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[redacted]

寄件者: YUE Lit Fung, Owen <[redacted]>
寄件日期: 2026年03月09日星期一 22:12
收件者: TPB Submission/PLAND
副本: Kervis Wing Chuen CHAN/PLAND; Avis Lok Tung POON/PLAND; Johnny Kiu Chung CHOI/PLAND; IP Wai Yi, Alison; edwin.tsang; George Yat Nang CHOI/PLAND; Steven Yik Ho SIU/PLAND; CHU Oi Yan, Yan; CHAN Ching, Gregory; LEUNG Shu Ki, Shuki; LAM Ka Yuk, Anna
主旨: RE: S16 Application (A/K1/272) for 16 Kimberly Road Hotel Development - FI (RtC and Full set of SPS)
附件: A-K1-272_FI08 RtC 20260305.docx; A-K1-272_FI08_SPS 20260304.docx

類別: Internet Email

Dear Sir,

The captioned FI (RtC Table and SPS) is enclosed with the Appendices in the link below:
https://dms.hld.com/m/s/?UwBEACxrBo8ZJzJOeKE9MZUL/Ag%3D.

4 hard copies will be sent to you by post.

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

HENDERSON LAND 恒基兆業地產 50 years
Henderson Land Development Company Limited

Responses to Comments

DPO email dated 23 Feb 2026 and 4 March 2026	
Key Comments	**Responses**
1. In order to ensure that the continuous setback along this stretch of Kimberley Road could be realised in the future, please clarify whether you will undertake to remove any obstructions with the adjacent lot(s) (e.g. party wall(s) and landscaping on the party wall(s)) if and when the adjacent lot(s) are redeveloped. Similarly, please clarify whether the proposed canopy will rely on structural support from the party wall(s) or whether it will solely be cantilevered from the proposed building.	Please be clarified that:- 1. There is no party wall at the proposed setback area within the captioned lot in **Appendix 1**. 2. The landscaping features at the setback area within the captioned lot can be removed as per request if the continuous setback along this stretch of Kimberley Road is to be realized. 3. The proposed canopy will solely cantilever from the proposed building and there is no other structural element at the proposed setback areas. Revised MLP and Perspectives in **Appendix 1**.
2. Please provide technical/operational justifications and actual examples (for similar hotel developments in Hong Kong and/or the region) for the following proposed floor-to-floor heights. Without pre-empting your justifications and actual examples, the proposed floor-to floor height for the proposed Ground Floor appears to be somewhat excessive:	Please find below justifications and actual examples:-

DPO email dated 23 Feb 2026 and 4 March 2026	
Key Comments	**Responses**
➢ **9.0m** for the Ground Floor (Entrance Lobby);	Non-domestic main common entrance lobby with high floor-to-floor height is approvable by BD as per PNAP APP-2. Examples for hotel with high floor-to-floor height main entrance lobby include Kimpton Tsim Sha Tsui Hong Kong, Harbour Grand Hong Kong, Hotel Icon, Four Season Hotel Hong Kong, etc. Examples for commercial use with high floor-to-floor height main entrance lobby include International Commerce Centre (ICC), Taikoo Place, YHC Tower, Billion Centre, etc.
➢ **4.0m** for F&B, function, and conference room floors; and	According to precedent commercial projects in Hong Kong, commercial floors with 5m floor-to-floor height are commonly approvable by BD. The proposed floor-to-floor height in 4m for F&B, function, and conference room floors does not exceed the approvable dimension.
➢ **3.5m** for standard hotel guestroom floors. ➢ **Floor-to-floor height (FTFH) of uppermost hotel floors –** apart from the explanations for the FTFH of typical hotel floors, please consider elaborating the rationale for the FTFH of 3.85m for the uppermost two hotel floors.	According to PNAP APP-5, 3.5m is an acceptable proposed height of storey of habitation rooms. The hotel's uppermost two floors will be VIP suites, each with a floor-to-floor height (FTFH) of 3.85 m. This specification, uncommon in Tsim Sha Tsui, is intended to appeal to a niche segment of high-end tourists. In accordance with PNAP APP-5, the maximum permissible floor-to-floor height for habitable rooms on the topmost floor is 4 m.

DPO email dated 23 Feb 2026 and 4 March 2026	
Key Comments	**Responses**
3. It is noted from para. 5.3 of the Supplementary Planning Statement (SPS) that bonus PR (presumably under B(P)R 22(1) or 22(2)) will be claimed for both the OZP-required setback area and the voluntary setback area. According to your earlier floor plans, we note that the basement levels will be built up to the edge of the lot (i.e. underneath the two setback areas). We understand that to be eligible to claim bonus PR under B(P)R 22, no building structures shall be built above/on/underneath the dedication area. Grateful if you could clarify this. Moreover, please explicitly state the amount of bonus PR/GFA that might be claimed and confirm whether such bonus PR/GFA has been reflected in the building bulk of the current proposed scheme. **Supporting Planning Statement (paragraph 5.2)/RtC (page 3)** – if our understanding is correct, please consider revising "Should such bonus PR/GFA might be claimed, the building envelope of the current proposed scheme can be accommodated" to something along the lines of "Should such bonus PR/GFA be claimed, the bonus can be accommodated within the current proposed scheme (i.e. within a maximum building height of 140mPD)"	Please be clarified that:- 1. No building structure is built above/on/underneath the 1.5m OZP required set back in the attached revised drawings. 2. Under B(P)R 22, the amount of bonus PR/GFA of the 1.5m OZP required setback that might be claimed is around 0.138PR/157.472 s.m. 3. Should such bonus PR/GFA be claimed, the bonus can be accommodated within the current proposed scheme (i.e. within a maximum building height of 140mPD)**.** 4. The 2.8 m voluntary set back zone is following the "flexible site coverage" guideline in PNAP APP-132. The additional site coverage has been reflected in the current proposed scheme. There is no implication to the plot ratio.

DPO email dated 23 Feb 2026 and 4 March 2026	
Key Comments	**Responses**
4. Please explicitly state the amount of disregarded/concessionary/exempted GFA under the relevant PNAPs (such as back-of-house facilities for hotel developments) and confirm whether such disregarded/concessionary/exempted GFA has been reflected into the building bulk of the current proposed scheme.	Hotel facilities exempted under PNAP APP-40 makes up around 855 s.m. (5% of the total GFA of the proposed hotel). There are also other areas with GFA exempted under other PNAPs (APP-2, APP-19, APP-42, APP-152, APP-84, APP-89, APP-122, JPN1, JPN2, etc.), these areas include but not limited to essential plant rooms, curtain walls, voids, carparks, air-conditioning rooms, lift shaft exemption, etc. Exact areas could be provided until detail design stage with GBP submission to BD. Nevertheless, to the best of our Architect's knowledge, the aforesaid disregarded/concessionary/exempted GFA has been generally reflected in the building bulk of the current proposed scheme.
5. Please consider supplementing further commentary/illustrations to help the reader appreciate the "innovative building design" of your proposed scheme.	Text heading for paragraph 5.7 has been amended.
Other Clarifications	A high-resolution image is attached in SK-21 and SK-22 of the **Appendix I.**
1. Para. 5.4, Figure 3 of SPS: Please provide high resolution image with good legibility to enable incorporation into the TPB Paper.	VIA Figure 3.1 revised; VIA updated accordingly.
2. VIA: Figure 3.1 does not match with Figure 3 of SPS.	VIA Figure 7.3 revised; VIA updated accordingly.

DPO email dated 23 Feb 2026 and 4 March 2026	
Key Comments	**Responses**
3. VIA: Figure 7.3 lacks visual impression of the improved streetscape and building canopy as mentioned in para. 5.4 of the SPS.	SK-04 amended.
4. The vertical greening as shown on Para. 5.4, Figure 3 of SPS does not seem to match with the drawing in your Appendix I MLP (Drawing No. SK-04).	SK-04 amended.
5. Please consider labelling the front page and the headers/footers of the submitted PDF as "Supporting Planning Statement" as appropriate.	Noted; SPS amended.
6. **Appendix II (paragraph 5.6)** – please update the building setback information to tally with the latest proposed scheme.	TIA (setback 4.3m) updated in **Appendix II**.
7. **Appendix IV** – the sewerage impact assessment (SIA) appears to have adopted a total floor area of 13,588m^2 instead of 17,116m^2. Please revisit if this is correct. If it is the negative, the SIA and the relevant paragraph in the Supporting Planning Statement should be updated accordingly.	SIA revised in **Appendix IV**: "The total non-domestic GFA is 17116.5 m^2. However, for the SIA calculation, area 13,588 m^2 is adopted which excludes staircases, lift shafts, lobby areas, back-of-house spaces, and plant rooms."

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

March 2026

Consultants
P&T Architect Limited
LLA Consultancy Limited
Ramboll Hong Kong Limited
Scenic Landscape Studio Limited

Page

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Appendices

EXECUTIVE SUMMARY

This planning application is submitted to seek permission from the Town Planning Board (the Board) in support of the proposed hotel development (hereafter referred to as the "Proposed Development") with minor relaxation of plot ratio (PR) and building height (BH) restrictions in "Commercial (6)" zone at K.I.L. 6022 s.B R.P, 16 Kimberly Road, Tsim Sha Tsui, Kowloon (i.e. hereafter referred to as the Application Site) under the draft Tsim Sha Tsui Outline Zoning Plan (OZP) No. S/K1/29.

In view of the Government's continued promotion of **mega events** (e.g., the Hong Kong International Races for horse-racing **tourism**) and its coordination with key sectors such as retail, catering, and the hotel industry, as well as the 2025 Policy Address recommendation to adopt a new mindset for urban renewal, the Applicants propose an urban renewal project to support the Government's efforts in reforming the local economy and enhancing the city's infrastructure to host mega events. The proposal involves redeveloping a 1957-era building into a high-quality, modern 35-storey hotel (including one refuge floor, one back-of-house/E&M floor, and two basement car park levels) through an application for minor relaxation of the plot ratio (up to 15) and relaxation of the building height restriction to 140 mPD. The key justifications and planning merits of the proposed development include:

- **Tourism Infrastructure:** The proposed development will provide 159 hotel rooms in Tsim Sha Tsui (TST), Hong Kong's foremost tourist centre, designated as the number one tourist district in the Government's *Tourism Blueprint 2.0 (2024)*. This will directly support Government "mega" events initiatives and is **fully supported** by the Commissioner for Tourism.
- **Planning Gain – Pedestrian Enhancements:** Voluntary widening of the pedestrian footpath by **2.8 m**, increasing the clear width to **4.3 m**, making a total footpath width of **6.8m**. In addition, the relocation of the existing on-street drop-off activities to within the Application Site. These will enhance pedestrian safety, comfort, and streetscape quality.
- **Incentivising Urban Renewal by 2025 Policy Address:** Proposed minor relaxation of the PR restriction by **25%** (from PR 12 to PR 15), consistent with the objective of incentivising the redevelopment of ageing buildings — for both housing and commercial purposes — in the Yau Tsim Mong district.
- **Urban Design Compatibility:** A built form compatible with the **140 mPD** building height permitted under the adjoining OZPs for Yau Ma Tei and Mong Kok districts.
- **Alignment with 'Arts District' Guidelines:** The proposal accords with the *Hong Kong Planning Standards and Guidelines* for the 'Arts District' framework, supporting a critical mass of tourist demand for hotel accommodation in the TST area.
- **No Insurmountable Technical Impacts:** Technical assessments confirm no insurmountable impacts on the surroundings, particularly with respect to **traffic** and **visual** considerations

In light of the justifications and merits of the proposal, the Board is cordially invited to consider this application favourably.

中文摘要

本規劃申請旨在向城市規劃委員會（下稱「城規會」）申請批准，支持在九龍尖沙咀金巴利道16號九龍內地段第6022號B段餘段（下稱「申請地盤」）「商業（6）」地帶內，興建擬建酒店發展（下稱「擬議發展」），並就地積比率（PR）及建築物高度（BH）限制作出輕微放寬，相關地帶依據《尖沙咀分區計劃大綱圖（草圖）》（OZP）編號 S/K1/29（現為 S/K1/30）。

鑑於政府持續推廣**大型盛事**（例如香港國際賽馬為賽馬旅遊）並加強與零售、餐飲及酒店業等主要行業的協調，以及《2025年施政報告》中提出以新思維推進市區更新，申請人擬提出一項市區重建計劃，以支持政府改革本地經濟及提升城市舉辦大型盛事的能力。該計劃涉及重建一幢建於1957年的樓宇，通過申請輕微放寬地積比率（最高可達15）及放寬建築物高度限制至主水平基準140米（mPD），以興建一座高質素、現代化的35層酒店（包括一層避難層、一層後勤及機電樓層，以及兩層地庫停車場）。

擬議發展的主要理據及規劃優點包括：

- **旅遊基礎設施：** 擬議發展將於香港首屈一指的旅遊中心 — 尖沙咀（TST）— 提供159間酒店客房，該區在政府《旅遊藍圖2.0（2024）》中被劃定為第一大旅遊區。此項發展將直接支援政府推行的「大型盛事」計劃，並獲旅遊事務專員**全力支持**。
- **規劃效益–行人設施改善：** 自願擴闊行人路 **2.8米**，令淨闊度增至 **4.3米**，使行人路總闊度達 **6.8米**；同時將現有街邊上落客活動遷移至申請地盤範圍內。此舉有助提升行人安全、舒適度及街景質素。
- **按《2025年施政報告》鼓勵市區更新：** 建議對地積比率限制作 **25%** 輕微放寬（由PR 12增加至PR 15），與鼓勵重建油尖旺區老化樓宇（包括住宅及商業用途）的政策目標一致。
- **城市設計相容性：** 建築形態與毗鄰油麻地及旺角分區計劃大綱圖規定的 **140米主水平基準（mPD）** 的建築高度限制相容。
- **符合「藝術文化區」指引：** 擬議項目切合《香港規劃標準與準則》中「藝術文化區」框架的指引，支援尖沙咀地區龐大的旅客住宿需求。
- **無不可克服的技術影響：** 技術評估確認，擬議發展對周邊環境並無不可克服的影響，尤其在**交通**及**景觀**方面。

根據這些理由和規劃優點，謹請委員會考慮批核此申請。

1. The Application

1.1 This s16 application is submitted by the Applicant, Far Union Investment Limited, for a hotel development. The Application Site is at 16 Kimberly Road (K.I.L. 6022sBRP), Tsim Sha Tsui, Kowloon. This statement supports the planning application for minor relaxations for Champagne Court (Block B), zoned "Commercial (6)" in the draft Tsim Sha Tsui (TST) Outline Zoning Plan No. S/K1/29 (OZP) **(Figure 1)**. The proposal seeks a Plot Ratio (PR) relaxation from 12 to 15 (25% increase) and a Building Height Restriction (BHR) from 110mPD to 140mPD (27% increase) to facilitate a hotel development.

1.2 The proposed hotel development comprises a 35-storey building providing a total of 159 hotel rooms, with completion targeted for 2029/2030. The proposed minor relaxations are justified by the project's contribution to urban renewal, the widening of footpaths, and its support for the hosting of mega events. The proposal is compatible with the adjoining area and aligns with the broader planning context for building height in the district, while reinforcing the role of the Yau Tsim Mong area as a major tourist hub.

Figure 1: Location of the Subject Site (blue) in OZP S/K1/29

2. Site Context and Proposed Planning Intention

2.1 The Application Site (the Site) is located in the central part of TST with access to TST MTR station within 5 minutes' walk. The physical setting of the entire 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 156mPD. (**Figure 2**)

Figure 2: Photomontage for proposed hotel (shown white) **(next to The One)**

2.1 The entire area under the OZP is predominantly zoned "Commercial", reflecting the main character of Tsim Sha Tsui, which is also recognised as the number one tourist area in Hong Kong (as referenced in the Government's Tourism Agenda 2024). The Site has a total land area of approximately 1,141.1 m².

2.2 It is proposed to relax both the building height restriction (BHR) and plot ratio (PR). The proposed building height of 140 mPD is consistent with the adjoining Yau Ma Tei and Mong Kok OZPs. The proposed PR of 15 is permissible under the Building (Planning) Regulations, thereby maximising the use of valuable land resources in Tsim Sha Tsui. These minor relaxations will be a show case to incentivise urban renewal projects, particularly for ageing buildings in the area as the subject existing building was issued with an Occupation Permit in 1957.

3. Policy Support and Statutory Planning Intention

3.1 The 2030+ Strategic Directions have fostered the planning intention to create capacity for sustaining economic growth and broadening economic base e.g. providing planning support to reinforce Hong Kong as a world-class premier tourism destinations. In order to fulfil such strategic direction, new hotel facilities should be encouraged. On the other hand, the Culture, Sports and Tourism Bureau[1] has clearly identify that the 10 places most visited among **overnight**

[1] Development Blueprint for Hong Kong's Tourism Industry 2.0 2024 (page 20).

visitors (first 6 months of 2024), Tsim Sha Tsui is the top priority area in their 'Development Blueprint for Hong Kong's Tourism Industry 2.0'. The proposed hotel will cater to high-value tourists, supporting the government's tourism development objectives.

3.2 [According to LC Paper No. CB(3)15/2025(01)]: To facilitate visitors' in-depth exploration in Hong Kong, the Government and the trade have been delivering rich information to visitors through various channel. The Hong Kong Tourism Board (HKTB) will continue to review both the number and the services of visitor centres, with the aim of offering more comprehensive travel information and assisting visitors in planning their itineraries. It is therefore important to ensure that adequate accommodation facilities are available to support increased visitor activity, so that the enhanced information and services provided by the HKTB can effectively translate into longer stays and greater tourism benefits.

3.3 [According to OZP No. S/K1/29 ES para 8.1]: **t**he "Commercial" ("C") zone is intended primarily for commercial developments, including offices, shops, services, places of entertainment, eating places, and hotels. If sufficient incentives are not provided, hotels may be less preferred compared with office use in potential strata developments. The subject site can function either as a non-hotel-based employment node or as a generator of tourism revenue. In line with the **HKTB**'s development objectives, the current composite, ageing building at the Application Site should be encouraged to be redeveloped into the preferred use — a hotel — so as to optimise its contribution to the district's economic growth and tourism functions. Notably, the *Development Blueprint for Hong Kong's Tourism Industry 2.0* (2024, p. 20) identifies the ten most visited locations among overnight visitors in the first half of 2024, with Tsim Sha Tsui ranked as the top priority area. The Commissioner for Tourism has provided written support for the hotel proposal — a position that goes beyond a standard "no objection" response (**Appendix V**).

3.4 The Chief Executive's Policy Address introduced the theme *"Take Forward Urban Renewal with a New Mindset"*, aimed at incentivising regeneration in older districts such as the Yau Tsim Mong District. This same mindset should be adopted without hesitation to encourage urban renewal within the older clusters of TST. Without a robust approach to urban regeneration — comparable to that applied to residential redevelopment — there will be no sustained growth in hotel development in TST, and continued dilapidation will persist. Initiatives for redevelopment as a hotel represent one of the city's key economic growth engines.

4. The Proposed Hotel Scheme

4.1 The proposed hotel will provide quality tourist accommodation in TST; maximize scarce land resource therein by maximizing PR to15 (from 12 → 15); compatible with building height of the adjoining 'The One' and Yau Ma Tei OZP standard (140mPD) to ensure visual harmony.

4.2 **Appendix I** is the schematic Master Layout Plan ("MLP") and related drawings of the proposed hotel development within the lot boundary. The proposed MLP takes into consideration of site constraints and the views from hotel rooms. The proposed quality hotel development will attract **higher-spending overnight visitors'** expectations.

4.3 The 35-storey building includes two storey of basement car park of site area of about 1,141.1m^2 and the total gross floor area ("GFA") of about 17,116.5m^2, which refers to plot ratio of 15. Upon completion in 2029/30, it will provide 159 hotel rooms. **Table 1** summarizes the key development parameters of the proposed hotel.

Table 1 Key Development Parameters of the Proposed Development

1.	Application Site (m^2)	1,141.1
2.	Non-domestic Plot Ratio	15
3.	Total Non-domestic GFA (m^2)	17,116.5
4.	Site coverage (above 15m)/(under 15m) (**Annex 1**)	65%-92%(PNAP APP-132)/not more than 92%
5.	No. of Storeys	35 (including 2 basement floors)
6.	Building Height (main roof)	+140mPD
7.	No. of Hotel Rooms	159
8.	No. of car parks	30

4.4 The ground floor is designed for access and lobby; and the typical hotel room floors are from 19/F to 37/F (Drawing No. SK-19 in **Appendix I**). 1/F to 17/F for commercial use such as 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. The ingress/egress point is at Kimberly Road, connecting to the 2 lay-bys for taxi and private car and the hotel drop-off area at ground floor. A waiting zone is built in for those vehicles lining up for the car lift. There are 2 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 & 2.

4.5 The mean street level is 10.845 mPD with floor-to-floor height in 3.5m for standard hotel room floors, 9m for G/F entrance lobby, and 4m for floors used as function rooms, conference rooms and F&B. There is a building set-back of 4.3m (Drawing No. SK-20 in Appendix I) from the lot boundary and the main flat roof of the building is at 140mPD.

4.6 There is a building set-back (total 4.3m) to allow wider pedestrian footpath in order to improve the current congested situation at that corner of the junction of Kimberly Road and Carnarvon Road.

5. Justifications for Minor Relaxations and Building Height Restriction

This section sets out the planning merits and justifications for minor relaxation of building height restrictions and related improvements proposed under the hotel development scheme. Each measure is described with specific design, engineering, and operational details, and its direct contribution to recognised planning objectives is explained. Feasibility and implementability are addressed with reference to stakeholder feedback, technical studies, and statutory requirements.

5.1 **Proposed Local Improvement Measures and Planning Merits**

The setback comprises 2.8 m of voluntary allowance and 1.5 m of statutory requirement (a total of 4.3m), increasing the existing 2.5 m footpath to a total width of 6.8 m. It is designed to integrate harmoniously with both the proposed hotel development and the surrounding streetscape. It will incorporate upgraded pavement treatments and rest areas to enhance the streetscape and provide a pedestrian-friendly environment. As this area forms the main entrance to the hotel, it will prioritise comfort, accessibility, and modern visual appeal during the detailed design stage.

Link *each numbered merit in 7.5 of the* Explanatory Statement (ES) of the Outline Zoning Plan (OZP) S/K1/29. Explicitly demonstrate how each improvement measure advances stated planning objectives in the OZP, ES or HKPSG (e.g., pedestrian safety, urban design quality, tourism economy e.g. improved pedestrian Level of Service (LOS), increased visual corridors, reduced vehicular conflict points.)

5.2 **Amalgamating smaller sites for achieving better urban design and local area improvements**

The applicant has amalgamated numerous smaller, dilapidated units within a single land lot to enable comprehensive redevelopment. This amount of effort is substantial and even creates synergy with existing nearby tourist attractions, including Knutsford Terrace, commonly referred to as *Kowloon Lan Kwai Fong*, thereby reinforcing the vibrancy and appeal of this historic tourist district.

5.3 **Bonus plot ratio granted under the Building Planning Regulations (B(P)R 22) in relation to surrender/dedication of land/area for use as public passage/street widening**

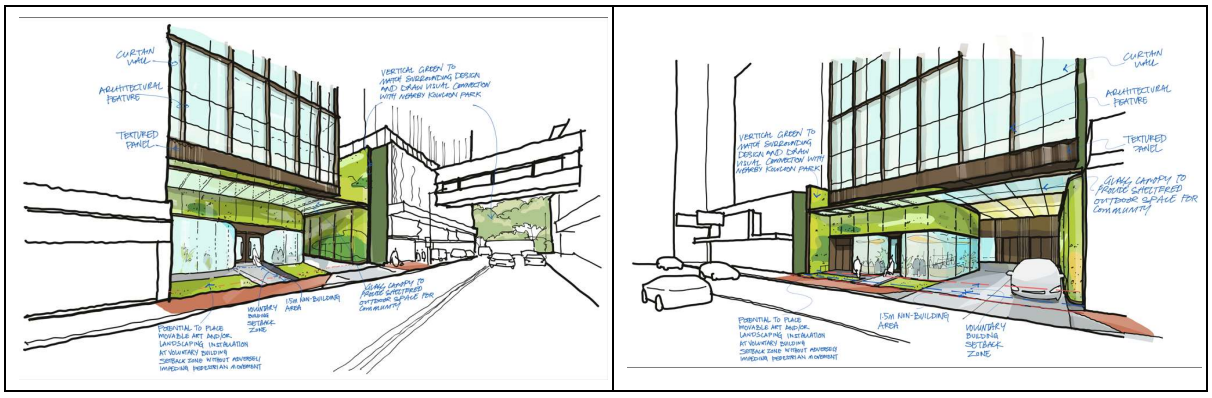
Under B(P)R 22, the amount of bonus PR/GFA of the 1.5m OZP required setback that might be claimed is around 0.138PR/157.69 s.m. Should such bonus PR/GFA be claimed, the bonus can be accommodated within the current proposed scheme (i.e. within a maximum building height of 140mPD).

5.4 **Providing better streetscape/good quality street level space**

The resulting footpath, expanded by 4.3 m to a total width of 6.8 m, will enhance the local streetscape and improve pedestrian safety and comfort by reducing the need for pedestrians to step into the carriageway. The improved streetscape through the redevelopment with the following measures (Artist Impression in **Figure 3** below):

- A new modern hotel entrance;
- Provision of a canopy; and
- Installation of an outdoor green wall at the building frontage to soften hard surfaces.

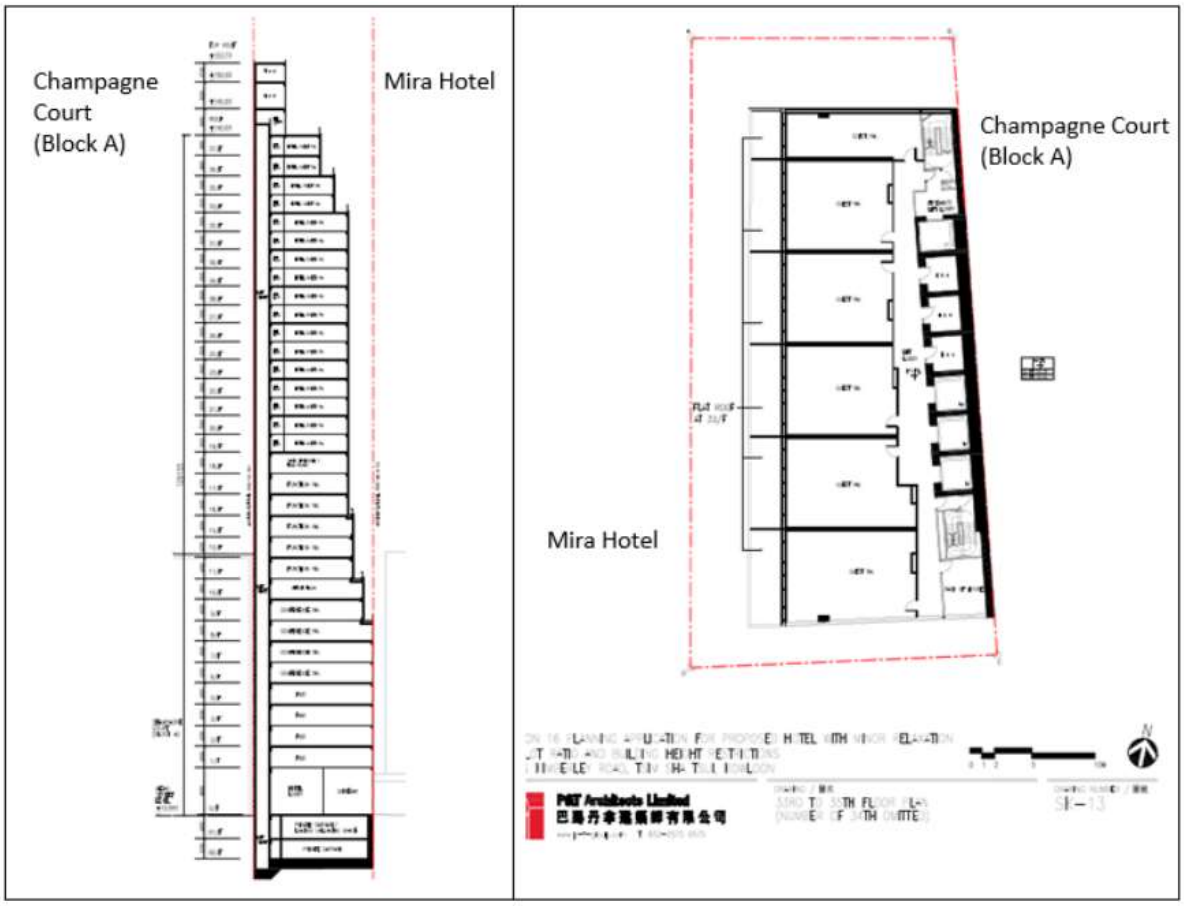
Figure 3: Artist Impression of Streetscape (original copy in **Appendix I**)



5.5 **Providing separation between buildings to enhance air ventilation and visual permeability**

The proposed building form will enhance air ventilation by changing its disposition from a *parallel* layout along Kimberley Road — which previously created a "wall effect" by aligning with the existing hotel façade and Champagne Court (Block A) — to *lateral* orientation. The separation from The Mira begins at the 9/F with a gap of 1.85 m, increases at the 11/F, and reaches 9.95 m at the 37/F. This progressive widening will facilitate greater airflow, reduce the wall effect, and improve visual permeability (**Figure 5);** and details in the section plans, (Plan SK-19, **Appendix I**).

Figure 5: MLP showing gap next to Hotel Mira



5.6 **Accommodating building design to address specific site constraints in achieving the permissible plot ratio under the OZP**

The site has a small footprint (**1,141.1 m²**) and mid-block location present redevelopment challenges. The proposed hotel design will:

- **Optimise** the proposed plot ratio (PR15) through increased building height; and
- **Capitalise** on a rare urban renewal opportunity in TST, where site constraints and fragmented flat ownerships limit the potential for comprehensive redevelopment.

5.7 **Other factors, such as planning merits that would bring about improvements to townscape and amenity of the locality**

In fact, the Commissioner for Tourism has expressed unequivocal written support for this project (**Appendix V**)**.** Other related planning merits will:

5.7.1 **Strengthen** Hong Kong's position as a premium tourism hub by providing additional tourism infrastructure in the form of high-quality hotel rooms, thereby attracting higher-spending overnight visitors.

i. [According to Hong Kong Tourism Board – HONG KONG TOURISM INDUSTRY SNAPSHOT (Published in MAR 2025)]: the hotel occupancy rate (OCC) for January–February 2025 averaged **87%**, representing a year-on-year (y-o-y) increase compared with **85%** in the same period of 2024, as shown in the **Figure 4** below:

Figure 4: HK Tourism Board Statistics (extract)

ii. Therefore, boosting hotel facilities should be a clear priority and measures should be implemented in time to meet anticipated demand. In particular, the recent campaign promoting 'mega' events — such as major musical concerts and horse racing tourism — has increased demand for hotel accommodation. For example, the Hong Kong International Races attracted approximately 13,000 patrons[2] travelling from outside Hong Kong. Additional hotel rooms are needed to support the tourism economy. However, the hotel industry currently faces a range of challenges, and encouragement as well as incentives to support hotel development should be provided by the Government. Key challenges include:

- Cost conscious travellers;
- Labour shortages and upward pressure on operating costs;
- Limited non room revenue, including food and beverage (F&B); and
- Outflow of Hong Kong residents' spending to the Greater Bay Area.

[2] *South China Morning Post*, headline dated 15 December 2025.

5.7.2 **Support** Government Policy for collaboration with all sectors (also Planning for Tourism Economy via Urban Renewal**)** — including hotel operators — in the prime local tourism destination (e.g., Kowloon Park, Hong Kong Observatory); and

i. The proposed relaxation aligns with the vision of revitalising sites by allowing a higher plot ratio (PR) and greater building height (BH) in old districts where lot sizes are small and property ownership is fragmented. The current statutory plan (see extract below) should be applied with flexibility to facilitate the revitalisation of old buildings on sites with an area of not less than 1,800 m²:

> 'Notwithstanding …, relaxation of the building height restrictions may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance for sites with an area not less than 1 800m² on individual merits.'

ii. In view of the rapid aging of buildings in Hong Kong, the Government took a major step on 6 December 2024, under the Land (Compulsory Sale for Redevelopment) Ordinance (Cap. 545) ("the Ordinance"), to expedite the consolidation of private property interests in particular for commercial redevelopment. However, the recent legislation will not make redevelopment in TST easy, as the threshold remains at 70% and it is not classified as a designated area under the Ordinance. The only designated areas are listed below:

1. Sai Ying Pun & Sheung Wan Outline Zoning Plan (No. S/H3/34);
2. Wan Chai Outline Zoning Plan (No. S/HS/31);
3. Yau Ma Tei Outline Zoning Plan (No. S/K2/24);
4. Mong Kok Outline Zoning Plan (No. S/K3/36);
5. Cheung Sha Wan Outline Zoning Plan (No. S/KS/39);
6. Ma Tau Kok Outline Zoning Plan (No. S/K10/30); and
7. Tsuen Wan Outline Zoning Plan (No. S/TW/35)

iii. A comprehensive approach to prepare **holistically** the Yau Tsim Mong (YTM) district as a single, integrated tourist cluster requires consistent planning parameters. There should be no differentiation for Tsim Sha Tsui (TST) in applying a building height restriction (BHR) of **140 mPD**. Statutory planning should allow flexibility to meet economic reform objectives and support initiatives aimed at creating additional hotel rooms in TST. Agreeing to minor

relaxations in this neighbourhood is justified, particularly as neighbouring developments — such as *The One* — already reach **156 mPD**.

5.7.3 **Provision** of a covered taxi drop-off space along Kimberley Road, improving accessibility and convenience for visitors.

5.8 **Promote 'Arts District' as set out in Hong Kong Planning Standards and Guidelines**

Urgent upgrading tourism infrastructure to support **high-spending** visitors events — in particular, the inaugural Hong Kong Performing Arts Expo, sponsored by the Culture, Sports and Tourism Bureau and organised by the Hong Kong Arts Development Council — will deliver a series of world-class performing arts programmes in every October. In addition, CENTRESTAGE, to be held in September, is recognised as an iconic fashion event in Asia. **M+** and the **Hong Kong Museum of Art** showcase Hong Kong's inclusive and multifaceted cultural identity, attracting both local residents and visitors from around the world.

5.9 **Insignificant Adverse Traffic Impact**

The proposed hotel will generate an additional two-way traffic flow of approximately **46 pcu/hr** during both the AM and PM peak periods. This increase is considered insignificant for the surrounding road network, as tourist-related vehicular traffic will not always coincide with these peak commuter periods. The hotel site is also highly accessible, located within a five-minute walk from the nearby Tsim Sha Tsui MTR station and bus stops along Nathan Road. The requirements of car parking and loading/unloading facilities have been be provided as per the HKPSG requirements ((**Appendix II**). There will be two car lifts equipped with sufficient swept-path clearance and a designated waiting zone to manage queuing vehicles. The implementation of permanent pedestrian pathway widening **6.8 m** will enhancement road safety and pedestrian comfort to avoid any stepping into the carriageway.

5.10 **No Adverse Visual Impacts Anticipated**

For the most part, the visual impacts are negligible owing to the viewing distances and the screening effect of the existing urban context. Two vantage points from Kowloon Park (**VP 04**: View looking east from Kowloon Park and **VP 05**: View looking southeast from Kowloon Park Swimming Pool) will be subject to predicted visual impacts of slightly adverse due to the additional blockage of sky view as compared with the OZP Compliant Scheme. However, the proposed hotel would generally blend in well with the surrounding existing medium- to high-rise developments. Table 8.1 in the **Appendix III** provides a summary of the visual impact assessment ratings and **no significant adverse impact** is anticipated.

5.11 **No Adverse Sewerage Impact Anticipated**

The estimated peak sewage generation from the proposed development is approximately **38.0 litre/sec**. Based on the sewerage calculations in **Annex 2.1 of Appendix IV**, the capacity of the existing sewers is insufficient to accommodate the volume generated. Upgrading works on public sewers **FWD4010908** and **FWD4000927** will be carried out by the Applicant at the detailed design stage. The upgrading works on these pipes — if required after offsetting the load from existing users of the old building — will be implemented. Under the worst-case scenario, a new **225 mm** sewer will be installed to connect to manhole **FMH4000835**. With the implementation of the proposed upgraded pipe works, **no significant adverse impact** is anticipated.

6. Conclusion

6.1 In view of the Government's continued promotion of **mega events** and its coordination with key sectors including retail, catering, and the hotel industry, together with the emphasis on urban renewal highlighted in the *2025 Policy Address*, the Applicants intend to optimise an urban renewal project that supports the Government's efforts to reform the local economy. The proposed hotel meets the criteria set out for minor relaxation of building height in the *Explanatory Statement* of the OZP, and no insurmountable adverse impacts are anticipated.

6.2 The proposed minor relaxations are reasonable, necessary, and in the public interest for upgrading Tsim Sha Tsui (TST) and enhancing its appeal as a premier tourist destination. The **Commissioner for Tourism** has provided written support. Balancing development potential with urban design coherence in other old districts within Yau Tsim Mong, the hotel proposal would maximise land resources while incentivising the redevelopment of ageing buildings in this high-priority tourism area. No significant adverse traffic or visual impacts have been identified or are anticipated.

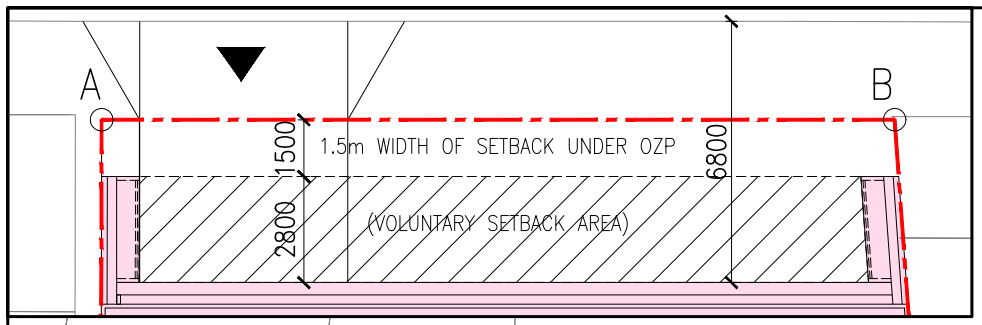
6.3 We respectfully urge the Board to approve this application to facilitate a high-quality, policy-compliant hotel development that will enhance TST's tourism infrastructure.

Annex 1 Site Coverage

S16 Application (A/K1/272) for 16 Kimberly Road Hotel Development
Table A - Summary of Permissble and Proposed Site Coverage of All Floors
Date: 11 December 2025

Level (Number of 4th, 13th, 14th, 24th & 34th omitted)	Height of a level of a building in meters(m) from street level	Permissible Site Coverage (%)			Proposed Site Coverage
		Planning Department	Buildings Department		
		OZP	Buildings Ordinance & Building (Planning) Regulations	PNAP APP-132	
G/F	9.105	97.237%*	100%	92%	Not more than 92%
1/F	13.105		100%	92%	Not more than 92%
2/F	17.105		60%	92%	Not more than 92%
3/F	21.105			92%	Not more than 92%
5/F	25.105			91%	Not more than 91%
6/F	29.105			88%	Not more than 88%
7/F	33.105			86%	Not more than 86%
8/F	37.105			83%	Not more than 83%
9/F	41.105			80%	Not more than 80%
10/F	44.955			78%	Not more than 78%
11/F	48.955			75%	Not more than 75%
12/F	52.955			72%	Not more than 72%
15/F	56.955			68%	Not more than 68%
16/F	60.955				
17/F	64.955				
18/F	68.955				
19/F	72.455				
20/F	75.955				
21/F	79.455				
22/F	82.955				
23/F	86.455				
25/F	89.955				
26/F	93.455			65%	Not more than 65%
27/F	96.955				
28/F	100.455				
29/F	103.955				
30/F	107.455				
31/F	110.955				
32/F	114.455				
33/F	117.955				
35/F	121.455				
36/F	125.305				
37/F	129.155				

*including the requirement of a minimum of 1.5m wide non-building area from the lot boundary abutting Kimberley Road



1 / – ENLARGED PART PLAN
SCALE 1:200

B / SK-20

KIMBERLEY ROAD

1 / –

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

B' / SK-20

CARNARVON ROAD

LEGEND:

PROPOSED BUILDING FOOTPRINT

PROPOSED VEHICULAR INGRESS/EGRESS

LOT BOUNDARY

VOLUNTARY SETBACK AREA

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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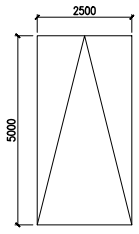
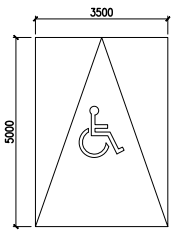
DRAWING / 圖名
MASTER LAYOUT PLAN

DRAWING NUMBER / 圖號
SK-01

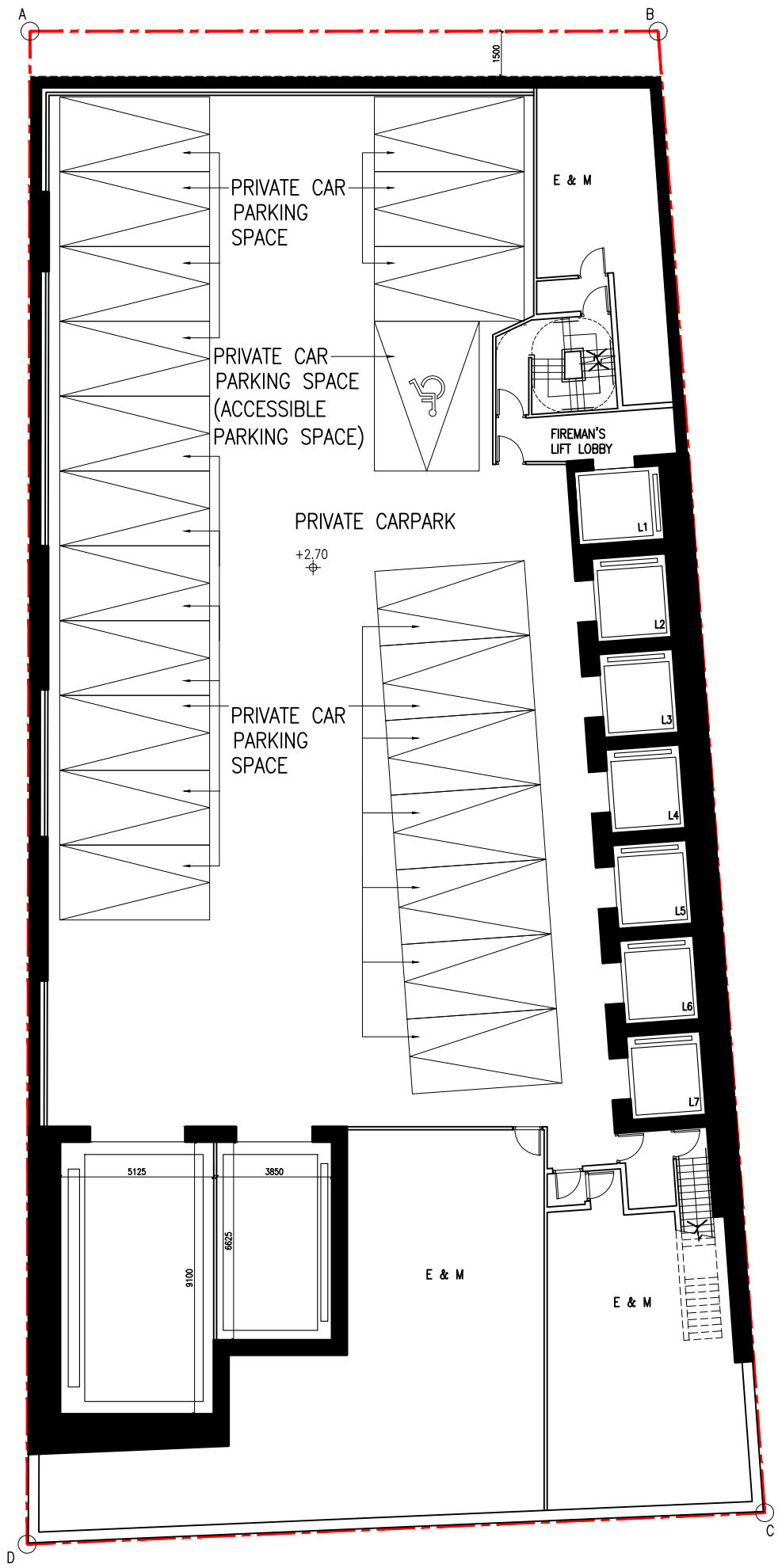
LEGEND:



PRIVATE CAR PARKING SPACE



PRIVATE CAR PARKING SPACE (ACCESSIBLE PARKING SPACE)



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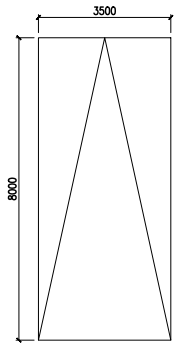
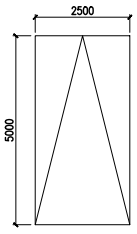
DRAWING / 圖名
B2 FLOOR PLAN

DRAWING NUMBER / 圖號
SK-02

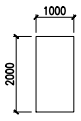
LEGEND:



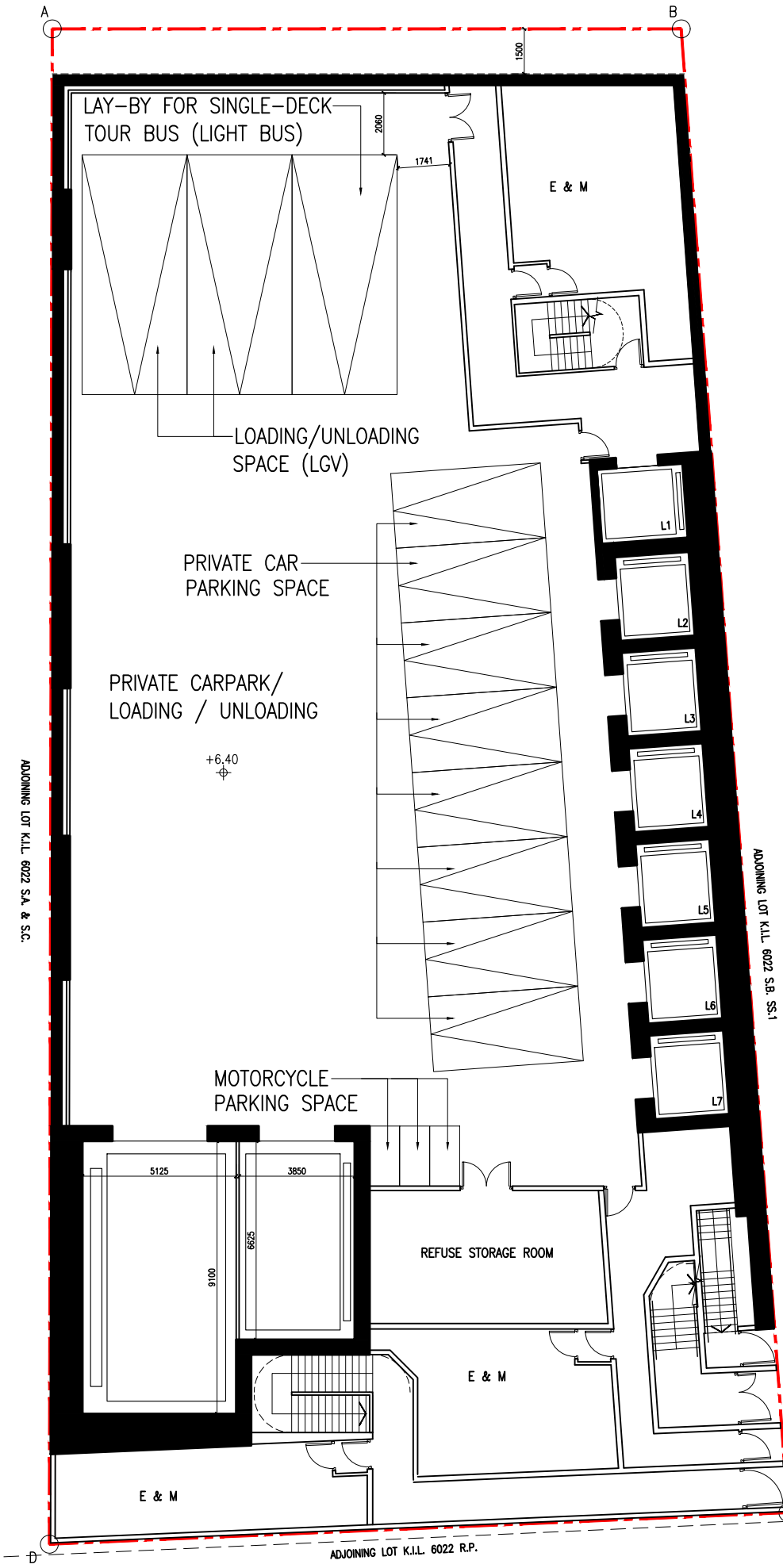
LOADING/UNLOADING SPACE (LGV) / LAY-BY FOR SINGLE-DECK TOUR BUS (LIGHT BUS)



PRIVATE CAR PARKING SPACE



MOTORCYCLE PARKING SPACE



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DRAWING / 圖名
B1 FLOOR PLAN

DRAWING NUMBER / 圖號
SK-03

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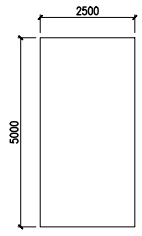
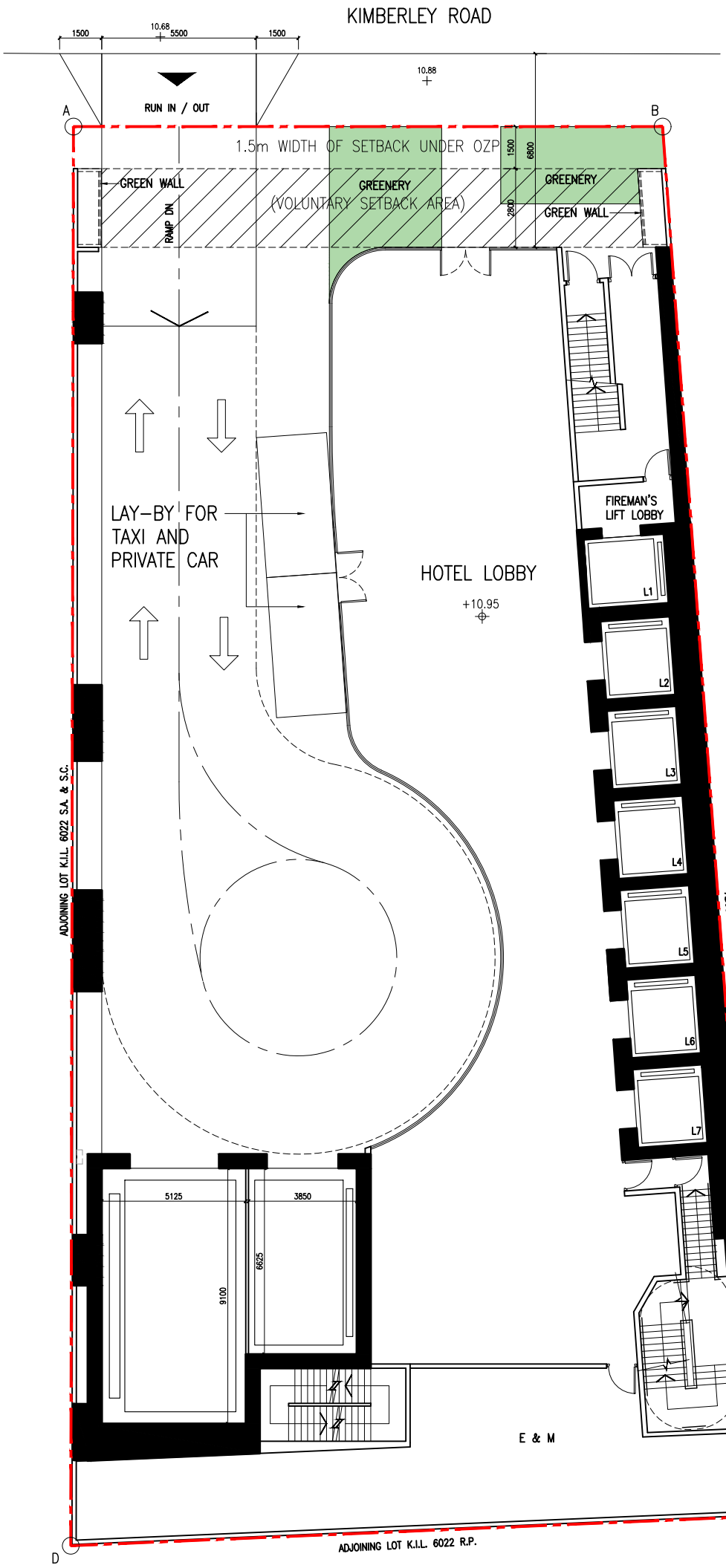


LAY-BY FOR TAXI AND PRIVATE CAR



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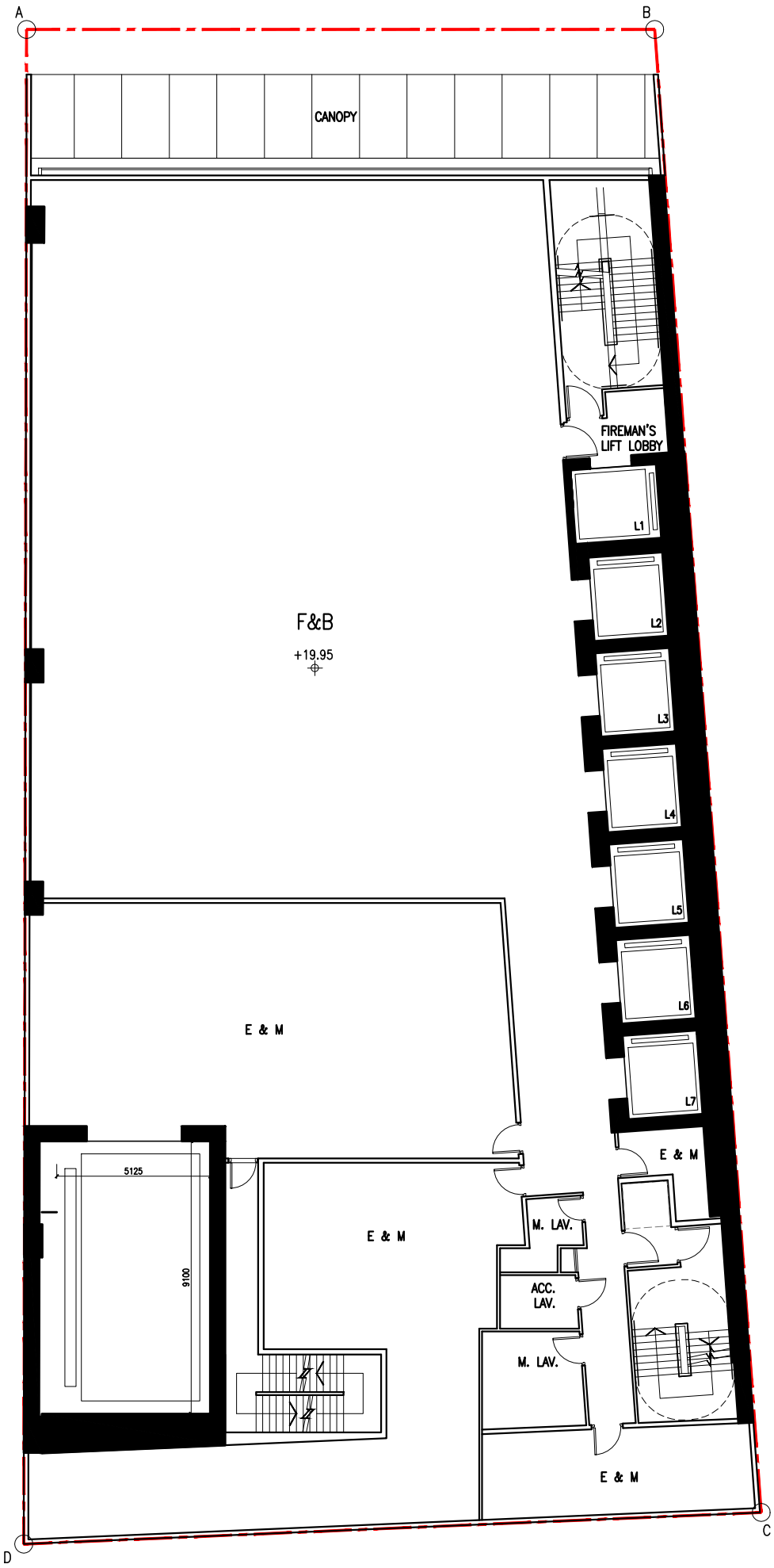
DRAWING / 圖名
GROUND FLOOR PLAN

