36
	8,9	3	3.10		1	18			2065		221	178	399	0.45	1991			1991	0.200			28	28	0.708	40	36
		2		dummy																	20	20	20			

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Tai Yau Street / Sam Chuk Street	2030 Design Flows AM		Checked By:	SF	Nov-25



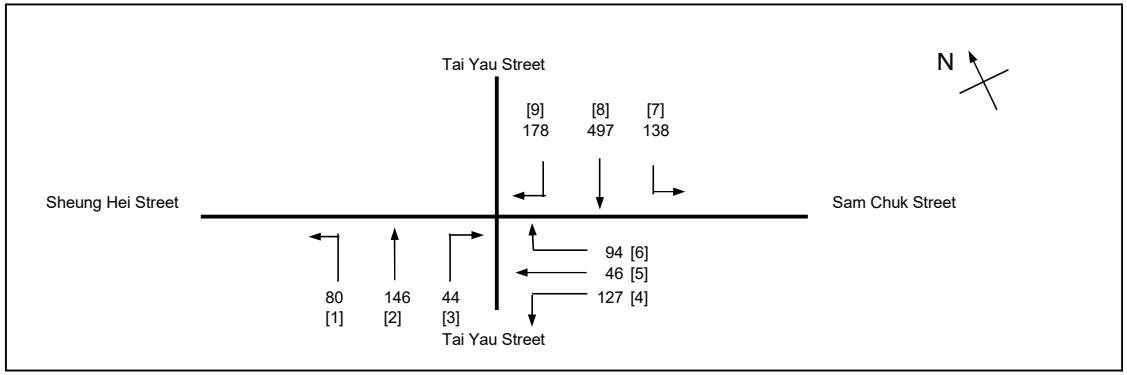
No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	3 sec
	Stage 2 - 3	I =	2 sec
	Stage 3 - 4	I =	5 sec
	Stage 4 - 1	I =	5 sec
Cycle time		C =	100 sec
Sum(y)		Y =	0.433
Loss time		L =	32 sec
Total Flow		=	1204 pcu
Co	= (1.5*L+5)/(1-Y)	=	93.4 sec
Cm	= L/(1-Y)	=	56.4 sec
Yult		=	0.660
R.C.ult	= (Yult-Y)/Y*100%	=	52.5 %
Cp	= 0.9*L/(0.9-Y)	=	61.6 sec
Ymax	= 1-L/C	=	0.680
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	41.4 %



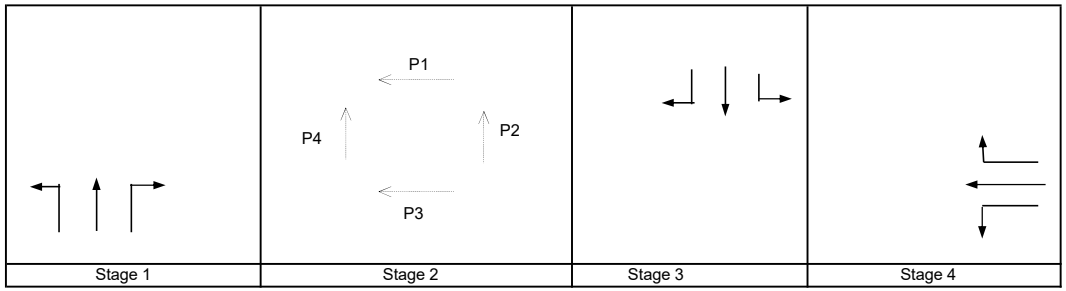
Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	14.4	2	6	12	8	12	OK
P2	15.6	2	7	13	7	13	OK
P3	15.6	2	7	13	7	13	OK
P4	12	2	5	10	10	10	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				12					
1,2,3	1	4.60		1	16		N	2075	55	108	96	259	0.58	1967			1967	0.132	0.132		21	21	0.636	29	40
4,5,6	4	3.70		1	15		N	1985	47	39	111	197	0.80	1838			1838	0.107	0.107		17	17	0.636	23	43
7,8	3	3.10		1	15		N	1925	172	184		356	0.48	1836			1836	0.194	0.194		30	30	0.636	34	33
8,9	3	3.10		1	18			2065		287	105	392	0.27	2020			2020	0.194			30	30	0.636	38	32
	2		dummy																	20	20	20			

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Nov-25
Tai Yau Street / Sam Chuk Street	2030 Design Flows PM		Checked By:	SF	Nov-25



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	3 sec
	Stage 2 - 3	I =	2 sec
	Stage 3 - 4	I =	5 sec
	Stage 4 - 1	I =	5 sec
Cycle time		C =	100 sec
Sum(y)		Y =	0.492
Loss time		L =	32 sec
Total Flow		=	1350 pcu
Co	= (1.5*L+5)/(1-Y)	=	104.4 sec
Cm	= L/(1-Y)	=	63.0 sec
Yult		=	0.660
R.C.ult	= (Yult-Y)/Y*100%	=	34.1 %
Cp	= 0.9*L/(0.9-Y)	=	70.6 sec
Ymax	= 1-L/C	=	0.680
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	24.3 %



Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	14.4	2	6	12	8	12	OK
P2	15.6	2	7	13	7	13	OK
P3	15.6	2	7	13	7	13	OK
P4	12	2	5	10	10	10	OK

	Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h		Site Factor	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																					12					
	1,2,3	1	4.60		1	16		N	2075	80	146	44	270	0.46	1989			1989	0.136	0.136		19	19	0.724	32	44
	4,5,6	4	3.70		1	15		N	1985	127	46	94	267	0.83	1833			1833	0.146	0.146		20	20	0.724	31	44
	7,8	3	3.10		1	15		N	1925	138	254		392	0.35	1860			1860	0.211	0.211		29	29	0.724	39	36
	8,9	3	3.10		1	18			2065		243	178	421	0.42	1995			1995	0.211			29	29	0.724	42	36
		2		dummy																	20	20	20			

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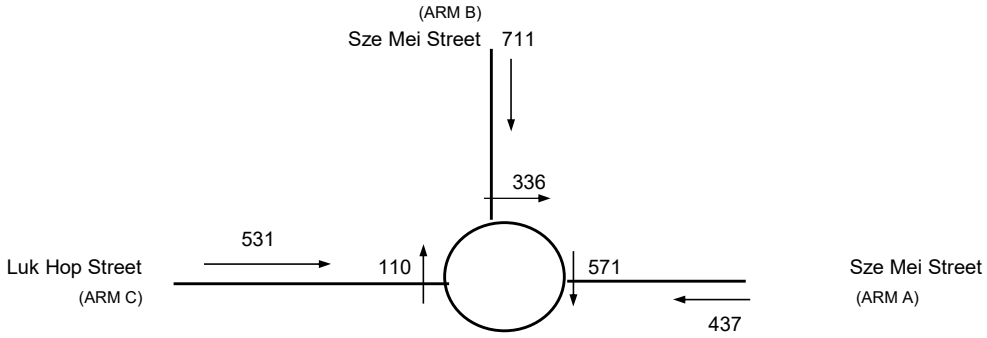
AMG CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
Job Title: 20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Junction Name: Sze Mei Street / Luk Hop Street	2025 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:			

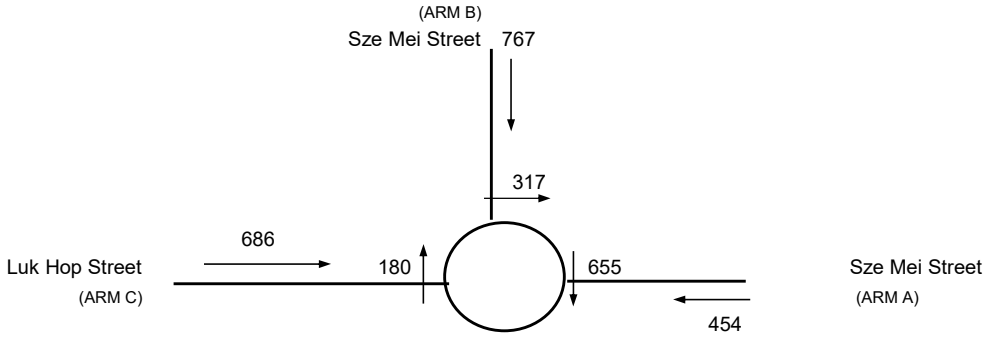


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.56	3.83	3.92
E	=	Entry width (m)	3.90	4.17	5.14
L	=	Effective length of flare (m)	5.10	19.50	2.16
R	=	Entry radius (m)	83.00	39.30	25.00
D	=	Inscribed circle diameter (m)	28.14	28.14	28.14
A	=	Entry angle (degree)	17.00	18.00	38.00
Q	=	Entry flow (pcu/h)	437	711	531
Qc	=	Circulating flow across entry (pcu/h)	571	336	110
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.03	0.90
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.07	0.98
X2	=	V + ((E-V)/(1+2S))	3.84	4.15	4.35
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1164	1258	1319
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.55	0.57	0.58
Qe	=	K(F-Fc*Qc)	920	1137	1233
DFC	=	Design flow/Capacity = Q/Qe	0.48	0.63	0.43

Total In Sum = 2696 PCU

DFC of Critical Approach = 0.63

AMG CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
Job Title: 20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Junction Name: Sze Mei Street / Luk Hop Street	2025 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:			

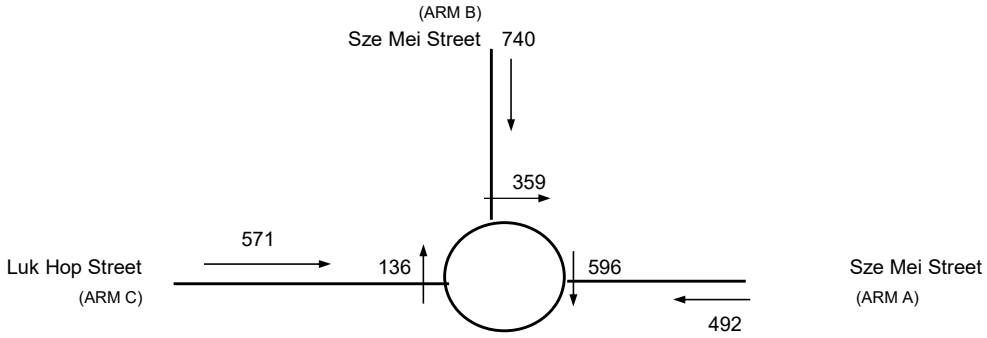


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.56	3.83	3.92
E	=	Entry width (m)	3.90	4.17	5.14
L	=	Effective length of flare (m)	5.10	19.50	2.16
R	=	Entry radius (m)	83.00	39.30	25.00
D	=	Inscribed circle diameter (m)	28.14	28.14	28.14
A	=	Entry angle (degree)	17.00	18.00	38.00
Q	=	Entry flow (pcu/h)	454	767	686
Qc	=	Circulating flow across entry (pcu/h)	655	317	180
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.03	0.90
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.07	0.98
X2	=	V + ((E-V)/(1+2S))	3.84	4.15	4.35
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1164	1258	1319
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.55	0.57	0.58
Qe	=	K(F-Fc*Qc)	870	1148	1193
DFC	=	Design flow/Capacity = Q/Qe	0.52	0.67	0.58

Total In Sum = 3059 PCU

DFC of Critical Approach = 0.67

AMG CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
Job Title: 20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Junction Name: Sze Mei Street / Luk Hop Street	2030 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:			



ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.56	3.83	3.92
E	=	Entry width (m)	3.90	4.17	5.14
L	=	Effective length of flare (m)	5.10	19.50	2.16
R	=	Entry radius (m)	83.00	39.30	25.00
D	=	Inscribed circle diameter (m)	28.14	28.14	28.14
A	=	Entry angle (degree)	17.00	18.00	38.00
Q	=	Entry flow (pcu/h)	492	740	571
Qc	=	Circulating flow across entry (pcu/h)	596	359	136
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.03	0.90
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.07	0.98
X2	=	V + ((E-V)/(1+2S))	3.84	4.15	4.35
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1164	1258	1319
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.55	0.57	0.58
Qe	=	K(F-Fc*Qc)	905	1123	1218
DFC	=	Design flow/Capacity = Q/Qe	0.54	0.66	0.47

Total In Sum = 2894 PCU

DFC of Critical Approach = 0.66

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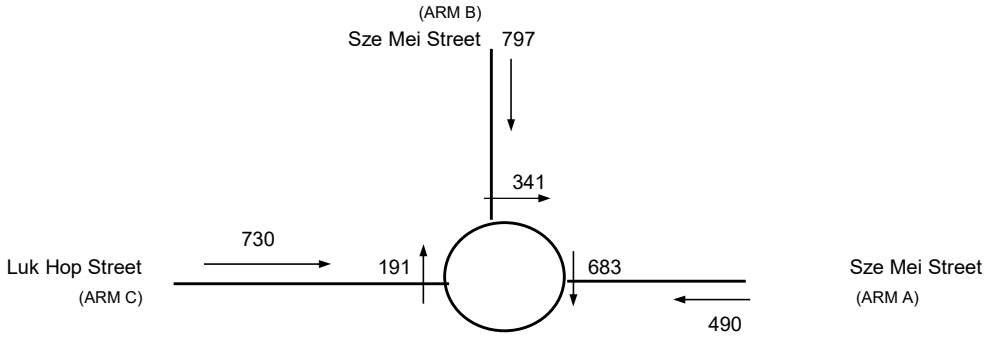
AMG CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
Job Title: 20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Junction Name: Sze Mei Street / Luk Hop Street	2030 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:			



ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.56	3.83	3.92
E	=	Entry width (m)	3.90	4.17	5.14
L	=	Effective length of flare (m)	5.10	19.50	2.16
R	=	Entry radius (m)	83.00	39.30	25.00
D	=	Inscribed circle diameter (m)	28.14	28.14	28.14
A	=	Entry angle (degree)	17.00	18.00	38.00
Q	=	Entry flow (pcu/h)	490	797	730
Qc	=	Circulating flow across entry (pcu/h)	683	341	191
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.03	0.90
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.07	0.98
X2	=	V + ((E-V)/(1+2S))	3.84	4.15	4.35
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1164	1258	1319
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.55	0.57	0.58
Qe	=	K(F-Fc*Qc)	853	1134	1187
DFC	=	Design flow/Capacity = Q/Qe	0.57	0.70	0.62

Total In Sum = 3232 PCU

DFC of Critical Approach = 0.70

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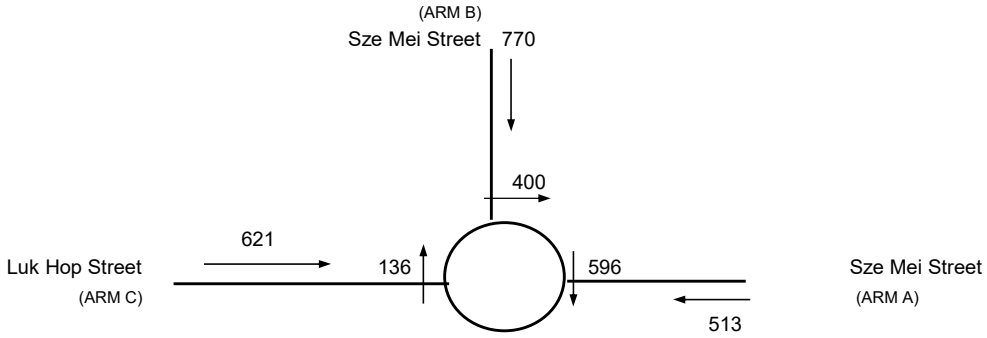
AMG CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
Job Title: 20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Junction Name: Sze Mei Street / Luk Hop Street	2030 Design Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:			



ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.56	3.83	3.92
E	=	Entry width (m)	3.90	4.17	5.14
L	=	Effective length of flare (m)	5.10	19.50	2.16
R	=	Entry radius (m)	83.00	39.30	25.00
D	=	Inscribed circle diameter (m)	28.14	28.14	28.14
A	=	Entry angle (degree)	17.00	18.00	38.00
Q	=	Entry flow (pcu/h)	513	770	621
Qc	=	Circulating flow across entry (pcu/h)	596	400	136
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.03	0.90
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.07	0.98
X2	=	V + ((E-V)/(1+2S))	3.84	4.15	4.35
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1164	1258	1319
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.55	0.57	0.58
Qe	=	K(F-Fc*Qc)	905	1098	1218
DFC	=	Design flow/Capacity = Q/Qe	0.57	0.70	0.51

Total In Sum = 3036 PCU

DFC of Critical Approach = 0.70

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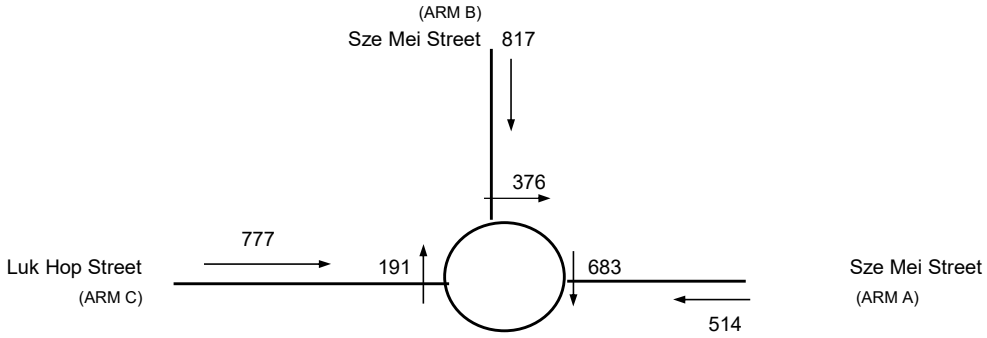
AMG CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
Job Title: 20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Junction Name: Sze Mei Street / Luk Hop Street	2030 Design Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:			



ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.56	3.83	3.92
E	=	Entry width (m)	3.90	4.17	5.14
L	=	Effective length of flare (m)	5.10	19.50	2.16
R	=	Entry radius (m)	83.00	39.30	25.00
D	=	Inscribed circle diameter (m)	28.14	28.14	28.14
A	=	Entry angle (degree)	17.00	18.00	38.00
Q	=	Entry flow (pcu/h)	514	817	777
Qc	=	Circulating flow across entry (pcu/h)	683	376	191
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.03	0.90
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.07	0.98
X2	=	V + ((E-V)/(1+2S))	3.84	4.15	4.35
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1164	1258	1319
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.55	0.57	0.58
Qe	=	K(F-Fc*Qc)	853	1113	1187
DFC	=	Design flow/Capacity = Q/Qe	0.60	0.73	0.65

Total In Sum = 3358 PCU

DFC of Critical Approach = 0.73

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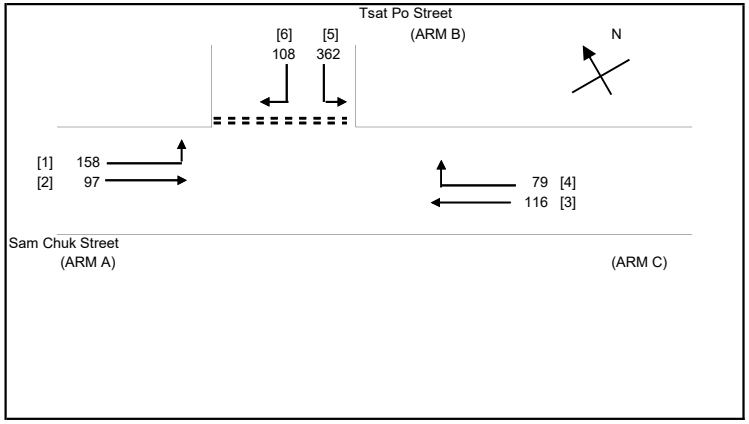
AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Sam Chuk Street / Tsat Po Street	2025 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.40	(metres)
W cr	=	0	(metres)
q a-b	=	158	(pcu/hr)
q a-c	=	97	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.90	(metres)
Vr c-b	=	60	(metres)
q c-a	=	116	(pcu/hr)
q c-b	=	79	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	6.20	(metres)
W b-c	=	6.20	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	80	(metres)
q b-a	=	108	(pcu/hr)
q b-c	=	362	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.0672081
E	=	1.1950708
F	=	1.057155
Y	=	0.6757
F for (Qb-ac)	=	0.7702128

THE CAPACITY OF MOVEMENT :

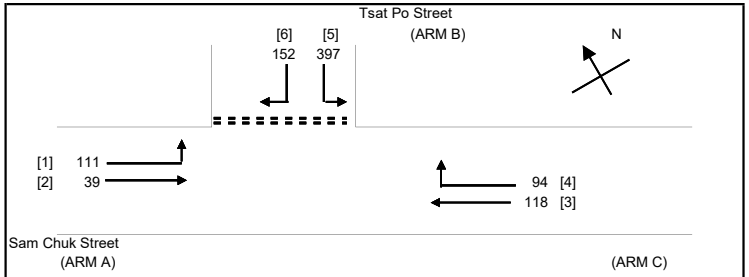
Q b-a	=	578		
Q b-c	=	843	Q b-c (O) =	803.6
Q c-b	=	721		
Q b-ac	=	762.7		
TOTAL FLOW	=	920	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1869
DFC b-c	=	0.4294
DFC c-b	=	0.1096

CRITICAL DFC = 0.43

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Sam Chuk Street / Tsat Po Street	2025 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.40	(metres)
W cr	=	0	(metres)
q a-b	=	111	(pcu/hr)
q a-c	=	39	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.90	(metres)
Vr c-b	=	60	(metres)
q c-a	=	118	(pcu/hr)
q c-b	=	94	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	6.20	(metres)
W b-c	=	6.20	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	80	(metres)
q b-a	=	152	(pcu/hr)
q b-c	=	397	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.0672081
E	=	1.1950708
F	=	1.057155
Y	=	0.6757
F for (Qb-ac)	=	0.723133

THE CAPACITY OF MOVEMENT :

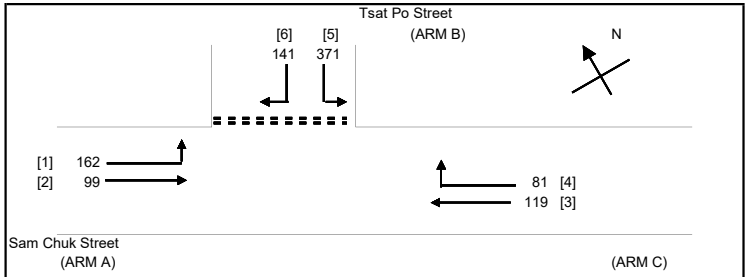
Q b-a	=	593		
Q b-c	=	866	Q b-c (O) =	810.5
Q c-b	=	749		
Q b-ac	=	768.1		
TOTAL FLOW	=	911	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2563
DFC b-c	=	0.4584
DFC c-b	=	0.1255

CRITICAL DFC = 0.46

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Sam Chuk Street / Tsat Po Street	2030 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.40	(metres)
W cr	=	0	(metres)
q a-b	=	162	(pcu/hr)
q a-c	=	99	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.90	(metres)
Vr c-b	=	60	(metres)
q c-a	=	119	(pcu/hr)
q c-b	=	81	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.58	(metres)
W b-c	=	3.80	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	80	(metres)
q b-a	=	141	(pcu/hr)
q b-c	=	371	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.9361164
E	=	0.9775924
F	=	1.057155
Y	=	0.6757
F for (Qb-ac)	=	0.7246094

THE CAPACITY OF MOVEMENT :

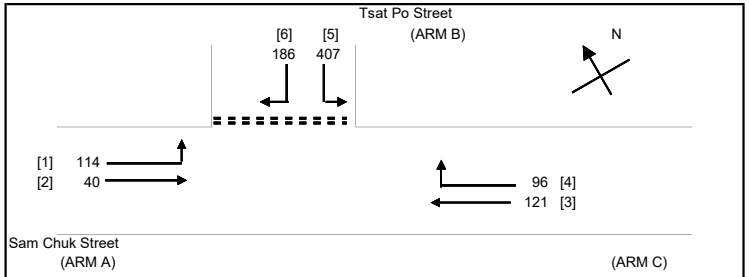
Q b-a	=	506		
Q b-c	=	689	Q b-c (O) =	641
Q c-b	=	720		
Q b-ac	=	626.6		
TOTAL FLOW	=	973	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2787
DFC b-c	=	0.5385
DFC c-b	=	0.1125

CRITICAL DFC = 0.54

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Sam Chuk Street / Tsat Po Street	2030 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.40	(metres)
W cr	=	0	(metres)
q a-b	=	114	(pcu/hr)
q a-c	=	40	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.90	(metres)
Vr c-b	=	60	(metres)
q c-a	=	121	(pcu/hr)
q c-b	=	96	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.58	(metres)
W b-c	=	3.80	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	80	(metres)
q b-a	=	186	(pcu/hr)
q b-c	=	407	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.9361164
E	=	0.9775924
F	=	1.057155
Y	=	0.6757
F for (Qb-ac)	=	0.6863406

THE CAPACITY OF MOVEMENT :

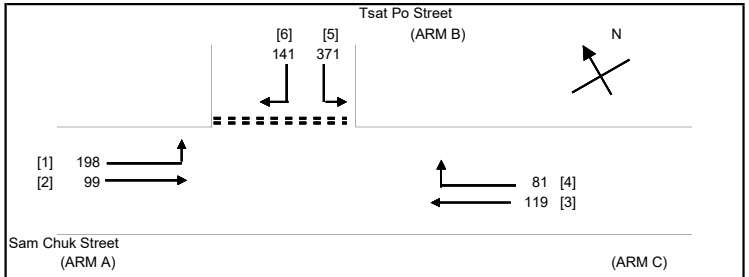
Q b-a	=	518		
Q b-c	=	708	Q b-c (O) =	644.4
Q c-b	=	748		
Q b-ac	=	634.9		
TOTAL FLOW	=	964	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.3591
DFC b-c	=	0.5749
DFC c-b	=	0.1283

CRITICAL DFC = 0.57

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Sam Chuk Street / Tsat Po Street	2030 Design Flows AM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.40	(metres)
W cr	=	0	(metres)
q a-b	=	198	(pcu/hr)
q a-c	=	99	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.90	(metres)
Vr c-b	=	60	(metres)
q c-a	=	119	(pcu/hr)
q c-b	=	81	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.58	(metres)
W b-c	=	3.80	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	80	(metres)
q b-a	=	141	(pcu/hr)
q b-c	=	371	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.9361164
E	=	0.9775924
F	=	1.057155
Y	=	0.6757
F for (Qb-ac)	=	0.7246094

THE CAPACITY OF MOVEMENT :

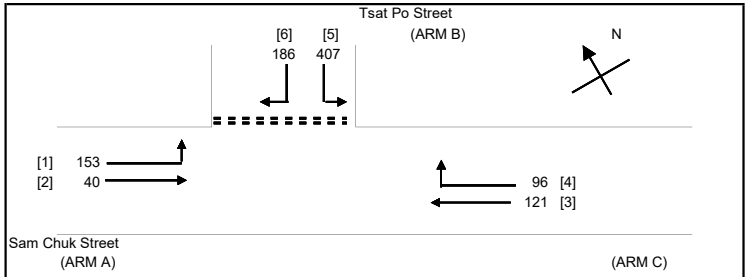
Q b-a	=	502		
Q b-c	=	686	Q b-c (O) =	637.8
Q c-b	=	710		
Q b-ac	=	623.1		
TOTAL FLOW	=	1009	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2809
DFC b-c	=	0.5408
DFC c-b	=	0.1141

CRITICAL DFC = 0.54

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Nov-25
Sam Chuk Street / Tsat Po Street	2030 Design Flows PM	FILENAME :	CHECKED BY:	SF	Nov-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.40	(metres)
W cr	=	0	(metres)
q a-b	=	153	(pcu/hr)
q a-c	=	40	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.90	(metres)
Vr c-b	=	60	(metres)
q c-a	=	121	(pcu/hr)
q c-b	=	96	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.58	(metres)
W b-c	=	3.80	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	80	(metres)
q b-a	=	186	(pcu/hr)
q b-c	=	407	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.9361164
E	=	0.9775924
F	=	1.057155
Y	=	0.6757
F for (Qb-ac)	=	0.6863406

THE CAPACITY OF MOVEMENT :

Q b-a	=	515		
Q b-c	=	704	Q b-c (O) =	640.4
Q c-b	=	737		
Q b-ac	=	631.3		
TOTAL FLOW	=	1003	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.3612
DFC b-c	=	0.5781
DFC c-b	=	0.1303

CRITICAL DFC = 0.58

Appendix B

Planning Data from Planning Department

以2021年為基礎年期的全港人口及就業數據矩陣 -
2021年、2026年和2031年人口和就業職位的分布
2021-based Territorial Population and Employment Data Matrix -
Distributions of Population and Employment in 2021, 2026 and 2031

(以年中計算 as at mid year)

	2021年 Year 2021		2026年 Year 2026		2031年 Year 2031	
	人口 Population	就業職位 Employment	人口 Population	就業職位 Employment	人口 Population	就業職位 Employment
區議會分區摘要：						
SUMMARY BY DISTRICT COUNCIL DISTRICT						
中西區 CENTRAL AND WESTERN	*235 950*	*390 350*	*226 250*	*379 150*	*222 600*	*381 450*
灣仔 WAN CHAI	*166 700*	*299 700*	*156 000*	*301 700*	*145 700*	*287 250*
東區 EASTERN	*529 600*	*296 200*	*500 100*	*288 400*	*467 000*	*277 050*
南區 SOUTHERN	*263 300*	*117 200*	*258 800*	*126 700*	*267 200*	*121 850*
香港島 HONG KONG ISLAND	***1 195 550***	***1 103 450***	***1 141 200***	***1 095 950***	***1 102 500***	***1 067 600***
深水埗 SHAM SHUI PO	*431 100*	*228 650*	*432 200*	*219 000*	*438 600*	*214 000*
九龍城 KOWLOON CITY	*410 650*	*200 500*	*470 450*	*231 000*	*460 100*	*240 350*
黃大仙 WONG TAI SIN	*406 800*	*104 100*	*404 800*	*106 600*	*396 650*	*101 550*
觀塘 KWUN TONG	*673 150*	*395 900*	*682 500*	*400 050*	*690 750*	*441 300*
油尖旺 YAU TSIM MONG	*310 650*	*413 950*	*291 700*	*439 300*	*267 100*	*428 850*
九龍 KOWLOON	***2 232 350***	***1 343 100***	***2 281 650***	***1 395 900***	***2 253 150***	***1 426 050***
葵青 KWAI TSING	*495 800*	*226 350*	*488 750*	*223 400*	*483 050*	*227 800*
荃灣 TSUEN WAN	*320 100*	*167 350*	*296 150*	*168 150*	*295 850*	*163 800*
屯門 TUEN MUN	*506 900*	*133 400*	*557 650*	*132 450*	*586 200*	*152 650*
元朗 YUEN LONG	*668 100*	*152 850*	*685 000*	*238 500*	*760 600*	*258 200*
北區 NORTH	*309 650*	*84 150*	*352 000*	*104 050*	*435 550*	*144 850*
大埔 TAI PO	*316 450*	*96 600*	*348 900*	*94 800*	*343 250*	*89 800*
沙田 SHA TIN	*692 800*	*222 150*	*687 450*	*230 600*	*667 750*	*220 400*
西貢 SAI KUNG	*489 050*	*111 550*	*527 150*	*116 200*	*538 800*	*123 450*
離島 ISLANDS	*185 300*	*118 000*	*229 900*	*147 150*	*352 500*	*191 950*
新界 NEW TERRITORIES	***3 984 100***	***1 312 350***	***4 172 950***	***1 455 350***	***4 463 550***	***1 572 900***
次區域摘要 SUMMARY BY SUB-REGION:						
都會區 METRO AREA	*4 228 300*	*2 837 350*	*4 215 750*	*2 882 900*	*4 150 550*	*2 882 950*
新界西北 NORTHWEST NEW TERRITORIES	*1 176 050*	*286 800*	*1 243 650*	*372 750*	*1 347 800*	*413 350*
新界東北 NORTHEAST NEW TERRITORIES	*1 310 000*	*401 150*	*1 361 150*	*421 350*	*1 416 800*	*448 600*
新界東南 SOUTHEAST NEW TERRITORIES	*497 950*	*112 550*	*531 600*	*117 550*	*538 300*	*124 250*
新界西南 SOUTHWEST NEW TERRITORIES	*199 700*	*121 050*	*243 600*	*152 650*	*365 700*	*197 350*
總計 TOTAL	***7 411 950***	***3 758 900***	***7 595 750***	***3 947 150***	***7 819 200***	***4 066 550***
都會區總計 METRO AREA TOTAL	***4 228 300***	***2 837 350***	***4 215 750***	***2 882 900***	***4 150 550***	***2 882 950***
非都會區總計 NON-METRO AREA TOTAL	***3 183 650***	***921 550***	***3 380 000***	***1 064 300***	***3 668 600***	***1 183 550***
全港陸上總計 TERRITORY LAND TOTAL	***7 411 950***	***3 758 900***	***7 595 750***	***3 947 150***	***7 819 200***	***4 066 550***

註釋：

一. 上述人口和就業職位分布應與相關的一般備註、特別備註及免責聲明一併閱讀，詳情可瀏覽規劃署網頁 www.pland.gov.hk 。

二. 數字調整至最接近的50位數。

三. 由於四捨五入，個別數字的相加總和可能與總計數字略有出入。

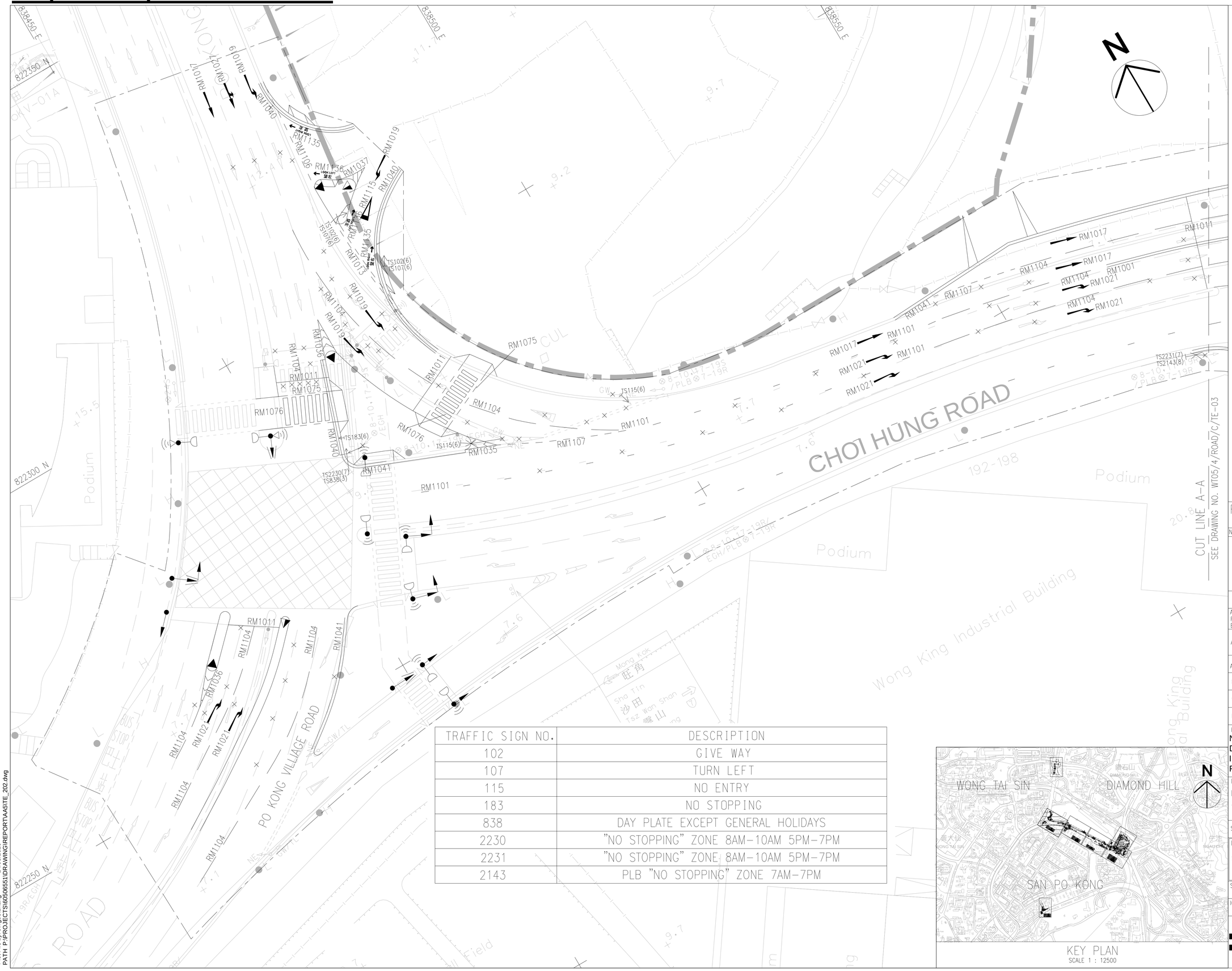
Notes:

1. The above population and employment distrubutions should read together with the related General Notes, Special Notes and Disclaimer which are available on the Planning Department's website at www.pland.gov.hk.
2. Figures are rounded to the nearest 50.
3. There may be a slight discrepancy between the sum of individual items and the respective total owing to rounding.

Appendix C

Layouts for Approved Junction Improvement Works

Proposed Improvement for J2*



NOTE:

1. FOR NOTES AND LEGEND REFER TO DRAWING NO. WT05/4/ROAD/C/TE-01.

TRAFFIC SIGN NO.	DESCRIPTION
102	GIVE WAY
107	TURN LEFT
115	NO ENTRY
183	NO STOPPING
838	DAY PLATE EXCEPT GENERAL HOLIDAYS
2230	"NO STOPPING" ZONE 8AM–10AM 5PM–7PM
2231	"NO STOPPING" ZONE 8AM–10AM 5PM–7PM
2143	PLB "NO STOPPING" ZONE 7AM–7PM

KEY PLAN
SCALE 1 : 12500

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Y.C. LEE CCE/1	ORIGINAL SIGNED	8/2020
AECOM ASIA COMPANY LIMITED			
AUTHORISED	ANDY CHAN ED	ORIGINAL SIGNED	8/2020
ENDORSED	MICHAEL CHIU SE	ORIGINAL SIGNED	8/2020
CHECKED	MAPLE CHAN PE	ORIGINAL SIGNED	8/2020
DRAWN	ROBERT TSUI AM	ORIGINAL SIGNED	8/2020

PROJECT
NON-PUBLIC HOUSING FACILITIES AT DIAMOND HILL CDA - TRANSPORT INFRASTRUCTURE WORKS, WATER FEATURE PARK AND LANDSCAPED WALK

DRAWING TITLE
ROAD MARKINGS & TRAFFIC SIGNS
(SHEET 2 OF 6)

SCALE 1 : 250 (A1)

DRAWING NO.
WT05/4/ROAD/C/TE-02

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

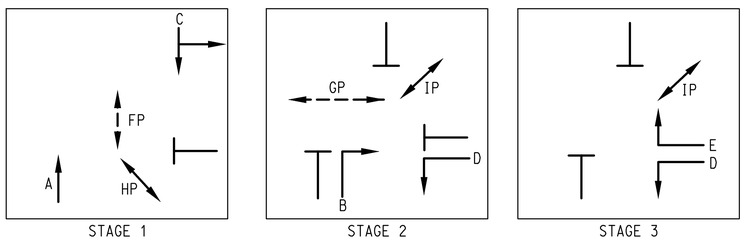
HOUSING DEPARTMENT

Plot File by: Jinguo.zhang 24/08/2020
PATH P:\PROJECTS\60506551\DRAWING\REPORT\AA5\TE_202.dwg

Proposed Improvement for J2*

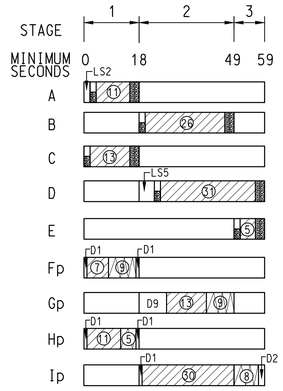
SUPPLIED BY	DESCRIPTION			QUANTITY REQUIRED			
				EXISTING	PROPOSED	NEW	SURPLUS
TRANSPORT DEPARTMENT (TD)	CONTROLLER	TYPE					
		STAGES		3	3		
		PHASES	VEHICULAR	5	5		
			PEDESTRIAN	5	4		1
	ASPECTS	TRAM	200mmØ RED, AMBER AND GREEN LENS				
		VEHICULAR	200mmØ RED, AMBER AND GREEN LENS	6	9	3	
			200mmØ RED & AMBER LENSES 300mmØ GREEN ARROW LENS	9	9		
			300mmØ GREEN ARROW LENS	0	0		
		PEDESTRIAN	300mmØ RED MAN 300mmØ GREEN MAN LENS	12	12		
	MISCELLANEOUS	INTERNALLY ILLUMINATED TRAFFIC SIGN	(I) NO U-TURN				
			(II) NO RIGHT TURN				
			(III) NO LEFT TURN				
		PEDESTRIAN PUSH BUTTON ASSEMBLY	(I) WITH WAIT INDICATOR AND AUDIBLE UNIT	6	6		
			(II) WITH AUDIBLE UNIT ONLY (NO PUSH BUTTON)	6	6		
		DETECTOR UNIT		1	1		
		DETECTOR LOOP		11	11		
ELECTRICAL AND MECHANICAL SERVICES DEPARTMENT (EMSD)	SIGNAL POLE ASSEMBLIES			1	0		1
				1	2	1	
				0	1	1	
				0	1	1	
				1	1		
				2	0		2
				1	0		1
				2	2		
				1	1		
				2	2		
				1	0		1
				2	0		2
				1	0		1
				2	2		
				0	4	4	
				0	1	1	
				0	1	1	
	MISCELLANEOUS	CABLING		AS REQUIRED			
		BACKING BOARD		AS REQUIRED			

EQUIPMENT SCHEDULE



STAGE 1 STAGE 2 STAGE 3

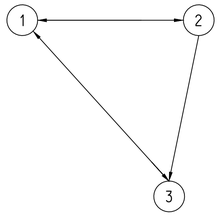
STAGE / PHASE DIAGRAM



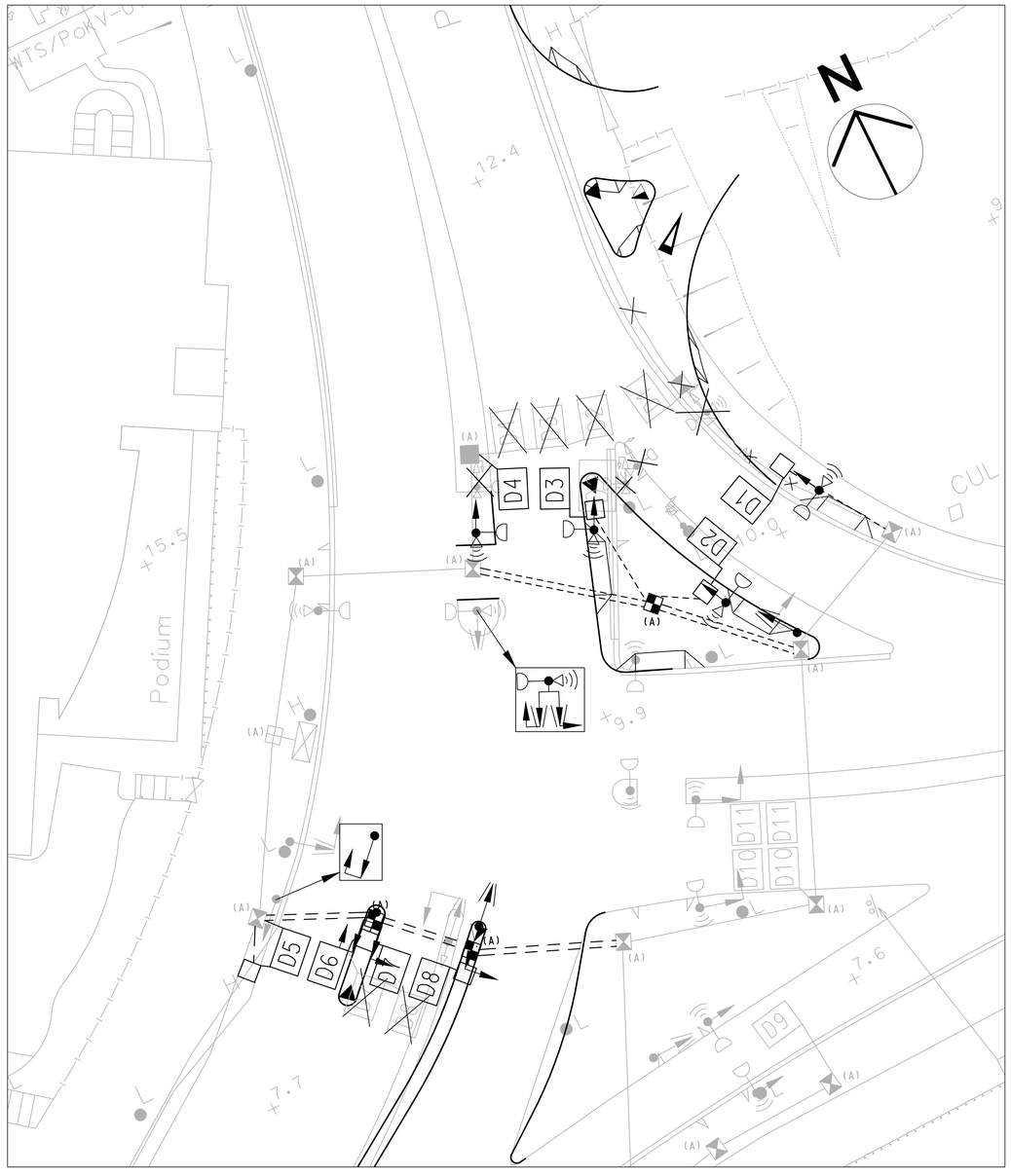
REVISED CYCLE DIAGRAM

	A	B	C	D	E	Fp	Gp	Hp	Ip
A	-								
B		-							
C			-						
D				-					
E					-				
Fp						-			
Gp							-		
Hp								-	
Ip									-

CONFLICT TABLE
(FOR INFORMATION ONLY)



PERMITTED STAGE CHANGE



REVISED ATC DUCTING ARRANGEMENT

NOTE:

1. FOR NOTES AND LEGEND, REFER TO DRAWING NO. WT05/4/ROAD/C/TE-10.

REVISIONS				
NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Y.C. LEE CCE/1	ORIGINAL SIGNED	8/2020
AECOM ASIA COMPANY LIMITED			
AUTHORISED	ANDY CHAN ED	ORIGINAL SIGNED	8/2020
ENDORSED	MICHAEL CHIU SE	ORIGINAL SIGNED	8/2020
CHECKED	MAPLE CHAN PE	ORIGINAL SIGNED	8/2020
DRAWN	ROBERT TSUI AM	ORIGINAL SIGNED	8/2020

PROJECT
NON-PUBLIC HOUSING FACILITIES AT DIAMOND HILL CDA - TRANSPORT INFRASTRUCTURE WORKS, WATER FEATURE PARK AND LANDSCAPED WALK

DRAWING TITLE
TRAFFIC SIGNAL DETAILS - PO KONG VILLAGE ROAD/ CHOI HUNG ROAD (SHEET 1 OF 2)

SCALE 1:250 (A1)

DRAWING NO.
WT05/4/ROAD/C/TE-09

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

Plot File by: LIUH9 24/08/2020
PATH P:\PROJECTS\60506551\DRAWING\REPORT\AA51TE_509.dwg

Proposed Improvement for J3*

NOTE:

1. FOR NOTES AND LEGEND REFER TO DRAWING NO. WT05/4/ROAD/C/TE-01.

TRAFFIC SIGN NO.	DESCRIPTION
102	GIVE WAY
107	TURN LEFT
581	ENFORCEMENT CAMERA
630	DIRECTION TO PARKING PLACE
639	DIRECTION TO MASS TRANSIT RAILWAY
838	DAY PLATE EXCEPT GENERAL HOLDAYS
2143	PLB "NO STOPPING" ZONE 7AM-7PM
2133	"NO STOPPING" ZONE 7AM-7PM
2134	"NO STOPPING" ZONE 7AM-7PM

REVISIONS

NO.	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Y.C. LEE CCE/1	ORIGINAL SIGNED	8/2020

AECOM ASIA COMPANY LIMITED

AUTHORISED	ANDY CHAN ED	ORIGINAL SIGNED	8/2020
ENDORSED	MICHAEL CHIU SE	ORIGINAL SIGNED	8/2020
CHECKED	MAPLE CHAN PE	ORIGINAL SIGNED	8/2020
DRAWN	ROBERT TSUI AM	ORIGINAL SIGNED	8/2020

PROJECT

NON-PUBLIC HOUSING FACILITIES AT DIAMOND HILL CDA - TRANSPORT INFRASTRUCTURE WORKS, WATER FEATURE PARK AND LANDSCAPED WALK

DRAWING TITLE

ROAD MARKINGS & TRAFFIC SIGNS

(SHEET 3 OF 6)

SCALE 1 : 250 (A1)

DRAWING NO.

WT05/4/ROAD/C/TE-03

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

Plot File by: William zhou 27/08/2020
PATH P:\PROJECTS\60506551\DRAWING\REPORT\AASITE_203.dwg

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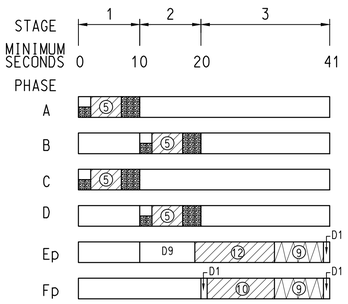
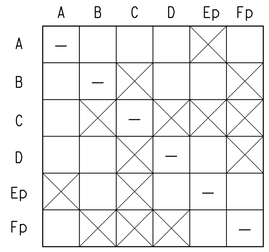
Proposed Improvement for J3*

SUPPLIED BY	DESCRIPTION			QUANTITY REQUIRED			
				EXISTING	PROPOSED	NEW	SURPLUS
TRANSPORT DEPARTMENT (TD)	CONTROLLER	TYPE					
		STAGES		3	3		
		PHASES	VEHICULAR	4	3		1
			PEDESTRIAN	3	1		2
	ASPECTS	TRAM	200mmØ RED, AMBER AND GREEN LENS				
		VEHICULAR	200mmØ RED, AMBER AND GREEN LENS	3	3		
			200mmØ RED & AMBER LENSES 300mmØ GREEN ARROW LENS	9	8		1
			300mmØ GREEN ARROW LENS				
		PEDESTRIAN	300mmØ RED MAN 300mmØ GREEN MAN LENS	8	8		
	MISCELLANEOUS	INTERNALLY ILLUMINATED TRAFFIC SIGN	(I) NO U-TURN				
			(II) NO RIGHT TURN				
			(III) NO LEFT TURN				
		PEDESTRIAN PUSH BUTTON ASSEMBLY	(I) WITH WAIT INDICATOR AND AUDIBLE UNIT	6	8	2	
			(II) WITH AUDIBLE UNIT ONLY (NO PUSH BUTTON)	2	0		2
		DETECTOR UNIT		1	1		
		DETECTOR LOOP		6	7	1	
ELECTRICAL AND MECHANICAL SERVICES DEPARTMENT (EMSD)	SIGNAL POLE ASSEMBLIES			0	1	1	
				1	0		1
				0	1	1	
				1	0		1
				0	2	2	
				1	0		1
				1	1		
				2	0		2
				1	0		1
				2	2		
				0	1	1	
				0	1	1	
				1	0		1
				2	0		2
				0	1	1	
	MISCELLANEOUS	CABLING		AS REQUIRED			
		BACKING BOARD		AS REQUIRED			

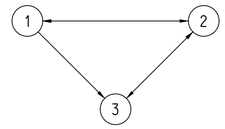
EQUIPMENT SCHEDULE



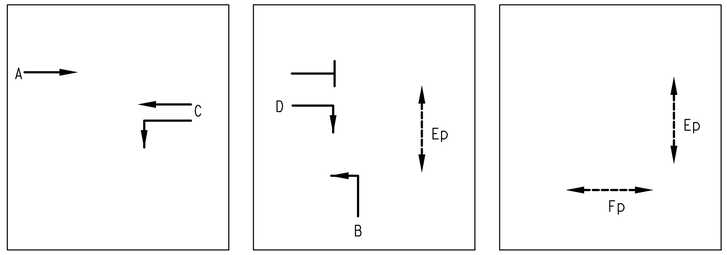
REVISED CYCLE DIAGRAM



CONFLICT TABLE
(FOR INFORMATION ONLY)

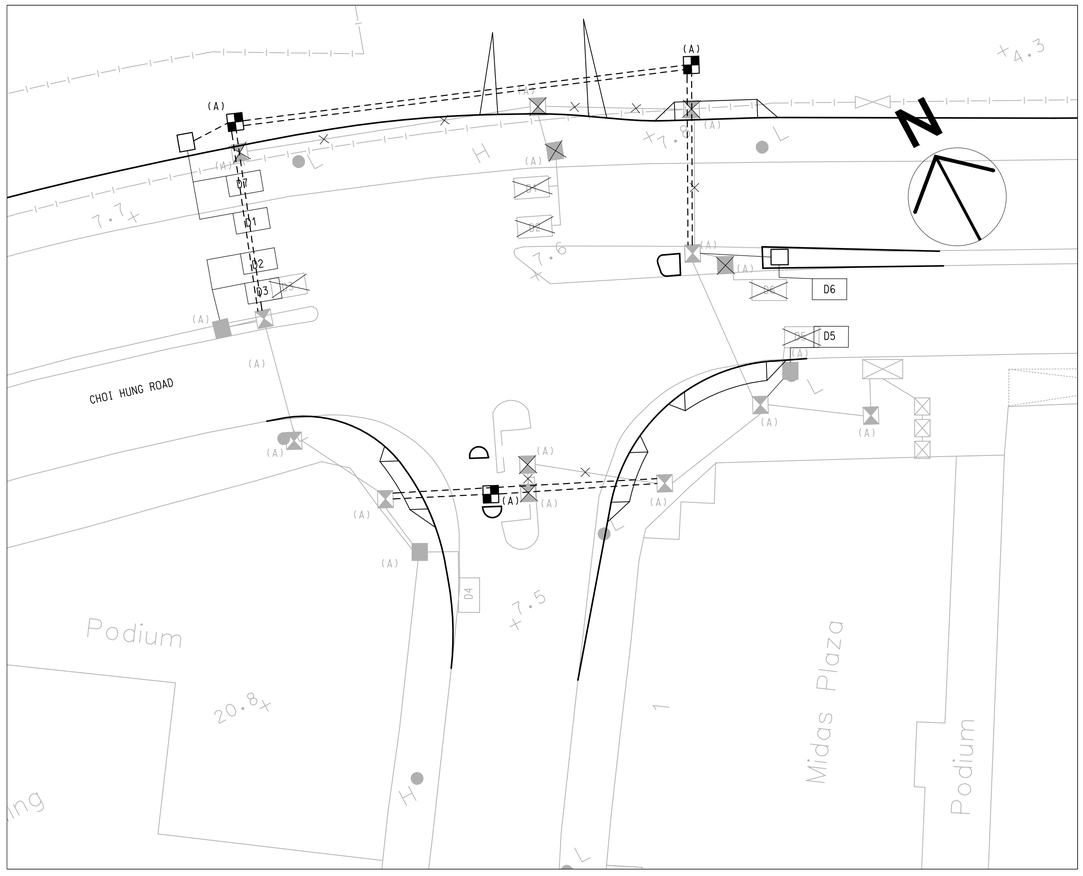


PERMITTED STAGE CHANGE



STAGE 1 STAGE 2 STAGE 3

REVISED STAGE / PHASE DIAGRAM



REVISED ATC DUCTING ARRANGEMENT

NOTE:

1. FOR NOTES AND LEGEND, REFER TO DRAWING NO. WT05/4/ROAD/C/TE-12.

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Y.C. LEE CCE/1	ORIGINAL SIGNED	8/2020
AECOM ASIA COMPANY LIMITED			
AUTHORISED	ANDY CHAN ED	ORIGINAL SIGNED	8/2020
ENDORSED	MICHAEL CHIU SE	ORIGINAL SIGNED	8/2020
CHECKED	MAPLE CHAN PE	ORIGINAL SIGNED	8/2020
DRAWN	ROBERT TSUI AM	ORIGINAL SIGNED	8/2020

PROJECT
NON-PUBLIC HOUSING FACILITIES AT DIAMOND HILL CDA - TRANSPORT INFRASTRUCTURE WORKS, WATER FEATURE PARK AND LANDSCAPED WALK

DRAWING TITLE
TRAFFIC SIGNAL DETAILS - CHOI HUNG ROAD / TAI YAU STREET
(SHEET 1 OF 2)

SCALE 1 : 250 (A1)

DRAWING NO.
WT05/4/ROAD/C/TE-11

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

Plot File by: LIUH9 24/08/2020
PATH: P:\PROJECTS\60506551\DRAWING\REPORT\AA5\TE_511.dwg

Proposed Improvement for J11#

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

LEGEND:

POTENTIAL REDEVELOPMENT SITE

N

ENLARGING THE WAITING AREA ON THE ISLAND FOR PEDESTRIAN

SETTING BACK EXISTING KERBLINES

SAM CHUK STREET

TSAT PO STREET

HOLISTIC CENTRE FOR YOUTH DEVELOPMENT

SITE 2

9.2m

8.4m

2m

821900 N

821870 N

821840 N

838420 E

838450 E

838480 E

15-17

19

12-14

6.9

20.5

23.8

6.5

1

Mee Wah Factory Building 美華工廠大廈

Wing Sam Industrial Building 榮森第二工業大廈 2nd

平台 Podium

七寶街

二祝街

1-HOUR METERS (CARD-OPERATED)
Operating from 8 am to 8 pm daily except general holidays
In case of meter defects Tel.2318 0616
The meter number marked on the post must be given
一小時停車錶(只收儲值卡)
除公衆假期外每日收費由上午八時至下午八時
如錶失靈請撥電話 2318 0616
並需說明錶柱號碼
K-TS368

K-TS369

PGV/K-TS368

PGV/K-TS369

KEEP CLEAR 禁止停車

SAM CHUK

AECOM

PROJECT 項目

SAN PO KONG BUSINESS AREA PEDESTRIAN ENVIRONMENT AND TRAFFIC IMPROVEMENT – FEASIBILITY STUDY

CLIENT 業主

發展局 Development Bureau

Kowloon East Office 九龍東辦事處

CONSULTANT 工程顧問公司

AECOM Asia Company Ltd.
www.aecom.com

SUB-CONSULTANTS 分判工程顧問公司

ISSUE/REVISION 修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 核對
B	JAN.20	AMENDMENT	LCMF
A	JUN.19	AMENDMENT	LCMF
-	AUG.18	FIRST DRAFT	KHL

STATUS 階段

SCALE 比例	DIMENSION UNIT 尺寸單位
A3 1 : 300	METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號: 60568474

AGREEMENT NO. 協議編號: WQ/072/17

SHEET TITLE 圖紙名稱

PROPOSED IMPROVEMENT AT J21 SAM CHUK STREET / TSAT PO STREET

SHEET NUMBER 圖紙編號

60568474/WP3/FIGURE 3.6B

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Plot File by: ZHAOHC2 2020/1/3
PATH: P:\PROJECTS\60568474\Drawing\Report\WP3\WP3_509.dgn

Appendix D

Car Lift Assessment

CAR LIFT ASSESSMENT (Two Car Lifts)

Arrival Rate Estimate

Total no. of parking spaces	=	32	
Peak 15 minutes arrival rate (arrivals/space)	=	0.16	
Peak arrival rate (A) in veh/min	=	32 x 0.16 / 15	
	=	0.333	veh/min

Estimate of Round Trip Time of Car Lift

Level Difference between G/F and B1/F	=	4.5	m
Travelling Speed of the Car Lift	=	0.5	m/s
Travel Time (G/F to B1/F) =	=	9.0	s
Door Open	=	5	s
Vehicle Out	=	8	s
Vehicle Enters	=	8	s
Safety Buffer	=	2	s
Door Close	=	5	s
Travel Time (G/F to B1/F)	=	9.0	s
Door Open	=	5	s
Vehicle Out	=	8	s
Vehicle Enters	=	8	s
Safety Buffer	=	2	s
Door Close	=	5	s
Travel Time (3/F to B1/F)	=	9.0	s
Round Trip Time	=	74.0	s
Total Round Trip Time (say)	**=**	**74**	**s**
Average Servicing Rate (S)	=	60s / 74 x 2	
	=	1.622	veh/min

The probability that there are n units in the car parking system
P(n) = p^n x P(0) = p^n x (1-p)

where	n	= number of units in the system
	p	= A/S = 0.2054
	P(n)	= probability of the system being at state n

Probability of both car lift are idel

P(0)	=	1 - p
	=	1 - 0.2054
	=	79.46%

Probability of the one car lift is in use

P(1)	=	0.2054 (1 - 0.2054)	=	16.32%

Probability of two car lifts are in use

P(2)	=	0.2054^2 (1 - 0.2054)	=	3.35%

Probability of two car lifts are in use and 3 waiting spaces are occupied

	=	P(0) + P(1) + P(2)
	=	0.7946 + 0.1632 + 0.0335
	=	99.13%

Probability of more than 5 car in the system

	=	1 - 0.9913
	=	0.0087

The chances that car park traffic will queue up is less than 0.9%

Appendix V Noise Impact Assessment

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

NOISE IMPACT ASSESSMENT

23 Jul 2025

Report No.: RT24152-NIA-01_r1

Prepared By:

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

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

Prepared By:

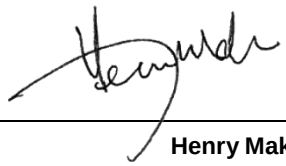
Various

Checked by

Leo Yu

Consultant

Approved by:



Henry Mak

Director

Disclaimer:

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

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Appendix 1.1	Indicative Building Plan

1. INTRODUCTION

1.1. BACKGROUND

1.1.1. The Project Proponent proposes to develop a 33-storey Hotel at Nos. 20-24 Tai Yau Street, San Po Kong (hereafter called “the Proposed Development”).

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

1.2. PROJECT LOCATION

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

1.3. PROJECT DESCRIPTION

1.3.1. The Proposed Development will comprise one 33-storey building (inlcude 1 storey basement & 1 storey refuge floor) comprising guest rooms and communal area. The key development parameters are summarised in **Table 1.1** and the Master Layout Plan is enclosed in **Appendix 1.1**.

Table 1.1 Key Development Parameters of the Proposed Development

No. of Storeys	33 storeys
Total Gross Floor Area (GFA)	Approx. 29,111.334m^2
Building Height	+111.925 mPD
Proposed Major Floor Use	B/F: Carpark G/F: Entrance Lobby, Loading & Unloading 1/F: Restaurant, Shops 2/F: Back of House Facility 3/F to 31/F: Guest Rooms (Refuge floor at 16/F)
Tentative Population Intake Year	2030
Total No. of Guest Rooms	1260

1.4. STRUCTURE OF THE REPORT

1.4.1. This NIA Report includes the following sections:

- Section 2.1 introduced the project background;
- Section 2.2 presented the relevant legislation, standards, guidelines, and baseline conditions for this NIA;
- Section 2.3 identified and evaluated the noise impact associated with the Construction of the Proposed Development;
- Section 2.4 identified and evaluated the noise impact associated with the Operation of the Proposed Development; and
- Section 3 summarized the conclusion of this NIA.

2. NOISE IMPACT

2.1. INTRODUCTION

2.1.1. The Proposed Development will have potential noise impacts during the construction and operation phases. During the construction phase, potential construction airborne noise impact may be generated due to the use of powered mechanical equipment (PME) for various construction works including site formation, foundation and superstructure. During the operation phase, noise due to building equipment will also have potential noise impacts to the NSRs nearby.

2.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

2.2.1. The relevant legislation, standards and guidelines applicable to the present noise impact assessment include:

- Noise Control Ordinance (NCO) (Cap. 400);
- Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (IND-TM);
- Technical Memorandum on Noise from Construction Work Other Than Percussive Piling (GW-TM);
- Technical Memorandum on Noise from Construction Work in Designated Areas (DA-TM);
- Technical Memorandum on Noise from Percussive Piling (PP-TM);
- Hong Kong Planning Standards and Guidelines (HKPSG);
- Professional Persons Environmental Consultative Committee (ProPECC) Practice Note PN 1/24 "Minimizing Noise from Construction Activities";
- Good Practices on Pumping System Noise Control; and
- Good Practices on Ventilation System Noise Control

2.3. CONSTRUCTION PHASE IMPACT REVIEW

Noise Standards for Construction Works during Non-restricted Hours

2.3.1. There is no statutory control for noise arising from construction activities (except for percussive piling and the use of hand-held percussive breakers and air compressors) during non-restricted hours (i.e. 0700 to 1900 hours from Monday to Saturday, not including general holidays). However, ProPECC PN 1/24 provides the assessment criteria for construction works during non-restricted hours. The recommended daytime construction noise levels for uses rely on openable windows for ventilation are summarized in **Table 2.1** below.

Table 2.1 Noise Standards for Construction Works during Non-restricted Hours

Uses	$L_{eq\ (30\ mins)}$, dB(A)
All domestic premises Temporary housing accommodation Hostels Convalescences homes Homes for the aged	75
Places of public worship Courts of law Hospitals and medical clinics	70
Educational institutions (including kindergartens and nurseries)	70 (65 during examination)
Note: The above standards apply to uses which rely on opened windows for ventilation and are assessed at 1m from the external façade.	

Noise Standards for Construction Works during Restricted Hours

2.3.2. Noise impacts arising from construction activities (excluding percussive piling) conducted during the restricted hours (1900 to 0700 hours on any day and anytime on Sunday and general holiday) are governed by the NCO.

2.3.3. All the proposed construction works are expected to be carried out during non-restricted hours. In case of any construction activities during restricted hours, it is the Contractor's responsibility to ensure compliance with the NCO and the relevant technical memoranda. The Contractor will be required to submit a construction noise permit (CNP) application to the Noise Control Authority and abide by any conditions stated in the CNP, should one be issued. It should be noted that description made in this report does not guarantee that a CNP will be granted for the project construction. The Noise Control Authority would take into account the contemporary condition of adjoining land uses and other considerations when processing the CNP application

based on the NCO and relevant technical memoranda issued under the NCO. The findings in this report shall not bind the Noise Control Authority in making the decision.

Noise Standards for Percussive Piling

2.3.4. Noise impact arising from percussive piling at any time is also governed by the NCO. The noise criteria and the assessment procedures for issuing a CNP for percussive piling are specified in the PP-TM. Separate application to EPD for a CNP is required.

2.3.5. Should percussive piling be required, the requirements in the PP-TM shall be followed.

Impact Identification and Evaluation

2.3.6. The potential source of noise impact during the construction phase would be the use of PME for various construction activities. The key construction works would include:

- Site clearance, including demolition of existing structures and tree removal;
- Site formation;
- Foundation; and
- Construction of superstructure.

2.3.7. No construction works will be carried out during restricted hours. Should restricted hours works or percussive piling work be required, the Contractor shall apply for a CNP and ensure full compliance with the NCO.

Recommended Mitigation Measures

2.3.8. Standard construction noise control measures such as adoption of quieter construction method, use of quality PME (QPME) with lower sound power level (SWL), use of movable noise barriers and noise enclosures to screen noise from PME, and implementation of good site practices to limit noise emissions at source are recommended.

2.3.9. Good site practices and noise management can further minimize the potential construction noise impact. The following good site practices are recommended for implementation during construction phase:

- Contractor shall devise and execute working methods that will minimize the noise impact on the surrounding environment; and shall provide experienced personnel with suitable training to ensure these methods are properly implemented;
- Noisy activities should be scheduled to minimize exposure of nearby NSRs to high levels of construction noise. For example, noisy activities can be scheduled for midday or at times coinciding with periods of high background noise (such as during peak traffic hours);

- The Contractor should arrange construction activities with care so that concurrent construction activities are avoided as much as possible;
- Only well-maintained plant should be operated on-site and plant will be serviced regularly during the construction phase;
- Machines and plant that may be in intermittent use should be shut down between work periods or throttled down to a minimum;
- Silencers or mufflers on construction equipment should be utilized and properly maintained during the construction phase;
- Noisy equipment such as emergency generators shall always be sited as far away as possible from NSRs;
- Mobile plants should be sited as far away from NSRs as possible;
- Plant known to emit noise strongly in one direction should be orientated so that the noise is directed away from the nearby NSRs; and
- Material stockpiles and other structures should be effectively utilized in screening noise from on-site construction activities.

2.4. OPERATION PHASE

Noise Standards for Fixed Noise Impact Assessment

2.4.1. IND-TM stipulates the appropriate Acceptable Noise Level (ANL) for fixed noise sources. The ANL is dependent on the area sensitivity rating of a noise sensitive receivers (NSR), as defined in Table 1 of the IND-TM (reproduced in **Table 2.2**). The area sensitivity rating of a NSR is determined by the type of area where the NSR is located and the presence of any influencing factors (IFs) such as major roads and industrial areas.

Table 2.2 Area Sensitivity Ratings

Type of Area Containing NSR	Degree to which NSR is affected by IF		
	Not Affected	Indirectly Affected	Directly Affected
Rural area, including country parks or village type developments	A	B	B
Low density residential area consisting of low-rise or isolated high-rise developments	A	B	C
Urban area	B	C	C
Area other than those above	B	B	C

2.4.2. The HKPSG also states that in order to plan for a better environment, all planned fixed noise sources should be located and designed that when assessed in accordance with the IND-TM, the level of the intruding noise at the façade of the nearest existing sensitive use should be at least 5 dB(A) below the appropriate ANL shown in Table 2 of IND-TM or, in the case of the background being 5 dB(A) lower than the ANL, should not be higher than the background. The ANLs stipulated in the IND-TM are provided in **Table 2.3**.

Table 2.3 Acceptable Noise Levels

Time Period	Area Sensitivity Rating		
	A	B	C
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

Noise Standards for Road Traffic Noise Impact Assessment

2.4.3. Table 4.1 of Chapter 9 of the HKPSG provides the assessment criteria for road traffic noise impact at noise sensitive uses which rely on opened windows for ventilation. **Table 2.4** summarizes the adopted road traffic noise criteria for noise sensitive uses with openable windows at the Proposed Development.

Table 2.4 Road Traffic Noise Criteria for Noise Sensitive Uses

Location	Use	$L_{10\ (1\ hour)}$, dB(A)
2/F	Function Room	70
2/F	Administrative Office	70
3/F – 31/F	Guest Room	70
Notes: [1] The above standards apply to noise sensitive uses which rely on opened windows for ventilation and should be viewed as the maximum permissible noise levels assessed at 1m from the external façade.		

Noise sensitive receivers

2.4.4. Existing NSRs and planned/committed noise sensitive uses identified on the relevant Outline Zoning Plans, Development Permission Area Plans, Outline Development Plans, Layout Plans and other relevant published land use plans, including plans and drawings published by the Lands Department and any land use and development applications approved by the Town Planning Board have been identified. The first layer of representative NSRs within the 300m assessment area are listed in **Table 2.5** below and their locations are illustrated in **Figure 2.1**.

Table 2.5 Representative Noise Sensitive Receivers

NSR ID	Description	Nature of Use	Existing/ Planned	Approximate Shortest Distance from Project Site, m
N01	Hong Kong Sheng Kung Hui Nursing Home	Residential	Existing	183
N02	Residential Buildings	Residential	Existing	227
N03	Ho Lap College	School	Existing	195
N04	Po Leung Kuk Mrs. Chan Nam Chong Memorial Primary School	School	Existing	250

Road Traffic Noise Impact on the Proposed Development

2.4.5. The Project Site is bounded by Tai Yau Street to the east, Sheung Hei Street to the north and west. The key noise impact during operation phase would be road traffic noise from the abovementioned roads and other local roads. Central air-conditioning is provided for the entire building of Proposed Development including sensitive uses such as guest room, function room, administrative office, and not relied on openable window for ventilation. Therefore, no adverse road traffic noise impact on the Proposed Development is anticipated.

Fixed Noise Impact from the Proposed Development

Impact Identification and Evaluation

2.4.6. According to the latest development scheme, potential fixed noise sources within the Proposed Development include the transformer room and E&M rooms. During the operation phase, potential fixed noise sources will be fully enclosed and located inside the building structure. Noise impact arising from fixed plants is expected to be minimal.

2.4.7. To ensure the fixed plant noise generated by the Proposed Development would not cause excessive impact to neighbouring noise sensitive uses, potential fixed noise sources within the Proposed Development shall be properly designed to meet the relevant noise criteria as stipulated in Chapter 9 of the HKPSG.

2.4.8. Provisions shall be made to control the fixed noise sources by suitable at source noise control measures such as silencers and acoustic linings when necessary. As such, it is anticipated that the fixed plant noise impact on the surrounding NSRs due to the operation of the Proposed Development will not exceed the relevant noise criteria under the HKPSG and NCO.

Recommended Mitigation Measures

2.4.9. The following noise mitigation measures are recommended to control noise emissions from planned fixed plant noise sources within the Proposed Development:

- All the noisy plants should be installed within plant room or with acoustic enclosure;
- Proper selection of quiet plant aiming to reduce the tonality at NSRs;
- Installation of silencer / acoustic enclosure / acoustic louvre for the exhaust of ventilation system;
- Openings of ventilation systems should be located away from NSRs as far as practicable and oriented away from the NSRs;
- Installation of absorptive noise barrier (with density of absorption material of 48kg/m^3) for the aerator which would duly shield the engine and other noisy parts of the aerator as far as practicable, and;
- Provide suitable at source noise control measures with reference to EPD's "Good Practices on Ventilation System Noise Control" and "Good Practices on Pumping System Noise Control" such as silencers and acoustic linings when necessary.

Fixed Noise Impact on the Proposed Development

Identification of Fixed Noise Sources

2.4.10. A number of existing fixed noise sources have been identified within 300m assessment area through desktop study and site visit conducted on 08 July 2025. **Figure 2.2** indicates the locations of existing major fixed noise sources with details summarized in **Table 2.6**.

Table 2.6 Information of the Identified Fixed Noise Sources

Location	Source ID	Equipment	Approximate Shortest Horizontal Distance to the Project Site
New Tech Plaza	S01	Air-cooled Chiller	103m
Chung Hing Industrial Mansions	S02	Cooling Tower	200m
Pentahotel Hong Kong	S03	Air-cooled Chiller	244m
Luk Hop Industrial Building	S04	Loading and Unloading	138m

2.4.11. For other fixed noise sources such as air-cooled chillers in The Hong Kong Examinations and Assessment Authority and Well Tech Centre, cooling towers in Pat

Tat Industrial Building and Ka Wing Factory Building are either blocking by other buildings or blocking by end wall of the source building with no line of sight to the Proposed Development are, therefore, not considered as noise sources in the assessment.

2.4.12. Central air-conditioning is provided for the entire building of Proposed Development including sensitive uses such as guest room, function room, administrative office, the sensitive areas are not replied on openable window for ventilation, and therefore, not affected by the identified fixed noise sources. Given the large separation distance between the identified major fixed noise sources and the Project Site (i.e. approximately 100m or above) and no noticeable fixed noise was observed at the Project Site during site visit, no adverse fixed noise impact to the Proposed Development is expected.

3. CONCLUSION

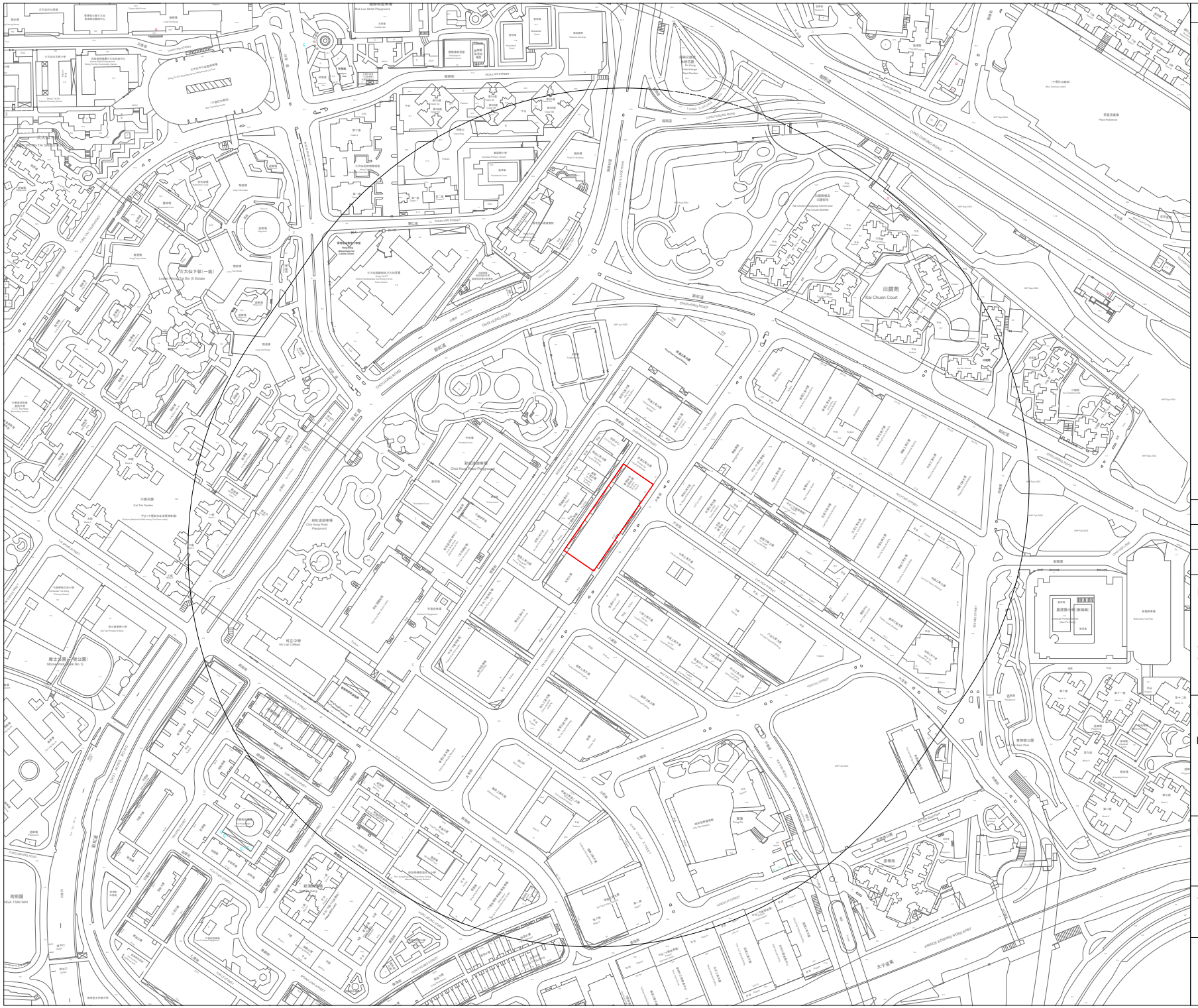
3.1.1. The Project is to construct a 34-storey Hotel at Nos. 20-24 Tai Yau Street. This Report addressed the potential noise issues arising from the construction and operation of the Proposed Development.

3.1.2. Evaluation on construction noise impact associated with different construction activities has been conducted. With the implementation of practical mitigation measures including good site management practices, use of quieter construction methods and equipment, and use of movable noise barriers and noise enclosures, the construction noise impact on the nearby NSRs would be minimized.

3.1.3. To ensure the fixed plant noise generated by the Proposed Development would not cause excessive impact to neighbouring noise sensitive uses, potential fixed noise sources within the Proposed Development shall be properly designed to meet the relevant noise criteria as stipulated in Chapter 9 of the HKPSG. Provisions shall be made to control the fixed noise sources by suitable at source noise control measures such as silencers and acoustic linings when necessary. As such, no adverse fixed plant noise impact on the surrounding NSRs due to the operation of the Proposed Development is expected.

3.1.4. With the recommended noise mitigation measures in place, no unacceptable noise impact on or arising from the Proposed Development is anticipated.

