LCH Planning and Development
Consultants Limited

Our Ref.: PD2510001/07
Your Ref.: TPB/A/H9/86

18 June 2026

By Email

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

Dear Sir/Madam,

APPLICATION NO. A/H9/86 FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

FURTHER INFORMATION SUBMISSION

We refer to the comments regarding the captioned application.

Please find attached our responses to departmental and public comments and the minor changes in assessment reports. To facilitate departmental review, the textual amendments in the reports are highlighted in yellow. As compared to the previous proposal, additional building design/ planning merits are provided:

- On-street canopy along Kam Wah Street has been designed to enhanced pedestrian experience and public realm;
- Landscape sky garden would be opened to both hotel guests and the local community at designated opening hours, subject to detailed design and operation arrangement, that would enhance active living and natural connection; and
- Local art painting on the building façade will be incorporated in order to enhancing the existing streetscape while strengthening the unique character and identity of the neighbourhood.

In respond to Planning Department's comments, a Supplementary Planning Analysis has been conducted to support the proposed development. This provides further planning justifications beyond that set out in the Planning Assessment Report, in gist:

- Established Practice for Limiting Hotel Development in "R(A)" Zone of Hong Kong Island Shall Be Critically Reviewed;
- Proposed Development Intensity Remains Permissible Under the Current Planning Framework;
- Evolving Local Planning Context and Public Opinions that Supports Hotel Development in Shau Kei Wan;
- Current Application is Completely Different from the Previously Rejected Hotel Applications in Shau Kei Wan;
- Echo with the Policy Address for "Tourism is Everywhere" and Development Blueprint for Hong Kong's Tourism Industry 2.0;

- Echo with the Strategic Direction to Reinforce Hong Kong as a World-class Premier Tourism Destination under "Hong Kong 2030+";
- Actively Responding to Changing Market Needs of the Tourism Industry with Abundant Tourism Resources in the Vicinity;
- Strong Demand and Limited Supply of Hotel Room Restricts Tourism Development;
- Compatible Land Use Pattern and Effective Use of Land Resources that is Well Served by Public Transport Services;
- Actively Response to Site Constraints by Respecting Existing Hawker Culture and Minimise Disturbance to Parking Area;
- Proposed Minor Relaxation of BHR to Accommodate MiC Floors and Aboveground Carpark Floors;
- Development Compatible with Stepped Building Height Profile;
- Design Merits to Fulfil the Requirements for Minor Relaxation; and
- Technical Sustainability Demonstrated and No Insurmountable Impacts are Anticipated.

This Further Information contains the responses to comments and technical clarification of relevant Government departments, without major changes in the development parameters nor the assumptions and methodologies, findings, and mitigation measures under technical assessment reports. According to TPB PG No. 32B, this Further Information does not result in a material change of the nature of the application, it should be accepted by the TPB for inclusion into the application and should be exempted from the publication requirement and/or recounting requirement.

Should you require further information or have any query, please feel free to contact the undersigned or Cherie Lee at [redacted].

Yours faithfully,
For and on behalf of
LCH Planning & Development Consultants Limited

Junior Ho
Director

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c.c. the Applicant

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Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Response to Public Comments Table

No.	Comments Received	Our Responses
1	In principle, we support the project's potential to revitalise Kam Wah Street and stimulate the local economy. However, the roads in the Kam Wah Street area are narrow and already frequently affected by illegal parking and congestion on normal days. The additional traffic generated by the hotel, together with coach pick-up and drop-off activities, may inevitably exceed the transport capacity of the community. In this regard, we request that the applicant submit a detailed Traffic Impact Assessment and implement concrete mitigation measures, including the provision of designated pick-up and drop-off areas, rationalisation of nearby parking spaces, and the formulation of a vehicle access and management plan to ensure that residents' daily mobility is not adversely affected.	Noted with thanks. Traffic Impact Assessment has been conducted to demonstrate that the proposed development would not result in any adverse impact on the surrounding road network. Designated lay-by and drop-off areas have been incorporated into the design to facilitate smooth vehicular and pedestrian circulation for residents.
2	A public consultation questionnaire survey is conducted. The consolidated views and recommendations are summarised as follows: • More than two-thirds of respondents consider the existing provision of hotels and service trades insufficient, while half consider the current range of retail shops adequate. • 58% of respondents consider, or are uncertain whether, the existing roads, traffic conditions, or other supporting facilities on Kam Wah Street can accommodate the proposed future development.	Noted with thanks. It is hope that by optimising land resources to meet the growing demand for hotel accommodation, the proposed development would create synergy with the existing tourism assets in Shau Kei Wan, positioning the area as a representative destination for heritage, cultural and eco-tourism. Given its excellent accessibility to public transport, the development would further contribute to strengthening the local economy of the Eastern District.

	• 71% of respondents support the proposed hotel, shop, and services development at Nos. 9–19 Kam Wah Street, Shau Kei Wan. Respondents support an increase in retail provision alongside corresponding supporting facilities, with a focus on daily-needs services, including transport infrastructure such as bus routes and traffic signals.	
3	The increase in pedestrian and vehicular traffic will place an additional burden on the community. Relaxation of the building height restriction will adversely affect natural ventilation. Increasing the building height will also impact the privacy of nearby residential occupants. Construction works may affect the structural integrity of adjoining buildings, disrupt the normal supply of water and electricity, and cause inconvenience to residents in terms of access and egress. It is recommended that the Urban Renewal Authority undertake a comprehensive planning and development approach by combining the subject site with the adjoining properties, namely Nos. 1–23 Kam Wah Street, for integrated redevelopment.	Traffic Impact Assessment and Visual Appraisal have been conducted to demonstrate that there is no adverse traffic impact to the surrounding road network and visual impact to the surrounding environment are anticipated from the Proposed Development. Mitigation measures to be implemented to minimize impact in the neighbourhood during the construction stage have been incorporated in the Planning Assessment Report and relevant technical assessments.
4	Application for minor relaxation of building height restrictions should demonstrate compliance with criteria as stated in the Explanatory Statement. Concerns have been raised regarding the potential excessive increase in development intensity.	The application site is not located in a predominantly residential neighbourhood, but within an established mixed commercial/residential area with active commercial activities along Kam Wa Street and Shau Kei Wan Main Street East. This position is supported by the site's planning history. Please refer to the Supplementary Planning Analysis in **Appendix 8**. When considering the planning application for minor relaxation of building height restriction, the proposed hotel development would enhance existing streetscape by providing canopy along the building frontage facing Kam Wa Street, active street frontage at G/F to maintain current street vibrancy and tree and shrub planting at various levels including a publicly accessible landscaped sky garden. Rather than building separation, the proposed hotel

		development would respect the existing wind corridor while providing better streetscape and walking environment for the community which also enhance visual permeability. The proposed hotel development would not result in any excessive increase in development intensity. The minor increase in building height is sought to facilitate the adoption of Modular Integrated Construction (MiC), which promotes green and innovative building practices in Hong Kong. The proposed development intensity is considered compatible with the surrounding context. Most nearby developments have a plot ratio of 8 or above, while the OZP Explanatory Statement recommends a building height band of 100mPD to 115mPD for the surrounding inland built-up area. Furthermore, a maximum non-domestic plot ratio of 15 is permissible within the "R(A)" zone in Shau Kei Wan. Against this background, the proposed hotel represents a logical extension of the established mixed commercial and residential character of Kam Wa Street and Shau Kei Wan Main Street East. The overall development intensity and building bulk are therefore not incompatible with the surrounding neighbourhood.
5	Concerns have been raised regarding the lack of convincing precedent from similar approved applications and affecting views of individual units	With regard to similar applications, it is noted that two previous applications (Nos. A/H9/70 and A/H9/71), proposing plot ratios of 15 and 13 respectively within the same planning scheme area, were rejected by the Town Planning Board in 2012 and 2013. However, these cases should not be applied mechanistically to the current application, as their circumstances were materially different and involved site-specific planning considerations. This is similarly the case for the approved applications at the subject site as mentioned in the public comment, which were assessed on their own individual merits. From a planning perspective, development proposals should be evaluated in a holistic manner, having regard to the overall planning context and

		public interest, rather than focusing solely on potential impacts to individual parties. While the proposed hotel development may result in some degree of sunlight obstruction to nearby residents, it would, on balance, enhance the local streetscape and increase greenery provision within the site. Appropriate mitigation measures will also be incorporated to minimise potential impacts on surrounding residents. More importantly, the proposed development complies with relevant statutory planning requirements and aligns with the direction set out in the 2025 Policy Address. Further details are provided in the Supplementary Planning Analysis at **Appendix 8**.
6	There is concern of lacking attractiveness of Shau Kei Wan and on the Kernel Density Estimate analysis	As stated in our Planning Assessment report, the Kernel Density Estimate (KDE) analysis calculates the density/ concentration of attractions in the selected buffer area. A higher mean from KDE indicates there are more tourism resources within the selected buffer area. KDE analysis is not intended to equate raw density with tourism attractiveness in isolation. Rather, it statistically calculates and visualizes the spatial distribution and concentration of existing tourism-related tangible resources, including local attractions, historical heritage sites, and food culture. KDE is a non-parametric model that adopt the actual distribution of the identified resources, instead of a parametric model that attached to a pre-defined statistical distribution. KDE results assist to visualize market clustering, visitor demand patterns, and the potential for incubating local tourism. This methodology follows common planning practice for identifying emergent demand nodes and agglomeration benefits, which uses publicly available datasets without selective omission. Results of the analysis show that the density of these three resource categories around the Application Site is higher than the Hong Kong-wide average. While it is acknowledged that many established hotels cluster in traditional core areas, the analysis helps to highlight emerging and under-served clusters of tourism activity in proximity to the Application Site. By identifying the demand from tourism resources and the shortage of hotel

		accommodation in Shau Kei Wan, the KDE analysis supports the proposed development will contribute to a more balanced spatial distribution of tourism capacity in the future. Besides, the shops mentioned in the public comment are mostly neighbourhood-focus uses. However, as demonstrated in Section 4 of the Planning Assessment Report and the Supplementary Planning Analysis in Appendix 8, Shau Kei Wan district possesses abundant tourism resources, and Kam Wa Street, adjoining the Application Site, has long been established as a local tourist attraction. The current shop vacancy is considered a temporary market transition, rather than an indication of a lack of commercial or tourism viability in the area.
7	There is concern of insufficient justification for hotel demand.	Findings based on Hong Kong Tourism Board data indicate that hotel room occupancy rates in the Eastern and Southern districts have been raising, and are higher than those in Tsim Sha Tsui district recently, demonstrating a sustained demand for hotel accommodation in the area. Further details are provided in the Planning Assessment Report and Supplementary Planning Analysis in **Appendix 8**.
8	There is concerned on potential impacts of the local hawker culture	The Applicant will continue to actively liaise with the Food and Environmental Hygiene Department on the arrangement for relocation of affected hawkers. To conserve and sustain the existing street vibrancy, retail uses will be provided at the ground floor of the proposed hotel development.
9	There is concern that the proposed hotel development may affect the health and welfare of the community.	Various technical assessments have been conducted to demonstrate that the proposed hotel development would not give rise to any adverse or insurmountable impacts in respect of traffic, air quality, noise, sewerage, or visual amenity. Where necessary, appropriate mitigation measures have been identified and incorporated into the proposal to minimise potential impacts and ensure compliance with relevant statutory requirements and prevailing standards, without compromising the health and well-being of the community.

Response to Departmental Comments Table

No.	Comments Received	Our Responses
1.	***Comments from Urban Design and Landscape, Planning Department received dated 27 May 2026***	
a	<u>Urban design and visual</u> The Site (about 518.41m2) is located at Kam Wah Street and adjacent to Shau Kei Wan Tram Terminus. The surrounding area is characterised by high-rise residential developments with permitted plot ratios (PRs) of 8 to 10. The proposed development intensity of PR of not more than 15 is much higher than the prevailing PR of the neighbouring residential developments. Judging from the photomontage of VP1, the increased development intensity has added to the visual bulk. Moreover, the photomontages with blank façade treatment have yet to demonstrate how the proposed design elements could soften the building bulk.	Relevant plans incorporating design merits have been included in the submission of further information. Additional design merits (i.e. art paintings on the building façade and canopy for shading) have been added to improve the overall pedestrian environment and to strengthen the distinctiveness of the Shau Kei Wan district. Please refer to **Appendixes 7 and 8** for a more detailed analysis of the planning and design merits of the proposed hotel development.
2.	***Comments from Hong Kong District Planning Office, Planning Department received dated 27 May 2026***	
a	The application site is located within a predominantly residential neighbourhood with commercial uses mainly on the lower floors of the residential buildings. The proposed development intensity of PR 15 is much higher than that of adjacent residential developments with permitted PR of 8 to 10. In the Shau Kei Wan Planning Scheme Area, even commercial developments within "Other Specified Uses" annotated "Business" zone are subject to a maximum PR of 12. The proposed development with PR 15 is considered excessive and incompatible, in terms of development intensity and hence building bulk, with the surrounding residential developments. Similar hotel development applications (No. A/H9/70 and A/H9/71) within the same planning	Noted. Please refer to **Appendix 8** for our Supplementary Planning Analysis.

	scheme area were rejected in 2012 and 2013 respectively mainly on the ground that their PRs of 15 and 13 were deemed excessive relative to the surrounding residential developments with permitted PRs of 8 to 10 at the time. Approving the current proposal would set an undesirable precedent for similar hotel developments, with cumulative effects adversely affecting the general amenity of the area.	
b	According to the submitted elevation in the revised Indicative Architectural Drawings via supplementary information (SI) dated 23.4.2026, the floor-to-floor height (FTFH) of the G/F (5.25m) and 2/F (5.6m) which includes a transfer plate (1.5m) are higher than the usual FTFH for carparking floors. Please provide further justifications for the proposed two storeys of aboveground car park and their respective FTFHs, particularly explaining why LGV parking cannot be accommodated on G/F alongside the L/UL bays. Also, please clarify whether an additional transfer plate is required solely due to the adoption of the aboveground car park layout.	Two aboveground car park floors are required due to the constrained site footprint and the need to reserve 1/F for essential E&M plant. LGV spaces cannot be accommodated at G/F alongside the required taxi lay-by and vehicle maneuvering/turning provisions. The proposed FTFH at 2/F is necessary to accommodate the transfer plate for MiC above, an E&M zone, and the minimum headroom required for LGV parking, without excess height provision.
c	The current submission presents some design merits, please provide relevant drawing(s) for better illustration. Please consider incorporating additional building design and planning merits that would improve the townscape and the amenity of the locality.	Noted, relevant plans and drawings are incorporated in the submission of further information.
d	The proposed shop and service use is missing on the Ground Floor Plan in the revised Indicative Architectural Drawings via Supplementary Information dated 23.4.2026.	Noted with thanks.
e	Noted from the Planning Statement that the proposed communal sky garden on the 3/F will be provided for the enjoyment of the hotel guest. Please clarify whether the proposed open landscape garden on the same floor (refer	Subject to detail design and operation arrangement, the sky garden with landscape design at 3/F will be provided for enjoyment of the hotel guests and local community on designated opening hours.

	to the revised Indicative Architectural Drawings via Supplementary Information dated 23.4.2026) is also for the use of hotel guests only.	
f	According to the applicant, the applicant would provide assistance to the affected licensed fixed pitch hawkers in coordinating with the Food and Environmental Hygiene Department (FEHD) to identify suitable alternative locations for relocation and settlement within the vicinity. Please specify the nature of this assistance. If hawker relocation cannot be arranged prior to commencement of construction, please detail the proposed construction access arrangements for the site.	A designated temporary construction access route (i.e. via existing or temporary ramps/entrances away from primary hawker pitches) will be used to segregate construction vehicles from hawker trading areas. This may include implementing one-way traffic flow, temporary traffic signals, or flagmen to control vehicle movements during peak hawker hours Measures including the following will also be implemented to ensure vehicular and pedestrian safety: • Restricted construction vehicle entry/exit times to avoid peak hawker trading periods where feasible • Provision of temporary footpaths or diversion routes to ensure continued public access to unaffected or partially affected hawkers. • Regular coordination meetings with hawkers and FEHD to adjust arrangements based on on-site conditions.
g	The non-domestic GFA for retail and hotel uses specified in Table 2-1 of the Sewerage Impact Assessment (P. 2) are different from that specified in Table 5 of the Planning Statement (P.34). Please clarify.	The non-domestic GFA for retail and hotel uses is about 50 sq.m while the remaining area is for hotel use.
h	While the appendices are marked as "Appendix" throughout the planning assessment report, the covering page of each individual appendix is marked as "Annex". Please rectify the discrepancy.	The discrepancy has been revised.
3.	***Comments from Environmental Protection Department received dated 15 June 2026***	
a	It is noted that applicant proposes to develop the subject site to a 31-storey hotel and anticipated to be completed by year 2031. Based on the information provided, the proposed hotel will not rely on openable window for natural ventilation. In view of the close proximity of fixed noise source of the proposed development to nearby NSR	Noted. Please refer to our responses below.

	(Noise Sensitive Receiver), the consultant may consider to relocate the fixed noise and list out all the proposed mitigation measures whether applicable or not. Please find our comments on the planning application as below for your follow-up action.	
b	<u>Planning Statement</u> Section 6.2.14 – Please re-write the section according to the latest Air Quality Impact Assessment (AQIA). Please include the mitigation measure for odour impact, e.g. locate the fresh air intake away from the odour sources, install air purifiers in the fresh air system to further reduce potential odour nuisance to users.	Noted. The paragraph has been revised accordingly.
c	<u>Appendix 3 - AQIA</u> Section 3.3.2 – Please delete this section as it should be discussed in Section 5.6 instead.	**Section 3.3.2** has been removed. The information regarding the record of air nuisance complaints has been moved to **Section 5.6**.
d	Section 3.7.11 – Please add section number.	Revised accordingly.
e	Section 5.2.4 – Please confirm and re-write this section to "No odour sources in Table 2-1 were identified within the 200m buffer zone. Odour impact from Kam Wa Street Market and Kam Wa Street Refuse Collection Point (RCP) is discussed in Section 5.6.".	**Section 5.2.4** has been revised accordingly.
f	Sections 5.6.3 and 5.6.4 – The total number of complaints represents all types of air nuisance within the 200m buffer area, which may be irrelevant to odour impact from Kam Wa Street Market and Kam Wa Street RCP. Please confirm if there is no information available specifically for odour complaint in relation to Kam Wa Street Market and Kam Wa Street RCP. Please re-write these sections if necessary.	It should be noted that potential odour impacts can vary depending on the surrounding environment, such as temperature. The survey results alone are not sufficient to confirm that the Kam Wa Street Wet Market and the Kam Wa Street RCP are not major odour sources during the operation of the Proposed Development. For a conservative assessment, it is assumed that some of the complaints are related to the Kam Wa Street Wet Market and the Kam Wa Street RCP. Therefore, potential odour impacts may arise from these sources.

		Section 5.6 has been revised accordingly.
g	Please highlight all changes in the next submission.	Noted and all changes have been highlighted in yellow.
h	<u>Appendix 4 – Noise Impact Assessment 1</u> Section 3.3.3 - The proposed development is facing Kam Wa Street, Expressway Island Eastern Corridor is located 130 meters away and should not be affecting the proposed development, the consultant should review the Area Sensitivity Rating (ASR) for this case.	Noted. The Area Sensitivity Rating (ASR) for this case has been revised to Category B. The noise criteria and **Section 3.3** have been revised accordingly. Appendix 5-1 and Tables 5-1 & 5-2 have been revised accordingly.
i	Appendix 5.1 - There would be direct line of sight for NSR 03a and NSR 07a (only 5 meter away from the noise source), -5 dB(A) barrier correction should not be applied. The consultant is required to demonstrate the fixed plant noise impact could be mitigated and fully comply with the Hong Kong Planning Standards and Guidelines (HKPSG) standard. With knowing the close proximity of fixed noise source of proposed development to nearby NSR, the consultant may consider relocate the fixed noise source and/or implement enclosure as mitigation whenever necessary. The Consultant could refer to the Environmental Protection Department's website (https://www.noiseenm.epd.gov.hk/) and list out the proposed mitigation measures wherever applicable in the report.	The -5 dB(A) barrier correction for NSR 03a and NSR 07a have been removed in the current assessment. To minimize the fixed noise impact, noise mitigation measures such as enclosure, silencers and acoustic louvres will be adopted as far as practicable. However, considering the close proximity of the residential buildings to the north, west, and east, these noise mitigation measures may not be sufficient to fully mitigate the fixed plant noise. In case of the mitigation measures cannot provide sufficient noise reduction level to comply with the relevant standards, the planned fixed noise sources would be restricted to the southern façade at 20/F or above to provide considerable distance to the nearby NSRs. as stated in the revised **Section 5.2.4**. Additional NSR09 is supplemented and relevant sections, **Appendix 5-1 Figures 2-3** & **5-1** have been revised accordingly. The revised calculations (**Table 5-2 & Appendix 5-1**) show that the maximum allowable SWL shall be 92 dB(A) for daytime and evening time, and 82 dB(A) for night-time.
j	Section 3.2 - The proposed development is in close proximity to the tram station, the consultant should	Shau Kei Wan Tram Terminus is located at close proximity to the southern-east side of the Site. Noise from moving trams entering and/or leaving the

	demonstrate that no adverse noise impact from the tram station would be anticipated.	Shau Kei Wan Tram Terminus at close proximity may cause nuisance to users of the Proposed Development. Since the Proposed Development features a central mechanical ventilation system, no openable windows will be provided for ventilation purposes. Consequently, the criteria for these noise sources affecting the Proposed Development are not applicable. Therefore, no adverse noise impact from the tram terminus is anticipated. **Sections 2.3, 5.1, 6.1.3 & Figure 2-1** have been revised accordingly.
4.	***Comments from Food and Environmental Hygiene Department received dated 18 June 2026***	
	It is noted that the applicant has proposed an **aluminium canopy** over public pavement at the frontage of the proposed development (**R-to-C Table No.4(d)** and G/F and 1/F Floor Plans of **Appendix 1** refer). We wish to offer the preliminary comment as below: The proposed aluminium canopy at the frontage of the proposed development should have height clearance of not less than 2.5 m over the public pavement, and not overlapped with any existing hawker fixed pitches in front of the application site.	Noted. The proposed canopy is having height clearance of about 4.95 m over the footpath and it would not overlap with existing hawker fixed pitches in front of the Application Site.
5.	***Comments from Highways Department received dated 18 June 2026***	
	The applicant should seek comments from BD regarding the compliance of the proposed canopy under Building Ordinance.	Noted. The Applicant would adhere to the requirement on canopy over street under the Buildings Ordinance and would actively liaise with the Buildings Department for the compliance of the proposed canopy under Buildings Ordinance. The design shall be determined with Buildings Department in the detail design stage.
6.	***Comments from Transport Department received dated 18 June 2026***	

a	Response-to Comment 4a) - the description in Para. 5.5.1 of Revised Planning Statement "In particular, public light bus is allowed during specific periods of weekdays" is not clear as the lay-by serves as PLB stand during 7-9 am and 5-9 pm from Monday to Friday and allows parking of PLB at other times. Please review if this statement shall be deleted and the last sentence of this para. shall be read as "To respect the existing ~~parking area~~ PLB stand cum part-time parking lay-by and to minimize disturbance, the run-in/out has been positioned at the eastern end instead of the middle of ~~existing parking~~ the lay-by, such that a continuous ~~parking area~~ PLB stand cum part-time parking lay-by can be preserved.	Noted. The paragraph has been revised accordingly.
b	Response-to Comment 4b) - the statement in Para. 6.1.5 of Planning Statement "The Proposed Hotel is anticipated to generate lower traffic volumes with only 8 and 5 additional passenger car units..." is contradictory. Please review if the statement shall read "The Proposed Hotel is anticipated to generate ~~lower traffic volumes with only~~ 8 and 5 additional passenger car units...;	Noted. The paragraph has been revised accordingly.

REVISED PLANNING STATEMENT

LCH Planning and Development
Consultants Limited

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Planning Assessment Report

Prepared by

Planning Consultant : LCH Planning & Development Consultants Limited

In Association with

Traffic Consultant : CKM Asia Limited

Environmental Consultant : Cinotech Consultants Limited

April 2026

Report : Version 1.4

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Executive Summary

(*in case of discrepancy between English and Chinese versions, English version shall prevail*)

This Application is submitted to seek the approval from the Town Planning Board ("**the Board**") under Section 16 of the Town Planning Ordinance ("**the Ordinance**") for the proposed hotel development with shop and services, including a minor relaxation of the maximum building height restriction ("**the Proposed Development**") at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan ("**the Application Site**", "**the Site**"). The Application Site falls within an area zoned as "Residential (Group A)" ("**R(A)**") and area shown as 'Road' on the Approved Shau Kei Wan Outline Zoning Plan No. No. S/H9/22.

The development proposal involves about 336 nos. of guest rooms. Car parking spaces will be provided on G/F and 2/F. The ground floor retail area is designed for general commercial use and as ancillary space to the hotel, providing retail facilities that serve both hotel guests and the surrounding community. The building will have a total of 31 storeys, with a proposed maximum building height of not more than 113.56 mPD. Since this slightly exceeds the current height limit of 100 mPD, a minor relaxation of the building height restriction is sought.

To capitalise on the abundant neighbourhood tourism resources in Shau Kei Wan and advance the vision of "Tourism is Everywhere" under the Development Blueprint for Hong Kong's Tourism Industry 2.0, the Proposed Development aims to provide high-quality hospitality services supported by a stable hotel supply. It aligns with the Government's strategic direction to reinforce Hong Kong's position as a world-class premier tourism destination, echoing the policy initiatives in the Policy Address and the broader vision of Hong Kong 2030+. The project also supports the "Culture + Tourism" and "Ecology + Tourism" strategies in the Eastern District by optimising local tourism assets, conserving the unique hawker culture, and ensuring effective utilisation of land resources. As a private-sector initiative, the development will help stabilise hotel accommodation supply, enhance visitor arrival arrangements and proactively respond to evolving tourism trends in Hong Kong.

The proposal demonstrates strong planning merits and careful design considerations. It is compatible in terms of land use nature, scale and intensity with the surrounding environment, and is technically feasible with no anticipated adverse traffic, visual, sewerage and environmental impacts.

In view of the above justifications, we would sincerely seek the favourable consideration of the Board to approve this Application.

內容摘要

(*如內文與其英文版本有差異，則以英文版本為準*)

本規劃申請根據《城市規劃條例》第 16 條， 向城市規劃委員會（下稱「**城規會**」）申請批准位於筲箕灣金華街 9 至 19 號(單號)（下稱「**申請地點**」）作擬議放寬建築物高度限制，以作擬議設有商店及服務行業的酒店發展（下稱「**擬議發展**」）。申請地點位於《筲箕灣分區計劃大綱核准圖編號 S/H9/22 號》劃為「住宅（甲類）」地帶及「道路」的範圍內。

擬議發展未來將提供約 336 間酒店客房，並於地下及二樓提供泊車位，以配合政府鞏固香港作為世界級的首選旅遊目的地的策略方向。該項目亦有助穩定酒店住宿供應、改善旅客接待安排，並積極回應旅遊業發展的新方向。地面的商店及服務行業設計作一般商業用途，同時作為酒店的附屬設施，為酒店住客及周邊社區提供零售服務。整座建築物共 31 層，建議的最高建築高度為不高於主水平基準 113.56 米。由於建築高度略高於現有 100 米主水平基準的高度限制，故此規劃申請希望在建築高度限制上可作輕微放寬。

為充分發揮筲箕灣鄰近社區豐富的旅遊資源，並推進《香港旅遊業發展藍圖 2.0》下「無處不旅遊」的願景，是次擬議發展項目旨在提供高品質的酒店服務，以穩定的酒店供應作支撐。該項目將配合政府加強香港作為世界級首選旅遊目的地的地位，並致力實現《2025 年施政報告》的政策倡議及《香港 2030+》的長遠策略願景。項目同時支援東區「文化 + 旅遊」及「生態 + 旅遊」的發展策略，透過優化本地旅遊資產、保育獨特的小販文化，確保土地資源的有效運用。作為私營機構主導的發展項目，擬議發展項目有助香港穩定酒店住宿供應，完善旅客接待安排，積極回應不斷演變的旅遊趨勢。

是次擬議發展項目具備充分的規劃優點及審慎的設計考慮，並在土地用途性質、規模及發展強度方面與周邊環境相容，而且技術上可行，預期不會對交通、景觀、排污及環境造成不利影響。

鑒於以上提出的依據，我們真誠地尋求城規會批准該申請。

1 INTRODUCTION

1.1 The Application

1.1.1 The Application Site, situated at Nos. 9, 11, 13, 15, 17 and 19 Kam Wa Street in Shau Kei Wan, comprises a vacant parcel of land that has remained idle for years. The Applicant would like to optimise the use of this existing land resource by developing the Site into a hotel development. To facilitate the proposed development and to fully realise its development potential, a minor relaxation of the maximum building height restriction is also sought.

1.1.2 We are commissioned by the Applicant to prepare this planning assessment report on its behalf to seek approval from the Town Planning Board under Section 16 of the Town Planning Ordinance for the proposed hotel development with shop and services, including a minor relaxation of the maximum building height restriction (hereinafter referred to as the "**Proposed Development**") at Nos. 9, 11, 13, 15, 17 and 19 Kam Wa Street, Shau Kei Wan (**Figures 1 & 2**) (hereinafter referred to as the "**Application Site**" / "**the Site**").

1.1.3 The Application Site falls within an area zoned as "Residential (Group A)" ("**R(A)**") and area shown as 'Road' on the Approved Shau Kei Wan Outline Zoning Plan No. No. S/H9/22 ("**the OZP**" / "**Shau Kei Wan OZP**") (**Figure 3**). It involves developing the Application Site in the "Residential (Group A)" ("**R(A)**") zone and area shown as 'Road' for Proposed Development.

2 THE APPLICATION SITE AND SURROUNDINGS

2.1 Current Condition of the Site

2.1.1 The Application Site covers a total of about 518.41 square metres ("sq.m."). It is currently a vacant land located at Nos. 9, 11, 13, 15, 17 and 19 Kam Wa Street in Shau Kei Wan. The Site fronts Kam Wa Street to the south, is adjacent to the Shau Kei Wan Tram Terminus to the southeast, and faces Man Wah Dai Ha Blocks A to G to the east.

2.1.2 The Application Site abuts Kam Wa Street and is positioned between Mong Lung Street and Shau Kei Wan Main Street East. It is situated close to the junction of Kam Wa Street and Shau Kei Wan Main Street East, which is known as the Shau Kei Wan Tram Terminus. In front of the Application Site there is a parking area along the Kam Wa Street.

2.1.3 **Figure 2** illustrates the location of the Application Site and its immediate vicinity.

Diagram 1 Existing Condition of Application Site

2.2 Land Status

2.2.1 The Application Site falls within the boundary of Section D, Section F, Section G and the Remaining Portion of Shaukiwan Inland Lot (SIL) No. 433. (**Figure 4**). The development restrictions of these four various Lots are stipulated under the Government Lease which is solely held by the Applicant. These lots are private land parcels granted under a Government Lease with a lease term of 999 years commencing from 3.1.1860. The Lots are virtually unrestricted except the non-offensive trade clause.

2.3 Surrounding Context and Land Use Pattern

2.3.1 At present, the surrounding area is predominately occupied by medium- to high-density mixed residential and commercial neighbourhood (**Figure 7**):

- to the immediate north adjoining the Application Site are high rise private residential developments, namely Mong Lung House and Tung Tai Building and King Fai Building at the same "R(A)" zone. The Shau Kei Wan Main Street East is renowned for its vibrant commercial and cultural character, featuring ground-floor restaurants and traditional Chinese temples. To the further north, across Tung Hei Road is the Aldrich Bay Promenade;

- to the west, north-west and south across Mong Lung Street and Kam Wa Street are high-rise private mixed residential and commercial developments, known as Kam Wa Court, Wing Wah House, Wing Wah Building & Fu Hong Lau, under "R(A)" and "R(A)2" zones; and

- to the immediate east across Shau Kei Wan Main Street East is the Former Shau Kei Wan Market (SKWM) Building and the SKWM Building Sitting-out Area rezoned from "Government, Institution or Community" ("G/IC") to "Residential (Group A)7" ("R(A)7") with maximum building height restriction of 120 mPD. To the further east is Ming Wah Dai Ha Blocks A to E under "Comprehensive Development Area" ("CDA") zone.

Existing Mixed Residential and Commercial Characters of the Application Site and Its Vicinity

2.3.2 Various major shopping centres serve the surrounding area, known as Shau Kei Wan Centre, Lime Gala located south of the Application Site, Oi Tung Shopping Centre positioned to the northwest and the Galaxy Plaza. These centres provide a range of retail shops, dining options and essential services to visitors and local residents. Traditional markets add to the area's commercial vitality, including Kam Wa Street Wet Market and Aldrich Bay Market, which offer fresh produce, seafood and daily necessities. Additional commercial elements contributing to Shau Kei Wan's retail landscape include the ground-floor shops in particular along Shau Kei Wan Main Street East.

2.3.3 The proximity to Shau Kei Wan MTR Station further enhances commercial accessibility, with station-adjacent retail spaces and the surrounding network of restaurants, convenience stores and service establishments creating a comprehensive commercial ecosystem that serves both residential and working populations in the Shau Kei Wan.

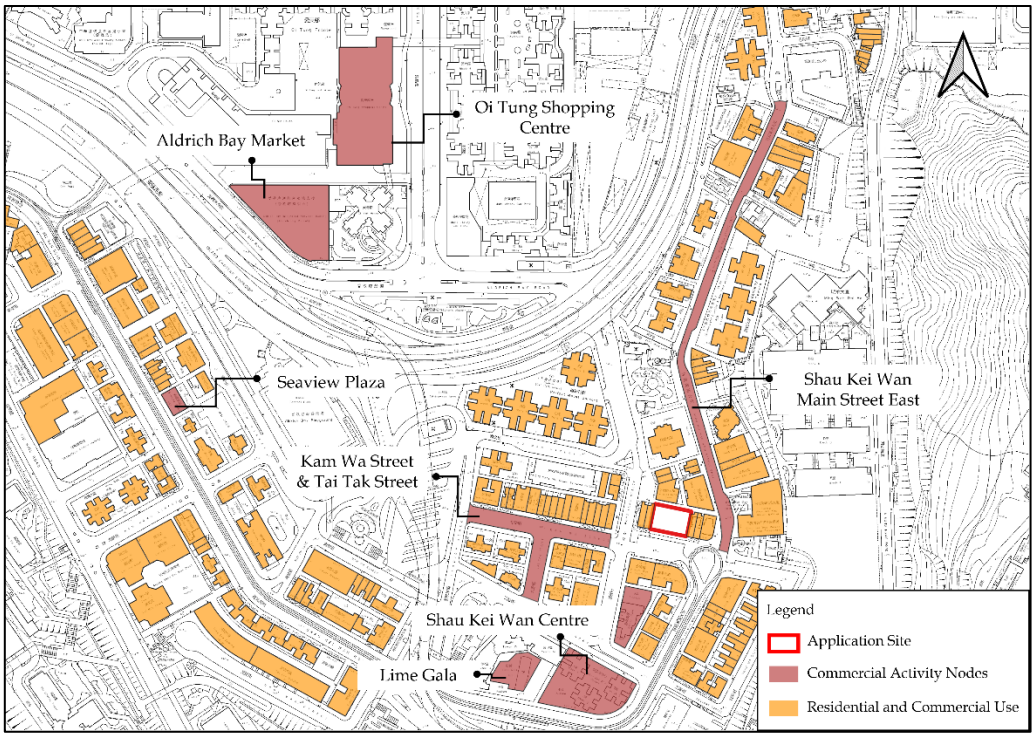

Diagram 2 Mixed Residential and Commercial Characters of the Application Site and Its Vicinity
(Source: Town Planning Board and Lands Department, HKSAR Government)

Diagram 3 Commercial Activities in the Vicinity

Existing Hawker Culture in Shau Kei Wan

2.3.4 Hawker markets is still one of the key iconic features in Shau Kei Wan, serving the local resident's needs and attracting tourists. According to the latest information from Food and Environmental Hygiene Department, currently there are around 120 nos. of fixed pitch hawker licences scattered along Tai Tak Street, Shau Kei Wan Road, Shau Kei Wan Main Street East, Mong Lung Street, Kam Wa Street and Aldrich Street.

2.3.5 In particular, they are clustered along the section of Kam Wa Street between Aldrich Street and Mong Lung Street, and the connecting Tai Tak Street. These two sections of street are pedestrian prioritized during the day time. The fixed patch hawker stalls along the streets together with the retail stores on the lower floors of the buildings are commonly known as the Kam Wah Street Wet Market. It is recognised as one of the key tourist attractions in Eastern District[1].

Diagram 4 Existing Condition of Kam Wa Street Wet Market

2.3.6 It is noteworthy that the section of Kam Wa Street in front of the Application Site is not dominated by hawker stalls. Among the 120 nos. of hawker licence in the vicinity, there are around five hawker stalls in front of the Site along Kam Wa Street. This section of Kam Wa Street with parking area on the two sides is not pedestrian prioritised. It does not form part of the Shau Kei Wan Kam Wa Street Wet Market.

[1] Hong Kong Tourism Board, https://www.discoverhongkong.com/hk-eng/explore/neighbourhoods/eastern.html; TripAdvisor, https://en.tripadvisor.com.hk/Attraction_Review-g294217-d23713483-Reviews-Shau_Kei_Wan_Market-Hong_Kong.html

Licence Type	Pitch No.	Address
Fixed-pitch Hawker Licence	11KW O10105	In Front of No. 17 Kam Wa Street
Fixed-pitch Hawker Licence	11KW O10106	In Front of No. 17 Kam Wa Street
Fixed-pitch Hawker Licence	11KW O10112	In Front of No. 11-13 Kam Wa Street
Fixed-pitch Hawker Licence	11KW O10117	In Front of No. 11-13 Kam Wa Street
Fixed-pitch Hawker Licence	11KW O10120	In Front of No. 9 Kam Wa Street

Table 1 Existing Hawker Information
(Source: Food and Environmental Hygiene Department)

Diagram 5 Existing Hawker Stalls outside Application Site

2.4 Accessibility

2.4.1 The Application Site is accessible via Kam Wa Street which further connects to Tung Hei Road and Chai Wan Road to the other parts in Sai Wan Ho and Chai Wan areas (**Figure 1**). It is located at the junction of Kam Wa Street and Shau Kei Wan Main Street East, known as the Shau Kei Wan Tram Terminus.

2.4.2 The Application Site is considered a strategic transport node since it is well served by public transportation, including trams, franchised buses,

green and red minibuses (GMB/RMB) services and Mass Transit Railway (MTR). Bus stops are located immediately at Shau Kei Wan Bus Terminus at within 250 m, or less than a 4-minute walk from the Application Site, and Shau Kei Wan MTR Station is located within approximately 200 m, or less than a 3-minute walk from the Site. Route No. 9 to Shek O is only available at the bus stop located at the street end of Kam Wa Street in Shau Kei Wan.

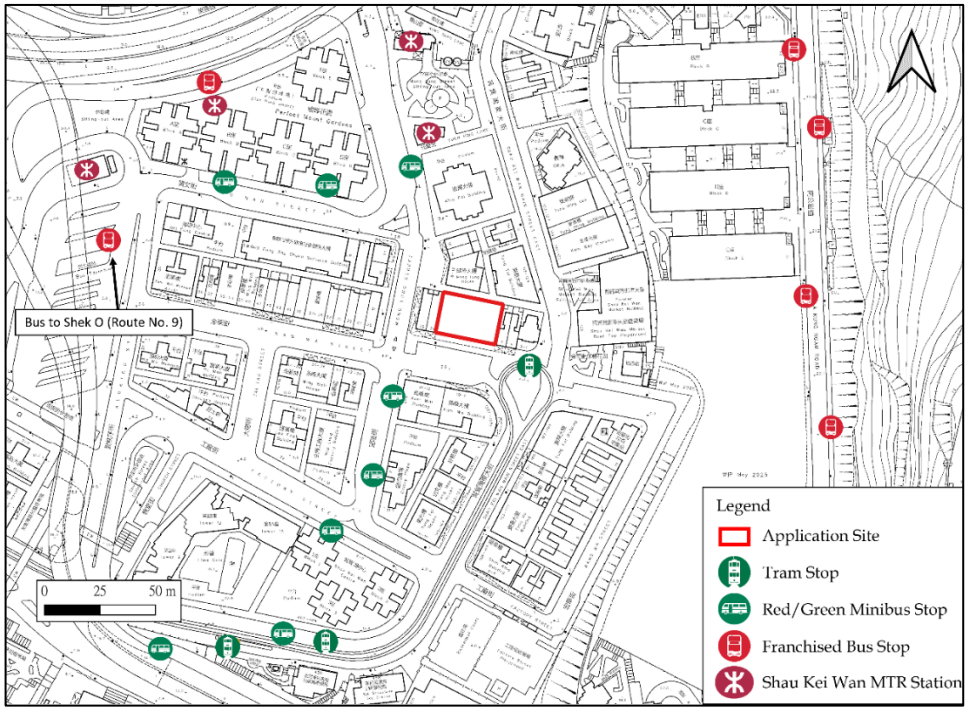

Diagram 6 Availability of Public Transport in the Vicinity
(Source: Transport Department, HKSAR Government)

2.5 Tourism Attractions

2.5.1 Shau Kei Wan Main Street East in the Eastern District is a renowned food street characterised by an array of nostalgic cafés, local snack stalls and contemporary restaurants, attracting visitors from both within and outside the district. Application Site is situated in proximity to several historic buildings and cultural landmarks, including Tin Hau Temple, Tam Kung Temple, Shing Wong Temple and the Eastern District Cultural Square. The nearby tram terminus has become a notable point of interest and was incorporated into the Eastern District Tourism Trail in 2002. With the opening of East Coast Boardwalk, the harbourfront along the northern shore of Hong Kong Island, extending from Shek Tong Tsui in the Western District to Aldrich Bay in Shau Kei Wan, will be fully connected, forming a continuous promenade approximately 12 kilometres in length for public enjoyment. This enhancement will provide a highly walkable environment linking major districts including Causeway Bay, Quarry Bay and Shau Kei Wan, which further improving accessibility and the overall visitor experience. Refer to **Figure 5** for Tourist Attractions and Facilities in the Surrounding Area.

3 PLANNING CONTEXT

3.1 Statutory Planning Context

3.1.1 The Application Site falls within an area zoned as "R(A)" and area shown as 'Road' on the Approved Shau Kei Wan Outline Zoning Plan No. S/H9/22 (**Figure 3**) (also known as the "the OZP"/ "Shau Kei Wan OZP"). The planning intention of the "R(A)" zone is *"intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building"*.

3.1.2 According to the Schedule of Notes for "R(A)" zone, 'Hotel' is Column 2 use that may be permitted with or without conditions on application to the Town Planning Board ("**the Board**"). The proposed hotel development with shop and services in the area shown as 'Road' also require permission from the Board.

3.1.3 The Notes of the OZP state that, on land designated "R(A)", "R(A)2", "R(A)3", "R(A)4", "R(A)5" and "R(A)7", no new development or redevelopment of any domestic or non-domestic building shall result in a total development and/or redevelopment exceeding a maximum domestic plot ratio of 8 for a Class A site, 9 for a Class B site and 10 for a Class C site; or a maximum non-domestic plot ratio of 15, and a maximum building height ("**BH**") of 100 metres above Principal Datum ("**mPD**") as stipulated, or the BH of the existing building, whichever is the greater.

3.1.4 According to the Note (15) of the "R(A)" zone in the OZP, minor relaxation of the building height restriction ("BHR") may be considered by the Board based on the individual merits of a development or redevelopment proposal.

3.1.5 According to the Explanatory Notes of OZP, a minor relaxation clause for building height restrictions is provided to encourage developments or redevelopments that demonstrate design merits and planning gains. Each application for minor relaxation of building height restrictions under s.16 of the Ordinance will be considered on its own merits, with reference to the following assessment criteria:

(a) amalgamating smaller sites for achieving better urban design and local area improvements;

(b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening;

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

(d) providing separation between buildings to enhance air and visual permeability;

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

(f) other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to the townscape and amenity of the locality and would not cause adverse landscape and visual impacts.

3.1.6 The Explanatory Notes of the OZP also states that two non-building areas (NBAs) are designated within the Ming Wah Dai Ha site, including a 10m-wide central strip of land aligned with Kam Wa Street which also along the southern boundary of the subject "R(A)" zone, to enhance air circulation toward the town centre and improving the overall urban microenvironment.

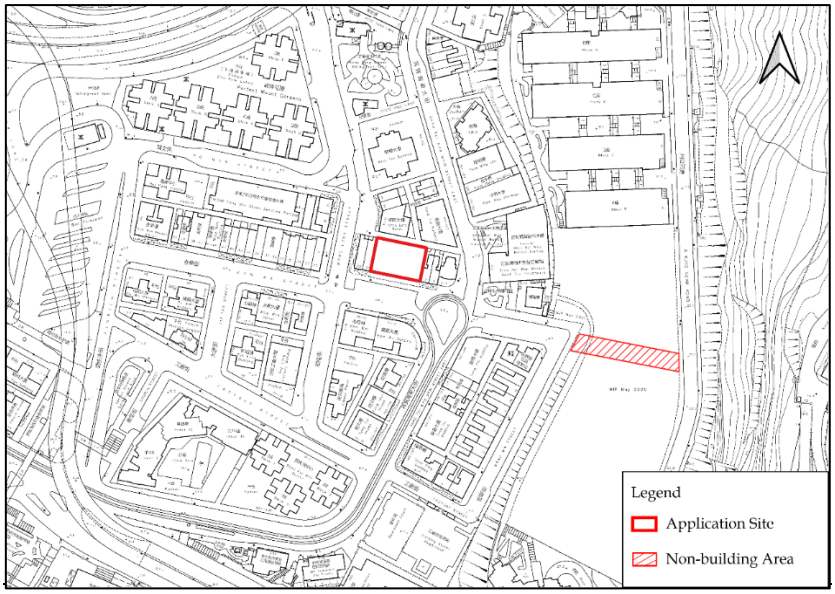

Diagram 7 One of the Designated Non-Building Areas Adjacent to Kam Wa Street
(Source: Lands Department, HKSAR Government)

S/H9/22

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Public Vehicle Park (excluding container vehicle) (on land designated "R(A)5" and "R(A)6" only) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/ Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) (not elsewhere specified) Religious Institution School (not elsewhere specified) Shop and Services (not elsewhere specified) Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Training Centre

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

(1) On land designated "Residential (Group A)"("R(A)"), "Residential (Group A)1" ("R(A)1"), "Residential (Group A)2" ("R(A)2"), "Residential (Group A)3" ("R(A)3"), "Residential (Group A)5" ("R(A)5"), "Residential (Group A)6" ("R(A)6") and "Residential (Group A)7" ("R(A)7"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(2) On land designated "R(A)2", a maximum building height of 120mPD would be permitted for sites with an area of 400m^2 or more.

(3) On land designated "R(A)3", a maximum building height of 135mPD would be permitted for sites with an area of 400m^2 or more.

(4) On land designated "Residential (Group A)4" ("R(A)4"), no new development, or addition, alteration and /or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of mPD, as stipulated on the Plan.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

(5) On land designated "R(A)", "R(A)2", "R(A)3", "R(A)4", "R(A)5" and "R(A)7", no new development of or redevelopment to a domestic or non-domestic building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 8 for Class A site, 9 for Class B site and 10 for Class C site, or a maximum non-domestic plot ratio of 15, as the case may be. The definition of Class A, Class B and Class C sites shall be in accordance with the Building (Planning) Regulations.

(6) On land designated "R(A)", "R(A)2", "R(A)3", "R(A)4", "R(A)5" and "R(A)7", for new development of or redevelopment to a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum permitted non-domestic plot ratio of 15 and the actual non-domestic plot ratio proposed for the building and the maximum permitted domestic plot ratio for the building divided by the maximum permitted non-domestic plot ratio of 15. The maximum permitted domestic plot ratios are as stipulated in paragraph (5) above.

(7) On land designated "R(A)", "R(A)2", "R(A)3", "R(A)4", "R(A)5" and "R(A)7", no addition, alteration and/or modification to an existing building shall result in a total development in excess of the relevant maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (5) or (6) above, or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable –

(a) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or

(b) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (5) or (6) above shall apply if any addition, alteration and/or modification to an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.

(8) On land designated "R(A)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6, or the plot ratio of the existing building, whichever is the greater.

(9) On land designated "R(A)6", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 85,800m^2.

(10) In determining the maximum plot ratio for the purposes of paragraphs (5), (6) and (8) above, the area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings solely for accommodating GIC facilities including school(s) as may be required by Government shall be deducted from calculation of the site area.

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RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

(11) In determining the relevant maximum plot ratio/gross floor area for the purposes of paragraphs (5), (6), (8) and (9) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(12) On land designated "R(A)5", "R(A)6" and "R(A)7", in determining the relevant maximum plot ratio/gross floor area for the purposes of paragraphs (5), (6) and (9) above, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may also be disregarded.

(13) On land designated "R(A)5", in determining the relevant maximum plot ratio for the purposes of paragraphs (5) and (6) above, any floor space that is constructed or intended for use solely as public vehicle parks may be disregarded.

(14) Where the permitted plot ratio as defined in the Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio/gross floor area for the building on land to which paragraph (5), (6) or (9) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio/gross floor area specified in paragraphs (5), (6) or (9) above may thereby be exceeded.

(15) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height/plot ratio/gross floor area restrictions stated in paragraphs (1) to (4), (8) and (9) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Diagram 8 Extract of Notes of Approved Shau Kei Wan OZP No. S/H9/22
(Source: Town Planning Board, HKSAR Government)

Diagram 9 Existing Condition of the Non-building Area

Building Height Restrictions in the Vicinity

3.1.7 The Application Site is located at the eastern part of Shau Kei Wan ("**SKW**") area, it is surrounded by existing private residential developments (with the BHR up to 100-120mPD) to its immediate west, south, south-west and north. Across the road and railway to the north-west, there is an existing housing development with the BHR of 120mPD along the waterfront area.

3.1.8 The Application Site is located within an area comprising medium- to high-density mixed private and public residential and commercial developments, with most of the developments with a PR of 8 or higher.

3.1.9 According to the Explanatory Statement of OZP, it is stated that within the surrounding inland built-up area, the 100 mPD and 115 mPD height band zone is recommended.

3.1.10 It is noteworthy that area to the south of Kam Wa Street is under "R(A)2" zone, which a maximum building height of 120mPD would be permitted for sites with an area of 400 sq.m. or more. While the area to the north of Kam Wa Street is subject to a maximum building height of 100mPD. The Application Site with a site area of larger than 400 sq.m. is just situated in between the BHR of 100 to 120mPD. Just to the east of the Application Site is a newly rezoned "R(A)7" area which is subject to a BHR of 120mPD. Overview of the BH profile of SKW area is at **Figure 6** respectively.

3.2 Discrepancy in the Understanding of Subject Zoning Boundary

3.2.1 A comparison of the zoning boundaries across multiple OZP prepared in 1978, 1986, 1994 and 2004 (referenced as LH/9/38, S/H9/1, S/H9/3 and S/H9/13 respectively), it reveals slight variations in the demarcation of the subject site's boundaries. As revealed from the past OZPs, in particular 1978, 1986 and 1994, the zoning boundary was in line with the building footprint. The building footprint has also remained unchanged over the years. It is believed that there may be slight discrepancies during the digitalization of OZP during 2000s. These discrepancies, while minor in nature, indicate that the zone boundaries have evolved incrementally over the successive planning periods. *the zoning boundary consistently coincided with the existing building footprint, which has remained unchanged over time.*

Diagram 10 Extract of Drafted/Approved Shau Kei Wan OZP in 1978, 1986, 1994 and 2004
(Source: Town Planning Board, HKSAR Government)

3.2.2 Currently the zoning boundary is slightly further setback from the concerned lot boundary, with minor portion of the Application Site encroaches onto the Area shown as 'Road'. According to the covering Notes of the OZP, alignments of roads and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.

3.3 Planning History Review

Designation of "Commercial/Residential" zone in 1980

3.3.1 The Site fell within an area zoned as "Commercial/Residential" ("C/R") under the draft Shau Kei Wan Outline Zoning Plan No. LH 9/38 back to 1980. Within this zone, hotel, hostel and guesthouse uses were the uses that always permitted. The zoning exercise was undertaken with the objective of rationalizing the prevailing development character of the area. In addition, the planned provision of the Mass Transit Railway, with stations proposed at the western end of Shau Kei Wan Road and at Shau Kei Wan Main Street East, was expected to promote and facilitate the development of commercial and residential uses within the surrounding area.

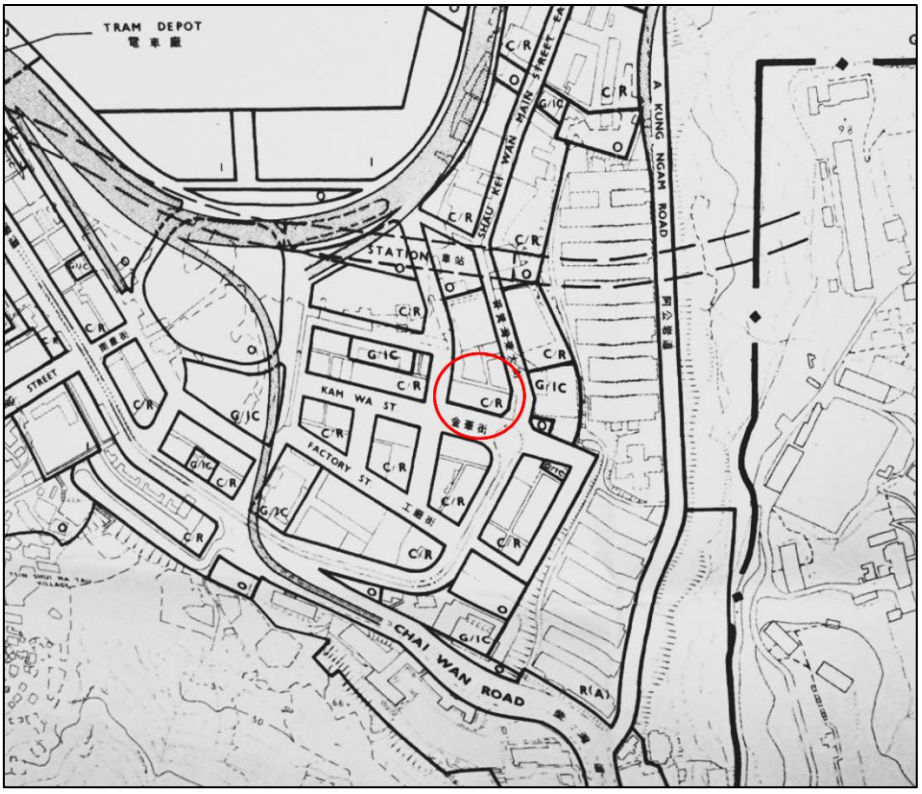
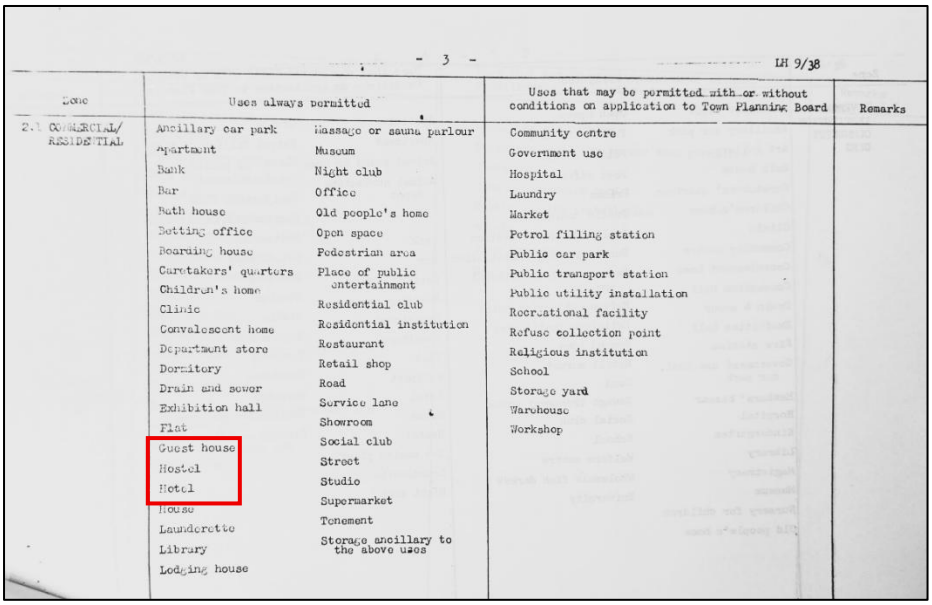


Diagram 11 Extract of Shau Kei Wan Draft OZP No. LH 9/38
(Source: Town Planning Board, HKSAR Government)



- 3 -

LH 9/38

Zone	Uses always permitted		Uses that may be permitted with or without conditions on application to Town Planning Board	Remarks
2. (1) COMMERCIAL/ RESIDENTIAL	Ancillary car park	Massage or sauna parlour	Community centre	
	Apartment	Museum	Government use	
	Bank	Night club	Hospital	
	Bar	Office	Laundry	
	Bath house	Old people's home	Market	
	Betting office	Open space	Petrol filling station	
	Boarding house	Pedestrian area	Public car park	
	Caretakers' quarters	Place of public entertainment	Public transport station	
	Children's home	Residential club	Public utility installation	
	Clinic	Residential institution	Recreational facility	
	Convalescent home	Restaurant	Refuse collection point	
	Department store	Retail shop	Religious institution	
	Dormitory	Road	School	
	Drain and sewer	Service lane	Storage yard	
	Exhibition hall	Showroom	Warehouse	
	Flat	Social club	Workshop	
	Guest house	Street		
	Hostel	Studio		
	Hotel	Supermarket		
	House	Tenement		
	Launderette	Storage ancillary to the above uses		
	Library			
	Lodging house			

Diagram 12 Extract of the Notes of Shau Kei Wan Draft OZP No. LH 9/38

(Source: Town Planning Board, HKSAR Government)

Rezoning from "Commercial/Residential" use to "Residential(A)" use since 2004

3.3.2 Until February 2004, the majority of sites along both sides of Shau Kei Wan Road and Shau Kei Wan Main Street East, including the Application Site, were rezoned from "C/R" to "Residential (Group A)" ("R(A)") under the draft Shau Kei Wan OZP No. S/H9/13.

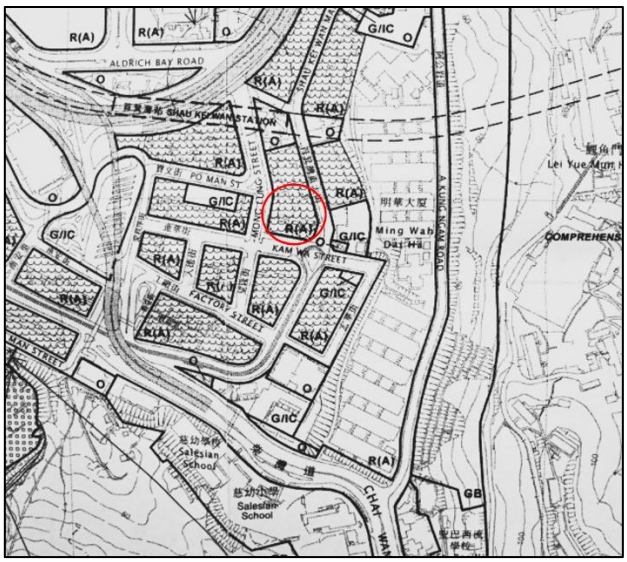


Diagram 13 Extract of Shau Kei Wan Draft OZP No. S/H9/13

(Source: Town Planning Board, HKSAR Government)

3.3.3 To clearly reflect the planning intention to avoid overdevelopment, particularly through the transfer of development potential, and to preserve the distinct characteristics of individual sites, it was proposed

that the domestic plot ratio restrictions of 8 to 10 and a non-domestic plot ratio restriction of 15 be specified in the Notes of the "R(A)" zone.

Imposition of Development Control in 2000s

3.3.4 To provide more effective planning control over BH, PR and GFA upon development or redevelopment, an Air Ventilation Assessment (AVA) Study for SKW area was completed to evaluate the proposed BHR in 2008.[2] Based on the findings of the AVA Study, a maximum building height of 100mPD was proposed to form a transitional zone that would contribute to a stepped-height profile, moderating the visual impact of taller inland developments while complementing the historical context at the urban fringe.

3.3.5 During the Board meeting for Draft SKW OZP No. S/H9/15, Planning Department clarified that the imposition of a 100mPD building height restriction for the "R(A)" site adjoining Kam Wa Street was derived from the stepped-height concept. Both the AVA Study and the Department's internal assessment concluded that the 100mPD restriction would not result in any adverse visual or air quality impacts.

3.4 Precedent Planning Application for Hotel-related Use in Residential Zoning

3.4.1 Two precedent cases for hotel development (Application Nos. A/H9/68 and A/H9/73) have been approved in 2012 and 2015 respectively in the vicinity, are within the "R(A)2" zone in Shau Kei Wan. No other similar applications have been received since then.

3.4.2 There are precedent applications (Application Nos. A/H8/438 and A/H8/439) for proposed hotel in "R(A)" zone on the North Point OZP. The proposed BH was within the maximum BH of 120mPD stipulated under the OZP, and was considered not incompatible with the surrounding residential buildings with BHs ranging from 3 to 36 storeys and 17mPD to 113mPD. The application was approved by the Board on January 2024 (**Table 2**).

[2] https://www.pland.gov.hk/file/resources/ava_register/government/pdf/AVRG27_Report.pdf

Application No.	Proposed Use	Date of Consideration	Decision
A/H8/438	Proposed Hotel	26.1.2024	Approved with conditions
A/H8/439	Proposed Hotel	26.1.2024	Approved with conditions
A/H9/73	Proposed Hotel	2.1.2015	Approved with conditions
A/H9/68	Proposed Hotel	20.1.2012	Approved with conditions

Table 2 Similar S.16 Applications within "R(A)" Zone on Shau Kei Wan OZP and North Point OZP

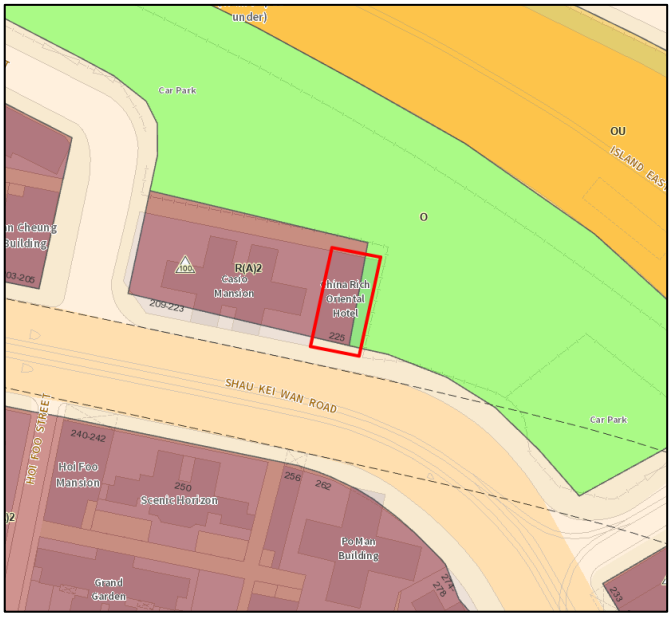


Diagram 14-1 Similar Approved Application Nos. A/H9/68 and 73
(Source: Town Planning Board and Lands Department, HKSAR Government)

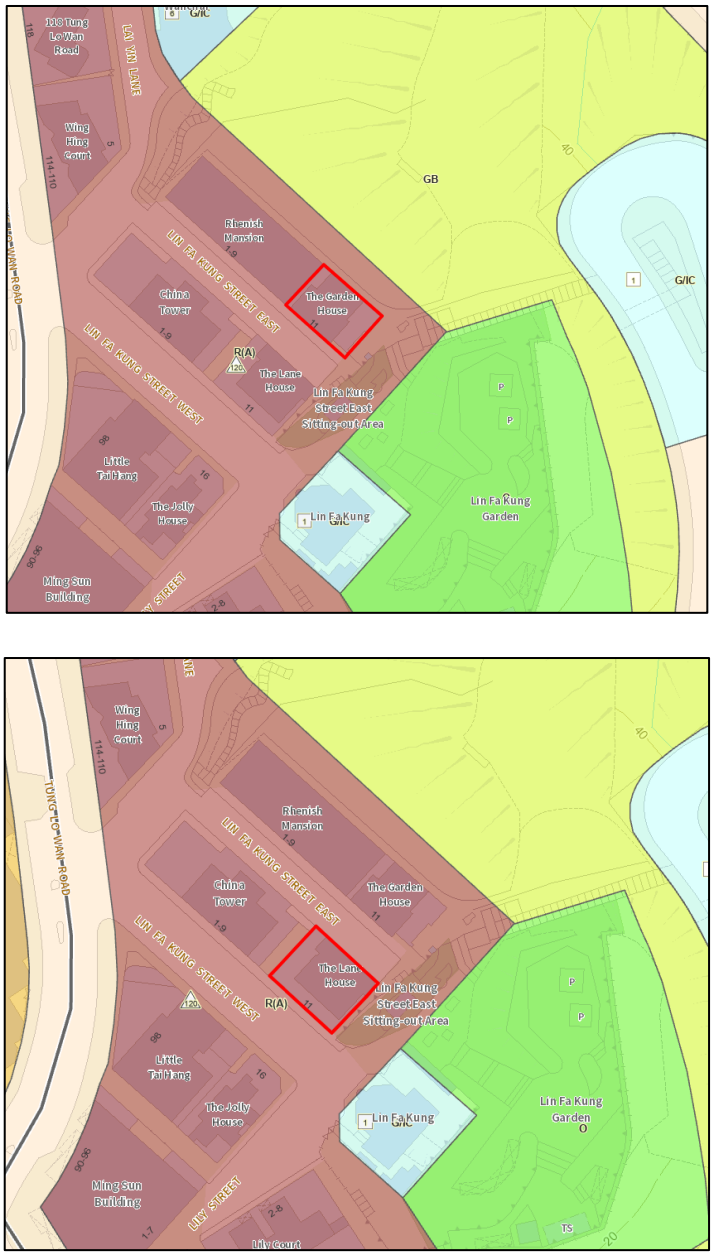


Diagram 14-2 Similar Approved Application Nos. A/H8/438 (top) and 439 (bottom)

(Source: Town Planning Board and Lands Department, HKSAR Government)

3.5 Changing Planning Context in Shau Kei Wan

3.5.1 The redevelopment of Ming Wah Dai Ha (Application No. A/H9/78) in Shau Kei Wan, led by the Hong Kong Housing Society, is a three-phase project launched in 2011 using an integrated model with in-situ rehousing. The whole redevelopment is expected to be completed by 2035.

3.5.2 To make better use of idle flats in Blocks A–E ahead of Phase 3, the Hong Kong Housing Society launched the "T-Home" Transitional Rental Housing Scheme at Ming Wah Dai Ha in October 2021. It refurbishes vacant flats (originally about 200 units, with around 40 available as of

mid-2024) for temporary rental to eligible public housing applicants, mainly 2–4 person families on the waiting list. Tenants must vacate when Phase 3 redevelopment commences.

3.5.3 The A Kung Ngam Village has been resumed for public housing development in 2025. Initiated by the Hong Kong Housing Society, the project is expected to be completed by 2032/33 with about 1,500 units. Site formation and infrastructure works is now on-going.

3.5.4 Just to the east of the Application Site, the former Shau Kei Wan Market Building and its sitting-out area is rezoned from "G/IC" to "R(A)7" in 2025, with a maximum domestic plot ratio of 8–10, a maximum non-domestic plot ratio of 15, and a maximum building height of 120 mPD, to facilitate a private residential development of about 200 flats. This site is now under the Land Sale Programme in the first quarter of 2026.

3.6 Non-Statutory Planning Context

Adopting MiC Building Technology to Enhance Green and Innovative Buildings

3.6.1 Under current technology, the adoption of Modular Integrated Construction (MiC) normally involves thickened/double slabs between MiC modules, resulting in an increase in storey height of MiC floor and hence in the overall BH of the building. To facilitate the adoption of MiC, favourable consideration may be granted to an increase of BH up to 4% of the total storey height of MiC floors, which may be exempted under the relevant MiC provisions under JPN No. 8.[3]

Gross Floor Area Exemption Arrangement for Aboveground Parking Spaces in Private Developments

3.6.2 The enhanced arrangements for exempting aboveground car parks from the calculation of gross floor area (GFA) in private development projects have been taken in effect since November 2025.[4] [5] Under the policy, up to two levels of aboveground parking can now be fully exempted from GFA calculation. If developers submit planning applications for minor relaxation of height restrictions because of constructing no more than two levels of aboveground carparks, under most circumstances, they will only be required to submit visual appraisal.

3 JPN No.8 - Incentive to Promote Green and Innovative Buildings: Enhanced Facilitation Measures for Buildings Adopting Modular Integrated Construction

4 PNAP APP-2 - Calculation of Gross Floor Area and Non-accountable Gross Floor Area Building (Planning) Regulation 23(3)(a) and (b)

5 Practice Note Issue No. 9/2025 Gross Floor Area Exemption Arrangement for Aboveground Parking Spaces in Private Development

Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030"

3.6.3 As one of the strategic directions under Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" ("Hong Kong 2030+") to create capacity for sustaining economic growth and broadening economic base, it is the long-term vision to provide planning support to reinforce Hong Kong as world-class premier tourism destination.

Development Blueprint for Hong Kong's Tourism Industry 2.0

3.6.4 The Development Blueprint for Hong Kong's Tourism Industry 2.0 identifies 18 Districts as priority new tourism nodes to promote the concept of "tourism is everywhere".

3.6.5 One of the identified key directions is to enrich district tourism resources so as to promote tourist experience with Hong Kong characteristics and the enrich city-walk routes in 18 Districts[6]. Another notably direction is 'Ecology + Tourism'[7] which emphasise on green tourism, island tourism and integrated resort projects focusing on environmental protection and eco-tourism, as well as 'Culture + Tourism'[8] which create a brand of diverse cultural tourism offerings in 18 Districts.

3.6.6 As a key strategy to provide quality services for visitors, it targets to improve hardware facilities like the hotel supply.[9] The government has consistently emphasised providing greater flexibility in land-use changes and actively supporting private-sector hotel developments in the priority zones.

Hawker Policy Review

Hawker Control

3.6.7 In general, hawking is highly regulated, and hawker licenses are no longer newly issued under normal circumstances. There are two types of hawker licences in Hong Kong, which are itinerant hawker licence and fixed-pitch hawker licence.[10]

3.6.8 Under the current Government policy, the application for succession to and transfer of hawker licences are also subject to strict restrictions. Generally, a fixed pitch hawker licence can only be succeeded to or transferred by the licensee's "immediate family members" (i.e. parents, spouse, son or daughter). All hawker licences issued on or after 21 May, 2010, including those issued by "succession" or "transfer", are not eligible for further succession or transfer.

[6] Strategy 1 Recommendations 11 & 12, Development Blueprint for Hong Kong's Tourism Industry 2.0
[7] Strategy 1 Recommendation 4, Development Blueprint for Hong Kong's Tourism Industry 2.0
[8] Strategy 1 Recommendation 1, Development Blueprint for Hong Kong's Tourism Industry 2.0
[9] Strategy 4 Recommendation 59, Development Blueprint for Hong Kong's Tourism Industry 2.0
[10] Research Office, Legislative Council Secretariat, *Hawker control in Hong Kong*, ISSH18/2025

Hawker Blackspot in Shau Kei Wan

3.6.9 Kam Wa Street area including Mong Lung Street and Tai Tak Street is identified as one of the Unlicensed Hawker Blackspots in Easter District[11]. Some hawker licensees on Kam Wa Street have previously been reported to violate the Hawker Regulation by causing street obstruction and impeding the free movement of pedestrians[12].

[11] FEHD, *Eastern District Hawker Blackspots*, https://www.fehd.gov.hk/english/pleasant_environment/hawker/blackspots/Eastern.html
[12] FEHD, *FEHD orders Shau Kei Wan fixed-pitch hawker to suspend business for seven days*, https://www.fehd.gov.hk/english/news/details/20210923_8894.html

4 TOURISM RESOURCE REVIEW

Evidence-based urban planning tool is applied to support this Application. While technical feasibility is supported by various assessment reports, this report aims to provide evidence and analysis to support that there are abundant tourism resources in Shau Kei Wan area which ultimately drive hotel demand in the vicinity.

According to United Nations Development Programme [13], Evidence-based urban planning can be considered as "a transformative approach to urban development, where decision-making is no longer driven by intuition or tradition but rather by a meticulous and data-driven process. At its core, this methodology revolves around the collection, analysis, and application of accurate and current data and evidence to inform every facet of urban planning and development."

4.1 Explosive Recovery in Tourist Arrivals

4.1.1 Hong Kong has recorded close to 45 million visitor arrivals in 2024, reflecting a 31 percent increase from the previous year, driven by steady growth from Mainland China and a strong rebound from Southeast Asian and other overseas markets. This upward trend persisted into 2025 with 45.2 million arrivals, representing a 9 percent year-on-year rise—comprising 9.25 million Mainland visitors (+6%) and 2.98 million non-Mainland visitors (+18%). Approximately half of these visitors opted for overnight stays, averaging 3.1 nights, with satisfaction levels reaching 8.8 out of 10 according to the Hong Kong Tourism Board's Departing Visitor Survey by the end of 2025.

Year	2024	2025
Total visitor arrivals (million)	44.5	45.2
Mainland	34	34.5
Non-Mainland	10.5	10.8
Share of overnight visitors	About 50%	About 47%
Average length of stay of overnight visitors (nights)	3.2	3.1
Per-capita spending of overnight visitors (HK$)	About 5,490	About 5,400
Mainland	About 5,000	About 5,000
Non-Mainland	About 1200	About 1200
Satisfaction (out of 10)	8.8	8.8
Revisit intention	94%	96%
Average hotel occupancy	85%	87%
Average hotel room rate (HK$)	About 1,300	About 1,200

Table 3 Arrival of Visitors, Overnight Visitors and Average Hotel Occupancy in 2024 and 2025[14]

[13] UNDP, https://www.undp.org/latin-america/digitalhub4/projects/urban-planning-evidence
[14] Hong Kong Tourism Board

4.2 Strong Hospitality Demand Restricts by Lagging Supply

4.2.1 The data indicates a significant upward trend in inbound tourism to Hong Kong. The retail, hospitality and tourism sectors have continued their post-pandemic recovery in 2025, supported by a marked increase in international arrivals and shifting consumer behaviours. This positive trajectory is evident in hotel performance on the Eastern & Southern Hong Kong, where occupancy rates remained robust, achieving approximately 95 percent in November 2025.

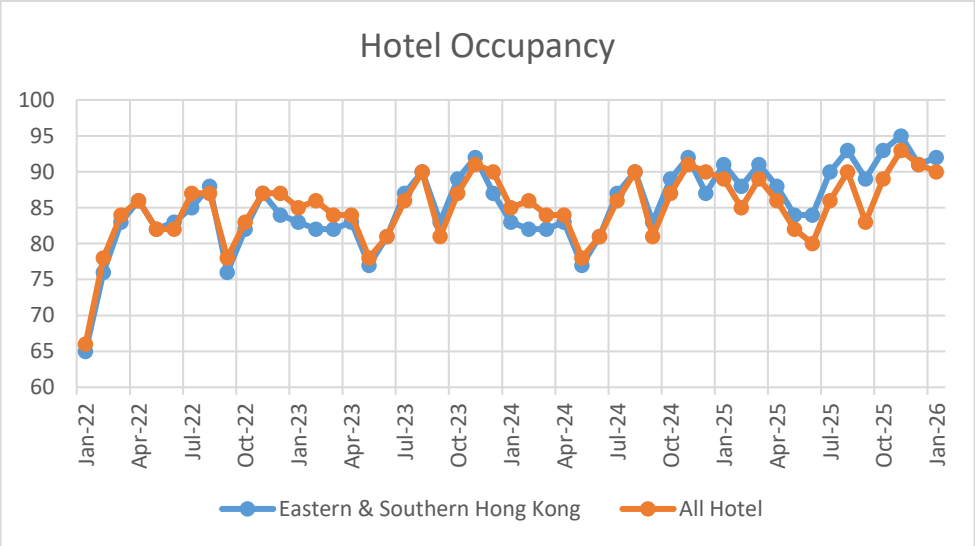


Diagram 15 Room Occupancy of Eastern & Southern Hong Kong and All Hotel in Hong Kong
(Source: Hotel Room Occupancy Report, Hong Kong Tourism Board)

4.2.2 It is an interesting observation that the room occupancy of Eastern & Southern Hong Kong is higher than the overall room occupancy of Hong Kong in year 2025 with an average occupancy of 90%, which clearly shows the tourist's preference in the Eastern & Southern Districts.

Year	Eastern & Southern Hong Kong		All Hong Kong		% of room in Eastern & Southern Hong Kong
	No. of Hotel	No. of Room	No. of Hotel	No. of Room	
2019	22	6,745	303	84,089	8.02%
2020	24	7,633	311	86,700	8.80%
2021	25	7,820	319	88,614	8.82%
2022	25	8,040	319	89,205	9.01%
2023	26	8,269	321	90,109	9.18%
2024	29	8,591	330	92,922	9.25%
2025	29	8,591	333	93,472	9.19%

Table 4 Hotel Room Supply from 2019 to 2025
(Source: Hotel Room Occupancy Report, Hong Kong Tourism Board)

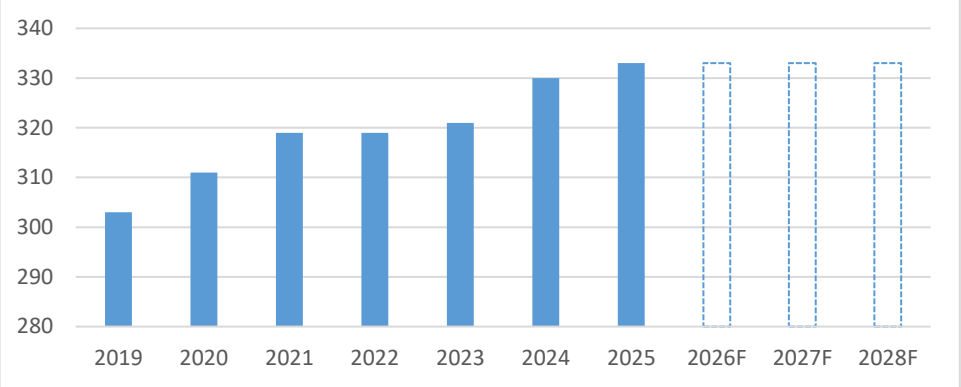


Diagram 16 Hotel Room Supply from 2019 to 2028 Forecast
(Source: Hotel Supply Situation, Hong Kong Tourism Board)

4.2.3 There is a lack of new supply in the Eastern & Southern Hong Kong, providing about 9% of the total room number in Hong Kong. It is anticipated that there will be sluggish growth in hotel room supply. There are about 25 hotel projects without confirmed completion timeline, and none of them are located in Eastern District.

4.2.4 It indicates that supply is struggling to keep pace with visitor growth. These trends reveal a market opportunity and justify the need for the Proposed Development in the area to accommodate rising demand and support the continued expansion of the tourism economy.

4.2.5 Hotel supply growth across Hong Kong remains stagnant. Following the launch of the Hostels in the City Scheme in July 2025 which enables the conversion of existing commercial buildings, including hotels, into student hostels, conversions of lower-end hotels into student hostels and staff accommodation are expected to remain prevalent, which will further constrain the availability of hotel supply.

4.3 Strong Tourism Potential of Shau Kei Wan District

4.3.1 The Development Blueprint for Hong Kong's Tourism Industry 2.0 identifies several development directives, featuring in 'Culture + Tourism' and 'Ecology + Tourism', etc. This review demonstrates there are abundant tourism resources in Shau Kei Wan that are in line with the captioned Blueprint.

Shau Kei Wan as Accessible Eastern District Hub

4.3.2 Shau Kei Wan serves as a highly accessible tourism hub in Hong Kong's Eastern District, directly connected by the Island Line MTR at Shau Kei Wan Station and the Hong Kong Tramways Shau Kei Wan Terminus. These links provide seamless public transport from Central or Chai Wan where it takes around 25-30 minutes by tram to support diverse visitors. This connectivity draws day-trippers to its markets, temples and typhoon shelter while enabling extended stays.

Gateway for Eco-Coastal Exploration

4.3.3 Positioned as a potential gateway to the east coastal areas of Hong Kong, Shau Kei Wan offers easy access to eco-tourism spots such as Shek O (via Bus No. 9 from MTR in which it takes 30 minutes) and Cape D'Aguilar Marine Reserve, known for rugged cliffs, hiking trails and marine biodiversity. The Eastern District Tourist Trail extends from Shau Kei Wan's waterfront toward these areas, promoting nature walks amid high-rises and historic shipyards. Multi-modal transport (MTR to Shau Kei Wan, then bus or minibus) facilitates low-impact eco-excursions, blending urban heritage with Hong Kong's southeastern coastal ecosystems. Other tourist destinations in Shau Kei Wan include:

- Cultural x Religious Tourism: Tin Hau Temple, Tam Kung Temple, Shing Wong Temple and Yuk Wong Temple etc.
- Culinary tourism: Kam Wa Street Wet Market and Shau Kei Wan Main Street East
- Scenic x Maritime Tourism: Shau Kei Wan Typhoon Shelter, Eastern District Cultural Square and Lei Yue Mun Park and Holiday Village.
- Educational Tourism: Hong Kong Museum of the War of Resistance and Coastal Defence

Geospatial Analysis on Neighbourhood Tourism Resources

Geospatial Analysis Methodology

4.3.4 The Proposed Development is strategically positioned to capitalize on a rich array of accessible neighbourhood tourism resources, which underpin its viability as a hospitality asset in Hong Kong's dynamic tourism landscape. A geospatial analysis was conducted by evaluating kernel density estimates (KDE) of key tourism resources within an 800-meter buffer around the site, equivalent to a typical visitor walking distances of about 20 minutes.[15] This analysis focuses on three primary resource categories: local attractions (i.e. museums, monuments, and natural reservations), historical heritage sites (i.e. temples), and food culture (i.e. restaurants and dining establishments). These categories were selected based on their proven appeal to both leisure and cultural tourists.

4.3.5 To benchmark the potential of Application Site, the methodology focused on quantifying the concentration of three key tourism resources allowing direct comparison between the application site and existing hotel across Hong Kong (**Diagram 17**). The analysis utilizes the index of average KDE means to demonstrate resource accessibility of the proposed site against the existing hotels across Hong Kong.

[15] Kernel Density Estimate calculates the density of attractions in the selected buffer area. A higher mean from KDE indicates there are more tourism resources within the selected buffer area.

4.3.6 The result reveals that the proposed site not only meets but exceeds typical benchmarks in critical areas, demonstrating a clear market opportunity for a hotel that can serve as a gateway to these assets.

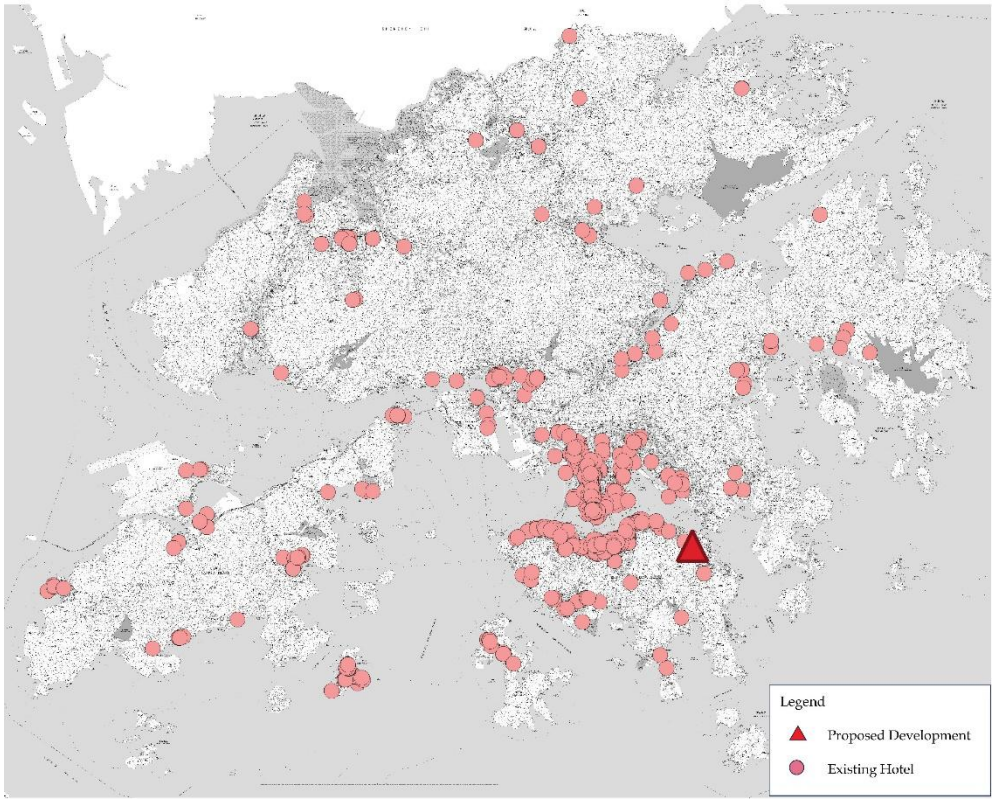


Diagram 17 Comparison Between the Application Site and Existing Hotel Across Hong Kong
(Source: CSDI Portal, HKSAR Government)

Local Attractions (i.e. Museums, Monuments, and Natural Reservations)

4.3.7 The KDE heatmaps shows clustered hotspots of local attractions around the site is mainly situated to the northeast of the application site (See **Diagram 18**). It is calculated that the Application Site's KDE mean for attractions is 0.000003, surpassing the average value of existing hotels for attractions at the entire territory which is 0.0000024 (**Diagrams 19 and 20**). In other words, the accessibility towards local attraction of application site is 25% higher than the Hong Kong-wide average for existing hotels. This indicates a denser concentration of high-quality attractions nearby, such as prominent museums and natural reserves. The KDE heatmaps (**Diagrams 18 and 19**) also illustrate pronounced hotspots within the walking distance from the Proposed Development, indicating that hotel guests could access multiple attractions on foot or via short transit from the Proposed Development, which enhances convenience and appeal for cultural explorers.

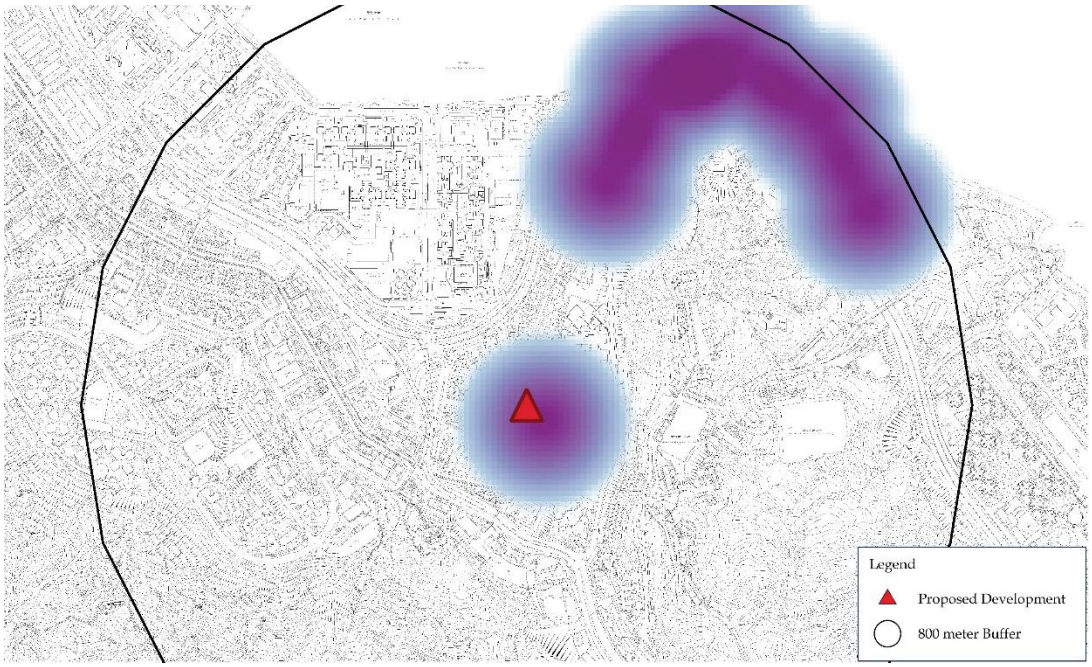


Diagram 18 KDE Heatmap for Local Attractions at the Application Site & KDE Mean
(Source: CSDI Portal, HKSAR Government)

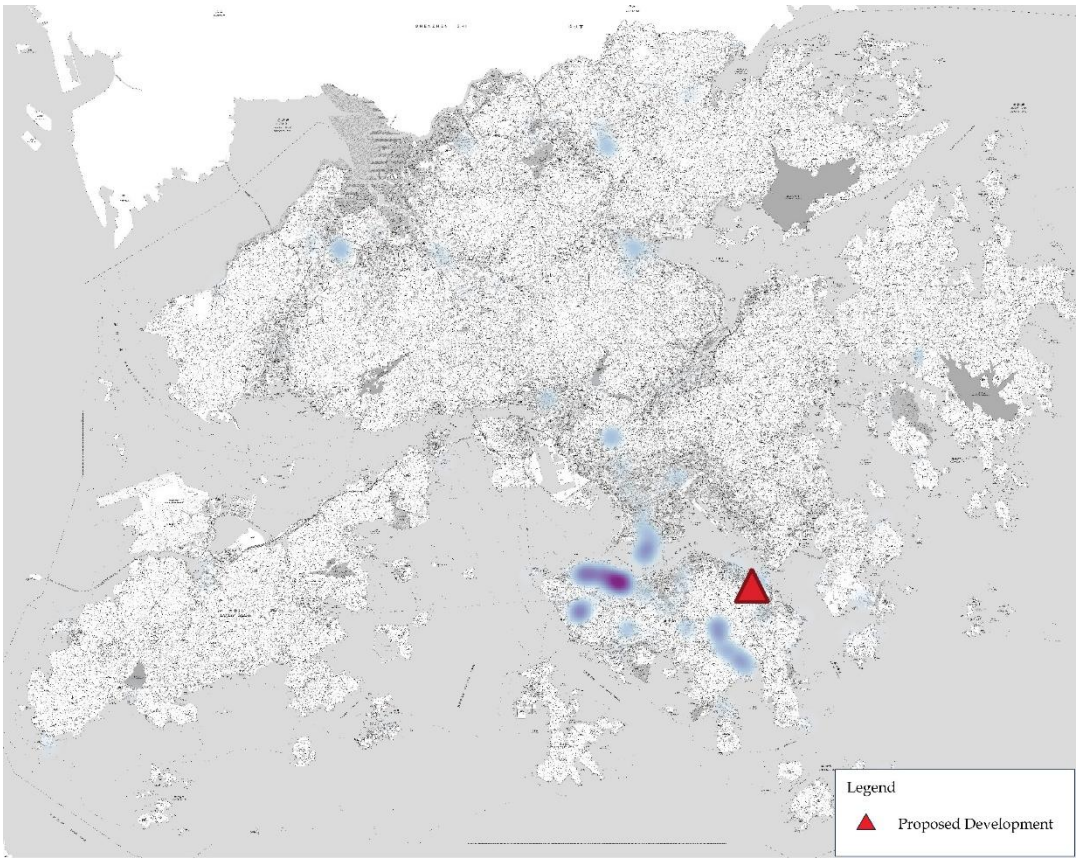


Diagram 19 KDE Heatmap for Local Attractions in Hong Kong
(Source: CSDI Portal, HKSAR Government)

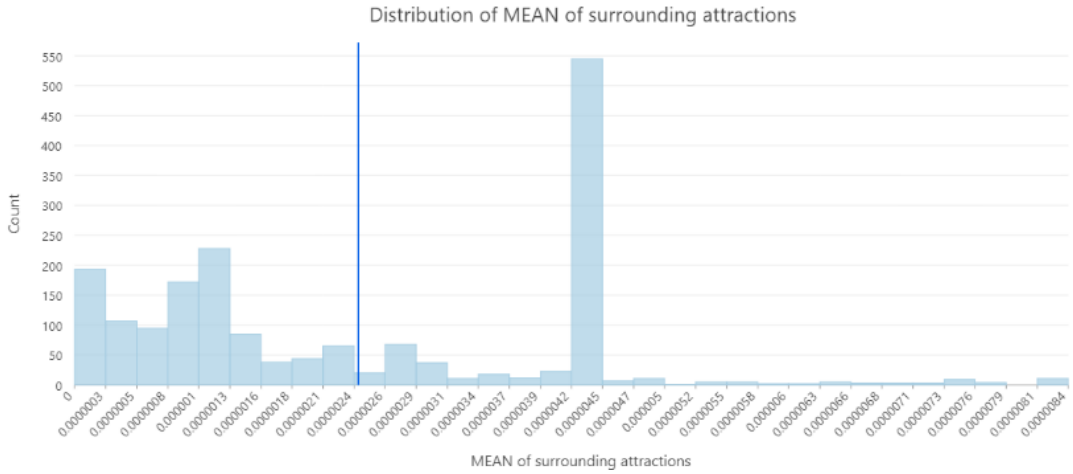


Diagram 20 Distribution of KDE Mean for Local Attractions Counting All Existing Hotel in Hong Kong

Historical Heritage Sites (i.e. Temples)

4.3.8 The KDE heatmaps shows tight clustering of historical heritage sites near and to the north of the application site, with a KDE mean of 0.000002 (**Diagram 21**). The site outperforms the near-zero average (approximately 0) for existing hotels across Hong Kong (**Diagrams 22 and 23**). This elevated value highlights the site's adjacency to heritage sites including traditional temples that embody Cantonese architecture, religious practices and cultural rituals which can attract visitors interested in spiritual and historical immersion. Comparatively, the negligible averages for general hotels suggest a broader market undersupply in heritage-accessible accommodations, positioning the proposed development to fill this gap.

