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George Yat Nang CHOI/PLAND

寄件者:	YUE Lit Fung, Owen <[redacted]>
寄件日期:	2025年11月14日星期五 11:28
收件者:	TPB Submission/PLAND
副本:	CHAN Ching, Gregory; IP Wai Yi, Alison; CHU Oi Yan, Yan; twkdp/PLAND; George Yat Nang CHOI/PLAND
主旨:	RE: S16 Application (A/K1/272) for 16 Kimberly Road Hotel Development
附件:	FI 01 Cvr letter 20251114 signed.pdf; RtC 20251112.docx
類別:	Internet Email

Dear Sir,
FI for the captioned s16 Application (A/K1/272) is attached for your further action.

The covering letter and RtC Table are attached for your easy reference. The Appendices A to E are in the link at:
https://dms.hld.com/m/s/?UwBEAHcj6GjHLsZKobBzHw4DIXQ%3D

4 hard copies are posted to you today.

Dr. Owen Yue
Assistant General Manager
Property Development Department
Henderson Land Development Company Limited
[redacted]
Email:[redacted]

Far Union Investment Limited
72-76/F, Two International Finance Centre,
8 Finance Street, Central, Hong Kong

TPB Ref.: TPB/A/K1/272
Our Ref.: K1/272_20251112
Date:12 November 2025

By Post and Email
(tpbpd@pland.gov.hk)

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

Dear Sir,

s.16 Application No. A/K1/272
Proposed Minor Relaxation of Building Height and
Plot Ratio Restrictions for Permitted Hotel Use
at Kowloon Inland Lot No. 6022 S.B RP, 16 Kimberley Road, Tsim Sha Tsui, Kowloon
Further Information (responses to various departmental comments)

This Further Information is provided for the record to address the concerns of TD, UD/L, ASD, DSD, BD, and EPD, together with the supplementary details listed in the RtC Table and related **Appendices** A to E:

1. Appendix A: Traffic Impact Assessment
2. Appendix B: Visual Impact Assessment
3. Appendix C: Lease
4. Appendix D: Sewerage Impact Assessment
5. Appendix E: Updated Master Layout Plan (MLP) with Spot Level Information

Please do not hesitate to contact Dr Owen Yue at [redacted] if you require further clarification.

Yours faithfully,

For and on behalf of
FAR UNION INVESTMENT LIMITED
高遠投資有限公司

Authorized Signature(s)

[Encl.] RtC Table and Appendices
c.c. DPO/TWK Attn: Steven Siu ([redacted])

s.16 Application No. A/K1/272

Proposed Minor Relaxation of Building Height and Plot Ratio Restrictions for Permitted Hotel Use

at Kowloon Inland Lot No. 6022 S.B RP, 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Departmental Comments

Department comments	**Responses**
Comments from the Transport Department (Contact: Mr. Sunny KWAN, Tel: 2399 2511)	
Specific Comments on the Traffic Review Study	
(i) Section 3.3 – Please assess the traffic impact resulted from the proposed development instead of just comparing to the previous scheme;	Noted. Traffic impact assessment is carried out and is in **Section 4** of the updated TIA in **Appendix A**. No significant adverse traffic impact to the surrounding road junctions is anticipated.
(ii) Please elaborate the reason of changing from vehicular ramp in the previous scheme to car lift;	Noted. The type and dimension of car park spaces, loading/ unloading area, car lift, width of access road are marked on the drawings accordingly (**Appendix A)**.
(iii) Appendix A – Please specify the type and dimension of car park spaces, loading unloading area, car lift, width of access road on the drawings;	According to Table 2.2.2.1 in Volume 2 of the TPDM, the design dimensions of private car is 4.6m(L) x 1.7m(W). As a result, a larger vehicle size of 5.0m(L) x 1.79m(W) is representable and all swept path diagrams are reviewed and updated accordingly in **Appendix A**.
(iv) Swept Path Analysis – Please review the size of private car used for the swept path analysis. The current dimensions of 4.73(L)/5.00(L) x 1.79(W) are not representable;	Noted. The type and dimension of car park spaces, loading/ unloading area, car lift, width of access road are marked on the drawings accordingly. All swept path diagrams are reviewed and updated accordingly in **Appendix A**.

(v) Please provide adequate reservoir spaces on G/F such that the internal circulation of vehicles will not be affected; and	Please refer to **Figure T1** for the demonstration of the internal vehicular circulation with a 15 m waiting zone for car lifts. The waiting zone can accommodate 3 private cars and no queued up onto the public road is anticipated.
(vi) Please clarify whether one car lift is solely for private car and the other one is for private cars, goods vehicles and light buses. Sufficient warning signs and instructions should be provided to avoid mis-use of the car lifts.	The **smaller car lift** will only suitable for private car. The **larger one** is multi-purpose for private cars, goods vehicles and light buses. Adequate warning signs will be installed to alert drivers, with ongoing monitoring by the car park management staff.
Comments from the Urban Design Unit of Urban Design & Landscape Section, Planning Department (Contact: Mr. Justin HO, Tel: 3565 3937)	
(i) To assess the potential visual impact of the proposed development with increase in development scale and intensity and visual changes from key public viewing points (VPs), a visual impact assessment (VIA) would be required to support the application. Reference could be made to the methodology set out in the Town Planning Board Guidelines (TPB PG-No. 41) on Submission of VIA for Planning Applications to the TPB. For selection of VPs for a VIA, VPs that are publicly accessible providing long-range, medium-range and close-range views would be appropriate. Our office is happy to provide comments on the selection of VPs prior to conducting the VIA;	Submission of VIA in **Appendix B**.
(ii) The applicant may wish to supplement/clarify the followings:	
➢ whether the proposed 1.5m-wide building setback is a full height setback and akin to the minimum 1.5m-wide non-building area as stipulated in the Notes of the Outline Zoning Plan (OZP);	It is 1.5m setback as per the subject OZP.
➢ discussion and dimensions with indications of the proposed building	The dimensions with indications of the proposed

recesses, where appropriate;	building recesses are marked on the revised plans (**Appendix E**).
➢ whether the proposed flat roofs are publicly accessible and their opening hours;	The proposed flat roofs (namely flat roofs on 1/F and 2/F) are accessible by the hotel users only (7am to 9pm) and they are fronting or visible to the public for purpose of greenery in primary zone to comply with SBDG. The proposed flat roof on 3/F is accessible for maintenance only and flat roof on roof top is non-accessible.
➢ discussion on relevant criteria for minor relaxation of building height (BH) restriction as stipulated in Para. 7.5 of the ES;	Para. 7.5 of the ES: "…in order to provide incentive for developments/ redevelopments with design merits/planning gains..." Factor (a-f) are not relevant to this application. However, although this is not mentioned in the ES (non-statutory requirements), professional planning judgement to address the current changes in planning circumstances in TST—particularly the need to provide accommodation for mega events—is very clear. The new hotel development incentive should be fully endorsed by the Government. This is consistent with the ongoing changes in Hong Kong's economic structure, as reflected in the 2025 Policy Address (Chapter 1 – *Deepen Reforms and Commit to People's Livelihood*) and in *Hong Kong 2030+*, as stated in SPS Sections 3 and 5, and is fully recognised by the Government. On the other hand, urban renewal for housing is managed by the URA, whereas urban renewal for commercial projects operates on a voluntary incentive basis.

	The Commissioner for Tourism has been further consulted to seek strong support.
➢ whether the proposed development complies with SBDG and adopts MiC; and	The proposed development complies with SBDG. It will not adopt MiC construction method.
➢ provision of some visual illustrations/artist's renderings illustrating the close-up view of the proposed development from pedestrian perspective to facilitate better understanding of any design treatments at the building's low zone may be helpful.	Refers to **Appendix B** - VIA
(iii) Spot levels (in mPD) should be indicated on all layout plans for easy reference;	The spot levels (in mPD) are indicated on all the revised plans **Appendix E**.
(iv) Figure 2 – The extent of application site with the proposed BH (in mPD) should be indicated on this figure for easy reference;	The extent of application site with the proposed BH (in mPD) is indicated on the figure.
(v) Section 4.5 – Please supplement that the 1.5m-wide building setback is proposed in accordance with the Notes of the OZP; and	It is 1.5m setback as per OZP.
(vi) Section 5.6 – Discussion on air ventilation, overshadowing and wind tunnel effects should be discarded from this section as they are not related to the potential visual impact of the proposed development.	Noted.
Comments from the Landscape Unit of Urban Design & Landscape Section, Planning Department (Contact: Mr. Justin OR, Tel: 3565 3948)	
(i) Noting that there are some flat roofs proposed on 1/F, 2/F, 3/F and roof top. The applicant is advised to clarify whether the proposed flat roofs are non-accessible, accessible by maintenance only or accessible by the visitor in the planning statement; and	The proposed flat roofs (namely flat roofs on 1/F and 2/F) are accessible by the hotel users only and they are fronting or visible to the public for purpose of greenery in primary zone to comply with SBDG. The proposed flat roof on 3/F is accessible by maintenance only and flat roof on roof top is

	non-accessible.
(ii) With reference to the figures (Drawings SK01-SK19), it is observed that no recreational open spaces or planting areas are proposed. The applicant is recommended to further explore opportunities across the entire site to enhance the landscape quality and provide more greenery, particularly in the area facing Kimberley Road.	Greenery is integrated in the current scheme to enhance the landscape quality and improve the environmental quality of the urban space. The greenery at proposed flat roofs (namely flat roofs on 1/F and 2/F) is fronting or visible to the public for purpose of greenery in primary zone to comply with SBDG.
Comments from the Architectural Services Department (Contact: Ms. Jacqui CHEUNG, Tel: 2582 5322)	
Based on the information provided, it is noted that the proposed development mainly consists of one tower with a plot ratio (PR) of 15 and a BH of 140mPD, which is a 25% and a 27.3% increase from the PR and BH restrictions respectively as stipulated in the current OZP. It is also noted that the adjacent "C(6)" zone with BH restriction of 156mPD is permitted in the OZP. The proposal appears to be compatible with BHs of the surrounding development. In order to enable us to comment on the visual impact of the development, it would be useful to have some photomontages of the proposal in its surrounding context from different vantage points, subject to PlanD's view.	Visual analysis is in **Appendix D**.
Comments from the Drainage Services Department (Contact: Mr. Andy CHEUNG, Tel: 2300 1581) 12.9.2025	
(i) Please advise the paved/unpaved area ratio before and after the proposed development;	According to Buildings Department's requirement, at least 20% of greenery area will be provided after development. Therefore, the paved/unpaved area ratio will be changed from 100:0 to 80:20 after the proposed development. The

	provision of the greenery area will increase filtration of stormwater and minimize surface runoff.
(ii) Please advise if there is any change to the discharge point which leads to change in flow rate to the existing public drainage system;	There is no change on the discharge point for the stormwater.
(iii) Please advise if the site formation level will be changed; and	The site formation level will be changed from 6.4mPD to 2.7mPD for the basement carpark.
(iv) Understanding that there will be basement in the proposed development, please advise whether any resilience measures would be implemented.	Demountable flood barrier would be installed manually in front of the entrances of buildings, and carparks to prevent floodwater intrusion.
Comments from the Buildings Department (Contact: Mr. Ivan CHAN, Tel: 2626 1523) 12.9.2025	
All building works are subject to the compliance with the Buildings Ordinance (BO) and its allied regulations. Detailed comments under the BO on individual sites for private developments such as permissible plot ratio, site coverage (SC), means of escape, emergency vehicular access, and/or access roads, open space, barrier free access and facilities, compliance with the sustainable building design guidelines, etc. will be formulated at the building plans submission stage. In particular, the applicant is reminded to demonstrate the compliance with the BO during the plans submission stage as below:	Noted.
(i) As indicated in item (iv) of the "Gist of Application" in the Application Form, the proposed SC above 15m is not more than 92% which has exceeded the permissible limit as stipulated in the First Schedule of the	Please note that the proposed current scheme follows the First Schedule of the B(P)R. In the Application Form, it is intended to allow flexibility in

	Building (Planning) Regulations (B(P)R). The maximum SC for non-domestic building over 61m for a Class A site is 60% only; and	building site coverage as per PNAP APP-132.
(ii)	It is noted that 3 nos. of staircases and an exit from B1/F will directly discharge into the adjoining site (K.I.L. 6022 s.B ss.1) at B1/F. In this connection, the applicant is required to demonstrate that the users of the proposed building will have unfettered right of way over the adjacent lot which is free from obstruction and would lead to an ultimate place of safety under regulation 41(1) of the B(P)R.	"A full, free and uninterrupted right of way" for the site shall exist in terms of land status, pursuant to the Assignment Plan no.UB236516 of Memorial no.236516 dated 24 Jun 1955 registered at the Land Office (**Appendix C**).
Comments from EPD (Contact: Ms. Tiffany CHAN, Tel: 2835 1600)		
Considering that hotel development is typically provided with central air-conditioning system and the developers would properly locate the fresh air intake, adverse air quality and noise impact are not anticipated. The applicant should submit a Sewerage Impact Assessment to assess the potential sewerage impact of the proposed hotel development.		SIA is in **Appendix D**.

Appendix A: Traffic Impact Assessment

Document Status Control Record

Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui K.I.L. 6022 s.B R.P.

Traffic Impact Assessment Report

Originating Organisation : LLA Consultancy Limited Unit 610, 6/F, Island Place Tower, 510 King's Road, North Point, Hong Kong	Prepared by: SKL	SKL	Date: 23 September 2025
	Approved by: SLN		Date: 23 September 2025
	Revision No.: -		Date of Issue: 23 September 2025

1 INTRODUCTION

1.1 Background

1.1.1 The owner of 16 Kimberley Road, Tsim Sha Tsui (hereafter, referred to as "the Site") intends to demolish the existing building and redevelop the Site into a non-domestic building for hotel use (hereafter, referred to as "the proposed hotel") with a relaxation in plot ratio. The location of the Site is shown in **Figure 1.1**.

1.1.2 LLA Consultancy Limited has been commissioned by the owner to undertake a traffic impact assessment study to support the planning application. This report presents the findings of the study.

1.2 Study Objectives

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

- to review the existing traffic conditions in vicinity of the proposed hotel;
- to estimate the volume of traffic that will be induced by the proposed hotel;
- to assess the future traffic situation of the surrounding network in vicinity of the proposed hotel;
- to appraise the potential traffic impact of the proposed hotel;
- to quantify the internal transport facilities for the proposed hotel.

2 THE PROPOSED DEVELOPMENT

2.1 The Development Site Location

2.1.1 As shown in **Figure 1.1**, the Site is located at 16 Kimberley Road, Tsim Sha Tsui and has a site area of about 1,141m^2.

2.2 Proposed Development Content

2.2.1 It is understood that a set of GBP was approved in September 2024 for a development of 99 guestrooms hotel cum retail use (hereafter, referred to as "the approved scheme"). The development content of the approved scheme is summarized in **Table 2.1**.

Table 2.1 Development Parameters of the Approved Scheme and the Proposed Hotel

Use	Development Parameters	
	Approved Scheme	**Proposed Hotel**
Hotel	99 guestrooms	159 guestrooms
Conference and Banquet Facilities	4,123.684 m^2	5,917.629 m^2
Retail	888.403 m^2	Nil

2.2.2 The proposed hotel will be mainly for hotel use with supporting hotel facilities. Due to an increase in hotel room numbers, no retail area will be provided. **Table 2.1** also summarizes the development parameters of the proposed hotel.

3 EXISTING TRAFFIC SITUATION

3.1 Existing Traffic Conditions

3.1.1 The Application Site is located on the southern kerbside of Kimberley Road. With reference to the Annual Traffic Census (ATC) published by the Transport Department (TD) in 2023, Kimberley Road is a two-lane local distributor road connecting Nathan Road and Observatory Road. It recorded an average annual daily traffic (AADT) of 17,230 vehicles in the section between Nathan Road and Observatory Road in 2023.

3.1.2 Nathan Road is a dual three-lane primary distributor road connecting Salisbury Road and Boundary Street. It recorded an AADT of 28,220 vehicles in the section between Hillwood Road and Kimberley Road in 2023.

3.2 Traffic Count Survey

3.2.1 In order to assess the existing traffic conditions, a traffic count survey was carried out at the following locations in the vicinity of the Application Site on 18 September 2025 (Thursday) during the peak hour period, i.e., from 07:30 to 09:30 and 17:00 to 19:00. The locations of the surveyed junctions are as follows and presented in **Figure 3.1**.

J1 – Nathan Road / Kimberley Road;

J2 – Nathan Road / Austin Road;

J3 – Chatham Road South / Austin Road / Cheong Wan Road;

J4 – Chatham Road South / Observatory Road; and

J5 – Kimberley Road / Observatory Road

3.2.2 The identified AM and PM peak hours are 08:30 – 09:30 and 17:45 – 18:45, respectively. The recorded peak hour traffic flows are presented in **Figure 3.2**.

3.3 Junction Capacity Assessment

3.3.1 Junction capacity assessment was carried out to reveal the existing performance of the key junctions with the 2025 surveyed traffic flows. The assessment results are tabulated in **Table 3.1** and the detailed calculation sheets are presented in **Appendix A**.

Table 3.1 Existing Junction Performance

No.	Junction	Type/ Capacity Index(1)	AM Peak	PM Peak
J1	Nathan Road / Kimberley Road	Priority/DFC	0.11	0.16
J2	Nathan Road / Austin Road	Signalized/RC	54%	55%
J3	Chatham Road South / Austin Road / Cheong Wan Road	Signalized/RC	49%	52%
J4	Chatham Road South / Observatory Road	Priority/DFC	0.39	0.70
J5	Kimberley Road / Observatory Road	Priority/DFC	0.35	0.52

Note: (1) RC = Reserve Capacity for signalized junction; DFC = Design Flow to Capacity ratio for priority junction.

3.3.2 **Table 3.1** has indicated that the concerned junctions operate satisfactorily during both AM and PM peak hours.

3.4 Existing Public Transport Facilities

3.4.1 The Site enjoys extremely high accessibility to public transport facilities, including MTR and bus services. Tsim Sha Tsui MTR Station Entrance is located about 260m south of the Site. Furthermore, there are over 70 bus routes running along Nathan Road. **Table 3.2** and **Figure 3.3** show the existing bus routes serving the vicinity of the Site.

Table 3.2 Existing Public Transport Routes

Mode	Route No.	Origin - Destination	Frequency (min)
Bus	1	Chuk Yuen Estate – Star Ferry	8 – 25
	1A	Sau Mau Ping (Central) – Star Ferry	7 – 20
	1R	Hung Hom (Hung Luen Road) – Ngong Ping	3 trips per day
	2	Star Ferry – Cheung Sha Wan (So Uk Estate)	15 – 25
	3X	Tsz Wan Shan (North) – China Ferry Terminal (Via Fu Shan)	9 trips per day
	6	Star Ferry – Lai Chi Kok	8 – 25
	7	Star Ferry – Lok Fu	15 – 30
	9	Choi Fook – Tsim Sha Tsui East (Mody Road)	15 – 30
	13X	Po Tat – Tsim Sha Tsui East	10 – 30
	14X	Yau Tong (Shung Tak Wai) – Tsim Sha Tsui (Circular)	15 – 30
	26	Shun Tin – Tsim Sha Tsui East	8 – 25
	26X	Tsim Sha Tsui East – Shun Tin	4 trips per day
	35A	Kwai Chung (On Yam Estate) – Tsim Sha Tsui East	5 – 20
	35X	Kwai Chung (On Yam Estate) – Tsim Sha Tsui East	20 – 30
	36X	Lei Muk Shue – Tsim Sha Tsui East (Mody Road)	5 trips per day
	37X	Chi Fu Fa Yuen – Central (Circular)	15 – 20
	41A	Tsing Yi (Cheung On Estate) – Tsim Sha Tsui East	10 – 25
	50	Tuen Mun (Ching Tin And Wo Tin) – Tsim Sha Tsui (Kowloon Station)	20 – 30
	79P	Queen'S Hill Fanling – Hsr West Kowloon Station	4 trips per day
	81C	Yiu On – Tsim Sha Tsui East (Mody Road)	10 – 30
	87D	Kam Ying Court – Hung Hom Station	6 – 25
	87E	Nai Chung – Tsim Sha Tsui	2 trips per day
	87C	Kam Ying Court – Hung Hom Station	12 – 20
	98D	Hang Hau (North) (Tseung Kwan O Hospital) – Tsim Sha Tsui East	6 – 30
	98P	Hong Sing Garden – Tsim Sha Tsui East	5 trips per day
	203C	Sham Shui Po (Tai Hang Tung) – Tsim Sha Tsui East (Mody Road)	20 – 30
	203S	Chak On Estate – Tsim Sha Tsui East (Mody Road)	1 trip per day
	208	Broadcast Drive – Tsim Sha Tsui East	25 – 30
	213X	On Tai (South) (Hang Tai House) – Tsim Sha Tsui (Circular)	12 – 30
	219X	Laguna City – Tsim Sha Tsui(Circular)	16 – 40

Mode	Route No.	Origin - Destination	Frequency (min)
	224X	Kai Yip – Tsim Sha Tsui East (Circular)	25 – 30
	230X	Tsuen Wan (Allway Gardens) – Whampoa Garden	3 trips per day
	234P	Tsuen Wan (Bayview Garden) – Star Ferry	1 trip per day
	234X	Tsim Sha Tsui East (Mody Road) – Tsuen Wan (Bayview Garden)	15 – 25
	242X	Tsing Yi (Cheung Hang Estate) – Tsim Sha Tsui	4 trips per day
	252B	Handsome Court – Tsim Sha Tsui	3 trips per day
	259C	Sun Tuen Mun Centre – Tsim Sha Tsui	2 trips per day
	259B	Tuen Mun Pier Head – Tsim Sha Tsui	3 trips per day
	260X	Tuen Mun (Po Tin Estate) – Hung Hom Station	5 – 20
	260B	Tuen Mun Central – Tsim Sha Tsui	4 trips per day
	261B	Tuen Mun (Sam Shing Estate) – Kowloon Station	3 trips per day
	268B	Long Ping Station – Hung Hom (Hung Luen Road)	5 trips per day
	269B	Tin Shui Wai Town Centre – Hung Hom (Hung Luen Road)	12 – 30
	270A	Sheung Shui – Tsim Sha Tsui East (Mody Road)	10 – 30
	270S	Tsim Sha Tsui East (Mody Road) – Fanling (Luen Wo Hui)	4 trips per day
	270C	Fanling (Luen Wo Hui) – Tsim Sha Tsui East (Mody Road)	2 trips per day
	271	Tai Po (Fu Heng) – Jordan (West Kowloon Station)	6 – 60
	271B	Tai Po (Fu Heng) – Jordan (West Kowloon Station)	8 trips per day
	271X	Jordan (West Kowloon Station) – Tai Po (Fu Heng)	5 trips per day
	271S	Hung Hom Station – Tai Po (Tai Wo)	1 trip per day
	271P	Kau Lung Hang – Tsim Sha Tsui (Canton Road)	2 trips per day
	280X	Sui Wo Court – Tsim Sha Tsui East (Mody Road)	15 – 30
	281B	Shek Mun Estate – Tsim Sha Tsui East (Mody Road)	15 – 30
	281X	Yiu On – Tsim Sha Tsui East (Mody Road)	15 – 25
	281A	Kwong Yuen – Kowloon Station	10 – 25
	281E	Haiphong Road Tsim Sha Tsui – Kwong Yuen	2 trips per day
	287D	Hung Hom Station – Kam Ying Court	2 trips per day
	296D	Sheung Tak – Kowloon Station (Via M+)	15 – 30
	790	Oscar By The Sea – Tsim Sha Tsui (Mody Road)	20
	796P	Tseung Kwan O Station – Tsim Sha Tsui (East)	20 – 30
	A21	Hung Hom Station – Airport (Ground Transportation Centre)	8 – 30
	H2K	Central (Star Ferry) – West Kowloon Cultural (Circular)	14 trips per day
	N21	Tsim Sha Tsui (Star Ferry) – Airport (Ground Transportation Centre)	20 – 30
	N21A	Tsim Sha Tsui (Star Ferry) – Airport (Via Yat Tung Estate)	3 trips per day
	N41X	Hung Hom Station – Tsing Yi (Cheung Wang Estate)	2 trips per day
	N50	Tuen Mun (Ching Tin And Wo Tin) – Tsim Sha Tsui (Kowloon Station)	4 trips per day

Mode	Route No.	Origin - Destination	Frequency (min)
	N213	Tsim Sha Tsui East (Mody Road) – On Tai (West)	2 trips per day
	N216	Yau Tong – Hung Hom Station	25 – 30
	N241	Hung Hom Station – Tsing Yi (Cheung Wang Estate)	25 – 30
	N271	Tai Po (Fu Heng) – Hung Hom Station	20 – 30
	N281	Kam Ying Court – Hung Hom Station	25 – 30
	N283	Tsim Sha Tsui East (Mody Road) – Wong Nai Tau	3 trips per day
	N287	Tsim Sha Tsui East (Mody Road) – Wu Kai Sha Station	3 trips per day
	N796	Tsim Sha Tsui East (Chatham Road South) – Lohas Park	20 – 30
	NA20	Whampoa Garden – HZMB Hong Kong Port	2 trips per day

4 FUTURE TRAFFIC SITUATION

4.1 Design Year

4.1.1 It is anticipated that the proposed hotel can be operated by 2030. To consider 3 years after the planned completion of the proposed hotel, a design year of 2033 will be adopted in this study.

4.2 Traffic Generation of the Approved Scheme

4.2.1 For the approved scheme in September 2024, the traffic volume that would be induced can be estimated based on the trip rates documented in the Transport Planning Design Manual ("TPDM"), Volume 1, Chapter 3 – Transport Considerations of Town Plans and summarized in **Table 4.1**.

Table 4.1 Traffic Generation of the Approved Scheme

	Unit/Content	AM Peak Hour			PM Peak Hour		
		Gen.	Att.	2-way	Gen.	Att.	2-way
Adopted Trip Rates (1)							
Hotel (99 rooms)	pcu/hr/room	0.1329	0.1457	-	0.1290	0.1546	-
Retail (888.403 m^2 GFA)	pcu/hr/100m^2	0.2296	0.2434	-	0.3100	0.3563	-
Traffic Generation (pcu/hr)							
Hotel	99 rooms	14	15	29	13	16	29
Retail	888.403 m^2	3	3	6	3	4	7
Total		**17**	**18**	**35**	**16**	**20**	**36**

Note: Gen. – Generation; Att. – Attraction
(1) TPDM mean trip rates are adopted.

4.3 Traffic Generation of the Proposed Hotel

4.3.1 Based on the development parameters as listed in **Table 2.1**, the development traffic generation of the proposed hotel were estimated and summarized in **Table 4.2**, based on the trip rates documented in TPDM Volume 1 Chapter 3 – Transport Considerations of Town Plans.

Table 4.2 Traffic Generation of the Proposed Hotel

159 guestrooms	Unit/Content	AM Peak Hour			PM Peak Hour		
		Gen.	Att.	2-way	Gen.	Att.	2-way
Adopted Trip Rates	pcu/hr/room	0.1329	0.1457	-	0.1290	0.1546	-
Traffic Generations	pcu/hr	22	24	46	21	25	46

Note: Gen. – Generation; Att. - Attraction

4.4 Comparison of Traffic Generation between the Proposed Hotel and the Approved Scheme

4.4.1 As shown in **Table 4.2**, the proposed hotel will generate a two-way traffic of 46 pcu/hr in both AM and PM peak hour, respectively. As compared with the traffic generation of the approved scheme estimated in **Table 4.1**, the comparison result is presented in **Table 4.3**.

Table 4.3 Comparison of Development Traffic Generation

Use	AM Peak Hour			PM Peak Hour		
	Gen.	Att.	Total	Gen.	Att.	Total
Approved Scheme (A)	17	18	35	16	20	36
Proposed Hotel (B)	22	24	46	21	25	46
Net Increase (B) – (A)	**5**	**6**	**11**	**5**	**5**	**10**

Note: Gen. – Generation; Att. - Attraction

4.4.2 Based on the comparison result with the approved scheme, the proposed hotel will only induce additional two-way traffic of 11 and 10 pcu/hr during the AM and the PM peak hour, respectively. Even the cumulative impact of 46 and 46 pcu/hr in the two peak hours is considered insignificant to the surrounding road network, in particular with the high accessibility of public transport services. The development traffic flows are distributed onto the road network as shown in **Figure 4.1**.

Other Planned and Approved Developments

- To estimate the future traffic flows generated and attracted by the nearby planned and approved developments, updated information has been obtained from available information regarding the planned and approved developments in the vicinity of the proposed hotel, the details of these developments are listed in **Table 4.4**.

Table 4.4 Planned and Approved Developments

Site	Location	Parameters
S1	Proposed Minor Relaxation of Building Height and Site Coverage Restrictions for the Expansion of Hong Kong Science Museum and Hong Kong Museum of History at 2 Science Museum Road and 100 Chatham Road South, Tsim Sha Tsui (Planning Application No. A/K1/267)	66,438 m^2 GFA
S2	Proposed Minor Relaxation of Building Height Restriction for Permitted Educational Institution Use at Main Campus of the Hong Kong Polytechnic University, Kowloon Inland Lot No. 9853 RP & Ext. (Part) (Planning Application No. A/K1/268)	33,299 m^2 GFA
S3	Proposed Flat with Permitted Office, Shop and Services/Eating Place at 43-49A Hankow Road, Tsim Sha Tsui, Kowloon (Planning Application No. A/K1/269)	9,210.6 m^2 GFA
S4	Proposed Hotel Redevelopment at 11 Middle Road, Tsim Sha Tsui (Kimpton Tsim Sha Tsui Hong Kong)	495 guestrooms

4.4.3 Based on the latest set of traffic generation and attraction rates documented in Chapter 3 “Transport Considerations of Town Plans” of the Transport Planning and Design Manual (TPDM), the traffic generated by these developments were estimated and are taken into account in the following assessments.

4.5 Traffic Forecast

Historical ATC Data

4.5.1 In order to establish the traffic growth rate in the vicinity of the Site, reference was made to the 2019 to 2023 Annual Traffic Census Reports published by the Transport Department, reporting on the annual average daily traffic (AADT) flows at the counting stations in the territory. Details of the counting stations in the study area and the corresponding counts are shown in **Table 4.5**.

Table 4.5 Annual Traffic Census Data

Stn. No.	Road Section			AADT(1)					Avg. Growth%
	Road	From	To	2019	2020	2021	2022	2023	
3013	Austin Rd	Cox's Rd	Chatham Rd S	30,030	27,400 (-8.8%)	25,010 (-8.7%)	25,350 (1.4%)	27,690 (9.2%)	-2.0%
3242	Cheong Wan Rd	Yuk Choi Rd up-ramp	Chatham Rd S	33,840	31,670 (-6.4%)	33,020 (4.3%)	31,470 (-4.7%)	33,840 (7.5%)	0.0%
3445	Austin Rd	Canton Rd	Nathan Rd	36,200	31,490 (-13%)	32,840 (4.3%)	31,290 (-4.7%)	33,010 (5.5%)	-2.3%
3608	Chatham Rd S	Observatory Rd	Austin Rd & Cheong Wan Rd	41,350	35,310 (-14.6%)	35,580 (0.8%)	33,910 (-4.7%)	35,770 (5.5%)	-3.6%
3610	Nathan Rd	Hillwood Rd	Kimberley Rd	30,600	29,220 (-4.5%)	28,080 (-3.9%)	26,750 (-4.7%)	28,220 (5.5%)	-2.0%
3646	Austin Rd	Nathan Rd	Cox's Rd	22,510	22,190 (-1.4%)	22,690 (2.3%)	21,620 (-4.7%)	22,810 (5.5%)	0.3%
3688	Observatory Rd	Chatham Rd S	Kimberley Rd	9,220	10,530 (14.2%)	12,710 (20.7%)	12,110 (-4.7%)	12,780 (5.5%)	8.5%
3809	Chatham Rd S	Austin Rd & Cheong Wan Rd	Gascoigne Rd	53,790	50,350 (-6.4%)	45,900 (-8.8%)	43,200 (-5.9%)	45,580 (5.5%)	-4.1%
3810	Nathan Rd	Jordan Rd	Hillwood Rd	24,030	22,490 (-6.4%)	18,840 (-16.2%)	18,140 (-3.7%)	19,140 (5.5%)	-5.5%
4620	Kimberley Rd	Nathan Rd	Observatory Rd	13,560	10,160 (-25.1%)	17,030 (67.6%)	13,520 (-20.6%)	17,230 (27.4%)	6.2%
Total				**295,130**	**270,810 (-8.2%)**	**271,700 (0.3%)**	**257,360 (-5.3%)**	**276,070 (7.3%)**	**-1.7%**

Note: (1) Figures in bracket indicated the % increase between two years.

4.5.2 **Table 4.5** showed that the recorded average annual growth rate of the concerned counting stations is -1.7% between years 2019 to 2023.

TPEDM Data for Future Years

4.5.3 Reference was also made to the 2021 – based Territorial Population and Employment Data Matrix (TPEDM) published by the Planning Department. The population and employment data of year 2019 and 2031 are summarized in **Table 4.6**.

Table 4.6 TPEDM Data – Yai Tsim Mong

Year	2021	2026	2031
Population	310,650	291,700	267,100
Employment	413,950	439,300	428,850
Total	724,600	731,000	695,950
Average Annual Growth %		+0.2% (2021 to 2026)	-1.0% (2026 to 2031)

4.5.4 As shown in **Table 4.6**, the average annual growth rate for the population and the employment total between 2021–2026 and 2026–2031 is +0.2% and -1.0% respectively. Having considered that the annual growth rates derived from the ATC data and the TPEDM data, a nominal growth rate of +0.5% will be adopted for the subsequent traffic forecast on a conservative approach.

4.6 2033 Reference and Design Flows

4.6.1 The 2033 Reference Flows, i.e. the traffic flows in the vicinity without the proposed hotel, were estimated based on the following equation.

2033 Reference Flows = 2025 Traffic Flows x $(1 + 0.5\%)^8$ + Traffic Flows Generated by the Planned and Approved developments

4.6.2 The 2033 Design Flows, i.e. the traffic flows in the local road network with the traffic generated by the proposed hotel, were estimated based on the following equation:

2033 Design Flows = 2033 Reference Flows + Traffic Flows Generated by the Proposed Hotel

4.6.3 The 2033 Reference and Design Flows are shown in **Figures 4.2 and 4.3**, respectively.

4.7 Junction Capacity Assessment

4.7.1 Junction capacity analysis was carried out for the assessment year 2033. The assessment results are shown in **Table 4.7** and the detailed calculation sheets are attached in **Appendix B**.

Table 4.7 2033 Junction Capacity Assessment

No.	Junction	Type/Capacity Index(1)	2033 Reference		2033 Design	
			AM	PM	AM	PM
J1	Nathan Road / Kimberley Road	Priority/DFC	0.12	0.17	0.12	0.17
J2	Nathan Road / Austin Road	Signalized/RC	45%	49%	44%	47%
J3	Chatham Road South / Austin Road / Cheong Wan Road	Signalized/RC	41%	46%	40%	45%
J4	Chatham Road South / Observatory Road	Priority/DFC	0.42	0.75	0.45	0.79
J5	Kimberley Road / Observatory Road	Priority/DFC	0.36	0.54	0.40	0.57

Note: (1) RC = Reserve Capacity for signalized junction; DFC = Design Flow to Capacity ratio for priority junction.

4.7.2 As shown in **Table 4.7**, the assessed junctions will operate with capacities during the peak hours in 2033 with the expected traffic growth and the additional traffic flows generated by the proposed hotel.

5 PROVISION OF TRANSPORT FACILITIES

5.1 Vehicular Access

5.1.1 In the proposed hotel, the vehicular access remains the same position as the approved scheme at Kimberly Road in order to provide access to internal transport facilities. The width of the vehicular access will be of 6.0m and the access's sightline is demonstrated in **Figure 5.1**.

5.2 HKPSG Requirements in Car Parking and Loading/Unloading Provisions

5.2.1 The requirements of car parking and loading/unloading facilities should be estimated, taking into consideration of the latest Hong Kong Planning Standards and Guidelines (HKPSG) requirements. The required car parking and loading/unloading facilities for the proposed hotel as required under the HKPSG is listed in **Table 5.1**.

Table 5.1 Car Parking and Loading/Unloading Facilities as Required by HKPSG

Component	HKPSG Requirements	Required Provision Under HKPSG		Proposed Provision	
		Nos.	Dimension	Nos.	Dimension
Hotel – 159 guestrooms and 5,917.629 m² GFA for Conference and Banquet Facilities;					
Car Parking Space	Guestroom: 1 car space per 100 rooms Conference and banquet facilities: 0.5 – 1 car space per 200m²	2 15 – 30		2 28 (1)	
TOTAL CAR PARKING		**17 – 32**	16 – 31 @ 5.0m(L) x 2.5m(W) x 2.4m (L) 1 @ 5.0m(L) x 3.5m(W) x 2.4m (L)	30	29 @ 5.0m(L) x 2.5m(W) x 2.4m (L) 1 @ 5.0m(L) x 3.5m(W) x 2.4m (L)
Loading/ Unloading Space	1 goods vehicle bay per 100 rooms	2	1 @ 11.0m(L) x 3.5m(W) x 4.7m (L) 1 @ 7.0m(L) x 3.5m(W) x 3.6m (L)	2	2 @ 8.0m(L) x 3.5m(W) x 3.6m (L) (2)(3)
Motorcycle Parking Space	5 – 10 % of total provision for private cars	**1 – 3**	1 – 3 @ 2.0m(L) x 1.0m(W)	3	3 @ 2.0m(L) x 1.0m(W)
Lay-by for Taxi and Private Car	2 spaces for ≤ 299 rooms	**2**	2 @ 5.0m(L) x 2.5m(W) x 2.4m (L)	2	2 @ 5.0m(L) x 2.5m(W) x 2.4m (L)
Lay-by for Single-Deck Tour Bus	1 space for ≤ 299 rooms	**1**	1 @ 12.0m(L) x 3.5m(W) x 3.8m (L)	1	1 @ 8.0m(L) x 3.5m(W) x 3.6m (L) (3)(4)

Notes: (1) 0.93 car space per 200m² is adopted for Conference and Banquet Facilities.
(2) In view of the size of the Site, only LGV loading/unloading bays are provided.
(3) The spaces can be share-used by goods vehicles and light buses and are therefore proposed to be 8.0m (L) x 3.5m (W).
(4) In view of the size of the Site, only light bus parking space are provided.

5.2.2 The proposed hotel will provide a total of 30 car parking spaces, 2 LGV loading/unloading bays, 3 motorcycle parking spaces, 2 lay-bys for taxi and private cars and 1 light bus lay-by to meet the HKPSG requirements. The car park layout plan is enclosed in **Appendix C** and it is clearly demonstrated that two basement floors are fully utilized to provide internal transport facilities which are serving by two carlifts.

5.2.3 In formulating the ground floor layout, the 2 nos. of taxi and private car lay-by is being arranged in the most effective and efficient manner such that the vehicles will conduct the pick-up/drop-off activities within the proposed hotel instead of along the Kimberly Road kerbside. As a result, it is not anticipated to induce additional pick-up/drop-off demand on public road.

5.3 Practical Dimensions of Loading/Unloading Bays and Single Deck Tour Bus Lay-by

5.3.1 Due to site constraints, it is proposed to limit the use of LGV loading/unloading bays (8m in length) and light bus lay-by (8m in length) only and to replace the HGV loading/unloading bays (11m in length) and lay-by for single deck tour bus (12m in length) with full justifications listed in **Table 5.2**. Traffic management plan will be set up in place by the hotel operator to reject HGV and large tour bus during the operational phase.

Table 5.2 Justifications on Dimensions of the Internal Transport Facilities

<table>
<tr><th>No.</th><th>Considerations</th><th>Justifications for Proposed Dimension of Loading/unloading Space</th></tr>
<tr><td>1</td><td>Area and shape of Site</td><td>The dimension of the Site is about 21m (W) x 50m (L). Given the small site area, after providing the necessary floor space to accommodate the ramp, entrance lobby, staircases, lift core and M&E facilities etc., the remaining area is not sufficient to provide a 11m long loading/unloading space because the 11m long HGV cannot make a 3-point turn manoeuvring at the remaining area. Please refer to the swept path analysis in Appendix D demonstrating that a HGV cannot make a 3-point turn within the Site.</td></tr>
<tr><td>2</td><td>No tour group</td><td>The proposed small hotel with 159 rooms is not targeted for large tour groups with coaches as transportation. The provision of light bus lay-by will be sufficient to meet the demand.</td></tr>
<tr><td>3</td><td>Negligible Loading /unloading Demand</td><td>According to the operating of similar hotels with less than 200 rooms, the loading/unloading demand for these hotels was very minimal. In general, the normal operation of a small hotel will induce loading/unloading demand because of the activities as shown below. The subsequent recorded/estimated loading/unloading trips are also shown below.
<table>
<tr><th>Activity</th><th>Loading/unloading Demand</th><th>Required Duration</th></tr>
<tr><td>Regular Delivery of Consumables</td><td>Maximum 1 trips per day</td><td>5 minutes</td></tr>
<tr><td>Out-source Laundry Service</td><td>1 trips per day</td><td>10 minutes</td></tr>
<tr><td>Total</td><td>Not more than 2 trips per day</td><td>-</td></tr>
</table>
In view of the small loading/unloading frequency, the provision of LGV bays will be sufficient to meet the demand of the proposed building.</td></tr>
</table>

5.4 Car Lift Assessment

5.4.1 To assess the performance of the car lift system, it is necessary to adopt an appropriate arrival rate (attraction rate) in the assessment. With reference to the trip rates as documented in the latest Transport Planning and Design Manual, Volume 1, Chapter 3 prepared by the Transport Department, the peak traffic attraction rate of the proposed hotel is estimated.

5.4.2 The servicing rate of the car lift system is estimated based on the operation data provided by the car lift supplier.

5.4.3 A M/M/N queuing model is adopted to assess the probability of nos. of vehicle queuing in the car lift system. In case only 3 vehicles in the system, this implies that the 2 car lifts and the waiting space(s) are being occupied. If 4 or above vehicles in the system, there will be traffic queuing onto the public road and the system performance is undesirable.

5.4.4 From the assessment result, the probability of queuing onto the public road is about 1%. In other words, there is 99% confidence level that no traffic queue will occur in the public road and the system performance is found to be satisfactory. The details of the car lift assessment calculation are shown in **Appendix E**.

5.5 Swept Path Analysis

5.5.1 To ensure smooth manoeuvring of the parking area, swept path analysis was conducted to demonstrate that adequate space is provided for the vehicles for manoeuvring as shown in **Appendix F**.

5.6 Building Setback

5.6.1 At present, the footpath width along the site frontage is about 2.5 m. In the proposed hotel development, 1.5 m setback will be provided to increase the footpath width to 4.0 m to enhance the pedestrian walking environment.

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 The owner of the Site at 16 Kimberley Road, Tsim Sha Tsui intends to redevelop the Site into a non-domestic building as a hotel.

6.1.2 In order to assess the existing traffic conditions, a traffic count survey was carried out at the key junctions in the vicinity of the Application Site on 18 September 2025 (Thursday) during the peak hour period. The identified AM and PM peak hours are 08:30 – 09:30 and 17:45 – 18:45, respectively. The capacity of the key junctions in the vicinity of the Site was analysed and the results show that the concerned junctions are operating satisfactorily in the AM and PM peak hours. The proposed hotel enjoys excellent accessibility to public transport facilities, including MTR, bus and minibus services. Tsim Sha Tsui MTR Station Entrance is located about 260m south of the Site.

6.1.3 The proposed hotel will generate a two-way traffic of 46 pcu and 46 pcu during AM peak hour and PM peak hour, respectively. As compared with the approved GBP submission in September 2024, the proposed hotel will only induce additional two-way traffic of 11 and 10 pcu/hr during the AM and the PM peak hour respectively. By assigning the development traffic to the 2033 Reference Flows, the 2033 Design Flows were obtained.

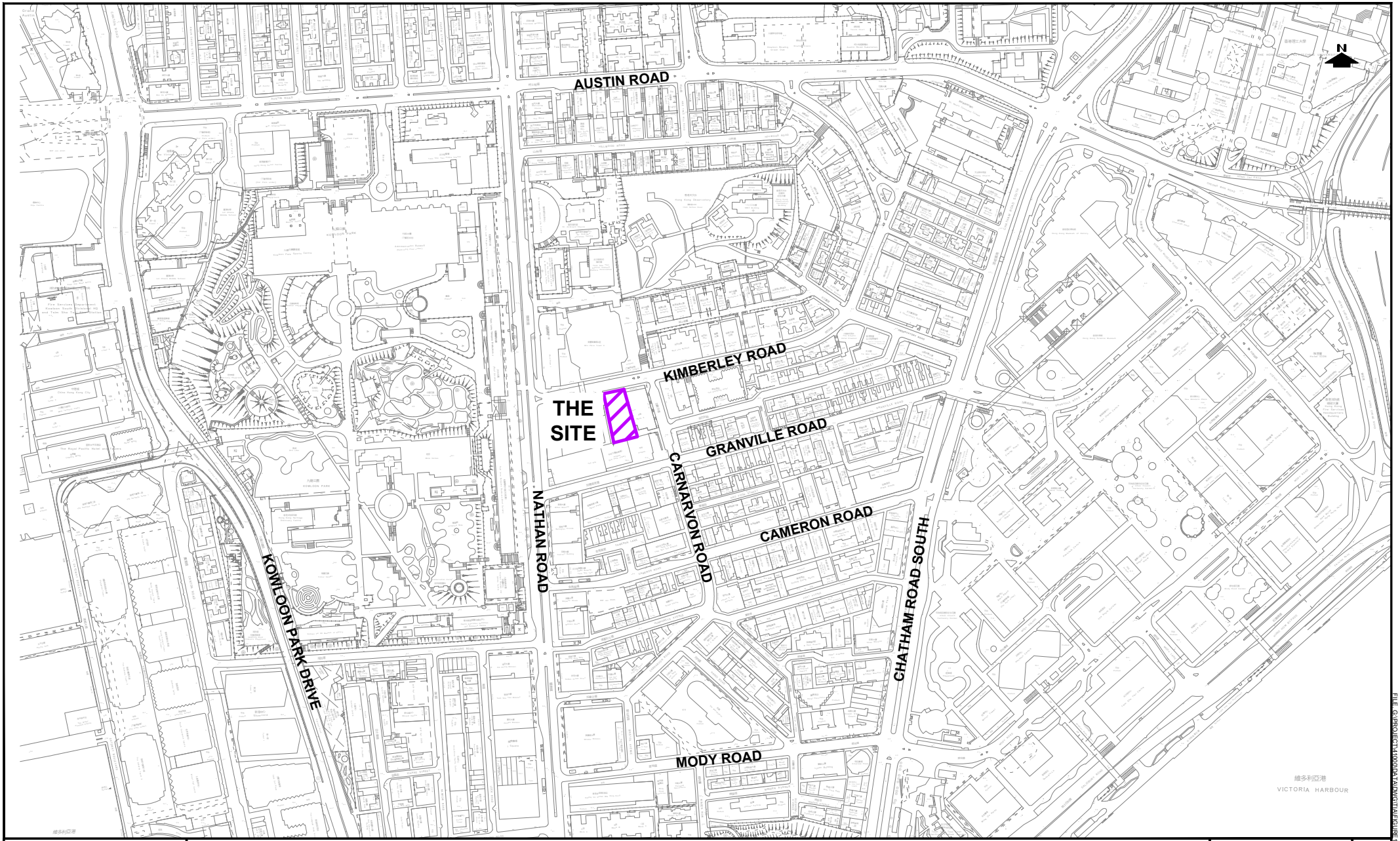
6.1.4 The cumulative traffic impact is considered insignificant to the surrounding road network. For the proposed hotel, the same vehicular access as the approved GBP scheme is adopted at Kimberly Road. The proposed hotel will provide a total of 30 car parking spaces, 2 LGV loading/unloading bays, 3 motorcycle parking spaces, 2 lay-bys for taxi and private cars and 1 light bus parking space to meet the HKPSG requirements. Two basement floors are parking spaces to serve the proposed hotel.

6.1.5 Due to the Site constraint, for the small hotel (159 rooms only), relaxation is required and the provision of the LGV loading/unloading bays and light bus lay-bys would be sufficient to meet the guests' demand.

6.1.6 Car lift assessment was conducted and the result shows that the probability of queuing onto the public road is about 1%. In other words, there is 99% confidence level that no traffic queue will be incurred in Kimberly Road and the system performance is found to be satisfactory.

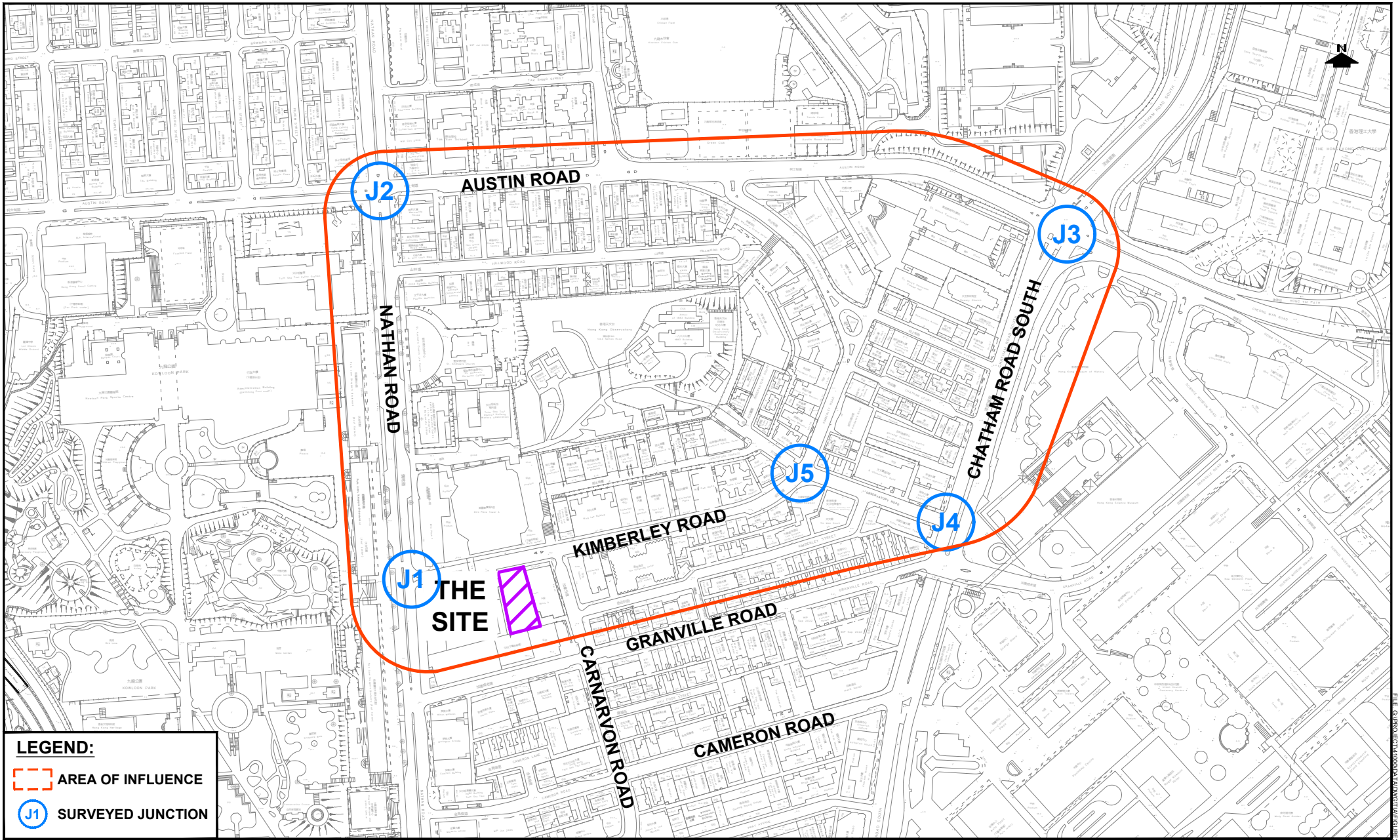
6.2 Conclusion

6.2.1 Based on the findings of the traffic impact assessment study, it can be concluded that the proposed hotel development, with the provision of adequate internal transport facilities, will not induce significant adverse traffic impact and is acceptable from traffic engineering perspective.



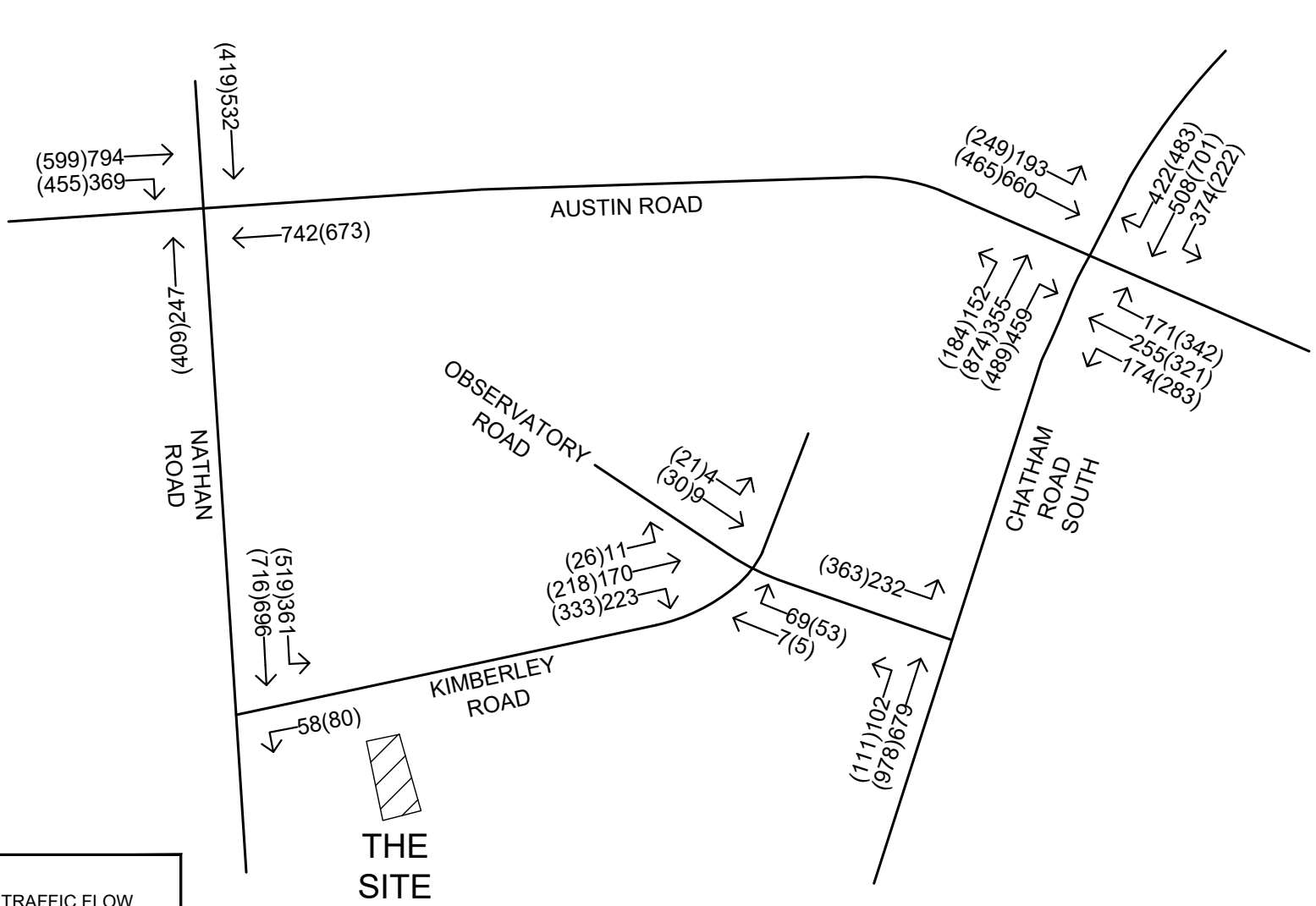
PROJECT NO. 41000	PROJECT TITLE: SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, K.I.L. 6022 S.B R.P.	DRAWING NO. FIGURE 1.1	REV. ·
DESIGNED SKL / DATE SEP 2025	DRAWING TITLE: LOCATION PLAN	LLA Consultancy Limited	
DRAWN CLL / SCALE 1:5000			
CHECKED SLN			

FILE: G:\PROJECT\41000\DATA\DWG\TIA\FIGURE1.1.DWG PLOT SCALE : 1 = 1



PROJECT NO. 41000	PROJECT TITLE: SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, K.I.L. 6022 S.B R.P.	DRAWING NO. FIGURE 3.1	REV. ·
DESIGNED SKL / DRAWN CLL / CHECKED SLN	DATE SEP 2025 / SCALE 1:4000	DRAWING TITLE: LOCATION OF SURVEYED JUNCTIONS AND AREA OF INFLUENCE	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\41000\DATA\DWG\TIA\FIGURE3.1.DWG PLOT SCALE : 1 = 1



LEGEND:

123 (456) ← PM PEAK HOUR TRAFFIC FLOW

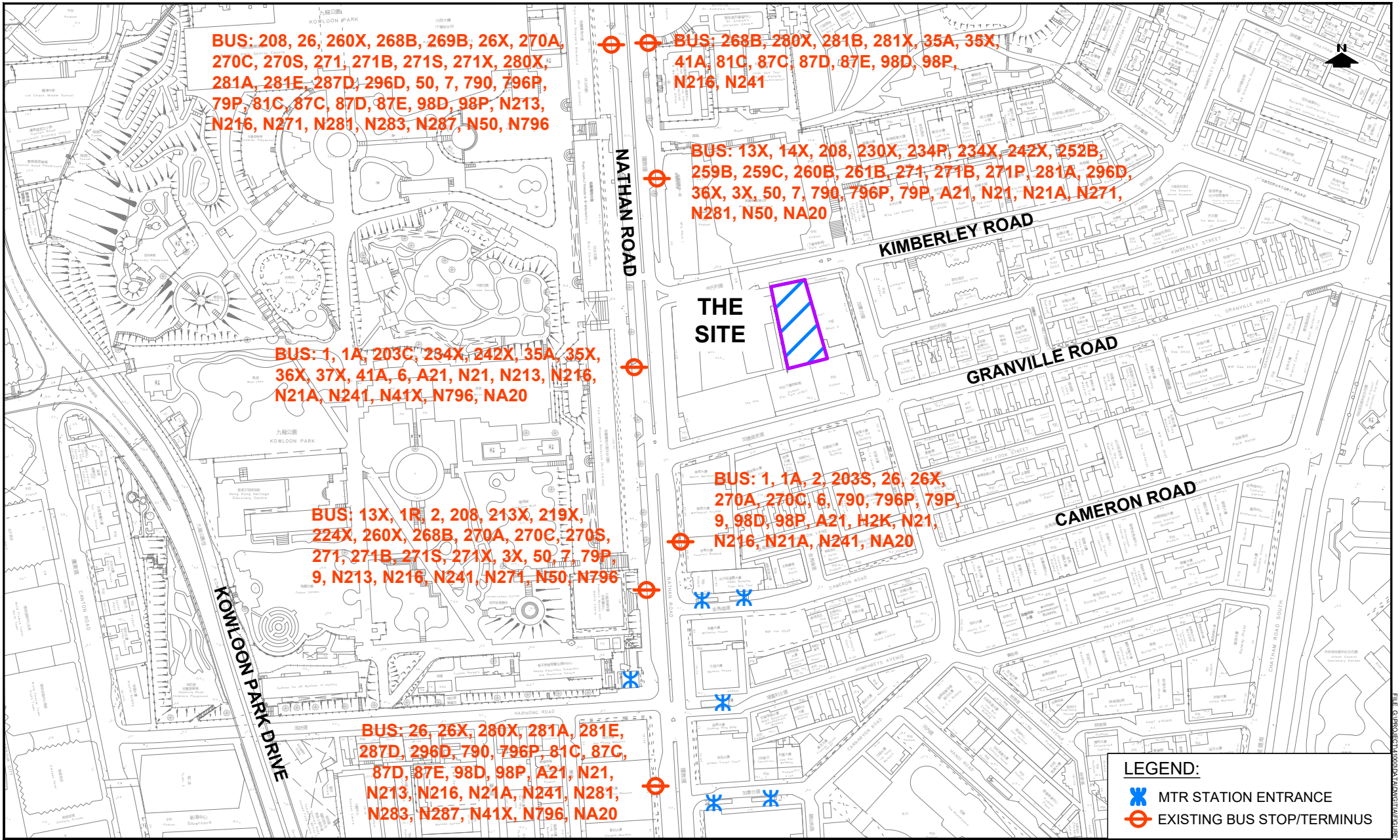
↑ AM PEAK HOUR TRAFFIC FLOW

NOTE:

1, ALL TRAFFIC FLOWS ARE IN PCU/HOUR
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY

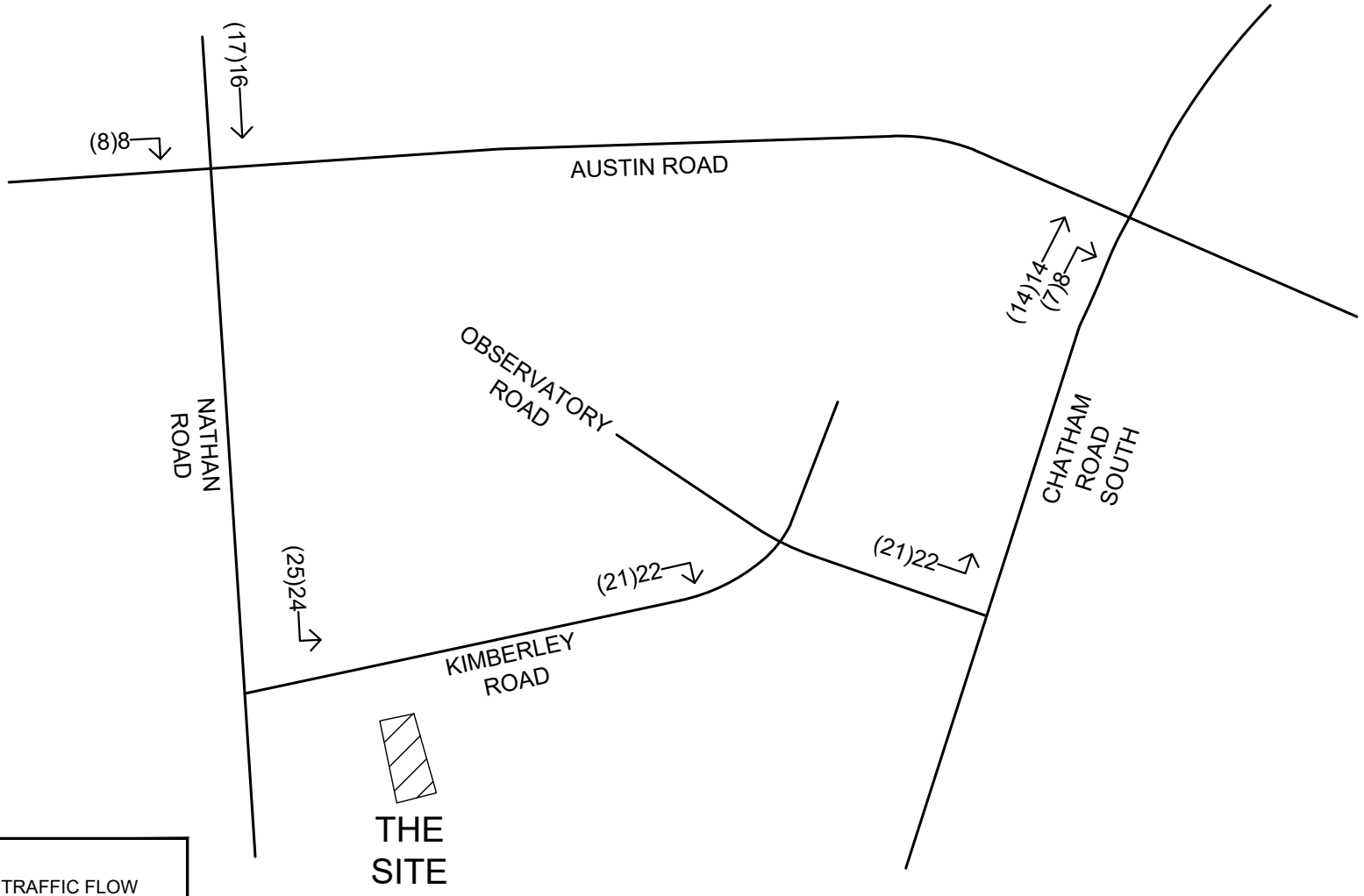
PROJECT NO. 41000	PROJECT TITLE SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, K.I.L. 6022 S.B R.P.	DRAWING NO. FIGURE 3.2	REV. ·
DESIGNED SKL / DATE SEP 2025	DRAWING TITLE		
DRAWN CLL / SCALE N.T.S.	2025 EXISTING TRAFFIC FLOW	LLA 顧問有限公司 Consultancy Limited	
CHECKED SLN			