DRAWING NUMBER / 圖號
SK-04



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DRAWING / 圖名
1ST FLOOR PLAN

DRAWING NUMBER / 圖號
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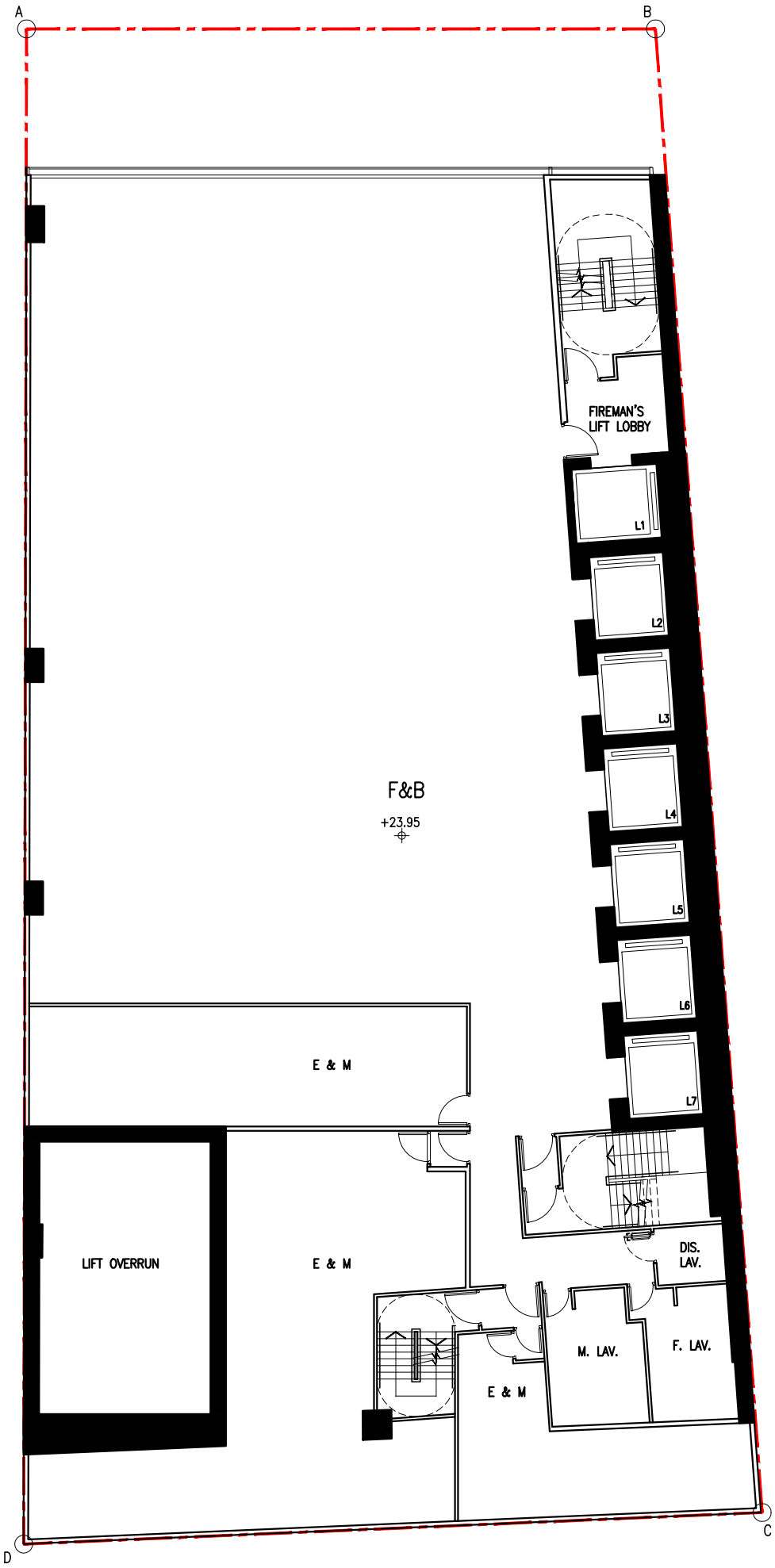

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2ND FLOOR PLAN

DRAWING NUMBER / 圖號
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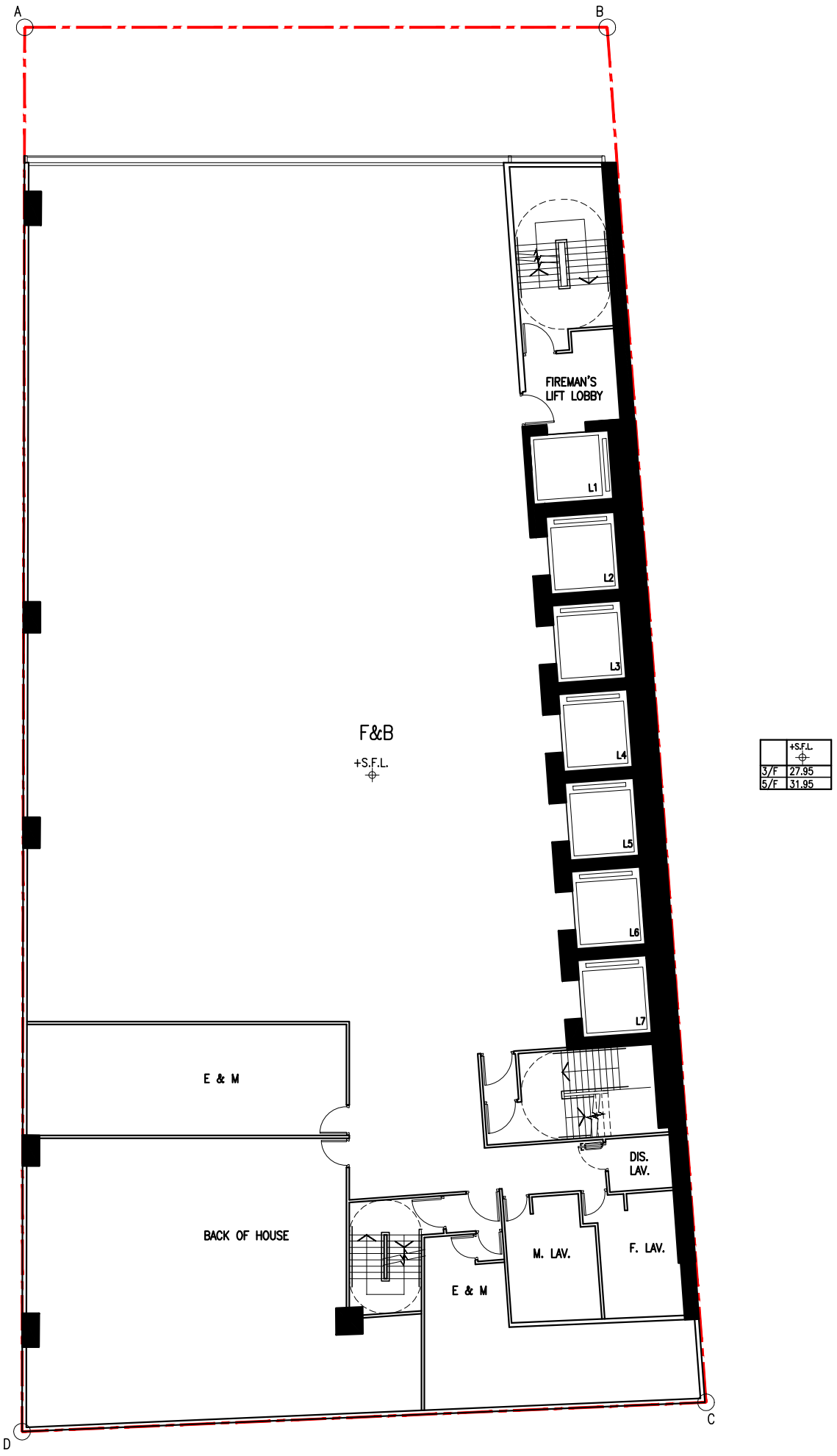

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5/F	31.95

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

DRAWING NUMBER / 圖號
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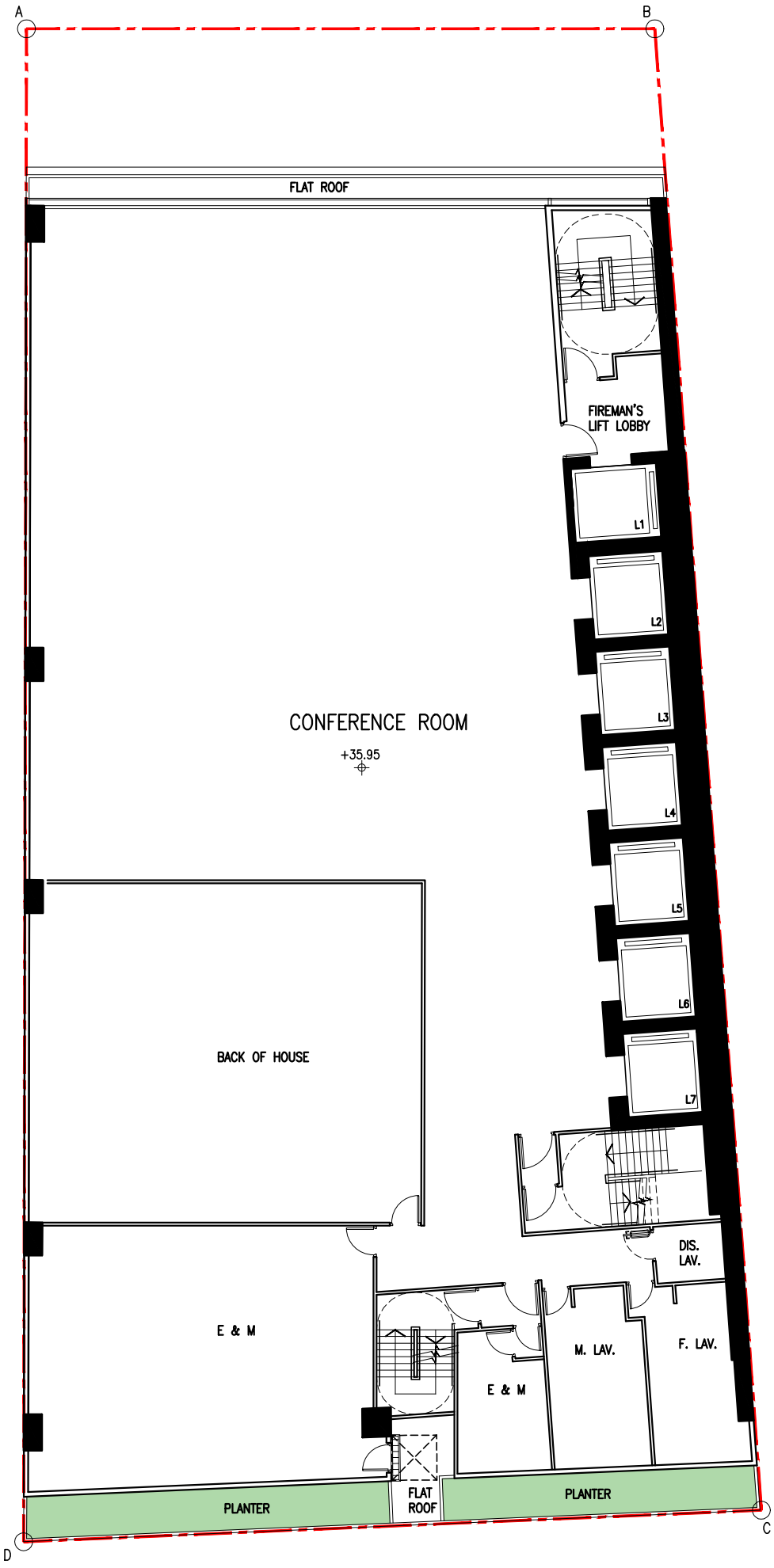

SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

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6TH FLOOR PLAN

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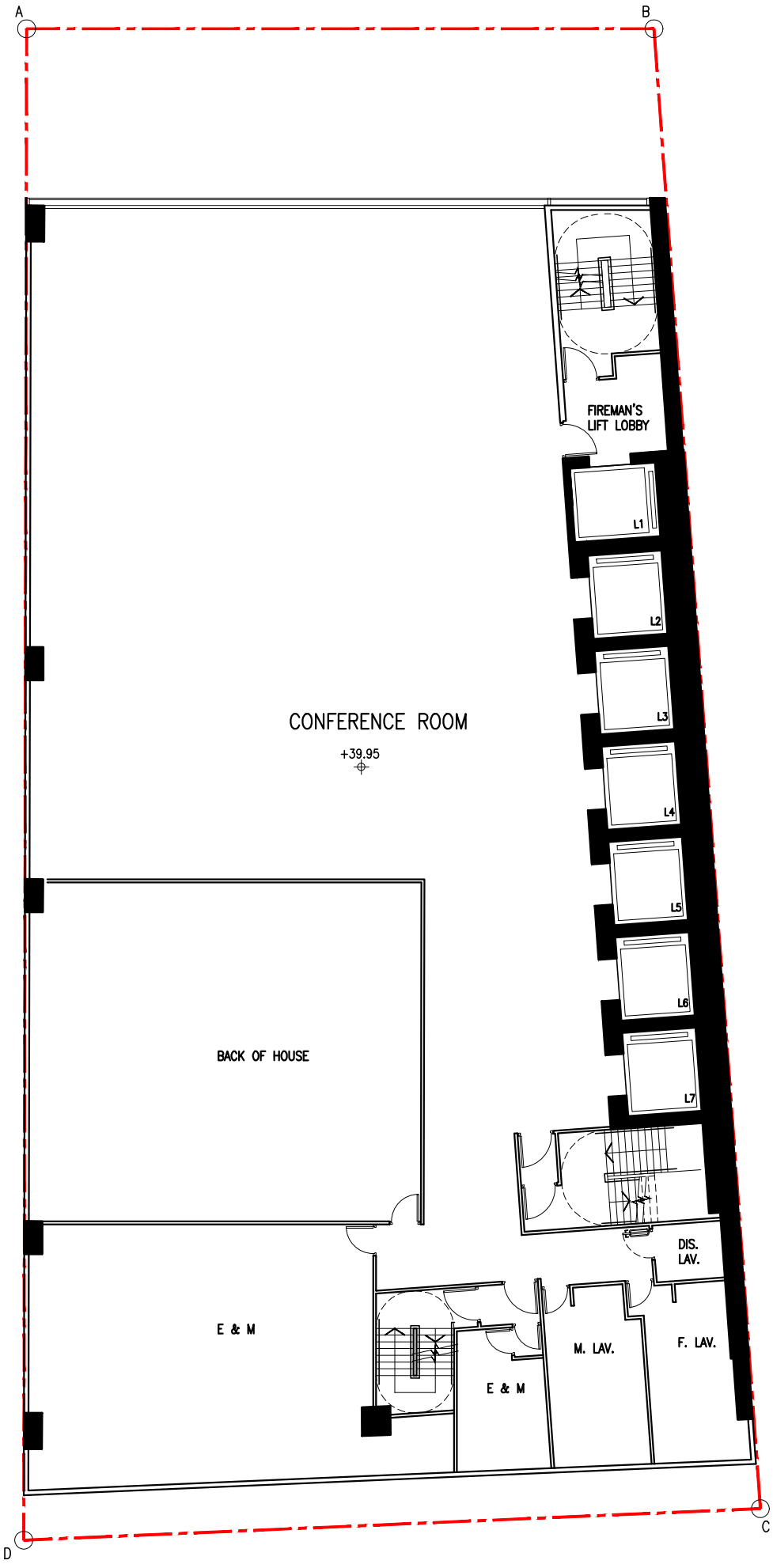

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7TH FLOOR PLAN

DRAWING NUMBER / 圖號
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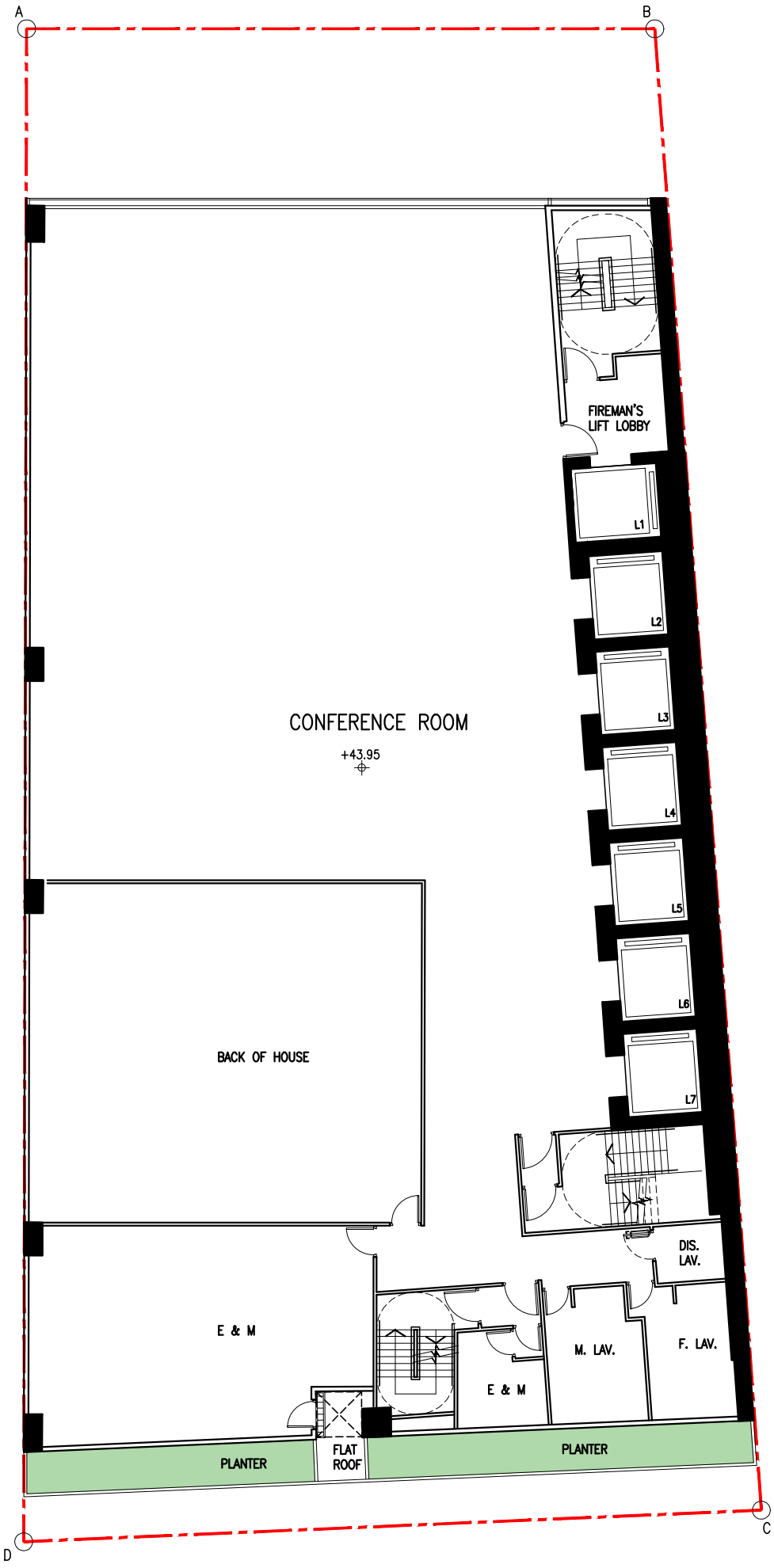

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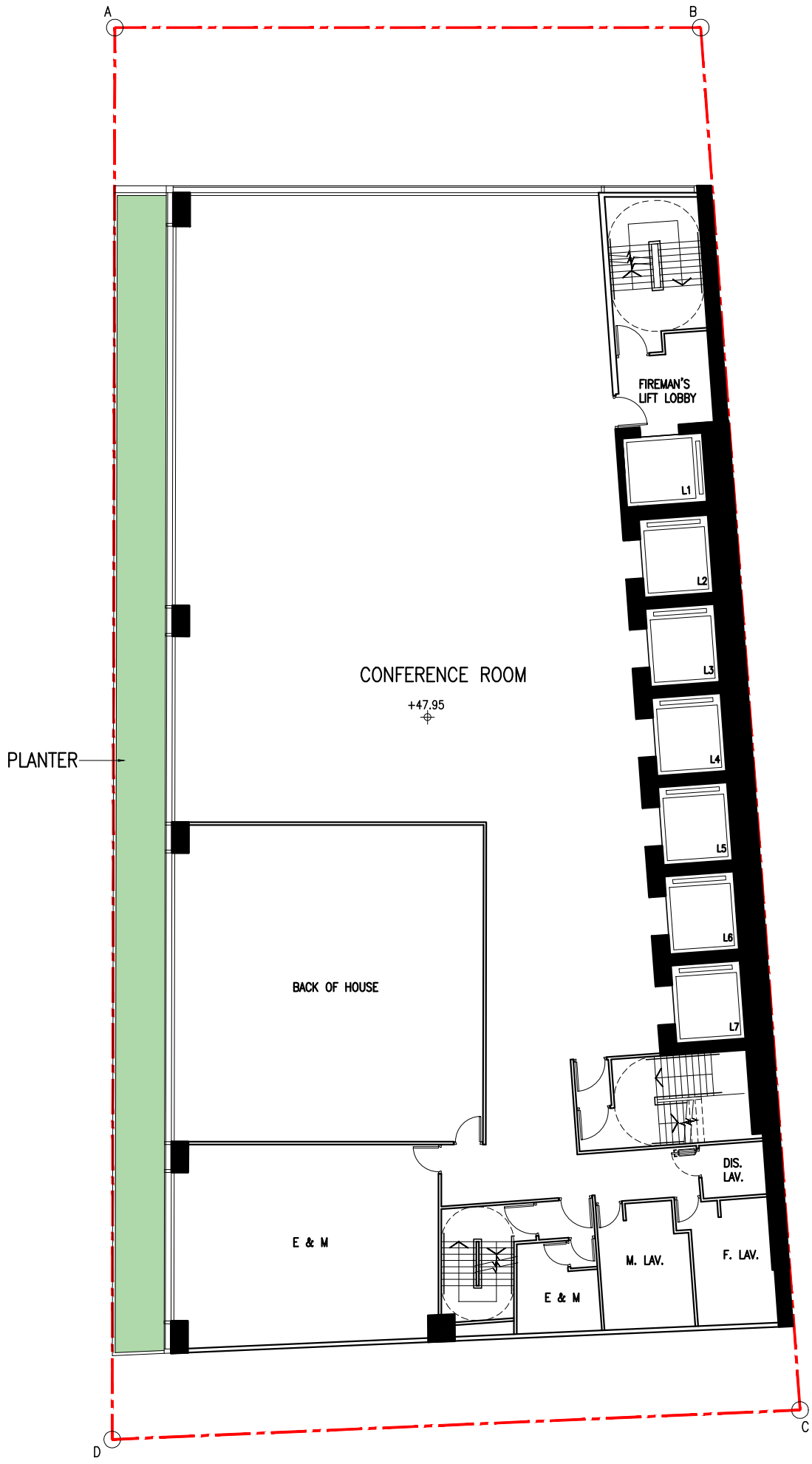
DRAWING / 圖名
8TH FLOOR PLAN

DRAWING NUMBER / 圖號
SK-08-3



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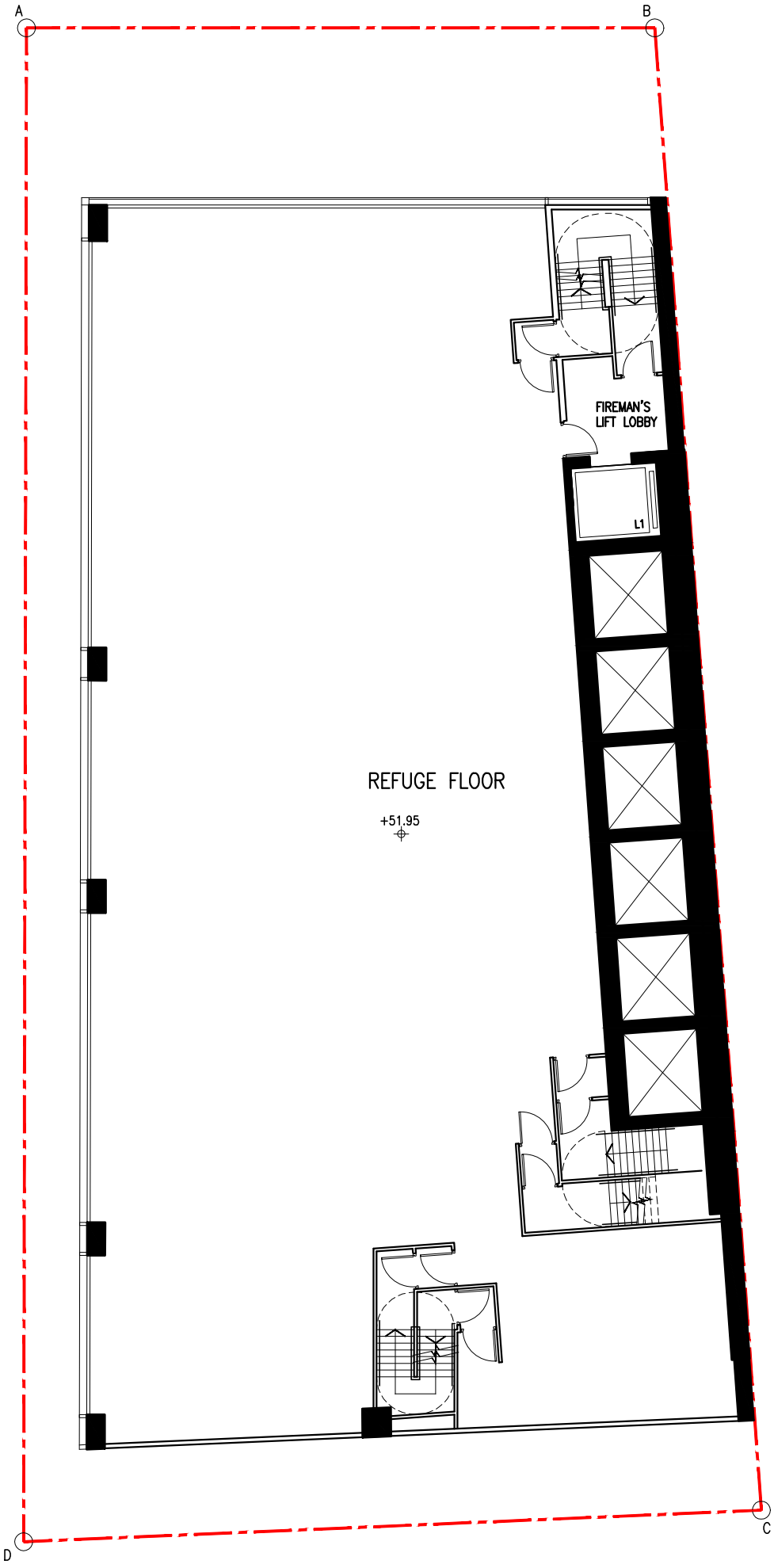
DRAWING NUMBER / 圖號
SK-08-4



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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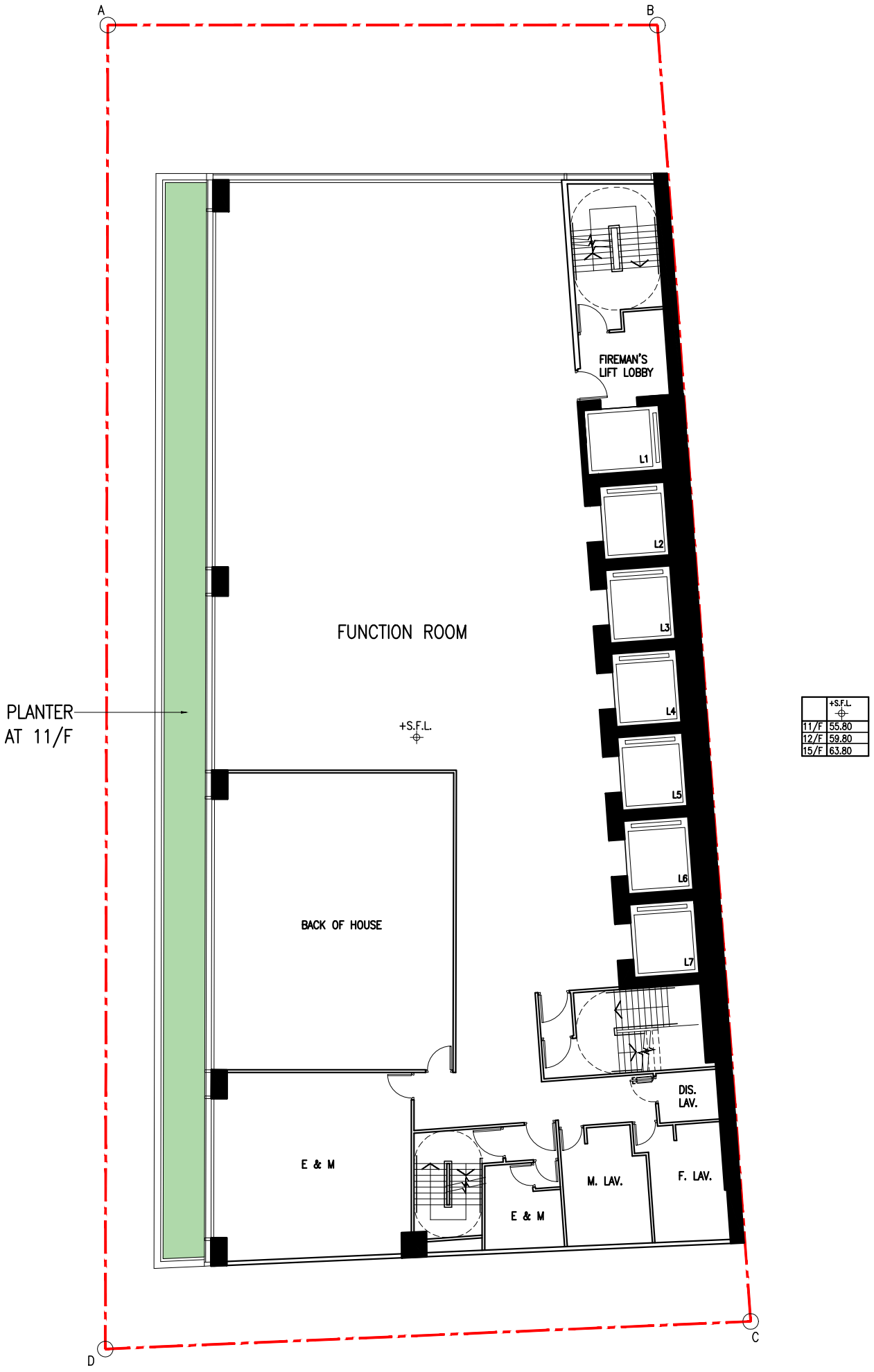
DRAWING / 圖名
10TH FLOOR PLAN

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

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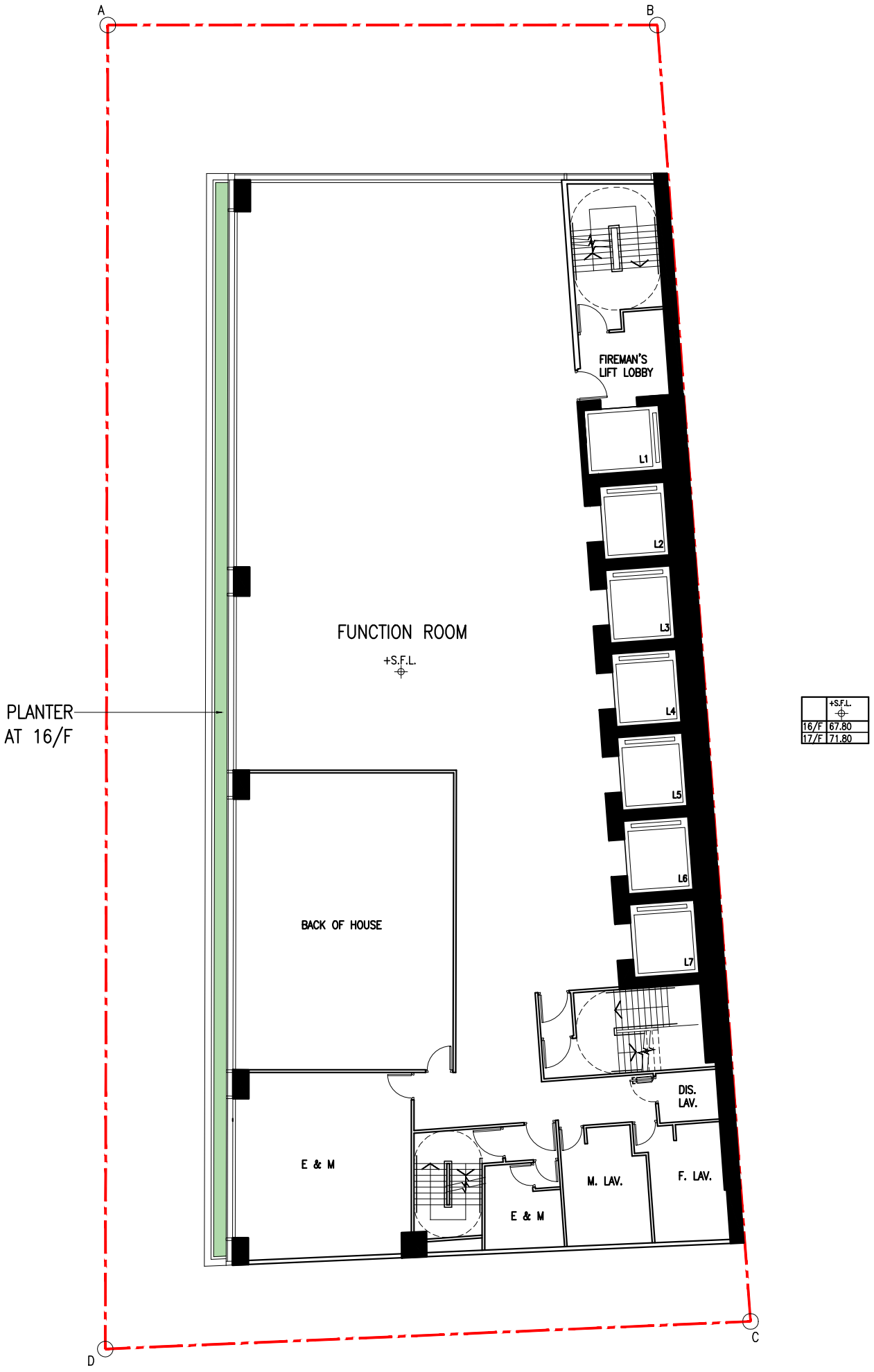
DRAWING / 圖名
11TH TO 15TH FLOOR PLAN

DRAWING NUMBER / 圖號
SK-10-1



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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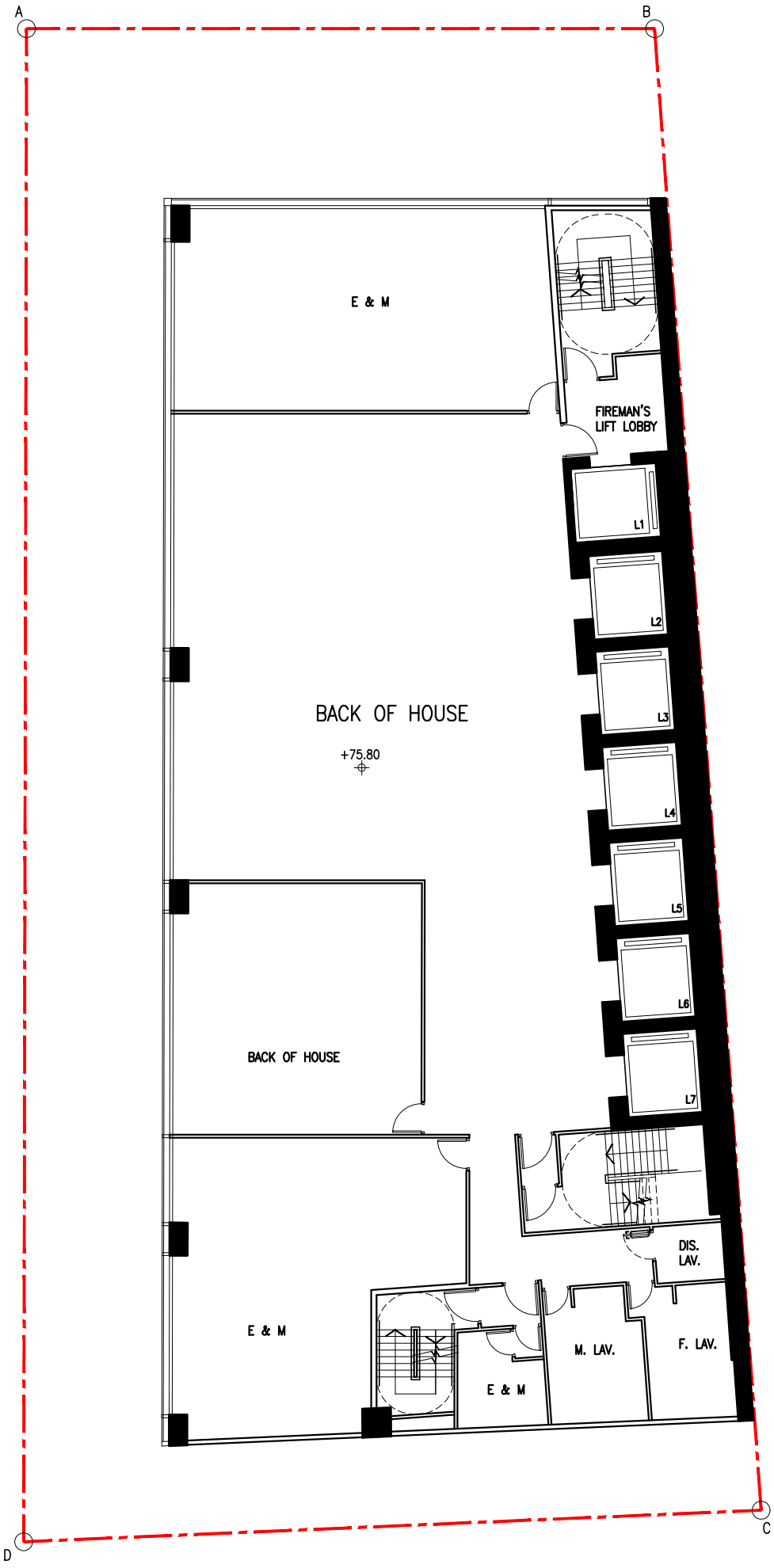
DRAWING / 圖名
16TH TO 17TH FLOOR PLAN

DRAWING NUMBER / 圖號
SK-10-2



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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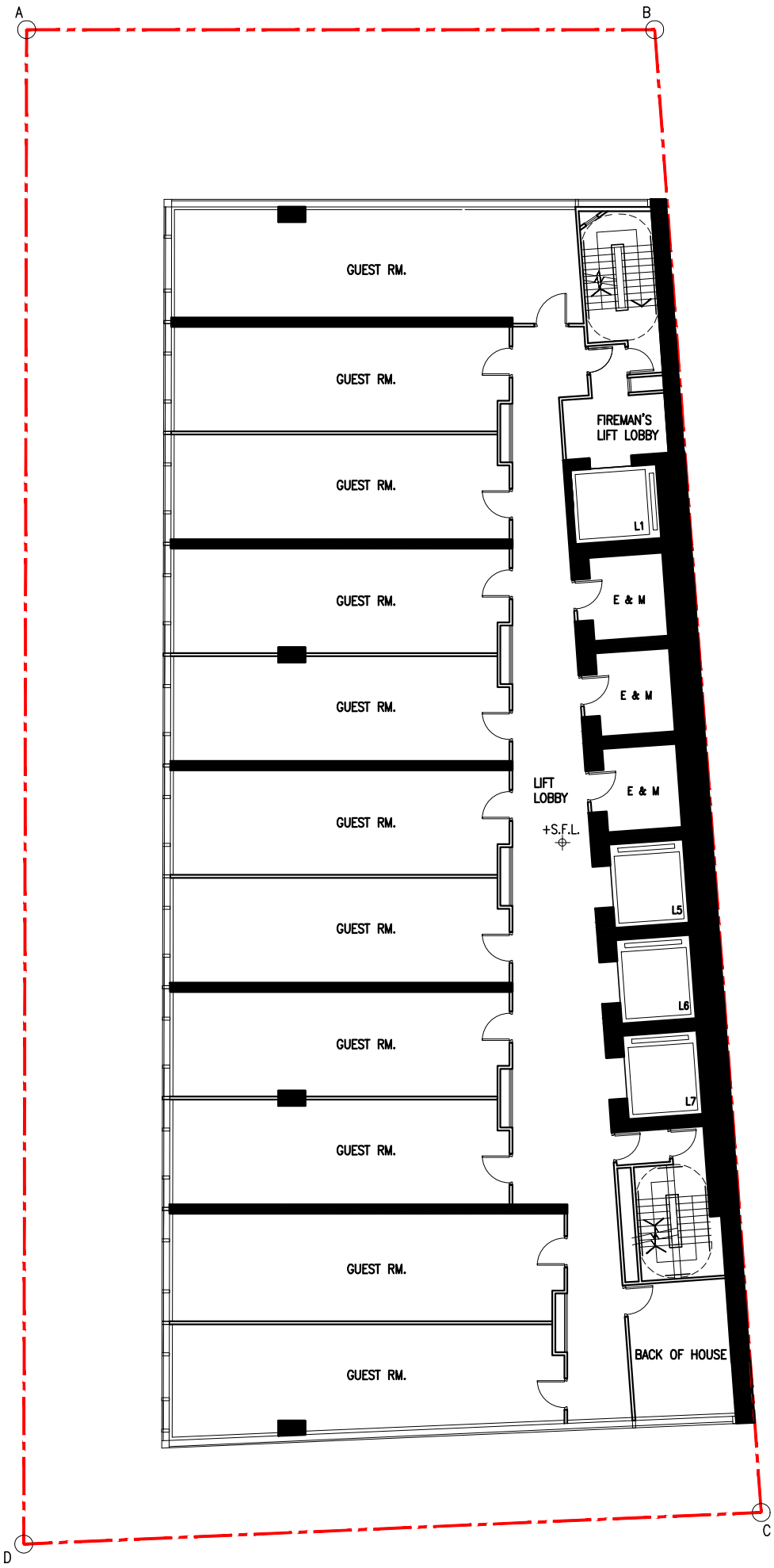
DRAWING / 圖名
18TH FLOOR PLAN

DRAWING NUMBER / 圖號
SK-11



	+S.F.L.
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20/F	83.30
21/F	86.80
22/F	90.30
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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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(NUMBER OF 24TH OMITTED)

DRAWING NUMBER / 圖號
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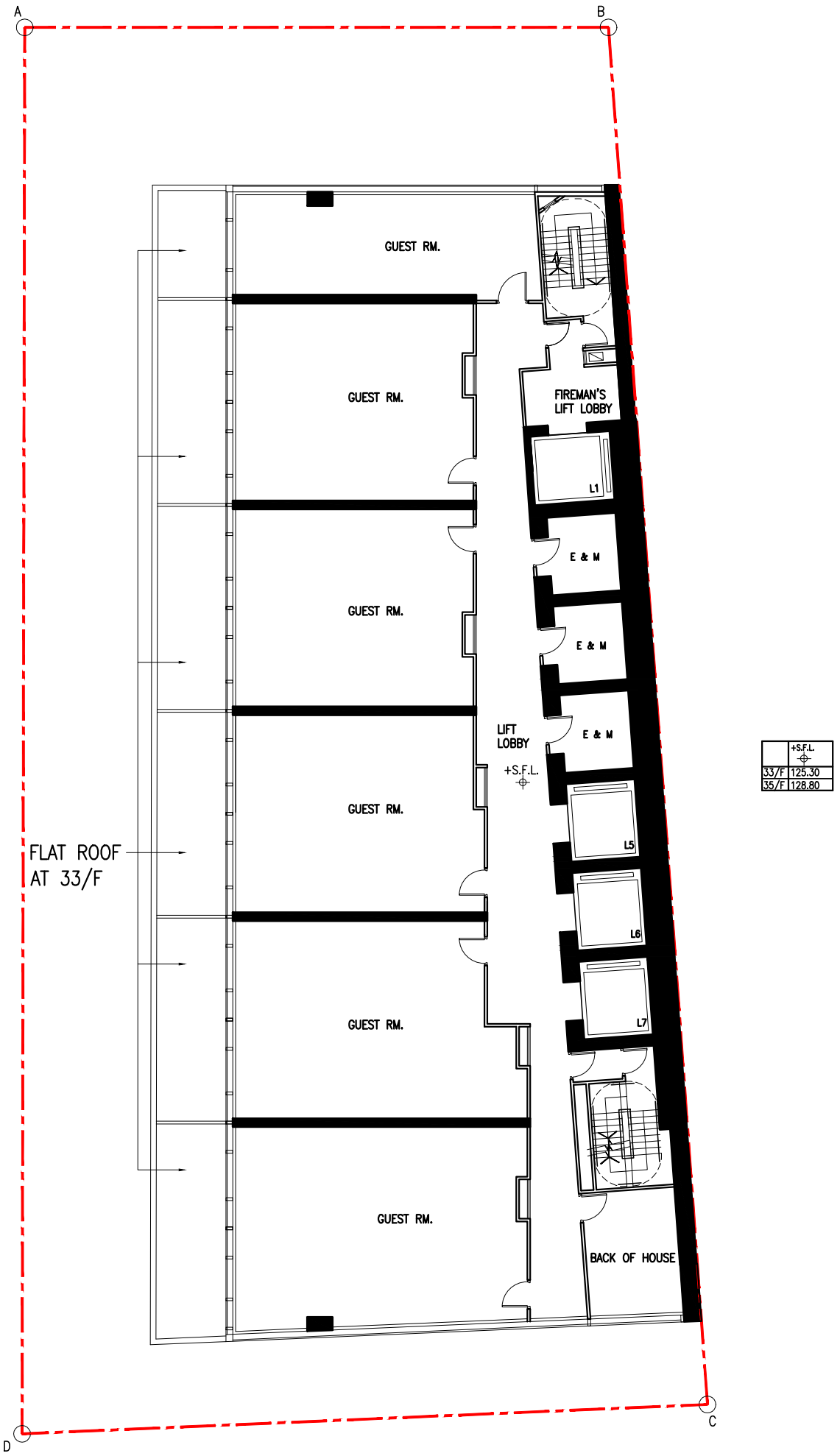

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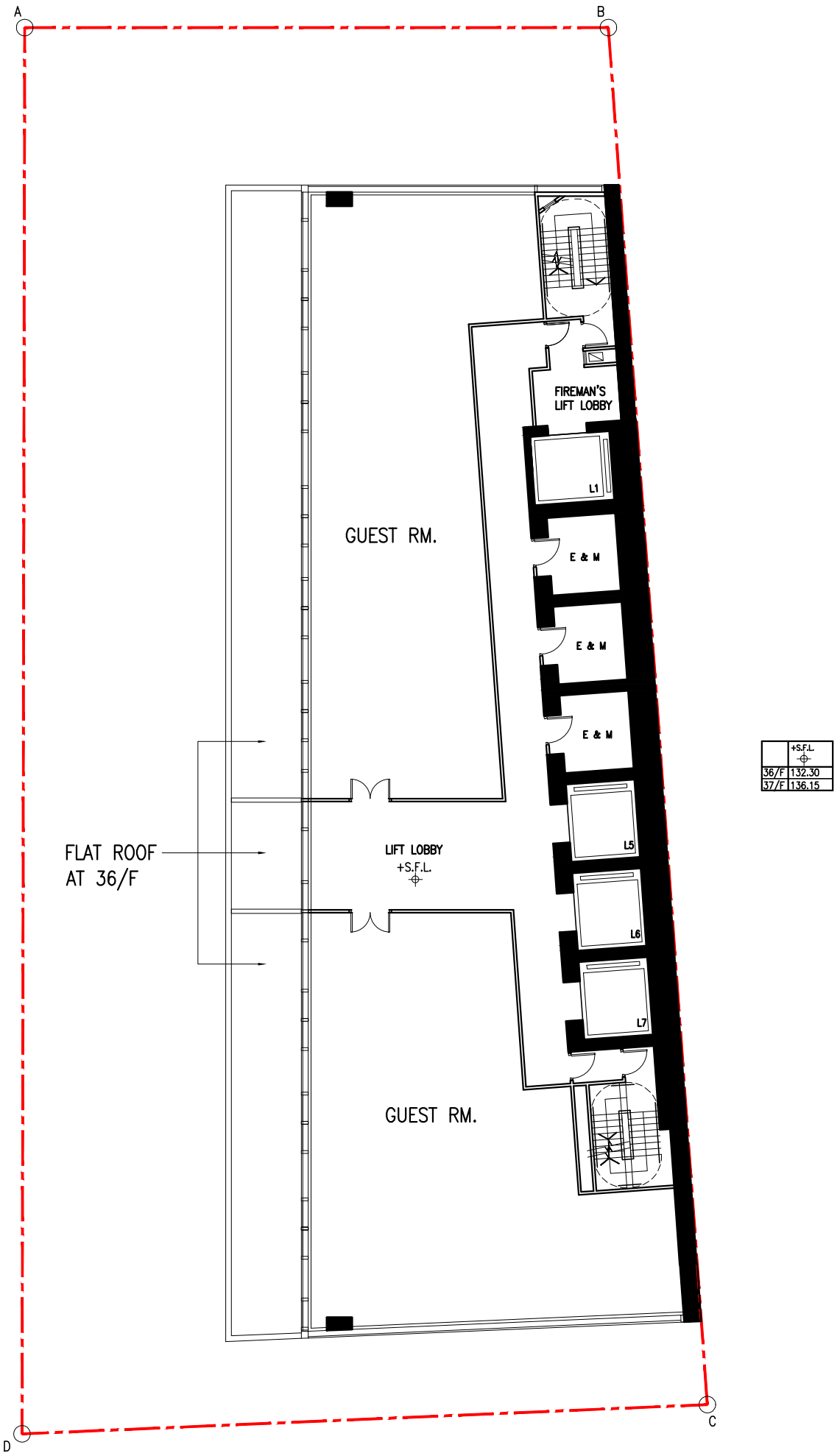

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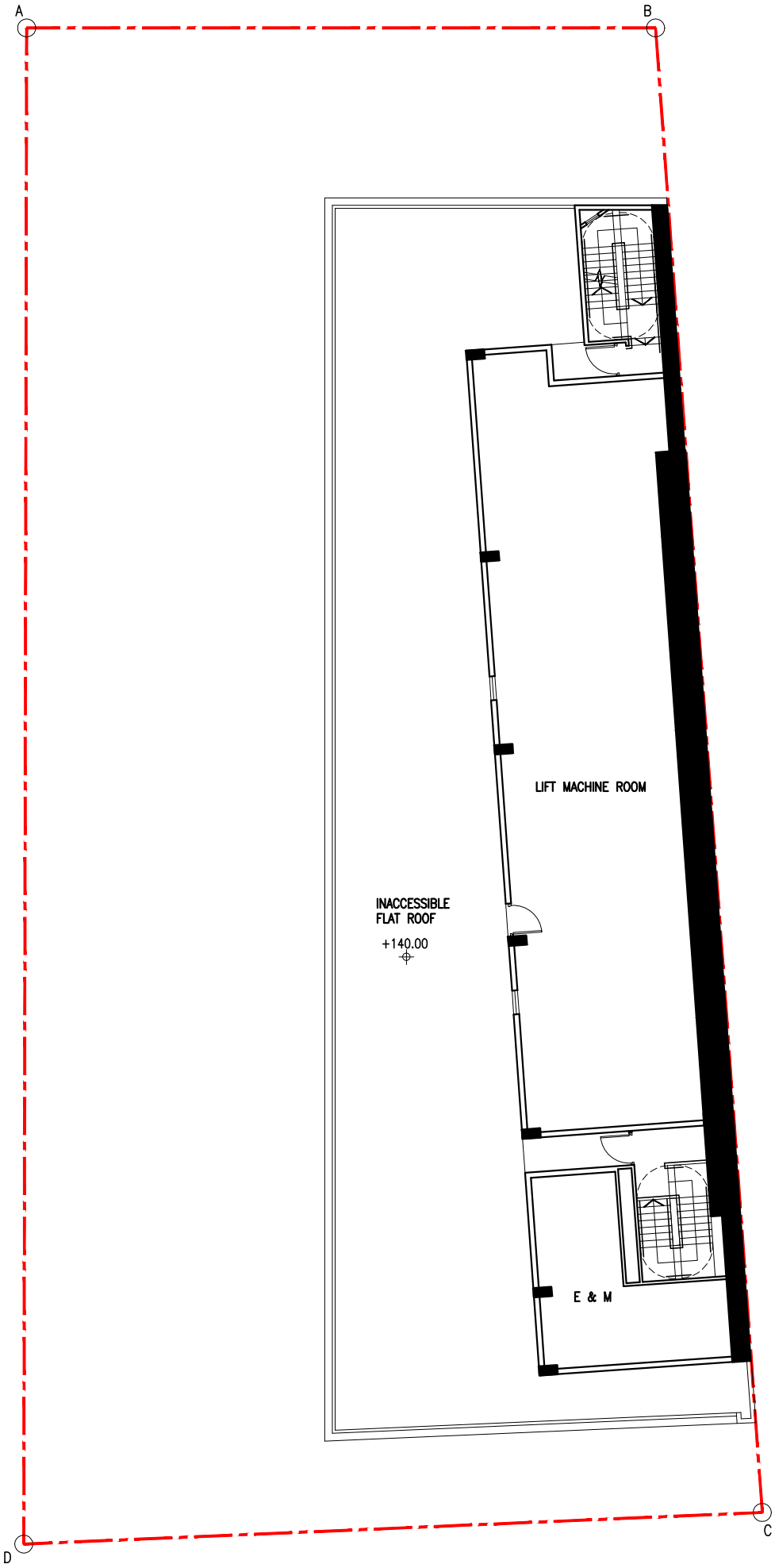

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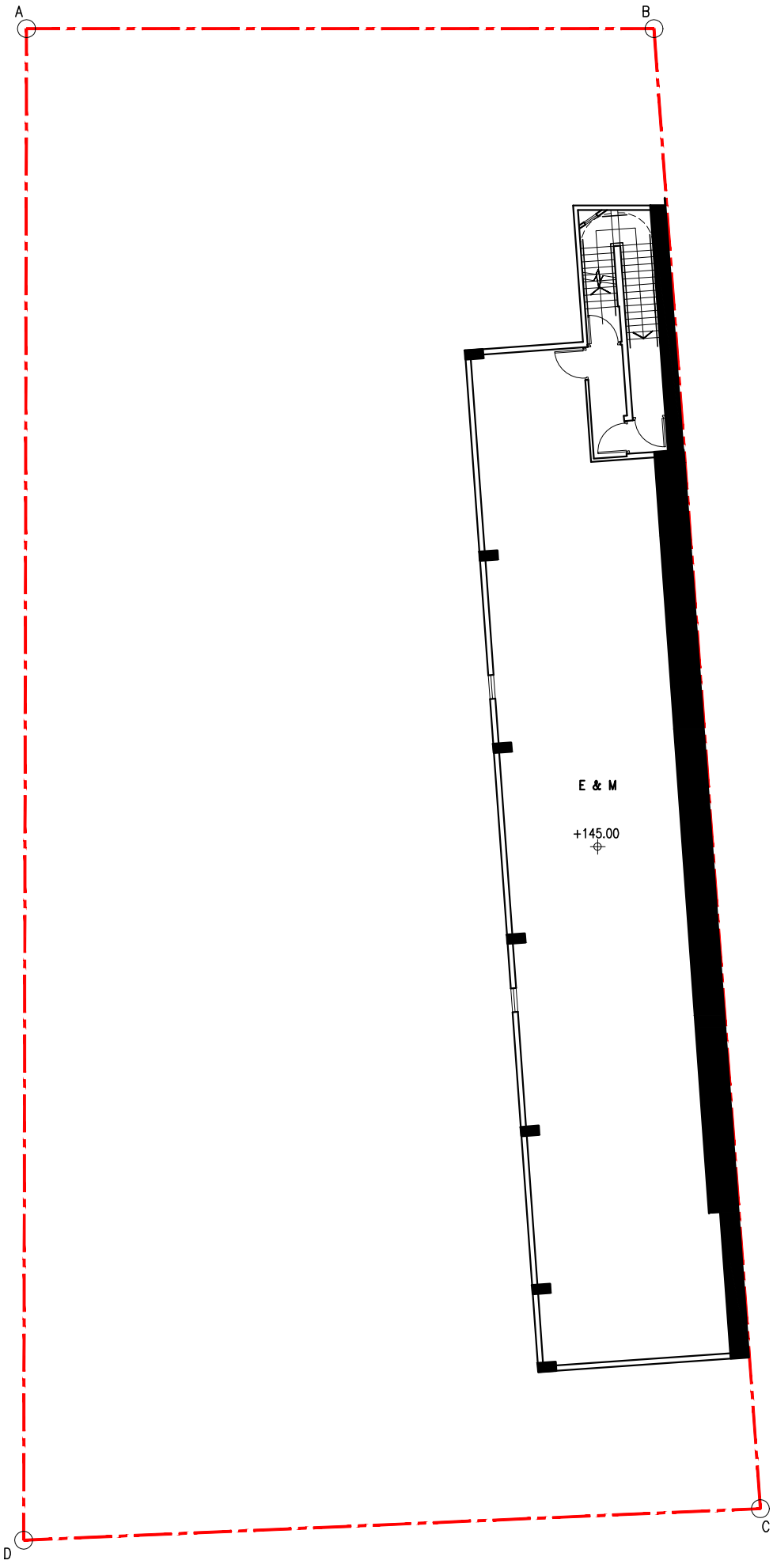

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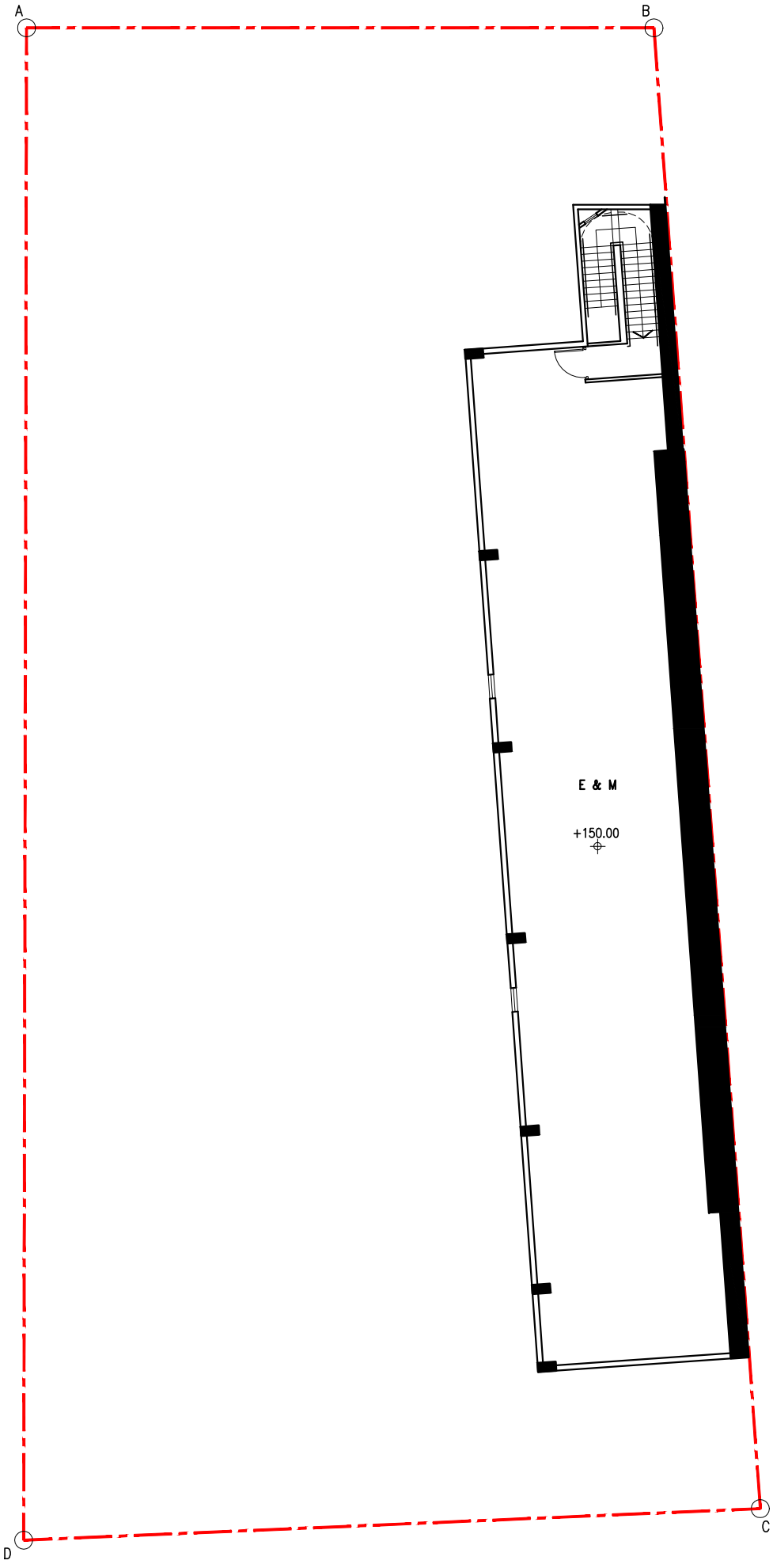