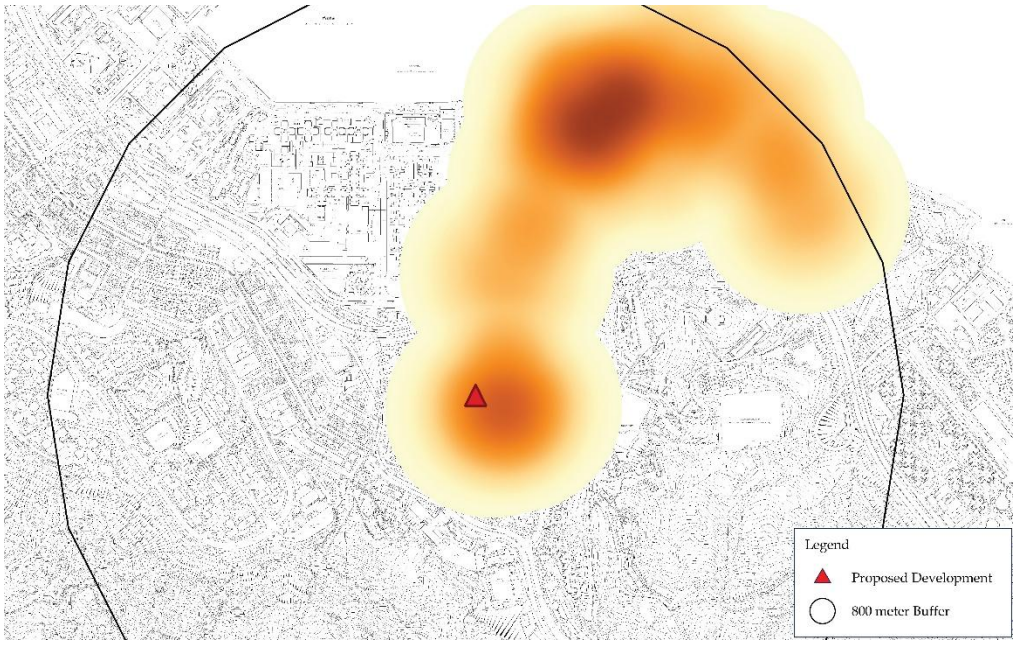


Diagram 21 KDE Heatmap for Historical Heritage Sites at the Application Site & KDE Mean
(Source: CSDI Portal, HKSAR Government)

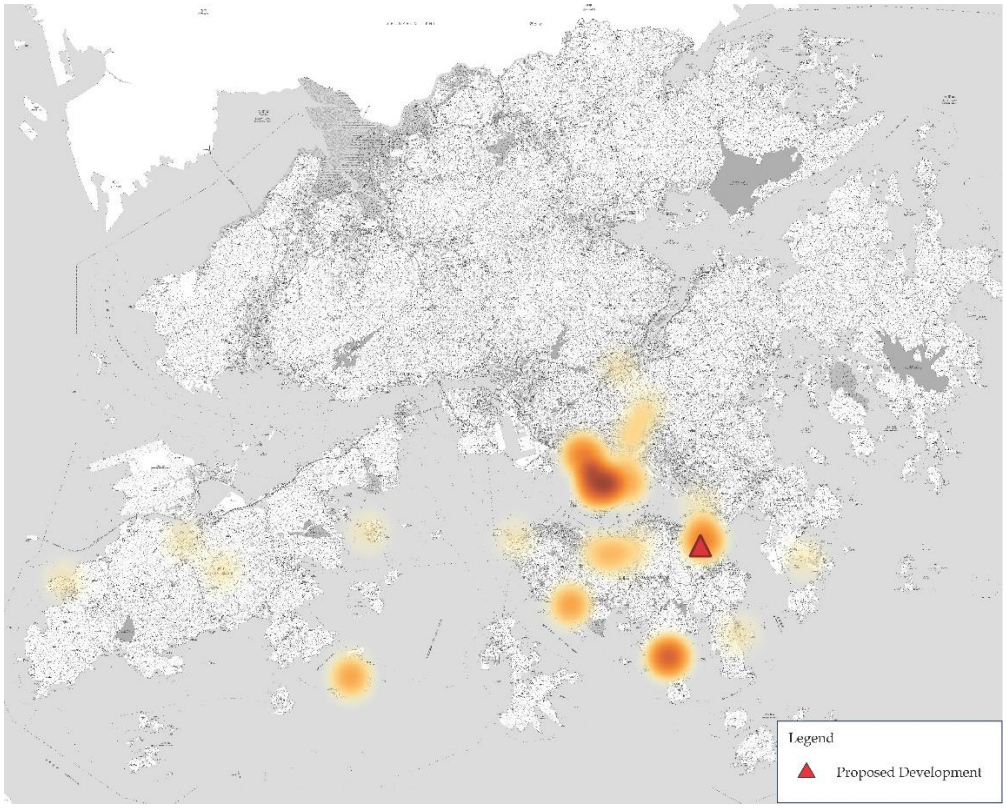


Diagram 22 KDE Heatmap for Historical Heritage Sites in Hong Kong
(Source: CSDI Portal, HKSAR Government)

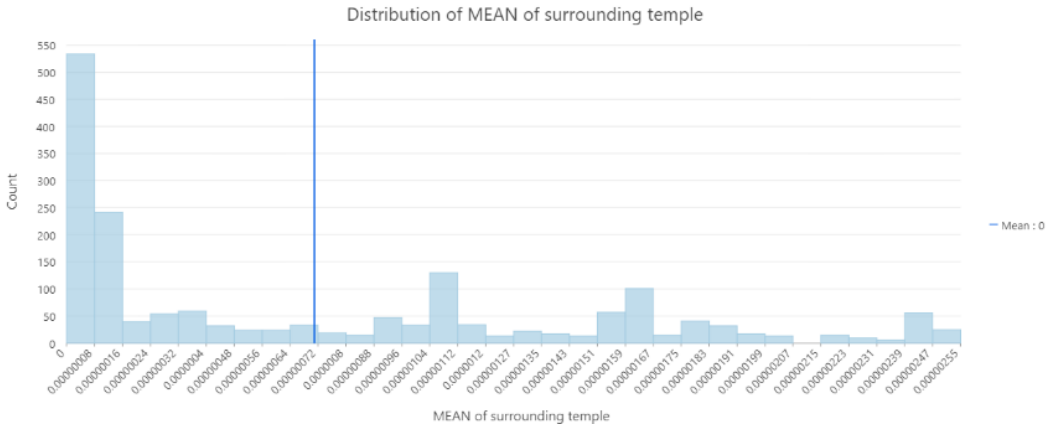


Diagram 23 Distribution of KDE Mean for Historical Heritage Sites Counting All Existing Hotel in Hong Kong
(Source: CSDI Portal, HKSAR Government)

Food Culture (i.e. Restaurants)

4.3.9 The KDE heatmap for restaurants reveals a cluster to the north of the proposed site, with a more even distribution across nearby locations to the west, creating a balanced and highly accessible dining landscape within the 800-meter buffer, where the KDE mean for restaurants is 0.006 (**Diagram 24**). It is approximately 15.8 times higher than the Hong Kong-wide average of 0.00038 for existing hotels (**Diagrams 25 and 26**). This substantially elevated density underscores a vibrant concentration of dining options that reflect the area's authentic food culture. Guests would benefit from walkable access to multiple eateries, supporting spontaneous dining experiences, key factor in visitor satisfaction. In comparison, the much lower averages among established hotels indicate generally more dispersed or limited culinary options in their catchments, highlighting a competitive advantage for the proposed site in attracting gastronomy-focused tourists who prioritize dense, varied dining clusters nearby.

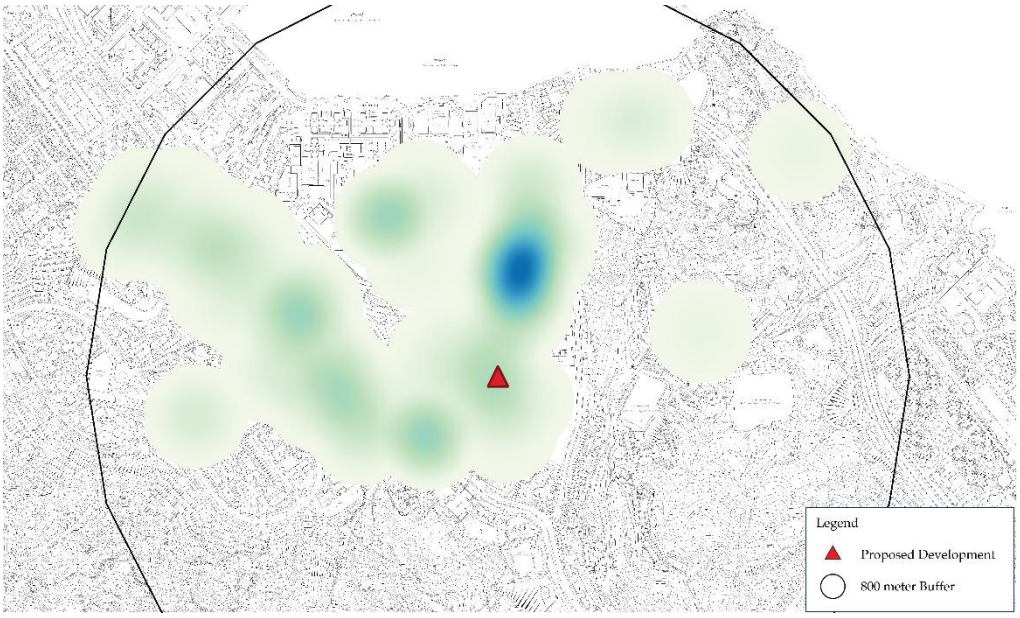


Diagram 24 KDE Heatmap for Food Culture at the Application Site
(Source: CSDI Portal, HKSAR Government)

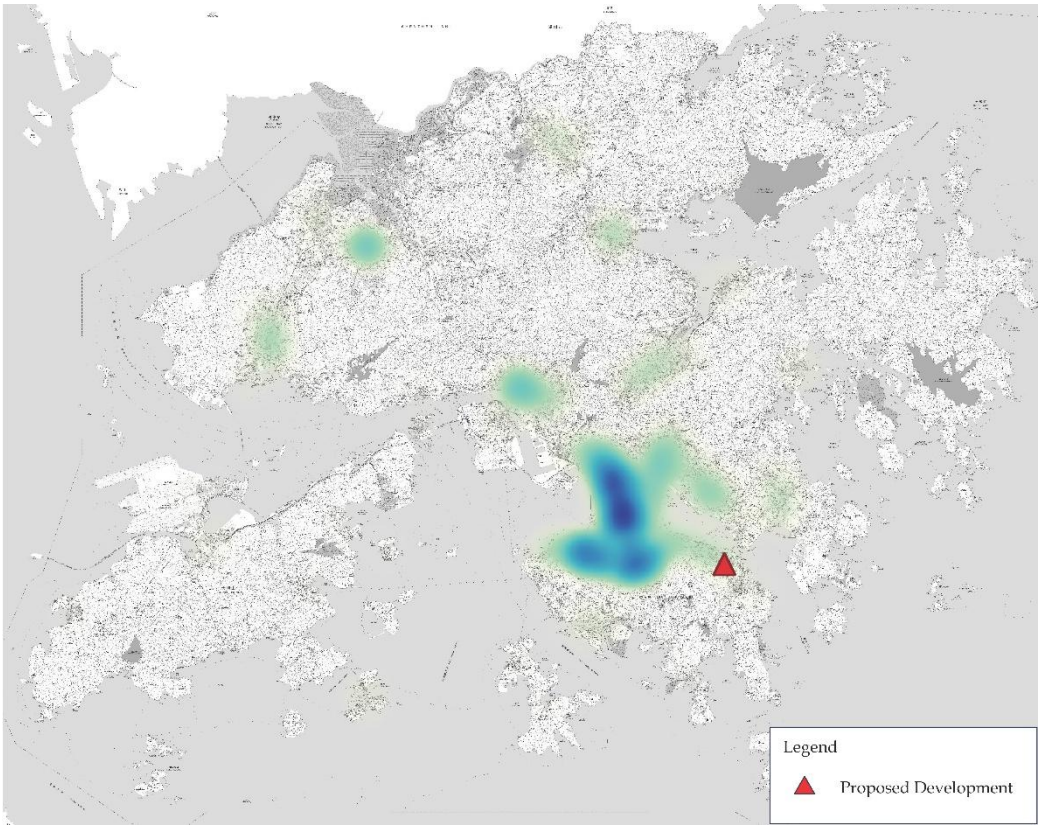


Diagram 25 KDE Heatmap for Food Culture in Hong Kong
(Source: CSDI Portal, HKSAR Government)

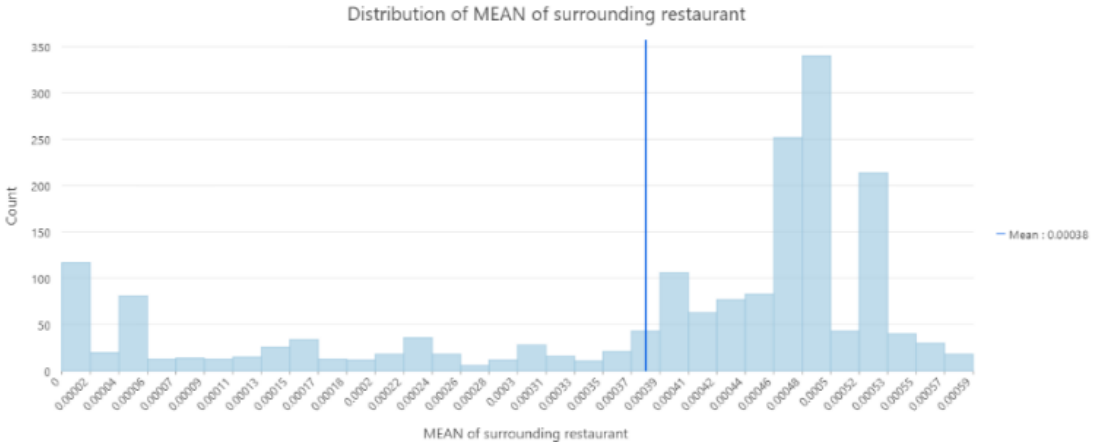


Diagram 26 Distribution of KDE mean for Food Culture Counting All Existing Hotel in Hong Kong

4.3.10 These metrics illustrate that the Application Site benefits from superior resource clustering as compared to existing established hotels. While existing hotels often rely on broader urban connectivity, the Application Site is strategically located with a high cluster of tourism resource and efficient public transport network, which is considered suitable for hotel development.

5 DEVELOPMENT PROPOSAL

5.1 Indicative Development Scheme

5.1.1 The Application Site covers an area of about 518.41 sq.m. and involves a 31-storey building block including 2-storey of aboveground carparks.

5.1.2 Details of the development proposal are provided in **Table 5** and indicative architectural drawings of the Proposed Development are shown in **Appendix 1.**

Site Area (about)	518.41 sq.m.
Non-domestic Gross Floor Area (about)	7,776 sq.m. * *Including about 50 sq.m. for Shop and Service Use and the remaining area for Hotel Use*
Non-domestic Plot Ratio	Not more than 15 *
Site Coverage	Below 15m: Not more than 100% Above 15m: Not more than 60%*
Maximum Building Height (BH)	Not exceeding 113.56mPD
No. of Block	1
No. of Storeys	31
No. of Guest Room	about 336
No. of Parking Spaces/ Laybys - Private Car Parking Spaces - Taxi / Private Car Layby	7 (in total) - 4 (including one parking space for persons with disabilities) - 3
No. of Goods Vehicle Loading/Unloading Bay/ Shared-use space - Light Goods Vehicle - Shared-use space for Heavy Goods Vehicle and Coach - Shared-use space for Light Goods Vehicle and Mini Coach	4 (in total) - 2 - 1 - 1
Site Coverage of Greenery	About 20%
Expected Completion Year	2031

* With the adoption of MiC technology, there shall be additional floor area needed and JPN No. 8 permits the grant of concession of gross floor area and site coverage with 10% of the MiC floor area. Under the current scheme an additional 694 sq.m. of gross floor area, equivalent to about 1.339 plot ratio, and 5.598% of site coverage would be applied for exemption under s.42 of Buildings Ordinance. These gross floor area and site coverage to be exempted meet the criteria as stated under JPN No. 8. Thus, following both JPN No. 4 and JPN No. 8, under the planning regime Planning Department follows Buildings Department's exemption of the MiC floor area from gross floor and site coverage calculation. In this regard, while under this scheme the total PR is 16.339 and the SC for above 15m is not more than 65.598% before exemption under JPN No. 8, the PR and SC under this planning application and the subsequent general building plan submission shall not be more than 15 and 60% above 15m respectively.

Table 5 Development Parameters of the Indicative Scheme

5.1.3 The development proposal involves about 336 nos. of guest rooms. Car parking spaces will be provided on G/F and 2/F. The ground floor retail area is designed to function as general commercial spaces as well as ancillary facilities to the hotel, providing retail space to support the neighbourhood and hotel. There will be a refuge floor combined with a communal sky garden on 3/F, and entrance lobbies, common areas, E&M

facilities, as well as building and lift cores distributed across G/F, 1/F, and 4/F to 21/F, plus the roof floor (R/F) (31 storey in total) at the Application Site.

5.1.4 The proposed maximum BH would be 113.56mPD including the MiC floors from 7/F to 30/F, which slightly exceeds the permitted height of 100mPD.

5.1.5 There will be about 104 sq.m. of greenery area, featuring greenery from 1/F to 3/F, including a sky garden at 3/F. All is located within the primary zone, achieving about 20% of site coverage of greenery. Subject to detail design and operation arrangement, the sky garden with landscape design at 3/F will be provided for enjoyment of the hotel guests and local community on designated opening hours.

5.1.6 Details of the schedule of use by floors is provided in **Table 6**.

Proposed Development	
R/F	E&M Facilities
7/F – 30/F	Guestroom
6/F	BOH
5/F	E&M Facilities/Back-of-House (BOH)
4 /F	Lobby/BOH
3/F	Refuge Floor Cum Sky Garden
2/F	Carpark
1/F	E&M Facilities
G/F	Carpark, Shop and Services and Entrance Lobby

Table 6 Schedule of Use by Floors

5.2 Development Timeline

5.2.1 It is expected the planning process will be completed in 2026. It is estimated to take about 5 years to construct the Proposed Development. Thus, the Proposed Development is expected to be completed in 2031.

5.3 Minor Relaxation of Building Height Restriction

Adoption of MiC Technology

5.3.1 In recent years, the Government has been promoting the use of MiC in Hong Kong as a means to enhance productivity, shorten construction time, improve quality control and environmental performance, and reduce construction waste. In accordance with Joint Practice Note No. 8 - Enhanced Facilitation Measures for Buildings Adopting MiC (JPN No. 8), this Application takes the initiative to explore the opportunity to adopt MiC for the Proposed Development.

5.3.2 In this regard, MiC construction is planned from the 7th to the 30th floor for the Proposed Development. The slabs between MiC module would be thickened and hence resulting in an increase in storey height of MiC floors. The exempted height due to MiC floor is thus 24 floors x 3.25m Floor-to-Floor height x 4% allowable under JPN No. 8 = 3.12m.

Inclusion of Aboveground Parking Floors

5.3.3 The enhanced arrangements for exempting aboveground car parks from the calculation of GFA in private development projects have been taken in effect since November 2025. Under this policy, up to two levels of aboveground parking can now be fully exempted from GFA and building height calculation.

5.3.4 The provision of two aboveground car park floors at G/F and 2/F in the Proposed Hotel Development result in an increment of 5.25m (G/F) + 5.6m (2/F) = 10.85m.

5.3.5 The total increment of building height from the adoption of MiC technology and the 2 aboveground parking floors is thus 3.12m + 10.85m = 13.97m. The exceed of BHR of 13.56m in this Application is totally due to the MiC floors and aboveground parking floors. Mitigation measures in building design are proposed to minimise impacts.

5.4 Minor Discrepancy in Boundary Alignments

5.4.1 Under the current Shau Kei Wan OZP, a small portion of the subject lot boundary falls within the area shown as 'Road', covering an area of about 42 sq.m, which is 8% of the Application Site area. Given that the previous versions of statutory zoning plans in Hong Kong were originally drawn by hand and later converted into digital format for modern use and analysis, some discrepancies in the interpretation of zoning boundaries may arise.

5.4.2 Approved planning applications in the surrounding area (i.e. Application Nos. A/H9/38, A/H9/45 and A/H9/73) have encountered similar boundary discrepancy issues, and they were not considered as falling within area shown as 'Road' or other zoning, but considered as largely fall within the concerned "Residential" zones.

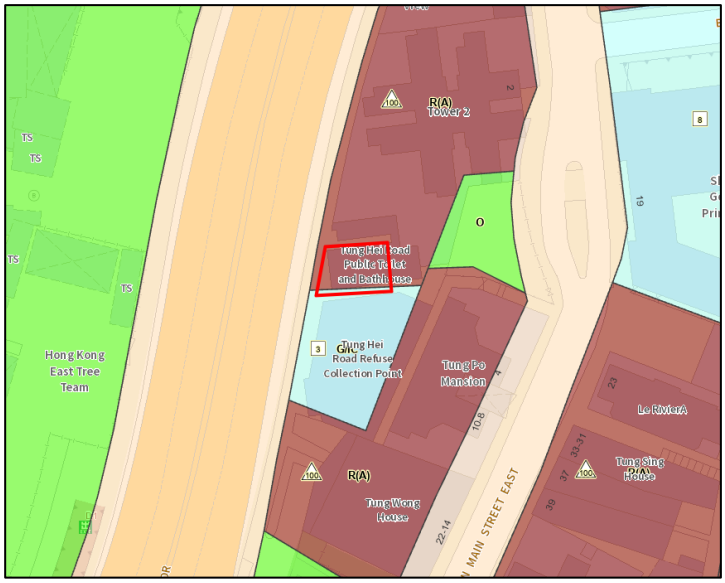


Diagram 27-1 Boundary of Approved Application No. A/H9/38
(Source: Town Planning Board and Lands Department, HKSAR Government)

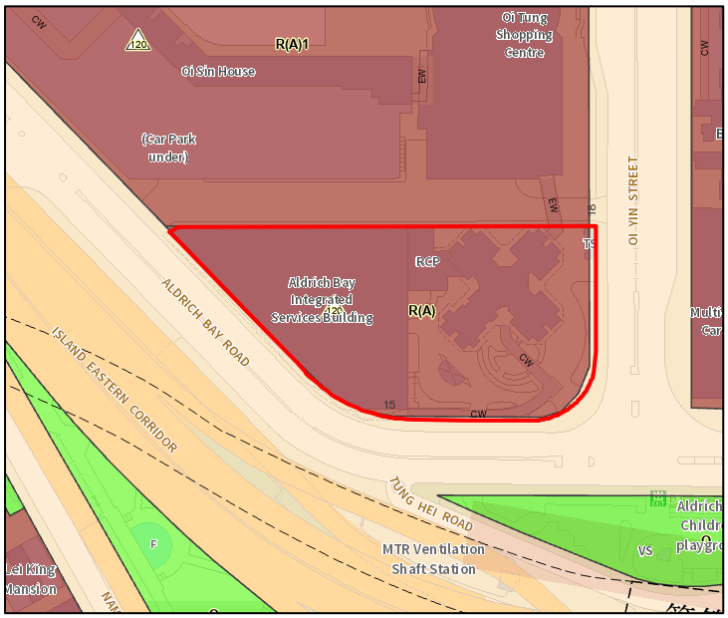


Diagram 27-2 Boundary of Approved Application No. A/H9/45
(Source: Town Planning Board and Lands Department, HKSAR Government)

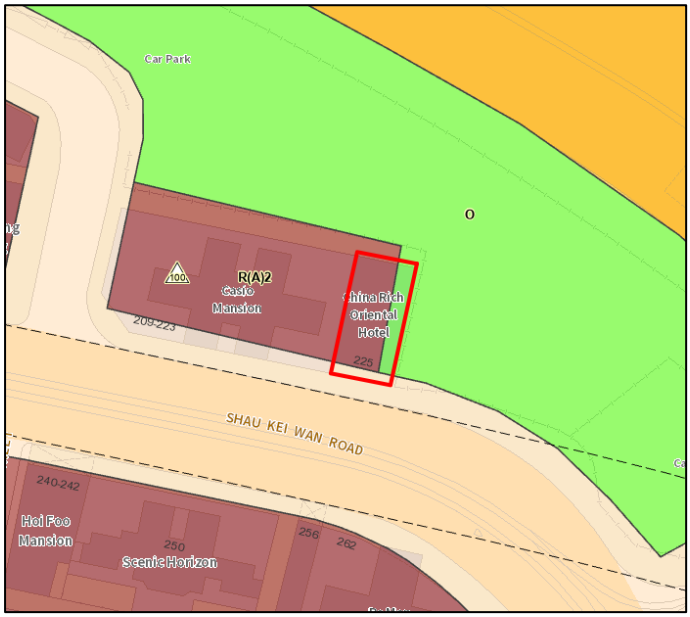


Diagram 27-3 Boundary of Approved Application No. A/H9/73
(Source: Town Planning Board and Lands Department, HKSAR Government)

5.4.3 Furthermore, the building plans for the proposed development on the Applicant Site have previously been approved by both the Buildings Department and the Planning Department, with the site treated as falling entirely within the "R(A)" zone.

5.4.4 In view of this, the minor overlap of the Application Site Boundary with the area of 'Road' shown on the OZP (about 8% of Application Site area) is considered acceptable under the provision for minor boundary

adjustment set out in the covering Notes of the OZP.[16]

5.4.5 Having said that, the planning permission is sought for the Proposed Development on "R(A)" zone and area shown as 'Road' as minor boundary adjustment would take time to process.

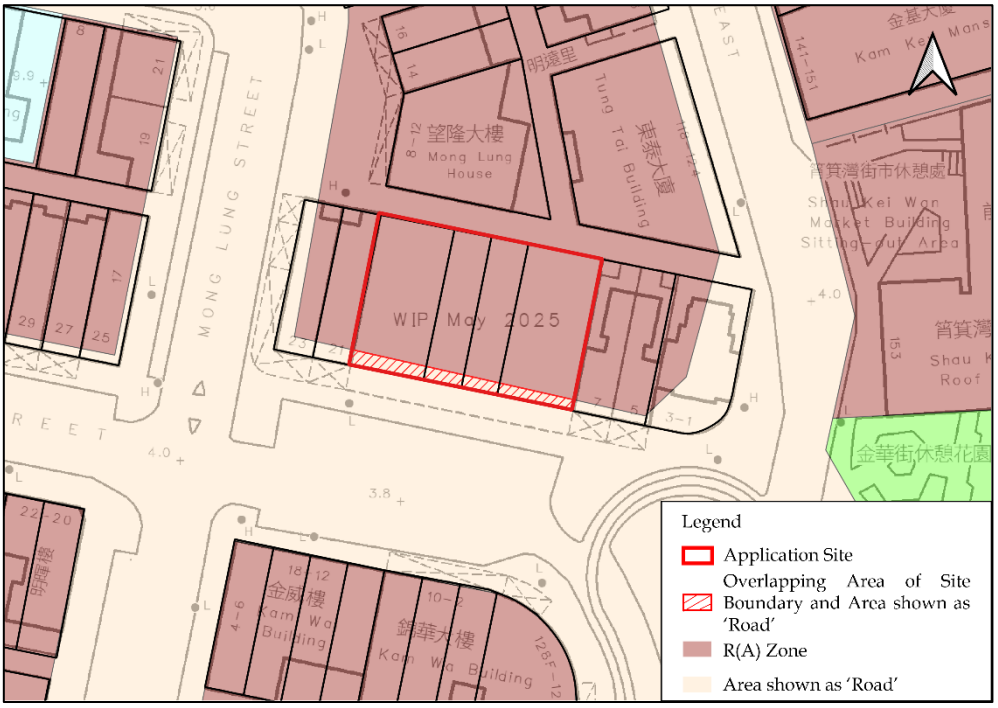


Diagram 28 Overlapping Area of Site Boundary and Area shown as 'Road'

(Source: Town Planning Board and Lands Department, HKSAR Government)

5.5 Proposed Planning and Design Merits

Respect to Existing Parking Area by Adjusting Location of Run-in/out

5.5.1 In the section of Kam Wa Street between Mong Lung Street and Shau Kei Wan Main Street East, there are existing goods vehicle parking spaces at the southern side and a layby for Public Light Bus (PLB) stand cum part-time parking for PLB at the northern side (i.e frontage of the Application site) of the carriageway. In particular, public light bus is allowed during specific periods of weekdays. **To respect the existing PLB stand cum part-time parking lay-by and to minimize disturbance, the run-in/out would only occupied part of the existing layby cum part-time parking for PLB and the vehicular access would be positioned at the eastern end instead of the middle of existing parking area, such that a continuous PLB stand cum part-time parking lay-by can be conserved**.

Enhanced Pedestrian Experience and Public Realm with Canopy Provision

5.5.2 The Applicant has endeavoured to provide a canopy that covers as much

[16] https://www.tpb.gov.hk/uploads/page/meetings/20250912/R_S_H9_21-MainPaper_e.pdf

of Kam Wa Street as practicable to enhance pedestrian experience. However, it is not feasible to extend the canopy to cover the entire street frontage to avoid blockage of the vehicular access located on the eastern portion. Besides, there is no remaining space for further street setback at G/F, given that the area of G/F is fully occupied by car parking spaces for heavy and light goods vehicles and coaches, as well as the turntable and car lift. The additional GFA resulting from the increased building height has been fully optimised, and the capacity to deliver public benefits has been maximised.

Respect to Existing On-street Market Culture by Active Frontage to Maintain Street Vibrancy

5.5.3 The ground floor fronting Kam Wa Street, one of the district's key commercial axes, is designed to promote street-level activity and pedestrian engagement. Retail space at the ground level intends to employ transparent façades or open-front configurations or similar design arrangement to establish strong visual connections between the interior spaces and the public realm. This aligns with the principles of the Active Design Guidelines which seeks to foster a safe, lively and walkable streetscape, and Chapter 11 of the Hong Kong Planning Standards and Guidelines that emphasises on people-oriented urban design.

5.5.4 The design creates active interfaces that extend commercial and social activity into the streetscape, thereby reinforcing and sustaining the existing vibrancy and commercial character of Kam Wa Street. **In particular, retail spaces within the proposed hotel are designed to accommodate general commercial activities, thus maintaining street-level vibrancy and supporting the continuity of local small businesses**.

Voluntarily Maximize Greenery Provision

5.5.5 In the high-density urban context like Shau Kei Wan, a densely built coastal district in eastern Hong Kong characterized by industrial heritage and typhoon shelters, the proposed hotel development prioritizes urban greening to mitigate the area's concrete-dominated streetscapes and enhance resilience against subtropical climate challenges.

5.5.6 With a site area of less than 1,000 sq.m., the proposed development is not required to fulfil the minimum site coverage of greenery as stated in the Sustainable Building Design Guidelines (SBDG) under PNAP APP-152. **The scheme maximizes greenery provision by voluntarily achieving a site coverage of greenery of 20% through integrated features such as open landscape garden, green balcony on the covered-floor aboveground carpark and multi-level botanical terraces to improve visual quality**.

5.5.7 This approach not only softens the visual mass of the 31-storey structure against Shau Kei Wan's hilly backdrop and harbour views but also improves microclimate cooling and supports district-level greening targets amid Hong Kong's target for carbon neutrality by 2050.

Multi-Level Landscaping and Art Incorporation for Enhancing Streetscape

5.5.8 **Multi-level sky garden and botanical terraces on lower floors will enhance visual interest and mitigate building bulkiness**. These features are proposed to promote biodiversity, provide public vistas and support Hong Kong's vision for a greener and more vibrant urban environment.

5.5.9 **The aboveground carpark will also incorporate landscape elements, including balcony greenery and overhanging plants, to screen and soften its appearance**, thereby reducing visual impact and integrating the structure harmoniously with the surrounding streetscape.

5.5.10 Local art painting on the building façade will be incorporated in order to enhancing the existing streetscape while strengthening the unique character and identity of the neighbourhood. **By featuring commissioned artworks inspired by local culture and heritage on the facade, it transforms the proposed hotel development into a visually engaging, context-responsive new landmark that enhances the streetscape, enriches pedestrian experience, fosters a strong sense of place, and positions the hotel as a cultural contributor rather than merely an ordinary commercial development. It is illustrated in Appendix 8.**

Maintaining Visual Permeability

5.5.11 A terraced building height profile is adopted to respect the existing wind corridor aligned with Kam Wa Street, conserving key view corridors and mitigate perceived building bulk. The tower is positioned adjacent to the podium edge facing the main pedestrian area and Kam Wa Street, which is perpendicular to the prevailing wind direction, allowing much of the downwash wind to reach street level. **This design enhances visual permeability, maintains a sense of openness within the urban fabric, and reinforces the distinct character of the district**.

5.5.12 Furthermore, the inclusion of a sky garden at the podium level provides elevated vantage points overlooking Kam Wa Street, enriching the urban experience through layered visual connections.

Enhancing Natural Ventilation through Building Design

5.5.13 While greenery at multi-level of the proposed hotel development would help enhancing the ventilation of the site, the layout design of 2/F which accommodating E&M facilities and car parking space enclosed with louvre design allow the flow of air, while blocking rain and debris from entering into the building. It provides natural ventilation for the building to 'breathe'.

5.5.14 The incorporation of multi-level greenery within the proposed hotel development contributes positively to the overall microclimate by enhancing air movement and reducing heat accumulation across the site. Complementing this strategy, the 2/F layout which primarily

accommodating E&M facilities and car parking is designed with a louvred enclosure. This architectural design facilitates effective cross-ventilation by allowing continuous airflow through the semi-open structure, while simultaneously providing protection against rain ingress and the entry of debris. Such that the building would maintain a degree of passive ventilation, reducing reliance on mechanical systems for air circulation in these service areas.

Align With Overall Building Height Profile in the Locality

5.5.15 The surrounding context includes buildings with maximum heights of 120mPD both immediately south (i.e. Kam Wa Building and Tak Fook Building) and immediately east (i.e. approved redevelopment of the former Shau Kei Wan Market Building as a residential development) of the Application Site. Just across Kam Wa Street to the south of the Site, the "R(A)2" zone allows 120mPD if site area is larger than 400sq.m. This Application has a site area of 518.41 sq.m. which exceed the 400sq.m. threshold.

5.5.16 The proposed building height of 113.56mPD, is therefore, representing a minor exceedance of 13.56m above the OZP restriction. Notwithstanding this minor deviation, **the proposed building height remains within an acceptable range and is consistent with the planning intention to maintain an appropriate height profile across the district**.

Enhancing Active Living and Natural Connection

5.5.17 Subject to detailed design and operation arrangement, the sky garden located on the 3/F for the use of the hotel guest and local community during designated opening hours would incorporate active design principles to promote intergenerational engagement by offering a flexible and inclusive environment that accommodates the enjoyment and interaction of people of all ages. It also enhances thermal comfort and strengthens the connection with nature through landscaped decks and outdoor areas, thereby encouraging physical activity and promoting social cohesion within the community.

6 TECHNICAL FEASIBILITY

6.1 Traffic Considerations

Traffic Arrangement

6.1.1 Traffic Impact Assessment ("**TIA**") is conducted in support of the proposed hotel development (**Appendix 2**). The proposed run-in/out is provided at the eastern portion of Kam Wa Street. The internal transport facilities for the Proposed Hotel Development would be provided on G/F and 2/F.

6.1.2 Based on the recommendation of the HKPSG, it is proposed to have 4 nos. of car parking spaces, 3 nos. of parking spaces for taxis or private vehicles, and up to 4 nos. of parking spaces for two LGV loading/unloading bays, one shared-use space for HGV and coach, and one shared-use space for LGV and mini coach. Internal transport facilities will be located on G/F to 2/F of the Proposed Hotel Development.

6.1.3 The Proposed Development is well served by various types of public transport services, including franchised bus routes operating from Shau Kei Wan Bus Terminus within 250 m (less than a 4-minute walk). Shau Kei Wan MTR Station is about 200 m from the site (less than a 3-minute walk), and the Shau Kei Wan Tram Terminus is approximately 20 m from the Application Site (less than a 1-minute walk). In light of this high level of accessibility, hotel guests are expected to rely primarily on public transport, thereby minimising the demand for tour bus services.

Vehicular Traffic Impact

6.1.4 The internal transport facilities provided for the Proposed Development are considered acceptable. They comply with the HKPSG recommendations, including car parking spaces and taxi/private car lay-by. The four spaces allocated for goods vehicle loading and unloading bays and tour bus lay-by comprise two LGV loading/unloading bays, one shared-use space for HGV and coach, and one shared-use space for LGV and mini coach, satisfying the HKPSG minimum recommendation.

6.1.5 The Proposed Hotel is anticipated to generate 8 and 5 additional passenger car units (pcu) (2 way) during the AM and PM peak hours respectively, when compared to the Approved General Building Plan (GBP) for residential development at the Subject Site.

6.1.6 Although the proposed hotel development would generate additional traffic over the residential development under the Approved GBP of the subject site, the proposed hotel development will result in no adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed Hotel is acceptable.

Pedestrian Traffic Impact

6.1.7 All surveyed footpaths achieve Level of Service (LOS) A under both with and without scenarios. This indicates a comfortable and uncongested walking environment, with no adverse impact expected. Pedestrian flow will therefore remain smooth, and the assessed footpaths are anticipated to continue operating without congestion.

6.1.8 The pedestrian assessment conducted indicated that the surveyed footpaths would operate with LOS A or B in 2034 for the cases with the Proposed Hotel Development.

Consultation with Operators

6.1.9 Public Light Bus and Tramway operators were consulted in March 2026. It is noted that temporary traffic diversions is suggested to be implemented during the regular repair and maintenance of the tram tracks adjacent to the Application Site. During these periods, no vehicles will be permitted to enter the site. The Applicant will cooperate closely with the tramway operator and adhere to the traffic arrangements to ensure smooth facilitation.

6.1.10 During the construction stage, appropriate measures will be adopted to prevent any damage or dust nuisance that could affect normal tram operations. Since no significant comments were received from the operators, no adverse impacts are anticipated from the perspective of public transport services.

6.1.11 No adverse traffic impact to the surrounding road network is anticipated from the Proposed Development.

6.2 Environmental Considerations

6.2.1 Air quality impact assessment and noise impact assessment (**Appendices 3 & 4**) have been conducted. Upon review, it is anticipated no adverse air quality impact and noise impact will be caused by the Proposed Development.

Noise Impact Consideration

6.2.2 The potential noise impacts arising from the construction and operation phases of the Proposed Development have been assessed.

Construction Phase

6.2.3 Overall construction noise impact is considered insignificant. Mitigation measures shall be implemented as necessary in accordance with ProPECC PN 1/24 to minimize impacts on nearby Noise Sensitive Receivers (NSRs), subject to detailed site work arrangements.

Operational Phase - External Noise Sources

6.2.4 The Proposed Development does not rely on openable windows for ventilation. Therefore, no adverse noise impacts from road traffic,

existing fixed noise sources and the nearby tram terminus on the Proposed Development are anticipated.

Operational Phase - Planned Fixed Plant Noise Sources

6.2.5 Planned fixed noise sources of the proposed development would not cause any adverse noise impacts when the mitigation measures and maximum allowable SWLs are properly implemented. Thus, no adverse planned fixed noise impacts are anticipated.

Sensible Design as Mitigation Measures

6.2.6 Position mobile noisy equipment at maximum distance from NSRs, with noise-generating components such as exhaust outlets and engine compartments oriented away from NSRs.

6.2.7 Utilize existing and planned landscaping features as natural acoustic barriers. Where practical, incorporate multi-layered vegetation buffers between noise sources and NSRs to maximize sound absorption and diffraction while providing visual screening.

Air Quality Consideration

6.2.8 The air quality impact from the construction of the Proposed Development on the surrounding area, as well as the impact from the surrounding area on the proposed development, has been assessed.

6.2.9 With the implementation of air quality control measures outlined in the Air Pollution Control (Construction Dust) Regulation, the Air Pollution Control (Smoke) Regulation, the Air Pollution Control (Fuel Restriction) Regulations, and the Air Pollution Control (Non-Road Mobile Machinery) (Emission) Regulation, along with adherence to good site practices, no adverse air quality impacts associated with the construction works of the Proposed Development are expected.

6.2.10 The Site is bounded by Kam Wa Street, Mong Lung Street and Shau Kei Wan Main Street East, all of which are classified as Local Distributor roads. In accordance with the recommendations of HKPSG, the suggested buffer distances for road traffic emissions and industrial chimney have been fulfilled. Therefore, vehicular emissions and industrial chimney emissions are not expected to constrain the Proposed Development during operation phase.

6.2.11 An emergency generator will be provided in the Proposed Development. Given the short operational duration of the emergency generator, adverse air quality impacts arising from the routine testing of the generator are not anticipated.

6.2.12 Car parking spaces in the Proposed Development will be provided in accordance with the requirements stipulated in Control of Air Pollution in Car Parks (ProPECC PN 2/96). The car park exhaust outlets are recommended to be located as far away as possible from nearby Air Sensitive Receivers and/or fresh air intakes to avoid causing any

potential air pollutant nuisance. With proper car park design, no adverse air quality impacts to or from the car parking spaces during the operational phase are anticipated.

6.2.13 Shau Kei Wan Shing Wong Temple is equipped with air pollution control devices and complies with the Guidelines on Air Pollution Control for Joss Paper Burning at Chinese Temples, Crematoria, and Similar Places. No adverse air quality impacts arising from the potential emission of the temple are anticipated.

6.2.14 Potential odour impacts may arise from Kam Wa Street Wet Market and Kam Wa Street Refuse Collection Point (RCP). Mitigation measures including to locate the fresh air intake away from these sources and install air purifiers in the fresh air system to further reduce potential odour nuisance to users are recommended.

6.2.15 With the proposed mitigation measures properly implemented, no adverse odour impact is anticipated. With the proposed mitigation measures properly implemented, no adverse odour impact is anticipated.

6.3 Drainage Considerations

6.3.1 The stormwater discharge configuration for the Proposed Development will adhere to the approved drainage plan (ref: BD 4/3009/19 - dated May 19, 2025). This includes the proposed new terminal manhole (STMH-01), a new manhole along the back alley (G-SMH-01), as well as the dimensions and invert level of the proposed 225mm discharge pipe.

6.3.2 Therefore, no additional drainage impact compared to the approved drainage plan is anticipated (**Appendix 5**), and no DIA report is required as long as the discharge configuration remains unchanged.

6.4 Sewerage Considerations

6.4.1 A Sewage Impact Assessment (**Appendix 6**) has been carried out to assess the potential sewerage impact of the Proposed Development and to serves as a supporting document for the planning permission from TPB under Section 16. The unit flow factor (UFF) of 1.58 m^3/day per employee for hotel and 0.28 m^3/day per employee for retail have been adopted to account for the sewage generated by the proposed hotel with shop and services.

6.4.2 According to Note (2) of Table T-2 of the "Guidelines for Estimating Sewage Flows for Infrastructure Planning" issued by the EPD, the UFF of the activity of Hotels (J10) have taken into accounts for sewage flows from customers and tenants. As such, additional calculations regarding visitors are not deemed necessary.

6.4.3 With the implementation of a planned new public manhole FMH-01 via a 225 mm PE sewer (PP01), and the existing 675mm concrete sewer would be improved by providing a Polyvinyl Chloride (PVC) lining, the downstream sewers will be able to cater for the expected peak sewage

flow arising from the Site. Thus, no adverse sewerage impact is anticipated from the Application Site.

6.5 Visual Consideration

Visual Appraisal

6.5.1 The Visual Appraisal in **Appendix 7**, with a total of five VPs concludes that the overall visual impact of the Proposed Development would be negligible to slightly to moderately adverse in terms of visual impact. Design features including the carefully designed building disposition to maximise the visual permeability and integrated landscape design to enhance the visual amenity of the area will be incorporated into the Indicative Scheme to enhance the visual quality of the area. Hence, the Proposed Amendment demonstrated in the Indicative Architectural Drawings will create slightly to moderately adverse visual impacts to the surroundings but still considered compatible with the surrounding residential neighbourhood.

7 PLANNING ASSESSMENTS

7.1 Echo with the Policy Address for "Tourism is Everywhere" and Development Blueprint for Hong Kong's Tourism Industry 2.0

7.1.1 In light of the HKSAR Government's ongoing efforts to promote "District Tourism" and the "Night Vibes Hong Kong in All 18 Districts" initiative, which aim to cultivate distinctive attractions across all areas, as well as the 2025 Policy Address advocating the vision of "Tourism is Everywhere" the completion of the Boardwalk is expected to further stimulate local tourism activities. Hence, there will be an increasing demand for hotel accommodation within the Eastern District.

7.1.2 This Application also echoes with the strategies as laid out in the Development Blueprint for Hong Kong's Tourism Industry 2.0, to provide quality services for visitors with stable hotel supply, and to support the 'Culture + Tourism' and 'Ecology + Tourism' in the Eastern District.

7.1.3 The Proposed Development, which could provide about 336 nos. of hotel room in the near future, will also respond to the tourism development directives as an initiative from a private developer to stabilize the supply for hotel accommodation and improve visitor arrival arrangement.

7.2 Echo with the Strategic Direction to Reinforce Hong Kong as a World-class Premier Tourism Destination under "Hong Kong 2030+"

7.2.1 "Hong Kong 2030+" aims to create capacity for sustaining economic growth and broadening economic base, it is the long-term vision to provide planning support to reinforce Hong Kong as world-class premier tourism destination. Provision of 336 nos. of hotel room in this tourism resource cluster area aligns with the identified strategic direction, which could help to reinforce Hong Kong as world-class premier tourism destination.

7.3 Actively Responding to Changing Market Needs of the Tourism Industry with Abundant Tourism Resources in the Vicinity

7.3.1 The National 14th Five-Year Plan endorses Hong Kong's role as an "East-meets-West centre for international cultural exchange" which allows Hong Kong to capitalise on its international connectivity and exchange expertise to amplify the global reach of Chinese culture and advance national rejuvenation. Shau Kei Wan possesses a distinctive geographical and cultural profile within Hong Kong East.

7.3.2 In line with this strategic direction and supported by the existing excellent transport connectivity, the Proposed Development on Kam Wa Street is strategically located adjacent to the vibrant Kam Wa Street Wet Market and Shau Kei Wan Main Street East—renowned destinations for culinary tourists seeking authentic seafood and local street food. **With the evidence-based urban planning tool, it is noteworthy that the Application Site is clustered with abundant tourism resources in local**

culture, historical heritage and food culture perspectives. The KDE means of these three aspects are highly than the average of existing hotels in the territory.

7.3.3 **To follow the strategies of Development Blueprint for Hong Kong's Tourism Industry 2.0 in promoting 'Culture + Tourism' and 'Ecology + Tourism', the Proposed Development enjoys the locational advantages to facilitate tourism industry in Eastern District**.

7.4 Strong Demand and Limited Supply of Hotel Room Restricts Tourism Development

7.4.1 The Tourism Resource Review section demonstrates that there is changing circumstance of tourism industry with explosive recovery of visitor arrival in recent years. There is a strong demand of hotel accommodation in the Eastern District, but there is no new hotel supply in the vicinity.

7.4.2 Sufficient hotel supply serves as a critical component in fostering the sustainable tourism development, enabling the accommodation of growing visitor numbers while maintaining service quality and economic benefits. One primary limitation is the constrained capacity to receive visitors as clearly identified in the Development Blueprint for Hong Kong's Tourism Industry 2.0. This bottleneck has been exacerbated by factors such as urban land scarcity, stringent planning regulations and the conversion of existing hotels to alternative uses.

7.4.3 Addition of 336 nos. of hotel room in the Application Site will increase the total room number to 8,927 nos. in the Eastern & Southern Districts. **Given the minimal addition of new hotel rooms across Hong Kong, especially in Shau Kei Wan, which currently has only one hotel yet possesses strong potential to develop as a heritage and eco-tourism destination, the Application Site with excellent accessibility makes it a strategic location for the Proposed Development to meet growing demand and capitalize on this opportunity**.

7.5 Compatible Land Use Pattern and Effective Use of Land Resources that is Well Served by Public Transport Services

7.5.1 In accordance with the Notes of the OZP for "R(A)" zone, commercial uses are always permitted on the lowest three floors of a building or within the purpose-designed non-residential portion of an existing development. **The Application Site and the vicinity have long been fell within the "Commercial/Residential" zone, before the rezoning exercise in 2000s which result in a surrounding context comprising mixed use developments. The renowned hawker and food street culture, and the street-level retail activities create a vibrant retail landscape in the vicinity. The Proposed Development is considered not incompatible with the surrounding uses and is not inconsistent with the planning intention of the "R(A)" zone**.

7.5.2 The Site benefits from good accessibility and is well served by public transport facilities, including bus and minibus routes operating in the immediate locality. It is also located within 5 minutes' walking distance from the Shau Kei Wan MTR Station, connecting the Site to different parts of the territory. **With the proximity to the existing public transportation network, the Proposed Development could make effective use of the prime land resource to provide additional hotel options to support the need of overnight travellers**.

7.6 Actively Response to Site Constraints by Respecting Existing Hawker Culture and Minimise Impact to Parking Area

7.6.1 As a planning gain to the community, the proposed run-in/out is positioned at the eastern end instead of the middle of existing parking area, such that a continuous parking area in front of the Application Site can be preserved.

7.6.2 This design feature will also minimise the disturbance to the existing hawker stalls situated at the frontage. It is anticipated about two various hawker stalls will be affected due to conflict with the proposed run-in/out. It is well understood that the Food and Environmental Hygiene Department's (FEHD) policy is to ensure the safety of both the public and hawkers during operations. The relocation of licensed fixed-pitch hawkers may be considered for justified reasons such as road works, building development or demolition, traffic diversion and the provision of public utility services, etc. The Application involves building development and traffic diversion which are well justified for FEHD to consider relocation of the affected licensed fixed-pitch hawkers.

7.6.3 **Under the circumstance that the affected fixed pitch hawkers are regarded not appropriate to continue business at their original hawker pitches after completion of the construction works, FEHD will initiate the procedure to resite and allocate them with existing vacant pitches elsewhere permanently to maintain their livelihood. Notwithstanding this, the Applicant would provide assistance to the affected hawkers in coordinating with the Food and Environmental Hygiene Department to identify suitable alternative locations for relocation and settlement within the vicinity. Meanwhile, retail floorspace is designed in the Proposed Development to maintain street-level vibrancy and supporting the continuity of local culture in Shau Kei Wan.**

7.7 Proposed Minor Relaxation of BHR to Accommodate MiC Floors and Aboveground Carpark Floors

7.7.1 In line with JPN No. 8, the current proposal has proactively applied MiC technology in the Proposed Development. The use of MiC requires thickened floor slabs between modular units, which in turn increases the storey heights on MiC floors.

7.7.2 Besides, up to two levels of aboveground parking are now fully exempt from GFA and height calculations. To accommodate these two aboveground parking levels on the G/F and 2/F, the GFA and building

height exemption for the two aboveground parking levels would allow the hotel development to maintain adequate guest room provision while accommodating required parking spaces under the HKPSG.

7.7.3 The increment of building height under the adoption of MiC technology and the aboveground parking floors is 13.97m, which exceeds the minor relaxation of 13.56m under this Application.

7.7.4 To mitigate visual and environmental impacts, the current scheme has also incorporated a stepped building height profile and maximised on-site greenery provision. These measures would help maintain natural breezeways, improve the local microclimate and ensure adequate ventilation for the site and surrounding areas. The requested minor relaxation of the building height restriction therefore delivers substantial planning merits. It supports the Government's MiC policy objectives, promotes sustainable construction practices and higher building quality, optimises land use through policy-compliant aboveground parking provision and enhances the urban environment through sensitive design responses. Visual Appraisal has been conducted to demonstrate that there is no visual impact. The Application Site is not situated at major breezeway and hence no review of air ventilation impact assessment is required.

7.8 Development Compatible with Stepped Building Height Profile

7.8.1 The Application Site is located at the eastern part of Shau Kei Wan area, it is surrounded by existing private residential developments (with the BHR up to 100-120mPD) to its immediate west, south, south-west and north. Across the road and railway to the north-west, there is an existing public housing development with the BHR of 120mPD along the waterfront area. As revealed form the Planning History Review, the BHR of 100mPD was imposed at the Application Site so as to follow the BH profile of stepping down the inland areas towards the waterfront only.[17]

7.8.2 The Proposed Development is located in an area surrounded by medium-to high-density residential neighbourhood, ranging from about 100mPD to 120mPD building height restrictions as stipulated on the OZP. **Although the Proposed Development will result in an increase in BH which is slightly more than 100mPD, the surrounding developments are ranging from about 100mPD to 120mPD. The proposed maximum building height would respect the recommended building height band of 100mPD to 115mPD for the surrounding inland built-up area according to the Explanatory Statement of OZP. Hence, it is considered the Proposed Development is compatible with the building profile of the surrounding environment.**

Maintaining Stepped Building Height Profile

7.8.3 Moreover, as demonstrated in the Section 5.2 of AVA Study completed in 2008, the BH of about 100mPD to 120mPD on the "R(A)" zone would

[17] TPB Paper No. 8443

not create visual and air ventilation impacts to the surroundings**. The proposed BH is consistent with the stepped building height concept adopted in the area, under which BHs increase progressively from the waterfront towards the inland areas, while maintaining important visual corridors and key view lines to and from the Lei Yue Mun Park and waterfront viewpoints**.[18] The Visual Appraisal demonstrates that the Proposed Development does not constitute significant visual impact to the area with the maximum BH slightly exceeding 100mPD.

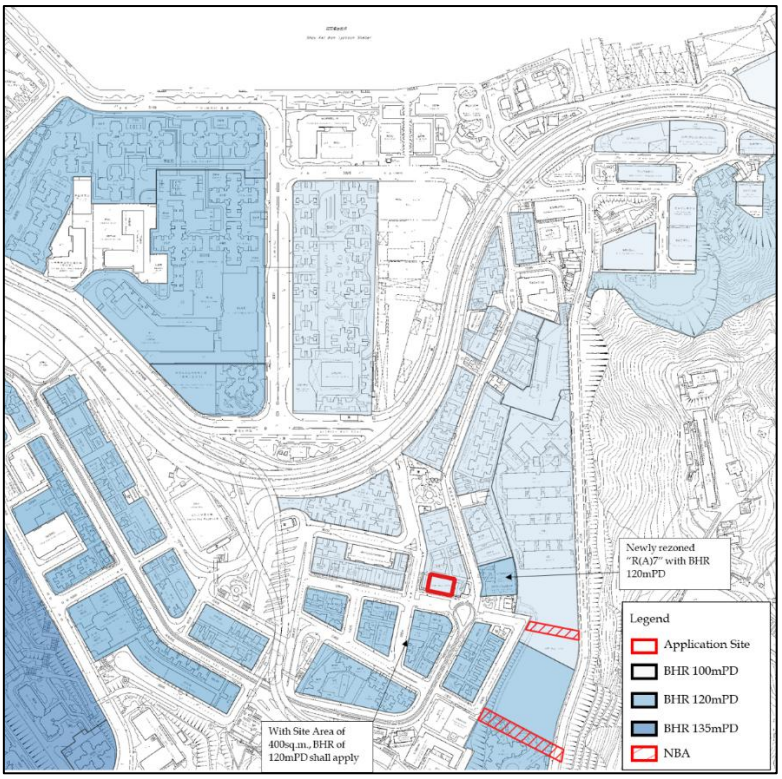


Diagram 29 Stepped Building Height Profile in Shau Kei Wan
(Source: Town Planning Board and Lands Department, HKSAR Government)

Maintaining Identified NBA

7.8.4 The Proposed Development will continue to maintain the required NBA while introducing greenery at multiple levels to further enhance wind flow and air penetration through the Application Site, therefore, maintaining air circulation within the central part of the Shau Kei Wan.

7.9 Design Merits to Fulfil the Requirements for Minor Relaxation

7.9.1 This Application takes the opportunity to provide various design merits to benefit the community, which includes:

- Enhancing pedestrian experience and public realm with at-grade canopy
- Providing active frontage on ground floor retail space by

[18] Minutes of 764th Meeting of the Town Planning Board held on 2.5.2025.

employing transparent façades or open-front configurations, to establish strong visual connections between the interior spaces and the public realm;

- Voluntarily achieving a site coverage of greenery of 20%;
- Provide multi-level sky garden and botanical terraces on different floors (i.e. greenery at 1st to 3rd floors) and explore opportunities for local art painting on building facade to enhance visual interest and mitigate building bulkiness;
- Enhance natural ventilation through building design;
- Enhance active living and natural connection by opening the sky garden to local community during designated opening hours;
- Maintain visual permeability; and
- Aligning with the stepped building height profile.

7.9.2 According to the Notes of OZP, a minor relaxation clause for BHR is included to allow flexibility for development or redevelopment with planning and design merits. **To illustrate, the Proposed Development has tried its best to fulfil these criteria by incorporating planning and design merits, which (i) amalgamate smaller sites for achieving better urban design and local area improvements; (ii) providing better streetscape; (iii) accommodate building designs to enhance air and visual permeability; and (iv) accommodate building design and planning merits that bring about improvements to the townscape and amenity of the locality and would not cause adverse landscape and visual impacts.** According to previous approved applications, full compliance of all criteria is not mandatory for grant of permission for minor relaxation. This Proposed Development, when compared to the existing approved scheme, has significantly enhanced the air and visual permeability as well as brought improvements to the townscape and amenity of the locality. In particular, the increase in the building height is in accordance with the JPN No. 8 as well as PNAP APP 2. The minor relaxation of BHR is well justified in this Application.

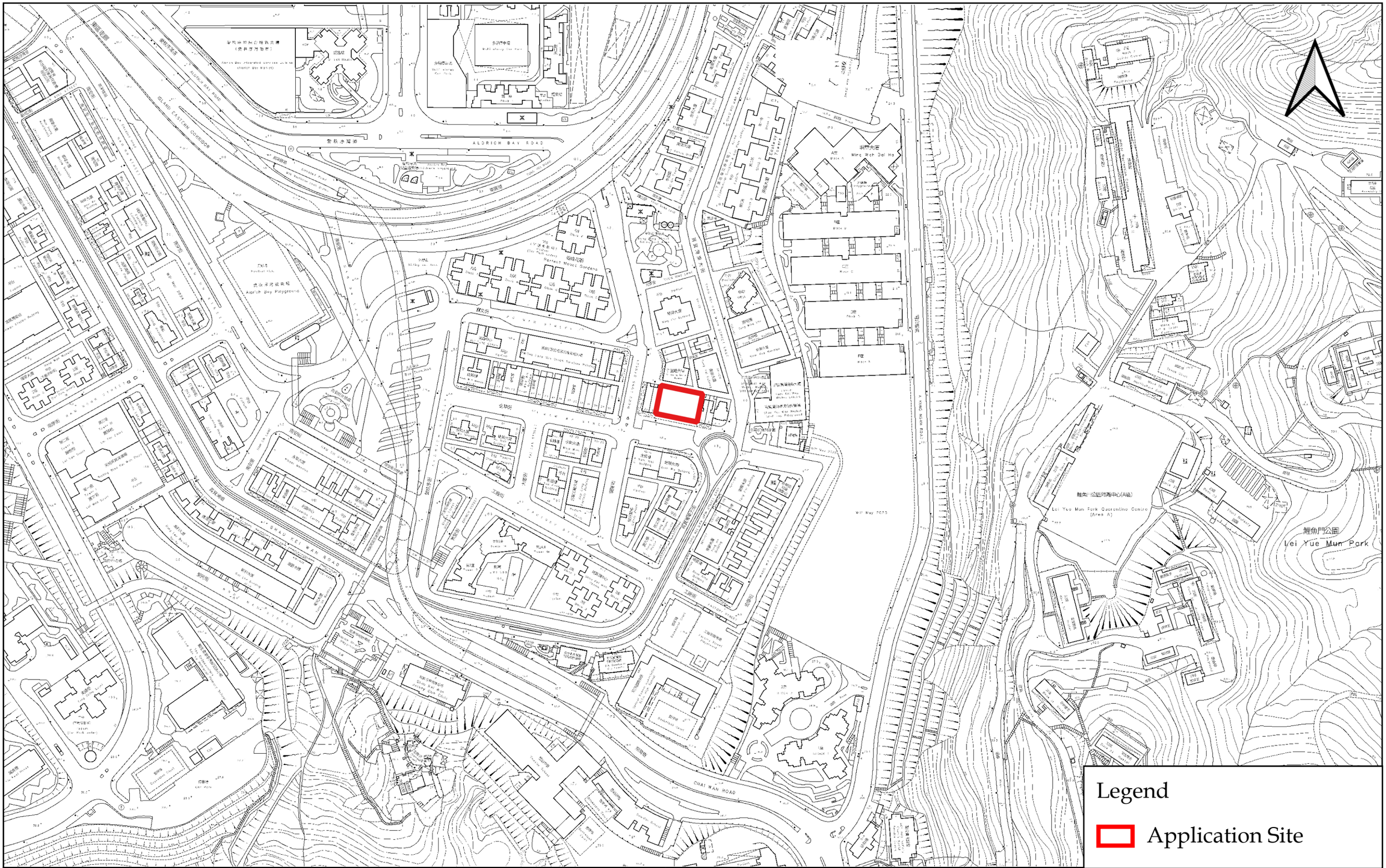
7.10 Technical Sustainability Demonstrated and No Insurmountable Impacts are Anticipated

7.10.1 Technical assessments including TIA, AQIA, NIA, SIA and VA have been conducted for the Proposed Development. The findings have confirmed that this Application would not give rise to any adverse or insurmountable impacts in respect of traffic, air quality, noise, sewerage or visual amenity. Where necessary, appropriate mitigation measures have been identified and incorporated into the proposal to ensure compliance with the relevant statutory requirements and prevailing standards. The technical sustainability of the scheme is therefore demonstrated, and no irresolvable environmental or infrastructural constraints are anticipated.

8 CONCLUSION

8.1.1 In view of the above, we respectfully request the Town Planning Board to give favourable consideration on this Application on the following justifications:

- Echo with the Policy Address for "Tourism is Everywhere" and Development Blueprint for Hong Kong's Tourism Industry 2.0
- Echo with the Strategic Direction to Reinforce Hong Kong as a World-class Premier Tourism Destination under "Hong Kong 2030+"
- Actively Responding to Changing Market Needs of the Tourism Industry with Abundant Tourism Resources in the Vicinity
- Strong Demand and Limited Supply of Hotel Room Restricts Tourism Development
- Compatible Land Use Pattern and Effective Use of Land Resources that is Well Served by Public Transport Services
- Actively Response to Site Constraints by Respecting Existing Hawker Culture and Minimise Disturbance to Parking Area
- Proposed Minor Relaxation of BHR to Accommodate MiC Floors and Aboveground Carpark Floors
- Development Compatible with Stepped Building Height Profile
- Design Merits to Fulfil the Requirements for Minor Relaxation
- Technical Sustainability Demonstrated and No Insurmountable Impacts are Anticipated



LCH Planning and Development Consultants Limited

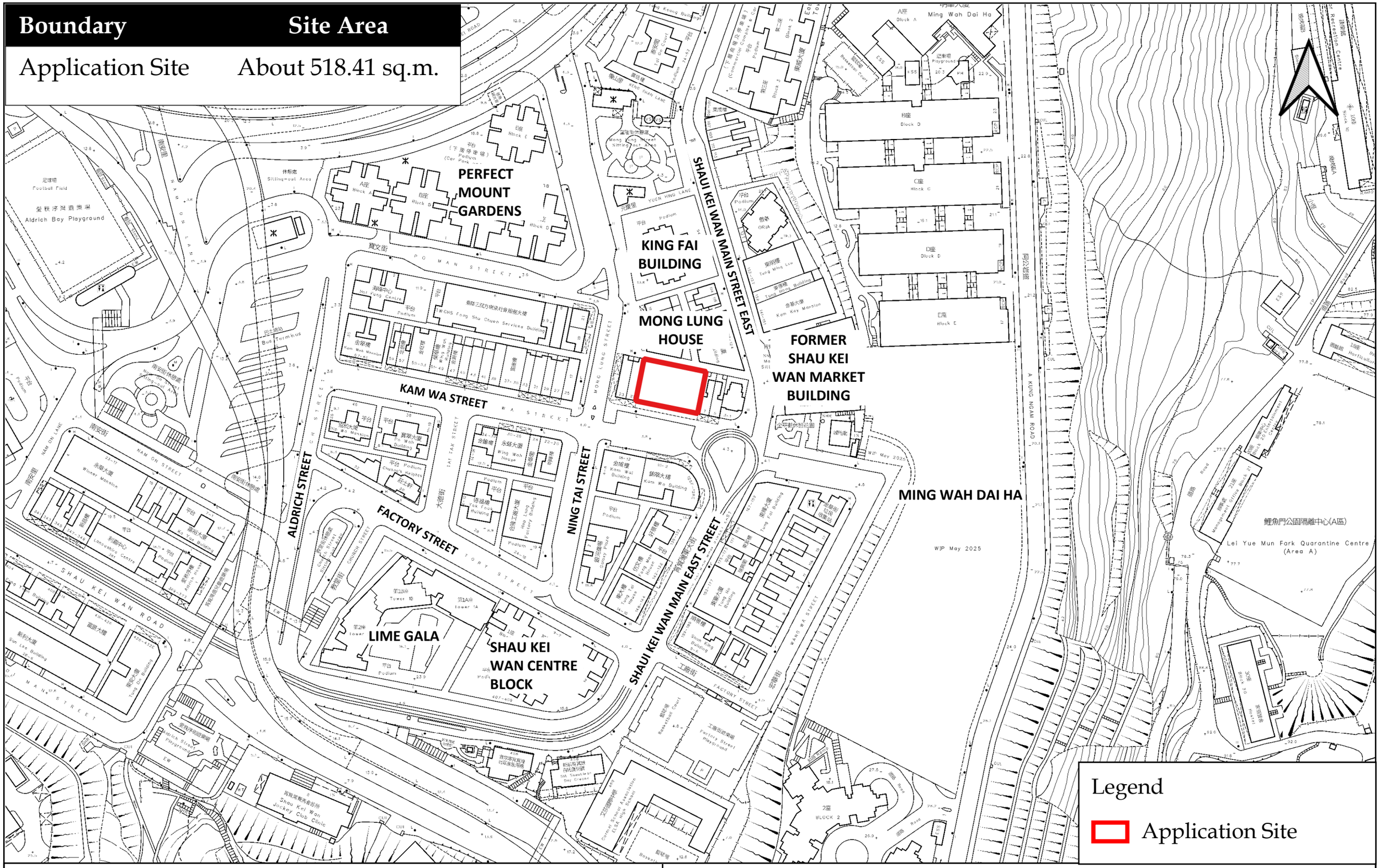
Figure 1 : Location Plan

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)

Boundary	Site Area
Application Site	About 518.41 sq.m.



LCH Planning and Development
Consultants Limited

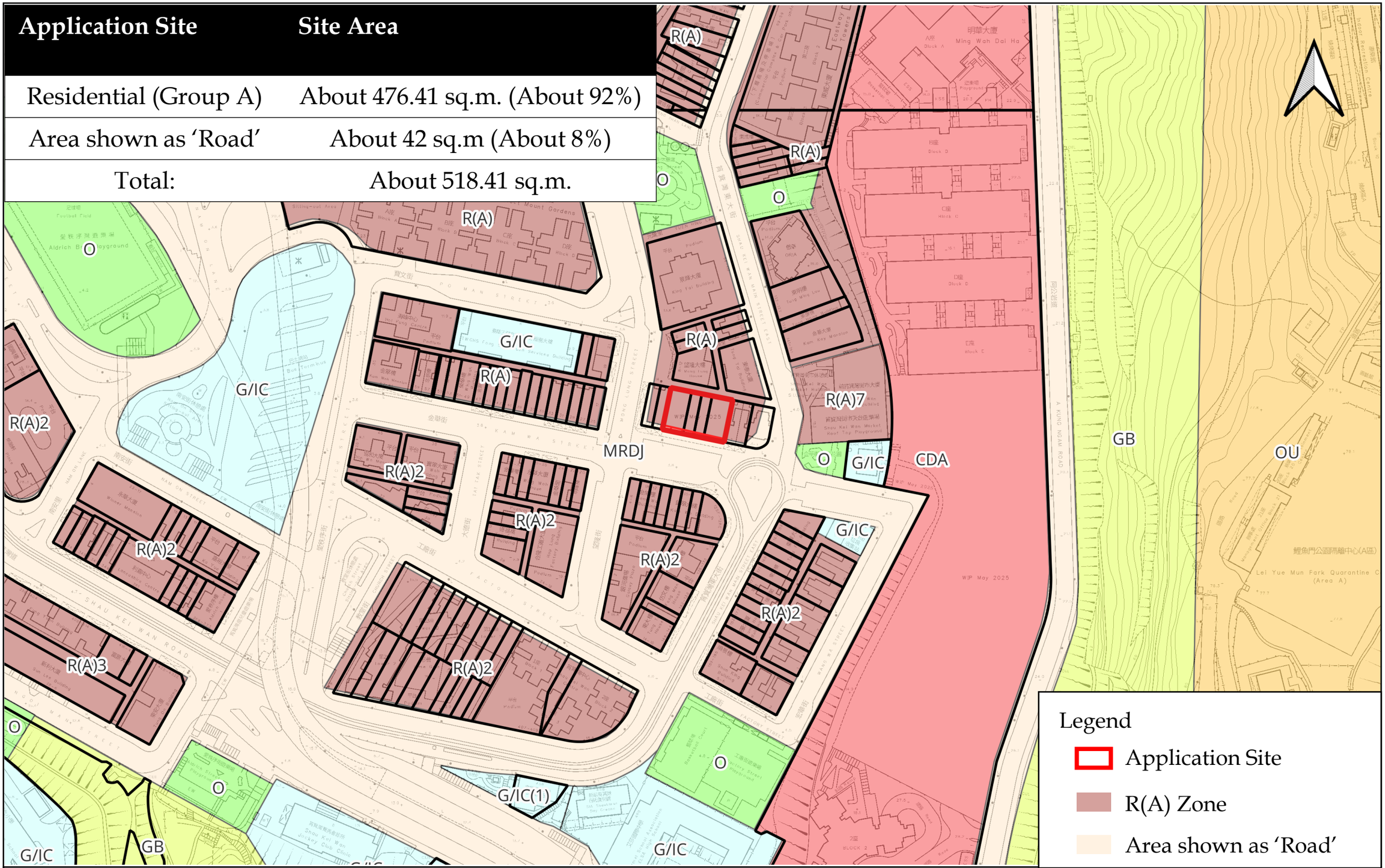
Figure 2 : Site Plan

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)

Application Site	Site Area
Residential (Group A)	About 476.41 sq.m. (About 92%)
Area shown as 'Road'	About 42 sq.m (About 8%)
Total:	About 518.41 sq.m.



LCH Planning and Development Consultants Limited

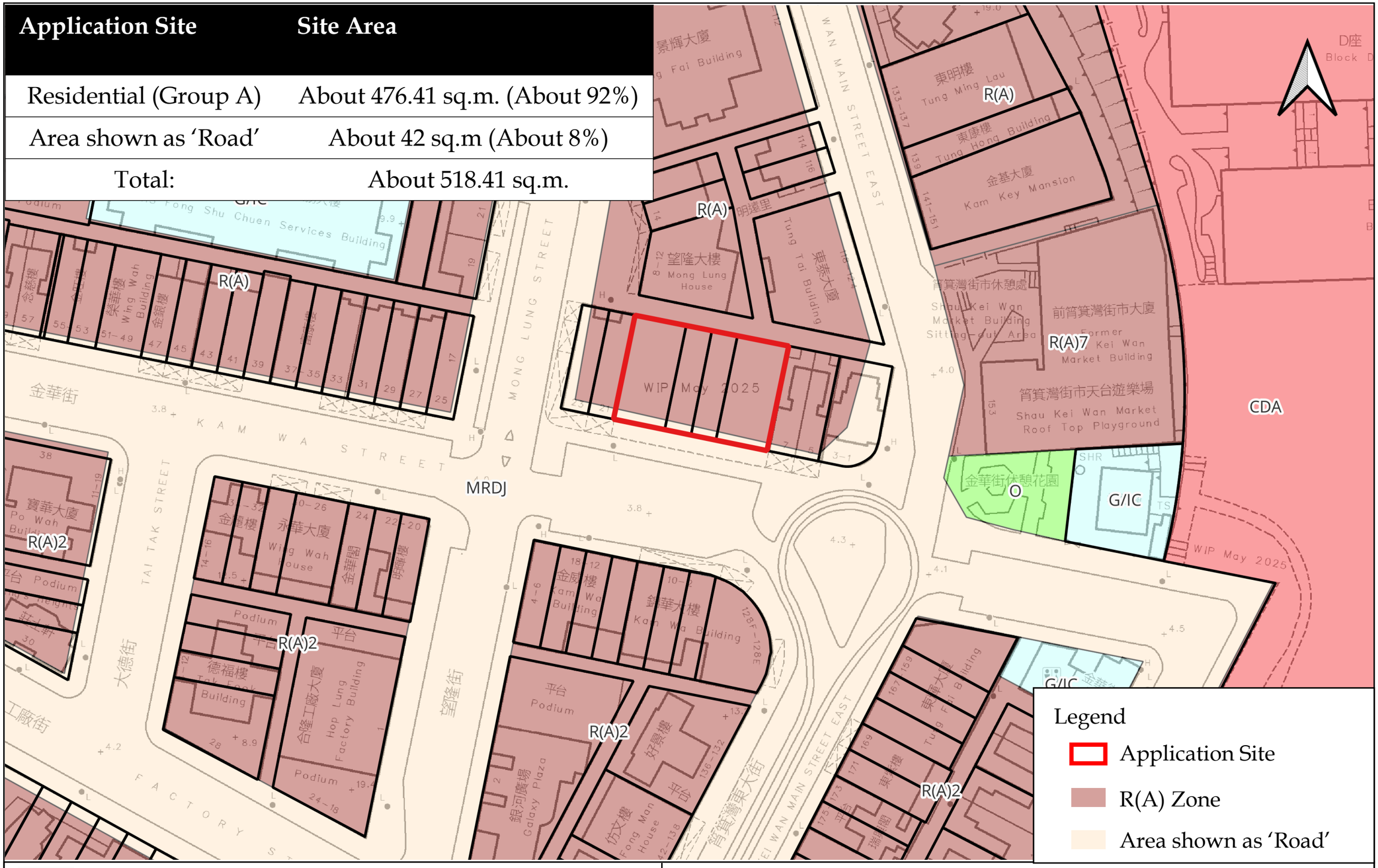
Figure 3 : Extract of Outline Zoning Plan (Approved OZP No. S/H9/22)

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)

Application Site	Site Area
Residential (Group A)	About 476.41 sq.m. (About 92%)
Area shown as 'Road'	About 42 sq.m (About 8%)
Total:	About 518.41 sq.m.



Legend

- Application Site
- R(A) Zone
- Area shown as 'Road'

LCH Planning and Development
Consultants Limited

Figure 3 : Extract of Outline Zoning Plan (Approved OZP No. S/H9/22)

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)

Boundary	Site Area
Application Site	About 518.41 sq.m.

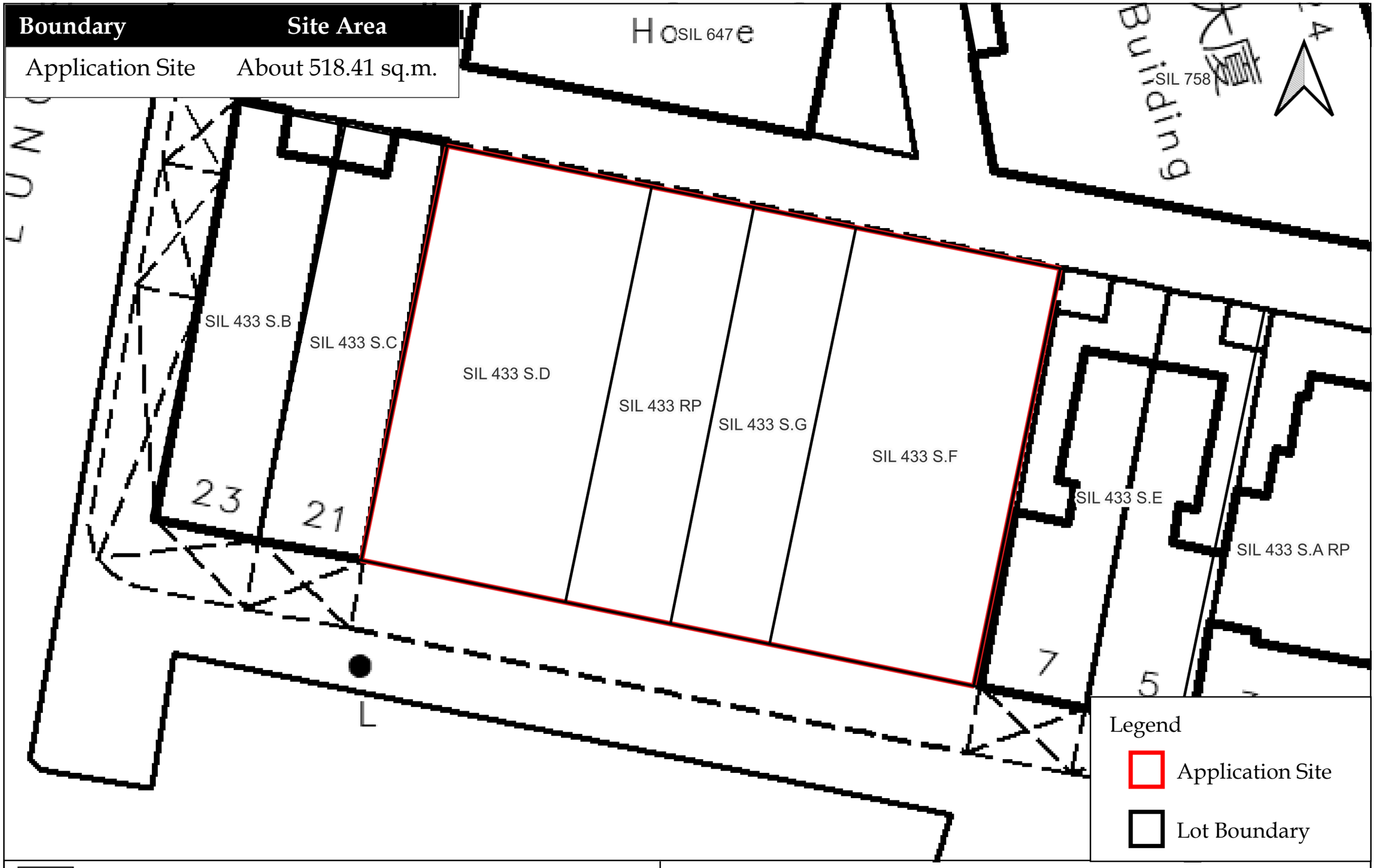


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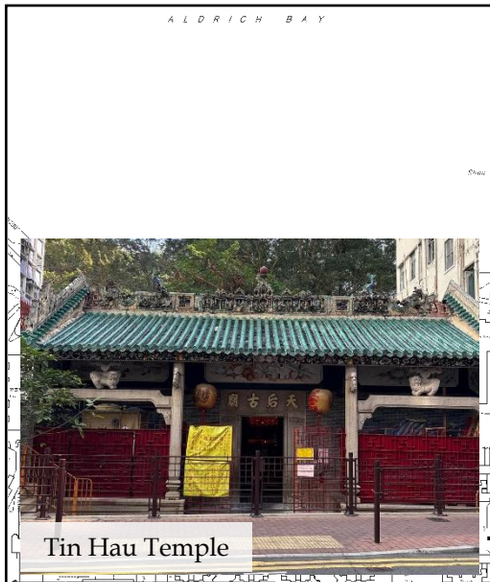
Figure 4 : Land Status

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)



Tin Hau Temple

A Kung Ngam Shipyards

Shau Kei Wan Wholesale Fish Market

Tam Kung Temple

Public Light Bus to Shek O

Hong Kong Sanatorium & Hospital

Yuk Wong Temple

Hong Kong Museum of the War of Resistance and Coastal Defence and Lei Yue Mun Pass Battery

Kam Wah Street Wet Market

Shau Kei Wan Main Street East

Tram Terminus

Shing Wong Temple

Lei Yue Mun Park

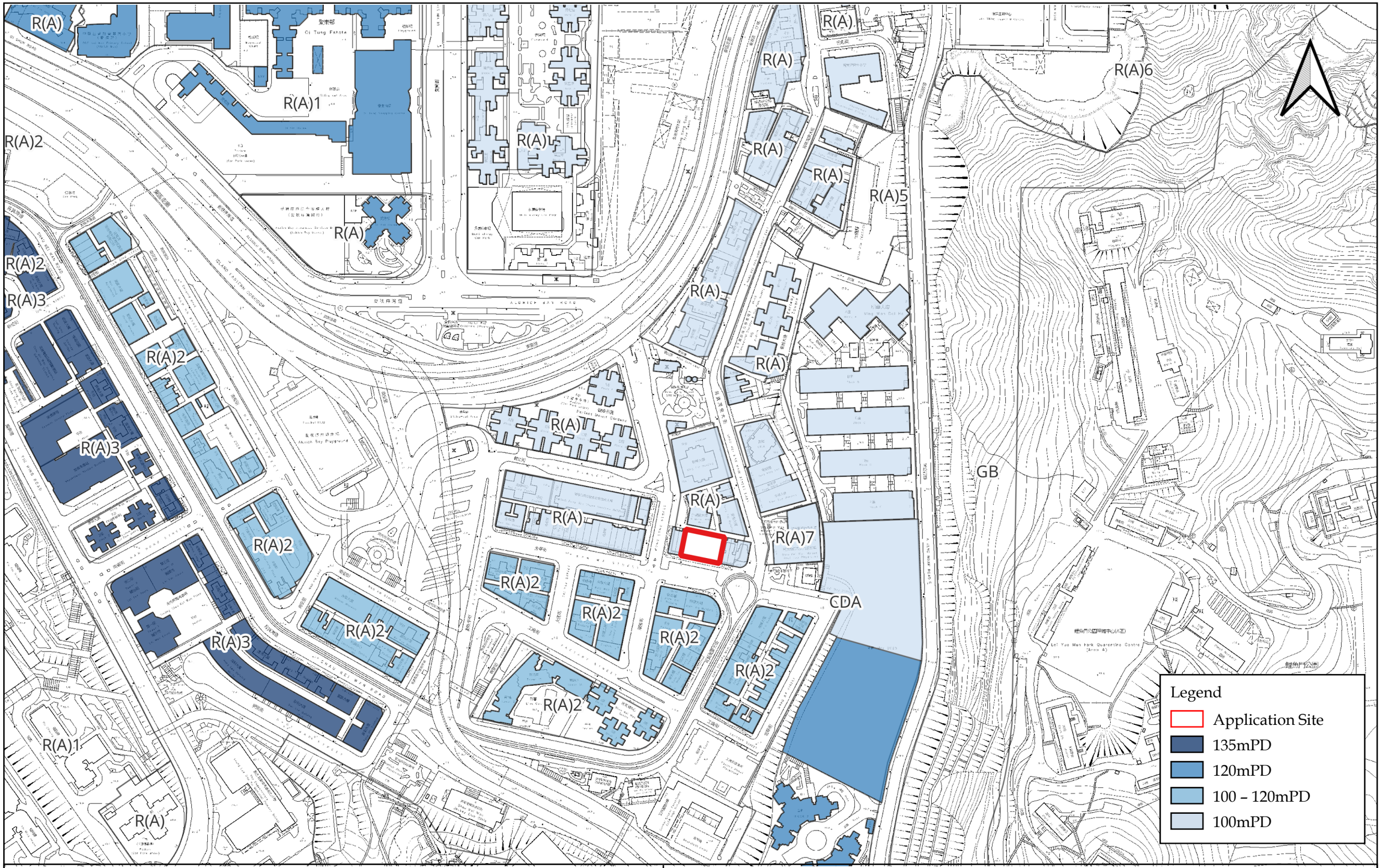
LCH Planning and Development Consultants Limited

Figure 5 : Tourist Attraction and Facilities in the Surrounding Area

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)



LCH Planning and Development Consultants Limited

Figure 6 : Overview of Building Height Restriction in SKW

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)

Kam Wah Street Wet Market

Mong Lung House and Tung Tai Building and King Fai Building

Ming Wah Dai Ha Block 1 & 2

Fu Hong Lau

Former Shau Kei Wan Market Building

Tram Terminus

Shau Kei Wan Centre

Legend

Application Site

LCH Planning and Development Consultants Limited

Figure 7 : Surrounding Area

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)

Existing Condition

Legend

Application Site

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Consultants Limited

Figure 8 : Artist Impression (Façade Painting)

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)

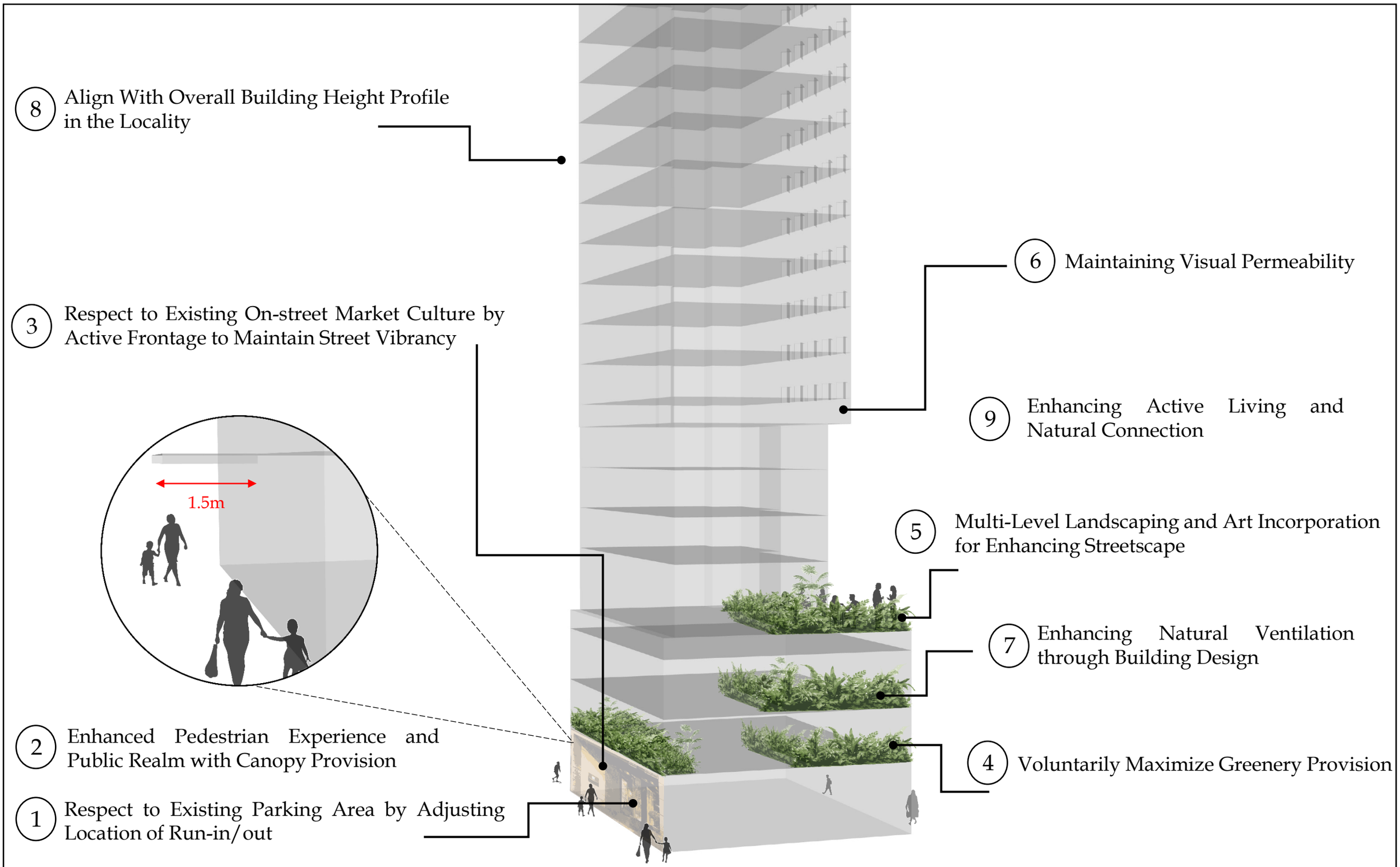

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Figure 9 : Artist Impression (Overall Planning & Design Merits)

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)

APPENDIX 1

INDICATIVE ARCHITECTURAL DRAWINGS

PUBLIC LANE

STAIRCASE 1/F TRANSFORMER ROOM

A B C D E

3

UP UP

RS&MRC

CABLE RAISER DUCT

TAXI/PRIVATE CAR LAY-BY

TAXI/PRIVATE CAR LAY-BY

TAXI/PRIVATE CAR LAY-BY

SHARE USE HGV/ COACH BAY (HEADROOM 4.7m)

LUGGAGE STORE (BOH)

LIFT

D A

L3

LIFT

L1

LIFT

L2

CAR LIFT

2

4

SHARE USE LGV/MINI COACH BAY (HEADROOM 3.6m)

LIFT LOBBY

4.31

A.U.T.