FILE: G:\PROJECT\41000\DATA\DWG\TIA\FIGURE3.2.DWG PLOT SCALE : 1 = 1



PROJECT NO. 41000	PROJECT TITLE: SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, K.I.L. 6022 S.B R.P.	DRAWING NO. FIGURE 3.3	REV. ·
DESIGNED SKL / DRAWN CLL / CHECKED SLN	DATE JUL 2025 / SCALE 1:3000	DRAWING TITLE: PUBLIC TRANSPORT SERVICES ALONG NATHAN ROAD	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\41000\DATA\DWG\TIA\FIGURE3.3.DWG PLOT SCALE : 1 = 1



LEGEND:

123 (456) ← PM PEAK HOUR TRAFFIC FLOW

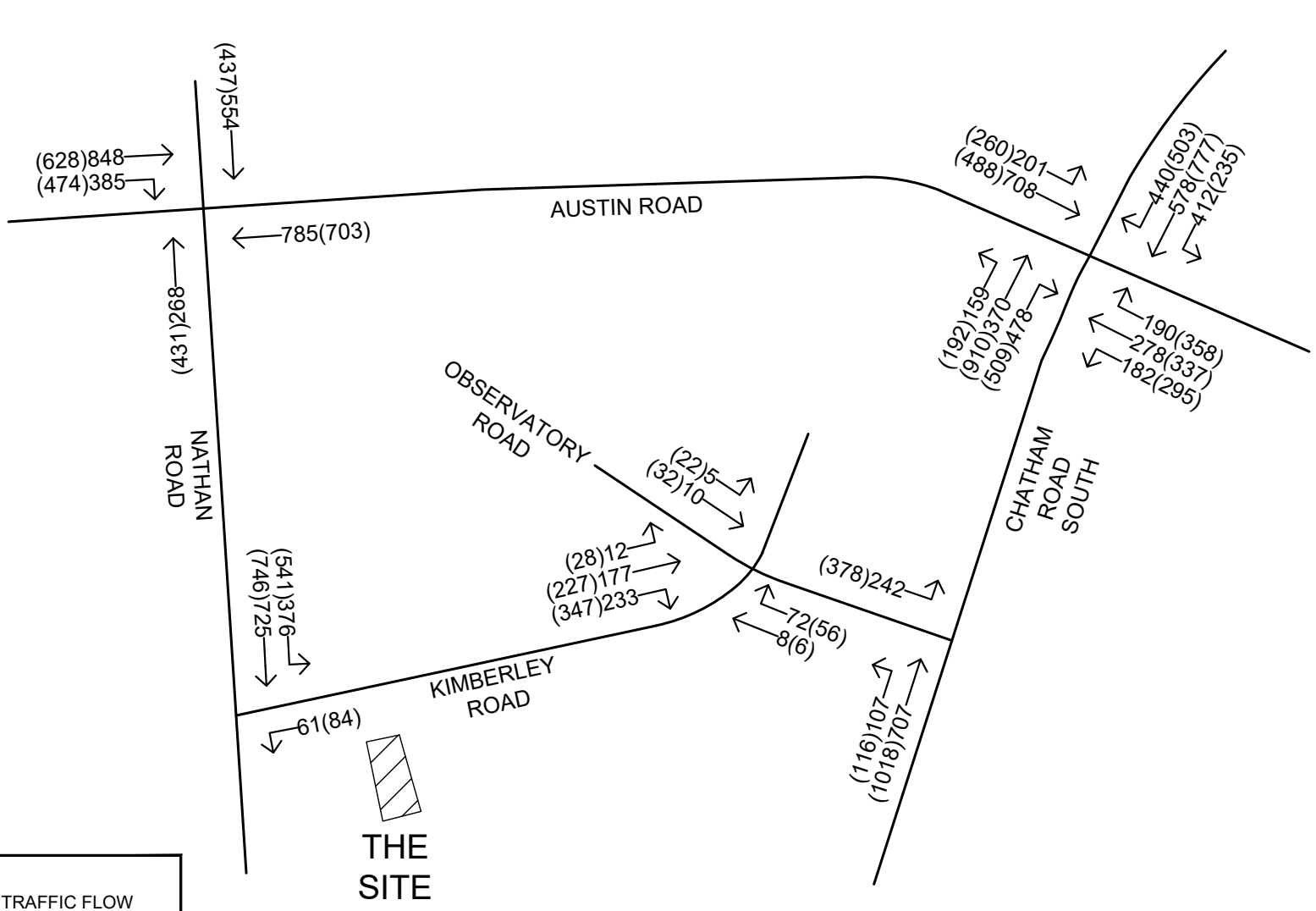
↑ AM PEAK HOUR TRAFFIC FLOW

NOTE:

1, ALL TRAFFIC FLOWS ARE IN PCU/HOUR
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY

PROJECT NO. 41000	PROJECT TITLE SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, K.I.L. 6022 S.B R.P.	DRAWING NO. **FIGURE 4.1**	REV. ·
DESIGNED SKL / DATE SEP 2025	DRAWING TITLE **DEVELOPMENT TRAFFIC FLOW**	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

FILE: G:\PROJECT\41000\DATA\DWG\TIA\FIGURE4.1.DWG PLOT SCALE : 1 = 1



LEGEND:

123 (456) ← PM PEAK HOUR TRAFFIC FLOW

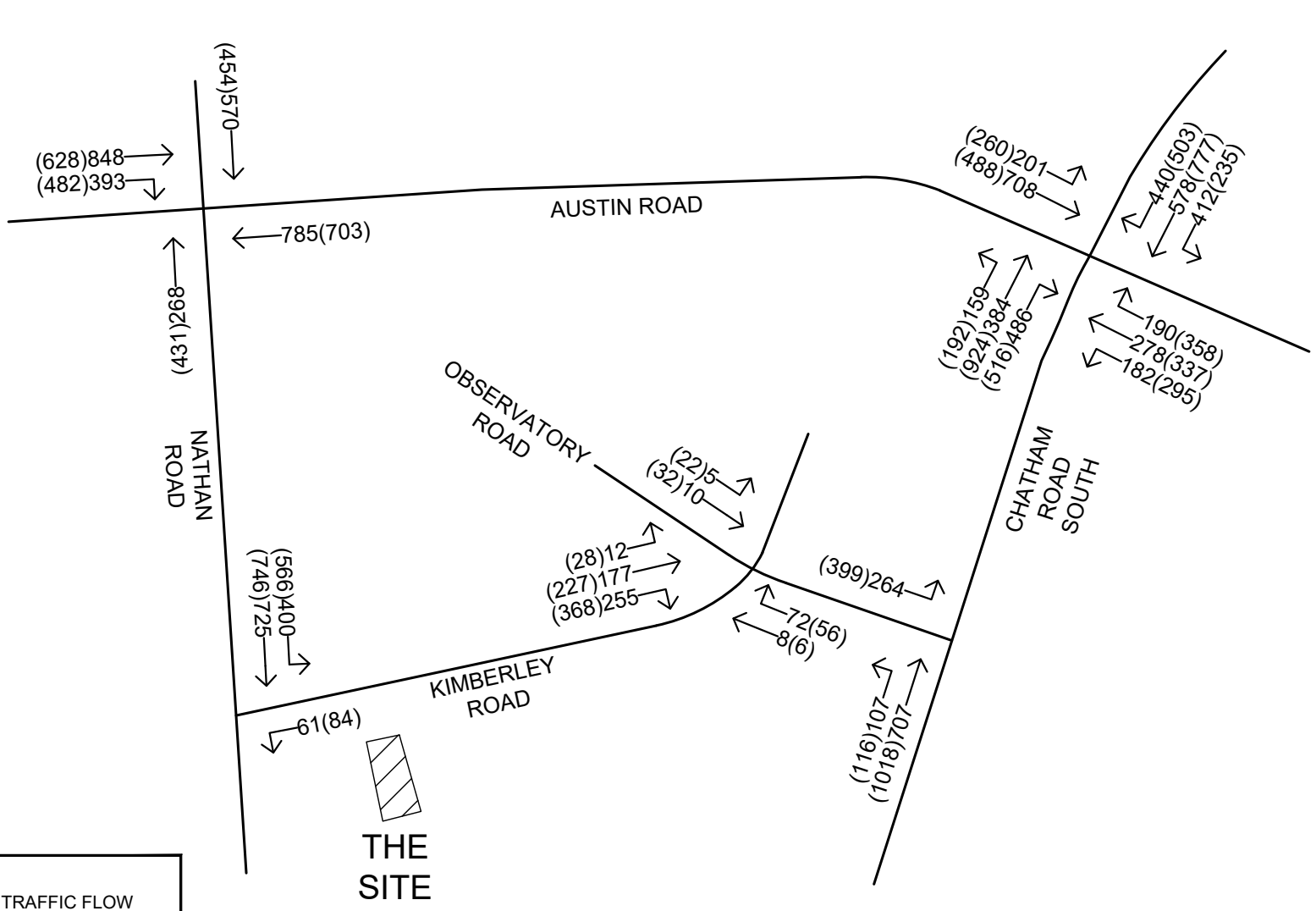
↑ AM PEAK HOUR TRAFFIC FLOW

NOTE:

1, ALL TRAFFIC FLOWS ARE IN PCU/HOUR
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY

PROJECT NO. 41000	PROJECT TITLE SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, K.I.L. 6022 S.B R.P.	DRAWING NO. **FIGURE 4.2**	REV. ·
DESIGNED SKL / DATE SEP 2025	DRAWING TITLE **2033 REFERENCE TRAFFIC FLOW**	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

FILE: G:\PROJECT\41000\DATA\DWG\TIA\FIGURE4.2.DWG PLOT SCALE : 1 = 1



LEGEND:

123 (456) ← PM PEAK HOUR TRAFFIC FLOW

↑ AM PEAK HOUR TRAFFIC FLOW

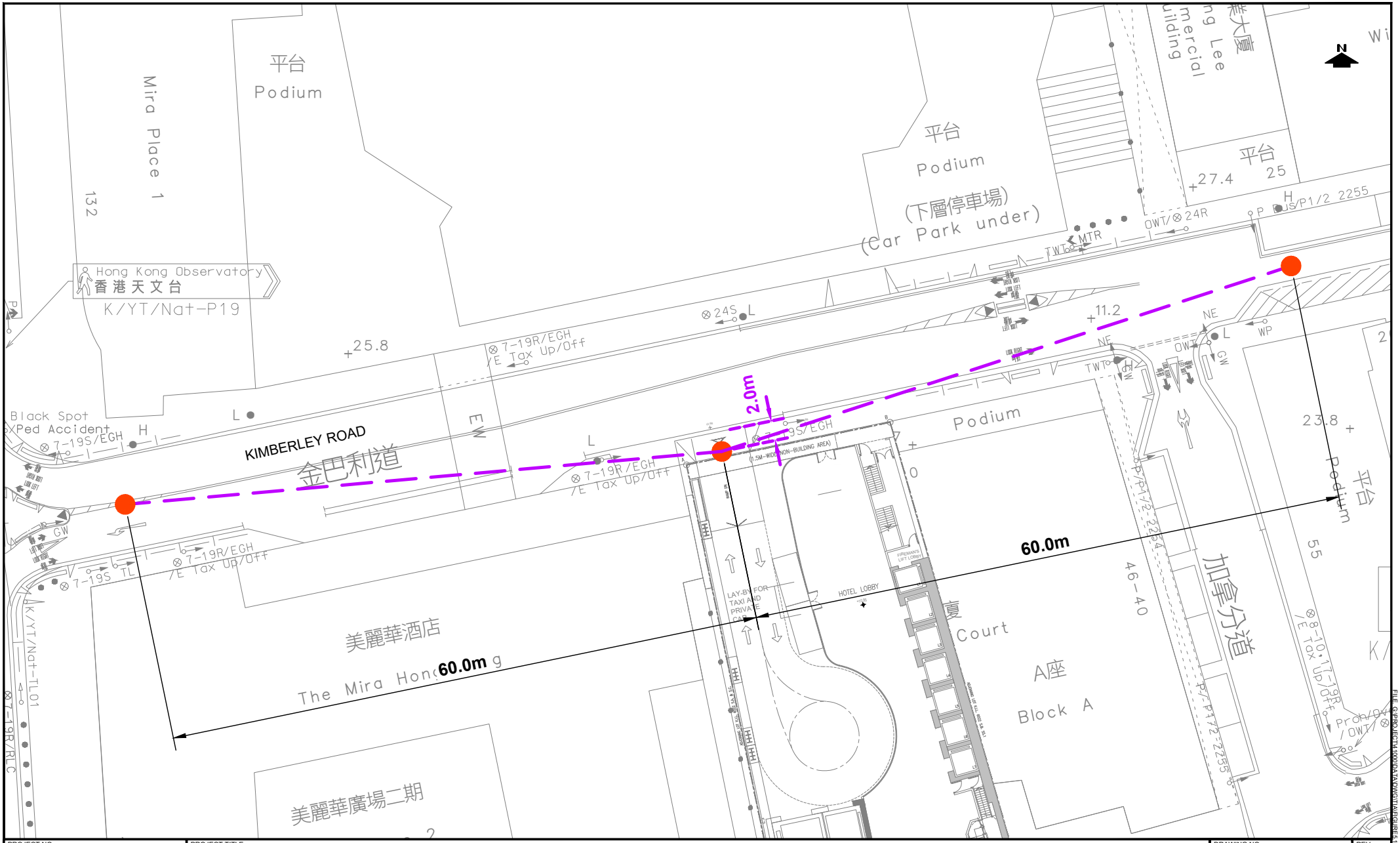
NOTE:

1, ALL TRAFFIC FLOWS ARE IN PCU/HOUR
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY

PROJECT NO. 41000	PROJECT TITLE SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, K.I.L. 6022 S.B R.P.	DRAWING NO. FIGURE 4.3	REV. ·
DESIGNED SKL / DATE SEP 2025	DRAWING TITLE		
DRAWN CLL / SCALE N.T.S.	2033 DESIGN TRAFFIC FLOW	LLA 顧問有限公司 Consultancy Limited	
CHECKED SLN			

FILE: G:\PROJECT\41000\DATA\DWG\TIA\FIGURE4.3.DWG PLOT SCALE : 1 = 1

FILE: G:\PROJECT\41000\DATA\DWG\TIA\FIGURE4.3.DWG PLOT SCALE : 1 = 1



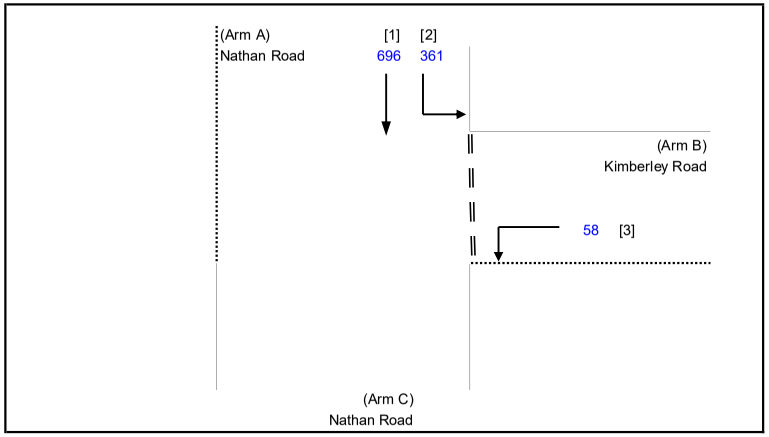
PROJECT NO. 41000	PROJECT TITLE: SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, K.I.L. 6022 S.B R.P.	DRAWING NO. FIGURE 5.1	REV. A
DESIGNED SKL / DRAWN CLL / CHECKED SLN	DATE JUL 2025 / SCALE 1:500	DRAWING TITLE: SIGHTLINE ANALYSIS OF PROPOSED VEHICULAR ACCESS	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\41000\DATA\DWG\TIA\FIGURE5.1A.DWG PLOT SCALE : 1 = 1

Appendix A

Junction Calculation Sheets
- Existing Scenario

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2025 Existing AM**	PROJECT NO.: 41000	PREPARED BY:	SKL	Sep-25
		FILENAME : J1_NR_KR.xls	CHECKED BY:	SLN	Sep-25
J1 Nathan Road / Kimberley Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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	=	6.8	(metres)
W cr	=	0	(metres)
q a-b	=	361	(pcu/hr)
q a-c	=	696	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	4.80	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	39	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	58	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53322
E	=	1.02732
F	=	0.58595
Y	=	0.76540
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

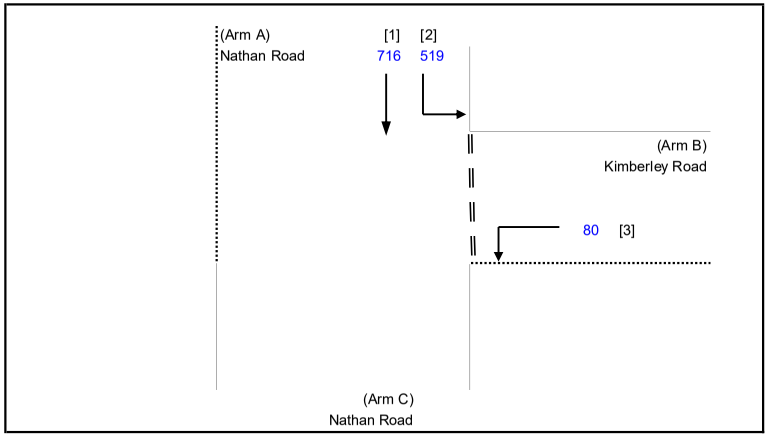
Q b-a	=	210		
Q b-c	=	525	Q b-c (O) =	525
Q c-b	=	264		
Q b-ac	=	525		
TOTAL FLOW	=	1115	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1105
DFC c-b	=	0.0000
DFC b-ac	=	0.1105

CRITICAL DFC = 0.11

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2025 Existing PM**	PROJECT NO.: 41000	PREPARED BY:	SKL	Sep-25
		FILENAME : J1_NR_KR.xls	CHECKED BY:	SLN	Sep-25
J1 Nathan Road / Kimberley Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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	=	6.8	(metres)
W cr	=	0	(metres)
q a-b	=	519	(pcu/hr)
q a-c	=	716	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	4.80	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	39	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	80	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53322
E	=	1.02732
F	=	0.58595
Y	=	0.76540
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	197			
Q b-c	=	502	Q b-c (O) =	502	
Q c-b	=	235			
Q b-ac	=	502			
TOTAL FLOW	=	1315	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1594
DFC c-b	=	0.0000
DFC b-ac	=	0.1594

CRITICAL DFC = 0.16

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Sep-25
Checked By:	SLN	Sep-25
Reviewed By:	SLN	Sep-25

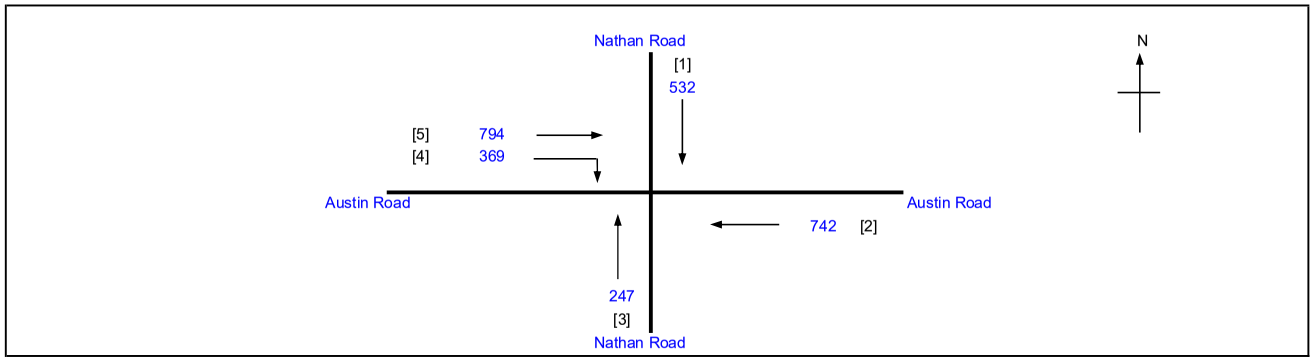
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui

J2 Nathan Road / Austin Road

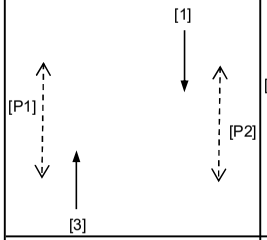
2025 Existing AM

PROJECT NO.: 41000

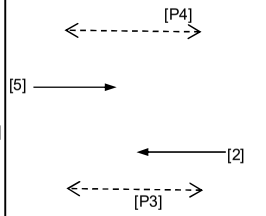
FILENAME : J2_AR_NR.xlsx



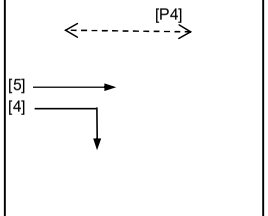
No. of stages per cycle	N =	3
Cycle time	C =	130 sec
Sum(y)	Y =	0.539
Loss time	L =	10 sec
Total Flow	=	2684 pcu
Co = (1.5*L+5)/(1-Y)	=	43.4 sec
Cm = L/(1-Y)	=	21.7 sec
Yult	=	0.825
R.C.ult = (Yult-Y)/Y*100%	=	53.1 %
Cp = 0.9*L/(0.9-Y)	=	24.9 sec
Ymax = 1-L/C	=	0.923
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**	**54 %**



Stage 1 G= 28 Int = 6



Stage 2 G= 48 Int =



Stage 3 G= 42 Int = 6

Stage 4 G= Int =

Stage 5 G= Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	1	8	7	3	24	7
P2	1	5	10	7	17	10
P3	2	8	7	6	35	7
P4	2,3	8	7	7	82	7

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	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 (seconds)
																							10					
1	1	3.50	2			N	4070		532		532	0.00	4070							4070	0.131	0.131		29	29	0.584	42	43
3	1	3.50	2			N	4070		247		247	0.00	4070							4070	0.061			14	29	0.584	21	55
2	2	3.00	2			N	3970		742		742	0.00	3970							3970	0.187			42	48	0.584	54	35
5	2,3	3.30	1			N	1945		794		794	0.00	1945							1945	0.408	0.408		91	91	0.584	48	11
4	3	3.30	1	15			2085			369	369	1.00	1895							1895	0.195			43	43	0.584	48	36

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

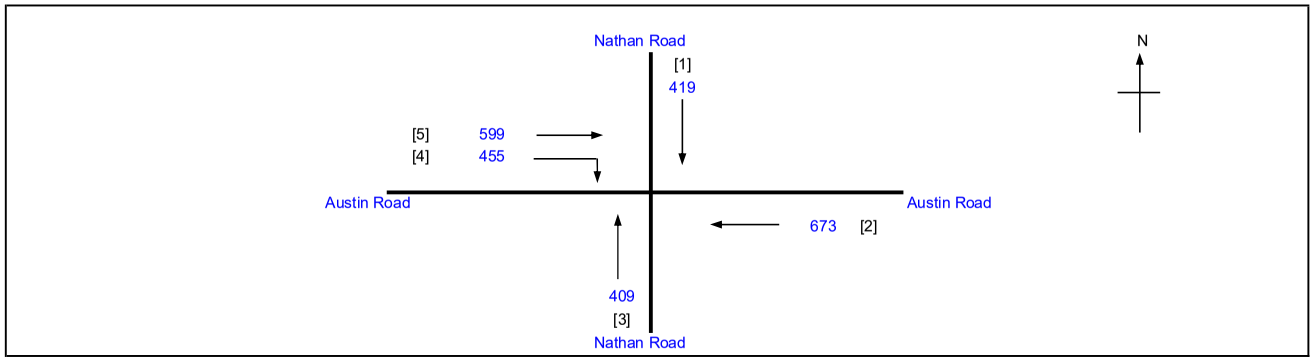
	INITIALS	DATE
Prepared By:	SKL	Sep-25
Checked By:	SLN	Sep-25
Reviewed By:	SLN	Sep-25

Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui

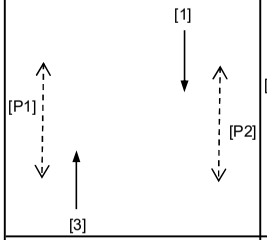
J2 Nathan Road / Austin Road

2025 Existing PM

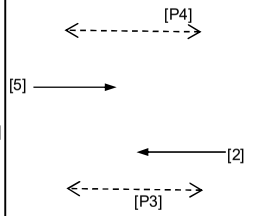
PROJECT NO.: 41000
FILENAME : J2_AR_NR.xlsx



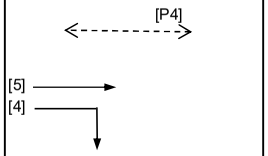
No. of stages per cycle	N =	3
Cycle time	C =	130 sec
Sum(y)	Y =	0.513
Loss time	L =	15 sec
Total Flow	=	2555 pcu
Co = (1.5*L+5)/(1-Y)	=	56.4 sec
Cm = L/(1-Y)	=	30.8 sec
Yult	=	0.788
R.C.ult = (Yult-Y)/Y*100%	=	53.7 %
Cp = 0.9*L/(0.9-Y)	=	34.8 sec
Ymax = 1-L/C	=	0.885
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**	**55 %**



Stage 1 G= 22 Int = 6



Stage 2 G= 37 Int = 6



Stage 3 G= 53 Int = 6

Stage 4 G= Int =

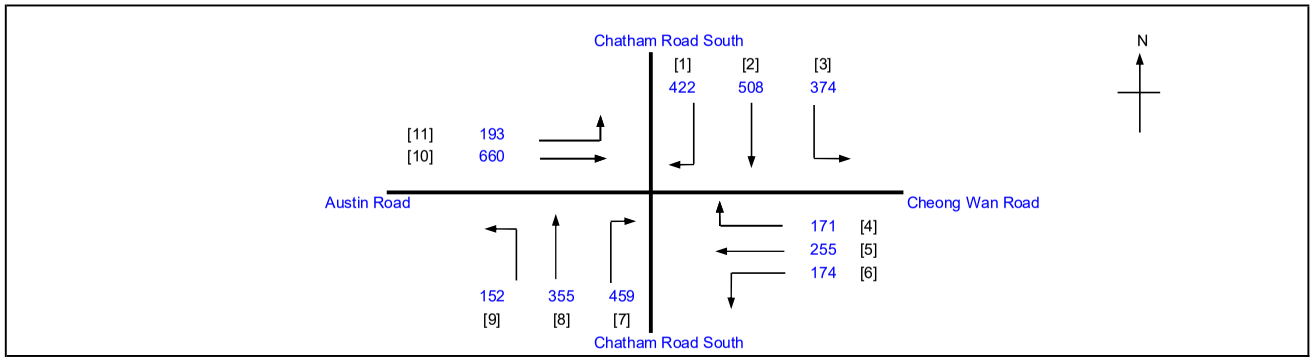
Stage 5 G= Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	1	8	7	3	18	7
P2	1	5	10	7	11	10
P3	2	8	7	6	30	7
P4	2,3	8	7	7	88	7

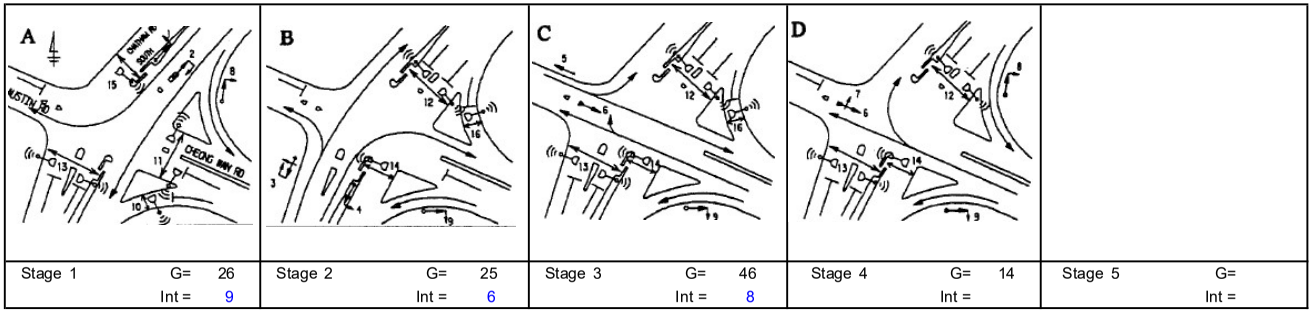
Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							15					
1	1	3.50	2			N	4070		419		419	0.00	4070							4070	0.103	0.103		23	23	0.579	36	47
3	1	3.50	2			N	4070		409		409	0.00	4070							4070	0.100			23	23	0.579	36	48
2	2	3.00	2			N	3970		673		673	0.00	3970							3970	0.170	0.170		38	38	0.579	51	37
5	2,3	3.30	1			N	1945		599		599	0.00	1945							1945	0.308			69	92	0.579	60	21
4	3	3.30	1	15			2085			455	455	1.00	1895							1895	0.240	0.240		54	54	0.579	54	29

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED	**TRAFFIC SIGNAL CALCULATION**			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2025 Existing AM**	PROJECT NO.: 41000	Prepared By:	SKL	Sep-25
J3 Chatham Road South / Austin Road / Cheong Wan Road		FILENAME : J3_CRS_AR_CWR.xlsx	Checked By:	SLN	Sep-25
			Reviewed By:	SLN	Sep-25



No. of stages per cycle	N =	4
Cycle time	C =	130 sec
Sum(y)	Y =	0.447
Loss time	L =	34 sec
Total Flow	=	3723 pcu
Co = (1.5*L+5)/(1-Y)	=	101.3 sec
Cm = L/(1-Y)	=	61.5 sec
Yult	=	0.645
R.C.ult = (Yult-Y)/Y*100%	=	44.2 %
Cp = 0.9*L/(0.9-Y)	=	67.6 sec
Ymax = 1-L/C	=	0.738
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**	**49 %**



Stage 1	G= 26	Int = 9
Stage 2	G= 25	Int = 6
Stage 3	G= 46	Int = 8
Stage 4	G= 14	Int =
Stage 5	G=	Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
10p	1	5	7			
11p	1	11	10			
12p	2,3,4	10	9			
13p	1,3,4	12	10			
14p	2,3,4	5	10			
15p	1	5	10			
16p	2,3	5	6			

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	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 (seconds)
																							20					
1	1	3.00	2	25			4110			422	422	1.00	3877							3877	0.109	0.109		23	27	0.606	36	48
2	1	3.00	2				4110		508		508	0.00	4110							4110	0.124			27	27	0.606	42	45
3	1,4	3.00	1	20		N	1915	374			374	1.00	1781							1781	0.210			45	45	0.606	48	36
8,9	2	3.00	1	10		N	1915	152	0		152	1.00	1665							1665	0.091			20	26	0.606	24	56
8	2	3.00	2				4110		355		355	0.00	4110							4110	0.086			19	26	0.606	30	51
7	2	3.00	2	20			4110			459	459	1.00	3823							3823	0.120	0.120		26	26	0.606	39	46
6	2,3,4	3.00	1	25		N	1915	174			174	1.00	1807							1807	0.096			21	21	0.606	30	54
4,5	3,4	3.00	1	25	O		2055		255	9	264	0.03	1821	36	1080					2901	0.091			20	20	0.606	48	52
4	3,4	3.00	1	25	O		2055			162	162	1.00	1722							1722	0.094			20	20	0.606	24	55
10,11	3	3.00	1	20		N	1915	193	211		404	0.48	1849							1849	0.219	0.219		47	47	0.606	54	34
10	3	3.00	1				2055		449		449	0.00	2055							2055	0.218			47	47	0.606	60	34
	4																						14					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Sep-25
Checked By:	SLN	Sep-25
Reviewed By:	SLN	Sep-25

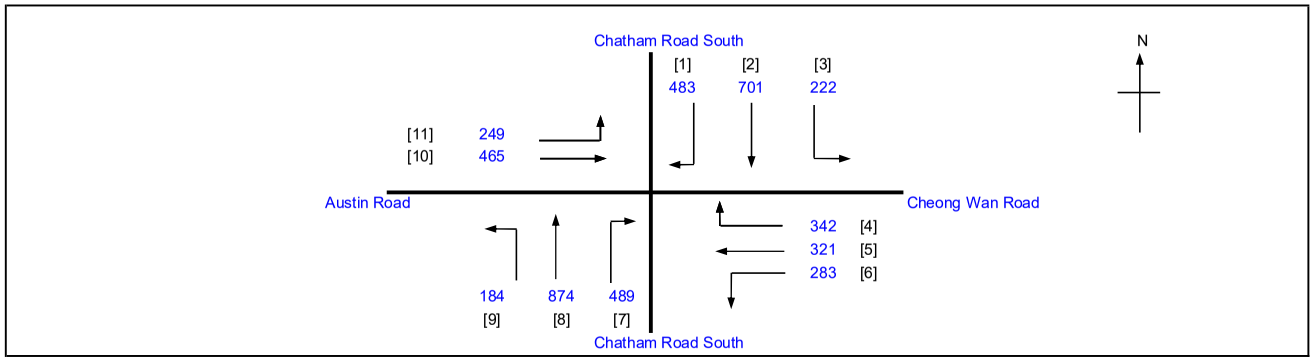
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui

J3 Chatham Road South / Austin Road / Cheong Wan Road

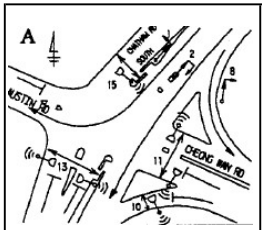
2025 Existing PM

PROJECT NO.: 41000

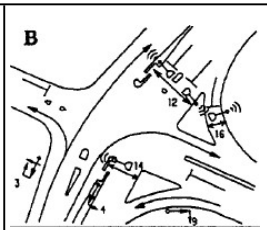
FILENAME : J3_CRS_AR_CWR.xlsx



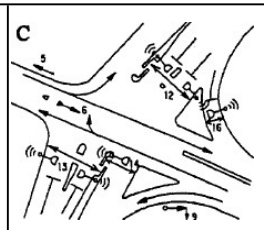
No. of stages per cycle		N =	4
Cycle time		C =	130 sec
Sum(y)		Y =	0.437
Loss time		L =	34 sec
Total Flow		=	4613 pcu
Co	= (1.5*L+5)/(1-Y)	=	99.5 sec
Cm	= L/(1-Y)	=	60.4 sec
Yult		=	0.645
R.C.ult	= (Yult-Y)/Y*100%	=	47.5 %
Cp	= 0.9*L/(0.9-Y)	=	66.1 sec
Ymax	= 1-L/C	=	0.738
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**52 %**



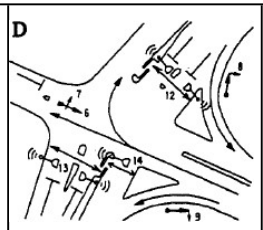
Stage 1 G= 36 Int = 9



Stage 2 G= 39 Int = 6



Stage 3 G= 40 Int = 8



Stage 4 G= 14 Int =

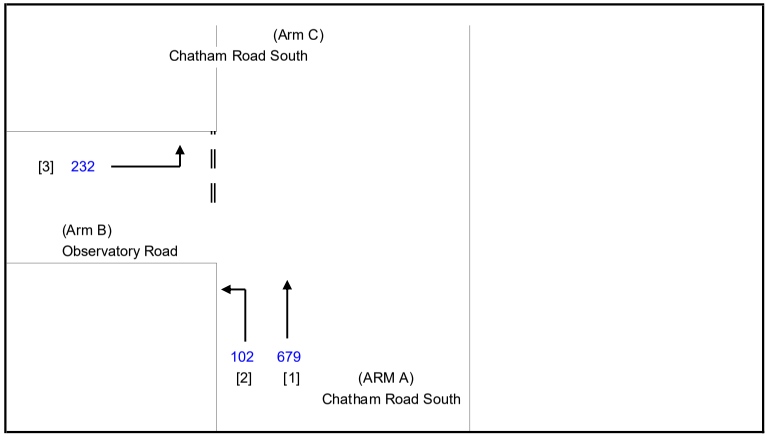
Stage 5 G= Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
10p	1	5	7			
11p	1	11	10			
12p	2,3,4	10	9			
13p	1,3,4	12	10			
14p	2,3,4	5	10			
15p	1	5	10			
16p	2,3	5	6			

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	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 (seconds)
																						20					
1	1	3.00	2	25			4110			483	483	1.00	3877							3877	0.125	0.125		27	37	0.592	39	45
2	1	3.00	2				4110		701		701	0.00	4110							4110	0.171			37	37	0.592	54	38
3	1,4	3.00	1	20		N	1915	222			222	1.00	1781							1781	0.125			27	27	0.592	36	48
8,9	2	3.00	1	10		N	1915	184	133		317	0.58	1762							1762	0.180			40	40	0.592	42	39
8	2	3.00	2				4110		741		741	0.00	4110							4110	0.180			40	40	0.592	54	36
7	2	3.00	2	20			4110			489	489	1.00	3823							3823	0.128	0.128		28	40	0.592	39	44
6	2,3,4	3.00	1	25		N	1915	283			283	1.00	1807							1807	0.157			34	34	0.592	42	42
4,5	3,4	3.00	1	25	O		2055		321	66	387	0.17	1807	36	617					2424	0.160			35	35	0.592	60	41
4	3,4	3.00	1	25	O		2055			276	276	1.00	1722							1722	0.160			35	35	0.592	42	42
10,11	3	3.00	1	20		N	1915	249	86		335	0.74	1814							1814	0.185	0.185		41	41	0.592	48	38
10	3	3.00	1				2055		379		379	0.00	2055							2055	0.184			41	41	0.592	54	38
	4																						14					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2025 Existing AM**	PROJECT NO.: 41000	PREPARED BY:	SKL	Sep-25
		FILENAME : J4_CRS_OR..	CHECKED BY:	SLN	Sep-25
J4 Chatham Road South / Observatory Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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	=	10.50	(metres)
W cr	=	0	(metres)
q a-b	=	102	(pcu/hr)
q a-c	=	679	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	4.70	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	37	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	232	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53322
E	=	1.01663
F	=	0.58595
Y	=	0.63775
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

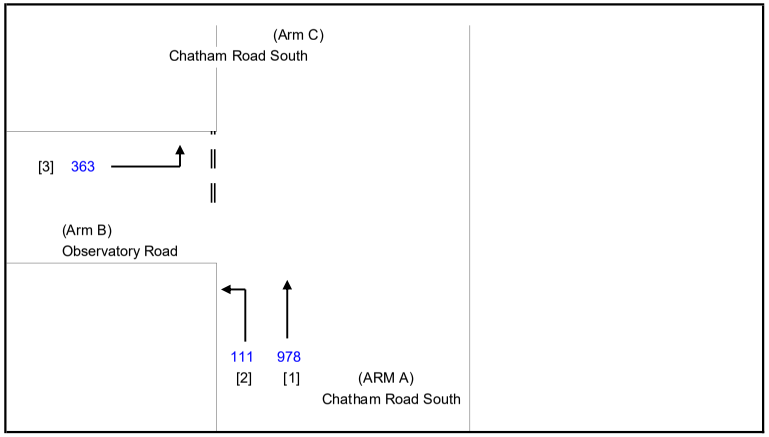
Q b-a	=	245			
Q b-c	=	588	Q b-c (O) =	588	
Q c-b	=	330			
Q b-ac	=	588			
TOTAL FLOW	=	1013	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.3946
DFC c-b	=	0.0000
DFC b-c (share lane)	=	0.3946

CRITICAL DFC = 0.39

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2025 Existing PM**	PROJECT NO.: 41000	PREPARED BY:	SKL	Sep-25
		FILENAME : J4_CRS_OR.:	CHECKED BY:	SLN	Sep-25
J4 Chatham Road South / Observatory Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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	=	10.50	(metres)
W cr	=	0	(metres)
q a-b	=	111	(pcu/hr)
q a-c	=	978	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	4.70	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	37	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	363	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53322
E	=	1.01663
F	=	0.58595
Y	=	0.63775
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

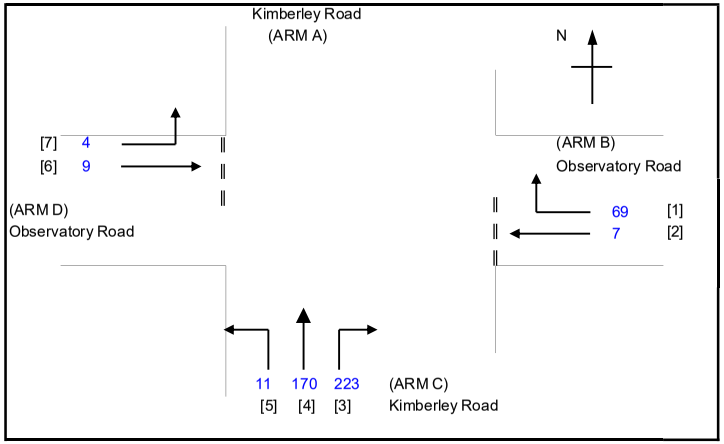
Q b-a	=	208			
Q b-c	=	516	Q b-c (O) =	516	
Q c-b	=	288			
Q b-ac	=	516			
TOTAL FLOW	=	1452	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.7035
DFC c-b	=	0.0000
DFC b-c (share lane)	=	0.7035

CRITICAL DFC = 0.70

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2025 Existing AM**	PROJECT NO.: 41000	PREPARED BY:	SKL	Sep-25
		FILENAME : J5_KR_OR.xlsx	CHECKED BY:	SLN	Sep-25
J5 Kimberley Road / Observatory Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	7.4	(metres)		
W cr	=	0	(metres)	Y =	0.745

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-d	=	0.00	(metres)	W c-b	=	3.10	(metres)
Vr a-d	=	0	(metres)	Vr c-b	=	22	(metres)
q a-b	=	0	(pcu/hr)	q c-a	=	170	(pcu/hr)
q a-c	=	0	(pcu/hr)	q c-b	=	223	(pcu/hr)
q a-d	=	0	(pcu/hr)	q c-d	=	11	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	5.00	(metres)	W d-c	=	0.00	(metres)
W b-c	=	0.00	(metres)	W d-a	=	3.00	(metres)
Vl b-a	=	23	(metres)	Vl d-c	=	0	(metres)
Vr b-a	=	100	(metres)	Vr d-c	=	0	(metres)
Vr b-c	=	0	(metres)	Vr d-a	=	23	(metres)
q b-a	=	69	(pcu/hr)	q d-c	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)	q d-a	=	4	(pcu/hr)
q b-d	=	7	(pcu/hr)	q d-b	=	9	(pcu/hr)

GEOMETRIC FACTORS :

X b	=	1.022	X a	=	0.586
X c	=	0.865	X d	=	0.533
Z b	=	0.586	Z d	=	0.857
M b	=	0.541	M d	=	0.780

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.2546		r d-c	=	0.000	
ql b-d	=	4.3911	(pcu/hr)	ql d-b	=	4.5	(pcu/hr)
qr b-d	=	2.6089	(pcu/hr)	qr d-b	=	4.5	(pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	519	(pcu/hr)	Q d-c	=	271	(pcu/hr)
Q b-c	=	409	(pcu/hr)	Q d-a	=	598	(pcu/hr)
Q c-b	=	644	(pcu/hr)	Q a-d	=	357	(pcu/hr)
Ql b-d	=	276	(pcu/hr)	Ql d-b	=	405	(pcu/hr)
Qr b-d	=	521	(pcu/hr)	Qr d-b	=	277	(pcu/hr)
Q b-acd	=	519	(pcu/hr)	Q d-abc	=	326	(pcu/hr)

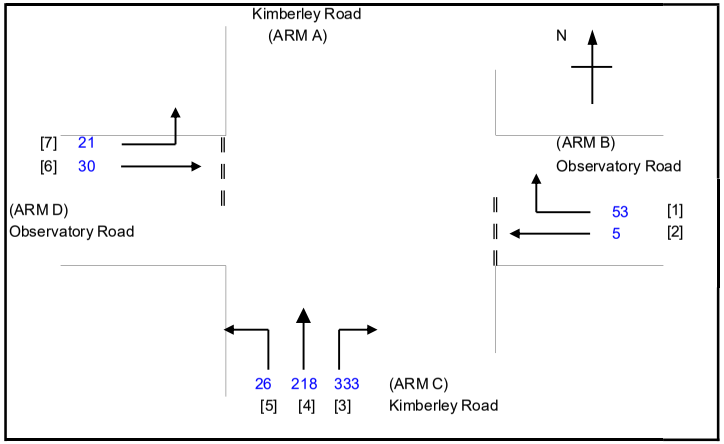
TOTAL FLOW = 493 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1329
DFC b-c	=	0.0000
DFC c-b	=	0.3463
DFCl b-d	=	0.0159
DFCr b-d	=	0.0050
DFC d-c	=	0.0000
DFC d-a	=	0.0067
DFC a-d	=	0.0000
DFCl d-b	=	0.0111
DFCr d-b	=	0.0162
DFC b-acd (shared lane)	=	0.1464
DFC d-abc (shared lane)	=	0.0399

CRITICAL DFC = 0.35

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2025 Existing PM**	PROJECT NO.: 41000	PREPARED BY:	SKL	Sep-25
		FILENAME : J5_KR_OR.xlsx	CHECKED BY:	SLN	Sep-25
J5 Kimberley Road / Observatory Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	7.4	(metres)		
W cr	=	0	(metres)	Y =	0.745

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-d	=	0.00	(metres)	W c-b =	3.10	(metres)	
Vr a-d	=	0	(metres)	Vr c-b =	22	(metres)	
q a-b	=	0	(pcu/hr)	q c-a =	218	(pcu/hr)	
q a-c	=	0	(pcu/hr)	q c-b =	333	(pcu/hr)	
q a-d	=	0	(pcu/hr)	q c-d =	26	(pcu/hr)	

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	5.00	(metres)	W d-c =	0.00	(metres)	
W b-c	=	0.00	(metres)	W d-a =	3.00	(metres)	
Vl b-a	=	23	(metres)	Vl d-c =	0	(metres)	
Vr b-a	=	100	(metres)	Vr d-c =	0	(metres)	
Vr b-c	=	0	(metres)	Vr d-a =	23	(metres)	
q b-a	=	53	(pcu/hr)	q d-c =	0	(pcu/hr)	
q b-c	=	0	(pcu/hr)	q d-a =	21	(pcu/hr)	
q b-d	=	5	(pcu/hr)	q d-b =	30	(pcu/hr)	

GEOMETRIC FACTORS :

X b	=	1.022	X a	=	0.586
X c	=	0.865	X d	=	0.533
Z b	=	0.586	Z d	=	0.857
M b	=	0.541	M d	=	0.780

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.2129		r d-c	=	0.000	
ql b-d	=	3.0321	(pcu/hr)	ql d-b	=	15	(pcu/hr)
qr b-d	=	1.9679	(pcu/hr)	qr d-b	=	15	(pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	457	(pcu/hr)	Q d-c	=	249	(pcu/hr)
Q b-c	=	413	(pcu/hr)	Q d-a	=	585	(pcu/hr)
Q c-b	=	644	(pcu/hr)	Q a-d	=	322	(pcu/hr)
Ql b-d	=	247	(pcu/hr)	Ql d-b	=	370	(pcu/hr)
Qr b-d	=	467	(pcu/hr)	Qr d-b	=	253	(pcu/hr)
Q b-acd	=	457	(pcu/hr)	Q d-abc	=	326	(pcu/hr)

TOTAL FLOW = 686 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

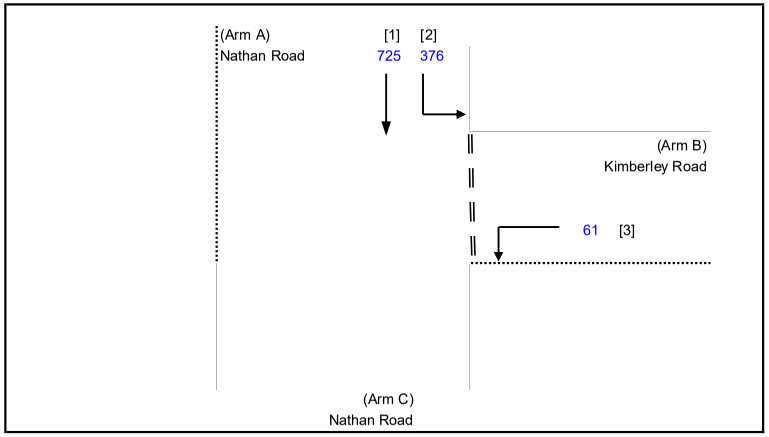
DFC b-a	=	0.1160
DFC b-c	=	0.0000
DFC c-b	=	0.5171
DFCl b-d	=	0.0123
DFCr b-d	=	0.0042
DFC d-c	=	0.0000
DFC d-a	=	0.0359
DFC a-d	=	0.0000
DFCl d-b	=	0.0405
DFCr d-b	=	0.0593
DFC b-acd (shared lane)	=	0.1269
DFC d-abc (shared lane)	=	0.1564

CRITICAL DFC = 0.52

Appendix B

Junction Calculation Sheets
- Reference & Design Scenarios

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2033 Reference AM**	PROJECT NO.: 41000	PREPARED BY:	SKL	Sep-25
		FILENAME : J1_NR_KR.xls	CHECKED BY:	SLN	Sep-25
J1 Nathan Road / Kimberley Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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	=	6.8	(metres)
W cr	=	0	(metres)
q a-b	=	376	(pcu/hr)
q a-c	=	725	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	4.80	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	39	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	61	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53322
E	=	1.02732
F	=	0.58595
Y	=	0.76540
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

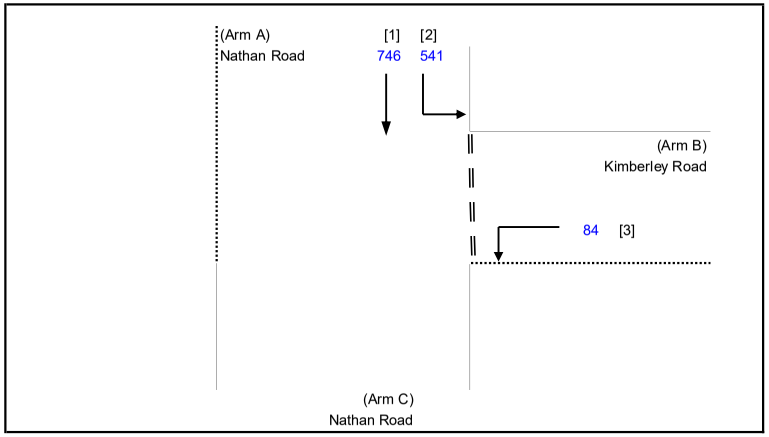
Q b-a	=	205		
Q b-c	=	515	Q b-c (O) =	515
Q c-b	=	257		
Q b-ac	=	515		
TOTAL FLOW	=	1162	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1184
DFC c-b	=	0.0000
DFC b-ac	=	0.1184

CRITICAL DFC = 0.12

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2033 Reference PM**	PROJECT NO.: 41000	PREPARED BY:	SKL	Sep-25
		FILENAME : J1_NR_KR.xls	CHECKED BY:	SLN	Sep-25
J1 Nathan Road / Kimberley Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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	=	6.8	(metres)
W cr	=	0	(metres)
q a-b	=	541	(pcu/hr)
q a-c	=	746	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	4.80	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	39	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	84	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53322
E	=	1.02732
F	=	0.58595
Y	=	0.76540
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

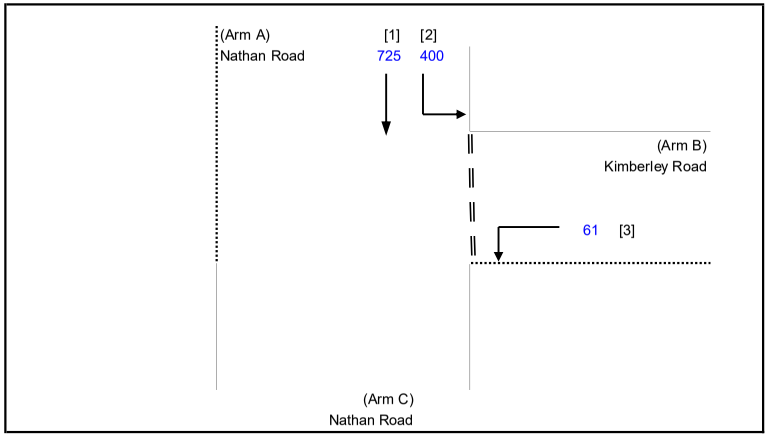
Q b-a	=	192			
Q b-c	=	491	Q b-c (O) =	491	
Q c-b	=	226			
Q b-ac	=	491			
TOTAL FLOW	=	1371	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1711
DFC c-b	=	0.0000
DFC b-ac	=	0.1711

CRITICAL DFC = 0.17

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2033 Design AM**	PROJECT NO.: 41000	PREPARED BY:	SKL	Sep-25
		FILENAME : J1_NR_KR.xls	CHECKED BY:	SLN	Sep-25
J1 Nathan Road / Kimberley Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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	=	6.8	(metres)
W cr	=	0	(metres)
q a-b	=	400	(pcu/hr)
q a-c	=	725	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	4.80	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	39	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	61	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53322
E	=	1.02732
F	=	0.58595
Y	=	0.76540
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

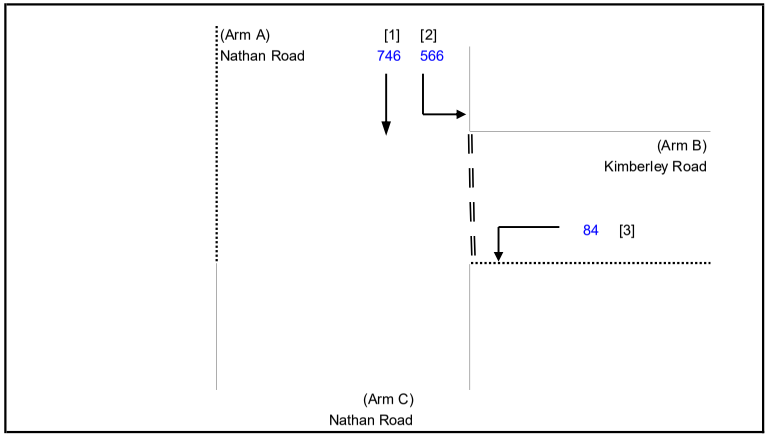
Q b-a	=	203			
Q b-c	=	513	Q b-c (O) =	513	
Q c-b	=	253			
Q b-ac	=	513			
TOTAL FLOW	=	1186	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1189
DFC c-b	=	0.0000
DFC b-ac	=	0.1189

CRITICAL DFC = 0.12

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2033 Design PM**	PROJECT NO.: 41000	PREPARED BY:	SKL	Sep-25
		FILENAME : J1_NR_KR.xls	CHECKED BY:	SLN	Sep-25
J1 Nathan Road / Kimberley Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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	=	6.8	(metres)
W cr	=	0	(metres)
q a-b	=	566	(pcu/hr)
q a-c	=	746	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	4.80	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	39	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	84	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53322
E	=	1.02732
F	=	0.58595
Y	=	0.76540
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

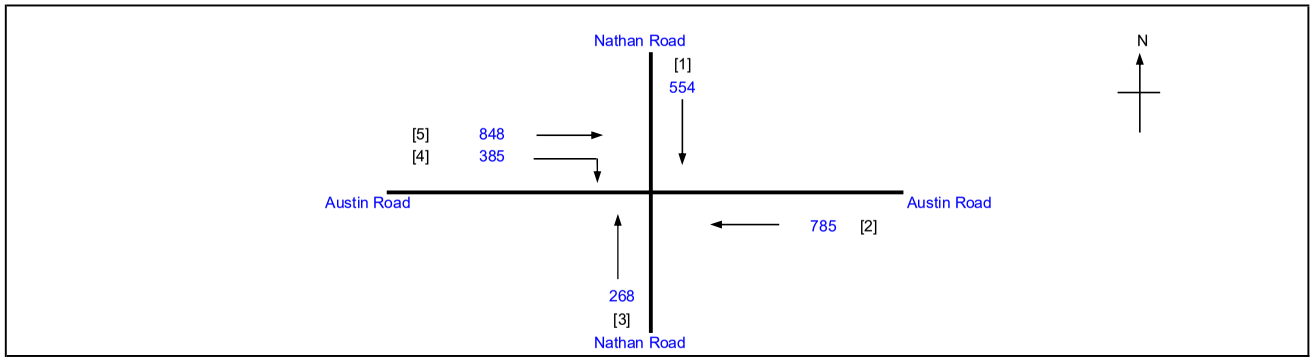
Q b-a	=	190			
Q b-c	=	488	Q b-c (O) =	488	
Q c-b	=	222			
Q b-ac	=	488			
TOTAL FLOW	=	1396	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

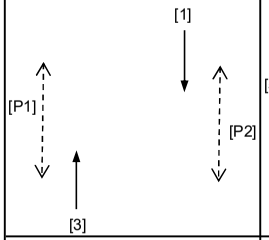
DFC b-a	=	0.0000
DFC b-c	=	0.1721
DFC c-b	=	0.0000
DFC b-ac	=	0.1721

CRITICAL DFC = 0.17

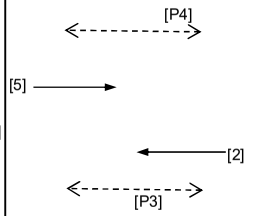
LLA CONSULTANCY LIMITED	**TRAFFIC SIGNAL CALCULATION**			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2033 Reference AM**	PROJECT NO.: 41000	Prepared By:	SKL	Sep-25
J2 Nathan Road / Austin Road		FILENAME : J2_AR_NR.xlsx	Checked By:	SLN	Sep-25
			Reviewed By:	SLN	Sep-25



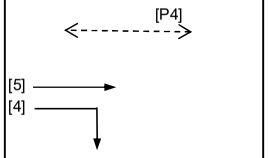
No. of stages per cycle	N =	3
Cycle time	C =	130 sec
Sum(y)	Y =	0.572
Loss time	L =	10 sec
Total Flow	=	2840 pcu
Co = (1.5*L+5)/(1-Y)	=	46.7 sec
Cm = L/(1-Y)	=	23.4 sec
Yult	=	0.825
R.C.ult = (Yult-Y)/Y*100%	=	44.2 %
Cp = 0.9*L/(0.9-Y)	=	27.4 sec
Ymax = 1-L/C	=	0.923
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**	**45 %**



Stage 1 G= 28 Int = 6



Stage 2 G= 49 Int =



Stage 3 G= 42 Int = 6

Stage 4 G= Int =

Stage 5 G= Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	1	8	7	3	24	7
P2	1	5	10	7	17	10
P3	2	8	7	6	36	7
P4	2,3	8	7	7	82	7

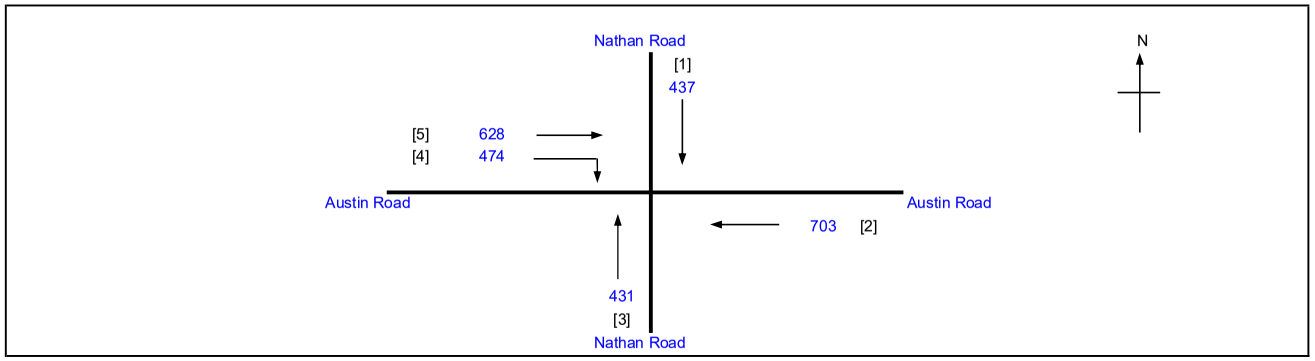
Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							10					
1	1	3.50	2			N	4070		554		554	0.00	4070							4070	0.136	0.136		29	29	0.620	45	44
3	1	3.50	2			N	4070		268		268	0.00	4070							4070	0.066			14	29	0.620	24	56
2	2	3.00	2			N	3970		785		785	0.00	3970							3970	0.198			41	49	0.620	57	36
5	2,3	3.30	1			N	1945		848		848	0.00	1945							1945	0.436	0.436		91	91	0.620	54	11
4	3	3.30	1	15			2085			385	385	1.00	1895							1895	0.203			43	43	0.620	54	37

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

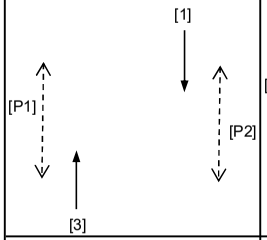
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

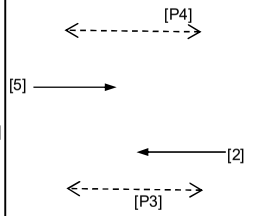
		INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	PROJECT NO.: 41000	Prepared By:	SKL	Sep-25
2033 Reference PM	FILENAME : J2_AR_NR.xlsx	Checked By:	SLN	Sep-25
J2 Nathan Road / Austin Road		Reviewed By:	SLN	Sep-25