FIGURE 1.1
PROPOSED DEVELOPMENT LOCATION



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LEGEND:

Site Boundary

300m Assessment Area

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250710	20250710	20250710

Project Title

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

DrawingTitle

PROPOSED DEVELOPMENT LOCATION

Drawing No.	Rev.
FIGURE 1.1	0

Scale:

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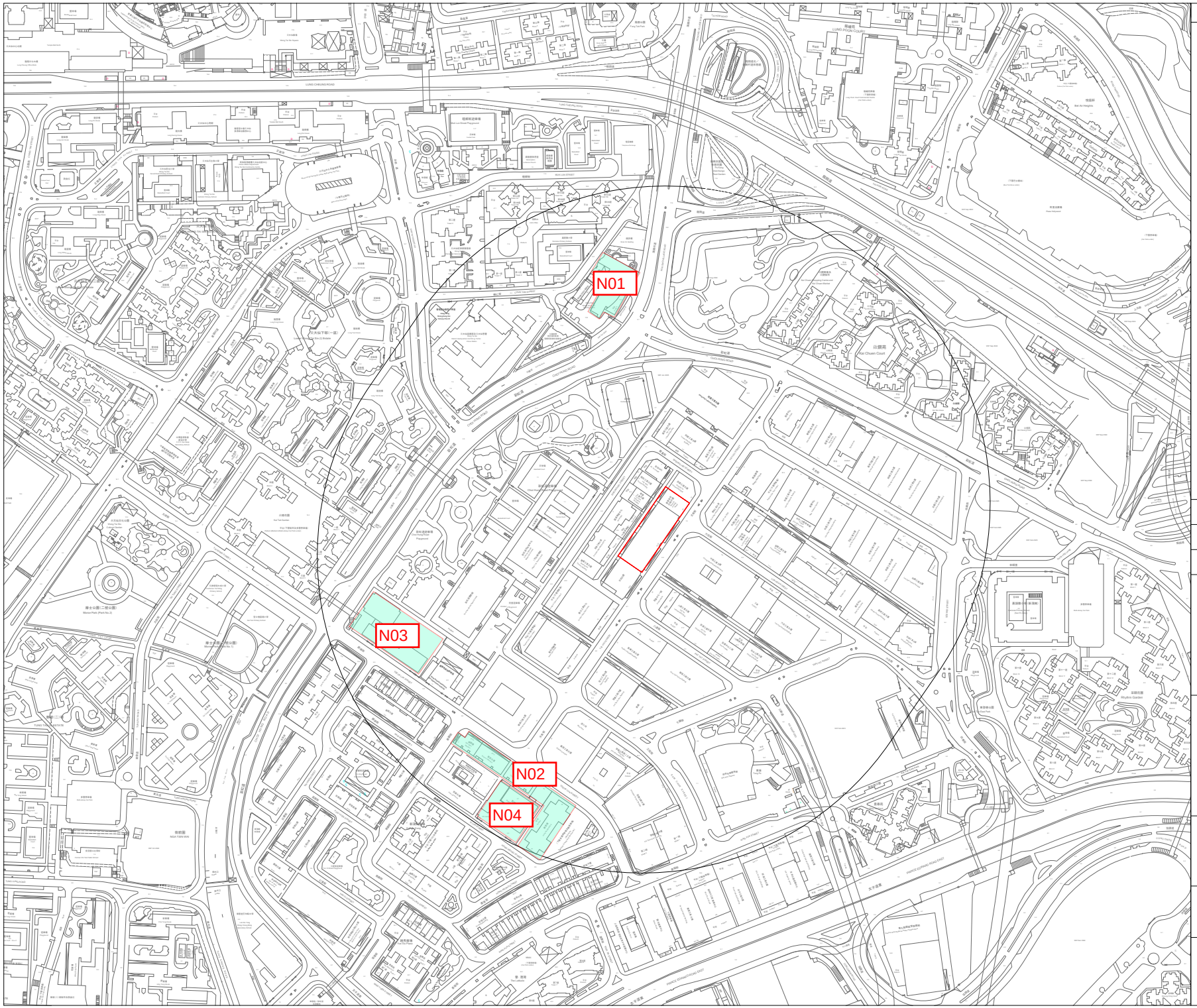
BXG

BeeXergy Consulting Limited

FIGURE 2.1

LOCATION OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS



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LEGEND:

Site Boundary

300m Assessment Area

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250710	20250710	20250710

Project Title

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

DrawingTitle

LOCATION OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS

Drawing No.	Rev.
FIGURE 2.1	0

Scale:

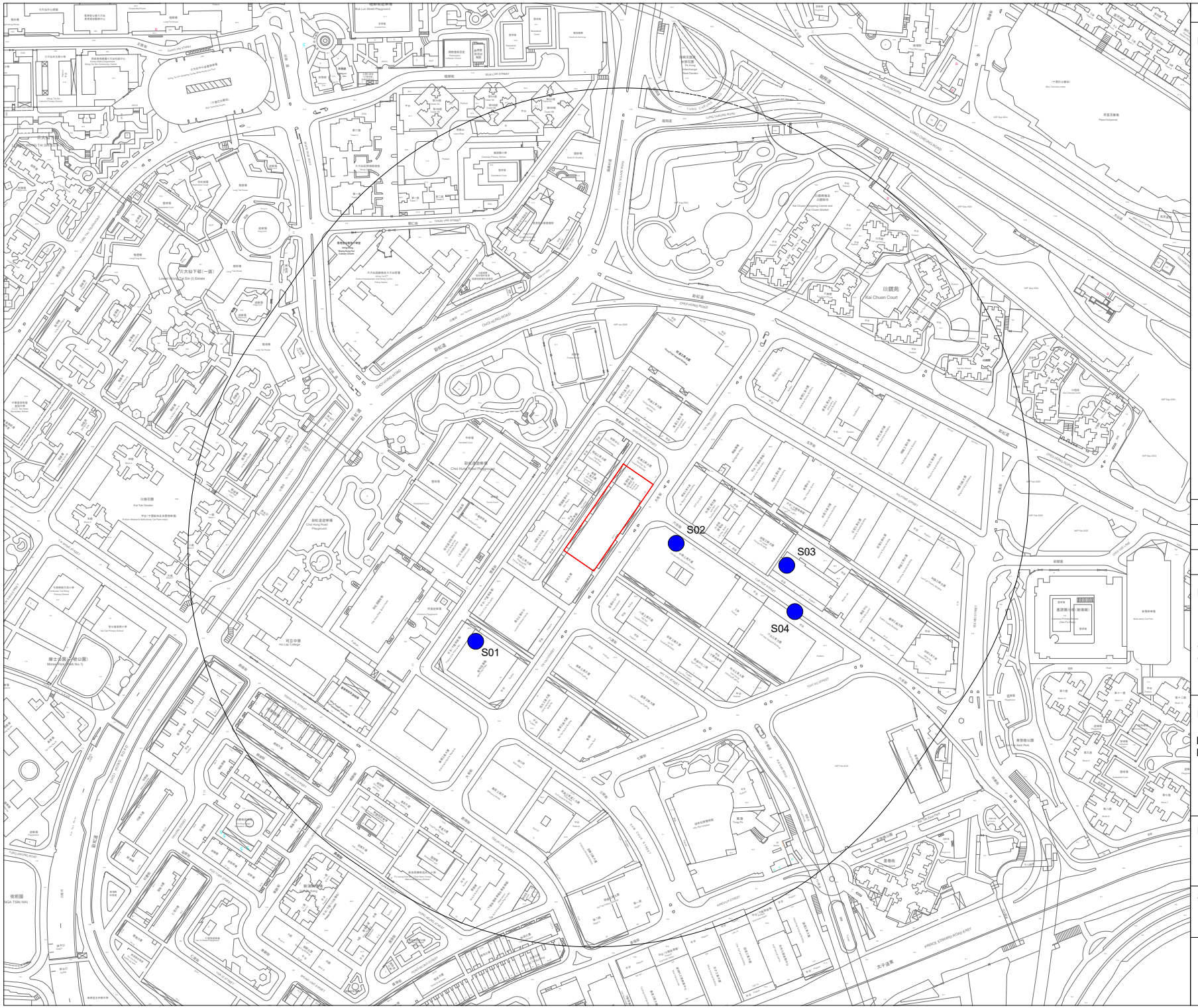
A4 - 1:5000

BXG

BeeXergy Consulting Limited

FIGURE 2.2

LOCATION OF EXISTING MAJOR FIXED NOISE SOURCES



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LEGEND:

Site Boundary

Identified Fixed Noise Sources

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250710	20250710	20250710

Project Title

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

DrawingTitle

LOCATION OF EXISTING MAJOR FIXED NOISE SOURCES

Drawing No.	Rev.
FIGURE 2.2	0

Scale:

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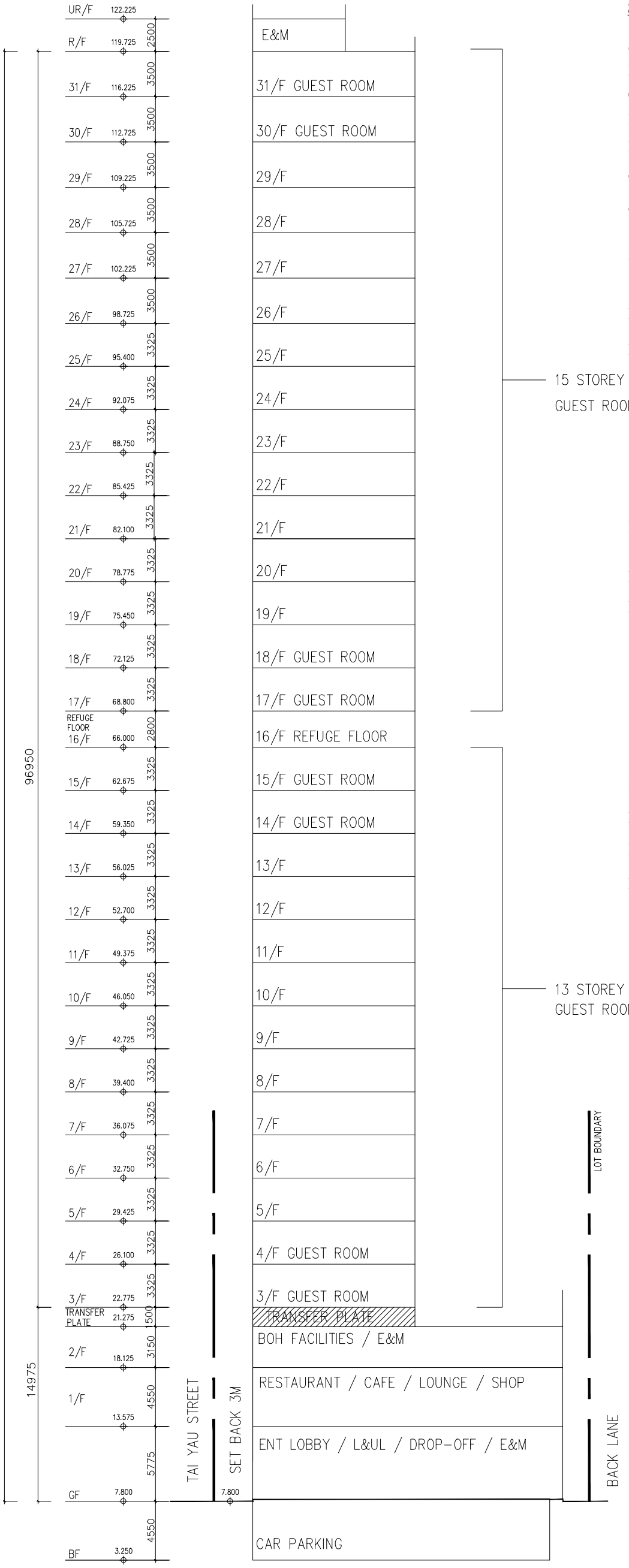
BXG

BeeXergy Consulting Limited

APPENDIX 1.1
INDICATIVE BUILDING PLAN



DIAGRAMMATIC SECTION (N.T.S.)

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

Site Area:	2,426.050 sq.m.
Lots:	N.K.I.L.s 4735, 4736, 4737, 4738, 4739 RP, 4739 s.A & 4739 s.B
Class of Site:	A
Permissible Plot Ratio:	12 (Under OZP)
Permissible GFA:	29,112.600 sq.m.
Total Permissible GFA:	29,112.600 sq.m.
Total Permissible Plot Ratio:	12.000
Permissible Building Height:	120mPD 120mPD - 7.8mPD (mean street level) = 112.200m
Permissible Site Coverage:	Not exceeding 100% below 15m Not exceeding 60% above 15m

Proposed Use of Floor:

Basement	Car Parking / E&M
G/F	Entrance Lobby / Loading & Unloading / Drop-off / E&M
1/F	Restaurant / Cafe / Lounge / Shop
2/F	Back of House Facility / E&M
2/F- 3/F Slab	Transfer Plate
3/F-15/F	Guest Room
16/F	Refuge Floor
17/F-31/F	Guest Room
R/F	Roof Garden, E&M

Proposed Site Coverage:	Below 15m : 76.665% (1,859.921 sq.m) Above 15m : 44.151% (1,071.121 sq.m)
Proposed Height of Building:	111.925m (119.725 mPD)

Proposed GFA per floor:

G/F	435.094 sq.m
1/F	1,300.307 sq.m. (include the GFA of canopy at 1/F)
2/F	610.132 sq.m.
3/F	931.708 sq.m.
4/F-15/F & 17/F-31/F	928.703 sq.m. (per floor) x 27 floors = 25,074.981 sq.m.
R/F	9.112 sq.m.
Staircase (NKILs. 4739s.A & s.B)	750.00 sq.m

Proposed Total GFA:	29,111.334 sq.m.
Proposed Plot Ratio:	12.000
Proposed no. of Storeys:	33 storeys (inlcude 1 storey basement & 1 storey refuge floor)
Proposed no. of Guest Rooms:	1260

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

DRAWING TITLE:
SCHEDULE OF ACCOMMODATION

AUTHORIZED PERSON:

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

JOB No.: AA598

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

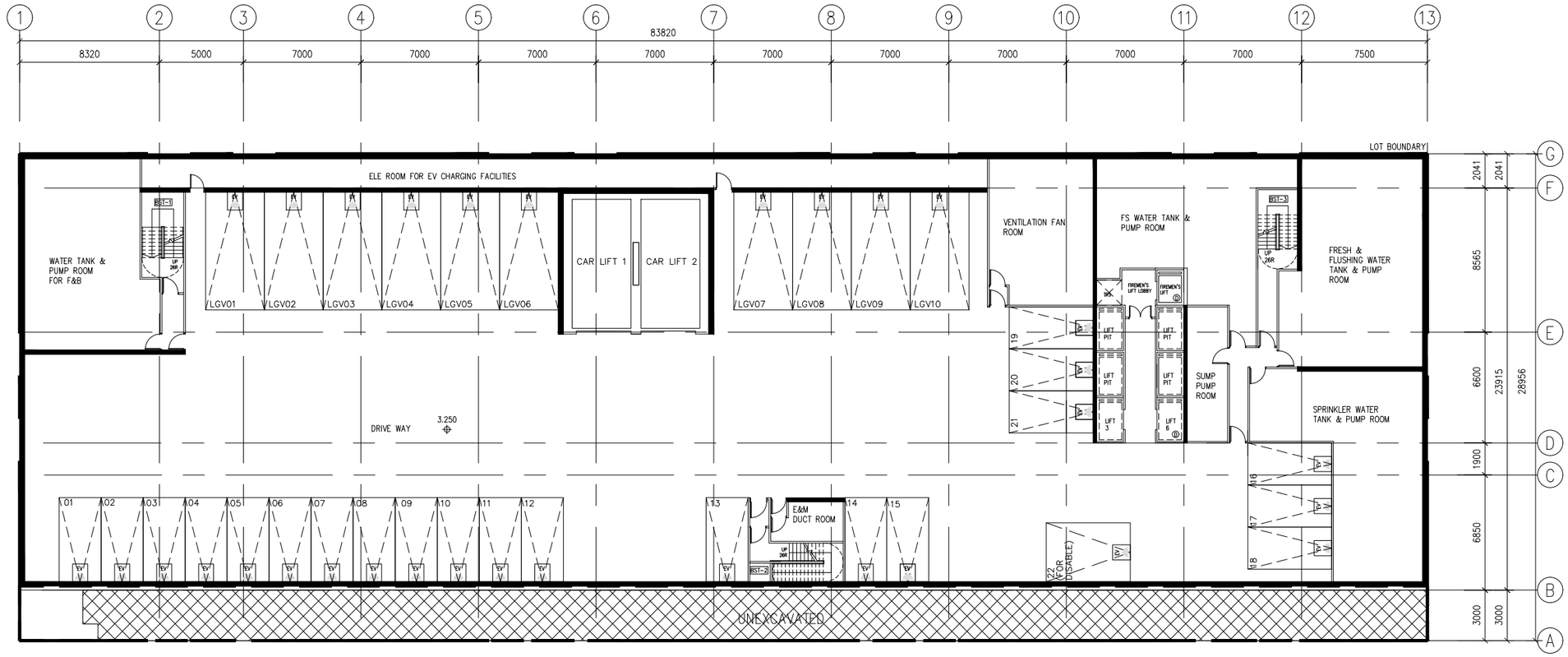
PRINTED DATE: DATE:

SCALE AT A3: N.T.S

DRAWING No.: CAL-01

REV.: -

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25



LEGEND:

SET BACK AREA TO BE DEDICATED
FOR USE AS PUBLIC PASSAGE AT GROUND FLOOR LEVEL

BASEMENT FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

BASEMENT FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

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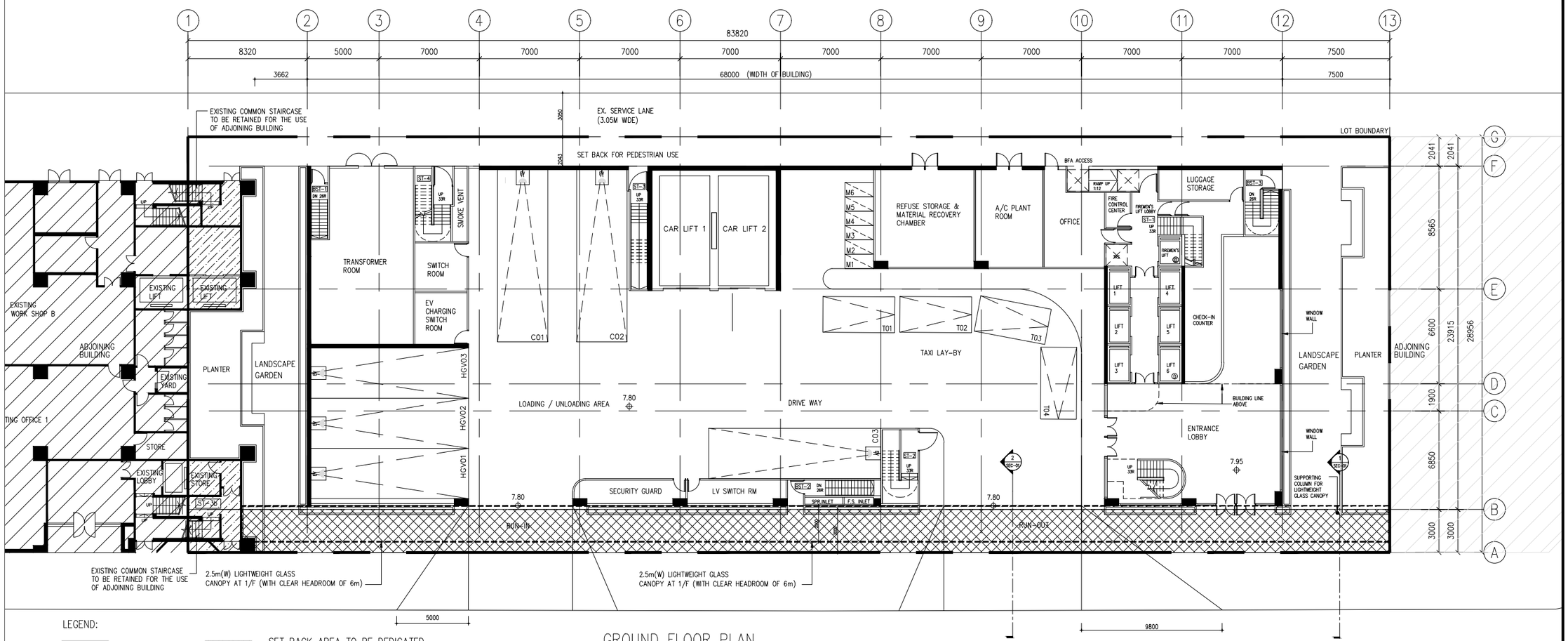


LEGEND:

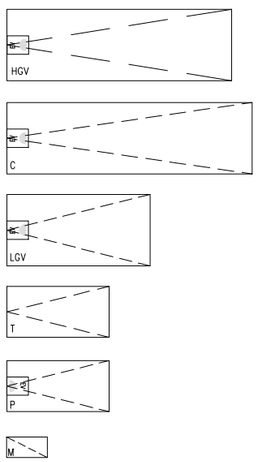
PLANTER BOX

SET BACK AREA TO BE DEDICATED FOR USE AS PUBLIC PASSAGE AT GROUND FLOOR LEVEL

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

GROUND FLOOR PLAN

TAI YAU STREET (18.30M WIDE)



HEAVY GOODS VEHICLES 3.5m x 11m

TOUR BUS LAY-BY 3.5m x 12m

LIGHT GOODS VEHICLE 3.5m x 7m

TAXI LAY-BY 2.5m x 5m

PRIVATE CAR 2.5m x 5m

MOTORCYCLE 2m x 1m

CARPARK PROVISION CALCULATION

APPROX. NO. OF ROOMS = 1260

TYPE	ROOM/GFA	RATE	NO. REQUIRED	NO. PROVIDED
PRIVATE CAR	1260 ROOMS RESTUATANT/CAFE /800 SEAT	1/100 ROOMS 1/100 SEATS	13 8	22
TAXI LAY-BY	1260 ROOMS	>600 ROOMS MIN. 4 NOS.	4	4
TOUR BUS LAY-BY	1260 ROOMS	>900 ROOMS MIN. 3 NOS.	3	3
LGV HGV	1260 ROOMS	0.5-1/100 ROOMS	7-13	10 3
MOTORCYCLE	NOT SPECIFIED	NOT SPECIFIED	NIL	6

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

GROUND FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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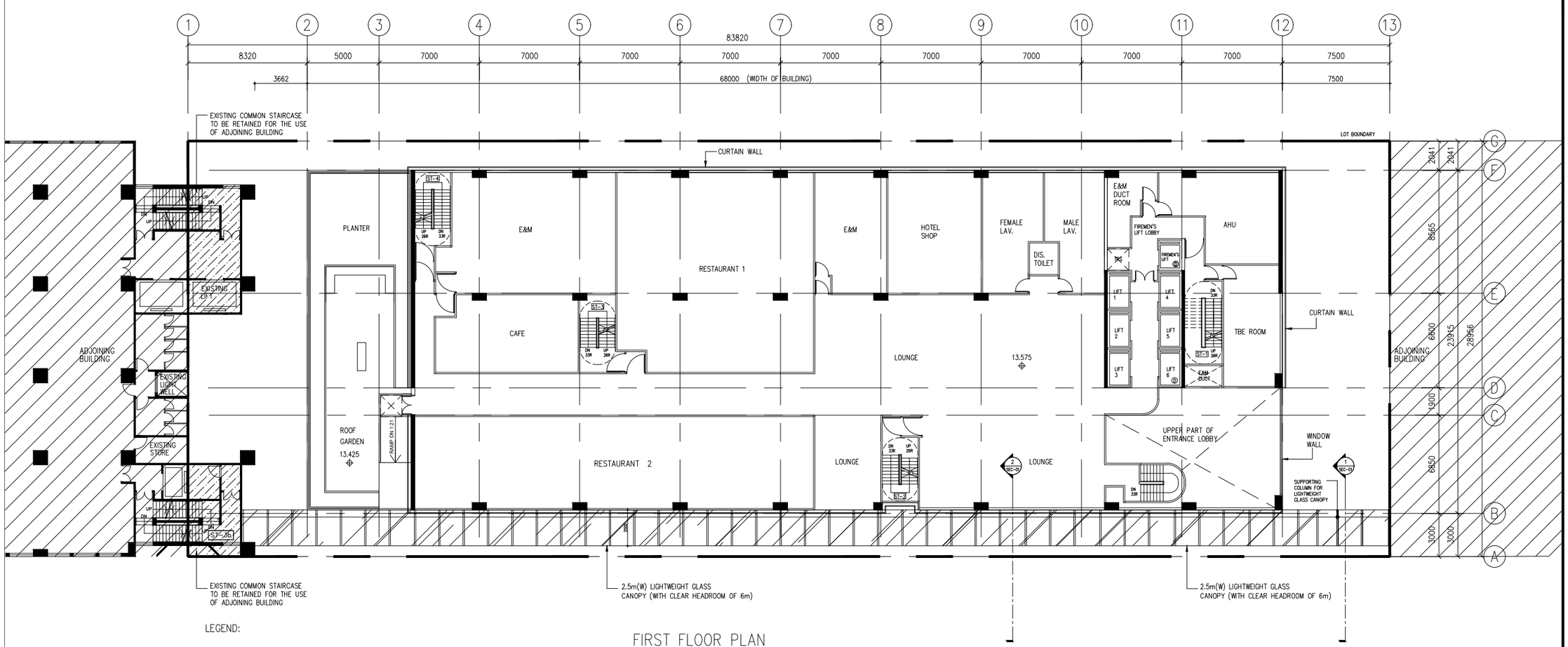

LEGEND:

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PLANTER BOX

FIRST FLOOR PLAN

REV.	DESCRIPTION	DATE
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PROJECT :

REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET
SAN PO KONG, KOWLOON, N.K.I.L.s
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DRAWING TITLE :

FIRST FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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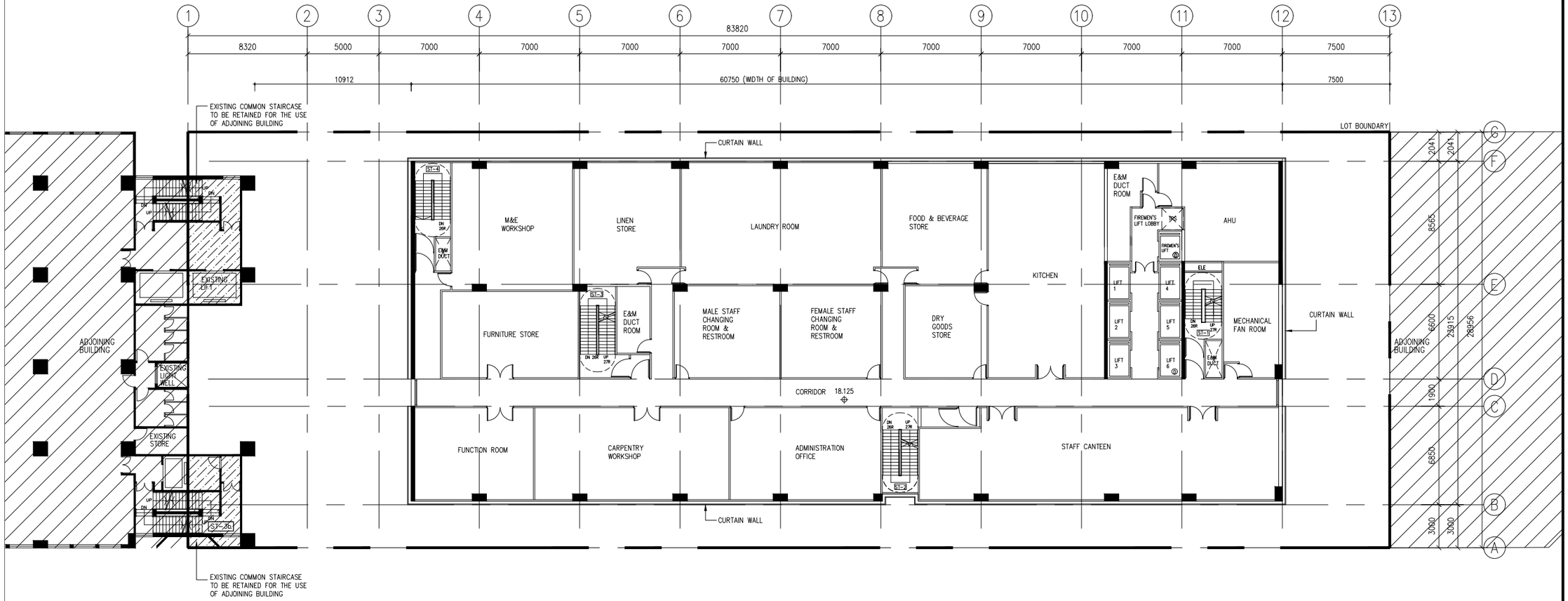

LEGEND:

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SECOND FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

SECOND FLOOR PLAN

AUTHORIZED PERSON :

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朱倫建築師測量師有限公司

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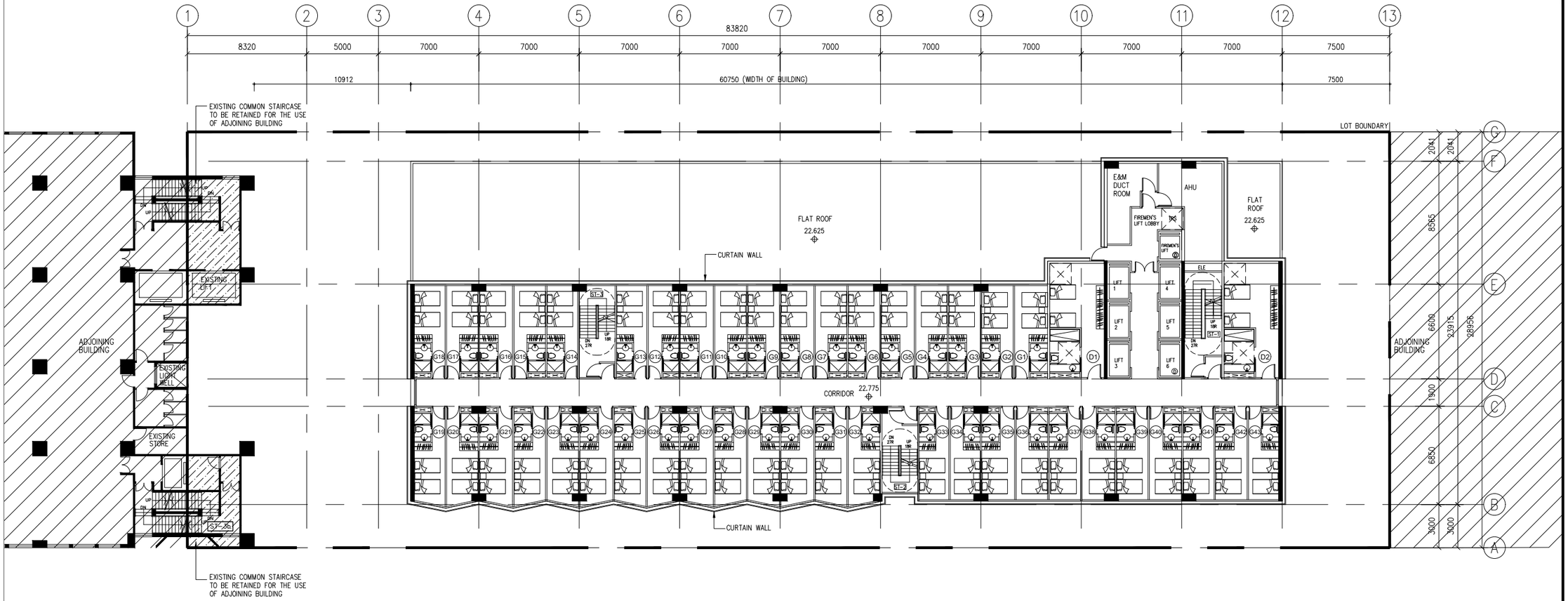

LEGEND:

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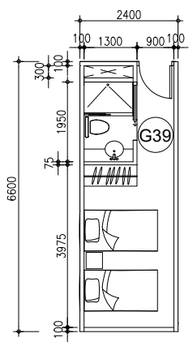
THIRD FLOOR PLAN (GUEST ROOM)



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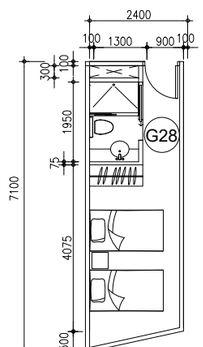

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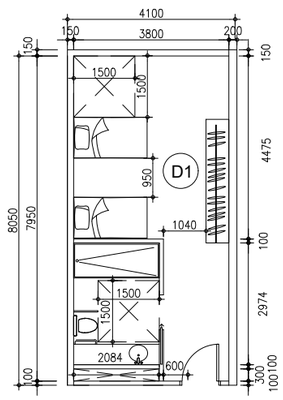

TYPICAL DOUBLE BED GUEST ROOM LAYOUT FOR DISABILITY
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-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

THIRD FLOOR PLAN

AUTHORIZED PERSON :

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

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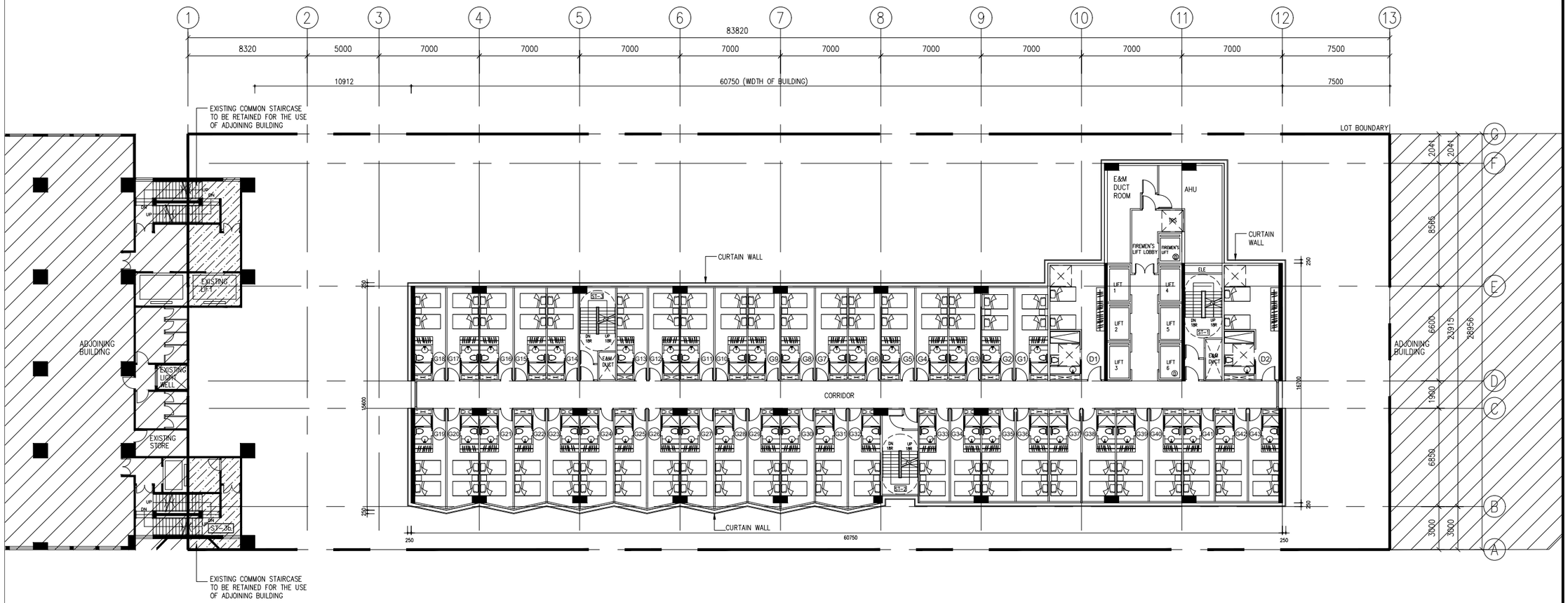

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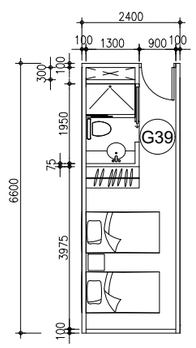
4/F TO 15/F FLOOR PLAN (GUEST ROOM)



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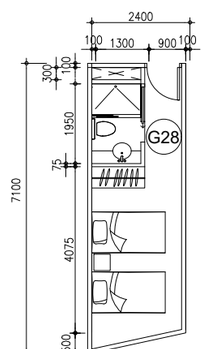

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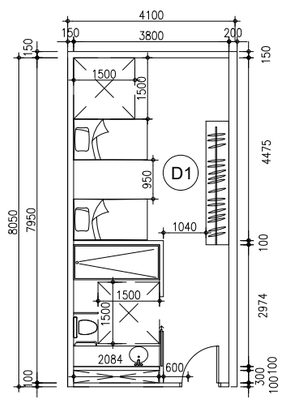

TYPICAL DOUBLE BED GUEST ROOM LAYOUT FOR DISABILITY
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-	DESIGN PROPOSAL	NOV'25
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PROJECT :

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

DRAWING TITLE :

4TH TO 15TH FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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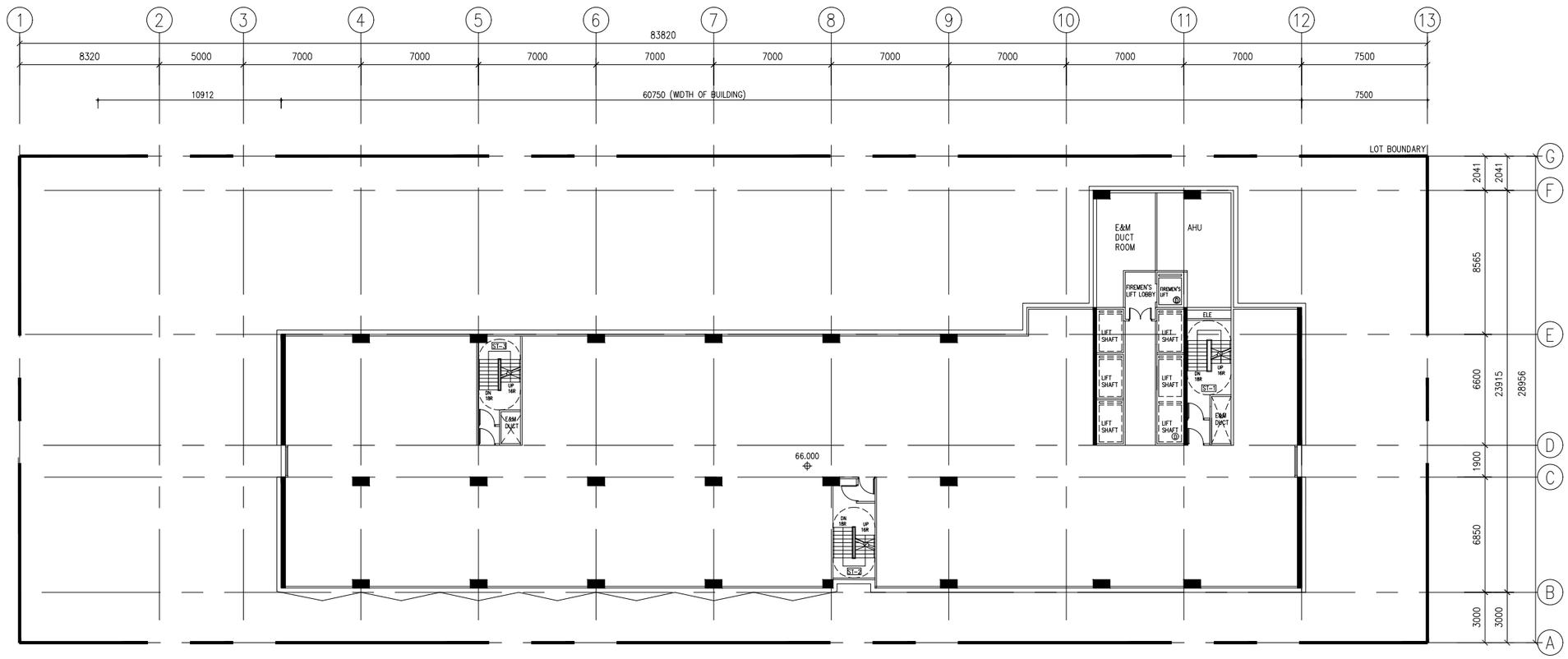

16/F FLOOR PLAN (REFUGE FLOOR)

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

REFUGE FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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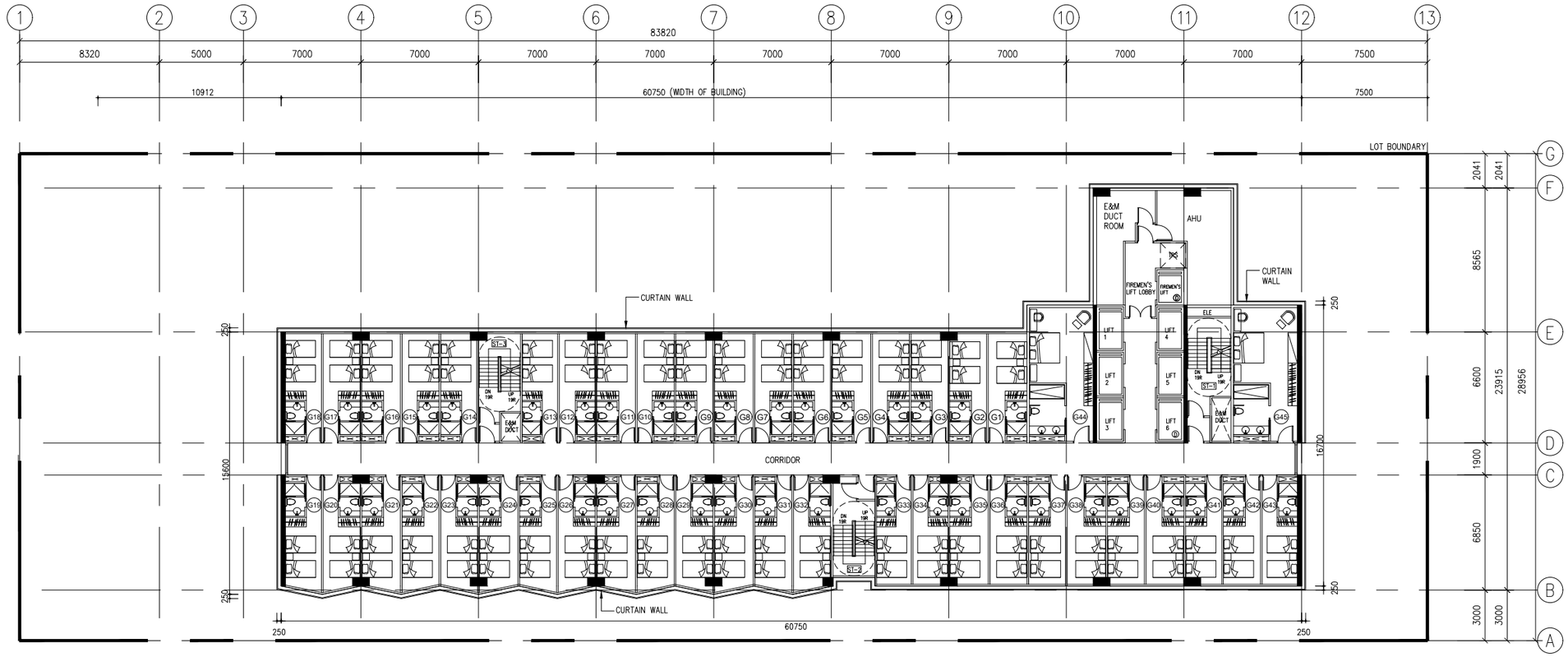
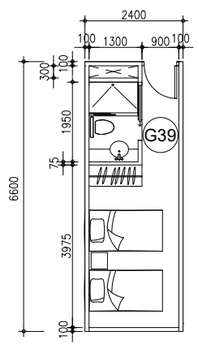


17/F TO 31/F FLOOR PLAN (GUEST ROOM)



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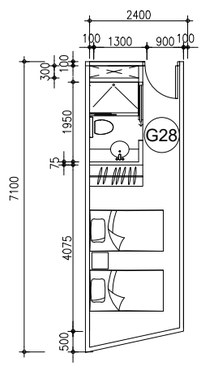

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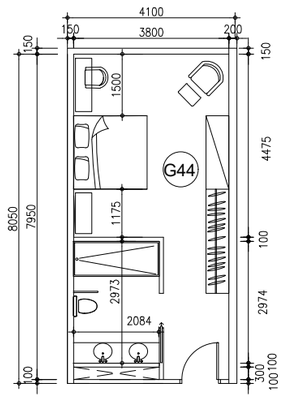

TYPICAL LAYOUT FOR SINGLE BED GUEST ROOM
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-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

16TH TO 30TH FLOOR PLAN

AUTHORIZED PERSON :

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朱倫建築師測量師有限公司

JOB No. : AA598

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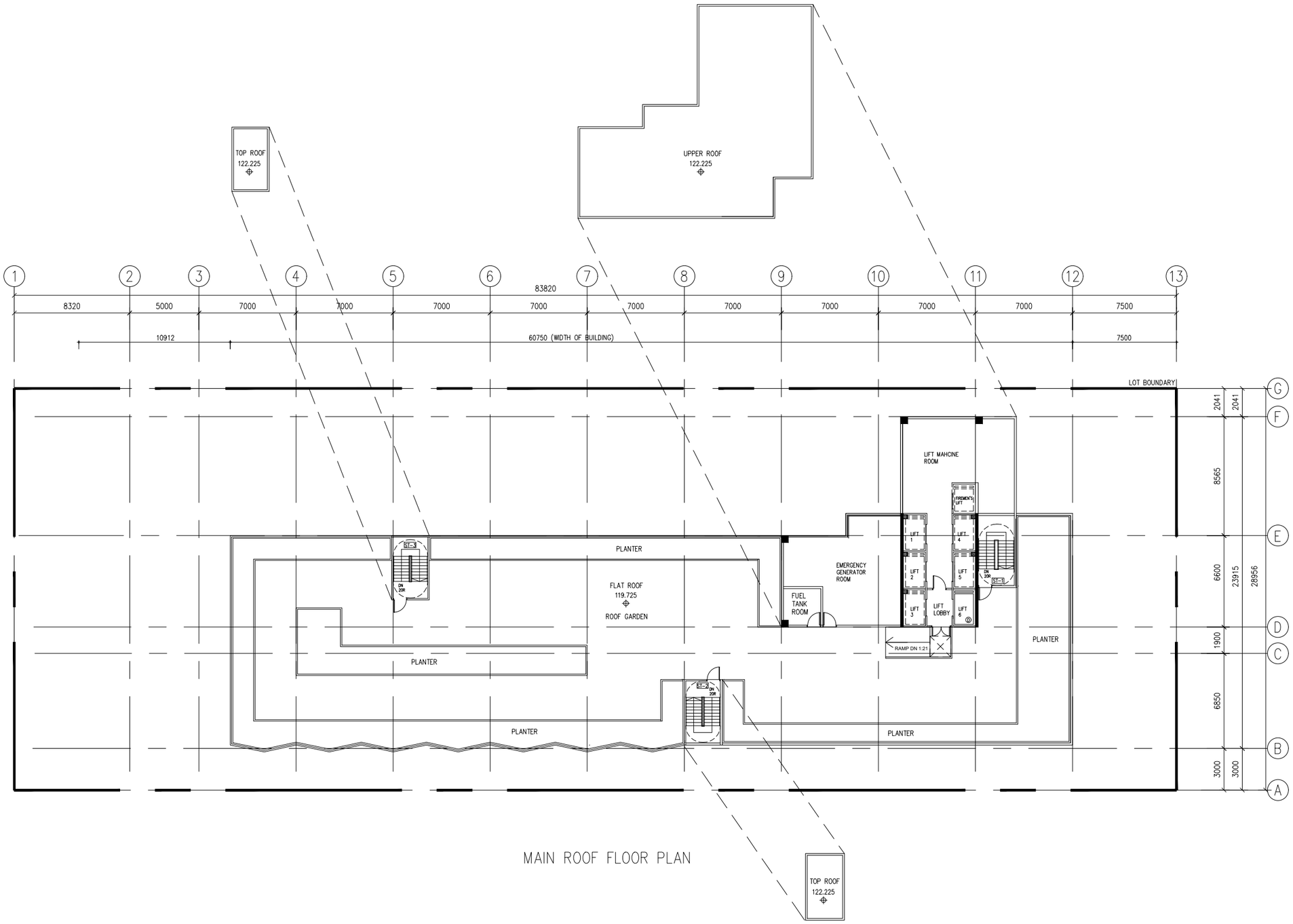

MAIN ROOF FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

ROOF FLOOR PLAN

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JOB No. : AA598

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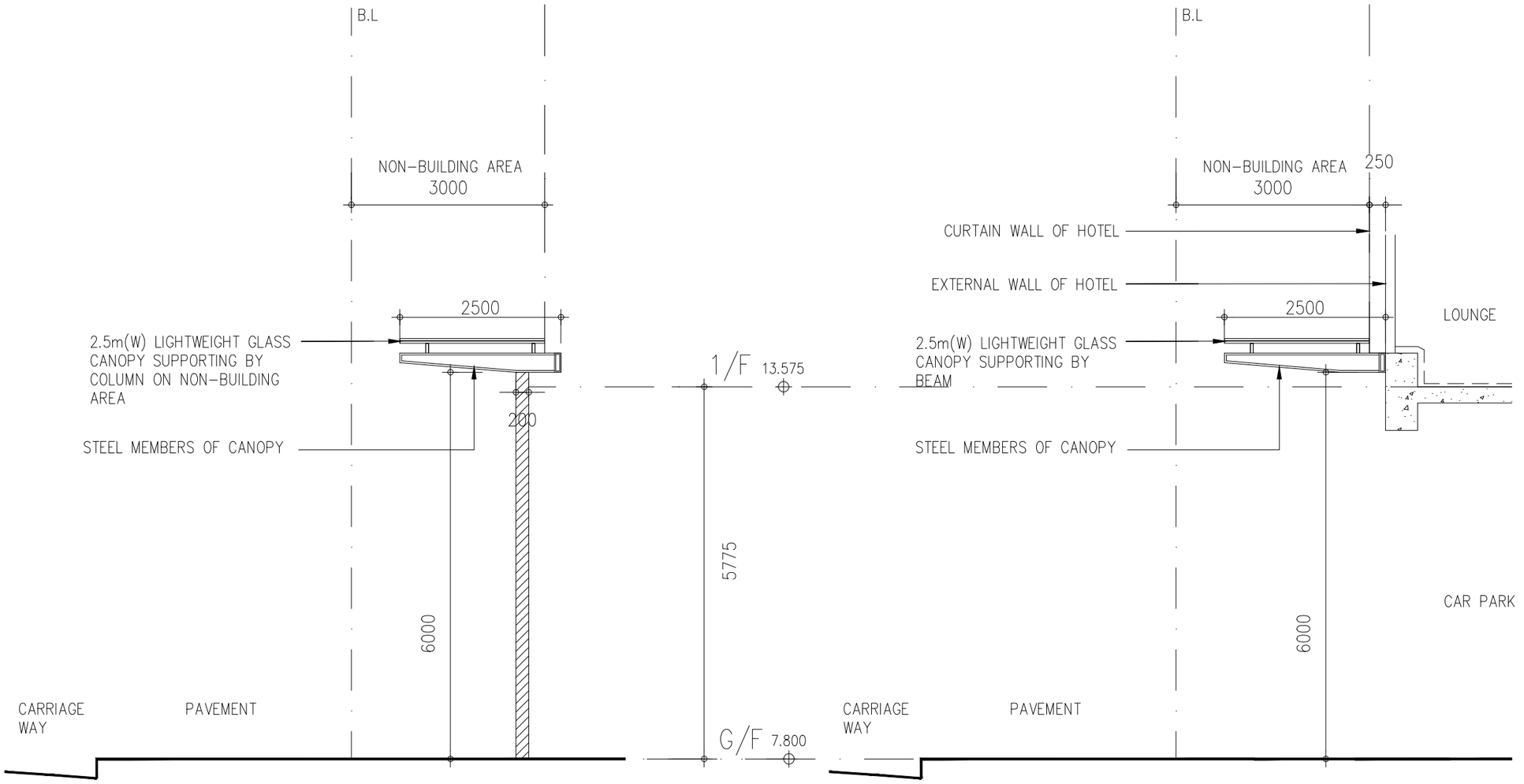

① SECTION "A" FOR 2.5m WIDTH LIGHTWEIGHT GLASS CANOPY SUPPORTED BY COLUMN

② SECTION "B" FOR 2.5m WIDTH LIGHTWEIGHT GLASS CANOPY SUPPORTED BY BEAM

REV.	DESCRIPTION	DATE
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PROJECT :

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

DRAWING TITLE :

SECTIONS OF LIGHTWEIGHT CANOPY AT 1/F

AUTHORIZED PERSON :

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Appendix VI Air Quality Impact Assessment

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

AIR QUALITY IMPACT ASSESSMENT

23 Jul 2025

Report No.: RT24152-AQIA-01_r1

Prepared By:

BeeXergy Consulting Limited (BXG)
Phone: (852) 3568-4701
Address: Units 2501, 2503 & 2504, 25/F, AIA Financial Centre
712 Prince Edward Road East
Kowloon, Hong Kong
Email: info@beexergy.com

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

Revision	Issue Date	Description	Author	Checker	Approver
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Prepared By:

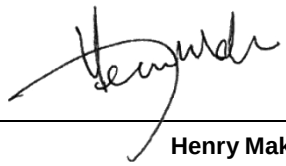
Various

Checked by

Leo Yu

Consultant

Approved by:



Henry Mak

Director

Disclaimer:

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

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1. INTRODUCTION 1
1.1. BACKGROUND 1
1.2. PROJECT LOCATION 1
1.3. PROJECT DESCRIPTION 1
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FIGURES

Figure 1.1 Location of Project Site

Figure 2.1 Location of Representative Air Sensitive Receivers

Figure 2.2 Buffer Distance

APPENDICES

Appendix 1.1 Indicative Building Plan

1. INTRODUCTION

1.1. BACKGROUND

1.1.1. The Project Proponent proposes to develop a 33-storey Hotel in Tai Yau Street, San Po Kong (hereafter called “the Proposed Development”).

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

1.2. PROJECT LOCATION

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

1.3. PROJECT DESCRIPTION

1.3.1. The Proposed Development will comprise one 33-storey hotel (inlcude 1 storey basement & 1 storey refuge floor) comprising guest rooms and communal area. The key development parameters are summarised in **Table 1.1** and the Master Layout Plan is enclosed in **Appendix 1.1**.

Table 1.1 Key Development Parameters of the Proposed Development

No. of Storeys	33 storeys
Total Gross Floor Area (GFA)	Approx. 29,111.334m^2
Building Height	+119.7 mPD
Proposed Major Floor Use	B/F: Carpark G/F: Entrance Lobby, Loading & Unloading 1/F: Restaurant, Shops 2/F: Back of House Facility 3/F to 31/F: Guest Rooms (Refuge floor at 16/F)
Tentative Population Intake Year	2030
Total No. of Guest Rooms	1260

1.4. STRUCTURE OF THE REPORT

1.4.1. This AQIA Report includes the following sections:

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

2. AIR QUALITY IMPACT

2.1. INTRODUCTION

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

2.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

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

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

Air Quality Objectives

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

Table 2.1 Hong Kong Air Quality Objectives

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

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

Notes:

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

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

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

Hong Kong Planning Standards and Guidelines

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

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

Table 2.2 HKPSG Recommended Buffer Distance

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

Remarks:

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

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

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

d) Amenity areas are permitted in any situation.

2.3. AIR SENSITIVE RECEIVERS

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

Table 2.3 Representative Air Sensitive Receivers

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

2.4. CONSTRUCTION PHASE IMPACT REVIEW

Impact Identification and Evaluation

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

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

Recommended Mitigation Measures

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

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

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

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

2.5. OPERATION PHASE IMPACT REVIEW

Impact Identification and Evaluation

Vehicular Emission

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

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

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

Table 2.4 Relevant Buffer Distance Requirements

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

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

Industrial Emissions from nearby chimneys

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

Odour Emissions from nearby

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

Emissions from car parks within the Proposed Development

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

Emissions from the kitchen within the Proposed Development

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

Recommended Mitigation Measures

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

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

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

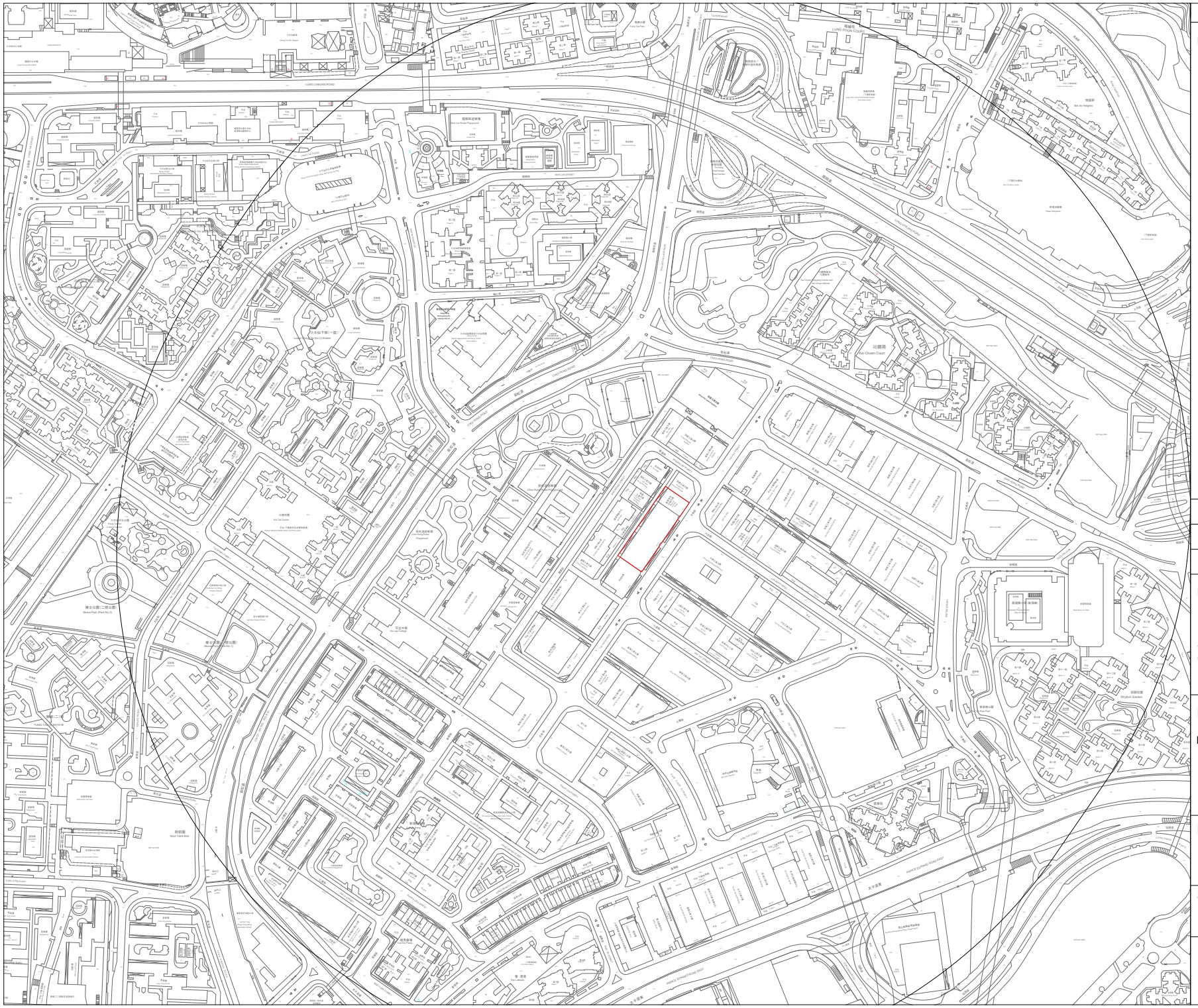
3. CONCLUSION

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

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

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

FIGURE 1.1
PROPOSED DEVELOPMENT LOCATION



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LEGEND:

Site Boundary

500m Assessment Area

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250710	20250710	20250710

Project Title

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

DrawingTitle

PROPOSED DEVELOPMENT LOCATION

Drawing No.	Rev.
FIGURE 1.1	0

Scale:

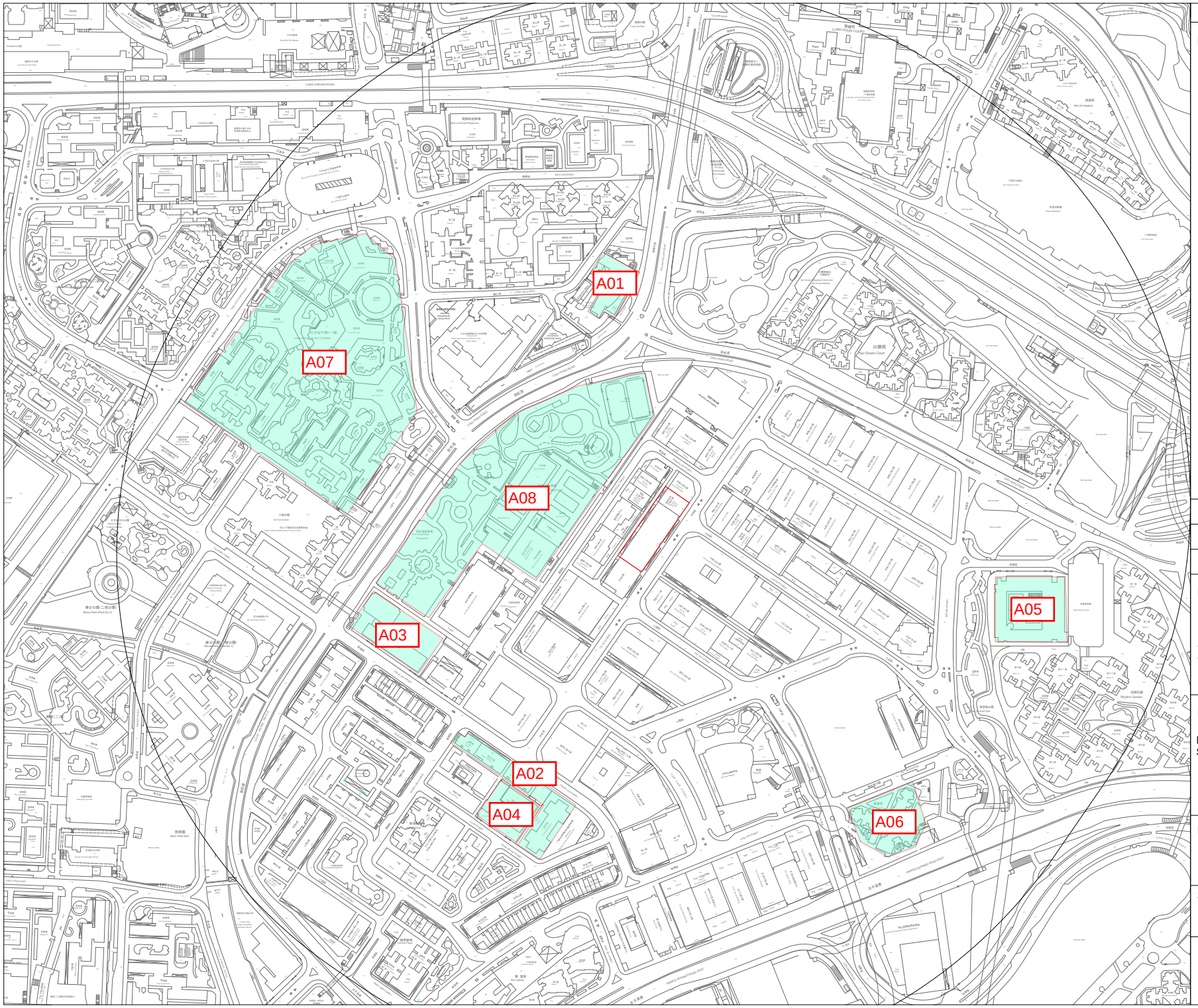
A4 - 1:5000

BXG

BeeXergy Consulting Limited

FIGURE 2.1

LOCATION OF REPRESENTATIVE AIR SENSITIVE RECEIVERS



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LEGEND:

Site Boundary

500m Assessment Area

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250710	20250710	20250710

Project Title

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

DrawingTitle

LOCATION OF REPRESENTATIVE AIR SENSITIVE RECEIVERS

Drawing No.	Rev.
FIGURE 2.1	0

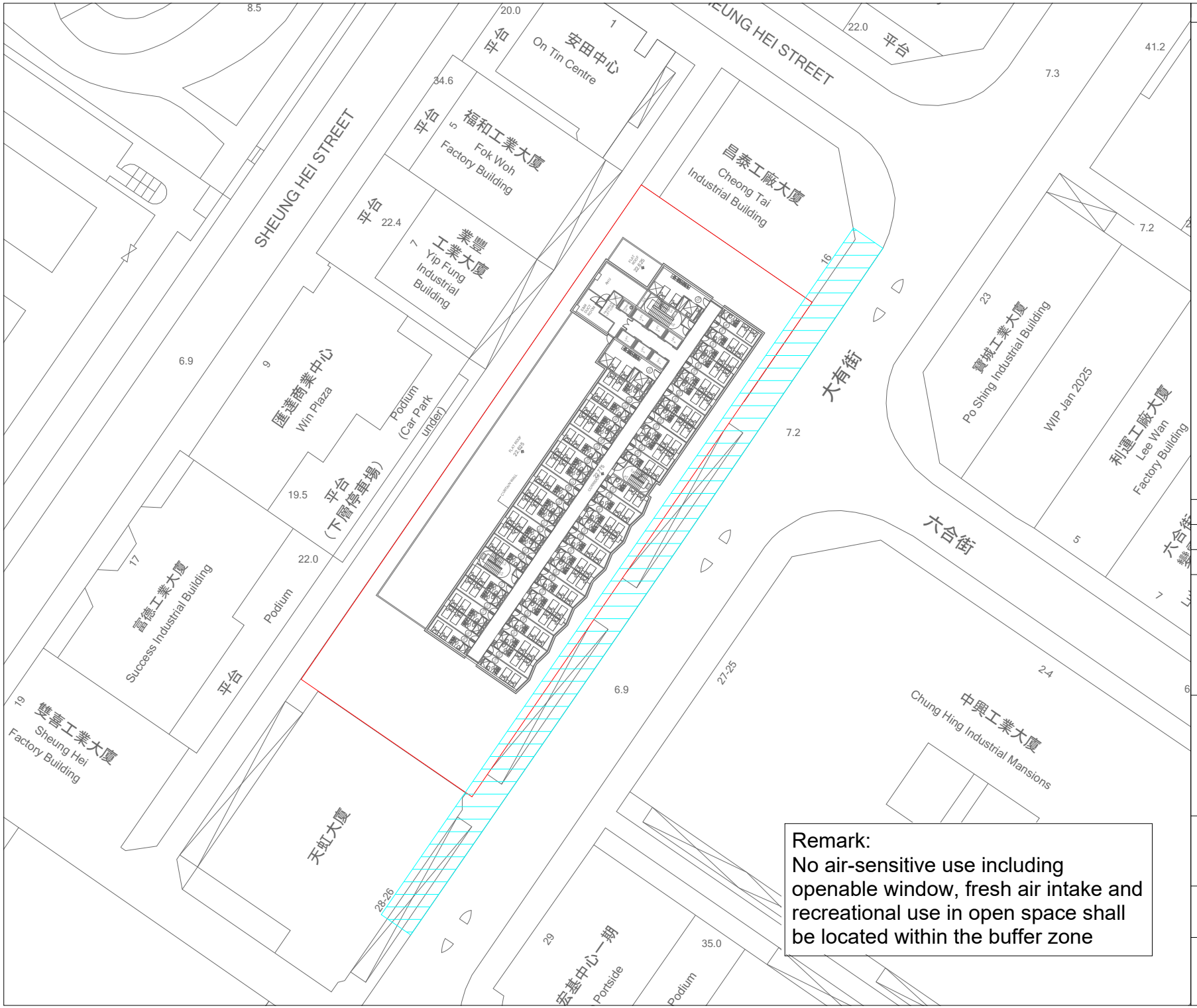
Scale:

A4 - 1:5000

BXG

BeeXergy Consulting Limited

FIGURE 2.2
BUFFER DISTANCES



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

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LEGEND:

Site Boundary

5m Buffer Distance

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250710	20250710	20250710

Project Title

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

DrawingTitle

BUFFER DISTANCE

Drawing No.

FIGURE 2.2

Rev.

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Scale:

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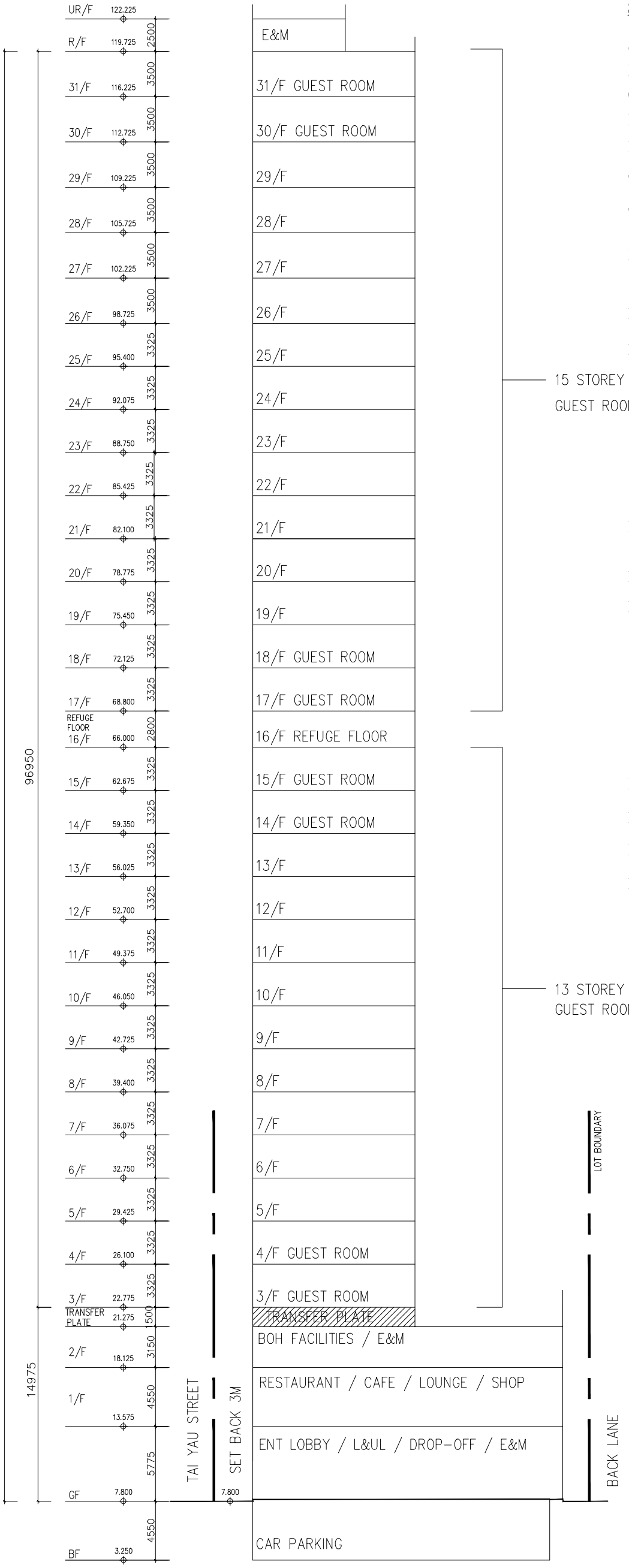
APPENDIX 1.1
INDICATIVE BUILDING PLAN



DIAGRAMMATIC SECTION (N.T.S.)