UP30R

K J H G F

ALUM. CANOPY ABOVE

1

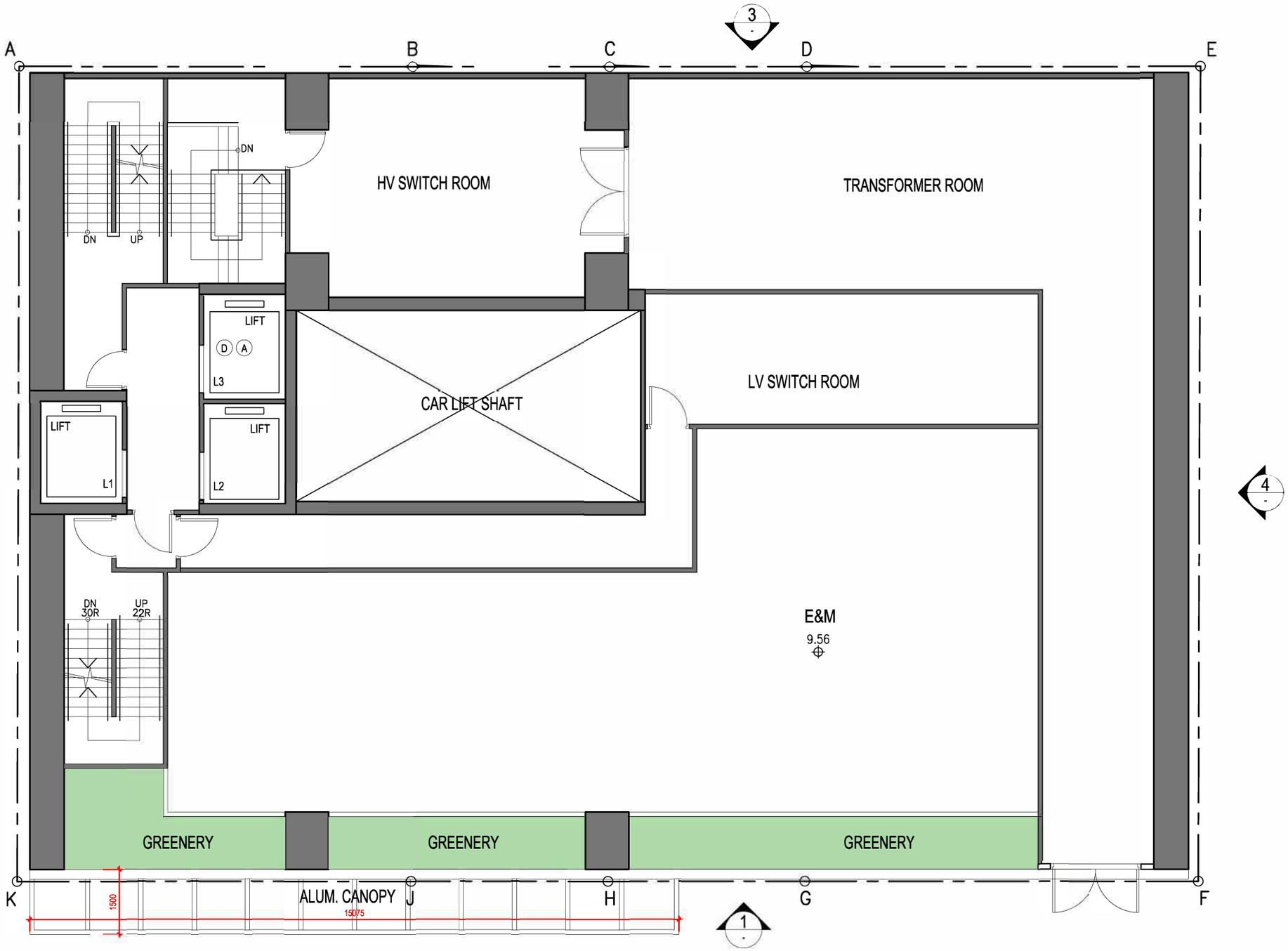
TS TS TS TS TS

GROUND FLOOR PLAN

1:100

(9-19) KAM WA STREET - SHAU KEI WAN

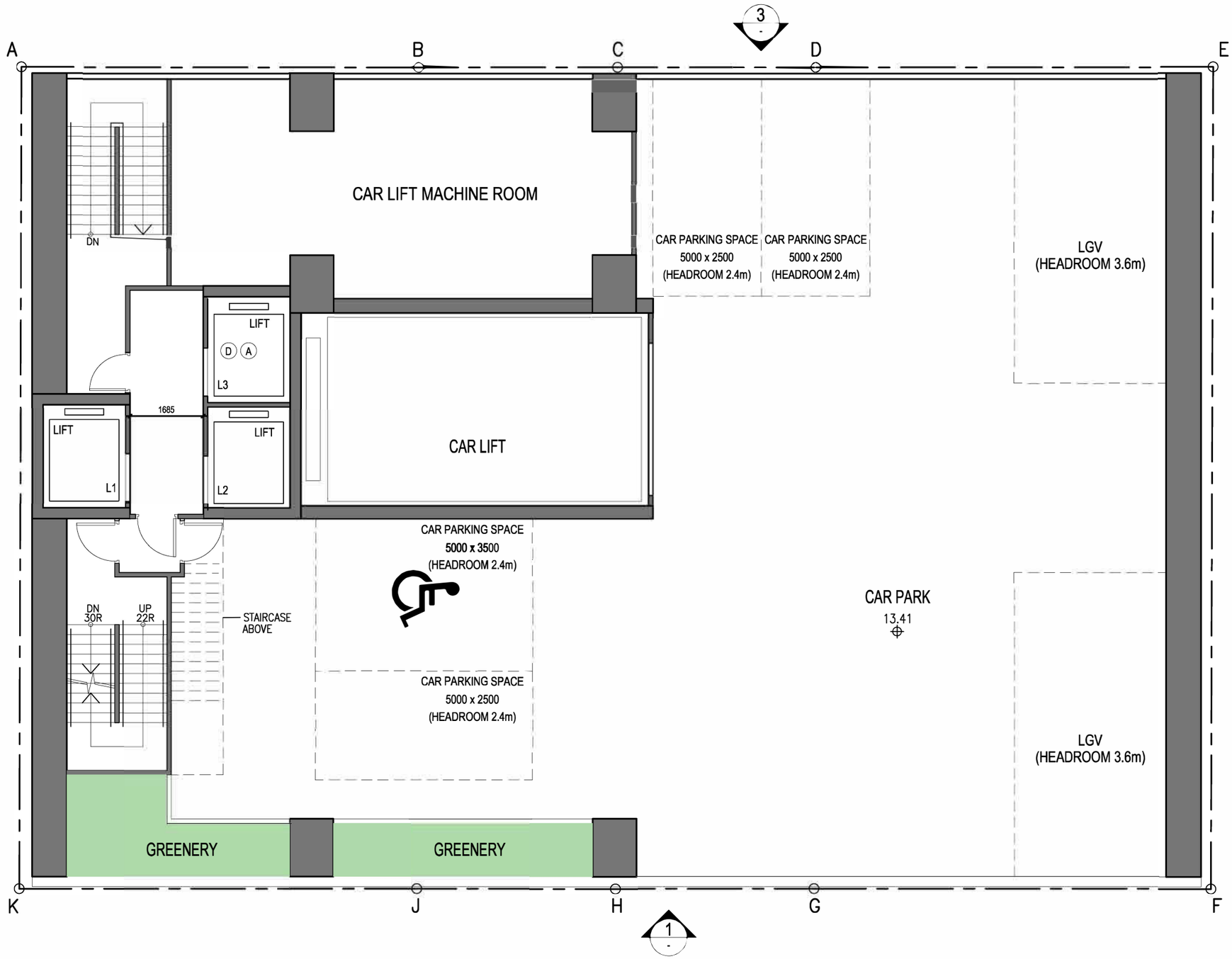
KAM WA STREET



1ST FLOOR PLAN (E&M)

1:100

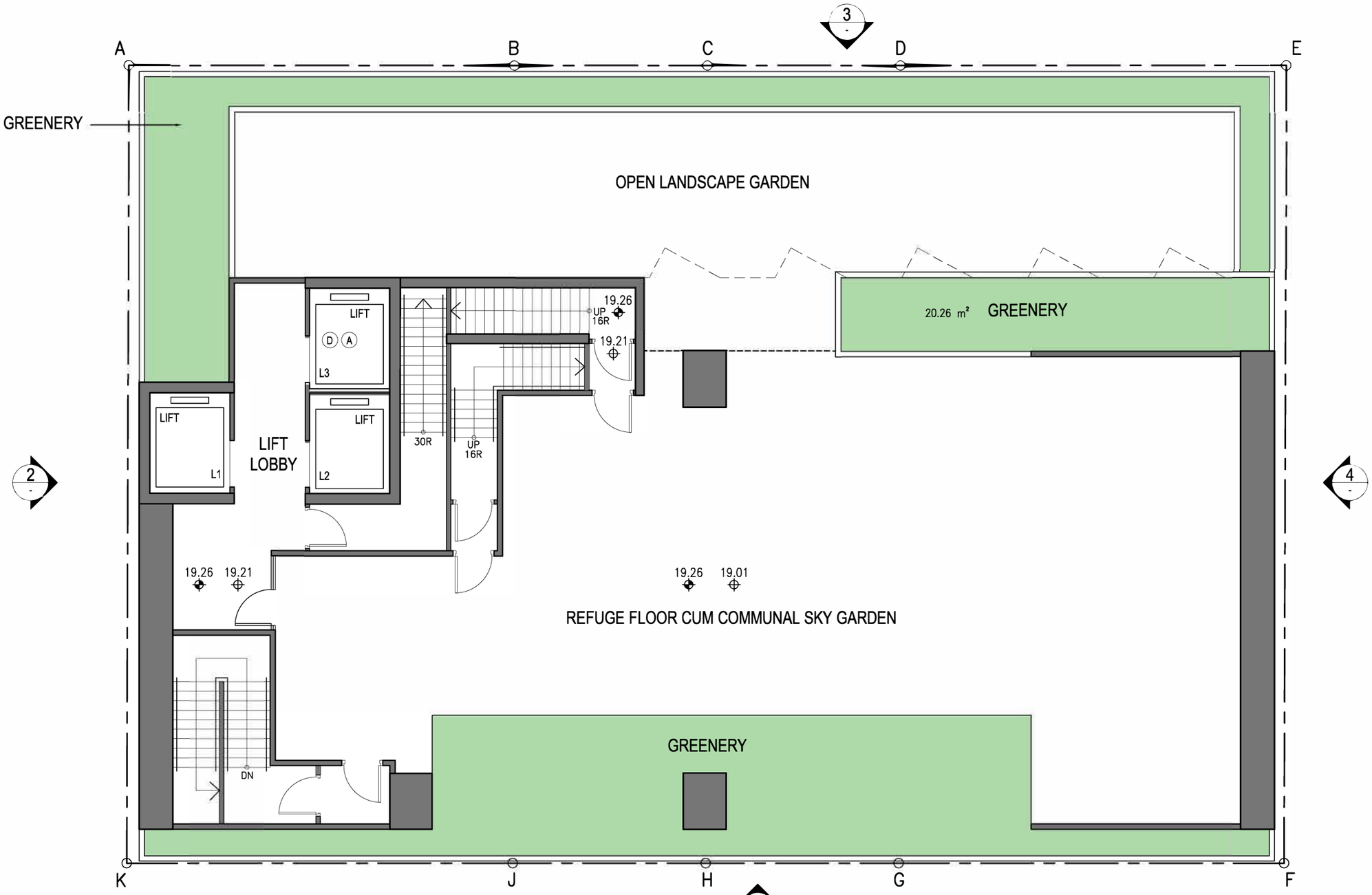
(9-19) KAM WA STREET - SHAU KEI WAN



2ND FLOOR PLAN (CAR PARK)

1:100

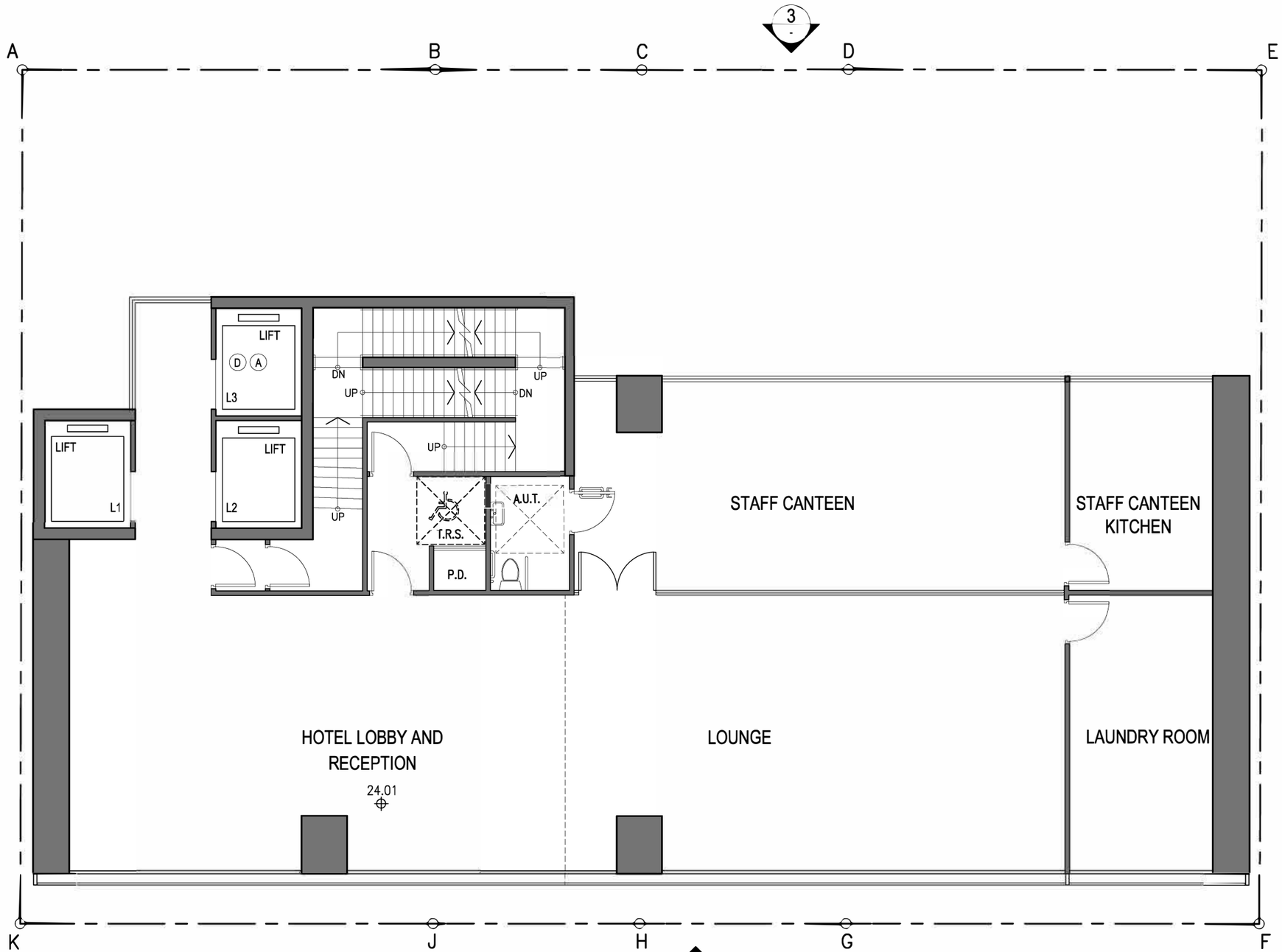
(9-19) KAM WA STREET - SHAU KEI WAN



3RD FLOOR PLAN (REFUGE FLOOR)

1:100

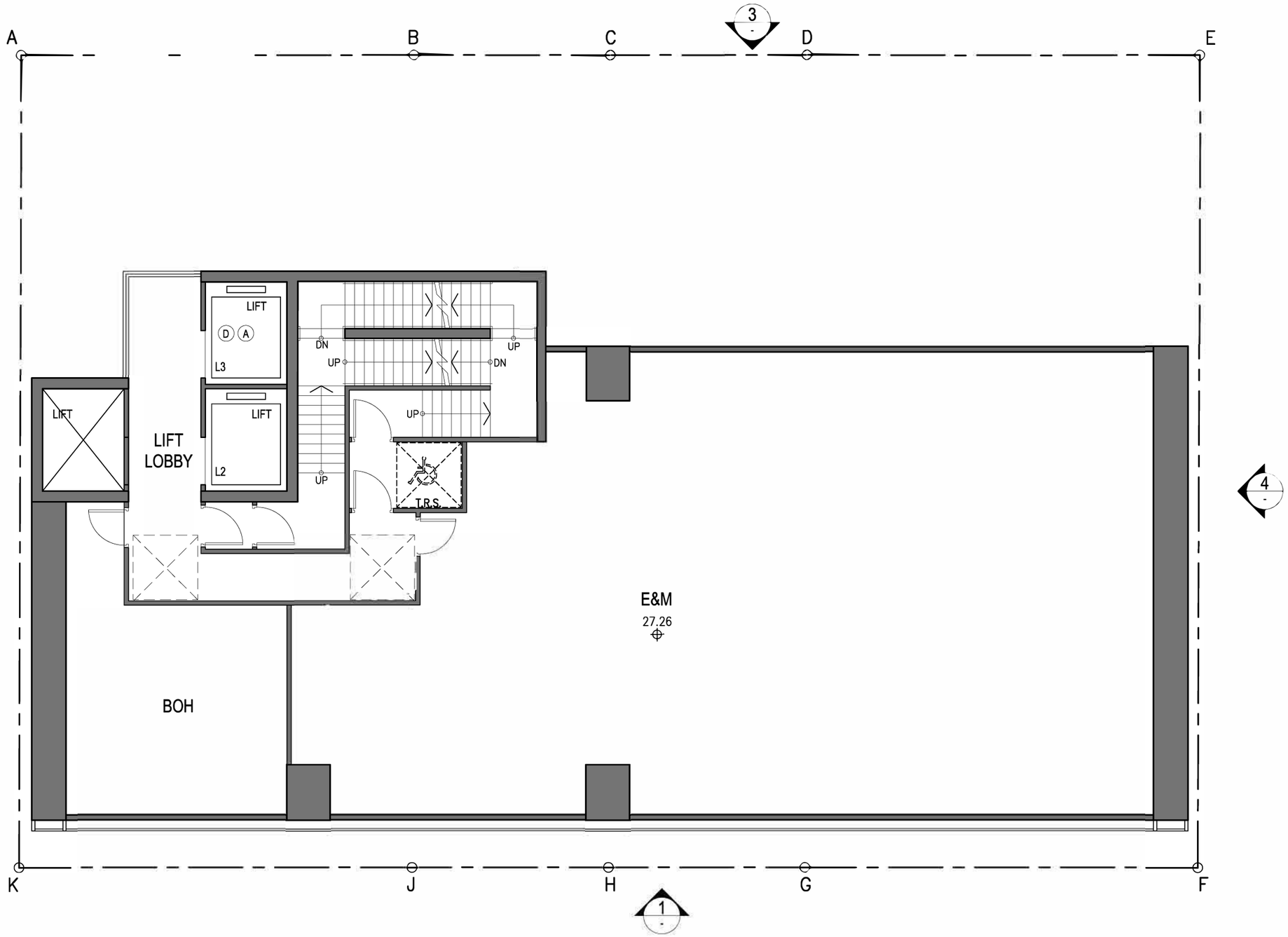
(9-19) KAM WA STREET - SHAU KEI WAN



4TH FLOOR PLAN (LOBBY/BOH)

1:100

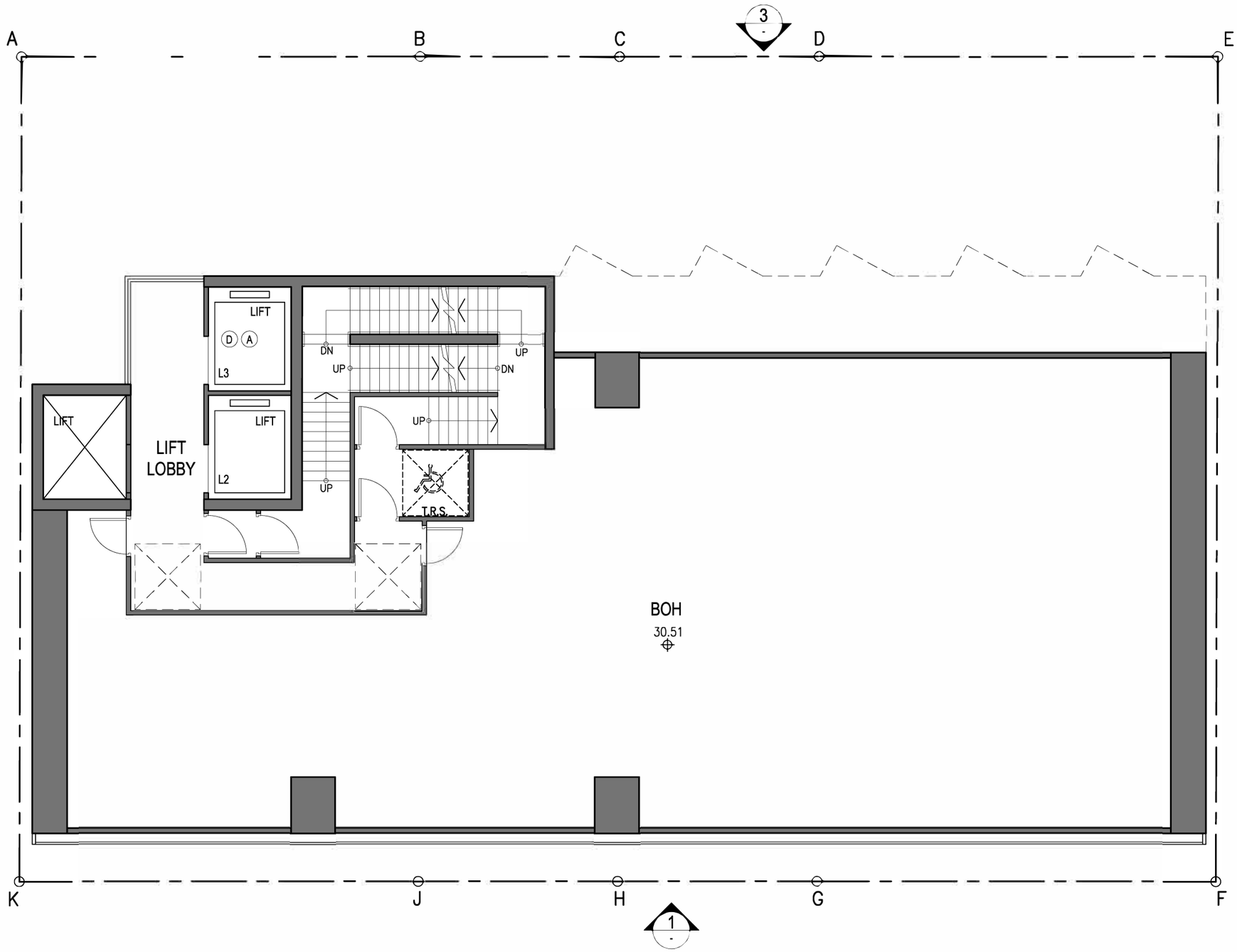
(9-19) KAM WA STREET - SHAU KEI WAN



5TH FLOOR PLAN (E&M / BOH)

1:100

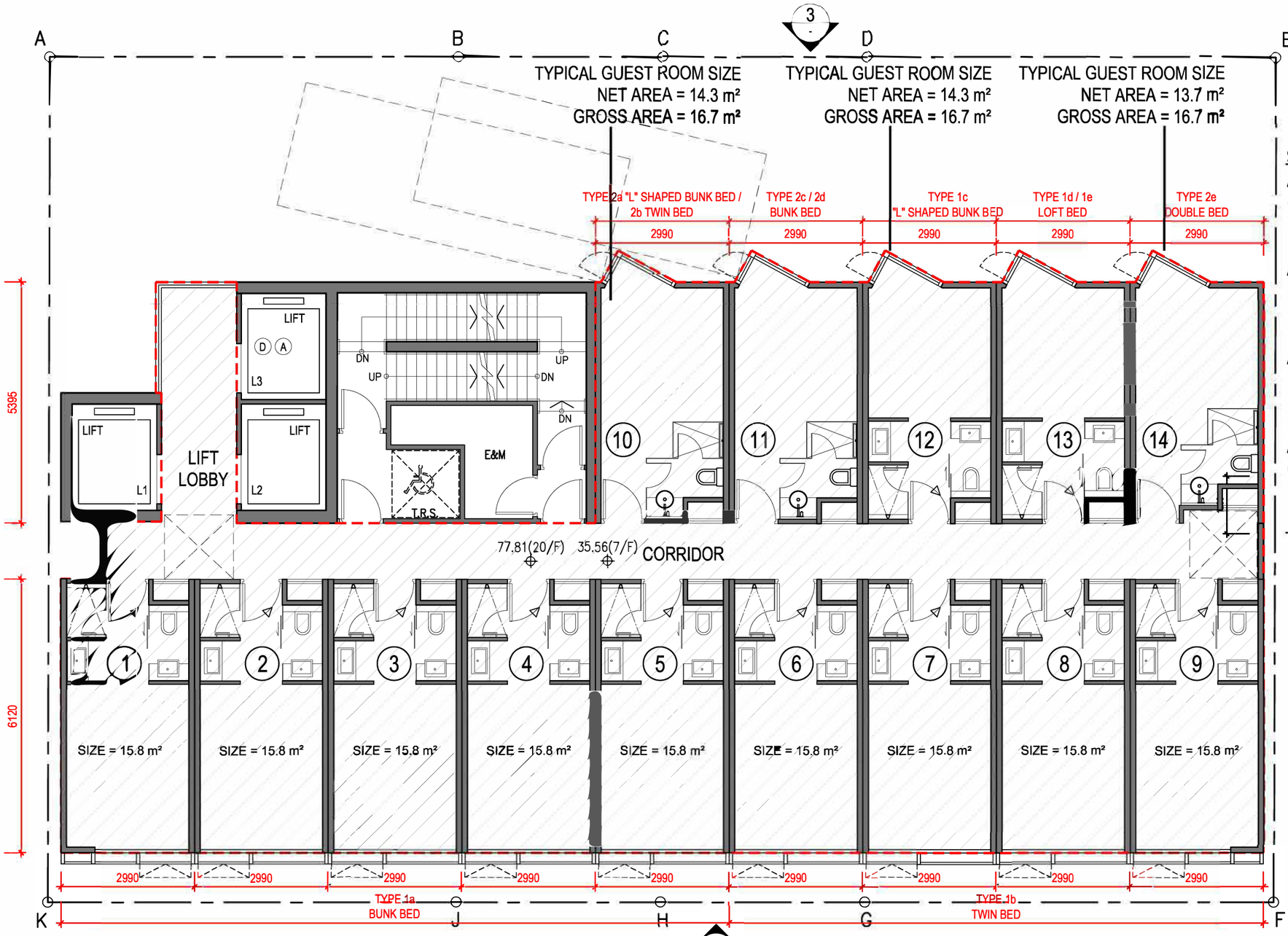
(9-19) KAM WA STREET - SHAU KEI WAN



6TH FLOOR PLAN (BOH)

1:100

(9-19) KAM WA STREET - SHAU KEI WAN



SITE PARTICULAR

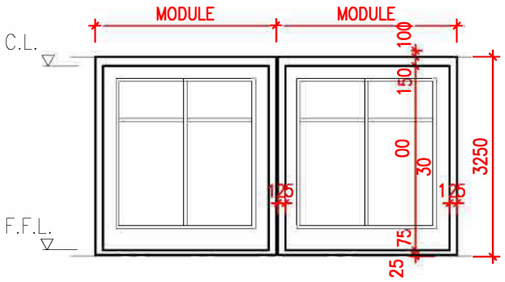
AREA OF SITE = 518.408 m²
CLASS OF SITE = 'A'
PERMISSIBLE SITE COVERAGE FOR NON-DOMESTIC (OVER 61m)
= 60%
ACTUAL MIC AREA = 290.231 m² (PER FLOOR)
EXEMPTED 10% MIC AREA
= 290.231 m² x 10%
= 29.023 m² (PER FLOOR)
ACTUAL SITE COVERAGE FOR NON-DOMESTIC
= (340.006 m² - 29.023 m²) / 518.408 m² x 100%
= 59.988 % < 60%

ACTUAL GFA = 305.657 m² (PER FLOOR)
CORE AREA = 44.449 m² (PER FLOOR)

4

MIC TYPICAL ROOM SECTION

FLOOR TO FLOOR HEIGHT = 3.250 m

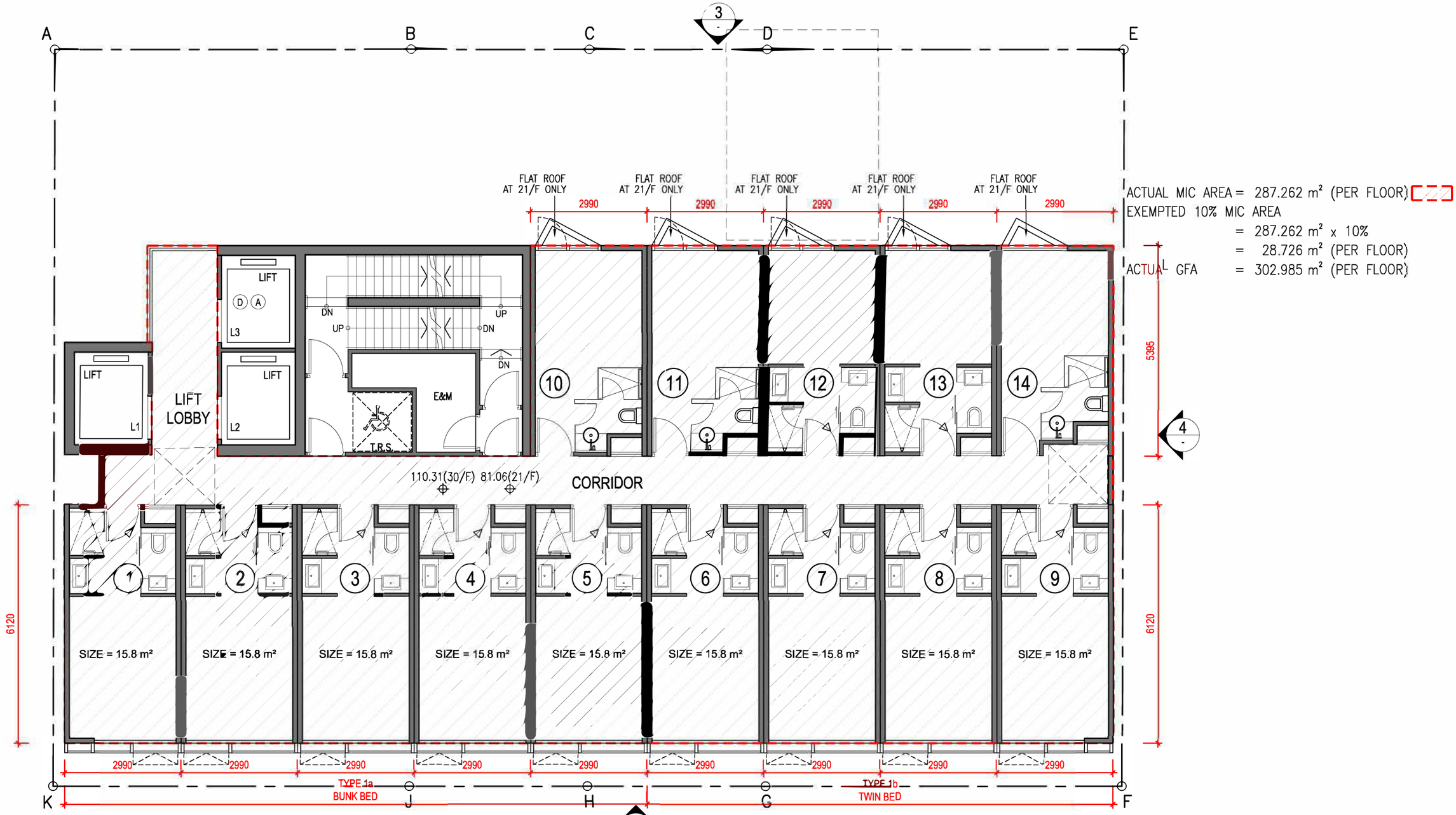


7TH ~ 20TH FLOOR PLAN (14 STOREYS)

1:100

TOTAL GUEST ROOM NOS. = 14 NOS. x 14 STOREYS = 196 NOS.

(9-19) KAM WA STREET - SHAU KEI WAN



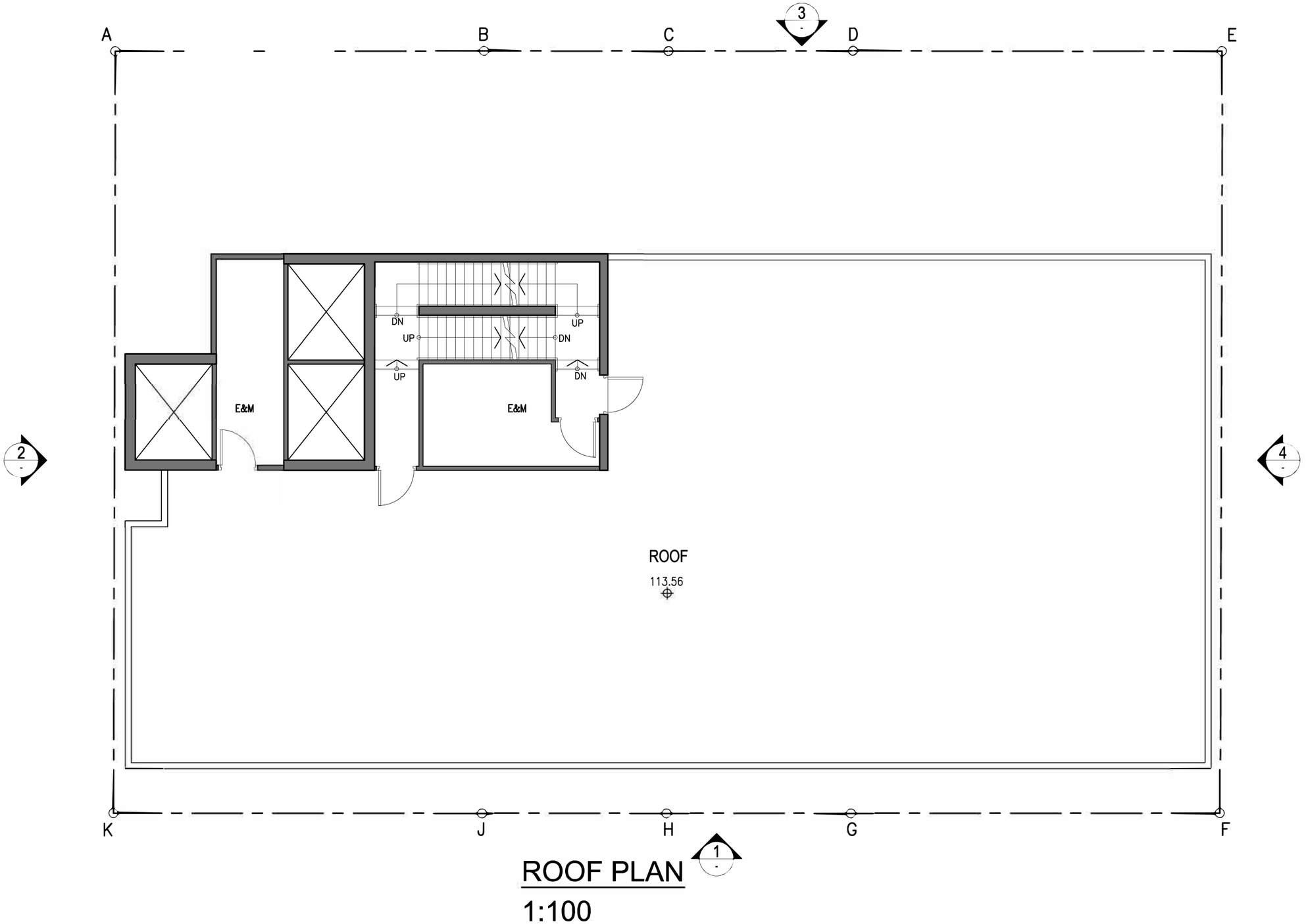
ACTUAL MIC AREA = 287.262 m² (PER FLOOR)
EXEMPTED 10% MIC AREA
= 287.262 m² x 10%
= 28.726 m² (PER FLOOR)
ACTUAL GFA = 302.985 m² (PER FLOOR)

21TH ~ 30TH FLOOR PLAN (10 STOREYS)

1:100

TOTAL GUEST ROOM NOS. = 14 NOS. x 10 STOREYS = 140 NOS.

(9-19) KAM WA STREET - SHAU KEI WAN



ROOF PLAN

1:100

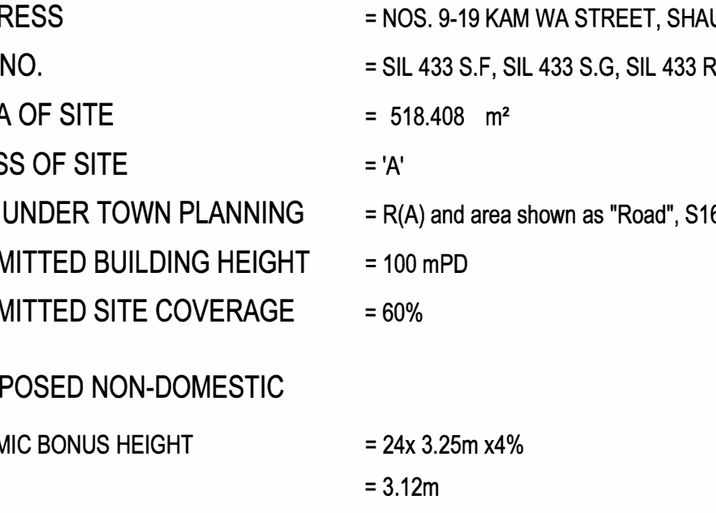
(9-19) KAM WA STREET - SHAU KEI WAN

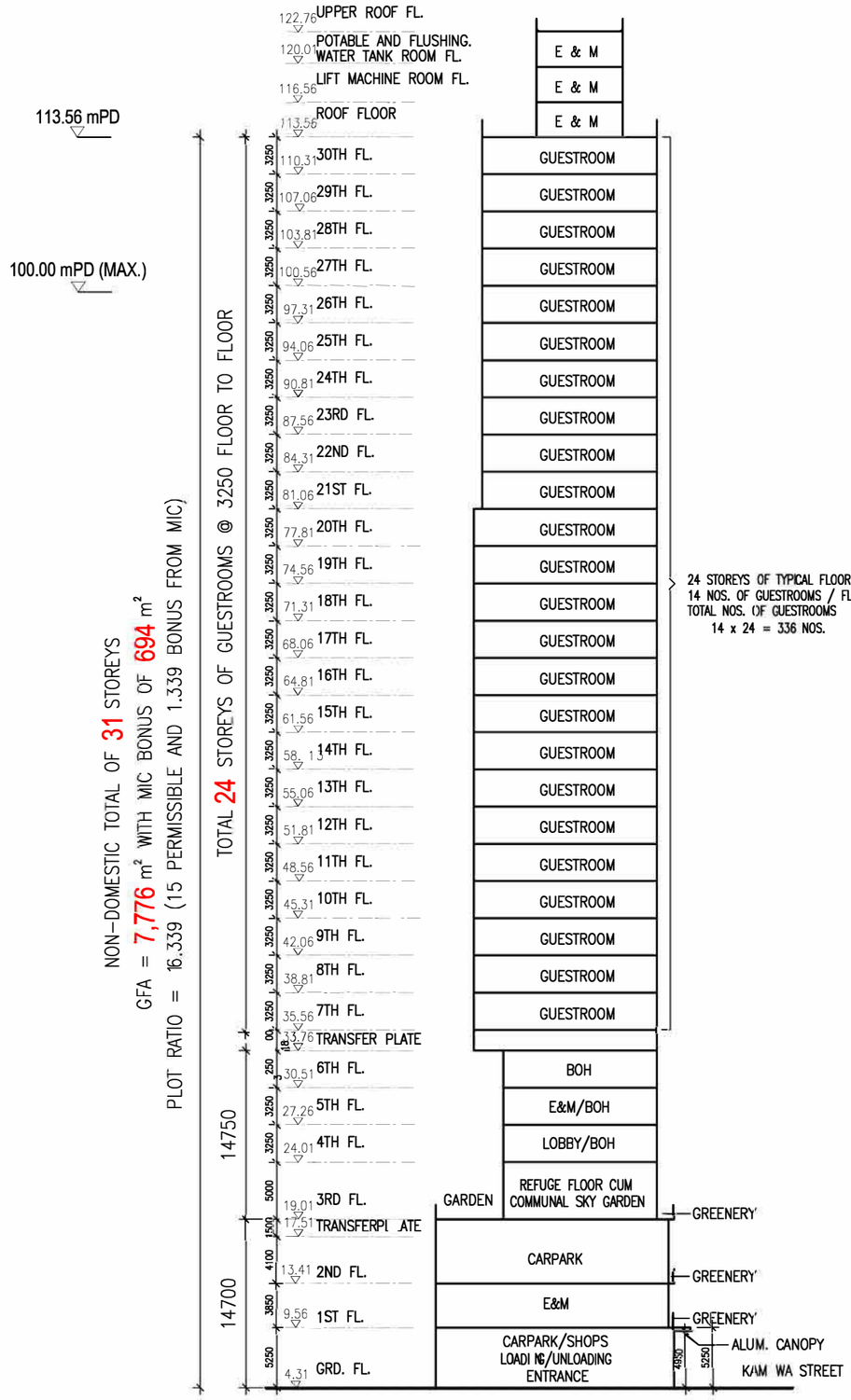
SITE PARTICULARS

ADDRESS	= NOS. 9-19 KAM WA STREET, SHAU KEI WAN, HONG KONG
LOT NO.	= SIL 433 S.F, SIL 433 S.G, SIL 433 RP, SIL 433 S.D
AREA OF SITE	= 518.408 m²
CLASS OF SITE	= 'A'
OZP UNDER TOWN PLANNING	= R(A) and area shown as "Road", S16 CHANGE TO HOTEL
PERMITTED BUILDING HEIGHT	= 100 mPD
PERMITTED SITE COVERAGE	= 60%

PROPOSED NON-DOMESTIC

MIC BONUS HEIGHT	= 24x 3.25m x4% = 3.12m
PLOT RATIO	= 15
MIC BONUS PLOT RATIO	= 1.339
GROSS FLOOR AREA	= 7,776 m²
MIC BONUS GFA	= 694 m²
SITE COVERAGE	= 60 % + 5.598 % (MIC BONUS) = 65.598%
NOS. OF GUEST ROOM	= 336
TYPICAL GUEST ROOM SIZE	= 15.8 m²





(9-19) KAM WA STREET - SHAU KEI WAN

APPENDIX 2

TRAFFIC IMPACT ASSESSMENT

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Revised Traffic Impact Assessment
Final Report
May 2026

Prepared by: CKM Asia Limited

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

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1.0 INTRODUCTION

Background

1.1 The Subject Site is located at 9 – 19 Kam Wa Street in Shau Kei Wan, and the location of the Subject Site is shown in Figure 1.1.

1.2 On 4 February 2025, Buildings Department approved the General Building Plan (BD ref.: BD 2-3/9182/74/6) (the "Approved GBP") for a residential development at the Subject Site. The Approved GBP is for a single block with: (i) 86 residential flats with average gross floor area ("GFA") of 45m^2, and (ii) retail with GFA of 389m^2. The Approved GBP is found in Appendix 1.

1.3 The Owner now has the intention to construct a hotel at the Subject Site (the "Proposed Hotel").

1.4 Against this background, CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned to conduct a Traffic Impact Assessment ("TIA") in support of the Proposed Hotel. The report presents the traffic impact assessment for the Proposed Hotel.

Scope of the Assessment

1.5 The main objectives of this TIA are as follows:

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

Contents of the Report

1.6 After this introduction, the remaining chapters contain the following:

Chapter Two	-	describes the existing situation;
Chapter Three	-	outlines the development proposal;
Chapter Four	-	presents the traffic impact analysis;
Chapter Five	-	presents the pedestrian impact analysis; and
Chapter Six	-	summarises the overall conclusion

2.0 THE EXISTING SITUATION

The Subject Site

2.1 The Subject Site is located at 9 – 19 Kam Wa Street in Shau Kei Wan. At present, there is a layby for Public Light Bus (PLB) stand cum part-time parking for PLB in front of the Subject Site and no internal transport facilities are provided for the previous buildings at the Subject Site.

Existing Road Network

2.2 Kam Wa Street is a local distributor, and the portion of Kam Wa Street fronting the Subject Site is of single carriageway with 1 westbound traffic lane. It connects Shau Kei Wan Main Street East to the east and Mong Lung Street to the west.

2.3 Along this portion of Kam Wa Street, there is a layby for PLB stand cum part-time parking for PLB at the north side and 2 on-street metered goods vehicle parking spaces at the south side.

2.4 Shau Kei Wan Main Street East is a single carriageway with 2-lane standard. It connects Factory Street to the south and Kam Wa Street to the north. Tram entering and leaving Shau Kei Wan Tram Terminus operates along this portion of Shau Kei Wan Main Street East.

Traffic Survey

2.5 To quantify the traffic flows at the junctions chosen for the capacity analysis, manual classified count was conducted on Friday, 5th December 2025 during the AM and PM peak periods. The locations of the surveyed junctions are presented in Figure 2.1 and their layouts are shown in Figures 2.2 to 2.7.

2.6 The surveyed junctions include the following:

- J1: Priority Junction of Kam Wa Street / Mong Lung Street;
- J2: Priority Junction of Shau Kei Wan Main Street East / Factory Street;
- J3: Signalised Junction of Aldrich Street / Factory Street;
- J4: Priority Junction of Aldrich Street / Po Man Street;
- J5: Signalised Junction of Mong Lung Street / Tung Hei Road; and
- J6: Signalised Junction of Shau Kei Wan Road / Chai Wan Road

2.7 The counts were classified by vehicle type to enable traffic flows in passenger car units ("pcu") to be calculated. From the survey, the AM and PM peak hours were found to be between 0815 - 0915 and 1700 – 1800 hours respectively, and the existing AM and PM peak hour traffic flows are presented in Figure 2.8.

Operational Performance of the Surveyed Junctions

2.8 The existing operational performance of the surveyed junctions is calculated based on the observed traffic counts and the analysis is undertaken using the methods outlined in Volume 2 of Transport Planning and Design Manual ("TPDM"). The existing operational performance of the junctions are summarised in Table 2.1 and the detailed calculations are found in Appendix 2.

TABLE 2.1 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction	Parameter[1]	AM Peak Hour	PM Peak Hour
J1	Kam Wa Street / Mong Lung Street	Priority	RFC	0.030	0.022
J2	Shau Kei Wan Main Street East / Factory Street	Priority	RFC	0.324	0.324
J3	Aldrich Street / Factory Street	Signalised	RC	167%	198%
J4	Aldrich Street / Po Man Street	Priority	RFC	0.040	0.120
J5	Mong Lung Street / Tung Hei Road	Signalised	RC	95%	92%
J6	Shau Kei Wan Road / Chai Wan Road	Signalised	RC	132%	110%

Notes: [1] RC – reserve capacity RFC – Ratio of Flow to Capacity

Public Transport Facilities

2.9 The Subject Site is located close to public transport services and the stops are located some 250 metres or less than 4 minutes' walk away. The closest entrance to the Shau Kei Wan MTR Station is at Mong Lung Street, which is about 200 metres or less than 3 minutes' walk away. The tramway is located at the Shau Kei Wan Tram Terminus and is around 20m or less than 1 minute walk away.

2.10 Details of the public transport services operating in the vicinity of the Subject Site are presented in Figure 2.9 and Table 2.2.

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

Route	Routing	Frequency (minutes)
KMB 613	Shau Kei Wan – On Tai (West) (Wo Tai House)	15 – 30
KMB 613A	Heng Fa Chuen – On Tai (West)	AM, PM Peak
CTB 2	Grand Promenade – Central (Macao Ferry)	20 – 30
CTB 2X	Grand Promenade – Exhibition Centre Station	7 – 20
CTB 8	Heng Fa Chuen – Exhibition Centre Station	15 – 25
CTB 8H	Siu Sai Wan (Island Resort) – Tung Wah Eastern Hospital	30
CTB 9	Shau Kei Wan – Shek O	30 – 60
CTB 14	Grand Promenade – Stanley Fort Gate	10 – 40
CTB 18X	Shau Kei Wan – Kennedy Town (Belcher Bay)	20 – 25
CTB 19P	Shau Kei Wan – Tai Hang Road	AM Peak
CTB 33X	Shau Kei Wan – Cyberport	20 – 25
CTB 77	Shau Kei Wan – Tin Wan Estate	11 – 25
CTB 77A	Shau Kei Wan – Tin Wan Estate	PM Peak
CTB 81	Hing Wah Estate – Lai Tak Tsuen	15 – 20
CTB 81A	Lai Tak Tsuen – Chai Wan (Hing Wah Estate)	AM, PM Peak
CTB 82	Siu Sai Wan (Island Resort) – North Point Ferry Pier	8 – 20
CTB 82S	Siu Sai Wan (Island Resort) – Yiu Tung (Wai Hang Street)	AM Peak
CTB 82X	Siu Sai Wan (Island Resort) – North Point (Circular)	9 – 20
CTB 85	Siu Sai Wan (Island Resort) – Braemar Hill (Circular)	12 – 25
CTB 85A	Shau Kei Wan – Braemar Hill	AM Peak
CTB 99	Shau Kei Wan – South Horizons	12 – 25
CTB 382	Chai Wan (East) – Nai Chung	AM, PM Peak
CTB 608	Shau Kei Wan – Ma Tau Wai Estate	12 – 30
CTB 608P	Siu Sai Wan (Island Resort) – Kai Tak (AIRSIDE)	AM, PM Peak
CTB 682	Chai Wan (East) – To Wu Kai Sha Station	15 – 30
CTB 682A	Chai Wan (East) – Nai Chung	AM, PM Peak

CTB 682B	Chai Wan (East) – Shui Chueu O Estate	AM, PM Peak
CTB 682P	Wu Kai Sha Station – Chai Wan (East)	AM Peak
CTB 694	Siu Sai Wan Estate – Tiu Keng Leng Station	15 – 30
CTB 694S	Siu Sai Wan Estate – Tiu Keng Leng Station	AM, PM Peak
CTB 720	Grand Promenade – Central (Macao Ferry)	8 – 20
CTB 720A	Grand Promenade – Admiralty (Admiralty Centre) / Central (Pedder Street)	AM Peak
CTB 720X	Sai Wan Ho (Grand Promenade) – Central (Rumsey Street)	AM Peak
CTB 976A	Siu Sai Wan (Island Resort) – Lok Ma Chau (San Tin)	AM, PM Peak
CTB A12	Siu Sai Wan (Island Resort) – Airport	15 – 45
CTB NA12	Heng Fa Chuen – HZMB Hong Kong Port	Overnight
CTB N8	Heng Fa Chuen (Citybus Chong Fu Road Garage) – Quarry Bay (Circular)	Overnight
CTB N8X	Siu Sai Wan (Island Resort) – Kennedy Town	Overnight
CTB N8P	Siu Sai Wan (Island Resort) – Wan Chai (Harbour Road) (Circular)	Overnight
CTB X8	Happy Valley (Upper) – Siu Sai Wan (Island Resort)	AM Peak
KMB/CTB 102	Shau Kei Wan – Mei Foo	5 – 20
KMB/CTB 102P	Shau Kei Wan – Mei Foo	AM, PM Peak
KMB/CTB 106	Siu Sai Wan (Island Resort) – Wong Tai Sin	6 – 24
KMB/CTB 106P	Siu Sai Wan (Island Resort) – Wong Tai Sin	AM, PM Peak
KMB/CTB 110	Shau Kei Wan – Tsim Sha Tsui (Circular)	14 – 30
KMB/CTB 606	Siu Sai Wan (Island Resort) – Choi Wan (Fung Shing Street)	20 – 30
KMB/CTB 606X	Siu Sai Wan (Island Resort) – Kowloon Bay	AM, PM Peak
KMB/CTB 907D	Siu Sai Wan – Tai Po (Ting Tai Road)	AM,PM Peak
KMB/CTB N122	Shau Kei Wan – Mei Foo	Overnight
GMB 20	Sai Wan Ho (Grand Promenade) Public Transport Terminus – Chai Wan Industrial City (Circular)	15
GMB 32	Shau Kei Wan Station – Kornhill	15 – 25
GMB 61	Siu Sai Wan (Island Resort) – Mong Kok (Fife Street)	Overnight
GMB 65	Pamela Youde Nethersole Eastern Hospital – North Point (Fort Street)	5 – 30
GMB 65A	Chai Wan (Hong Man Street) – Quarry Bay (via Pamela Youde Nethersole Eastern Hospital) (Circular)	12 – 15
GMB 66	Aldrich Bay – Chai Wan (Wan Tsui Road) (Circular)	8 – 10
GMB 66A	Aldrich Bay – Pamela Youde Nethesole Eastern Hospital (Circular)	8

Note: KMB – The Kowloon Motor Bus CTB – Citybus GMB – Green Minibus

3.0 THE PROPOSED HOTEL

Proposed Hotel

3.1 The Proposed Hotel provides 336 guest rooms and a small retail shop with 50m^2 GFA. The run-in/out is provided at the eastern portion of Kam Wa Street.

Provision of Internal Transport Facilities

3.2 In view that the retail shop is small, i.e., only 50m^2, and is a road-side type retail shop, no internal transport facilities are provided. A comparison of the proposed internal transport facilities for Proposed Hotel and the recommendations of the Hong Kong Planning Standards and Guidelines ("HKPSG") is presented in Table 3.1.

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

Type	HKPSG Recommendation Proposed Hotel = 336 guest rooms	Proposed Provision
Car Parking Space	1 space per 100 rooms 336 / 100 = 3.36, say 4 nos.	3 @ 5m (L) x 2.5m (W) x 2.4m (H); and 1 @ 5m (L) x 3.5m (W) x 2.4m (H) for persons with disabilities = 4 nos. (= HKPSG recommendation, OK)
Taxi / Private Car Lay-by	3 lay-bys for 300 – 599 rooms = 3 nos.	3 @ 5m (L) x 2.5m (W) x 2.4m (H) (= HKPSG recommendation, OK)
Goods Vehicle Loading / Unloading Bay	0.5 – 1 bay per 100 rooms Minimum = 336 / 100 × 0.5 = 1.68, say 2 nos. Maximum = 336 / 100 × 1 = 3.36, say 4 nos.	4 nos.(1), including • 2 LGV loading / unloading bays • 1 shared-use space (12m(L) × 3.5m(W) × 4.7m(H)) for HGV and coach; and • 1 shared-use space (8m(L) × 3.5m(W) × 3.6m(H)) for LGV and mini coach
Tour Bus Lay-by	2 – 3 tour bus lay-bys for 300 – 899 rooms In view that there are only 336 rooms, i.e., marginally more than 300 rooms, the adopted recommendation is 2 nos.	

Note: (1) The loading / unloading activities related to the retail shop can be conducted using the loading / unloading bays provided within the Proposed Hotel

3.3 The internal transport facilities for the Proposed Hotel provided on G/F and 2/F are shown in Figures 3.1 and 3.2.

3.4 Table 3.1 shows the following:

- Car parking space: complies with the HKPSG recommendation
- Taxi /private car lay-by: complies with the HKPSG recommendation
- Goods vehicle loading / unloading bay and tour bus lay-by: The 4 spaces provided, which include 2 LGV loading / unloading bays, 1 shared-use space for HGV and coach, and 1 shared-use space for LGV and mini coach, which satisfy the HKPSG minimum recommendation.

3.5 The reasons for providing 1 shared-use space for HGV and coach and 1 shared-use space for LGV and mini coach are as follows:

i. Site Constraints

3.6 In order to provide the (i) basic facilities within the Proposed Hotel including the lift core, column structures, staircase and lobby and (ii) the small retail shop within the Proposed Hotel, the remaining area on G/F is around 240m^2, which has been well-used to provide the following internal transport facilities:

(1) Turntable with the clearance of diameter of 12.2m;
(2) 1 "shared-use space for HGV and coach;
(3) 1 "shared-use space for LGV and mini coach; and
(4) 3 Taxi / Private Car Lay-bys

ii. Limited Demand for Goods Vehicle Loading / Unloading Bay

3.7 Goods vehicles generated by the Proposed Hotel are mostly related to room cleaning services, deliveries of toiletry and food and drink. The expected goods vehicle trip generated is summarised in Table 3.2.

TABLE 3.2 GOODS VEHICLE GENERATED BY THE PROPOSED HOTEL

Item	Activity	Goods vehicle trips
Room cleaning service	Replenish cleaning material	4 – 5 trips per month
Toiletry	Restock toiletries, eg, shampoo, lotion, etc.	1 trip per month
Food and Drink	Deliver distilled water	8 – 10 trips per month
	Refill mini-bar	
	Total goods vehicle trips =	13 – 16 trips per month

3.8 Table 3.2 shows that the Proposed Hotel is expected to generate 13 - 16 goods vehicle trips a month, or say, 1 vehicle trip every 2 days. In addition, due to the small size of GFA, the retail shop within the Proposed Hotel is expected to have a negligible loading / unloading demand.

3.9 Hence, the loading / unloading bays provided are sufficient to serve the anticipated demand.

iii. Good Accessibility to Public Transport Services

3.10 The Proposed Hotel is well-served by various types of public transport services, including franchised bus which operate at the Shau Kei Wan Bus Terminus located within 250m or less than 4 minutes' walk away. In addition, the nearest MTR station is the Shau Kei Wan MTR Station, which is around 200m or less than 3 minutes' walk away. The tramway is located at Shau Kei Wan Tram Terminus which is around 20m or less than 1 minute walk away.

3.11 Due to good accessibility to public transport services, hotel guests are expected to use these services and less demand for the use of a tour bus.

Swept Path Analysis

3.12 The CAD-based swept path analysis program, Autodesk Vehicle Tracking, was used to check the ease of vehicle manoeuvring within the Proposed Hotel and no manoeuvring issue is found. The swept path analysis drawings for critical movements are found in Appendix 3.

Vehicle Lift Analysis

3.13 A vehicle lift is provided to access 2/F from G/F. In order to minimise the waiting time for vehicle lift on G/F, the vehicle lift will automatically return to

G/F and with doors opened, after having served 2/F. This will ensure that vehicles could enter the vehicle lift without delay.

3.14 A vehicle lift analysis was conducted to check on the operation of vehicle lift system, and it was found that the vehicle lift system is acceptable and can serve the Proposed Hotel. The vehicle lift analysis is attached in Appendix 4.

4.0 TRAFFIC IMPACT

Design Year

4.1 The Proposed Hotel is expected to be completed by 2031, and the design year adopted for the traffic analysis is 2034, i.e. 3 years after the completion of the Proposed Hotel.

Traffic Forecasting

4.2 The 2034 traffic flow used for the junction analysis is produced with reference to the following:

(i) 2031 traffic flows from the Base District Traffic Model ("BDTM");
(ii) estimated traffic growth from 2031 to 2034 based on the higher of: (a) Hong Kong Population Projections from 2031 to 2034, published by Census and Statistics Department, or (b) historic Annual Average Daily Traffic ("AADT") from the Annual Traffic Census published by Transport Department;
(iii) Other developments in the vicinity of the Proposed Hotel; and
(iv) Additional Traffic generated by the Proposed Hotel.

4.3 The (ii) estimated traffic growth from 2031 to 2034, (iii) the other developments in the vicinity of the Proposed Hotel, and (iv) traffic generated by the Proposed Hotel are presented in the paragraphs below.

(ii) Estimated Traffic Growth Rate from 2031 to 2034

4.4 The (a) Hong Kong Population Projections from 2031 to 2034 and (b) historic AADT are summarised in Tables 4.1 – 4.2 respectively.

TABLE 4.1 HONG KONG POPULATION PROJECTION 2031 – 2034

Whole Territory Population		Annual Growth Rate
Year 2031	Year 2034	2031 to 2034
7,820,200	7,945,100	0.53%

TABLE 4.2 AADT OF THE STATION IN THE VICINITY OF THE SUBJECT SITE

Station	1422	1615	2626	Overall
Road	Island Eastern Corridor Slip Road	Chai Wan Road	Mong Lung Street	
From	Tung Hei Road	Church Street	Factory Street	
To	Chai Wan Road	Reservoir Road	Po Man Street	
2015	16,110	11,750	6,020	33,880
2016	16,110	10,040	5,530	31,680
2017	15,730	9,810	5,550	31,090
2018	16,000	9,980	5,990	31,970
2019	15,960	9,800	5,560	31,320
2020	16,080	10,050	6,380	32,510
2021	16,800	10,370	5,190	32,360
2022	16,030	9,900	4,300	30,230
2023	16,500	10,190	5,240	31,930
2024	15,470	10,210	5,300	30,980
			Average Annual Growth	-0.99%

4.5 Table 4.1 shows that the annual growth rate from 2031 to 2034 is +0.53%. Table 4.2 shows that in the historic AADT of the stations between 2015 and

2024 in the vicinity has average annual growth rate of -0.99% per annum. To be conservative, the growth rate of +1% per annum is adopted for the traffic growth between 2031 and 2034.

(iii) Other Developments in the Vicinity of the Proposed Hotel

4.6 The major planned developments in the vicinity of the Proposed Hotel are summarized in Table 4.3, and are included in the traffic forecast.

TABLE 4.3 DETAILS OF MAJOR PLANNED DEVELOPMENTS

Site	Address	Use	Development Parameter (Approx.)
A	66 – 77 Nam On Street	Residential	86 flats
B	Ming Wah Dai Ha Phase 2 and 3, 3 – 25 A Kung Ngam Road	Residential	2,975 flats
C	Shaukiwan Lots 170 S.A, 170 RP, 171, 172, 173, 174, 175 & 176, Shaukiwan Inland Lot 794 and adjoining Government Land, A Kung Ngam Road, Shau Kei Wan	Residential	646 flats
D	A Kung Ngam Village, Eastern	Residential	Phases 1 and 2: 1,500 flats
E	Shau Kei Wan Inland Lot No. 860	Residential	200 flats

(iv) Additional Traffic Generated by the Proposed Hotel

4.7 Traffic generation associated with the Approved GBP and Proposed Hotel are estimated based on surveys conducted at uses with similar characterises as the Approved GBP and Proposed Hotel.

Approved GBP – Residential Use

4.8 Details of 3 surveyed residential buildings are found in Table 4.4.

TABLE 4.4 DETAILS OF 3 SURVEYED RESIDENTIAL BUILDINGS

Residential Building	Address	No. of flat	Estimated flat size (m^2)	Carpark Provided	Nearest MTR Station
Million City	28 Elgin Street, Central	48	40	Nil	700m, 10 minutes' walk away (Central MTR Station)
Honour Villa	75 Caine Road, Central	78	50	Nil	750m, 11 minutes' walk away (Central MTR Station)
St. Francis Mansion	4-6 St Francis St, Wan Chai	32	30	Nil	400m, 6 minutes' walk away (Wan Chai MTR Station)

4.9 The surveyed residential buildings have similar characteristics as the Approved GBP, and these are as follows:

- Flat size – The Approved GBP has average flat size of 45m^2, whilst the surveyed residential buildings range between 30m^2 to 50m^2
- Number of flats – The surveyed residential buildings and the Approved GBP have less than 100 flats
- Location – the surveyed residential buildings and the Subject Site are located on Hong Kong Island
- No internal transport facilities – the surveyed residential buildings and the Approved GBP have no internal transport facilities
- Distance from nearest MTR Station – The surveyed residential buildings and the Subject Site are located no more than 750m or less than 15 minutes' walk from the MTR station

Approved GBP – Retail Use

4.10 Details of 3 surveyed retail use are found in Table 4.5.

TABLE 4.5 DETAILS OF 3 SURVEYED RETAIL USE

Retail	Address	GFA (m^2)	Carpark Provided	Nearest MTR Station
G/F, Million City	28 Elgin Street, Central	680	Nil	700m, 10 minutes' walk away (Central MTR Station)
G/F, St. Francis Mansion	4-6 St Francis St, Wan Chai	200	Nil	400m, 6 minutes' walk away (Wan Chai MTR Station)
The Loop	33 Wellington Street, Central	3,300	Nil	250m, 4 minutes' walk away (Central MTR Station)

4.11 The surveyed retail uses have similar characteristics as the Approved GBP, and these are as follows:

- Location – the surveyed retail uses and the Subject Site are located on Hong Kong Island
- No internal transport facilities – the surveyed retail uses and the Approved GBP have no internal transport facilities
- Distance from nearest MTR Station – The surveyed retail uses and the Subject Site are located no more than 750m or less than 15 minutes' walk from the MTR station.

The Proposed Hotel

4.12 Details of 3 surveyed hotels are found in Table 4.6.

TABLE 4.6 DETAILS OF 3 SURVEYED HOTELS

Hotel	Address	No. of room	Carpark Provided	Nearest MTR Station
Best Western Plus Hotel Hong Kong	308 Des Voeux Road West, Sai Ying Pun	307	Yes	300m, 4 minutes' walk away (Sai Ying Pun MTR Station)
Concord Hotel	18 Davis Street, Kennedy Town	209	Yes	300m, 4 minutes' walk away (Kennedy Town MTR Station)
Ramada Hong Kong Harbour View	239 Queen's Road West, Sai Ying Pun	432	Yes	150m, 2 minutes' walk away (Sai Ying Pun MTR Station)

4.13 The surveyed hotels have similar characteristics as the Proposed Hotel, and these are as follows:

- Class of hotels – The surveyed hotels are of similar class as the Proposed Hotel
- Number of rooms – The number of rooms provided in surveyed hotels and the Proposed Hotel are within the range of 209 to 432 rooms
- Location - the surveyed hotels and the Subject Site are located on Hong Kong Island
- Internal transport facilities - the surveyed hotels and the Proposed Hotel have internal transport facilities
- Distance from nearest MTR Station - The surveyed hotels and the Subject Site are located no more than 750m or less than 15 minutes' walk from the MTR station

4.14 The trip rates obtained from the survey and the adopted trip rates are presented in Table 4.7, and the comparison of estimated traffic generation is found in Table 4.8.

TABLE 4.7 ADOPTED TRIP RATE

Location	Trip Rate			
	AM Peak		PM Peak	
	IN	OUT	IN	OUT
Residential Use (pcu/hours/flat)				
Million City, 28 Elgin Street, Central (48 flats)	0.1042	0.1042	0.0417	0.0417
Honour Villa, 75 Caine Road, Central(78 flats)	0.0385	0.0385	0.0385	0.0385
St. Francis Mansion, 4-6 St Francis St, Wan Chai (32 flats)	0.0938	0.0938	0.0625	0.0625
Lower limit of TPDM trip rate with an average flat size of 60m^2	0.0141	0.0415	0.0276	0.0157
Adopted Rates (minimum)[(1)]	0.0141	0.0385	0.0276	0.0157
Retail Use (pcu/hours/100m^2)				
Million City, 28 Elgin Street, Central (680m^2 GFA)	0.2941	0.2941	0.4412	0.4412
St. Francis Mansion, 4-6 St Francis St, Wan Chai (200m^2 GFA)	0.5000	0.5000	0.3750	0.3750
The Loop, 33 Wellington Street, Central (3,300m^2 GFA)	0.1818	0.1818	0.2121	0.2121
Adopted Rates (minimum)[(1)]	0.1818	0.1818	0.2121	0.2121
Hotel (pcu/hour/room)				
Best Western Plus Hotel Hong Kong, 308 Des Voeux Road West, Sai Ying Pun (307 rooms)	0.0228	0.0228	0.0163	0.0163
Concord Hotel, 18 Davis Street, Kennedy Town (209 rooms)	0.0144	0.0144	0.0096	0.0096
Ramada Hong Kong Harbour View, 239 Queen's Road West, Sai Ying Pun (432 rooms)	0.0162	0.0139	0.0116	0.0116
Adopted Rates (maximum)	0.0228	0.0228	0.0163	0.0163

[(1)] To be conservative, minimum trip rate is adopted to estimate the traffic generation of the Approved GBP

TABLE 4.8 COMPARISON OF TRAFFIC GENERATION

Use	Traffic Generation (pcu/hour)					
	AM Peak			PM Peak		
	IN	OUT	2-way	IN	OUT	2-way
Approved GBP [a]						
Residential Use (86 flats)	2	4	6	3	2	5
Retail (389m^2 GFA)	1	1	2	1	1	2
Total	3	5	8	4	3	7
Proposed Hotel [b]						
Hotel (336 rooms)	8	8	16	6	6	12
Difference [b] – [a]	+5	+3	+8	+2	+3	+5

4.15 Table 4.8 shows that compared with the Approved GBP, the Proposed Hotel generates only 8 and 5 additional pcu (2-way) during the AM and PM peak hours respectively.

2034 Traffic Flows

4.16 Year 2034 traffic flows for the following cases are derived:

2034 with the Approved GBP [A] = (i)2031 traffic flows derived with reference to BDTM + (ii) estimated total growth from 2031 to 2034 + (iii) other developments in the vicinity of the Subject Site + Traffic generated by the Approved GBP (Table 4.8)

2034 with the Proposed Hotel[B] = [A] + (iv) Additional Traffic generated by the Proposed Hotel (Table 4.8)

4.17 The 2034 peak hour traffic flows for the cases with the Approved GBP and with the Proposed Hotel, are shown in Figures 4.1 - 4.2, respectively.

2034 Junction Operational Performance

4.18 Year 2034 capacity analysis for the cases with the Approved GBP and with the Proposed Hotel are summarised in Table 4.9 and detailed calculations are found in the Appendix 1.

TABLE 4.9 2034 JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction / Parameter[(1)]	With Approved GBP		With Proposed Hotel	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Kam Wa Street / Mong Lung Street	Priority / RFC	0.034	0.025	0.038	0.030
J2	Shau Kei Wan Main Street East / Factory Street	Priority / RFC	0.382	0.361	0.383	0.361
J3	Aldrich Street / Factory Street	Signalised / RC	138%	171%	138%	171%
J4	Aldrich Street / Po Man Street	Priority / RFC	0.041	0.128	0.041	0.128
J5	Mong Lung Street / Tung Hei Road	Signalised / RC	67%	68%	67%	68%
J6	Shau Kei Wan Road / Chai Wan Road	Signalised / RC	83%	75%	83%	75%

Notes: [(1)] RC – reserve capacity RFC – Ratio of Flow to Capacity

4.19 Table 4.9 shows that the junctions operate with capacities during the AM and PM peak hours for the cases with the Approved GBP and with the Proposed Hotel.

5.0 PEDESTRIAN ASSESSMENT

Location of Surveyed Footpaths

5.1 The pedestrian assessment is undertaken for footpaths likely used by users of the Proposed Hotel. The location of the surveyed footpaths is shown in Figure 5.1.

Estimation of Future Pedestrian Flows

5.2 The year 2034 pedestrian flow is estimated based on the following:

(i) 2025 existing pedestrian flows;
(ii) Estimated annual pedestrian growth rates from 2025 to 2034; and
(iii) Pedestrians generated by the Proposed Hotel.

2025 Existing Pedestrian Flows

5.3 To quantify the existing pedestrian flows using the footpaths presented in Figure 5.1, pedestrian counts were conducted during the AM and PM peak periods on Friday, 5th December 2025. The existing peak 15-minute two-way pedestrian flows are presented in Figure 5.2.

Estimated Annual Pedestrian Growth Rates from 2025 to 2034

5.4 The 2034 reference pedestrian flow is estimated based on the 2025 observed pedestrian flows and the annual pedestrian growth rate from 2025 to 2034. The pedestrian growth rate from 2025 to 2034 is assumed to be +1.00% per annum which is taken from Paragraph 4.5.

Pedestrian Generated by the Proposed Hotel

5.5 In view that the TPDM does not provide pedestrian generation rates of hotel, pedestrian generation surveys were conducted at 3 surveyed hotels which are found in Table 4.6, and the survey results are presented in Table 5.1.

TABLE 5.1 PEDESTRIAN RATE FOR HOTEL

Hotel	No. of rooms	Pedestrian Generation (ped/15-min)				Pedestrian Generation Rate (ped/15-min/room)			
		AM Peak		PM Peak		AM Peak		PM Peak	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
Best Western Plus Hotel Hong Kong	307	3	11	10	11	0.0098	0.0358	0.0326	0.0358
Concord Hotel	209	5	9	9	6	0.0239	0.0431	0.0431	0.0287
Ramada Hong Kong Harbour View	432	4	18	7	7	0.0093	0.0417	0.0162	0.0162
Adopted Pedestrian Generation Rate (maximum)						0.0239	0.0431	0.0431	0.0358

5.6 Based on the adopted pedestrian generation rate for Hotel in Table 5.1, the calculated pedestrian generation is presented in Table 5.2.

TABLE 5.2 PEDESTRIAN GENERATION OF THE PROPOSED HOTEL

Proposed Hotel (with 336 guest rooms)	Unit	AM Peak			PM Peak		
		IN	OUT	2-way	IN	OUT	2-way
Pedestrian Generation	ped / 15-min	9	15	24	15	13	28

5.7 Table 5.2 shows that the pedestrian generated by the Proposed Hotel is 24 and 28 ped/15-min(2-way) during the AM and PM peak hours respectively.

2034 Pedestrian Flows

5.8 The 2034 pedestrian flows without and with the Proposed Hotel are derived using the following method:

2034 without the Proposed Hotel [A]	=	(i) 2025 existing pedestrian flows + (ii) estimated annual pedestrian growth rates from 2025 to 2034 + (iii) other developments in the vicinity of the Subject Site
2034 with the Proposed Hotel [B]	=	[A] + (iii) pedestrian generated by the Proposed Hotel (Table 5.2)

5.9 The 2034 pedestrian flows without and with the Proposed Hotel are presented in Figures 5.3 and 5.4.

Level-of-Service

5.10 The level-of-service (LOS) of a pedestrian facility is dependent on its width and the number of pedestrians using the facility. Description of the LOS is obtained from the Transport Planning and Design Manual, and is given in Table 5.3.

TABLE 5.3 DESCRIPTION OF PEDESTRIAN FACILITY LOS

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

Source: Transport Planning & Design Manual Volume 6, Transport Department

5.11 The effective width of the surveyed footpaths is presented in Table 5.4.

TABLE 5.4 EFFECTIVE WIDTH OF THE SURVEYED FOOTPATHS

Ref.	Location		Footpath Width (m)	Effective Width (m)
1	Kam Wa Street between Mong Lung Street and Shau Kei Wan Main Street East	Northern Footpath	1.9	0.9
2	Mong Lung Street between Kam Wa Street and Po Man Street	Eastern Footpath	3.2	2.2

5.12 The 2034 weekday LOS at the surveyed footpaths for the cases without and with the Proposed Hotel is presented in Table 5.5.

TABLE 5.5 2034 LOS WITHOUT AND WITH THE PROPOSED HOTEL

Ref.	Location		Peak Period	Year 2034 without the Proposed Hotel			Year 2034 with the Proposed Hotel		
				Ped / 15min	Ped / min/m	LOS	Ped / 15min	Ped / min/m	LOS
1	Kam Wa Street between Mong Lung Street and Shau Kei Wan Main Street East	Northern Footpath	AM	133	9.9	A	157	11.7	A
			PM	136	10.1	A	164	12.2	A
2	Mong Lung Street between Kam Wa Street and Po Man Street	Eastern Footpath	AM	556	16.9	B	576	17.5	B
			PM	484	14.7	A	506	15.4	A

5.13 Table 5.5 shows that all surveyed footpaths operate with LOS A or B for the case without and with the Proposed Hotel. Hence, it can be concluded that the Proposed Hotel will result in no impact to the footpaths assessed.

6.0 CONCLUSION

6.1 The Subject Site is located at 9 – 19 Kam Wa Street in Shau Kei Wan. The Owner now has the intention to construct a hotel at the Subject Site, which provides 336 guest rooms and a small retail shop with 50m^2 GFA. The run-in/out is provided at the eastern portion of Kam Wa Street.

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

6.3 The internal transport facilities provided for the Proposed Hotel is summarised as follows:

- Car parking space: complies with the HKPSG recommendation;
- Taxi /private car lay-by: complies with the HKPSG recommendation; and
- Goods vehicle loading / unloading bay and tour bus lay-by: The 4 spaces provided, which include 2 LGV loading / unloading bays, 1 shared-use space for HGV and coach, and 1 shared-use space for LGV and mini coach, satisfy the HKPSG minimum recommendation.

6.4 The reasons for providing shared-use space are as follows:

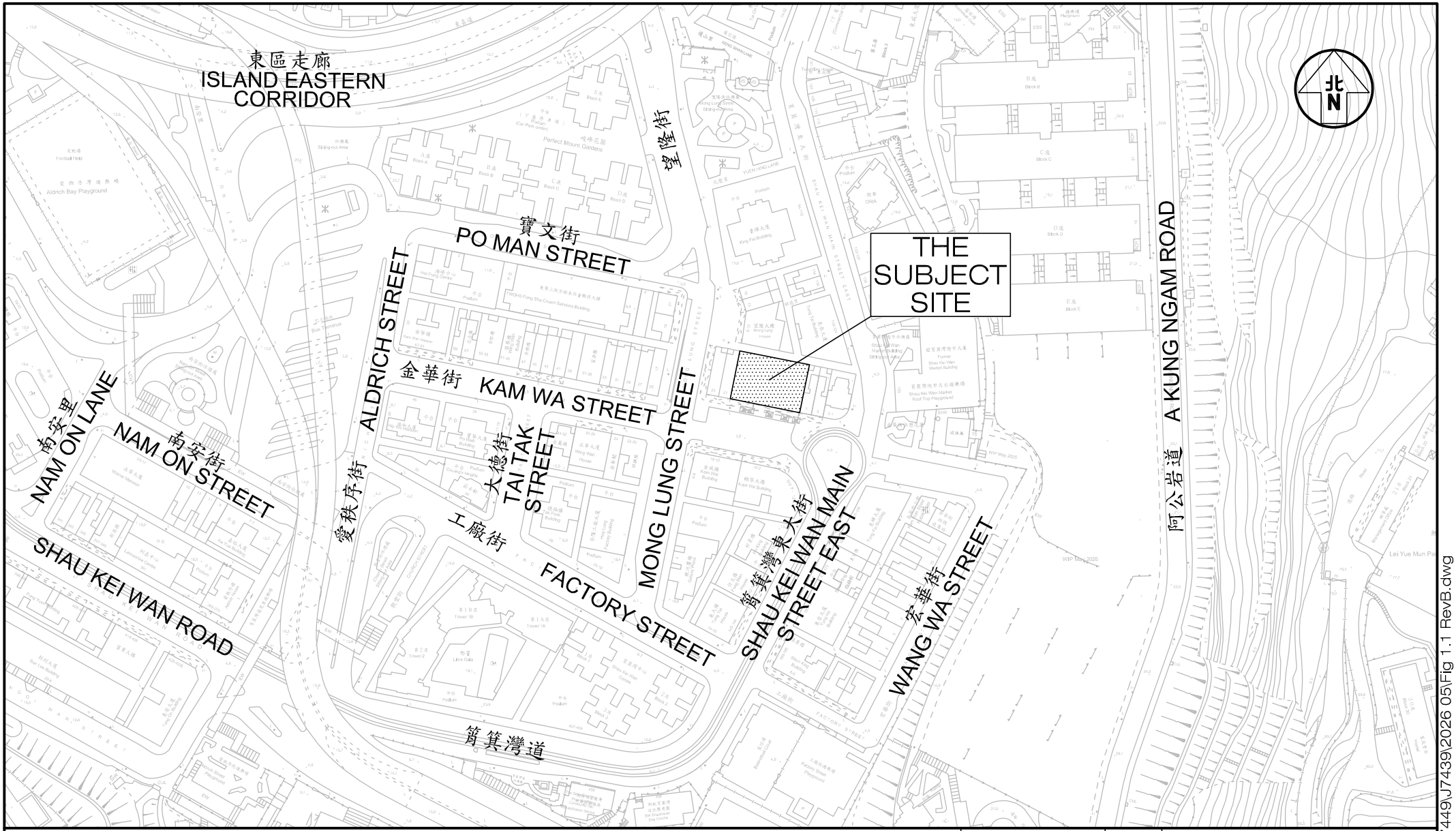
i. Site Constraints;
ii. Limited demand for Goods Vehicle Loading / Unloading Bay; and
iii. Good Accessibility to Public Transport Services

6.5 The Proposed Hotel is expected to be completed by 2031, and the traffic analysis is undertaken for year 2034. The junctions analysed are expected to operate with capacities during the peak hours for the case with the Proposed Hotel.

6.6 The pedestrian assessment conducted found that the surveyed footpaths would operate with LOS A or B in 2034 for the cases with the Proposed Hotel.

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

Figures



Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN

J7439

Figure Title

LOCATION OF SUBJECT SITE

Figure No.	Revision
1.1	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 2,000	26 MAY 2026

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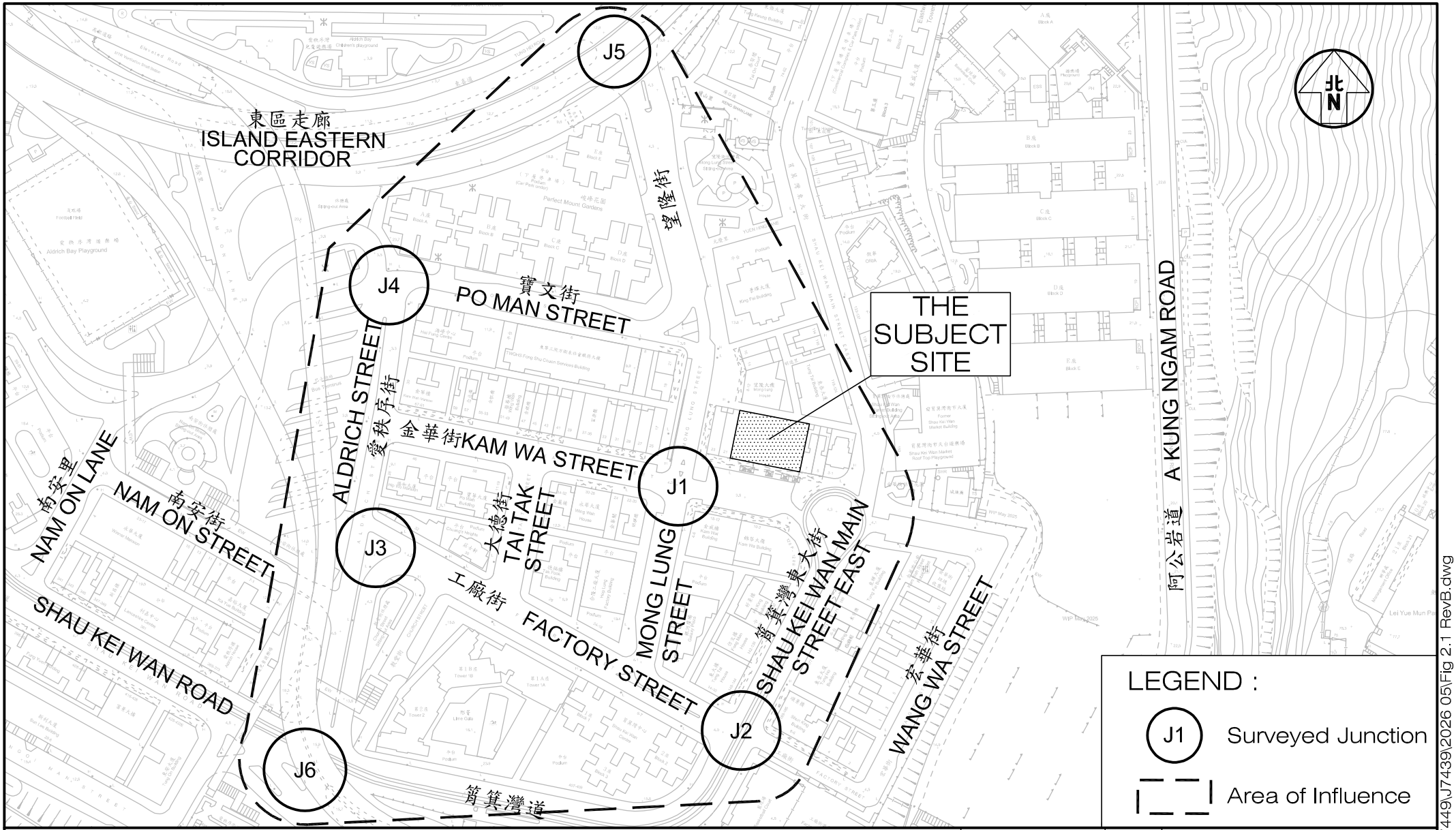

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J7439

Figure Title

LOCATION OF SURVEYED JUNCTIONS

Figure No.	Revision
2.1	B

Designed by	Drawn by	Checked by
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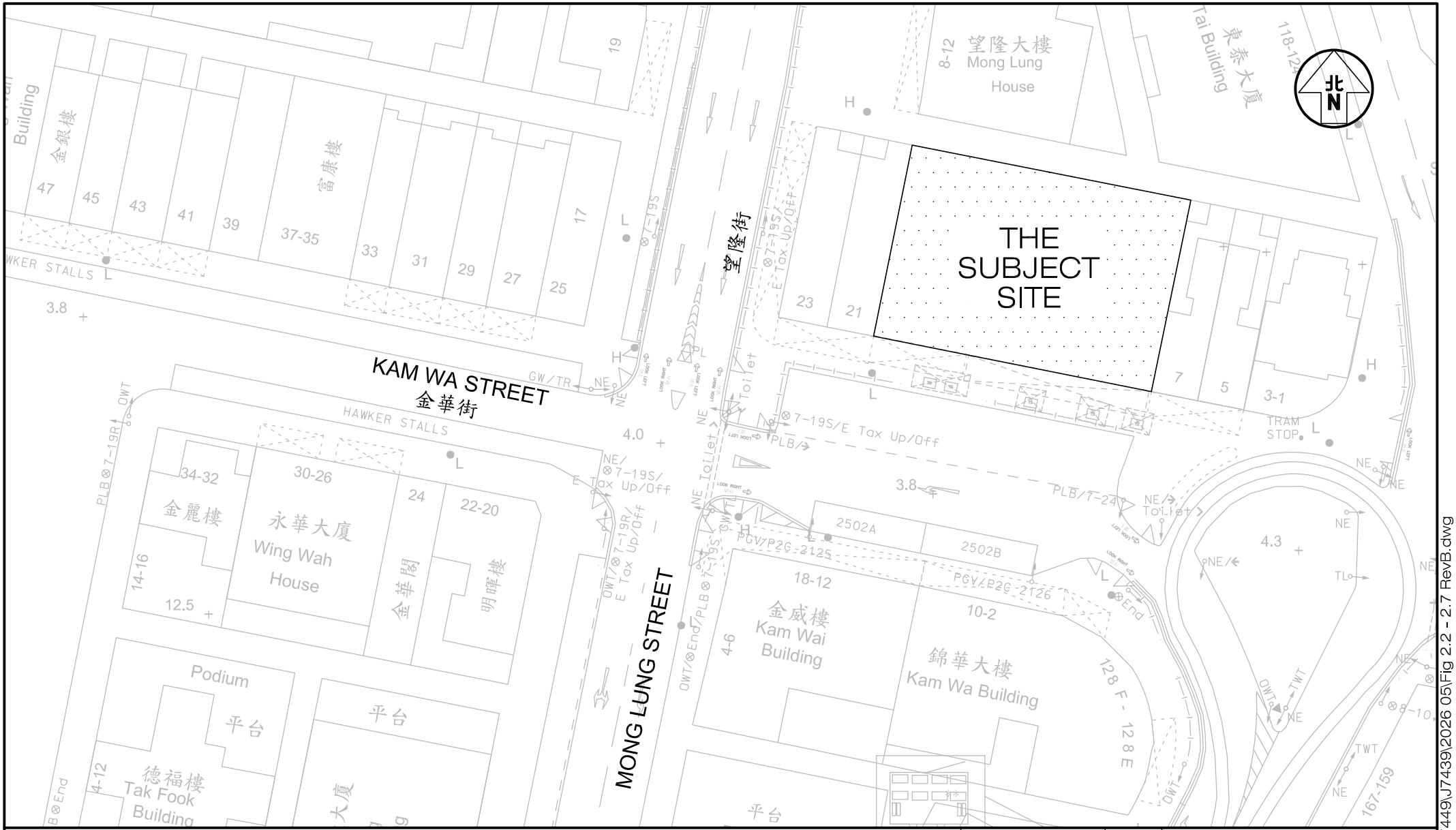

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J7439

Figure Title

LAYOUT OF JUNCTION OF KAM WA STREET / MONG LUNG STREET

Figure No.	Revision
2.2	B

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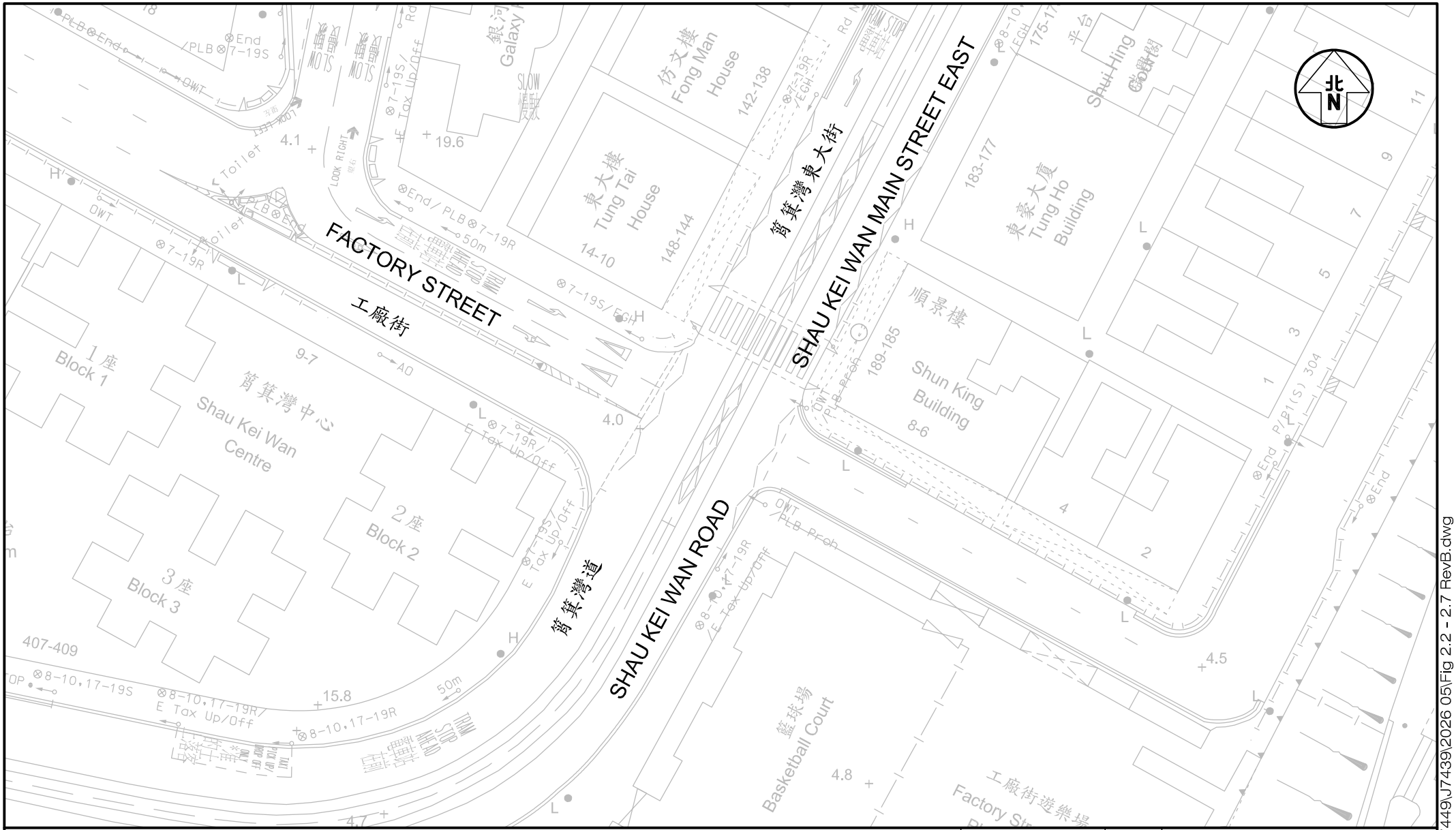

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J7439

Figure Title

LAYOUT OF JUNCTION OF SHAU KEI WAN MAIN STREET EAST / FACTORY STREET

Figure No.	Revision
2.3	B

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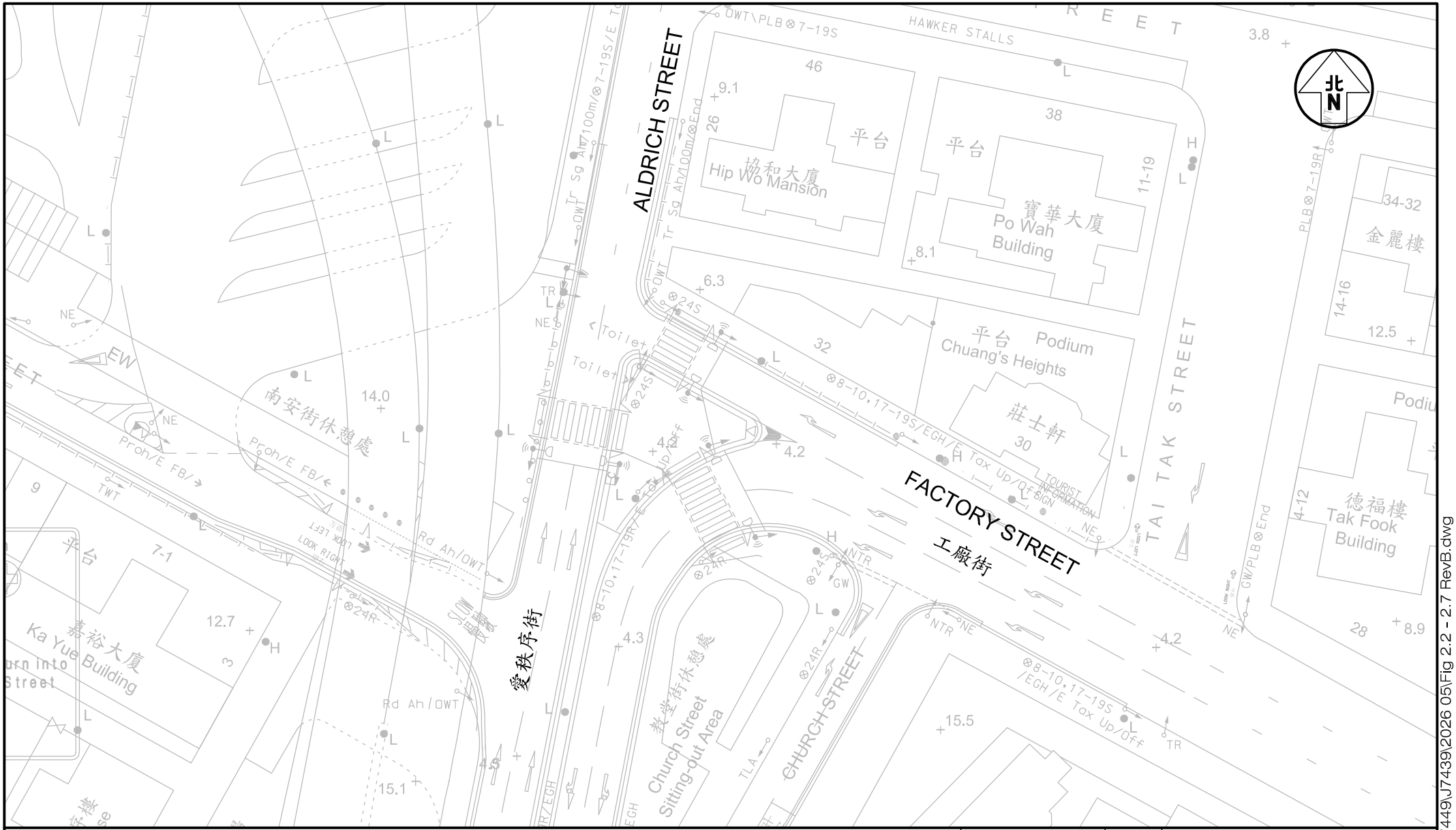

Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN

J7439

Figure Title

LAYOUT OF JUNCTION OF ALDRICH STREET / FACTORY STREET

Figure No.	Revision
2.4	B

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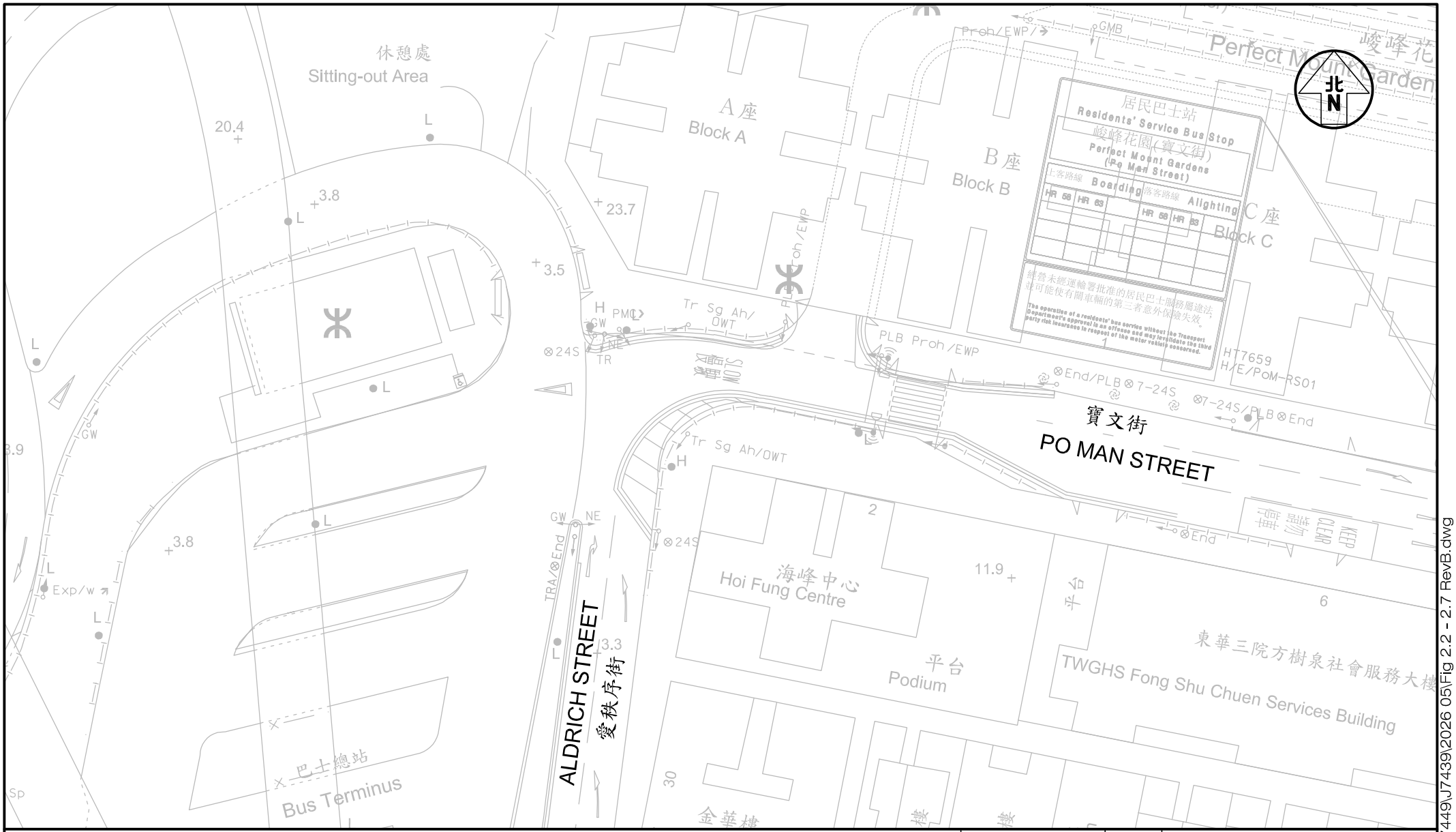

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J7439

Figure Title

LAYOUT OF JUNCTION OF ALDRICH STREET / PO MAN STREET

Figure No.	Revision
2.5	B

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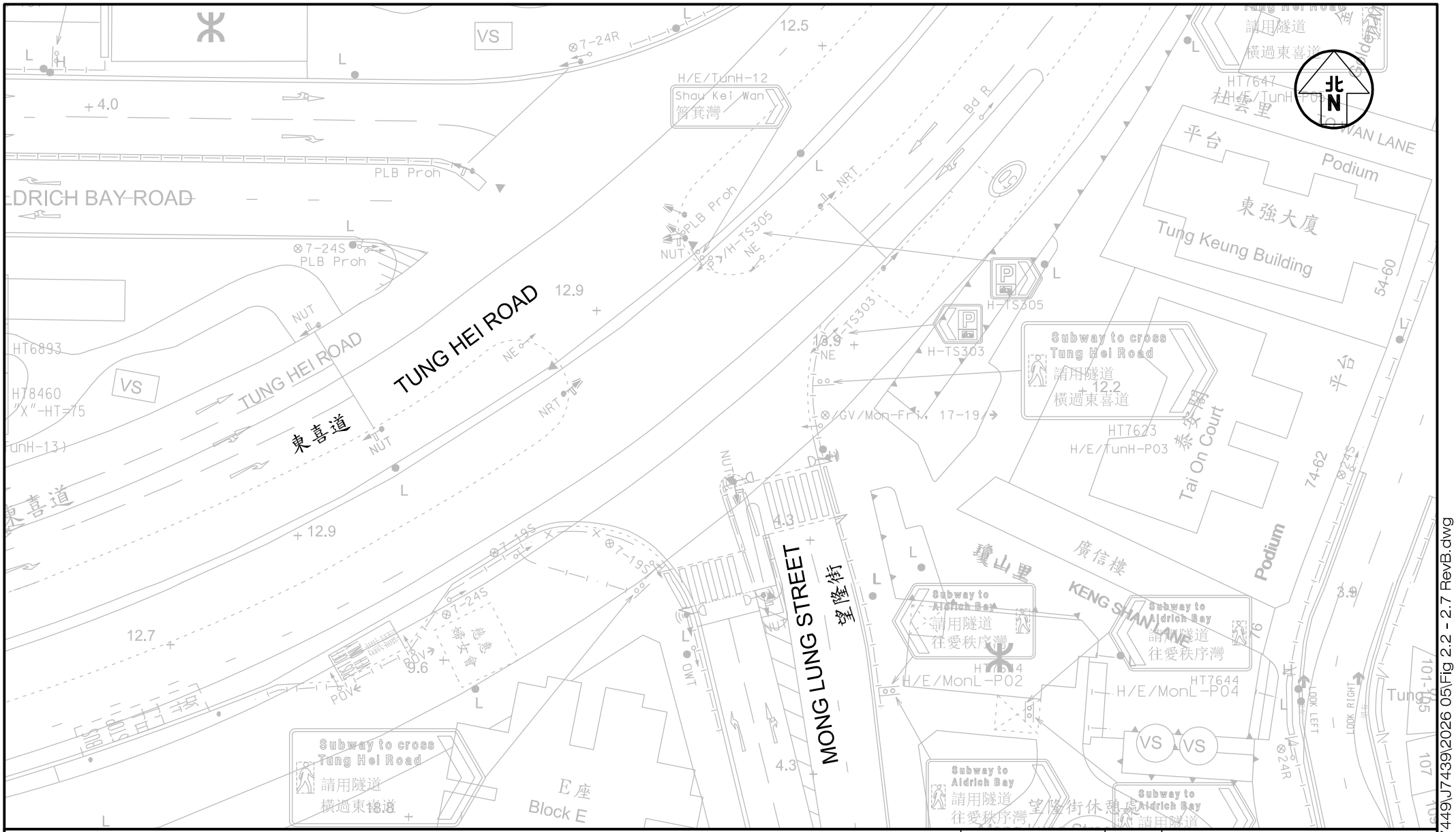

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J7439

Figure Title

LAYOUT OF JUNCTION OF MONG LUNG STREET / TUNG HEI ROAD

Figure No.	Revision
2.6	B

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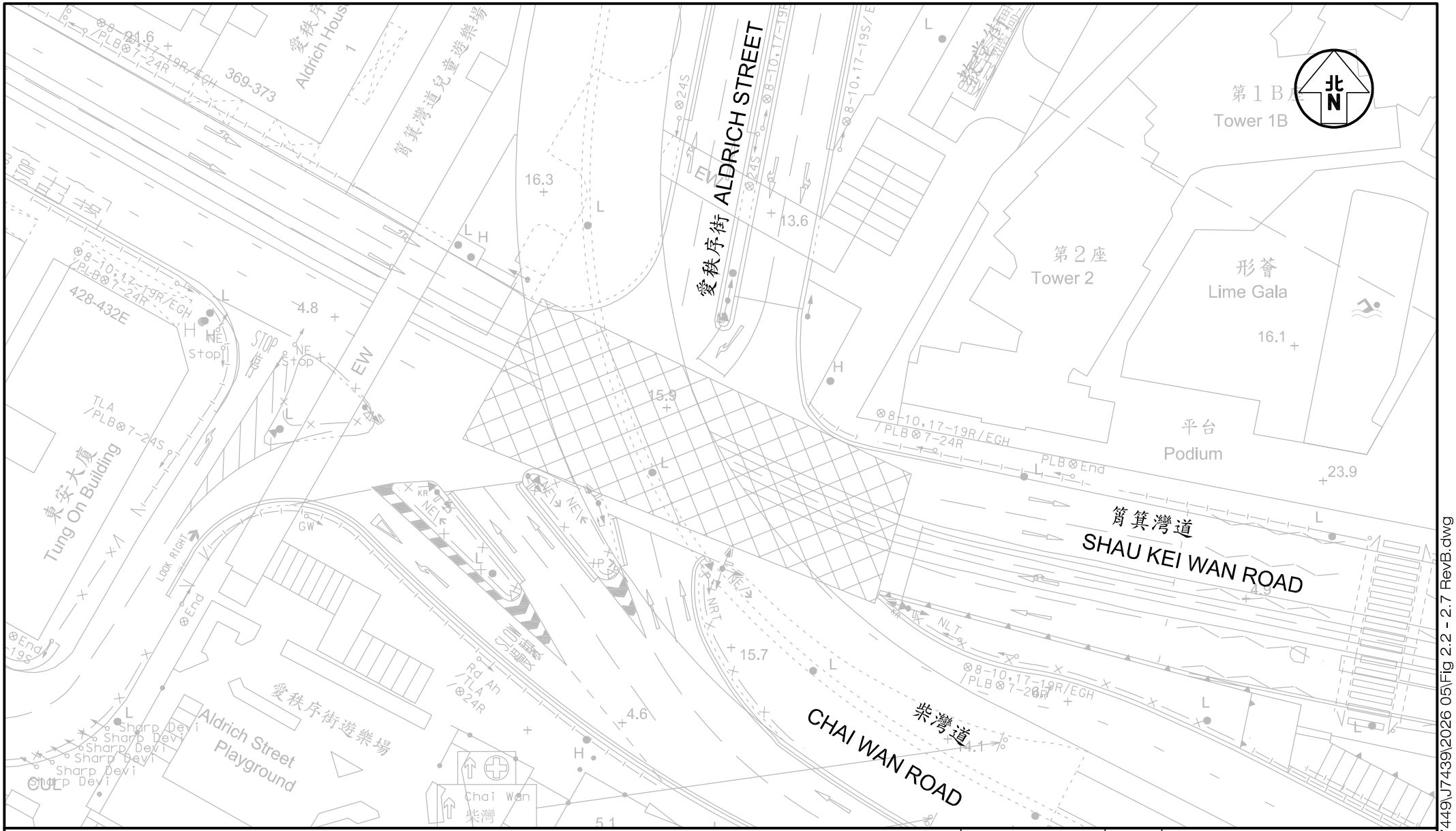