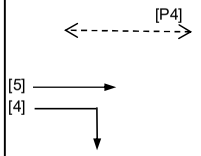
No. of stages per cycle		N =	3
Cycle time		C =	130 sec
Sum(y)		Y =	0.535
Loss time		L =	15 sec
Total Flow		=	2673 pcu
Co	= (1.5*L+5)/(1-Y)	=	59.1 sec
Cm	= L/(1-Y)	=	32.2 sec
Yult		=	0.788
R.C.ult	= (Yult-Y)/Y*100%	=	47.3 %
Cp	= 0.9*L/(0.9-Y)	=	36.9 sec
Ymax	= 1-L/C	=	0.885
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**49 %**



Stage 1 G= 22 Int = 6



Stage 2 G= 37 Int = 6



Stage 3 G= 53 Int = 6

Stage 4 G= Int =

Stage 5 G= Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	1	8	7	3	18	7
P2	1	5	10	7	11	10
P3	2	8	7	6	30	7
P4	2,3	8	7	7	88	7

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	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 (seconds)
																							15					
1	1	3.50	2			N	4070		437		437	0.00	4070							4070	0.107	0.107		23	23	0.604	36	48
3	1	3.50	2			N	4070		431		431	0.00	4070							4070	0.106			23	23	0.604	36	48
2	2	3.00	2			N	3970		703		703	0.00	3970							3970	0.177	0.177		38	38	0.604	51	38
5	2,3	3.30	1			N	1945		628		628	0.00	1945							1945	0.323			69	92	0.604	60	21
4	3	3.30	1	15			2085			474	474	1.00	1895							1895	0.250	0.250		54	54	0.604	60	30

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Sep-25
Checked By:	SLN	Sep-25
Reviewed By:	SLN	Sep-25

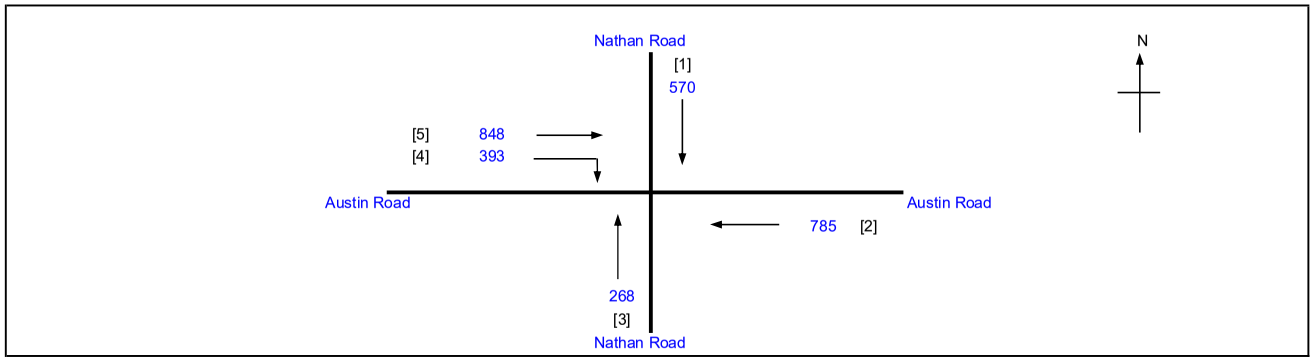
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui

J2 Nathan Road / Austin Road

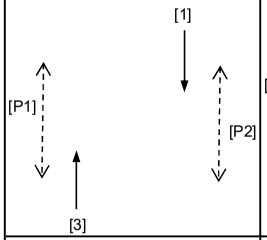
2033 Design AM

PROJECT NO.: 41000

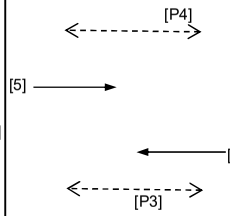
FILENAME : J2_AR_NR.xlsx



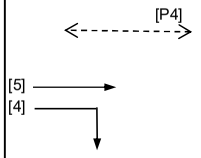
No. of stages per cycle		N =	3
Cycle time		C =	130 sec
Sum(y)		Y =	0.576
Loss time		L =	10 sec
Total Flow		=	2864 pcu
Co	= (1.5*L+5)/(1-Y)	=	47.2 sec
Cm	= L/(1-Y)	=	23.6 sec
Yult		=	0.825
R.C.ult	= (Yult-Y)/Y*100%	=	43.2 %
Cp	= 0.9*L/(0.9-Y)	=	27.8 sec
Ymax	= 1-L/C	=	0.923
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**44 %**



Stage 1 G= 28 Int = 6



Stage 2 G= 48 Int =



Stage 3 G= 42 Int = 6

Stage 4 G= Int =

Stage 5 G= Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	1	8	7	3	24	7
P2	1	5	10	7	17	10
P3	2	8	7	6	35	7
P4	2,3	8	7	7	82	7

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	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 (seconds)
																							10					
1	1	3.50	2			N	4070		570		570	0.00	4070							4070	0.140	0.140		29	29	0.624	45	44
3	1	3.50	2			N	4070		268		268	0.00	4070							4070	0.066			14	29	0.624	24	56
2	2	3.00	2			N	3970		785		785	0.00	3970							3970	0.198			41	48	0.624	57	36
5	2,3	3.30	1			N	1945		848		848	0.00	1945							1945	0.436	0.436		91	91	0.624	54	11
4	3	3.30	1	15			2085			393	393	1.00	1895							1895	0.207			43	43	0.624	54	37

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Sep-25
Checked By:	SLN	Sep-25
Reviewed By:	SLN	Sep-25

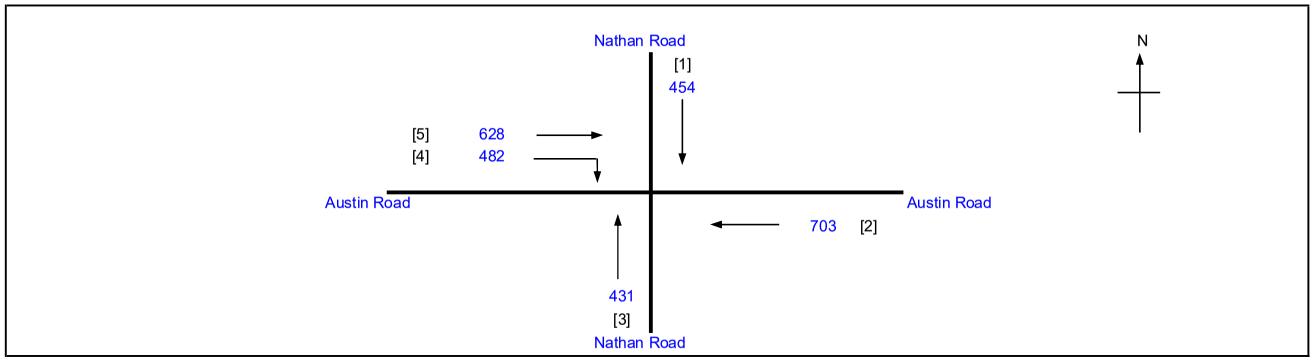
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui

J2 Nathan Road / Austin Road

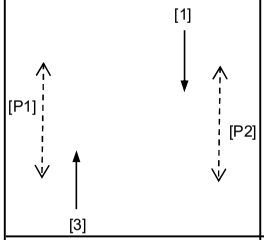
2033 Design PM

PROJECT NO.: 41000

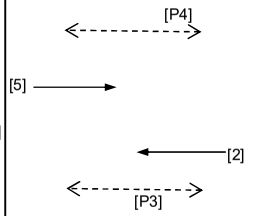
FILENAME : J2_AR_NR.xlsx



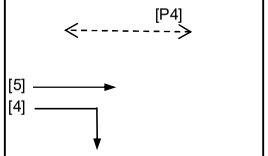
No. of stages per cycle	N =	3
Cycle time	C =	130 sec
Sum(y)	Y =	0.543
Loss time	L =	15 sec
Total Flow	=	2698 pcu
Co = (1.5*L+5)/(1-Y)	=	60.2 sec
Cm = L/(1-Y)	=	32.8 sec
Yult	=	0.788
R.C.ult = (Yult-Y)/Y*100%	=	45.0 %
Cp = 0.9*L/(0.9-Y)	=	37.8 sec
Ymax = 1-L/C	=	0.885
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	**47 %**



Stage 1 G= 23 Int = 6



Stage 2 G= 37 Int = 6



Stage 3 G= 53 Int = 6

Stage 4 G= Int =

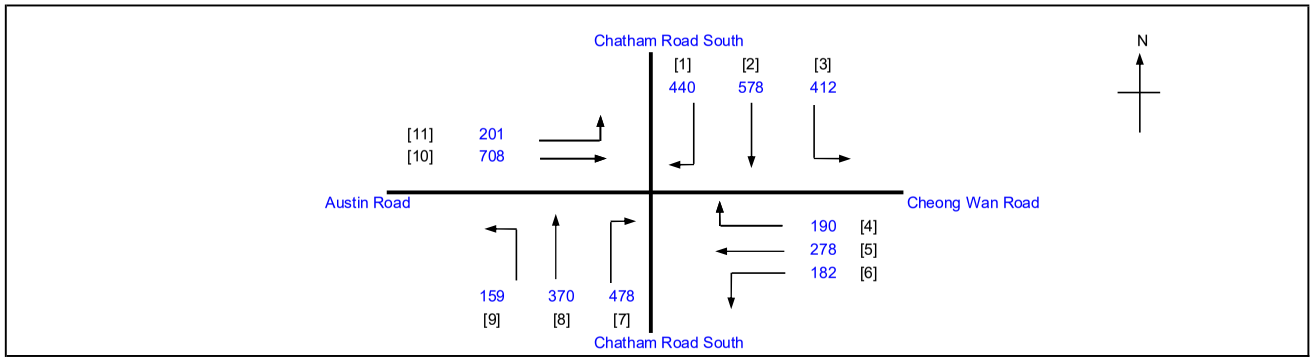
Stage 5 G= Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	1	8	7	3	19	7
P2	1	5	10	7	12	10
P3	2	8	7	6	30	7
P4	2,3	8	7	7	87	7

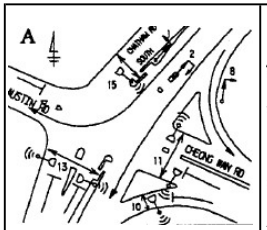
Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							15					
1	1	3.50	2			N	4070		454		454	0.00	4070							4070	0.112	0.112		24	24	0.614	39	48
3	1	3.50	2			N	4070		431		431	0.00	4070							4070	0.106			22	24	0.614	36	48
2	2	3.00	2			N	3970		703		703	0.00	3970							3970	0.177	0.177		38	38	0.614	54	38
5	2,3	3.30	1			N	1945		628		628	0.00	1945							1945	0.323			68	91	0.614	60	22
4	3	3.30	1	15			2085			482	482	1.00	1895							1895	0.254	0.254		54	54	0.614	60	30

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

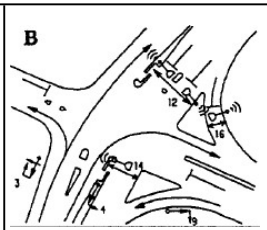
LLA CONSULTANCY LIMITED	**TRAFFIC SIGNAL CALCULATION**			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2033 Reference AM**	PROJECT NO.: 41000	Prepared By:	SKL	Sep-25
J3 Chatham Road South / Austin Road / Cheong Wan Road		FILENAME : J3_CRS_AR_CWR.xlsx	Checked By:	SLN	Sep-25
			Reviewed By:	SLN	Sep-25



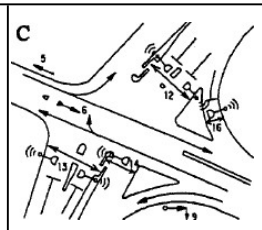
No. of stages per cycle	N =	4
Cycle time	C =	130 sec
Sum(y)	Y =	0.471
Loss time	L =	34 sec
Total Flow	=	3996 pcu
Co = (1.5*L+5)/(1-Y)	=	105.9 sec
Cm = L/(1-Y)	=	64.3 sec
Yult	=	0.645
R.C.ult = (Yult-Y)/Y*100%	=	36.8 %
Cp = 0.9*L/(0.9-Y)	=	71.4 sec
Ymax = 1-L/C	=	0.738
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**	**41 %**



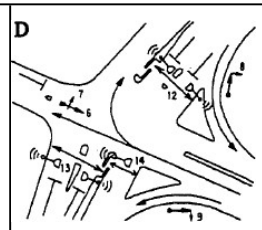
Stage 1 G= 28 Int = 9



Stage 2 G= 24 Int = 6



Stage 3 G= 46 Int = 8



Stage 4 G= 14 Int =

Stage 5 G= Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
10p	1	5	7			
11p	1	11	10			
12p	2,3,4	10	9			
13p	1,3,4	12	10			
14p	2,3,4	5	10			
15p	1	5	10			
16p	2,3	5	6			

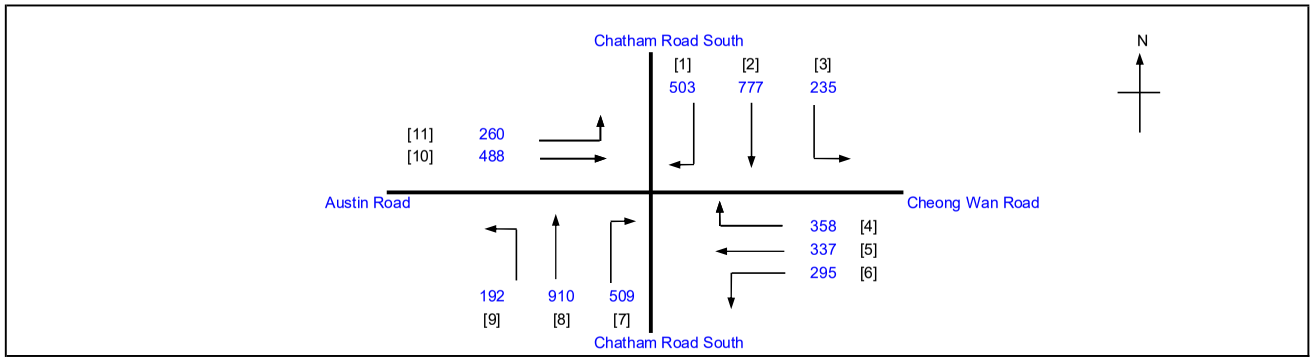
Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																						20					
1	1	3.00	2	25			4110			440	440	1.00	3877							3877	0.113	0.113		23	29	0.638	39	49
2	1	3.00	2				4110		578		578	0.00	4110							4110	0.141			29	29	0.638	48	45
3	1,4	3.00	1	20		N	1915	412			412	1.00	1781							1781	0.231			47	47	0.638	54	35
8,9	2	3.00	1	10		N	1915	159	0		159	1.00	1665							1665	0.095			19	25	0.638	30	58
8	2	3.00	2				4110		370		370	0.00	4110							4110	0.090			18	25	0.638	33	52
7	2	3.00	2	20			4110			478	478	1.00	3823							3823	0.125	0.125		25	25	0.638	39	47
6	2,3,4	3.00	1	25		N	1915	182			182	1.00	1807							1807	0.101			21	21	0.638	30	56
4,5	3,4	3.00	1	25	O		2055		278	14	292	0.05	1820	36	1029					2848	0.103			21	21	0.638	48	52
4	3,4	3.00	1	25	O		2055			176	176	1.00	1722							1722	0.102			21	21	0.638	30	56
10,11	3	3.00	1	20		N	1915	201	230		431	0.47	1850							1850	0.233	0.233		47	47	0.638	54	35
10	3	3.00	1				2055		478		478	0.00	2055							2055	0.233			47	47	0.638	60	35
	4																						14					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

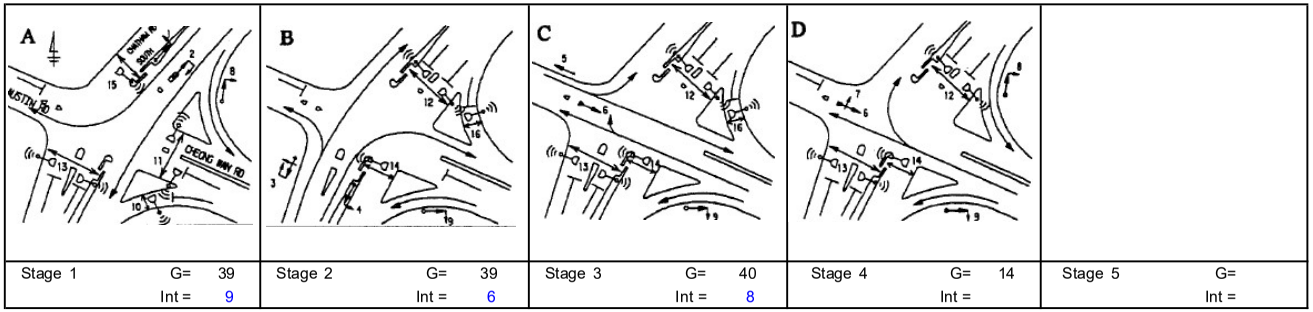
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

		INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui			
J3 Chatham Road South / Austin Road / Cheong Wan Road	**2033 Reference PM**		
	PROJECT NO.: 41000	Prepared By:	SKL Sep-25
	FILENAME : J3_CRS_AR_CWR.xlsx	Checked By:	SLN Sep-25
		Reviewed By:	SLN Sep-25



No. of stages per cycle	N =	4
Cycle time	C =	130 sec
Sum(y)	Y =	0.456
Loss time	L =	34 sec
Total Flow	=	4864 pcu
Co = (1.5*L+5)/(1-Y)	=	103.0 sec
Cm = L/(1-Y)	=	62.5 sec
Yult	=	0.645
R.C.ult = (Yult-Y)/Y*100%	=	41.3 %
Cp = 0.9*L/(0.9-Y)	=	69.0 sec
Ymax = 1-L/C	=	0.738
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**	**46 %**



Stage 1	G= 39	Int = 9
Stage 2	G= 39	Int = 6
Stage 3	G= 40	Int = 8
Stage 4	G= 14	Int =
Stage 5	G=	Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
10p	1	5	7			
11p	1	11	10			
12p	2,3,4	10	9			
13p	1,3,4	12	10			
14p	2,3,4	5	10			
15p	1	5	10			
16p	2,3	5	6			

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	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 (seconds)
																						20					
1	1	3.00	2	25			4110			503	503	1.00	3877							3877	0.130	0.130		27	40	0.618	42	45
2	1	3.00	2				4110		777		777	0.00	4110							4110	0.189			40	40	0.618	57	37
3	1,4	3.00	1	20		N	1915	235			235	1.00	1781							1781	0.132			28	28	0.618	36	49
8,9	2	3.00	1	10		N	1915	192	139		331	0.58	1762							1762	0.188			40	40	0.618	48	40
8	2	3.00	2				4110		771		771	0.00	4110							4110	0.188			39	40	0.618	57	37
7	2	3.00	2	20			4110			509	509	1.00	3823							3823	0.133	0.133		28	40	0.618	42	45
6	2,3,4	3.00	1	25		N	1915	295			295	1.00	1807							1807	0.163			34	34	0.618	42	43
4,5	3,4	3.00	1	25	O		2055		337	69	406	0.17	1807	36	617					2424	0.168			35	35	0.618	60	41
4	3,4	3.00	1	25	O		2055			289	289	1.00	1722							1722	0.168			35	35	0.618	42	43
10,11	3	3.00	1	20		N	1915	260	91		351	0.74	1814							1814	0.193	0.193		41	41	0.618	48	39
10	3	3.00	1				2055		397		397	0.00	2055							2055	0.193			41	41	0.618	54	38
	4																						14					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

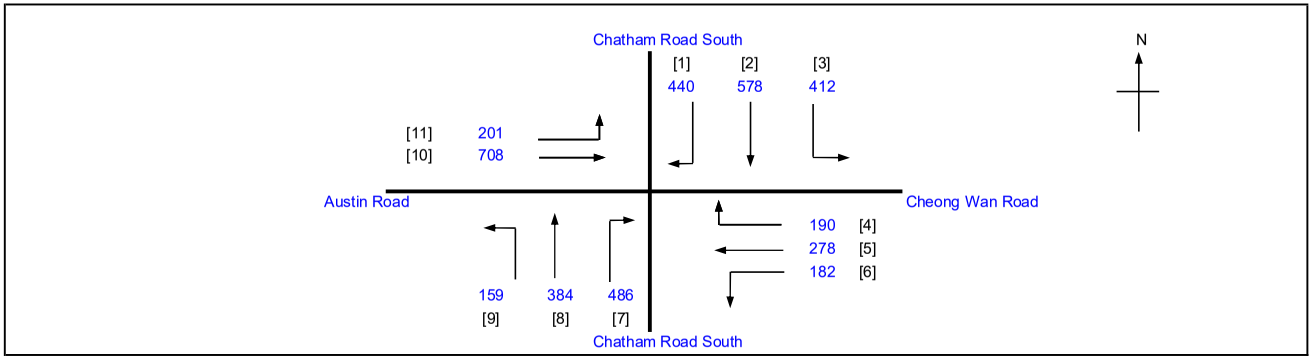
TRAFFIC SIGNAL CALCULATION

		INITIALS	DATE
PROJECT NO.: 41000	Prepared By:	SKL	Sep-25
FILENAME : J3_CRS_AR_CWR.xlsx	Checked By:	SLN	Sep-25
	Reviewed By:	SLN	Sep-25

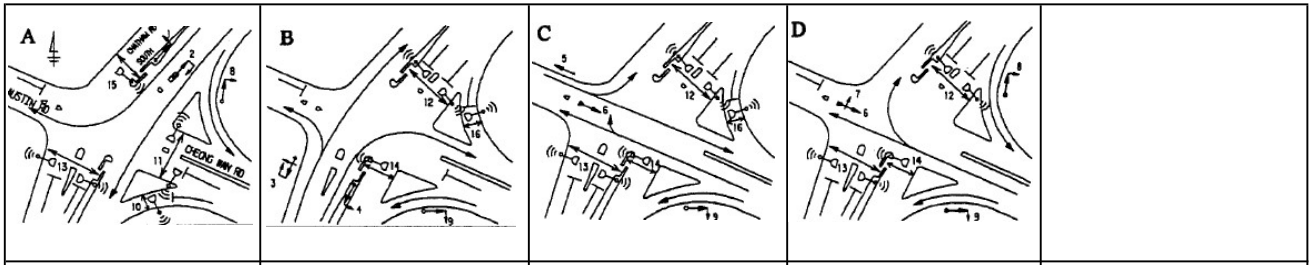
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui

J3 Chatham Road South / Austin Road / Cheong Wan Road

2033 Design AM



No. of stages per cycle		N =	4
Cycle time		C =	130 sec
Sum(y)		Y =	0.474
Loss time		L =	34 sec
Total Flow		=	4018 pcu
Co	= (1.5*L+5)/(1-Y)	=	106.4 sec
Cm	= L/(1-Y)	=	64.6 sec
Yult		=	0.645
R.C.ult	= (Yult-Y)/Y*100%	=	36.2 %
Cp	= 0.9*L/(0.9-Y)	=	71.8 sec
Ymax	= 1-L/C	=	0.738
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**40 %**



Stage 1	G= 28	Int = 9
Stage 2	G= 25	Int = 6
Stage 3	G= 46	Int = 8
Stage 4	G= 14	Int =
Stage 5	G=	Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
10p	1	5	7			
11p	1	11	10			
12p	2,3,4	10	9			
13p	1,3,4	12	10			
14p	2,3,4	5	10			
15p	1	5	10			
16p	2,3	5	6			

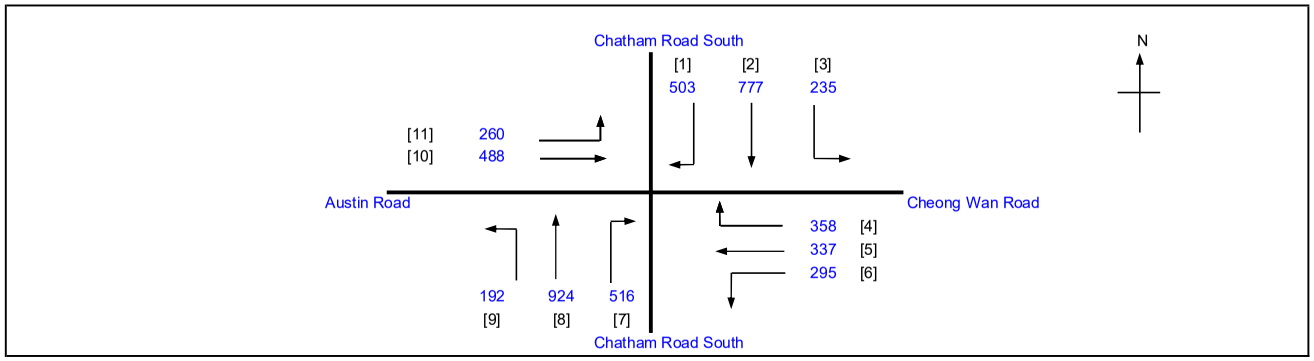
Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																						20					
1	1	3.00	2	25			4110			440	440	1.00	3877							3877	0.113	0.113		23	29	0.641	39	49
2	1	3.00	2				4110		578		578	0.00	4110							4110	0.141			29	29	0.641	48	45
3	1,4	3.00	1	20		N	1915	412			412	1.00	1781							1781	0.231			47	47	0.641	54	36
8,9	2	3.00	1	10		N	1915	159	0		159	1.00	1665							1665	0.095			19	26	0.641	30	59
8	2	3.00	2				4110		384		384	0.00	4110							4110	0.093			19	26	0.641	33	52
7	2	3.00	2	20			4110			486	486	1.00	3823							3823	0.127	0.127		26	26	0.641	42	47
6	2,3,4	3.00	1	25		N	1915	182			182	1.00	1807							1807	0.101			20	20	0.641	30	56
4,5	3,4	3.00	1	25	O		2055		278	14	292	0.05	1820	36	1029					2848	0.103			21	21	0.641	48	52
4	3,4	3.00	1	25	O		2055			176	176	1.00	1722							1722	0.102			21	21	0.641	30	57
10,11	3	3.00	1	20		N	1915	201	230		431	0.47	1850							1850	0.233	0.233		47	47	0.641	54	35
10	3	3.00	1				2055		478		478	0.00	2055							2055	0.233			47	47	0.641	60	35
	4																						14					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

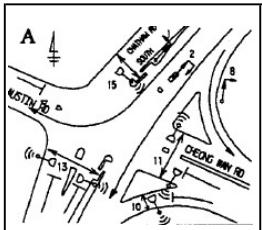
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

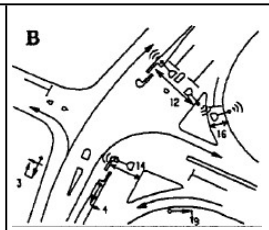
			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2033 Design PM**	PROJECT NO.: 41000	Prepared By:	SKL	Sep-25
		FILENAME : J3_CRS_AR_CWR.xlsx	Checked By:	SLN	Sep-25
J3 Chatham Road South / Austin Road / Cheong Wan Road			Reviewed By:	SLN	Sep-25



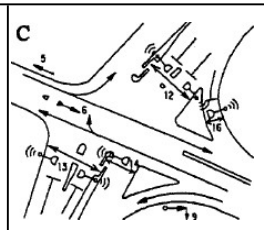
No. of stages per cycle	N =	4
Cycle time	C =	130 sec
Sum(y)	Y =	0.458
Loss time	L =	34 sec
Total Flow	=	4885 pcu
Co = (1.5*L+5)/(1-Y)	=	103.4 sec
Cm = L/(1-Y)	=	62.7 sec
Yult	=	0.645
R.C.ult = (Yult-Y)/Y*100%	=	40.8 %
Cp = 0.9*L/(0.9-Y)	=	69.3 sec
Ymax = 1-L/C	=	0.738
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**	**45 %**



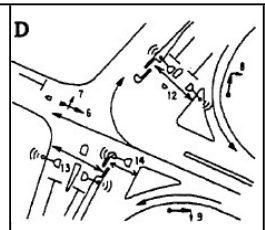
Stage 1 G= 39 Int = 9



Stage 2 G= 39 Int = 6



Stage 3 G= 40 Int = 8



Stage 4 G= 14 Int =

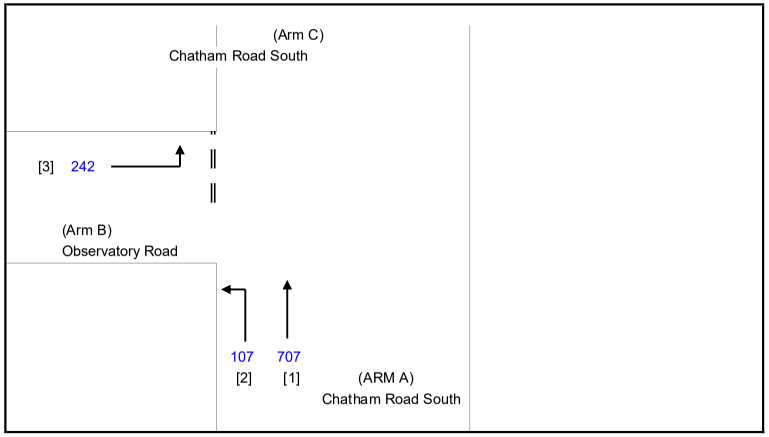
Stage 5 G= Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
10p	1	5	7			
11p	1	11	10			
12p	2,3,4	10	9			
13p	1,3,4	12	10			
14p	2,3,4	5	10			
15p	1	5	10			
16p	2,3	5	6			

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	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 (seconds)
																						20					
1	1	3.00	2	25			4110			503	503	1.00	3877							3877	0.130	0.130		27	40	0.620	42	45
2	1	3.00	2				4110		777		777	0.00	4110							4110	0.189			40	40	0.620	57	37
3	1,4	3.00	1	20		N	1915	235			235	1.00	1781							1781	0.132			28	28	0.620	36	49
8,9	2	3.00	1	10		N	1915	192	144		336	0.57	1764							1764	0.190			40	40	0.620	48	40
8	2	3.00	2				4110		780		780	0.00	4110							4110	0.190			40	40	0.620	57	37
7	2	3.00	2	20			4110			516	516	1.00	3823							3823	0.135	0.135		28	40	0.620	42	45
6	2,3,4	3.00	1	25		N	1915	295			295	1.00	1807							1807	0.163			34	34	0.620	42	44
4,5	3,4	3.00	1	25	O		2055		337	69	406	0.17	1807	36	617					2424	0.168			35	35	0.620	60	41
4	3,4	3.00	1	25	O		2055			289	289	1.00	1722							1722	0.168			35	35	0.620	42	43
10,11	3	3.00	1	20		N	1915	260	91		351	0.74	1814							1814	0.193	0.193		41	41	0.620	48	39
10	3	3.00	1				2055		397		397	0.00	2055							2055	0.193			40	41	0.620	54	39
	4																						14					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2033 Reference AM**	PROJECT NO.: 41000	PREPARED BY:	SKL	Sep-25
		FILENAME : J4_CRS_OR.:	CHECKED BY:	SLN	Sep-25
J4 Chatham Road South / Observatory Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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	=	10.50	(metres)
W cr	=	0	(metres)
q a-b	=	107	(pcu/hr)
q a-c	=	707	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	4.70	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	37	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	242	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53322
E	=	1.01663
F	=	0.58595
Y	=	0.63775
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

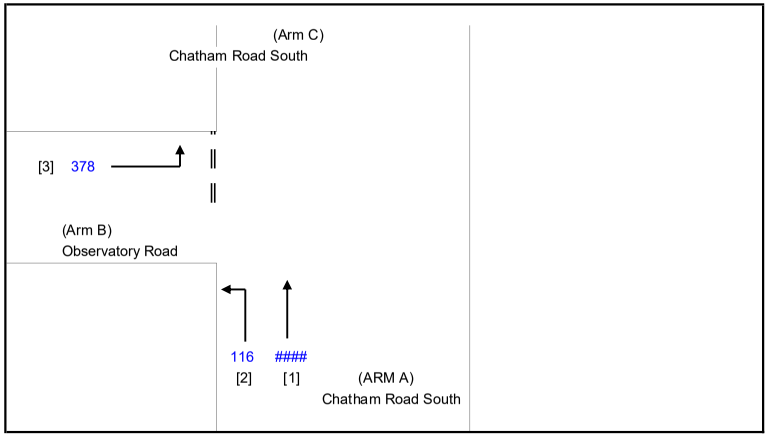
Q b-a	=	242		
Q b-c	=	581	Q b-c (O) =	581
Q c-b	=	326		
Q b-ac	=	581		
TOTAL FLOW	=	1056	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.4165
DFC c-b	=	0.0000
DFC b-c (share lane)	=	0.4165

CRITICAL DFC = 0.42

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2033 Reference PM**	PROJECT NO.: 41000	PREPARED BY:	SKL	Sep-25
		FILENAME : J4_CRS_OR.	CHECKED BY:	SLN	Sep-25
J4 Chatham Road South / Observatory Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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	=	10.50	(metres)
W cr	=	0	(metres)
q a-b	=	116	(pcu/hr)
q a-c	=	1018	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	4.70	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	37	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	378	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53322
E	=	1.01663
F	=	0.58595
Y	=	0.63775
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

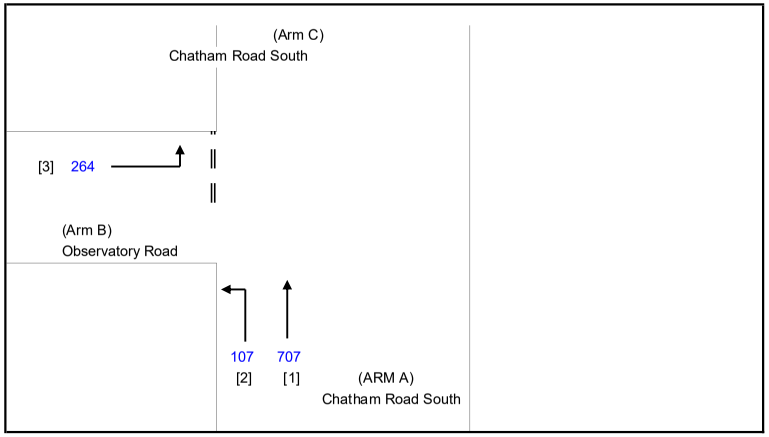
Q b-a	=	203			
Q b-c	=	506	Q b-c (O) =	506	
Q c-b	=	282			
Q b-ac	=	506			
TOTAL FLOW	=	1512	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.7470
DFC c-b	=	0.0000
DFC b-c (share lane)	=	0.7470

CRITICAL DFC = 0.75

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2033 Design AM**	PROJECT NO.: 41000	PREPARED BY:	SKL	Sep-25
		FILENAME : J4_CRS_OR.:	CHECKED BY:	SLN	Sep-25
J4 Chatham Road South / Observatory Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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	=	10.50	(metres)
W cr	=	0	(metres)
q a-b	=	107	(pcu/hr)
q a-c	=	707	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	4.70	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	37	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	264	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53322
E	=	1.01663
F	=	0.58595
Y	=	0.63775
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

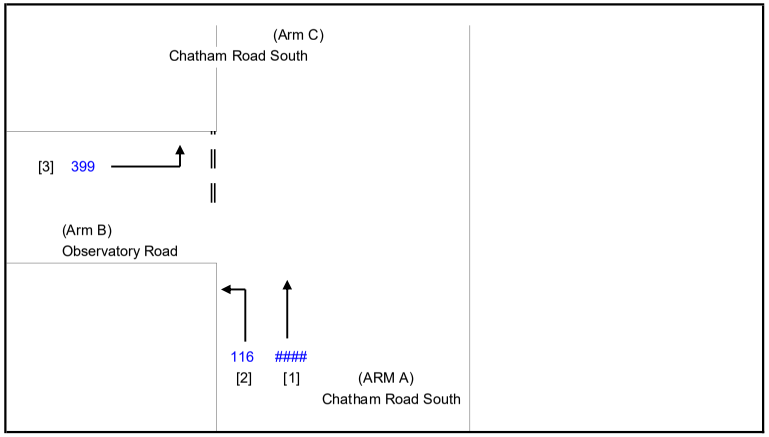
Q b-a	=	242		
Q b-c	=	581	Q b-c (O) =	581
Q c-b	=	326		
Q b-ac	=	581		
TOTAL FLOW	=	1078	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.4544
DFC c-b	=	0.0000
DFC b-c (share lane)	=	0.4544

CRITICAL DFC = 0.45

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2033 Design PM**	PROJECT NO.: 41000	PREPARED BY:	SKL	Sep-25
		FILENAME : J4_CRS_OR.:	CHECKED BY:	SLN	Sep-25
J4 Chatham Road South / Observatory Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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	=	10.50	(metres)
W cr	=	0	(metres)
q a-b	=	116	(pcu/hr)
q a-c	=	1018	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	4.70	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	37	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	399	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53322
E	=	1.01663
F	=	0.58595
Y	=	0.63775
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

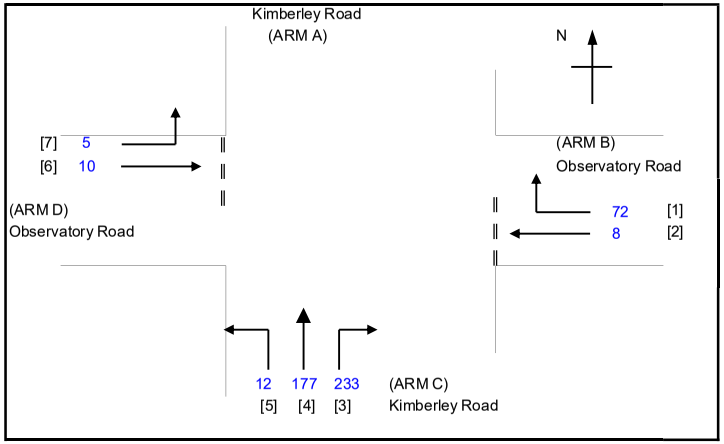
Q b-a	=	203			
Q b-c	=	506	Q b-c (O) =	506	
Q c-b	=	282			
Q b-ac	=	506			
TOTAL FLOW	=	1533	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.7885
DFC c-b	=	0.0000
DFC b-c (share lane)	=	0.7885

CRITICAL DFC = 0.79

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2033 Reference AM**	PROJECT NO.: 41000	PREPARED BY:	SKL	Sep-25
		FILENAME : J5_KR_OR.xlsx	CHECKED BY:	SLN	Sep-25
J5 Kimberley Road / Observatory Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	7.4	(metres)		
W cr	=	0	(metres)	Y =	0.745

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-d	=	0.00	(metres)	W c-b =	3.10	(metres)	
Vr a-d	=	0	(metres)	Vr c-b =	22	(metres)	
q a-b	=	0	(pcu/hr)	q c-a =	177	(pcu/hr)	
q a-c	=	0	(pcu/hr)	q c-b =	233	(pcu/hr)	
q a-d	=	0	(pcu/hr)	q c-d =	12	(pcu/hr)	

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	5.00	(metres)	W d-c =	0.00	(metres)	
W b-c	=	0.00	(metres)	W d-a =	3.00	(metres)	
Vl b-a	=	23	(metres)	Vl d-c =	0	(metres)	
Vr b-a	=	100	(metres)	Vr d-c =	0	(metres)	
Vr b-c	=	0	(metres)	Vr d-a =	23	(metres)	
q b-a	=	72	(pcu/hr)	q d-c =	0	(pcu/hr)	
q b-c	=	0	(pcu/hr)	q d-a =	5	(pcu/hr)	
q b-d	=	8	(pcu/hr)	q d-b =	10	(pcu/hr)	

GEOMETRIC FACTORS :

X b	=	1.022	X a	=	0.586
X c	=	0.865	X d	=	0.533
Z b	=	0.586	Z d	=	0.857
M b	=	0.541	M d	=	0.780

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.2687		r d-c	=	0.000	
ql b-d	=	5.0746	(pcu/hr)	ql d-b	=	5	(pcu/hr)
qr b-d	=	2.9254	(pcu/hr)	qr d-b	=	5	(pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	514	(pcu/hr)	Q d-c	=	268	(pcu/hr)
Q b-c	=	407	(pcu/hr)	Q d-a	=	596	(pcu/hr)
Q c-b	=	644	(pcu/hr)	Q a-d	=	354	(pcu/hr)
Ql b-d	=	273	(pcu/hr)	Ql d-b	=	401	(pcu/hr)
Qr b-d	=	516	(pcu/hr)	Qr d-b	=	274	(pcu/hr)
Q b-acd	=	514	(pcu/hr)	Q d-abc	=	328	(pcu/hr)

TOTAL FLOW = 517 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1401
DFC b-c	=	0.0000
DFC c-b	=	0.3618
DFCl b-d	=	0.0186
DFCr b-d	=	0.0057
DFC d-c	=	0.0000
DFC d-a	=	0.0084
DFC a-d	=	0.0000
DFCl d-b	=	0.0125
DFCr d-b	=	0.0182
DFC b-acd (shared lane)	=	0.1556
DFC d-abc (shared lane)	=	0.0457

CRITICAL DFC = 0.36

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
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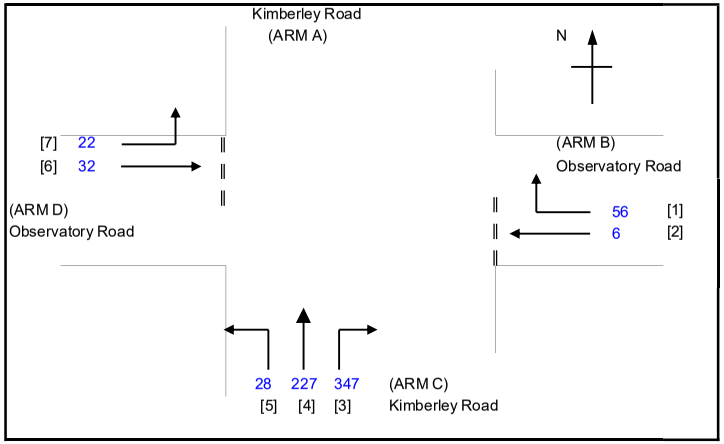
		FILENAME : J5_KR_OR.xlsx	CHECKED BY:	SLN	Sep-25
J5 Kimberley Road / Observatory Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	7.4	(metres)		
W cr	=	0	(metres)	Y =	0.745

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-d	=	0.00	(metres)	W c-b =	3.10	(metres)	
Vr a-d	=	0	(metres)	Vr c-b =	22	(metres)	
q a-b	=	0	(pcu/hr)	q c-a =	227	(pcu/hr)	
q a-c	=	0	(pcu/hr)	q c-b =	347	(pcu/hr)	
q a-d	=	0	(pcu/hr)	q c-d =	28	(pcu/hr)	

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	5.00	(metres)	W d-c =	0.00	(metres)	
W b-c	=	0.00	(metres)	W d-a =	3.00	(metres)	
Vl b-a	=	23	(metres)	Vl d-c =	0	(metres)	
Vr b-a	=	100	(metres)	Vr d-c =	0	(metres)	
Vr b-c	=	0	(metres)	Vr d-a =	23	(metres)	
q b-a	=	56	(pcu/hr)	q d-c =	0	(pcu/hr)	
q b-c	=	0	(pcu/hr)	q d-a =	22	(pcu/hr)	
q b-d	=	6	(pcu/hr)	q d-b =	32	(pcu/hr)	

GEOMETRIC FACTORS :

X b	=	1.022	X a	=	0.586
X c	=	0.865	X d	=	0.533
Z b	=	0.586	Z d	=	0.857
M b	=	0.541	M d	=	0.780

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.2286		r d-c	=	0.000	
ql b-d	=	3.6857	(pcu/hr)	ql d-b	=	16	(pcu/hr)
qr b-d	=	2.3143	(pcu/hr)	qr d-b	=	16	(pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	449	(pcu/hr)	Q d-c	=	245	(pcu/hr)
Q b-c	=	412	(pcu/hr)	Q d-a	=	583	(pcu/hr)
Q c-b	=	644	(pcu/hr)	Q a-d	=	317	(pcu/hr)
Ql b-d	=	243	(pcu/hr)	Ql d-b	=	365	(pcu/hr)
Qr b-d	=	459	(pcu/hr)	Qr d-b	=	250	(pcu/hr)
Q b-acd	=	449	(pcu/hr)	Q d-abc	=	321	(pcu/hr)

TOTAL FLOW = 718 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1247
DFC b-c	=	0.0000
DFC c-b	=	0.5388
DFCl b-d	=	0.0152
DFCr b-d	=	0.0050
DFC d-c	=	0.0000
DFC d-a	=	0.0377
DFC a-d	=	0.0000
DFCl d-b	=	0.0438
DFCr d-b	=	0.0640
DFC b-acd (shared lane)	=	0.1381
DFC d-abc (shared lane)	=	0.1683

CRITICAL DFC = 0.54

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
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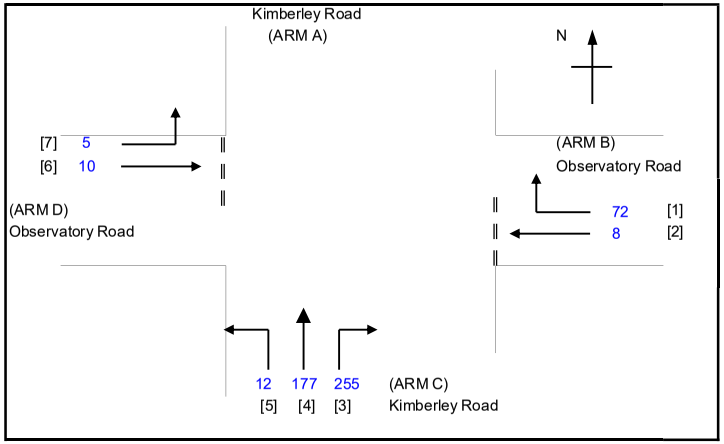
		FILENAME : J5_KR_OR.xlsx	CHECKED BY:	SLN	Sep-25
J5 Kimberley Road / Observatory Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	7.4	(metres)		
W cr	=	0	(metres)	Y =	0.745

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-d	=	0.00	(metres)	W c-b	=	3.10	(metres)
Vr a-d	=	0	(metres)	Vr c-b	=	22	(metres)
q a-b	=	0	(pcu/hr)	q c-a	=	177	(pcu/hr)
q a-c	=	0	(pcu/hr)	q c-b	=	255	(pcu/hr)
q a-d	=	0	(pcu/hr)	q c-d	=	12	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	5.00	(metres)	W d-c	=	0.00	(metres)
W b-c	=	0.00	(metres)	W d-a	=	3.00	(metres)
Vl b-a	=	23	(metres)	Vl d-c	=	0	(metres)
Vr b-a	=	100	(metres)	Vr d-c	=	0	(metres)
Vr b-c	=	0	(metres)	Vr d-a	=	23	(metres)
q b-a	=	72	(pcu/hr)	q d-c	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)	q d-a	=	5	(pcu/hr)
q b-d	=	8	(pcu/hr)	q d-b	=	10	(pcu/hr)

GEOMETRIC FACTORS :

X b	=	1.022	X a	=	0.586
X c	=	0.865	X d	=	0.533
Z b	=	0.586	Z d	=	0.857
M b	=	0.541	M d	=	0.780

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.2717		r d-c	=	0.000	
ql b-d	=	5.0868	(pcu/hr)	ql d-b	=	5	(pcu/hr)
qr b-d	=	2.9132	(pcu/hr)	qr d-b	=	5	(pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	505	(pcu/hr)	Q d-c	=	265	(pcu/hr)
Q b-c	=	407	(pcu/hr)	Q d-a	=	596	(pcu/hr)
Q c-b	=	644	(pcu/hr)	Q a-d	=	349	(pcu/hr)
Ql b-d	=	268	(pcu/hr)	Ql d-b	=	397	(pcu/hr)
Qr b-d	=	507	(pcu/hr)	Qr d-b	=	271	(pcu/hr)
Q b-acd	=	505	(pcu/hr)	Q d-abc	=	325	(pcu/hr)

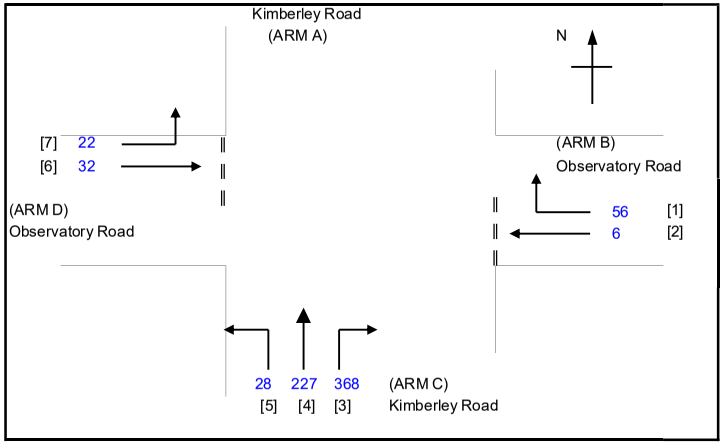
TOTAL FLOW = 539 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1426
DFC b-c	=	0.0000
DFC c-b	=	0.3960
DFCl b-d	=	0.0190
DFCr b-d	=	0.0057
DFC d-c	=	0.0000
DFC d-a	=	0.0084
DFC a-d	=	0.0000
DFCl d-b	=	0.0126
DFCr d-b	=	0.0185
DFC b-acd (shared lane)	=	0.1584
DFC d-abc (shared lane)	=	0.0461

CRITICAL DFC = 0.40

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2033 Design PM**	PROJECT NO.: 41000	PREPARED BY:	SKL	Sep-25
		FILENAME : J5_KR_OR.xlsx	CHECKED BY:	SLN	Sep-25
J5 Kimberley Road / Observatory Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	7.4	(metres)		
W cr	=	0	(metres)	Y =	0.745

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-d	=	0.00	(metres)	W c-b =	3.10	(metres)	
Vr a-d	=	0	(metres)	Vr c-b =	22	(metres)	
q a-b	=	0	(pcu/hr)	q c-a =	227	(pcu/hr)	
q a-c	=	0	(pcu/hr)	q c-b =	368	(pcu/hr)	
q a-d	=	0	(pcu/hr)	q c-d =	28	(pcu/hr)	

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	5.00	(metres)	W d-c =	0.00	(metres)	
W b-c	=	0.00	(metres)	W d-a =	3.00	(metres)	
Vl b-a	=	23	(metres)	Vl d-c =	0	(metres)	
Vr b-a	=	100	(metres)	Vr d-c =	0	(metres)	
Vr b-c	=	0	(metres)	Vr d-a =	23	(metres)	
q b-a	=	56	(pcu/hr)	q d-c =	0	(pcu/hr)	
q b-c	=	0	(pcu/hr)	q d-a =	22	(pcu/hr)	
q b-d	=	6	(pcu/hr)	q d-b =	32	(pcu/hr)	

GEOMETRIC FACTORS :

X b	=	1.022	X a	=	0.586
X c	=	0.865	X d	=	0.533
Z b	=	0.586	Z d	=	0.857
M b	=	0.541	M d	=	0.780

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.2314		r d-c	=	0.000	
ql b-d	=	3.6942	(pcu/hr)	ql d-b	=	16	(pcu/hr)
qr b-d	=	2.3058	(pcu/hr)	qr d-b	=	16	(pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	441	(pcu/hr)	Q d-c	=	242	(pcu/hr)
Q b-c	=	411	(pcu/hr)	Q d-a	=	583	(pcu/hr)
Q c-b	=	644	(pcu/hr)	Q a-d	=	313	(pcu/hr)
Ql b-d	=	239	(pcu/hr)	Ql d-b	=	361	(pcu/hr)
Qr b-d	=	451	(pcu/hr)	Qr d-b	=	247	(pcu/hr)
Q b-acd	=	441	(pcu/hr)	Q d-abc	=	318	(pcu/hr)

TOTAL FLOW = 739 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

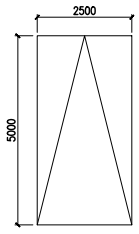
DFC b-a	=	0.1270
DFC b-c	=	0.0000
DFC c-b	=	0.5714
DFCl b-d	=	0.0155
DFCr b-d	=	0.0051
DFC d-c	=	0.0000
DFC d-a	=	0.0377
DFC a-d	=	0.0000
DFCl d-b	=	0.0443
DFCr d-b	=	0.0648
DFC b-acd (shared lane)	=	0.1406
DFC d-abc (shared lane)	=	0.1700

CRITICAL DFC = 0.57

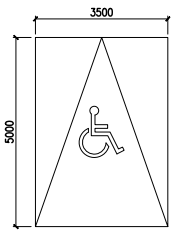
Appendix C

Car Park Layout Plan

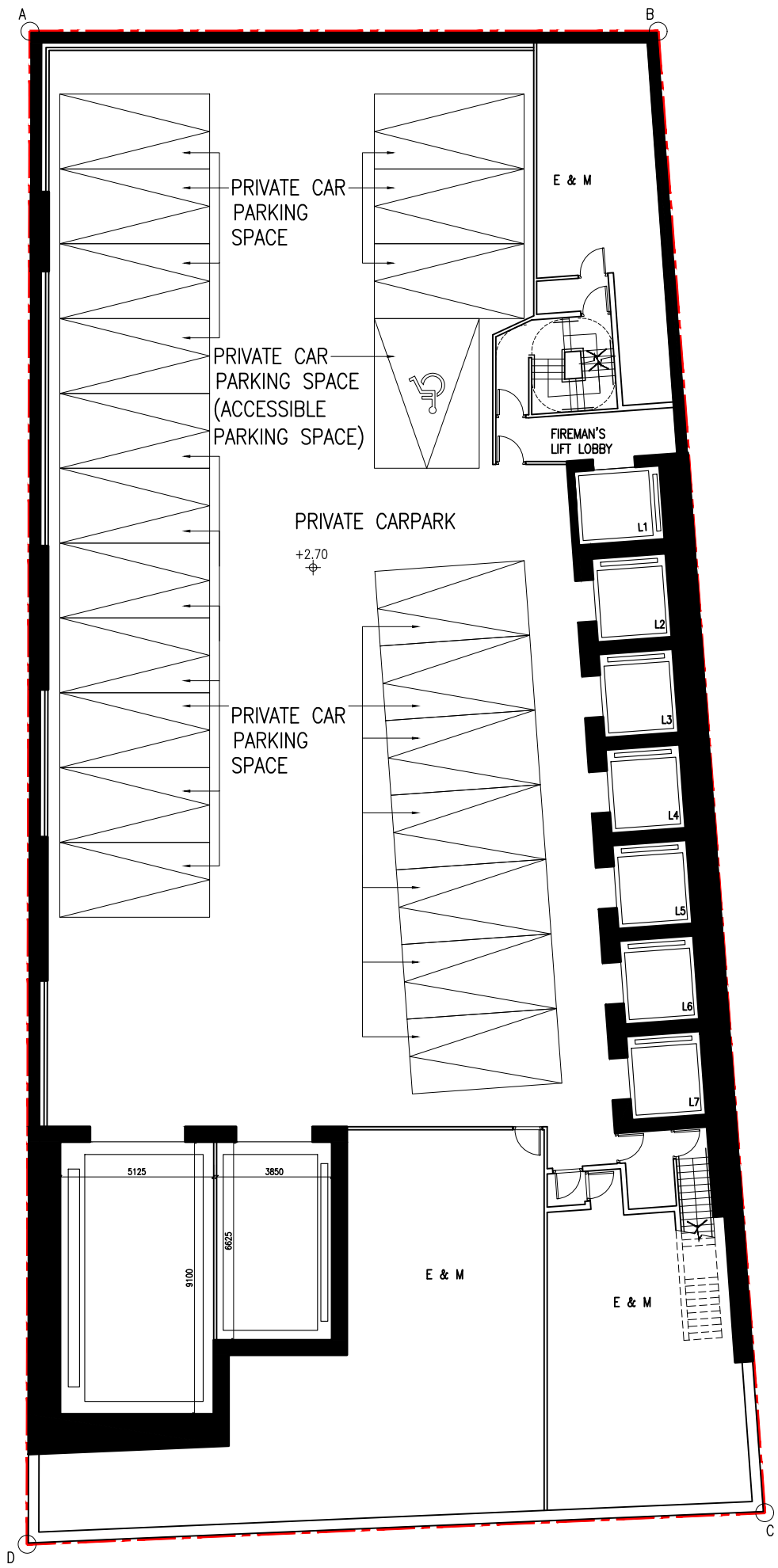
LEGEND:



PRIVATE CAR PARKING SPACE



PRIVATE CAR PARKING SPACE (ACCESSIBLE PARKING SPACE)



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

0 1 2 5 10M

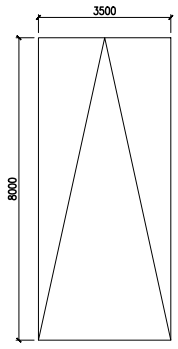
N

P&T Architects Limited
巴馬丹拿建築師有限公司
www.p-t-group.com T: 852-2575 6575

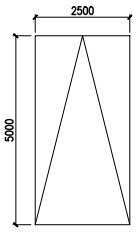
DRAWING / 圖名
B2 FLOOR PLAN

DRAWING NUMBER / 圖號
SK-02

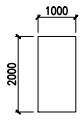
LEGEND:



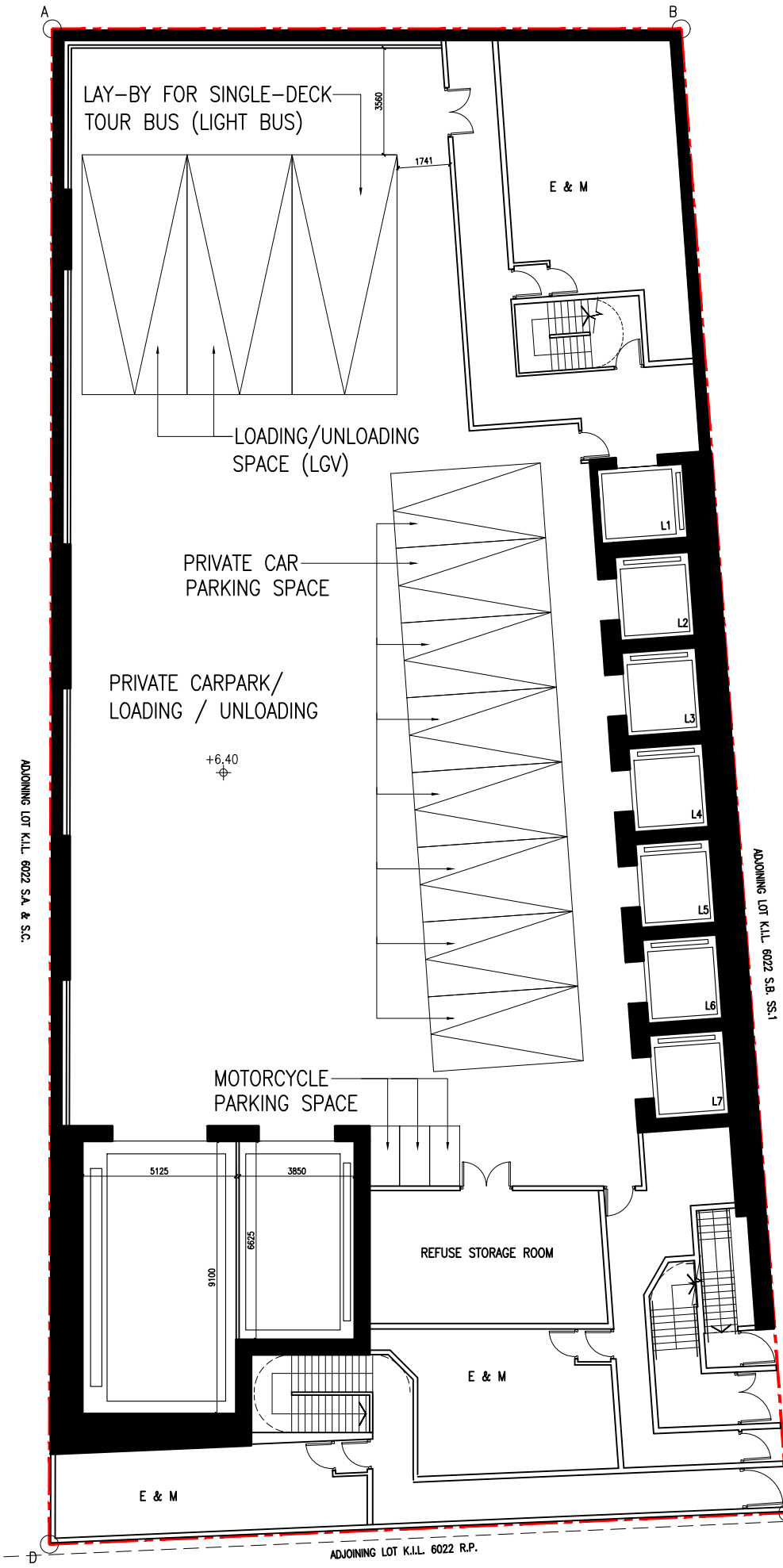
LOADING/UNLOADING SPACE (LGV) / LAY-BY FOR SINGLE-DECK TOUR BUS (LIGHT BUS)



PRIVATE CAR PARKING SPACE



MOTORCYCLE PARKING SPACE



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

0 1 2 5 10M

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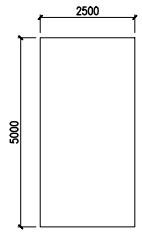
P&T Architects Limited
巴馬丹拿建築師有限公司
www.p-t-group.com T: 852-2575 6575