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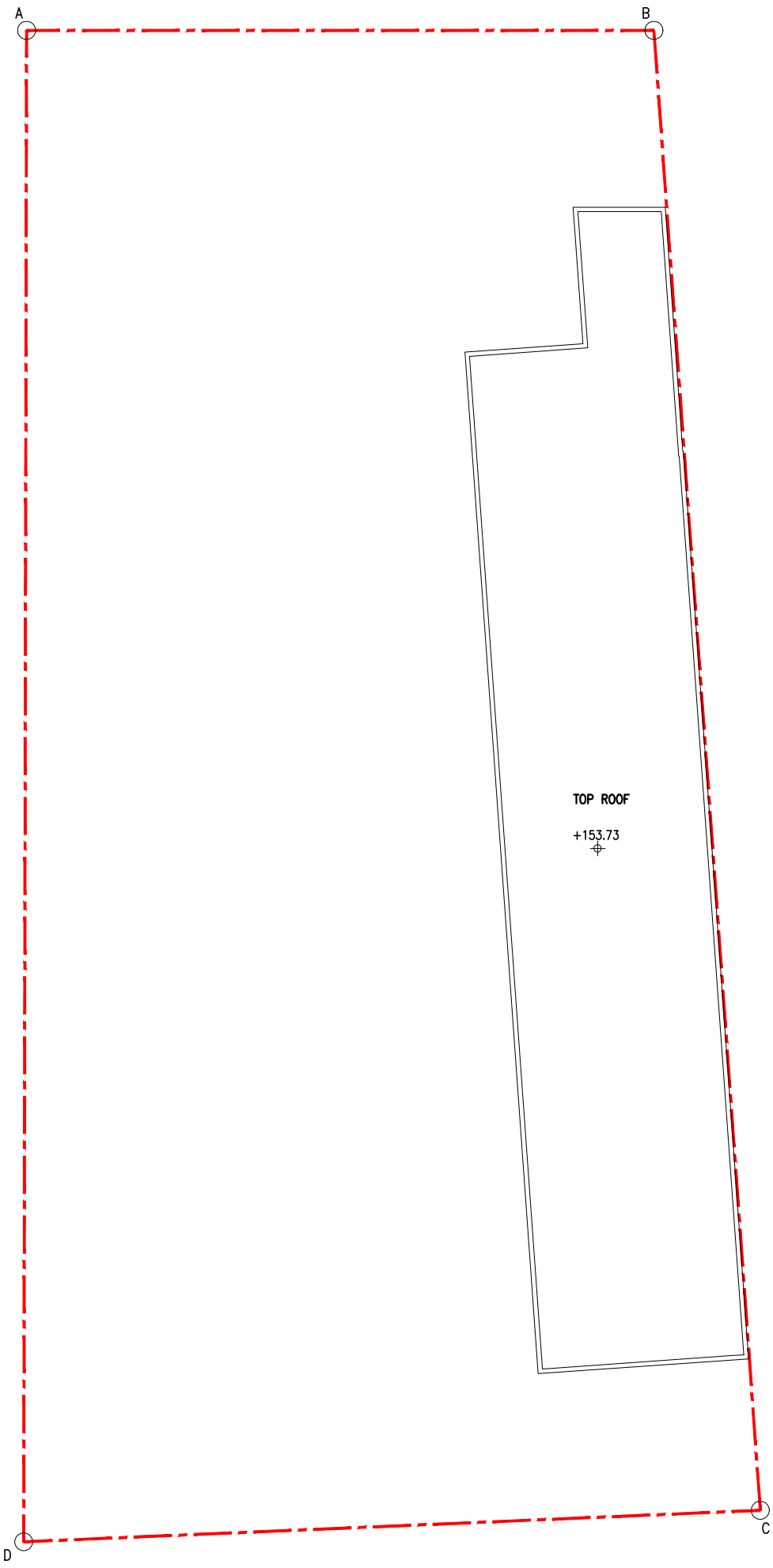

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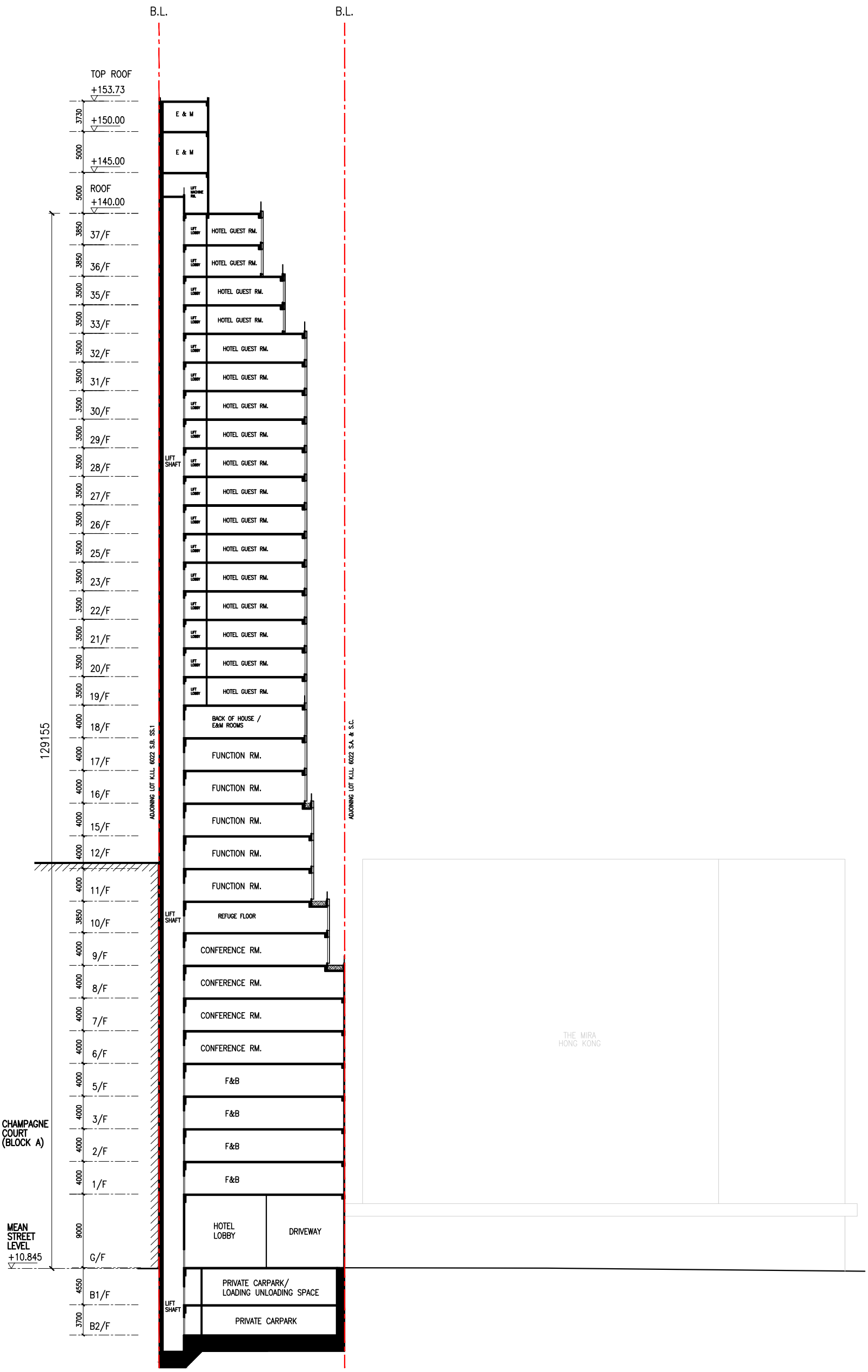

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DIAGRAMMATIC SECTION AA'

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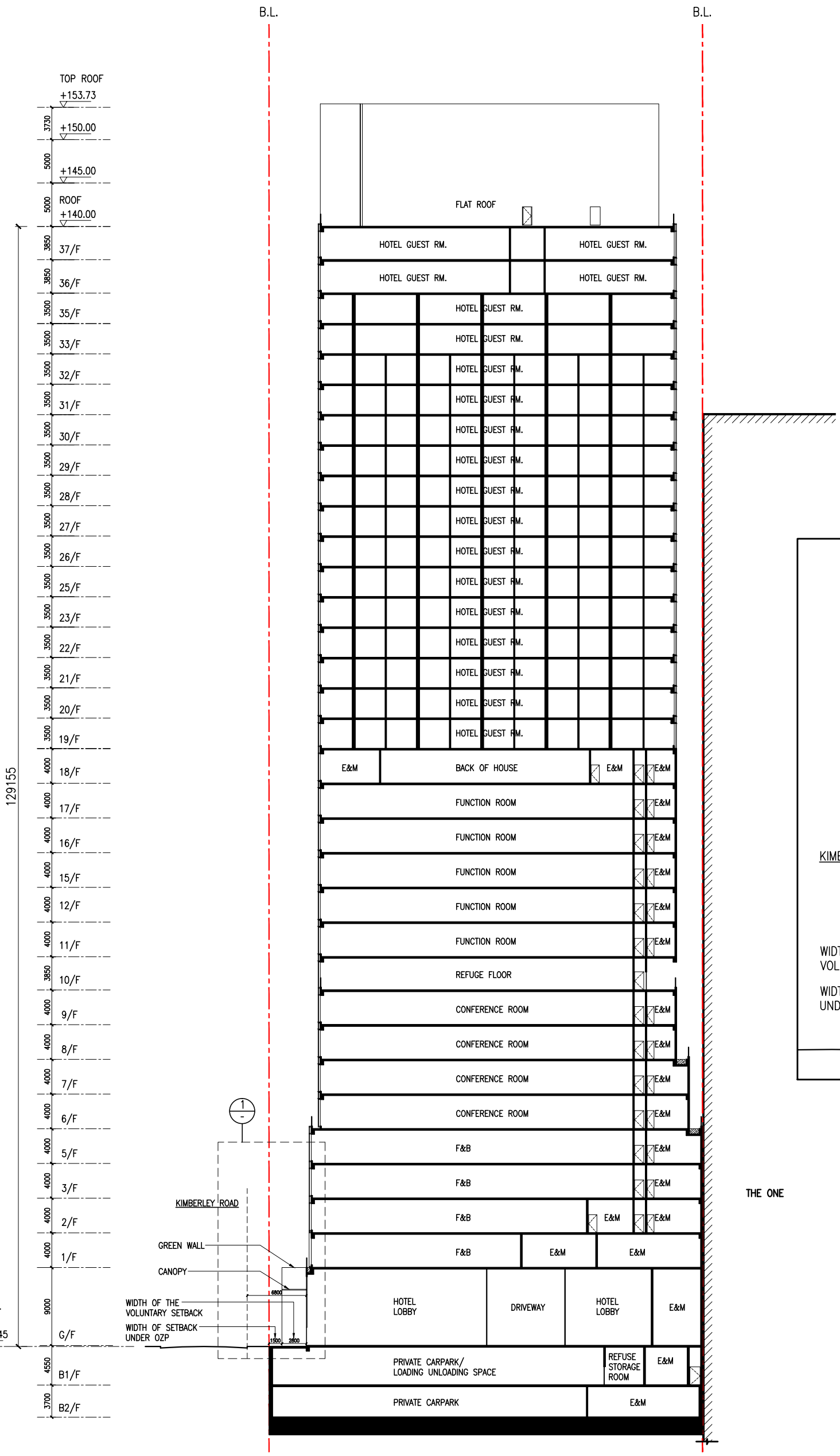

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DIAGRAMMATIC SECTION BB'

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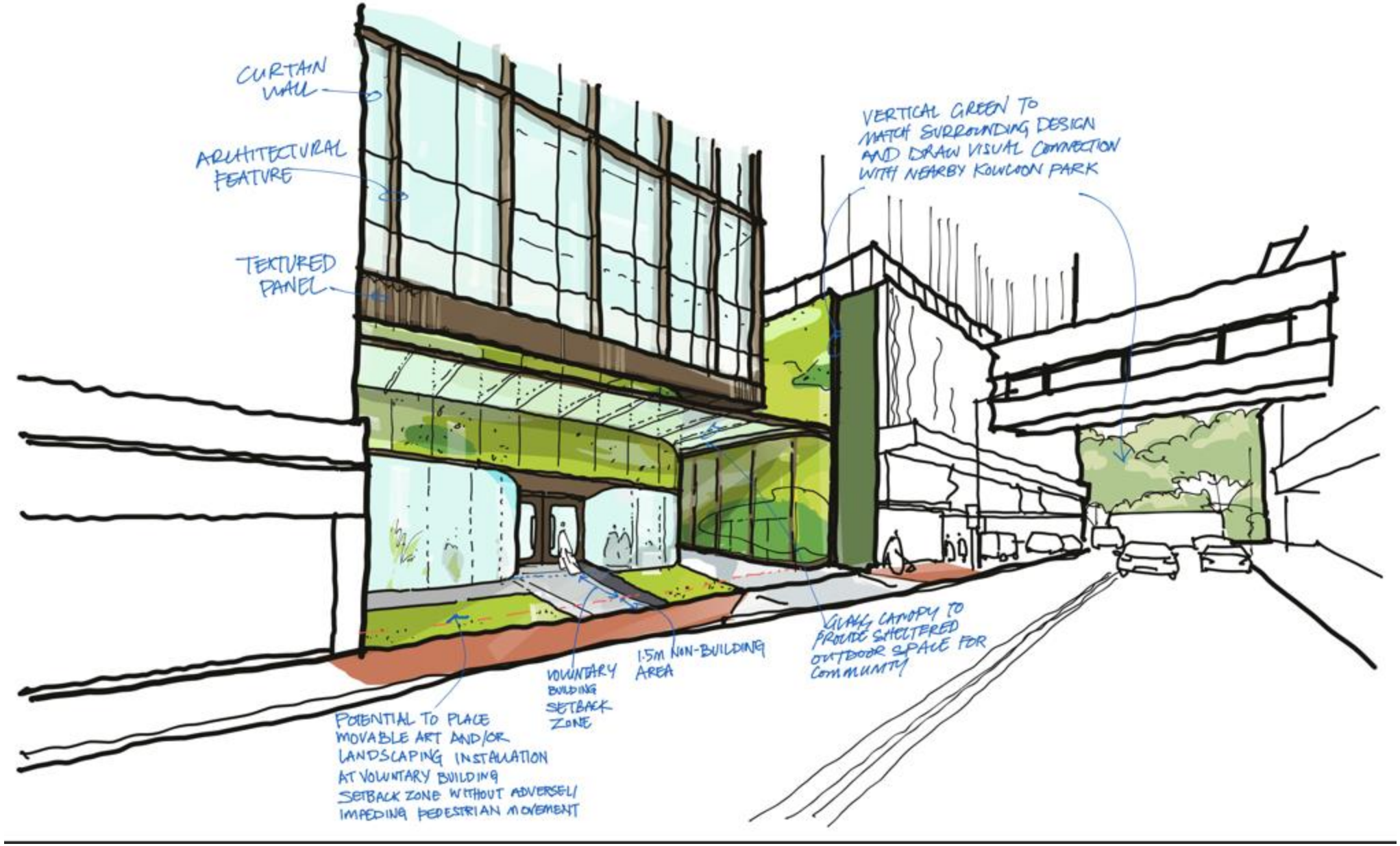
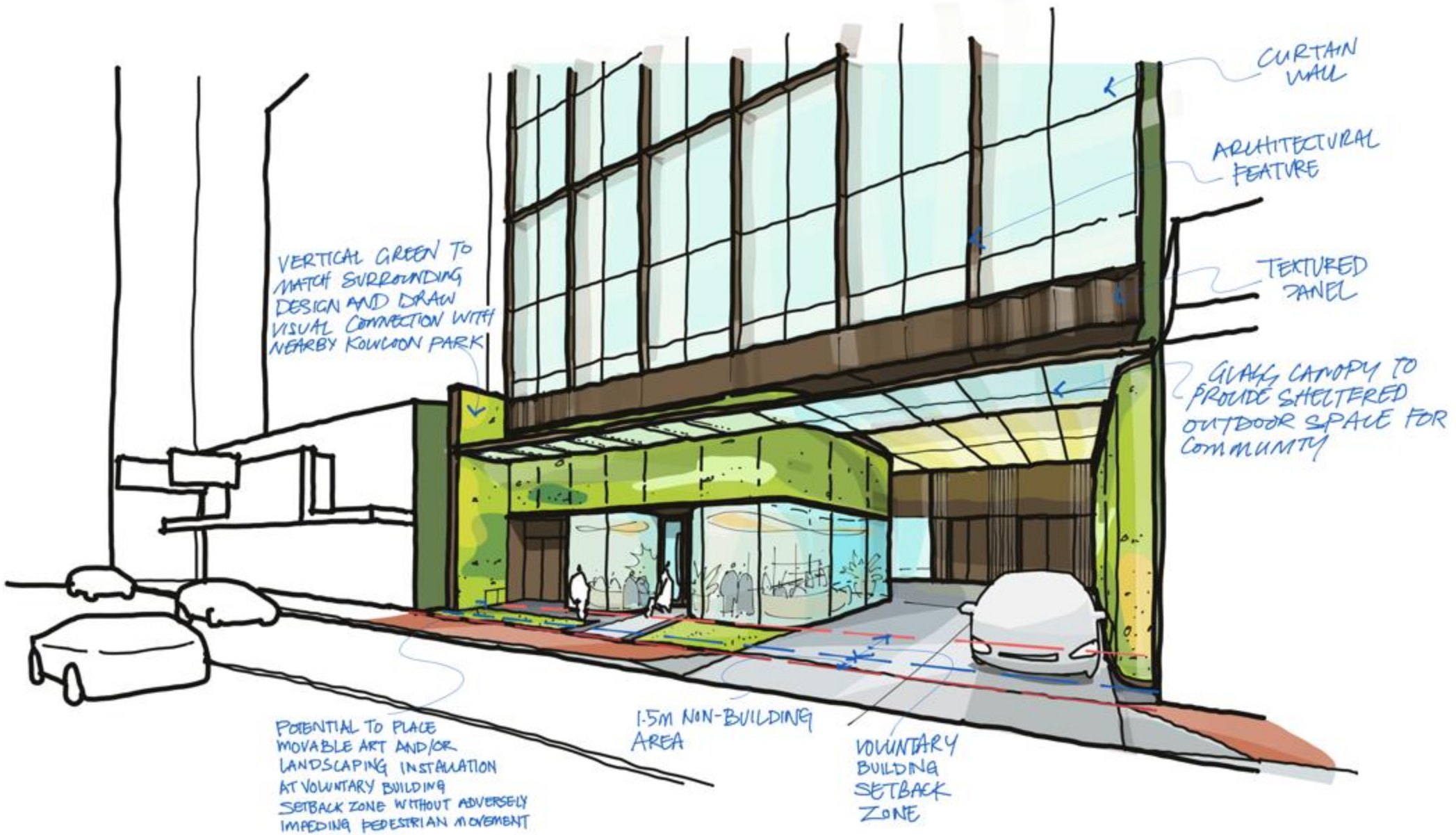
SK-20

SK-21 Pavement streetscape illustration 1



SK-21 Pavement streetscape illustration 2



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: 22 December 2025
	Approved by: SLN		Date: 22 December 2025
	Revision No.: -		Date of Issue: 22 December 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 m^2 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 200m^2	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 200m^2 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. Furthermore, to ensure the internal circulation of vehicles on ground floor will not be affected, a waiting zone of 15m is provided as shown on **Figure 5.2** and can avoid vehicles queuing back onto 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, 4.3 m setback will be provided to increase the footpath width to 6.8 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.

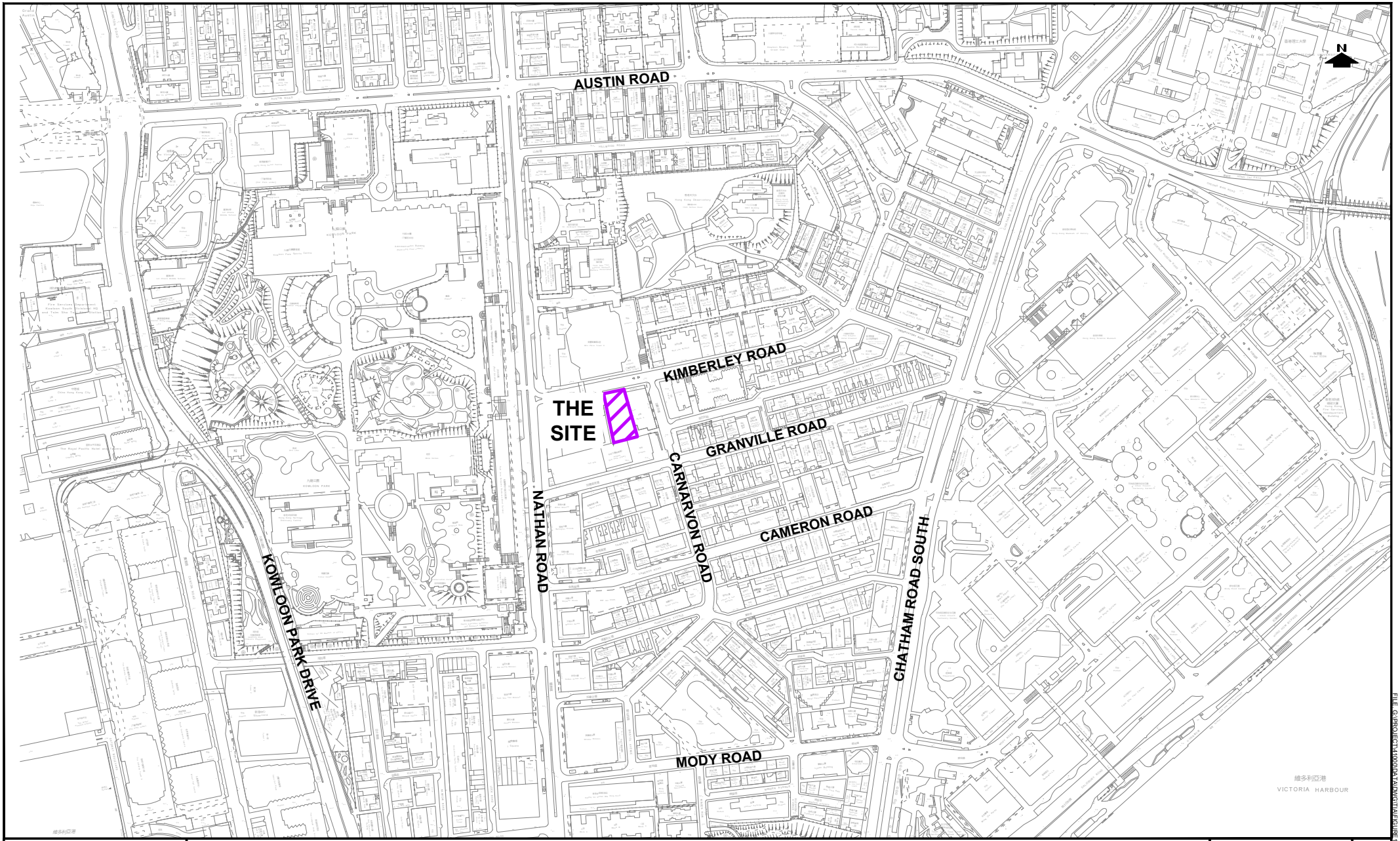
6.1.4 The cumulative traffic impact is considered insignificant to the surrounding road network. For the proposed hotel, the same vehicular access as the approved GBP scheme is adopted at Kimberly Road. The proposed hotel will provide a total of 30 car parking spaces, 2 LGV loading/unloading bays, 3 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.

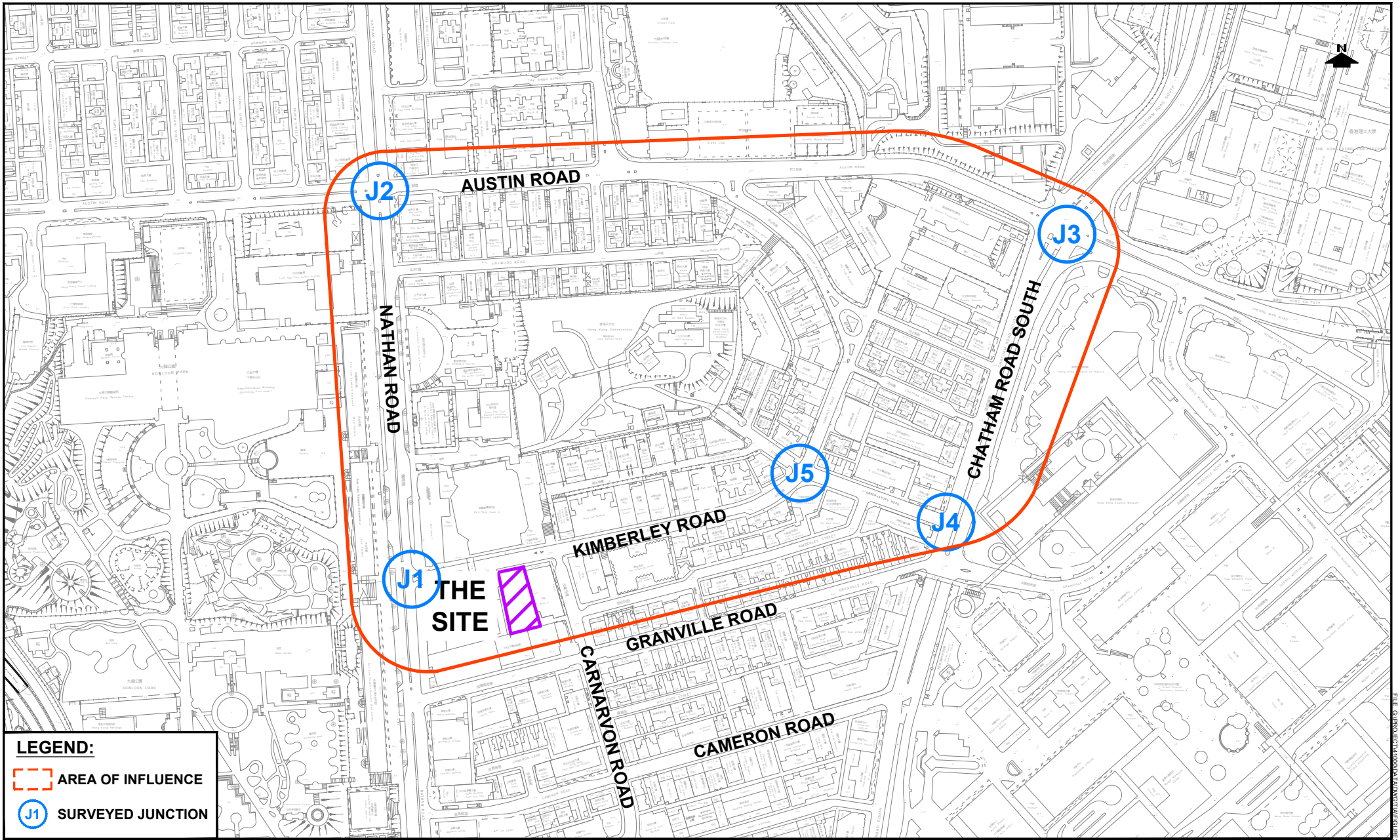
6.2 Conclusion

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.



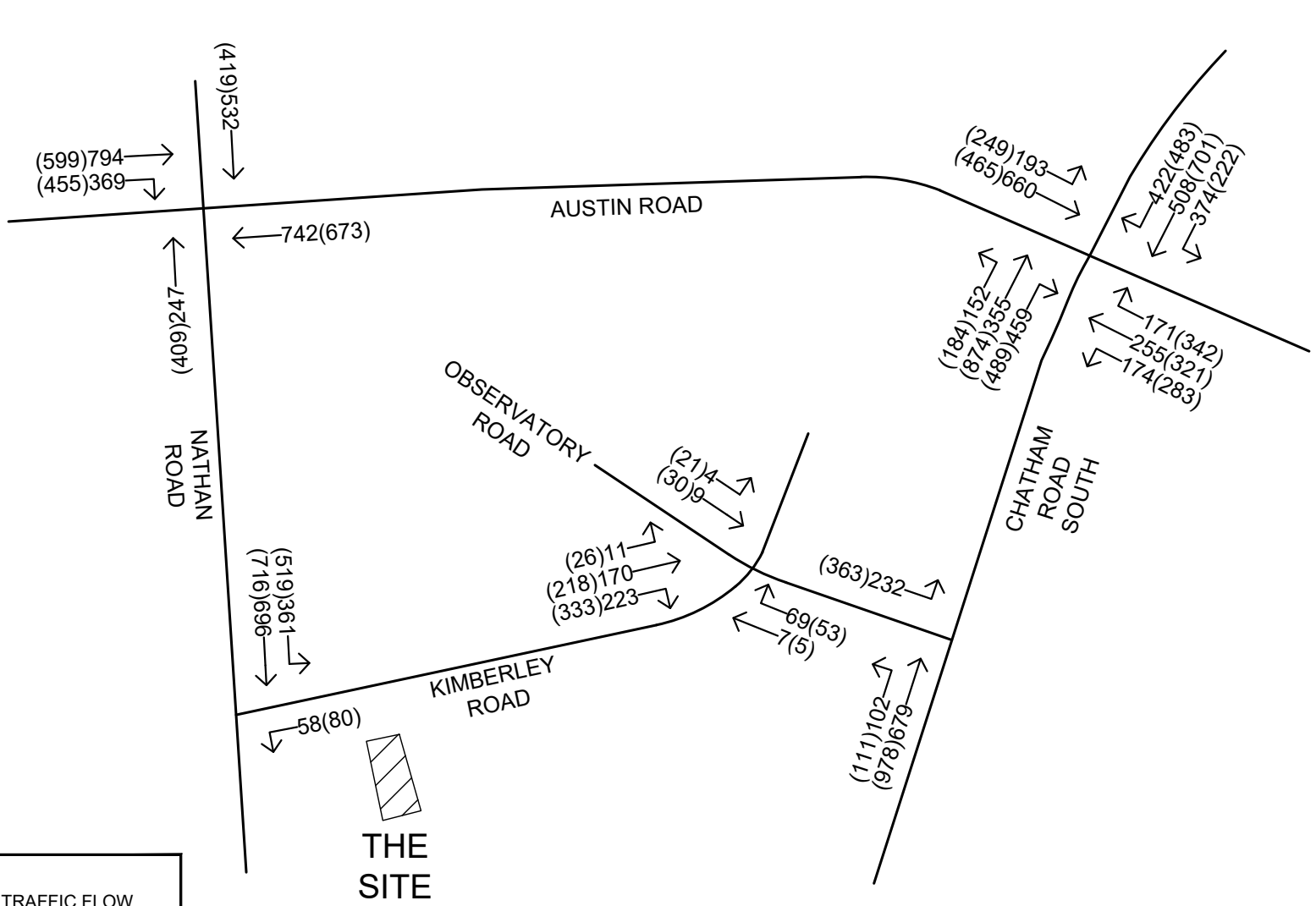
PROJECT NO. 41000	PROJECT TITLE: SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, K.I.L. 6022 S.B R.P.	DRAWING NO. FIGURE 1.1	REV. ·
DESIGNED SKL / DATE SEP 2025	DRAWING TITLE: LOCATION PLAN	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:5000			
CHECKED SLN			

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 / DATE SEP 2025	DRAWING TITLE: LOCATION OF SURVEYED JUNCTIONS AND AREA OF INFLUENCE	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:4000			
CHECKED SLN			

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

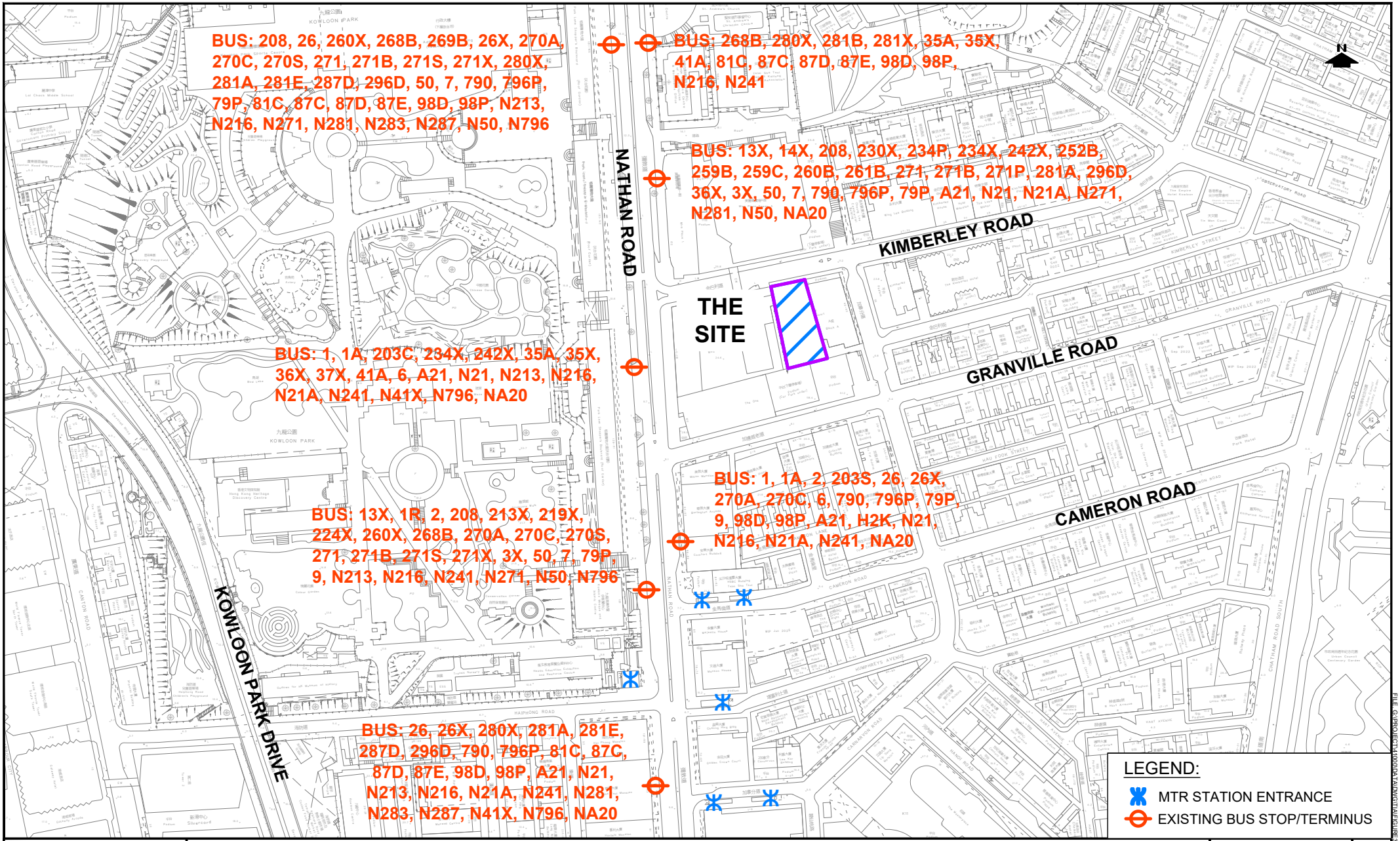
NOTE:

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			

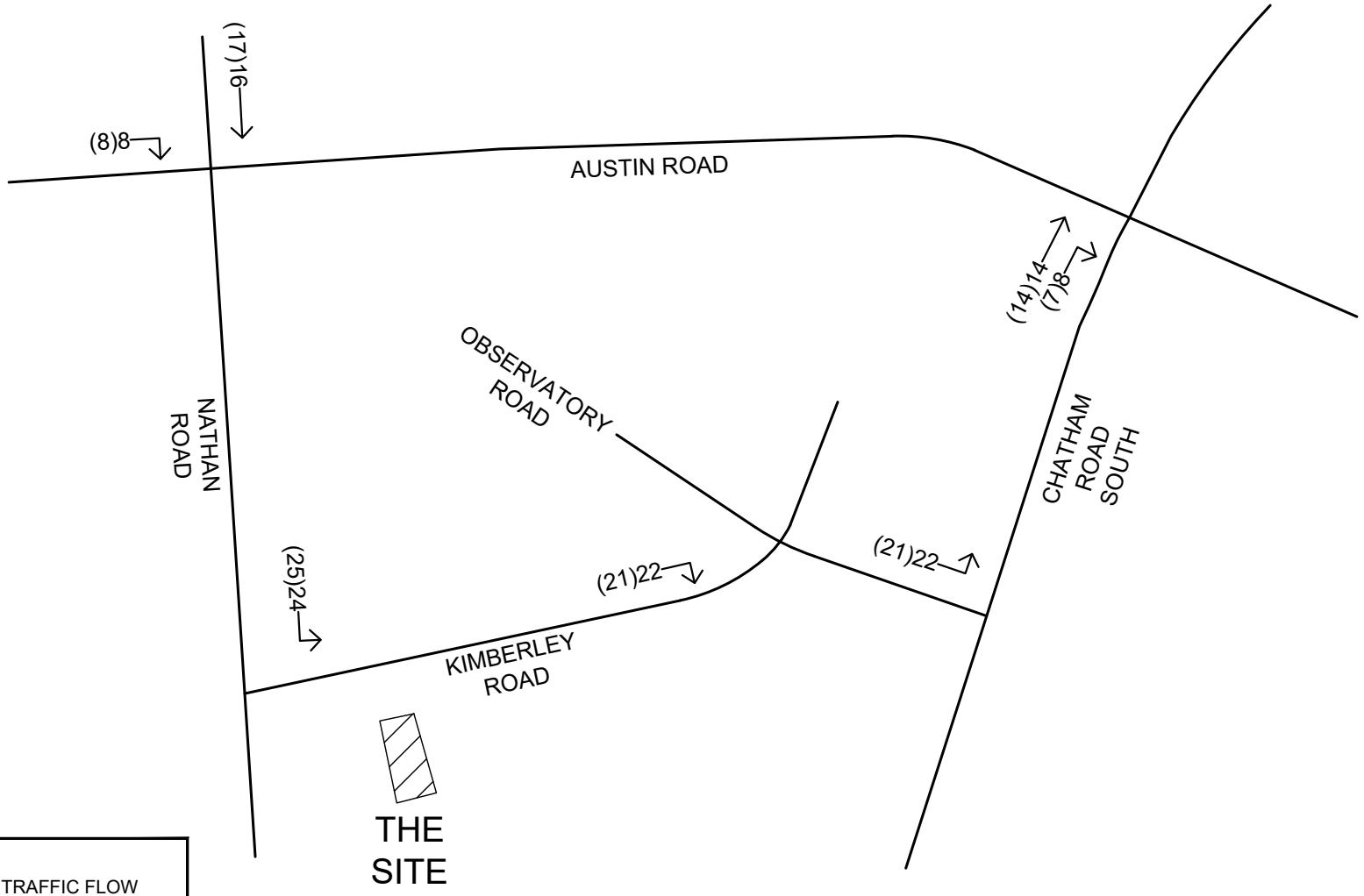
FILE: G:\PROJECT\41000\DATA\DWG\TIA\FIGURE3.2.DWG PLOT SCALE : 1 = 1

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

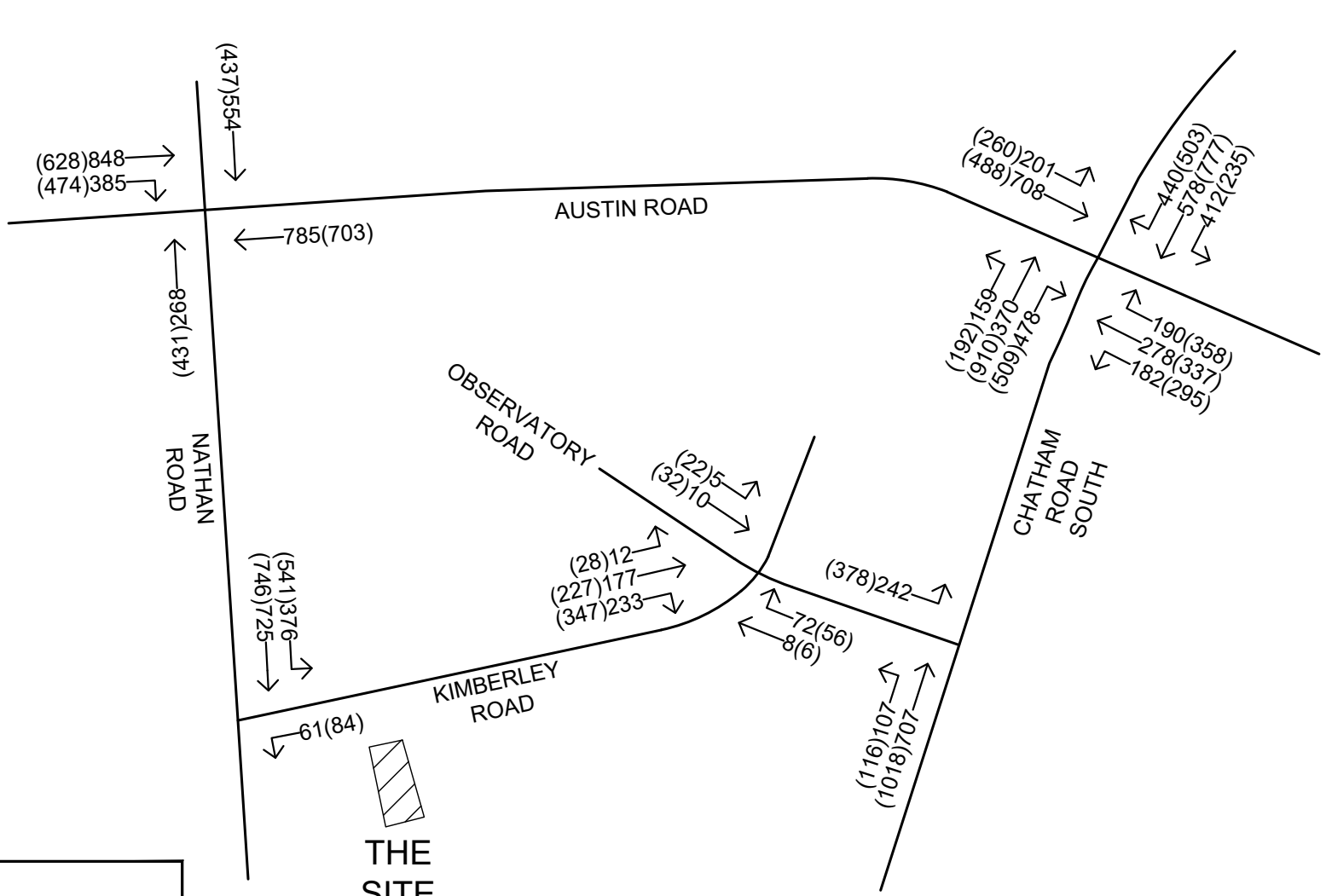
↑ AM PEAK HOUR TRAFFIC FLOW

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

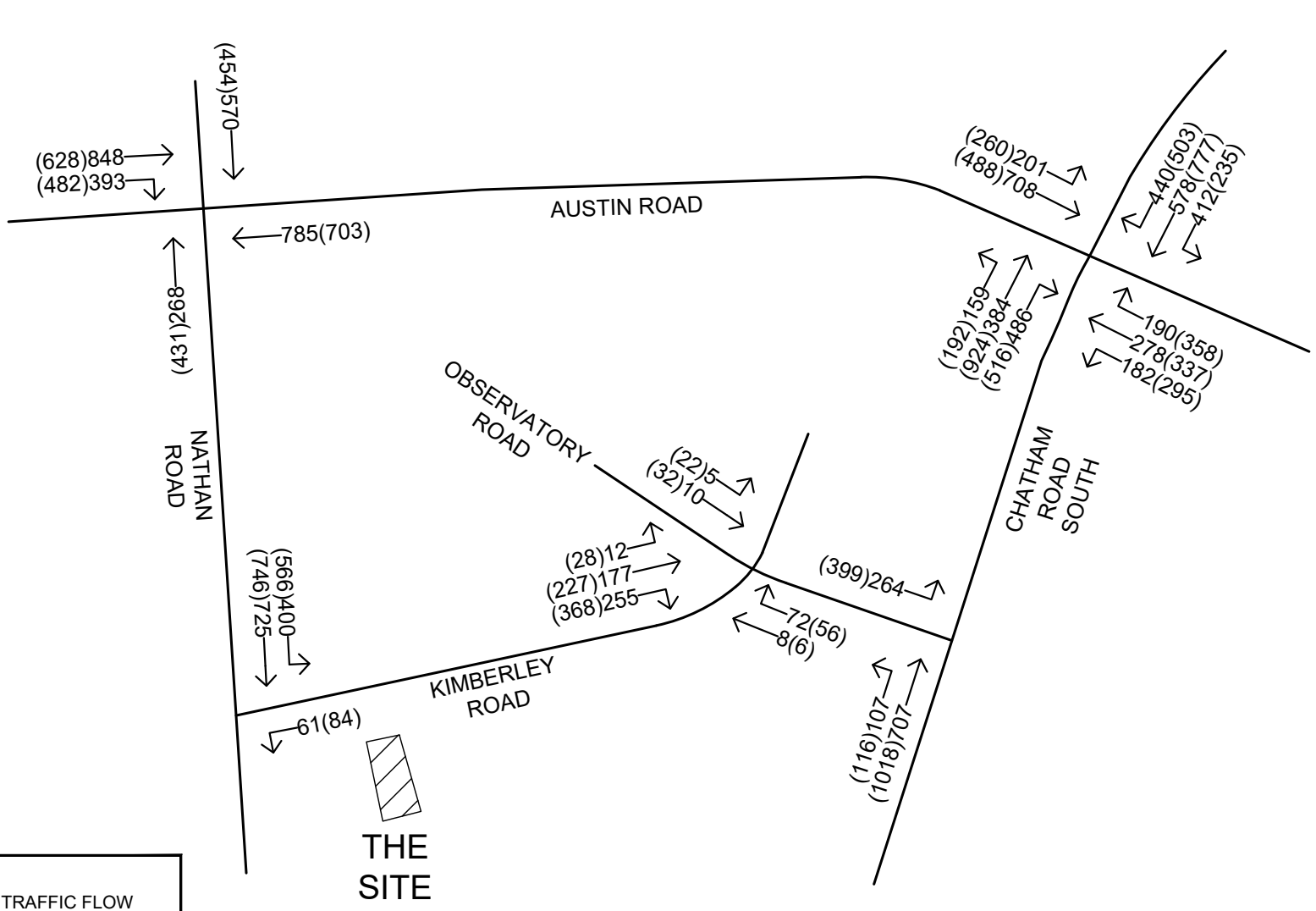
↑ AM PEAK HOUR TRAFFIC FLOW

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

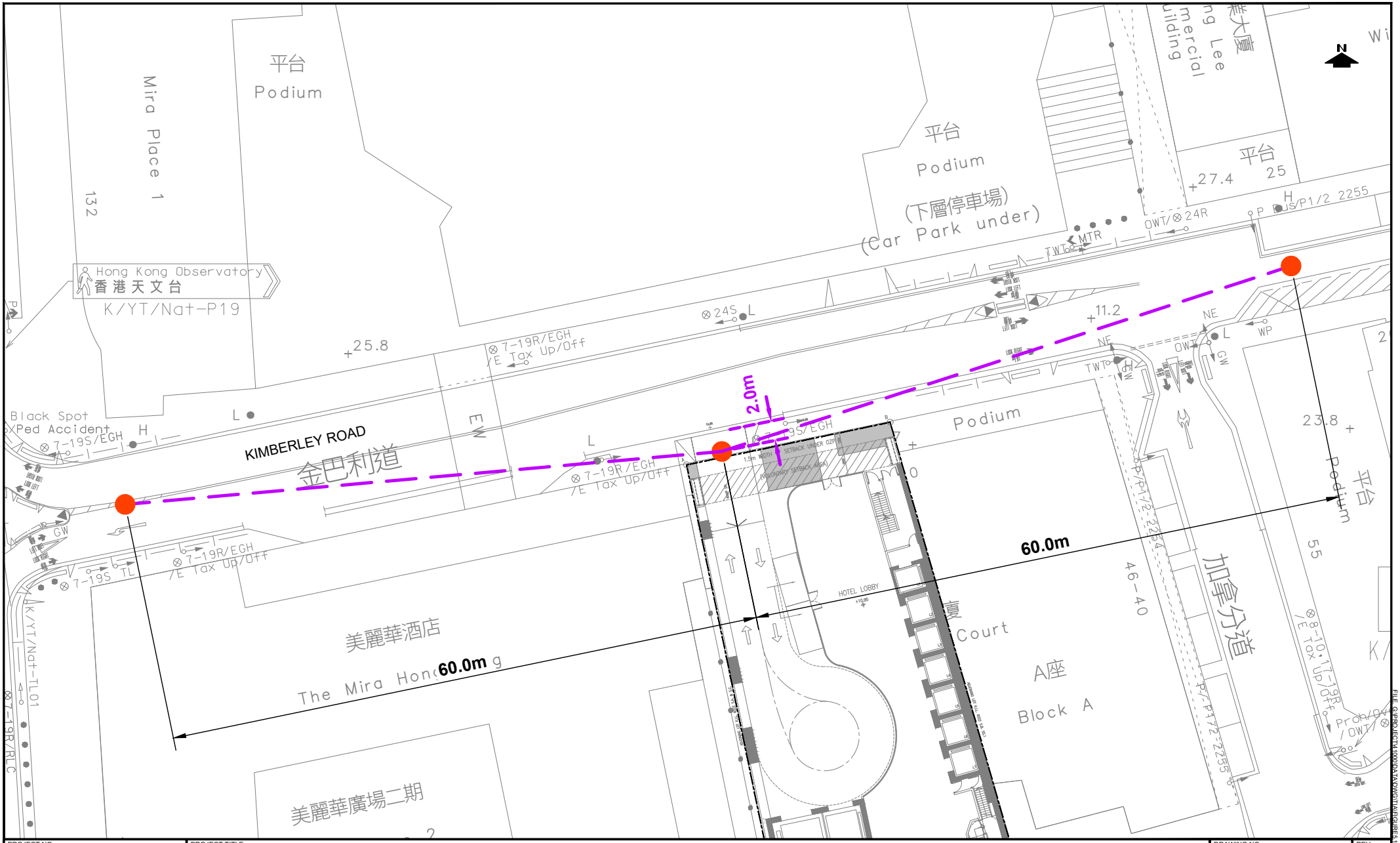
↑ AM PEAK HOUR TRAFFIC FLOW

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: 2033 DESIGN 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\FIGURE4.3.DWG PLOT SCALE : 1 = 1

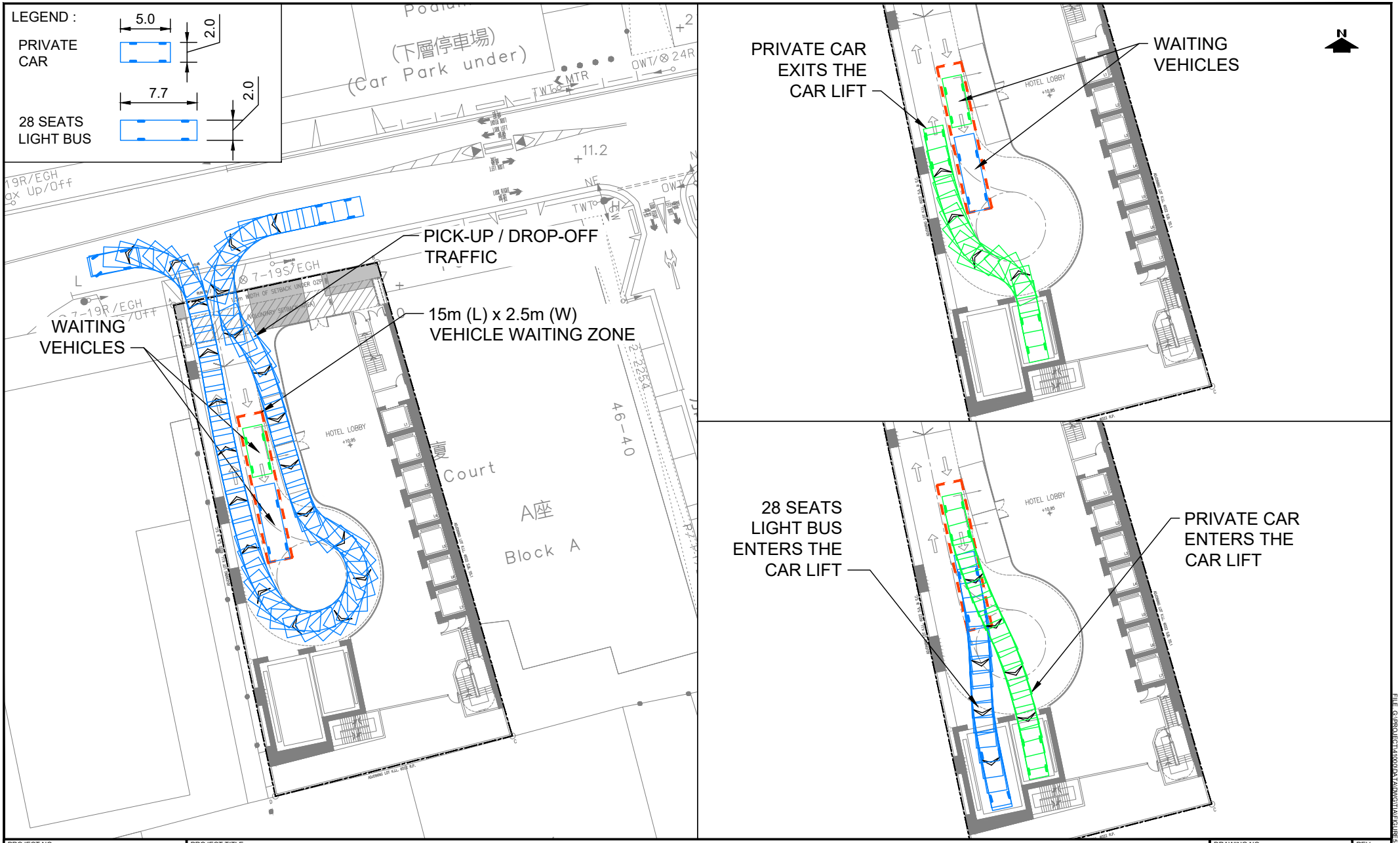


PROJECT NO.	PROJECT TITLE	DRAWING NO.	REV.
41000	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, K.I.L. 6022 S.B R.P.	FIGURE 5.1	B

DESIGNED	DATE	DRAWING TITLE	
SKL	JUL 2025	**SIGHTLINE ANALYSIS OF PROPOSED VEHICULAR ACCESS**	LLA 顧問有限公司 Consultancy Limited
DRAWN CLL	SCALE 1:500		
CHECKED SLN			

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

FILE: G:\PROJECT\41000\DATA\DWG\TIA\FIGURE5.1B.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 5.2	REV. ·
DESIGNED SKL / DATE JUL 2025	DRAWING TITLE: TRAFFIC CIRCULATIONS		
DRAWN CLL / SCALE 1:500			
CHECKED SLN		LLA 顧問有限公司 Consultancy Limited	

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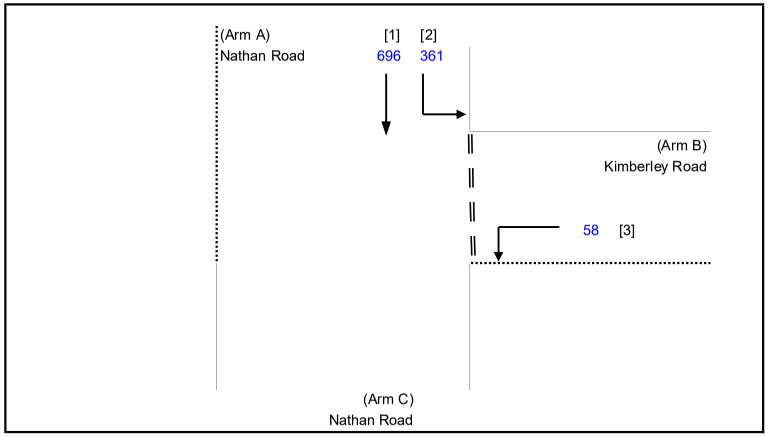
Appendix A

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 :

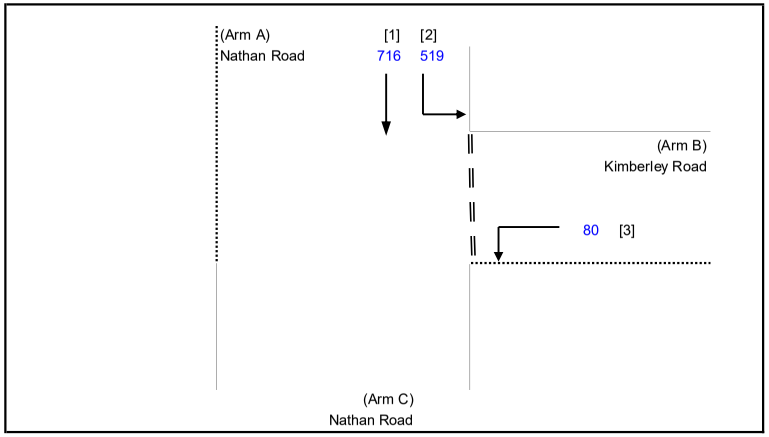
Q b-a	=	210		
Q b-c	=	525	Q b-c (O) =	525
Q c-b	=	264		
Q b-ac	=	525		
TOTAL FLOW	=	1115	(PCU/HR)	