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Figure Title

LAYOUT OF JUNCTION OF SHAU KEI WAN ROAD / CHAI WAN ROAD

Figure No.	Revision
2.7	B

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LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

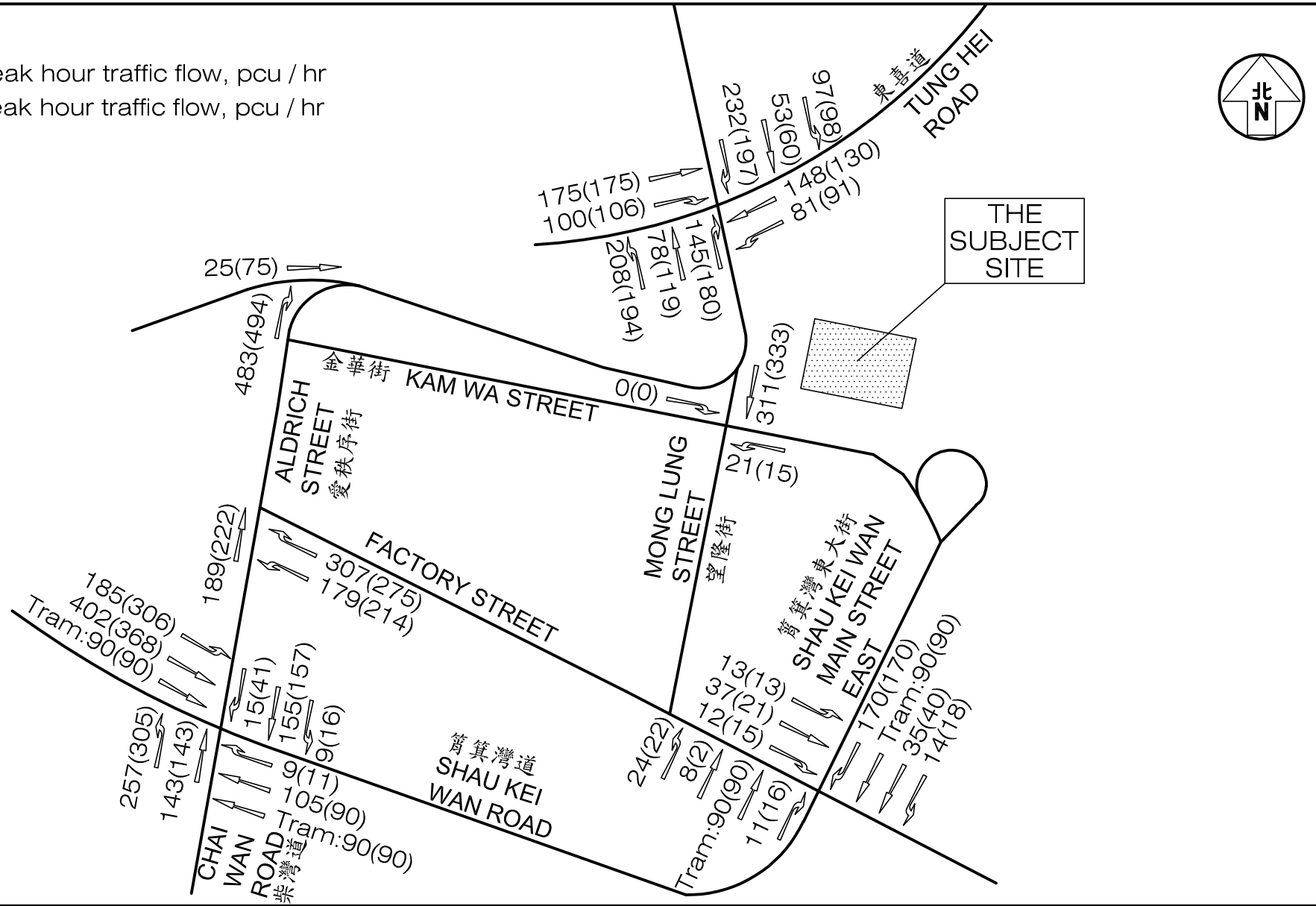

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Figure Title: EXISTING PEAK HOUR TRAFFIC FLOWS

Figure No.	Revision
2.8	B

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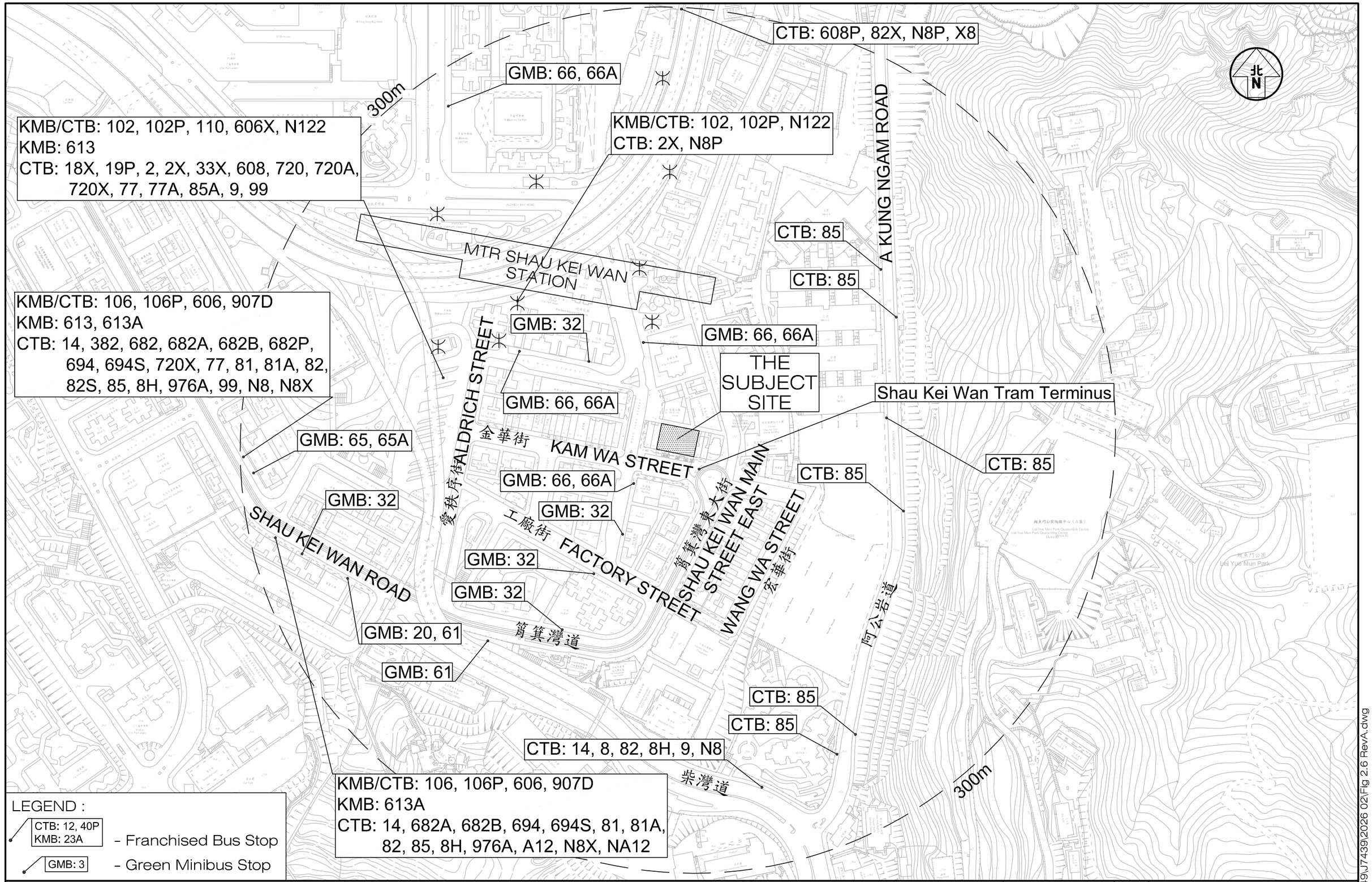

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Figure Title: THE PUBLIC TRANSPORT SERVICES PROVIDED IN THE VICINITY OF THE SUBJECT SITE

Figure No.	Revision
2.9	B

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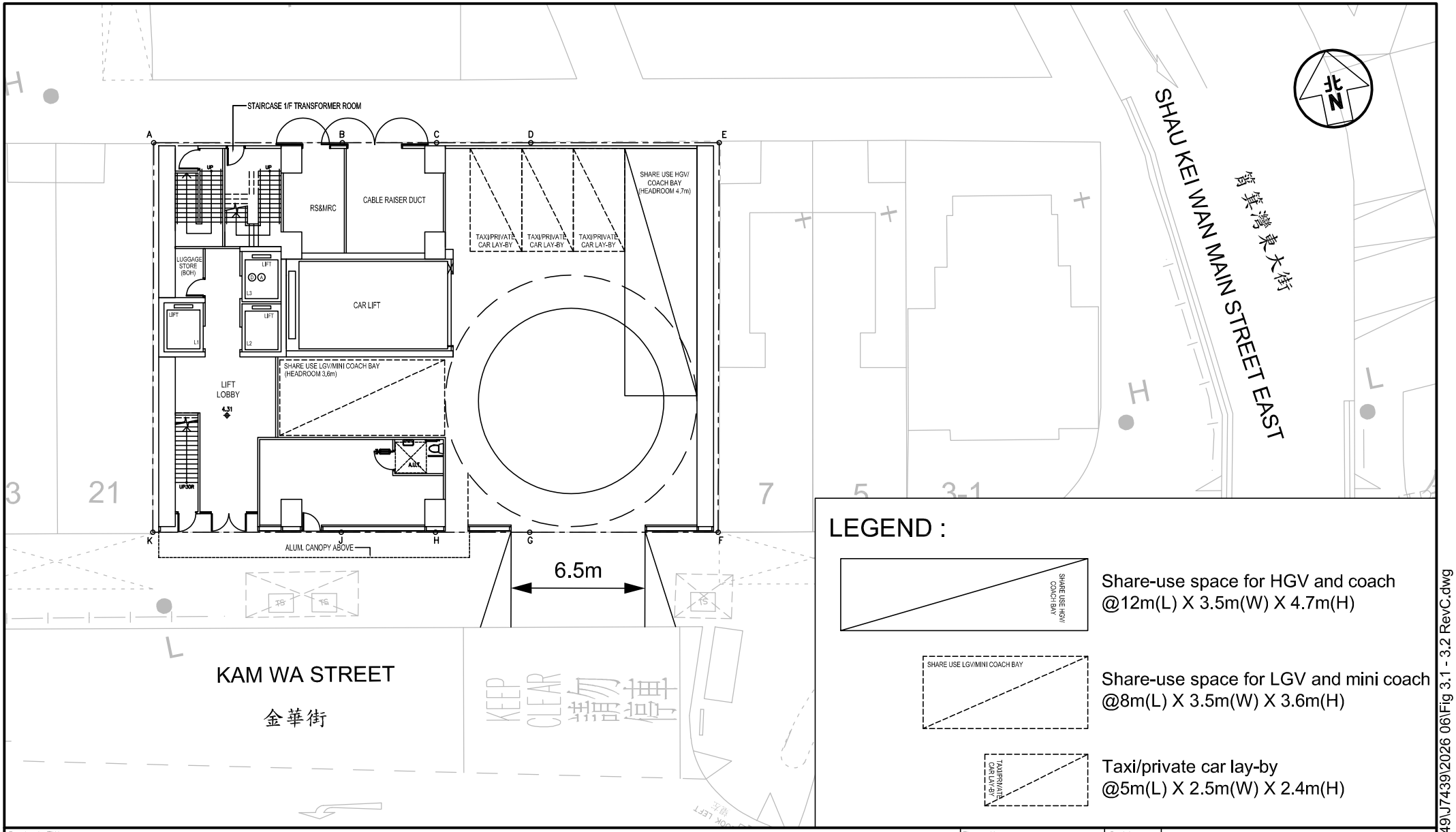

LEGEND :

SHARE USE HGV/ COACH BAY

Share-use space for HGV and coach
@12m(L) X 3.5m(W) X 4.7m(H)

SHARE USE LGV/MINI COACH BAY

Share-use space for LGV and mini coach
@8m(L) X 3.5m(W) X 3.6m(H)

TAXI/PRIVATE CAR LAY-BY

Taxi/private car lay-by
@5m(L) X 2.5m(W) X 2.4m(H)

Project Title	SECTION 16 APPLICATION FOR PROPOSED HOTEL DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT 9-19 KAM WA STREET, SHAU KEI WAN	J7439	Figure No. 3.1 / Revision C
Figure Title	G/F LAYOUT PLAN	Designed by L C H / Drawn by N C M / Checked by K C	Scale in A4 1 : 250 / Date 05 JUN 2026

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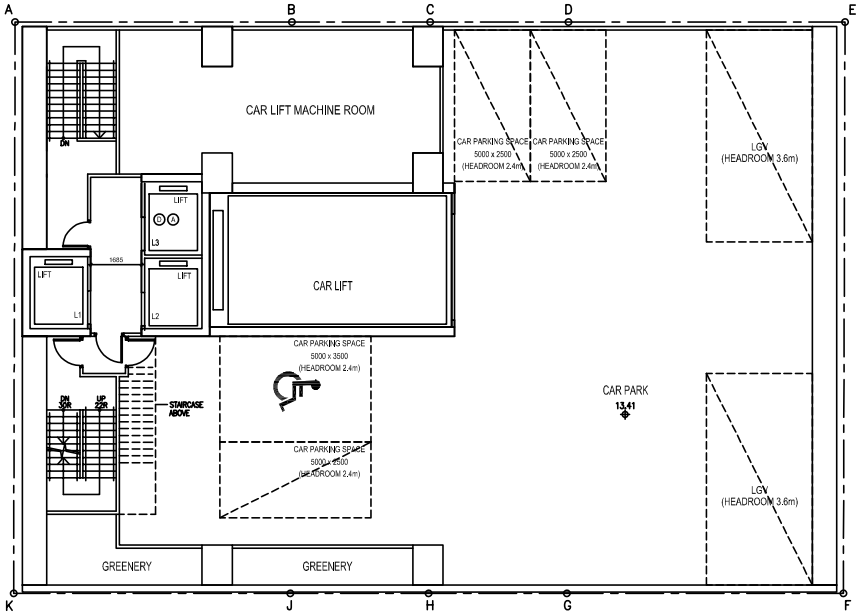

LEGEND :

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

Accessible car parking space
@5m(L) X 3.5m(W) X 2.4m(H)

Private car parking space
@5m(L) X 2.5m(W) X 2.4m(H)

Project Title	SECTION 16 APPLICATION FOR PROPOSED HOTEL DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT 9-19 KAM WA STREET, SHAU KEI WAN	J7439	Figure No. 3.2 / Revision C
Figure Title	2/F LAYOUT PLAN	Designed by L C H / Drawn by N C M / Checked by K C	Scale in A4 1 : 250 / Date 05 JUN 2026

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LEGEND :

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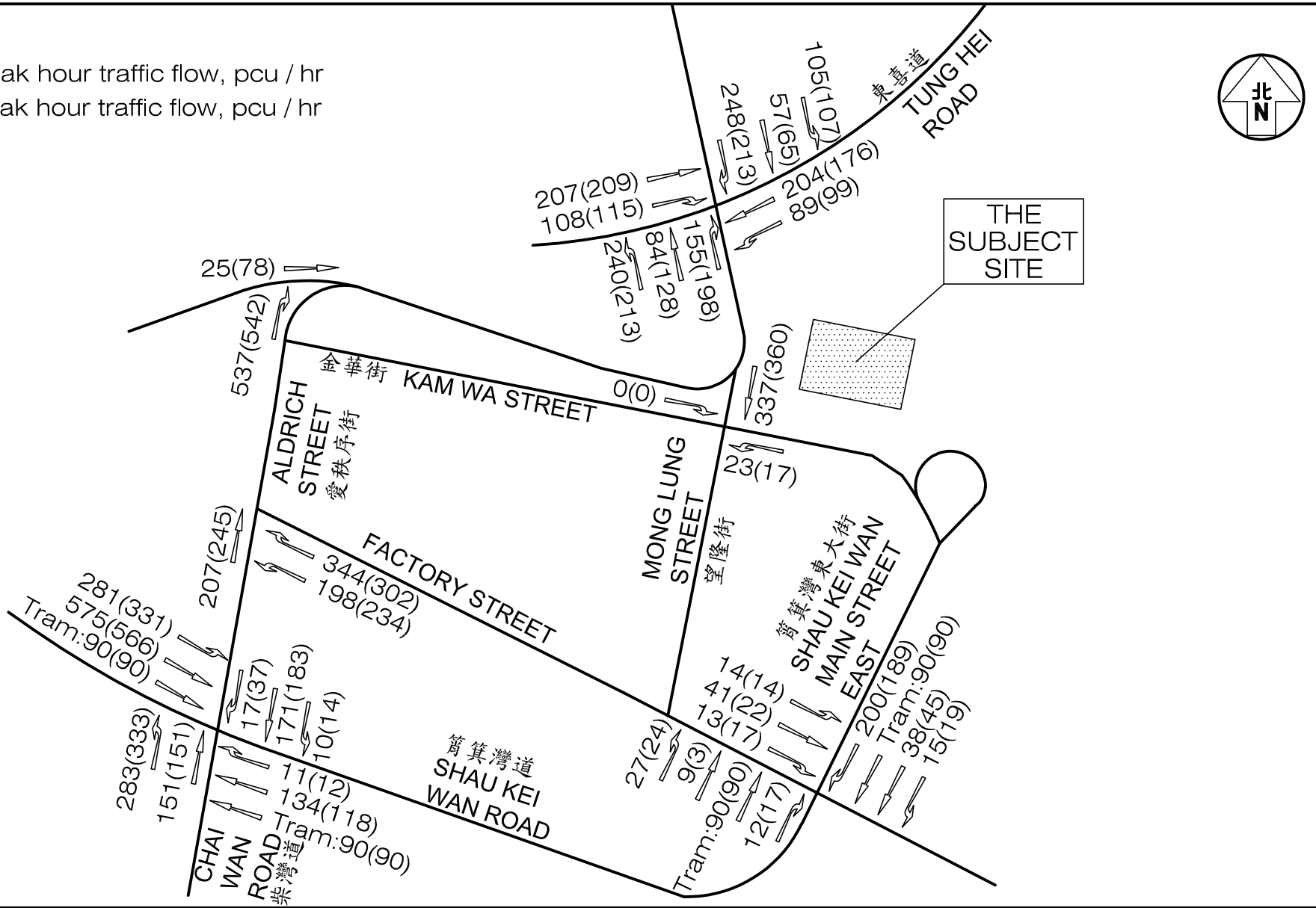
(456) - PM peak hour traffic flow, pcu / hr



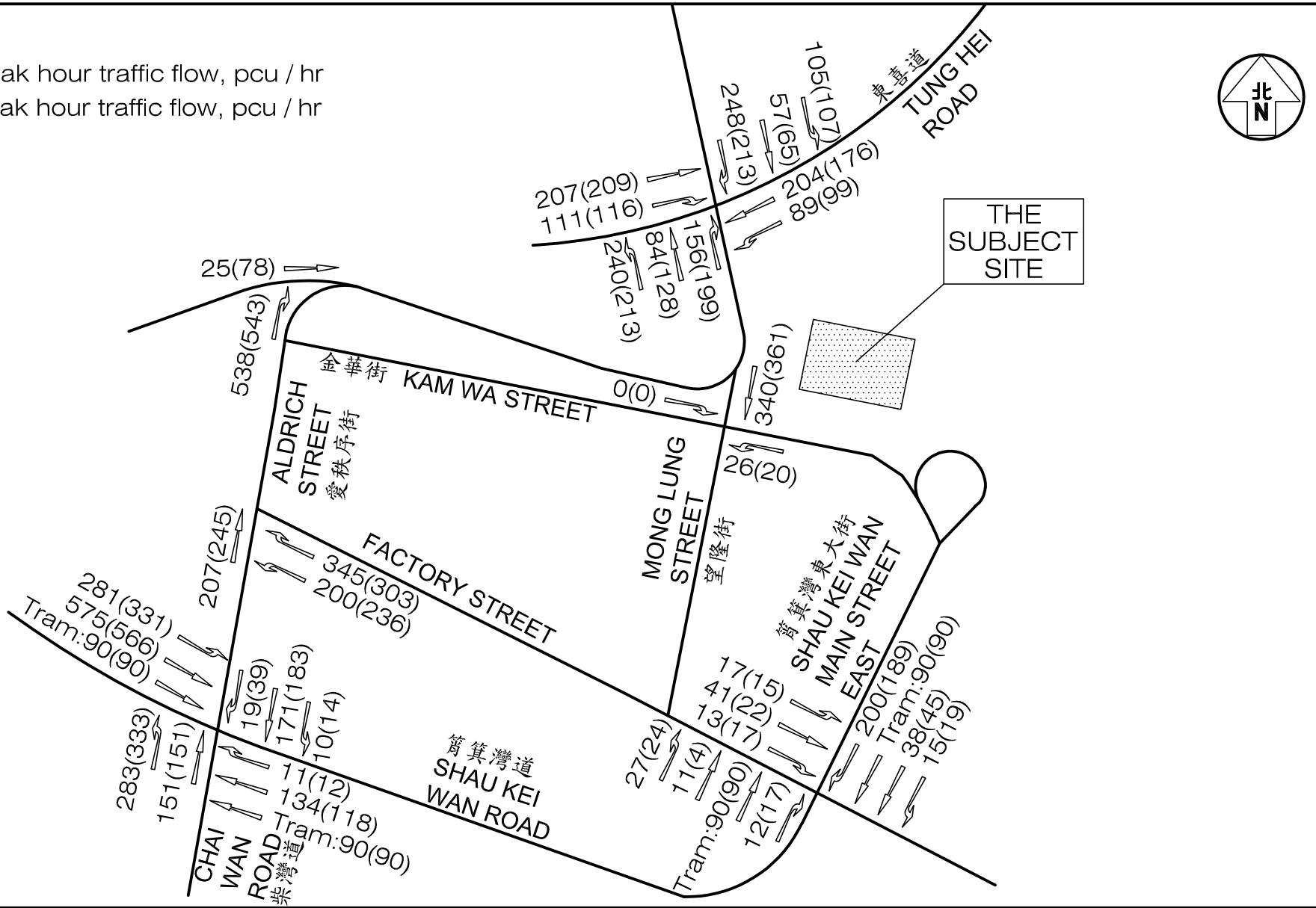
Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN J7439	Figure No. 4.1	Revision A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: YEAR 2034 PEAK HOUR TRAFFIC FLOWS WITH THE APPROVED GBP	Designed by L C H / Drawn by N C M / Checked by K C		
	Scale in A4 N.T.S. / Date 26 MAY 2026		

T:\JOBJ7400-J7449\J7439\2026 02\Fig 4.1 RevA.dwg

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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



Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN J7439	Figure No. 4.2	Revision B	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: YEAR 2034 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED HOTEL	Designed by L C H / Drawn by N C M / Checked by K C		
	Scale in A4 N.T.S. / Date 26 MAY 2026		

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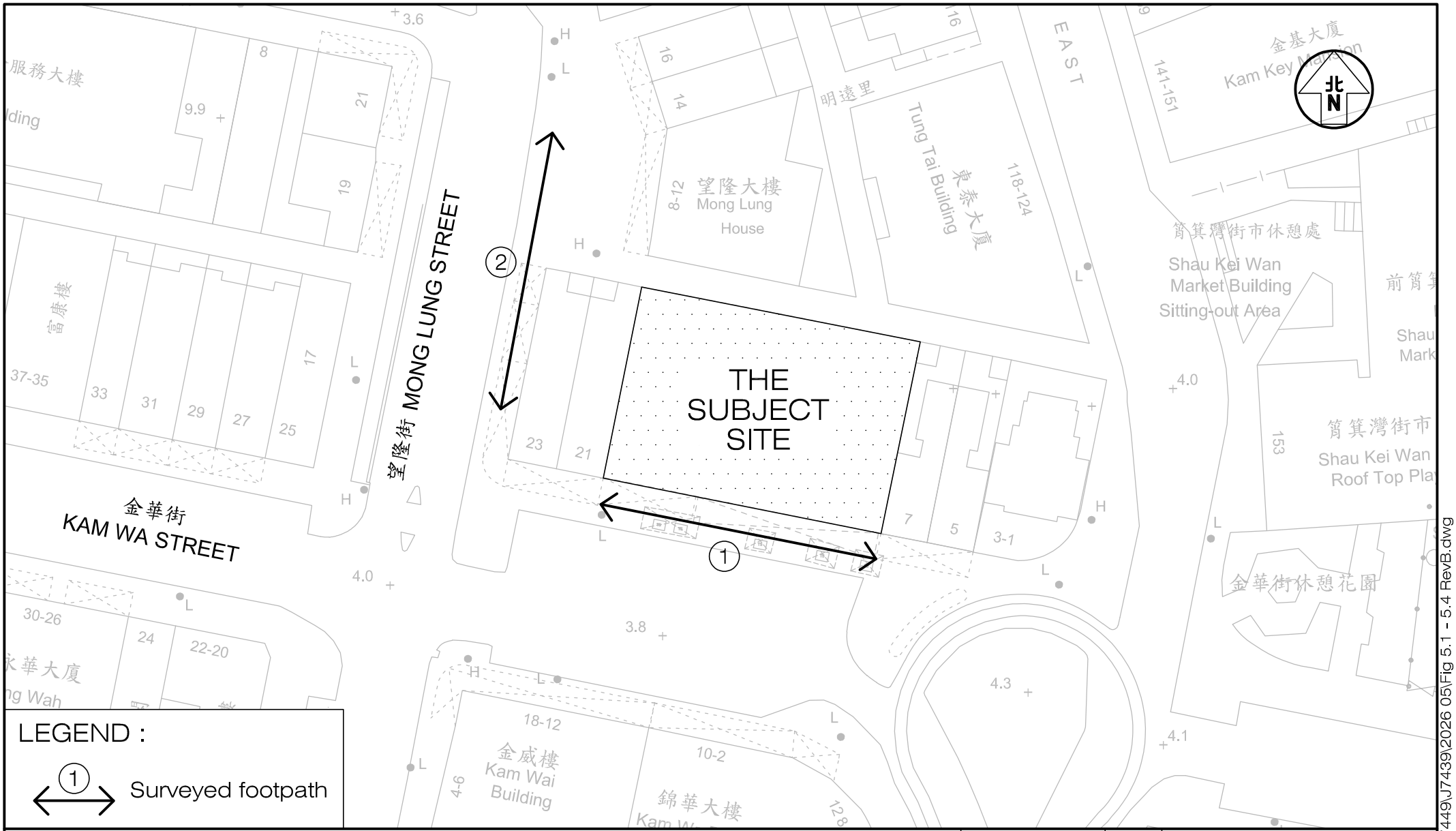


Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN

J7439

Figure Title

LOCATION OF SURVEYED FOOTPATHS

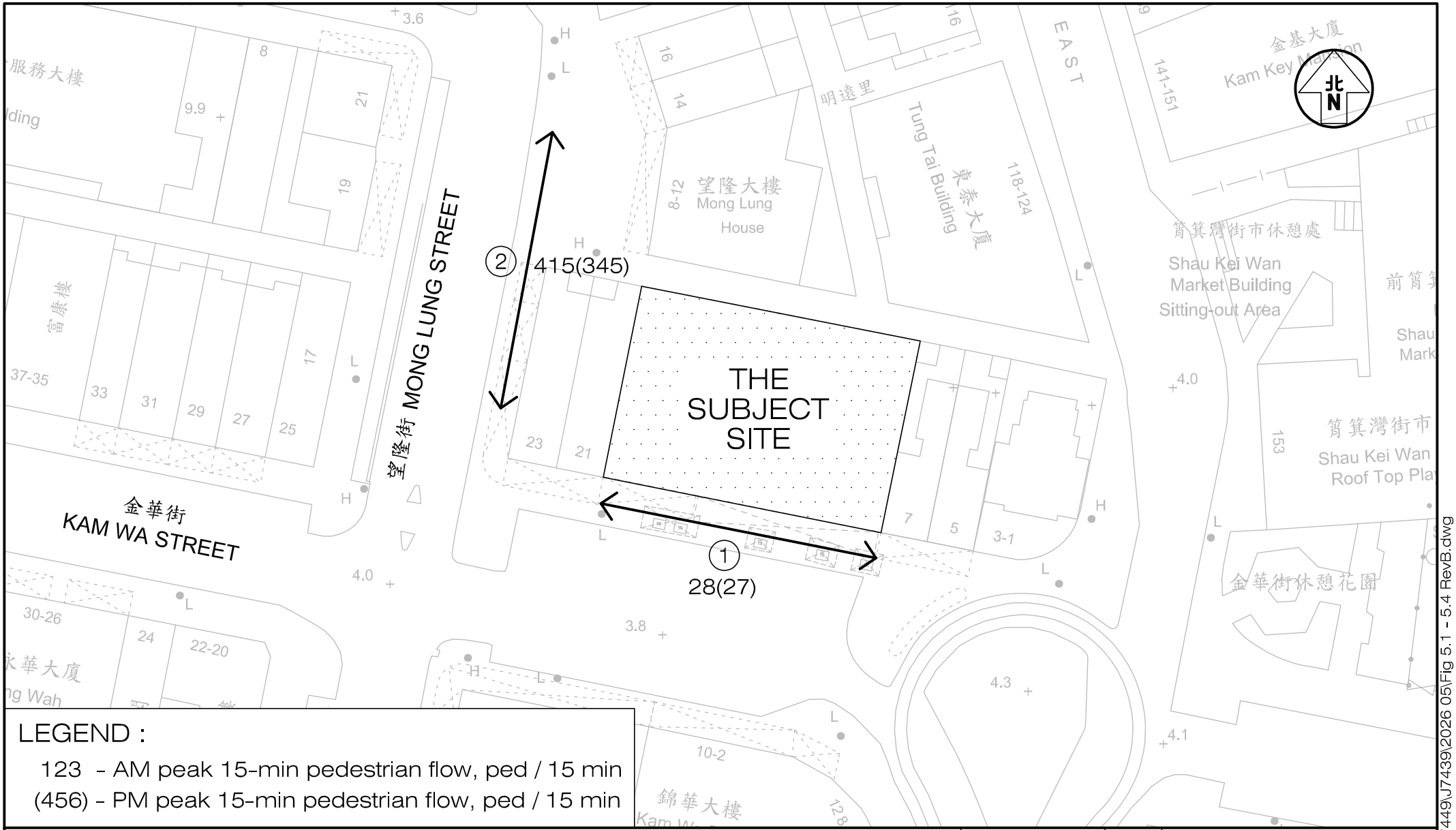
Figure No.	Revision
5.1	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 500	26 MAY 2026

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7400-J7449\J7439\2026 05\Fig 5.1 - 5.4 RevB.dwg



LEGEND :

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

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

Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9-19 (ODDS) KAM WA STREET, SHAU KEI WAN J7439

Figure Title: EXISTING PEAK 15-MINUTE TWO-WAY PEDESTRIAN FLOWS

Figure No.	Revision
5.2	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 500	26 MAY 2026

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Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
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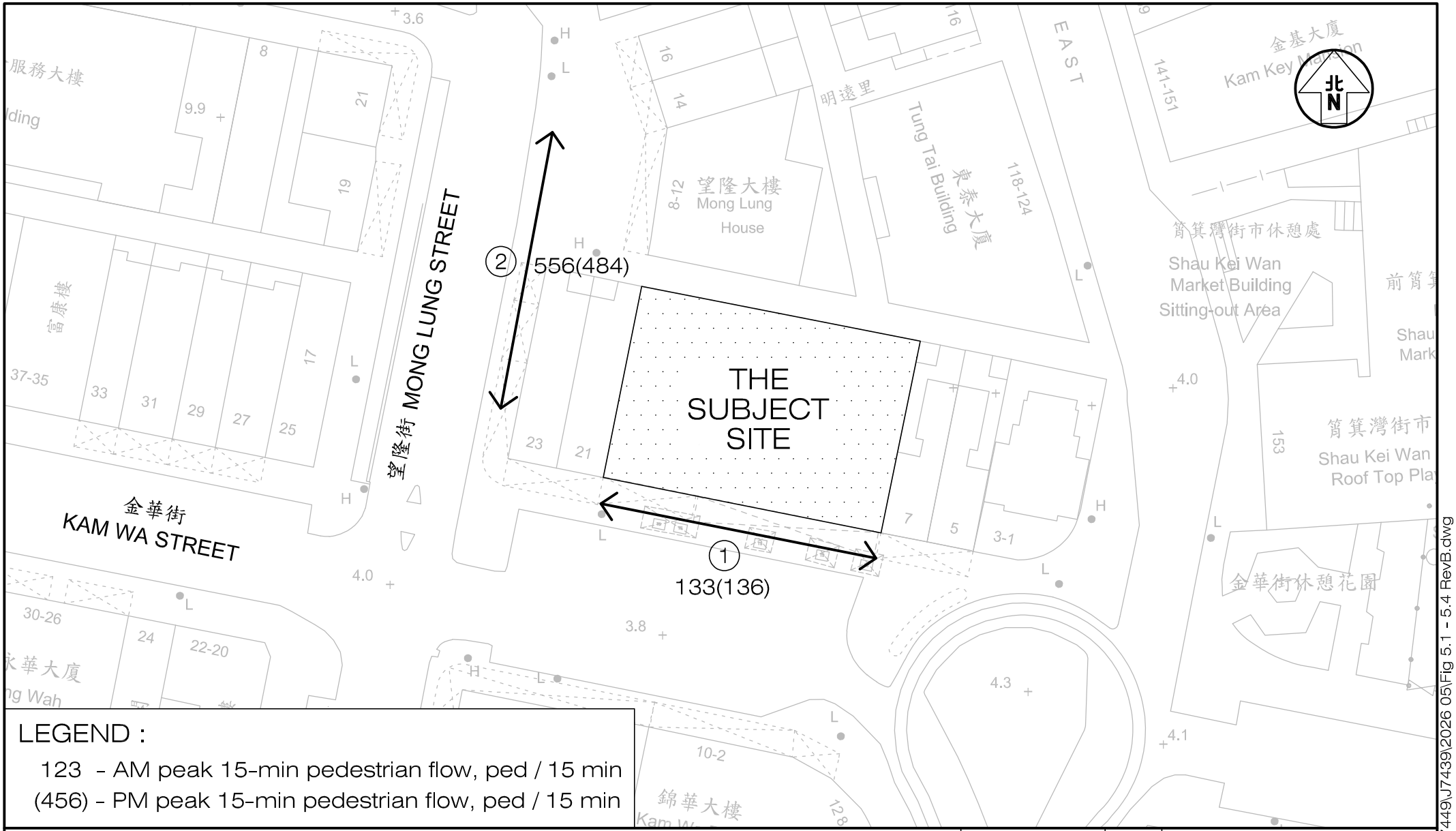

LEGEND :

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

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

Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN

J7439

Figure Title

YEAR 2034 PEDESTRIAN FLOWS WITHOUT THE PROPOSED HOTEL

Figure No.	Revision
5.3	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 500	26 MAY 2026

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

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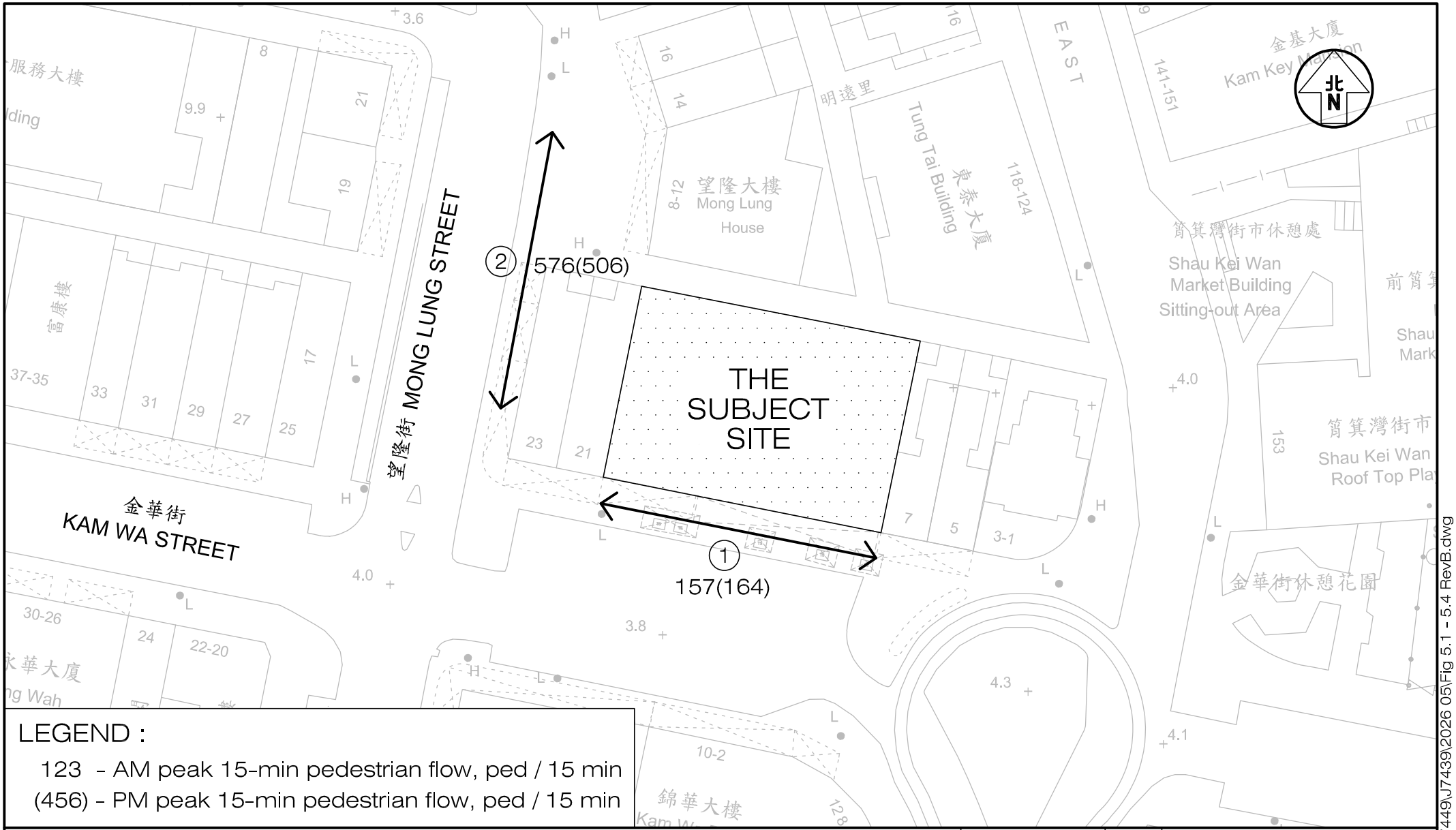

LEGEND :

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

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

Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN

J7439

Figure Title

YEAR 2034 PEDESTRIAN FLOWS WITH THE PROPOSED HOTEL

Figure No.	Revision
5.4	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 500	26 MAY 2026

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
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T:\JOB\J7400-J7449\J7439\2026 05\Fig 5.1 - 5.4 RevB.dwg

Appendix 1 – Approved GBP

屋宇署
BUILDINGS DEPARTMENT

YOUR REF 來函檔號：
OUR REF 本署檔號： BD 2/3009/19
FAX 圖文傳真： 2845 1585
TEL 電話： 2626 1419
WEBSITE 網址： www.bd.gov.hk

4 February 2025

NG Kit-wah Benny
c/o Paliburg Development Consultants Limited
11/F, 68 Yee Wo Street,
Causeway Bay, Hong Kong

Dear Mr NG,

9-19 Kam Wa Street, Hong Kong – S.I.L. 433 s.F, s,G, R.P. & s.D

I refer to your application and supplementary information received on 6 December 2024, 13 January 2025 and 4 February 2025 respectively for approval of proposals in respect of Building (Major Revision) .

2. Your submission of plans has been checked under the curtailed check system announced in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers ADM-19. On this basis, I am satisfied that your submission is fundamentally acceptable and may be approved.

3. You are reminded that the curtailed check system covers only the fundamental issues of a building proposal. Although non-fundamental issues will not be raised as reasons for disapproving a submission, I expect that all contraventions of the Buildings Ordinance (BO) and its subsidiary legislation are rectified as and when they are discovered and in any event, before completion of the works is certified. In this connection, I ask you to note that the Building Authority attaches great importance to the proper assumption of duties and responsibilities by authorized persons, registered structural engineers and registered geotechnical engineers.

4. In accordance with the provisions of regulation 30(1) of the Building (Administration) Regulations, this is to notify that the above - mentioned plans submitted with your application and supplementary information received on 6 December 2024 and 13 January 2025 and 4 February 2025 are hereby approved. One set of the said plans, on which I have signified my approval, is enclosed. Your client has been sent a copy of this letter but I would request that you ensure that the contents are understood by him.

5. This approval should not be deemed to confer any title to land or to act as a waiver of any term in any lease or licence. This approval does **NOT** authorize the commencement or the carrying out of any works shown in the approved plans. Section 14(2) of the BO refers.

6. To ensure full compliance with the Buildings Ordinance, it is prudent for the Authorized Person who acts as the coordinator of the building works to inform the Registered General Building Contractor/Registered Specialist Contractor of all the imposed conditions attached to this approval.

7. Under regulation 10 of the B(A)R, you are required to submit a full set of GBP incorporating all plans and details required for Stage I and II as detailed in Appendix A1 of PNAP ADV-33 and to have obtained my approval of such GBP prior to applying for consent for the commencement of the superstructure works. You may seek the BA's approval of GBP (Stage II) in any amendment submission by indicating at the lower right-hand corner of each plan that **"This set of plans is submitted for Stage II Curtailed Check"**. Your attention is drawn to section 16(3)(a) of the BO.

/8....

8. This approval is only given to the building works as coloured on the plans on the basis that the uncoloured parts of the plans are exactly the same as those appeared on the previous plans approved by this Department. Also, this approval shall not be construed as the approval for the uncoloured portion of the plans.

9. Your plans have been referred to District Planning Officer, Planning Department for scrutiny under the planning conditions. Their comments have already been conveyed to you in his letter dated 27 January 2025.

10. Your plans have been referred to District Lands Officer/Hong Kong East, Lands Department for comments which will be conveyed to you direct.

11. Comments from Chief Highway Engineer/HK, Highways Department (Contact Officer: Mr. Alex KONG at tel. no. 2231 5623) are given in **Appendix I** enclosed.

12. Comments from Director of Food and Environmental Hygiene, Food and Environmental Hygiene Department (Contact Person: Isaac CHAN, at tel. no.: 3103 7057) are given in **Appendix II enclosed.**

13. Your plans have been referred to Transport Department for comments which will be conveyed to you once available.

14. With regard to your Forms BA 16 application received on 6 December 2024, 13 January 2025 and 4 February 2025, a Form BD106 is enclosed herewith.

Yours sincerely,

(WAN Chi-wai)
Chief Building Surveyor
for Building Authority

c.c. Land Glory Holdings Limited
11/F, 68 Yee Wo Street, Causeway Bay, Hong Kong

DLO/HKE, LandsD
DPO/HK, Plan D
D of FS
CHE/HK, HyD
C for T, TD
FEHD

Appendix I

Our Ref.: BD 2/3009/19
Address: 9-19 Kam Wa Street, Hong Kong – S.I.L. 433 s.F, s.G, R.P. & s.D

Chief Highway Engineer/HK, Highways Department (Contact Officer: Mr. Alex KONG at tel. no. 2231 5623) has the following comments:-

1. The AP shall provide clear demarcation line in form of metal strip on ground along the lot boundary to differentiate the maintenance responsibility between the private area and public pavement.

2. The AP shall apply the Excavation Permit from this Regional Office for any excavation works on public pavement and roadside slopes which are under our maintenance jurisdiction including installation of settlement markers/monitoring points. The AP is required to circulate the proposal to all utility undertakers to ensure that the proposed works will not cause damage to existing utilities under public pavement and roadside slopes.

3. The AP should be responsible for the cost of making good any settlement or damage to the adjacent road and footpath resulting directly or indirectly from the works. Any such settlement or damage should be brought to the attention of this Regional Office immediately.

4. The AP shall take adequate measures including any necessary investigations to prevent causing damage to existing drains and services in the vicinity. Should any damage be done, the AP shall be held responsible for the cost of the necessary repair. Any such damage shall be brought to the attention of this office immediately.

5. The AP shall take adequate measures to maintain the cleanliness of adjacent carriageways and footways and to avoid deposition of earth, mud, debris, industrial waste, wastewater and the like on public carriageways and footways. All earth, mud, debris and the like deposited shall be removed immediately by the concerned contractor.

6. The surface run-off collected within the site shall be properly treated and discharged to an effective drainage system. In no case shall any run-off be discharged onto the surface of public pavement.

7. The proposed works should not cause obstruction or affect any existing traffic aids, street furniture or street lightings. Should any alternation to these existing facilities be required, the AP should seek prior approval from TD and this Regional Office.

8. Any occupation of public road should seek comments from LandsD and TD.

9. The AP shall take all necessary precaution and protection measures to protect safety of pedestrian and vehicular movements during the construction of the proposed works.

10. Adequate wheel washing facilities shall be provided within the site. The AP shall take any necessary action to ensure that all vehicles should be washed within the site and to prevent any spoil or soil debris to be deposited onto public roads.

11. Door openings should be confined within the Lot boundary.

- Every canopy shall be provided with adequate surface water drainage.

Appendix II

Our Ref.: BD 2/3009/19
Address: 9-19 Kam Wa Street, Hong Kong – S.I.L. 433 s.F. s.G, R.P. & s.D

Director of Food and Environmental Hygiene, Food and Environmental Hygiene Department (Contact Person: Isaac CHAN, at tel. no.: 3103 7057) has the following comments:-

2. It was noted that no vehicle access to refuse storage and material recovery chamber on ground floor was provided, hence FEHD is not in position to comment the refuse collection arrangement on the submitted plan. Developer and/ or owner is required to arrange their own refuse collection arrangement in future. However, it was also noted that the opening of chamber was face to a public lane, developer and/ or owner should provide sufficient mitigation measure to minimize nuisance to public.

BUILDING AUTHORITY OF HONG KONG
Form BD 106
BUILDINGS ORDINANCE
(Chapter 123)
Section 42

Permit under Section 42

Permit No. HK40/2025/MOD
Our Ref. No. BD 2/3009/19
To : Land Glory Holdings Limited
c/o Mr. NG Kit-wah Benny
11/F, 68 Yee Wo Street,
Causeway Bay, Hong Kong

Date 4 February 2025

In exercise of the powers vested in me by section 42 of the Buildings Ordinance, I hereby grant modification of and/or exemption from the provisions of –

(Please see attached Schedule)

in respect of the proposed *building works/~~street works~~ at (No. and name of street and locality) Nos. 9-19 Kam Wa Street, Hong Kong

on (lot no.) S.I.L. 433 s.F. s.G. R.P. & s.D

2. This permit is granted subject to the following conditions:-

(Please see attached Conditions)

(**WAN Chi-wai**)
Chief Building Surveyor
for Building Authority

c.c. Land Glory Holdings Limited
BD GR/OA/118
HK Registry

Permit No.: HK40/2025/MOD
Our Ref. No.: BD 2/3009/19
Date: 4 February 2025

Schedule

(1) **Regulations 20 and 21** of the Building (Planning) Regulations to permit the existing party wall as shown on plans to be excluded from site coverage and plot ratio calculations

(2) **Regulations 20 and 23(3)(a)** of the Building (Planning) Regulations to permit the following green and innovative features under JPNs to be excluded from site coverage and gross floor area calculation:
(i) Combined balconies with utility platforms and air-conditioner platforms of residential flats

(3) **Regulations 23(3)(a)** of the Building (Planning) Regulations to permit the following green and innovative features under JPNs to be excluded from site coverage and gross floor area calculation:
(i) Refuge floor cum communal sky garden on 2/F

(4) **Regulation 23(3)(a)** of the Building (Planning) Regulations to permit the following provisions/areas to be excluded from gross floor area calculation:
(i) Pipe ducts
(ii) Resident's recreational facilities on 1/F.
(iii) Lift shaft areas over and above 2.5% and less than 3.5% of the total domestic gross floor area.

(5) **Regulation 35A** of Building (Planning) Regulations to accept the non-provision of gas apertures in bathrooms of domestic units where suitable provision for the installation of room-sealed gas water heater complying with Regulation 35A of Building (Planning) Regulations has been provided in other room of the domestic unit.

(6) **Regulation 36** of the Building (Planning) Regulations to permit the omission of natural lighting and ventilation in the following areas:
(i) Internal bathrooms and lavatories of the domestic units.
(ii) Internal lavatories on G/F and 1/F.

(7) **Regulation 40** of the Building (Planning) Regulations to permit the omission of natural lighting to the staircases.

Conditions

(a) The said works are to be carried out in accordance with the plans approved on 4 February 2025 and under our Ref. No. BD 2/3009/19.

(b) The conditions imposed in this paragraph are to be incorporated in the subsequent amendment plans for approval before the application for an occupation permit is submitted.

(c) A checklist of valid Forms BD 106 is to be submitted at the time of the application for an occupation permit.

(d) This permit will expire on 3 February 2027 if the consent to commence of the above works is not obtained on or before the specified date or where such consent has been obtained but is deemed to be revoked under section 20(1) of the Buildings Ordinance after the specified date.

(e) The following information is to be submitted prior to the application for consent to commence the building works shown on the plans:

(i) Letter acknowledging the satisfactory submission of Provisional Assessment credit summary (which should align with the target rating stated in the approved general building plans) under the BEAM Plus New Buildings Version 2.0 or above (BEAM Plus NB) issued by the BEAM Society Limited (BSL).

(ii) Information on the estimated energy performance/ consumption for the common parts of domestic portion of the building and for the entire non-domestic portion of the building.

(iii) Residential Thermal Transfer Values and/or Overall Thermal Transfer Value of Residents' Recreational Facilities Summary Sheet(s) in accordance with PNAP APP-156.

(f) The following information is to be submitted at the time of the application for an Occupation Permit:

(i) Result of the Compliance Assessment under the BEAM Plus NB conferred by BSL certifying the achievement of the target rating stated in the approved general building plans.

(ii) Updated information specified in item (e)(ii) above.

(iii) Energy efficiency report in accordance with PNAP APP-156.

(g) This modification will be revoked if the application for consent to commence the building works is submitted prior to the submission of information specified in item (e) above.

(h) This modification is given in recognition of the letter of undertaking submitted by the developer dated 13 January 2025 (Ref.: PDC/433/002/25) regarding the submission of the result of the Assessment under the BEAM Plus Certificate and the information on estimated energy performance / consumption and the energy efficiency reports in support of the application for modification.

(i) The letters of undertaking submitted regarding green features under JPN 1 and JPN 2 by the developer dated 13 January 2025 (Ref.: PDC/433/005/25) and 13 January 2025 (Ref.: PDC/433/006/25) in support of the application for exemption from gross floor area and/or site coverage calculations is to be registered in the Land Registry before the application for an Occupation Permit is submitted.

(j) The letter of undertaking submitted regarding residential recreational facilities by the developer dated 13 January 2025 (Ref.: PDC/433/003/25) in support of the application for exemption from gross floor area calculations is to be registered in the Land Registry before the application for an Occupation Permit is submitted.

Permit No.: HK40/2025/MOD
Our Ref. No.: BD 2/3009/19
Date: 4 February 2025

(k) Regarding item (2)(i) above:

(i) Location of the combined balcony with utility platform and air-conditioner platform is restricted to the living room, dining room or bedroom.

(ii) There is no projecting window in the same room.

(iii) Not less than 40% of the perimeter of the combined balcony with utility platform and air-conditioner platform and the covered area underneath the lowest combined balcony with utility platform, faces into the open air and is not enclosed above safe parapet height.

(iv) There is a minimum of 150mm drop in level from the room which leads to the combined balcony and utility platform.

(v) The exhaust outlet(s) for the internal bathroom(s) and lavatory(ies) does not open into the combined balcony with utility platform, and the covered areas underneath the combined balcony with utility platform.

(vi) The summation of area(s) to be exempted for such balcony(ies) including portion of such balcony(ies) per residential unit is 1m² or 2.5% of the Usable Floor Space of the unit whichever is the greater subject to a maximum of 3m².

(vii) The size of any balcony, including part of which to be exempted from gross floor area and site coverage calculations, is not less than 2m²

(viii) Not more than 50% of the area of the balcony is to be exempted from gross floor area and site coverage calculations.

(ix) The maximum area to be exempted for such utility platform including portion of such platform per residential unit is 0.75m².

(x) The size of any utility platform, including part of which to be exempted from gross floor area and site coverage calculations, is not less than 1.5m² in area.

(xi) Not more than 50% of the area of the utility platform is to be exempted from gross floor area and site coverage calculations.

(xii) The air-conditioner platform provided on the combined balcony with utility platform as 'areas for air-conditioning' and individual air-conditioner platform must not be erected at the external walls of the building and will be designated in the Deed of Mutual Covenant with details of the use and location clearly indicated.

(xiii) Air-conditioner shall be installed on the air-conditioner platform provided on the combined balcony with utility platform.

(xiv) There is a minimum of 50mm rise in level from the finished floor of the combined balcony with utility platform provided in the air-conditioner platform.

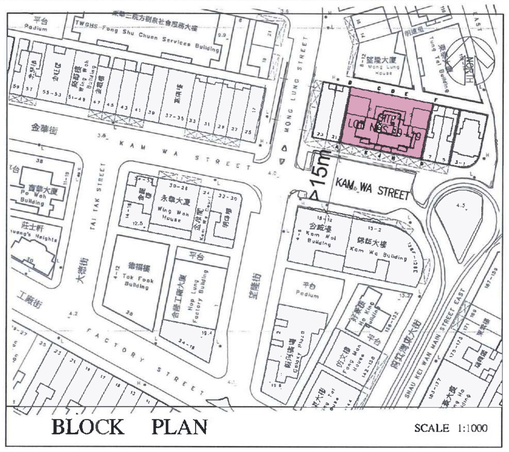
(xv) Cast-in anchor for anchorage of personal fall arresting system shall be provided if there is supporting frame for suspending building services in the combined balcony and utility platform.

Permit No.: HK40/2025/MOD
Our Ref. No.: BD 2/3009/19
Date: 4 February 2025

(l)	Regarding item (3) above:	(i)	Sky garden shall be for the exclusive use of the residents /tenants and their visitors only as indicated on the approved plans and such areas shall not be used for any other purpose or by any other persons without the prior consent of the Building Authority.
(m)	Regarding item (4)(i) above:	(i)	Adequate access for inspection and maintenance is to be provided.
(n)	Regarding item (4)(ii) above:	(i)	The recreational area is for the exclusive use of the owners and residents and their bona fide visitors only as indicated on the approved plans and such area shall not be used for any other purpose or by any other persons without the prior consent of the Building Authority.
(o)	Regarding item (5) above:	(i)	The provision of shared hot water heater with other room and the length of hot water pipe from the said gas water heater comply with the requirements of Waterworks Regulation 19 (Cap 102).
(p)	Regarding item (6)(i) above:	(i)	Artificial lighting and mechanical ventilation at a rate of not less than 10 air changes per hour to be provided to the satisfaction of the Building Authority.
		(ii)	Fresh air intake complying with the requirements set out in Annex 3 of Appendix E of PNAP ADM-2 to be provided.
(q)	Regarding item (6)(i) above:	(i)	Subject to the compliance with the requirements and conditions as laid down in PNAP APP-98.
(r)	Regarding item (7) above:	(i)	Permanent artificial lighting system with 30 lux min. lighting level backed up by an emergency lighting system providing a horizontal illuminance at floor level of not less than 2 lux.
		(ii)	The design of the emergency lighting system shall comply with the Code of Practice for Minimum Fire Service Installations and Equipment.

(**WAN Chi-wai**)
Chief Building Surveyor
for Building Authority

c.c. Land Glory Holdings Limited
BD GR/OA/118
HK Registry



BLOCK PLAN

SCALE 1:1000

GENERAL INDICATION & ABBREVIATIONS:

- R.C.C. WORKS
- BRICK WORKS
- SOLID CONC. BLOCK
- CEMENT RENDERING
- SANITARY FITMENTS
- MOSAIC TILES
- GLAZED / CERAMIC WALL TILES
- GLAZED / CERAMIC FLOOR TILES
- GLASS WORKS
- SLAB
- STEEL WORKS /METAL WORKS
- TIMBER
- GRASS
- LIGHTWEIGHT PARTITION
- STONE
- OMISSION OF APPROVED WORKS
- AMENDMENTS OF APPROVED WORKS

- BOUNDARY
- EXISTING LEVEL IN METRES ABOVE P.D.
- PROPOSED STRUCTURAL LEVEL IN METRES ABOVE P.D.
- F.F.LEV. FINISHED FLOOR LEVEL
- S.F.LEV. STRUCTURAL FLOOR LEVEL
- A.F.F.L. ABOVE FINISHED FLOOR LEVEL
- R.C. REINFORCED CEMENT CONCRETE
- C.W. 200mm THK. CURTAIN WALL
- F.L. FIXED LOUVRE
- M.L. METAL LOUVRE
- U.P. UTILITY PLATFORM
- BAL. BALCONY
- BR. BEDROOM
- M.BR. MASTER BEDROOM
- LIV./DIN. LIVING / DINING
- C.L. CAT-LADDER
- A.P. ACCESS PANEL
- KIT. KITCHEN
- H/L HIGH LEVEL
- L/L LOW LEVEL
- M.S. MILD STEEL
- T.R.S. TEMPORARY REFUGE SPACES
- H.R. HOSE REEL
- (A) FIREMAN'S LIFT
- F.S.A.P. FIRE SERVICE ACCESS POINT
- F.E. 4.5kg CO_2 FIRE EXTINGUISHER
- F.B. FIRE BLANKET
- S.B. SAND BUCKET
- F.H. FIRE HYDRANT
- F.S.I. FIRE SERVICE INLET
- W.F.E. 9 L WATER / CO_2 FIRE EXTINGUISHER
- SP.I. SPRINKLER INLET
- EXIT SIGN
- RSR REFUGE STORAGE ROOM
- E.M.C. ELECTRICAL METER CABINET
- T.B.E. TELECOMMUNICATIONS AND BROADCASTING ROOM
- W.M.C. WATER METER CABINET
- (M/AI) ARTIFICIAL LIGHTING AND MECHANICAL VENTILATION
- A.U.T. ACCESSIBLE UNISEX TOILET FOR THE PERSONS WITH DISABILITY
- (D) DISABLE LIFT
- SOIL SOIL LEVEL

- A/C AIR CONDITIONER HOOD
- F.A. FLUE APERTURE
- C.D. CABLE DUCT
- P.D. PIPE DUCT
- T.D. TELEPHONE DUCT
- A.F. ARCHITECTURAL FEATURE
- E.M.R. ELECTRICAL METER ROOM
- W.M.R. WATER METER ROOM
- E.L. ELECTRICAL ROOM
- URINAL
- WATER CLOSET
- WASH BASIN
- SHOWER TRAY
- W.T. WATER TAP
- ALUM. ALUMINIUM
- S.S. STAINLESS STEEL
- (E) MANUAL OPERATING DEVICE (FOR DRENCHER SYSTEM)
- DESIGNATED AS COMMON AREA IN DMC FOR ACCESS BY GONDOLA WITH DEMARCATION ON PLAN
- P/A PERMANENT ARTIFICIAL LIGHTING SYSTEM WITH AN AUTOMATIC STAND-BY SYSTEM
- OPEN KIT. HOB — NOTIONAL AREA FOR OPEN KITCHEN WITH GAS HOB

OPENED BY ... (illegible) BUILDING DEPARTMENT

DOOR MARKS

- SELF-CLOSING TIMBER DOOR WITH SMOKE SEAL AND F.R.R. (–/30/30)
- SELF-CLOSING TIMBER DOOR WITH SMOKE SEAL AND F.R.R. (–/60/60)
- SELF-CLOSING TIMBER DOOR WITH SMOKE SEAL AND F.R.R. (–/120/120)
- SELF-CLOSING TIMBER DOOR WITH APPROPRIATE F.R.R. VISION GLASS UPPER PANEL WITH SMOKE SEAL AND F.R.R. (–/30/30)
- SELF-CLOSING TIMBER DOOR WITH APPROPRIATE F.R.R. VISION GLASS UPPER PANEL WITH SMOKE SEAL AND F.R.R. (–/60/60)
- SELF-CLOSING TIMBER DOOR WITH APPROPRIATE F.R.R. VISION GLASS UPPER PANEL WITH SMOKE SEAL AND F.R.R. (–/120/120)
- TIMBER DOOR WITH PLAIN GLASS UPPER PANEL
- GLASS DOOR
- DOOR WITH PANIC BOLT
- FRENCH DOOR
- TOILET DOOR WITH DOOR LOUVRES (NOT LESS THAN 0.1m²)
- DOOR WITH PLAIN GLASS UPPER PANEL
- TOILET DOOR WITH DOOR LOUVRES (NOT LESS THAN 0.1m²)
- METAL DOOR
- METAL DOOR W/. PLAIN GLASS UPPER PANEL
- MIN. 500 X 2000mm SELF-CLOSING INSPECTION TIMBER DOOR WITH SMOKE SEAL F.R.R. (–/60/60)
- MIN. 500 X 2000mm SELF-CLOSING INSPECTION TIMBER DOOR WITH SMOKE SEAL F.R.R. (–/120/120)
- SELF-CLOSING ACCESS PANEL WITH F.R.R. (–/60/60)

NOTE : ALL FIRE RESISTANCE RATING DOORS TO BE TESTED IN ACCORDANCE WITH B.S.476 PART 22 : 1987 AND CERTIFIED AS HAVING THE SPECIFIED F.R.R. AND CLAUSE C19.1 AND PART E OF FIRE CODE COMPLIED WITH.

FIRE SERVICES NOTES

THE FOLLOWING FIRE SERVICES INSTALLATIONS WILL BE PROVIDED FOR THE BUILDING :-

I) AUTOMATIC SPRINKLER SYSTEM
II) EMERGENCY GENERATOR
III) EMERGENCY LIGHTING
IV) EXIT SIGNS
V) FIRE ALARM SYSTEM
VI) FIRE DETECTION SYSTEM
VII) FIRE HYDRANT / HOSE REEL SYSTEM
VIII) PORTABLE HAND OPERATED APPROVAL APPLIANCES
IX) FIREMAN'S LIFT
X) VENTILATION / AIR CONDITIONING CONTROL SYSTEM
XI) DRENCHER SYSTEM

1.0 FIRE HYDRANT AND HOSE REEL SYSTEM

1.1 A FIRE HYDRANT/ HOSE REEL SYSTEM COMPRISING OF FIRE HYDRANTS AND HOSE REELS AT THE POSITION AS INDICATED ON PLANS SHALL BE INSTALLED IN ACCORDANCE WITH THE CODE OF PRACTICE FOR MINIMUM FIRE SERVICES INSTALLATIONS AND EQUIPMENT SEPTEMBER 2022 EDITION AND FSD CIRCULAR LEITTER NO. 2/2013.

1.2 SUFFICIENT HYDRANTS AND HOSE REELS WILL BE PROVIDED AS INDICATED ON PLAN. HOSE REELS SHALL BE PROVIDED TO ENSURE THAT EVERY PART OF THE BUILDING CAN BE REACHED BY A LENGTH OF NOT MORE THAN 30m OF HOSE REEL TUBING. THE HYDRANT SHALL BE PROMINENTLY SITED IN AN APPROACH LOBBY TO A REQUIRED STAIRCASE OR REQUIRED STAIRCASE ENCLOSURE BUT SHALL NOT BE AT THE CENTRAL CORE OF THE STAIRCASE ENCLOSURE.

1.3 1 NO. OF 27,000 LITRES F.S. WATER TANK FOR FH/HR SYSTEM WILL BE PROVIDED AT 2/F.

1.4 1 SET OF ELECTRICALLY DRIVEN FIXED FIRE PUMPS (ONE DUTY, ONE STANDBY & ONE JOCKEY) WILL BE PROVIDED AT 2/F F.S. WATER PUMP AND TANK ROOM FOR FH/HR SYSTEM. THESE FIXED FIRE PUMPS TO BE UTILIZED AS THE F.S. INTERMEDIATE BOOSTER PUMPS.

1.5 F.S. INLETS WILL BE PROVIDED FOR FH/HR SYSTEM AS INDICATED ON PLAN AND WILL BE INTERCONNECTED.

2.0 AUTOMATIC SPRINKLER SYSTEM

2.1 AN AUTOMATIC SPRINKLER SYSTEM WILL BE PROVIDED AND INSTALLED FOR G/F TO 2/F IN ACCORDANCE WITH LPC RULES INCORPORATING THE BS EN 12845 : 2015 AND FSD CIRCULAR LETTER NO. 5/2020. THE CLASSIFICATION OF THE OCCUPANCY WILL BE ORDINARY HAZARD GREEN 3. FOR G/F TO 2/F, SPRINKLER IN STAIRCASE TO BE PROVIDED 2 MORE FLOORS ABOVE 2/F TO COVER STAIRCASE (i.e. 3/F & 5/F ONLY) AND THE TYPE OF SPRINKLER HEADS SHALL BE FAST-RESPONSE TYPE FOR THE STAIRCASE OF THESE TWO FLOORS. THE SYSTEM TO SERVE THE NOTIONAL OPEN KITCHEN AREA IN DOMESTIC FLATS (3/F TO 28/F) (13/F , 14/F & 24/F OMITTED) IS AS MENTIONED IN ITEM 16.2 OF THESE F.S. NOTES.

2.2 1 NO. 107,000 LITRES SPRINKLER WATER TANK WILL BE PROVIDED AT 1/F.

2.3 1 SET OF ELECTRICALLY DRIVEN SPRINKLER PUMPS (ONE DUTY, ONE STANDBY & THREE JOCKEYS) WILL BE PROVIDED AT 1/F SPRINKLER WATER PUMP AND TANK ROOM TO MAINTAIN THE SYSTEM FLOW AND PRESSURE TO FULLY COMPLY WITH FSD'S REQUIREMENT. SPRINKLER PUMPS WILL SERVE AS INTERMEDIATE BOOSTER PUMP FOR OPEN KITCHEN.

2.4 SPRINKLER CONTROL VALVES SET AND SPRINKLER INLETS WILL BE PROVIDED AS INDICATED ON PLAN. SPRINKLER INLETS WILL BE INTERCONNECTED.

2.5 NO SPRINKLER SYSTEM WILL BE PROVIDED FOR ALL E&M PLANT ROOMS, TRANSFORMER ROOM, TBE ROOM, H.V. SWITCH ROOM, SPRINKLER WATER PUMP AND TANK ROOM, F.S. WATER PUMP AND TANK ROOM, POTABLE & FLUSHING WATER PUMP AND TANK ROOM, DRENCHER WATER PUMP AND TANK ROOM, L.V. CABLE RISER ROOM, L.V. SWITCH ROOM, F.S. CONTROL ROOM AND SPRINKLER CONTROL VALVE ROOM, EMERGENCY GENERATOR ROOM, LIFT MACHINE ROOM, ELECT. DUCT, TEL. DUCT, CABLE RISER DUCT, PIPE DUCTS ETC., CABINET FOR F.S. AND SPRINKLER INLET, DRENCHER INLET & CONTROL VALVE CABINET, CHECK METER CABINETS, W.M.C., E.M.C., TOWNGAS CABINET, AREA UNDER 1/F EXTERNAL ALUMINIUM CANOPY.

2.6 ALL SPRINKLER ALARM SIGNALS WILL BE LINKED TO THE F.S. COMMUNICATION CENTRE BY A DIRECT TELEPHONE LINE.

3.0 FIRE DETECTION AND FIRE ALARM SYSTEM

3.1 FIRE DETECTION SYSTEM SHALL BE PROVIDED IN AREAS NOT COVERED BY SPRINKLER INSTALLATION FROM G/F TO 2/F IN ACCORDANCE WITH THE FSD CIRCULAR LETTER No. 5/2021 AND BS 5839-1:2017.

3.2 NO DETECTION SYSTEM WILL BE PROVIDED FOR CABLE RISER DUCT, PIPE DUCTS, TEL. DUCT, ELECT. DUCT ETC., CHECK METER CABINET, W.M.C., E.M.C., TOWNGAS CABINET, CABINET FOR F.S. AND SPRINKLER INLET, DRENCHER INLET & CONTROL VALVE CABINET.

3.3 A MANUAL FIRE ALARM SYSTEM COMPRISING BREAK GLASS UNITS AND ALARM BELLS SHALL BE PROVIDED AT EACH HOSE REEL POINT AND INCORPORATED INTO THE FIRE HYDRANT/ HOSE REEL SYSTEM. UPON ACTUATION OF ANY BREAK GLASS, ALL THE ALARM BELLS AND VISUAL FIRE ALARMS WILL BE ACTIVATED AND THE FIXED FIRE PUMP WILL BE ACTUATED. UPON ACTUATION OF ANY FIRE ALARM SIGNAL, ALL ALARM BELLS AND VISUAL FIRE ALARMS WILL BE ACTIVATED.

3.4 A F.S CONTROL PANEL WILL BE PROVIDED AS INDICATED FOR THE ENTIRE BUILDING TO RECEIVE ALL FIRE ALARM SIGNALS OF THE BUILDING INCLUDING MANUAL FIRE ALARM SYSTEM, SPRINKLER ANNUNCIATION SYSTEM, AUTOMATIC FIRE DETECTION AND ALARM SYSTEM.

3.5 ALL FIRE ALARM SIGNALS SHALL BE TRANSMITTED TO THE FIRE ALARM PANEL BY POINT ID SO THAT THE EXACT LOCATION OF EACH ACTUATED DEVICE WILL BE DISPLAYED ON THE SCREEN OF THE ADDRESSABLE TYPE FIRE ALARM PANEL.

3.6 ALL FIRE ALARM SIGNALS INCLUDING FIRE DETECTION SYSTEM (EXCEPT SMOKE DETECTOR INSIDE DOMESTIC FLAT WITH OPEN KITCHEN), FIRE ALARM SYSTEM & SPRINKLER SYSTEM FLOW SWITCHES AND BREAK GLASS UNITS FOR ENTIRE DEVELOPMENT WILL BE LINKED TO THE F.S. COMMUNICATION CENTRE BY A DIRECT TELEPHONE LINE.

3.7 VISUAL ALARM SIGNAL SHALL BE PROVIDED FOR G/F TO 2/F ONLY IN ACCORDANCE WITH THE DESIGN MANUAL: BARRIER FREE ACCESS 2008 AND FSD CIRCULAR LETTER NO. 2/2012.

4.0 PORTABLE APPLIANCES

4.1 FOLLOWING PORTABLE HAND-OPERATED FIRE EXTINGUISHING APPLIANCES TO BE PROVIDED AT POSITIONS AS INDICATED ON PLANS.
(1) 4.5KG. CO_2 F.E. (F.E.) (2) 9L. WATER F.E. (W.F.E)

5.0 EMERGENCY GENERATOR

5.1 1 NO. OF EMERGENCY GENERATOR OF SUFFICIENT CAPACITY TO BE PROVIDED TO MEET THE ESSENTIAL POWER SUPPLY FOR FSI AND FIREMAN'S LIFT DURING SHORTAGE OF UTILITY MAINS

6.0 EMERGENCY LIGHTING

6.1 EMERGENCY LIGHTING SHALL BE PROVIDED AND BACKED UP BY EMERGENCY GENERATOR OR/AND SELF-CONTAINED SECONDARY BATTERY THROUGHOUT THE BUILDING AND ALL EXIT ROUTES LEADING TO GROUND LEVEL IN ACCORDANCE WITH FSD COP SEPTEMBER 2022 EDITION, BS 5266: PART 1 : 2016 AND BS EN 1838 : 2013 AND FSD CIRCULAR LETTER NO. 4/2021.

7.0 EXIT SIGN

7.1 SUFFICIENT DIRECTIONAL/EXIT SIGNS WITH MAIN POWER AND BACK UP BY EMERGENCY GENERATOR WILL BE PROVIDED IN ACCORDING TO FSD CIRCULAR LETTER 5/2008 TO ENSURE THAT ALL EXIT ROUTES FROM ANY FLOOR WITHIN THE ENTIRE BUILDING CLEARLY INDICATED AS REQUIRED BY THE CONFIGURATION OF STAIRCASES SERVING THE BUILDING.

8.0 FIREMAN'S LIFT

8.1 FIREMAN'S LIFT WILL COMPLY WITH C.O.P. FOR FIRE SAFETY IN BUILDINGS 2011 (OCTOBER 2015 REVISION).

9.0 SURFACE SPREAD OF FLAME

9.1 ALL LININGS FOR ACOUSTIC AND THERMAL INSULATION PURPOSES IN DUCTINGS AND CONCEALED LOCATION TO BE OF CLASS 1 OR 2 RATE OF SURFACE SPREAD OF FLAME AS PER BS 476 PART 7 OR ITS INTERNATIONAL EQUIVALENT, OR BE BROUGHT UP TO THAT STANDARD BY USE OF AN APPROVED FIRE RETARDANT PRODUCT.

9.2 ALL LININGS FOR ACOUSTIC, THERMAL INSULATION AND DECORATIVE PURPOSES WITHIN PROTECTED MEANS OF ESCAPE TO BE OF CLASS 1 OR 2 RATE OF SURFACE SPREAD OF FLAME AS PER BS 476 PART 7 OF ITS INTERNATIONAL EQUIVALENT, OR BE BROUGHT UP TO THAT STANDARD BY USE OF AN APPROVED FIRE RETARDANT PRODUCT.

10.0 VENTILATION/AIR CONDITIONING CONTROL SYSTEM

10.1 A SYSTEM WILL BE PROVIDED TO STOP MECHANICALLY INDUCED AIR MOVEMENT WITHIN A DESIGNATED FIRE COMPARTMENT WHEN A VENTILATION/AIR CONDITIONING CONTROL SYSTEM IS PROVIDED.

11.0 MISCELLANEOUS FIRE SERVICES REQUIREMENT

11.1 STANDARD REQUIREMENT FOR TRANSFORMER ROOM TO BE COMPLIED WITH.
11.2 NON-FLAMMABLE OIL-LESS TYPE TRANSFORMER WILL BE PROVIDED.

12.0 DANGEROUS GOODS

12.1 ANY INTENDED STORAGE OF USE OF DANGEROUS GOODS AS DEFINED IN CHAPTER 295 OF THE LAWS OF HKSAR WILL BE NOTIFIED TO THE DIRECTOR OF FIRE SERVICES.
(SEPARATE APPLICATION GIVING FULL DETAILS TO BE SUBMITTED TO THE DANGEROUS GOODS DIRECTORY REGARDING D.G. STORAGE)

13.0 SMOKE EXTRACTION SYSTEM

13.1 SMOKE EXTRACTION SYSTEM WILL NOT BE PROVIDED FOR THE BUILDING AS FIRE COMPARTMENT (G/F & 1/F) ARE NOT EXCEEDING 7000 CUBIC METRES.

14.0 AUDIO/VISUAL ADVISORY SYSTEM

14.1 AUDIO/VISUAL ADVISORY SYSTEM WILL NOT BE PROVIDED FOR THE BUILDING, AS NO AREA OCCUPIED BY ANY ONE SINGLE OCCUPANCY ON ANY ONE FLOOR EXCEEDS 2000 SQUARE METRES.

15.0 DRENCHER SYSTEM

15.1 DRENCHER SYSTEM TO BE PROVIDED TO PROTECT THE VENTILATED OPENINGS IN REFUGE FLOOR.
– WATER TANK WITH CAPACITY OF $35m^3$ TO BE PROVIDED AT 2/F TO SUPPLY THE WATER TO THE SYSTEM AT REFUGE FLOOR. THE DRENCHER SYSTEM FOR REFUGE FLOOR IS ACTIVATED MANUALLY (MANUAL RELEASE UNIT AT REFUGE FLOOR) & AUTOMATICALLY (SPRINKLER AT REFUGE FLOOR) IN ACCORDING TO FSD COP.
– TOTAL WATER SUPPLY:
(3.35m + 1.075m + 2.425m + 5.800m + 2.613m + 2.875m + 11.000m)(L) x 3.050(H)
= $87.872m^2$ (PROVIDED OPENING AREA) X 10 L/min/sm(DESIGN DENSITY) X 30 min. (DURATION) X 1.3 (HYDRAULIC ALLOWANCE)
= $36,375 Litre$ (SAY $35\ m^3$)
– DRENCHER PUMPS (ONE DUTY, ONE STANDBY & ONE JOCKEY) WILL BE PROVIDED AT 2/F.

15.2 MANUAL OPERATING DEVICES WILL BE PROVIDED AT EACH EXIT ON REFUGE FLOOR (2/F).
15.3 DELUGE VALVE SET AND DRENCHER INLET WILL BE PROVIDED AS INDICATED ON PLAN. ALL DRENCHER INLETS TO BE INTER CONNECTED.

16.0 ADDITIONAL FIRE SERVICES PROVISION FOR OPEN KITCHEN

A FIRE SAFETY MANAGEMENT PLAN IN ACCORDANCE WITH CLAUSE F5.8 OF THE CODE OF PRACTICE FOR FIRE SAFETY IN BUILDINGS 2011 (OCTOBER 2015 REVISION) SHOULD BE SUBMITTED AND ENDORSED BY THE BD PRIOR TO REQUEST FOR FSI ACCEPTANCE INSPECTION.
AND TO BE COMPLIED WITH CODE OF PRACTICE FOR FIRE SAFETY IN BUILDINGS 2011 (OCTOBER 2015 REVISION) CLAUSE C13.4.

16.1 SMOKE DETECTOR INSIDE THE FLATS WITH OPEN KITCHEN
ADDRESSABLE SMOKE DETECTOR WITH SOUNDER BASE WILL BE PROVIDED AT LIV./DIN. AREA INSIDE DOMESTIC FLATS WITH OPEN KITCHEN EXCEPT BEDROOM AND BATHROOM.

ACTIVATION OF THE SMOKE DETECTOR WITHIN A FLAT WILL RAISE THE SOUNDER BASE IN THE FLAT OF FIRE ORIGIN AND SEND A FIRE SIGNAL TO THE F.S. CONTROL PANEL. DIRECT LINK TO F.S. COMMUNICATION CENTRE WILL NOT BE PROVIDED.

16.2 SPRINKLER
SPRINKLER HEAD WILL BE PROVIDED TO COVER THE NOTIONAL OPEN KITCHEN AREA.
THE SYSTEM WILL BE DESIGNED UNDER ORDINARY HAZARD GROUP 1 CLASSIFICATION AND IS EXTENDED FROM SAME AUTOMATIC SPRINKLER SYSTEM OF THE BUILDING. THE ALARM SIGNAL OF THE SYSTEM WILL BE LINKED TO THE F.S. CONTROL PANEL, THE FIRE ALARM SYSTEM OF THE BUILDING AND DIRECTLY TO THE F.S. COMMUNICATION CENTRE BY A DIRECT TELEPHONE LINE.

16.3 SMOKE DETECTOR TO COMMON AREA OF THE FLOOR WITH OPEN KITCHEN
ADDRESSABLE SMOKE DETECTION SYSTEM WILL BE PROVIDED AT THE COMMON AREA ON EACH DOMESTIC FLOORS WITH OPEN KITCHEN. THIS SMOKE DETECTION SYSTEM WILL ACTIVATE THE ALARM SYSTEM OF THE BUILDING ONCE IT IS ACTIVATED AND ALARM SIGNAL SHALL BE LINKED TO F.S. COMMUNICATION CENTRE BY A DIRECT TELEPHONE LINE.

16.4 FIRE SAFETY MANAGEMENT PLAN
A FIRE SAFETY MANAGEMENT PLAN IN ACCORDANCE WITH CLAUSE F5.8 OF THE CODE OF PRACTICE FOR FIRE SAFETY IN BUILDING 2011 (OCTOBER 2015 REVISION) SHOULD BE SUBMITTED AND ENDORSED BY THE BD PRIOR TO REQUEST FOR FSI ACCEPTANCE INSPECTION.

17.0 LIFT PIT ACCESS

ALL FSI PROVISION SHALL BE EXTENDED FROM THE AREA CONNECTING TO THE LIFT PIT ACCESS.

GENERAL NOTES

1. ALL BRICK AND MASONRY WORKS SHALL BE BUILT IN 1 : 3 CEMENT MORTAR.
2. ALL R.C.C. WORKS SHALL BE BUILT IN 1:2:4 MIX UNLESS OTHERWISE DENOTED.
3. ALL FOUNDATIONS SHALL BE CARRIED DOWN TO SOLID GROUND OR REST ON PILES.
4. ALL STRUCTURAL DETAILS AND CALCULATIONS SHALL BE SUBMITTED SEPARATELY.
5. DRAINAGE PLANS AND DETAILS SHALL BE SUBMITTED LATER.
6. ALL PARAPETS AND RAILINGS SHALL BE 1100mm HIGH MIN. ABOVE FINISHED FLOOR LEVEL.
7. CLEAR DISTANCE BETWEEN FINISHED FLOOR LEVEL TO THE UNDERSIDE OF BEAM IN STAIRCASES AND EXIT ROUTES SHALL BE 2003mm MINIMUM.
8. ALL STAIRCASES OF 1050mm WIDE OR MORE SHALL BE PROVIDED WITH HANDRAILS ON BOTH SIDES.
9. ALL RISERS OF STAIRCASES SHALL BE NOT MORE THAN 175mm AND TREADS NOT LESS THAN 225mm.
10. ALL LEVELS ARE STRUCTURAL AND IN METERS ABOVE P.D. UNLESS OTHERWISE INDICATED.
11. PROVISIONS FOR PERSONS WITH A DISABILITY TO BE COMPLIED WITH AS FOLLOWS: BUILDING (ADMINISTRATION) REGULATION 8(1)(m) BUILDING (PLANNING) REGULATIONS 2(1) , 39 (3)(a), 72 AND THIRD SCHEDULE BUILDING (STANDARDS OF SANITARY FITMENTS, PLUMBING, DRAINAGE WORKS AND LATRINES) REGULATIONS 8A AND 61(3)
LIFT FOR THE DISABLED TO BE PROVIDED AS MARKED (D) ON PLANS.
TO BE COMPLY WITH DESIGN MANUAL BARRIER FREE ACCESS : 2008 (2021 EDITION)
12. PERMANENT ARTIFICIAL LIGHTING SHALL BE PROVIDED TO STAIRCASES AS INDICATED ON PLANS TOGETHER WITH A BATTERY-POWERED EMERGENCY LIGHTING SYSTEM COMPLYING WITH THE REQUIREMENTS OF THE DIRECTOR OF FIRE SERVICES AND B.S.5266 PART 1 : 1988 AND PERMANENTLY MAINTAINED IN EFFECTIVE WORKING ORDER ALL TO THE SATISFACTION OF THE BUILDING AUTHORITY.
13. ALL DIMENSIONS SHOWN ON DRAWINGS ARE STRUCTURAL AND IN (mm) UNLESS OTHERWISE STATED.
14. MINIMUM CLEAR HEIGHT (DOMESTIC AREA) FROM FLOOR TO UNDERSIDE OF BEAM TO BE 2.3 m AND TO CEILING TO BE 2.5 m.
15. ALL 100mm SOLID CONC. BLOCK PARTITION WALL REQUIRED TO HAVE 120 MINS. F.R.R. ARE TO BE FINISHED WITH 13 GYPSEUM PLASTER ON BOTH SIDES.
16. 60mins F.R.R VERTICAL SMOKE BARRIERS 450 HIGH SHALL BE PROVIDED TO PERIMETER OF ALL VOIDS INCLUDING ATRIUM VOIDS, ESCALATOR VOIDS AND STAIR VOIDS. AS PRESCRIBED UNDER PARAGRAPH C10.1 F.S. CODE 2011.
17. ARTIFICIAL LIGHTING AND MECHANICAL VENTILATION TO BE PROVIDED FOR THE AREA MARKED WITH THE FOLLOWING SYMBOL : (M/AI)
18. ALL LIFT DOORS TO HAVE F.R.R. –/120/– UNLESS OTHERWISE SPECIFIED ON PLAN
19. PERMANENT ARTIFICIAL LIGHTING SYSTEM TOGETHER WITH AN AUTOMATIC STAND-BY SYSTEM TO BE PROVIDED FOR THE AREA TO THE SATISFACTION OF THE BUILDING AUTHORITY WHERE MARKED WITH THE FOLLOWING SYMBOL : P/A
20. IN CASE OF POWER FAILURE, THE AUTOMATIC DOOR AT THE MAIN ENTRANCE CAN BE OPENED MANUALLY. (COMPLY WITH PARAGRAPH 8 13.2 F.S. CODE 2011.)
21. LIFT MODELS 5500 FOR MACHINE ROOM LESS HAD BEEN APPROVED BY EMSD ON 12OCT2016. (REF : (2) IN BM0000452) FOR LIFT 5.

22. CURTAIN WALLS AND CLADDINGS SHALL BE CONSTRUCTED ENTIRELY OF NON-COMBUSTIBLE MATERIALS IN ACCORDANCE WITH SECTION 5 OF THE CODE OF PRACTICE FOR FIRE SAFETY IN BUILDINGS 2011("FIRE CODE"), EXCEPT THE MATERIALS STATED IN CLAUSE C10.2 AND TABLE C2 OF PART C OF FIRE CODE.
23. BRAILLE CELLS AND TACTILE SIGNS WILL BE INSTALLED ON ADJACENT WALL OR DOOR OF PUBLIC TOILET TO INDICATE WHETHER THE TOILET IS FOR MALE, FEMALE OR UNISEX. THE SIGN WILL BE PLACED AT 900–1500MM A.F.F.L.
24. GONDOLA SYSTEM MEETING THE REQUIREMENT STIPULATED BY THE RELEVANT AUTHORITIES INCLUDING THE GUIDELINES IN PNAP ADV–11 AND ADV–14, WITH SPECIFICATIONS SUCH AS SIZE AND LOADING CAPACITY SERVING THE DESIGNED FUNCTION AND ADEQUATE RESTRAINT TO PREVENT UNDUE SWAY OR MOTION OF GONDOLA IN OPERATION, IS PROVIDED FOR THE ACCESS TO ALL EXTERNAL WALL FEATURES WHICH HAVE BEEN EXEMPTED OR DISREGARDED FROM SITE COVERAGE OR PLOT RATIO FOR THE ROUTINE MAINTENANCE, REPAIR AND GENERAL INSPECTION OF SUCH FEATURES, UNLESS OTHER MEANS OF SAFE ACCESS HAVE BEEN DEMONSTRATED ON PLAN FOR SUCH PURPOSES.
25. THE MATERIALS INCLUDING THE EMBEDDED FILLERS OR INSULATIONS PROPOSED IN THE METAL CLADDING SHALL BE CONSTRUCTED WITH BUILDING (CONSTRUCTION) REGULATION 28 AND THE RELEVANT CLAUSES OF THE CODE OF PRACTICE FOR FIRE SAFETY IN BUILDINGS 2011 PART E PARTICULARLY E10.1
26. COMPLY WITH CODE OF PRACTICE ON ACCESS FOR EXTERNAL MAINTENANCE_2021 AND CAP 1230 BUILDING (CONSTRUCTION) REGULATION
27. PRIOR TO THE APPLICATION FOR CONSENT TO THE COMMENCEMENT OF THE BUILDING WORKS, A PROVISIONAL EE REPORT SHOULD BE SUBMITTED ACCORDING TO PNAP APP–156.
28. LIFT(A) & LIFT(B) SERVE GROUND FLOOR TO 30TH FLOOR, EXCEPT 4TH, 13TH, 14TH, 24TH FLOOR.
29. THE PROPOSED DEVELOPMENT SHOULD COMPLY WITH THE REQUIREMENT OF RTIVeak, RTIVfear, OTIVeer, VLTclass and ERcase UNDER PARAGRAPH 5 OF PNAP APP 156.
30. THE RESIDENT'S RECREATIONAL FACILITIES SHOULD BE FOR EXCLUSIVE CASE OF THE OCCUPANTS OF THE DOMESTIC PREMISES OF THE BUILDING.
31. THE MINIMUM DIMENSION OF THE AREA FOR THE REFUGE SHOULD AT LEAST 50% GREATER THAN THE WIDTH OF THE WIDEST REQUIRED STAIRCASE PASSING THROUGH THE REFUGE FLOOR UNDER F.S. B18.2 (C)
32. BEFORE APPLYING FOR THE CONSENT TO COMMENCE THE SUPERSTRUCTURE WORKS, THE PROVISIONS FOR M&R ACCESS REQUIRED UNDER THE CODE OF PRACTICE ON ACCESS FOR EXTERNAL MAINTENANCE WILL BE SUBMITTED TO AND APPROVED BY BD

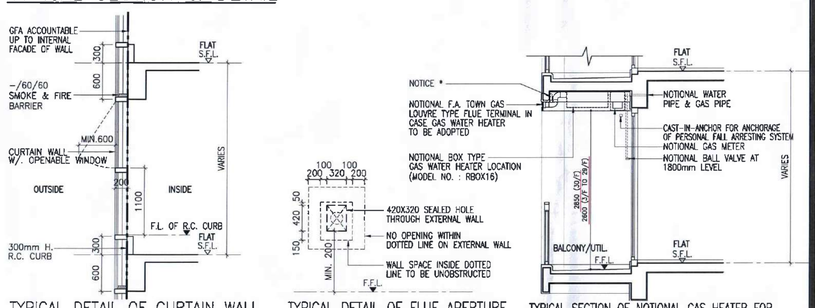
DEMONSTRATION ON COMPLIANCE WITH PNAP APP–152

A. BUILDING SEPARATION REQUIREMENT :
NOT APPLICABLE AS
1. SITE AREA = 518.408 m^2 < 20,000 m^2
2. Lp = 27.295 m < 60 m

B. BUILDING SET BACK REQUIREMENT :
NOT APPLICABLE AS
1. WIDTH OF KAM WA STREET > 15 m

C. SITE COVERAGE OF GREENERY REQUIREMENT :
NOT APPLICABLE AS
1. SITE AREA = 518.408 m^2 < 1,000 m^2

TYPICAL SECTION & DETAIL



TYPICAL DETAIL OF CURTAIN WALL & OPENABLE WINDOW

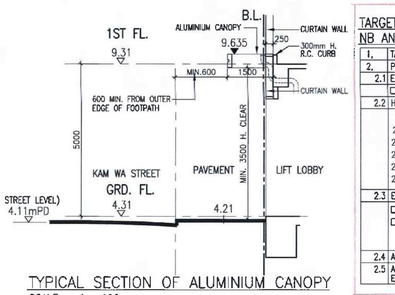
SCALE = 1 : 50
(WORKER CAN CARRY OUT THE GENERNAL MAINTENANCE ACTIVITIES IN FLAT UNIT, BALCONY AND UTILITY PLATFORM). FOR SOME CLEANING, MAINTENANCE & REPAIR WORKS, SCAFFOLDING OR TEMPORARY / PERMANENT GONDOLA SYSTEM WILL BE APPLIED.

TYPICAL DETAIL OF FLUE APERTURE IN EXTERNAL WALL

SCALE = 1 : 50

TYPICAL SECTION OF NOTIONAL GAS HEATER FOR 3RD TO 30TH FLOOR ALL FLAT UNITS

SCALE = 1 : 50
* A NOTICE IN ENGLISH AND CHINESE AND OF METAL, PLASTIC OR OTHER SUITABLE MATERIAL SHOWING THE LOCATION OF THE APERTURE FOR THE PURPOSES OF BUILDING (PLANNING) REGULATION 35A TO BE AFFIXED TO THE BALCONY / U.P. BEFORE APPLICATION FOR O.P.