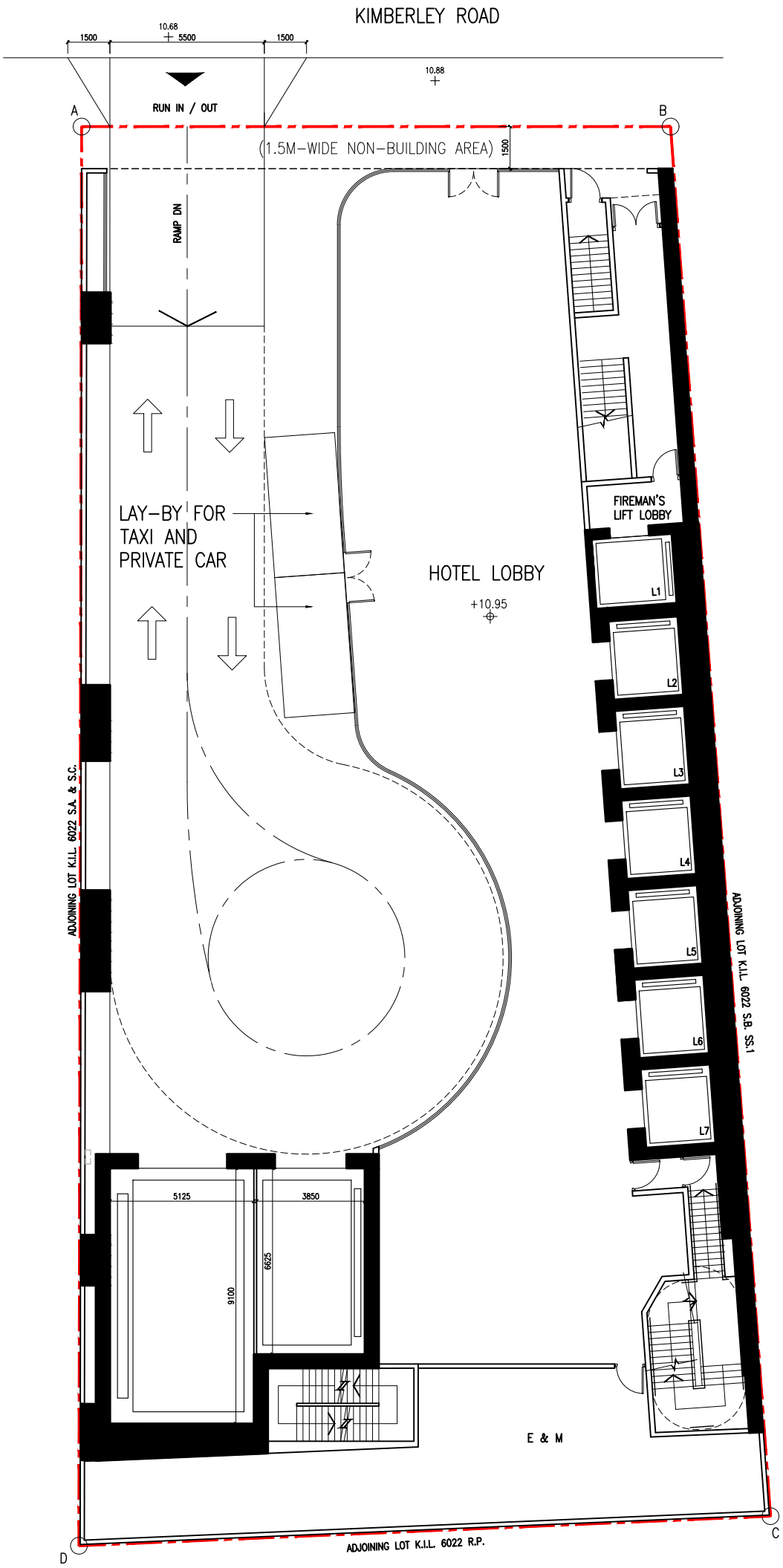
DRAWING / 圖名
B1 FLOOR PLAN

DRAWING NUMBER / 圖號
SK-03

LEGEND:



LAY–BY FOR TAXI
AND PRIVATE CAR



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

0 1 2 5 10M

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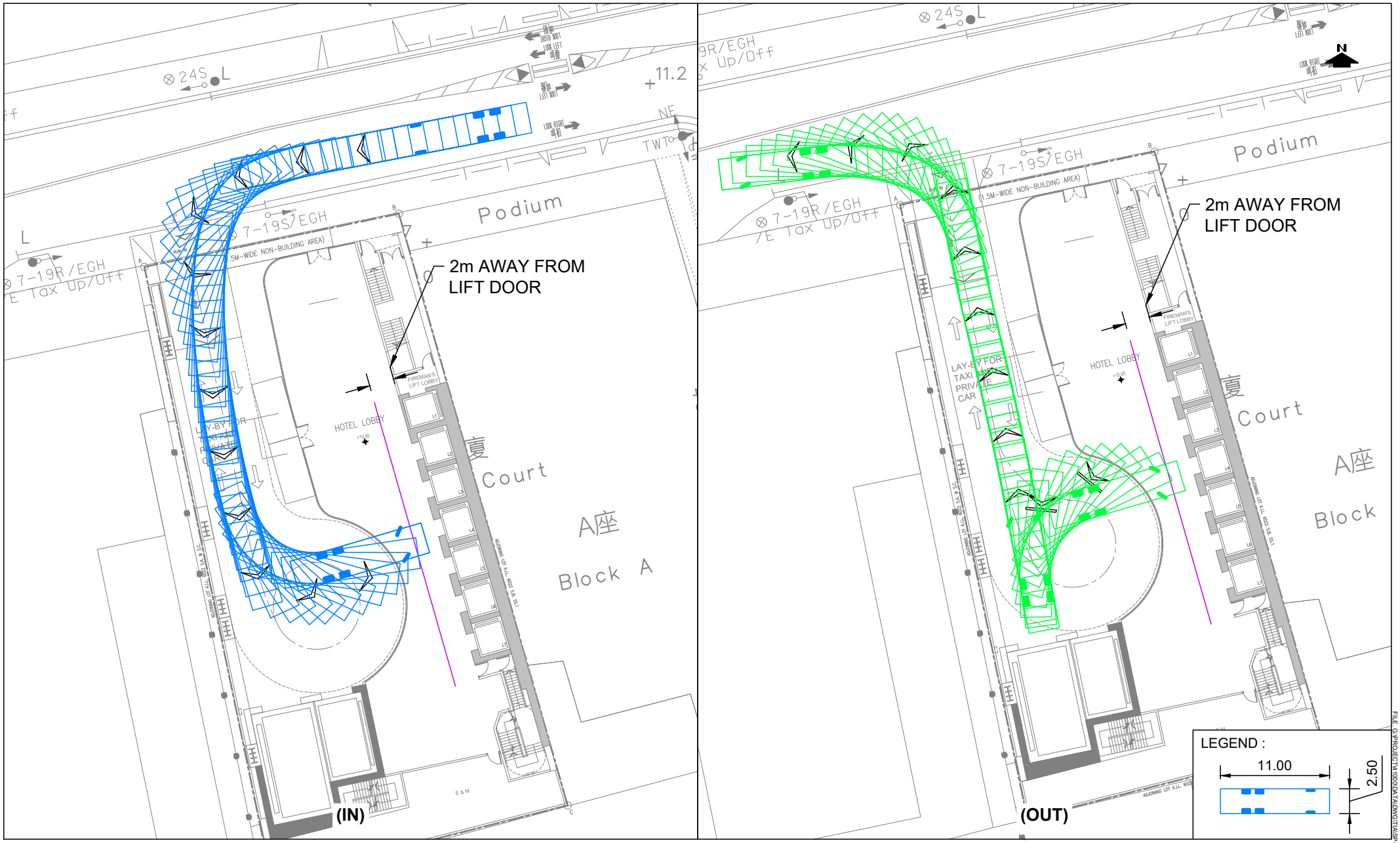
DRAWING / 圖名
GROUND FLOOR PLAN

DRAWING NUMBER / 圖號
SK–04

Appendix D

Swept Path Analysis

– To Demonstrate HGV Cannot Make a 3-point Turn Within the Site



SWEPT PATH ANALYSIS - HGV (G/F)

(SCALE 1:400 @ A4)

FILE. G:\PROJECT\41000\DATA\DWG\TIA\SP-A.DWG PLOT SCALE : 1 = 1

Appendix E

Car Lift Assessment

APPENDIX E - CAR LIFT ANALYSIS

Proposed New Non-domestic Building at 16 Kimberley Road, Tsim Sha Tsui

1. Carpark Spaces Arrangement

No. of Carlift					[n]	=	2	
No. of Parking Space(s) & Waiting Spaces(s)								
G/F	(+10.845m)	=	0	waiting spaces(s)				
B1/F	(+6.295m)	=	0	waiting spaces(s)	+	14	parking space(s)	
B2/F	(+2.595m)	=	0	waiting spaces(s)	+	22	parking space(s)	
				Total	**=**	**36**	**parking spaces(s)**	

2. Arrival Rate Estimate

Peak Hour Arrival Rate	=	25	**veh/hr**
Peak Hour Arrival Rate - Car Park Oriented	=	10	**veh/hr**
(40% of the Peak Hour Arrival Rate)			
Peak 15-minute Arrival Rate - Car Park Oriented	[λ] =	5	**veh/15-min**
(50% of the Peak Hour Arrival Rate - Car Park Oriented)			

3. Estimate of Round Trip Time of Car Lift

Level Difference between G/F and parking floor (Weighted Average)	=	6.8	m
Travelling Speed of the Car Lift	=	0.5	m/s
Weighted Average Travelling Time from G/F	=	13.6	s
Door Open	=	8.0	s
Vehicle Out	=	8.0	s
Vehicle Enters	=	8.0	s
Safety Buffer	=	5.0	s
Door Close	=	8.0	s
Weighted Average Travelling Time from G/F	=	13.6	s
Door Open	=	8.0	s
Vehicle Out	=	8.0	s
Vehicle Enters	=	8.0	s
Safety Buffer	=	5.0	s
Door Close	=	8.0	s
Weight Average Travelling Time to G/F	=	13.6	s
Round Trip Time	=	101.2	s
Total Round Trip Time	[1/μ] =	**102.0**	**s**

4. Estimated Average Servicing Rate

Average Servicing Rate per Carlift	[μ] =	900s / 102	
	=	8.82	veh/15-min
With 2 car lifts available, (M/M/N) model is used.			
Peak 15-minute Arrival Rate - Car Park Oriented	[λ] =	5.00	veh/15-min
Traffic Intensity	[ρ = λ/μ] =	5.00 / 8.82	
	=	0.5667	

5. Estimated Average Servicing Rate

	P(x=n)
Probability of no vehicle in the system,	= 0.5584
Probability of one car lift in use,	= 0.3165
Probability of two car lifts in use,	= 0.0897
Probability of two car lifts in use & waiting space is in use,	= 0.0254

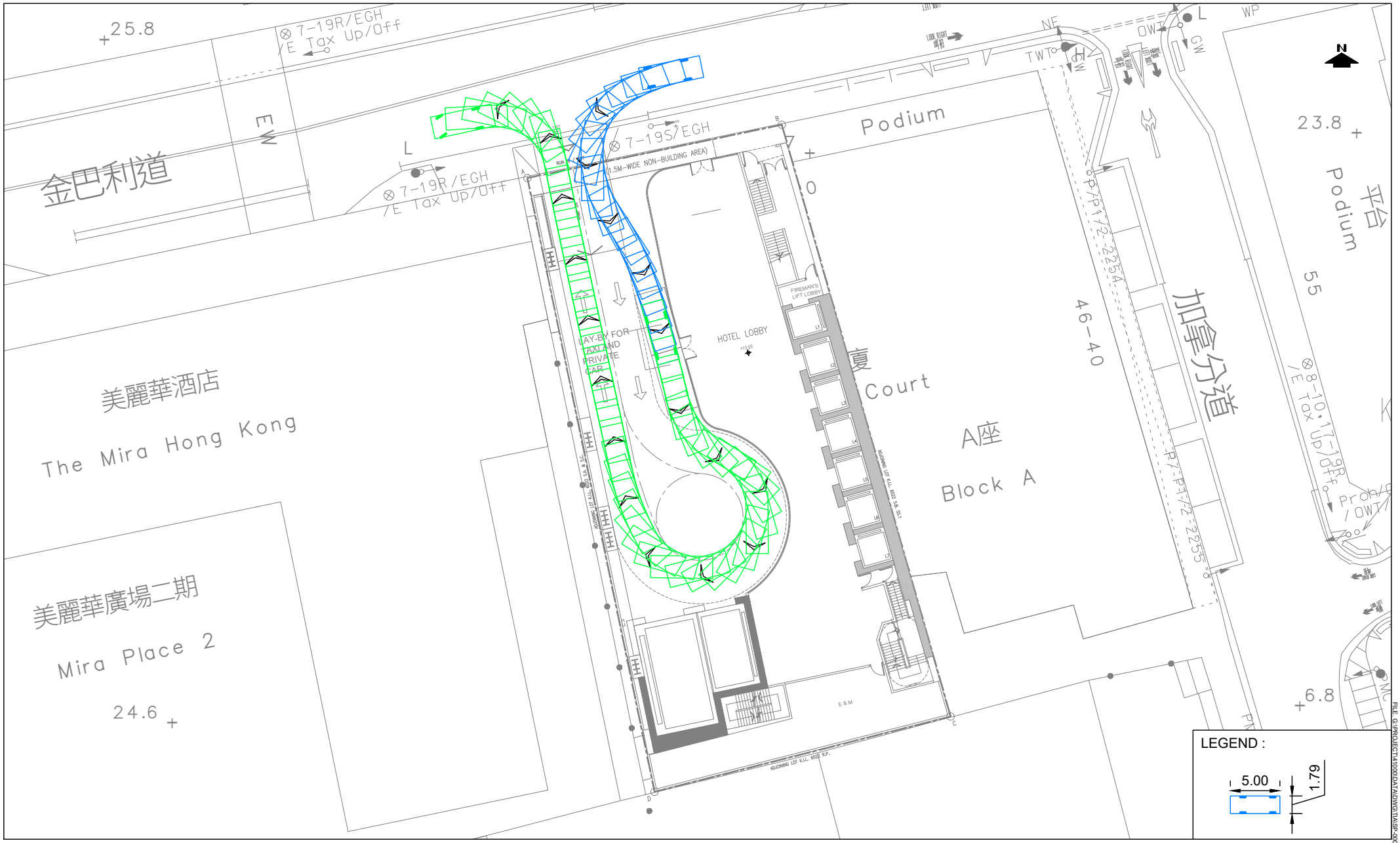
Sum of P(x<=n) = 0.5584 + 0.3165 + 0.0897 + 0.0254 = = 0.9900

The chances that car park traffic will queue up on public road is less than = 1 - 0.9900 = **1.0%**

Appendix F

Swept Path Analysis

– To Demonstrate the Feasibility of Vehicles Manoeuvring Within the Site



SWEPT PATH ANALYSIS - PC (G/F) (1 OF 2)

(SCALE 1:400 @ A4)

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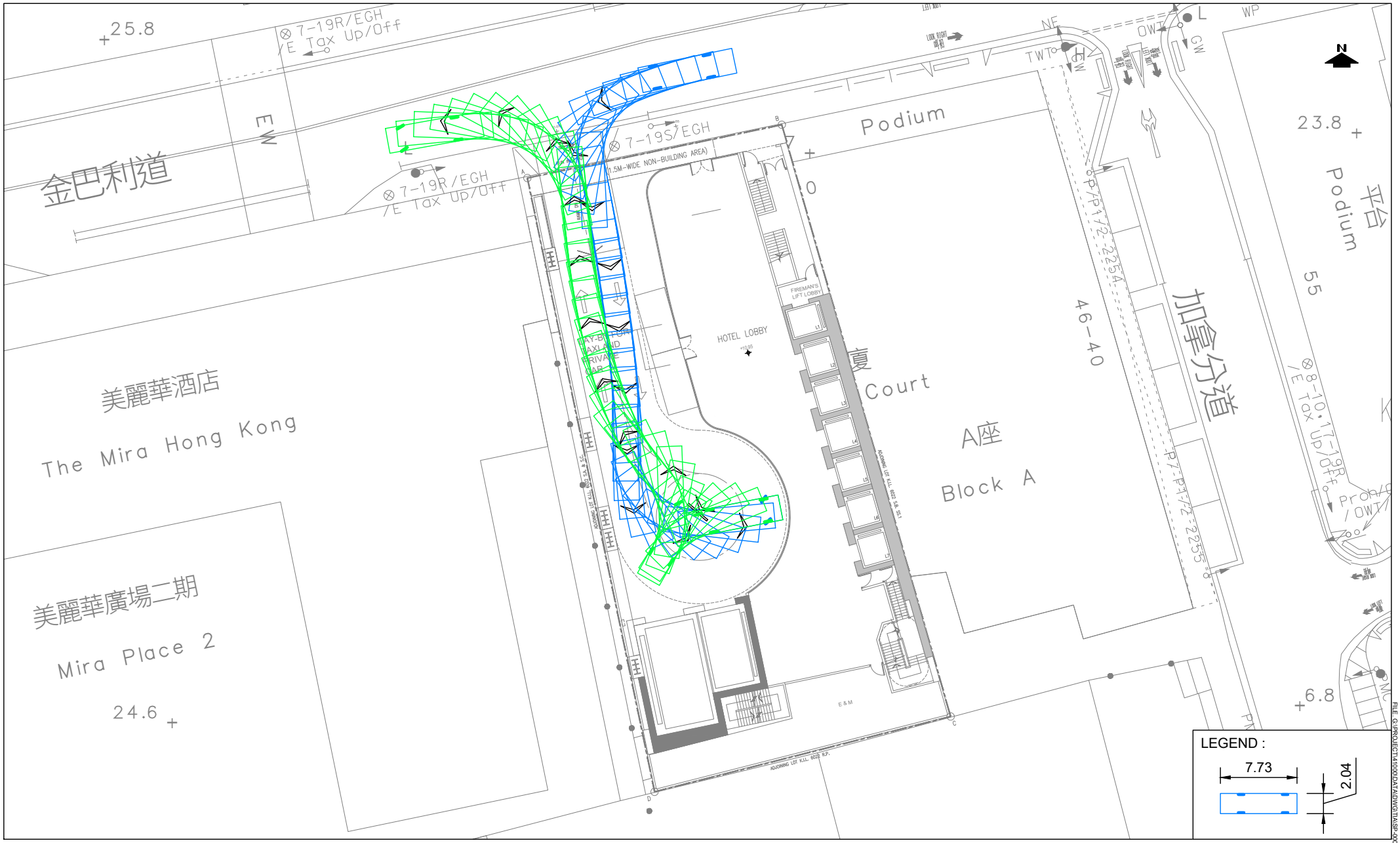

SWEPT PATH ANALYSIS - 28 SEATERS (G/F) (2 OF 2)

(SCALE 1:400 @ A4)

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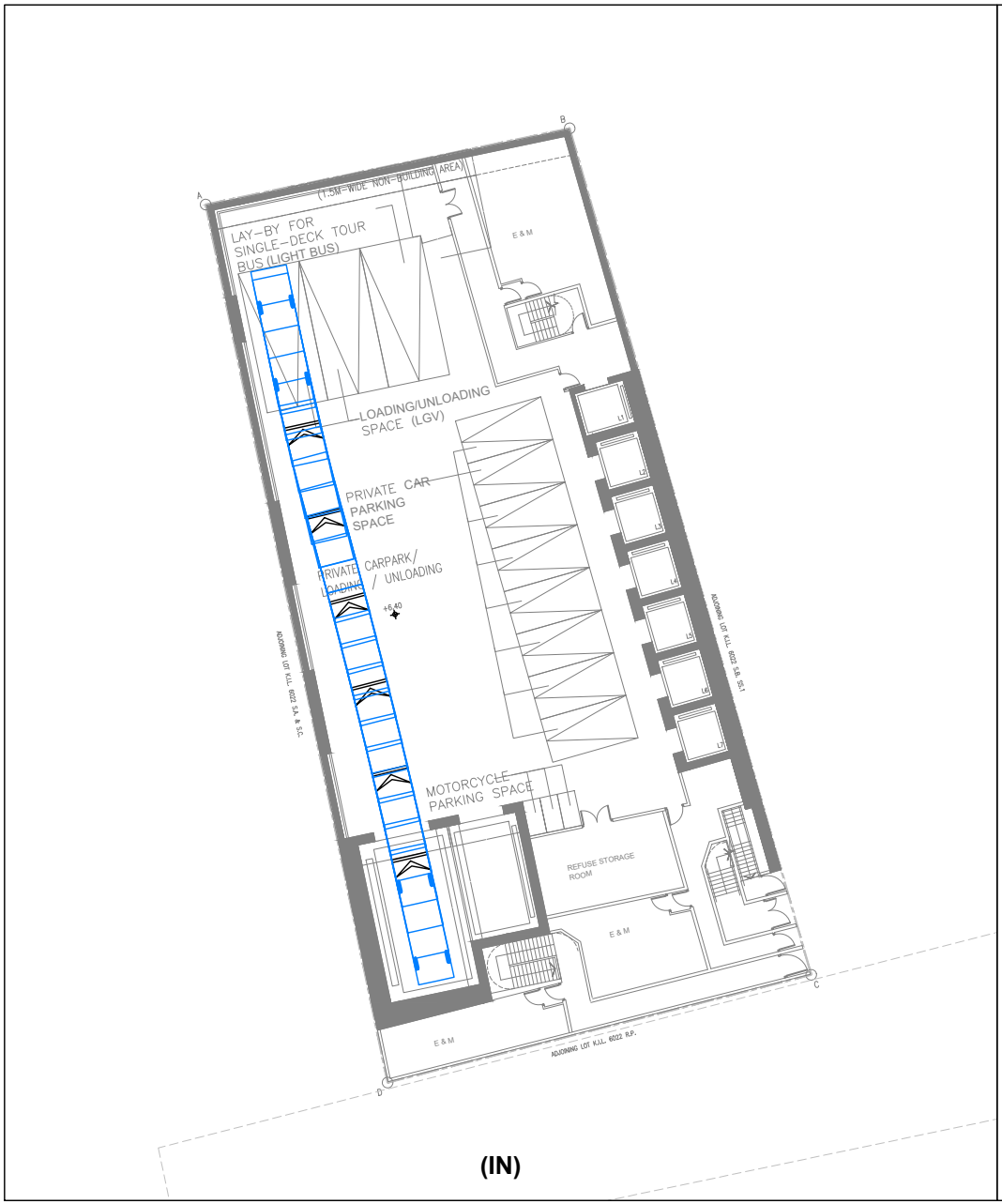

(IN)

(OUT)

SWEPT PATH ANALYSIS - 28 SEATERS (B1/F)

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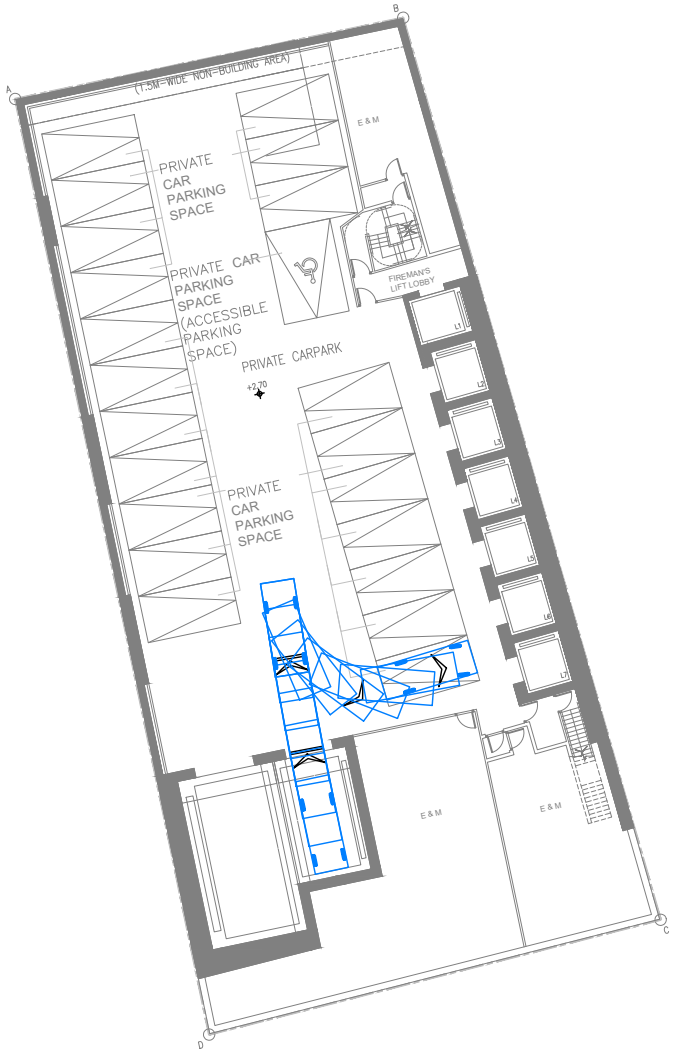

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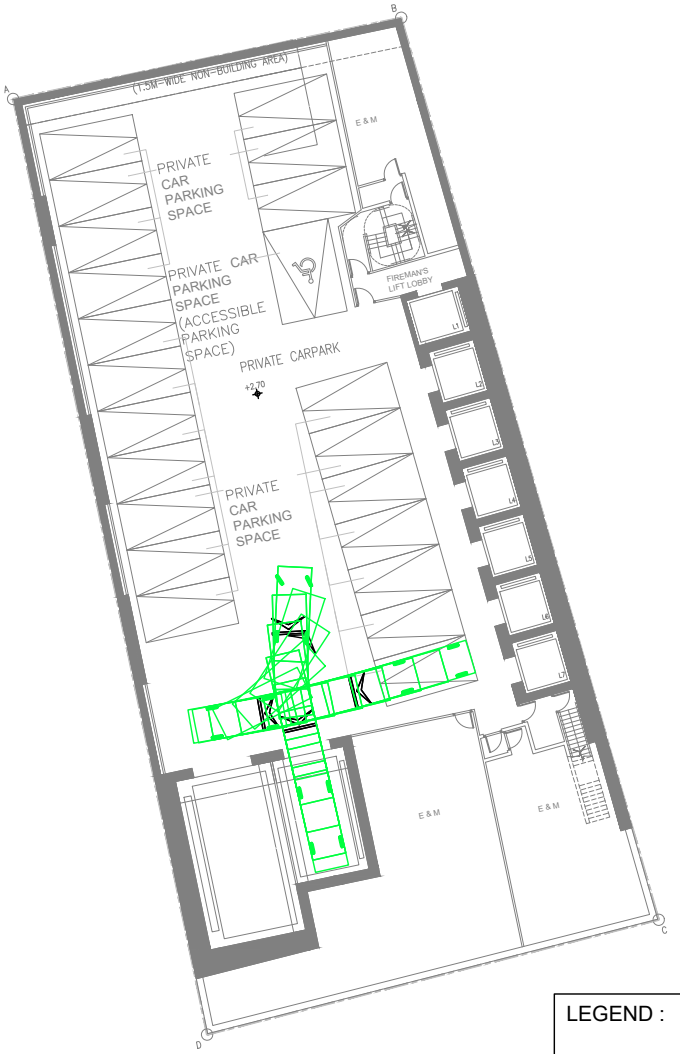

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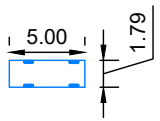

SWEPT PATH ANALYSIS - PC (B2/F) (1 OF 3)

(SCALE 1:400 @ A4)

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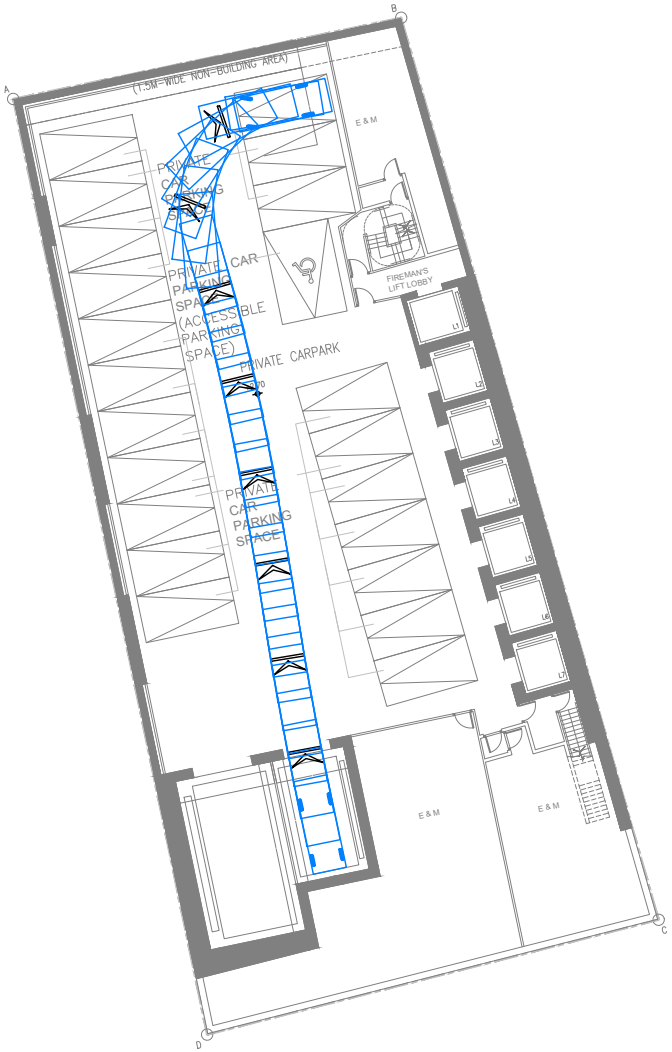

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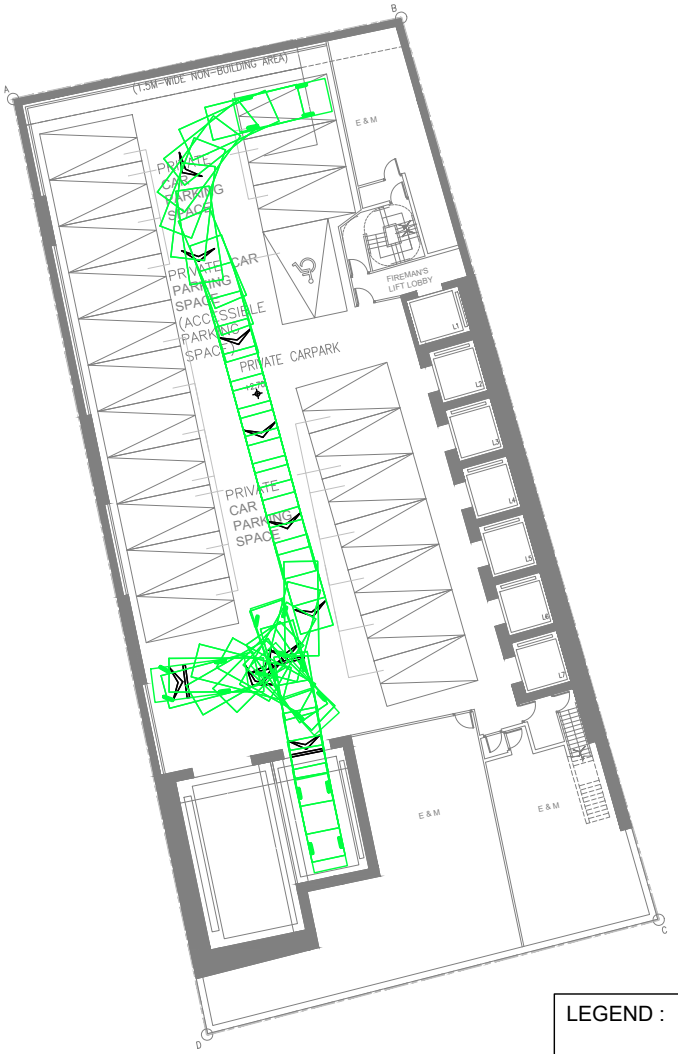

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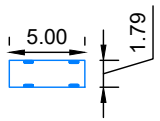

SWEPT PATH ANALYSIS - PC (B2/F) (2 OF 3)

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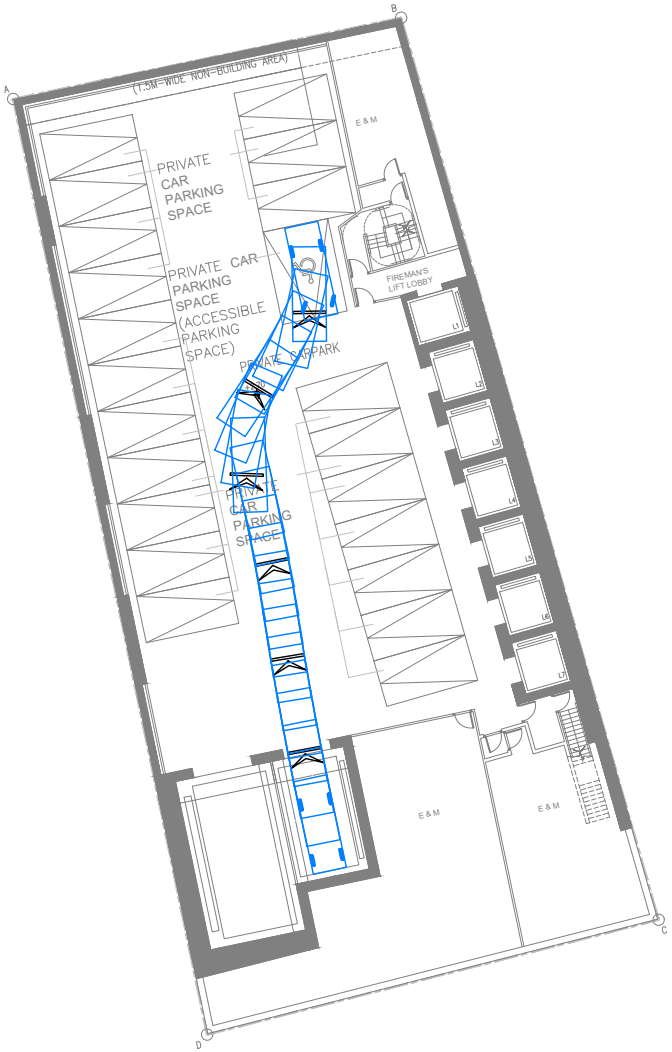

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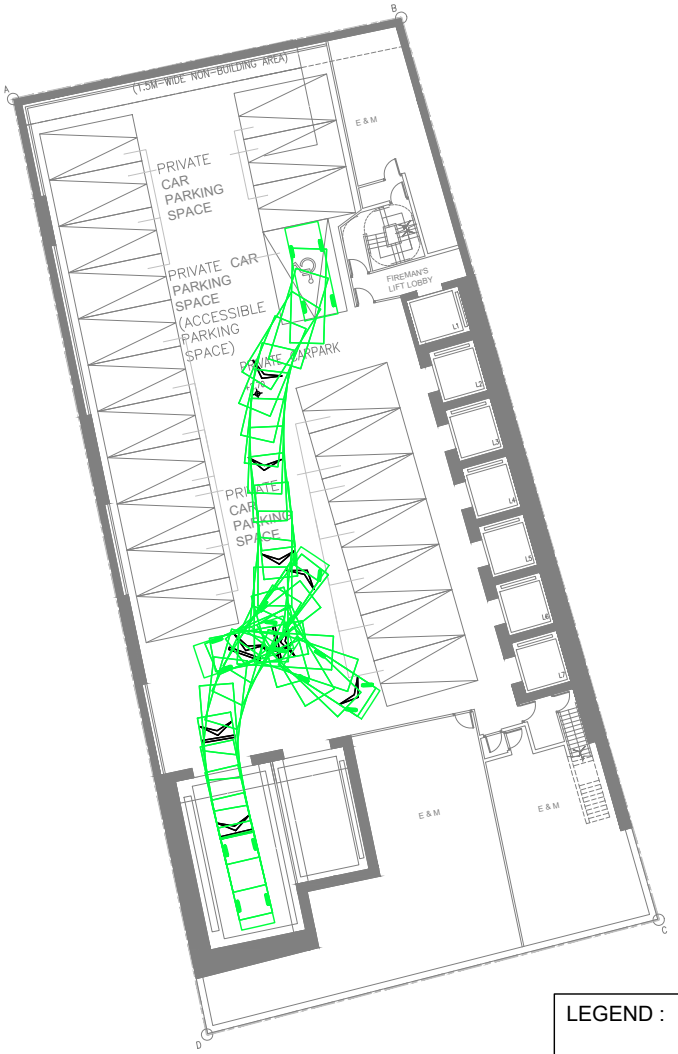

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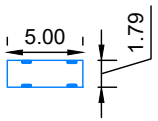

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(SCALE 1:400 @ A4)

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Appendix B: Visual Impact Assessment

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Impact Assessment

26th September 2025

Prepared By:

SCENIC Landscape Studio Limited

Project Title	Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon
Report Title	**Visual Impact Assessment**

Revision	Date	Complied by:	Checked by:	Approved by:	Description
-	20250926	Jackson Zhou	Fiona Yu	Chris Foot	Draft to Client

Table of Contents

Tables

Figures

1.0 Introduction

1.1 SCENIC Landscape Studio Limited have been commissioned to undertake the Visual Impact Assessment (VIA) in support of a Section 16 application under the Town Planning Ordinance for a site located at 16 Kimberley Road, Tsim Sha Tsui, Kowloon (hereafter referred to as "Application Site").

1.2 The application aims to secure a minor relaxation for Champagne Court (Block B), zoned "Commercial (6)" in the draft Tsim Sha Tsui (TST) Outline Zoning Plan No. S/K1/29 (OZP). The proposal seeks a Plot Ratio (PR) relaxation from 12 to 15 (25% increase) and a Building Height Restriction (BHR) from +110 mPD to +140 mPD (27% increase) to facilitate a hotel development.

1.3 The VIA has been prepared in accordance with Town Planning Board ("TPB") Guidelines No. 41 – Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board ("TPB PG No. 41"). It assesses the source and magnitude of the proposed development on the existing visual character and amenity within the context of the site and its environs. The report concludes by making specific recommendations for alleviating any potential visual impact caused by the proposed development. The baseline for the assessment is the OZP Compliant Scheme.

2.0 Existing Site Description

2.1 The Application Site, located in the central part of TST to the east of Nathan Road and on the southern side of Kimberley Road, has an area of approximately 1,141.12 m^2. The entire area under the OZP is mainly "Commercial" zone. The existing building is approximately 10 storeys in height is some 70 years old (OP issued on 1957). The urban context for the planning area of the OZP is characterized by high-density developments and shops in the ground floors and above. The adjoining site 'The One' (within the same zoning "(C)6") has a building height restriction of +156 mPD.

2.2 The baseline for the assessment assumes the implementation of the OZP Compliant Scheme with a PR of 12 and a BHR of +110 mPD.

3.0 Description of the Proposed Development

3.1 The Proposed Development comprises of a proposed 35-storey hotel development with a BHR of +140 mPD with a total of 159 hotel units including a two-storey basement car park to be completed in 2029 / 2030. The proposed hotel will provide quality tourist accommodation in TST; maximize scarce land resource therein by maximizing PR to15 (from 12 to 15); compatible with building height of the adjoining 'The One' and Yau Ma Tei OZP standard (+140 mPD).

3.2 The ground floor is designed for access and lobby; and the typical hotel room floors are from 19/F to 37/F. The 1/F to 17/F will be utilised for commercial use including function rooms, conference rooms and F&B etc. The roof top floors accommodate the plant rooms for electrical and mechanical service (E&M), and 2 basement floors are car parks with partial portion reserved for E&M.

3.3 The ingress/egress point will be at Kimberley Road, connecting to the two lay-bys for taxi and private car and the hotel drop-off area at ground floor. There will be two loading and unloading bays and one single-deck tour bus parking at Basement Level 1. 30 car- parking spaces and 3 motorcycle spaces are set on Basement Levels 1 and 2.

3.4 The mean street level is +10.845 mPD and there will be a set-back of 1.5m from the lot boundary. The floor-to-floor height will be 3.5m for the standard hotel room floors, 9m for G/F entrance lobby, and 4m for floors used as function rooms, conference rooms and F&B.

3.5 The minor relaxations are justified by planning merits, compatibility with adjoining area, and alignment with broader planning context (tourist area Yau Tsim Mong). It is proposed to relax the BHR and PR. In fact, the proposed building height aligns with adjoining Yau Ma Tei OZP's BHR of 140mPD. The proposed PR15 is permitted under Building (Planning) Regulation so that land resource is maximized. These minor relaxations will incentivize the redevelopment of an aging building providing much needed hotel space for the future.

4.0 Baseline Conditions

Visual Envelope

4.1 In accordance with TPB PG-NO. 41, the viewers will tend to see the building as part of a group rather than as a single building when the viewing distance equals to three times the height of the building from the Site. (i.e. the 3H zone). Since the actual maximum building height of the Proposed Development will be +140mPD with a formation level of around +10.845 mPD **t**he height of the building will be 129.155m and so the initial assessment area 387.465m, say around 390m from the façade. With the exception of two vantage points, the others fall within the initial assessment area.

4.2 The extent of the Visual Envelope (VE) and location of public viewers and their associated Vantage Points (VPs) are presented as **Figures 4.6 – Visual Envelope and Visually Sensitive Receivers**. The VE, the area from which the proposed development will be seen, is largely shaped by the existing built development and to lesser extent mature vegetation. Given the existing density and scale of the existing development surrounding the Application Site, the VE is fragmentary and limited in area.

4.3 Based on the initial assessment area, the VE to the north extends along Kimberley Road to the north of the Application Site and extends into the circulation space and narrow alley way to Knutsford Terrace and to the west of Mira Place 2 and includes the western side of the outdoor dining decks on the first and second floors. Views of the Application Site from the gardens of the Hong Kong Observatory are largely obscured by mature tree growth and the development to the south of the garden.

4.4 Views to the east extend along Kimberly Road and glimpsed views are available to west of the junction with Observatory Road where the street changes orientation and the views are blocked by existing roadside development. There are also glimpsed views from locations within Kimberley Street although these are fragmentary in nature.

4.5 Views from the south east extend from a small part of the northern portion of Carnarvon Road before the buildings lining the road corridor obscure views towards the Application Site. Views to the south also extend to the waterfront of Hong Kong Island and these are represented by the view from Central Pier 7.

4.6 Views to the west extend from across Nathan Road where it aligns with Kimberley Road before being curtailed by a combination of the buildings lining the road and the mature large foliage of the crowns of the Ficus trees lining Nathan Road. Beyond Nathan Road to the north west and west are two pockets of the VE within Kowloon Park. The first is located at the western entrance plaza, Kowloon Park Swimming Pool and the landscape terrace above adjacent to the Kowloon Park Children's Playground. The second extends west from the Application Site over the Maze Garden towards but not including the Kowloon Park Bird Lake.

Visual Elements

4.7 **Figures 4.1** to **4.5** show the visual elements which shape the visual outlook and amenity of the area. These include attractors such as the treed landscapes of Kowloon Park, Hong Kong Observatory Hill, the Urban Council Centenary Garden and the landscapes lining Chatham Road; and the large Ficus trees lining Nathan Road adjacent to Kowloon Park and north towards Austin Road.

4.8 Visually detracting elements include the major infrastructural development such as some of the major roads. It should be noted that the major characteristics of the site context is the density of the development.

4.9 An important consideration in determining the potential visual impacts is the degree of visibility and has been described above this is largely controlled by visual obstacles immediately adjacent to the Application Site boundary. For instance, apart from locations within Kimberley Road, views from are largely obscured by the dense high and medium-rise residential and commercial development lining the roads within the local context.

4.10 The photographs demonstrate that the landscape is visually enclosed particularly at lower elevations and that new developments with a similar scale can be accommodated within the landscape without causing significant visual impacts.

4.11 The ability of the local landscape to accommodate development and obscure views is an important consideration in assessing the potential impacts of the Proposed Development and its effect (if any) on the local urban landscape and visual context.

4.12 Based on a review of the planning framework for the area surrounding the Application Site, there are no planned and/or committed developments which would have an effect on the visual impact assessment for the OZP Compliant Scheme and the Proposed Developoment.

Vantage Points

4.13 The Vantage Points (VPs) are identified as views from key strategic and popular local vantage points, as well as viewing locations from the village areas adjacent to the Application Site. For the purposes of this assessment and in accordance with current approaches the VPs are based on publicly accessible and popular locations. Priority is given during the selection to public viewpoints, open spaces and key pedestrian routes.

4.14 It should be noted that owing to the density of the urban development in the area and the height of adjacent developments, there are comparatively few publicly accessible locations where there will be views of the Proposed Development. As such for a number of the selected vantage points, the view would be obscured by intervening high ad medium rise developments and mature tree growth.

4.15 Based on the targeting of publicly accessible locations the representative VPs are listed below with a brief description of the existing view and their locations presented as **Figure 7.1**– **Location of Photomontage Vantage Points**.

- **Vantage Point 01**: View looking south west from the j/o of Kimberley Road and Carnarvon Road (VP 01);
- **Vantage Point 02**: View looking north west from Signal Hill Garden (VP 02);
- **Vantage Point 03 (Strategic Viewing Point 8)**: Viewing looking north east from Central Pier No. 7 (VP 03);
- **Vantage Point 04**: View looking east from Kowloon Park (VP 04);
- **Vantage Point 05:** View looking southeast from the pedestrian crossing at j/o of Kimberley Road and Nathan Road (VP 05);

- **Vantage Point 06**: View looking southeast from Kowloon Park Swimming Pool (VP 06); and
- **Vantage Point 07**: View looking south east from Nathan Road (at j/o Austin Road) (VP 07).

4.16 Many of these locations are over a relatively short distance from the Application Site owing to the screening effect of the existing development.

5.0 Visual Impact Assessment

Sources of Visual Impact

5.1 The primary sources of visual impact will be due to the slightly increased scale and proximity of the proposed development to some existing VSRs, such as the users of the adjacent open spaces and pedestrians within the adjacent public realm although views towards the Application Site are restricted owing to the scale and proximity of adjacent high-rise developments.

5.2 The key issues to be addressed by the visual impact assessment are likely to include:

- The potential impact of the proposed relaxation of the current PR and the minor change in the BHR on the visual amenity available to the immediately adjacent publicly accessible viewing locations; and the existing open space network.
- Development of responsive architectural design and the associated mitigation measures to minimise potential visual impacts as far as possible.

5.3 The predicted visual impact for each of the VPs is described in section 7.0 of this report in accordance with PG-No. 41.

6.0 Visual Mitigation Measures

6.1 The proposed mitigation measures for the project are described below and shown on **Figure 3.1 – Proposed Development: Urban Design Considerations**.

6.2 The landscape and visual mitigation measures include two key levels of approach, the primary and secondary mitigation. The primary mitigation measures are based on the design, disposition, orientation and overall form of the Proposed Development whilst the secondary mitigation measures look to how the proposals can be treated to mitigate any potential impacts. It is the primary mitigation measures which shape the form of the architectural scheme and have the biggest effect on the mitigation of the potential visual impacts. The proposed mitigation measures include the following:

Primary Mitigation Measures

- Introduction of a responsive building height at +140 mPD which is considered to be compatible with the planning intention for the site in the OZP at +110 mPD and the height of other developments in the immediate area such as The ONE also at +140 mPD.
- Adoption of an innovative architectural design which responds to the character of the adjacent development to ensure visual compatibility.
- Creation of a 1.5m setback from the Application Site boundary facing Kimberley Road to provide a more spacious pedestrian environment. This setback extends for the full height of the proposed building.

Secondary Mitigation Measures

- Other measures might include the use of colour and finishes for the architectural façade for the structures to minimise the prominence of the Proposed Development.
- Introduction of comprehensive urban design parameters as part of the detailed design stage of the project to establish the future character of the development from an architectural and urban design perspective. This includes the use of high quality hard landscape measures potentially including water features, site furniture and lighting.

7.0 Residual Impacts

7.1 The residual visual impact is defined as the impact remaining after all practical methods of mitigation have been implemented. A series of computer-generated images or photomontages from the vantage points indicated on **Figure 7.1** are presented as **Figures 7.2** to **7.15**. The locations have been selected to demonstrate the range of viewing angles and viewing distances in relation to identified VPs, demonstrate the schemes 'fit' into the existing and future sub-urban context; and also demonstrate the degree of visibility from surrounding locations.

7.2 The photomontages show the existing situation, the OZP Compliant Scheme; and the Proposed Development following the implementation of the proposed mitigation measures. Where the proposals are not visible, or views partially obscured a red dashed line is used to indicate their approximate location.

7.3 The text below provides a brief description of each of the views selected for the photomontages and provides an appraisal of visual changes (visual composition, visual obstruction, the effect on public viewers and the effect on visual resources) in accordance with TPB PG-No. 41.

7.4 **Vantage Point 01: View looking south west from the j/o of Kimberley Road and Carnarvon Road (VP 01)** (**Figures 7.2** and **7.3** refer). The view from this location at an elevation of +11.2mPD and located at a distance of approximately 50m to the north east of the Application Site, is available to pedestrians and vehicle travellers on Kimberley Road. The existing view is dominated by the high and medium rise development lining Kimberley Road with glimpsed views of the one of the large Ficus trees lining Nathan Road below the pedestrian footbridge linking Mira Place 1 (+ 90mPD) with Mira Place 2 (+ 110mPD). This location offers one of the few relatively unobstructed views of the Application Site.

7.5 *Sensitivity of Public Viewers: Low*
This vantage point is available to transitory vehicle travellers and pedestrians moving west along Kimberley Road. The view is largely enclosed by the high and medium-rise developments lining the road corridor. Given the developed nature of the existing view, the enclosure formed by the existing building frontages and the transitory nature of views the sensitivity is likely to be low. The degree of visibility towards the Application Site is open although owing to the proximity to the Application Site the upper portion of the Proposed Scheme will not be visible within the same view as the lower portion. There are alternative views to the east and south.

7.6 *Visual Composition*: Apparent and compatible
The visual composition of the Proposed Development would be apparent from this location particularly in terms of the scale, disposition and orientation of the proposed block, and the adoption of the 1.5m setback from the street which extends for the full height of the proposed building. When viewed from this location the Proposed Development replaces an existing medium rise building with a high-rise development form which matches the height of the adjacent development The ONE at +140 mPD. The proposals replace a view of a high-rise development which would not significantly change the character of the view just foreshortening it. Similarly, the

OZP Compliant Scheme at +110 mPD will appear to a have similar scale for low level views with the changes becoming apparent when the viewer looks up. Both schemes will benefit the street level sense of spaciousness with the proposed 1.5m setback from the Application Site boundary widening the pedestrian pavement.

7.7 *Visual Obstruction*: Medium blockage but not significant given the viewing distance
Despite their proximity to the location of public viewers, the OZP Compliant Scheme and the Proposed Development would result in a relatively small additional blockage of the existing view replacing the view of an existing development with another. The main effect of the Proposed Development is likely to be the loss of an area of the sky view above the Application Site whereas the OZP Compliant Scheme replaces The ONE in this view. As mentioned above, the entirety of both the OZP Complaint Scheme and the Proposed Development would not be apparent in one view without the viewer moving their stance to look upwards.

7.8 *Effect on Public Viewers*: Moderate
The existing view to the west will be largely contained within the corridor formed by the development lining Kimberley Road and to the south Carnarvon Road. This is a view which is characterised by urban development creating a tunnel like effect with glimpsed views to the west of one of the Ficus trees on Nathan Road partially blocked by the footbridge connection between Mira Place 1 (+ 90 mPD) and Mira Place 2 (+ 110 mPD). There is likely to be a slight difference in the view available to public viewers due to either the OZP Compliant Scheme or the Proposed Development despite the difference in their BHR however for most public viewers their field of view at this short viewing distance with be focused on the lower portion of the building.

7.9 *Effect on Visual Resources*: Medium
The road corridor is visually enclosed with views of visual resources limited to the sky view above the road side developments and glimpsed views of the trees lining Nathan Road to the west. The OZP Compliant Scheme and the main part of the Proposed Development replace existing development in the view with a new built form. The upper portion of the Proposed Development would lead to the loss of the sky view above the Application Site however given its proximity and the scale of the existing development this is not considered to be significantly different to the OZP Compliant Scheme. As such the impact on visual resources arising from the Proposed Development (and the OZP Compliant Scheme) is considered to be medium.

7.10 *Overall visual Impact*: Slightly adverse
The existing urban context is one of medium and high-rise developments creating a corridor like effect along Kimberley and Carnarvon Roads with existing development such as The One at +140 mPD setting precedents for taller developments in the local area. In this view scale of both the OZP Compliant and Proposed Developments are in tune with their future urban context. They will replace an existing development with a new built form both in terms of the building footprint and the backdrop although the Proposed Development would have a medium additional impact on visual resources with the loss of an area of sky view available above the existing adjacent high-rise. For both schemes the proposed 1.5m setback from the boundary will result in a more spacious pedestrian realm. Given the existing visual characteristics of the street and the scale of the existing developments and the short viewing distance to the Proposed Development the overall visual impact to be slightly adverse. Similarly, despite the lower BHR the OZP Compliant Scheme is similar in terms of the development scale and massing with the field of view for most pedestrians and it is also considered to have a slightly adverse overall visual impact. Given this short viewing distance and the scale of the proposals it would not be possible to view either the Proposed Development or the OZP Compliant Scheme in one view without the viewer changing their position and looking up.

7.11 **Vantage Point 02: View looking north west from Signal Hill Garden (VP 02)** (**Figures 7.4** and **7.5** refer). This vantage point, represents the views available to recreational users of the sitting out garden at the summit of Signal Hill at an elevation of + 35.9 mPD and located at a distance of approximately 500 m from the Application Site. The view from the southern part of the space

extends beyond the mature tree growth at the edge of the area towards high-rise developments such as the Mariner's Club (+175.5 mPD), The Masterpiece (+250 mPD) and The Pinnacle (+140.1 mPD).

7.12 *Sensitivity of Public Viewers:* High
This vantage point is available to recreational users of the garden at the top of Signal Hill and offer partial framed views of Victoria Harbour to the south and south east and a view of the high and medium rise urban development to the north and north west. These developments serve to contain views to the north of the garden and obscure views towards the Application Site. Views are softened by the mature trees lining the periphery of the garden. There are alternative views to the south and east.

7.13 *Visual Composition*: Not apparent
Views of the Application Site will be obscured by the intervening high and medium-rise development and the mature tree growth at the edge of the open space and so the visual composition of the Proposed Development (as with the OZP Compliant Scheme) will not be apparent.

7.14 *Visual Obstruction*: No Blockage
Given the screening effect of the intervening development and mature tree growth the Proposed Development and the OZP Compliant Scheme would not cause any visual obstruction.

7.15 *Effect on Public Viewers*: Negligible
As the Proposed Development and OZP Compliant Scheme will not be visible from this location there will be a negligible effect on public viewers.

7.16 *Effect on Visual Resources*: Negligible
The Proposed Development similar to the OZP Compliant Scheme will have no effect on the visual resources apparent in this view owing the scale of the proposed intervening development and mature tree growth.

7.17 *Overall Visual Impact*: Negligible
Given the scale and screening effect of the intervening development and mature tree growth the Proposed Development and the OZP Compliant Scheme would not give rise to visual impacts in views from this location and so the overall visual impact is negligible.

7.18 **Vantage Point 03 (Strategic Viewing Point 8): Viewing looking north east from Central Pier No. 7 (SVP8) (VP 03)** (**Figures 7.6** and **7.7** refer). This vantage point, at an elevation of +12.35mPD and at a distance of approximately 1850 m represents the view available from Central Pier 7 of the Central Waterfront. The existing view north east is characterised by the broad expanse of Victoria Harbour in the foreground and the high and medium-rise development of West Kowloon and TST in the middle ground. Beyond filtered views extend north to the high-rise developments in hinterland areas and interrupted views of the Kowloon Hills in the background. Views towards the Application Site are currently characterised by developments such as The Victoria Towers (+201.5 mPD), The Gateway (+126.1 mPD), The ONE (+140 mPD), One Peking Road (+143.4 mPD), ISquare (+134.4 mPD) and The Masterpiece (+250 mPD). These developments largely obscure views of the Kowloon Hills to the north west. Views towards the Application Site from this location will be largely obscured by The ONE and the future Ocean Centre Redevelopment (+386.7 mPD).

7.19 *Sensitivity of Public Viewers:* High
The view looking north-east from Central Pier 7 is available to visitors to Pier 7 and potentially passengers waiting to board the Star Ferry. These public viewers are transient in nature and the viewing deck visited by a relatively few people. Although the view is iconic the importance of the Kowloon Hills in forming the backdrop to this view is already compromised by the scale of the development in the middle ground and the multiple breaches of the ridgeline formed by existing

and proposed high-rise developments. Despite this the view of Victoria Harbour and Kowloon is important and the sensitivity is high. The degree of visibility towards the Application Site obscured by intervening development. There are alternative views to the east and west.

7.20 *Visual Composition*: Not apparent
The visual composition of the Proposed Development and the OZP Compliant Scheme would not be apparent owing to the screening effect of The ONE development (+140 mPD) located to the south west of the Application Site and ISquare (+134.4 mPD) which leave only the upper portion of the southern end of the Proposed Development visible. The OZP Compliant Scheme would not be visible from this location. As such the visual composition of both schemes would not be apparent.

7.21 *Visual Obstruction*: Small to negligible
Owing to the viewing distance, the relative scale of the intervening development and the small portion of the Proposed Development (+140 mpD) which is visible from this location visual obstruction would be limited to a small area of sky view immediately to the east of The ONE development (+140 mPD). The OZP Compliant Scheme would not be visible from this location with views being obscured by the development to the south west of the Application Site. As such the degree of visual obstruction caused by the Proposed Development is considered to be small to negligible.

7.22 *Effect on Public Viewers*: Slight
Given the scale of the visible part of the Proposed Development relative to its urban setting, the adoption of similar BHR to neighbouring developments, the screening effect on intervening high-rise development and the viewing distance the Proposed Development forms a small component of any future views and so the effect on public viewers would be slight. The OZP Compliant Scheme would not be visible from this location.

7.23 *Effect on Visual Resources*: Small
There will be a small impact on the visual resources visible from this location with the Proposed Development owing to the loss of small area of the sky view above the Application Site. Views of the lower and central portions and western part of the upper portion of the Proposed Development would be obscured by the high-rise development immediately to the south and south west of the Application Site. There would be no effect on views of the mountain backdrop formed by the Kowloon Hills and the ridgeline as these are already obscured by existing high-rise developments. The OZP Compliant Scheme would have no impact on visual resources.

7.24 *Overall Visual Impact*: Slightly adverse
Given the expansive nature of the view available from Pier 7, the scale of the urban context, the viewing distance and the screening effect of intervening high-rise developments, the overall visual impact due to the Proposed Development would be slightly adverse. There would be no impact on the ridgeline of the Kowloon Hils and a very limited impact on visual resources owing to the loss of sky view above the Application Site. The OZP Compliant Scheme would not be visible from this location.

7.25 **Vantage Point 04: View looking east from Kowloon Park (VP 04)** (**Figures 7.8** and **7.9** refer). This vantage point provides views to the east from the centre of Kowloon Park across the Maze Garden towards the Application Site at an elevation of around + 19.6 mPD and approximately 280 m from the Application Site. The foreground the view is largely obscured by the mature tree growth within the park and beyond this the middle ground is formed by developments on the eastern side of Nathan Road including The ONE (+140 mPD) and beyond this the upper portion of Kimberley 26 (+110 mPD).

7.26 *Sensitivity of Public Viewers:* High
The view is available to recreational users of Kowloon Park and pedestrian passers-by who use the space for walking, resting, sitting-out, leisure or sightseeing, is characterised by a combination of the mature growth of the park and glimpsed / partial views of the medium and high-rise development with encloses it. The view also demonstrates that relatively large-scale developments such as The ONE (+140 mPD) can be accommodated without a degradation in its inherent character and quality of the landscape and visual amenity of the park. Given a combination of the nature of the view, the public viewers and its location the sensitivity of this view is high. The degree of visibility towards the Application Site is partial and there are alternative views to the north, south and west.

7.27 *Visual Composition*: Compatible
The visual composition of the Proposed Development would be apparent from this location particularly in terms of the scale, disposition and orientation of the proposed building and its relationship with The ONE to the south of the Application Site. The space between the Application Site and The ONE would be apparent in a building separation creating a more visually permeable combined development frontage. The indicative design of the Proposed Development might also share some of the design language of the adjacent development also enhancing its compatibility. The approach would also potentially be adopted as part of the design for the OZP Compliant Scheme. Views of the lower portion of the Proposed Development and the OZP Compliant Scheme will be obscured by the mature trees at the edge of the park and Mira Place 1 (+ 90 mPD) beyond on the eastern side of Nathan Road. Despite its scale the visual composition of the Proposed Development (and the OZP Compliant Scheme) is considered to be compatible with the developmental context.

7.28 *Visual Obstruction*: Medium
The level of visual obstruction is likely to be medium owing to a combination of the screening effect of Mira Place 1 (+ 90 mPD) in the middle ground (west of the Application Site). As such only the upper portion of the Proposed Development and OZP Compliant Scheme would be visible. These visible sections would result in a blockage of existing views although for the OZP Compliant Scheme the degree of obstruction would be less significant owing to the different BHR.

7.29 *Effect on Public Viewers*: Moderate
Based on the scale of the Proposed Development relative to its urban setting, the relatively short viewing distance and its visual prominence the effect on public viewers within this part of Kowloon Park, the effect is considered to be moderate. The existing high-rise development in this view establishes a precedent for a development of similar scale and demonstrates that a development with the same BHR can be accommodated without a significant effect. The OZP Compliant Scheme although adopting a lower BHR would also have a moderate effect on public viewers. It should be noted that moving along the footpath to the north or south of this location the views towards the Application Site are obscured by the large trees at the eastern periphery of the park; and so the effect on public views will be apparent in small area.

7.30 *Effect on Visual Resources*: Medium
There will be a medium effect on the visual resources from this location owing to the loss of the part of the sky view above the Application Site although there would be similar albeit less significant effect due to the OZP Compliant Scheme.

7.31 *Overall Visual Impact*: Moderately adverse
It is considered that the Proposed Development and the OZP Compliant Scheme are compatible with the existing urban context where existing high-rise developments establish a precedent for built form with a similar scale. It should be noted that this is one of the few areas within Kowloon Park where the Proposed Development would be visible and so the potential impacts are limited geographically to small number of locations within the park. Therefore given a combination of the relative scale of the Proposed Development compared with existing development immediately

adjacent to the Application Site, the loss of the existing sky view and the relatively short viewing distance the overall visual impact will be moderately adverse. Similarly the OZP Compliant Scheme would give rise to a moderately adverse to slightly adverse overall visual impact.

7.32 **Vantage Point 05: View looking southeast from the pedestrian crossing at j/o of Kimberley Road and Nathan Road (VP 05)** (**Figures 7.10** and **7.11** refer). This vantage point, on the pedestrian crossing at the junction of Kimberley Road and Nathan Road provides a street level view of the Application Site at an elevation of + 10.6mPD mPD and at an approximate distance of 80 m. The foreground is dominated by the including The ONE (+140 mPD) and beyond this the upper portion of Kimberley 26 (+110 mPD) above the footbridge crossing Kimberley Road which connects Mira Place 1 (+ 90 mPD) with Mira Place 2 (+ 110 mPD).

7.33 Sensitivity of Public Viewers: Low
This vantage point is available to transitory pedestrians on the crossing at the junction of Kimberley Road and Nathan Road. The view is largely enclosed by the high and medium-rise developments lining the road corridor including the Mira Place 1 (+ 90 mPD), Mira Place 2 (+ 110 mPD) and 26 Kimberley (+110 mPD). The view east along Kimberley Road is partially obscured by the footbridge commenting the linking Mira Place 1 with Mira Place 2. The corridor effect continues along the visible portion of Kimberley Road. The degree of visibility towards the Application Site is partial and glimpsed; and there are alternative views to the north and south along Nathan Road.

7.34 *Visual Composition*: Apparent and compatible
The visual composition of the Proposed Development would be apparent from this location particularly in terms of the scale and massing of the proposed building and the proposed setback from Kimberley Road. The Proposed Development replaces an existing medium rise development with a high-rose development form which matches the height of the adjacent development The ONE at +140 mPD. Views of the lower portion the Proposed Development will be partially obscured by existing footbridge across Kimberley Road. The proposals partially replace a view of a high-rise development which would not significantly change the character of the view just foreshortening it. Similarly, the OZP Compliant Scheme at +110 mPD will appear to a have similar scale for low level views with the changes becoming apparent when the viewer looks up towards the skyline. The photomontage shows the lower portion of the Proposed Development which is within the field of view for the pedestrian at street level. The visual composition of both the Proposed Development and the OZP Compliant Scheme are considered to be compatible with their urban context.