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

Site Area:	2,426.050 sq.m.
Lots:	N.K.I.L.s 4735, 4736, 4737, 4738, 4739 RP, 4739 s.A & 4739 s.B
Class of Site:	A
Permissible Plot Ratio:	12 (Under OZP)
Permissible GFA:	29,112.600 sq.m.
Total Permissible GFA:	29,112.600 sq.m.
Total Permissible Plot Ratio:	12.000
Permissible Building Height:	120mPD 120mPD - 7.8mPD (mean street level) = 112.200m
Permissible Site Coverage:	Not exceeding 100% below 15m Not exceeding 60% above 15m

Proposed Use of Floor:

Basement	Car Parking / E&M
G/F	Entrance Lobby / Loading & Unloading / Drop-off / E&M
1/F	Restaurant / Cafe / Lounge / Shop
2/F	Back of House Facility / E&M
2/F- 3/F Slab	Transfer Plate
3/F-15/F	Guest Room
16/F	Refuge Floor
17/F-31/F	Guest Room
R/F	Roof Garden, E&M

Proposed Site Coverage:	Below 15m : 76.665% (1,859.921 sq.m) Above 15m : 44.151% (1,071.121 sq.m)
Proposed Height of Building:	111.925m (119.725 mPD)

Proposed GFA per floor:

G/F	435.094 sq.m
1/F	1,300.307 sq.m. (include the GFA of canopy at 1/F)
2/F	610.132 sq.m.
3/F	931.708 sq.m.
4/F-15/F & 17/F-31/F	928.703 sq.m. (per floor) x 27 floors = 25,074.981 sq.m.
R/F	9.112 sq.m.
Staircase (NKILs. 4739s.A & s.B)	750.00 sq.m

Proposed Total GFA:	29,111.334 sq.m.
Proposed Plot Ratio:	12.000
Proposed no. of Storeys:	33 storeys (inlcude 1 storey basement & 1 storey refuge floor)
Proposed no. of Guest Rooms:	1260

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

DRAWING TITLE:
SCHEDULE OF ACCOMMODATION

AUTHORIZED PERSON:

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

JOB No.: AA598

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

PRINTED DATE: DATE:

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DRAWING No.: CAL-01

REV.: -

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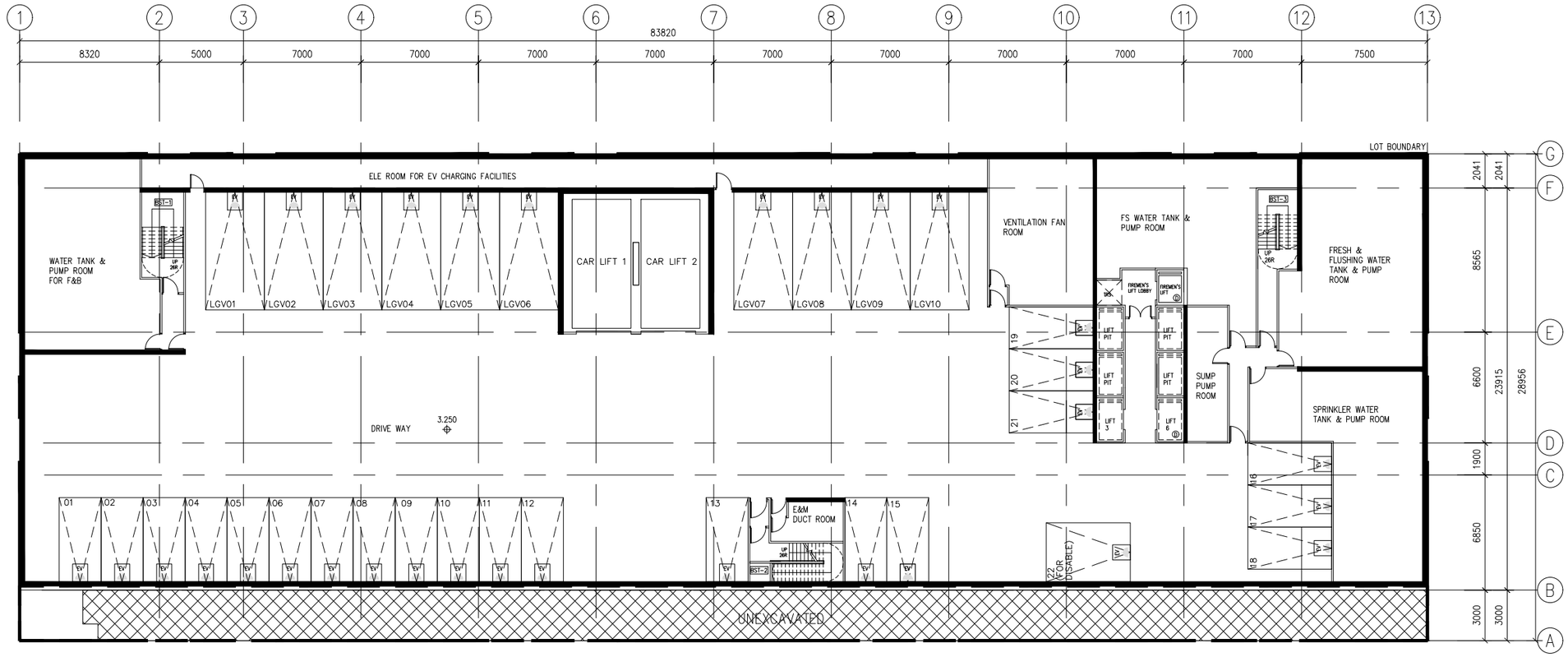
-	DESIGN PROPOSAL	NOV'25



LEGEND:

SET BACK AREA TO BE DEDICATED
FOR USE AS PUBLIC PASSAGE AT GROUND FLOOR LEVEL

BASEMENT FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

BASEMENT FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

DESIGNED :	DRAWN :	CHECKED :	APPROVED :
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PRINTED DATE :	DATE :

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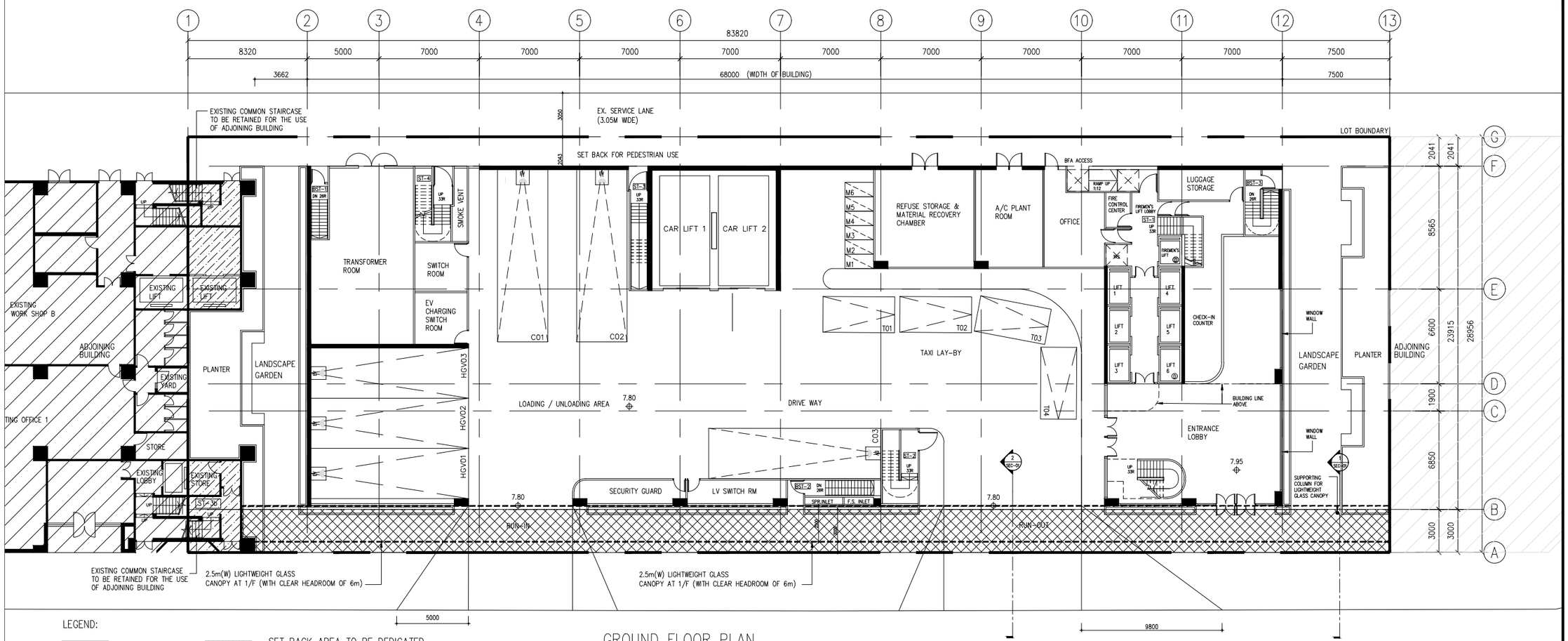


LEGEND:

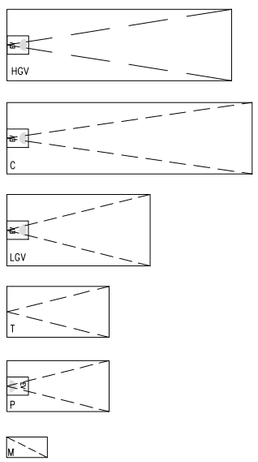
PLANTER BOX

SET BACK AREA TO BE DEDICATED FOR USE AS PUBLIC PASSAGE AT GROUND FLOOR LEVEL

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

GROUND FLOOR PLAN

TAI YAU STREET (18.30M WIDE)



HEAVY GOODS VEHICLES 3.5m x 11m

TOUR BUS LAY-BY 3.5m x 12m

LIGHT GOODS VEHICLE 3.5m x 7m

TAXI LAY-BY 2.5m x 5m

PRIVATE CAR 2.5m x 5m

MOTORCYCLE 2m x 1m

CARPARK PROVISION CALCULATION

APPROX. NO. OF ROOMS = 1260

TYPE	ROOM/GFA	RATE	NO. REQUIRED	NO. PROVIDED
PRIVATE CAR	1260 ROOMS RESTUATANT/CAFE /800 SEAT	1/100 ROOMS 1/100 SEATS	13 8	22
TAXI LAY-BY	1260 ROOMS	>600 ROOMS MIN. 4 NOS.	4	4
TOUR BUS LAY-BY	1260 ROOMS	>900 ROOMS MIN. 3 NOS.	3	3
LGV HGV	1260 ROOMS	0.5-1/100 ROOMS	7-13	10 3
MOTORCYCLE	NOT SPECIFIED	NOT SPECIFIED	NIL	6

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

GROUND FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE : | DATE :

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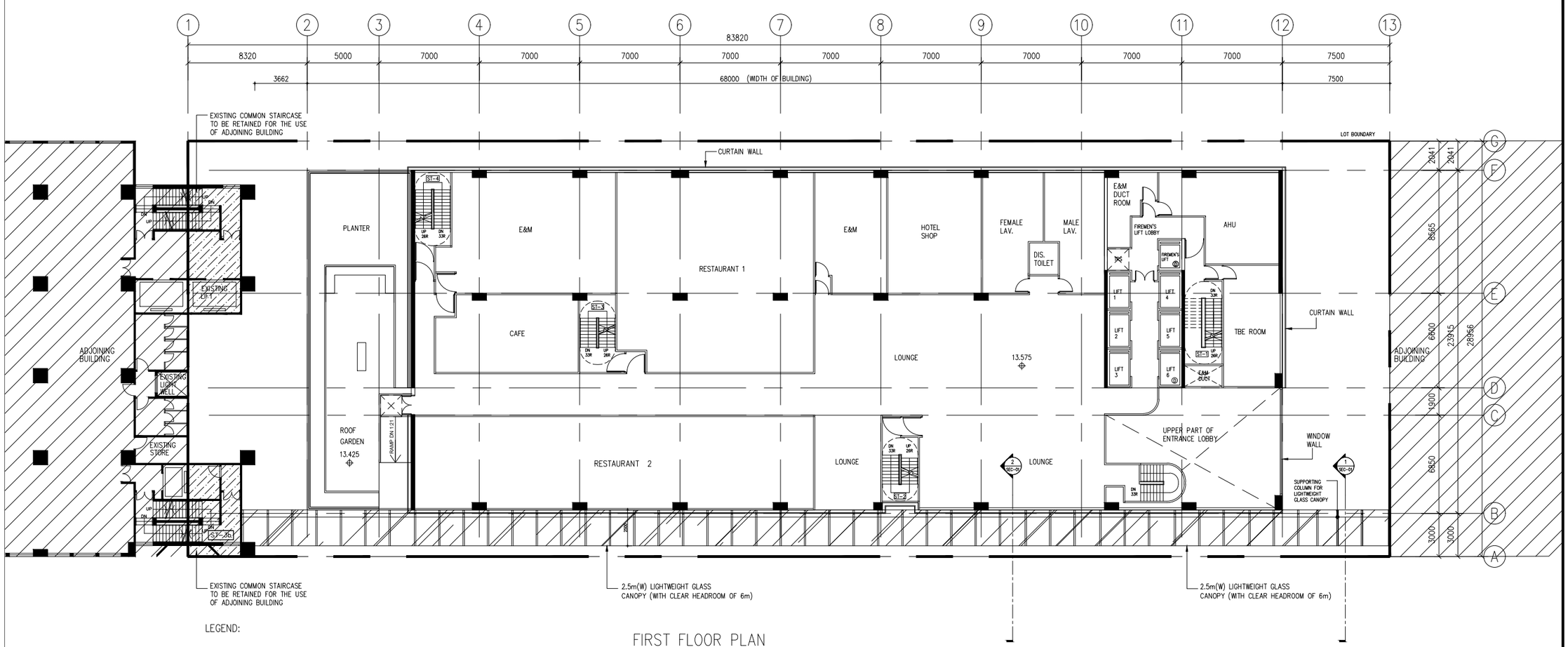

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PLANTER BOX

FIRST FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

FIRST FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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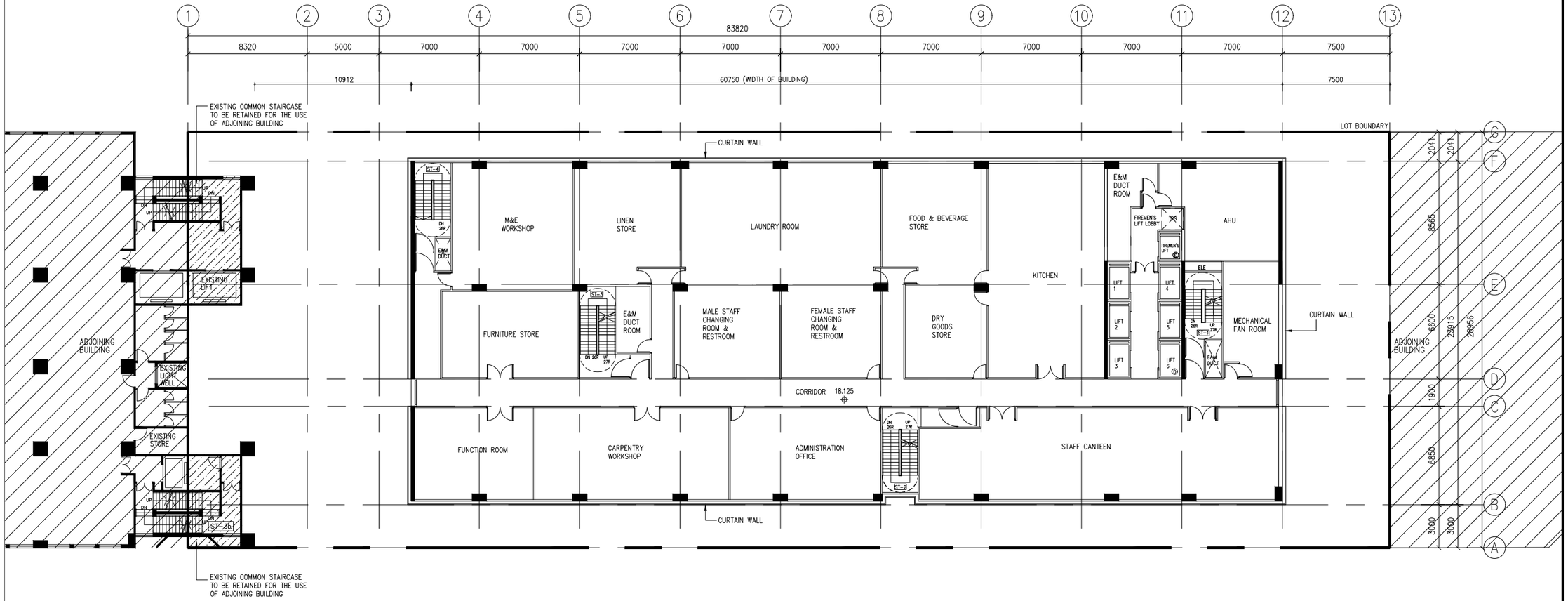

LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

SECOND FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

SECOND FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

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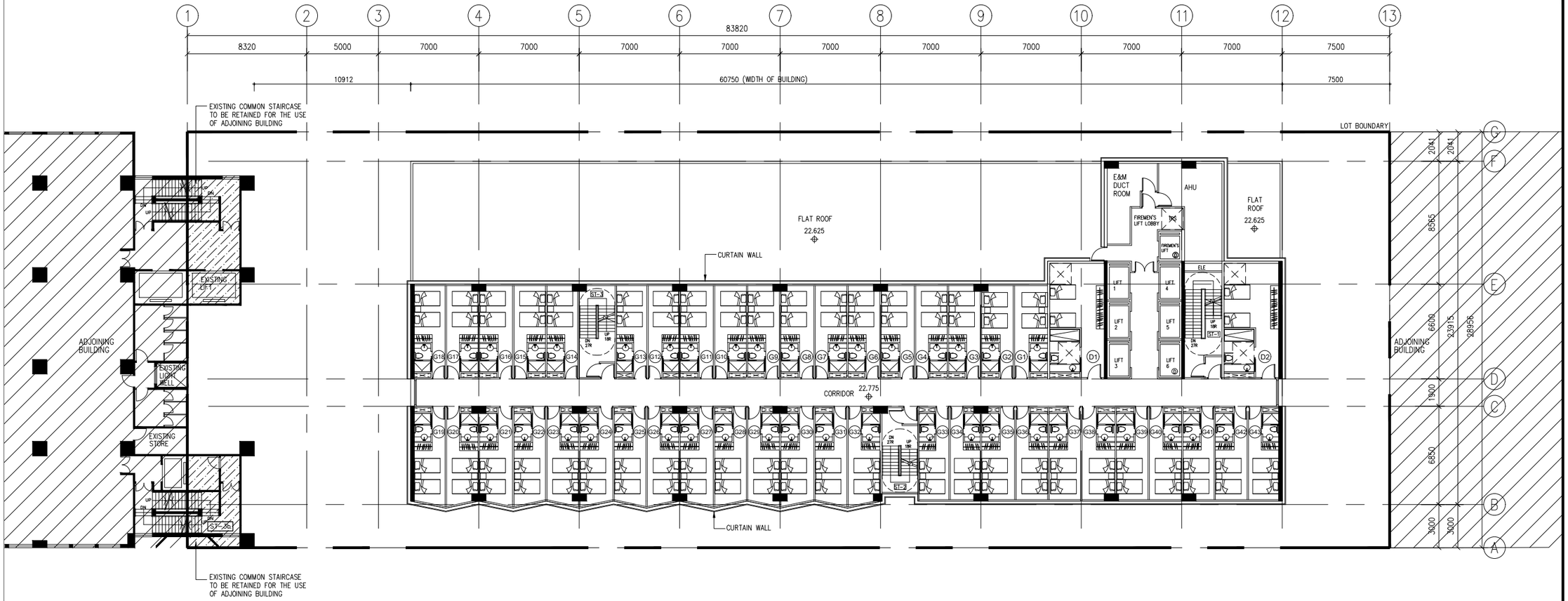
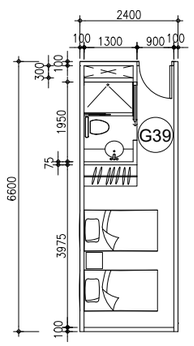


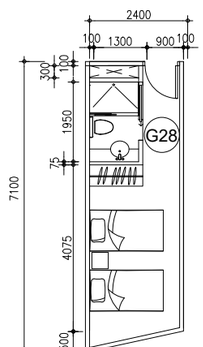
LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING

THIRD FLOOR PLAN (GUEST ROOM)



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



TYPICAL GUEST ROOM LAYOUT 2
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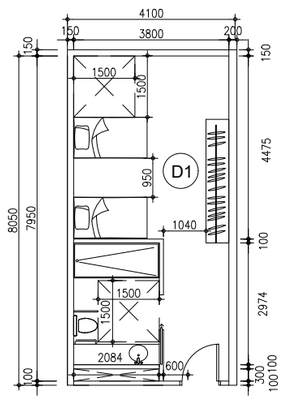

TYPICAL DOUBLE BED GUEST ROOM LAYOUT FOR DISABILITY
UFA=20.955 m2
1:150@A3

-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

THIRD FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
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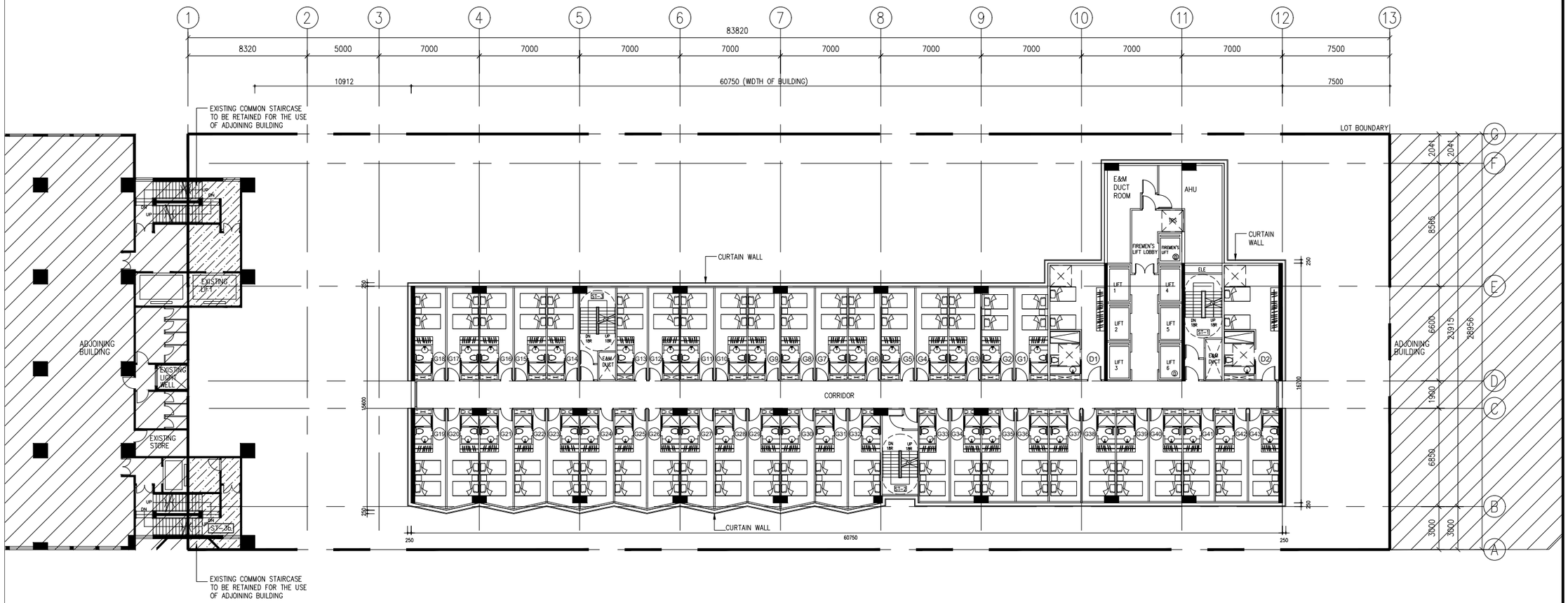
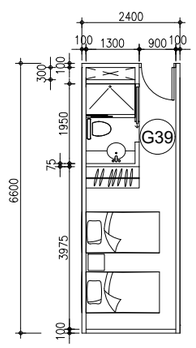


LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

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



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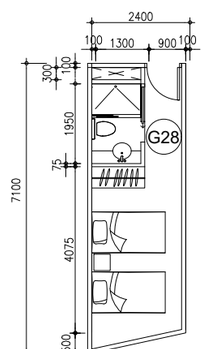

TYPICAL GUEST ROOM LAYOUT 2
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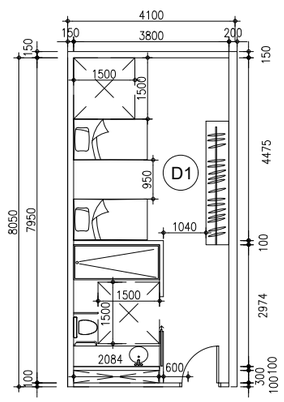

TYPICAL DOUBLE BED GUEST ROOM LAYOUT FOR DISABILITY
UFA=20.955 m2
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-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

4TH TO 15TH FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE : | DATE :

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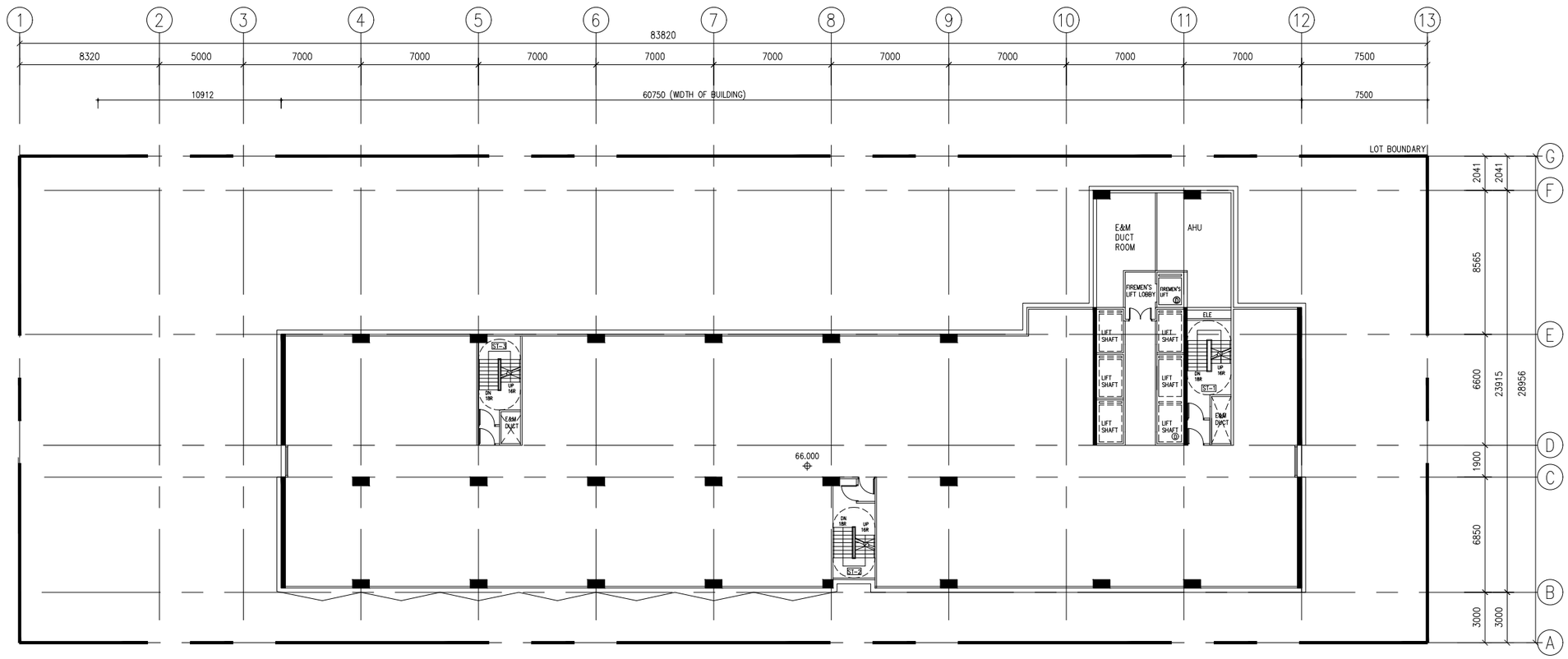

16/F FLOOR PLAN (REFUGE FLOOR)

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

REFUGE FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

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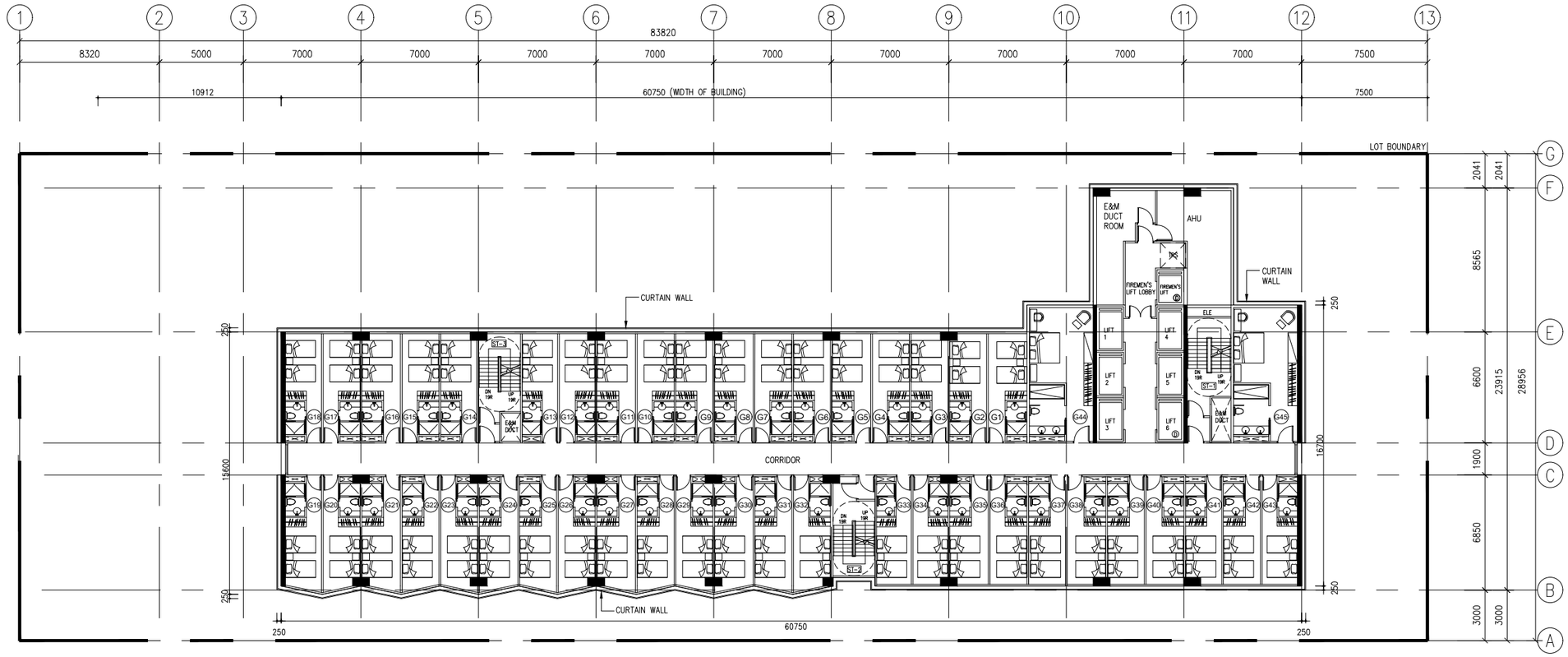
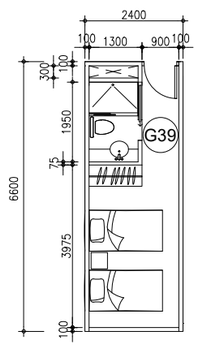


17/F TO 31/F FLOOR PLAN (GUEST ROOM)



TYPICAL GUEST ROOM LAYOUT 1
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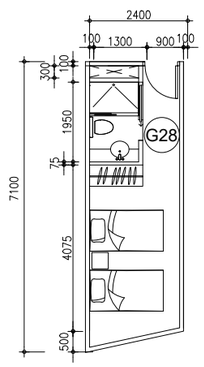

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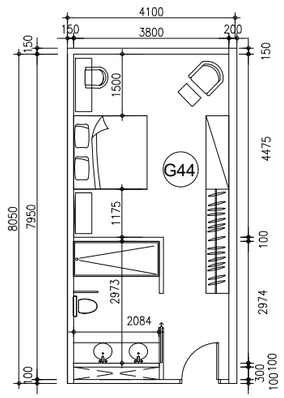

TYPICAL LAYOUT FOR SINGLE BED GUEST ROOM
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1:150@A3

-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

16TH TO 30TH FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

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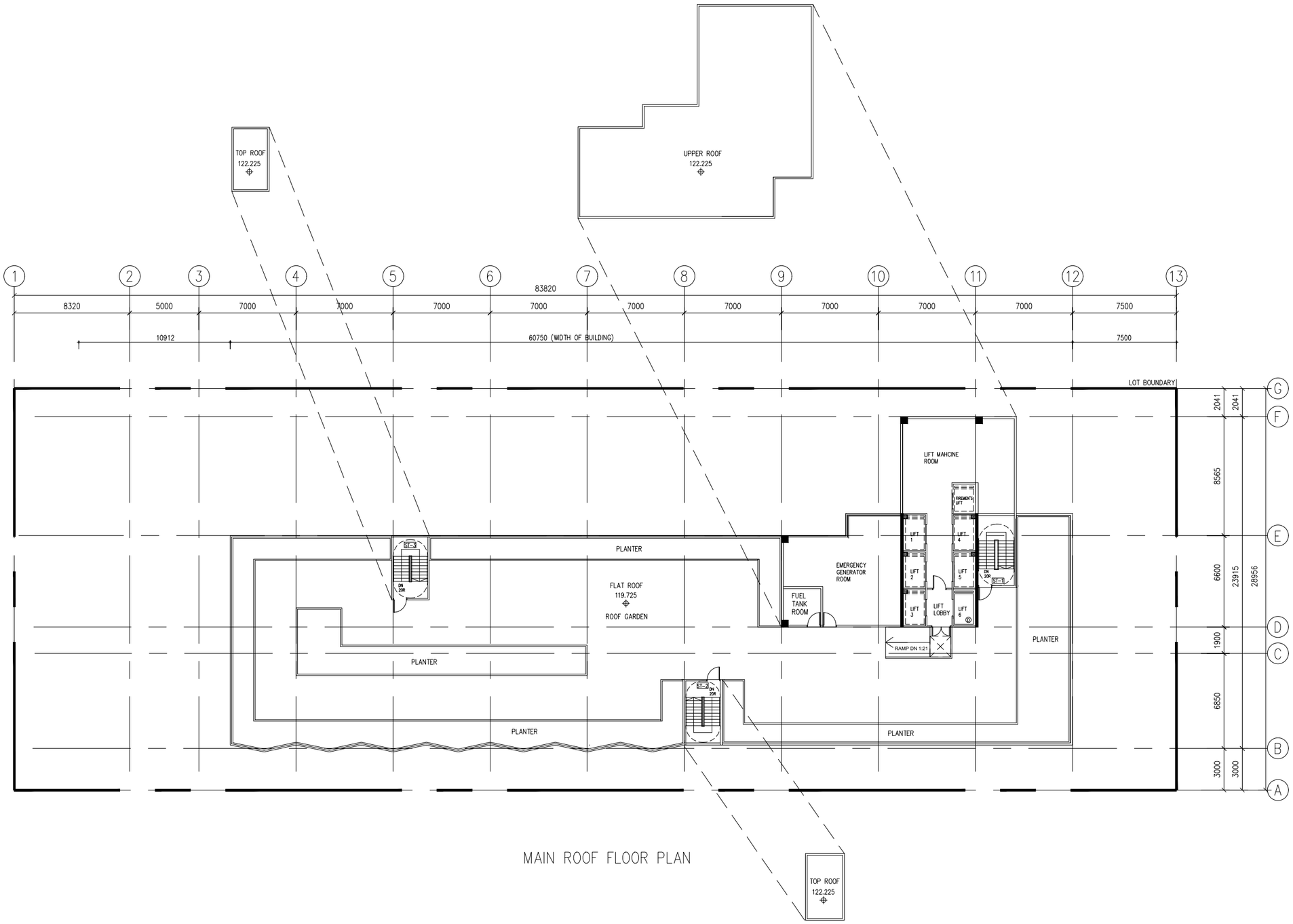

MAIN ROOF FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

ROOF FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

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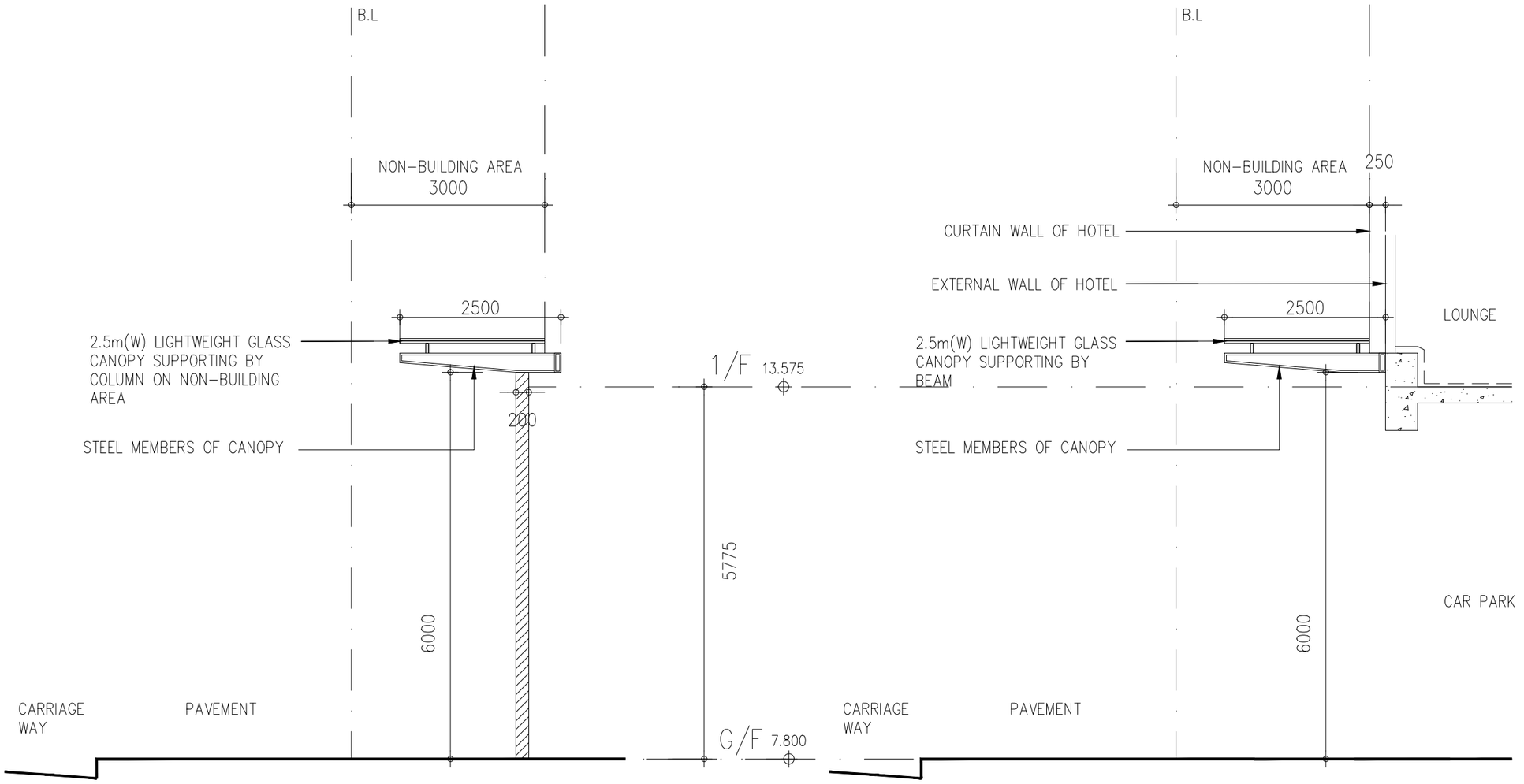

① SECTION "A" FOR 2.5m WIDTH LIGHTWEIGHT GLASS CANOPY SUPPORTED BY COLUMN

② SECTION "B" FOR 2.5m WIDTH LIGHTWEIGHT GLASS CANOPY SUPPORTED BY BEAM

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

SECTIONS OF LIGHTWEIGHT CANOPY AT 1/F

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :

DATE :

SCALE AT A3	DRAWING No. :	REV:
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Appendix VII Sewerage Impact Assessment

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

SEWERAGE IMPACT ASSESSMENT

24 Nov 2025

Ref No: RT24152_02-SIA-03

Prepared By:

BeeXergy Consulting Limited (BXG)
Phone: (852) 3568-4701
Address: Units 2501, 2503 & 2504,
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712 Prince Edward Road East,
Kowloon, Hong Kong
Email: info@beexergy.com

Project:	REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET, SAN PO KONG, KOWLOON, N.K.I.L.S 4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B SEWERAGE IMPACT ASSESSMENT
Report No.:	RT24152_02-SIA-03r1

Revision	Issue Date	Description	Author	Checker	Approver
1	11/07/2025	Issued for Comment	Various	TL	HM
1r1	22/07/2025	Issued for Comment	Various	TL	HM
1r2	28/07/2025	Issued for Comment	Various	TL	HM
2	02/10/2025	Issued for Comment	Various	TL	HM
2r1	17/10/2025	Issued for Comment	Various	TL	HM
3	10/11/2025	Issued for Comment	Various	TL	HM
3r1	24/11/2025	Issued for Comment	Various	TL	HM

Prepared By:

Various

Checked by

Theo Lai

Senior Consultant

Approved by:

Henry Mak

Director

Disclaimer:

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

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1 INTRODUCTION

1.1 PROJECT BACKGROUND

BeeXergy Consulting Limited (the Consultant) was commissioned by the Project Proponent to conduct a Sewerage Impact Assessment for the planning application under Section 16 of the Town Planning Ordinance (Cap. 131) for the Proposed Development. at 20 – 24 Tai Yau Street, San Po Kong, Kowloon.

1.2 PROJECT LOCATION

The Project Site is located at 20 - 24 Tai Yau Street, San Po Kong, Kowloon. It is bounded by Cheong Tai Industrial Building to the north, Tai Yau Street to the west and Tin Hung Industrial Building to the south. **Figure 1** shows the project site location and its surrounding area.

Figure 1 Location of the Project Site

1.3 DESCRIPTION OF THE SITE AND PROPOSED DEVELOPMENT

The Site is currently zoned “Other Specified Uses” annotated “Business” under the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31 (“the OZP”).

The Project Site covers an area of approximately 2,426.05m^2, and comprises a 33-storey hotel, including 1-storey of refuge floor, and 1-storey of basement carpark. The master layout plan provided by Project Architect is enclosed in **Appendix A**. The tentative intake year of the proposed development is 2030.

2 SEWERAGE IMPACT ASSESSMENT

2.1 SCOPE OF WORKS

The objectives of this Sewerage Impact Assessment (SIA) is to assess whether the capacity of the sewerage networking is sufficient to cope with the peak sewage flow arising from the proposed hotel development.

2.2 EXISTING AND PLANNED SEWERAGE FACILITIES

The existing sewerage record from the GeoInfo Map of the Lands Department (LandsD) and Drainage Service Department (DSD) are obtained for this SIA and attached in **Appendix B**. Existing public sewer in a 400mm diameter pipe running along Tai Yau Street from FMH4042560 to FMH4042488, and further connect to FMH4042493 at Pat Tat Street.

2.3 PROPOSED SEWERAGE ARRANGEMENT

A proposed terminal manhole (namely TMH1) will be used to collect the sewage generated from the Proposed Development and connect to the existing manhole FMH4042486 via a 400mm diameter sewer pipe. The capacity check of sewer will start from upstream FMH4042560 to downstream FMH4042493. The location of terminal manhole, proposed sewer connection and catchments are shown in **Appendix C** and **Appendix D**.

2.4 ASSESSMENT CRITERIA, METHODOLOGY AND ASSUMPTIONS

The adopted unit flow factor and global peaking factors will adopt the figures stipulated in the Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (GESF) (Version 1.0)[1] issued by the Environmental Protection Department (EPD) in March 2005 to estimate the sewage flows generated from the site.

With reference to Table T-2: Unit Flow Factors of Commercial Flows and Table T-3: Unit Flow Factors for Industrial Flows in the GESF (Version 1.0), total unit flow generated is the sum of the unit flow factor of employee and the corresponding commercial/ industrial activities of a particular trade under consideration.

With reference to Table T-5: Peaking Factors, P in the GESF (Version 1.0), a global peaking factor of 8 to 4 (including stormwater allowance) is adopted for populations ranging from less than 1,000 to between 10,000 to 50,000 respectively.

[1] http://www.epd.gov.hk/epd/sites/default/files/epd/english/environmentinhk/water/guide_ref/files/gesf.pdf

With reference to Table 5 – Recommended Roughness Values (ks) in the Sewerage Manual (Part 1)[2] issued by the DSD in May 2013, the roughness values for slimed sewers are used to take into account the slime that builds up inside the pipes for both new and existing sewers. The roughness of existing clayware sewers along Tai Yau Street is also assumed as poor condition for worst case, i.e. ks = 0.6 mm and 3mm for clayware slimed sewers with half full flow velocity of 1.2 m/s and 0.75m/s respectively in poor condition. While roughness value of 0.3mm is adopted for the PE pipe proposed for the Project Site.

With reference to Sewerage Manual (Part 1)₂ issued by the DSD in May 2013, the Colebrook-White Equation will be used to analyze the flow conditions. Equation (i) for circular pipes flowing full is adopted to estimate the sewage flow.

(i) for circular pipes flowing full,

$$V = -\sqrt{(8gDs)}\log\left(\frac{ks}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(ii) for partially full pipes or pipes with non-circular cross-sections,

$$V = -\sqrt{(32gRs)}\log\left(\frac{ks}{14.8R} + \frac{1.255v}{R\sqrt{(32gRs)}}\right)$$

where
V = mean velocity (m/s)
g = gravitational acceleration (m/s2)
R = hydraulic radius (m)
D = internal pipe diameter (m)
ks = hydraulic pipeline roughness (m)
v = kinematic viscosity of fluid (m2/s)
s = hydraulic gradient (energy loss per unit length due to friction)

Figure 2 Colebrook – White Equation

[2] http://www.dsd.gov.hk/EN/Files/Technical_Manual/technical_manuals/Sewerage_Manual_1_Eurocodes.pdf

2.5 ESTIMATION OF SEWAGE FLOW

The estimated average flow rate (ADWF) and total peak flow of the Site are approximately 1644.68 m^3/day and 95.18 L/s respectively. Details of the sewage calculation are included in Table 1 of **Appendix D**. The hydraulic capacity of the proposed 400mm diameter sewer connected between the foul water last manhole and the public sewage manhole FMH4042486 has been checked. The peak flow from the Site contributes to 21.6% of the sewer capacity respectively.

Exceedance cumulative flow up to 284.0% are identified at 400mm diameter sewers FWD4048170 and the segment from FWD4048169 to FWD4048173 respectively. Hence, improvement works on the existing sewerage system are required. Mitigation measures by adjusting the invert level of FWD4048170 and the segment from FWD4048169 to FWD4048173 are proposed as shown in **Appendix E** and **Figure 2-2**. A manhole survey shall be conducted to determine the actual invert level of FWD4048170 and the segment from FWD4048169 to FWD4048173 before construction. After the upgrading works, the cumulative flow is generally no more than 87.7% of sewer capacity.

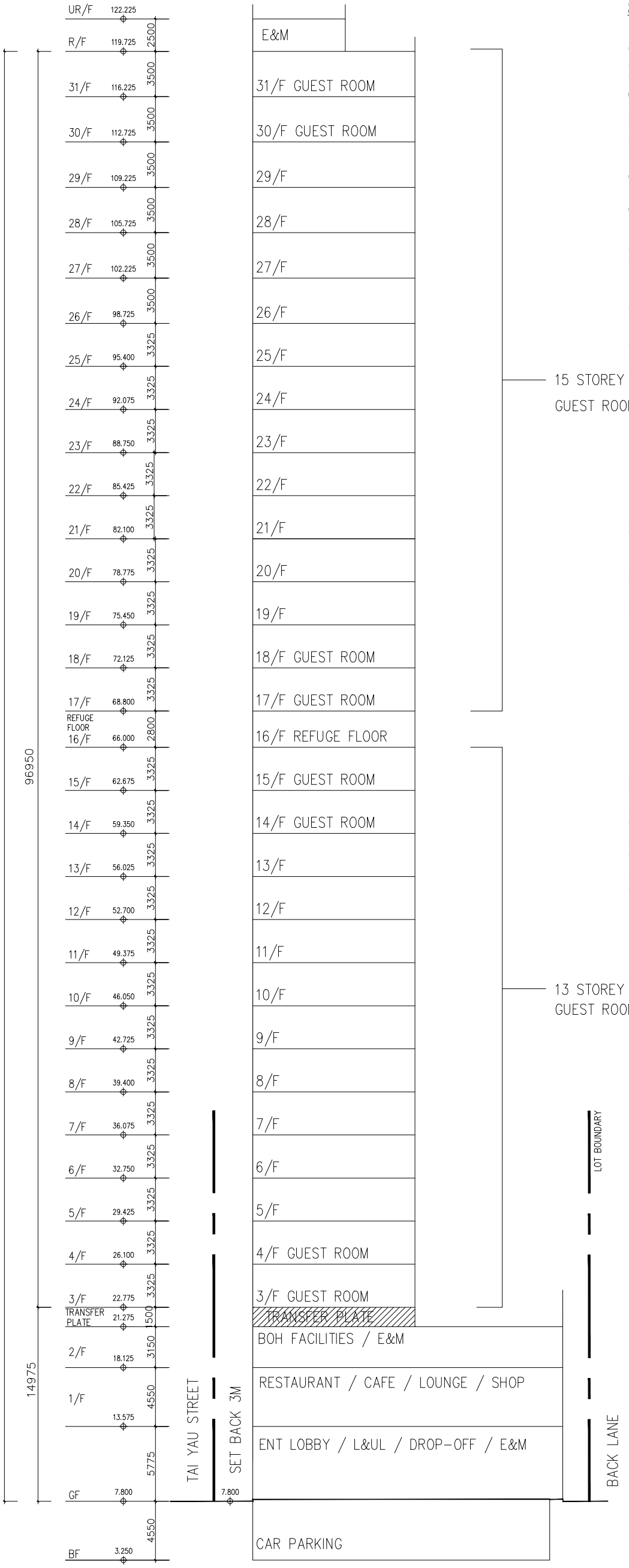
3 CONCLUSION

The sewage flow generated from the Site will be collected by the proposed foul water last manhole for discharging to the public sewage manhole FMH4042486 at Tai Yau Street via a proposed 400mm dia. sewer.

Results of the assessment show that the cumulative flow of FWD4048170 and the segment from FWD4048169 to FWD4048173 exceeded the sewer capacity. Mitigation measures by adjusting the invert level of FWD4048170 and the segment from FWD4048169 to FWD4048173 are proposed. A manhole survey shall be conducted to determine the actual invert level of FWD4048170 and the segment from FWD4048169 to FWD4048173 before construction. After the upgrading works, the cumulative flow is generally no more than 87.7% of sewer capacity. Details of the improvement works shall be submitted to the relevant departments during the detailed design stage.

APPENDIX A

MASTER LAYOUT PLAN OF THE PROPOSED DEVELOPMENT



DIAGRAMMATIC SECTION (N.T.S.)

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

Site Area:	2,426.050 sq.m.
Lots:	N.K.I.L.s 4735, 4736, 4737, 4738, 4739 RP, 4739 s.A & 4739 s.B
Class of Site:	A
Permissible Plot Ratio:	12 (Under OZP)
Permissible GFA:	29,112.600 sq.m.
Total Permissible GFA:	29,112.600 sq.m.
Total Permissible Plot Ratio:	12.000
Permissible Building Height:	120mPD 120mPD - 7.8mPD (mean street level) = 112.200m
Permissible Site Coverage:	Not exceeding 100% below 15m Not exceeding 60% above 15m

Proposed Use of Floor:

Basement	Car Parking / E&M
G/F	Entrance Lobby / Loading & Unloading / Drop-off / E&M
1/F	Restaurant / Cafe / Lounge / Shop
2/F	Back of House Facility / E&M
2/F- 3/F Slab	Transfer Plate
3/F-15/F	Guest Room
16/F	Refuge Floor
17/F-31/F	Guest Room
R/F	Roof Garden, E&M

Proposed Site Coverage:	Below 15m : 76.665% (1,859.921 sq.m) Above 15m : 44.151% (1,071.121 sq.m)
Proposed Height of Building:	111.925m (119.725 mPD)

Proposed GFA per floor:

G/F	435.094 sq.m
1/F	1,300.307 sq.m. (include the GFA of canopy at 1/F)
2/F	610.132 sq.m.
3/F	931.708 sq.m.
4/F-15/F & 17/F-31/F	928.703 sq.m. (per floor) x 27 floors = 25,074.981 sq.m.
R/F	9.112 sq.m.
Staircase (NKILs. 4739s.A & s.B)	750.00 sq.m

Proposed Total GFA:	29,111.334 sq.m.
Proposed Plot Ratio:	12.000
Proposed no. of Storeys:	33 storeys (inlcude 1 storey basement & 1 storey refuge floor)
Proposed no. of Guest Rooms:	1260

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

DRAWING TITLE:
SCHEDULE OF ACCOMMODATION

AUTHORIZED PERSON:

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

JOB No.: AA598

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

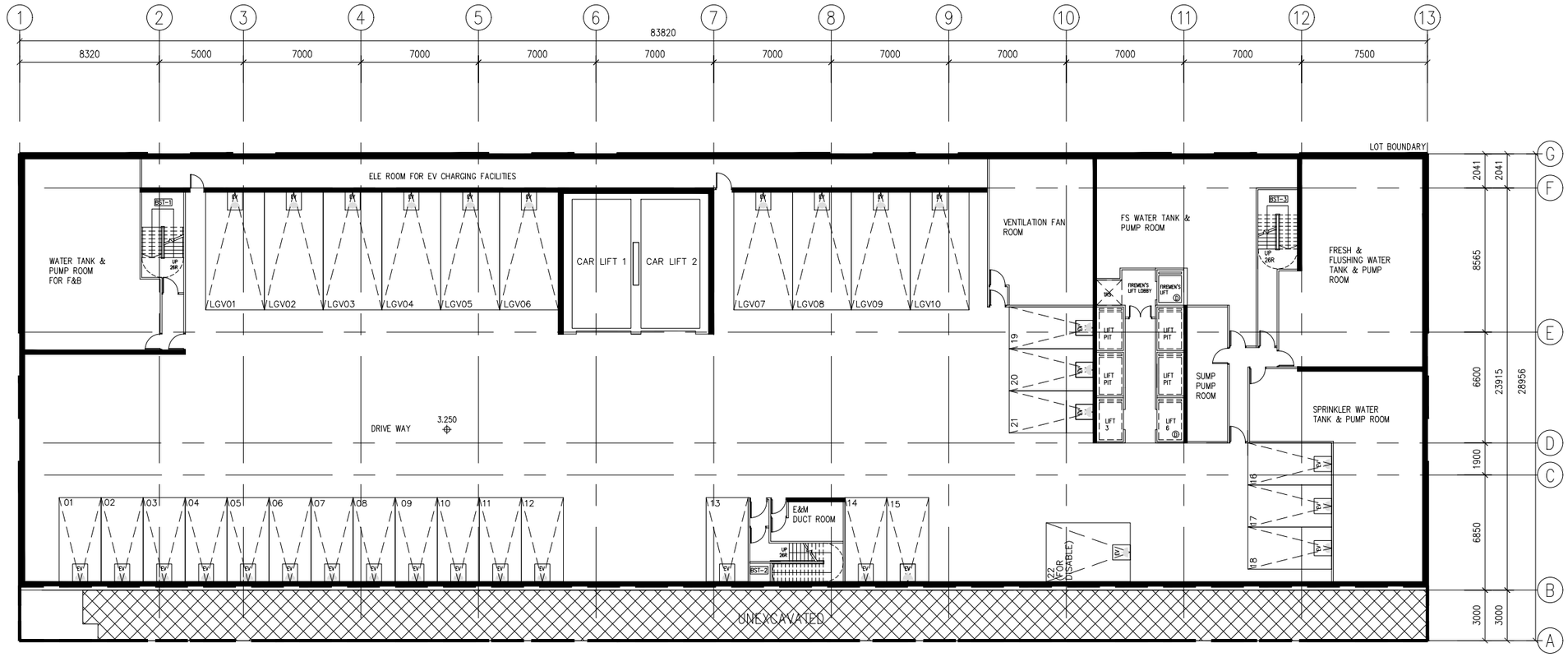
PRINTED DATE: DATE:

SCALE AT A3: N.T.S

DRAWING No.: CAL-01

REV.: -

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25



LEGEND:

SET BACK AREA TO BE DEDICATED
FOR USE AS PUBLIC PASSAGE AT GROUND FLOOR LEVEL

BASEMENT FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

BASEMENT FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

SCALE AT A3	DRAWING No. :	REV:
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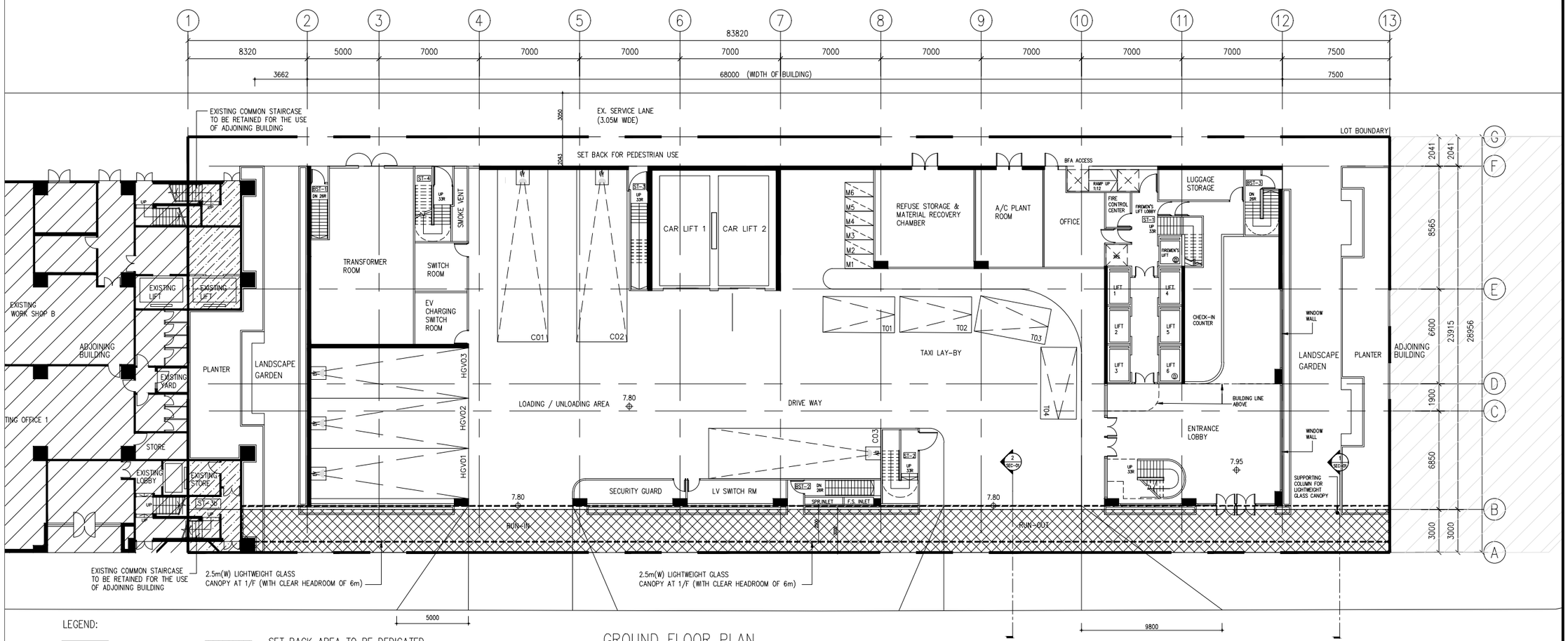


LEGEND:

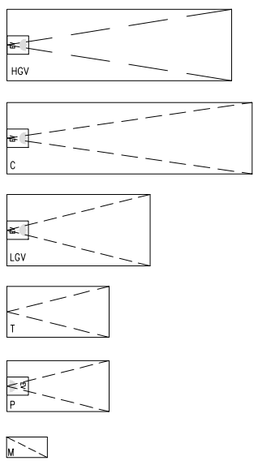
PLANTER BOX

SET BACK AREA TO BE DEDICATED FOR USE AS PUBLIC PASSAGE AT GROUND FLOOR LEVEL

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

GROUND FLOOR PLAN

TAI YAU STREET (18.30M WIDE)



HEAVY GOODS VEHICLES 3.5m x 11m

TOUR BUS LAY-BY 3.5m x 12m

LIGHT GOODS VEHICLE 3.5m x 7m

TAXI LAY-BY 2.5m x 5m

PRIVATE CAR 2.5m x 5m

MOTORCYCLE 2m x 1m

CARPARK PROVISION CALCULATION

APPROX. NO. OF ROOMS = 1260

TYPE	ROOM/GFA	RATE	NO. REQUIRED	NO. PROVIDED
PRIVATE CAR	1260 ROOMS RESTUATANT/CAFE /800 SEAT	1/100 ROOMS 1/100 SEATS	13 8	22
TAXI LAY-BY	1260 ROOMS	>600 ROOMS MIN. 4 NOS.	4	4
TOUR BUS LAY-BY	1260 ROOMS	>900 ROOMS MIN. 3 NOS.	3	3
LGV HGV	1260 ROOMS	0.5-1/100 ROOMS	7-13	10 3
MOTORCYCLE	NOT SPECIFIED	NOT SPECIFIED	NIL	6

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

GROUND FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

DESIGNED :	DRAWN :	CHECKED :	APPROVED :
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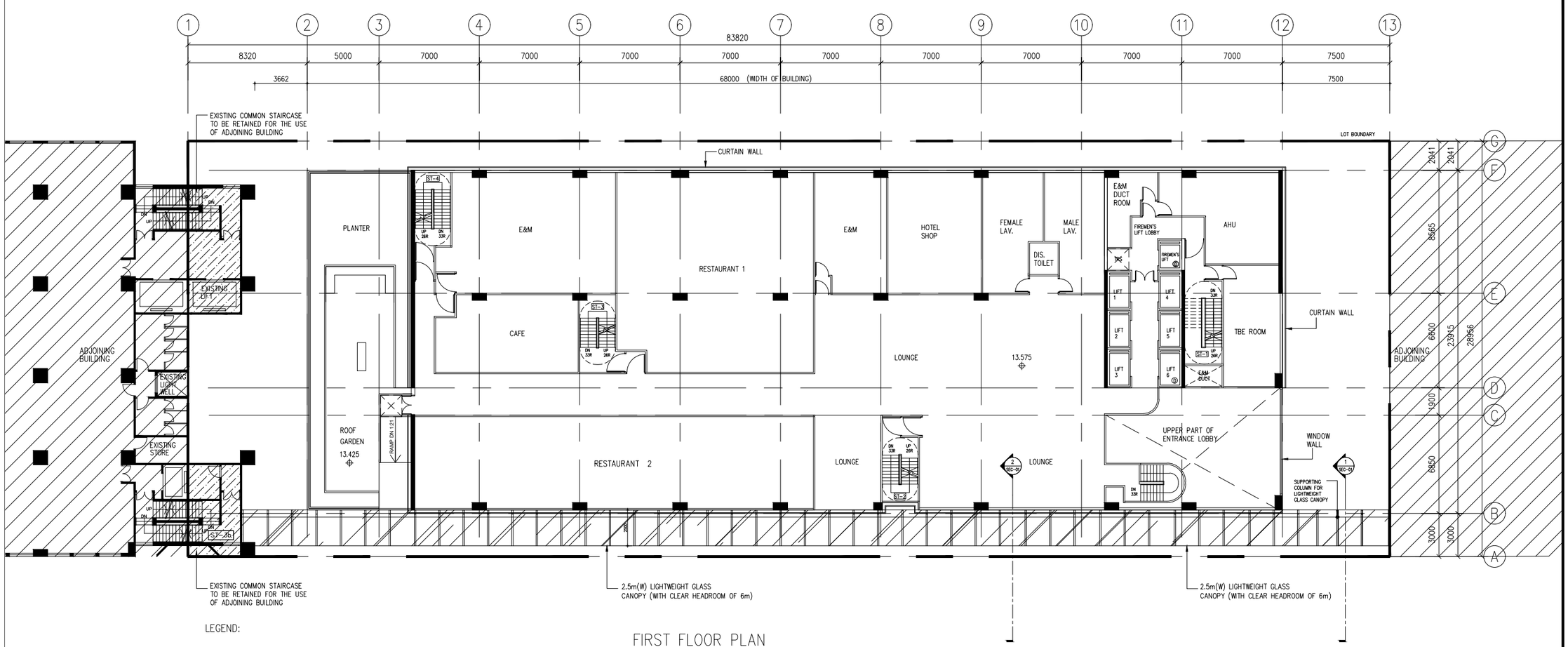
SCALE AT A3	DRAWING No. :	REV:
1:300	GBP-02	-



LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

PLANTER BOX

FIRST FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

FIRST FLOOR PLAN

AUTHORIZED PERSON :

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

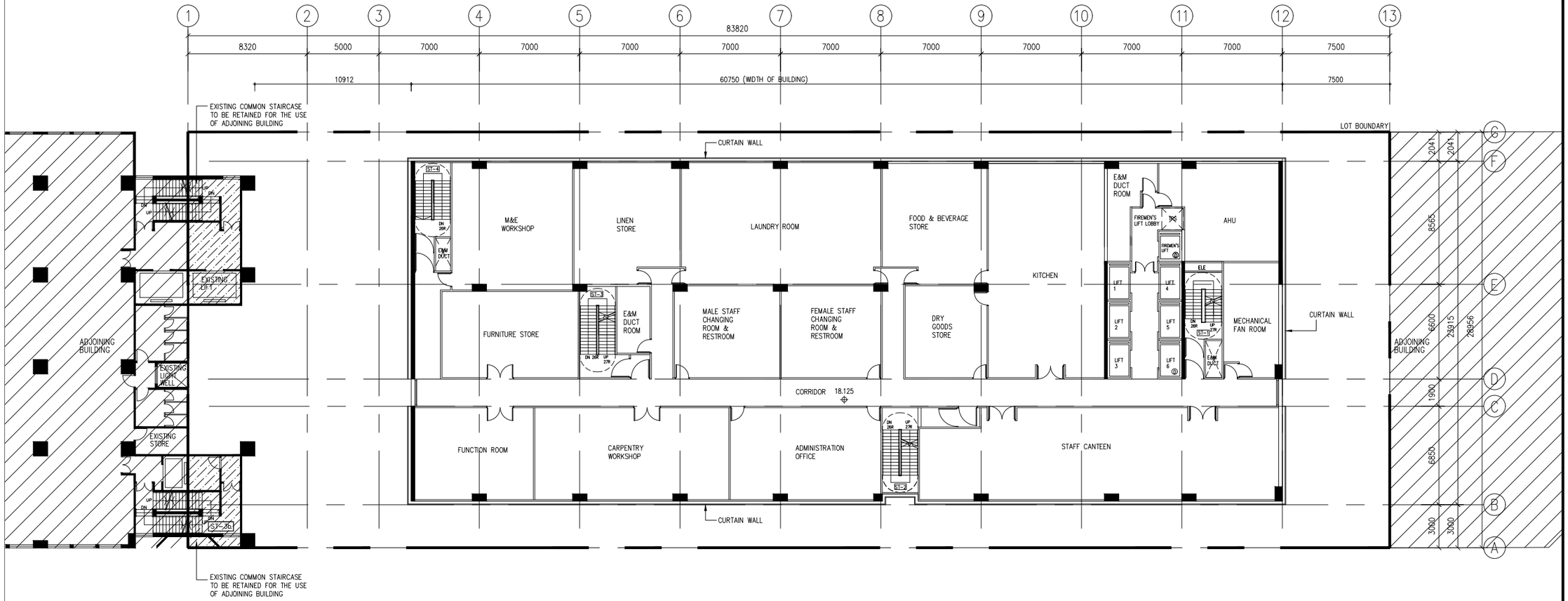
JOB No. : AA598

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

PRINTED DATE : | DATE :

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

C:\CAD_TWO_D DWG PROJECTS\AA-ALTERATION AND ADDITION WORKS\AA598 2-24 TAI YAU STREET, N. KOWLOON\TO REGISTRATION\AA598-GBP-03_FIRST FLOOR PLAN.dwg PLOTTED



LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

SECOND FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

SECOND FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

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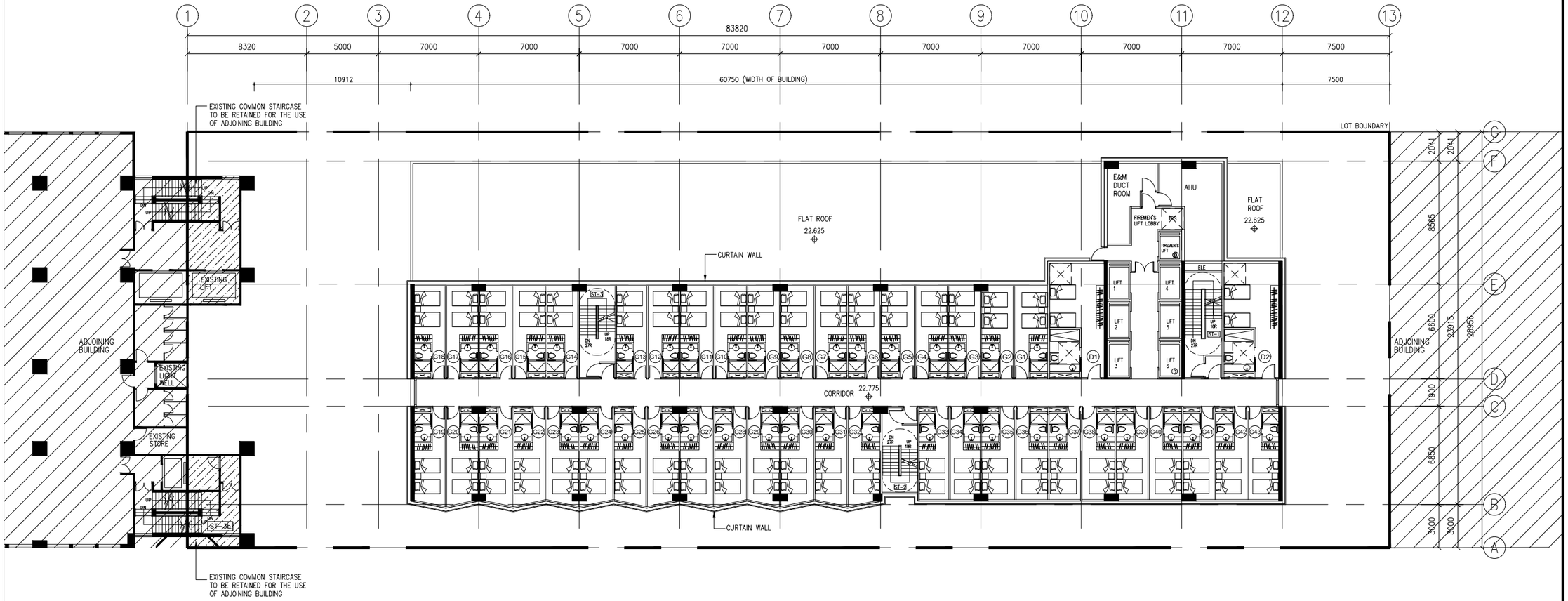
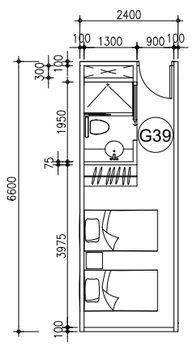


LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING

THIRD FLOOR PLAN (GUEST ROOM)



TYPICAL GUEST ROOM LAYOUT 1
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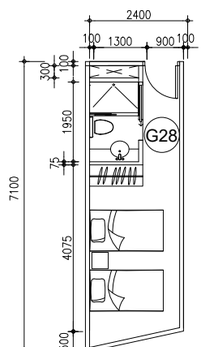

TYPICAL GUEST ROOM LAYOUT 2
UFA=11.472 m2
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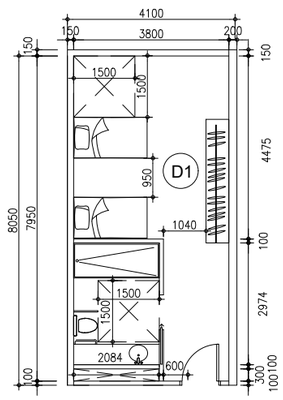

TYPICAL DOUBLE BED GUEST ROOM LAYOUT FOR DISABILITY
UFA=20.955 m2
1:150@A3

-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

THIRD FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
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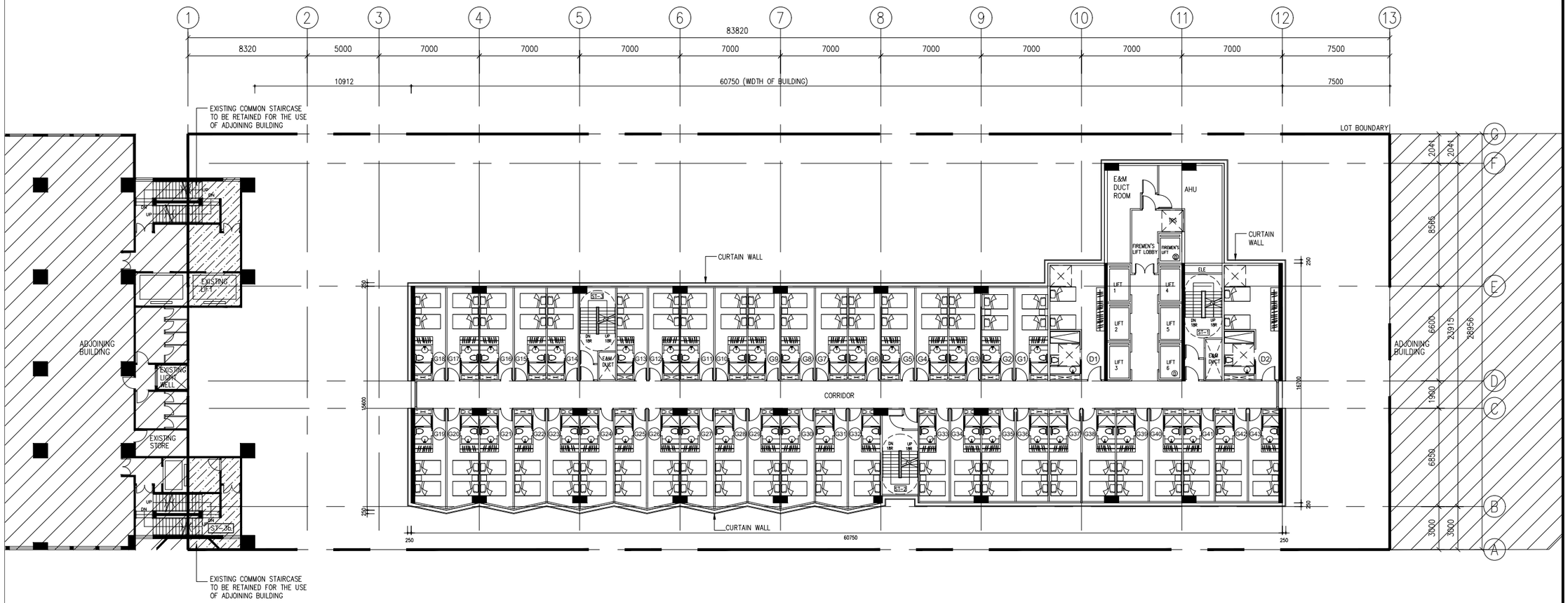
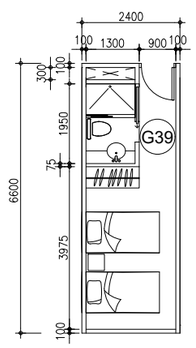


LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

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



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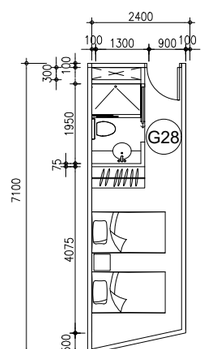

TYPICAL GUEST ROOM LAYOUT 2
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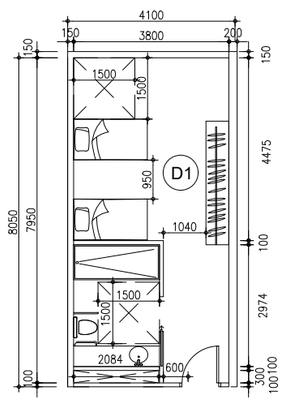

TYPICAL DOUBLE BED GUEST ROOM LAYOUT FOR DISABILITY
UFA=20.955 m2
1:150@A3

-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

4TH TO 15TH FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

DESIGNED :	DRAWN :	CHECKED :	APPROVED :
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PRINTED DATE : | DATE :

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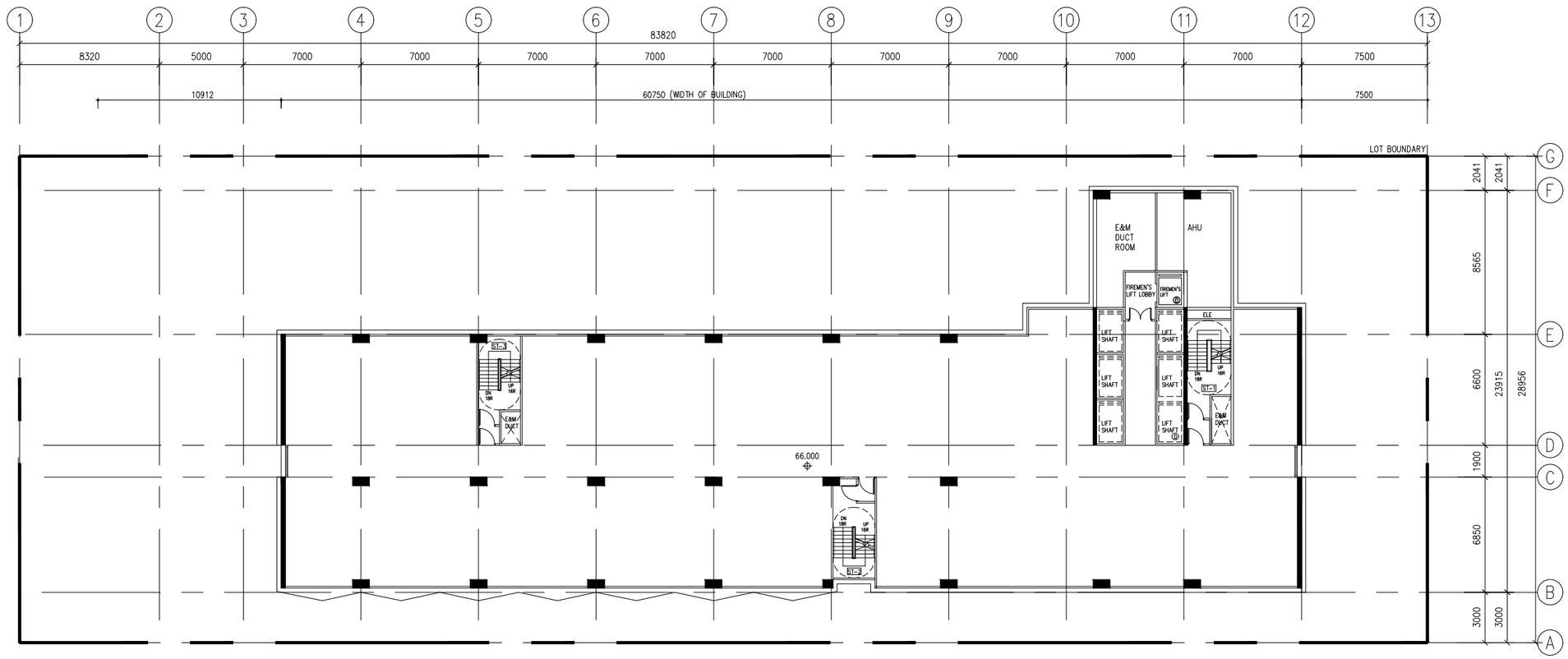

16/F FLOOR PLAN (REFUGE FLOOR)

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

REFUGE FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

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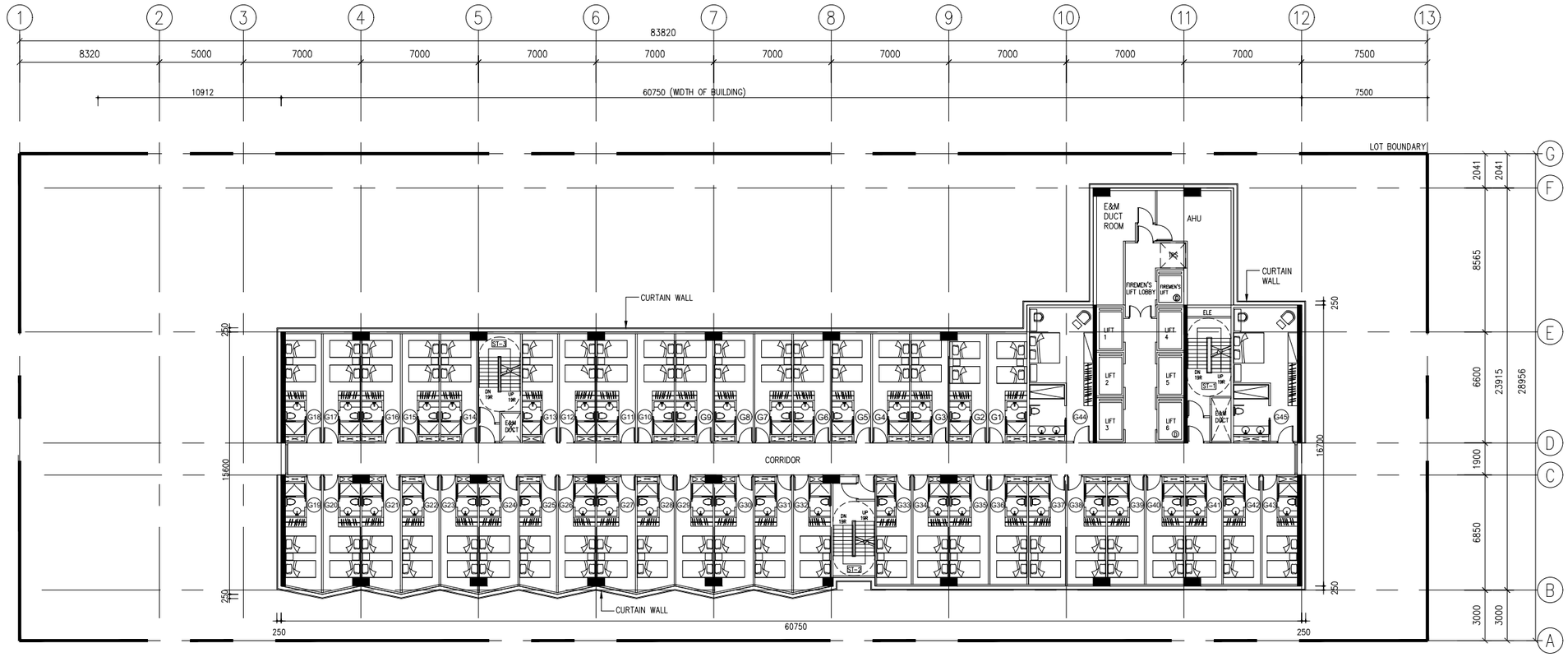
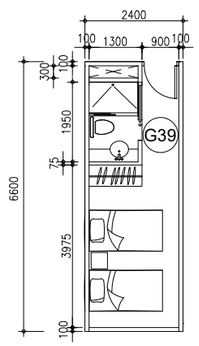


17/F TO 31/F FLOOR PLAN (GUEST ROOM)



TYPICAL GUEST ROOM LAYOUT 1
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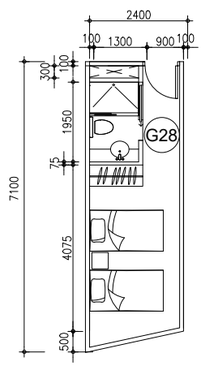

TYPICAL GUEST ROOM LAYOUT 2
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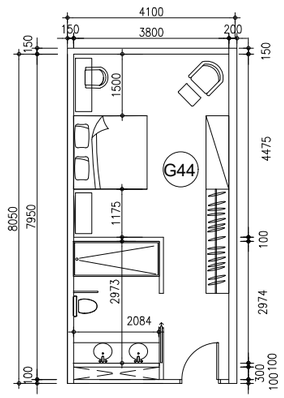

TYPICAL LAYOUT FOR SINGLE BED GUEST ROOM
UFA=20.955 m2
1:150@A3

-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

16TH TO 30TH FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

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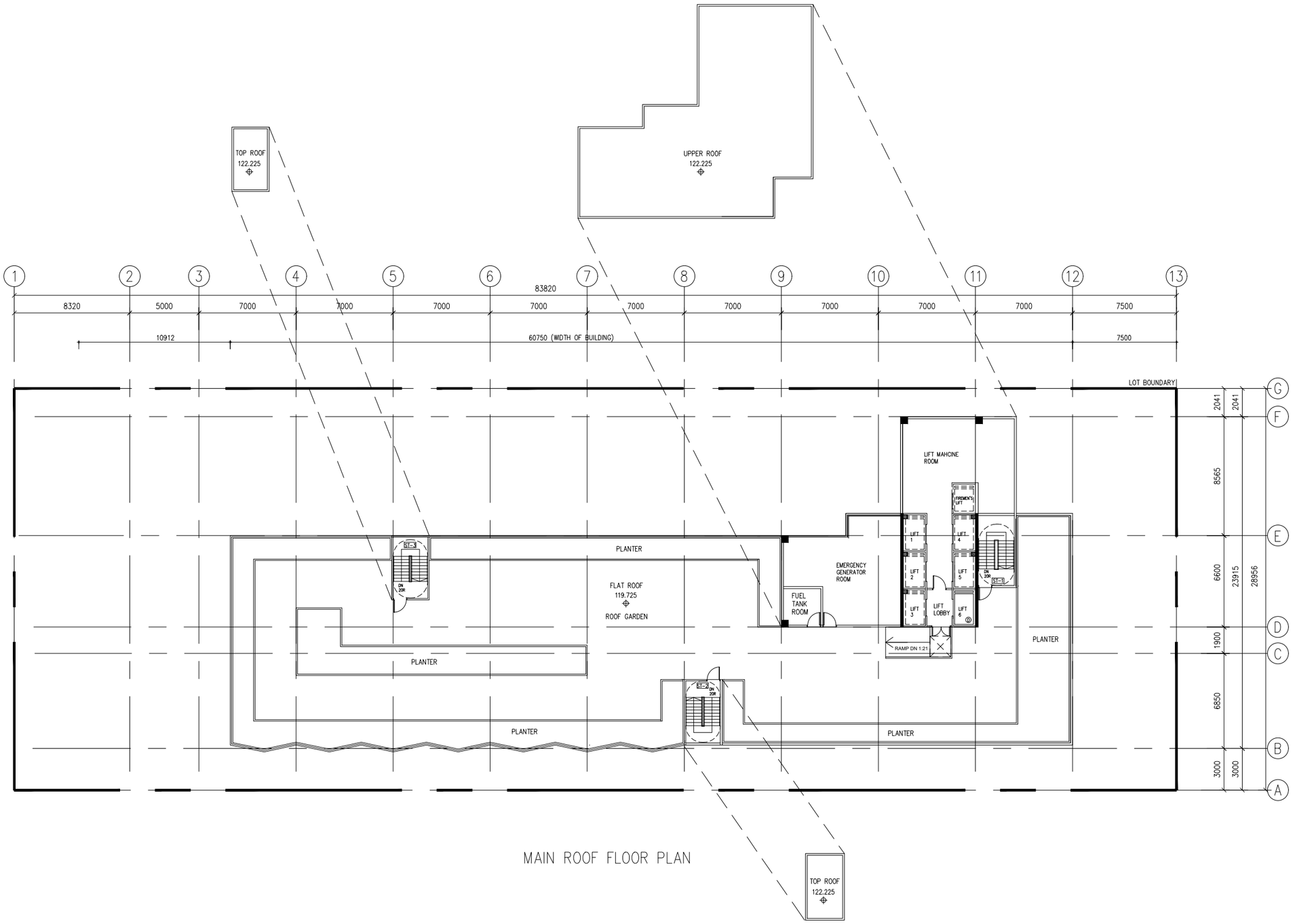

MAIN ROOF FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

ROOF FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

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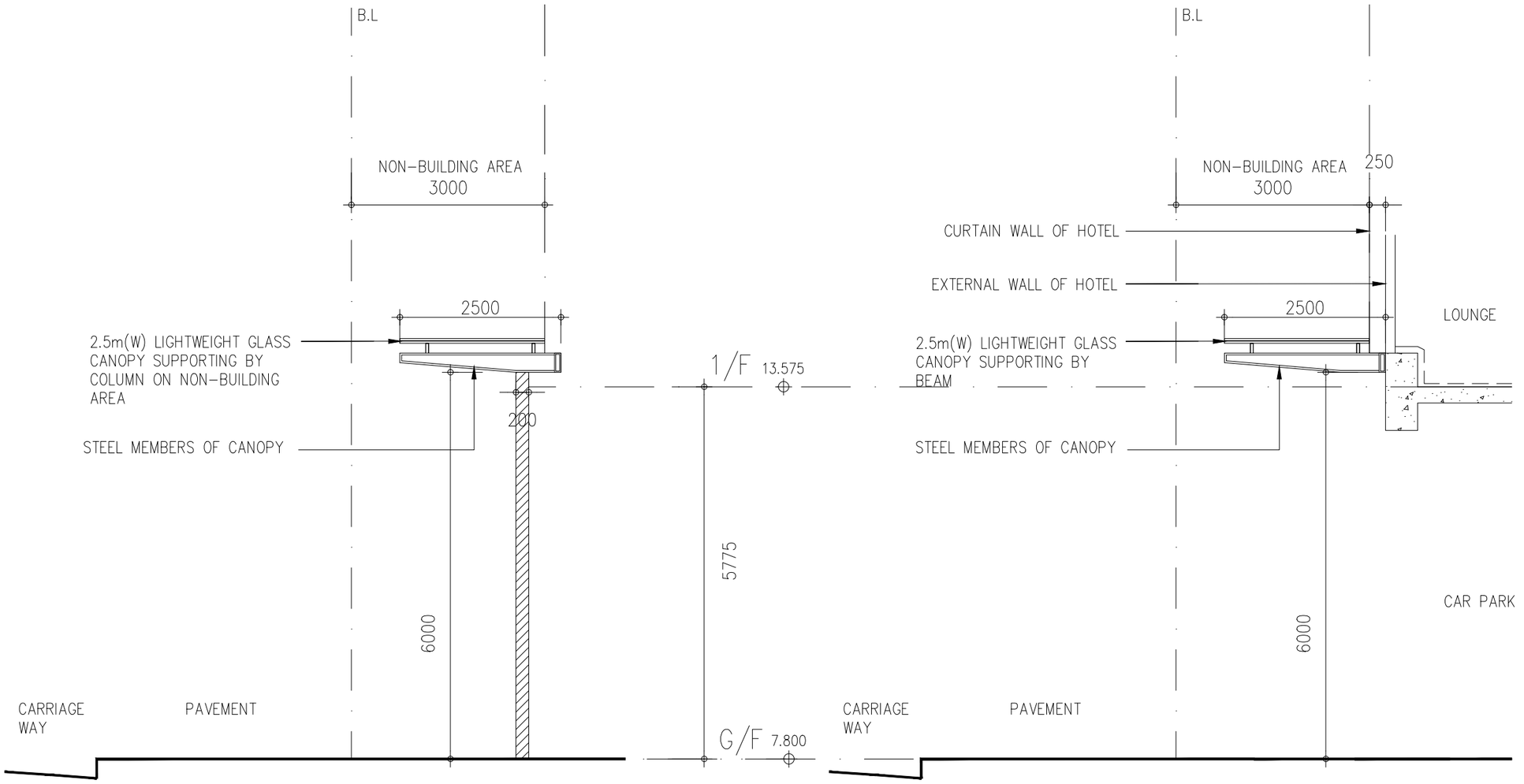

① SECTION "A" FOR 2.5m WIDTH LIGHTWEIGHT GLASS CANOPY SUPPORTED BY COLUMN

② SECTION "B" FOR 2.5m WIDTH LIGHTWEIGHT GLASS CANOPY SUPPORTED BY BEAM

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

SECTIONS OF LIGHTWEIGHT CANOPY AT 1/F

AUTHORIZED PERSON :

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

JOB No. : AA598

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RL	NC	RL	JC

PRINTED DATE :

DATE :

SCALE AT A3	DRAWING No. :	REV:
1:75	SEC-01	-

APPENDIX B

SEWERAGE RECORD PLAN FROM LANDS DEPARTMENT

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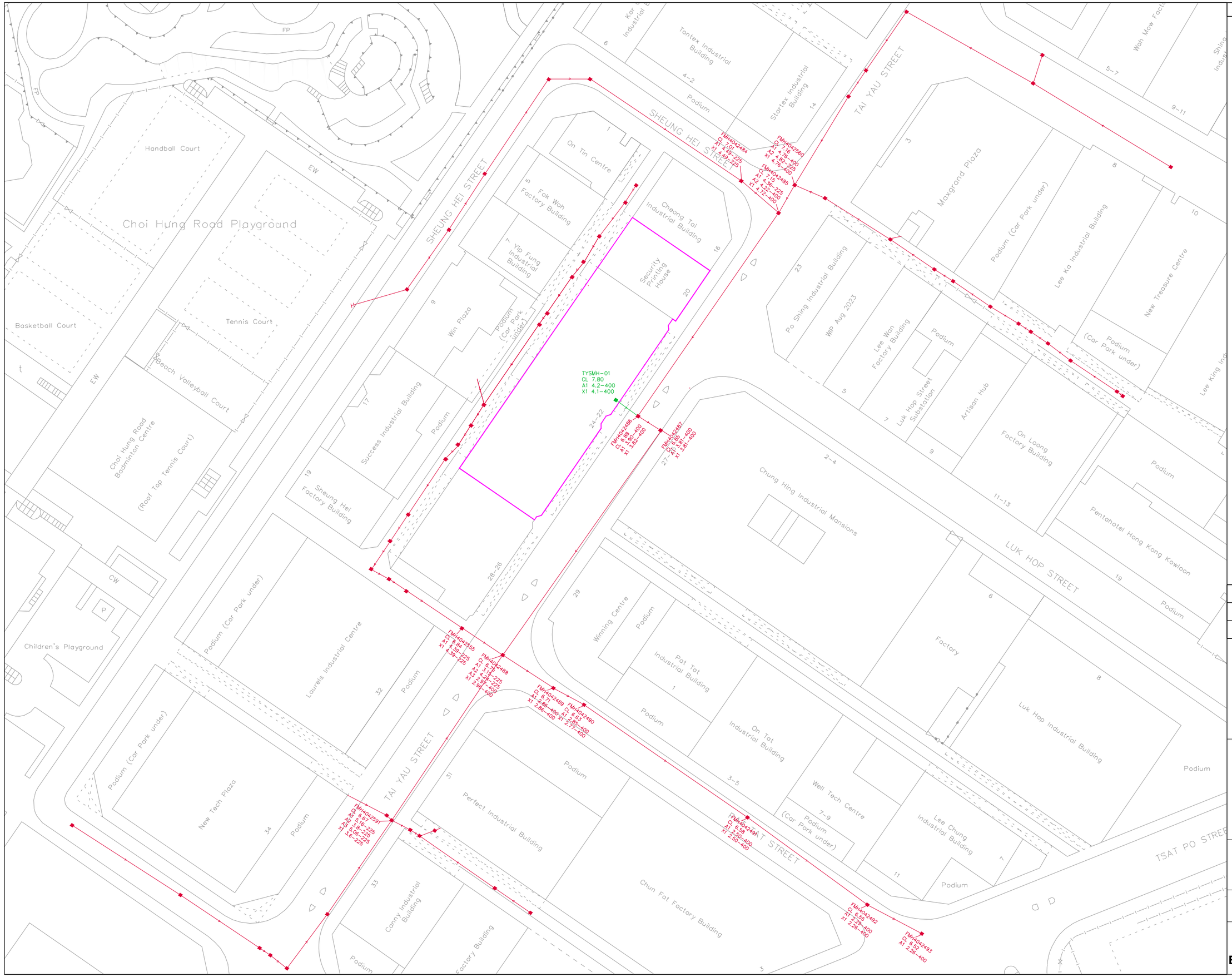

Project Site

Existing Sewage Connection

	Prepared	Checked	Approved
Initial	TL	YS	HM
Date	20250114	20250114	20250114

Project Title

Redevelopment of Nos 20- 24 Tai Yau Street, San Po Kong, Kowloon

Drawing Title

Existing Sewage Connection

Drawing No.	Rev.
Figure 1	1

Scale: A3

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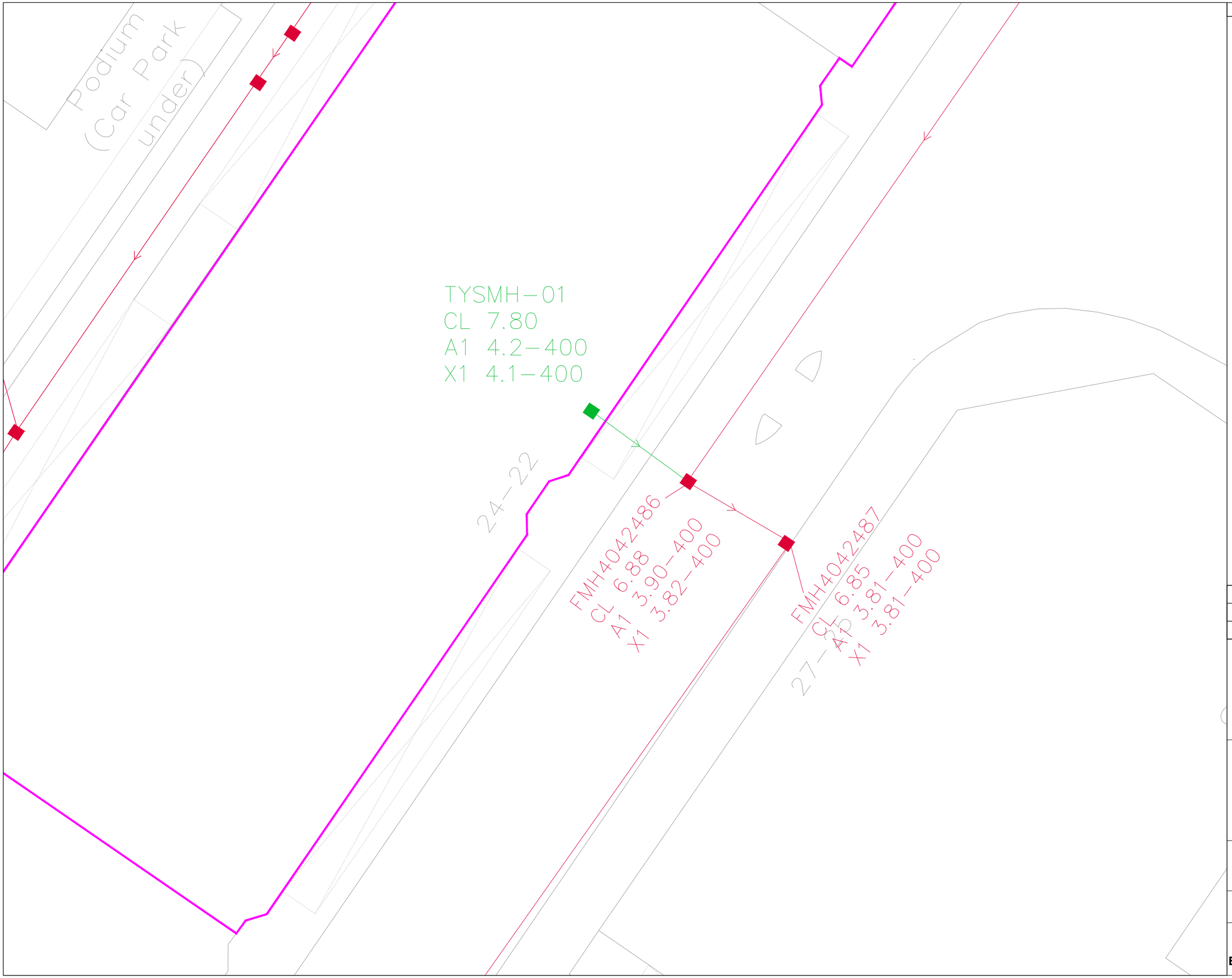
APPENDIX C
PROPOSED SEWERAGE LAYOUT PLAN



Copyright by BeeXergy Consulting Limited

Project Site

Existing Sewage Connection

Proposed Sewage Connection

	Prepared	Checked	Approved
Initial	TL	YS	HM
Date	20241206	20241206	20241206

Project Title

Redevelopment of Nos 20- 24 Tai Yau Street, San Po Kong, Kowloon

Drawing Title

Proposed Sewage Connection

Drawing No.