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

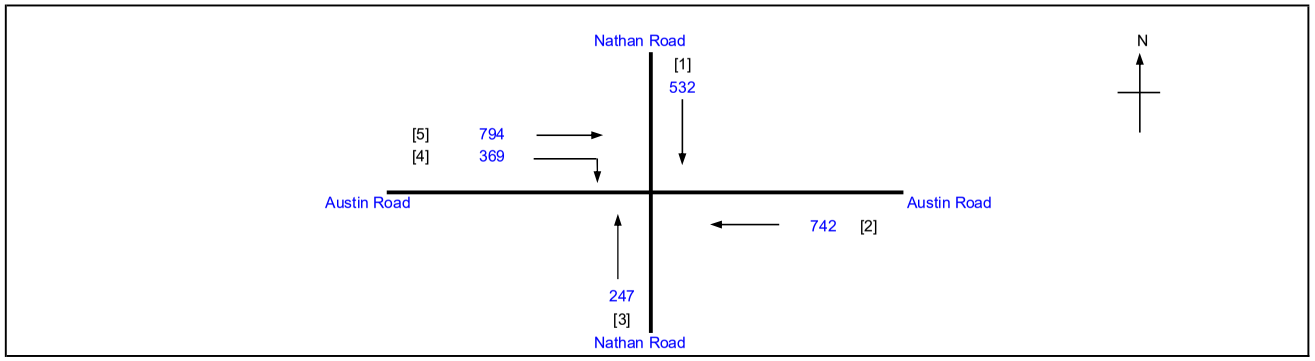
	INITIALS	DATE
Prepared By:	SKL	Sep-25
Checked By:	SLN	Sep-25
Reviewed By:	SLN	Sep-25

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

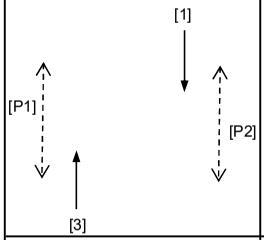
J2 Nathan Road / Austin Road

2025 Existing AM

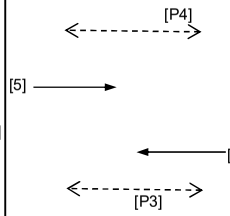
PROJECT NO.: 41000
FILENAME : J2_AR_NR.xlsx



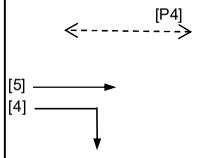
No. of stages per cycle	N =	3
Cycle time	C =	130 sec
Sum(y)	Y =	0.539
Loss time	L =	10 sec
Total Flow	=	2684 pcu
Co = (1.5*L+5)/(1-Y)	=	43.4 sec
Cm = L/(1-Y)	=	21.7 sec
Yult	=	0.825
R.C.ult = (Yult-Y)/Y*100%	=	53.1 %
Cp = 0.9*L/(0.9-Y)	=	24.9 sec
Ymax = 1-L/C	=	0.923
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	**54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



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

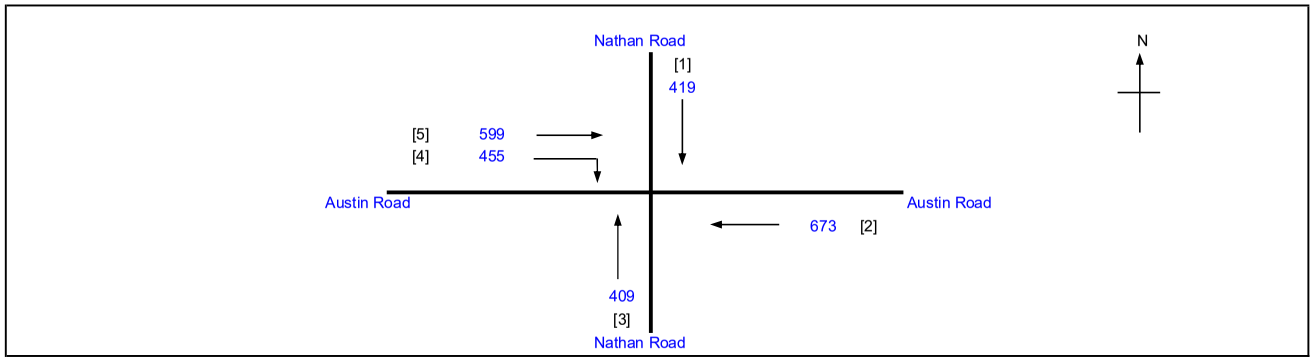
	INITIALS	DATE
Prepared By:	SKL	Sep-25
Checked By:	SLN	Sep-25
Reviewed By:	SLN	Sep-25

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

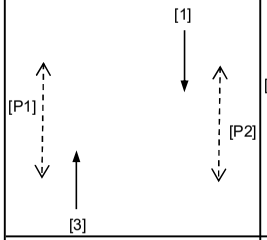
J2 Nathan Road / Austin Road

2025 Existing PM

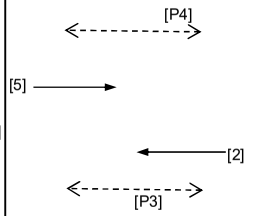
PROJECT NO.: 41000
FILENAME : J2_AR_NR.xlsx



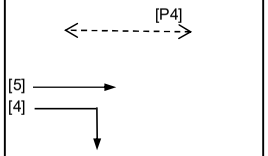
No. of stages per cycle	N =	3
Cycle time	C =	130 sec
Sum(y)	Y =	0.513
Loss time	L =	15 sec
Total Flow	=	2555 pcu
Co = (1.5*L+5)/(1-Y)	=	56.4 sec
Cm = L/(1-Y)	=	30.8 sec
Yult	=	0.788
R.C.ult = (Yult-Y)/Y*100%	=	53.7 %
Cp = 0.9*L/(0.9-Y)	=	34.8 sec
Ymax = 1-L/C	=	0.885
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**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



Stage 1 G= 22 Int = 6



Stage 2 G= 37 Int = 6



Stage 3 G= 53 Int = 6

Stage 4 G= Int =

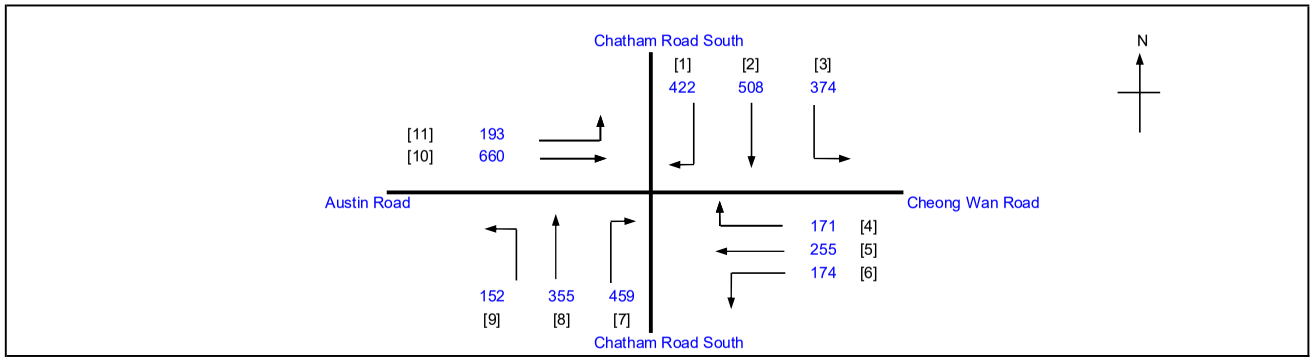
Stage 5 G= Int =

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

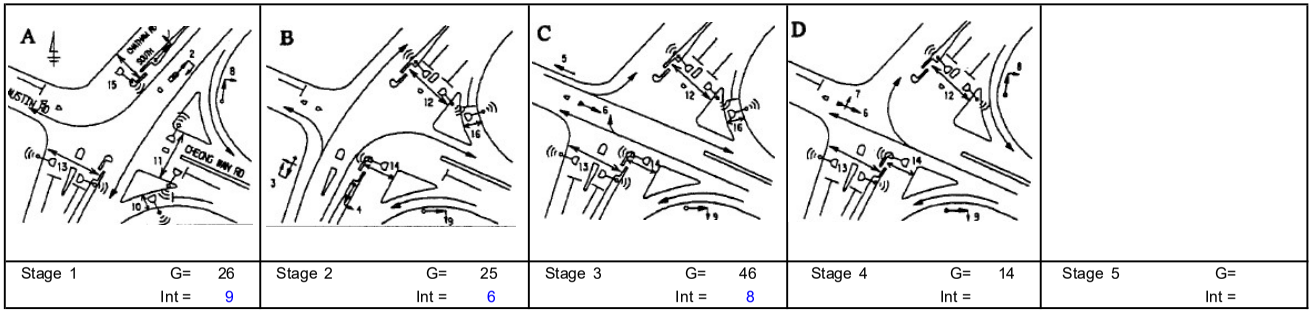
Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. 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

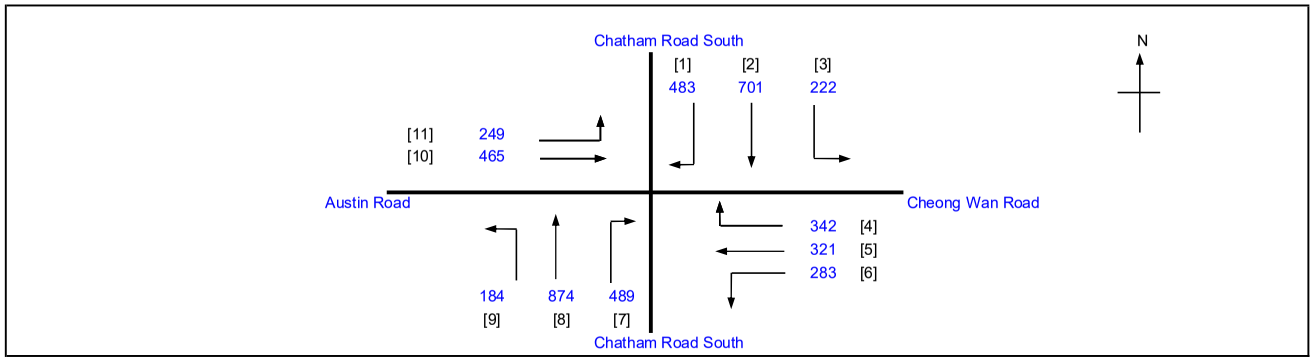
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui

J3 Chatham Road South / Austin Road / Cheong Wan Road

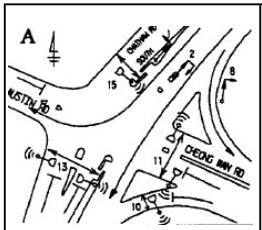
2025 Existing PM

PROJECT NO.: 41000

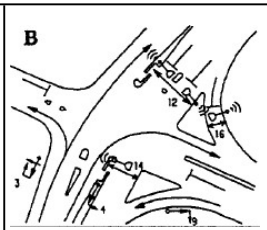
FILENAME : J3_CRS_AR_CWR.xlsx



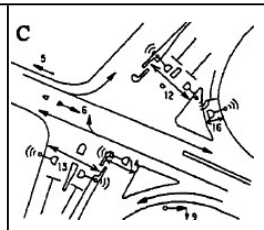
No. of stages per cycle		N =	4
Cycle time		C =	130 sec
Sum(y)		Y =	0.437
Loss time		L =	34 sec
Total Flow		=	4613 pcu
Co	= (1.5*L+5)/(1-Y)	=	99.5 sec
Cm	= L/(1-Y)	=	60.4 sec
Yult		=	0.645
R.C.ult	= (Yult-Y)/Y*100%	=	47.5 %
Cp	= 0.9*L/(0.9-Y)	=	66.1 sec
Ymax	= 1-L/C	=	0.738
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**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



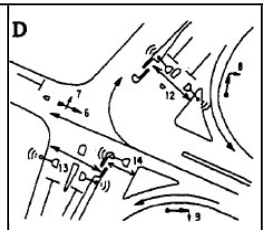
Stage 1 G= 36 Int = 9



Stage 2 G= 39 Int = 6



Stage 3 G= 40 Int = 8



Stage 4 G= 14 Int =

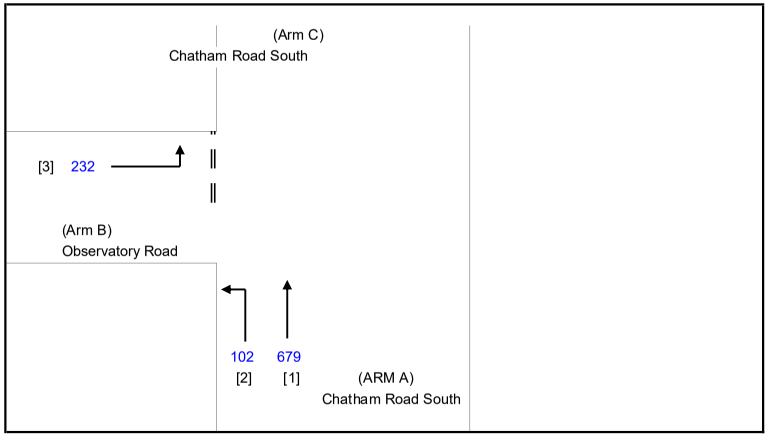
Stage 5 G= Int =

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 :

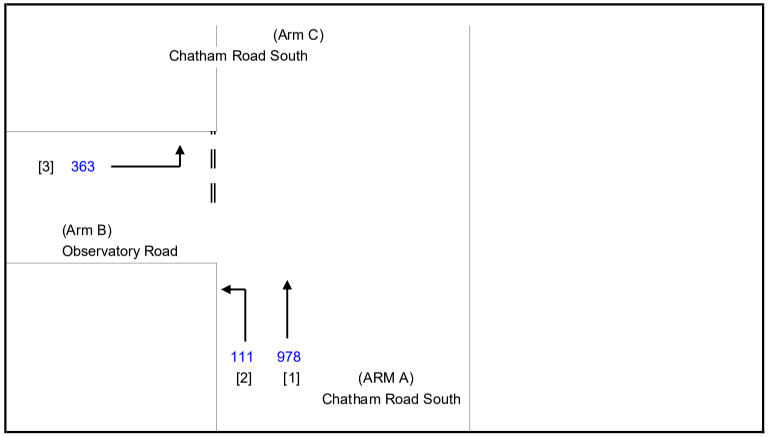
Q b-a	=	245			
Q b-c	=	588	Q b-c (O) =	588	
Q c-b	=	330			
Q b-ac	=	588			
TOTAL FLOW	=	1013	(PCU/HR)		

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 :

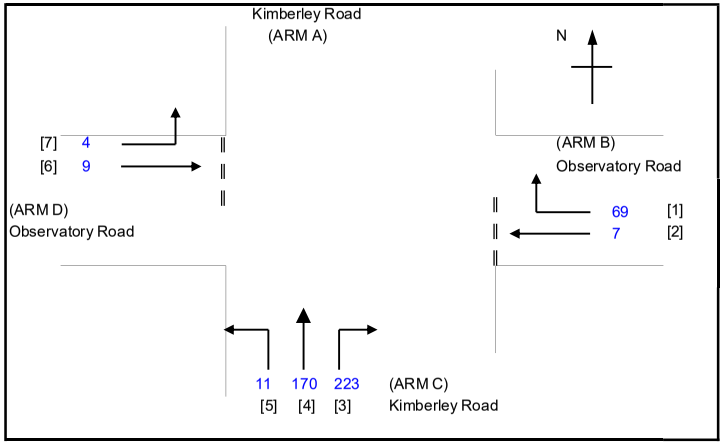
Q b-a	=	208			
Q b-c	=	516	Q b-c (O) =	516	
Q c-b	=	288			
Q b-ac	=	516			
TOTAL FLOW	=	1452	(PCU/HR)		

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)

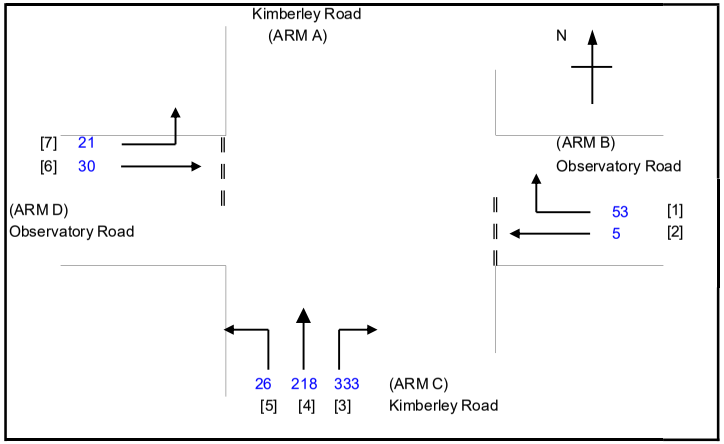
TOTAL FLOW = 493 (PCU/HR)

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:

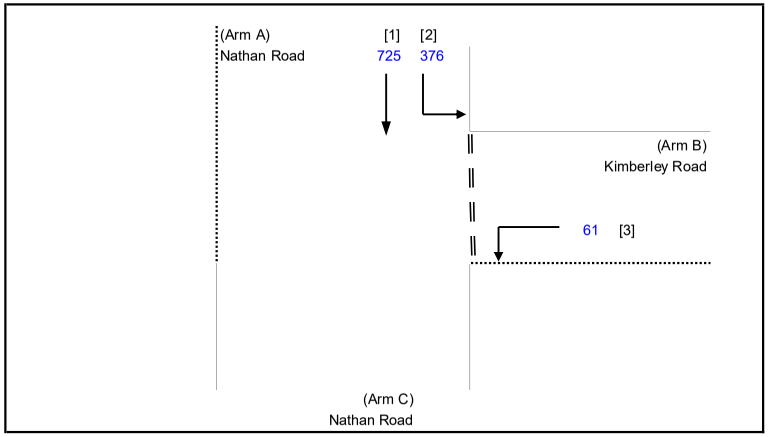
DFC b-a	=	0.1160
DFC b-c	=	0.0000
DFC c-b	=	0.5171
DFCl b-d	=	0.0123
DFCr b-d	=	0.0042
DFC d-c	=	0.0000
DFC d-a	=	0.0359
DFC a-d	=	0.0000
DFCl d-b	=	0.0405
DFCr d-b	=	0.0593
DFC b-acd (shared lane)	=	0.1269
DFC d-abc (shared lane)	=	0.1564

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 :

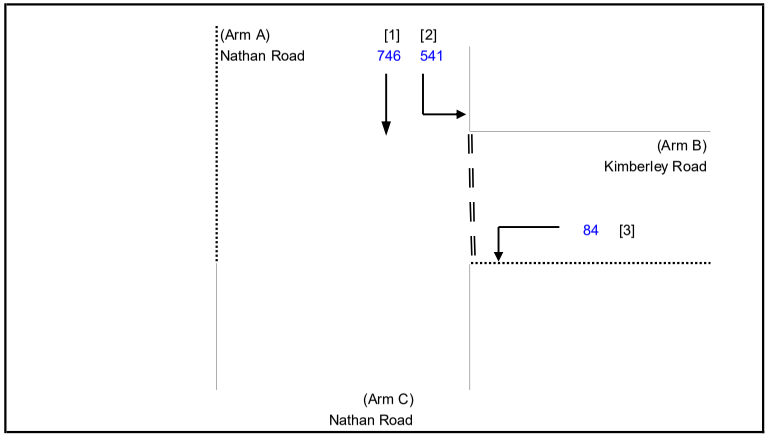
Q b-a	=	205		
Q b-c	=	515	Q b-c (O) =	515
Q c-b	=	257		
Q b-ac	=	515		
TOTAL FLOW	=	1162	(PCU/HR)	

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 :

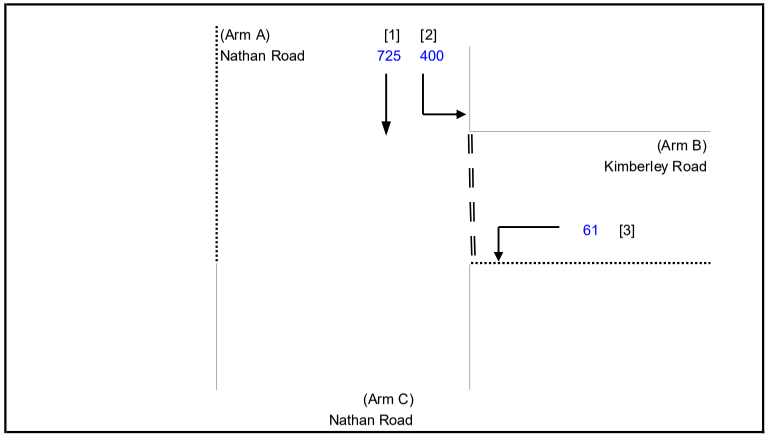
Q b-a	=	192			
Q b-c	=	491	Q b-c (O) =	491	
Q c-b	=	226			
Q b-ac	=	491			
TOTAL FLOW	=	1371	(PCU/HR)		

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 :

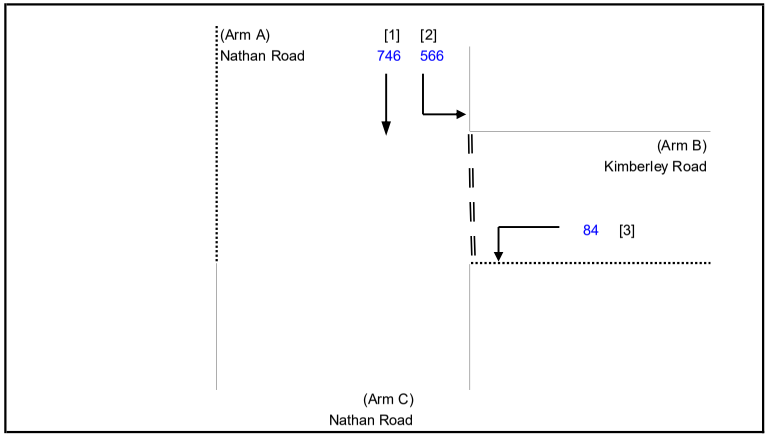
Q b-a	=	203			
Q b-c	=	513	Q b-c (O) =	513	
Q c-b	=	253			
Q b-ac	=	513			
TOTAL FLOW	=	1186	(PCU/HR)		

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 :

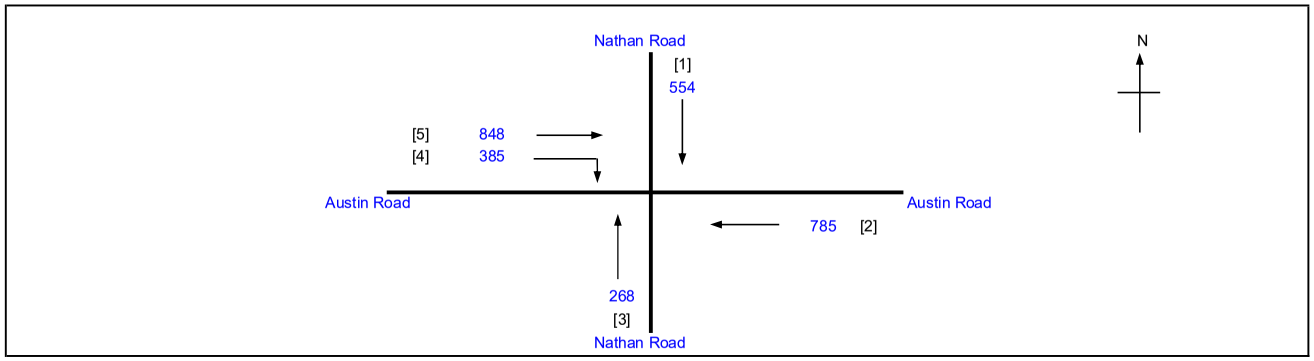
Q b-a	=	190			
Q b-c	=	488	Q b-c (O) =	488	
Q c-b	=	222			
Q b-ac	=	488			
TOTAL FLOW	=	1396	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

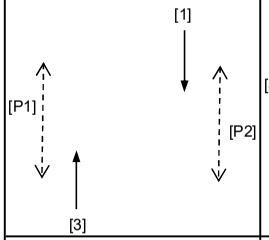
DFC b-a	=	0.0000
DFC b-c	=	0.1721
DFC c-b	=	0.0000
DFC b-ac	=	0.1721

CRITICAL DFC = 0.17

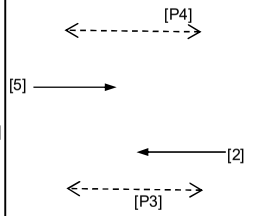
LLA CONSULTANCY LIMITED	**TRAFFIC SIGNAL CALCULATION**			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2033 Reference AM**	PROJECT NO.: 41000	Prepared By:	SKL	Sep-25
J2 Nathan Road / Austin Road		FILENAME : J2_AR_NR.xlsx	Checked By:	SLN	Sep-25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



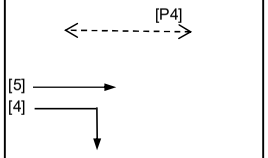
No. of stages per cycle	N =	3
Cycle time	C =	130 sec
Sum(y)	Y =	0.572
Loss time	L =	10 sec
Total Flow	=	2840 pcu
Co = (1.5*L+5)/(1-Y)	=	46.7 sec
Cm = L/(1-Y)	=	23.4 sec
Yult	=	0.825
R.C.ult = (Yult-Y)/Y*100%	=	44.2 %
Cp = 0.9*L/(0.9-Y)	=	27.4 sec
Ymax = 1-L/C	=	0.923
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**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

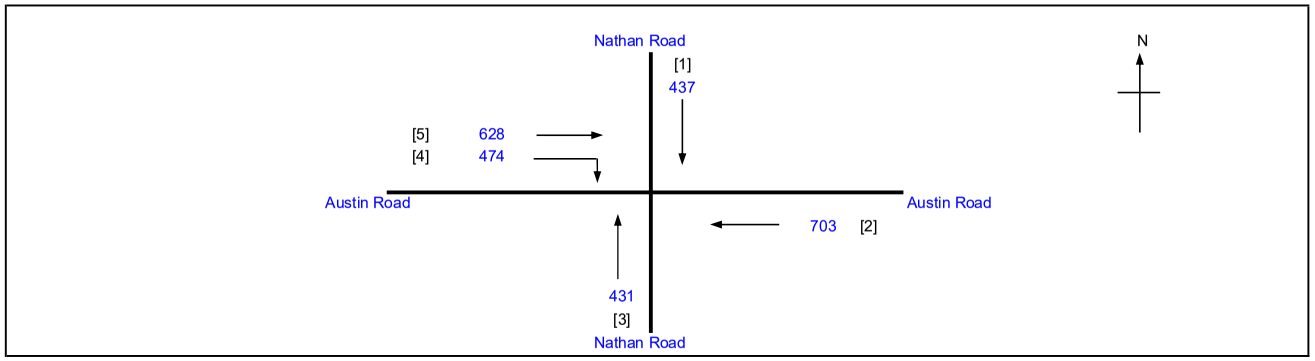
Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. 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

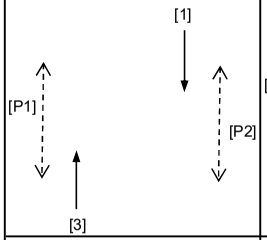
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

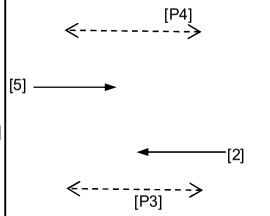
		INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	PROJECT NO.: 41000	Prepared By:	SKL	Sep-25
2033 Reference PM	FILENAME : J2_AR_NR.xlsx	Checked By:	SLN	Sep-25
J2 Nathan Road / Austin Road		Reviewed By:	SLN	Sep-25



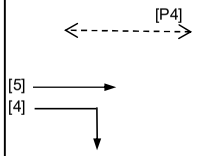
No. of stages per cycle		N =	3
Cycle time		C =	130 sec
Sum(y)		Y =	0.535
Loss time		L =	15 sec
Total Flow		=	2673 pcu
Co	= (1.5*L+5)/(1-Y)	=	59.1 sec
Cm	= L/(1-Y)	=	32.2 sec
Yult		=	0.788
R.C.ult	= (Yult-Y)/Y*100%	=	47.3 %
Cp	= 0.9*L/(0.9-Y)	=	36.9 sec
Ymax	= 1-L/C	=	0.885
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**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

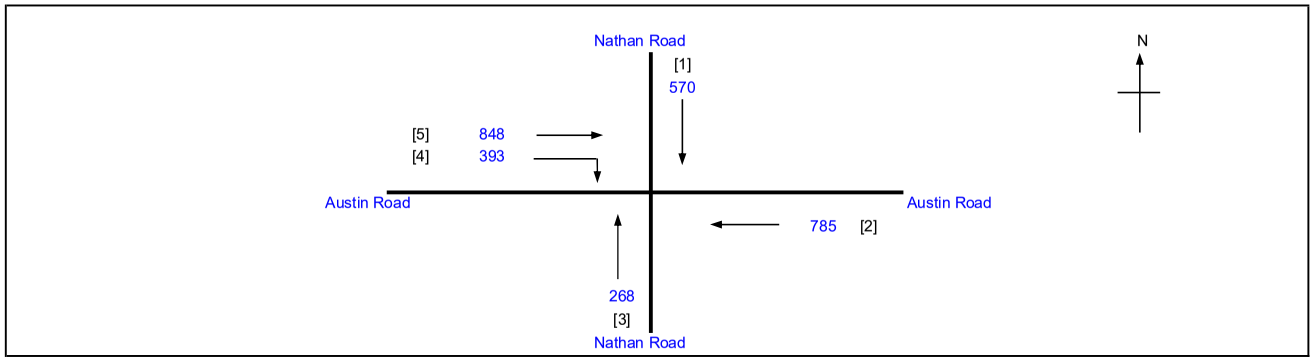
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui

J2 Nathan Road / Austin Road

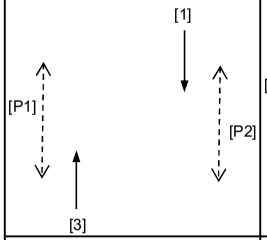
2033 Design AM

PROJECT NO.: 41000

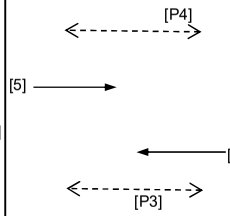
FILENAME : J2_AR_NR.xlsx



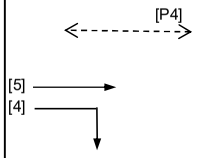
No. of stages per cycle		N =	3
Cycle time		C =	130 sec
Sum(y)		Y =	0.576
Loss time		L =	10 sec
Total Flow		=	2864 pcu
Co	= (1.5*L+5)/(1-Y)	=	47.2 sec
Cm	= L/(1-Y)	=	23.6 sec
Yult		=	0.825
R.C.ult	= (Yult-Y)/Y*100%	=	43.2 %
Cp	= 0.9*L/(0.9-Y)	=	27.8 sec
Ymax	= 1-L/C	=	0.923
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**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

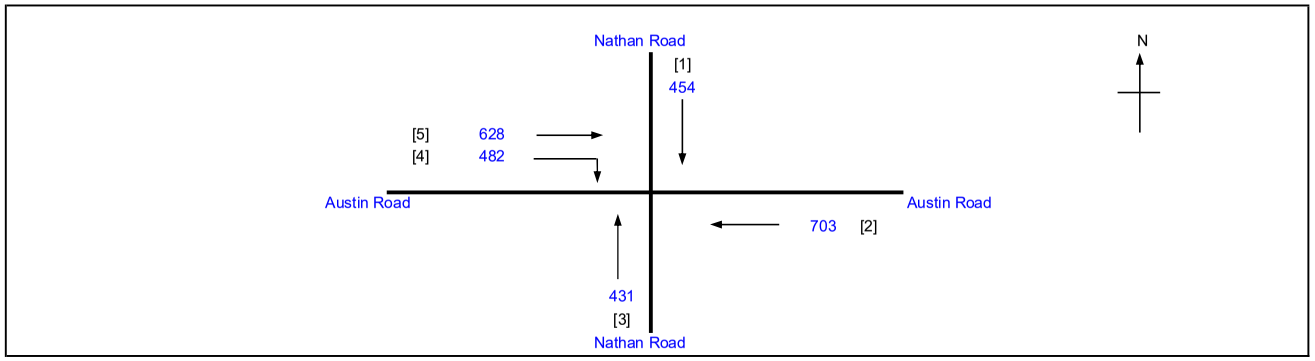
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui

J2 Nathan Road / Austin Road

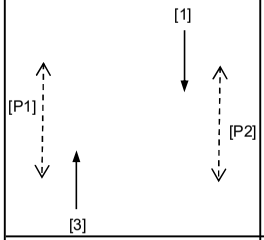
2033 Design PM

PROJECT NO.: 41000

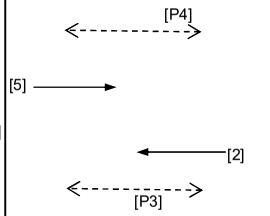
FILENAME : J2_AR_NR.xlsx



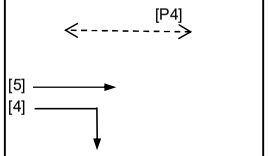
No. of stages per cycle	N =	3
Cycle time	C =	130 sec
Sum(y)	Y =	0.543
Loss time	L =	15 sec
Total Flow	=	2698 pcu
Co = (1.5*L+5)/(1-Y)	=	60.2 sec
Cm = L/(1-Y)	=	32.8 sec
Yult	=	0.788
R.C.ult = (Yult-Y)/Y*100%	=	45.0 %
Cp = 0.9*L/(0.9-Y)	=	37.8 sec
Ymax = 1-L/C	=	0.885
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	**47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



Stage 1 G= 23 Int = 6



Stage 2 G= 37 Int = 6



Stage 3 G= 53 Int = 6

Stage 4 G= Int =

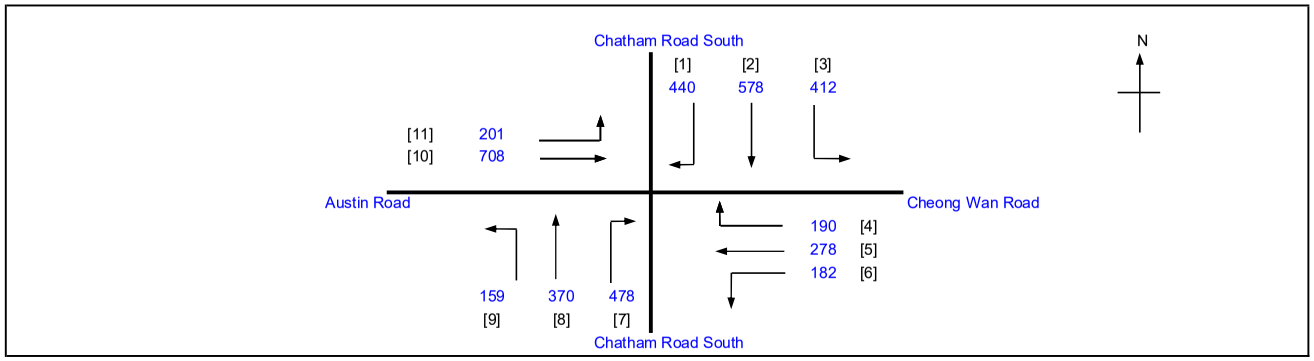
Stage 5 G= Int =

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

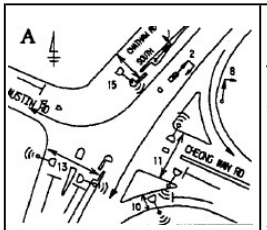
Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. 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

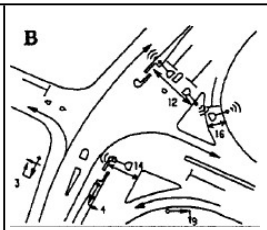
LLA CONSULTANCY LIMITED	**TRAFFIC SIGNAL CALCULATION**			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2033 Reference AM**	PROJECT NO.: 41000	Prepared By:	SKL	Sep-25
J3 Chatham Road South / Austin Road / Cheong Wan Road		FILENAME : J3_CRS_AR_CWR.xlsx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



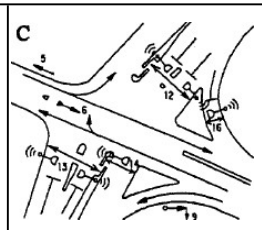
No. of stages per cycle	N =	4
Cycle time	C =	130 sec
Sum(y)	Y =	0.471
Loss time	L =	34 sec
Total Flow	=	3996 pcu
Co = (1.5*L+5)/(1-Y)	=	105.9 sec
Cm = L/(1-Y)	=	64.3 sec
Yult	=	0.645
R.C.ult = (Yult-Y)/Y*100%	=	36.8 %
Cp = 0.9*L/(0.9-Y)	=	71.4 sec
Ymax = 1-L/C	=	0.738
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**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



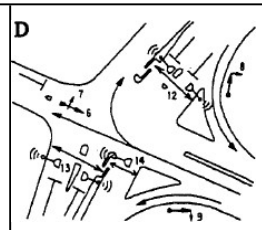
Stage 1 G= 28 Int = 9



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			

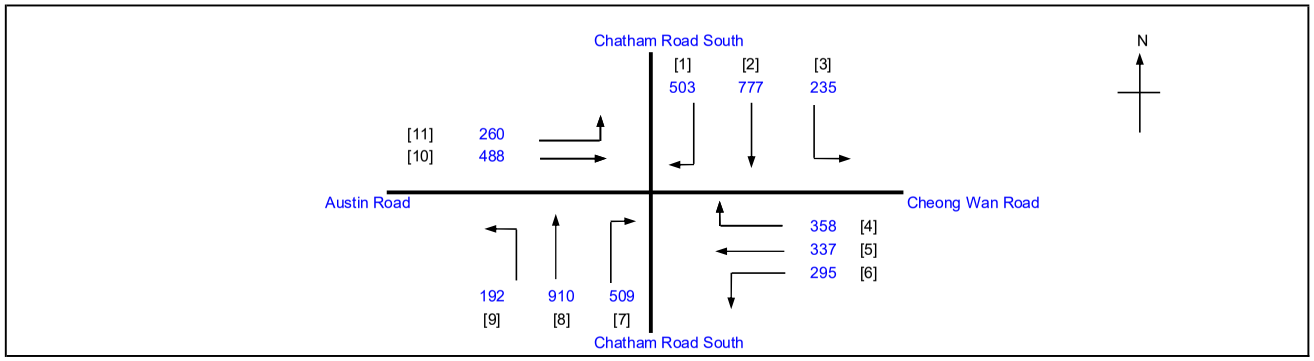
Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. 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

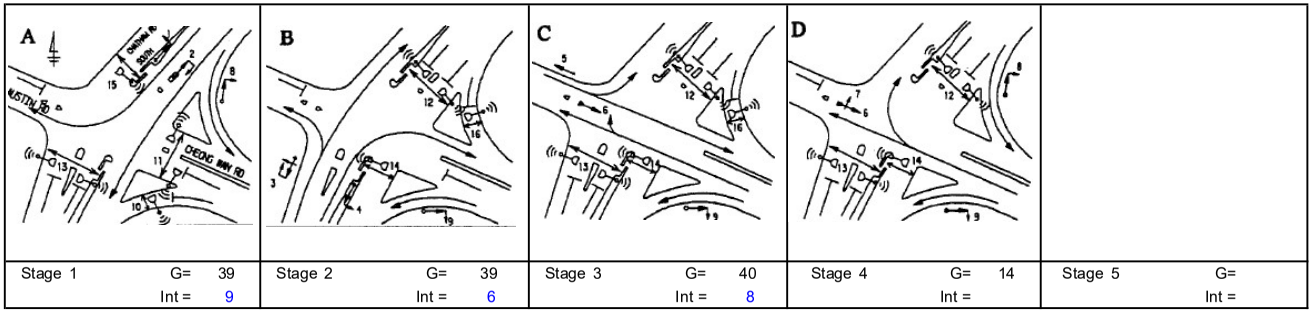
LLA CONSULTANCY LIMITED

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

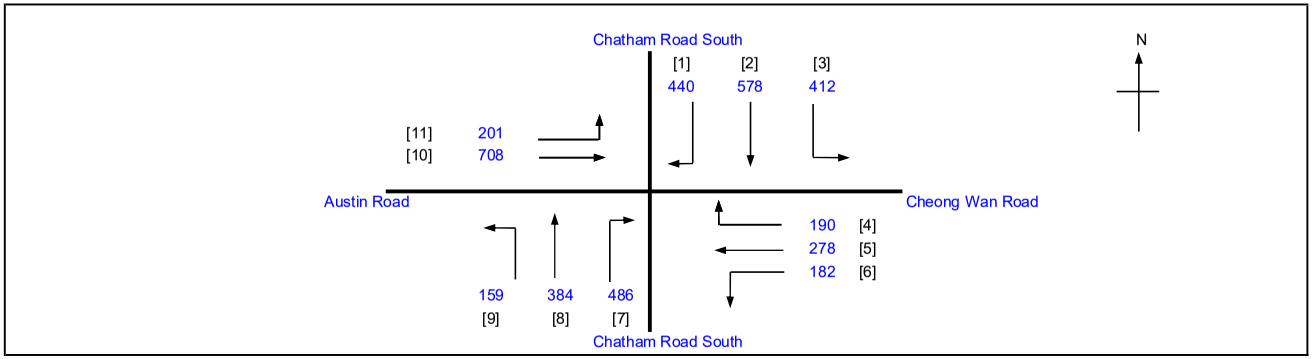
TRAFFIC SIGNAL CALCULATION

		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

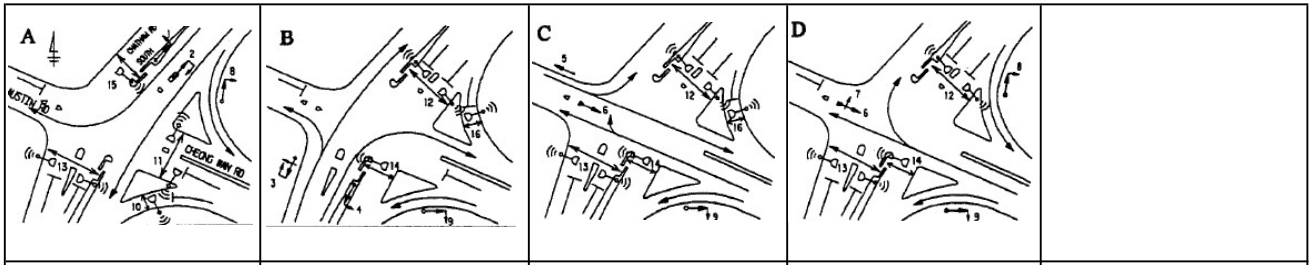
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui

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			

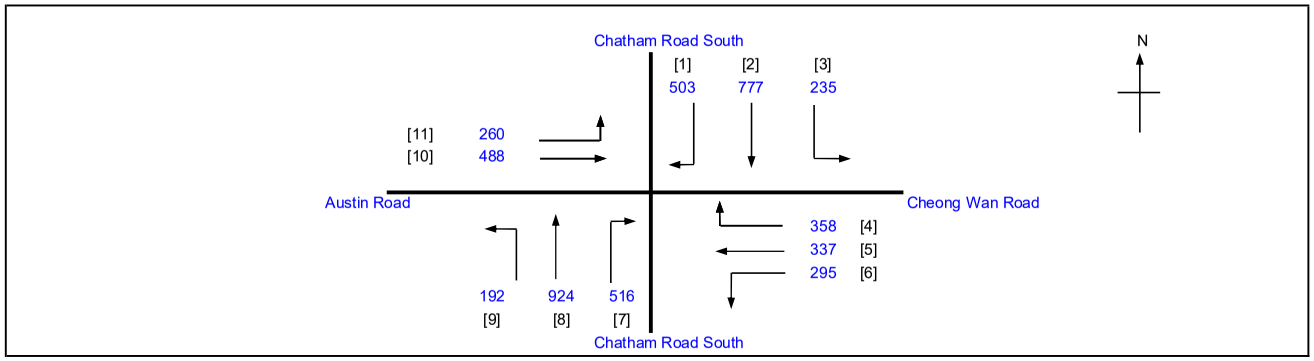
Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. 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

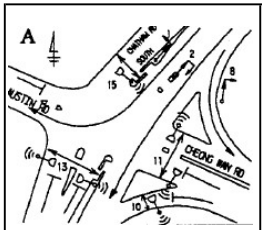
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

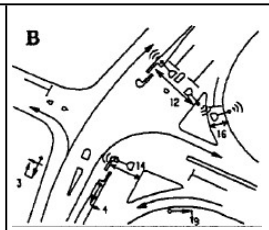
			INITIALS	DATE
Section 16 Planning Application for Proposed Hotel at 16 Kimberley Road, Tsim Sha Tsui	**2033 Design PM**	PROJECT NO.: 41000	Prepared By:	SKL	Sep-25
		FILENAME : J3_CRS_AR_CWR.xlsx	Checked By:	SLN	Sep-25
J3 Chatham Road South / Austin Road / Cheong Wan Road			Reviewed By:	SLN	Sep-25



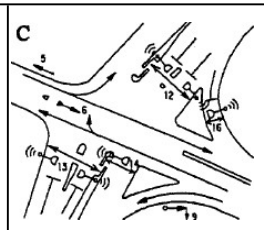
No. of stages per cycle	N =	4
Cycle time	C =	130 sec
Sum(y)	Y =	0.458
Loss time	L =	34 sec
Total Flow	=	4885 pcu
Co = (1.5*L+5)/(1-Y)	=	103.4 sec
Cm = L/(1-Y)	=	62.7 sec
Yult	=	0.645
R.C.ult = (Yult-Y)/Y*100%	=	40.8 %
Cp = 0.9*L/(0.9-Y)	=	69.3 sec
Ymax = 1-L/C	=	0.738
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**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



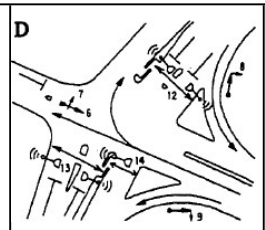
Stage 1 G= 39 Int = 9



Stage 2 G= 39 Int = 6



Stage 3 G= 40 Int = 8



Stage 4 G= 14 Int =

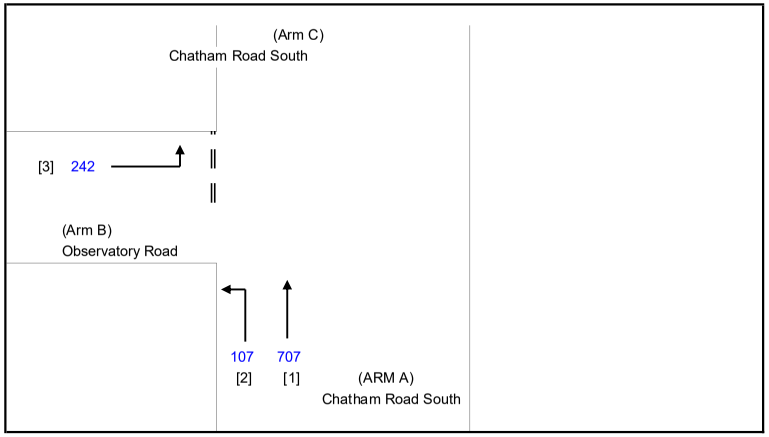
Stage 5 G= Int =

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 :

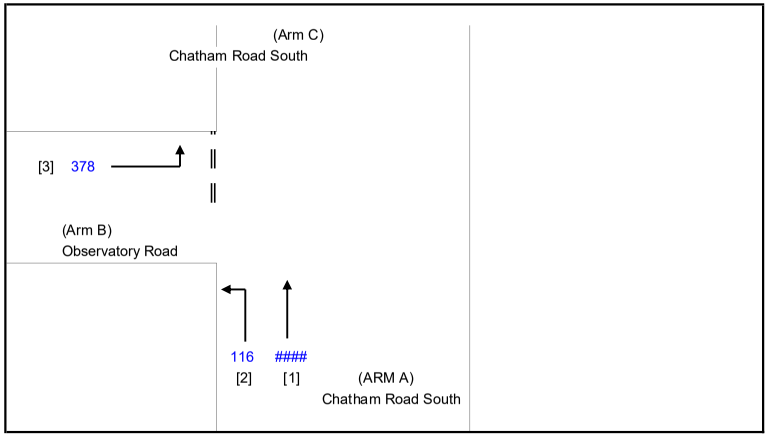
Q b-a	=	242		
Q b-c	=	581	Q b-c (O) =	581
Q c-b	=	326		
Q b-ac	=	581		
TOTAL FLOW	=	1056	(PCU/HR)	

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 :

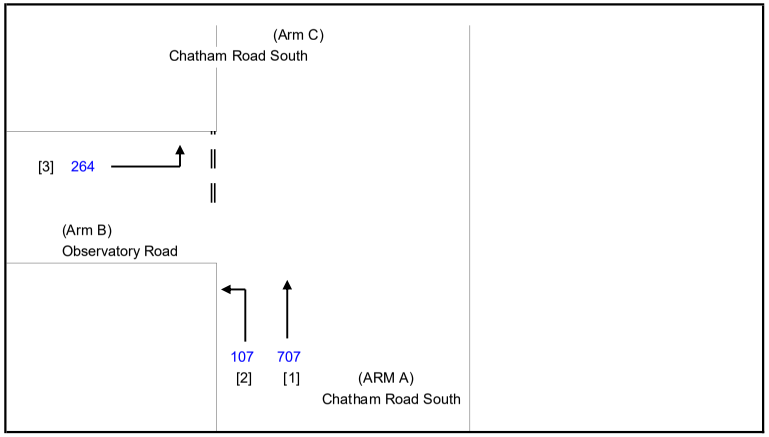
Q b-a	=	203			
Q b-c	=	506	Q b-c (O) =	506	
Q c-b	=	282			
Q b-ac	=	506			
TOTAL FLOW	=	1512	(PCU/HR)		

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
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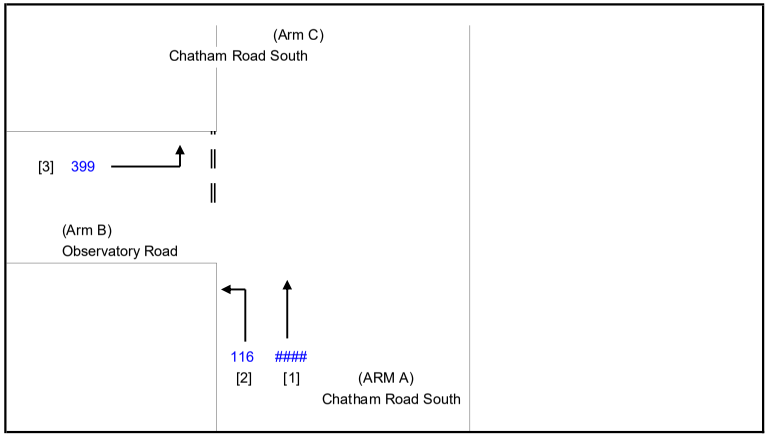
		FILENAME : J4_CRS_OR.:	CHECKED BY:	SLN	Sep-25
J4 Chatham Road South / Observatory Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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
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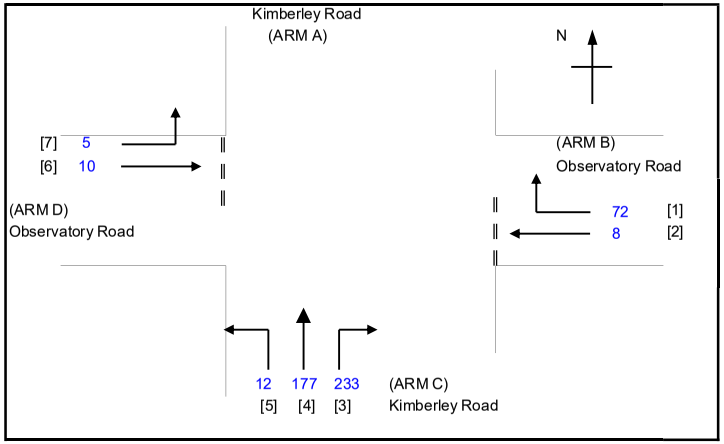
		FILENAME : J5_KR_OR.xlsx	CHECKED BY:	SLN	Sep-25
J5 Kimberley Road / Observatory Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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 =	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

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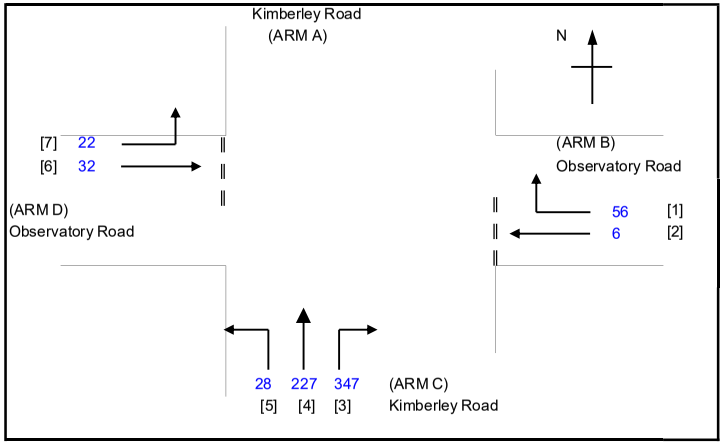
		FILENAME : J5_KR_OR.xlsx	CHECKED BY:	SLN	Sep-25
J5 Kimberley Road / Observatory Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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

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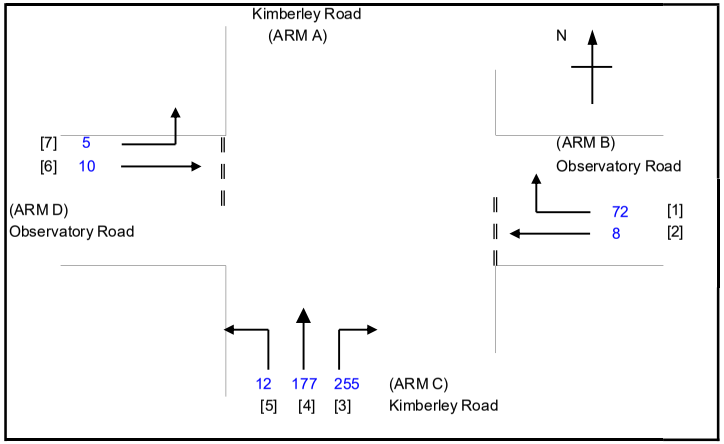
		FILENAME : J5_KR_OR.xlsx	CHECKED BY:	SLN	Sep-25
J5 Kimberley Road / Observatory Road		REFERENCE NO.:	REVIEWED BY:	SLN	Sep-25



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)

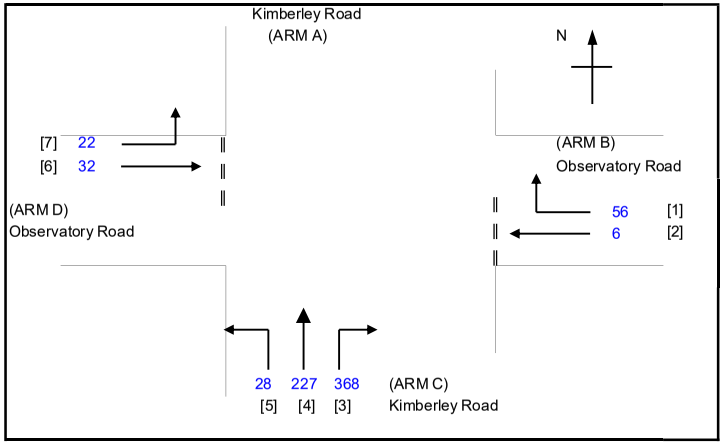
TOTAL FLOW = 539 (PCU/HR)

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:

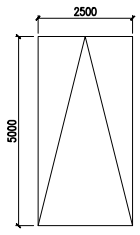
DFC b-a	=	0.1270
DFC b-c	=	0.0000
DFC c-b	=	0.5714
DFCl b-d	=	0.0155
DFCr b-d	=	0.0051
DFC d-c	=	0.0000
DFC d-a	=	0.0377
DFC a-d	=	0.0000
DFCl d-b	=	0.0443
DFCr d-b	=	0.0648
DFC b-acd (shared lane)	=	0.1406
DFC d-abc (shared lane)	=	0.1700

CRITICAL DFC = 0.57

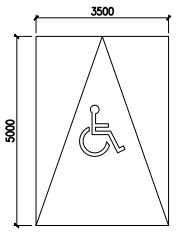
Appendix C

Car Park Layout Plan

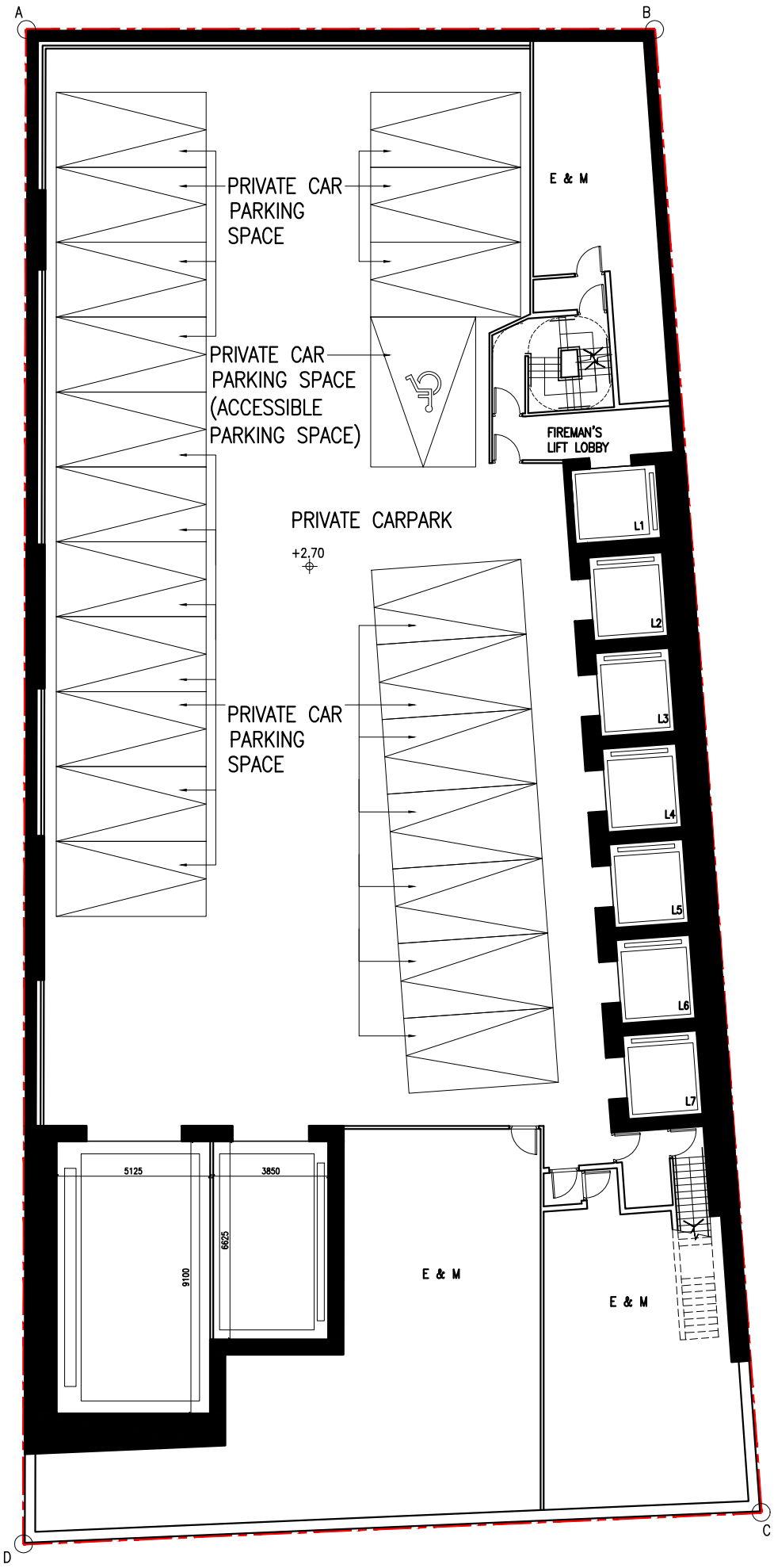
LEGEND:



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

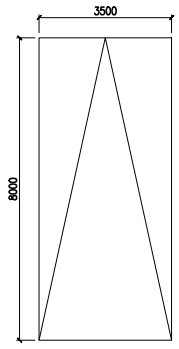
N

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

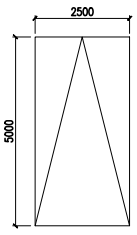
DRAWING / 圖名
B2 FLOOR PLAN

DRAWING NUMBER / 圖號
SK-02

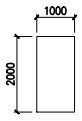
LEGEND:



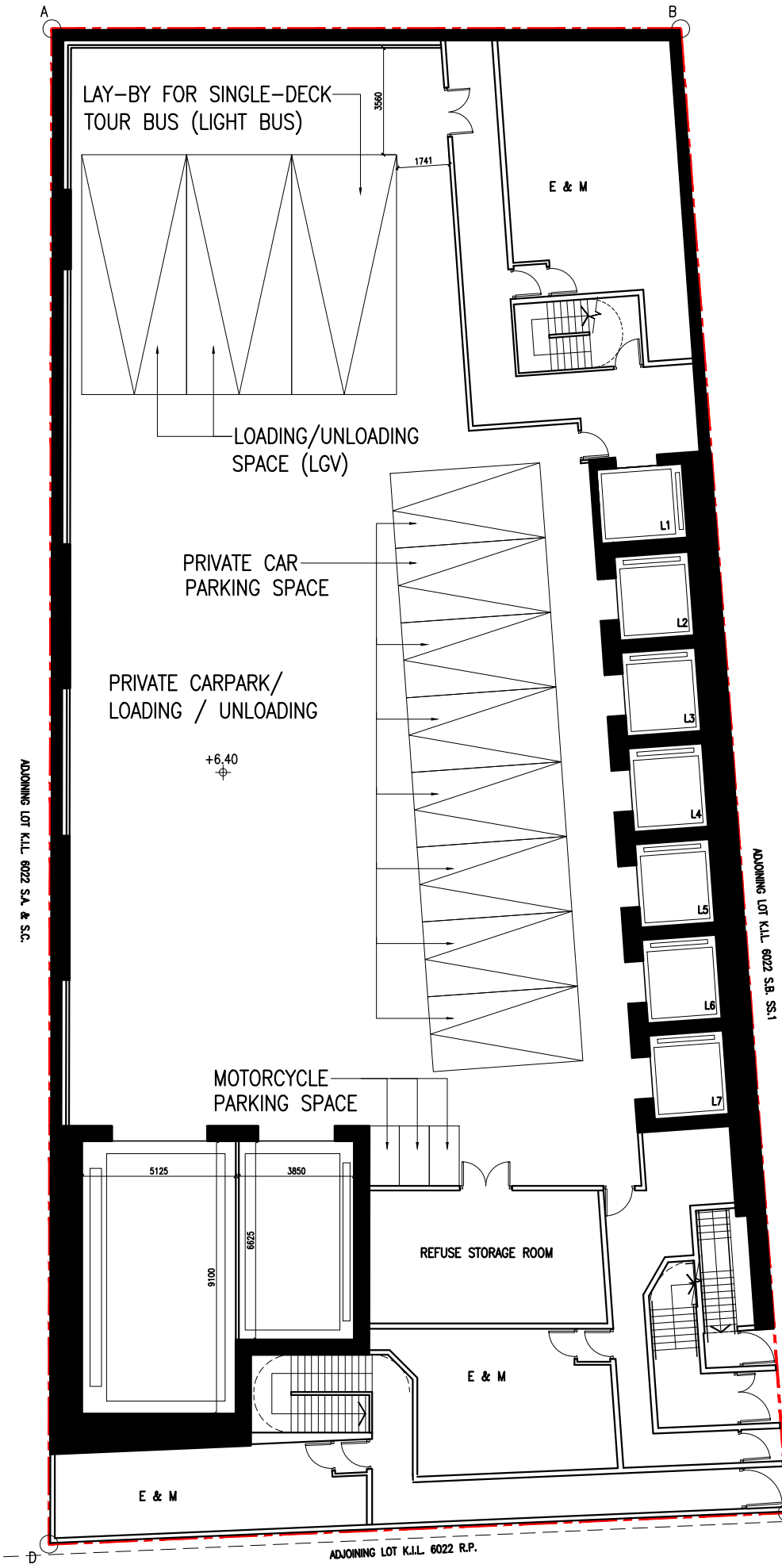
LOADING/UNLOADING SPACE (LGV) / LAY-BY FOR SINGLE-DECK TOUR BUS (LIGHT BUS)



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

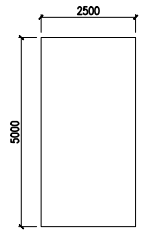
N

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

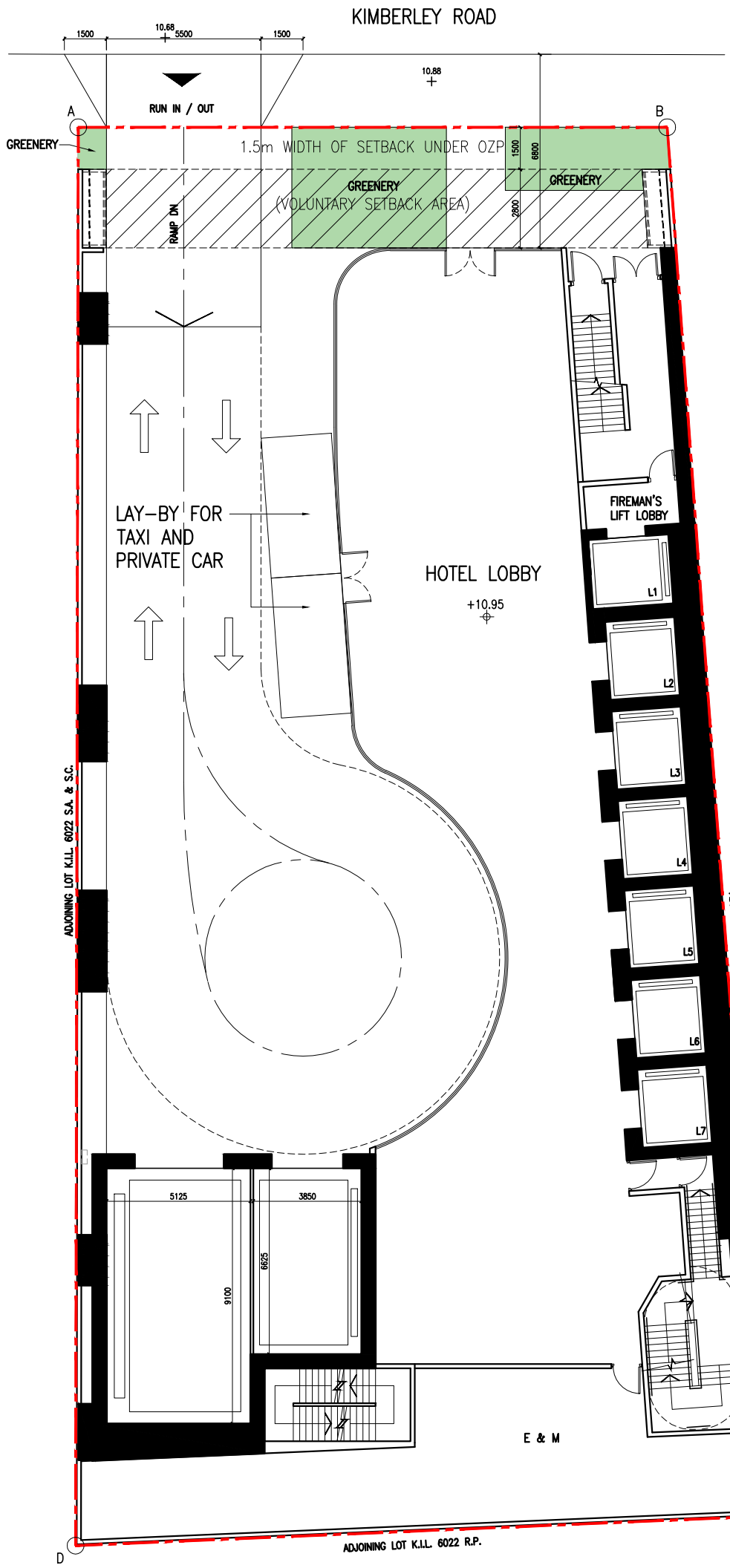
DRAWING / 圖名
B1 FLOOR PLAN

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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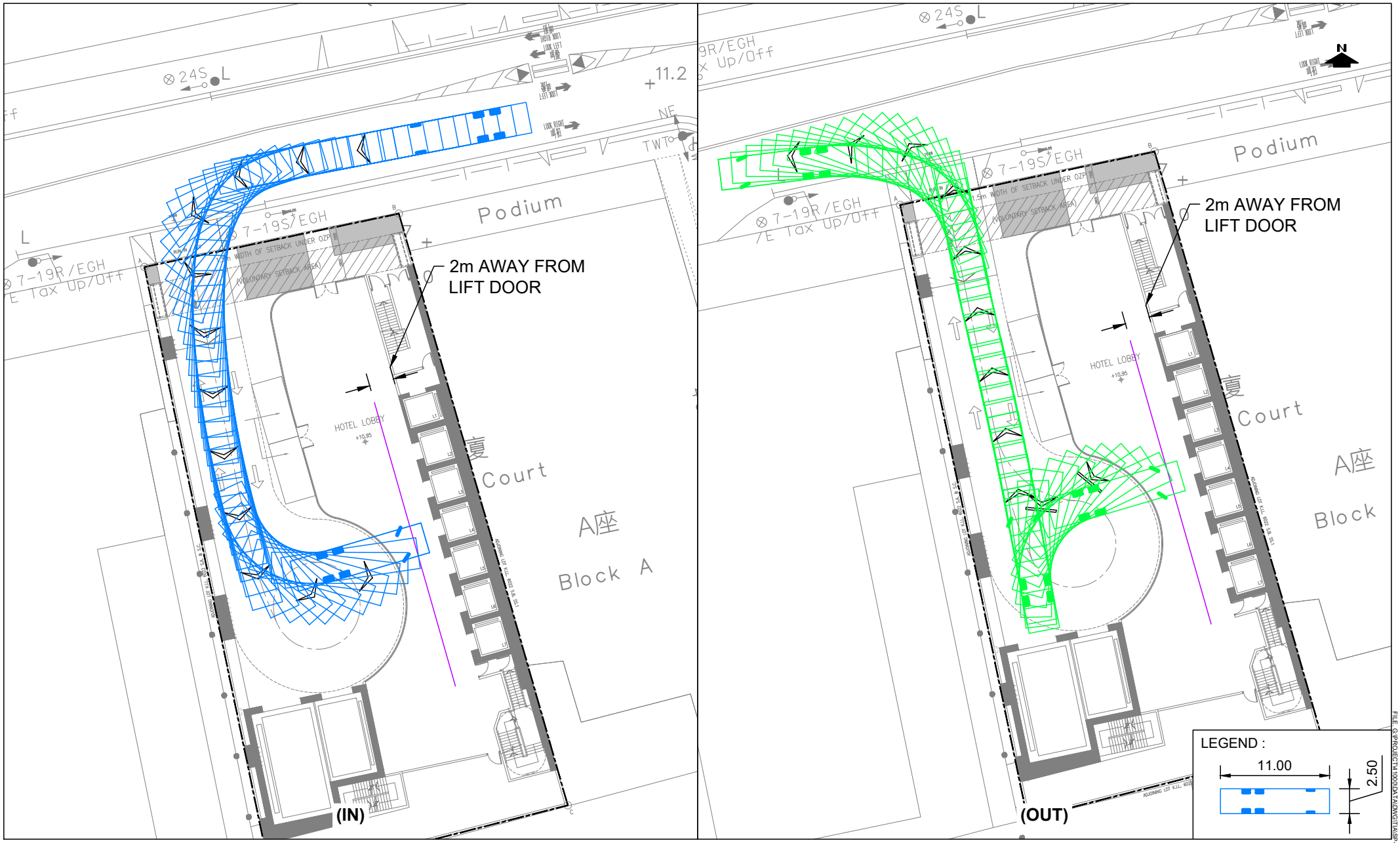
DRAWING / 圖名
GROUND FLOOR PLAN

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)

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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

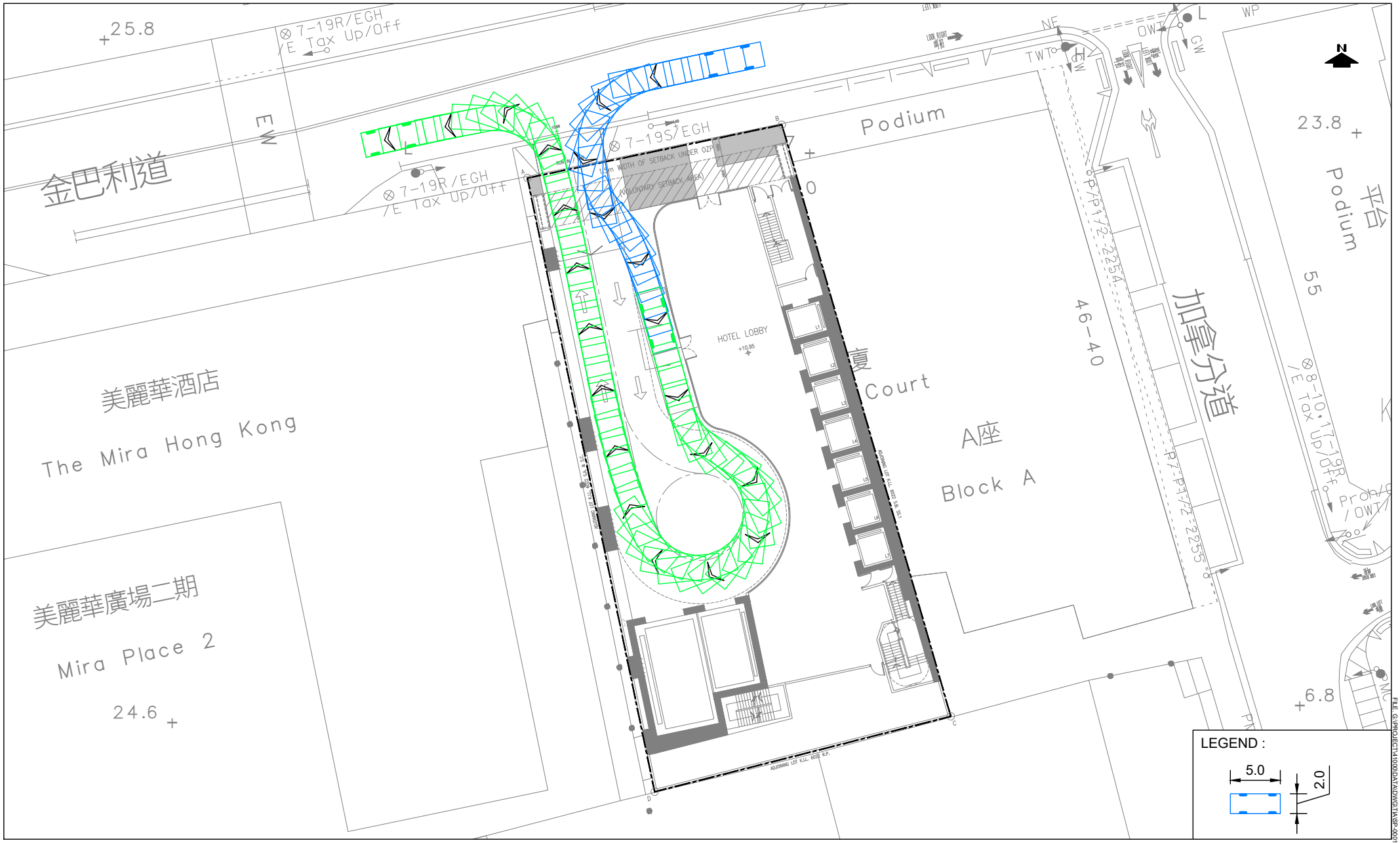
Sum of P(x<=n) = 0.5584 + 0.3165 + 0.0897 + 0.0254 = = 0.9900

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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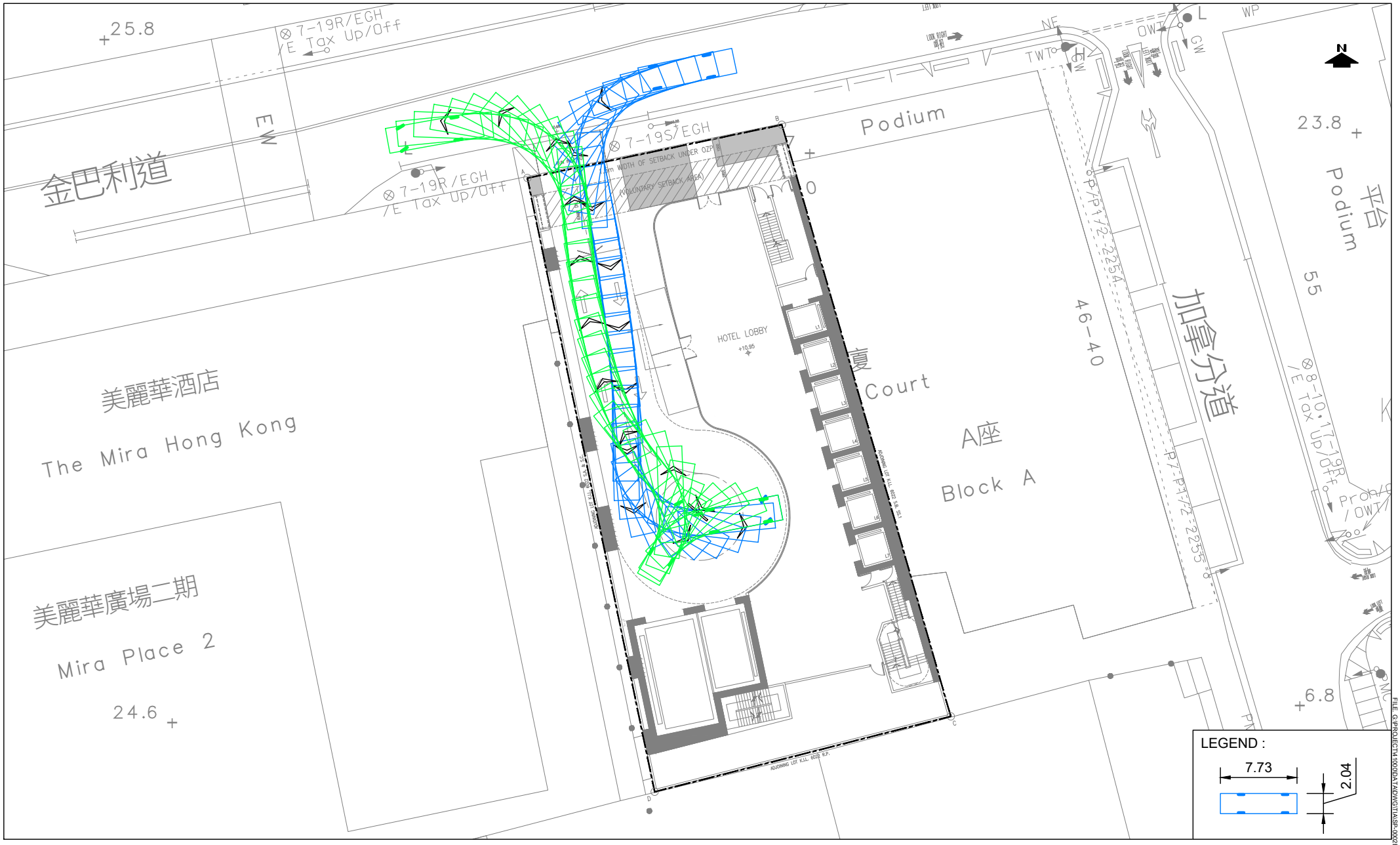

SWEPT PATH ANALYSIS - 28 SEATERS (G/F) (2 OF 2)

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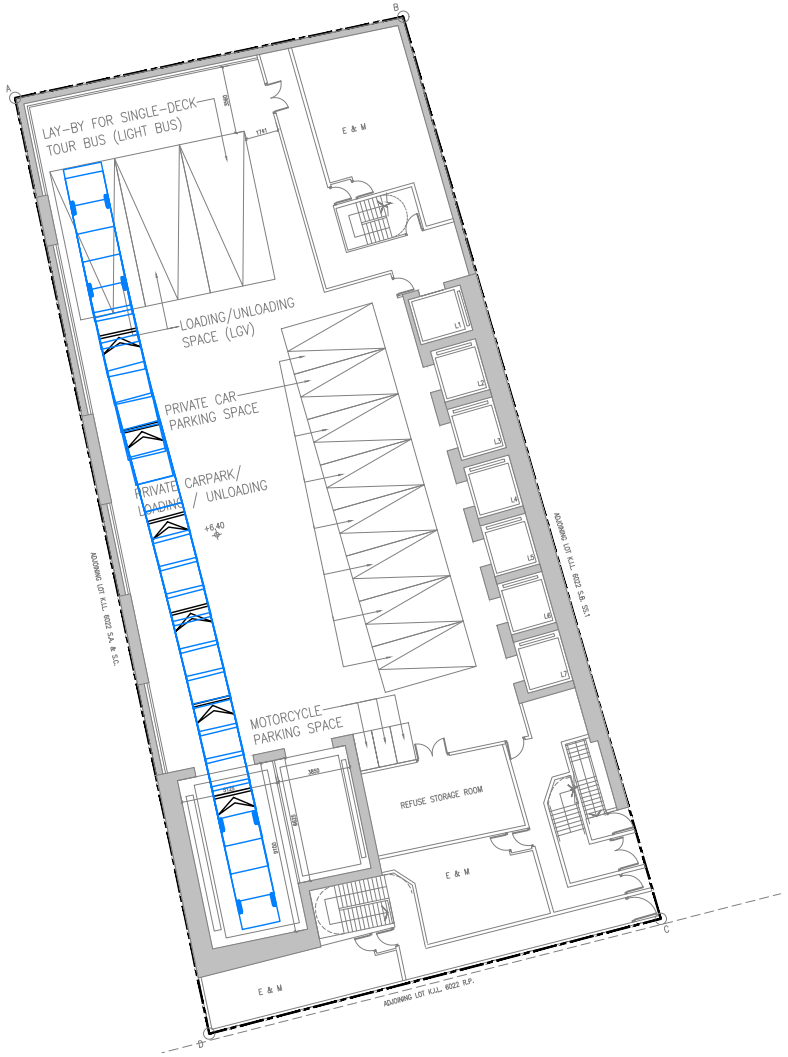

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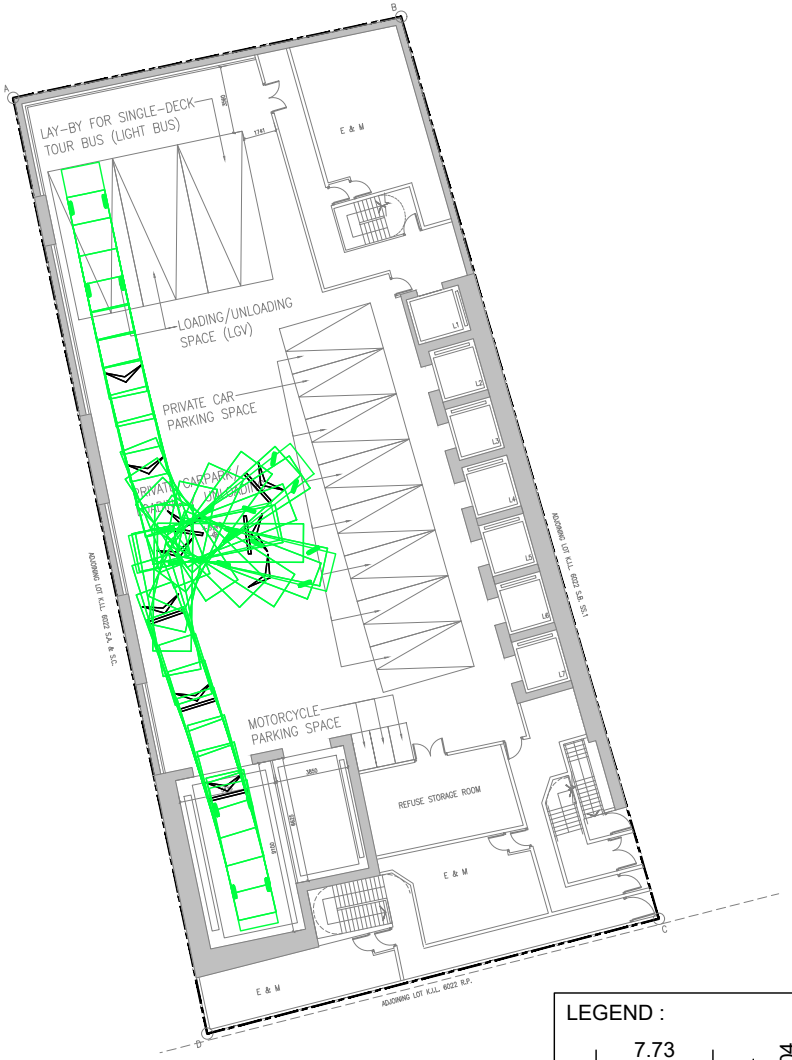

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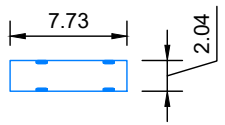

SWEPT PATH ANALYSIS - 28 SEATERS (B1/F)

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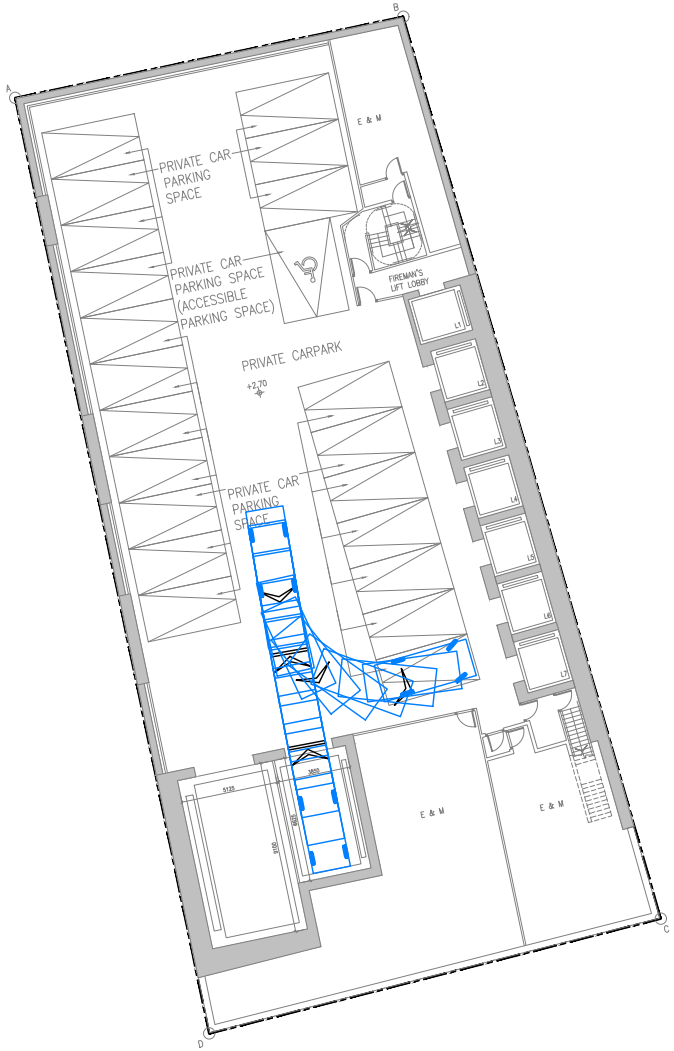

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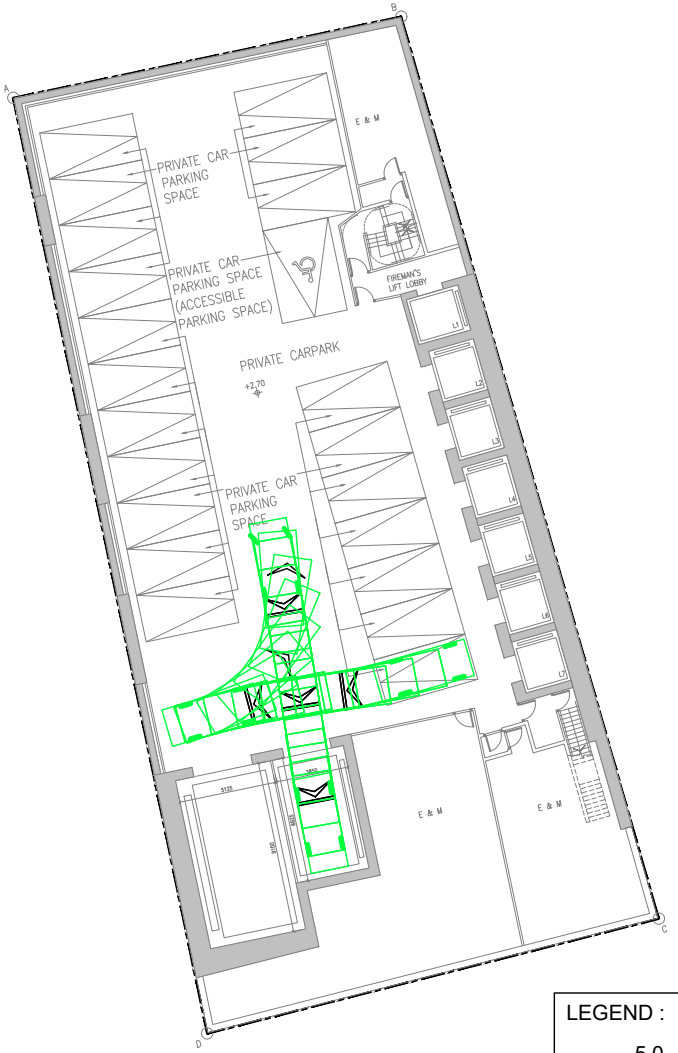

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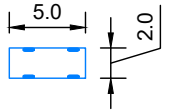

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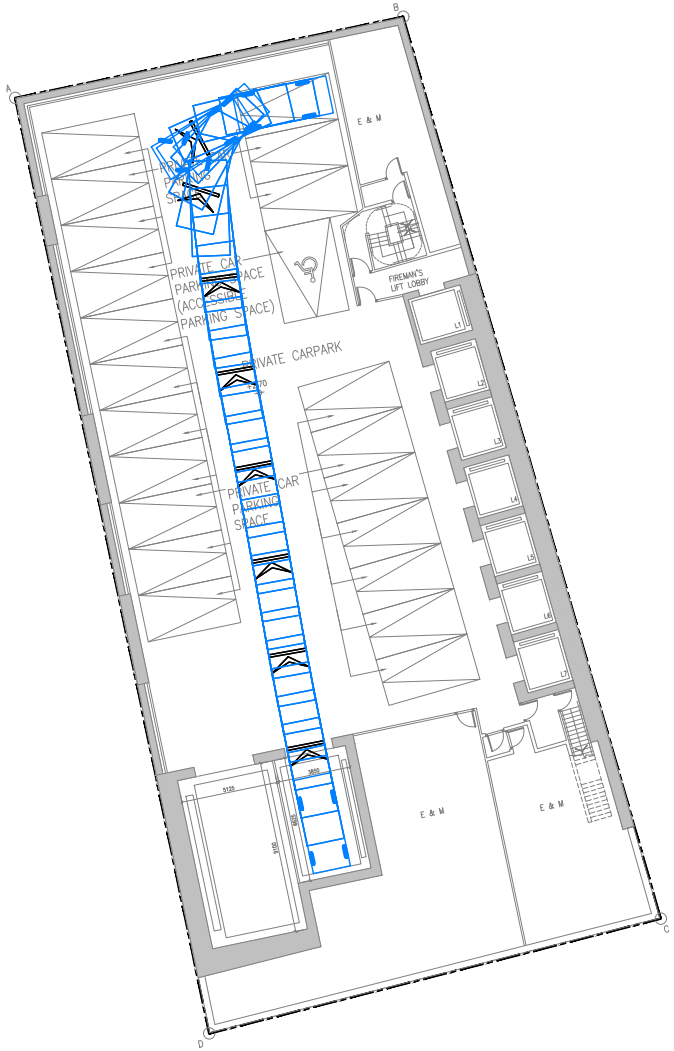

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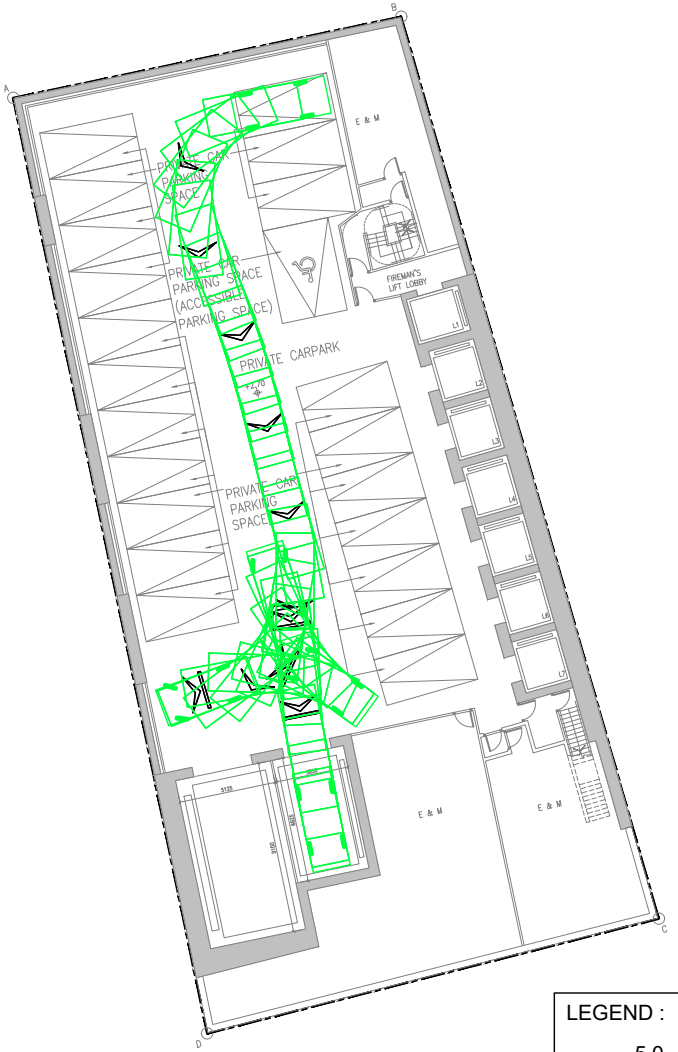

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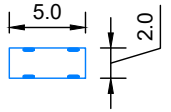

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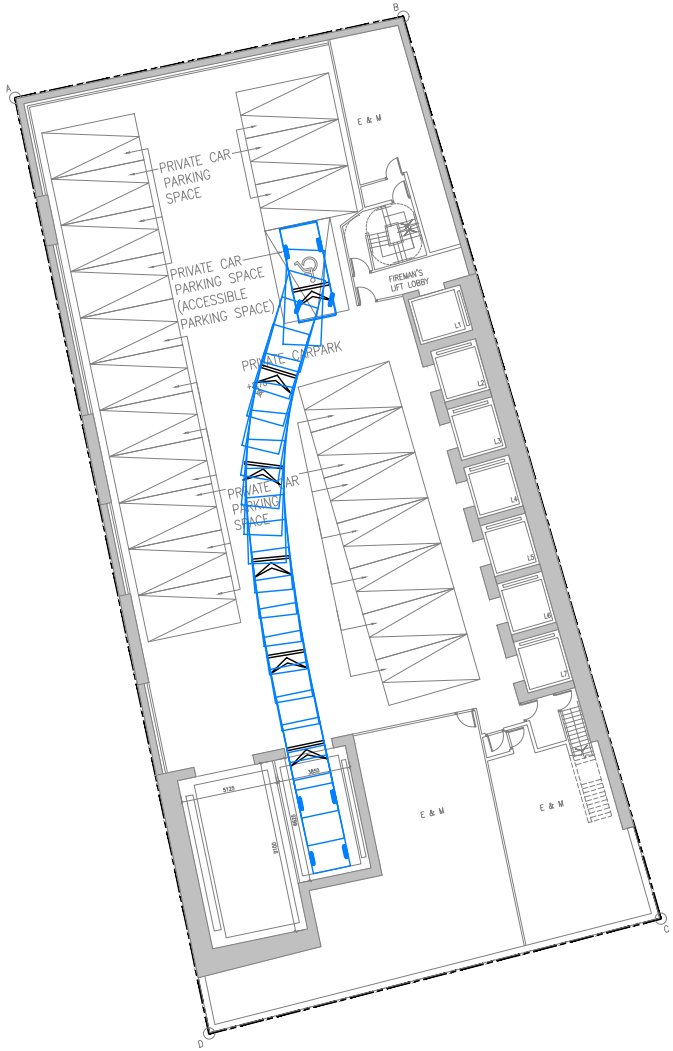

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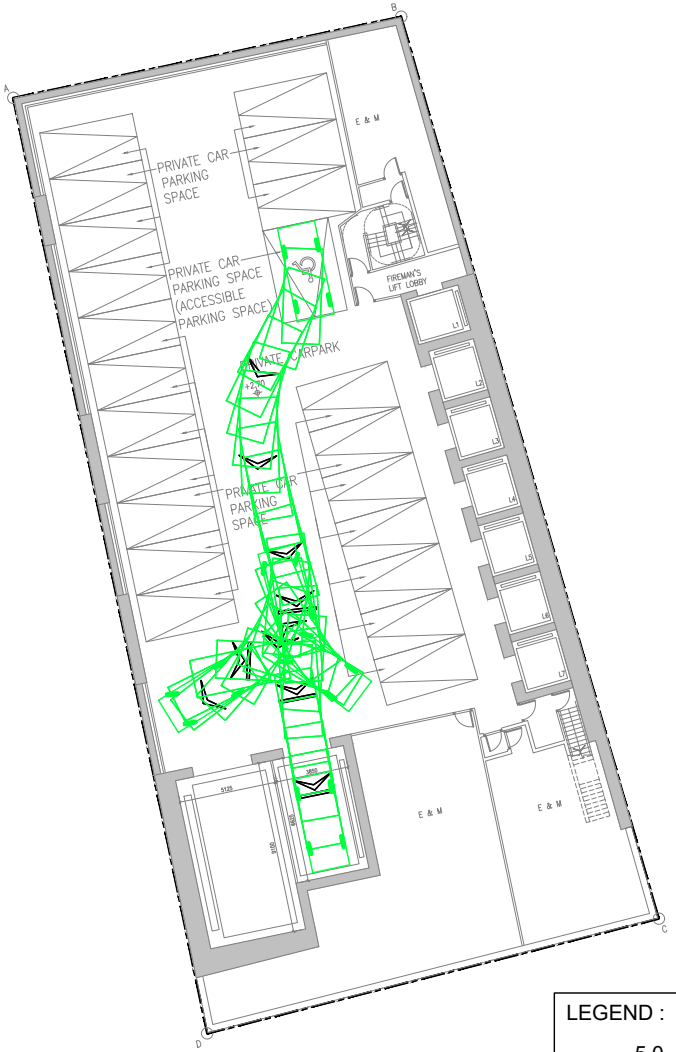

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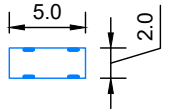

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Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberley Road, Tsim Sha Tsui, Kowloon

Visual Impact Assessment

29th December 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
A	20251204	Jackson Zhou	Fiona Yu	Chris Foot	Draft to Client
B	20251205	Jackson Zhou	Fiona Yu	Chris Foot	Draft to Client
C	20251208	Jackson Zhou	Fiona Yu	Chris Foot	Final to Client
D	20251229	Jackson Zhou	Fiona Yu	Chris Foot	Final 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 main street level is +10.845 mPD and there will be a set-back of 4.3m 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. 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 open sky and 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**: 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 Kowloon Park Swimming Pool (VP 05); and
- **Vantage Point 06**: View looking south east from Nathan Road (at j/o Austin Road) (VP 06).

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 increase in BH 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 the following:

- Adoption of an innovative architectural design which responds to the character of the adjacent development to ensure visual compatibility. These might include a visually distinctive façade design with textures, materials, and colours that complement the character of Kimberley Road and Tsim Sha Tsui and street-level articulation with architectural features to create an inviting pedestrian environment.
- Incorporation of greenery (planters) on the south facing façade (6/F and 8/F) and the west facing façade (9/F, 11/F and 16/F).
- Creation of a 4.3m setback from the Application Site boundary facing Kimberley Road with a 2.8m wide canopy to provide a more spacious and protected pedestrian environment and maximise the area of visible greenery at pedestrian level. The perspective (**Figure 3.1** refers) shows the design intent for the setback area.

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 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 (+ 61mPD) with Mira Place 2 (+ 60.7 mPD). 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 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
While views of the lower portion of the Proposed Development would be blocked by the medium-rise building in the front, the upper portion would be apparent from this location particularly in terms of the scale, disposition and orientation. Notwithstanding, given the close proximity of this VP, the OZP Compliant Scheme at +110 mPD will appear to a have similar scale to the proposed development. As such, the proposed development is considered not incompatible with the surrounding medium and high-rise developments as compared with the OZP-compliant scheme.

7.7 *Visual Obstruction*: No additional blockage. Given its proximity to the location of public viewers, the Proposed Development would not induce additional blockage of the existing view as compared with the OZP Compliant Scheme.

7.8 *Effect on Public Viewers*: Negligible
The existing view is largely contained within the corridor formed by the medium and high-rise development lining Kimberley Road and to the south Carnarvon Road. Given the similar scale of the Proposed Scheme and OZP-compliant Scheme as viewed from this VP, there would be a negligible visual impact to the public viewers at street level surrounding by clusters of medium to high-rise buildings in the urban area.

7.9 *Effect on Visual Resources*: Negligible
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. As compared with OZP-compliant Scheme, the Proposed Development would not induce additional loss of sky view and roadside vegetation. As such the impact on visual resources arising from the Proposed Development (and the OZP Compliant Scheme) is considered to be negligible.

7.10 *Overall visual Impact*: Negligible
The existing urban context is one of medium and high-rise developments creating a corridor along Kimberley and Carnarvon Roads with existing development such as The ONE at +160.4 mPD. In this view the scale of both the OZP Compliant and Proposed Developments are similar. No additional blockage to the sky view will be induced. There would be negligible visual impact to the public viewers at street level surrounding by clusters of medium to high-rise buildings in the urban context. 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 would be negligible as compared with the OZP-compliant Scheme.

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 Proposed Development will be obscured by the existing high and medium-rise development and the mature tree growth at the edge of the open space and so the visual composition of the VP will not be affected.

7.14 *Visual Obstruction*: No Blockage
Given the screening effect of the existing 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 owing to the screening effect of the existing development and mature tree growth.

7.17 *Overall Visual Impact*: Negligible
Given the screening effect of the existing development and mature tree growth the Proposed Development 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: Viewing looking north east from Central Pier No. 7 (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 (+160.4 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.

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 occasional. The view is iconic with the Kowloon Hills forming the backdrop and existing low to high-rise development in the middle ground. The view of Victoria Harbour and Kowloon is important and the sensitivity is high. The degree of visibility towards the Application Site obscured by existing development. There are alternative views to the east and west.

7.20 *Visual Composition*: Not apparent
The visual composition of this VP would not be apparent owing to the screening effect of The ONE development (+160.4 mPD) located to the south west of the Application Site and ISquare (+134.4 mPD).

7.21 *Visual Obstruction*: Negligible
Owing to the viewing distance and the relative scale of the existing development the Proposed Development (+140 mPD) and the OZP Compliant Scheme would not be visible from this location.

7.22 *Effect on Public Viewers*: Negligible
Given the screening effect of the existing high-rise development the Proposed Development and OZP Compliant Scheme would not be visible from this location.

7.23 *Effect on Visual Resources*: Negligible
There will be a negligible impact on the visual resources from this location with views of the Proposed Development being 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.

7.24 *Overall Visual Impact*: Negligible
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 mountain backdrop formed by the Kowloon Hils and a very limited impact on visual resources owing to the loss of sky view above the Application Site.

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 formed 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 (+160.4 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. 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
Views of the lower portion of the Proposed Development and OZP Compliant Scheme will be obscured by the existing mature trees in the foreground and Mira Place 1. Given the increase in building height, the upper portion of the Proposed Development would appear more apparent from this VP in the middle ground as compared with the OZP Compliant Scheme. Nevertheless, it would generally blend in the existing urban context surrounded by medium to high-rise buildings such as The ONE. The Proposed Development (and the OZP Compliant Scheme) is considered to be compatible with the developmental context.

7.28 *Visual Obstruction*: Partial blockage of view
Due to the screening effect of Mira Place 1 and the mature trees in the foreground, only the upper portion of the Proposed Development and OZP Compliant Scheme would be visible. The increase in the BH for the Proposed Development would result in an additional blockage of the open sky view as compared with the OZP compliant scheme partially reducing the depth of view and visual permeability.

7.29 *Effect on Public Viewers*: Slight
The OZP Compliant Scheme would introduce new high-rise development into the urban landscape available to this VP amongst a cluster of existing medium and high-rise developments. The Proposed Scheme represent a relatively small addition to the OZP compliant scheme and so the additional impact on public viewers will be small.

7.30 *Effect on Visual Resources*: Small
The OZP Compliant Scheme would have an effect on the visual resources visible from this VP owing to the loss of the part of the sky view above the Application Site. The proposed Scheme would lead to a relatively small additional loss of the sky view.

7.31 *Overall Visual Impact*: Slightly adverse
It is considered that the Proposed Development and the OZP Compliant Scheme are compatible with the existing urban context surrounded by existing medium to high-rise developments The OZP Compliant Scheme introduces a new high-rise development within a cluster of existing medium and high-rise development. the Proposed Scheme with its increased BH would have slight additional impact due to the additional loss of the sky view.

7.32 **Vantage Point 05: View looking south east from Kowloon Park Swimming Pool (VP 05)** (**Figures 7.12** and **7.13** refer). The view from this location on the terrace above Kowloon Park 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 in the middle ground. These developments which are visible form this location include Mira Place 1 (+ 61 mPD) and Mira Place 2 (+ 60.7 mPD), The ONE (+160.4 mPD) and beyond this The Masterpiece (+250 mPD). Views of open sky form the background.

7.33 *Sensitivity of Public Viewers:* High
The view is available to recreational users of Kowloon Park 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.

7.34 *Visual Composition*: Compatible
Given the increase in BH, the Proposed Development would appear to be more apparent as compared with the OZP Compliant Scheme in views form this location particularly in terms of the scale (height and massing). 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 Proposed Development would generally blend in and be compatible with the surrounding existing medium to high-rise developments.

7.35 *Visual Obstruction*: Partial blockage of view
As compared with the OZP Compliant Scheme, the increase in BH of the Proposed Development would result in partial blockage of sky view, reducing the depth of view and visual permeability.

7.36 *Effect on Public Viewers*: Slight
The Proposed Development would have a slight additional effect on public viewers compared with the OZP Compliant Scheme in this location owing to a combination of its similar scale relative to the adjacent high and medium-rise urban setting and the relatively short viewing distance.

7.37 *Effect on Visual Resources*: Small
The additional loss of the sky view above the Application Site compared with the OZP Compliant Scheme would lead to a small additional effect on visual resources in this location. This is due to its scale relative to its high and medium-rise urban setting rising above the existing rooflines of the developments lining Nathan Road.

7.38 *Overall Visual Impact*: Slightly adverse
Given that the OZP Compliant Scheme already introduces a new high-rise component into the urban landscape visible form this VP the Proposed Development represents a relatively small additional impact owing to the further loss of the sky view and the relatively short viewing distance and the sensitivity of the public viewers the overall visual impact will be slightly adverse. It is considered that the proposals are compatible with the existing urban context with existing high-rise developments.

7.39 **Vantage Point 06: View looking south east from Nathan Road (at j/o Austin Road) (VP 06)** (**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.

7.40 *Sensitivity of Public Viewers:* Low
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 low owing to the transient nature of public viewers, the road and the frequency of the traffic. There are alternative views to the north and south west.

7.41 *Visual Composition*: Not apparent
Views of the Proposed Development will be obscured by the existing high and medium-rise development and so the visual composition will remain unchanged.

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

7.43 *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.

7.44 *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 screening effect of the existing intervening development.

7.52 *Overall Visual Impact*: Negligible
Given the screening effect of the existing development lining Nathan Road, the Proposed Development 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 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 +160.4 mPD. The innovative architectural design responds to the character of the adjacent development to ensure visual compatibility. There will also be 4.3m setback from the Application Site boundary facing Kimberley Road to provide a more spacious pedestrian environment. A 2.8m wide canopy will be provided above the setback.

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 existing development and mature vegetation.

8.6 The OZP Compliant Scheme would lead to the introduction of a new high-rise development within a cluster of similarly sized high-rise developments and this represents the baseline for comparison with the Proposed Scheme. This assessment looks to the difference between this baseline and the Proposed Scheme with the minor relaxation for the BHR. Based on this comparison the visual impact assessment the Proposed Development would result in potential visual impacts ranging from negligible to slightly adverse.

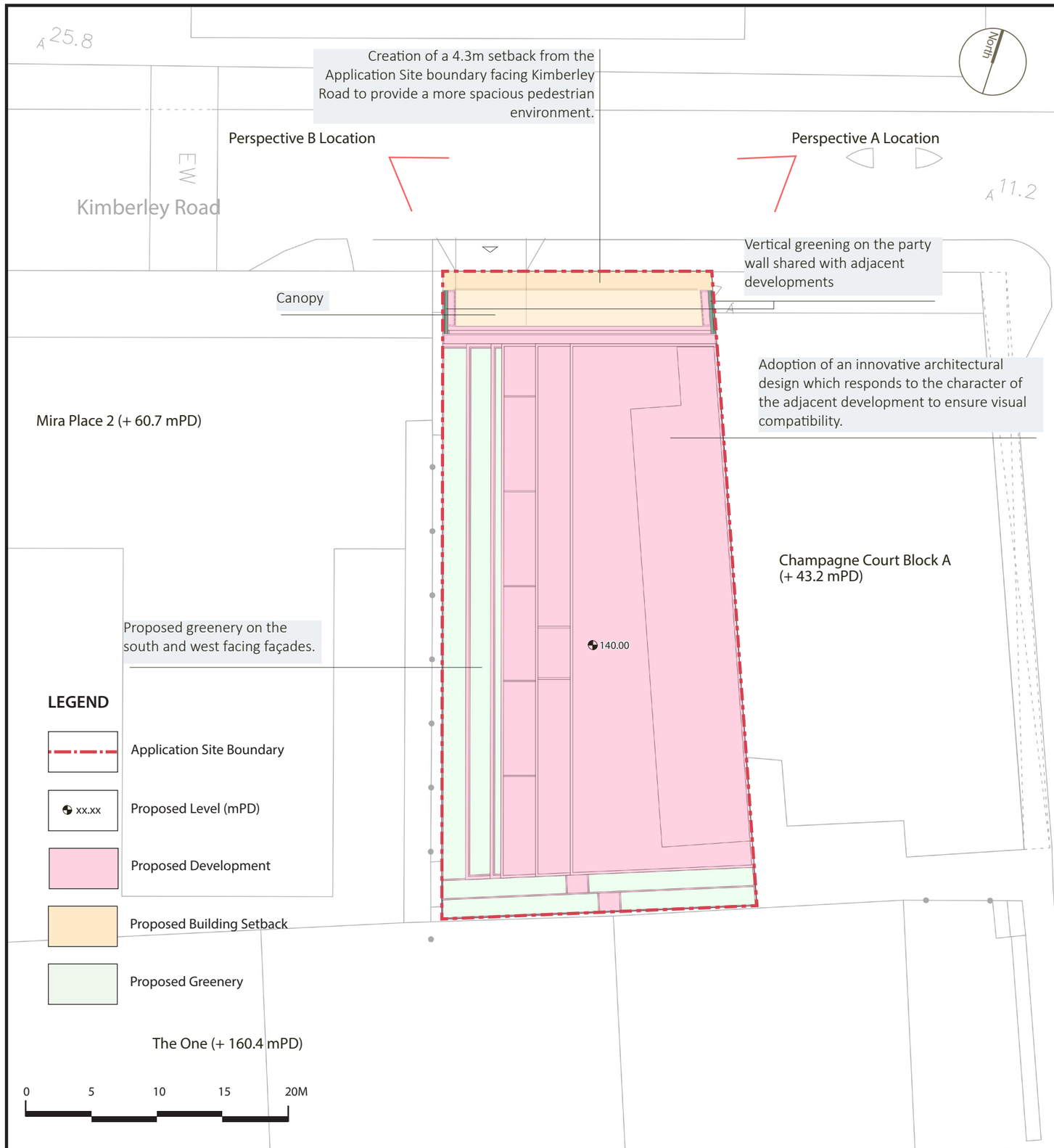
8.7 For the most part the visual impacts arising from the Proposed Development are negligible owing to the viewing distances and the screening effect of the existing urban context. Two of the vantage points from Kowloon Park (VP 04: View looking east from Kowloon Park and VP 05: View looking southeast from Kowloon Park Swimming Pool) will be subject to predicted visual impacts of slightly adverse due to the additional blockage of sky view as compared with the OZP Compliant Scheme. However, the Proposed Development would generally blend in with the surrounding existing medium to high-rise developments. **Table 8.1** below provides summary of the visual impact assessment ratings.

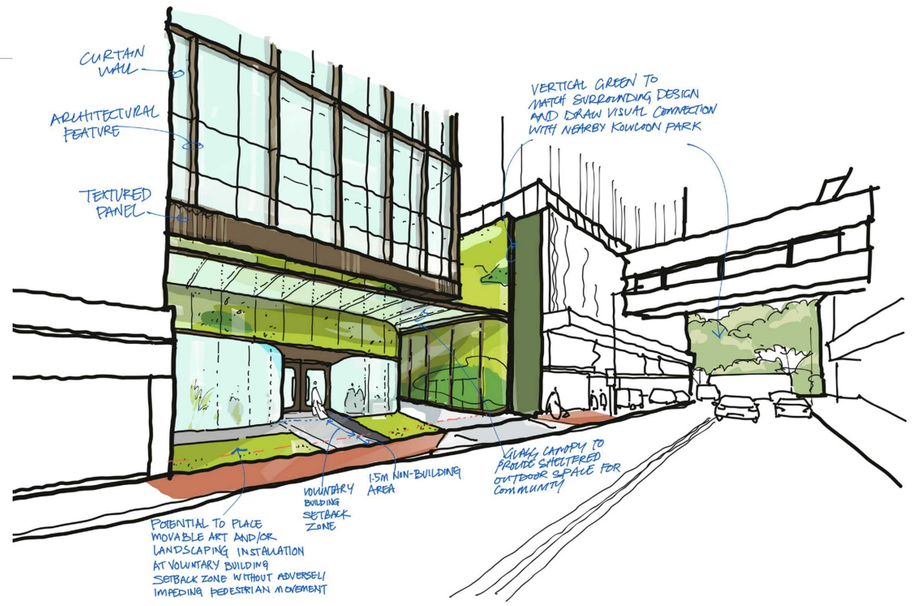
Table 8.1 Summary of Visual Impact Assessment Ratings

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	No additional blockage	Negligible	Negligible	Negligible
VP 02: View looking north west from Signal Hill Garden	High	Not apparent	No Blockage	Negligible	Negligible	Negligible
VP 03: Viewing looking north east from Central Pier No. 7	High	Not apparent	Negligible	Negligible	Negligible	Negligible
VP 04: View looking east from Kowloon Park	High	Compatible	Partial Blockage of View	Small	Small	Slightly Adverse
VP 05: View looking southeast from Kowloon Park Swimming Pool	High	Compatible	Partial Blockage of View	Small	Small	Slightly Adverse
VP 06: View looking south east from Nathan Road (at j/o Austin Road)	Low	Not apparent	No Blockage	Negligible	Negligible	Negligible

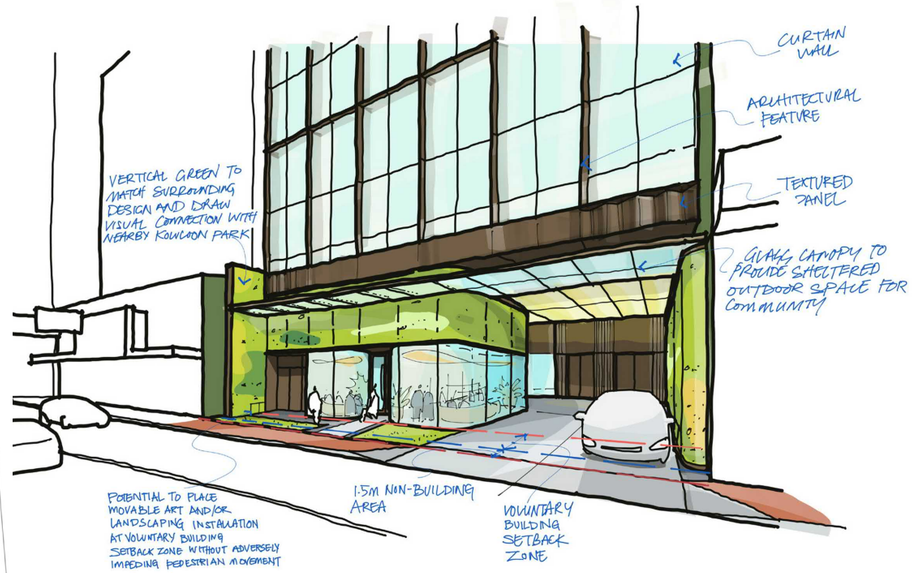
8.8 Despite the increase in BH compared with the OZP Compliant Scheme the Proposed Development would result in additional blockage on sky views for some VPs, however the Proposed Development would generally blend in and be compatible with the surrounding existing medium to high-rise developments.