7.35 *Visual Obstruction*: Medium
Owing to the proximity of the Application Site to the viewing position and the relative scale of the Proposed Development the degree of blockage is considered to be medium however this is also the case with the OZP Compliant Scheme and the change in the blockage between the two schemes when viewed form street level is not considered to bs significant.

7.36 *Effect on Public Viewers*: Moderate
The existing view to the east will be largely contained within the corridor formed by the development lining Kimberley Road particularly that on the southern side of the road. Part of the view of the lower portion of the Proposed Development will be obscured by the footbridge connecting Mira Place 1 and 2. Although there is a difference in the height of the Proposed Development compared with the OZP Compliant Scheme considering the restricted nature of the available view within the field of view and the viewing angle the effect on public viewers crossing Nathan Road would not be significant. As such the effect on public viewers arising from both schemes is considered to be moderate.

7.37 *Effect on Visual Resources*: Medium
The road corridor is visually enclosed with views of visual resources limited to the sky view above the road side developments. For many pedestrians and vehicle travellers this sky view is outside their normal field of view with the focus being the streetscape and lower portion of the enclosing

buildings. The OZP Compliant Scheme and the main part of the Proposed Development will replace what would have been an existing development in the view with a new built form. The upper portion of the OZP Compliant and Proposed Development would lead to a loss of the sky view above the Application Site however given its proximity, the scale of the existing development and the field of view this is not considered to be significant. As such the impact on visual resources arising from the Proposed Development (and the OZP Compliant Scheme) is considered to be medium.

7.38 *Overall visual Impact*: Slightly adverse
The existing urban context is one of medium and high-rise developments creating a corridor like effect along Kimberley Road with existing development such as The One at +140 mPD setting precedents for taller developments in the local area. For the most part given the narrow width of the existing street, the relatively short viewing distances and the scale of the existing development lining the road the upper portion of the OZP Compliant and the Proposed Development will lie outside the normal field of view. Although both schemes will give rise to visual impacts including the loss of some of the sky view above the Application Site these are not considered to be significant. For both schemes the proposed 1.5m setback from the boundary will result in a more spacious pedestrian realm. Given the existing visual characteristics of the street and the height and massing of the Proposed Development and OZP Compliant Scheme the overall visual impact of both is considered to be slightly adverse.

7.39 **Vantage Point 06: View looking south east from Kowloon Park Swimming Pool (VP 06)** (**Figures 7.12** and **7.13** refer). The view from this location on the terrace above the swimming pool complex at an elevation of +21.2 mPD and located at a distance of approximately 290 m to the north west of the Application Site, is available to recreational users of the swimming pool complex. The foreground is formed by a combination of the swimming pool and its associated structures, the mature tree growth of Kowloon Park and the development to the east of Nathan Road. These developments which are visible form this location include Mira Place 1 (+ 90mPD) and Mira Place 2 (+ 110mPD), The ONE (+140 mPD) and beyond this The Masterpiece (+250 mPD).

7.40 *Sensitivity of Public Viewers:* High
The view is available to recreational users of Kowloon Park Simming Pool and pedestrians using the footpath on the terrace to the west of the pool area. It provides a partial view of the urban cityscape to the west of Kowloon Park framed to lower levels to the north by the buildings of the swimming pool complex and to the south by the mature tree growth in the park. This view demonstrates that high and medium-rise development form a recognisable part the landscape of the park without being visually detracting. Given a combination of the nature of the view, the public viewers and its location the sensitivity of this view is high. The degree of visibility towards the Application Site is partial and there are alternative views to the north, south and west from the terrace.

7.41 *Visual Composition*: Compatible
The visual composition of the upper portion of the Proposed Development and the OZP Compliant Scheme would be apparent from this location particularly in terms of the scale (height and massing) of the proposed building and its relationship with The ONE to the south of the Application Site. Views of the lower portion of the Proposed Development and the OZP Compliant Scheme will be obscured by the existing development lining Nathan Road including the Mira Place beyond on the eastern side of Nathan Road. The visual composition of the Proposed Development (and the OZP Compliant Scheme) is considered to be compatible with the developmental context.

7.42 *Visual Obstruction*: Medium
The level of visual obstruction is likely to be medium owing to a combination of the relatively short viewing distance and the scale of the Proposed Development which extends above the roofline of the Mira Place development obstructing views of the sky above the Application Site. The level of obstruction arising from the OZP Compliant Scheme would be smaller owing to its lower BHR

however the impact is not considered to be significantly different.

7.43 *Effect on Public Viewers*: Moderate
The Proposed Development would have a moderate effect on public viewers in this location owing to a combination of its scale relative to the adjacent high and medium-rise urban setting, the relatively short viewing distance and its visual prominence. Despite it reduced BHR the OZP Compliant Scheme would a similar moderate effect on public viewers from this vantage point. It should be noted that if the viewer moves north or south along the footpath within Kowloon Park views towards the Application Site will be obscured by a combination of existing development and mature tree growth.

7.44 *Effect on Visual Resources*: Medium
The loss of the sky view above the Application Site would lead to a moderate effect on visual resources in this location. This is due to its scale relative to its high and medium-rise urban setting (although it is similar in scale to The ONE located to the south) rising above the existing rooflines of the developments lining Nathan Road. The smaller BHR of the OZP Compliant Scheme would lead to a reduced level of effect however the difference is not considered to be significant based on the view available form this location.

7.45 *Overall Visual Impact*: Moderately adverse
Given a combination of the relative scale of the Proposed Development and the OZP Compliant Scheme compared with existing development immediately adjacent to the Application Site, the loss of existing sky view and the relatively short viewing distance and the sensitivity of the public viewers the overall visual impact will be moderately adverse. It is considered that the proposals are compatible with the existing urban context with existing high-rise developments establishing a precedent for the built form with a similar scale. It should be noted that this is one of the relatively few locations within Kowloon Park where the Proposed Development would be visible and for most part views from the park towards the Application Site are obscured by the existing mature tree growth. Owing to its lower BHR the OZP Compliant Scheme would give rise to a moderately adverse to slightly adverse overall visual impact.

7.46 **Vantage Point 07: View looking south east from Nathan Road (at j/o Austin Road) (VP 07)** (**Figures 7.14** and **7.15** refer). The view from this location at an elevation of + 13.8mPD and located at a distance of approximately 350 m to the north west of the Application Site, is available to pedestrians walking south along the western side of Nathan Road as they approach Kowloon Park. The view south along Nathan Road is framed to the east by developments such as Mercantile House, Bowa House, Kun Lock Building, The Nate, Fairwood, Mira Place and the ONE. To the east the road corridor is enclosed by the building of the Tsim Sha Tsui Division Police Station. Lower-level views are blocked by the mature Ficus trees lining Nathan Road, at the edge of the Police Station and the periphery of Kowloon Park.

7.47 *Sensitivity of Public Viewers:* Medium
This vantage point is available to pedestrians moving south along Nathan Road and provides contained views south along Nathan Road bounded by mature tree growth with high and medium-rise development beyond framing the road corridor. Despite the prevalence of the trees, the sensitivity of public viewers is considered to be medium owing to the nature of the road and the frequency of the traffic. There are alternative views to the north and south west.

7.48 *Visual Composition*: Not apparent
Views of the Application Site will be obscured by the intervening high and medium-rise development and so the visual composition of the Proposed Development (as with the OZP Compliant Scheme) will not be apparent.

7.49 *Visual Obstruction*: No Blockage
Given the screening effect of the intervening development the Proposed Development and the OZP Compliant Scheme would not cause any visual obstruction.

7.50 *Effect on Public Viewers*: Negligible
As the Proposed Development and OZP Compliant Scheme will not be visible form this location there will be a negligible effect on public viewers.

7.51 *Effect on Visual Resources*: Negligible
The Proposed Development is similar to the OZP Compliant Scheme will have no effect on the visual resources apparent in this view owing the scale of the existing intervening development.

7.52 *Overall Visual Impact*: Negligible
Given the scale and screening effect of the intervening development lining Nathan Road, the Proposed Development and the OZP Compliant Scheme would not give rise to visual impacts in views from this location and so the overall visual impact is negligible.

8.0 Conclusion

8.1 In general, the existing urban landscape and visual amenity is characterised by dense, high and medium commercial and residential development punctuated by significant recreational landscapes such as Kowloon Park and the smaller Signal Hill Garden and landscapes including The Urban Council Centenary Garden to the eastern side of Chatham Road south. This urban form serves to shape the visual context of the local area and the future setting for the Proposed Development.

8.2 The objective of the application is to secure a minor relaxation for Proposed Development with a Plot Ratio (PR) relaxation from 12 to 15 (25% increase) over the OZP Compliant Scheme and a Building Height Restriction (BHR) from +110 mPD to +140 mPD (27% increase) to facilitate a hotel development. It is the contention of the Application that this can be achieved without significant additional impacts including visual impacts.

8.3 A detailed review of the Application Site and its immediate context has revealed that the visual envelope (VE) based on the Initial Assessment Area to be largely shaped by the existing built environment and to lesser extent mature vegetation. Given the existing density and scale of the existing development surrounding the Application Site, the VE is both fragmentary and limited in area. For the most part views of the Proposed Development and the OZP Complaint Scheme are glimpsed or partial.

8.4 The proposed urban design approach is to adopt a responsive building height at +140 mPD which is considered to be compatible with the planning intention for the site in the OZP at +110 mPD and the height of other developments in the immediate area such as The ONE also at +140 mPD. The innovative architectural design responds to the character of the adjacent development to ensure visual compatibility. There will also be 1.5m setback from the Application Site boundary facing Kimberley Road to provide a more spacious pedestrian environment. This setback extends for the full height of the proposed building.

8.5 The selection of vantage points has been comprehensive covering all the potential viewing angles from publicly accessible locations. As is clearly demonstrated by the photomontages there are few locations from where either the OZP Compliant Scheme or the Proposed Development can be seen in its entirety. In many of the locations views of the proposals are obscured to some degree by the existing high and medium-rise developments. In the few locations where there will be views of the proposals these are largely partial with the central and upper portions of the OZP Complaint

Scheme and Proposed Development being visible above the intervening development and mature vegetation.

8.6 The based on the visual impact assessment implementation of the OZP compliant Scheme would result in predicted visual impacts ranging from moderately to slightly adverse to negligible whereas the predicted visual impacts arising from the Proposed Development range from moderately adverse to negligible.

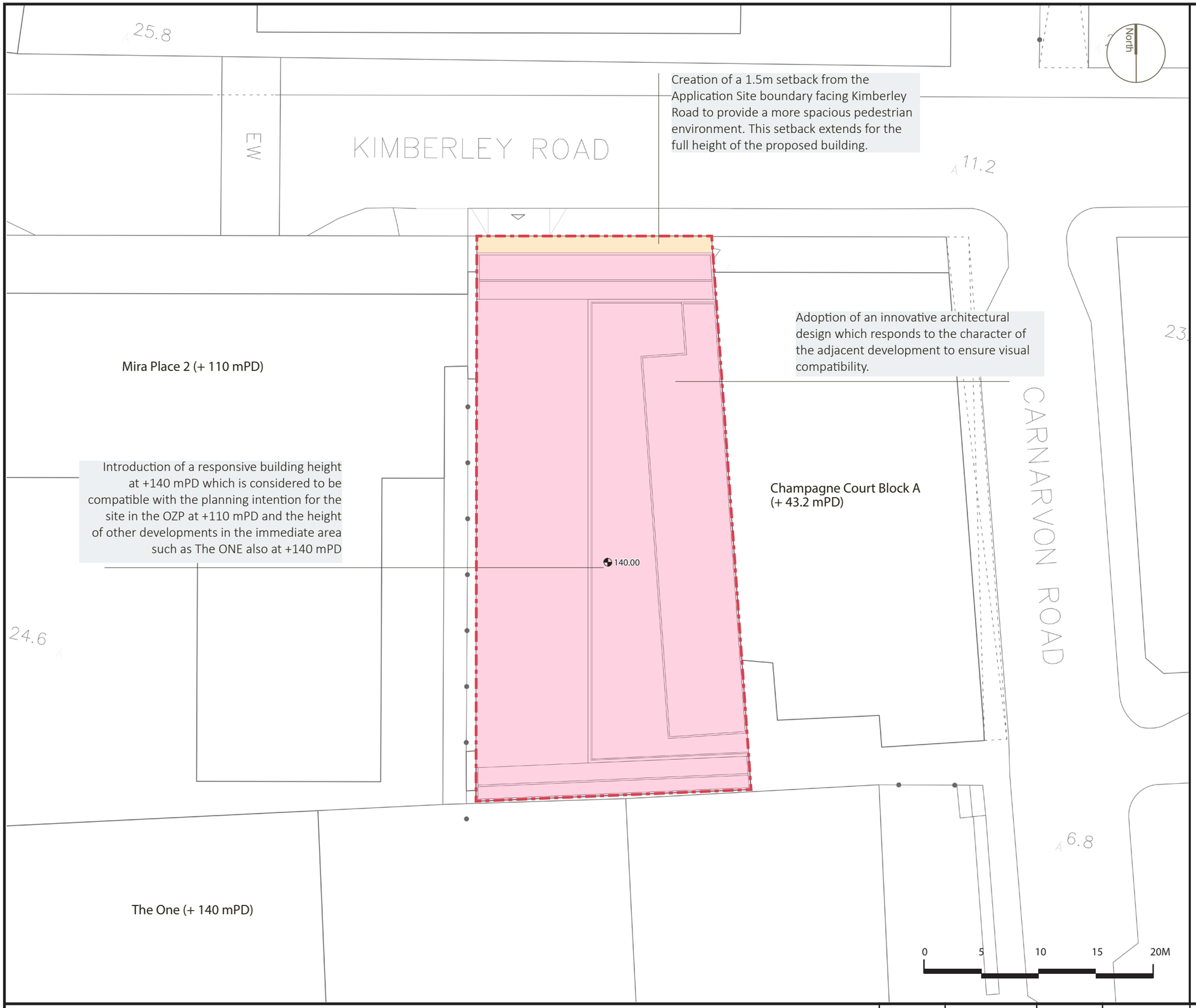
8.7 For the most part the visual impacts arising from both the OZP compliant Scheme and the Proposed Development are not significantly different owing to a combination of the scale of the proposals, viewing distances, the density of the existing urban context and the restricted nature of views towards the Application Site. The main exceptions include vantage points where the OZP Compliant Scheme would not be visible including VP 03 (Strategic Viewing Point 8): Viewing looking north east from Central Pier No. 7. There are also two vantage points from Kowloon Park (VP 04: View looking east from Kowloon Park and VP 06: View looking southeast from Kowloon Park Swimming Pool) whereby the predicted visual impacts for the OZP Complaint Scheme would be moderately to slightly adverse and the impacts resulting from the Proposed Development moderately adverse due to comparative visibility of the schemes and the difference in their BHR. However, these differences are not considered to be significant. **Table 8.1** below provides summary of the visual impact assessment ratings.

Table 8.1 Summary of Visual Impact Assessment Ratings

Vantage Point (VP)	Sensitivity of Public Viewers	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources	Overall Visual Impact
VP 01: View looking south west from the j/o of Kimberley Road and Carnarvon Road	Low	Apparent and compatible	Medium	Moderate	Medium	Slightly Adverse
VP 02: View looking north west from Signal Hill Garden	High	Not apparent	No Blockage	Negligible	Negligible	Negligible
VP 03 (Strategic Viewing Point 8): Viewing looking north east from Central Pier No. 7	High	Not apparent	Small to negligible	Slight	Small	Slightly Adverse
VP 04: View looking east from Kowloon Park	High	Compatible	Medium	Moderate	Medium	Moderately Adverse
VP 05: View looking southeast from the pedestrian crossing at j/o of Kimberley Road and Nathan Road	Low	Compatible	Medium	Moderate	Medium	Slightly Adverse
VP 06: View looking southeast from Kowloon Park Swimming Pool	High	Compatible	Medium	Moderate	Medium	Moderately Adverse
VP 07: View looking south east from Nathan Road (at j/o Austin Road)	Medium	Not apparent	No Blockage	Negligible	Negligible	Negligible

8.8 Despite the relative scale of the Proposed Development compared with the OZP Compliant Scheme based on the factors described above together with the adoption of a responsive architectural design the predicted visual impacts arising from the two schemes are not considered to be significantly different. The nature of the existing urban context and adjacent developments such as The ONE with the same BHR demonstrate that developments of this nature can be successfully accommodated without significant impact. As such the Proposed Development is considered to be visually compatible with this future context.

Visual Impact Assessment Figures



LEGEND

- Application Site Boundary
- xx.xx — Proposed Level (mPD)
- Proposed Development
- Proposed Building Setback

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Proposed Scheme: Urban Design Considerations

SCALE	N.T.S.	DATE	Sept 2025
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FIGURE NO. Figure 3.1 REV -

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LEGEND

- Application Site Boundary
- Initial Assessment Boundary
- Proposed Deveopment (Max building height +140mPD)
- Fields of View towards the Proposed Development
- VP — Key Public Vantage Points
- A — Location of photographs of Visual Elements
- +9.3mPD — Height in mPD
- Urban Development
- Key Building shaping the Visual Envelope
- Amenity Landscape Areas (Tree and Shrub Planting)
- Water Body (Victoria Harbour)
- Publicly Accessible Open Space / Amenity Areas

Vantage Points

Vantage Point 01: View looking south west from the j/o of Kimberly Road and Carnarvon Road (VP 01)

Vantage Point 02: View looking north west from Signal Hill Garden (VP 02)

Vantage Point 03: Viewing looking north east from Central Pier No. 7 (VP 03)

Vantage Point 04: View looking east from Kowloon Park (VP04)

Vantage Point 05: View looking southeast from the pedestrian crossing at j/o of Kimberly Road and Nathan Road (VP05)

Vantage Point 06: View looking southeast from Kowloon Park Swimming Pool (VP06)

Vantage Point 07: View looking south east from Nathan Road (at j/o Austin Road) (VP07)

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Elements

SCALE	N.T.S.	DATE	Sept 2025
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FIGURE NO.	Figure 4.1	REV	-

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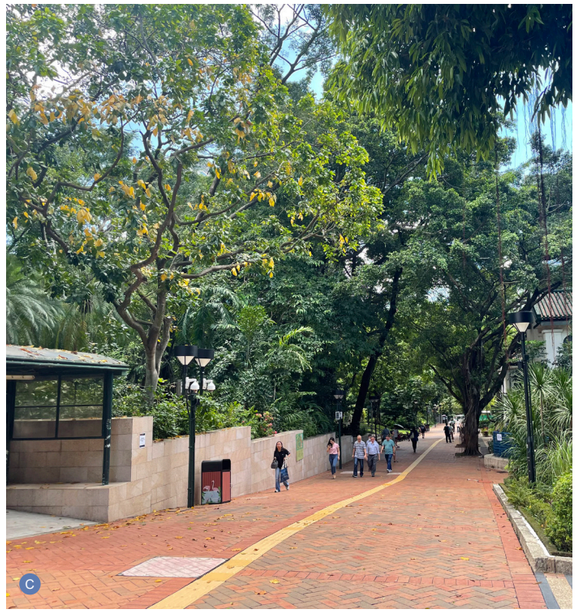
A

B



C

A to C Visual attractors which shape the visual outlook and amenity of the area such as the treed landscapes of Kowloon Park

D

E

D to E Recreational landscapes such as Hong Kong Observatory Hill, the Urban Council Centenary Garden and the landscapes lining Chatham Road

F

F Large Ficus trees lining Nathan Road adjacent to Kowloon Park

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Elements

SCALE	N.T.S.	DATE	Sept 2025
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FIGURE NO.	Figure 4.2	REV	-

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G to H Large Ficus trees lining Nathan Road adjacent to Kowloon Park and north towards Austin Road

I Enclosed urban landscapes

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation
of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Elements

SCALE	N.T.S.	DATE	Sept 2025
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FIGURE NO.	Figure 4.3	REV	-

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J

K

L

J to L The degree of visibility and has been described above this is largely controlled by visual obstacles immediately adjacent to the Application Site boundary. For instance, apart from locations within Kimberley Road, views from are largely obscured by the dense high and medium-rise residential and commercial development lining the roads within the local context

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Elements

SCALE	N.T.S.	DATE	Sept 2025
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FIGURE NO.	Figure 4.4	REV	-

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M to O The degree of visibility and has been described above this is largely controlled by visual obstacles immediately adjacent to the Application Site boundary. For instance, apart from locations within Kimberley Road, views from are largely obscured by the dense high and medium-rise residential and commercial development lining the roads within the local context

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Elements

SCALE	N.T.S.	DATE	Sept 2025
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FIGURE NO.	Figure 4.5	REV	-

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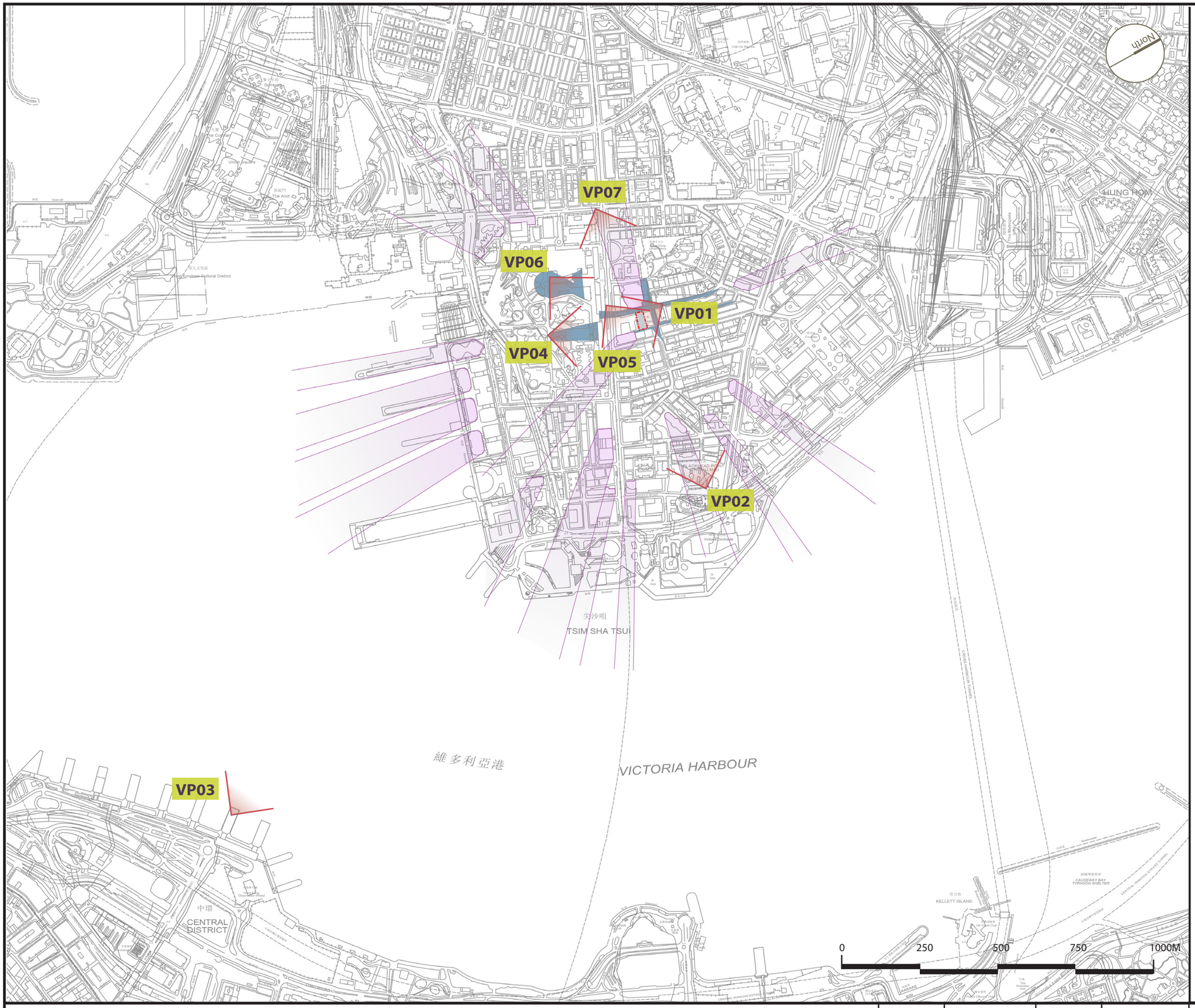

LEGEND

- Application Site Boundary
- VP — Representative vantage points (VPs) and angle of main view
- Proposed Deveopment (Max building height +140mPD)
- Visual Envelope at Street Level
- Tall Buildings which shape Visual Envelope at more elevated and distant locations

Vantage Points

Vantage Point 01: View looking south west from the j/o of Kimberly Road and Carnarvon Road (VP 01)

Vantage Point 02: View looking north west from Signal Hill Garden (VP 02)

Vantage Point 03: Viewing looking north east from Central Pier No. 7 (VP 03)

Vantage Point 04: View looking east from Kowloon Park (VP04)

Vantage Point 05: View looking southeast from the pedestrian crossing at j/o of Kimberly Road and Nathan Road (VP05)

Vantage Point 06: View looking southeast from Kowloon Park Swimming Pool (VP06)

Vantage Point 07: View looking south east from Nathan Road (at j/o Austin Road) (VP07)

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Envelope and Visually Sensitive Receivers

SCALE	N.T.S.	DATE	Sept 2025
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FIGURE NO.	Figure 4.6	REV	-

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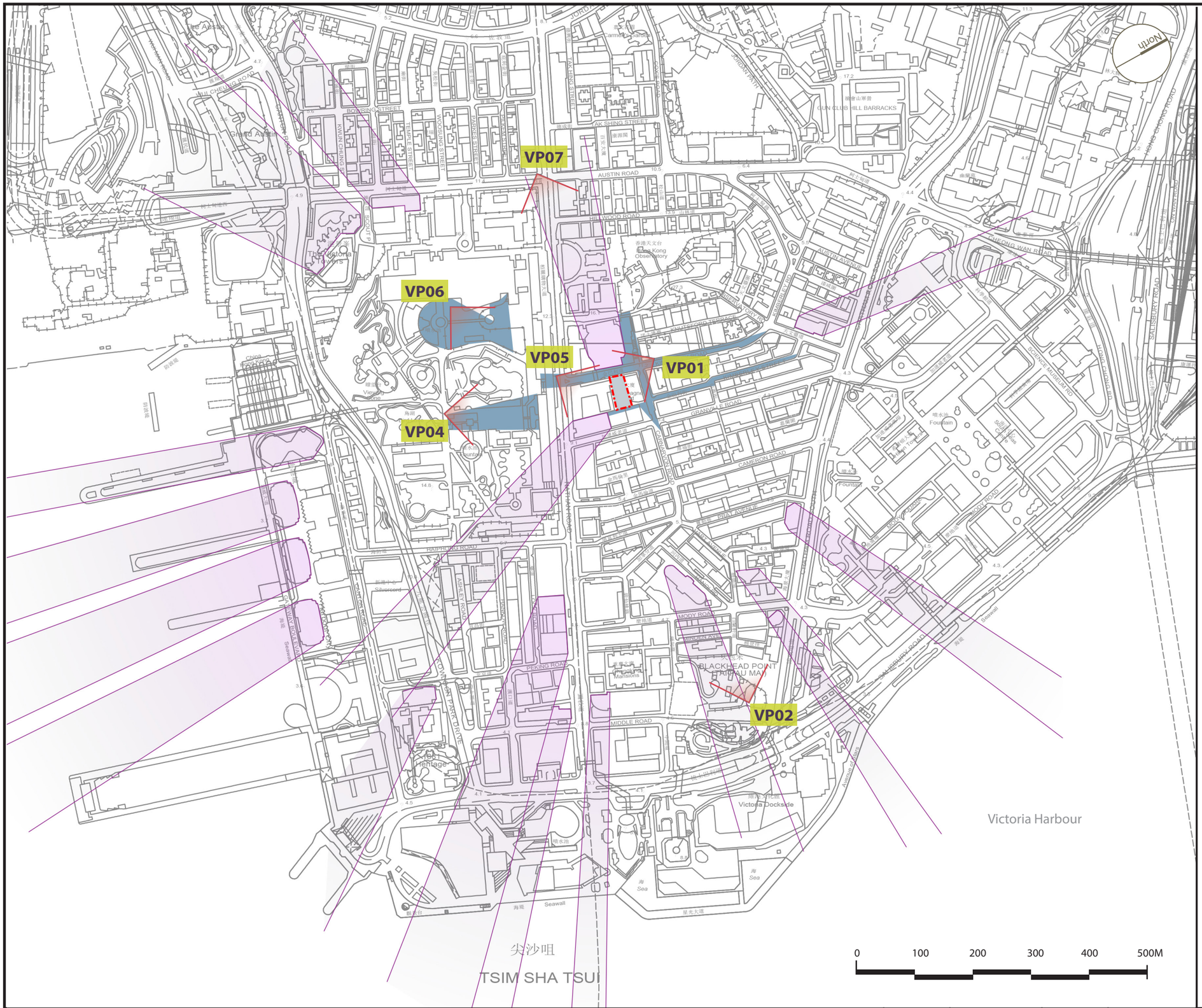

LEGEND

- Application Site Boundary
- VP — Representative vantage points (VPs) and angle of main view
- Proposed Deveopment (Max building height +140mPD)
- Visual Envelope at Street Level
- Tall Buildings which shape Visual Envelope at more elevated and distant locations

Vantage Points

Vantage Point 01: View looking south west from the j/o of Kimberly Road and Carnarvon Road (VP 01)

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Vantage Point 03: Viewing looking north east from Central Pier No. 7 (VP 03)

Vantage Point 04: View looking east from Kowloon Park (VP04)

Vantage Point 05: View looking southeast from the pedestrian crossing at j/o of Kimberly Road and Nathan Road (VP05)

Vantage Point 06: View looking southeast from Kowloon Park Swimming Pool (VP06)

Vantage Point 07: View looking south east from Nathan Road (at j/o Austin Road) (VP07)

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Envelope and Visually Sensitive Receivers

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FIGURE NO.	Figure 4.7	REV	-

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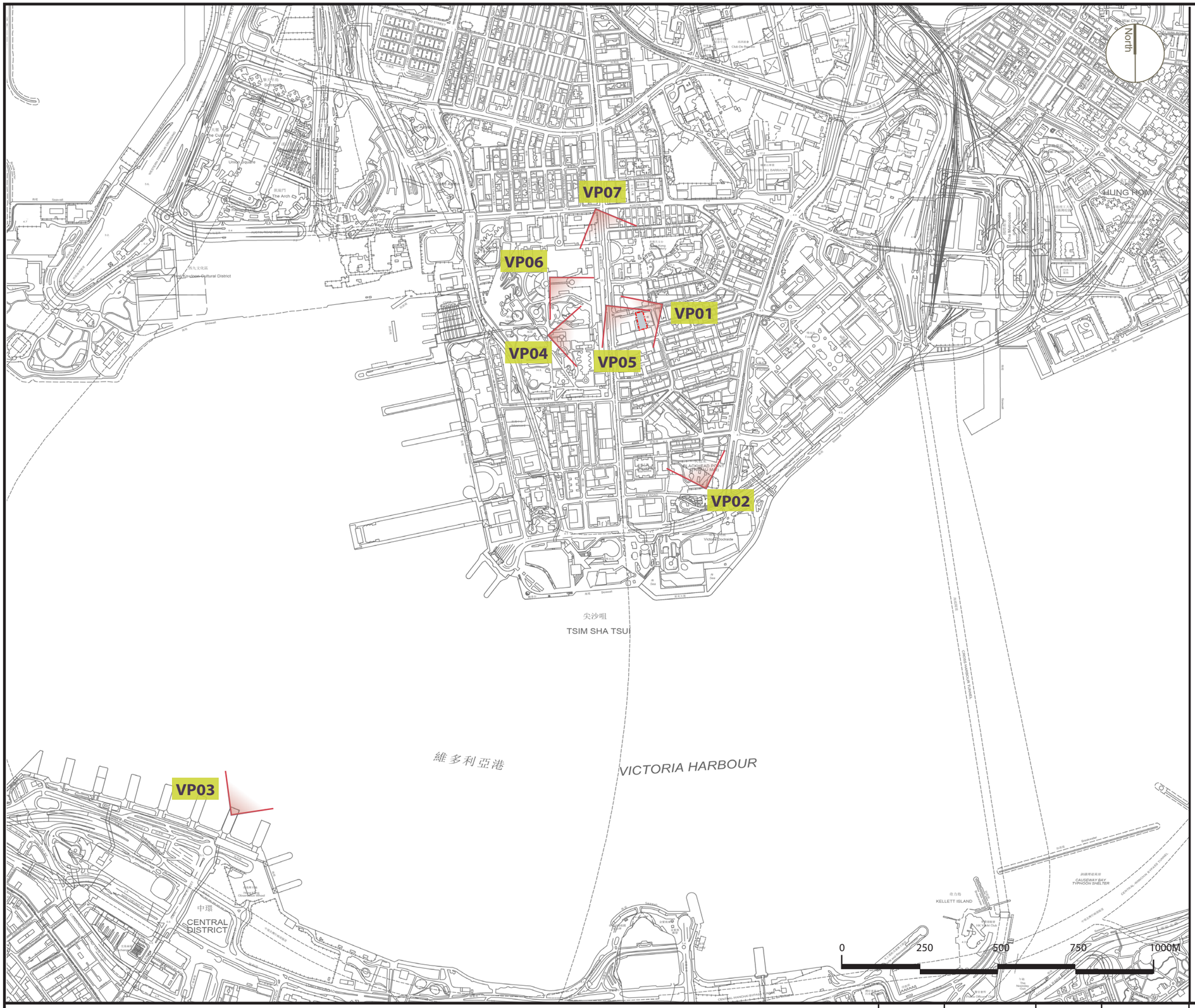

LEGEND

- Application Site Boundary
- VP — Representative vantage points (VPs) and angle of main view
- Proposed Deveopment (Max building height +140mPD)

Vantage Points

Vantage Point 01: View looking south west from the j/o of Kimberly Road and Carnarvon Road (VP 01)

Vantage Point 02: View looking north west from Signal Hill Garden (VP 02)

Vantage Point 03: Viewing looking north east from Central Pier No. 7 (VP 03)

Vantage Point 04: View looking east from Kowloon Park (VP04)

Vantage Point 05: View looking southeast from the pedestrian crossing at j/o of Kimberly Road and Nathan Road (VP05)

Vantage Point 06: View looking southeast from Kowloon Park Swimming Pool (VP06)

Vantage Point 07: View looking south east from Nathan Road (at j/o Austin Road) (VP07)

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Location of Photomontage Vantage Points

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FIGURE NO.	Figure 7.1	REV	-

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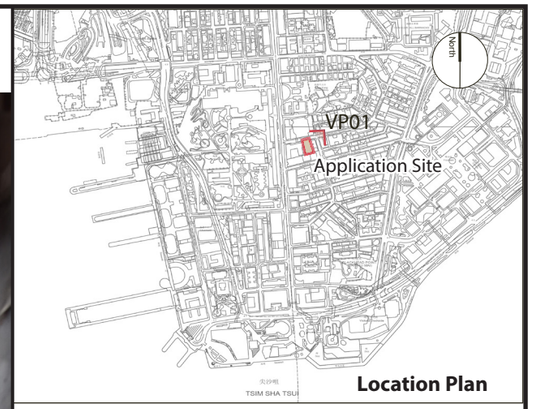
Vantage Point 01: View looking south west from the j/o of Kimberley Road and Carnarvon Road (Existing Situation)



Location Plan

Vantage Point 01 (VP01)

Vantage point elevation: +11.2mPD
Viewing distance: 50m
Maximum height of OZP Compliant Scheme: +110 mPD
Maximum height of Proposed Deveopment: +140 mPD

Note:
The red dashed line represents the approximate location of the Proposed Development and OZP Compliant Scheme where views are obscured by intervening obstacles.

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	Sept 2025
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FIGURE NO.	Figure 7.2	REV	-

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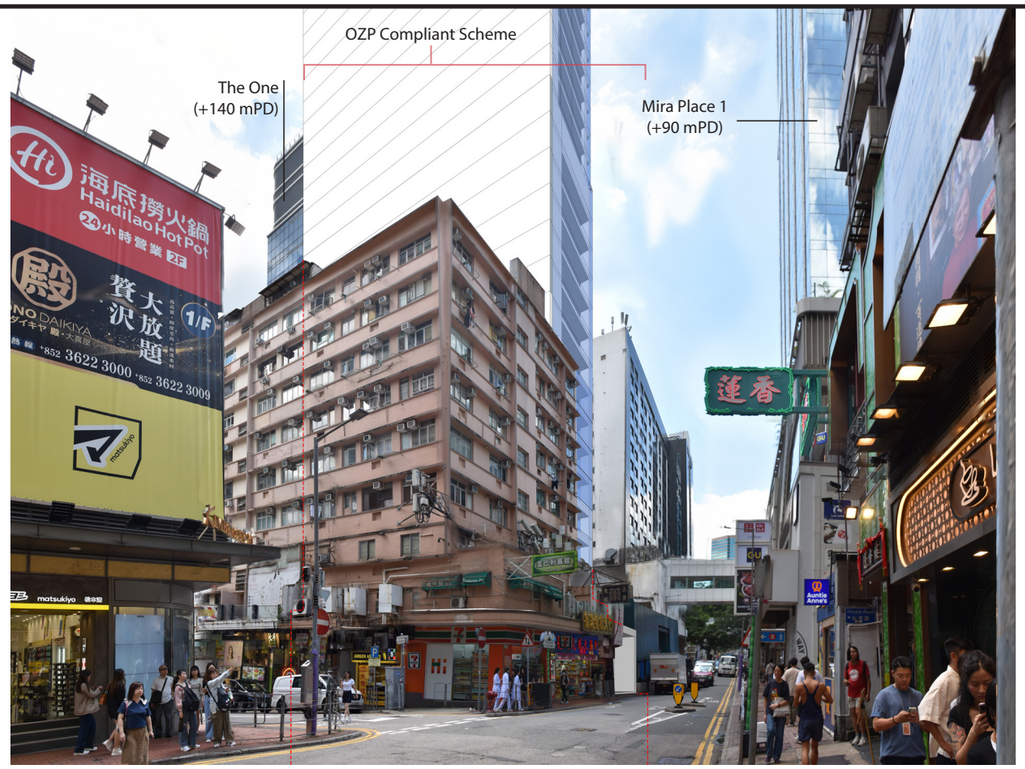
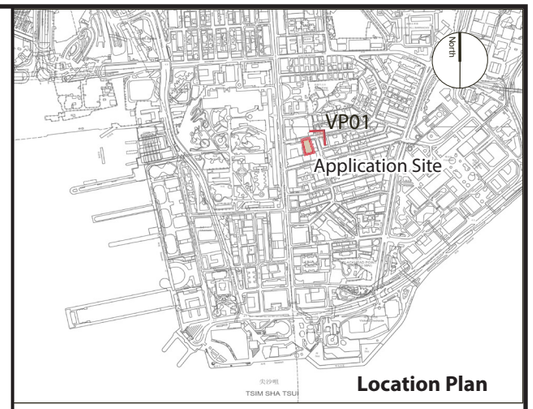


Vantage Point 01: View looking south west from the j/o of Kimberley Road and Carnarvon Road (OZP Compliant Scheme)

Vantage Point 01: View looking south west from the j/o of Kimberley Road and Carnarvon Road (Proposed Development)



Location Plan

Vantage Point 01 (VP01)

Vantage point elevation: +11.2mPD
Viewing distance: 50m
Maximum height of OZP Compliant Scheme: +110 mPD
Maximum height of Proposed Deveopment: +140 mPD

Note:
The red dashed line represents the approximate location of the Proposed Development and OZP Compliant Scheme where views are obscured by intervening obstacles.

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	Sept 2025
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FIGURE NO.	Figure 7.3	REV	-

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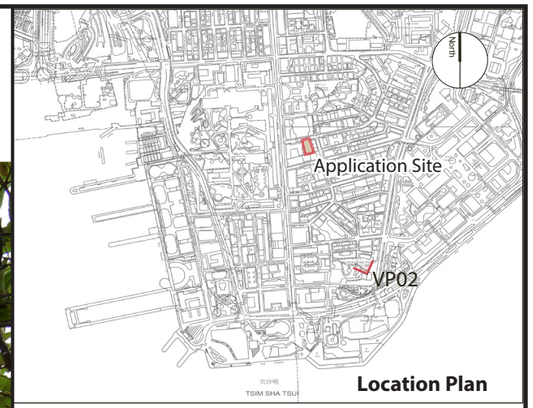
Vantage Point 02: View looking north west from Signal Hill Garden (Existing Situation)



Location Plan

Vantage Point 02 (VP02)

Vantage point elevation: +35.9mPD
Viewing distance: 500m
Maximum height of OZP Compliant Scheme: +110 mPD
Maximum height of Proposed Deveopment: +140 mPD

Note:
The red dashed line represents the approximate location of the Proposed Development and OZP Compliant Scheme where views are obscured by intervening obstacles.

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	Sept 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 7.4	REV	-

SCENIC Landscape Studio Limited
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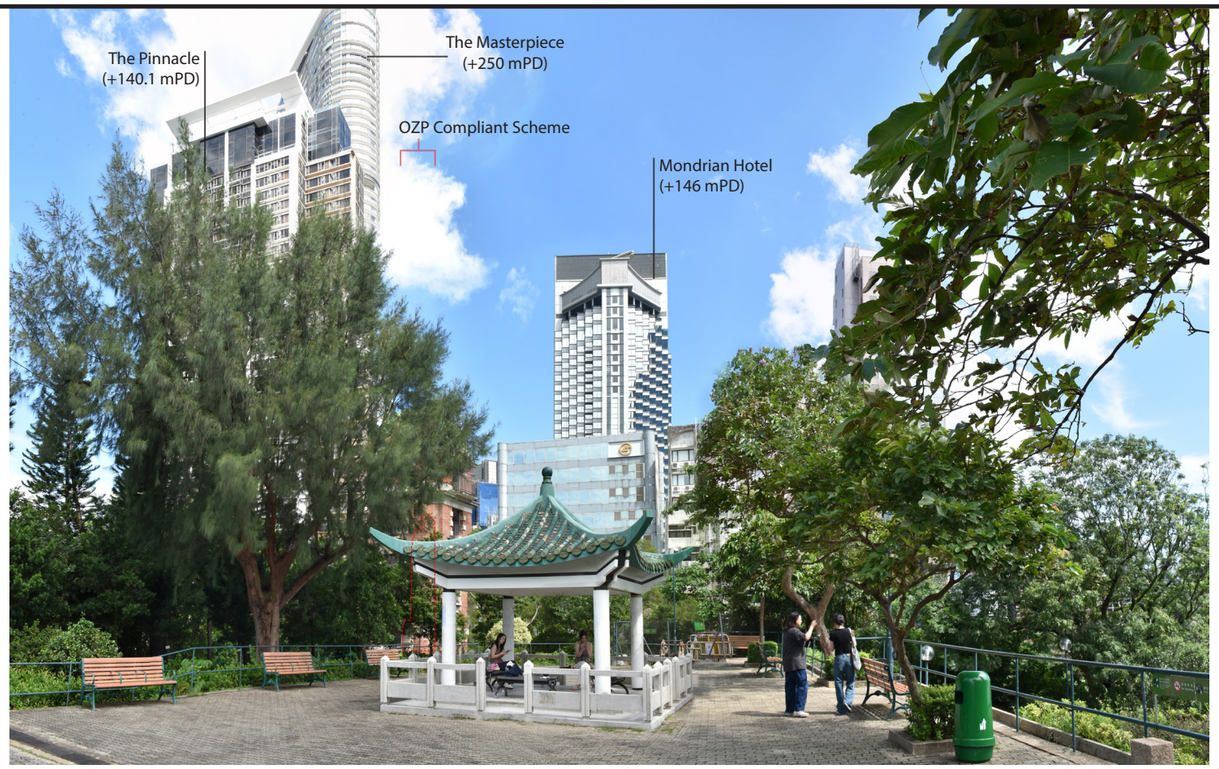
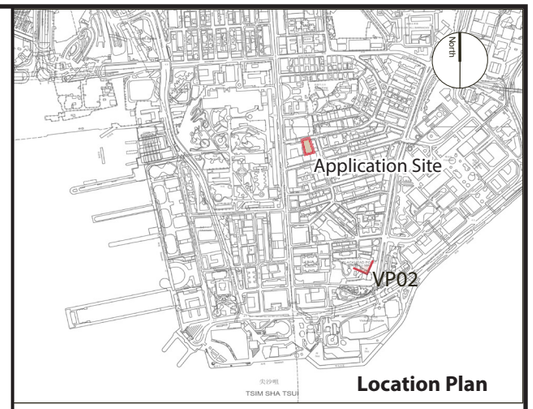
12/F So Hong Commercial Building, 41-47 Jervois Street, Sheung Wan, Hong Kong
Telephone: 2468 2422
Facsimile: 3016 2422
Website: scenic@studioscenic.com



Vantage Point 02: View looking north west from Signal Hill Garden (OZP Compliant Scheme)

Vantage Point 02: View looking north west from Signal Hill Garden (Proposed Development)



Location Plan

Vantage Point 02 (VP02)

Vantage point elevation: +35.9mPD
Viewing distance: 500m
Maximum height of OZP Compliant Scheme: +110 mPD
Maximum height of Proposed Deveopment: +140 mPD

Note:
The red dashed line represents the approximate location of the Proposed Development and OZP Compliant Scheme where views are obscured by intervening obstacles.

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	Sept 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 7.5	REV	-

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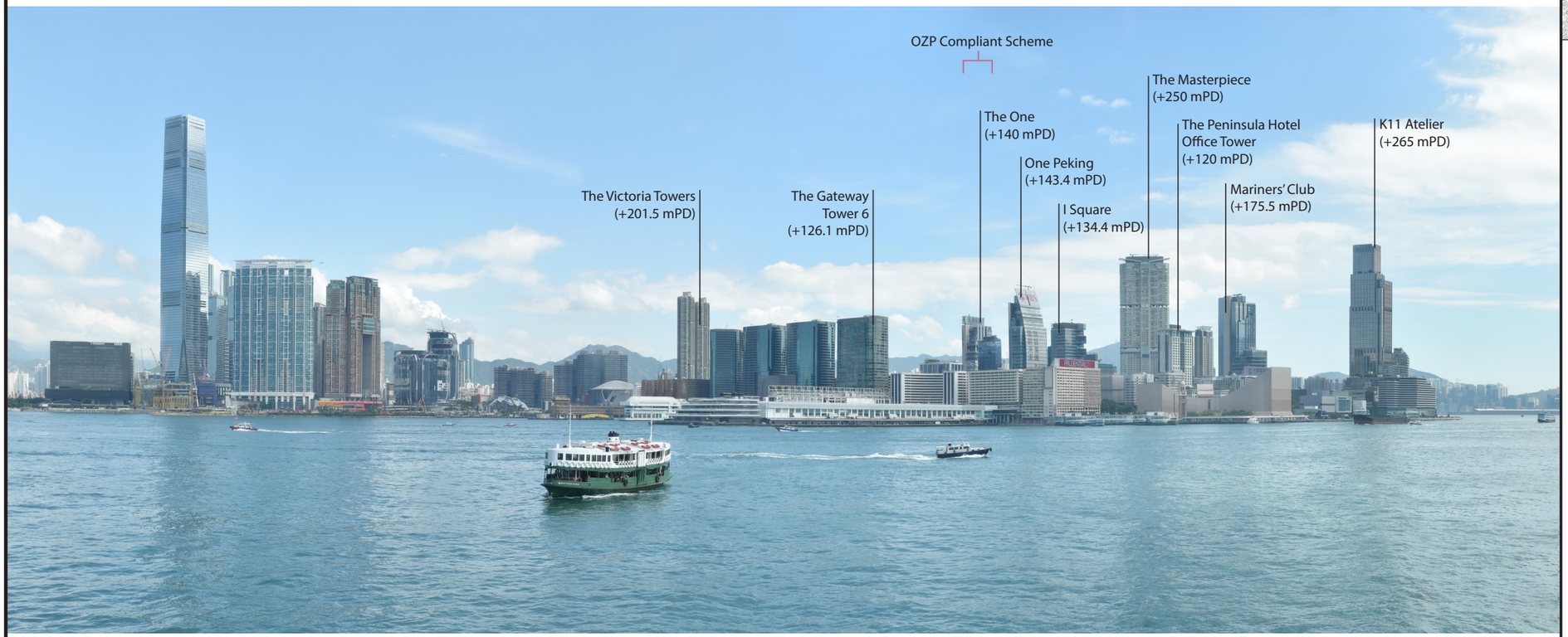
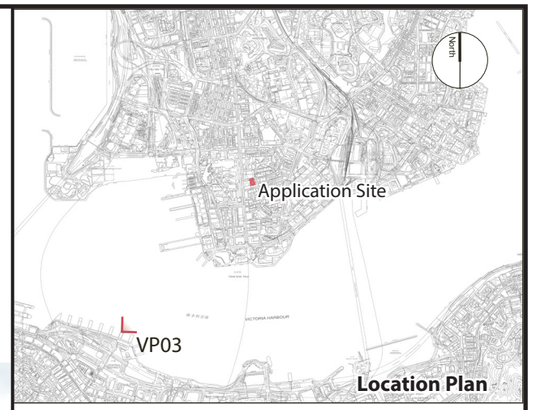
Facsimile: 3016 2422
Website: scenic@studioscenic.com



Vantage Point 03: Viewing looking north east from Central Pier No. 7 (Existing Situation)



Vantage Point 03 (VP03)

Vantage point elevation: +12.35mPD
Viewing distance: 1850m
Maximum height of OZP Compliant Scheme: +110 mPD
Maximum height of Proposed Deveopment: +140 mPD

Note:
The red dashed line represents the approximate location of the Proposed Development and OZP Compliant Scheme where views are obscured by intervening obstacles.

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	Sept 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 7.6	REV	-

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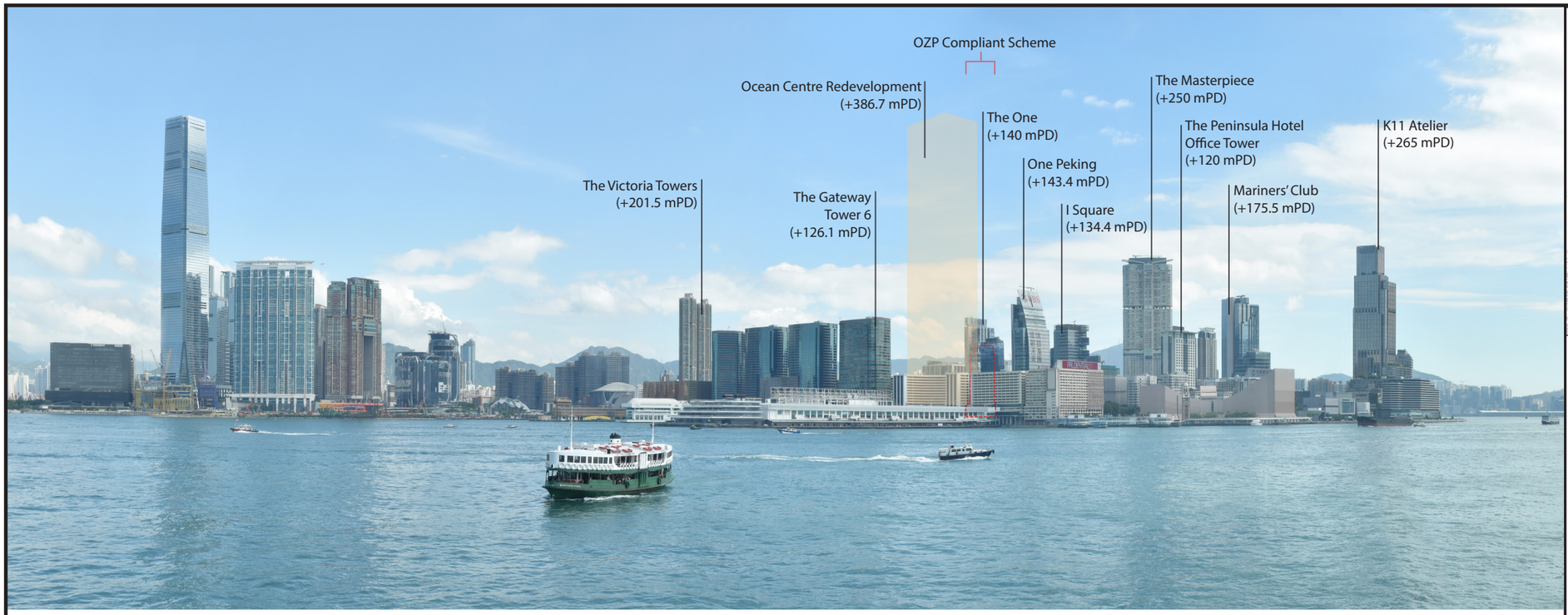
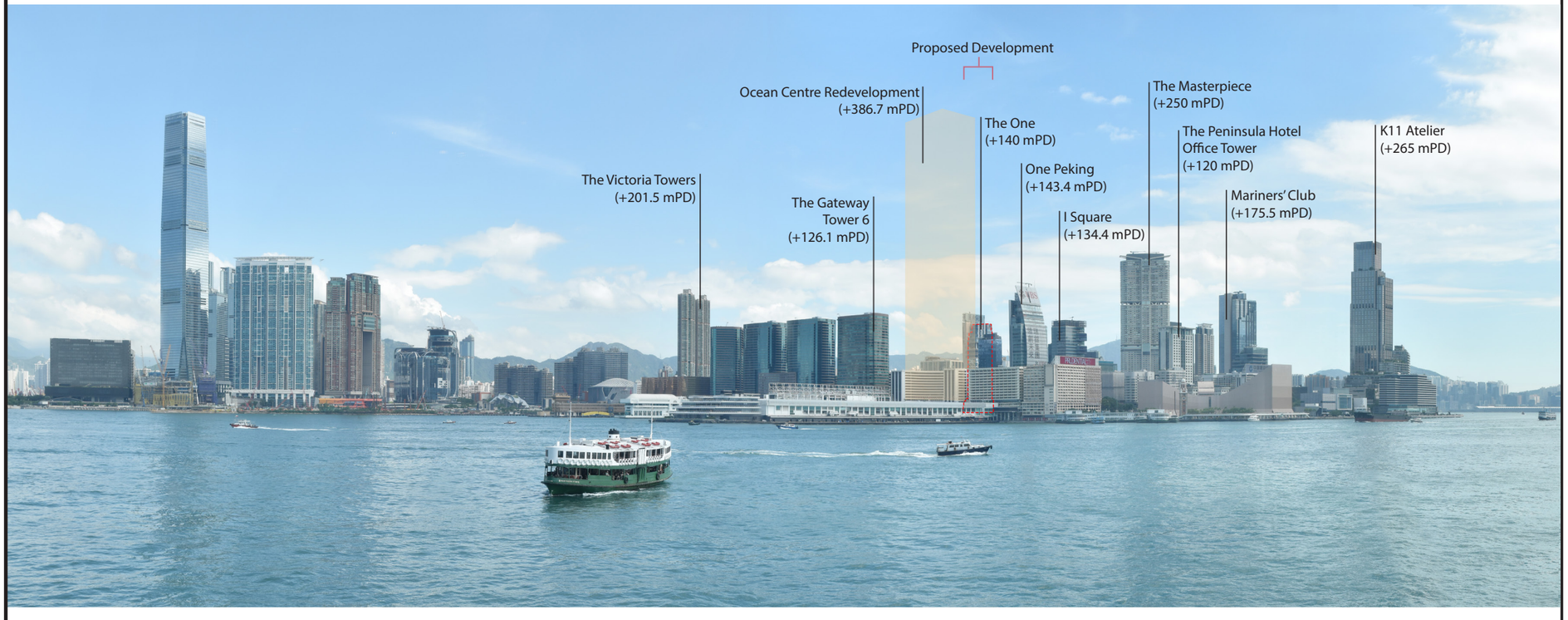
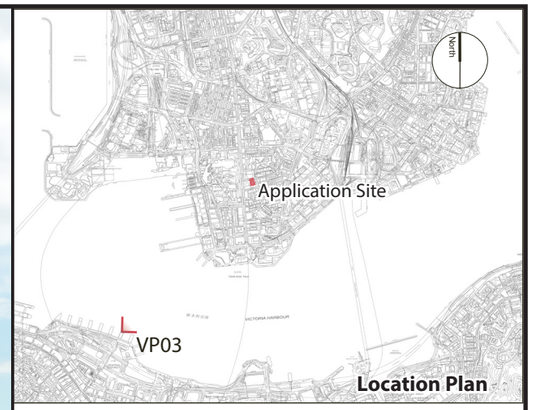
Telephone: 2468 2422
Facsimile: 3016 2422
Website: scenic@studioscenic.com



Vantage Point 03: Viewing looking north east from Central Pier No. 7 (OZP Compliant Scheme)



Vantage Point 03: Viewing looking north east from Central Pier No. 7 (Proposed Development)



Vantage Point 03 (VP03)

Vantage point elevation: +12.35mPD
Viewing distance: 1850m
Maximum height of OZP Compliant Scheme: +110 mPD
Maximum height of Proposed Deveopment: +140 mPD

Note:
The red dashed line represents the approximate location of the Proposed Development and OZP Compliant Scheme where views are obscured by intervening obstacles.

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	Sept 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 7.7	REV	-

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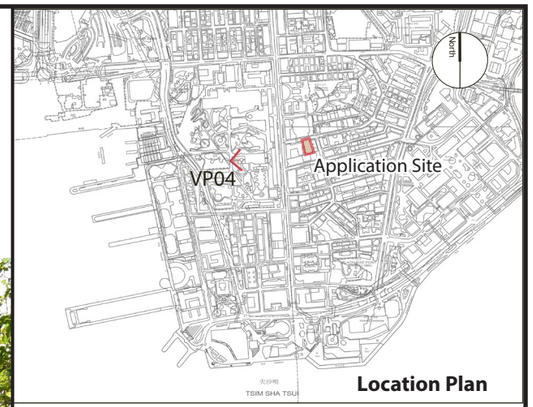
Telephone: 2468 2422
Facsimile: 3016 2422
Website: scenic@studioscenic.com

Vantage Point 04: View looking east from Kowloon Park (Existing Situation)



Location Plan

Vantage Point 04 (VP04)

Vantage point elevation: +19.6mPD
Viewing distance: 280m
Maximum height of OZP Compliant Scheme: +110 mPD
Maximum height of Proposed Deveopment: +140 mPD

Note:
The red dashed line represents the approximate location of the Proposed Development and OZP Compliant Scheme where views are obscured by intervening obstacles.

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	Sept 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 7.8	REV	-

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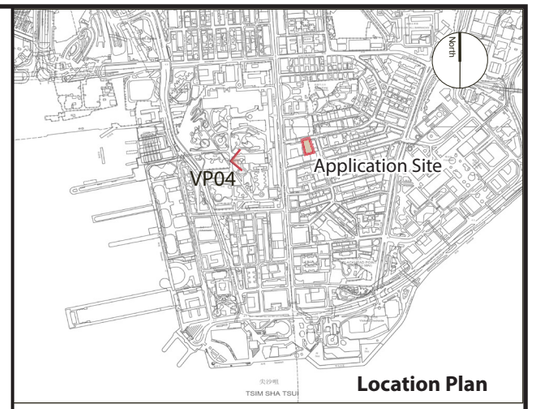
Telephone: 2468 2422
Facsimile: 3016 2422
Website: scenic@studioscenic.com

Vantage Point 04: View looking east from Kowloon Park (OZP Compliant Scheme)

Vantage Point 04: View looking east from Kowloon Park (Proposed Development)



Location Plan

Vantage Point 04 (VP04)

Vantage point elevation: +19.6mPD
Viewing distance: 280m
Maximum height of OZP Compliant Scheme: +110 mPD
Maximum height of Proposed Deveopment: +140 mPD

Note:
The red dashed line represents the approximate location of the Proposed Development and OZP Compliant Scheme where views are obscured by intervening obstacles.

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	Sept 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 7.9	REV	-

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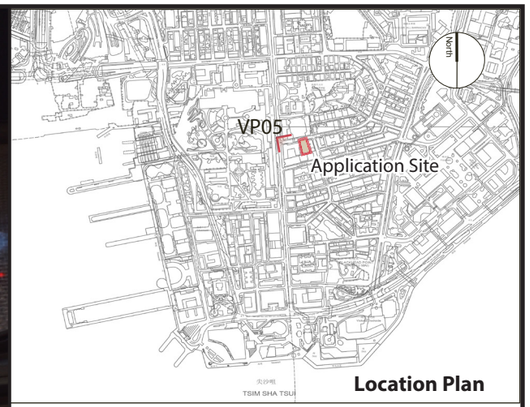

Location Plan

Vantage Point 05 (VP05)

Vantage point elevation: +10.6mPD
Viewing distance: 80m
Maximum height of OZP Compliant Scheme: +110 mPD
Maximum height of Proposed Deveopment: +140 mPD

Note:
The red dashed line represents the approximate location of the Proposed Development and OZP Compliant Scheme where views are obscured by intervening obstacles.

Vantage Point 05: View looking southeast from the pedestrian crossing at j/o of Kimberley Road and Nathan Road (Existing Situation)

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	Sept 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 7.10	REV	-

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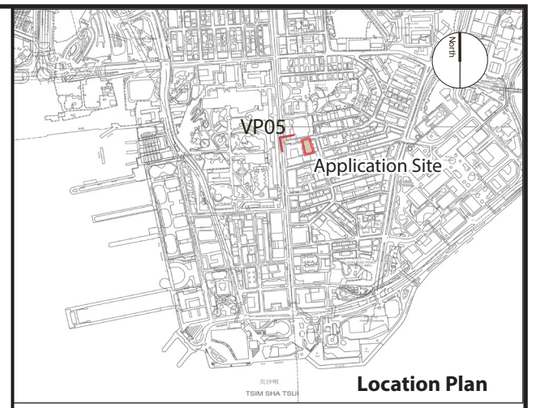
Telephone: 2468 2422
Facsimile: 3016 2422
Website: scenic@studioscenic.com

Vantage Point 05: View looking southeast from the pedestrian crossing at j/o of Kimberley Road and Nathan Road (OZP Compliant Scheme)

Vantage Point 05: View looking southeast from the pedestrian crossing at j/o of Kimberley Road and Nathan Road (Proposed Development)



Location Plan

Vantage Point 05 (VP05)

Vantage point elevation: +10.6mPD
Viewing distance: 80m
Maximum height of OZP Compliant Scheme: +110 mPD
Maximum height of Proposed Deveopment: +140 mPD

Note:
The red dashed line represents the approximate location of the Proposed Development and OZP Compliant Scheme where views are obscured by intervening obstacles.