Figure 2

Rev.

0

Scale:

A3

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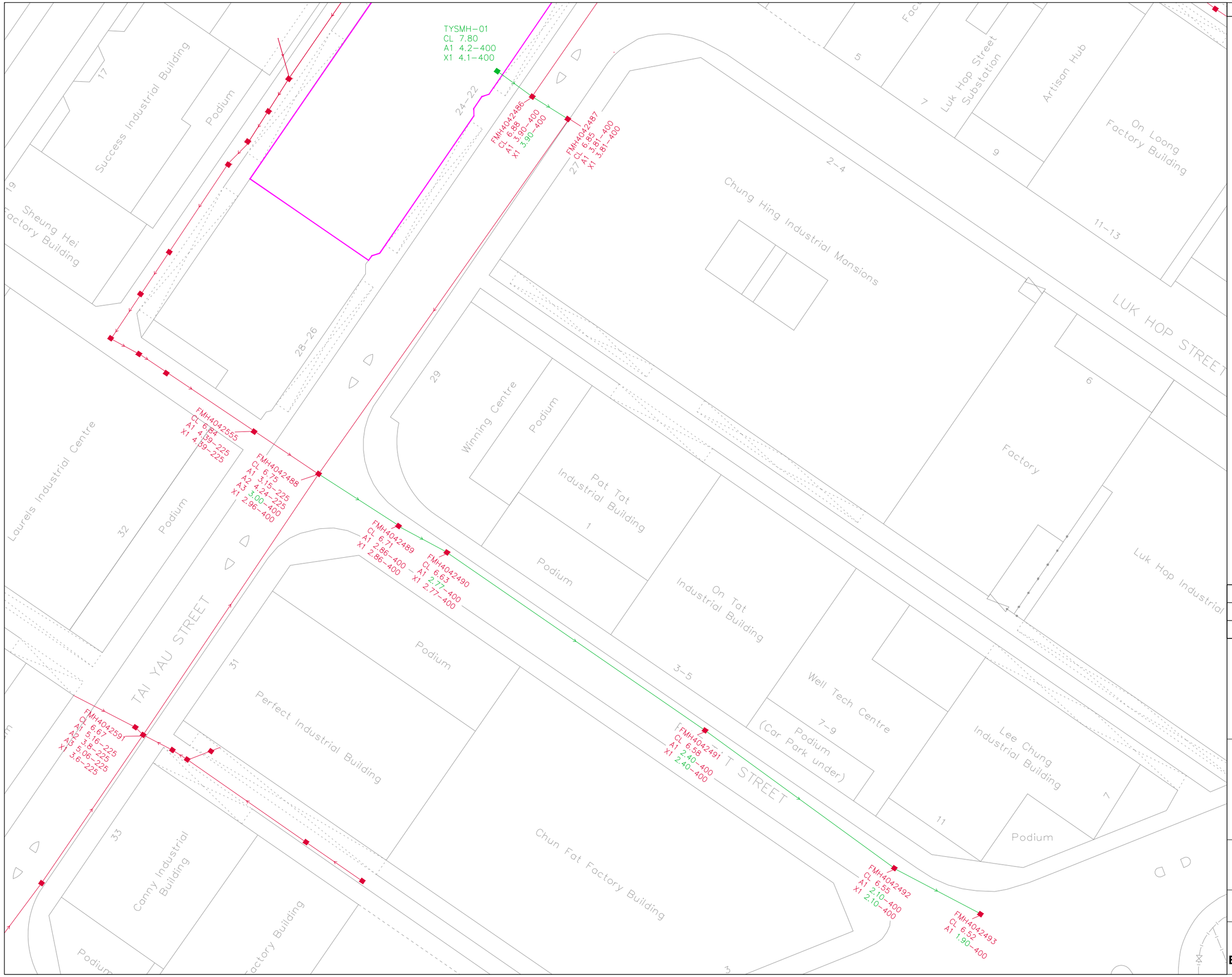

Project Site

Existing Sewage Connection

Proposed Sewage Connection with mitigation measures

	Prepared	Checked	Approved
Initial	Various	TL	HM
Date	20251110	20251110	20251110

Project Title

Redevelopment of Nos 20- 24 Tai Yau Street, San Po Kong, Kowloon

Drawing Title

Proposed Sewage Connection with Mitigation Measures

Drawing No.	Rev.
Figure 2.2	2

Scale: A3

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APPENDIX D

SEWERAGE CALCULATION FOR THE PROPOSED DEVELOPMENT

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Project Site

Catchment

Existing Sewage Connection

Proposed Sewage Connection

	Prepared	Checked	Approved
Initial	Various	TL	HM
Date	20251110	20251110	20251110

Project Title

Redevelopment of Nos 20- 24 Tai Yau Street, San Po Kong, Kowloon

Drawing Title

Catchment Area

Drawing No.	Rev.
Figure 3	1

Scale: A3

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Table D-1 Calculation of Sewage Generation Rate for Proposed Hotel Development at 20-24 Tai Yau Street

1) Proposed Development								
Development	**GFA (m^2)**	**Occupancy Density [(a), (b)] (Number of Persons) (Workers per GFA in $100m^2$)**	**Estimated Population**	**Unit Flow Factor (m^3/day)**	**Estimated Average Dry Weather Flow (m^3/day)**	**Catchment Inflow Factor**	**Estimated Average Dry Weather Flow X Catchment Inflow Factor (m^3/day)**	**Remarks**
Proposed Development (Hotel)	28094.8	3.2	899	1.58	1420.475	1.10	1562.522	GFA as advised by Project Proponent Occupancy Density: 3.2 per 100m2 GFA for 'Hotel' based on PlanD's CIFSUS Table 8 Unit Flow Factor: 1.58m3/day for 'J10 Restaurants & hotels' based on EPD's GESF Table T-2
Proposed Development (Restaurant)	914.5	5.1	47	1.58	73.690	1.10	81.059	GFA as advised by Project Proponent Occupancy Density: 5.1 per 100m2 GFA for 'Restaurant' based on PlanD's CIFSUS Table 8 Unit Flow Factor: 1.58m3/day for 'J10 Restaurants & hotels' based on EPD's GESF Table T-2
Proposed Development (Retail)	102.0	3.5	4	0.28	1.000	1.10	1.100	GFA as advised by Project Proponent Occupancy Density: 3.5 employee per 100m2 GFA for 'Retail Trade' based on Commercial and Industrial Floor Space Utilization Survey published by PlanD UFF: 0.28 m3/day for 'J4 Wholesale & Retail' based on EPD's GESF Table T-2
Total Average Daily Dry Weather Flow of Proposed Development (m^3/day)							**1644.681**	

Table D-2 Calculation for Sewage Generation Rate of the Surrounding Buildings

	Surrounding Development (Catchment A)			Remarks
A1	**On Ti Centre**			
a.	Assumed Used Area (Office)	=	3666	m^2 (site area x (plot ratio = 12) - (f))
b.	Worker Density	=	5.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Financial & Business Services)
c.	Total Number of Worker	=	202	employees
d.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
e.	Design Flow for Commercial Activities	=	0.00	m3/day per worker (refer to Table T-2 of GESF, J6)
f.	Assumed Used Area (Restaurant)	=	78	m^2
g.	Worker Density	=	5.1	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Restaurants)
h.	Total Number of Worker	=	4	employees
i.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
j.	Design Flow for Commercial Activities	=	1.5	m3/day per worker (refer to Table T-2 of GESF, J10)
k.	Total Sewage Generation Rate x Catchment Inflow	=	24.7	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
A2	**Cheong Tai Industrial Building**			
a.	Assumed Used Area (Industrial)	=	4477	m^2 (site area x (plot ratio = 9.5))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	103	employees
d.	Design Flow for Industrial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Industrial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Total Sewage Generation Rate x Catchment Inflow	=	37.38	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
A3	**Win Plaza**			
a.	Assumed Used Area (Office)	=	6626	m^2 (site area x plot ratio = 12)
b.	Worker Density	=	5.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Financial & Business Services)
c.	Total Number of Worker	=	364	employees
d.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
e.	Design Flow for Commercial Activities	=	0.00	m3/day per worker (refer to Table T-2 of GESF, J6)
f.	Total Sewage Generation Rate x Catchment Inflow	=	32.07	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
A4	**Success Industrial Building**			
a.	Assumed Used Area (Industrial)	=	5926	m^2 (site area x (plot ratio = 9.5))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	136	employees
d.	Design Flow for Industrial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Industrial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Total Sewage Generation Rate x Catchment Inflow	=	49.48	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
A5	**Tin Hung Industrial Building**			
a.	Assumed Used Area (Industrial)	=	8240	m^2 (site area x (plot ratio = 9.5))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	190	employees
d.	Design Flow for Industrial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Industrial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Total Sewage Generation Rate x Catchment Inflow	=	68.80	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
A6	**Sheung Hei Factory Building**			
a.	Assumed Used Area (Industrial)	=	3843	m^2 (site area x (plot ratio = 9.5))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	88	employees
d.	Design Flow for Industrial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Industrial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Assumed Used Area (Restaurant)	=	104	m^2
g.	Worker Density	=	5.1	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Restaurants)
h.	Total Number of Worker	=	5	employees
i.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
j.	Design Flow for Commercial Activities	=	1.50	m3/day per worker (refer to Table T-2 of GESF, J10)
k.	Total Sewage Generation Rate x Catchment Inflow	=	41.29	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
A7	**Laurels Industrial Centre**			
a.	Assumed Used Area (Industrial)	=	16514	m^2 (site area x (plot ratio = 9.5) - (f) - (k))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	380	employees
d.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Commercial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Assumed Used Area (Restaurant)	=	459	m^2
g.	Worker Density	=	5.1	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Restaurants)
h.	Total Number of Worker	=	23	employees
i.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
j.	Design Flow for Commercial Activities	=	1.50	m3/day per worker (refer to Table T-2 of GESF, J10)
k.	Assumed Used Area (Retail)	=	459	m^2
l.	Worker Density	=	3.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Retail)
m.	Total Number of Worker	=	16	employees
n.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
o.	Design Flow for Commercial Activities	=	0.20	m3/day per worker (refer to Table T-2 of GESF, J4)
p.	Total Sewage Generation Rate x Catchment Inflow	=	183.48	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)

	Total Flow			
a.	Estimated Average Dry Weather Flow	=	437.16	m3/day
b.	Contributing Population	=	1619	people

Table D-2 Calculation for Sewage Generation Rate of the Surrounding Buildings

Surrounding Development (Catchment B)				Remarks
B1	**Wong King Industrial Building**			
a.	Assumed Used Area (Industrial)	=	28480	m^2 (site area x (plot ratio = 9.5) - (f) - (k))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	655	employees
d.	Design Flow for Industrial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Industrial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Assumed Used Area (Restaurant)	=	791	m^2
g.	Worker Density	=	5.1	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Restaurants)
h.	Total Number of Worker	=	40	employees
i.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
j.	Design Flow for Commercial Activities	=	1.50	m3/day per worker (refer to Table T-2 of GESF, J10)
k.	Assumed Used Area (Retail)	=	791	m^2
l.	Worker Density	=	3.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Retail)
m.	Total Number of Worker	=	28	employees
n.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
o.	Design Flow for Commercial Activities	=	0.20	m3/day per worker (refer to Table T-2 of GESF, J4)
p.	Total Sewage Generation Rate x Catchment Inflow	=	316.43	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
B2	**Midas Plaza**			
a.	Assumed Used Area (Office)	=	11165	m^2 (site area x (plot ratio = 12) - (f))
b.	Worker Density	=	5.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Financial & Business Services)
c.	Total Number of Worker	=	614	employees
d.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
e.	Design Flow for Commercial Activities	=	0.00	m3/day per worker (refer to Table T-2 of GESF, J6)
f.	Assumed Used Area (Retail)	=	238	m^2
g.	Worker Density	=	3.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Retail)
h.	Total Number of Worker	=	8	employees
i.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
j.	Design Flow for Commercial Activities	=	0.20	m3/day per worker (refer to Table T-2 of GESF, J4)
k.	Total Sewage Generation Rate x Catchment Inflow	=	56.60	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
B3	**Wah Mow Factory Building**			
a.	Assumed Used Area (Industrial)	=	10180	m^2 (site area x (plot ratio = 9.5))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	234	employees
d.	Design Flow for Industrial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Industrial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Total Sewage Generation Rate x Catchment Inflow	=	84.99	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
B4	**Startex Industrial Building**			
a.	Assumed Used Area (Industrial)	=	4458	m^2 (site area x (plot ratio = 9.5) - (f) - (g))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	103	employees
d.	Design Flow for Industrial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Industrial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Assumed Used Area (Restaurant)	=	124	m^2
g.	Worker Density	=	5.1	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Restaurants)
h.	Total Number of Worker	=	6	employees
i.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
j.	Design Flow for Commercial Activities	=	1.50	m3/day per worker (refer to Table T-2 of GESF, J10)
k.	Assumed Used Area (Retail)	=	124	m^2
l.	Worker Density	=	3.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Retail)
m.	Total Number of Worker	=	4	employees
n.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
o.	Design Flow for Commercial Activities	=	0.20	m3/day per worker (refer to Table T-2 of GESF, J4)
p.	Total Sewage Generation Rate x Catchment Inflow	=	49.53	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
B5	**Maxgrand Plaza**			
a.	Assumed Used Area (Office)	=	17295	m^2 (site area x (plot ratio = 12) - (f) - (k))
b.	Worker Density	=	5.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Financial & Business Services)
c.	Total Number of Worker	=	951	employees
d.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
e.	Design Flow for Commercial Activities	=	0.00	m3/day per worker (refer to Table T-2 of GESF, J6)
f.	Assumed Used Area (Restaurant)	=	376	m^2
g.	Worker Density	=	5.1	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Restaurants)
h.	Total Number of Worker	=	19	employees
i.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
j.	Design Flow for Commercial Activities	=	1.50	m3/day per worker (refer to Table T-2 of GESF, J10)
k.	Assumed Used Area (Retail)	=	376	m^2
l.	Worker Density	=	3.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Retail)
m.	Total Number of Worker	=	13	employees
n.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
o.	Design Flow for Commercial Activities	=	0.20	m3/day per worker (refer to Table T-2 of GESF, J4)
p.	Total Sewage Generation Rate x Catchment Inflow	=	121.09	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
B6	**Lee Ka Industrial Building**			
a.	Assumed Used Area (Industrial)	=	11099	m^2 (site area x (plot ratio = 9.5))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	255	employees
d.	Design Flow for Industrial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Industrial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Total Sewage Generation Rate x Catchment Inflow	=	92.67	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)

Table D-2 Calculation for Sewage Generation Rate of the Surrounding Buildings

B7 New Treasure Centre

a.	Assumed Used Area (Office)	=	11384	m^2 (site area x (plot ratio = 12))
b.	Worker Density	=	5.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Financial & Business Services)
c.	Total Number of Worker	=	626	employees
d.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
e.	Design Flow for Commercial Activities	=	0.00	m3/day per worker (refer to Table T-2 of GESF, J6)
f.	Total Sewage Generation Rate x Catchment Inflow	=	55.10	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)

B8 Po Shing Industrial Building

a.	Assumed Used Area (Industrial)	=	4417	m^2 (site area x (plot ratio = 9.5))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	102	employees
d.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Commercial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Total Sewage Generation Rate x Catchment Inflow	=	36.88	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)

B9 Lee Wan Factory Building

a.	Assumed Used Area (Industrial)	=	4612	m^2 (site area x (plot ratio = 9.5))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	106	employees
d.	Design Flow for Industrial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Industrial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Total Sewage Generation Rate x Catchment Inflow	=	38.51	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)

B10 Artisan Hub

a.	Assumed Used Area (Office)	=	5601	m^2 (site area x (plot ratio = 12) - (f))
b.	Worker Density	=	5.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Financial & Business Services)
c.	Total Number of Worker	=	308	employees
d.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
e.	Design Flow for Commercial Activities	=	0.00	m3/day per worker (refer to Table T-2 of GESF, J6)
f.	Assumed Used Area (Retail)	=	119	m^2
g.	Worker Density	=	3.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Retail)
h.	Total Number of Worker	=	4	employees
i.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
j.	Design Flow for Commercial Activities	=	0.20	m3/day per worker (refer to Table T-2 of GESF, J4)
k.	Total Sewage Generation Rate x Catchment Inflow	=	28.39	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)

B11 On Loong Factory Building

a.	Assumed Used Area (Industrial)	=	10408	m^2 (site area x (plot ratio = 9.5) - (f))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	239	employees
d.	Design Flow for Industrial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Industrial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Assumed Used Area (Restaurant)	=	281	m^2
g.	Worker Density	=	5.1	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Restaurants)
h.	Total Number of Worker	=	14	employees
i.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
j.	Design Flow for Commercial Activities	=	1.50	m3/day per worker (refer to Table T-2 of GESF, J10)
k.	Total Sewage Generation Rate x Catchment Inflow	=	111.83	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)

	Total Flow			
a.	Estimated Average Dry Weather Flow	=	992.01	m3/day
b.	Contributing Population	=	3674	people

Table D-2 Calculation for Sewage Generation Rate of the Surrounding Buildings

Surrounding Development (Catchment C)				Remarks
C1	**Perfect Industrial Building**			
a.	Assumed Used Area (Industrial)	=	10865	m^2 (site area x (plot ratio = 9.5) - (f))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	250	employees
d.	Design Flow for Industrial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Industrial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Assumed Used Area (Retail)	=	294	m^2
g.	Worker Density	=	3.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Retail)
h.	Total Number of Worker	=	10	employees
i.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
j.	Design Flow for Commercial Activities	=	0.20	m3/day per worker (refer to Table T-2 of GESF, J4)
k.	Total Sewage Generation Rate x Catchment Inflow	=	93.88	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
C2	**Canny Industrial Building**			
a.	Assumed Used Area (Industrial)	=	5632	m^2 (site area x (plot ratio = 9.5) - (f) -(k))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	130	employees
d.	Design Flow for Industrial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Industrial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Assumed Used Area (Restaurant)	=	156	m^2
g.	Worker Density	=	5.1	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Restaurants)
h.	Total Number of Worker	=	8	employees
i.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
j.	Design Flow for Commercial Activities	=	1.50	m3/day per worker (refer to Table T-2 of GESF, J10)
k.	Assumed Used Area (Retail)	=	156	m^2
l.	Worker Density	=	3.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Retail)
m.	Total Number of Worker	=	5	employees
n.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
o.	Design Flow for Commercial Activities	=	0.20	m3/day per worker (refer to Table T-2 of GESF, J4)
p.	Total Sewage Generation Rate x Catchment Inflow	=	62.58	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
C3	**Kai Yip Factory Building**			
a.	Assumed Used Area (Industrial)	=	8236	m^2 (site area x (plot ratio = 9.5) - (f))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	189	employees
d.	Design Flow for Industrial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Industrial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Assumed Used Area (Retail)	=	223	m^2
g.	Worker Density	=	3.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Retail)
h.	Total Number of Worker	=	8	employees
i.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
j.	Design Flow for Commercial Activities	=	0.20	m3/day per worker (refer to Table T-2 of GESF, J4)
k.	Total Sewage Generation Rate x Catchment Inflow	=	71.16	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
C4	**Mini Cube**			
a.	Assumed Used Area (Office)	=	10533	m^2 (site area x (plot ratio = 12))
b.	Worker Density	=	5.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Financial & Business Services)
c.	Total Number of Worker	=	579	employees
d.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
e.	Design Flow for Commercial Activities	=	0.00	m3/day per worker (refer to Table T-2 of GESF, J6)
f.	Total Sewage Generation Rate x Catchment Inflow	=	50.98	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
C5	**New Tech Plaza**			
a.	Assumed Used Area (Office)	=	18678	m^2 (site area x (plot ratio = 12) - (f) - (k))
b.	Worker Density	=	5.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Financial & Business Services)
c.	Total Number of Worker	=	1027	employees
d.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
e.	Design Flow for Commercial Activities	=	0.00	m3/day per worker (refer to Table T-2 of GESF, J6)
f.	Assumed Used Area (Restaurant)	=	406	m^2
g.	Worker Density	=	5.1	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Restaurants)
h.	Total Number of Worker	=	21	employees
i.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
j.	Design Flow for Commercial Activities	=	1.5	m3/day per worker (refer to Table T-2 of GESF, J10)
k.	Assumed Used Area (Retail)	=	406	m^2
l.	Worker Density	=	3.5	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Retail)
m.	Total Number of Worker	=	14	employees
n.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
o.	Design Flow for Commercial Activities	=	0.20	m3/day per worker (refer to Table T-2 of GESF, J4)
p.	Total Sewage Generation Rate x Catchment Inflow	=	130.77	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)

	Total Flow			
a.	Estimated Average Dry Weather Flow	=	409.37	m3/day
b.	Contributing Population	=	1516	people

Table D-2 Calculation for Sewage Generation Rate of the Surrounding Buildings

	Surrounding Development (Catchment D)			Remarks
D1	**Yip Fung Industrial Building**			
a.	Assumed Used Area (Industrial)	=	2457	m^2 (site area x (plot ratio = 9.5))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	56	employees
d.	Design Flow for Industrial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Industrial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Sewage Generation Rate	=	20.51	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
D2	**Fok Woh Factory Building**			
a.	Assumed Used Area (Industrial)	=	3481	m^2 (site area x (plot ratio = 9.5))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	80	employees
d.	Design Flow for Industrial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Industrial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Sewage Generation Rate	=	29.06	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
D3	**Kar Chau Industrial Building**			
a.	Assumed Used Area (Industrial)	=	4670	m^2 (site area x (plot ratio = 9.5))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	107	employees
d.	Design Flow for Industrial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Industrial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Sewage Generation Rate	=	38.99	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
D4	**Tontex Industrial Building**			
a.	Assumed Used Area (Industrial)	=	9055	m^2 (site area x (plot ratio = 9.5))
b.	Worker Density	=	2.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Manufacturing)
c.	Total Number of Worker	=	208	employees
d.	Design Flow for Industrial Employee	=	0.080	m3/day per worker (refer to Table T-3 of GESF, Industrial Employee)
e.	Design Flow for Industrial Activities	=	0.25	m3/day per worker (refer to Table T-3 of GESF, San Po Kong)
f.	Sewage Generation Rate	=	75.60	m3/day (Catchment Inflow Factor of San Po Kong = 1.1)
D5	**Proposed Redevelopment of Choi Hung Road Playground**			
a.	Assumed Used Area	=	26000	m^2
b.	Worker Density	=	1.3	workers per 100m2 of GFA (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
c.	Total Number of Worker	=	338	employees
d.	Design Flow for Commercial Employee	=	0.080	m3/day per worker (refer to Table T-2 of GESF, Commercial Employee)
e.	Design Flow for Commercial Activities	=	0.20	m3/day per worker (refer to Table T-2 of GESF, J11)
f.	Sewage Generation Rate	=	94.64	m3/day

	Total Flow			
a.	Estimated Average Dry Weather Flow	=	258.80	m3/day
b.	Contributing Population	=	959	people

Reference:

[1] Plot ratio of 9.5 for industrial building is referenced from Chapter 5 Industry of the HKPSG.

[2] Plot ratio of 12 for office building in the area (OU) is referenced from the approved OZP (no. S/K11/31).

[3] Assumed Used Area for restaurant and retail is based on desktop study.

APPENDIX E

ASSESSMENT OF EXISTING/ PROPOSED SEWERS

Appendix E

Hydraulic Capacity of Proposed Sewers at Proposed Hotel Development at 20-24 Tai Yau Street without Mitigation Measures

Manhole Reference	Manhole Reference	Sewer Reference	Pipe Dia.	Pipe Length	US IL	DS IL	g (1)	Pipe Material	k_s (1), (3)	s (1)	v (1)	V (1), (2)	A	Q (4)	Estimated Capacity	ADWF	Contributing Population	Peaking Factor	Peak Flow	Capacity	Compliance	Remarks
			mm	m	mPD	mPD	m/s^2		m		m^2/s	m/s	m^2	m^3/s	L/s	m^3/day			L/s	%		
TYSMH-01	FMH4042486	TYSFWD-1	400	6.80	4.100	3.900	9.81	PE	0.0003	0.0294	1.306E-06	3.5144	0.1257	0.4416	441.63	1644.68	6091.41	5	95.18	21.6%	Yes	PS
FMH4042484	FMH4042485	FWD4048165	225	12.74	4.490	4.360	9.81	Clayware	0.0006	0.0102	1.306E-06	1.3170	0.0398	0.0524	52.37	258.80	958.51	8	23.96	45.8%	Yes	D1 - D5
FMH4042485	FMH4042486	FWD4048166	400	66.78	4.720	3.900	9.81	Clayware	0.0006	0.0123	1.306E-06	2.0890	0.1257	0.2625	262.51	1250.80	4632.60	6	86.86	33.1%	Yes	D1 - D5, B1 - B11
FMH4042486	FMH4042487	FWD4048167	400	6.78	3.820	3.810	9.81	Clayware	0.0030	0.0015	1.306E-06	0.5761	0.1257	0.0724	72.39	2895.48	10724.01	4	134.05	185.2%	No	D1 - D5, B1 - B11, PS
FMH4042487	FMH4042488	FWD4048168	400	74.49	3.810	2.970	9.81	Clayware	0.0006	0.0113	1.306E-06	2.0012	0.1257	0.2515	251.48	2895.48	10724.01	4	134.05	53.3%	Yes	D1 - D5, B1 - B11, PS
FMH4042555	FMH4042488	FWD4048234	225	12.82	4.390	4.240	9.81	Clayware	0.0006	0.0117	1.306E-06	1.4112	0.0398	0.0561	56.11	437.16	1619.12	6	30.36	54.1%	Yes	A1 - A7
FMH4042591	FMH4042488	FWD4048270	225	54.29	3.600	3.150	9.81	Clayware	0.0006	0.0083	1.306E-06	1.1855	0.0398	0.0471	47.13	409.37	1516.18	6	28.43	60.3%	Yes	C1 - C5
FMH4042488	FMH4042489	FWD4048169	400	15.80	2.960	2.860	9.81	Clayware	0.0006	0.0063	1.306E-06	1.4952	0.1257	0.1879	187.89	3742.01	13859.31	4	173.24	92.2%	No	A1 - A7, B1 - B11, PS, C1 - C5, D1 - D5
FMH4042489	FMH4042490	FWD4048170	400	9.53	2.860	2.850	9.81	Clayware	0.0030	0.0010	1.306E-06	0.4854	0.1257	0.0610	60.99	3742.01	13859.31	4	173.24	284.0%	No	A1 - A7, B1 - B11, PS, C1 - C5, D1 - D5
FMH4042490	FMH4042491	FWD4048171	400	52.97	2.770	2.500	9.81	Clayware	0.0006	0.0051	1.306E-06	1.3402	0.1257	0.1684	168.41	3742.01	13859.31	4	173.24	102.9%	No	A1 - A7, B1 - B11, PS, C1 - C5, D1 - D5
FMH4042491	FMH4042492	FWD4048172	400	40.89	2.500	2.290	9.81	Clayware	0.0006	0.0051	1.306E-06	1.3453	0.1257	0.1691	169.05	3742.01	13859.31	4	173.24	102.5%	No	A1 - A7, B1 - B11, PS, C1 - C5, D1 - D5
FMH4042492	FMH4042493	FWD4048173	400	16.29	2.260	2.17	9.81	Clayware	0.0006	0.0055	1.306E-06	1.3959	0.1257	0.1754	175.42	3742.01	13859.31	4	173.24	98.8%	No	A1 - A7, B1 - B11, PS, C1 - C5, D1 - D5

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

(2) The mean velocity (V) is claculated by the Colebrook-White Equation for circular pipes:

$$V = -\sqrt{(8gDs)}\,\log\left(\frac{ks}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

where

V = mean velocity (m/s)
g = gravitational acceration (m/s2)
D = internal pipe diameter (m)
s = slope
ks = roughness coefficient(m)
v = kinematic viscosity of fluid (m2/s)

(3) ks = 0.6 mm and 3mm for clayware slimed sewers with half full flow velocity of 1.2 m/s and 0.75m/s respectively in poor condition.

(4) Peak flow (Q) is calculated by Q = V x A

Appendix E

Hydraulic Capacity of Proposed Sewers at Proposed Hotel Development at 20-24 Tai Yau Street with Mitigation Measures

Manhole Reference	Manhole Reference	Sewer Reference	Pipe Dia.	Pipe Length	US IL	DS IL	g (1)	Pipe Material	k_s (1), (3)	s (1)	v (1)	V (1), (2)	A	Q (4)	Estimated Capacity	ADWF	Contributing Population	Peaking Factor	Peak Flow	Capacity	Compliance	Remarks
			mm	m	mPD	mPD	m/s^2		m		m^2/s	m/s	m^2	m^3/s	L/s	m^3/day			L/s	%		
TYSMH-01	FMH4042486	TYSFWD-1	400	6.80	4.100	3.900	9.81	PE	0.0003	0.0294	1.306E-06	3.5144	0.1257	0.4416	441.63	1644.68	6091.41	5	95.18	21.6%	Yes	PS
FMH4042484	FMH4042485	FWD4048165	225	12.74	4.490	4.360	9.81	Clayware	0.0006	0.0102	1.306E-06	1.3170	0.0398	0.0524	52.37	258.80	958.51	8	23.96	45.8%	Yes	D1 - D5
FMH4042485	FMH4042486	FWD4048166	400	66.78	4.720	3.900	9.81	Clayware	0.0006	0.0123	1.306E-06	2.0890	0.1257	0.2625	262.51	1250.80	4632.60	6	86.86	33.1%	Yes	D1 - D5, B1 - B12
FMH4042486	FMH4042487	FWD4048167	400	6.78	3.900	3.810	9.81	Clayware	0.0006	0.0133	1.306E-06	2.1727	0.1257	0.2730	273.03	2895.48	10724.01	4	134.05	49.1%	Yes	D1 - D5, B1 - B12, PS
FMH4042487	FMH4042488	FWD4048168	400	74.49	3.810	2.970	9.81	Clayware	0.0006	0.0113	1.306E-06	2.0012	0.1257	0.2515	251.48	2895.48	10724.01	4	134.05	53.3%	Yes	D1 - D5, B1 - B12, PS
FMH4042555	FMH4042488	FWD4048234	225	12.82	4.390	4.240	9.81	Clayware	0.0006	0.0117	1.306E-06	1.4112	0.0398	0.0561	56.11	437.16	1619.12	6	30.36	54.1%	Yes	A1 - A7
FMH4042591	FMH4042488	FWD4048270	225	54.29	3.600	3.150	9.81	Clayware	0.0006	0.0083	1.306E-06	1.1855	0.0398	0.0471	47.13	409.37	1516.18	6	28.43	60.3%	Yes	C1 - C5
FMH4042488	FMH4042489	FWD4048169	400	15.80	3.000	2.860	9.81	Clayware	0.0006	0.0089	1.306E-06	1.7721	0.1257	0.2227	222.69	3742.01	13859.31	4	173.24	77.8%	Yes	A1 - A7, B1 - B12, PS, C1 - C5, D1 - D5
FMH4042489	FMH4042490	FWD4048170	400	9.53	2.860	2.770	9.81	Clayware	0.0006	0.0094	1.306E-06	1.8300	0.1257	0.2300	229.97	3742.01	13859.31	4	173.24	75.3%	Yes	A1 - A7, B1 - B12, PS, C1 - C5, D1 - D5
FMH4042490	FMH4042491	FWD4048171	400	52.97	2.770	2.400	9.81	Clayware	0.0006	0.0070	1.306E-06	1.5716	0.1257	0.1975	197.49	3742.01	13859.31	4	173.24	87.7%	Yes	A1 - A7, B1 - B12, PS, C1 - C5, D1 - D5
FMH4042491	FMH4042492	FWD4048172	400	40.89	2.400	2.100	9.81	Clayware	0.0006	0.0073	1.306E-06	1.6111	0.1257	0.2025	202.45	3742.01	13859.31	4	173.24	85.6%	Yes	A1 - A7, B1 - B12, PS, C1 - C5, D1 - D5
FMH4042492	FMH4042493	FWD4048173	400	16.29	2.100	1.90	9.81	Clayware	0.0006	0.0123	1.306E-06	2.0889	0.1257	0.2625	262.50	3742.01	13859.31	4	173.24	66.0%	Yes	A1 - A7, B1 - B12, PS, C1 - C5, D1 - D5

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

(2) The mean velocity (V) is claculated by the Colebrook-White Equation for circular pipes:

$$V = -\sqrt{(8gDs)}\,\log\left(\frac{ks}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

where

V = mean velocity (m/s)
g = gravitational acceration (m/s2)
D = internal pipe diameter (m)
s = slope
ks = roughness coefficient(m)
v = kinematic viscosity of fluid (m2/s)

(3) ks = 0.6 mm and 3mm for clayware slimed sewers with half full flow velocity of 1.2 m/s and 0.75m/s respectively in poor condition.

(4) Peak flow (Q) is calculated by Q = V x A

Appendix VIII Drainage Impact Assessment

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

DRAINAGE IMPACT ASSESSMENT

10 Nov 2025

Report No: RT24152_02-DIA-02

Prepared By:

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Project:	REDEVELOPMENT OF NOS. 20-24 TAI YAU STREET, SAN PO KONG, KOWLOON, N.K.I.L.S 4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B DRAINAGE IMPACT ASSESSMENT
Report No.:	RT24152_02-DIA-02

Version	Issue Date	Description	Author	Checker	Approver
01	10/07/2025	Issued for Comment	Various	TL	HM
01r1	22/07/2025	Issued for Comment	Various	TL	HM
01r2	28/07/2025	Issued for Comment	Various	TL	HM
02	10/11/2025	Issued for Comment	Various	TL	HM

Prepared By:

Various

Checked by

Theo Lai

Senior Consultant

Approved by:

Henry Mak

Director

Disclaimer:

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

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2 DRAINAGE IMPACT ASSESSMENT 5

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APPENDIX B EXISTING DRAINAGE SYSTEM

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1 INTRODUCTION

1.1 PROJECT BACKGROUND

BeeXergy Consulting Limited (the Consultant) was commissioned by the Project Proponent to conduct a Drainage Impact Assessment for the planning application under Section 16 of the Town Planning Ordinance (Cap. 131) for the Proposed Development. Latest architectural drawings and technical information on the Project Site were provided by the Project Architect.

1.2 PROJECT LOCATION

The Project Site is located at 20 - 24 Tai Yau Street, San Po Kong, Kowloon. It is bounded by Cheong Tai Industrial Building to the north, Tai Yau Street to the west and Tin Hung Industrial Building to the south. **Figure 1.1** shows the location of Project Site and its environs.

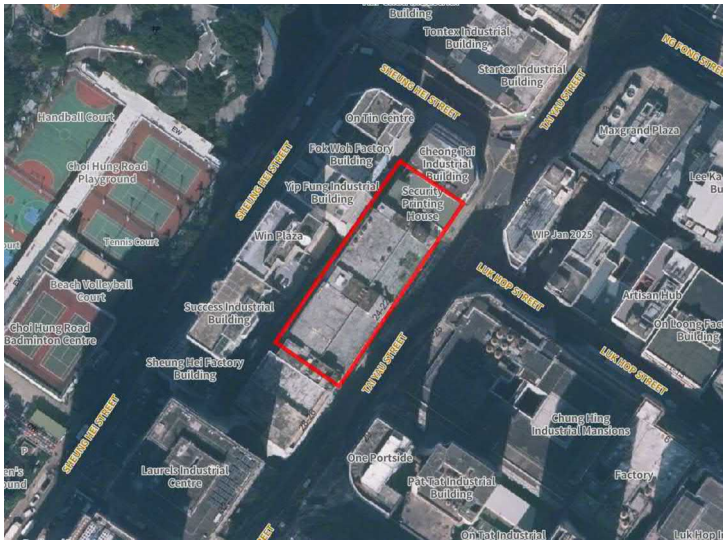


Figure 1.1 Location of the Project Site (Source: Geoinfo map)

1.3 DESCRIPTION OF THE SUBJECT SITE AND PROPOSED DEVELOPMENT

The Project Site covers an area of approximately 2,426.05m^2, and comprises a 33-storey hotel, including 1-storey of refuge floor, and 1-storey of basement carpark. The master layout plan provided by Project Architect is enclosed in **Appendix A**.

2 DRAINAGE IMPACT ASSESSMENT

2.1 SCOPE OF WORKS

The objectives of this DIA are to assess whether the Proposed Development may cause adverse impacts on drainage and flooding or not and to recommend appropriate mitigation measures to alleviate unacceptable drainage impact, if any.

2.2 EXISTING SITE CONDITION AND DRAINAGE FACILITIES

The existing drainage record from the GeoInfo Map of the Lands Department (LandsD) and Drainage Service Department (DSD) are obtained and attached in **Appendix B**. stormwater from SMH4041619 will be diverted to SMH4041638 via a 450mm diameter drainage pipe.

The Project Proponent would like to construct a stormwater terminal manhole (STMH-01) connecting the Project Site (S) to SMH4041619 via a 225mm diameter drainage pipe. The location of terminal manhole, proposed drainage connection and catchments are shown in **Appendix C**.

2.3 DRAINAGE ANALYSIS

Peak instantaneous runoff before and after the Proposed Development is calculated based on the Rational Method. The recommended physical parameters, including runoff coefficient (C) and storm constants (a, b, c) for different return periods, are referred to the Drainage Services Department (DSD)'s Stormwater Drainage Manual Fifth Edition, January 2018 and its Corrigendum No. 1/2022 and 1/2024.

The Rational Method (Equation 1) has been adopted for hydraulic analysis and the peak runoff is given by the following expression:

$$Q_p = 0.278CiA \qquad \text{(Equation 1)}$$

Where:

Q_p = peak runoff in m^3/s

C = runoff coefficient

i = rainfall intensity in mm/hr

A = catchment area in km^2

Rainfall intensity is calculated using the following expression (Equation 2):

$$i = \frac{a}{(t_d+b)^c} \qquad \text{(Equation 2)}$$

Where:

i = rainfall intensity in mm/hr

t_d = duration in minutes ($t_d \leq 240$)

a, b, c = storm constants given in Table 3a and Figure 3 of the SDM with return period of 50 years of the HKO Headquarters

For a single catchment, duration (t_d) can be assumed to be the time of concentration (t_c) which is calculated as follows (Equation 3):

$$t_c = t_0 + t_f \qquad \text{(Equation 3)}$$

Where:

t_c = time of concentration (time needed for water to flow overland from the most remote point in a catchment to its outlet)

t_0 = inlet time

t_f = flow time

Generally, t_0 is much smaller than t_f. As shown in Equation 2 above, t_d is the divisor. Therefore, the larger t_d will result in the smaller rain intensity (i) as well as a smaller Q_p. For the worst-case scenario (Equation 4 and Equation 5), t_0 is assumed to be negligible and so:

$$t_d = t_c = t_0 \qquad \text{(Equation 4)}$$

$$t_c = \frac{0.14465L}{H^{0.2}A^{0.1}} \qquad \text{(Equation 5)}$$

Where:

A = catchment area (m^2)

H = average slope (m per 100m), measured along the line of natural flow, from the summit of the catchment to the point under consideration

L = distance (on plan) measured on the line of natural flow between the summit and the point under consideration (m)

The capacities of the drainage pipes have been calculated using the Colebrook-White Equation (Equation 6), assuming full bore flow with no surcharge, as follows, incorporate 10% sedimentation in the calculation of drainage flow capacity in accordance with the SDM:

$$V = -\sqrt{32gRs} \times \log\left(\frac{k_s}{14.8R} + \frac{1.25v}{R\sqrt{32gRs}}\right) \qquad \text{(Equation 6)}$$

Where:

V = mean velocity (m/s)

g = gravitation acceleration (m/s^2)

R = hydraulic radius (m)

k_s = hydraulic pipeline roughness (m)

V = kinematic viscosity of fluid (m^2/s)

S = hydraulic gradient (energy loss per unit length due to friction)

According to Stormwater Drainage Manual CORRIGENDUM No. 1/2022 - Table 28, the rainfall increases due to Climate Change will be 16.0% for end of 21st Century.

2.4 CHANGES IN SURFACE CHARACTERISTICS

Although greenery will be provided in the Proposed Development, the Project Site is assumed to be fully paved in a conservative approach. No change in surface characteristics of the Project Site is expected as shown in **Table 2.1.**

Table 2.1 Changes in Surface Characteristics of the Project Site

Scenario of Project	Surface Characteristics (Paved)	Surface Characteristics (Unpaved)
Before Development	100%	0%
After Development	100%	0%

2.5 CUMULATIVE RUNOFF

As the existing drainage system collects runoff from the Site and the surrounding catchments, runoff from the surrounding catchments shall be considered. Catchments that contributed to

the cumulative runoff have been identified as shown in **Appendix D.** The changes in cumulative runoff at SMH4041638 are summarized in **Table 2.2.**

Table 2.2 Changes of Cumulative Runoff

Catchment	Before Development		After Development	
	Unpaved Area	Paved Area	Unpaved Area	Paved Area
Catchment S	0m^2	2,426.05m^2	0m^2	2,426.05m^2

2.6 ESTIMATED EXISTING AND FUTURE RUNOFF

Peak Runoff

Based on the cumulative runoff shown in Table 2.2, the runoff at SMH4041619 before and after the development was estimated based on the return periods of 50 years.

The estimated peak runoff discharged to SMH4041619 before and after Development (Catchment S) will be 0.186m^3/s. The detailed calculations of runoff discharge to SMH4041638 under the assessed return periods of 50 years are provided in **Appendix E**.

Assessment of Drainage Capacity

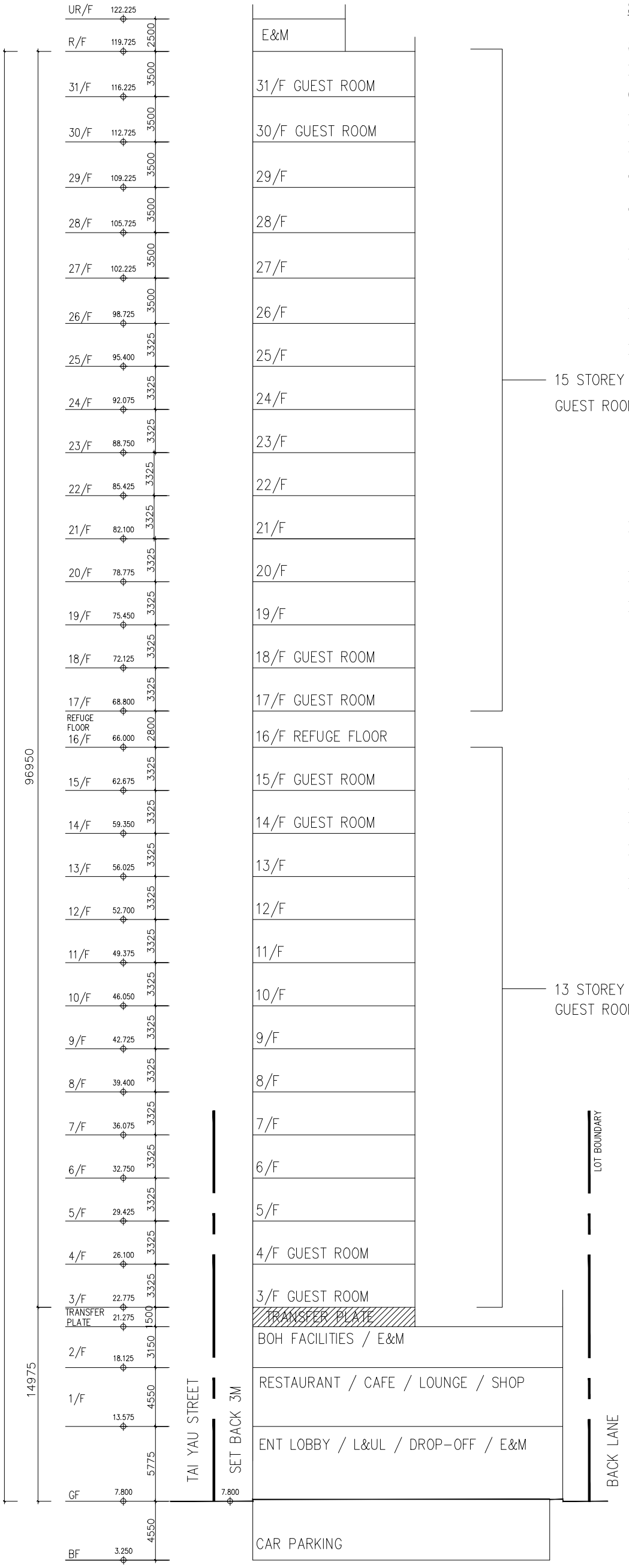
The results suggested that the estimated peak runoff will not be higher than 79% capacity of the drainage systems, and it is anticipated that the proposed drainage system will have sufficient capacity to cater to the surface runoff from the Proposed Development. Given the surface characteristics of the Project Site and surrounding catchments remain unchanged before and after the Proposed Development, no additional runoff or hydraulic capacity will be inducted due to the Proposed Development and no adverse drainage impact is anticipated.

3 CONCLUSION

A hotel development comprised of a 34-storey hotel, including 1-storey of refuge floor, and 1-storey of basement carpark is proposed at 20 - 24 Tai Yau Street, San Po Kong, Kowloon. This is the DIA to assess whether the capacity of the drainage networking is sufficient to cope with the peak drainage flow arising from the Proposed Development during its operation stage or not and to recommend appropriate mitigation measures to alleviate unacceptable drainage impact, if any.

Based on the DIA results, it is found that the proposed and existing drainage system serving the area has sufficient capacity to cater for the drainage generation from the Proposed Development and the surrounding catchment areas. Adverse drainage impact is not anticipated, and thus no upgrading or improvement works for existing drainage system are required.

APPENDIX A
MASTER LAYOUT PLAN



DIAGRAMMATIC SECTION (N.T.S.)

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

Site Area:	2,426.050 sq.m.
Lots:	N.K.I.L.s 4735, 4736, 4737, 4738, 4739 RP, 4739 s.A & 4739 s.B
Class of Site:	A
Permissible Plot Ratio:	12 (Under OZP)
Permissible GFA:	29,112.600 sq.m.
Total Permissible GFA:	29,112.600 sq.m.
Total Permissible Plot Ratio:	12.000
Permissible Building Height:	120mPD 120mPD - 7.8mPD (mean street level) = 112.200m
Permissible Site Coverage:	Not exceeding 100% below 15m Not exceeding 60% above 15m

Proposed Use of Floor:

Basement	Car Parking / E&M
G/F	Entrance Lobby / Loading & Unloading / Drop-off / E&M
1/F	Restaurant / Cafe / Lounge / Shop
2/F	Back of House Facility / E&M
2/F- 3/F Slab	Transfer Plate
3/F-15/F	Guest Room
16/F	Refuge Floor
17/F-31/F	Guest Room
R/F	Roof Garden, E&M

Proposed Site Coverage:	Below 15m : 76.665% (1,859.921 sq.m) Above 15m : 44.151% (1,071.121 sq.m)
Proposed Height of Building:	111.925m (119.725 mPD)

Proposed GFA per floor:

G/F	435.094 sq.m
1/F	1,300.307 sq.m. (include the GFA of canopy at 1/F)
2/F	610.132 sq.m.
3/F	931.708 sq.m.
4/F-15/F & 17/F-31/F	928.703 sq.m. (per floor) x 27 floors = 25,074.981 sq.m.
R/F	9.112 sq.m.
Staircase (NKILs. 4739s.A & s.B)	750.00 sq.m

Proposed Total GFA:	29,111.334 sq.m.
Proposed Plot Ratio:	12.000
Proposed no. of Storeys:	33 storeys (inlcude 1 storey basement & 1 storey refuge floor)
Proposed no. of Guest Rooms:	1260

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

DRAWING TITLE:
SCHEDULE OF ACCOMMODATION

AUTHORIZED PERSON:

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

JOB No.: AA598

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

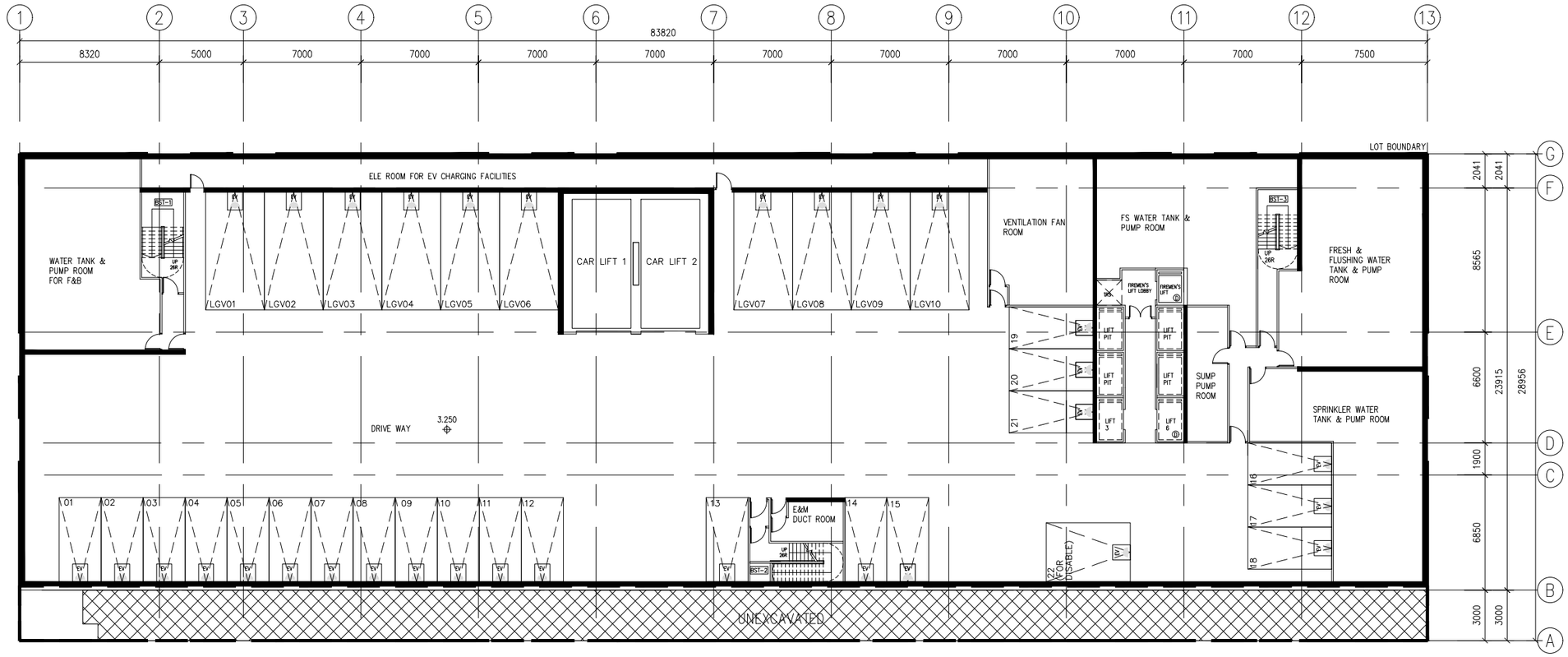
PRINTED DATE: DATE:

SCALE AT A3: N.T.S

DRAWING No.: CAL-01

REV.: -

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25



LEGEND:

SET BACK AREA TO BE DEDICATED
FOR USE AS PUBLIC PASSAGE AT GROUND FLOOR LEVEL

BASEMENT FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

BASEMENT FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

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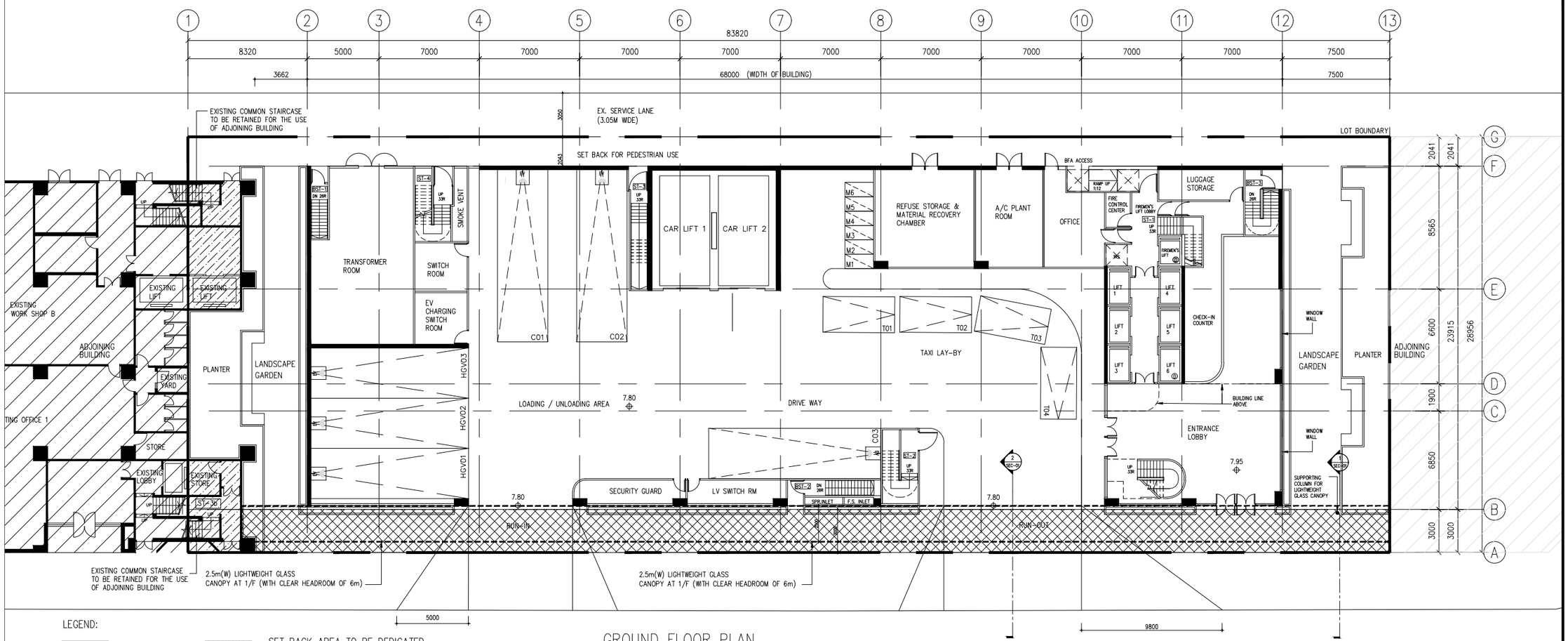


LEGEND:

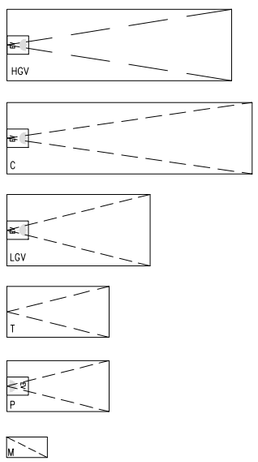
PLANTER BOX

SET BACK AREA TO BE DEDICATED FOR USE AS PUBLIC PASSAGE AT GROUND FLOOR LEVEL

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

GROUND FLOOR PLAN

TAI YAU STREET (18.30M WIDE)



HEAVY GOODS VEHICLES 3.5m x 11m

TOUR BUS LAY-BY 3.5m x 12m

LIGHT GOODS VEHICLE 3.5m x 7m

TAXI LAY-BY 2.5m x 5m

PRIVATE CAR 2.5m x 5m

MOTORCYCLE 2m x 1m

CARPARK PROVISION CALCULATION

APPROX. NO. OF ROOMS = 1260

TYPE	ROOM/GFA	RATE	NO. REQUIRED	NO. PROVIDED
PRIVATE CAR	1260 ROOMS RESTUATANT/CAFE /800 SEAT	1/100 ROOMS 1/100 SEATS	13 8	22
TAXI LAY-BY	1260 ROOMS	>600 ROOMS MIN. 4 NOS.	4	4
TOUR BUS LAY-BY	1260 ROOMS	>900 ROOMS MIN. 3 NOS.	3	3
LGV HGV	1260 ROOMS	0.5-1/100 ROOMS	7-13	10 3
MOTORCYCLE	NOT SPECIFIED	NOT SPECIFIED	NIL	6

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

GROUND FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE : | DATE :

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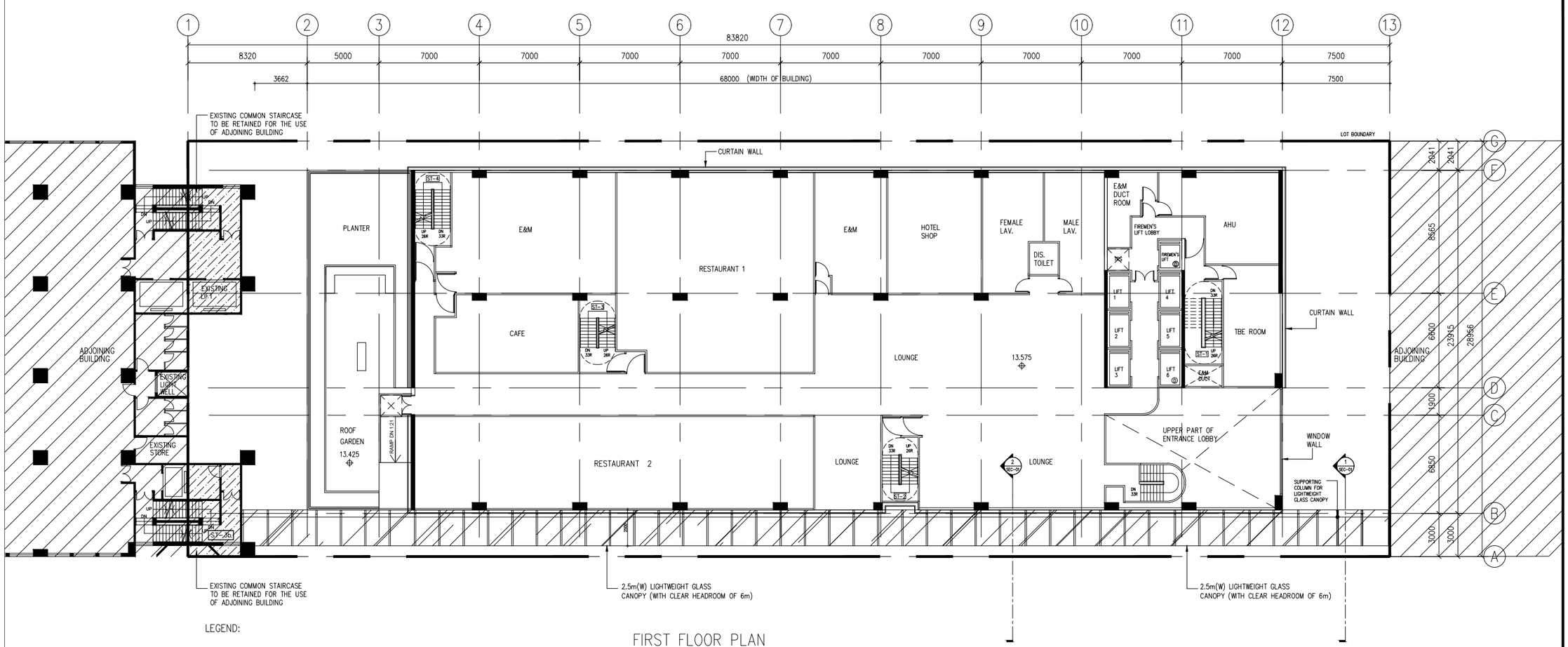


LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

PLANTER BOX

FIRST FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

FIRST FLOOR PLAN

AUTHORIZED PERSON :

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

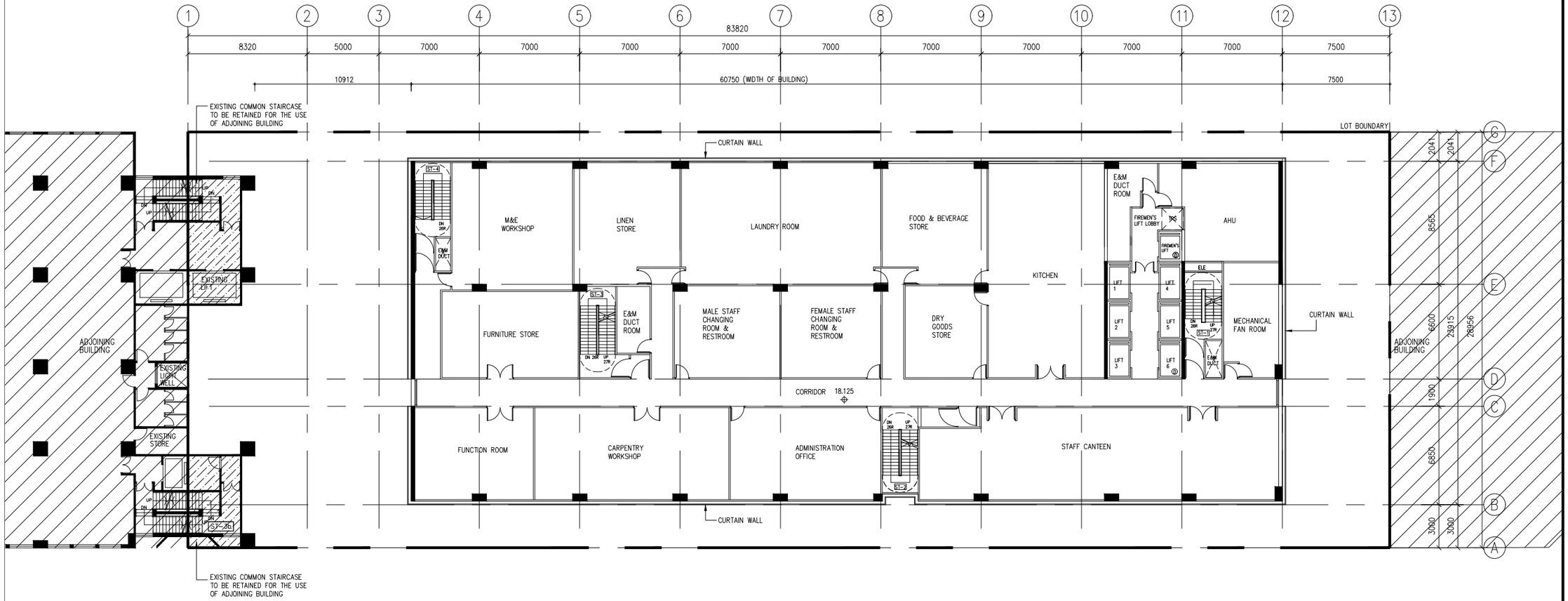
JOB No. : AA598

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

PRINTED DATE : | DATE :

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

C:\CAD_TWO_D DWG PROJECTS\AA-ALTERATION AND ADDITION WORKS\AA598 2-24 TAI YAU STREET, N. KOWLOON\TO REGISTRATION\AA598-GBP-03_FIRST FLOOR PLAN.dwg PLOTTED



LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

SECOND FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

SECOND FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

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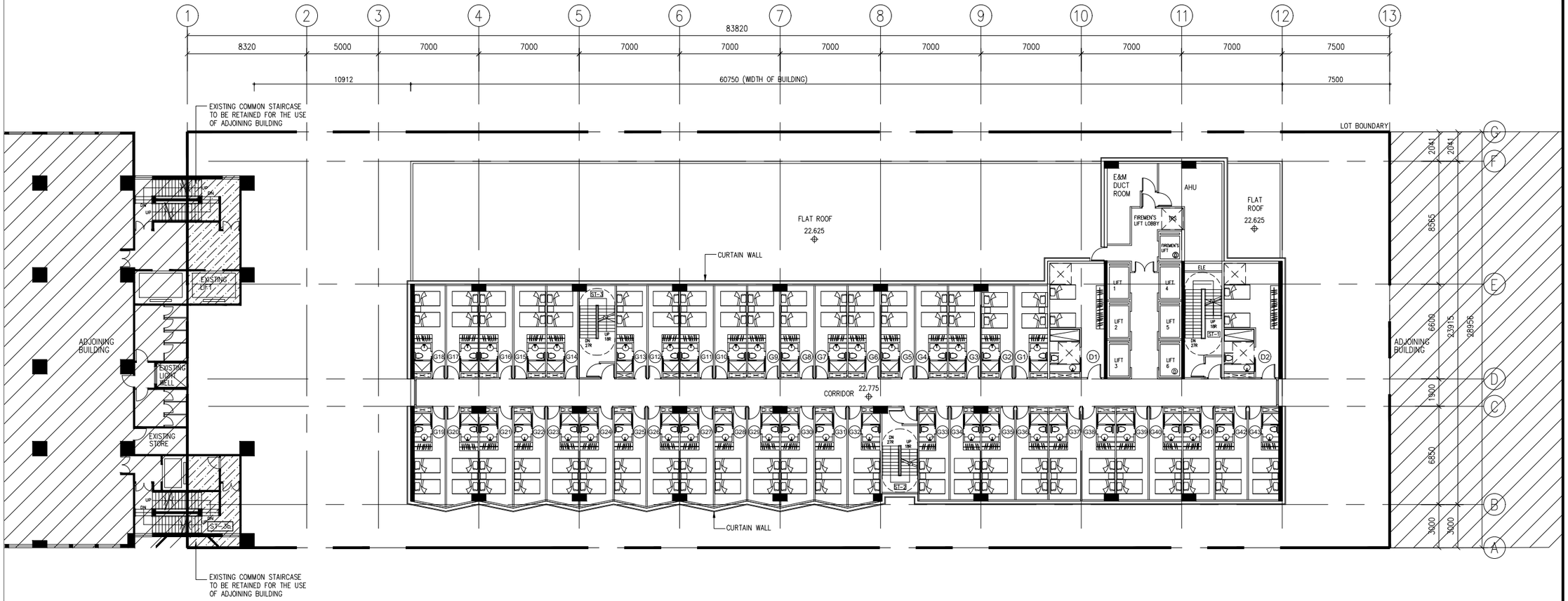
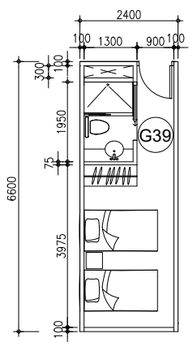


LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING

THIRD FLOOR PLAN (GUEST ROOM)



TYPICAL GUEST ROOM LAYOUT 1
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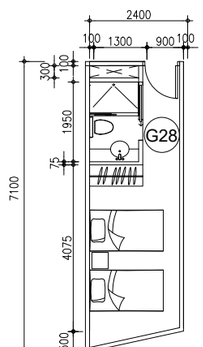

TYPICAL GUEST ROOM LAYOUT 2
UFA=11.472 m2
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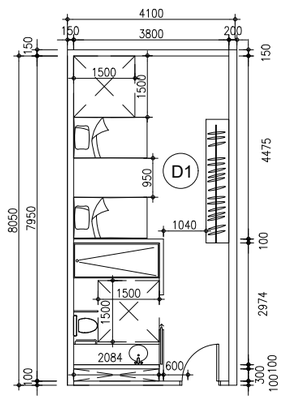

TYPICAL DOUBLE BED GUEST ROOM LAYOUT FOR DISABILITY
UFA=20.955 m2
1:150@A3

-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

THIRD FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
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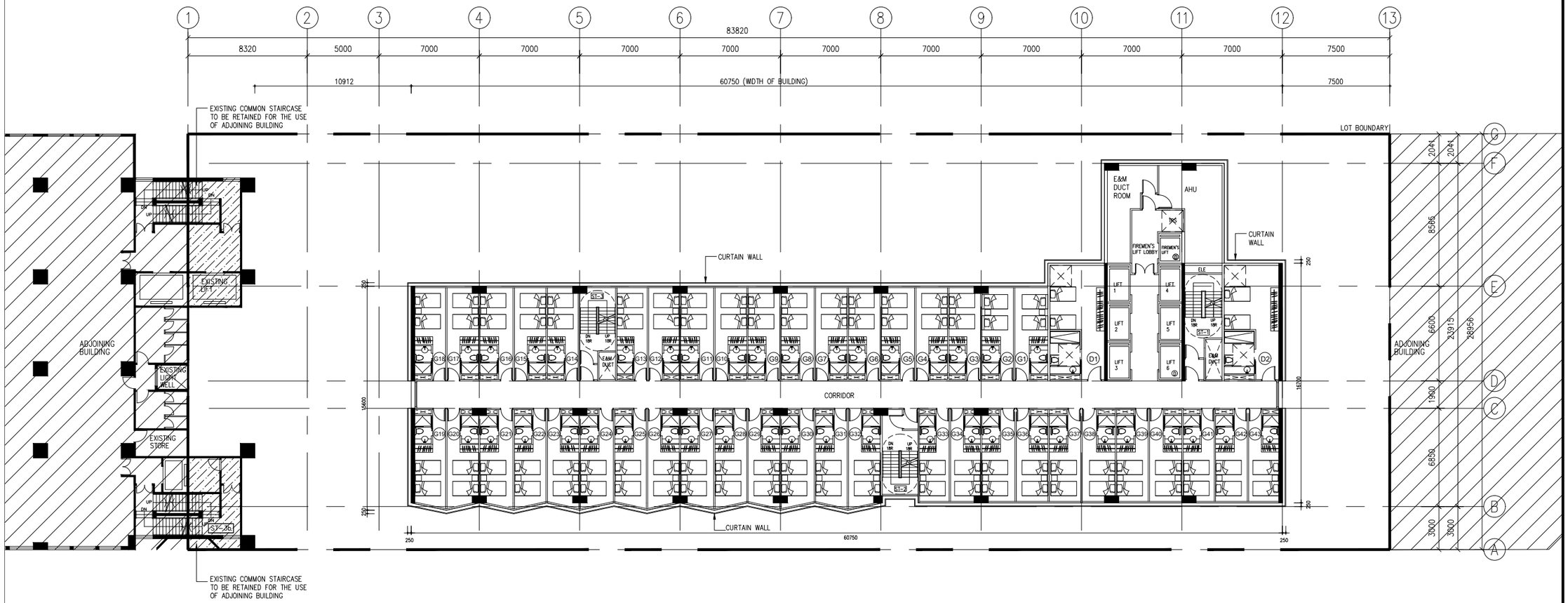
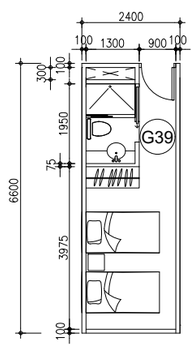


LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

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



TYPICAL GUEST ROOM LAYOUT 1
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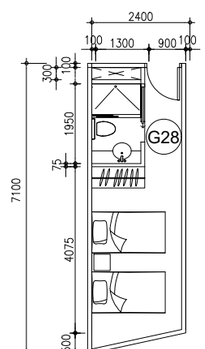

TYPICAL GUEST ROOM LAYOUT 2
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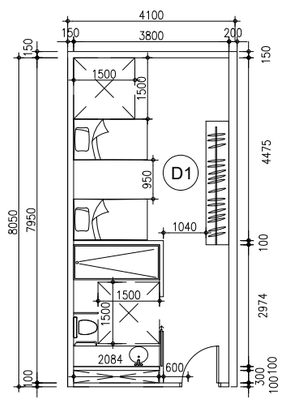

TYPICAL DOUBLE BED GUEST ROOM LAYOUT FOR DISABILITY
UFA=20.955 m2
1:150@A3

-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

4TH TO 15TH FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
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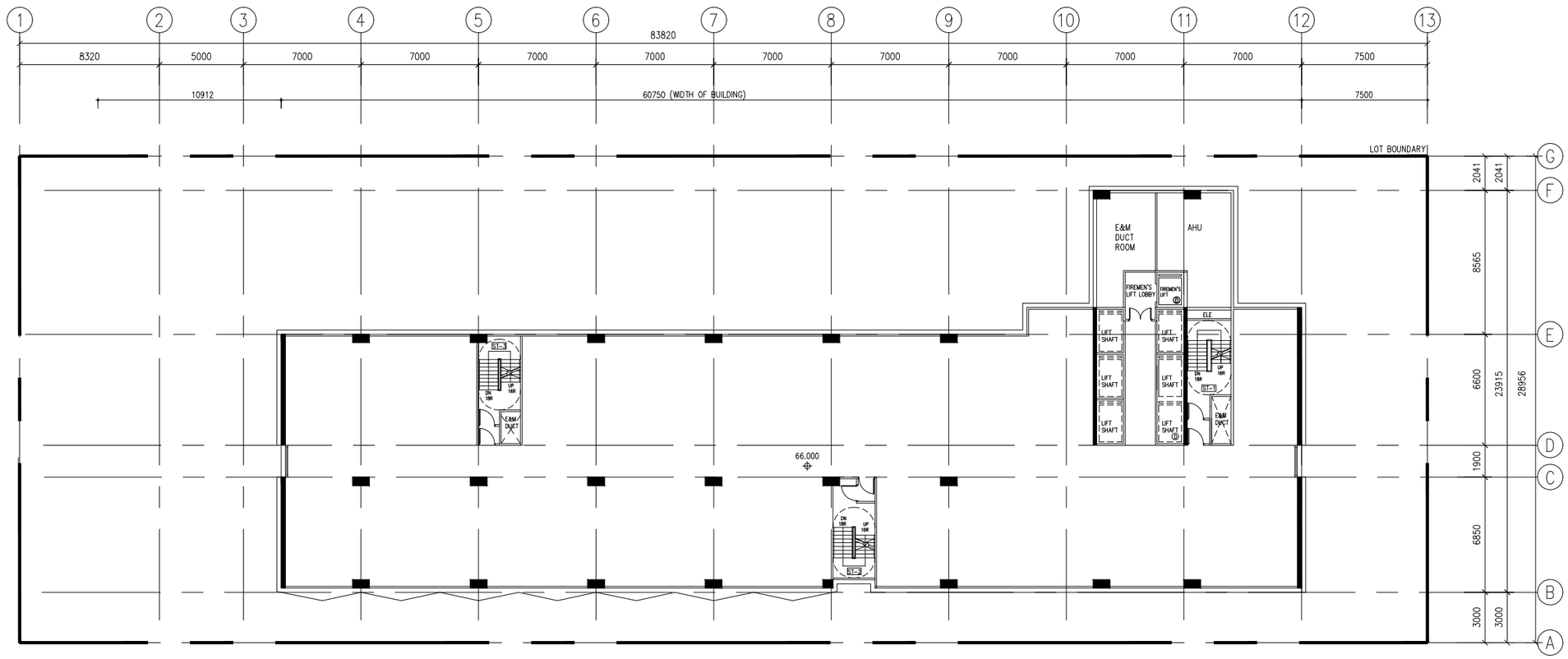

16/F FLOOR PLAN (REFUGE FLOOR)

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

REFUGE FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

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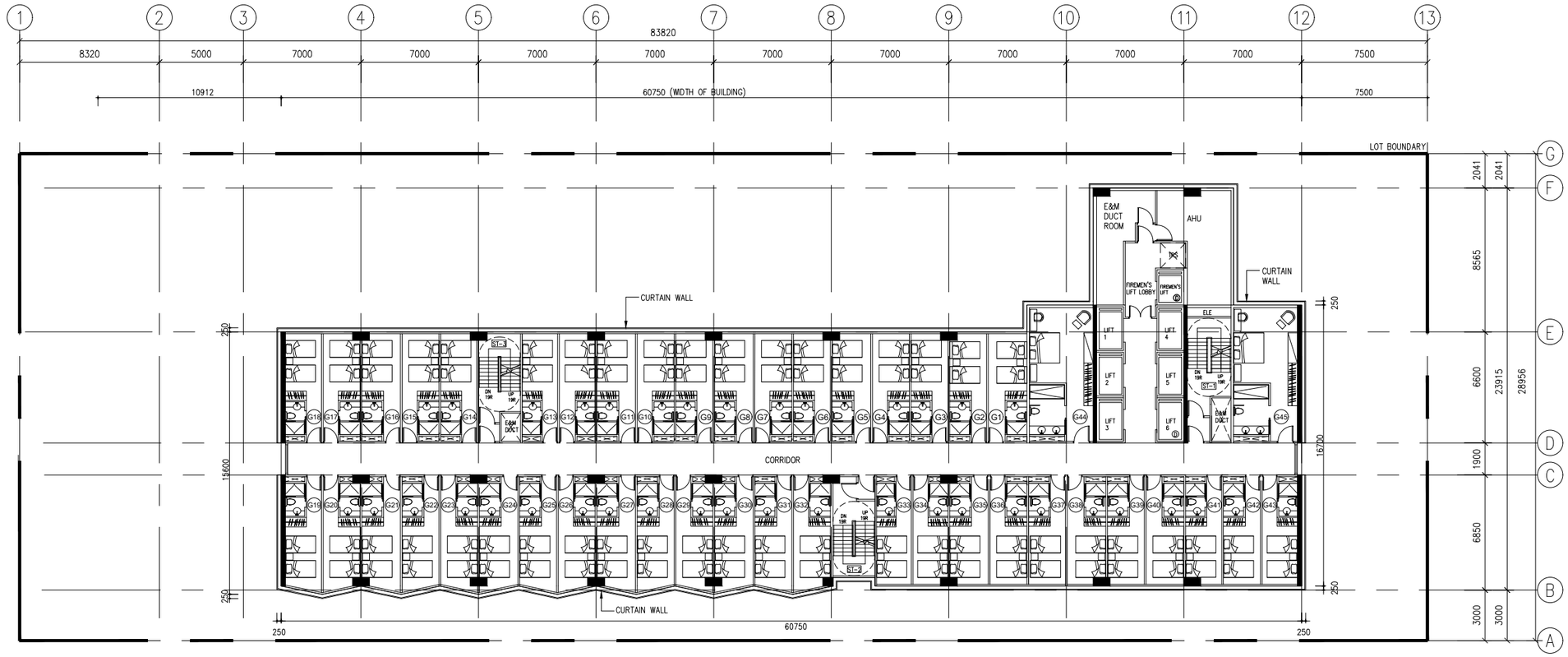
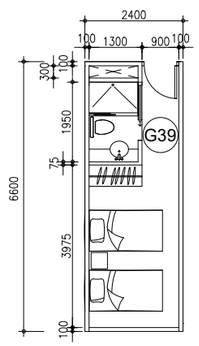


17/F TO 31/F FLOOR PLAN (GUEST ROOM)



TYPICAL GUEST ROOM LAYOUT 1
UFA=10.927 m2
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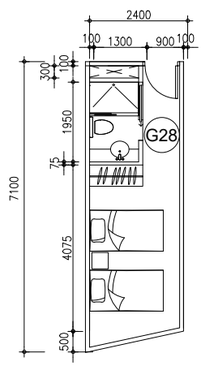

TYPICAL GUEST ROOM LAYOUT 2
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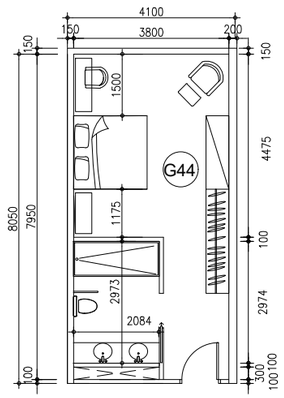

TYPICAL LAYOUT FOR SINGLE BED GUEST ROOM
UFA=20.955 m2
1:150@A3

-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

16TH TO 30TH FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

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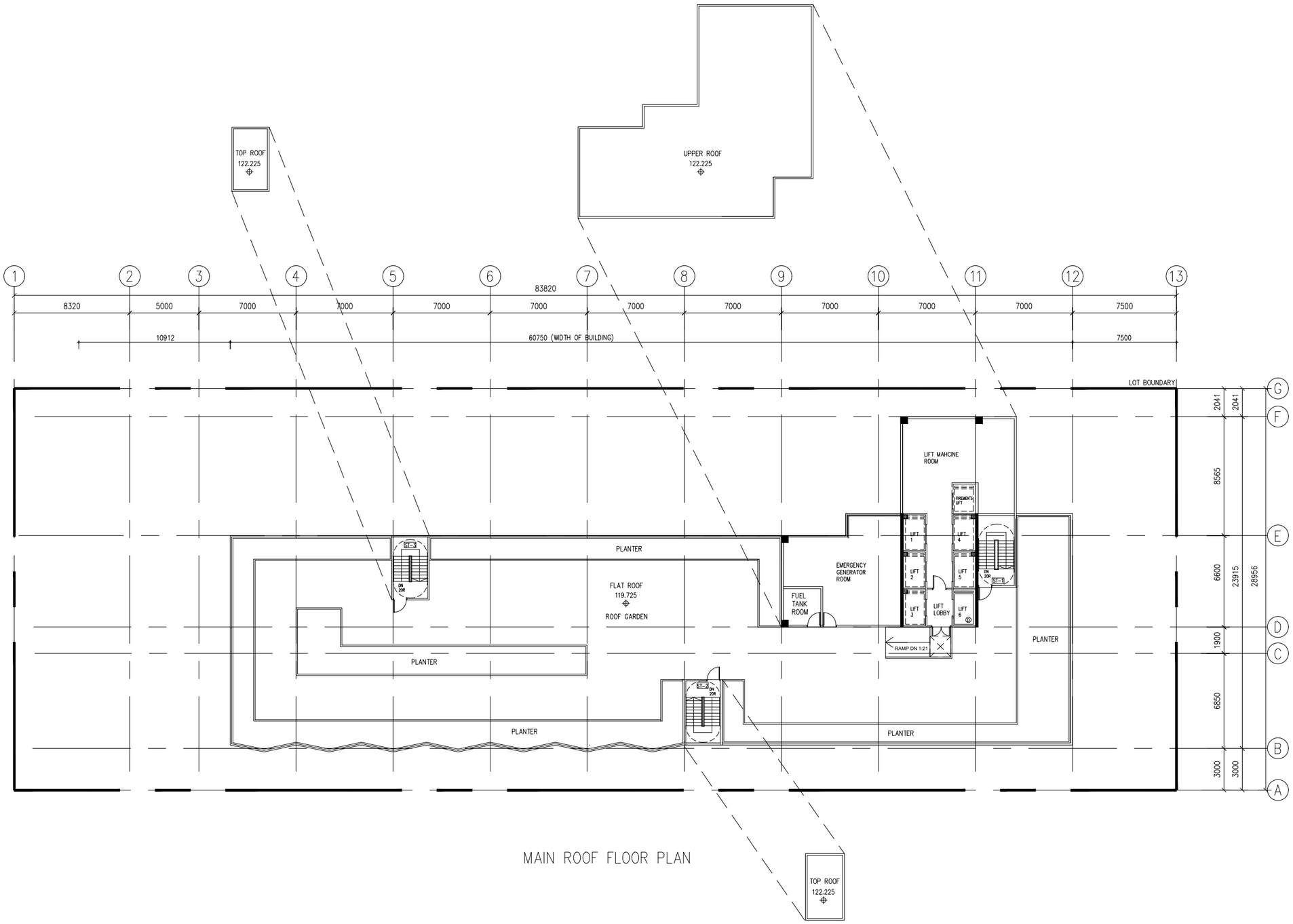

MAIN ROOF FLOOR PLAN

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

ROOF FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

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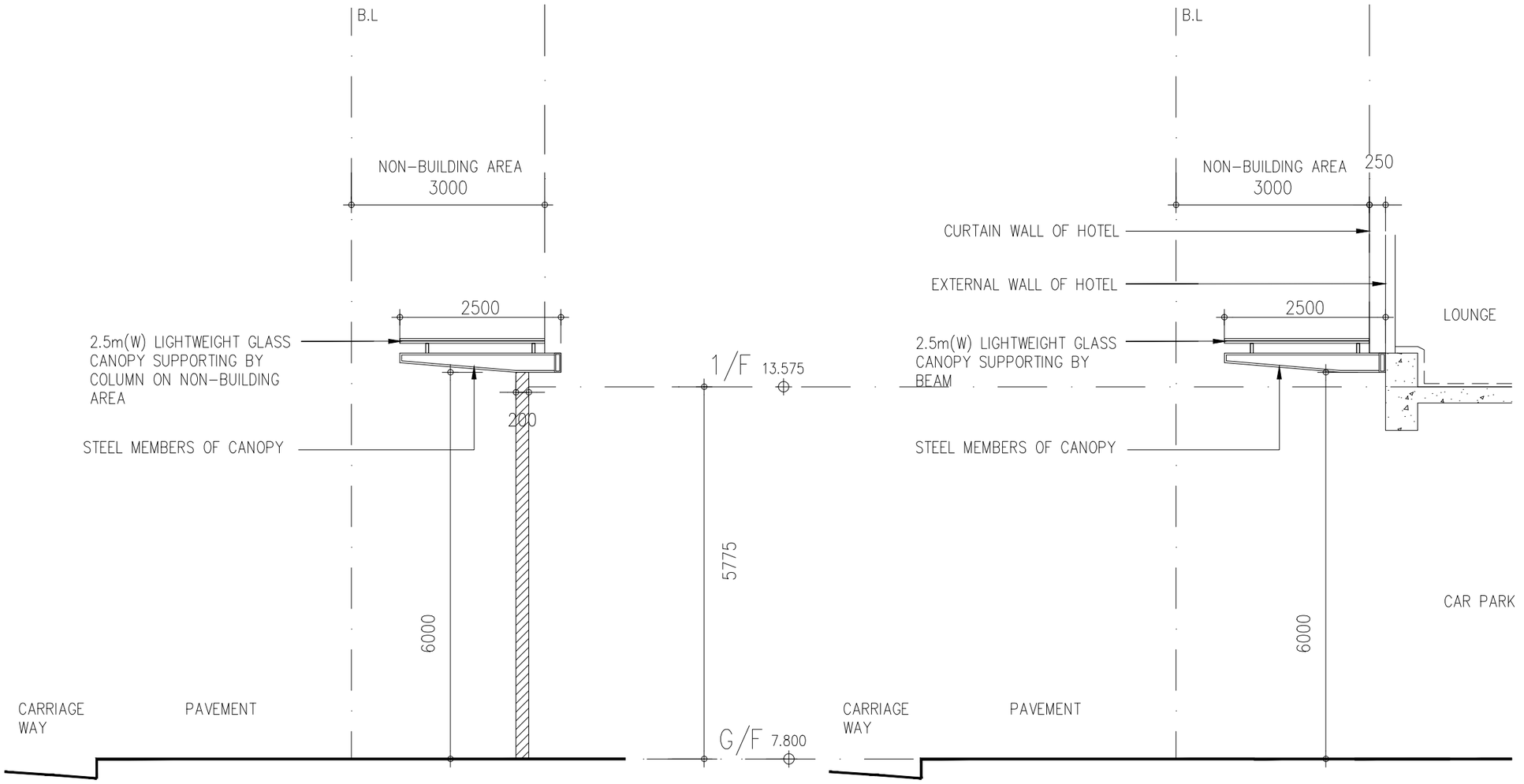


① SECTION "A" FOR 2.5m WIDTH LIGHTWEIGHT GLASS CANOPY SUPPORTED BY COLUMN

② SECTION "B" FOR 2.5m WIDTH LIGHTWEIGHT GLASS CANOPY SUPPORTED BY BEAM

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

SECTIONS OF LIGHTWEIGHT CANOPY AT 1/F

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :

DATE :

SCALE AT A3	DRAWING No. :	REV:
1:75	SEC-01	-

APPENDIX B
EXISTING DRAINAGE SYSTEM

Copyright by BeeXergy Consulting Limited

Project Site

Existing Drainage Connection

SMH4041638
CL 7.17
A1 3.54–1050
A2 3.54–450
X1 3.54–1050

SMH4041619
CL 6.94
X1 3.76–450

	Prepared	Checked	Approved
Initial	Various	TL	HM
Date	20250708	20250708	20250708

Project Title

Redevelopment of Nos 20- 24 Tai Yau Street, San Po Kong, Kowloon

Drawing Title

Existing Drainage Connection

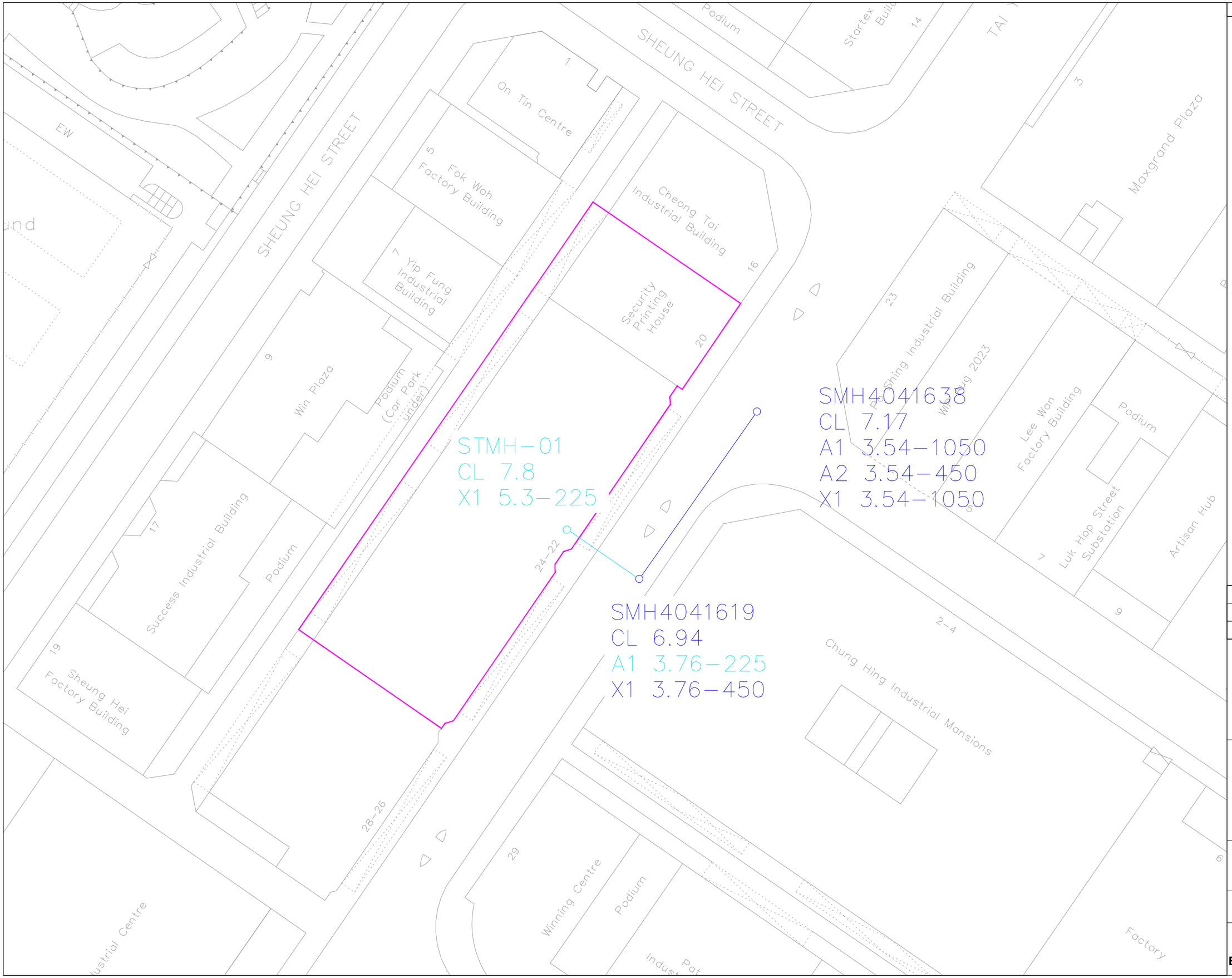
Drawing No.	Rev.
Appendix B	0

Scale: A3

BeeXergy Consulting Limited

APPENDIX C
PROPOSED DRAINAGE CONNECTION AND CATCHMENT AREA

Copyright by BeeXergy Consulting Limited



Project Site

Existing Drainage Connection

Proposed Drainage Connection

	Prepared	Checked	Approved
Initial	Various	TL	HM
Date	20250708	20250708	20250708

Project Title

Redevelopment of Nos 20- 24 Tai Yau Street, San Po Kong, Kowloon

Drawing Title

Proposed Drainage Connection

Drawing No.	Rev.
Appendix C	0

Scale: A3

BeeXergy Consulting Limited

APPENDIX D
CALCULATION OF RUNOFF FOR RETURN PERIOD OF 50 YEARS

Appendix D

Calculation of Runoff for the Return Period of 50 Years

Catchment ID	Unpaved Catchment Area (km^2)	Paved Catchment Area (km^2)	Catchment Area (A), km^2	Average slope (H), m/100m	Flow path length (L), m	Inlet time (t_0), min	Duration (t_d), min	Storm Constants*			Runoff intensity (i) with climate change factor, mm/hr*	Runoff coefficient for unpaved area (C_{up})	Runoff coefficient for paved area (C_p)	C x A	Peak runoff (Q_p) m^3/s
								a	b	c					
After the Proposed Development															
Catchment S	0.000000	0.002426	0.002426	0.56	53	3.98	3.98	505.5	3.29	0.355	290.01	0.25	0.95	0.00230	0.186

Remark:

1. According to Stormwater Drainage Manual CORRIGENDUM No. 1/2022 - Table 28, the rainfall increases due to Climate Change will be 16.0% for end of 21st Century.

APPENDIX E

CALCULATION OF DRAINAGE CAPACITY OF ALL RUNOFF FROM THE PROJECT SITE (CATCHMENT S)

Appendix E

Calculation of drainage capacity of the runoff from the Project Site (Catchment S)

SECTION		Pipe	Catchment	Length	Upstream Invert Level	Downstream Invert Level	d	r	A_w	P_w	R	s	k_s	V	Q_c	Total Runoff in 50 Years	% of capacity	Remark
From	To			m	mPD	mPD	m	m	m^2	m	m	-	mm	m/s	m^3/s	m^3/s	%	
STMH-01	SMH4041619	1 x 225mm circular pipe	S	12.9	+5.30	+3.76	0.225	0.11	0.040	0.707	0.06	0.119	0.06	5.8927	0.234	0.186	79%	OK
SMH4041619	SMH4041638	1 x 450mm circular pipe	S	32.3	+3.76	+3.54	0.45	0.23	0.159	1.414	0.11	0.007	0.06	2.0763	0.330	0.186	56%	OK

Legend

d = pipe diameter, m

r = pipe radius (m) = 0.5d

A_w = wetted area (m^2) = πr^2 (circular) ; $\pi r^2/2$ (U-channel) ; WH (Box Culvert)

P_w = wetted perimeter (m) = $2\pi r$ (circular) ; πr (U-channel) ; 2W+2H (Box

R = Hydraulic radius (m) = A_w / P_w

s = Slope of the total energy line

k_s = equivalent sand roughness, mm

V = Velocity of flow calculated based on Colebrook White Equation, m/s

Q_c = Flow Capacity (10% sedimentation incorporated), m^3/s

Q_p = Estimated total peak flow from the Site during peak season, m^3/s

Appendix IX Contamination Assessment Plan

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

CONTAMINATION ASSESSMENT PLAN

30 Oct 2025

Ref No: RT24152_02-LCA-02

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Disclaimer:

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

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1 INTRODUCTION

1.1 BACKGROUND

BeeXergy Consulting Limited (the Consultant) was commissioned by the Project Proponent to conduct a Land Contamination Assessment for the planning application under Section 16 of the Town Planning Ordinance (Cap. 131) for the proposed redevelopment at 20 – 24 Tai Yau Street, San Po Kong, Kowloon.

The Project Site comprises two existing buildings: Security Printing House at 20 Tai Yau Street and Standard Industrial Building at 22 – 24 Tai Yau Street. Both buildings are currently occupied, and the land will be handed over 18 months after obtaining all approval & consent from all Government Departments. The Project Proponent plans to redevelop the Site into a hotel. The redevelopment is a private project. 1 level of basement will be constructed with approximately 5m depth of excavation works will be carried out. All underground structures, including the underground storage area at 20 Tai Yau Street and the underground fuel tanks at 22-24 Tai Yau Street will be dismantled. A supplementary site appraisal will be conducted after the land handover for this project prior to carrying out construction works or development of site.

This Contamination Assessment Plan (CAP) is prepared in accordance with the following documents:

- Guidance Note for Contaminated Land Assessment and Remediation, revised in April 2023 by the Environmental Protection Department (EPD) (the Guidance Note).
- Guidance Manual for Use of Risk-Based Remediation Goals (RBRG) for Contaminated Land Management, revised in April 2023 by EPD (the Guidance Manual).
- Practice Guide for Investigation and Remediation of Contaminated Land, revised in April 2023 by EPD (the Practice Guide).

1.2 PURPOSE OF THIS CONTAMINATION ASSESSMENT PLAN

This CAP is prepared for submission to the EPD to assess the potential land contamination impact at the assessment area due to previous land uses and/or existing operation; and identify the need for site investigation, the relevant methodologies and requirements (if any).

2 SITE APPRAISAL

2.1 SITE ENVIRONS

The site is located in the north of San Po Kong, bounded by Tai Yau Street to the southeast, Cheong Tai Industrial Building to the northeast, Tin Hung Industrial Building to the southwest, and building clusters to the northwest over the back lane. The total site area is approximately 2,426.05 m^2, a site location plan with the surrounding environment is shown in **Figure 1**.

The Project Site falls into New Kowloon Inland Lot Nos. 4735 – 4739 s.A, 4739s.B. and 4739 RP. It is zoned as "Other Specified Uses" (for "Business" only) (hereafter "OU (Business)") in the Approved Tsz Wan Shan, Diamond Hill & San Po Kong Outline Zoning Plan (OZP) (No. S/K11/31). It is classified as non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods"), and the adjacent industrial building clusters are mainly OU (Business). Open space such as Choi Hung Road Playground is located at further northwest of the Site over Sheung Hei Street.

2.2 INFORMATION FROM GOVERNMENT DEPARTMENTS

The following HKSAR Government Departments have been enquired about the latest update on the availability of land use status and records of land contamination and/or spillage for the site. The summary of correspondence is presented in **Table 2.1** below. The letters replied by various Government Departments are included in **Appendix A**.

Table 2.1 Enquiries and Responses on Land Contamination Related Records in the Application Site

Consultant's Letter Ref.	Department	Response Letter Ref.	Response Date	Summary
W24152/24-0001	Environmental Protection Department	N/A	23 July 2024	No chemical spillage incident was recorded at the Project Site.
W24152/24-0002	Fire Services Department	(64) in FSD GR 6-5/4 R Pt.54	17 July 2024	No records of dangerous goods license, fire incidents or incidents of spillage / leakage of dangerous goods were found at the Project Site.
W21128/21-0003	Environmental Protection Department	N/A	23 Sep 2021	Currently, there are active 2 Chemical Waste Producers Records at the Project Site. The major chemical waste type is

Consultant's Letter Ref.	Department	Response Letter Ref.	Response Date	Summary
				gasoline, thinner, ink, engine oil (idled for 10 years) and fixer, developer and organic solvent (idled for 6 years). Another inactive Chemical Waste Producers was recorded in 2011, which the major chemical waste type is dye.
W21128/21-0002	Fire Services Department	(75) in FSD GR 6-5/4 R Pt.36	28 Sep 2021	No records of dangerous goods license, fire incidents or incidents of spillage / leakage of dangerous goods were found at the Project Site.

The Consultant visited the Territorial Control Office in Wan Chai on 30 July 2024 regarding the chemical waste producer registry. It is noted that there is one valid chemical waste producer record and no invalid records. The details of the chemical waste producer register record as of 30 July 2024 are summarized in **Table 2.2** below. No land contamination issue as no chemical waste producer registered at the lowest floor of the Project Site.

Table 2.2 Chemical Waste Register Record

Waste Producer Name (WPN)	Premises Address	Nature of Business
Valid WPN		
Hong Kong Security Printing Ltd	4-8/F., 20 Tai Yau Street, San Po Kong, KL	Printing
Invalid WPN		
N/A	N/A	N/A

As per the information from the Land Registry (**Appendix D**), BRAVO system and the interview with the Project Proponent, it is noted that the land of 20 Tai Yau Street was first owned by J.N. Roland Deneault and Scott Limited in the '60s. They planned to construct an 11-storey building and submitted a General Building Plan(GBP) in 1964. While construction was idle in the '70s due to the lack of funds, the land was then sold to Yangtzekiang Garment Manufacturing Company Limited in 1978. The owner then submitted the amended GBP in

1980 and obtained the Occupation Permit in July 1980. The building was then used as printing business and named Security Printing House. Since then, no major A&A works have been encountered. The building falls into the assessment area of this land contamination assessment. Ground floor of the GBP is extracted in **Appendix C**.

The land of 22-28 Tai Yau Street has been under the same occupier, Yangtzekiang Garment Ltd., since the '60s. As the garment manufacturing industry moved to China in the '80s, the premises were renovated and separated into two buildings, Standard Industrial Building (22 – 24 Tai Yau Street) and Tin Hung Industrial Building (26 – 28 Tai Yau Street), in 1987. Standard Industrial Building is currently used as the office and storage of Yangtzekiang Garment Ltd (for garments and textiles storage). It falls into the assessment area of this land contamination assessment. Ground floor of the GBP is extracted in **Appendix C**.

2.3 REVIEW OF AERIAL PHOTOGRAPHS

Selected historical aerial photographs from the year 1945 to 2020 of the study area have been reviewed in order to ascertain any historical land uses with the potential for land contamination.

The aerial photographs of the years 1945, 1961, 1964, 1978, 1980 and 2020 are provided in **Appendix B**. As summarized in **Table 2.3**, the land was under site formation in 1945 and was proposed to be used as part of the Old Kai Tak Airport. While the Government approved a master plan for airport development in 1954 and extended the new runway towards Kowloon Bay instead of towards Wong Tai Sin, the land of the Project Site remained vacant in the late '50s and early '60s. The land lot boundary can barely be observed in the aerial photo of 1961. In 1964, building structures were observed in the Project Site. Since then, no significant change on the building exterior based on the observation on the aerial photo in 1978 and 2020. Further information will be required to confirm whether there is any land contamination issue on the Project Site.

Table 2.3 Chronological Changes in Land Use Activities of the Project Site

Year	Land Use Condition/ Activities	Sources of Information
1945	The land was under site formation to be used as part of the Old Kai Tak Airport.	Aerial photos from LandsD
1945 - 1961	The land was vacant. Land lot boundary was observed.	Aerial photos from LandsD
1961 – 1964	Construction of the industrial building for 22 – 28 Tai Yau Street was nearly completed.	Aerial photos from LandsD, GBP from BRAVO system
1964 - 1978	Construction at 22 – 28 Tai Yau Street was completed, while the construction at 20 Tai Yau Street was idled.	Aerial photos from LandsD, GBP from BRAVO system

Year	Land Use Condition/ Activities	Sources of Information
1978 - 1980	Construction at 20 Tai Yau Street was completed.	Aerial photos from LandsD, GBP from BRAVO system
1980-present	No major change was observed from the exterior of the buildings.	Aerial photos from LandsD and site visit by the Consultant

2.4 REVIEW OF RECORD PLAN

Record plans dated 1980 for 20 Tai Yau Street and dated 1965 for 22 – 28 Tai Yau Street have been retrieved from the Project Proponent and the BD BRAVO system. GBP indicating the concern area are provided in **Appendix C**. The lowest floor in direct contact with soil is the ground floor for both 20 Tai Yau Street and 22-24 Tai Yau Street.

20 Tai Yau Street

Workshops and a transformer room are observed on G/F. An underground storage is found at the loading and unloading space of the back lane on G/F, which is within the project site boundary. The underground storage area is constructed with concrete approximately 230mm thick. The depth of the underground storage area is approximately 3000mm. The concrete slab underneath the underground storage area is approximately 500mm thick.

22 – 24 Tai Yau Street

Two boiler rooms, two transformer rooms and two workshops are observed on G/F. Two underground fuel tanks are observed in the loading and unloading space of the back lane on G/F, which is within the project site boundary. It is noted that the two underground fuel tanks are made of metal and are situated inside a concrete containment with a thickness of 200mm. The depth of the underground fuel tanks was approximately 3500mm. The space between the concrete containment and the underground fuel tanks was filled with sand.

2.5 SITE OBSERVATION

In order to verify the existing site condition, a site inspection of the G/F of 20 Tai Yau Street and G/F of 22-24 Tai Yau Street by the Consultant was carried out on 10 July 2024. Site walkover checklist and photo records are provided in **Appendix E** and **Appendix F.** The existing layout of the Project Site showing the change of space after the renovation in the ‘80s is provided in **Figure 2**.

20 Tai Yau Street

During the site visit, it is noted that the entrance hall at G/F for 20 Tai Yau Street remains unchanged as entrance hall for the office upstairs (Photo 1). The workshop area at G/F as shown on the record plan has been separated into a retail shop facing Tai Yau Street (Photo 2 – 3) and a cargo storage area facing the back lane (Photo 4 – 5). The retail shop is owned by the same landlord and it is rented as a garment retail shop currently (Photo 2). The cargo storage facing the back lane is mainly for the storage of packaged materials (i.e., papers) with pallets and metal plates underneath (Photo 4 - 5). The floor of the major circulation area such as corridors and lift lobbies are covered with metal plates (Photo 4, 10 & 11).

As advised by Project Proponent, the building has been used for security printing since the '80s. All printing machines, materials and chemicals are stored at 3/F to 8/F with a security gate. Therefore, the G/F workshop has never been used for printing or any industrial activities with the use of chemicals. The female and male toilets at G/F have been demolished and changed into store room (Photo 6). Only pallets are stored in the store room with mold and damp stains observed on the wall and floor of the store room (Photo 6). Meanwhile, no change is observed for the corridor and plant room at the G/F (Photo 7 – 8). Dust and damp stains were observed in the switch room (Photo 8).

A transformer room operated by China Light Power (CLP) is situated at the north of the building at G/F, which is currently in use and inaccessible during the site visit (Photo 9). Further contamination investigation shall be carried out after the termination of the transformer or once access is granted from CLP.

A concrete-constructed underground storage is located in the lift lobby facing the back lane (Photo 11). Two cans of paint are observed near the cover of underground storage (Photo 11). Since the space is mainly used as storage with a high traffic flow of heavy cargo every day, the whole lift lobby is covered with metal plates, which shall prevent any potential leakage of paint to the ground. Stagnant liquid with no noticeable chemical smell is observed inside the underground storage (Photo 12). The condition of the entire underground storage area is uncertain. As advised by Project Proponent, there is no record of the underground storage area being used or stored chemicals of any sort. The stagnant liquid is anticipated to be underground water or rainwater.

22 – 24 Tai Yau Street

During the site visit, it is noted that the building is completely isolated from the adjacent Tin Hung Building (26 – 28 Tai Yau Street). Reception at G/F as shown in the record plan remains unchanged as the entrance hall for the office upstairs (Photo 13 – 14). Workshop C, office space at the south of the building, toilet and store room at the southwest of the building at G/F had been demolished and changed into carpark space (Photo 15 – 18) and Building

Management Office (BMO)(Photo 17). Waterproof protective paint has been used as the floor finish of the carpark with some peeling observed, while no observable oil stain on the carpark floor (Photo 16 – 18). The boiler room near workshop C at G/F has changed to a store room (Photo 19) with unknown stains observed on the floor. Hand tools are stored inside the store room (Photo 19). Spalling concrete and some dust stains were observed on the floor of the switch room (Photo 20).

According to the indicated GBP provided in **Appendix C**, two underground fuel tanks are situated in the loading/unloading space at the back lane. During the site visit, it was observed that the entire loading/unloading space at the back lane is covered with metal plates, making it impossible to inspect the condition of the underground fuel tanks (Photo 21). While the section drawing of the underground fuel tank in **Appendix C** illustrates a pipe structure within the underground fuel tank, the exact location of this pipeline is not shown in any of the retrieved layout drawings from relevant government departments. The Project Proponent stated that the underground fuel tanks were decommissioned during renovations in the '80s. The pipeline shown in the section drawing was likely connected to the demolished boiler rooms. However, the precise routing and location of the pipeline remains uncertain. Further contamination investigation shall be conducted once the metal plates are removed.

While workshop D at G/F has been separated into multiple enclosed office spaces, temporary storage for office appliances etc. (Photo 22, 27 - 32). Peeling vinyl flooring was observed in the enclosed office space (Photo 27). As advised by Project Proponent, the building was used for garment manufacturing in the '80s. However, it is uncertain whether heavy machines were situated at G/F workshops before the space changed to the existing layout. The boiler room and switch room near workshop D at G/F are combined and enlarged for cargo storage (Photo 23). The cargo storage area is mainly for the storage of packaged materials (i.e., garments and textiles) with pallets underneath (Photo 23). For the space with a high traffic flow of heavy cargo e.g., lift lobby and back of house corridor, metal plates are used for floor protection (Photo22 - 24).

The toilet near cargo lift and staircase 6a has been demolished and used as store room (Photo 25) with closets and staff clothes observed inside the store room, which served as changing room for staff and drivers. The store rooms near staircase 5 at G/F have been downsized and part of the area was used as corridor (Photo 26). Office appliances and paper were stored in the store room with some water and damp stains observed on the floor (Photo 26). The toilet near staircase 7 at G/F has been changed to the workers/drivers' restroom (Photo 33) with dust and damp stains observed on the floor. The yard at G/F is an outdoor space for pipe duct, MVAC outdoor units and toilet exhaust ventilation (Photo 34). Water hose and mop are observed in the yard (Photo 34).

Two transformer rooms operated by China Light Power (CLP) are situated at the north of the building at G/F, which is currently in use and inaccessible during the site visit (Photo 35 – 36). Further contamination investigation shall be carried out after the termination of the transformer or once access is granted from CLP.

3 POTENTIAL SOURCE AND NECESSITY OF INTRUSIVE SITE INVESTIGATION

3.1 GENERAL

Based on the site appraisal conducted in Section 2 and the site walkover, the assessment boundary shall be defined as the ground floor of 20 – 24 Tai Yau Street (TYS), which is the lowest level of the existing building, along with any underground structures in direct contact with soil. Considering the site is an industrial building with fair to bad ground conditions, regular grid samples shall be arranged across the assessment area with hotspots at locations of high concern. Potential hotspots of contamination and the necessity of intrusive site investigation are evaluated in the following **Table 3.1**.

Table 3.1 Summary of the Necessity and Sampling Parameters for Site Investigation

Area [(1)]	**Location**	**Photo ID**	**Necessity and Justification for Hotspot**	**Chemicals of Concern (COCs)**[(2)]	**Sampling Type**
Workshop (Existing cargo storage area and retail shop)	G/F of 20TYS	Photo 4-5	The area has been used as storage since occupied. No heavy machine or industrial activities on G/F, cargo storage area contains packaged materials (i.e., papers) with pallets and metal plates underneath, it is unlikely to have land contamination issue. Considering the size ratio of the workshop at G/F, sampling for workshop can be covered in the regular grid samples.	Metals, PCRs, VOCs, and SVOCs	Grid sampling covering hotspot
Toilet (Existing store)	G/F of 20TYS	Photo 6	Mold and damp stains are observed in the area. The material stored previously is unknown. It is likely to have land contamination issue. Sampling for the toilet can be covered in the regular grid samples.	Metals, PCRs, VOCs, and SVOCs	Grid sampling covering hotspot
Transformer Room (Existing space use remained unchanged)	G/F of 20TYS	Photo 9	The space is inaccessible with no available information during the site visit. Further contamination investigation shall be conducted once access is granted from CLP.	Metals, PCRs, VOCs, SVOCs and PCBs	Grid sampling covering hotspot

Area [(1)]	**Location**	**Photo ID**	**Necessity and Justification for Hotspot**	**Chemicals of Concern (COCs)**[(2)]	**Sampling Type**
Underground storage area (Existing space use remained unchanged)	G/F of 20TYS	Photo 11-12	Although the underground storage area has never been used, stagnant liquid is observed in the space and the condition of the entire underground storage area is uncertain. Moreover, paint cans are observed near the cover of the underground storage area. It is likely to have land contamination issue. Instructive site investigation shall be carried out.	Metals, PCRs, VOCs, and SVOCs	Hotspot
Workshop C (Existing carpark and BMO)	G/F of 22 - 24TYS	Photo 16-17	The area was used for garment manufacturing before the '80s. No available information to determine whether there are any heavy machines or heavy industrial activities in the space. Peeling waterproof protective paint was observed at the existing carpark. It is likely to have land contamination issue. Considering the size ratio of workshop C at G/F, sampling for workshop C can be covered in the regular grid samples.	Metals, PCRs, VOCs, and SVOCs	Grid sampling covering hotspot
Board room, first aid room (Existing carpark)	G/F of 22 - 24TYS	Photo 18	Peeling waterproof protective paint was observed at the existing carpark. It is likely to have land contamination issue. Considering the size ratio of existing carpark at G/F, sampling for existing carpark can be covered in the regular grid samples.	Metals, PCRs, VOCs, and SVOCs	Grid sampling covering hotspot
Workshop D (Existing office and temporary storage)	G/F of 22 - 24TYS	Photo 27-32	The area was used for garment manufacturing before the '80s. No available information to determine whether there is any heavy machines or heavy industrial activities in the space. Currently temporary storage contains office appliances. Peeling vinyl flooring was observed. It is likely to have land contamination issue. Considering the size ratio of workshop D at G/F, sampling for workshop D can be covered in the regular grid samples.	Metals, PCRs, VOCs, and SVOCs	Grid sampling covering hotspot

Area [(1)]	**Location**	**Photo ID**	**Necessity and Justification for Hotspot**	**Chemicals of Concern (COCs)**[(2)]	**Sampling Type**
Boiler Rooms near workshop C (Existing store)	G/F of 22 - 24TYS	Photo 19	Although the boiler rooms have been used as store room currently, operation of the boiler and the previous ground condition is uncertain. Fuels and chemicals may potentially stored in the boiler room. Unknown stains were observed. It is likely to have land contamination issue. Instructive site investigation shall be carried out.	Metals, PCRs, VOCs, and SVOCs	Grid sampling covering hotspot
Boiler Rooms near workshop D (Existing cargo storage area)	G/F of 22 - 24TYS	Photo 23	Although the boiler rooms have been demolished and covered by metal plates for cargo storage of garments and textiles currently, operation of the boiler and the previous ground condition are uncertain. Fuels and chemicals may potentially stored in the boiler room. It is likely to have land contamination issue. Instructive site investigation shall be carried out.	Metals, PCRs, VOCs, and SVOCs	Grid sampling covering hotspot
Store room near staircase 3 (Existing carpark)	G/F of 22 - 24TYS	Photo 16	The store room was demolished and used as carpark currently. The previous stored material and the previous ground condition were uncertain. Fuels and chemicals may potentially stored in the store room. It is likely to have land contamination issue. Instructive site investigation shall be carried out.	Metals, PCRs, VOCs, and SVOCs	Grid sampling covering hotspot
Two store rooms near staircase 5 (Existing space use remained unchanged)	G/F of 22 - 24TYS	Photo 26	Although no chemical stain is observed at these areas, previous stored material and the previous ground condition were uncertain. Fuels and chemicals may potentially stored in the store room. Mold and damp stains were observed on the floor. It is likely to have land contamination issue. Instructive site investigation shall be carried out.	Metals, PCRs, VOCs, and SVOCs	Grid sampling covering hotspot, hotspot

Area [(1)]	**Location**	**Photo ID**	**Necessity and Justification for Hotspot**	**Chemicals of Concern (COCs)**[(2)]	**Sampling Type**
Two Transformer Rooms (Existing space use remained unchanged)	G/F of 22 - 24TYS	Photo 35-36	The space is inaccessible with no available information during the site visit. Further contamination investigation shall be conducted once access is granted from CLP.	Metals, PCRs, VOCs, SVOCs and PCBs	Grid sampling covering hotspot
Underground fuel tanks and their associated pipelines (Existing space use remained unchanged)	G/F of 22 - 24TYS	Photo 21	The underground fuel tanks are covered with metal plates and the condition of the underground fuel tanks is uncertain. The exact location of the associated pipeline is uncertain. Fuels may potentially exist in underground fuel tanks and their associated pipelines. Further contamination investigation shall be conducted once the metal plates are removed. It is likely to have land contamination issues for the underground fuel tanks and their associated pipelines. Instructive site investigation shall be carried out.	Metals, PCRs, VOCs, and SVOCs	Hotspot
Switch Room (Existing space use remained unchanged)	G/F of 20TYS	Photo 8	Dust and damp stains are observed in the area. The switch room consists of switchboards and meters, which do not involve any use of chemicals. It is unlikely to have land contamination issue.	N/A	N/A
Switch Room (Existing space use remained unchanged)	G/F of 22 - 24TYS	Photo 20	Spalling concrete and dust stains are observed in the area. The switch room consists of switchboards and meters, which do not involve any use of chemicals. It is unlikely to have land contamination issue.	N/A	N/A
Toilet (Existing rest room)	G/F of 22 - 24TYS	Photo 33	Dust and damp stains are observed in the area. Considering the previous and existing land use do not involve any use of chemicals, it is unlikely to have land contamination issue.	N/A	N/A

Remarks:

1. The name of the area follows the GBP as shown in **Appendix C**. Existing space use after the renovation in the '80s is provided within brackets "()" and illustrated in **Figure 2**.
2. Chemicals under each category shall be referenced from Table 2.1 and 2.2 of the Guidance Manual.

4 SITE INVESTIGATION PLAN

4.1 SAMPLING LOCATION & DEPTH

In order to investigate the potential land contamination risk of the development, site investigation shall be carried out. The detail requirements of the proposed site investigation will be presented in this section.

With reference to the EPD's Practice Guide for Investigation and Remediation of Contaminated Land, potential contaminated site area of approximately 2,400 m² should adopt a grid with regular grid pattern using square grid size of 13m x 13m with a minimum of 12 sampling points. In this connection, a total 28 sampling locations, including 21 regular grid sampling locations, namely BH1 to BH21, and 7 hotspot sampling locations, namely BH 22 to BH 28, are proposed to cover the assessment area.

As mentioned in **Table 3.1** above, the "hotspots" identified in this Assignment are considered as the potential land contamination sources in the assessment area. Proposed sampling location plan can be found in **Figure 3**. **Table 4.1** summarized the site investigation sampling requirement proposed.

Underground storage area

The condition of the entire underground storage area at 20 Tai Yau Street is uncertain. One grid sample (BH06) and two hotspot locations (BH22 and BH23) are proposed to cover the entire underground storage area. Grid sample (BH06) is arranged aside from the underground storage area, sampling depth shall be 0.5m, 1.5m and 3m bgl. Hotspot samples (BH22 and BH23) are arranged under the underground storage area, sampling depth shall 0.5m, 1.5m, and 3m below the bottom of the underground storage area.

Underground fuel tanks and their associated pipelines

Two disused underground fuel tanks are located at the car parking lane of 22 – 24 Tai Yau Street. While the section drawing of the underground fuel tank in Appendix C indicates the presence of a pipe structure within the underground fuel tank, the location of the pipeline is not shown in all retrieved layout drawings from relevant government departments. As confirmed by the land owner, the pipeline shall be connected to the previous boiler rooms but the exact location of the pipeline is uncertain. Further contamination investigation shall be

conducted once the metal plates are removed. As a conservative approach, four hotspot samples (BH24 to BH27) are proposed at 0.5m, 1.5m and 3m below the bottom of the underground fuel tanks.

Transformer Rooms

The transformer rooms were under operation and no access was allowed. As the transformer room is currently under the ownership of CLP Power Hong Kong Limited, further contamination investigation is proposed to be carried out after the termination of the transformer or once access is granted from CLP. As a conservative approach, one grid sampling covering hotspot is proposed in each transformer room, namely BH05 for 20 Tai Yau Street, BH11 and BH21 for 22 – 24 Tai Yau Street.

Boiler rooms

As the boiler rooms are currently under other space uses and the previous ground condition is uncertain, two grid samples covering hotspots namely BH12 and BH19 are proposed.

Store rooms

Three store rooms are observed from the record plan of 22 – 24 Tai Yau Street. Previously stored material and the previous ground condition is uncertain. Two grid samples (BH13 and BH16) and one hotspot sample (BH28) are proposed in each store room.

The exact sampling locations of the Site Investigation (SI) will be determined on site and subject to fine adjustment due to site specific conditions (e.g. locations, presence of foundations, underground utilities, delivery pipes and services). The locations shall be agreed with the land contamination specialist prior to drilling and sampling.

Extra samples at further depths should be taken if signs of contamination are identified at the samples taken (e.g., abnormal colour, stain and odour, abnormal soil pattern, exceed PID reading etc.) and the final depths of samples will be determined by the land contamination specialist. Groundwater samples should be collected at the level of groundwater if encountered.

Table 4.1 Site Investigation Sampling Requirement

Building	Potential Source of Contamination (2)	Sampling Type	Sampling ID	Site Investigation Sampling Depth (Soil) (1)						Testing Parameters (COCs)	
				0.5 m bgl	1.5 m bgl	3.0 m bgl	0.5 m below bottom of underground tank	1.5 m below bottom of underground tank	3.0 m below bottom of underground tank	Soil (3)	Groundwater (4)
20 Tai Yau Street	Workshop (Existing cargo storage area, retail shop)	Grid	BH01 – BH03	√	√	√				Metals, PCRs, VOCs, SVOCs	
	Toilet (Existing store)	Grid	BH04	√	√	√				Metals, PCRs, VOCs, SVOCs	
	Transformer room	Grid	BH05	√	√	√				Metals, PCRs, VOCs, SVOCs, PCBs	
	Underground storage area	Grid	BH06	√	√	√				Metals, PCRs, VOCs, SVOCs	
		Hotspot	BH22, BH23				√	√	√		
22 – 24 Tai Yau Street	Workshop D (Existing office, temporary storage)	Grid	BH07 – BH10, BH14	√	√	√				Metals, PCRs, VOCs, SVOCs	
	Workshop C, board room, first aid room (Existing carpark, BMO)	Grid	BH15 – BH18, BH20	√	√	√					
	Boiler Room near workshop D (Existing cargo storage area)	Grid	BH12	√	√	√				Metals, PCRs, VOCs, SVOCs	
	Boiler Room near workshop C (Existing store)	Grid	BH19	√	√	√					
	Store rooms near staircase 5	Grid	BH13	√	√	√				Metals, PCRs, VOCs, SVOCs	
	Store room near staircase 3 (Existing carpark)	Grid	BH16	√	√	√					
		Hotspot	BH28	√	√	√					
	Transformer rooms	Grid	BH11, BH21	√	√	√				Metals, PCRs, VOCs, SVOCs, PCBs	
	Underground fuel tanks and its associated pipelines	Hotspot	BH24 – BH27				√	√	√	Metals, PCRs, VOCs, SVOCs	
Total Number of Samples										**84**	**28**

Notes:

(1) "bgl" denotes below ground level.
(2) The potential source of contamination aligned with the "Area" in **Table 3.1**.
(3) Chemicals under each category shall be all-inclusive according to Table 2.1 of the Guidance Manual as listed in **Appendix G**.
(4) Chemicals under each category shall be all-inclusive according to Table 2.2 of the Guidance Manual as listed in **Appendix G.**

4.2 SOIL SAMPLING METHODOLOGY

All soil sampling shall be supervised by the land contamination specialist who will be responsible for supervising the SI.

Boreholes shall be undertaken by means of dry rotary drilling method (i.e. without the use of flushing medium). For safety reasons, a 0.5m x 0.5m trial pit shall be excavated down to 1.5m bgl to inspect for underground utilities at the proposed borehole location. Appropriate safety precautions such as shoring, stepping and/or sloping of sides shall be taken when the depth of trial pit exceeded 1.2m. Disturbed soil samples shall be collected at the depth of 0.5m and 1.5m bgl using a hand-driven decontaminated sampler. Soil boring using drill rigs shall then be performed for depth from 1.5m to the maximum boring depth. At least three soil samples shall be collected from each borehole for laboratory analysis.

During site investigation, as a preliminary scanning for trial pit, soil colour, odour, visual inspection and on-site screening test (e.g. photoionization detection (PID)) will be used as in-situ measure for determining the vertical extent of contamination.

In case PID reading of 50ppmv or above detected, stained, unnaturally coloured soil and/or petroleum or solvent odours in soil, and etc.) is encountered, additional soil samples at the vertical directions should be taken so as to obtain an accurate estimation of the extent of soil contamination.

All equipment in contact with the soil shall be thoroughly decontaminated prior to use by cleansing with laboratory-grade (non-phosphate) detergent and rinsed thoroughly by distilled water. A clean area immediately adjacent to the sampling location shall be established, using a plastic sheet or tarpaulin, on which all cleaned equipment, shall be placed.

Boreholes will be drilled down to 3m bgl or as advised by land contamination specialist. For BH1 to BH28, soil samples at 0.5m bgl, 1.5m bgl and 3.0m bgl will be collected for laboratory analysis except BH22 to BH27. For BH22 to BH27, soil samples will be collected at 0.5m below bottom of underground tank, 1.5m below bottom of underground tank and 3.0m below bottom of underground tank for laboratory analysis. The proposed sampling depths for each borehole are summarized in **Table 4.1** above.

All soil samples collected will conducted on-site pre-screening test. A portion of the soil samples shall be placed in a plastic zip-lock bag and the bag sealed. The contents of the bag should then be manually mixed, and conduct the PID screening test. Portable PID device should be adopted for on-site screening test. The results of the PID screening test would be recorded and reported in the Contamination Assessment Report (CAR).

A groundwater sampling well should be installed for the boreholes and groundwater sample should then be collected if groundwater is encountered during soil sampling (see Section 4.3

below).

All soil samples shall be stored at a temperature range within 0°C to 4°C in the dark but not frozen, labeled and delivered to the appointed Hong Kong Laboratory Accreditation Scheme (HOKLAS) accredited laboratory appointed by the Contractor on the same day of sample collection.

The collected soil samples shall be accompanied with the following information as a minimum:

- Sample identification number;
- Trial pit and/or borehole number where sample collected;
- Sampling depth (m bgl);
- Date and time of sample collection;
- Physical appearance (colour, odour, etc.); and
- Colour photograph and other pertinent information.

Boreholes shall be logged by a qualified geologist appointed by the Contractor. Boring logs shall be maintained for all trial pits excavated and borings drilled for the site investigation, including both mechanically drilled borings and hand-auger borings. The log shall be used to record the following sampling information for each trial pit and borehole:

- Site name;
- Trial pit and/or borehole number and location;
- Name of supervising site geologist, engineer, or environmental consultant;
- Date and time of excavation and boring was started and completed and time of each sample was collected;
- Weather conditions, especially any inclement conditions that may affect sample integrity;
- Sample identification numbers;
- Sample depths;
- Groundwater level encountered;
- Lithologic description for soils encountered and for each sample collected in accordance with the Unified Soils Classifications System (USCS): and
- Description of any visible or other evidence of soil contamination (e.g. staining, odour, or other indication).

The proposed and as-constructed coordinates (i.e. Northings and Eastings according to HK1980 Grid) of the sampling locations shall be surveyed by the Contractor.

4.3 GROUNDWATER SAMPLING METHODOLOGY

Groundwater sampling well shall be installed at the boreholes and groundwater samples shall be collected from all boreholes when the groundwater table is first encountered during soil sampling for contamination investigation. All groundwater sampling shall be supervised by the land contamination specialist.

All boreholes will be drilled to a minimum depth of two meters below the water table and/or suspected contamination depth and installed with well materials to allow for groundwater sampling. PVC pipe will be used for the groundwater sampling well. All PVC pipes will be decontaminated prior to installation. PVC pipe sections should be connected together using appropriate methods such as pre-fabricated threaded joints or rivets and not connected using solvent based glues. Empty voids between the PVC pipe and the borehole will be packed with clean gravels and/or sand. The groundwater sampling wells should be secured to prevent contamination from the surface. Bentonite and cement will be used to fill up the top of the void and well caps will be used to close the pipe. A schematic diagram of the groundwater sampling well is provided in **Figure 4**.

Prior to sampling, the groundwater will be purged five times the volume of groundwater within the borehole to remove fine-grained materials and to collect freshly recharged representative samples using a Telfon/stainless steel bailer, stainless steel spoon or mechanical pump or similar device.

During the purging exercise, the time for groundwater recharge to the original level will be recorded by the SI Contractor as an indication of groundwater flow and velocity. The groundwater sampling location will then be allowed to stabilize to permit groundwater to settle and to reach equilibrium. Groundwater samples should then be taken within 24 hours of the wells after purged.

The groundwater level and thickness of any light non-aqueous phase liquid (LNAPL) floating on top of the groundwater will be measured after 2 hours of purging and before the collection of groundwater samples. If dense non-aqueous phase liquids (DNAPL) are observed, the thickness of the DNAPL shall be measured and collected separately for laboratory analysis.

Prior to sampling, at least three consecutive stable readings of temperature, electrical conductivity and pH value will be obtained.

Between sampling events, all sampling equipment used shall be thoroughly decontaminated with laboratory-grade (non-phosphate) detergent and rinsed thoroughly by distilled water.

In taking the samples from the groundwater sampling wells, a Telfon/stainless steel bailer or mechanical pump or similar device will be lowered to the groundwater sampling well until the water table is encountered.

Groundwater samples should be put into bottles provided by the HOKLAS accredited laboratory. A sufficient volume of groundwater as per the advice of the HOKLAS accredited laboratory shall be obtained. Sampling of NAPL, if present, will also be required to allow identification by the laboratory.

The samples will be stored at a temperature range between 0°C and 4ºC in the dark but not frozen, labelled and delivered to the HOKLAS accredited laboratory on the same day.

The collected groundwater samples shall be accompanied with the following information as a minimum:

- Sample identification number;
- Trial pit/borehole number where sample collected;
- Sampling depth (m bgl);
- Date and time of sample collection;
- Physical appearance (colour, odour, etc.); and
- Colour photograph and other pertinent information.

4.4 SAMPLES HANDLING REQUIREMENTS

All soil samples are to be taken by stainless steel spoon and placed into the containers provided by the HOKLAS accredited laboratory. The samples will be properly stored at a temperature range between 0°C and 4ºC in the dark but not frozen, labelled and delivered to the HOKLAS accredited laboratory on the same day.

Similarly, all groundwater samples collected will be treated and preserved in the identical manner as that for soil samples.

Soil and groundwater samples collected for volatile parameters (e.g. solvents, BTEX) will be collected quickly, with as little disturbance as possible. Samples should be taken so as to minimize the loss of volatile compounds. Direct filling of a glass container with no headspace will be adopted for soil and groundwater samples with volatiles.

A chain-of-custody (COC) form, including the description of the sample containers, will be completed by the SI Contractor and counter-signed by the land contamination specialist who supervising the SI for all samples delivered to the HOKLAS accredited laboratory as part of the laboratory quality control and quality assurance (QA/QC) requirements. The COC form will always be accompanied the samples during the delivery.

Samples should be representative of field conditions. At each sampling location, soil and groundwater samples will be collected using de-contaminated sampling equipment. All sample containers will be provided by the HOKLAS accredited laboratory who guarantee their sterilization and preservative contents.

The following QA/QC programme will be adopted:

(a) One trip blank for every twenty soil samples and one trip blank for every twenty groundwater samples respectively. The testing parameters of the trip blank will be PCRs (C_6-C_8) and VOC parameters listed in the RBRGs for soil and groundwater samples to detect any cross contamination during transport. Laboratory prepared spiked VOC samples should be stored, handled and transported in exactly the same way as the soil and groundwater samples collected;

(b) One field blank for every twenty soil samples and every twenty groundwater samples respectively. The testing parameters of the field blank will be the same as the associated soil or groundwater samples;

(c) One equipment blank for every twenty soil samples and every twenty groundwater samples respectively. The testing parameters of the equipment blank will be the same as the associated soil or groundwater samples; and

(d) One duplicate sample for every twenty soil samples and every twenty groundwater samples respectively. Precision will be calculated as the relative percent difference (RPD) between the original sample and the blind duplicate. The acceptable range of RPD to ascertain the reproducibility and precision of the sampling and laboratory analysis is ≤50% for a soil sample and ≤30% for groundwater sample. The testing parameters of the duplicate sample will be the same as the associated soil and groundwater samples.

4.5 FIELDWORK HEALTH AND SAFETY PRECAUTIONS

The following measures are to be implemented to minimize risks to all field personnel during the SI stage:

- Sweep at and in the vicinity of the sampling locations with a metal detector to check for the presence of any unexploded ordnance and underground utilities prior to soil sampling works. If there is any metal scrap discovered under the ground during the course of SI, the SI Contractor is to cease work immediately until the identity is confirmed. For areas suspect of ordnance, the SI Contractor is to inform the Project Proponent immediately for necessary notification to the Hong Kong Police Force for subsequent action;

- Minimize the exposure to any contaminated material by wearing appropriate clothing and personal protective equipment (PPE) such as suitable safety helmet with chin strap, gloves, goggles, protective coveralls and safety boots (when interacting directly with suspected contaminated material);
- Provide information to all workers on the potential hazards in the vicinity of sampling locations;
- Provide adequate hygiene and washing facilities; and
- Prohibit smoking or eating during activities with potential exposure to contaminated soil and/or groundwater.

4.6 REINSTATEMENT

The proposed site investigation for soil and groundwater contamination assessment involve considerable earthwork including excavation of trial pits and drilling of boreholes. In order to minimize the import and use of fill material, it is recommended to backfill trial pits and boreholes with the original material from corresponding trial pits and boreholes.

Since the proposed locations for site investigation may be potentially contaminated and to avoid possible cross-contamination, it is also recommended to place the excavated material on impervious sheeting adjacent to trial pits and boreholes. For each individual trial pit and borehole, it can only be backfilled with excavated material from its own corresponding trial pit and borehole. No backfilling with cross trial pits and boreholes shall be allowed.

5 LABORATORY ANALYTICAL REQUIREMENTS

5.1 LABORATORY TESTING SPECIFICATIONS

According to the EPD's Guidance Manual, all laboratory test methods must be accredited by the Hong Kong Laboratory Accreditation Scheme (HOKLAS) or one of its Mutual Recognition Arrangement partners.

Samples shall be representative of field conditions. At each sampling location, soil samples shall be collected using de-contaminated sampling equipment. All sample containers shall be provided by the HOKLAS accredited laboratory appointed by the Contractor who guarantee their sterilization and preservative contents.

The COC forms for the samples delivered from the field shall be endorsed by the HOKLAS accredited laboratory appointed by the Contractor, with documentation of such faxed or emailed to the Land contamination specialist on a daily basis. This is performed to ensure all the samples collected from the field are safely delivered to the laboratory for analysis.

5.2 LABORATORY TESTING PARAMETERS

The parameters of laboratory analysis for the soil and groundwater samples (if any) collected from each of the proposed sampling locations are detailed and presented in **Appendix G**. The corresponding detection limits, RBRGs criteria and determination methods are also detailed in **Appendix G**. All the detection limits of the corresponding chemical parameters shown in **Appendix G** are below the respective RBRGs criteria.

RBRGs criteria are currently used in the land contamination assessment as the remediation target in Hong Kong. The assessment area is located in urban area and the Project Proponent planned to redevelop the Site into a hotel development. In a conservative approach, the set of RBRGs for Urban Residential – RBRGs for particular COCs is recommended to be adopted for soil and groundwater assessment.

6 CONCLUSION

The potential land contamination hotspots were identified based on the best available information. The Contractor(s) shall carry out site investigation and sampling works in accordance with the sampling proposal detailed in this CAP. Due to the limited headroom and space at G/F, the SI works shall be conducted during the demolition stage. As described in Section 4.2 and 4.3, the fieldwork will be supervised by the land contamination specialist who will be responsible for supervising the SI to ensure overall control of the quality.

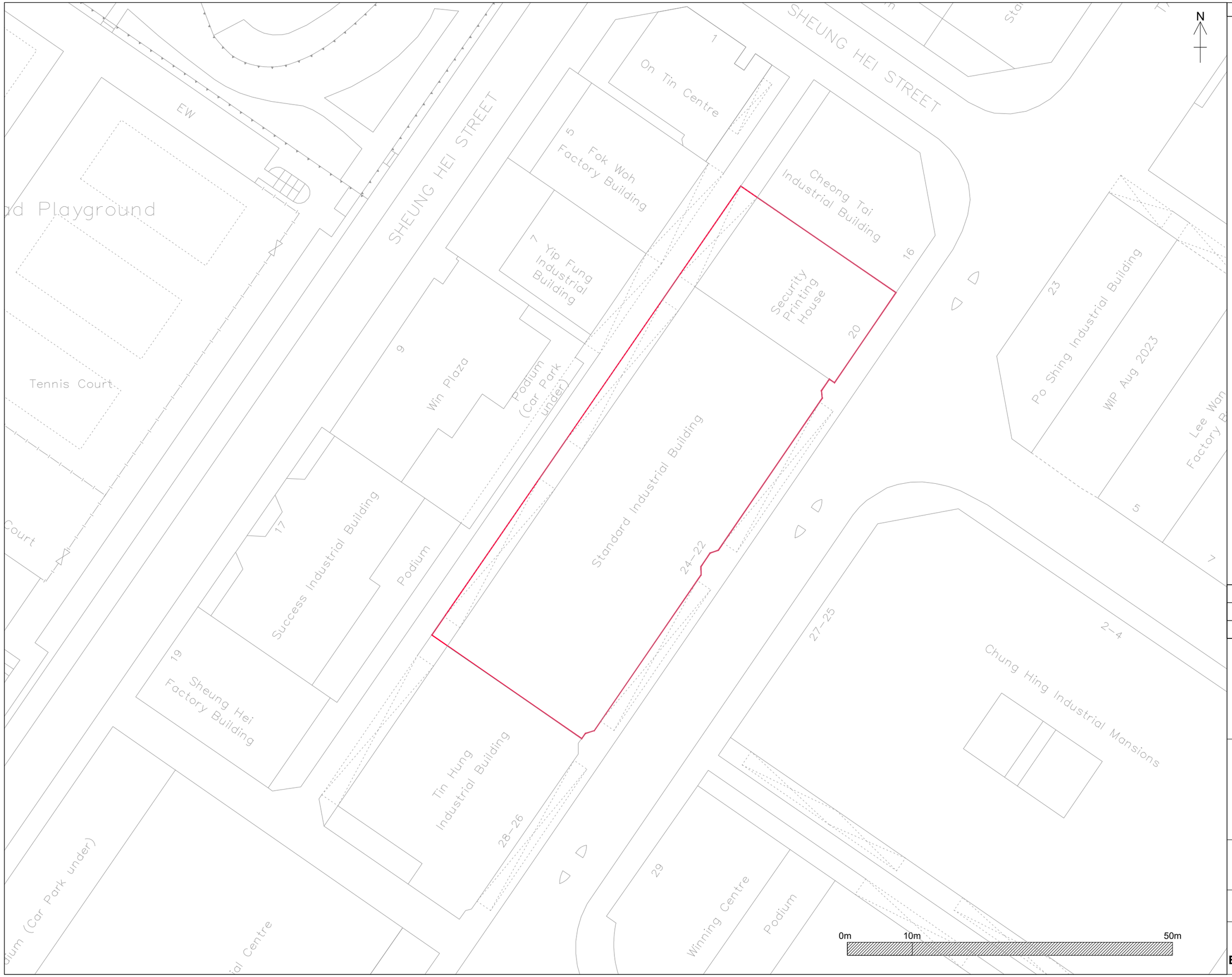
The project buildings are currently in operation, with three transformer rooms remaining inaccessible due to their ownership by CLP and metal plates covering the concrete paved ground. In addition, the exact location of the pipeline from the underground fuel tanks at 22 – 24 Tai Yau Street is uncertain. Further site appraisal is proposed to be carried out, particularly for the metal plate covering area (before and after metal plate removal) and the transformer rooms, after the project location ceases operations.

A re-appraisal, i.e. supplementary CAP, would be required for the whole Project Areas to address any change in operation or land use that may give rise to potential land contamination issues.

Upon availability of the SI results, including field observations and laboratory analytical results, the nature and extent of contamination (if any) can be ascertained by the results interpretation and all the SI results shall be presented in the Contamination Assessment Report (CAR) for EPD's approval. If land contamination is confirmed, a Remedial Action Plan (RAP) shall be submitted to the EPD for endorsement to formulate necessary remedial measures.

A Remediation Report (RR) (If any) would also be prepared to demonstrate that the remediation works are adequate and shall be submitted to EPD for agreement. The Project Proponent is noted that no construction works or development of site should be carried out prior to the approval of the RR (if any).

FIGURE 1
SITE LOCATION PLAN



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Legend

Project Site

	Prepared	Checked	Approved
Initial	TL	YS	HM
Date	20250205	20250205	20250205

Project Title

Redevelopment of Nos 20- 24 Tai Yau Street, San Po Kong, Kowloon

Drawing Title

Site Environs

Drawing No.	Rev.
Figure 1	1

Scale: A3

BeeXergy Consulting Limited

FIGURE 2
EXISTING LAYOUT PLAN

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Legend

- Project Site
- Existing Layout after the renovation in '80s

Remarks:

1. Non-shaded areas are those that were not renovated in the '80s and have remained unchanged since the building was occupied.
2. The original GBP for 20 Tai Yau Street and 22-24 Tai Yau Street can be found in Appendix C.

	Prepared	Checked	Approved
Initial	TL	YS	HM
Date	20250205	20250205	20250205

Project Title

Redevelopment of Nos 20- 24 Tai Yau Street, San Po Kong, Kowloon

Drawing Title

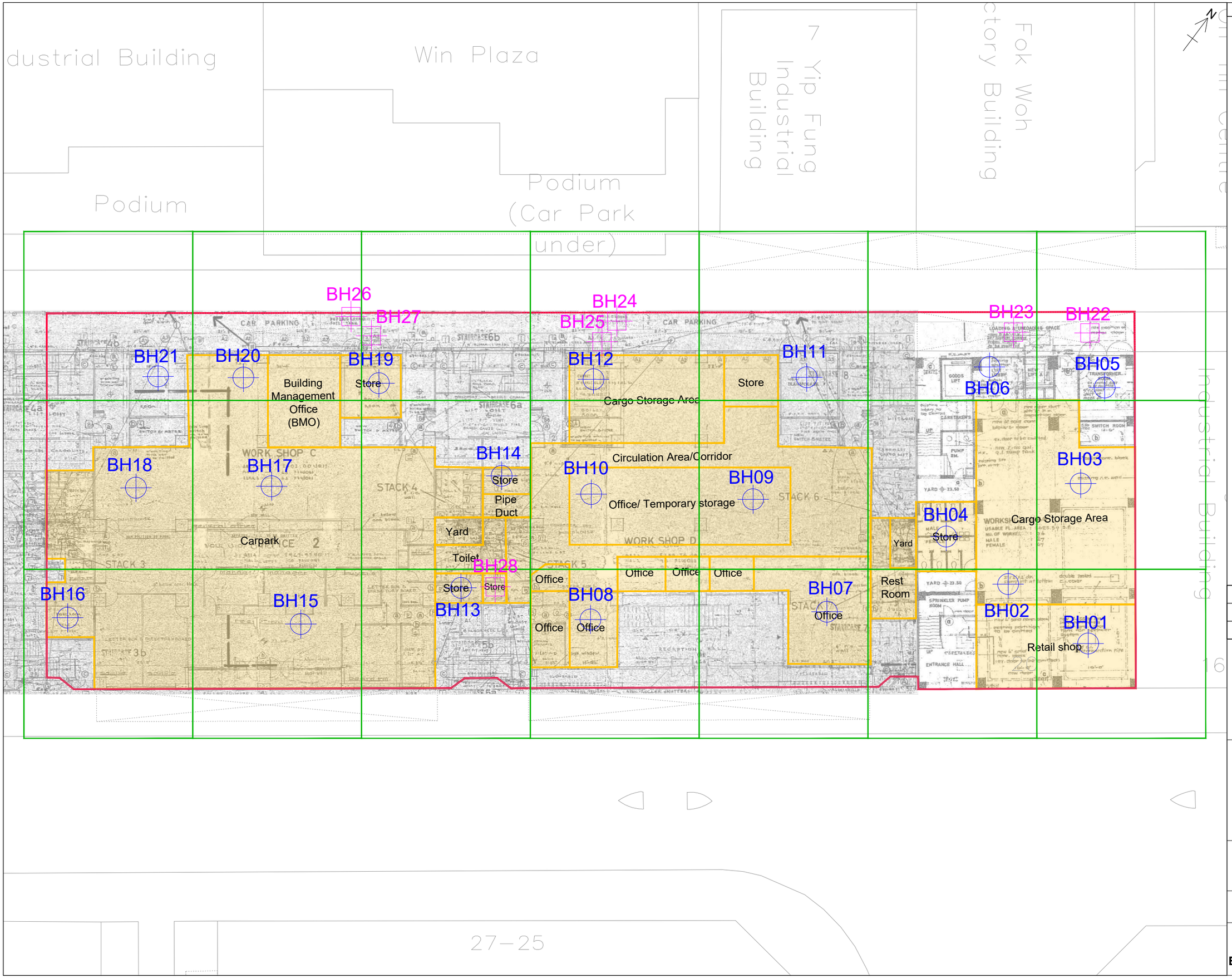
Existing layout after the renovation in '80s overlaid with the original GBP

Drawing No.	Rev.
Figure 2	1

Scale: A3

BeeXergy Consulting Limited

FIGURE3
PROPOSED SAMPLING LOCATION PLAN



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Legend

- Project Site
- Regular grid pattern (13m x 13m)
- BH01 — Proposed sampling location (regular grid)
- BH22 — Proposed sampling location (hotspot)
- Existing layout after the renovation in '80s

	Prepared	Checked	Approved
Initial	TL	YS	HM
Date	20250331	20250331	20250331

Project Title

Redevelopment of Nos 20- 24 Tai Yau Street, San Po Kong, Kowloon

Drawing Title

Proposed Sampling Locations

Drawing No.	Rev.
Figure 3	3

Scale: A3

BeeXergy Consulting Limited

FIGURE 4
GROUNDWATER SAMPLING WELL DIAGRAM

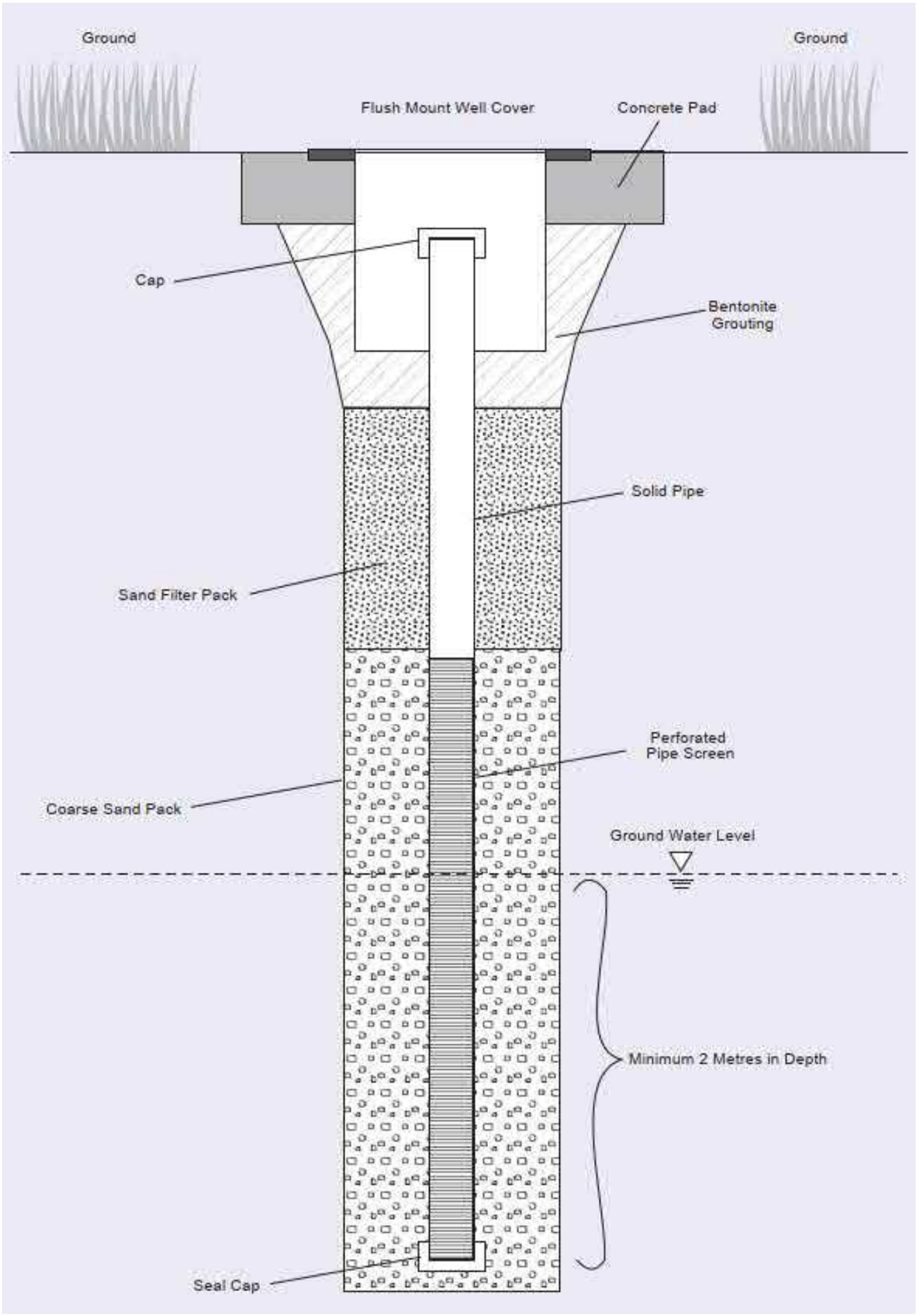


Figure:	4	
Title:	Schematic Groundwater Sampling Well	Author: Various
		Check: YS
Project:	Redevelopment of Nos 20 - 24 Tai Yau Street, San Po Kong, Kowloon	Rev: 1.0
		Date: Jan 2025

APPENDIX A

COPY OF THE LETTERS REPLIED FROM VARIOUS GOVERNMENT DEPARTMENTS

Theo Lai <theo.lai@beexergy.com>

Fw: 20 - 24 Tai Yau Street - Request for Information of Registered Chemical Waste Producers Records and Historical Records of Chemical Spillage / Leakage

1 message

ronaldvictormflam@epd.gov.hk <ronaldvictormflam@epd.gov.hk> 23 July 2024 at 10:01
To: theo.lai@beexergy.com
Cc: "CI[RE]2"@not_for_reply_from_internet.hksarg.hk, "SI[RE]22"@not_for_reply_from_internet.hksarg.hk, "I[RE]25"@not_for_reply_from_internet.hksarg.hk

Dear Mr. Lai,

(a) For the register of Chemical Waste Producers, a registry is available at our Territory Control Office at Wan Chai. Please contact our Mr. Gordon Kwan, Senior Environmental Protection Inspector, at Tel : 2835 1027 for details;

(b) For the records of reported accidents of spillage/leakage of chemicals at 20 - 24 Tai Yau Street specified in the Location Plan of your letter, please be informed that there is NO reported chemical spillage incident in our record.