Visual Impact Assessment Figures





Perspective A looking west along Kimberley Road



Perspective B looking east along Kimberley Road

Perspective A and B show the design approach for the 4.3m wide ground floor setback including the 2.8m wide canopy. The design creates a spacious pedestrian environment while maximizing the area of visible greenery at the pedestrian level.

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
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 3.1	REV	B

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Facsimile: 3016 2422
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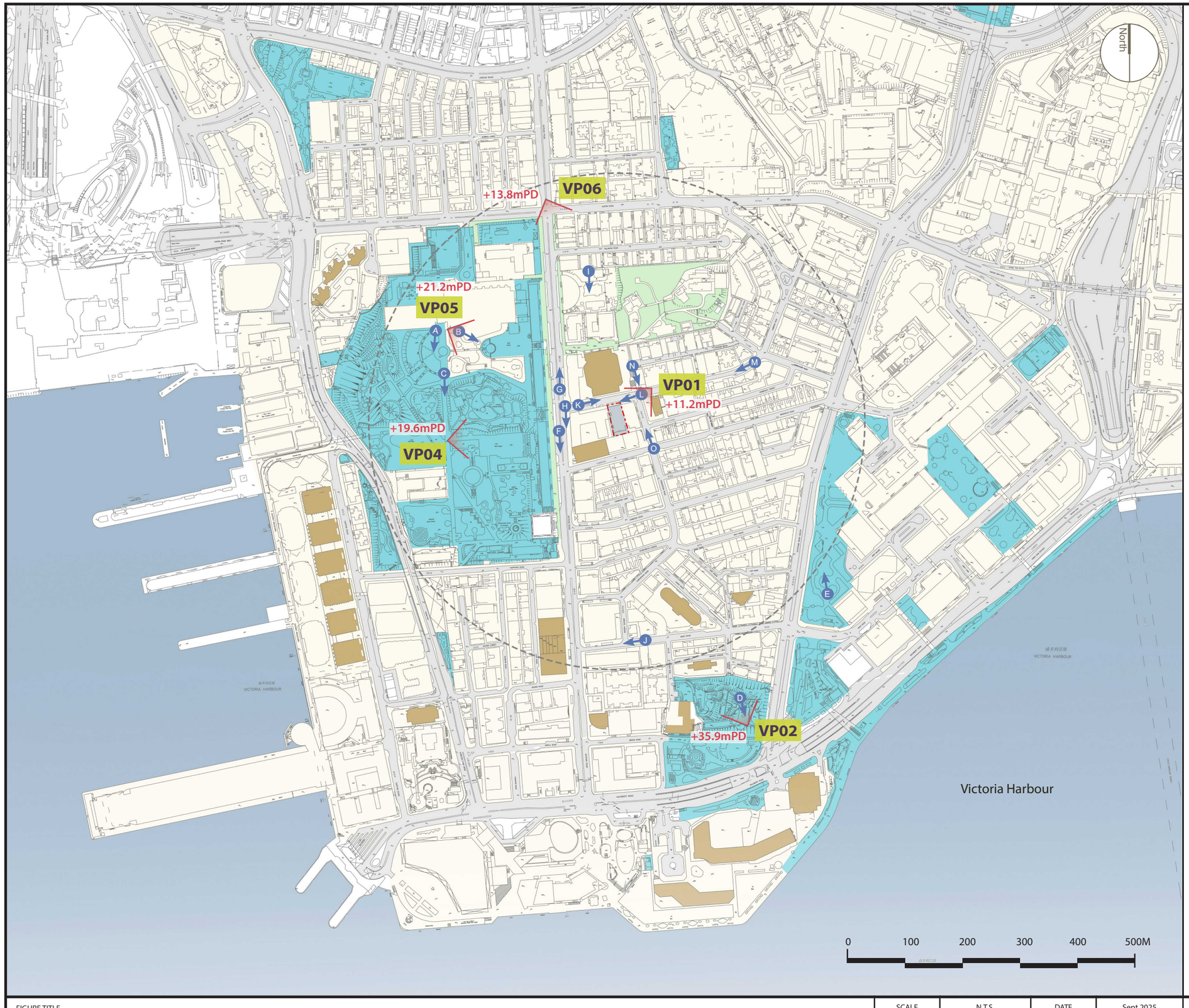

LEGEND

- 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 Kowloon Park Swimming Pool (VP05)

Vantage Point 06: View looking south east from Nathan Road (at j/o Austin Road) (VP06)

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
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 4.1	REV	A

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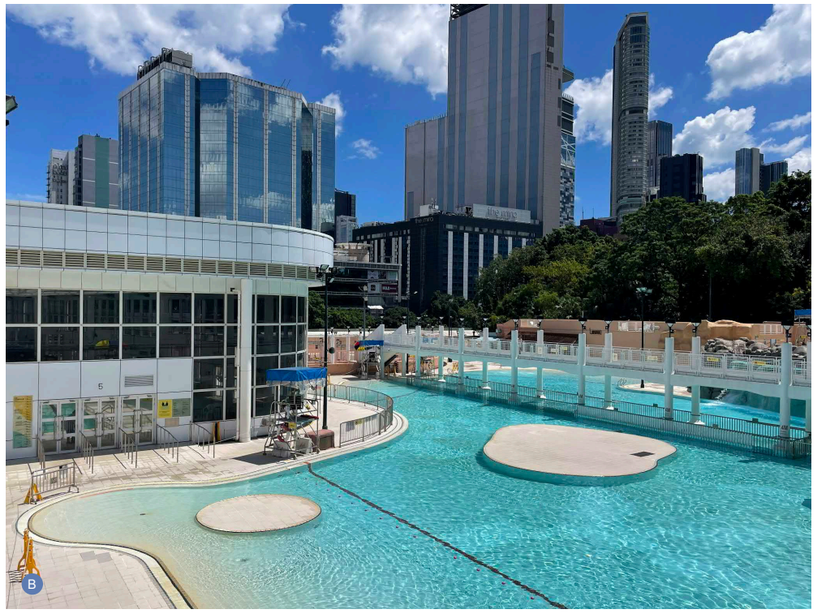
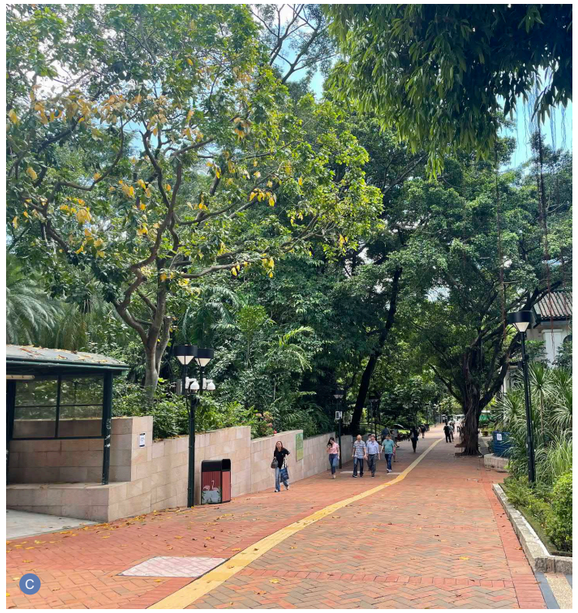
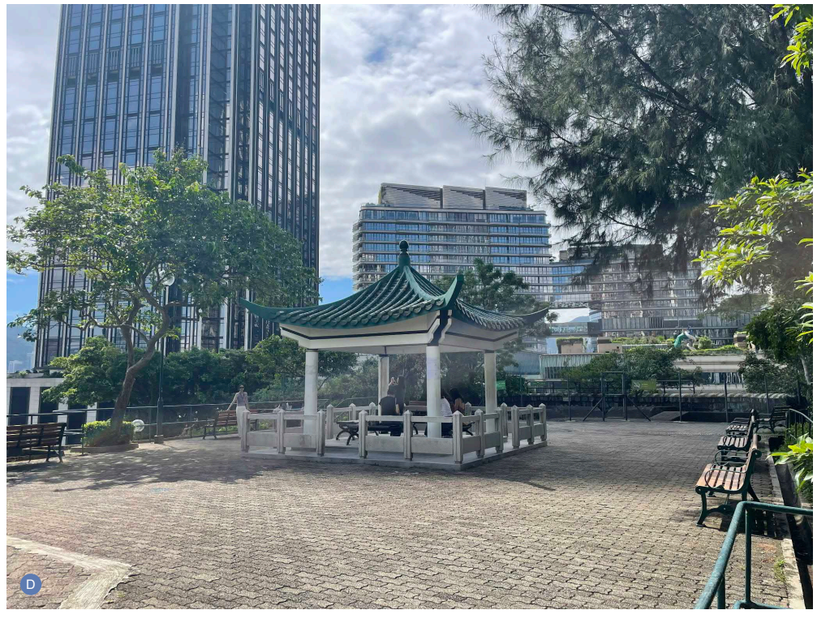
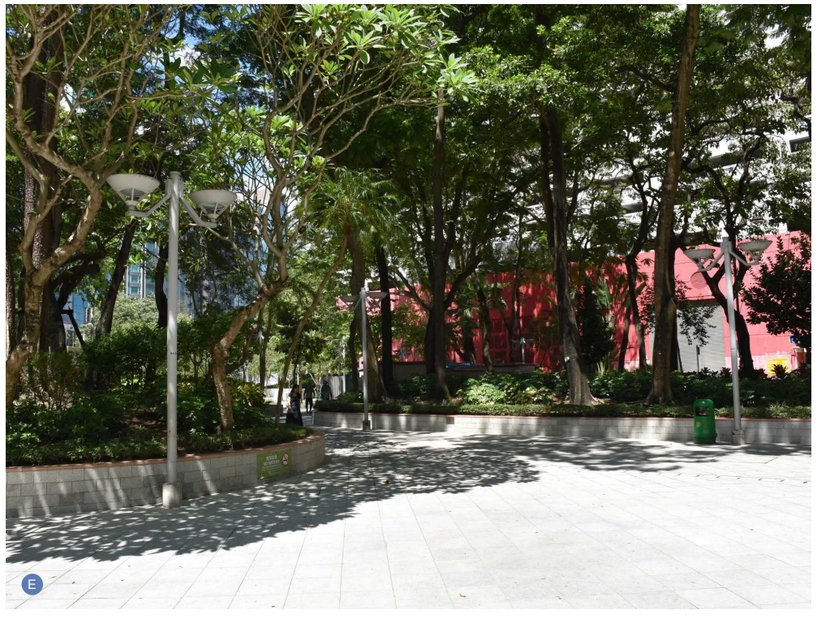


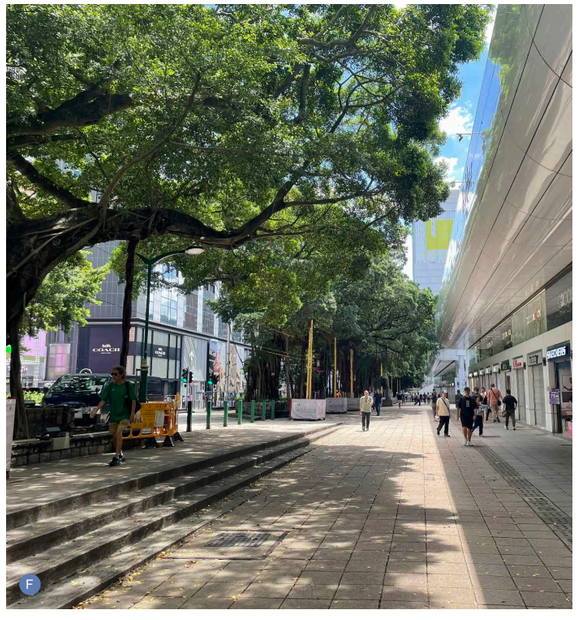


A to C Visual attractors which shape the visual outlook and amenity of the area such as the treed landscapes of Kowloon Park

A to B show the open sky above the Application Site.







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

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
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 4.2	REV	A

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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
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 4.3	REV	-

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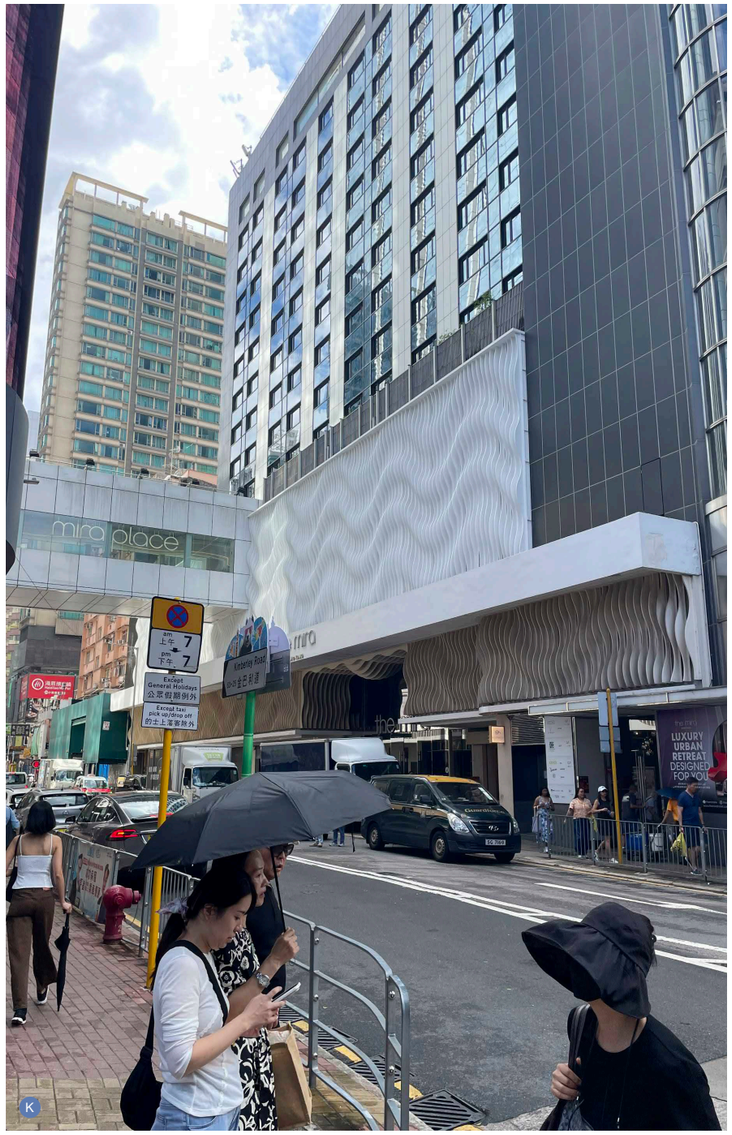
Website: scenic@studioscenic.com

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

K shows the open sky above the Application Site.

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
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 4.4	REV	A

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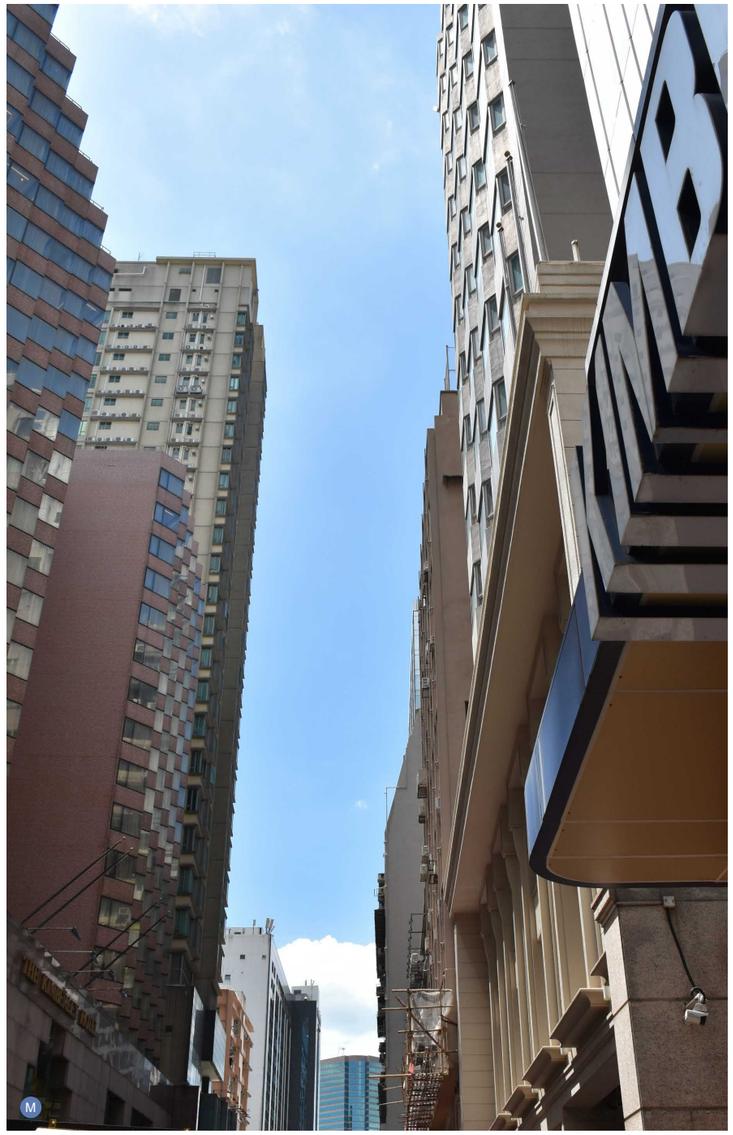

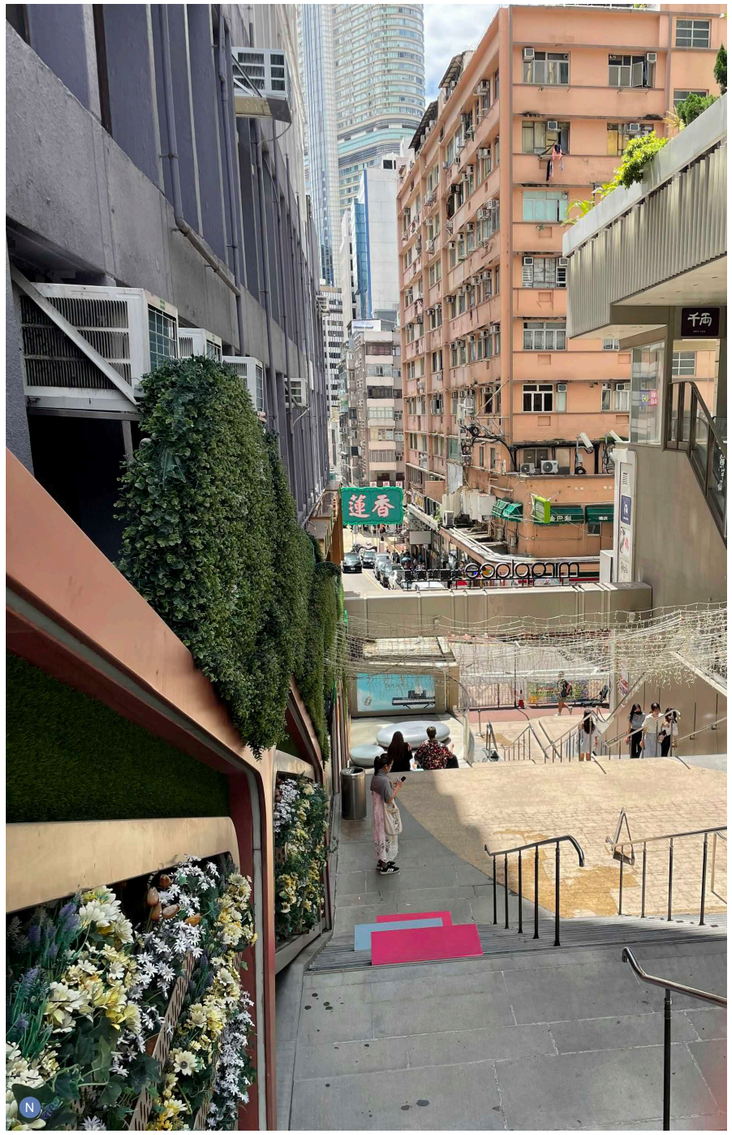

M to O The degree of visibility and has been described above this is largely controlled by visual obstacles immediately adjacent to the Application Site boundary. For instance, apart from locations within Kimberley Road, views from are largely obscured by the dense high and medium-rise residential and 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
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 4.5	REV	-

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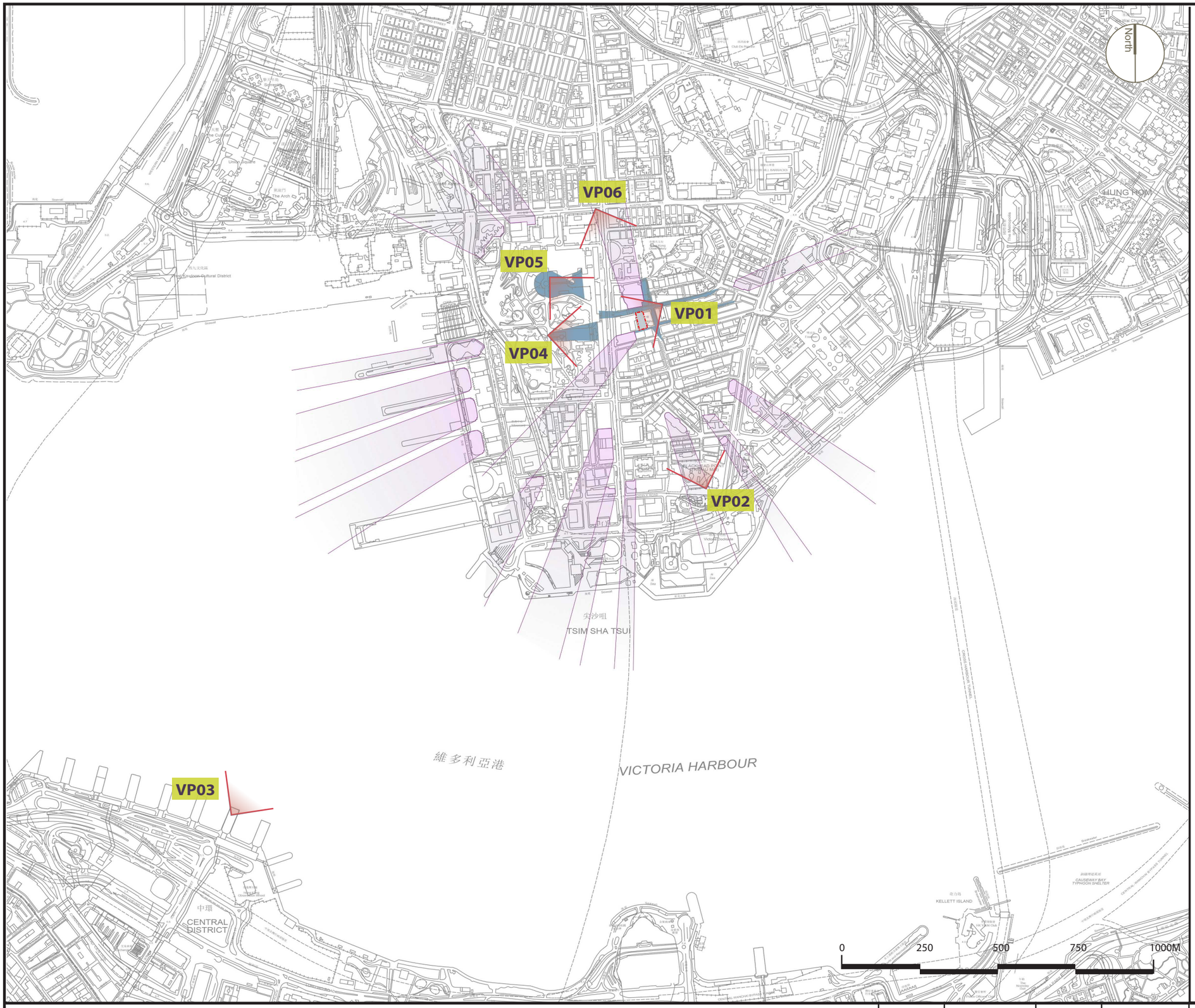

LEGEND

- 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 Kowloon Park Swimming Pool (VP05)

Vantage Point 06: View looking south east from Nathan Road (at j/o Austin Road) (VP06)

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
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 4.6	REV	A

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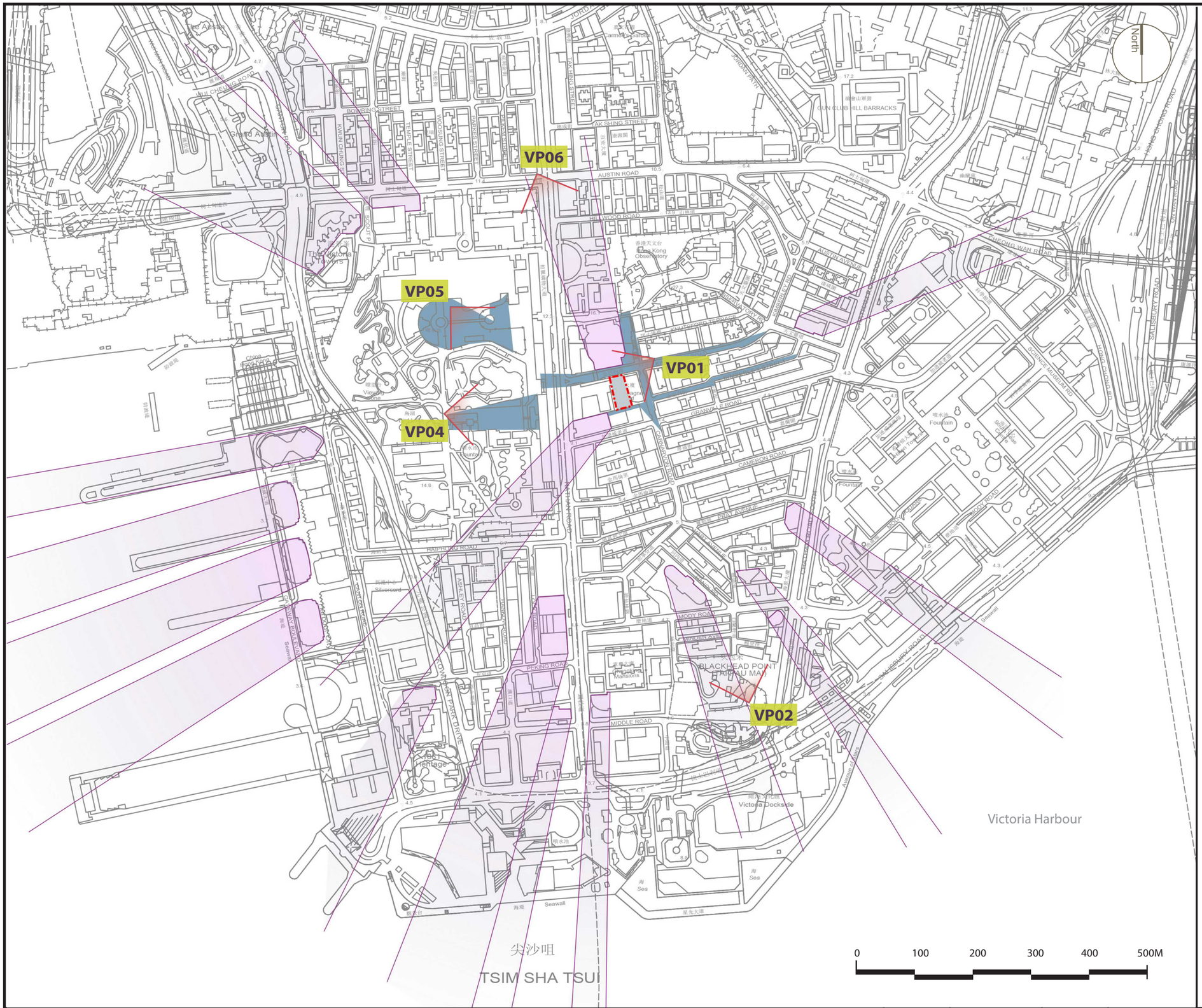

Vantage Points

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 Kowloon Park Swimming Pool (VP05)

Vantage Point 06: View looking south east from Nathan Road (at j/o Austin Road) (VP06)

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
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 4.7	REV	A

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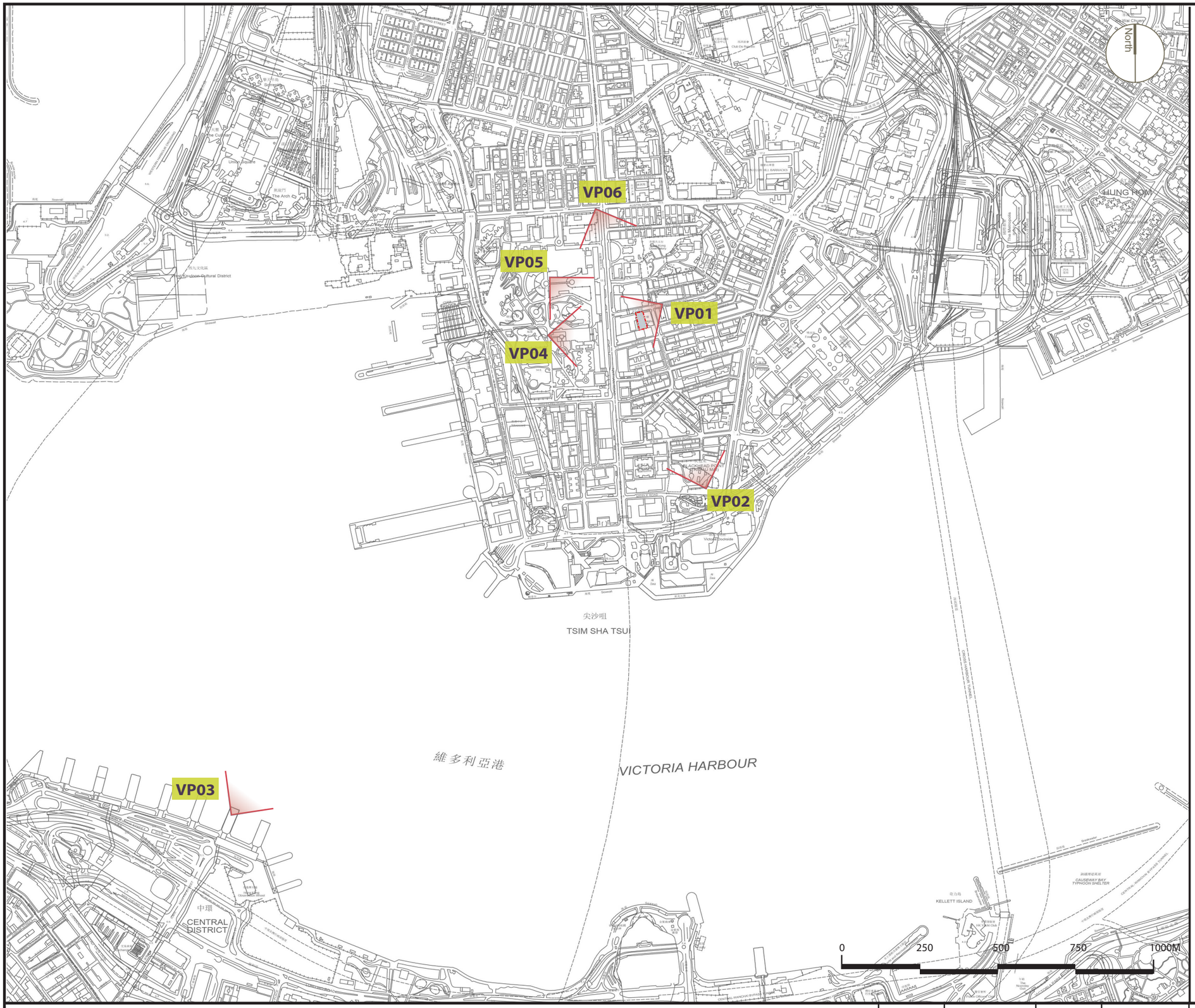

LEGEND

- 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 Kowloon Park Swimming Pool (VP05)

Vantage Point 06: View looking south east from Nathan Road (at j/o Austin Road) (VP06)

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

SCALE	N.T.S.	DATE	Sept 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 7.1	REV	A

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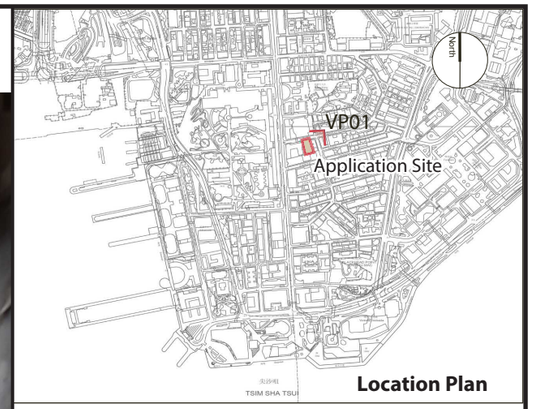
Vantage Point 01: View looking south west from the j/o of Kimberley Road and Carnarvon Road (Existing Situation)



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
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 7.2	REV	A

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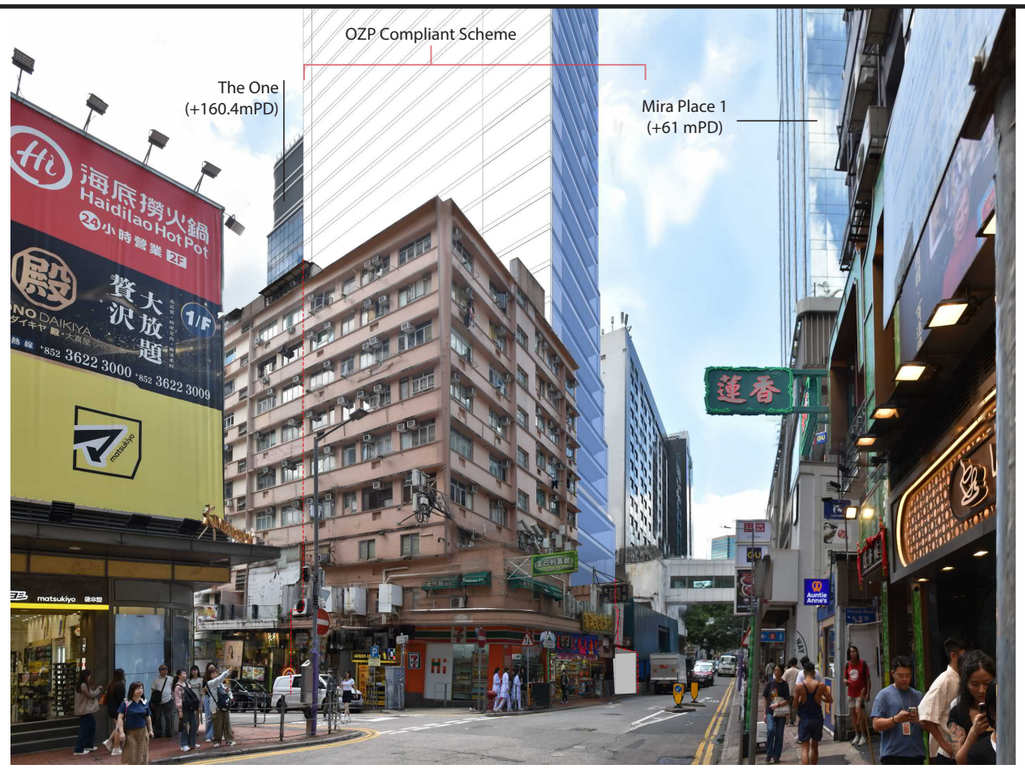
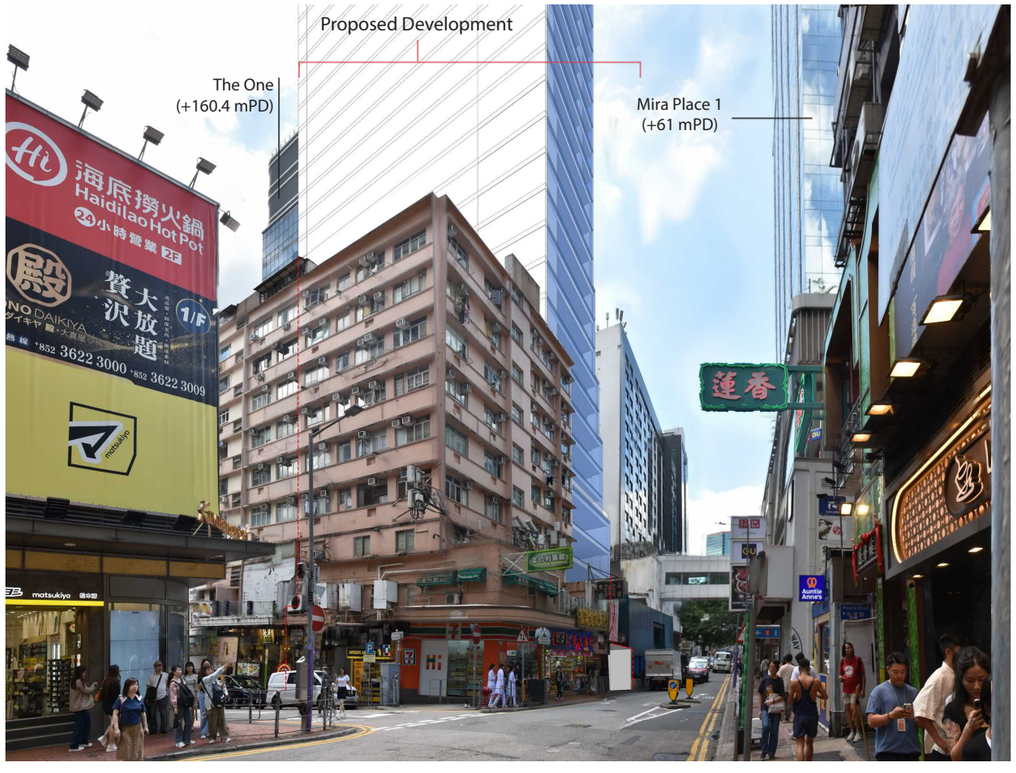
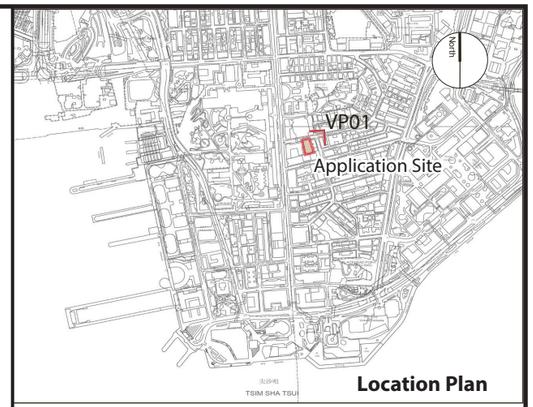


Vantage Point 01: View looking south west from the j/o of Kimberley Road and Carnarvon Road (OZP Compliant Scheme)



Vantage Point 01: View looking south west from the j/o of Kimberley Road and Carnarvon Road (Proposed Development)
(ground floor view refers to Figure 3.1)



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
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 7.3	REV	B

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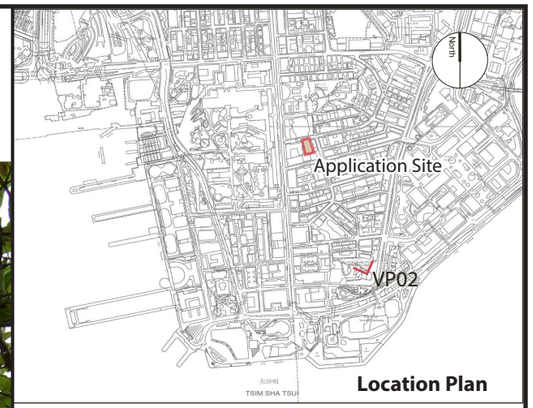
Vantage Point 02: View looking north west from Signal Hill Garden (Existing Situation)



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	-

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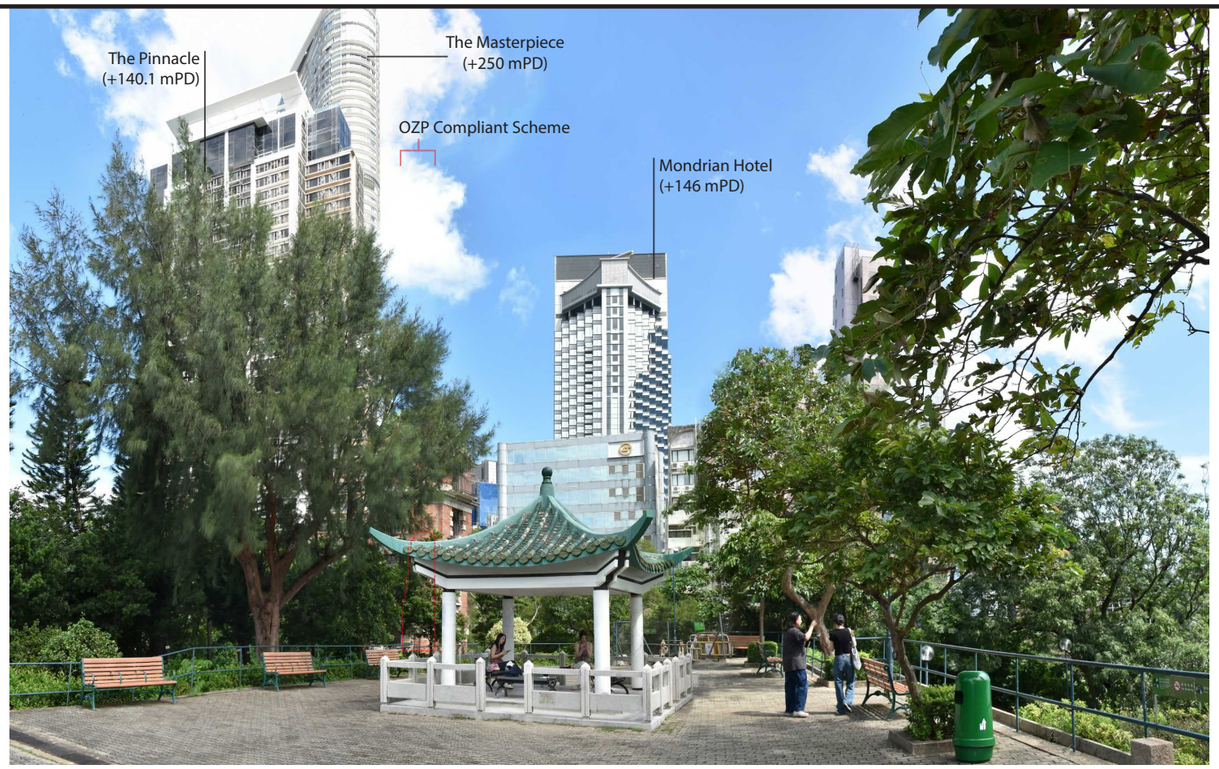
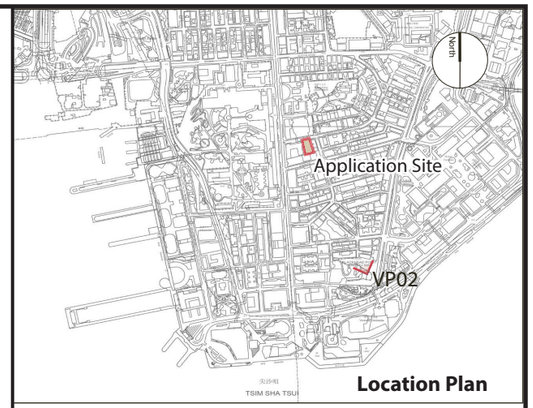
Website: scenic@studioscenic.com



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	A

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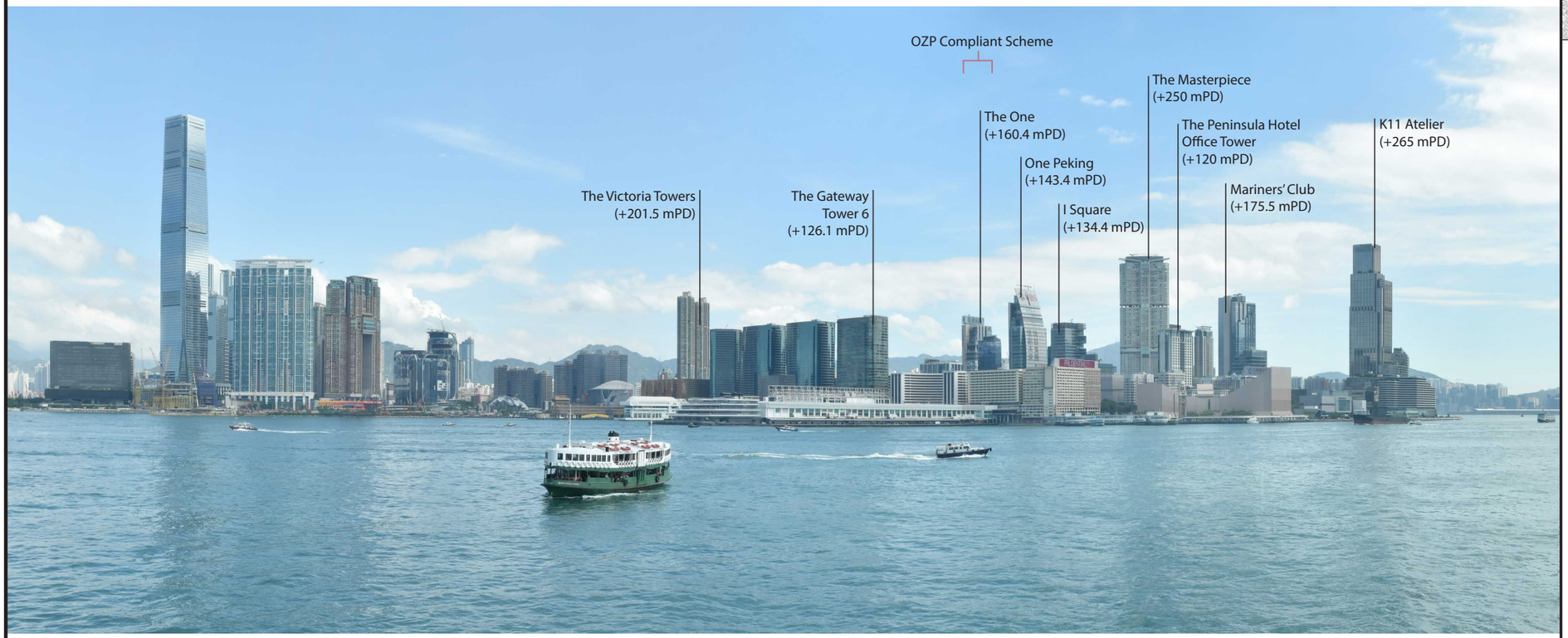
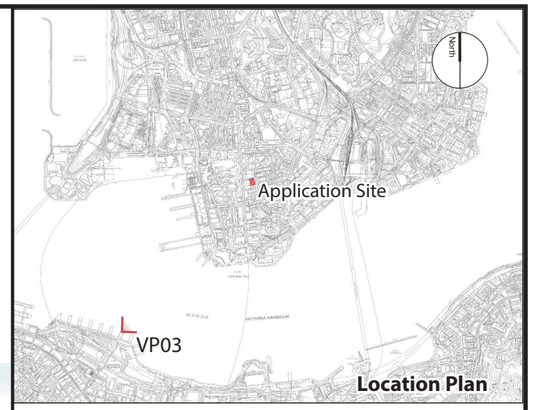


Vantage Point 03: Viewing looking north east from Central Pier No. 7 (Existing Situation)



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	A

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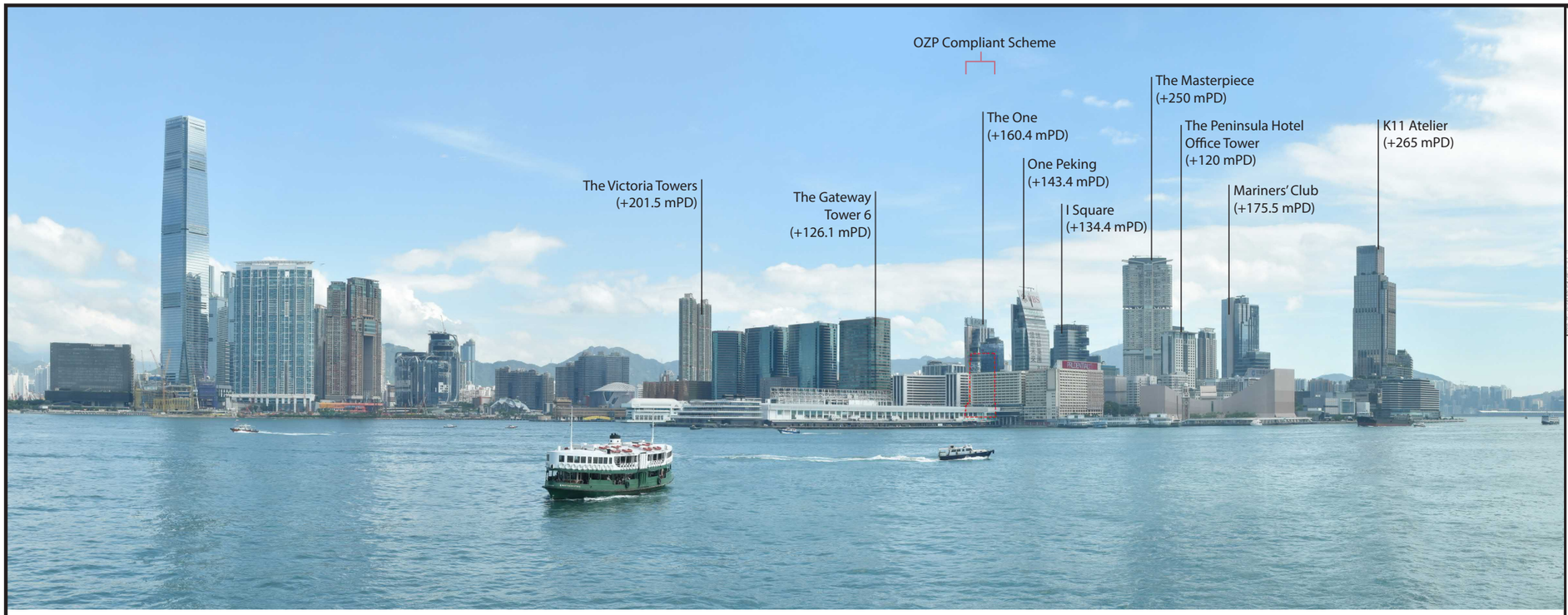
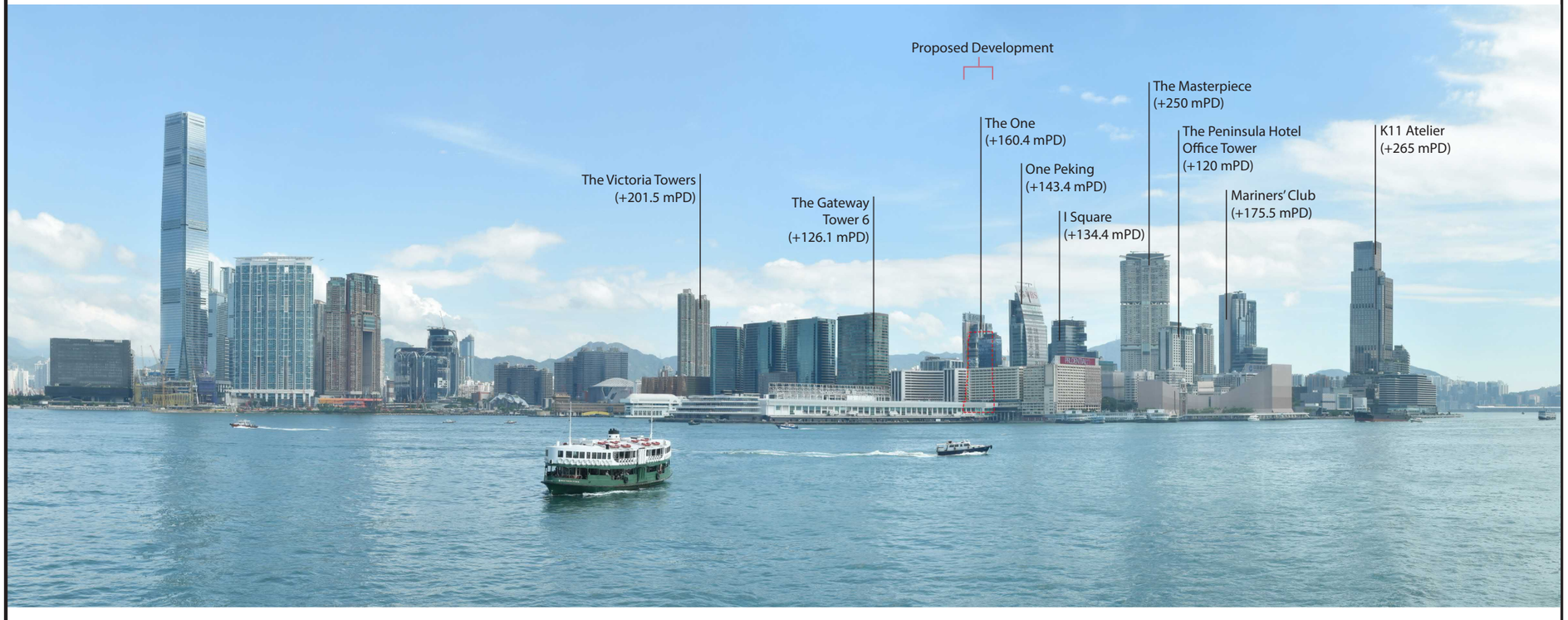
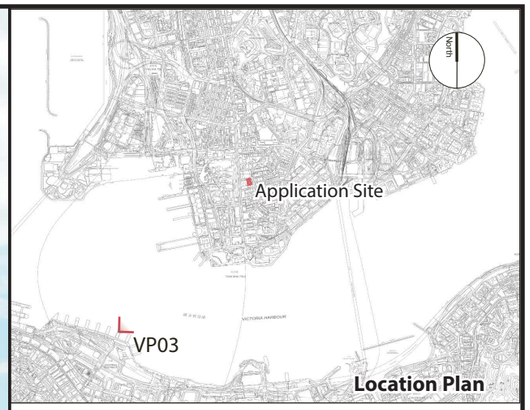


Vantage Point 03: Viewing looking north east from Central Pier No. 7 (OZP Compliant Scheme)



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	B

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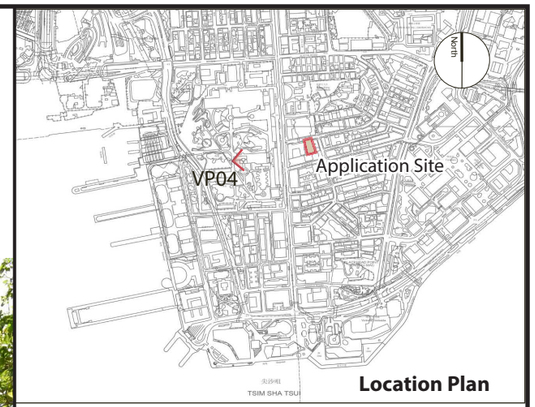
Facsimile: 3016 2422
Website: scenic@studioscenic.com

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	A

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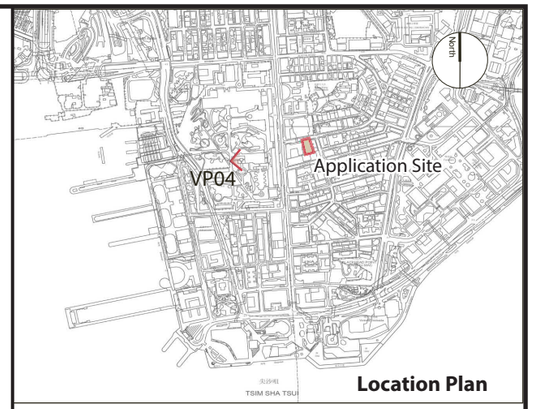
Facsimile: 3016 2422
Website: scenic@studioscenic.com

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
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FIGURE NO.	Figure 7.9	REV	B

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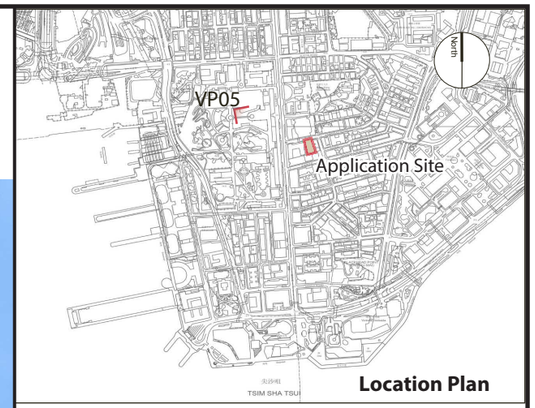
Vantage Point 05: View looking southeast from Kowloon Park Swimming Pool (Existing Situation)



Location Plan

Vantage Point 05 (VP05)