TYPICAL SECTION OF ALUMINIUM CANOPY

SCALE = 1 : 100

TARGET RATING IN THE COMPLIANCE ASSESSMENT UNDER BEAM PLUS NB AND SPECIFIC STANDARDS AS STIPULATED IN PNAP APP–151

	TARGET RATING IN THE COMPLIANCE ASSESSMENT UNDER BEAM PLUS NB	ANTICIPATED GOLD
1.	PROVISION OF SPECIFIC STANDARD(S)	
2.1	ENHANCED GREENERY PROVISION	☐
	☐ SKYRISE GREENING ☐ GREENING BUFFER ☐ TREE CLUSTER	☐
2.2	HEALTH AND WELL–BEDING	
	FEATURES:	
	2.2.1	
	2.2.2	
	2.2.3	
	2.2.4	
	2.2.5	
2.3	ENHANCED NATURAL VENTILATION	☐
	☐ NVTC REQUIREMENTS FOR RESIDENTIAL BUILDING ☐ LIGHT WELL PROVIDED IN A RESIDENTIAL BUILDING FOR THE PURPOSE OF COMPLIANCE WITH REGULATION 35 OF THE BUILDING (PLANNING) REGULATIONS	
2.4	ADOPTION OF BUILDING INFORMATION MODELLING	☐
2.5	ADOPTION OF MULTI–TRADE INTEGRATED MECHANICAL, ELECTRICAL AND PLUMBING IN BUILDING SERVICES	☐

SITE AREA DIAGRAM

1:250

LIST OF G.F.A. CONCESSIONS

	To be specified on plans in making application for GFA concessions		To be specified in the final amendment plans prior to the application for occupation permit
	Non-Domestic	Domestic	
Disregarded GFA under Building (Planning) Regulation 23(3)(b)			
1. Carpark and loading/unloading areas excluding public transport terminus	–	–	–
2. Plant rooms and similar services			
2.1 Area of plant rooms and similar services which are limited by respective PNAP's or regulations such as: i) TBE room	–	24.231 m²	–
ii) material recovery chamber	–	54.900 m²	–
iii) lift machine room	–	35.133 m²	–
Total	–	114.264 m²	–
2.2 Area of plant rooms and similar services which are NOT limited by any PNAP's or regulations such as room occupied solely by FSI and equipment, meter room, transformer room, pump room, etc.	–	403.509 m²	–
2.3 Non-mandatory or non-essential plant room, such as A/C room, AHU room i) AHU plant room	–	–	–
ii) CHILLER plant room	–	–	–
Green Features under JPN 1 and 2			
5. Balcony	–	90.000 m²	–
6. Wider common corridor and lift lobby	–	–	–
7. Communal sky garden	–	–	–
8. Communal podium garden for non-domestic building	–	–	–
9. Acoustic fin	–	–	–
10. Wing wall, wind catcher and funnel	–	–	–
11. Non-structural prefabricated external wall	–	–	–
12. Utility platform	–	67.500 m²	–
13. Noise barrier	–	–	–
Amenity Features			
14. Counters, offices, stores, guard rooms and lavatories for watchmen, management staff and owners corporation office	–	–	–
15. Recreational facilities	–	117.539 m²	–
16. Covered landscaped and play area	–	–	–
17. Horizontal screens/covered walkways	–	–	–
18. Larger lift shaft	–	118.920 m²	–
19. Chimney shaft	1.590 m²	–	–
20. Other non-mandatory or non-essential plant room, such as boiler room, SMATV room	–	–	–
21. Pipe duct, air duct for mandatory feature or essential plant room	–	44.871 m²	–
22. Pipe duct, air duct for non-mandatory or non-essential plant room	–	–	–
23. Plant room, pipe duct, air duct for environmentally friendly system and feature	–	–	–
24. High headroom and void in front of cinema, shopping arcade etc. in non-domestic development	–	–	–
25. Void over main common entrance (prestige entrance) in non-domestic development	–	–	–
26. Void in duplex domestic flat and house	–	–	–
27. Sun shade and reflector	–	–	–
28. Minor projection such as AC box, window sill, projecting window	–	–	–
29. Other projection such as air-conditioning box, and platform with a projection of more than 750mm from external wall	–	–	–
Other Items			
30. Refuge floor including refuge floor cum sky garden	–	155.438 m²	–
31. Covered area under large projecting/ overhanging feature	–	–	–
32. Public transport terminus (PTT)	15,044 m²	–	–
33. Party structure and common staircase	–	–	–
34. Horizontal area of staircase, lift shaft and vertical duct solely serving floor accepted as not being accounting for GFA	–	74.892 m²	–
35. Public passage	–	–	–
36. Covered set back area	–	–	–
Bonus GFA			
37. Bonus GFA	–	–	–

FEATURES SUBJECT TO THE OVERALL CAP OF 10% (FOR NON-DOMESTIC)

= 1,590 m² (ITEM 19) / 388,957 m² x 100% = 0.409 % < 10 %

FEATURES SUBJECT TO THE OVERALL CAP OF 10% (DOMESTIC)

TOTAL AREA = 90,000 m² (ITEM 5) + 67,500 m² (ITEM 12) + 117,539 m² (ITEM 15) + 118,920 m² (ITEM 18)
= 393,959 m² / 3,939,788 m² x 100% = 9.999 % < 10 %

SITE COVERAGE AND PLOT RATIO CALCULATIONS

(UNDER BUILDING REGULATION & TOWN PLANNING)

SITE PARTICULAR

AREA OF SITE = 518.408 m²
CLASS OF SITE = 'A'
HEIGHT OF BUILDING = 98.51m (ROOF LEV.) - 4.11m (MEAN STREET LEV.) = 92.40m (OVER 81m)

SITE COVERAGE

PERMISSIBLE SITE COVERAGE FOR NON-DOMESTIC (NOT EXCEEDING 15m) = 100%
ACTUAL SITE COVERAGE FOR NON-DOMESTIC (NOT EXCEEDING 15m) = 500.003 m² / 518.408 m² x 100% = 96.450% < 100%
PERMISSIBLE SITE COVERAGE NON-DOMESTIC (OVER 15m) = 60%
ACTUAL SITE COVERAGE FOR NON-DOMESTIC = 310.495 m² / 518.408 m² x 100% = 59.884% < 60%
PERMISSIBLE SITE COVERAGE FOR DOMESTIC (OVER 61m) = 33.33%
ACTUAL SITE COVERAGE FOR DOMESTIC = 172.777 m² / 518.408 m² x 100% = 33.328% < 33.33%

PLOT RATIO

UNDER BUILDING REGULATION

PERMISSIBLE PLOT RATIO FOR NON-DOMESTIC = 15
PERMISSIBLE PLOT RATIO FOR DOMESTIC = 8
PROPOSED PLOT RATIO FOR NON-DOMESTIC = 388.957 / 518.408 m² = 0.75027 < 0.75408 = 3,939.788 / 518.408 m² = 7.600 < 8
REMAINING PLOT RATIO FOR NON-DOMESTIC = (8 - 7.600) x 15 / 8 = 0.7504 < 0.75408
PROPOSED PLOT RATIO FOR DOMESTIC = 3,939.788 / 518.408 m² = 7.600 < 8

ACTUAL G.F.A. FOR NON-DOMESTIC PART

GROUND FLOOR	= 336.617 m²
1ST FLOOR	= 52.340 m²
2ND FLOOR	= 51.028 m²
TOTAL NON-DOMESTIC GROSS FLOOR AREA	= 388.957 m²

ACTUAL G.F.A. FOR DOMESTIC PART

GROUND FLOOR	= 68.332 m²
3RD FLOOR	= 161.673 m²
5TH-21ST FLOORS (168.673 m² x 15 storeys)	= 2,530.095 m²
22ND-28TH FLOORS (166.710 m² x 6 storeys)	= 1,000.260 m²
29TH FLOOR	= 149.344 m²
30TH FLOOR	= 149.004 m²
31ST FLOOR	= 136.630 m²
SUB-TOTAL GROSS FLOOR AREA	= 4,058.708 m²
DEDUCT	
LIFT SHAFT EXEMPTED AREA	= 118.920 m² [(ITEM 18)
TOTAL DOMESTIC GROSS FLOOR AREA	= 3,939.788 m²

TOTAL G.F.A. (NON-DOMESTIC G.F.A. + DOMESTIC G.F.A.) = 4,328.745 m²

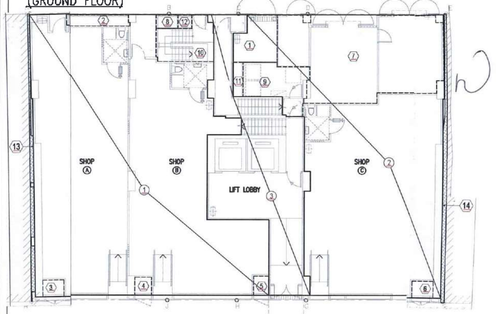
G.F.A. COUNTABLE LIFT SHAFT AREA SCHEDULE (FOR DOMESTIC USE) - REFER PNAP APP-89

FLOOR	LIFT NO.	LIFT SHAFT AREA (m²) PER FLOOR	NO. OF FLOOR	SUBTOTAL (m²)	
GROUND FLOOR, 3RD TO 30TH	LIFT 1	2.15 x 2.05 = 4.408	25	110.200	220.400
	LIFT 2	2.15 x 2.05 = 4.408		110.200	

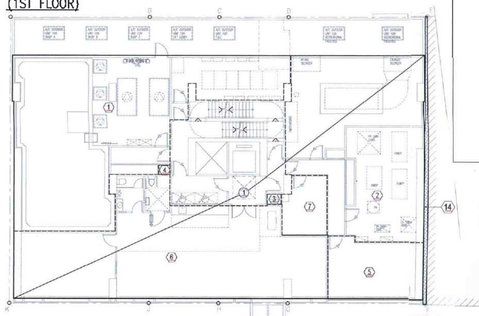
G.F.A. OF LIFT SHAFT TO BE EXEMPTED
= 220.400 m² / 4,058.708 m² x 100% - 2.5%
= 5.430% - 2.5%
= 2.930%
ACTUAL EXEMPTED G.F.A. OF LIFT SHAFT
= 4,058.708 m² x 2.930%
= 118.920 m²

SITE COVERAGE AND GROSS FLOOR AREA DIAGRAMS AND CALCULATIONS

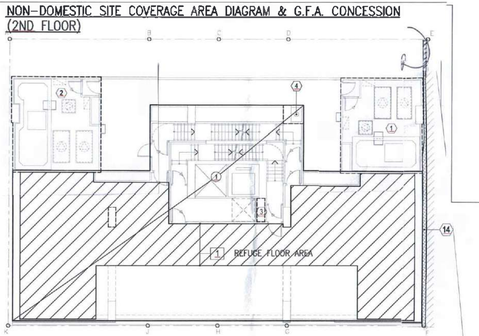
NON-DOMESTIC GROSS FLOOR AREA DIAGRAM (GROUND FLOOR)



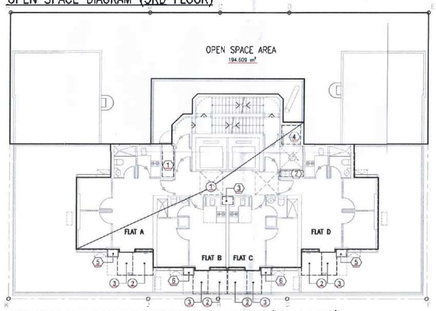
NON-DOMESTIC GROSS FLOOR & RECREATIONAL FACILITIES AREA DIAGRAM (1ST FLOOR)



NON-DOMESTIC SITE COVERAGE AREA DIAGRAM & G.F.A. CONCESSION (2ND FLOOR)



DOMESTIC GROSS FLOOR AREA & OPEN SPACE DIAGRAM (3RD FLOOR)



DOMESTIC SITE COVERAGE AREA CALCULATION (OVER 61m)

BUILDING COVERED AREA (LEGEND ------) = 165.777 m²
(2) BALCONY 2.000 m² x 4 nos. x 50% = 4.000 m²
(3) UTIL. 1.500 m² x 4 nos. x 50% = 3.000 m²
TOTAL = 172.777 m²

LIST OF G.F.A. CONCESSIONS

FEATURES SUBJECT TO THE OVERALL CAP OF 10%

PNAP APP-151 APPENDIX A ITEMS REFER	AREA	
GREEN FEATURES UNDER JPNs		
- BALCONY UNDERNEATH AT 3RD FLOOR		= 8.000 m²
- BALCONY (FOR 5/F - 21/F)	(2.000 m² - 1.000 m²) x 4 = 4.000 m² x 15 STOREYS	= 60.000 m²
- BALCONY (FOR 22/F - 28/F)	(2.000 m² - 1.000 m²) x 3 = 3.000 m² x 6 STOREYS	= 18.000 m²
- BALCONY (FOR 29/F)	(2.000 m² - 1.000 m²) x 2 = 2.000 m² x 1 STOREY	= 2.000 m²
- BALCONY (FOR 30/F)	(2.000 m² - 1.000 m²) x 2 = 2.000 m² x 1 STOREY	= 2.000 m²
- BALCONY (FOR 31/F)	(2.000 m² - 1.000 m²) x 3 = 3.000 m² x 1 STOREY	= 3.000 m²
	TOTAL BALCONY AREA	= 93.000 m²
- UTIL. UNDERNEATH AT 3RD FLOOR		= 6.000 m²
- UTIL. (FOR 5/F - 21/F)	(1.500 m² - 0.750 m²) x 4 = 3.000 m² x 15 STOREYS	= 45.000 m²
- UTIL. (FOR 22/F - 28/F)	(1.500 m² - 0.750 m²) x 3 = 2.250 m² x 6 STOREYS	= 13.500 m²
- UTIL. (FOR 29/F)	(1.500 m² - 0.750 m²) x 2 = 1.500 m² x 1 STOREY	= 1.500 m²
- UTIL. (FOR 30/F)	(1.500 m² - 0.750 m²) x 2 = 1.500 m² x 1 STOREY	= 1.500 m²
- UTIL. (FOR 31/F)	(1.500 m² - 0.750 m²) x 3 = 2.250 m² x 1 STOREY	= 2.250 m²
	TOTAL UTIL. AREA	= 67.500 m²

GROUND FLOOR DOMESTIC G.F.A. CALCULATION

(3) = 68.332 m²

GROUND FLOOR NON-DOMESTIC G.F.A. CALCULATION

(1) = 237.865 m²
(2) = 193.806 m²
SUB-TOTAL = 431.671 m²

DEDUCT

(1)	= 7.910 m²	REFUSE STORAGE AND MATERIAL RECOVERY CHAMBER	#(ITEM 2.1 - ii)
(2)	= 2.853 m²	CHECK METER CABINET	75.631 m² #(ITEM 2.2)
(3)	= 1.540 m²	SP.I.	
(4)	= 1.320 m²	F.S.I.	
(5)	= 1.300 m²	DRENCHER INLET	
(6)	= 1.540 m²	SP.I.	
(7)	= 54.855 m²	HV SWITCH ROOM, TRANSFORMER ROOM, LV CABLE RISER ROOM	
(8)	= 1.247 m²	DOWNGAS CABINET	
(9)	= 10.976 m²	F.S. CONTROL ROOM AND SPRINKLER CONTROL VALVE ROOM	
(10)	= 9.222 m²	STAIRCASE FOR LIFT PIT	#(ITEM 34)
(11)	= 1.482 m²	P.D.	2.291 m² #(ITEM 21)
(12)	= 0.809 m²	T.B.E. DUCT	
SUB-TOTAL	= 95.054 m²		

TOTAL NON-DOMESTIC G.F.A. = 336.617 m²

NON-DOMESTIC SITE COVERAGE CALCULATION (NOT EXCEEDING 15m)

(1) + (2) + (3) = 500.003 m²

EXISTING PARTY WALL AREA EXCLUED FROM G.F.A. AND PLOT RATIO CALCUALTION

(13) G/F = 3.243 m²
(14) G/F TO 2/F 3.935 m² x 3 storeys = 11.805 m²
TOTAL EXISTING PARTY WALL AREA = 15.048 m²
EXISTING PARTY WALL PLOT RATIO = 15.048 m² / 518.408 m² = 0.029

1ST FLOOR NON-DOMESTIC G.F.A. CALCULATION

(1) BUILDING COVERED AREA = 432.771 m²

DEDUCT

(1)	= 128.659 m²	SPRINKLER WATER PUMP & TANK ROOM, LV SWITCH ROOM, CHECK METER CABINET	227.221 m² #(ITEM 2.2)
(2)	= 97.934 m²	POTABLE & FLUSHING WATER PUMP & TANK ROOM, W.M.C., CHECK METER CABINET & EMERGENCY GENERATOR ROOM	
(3)	= 0.628 m²	H.R.	
(4)	= 0.450 m²	P.D.	#(ITEM 21)
(5)	= 24.231 m²	T.B.E. ROOM	#(ITEM 2.1 - i)
(6)	= 117.539 m²	RECREATIONAL FACILITIES	#(ITEM 15)
(7)	= 10.990 m²	RECYCLING CORNER	#(ITEM 2.1 - ii)
SUB-TOTAL	= 380.431 m²		

TOTAL NON-DOMESTIC G.F.A. = 52.340 m²

EXEMPTED RECREATIONAL FACILITIES G.F.A. CALCULATION (1ST FLOOR)

RECREATIONAL FACILITIES AREA CALCULATION = 117.539 m²
ALLOWABLE G.F.A. EXCLUSION FOR RECREATIONAL FACILITIES NOT MORE THAN 5% OF THE TOTAL DOMESTIC G.F.A.
= 3,939.788 m² x 5%
= 196.989 m²
PROVIDED RECREATIONAL FACILITIES G.F.A.
= 117.539 m² < 196.989 m² (5%)

NON-DOMESTIC SITE COVERAGE CALCULATION (OVER 15m)

(1) BUILDING COVERED AREA = 310.495 m²

REFUGE FLOOR CALCULATIONS #(ITEM 30)

REFUGE FLOOR AREA REQUIRED:
310.495 m² / 2 = 155.248 m²
[1] PROPOSED REFUGE FLOOR AREA (LEGEND ▨) = 155.438 m² > 155.248 m² (REQUIRED)

2ND FLOOR G.F.A. CONCESSION DIAGRAM

(1)	= 34.324 m²	F.S. WATER PUMP AND TANK ROOM & CHECK METER CABINET #(ITEM 2.2)
(2)	= 26.522 m²	DRENCHER WATER PUMP AND TANK ROOM & CHECK METER CABINET #(ITEM 2.2)
(3)	= 0.814 m²	P.D. #(ITEM 21)
(4)	= 1.590 m²	CHIMNEY SHAFT #(ITEM 19)

3RD FLOOR DOMESTIC G.F.A. CALCULATION

(1) BUILDING COVERED AREA = 165.777 m²

DEDUCT

(1)	= 1.613 m²	E.M.C	2.219 m² #(ITEM 2.2)
(2)	= 0.606 m²	W.M.C. & H.R	
** (3)	= 0.385 m²	P.D.	#(ITEM 21)
(4)	= 1.500 m²	RSR	#(ITEM 2.1 - ii)
SUB-TOTAL	= 4.104 m²		

TOTAL DOMESTIC G.F.A. = 161.673 m²

OPEN SPACE AREA CALCULATIONS

CLASS OF SITE : 'A'
OPEN SPACE AREA REQUIRED :
= 1/2 ROOF OVER AREA
172.777 m² x 1/2 = 86.389 m²

TOTAL OPEN SPACE AREA PROVIDED = 194.609 m² > 86.389 m²

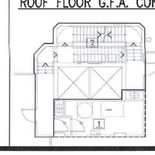
COVERED AREA UNDERNEATH 3RD FLOOR BALCONY & U.P.

(2) BALCONY 2.000 m² x 4 nos. = 8.000 m²
(3) UTIL. 1.500 m² x 4 nos. = 6.000 m²

EXTERNAL PIPE DUCT CALCULATION

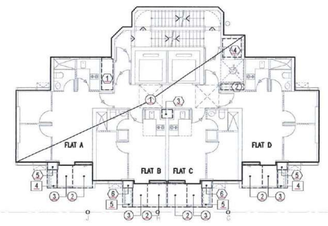
(5)+(6)+(8)+(9) = 0.352 m² + 0.352 m² + 0.345 m² + 0.345 m² = 1.394 m² #(ITEM 21)

ROOF FLOOR G.F.A. CONCESSION DIAGRAM



[1] = 15.819 m² FRESH WATER BOOSTER PUMP ROOM & H.R. #(ITEM 2.2)
[2] = 36.489 m² HORIZONTAL AREA OF STAIRCASE #(ITEM 34)

DOMESTIC GROSS FLOOR AREA DIAGRAM (5TH - 21ST FLOOR)(15 STOREYS)



5TH - 21ST FLOOR DOMESTIC G.F.A. CALCULATION

(1) BUILDING COVERED AREA = 165.777 m²
* (2) BALCONY 2 m² x 4 - 1 m² x 4 = 4.000 m² [(ITEM 5)
*** (3) UTIL. 1.5 m² x 4 - 0.75 m² x 4 = 3.000 m² [(ITEM 12)
SUB-TOTAL = 172.777 m²

DEDUCT

(1)	= 1.613 m²	E.M.C	2.219 m² #(ITEM 2.2)
(2)	= 0.606 m²	W.M.C. & H.R	
** (3)	= 0.385 m²	P.D.	#(ITEM 21)
(4)	= 1.500 m²	RSR	#(ITEM 2.1 - ii)
SUB-TOTAL	= 4.104 m²		

TOTAL DOMESTIC G.F.A. = 168.673 m²

A/C PLATFORM CALCULATION - EXEMPTED G.F.A. & SITE COVERAGE

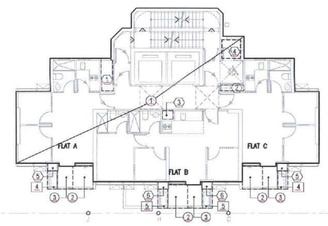
(UNDER CODE OF PRACTICE ON DESIGN FOR SAFETY - EXTERNAL MAINTENANCE APPENDIX B)

4 x 2 + 5 x 2 = 0.790 m² x 2 + 0.800 m² x 2 = 3.180 m²

EXTERNAL PIPE DUCT CALCULATION

(5)+(6)+(8)+(9) = 0.352 m² + 0.352 m² + 0.345 m² + 0.345 m² = 1.394 m² #(ITEM 21)

DOMESTIC GROSS FLOOR AREA DIAGRAM (22ND - 28TH FLOOR)(6 STOREYS)



22ND - 28TH FLOOR DOMESTIC G.F.A. CALCULATION

(1) BUILDING COVERED AREA = 165.564 m²
* (2) BALCONY 2 m² x 3 - 1 m² x 3 = 3.000 m² [(ITEM 5)
*** (3) UTIL. 1.5 m² x 3 - 0.75 m² x 3 = 2.250 m² [(ITEM 12)
SUB-TOTAL = 170.814 m²

DEDUCT

(1)	= 1.613 m²	E.M.C	2.219 m² #(ITEM 2.2)
(2)	= 0.606 m²	W.M.C. & H.R	
** (3)	= 0.385 m²	P.D.	#(ITEM 21)
(4)	= 1.500 m²	RSR	#(ITEM 2.1 - ii)
SUB-TOTAL	= 4.104 m²		

TOTAL DOMESTIC G.F.A. = 166.710 m²

A/C PLATFORM CALCULATION - EXEMPTED G.F.A. & SITE COVERAGE

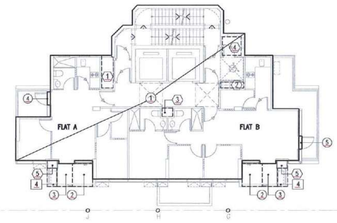
(UNDER CODE OF PRACTICE ON DESIGN FOR SAFETY - EXTERNAL MAINTENANCE APPENDIX B)

4 x 2 + 5 x 2 = 0.790 m² x 2 + 0.800 m² x 2 = 3.180 m²

EXTERNAL PIPE DUCT CALCULATION

(5)+(6)+(8)+(9) = 0.352 m² + 0.352 m² + 0.345 m² + 0.345 m² = 1.394 m² #(ITEM 21)

DOMESTIC GROSS FLOOR AREA DIAGRAM (29TH & 30TH FLOOR)



29TH & 30TH FLOOR DOMESTIC G.F.A. CALCULATION

(1) BUILDING COVERED AREA = 149.608 m²
* (2) BALCONY 2 m² x 2 - 1 m² x 2 = 2.000 m² [(ITEM 5)
*** (3) UTIL. 1.5 m² x 2 - 0.75 m² x 2 = 1.500 m² [(ITEM 12)
SUB-TOTAL = 153.108 m² - 30TH FLOOR

ADD

(4)	= 0.170 m²	
(5)	= 0.170 m²	

SUB-TOTAL = 153.448 m² - 29TH FLOOR

DEDUCT

(1)	= 1.613 m²	E.M.C	2.219 m² #(ITEM 2.2)
(2)	= 0.606 m²	W.M.C. & H.R	
** (3)	= 0.385 m²	P.D.	#(ITEM 21)
(4)	= 1.500 m²	RSR	#(ITEM 2.1 - ii)
SUB-TOTAL	= 4.104 m²		

TOTAL DOMESTIC G.F.A. CALCULATION
153.448 m² - 4.104 m² = 149.344 m² - 29TH FLOOR
153.108 m² - 4.104 m² = 149.004 m² - 30TH FLOOR

A/C PLATFORM CALCULATION - EXEMPTED G.F.A. & SITE COVERAGE

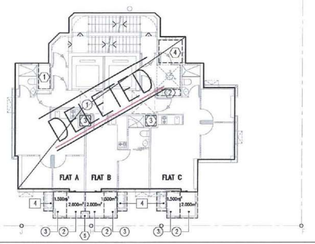
(UNDER CODE OF PRACTICE ON DESIGN FOR SAFETY - EXTERNAL MAINTENANCE APPENDIX B)

4 x 2 = 0.790 m² x 2 = 1.580 m²

EXTERNAL PIPE DUCT CALCULATION

(5)+(6) = 0.352 m² + 0.352 m² = 0.704 m² #(ITEM 21)

DOMESTIC GROSS FLOOR AREA DIAGRAM (31ST FLOOR)



31ST FLOOR DOMESTIC G.F.A. CALCULATION

(1) BUILDING COVERED AREA = 136.472 m²
* (2) BALCONY [{(1.195m x 1.368m) - (1.195m x 0.364m)} x 2] + [{(1.156m x 1.780m) - (1.156m x 1.118m x 3)} = 3.000 m² [(ITEM 5)
*** (3) UTIL. [(0.857m x 2.730m x 3) - (0.75m² x 3)] = 2.250 m² [(ITEM 12)
SUB-TOTAL = 141.722 m²

DEDUCT

(1)	= 1.256 m²	E.M.C	1.862 m² #(ITEM 2.2)
(2)	= 0.606 m²	W.M.C. & H.R	
** (3) X 2	0.490 x 2 = 0.980 m²	P.D.	#(ITEM 21)
(4)	= 2.250 m²	R.S.&W.R.R.	#(ITEM 2.1 - ii)
SUB-TOTAL	= 5.092 m²		

TOTAL DOMESTIC G.F.A. = 136.630 m²

A/C PLATFORM CALCULATION - EXEMPTED G.F.A. & SITE COVERAGE

(UNDER CODE OF PRACTICE ON DESIGN FOR SAFETY - EXTERNAL MAINTENANCE APPENDIX B)

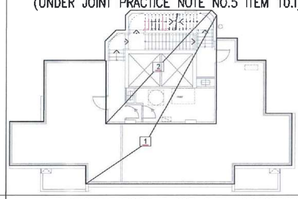
4 0.640m x 1.250m x 3 = 2.400 m²

EXTERNAL PIPE DUCT CALCULATION

(5) = 0.256 m² #(ITEM 21)

DIAGRAM FOR TOTAL AREAS OF ALL THE ENCLOSED (AND COVERED) STRUCTURES ON ROOF-TOP OF BUILDINGS (FOR DLO ONLY)

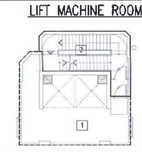
(UNDER JOINT PRACTICE NOTE NO.5 ITEM 10.1)



CALCULATION FOR TOTAL AREAS OF ALL THE ENCLOSED (AND COVERED) STRUCTURES ON ROOF-TOP OF BUILDINGS

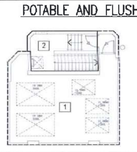
ROOF AREA OF THE FLOOR BELOW
[1] = 149.198 m²
PERMITTED TOTAL AREAS OF ALL THE ENCLOSED (AND COVERED) STRUCTURES ON ROOF-TOP OF BUILDINGS
= 149.198 m² x 50%
= 74.599 m²
ACTUAL TOTAL AREAS OF ALL THE ENCLOSED (AND COVERED) STRUCTURES ON ROOF-TOP OF BUILDINGS
[1] = 52.308 m² (35.058%) < 74.599 m² (50%)

LIFT MACHINE ROOM FLOOR G.F.A. CONCESSION DIAGRAM



[1] = 35.133 m² LIFT MACHINE ROOM #(ITEM 2.1 - iii)
[2] = 17.483 m² HORIZONTAL AREA OF STAIRCASE #(ITEM 34)

POTABLE AND FLUSHING WATER TANK ROOM FLOOR PLAN



[1] = 40.928 m² POTABLE AND FLUSHING WATER TANK ROOM #(ITEM 2.2)
[2] = 11.683 m² HORIZONTAL AREA OF STAIRCASE #(ITEM 34)

REFERENCES :

File
B. D. : BD 2/3009/19
F. S. D. : FP 8/13004<34>

JOB TITLE :

PROPOSED COMMERCIAL/RESIDENTIAL ON SIL 433 S.F, SIL 433 S.G, SIL 433 RP, SIL 433 S.D AT NOS. 9-19 KAM WA STREET, SHAU KEI WAN, HONG KONG

GENERAL NOTES :
1. Do not scale drawings : Figured dimensions are to be followed.
2. All dimensions are to be checked and verified on site.
3. All prints, notes, specifications and thier copyright are the property of the Architects/Engineers.
4. This Drawing is not valid for construction or other purposed unless certified by the Architects/Engineers.

NOTES :
4TH, 13TH, 14TH, 24TH DELETED FROM FLOOR NUMBERING SYSTEM.
#{ITEM XX} G.F.A. CONCESSION OF PNAP APP-151
[{ITEM XX} G.F.A. CONCESSION OF PNAP APP-151 (CAP 10%)

REVISIONS		SIGNATURE	DATE
–	FIRST SUBMISSION	JIMMY	08/19
–	RE-SUBMISSION	JIMMY	01/20
–	RE-SUBMISSION	JIMMY	04/20
–	RE-SUBMISSION	JIMMY	09/20
A	GENERAL REVISION	JIMMY	03/21
B	GENERAL REVISION	JIMMY	01/23
C	GENERAL REVISION	JIMMY	12/24

DESIGNED		
DRAWN	JIMMY	09/19
CHECKED		

ARCHITECT/ENGINEER IN CHARGE

NG KIT WAH BENNY
AUTHORIZED PERSON - ARCHITECT

Plan Approved
WAN Chiwai
Chief Building Surveyor
for BUILDING AUTHORITY
- 4 FEB 2025

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(b) and the provision of section 14(2)(c) of the Buildings Ordinance are of particular relevance in this regard.

FOR BUILDINGS DEPARTMENT

AMENDED PLAN

06 DEC 2024

百利保發展顧問有限公司
Paliburg Development Consultants Limited

DRG. TITLE : (BUILDING PLAN)
GFA DIAGRAMS AND CALCULATIONS

SCALE : 1 : 200	File Name: (for CAD drawing) 2-02
JOB NO : 433	DRG.NO. : 2-02

PROVISIONS OF MEANS OF ESCAPE IN CASE OF FIRE

DISCHARGE VALUE FOR STAIRCASE PROVIDED				ACTUAL CAPACITY OF GROUND FLOOR				
No. of staircase	Width of each staircase (mm)	No. of storeys above ground floor	Total discharge value (person)	Floor	Use	Usable Floor area (sq. m)	Area occupied per person (sq. m)	Total capacity (person)
				G/F	SHOP A	98.547	3	33
					SHOP B	93.119		32
					SHOP C	104.779		35
					~~SHOP D~~	~~40.791~~		~~14~~
					~~SHOP E~~	~~39.888~~		~~14~~

DISCHARGE VALUE FOR STAIRCASE PROVIDED				ACTUAL CAPACITY ABOVE GROUND FLOOR						
						~~39.634~~	~~13~~	~~69~~		
						~~58.535~~		~~19~~		
				1/F	RECREATIONAL FACILITIES	CHILDREN PLAY AREA 23.443	4.5	5		
						GYMNASIUM 45.103	3	15		
						RECEPTION 2.795	10	1		
						PANTRY 5.344	4.5	2		
S1~1 & S1~2	1050	26 (1/F TO 30/F)	2 x [498 x (32 x 18)] x 0.7	3/F		FLAT A 26.571	9	3		
						FLAT B 17.076	9	2		
						FLAT C 17.076	9	2		10
						FLAT D 28.670	9	3		
						~~FLAT E 37.478~~	~~9~~	~~4~~		
				5/F TO 21/F		FLAT A 29.669	9	4	14 (PER FLOOR)	210 (14 STOREYS)
						FLAT B 20.111	9	3		
						FLAT C 20.111	9	3		
						FLAT D 29.768	9	4		
						~~FLAT E 39.555~~	~~9~~	~~4~~		
				22/F TO 28/F		FLAT A 29.669	9	4	13 (PER FLOOR)	78 (6 STOREYS)
						FLAT B 37.678	9	5		
						FLAT C 29.768	9	4		
				29/F		FLAT A 35.751	9	4		
						FLAT B 48.161	9	5		10
						~~FLAT C 39.854~~	~~9~~	~~4~~		
				30/F		FLAT A 35.517	9	4		
						FLAT B 47.922	9	5		10
						~~FLAT C 39.654~~	~~9~~	~~4~~		
				~~31/F~~		~~FLAT A 28.884~~	~~9~~	~~3~~		
						~~FLAT B 10.335~~	~~9~~	~~3~~		~~10~~
						~~FLAT C 29.854~~	~~9~~	~~3~~		
		ABOVE G/F TOTAL = 1,414 persons						ABOVE G/F TOTAL = 343		

PROVISIONS OF EXIT DOORS & EXIT ROUTES FROM ROOM OR STOREY

FLOOR	EXIT FROM STOREY OR FLAT	CAPACITY OF ROOM OR STOREY	REQUIRED					PROVIDED				
			Min. No. of exit routes or doors	Min. width of each		Min. total width of		No. provided and Min. width of each		Min. total width of	
				Exit door	Exit route	Exit doors	Exit routes	Exit door	Exit route	Exit doors	Exit routes
G/F	SHOP A	33	2	750	1050	1200	2100	2~825	2~1050	1750	2100
	SHOP B	32	2	850	1050	1200	2100	2~825	2~1050	1750	2100
	SHOP C	35	2	850	1050	1200	2100	2~825	2~1050	1750	2100
	~~SHOP D~~	~~14~~	~~1~~	~~750~~	~~1050~~			~~1050~~	~~1050~~	~~1050~~	~~1050~~
	~~SHOP E~~	~~14~~	~~1~~	~~750~~	~~1050~~			~~1050~~	~~1050~~	~~1050~~	~~1050~~
1/F	SHOP, RECREATIONAL FACILITIES, T.B.E.	75	2	750	1050	1200	2100	2~800	2~1050	1600	2100
2/F	FLAT	30	1	750	1050			2~800	2~1050	1600	2100
5/F TO 21/F	FLAT	14 (PER FLOOR)	1	750	1050			2~800	2~1050	1600	2100
22/F TO 29/F	FLAT	13 (PER FLOOR)	1	750	1050			2~800	2~1050	1600	2100
29/F	FLAT	10	1	750	1050			2~800	2~1050	1600	2100
30/F	FLAT	10	1	750	1050			2~800	2~1050	1600	2100
~~31/F~~	~~FLAT~~	~~10~~	~~1~~	~~750~~	~~1050~~			2~800	2~1050	1600	2100

SCHEDULE OF SANITARY FITMENTS

FLOOR	USE	U.F.A. (sq. meter)	AREA OCCUPIED PER PERSON (sq. meter)	TOTAL CAPACITY PER FLOOR/UNIT (person)	PROPORTION OF MALE TO FEMALE	SANITARY FITMENTS REQUIRED				SANITARY FITMENTS PROVIDED				D. LAV.	
						W.C.	Basin or water point	Urinal	Bath or shower	W.C.	Basin or water point	Urinal	Bath or shower	REQ.	PROV.
G/F	SHOP A	98.547	15	7	M : 3 F : 4	1	1			~~1~~ 1	~~1~~ 1			1	1
	SHOP B	93.119	15	7	M : 3 F : 4	1	1			~~1~~ 1	~~1~~ 1			1	1
	SHOP C	104.779	15	7	M : 3 F : 4	1	1			~~1~~ 1	~~1~~ 1			1	1
	~~SHOP D~~	~~40.791~~	~~15~~	~~3~~	M : 1 F : 2										
	~~SHOP E~~	~~39.888~~	~~15~~	~~3~~	M : 1 F : 2										
1/F	RECREATIONAL FACILITIES	CHILDREN PLAY AREA 23.443 GYMNASIUM 45.103 RECEPTION 2.795 PANTRY 5.344	4.5 3 10 (SAY) 4.5	8 15 1 2	25	M : 10 F : 15	1	1	1	1	1	1	1	1	1
2/F	FLAT A	26.571	9	3		1	1		1	1	1		1	1	1
	FLAT B	17.076	9	2		1	1		1	1	1		1		
	FLAT C	17.076	9	2		1	1		1	1	1		1		
	FLAT D	28.670	9	3		1	1		1	1	1		1		
	~~FLAT E~~	~~37.478~~	~~9~~	~~4~~											
5/F TO 21/F	FLAT A	29.669	9	4		1	1		1	1	1		1		
	FLAT B	20.111	9	3		1	1		1	1	1		1		
	FLAT C	20.111	9	3		1	1		1	1	1		1		
	FLAT D	29.768	9	4		1	1		1	1	1		1		
	~~FLAT E~~	~~39.555~~	~~9~~	~~4~~											
22/F TO 28/F	FLAT A	29.669	9	4		1	1		1	1	1		1		
	FLAT B	37.678	9	5		1	1		1	1	1		1		
	FLAT C	29.768	9	4		1	1		1	1	1		1		
29/F	FLAT A	35.751	9	4		1	1		1	1	1		1		
	FLAT B	48.161	9	5		1	1		1	1	1		1		
	~~FLAT C~~	~~39.854~~	~~9~~	~~4~~											
30/F	FLAT A	35.517	9	4		1	1		1	1	1		1		
	FLAT B	47.922	9	5		1	1		1	1	1		1		
	~~FLAT C~~	~~39.654~~	~~9~~	~~4~~											
~~31/F~~	~~FLAT A~~	~~28.884~~	~~9~~	~~3~~											
	~~FLAT B~~	~~10.335~~	~~9~~	~~3~~											
	~~FLAT C~~	~~29.854~~	~~9~~	~~3~~											

* INCLUSIVE ACCESSIBLE UNISEX TOILET FOR THE PERSONS WITH DISABILITY

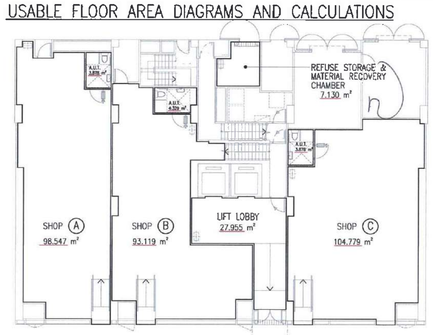
NON-DOMESTIC
SCHEDULE OF U.F.A. CALCULATION (GROUND FLOOR TO 1ST FLOOR)

	FOR B.D.	
G/F	SHOP A	= 98.547 m²
	SHOP B	= 93.119 m²
	SHOP C	= 104.779 m²
	~~SHOP D~~	= ~~40.791~~ m²
	~~SHOP E~~	= ~~39.888~~ m²
	SUB-TOTAL	= 296.445 m²
1/F	~~SHOP F~~	= ~~78.634~~ m²
	~~SHOP G~~	= ~~52.133~~ m²
RECREATIONAL FACILITIES	CHILDREN PLAY AREA	= 25.443 m²
	GYMNASIUM	= 45.103 m²
	RECEPTION	= 2.795 m²
	PANTRY	= 5.344 m²
	SUB-TOTAL	= 78.685 m²
TOTAL NON-DOMESTIC U.F.A.		= 375.130 m²

DOMESTIC
SCHEDULE OF U.F.A. / U.F.S. CALCULATION AND NOS. OF FLAT SCHEDULE (3RD TO 30TH FLOORS)

	FLAT NO.	FOR B.D. FLAT AREA	NOS. OF FLAT
3RD FLOOR	FLAT A	26.571 m²	
	FLAT B	17.076 m²	
	FLAT C	17.076 m²	4
	FLAT D	28.670 m²	
	~~FLAT E~~	~~37.478~~ m²	
	SUB-TOTAL =	87.393 m²	4
5/F ~ 21/F FLOORS	FLAT A	29.669 m²	
	FLAT B	20.111 m²	
	FLAT C	20.111 m²	4
	FLAT D	29.768 m²	
	~~FLAT E~~	~~39.555~~ m²	
	SUB-TOTAL = 99.658 m² PER FLOOR x 15 STOREYS =	1,494.885 m²	60 (15 STOREYS)
22/F ~ 28/F FLOORS	FLAT A	29.669 m²	
	FLAT B	37.678 m²	3
	FLAT C	29.768 m²	
	SUB-TOTAL = 97.115 m² PER FLOOR x 6 STOREYS =	582.690 m²	18 (6 STOREYS)
29/F FLOOR	FLAT A	35.751 m²	
	FLAT B	48.161 m²	2
	~~FLAT C~~	~~39.854~~ m²	
	SUB-TOTAL =	83.912 m²	2
30/F FLOOR	FLAT A	35.517 m²	
	FLAT B	47.927 m²	2
	SUB-TOTAL =	83.444 m²	2
~~31/F FLOOR~~	~~FLAT A~~	~~28.884~~ m²	~~1~~
	~~FLAT B~~	~~10.335~~ m²	~~1~~
	~~FLAT C~~	~~29.854~~ m²	
	SUB-TOTAL =	~~69.073~~ m²	~~3~~
TOTAL U.F.A. / U.F.S. CALCULATION FOR 3RD TO 30TH FLOORS =		2,332.324 m²	88 (TOTAL NOS. OF FLAT)

USABLE FLOOR AREA DIAGRAMS AND CALCULATIONS



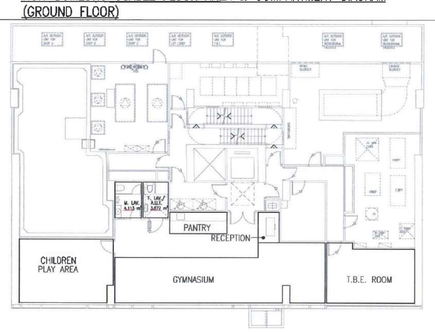
NON-DOMESTIC USABLE FLOOR AREA & COMPARTMENT DIAGRAM (GROUND FLOOR)

G/F U.F.A. CALCULATION

SHOP (A) = 98.547 m²
SHOP (B) ~~69.385 m² + 23.734 m²~~ (STORE) = 93.119 m²
SHOP (C) = 104.779 m²
~~SHOP (D) = 40.791 m²~~
~~SHOP (E) = 39.888 m²~~
TOTAL U.F.A. = 296.445 m²

REFUSE ROOM AREA CALCULATION

REFUSE RM. AREA REQUIRED : DOMESTIC
= 2,332.324 m² / 347
= 6.721 m²
REFUSE RM. AREA REQUIRED : NON - DOMESTIC
= 375.130 m² / 925
= 0.406 m²
REFUSE RM. AREA REQ :
= 6.721 m² + 0.406 m² = 7.127 m²
REFUSE RM. AREA PROVIDED :
= 7.130 m² > 7.127 m²



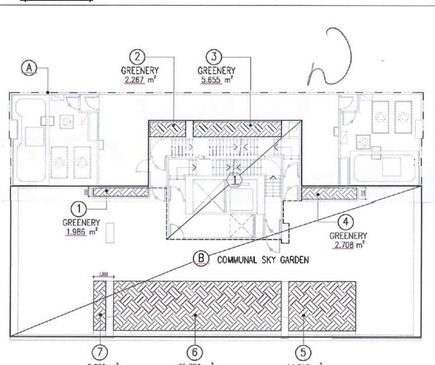
NON-DOMESTIC USABLE FLOOR AREA & COMPARTMENT DIAGRAM (1ST FLOOR)

1/F U.F.A. CALCULATION

~~SHOP (F) 78.634 m²~~
~~SHOP (G) 52.133 m²~~
CHILDREN PLAY AREA = 25.443 m²
GYMNASIUM = 45.103 m²
RECEPTION = 2.795 m²
PANTRY = 5.344 m²
} RECREATIONAL FACILITES
TOTAL U.F.A. = 78.685 m²

T.B.E. ROOM AREA CALCULATION

NO. OF FLAT = 86 (BETWEEN 50 ~ 100 FLAT)
AREA REQUIRED : 21 m² ~ 27 m²
AREA PROVIDED : (AT 1/F)
= 21 m² > 21.376 m² < 27 m²



COMMUNAL SKY GARDEN AREA DIAGRAM (2ND FLOOR)

COMMUNAL SKY GARDEN NET AREA CALCULATION

(A) 2/F FLOOR PLATE AREA = 432.721 m²
(B) = 310.495 m²
DEDUCT (1) = 62.984 m²
COMMUNAL SKY GARDEN = 247.511 m²
COMMUNAL SKY GARDEN REQUIRED :
NOT LESS THAN 50% OF THE AREA OF THE FLOOR PLATE OF 2/F
~~(REFER TO DWG NO. 2-02 3RD FLOOR COVERED AREA)~~
= 432.721 m² x 50%
= 216.386 m²
COMMUNAL SKY GARDEN PROVIDED :
= 247.511 m² > 216.385 m²

COMMUNAL SKY GARDEN GREENERY AREA CALCULATION

GREENERY AREA REQUIRED :
NOT LESS THAN 15% OF THE AREA OF THE FLOOR PLATE OF 2/F
= 432.721 m² x 15%
= 64.916 m²
GREENERY AREA PROVIDED :
(1) GREENERY (LEGEND [SSS]) = 1.986 m²
(2) GREENERY (LEGEND [SSS]) = 2.287 m²
(3) GREENERY (LEGEND [SSS]) = 5.655 m²
(4) GREENERY (LEGEND [SSS]) = 2.708 m²
(5) GREENERY (LEGEND [SSS]) = 14.219 m²
(6) GREENERY (LEGEND [SSS]) = 35.750 m²
(7) GREENERY (LEGEND [SSS]) = 2.600 m²
TOTAL GREENERY AREA PROVIDED = 65.185 m² > 64.916 m²

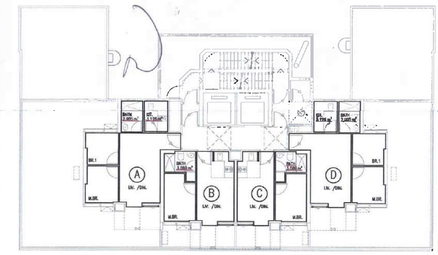
SCHEDULE OF FIRE RESISTANCE FOR ELEMENTS OF CONSTRUCTION

FLOOR	USE	CLASS	FRR (MINUTES)	COMPARTMENT AREA (m²)	R.C. SLAB (mm)		R.C. BEAM (mm)		R.C. COLUMN (mm)		R.C. WALL (mm)	
					MIN. THICKNESS	COVER TO STEEL	MIN. WIDTH	COVER TO STEEL	MIN. SIZE	COVER TO STEEL	MIN. THICKNESS	COVER TO STEEL
G/F	SHOP	4b	60	NOT EXCEEDING 2,500	100	20	200	30	200	25	75	15
	PLANT ROOMS	B	120	-	125	35	200	50**	300	35	100*	25
	~~SHOP~~	~~4b~~	~~60~~	~~NOT EXCEEDING 2,500~~	~~100~~	~~20~~	~~200~~	~~30~~	~~200~~	~~25~~	~~75~~	~~15~~
1/F	PLANT ROOMS	B	120	-	125	35	200	50**	300	35	100*	25
	RECREATIONAL FACILITIES	5	30	NOT EXCEEDING 2,500	100	20	200	30	200	25	75	15
2/F	PLANT ROOMS	B	120	-	125	35	200	50**	300	35	100*	25
	REFUGE FLOOR CUM COMMUNAL SKY GARDEN	2	120	-	125	35	200	50**	300	35	100*	25
3/F TO 30/F	FLATS	1	50	NOT LIMITED	100	20	200	30	200	25	75*	15

FLOOR SLAB BETWEEN G/F & 1/F ; 1/F & 2/F TO BE 125mm THICK (150mmø PIPE)
NOTE : (*) (**) REINFORCEMENT CONSISTING OF EXPAND METAL LATH OR A WIRE FABRIC NOT LIGHTER THAN 0.54kg/m² WITH 2mm DIAMETER WIRE AT NOT MORE THAN 100mm CENTRES OR A CONTINUOUS ARRANGEMENT OF LINKS AT NOT MORE THAN 200mm CENTRES SHOULD BE INCORPORATED IN THE CONCRETE COVER AT A DISTANCE NOT EXCEEDING 30mm FROM THE FACE.
(*) CONTAINING NOT LESS THAN 1% OF VERTICAL REINFORCEMENT.

SCHEDULE OF GROUND ~~& 1ST~~ FLOOR COMPARTMENT
(COMPARTMENT AREA REFER TO U.F.A. DIAGRAM)

STOREY	USE	COMPARTMENT ZONE	COMPARTMENT AREA (m²)		FOR F.S.D. ONLY	
					FLOOR HEIGHT (m)	COMPARTMENT VOLUME(m³)
GROUND	SHOP	SHOP A	98.547 m²	324.400 m²	5.000	492.735 m³	1,622.000 m³
		SHOP B	93.119 m²		5.000	465.595 m³	
		SHOP C	104.779 m²		5.000	523.895 m³	
		~~SHOP D~~	~~40.791 m²~~		~~5.000~~	~~203.955 m³~~	
		~~SHOP E~~	~~39.888 m²~~		~~5.000~~	~~199.445 m³~~	
		LIFT LOBBY	27.955 m²		5.000	139.775 m³	
		TOTAL:	324.400 m² < 10500 m²			1,622.000 m³ < 7000 m³	
~~1ST~~	SHOP	~~SHOP F~~	~~78.634 m²~~	~~130.767 m²~~	~~3.750~~	~~294.878 m³~~	~~490.377 m³~~
		~~SHOP G~~	~~52.133 m²~~		~~3.750~~	~~195.499 m³~~	
		TOTAL:	130.767 m² < 10500 m²			490.377 m³ < 7000 m³	



DOMESTIC USABLE FLOOR AREA DIAGRAM (3RD FLOOR)

DOMESTIC USABLE FLOOR AREA (3RD FLOOR)

FLAT (A)
LIV. / DIN. = 13.907 m²
M.BR. = 5.108 m²
BR.1 = 4.430 m²
KIT. = 3.126 m²
TOTAL = 26.571 m²

FLAT (D)
LIV. / DIN. = 14.006 m²
M.BR. = 5.108 m²
BR.1 = 4.430 m²
KIT. = 3.126 m²
TOTAL = 26.670 m²

FLAT (B)
LIV. / DIN. = 11.038 m²
M.BR. = 6.038 m²
TOTAL = 17.076 m²

~~FLAT (E)~~
~~LIV. / DIN. = 11.895 m²~~
~~M.BR. = 5.583 m²~~
~~TOTAL = 17.478 m²~~

FLAT (C)
LIV. / DIN. = 11.038 m²
M.BR. = 6.038 m²
TOTAL = 17.076 m²

DOMESTIC USABLE FLOOR AREA DIAGRAM (5TH ~ 21ST FLOORS)

DOMESTIC USABLE FLOOR AREA (5TH ~ 21ST FLOORS)

FLAT (A)
LIV. / DIN. = 13.907 m²
BR.1 = 4.430 m²
M.BR. = 5.108 m²
BAL. = 1.802 m²
U.P. = 1.295 m²
KIT. = 3.126 m²
TOTAL = 29.669 m²

FLAT (D)
LIV. / DIN. = 14.006 m²
BAL. = 1.802 m²
U.P. = 1.295 m²
M.BR. = 5.108 m²
BR.1 = 4.430 m²
KIT. = 3.126 m²
TOTAL = 29.768 m²

FLAT (B)
LIV. / DIN. = 11.038 m²
M.BR. = 6.038 m²
BAL. = 1.736 m²
U.P. = 1.299 m²
TOTAL = 20.111 m²

~~FLAT (E)~~
~~LIV. / DIN. = 11.895 m²~~
~~M.BR. = 5.583 m²~~
~~BAL. = 1.779 m²~~
~~U.P. = 1.298 m²~~
~~TOTAL = 20.555 m²~~

FLAT (C)
LIV. / DIN. = 11.038 m²
M.BR. = 6.038 m²
BAL. = 1.736 m²
U.P. = 1.299 m²
TOTAL = 20.111 m²

DOMESTIC USABLE FLOOR AREA DIAGRAM (22ND ~ 28TH FLOOR)

DOMESTIC USABLE FLOOR AREA (22ND ~ 28TH FLOOR)

FLAT (A)
LIV. / DIN. = 13.907 m²
BR.1 = 4.430 m²
M.BR. = 5.108 m²
BAL. = 1.802 m²
U.P. = 1.295 m²
KIT. = 3.126 m²
TOTAL = 29.669 m²

FLAT (C)
LIV. / DIN. = 14.006 m²
BR.1 = 4.430 m²
M.BR. = 5.108 m²
BAL. = 1.802 m²
U.P. = 1.295 m²
KIT. = 3.126 m²
TOTAL = 29.768 m²

FLAT (B)
LIV. / DIN. = 17.765 m²
M.BR. = 8.162 m²
BAL. = 1.750 m²
U.P. = 1.299 m²
BR.1 = 4.356 m²
BR.2 = 4.346 m²
TOTAL = 37.678 m²

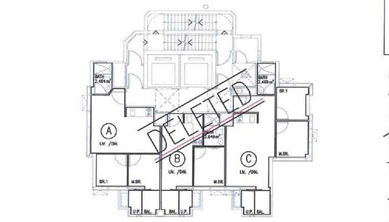
DOMESTIC USABLE FLOOR AREA DIAGRAM (29TH & 30TH FLOOR)

DOMESTIC USABLE FLOOR AREA (29TH & 30TH FLOOR)

FLAT (A)
LIV. / DIN. = 15.533 m²
M.BR. = 5.672 m²
BR.1 = 5.988 m²
KIT. = 3.126 m²
STORE = 2.100 m²
BAL. = 1.802 m²
U.P. = 1.296 m²
TOTAL = 35.517 m² (30/F)
ADD
LIV. / DIN. = 0.234 m²
TOTAL = 35.751 m² (29/F)

FLAT (B)
LIV. / DIN. = 19.485 m²
BR.1 = 4.903 m²
M.BR. = 8.177 m²
BR.2 = 4.750 m²
KIT. = 4.851 m²
STORE = 2.653 m²
BAL. = 1.802 m²
U.P. = 1.296 m²
TOTAL = 47.927 m² (30/F)
ADD
LIV. / DIN. = 0.234 m²
TOTAL = 48.161 m² (29/F)

FLAT (C)
LIV. / DIN. = 11.038 m²
BR.1 = 4.356 m²
M.BR. = 5.167 m²
BAL. = 1.589 m²
U.P. = 1.298 m²
TOTAL = 29.875 m²



DOMESTIC USABLE FLOOR AREA DIAGRAM (31ST FLOOR)

DOMESTIC USABLE FLOOR AREA (31ST FLOOR)

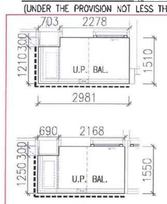
FLAT (A)
LIV. / DIN. = 15.533 m²
BR.1 = 4.430 m²
M.BR. = 4.566 m²
BAL. = 1.735 m²
U.P. = 1.298 m²
TOTAL = 27.562 m²

FLAT (C)
LIV. / DIN. = 14.006 m²
BR.1 = 4.430 m²
M.BR. = 4.946 m²
BAL. = 1.589 m²
U.P. = 1.298 m²
TOTAL = 29.654 m²

FLAT (B)
LIV. / DIN. = 14.462 m²
M.BR. = 5.160 m²
BAL. = 1.735 m²
U.P. = 1.298 m²
TOTAL = 19.235 m²

FOR EXEMPTION OF BALCONY & UTILITY FROM GFA & SC CALCULATIONS

(UNDER THE PROVISION NOT LESS THAN 40 % OF PERIMETER OF THE BALCONY/UTILITY FACES INTO OPEN AIR)



BALCONY & UTILITY (FOR 5/F TO 21/F FLAT (A) & FLAT (D)) (FLAT (D) MIRROR) & (FOR 22/F TO 28/F FLAT (A) & FLAT (C)) (FLAT (C) MIRROR) & (FOR 29/F & 30/F FLAT (A) & FLAT (B)) (FLAT (B) MIRROR)

2.981m + 1.210m / 2.981m + 1.210m + 0.703m + 0.300m + 2.278m + 1.510m = 4.191m / 8.982m = 46.660 % > 40 %

BALCONY & UTILITY (FOR 5/F TO 21/F FLAT (B) & FLAT (C)) (FLAT (C) MIRROR)

2.858m + 1.250m / 2.858m + 1.250m + 0.690m + 0.300m + 2.168m + 1.550m = 4.108m / 8.816m = 46.597 % > 40 %

BALCONY & UTILITY (FOR 22/F TO 28/F FLAT (B))

1.250m + 3.558m + 1.250m / 1.550m + 3.558m + 1.550m + 3.558m = 6.058m / 10.216m = 59.299 % > 40 %

REFERENCES :

File
B. D. : BD 2/3009/19
F. S. D. : FP 8/13004<34>

JOB TITLE :

PROPOSED COMMERCIAL/RESIDENTIAL ON SIL 433 S.F, SIL 433 S.G, SIL 433 RP, SIL 433 S.D AT NOS. 9~19 KAM WA STREET, SHAU KEI WAN, HONG KONG

GENERAL NOTES :
1. Do not scale drawings : Figured dimensions are to be followed.
2. All dimensions are to be checked and verified on site.
3. All prints, notes, specifications and thier copyright are the property of the Architects/Engineers.
4. This Drawing is not valid for construction or other purposed unless certified by the Architects/Engineers.

NOTES :
4TH, 13TH, 14TH, 24TH DELETED FROM FLOOR NUMBERING SYSTEM.

G.F.A. CONCESSION OF PNAP APP~151

REVISIONS		SIGNATURE	DATE
–	FIRST SUBMISSION	JIMMY	08/19
–	RE~SUBMISSION	JIMMY	01/20
–	RE~SUBMISSION	JIMMY	04/20
–	RE~SUBMISSION	JIMMY	09/20
A	GENERAL REVISION	JIMMY	03/21
B	GENERAL REVISION	JIMMY	01/23
C	GENERAL REVISION	JIMMY	12/24

DESIGNED		
DRAWN	JIMMY	09/19
CHECKED		

ARCHITECT/EGINEER IN CHARGE

NG KIT WAH BENNY
AUTHORIZED PERSON ~ ARCHITECT

Plan Approved
WAN Chi~wai
Chief Building Surveyor
for BUILDING AUTHORITY
~ 4 FEB 2025

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM~19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(b) and the provision of section 14(1)(c) of the Buildings Ordinance are of persuasive relevance in this regard.

FOR BUILDINGS DEPARTMENT

AMENDED PLAN

06 DEC 2024

百利保發展顧問有限公司
Paliburg Development Consultants Limited

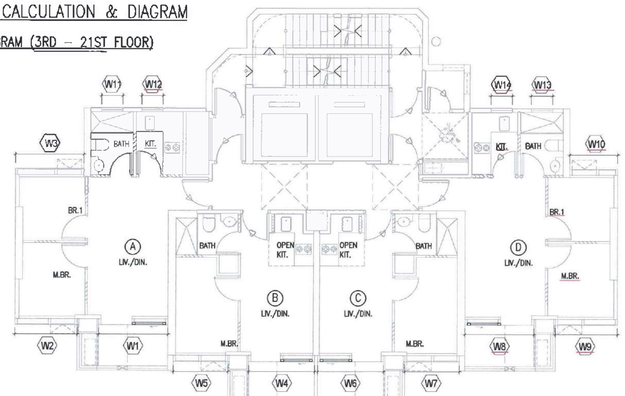
DRG. TITLE : (BUILDING PLAN)

SCHEDULE, FIRE COMPARTMENT, UFA & WINDOW AREA DIAGRAMS AND CALCULATIONS

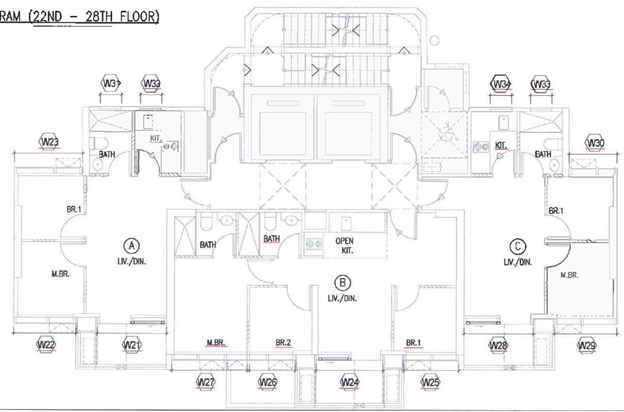
SCALE : 1 : 200		File Name: (for CAD drawing)	2~03
JOB NO : 433		DRG.NO. :	2~03

WINDOW AREA CALCULATION & DIAGRAM

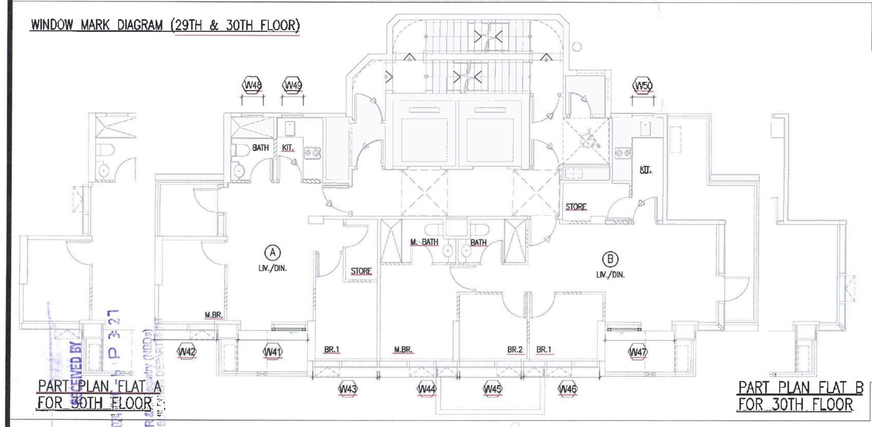
WINDOW MARK DIAGRAM (3RD – 21ST FLOOR)



WINDOW MARK DIAGRAM (22ND – 28TH FLOOR)



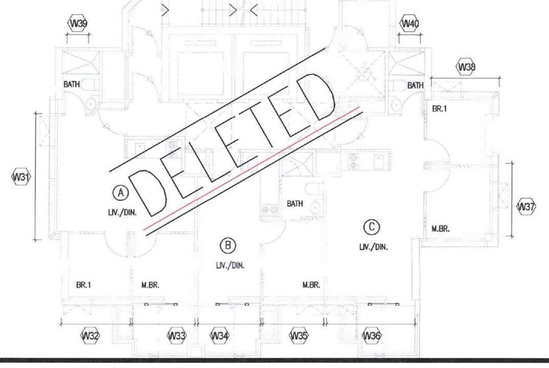
WINDOW MARK DIAGRAM (29TH & 30TH FLOOR)



PART PLAN FLAT A FOR 30TH FLOOR

PART PLAN FLAT B FOR 30TH FLOOR

WINDOW MARK DIAGRAM (31ST FLOOR)



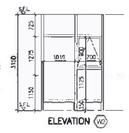
WINDOW AREA CALCULATION FOR 3/F – 21/F

FLAT Ⓐ LIV & DIN.

GLAZED WINDOW AREA REQUIRED :
1.3907 m² x 1/10 = 1.391 m²
GLAZED WINDOW AREA PROVIDED :
1.027(W) x 1.275(H) +
0.902(W) x 1.225(H)
= 2.414 m² > 1.391 m²
OPENABLE WINDOW AREA REQUIRED :
1.3907 m² x 1/16 = 0.869 m²
OPENABLE WINDOW AREA PROVIDED :
0.902(W) x 2.275(H)
= 2.052 m² > 0.869 m²

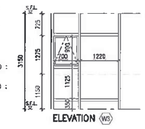
FLAT Ⓐ M.BR.

GLAZED WINDOW AREA REQUIRED :
5.108 m² x 1/10 = 0.511 m²
GLAZED WINDOW AREA PROVIDED :
1.019(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.929 m² > 0.511 m²
OPENABLE WINDOW AREA REQUIRED :
5.108 m² x 1/16 = 0.319 m²
OPENABLE WINDOW AREA PROVIDED :
0.700(W) x 0.900(H)
= 0.630 m² > 0.319 m²



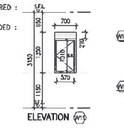
FLAT Ⓐ BR.1

GLAZED WINDOW AREA REQUIRED :
4.430 m² x 1/10 = 0.443 m²
GLAZED WINDOW AREA PROVIDED :
1.220(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 2.186 m² > 0.443 m²
OPENABLE WINDOW AREA REQUIRED :
4.430 m² x 1/16 = 0.277 m²
OPENABLE WINDOW AREA PROVIDED :
0.700(W) x 0.900(H)
= 0.630 m² > 0.277 m²



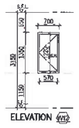
FLAT Ⓐ BATH

OPENABLE WINDOW AREA REQUIRED :
2.905 m² x 1/10 = 0.291 m²
OPENABLE WINDOW AREA PROVIDED :
W1 0.570(W) x 1.010(H)
= 0.576 m² > 0.291 m²



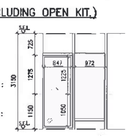
FLAT Ⓐ KIT.

GLAZED WINDOW AREA REQUIRED :
3.126 m² x 1/10 = 0.313 m²
GLAZED WINDOW AREA PROVIDED :
W2 0.570(W) x 1.220(H)
= 0.695 m² > 0.313 m²
OPENABLE WINDOW AREA REQUIRED :
3.126 m² x 1/16 = 0.195 m²
OPENABLE WINDOW AREA PROVIDED :
W2 0.570(W) x 1.220(H)
= 0.695 m² > 0.195 m²



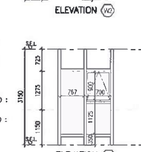
FLAT Ⓑ LIV & DIN.(INCLUDING OPEN KIT.)

GLAZED WINDOW AREA REQUIRED :
11.035 m² x 1/10 = 1.104 m²
GLAZED WINDOW AREA PROVIDED :
0.922(W) x 1.275(H) +
0.847(W) x 1.225(H)
= 2.272 m² > 1.104 m²
OPENABLE WINDOW AREA REQUIRED :
11.035 m² x 1/16 +
3.089 m² x 1/10 = 1.002 m²
OPENABLE WINDOW AREA PROVIDED :
0.847(W) x 2.275(H)
= 1.927 m² > 1.002 m²



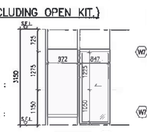
FLAT Ⓑ M.BR.

GLAZED WINDOW AREA REQUIRED :
8.038 m² x 1/10 = 0.804 m²
GLAZED WINDOW AREA PROVIDED :
0.787(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.633 m² > 0.624 m²
OPENABLE WINDOW AREA REQUIRED :
8.038 m² x 1/16 = 0.377 m²
OPENABLE WINDOW AREA PROVIDED :
0.700(W) x 0.900(H)
= 0.630 m² > 0.377 m²



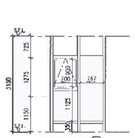
FLAT Ⓒ LIV & DIN.(INCLUDING OPEN KIT.)

GLAZED WINDOW AREA REQUIRED :
11.035 m² x 1/10 = 1.104 m²
GLAZED WINDOW AREA PROVIDED :
0.922(W) x 1.275(H) +
0.847(W) x 1.225(H)
= 2.272 m² > 1.104 m²
OPENABLE WINDOW AREA REQUIRED :
11.035 m² x 1/16 +
3.089 m² x 1/10 = 1.002 m²
OPENABLE WINDOW AREA PROVIDED :
0.847(W) x 2.275(H)
= 1.927 m² > 1.002 m²



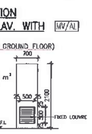
FLAT Ⓒ M.BR.

GLAZED WINDOW AREA REQUIRED :
8.038 m² x 1/10 = 0.804 m²
GLAZED WINDOW AREA PROVIDED :
0.787(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.809 m² > 0.804 m²
OPENABLE WINDOW AREA REQUIRED :
8.038 m² x 1/16 = 0.377 m²
OPENABLE WINDOW AREA PROVIDED :
0.700(W) x 0.900(H)
= 0.630 m² > 0.377 m²



LOUVRE AREA CALCULATION FOR BATH / A.U.T. / LAV. WITH W7/A1

LOUVRE AREA REQUIRED:
(TAKE LARGEST SHOP(B)A.U.T. AREA AT GROUND FLOOR)
4.222 m² x 1/20 = 0.2216 m²
LOUVRE AREA PROVIDED:
0.500 x 0.500 = 0.250 m² > 0.216 m²



FLAT Ⓓ LIV & DIN.

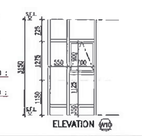
GLAZED WINDOW AREA REQUIRED :
14.005 m² x 1/10 = 1.401 m²
GLAZED WINDOW AREA PROVIDED :
1.027(W) x 1.275(H) +
0.902(W) x 1.225(H)
= 2.414 m² > 1.401 m²
OPENABLE WINDOW AREA REQUIRED :
14.005 m² x 1/16 = 0.875 m²
OPENABLE WINDOW AREA PROVIDED :
0.902(W) x 2.275(H)
= 2.052 m² > 0.875 m²

FLAT Ⓓ M.BR.

GLAZED WINDOW AREA REQUIRED :
5.108 m² x 1/10 = 0.511 m²
GLAZED WINDOW AREA PROVIDED :
1.019(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.929 m² > 0.511 m²
OPENABLE WINDOW AREA REQUIRED :
5.108 m² x 1/16 = 0.319 m²
OPENABLE WINDOW AREA PROVIDED :
0.700(W) x 0.900(H)
= 0.630 m² > 0.319 m²

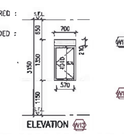
FLAT Ⓓ BR.1

GLAZED WINDOW AREA REQUIRED :
4.430 m² x 1/10 = 0.443 m²
GLAZED WINDOW AREA PROVIDED :
0.550(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.331 m² > 0.443 m²
OPENABLE WINDOW AREA REQUIRED :
4.430 m² x 1/16 = 0.277 m²
OPENABLE WINDOW AREA PROVIDED :
0.700(W) x 0.900(H)
= 0.630 m² > 0.277 m²



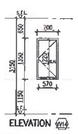
FLAT Ⓓ BATH

OPENABLE WINDOW AREA REQUIRED :
2.905 m² x 1/10 = 0.291 m²
OPENABLE WINDOW AREA PROVIDED :
0.570(W) x 1.010(H)
= 0.576 m² > 0.291 m²



FLAT Ⓓ KIT.

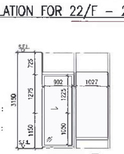
GLAZED WINDOW AREA REQUIRED :
3.126 m² x 1/10 = 0.313 m²
GLAZED WINDOW AREA PROVIDED :
0.570(W) x 1.220(H)
= 0.695 m² > 0.313 m²
OPENABLE WINDOW AREA REQUIRED :
3.126 m² x 1/16 = 0.195 m²
OPENABLE WINDOW AREA PROVIDED :
0.570(W) x 1.220(H)
= 0.695 m² > 0.195 m²



WINDOW AREA CALCULATION FOR 22/F – 28/F

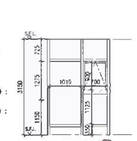
FLAT Ⓐ LIV & DIN.

GLAZED WINDOW AREA REQUIRED :
13.907 m² x 1/10 = 1.391 m²
GLAZED WINDOW AREA PROVIDED :
1.027(W) x 1.275(H) +
0.902(W) x 1.225(H)
= 2.414 m² > 1.391 m²
OPENABLE WINDOW AREA REQUIRED :
13.907 m² x 1/16 = 0.869 m²
OPENABLE WINDOW AREA PROVIDED :
W2 0.902(W) x 2.275(H)
= 2.052 m² > 0.869 m²



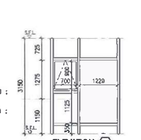
FLAT Ⓐ M.BR.

GLAZED WINDOW AREA REQUIRED :
5.108 m² x 1/10 = 0.511 m²
GLAZED WINDOW AREA PROVIDED :
1.019(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.929 m² > 0.511 m²
OPENABLE WINDOW AREA REQUIRED :
5.108 m² x 1/16 = 0.319 m²
OPENABLE WINDOW AREA PROVIDED :
0.700(W) x 0.900(H)
= 0.630 m² > 0.319 m²



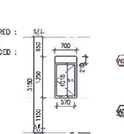
FLAT Ⓐ BR.1

GLAZED WINDOW AREA REQUIRED :
4.430 m² x 1/10 = 0.443 m²
GLAZED WINDOW AREA PROVIDED :
1.220(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 2.186 m² > 0.443 m²
OPENABLE WINDOW AREA REQUIRED :
4.430 m² x 1/16 = 0.277 m²
OPENABLE WINDOW AREA PROVIDED :
0.700(W) x 0.900(H)
= 0.630 m² > 0.277 m²



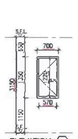
FLAT Ⓐ BATH

OPENABLE WINDOW AREA REQUIRED :
2.905 m² x 1/10 = 0.291 m²
OPENABLE WINDOW AREA PROVIDED :
0.570(W) x 1.010(H)
= 0.576 m² > 0.291 m²



FLAT Ⓐ KIT.

GLAZED WINDOW AREA REQUIRED :
3.126 m² x 1/10 = 0.313 m²
GLAZED WINDOW AREA PROVIDED :
W2 0.570(W) x 1.220(H)
= 0.695 m² > 0.313 m²
OPENABLE WINDOW AREA REQUIRED :
3.126 m² x 1/16 = 0.195 m²
OPENABLE WINDOW AREA PROVIDED :
W2 0.570(W) x 1.220(H)
= 0.695 m² > 0.195 m²

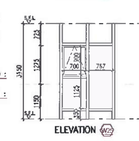


FLAT Ⓑ LIV & DIN.(INCLUDING OPEN KIT.)

GLAZED WINDOW AREA REQUIRED :
17.265 m² x 1/10 = 1.727 m²
GLAZED WINDOW AREA PROVIDED :
0.971(W) x 1.275(H) +
0.852(W) x 1.225(H)
= 2.290 m² > 1.727 m²
OPENABLE WINDOW AREA REQUIRED :
17.265 m² x 1/16 +
2.857 m² x 1/10 = 1.365 m²
OPENABLE WINDOW AREA PROVIDED :
0.852(W) x 2.275(H)
= 1.938 m² > 1.406 m²

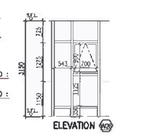
FLAT Ⓑ BR.1

GLAZED WINDOW AREA REQUIRED :
4.356 m² x 1/10 = 0.436 m²
GLAZED WINDOW AREA PROVIDED :
1.019(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.929 m² > 0.436 m²
OPENABLE WINDOW AREA REQUIRED :
4.356 m² x 1/16 = 0.272 m²
OPENABLE WINDOW AREA PROVIDED :
0.700(W) x 0.900(H)
= 0.630 m² > 0.272 m²



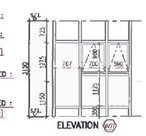
FLAT Ⓑ BR.2

GLAZED WINDOW AREA REQUIRED :
3.360 m² x 1/10 = 0.336 m²
GLAZED WINDOW AREA PROVIDED :
0.543(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.322 m² > 0.435 m²
OPENABLE WINDOW AREA REQUIRED :
4.346 m² x 1/16 = 0.272 m²
OPENABLE WINDOW AREA PROVIDED :
0.700(W) x 0.900(H)
= 0.630 m² > 0.272 m²



FLAT Ⓑ M.BR.

GLAZED WINDOW AREA REQUIRED :
8.762 m² x 1/10 = 0.876 m²
GLAZED WINDOW AREA PROVIDED :
0.787(W) x 1.275(H) +
[0.700 + 0.590(W)] x 0.900(H)]
= 2.139 m² > 0.876 m²
OPENABLE WINDOW AREA REQUIRED :
8.762 m² x 1/16 =
2.781 m² x 1/10 = 0.816 m²
OPENABLE WINDOW AREA PROVIDED :
W2 [(0.700 + 0.590(W)) x 0.900(H)]
= 1.101 m² > 0.816 m²

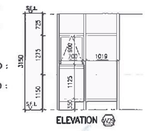


FLAT Ⓒ LIV & DIN.

GLAZED WINDOW AREA REQUIRED :
14.006 m² x 1/10 = 1.401 m²
GLAZED WINDOW AREA PROVIDED :
1.027(W) x 1.275(H) +
0.902(W) x 1.225(H)
= 2.414 m² > 1.401 m²
OPENABLE WINDOW AREA REQUIRED :
14.006 m² x 1/16 = 0.875 m²
OPENABLE WINDOW AREA PROVIDED :
0.902(W) x 2.275(H)
= 2.052 m² > 0.875 m²

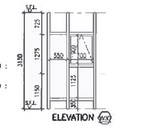
FLAT Ⓒ M.BR.

GLAZED WINDOW AREA REQUIRED :
5.108 m² x 1/10 = 0.511 m²
GLAZED WINDOW AREA PROVIDED :
1.019(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 1.929 m² > 0.511 m²
OPENABLE WINDOW AREA REQUIRED :
5.108 m² x 1/16 = 0.319 m²
OPENABLE WINDOW AREA PROVIDED :
0.700(W) x 0.900(H)
= 0.630 m² > 0.319 m²



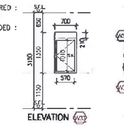
FLAT Ⓒ BR.1

GLAZED WINDOW AREA REQUIRED :
4.430 m² x 1/10 = 0.443 m²
GLAZED WINDOW AREA PROVIDED :
1.220(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 2.186 m² > 0.443 m²
OPENABLE WINDOW AREA REQUIRED :
4.430 m² x 1/16 = 0.277 m²
OPENABLE WINDOW AREA PROVIDED :
0.700(W) x 0.900(H)
= 0.630 m² > 0.277 m²



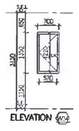
FLAT Ⓒ BATH

OPENABLE WINDOW AREA REQUIRED :
2.905 m² x 1/10 = 0.291 m²
OPENABLE WINDOW AREA PROVIDED :
0.570(W) x 1.010(H)
= 0.576 m² > 0.291 m²



FLAT Ⓒ KIT.

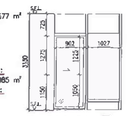
GLAZED WINDOW AREA REQUIRED :
3.126 m² x 1/10 = 0.313 m²
GLAZED WINDOW AREA PROVIDED :
0.570(W) x 1.220(H)
= 0.695 m² > 0.313 m²
OPENABLE WINDOW AREA REQUIRED :
3.126 m² x 1/16 = 0.195 m²
OPENABLE WINDOW AREA PROVIDED :
0.570(W) x 1.220(H)
= 0.695 m² > 0.195 m²



WINDOW AREA CALCULATION FOR 29/F & 30/F (TAKE SMALLER WINDOW AS 29/F)

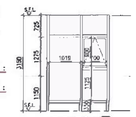
FLAT Ⓐ LIV & DIN.

GLAZED WINDOW AREA REQUIRED :
[15.533 + 0.234(m² x 1/16 = 1.577 m²
GLAZED WINDOW AREA PROVIDED :
1.027(W) x 1.275(H) +
0.902(W) x 1.225(H)
= 2.414 m² > 1.577 m²
OPENABLE WINDOW AREA REQUIRED :
[15.533 + 0.234(m² x 1/16 = 0.985 m²
OPENABLE WINDOW AREA PROVIDED :
0.902(W) x 2.275(H)
= 2.052 m² > 0.985 m²



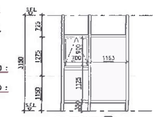
FLAT Ⓐ M.BR.

GLAZED WINDOW AREA REQUIRED :
5.672 m² x 1/10 = 0.567 m²
GLAZED WINDOW AREA PROVIDED :
1.078(W) x 0.900(H)
= 1.078 m² > 0.567 m²
OPENABLE WINDOW AREA REQUIRED :
5.672 m² x 1/16 = 0.351 m²
OPENABLE WINDOW AREA PROVIDED :
0.700(W) x 0.900(H)
= 0.630 m² > 0.355 m²



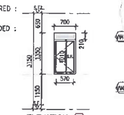
FLAT Ⓐ BR.1

GLAZED WINDOW AREA REQUIRED :
5.900 m² x 1/10 = 0.590 m²
GLAZED WINDOW AREA PROVIDED :
1.163(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 2.113 m² > 0.599 m²
OPENABLE WINDOW AREA REQUIRED :
5.988 m² x 1/16 = 0.374 m²
OPENABLE WINDOW AREA PROVIDED :
0.700(W) x 0.900(H)
= 0.630 m² > 0.374 m²



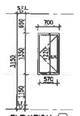
FLAT Ⓐ BATH

OPENABLE WINDOW AREA REQUIRED :
2.905 m² x 1/10 = 0.291 m²
OPENABLE WINDOW AREA PROVIDED :
0.570(W) x 1.010(H)
= 0.578 m² > 0.291 m²



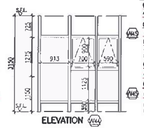
FLAT Ⓐ KIT.

GLAZED WINDOW AREA REQUIRED :
3.126 m² x 1/10 = 0.313 m²
GLAZED WINDOW AREA PROVIDED :
0.570(W) x 1.220(H)
= 0.695 m² > 0.313 m²
OPENABLE WINDOW AREA REQUIRED :
3.126 m² x 1/16 = 0.195 m²
OPENABLE WINDOW AREA PROVIDED :
0.570(W) x 1.220(H)
= 0.695 m² > 0.195 m²



FLAT Ⓑ M.BR.

GLAZED WINDOW AREA REQUIRED :
4.177 m² x 1/10 = 0.418 m²
GLAZED WINDOW AREA PROVIDED :
0.913(W) x 1.275(H) +
[0.700 + 0.590(W)] x 0.900(H)]
= 2.325 m² > 0.418 m²
OPENABLE WINDOW AREA REQUIRED :
8.177 m² x 1/16 +
3.351 m² x 1/10 = 0.836 m²
OPENABLE WINDOW AREA PROVIDED :
[(0.700 + 0.590(W)) x 0.900(H)]
= 1.181 m² > 0.836 m²



FLAT Ⓑ BR.2

GLAZED WINDOW AREA REQUIRED :
4.750 m² x 1/10 = 0.475 m²
GLAZED WINDOW AREA PROVIDED :
1.153(W) x 1.275(H) +
0.700(W) x 0.900(H)
= 2.100 m² > 0.475 m²
OPENABLE WINDOW AREA REQUIRED :
4.750 m² x 1/16 = 0.297 m²
OPENABLE WINDOW AREA PROVIDED :
0.700(W) x 0.900(H)
= 0.630 m² > 0.297 m²

FLAT Ⓑ BR.1

GLAZED WINDOW AREA REQUIRED :
4.903 m² x 1/10 = 0.490 m²
GLAZED WINDOW AREA PROVIDED :
0.767(W) x 1.275(H) +
[0.700 + 0.590(W)] x 0.900(H)]
= 2.139 m² > 0.490 m²
OPENABLE WINDOW AREA REQUIRED :
4.903 m² x 1/16 = 0.306 m²
OPENABLE WINDOW AREA PROVIDED :
[(0.700 + 0.590(W)) x 0.900(H)]
= 1.161 m² > 0.306 m²

FLAT Ⓑ LIV & DIN.

GLAZED WINDOW AREA REQUIRED :
[19.485 + 0.234(m² x 1/10 = 1.972 m²
GLAZED WINDOW AREA PROVIDED :
1.027(W) x 1.275(H) +
0.902(W) x 1.225(H)
= 2.414 m² > 1.972 m²
OPENABLE WINDOW AREA REQUIRED :
[19.485 + 0.234(m² x 1/16 +
2.880 m² x 1/10 = 1.521 m²
OPENABLE WINDOW AREA PROVIDED :
0.902(W) x 2.275(H)
= 2.052 m² > 1.521 m²

FLAT Ⓑ KIT.

GLAZED WINDOW AREA REQUIRED :
4.851 m² x 1/10 = 0.485 m²
GLAZED WINDOW AREA PROVIDED :
0.570(W) x 1.220(H)
= 0.695 m² > 0.485 m²
OPENABLE WINDOW AREA REQUIRED :
4.851 m² x 1/16 = 0.303 m²
OPENABLE WINDOW AREA PROVIDED :
0.570(W) x 1.220(H)
= 0.695 m² > 0.303 m²

WINDOW AREA CALCULATION FOR 31/F

FLAT Ⓐ LIV & DIN.(INCLUDING OPEN KIT.)

GLAZED WINDOW AREA REQUIRED :
15.185 m² x 1/10 = 1.520 m²
GLAZED WINDOW AREA PROVIDED :
(0.888+1.873)(W) x 1.525(H) +
0.900(W) x 1.150(H)
= 5.398 m² > 1.520 m²
OPENABLE WINDOW AREA REQUIRED :
15.185 m² x 1/16 = 0.950 m²
OPENABLE WINDOW AREA PROVIDED :
0.900(W) x 1.150(H)
= 1.035 m² > 0.950 m²

FLAT Ⓐ BR.1

GLAZED WINDOW AREA REQUIRED :
4.190 m² x 1/10 = 0.419 m²
GLAZED WINDOW AREA PROVIDED :
1.200(W) x 1.525(H) +
0.800(W) x 1.150(H)
= 2.750 m² > 0.419 m²
OPENABLE WINDOW AREA REQUIRED :
4.190 m² x 1/16 = 0.262 m²
OPENABLE WINDOW AREA PROVIDED :
0.800(W) x 1.150(H)
= 0.920 m² > 0.262 m²

FLAT Ⓐ M.BR.

GLAZED WINDOW AREA REQUIRED :
4.568 m² x 1/10 = 0.457 m²
GLAZED WINDOW AREA PROVIDED :
0.888(W) x 1.525(H) +
0.863(W) x 1.475(H)
= 2.780 m² > 0.457 m²
OPENABLE WINDOW AREA REQUIRED :
4.568 m² x 1/16 = 0.285 m²
OPENABLE WINDOW AREA PROVIDED :
0.863(W) x 1.475(H)
= 1.273 m² > 0.285 m²

DELETED

FLAT Ⓐ BATH

OPENABLE WINDOW AREA REQUIRED :
(TAKE LARGEST AREA BATH 2)
2.484 m² x 1/10 = 0.248 m²
OPENABLE WINDOW AREA PROVIDED :
W31 0.570(W) x 1.260(H)
0.718 m² > 0.248 m²

FLAT Ⓑ LIV & DIN.(INCLUDING OPEN KIT.)

GLAZED WINDOW AREA REQUIRED :
11.042 m² x 1/10 = 1.104 m²
GLAZED WINDOW AREA PROVIDED :
0.688(W) x 1.525(H) +
0.863(W) x 1.475(H)
= 2.780 m² > 1.104 m²
OPENABLE WINDOW AREA REQUIRED :
11.042 m² x 1/16 = 0.690 m²
OPENABLE WINDOW AREA PROVIDED :
0.863(W) x 1.475(H)
= 1.273 m² > 0.690 m²

FLAT Ⓑ M.BR.

GLAZED WINDOW AREA REQUIRED :
5.160 m² x 1/10 = 0.516 m²
GLAZED WINDOW AREA PROVIDED :
1.038(W) x 1.525(H) +
0.900(W) x 1.150(H)
= 2.501 m² > 0.516 m²
OPENABLE WINDOW AREA REQUIRED :
5.160 m² x 1/16 +
2.869 m² x 1/10 = 0.609 m²
OPENABLE WINDOW AREA PROVIDED :
0.800(W) x 1.150(H)
= 0.920 m² > 0.568 m²

DELETED

FLAT Ⓑ BATH

OPENABLE WINDOW AREA REQUIRED :
(TAKE LARGEST AREA BATH 2)
2.484 m² x 1/10 = 0.248 m²
OPENABLE WINDOW AREA PROVIDED :
W32 0.570(W) x 1.260(H)
0.718 m² > 0.248 m²

FLAT Ⓒ LIV & DIN.(INCLUDING OPEN KIT.)

GLAZED WINDOW AREA REQUIRED :
17.552 m² x 1/10 = 1.755 m²
GLAZED WINDOW AREA PROVIDED :
0.631(W) x 1.525(H) +
0.806(W) x 1.475(H) +
0.800(W) x 1.150(H)
= 3.529 m² > 1.755 m²
OPENABLE WINDOW AREA REQUIRED :
17.552 m² x 1/16 = 1.097 m²
OPENABLE WINDOW AREA PROVIDED :
0.806(W) x 1.475(H)
0.800(W) x 1.150(H)
= 2.105 m² > 1.097 m²

FLAT Ⓒ BR.1

GLAZED WINDOW AREA REQUIRED :
4.269 m² x 1/10 = 0.427 m²
GLAZED WINDOW AREA PROVIDED :
1.122(W) x 1.525(H) +
0.800(W) x 1.150(H)
= 2.631 m² > 0.427 m²
OPENABLE WINDOW AREA REQUIRED :
4.269 m² x 1/16 = 0.267 m²
OPENABLE WINDOW AREA PROVIDED :
0.800(W) x 1.225(H)
= 0.920 m² > 0.267 m²

FLAT Ⓒ M.BR.

GLAZED WINDOW AREA REQUIRED :
4.946 m² x 1/10 = 0.495 m²
GLAZED WINDOW AREA PROVIDED :
(0.768+0.525)(W) x 1.525(H) +
0.713(W) x 1.150(H)
= 2.780 m² > 0.495 m²
OPENABLE WINDOW AREA REQUIRED :
4.946 m² x 1/16 = 0.309 m²
OPENABLE WINDOW AREA PROVIDED :
0.703(W) x 1.150(H)
= 0.808 m² > 0.309 m²

DELETED

FLAT Ⓒ BATH

OPENABLE WINDOW AREA REQUIRED :
(TAKE LARGEST AREA BATH 2)
2.484 m² x 1/10 = 0.248 m²
OPENABLE WINDOW AREA PROVIDED :
0.570(W) x 1.260(H)
0.718 m² > 0.248 m²

REFERENCES :

File
B. D. : BD 2/3009/19
F. S. D. : FP 8/13004<34>

JOB TITLE :

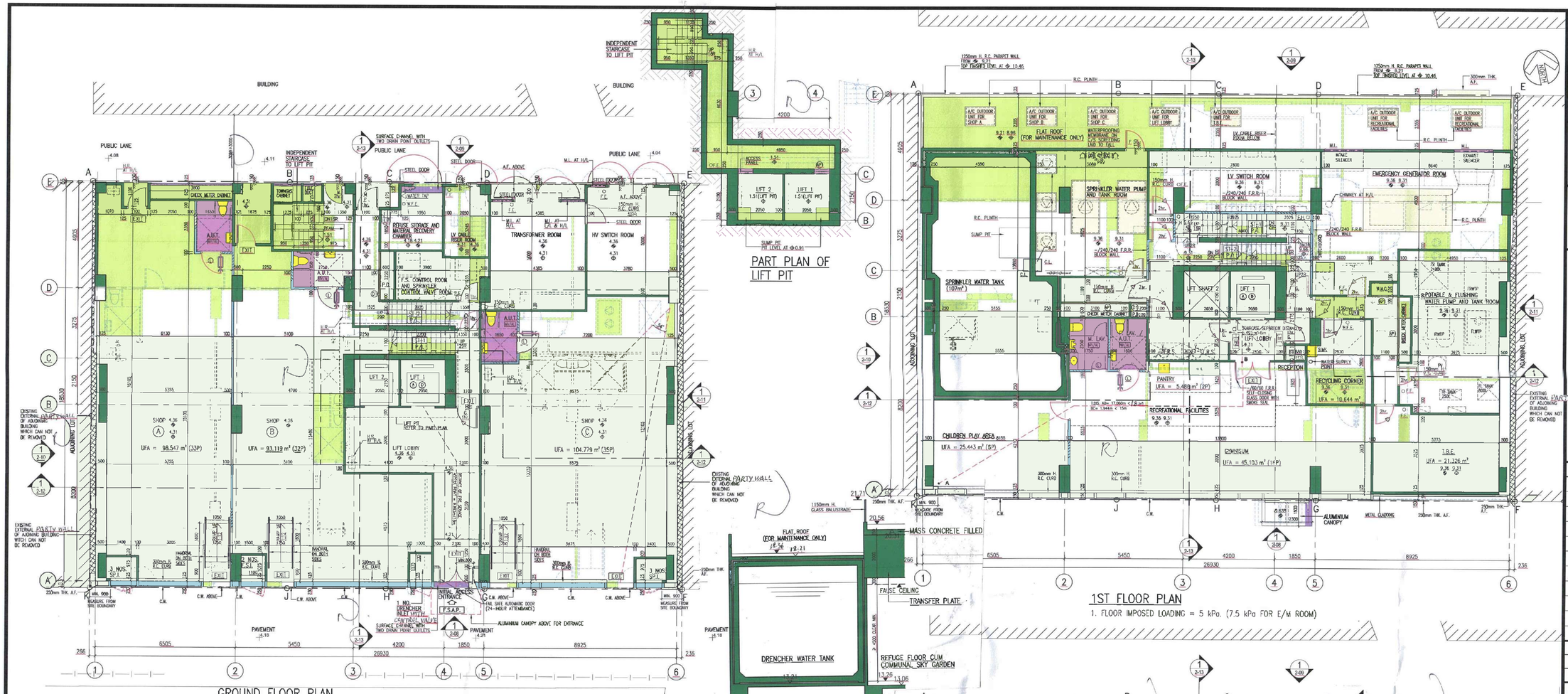
PROPOSED COMMERCIAL/RESIDENTIAL ON SIL 433 S.F, SIL 433 S.G, SIL 433 RP, SIL 433 S.D AT NOS. 9–19 KAM WA STREET, SHAU KEI WAN, HONG KONG

GENERAL NOTES :
1. Do not scale drawings : Figured dimensions are to be followed.
2. All dimensions are to be checked and verified on site.
3. All prints, notes, specifications and their copyright are the property of the Architects/Engineers.
4. This Drawing is not valid for construction or other purposed unless certified by the Architects/Engineers.

NOTES :
4TH, 13TH, 14TH, 24TH DELETED FROM FLOOR NUMBERING SYSTEM.

G.F.A. CONCESSION OF PNAP APP-151

REVISIONS		SIGNATURE	DATE
–	FIRST SUBMISSION	JIMMY	08/19
–	RE-SUBMISS



MODIFICATIONS / EXEMPTIONS GRANTED and AMENDMENT TO LOCATION (if any) IN THE CURRENT SUBMISSION

Description	Condition	Location with Modification Granted	Date of Modification Granted	Permit No.
1 (1) Building (Planning) Regulations 23(3)(a) To permit the following room and internal void features to be excluded from the site coverage and floor area calculation:	Regarding item (1)(a): (i) Location of the combined balcony is restricted to the living room, dining room or bedroom. (ii) There is no projecting window in the same room. (iii) The combined balcony is at least 1.2m away from a utility platform. (iv) Not less than 50% of the perimeter of the combined balcony and air-conditioning platform, and the covered area underneath the lowest combined balcony, faces into the open air and is not enclosed above safe parapet height. (v) There is a minimum of 150mm drop in level from the room which leads to the combined balcony. (vi) The enclosed outlet(s) for the internal bathroom(s) and lavatory(ies) does not open into the combined balcony, and the covered areas underneath the combined balcony. (vii) The maximum area to be exempted for such balcony including portion of such balcony per residential unit is 1m² or 2.5% of the Usable Floor Space of the unit whichever is the greater subject to a maximum of 3m². (viii) The size of any balcony, including part of which to be exempted from gross floor area and site coverage calculations, is not less than 2m². (ix) Not more than 50% of the area of the balcony is to be exempted from gross floor area and site coverage calculations. (x) The air-conditioner platform provided on the combined balcony as "areas for air-conditioning" and individual air-conditioner platforms must not be erected at the external walls of the building will be designated in the Deed of Mutual Covenant with details of the use and location clearly indicated. (xi) Air-conditioner shall be installed on the air-conditioner platform provided on the combined balcony. (xii) There is a minimum of 50mm rise in level from the finished floor of the combined balcony to the air-conditioner platform. (xiii) There is no supporting frame for suspending an air-conditioner in the combined balcony as the air-conditioner platform. Cush-ion-anchors for anchorage of personal fall arresting system shall be provided if there is no opening frame for suspending building services in the combined balcony in the air-conditioner platform.	3/F 30/F	20/12/2021	2
(B) Combined air-conditioner (AC) platforms with utility platforms and covered areas underneath the lowest combined utility platform.	Regarding item (1)(a): (i) Location of the combined balcony is restricted to the living room, dining room or bedroom. (ii) There is no projecting window in the same room. (iii) The combined balcony is at least 1.2m away from a utility platform. (iv) Not less than 50% of the perimeter of the combined balcony and air-conditioning platform, and the covered area underneath the lowest combined utility platform, faces into the open air and is not enclosed above safe parapet height. (v) There is a minimum of 150mm drop in level from the room which leads to the combined balcony. (vi) The enclosed outlet(s) for the internal bathroom(s) and lavatory(ies) does not open into the combined balcony, and the covered areas underneath the combined balcony. (vii) The maximum area to be exempted for such balcony including portion of such balcony per residential unit is 1m² or 2.5% of the Usable Floor Space of the unit whichever is the greater subject to a maximum of 3m². (viii) The size of any balcony, including part of which to be exempted from gross floor area and site coverage calculations, is not less than 2m². (ix) Not more than 50% of the area of the balcony is to be exempted from gross floor area and site coverage calculations. (x) The air-conditioner platform provided on the combined utility platforms as "areas for air-conditioning" and individual air-conditioner platforms must not be erected at the external walls of the building will be designated in the Deed of Mutual Covenant with details of the use and location clearly indicated. (xi) Air-conditioner shall be installed on the air-conditioner platform provided on the combined utility platforms. (xii) There is a minimum of 50mm rise in level from the finished floor of the combined utility platforms in the air-conditioner platform. (xiii) There is no supporting frame for suspending an air-conditioner in the combined utility platforms in the air-conditioner platform. (xiv) Cush-ion-anchor for anchorage of personal fall arresting system shall be provided if there is supporting frame for suspending building services in the combined utility platforms in the air-conditioner platform.			
2 (2) Building (Planning) Regulation 23(3)(b) To permit the following green and innovative features under 10% to be excluded from gross floor area calculations: (i) Refuse storage and material recovery chamber; (ii) Refuge floor cum communal sky garden on 1/F.	Regarding item (2)(b): (i) Sky gardens shall be for the exclusive use of the residents/tenants and their visitors only as indicated on the approved plans and such areas shall not be used for any other purpose or by any other persons without the prior consent of the Building Author-ity.	3/F		
3 (3) Building (Planning) Regulation 23(3)(c) To permit the following pavilions/areas to be excluded from gross floor area calculations: (i) Plant Room; (ii) Recreational/ancillary facilities on 1/F; (iii) Lift shaft areas over and above 2.5% and less than 3.5% of the total domestic gross floor area	Regarding item (3)(c): (i) Adequate access for inspection and maintenance is to be provided.	G/F – Roof		
4 (4) Building (Planning) Regulation 30 To permit the omission of natural lighting and ventilation in the following areas: (i) Internal bathrooms and lavatories of the domestic unit; (ii) Internal lavatories on G/F and 1/F.	Regarding item (4)(a): (i) Subject to the compliance with the requirements and conditions as laid down in PNAP APP-96.	G/F, 1/F & 2/F – 3/F		
	Regarding item (4)(c): (i) Artificial lighting and mechanical ventilation at a rate of not less than 10 air changes per hour to be provided to the satisfaction of the Building Authority; (ii) 7-inch a/c intake complying the requirements set out in Annex 2 of PNAP ADM-2 to be provided.			
5 (5) Building (Planning) Regulation 69 To permit the omission of natural lighting to the staircase	Regarding item (5): (i) Permanent artificial lighting system with 30 lux minimum lighting level backed up by an emergency lighting system providing a horizontal illuminance at floor level of not less than 2 lux. (ii) The design of the emergency lighting system shall comply with the Code of Practice for Minimum Fire Service Installations and Equipment.	G/F – Roof		
6 (6) Building (Unexhausted) Regulation 35 To permit the level of an internal floor of refuse storage and material recovery chamber G/F to be less than 150mm above the level of the external ground.	Regarding item (6): (i) Provision of additional drainage channels, each with at least 2 no. of drainage outlets. (ii) Provision of a 'fall, not less than 1:40, on the flat roof or external ground sloping away from the adjoining internal/usable floor area.	Refuse Storage and Material Recovery Chamber at G/F		

MODIFICATIONS / EXEMPTIONS GRANTED and AMENDMENT TO LOCATION (if any) IN THE CURRENT SUBMISSION

Description	Condition	Location with Modification Granted	Date of Modification Granted	Permit No.
7 (7) Building (Planning) Regulation 32 To accept the non-provision of gas appliances in bathrooms of domestic units where suitable provision for the installation of room-sealed gas water heaters complying with Regulation 32A of Building (Planning) Regulations has been provided in other room of the domestic unit.	Regarding item (7): (i) The provision of shared hot water heater with other room and the keeping of hot water pipe from the said gas water heater comply with the requirements of Waterworks Regulation 19 of cap. 102)	3/F 30/F		
8 (1) Building (Planning) Regulations 20 and 23(3)(a) To permit the following pavilions/areas to be excluded from site coverage and gross floor area calculations: (i) Combined balconies with utility platforms and air-conditioner platforms of residential flats.	Regarding item (1)(b): (i) Location of the combined balcony and utility platform is restricted to the living room, dining room or bedroom. (ii) There is no projecting window in the same room. (iii) The utility platform is at least 1.2m away from a combined balcony; utility platform and air-conditioner platform; and the covered area underneath the lowest com-bined balcony and utility platform, faces into the open air and is not enclosed above safe parapet height. (iv) There is a minimum of 150mm drop in level from the room which leads to the combined balcony and utility platform. (v) The enclosed outlet(s) for the internal bathroom(s) and lavatory(ies) does not open into combined balcony and utility platform, and the covered areas underneath the combined balcony and utility platform. (vi) The maximum area to be exempted for such balcony including portion of such balcony per residential unit is 1m² or 2.5% of the Usable Floor Space of the unit whichever is the greater subject to a maximum of 3m². (vii) The maximum area to be exempted for such utility platforms including portion of such utility platform per residential unit is 3m². (viii) The size of any balcony including part of which to be exempted from gross floor area and site coverage calculations, is not less than 2m². (ix) The size of any utility platform, including part of which to be exempted from gross floor area and site coverage calculations, is not less than 1.5m². (x) Not more than 50% of the area of the balcony is to be exempted from gross floor area and site coverage calculations. (xi) Not more than 50% of the area of the utility platform is to be exempted from gross floor area and site coverage calculations. (xii) The air-conditioner platform provided on the combined balcony and utility platforms as "areas for air-conditioning" and individual air-conditioner platforms must not be erected at the external walls of the building will be designated in the Deed of Mutual Covenant with details of the use and location clearly indicated. (xiii) Air-conditioner shall be installed on the air-conditioner platform provided on the combined balcony and utility platform. (xiv) There is a minimum of 50mm rise in level from the finished floor of the combined balcony and utility platform to the air-conditioner platform. (xv) There is no supporting frame for suspending an air-conditioner in the combined balcony and utility platform in the air-conditioner platform. (xvi) Cush-ion-anchor for anchorage of personal fall arresting system shall be provided if there is supporting frame for suspending building services in the combined balcony and utility platform.	3/F 30/F		

LEGENDS: # First Granted ✓ Still Applicable X Not Applicable & Location Change

REFERENCES :

File
B. D. : BD 2/3009/19
F. S. D. : FP 8/13004<34>

JOB TITLE :

PROPOSED COMMERCIAL/RESIDENTIAL ON SIL 433 S.F, SIL 433 S.G, SIL 433 RP, SIL 433 S.D AT NOS. 9–19 KAM WA STREET, SHAU KEI WAN, HONG KONG

GENERAL NOTES :
1. Do not scale drawings : Figured dimensions are to be followed.
2. All dimensions are to be checked and verified on site.
3. All prints, notes, specifications and their copyright are the property of the Architects/Engineers.
4. This Drawing is not valid for construction or other purposed unless certified by the Architects/Engineers.