Regards,
Ronald Lam
EPD/AE(RE)21

----- Forwarded by TS CHOW/EPD/HKSARG on 28/06/2024 12:08 -----

From: Theo Lai <theo.lai@beexergy.com>
To: tschow@epd.gov.hk
Date: 27/06/2024 19:20
Subject: 20 - 24 Tai Yau Street - Request for Information of Registered Chemical Waste Producers Records and Historical Records of Chemical Spillage / Leakage

Dear Ms. Chow,

We are commissioned by Ron Luen & Company Limited to conduct a Land Contamination Assessment for the redevelopment project at the captioned location. Please find the attached enquiry letter together with a location plan requesting information regarding the current and past registration of registered chemical waste producers and historical records of dangerous goods spillage / leakage.

Due to the tight programme, it would be highly appreciated if your reply to the above request could be available by 4 July 2024.

Thank you.

Best Regards,
Theo Lai

BeeXergy Consulting Limited | Units 2501, 2503 & 2504, 25/F., AIA Financial Centre, 712 Prince Edward Road East, Kowloon, Hong Kong
D: 3580-8505 | **M**: 6011-5154 | **F**: 3568-4704 | **E**: theo.lai@beexergy.com | **W**: www.beexergy.com

[attachment "24-0001 Letter_EPD.pdf" deleted by Ronald Victor MF LAM/EPD/HKSARG]

Our Ref.: W24152/24-0001
27 June 2024

By email

Environmental Protection Department
Environmental Compliance Division
Regional Office (East)
Kowloon City
5th floor, Nan Fung Commercial Centre,
19 Lam Lok Street, Kowloon Bay, Kowloon.

(Attn.: Ms. Chow Tsz Shan)

Dear Ms. Chow,

Redevelopment at Nos. 20 – 24 Tai Yau Street, San Po Kong, Kowloon
Request for Information of Registered Chemical Waste Producers Records and Historical Records of Chemical Spillage / Leakage

We are commissioned by Ron Luen & Company Limited to conduct a Land Contamination Assessment for the redevelopment project at the captioned location (as shown in the enclosed location plan). Information of the project location is as follows:

Lot No.:	N.K.I.L 4735, 4736 - 4741
Street Number:	Nos 20, 22 – 28 Tai Yau Street, San Po Kong
Building Name:	Security Printing House, Standard Industrial Building / Tin Hung Industrial Building

In order to facilitate the land contamination review as requested under the approval condition from Town Planning Board, we would be grateful if the following information of the Project Site can be provided:

i. Current and past registration of registered chemical waste producer, and
ii. Historical records of dangerous goods spillage / leakage.

Due to the tight programme, it would be highly appreciated if your reply to the above request could be available by 4 July 2024.

Thank you for your kind assistance. Should you have any queries, please feel free to contact the undersigned at (852) 3568 4701 or through email: theo.lai@beexergy.com

Yours sincerely,

Ms. Theo Lai
Senior Consultant
BeeXergy Consulting Limited

Site Location Plan

Theo Lai <theo.lai@beexergy.com>

Fw: 20 - 24 Tai Yau Street - Request for Information of Registered Chemical Waste Producers Records and Historical Records of Chemical Spillage / Leakage

1 message

maggie_ho@epd.gov.hk <maggie_ho@epd.gov.hk> 23 September 2021 at 11:49
To: theo.lai@beexergy.com

Dear Mr. Lai,

We have found that there were active 2 Chemical Waste Producers Records at the address concerned. The major chemical waste types of one licence is: gasoline, thinner, ink, engine oil (It has been idled for 10 years without new chemical waste collection record). The other one is : fixer, developer and organic solvent (It has been idled for 6 years without new chemical waste collection record).

There is another one which has its Chemical Waste Producers Records in 2011. The major chemical waste types of this licence is: dye.

Regards,

Maggie Ho
EPD
(Tel: 2117 7558)

From: "Theo Lai" <theo.lai@beexergy.com>
To: <tschow@epd.gov.hk>
Cc: "'Rachel Tsoi'" <rachel.tsoi@beexergy.com>
Date: 15/09/2021 15:41
Subject: 20 - 24 Tai Yau Street - Request for Information of Registered Chemical Waste Producers Records and Historical Records of Chemical Spillage / Leakage

Dear Ms Chow,

We are commissioned by Ron Luen & Company Limited to conduct a Land Contamination Assessment for the redevelopment project at the captioned location. Please find the attached cover letter together with a location plan requesting information regarding the current and past registration of registered chemical waste producer, and historical records of dangerous goods spillage / leakage.

Due to the tight programme, it is highly appreciated if your reply on the above request could be available by 22 September 2021.

Thank you for your kind assistance. Should you have any queries, please feel free to contact me.

Thank you.

Best Regards,
Theo Lai

BeeXergy Consulting Limited | *Unit 2001-05, Apec Plaza, 49 Hoi Yuen Road, Kwun Tong, Kowloon, Hong Kong*
O: 3709-9221 | **F**: 3568-4704 | **M**: 6011-5154 | **E**: theo.lai@beexergy.com | **W**: www.beexergy.com

ISO 50001 | ISO 9001 | IAQwi$e | Energywi$e | Wastewi$e | Hong Kong Green Organization | BEAM Plus Interiors Platinum Award
Certificate of Excellence - HSBC Living Business Green Achievement Award 2015 & 2016 & 2017 |
Green Council Green Management Award - Bronze 2017 | Certificate of Excellence - HKMA HK Sustainability Award 2017 |
HKAEE Bronze Award 2014, Silver Award 2015 & 2016 & 2017 | HKAEE Green Leadership Award 2017

21-0003 Letter_EPD.PDF
1337K

Our Ref.: W21128/21-0003
15 September 2021

By fax (2756 8588) & email

Environmental Protection Department
Environmental Compliance Division
Regional Office (East)
Kowloon City
5th floor, Nan Fung Commercial Centre,
19 Lam Lok Street, Kowloon Bay, Kowloon.

(Attn.: Ms. Chow Tsz Shan)

Dear Ms. Chow,

Redevelopment at Nos. 20 – 24 Tai Yau Street, San Po Kong, Kowloon
Request for Information of Registered Chemical Waste Producers Records and Historical Records of Chemical Spillage / Leakage

We are commissioned by Ron Luen & Company Limited to conduct a Land Contamination Assessment for the redevelopment project at the captioned location (as shown in the enclosed location plan). Information of the project location is as follows:

Lot No.:	N.K.I.L 4735, 4736 - 4741
Street Number:	Nos 20, 22 – 28 Tai Yau Street, San Po Kong
Building Name:	Security Printing House, Standard Industrial Building / Tin Hung Industrial Building

In order to facilitate the land contamination review as requested under the approval condition from Town Planning Board, we would be grateful if the following information of the Project Site can be provided:

i. Current and past registration of registered chemical waste producer, and
ii. Historical records of dangerous goods spillage / leakage.

Due to the tight programme, it is highly appreciated if your reply on the above request could be available by 22 September 2021.

Thank you for your kind assistance. Should you have any queries, please feel free to contact the undersigned at (852) 3568 4701 or through email: theo.lai@beexergy.com

Yours sincerely,

Ms. Theo Lai
Senior Consultant
BeeXergy Consulting Limited

Site Location Plan

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 **OUR REF.**	:	(64) in FSD GR 6-5/4 R Pt. 54
來函檔號 **YOUR REF.**	:	W24152/24-0002
電子郵件 **E-mail**	:	hkfsdenq@hkfsd.gov.hk
圖文傳真 **FAX NO.**	:	2988 1196
電　　話 **TEL NO.**	:	2733 7570

17 July 2024

BeeXergy Consulting Limited
Units 2501, 2503 & 2504, 25/F.,
AIA Financial Centre,
712 Prince Edward Road East,
Kowloon, Hong Kong.
(Attn: Ms. Theo LAI, Senior Consultant)

Dear Ms. LAI,

Redevelopment at Nos. 20-24 Tai Yau Street, San Po Kong, Kowloon
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 27.6.2024 regarding the captioned request and reply below in response to your questions:-

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

If you have further questions, please feel free to contact the undersigned.

Yours sincerely,

(LAI Kin-man)
for Director of Fire Services

Our Ref.: W24152/24-0002
27 June 2024

By email

Fire Services Department
3rd Floor, Fire Services Headquarters Building,
1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon

Dear Sir/Madam,

Redevelopment at Nos. 20 – 24 Tai Yau Street, San Po Kong, Kowloon
Request for Information of Registered Dangerous Goods Records and Historical Records of Chemical Spillage / Leakage

We are commissioned by Ron Luen & Company Limited to conduct a Land Contamination Assessment for the redevelopment project at the captioned location (as shown in the enclosed location plan). Information of the project location is as follows:

Lot No.:	N.K.I.L 4735, 4736 - 4741
Street Number:	Nos 20, 22 – 28 Tai Yau Street, San Po Kong
Building Name:	Security Printing House, Standard Industrial Building / Tin Hung Industrial Building

In order to facilitate the land contamination review as requested under the approval condition from Town Planning Board, we would be grateful if the following information of the Project Site can be provided:

i. Current and past registration of dangerous goods records; and
ii. Historical records of dangerous goods spillage / leakage.

Due to the tight programme, it would be highly appreciated if your reply to the above request could be available by 4 July 2024.

Thank you for your kind assistance. Should you have any queries, please feel free to contact the undersigned at (852) 3568 4701 or through email: theo.lai@beexergy.com

Yours sincerely,

Ms. Theo Lai
Senior Consultant
BeeXergy Consulting Limited

Site Location Plan

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 **OUR REF.** : (75) in FSD GR 6-5/4 R Pt. 36
來函檔號 **YOUR REF.** : W21128/21-0002
電子郵件 **E-mail** : hkfsdenq@hkfsd.gov.hk
圖文傳真 **FAX NO.** : 2739 5879
電　　話 **TEL NO.** : 2733 7741

28 September 2021

BeeXergy Consulting Limited
Unit 2608, Apec Plaza, 49 Hoi Yuen Road,
Kwun Tong, Kowloon,
Hong Kong
(Attn: Ms. Theo LAI, Senior Consultant)

Dear Ms. LAI,

Redevelopment Nos. 20-24 Tai Yau Street, San Po Kong, Kolwoon
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 15.9.2021 regarding the captioned request and reply below in response to your questions:-

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

If you have further questions, please feel free to contact the undersigned.

Yours sincerely,

(NG Wing-chit)
for Director of Fire Services

Our Ref.: W21128/21-0002
15 September 2021

By fax (2739 5879) & email

Fire Services Department
Fire Service Headquarters Command
Management Group (MG)
9th Floor, Fire Services Headquarters Building,
1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon

(Attn.: Mr. Lo Cheung Wai)

Dear Mr. Lo,

Redevelopment at Nos. 20 – 24 Tai Yau Street, San Po Kong, Kowloon
Request for Information of Registered Dangerous Goods Records and Historical Records of Chemical Spillage / Leakage

We are commissioned by Ron Luen & Company Limited to conduct a Land Contamination Assessment for the redevelopment project at the captioned location (as shown in the enclosed location plan). Information of the project location is as follows:

Lot No.:	N.K.I.L 4735, 4736 - 4741
Street Number:	Nos 20, 22 – 28 Tai Yau Street, San Po Kong
Building Name:	Security Printing House, Standard Industrial Building / Tin Hung Industrial Building

In order to facilitate the land contamination review as requested under the approval condition from Town Planning Board, we would be grateful if the following information of the Project Site can be provided:

i. Current and past registration of dangerous goods records; and
ii. Historical records of dangerous goods spillage / leakage.

Due to the tight programme, it is highly appreciated if your reply on the above request could be available by 22 September 2021.

Thank you for your kind assistance. Should you have any queries, please feel free to contact the undersigned at (852) 3568 4701 or through email: theo.lai@beexergy.com

Yours sincerely,

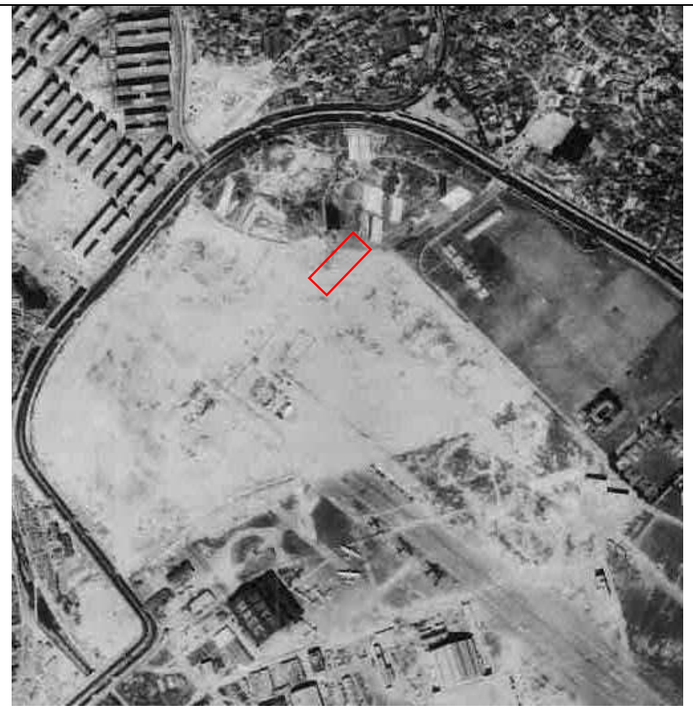
Ms. Theo Lai
Senior Consultant
BeeXergy Consulting Limited

Site Location Plan

APPENDIX B
HISTORICAL AERIAL PHOTOS

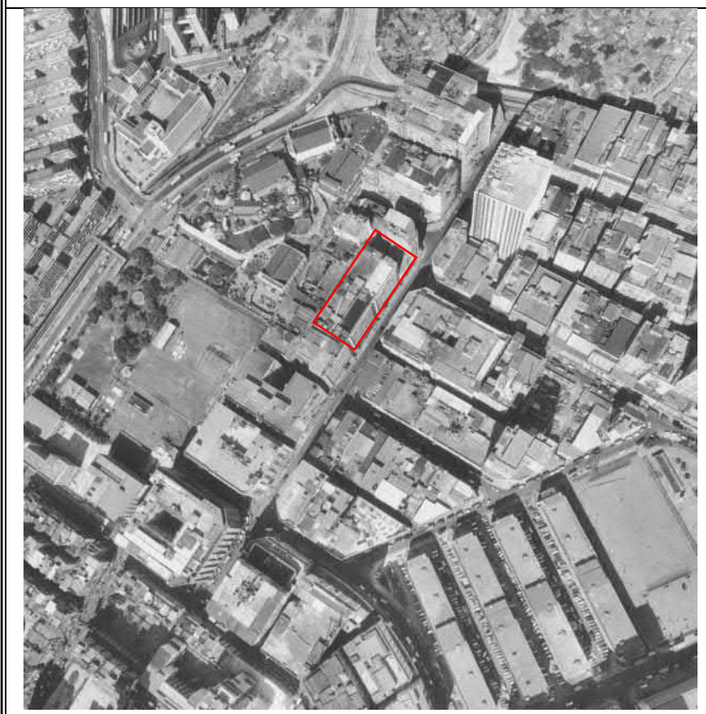
Copyright by BeeXergy Consulting Limited

Year 1945

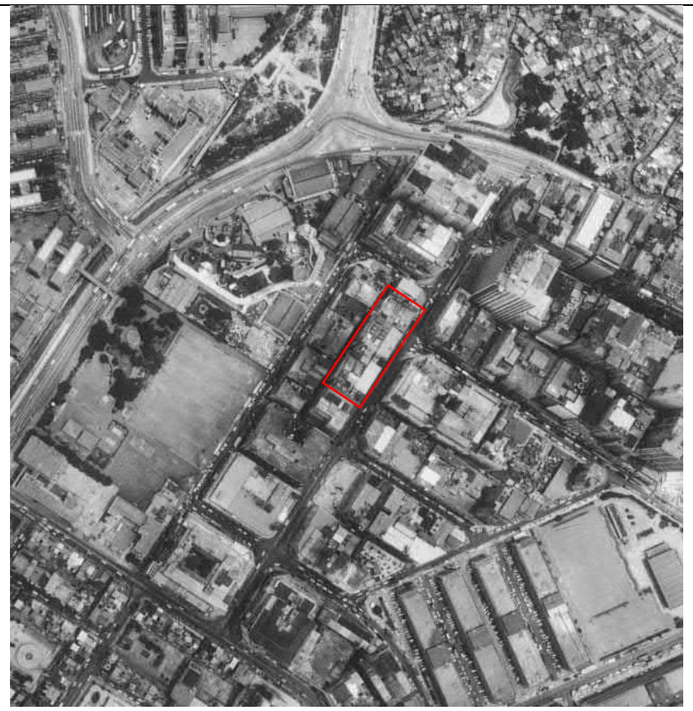


Year 1961

Year 1964



Year 1978



Year 1980

Year 2020

	Prepared	Checked	Approved
Initial	TL	YS	HM
Date	20250226	20250226	20250226

Project Title

Redevelopment of Nos 20- 24 Tai Yau Street, San Po Kong, Kowloon

Drawing Title

Aerial Photographs

Drawing No.	Rev.
Appendix B	0

Scale: A3 - N.T.S

BXG

BeeXergy Consulting Limited

APPENDIX C
AVAILABLE GENERAL BUILDING PLANS PROVIDED BY PROJECT PROPONENT AND FROM BUILDING DEPARTMENT

20 Tai Yau Street Record Plan
(Original General Building Plan (GBP))

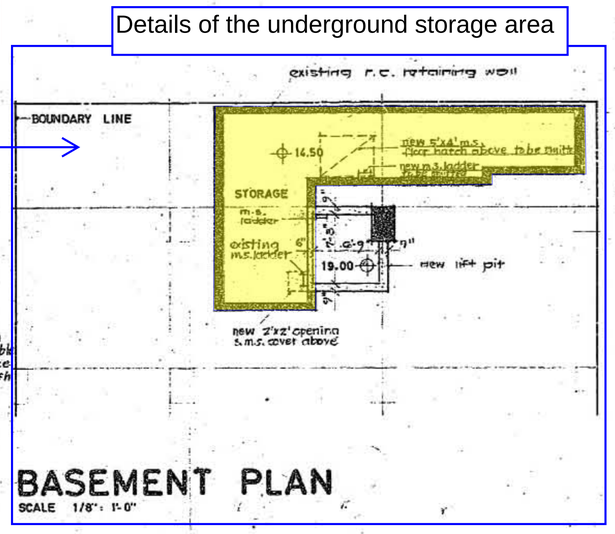
Legend

= Concerned Area

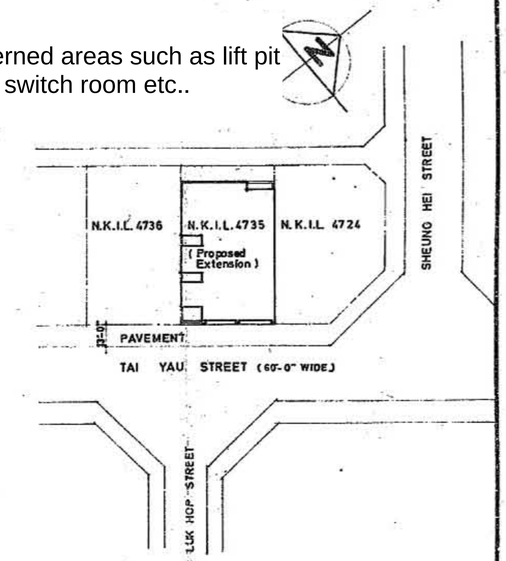
Remarks:
1. Non-shaded areas are non-concerned areas such as lift pit & lift lobby, staircase, entrance hall, switch room etc..

Underground storage area

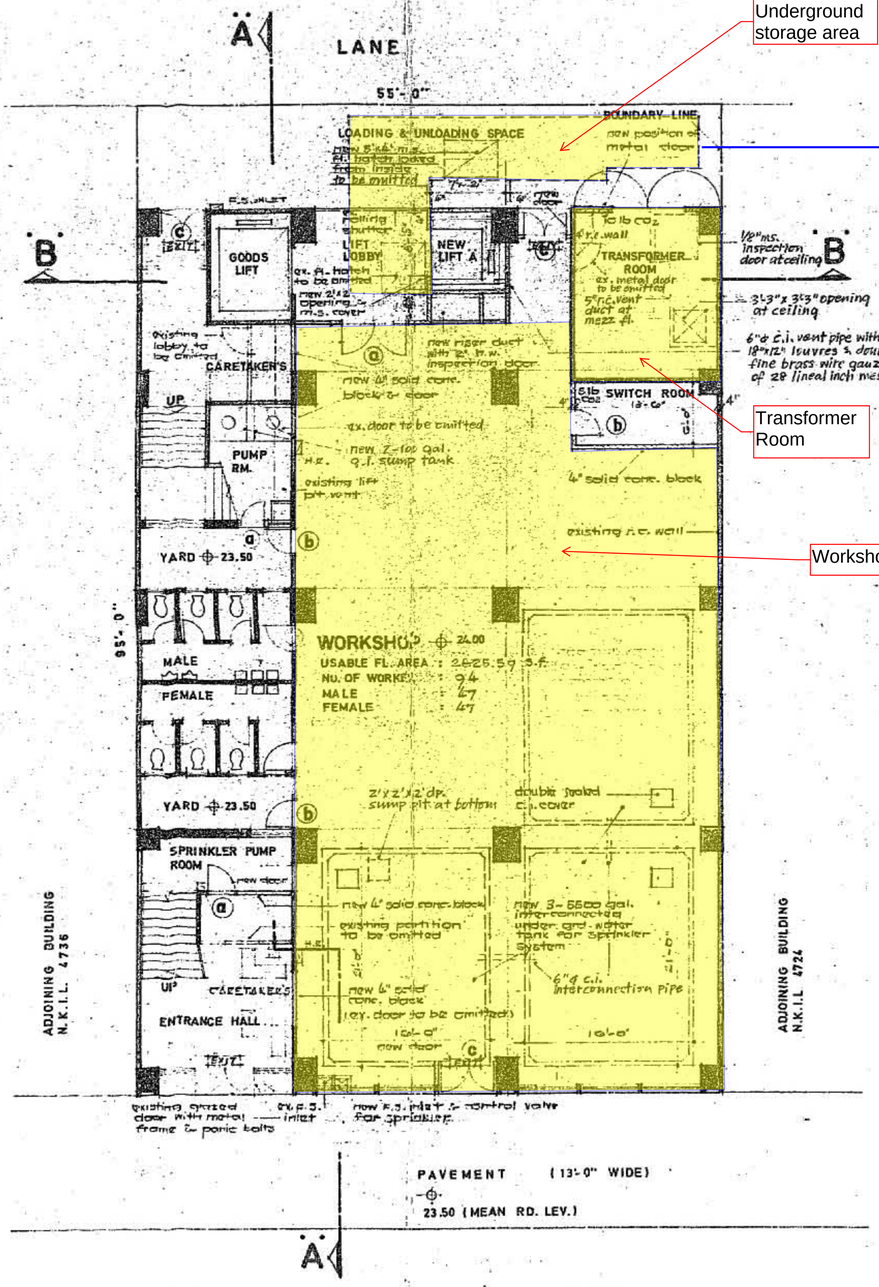
Details of the underground storage area



BASEMENT PLAN
SCALE 1/8": 1'-0"



BLOCK PLAN
SCALE 1": 50'-0"



GROUND FLOOR PLAN
SCALE 1/8" 1'-0"

Ground floor is the lowest floor of the existing building

Transformer Room

Workshop

NOTES:
1. all brickwall & masonry to be built in 1:3 cement mortar.
2. all r.c. work to be in 1:2:4 mix. unless otherwise stated.
3. all foundations to be rest on piling.
4. r.c. details & calculations to be submitted later.
5. drainage plans to be submitted later.
6. all parapets to be 3'-0" high min. above finished floor or roof lev.
7. from floor to underside of beams to have clear height of not less than 7'-6"
8. all W.C.'s to have cement or glazed tile dado of not less than 4'-6" high & cement paving or mosaic tile fl.
9. staircase more than 3'-6" wide to be provided with handrails on bothsides.

F.S.D. REQUIREMENTS:
1. attached standard requirements for transformer & switch rooms to be complied with - where applicable
2. a manually operated alarm system to be provided throughout the building & to be incorporated in the fire alarm installation.
3. an automatic sprinkler installation to be provided and installed in accordance with the 29th edition F.O.C. rules to protect the entire building except transformer switch and lift motor room, the system to be connected to fire control by direct line.
4. all required exists to be clearly indicated by illuminated 'exit' sign in 7" English & chinese characters. (refer no.7)
5. lifts marked 'A' are arranged as firemen's lifts. a permanent prominent notice must be placed adjacent to the firemen's lift switch to direct floor serve.
6. a fire service installation consisting of
   (18) hydrant points.
   (20) hose reel points to be installed at positions indicated on plans.
   (1) 10 lb. CO_2 fire extinguishers.
   (3) 5 lb. CO_2 fire extinguishers.
   (1) sprinkler control valve to be provided & indicated on plan.
   (3) F.S. inlets to be provided at positions indicated on plan (refer for sprinkler system)

INDICATIONS:
- brick
- r.c. or concrete
- solid conc. block
- hollow conc. block
- hardcore
- existing work
- new formed level
- existing level
- exit sign above

DOORS:
- (a) 2" h.w. self-closing door with w.g. upper panel
- (b) 2" h.w. self-closing door
- (c) 2" h.w. door with panic bolts.
- (d) 2" h.w. door with clear glass upper panel

4072) As these plans have been examined only on the basis of ... attention ... Section 4 (3) (b) of the Building Ordinance ... duty as Authorized Person and to Section ... of any provision of the ... possible contravention.

Approved
Authorized Person
Building Authority
30 MAY 1980

AMENDED PLAN

REFERENCE NOS.
B. O. O. 2/4462/78
F. S. D. FP58/9069
L. D.
B. C.
A. C.

ARCHITECTS CO-PARTNER LTD. HONG KONG
互承建築師事務所

LAM CHING WO
AUTHORIZED ARCHITECT 林清和

P. O. PONG
AUTHORIZED ARCHITECT 龐寶昇

TAM CHEE SUM
REGISTERED ENGINEER 譚梓森

ISSUED
RECEIVED 2 MAY 1980
7717

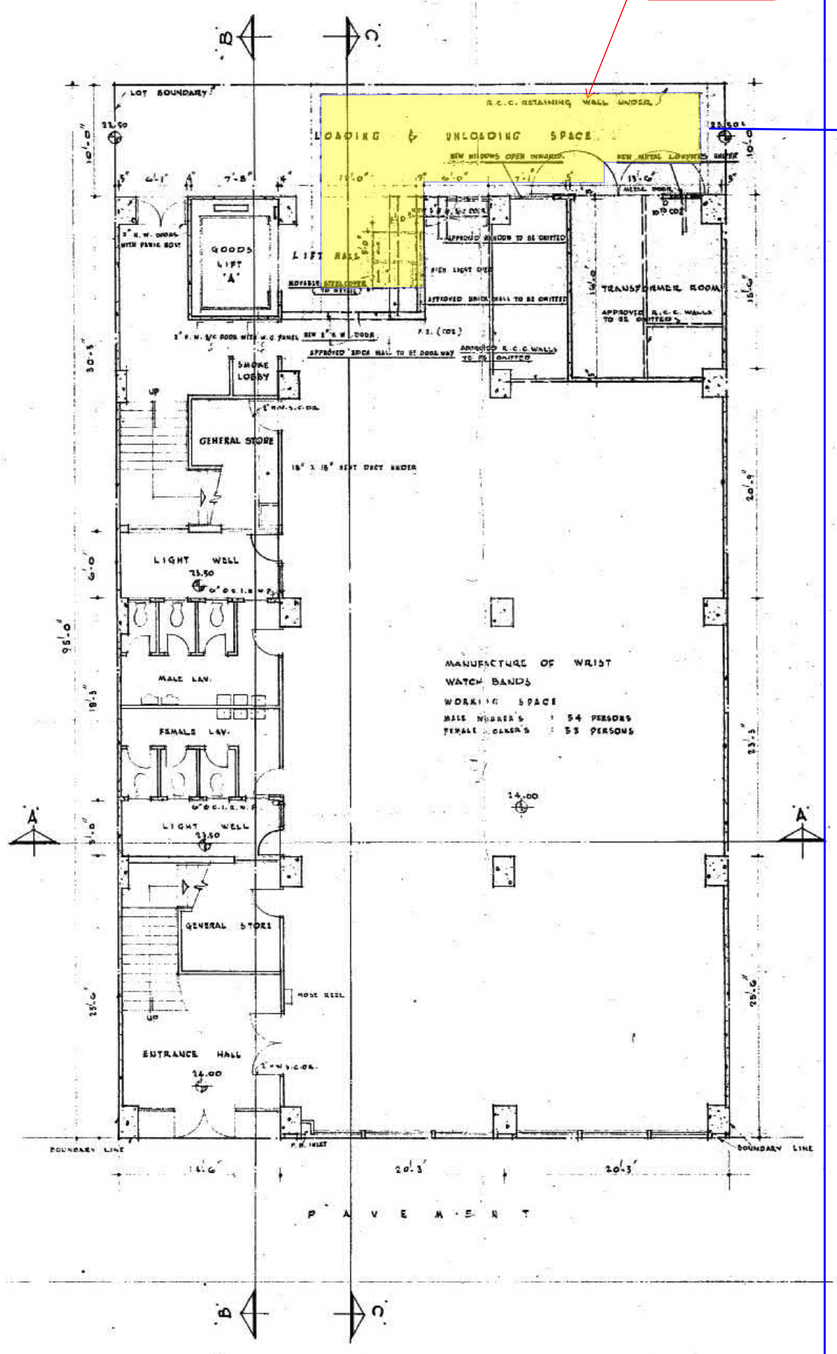
NOTES , BLOCK PLAN
GRD. FL. PLAN
BASEMENT PLAN

20 Tai Yau Street Record Plan
(Original General Building Plan (GBP))

B.O.O. REF. BUILDINGS ORDINANCE OFFICE 2/4251/64 REF. NO.

AMENDED PLANS

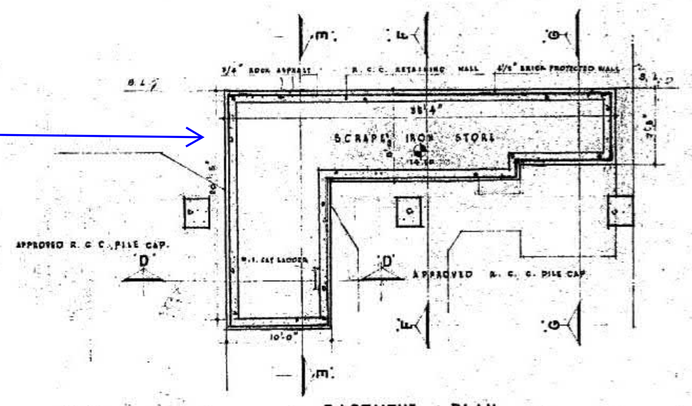
Underground storage area



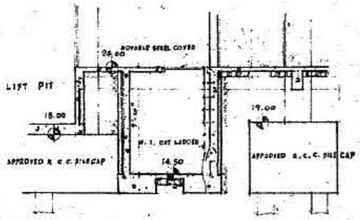
GROUND FLOOR PLAN

Ground floor is the lowest floor of the existing building

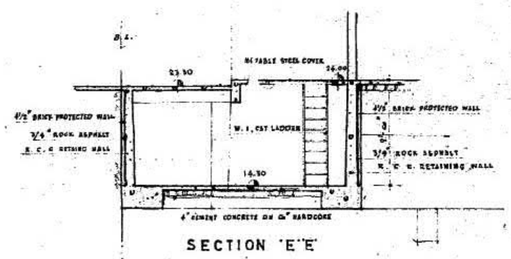
Details of the underground storage area



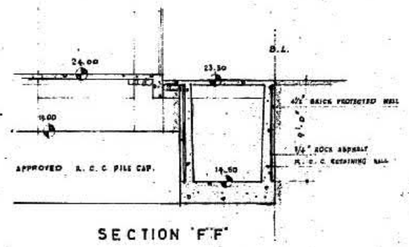
BASEMENT PLAN



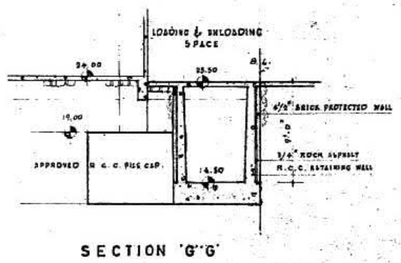
SECTION 'D''D'



SECTION 'E''E'



SECTION 'F''F'



SECTION 'G''G'

Approved
PRO BUILDING AUTHORITY
- 5 MAY 1965

AMENDED NOTES.

APPROVED WORKS TO BE OMITTED HAS SHOWN DOTTED BLUE LINE.

Raymond Kan

24 FEB 1965

22/4/65

RECEIVED
26 APR 1965
BUILDINGS ORDINANCE OFFICE
KOWLOON

PROPOSED FACTORY BUILDING on N. K. I. L. 4735 at TAI YAU STREET SAN PO KONG		SCALE: 1/8" = 1'-0"
		JOB NO: 22
		DWG NO: A-9
DATE: 15-2-1965 REVISIONS 1 2 3 4	簡日淦建築師 RAYMOND Y. K. KAN B.ARCH.(MELB.) A.R.A.I.A. A.R.I.B.A. CHARTERED ARCHITECT	BASEMENT & GRD. FL. PLAN

22 - 28 Tai Yau Street Record Plan
(Original General Building Plan (GBP))

Legend

= Concerned Area

Remarks:
1. Non-shaded areas are non-concerned areas such as lift pit and lift lobby, staircase, entrance hall, office, switch room, pipe duct, yard etc..

26-28 Tai Yau Street

22 - 24 Tai Yau Street

Out of Study Area

Underground Fuel Tank

Potential location for pipeline connecting the underground fuel tank to boiler room

Transformer Room

Boiler Room

Workshop C

Workshop D

Store Room near staircase 3, demolished as carpark currently.

Store Room near staircase 5, demolished as carpark currently.

Ground floor is the lowest floor of the existing building

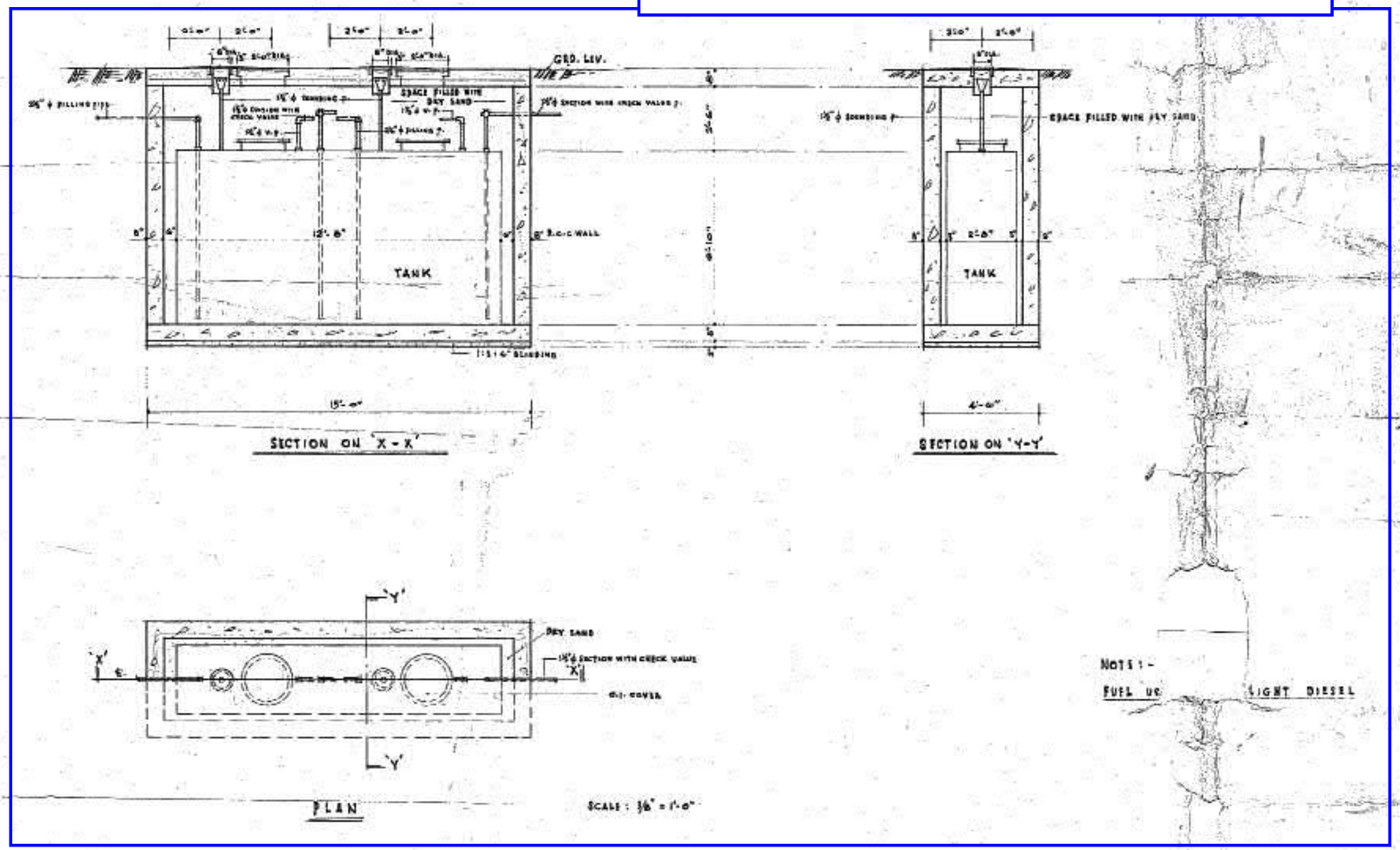
Block plan SCALE: 1" = 50'-0"

Ground floor plan SCALE: 1" = 8'-0"

AMENDED PLAN

22 - 28 Tai Yau Street Record Plan
(Original General Building Plan (GBP))

Details of the underground fuel tanks



B.O.O. REF No. 2/4523/63

Approved
for BUILDING AUTHORITY
- 3 FEB 1964

ARCHITECTS
CO-PARTNERSHIP
HONGKONG

AMENDED PLAN

JOB NO. 6309
SHEET NO. G1

FACTORY BUILDING
R.P.L.L. 4736, 4737, 4738, 4739, 4740, 4741.
TAI YAU STREET
SAN PO KONG

APPENDIX D
LAND REGISTRY

印製於 PRINTED AT: INTERNET SEARCH (DOWNLOAD)
查冊日期及時間 SEARCH DATE AND TIME: 09/09/2021 11:33
查冊者姓名 NAME OF SEARCHER: jessica Wong
查冊種類 SEARCH TYPE: HISTORICAL AND CURRENT

本登記冊列明有關物業截至 09/09/2021 07:30 之資料
THE INFORMATION SET OUT BELOW CONTAINS PARTICULARS OF THE PROPERTY UP TO 07:30 ON 09/09/2021.

備存土地紀錄以供市民查閱旨在防止秘密及有欺詐成分的物業轉易，以及提供容易追溯和確定土地財產及不動產業權的方法。土地紀錄內載的資料不得用於與土地紀錄的宗旨無關之目的，使用所提供的資料須符合<<個人資料（私隱）條例>>的規定。

The land records are kept and made available to members of the public to prevent secret and fraudulent conveyances, and to provide means whereby the titles to real and immovable property may be easily traced and ascertained. The information contained in the land records shall not be used for purposes that are not related to the purposes of the land records. The use of information provided is subject to the provisions in the Personal Data (Privacy) Ordinance.

進行任何交易前，應先向土地註冊處查閱最新的土地紀錄。
BEFORE ANY DEALINGS, UP-TO-DATE LAND SEARCH SHOULD BE CONDUCTED WITH THE LAND REGISTRY.

物業資料
PROPERTY PARTICULARS

物業參考編號
PROPERTY REFERENCE NUMBER (PRN): C5468296

地段編號
LOT NO.: NEW KOWLOON INLAND LOT NO. 4735

批約 HELD UNDER: GOVERNMENT LEASE
年期 LEASE TERM: 99 YEARS
開始日期 COMMENCEMENT OF LEASE TERM: 01/07/1898
每年地稅 RENT PER ANNUM: $120.00

所佔地段份數
SHARE OF THE LOT: -

ADDRESS: NO. 20 TAI YAU STREET KOWLOON

地址: -

備註
REMARKS: LOT CARVED OUT INTO S.A AND R.P. AFTER CARVING OUT, PARTITION OF THE LOT AVOIDED AND REVOKED BY DEED OF REVOCATION MEM. NO. 15061900280015.

業主資料
OWNER PARTICULARS

業主姓名 NAME OF OWNER	身分 (如非唯一擁有人) CAPACITY (IF NOT SOLE OWNER)	註冊摘要編號 MEMORIAL NO.	文書日期 DATE OF INSTRUMENT	註冊日期 DATE OF REGISTRATION	代價 CONSIDERATION
J.N. ROLAND DENEAULT -		-	-	-	-
		備註 REMARKS: GOVERNMENT LEASE OF NKIL 4735			
SCOTT LIMITED -	(1/2)	UB669894	08/04/1969	14/04/1969	-
		備註 REMARKS: ASSIGNMENT			
YANGTZEKIANG GARMENT MANUFACTURING COMPANY LIMITED -		UB1481747	15/12/1977	06/02/1978	$2,200,000.00
		備註 REMARKS: ASSIGNMENT			
LUK HOP GARMENTS LIMITED -		UB3595355	15/12/1987	15/01/1988	$3,630,200.00
		備註 REMARKS: ASSIGNMENT RE NKIL 4735			

APPENDIX E

SITE WALKOVER CHECKLIST

Site Walkover Checklist (10 July 2024)

GENERAL SITE DETAILS

SITE OWNER/CLIENT	Yangtzekiang Garment Ltd
PROPERTY ADDRESS	20 – 24 Tai Yau Street, San Po Kong, Kowloon

PERSON CONDUCTING THE QUESTIONNAIRE

NAME	Theo Lai
POSITION	Senior Consultant (Beexergy Consulting Limited)

AUTHORIZED OWNER/CLIENT REPRESENTATIVE (IF APPLICABLE)

NAME	Mr. Ron Luen
POSITION	Owner's representative
TELEPHONE	9869 1916

SITE ACTIVITIES

Briefly describe activities carried out on site, including types of products/chemicals/materials handled.

Obtain a flow schematic if possible.

Number of employees:	Full-time:	960
	Part-time:	Not applicable
	Temporary/Seasonal:	Not applicable
Maximum no. of people on site at any time:		980
Typical hours of operation:		9
Number of shifts:		1
Days per week:		5
Weeks per year:		52
Scheduled plant shut-down:		18:00

Detail the main sources of energy at the site:

Gas	~~Yes~~/No
Electricity	Yes/~~No~~
Coal	~~Yes~~/No
Oil	~~Yes~~/No
Other	~~Yes~~/No

SITE DESCRIPTION

This section is intended to gather information on site setting and environmental receptors on, adjacent or close to the site.

What is the total site area: Approximately 2,400 sqm

What area of the site is covered by buildings (%): 100%

Please list all current and previous owners/occupiers if possible. Yangtzekiang Garment Ltd.

Is a site plan available? If yes, please attach. ~~Yes~~/No

Are there any other parties on site as tenants or sub-tenants? ~~Yes~~/No

If yes, identify those parties: _____

Describe surrounding land use (residential, industrial, rural, etc.) and identify neighbouring facilities and types of industry.

North: Industrial buildings eg., Fok Who Factory Building

South: Office buildings eg., Winning Centre

East: Office buildings eg., Win Plaza

West: Industrial buildings eg., Chung Hing Industrial Mansions

Describe the topography of the area (flat terrain, rolling hills, mountains, by a large body of water, vegetation, etc.).

The site is a flat terrain in the urban area of San Po Kong.

State the size and location of the nearest residential communities.

Kai Chuen Court is located approximately 185m northeast of the site. It comprises 5 residential buildings providing 3130 numbers of flat unit.

Are there any sensitive habitats nearby, such as nature reserves, parks, wetlands or sites of special scientific interest?

Choi Hung Road Playground is located approximately 50m at the north to west of the site.

Questionnaire with Existing/Previous Site Owner or Occupier

Ref.		Yes/No	Notes
1.	What are the main activities/operations at the above address?	Yes	20TYS: Storage at G/F, security printing above G/F 22-24TYS: Carpark at G/F, office above G/F
2.	How long have you been occupying the site?	Yes	Around 50 years
3.	Were you the first occupant on site? (If yes, what was the usage of the site prior to occupancy?)	Yes	Garment manufacturing in the 60s – 80s
4.	Prior to your occupancy, who occupied the site?	No	
5.	What were the main activities/operations during their occupancy?	-	
6.	Have there been any major changes in operations carried out at the site in the last 10 years?	No	
7.	Have any polluting activities been carried out in the vicinity of the site in the past?	No	
8.	To the best of your knowledge, has the site ever been used as a petrol filling station/car service garage?	No	
9.	Are there any boreholes/wells or natural springs either on the site or in the surrounding area?	No	
10	Do you have any registered hazardous installations as defined under relevant ordinances? (If yes, please provide details.)	No	No hazardous installation at G/F
11.	Are any chemicals used in your daily operations? (If yes, please provide details.)	No	No chemicals used in the daily operation at G/F
	• Where do you store these chemicals?	No	No chemicals used in the daily operation at G/F
12.	Material inventory lists, including quantities and locations available? (If yes, how often are these inventories updated?)	No	No chemicals used in the daily operation at G/F
13.	Has the facility produced a separate hazardous substance inventory?	No	

14.	Have there ever been any incidents or accidents (e.g. spills, fires, injuries, etc.) involving any of these materials? (If yes, please provide details.)	No	
15.	How are materials received (e.g. rail, truck, etc.) and stored on site (e.g. drums, tanks, carboys, bags, silos, cisterns, vaults and cylinders)?	No	
16.	Do you have any underground storage tanks? (If yes, please provide details.)	Yes	
	▪ How many underground storage tanks do you have on site?	-	1 in 20TYS 2 in 22 – 24 TYS
	▪ What are the tanks constructed of?	-	20TYS: Concrete 22 – 24TYS: Metal tanks with concrete containment
	▪ What are the contents of these tanks?	-	20TYS: Nothing, never been used according to owner 22 – 24 TYS: Fuel in the 60s – 80s
	▪ Are the pipelines above or below ground?	-	Shall be below ground connecting the boiler rooms in 22-24 TYS, but removed in the 80s during the renovation
	▪ If the pipelines are below ground, has any leak and integrity testing been performed?	No	
	▪ Have there been any spills associated with these tanks?	No	
17.	Are there any disused underground storage tanks?	Yes	All 3 tanks were disused
18.	Do you have regular check for any spillage and monitoring of chemicals handled? (If yes, please provide details.)	No	
19.	How are the wastes disposed of?	-	All refuse is collected by movable refuse collection bins and stored in back lane
20.	Have you ever received any notices of violation of environmental regulations or received public complaints? (If yes, please provide details.)	No	
21.	Have any spills occurred on site? (If yes, please provide details.)	No	
	• When did the spill occur?	-	
	• What were the substances spilled?	-	
	• What was the quantity of material spilled?	-	
	• Did you notify the relevant departments of the spill?	-	

	• What were the actions taken to clean up the spill?	-	
	• What were the areas affected?	-	
22.	Do you have any records of major renovation of your site or rearrangement of underground utilities, pipe work/underground tanks (If yes, please provide details.)	Yes	Renovation in the 80s
23.	Have disused underground tanks been removed or otherwise secured (e.g. concrete, sand, etc.)?	-	Haven't been removed. The fuel tanks in 22 – 24 TYS are secured with concrete containment.
24.	Are there any known contaminations on site? (If yes, please provide details.)	No	
25.	Has the site ever been remediated? (If yes, please provide details.)	No	

Observations

1.	Are chemical storage areas provided with secondary containment (i.e. bund walls and floors)?	-	Generally do not have chemical storage areas on G/F. 2 cans of paint placed on the metal plate at G/F of 20TYS. No sign of spillage.
2.	What are the conditions of the bund walls and floors?	-	For the non-renovated area, some dampness and cracks in some areas. Details refer to App F. For the renovated area, the concrete condition is good.
3.	Are any surface water drains located near to drum storage and unloading areas?	No	
4.	Are any solid or liquid waste (other than wastewater) generated at the site? (If yes, please provide details.)	No	
5.	Is there a storage site for the wastes?	No	
6.	Is there an on-site landfill?	No	
7.	Were any stressed vegetation noted on site during the site reconnaissance? (If yes, please indicate location and approximate size.)	No	
8.	Were any stained surfaces noted on-site during the site reconnaissance? (If yes, please provide details.)	No	
9.	Are there any potential off-site sources of contamination?	No	
10.	Does the site have any equipment which might contain	Yes	3 transformer rooms

	polychlorinated biphenyls (PCBs)?		
11.	Are there any sumps, effluent pits, interceptors or lagoons on site?	No	
12.	Any noticeable odours during site walkover?	No	
13.	Are any of the following chemicals used on site: fuels, lubricating oils, hydraulic fluids, cleaning solvents, used chemical solutions, acids, anti-corrosive paints, thinners, coal, ash, oily tanks and bilge sludge, metal wastes, wood preservatives and polyurethane foam?	Yes	22 – 24TYS: Underground fuel tanks at the loading/unloading bay outside the building.

APPENDIX F
PHOTOLOG

Site Boundary

(1) Viewpoint

Yip Fung Industrial Building

Cheong Tai Industrial Building

Win Plaza

Podium (Car Park under)

Podium

Chung

N

0m 10m

Photolog – G/F of 20 Tai Yau Street (10 July 2024)

Photo 1: Site entrance of 20 Tai Yau Street at G/F

Photo 2: Entrance of the retail shop at G/F

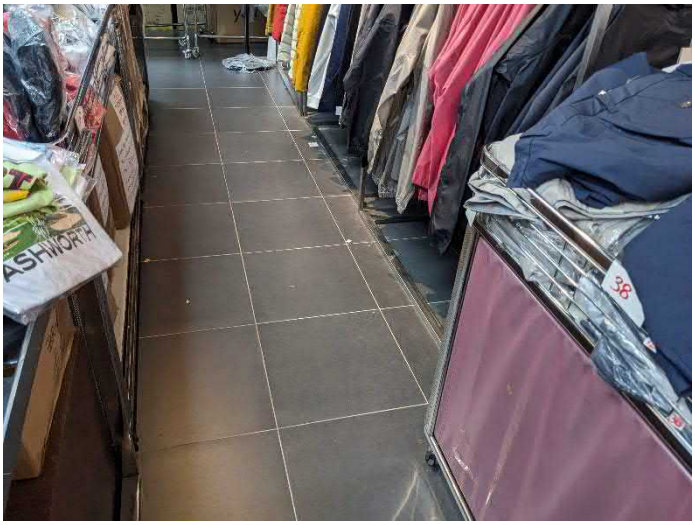


Photo 3: Inside the retail shop at G/F

Photo 4: Existing storage area at G/F (named as workshop in GBP dated 1965)

Photo 5: Existing storage area at G/F (named as workshop in GBP dated 1965)

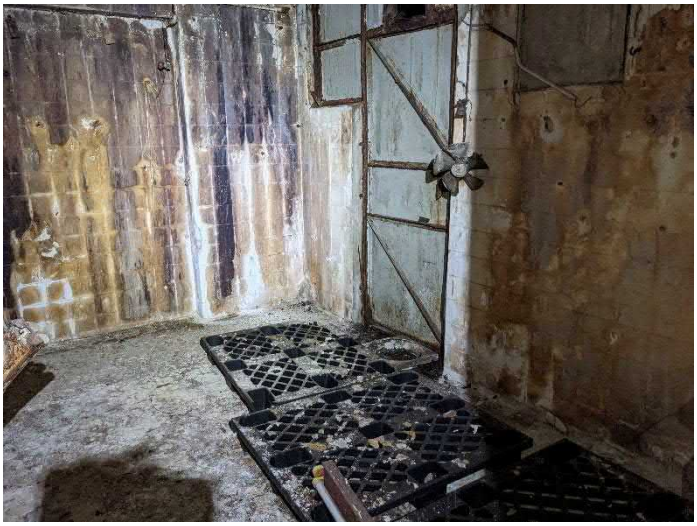


Photo 6: Existing storage area at G/F (named as toilet in GBP dated 1965)

Photo 7: Corridor at G/F

Photo 8: Switch Room at G/F

Photo 9: Transformer room at G/F

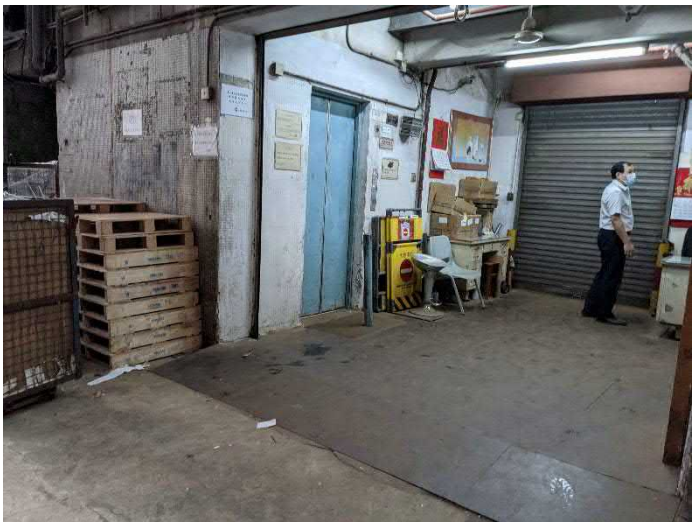


Photo 10: Lift lobby/ entrance facing the back lane at G/F

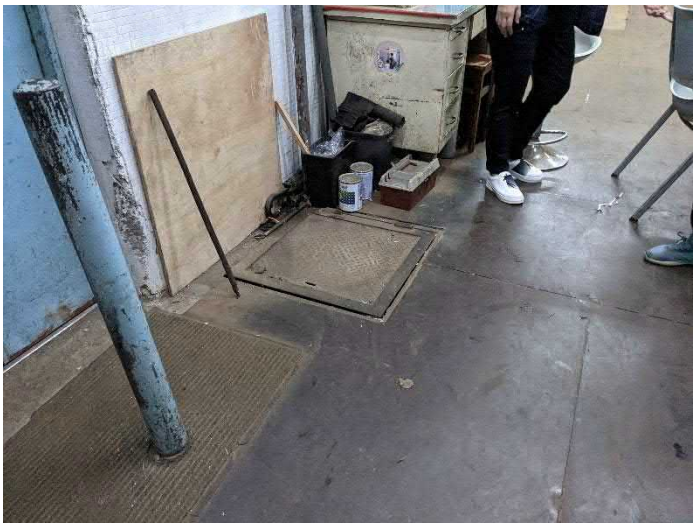


Photo 11: Cover of the underground storage area at G/F

Photo 12: Stagnant liquid observed inside the underground storage area

Photolog – G/F 22-24 Tai Yau Street (10 July 2024)

Photo 13: Site entrance of 22-24 Tai Yau Street at G/F

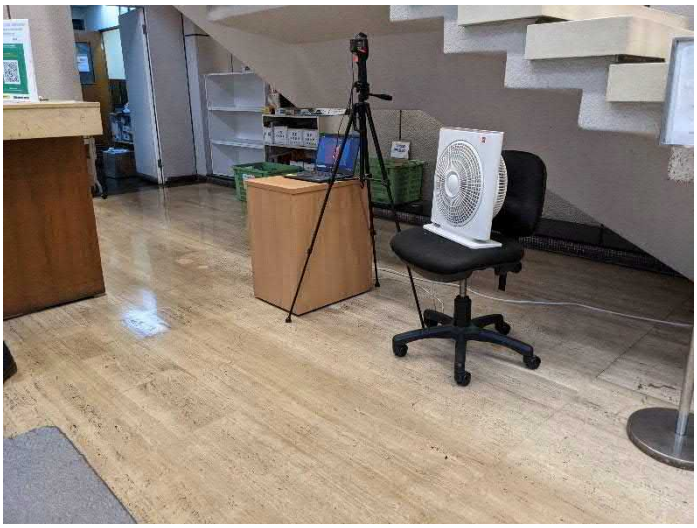


Photo 14: Reception hall at G/F of project site

Photo 15: Entrance of existing carpark (previous as Reception at G/F

Photo 16: Existing carpark (previous workshop C & toilet & store room at G/F

Photo 17: Existing carpark and Building Management Office (previous workshop C) at G/F

Photo 18: Existing carpark (previous board room and first aid room at G/F

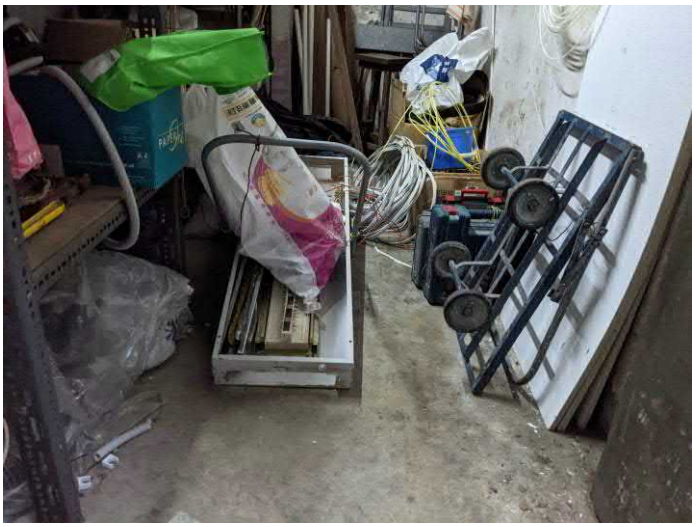


Photo 19: Existing store room (previous as boiler room near workshop C) at G/F

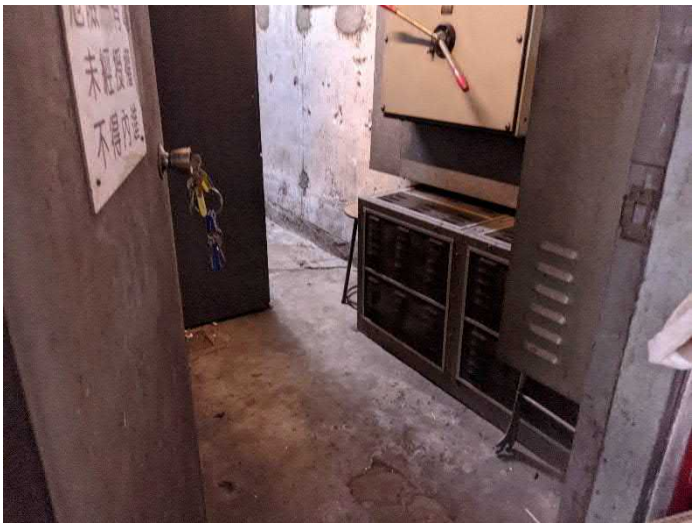


Photo 20: Switch Room at G/F

Photo 21: Car parking space at the back lane is covered by the metal plate at G/F

Photo 22: Back of house corridor (previous workshop D) at G/F

Photo 23: Cargo storage with packaged material (previous boiler room near workshop D) at G/F

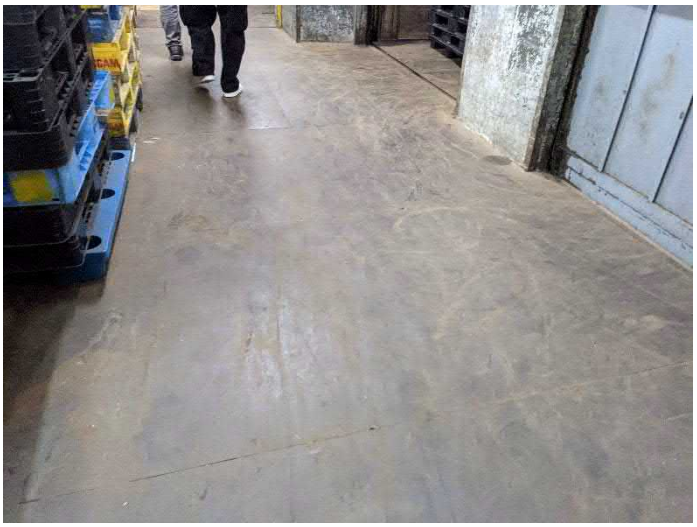


Photo 24: Cargo lift lobby covered with metal plate at G/F

Photo 25: Store room at G/F

Photo 26: Store room at G/F

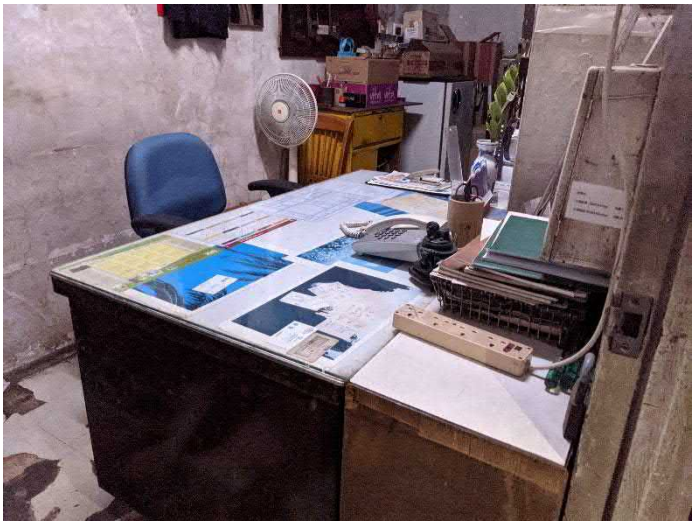


Photo 27: Existing office space (previous workshop D) at G/F

Photo 28: Existing temporary storage (previous workshop D) at G/F

Photo 29: Existing office space (previous workshop D) at G/F

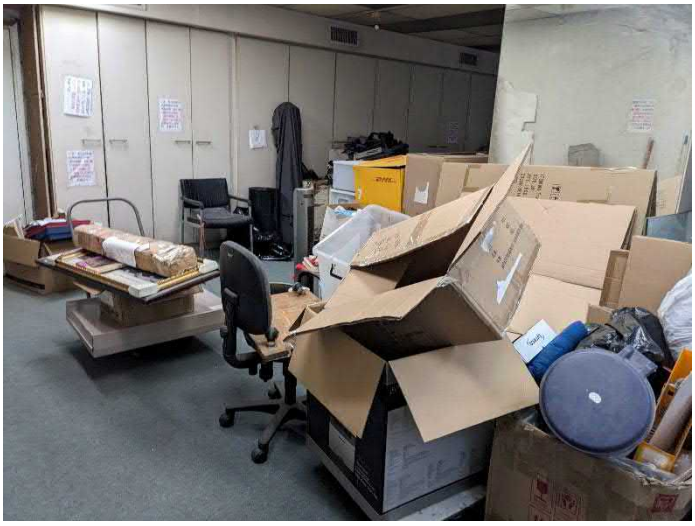


Photo 30: Office space used for temporary storage (previous workshop D) at G/F

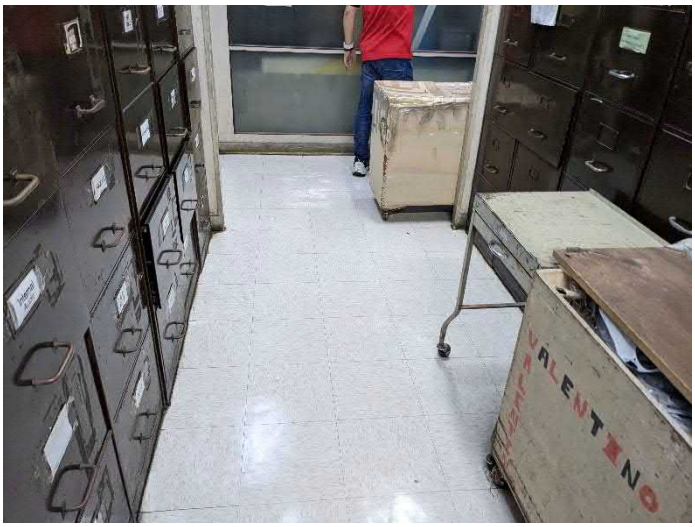


Photo 31: Existing filing space (previous workshop D) at G/F

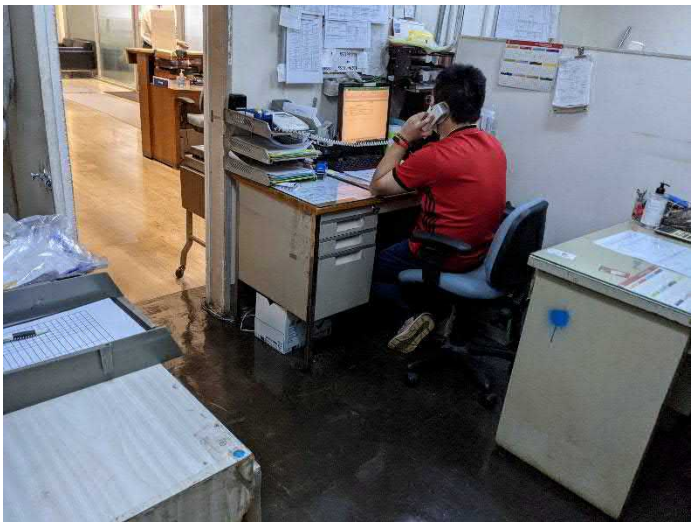


Photo 32: Existing office space (previous workshop D) at G/F

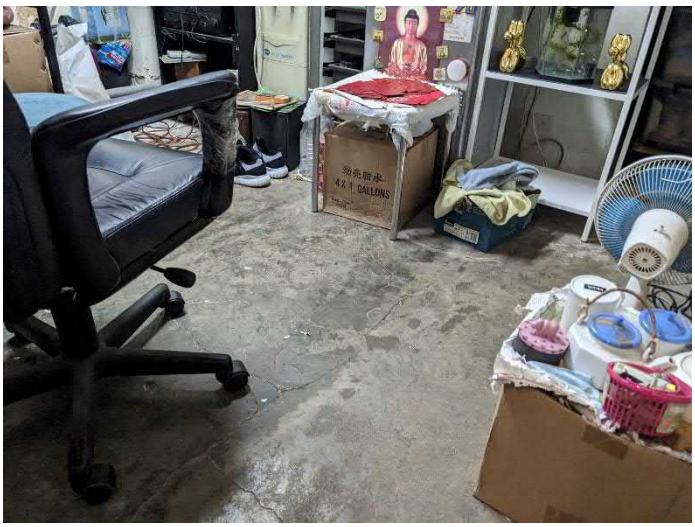


Photo 33: Rest Room (previous toilet) at G/F

Photo 34: Yard at G/F

Photo 35: Transformer room for 22 Tai Yau Street at G/F

Photo 36: Transformer room for 24 Tai Yau Street at G/F

Photo 37: Pipe duct at G/F

APPENDIX G
PARAMETERS OF LABORATORY ANALYSIS FOR SOIL AND GROUNDWATER

Parameters, Detection Limits and Reference Methods of Laboratory Analysis for Soil and Groundwater Samples

A. Soil Samples

Component		Parameter	Detection Limit (mg/kg)	RBRGs for Urban Residential (mg/kg)	Soil Saturation Limit (Csat) (mg/kg)	Determination Method
Metals		Antimony	1	2.95E+01	N/A	USEPA 6020
		Arsenic	1	2.21E+01	N/A	
		Barium	1	1.00E+04	N/A	
		Cadmium	0.2	7.38E+01	N/A	
		Cobalt	1	1.48E+03	N/A	
		Copper	1	2.95E+03	N/A	
		Lead	1	2.58E+02	N/A	
		Manganese	1	1.00E+04	N/A	
		Molybdenum	1	3.69E+02	N/A	
		Nickel	1	1.48E+03	N/A	
		Tin	1	1.00E+04	N/A	
		Zinc	1	1.00E+04	N/A	
		Mercury	0.2	1.10E+01	N/A	APHA 3112B
		Chromium III	1	1.00E+04	N/A	USEPA 3060; APHA 3500 Cr:D
		Chromium VI	1	2.21E+02	N/A	
Hydrocarbons	Petroleum Carbon Ranges (PCRs)	C6 - C8	5	1.41E+03	1.00E+03	USEPA 8260/8015
		C9 - C16	200	2.24E+03	3.00E+03	
		C17 - C35	500	1.00E+04	5.00E+03	
	Volatile Organic Compounds (VOCs)	Acetone	50	9.59E+03	***	USEPA 8260B
		Bromodichloromethane	0.1	3.17E-01	1.03E+03	
		2-Butanone	5	1.00E+04	***	
		Chloroform	0.04	1.32E-01	1.10E+03	
		Methyltert-Butyl Ether	0.5	6.88E+00	2.38E+03	
		Methylene Chloride	0.5	1.30E+00	9.21E+02	
		Styrene	0.5	3.22E+03	4.97E+02	
		Tetrachloroethene	0.04	1.01E-01	9.71E+01	
		Trichloroethene	0.1	5.23E-01	4.88E+02	
		Benzene	0.2	7.04E-01	3.36E+02	
		Toluene	0.5	1.44E+03	2.35E+02	
		Ethylbenzene	0.5	7.09E+02	1.38E+02	
		Xylenes (Total)	2	9.50E+01	1.50E+02	
	Semi- Volatile Organic Compounds (SVOCs)	Acenaphthene	0.5	3.51E+03	6.02E+01	USEPA 8270
		Acenaphthylene	0.5	2.34E+03	1.98E+01	
		Anthracene	0.5	1.00E+04	2.56E+00	
		Benzo(a)anthracene	0.5	1.20E+01	N/A	
		Benzo(a)pyrene	0.5	1.20E+00	N/A	
		Benzo(b)fluoranthene	0.5	9.88E+00	N/A	
		Benzo(g,h,i)perylene	0.5	1.80E+03	N/A	
		Benzo(k)fluoranthene	0.5	1.20E+02	N/A	
		bis-(2-Ethylhexyl)phthalate	5	3.00E+01	N/A	
		Chrysene	0.5	8.71E+02	N/A	
		Dibenzo(a,h)anthracene	0.5	1.20E+00	N/A	
		Fluoranthene	0.5	2.40E+03	N/A	
		Fluorene	0.5	2.38E+03	5.47E+01	
		Hexachlorobenzene	0.2	2.43E-01	N/A	
		Indeno(1,2,3-cd)pyrene	0.5	1.20E+01	N/A	
		Naphthalene	0.5	1.82E+02	1.25E+02	
		Phenanthrene	0.5	1.00E+04	2.80E+01	
		Phenol	0.5	1.00E+04	7.26E+03	
		Pyrene	0.5	1.80E+03	N/A	
	PCBs	PCBs	0.1	2.36E-01	N/A	

Remarks: (1) "N/A" denotes not applicable.

(2) Table based on "Guidance Manual for Use of Risk-Based Remediation Goals (RBRG) for Contaminated Land Management, published in December 2007 and revised in April 2023 by EPD".

(3) *** indicates that the solubility limit exceeds the 'ceiling limit' therefore the RBRGS applies.

Parameters, Detection Limits and Reference Methods of Laboratory Analysis for Soil and Groundwater Samples

B. Groundwater Samples

Component		Parameter	Detection Limit (mg/L)	RBRGs for Urban Residential (mg/L)	Solubility Limit (mg/L)	Determination Method
Metals		Antimony	0.001	N/A	N/A	USEPA 6020
		Arsenic	0.01	N/A	N/A	
		Barium	0.001	N/A	N/A	
		Cadmium	0.0002	N/A	N/A	
		Cobalt	0.001	N/A	N/A	
		Copper	0.001	N/A	N/A	
		Lead	0.001	N/A	N/A	
		Manganese	0.001	N/A	N/A	
		Molybdenum	0.001	N/A	N/A	
		Nickel	0.001	N/A	N/A	
		Tin	0.001	N/A	N/A	
		Zinc	0.02	N/A	N/A	
		Mercury	0.0005	4.86E-01	N/A	APHA 3112B
		Chromium III	0.02	N/A	N/A	USEPA 3060; APHA 3500 Cr:D
		Chromium VI	0.02	N/A	N/A	
Hydrocarbons	Petroleum Carbon Ranges (PCRs)	C6 - C8	0.02	8.22E+01	5.23E+00	USEPA 8260/8015
		C9 - C16	0.5	7.14E+02	2.80E+00	
		C17 - C35	0.5	1.28E+01	2.80E+00	
	Volatile Organic Compounds (VOCs)	Acetone	0.5	1.00E+04	***	USEPA 8260B
		Bromodichloromethane	0.005	2.22E+00	6.74E+03	
		2-Butanone	0.05	1.00E+04	***	
		Chloroform	0.005	9.56E-01	7.92E+03	
		Methyltert-Butyl Ether	0.005	1.53E+02	***	
		Methylene Chloride	0.05	1.90E+01	***	
		Styrene	0.005	3.02E+03	3.10E+02	
		Tetrachloroethene	0.005	2.50E-01	2.00E+02	
		Trichloroethene	0.005	1.21E+00	1.10E+03	
		Benzene	0.005	3.86E+00	1.75E+03	
		Toluene	0.005	5.11E+03	5.26E+02	
		Ethylbenzene	0.005	1.02E+03	1.69E+02	
		Xylenes (Total)	0.02	1.12E+02	1.75E+02	
	Semi- Volatile Organic Compounds (SVOCs)	Acenaphthene	0.002	1.00E+04	4.24E+00	USEPA 8270
		Acenaphthylene	0.002	1.41E+03	3.93E+00	
		Anthracene	0.002	1.00E+04	4.34E-02	
		Benzo(a)anthracene	N/A	N/A	N/A	
		Benzo(a)pyrene	N/A	N/A	N/A	
		Benzo(b)fluoranthene	0.001	5.39E-01	1.50E-03	
		Benzo(g,h,i)perylene	N/A	N/A	N/A	
		Benzo(k)fluoranthene	N/A	N/A	N/A	
		bis-(2-Ethylhexyl)phthalate	N/A	N/A	N/A	
		Chrysene	0.001	5.81E+01	1.60E-03	
		Dibenzo(a,h)anthracene	N/A	N/A	N/A	
		Fluoranthene	0.002	1.00E+04	2.06E-01	
		Fluorene	0.002	1.00E+04	1.98E+00	
		Hexachlorobenzene	0.004	5.89E-02	6.20E+00	
		Indeno(1,2,3-cd)pyrene	N/A	N/A	N/A	
		Naphthalene	0.002	6.17E+01	3.10E+01	
		Phenanthrene	0.002	1.00E+04	1.00E+00	
		Phenol	N/A	N/A	N/A	
		Pyrene	0.002	1.00E+04	1.35E-01	
	PCBs	PCBs	0.001	4.33E-01	3.10E-02	

Remarks: (1) "N/A" denotes not applicable.

(2) Table based on "Guidance Manual for Use of Risk-Based Remediation Goals (RBRG) for Contaminated Land Management, published in December 2007 and revised in April 2023 by EPD".

(3) *** indicates that the solubility limit exceeds the 'ceiling limit' therefore the RBRGS applies.

Appendix X Photomontage Showing the Proposed Redevelopment and the Surrounding Environment

REV.	DESCRIPTION	DATE
-	DESIGN PROPOSAL	OCT'25

PROJECT :

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

DRAWING TITLE :

PHOTOMONTAGE OF THE PROPOSED HOTEL
DEVELOPMENT

AUTHORIZED PERSON :

C&L architects & surveyors ltd
朱 倫 建 築 師 測 量 師 有 限 公 司

JOB No. : AA598

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

PRINTED DATE : DATE :

SCALE AT A3	DRAWING No. :	REV.
N.T.S	P-01	-

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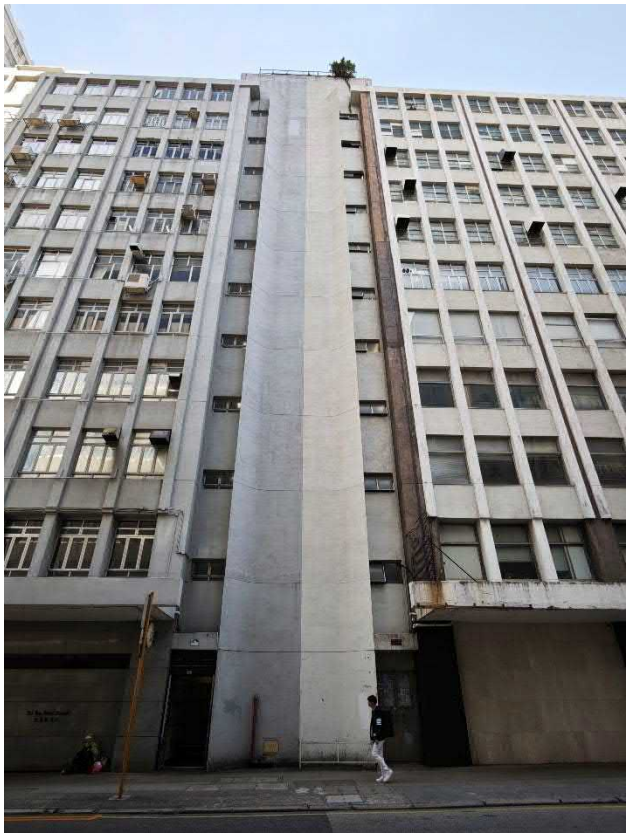
Appendix XI Photo Record of the Exterior and Interior of Existing Common Staircase

Location	Exterior of the Common Staircase Facing Tai Yau Street
Photo No.P01	
Location	Exterior of the Common Staircase Facing Tai Yau Street
Photo No.P02	

Location	Interior of the Common Staircase Facing Tai Yau Street
Photo No.P03	
Location	Interior of the Common Staircase Facing Tai Yau Street
Photo No.P04	

Location	Interior of the Common Staircase Facing Tai Yau Street
Photo No.P05	
Location	Interior of the Common Staircase Facing Tai Yau Street
Photo No.P06	

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

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附件: 1. Form S16-I_p.7,8,9,15 & 16.pdf; 2. Supporting Planning Statement_p.7.pdf; 3. Appendix II_Archi_dwg_20260109.pdf; 4. Appendix III_Landscape Plan_20260109.pdf; 5. Appendix IV_TIA Report_2 pages.pdf

From: Nicole Cheng [redacted]
Sent: Friday, January 9, 2026 3:49 PM
To: TPB Submission/PLAND <tpbsubmission@pland.gov.hk>
Cc: [redacted]
Subject: RE: Submission of Revised Document of New s.16 Planning Application No. A/K11/249

Dear Sir/Madam,

Further to the application of the above, we would like to submit the revised pages of the followings for your kind processing.

1. Pages 7-9 & 15-16 of Form S16-I
2. Page 7 of supporting planning statement;
3. Full set of Appendix II – Architectural Drawings;
4. Full set of Appendix III – Landscape Plan; and
5. 2 pages of TIA report

Should you have further quires, please feel free to contract the undersigned at [redacted].