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 7.10	REV	A

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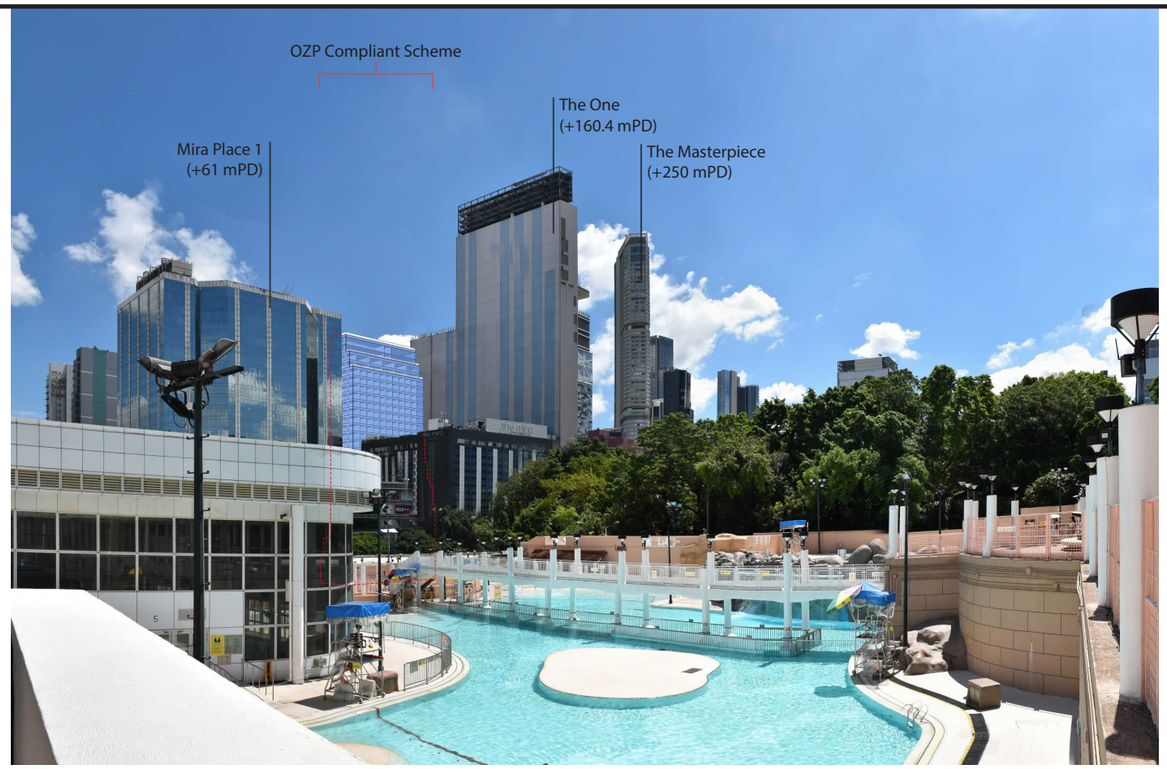
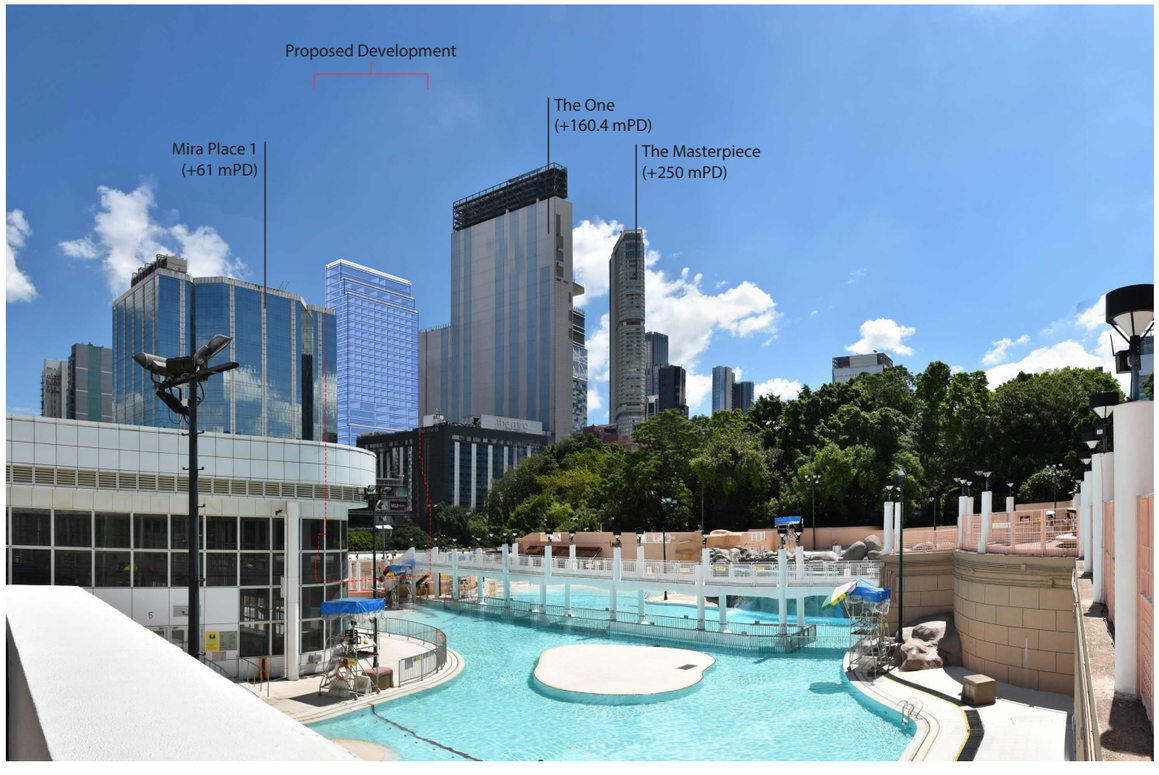
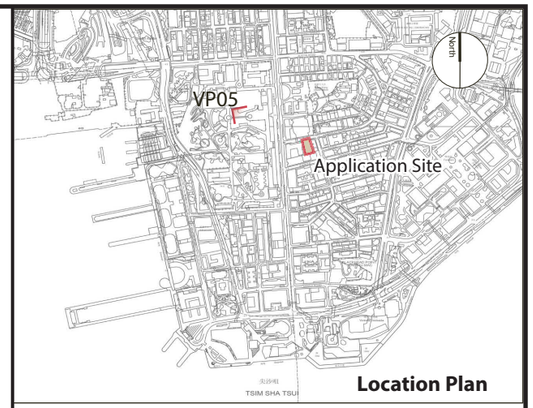
Website: scenic@studioscenic.com



Vantage Point 05: View looking southeast from Kowloon Park Swimming Pool (OZP Compliant Scheme)



Vantage Point 05: View looking southeast from Kowloon Park Swimming Pool (Proposed Development)



Location Plan

Vantage Point 05 (VP05)

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
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FIGURE NO.	Figure 7.11	REV	B

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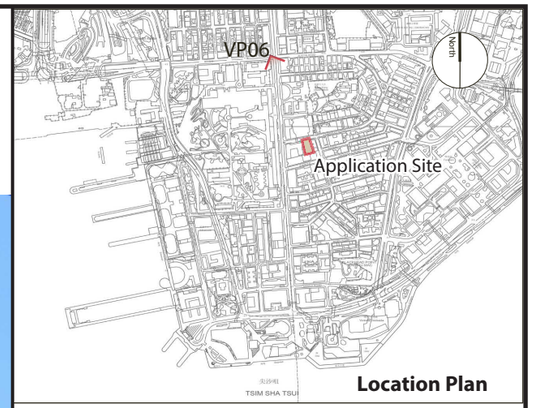
Website: scenic@studioscenic.com

Vantage Point 06: View looking south east from Nathan Road (at j/o Austin Road) (Existing Situation)



Location Plan

Vantage Point 06 (VP06)

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
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FIGURE NO.	Figure 7.12	REV	A

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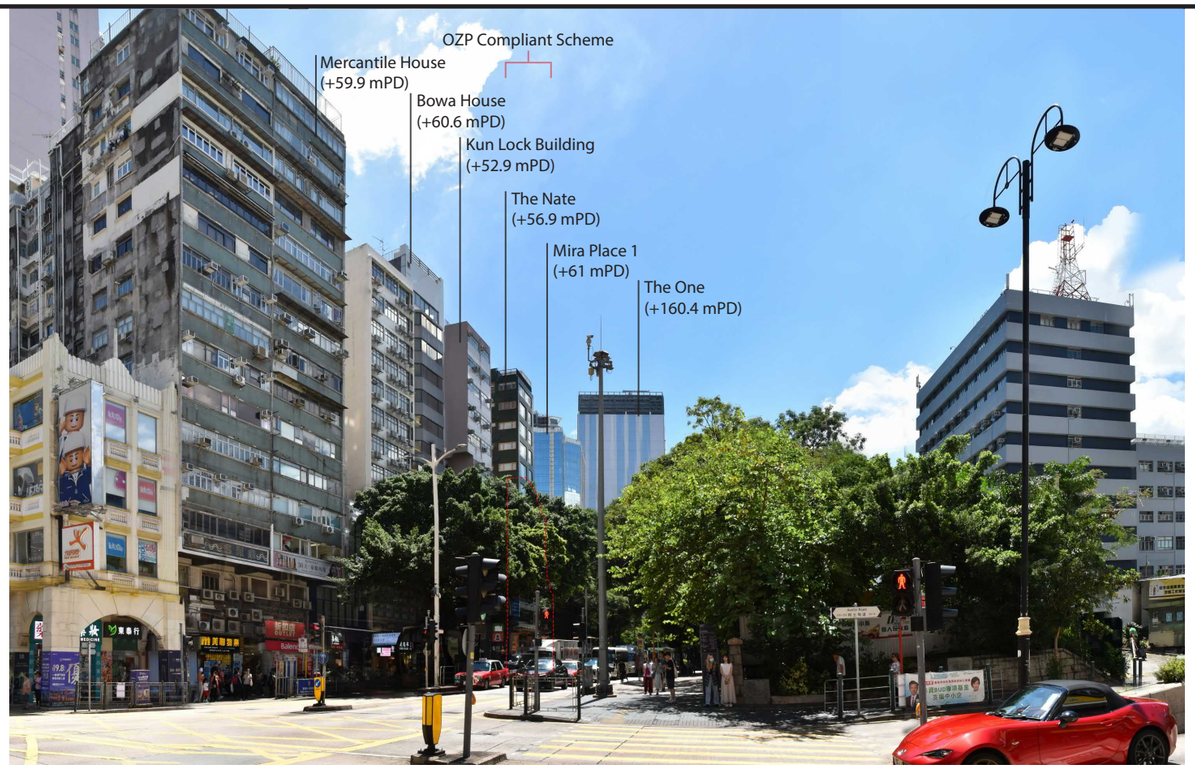
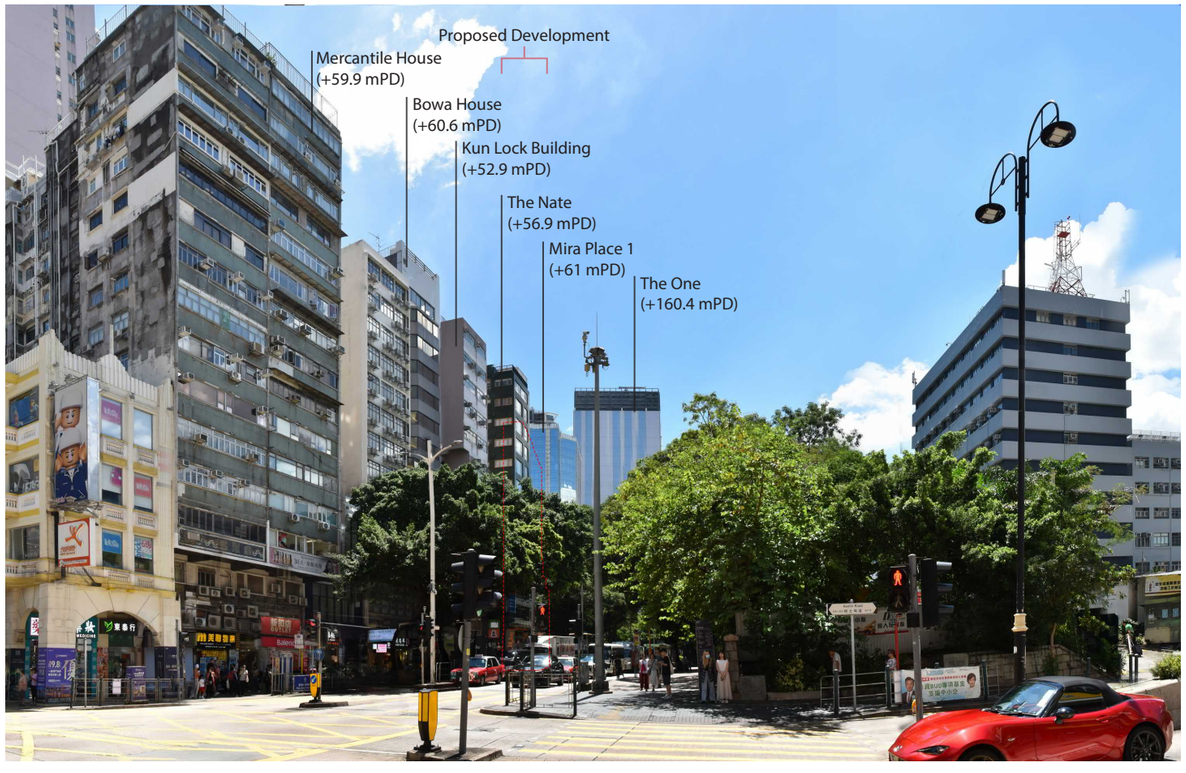
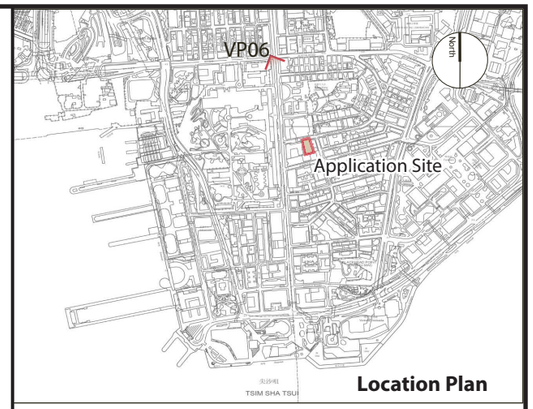
Website: scenic@studioscenic.com



Vantage Point 06: View looking south east from Nathan Road (at j/o Austin Road)
(OZP Compliant Scheme)



Vantage Point 06: View looking south east from Nathan Road (at j/o Austin Road)
(Proposed Development)



Location Plan

Vantage Point 06 (VP06)

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
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FIGURE NO.	Figure 7.13	REV	B

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Prepared by

Ramboll Hong Kong Limited

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

SEWERAGE IMPACT ASSESSMENT

Date	**December 2025**
Prepared by	**Sally Chiu** **Assistant Environmental Consultant**
Signed	
Approved by	**Tony Cheng** **Senior Manager**
Signed	
Project Reference	**P&TJBCPCSI00**
Document No.	**R9933_v1.2.docx**

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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]**

[1] The total non-domestic GFA is 17116.5 m^2. However, for the SIA calculation, area 13,588 m^2 is adopted which excludes staircases, lift shafts, lobby areas, back-of-house spaces, and plant rooms.

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 FMH4000835 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**.

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

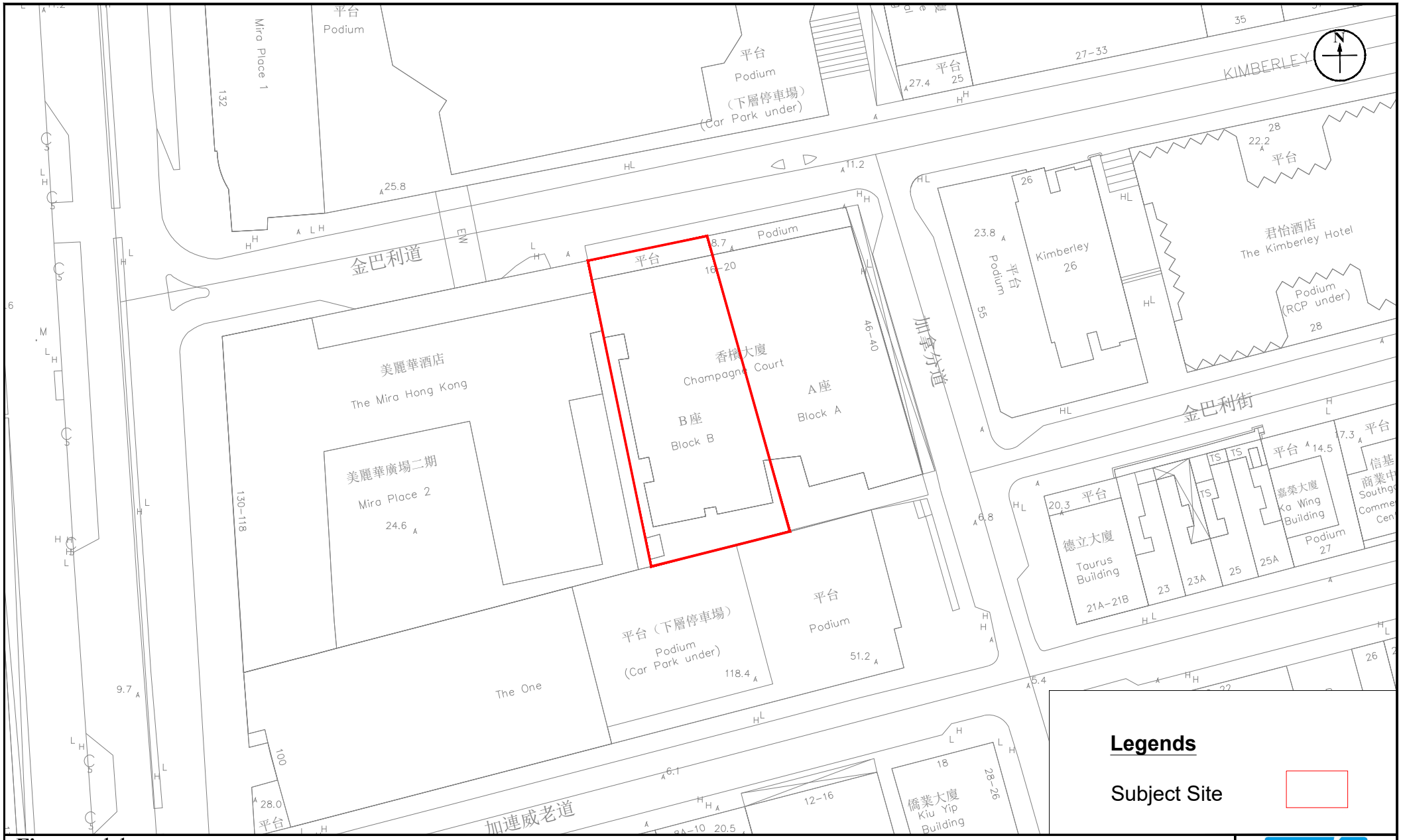

Figure: 1.1

Title: Location and the environs of the Subject Site

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

RAMBOLL

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

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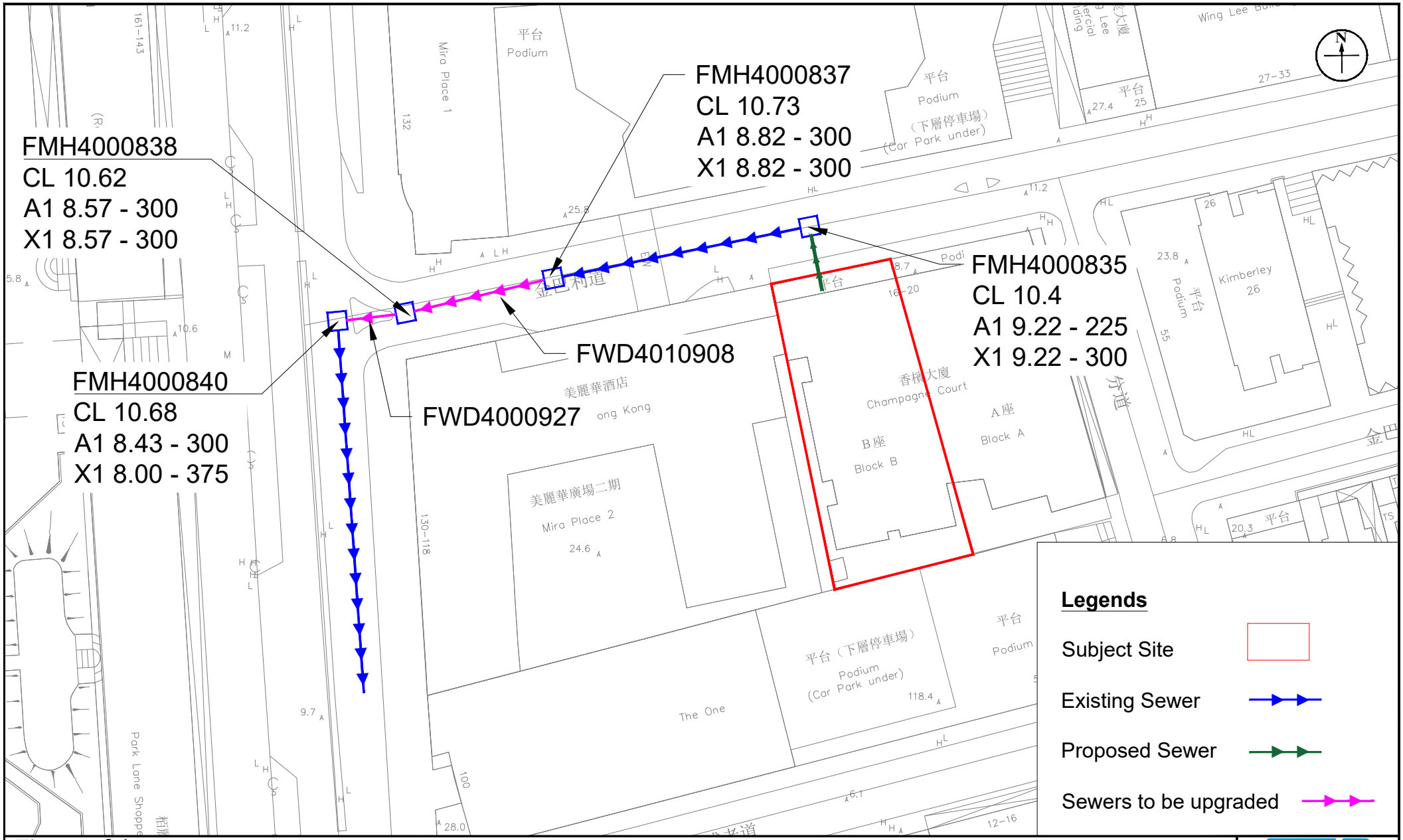

Figure: 2.1	RAMBOLL
Title: Existing and Proposed Sewerage System in the Vicinity of the Subject Site	Drawn by: SC Checked by: TC
Project: S16 Application for 16 Kimberley Road (Champagne Court - Block B) Hotel Development	Rev.: 1.0 Date: Sept 2025

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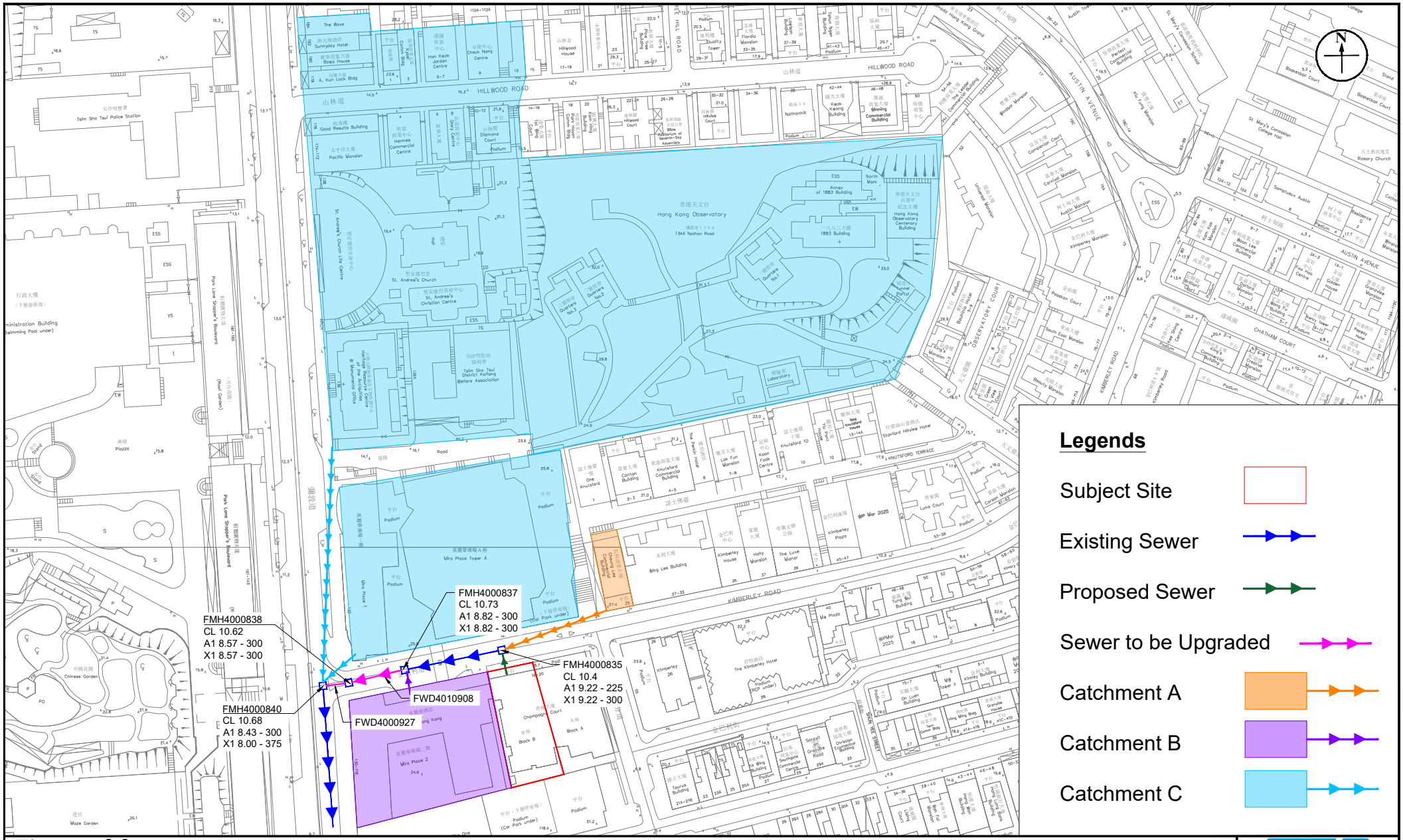

Figure: 2.2

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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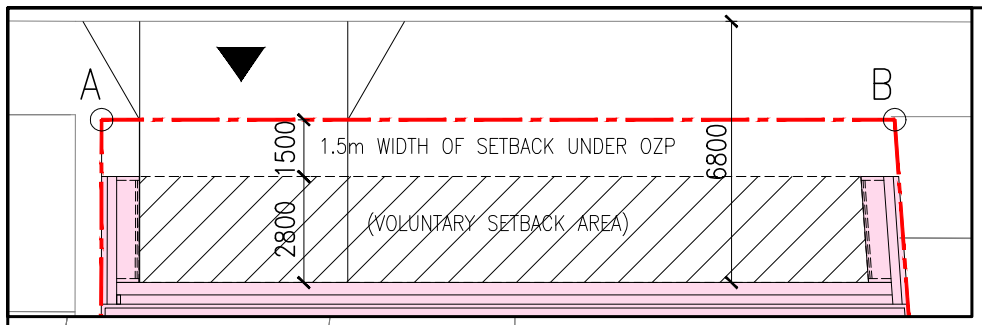
Appendix 1.1 The Master Layout Plan of the Proposed Development



1 / – ENLARGED PART PLAN
SCALE 1:200

B / SK-20

KIMBERLEY ROAD

1 / –

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

B' / SK-20

CARNARVON ROAD

LEGEND:

PROPOSED BUILDING FOOTPRINT

PROPOSED VEHICULAR INGRESS/EGRESS

LOT BOUNDARY

VOLUNTARY SETBACK AREA

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

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SK-01

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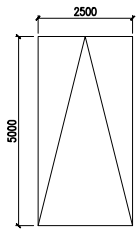
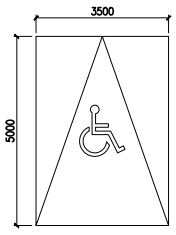
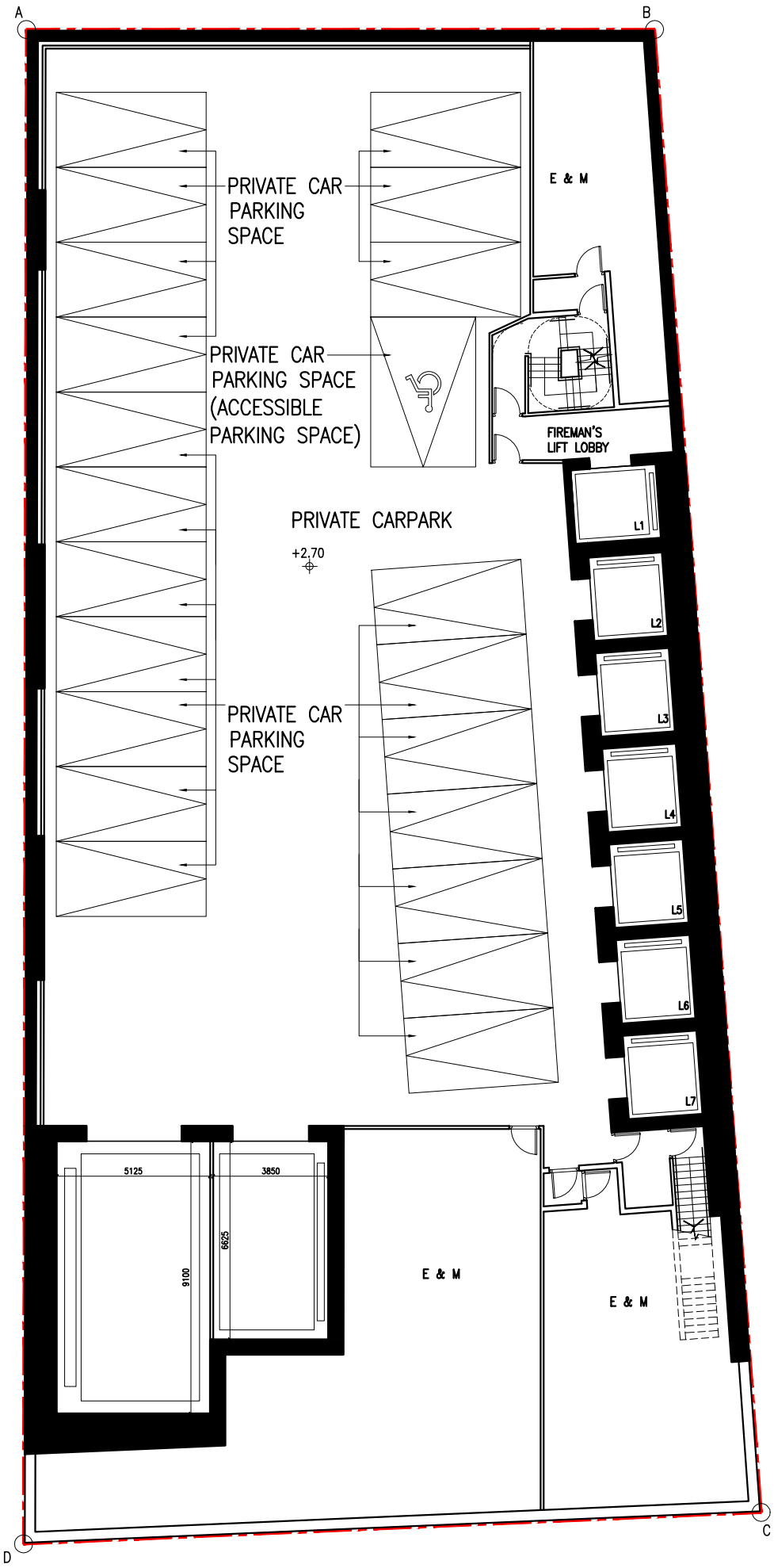


PRIVATE CAR PARKING SPACE



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

DRAWING NUMBER / 圖號
SK-02

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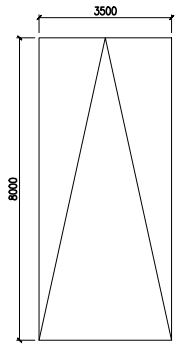
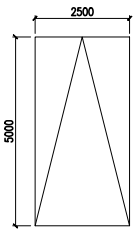
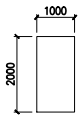


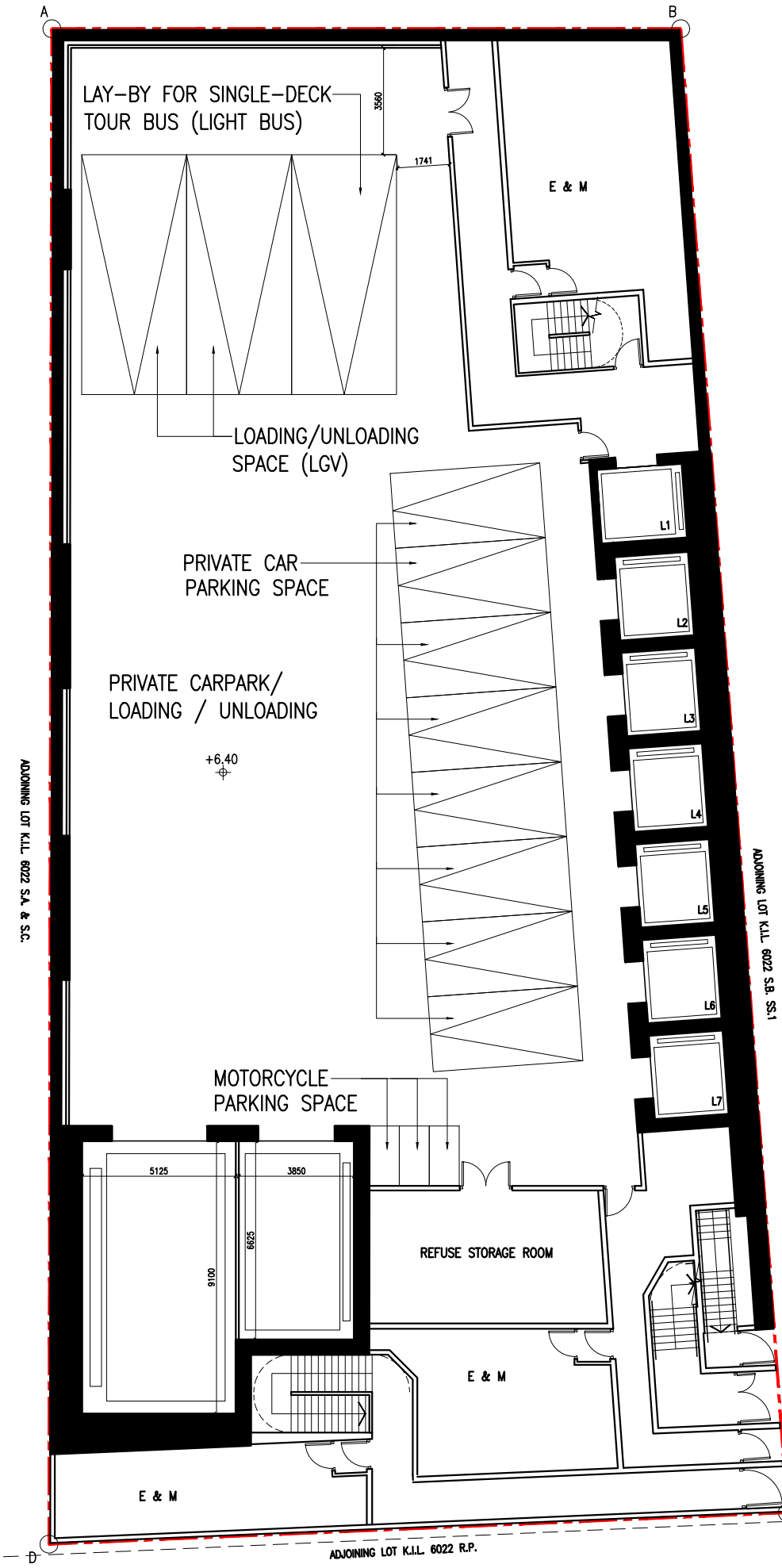
LOADING/UNLOADING SPACE (LGV) / LAY-BY FOR SINGLE-DECK TOUR BUS (LIGHT BUS)



PRIVATE CAR PARKING SPACE



MOTORCYCLE PARKING SPACE



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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SK-03

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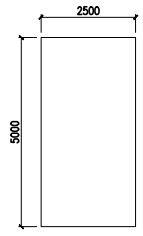

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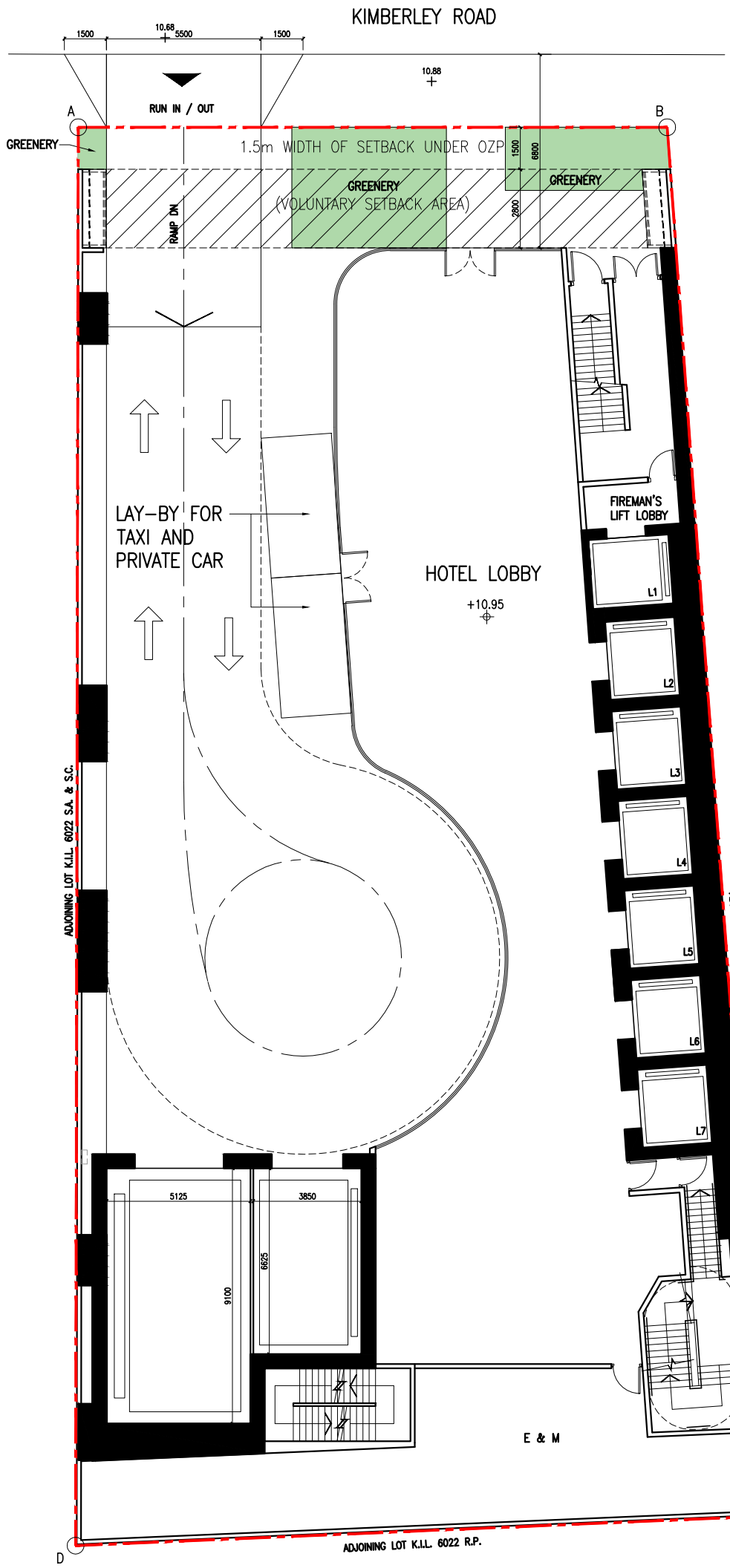

SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, KOWLOON

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GROUND FLOOR PLAN

DRAWING NUMBER / 圖號
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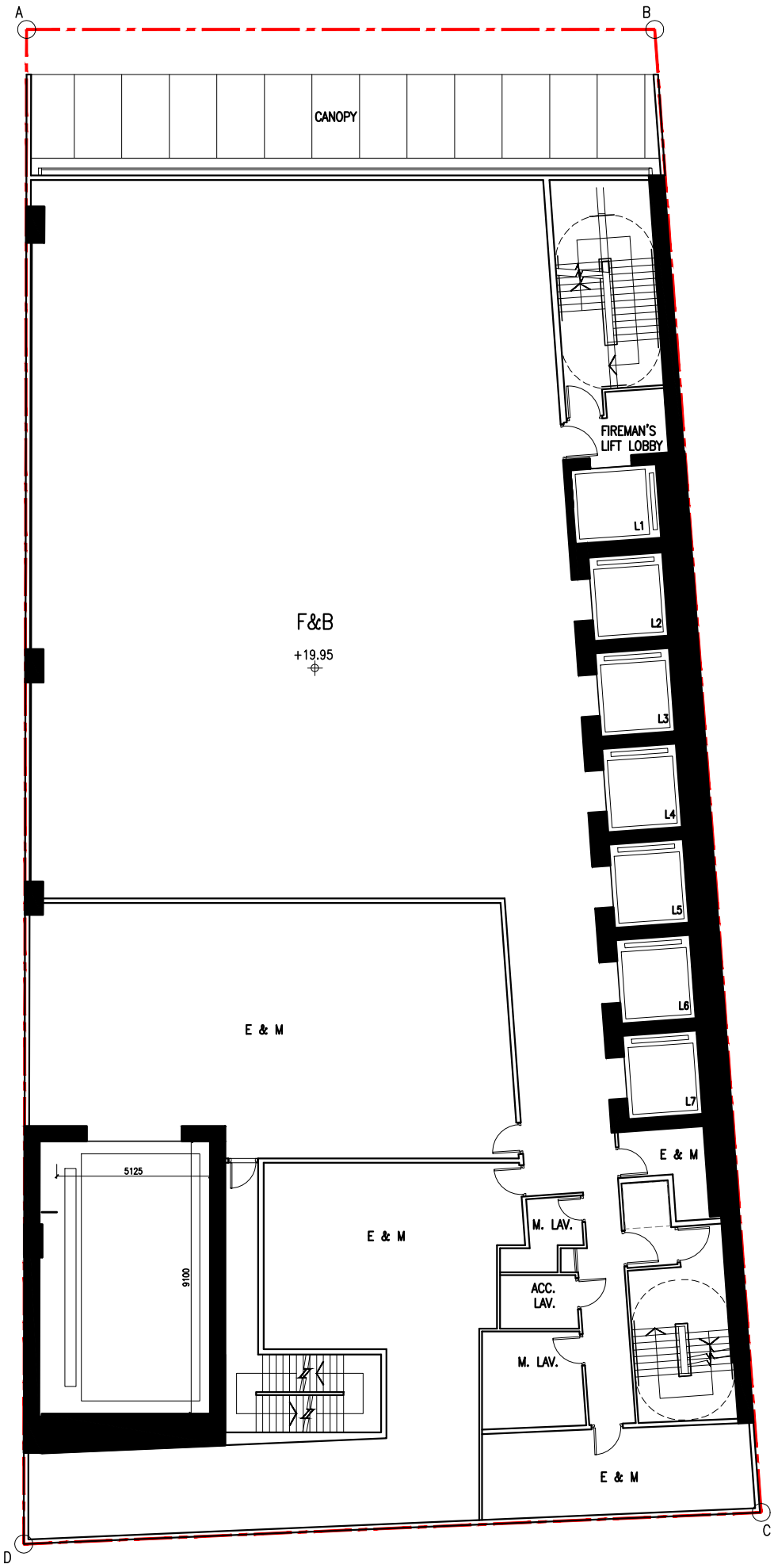

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DRAWING NUMBER / 圖號
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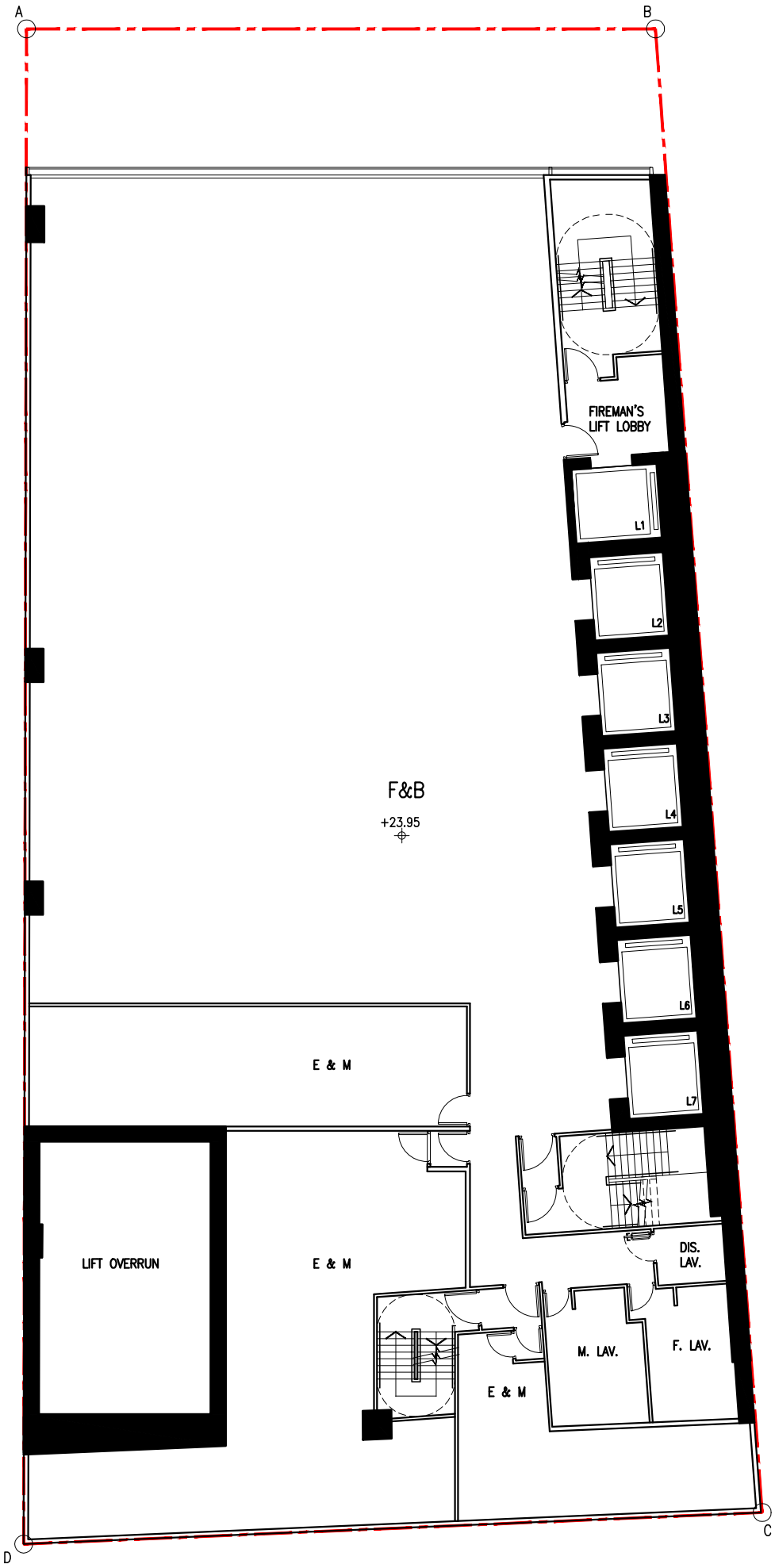

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2ND FLOOR PLAN

DRAWING NUMBER / 圖號
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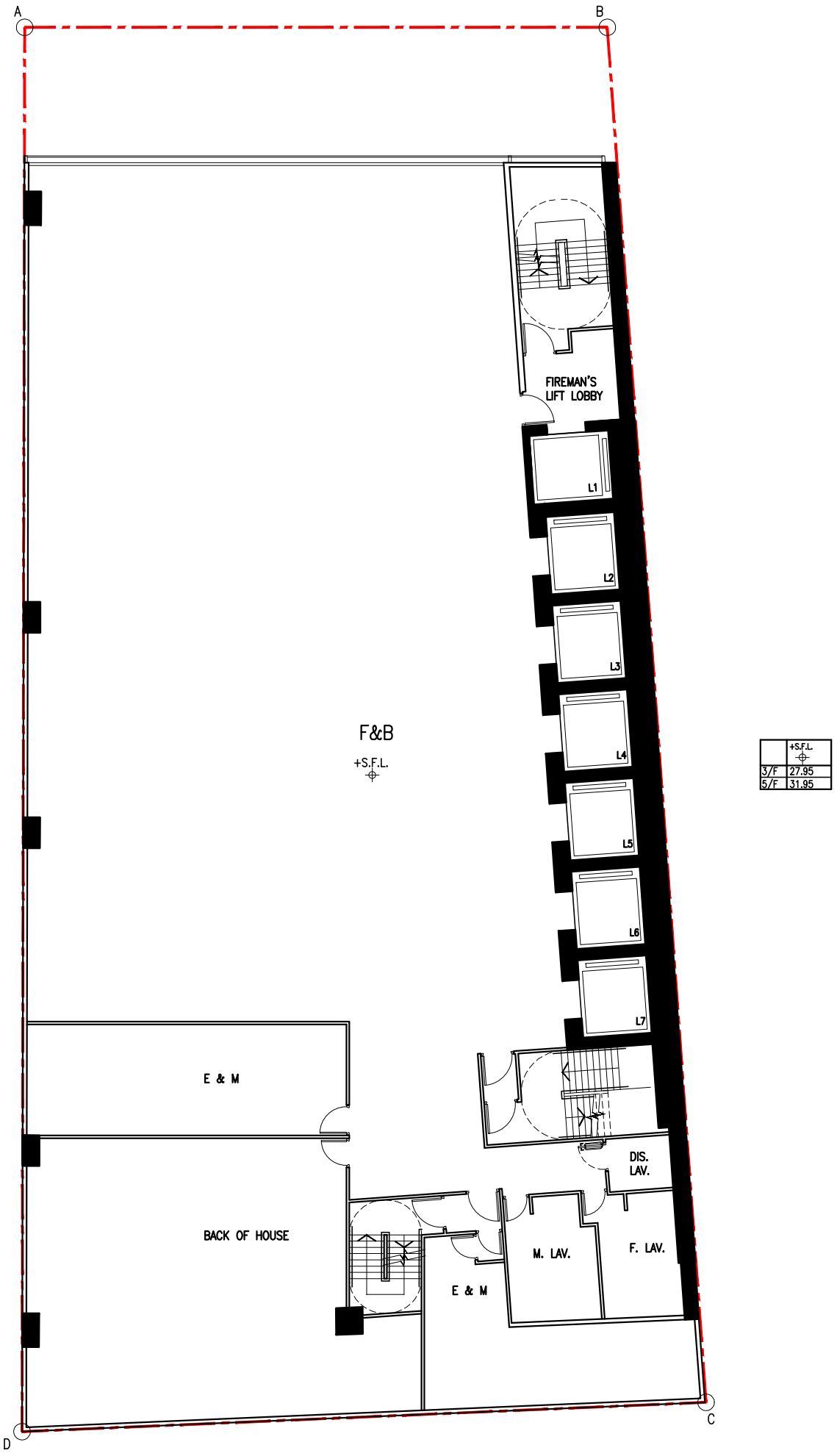

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3/F	27.95
5/F	31.95

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DRAWING / 圖名
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(NUMBER OF 4TH OMITTED)

DRAWING NUMBER / 圖號
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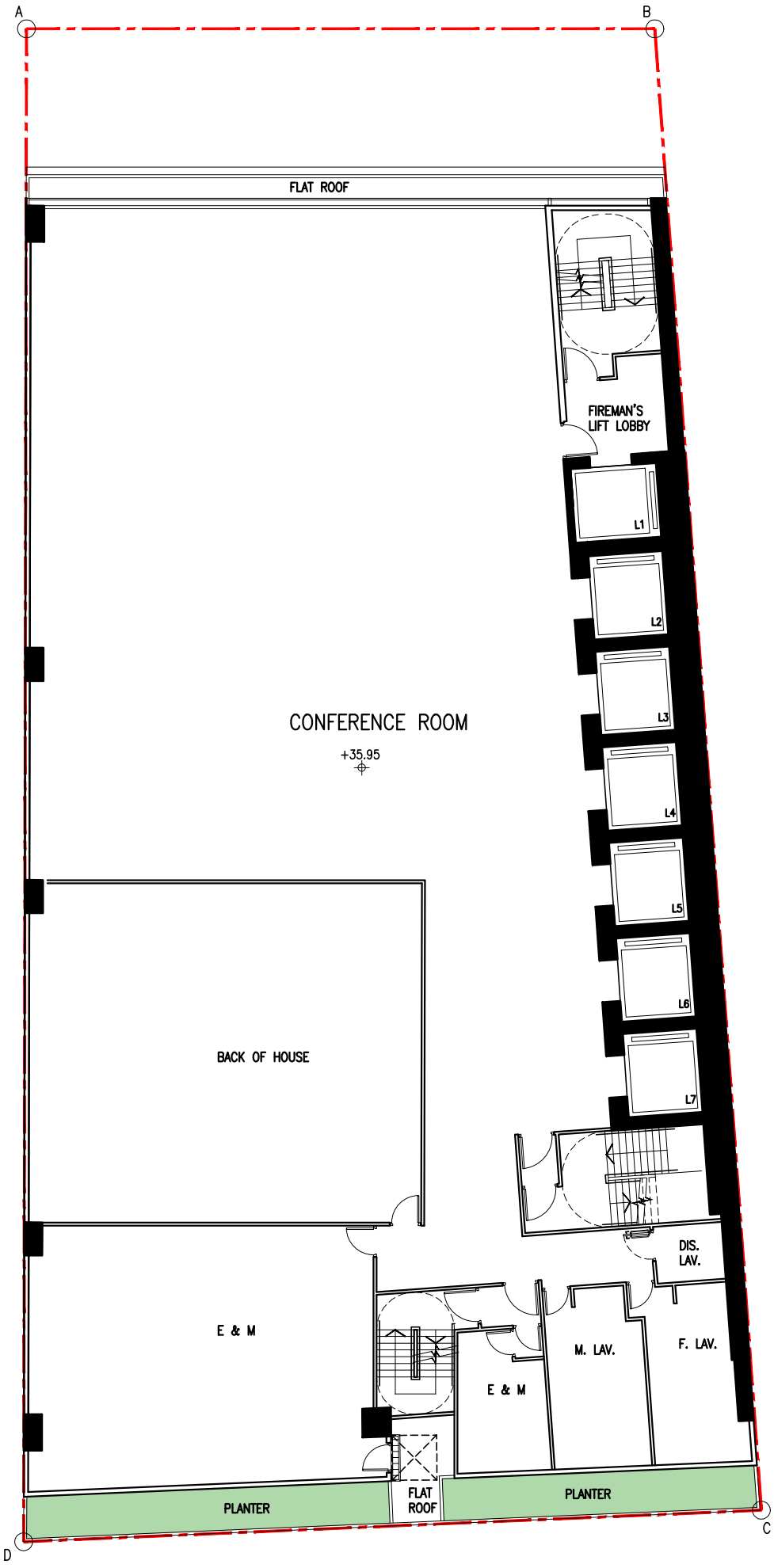

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DRAWING / 圖名
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DRAWING NUMBER / 圖號
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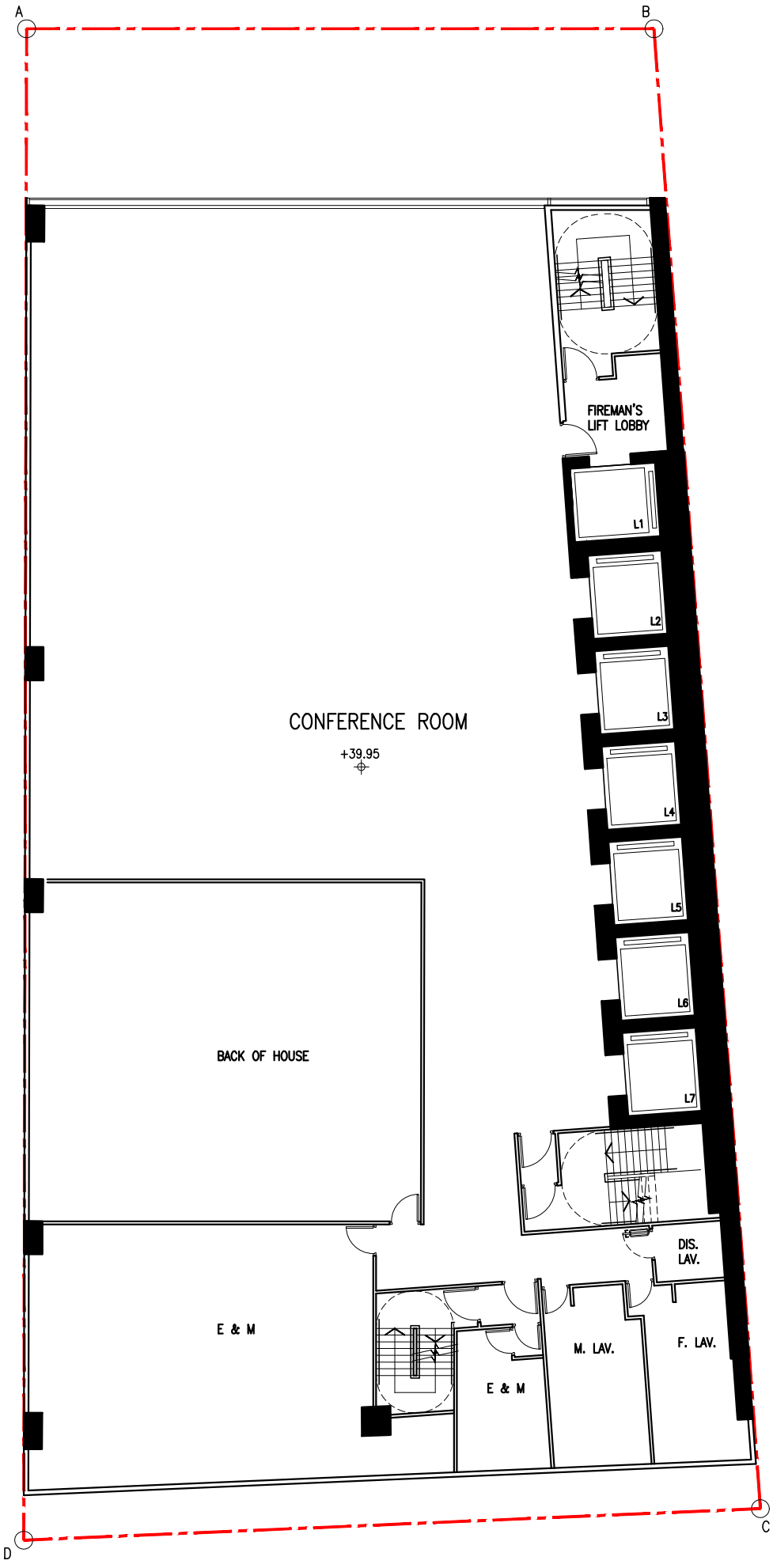