NOTES :
4TH, 13TH, 14TH, 24TH DELETED FROM FLOOR NUMBERING SYSTEM.

REVISIONS		SIGNATURE	DATE
–	FIRST SUBMISSION	JIMMY	08/19
–	RE-SUBMISSION	JIMMY	01/20
–	RE-SUBMISSION	JIMMY	04/20
–	RE-SUBMISSION	JIMMY	09/20
A	GENERAL REVISION	JIMMY	03/21
B	GENERAL REVISION	JIMMY	01/23
C	GENERAL REVISION	JIMMY	12/24

DESIGNED		
DRAWN	JIMMY	08/19
CHECKED		

ARCHITECT/ENGINEER IN CHARGE

NG KIT WAH BENNY
AUTHORIZED PERSON - ARCHITECT

Plan Approved
WAN Chi-wai
Chief Building Surveyor
for BUILDING AUTHORITY
- 4 FEB 2025

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(b) and the provision of section 14(2)(c) of the Buildings Ordinance are of particular relevance in this regard.

FOR BUILDINGS DEPARTMENT
AMENDED PLAN
-06 DEC 2024

百利保發展顧問有限公司
Paliburg Development Consultants Limited

DRG. TITLE : {BUILDING PLAN}
GROUND FLOOR TO 2ND FLOOR PLAN

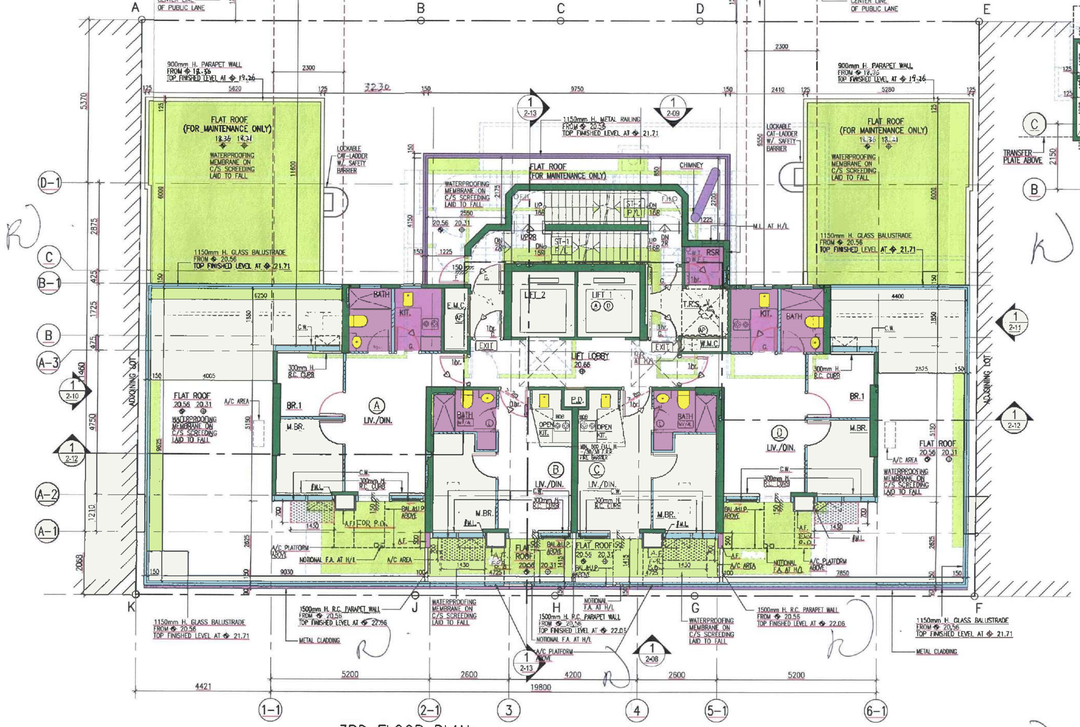
SCALE : 1 : 100	File Name: (for CAD drawing) 2–05
JOB NO : 433	DRG.NO. : 2–05

HORIZONTAL PRESCRIBED WINDOW PLANE FOR DOMESTIC HABITATION ROOM (3/F ~ 28/F)(FACING BOUNDARY)

LENGTH OF RECTANGULAR PLANE REQUIRED :
[89.31(29/F FLAT ROOF LEVEL) – 20.66(3/F LEVEL) + 1.20(PARAPET HEIGHT) –1.00(WINDOW SILL)] / 5 =11.558 m
LENGTH OF RECTANGULAR PLAN PROVIDED : 11.600 m > 11.558 m
HORIZONTAL PLANE AREA PROVIDED : 11.600 x 2.300 = 26.680 m² > 21 m²

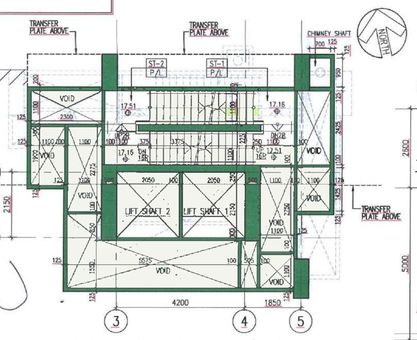
HORIZONTAL PRESCRIBED WINDOW PLANE FOR KITCHEN (3/F ~ 30/F)(FACING BOUNDARY)

LENGTH OF RECTANGULAR PLANE REQUIRED :
[86.51(ROOF FLOOR LEVEL) – 20.66(3/F LEVEL) + 1.40(PARAPET HEIGHT) –1.00(WINDOW SILL)] / 8 = 9.531 m
LENGTH OF RECTANGULAR PLAN PROVIDED : 9.550 m > 9.531 m
HORIZONTAL PLANE AREA PROVIDED : 9.550 x 2.300 = 21.965 m² > 21 m²

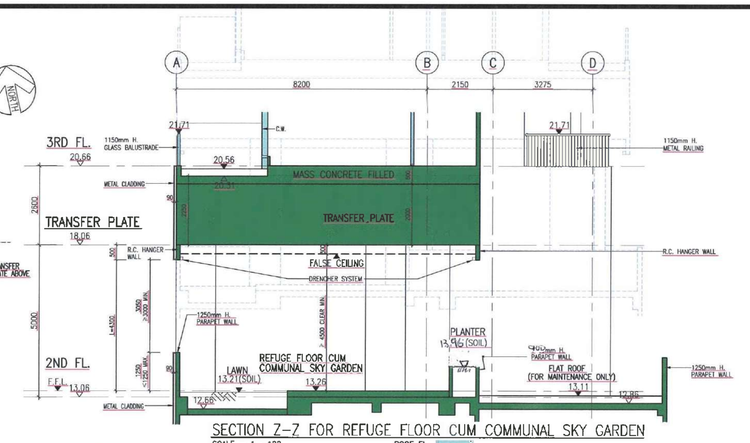


3RD FLOOR PLAN

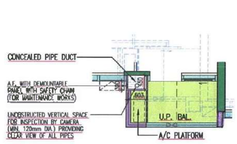
1. FLOOR IMPOSED LOADING = 5 kPa. (7.5 kPa FOR E/M ROOM)
2. ALL DIMENSIONS ARE SAME AS 5TH – 21ST FLOOR PLAN EXCEPT OTHERWISE STATED.
3. ALL P.D. DOOR TO BE USED (D1) UNLESS SPECIFIED ON PLAN.
4. #M.L. : A.F. WITH DEMOUNTABLE METAL LOUVRE BELOW TO PROVIDE PERMANENT VENTILATION OF CONCEALED DRAINAGE PIPE IN ACCORDANCE WITH PNAP APP-93



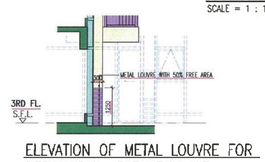
PART PLAN AT LEVEL +17.16/+17.51
SCALE = 1 : 100



SECTION Z–Z FOR REFUGE FLOOR CUM COMMUNAL SKY GARDEN
SCALE = 1 : 100

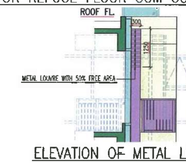


TYPICAL DETAIL "A" FOR EXTERNAL P.D.
SCALE = 1 : 100



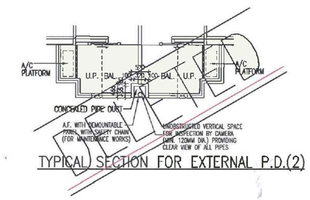
ELEVATION OF METAL LOUVRE FOR PERMANENT VENTILATION OF CONCEALED PIPE DUCT ~~(1)~~ (AT LOW LEVEL)

CALCULATION FOR PERMANENT VENTILATION OPENING OF CONCEALED PIPE DUCT:
(1.25x0.300+50%)/(0.150)x0.450)x100%
= 69.333% > 50% (UNDER PNAP APP-93)

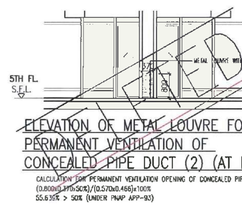


ELEVATION OF METAL LOUVRE FOR PERMANENT VENTILATION OF CONCEALED PIPE DUCT ~~(1)~~ (AT TOP LEVEL)

CALCULATION FOR PERMANENT VENTILATION OPENING OF CONCEALED PIPE DUCT:
(1.25x0.300+50%)/(0.150)x0.450)x100%
= 69.333% > 50% (UNDER PNAP APP-93)

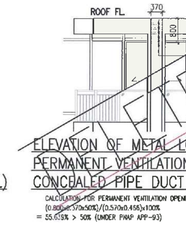


TYPICAL SECTION FOR EXTERNAL P.D.(2)



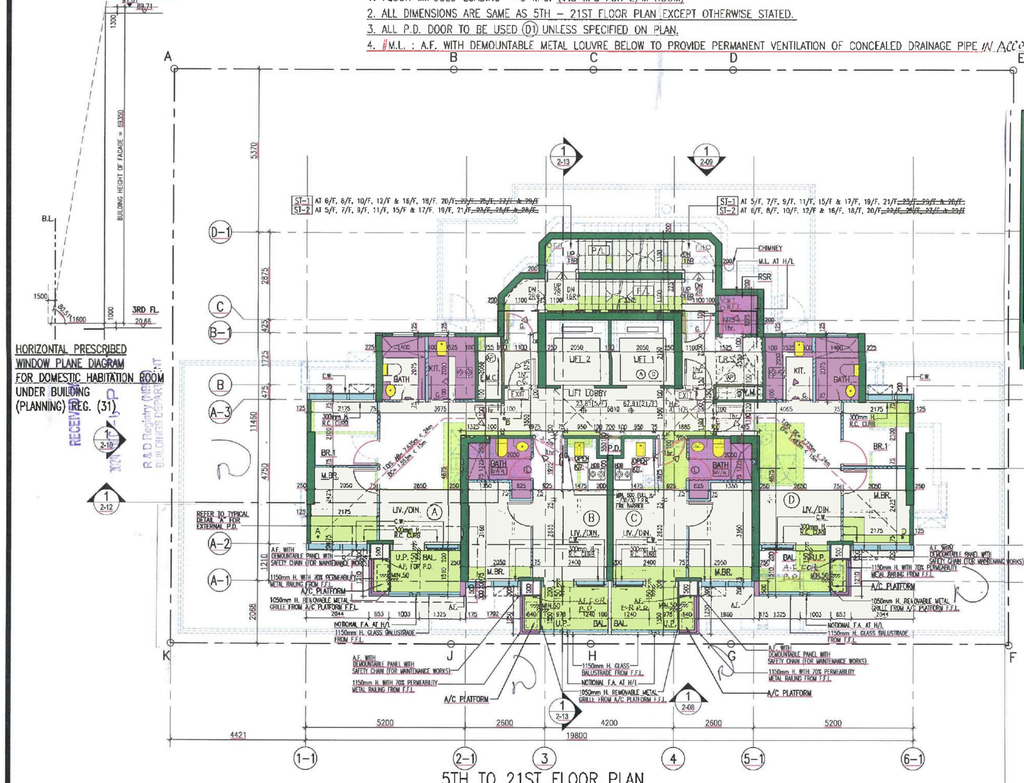
ELEVATION OF METAL LOUVRE FOR PERMANENT VENTILATION OF CONCEALED PIPE DUCT (2) (AT LOW LEVEL)

CALCULATION FOR PERMANENT VENTILATION OPENING OF CONCEALED PIPE DUCT:
(1.800x0.300+50%)/(0.570x0.450)x100%
55.639% > 50% (UNDER PNAP APP-93)



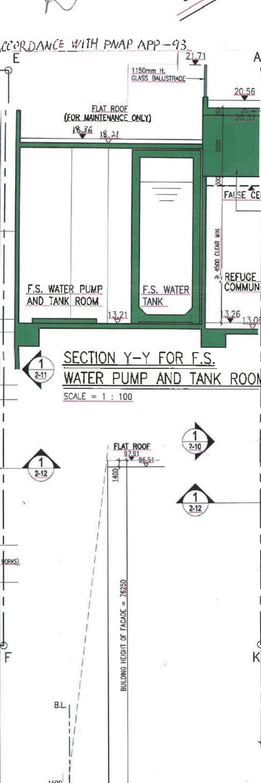
ELEVATION OF METAL LOUVRE FOR PERMANENT VENTILATION OF CONCEALED PIPE DUCT (2) (AT TOP LEVEL)

CALCULATION FOR PERMANENT VENTILATION OPENING OF CONCEALED PIPE DUCT:
(1.800x0.300+50%)/(0.570x0.450)x100%
= 55.639% > 50% (UNDER PNAP APP-93)

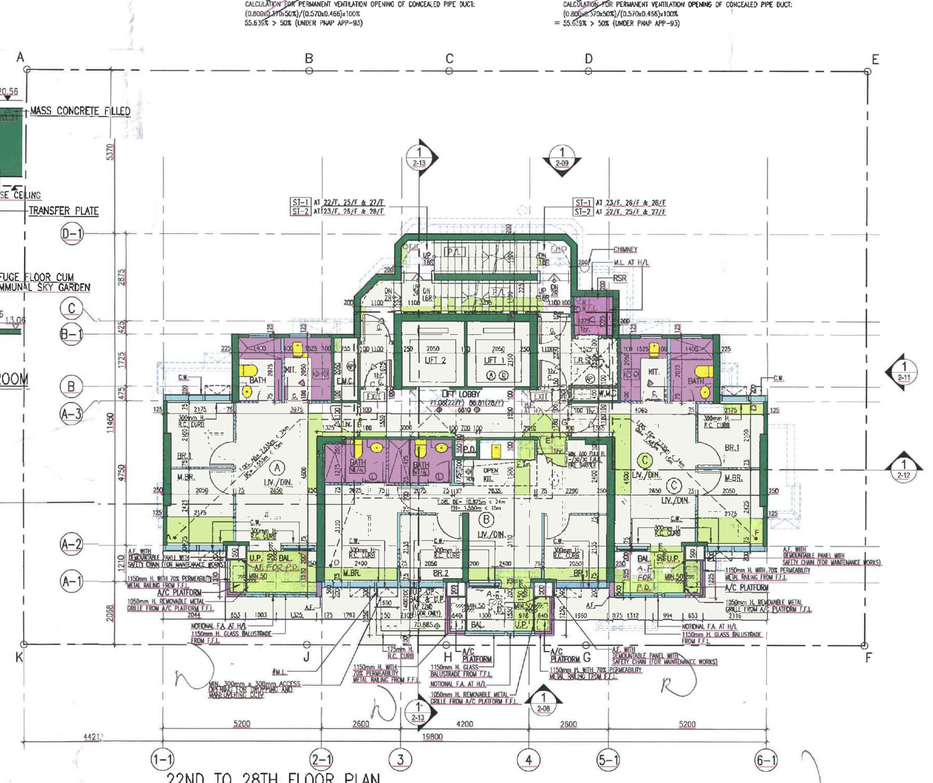


5TH TO 21ST FLOOR PLAN

1. FLOOR IMPOSED LOADING = 5 kPa. (7.5 kPa FOR E/M ROOM)
2. ALL P.D. DOOR TO BE USED (D1) UNLESS SPECIFIED ON PLAN.
3. ALL A/C PLATFORM SHOULD BE A MINIMUM OF 50mm RISE IN LEVEL FROM THE FINISHED FLOOR OF THE BALCONY / UP.
4. 13TH & 14TH DELETED FROM FLOOR NUMBERING SYSTEM.



SECTION Y–Y FOR F.S. WATER PUMP AND TANK ROOM
SCALE = 1 : 100



22ND TO 28TH FLOOR PLAN

1. FLOOR IMPOSED LOADING = 5 kPa. (7.5 kPa FOR E/M ROOM)
2. ALL P.D. DOOR TO BE USED (D1) UNLESS SPECIFIED ON PLAN.
3. ALL A/C PLATFORM SHOULD BE A MINIMUM OF 50mm RISE IN LEVEL FROM THE FINISHED FLOOR OF THE BALCONY / UP.
4. 24TH DELETED FROM FLOOR NUMBERING SYSTEM.
5. #M.L. : A.F. WITH DEMOUNTABLE METAL LOUVRE BELOW TO PROVIDE PERMANENT VENTILATION OF CONCEALED DRAINAGE PIPE IN ACCORDANCE WITH PNAP APP-93

REFERENCES :

File
B. D. : BD 2/3009/19
F. S. D. : FP 8/13004<34>

JOB TITLE :

PROPOSED COMMERCIAL/RESIDENTIAL ON SIL 433 S.F, SIL 433 S.G, SIL 433 RP, SIL 433 S.D AT NOS. 9–19 KAM WA STREET, SHAU KEI WAN, HONG KONG

GENERAL NOTES :
1. Do not scale drawings : Figured dimensions are to be followed.
2. All dimensions are to be checked and verified on site.
3. All prints, notes, specifications and their copyright are the property of the Architects/Engineers.
4. This Drawing is not valid for construction or other purposed unless certified by the Architects/Engineers.

NOTES :

4TH, 13TH, 14TH, 24TH DELETED FROM FLOOR NUMBERING SYSTEM.

REVISIONS		SIGNATURE	DATE
–	FIRST SUBMISSION	JIMMY	08/19
–	RE–SUBMISSION	JIMMY	01/20
–	RE–SUBMISSION	JIMMY	04/20
–	RE–SUBMISSION	JIMMY	09/20
A	GENERAL REVISION	JIMMY	03/21
B	GENERAL REVISION	JIMMY	01/23
C	GENERAL REVISION	JIMMY	12/24

DESIGNED		
DRAWN	JIMMY	08/19
CHECKED		

ARCHITECT/ENGINEER IN CHARGE

NG KIT WAH BENNY
AUTHORIZED PERSON - ARCHITECT

Plan Approved
WAN Chi-wai
Chief Building Surveyor
for BUILDING AUTHORITY
– 4 FEB 2025

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(2)(b) and the provision of section 14(8)(e) of the Buildings Ordinance are of particular relevance in this regard.

FOR BUILDINGS DEPARTMENT

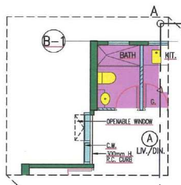
AMENDED PLAN

06 DEC 2024

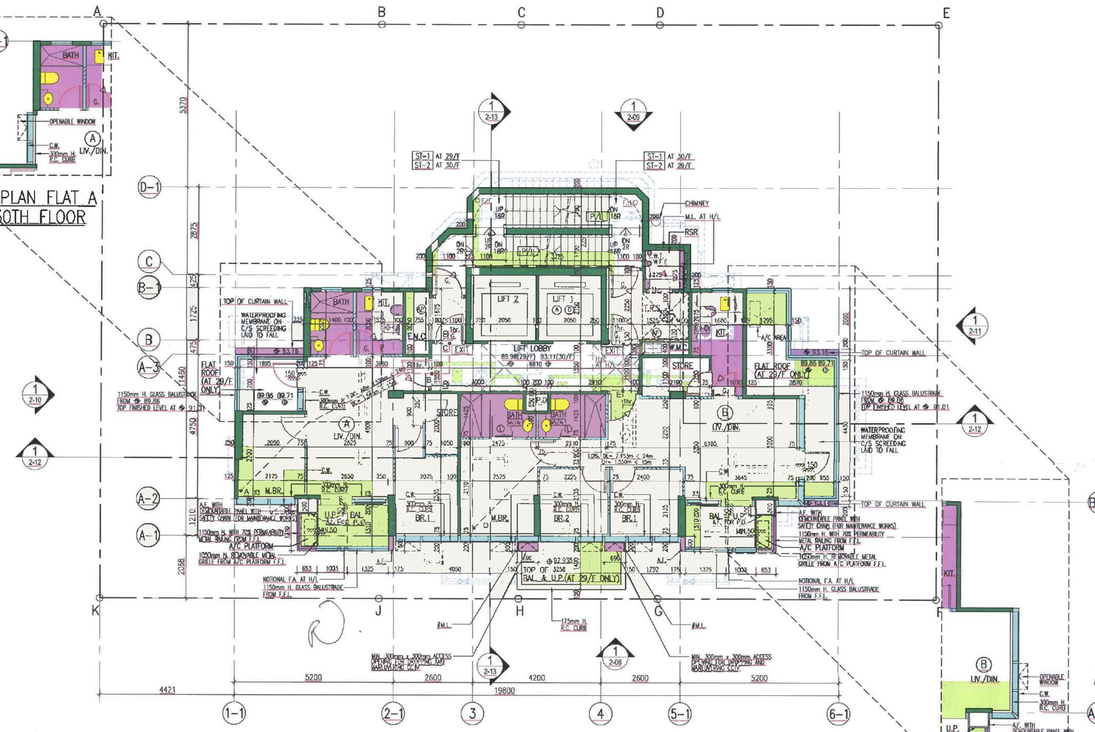
百利保發展顧問有限公司
Paliburg Development Consultants Limited

DRG. TITLE : (BUILDING PLAN)
3RD TO 28TH FLOOR PLAN

SCALE : 1 : 100	File Name: (for CAD drawing) 2–06
JOB NO : 433	DRG.NO. : 2–06

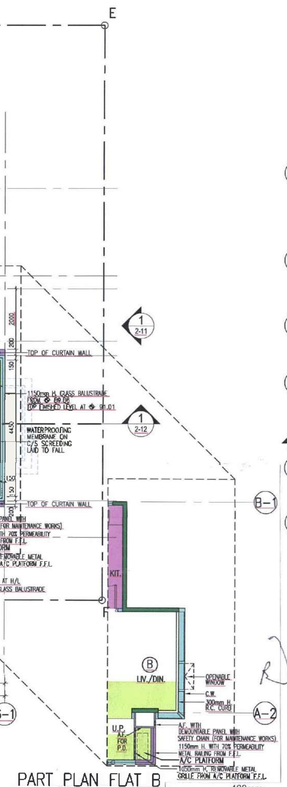


PART PLAN FLAT A FOR 30TH FLOOR

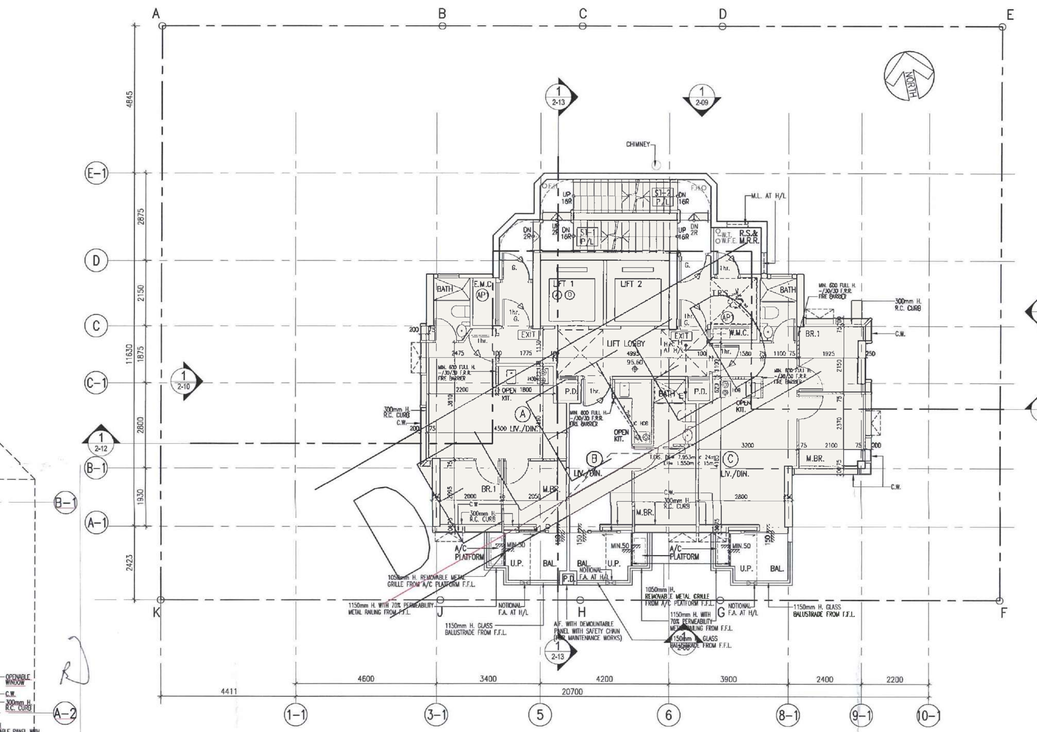


29TH & 30TH FLOOR PLAN

1. FLOOR IMPOSED LOADING = 5 kPa. (7.5 kPa FOR E/M ROOM)
2. FLOOR IMPOSED LOADING FOR FLAT ROOF = 2 kPa. (MIN.)
3. ALL P.D. DOOR TO BE USED (D1) UNLESS SPECIFIED ON PLAN.
4. ALL A/C PLATFORM SHOULD BE A MINIMUM OF 50mm RISE IN LEVEL FROM THE FINISHED FLOOR OF THE BALCONY / UP.
5. #M.L. : A.F. WITH DEMOUNTABLE METAL LOUVRE BELOW TO PROVIDE PERMANENT VENTILATION OF CONCEALED DRAINAGE PIPE IN ACCORDANCE WITH PNAP APP-93.

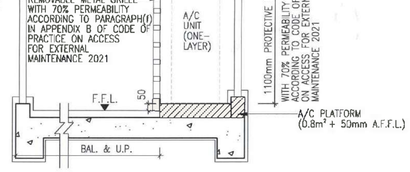


PART PLAN FLAT B FOR 30TH FLOOR



31ST FLOOR PLAN

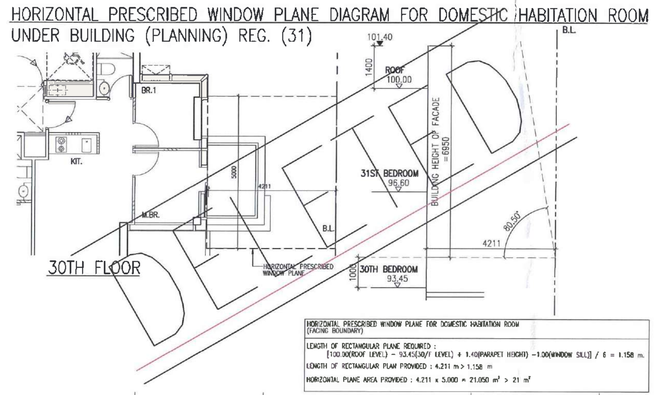
~~1. FLOOR IMPOSED LOADING = 5 kPa. (7.5 kPa FOR E/M ROOM)~~
~~2. FLOOR IMPOSED LOADING FOR FLAT ROOF = 2 kPa. (MIN.)~~
~~3. ALL P.D. DOOR TO BE USED (D1) UNLESS SPECIFIED ON PLAN.~~
~~4. ALL A/C PLATFORM SHOULD BE A MINIMUM OF 50mm RISE IN LEVEL FROM THE FINISHED FLOOR OF THE BALCONY / UP.~~



TYPICAL SECTION OF COMBINED A/C PLATFORM WITH BALCONY AND UTILITY PLATFORM

SCALE : N.T.S

HORIZONTAL PRESCRIBED WINDOW PLANE DIAGRAM FOR DOMESTIC HABITATION ROOM UNDER BUILDING (PLANNING) REG. (31)

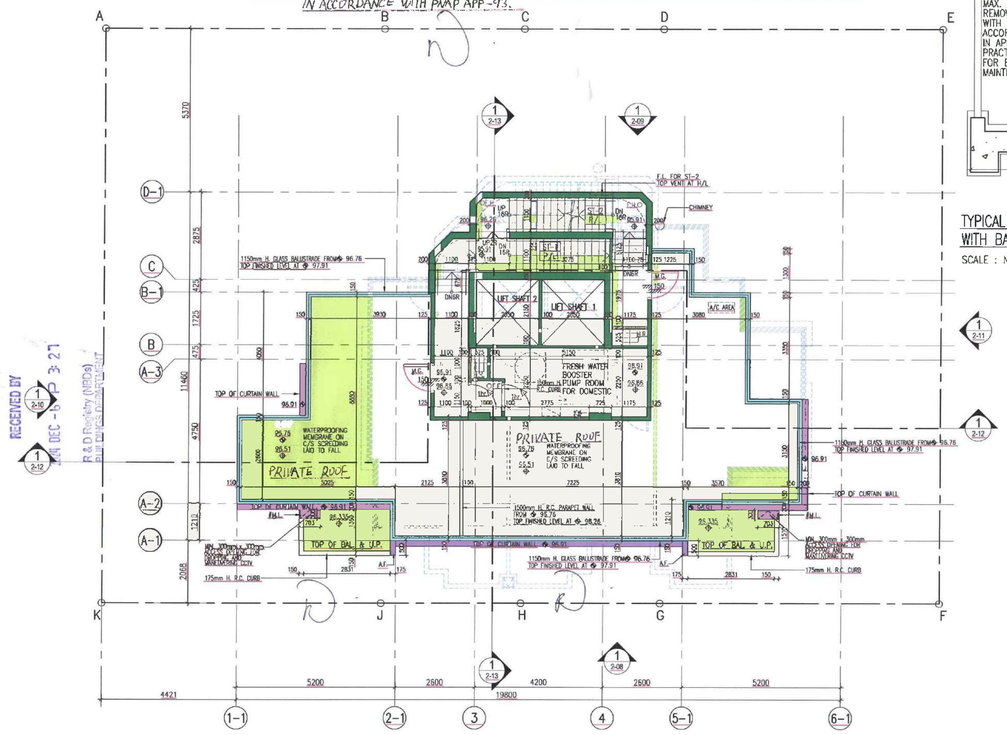


HORIZONTAL PRESCRIBED WINDOW PLANE FOR DOMESTIC HABITATION ROOM (FACING BOUNDARY)

LENGTH OF RECTANGULAR PLANE REQUIRED :
[100.30(ROOF LEVEL) - 93.45(LIV/Y LEVEL) + 1.43(PARAPET HEIGHT) -1.00(WINDOW SILL)] / 6 = 1.158 m.

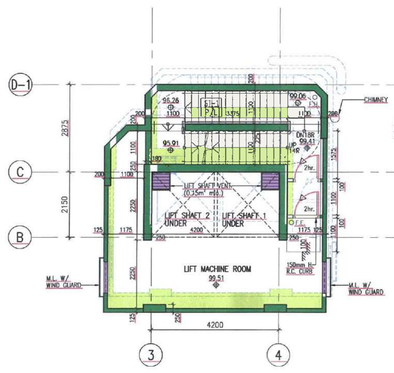
LENGTH OF RECTANGULAR PLAN PROVIDED : 4.211 m > 1.158 m

HORIZONTAL PLANE AREA PROVIDED : 4.211 x 5.000 = 21.050 m² > 21 m²



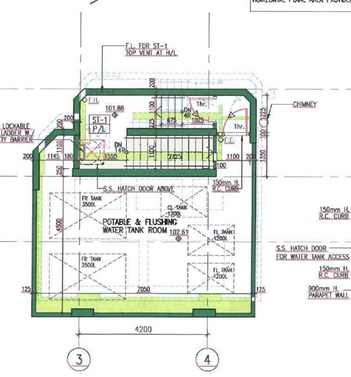
ROOF FLOOR PLAN

1. FLOOR IMPOSED LOADING = 5 kPa.
2. FLOOR IMPOSED LOADING FOR ROOF = 2 kPa. (MIN.)
3. #M.L. : A.F. WITH DEMOUNTABLE METAL LOUVRE BELOW TO PROVIDE PERMANENT VENTILATION OF CONCEALED DRAINAGE PIPE IN ACCORDANCE WITH PNAP APP-93.
4. MAIN ROOF NOT FOR COMMUNAL USE.



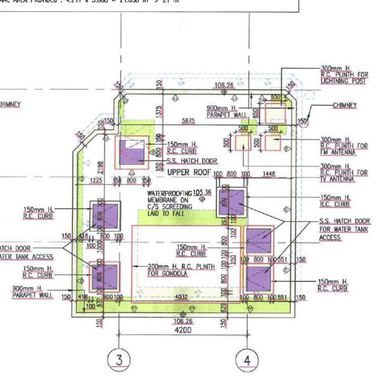
LIFT MACHINE ROOM FLOOR PLAN

1. FLOOR IMPOSED LOADING = 7.5 kPa.



POTABLE AND FLUSHING WATER TANK ROOM FLOOR PLAN

1. FLOOR IMPOSED LOADING = 7.5 kPa.



UPPER ROOF FLOOR PLAN

1. FLOOR IMPOSED LOADING = 7.5 kPa.
2. ⚠ CAST-IN ANCHOR DEVICE PROMULGATED IN PNAP ADV-14.

RECEIVED BY BUILDING DEPARTMENT 06 DEC -6 PM 3:27

R.D.D Registry (NBDs)

REFERENCES :

File
B. D. : BD 2/3009/19
F. S. D. : FP 8/13004<34>

JOB TITLE :

PROPOSED COMMERCIAL/RESIDENTIAL ON SIL 433 S.F, SIL 433 S.G, SIL 433 RP, SIL 433 S.D AT NOS. 9-19 KAM WA STREET, SHAU KEI WAN, HONG KONG

GENERAL NOTES :
1. Do not scale drawings : Figured dimensions are to be followed.
2. All dimensions are to be checked and verified on site.
3. All prints, notes, specifications and thier copyright are the property of the Architects/Engineers.
4. This Drawing is not valid for construction or other purposed unless certified by the Architects/Engineers.

NOTES :
4TH, 13TH, 14TH, 24TH DELETED FROM FLOOR NUMBERING SYSTEM.

REVISIONS		SIGNATURE	DATE
–	FIRST SUBMISSION	JIMMY	08/19
–	RE-SUBMISSION	JIMMY	01/20
–	RE-SUBMISSION	JIMMY	04/20
–	RE-SUBMISSION	JIMMY	09/20
A	GENERAL REVISION	JIMMY	03/21
B	GENERAL REVISION	JIMMY	01/23
C	GENERAL REVISION	JIMMY	12/24

DESIGNED		
DRAWN	JIMMY	08/19
CHECKED		

ARCHITECT/ENGINEER IN CHARGE

NG KIT WAH BENNY
AUTHORIZED PERSON - ARCHITECT

Plan Approved
WAN Chi-wai
Chief Building Surveyor
for BUILDING AUTHORITY
- 4 FEB 2025

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-18. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(b) and the provision of section 14(2)(c) of the Buildings Ordinance are of particular relevance in this regard.

FOR BUILDINGS DEPARTMENT

AMENDED PLAN

06 DEC 2024

百利保發展顧問有限公司
Paliburg Development Consultants Limited

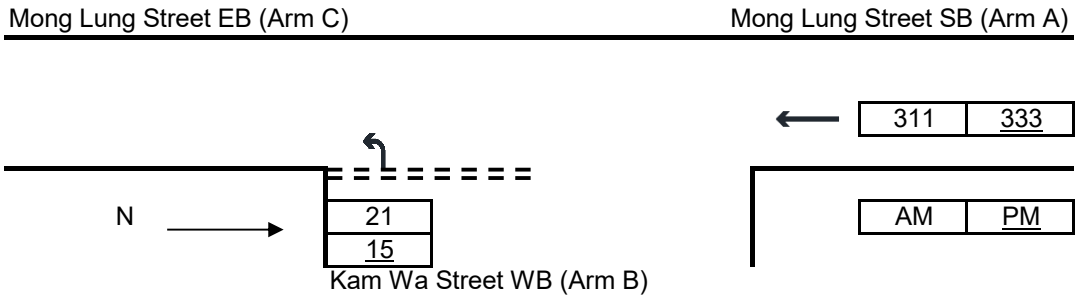
DRG. TITLE : (BUILDING PLAN)
29TH TO UPPER ROOF FLOOR PLAN

SCALE : 1 : 100	File Name: (for CAD drawing) 2-07
JOB NO : 433	DRG.NO. : 2-07

Appendix 2 – Calculation

Priority Junction Analysis

Junction:	Mong Lung Street / Kam Wa Street				
Design Year:	2025	Job Number:	J7439	Date:	26 May 2026
Scenario:	Existing Condition				P. 1



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	8.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.00	E	1.0356
			V-rBC	30	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7068

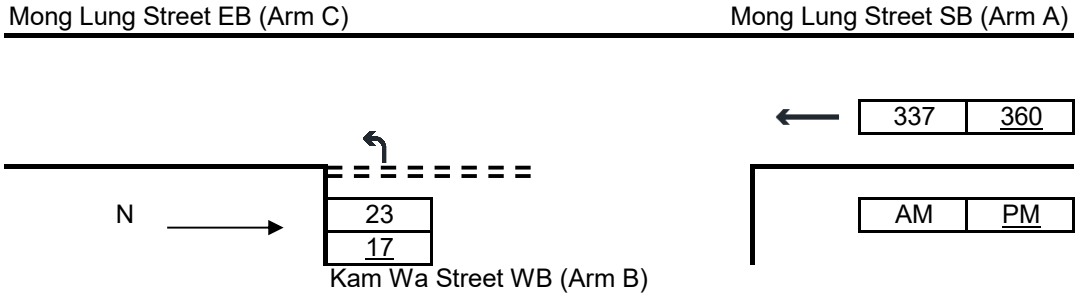
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	292	289
q-CB	0	0	Q-BC	689	683
q-AB	0	0	Q-CB	390	386
q-AC	311	333	Q-BAC	689	683
q-BA	0	0			
q-BC	21	15			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.030	0.022
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Mong Lung Street / Kam Wa Street				
Design Year:	2034	Job Number:	J7439	Date:	26 May 2026
Scenario:	Future Condition (Without Proposed Hotel)				P. 2



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	8.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.00	E	1.0356
			V-rBC	30	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7068

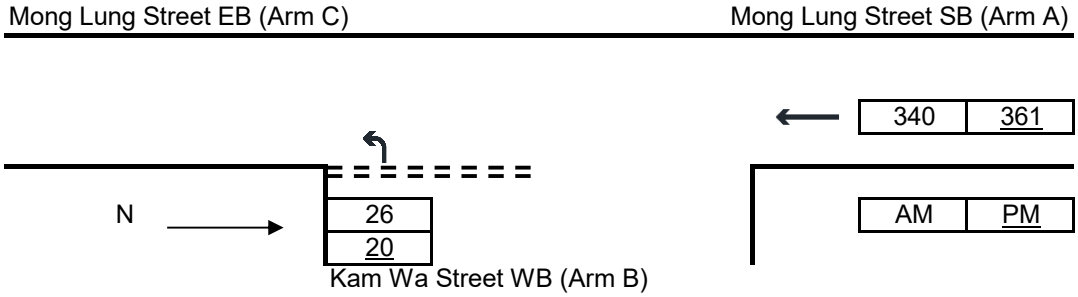
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	288	285
q-CB	0	0	Q-BC	682	676
q-AB	0	0	Q-CB	386	382
q-AC	337	360	Q-BAC	682	676
q-BA	0	0			
q-BC	23	17			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.034	0.025
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Mong Lung Street / Kam Wa Street				
Design Year:	2034	Job Number:	J7439	Date:	26 May 2026
Scenario:	Future Condition (With Proposed Hotel)				P. 3



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	8.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.00	E	1.0356
			V-rBC	30	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7068

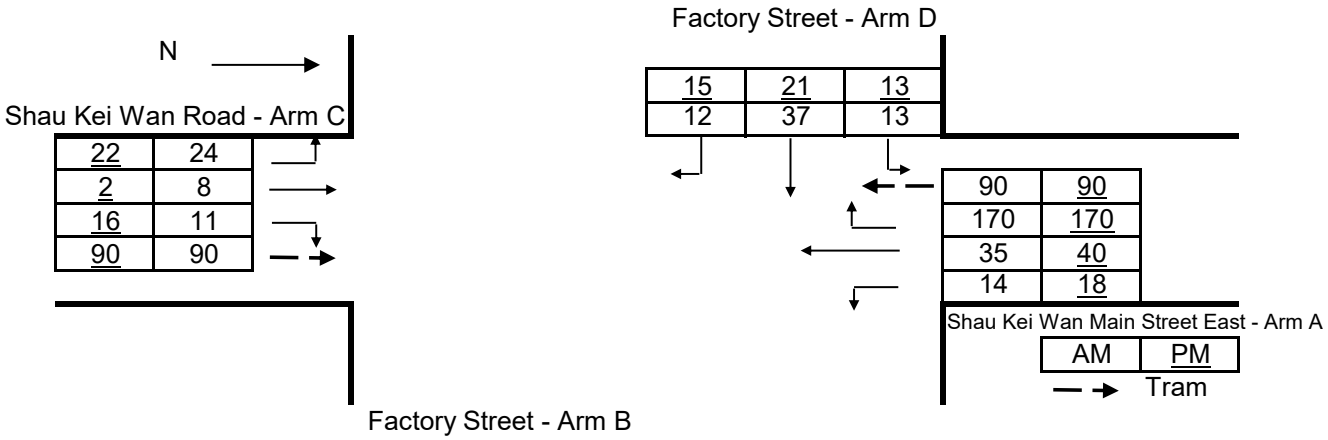
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	288	285
q-CB	0	0	Q-BC	681	675
q-AB	0	0	Q-CB	385	382
q-AC	340	361	Q-BAC	681	675
q-BA	0	0			
q-BC	26	20			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.038	0.030
C-B	0.000	0.000

Crossroad Junction Analysis

Junction:	Shau Kei Wan Road / Shau Kei Wan Main Street East / Factory Street				
Design Year:	2025	Job Number:	J7439	Date:	26 May 2026
Scenario:	Existing Condition				P. 4



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

Geometry :

W	12.2	V-CB	100	V-AD	50	w-BA	0.0
W-CR	0.0	V-lBC	0	V-lDA	35	w-BC	0.0
W-CB	6.4	V-rBA	0	V-rDC	30	w-DA	3.1
W-AD	5.8					w-DC	2.9

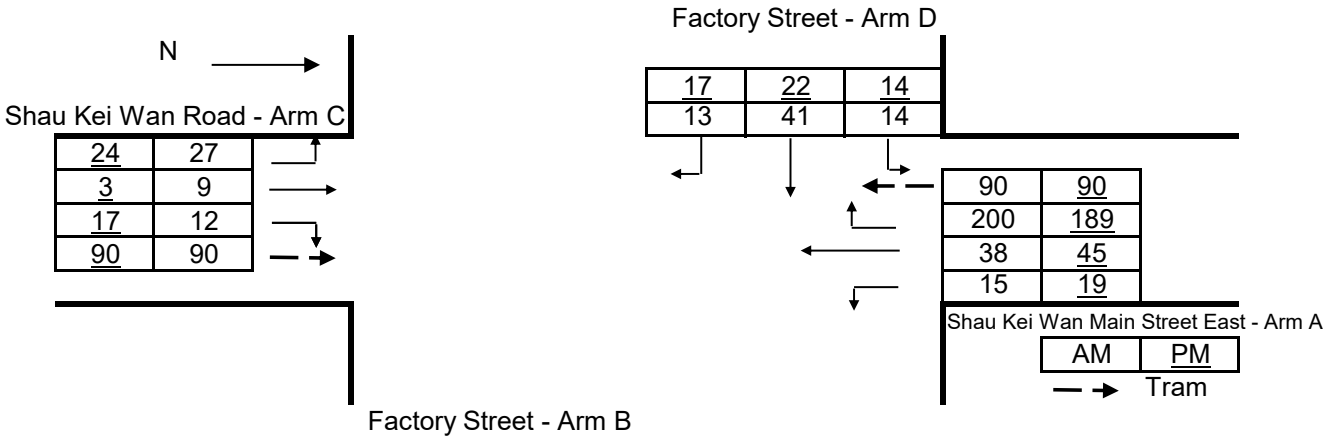
Analysis :

Traffic Flows, pcu/hour	AM	PM	Capacity, pcu/hour	AM	PM
q-B-ACD	0	0	Q-B-ACD	406	405
q-A-B	15	20	Q-A-B		
q-A-C	138	143	Q-A-C		
q-A-D	187	187	Q-A-D	577	577
q-D-AB	35	26	Q-D-AB	478	506
q-D-BC	33	28	Q-D-BC	416	416
q-C-D	26	24	Q-C-D		
q-C-A	108	101	Q-C-A		
q-C-B	12	18	Q-C-B	556	555

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.000	0.000
A-D	0.324	0.324
D-AB	0.074	0.052
D-BC	0.079	0.066
C-B	0.022	0.032

Crossroad Junction Analysis

Junction:	Shau Kei Wan Road / Shau Kei Wan Main Street East / Factory Street				
Design Year:	2034	Job Number:	J7439	Date:	26 May 2026
Scenario:	Future Condition (Without Proposed Hotel)				P. 5



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

Geometry :

W	12.2	V-CB	100	V-AD	50	w-BA	0.0
W-CR	0.0	V-lBC	0	V-lDA	35	w-BC	0.0
W-CB	6.4	V-rBA	0	V-rDC	30	w-DA	3.1
W-AD	5.8					w-DC	2.9

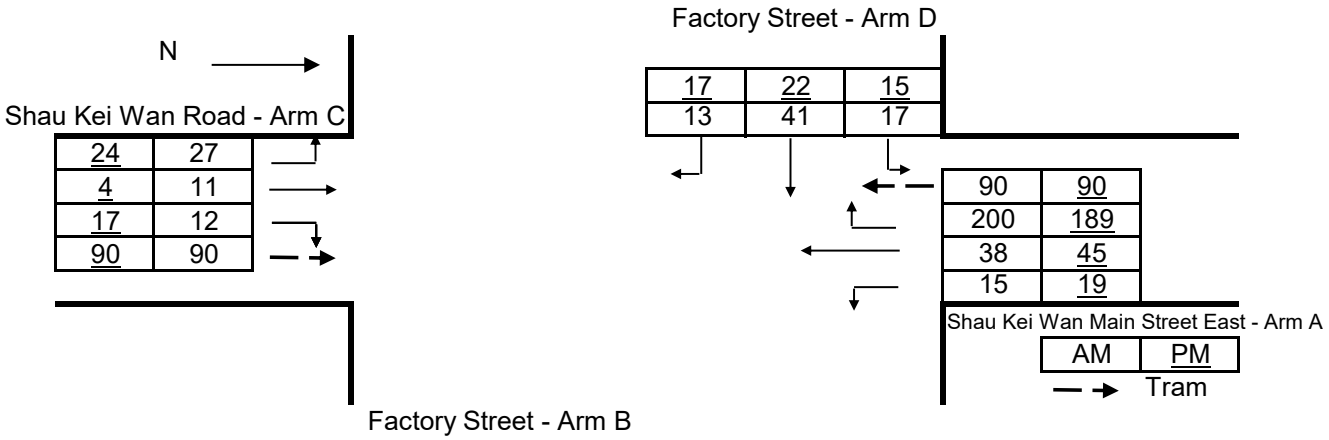
Analysis :

Traffic Flows, pcu/hour	AM	PM	Capacity, pcu/hour	AM	PM
q-B-ACD	0	0	Q-B-ACD	400	401
q-A-B	17	21	Q-A-B		
q-A-C	141	149	Q-A-C		
q-A-D	220	208	Q-A-D	576	576
q-D-AB	39	28	Q-D-AB	468	502
q-D-BC	36	30	Q-D-BC	407	410
q-C-D	30	26	Q-C-D		
q-C-A	109	102	Q-C-A		
q-C-B	13	19	Q-C-B	547	548

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.000	0.000
A-D	0.382	0.361
D-AB	0.083	0.056
D-BC	0.089	0.074
C-B	0.024	0.034

Crossroad Junction Analysis

Junction:	Shau Kei Wan Road / Shau Kei Wan Main Street East / Factory Street				
Design Year:	2034	Job Number:	J7439	Date:	26 May 2026
Scenario:	Future Condition (With Proposed Hotel)				P. 6



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

Geometry :

W	12.20	V-CB	100	V-AD	50	w-BA	0.0
W-CR	0.00	V-lBC	0	V-lDA	35	w-BC	0.0
W-CB	6.40	V-rBA	0	V-rDC	30	w-DA	3.1
W-AD	5.80					w-DC	2.9

Analysis :

Traffic Flows, pcu/hour	AM	PM	Capacity, pcu/hour	AM	PM
q-B-ACD	0	0	Q-B-ACD	400	401
q-A-B	17	21	Q-A-B		
q-A-C	141	149	Q-A-C		
q-A-D	220	208	Q-A-D	576	576
q-D-AB	42	29	Q-D-AB	477	505
q-D-BC	36	30	Q-D-BC	407	410
q-C-D	30	26	Q-C-D		
q-C-A	111	103	Q-C-A		
q-C-B	13	19	Q-C-B	547	548

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.000	0.000
A-D	0.383	0.361
D-AB	0.088	0.058
D-BC	0.089	0.074
C-B	0.024	0.034

Signal Junction Analysis

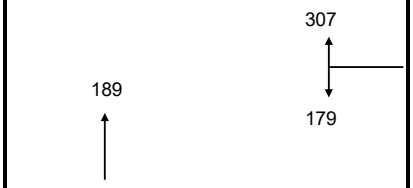
Junction: Factory Street / Aldrich Street — Job Number: J7439

Scenario: Existing Condition — P. 7

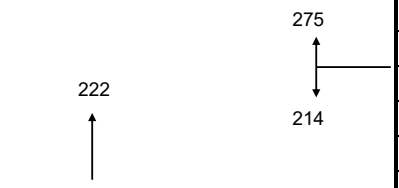
Design Year: 2025 — Designed By: — Checked By: — Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Aldrich Street (NB)	SA	A1	1	3.50				2105	95	0.045	0.045		2105	111	0.053	0.053
	SA	A2	1	3.50				2105	94	0.045			2105	111	0.053	
Factory Street (WB)	LT	B1	2	3.70	12.0		100	1764	86	0.049		100	1764	103	0.058	
	LT	B2	2	3.70	13.0		100	1905	93	0.049		100	1905	111	0.058	
	RT	B3	2	4.80	10.0		100	1822	307	0.168	0.168	100	1822	275	0.151	0.151
pedestrian phase		D(p)	1,3		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		E(p)	2,3		min crossing time =		7	sec GM +		6	sec FGM =		13	sec		
		F(p)	1,3		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



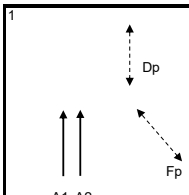
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

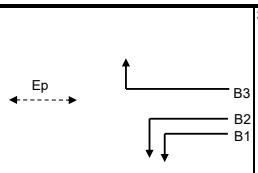
	AM Peak		PM Peak	
Group	1+2	2	1+2	2
Sum y	0.214	0.168	0.204	0.151
L (s)	26	45	28	45
C (s)	90	90	90	90
practical y	0.640	0.450	0.620	0.450
R.C. (%)	200%	167%	204%	198%

Note:

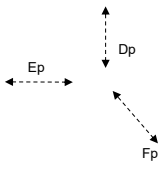
1



2



3



4

5

AM

G =	I/G =	5	G =	I/G =	3	G =	18	I/G =	2	G =	I/G =	G =	I/G =
G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =	G =	I/G =

PM

G =	I/G =	5	G =	I/G =	3	G =	20	I/G =	2	G =	I/G =	G =	I/G =
G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =	G =	I/G =

Signal Junction Analysis

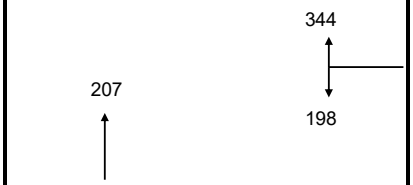
Junction: Factory Street / Aldrich Street — Job Number: J7439

Scenario: Future Condition (Without Proposed Hotel) — P. 8

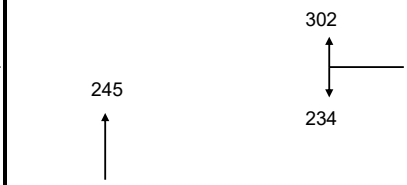
Design Year: 2034 — Designed By: — Checked By: — Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Aldrich Street (NB)	SA	A1	1	3.50				2105	104	0.049	0.049		2105	123	0.058	0.058
	SA	A2	1	3.50				2105	103	0.049			2105	122	0.058	
Factory Street (WB)	LT	B1	2	3.70	12.0		100	1764	95	0.054		100	1764	113	0.064	
	LT	B2	2	3.70	13.0		100	1905	103	0.054		100	1905	121	0.064	
	RT	B3	2	4.80	10.0		100	1822	344	0.189	0.189	100	1822	302	0.166	0.166
pedestrian phase		D(p)	1,3	0.0	min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		E(p)	2,3	0.0	min crossing time =		7	sec GM +		6	sec FGM =		13	sec		
		F(p)	1,3	0.0	min crossing time =		7	sec GM +		7	sec FGM =		14	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

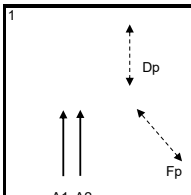
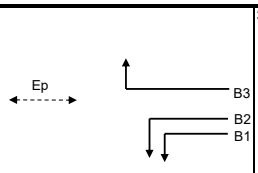
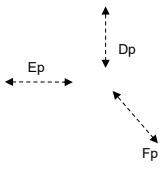


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2	2	1+2	2
Sum y	0.238	0.189	0.224	0.166
L (s)	26	45	28	45
C (s)	90	90	90	90
practical y	0.640	0.450	0.620	0.450
R.C. (%)	169%	138%	177%	171%

Note:

1	2	3	4	5
				

AM																
G =	I/G =	5	G =	I/G =	3	G =	18	I/G =	2	G =	I/G =		G =	I/G =		
G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =		
PM																
G =	I/G =	5	G =	I/G =	3	G =	20	I/G =	2	G =	I/G =		G =	I/G =		
G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =		

Signal Junction Analysis

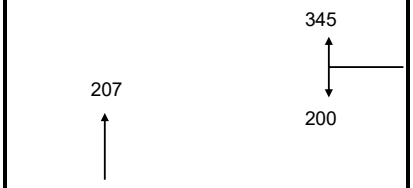
Junction: Factory Street / Aldrich Street — Job Number: J7439

Scenario: Future Condition (With Proposed Hotel) — P. 9

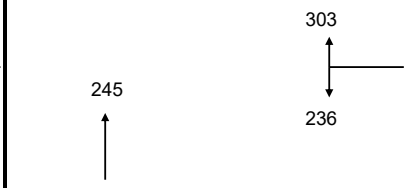
Design Year: 2034 — Designed By: — Checked By: — Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Aldrich Street (NB)	SA	A1	1	3.50				2105	104	0.049	0.049		2105	123	0.058	0.058
	SA	A2	1	3.50				2105	103	0.049			2105	122	0.058	
Factory Street (WB)	LT	B1	2	3.70	12.0		100	1764	96	0.054		100	1764	113	0.064	
	LT	B2	2	3.70	13.0		100	1905	104	0.055		100	1905	123	0.065	
	RT	B3	2	4.80	10.0		100	1822	345	0.189	0.189	100	1822	303	0.166	0.166
pedestrian phase		D(p)	1,3	0.0	min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		E(p)	2,3	0.0	min crossing time =		7	sec GM +		6	sec FGM =		13	sec		
		F(p)	1,3	0.0	min crossing time =		7	sec GM +		7	sec FGM =		14	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

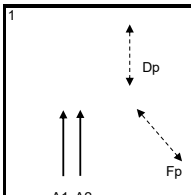
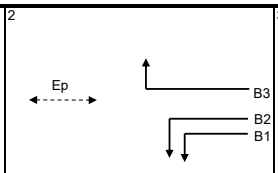
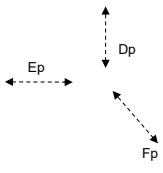


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2	2	1+2	2
Sum y	0.239	0.189	0.225	0.166
L (s)	26	45	28	45
C (s)	90	90	90	90
practical y	0.640	0.450	0.620	0.450
R.C. (%)	168%	138%	176%	171%

Note:

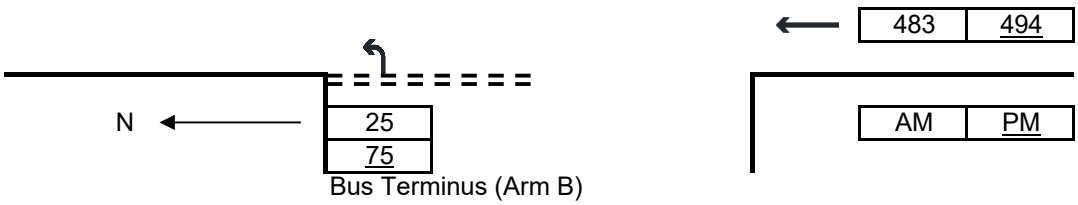
1	2	3	4	5
				

AM																
G =	I/G =	5	G =	I/G =	3	G =	18	I/G =	2	G =	I/G =		G =	I/G =		
G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =		
PM																
G =	I/G =	5	G =	I/G =	3	G =	20	I/G =	2	G =	I/G =		G =	I/G =		
G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =		

Priority Junction Analysis

Junction:	Aldrich Street / Po Man Street				
Design Year:	2025	Job Number:	J7439	Date:	26 May 2026
Scenario:	Existing Condition				P. 10

Po Man Street (Arm C) — Aldrich Street (Arm A)



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	5.80	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.00	E	1.0356
			V-rBC	30	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7999

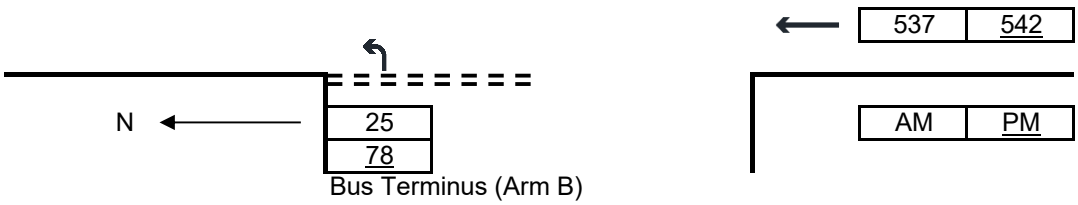
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	259	258
q-CB	0	0	Q-BC	626	623
q-AB	0	0	Q-CB	354	352
q-AC	483	494	Q-BAC	626	623
q-BA	0	0			
q-BC	25	75			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.040	0.120
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Aldrich Street / Po Man Street				
Design Year:	2034	Job Number:	J7439	Date:	26 May 2026
Scenario:	Future Condition (Without Proposed Hotel)				P. 11



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	5.80	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.00	E	1.0356
			V-rBC	30	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7999

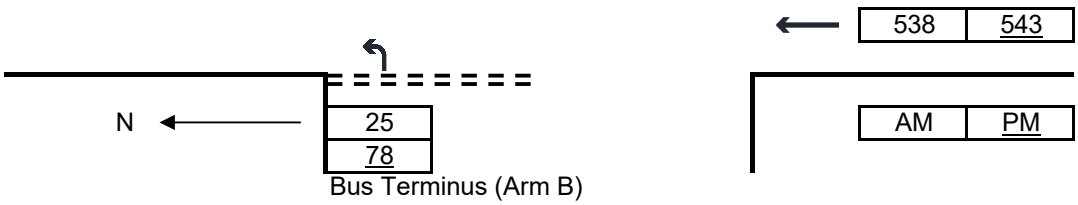
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	251	250
q-CB	0	0	Q-BC	610	608
q-AB	0	0	Q-CB	345	344
q-AC	537	542	Q-BAC	610	608
q-BA	0	0			
q-BC	25	78			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.041	0.128
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Aldrich Street / Po Man Street				
Design Year:	2034	Job Number:	J7439	Date:	26 May 2026
Scenario:	Future Condition (With Proposed Hotel)				P. 12



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	5.80	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.00	E	1.0356
			V-rBC	30	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7999

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	251	250
q-CB	0	0	Q-BC	609	608
q-AB	0	0	Q-CB	345	344
q-AC	538	543	Q-BAC	609	608
q-BA	0	0			
q-BC	25	78			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.041	0.128
C-B	0.000	0.000

Signal Junction Analysis

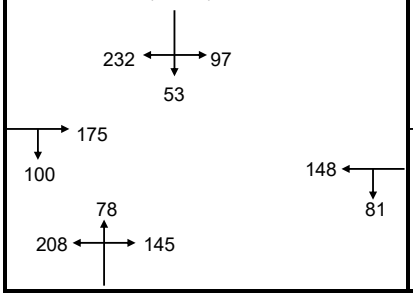
Junction: Aldrich Bay Road / Tung Hei Road / Mong Lung Street Job Number: J7439

Scenario: Existing Condition P. 13

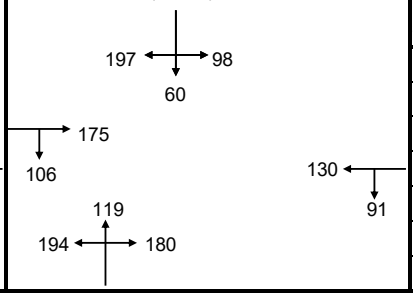
Design Year: 2025 Designed By: Checked By: Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Mong Lung Street (NB)	LT	A1	1	3.10	12.0		100	1711	208	0.122	0.122	100	1711	194	0.113	
	SA+RT	A2	1	3.10	20.0		65	1969	223	0.113		60	1976	299	0.151	0.151
							65					60				
Tung Hei Road (WB)	LT	B1	2	3.50	17.0		100	1934	81	0.042		100	1934	91	0.047	
	SA	B2	2	4.10				2165	148	0.068	0.068		2165	130	0.060	0.060
Tung Hei Road (EB)	SA	C1	3	3.60				2115	94	0.044	0.044		2115	96	0.045	0.045
	SA+RT	C2	3	3.60	25.0		13	2099	93	0.044		17	2094	95	0.045	
	RT	C3	3	3.70	22.0		100	1989	88	0.044		100	1989	90	0.045	
Aldrich Bay Road (SB)	LT+SA	D1	4	4.00	50.0		65	2114	150	0.071		62	2116	158	0.075	
	RT	D2	4	3.60	35.0		100	2028	232	0.114	0.114	100	2028	197	0.097	0.097
pedestrian phase		E(p)	1		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		F(p)	2,3,4		min crossing time =		5	sec GM +		6	sec FGM =		11	sec		
		G(p)	3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		H(p)	1,2,4		min crossing time =		6	sec GM +		13	sec FGM =		19	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

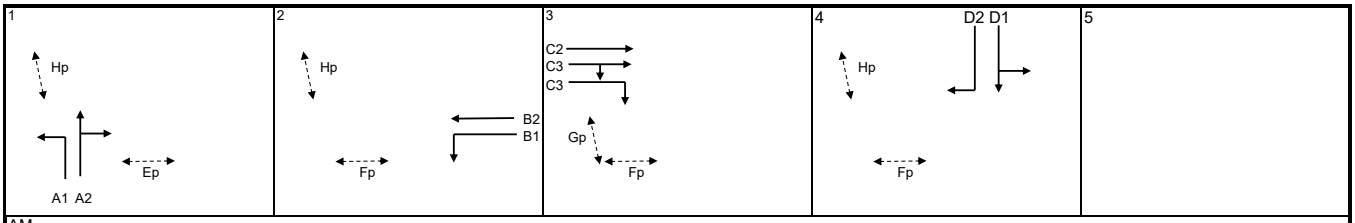


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3+4		1+2+3+4	
Sum y	0.349		0.354	
L (s)	22		22	
C (s)	90		90	
practical y	0.680		0.680	
R.C. (%)	95%		92%	

Note:



AM

G = I/G = 6 | G = I/G = 5 | G = I/G = 8 | G = I/G = 7 | G = I/G =

G = I/G = | G = I/G = | G = I/G = | G = I/G = | G = I/G =

PM

G = I/G = 6 | G = I/G = 5 | G = I/G = 8 | G = I/G = 7 | G = I/G =

G = I/G = | G = I/G = | G = I/G = | G = I/G = | G = I/G =

Signal Junction Analysis

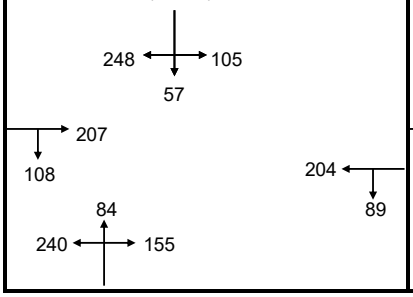
Junction: Aldrich Bay Road / Tung Hei Road / Mong Lung Street — Job Number: J7439

Scenario: Future Condition (Without Proposed Hotel) — P. 14

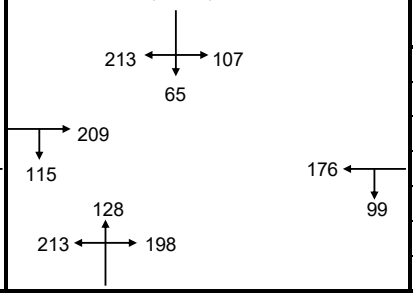
Design Year: 2034 — Designed By: — Checked By: — Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Mong Lung Street (NB)	LT	A1	1	3.10	12.0		100	1711	240	0.140	0.140	100	1711	213	0.124	
	SA+RT	A2	1	3.10	20.0		65	1969	239	0.121		61	1975	326	0.165	0.165
							65					61				
Tung Hei Road (WB)	LT	B1	2	3.50	17.0		100	1934	89	0.046		100	1934	99	0.051	
	SA	B2	2	4.10				2165	204	0.094	0.094		2165	176	0.081	0.081
Tung Hei Road (EB)	SA	C1	3	3.60				2115	107	0.051			2115	110	0.052	
	SA+RT	C2	3	3.60	25.0		7	2106	107	0.051	0.051	10	2102	110	0.052	0.052
	RT	C3	3	3.70	22.0		100	1989	101	0.051		100	1989	104	0.052	
Aldrich Bay Road (SB)	LT+SA	D1	4	4.00	50.0		65	2114	162	0.077		62	2116	172	0.081	
	RT	D2	4	3.60	35.0		100	2028	248	0.122	0.122	100	2028	213	0.105	0.105
pedestrian phase		E(p)	1	0.0	min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		F(p)	2,3,4	0.0	min crossing time =		5	sec GM +		6	sec FGM =		11	sec		
		G(p)	3	0.0	min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		H(p)	1,2,4	0.0	min crossing time =		6	sec GM +		13	sec FGM =		19	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

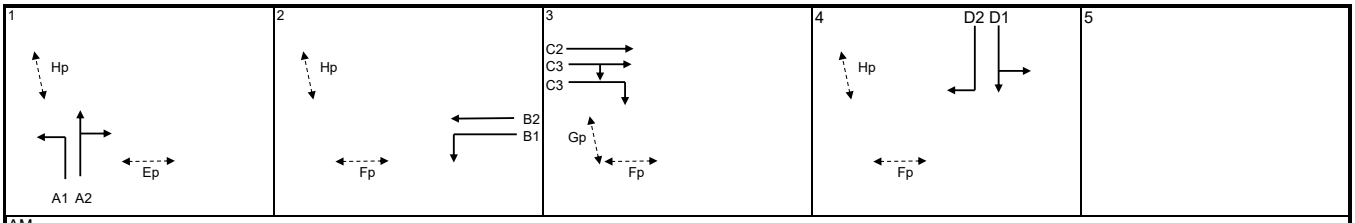


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3+4		1+2+3+4	
Sum y	0.408		0.404	
L (s)	22		22	
C (s)	90		90	
practical y	0.680		0.680	
R.C. (%)	67%		68%	

Note:



AM

G = I/G = 6 G = I/G = 5 G = I/G = 8 G = I/G = 7 G = I/G =

G = I/G = G = I/G = G = I/G = G = I/G = G = I/G =

PM

G = I/G = 6 G = I/G = 5 G = I/G = 8 G = I/G = 7 G = I/G =

G = I/G = G = I/G = G = I/G = G = I/G = G = I/G =

Signal Junction Analysis

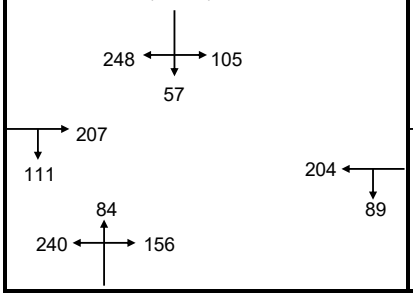
Junction: Aldrich Bay Road / Tung Hei Road / Mong Lung Street Job Number: J7439

Scenario: Future Condition (With Proposed Hotel) P. 15

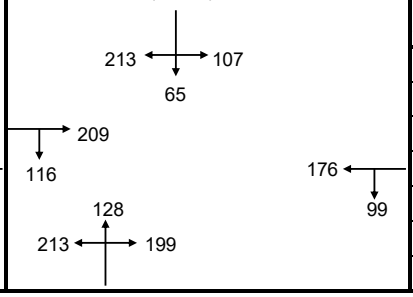
Design Year: 2034 Designed By: Checked By: Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Mong Lung Street (NB)	LT	A1	1	3.10	12.0		100	1711	240	0.140	0.140	100	1711	213	0.124	
	SA+RT	A2	1	3.10	20.0		65	1969	240	0.122		61	1975	327	0.166	0.166
							65					61				
Tung Hei Road (WB)	LT	B1	2	3.50	17.0		100	1934	89	0.046		100	1934	99	0.051	
	SA	B2	2	4.10				2165	204	0.094	0.094		2165	176	0.081	0.081
Tung Hei Road (EB)	SA	C1	3	3.60				2115	108	0.051			2115	111	0.052	0.052
	SA+RT	C2	3	3.60	25.0		8	2105	108	0.051	0.051	11	2101	110	0.052	
	RT	C3	3	3.70	22.0		100	1989	102	0.051		100	1989	104	0.052	
Aldrich Bay Road (SB)	LT+SA	D1	4	4.00	50.0		65	2114	162	0.077		62	2116	172	0.081	
	RT	D2	4	3.60	35.0		100	2028	248	0.122	0.122	100	2028	213	0.105	0.105
pedestrian phase		E(p)	1	0.0	min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		F(p)	2,3,4	0.0	min crossing time =		5	sec GM +		6	sec FGM =		11	sec		
		G(p)	3	0.0	min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		H(p)	1,2,4	0.0	min crossing time =		6	sec GM +		13	sec FGM =		19	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

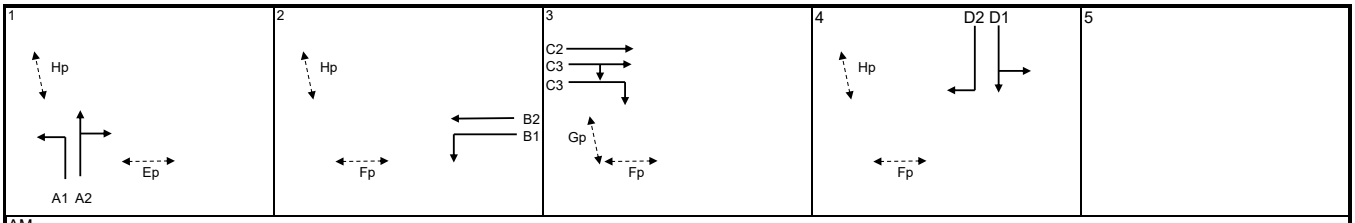


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3+4		1+2+3+4	
Sum y	0.408		0.404	
L (s)	22		22	
C (s)	90		90	
practical y	0.680		0.680	
R.C. (%)	67%		68%	

Note:



AM

G = I/G = 6 | G = I/G = 5 | G = I/G = 8 | G = I/G = 7 | G = I/G =

G = I/G = | G = I/G = | G = I/G = | G = I/G = | G = I/G =

PM

G = I/G = 6 | G = I/G = 5 | G = I/G = 8 | G = I/G = 7 | G = I/G =

G = I/G = | G = I/G = | G = I/G = | G = I/G = | G = I/G =

Signal Junction Analysis

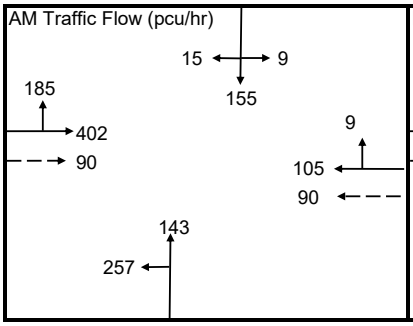
Junction: Shau Kei Wan Road / Aldrich Street / Chai Wan Road — Job Number: J7439

Scenario: Existing Condition — P. 16

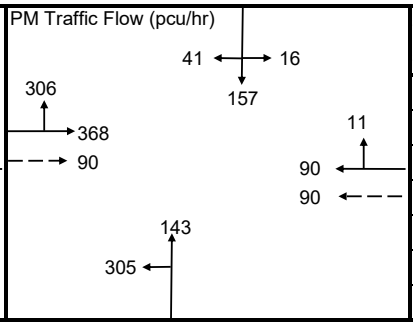
Design Year: 2025 — Designed By: — Checked By: — Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Shau Kei Wan Road	LT+SA	A1	1	3.00	15.0		68	1793	274	0.153		99	1742	309	0.177	
EB	SA	A2	1	3.00				2055	403	0.196	0.196		2055	455	0.221	0.221
Chai Wan Road NB	LT	B1	1	3.10	15.0		100	1877	129	0.069		100	1877	153	0.082	
	LT	B2	1	3.10	15.0		100	1877	128	0.068		100	1877	152	0.081	
	SA	B3	2	4.50				2205	72	0.033			2205	72	0.033	
	SA	B4	2	4.50				2205	71	0.032			2205	71	0.032	
Shau Kei Wan Road	SA	C1	3	3.50				1965	51	0.026			1965	44	0.022	
WB	SA+RT	C2	3	3.50	25.0		18	2083	153	0.073	0.073	25	2074	147	0.071	0.071
Aldrich Street SB	LT+SA	D1	2	3.50	15.0		10	1946	87	0.045	0.045	15	1936	105	0.054	0.054
	SA+RT	D2	2	3.00	25.0		16	2035	92	0.045		38	2009	109	0.054	
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

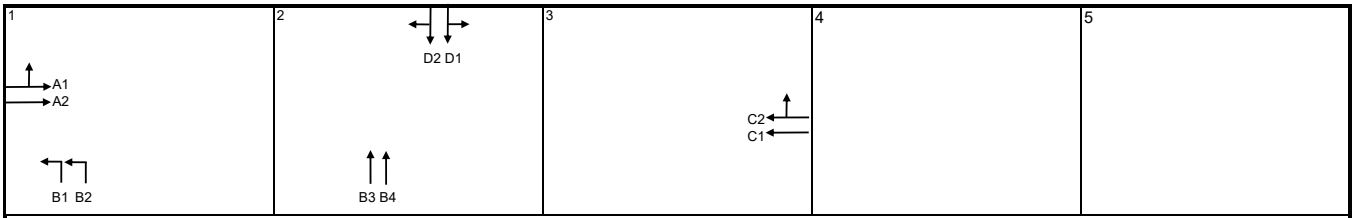


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

Note:

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.314		0.347	
L (s)	20		20	
C (s)	105		105	
practical y	0.729		0.729	
R.C. (%)	132%		110%	



AM	G =		I/G =	7	G =		I/G =	7	G =		I/G =	9	G =		I/G =		G =		I/G =		
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		
PM	G =		I/G =	7	G =		I/G =	7	G =		I/G =	9	G =		I/G =		G =		I/G =		
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		

Signal Junction Analysis

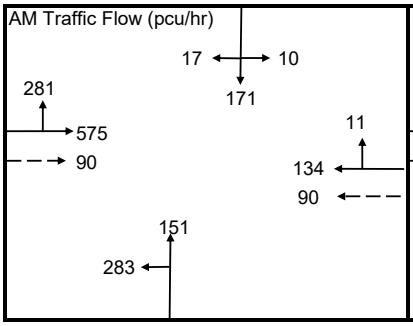
Junction: Shau Kei Wan Road / Aldrich Street / Chai Wan Road — Job Number: J7439

Scenario: Future Condition (Without Proposed Hotel) — P. 17

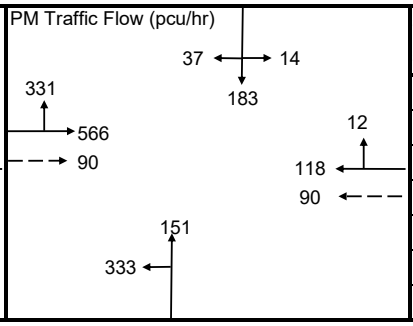
Design Year: 2034 — Designed By: — Checked By: — Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Shau Kei Wan Road	LT+SA	A1	1	3.00	15.0		70	1790	399	0.223		80	1773	415	0.234	
EB	SA	A2	1	3.00				2055	547	0.266	0.266		2055	572	0.278	0.278
Chai Wan Road NB	LT	B1	1	3.10	15.0		100	1877	142	0.076		100	1877	167	0.089	
	LT	B2	1	3.10	15.0		100	1877	141	0.075		100	1877	166	0.088	
	SA	B3	2	4.50				2205	76	0.034			2205	76	0.034	
	SA	B4	2	4.50				2205	75	0.034			2205	75	0.034	
Shau Kei Wan Road	SA	C1	3	3.50				1965	65	0.033			1965	57	0.029	
WB	SA+RT	C2	3	3.50	25.0		17	2084	170	0.082	0.082	21	2079	163	0.078	0.078
Aldrich Street SB	LT+SA	D1	2	3.50	15.0		10	1946	97	0.050	0.050	12	1942	115	0.059	0.059
	SA+RT	D2	2	3.00	25.0		17	2034	101	0.050		31	2017	119	0.059	
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

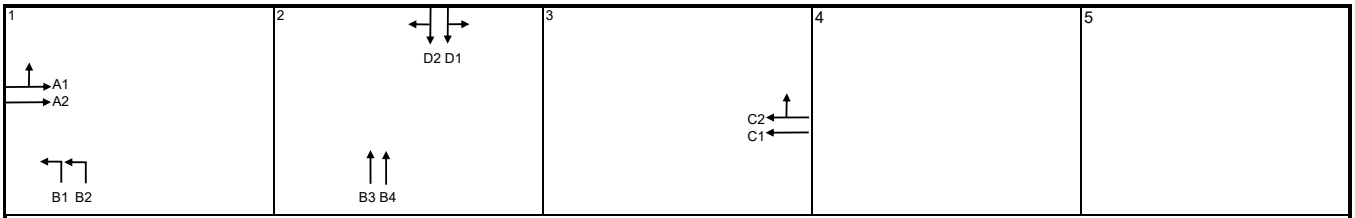


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

Note:

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.398		0.416	
L (s)	20		20	
C (s)	105		105	
practical y	0.729		0.729	
R.C. (%)	83%		75%	



AM											
G =	I/G = 7	G =	I/G = 7	G =	I/G = 9	G =	I/G =	G =	I/G =		
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =		
PM											
G =	I/G = 7	G =	I/G = 7	G =	I/G = 9	G =	I/G =	G =	I/G =		
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =		

Signal Junction Analysis

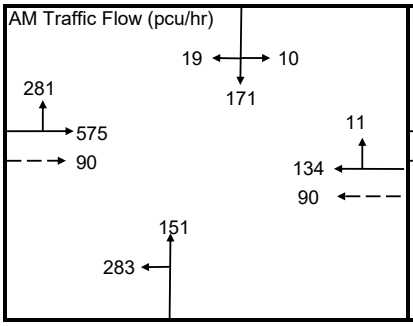
Junction: Shau Kei Wan Road / Aldrich Street / Chai Wan Road — Job Number: J7439

Scenario: Future Condition (With Proposed Hotel) — P. 18

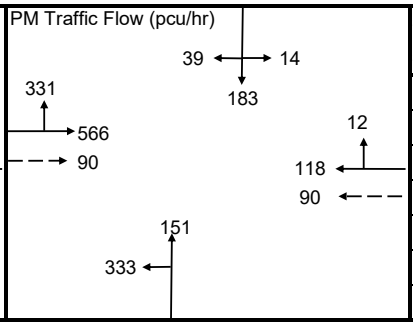
Design Year: 2034 — Designed By: — Checked By: — Date: 26 May 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Shau Kei Wan Road	LT+SA	A1	1	3.00	15.0		70	1790	399	0.223		80	1773	415	0.234	
EB	SA	A2	1	3.00				2055	547	0.266	0.266		2055	572	0.278	0.278
Chai Wan Road NB	LT	B1	1	3.10	15.0		100	1877	142	0.076		100	1877	167	0.089	
	LT	B2	1	3.10	15.0		100	1877	141	0.075		100	1877	166	0.088	
	SA	B3	2	4.50				2205	76	0.034			2205	76	0.034	
	SA	B4	2	4.50				2205	75	0.034			2205	75	0.034	
Shau Kei Wan Road	SA	C1	3	3.50				1965	65	0.033			1965	57	0.029	
WB	SA+RT	C2	3	3.50	25.0		17	2084	170	0.082	0.082	21	2079	163	0.078	0.078
Aldrich Street SB	LT+SA	D1	2	3.50	15.0		10	1946	98	0.050	0.050	12	1942	116	0.060	0.060
	SA+RT	D2	2	3.00	25.0		19	2032	102	0.050		31	2017	120	0.059	
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

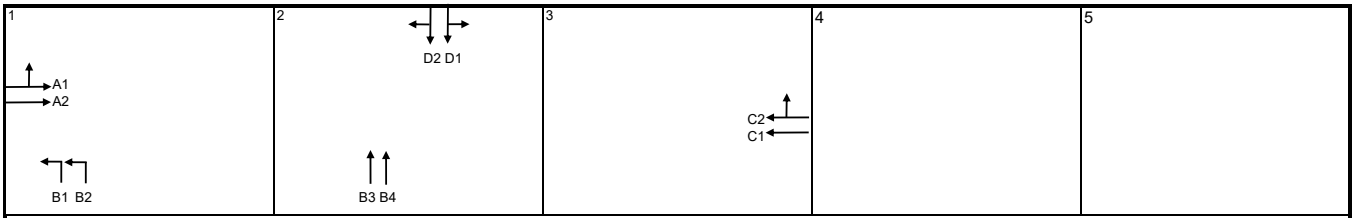


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

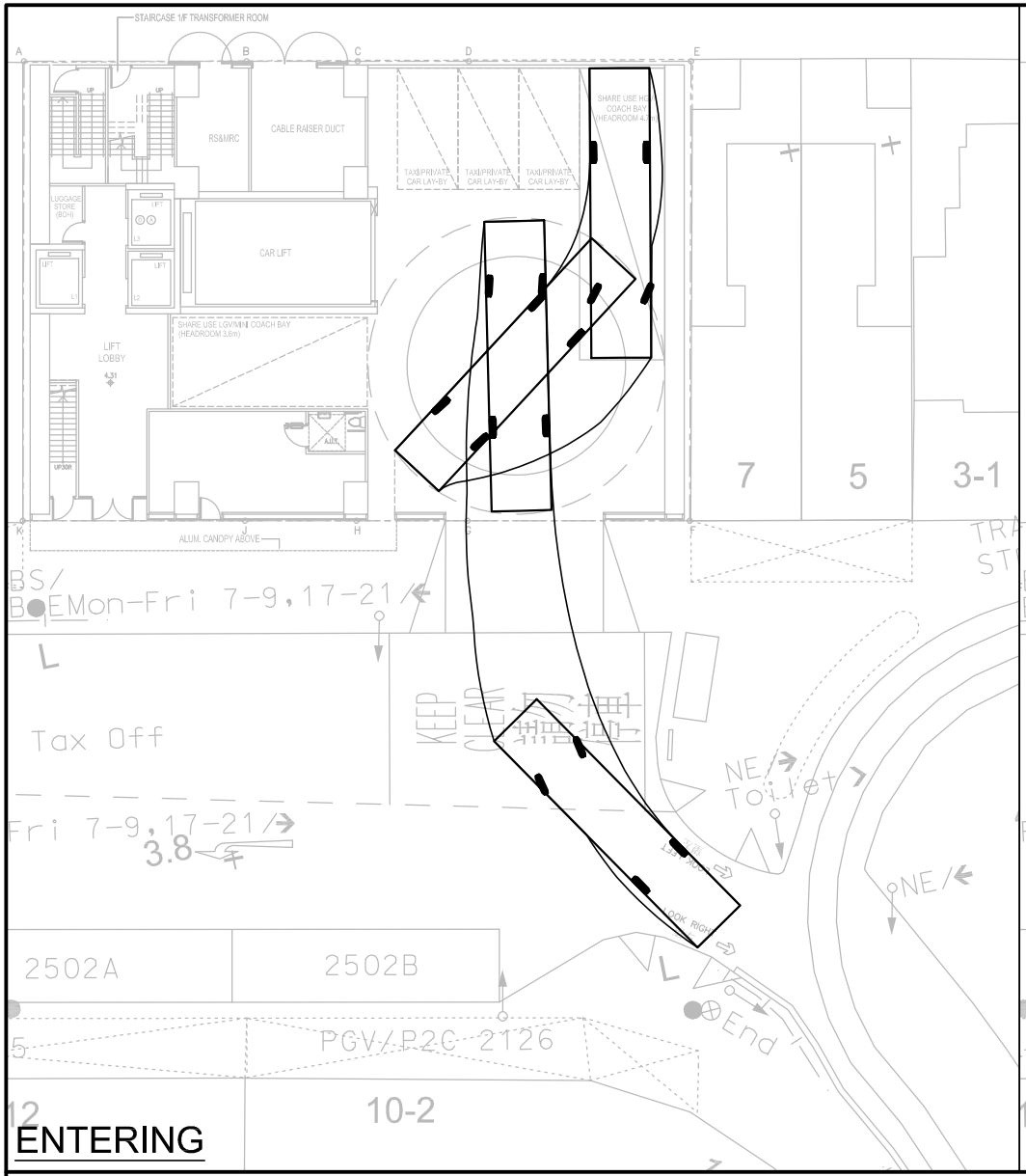
	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.398		0.416	
L (s)	20		20	
C (s)	105		105	
practical y	0.729		0.729	
R.C. (%)	83%		75%	

Note:

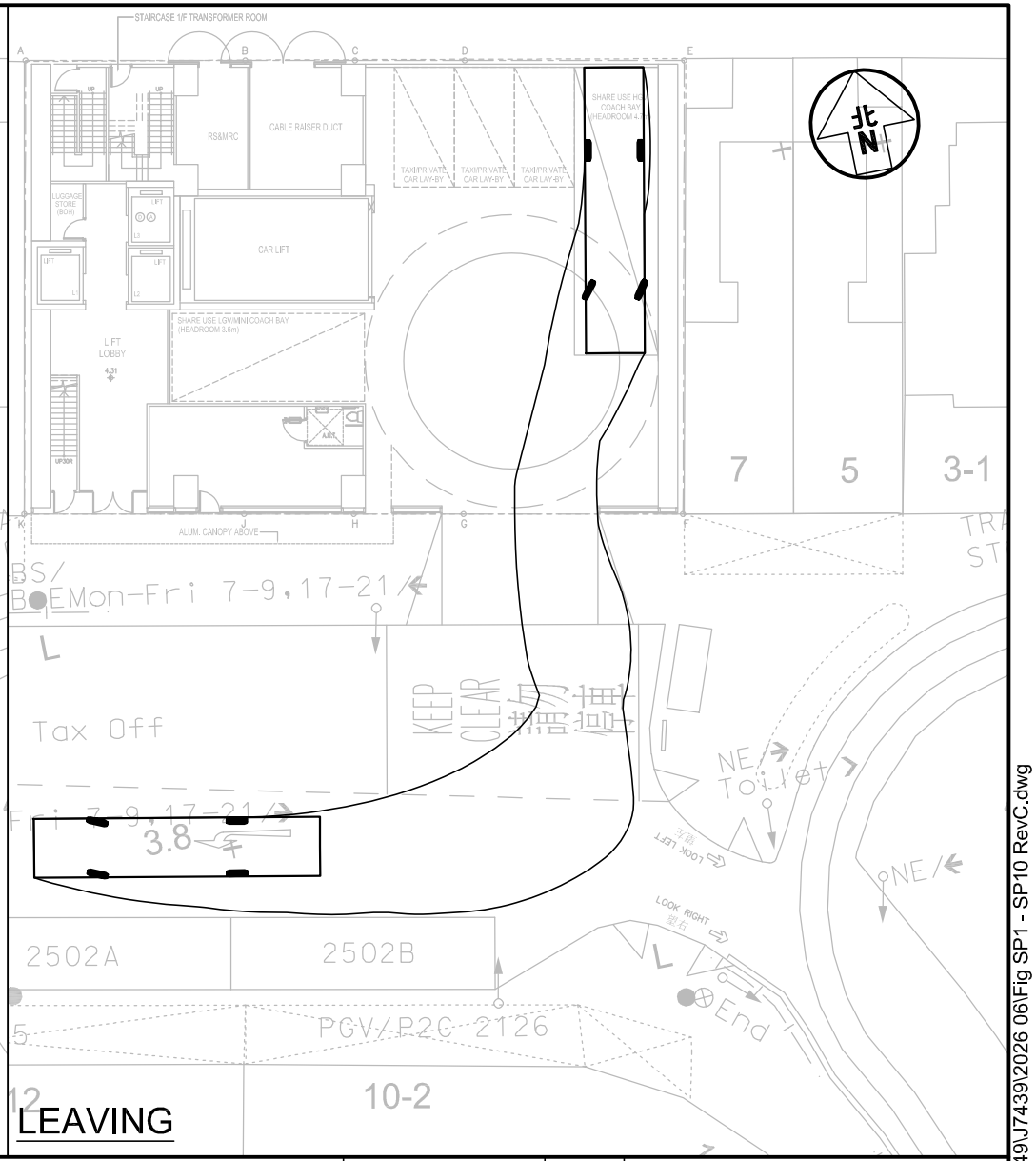


AM											
G =	I/G = 7	G =	I/G = 7	G =	I/G = 9	G =	I/G =	G =	I/G =		
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =		
PM											
G =	I/G = 7	G =	I/G = 7	G =	I/G = 9	G =	I/G =	G =	I/G =		
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =		