Best Regards,
Nicole Cheng

C&L architects & surveyors limited
朱倫建築師測量師有限公司
[redacted]

From: Nicole Cheng [redacted]
Sent: Friday, December 19, 2025 3:00 PM
To: 'tpbsubmission@pland.gov.hk' <tpbsubmission@pland.gov.hk>
Cc: [redacted]
Subject: RE: Submission of Soft Copy of New s.16 Planning Application No. A/K11/249

Dear Sir/Madam,

Please be informed that the soft copy submission of the captioned has been uploaded to the link provided for processing.

Best Regards,
Nicole Cheng

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

C&L architects & surveyors limited
朱倫建築師測量師有限公司
[redacted]

From: TPB Submission/PLAND <tpbsubmission@pland.gov.hk>
Sent: Friday, December 19, 2025 9:52 AM
To: [redacted]
Cc: [redacted]
Subject: Submission of Soft Copy of New s.16 Planning Application No. A/K11/249

Dear Sir/Madam,

We refer to your hard copy submission of the attached s.16 planning application *[See attachment "2502767.pdf"]* to the Town Planning Board Secretariat (the Secretariat). For meeting the submission requirement, please upload the soft copy of the supplementary information (e.g. planning report and technical assessments) of the application via the link below in accordance with the Guidance Notes on "Application for Permission under Section 16/16A/12A of the Town Planning Ordinance" (Guidance Notes) (https://www.tpb.gov.hk/en/plan_application/apply.html) to complete the submission:

https://fespld.pland.gov.hk/FsShare?key=A_K11_249

Please ensure that the soft copy of the documents to be uploaded should be the same as the submitted hard copy, and no personal data (except names) should be included in the supplementary information of your submission (including plans, drawings, planning statement, technical assessments, etc.). Under no circumstances will the Secretariat accept any liabilities for any inaccuracies, discrepancies or disclosure of personal data in the submission.

Please also be reminded that currently the application submission is still incomplete and the Secretariat will not process the application until you have submitted the soft copy via the link above and notified the Secretariat of the submission by replying this email by **2.1.2026**. The date of receipt of application will be the date when the Secretariat receives all necessary information and documents. If the submission of soft copy and the notification are not completed by **2.1.2026**, without further notice, the Secretariat will take that you do not wish to continue the application. The submitted hard copies will be returned to you. For how to upload the documents, you may refer to the **Annex** and also the Guidance Notes for details.

[See attachment "Annex (附件).pdf"]

Any subsequent soft copy submissions for the above application, including further information and review application under s.17 of the Town Planning Ordinance, must be made via the Secretariat's Electronic Planning Application Submission System (EPASS) (https://eservices2.tpb.gov.hk/epass/) or the above link. For submission via the above link, it must be followed by notification to the Secretariat of the submission by email (tpbsubmission@pland.gov.hk). Otherwise, the Secretariat may refuse to consider the submission. Under no circumstances will the Secretariat accept any liabilities for any inaccuracies, discrepancies or disclosure of personal data in the submission.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

Should you have any enquiries on this application, please contact the Secretariat by email (tpbsubmission@pland.gov.hk) or through telephone hotline (2231 4810 or 2231 4835).

Town Planning Board Secretariat

Disclaimer:
This email message (together with any attachments) is for the designated recipient only. It may contain information that is privileged for the designated recipient. If you receive this message but are not the intended recipient, you are hereby notified that any use, retention, disclosure, copying, printing, forwarding or dissemination of the message is strictly prohibited. Please erase/shred all copies of the message (including attachments) and notify the Secretariat of the Town Planning Board immediately.

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

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

☐	Plot ratio restriction 地積比率限制	From 由 …… to 至 ……
☐	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）	MINOR RELAXATION OF THE NON-BUILDING AREA RESTRICTION AT TAI YAU STREET TO RETAIN THE COMMON STAIRCASE SERVING THE ADJOINING BUILDING

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development 擬議用途/發展	PROPOSED HOTEL AND MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION 擬建酒店及放寬非建築區域的限制 (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	29,111.334 sq.m 平方米	☑About 約
Proposed plot ratio 擬議地積比率	12.000	☑About 約
Proposed site coverage 擬議上蓋面積	BELOW 15m: 76.665%, ABOVE 15m: 43.958 %	☑About 約
Proposed no. of blocks 擬議座數	1	
Proposed no. of storeys of each block 每座建築物的擬議層數	33 storeys 層 ☑ include 包括 1 storeys of basements 層地庫 1 storey of refuge floor ☐ 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	119.725 mPD 米(主水平基準上) …… m 米	☑About 約 ☐About 約

☐ Domestic part 住用部分

GFA 總樓面面積 …… sq. m 平方米 ☐About 約

number of Units 單位數目 ……

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

estimated number of residents 估計住客數目 ……

☑ Non-domestic part 非住用部分 GFA 總樓面面積

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

☑ hotel 酒店 29,111.334 sq. m 平方米 ☑About 約

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

☐ 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	B/F	CARPARK, E&M ROOMS 地庫停車場，機電房
	G/F	ENTRANCE LOBBY, LOADING & UNLOADING, LAY-BY 大堂，上落客/貨停車處
	1/F	RESTAURANT, CAFE, LOUNGE, HOTEL SHOP 餐廳，咖啡店，休憩廳，酒店商鋪
	2/F	BACK OF HOUSE FACILITIY, E&M ROOMS 後勤設施，機電房
	3/F-31/F	GUEST ROOMS (REFUGE FLOOR AT 16/F) 客房(防火層於16樓)
	R/F	FLAT ROOF 平台

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

LANDSCAPE AREA 園景美化地方

……

……

……

……

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)

DECEMBER 2030
2030年12月

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)) TAI YAU STREET 大有街 ☐ 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: 22 Motorcycle Parking Spaces 電單車車位: 6 Light Goods Vehicle Parking Spaces 輕型貨車泊車位: Medium Goods Vehicle Parking Spaces 中型貨車泊車位: Heavy Goods Vehicle Parking Spaces 重型貨車泊車位: Others (Please Specify) 其他 (請列明): _____: _____:
	No 否	☐
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位 (lay-by): 4 Coach Spaces 旅遊巴車位 (lay-by): 3 Light Goods Vehicle Spaces 輕型貨車車位 (loading / unloading): 10 Medium Goods Vehicle Spaces 中型貨車車位: Heavy Goods Vehicle Spaces 重型貨車車位 (loading / unloading): 3 Others (Please Specify) 其他 (請列明): _____: _____:
	No 否	☐

(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	119.725 m 米 ☐ (Not more than 不多於)
			120 mPD 米(主水平基準上) ☑ (Not more than 不多於)
			33 Storeys(s) 層 ☐ (Not more than 不多於) *(☑Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* 1 STOREY ☑ *Basement 地庫* 1 STOREY ☑ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Composite 綜合用途	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
(iv)	Site coverage 上蓋面積	BELOW 15m: 76.665%, ABOVE 15m 43.958 % ☑ About 約	
(v)	No. of units 單位數目	1,260 HOTEL GUEST ROOMS 酒店客房	
(vi)	Open space 休憩用地	Private 私人	sq.m 平方米 ☐ Not less than 不少於
		Public 公眾	sq.m 平方米 ☐ Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	28
	Private Car Parking Spaces 私家車車位	22
	Motorcycle Parking Spaces 電單車車位	6
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
	Others (Please Specify) 其他 (請列明) _____ _____	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	20
	Taxi Spaces 的士車位 (lay-by)	4
	Coach Spaces 旅遊巴車位 (lay-by)	3
	Light Goods Vehicle Spaces 輕型貨車車位 (loading/unloading)	10
	Medium Goods Vehicle Spaces 中型貨車位	
	Heavy Goods Vehicle Spaces 重型貨車車位 (loading/unloading)	3
	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）	☐	☑
Contamination Assessment Plan 土地污染評估		
_____		

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

4.2 The Proposed Plot Ratio

4.2.1 As mentioned in paragraph 4.1.1, the building will be set back 3m from its site boundary abutting Tai Yau Street. The set back area will be dedicated to the public for passage purposes. The Applicants do not intend to claim for bonus plot ratio arising from the dedication at this stage. Therefore, the proposed plot ratio is not exceeding 12.

4.3 Internal Transport Facilities

4.3.1 Three loading/unloading spaces for heavy goods vehicles, 4 taxi lay-bys and 3 coach lay-bys are provided on the Ground Floor. Ten spaces for loading/unloading spaces for light goods vehicle and 22 private car parking spaces are provided on the basement floor. The parking provision complies with the requirement stipulated in the Hong Kong Planning Standards and Guidelines ("HKPSG"). Table III below shows the parking provision required under the HKPSG and the proposed parking provision.

Table III

Parking, Lay-by & Loading/Unloading	Required under HKPSG	Proposed Provision
Heavy Goods and Light Goods Vehicles (loading / unloading)	13 Spaces	3 Heavy Goods Vehicles and 10 Light Goods Vehicles
Private Car	20 Spaces	22 Spaces including 1 Disabled
Motor Cycle	Not Specified	6
Taxi (lay-by)	4	4
Coach (lay-by)	3	3

4.4 Landscape Proposal

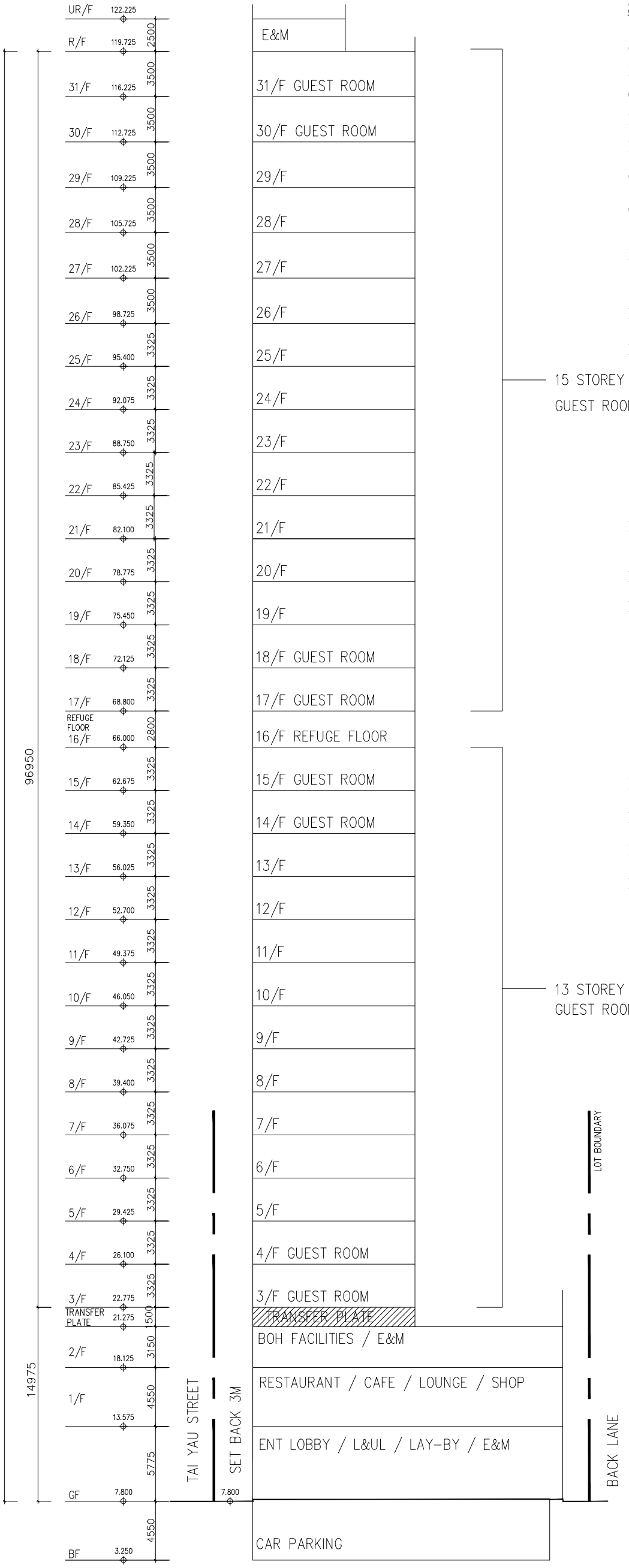
4.4.1 The set back area at the ground floor would be landscaped and provided with a canopy to protect the pedestrian from the weather and enhance the walkability and pedestrian environment along Tai Yau Street. Landscaping work with the provision of suitable plants would also be carried out on the flat roof and roof of the building so as to enhance the surrounding environment. A copy of the Landscaping Plan is annexed at Appendix III.

5 PLANNING JUSTIFICATIONS

5.1 The Proposed Hotel Use is in line with the Planning Intention

5.1.1 The Application Site is zoned for "OU(B)" use in the OZP and according to the Notes attached thereto, the planning intention of this zone is intended primarily for general business uses. The proposed hotel development complies with the planning intention.

Appendix II Architectural Drawings



DIAGRAMMATIC SECTION (N.T.S.)

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

Site Area:	2,426.050 sq.m.
Lots:	N.K.I.L.s 4735, 4736, 4737, 4738, 4739 RP, 4739 s.A & 4739 s.B
Class of Site:	A
Permissible Plot Ratio:	12 (Under OZP)
Permissible GFA:	29,112.600 sq.m.
Total Permissible GFA:	29,112.600 sq.m.
Total Permissible Plot Ratio:	12.000
Permissible Building Height:	120mPD 120mPD - 7.8mPD (mean street level) = 112.200m
Permissible Site Coverage:	Not exceeding 100% below 15m Not exceeding 60% above 15m

Proposed Use of Floor:

Basement	Car Parking / E&M
G/F	Entrance Lobby / Loading & Unloading / Drop-off / E&M
1/F	Restaurant / Cafe / Lounge / Shop
2/F	Back of House Facility / E&M
2/F- 3/F Slab	Transfer Plate
3/F-15/F	Guest Room
16/F	Refuge Floor
17/F-31/F	Guest Room
R/F	Roof Garden, E&M

Proposed Site Coverage:	Below 15m : 76.665% (1,859.921 sq.m) Above 15m : 43.958% (1,066.447 sq.m)
Proposed Height of Building:	111.925m (119.725 mPD)

Proposed GFA per floor:

G/F	435.094 sq.m
1/F	1,300.307 sq.m. (include the GFA of canopy at 1/F)
2/F	610.132 sq.m.
3/F	931.708 sq.m.
4/F-15/F & 17/F-31/F	928.703 sq.m. (per floor) x 27 floors = 25,074.981 sq.m.
R/F	9.112 sq.m.
Staircase (NKILs. 4739s.A & s.B)	750.00 sq.m

Proposed Total GFA:	29,111.334 sq.m.
Proposed Plot Ratio:	12.000
Proposed no. of Storeys:	33 storeys (inlcude 1 storey basement & 1 storey refuge floor)
Proposed no. of Guest Rooms:	1260

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

DRAWING TITLE:
SCHEDULE OF ACCOMMODATION

AUTHORIZED PERSON:

C&L architects & surveyors ltd 朱儀建築師測量師有限公司

JOB No.: AA598

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

PRINTED DATE:

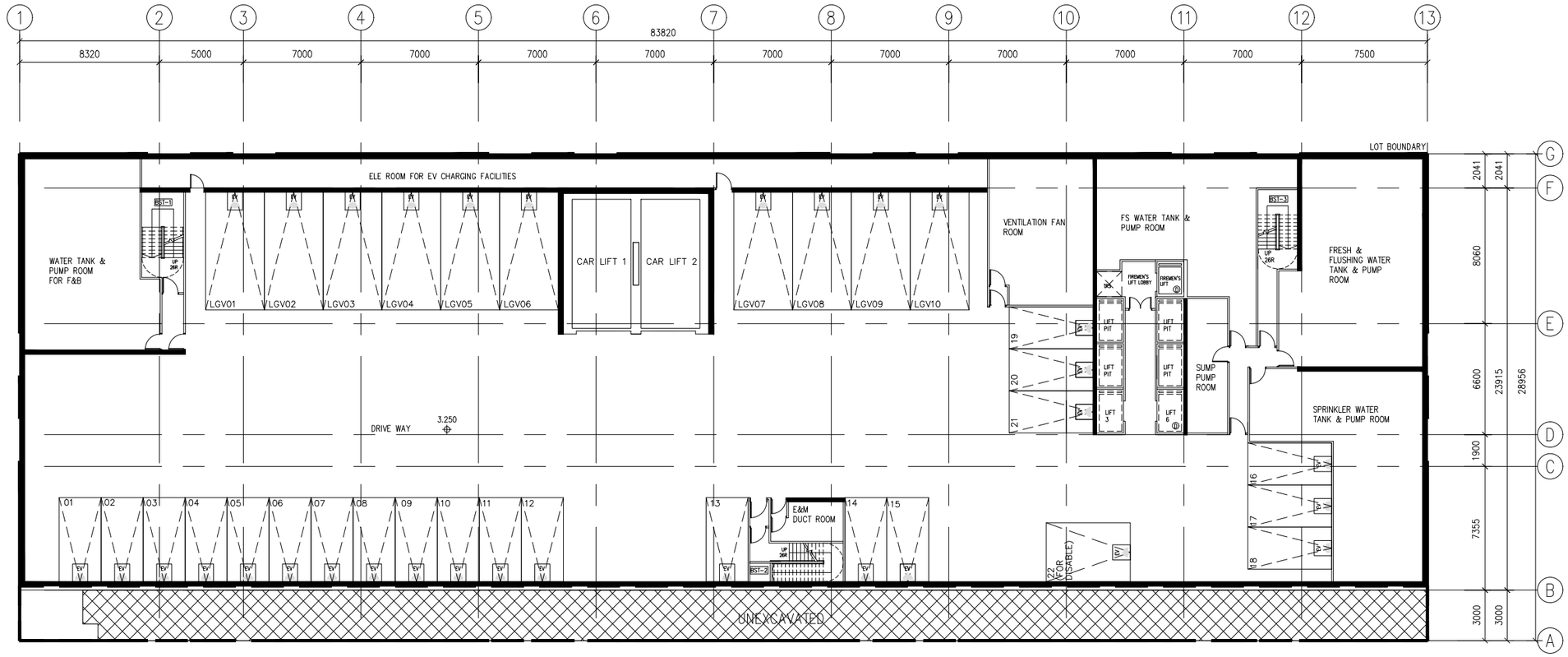
DATE:

SCALE AT A3: N.T.S

DRAWING No.: CAL-01

REV.: A

REV.	DESCRIPTION	DATE
-	REVISION	JAN'26
-	DESIGN PROPOSAL	NOV'25



LEGEND:

SET BACK AREA TO BE DEDICATED
FOR USE AS PUBLIC PASSAGE AT GROUND FLOOR LEVEL

BASEMENT FLOOR PLAN

REV.	DESCRIPTION	DATE
-	REVISION	JAN'26
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

BASEMENT FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

SCALE AT A3	DRAWING No. :	REV:
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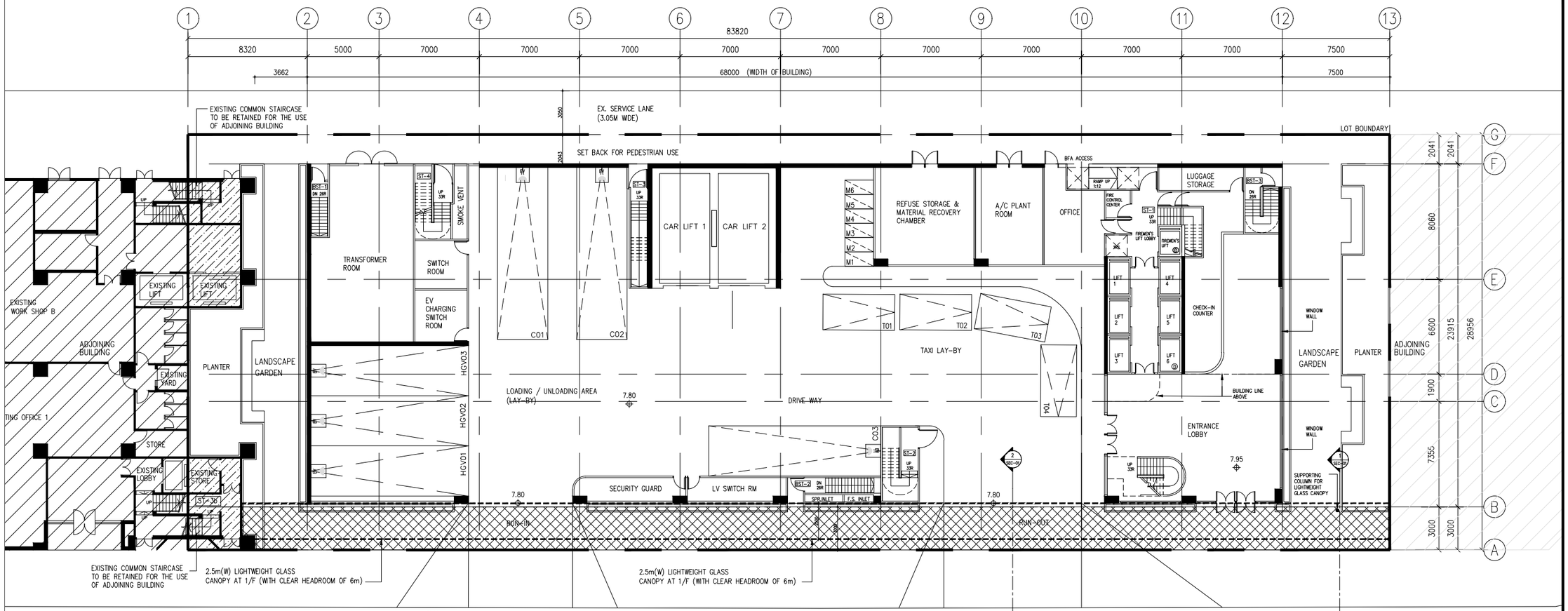


LEGEND:

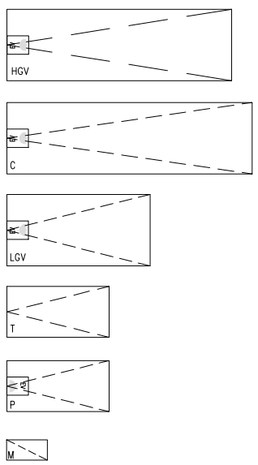
PLANTER BOX

SET BACK AREA TO BE DEDICATED FOR USE AS PUBLIC PASSAGE AT GROUND FLOOR LEVEL

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

GROUND FLOOR PLAN

TAI YAU STREET (18.30M WIDE)



HEAVY GOODS VEHICLES (HGV) 3.5m x 11m (LOADING/UNLOADING)

COACH 3.5m x 12m (LAY-BY)

LIGHT GOODS VEHICLE (LGV) 3.5m x 7m (LOADING/UNLOADING)

TAXI 2.5m x 5m (LAY-BY)

PRIVATE CAR 2.5m x 5m (PARKING SPACE)

MOTORCYCLE 2m x 1m (PARKING SPACE)

CAR PARKING PROVISION CALCULATION

APPROX. NO. OF ROOMS = 1260

TYPE	ROOM/GFA	RATE	NO. REQUIRED	NO. PROVIDED
PRIVATE CAR (PARKING SPACE)	1260 ROOMS RESTUATANT/CAFE /800 SEAT	1/100 ROOMS 1/100 SEATS	13 8	22
TAXI (LAY-BY)	1260 ROOMS	>600 ROOMS MIN. 4 NOS.	4	4
COACH (LAY-BY)	1260 ROOMS	>900 ROOMS MIN. 3 NOS.	3	3
LGV HGV (LOADING/UNLOADING)	1260 ROOMS	0.5-1/100 ROOMS	7-13	10 3
MOTORCYCLE (PARKING SPACE)	NOT SPECIFIED	NOT SPECIFIED	NIL	6

REV.	DESCRIPTION	DATE
-	REVISION	JAN'26
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

GROUND FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE : | DATE :

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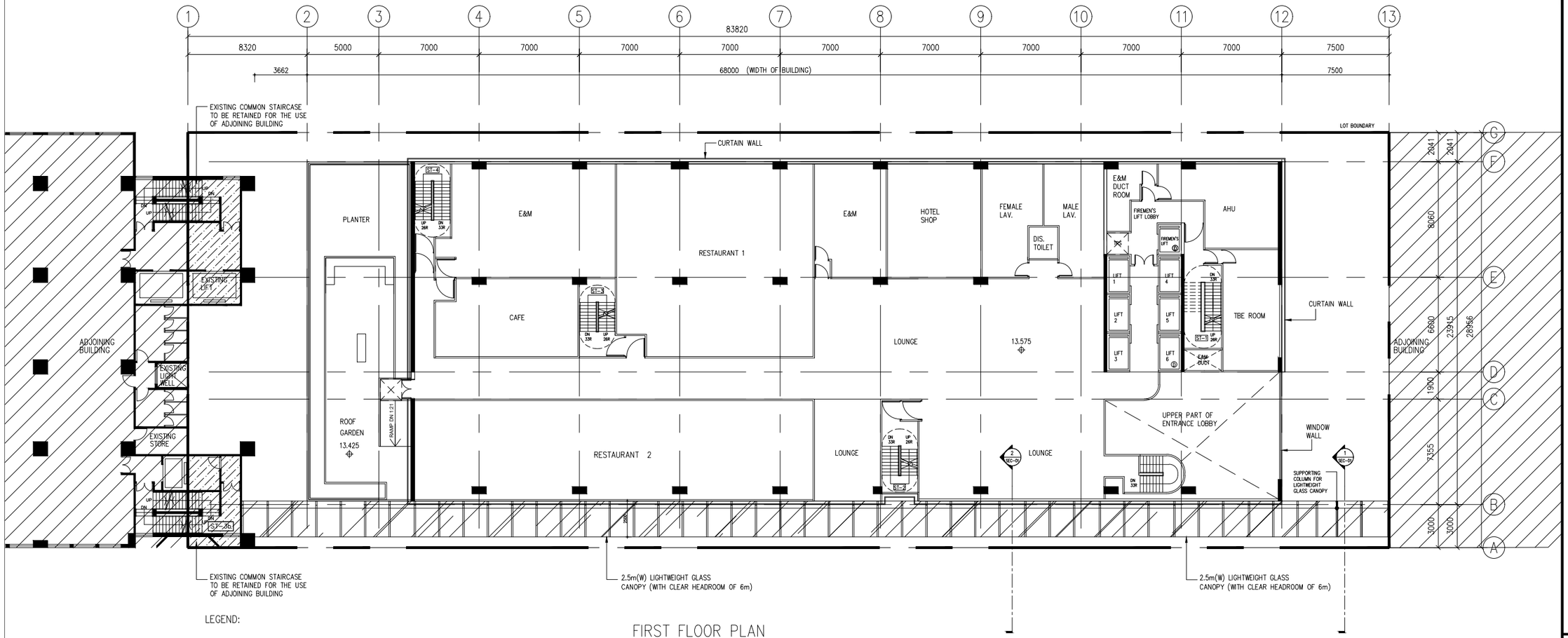

LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

PLANTER BOX

FIRST FLOOR PLAN

REV.	DESCRIPTION	DATE
-	REVISION	JAN'26
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

FIRST FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE : | DATE :

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

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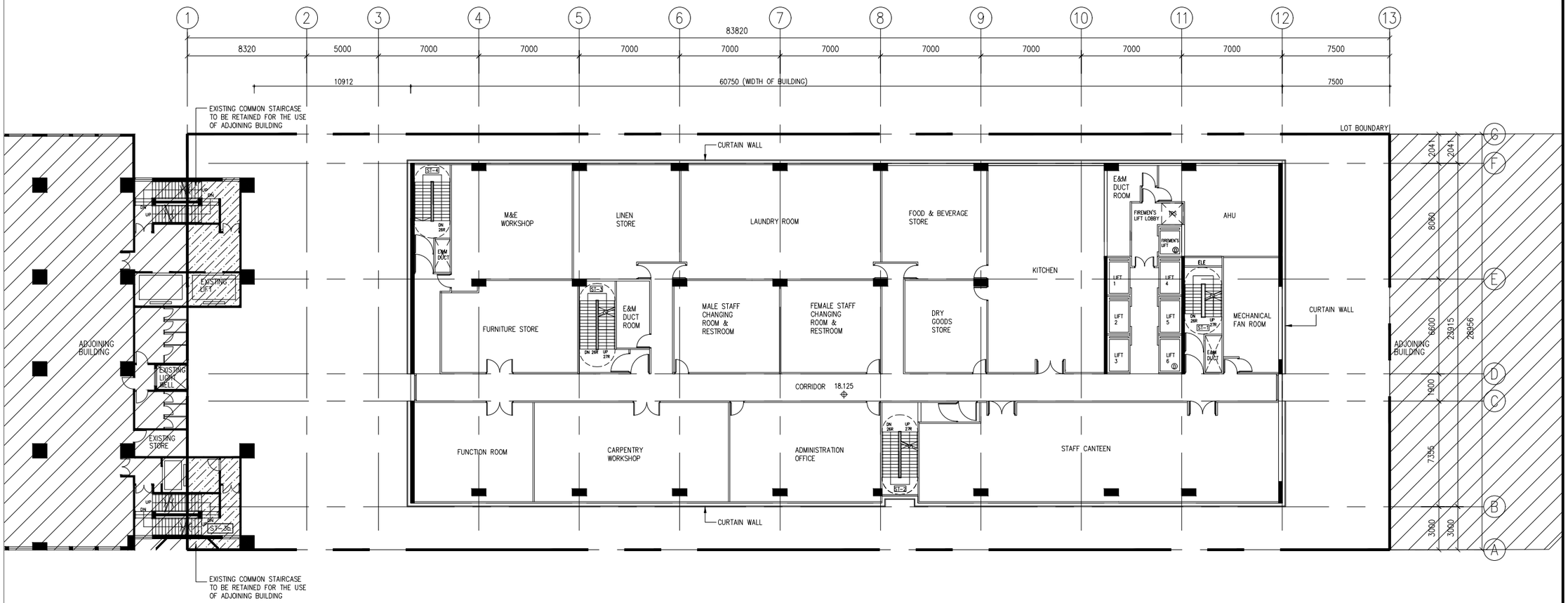


LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

SECOND FLOOR PLAN

REV.	DESCRIPTION	DATE
-	REVISION	JAN'26
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

SECOND FLOOR PLAN

AUTHORIZED PERSON :

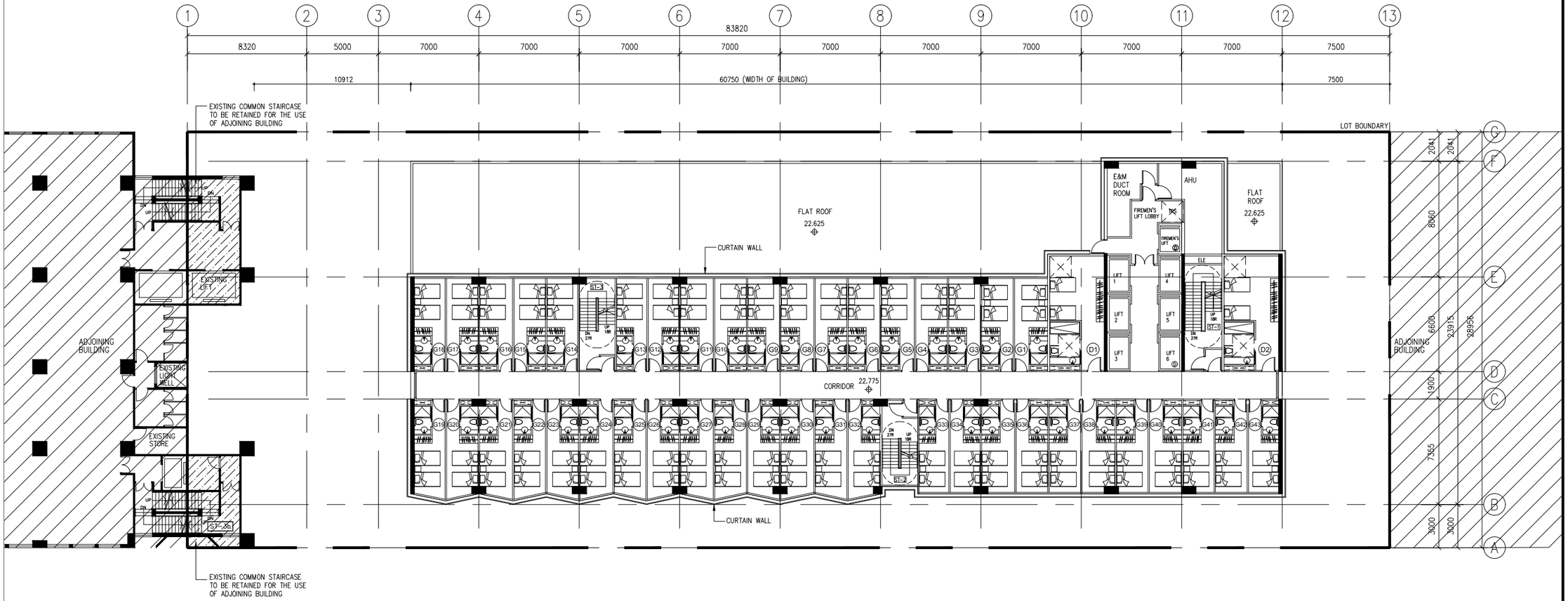
C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

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

PRINTED DATE :	DATE :

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

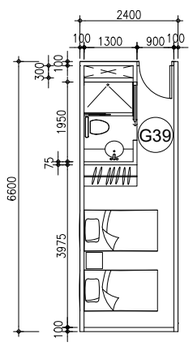


EXISTING COMMON STAIRCASE TO BE RETAINED FOR THE USE OF ADJOINING BUILDING

LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING

THIRD FLOOR PLAN (GUEST ROOM)



TYPICAL GUEST ROOM LAYOUT 1
UFA=10.927 m2
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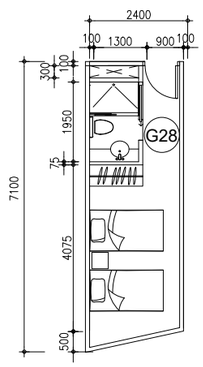

TYPICAL GUEST ROOM LAYOUT 2
UFA=11.472 m2
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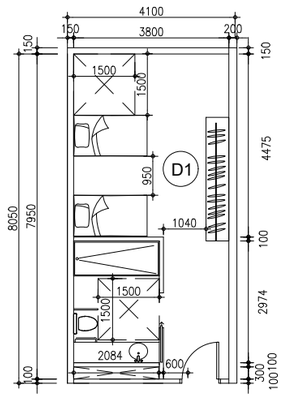


TYPICAL DOUBLE BED GUEST ROOM LAYOUT FOR DISABILITY
UFA=20.955 m2
1:150@A3

-	REVISION	JAN'26
-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

THIRD FLOOR PLAN

AUTHORIZED PERSON :

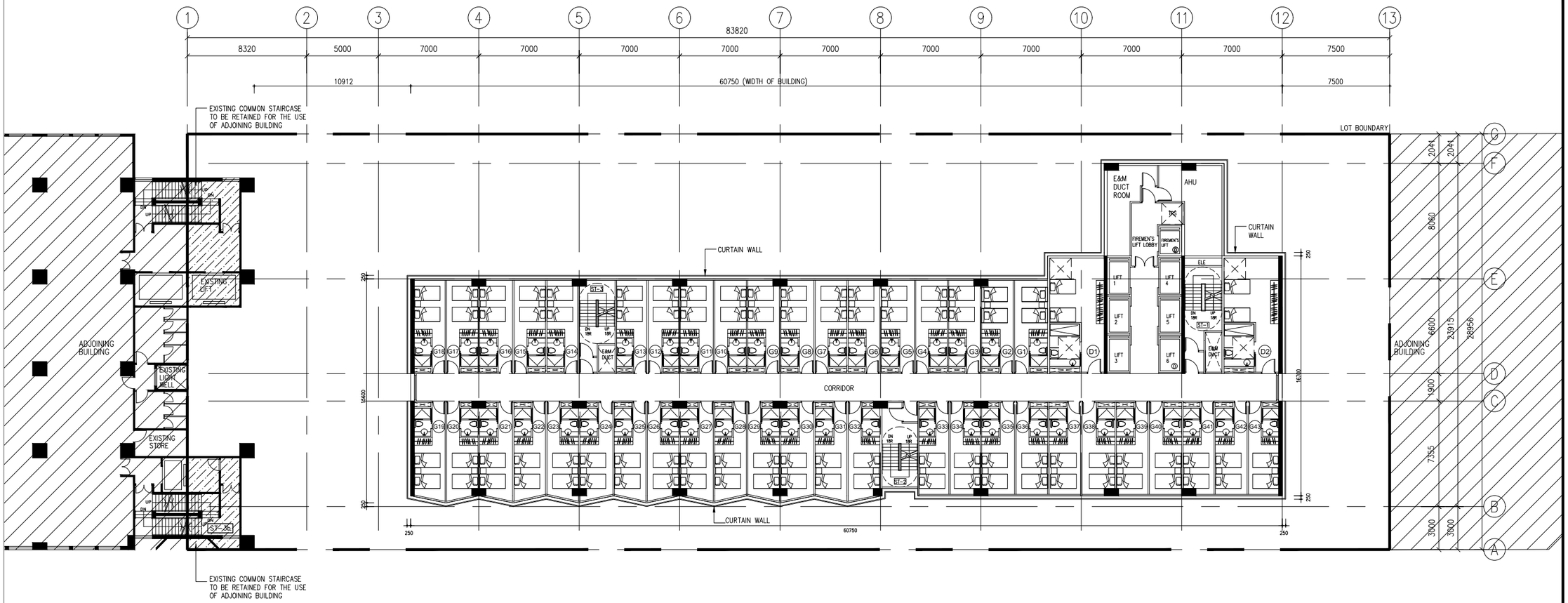
C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

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

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
1:300	GBP-05	A

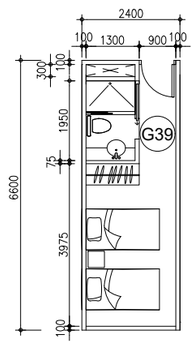


EXISTING COMMON STAIRCASE TO BE RETAINED FOR THE USE OF ADJOINING BUILDING

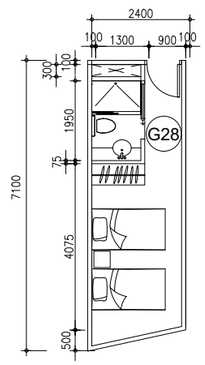
LEGEND:

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

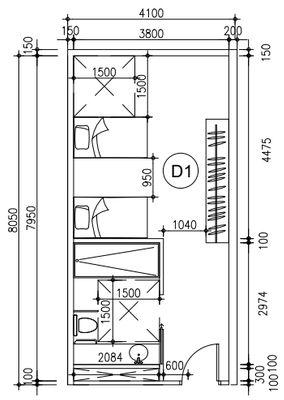
4/F TO 15/F FLOOR PLAN (GUEST ROOM)



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



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



TYPICAL DOUBLE BED GUEST ROOM LAYOUT FOR DISABILITY
UFA=20.955 m2
1:150@A3

-	REVISION	JAN'26
-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

4TH TO 15TH FLOOR PLAN

AUTHORIZED PERSON :

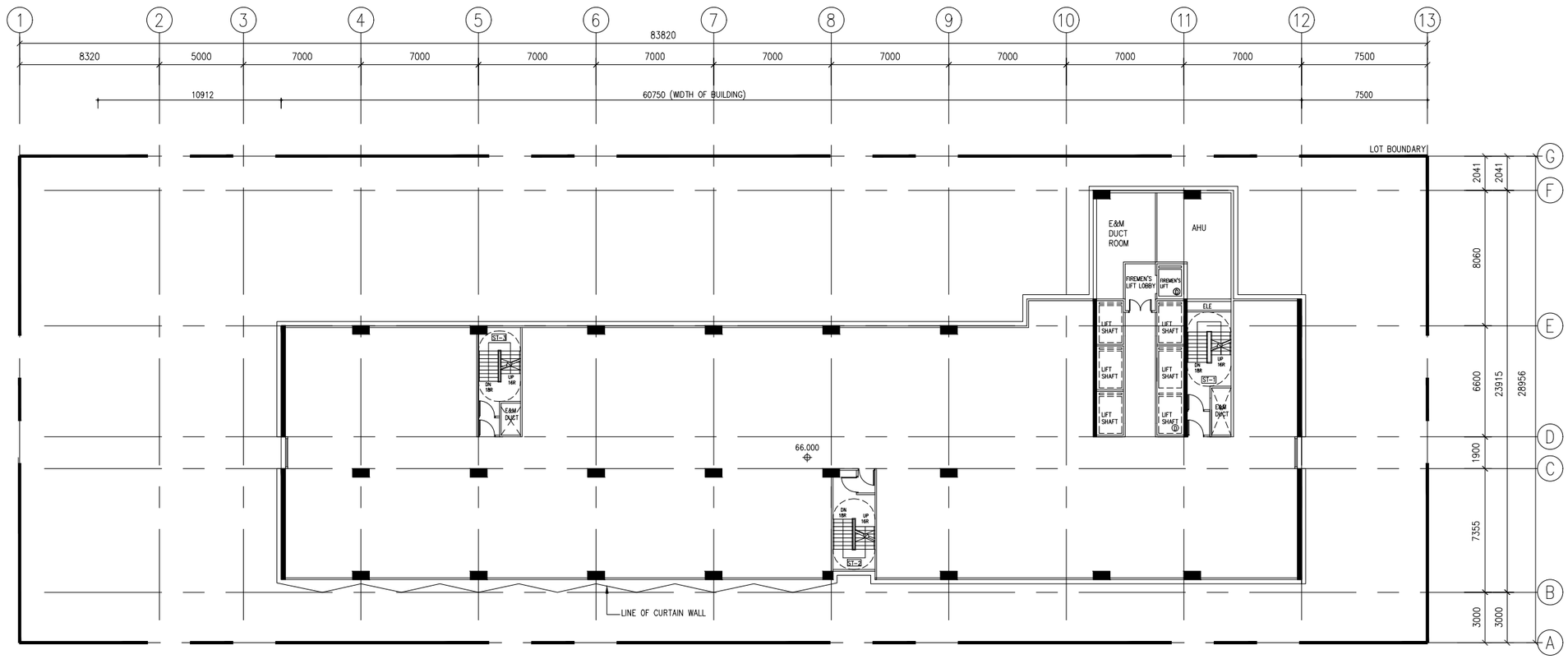
C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

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

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
1:300	GBP-06	A



16/F FLOOR PLAN (REFUGE FLOOR)

-	REVISION	JAN'26
-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

REFUGE FLOOR PLAN

AUTHORIZED PERSON :

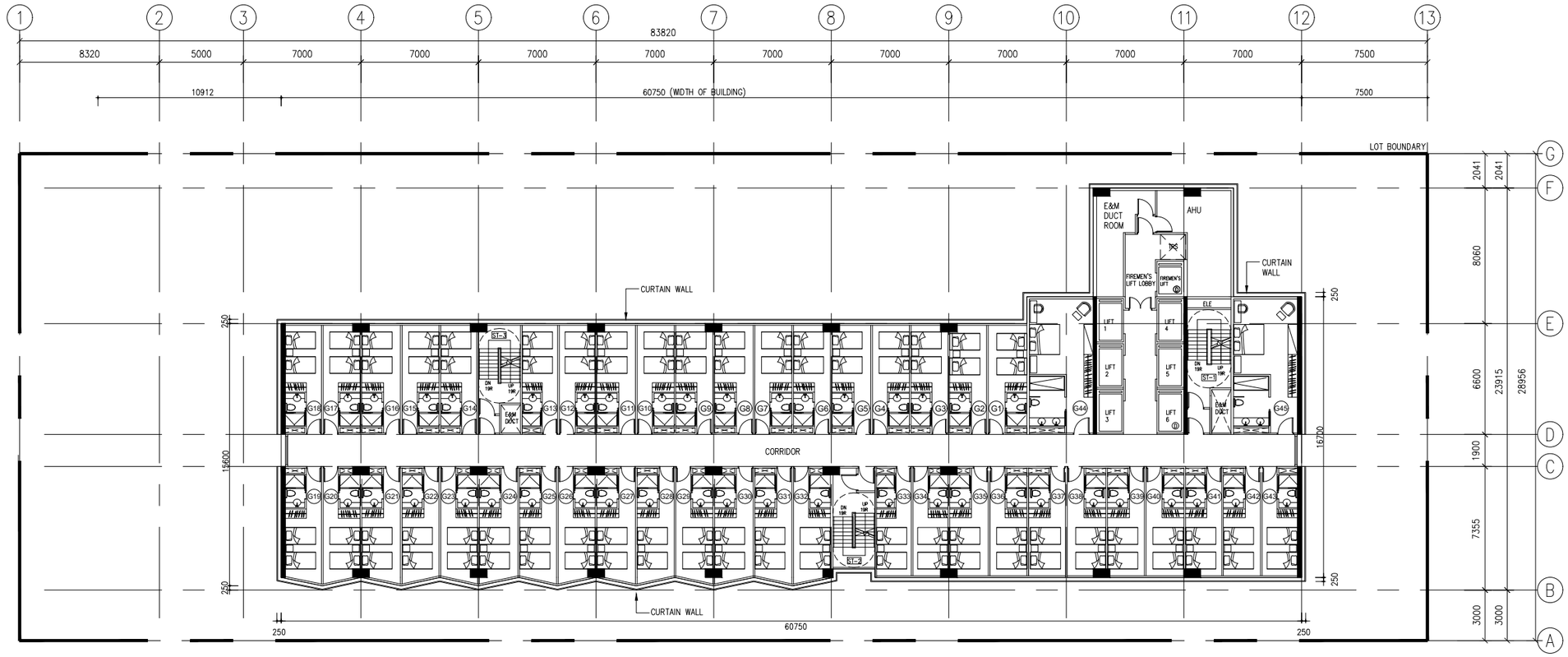
C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

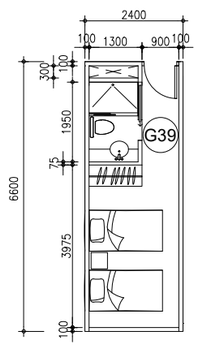
DESIGNED :	DRAWN :	CHECKED :	APPROVED :
RL	NC	RL	JC

PRINTED DATE :	DATE :

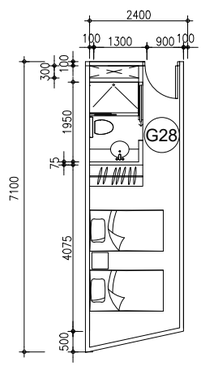
SCALE AT A3	DRAWING No. :	REV:
1:300	GBP-07	A



17/F TO 31/F FLOOR PLAN (GUEST ROOM)



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



TYPICAL GUEST ROOM LAYOUT 2
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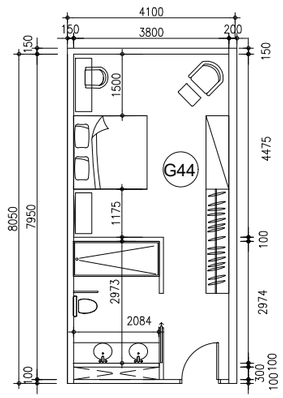

TYPICAL LAYOUT FOR SINGLE BED GUEST ROOM
UFA=20.955 m2
1:150@A3

-	REVISION	JAN'26
-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

16TH TO 30TH FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
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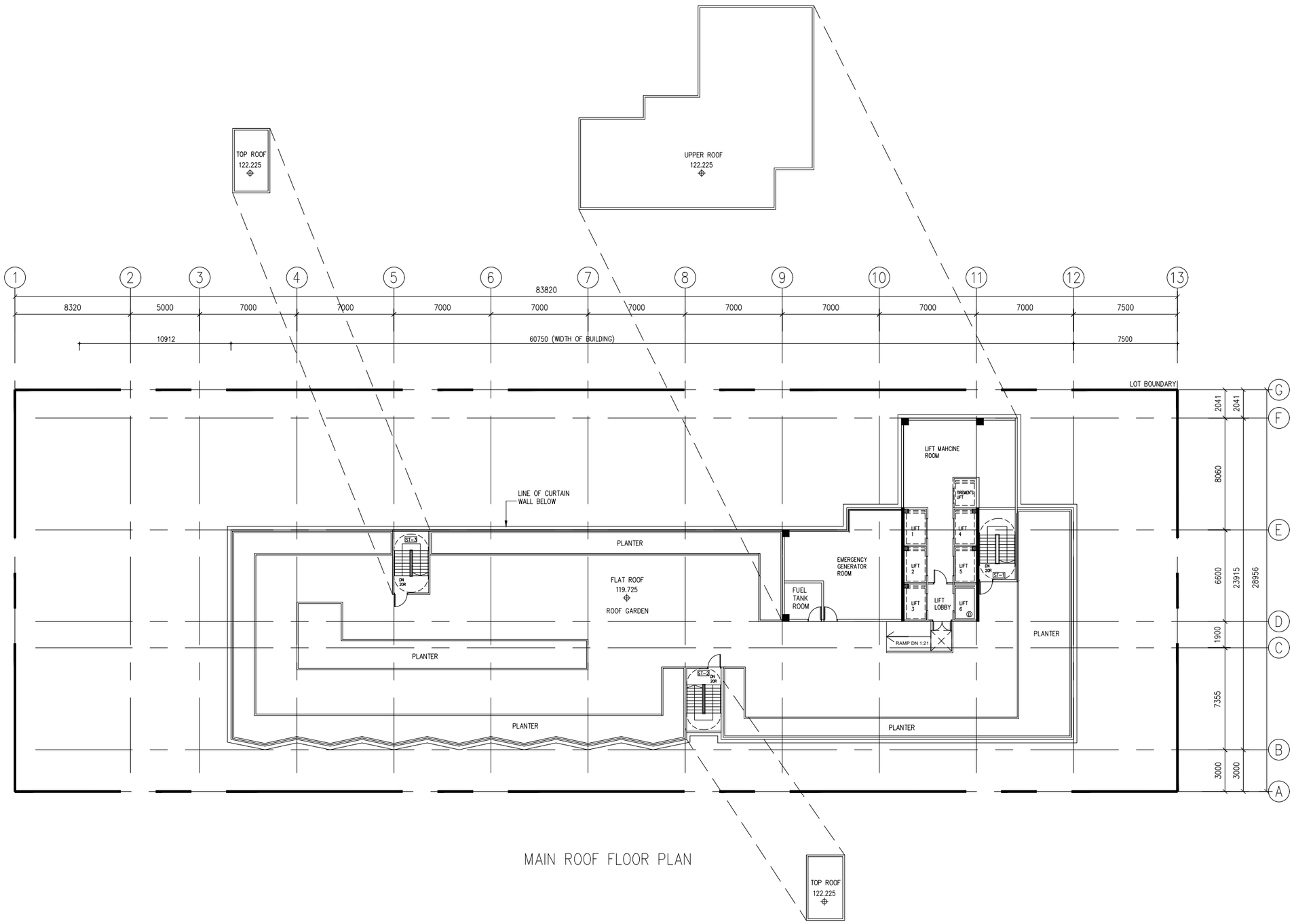

MAIN ROOF FLOOR PLAN

-	REVISION	JAN'26
-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

ROOF FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :	DATE :

SCALE AT A3	DRAWING No. :	REV:
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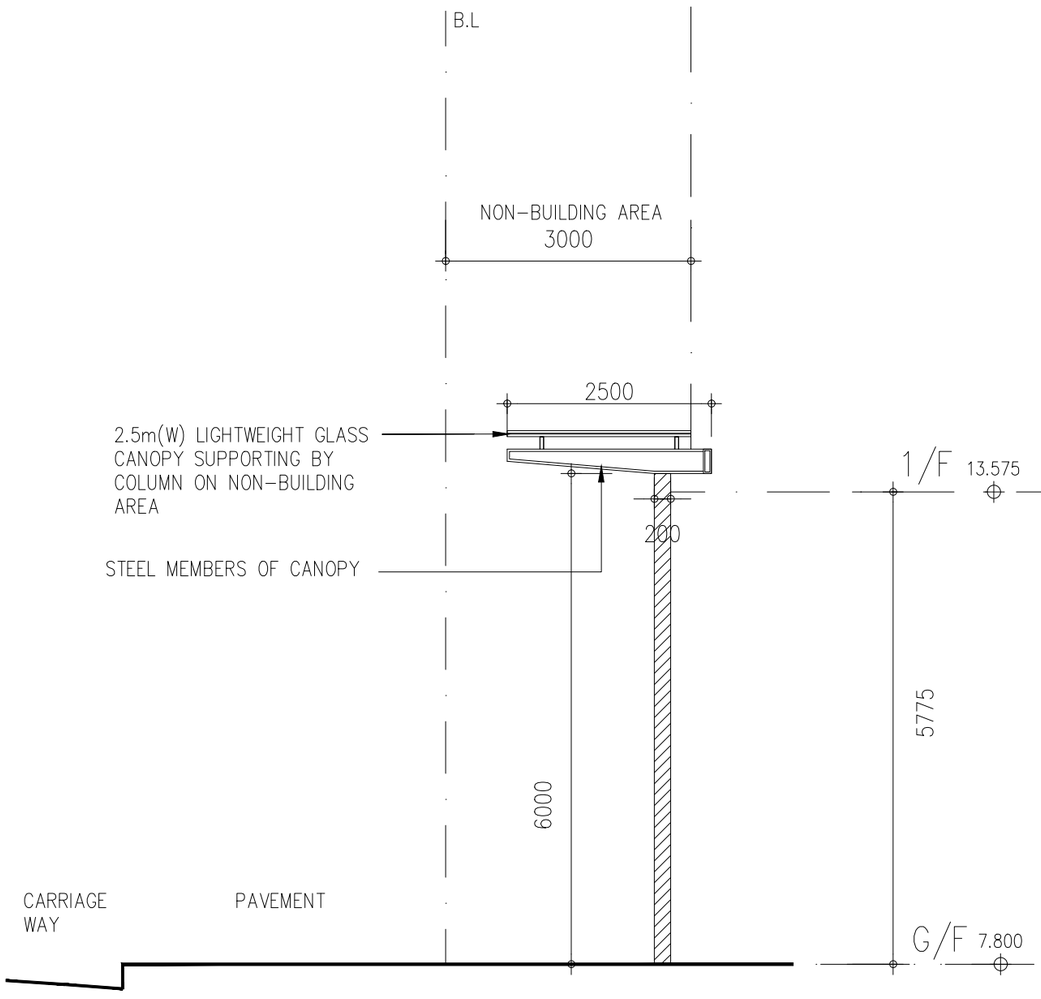
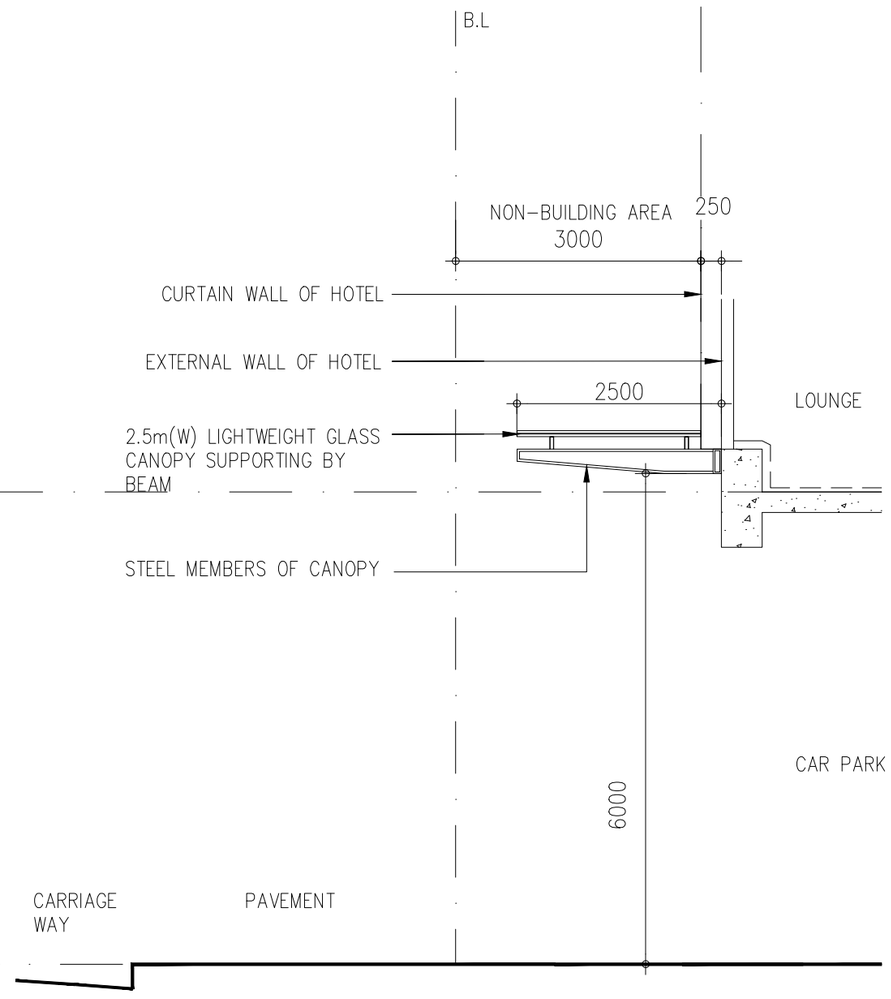


① SECTION "A" FOR 2.5m WIDTH LIGHTWEIGHT GLASS CANOPY SUPPORTED BY COLUMN



② SECTION "B" FOR 2.5m WIDTH LIGHTWEIGHT GLASS CANOPY SUPPORTED BY BEAM

-	DESIGN PROPOSAL	NOV'25
REV.	DESCRIPTION	DATE

PROJECT :

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

DRAWING TITLE :

SECTIONS OF LIGHTWEIGHT CANOPY AT 1/F

AUTHORIZED PERSON :

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

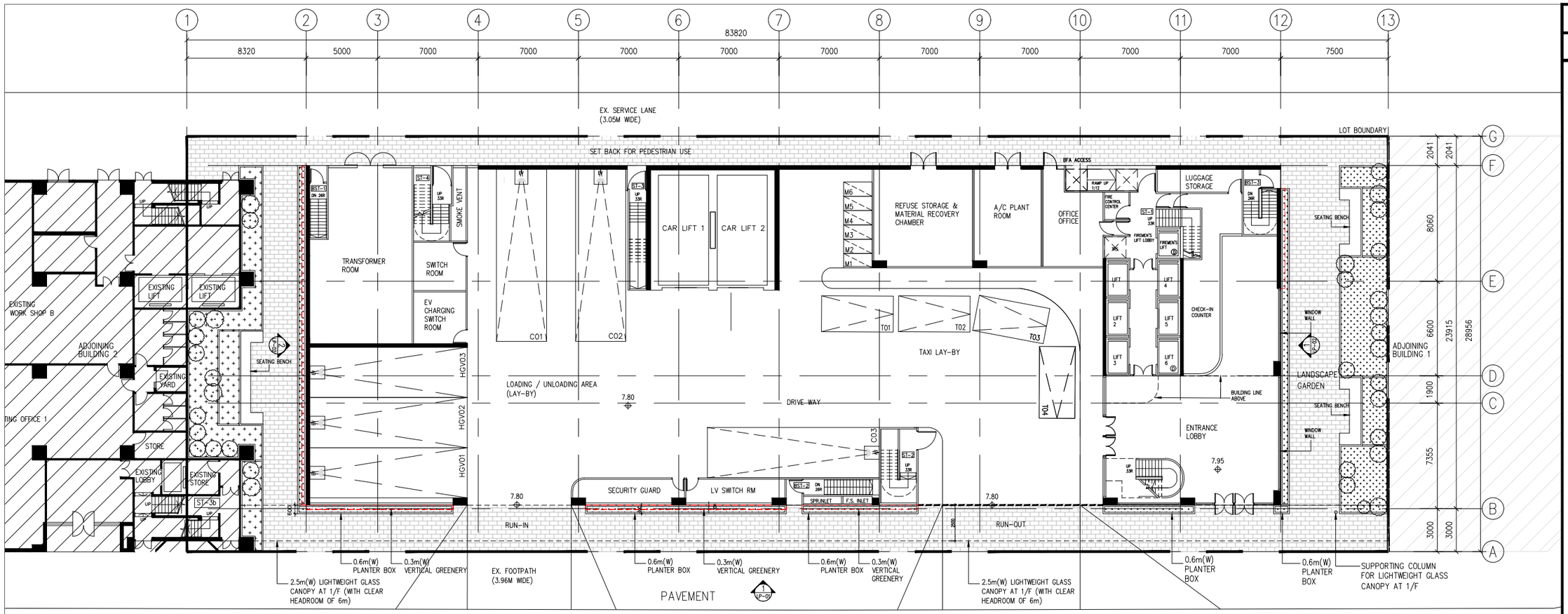
JOB No. : AA598

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

PRINTED DATE : | DATE :

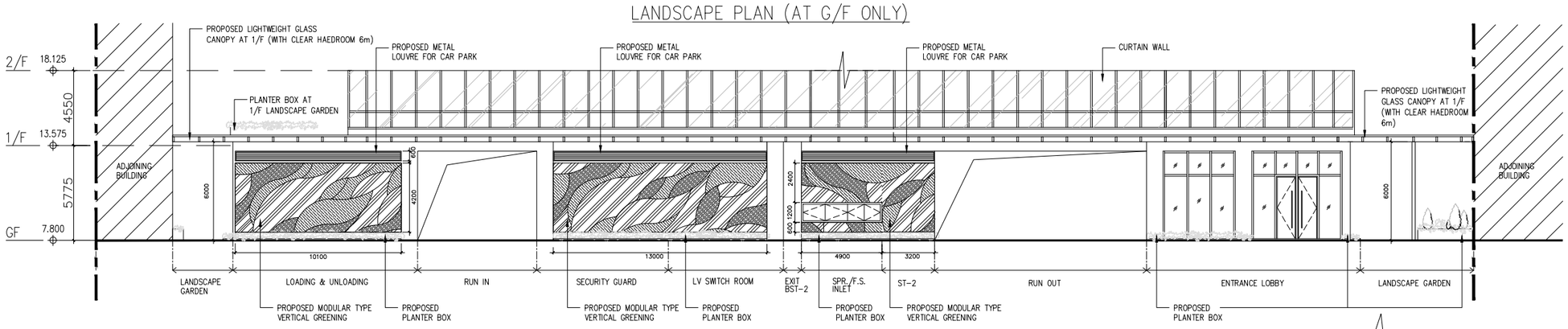
SCALE AT A3	DRAWING No. :	REV:
1:75	SEC-01	-

Appendix III Landscaping Plan



TAI YAU STREET

LANDSCAPE PLAN (AT G/F ONLY)



① PART ELEVATION "A" FACING TAI YAU STREET

LEGEND:

- SITE BOUNDARY
- TALL SHRUBS / SHAPED PLANT
- PLANTER BOX WITH FLOWERING SHRUBS & GROUND COVERS (SOFT LANDSCAPE)
- STONE PAVED WALKWAY (HARD LANDSCAPE)
- MODULAR VERTICAL GREENING

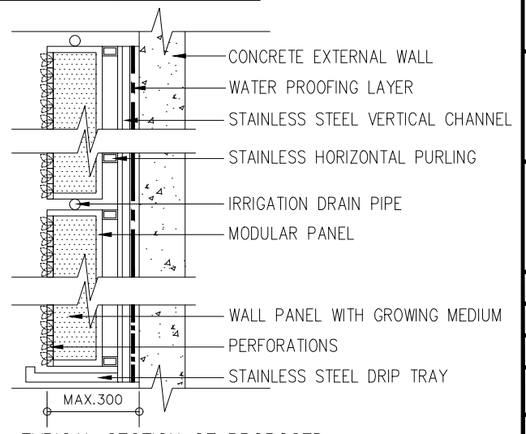
PROPOSED SPECIES FOR MODULAR TYPE VERTICAL GREENING
EPIPREMNUM AUREUM (黃金葛)
PEPEROMIA OBTUSIFOLIA (椒草)
TRADESCANTIA PADLLIDA (紫錦草)

PROPOSED SPECIES FOR SHRUBS AND GROUND COVERS		
BOTANICAL NAME	APPROX. SIZE (mm)	SPACING (mm)
DURANTA REPENS 'GOLDEN'	500 X 400	400
HYMENOCALLS AMERICANA	400 X 400	350

REMARK:
ALL GREENERIES ARE IRRIGATED BY RECYCLED WATER

PROPOSED TOTOAL PLANTER BOX AREA ON ELEVATION "A" = 15.782 sq.m.

PROPOSED TOTAL VERTICAL GREENERY ON ELEVATION "A" = 151.600 sq.m.



TYPICAL SECTION OF PROPOSED
MODULAR VERTICAL GREENING (@1:20)

REV.	DESCRIPTION	DATE
-	REVISION	JAN'26
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

LANDSCAPE PLAN (AT G/F ONLY) &
PART ELEVATION "A" FACING TAI YAU STREET

AUTHORIZED PERSON :

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

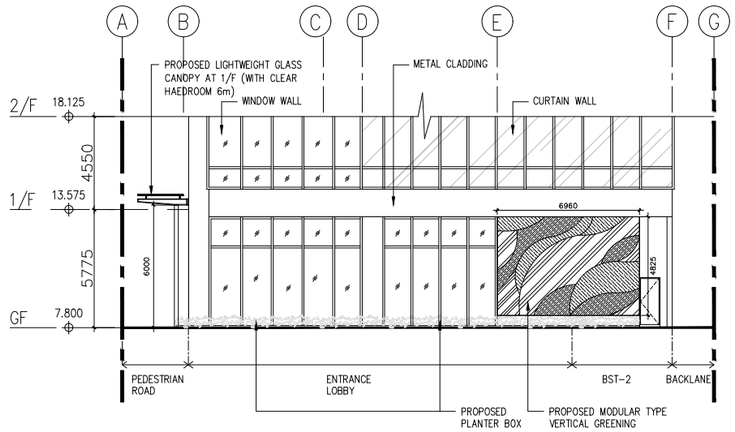
JOB No. : AA598

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

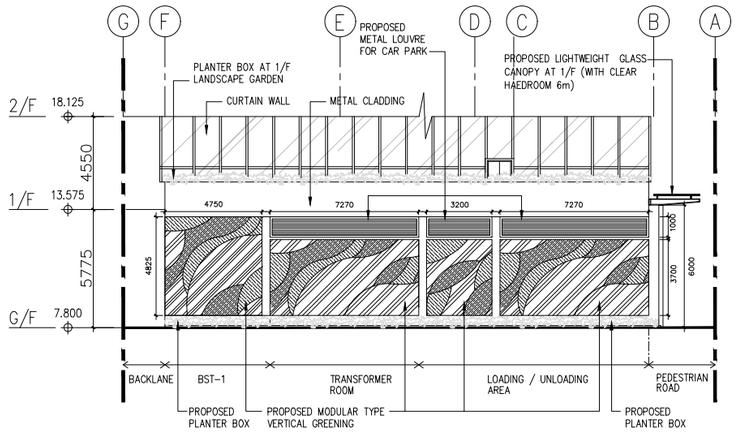
PRINTED DATE :

DATE :

SCALE AT A3	DRAWING No. :	REV:
1:300	LP-01	A



① PART ELEVATION "B" FACING ADJOINING BUILDING



② PART ELEVATION "D" FACING ADJOINING BUILDING

LEGEND:

- SITE BOUNDARY
- TALL SHRUBS / SHAPED PLANT
- PLANTER BOX WITH FLOWERING SHRUBS & GROUND COVERS (SOFT LANDSCAPE)
- STONE PAVED WALKWAY (HARD LANDSCAPE)
- MODULAR VERTICAL GREENING

PROPOSED SPECIES FOR MODULAR TYPE VERTICAL GREENING
EPIPREMNUM AUREUM (黃金葛)
PEPEROMIA OBTUSIFOLIA (椒草)
TRADESCANTIA PADLLIDA (紫錦草)

PROPOSED SPECIES FOR SHRUBS AND GROUND COVERS		
BOTANICAL NAME	APPROX. SIZE (mm)	SPACING (mm)
DURANTA REPENS 'GOLDEN'	500 X 400	400
HYMENOCALLS AMERICANA	400 X 400	350

REMARK:
ALL GREENERIES ARE IRRIGATED BY RECYCLED WATER

PROPOSED TOTAL PLANTER BOX AREA ON ELEVATION "B" = 70.412 sq.m.

PROPOSED TOTAL VERTICAL GREENERY ON ELEVATION "B" = 33.582 sq.m.

PROPOSE TO TOTAL PLANTER BOX AREA ON ELEVATION "D" = 68.794 sq.m.

PROPOSED TOTAL VERTICAL GREENERY ON ELEVATION "D" = 111.058 sq.m.

REV.	DESCRIPTION	DATE
-	REVISION	JAN'26
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

PART ELEVATION "B" AND PART ELEVATION "D" FACING ADJOINING BUILDING

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE :

DATE :

SCALE AT A3	DRAWING No. :	REV:
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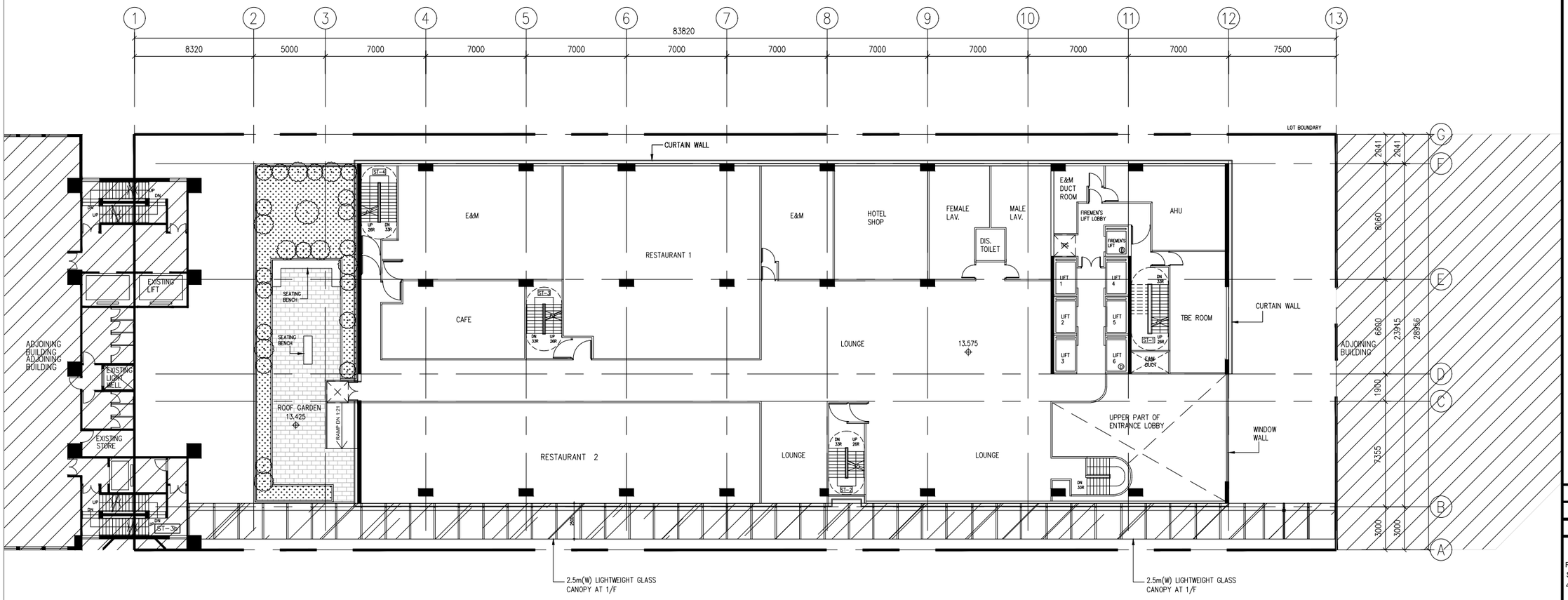

LEGEND:

- SITE BOUNDARY
- TALL SHRUBS / SHAPED PLANT
- PLANTER BOX WITH FLOWERING SHRUBS & GROUND COVERS (SOFT LANDSCAPE)
- STONE PAVED WALKWAY (HARD LANDSCAPE)
- MODULAR VERTICAL GREENING

LANDSCAPE PLAN (AT 1/F ONLY)

PROPOSED SPECIES FOR SHRUBS AND GROUND COVERS		
BOTANICAL NAME	APPROX. SIZE (mm)	SPACING (mm)
DURANTA REPENS 'GOLDEN'	500 X 400	400
HYMENOCALLS AMERICANA	400 X 400	350

PROPOSED TOTAL PLANTER AREA ON 1/F LANDSCAPE GARDEN = 73.710 sq.m.

REV.	DESCRIPTION	DATE
-	REVISION	JAN'26
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

LANDSCAPE PLAN (AT 1/F ONLY)

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE : | DATE :

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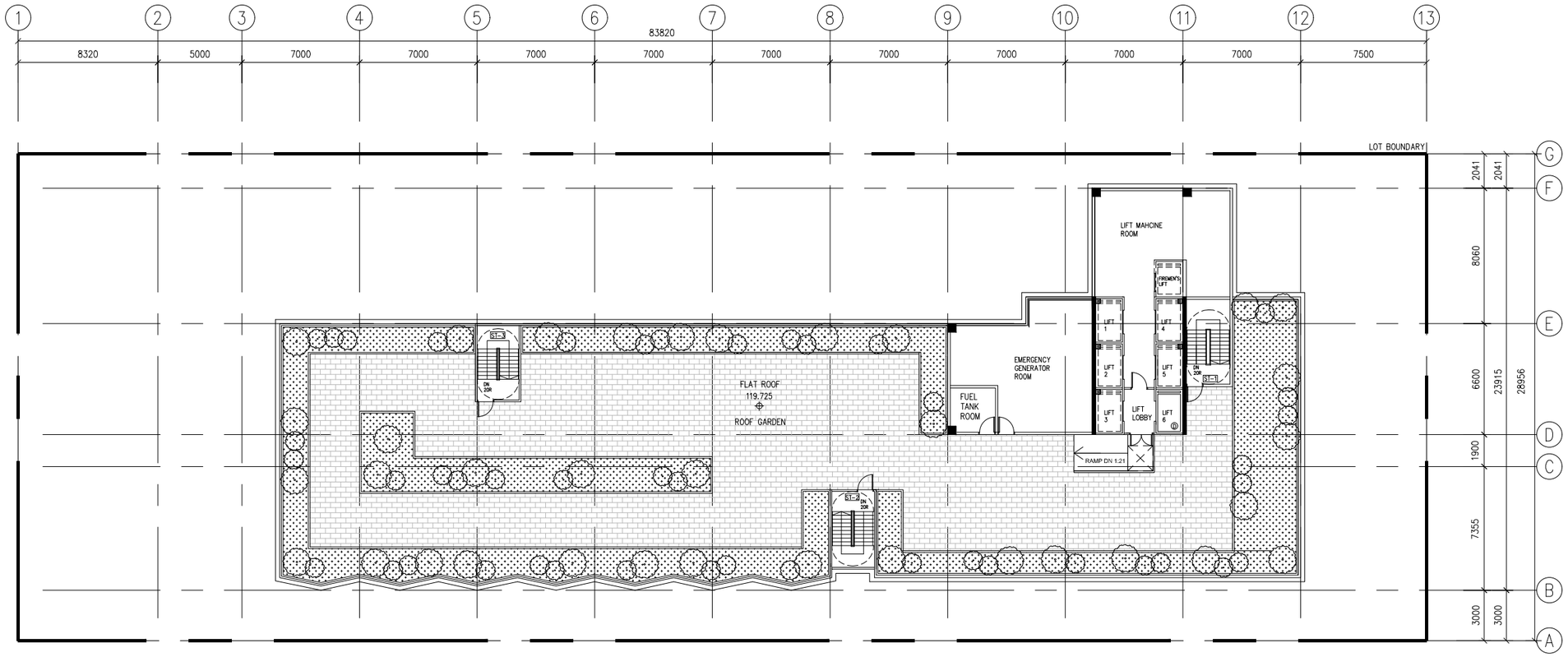
1:300	LP-03	A



LEGEND:

- SITE BOUNDARY
- TALL SHRUBS / SHAPED PLANT
- PLANTER BOX WITH FLOWERING SHRUBS & GROUND COVERS (SOFT LANDSCAPE)
- STONE PAVED WALKWAY (HARD LANDSCAPE)

LANDSCAPE PLAN (AT R/F ONLY)

PROPOSED SPECIES FOR SHRUBS AND GROUND COVERS		
BOTANICAL NAME	APPROX. SIZE (mm)	SPACING (mm)
DURANTA REPENS 'GOLDEN'	500 X 400	400
HYMENOCALLS AMERICANA	400 X 400	350

PROPOSED TOTAL PLANTER AREA ON R/F ROOF GARDEN = 282.055 sq.m.

REV.	DESCRIPTION	DATE
-	REVISION	JAN'26
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

LANDSCAPE PLAN (AT R/F ONLY)

AUTHORIZED PERSON :

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

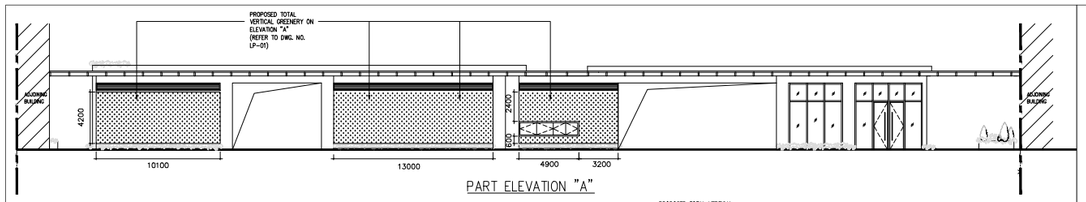
JOB No. : AA598

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

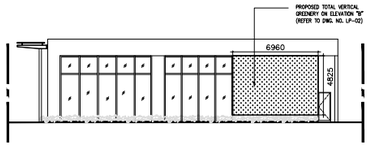
PRINTED DATE :

DATE :

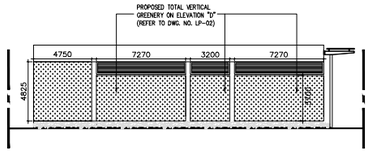
SCALE AT A3	DRAWING No. :	REV:
1:300	LP-04	A



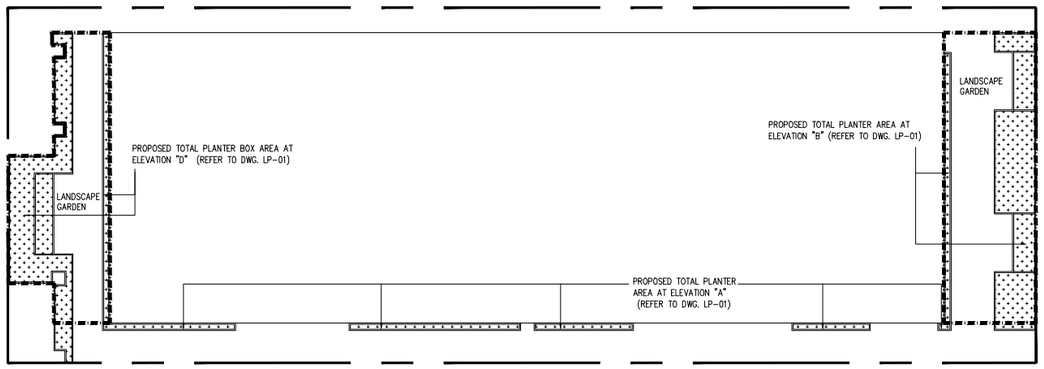
PART ELEVATION "A"



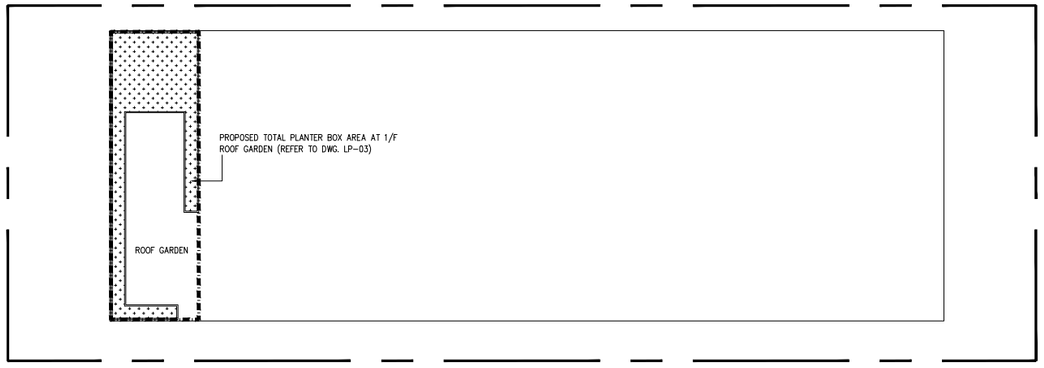
PART ELEVATION "B"



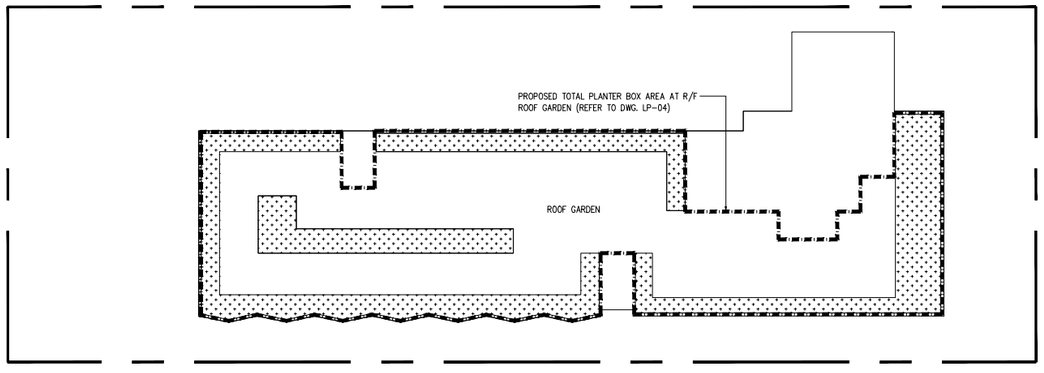
PART ELEVATION "D"



G/F PLAN



1/F PLAN



R/F PLAN

LEGEND:

- SITE BOUNDARY
- PROPOSED LANDSCAPE AREA (INTENDED FOR THE USE OF HOTEL GUEST)
- PROPOSED PLANTER BOX AREA
- PROPOSED VERTICAL GREENERY AREA

GREENERY AREA CALCULATION

SITE AREA = 2426.050 sq.m.