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	Sept 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 7.11	REV	-

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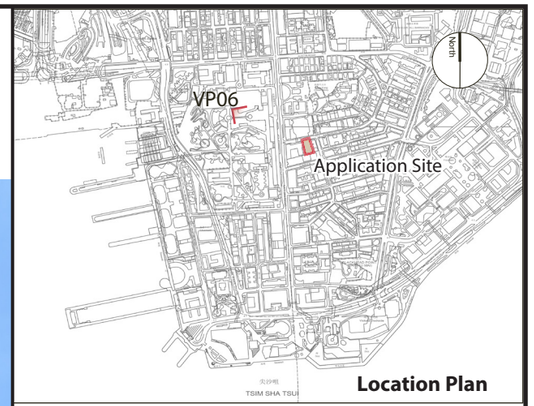
Facsimile: 3016 2422
Website: scenic@studioscenic.com



Location Plan

Vantage Point 06 (VP06)

Vantage point elevation: +21.2mPD
Viewing distance: 290m
Maximum height of OZP Compliant Scheme: +110 mPD
Maximum height of Proposed Deveopment: +140 mPD

Note:
The red dashed line represents the approximate location of the Proposed Development and OZP Compliant Scheme where views are obscured by intervening obstacles.

Vantage Point 06: View looking southeast from Kowloon Park Swimming Pool (Existing Situation)

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	Sept 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 7.12	REV	-

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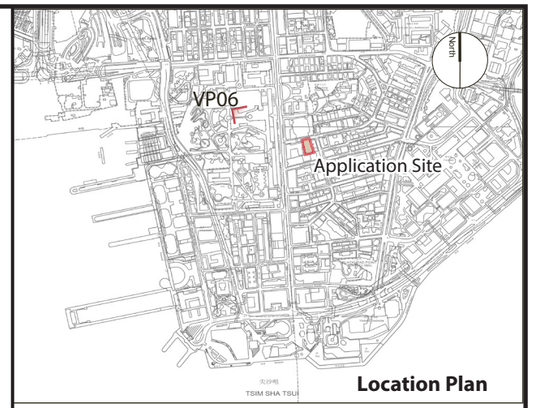
Telephone: 2468 2422
Facsimile: 3016 2422
Website: scenic@studioscenic.com

Vantage Point 06: View looking southeast from Kowloon Park Swimming Pool (OZP Compliant Scheme)

Vantage Point 06: View looking southeast from Kowloon Park Swimming Pool (Proposed Development)



Location Plan

Vantage Point 06 (VP06)

Vantage point elevation: +21.2mPD
Viewing distance: 290m
Maximum height of OZP Compliant Scheme: +110 mPD
Maximum height of Proposed Deveopment: +140 mPD

Note:
The red dashed line represents the approximate location of the Proposed Development and OZP Compliant Scheme where views are obscured by intervening obstacles.

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	Sept 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 7.13	REV	-

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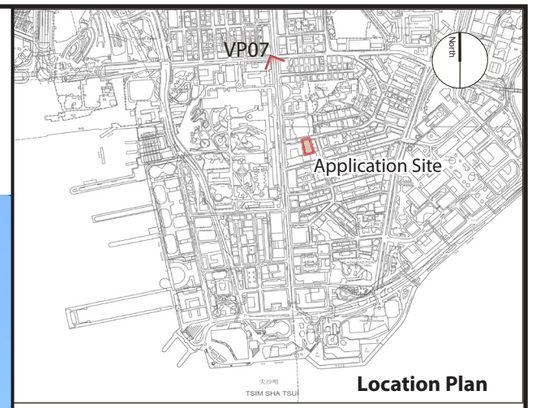
Telephone: 2468 2422
Facsimile: 3016 2422
Website: scenic@studioscenic.com

Vantage Point 07: View looking south east from Nathan Road (at j/o Austin Road) (Existing Situation)



Location Plan

Vantage Point 07 (VP07)

Vantage point elevation: +13.8mPD
Viewing distance: 350m
Maximum height of OZP Compliant Scheme: +110 mPD
Maximum height of Proposed Deveopment: +140 mPD

Note:
The red dashed line represents the approximate location of the Proposed Development and OZP Compliant Scheme where views are obscured by intervening obstacles.

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	Sept 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 7.14	REV	-

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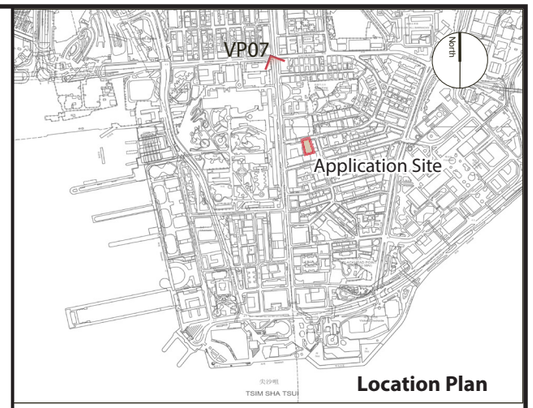
Telephone: 2468 2422
Facsimile: 3016 2422
Website: scenic@studioscenic.com

Vantage Point 07: View looking south east from Nathan Road (at j/o Austin Road)
(OZP Compliant Scheme)

Vantage Point 07: View looking south east from Nathan Road (at j/o Austin Road)
(Proposed Development)



Location Plan

Vantage Point 07 (VP07)

Vantage point elevation: +13.8mPD
Viewing distance: 350m
Maximum height of OZP Compliant Scheme: +110 mPD
Maximum height of Proposed Deveopment: +140 mPD

Note:
The red dashed line represents the approximate location of the Proposed Development and OZP Compliant Scheme where views are obscured by intervening obstacles.

FIGURE TITLE

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Impact Assessment: Photomontages

SCALE	N.T.S.	DATE	Sept 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 7.15	REV	-

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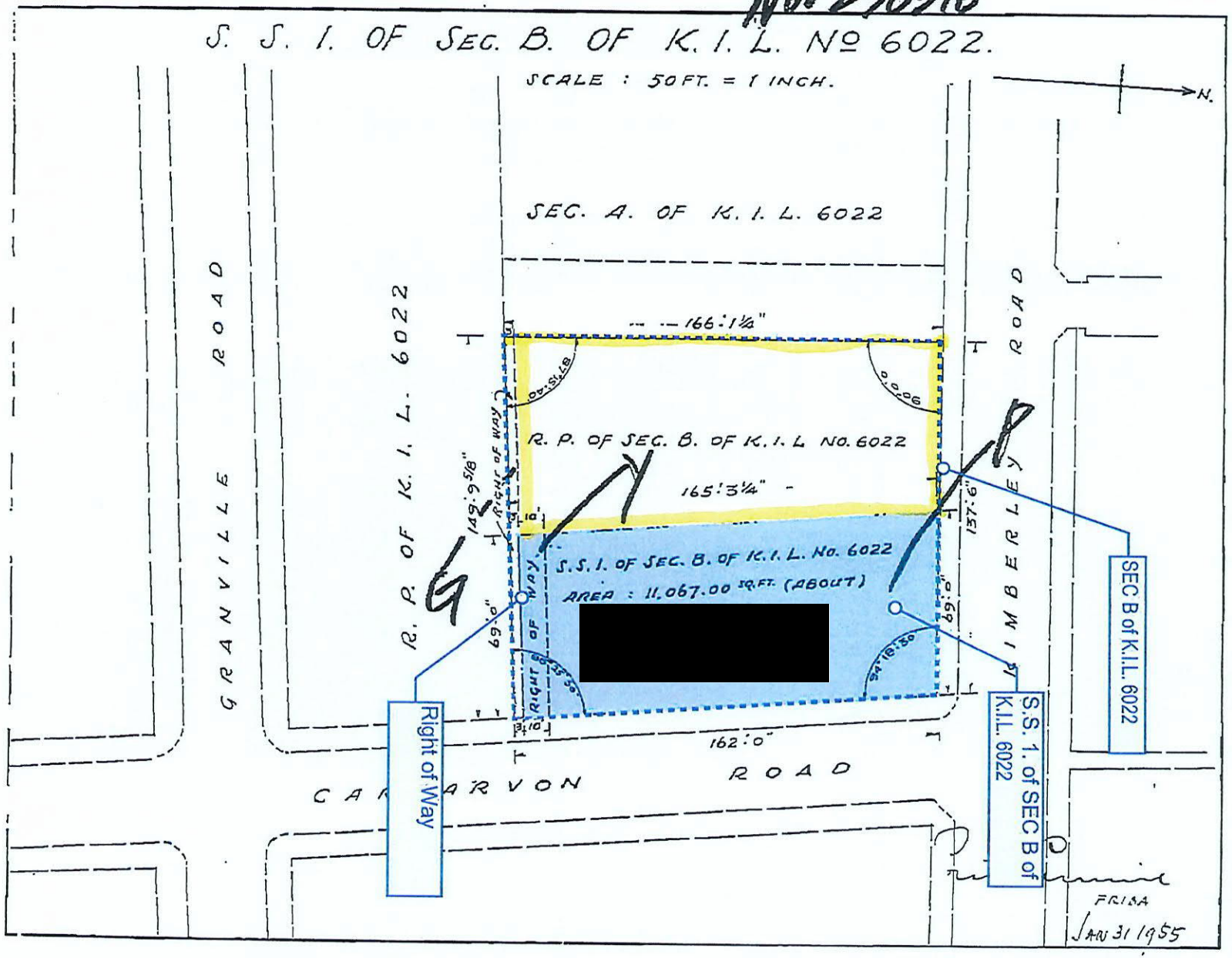
12/F So Hong Commercial Building, 41-47 Jervois Street, Sheung Wan, Hong Kong
Telephone: 2468 2422
Facsimile: 3016 2422
Website: scenic@studioscenic.com

Appendix C: Lease

No. 236516

S. S. I. OF SEC. B. OF K. I. L. Nº 6022.



Stamp Duty on Deed $20.00 15.6.55.

No. 236516

A Memorial required to be registered in the Land Office according to the provisions of the Land Registration Ordinance (Chapter 128).

Nature and object of the Instrument to which the Memorial relates.

REASSIGNMENT (by separate deed) made between the undermentioned Reassignors of the one part and the undermentioned Reassignees of the other part WHEREBY after reciting that the Reassignees had requested the Reassignors to assign and release to the Reassignees All that portion thereinafter more particularly described of All the estate right title and interest of and in All that piece or parcel of ground situate lying and being at Kowloon in the Colony of Hong Kong and registered in the Land Office as Section B of Kowloon Inland Lot No.6022 then mortgaged to the Reassignors which the Reassignors being satisfied with the remaining securities comprised in the Indenture of Mortgage thereinafter mentioned had agreed to do in manner thereinafter appearing IT WAS WITNESSED that in pursuance of the said agreement and in consideration of the premises the Reassignors DID thereby assign and release unto the Reassignees ALL THAT the estate right title and interest of the Reassignors of and in ALL THAT portion of the said piece or parcel of ground registered as aforesaid as Section B of Kowloon Inland Lot No.6022 which said portion with its abuttals and dimensions was more particularly delineated and described on the plan thereto and hereto annexed and thereon coloured Pink and Yellow and was intended to be registered in the Land Office as SUBSECTION 1 OF SECTION B OF KOWLOON INLAND LOT NO.6022 and of and in all messuages erections and buildings thereon (if any) TOGETHER with a full free and uninterrupted right of way for the Reassignees their tenants servants visitors workmen and all other persons authorised by them (in common with others having the like right) at all times and for all purposes connected with the use and enjoyment of the said premises thereby assigned and released to go pass and repass over and upon that portion of ground coloured Green on the said plan And other rights of way (if any) and other rights and all privileges easements and appurtenances thereto belonging or appertaining And all other the estate right title interest property claim and demand whatsoever of the Reassignors therein and thereto EXCEPTING AND RESERVING a full free and uninterrupted right of way for the Reassignors and the owners and occupiers for the time being of the other portions of the said Lot their tenants servants visitors workmen and all other persons authorised

Right of Way for other portion of the said Lot

by them (in common with others having the like right) at all times and for all purposes connected with the use and enjoyment of the other portions of the said Lot to go pass and repass over and upon that portion of the said premises thereby assigned and released coloured Yellow on the said plan TO HOLD the said premises thereby assigned and released unto the Reassignees absolutely Subject to and with the benefit of the terms and conditions contained in certain Conditions for Renewal deposited and registered in the Land Office as Conditions for Renewal No.4371 BUT FREED and absolutely discharged of and from the Indenture of Mortgage affecting the said premises and registered in the Land Office by Memorial No.224098 COVENANTS by the Reassignors that the Reassignors had not incumbered.

Date of Instrument.	The 31st day of May 1955.
Names & Additions of Parties.	[redacted]
Names & Additions of Witnesses.	F.G. Nigel, Solicitor, Hong Kong witness to the execution by the Reassignors (by the affixion of their common seal and the signatures of Jeffrey Hubert Hamm, one of their Directors and George Osborne Wauchope Stewart their Chief Accountant the Officer thereunto authorised by the Board of Directors of the said Bank). J.M. Hall, Solicitor, Hong Kong witness to the execution by the Reassignees (by the affixion of their common seal and the signature of Fok Ying Tung, the Governing Director).
Premises affected by the Instrument.	All the estate right title and interest of the Reassignors of and in Subsection 1 of Section B of Kowloon Inland Lot No.6022.
Signature of Parties signing Memorial.	Director. Chief Accountant.

On this 23rd day of June 1955
I CHARLES YING of Victoria in the Colony of Hong Kong Solicitor do hereby certify ~~appeared before me and declared~~ that [according to Section VII of the Land Registration Ordinance (Chapter 128)] the foregoing Memorial contains a just and true account of the several particulars therein set forth.

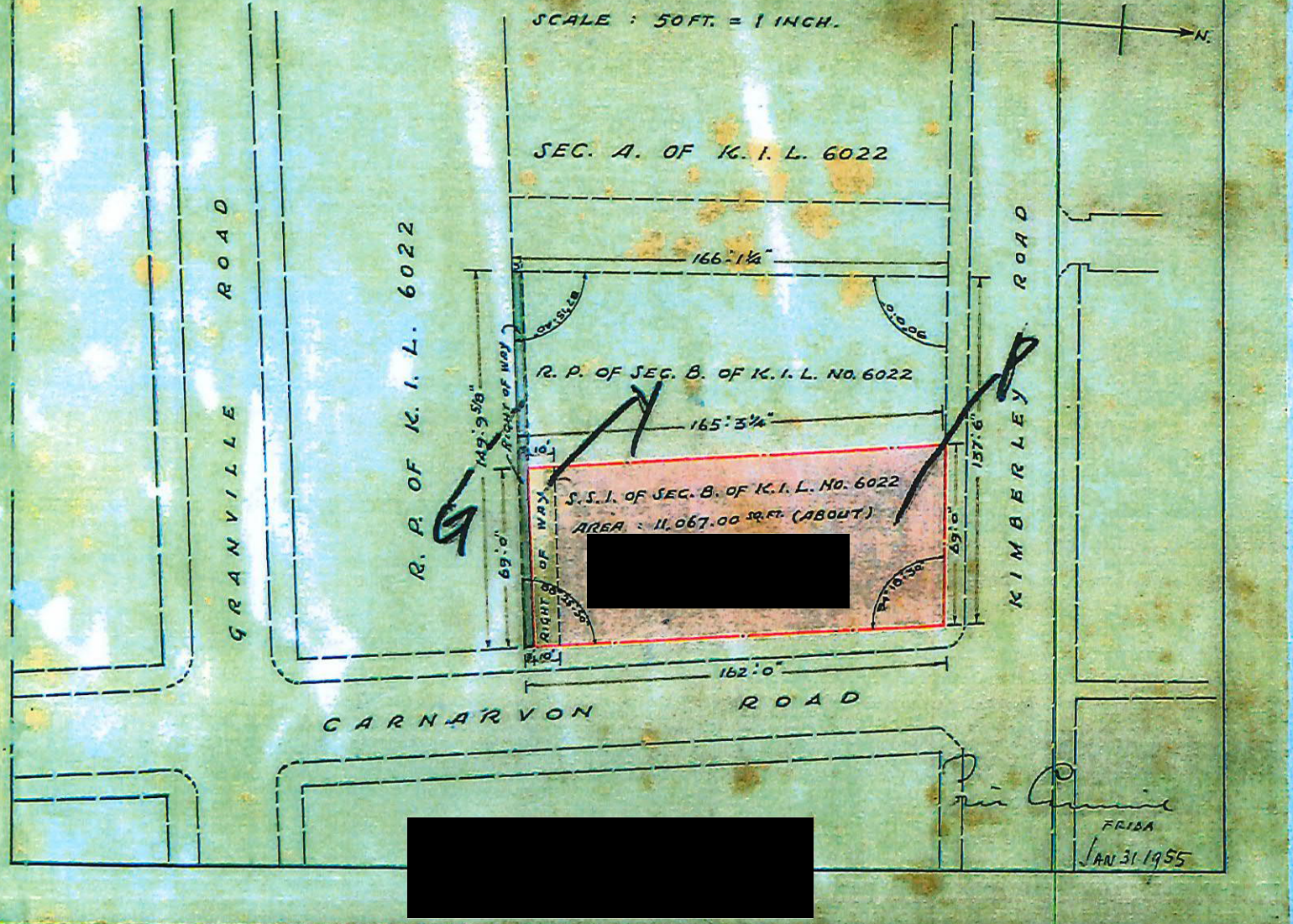
Solicitor, Hongkong.

Received at the Land Office and Registered as Memorial No. 236516 on 24 JUN 1955
the day of
19 , at o'clock
in the noon.

Land Officer.

No. 236516

S. S. I. OF SEC. B. OF K. I. L. Nº 6022.



Appendix D: Sewerage Impact Assessment

Prepared by

Ramboll Hong Kong Limited

S16 APPPLICATION FOR 16 KIMBERLEY ROAD (CHAMPAGNE COURT – BLOCK B) HOTEL DEVELOPMENT

SEWERAGE IMPACT ASSESSMENT

Date	**November 2025**
Prepared by	**Sally Chiu** **Assistant Environmental Consultant**
Signed	
Approved by	**Tony Cheng** **Senior Manager**
Signed	
Project Reference	**P&TJBCPCSI00**
Document No.	**R9933_v1.0.docx**

Ramboll Hong Kong Limited

21/F, BEA Harbour View Centre
56 Gloucester Road, Wan Chai, Hong Kong

Tel: (852) 3465 2888
Fax: (852) 3465 2899
Email: hkinfo@ramboll.com

CHAPTERS

TABLES

FIGURES

APPENDICES

1. INTRODUCTION

1.1 Background

1.1.1 The Subject Site is located at Tsim Sha Tsui, Kowloon, which the Site falls mainly within areas zoned "Commercial (C(6))", under the Approved Tsim Sha Tsui Outline Zoning Plan (OZP No. S/K1/30).

1.1.2 Ramboll Hong Kong Limited has been appointed to conduct the sewerage impact assessment for the Subject Site.

1.2 Subject Sites and its Environs

1.2.1 The Subject Site covers an area of about 1,141 m^2 and is currently zoned as "Commercial (C(6))".

1.2.2 The Site is bounded by Kimberley Road to the North, Carnarvon Road to the East, Granville Road to the South and Nathan Road to the East.

1.2.3 **Figure 1.1** shows the location and the environs of the Subject Site.

1.3 Proposed Development

1.3.1 According to the latest development scheme as shown in **Table 1.1**, a 35-storey hotel with hotel guest rooms, function rooms, conference rooms and F&B facilities will be developed and the proposed master layout plan is shown in **Appendix 1.1**. The expected completion year is 2029/2030.

Table 1.1 Development Parameters of the Proposed Development

Function	Assumed Total Area (m^2)
Hotel guest rooms	**7,671**
Function rooms	**2,270**
Conference rooms	**1,816**
Restaurant & café (F&B)	**1,832**
Total	**13,588**

1.4 Sewerage Impact

1.4.1 The potential sewerage impact arising from the operation phase should be assessed and mitigated to fulfil the requirements under the relevant legislations and guidelines. The details will be discussed in **Section 3**.

2. SEWERAGE IMPACT ASSESSMENT

2.1 Scope of Work

2.1.1 The aim of this study is to compare the sewage flow generated from the Subject Site with the sewage flow from the existing usage, and to determine whether adverse sewerage impact is anticipated.

2.2 Assessment Criteria and Methodology

2.2.1 According to the Drainage Record obtained from the Drainage Services Department, there is public sewer network serving the Subject Site and the surrounding environment. **Figure 2.1** shows the location of the sewer sections concerned.

2.2.2 The Environmental Protection Department's (EPD's) Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning, Version 1 (GESF) is referred to estimate the quantity of the sewage generated from the Subject Site and the existing development. Sewage flow parameters and global peaking factors in this document are adopted.

2.2.3 The Commercial and Industrial Floor Space Utilization Survey (CIFSUS) conducted by the Planning Department is used to determine the worker density for various economic activities and planned usage type.

2.2.4 In order to represent worst-case scenario, the sewerage impact assessment was conducted based on the assumption that all phases of the Subject Site have been completed.

2.2.5 Based on the designed use, the sewage flow from the proposed hotel development is determined and compared with the capacity of the existing sewerage system in order to investigate the necessity of sewerage system upgrading work.

2.3 Existing and Future Sewerage System

2.3.1 With reference to the sewerage system shown in Geoinfo Map, the sewage generated from the proposed development will be discharged to the existing manhole FMH4000835 from the proposed terminal manhole.

2.3.2 The existing and proposed sewerage system are shown in **Figure 2.1**.

2.4 Wastewater Generated by the Proposed Development

2.4.1 The sewage generated by the proposed development is given in **Table 2.1** shown below. Detailed Calculation refers to **Appendix 2.1**.

Table 2.1 Estimated Peak Flow

Calculation for Sewage Generation Rate of the Proposed Development (Hotel)			
1. Hotel Rooms			
Assumed area	=	7671	m^2
Assumed floor area per employee	=	31.3	m^2/employee (refer to Table T-8 of CIFSUS – Hotels and Boarding Houses)
Total number of employees	=	245	employees
Design flow for commercial employees	=	1.58	m^3/employee/day (refer to Table T-2 of GESF – J10 Restaurant & Hotels)
Sewage generation rate	=	**387.8**	m^3/ day

2. Function Rooms & Conference Rooms			
Assumed area	=	4086	m^2
Assumed floor area per employee	=	29.4	m^2/employee (refer to Table T-8 of CIFSUS –All Economic Activities (All Types))
Total number of employees	=	139	employees
Design flow for commercial employees	=	0.08	m^3/employee/day (refer to Table T-2 of GESF – J6 Business Services)
Sewage generation rate	=	**11.1**	m^3/ day
3. Restaurant & Café (1/F to 5/F)			
Assumed area	=	1832	m^2
Assumed floor area per employee	=	19.6	m^2/employee (refer to Table T-8 of CIFSUS –All Economic Activities (All Types))
Total number of employees	=	93	employees
Design flow for commercial employees	=	1.58	m^3/employee/day (refer to Table T-2 of GESF – J6 Business Services)
Sewage generation rate	=	147.6	m^3/ day
Total Flow from the Proposed Development			
Flow rate	=	546.6	m^3/day
Flow rate with P_{CIF}	=	546.6	m^3/day (refer to Table T-4 of GESF – Central Kowloon - 1.0)
Contributing Population	=	2024	employees
Peaking Factor	=	6	Refer to Table T-5 of GESF for population 1,000-5,000 incl. stormwater allowance
Peak Flow	=	**38.0**	L/s

2.5 Assessment of Sewerage Impact

2.5.1 As shown in **Figure 2.1**, sewerage generated from the proposed development will be discharged from the terminal manhole located within the Subject Site to Manhole S1 FMH40000835 which is located at the Kimberley Road.

2.5.2 Catchments in the vicinity of the Application Site are shown in **Figure 2.2**. The sources for the area of existing development in the catchments are given in

Table 2.2 Sources for the Area of Existing Development in the Catchments

Catchment	Sources for the Area of Existing Development
Catchment A	Measured in Geoinfo Map
Catchment B	Provided by the Development Owner
Catchment C	Reference from EIA Report of AEIAR-260/2024 - Construction of Annex Block at Hong Kong Observatory Headquarters, Tsim Sha Tsui

2.5.3 Detailed calculation of sewage generation, peak flow estimation and the capacity of the public sewer can be referred to **Appendix 2.1**. Based on the assessment results, the capacity of sewers FWD4010908 and FWD4000927 are not sufficient for the sewerage generated from the proposed development and the surrounding catchment. Therefore, sewers FWD4010908 and FWD4000927 are proposed to upgrade to 375mm with total length of about 34m.

2.5.4 Upgrading works on the public sewers FWD4010908 and FWD4000927 will be conducted by the project proponent are required.

2.5.5 Beside upgrading works on the above-mentioned pipes, a new 225mm sewer is proposed to connect manhole FMH4000835.

2.5.6 The proposed development is expected to be completed by the year of 2029/2030 and hence the proposed upgrading works and new pipe will be completed before 2029/2030 or prior to the commissioning of the proposed development.

3. CONCLUSION

3.1.1 The Subject Site is located at Tsim Sha Tsui, Kowloon, which the Site falls mainly within areas zoned "Commercial (C(6))", under the Approved Tsim Sha Tsui Outline Zoning Plan (OZP No. S/K1/30).

3.1.2 The Proposed development is to develop a hotel building. The development consists of a 35-storey hotel with hotel guest rooms, function rooms, conference rooms and F&B facilities.

3.1.3 The estimated sewage generation rate of the Proposed Development has been quantitatively addressed. The estimated peak sewage generation from the Proposed Development is about 38.0 litre/sec.

3.1.4 Based on the calculations, as shown in Appendix 2.1, the capacity of existing sewers are not sufficient to cater for the sewage generated from the Proposed Development. Upgrading works on the public sewers FWD4010908 and FWD4000927 will be conducted by the project proponent are required Beside upgrading works on the above-mentioned pipes, a new 225mm sewer is proposed to connect manhole FMH4000835. After the proposed upgrading and new pipe works, there would not have any adverse impact on the public sewerage system.

Figures

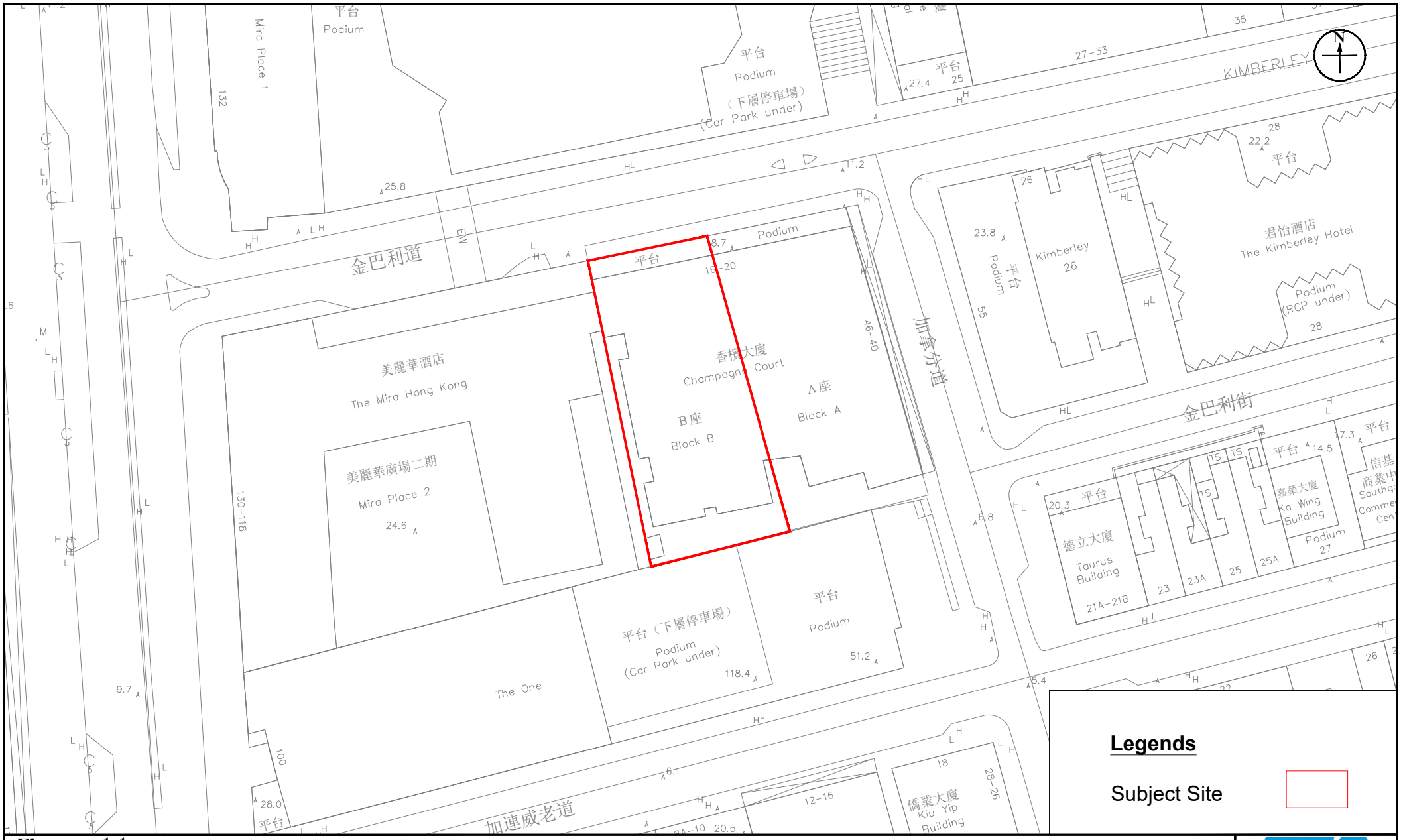


Figure: 1.1

Title: Location and the environs of the Subject Site

Project: S16 Application for 16 Kimberley Road (Champagne Court - Block B) Hotel Development

RAMBOLL

Drawn by:	SC
Checked by:	TC
Rev.:	1.0
Date:	Sept 2025

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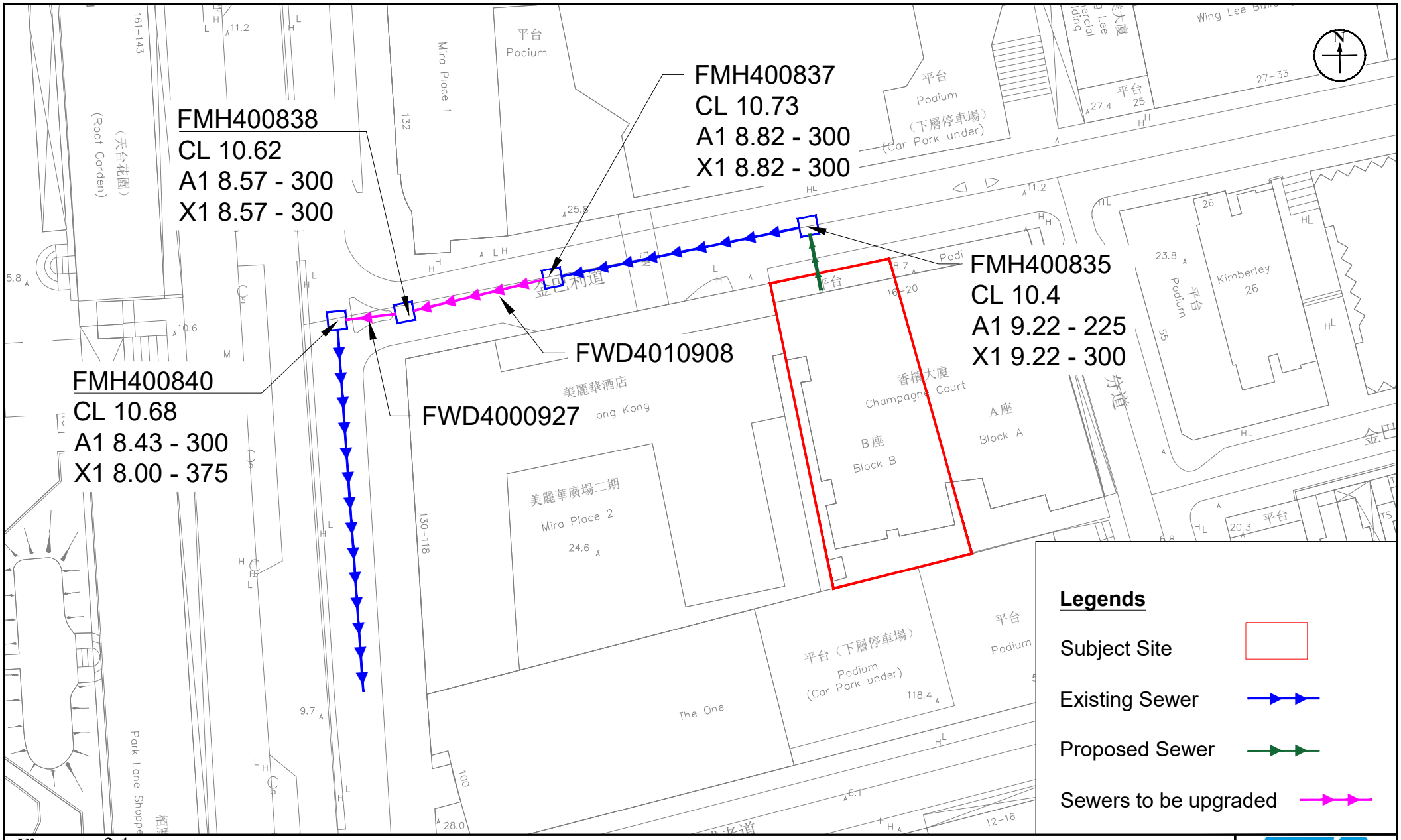

Figure: 2.1	RAMBOLL
Title: Existing and Proposed Sewerage System in the Vicinity of the Subject Site	Drawn by: SC Checked by: TC
Project: S16 Application for 16 Kimberley Road (Champagne Court - Block B) Hotel Development	Rev.: 1.0 Date: Sept 2025

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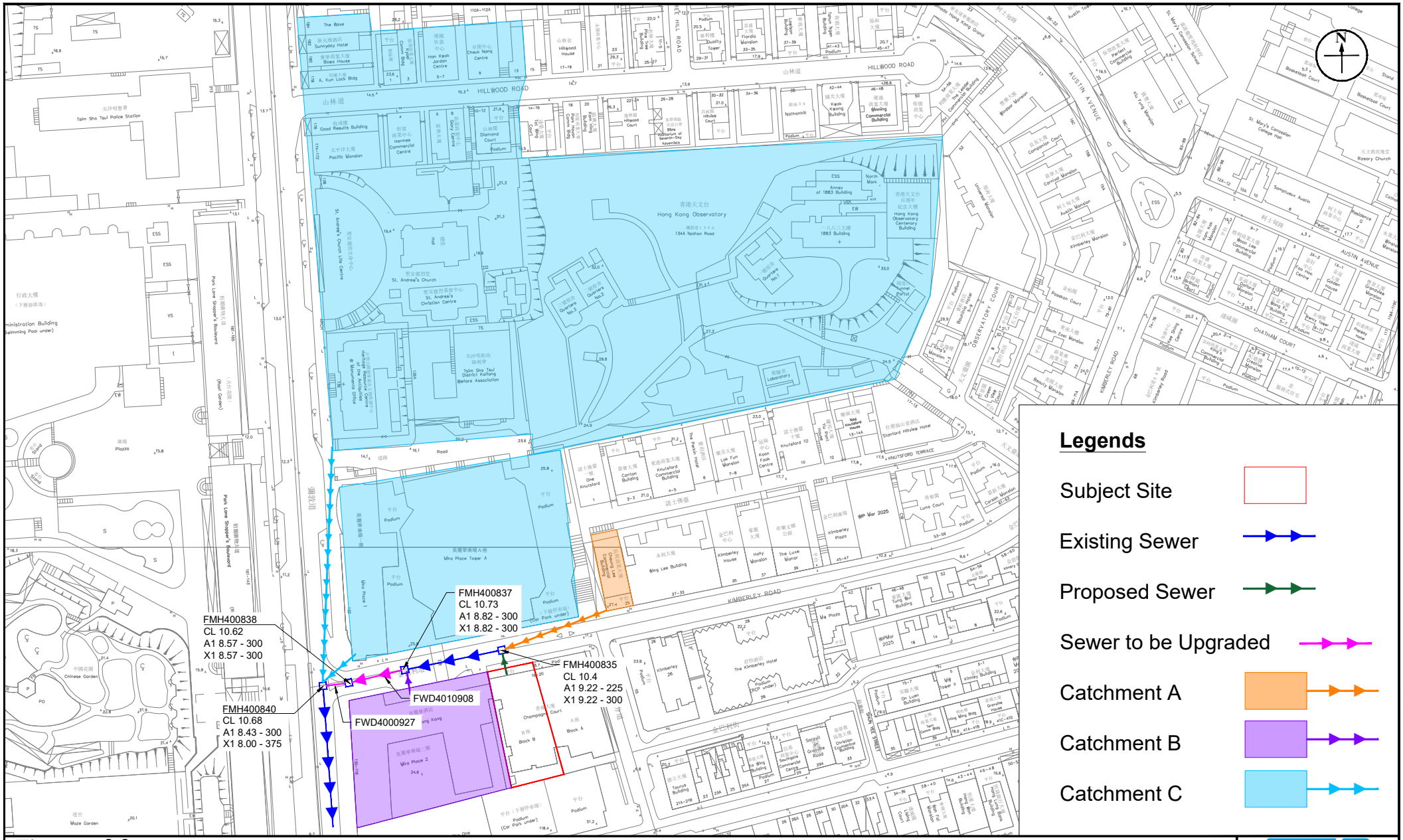

Figure: 2.2

Title: Existing/ Proposed/ Upgrading Sewerage System and Catchment Area in the Vicinity of the Subject Site

Project: S16 Application for 16 Kimberley Road (Champagne Court - Block B) Hotel Development

RAMBOLL

Drawn by:	SC
Checked by:	TC
Rev.:	1.0
Date:	Sept 2025

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Appendix 1.1 The Master Layout Plan of the Proposed Development

KIMBERLEY ROAD

A

B

1500

ADJOINING LOT K.I.L. 6022 S.A. & S.C.

ADJOINING LOT K.I.L. 6022 S.B. SS.1

THE REMAINING PORTION OF
SECTION B OF KOWLOON
INLAND LOT NO. 6022

A
SK-19

A
SK-19

D

C

CARNARVON ROAD

LEGEND:

PROPOSED BUILDING FOOTPRINT

PROPOSED VEHICULAR INGRESS/EGRESS

LOT BOUNDARY

GRANVILLE ROAD

SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

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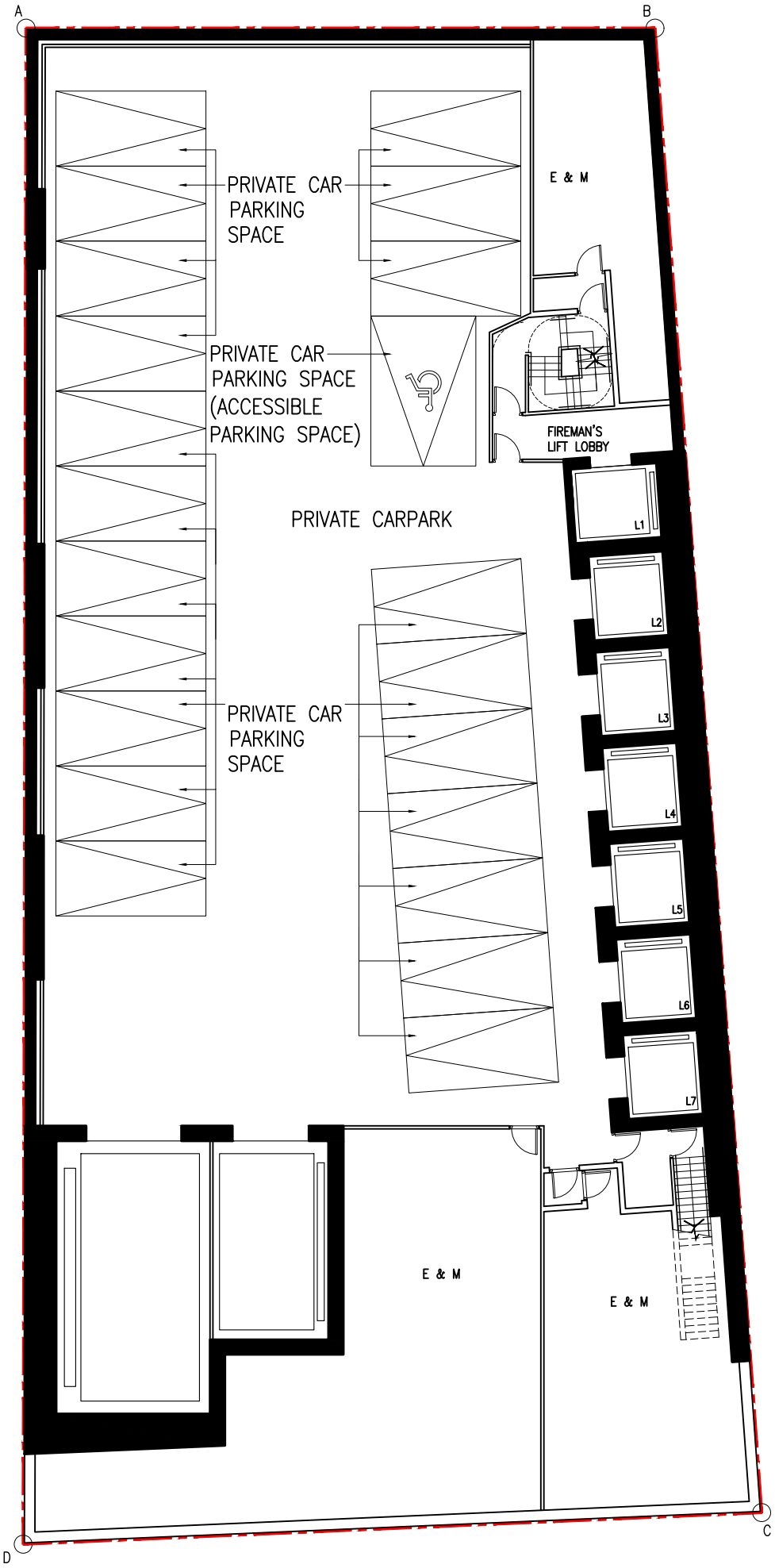
MASTER LAYOUT PLAN

DRAWING NUMBER / 圖號
SK-01



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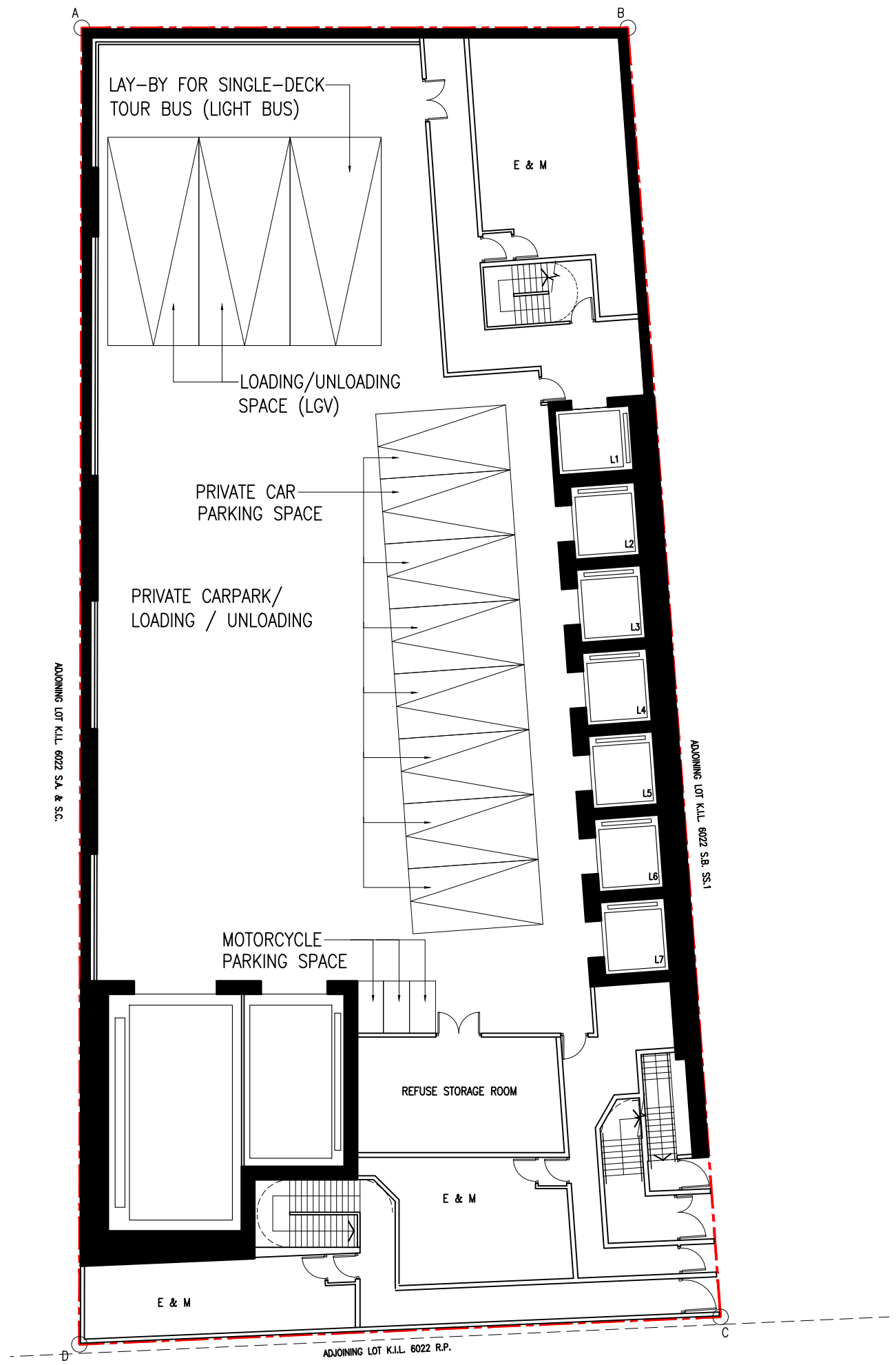
DRAWING / 圖名
B2 FLOOR PLAN

DRAWING NUMBER / 圖號
SK-02



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B1 FLOOR PLAN

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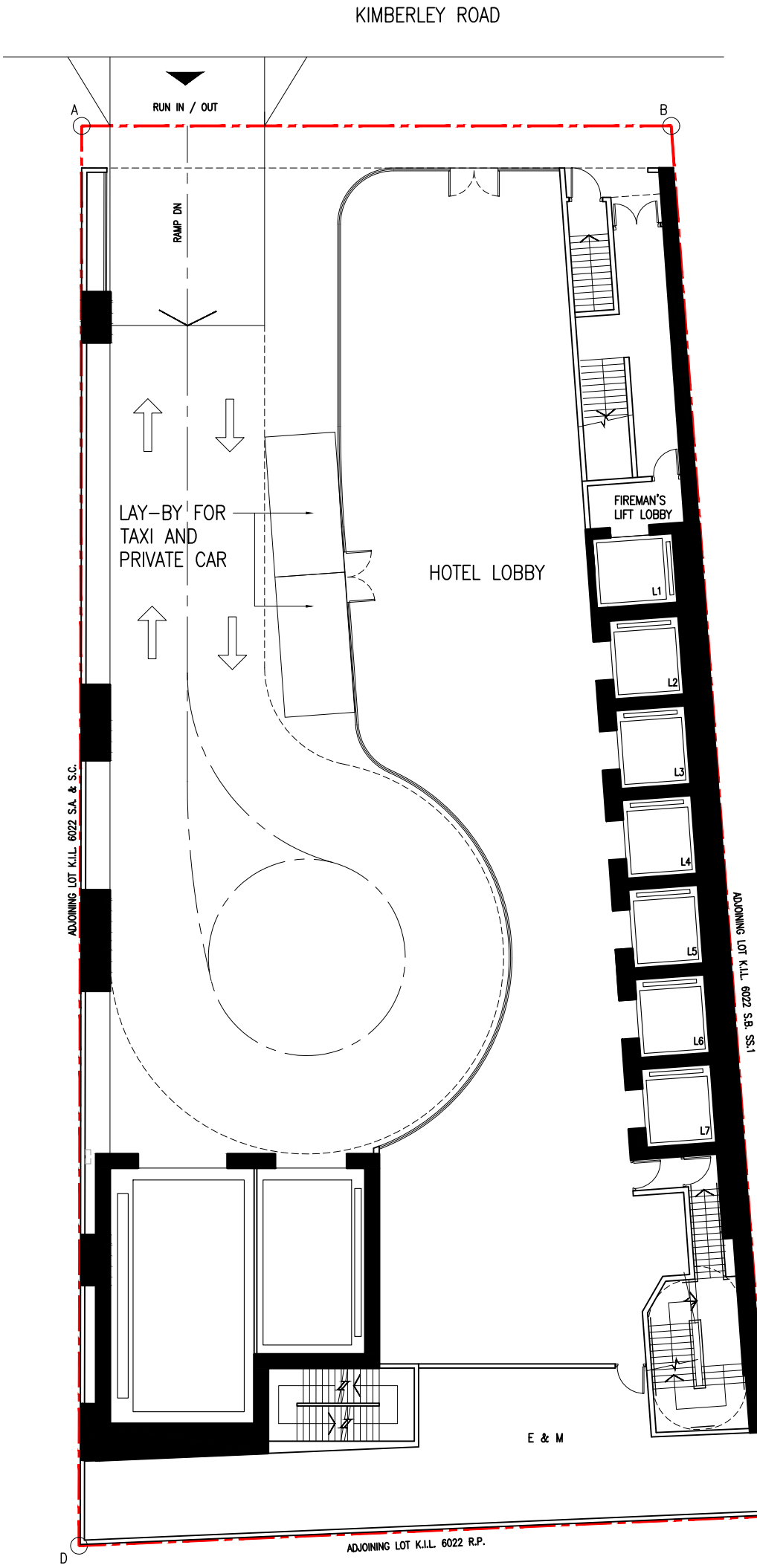

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GROUND FLOOR PLAN

DRAWING NUMBER / 圖號
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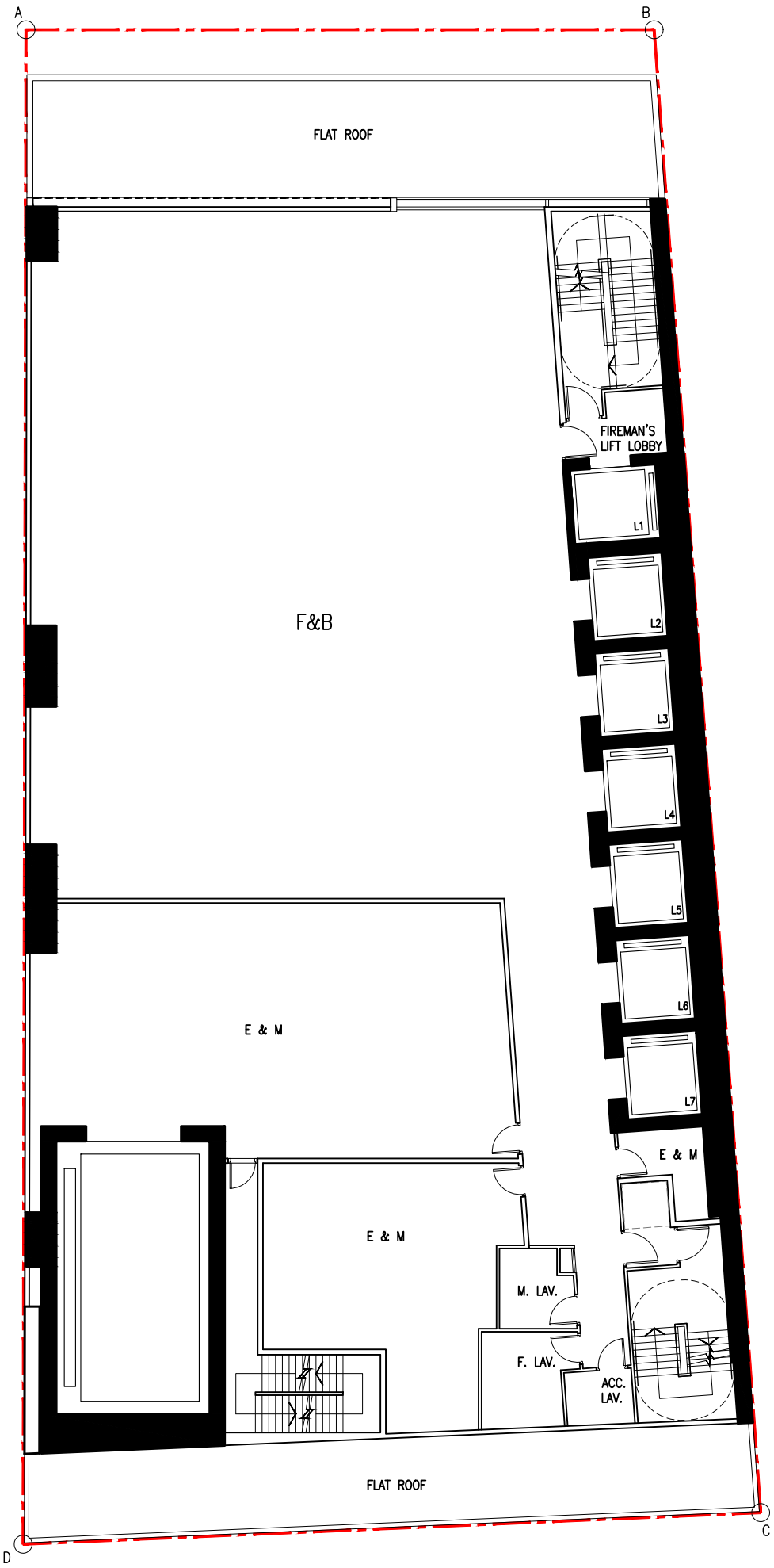

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1ST FLOOR PLAN

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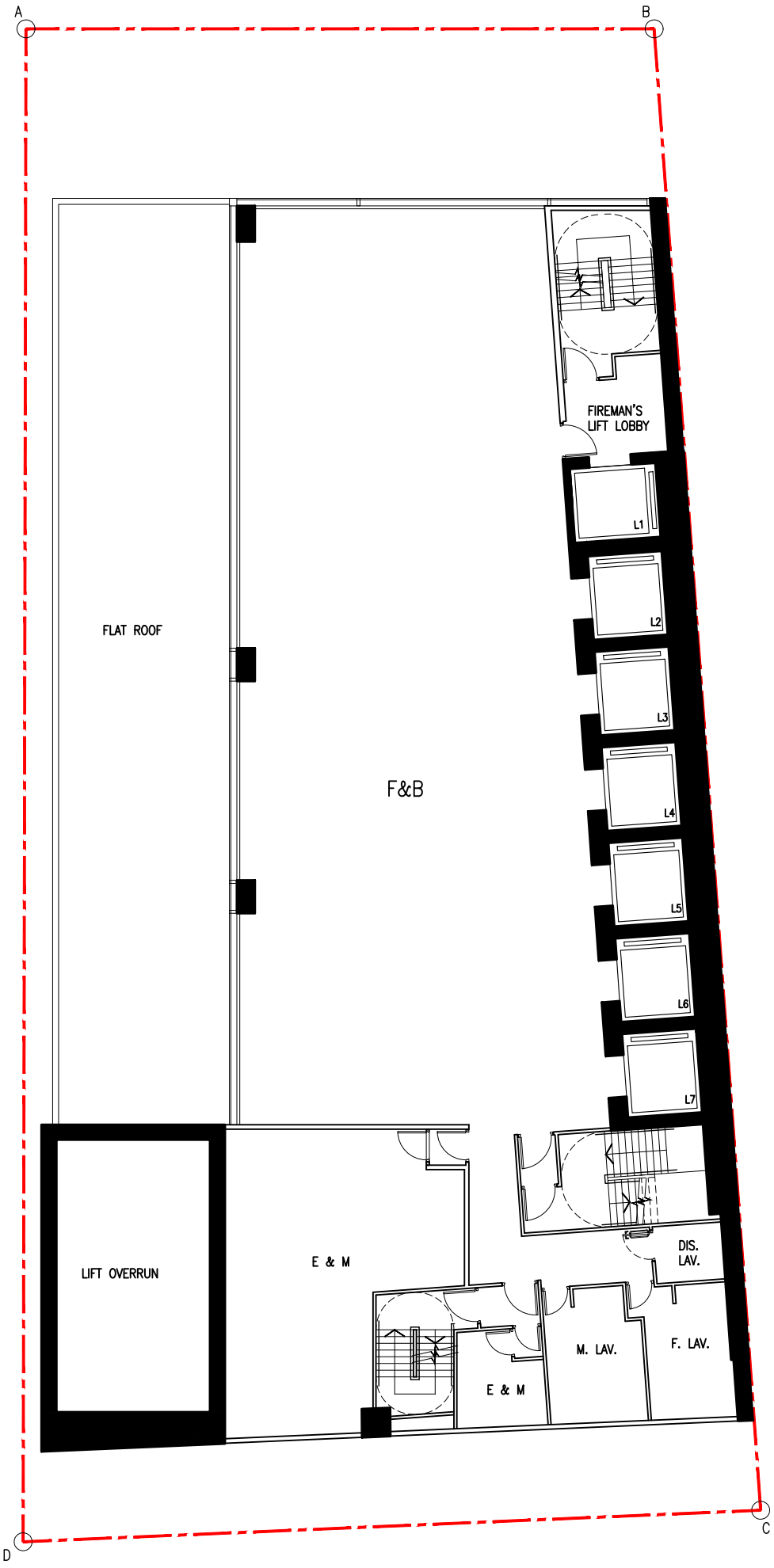

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2ND FLOOR PLAN

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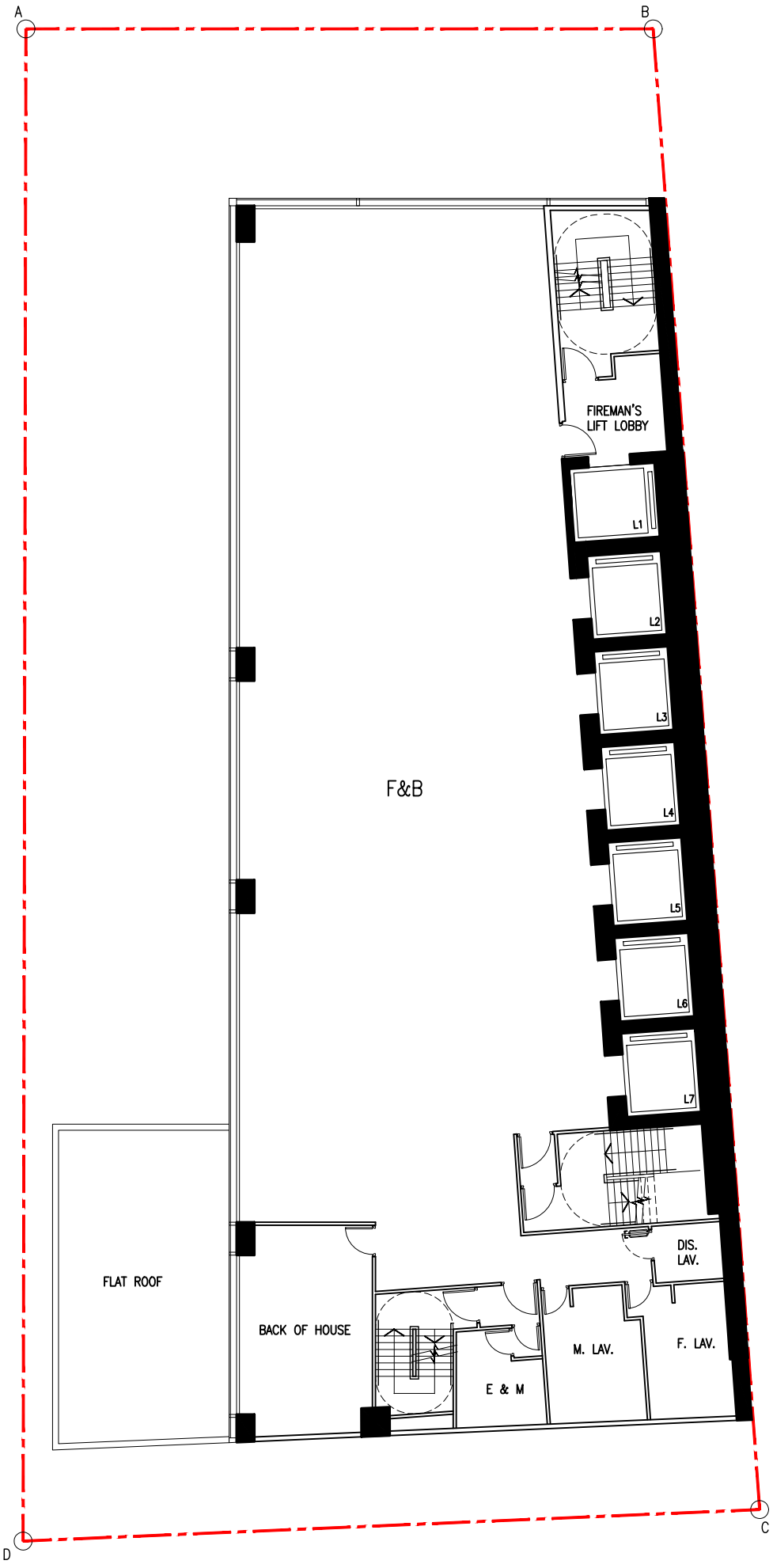

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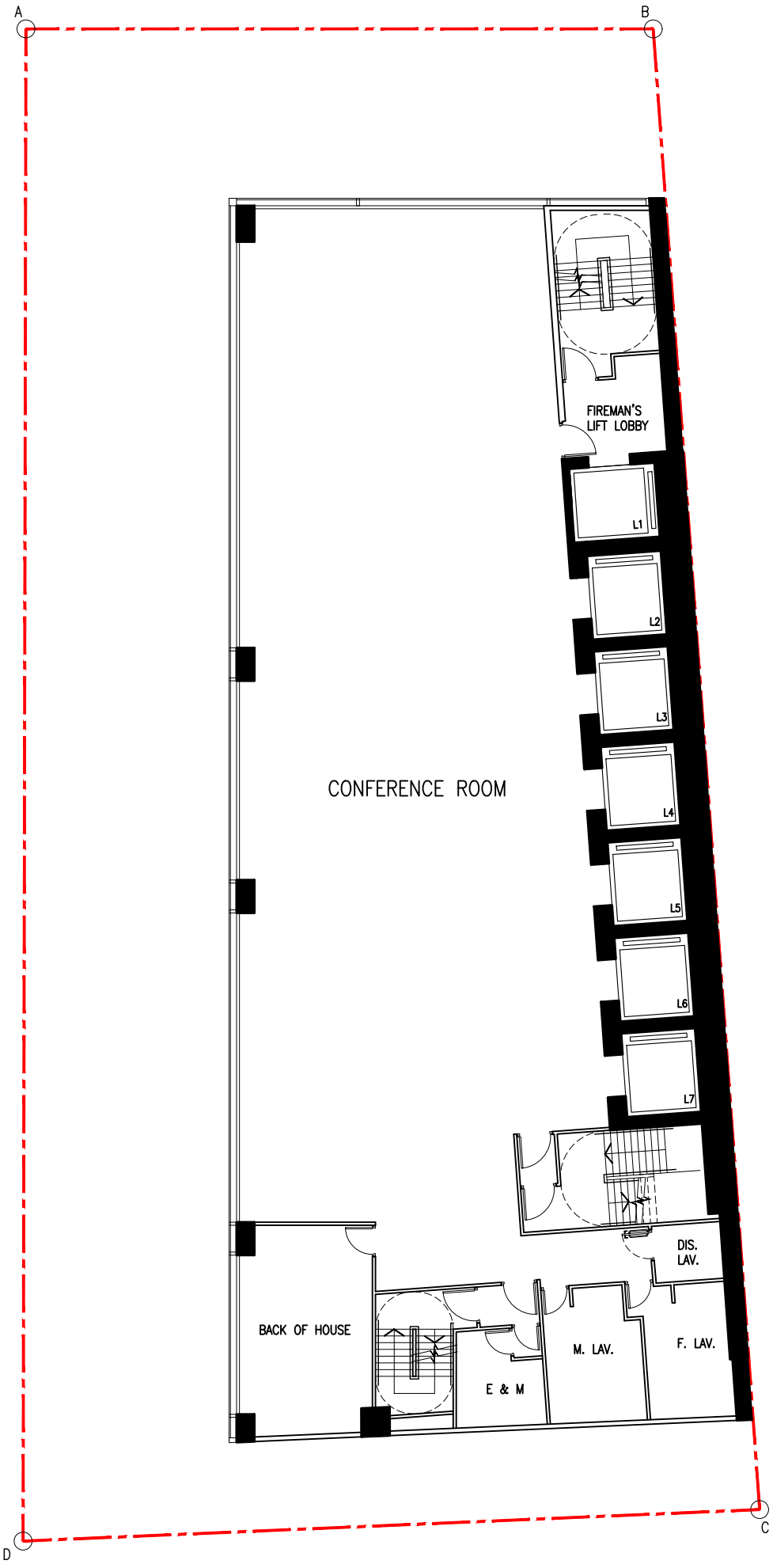