Appendix 3 –
Swept Path Analysis



ENTERING



LEAVING

Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN

J7439

Figure Title

SWEPT PATH OF COACH ENTERING AND LEAVING THE SHARE-USE SPACE FOR HGV AND COACH ON G/F

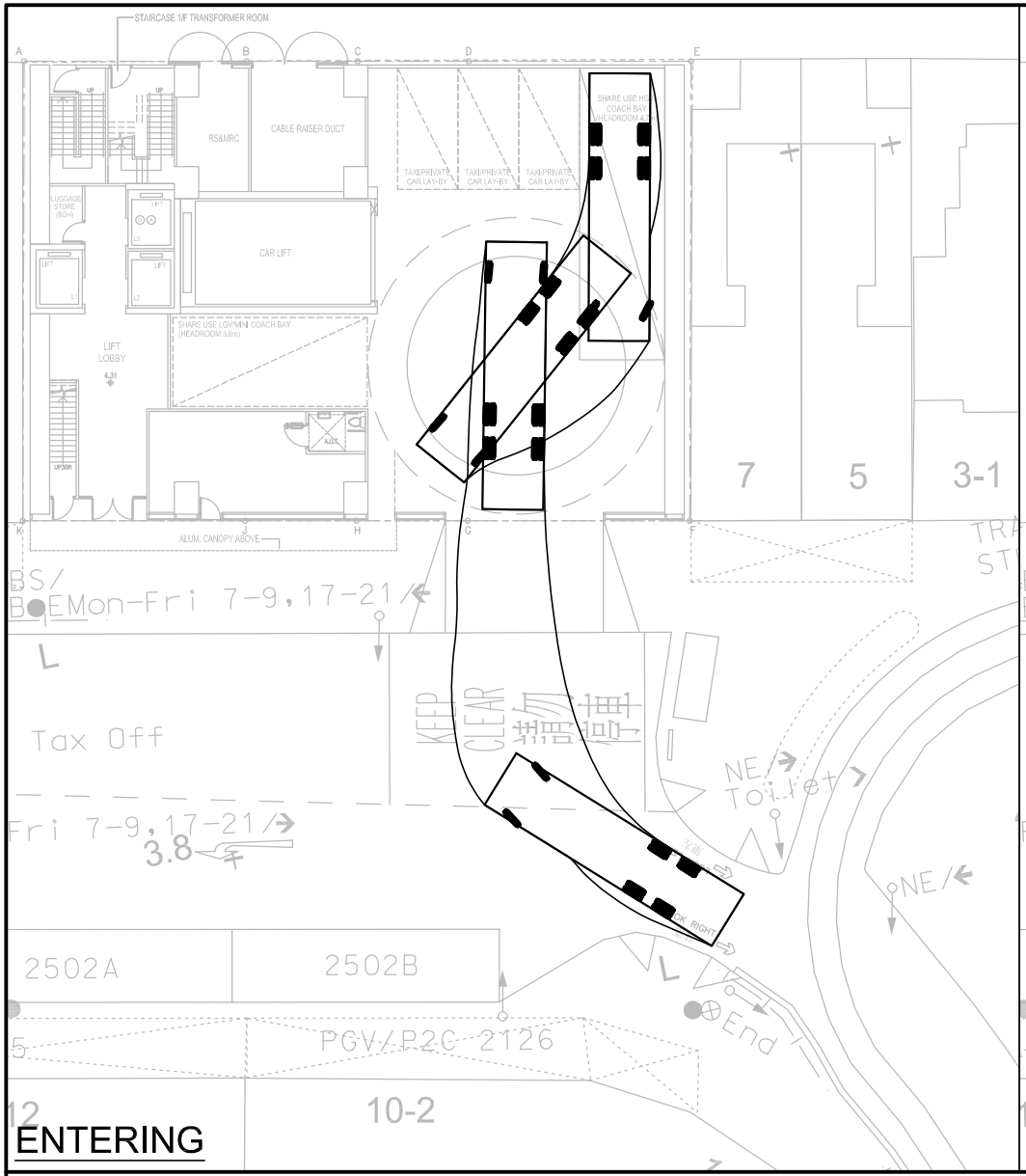
Figure No.	Revision
SP1	C

Designed by	Drawn by	Checked by
L C H	N C M	K C

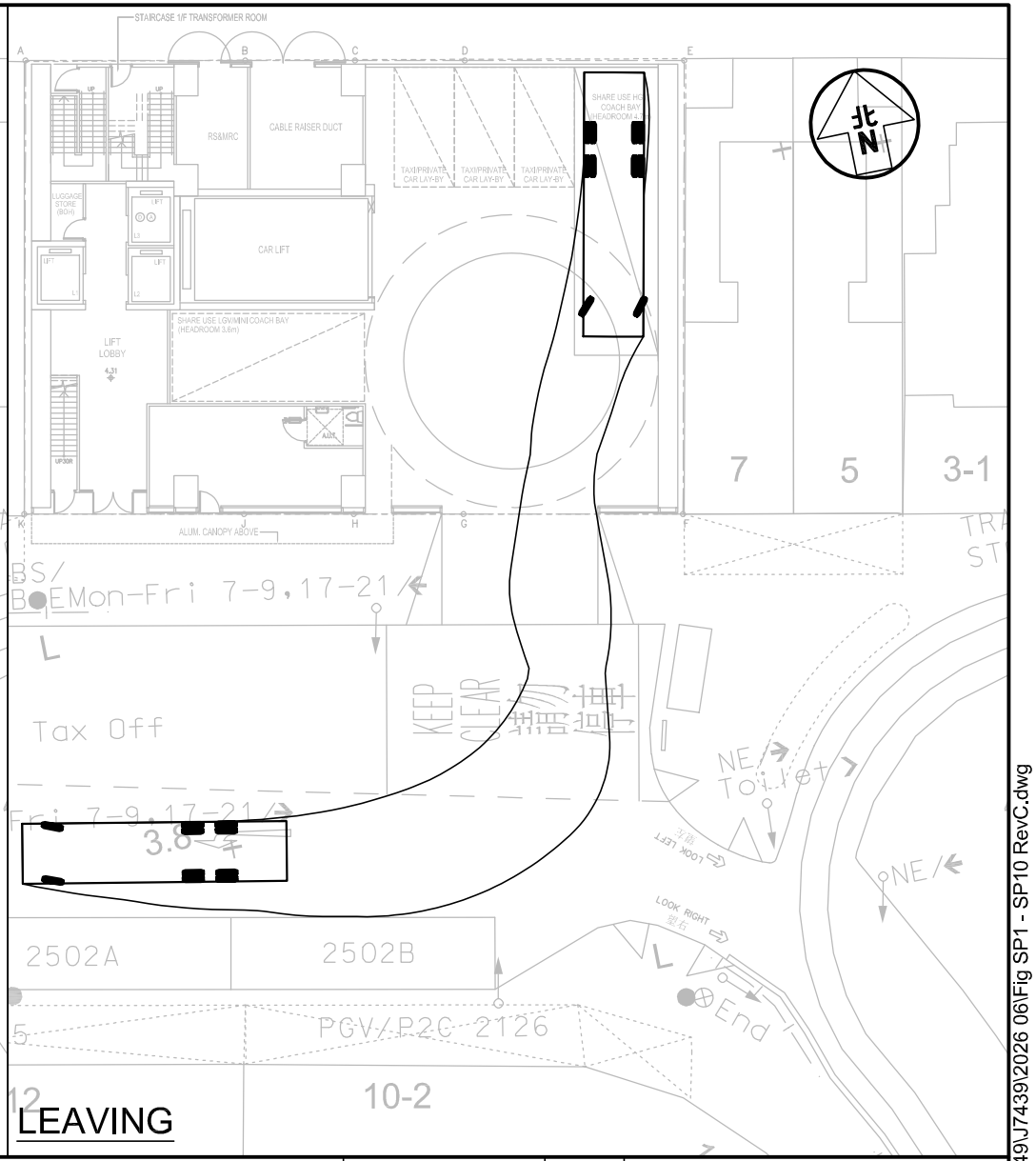
Scale in A4	Date
1 : 300	05 JUN 2026

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7400-J7449\J7439\2026 06\Fig SP1 - SP10 RevC.dwg



ENTERING



LEAVING

Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN

J7439

Figure Title

SWEPT PATH OF HGV ENTERING AND LEAVING THE SHARE-USE SPACE FOR HGV AND COACH ON G/F

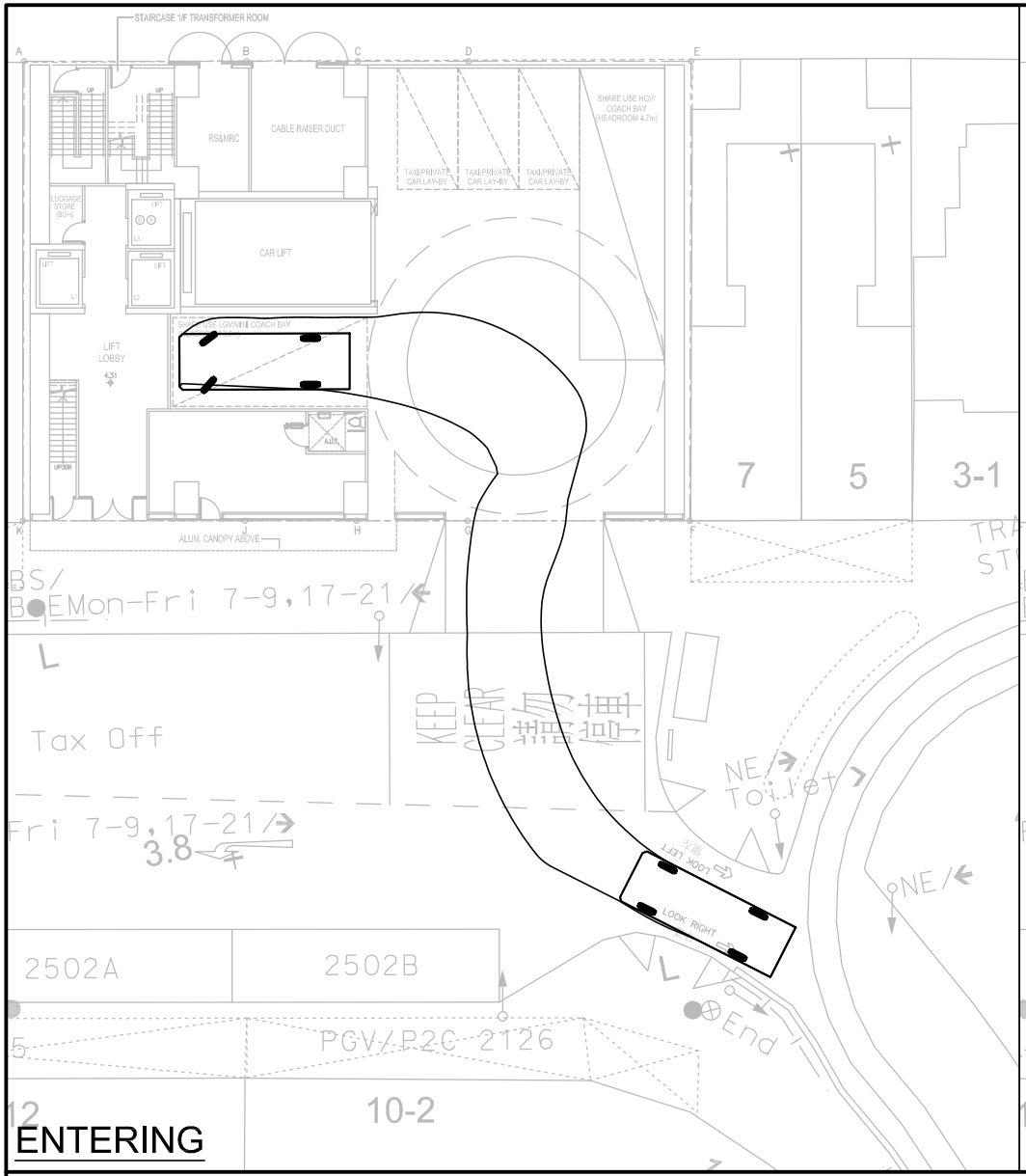
Figure No.	Revision
SP2	C

Designed by	Drawn by	Checked by
L C H	N C M	K C

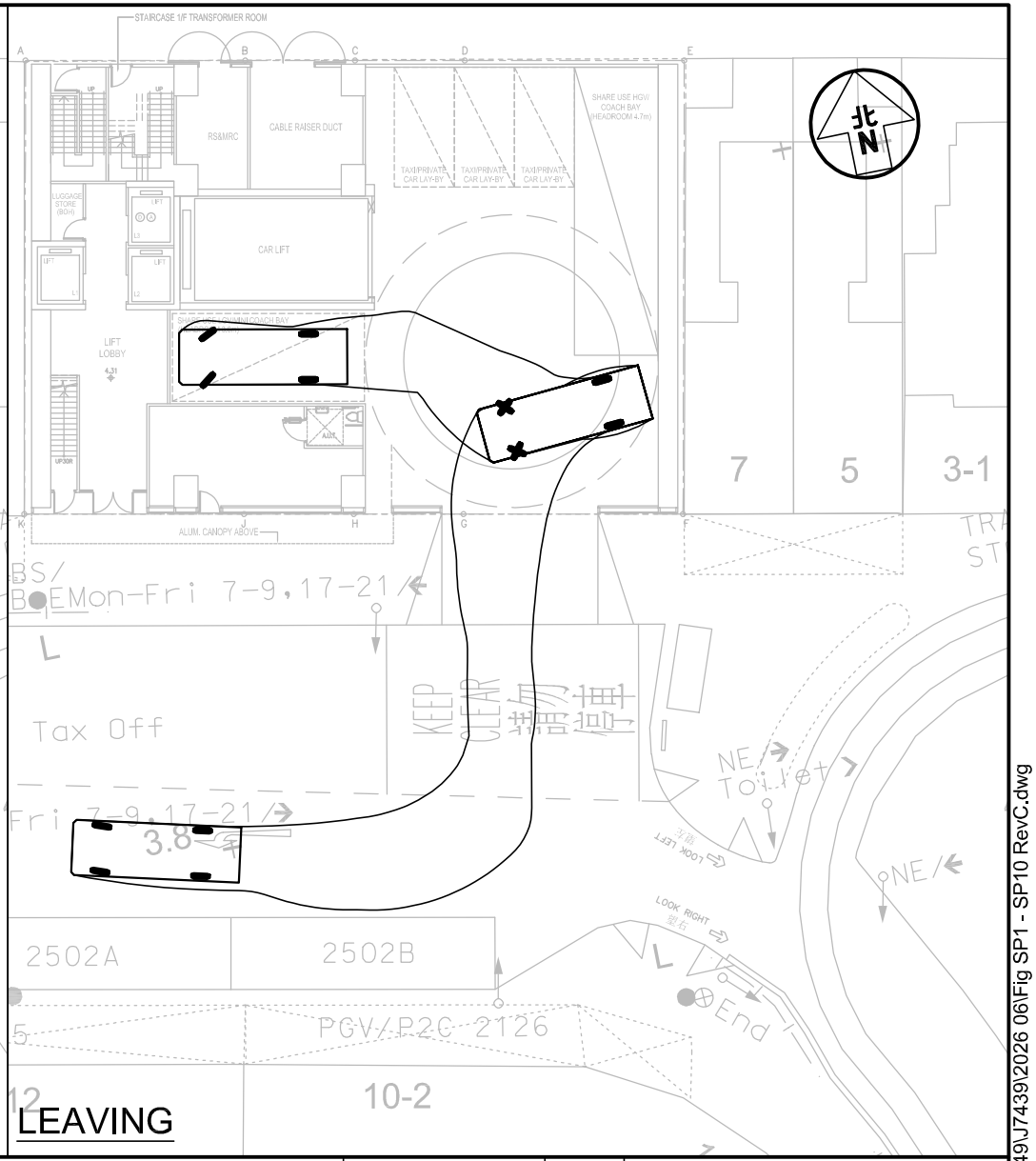
Scale in A4	Date
1 : 300	05 JUN 2026

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7400-J7449\J7439\2026 06\Fig SP1 - SP10 RevC.dwg



ENTERING



LEAVING

Project Title: SECTION 16 APPLICATION FOR PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PROPOSED HOTEL DEVELOPMENT WITH SHOP AND SERVICES AT "RESIDENTIAL(A)" ZONE AND AREA SHOWN AS 'ROAD' AT NOS. 9–19 (ODDS) KAM WA STREET, SHAU KEI WAN

J7439

Figure Title

SWEPT PATH OF LGV ENTERING AND LEAVING THE SHARE-USE SPACE FOR LGV AND MINI COACH ON G/F

Figure No.	Revision
SP3	C

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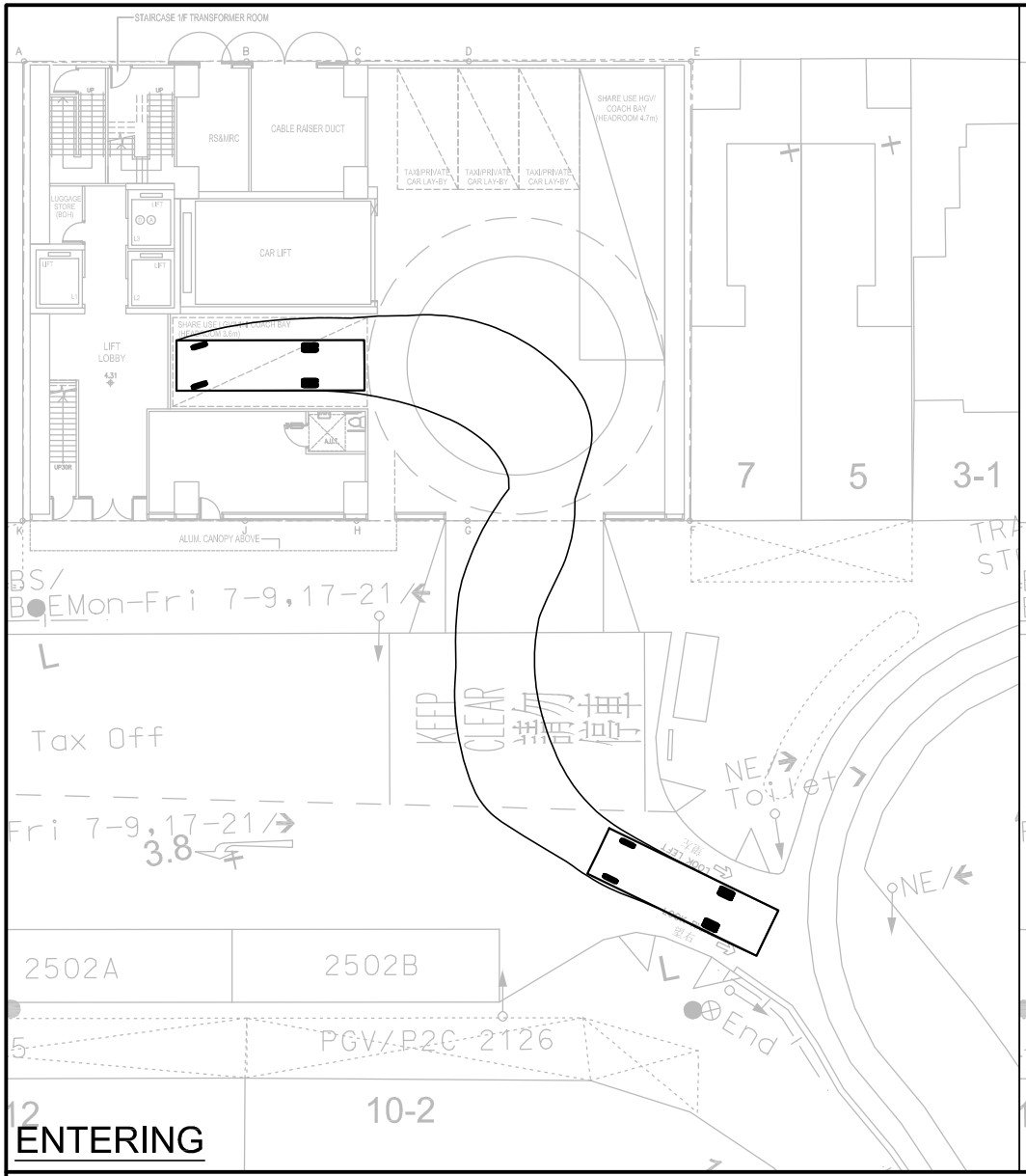

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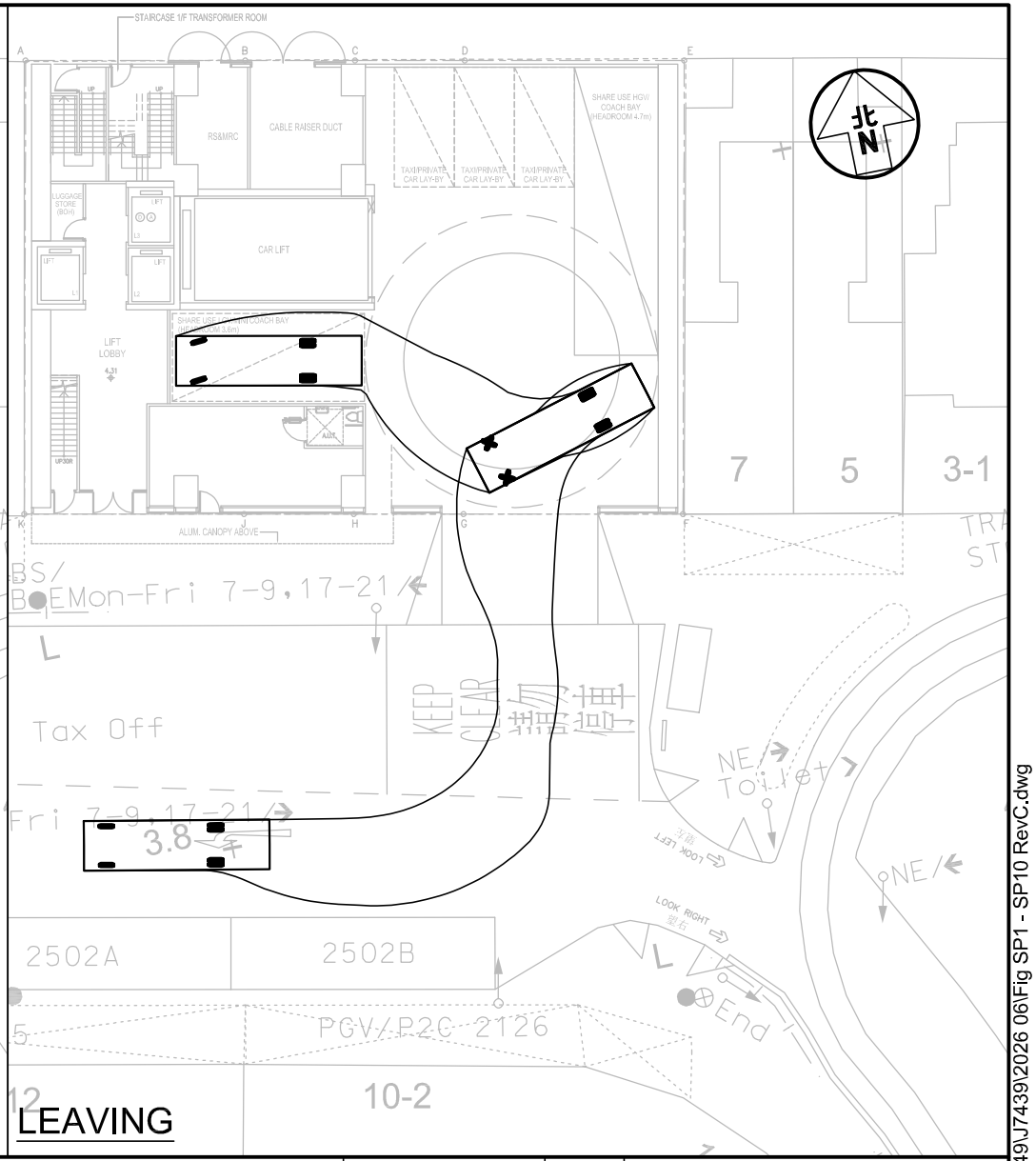

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J7439

Figure Title

SWEPT PATH OF MINI COACH ENTERING AND LEAVING THE SHARE-USE SPACE FOR LGV AND MINI COACH ON G/F

Figure No.	Revision
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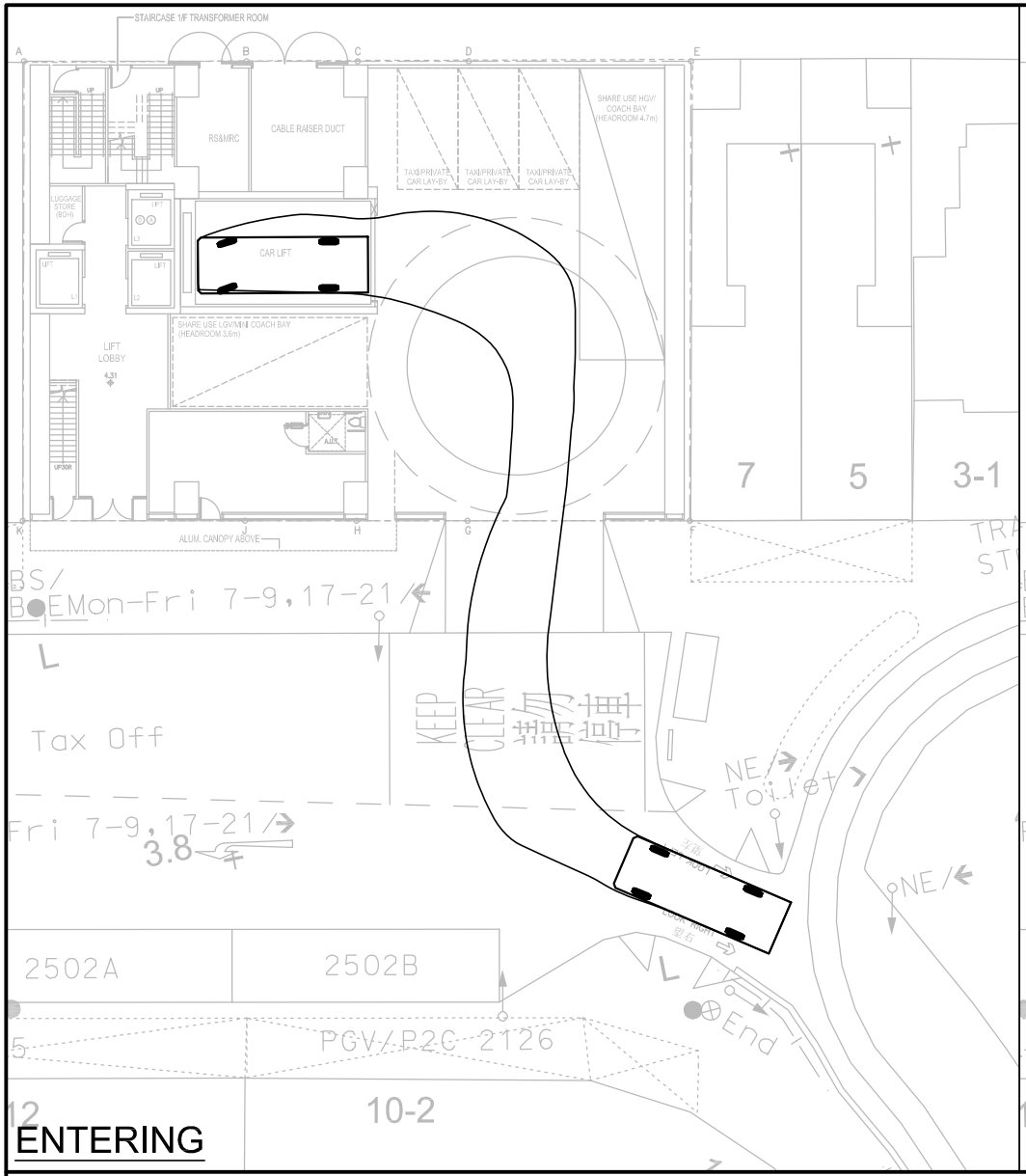

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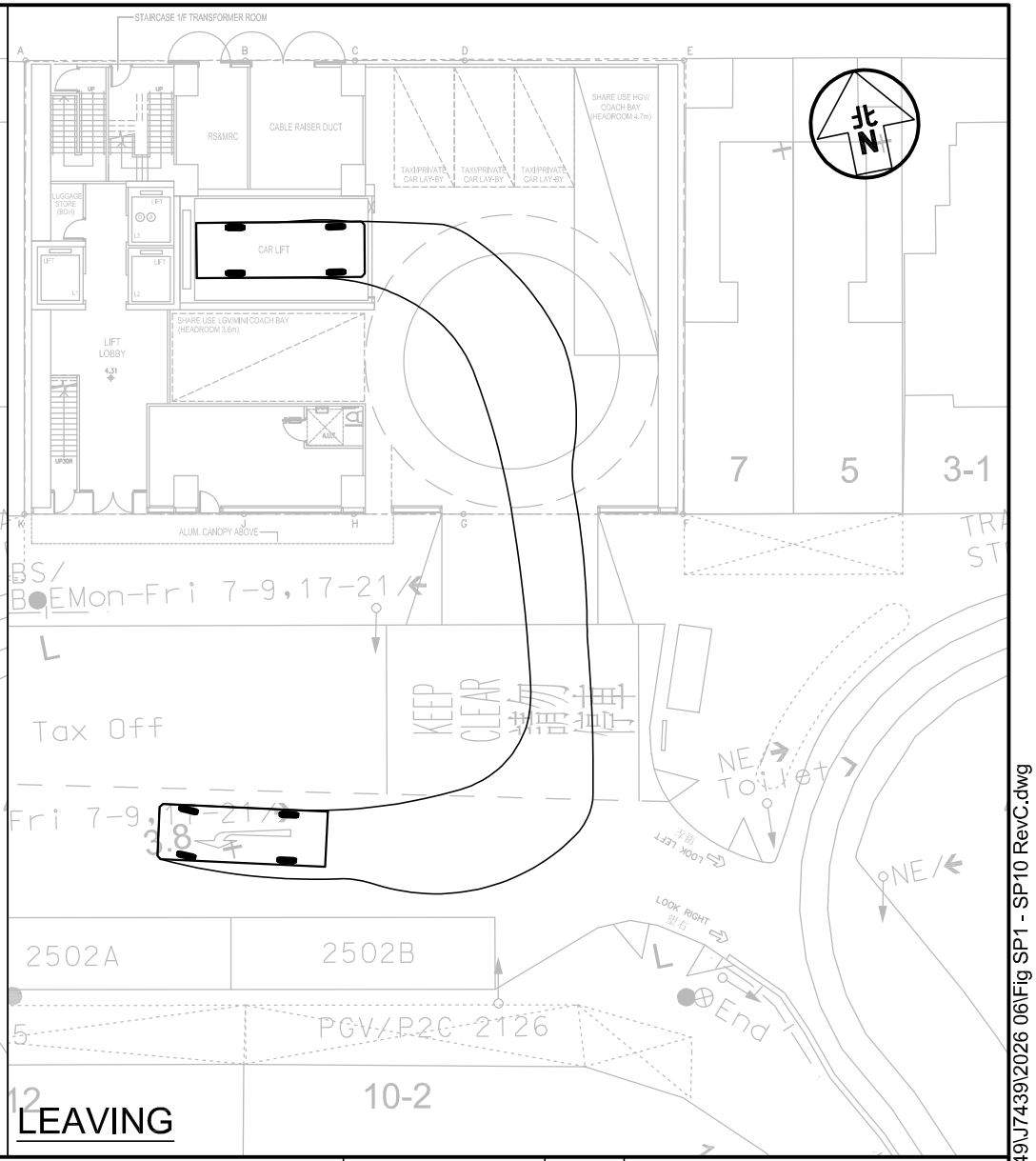

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J7439

Figure Title

SWEPT PATH OF LGV ENTERING AND LEAVING THE CAR LIFT ON G/F

Figure No.	Revision
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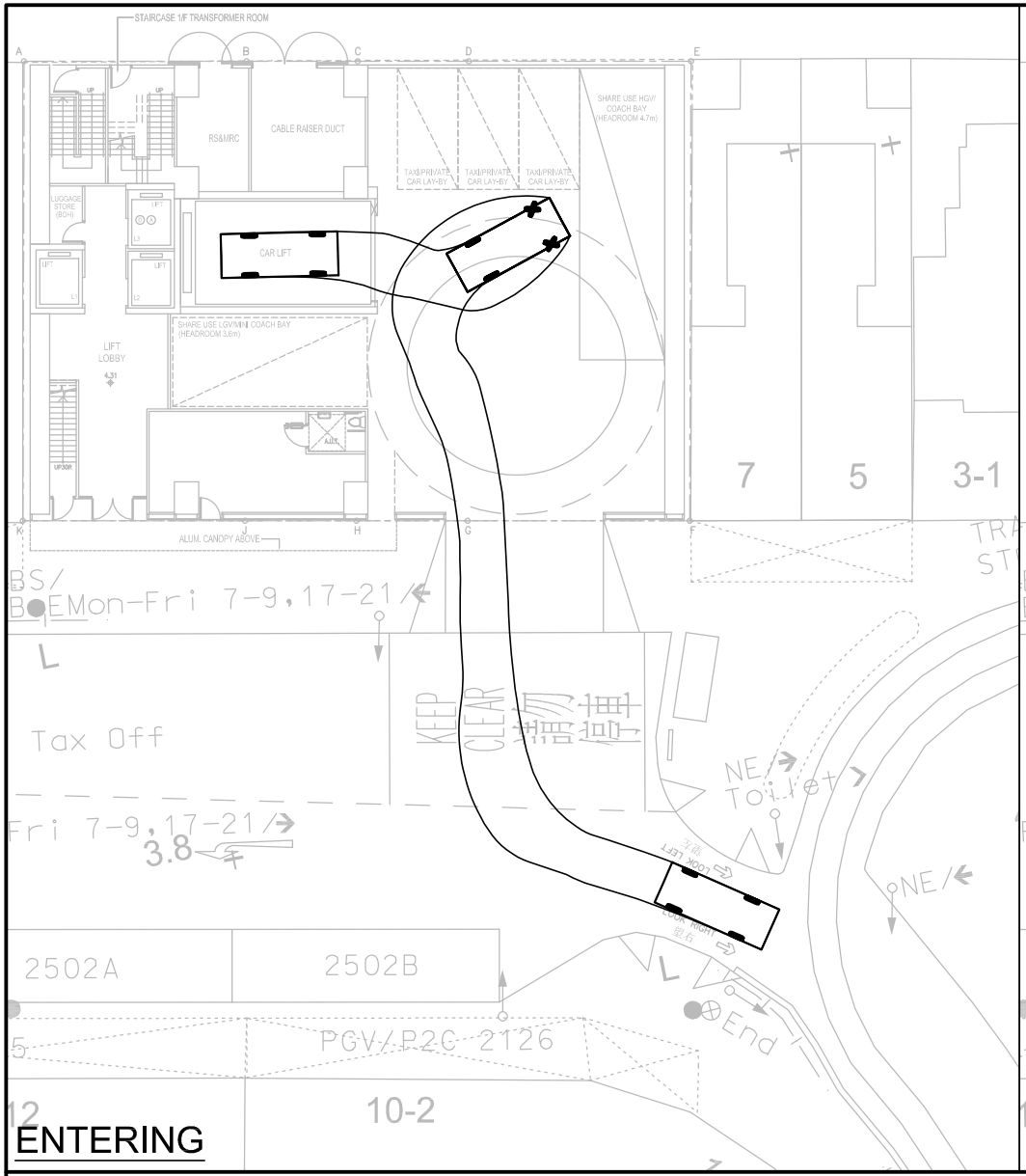

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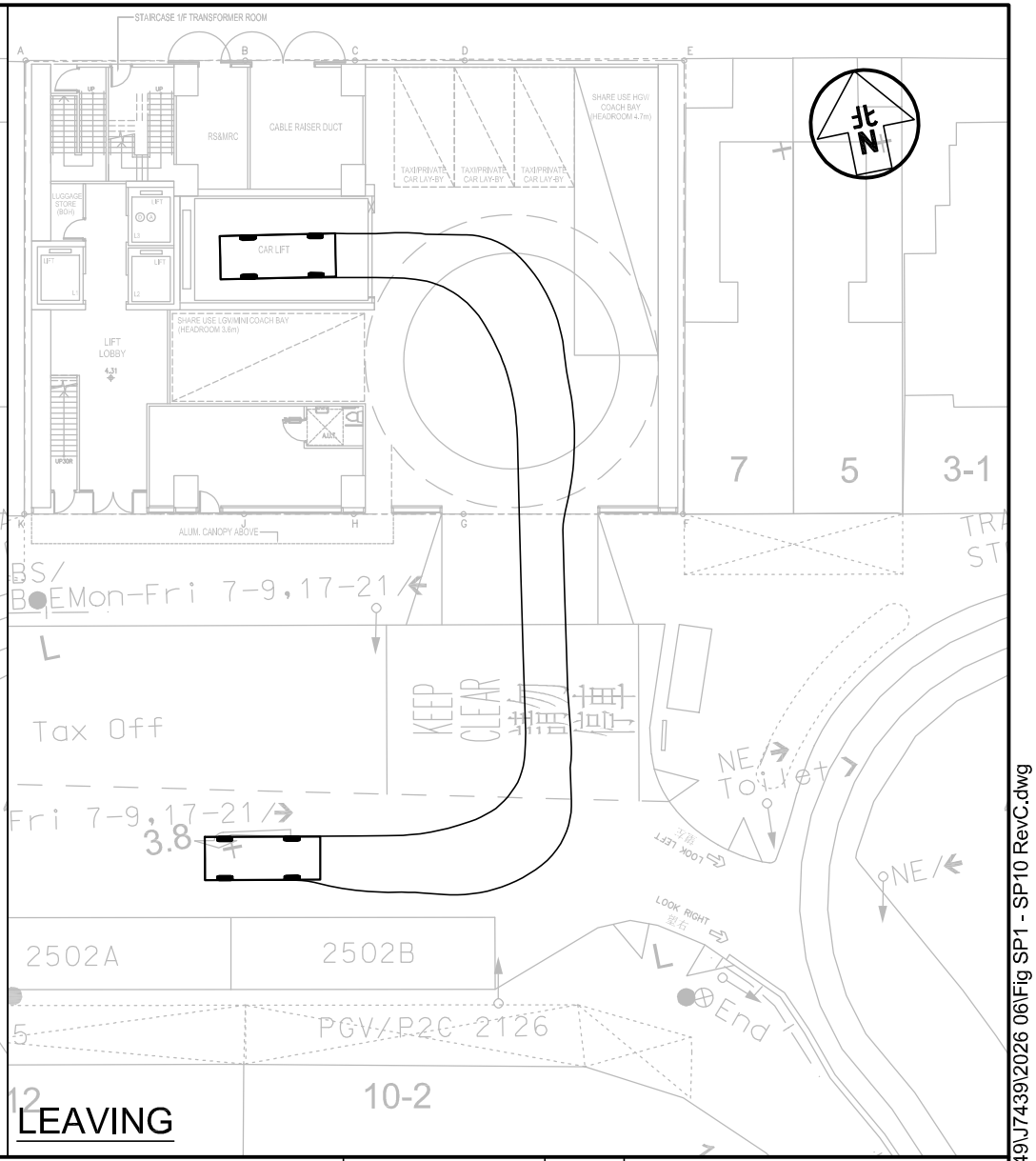

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Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR LIFT ON G/F

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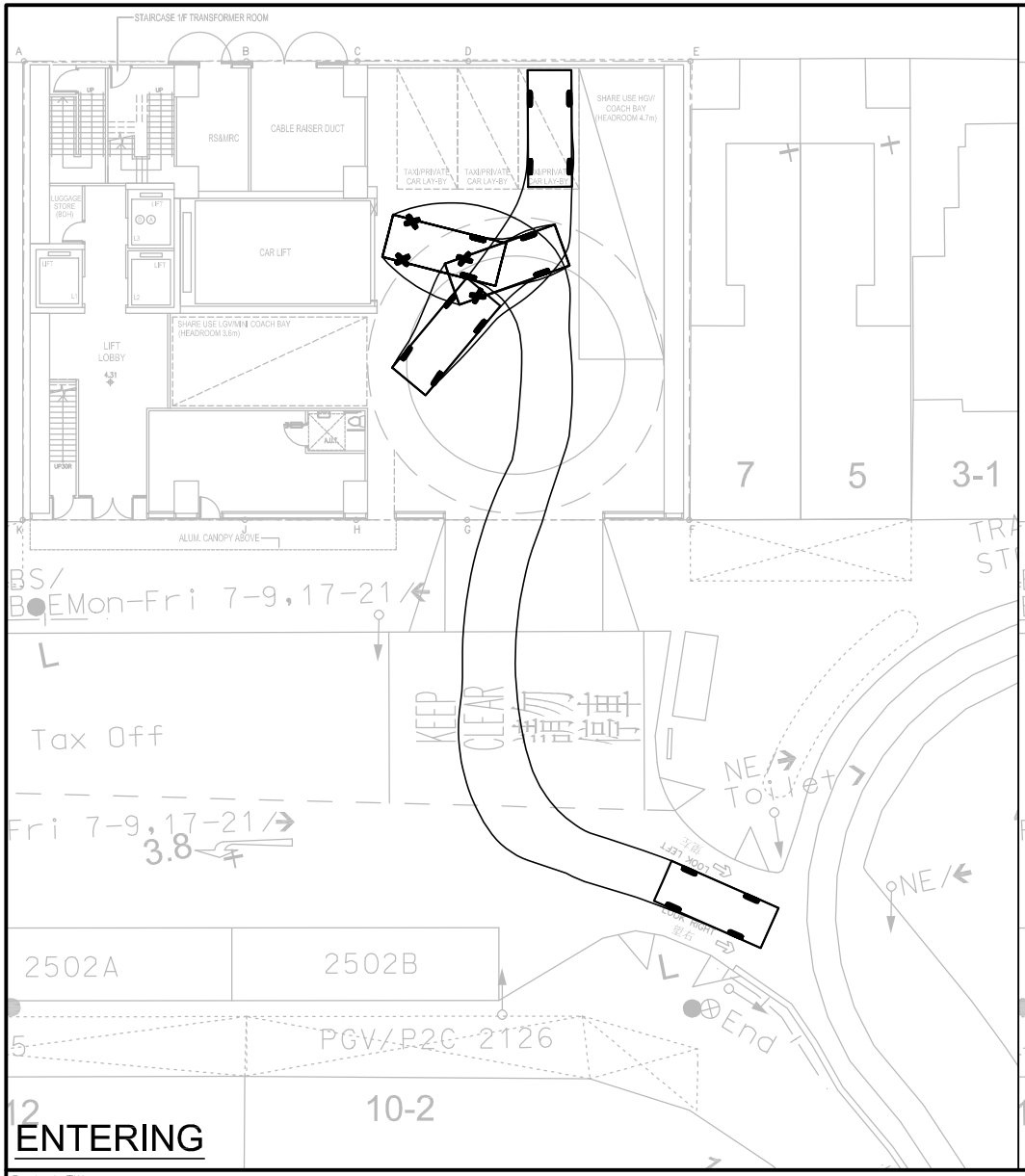

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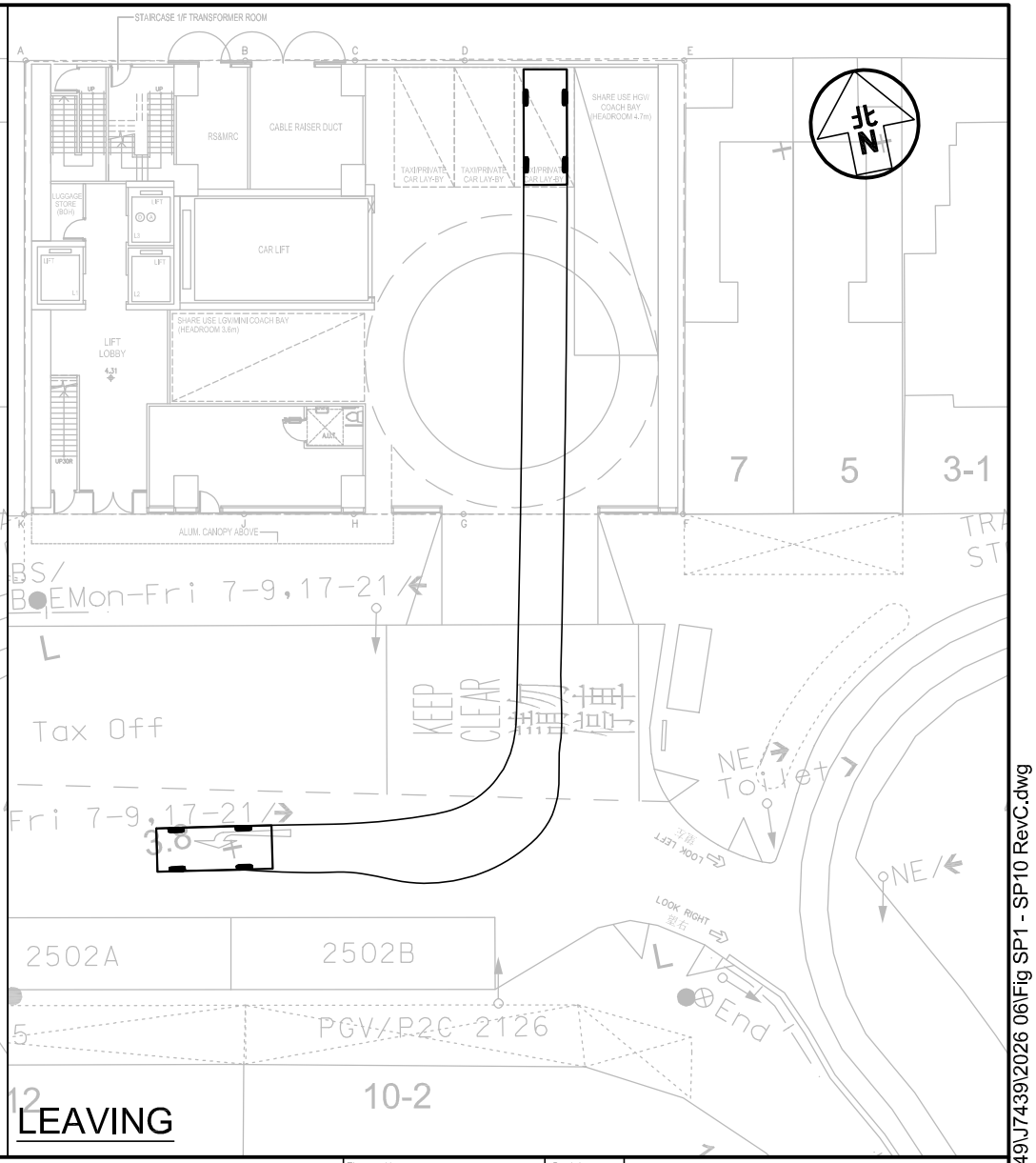

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J7439

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE TAXI / PRIVATE CAR LAY-BY ON G/F

Figure No.	Revision
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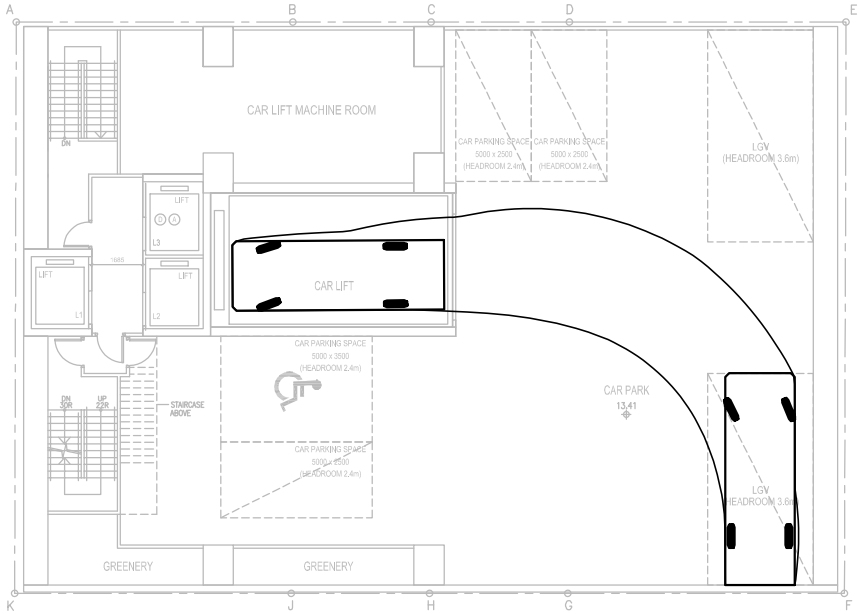

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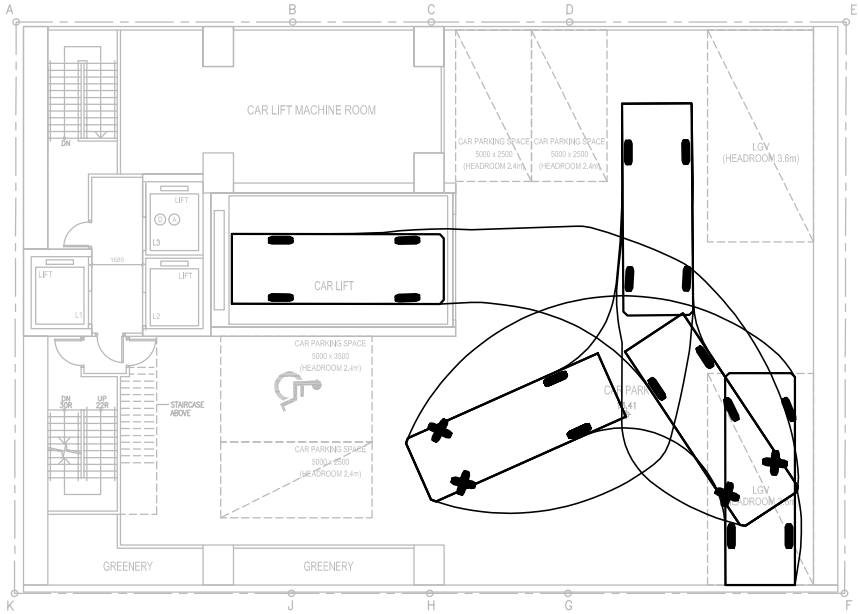

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Figure Title

SWEPT PATH OF LGV ENTERING AND LEAVING THE LGV LOADING / UNLOADING BAY ON 2/F

Figure No.	Revision
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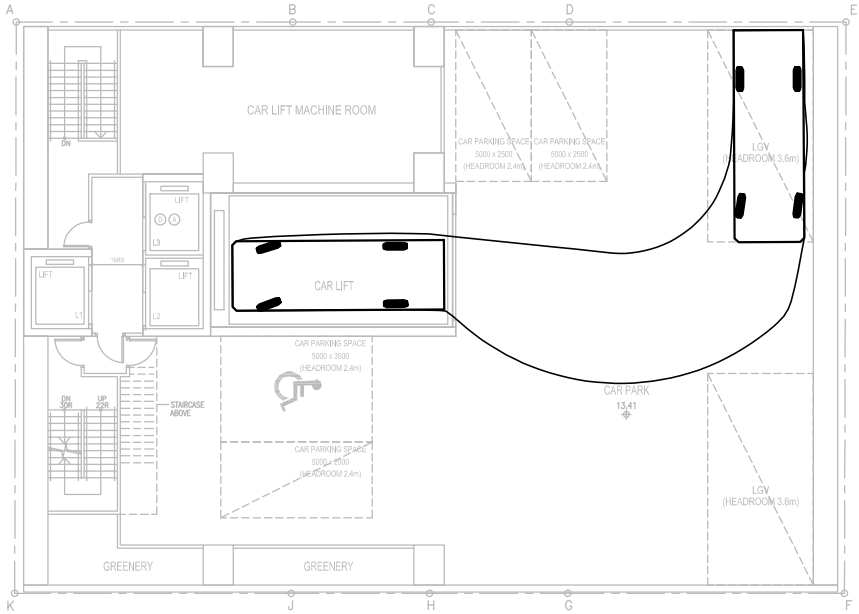

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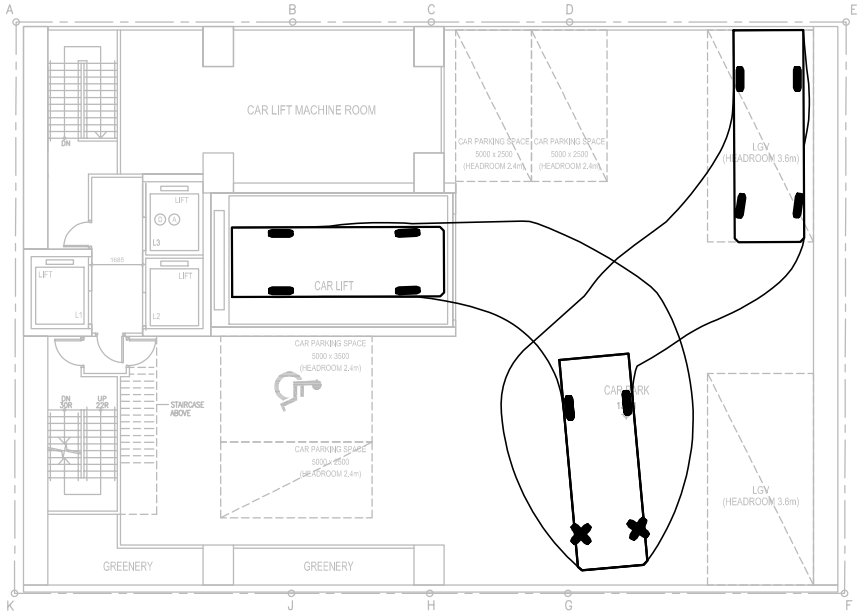

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Figure Title

SWEPT PATH OF LGV ENTERING AND LEAVING THE LGV LOADING / UNLOADING BAY ON 2/F

Figure No.	Revision
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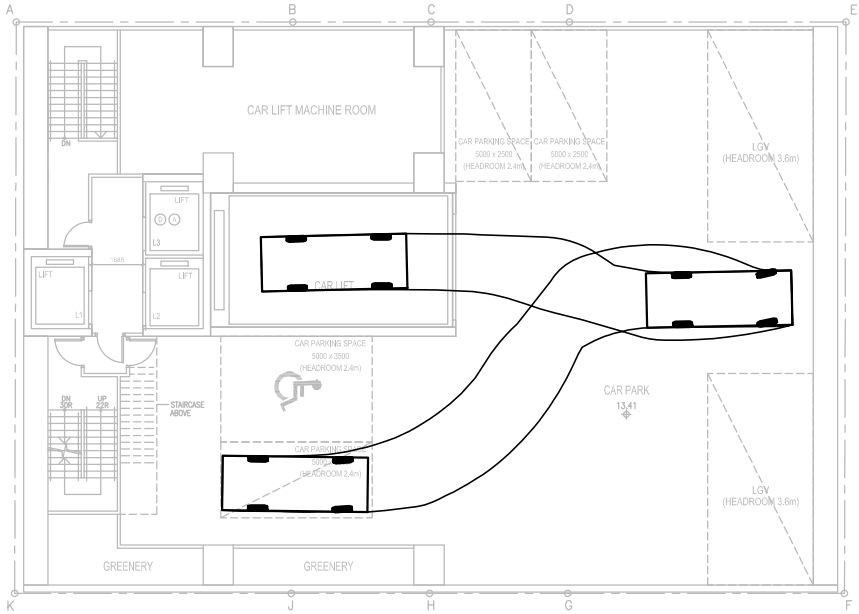

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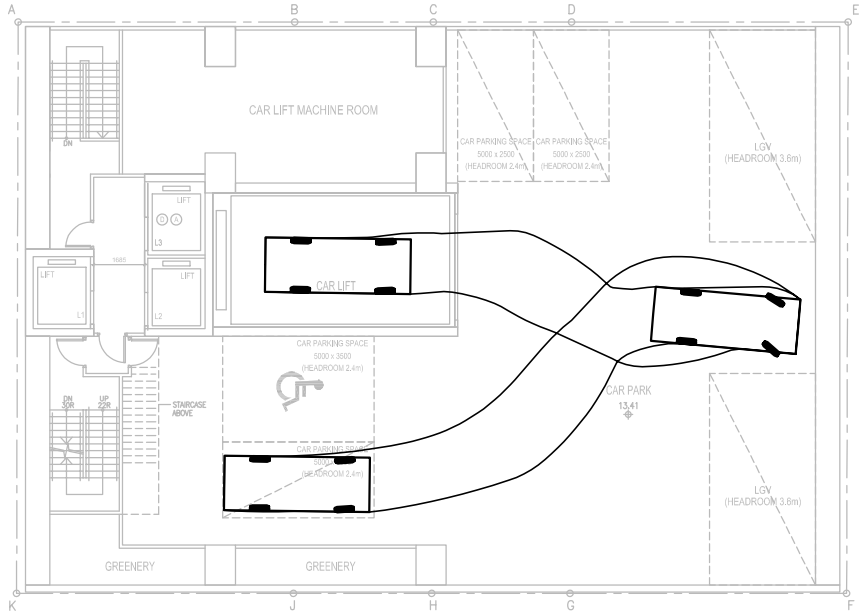

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Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE ON 2/F

Figure No.	Revision
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Appendix 4 –
Vehicle Lift Analysis

Vehicle Lift Analysis

Job Title Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Ground floor to typical car park floor (m)	9.10
Average Speed (m/s)	0.50
Travel time (s)	18.20

Activity	**Time (s)**
Car lift travels from ground floor to typical car park floor	18
Lift door opens	5
Car exits lift in foward gear on typical car park floor	5
Car enters lift in reverse gear on typical car park floor	15
Door closes	5
Car lift travels from typical car park floor to ground floor	18
Lift door opens	5
Car exits lift in forward gear on ground floor	5
Car enters lift in reverse gear on ground floor	15
Door closes	5
Total	96

Number of lift servers, **k**	1
Cycle time ω (s)	96
Arrival rate λ (veh / hr)	4
Service rate μ of one lift server (veh / hr)	37

Number of Cars N	**Probability of Exact N Cars in the Lift System**	**Probability of N Cars or Less in the Lift System**	**Probability of More Than N Cars in the Lift System**
0	89.29%	89.29%	10.71%
1	**9.56%**	**98.85%**	**1.15%**
2	1.02%	99.88%	0.12%
3	0.11%	99.99%	0.01%
4	0.01%	100.00%	0.00%
5	0.00%	100.00%	0.00%
6	0.00%	100.00%	0.00%
7	0.00%	100.00%	0.00%

Conclusion

The probability of 1 car arriving when 1 car lift being occupied is 1.15%.

Formulae:		[A]	[B]	
Floor	Level (m)	Distance from G/F	No. of parking spaces	[A] * [B]
8/F		0		0
7/F		0		0
6/F		0		0
5/F		0		0
4/F		0		0
3/F		0		0
2/F	13.41	9.1	6	54.6
1/F		0		0
G/F	4.31	0		0
B1		0		0
B2		0		0
B3		0		0
B4		0		0
B5		0		0
B6		0		0
B7		0		0
B8		0		0
			total parking spaces	typical floor distance
			6	9.1

Note:
k is the number of lift servers.
λ is the arrival rate in vehicles per hour.
μ is the service rate of a lift server in vehicles per hour.

N	1/N!*(λ/μ)^	summation from N=0 to N=k-1
0	1	1
1	0	1
2	0	1
3	0	1
4	0	1
5	0	1
6	0	1
7	0	1
8	0	1
9	0	1
10	0	1

The assessment is based on the mutli-server queuing (M/M/N) theory, and the equations applied are listed below :

Probability of having exactly zero cars in the lift system:

$$P(0) = \frac{1}{\left[\sum_{N=0}^{k-1} \frac{1}{N!}\left(\frac{\lambda}{\mu}\right)^N\right] + \frac{1}{k!}\left(\frac{\lambda}{\mu}\right)^k \frac{k\mu}{k\mu - \lambda}}$$

Probability of having exactly N cars in the lift system:

For $N < k$:

$$P(N) = \frac{1}{N!}\left(\frac{\lambda}{\mu}\right)^N P(0)$$

For $N \geq k$:

$$P(N) = \frac{1}{k!\,k^{N-k}}\left(\frac{\lambda}{\mu}\right)^N P(0)$$

k - -number of lift servers
λ - -arrival rate
μ - -service rate

APPENDIX 3

AIR QUALITY IMPACT ASSESSMENT

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Air Quality Impact Assessment

(V4.0)

June 2026

Approved By

(Project Manager: K.S. Lee)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

CINOTECH accepts no responsibility for changes made to this report by third parties.

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1 INTRODUCTION

1.1 Background

1.1.1 Land Glory Holdings Ltd. ("the Project Proponent") has proposed the development of a hotel located at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan.

1.1.2 Cinotech Consultants Limited has been commissioned by Paliburg Development Consultants Ltd. (PDCL) to conduct an Air Quality Impact Assessment (AQIA) to evaluate the potential air quality impacts associated with the implementation of the Project and to recommend necessary air quality mitigation measures.

1.1.3 This AQIA is prepared to support a planning permission application to the Town Planning Board (TPB) under Section 16 of the Town Planning Ordinance (CAP. 131) for the hotel development with shop and services, which includes a request for relaxation of height restrictions.

1.2 The Site

1.2.1 The Application Site (the "Site") is situated in a residential and commercial area in Shau Kei Wan, along Kam Wa Street near its intersection with Mong Lung Street (see **Figure 1-1**).

1.2.2 The Site falls within an area zoned as "Residential (Group A)" ("R(A)") and area shown as "Road" on the Approved Shau Kei Wan Outline Zoning Plan No. No. S/H9/22 ("the OZP" / "Shau Kei Wan OZP"), as shown in **Figure 1-2**.

1.2.3 The Site covers approximately 518 m² and is currently vacant.

1.3 The Proposed Development

General

1.3.1 The Applicant proposes to develop the Application Site into a 31-storey hotel with a height of 113.56 mPD. The tentative layout of the proposed development is illustrated in **Appendix 1-1**, with a planned completion year of 2031.

Emergency Generator

1.3.2 The proposed development is intended solely for hotel use and will operate exclusively on electricity supplied by Hongkong Electric. Emergency generator will be provided to address potential electricity outages or emergencies. No diesel or other fossil fuels will be utilized during the normal operation of the proposed development.

1.3.3 Under the current design, a single 650 kW emergency generator powered by diesel fuel will be installed in the E&M area on the 5th floor. The emergency generator will be housed in fully enclosed spaces within the E&M area, with a chimney serving as its only exhaust outlet. The exhaust outlet of the chimney for the emergency generator will be located on the upper roof floor.

1.3.4 Since the emergency generator will operate solely during electricity outages or emergencies and routine testing, the chimney associated with the emergency generator is not considered an industrial chimney.

1.3.5 It should be noted that the design of the chimneys is not available at this stage and is subject to detailed design.

Air Sensitive Receivers (ASRs)

1.3.6 The lobby, communal sky garden, back-of-house areas (e.g., staff room and laundry room), and guest rooms are designated as Air Sensitive Receivers (ASRs) during the operational phase. A centralized ventilation system will be provided for the lobby, back-of-house areas, and guest rooms.

2 LEGISLATION, STANDARDS & GUIDELINES

2.1.1 The air quality impact assessment criteria were made reference to the Hong Kong Planning Standards and Guidelines (HKPSG) and the Air Pollution Control Ordinance (Cap.311) (APCO).

2.2 Minimum Buffer Distances

2.2.1 HKPSG recommends minimum buffer distances from the various road emission sources, industrial chimney and various odour sources for planning purpose, which are summarized **Table 2-1**.

Table 2-1 Guidelines on Usage of Open Space Site

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Road and Highways [i]	***Type of Road***		
	Trunk Road and Primary Distributor	>20m	Active and passive recreational uses
		3-20m	Passive recreational uses
		<3m	Amenity areas
	District Distributor	>10m	Active and passive recreational uses
		<10m	Passive recreational uses
	Local Distributor	>5m	Active and passive recreational uses
		<5m	Passive recreational uses
Industrial Area [ii]	***Difference in Height between Industrial Chimney Exit and the Site***		
	<20m	>200m	Active and passive recreational uses
		5-200m	Passive recreational uses
	20-30m	>100m	Active and passive recreational uses
		5-100m	Passive recreational uses
	30-40m	>50m	Active and passive recreational uses
		5-50m	Passive recreational uses
	>40m	>10m	Active and passive recreational uses
Odour Sources [iii]	***Type of Odour Sources***		
	Slaughterhouses (with Rendering Plant)	>300m	Sensitive uses and commercial areas
	Slaughterhouses (without Rendering Plant)	>200m	
	Small Scale Odour Sources, such as • Crematoria • Stock Wagon Washing Areas • Livestock Yards • Wholesale Fish and Poultry Markets	>200m	Sensitive uses
	Offensive Trades	>200m	Sensitive uses

Note:
[i] The buffer distance is the horizontal, shortest distance from the boundary of the industrial lot, the position of existing chimneys or the edge of road kerb, to the boundary of open space sites.
[ii] Refer to Table 3.1 of Chapter 9 of the HKPSG
[iii] Refer to Table 1.3 of Chapter 9 of the HKPSG

2.3 Air Quality Objectives (AQO)

2.3.1 The Air Pollution Control Ordinance (APCO) provides the statutory authority for controlling air pollutants from a variety of sources. The Hong Kong Air Quality Objectives (AQO) stipulate the maximum allowable concentrations over specific periods for the criteria pollutants (**Table 2-2**).

Table 2-2 Hong Kong Air Quality Objectives (2025)

Pollutant	Averaging time	Concentration limit [1] ($\mu g/m^3$)	Number of exceedances allowed per calendar year
Sulphur dioxide (SO_2)	10-minute	500	3
	24-hour	40	3
Respirable suspended particulates (RSP) [2]	24-hour	75	9
	Annual	30	Not applicable
Fine suspended particulates (FSP) [3]	24-hour	37.5	18
	Annual	15	Not applicable
Nitrogen dioxide (NO_2)	1-hour	200	18
	24-hours	120	9
	Annual	40	Not applicable
Ozone (O_3)	8-hour	160	9
	Peak season	100	Not applicable
Carbon monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
	24-hours	4,000	0
Lead (Pb)	Annual	0.5	Not applicable

Note:
1. All measurements of the concentration of gaseous air pollutants, i.e., sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293Kelvin and a reference pressure of 101.325 kilopascal.
2. Respirable suspended particulates mean suspended particles in air with a nominal aerodynamic diameter of 10 μm or less.
3. Fine suspended particulates mean suspended particles in air with a nominal aerodynamic diameter of 2.5 μm or less.

2.4 Air Pollution Control (Construction Dust) Regulation

2.4.1 The regulation defines notifiable and regulatory works activities that are subject to construction dust control.

2.5 Air Pollution Control (Smoke) Regulations

2.5.1 The regulations stipulate that dark smoke emission from any chimney or relevant plant must not exceed 6 minutes in any period of 4 hours; or 3 minutes continuously at any one time.

2.6 Air Pollution Control (Fuel Restriction) Regulations

2.6.1 The regulation provides a statutory minimum requirement to restrict commercial and industrial processes to use ULSD (Ultra Low Sulphur Diesel) with a sulphur content of only 0.001%.

2.7 Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation

2.7.1 According to the regulation, Non-road Mobile Machinery (NRMMs) must adhere to the prescribed emission standards. Only NRMMs that have been approved or exempted and bear the appropriate label are permitted for use in specified activities and locations. These include

construction sites, container terminals and backup facilities, restricted areas of the airport, designated waste disposal facilities, and specified processes.

2.8 Recommended Pollution Control Clauses for Construction Contracts

2.8.1 This guideline includes a list of relevant regulations/guidelines for contractors and general engineering practices aimed at minimizing inconvenience and environmental nuisance to nearby residents and other sensitive receivers.

2.9 ProPECC Practice Note PN 2/96 - Control of Air Pollution in Car Parks

2.9.1 The practice note provides guidance on the control of air pollution in car parks including air quality guidelines required for the protection of public health; and factors that should be considered in the design and operation of car parks in order to achieve the required air quality.

3 BACKGROUND AIR QUALITY AND KEY CRITERIA POLLUTANTS

3.1 Background Air Quality

3.1.1 The EPD has been closely monitoring air quality in Hong Kong through its air quality monitoring stations (AQMS). The Eastern AQMS is the closest station to the Site, while the nearest roadside station is located in Causeway Bay.

3.1.2 It is important to note that measurement results at the roadside station are generally higher than those at typical sensitive receivers, such as residential flats, due to proximity to road traffic. Therefore, measurements at the roadside station should be considered a worst-case scenario, whereas those at the Eastern AQMS should be regarded as representative.

3.1.3 The monitoring results for the Eastern AQMS and the Causeway Bay AQMS from 2020 to 2024 are summarized in **Table 3-1 & Table 3-2**, respectively. For both stations, the measured concentrations of NO_2 demonstrate a decreasing trend from 2020 to 2024. In contrast, the measured concentrations of RSP and FSP have remained relatively stable during the same period.

3.1.4 The parameter of particular concern in recent years has been the FSP concentrations. The annual average FSP concentrations exceeded the AQO criterion in 2021 and 2024 at the Eastern AQMS. Although Ozone concentrations also exceeded AQO criteria in 2022 and 2024 at the Eastern AQMS, Ozone is not considered a key criteria pollutant for the Proposed Development, as discussed in **Section 3.7**.

3.1.5 The RSP, FSP, and NO_2 concentrations at the Causeway Bay AQMS frequently exceeded the AQO criteria from 2020 to 2024. Please note that the measurements at the Causeway Bay AQMS are provided solely as a reference for a worst-case scenario and do not represent the environmental conditions around the Site.

Table 3-1 Average Concentrations of Pollutants in the Recent Five Years (Year 2020 - 2024) at Eastern Air Quality Monitoring Station

Pollutant	Averaging Time	AQO [i]	Pollutant Concentration (µg/m^3) [ii]				
			2020	2021	2022	2023	2024
Respirable Suspended Particulates (RSP)	10th Highest 24-hour	75 (9)	60	62	49	52	61
	Annual	30	27	29	23	24	24
Fine Suspended Particulates (FSP)	19th Highest 24-hour	37.5 (18)	29	29	28	27	33
	Annual	15	14	15	13	14	15
Nitrogen Dioxide (NO_2)	19th Highest 1-hour	200 (18)	113	129	99	106	93
	10th Highest 24-hour	120 (9)	59	61	53	53	50
	Annual	40	34	35	32	32	31
Sulphur Dioxide (SO_2)	4th Highest 10-Min	500 (3)	16	22	35	37	11
	4th Highest 24-hour	40 (3)	6	5	5	4	4
Ozone (O_3)	10th Highest 8-hour	160 (9)	140	148	185	149	155
	Peak season	100	90	89	101	93	101
Carbon Monoxide (CO)	1st Highest 1-hour	30000 (0)	-	-	-	-	-
	1st Highest 8-hour	10000 (0)	-	-	-	-	-
	1st Highest 24-hour	4000 (0)	-	-	-	-	-

Note:
[i] The numbers in brackets () refer to number of exceedances allowed per calendar year.
[ii] The pollution concentrations are obtained from the Smart Air Modelling Platform v2.1.
[iii] Exceedances has been highlighted in orange.
[iv] Measurement data of Carbon Monoxide is not available for the Eastern AQMS.

Table 3-2 Average Concentrations of Pollutants in the Recent Five Years (Year 2020 - 2024) at Causeway Bay Air Quality Monitoring Station

Pollutant	Averaging Time	AQO [i]	Pollutant Concentration (µg/m^3) [ii]				
			2020	2021	2022	2023	2024
Respirable Suspended Particulates (RSP)	10th Highest 24-hour	75 (9)	70	79	66	72	76
	Annual	30	36	39	34	39	37
Fine Suspended Particulates (FSP)	19th Highest 24-hour	37.5 (18)	39	42	42	40	43
	Annual	15	22	23	21	23	24
Nitrogen Dioxide (NO_2)	19th Highest 1-hour	200 (18)	216	211	249	221	209
	10th Highest 24-hour	120 (9)	121	119	124	118	110
	Annual	40	68	71	65	67	66
Sulphur Dioxide (SO_2)	4th Highest 10-Min	500 (3)	35	32	43	29	23
	4th Highest 24-hour	40 (3)	11	11	10	10	9
Ozone (O_3)	10th Highest 8-hour	160 (9)	91	94	100	101	105
	Peak season	100	56	57	54	58	56
Carbon Monoxide (CO)	1st Highest 1-hour	30000 (0)	2850	1920	2020	1760	1950
	1st Highest 8-hour	10000 (0)	1685	1551	1509	1404	1776
	1st Highest 24-hour	4000 (0)	1441	1400	1248	1022	1262

Note:
[i] The numbers in brackets () refer to number of exceedances allowed per calendar year.
[ii] The pollution concentrations are obtained from the Smart Air Modelling Platform v2.1.
[iii] Exceedances has been highlighted in orange.

3.2 PATH Background

3.2.1 PATH is a regional-scale air quality model developed by the EPD to predict the future air quality of Hong Kong. Considering the decreasing trend in background air pollutant concentrations, the year with the worst PATH background during the operation of the Proposed Development is expected to be the planned completion year (2031). The closest prior year with available PATH background data is 2030, which is representative for the operational phase of the Proposed Development.

3.2.2 The PATH v3.0 grids corresponding to the Site are [46,29], as shown in **Figure 3-1**. **Table 3-3** presents the predicted background air quality for the 500m Assessment area (Grids [45,28], [45,29], [46,28], and [46,29]) for the year 2030.

3.2.3 Generally, the PATH background for the Site and adjacent areas in 2030 meet the relevant Air Quality Objectives (AQOs) with a significant margin, except for Ozone concentrations.

Table 3-3 Background Ground Level Air Quality of PATH on Year 2030

Pollutant	Averaging Time	AQOs [µg/m^3] [i]	PATH Model Concentration [µg/m^3] on Year 2030			
			Grid [45,28] L1 (0-17m)	Grid [45,29] L1 (0-17m)	Grid [46,28] L1 (0-17m)	Grid [46,29] L1 (0-17m)
Respirable Suspended Particulates (RSP)	10th Highest 24-hour	75 (9)	51.00	51.39	50.70	50.80
	Annual	30	18.78	19.38	19.06	19.16
Fine Suspended Particulates (FSP)	19th Highest 24-hour	37.5 (18)	29.18	29.76	29.22	29.43
	Annual	15	11.29	11.82	11.53	11.57
Nitrogen Dioxide (NO_2)	19th Highest 1-hour	200 (18)	48.33	56.11	49.01	58.87
	10th Highest 24-hour	120 (9)	17.87	23.00	20.54	24.54
	Annual	40	10.18	13.01	12.46	13.81
Sulphur Dioxide (SO_2)	4th Highest 10-Min	500 (3)	22.04	22.42	22.63	21.77
	4th Highest 24-hour	40 (3)	6.65	6.76	6.84	6.66
Ozone (O_3)	10th Highest 8-hour	160 (9)	170.04	170.57	166.78	167.92
	Peak season	100	120.00	120.37	118.67	120.65
Carbon Monoxide (CO)	1st Highest 1-hour	30000 (0)	514.50	529.92	516.59	517.02
	1st Highest 8-hour	10000 (0)	480.84	492.88	486.78	487.62
	1st Highest 24-hour	4000 (0)	452.91	472.61	459.14	463.60

Note:
[i] The numbers in brackets () refer to number of exceedances allowed per calendar year.
[ii] The pollution concentrations are obtained from the Smart Air Modelling Platform v2.1.
[iii] Exceedance has been highlighted in orange.

3.3 Existing Environment in the Vicinity

3.3.1 A desktop study, along with two site surveys, was conducted to assess the existing environment in the vicinity and evaluate potential air quality issues.

3.3.2 The first survey, which focused on potential odour issues in the surrounding area, took place on 8th February 2026 (Sun) from 14:00 to 16:00, during which the weather was cloudy with a light wind, a temperature of approximately 17 °C, and a relative humidity of around 61%.

3.3.3 The second survey, which aimed to identify both potential odour and industrial sources, occurred on 26th February 2026 (Thu) from 10:00 to 13:00, during which the weather was drizzly with a light wind, a temperature of approximately 20 °C, and a relative humidity of around 85%.

3.3.4 The routes of odour surveys are provided in **Figure 3-2** for record.

Existing Developments

Industrial Chimneys

3.3.5 The existing developments in the vicinity are primarily residential. The only industrial development in the area is the Hop Lung Factory Building, located approximately 50 m to the southwest of the Site. Based on a desktop study and the site survey conducted on 26th February 2026, no active industrial chimneys were identified within 200 meters of the site boundary.

3.3.6 The existing developments in the vicinity generally conform to the OZP, with the exception of the Hop Lung Factory Building (an industrial building) located within the Residential (Group A) 2 Zone. This suggests that no new industrial chimneys are anticipated in the near future.

Temple

3.3.7 Shau Kei Wan Shing Wong Temple is located around 60m to the east of the Site. The emission from incense & joss paper burning may pose air quality impact to the Proposed Development and should be assessed.

Kam Wa Street Wet Market

3.3.8 Kam Wa Street Wet Market is located approximately 30 m to the west of the Site (See **Figure 1-1**). The market consists of roadside stalls and at-grade retail shops selling fruits, vegetables, meats, fish, and poultry. The meats, fish, and poultry may pose a potential odour impact to the Proposed Development.

3.3.9 During the site surveys conducted on 8th February 2026 and 26th February 2026, no noticeable odour was detected along the pedestrian pathway of the market or near the Site.

Kam Wa Street Refuse Collection Point

3.3.10 Kam Wa Street Refuse Collection Point (RCP), which is a public refuse collection point managed by the Food and Environmental Hygiene Department (FEHD), is located approximately 65 m to the east of the Site (see **Figure 1-1**). The potential smell from the RCP may pose a potential odour impact to the Proposed Development.

3.3.11 During the site surveys conducted on 8th February 2026 and 26th February 2026, the RCP was found to be clean and tidy. No noticeable odour from Kam Wa Street Refuse Collection Point was detected 2 m in front of its main entrance.

Air Sensitive Receivers (ASRs)

3.3.12 The Site is surrounded by existing residential developments, along with some recreational facilities (such as parks) and Government, Institutional, and Community (GIC) developments in the vicinity. All of these are considered Air Sensitive Receivers (ASRs).

Road Traffic

3.3.13 The Site is surrounded by Kam Wa Street, Mong Lung Street, and Shau Kei Wan Main Street East. According to the Annual Traffic Census 2024 (ATC 2024) by the Transport Department, Mong Lung Street (Station 2626) is a Local Distributor. By definition in Appendix G of ATC

2024, Kam Wa Street and Shau Kei Wan Main Street East are also classified as Local Distributors, as confirmed by the Transport Department (see **Appendix 3-1**).

3.3.14 It should be noted that the Expressway Island Eastern Corridor (Station 1404) is located approximately 130 meters to the northwest of the Site, with an Average Annual Daily Traffic (AADT) of 70,110 in 2024. Additionally, there are Primary Distributors in the vicinity of the Site, including the slip road of the Island Eastern Corridor (Station 1422; AADT of 15,470 in 2024) and Chai Wan Road (Station 1615; AADT of 10,210 in 2024), located approximately 150 meters to the west and 180 meters to the south of the development, respectively.

3.4 Identified Concurrent Projects

3.4.1 Two potential concurrent projects in the vicinity have been identified. The first is the Redevelopment of Ming Wah Dai Ha, located approximately 70 m to the east of the Site. The second is the Public Housing Development at A Kung Ngam Village, situated approximately 200 m to the northeast of the Site. The locations of the identified concurrent projects are marked in **Figure 3-3**.

3.4.2 The overall redevelopment of Ming Wah Dai Ha is expected to be completed in 2032, according to MPC Paper No. A/H9/78A[1]. Currently, only Phase I of the redevelopment (out of 3 phases) has been completed [2].

3.4.3 The Public Housing Development at A Kung Ngam Village is anticipated to be completed in 2037[3]. The contract for its associated site formation and infrastructure works commenced on 13th May 2025, under Contract No. SD/2024/01.

3.5 Key Sources of Potential Air Quality Impact

3.5.1 In the absence of industrial chimney emissions, road traffic emissions, emission from the temple, and odour emission from Kam Wa Street Wet Market and Kam Wa Street Refuse Collection Point are key sources of air pollutants in the vicinity of the Site that should be assessed.

3.6 Identification of Key Criteria Pollutants – Construction Phase

Gaseous Pollutants

3.6.1 The operation of Powered Mechanical Equipment (PME) and/or Non-Road Mobile Machinery (NRMMs) during construction work would emit particulates and gaseous air pollutants, such as nitrogen dioxide (NO_2), due to fuel combustion. Similarly, the movement of construction vehicles, such as dump trucks and concrete mixer lorries, would also emit particulates and gaseous air pollutants from fuel burning.

3.6.2 Emission of dark smoke is regulated by Air Pollution Control (Smoke) Regulations. By providing routine maintenance and using of ULSD, the potential impact can be significantly controlled.

1 MPC Paper No. A/H9/78A, https://www.tpb.gov.hk/en/papers/MPC/HK/A-H9-78/A_H9_78_Main%20Paper_FINAL.pdf
2 Ming Wah Dai Ha, https://www.hkhs.com/en/housing_archive/id/25
3 規劃工程及房屋事務委員會文件第8/23號 https://www.districtcouncils.gov.hk/east/doc/2020_2023/tc/committee_meetings_doc/pwhc/23746/e_pwhc_2023_008_tc.pdf

3.6.3 According to Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted Non-Road Mobile Machinery (NRMM) with a proper label are allowed to be used in specified activities and locations including construction sites. Supportive information and documents (e.g. third-party emission certificates, model and serial numbers of machines and engines, etc.) for each NRMM would be provided to EPD to prove that the concerned NRMM is in line with the prescribed emission standards.

3.6.4 As only limited number of PME, NRMMs and/or construction vehicles are expected to be used on-site due to the small site area (~518 m^2), and the PME and/or NRMMs are required to fulfil the relevant emission standards. As a result, no adverse impact is anticipated.

Particulates (RSP & FSP)

3.6.5 The air pollutants of concern during the construction phase are construction dust, which includes Respirable Suspended Particulates (RSP) and Fine Suspended Particulates (FSP) generated from the construction activities of the proposed development.

3.6.6 In accordance with the Air Pollution Control (Construction Dust) Regulation, contractors and site agents are obligated to inform the EPD and implement dust reduction measures to minimize dust emissions throughout construction phase, including demolition, site formation, foundation construction, and superstructure construction.

3.7 Identification of Key Criteria Pollutants – Operation Phase

Sulphur Dioxide (SO_2)

3.7.1 In Hong Kong, Sulphur Dioxide (SO_2) is primarily from the combustion of Sulphur-containing fossil fuels in power stations and marine vessels.

3.7.2 The Air Pollution Control (Fuel Restriction) Regulations restrict commercial and industrial processes to use ULSD with a sulphur content of only 0.001%. In December 2007, the Government offered a concessionary duty rate for Euro V diesel for motor vehicles which has a sulphur content of 0.001%. Since then, all petrol filling stations in Hong Kong provide only Euro V diesel, which has a sulphur content of 0.001%. Reference to the *2023 Hong Kong Emission Inventory Report*[4], SO_2 emission from the road traffic contribute less than 1% of the total SO_2 emissions, thus SO_2 from road traffic emissions is not considered as key air pollutant.

Particulates (RSP & FSP)

3.7.3 The emission source during the operational phase of the Project would be the vehicular emission on the roads.

Nitrogen Dioxide (NO_2)

3.7.4 NO_2 could be emitted directly via combustion, or generated from the reaction between nitrogen oxides (NO_x) and ozone (O_3).

3.7.5 The major emission source of NO_x and NO_2 during the operational phase of the Scheme would be the vehicular emission on the roads.

[4] 2023 Hong Kong Emission Inventory Report
https://www.epd.gov.hk/epd/sites/default/files/epd/2023_Emission_Inventory_Report_Eng_final.pdf

Ozone

3.7.6 Ozone (O_3) is formed from dioxygen by the action of ultraviolet light and also atmospheric electrical discharges. It is not a primary pollutant emitted from vehicular emission thus is not considered as key criteria pollutants for the Project.

Carbon Monoxide

3.7.7 Road transportation is the dominant source of CO emissions. However, considering the low CO concentration measured in the roadside air quality monitoring station (**Table 3-2**) as compared to the respective AQO criteria, the emission of CO from road transportation is unlikely to cause a significant air quality impact to the proposed development.

Lead

3.7.8 Leaded petrol has been banned in Hong Kong since 1999. It is not considered concerned pollutants for vehicular emission.

Emission from Incense & Joss Paper Burning

3.7.9 Shau Kei Wan Shing Wong Temple is located around 60m to the east of the Site. The emission from incense & joss paper burning may pose air quality impact to the Proposed Development.

Odour

3.7.10 Potential odour sources, such as Kam Wa Street Wet Market and Kam Wa Street Refuse Collection Point, have been identified in the vicinity of the Proposed Development. These sources may pose an odour impact to the Proposed Development.

Summary

3.7.11 During the operation phase, the primary sources of pollutants will be traffic emissions and the emission from temple, specifically NO_2, RSP, FSP and dark smoke, as well as odour from Kam Wa Street Wet Market and Kam Wa Street Refuse Collection Point. These pollutants have been identified as the key criteria pollutants for the project's operation.

4 CONSTRUCTION PHASE AIR QUALITY IMPACT ASSESSMENT

4.1 Dust Source of the Project

4.1.1 Major dust-emitting construction activities will include the demolition of existing structures, excavation for basement construction, foundation works, and other construction activities (e.g., superstructure construction). A summary of the construction works is provided in **Table 4-1**.

4.1.2 Due to the small site area (approximately 518 m²), the scale of construction activities for the Project will be limited. The Site is currently an empty lot, and therefore, demolition is not required. It is important to note that no basement will be proposed in the development, resulting in only minimal excavation needed for foundation works. This is expected to generate approximately 1,036 m³ of inert construction and demolition (C&D) material (calculated as 518 m² x 2 m). The maximum number of Powered Mechanical Equipment (PME) anticipated to be deployed at the worksite is 6, excluding smaller equipment such as water pumps and fans.

Table 4-1 Summary of the Construction Works

Site Area (m^2)	Structures to be demolished	Excavating for Basement	Construction of Superstructure	Number of Concurrent PME [1]
~518	None	None	Yes (31-storey)	6

Note:
[1] Excluding small plants such as water pump and fan. Estimated numbers based on projects in similar scales.

4.2 Air Sensitive Receivers in the Vicinity

4.2.1 The representative ASRs for the construction phase of the proposed development are illustrated in **Figure 4-1** and listed in **Table 4-2**.

Table 4-2 Representative Air Sensitive Receivers (Construction Phase)

ID	Building/Location	Type	Building Height (mPD) [1]	Horizontal Distance from Application Site Boundary (m) [2]
ASR01	7 Kam Wa Street	Residential	34	< 5
ASR02	21 Kam Wa Street	Residential	38	< 5
ASR03	Kam Wa Building	Residential	49	23
ASR04	Kam Wai Building	Residential	54	23
ASR05	20-22 Kam Wa Street	Residential	25	37
ASR06	17 Mong Lung Street	Residential	24	27
ASR07	19 Mong Lung Street	Residential	24	27
ASR08	Mong Lung House	Residential	40	< 5
ASR09	Tung Tai Building	Residential	73	< 5
ASR10	Shau Kei Wan Market Building Sitting-Out Area [3]	Recreational	N/A	30
ASR11	Former Shau Kei Wan Market Building [4]	G/IC	16	33
ASR12	Kam Wah Street Rest Garden	Recreational	N/A	34
ASR13	Tung Fai Building	Residential	70	39
ASR14	Carmel School Association Elsa High School Cum Kellett School (secondary Campus)	School	27	153

Note:
[1] Estimated values.
[2] Estimated from the building footprint derived from the Digital Topographic Map iB1000.
[3] No seating place is provided in the sitting-out area.
[4] The Former Shau Kei Wan Market Building is currently not in use. The land slot is rezoned as "R(A)7".

4.3 Identification of the Major Pollutant Sources and of Potential Impacts

Emission from PME & Non-road Mobile Machinery

4.3.1 As stated in **Section 3.6.1**, the operation of Powered Mechanical Equipment (PME) during construction work would emit gaseous air pollutants, such as nitrogen dioxide (NO_2), due to fuel combustion. Several types of Powered Mechanical Equipment, such as excavators, can be utilized for the construction works at the Site. However, the number of PME expected to be used on-site will be limited to a maximum of 6. As a result, no significant impact is anticipated from the operation of PME.

4.3.2 According to the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted Non-Road Mobile Machinery (NRMM) with proper labelling are allowed to be utilized in the construction site. Supportive information and documents, such as third-party emission certificates, model and serial numbers of machines and engines, will be provided to the EPD to demonstrate that the concerned NRMM complies with the prescribed emission standards. As a result, no significant impact is anticipated from the operation of NRMM.

Construction Dust

4.3.3 Fugitive dust will be generated during the construction phase, with the primary air pollutants of concern being Respirable Suspended Particulates (RSP) and Fine Suspended Particulates (FSP) resulting from the Project's construction activities. Sources of dust during construction phase include demolition, foundation and superstructure construction activities, as well as handling and transportation of temporary stockpiles, dusty material, excavated material and concrete production. Additionally, particulates emitted from plant equipment could pose a concern if not properly mitigated. The exposed earth after the completion of work may also serve as a potential dust source.

4.3.4 The major sources of dust during the construction phase of this Project will be the foundation works. Despite the small scale of the works, mitigation measures will be necessary to minimize the potential impacts arising from these activities.

4.3.5 The movement of dump trucks is also considered a significant potential dust source if not properly mitigated. A rough estimate indicates that approximately 5 trips per day will be required.

Concurrent Projects

4.3.6 There are two planned and/or committed developments in the vicinity of the Site: the Redevelopment of Ming Wah Dai Ha and the Public Housing Development at A Kung Ngam Village, as detailed in **Section 3.4** and illustrated in **Figure 3-3**.

4.3.7 The construction of the Proposed Development is scheduled to commence in 2027 and be completed in 2031. Since no demolition or excavation for a basement is required, the most

intensive dust-emitting processes during construction will be the foundation works, which are expected to be completed within a year.

Redevelopment of Ming Wah Dai Ha

4.3.8 Phase I of the Redevelopment of Ming Wah Dai Ha was completed in 2021, and the demolition works for Phase II of the redevelopment have been completed by the time this report was drafted. Therefore, the intensive dust-emitting processes of Phases I and II of the Redevelopment of Ming Wah Dai Ha will not overlap with those of the Proposed Development.

4.3.9 However, the existing developments in Phase III Redevelopment are being converted to Transitional Housing and are expected to operate for no less than 2 years[5]. Therefore, demolition and foundation works for Phase III Redevelopment will not begin before Q3 2028, and there will be no overlap with the foundation works of the Proposed Development.

Public Housing Development at A Kung Ngam Village

4.3.10 Site formation works for the A Kung Ngam Village have started in May 2025. Therefore, the most intensive dust-emitting activities are unlikely to overlap with the foundation works of the Proposed Development.

4.3.11 Consequently, the most intensive dust-emitting processes during the construction of the concurrent projects will not overlap with the foundation works of the Proposed Development. Provided that the proposed mitigation measures are effectively implemented, the construction dust generated by the Proposed Development is expected to be suppressed to a level that will not adversely impact the Air Sensitive Receivers (ASRs) in the vicinity. Therefore, no adverse cumulative air quality impacts are anticipated, assuming proper implementation of the proposed mitigation measures.

4.4 Mitigation Measures

4.4.1 Dust control measures under the Air Pollution Control (Construction Dust) Regulation (Cap. 311R) and good site practice shall be implemented to mitigate dust impact arising from construction works by preventing dust generation and/or by screening, suppressing and removing dust generated:

- Water or a dust suppression chemical shall be sprayed immediately prior to, during and immediately after demolition/excavation works
- Cover stockpile or dusty materials with tarpaulin to prevent wind erosion
- Any dusty materials remaining after a stockpile is removed shall be wetted with water and cleared from the surface of roads or streets
- Every vehicle shall be washed to remove any dusty materials from its body and wheels before leaving the construction site
- Where a vehicle leaving a construction site is carrying a load of dusty materials, the load shall be covered entirely by clean impervious sheeting to ensure that the dusty materials do not leak from the vehicle

[5] Transitional Housing Project at Ming Wah Dai Ha, Shau Kei Wan (Phase 3) https://www.hb.gov.hk/eng/policy/housing/policy/transitionalhousing/details_74-3.html

- Store cement bags in shelter with 3 sides and the top covered by impervious materials if the stack exceeds 20 bags
- Maintain a reasonable height when dropping excavated materials to limit dust generation
- Limit vehicle speed within Site to 10 km/h and confine vehicle movement in haul road
- Minimize exposed earth after completion of work in a certain area by hydroseeding, vegetating or soil compacting
- Cover materials on trucks before leaving the Site to prevent dropping or being blown away by wind
- Regular maintenance of plant equipment to prevent black smoke emission
- Throttle down or switch off unused machines or machine in intermittent use
- Plan the Site layout so that machineries, dust causing activities and stockpilings are away from receptors as far as possible.
- Site hoarding higher than 2.4m should be implemented where there are receptors at close proximity to the construction site and dusty activities.
- Haul road shall be away from the project boundary as much as possible

4.4.2 No adverse air quality impact on the surrounding air sensitive receivers (ASRs) is expected with proper implementation of mitigation measures.

4.4.3 It should be noted that Carmel School Association Elsa High School Cum Kellett School (secondary Campus) is located approximately 150m to the south of the Site. Subject to further arrangement to be determined during construction stage, dusty works near the schools are suggested being arranged in non-school hours as far as practicable. The project team is also recommended to communicate with the school, and keep school management informed of any possible impacts in advance.

4.4.4 As the project is still in planning stage, the necessary of EM&A program shall be determined in detailed design stage.

5 OPERATION PHASE AIR QUALITY IMPACT ASSESSMENT

5.1 Operation of the Proposed Development

Potential Source of Air Quality Impact within the Proposed Development

5.1.1 As stated in **Section 1.3**, a 650kW emergency generator powered by diesel fuel will be installed.

5.1.2 The emission during routine testing of the emergency generator is a considered a potential source of air quality impact that should be assessed.

5.1.3 No chimney emission from the Proposed Development other than the emergency generator is anticipated.

Air Sensitive Receivers (ASRs)

5.1.4 The lobby, communal sky garden, back-of-house areas (e.g., staff room and laundry room), and guest rooms of the Proposed Development are designated as ASRs during the operational phase.

5.1.5 Therefore, it is necessary to confirm the suitable locations for openable windows and fresh air intakes.

5.2 Buffer Distance Recommended by HKPSG

5.2.1 The suggested buffer distances from the Hong Kong Planning Standards and Guidelines (HKPSG) outlined in **Table 2-1** shall be adhered to avoid potential air quality impacts.

5.2.2 The Site is surrounded by Kam Wa Street, Mong Lung Street, and Shau Kei Wan Main Street East, all of which are classified as Local Distributors. A buffer distance of 5 meters is required, as illustrated in **Figure 5-1**.

5.2.3 Since the entire Site is outside the buffer region for road emissions, and no active industrial chimneys were identified within the 200 m buffer zone, no adverse air quality impacts arising from road traffic emissions and industrial chimneys during the operation of the Project are anticipated. Therefore, vehicular emissions and industrial chimney emissions are not expected to constrain the Proposed Development, including the locations of openable windows and fresh air intakes during the operational phase.

5.2.4 No odour sources in **Table 2-1** were identified within the 200m buffer zone. Odour impact from Kam Wa Street Market and Kam Wa Street Refuse Collection Point (RCP) is discussed in **Section 5.6**.

5.3 Provision of Emergency Generators

5.3.1 A single 650 kW emergency generator powered by diesel fuel will be installed for emergency use. The emergency generator will be housed in fully enclosed spaces within the E&M area on 5/F, with a chimney serving as its only exhaust outlet. The exhaust outlet of the chimney for the emergency generator will be located on the upper roof floor.

5.3.2 Monthly routine testing for 15 minutes of the backup generator will be required, resulting in an annual operation time of 3 hours.

5.3.3 Although Specified Process (SP) license is not necessary for the operation of the emergency generator due to its relatively low capacity (< 5MW), the Air Pollution Control (Furnaces, Ovens, and Chimneys) (Installation and Alteration) Regulations are applicable for this application. Therefore, the location of the chimney exhausts, as well as any necessary mitigations, must be approved by the EPD before the operation of the emergency generator.

5.3.4 Given the short operational duration of the emergency generator, adverse air quality impacts arising from the routine testing of the generator are not anticipated.

5.4 Provision of Carparks

5.4.1 It should be noted that there are car parking spaces on the G/F and 2/F of the Proposed Development.

5.4.2 The project team is reminded to fulfill the requirements regarding the design, maintenance, and operation of the ventilation systems as stipulated in ProPECC PN 2/96 – Control of Air Pollution in Car Parks. Additionally, the exhaust outlet for the car park should be located as far away as possible from nearby ASRs and/or fresh air intakes to avoid causing any potential air pollutant nuisance. The proposed locations of the exhaust outlet for the car park and fresh air intakes are illustrated in **Figure 5-2**.

5.4.3 With proper car park design, no adverse air quality impacts to or from the car parking spaces during the operational phase are anticipated.

5.5 Emission from Incense & Joss Paper Burning

5.5.1 Shau Kei Wan Shing Wong Temple is located approximately 60 meters to the east of the Site. The emission from incense and joss paper burning may pose a direct impact to the Site if not properly mitigated. According to publicly available information[6], the temple has been equipped with air pollution control equipment since 2020. The response to public comments in a recent Town Planning Board Paper No. 11019[7] also indicates that the temple has been equipped with air pollution control devices and complies with the Guidelines on Air Pollution Control for Joss Paper Burning at Chinese Temples, Crematoria, and Similar Places to minimize impacts on nearby residents. Furthermore, the emission of air pollutants from the temple is regulated under the Air Pollution Control Ordinance.

5.5.2 Therefore, no adverse air quality impact arising from Shau Kei Wan Shing Wong Temple is anticipated.

5.6 Odour Impact

5.6.1 Two potential odour sources were identified in the vicinity of the Proposed Development, including Kam Wa Street Wet Market & Kam Wa Street RCP.

5.6.2 According to the Regional Office of the EPD, a total of 294 air nuisance complaints were received within the 200 m study area in the past 5 years (as of May 2026) (see **Appendix 5-1**). There is no specific information available to confirm whether any air nuisance complaints are related to the Kam Wa Street Wet Market and the Kam Wa Street RCP.

6 筲箕灣城隍廟的歷史和民間宗教的轉變 - https://schina-publication.hkust.edu.hk/sites/default/files/pubs/news-099.05.pdf

7 Town Planning Board Paper No. 11019 – https://www.tpb.gov.hk/uploads/page/meetings/20250912/R_S_H9_21-MainPaper_e.pdf

5.6.3 During the site surveys conducted on 8th February 2026 and 26th February 2026, no noticeable odour was detected along the pedestrian pathway of the market or 2 meters in front of the main entrance of the RCP as stated in **Sections 3.3.9 & 3.3.11**. There are no expansion plans for either the market or the RCP, their potential odour strength is not expected to significantly increase in the future.

5.6.4 It should be noted that potential odour impacts can vary depending on the surrounding environment, such as temperature. The survey results alone are not sufficient to confirm that the Kam Wa Street Wet Market and the Kam Wa Street RCP are not major odour sources during the operation of the Proposed Development.

5.6.5 For a conservative assessment, it is assumed that some of the complaints are related to the Kam Wa Street Wet Market and the Kam Wa Street RCP. Therefore, potential odour impacts may arise from these sources.

5.6.6 As mitigation measures, it is recommended to locate the fresh air intake away from these sources, as shown in **Figure 5-2**. In addition, it is recommended to install air purifiers in the fresh air system to further reduce potential odour nuisance to users. With the proposed mitigation measures properly implemented, no adverse odour impact is anticipated.

6 CONCLUSION

6.1.1 The air quality impact from the construction of the Proposed Development on the surrounding area, as well as the impact from the surrounding area on the proposed development, has been assessed.