MINIMUM REQUIREMENT OF GREENERY PROVISION (UNDER PNAP APP-151) :

1. 10% OF SITE AREA AT PRIMARY ZONE OF BUILDING (BELOW 15m OF BUILDING)
   = 2426.050 X 10% = 242.605 sq.m.
2. 20% OF SITE AREA AT OVERALL OF BUILDING (INCLUDE PRIMARY ZONE)
   = 2426.050 X 20% = 485.210 sq.m.

TOTAL PROVISION OF PLANTER BOX AREA :

G/F :

FACING ELEVATION "A"	= 15.782 sq.m.
FACING ELEVATION "B"	= 70.411 sq.m.
FACING ELEVATION "D"	= 68.794 sq.m.
1/F : FLAT ROOF GARDEN	= 73.710 sq.m.
TOTAL PROVISION OF PLANTER BOX AREA AT PRIMARY ZONE :	= 228.697 sq.m.
R/F : FLAT ROOF GARDEN	= 283.520 sq.m.
TOTAL PROVISION OF PLANTER BOX AREA AT OVERALL OF BUILDING :	= 512.217 sq.m.

TOTAL PROVISION OF VERTICAL GREENERY :

G/F :

FACING ELEVATION "A"	= 151.600 sq.m.
FACING ELEVATION "B"	= 33.582 sq.m.
FACING ELEVATION "D"	= 111.058 sq.m.
TOTAL PROVISION OF VERTICAL GREENERY AT PRIMARY ZONE :	= 296.240 sq.m.
TOTAL PROVISION OF VERTICAL GREENERY AT OVERALL OF BUILDING :	= 296.240 sq.m.

TOTAL PROVISION OF GREENERY (PLANTER BOX AREA & VERTICAL GREENERY AREA)

= 512.217 sq.m. + 296.240 sq.m.

= 808.457 sq.m.

ACTUAL PROVISION OF GREENERY CALCULATION UNDER PNAP APP-151

MAX. AREA OF VERTICAL GREENERY ACCEPTABLE FOR CALCULATION OF GREENERY PROVISION:

= 30% OF THE OVERALL REQUIRED GREENERY PROVISION

= 485.210 x 30% = 145.563 sq.m.

PROVISION AT PRIMARY ZONE OF BUILDING :

= 228.697 sq.m. (PLANTER BOX AREA) + 145.563 sq.m. (MAX. VERTICAL GREENERY AREA)

= 374.260 sq.m./ 2426.050 sq.m.

= 15.427% (>10%)

PROVISION AT OVERALL OF BUILDING :

= 512.217 sq.m. (PLANTER BOX AREA) + 145.563 sq.m. (MAX. VERTICAL GREENERY AREA)

= 657.780 sq.m./ 2426.050 sq.m.

= 27.113% (>20%)

PROVISION OF LANDSCAPE AREA (INDENTED FOR THE USE OF HOTEL GUEST)

PROVISION OF LANDSCAPE AREA AT

G/F = 323.029 sq.m.

1/F = 167.775 sq.m.

R/F = 778.194 sq.m.

TOTAL PROVISION OF LANDSCAPE AREA = 1268.998 sq.m.

REV.	DESCRIPTION	DATE
-	REVISION	JAN'26
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

GREENERY PROVISION CALCULATION

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE : | DATE :

SCALE AT A3	DRAWING No. :	REV:
1:300	LP-CAL-01	A

Internal Transport Provisions

Parking Provisions and loading/unloading facilities

According to HKPSG, the car parking provision for the proposed development and the loading/unloading required for the proposed development are shown in **Table 1** and **Table 2**. The dimensions of the parking spaces stated in HKPSG are summarised in **Table 3**.

Table 1 Parking Provisions

Type of Development	Required Provisions	Proposed Provisions
Business Use "OU(B)" (Hotel) No. of Guestrooms: 1260	**Parking Spaces** Private Car: 1 car space per 100 Rooms = 13 Private Car: 0.5 - 1 car space per 200m^2 GFA of conference and banquet facilities in hotel (1/F : 1300.307 sqm) = 4 – 7 **Loading / unloading** Goods Vehicle: 0.5 - 1 goods vehicle bay per every 100 Rooms = 7 - 13 **Lay-by for Taxi and Private Cars** Lay-by for Taxi and Private Cars: 4 no. of lay-by =>600 rooms = 4 **Lay-by for Coach** Lay-by for coach: 3 no. of lay-by =>900 rooms = 3	**Parking Spaces** Private Car: 22 (include 1 accessible parking spaces) **Motorcycle Spaces** Motorcycle : 6 **Loading / unloading** Goods Vehicle: 13 Heavy Goods Vehicle: 3 Light Goods Vehicle: 10 **Lay-by for Taxi and Private Cars** Taxi and Private Cars Lay-by: 4 **Lay-by for coach** Lay-by: 3

Table 2 Provision Details

Floor No.	Provisions
Ground Floor	• 3 nos. of HGV Loading / Unloading Spaces • 3 nos. of Coach Lay-by • 4 nos. of Taxi and Private cars lay-by • 6 nos. of Motocycle Parking Spaces
Basement 1 Floor	• 10 nos. of LGV Loading / Unloading Spaces • 22 nos. of Private Car Parking Spaces (Include 1 accessible parking space)

Table 3 Parking Space Dimensions

Type of Parking Space	Size	References
Private Car Parking Space	2.5m(W) x 5.0m(L) x 2.4m(H)	Under HKPSG
Disabled Car Parking Space	3.7m(W) x 5.0m(L) x 2.4m(H) (Minimum width required is 3.5m)	
Motocycle Parking Spaces	1.0m(W) x 2.4m(L) x 2.4m(H)	
Light Goods Vehicle (L/UL)	3.5m(W) x 7.0m(L) x 3.6m(H)	
Heavy Goods Vehicle (L/UL)	3.5m(W) x 11.0m(L) x 4.7m(H)	
Coach (Lay-by)	3.5m(W) x 12.0m(L) x 3.8m(H)	

Access Arrangement and Swept Path Analysis

A 7.3m wide vehicular accesses for the proposed development is proposed to provide at Tai Yau Street as shown in **Drawing no.: Figure GF-1**.

As depicted in **Figures GF-1 to GF-1.20** and **Figures BF-1 to BF-1.32**, the results of the swept path analysis demonstrate that the proposed accesses are adequate for manoeuvring for private cars, goods vehicles and coaches. The design speed of the long vehicles in the swept path assessment **is 5 km/h during forward design speed; 2.5 km/h during reverse speed**.

Traffic controller(s) will be deployed to manage vehicle movements entering and exiting the site, to avoid potential conflicts with the surrounding road traffic. Clear guidelines and appropriate trainings would be provided to all patrol staff.

When vehicles are expected to enter or leave the proposed development, at least one traffic controller will be stationed at the access point to guide both vehicular and pedestrian movements, ensuring safe and orderly passage and preventing congestion or conflicts.

Conclusion

The provisions of loading/unloading spaces and the parking provisions can fulfil the HKPSG requirements. The swept path analysis has been carried out with private cars and goods vehicles and the results reveal that access is considered satisfactory. It is concluded that the design and provision of the proposed vehicular access, vehicle parking and the loading/unloading facilities and manoeuvring spaces for the proposed development are adequate and comply with the traffic engineering point of view.

RON LUEN & COMPANY LIMITED UNIT02 16F WIN PLAZA 09 SHEUNG HEI STREET SAN PO KONG KOWLOON T 98691916 F 30030179 E RONLUEN@YAHOO.COM

Your Ref.: TBP/A/K11/249
Our Ref.: AA598/PD/H/R/004

6 February 2026

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

Dear Sirs,

Proposed Redevelopment for Hotel Use at Nos. 20-24 Tai Yau Street, San Po Kong, Kowloon and Minor Relaxation of Non-Building Area for the "Other Specified Uses" Annotated "Business Zone" of Section 16 Planning Application for Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31 Application No. A/K11/249 – Response to Departmental and Public Comments

With reference to the captioned application, we would like to submit herewith the response to Departmental and Public Comments:-

Departmental Comments received on 29 Jan 2026	Applicant's Response
1. Commissioner of Police	
The Police have no comment in principle, provided the project will not cause traffic congestion on Tai Yau Street, which is a principal thoroughfare in the San Po Kong area. Any queuing that leads to congestion would adversely affect public access and cause inconvenience to the public. As a result, it is suggested that measures may be considered to implement whenever queues form on Tai Yau Street, such as deploying staff to direct traffic away from the hotel, displaying signage or display boards indicating that the hotel car park is full and requesting drivers to depart promptly.	Noted. We confirm that staff will be arranged to direct traffic away from the hotel during daily operation and display signages or display boards indicating the car park is full and requesting drivers to depart promptly will be provided at prominent location.

2. Commissioner for Tourism	
The Tourism Commission welcomes initiatives that are conducive to the long term and sustainable development of the tourism industry in Hong Kong. For reference, as at January 2026, Hong Kong received almost 50 million visitors, of which over 23 million were overnight visitors, for the whole of 2025. Hotel occupancy rate was 87% in the first eleven months of 2025. To support and sustain the growing momentum of the tourism industry and maintain the city's attractiveness to visitors, a stable and sufficient supply of hotel rooms is very important. Therefore, we support the initiative which will provide new and more hotel rooms and facilities to offer additional accommodation options to our visitors and enhance the tourism offering of Hong Kong.	Noted.
3. Director of Food and Environmental Hygiene	
We have no comment on the application	Noted.
4. Chief Engineer/Construction, WSD	
We have no objection on the application.	Noted.
5. Director of Fire Services	
We have no specific comment on the proposal subject to fire service installations and water supplies for firefighting being provided to the satisfaction of the Director of Fire Services. The applicant is also advise the followings: i. Detailed fire services requirements will be formulated upon receipt of a formal submission of STT/STW, general building plans or referral of application via relevant licensing authority. Furthermore, the EVA provision in the captioned work shall comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Building Authority.	Noted.

ii. the applicant is also advised to observe publications titled "Standard Licensing Requirement for Hotel License" from Office of Licensing Authority under Home Affairs Department.	
6. Chief Office (Licensing Authority), Office of the Licensing Authority/HAD	
No objection to the application 2. In the absence of details information, I have the following comments from the hotel and guesthouse licensing point view: (i.) The applicant should submit a copy of occupation permit or acknowledgement letter for the proposed hotel when making an application under the Hotel and Guesthouse Accommodation Ordinance (HAGAO), Cap 349. (ii.) The licensing requirements will be formulated after inspections by our Building Safety Unit and Fire Safety Team upon receipt of application under HAGAO.	Noted. The relevant documents requested will be submitted when making the license application.
7. Chief Architect/ASC, ArchSD	
2. Base on the information provided, it is noted that the proposed development mainly consists of 1 tower with an overall plot ratio (PR) of 12 and a building height (BH) of about 119.725mPD. Since the proposed PR and BH are both permitted under the current OZP, we have no comment from architectural and visual impact point of view, subject to PlanD's view.	Noted.
8. Chief Town Planner/Urban Design and Landscape, PlanD	
General Comments <u>Urban Design and Visual</u> a. The subject site (the Site) with an area of about 2,426.05m² is located within the San Po Kong Business	Noted.

Area, and falls within the "Other Specified Uses" annotated "Business" zone prescribed with a maximum plot ratio (PR) of 12, building height (BH) restriction of 120mPD and non-building area (NBA) restriction of a minimum 3m wide abutting Tai Yau Street. The immediate surrounding is mainly characterised by existing mid-rise industrial buildings with existing BHs ranging from 35.8mPD to 123mPD. Since the proposed development with a BH of not more than 33 storeys (i.e. 119.725mPD) (including a three-storey podium, one storey of basement car park and one storey of refuge floor) and a maximum PR of 12.0 does not exceed the development restrictions as stipulated on the approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan (OZP) No. S/K11/31, the proposed development would unlikely induce significant adverse effects on the visual character of the surrounding townscape. b. As gathered from the submission, the proposed development incorporates a 3m-wide building setback along the southeastern boundary abutting Tai Yau Street for a 24-hour public passageway as per the NBA requirement of the subject OZP. The existing common staircases within the NBA, which are commonly used by the adjoining building, will be retained and subsequently demolished upon redevelopment of the adjoining building, after which the area will be used as a public passageway. A building setback of 2.043m wide is also proposed along the northwestern boundary abutting service lane for pedestrian use. A continuous canopy of 2.5m wide and 79.3m in length is proposed along the building frontage facing Tai Yau Street for pedestrian weather protection. Landscape treatments such as vertical greening on G/F and landscape gardens and planters on G/F, 1/F and R/F, etc. are also provided. The above design measures	

may promote visual interest and pedestrian comfort. Air Ventilation c. From air ventilation perspective, incorporation of the abovementioned NBA would reinforce the air path on Tai Yau Street. The linear canopy with a clear headroom of 6m would allow wind penetration above and beneath it. Although the existing common staircase would remain within the NBA until the adjoining building is redeveloped, no significant adverse impact on pedestrian wind environment is anticipated. d. Comments from our Landscape Unit, if any, will be provided under separate cover.	
9. District Land Officer/Kowloon East	
The applicant stie falls with New Kowloon Inland Lot (NKIL) Nos. 4735, 4736, 4737, 4738 and 4739 s.A, s.B & RP ("the Lots") which is subject to a lease term having been extended up to 30 June 2047. The Lots are all restricts to industrial purposes excluding offensive trades and are subject to, inter alia, a maximum height of 300ft (i.e. 91.44m) above principal datum, a 10 feet wide non-building area at the ground level with a minimum clear headroom of 15feet at the rear of the Lots for the purpose of parking, loading and unloading of motor vehicles. The proposes hotel development is in breach of the existing lease conditions. 2. If the planning application is approved by the Town Planning Board, the owners of the Lots shall apply to Lands Department ("LandsD") for a lease modification of land exchange to implement the proposal. However, there is no guarantee that such application will be approved. Such application, if received, will be processed by LandsD in the capacity as a landlord and if the application is approved, it will be subject to such terms	Noted. The owners of the Lots will apply to LandsD for a lease modification of land exchange to implement the proposal after approval of this planning application.

and conditions, including inter alia, payment of premium and administrative fee as may be imposed by LandsD.	
10. Director of Electrical and Mechanical Services	
We have no comment from our regulatory services perspective.	Noted.
11. Director of Environmental Protection	
1. The Applicant proposes to develop a 33-storey hotel (including 1 level of basement for parking and E&M facilities, and 1 level of refuge floor) providing 1,260 guestrooms. Based on the SPS, insurmountable environmental impacts associated with the proposed hotel are not anticipated. The findings of the environmental assessments are summarized below: <u>Noise Impact Assessment (NIA)</u> 2. The proposed hotel will provide central air conditioning for all noise sensitive uses and not relied on openable window for ventilation. Therefore, adverse noise impact on the proposed hotel is not anticipated. With the implementation of the recommended measures below, adverse fixed noise impact is not anticipated. - All the noisy plants should be installed within plant room or with acoustic enclosure; - Proper selection of quiet plant aiming to reduce the tonality at noise sensitive receivers (NSRs); - Installation of silencer / acoustic enclosure / acoustic louvre for the exhaust of ventilation system; - Openings of ventilation systems should be located away from NSRs as far as practicable and oriented away from the NSRs; - Installation of absorptive noise barrier (with density of absorption material of 48kg/m3) for the aerator which would duly shield the engine and other noisy parts of the aerator as far as	Noted. All the revised assessment reports of Noise Impact Assessment (NIA), Air Quality Impact Assessment (AQIA), Sewerage Impact Assessment (SIA) and Contamination Assessment Plan (CAP) will be submitted both in hard and soft copies..

practicable, and;

- Provide suitable at source noise control measures with reference to EPD's "Good Practices on Ventilation System Noise Control" and "Good Practices on Pumping System Noise Control" such as silencers and acoustic linings when necessary.

Air Quality Impact Assessment (AQIA)

3. The minimum separation distance between the proposed hotel and the nearest road kerbs of Tai Yau Street (Local Distributor >5m) have satisfied relevant vehicular emission buffer distances as stipulated in HKPSG. Also, based on desktop study and site survey conducted on 8 July 2025, no chimney emission and odour emission sources are identified within 200m from the proposed hotel. In this connection, adverse air quality impact is not anticipated.

Sewerage Impact Assessment (SIA)

4. Based on the findings of SIA, the existing sewerage system would not be sufficient to cater for the sewerage generation from the proposed hotel. Therefore, the upgrading works will be proposed to enhance system capacity. With the proposed upgrading works, adverse sewage impact is not anticipated. However, we have some comments on the SIA in Annex 1 to be addressed by the applicant.

Contamination Assessment Plan (CAP)

5. Due to insufficient information and inaccessible for some location (i.e. the transformer room and underground pipelines) at current stage, a follow up site re-appraisal as well as remediation works (if required) are necessary to fully address the potential land contamination impact in the next stage. That said, insurmountable land contamination impact is not anticipated. We have

some comments on the CAP in Annex 1 to be addressed by the applicant.

6. On the above basis, we have no objection to the subject application from the environmental planning perspective. To address the comments on land contamination and sewage aspects as well as to ensure implementation of suitable mitigation measures, we recommend to impose the following planning approval conditions if the TPB decides to approve the application:

(i.) the submission of a revised Sewerage Impact Assessment (SIA) for the proposed development to the satisfaction of the Director of Environmental Protection and Director of Drainage Services or of the Town Planning Board

(ii.) the implementation of sewerage works proposed in the SIA to the satisfaction of the Director of Drainage Services or of the Town Planning Board; and

(iii.) 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 Town Planning Board.

7. Moreover, please include the following advisory clauses in the forthcoming MPC Paper for the captioned application:

i. The Applicant is advised to minimise the generation of Construction and Demolition (C&D) materials; reuse and recycle the C&D materials on-site as

far as possible; and observe and comply with the legislative requirements and prevailing guidelines on proper waste management for the proposed development; and ii. The Applicant is advised to observe the relevant requirements under the Air Pollution Control Ordinance and Waste Disposal Ordinance for asbestos control prior to demolition of the existing buildings. Annex 1 <u>Contamination Assessment Plan</u> 1. Response to Comment (2): Please advise whether the buildings (current and previous conditions) have other below ground level structure/space/room other than "the underground storage area at 20 Tai Yau Street" and "underground fuel tanks and its associated pipelines at 22-24 Tai Yau Street". If there is such structure/space/room, please provide the details of the structure/space/room and confirm whether it will cause potential land contamination. 2. Response to Comment (3): a. The comment was not yet duly addressed. Please provide up-to-date information for Table 2.1 and Section 2.2, particularly for the latest result of (1) registered chemical waste producers records and (2) historical records of chemical spillage / leakage. b. Table 2.1: Please check and advise what " / " means. 3. Response to Comment (5): According to the responses from Consultant "PCBs will not be tested for Boiler Rooms", please explain the reason of not including PCBs in the testing.	

Besides, please confirm, with supporting justification, whether any chemicals containing PCBs were used in the boiler rooms. 4. Appendix G: a. Please check and revise the typo of "Methyltert-Butyl Ether" to be "Methyl tert-Butyl Ether". b. For soil, please check the remark for " *** " and revise it as " *** indicates that the C_{sat} value exceeds the 'ceiling limit' therefore the RBRG applies ". 5. Table 2.2 and Section 2.2: Please check whether the some content of the table and some content of the paragraph are missing <u>Sewerage Impact Assessment (SIA)</u> Appendix E – Hydraulic Capacity of Proposed Sewers at Proposed Hotel Development at 20-24 Tai Yau Street with Mitigation Measures The previous comment has not been fully addressed: Please review if the remarks should be "B1-B11" instead of "B1-B12" in the file "A_K11_249_Appendix VII_SIA_Report". It is noted that some of the invert levels are adjusted as per DSD's comments dated 26 Sep 2025, where the proposed invert levels of sewer sections FWD4048172 & FWD4048173 are lower than the invert levels of the existing downstream sewer section FWD4048174. Please confirm with DSD if such arrangement is acceptable. <u>General</u> Please re-visit the assessment based on above comments.	

Please note that the implementation of sewerage works shall also meet the satisfaction of DSD. Please provide softcopy of the report (in pdf) and calculation spreadsheet (in Excel spreadsheet) as well as all Response to Comments from EPD and DSD as appendix. Please also highlight the revised / updated content of the SIA report in next submission to facilitate review.	

Departmental Comments received on 30 Jan 2026	Applicant's Response
1. Chief Town Planner/Urban Design and Landscape, PlanD	
We have no adverse comments on the planning application from landscape planning perspective. Our detailed comments are as follows: (a) The Site is situated in an area of commercial urban landscapes. There is no existing tree within the site; and (b) as shown on the Landscape Plan, landscape plantings are proposed on G/F, 1/F and R/F, no adverse landscape impact arising from the proposed development is anticipated.	Noted.
2. Chief Highway Engineer, Kowloon, HyD	
No comment on the application <u>Other Detailed Comments:</u> As the setback area and 24-hour public passageway with the lot boundary will be managed and maintained by the applicant, this Office has no adverse comment on the proposal from highway maintenance point of view. The design of the proposed setback area shall be submitted for relevant departments for comment.	Noted.

3. Chief Engineer/Mainland South, DSD	
We have no comments on the captioned planning application from drainage operation and maintenance point of view.	Noted.
4. Commissioner for Transport	
General Comment a) The swept path analysis indicates that the maneuvering path for long vehicles is very tight and it requires moving forward/ backward multiple times for parking and leaving the site. Please review the parking layout.	We previously explored the use of a turntable to facilitate parking for heavy goods vehicles and coaches. Unfortunately, due to the limited space within the subject site, the turntable could not be effectively utilized. In particular, when a coach is positioned over the turntable, the system becomes inoperable. As a result, we have decided not to adopt the turntable option. (Please refer to the attachment Appendix 1 - FIGURE T-1). The swept path analysis we provided has already minimized the number of turning movements required within the subject site. In addition, experienced traffic controllers will be deployed to assist with vehicle parking and manoeuvring when entering and exiting the subject site.
b) Please indicate the headroom for ground floor and basement B1 floor in the architectural drawings.	Noted. The architectural drawings have been updated to clearly indicate the clear headroom of ground floor and basement B1. Please refer to the attachment - the ground floor plan in drawing no. GBP-02 (Rev.B) and basement floor plan in drawing no. GBP-01 (Rev.B).
Road widening works at Tai Yau Street d) The proposed 3m-wide NBA from the lot boundary abutting Tai Yau Street ties in with the proposed traffic improvement works in San Po Kong requiring setbacks from public roads for future road widening and the air ventilation purpose. Since the road widening works are subject to the setback of other sites along Tai Yau Street, no road widening work is under planning for the time being.	Noted.

e) The applicant is required to provide the design of the proposed setback area for agreement by government departments.	Noted. We confirm that this setback area will be dedicated for public passage on a 24-hour basis and will be designed to align with the street level to provide weather protection, enhance pedestrian comfort and ensure barrier-free access. We will ensure the paving and design details satisfy HK statutory standards which will be acceptable by Government Departments.
f) The applicant is reminded to note that any column to be constructed for the canopy should not induced negative impact to the pedestrian flow.	Noted.
g) The proposed canopy shall be managed and maintained by the lot owner	Noted. We confirm the proposed canopy will be managed and maintained by the lot owner.

Departmental Comments received on 4 Feb 2026	Applicant's Response
1. Chief Building Surveyor/Kowloon, BD	
No objection in principle to the application subject to the following comments 1. Paragraph 7(f)(1) of your memo under reference no. A/K11/249 refers. We have no comments on the proposed retention of the two common staircases noting that they are retained for the use of the adjoining building to ensure compliance with the Building Ordinance (BO) and relevant regulations as indicated on your attached drawings. c. Detailed comments on the proposed scheme under the BO will be given at the building plans submission stage.	Noted.

2. **Head of Energizing Kowloon East Office, DEVB**	
(a) The proposed redevelopment for hotel use is generally welcomed from the Energizing Kowloon East policy perspective.	
(b) The applicant has proposed to "entirely set back 3 m from its site boundary along Tai Yau Street" to comply with the NBA requirement stipulated in the OZP. From the perspective of enhancing walkability, the proposed setback would contribute to a more spacious pedestrian environment along the northern footpath of Tai Yau Street which has been identified as one of the major pedestrian routes in the area under the "San Po Kong Business Area Pedestrian Environment and Traffic Improvement- Feasibility Study" promulgated by EKEO.	

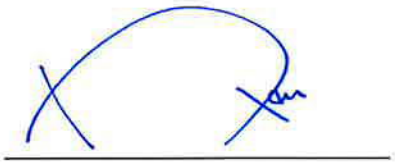
Public Comments received on 1 Feb 2026	Applicant's Response
1. **Concerns on "Inadequate Greening"**	
The commenter expressed concern that greening measures were "inadequate".	The current proposal of greening measure is designed in accordance with the Sustainable Building Guidelines outlined in the practice notes of the Buildings Department. According to the guidelines, the minimum requirement of overall greening provision is 485.210 sq.m. The overall greenery provision of the proposed development is 808.457 sq.m., which is significantly greater than the requirement. Moreover, all greenery will be managed and maintained by the lot owner to ensure it remains sustainable and attractive, thereby achieving a genuine enhancement of the environment and community.

Furthermore, we would like to supplement the revised architectural drawings (Drawing no. GBP-01 (Rev.B) and GBP-02 (Rev.B) and the supporting planning statement for your kind processing.

Please be noted that the layout as indicated in the architectural drawings are subjected to detail design, such as the setback in backlane, the layout of landscape garden and guestroom etc.

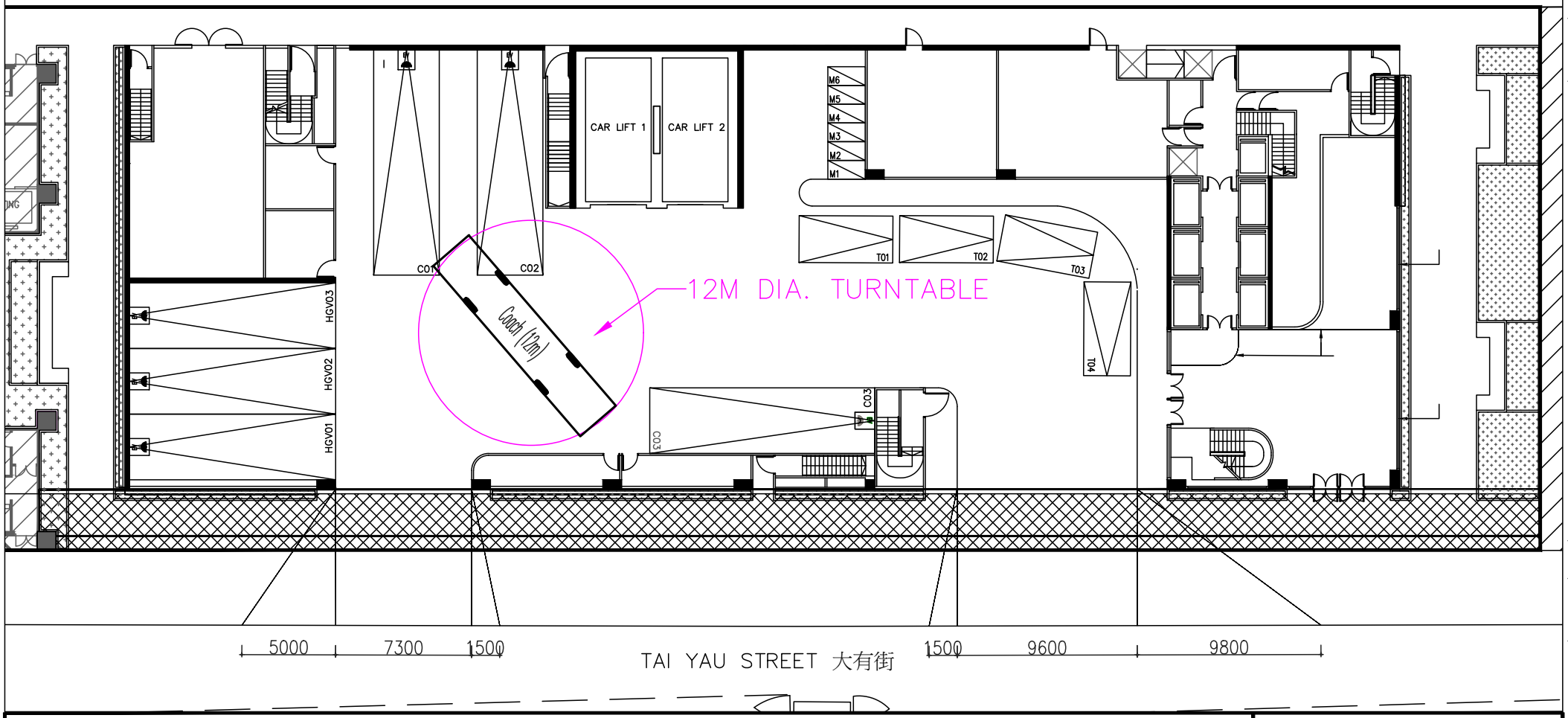
Should you have enquiry or further information required, please feel free to contact the undersigned at [redacted]

Yours faithfully,



Mr. Ron Luen
Ron Luen & Company Ltd.
Encl. Appendix 1: Figure T-1 Turntable Proposal
c.c. Client

Appendix 1 – Figure T-1 Turntable Proposal



PROJECT TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Non-building Area Restriction at Nos. 20-24 Tai Yau Street, San Po Kong, Kowloon

FIGURE T - 1

DATE	SCALE	DRAWING TITLE
JAN 2026	N.T.S	TURNTABLE PROPOSAL
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

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Proposed Redevelopment for Hotel Use at
Nos. 20-24 Tai Yau Street, San Po Kong, Kowloon and
Proposed Minor Relaxation of Non-Building Area Restriction

Section 16 Planning Application
Approved Tsz Wan Shan, Diamond Hill and San Po Kong
Outline Zoning Plan No. S/K11/31

SUPPORTING PLANNING STATEMENT

November 2025

Applicants
Yangtzekiang Garment Limited
Luk Hop Garments Limited

Consultants
Ron Luen & Company Limited
C&L architects & surveyors ltd.
BeeXergy Consulting Limited
AMG Consultancy Limited

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EXECUTIVE SUMMARY

The Applicants, Yangtzekiang Garment Limited and Luk Hop Garments Limited, wish to seek the approval of the Town Planning Board ("TPB") under Section 16 of the Town Planning Ordinance to allow redevelopment of their site at Nos. 20 – 24 Tai Yau Street, San Po Kong ("Application Site") for hotel use with minor relaxation of the Non-Building Area ("NBA") restriction to retain the common staircase serving the adjoining building.

The Application Site is currently zoned "Other Specified Uses" annotated "Business" ("OU(B)") use on the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31 ("OZP"). According to the Notes attached to the OZP, the planning intention of the "OU(B)" zone is primarily for general business uses and "Hotel" is listed under Column 2 in Schedule I of the "OU(B)" zoning, i.e., uses that may be permitted with or without conditions on application to the TPB. There is also a provision in the Notes requiring that a minimum of 3m-wide non-building area from the lot boundary abutting Tai Yau Street has to be provided.

The proposed hotel consists of 33 storeys (including 1 storey of basement carpark and 1 storey of refuge floor) providing 1,260 guestrooms. The total gross floor area ("GFA") is not exceeding 29,111.334m2 with a proposed plot ratio of 12.000. A 2.5m wide and 79.3m long canopy will be provided along the entire set back building frontage to give weather protection to the pedestrians. Spaces for the parking, loading and unloading of vehicles are provided in accordance with the standard laid down in the Hong Kong Planning Standards and Guidelines.

The proposed hotel redevelopment with minor relaxation of the NBA restriction is justified due to the following reasons:

1. The proposed hotel use complies with the planning intention;
2. The proposed development has no unacceptable traffic impact;
3. The proposed development has no unacceptable environmental or infrastructural impact;
4. The proposed development help to enhance walkability and pedestrian environment along Tai Yau Street;
5. The proposed development help to enhance the business vibe and expedite the transformation of the area into a business area;
6. The proposed development contributes to the sustainable development of the tourism industry and accords with government policy; and
7. The existing common staircase within the NBA will be demolished upon redevelopment of the adjoining building and to dedicate the land within the NBA to the public for passage purposes after demolition of the common staircase.

In view of the above, the TPB is respectfully requested to approve the application.

行政摘要

申請人，長江製衣有限公司及六合製衣有限公司，欲根據城市規劃條例第十六條向城市規劃委員會(〝城規會〞)申請將其在新蒲崗大有街 20 至 24 號地盤(〝該地盤〞)重建作酒店用途，並放寬非建築用地限制以保留與隔鄰樓宇共用之樓梯。

該地盤現時於「慈雲山、鑽石山及新蒲崗分區計劃大綱核准圖編號 S/K11/31」內被劃入其他指定用途(商貿)地帶(〝此地帶〞)。根據規劃圖之詮釋，此地帶之規劃意向主要是作一般商貿用途。在此地帶內，「酒店」列於第二欄用途內，即須先向城規會申請，可能在有附帶條件或無附帶條件下獲准的用途。詮釋亦說明須從地界邊線緊連大有街處提供最少闊 3 米之非建築用地。

建議的酒店樓高 33 層 (連一層地庫停車場及一避難層) 並提供 1,260 間客房。樓宇總建築面積為 29,111.334 平方米及不超過建議之地積比率 12.00 倍。酒店大樓正面向後退縮 3 米的部分將興建 2. 5 米寬的雨篷供給行人遮風擋雨。停車位及上落貨車位等設施將根據「香港規劃標準與準則」之標準設置。

因下列之原因，建議的酒店發展及放寬非建築用地限制是合理的：

1. 建議的酒店用途符合規劃意向;
2. 建議的酒店發展不會引致不可接受的交通問題;
3. 建議的酒店發展不會引致不可接受的環境影響或基礎設施不足等問題;
4. 建議的酒店發展有助於提升大有街的可步行性及行人環境;
5. 建議的酒店發展有助於提升此區的商貿氛圍及加快此地區轉為商貿區的步伐;
6. 建議的酒店可為旅遊業持續發展作出貢獻及符合政府政策。
7. 現處於非建築用地範圍內的共用樓梯將於隔鄰樓宇重建時拆卸並將位於非建築用地範圍內的土地撥供公眾作通道用途。

有鑑於上述各項原因，懇請城規會批准此申請。

Proposed Redevelopment for Hotel Use
Nos. 20-24 Tai Yau Street, San Po Kong
and
Proposed Minor Relaxation of Non-Building Area Restriction
S.16 Planning Application
Approved Tsz Wan Shan, Diamond Hill and San Po Kong
Outline Zoning Plan No. S/K11/31

Supporting Planning Statement

1. INTRODUCTION

1.1 The site at Nos. 20-24 Tai Yau Street ("the Application Site") is currently designated for "Other Specified Uses" annotated "Business" ("OU(B)") use on the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31 ("OZP") and "Hotel" is a Column 2 use, i.e., use that may be permitted with or without conditions on application to the Town Planning Board ("TPB").

1.2 Yangtzekiang Garment Limited and Luk Hop Garments Limited ("the Applicants"), owners of the Application Site, wish to jointly redevelop the Application Site and therefore to seek the approval of the TPB under Section 16 of the Town Planning Ordinance for hotel use with minor relaxation of the Non-Building Area ("NBA") restriction to retain the existing common staircase at Tai Yau Street.

2. SITE CONTEXT

2.1 Location

2.1.1 The Application Site is located within the San Po Kong Business Area ("SPKBA") bounded by Choi Hung Road, Tseuk Luk Street and King Fuk Street. It is situated at Tai Yau Street, which is the main thoroughfare of the SPKBA, north of Tseuk Luk Street. The residential area in San Po Kong is on the other side of Tseuk Luk Street, at less than 300 metres away. The plans showing the location of the Application Site is at Figure 1 below and Appendix I enclosed.

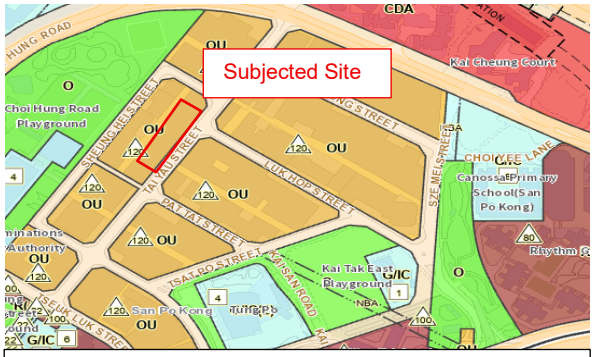


Figure 1: Location Plan of Application Site

2.2 Existing Land Uses

2.2.1 There are two industrial buildings on the Application Site. The building at No. 20 is of ten storeys high and the entire building is currently used as a printing house. The building at Nos. 22-24 is of eleven storeys high and the entire building was previously used by Yangtzekiang Garment Limited for garment manufacturing purposes. However, as production line has been moved to the Mainland, only part of the building is still being used for works relating to garment manufacturing such as design, sample manufacturing, quality control and packaging. The remaining spaces is either vacant or used for storage purpose.

2.3 Surrounding Land Uses

2.3.1 The surrounding land uses are characterized by a mixture of business and industrial uses. There are still many industrial buildings situated along Tai Yau Street and other parts of the SPKBA. A number of industrial/office, office buildings and commercial buildings have been completed in the area in recent years. Majority of these business buildings concentrate along the eastern side of Tai Yau Street while industrial is still the predominant use on western side of Tai Yau Street.

2.3.2 A hotel was erected at No. 19 Luk Hop Street in the near vicinity of the Application Site but the hotel has been converted to hostel use.

2.4 Accessibility

2.4.1 Tai Yau Street is connected to Choi Hung Road to the north which connects San Po Kong to Kai Tak, Kowloon City, To Kwa Wan, Mong Kok and other parts of Kowloon. Tai Yau Street is also connected to Prince Edward Road East through Tseuk Luk Street and King Tai Street to the south from which access to Kowloon Bay, Kwun Tong and Yau Tong can be gained. Nearly all modes of public transport are available in the vicinity of the Application Site including buses, taxis, mini-buses, franchise mini-buses and the Mass Transit Railway (MTR). The MTR Diamond Hill Station is within walking distance.

2.4.1 A comprehensive pedestrian connection system including public passageway in the form of subway and elevated walkway has been planned to connect San Po Kong area with Kai Tak.

2.5 Infrastructure and Utilities

2.5.1 Drainage and sewerage systems are available at Tai Yau Street. Electricity supply, gas supply and water supply are readily available to the Application Site.

2.5.2 As revealed in the various engineering assessment reports submitted with this planning application, the existing sewerage, drainage and water supply systems in the vicinity of the Application Site would have adequate capacity to serve the proposed development.

2.6 Land Status

2.6.1 The Application Site consists of five main lots, N.K.I.L. 4735, N.K.I.L. 4736, N.K.I.L. 4737, N.K.I.L. 4738 and N.K.I.L. 4739. N.K.I.L. 4739 has subsequently been sub-divided into s.A, s.B and R.P, but all the sub-sections and the remaining portion have been included in this application. The lots have a total lot area of 2,426.05m2. The lots were all granted for industrial purposes excluding any trade which is declared to be an offensive trade under the Public Health and Municipal Services Ordinance and subject to a height restriction of 300 feet above Hong Kong Principal Datum.

2.6.2 As the government leases governing the lots restrict the lots for industrial use, lease modification to modify the permitted user and the building height limit under the leases has to be executed and premium paid before the proposed hotel development, if approved, may be proceeded with.

3 PLANNING CONTEXT

3.1 Statutory Planning Context

3.1.1 As stated at 1.1 above, the Application Site falls within an area zoned "OU(B)" use on the OZP. According to the Notes attached to the OZP, the planning intention of the "OU(B)" zone is as follows:

"This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve the direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings."

3.1.2 The Application Site is subject to plot ratio and building height restrictions but not site coverage limitation. The plot ratio and height restrictions are stipulated as follows in the Notes attached to the OZP:

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0, or the plot ratio of the existing building, whichever is the greater.

(2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(3) Non-building area(s) from the lot boundary shall be provided:

(i) a minimum of 3m-wide abutting Tai Yau Street and King Fuk Street; and

(ii) a minimum of 1.5m-wide abutting Choi Hung Road, Tseuk luk Street, Sheung Hei Street, Sam Chuk Street, Sze Mei Street, Ng Fong Street, Luk Hop Street, Tsat Po Street, Pat Tat Street and Prince Edward Road East.

3.1.3 Notwithstanding, the Notes attached to the OZP also stated that:

(5) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.

(7) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as stated in paragraph (3)(i) and (3)(ii) above may be considered by the Town Planning Board on application under section 16 of the Town Planning ordinance.

3.2 Previous Planning Applications

3.2.1 In 2011, the Applicants successfully sought the TPB's permission to redevelop the Application Site for hotel use. The proposed plot ratio of the approved hotel development was 12.5 taking into account the bonus plot ratio to be granted upon surrender of the 3m wide strip of land fronting Tai Yau Street. However, due to the uncertainty of the hotel market at that time, the approved development was not implemented.

3.2.2 In 2021, the Applicants made an application for planning permission to allow redevelopment of the Application Site for Non-polluting Industrial Use (excluding industrial undertaking involving the use/storage of Dangerous Goods) as well as minor relaxation of the permitted plot ratio up to 14.4, excluding the bonus plot ratio from the surrender of the 3m wide strip of land fronting Tai Yau Street. The application was approved subject to conditions and the permission would cease to have effect on 12 March 2025 unless the permission is extended or the approved development has commenced before the said date. On 19 February 2025, general building plans for the development were approved by the Building Authority.

4 DEVELOPMENT PROPOSAL

4.1 The Development Scheme

4.1.1 The proposed hotel consists of 33 storeys (including 1 storey of basement carpark and 1 storey of refuge floor) providing 1,260 guestrooms. The basement floor is planned to be used for parking of private cars and loading/unloading space for light goods vehicles. Two car lifts at G/F accessible from Tai Yau Street provide access to the basement floor. Hotel reception lobby, loading/unloading and parking facilities for heavy goods vehicles and motor cycles, coach lay-by and taxi lay-by are to be provided on the ground floor and restaurant, café and

lounge on the first floor. Back of house and E&M facilities are to be provided on the second floor while guestrooms are provided on the upper floors.

Two staircases (N.K.I.L. 4739 s.A and N.K.I.L. 4739s.B) of each abutting Tai Yau Street and service lane suited in the redevelopment lot are common staircases currently shared by the existing building of the redevelopment lot and the adjoining building (N.K.I.L 4740). In order to ensure the adjoining building being properly functioned and comply with the building ordinance and regulations, the common staircases in the site boundary will be retained for the said purpose. The staircases will only be demolished after the redevelopment of the adjoining building. Photo Record of the exterior and interior of the existing common staircase are annexed at Appendix XI.

To comply with the NBA restriction stipulated in the OZP, the building is intended to be entirely set back 3m from its site boundary along Tai Yau Street. No part of the building will encroach into the NBA. The set back area is to be owned and managed by the applicants but dedicated to the public for passage purposes on a 24 hours basis. However, the existing common staircase in the lot boundary abutting Tai Yau Street is to be retained for the use of neighboring building. As such, the portion of retained staircase will be excluded from the set back area. Hence, the total length of set back area abutting Tai Yau Street is of approximate 79.3m with a width of 3m, in a total area of 237.975m2. The proposed total GFA is 29,111.334m2. Table I below shows the user and GFA of each floor of the proposed development.

As mentioned in paragraph 3.2.2 above, the Applicants successfully sought the approval of the TPB to redevelop the Application Site for Non-polluting Industrial Use (excluding industrial undertaking involving the use/storage of Dangerous Goods) as well as minor relaxation of the permitted plot ratio of up to 14.4 in 2021.Table II below shows the development parameters of the previous approved scheme in 2021.

A canopy of 2.5m wide and 79.3m in length will be provided along the entire building frontage at the set back portion abutting Tai Yau Street, giving weather protection to the pedestrians. Architectural drawings showing the proposed development are annexed at Appendix II.

Table I – User and GFA of the proposed Hotel Development

Floor	User	GFA (m2)
Basement (B1/F)	Parking of Light Goods Vehicles and Private Cars and E&M	N/A
Ground	Hotel Reception Lobby, Motor Cycle Parking, Loading/Unloading, Lay-by and E&M	435.094
1	Restaurant, Café, Lounge and Shop	1,300.307 (include the GFA of canopy at 1/F)
2	Back of House Facilities and E&M	610.132
3	Guestrooms	931.708
4-15	Guestrooms	11,144.436
16	Refuge Floor	N/A
17-31	Guestrooms	13,930.545
Roof	Roof	9.112
Retained Staircases (N.K.I.L 4739 s.A & s.B) (from G/F to 11/F)	Adjoining building	750.000*Note 1
	Total	29,111.334

Table II – User and GFA of the Previous Approved Development Scheme in 2021

Floor	User	GFA (m2)
Basement (B2/F-B3/F)	Parking of Private Cars and E&M	N/A
Basement (B1/F)	Loadin/Unloading of Light Goods Vehicles and E&M	N/A
Ground	Loadin/Unloading of Heavy Goods Vehicles, Motor Cycle Parking, Entrance Lobby and E&M	950.455
1/F to 11/F	Workshop	14,930.212 (include the GFA of canopy at 1/F)
12	Workshop	1,354.316
13	Workshop	1,327.300
14	Workshop	1,377.009
15/F to 25/F	Workshop	14,930.212
Retained Staircase (N.K.I.L. 4739 s.B) (from G/F to 11/F)	Adjoining building	488.108*Note 2
	Total	35,756.916*Note 3

Note 1: The proposed GFA of retained staircases under current application scheme included the lot N.K.I.Ls 4739 s.A and 4739 s.B.

Note 2: The proposed GFA of retained staircase of previous development scheme approved in 2021 included the lot N.K.I.L 4739 s.B only.

Note 3: The proposed total GFA of previous approved development scheme in 2021 included the bonus GFA of the set back area to be claimed under B(P)R 22 subject to the approval of Building Authority.

4.2 The Proposed Plot Ratio

4.2.1 As mentioned in paragraph 4.1.1, the building will be set back 3m from its site boundary abutting Tai Yau Street. The set back area will be dedicated to the public for passage purposes. The Applicants do not intend to claim for bonus plot ratio arising from the dedication at this stage. Therefore, the proposed plot ratio is not exceeding 12.

4.3 Internal Transport Facilities

4.3.1 Three loading/unloading spaces for heavy goods vehicles, 4 taxi lay-bys and 3 coach lay-bys are provided on the Ground Floor. Ten spaces for loading/unloading spaces for light goods vehicle and 22 private car parking spaces are provided on the basement floor. The parking provision complies with the requirement stipulated in the Hong Kong Planning Standards and Guidelines ("HKPSG"). Table III below shows the parking provision required under the HKPSG and the proposed parking provision.

Table III

Parking, Lay-by & Loading/Unloading	Required under HKPSG	Proposed Provision
Heavy Goods and Light Goods Vehicles (loading/unloading)	13 Spaces	3 Heavy Goods Vehicles and 10 Light Goods Vehicles
Private Car	20 Spaces	22 Spaces including 1 Disabled Space
Motor Cycle	Not Specified	6
Taxi (lay-by)	4	4
Coach (lay-by)	3	3

4.4 Landscape Proposal

4.4.1 The set back area at the ground floor would be landscaped and provided with a canopy to protect the pedestrian from the weather so as to enhance the walkability and pedestrian environment along Tai Yau Street. Landscape gardens will be provided along both side of the building at ground floor, allowing passage for the public use on a 24 hours basis to the existing service lane. Landscaping works with the provision of greenery would also be carried out on the flat roof at first floor and main roof floor of the building, which are intended for the use of hotel guests. A copy of the Landscaping Plan is annexed at Appendix III.

5 PLANNING JUSTIFICATIONS

5.1 The Proposed Hotel Use is in line with the Planning Intention

5.1.1 The Application Site is zoned for "OU(B)" use in the OZP and according to the Notes attached thereto, the planning intention of this zone is intended primarily for general business uses. The proposed hotel development complies with the planning intention.

5.2 No Unacceptable Traffic Impact

5.2.1 The parking provision complies with the requirements stipulated in the HKPSG. As revealed in the traffic impact assessment report at Appendix IV, there will not be any unacceptable traffic impact arising from the proposed hotel development.

5.3 No Unacceptable Environmental or Infrastructural Impact

5.3.1 The noise impact assessment, air quality impact assessment, sewerage impact assessment, drainage impact assessment and contamination assessment plan at Appendices V to IX reveal that the proposed development has no unacceptable environmental or infrastructural impact.

5.4 Help to Enhance Walkability and Pedestrian Environment Along Tai Yau Street

5.4.1 The Application Site abuts on Tai Yau Street which is the main pedestrian corridor in the SPKBA and the Application Site has a street frontage of more than 80m. A 2.5m wide and 79.3m long canopy will be provided along the entire building frontage of the set back portion giving weather protection to the pedestrian and the set back area will be properly landscaped. This would enhance the walkability and the pedestrian environment along Tai Yau Street.

5.4.2 The proposed redevelopment is compatible with the surrounding uses. A photomontage showing the proposed redevelopment and the surrounding environment is at Appendix X.

5.5 Help to Enhance the Business Vibe and Expedite the Transformation of The Area into a Business Area

5.5.1 Since rezoning of the land within this area from "Industrial" to "OU(B)" use in 2002, the area started the transformation process from an industrial area to a business area gradually but slowly. There are still many old industrial buildings continue to be used for industrial purpose in the area.

5.5.2 Tai Yau Street is the main thoroughfare of the SPKBA. As noted at 2.3.1 above, many new business buildings concentrate along the eastern side of Tai Yau Street. The Application Site is located at a prominent position and occupies a fairly long frontage at the western side of Tai Yau Street. Replacing the existing old industrial buildings with a new hotel building at this prominent location of the SPKBA would enhance the business vibe of the area and act as a catalyst to expedite the transformation of the area into a business area.

5.6 Contributes to the Sustainable Development of Tourism Industry and Accords with Government's Policy

5.6.1 The government is pursuing the concept of "tourism is everywhere" and implement the Development Blueprint for Hong Kong's Tourism Industry 2.0 to promote tourism by, amongst others, building new hardware facilities such as the Kai Tak Sports Park and organising mega events frequently.

5.6.2 According to the figures released by the government, the visitor arrivals rose by 8.9% over a year earlier to 12.2 million in the first quarter of 2025. The average hotel room occupancy rate was 88% in the first quarter, higher than the 85% recorded a year earlier. The visitor arrivals continued to rise in May 2025 leading to a greater demand of hotel accommodation. Development of hotels should now be encouraged to meet the anticipated increasing demand of hotel accommodation.

5.6.3 As indicated by the Tourism Commission, sufficient hotel supply is a key component in driving sustainable development of the tourism industry. According to the Tourism Commission, the government has undertaken a number of initiatives to encourage the development of different types of hotels to meet the diversified needs of visitors. The proposed hotel development therefore contributes to the sustainable development of the tourism industry and accords with government's policy.

5.7 The Existing Common Staircase Within the Non-Building Area Will be Demolished Upon Redevelopment of the Adjoining Building and the Land Within the NBA Would be Dedicated to the Public for Passage Purpose

The new hotel building to be erected on the Application Site will be segregated from the existing common staircases. The existing common staircases within the NBA serving the adjoining building, including the lifts and store therein, will continue to operate and maintained by the Applicants but will be demolished by the Applicants upon redevelopment

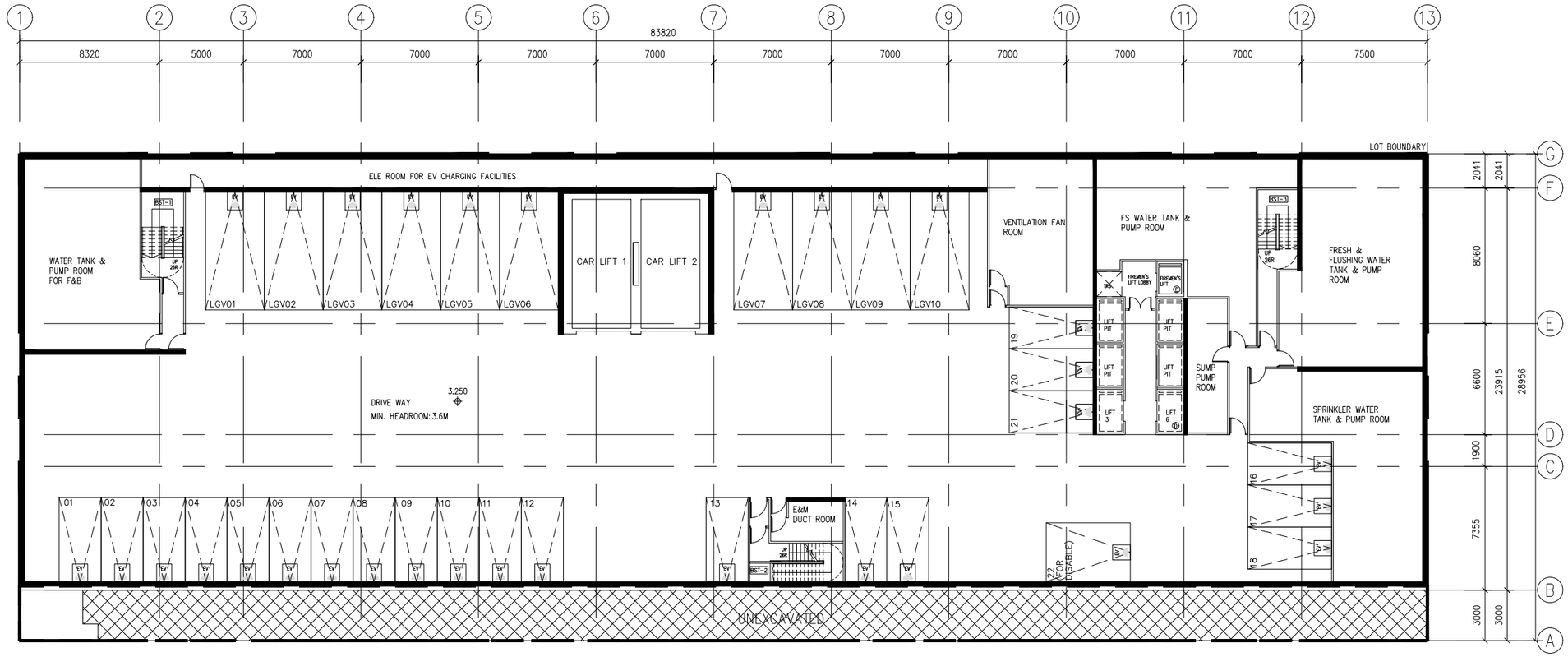
of the adjoining building. After demolition of the common staircase, the land occupied by the common staircases within the NBA will continue to be owned and managed by the Applicants and dedicated for the public use at the same time with landscape. The proposed 2.5m width canopy will then be extended and providing a full weather protection along the NBA facing Tai Yau Street for the pedestrian.

6 CONCLUSION

6.1 As revealed in the various assessments in support of this application, the proposed hotel development has no unacceptable traffic, environmental or infrastructural impact.

6.2 Moreover, the proposed development would enhance the walkability and pedestrian environment along Tai Yau Street and help to expedite the transformation of the area into a business area.

6.3 In view of the above, the Board is respectfully requested to approve this application for hotel use with minor relaxation of the NBA restrictions to retain the existing common staircases that serves the adjoining building.



LEGEND:

SET BACK AREA TO BE DEDICATED
FOR USE AS PUBLIC PASSAGE AT GROUND FLOOR LEVEL

BASEMENT FLOOR PLAN

REV.	DESCRIPTION	DATE
-	REVISION	JAN'26
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

BASEMENT FLOOR PLAN

AUTHORIZED PERSON :

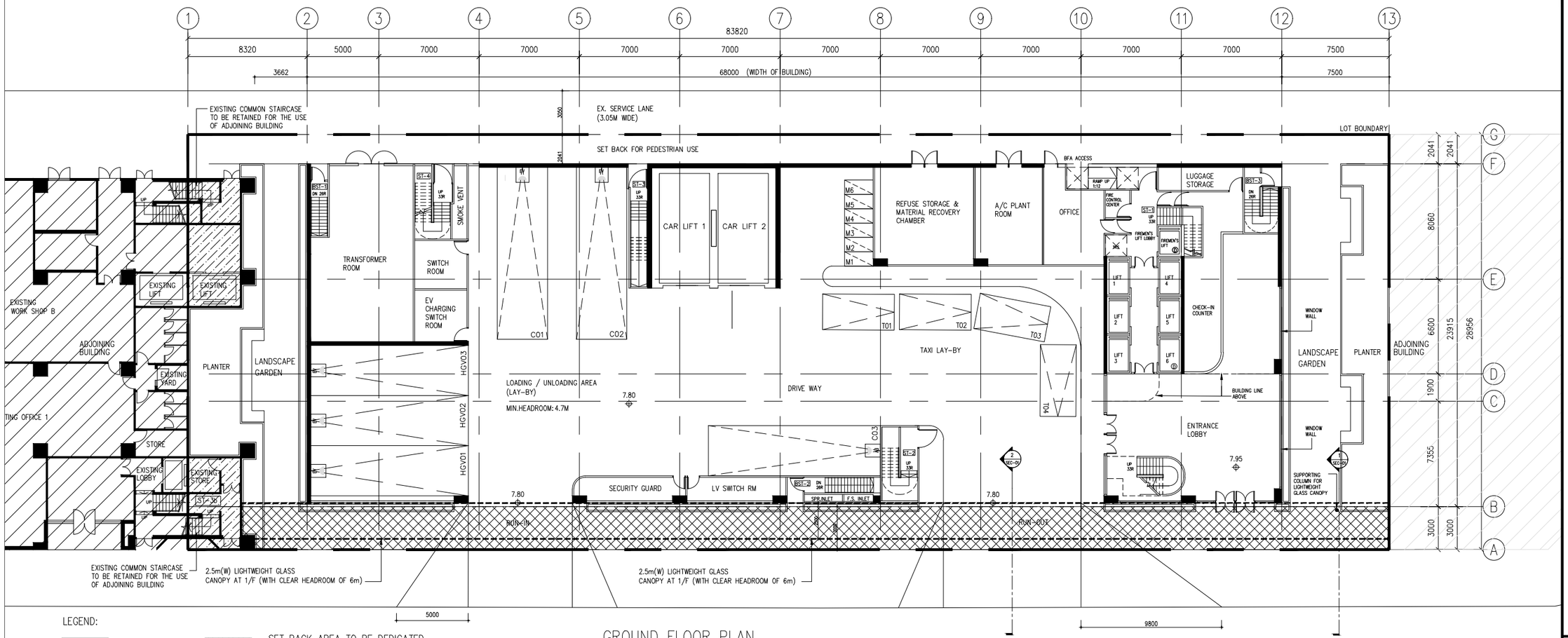
C&L architects & surveyors ltd
朱倫建築師測量師有限公司

JOB No. : AA598

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

PRINTED DATE :	DATE :

SCALE AT A3	DRAWING No. :	REV:
1:300	GBP-01	B



LEGEND:

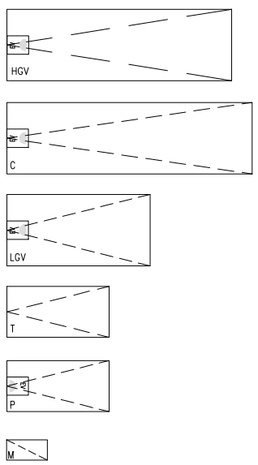
PLANTER BOX

SET BACK AREA TO BE DEDICATED FOR USE AS PUBLIC PASSAGE AT GROUND FLOOR LEVEL

EXISTING COMMON STAIRCASES INCLUDING THE EXISTING STORE WILL BE RETAINED FOR THE USE OF ADJOINING BUILDING TO ENSURE IT COMPLIES WITH THE BUILDING ORDINANCE & REGULATIONS. THE STAIRCASE AND THE STORE WILL ONLY BE DEMOLISHED AFTER THE REDEVELOPMENT OF THE ADJOINING BUILDING.

GROUND FLOOR PLAN

TAI YAU STREET (18.30M WIDE)



HEAVY GOODS VEHICLES (HGV) 3.5m x 11m (LOADING/UNLOADING)

COACH 3.5m x 12m (LAY-BY)

LIGHT GOODS VEHICLE (LGV) 3.5m x 7m (LOADING/UNLOADING)

TAXI 2.5m x 5m (LAY-BY)

PRIVATE CAR 2.5m x 5m (PARKING SPACE)

MOTORCYCLE 2m x 1m (PARKING SPACE)

CAR PARKING PROVISION CALCULATION

APPROX. NO. OF ROOMS = 1260

TYPE	ROOM/GFA	RATE	NO. REQUIRED	NO. PROVIDED
PRIVATE CAR (PARKING SPACE)	1260 ROOMS RESTUATANT/CAFE /800 SEAT	1/100 ROOMS 1/100 SEATS	13 8	22
TAXI (LAY-BY)	1260 ROOMS	>600 ROOMS MIN. 4 NOS.	4	4
COACH (LAY-BY)	1260 ROOMS	>900 ROOMS MIN. 3 NOS.	3	3
LGV HGV (LOADING/UNLOADING)	1260 ROOMS	0.5-1/100 ROOMS	7-13	10 3
MOTORCYCLE (PARKING SPACE)	NOT SPECIFIED	NOT SPECIFIED	NIL	6

REV.	DESCRIPTION	DATE
-	REVISION	JAN'26
-	DESIGN PROPOSAL	NOV'25

PROJECT :

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

DRAWING TITLE :

GROUND FLOOR PLAN

AUTHORIZED PERSON :

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

JOB No. : AA598

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

PRINTED DATE : | DATE :

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

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Appendix II of
MPC Paper No. A/K11/249

Comparison Table between Planning Application Nos. A/K11/208, 236 and 249

Development Parameters	Approved Scheme (A/K11/208)	Approved Scheme (A/K11/236)	Current Scheme (A/K11/249)
Site Area	2,427.09m^2 [@]	2,400.49m^2 [@@]	2,426.05m^2 [@]
Proposed Use	Hotel	Non-Polluting Industrial Use	Hotel
PR	12 [$]	14.4 [$]	12
Gross Floor Area (GFA)	About 29,124m^2 [$][*]	About 34,567m^2 [$] [**]	about 29,111m^2 [*]
BH (at main roof level)	109.15mPD	88.75mPD	119.73mPD
Site Coverage	44.58%	83.87% (below 15m) 58.65% (above 15m)	76.67% (below 15m) 43.96% (above 15m)
No. of Storeys	31 (including 1 level of basement carpark)	29 (including 3 levels of basement carpark)	33 (including 1 level of basement carpark and 1 level of refuge floor)
No. of Guestrooms	1,144	N.A.	1,260
Greenery Provision	about 743m^2	about 881m^2	about 808m^2
Parking Spaces ➢ Private cars ➢ Motorcycle	 21 (1 for the disabled) -	 60 6	 22 (1 for the disabled) 6
Loading/Unloading (L/UL) Bays and Lay-by ➢ Heavy goods vehicles ➢ Light goods vehicles ➢ Taxi lay-bys ➢ Coach lay-bys	 4 7 4 3	 9 18 - -	 3 10 4 3
Building Setback required by the OZP ➢ Tai Yau Street	 3m full-height (excluding the common staircase)	 3m full-height (excluding the common staircase)	 3m full-height (excluding the common staircase)

Note:

[@] involves the lot Nos. NKIL 4735, 4736, 4737, 4738 and 4739 s.A, s.B & RP (**Plan A-3**).

[@@] involves the lot Nos. NKIL 4735, 4736, 4737, 4738 and 4739 s.B & RP. NKIL 4739 s.A with the common staircase abutting Tai Yau Street was omitted from the application site boundary.

[$] excluding the bonus PR of 0.49 (equivalent to 1,189.9m^2 of bonus GFA) to be claimed by the applicants for the surrender of setback area of 3m from Tai Yau Street. It is subject to approval from the Building Authority.

[*] including GFA of the common staircases at NKIL 4739 s.A and s.B of about 750m^2.

[**] including GFA of the common staircase at NKIL 4739 s.B of about 488m^2.

Detailed Departmental Comments

Comments of Commissioner for Tourism:

the Tourism Commission welcomes initiatives that are conducive to the long term and sustainable development of the tourism industry in Hong Kong. For reference, as at January 2026, Hong Kong received almost 50 million visitors, of which over 23 million were overnight visitors, for the whole of 2025. Hotel occupancy rate was 87% in the first eleven months of 2025. To support and sustain the growing momentum of the tourism industry and maintain the city's attractiveness to visitors, a stable and sufficient supply of hotel rooms is very important.

Comments of Commissioner for Transport:

(a) the design of the proposed setback area shall be submitted for comments in building plan submission stage;

(b) the applicants are reminded that any column to be constructed for the proposed canopy should not induced negative impact to the pedestrian flow; and

(c) the proposed canopy shall be managed and maintained by the lot owner.

Comments of Director of Environmental Protection:

Noise Impact Assessment

(a) the proposed hotel will provide central air conditioning for all noise sensitive uses and not relied on openable window for ventilation. Therefore, adverse noise impact on the proposed hotel is not anticipated. With the implementation of the recommended measures below, adverse fixed noise impact is not anticipated.

- All the noisy plants should be installed within plant room or with acoustic enclosure;
- Proper selection of quiet plant aiming to reduce the tonality at noise sensitive receivers (NSRs);
- Installation of silencer / acoustic enclosure / acoustic louvre for the exhaust of ventilation system;
- Openings of ventilation systems should be located away from NSRs as far as practicable and oriented away from the NSRs;
- Installation of absorptive noise barrier (with density of absorption material of 48kg/m^3) for the aerator which would duly shield the engine and other noisy parts of the aerator as far as practicable;

- Provide suitable at source noise control measures with reference to EPD's "Good Practices on Ventilation System Noise Control" and "Good Practices on Pumping System Noise Control" such as silencers and acoustic linings when necessary;

Air Quality Impact Assessment

(b) the minimum separation distance between the proposed hotel and the nearest road kerbs of Tai Yau Street (Local Distributor >5m) have satisfied relevant vehicular emission buffer distances as stipulated in HKPSG. Also, based on desktop study and site survey conducted on 8 July 2025, **no** chimney emission and odour emission sources are identified within 200m from the proposed hotel. In this connection, adverse air quality impact is not anticipated;

Sewerage Impact Assessment (SIA)

(c) based on the findings of SIA, the existing sewerage system would not be sufficient to cater for the sewerage generation from the proposed hotel. Therefore, the upgrading works will be proposed to enhance system capacity. With the proposed upgrading works, adverse sewage impact is not anticipated. However, we have following comments on the SIA to be addressed by the applicants:

Reference	**Comment**
• Appendix E – Hydraulic Capacity of Proposed Sewers at Proposed Hotel Development at 20-24 Tai Yau Street with Mitigation Measures	The previous comment has not been fully addressed: Please review if the remarks should be "B1-B11" instead of "B1-B12" in the file "A_K11_249_Appendix VII_SIA_Report".
• Appendix E – Hydraulic Capacity of Proposed Sewers at Proposed Hotel Development at 20-24 Tai Yau Street with Mitigation Measures	It is noted that some of the invert levels are adjusted as per DSD's comments dated 26 Sep 2025, where the proposed invert levels of sewer sections FWD4048172 & FWD4048173 are lower than the invert levels of the existing downstream sewer section FWD4048174. Please confirm with DSD if such arrangement is acceptable.

• General	Please re-visit the assessment based on above comments. Please note that the implementation of sewerage works shall also meet the satisfaction of DSD. Please provide softcopy of the report (in pdf) and calculation spreadsheet (in Excel spreadsheet) as well as all Response to Comments from EPD and DSD as appendix. Please also highlight the revised / updated content of the SIA report in next submission to facilitate review.

Contamination Assessment Plan (CAP)

(d) due to insufficient information and inaccessible for some location (i.e. the transformer room and underground pipelines) at current stage, a follow up site re-appraisal as well as remediation works (if required) are necessary to fully address the potential land contamination impact in the next stage. That said, insurmountable land contamination impact is not anticipated. We have the following comments on the CAP to be addressed by the applicants:

(i) Response to Comment (2): Please advise whether the buildings (current and previous conditions) have other below ground level structure/space/room other than "the underground storage area at 20 Tai Yau Street" and "underground fuel tanks and its associated pipelines at 22-24 Tai Yau Street". If there is such structure/space/room, please provide the details of the structure/space/room and confirm whether it will cause potential land contamination;

(ii) Response to Comment (3):
1. The comment was not yet duly addressed. Please provide up-to-date information for Table 2.1 and Section 2.2, particularly for the latest result of (1) registered chemical waste producers records and (2) historical records of chemical spillage / leakage;
2. Table 2.1: Please check and advise what " / " means;

(iii) Response to Comment (5): According to the responses from Consultant "PCBs will not be tested for Boiler Rooms", please explain the reason of not including PCBs in the testing. Besides, please confirm, with supporting justification, whether any chemicals containing PCBs were used in the boiler rooms;

(iv) Appendix G:
1. Please check and revise the typo of "Methyltert-Butyl Ether" to be "Methyl

tert-Butyl Ether";

2. For soil, please check the remark for " *** " and revise it as " *** indicates that the C_{sat} value exceeds the 'ceiling limit' therefore the RBRG applies ";

(v) Table 2.2 and Section 2.2: Please check whether the some content of the table and some content of the paragraph are missing;

(e) the applicants are advised to minimise the generation of Construction and Demolition (C&D) materials; reuse and recycle the C&D materials on-site as far as possible; and observe and comply with the legislative requirements and prevailing guidelines on proper waste management for the proposed development; and

(f) the applicants are advised to observe the relevant requirements under the Air Pollution Control Ordinance and Waste Disposal Ordinance for asbestos control prior to demolition of the existing buildings.

Comments of Director of Fire Services (D of FS):

(a) detailed fire services requirements will be formulated upon receipt of a formal submission of Short Term Tenancy/Short Term Waiver, general building plans or referral of application via relevant licensing authority. Furthermore, the Emergency Vehicular Access provision in the captioned work shall comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Building Authority; and

(b) the applicants are also advised to observe publications titled "Standard Licensing Requirement for Hotel Licence" from Office of Licensing Authority under Home Affairs Department.

□Urgent □Return receipt □Expand Group □Restricted □Prevent Copy

tpbpd/PLAND

寄件者: [redacted]
寄件日期: 2026年02月01日星期日 3:11
收件者: tpbpd/PLAND
主旨: A/K11/249 20-24 Tai Yau Street

類別: Internet Email

Dear TPB Members,

247 withdrawn. Number of rooms reduced to 1,260.

Previous objections upheld. The greening measures are inadequate.

Mary Mulvihill

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Tuesday, 23 September 2025 3:57 AM HKT
Subject: A/K11/247 20-24 Tai Yau Street

A/K11/247

Nos. 20-24 Tai Yau Street, San Po Kong, Kowloon

Site area: About 2,426.05²

Zoning: "Other Specified Uses" annotated "Business"

Applied Development: 1,286 Room Hotel / PR 12 + 0.49 / 42 Vehicle Parking

Dear TPB Members,

236 approved 12 March 2021 but now its back with an hotel development, similar to 208 approved back in 2012.

Hopefully the developer is not engaging in the North Metropolis development or our CE's hopes of swift implementation will be dashed.

Note that the canopy is now included. What about some tree planting on the expanded pavement? The New World wall carpet stuff is so passé and it certainly did not bring good fortune to that developer. Time to move on.

□Urgent □Return receipt □Expand Group □Restricted □Prevent Copy

Concerns about the shiney reflective wall effect, all the better to kill off the few birds that still venture into our city centres.

Mary Muvihill

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Saturday, 31 October 2020 3:32 AM HKT
Subject: Re: A/K11/236 20-24 Tai Yau Street MR

Dear TPB Members,

The Before and After images underline the problems with curtain wall buildings. Clearly the canopy on the old building provides considerable shade to the street while the new development gives no protection from sun or rain.

In view of the alarming increase in the number of hot days, it should be mandatory going forward that new developments revert to the intelligent design of older buildings that provide a distinct relief from the elements as soon as you walk near them..

Mary Mulvihill

From: [redacted]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Friday, July 3, 2020 2:25:51 AM
Subject: Re: A/K11/236 20-24 Tai Yau Street MR

Dear TPB Members,

A landscaped rooftop provides ZERO community gain. In addition any benefit for the tenants of the tower are debatable. How many would bother trekking up there? Far too hot for many months of the year. Exposure to the elements would probably kill off most of the plants.

Previous objections upheld.

Mary Mulvihill

From: [redacted]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Sunday, June 14, 2020 3:53:26 AM
Subject: Re: A/K11/236 20-24 Tai Yau Street

Dear TPB Members,

□Urgent □Return receipt □Expand Group □Restricted □Prevent Copy

Vehicle parking has been increased to 87. HKPSG appears to encourage vehicle ownership. In addition the administration ensures that this particular standard is adhered to while the many other items listed are ignored.

The greening measures introduced appear to be nothing more than some potted plants beside the toilets. Clearly of no practical use and nobody would choose to sit near the ventilation from loos.

No green measures provided at grade. So where is the community benefit?

Mary Mulvihill

From: [redacted]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Saturday, November 16, 2019 3:16:24 AM
Subject: A/K11/236 20-24 Tai Yau Street

A/K11/236
Nos. 20-24 Tai Yau Street, San Po Kong, Kowloon
Site area : About 2,400.49m²
Zoning : "Other Specified Uses" annotated "Business"
Applied Development : Proposed **Minor Relaxation of Plot Ratio Restrictions** for "Other Specified Uses" annotated "Business" / 29 Floor Tower / PR 12 + 2.4 + .486 / 70 Vehicle Parking

Dear TPB Members,

The Applicant is quite audacious in demanding a double benefit with regard to the set back. If a 20% bonus is to be awarded then it is quite clear that this covers any set back in the development. It is not clear that street widening will go ahead as the adjoining building has not been redeveloped.

Moreover the Applicant talks of surrendering the setback but this is not the case. According to the notes of the OZP this is effectively a NBA.

San Po Kong Outline Zoning Plan No. S/K11/25 9 May 2014
8.6.6 Based on the AVA Study, measures have been taken to reinforce air path and improve the wind environment within San Po Kong Area Business Area. Opportunity is also taken to enhance the overall streetscape of the area. **A minimum of 3m-wide "non-building area" from the lot boundary abutting Tai Yau Street**

A/K11/208 Approved 6 July 2012
In this regard, the applicant proposed to set back 3m from Tai Yau Street in order to tally with the OZP requirement and claimed a bonus PR of 0.49 for the aforesaid area.
The Secretary also pointed out that on the OZP, there was a requirement of 3m-wide 'non-building area' from the lot boundary abutting Tai Yau Street for the purposes of improving the wind environment within San Po Kong Business Area, enhancing the overall streetscape and for future road widening. If the setback area was required for road widening purpose, the applicant could claim bonus PR from the BA even the PR had already exceed the maximum PR of 12.

***as an existing common staircase encroaches upon the 3m strip of land at the front of the site to be surrendered for road widening**, the granting of bonus PR and site coverage for the 3m NBA was subject to the condition that implementation arrangement on surrender of the portion of the lot occupied by the existing party structure should be submitted to the satisfaction of Government prior to application for an occupation permit;*

Then there is the issue of the proposed footbridge: Will this go ahead?

*the design and provision of pedestrian passageway within the proposed development **for public use on a 24-hour basis to link up future footbridge connections** to the satisfaction of the Commissioner for Transport or of the TPB;*

If the footbridge connections are to be built then they should be connected to the proposed podium garden in order to provide genuine community benefit with regard to 'green' elements.

*(g) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department that consideration should be made to providing more greening/landscaping on the setback area, façade and flat roof areas in order to enhance the visual amenity of the proposed development and to minimize the possible adverse visual impacts of the blank façade. **The applicant should consider providing greening, especially tree planting, at the ground level** and maximise greening opportunities and provide planters with sufficient soil depth and volume for the podium at 3/F;*

Where are the trees at ground level?

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

The proposed set back is mandated in the OZP and not an additional benefit.

Members must ensure that green measures would provide community benefit.

Mary Mulvihill

Recommended Advisory Clauses

(a) to note the comments of the District Lands Officer/Kowloon East, Lands Department (DLO/KE, LandsD) that the proposed hotel is in breach of the existing lease conditions. If the planning application be approved by the Board, the owners of the Lots shall apply to LandsD for a lease modification or land exchange to implement the proposal. However, there is no guarantee that the application will be approved. Such application, if received, will be processed by LandsD in the capacity as landlord and if the application is approved, it will be subject to such terms and conditions, including, inter alia, payment of premium and administrative fee as may be imposed by LandsD.

(b) to note the comments of the Commissioner for Transport that:

(i) the design of the proposed setback area shall be submitted for comments in building plan submission stage;

(ii) the applicants are reminded that any column to be constructed for the canopy should not induced negative impact to the pedestrian flow; and

(iii) the proposed canopy shall be managed and maintained by the lot owner.

(c) to note the comments of the Director of Fire Services that:

(i) detailed fire services requirements will be formulated upon receipt of a formal submission of Short Term Tenancy/Short Term Waiver, general building plans or referral of application via relevant licensing authority. Furthermore, the Emergency Vehicular Access provision in the captioned work shall comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Building Authority; and

(ii) the applicants are also advised to observe publications titled "Standard Licensing Requirement for Hotel Licence" from Office of Licensing Authority under Home Affairs Department.

(d) to note the comments of the Director of Environmental Protection that:

(i) the applicants are advised to minimise the generation of Construction and Demolition (C&D) materials; reuse and recycle the C&D materials on-site as far as possible; and observe and comply with the legislative requirements and

prevailing guidelines on proper waste management for the proposed development; and

(ii) the applicants are advised to observe the relevant requirements under the Air Pollution Control Ordinance and Waste Disposal Ordinance for asbestos control prior to demolition of the existing buildings.

(e) to note the comments of the Director of Food and Environmental Hygiene that:

(i) proper licence / permit issued by this Department is required if there is any food business /catering service / activities regulated by the DFEH under the Public Health and Municipal Services Ordinance (Cap. 132) and other relevant legislation for the public. Under the Food Business Regulation, Cap. 132X, a factory canteen licence is required for the operation of the food businesses in the industrial building as listed in the Regulation; and

(ii) the operation of the business should not cause any environmental nuisances and/or hygiene problems at the Premises and its vicinities. The operator of the site is responsible for the removal and disposal of any trade waste generated from the commercial activities at their expenses.

(f) to note the comments of the Chief Officer (Licensing Authority), Office of the Licensing Authority, Home Affairs Department that:

(i) the applicants should submit a copy of the occupation permit or acknowledgement letter for the proposed hotel when making an application under the Hotel and Guesthouse Accommodation Ordinance (HAGAO), Cap 349; and

(ii) the licensing requirements will be formulated after inspections by our Building Safety Unit and Fire Safety Team upon receipt of application under HAGAO.

(g) to note the comments of the Chief Highway Engineer/Kowloon, Highways Department that the design of the proposed setback area shall be submitted for relevant departments for comment.