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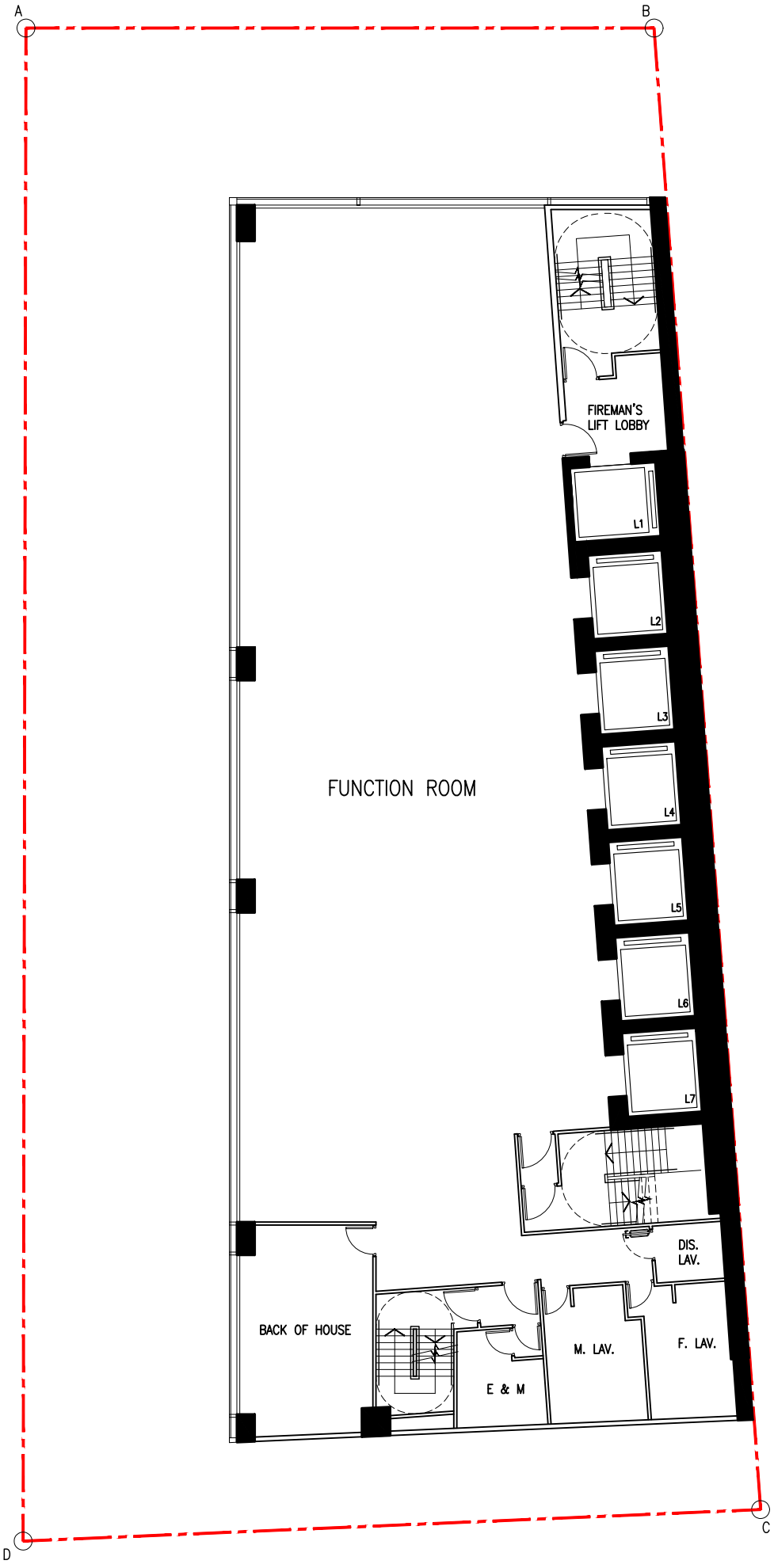

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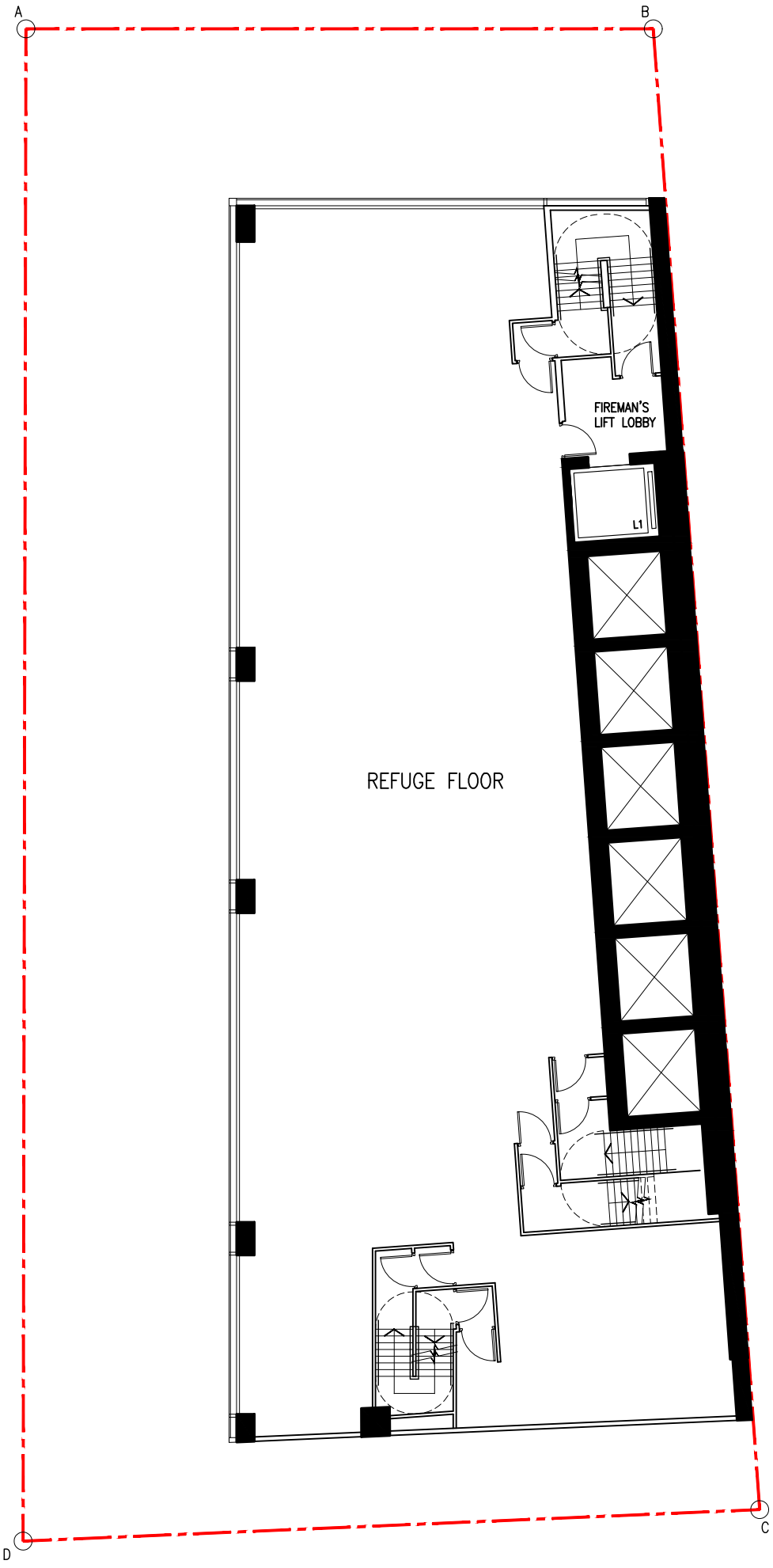

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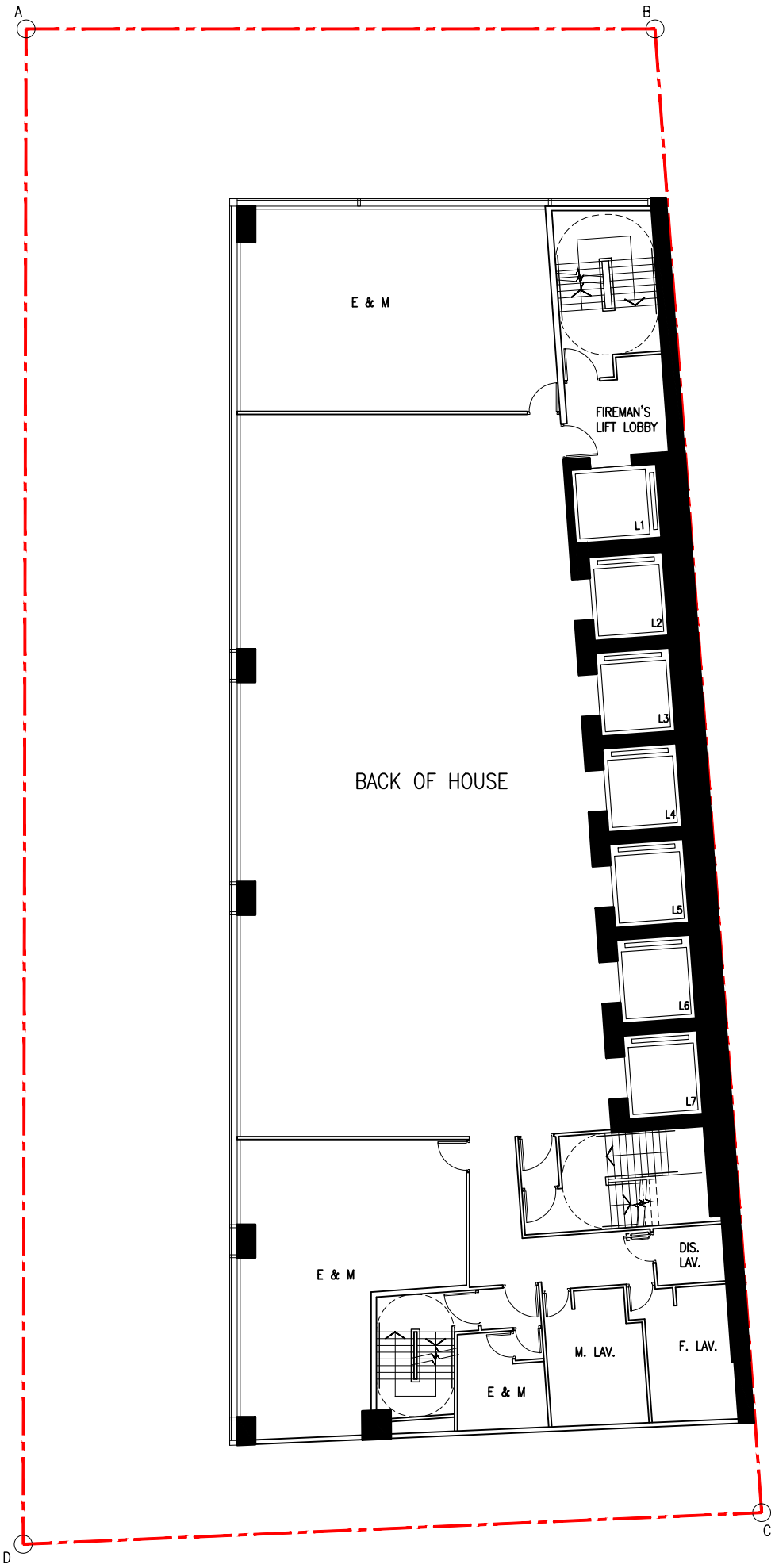

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AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

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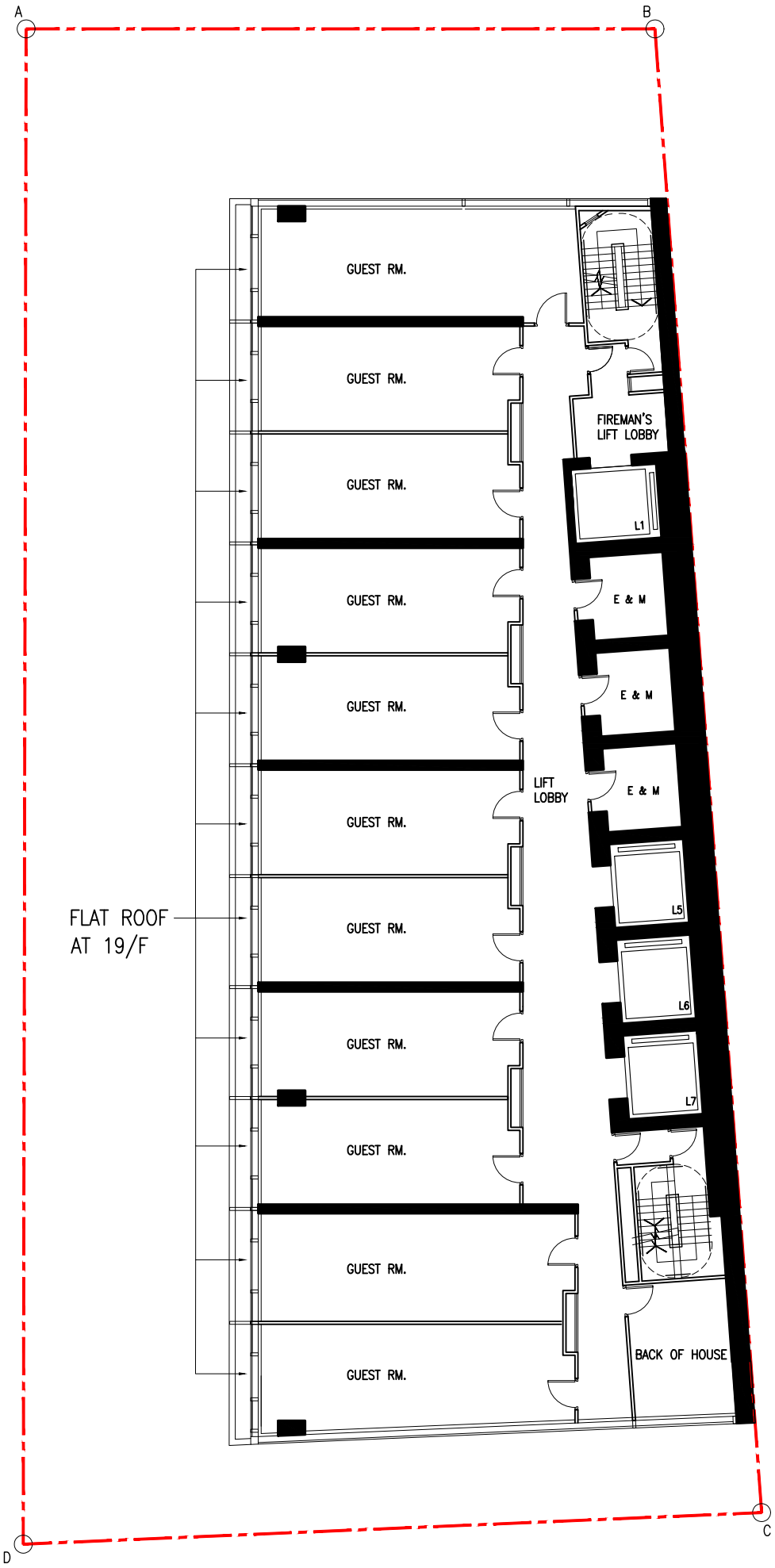

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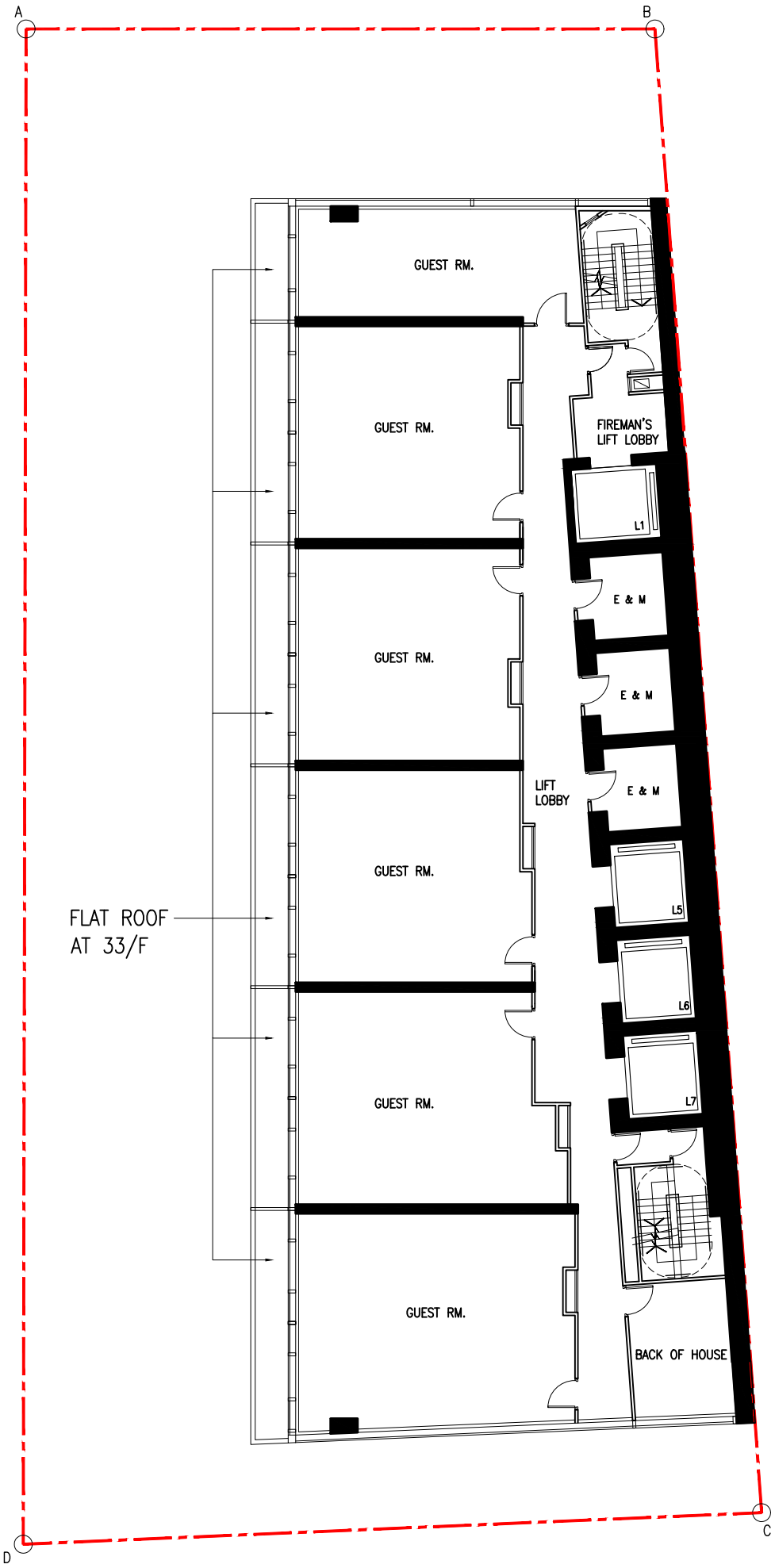

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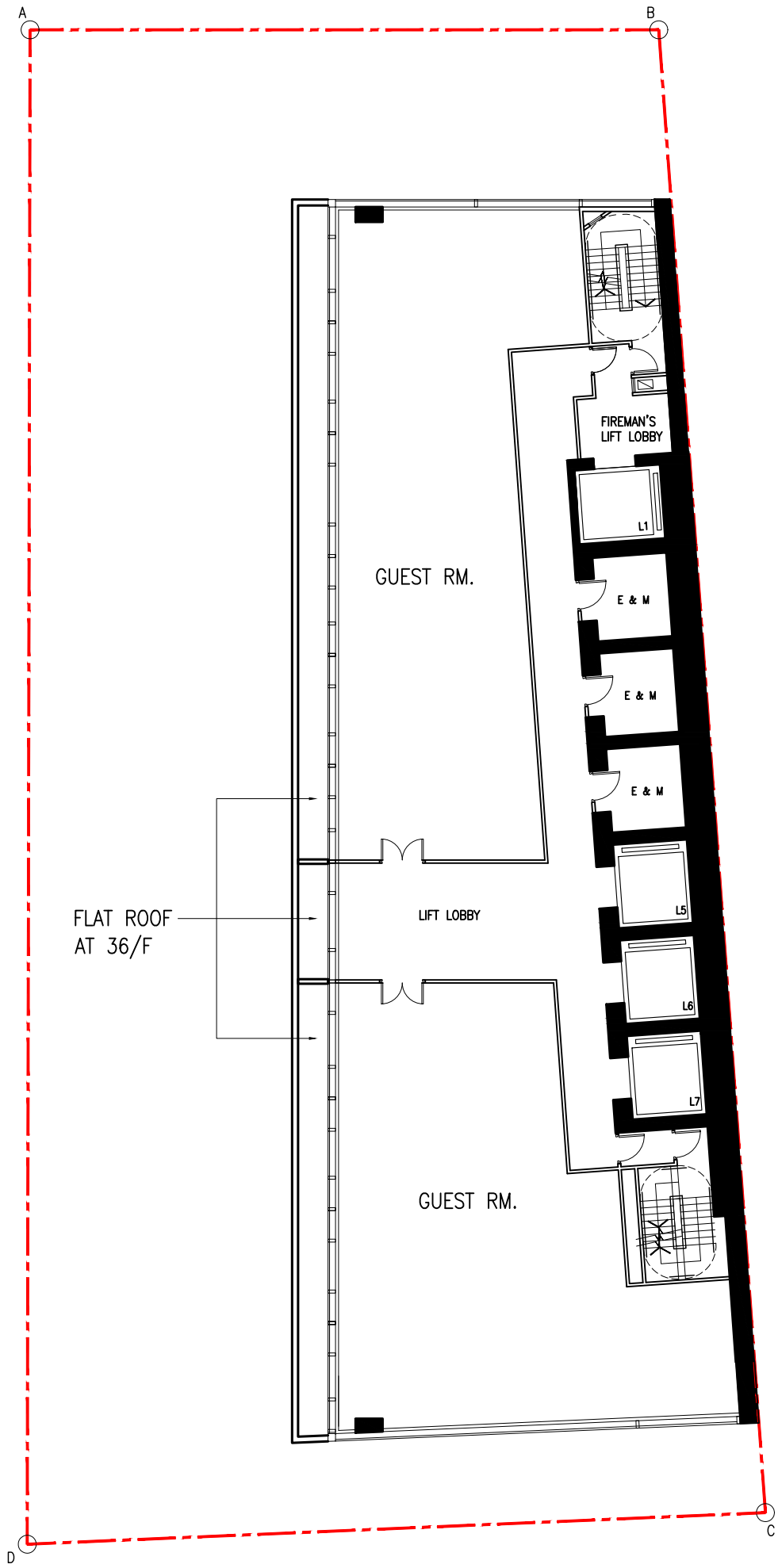

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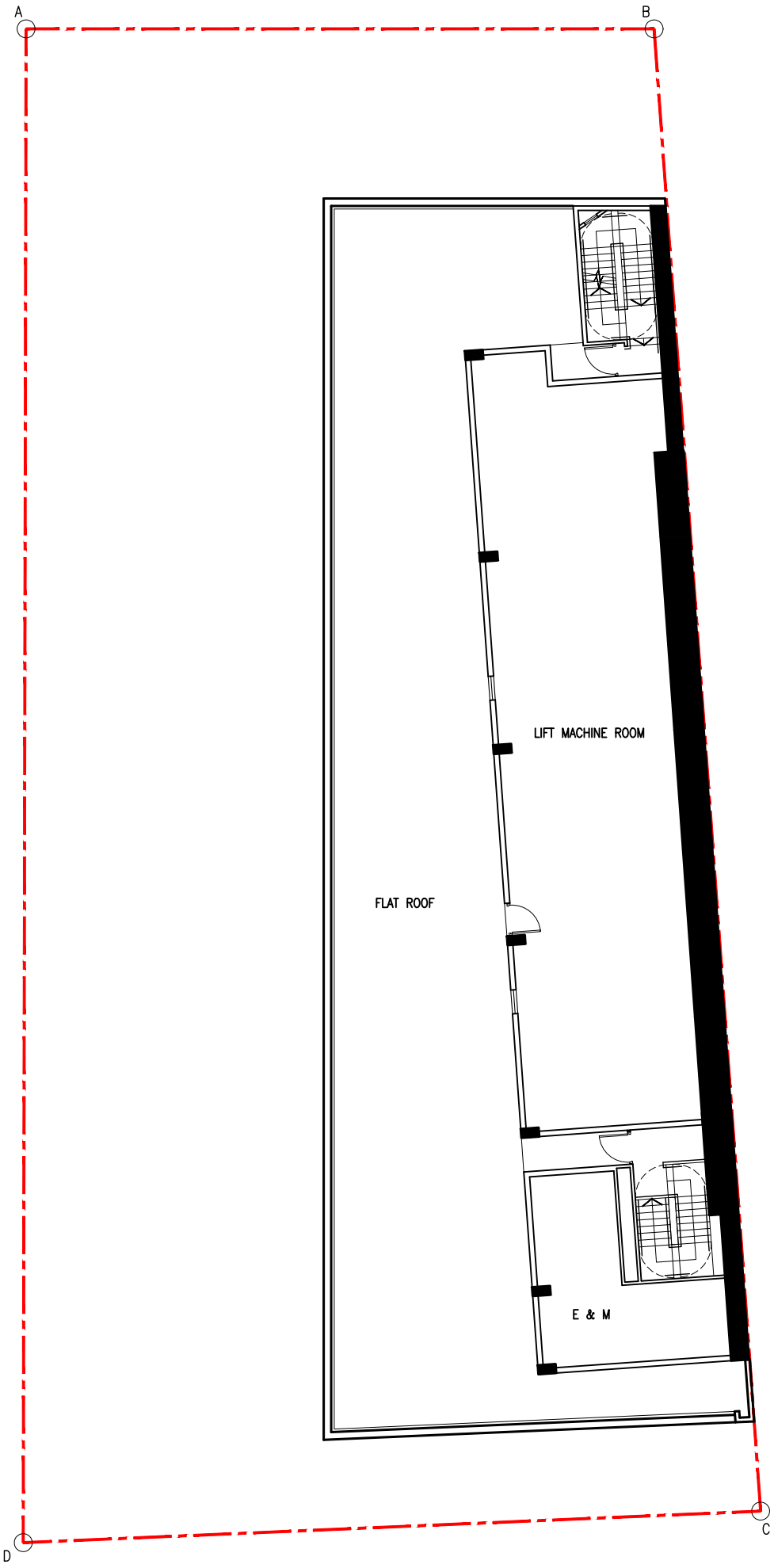

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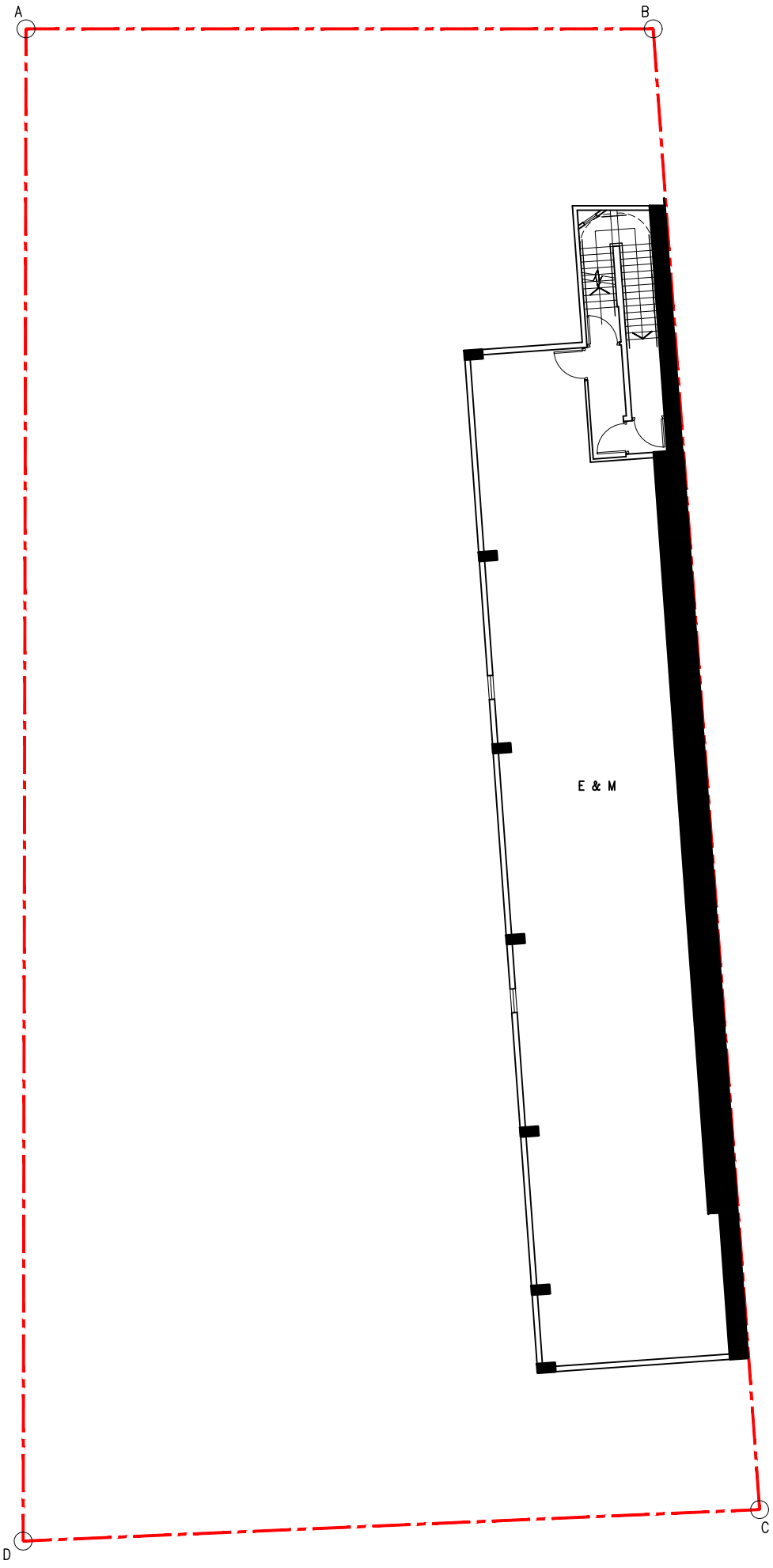

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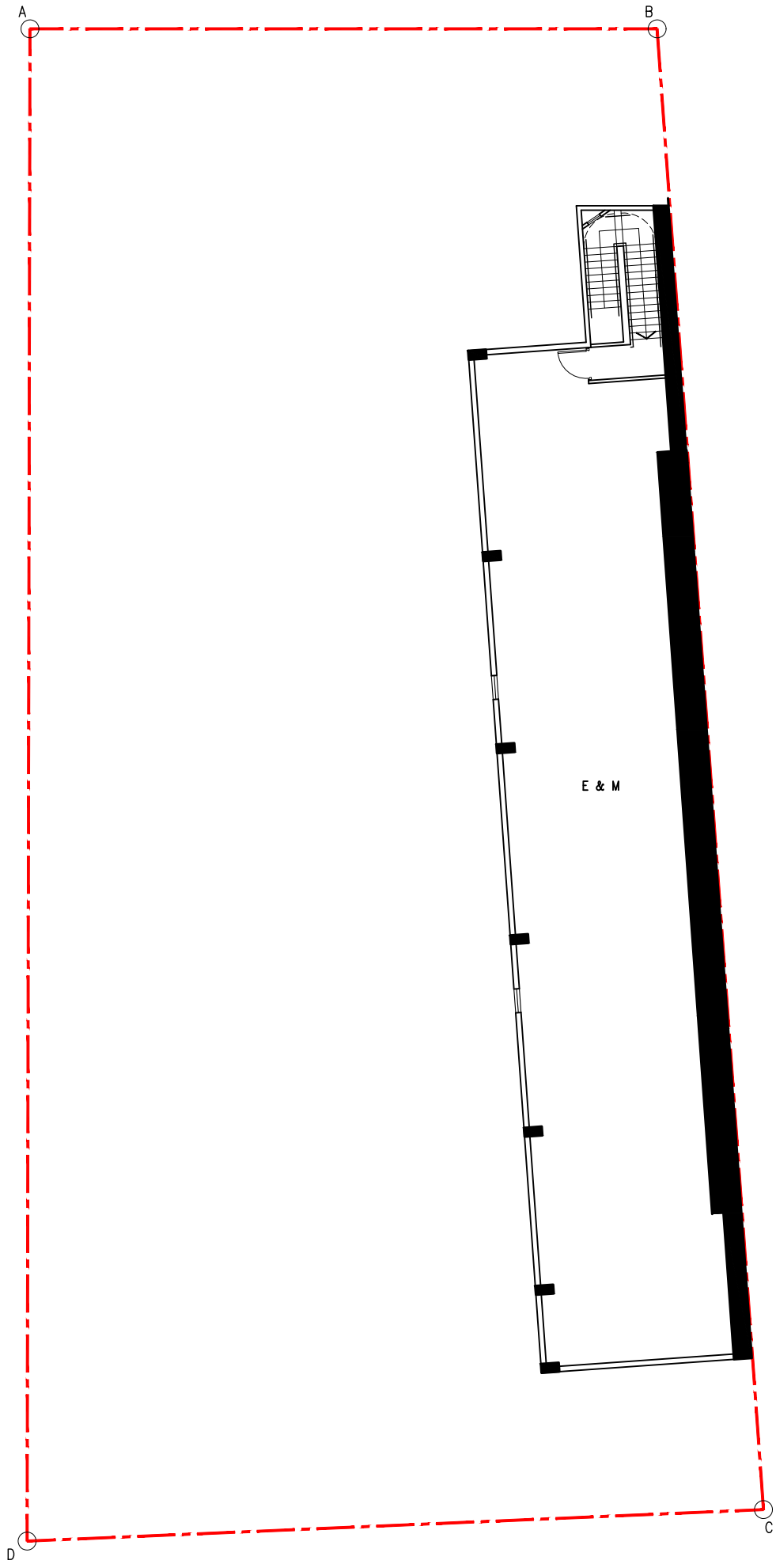

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UPPER ROOF PLAN AT +150.00mPD

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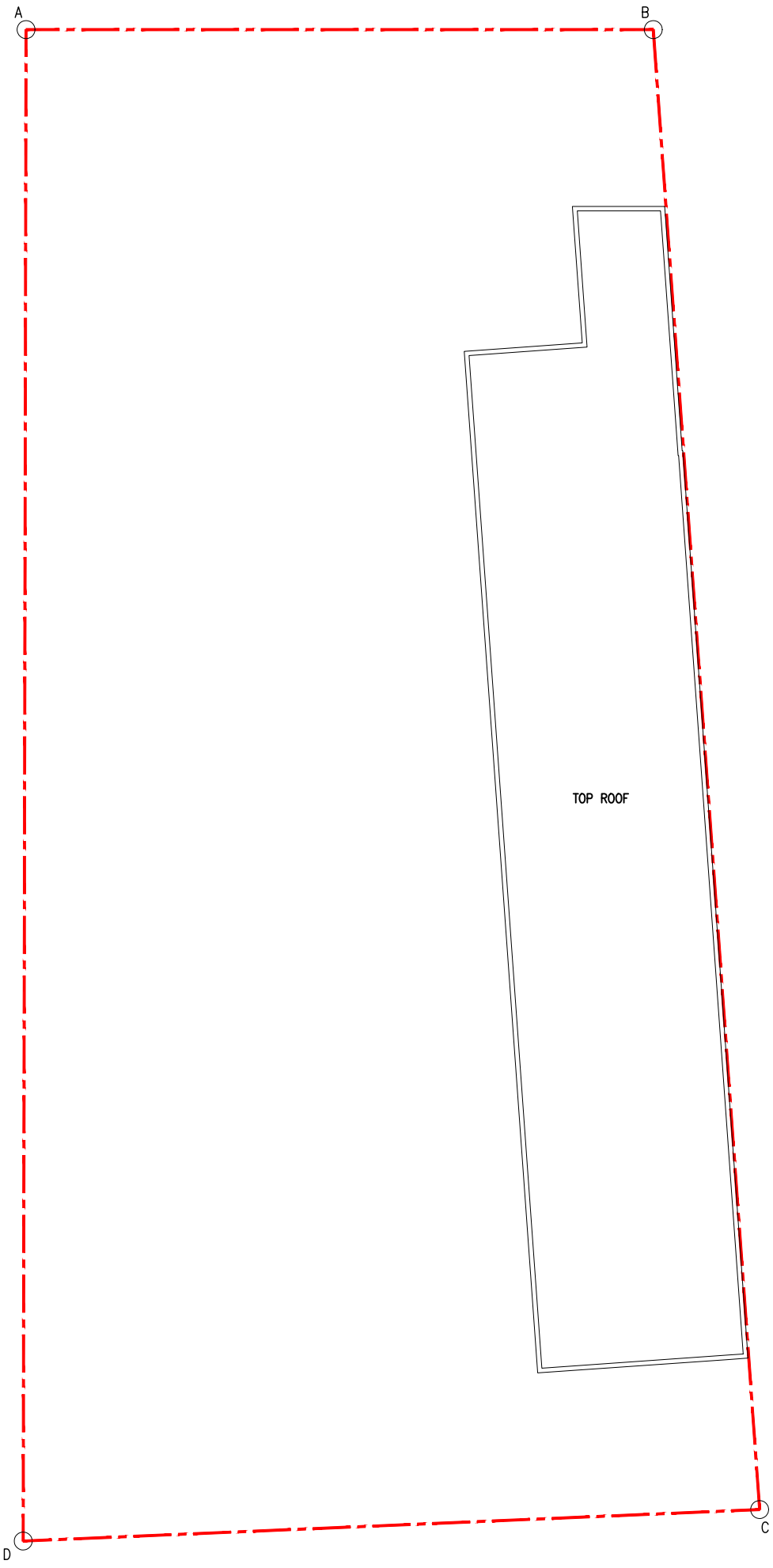

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DRAWING NUMBER / 圖號
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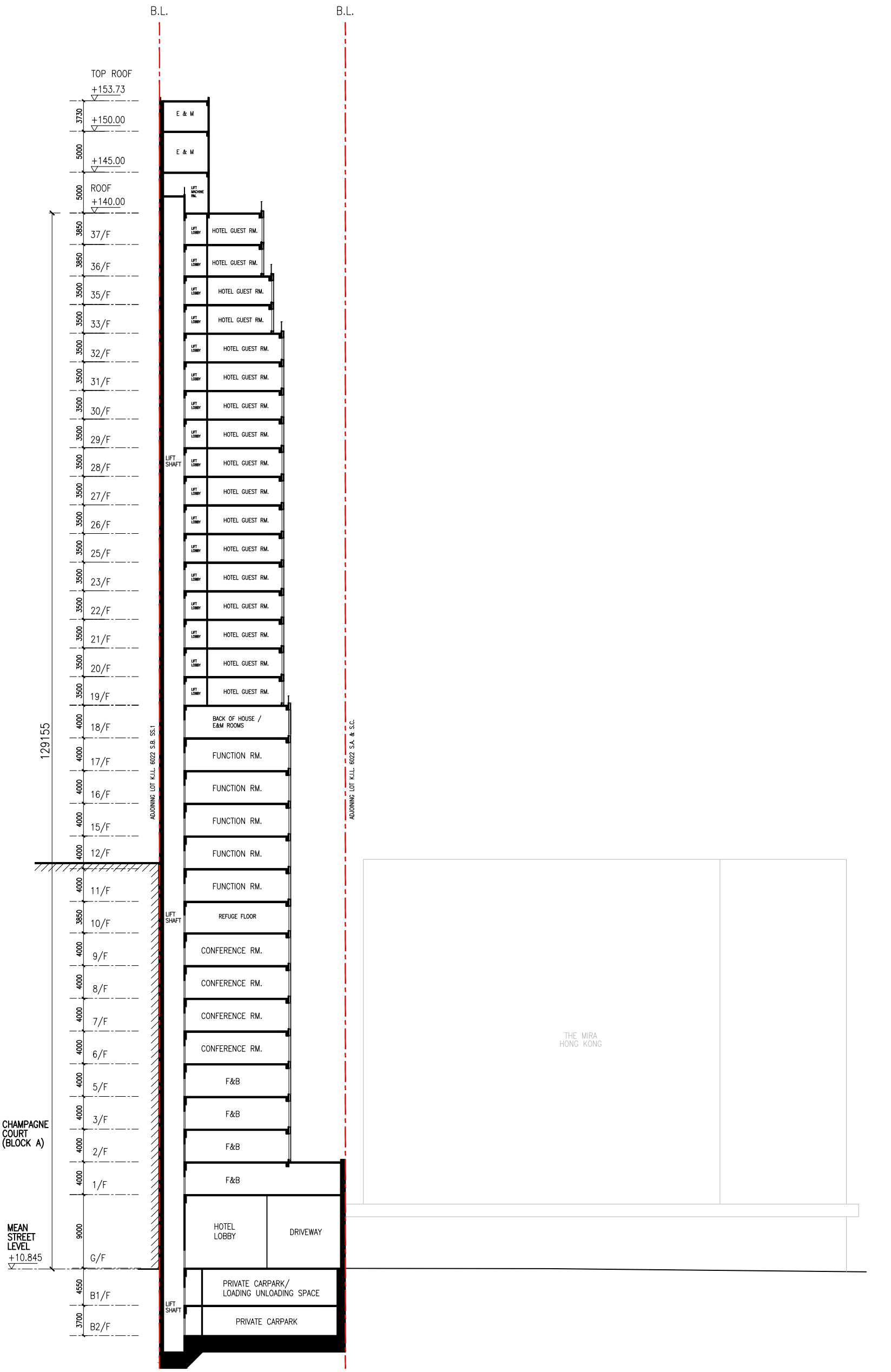

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DIAGRAMMATIC SECTION AA'

DRAWING NUMBER / 圖號
SK-19

Appendix 2.1 Detailed Sewerage Impact Assessment Calculations

Table 1. Calculation of Sewage Generation Rate of the Proposed Development (Hotel)

1. Hotel Rooms (19/F to 37/F)			
Assumed area	=	7671	m^2
Assumed floor area per employee	=	31.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Hotels and Boarding Houses)
Total number of employees	=	245	employees
Design flow for commercial employees	=	1.58	m^3/employee/day -- (refer to Table T-2 of GESF - J10 Restaurant & Hotels)
Sewage generation rate	=	**387.8**	m^3/day
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Assumed area	=	4086	m^2
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Total number of employees	=	139	employees
Design flow for commercial employees	=	0.08	m^3/employee/day -- (refer to Table T-2 of GESF - J6 Business Services)
Sewage generation rate	=	**11.1**	m^3/day
3. Restaurant & Café (1/F to 5/F)			
Assumed Floor Area	=	1832	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
Total number of employees	=	93	employees
Design flow for commercial employees	=	1.58	m^3/employee/day -- (refer to Table T-2 of GESF - J10 Restaurant & Hotels)
Sewage generation rate	=	**147.6**	m^3/day
Total Flow from Proposed Development			
Flow Rate	=	546.6	m^3/day
Catchment Inflow Factor	=	1.0	Refer to Table T-4, Catchment Infow Factor: Central Kowloon
Flow Rate with catchment inflow factor	=	546.6	m^3/day
Contributing Population	=	2024	people
Peaking factor	=	6	Refer to Table T-5 of GESF for population 1,000-5,000 incl. stormwater allowance
Peak Flow	=	**38.0**	litre/sec

Table 2. Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment A)

Catchment A

1a. Cheung Lee Commercial Building - Restaurant (G/F to 2/F)

Assumed Area	=	840	m^2 (Site Area 280m^2 x 3 floors)
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
Total number of employees	=	43	employees
Design flow for commercial employees	=	1.58	m^3/employee/day -- (refer to Table T-2 of GESF - J10 Restaurant & Hotels)
Sewage generation rate	=	**67.7**	m^3/day

1b. Cheung Lee Commercial Building - Office (3/F to 18/F)

Assumed area	=	4480	m^2 (Site Area 280m^2 x 16 floors)
Assumed floor area per employee	=	29.4	m^2 per employee -- (refer to Table 8 of CIFSUS - All Economic Activities (All Types))
Total number of employees	=	152	employees
Design flow for commercial employees	=	0.08	m^3/employee/day -- (refer to Table T-2 of GESF - J6 Business Services)
Sewage generation rate	=	**12.2**	m^3/day

Total Flow from Catchmet A

Flow Rate	=	79.9	m^3/day
Catchment Inflow Factor	=	1.0	Refer to Table T-4, Catchment Infow Factor: Central Kowloon
Flow Rate with catchment inflow factor	=	79.9	m^3/day
Contributing Population	=	296	people
Peaking factor	=	8	Refer to Table T-5 of GESF for population <1,000 incl. stormwater allowance
Peak Flow	=	**7.4**	litre/sec

Total Flow from Propsed Development and Catchmet A

Flow Rate	=	626.4	m^3/day
Catchment Inflow Factor	=	1.0	Refer to Table T-4, Catchment Infow Factor: Central Kowloon
Flow Rate with catchment inflow factor	=	626.4	m^3/day
Contributing Population	=	2320	people
Peaking factor	=	6	Refer to Table T-5 of GESF for population 1,000 - 5,000 incl. stormwater allowance
Peak Flow	=	**43.5**	litre/sec

Table 3. Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment B)

Catchment B

1a. The Mira Hong Kong - Hotel

Assumed area	=	21144	m^2 (Provided by Development Owner)
Assumed floor area per employee	=	31.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Hotels and Boarding Houses)
Total number of employees	=	677	employees
Design flow for commercial employees	=	1.58	m^3/employee/day -- (refer to Table T-2 of GESF - J10 Restaurant & Hotels)
Sewage generation rate	=	**1069.0**	m^3/day

1b. Mira Place 2 - Retail

Assumed area	=	11322	m^2 (Provided by Development Owner & Assumed 3/4 of GFA of Mira Place 2 is Retail)
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
Total number of employees	=	396	employees
Design flow for commercial employees	=	0.28	m^3/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**111.0**	m^3/day

1b. Mira Place 2 - F&B

Assumed Floor Area	=	6047	m^2 (Provided by Development Owner & Assumed 1/4 of GFA of Mira Place 2 is F&B)
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
Total number of employees	=	308	employees
Design flow for commercial employees	=	1.58	m^3/employee/day -- (refer to Table T-2 of GESF - J10 Restaurant & Hotels)
Sewage generation rate	=	**487.3**	m^3/day

Total Flow from Catchmet B

Flow Rate	=	1667	m^3/day
Catchment Inflow Factor	=	1.0	Refer to Table T-4, Catchment Infow Factor: Central Kowloon
Flow Rate with catchment inflow factor	=	1667.3	m^3/day
Contributing Population	=	6175	people
Peaking factor	=	5	Refer to Table T-5 of GESF for population <1,000 incl. stormwater allowance
Peak Flow	=	**96.5**	litre/sec

Total Flow from Propsed Development, Catchmet A & B

Flow Rate	=	2293.7	m^3/day
Catchment Inflow Factor	=	1.0	Refer to Table T-4, Catchment Infow Factor: Central Kowloon
Flow Rate with catchment inflow factor	=	2293.7	m^3/day
Contributing Population	=	8495	people
Peaking factor	=	5	Refer to Table T-5 of GESF for population 5,000 - 10,000 incl. stormwater allowance
Peak Flow	=	**132.7**	litre/sec

Table 4. Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment C)

Catchment C

1. Full Pipe Capacity for all the buildings discharged to FMH4002496

Manhole No.	=	FMH4002496	
Manhole No.	=	FMH4002455	
Pipe Diameter	=	0.150	m
Area	=	0.018	m^2
Wetted Perimeter	=	0.471	m
Pipe Length	=	14.8	m
Invert Level 1	=	11.98	mPD
Invert Level 2	=	11.05	mPD
Hydraulic Pipeline Roughness ($k_{s)}$	=	3.0	mm
Hydraulic Gradient (s)	=	0.06	
Mean Velocity (V)	=	1.95	m/s
Max Capacity of Sewer (Q)	=	**34.4**	L/s

2. St. Andrew's Church Kowloon (138 Nathan Rd, Tsim Sha Tsui)

Assumed Area	=	3000	m^2 (from EIA Report of AEIAR-260/2024 - Construction of Annex Block at Hong Kong Observatory Headquarters, Tsim Sha Tsui)
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
Total number of employees	=	99	employees
Design flow for commercial employees	=	0.28	m^3/employee/day -- (refer to Table T-2 of GESF - J11 Community, Social & Personal Services)
Sewage generation rate	=	**27.7**	m^3/day

3. Antiquities and Monuments Office (136 Nathan Rd, Tsim Sha Tsui)

Assumed Area	=	900	m^2 (from EIA Report of AEIAR-260/2024 - Construction of Annex Block at Hong Kong Observatory Headquarters, Tsim Sha Tsui)
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
Total number of employees	=	30	employees
Design flow for commercial employees	=	0.28	m^3/employee/day -- (refer to Table T-2 of GESF - J11 Community, Social & Personal Services)
Sewage generation rate	=	**8.3**	m^3/day

4. Tsim Sha Tsui District Kai Fong Welfare Association (136A Nathan Rd, Tsim Sha Tsui)

Assumed Area	=	6000	m^2 (from EIA Report of AEIAR-260/2024 - Construction of Annex Block at Hong Kong Observatory Headquarters, Tsim Sha Tsui)
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
Total number of employees	=	198	employees
Design flow for commercial employees	=	0.28	m^3/employee/day -- (refer to Table T-2 of GESF - J11 Community, Social & Personal Services)
Sewage generation rate	=	**55.4**	m^3/day

5. Hong Kong Observatory Headquarter

Sewage generation rate	=	**110.5**	m^3/day (from EIA Report of AEIAR-260/2024 - Construction of Annex Block at Hong Kong Observatory Headquarters, Tsim Sha Tsui)

Table 4. Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment C)

6a. Mira Place 1 & Mira Place Tower A (132-134 Nathan Rd, Tsim Sha Tsui) - Office

Assumed area	=	44400	m^2 (from EIA Report of AEIAR-260/2024 - Construction of Annex Block at Hong Kong Observatory Headquarters, Tsim Sha Tsui)
Assumed floor area per employee	=	29.4	m^2 per employee -- (refer to Table 8 of CIFSUS - All Economic Activities (All Types))
Total number of employees	=	1510	employees
Design flow for commercial employees	=	0.08	m^3/employee/day -- (refer to Table T-2 of GESF - J6 Business Services)
Sewage generation rate	=	**120.8**	m^3/day

6b. Mira Place 1 & Mira Place Tower A (132-134 Nathan Rd, Tsim Sha Tsui) - Retail

Assumed area	=	24300	m^2 (from EIA Report of AEIAR-260/2024 - Construction of Annex Block at Hong Kong Observatory Headquarters, Tsim Sha Tsui)
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
Total number of employees	=	851	employees
Design flow for commercial employees	=	0.28	m^3/employee/day -- (refer to Table T-2 of GESF - J4 Wholesale & Retail)
Sewage generation rate	=	**238.1**	m^3/day

6b. Mira Place 1 & Mira Place Tower A (132-134 Nathan Rd, Tsim Sha Tsui) - F&B

Assumed Floor Area	=	8100	m^2 (from EIA Report of AEIAR-260/2024 - Construction of Annex Block at Hong Kong Observatory Headquarters, Tsim Sha Tsui)
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
Total number of employees	=	413	employees
Design flow for commercial employees	=	1.58	m^3/employee/day -- (refer to Table T-2 of GESF - J10 Restaurant & Hotels)
Sewage generation rate	=	**652.7**	m^3/day

Total Flow from Carchment C

Flow Rate [1]	=	1213.6	m^3/day [1]
Flow Rate with Catchment Inflow Factor	=	1213.6	m^3/day (refer to Table T-4 of GESF - East Kowloon)
Contributing Population	=	4495	people
Peaking factor	=	6	Refer to Table T-5 of GESF for population 5,000 - 10,000 incl. stormwater allowance
Peak Flow [1]	=	118.7	litre/sec [1]

Total Flow from Proposed Development, Catchment A, B & C

Flow Rate [1]	=	3507.2	m^3/day [1]
Flow Rate with Catchment Inflow Factor	=	3507.2	m^3/day (refer to Table T-4 of GESF - East Kowloon)
Contributing Population	=	12990	people
Peaking factor	=	4	Refer to Table T-5 of GESF for population 10,000 - 50,000 incl. stormwater allowance
Peak Flow [1]	=	196.8	litre/sec [1]

[1] For full pipe capacity, peaking factor shall not be considered in the calculation. Instead, it shall be added in the Peak Flow directly.

Table 5. Comparision of the Hydraulic Capacity of Existing and Proposed Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Manhole Reference	Manhole Reference	Pipe Diameter	Area	Wetted Perimeter	Pipe Length	Invert Level 1	Invert Level 2	k_s	R	s	V	Q	Estimated Cumulative Peak Flow	Percentage of Pipe Capacity	Status	Remarks
		m	m^2	m	m	mPD	mPD	mm	m		m/s	L/s	L/s	%		
Terminal Manhole	FMH400835	0.225	0.040	0.707	9.3	9.40	9.22	0.3	0.056	0.0194	1.98	78.7	38.0	48%	OK	Proposed Sewer: Subject Site
FMH400835	FMH400837	0.300	0.071	0.942	41.3	9.22	8.82	3.0	0.075	0.0097	1.22	86.5	43.5	50%	OK	Subject Site + Catchment A
FMH400837	FMH400838	0.300	0.071	0.942	23.6	8.82	8.57	3.0	0.075	0.0106	1.28	90.4	132.7	147%	Spill	Subject Site + Catchment A & B
FMH400838	FMH400840	0.300	0.071	0.942	10.3	8.57	8.43	3.0	0.075	0.0136	1.45	102.4	132.7	130%	Spill	Subject Site + Catchment A & B
FMH400840	FMH400841	0.375	0.110	1.178	60.3	8.00	7.11	0.6	0.094	0.0148	2.20	243.0	196.8	81%	OK	Subject Site + Catchment A, B & C

Remarks:

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

(2) Table 2:

For existing pipe, The value of ks = 3.0mm is used for the calculation of slimed concrete sewer, poor condition, with velocity flowing half full to be approximately 1.2m/s (based on Table 5: Recommended roughness values in Sewerage Manual);
The value of ks = 0.6 is used for the calculation of slimed clayware sewer, poor condition, with velocity flowing half full to be approximately 1.2m/s (based on Table 5: Recommended roughness values in Sewerage Manual)

For proposed pipe, The value of ks = 0.3mm is used for the calculation of slimed uPVC sewer, poor condition, with velocity flowing half full to be approximately 1.2m/s (based on Table 5: Recommended roughness values in Sewerage Manual);

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

(4) Equation used:

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

Table 6. Comparision of the Hydraulic Capacity of Upgrading Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Manhole Reference	Manhole Reference	Pipe Diameter	Area	Wetted Perimeter	Pipe Length	Invert Level 1	Invert Level 2	k_s	R	s	V	Q	Estimated Cumulative Peak Flow	Percentage of Pipe Capacity	Status	Remarks
		m	m^2	m	m	mPD	mPD	mm	m		m/s	L/s	L/s	%		
FMH400837	FMH400838	**0.375**	0.110	1.178	23.6	8.82	8.57	0.3	0.094	0.0106	2.01	222.5	132.7	60%	OK	Subject Site + Catchment A & B
FMH400838	FMH400840	**0.375**	0.110	1.178	10.3	8.57	8.43	1.3	0.094	0.0136	1.91	210.6	132.7	63%	OK	Subject Site + Catchment A & B

Remarks:

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

(2) Table 2:
For proposed pipe, The value of ks = 0.3mm is used for the calculation of slimed uPVC sewer, poor condition, with velocity flowing half full to be approximately 1.2m/s (based on Table 5: Recommended roughness values in Sewerage Manual);

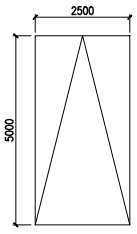
(3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

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

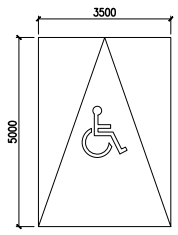
(5) The proposed information for upgrading sewers are in purple colour.

Appendix E: Updated Master Layout Plan (MLP) with Spot Level Information

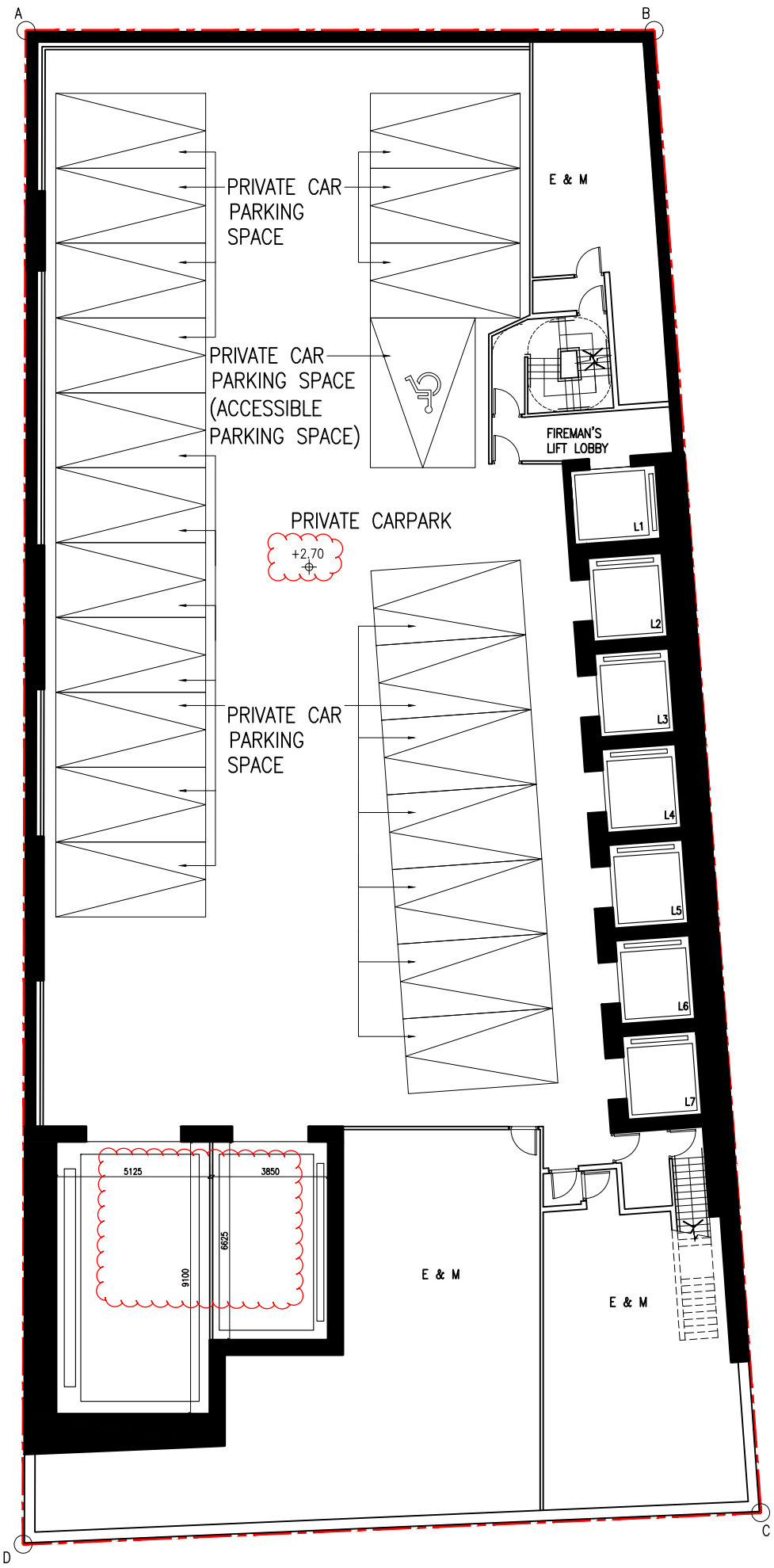
LEGEND:



PRIVATE CAR PARKING SPACE



PRIVATE CAR PARKING SPACE (ACCESSIBLE PARKING SPACE)



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

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B2 FLOOR PLAN

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SK-02

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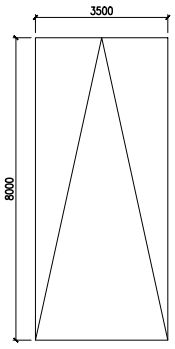
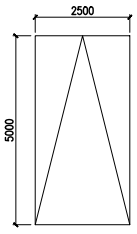
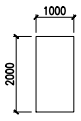


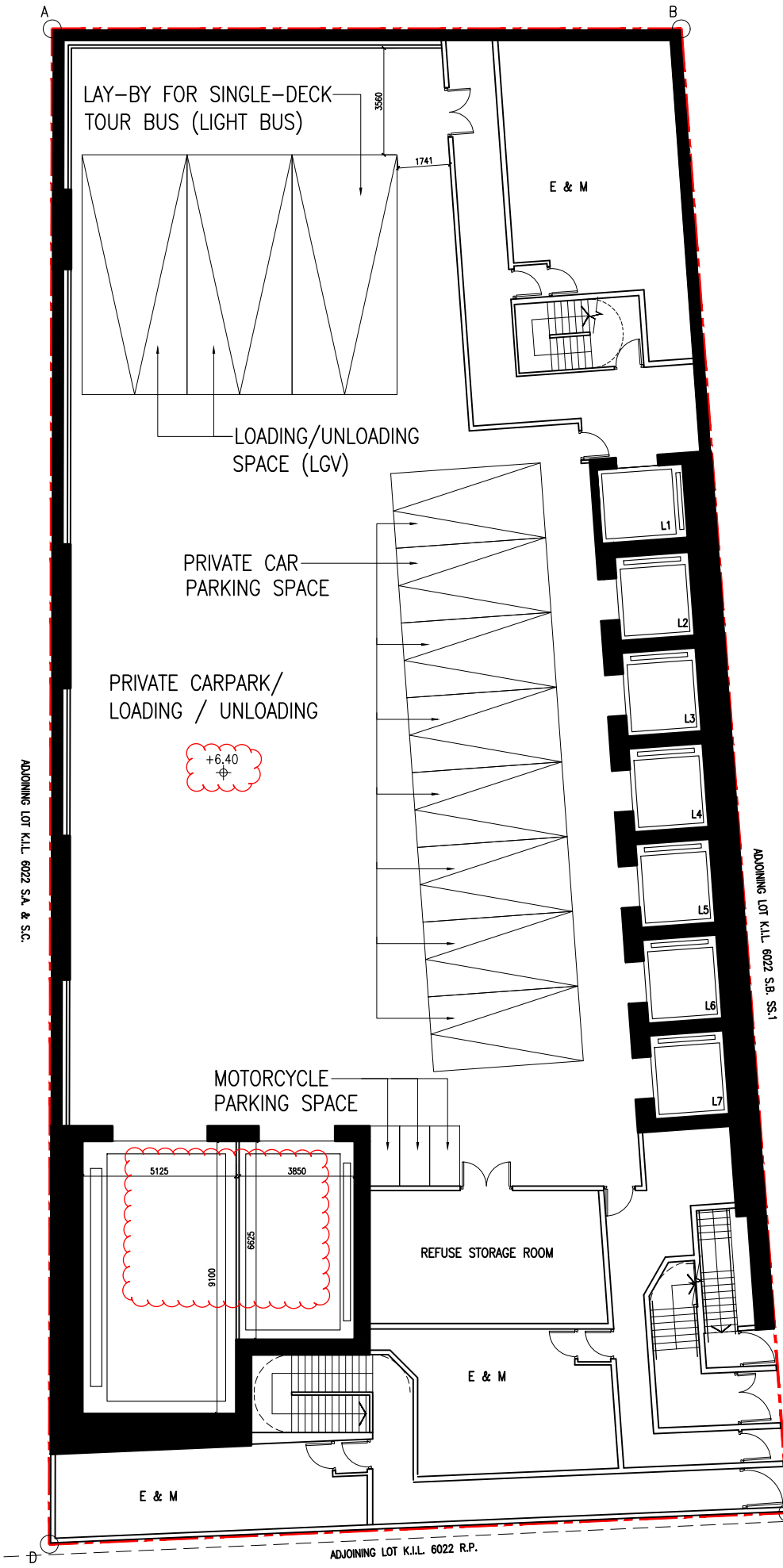
LOADING/UNLOADING SPACE (LGV) / LAY-BY FOR SINGLE-DECK TOUR BUS (LIGHT BUS)



PRIVATE CAR PARKING SPACE



MOTORCYCLE PARKING SPACE



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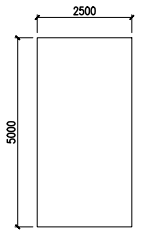
B1 FLOOR PLAN

DRAWING NUMBER / 圖號
SK-03

LEGEND:



LAY–BY FOR TAXI AND PRIVATE CAR

KIMBERLEY ROAD

10.68
1500
5500
1500

10.88

A

RUN IN / OUT

B

(1.5M–WIDE NON–BUILDING AREA)
1500

RAMP DN

LAY–BY FOR TAXI AND PRIVATE CAR

HOTEL LOBBY
+10.95

FIREMAN'S LIFT LOBBY

L1
L2
L3
L4
L5
L6
L7

ADJOINING LOT K.I.L. 6022 S.A. & S.C.