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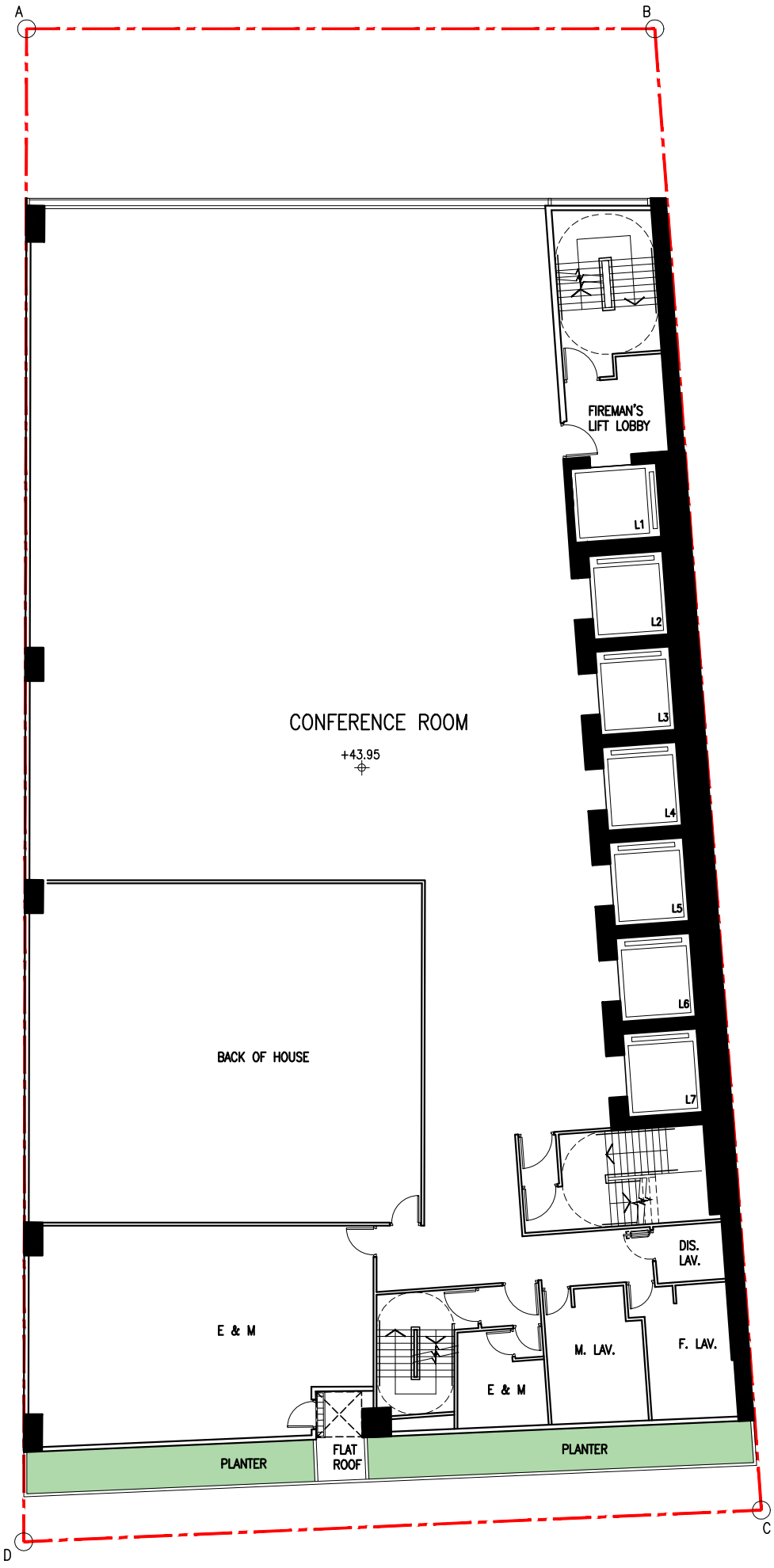
DRAWING / 圖名
7TH FLOOR PLAN

DRAWING NUMBER / 圖號
SK-08-2



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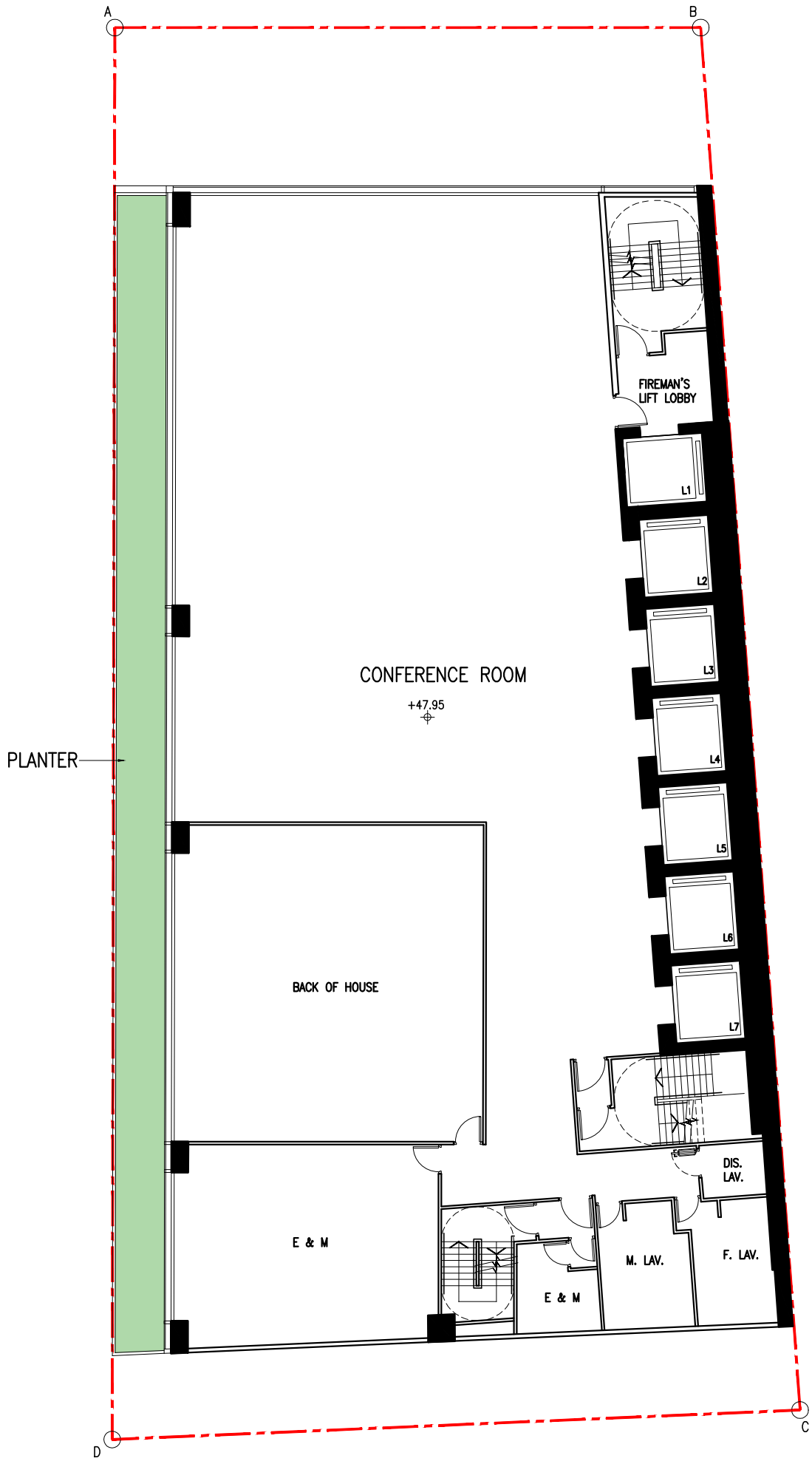
DRAWING / 圖名
8TH FLOOR PLAN

DRAWING NUMBER / 圖號
SK-08-3



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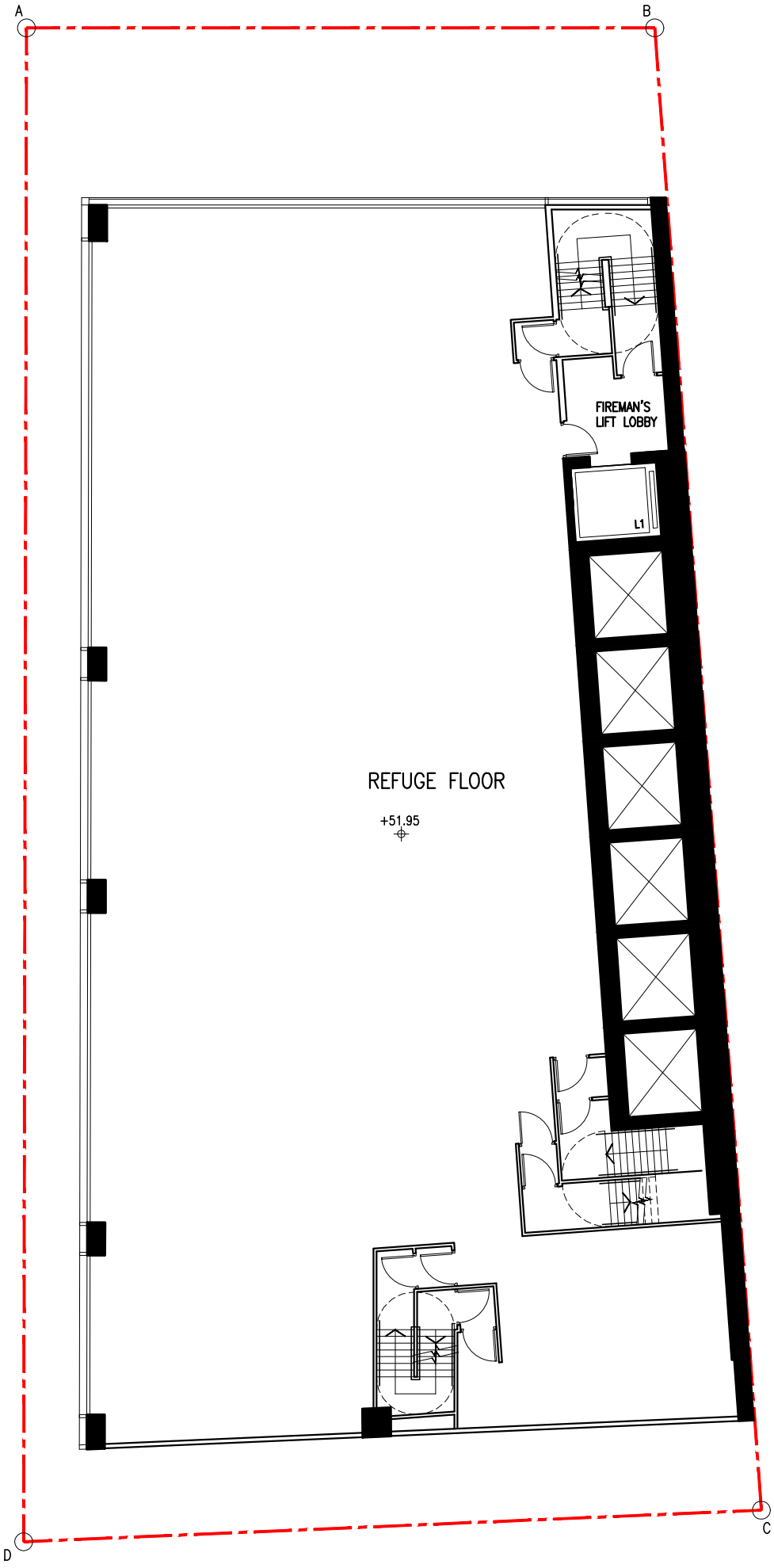
DRAWING / 圖名
9TH FLOOR PLAN

DRAWING NUMBER / 圖號
SK-08-4



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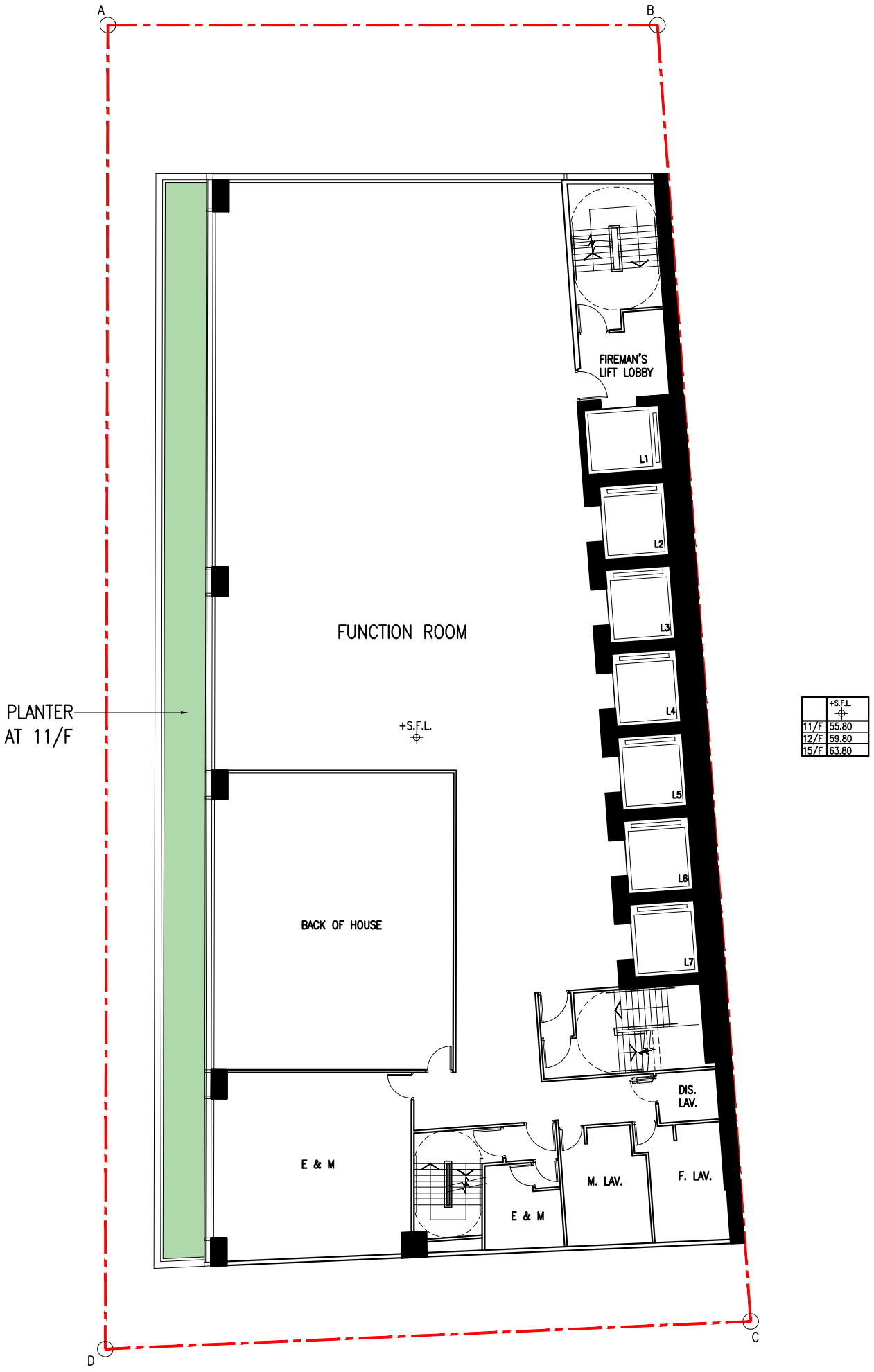
DRAWING / 圖名
10TH FLOOR PLAN

DRAWING NUMBER / 圖號
SK-09



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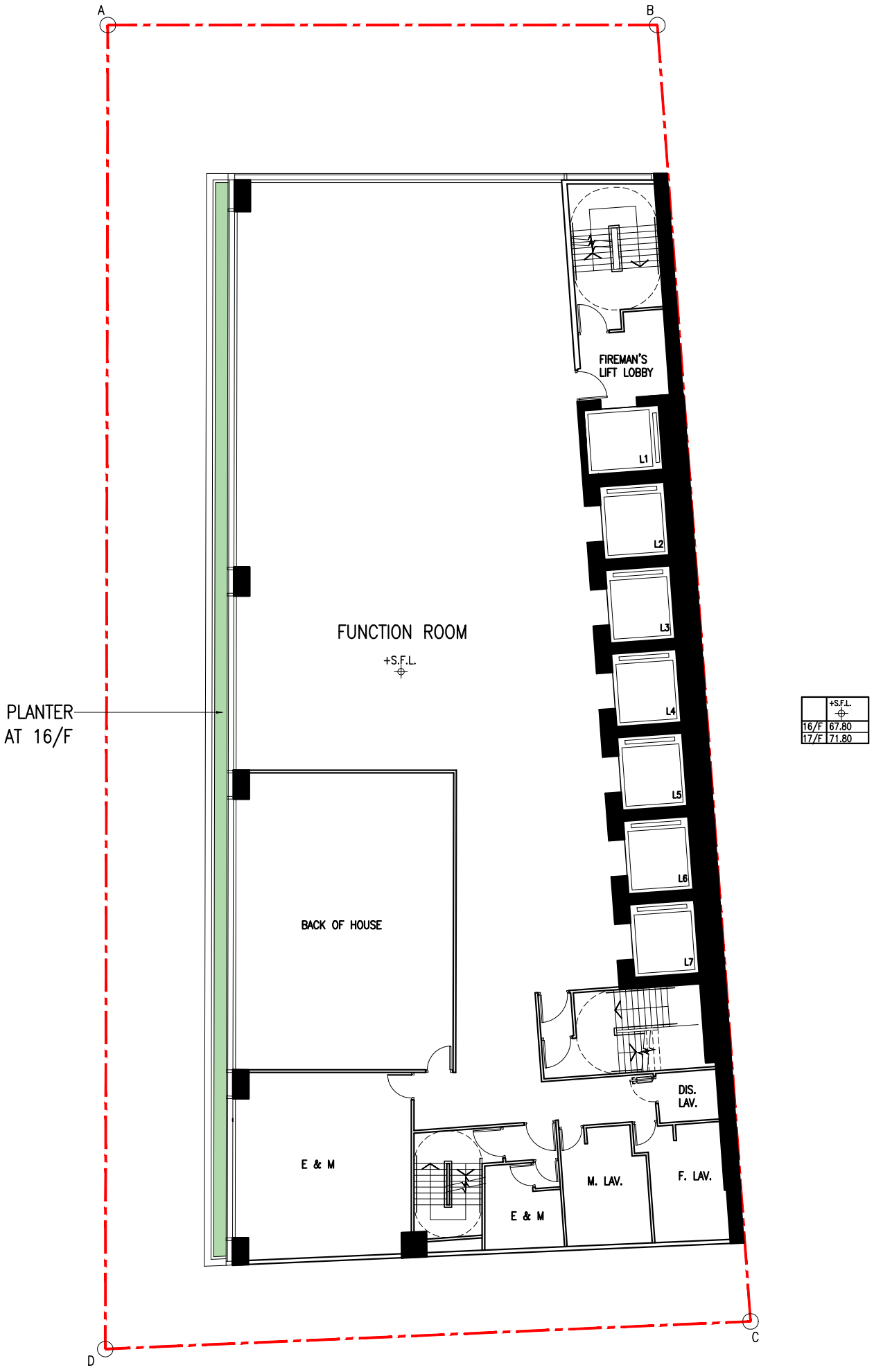
11TH TO 15TH FLOOR PLAN

DRAWING NUMBER / 圖號
SK-10-1



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DRAWING / 圖名
16TH TO 17TH FLOOR PLAN

DRAWING NUMBER / 圖號
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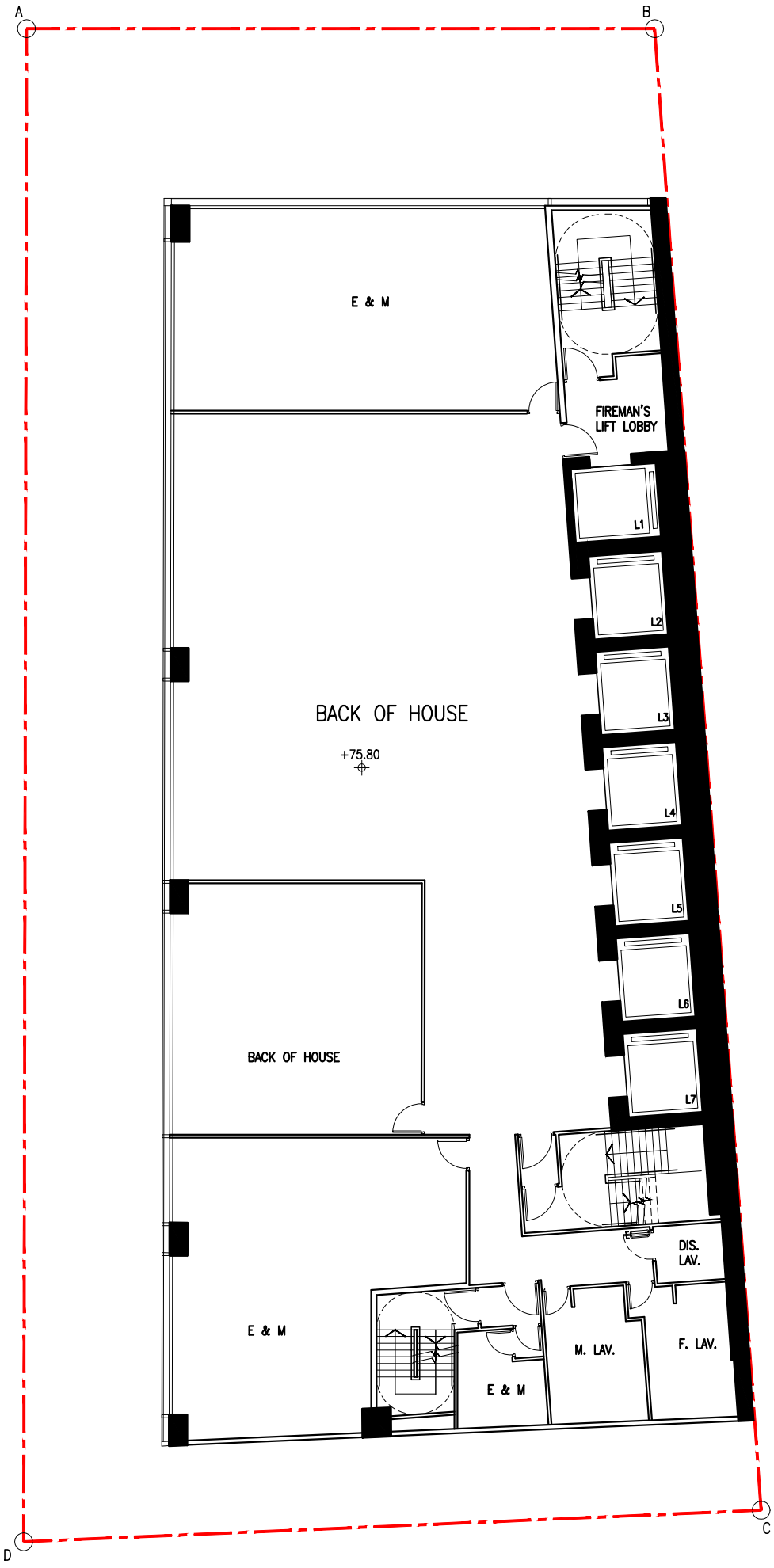

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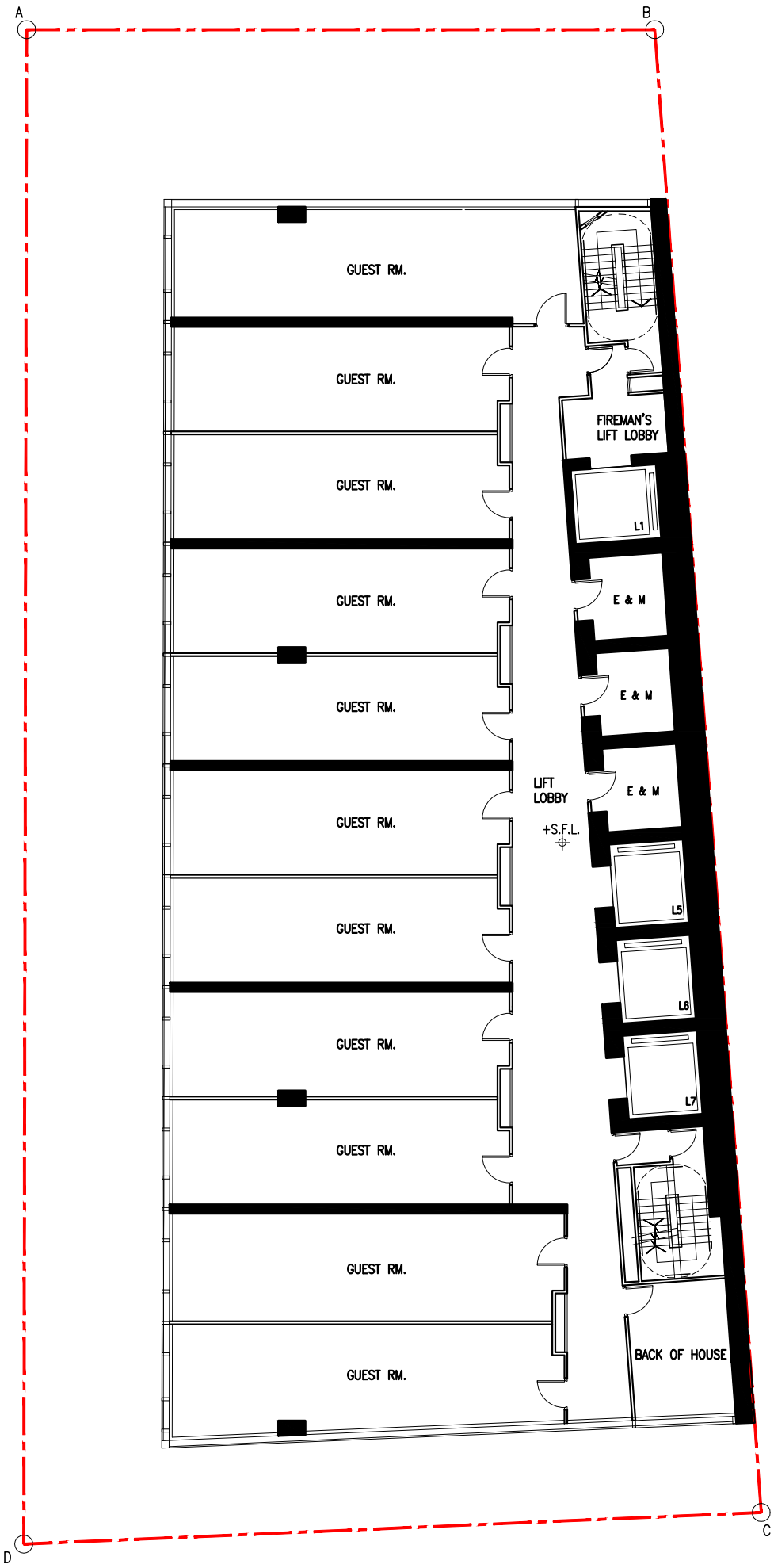
DRAWING / 圖名
18TH FLOOR PLAN

DRAWING NUMBER / 圖號
SK-11



	+S.F.L.
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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

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DRAWING / 圖名
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(NUMBER OF 24TH OMITTED)

DRAWING NUMBER / 圖號
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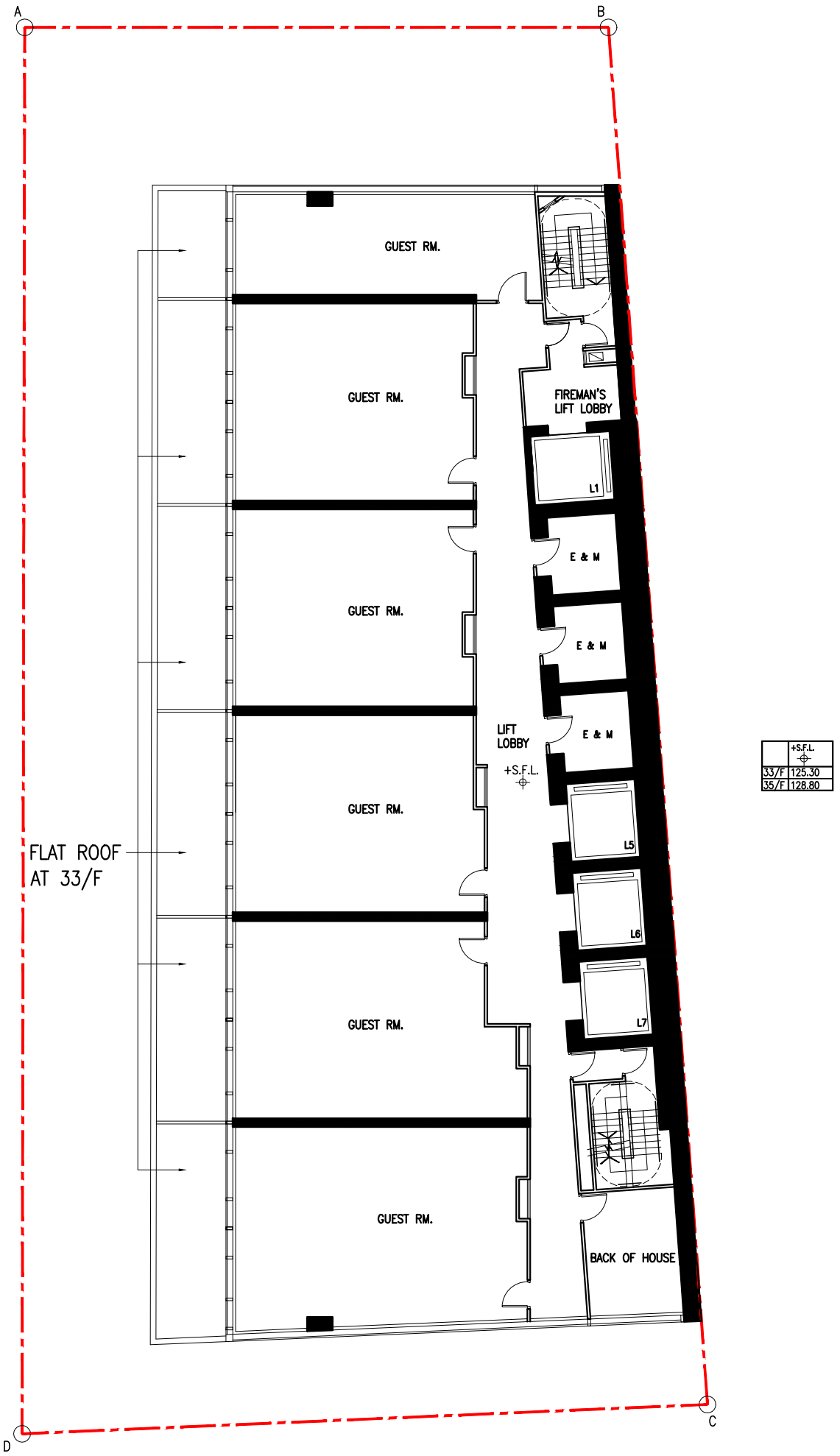

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DRAWING / 圖名
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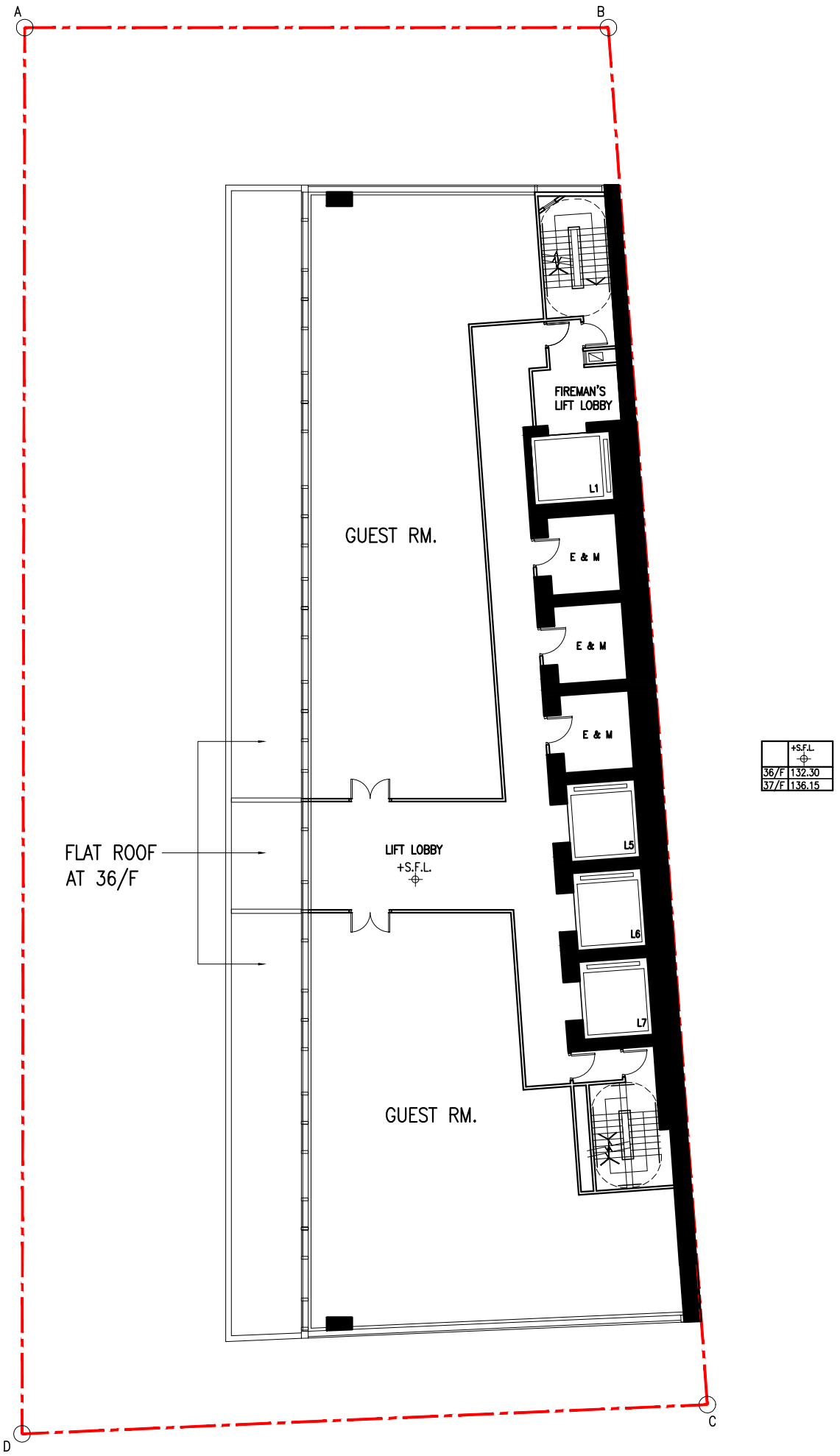

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DRAWING / 圖名
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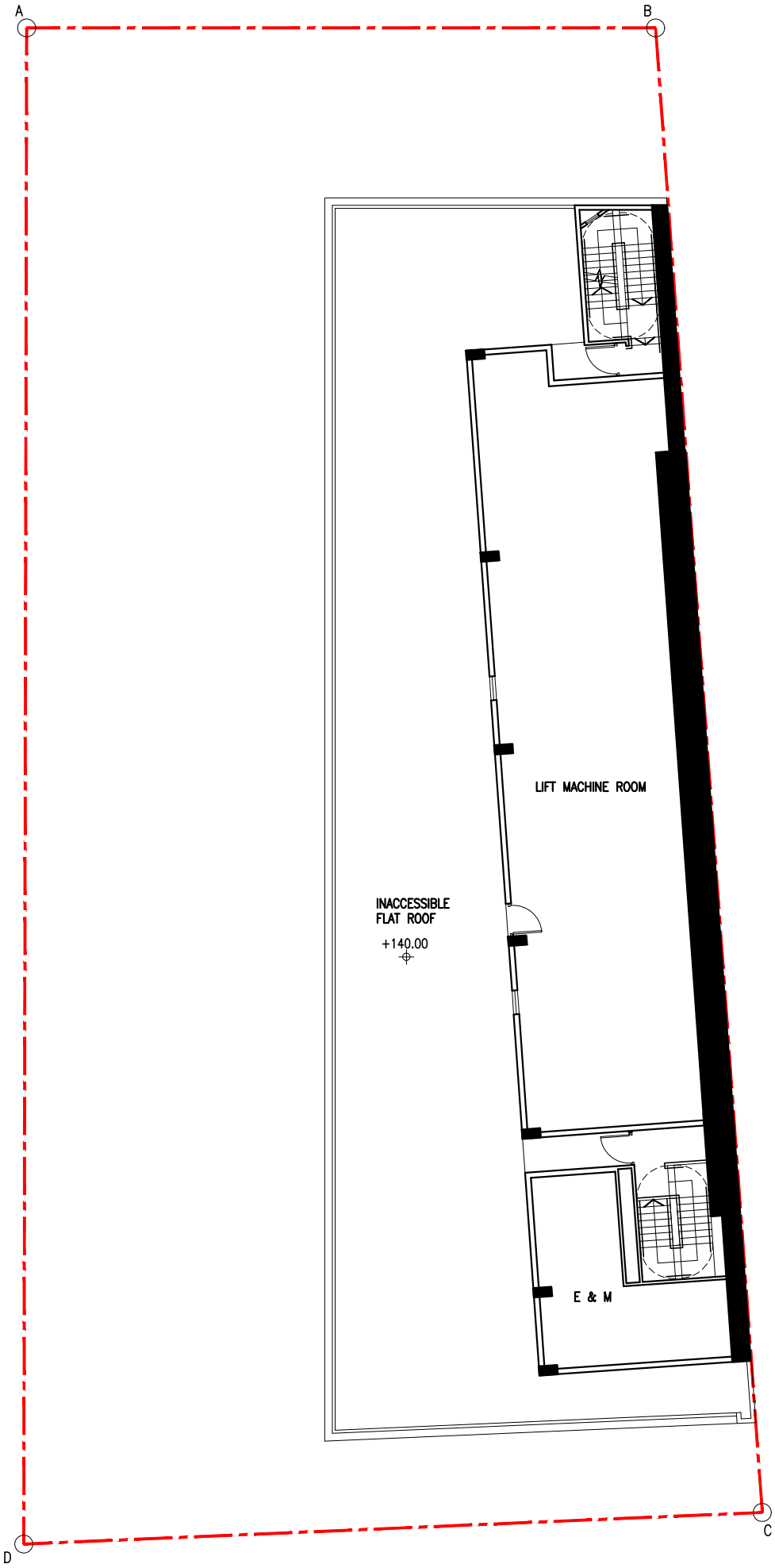

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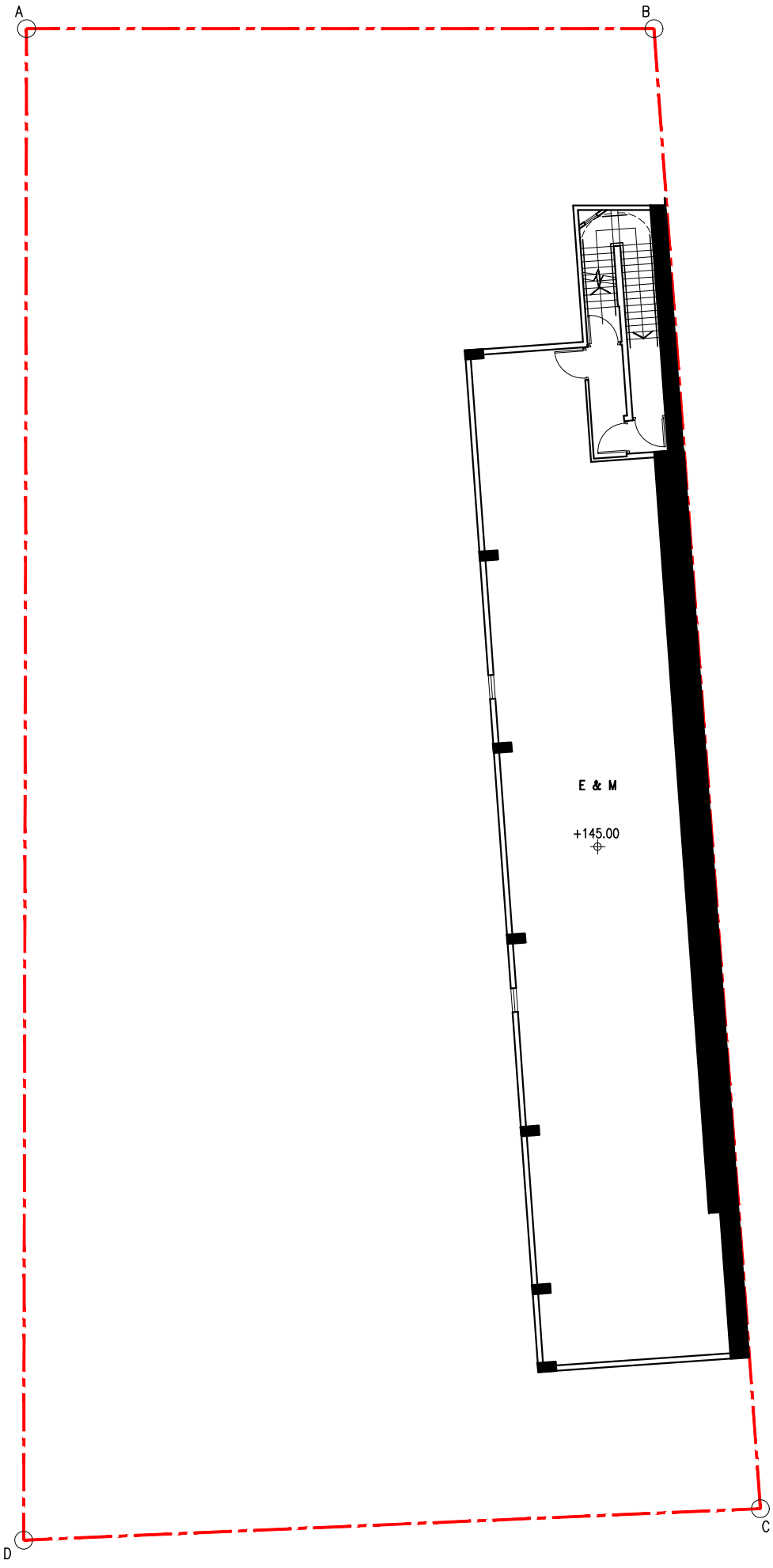

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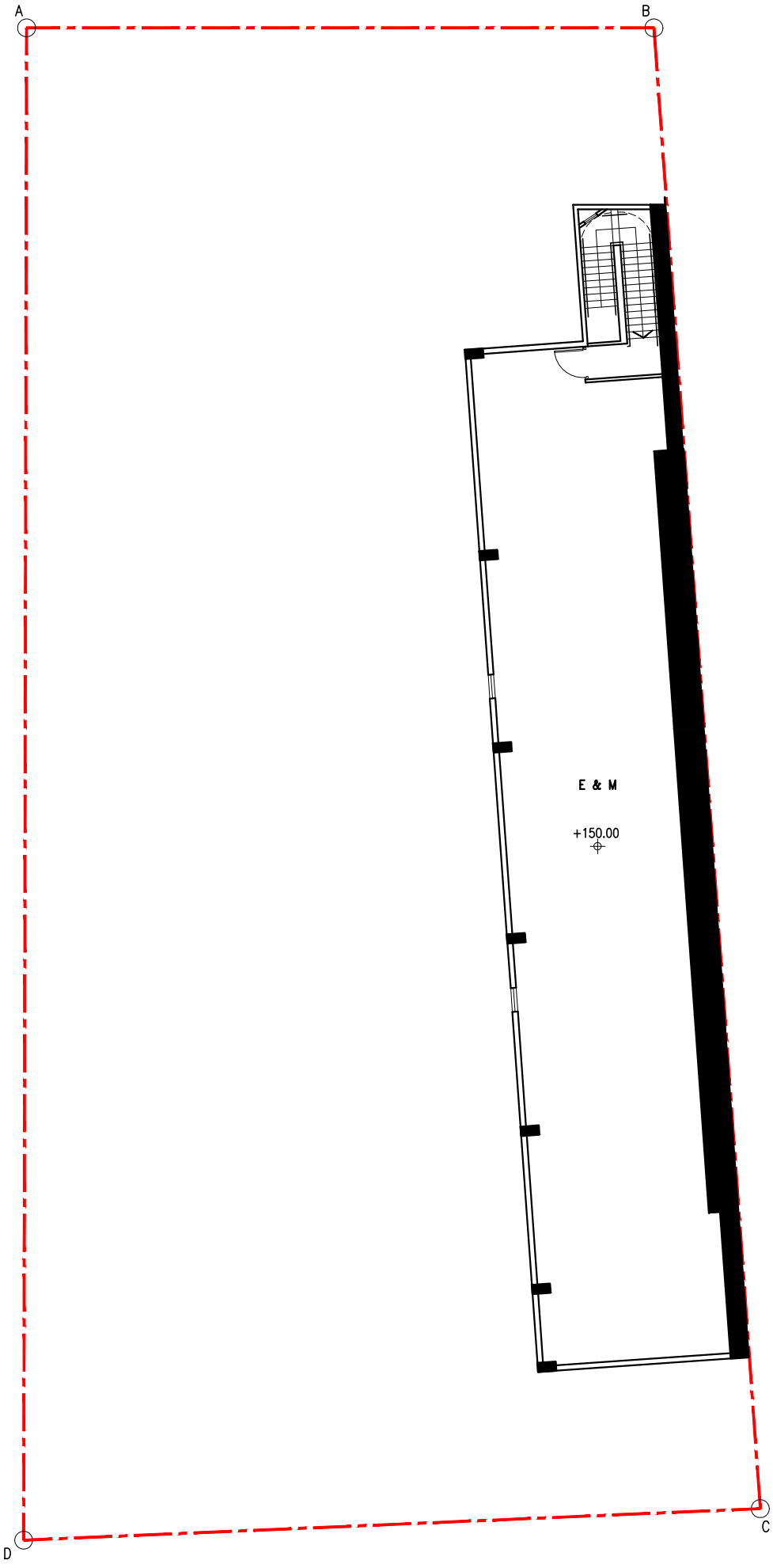

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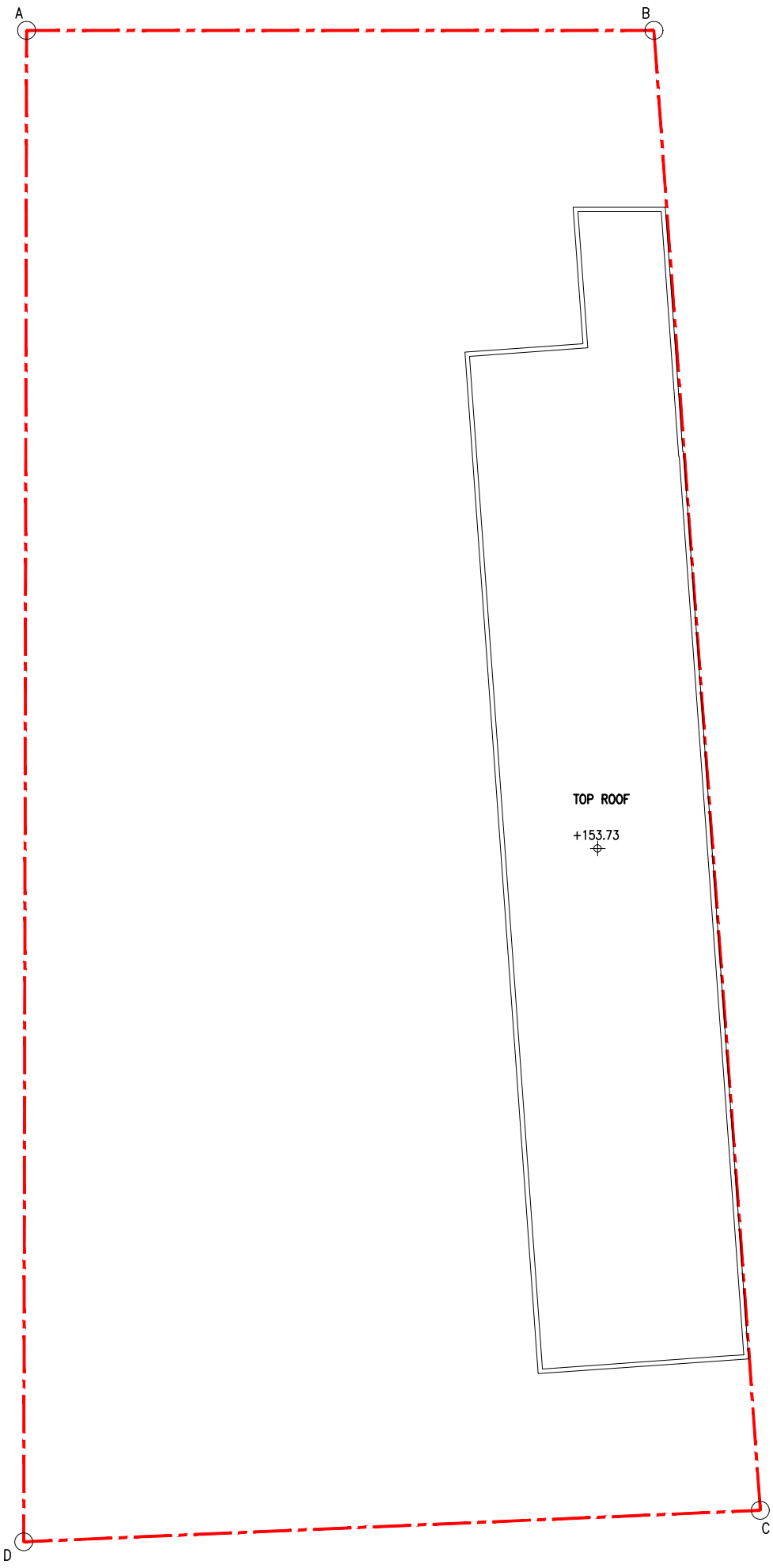

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DRAWING NUMBER / 圖號
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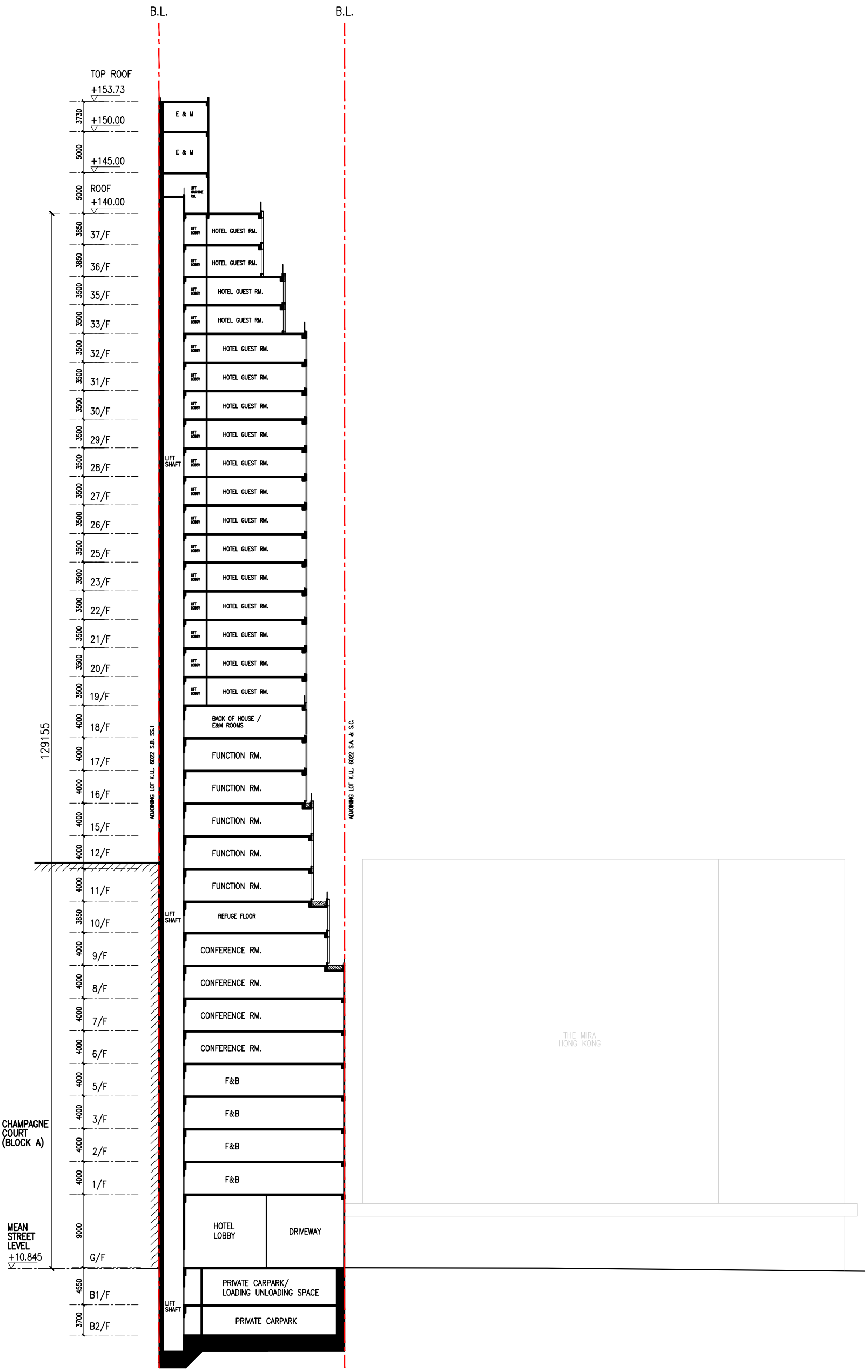

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DIAGRAMMATIC SECTION AA'

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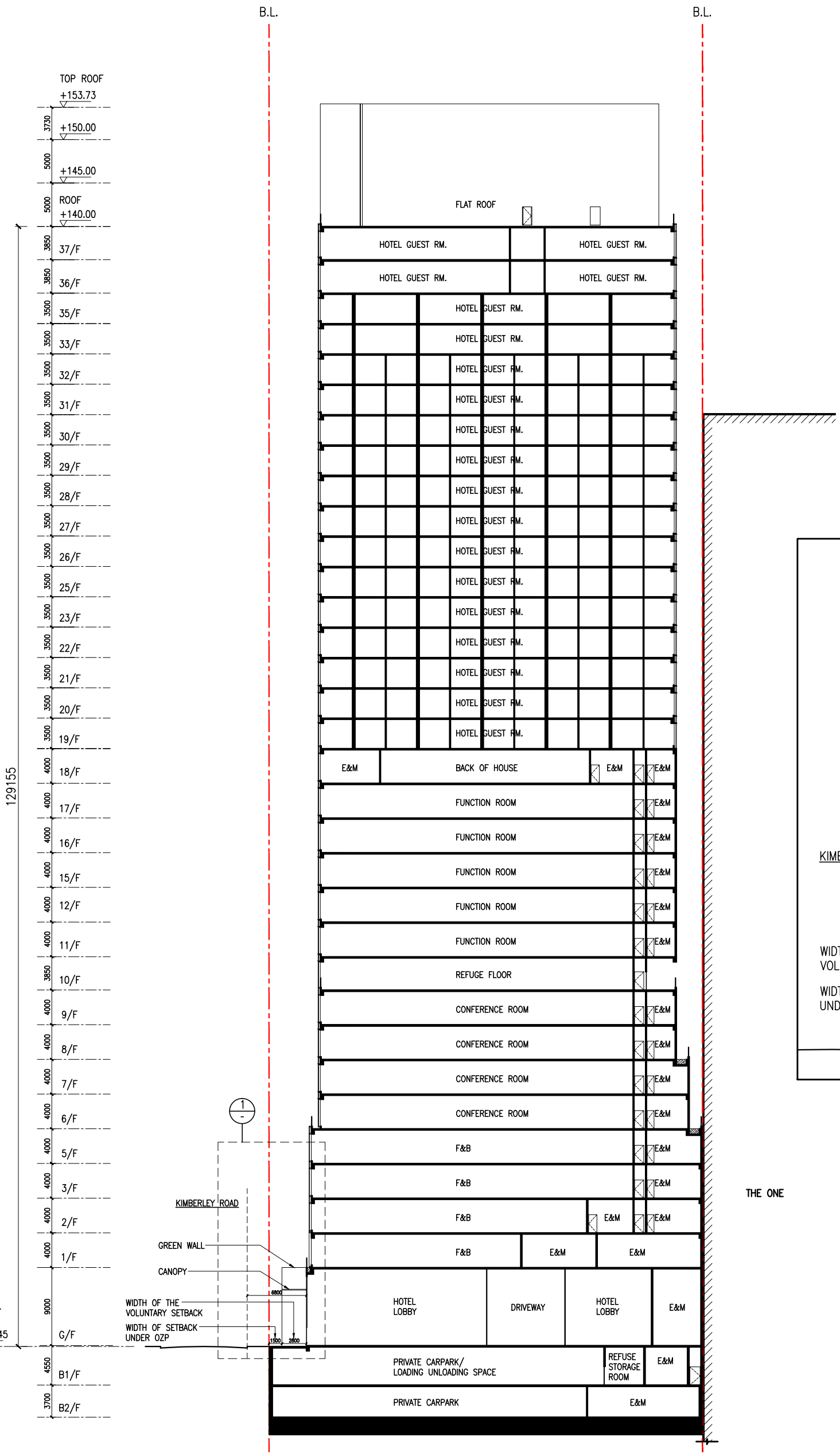

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DRAWING / 圖名
DIAGRAMMATIC SECTION BB'

DRAWING NUMBER / 圖號
SK-20

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
2. Function rooms & Conference rooms (6/F to 17/F)			
Assumed area	=	4086	m^2
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	=	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 5,000 - 10,000 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 - Central 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 - Central 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	FMH4000835	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
FMH4000835	FMH4000837	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
FMH4000837	FMH4000838	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
FMH4000838	FMH4000840	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
FMH4000840	FMH4000841	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	%		
FMH4000837	FMH4000838	**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
FMH4000838	FMH4000840	**0.375**	0.110	1.178	10.3	8.57	8.43	0.3	0.094	0.0136	2.28	252.3	132.7	53%	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.

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[redacted]

本函檔號 Our Ref. :
TC CR T2/22/2/28/11 Pt. 3

來函檔號 Your Ref. :

18 November 2025

Mr Augustine WONG
Executive Director
Henderson Land Development Company Limited
71-76/F, Two International Finance Centre
8 Finance Street
Central, Hong Kong

Dear Mr WONG,

Support for Proposed Hotel Development in Tsim Sha Tsui

Thank you for your letter dated 24 October 2025 seeking our support for your "Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 16 Kimberly Road, Tsim Sha Tsui, Kowloon" (Application No. A/K1/272) ("the Application") to the Town Planning Board.

The Tourism Commission welcomes initiatives that are conducive to the long term and sustainable development of the tourism industry in Hong Kong. We therefore welcome and support the Application which will provide new and additional hotel rooms and facilities to enhance the tourism offering of Hong Kong.

We understand that the Application is being processed by the Planning Department. This letter is copied to the Planning Department to facilitate their consideration of the Application based on their procedures and requirements and also the conditions that need to be fulfilled by your company as the applicant.

If you have any question, please contact me at [redacted] or Mr Jon MAK at [redacted]

Yours sincerely,

(Elsa HUNG)
for Commissioner for Tourism

c.c. DPO/TWK, Planning Department