ADJOINING LOT K.I.L. 6022 S.B. SS.1

5125
3850
6625
9100

E & M

D

ADJOINING LOT K.I.L. 6022 R.P.

C

SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

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GROUND FLOOR PLAN

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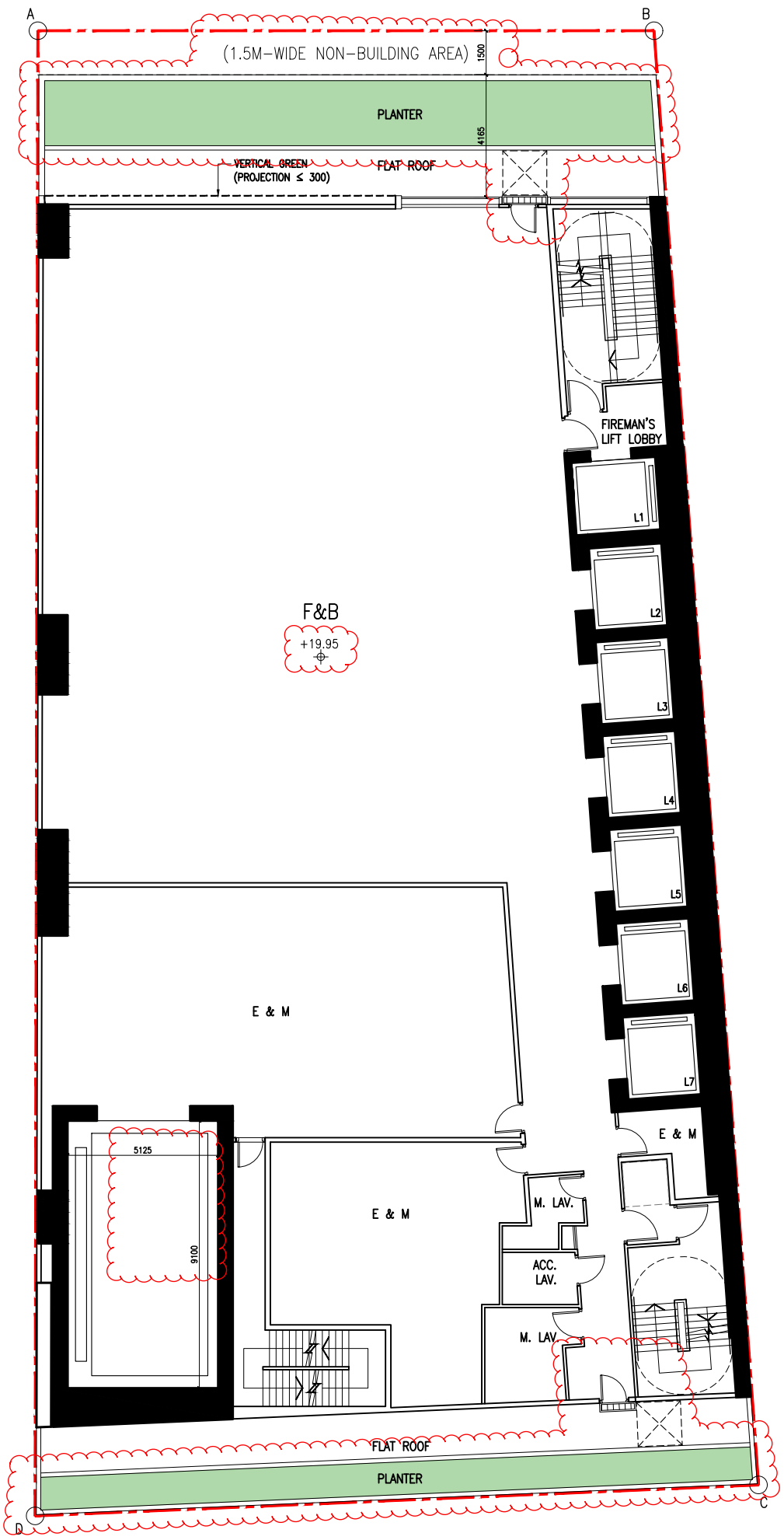
SK–04



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

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1ST FLOOR PLAN

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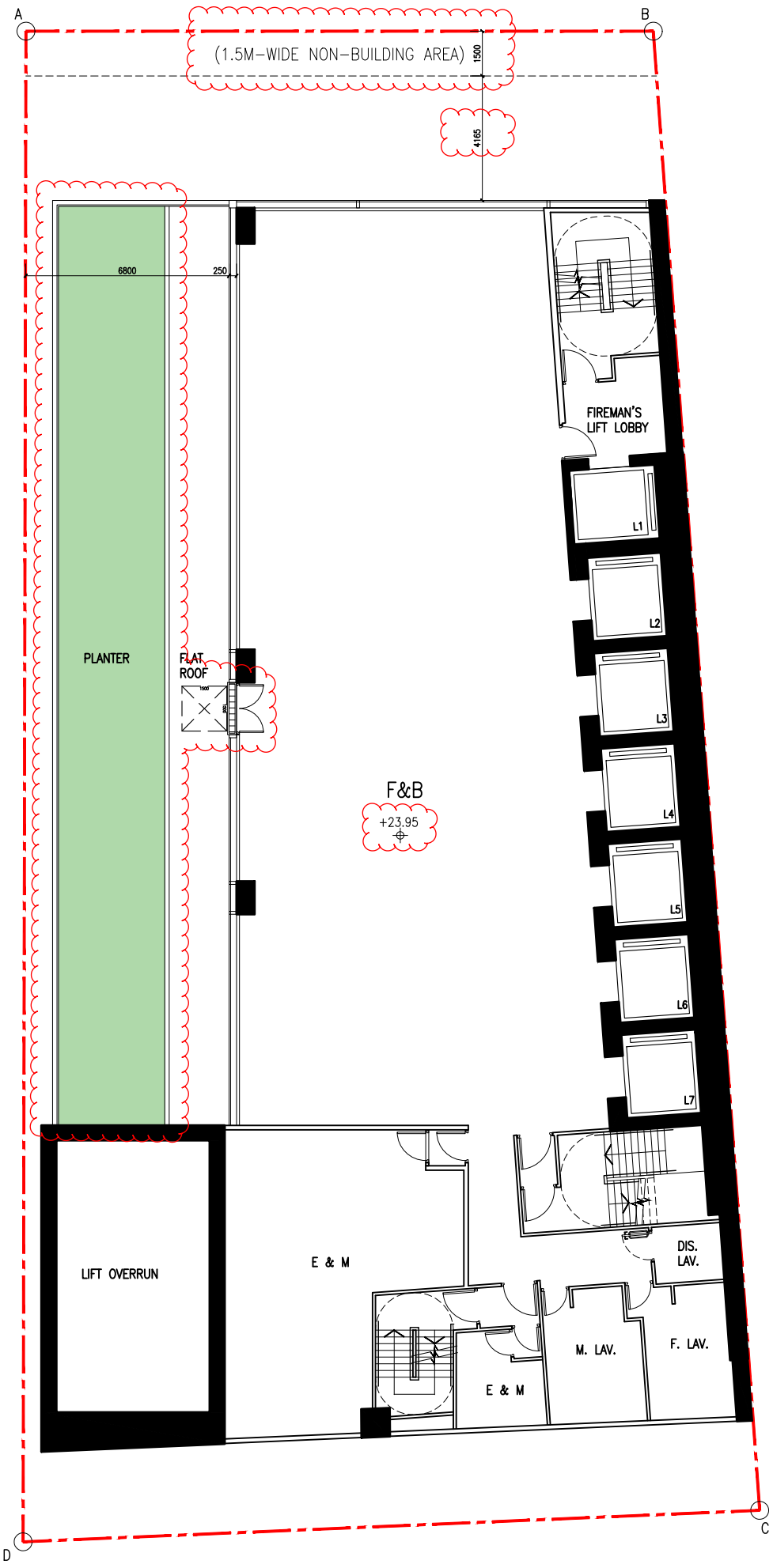
SK-05



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

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2ND FLOOR PLAN

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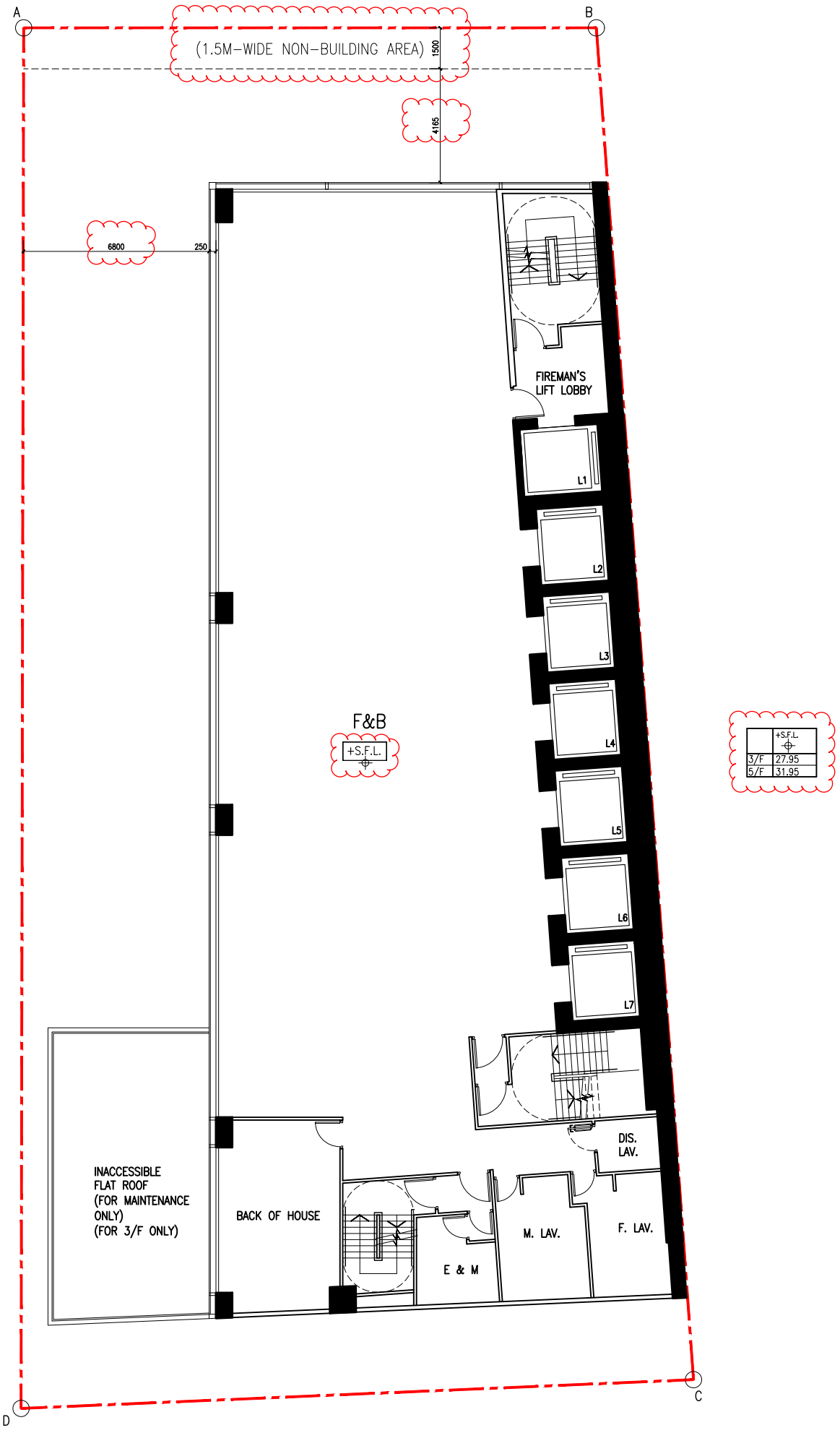
SK-06



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

0 1 2 5 10M

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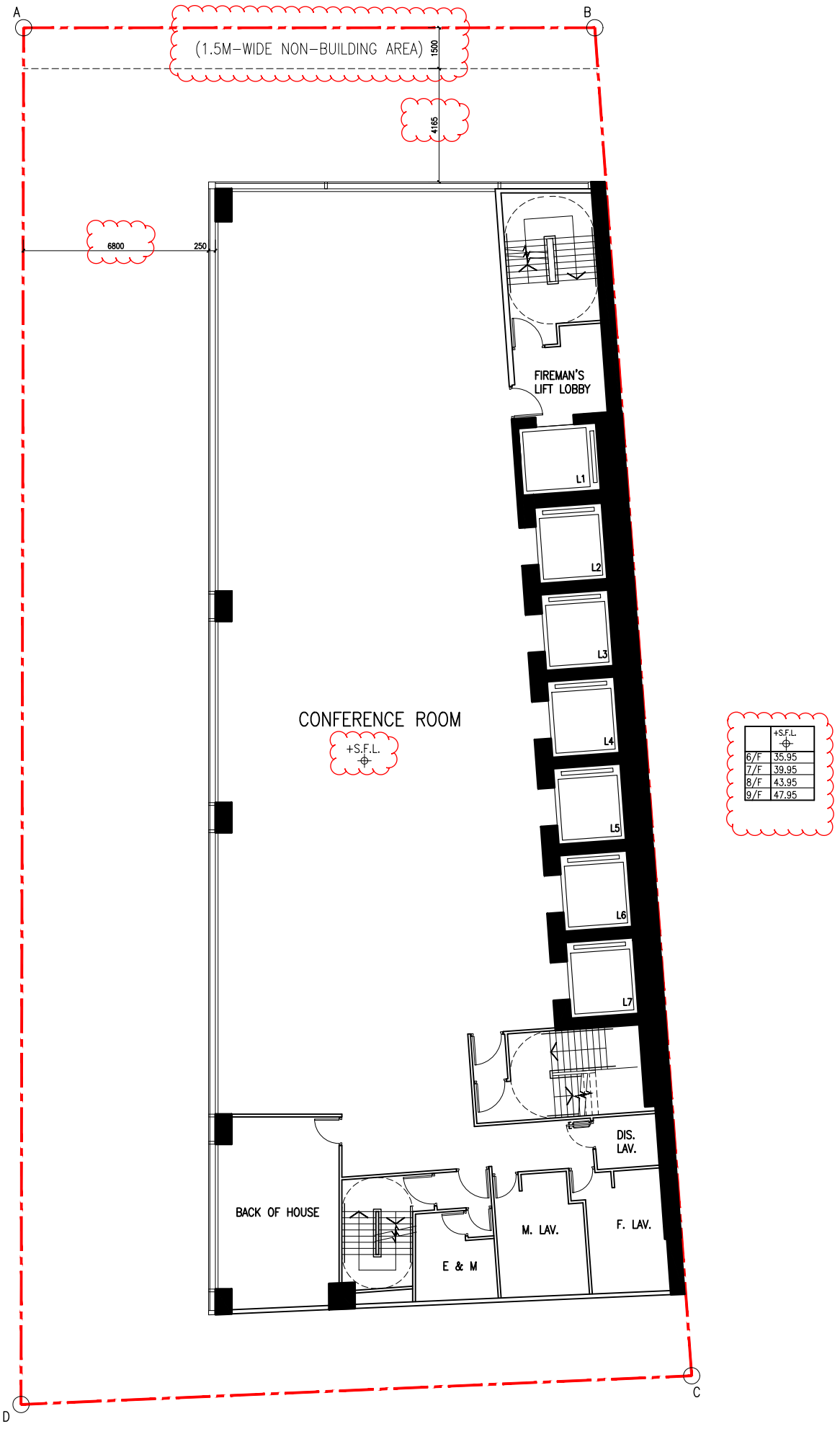
DRAWING / 圖名
3RD TO 5TH FLOOR PLAN
(NUMBER OF 4TH OMITTED)

DRAWING NUMBER / 圖號
SK-07



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

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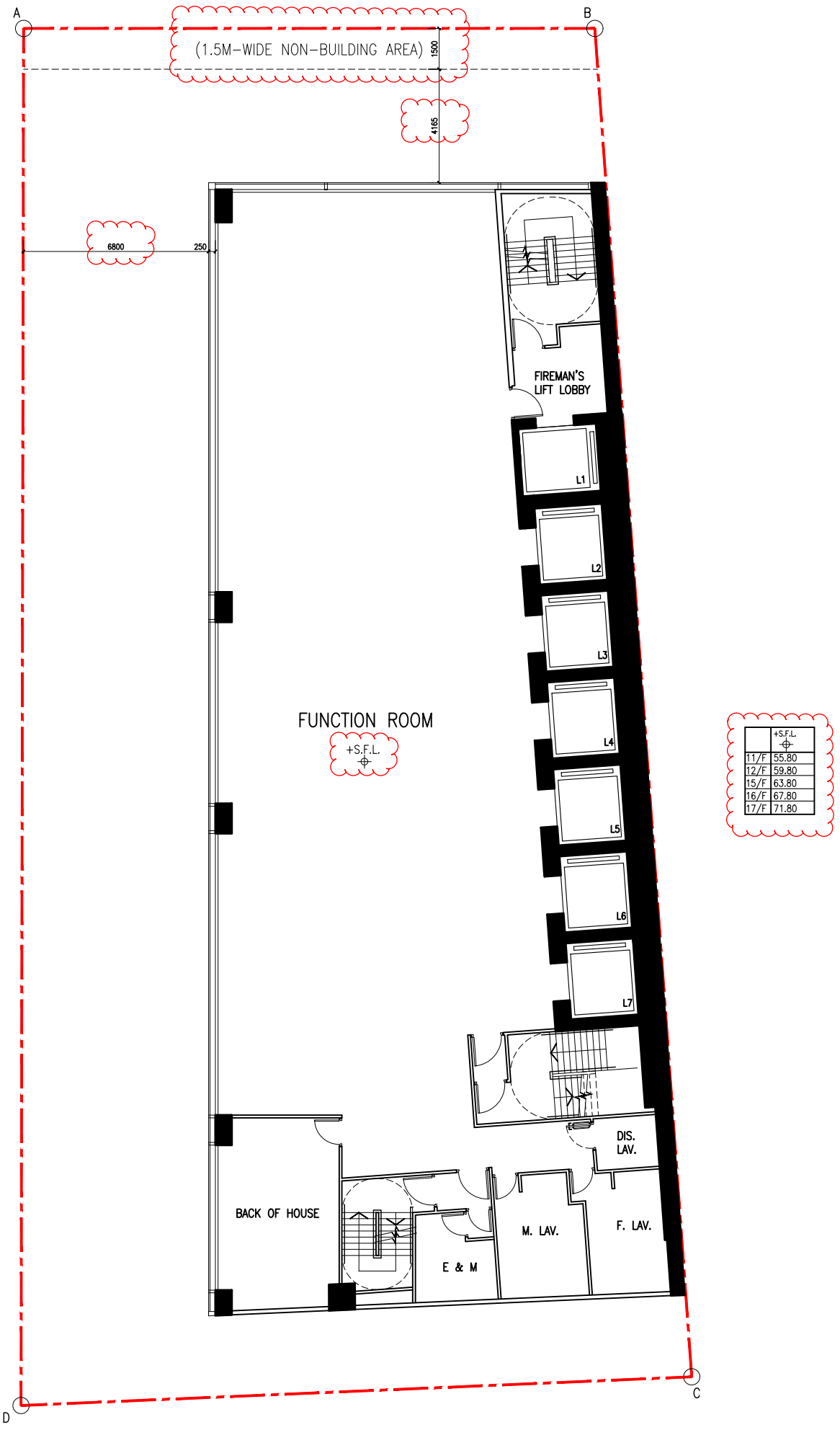
6TH TO 9TH FLOOR PLAN

DRAWING NUMBER / 圖號
SK-08



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

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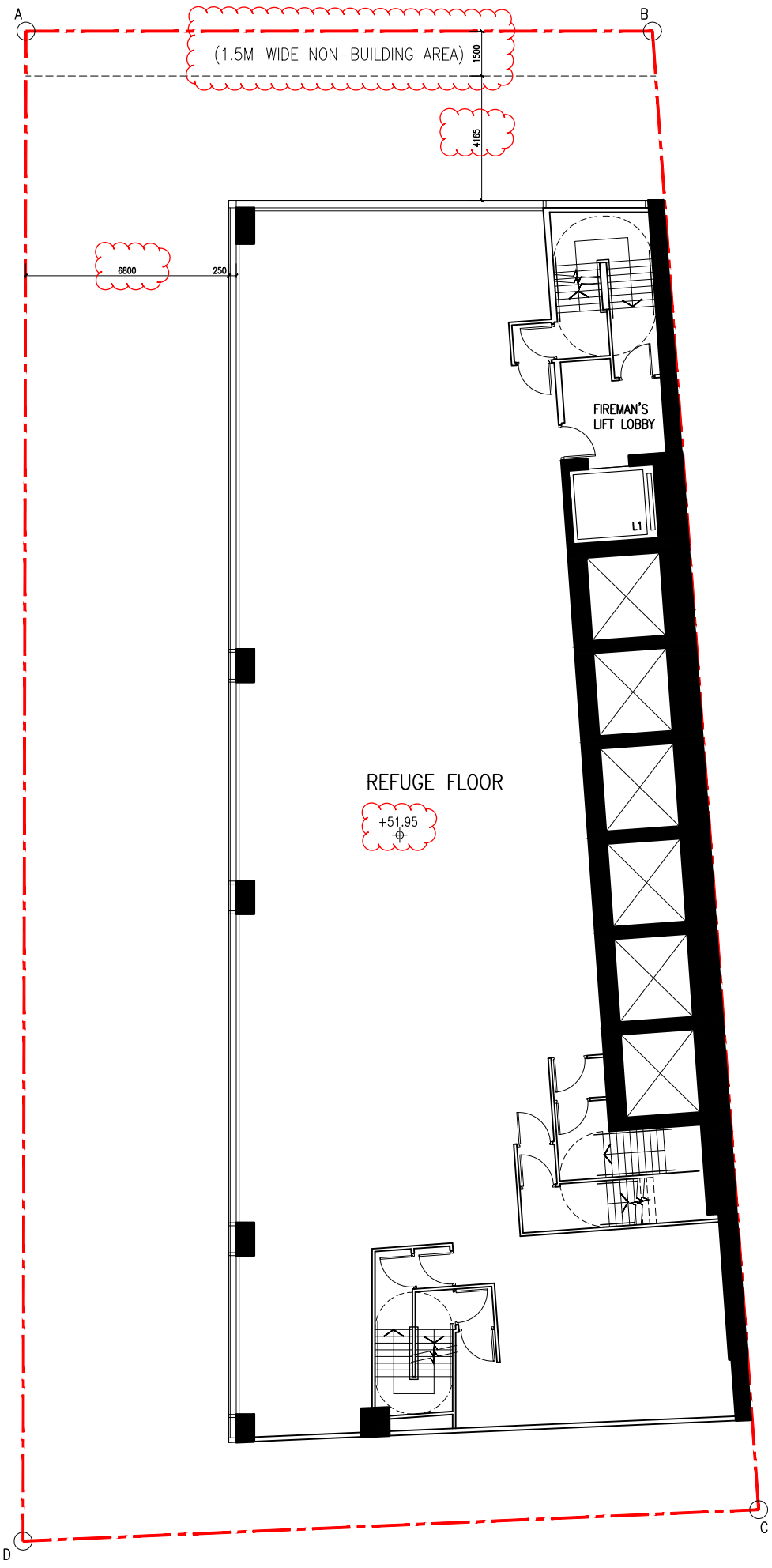
DRAWING / 圖名
11TH TO 17TH FLOOR PLAN
(NUMBER OF 13TH & 14TH OMITTED)

DRAWING NUMBER / 圖號
SK-09



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

0 1 2 5 10M

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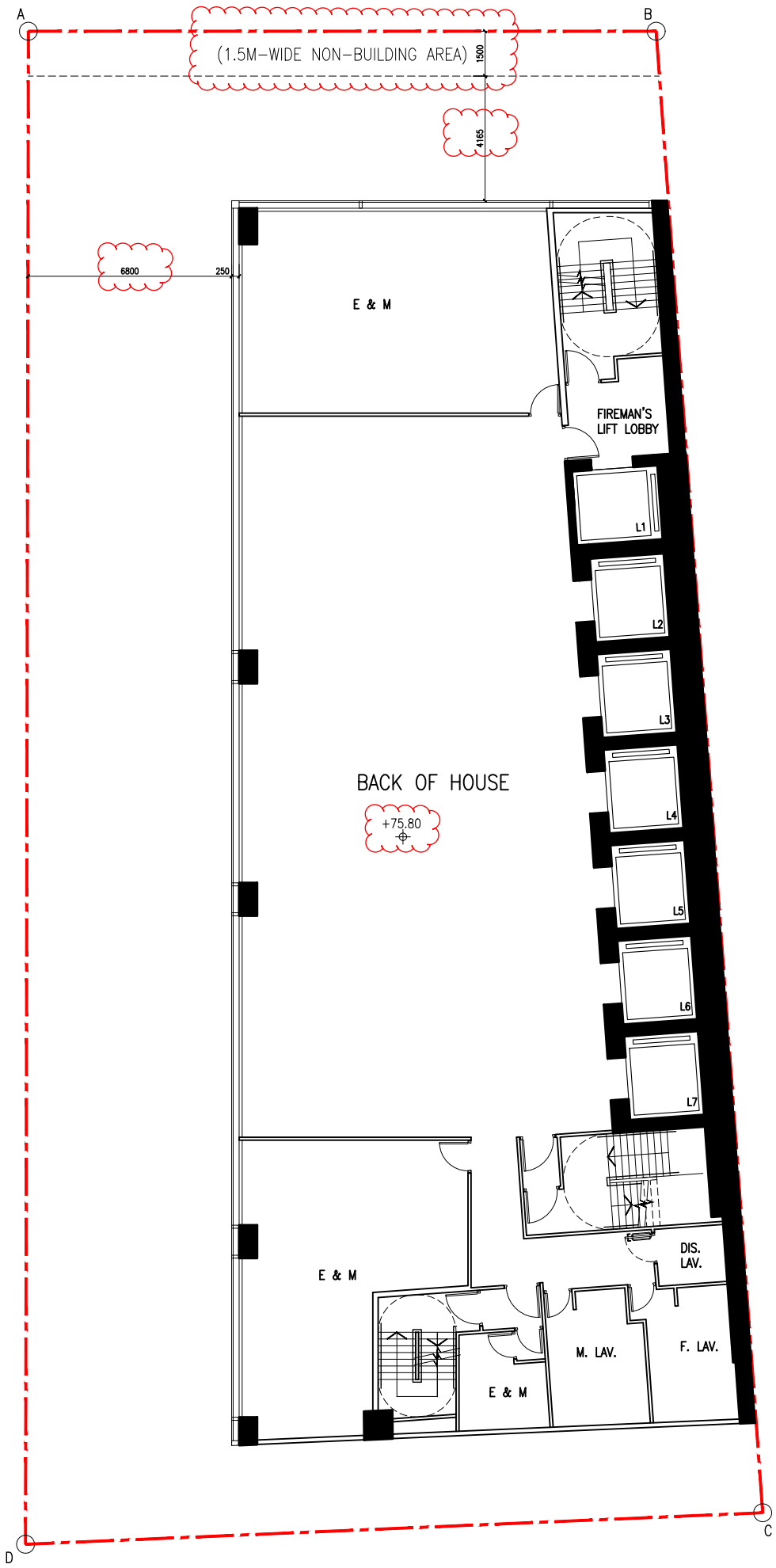
DRAWING / 圖名
10TH FLOOR PLAN

DRAWING NUMBER / 圖號
SK-10



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

0 1 2 5 10M

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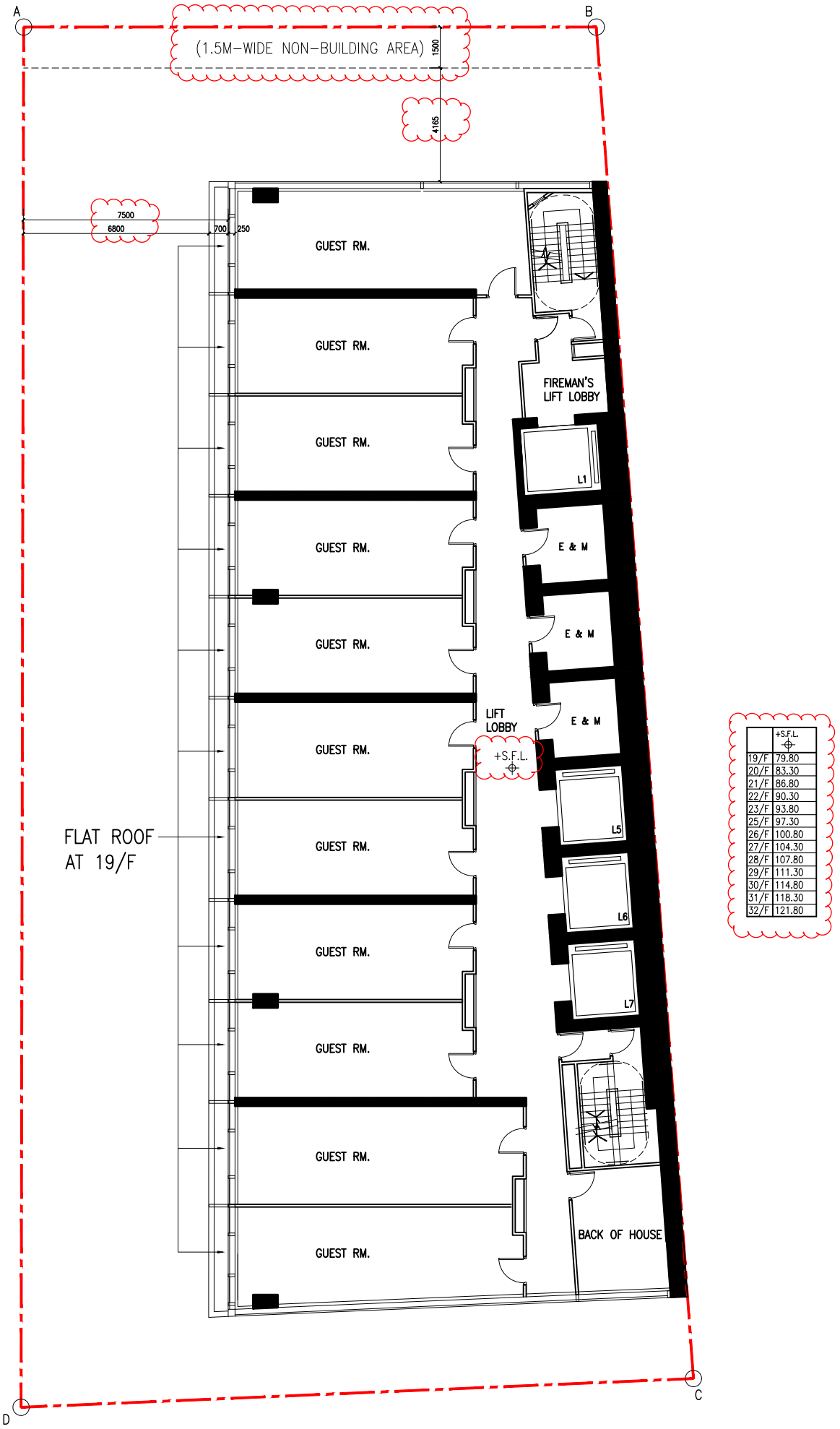
DRAWING / 圖名
18TH FLOOR PLAN

DRAWING NUMBER / 圖號
SK-11



	+S.F.L.
19/F	79.80
20/F	83.30
21/F	86.80
22/F	90.30
23/F	93.80
25/F	97.30
26/F	100.80
27/F	104.30
28/F	107.80
29/F	111.30
30/F	114.80
31/F	118.30
32/F	121.80

SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

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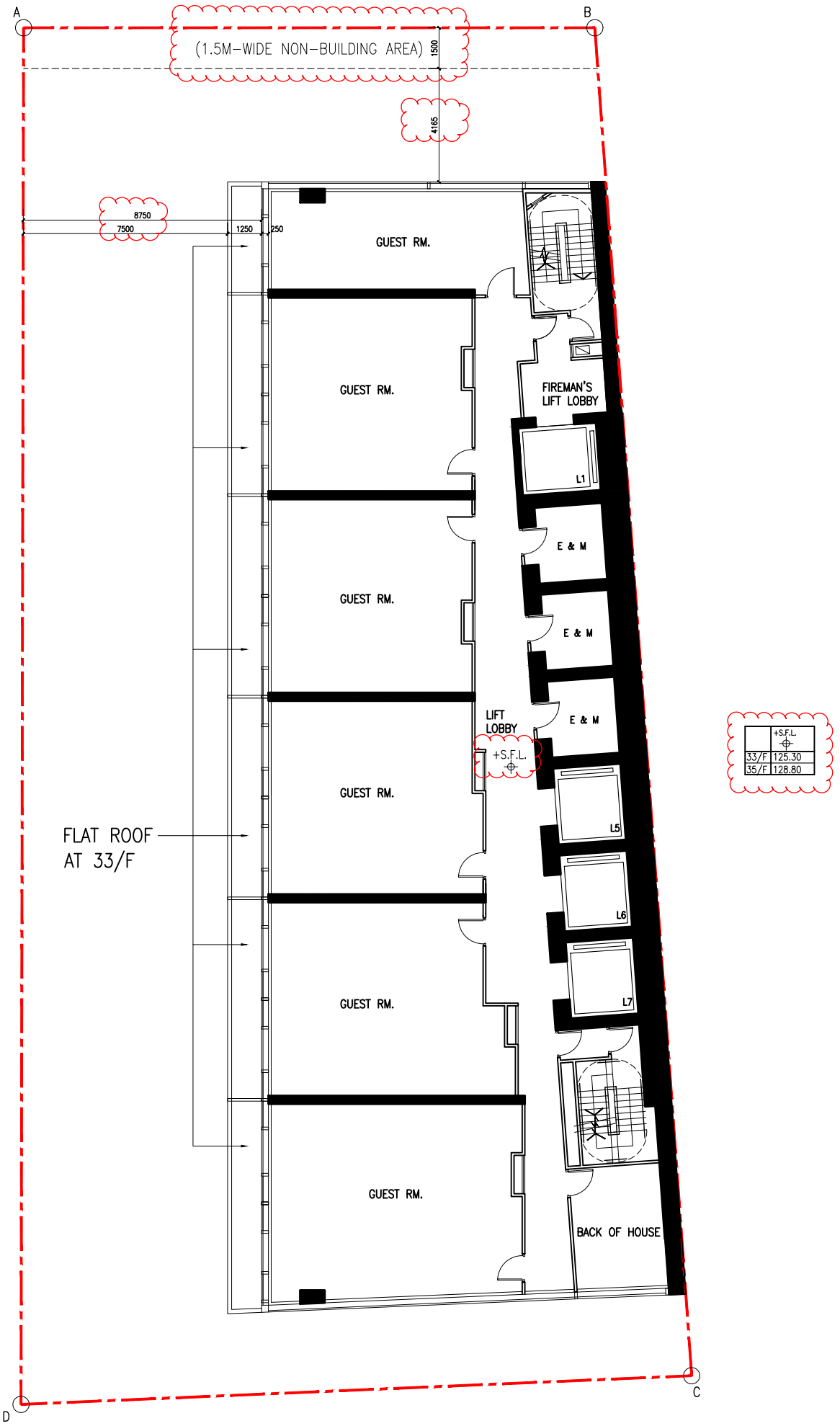
DRAWING / 圖名
19TH TO 32ND FLOOR PLAN
(NUMBER OF 24TH OMITTED)

DRAWING NUMBER / 圖號
SK-12



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

0 1 2 5 10M

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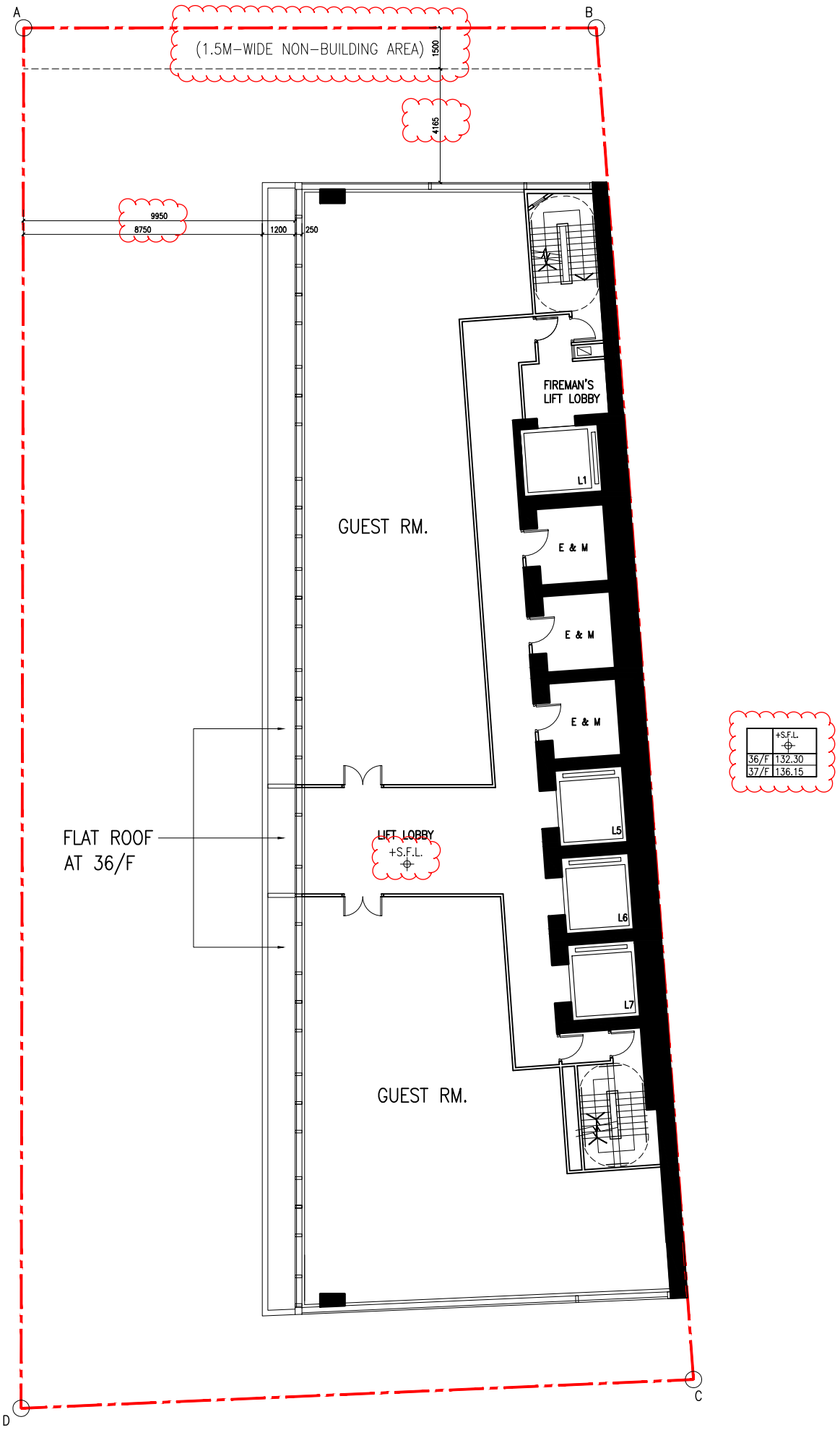
DRAWING / 圖名
33RD TO 35TH FLOOR PLAN
(NUMBER OF 34TH OMITTED)

DRAWING NUMBER / 圖號
SK-13



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

0 1 2 5 10M

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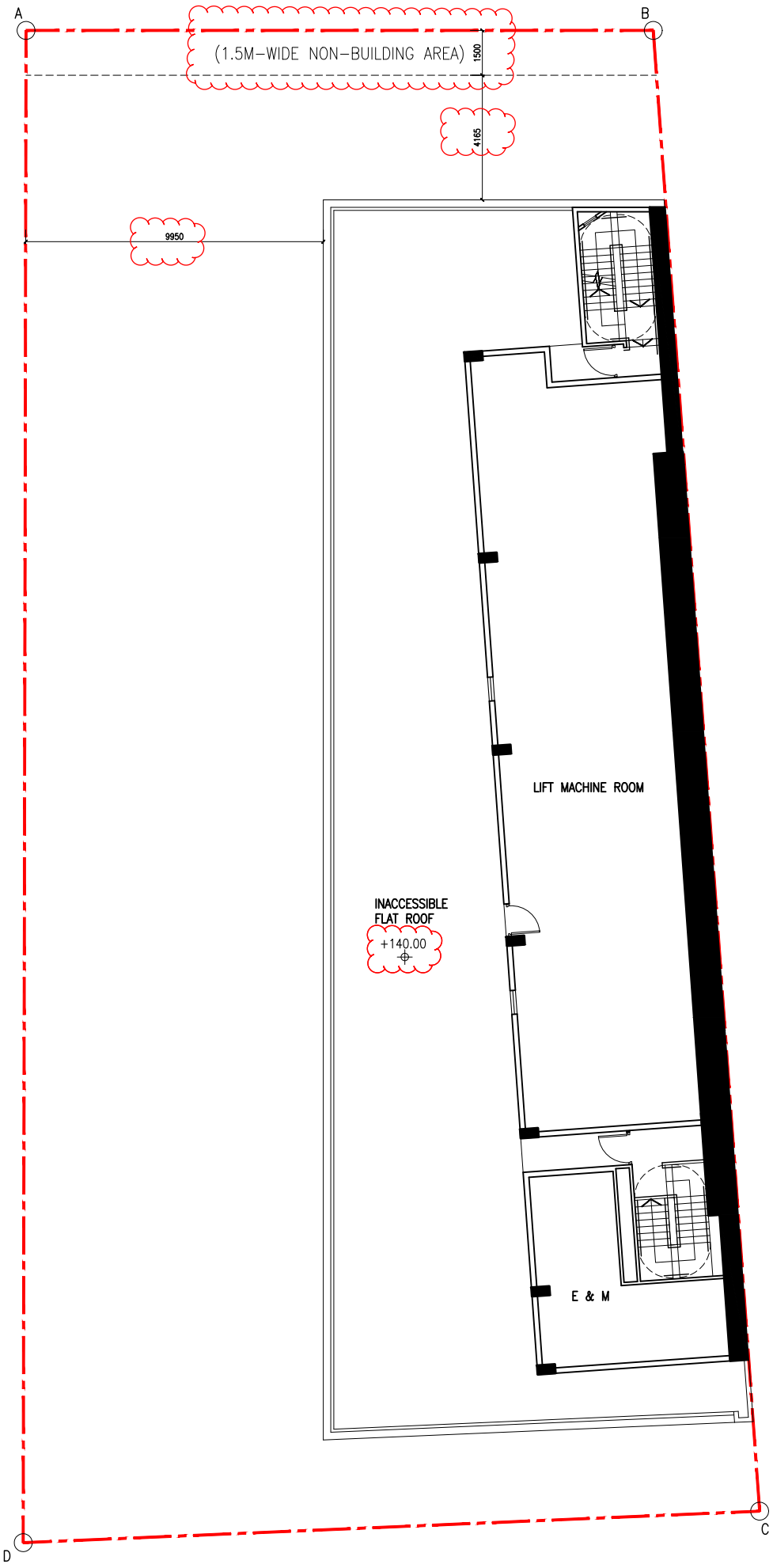
DRAWING / 圖名
36TH TO 37TH FLOOR PLAN

DRAWING NUMBER / 圖號
SK-14



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

0 1 2 5 10M

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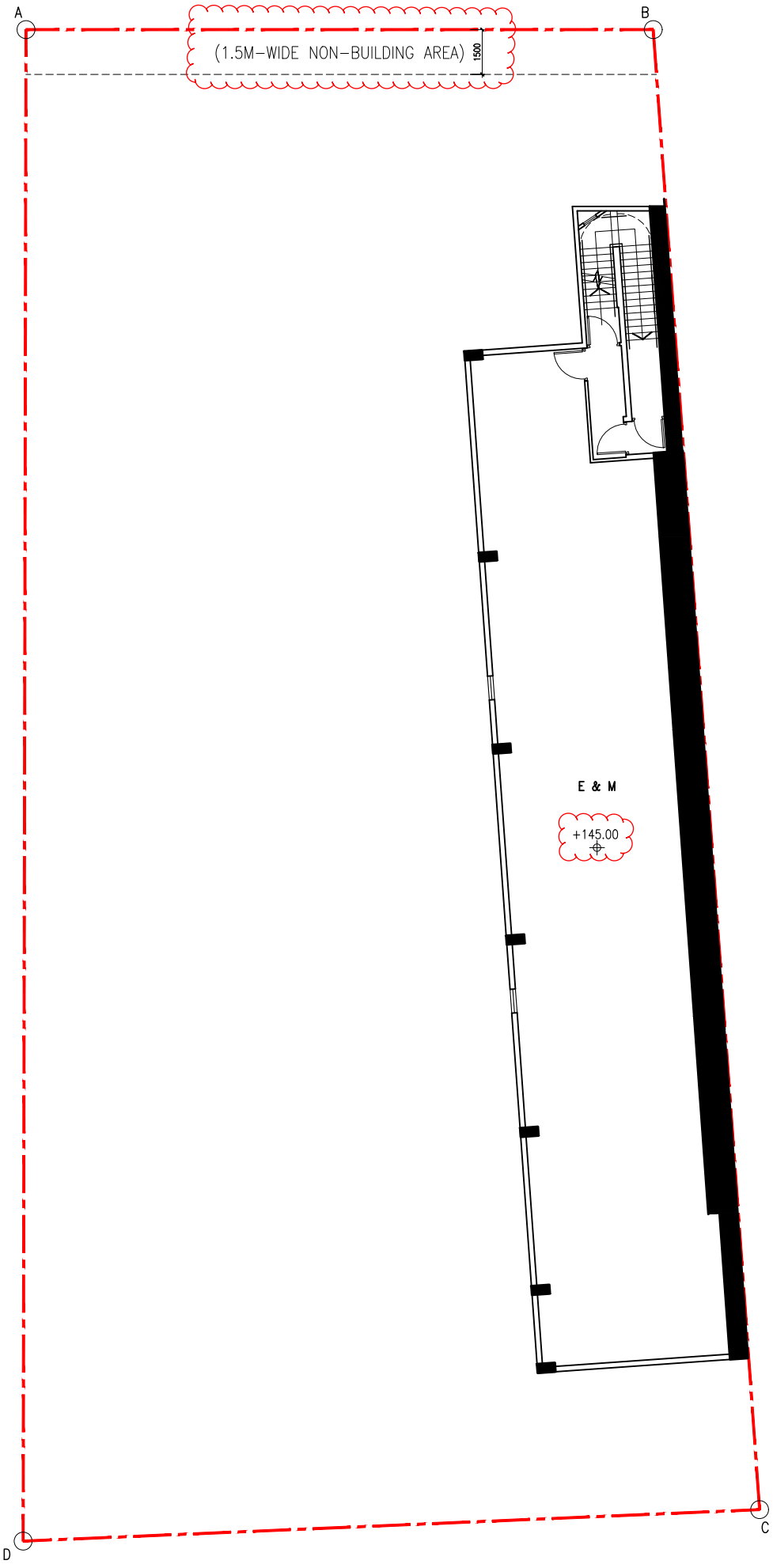
DRAWING / 圖名
ROOF PLAN

DRAWING NUMBER / 圖號
SK-15



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

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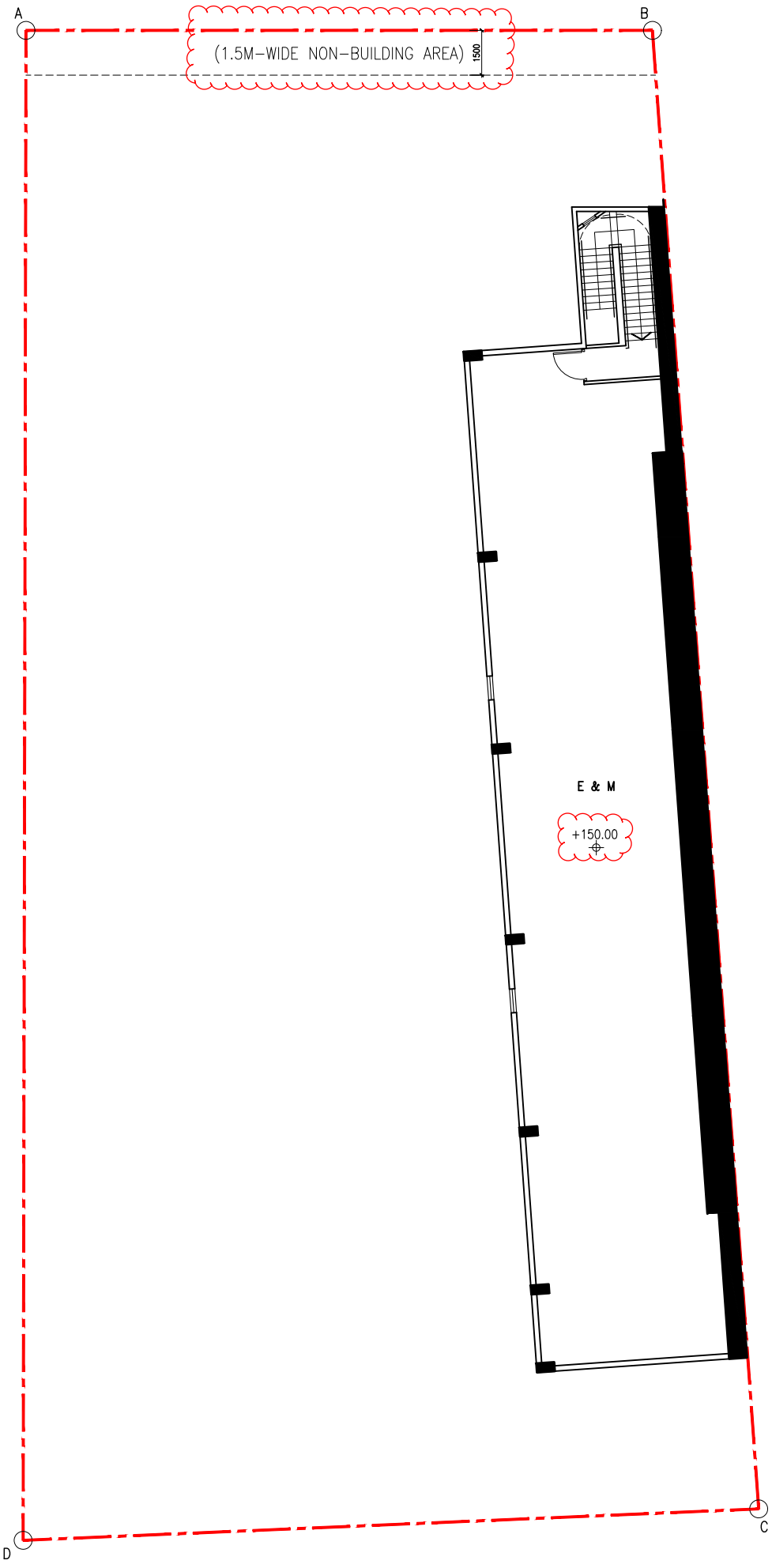
DRAWING / 圖名
UPPER ROOF PLAN AT +145.00mPD

DRAWING NUMBER / 圖號
SK-16



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

0 1 2 5 10M

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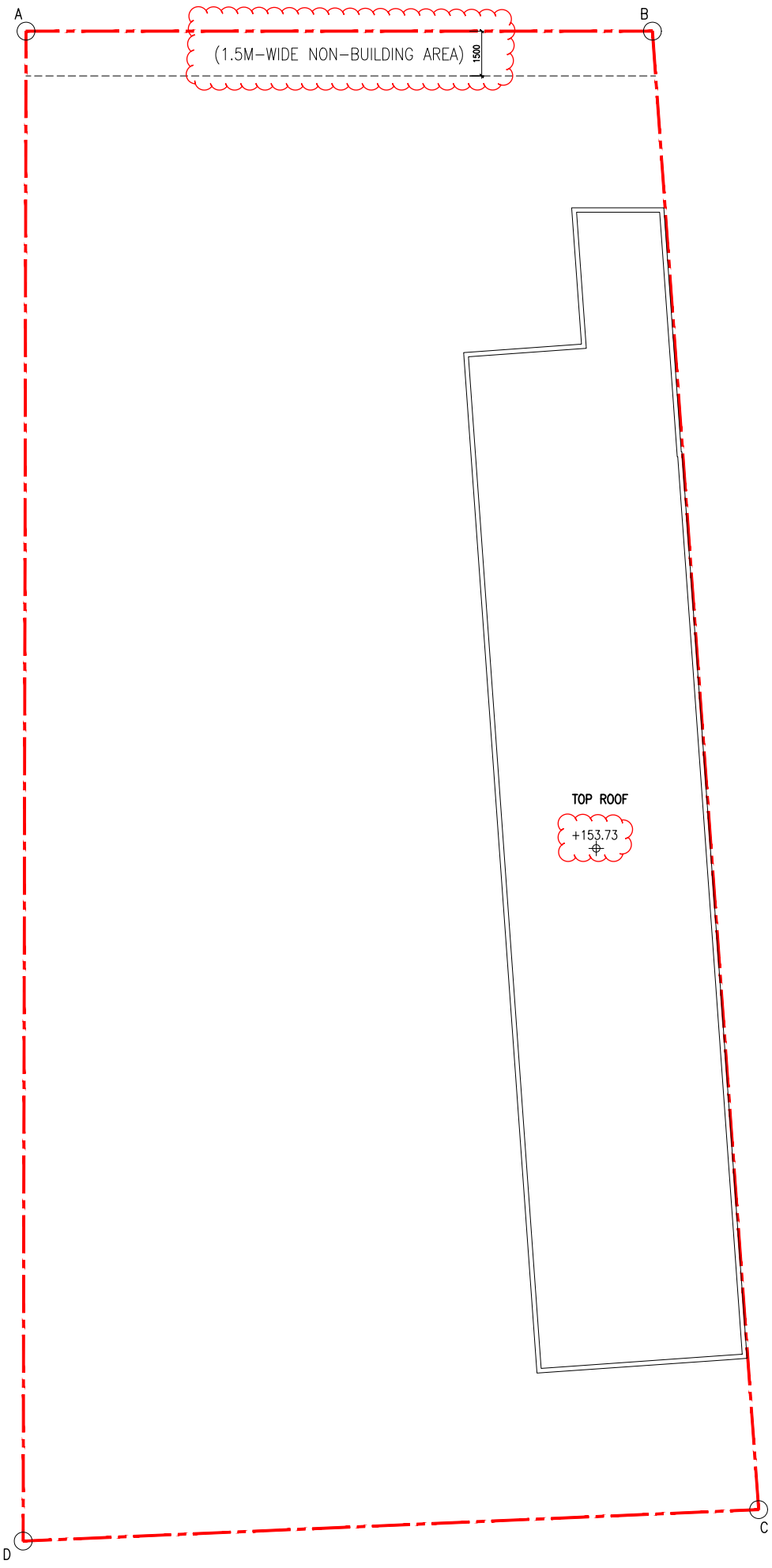
DRAWING / 圖名
UPPER ROOF PLAN AT +150.00mPD

DRAWING NUMBER / 圖號
SK-17



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

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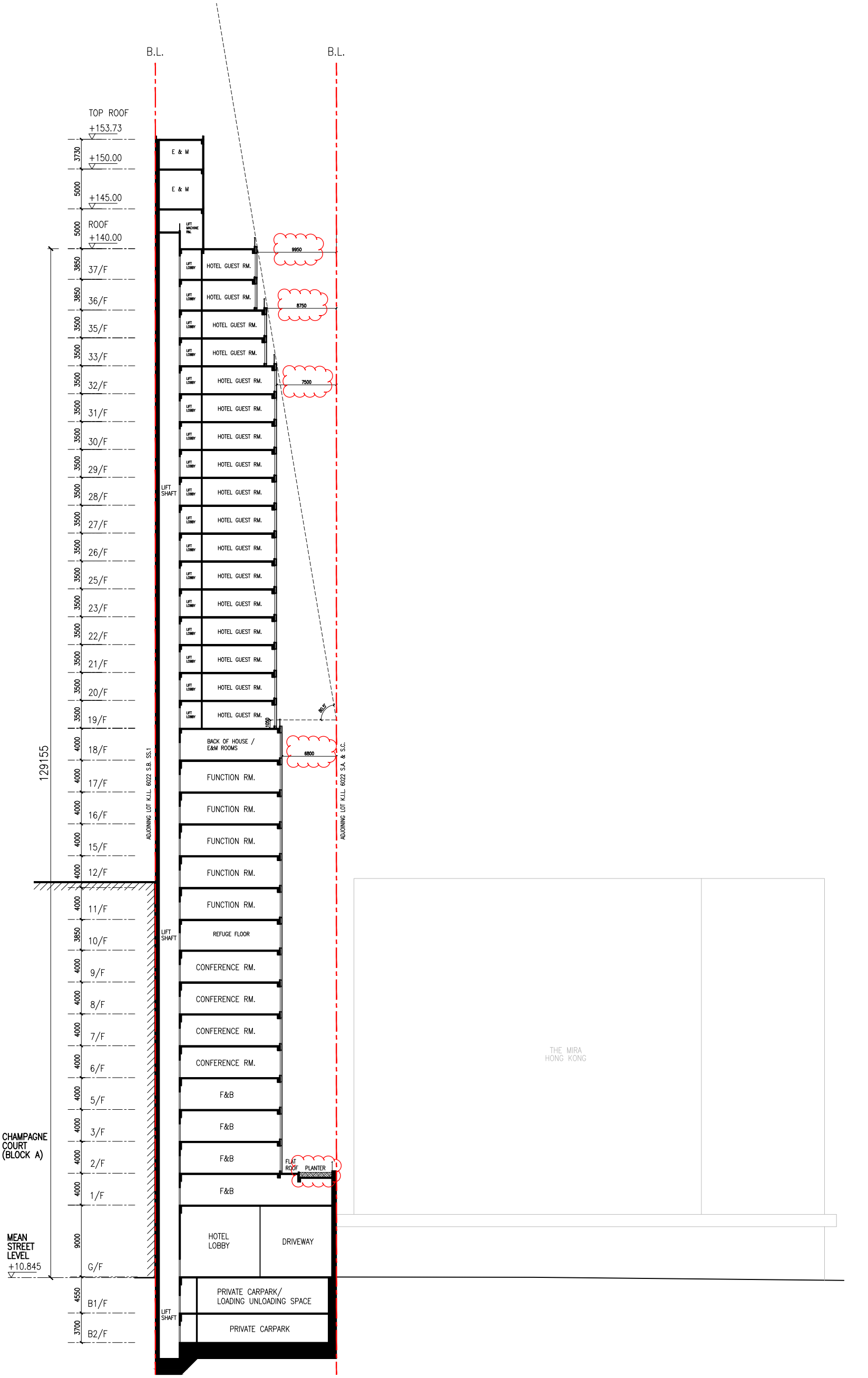
DRAWING / 圖名
TOP ROOF PLAN

DRAWING NUMBER / 圖號
SK-18



SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

0 4 8 20M

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DRAWING / 圖名
DIAGRAMMATIC SECTION AA'

DRAWING NUMBER / 圖號
SK-19