6.1.2 With the implementation of air quality control measures outlined in the Air Pollution Control (Construction Dust) Regulation, the Air Pollution Control (Smoke) Regulation, the Air Pollution Control (Fuel Restriction) Regulations, and the Air Pollution Control (Non-Road Mobile Machinery) (Emission) Regulation, along with adherence to good site practices, no adverse air quality impacts associated with the construction works of the Proposed Development are expected.

6.1.3 The suggested buffer distances for road traffic emissions and industrial chimney from the Hong Kong Planning Standards and Guidelines have been fulfilled. Therefore, vehicular emissions and industrial chimney emissions are not expected to constrain the Proposed Development during operation phase.

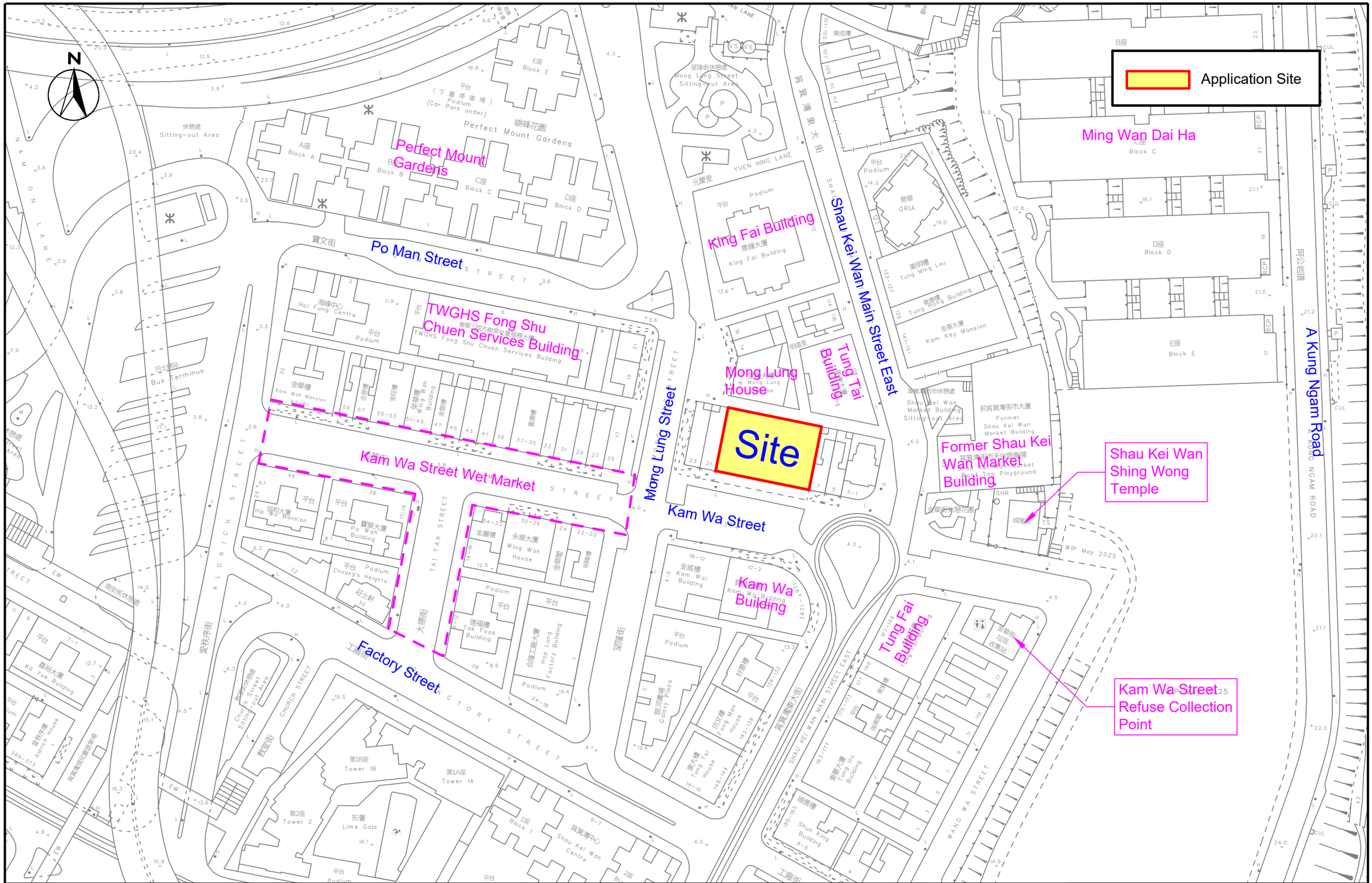
6.1.4 An emergency generator will be provided in the Proposed Development. Given the short operational duration of the emergency generator, adverse air quality impacts arising from the routine testing of the generator are not anticipated.

6.1.5 Car parking spaces in the Proposed Development will be provided in accordance with the requirements stipulated in Control of Air Pollution in Car Parks (ProPECC PN 2/96). The car park exhaust outlets are recommended to be located as far away as possible from nearby Air Sensitive Receivers and/or fresh air intakes to avoid causing any potential air pollutant nuisance. With proper car park design, no adverse air quality impacts to or from the car parking spaces during the operational phase are anticipated.

6.1.6 Shau Kei Wan Shing Wong Temple is equipped with air pollution control devices and complies with the Guidelines on Air Pollution Control for Joss Paper Burning at Chinese Temples, Crematoria, and Similar Places. No adverse air quality impacts arising from the potential emission of the temple are anticipated.

6.1.7 Potential odour impacts may arise from the Kam Wa Street Wet Market and the Kam Wa Street RCP. With the proposed mitigation measures properly implemented, no adverse odour impact is anticipated.

FIGURES



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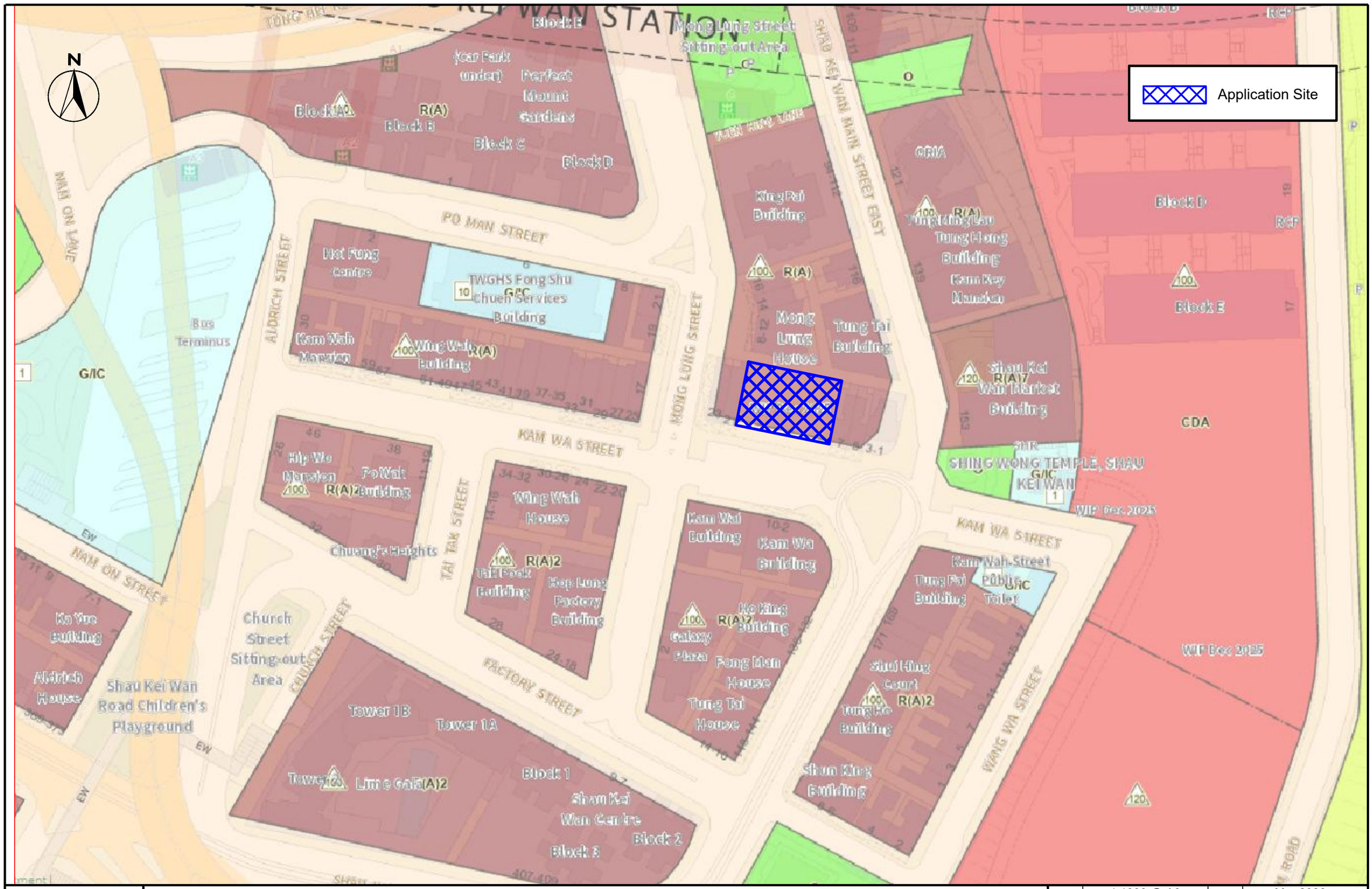
Cinotech Consultants Limited

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Site Location Plan

SCALE	1:1000 @ A3	DATE	Mar 2026
CHECK	CC	DRAWN	LL
JOB No.	IA25083	DRAWING No.	1-1
		REV	-



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Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Outline Zoning Plan

SCALE	1:1000 @ A3	DATE	Mar 2026
CHECK	CC	DRAWN	LL
JOB No.	IA25083	DRAWING No.	1-2
		REV	-

N

Application Site

PATH Grid

500m from Application Site Boundary (Assessment Area)

200m from Application Site Boundary (Buffer Region for Industrial Chimney)

[45,29]

[46,29]

Site

200m from Application Site Boundary

500m from Application Site Boundary

[45,28]

[46,28]

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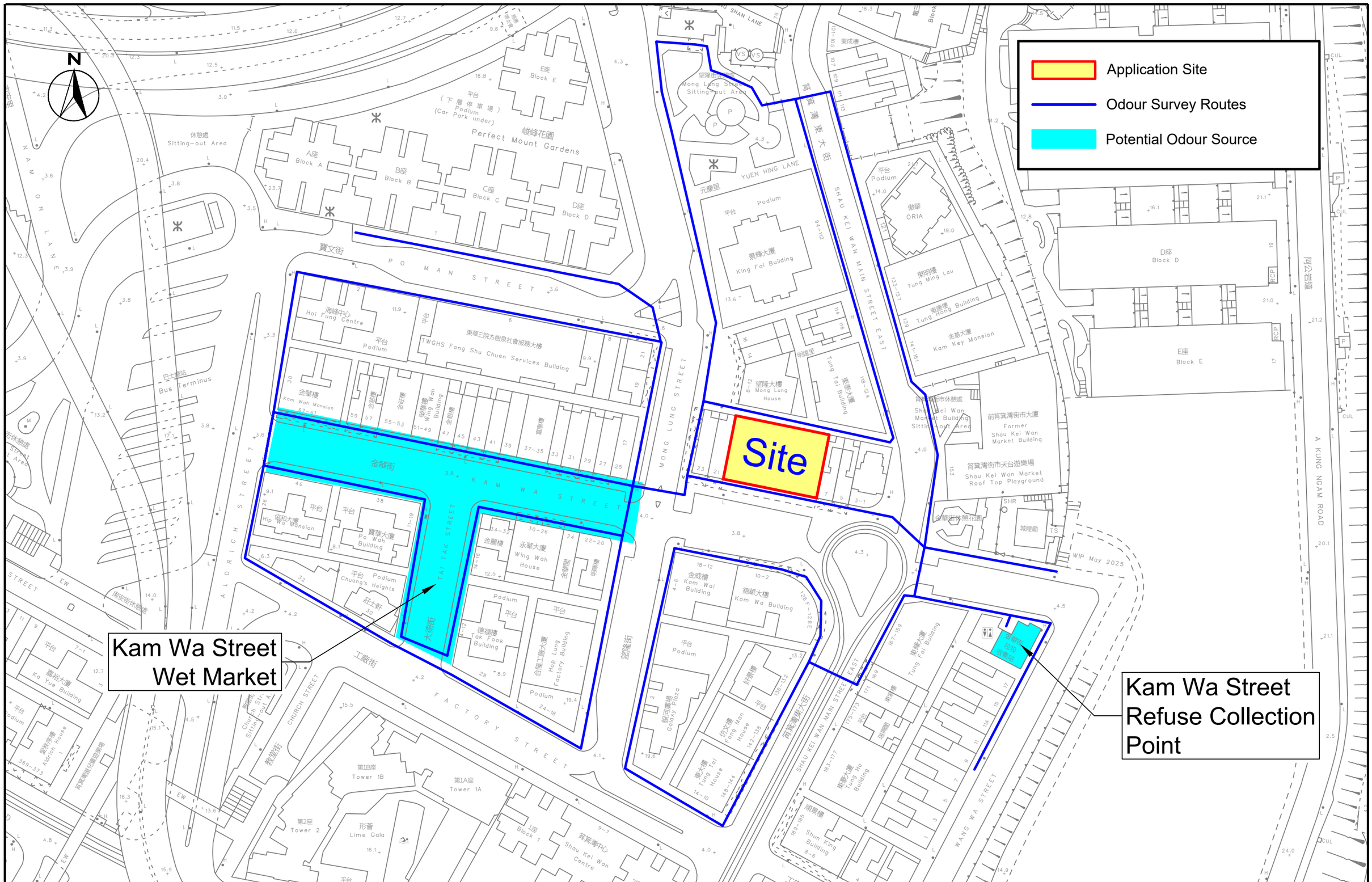
Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Assessment Area and PATH Grids

SCALE	1:5000 @ A3	DATE	Mar 2026
CHECK	CC	DRAWN	LL
JOB No.	IA25083	DRAWING No.	3-1
		REV	-



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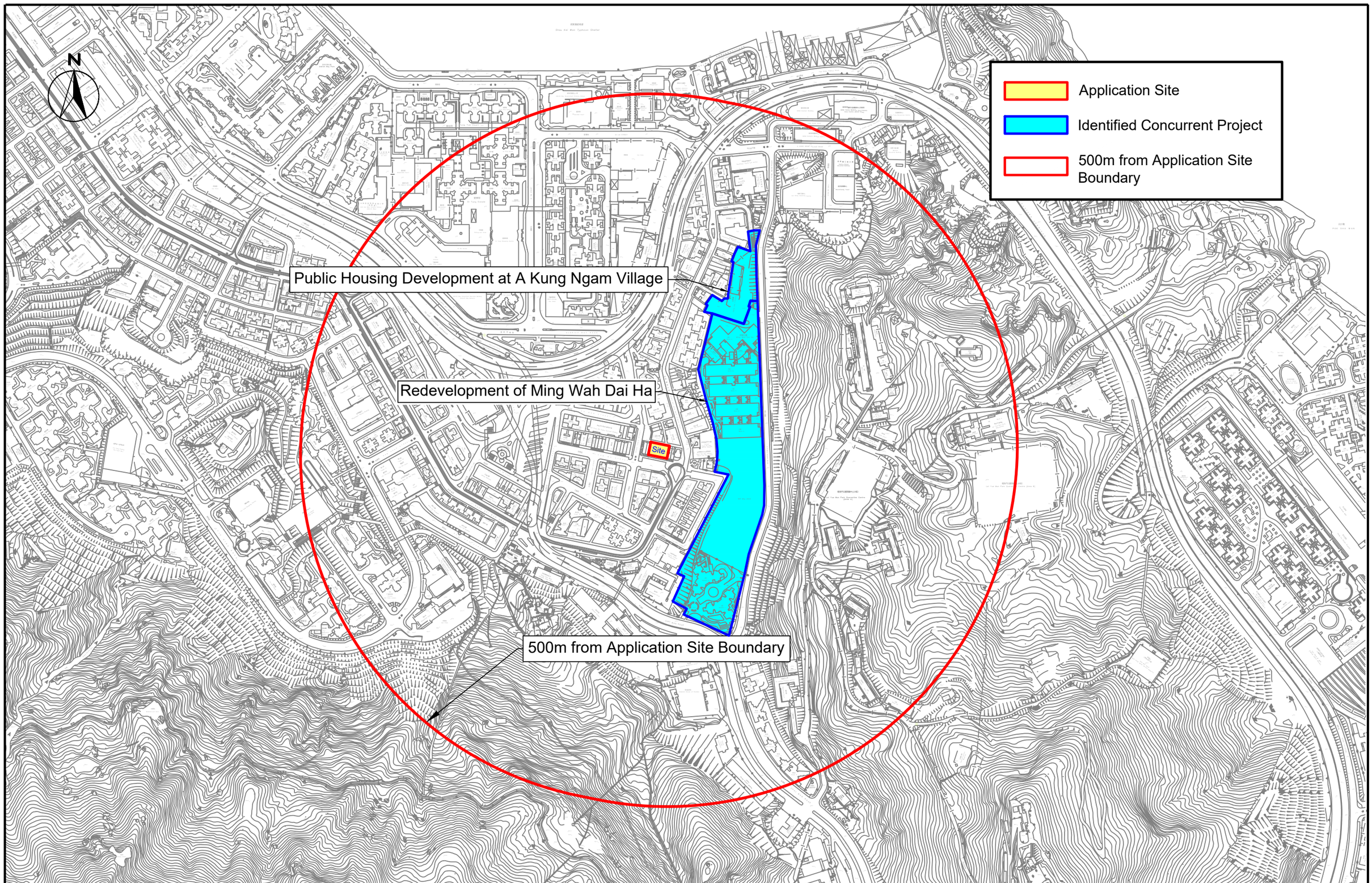
Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Potential Odour Sources and Routes of Odour Surveys

SCALE	1:1000 @ A3	DATE	May 2026
CHECK	CC	DRAWN	LL
JOB No.	IA25083	DRAWING No.	3-2
		REV	-



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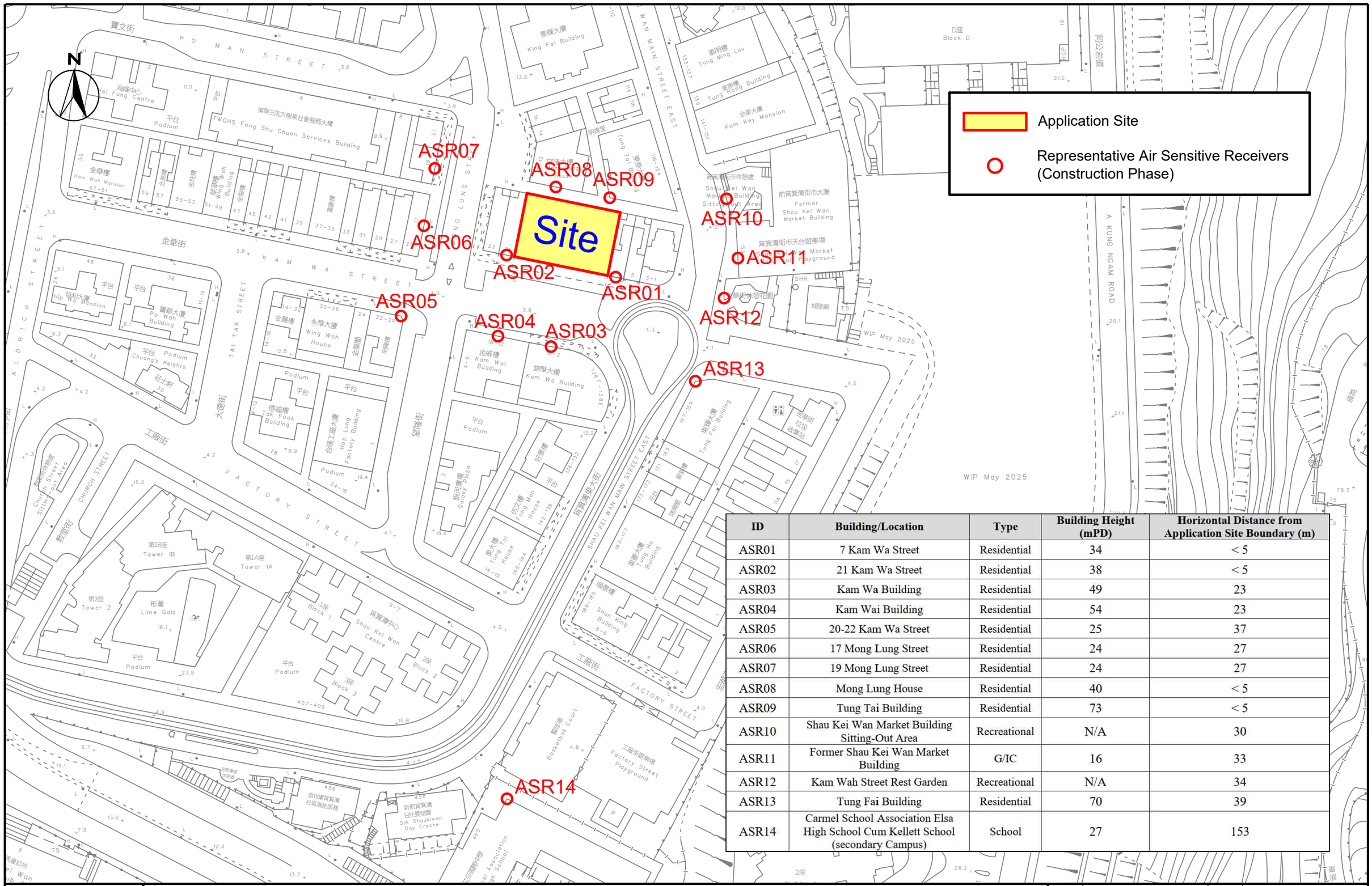
Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Identified Concurrent Project

SCALE	1:5000 @ A3	DATE	Mar 2026
CHECK	CC	DRAWN	LL
JOB No.	IA25083	DRAWING No.	3-3
		REV	-



ID	Building/Location	Type	Building Height (mPD)	Horizontal Distance from Application Site Boundary (m)
ASR01	7 Kam Wa Street	Residential	34	< 5
ASR02	21 Kam Wa Street	Residential	38	< 5
ASR03	Kam Wa Building	Residential	49	23
ASR04	Kam Wai Building	Residential	54	23
ASR05	20-22 Kam Wa Street	Residential	25	37
ASR06	17 Mong Lung Street	Residential	24	27
ASR07	19 Mong Lung Street	Residential	24	27
ASR08	Mong Lung House	Residential	40	< 5
ASR09	Tung Tai Building	Residential	73	< 5
ASR10	Shau Kei Wan Market Building Sitting-Out Area	Recreational	N/A	30
ASR11	Former Shau Kei Wan Market Building	G/IC	16	33
ASR12	Kam Wah Street Rest Garden	Recreational	N/A	34
ASR13	Tung Fai Building	Residential	70	39
ASR14	Carmel School Association Elsa High School Cum Kellett School (secondary Campus)	School	27	153

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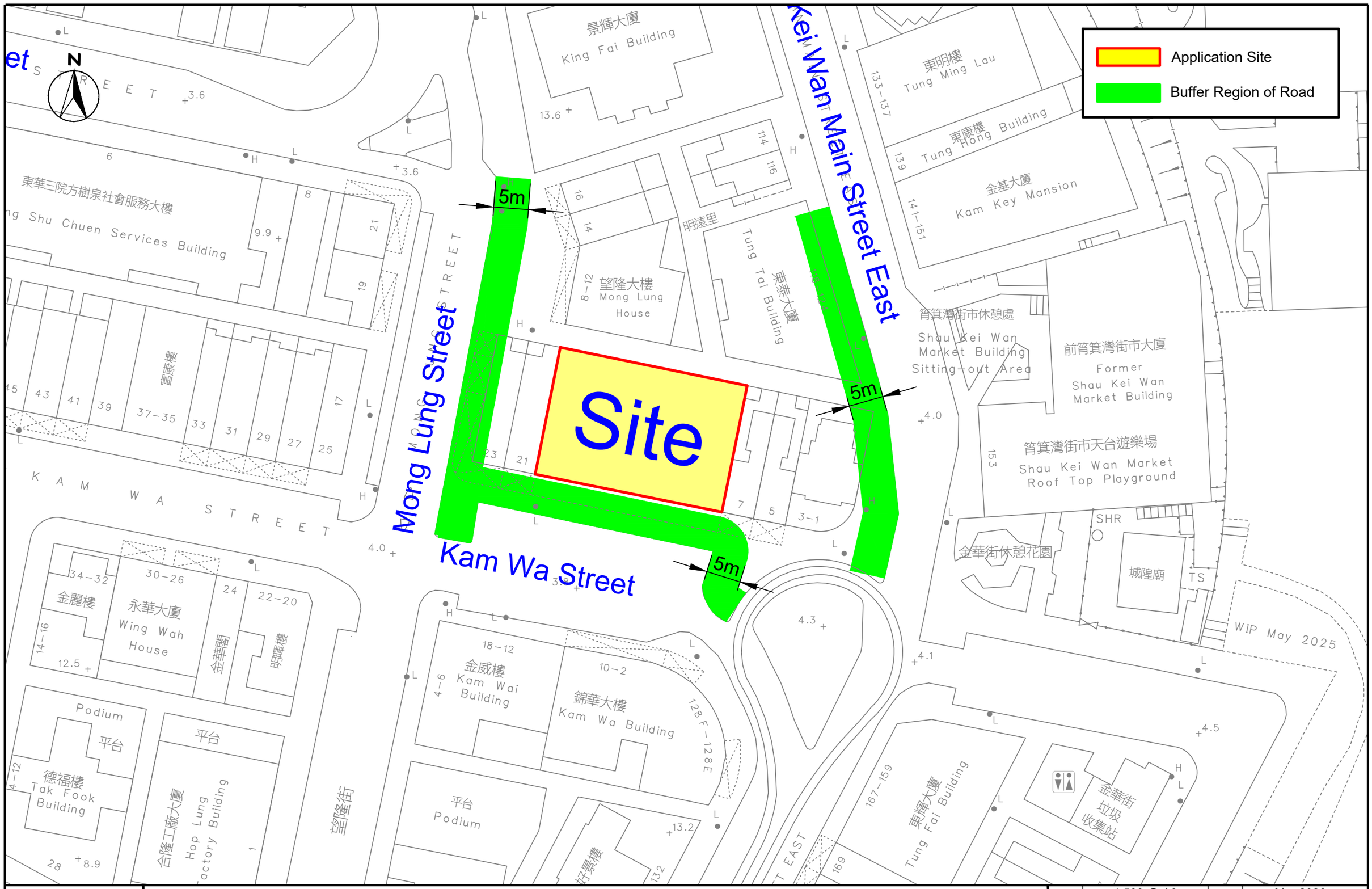
Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Representative Air Sensitive Receivers (Construction Phase)

SCALE	1:1000 @ A3	DATE	Mar 2026
CHECK	CC	DRAWN	LL
JOB No.	IA25083	DRAWING No.	4-1
		REV	-



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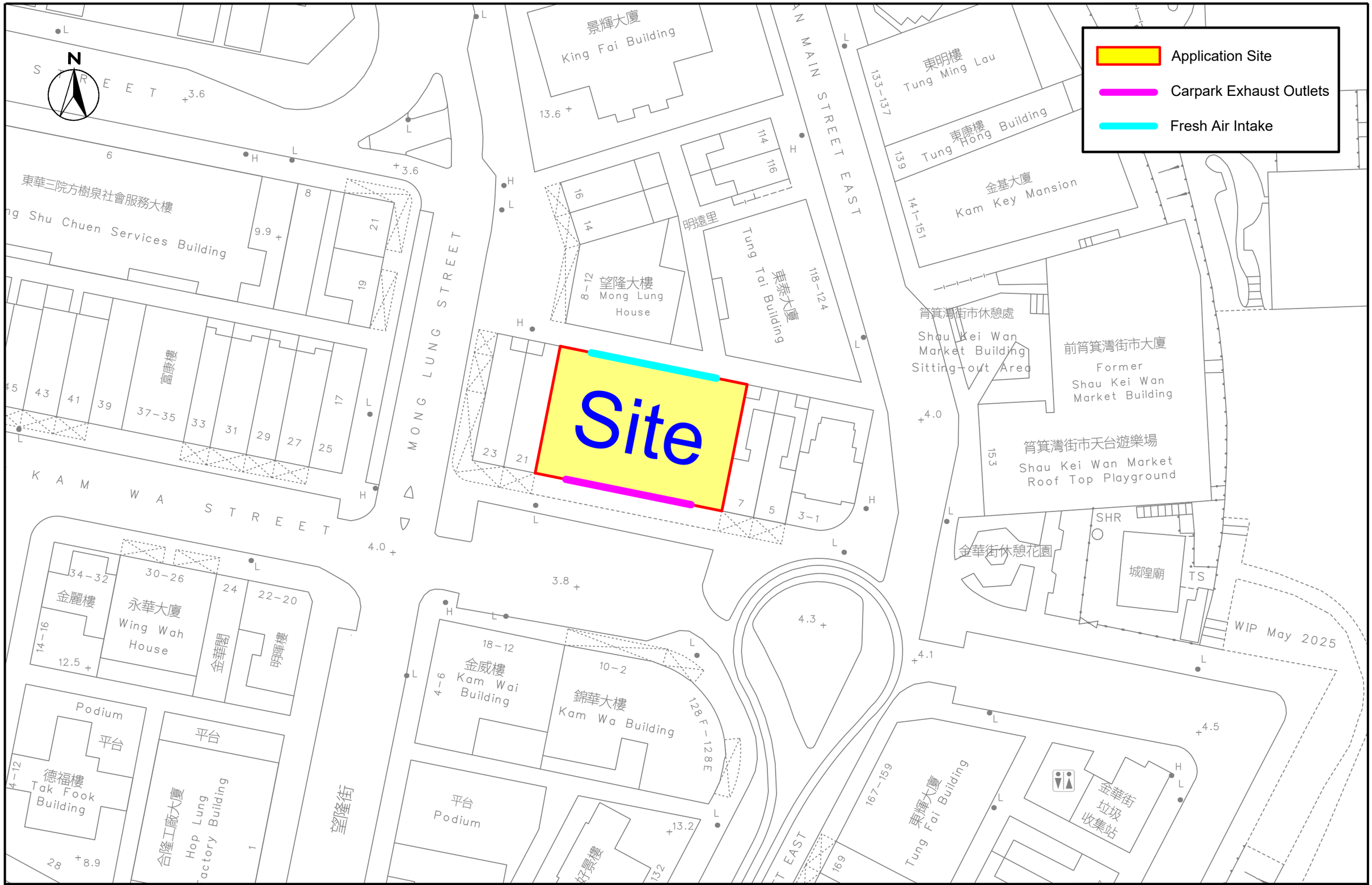
Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Buffer Regions of Nearby Roads

SCALE	1:500 @ A3	DATE	Mar 2026
CHECK	CC	DRAWN	DK
JOB No.	IA25083	DRAWING No.	5-1
		REV	-



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Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Proposed Locations of Carpark Exhausts Outlets and Fresh Air Intakes

SCALE	1:500 @ A3	DATE	Mar 2026
CHECK	CC	DRAWN	DK
JOB No.	IA25083	DRAWING No.	5-2
		REV	-

APPENDIX 1-1
TENTATIVE LAYOUT OF THE PROPOSED DEVELOPMENT

PUBLIC LANE

STAIRCASE 1/F TRANSFORMER ROOM

A B C D E

3

UP UP

RS&MRC

CABLE RAISER DUCT

TAXI/PRIVATE CAR LAY-BY

TAXI/PRIVATE CAR LAY-BY

TAXI/PRIVATE CAR LAY-BY

SHARE USE HGV/ COACH BAY (HEADROOM 4.7m)

LUGGAGE STORE (BOH)

LIFT

D A

L3

LIFT

L1

LIFT

L2

CAR LIFT

2

4

SHARE USE LGV/MINI COACH BAY (HEADROOM 3.6m)

LIFT LOBBY

4.31

A.U.T.

UP30R

K J H G F

ALUM. CANOPY ABOVE

1

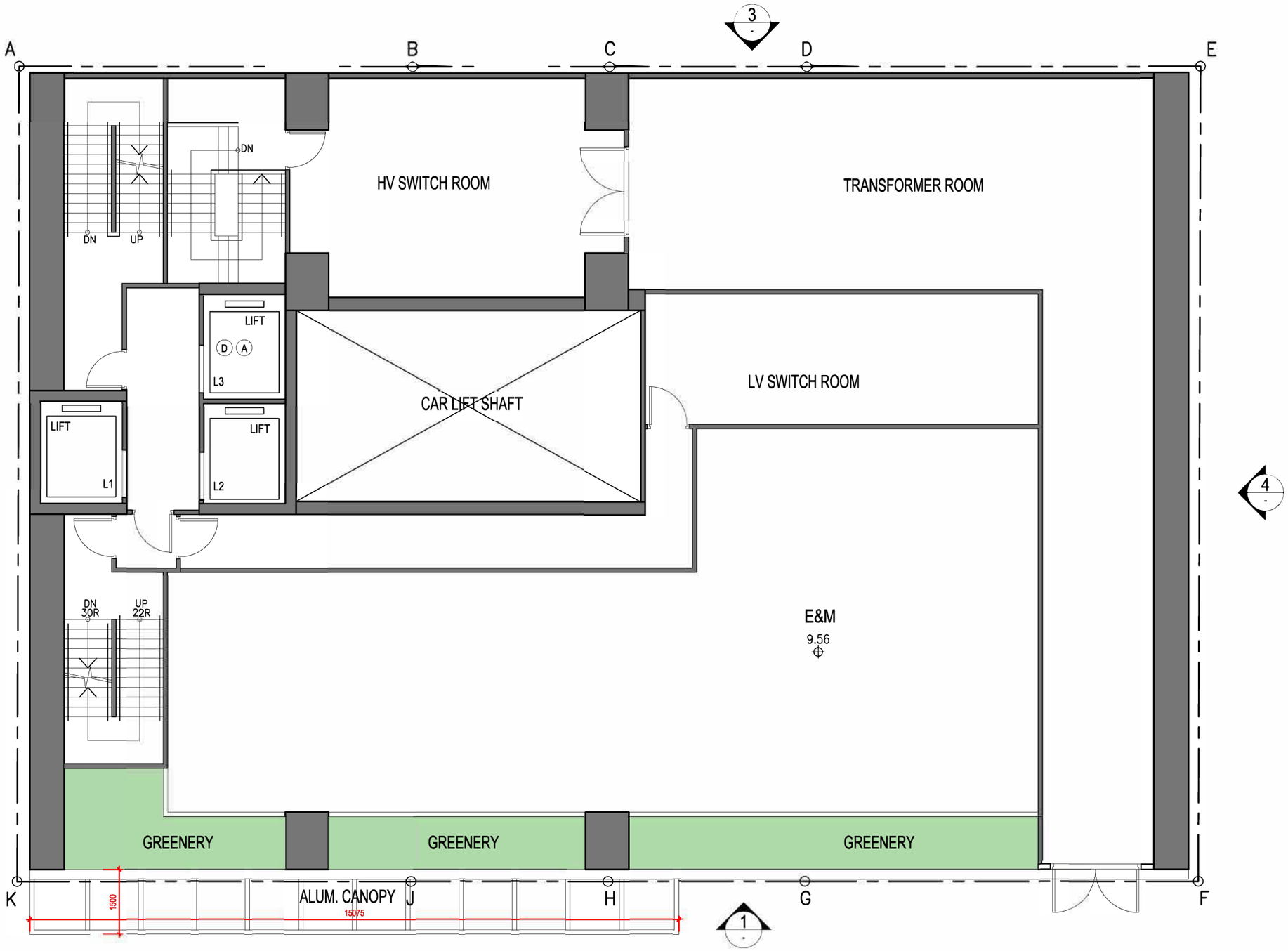
TS TS TS TS TS

GROUND FLOOR PLAN

1:100

(9-19) KAM WA STREET - SHAU KEI WAN

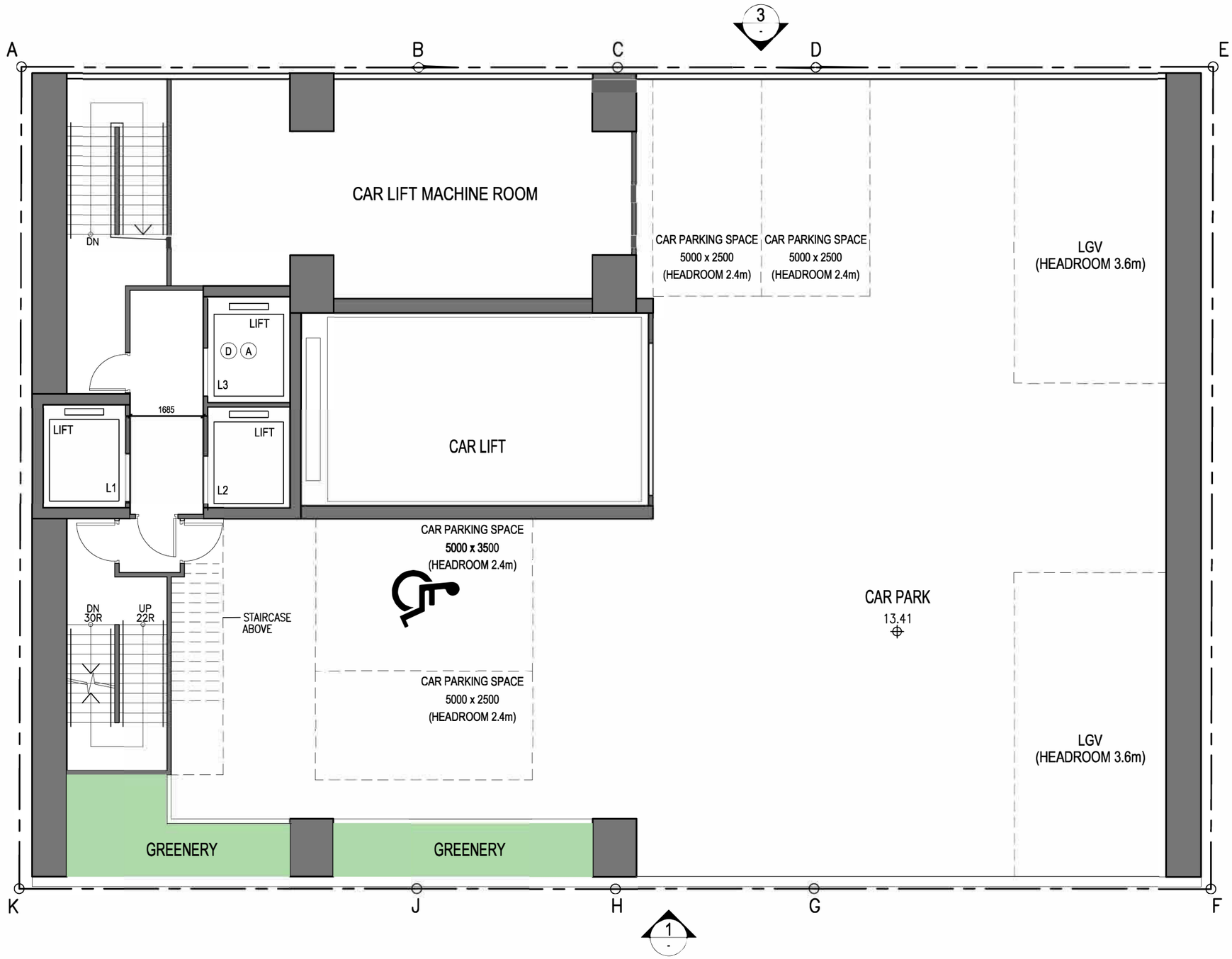
KAM WA STREET



1ST FLOOR PLAN (E&M)

1:100

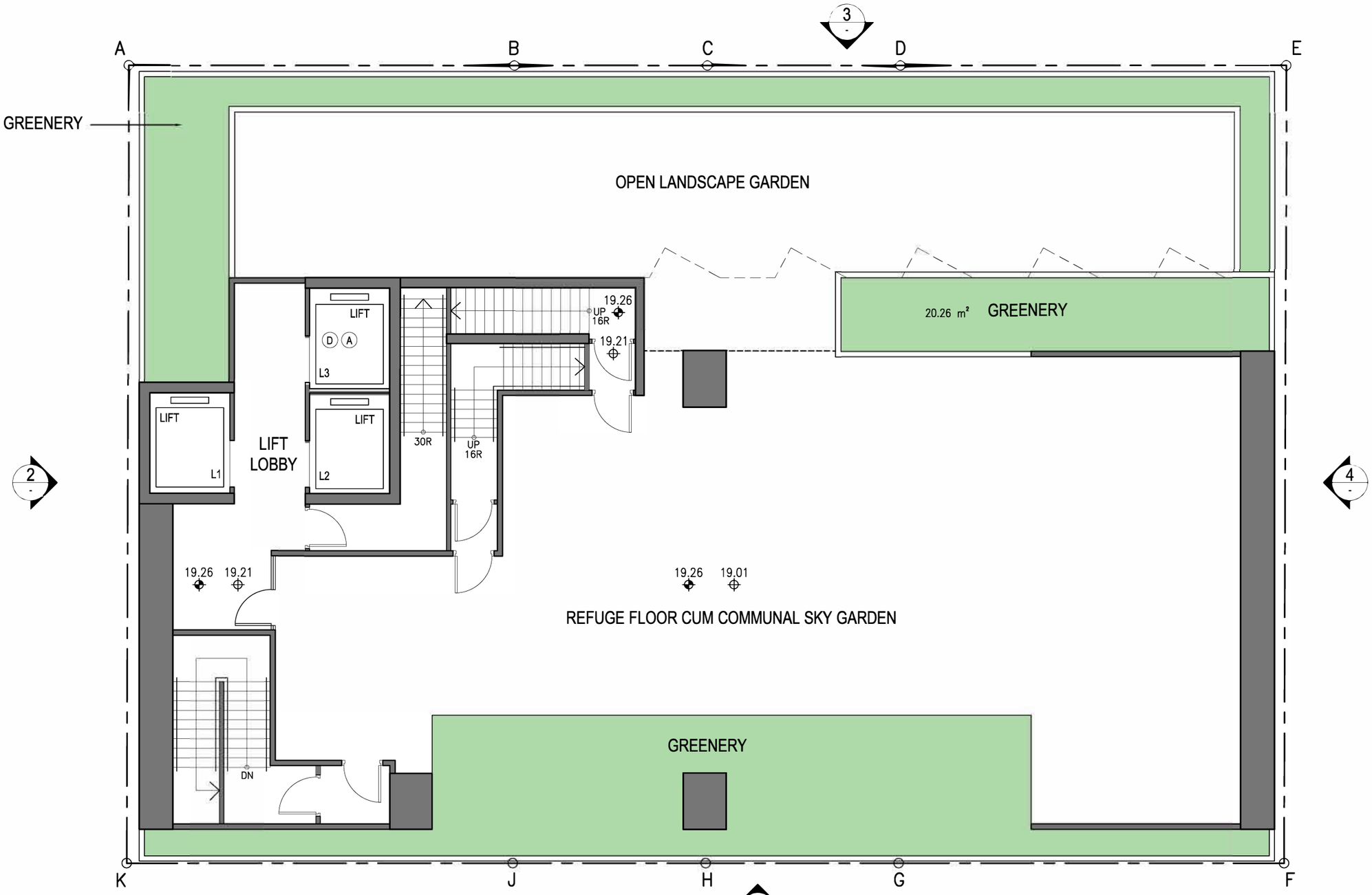
(9-19) KAM WA STREET - SHAU KEI WAN



2ND FLOOR PLAN (CAR PARK)

1:100

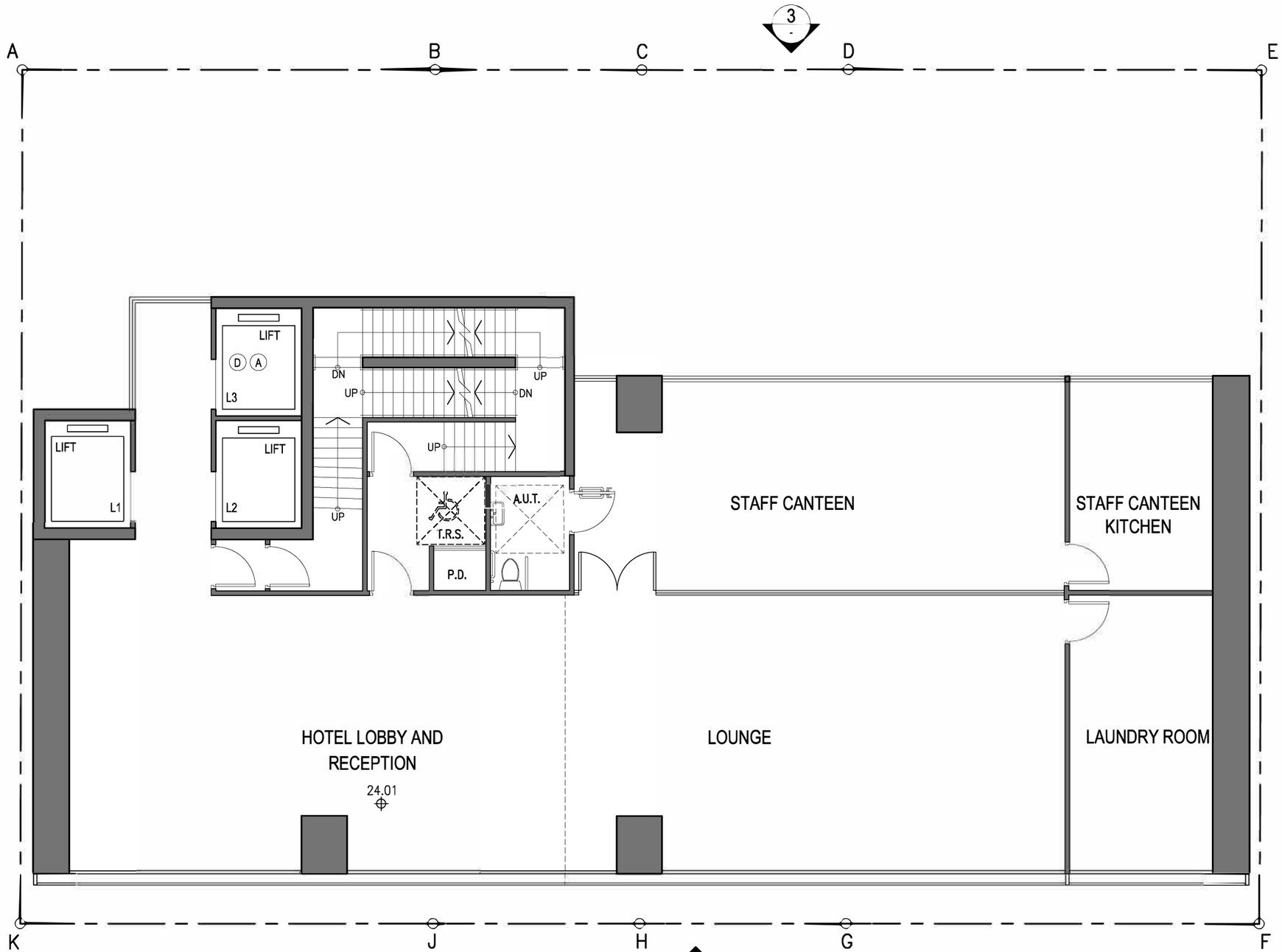
(9-19) KAM WA STREET - SHAU KEI WAN



3RD FLOOR PLAN (REFUGE FLOOR)

1:100

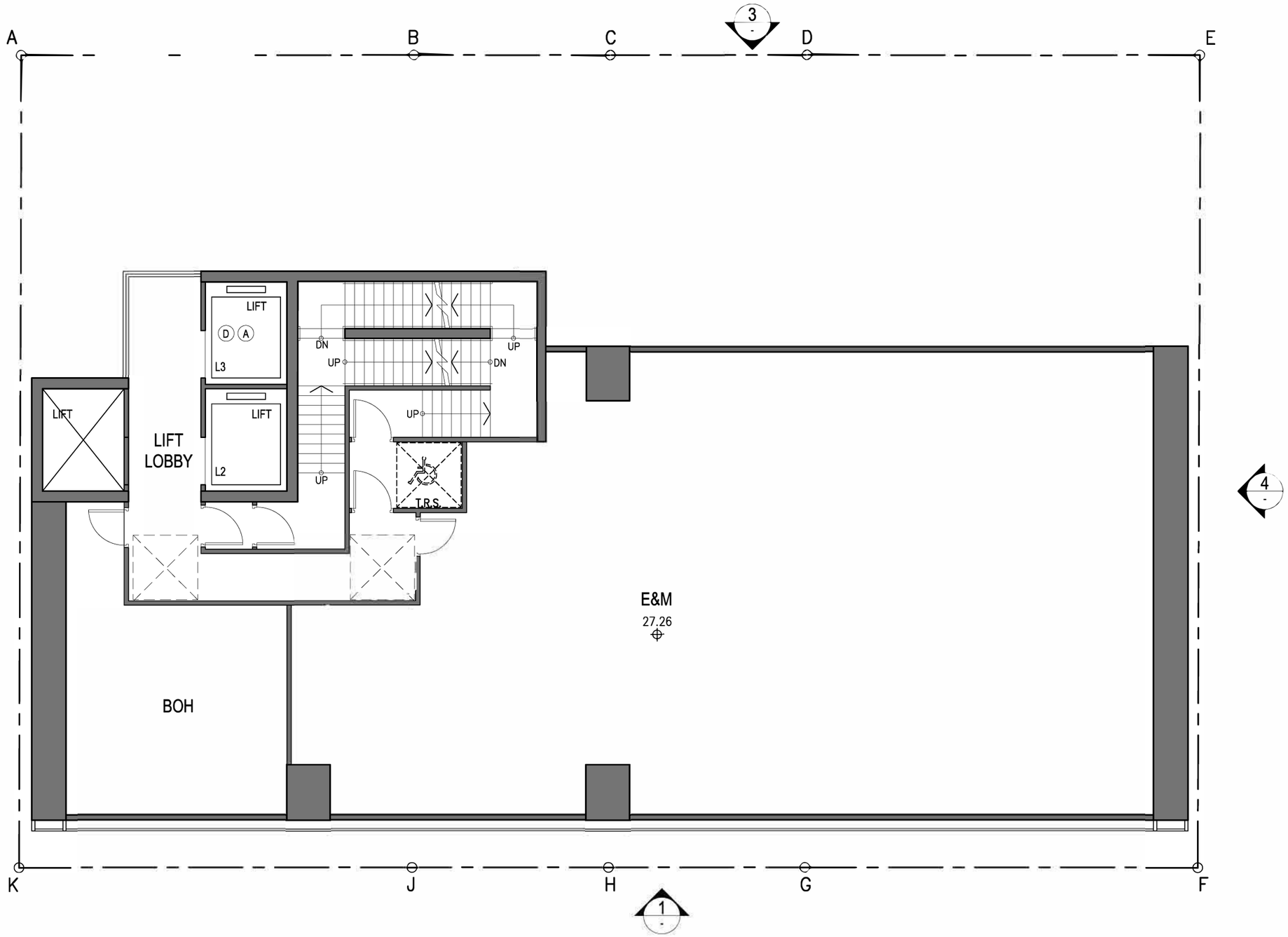
(9-19) KAM WA STREET - SHAU KEI WAN



4TH FLOOR PLAN (LOBBY/BOH)

1:100

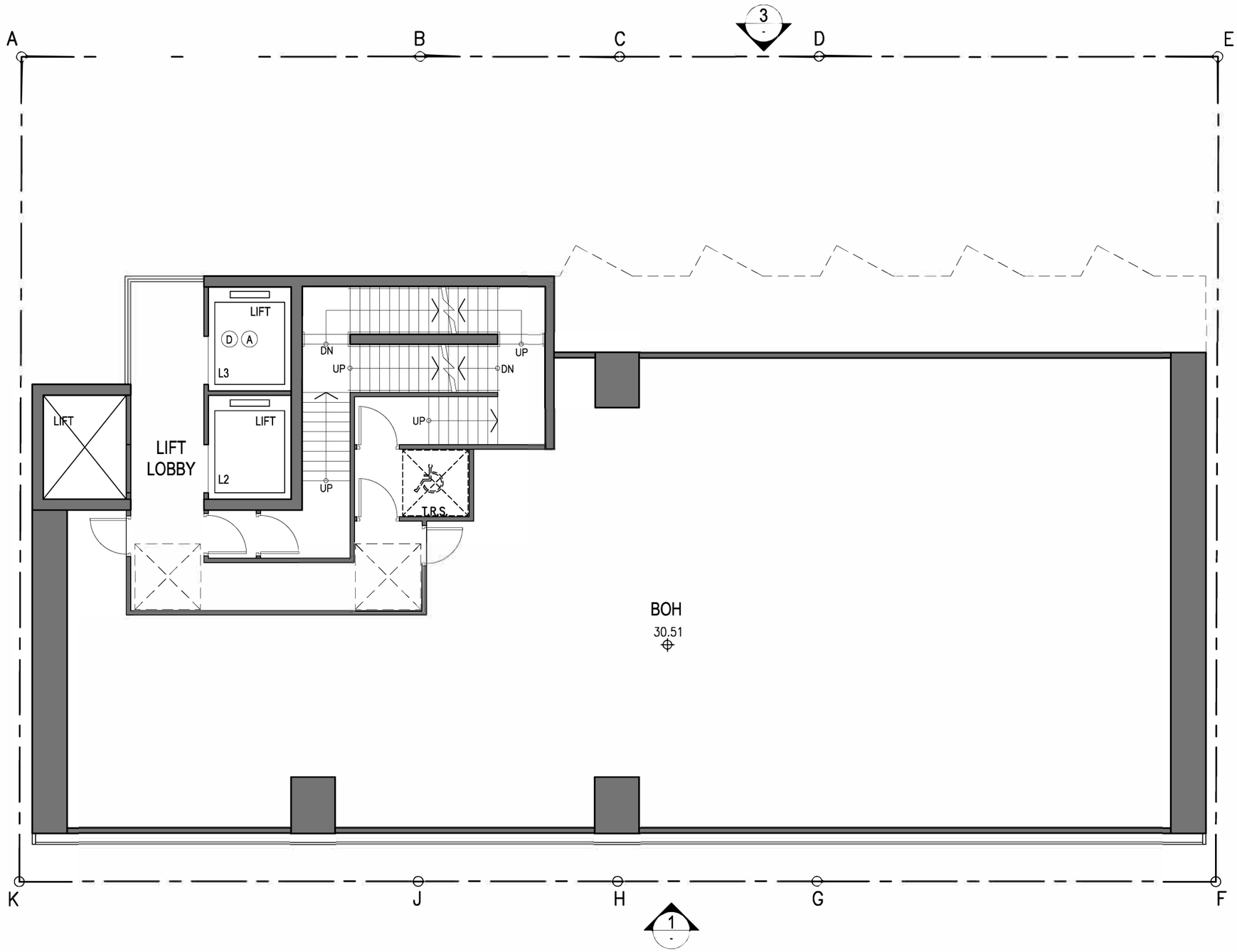
(9-19) KAM WA STREET - SHAU KEI WAN



5TH FLOOR PLAN (E&M / BOH)

1:100

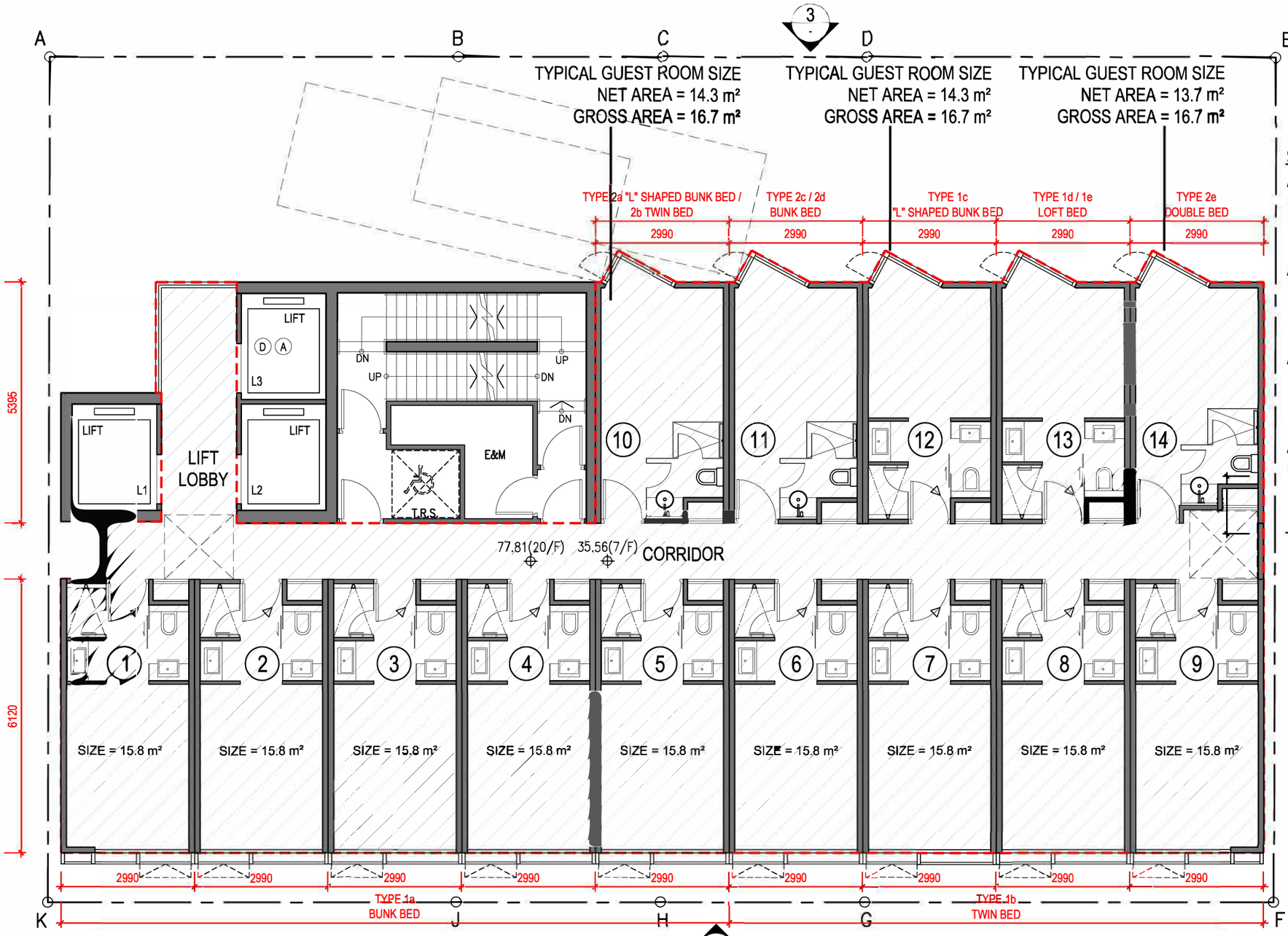
(9-19) KAM WA STREET - SHAU KEI WAN



6TH FLOOR PLAN (BOH)

1:100

(9-19) KAM WA STREET - SHAU KEI WAN



SITE PARTICULAR

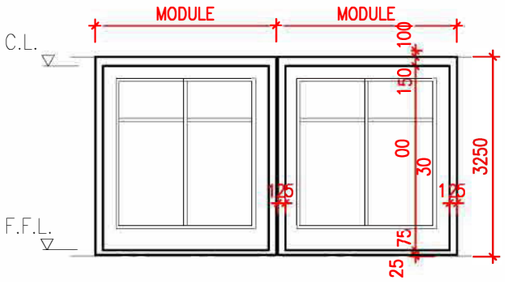
AREA OF SITE = 518.408 m²
CLASS OF SITE = 'A'
PERMISSIBLE SITE COVERAGE FOR NON-DOMESTIC (OVER 61m)
= 60%
ACTUAL MIC AREA = 290.231 m² (PER FLOOR)
EXEMPTED 10% MIC AREA
= 290.231 m² x 10%
= 29.023 m² (PER FLOOR)
ACTUAL SITE COVERAGE FOR NON-DOMESTIC
= (340.006 m² - 29.023 m²) / 518.408 m² x 100%
= 59.988 % < 60%

ACTUAL GFA = 305.657 m² (PER FLOOR)
CORE AREA = 44.449 m² (PER FLOOR)

4

MIC TYPICAL ROOM SECTION

FLOOR TO FLOOR HEIGHT = 3.250 m

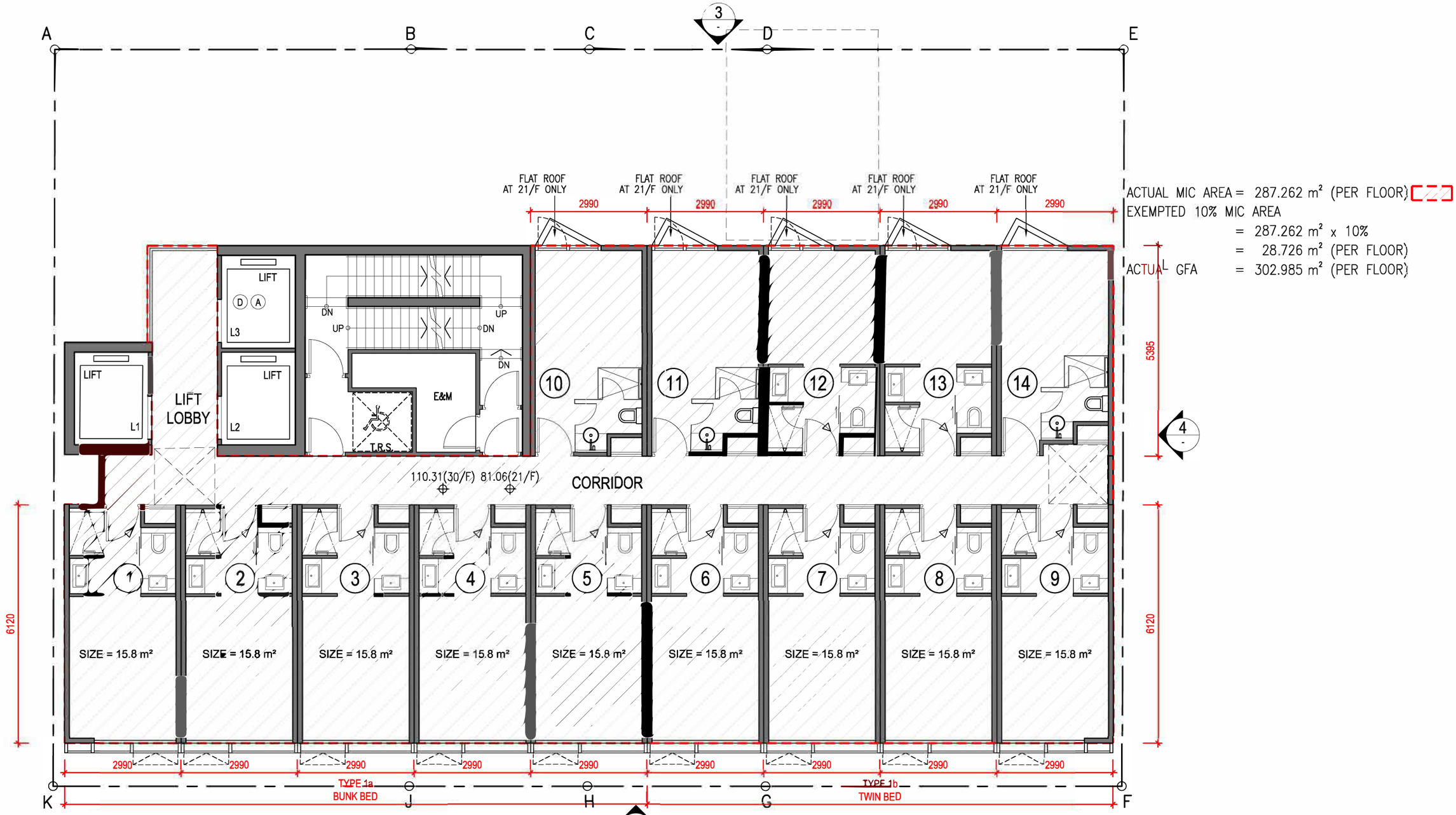


7TH ~ 20TH FLOOR PLAN (14 STOREYS)

1:100

TOTAL GUEST ROOM NOS. = 14 NOS. x 14 STOREYS = 196 NOS.

(9-19) KAM WA STREET - SHAU KEI WAN



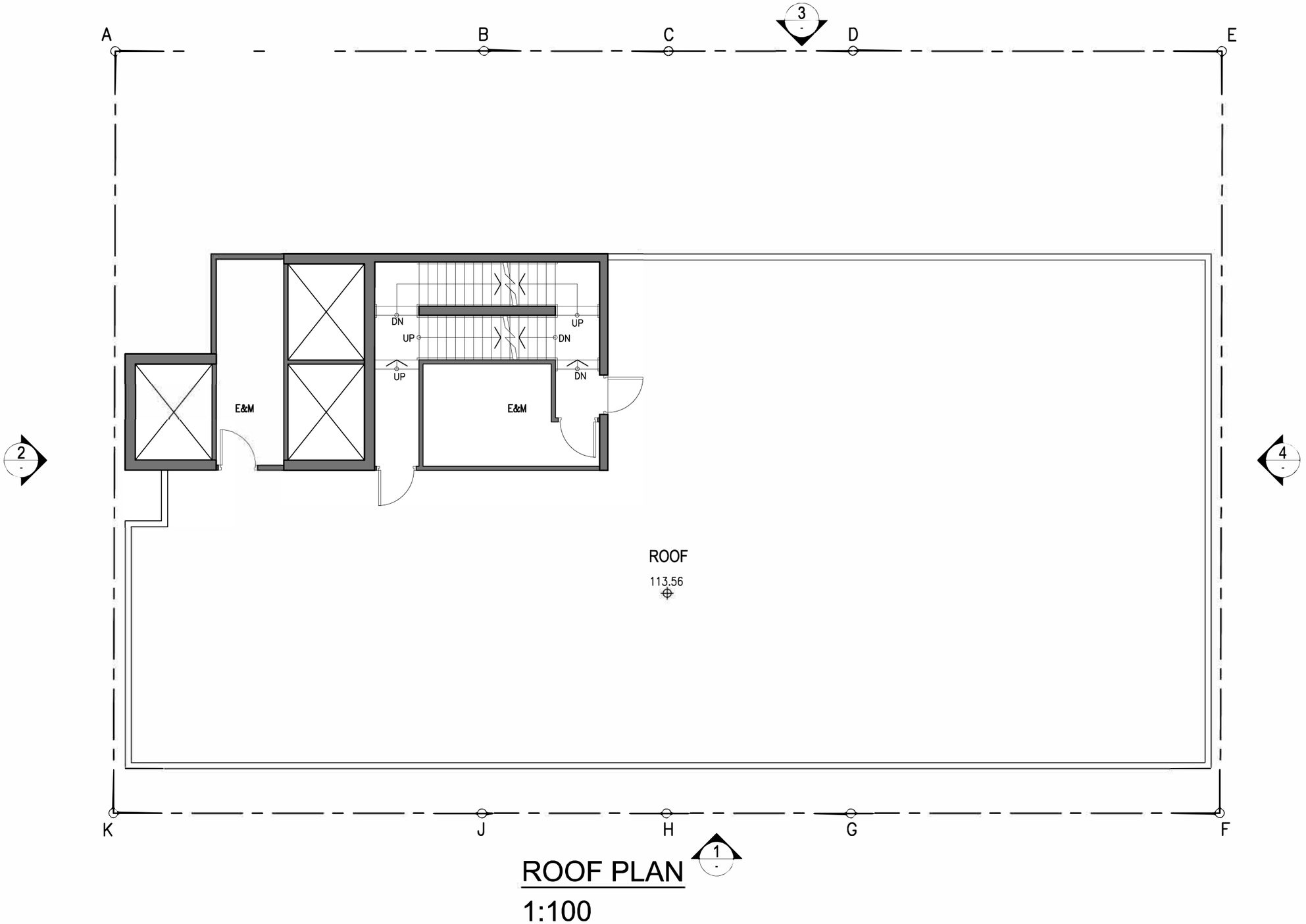
ACTUAL MIC AREA = 287.262 m² (PER FLOOR)
EXEMPTED 10% MIC AREA
= 287.262 m² x 10%
= 28.726 m² (PER FLOOR)
ACTUAL GFA = 302.985 m² (PER FLOOR)

21TH ~ 30TH FLOOR PLAN (10 STOREYS)

1:100

TOTAL GUEST ROOM NOS. = 14 NOS. x 10 STOREYS = 140 NOS.

(9-19) KAM WA STREET - SHAU KEI WAN



ROOF PLAN

1:100

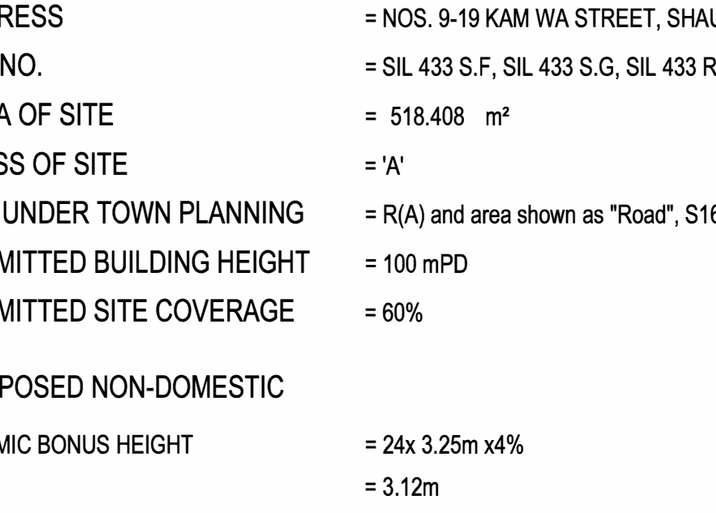
(9-19) KAM WA STREET - SHAU KEI WAN

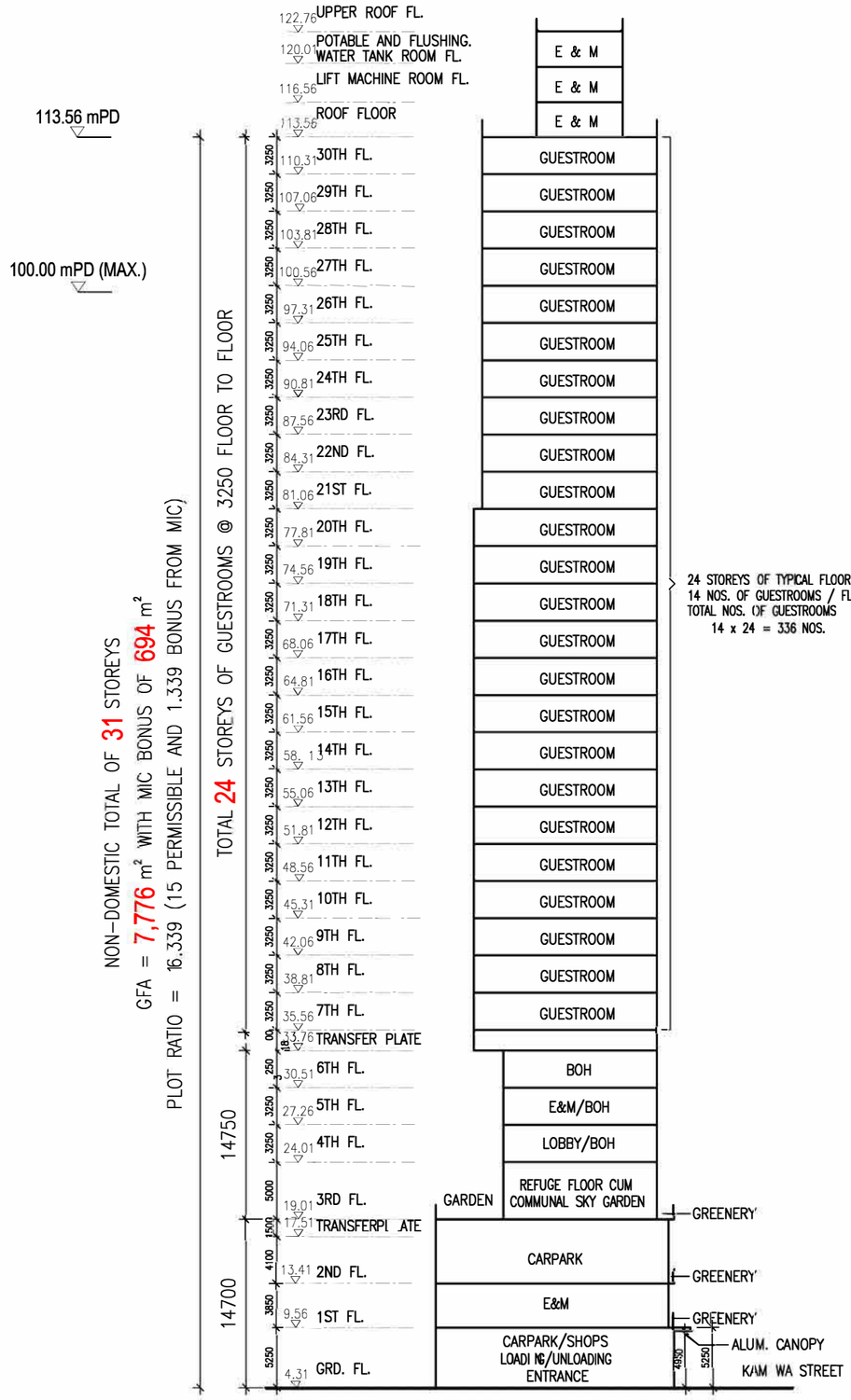
SITE PARTICULARS

ADDRESS	= NOS. 9-19 KAM WA STREET, SHAU KEI WAN, HONG KONG
LOT NO.	= SIL 433 S.F, SIL 433 S.G, SIL 433 RP, SIL 433 S.D
AREA OF SITE	= 518.408 m²
CLASS OF SITE	= 'A'
OZP UNDER TOWN PLANNING	= R(A) and area shown as "Road", S16 CHANGE TO HOTEL
PERMITTED BUILDING HEIGHT	= 100 mPD
PERMITTED SITE COVERAGE	= 60%

PROPOSED NON-DOMESTIC

MIC BONUS HEIGHT	= 24x 3.25m x4% = 3.12m
PLOT RATIO	= 15
MIC BONUS PLOT RATIO	= 1.339
GROSS FLOOR AREA	= 7,776 m²
MIC BONUS GFA	= 694 m²
SITE COVERAGE	= 60 % + 5.598 % (MIC BONUS) = 65.598%
NOS. OF GUEST ROOM	= 336
TYPICAL GUEST ROOM SIZE	= 15.8 m²





(9-19) KAM WA STREET - SHAU KEI WAN

APPENDIX 3-1
CORRESPONDENCE WITH TRANSPORT DEPARTMENT REGARDING ROAD CLASSIFICATION

From: Kraman LAM <kramanlam@td.gov.hk>
Sent: 04 December 2025 09:36
To: CKM Asia
Subject: Re: 9~19 Kam Wa Street, Shau Kei Wan - Confirmation of Road Type

Dear Mr. Tang,

I have no adverse comment on the proposed road type of Kam Wa Street and Shau Kei Wan Main Street East for the EA please. Thank you.

Best regards,
Kraman LAM
E/E3&G, TE(HK), TD
Tel.: 2829 5539

From: "CKM Asia" <[redacted]>
To: "kramanlam@td.gov.hk" <kramanlam@td.gov.hk>
Date: 20/11/2025 05:50 pm
Subject: 9~19 Kam Wa Street, Shau Kei Wan - Confirmation of Road Type

Attn: Transport Department – Ms Kraman Lam (Engr / E3&G)

Dear Ms Lam,

We are the Traffic Consultant for the captioned project. To facilitate the conduct of Environmental Assessment by the Project Environmental Consultant, we would like to confirm with your department the **road type for Kam Wa Street and Shau Kei Wan Main Street East**.

Based on the road classification system, we are of the view that Kam Wa Street and Shau Kei Wan Main Street East are classified as ***Local Distributor***.

We would greatly appreciate it if your department could confirm the road type of the above streets at your earliest convenience.

Thank you for your attention.

Regards,

H.C. Tang

CKM Asia Limited
Traffic and Transportation Planning Consultants
Phone: [redacted]
Fax: [redacted]
Email: [redacted]
Website: www.ckmasia.com.hk

CKM Asia Limited
Address: 21/F, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong

APPENDIX 5-1
AIR NUISANCE COMPLAINT RECORDS

Subject: Re: Inquiry for Odour Complaint Records
From: Chun Yin LAU/EPD <chunyinlau@epd.gov.hk>
Date: 15-May-26, 5:27 PM
To: "Colman Wong (Cinotech)" <[redacted]k>
CC: "SI[RS]25/EPD" <si-rs25@epd.hksarg>, "I[RS]24/EPD" <i-rs24@epd.hksarg>

Dear Colman,

I refer to your email dated 4.5.2026 requesting the preparation of an Air Quality Impact Assessment (AQIA) for a proposed hotel development in Shau Kei Wan in support of an S.16 planning application. Please find our return below for your reference.

The number of air nuisance complaints received within the concerned assessment area in the past five years was 294. No SP Licences within the study area.

Regards,
Ryan LAU
E(RS)21
2516 1721

-----Original Message-----
From: Colman Wong (Cinotech) <[redacted]>
Sent: Monday, May 4, 2026 5:22 PM
To: Chun Yin LAU/EPD <chunyinlau@epd.gov.hk>
Cc: '[redacted]
Subject: Inquiry for Odour Complaint Records

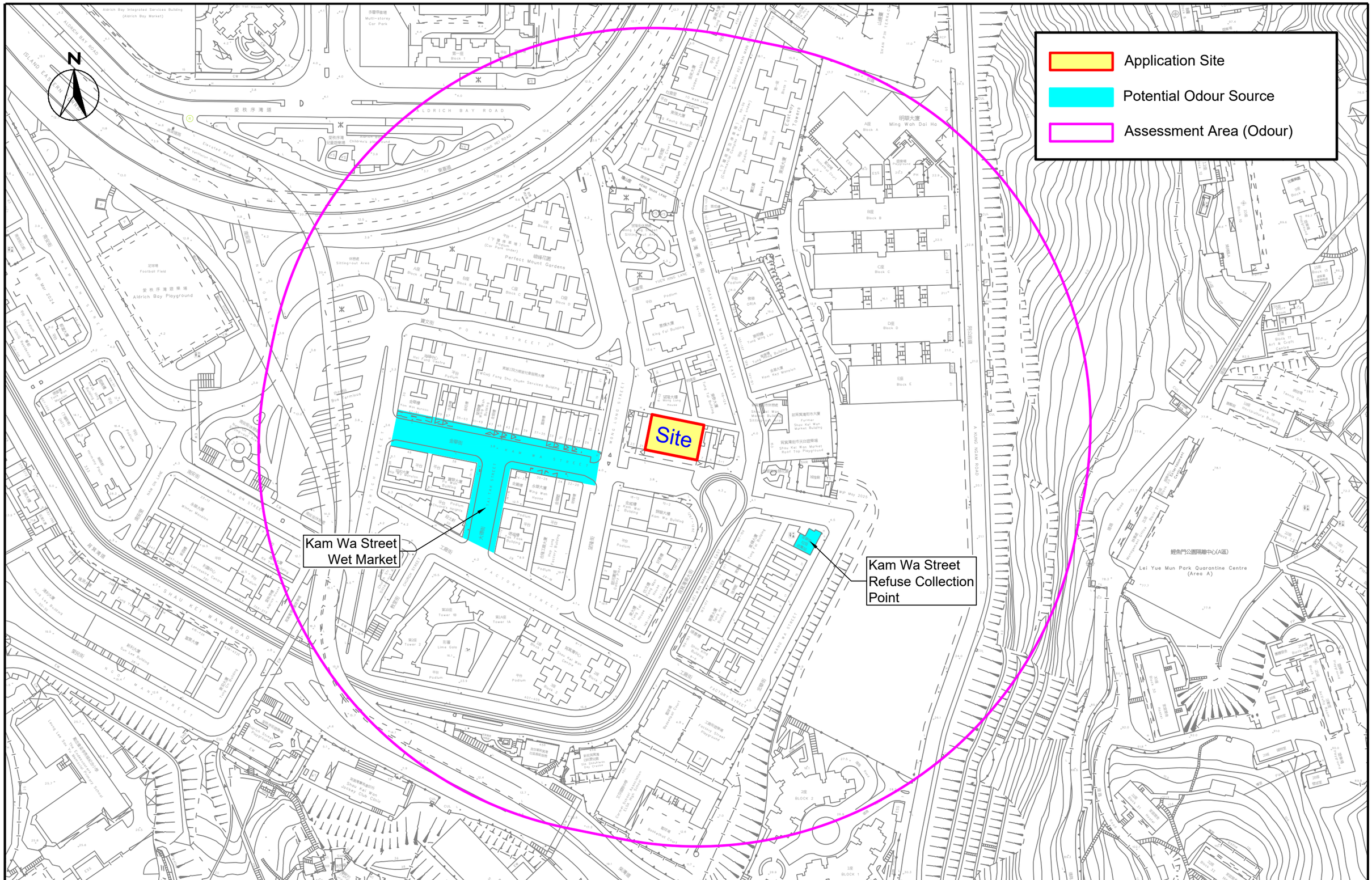
Dear Mr. Lau,

I am Colman Wong from Cinotech Consultants Limited. I am currently preparing an Air Quality Impact Assessment (AQIA) for a proposed hotel development in Shau Kei Wan in support of an S.16 planning application.

I would like to request odour complaint records in the assessment area for the past five years, particularly those related to the Kam Wa Street Wet Market and the Kam Wa Street Refuse Collection Point (as marked in the enclosed drawing).

Thank you for your assistance. I look forward to your reply.

--
Best regards,
Colman Wong
Cinotech Consultants Limited
Tel:[redacted]



CINOTECH
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Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Assessment Area & Potential Odour Sources in the Vicinity

SCALE	1:1800 @ A3	DATE	May 2026
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JOB No.	IA25083	DRAWING No. --	REV -

APPENDIX 4

NOISE IMPACT ASSESSMENT

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Noise Impact Assessment Report

(V4.0)

June 2026

Approved By

(Project Manager: K.S. Lee)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

CINOTECH accepts no responsibility for changes made to this report by third parties.

CINOTECH CONSULTANTS LIMITED
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1 INTRODUCTION

1.1 Background

1.1.1 Land Glory Holdings Ltd. ("the Project Proponent") has proposed the development of a hotel located at Nos. 9-19 Kam Wa Street, Shau Kei Wan.

1.1.2 Cinotech Consultants Limited has been commissioned by Paliburg Development Consultants Ltd. (PDCL) to conduct a Noise Impact Assessment (NIA) to assess and envisage the potential noise impact generated from the proposed development and its surrounding. Effective mitigation measures and recommendations are proposed to mitigate the excessive noise level to achieve an acceptable compliance level under the proposed design.

1.1.3 This NIA is prepared to support a planning permission application to the Town Planning Board (TPB) under Section 16 of the Town Planning Ordinance (CAP. 131) for the hotel development with shop and services, which includes a request for relaxation of height restrictions.

2 THE PROPOSED DEVELOPMENT AND THE ENVIRONMENT

2.1 The Site

2.1.1 The Application Site (the "Site") is situated in a residential and commercial area in Shau Kei Wan, along Kam Wa Street near its intersection with Mong Lung Street (see **Figure 2-1**).

2.1.2 The Site falls within an area zoned as "Residential (Group A)" ("R(A)") and area shown as "Road" on the Approved Shau Kei Wan Outline Zoning Plan No. No. S/H9/22 ("the OZP" / "Shau Kei Wan OZP"), as shown in **Figure 2-2**.

2.1.3 The Site covers approximately 518 m² and is currently vacant. The tentative population intake year is 2031.

2.2 The Proposed Development

2.2.1 The Applicant proposes to develop the Application Site into a 31-storey hotel with a height of 113.56 mPD. The tentative layout of the proposed development is illustrated in **Appendix 2-1**, with a planned completion year of 2031.

2.2.2 The proposed development is a hotel, which will feature a central mechanical ventilation system and will not rely on openable windows for ventilation. Therefore, the proposed development is not considered as noise-sensitive development and the potential noise impacts from road traffic and nearby fixed equipment are not anticipated.

2.2.3 The majority of the building services equipment will be located indoors, while some outdoor air conditioning units and chillers will be situated on the rooftop.

2.3 Existing Environment in the Vicinity

Surrounding Environment

2.3.1 The Site is located in the residential area of Shau Kei Wan, surrounded by various residential buildings. In addition to these, variety of G/IC developments are also identified within 300m from site boundary, while no industrial building and commercial building are identified within the 300m from site boundary. It should be noted that Shau Kei Wan Tram Terminus at close proximity to the southern-east side of the Site, as shown in **Figure 2-1**.

Surrounding Environment – Road Traffic

2.3.2 The Site is bordered by Kam Wa Street, Mong Lung Street, and Shau Kei Wan Main Street East. According to the Annual Traffic Census 2024 (ATC 2024) published by the Transport Department, Mong Lung Street (Station 2626) is a Local Distributor the Expressway Island Eastern Corridor (Station 1404) is located approximately 130 meters to the northwest of the Site, with an Average Annual Daily Traffic (AADT) of 70,110 in 2024. Additionally, there are Primary Distributors in the vicinity of the Site, including the slip road of the Island Eastern Corridor (Station 1422; AADT of 15,470 in 2024) and Chai Wan Road (Station 1615; AADT of 10,210 in 2024), located approximately 150 meters to the west and 180 meters to the south of the development, respectively. Therefore, the traffic in the vicinity of the Site is considered heavy.

2.4 Identification of the Representative Noise Sensitive Receiver

Proposed Development

2.4.1 As stated in **Section 2.2.2**, the Proposed Development does not rely on openable windows for ventilation, Therefore, the noise criteria stated in **Section 3** are not applicable to the Proposed Development.

Surrounding Area

2.4.2 All residential developments in the vicinity are considered noise-sensitive receivers (NSRs). The nearby row of residential developments has been selected as representative NSRs. The representative NSRs in the vicinity are summarized in **Table 2-1** and illustrated in **Figure 2-3**.

2.4.3 It should be noted that there are four existing residential developments within 5 m of the Application Site Boundary, located to the west, north, and east sides of the Site. Additionally, all four residential developments have openable windows for ventilation facing the site. Two assessment points have been assigned to 7 Kam Wa Street (NSR03a/NSR03b) and 21 Kam Wa Street (NSR07a/NSR07b) for the windows with and without direct lines of sight to the Site in close proximity.

Table 2-1 Representative Noise Sensitive Receivers in the Vicinity

NSR ID	Description	Use	Building Height (mPD) [1]	Nearest Horizontal Distance to Application Site Boundary (m)
NSR01	Mong Lung House	Domestic Premise	40	< 5
NSR02	Tung Tai Building	Domestic Premise	73	< 5
NSR03a	7 Kam Wa Street	Domestic Premise	34	< 5
NSR03b				
NSR04	Tung Fai Building	Domestic Premise	67	39
NSR05	Kam Wa Building	Domestic Premise	49	23
NSR06	Kam Wai Building	Domestic Premise	54	23
NSR07a	21 Kam Wa Street	Domestic Premise	38	< 5
NSR07b				
NSR08	17 Mong Lung Street	Domestic Premise	24	27
NSR09	Ho King Building	Domestic Premise	71	44

Note:
[1] Estimated value.

3 LEGISLATION, STANDARDS & GUIDELINES

3.1 Construction Noise

3.1.1 Construction noise is governed by the Noise Control Ordinance (NCO) (Cap. 400) which prohibits the use of PME during the restricted hours (7 p.m. to 7 a.m. on Monday to Saturday and any time on a general holiday, including Sunday) without a valid Construction Noise Permit (CNP) issued by the Authority. The criteria and procedures for issuing the permit are specified in the "Technical Memorandum on Noise from Construction Works Other than Percussive Piling" - (TM1).

3.1.2 For construction works other than percussive piling, although TM1 does not provide control over daytime construction activities, the noise limits are set out in the "Practice Note for Professional Persons Environmental Consultative Committee" (ProPECC) "Minimizing Noise from Construction Activities" (PN1/24).

3.2 Road Traffic Noise

3.2.1 HKPSG provides guidance on acceptable road traffic noise levels at the openable windows of various types of noise sensitive buildings. The relevant criteria are shown in **Table 3-1**.

Table 3-1 HKPSG Road Traffic Noise Planning Criteria

Uses	**Road Traffic Noise L_{10}, (1hr) dB(A)**
Domestic Premises	**70**
Hotel and Hostels	70
Offices	70
Educational institutions	65
Hospital & Clinics	55
Places of public worship and courts of law	65

Note: The above criteria apply to noise sensitive uses which rely on opened window for ventilation.

3.2.2 The following Practise Notes provide guideline to facilitate the project planning and design against road traffic noise impact.

- "ProPECC PN3/23 Application of Sound Insulation in Residential Buildings to Reduce Noise Transmission Between Units" provides technical information on the design and application of sound insulation on partition walls and floors between residential units for better privacy protection and indoor sound environment.
- "ProPECC PN4/23 Practice Note for the Planning of Residential Developments against Road Traffic Noise" recommends mitigation measures against road traffic noise in planning stage and promulgates self-assessment procedures to facilitate the planning approval.
- "ProPECC PN5/23 Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact" provides guidance on technical information for innovative mitigation measures (Acoustic Window and Enhanced Acoustic Balcony) against road traffic noise.

3.3 Fixed Noise

3.3.1 Fixed noise sources, such as the building services system, ventilation system and tram terminus, as well as the operation of the project, are controlled under the Noise Control Ordinance (NCO) and the "Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places, or Construction Sites" (IND-TM). According to the IND-TM, the Acceptable Noise Level (ANL) for a Noise Sensitive Receiver (NSR) is determined by the Area Sensitive Ratings (ASR); which classify a NSR based on the type of the area within, and the degree of the effect on the NSR of particular Influencing Factors (IFs). The different types of area containing the NSR are categorized into the rural area, low density residential area, urban area and other areas, with reference to Table 1 of the IND-TM. While the IFs, defined as industrial areas or area containing a number of factories or major road with an annual average daily traffic flow (AADT) in excess of 30,000, should be assessed for their influence on the NSR according to the degree of influence ("not affected", "indirectly affected" and "directly affected").

3.3.2 The HKPSG states that all planned fixed noise sources should be located and designed so that when assessed in accordance with the IND-TM, the level of the intruding noise at the façade of the nearest sensitive use should be at least 5 dB(A) below the appropriate ANL shown in Table 2 of the IND-TM or the background noise level, whichever is lower. When the prevailing background noise levels would be adopted as the assessment criteria, the prevailing background noise levels, L_{90}(1-hour), at the relevant NSRs shall be measured during the typical operation hours of the fixed plant within daytime, evening and night times. The Acceptable Noise Levels (ANLs) for different Area Sensitivity Ratings (ASRs) are given in **Table 3-2**.

Table 3-2 Acceptable Noise Levels for Fixed Noise Impact (ANLs), dB(A), L_{eq}, (30mins)

Time Period	ASR A	ASR B	ASR C
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

3.3.3 The Site is located in the urban area of Shau Kei Wan, surrounded by residential buildings and G/IC development. Expressway Island Eastern Corridor, with AADT of exceeding 30,000, is located approximately 130 meters to the northwest of the Site. However, given considerable distance, the Site should not be affected by the Expressway Island Eastern Corridor and the Site should be classified as "ASR B".

3.3.4 Background Noise Measurement has been conducted on 4 May, 2026 to identify the prevailing background noise level of the vicinity of the Site. The location of the background noise measurement is illustrated in **Figure 3-1**. The background noise results are summarized in **Table 3-3**.

Table 3-3 Measured Background Noise Level

Period	Measured Background Noise level, L90 (dB(A))
Day and Evening Time	65 dB(A)
Nighttime	57 dB(A)

Note:
[1] Since the measurement is conducted at free-field, +3 dB façade correction is incorporated into the background noise level.

3.3.5 Given that the background noise level is higher than or equal to the ANL-5dB during both daytime and nighttime. The criteria for the planned fixed noise sources of the proposed development are 60 dB(A) for daytime and evening, and 50 dB(A) for nighttime.

3.3.6 Additionally, since the proposed development does not rely on openable windows for ventilation, the criteria for existing fixed noise sources (i.e. ANLs) affecting the proposed development are not applicable.

4 CONSTRUCTION NOISE IMPACT ASSESSMENT

4.1 Potential Noise Impact and Proposed Mitigations

4.1.1 The use of powered mechanical equipment (PME) will generate construction noise impact to the nearby NSRs. The major noise emitting activities will be the foundation and superstructure works of future development.

4.1.2 As the Site is situated in a well-developed urban area, the number of PME that it can accommodate is limited. However, as the nearby NSR, as summarized in **Table 2-1**, is located in close proximity to the Site, the noise from construction activities could be an impact if the construction works are not planned and arranged properly.

4.1.3 ProPECC PN1/24 "Minimizing Noise from Construction Activities" provides construction noise requirements and recommendations on practices such as quieter construction methods and equipment to minimize construction noise.

4.1.4 To minimize noise generation, subject to detailed site works arrangement, the contractor shall consider the following mitigation measures, if necessary and applicable:

- Use non-percussive equipment such as hydraulic crusher, sawing, coring machines
- Use non-percussive piling diving method such as hydraulic press-in method, vibration or jacking method for foundation work
- Use Quality Powered Mechanical Equipment (QPME) recognized by the Environmental Protection Department (EPD). The QPME shall be registered with EPD, and valid label issued by EPD shall be affixed on the QPME all times.
- Use Quieter Construction Methods[1] as far as practicable
- Schedule work to minimize concurrent activity and duration of impact
- Regular maintenance of equipment to prevent noise emission due to impairment
- Adopt good site practice, such as throttle down or switch off equipment unused or intermittently used between works
- Position mobile noisy equipment in locations away from nearby NSRs and point the noise sources to directions away from NSRs
- Make good use of other structures for noise screening
- Use of mobile noise barriers/enclosures along the path of noise propagation

4.1.5 Construction activities under the current design involves concrete removal works, site formation/excavation works and superstructure works. Subject to detailed site works arrangement, the contractor shall consider the following mitigation measures, if necessary and applicable:

<u>Concrete Removal Works:</u>

- Use of high-pressure water jetting instead of traditional jackhammers and drill hammers;

[1] Quieter Construction Methods: https://www.epd.gov.hk/epd/misc/construction_noise/contents/index.php/en/home2/quieter-construction-methods.html.

- Use of quieter type wire saws or diamond wire saws for cutting large areas and heavily reinforced concrete;
- Use of quieter type blade saws utilizing diamond blades with higher speeds and smoother blades reduces excitation of vibration;
- Use of hydraulic crushers for concrete breaking instead of traditional excavator-mounted breakers;
- Use of handheld concrete crushers instead of traditional jackhammers;
- Use of hydraulic splitters instead of traditional jackhammers and breakers.

Site Formation / Excavation Works:

- Use of silent piling by press-in method instead of traditional massive augering and piling machines or drop hammer for sheet piling / channel planking installation work;
- Use of a sheet piling noise reducer such as a suitable shock absorber to reduce collisions between sheet pile / channel planking and holding parts;
- Use of pile driving impact cushions to reduce noise generated by piling impact;
- Pre-augering/pre-trench/boring pile holes to remove underground obstruction for avoiding hard driving / soften the ground;
- Use of crack inducers instead of traditional percussive breakers.

Superstructure Works:

- Use of prefabricated structure / sections to replace in-situ construction to reduce the amount of mechanical equipment used on site;
- Use of self-compacting concrete (without the aid of a vibrator e.g. poker for compaction) for in-situ concreting;
- Use of crack inducers instead of traditional percussive breakers.

4.1.6 With proper noise mitigation measures implemented during the construction phase, no adverse noise impact arising from the construction activities is expected.

5 OPERATION NOISE IMPACT ASSESSMENT

5.1 Road Traffic, Existing Fixed Plant Noise Sources & Tram Terminus

5.1.1 The Site is subject to potential noise impacts from nearby road traffic and existing fixed plants in the surrounding area. In addition, noise from moving trams entering and/or leaving the Shau Kei Wan Tram Terminus at close proximity may cause nuisance to users of the Proposed Development.

5.1.2 Since the Proposed Development features a central mechanical ventilation system, no openable windows will be provided for ventilation purposes. Consequently, the criteria for these noise sources affecting the Proposed Development are not applicable. Therefore, no adverse noise impacts from the aforementioned sources are anticipated.

5.2 Planned Fixed Plant Noise Sources

Planned Fixed Plant Noise Sources and Design Consideration

5.2.1 Potential noise impacts may arise from the equipment of the proposed development during the operation phase. The major equipment with potential noise impacts will be the HVAC system.

5.2.2 Exposed equipment may directly impact nearby NSRs, while noise from indoor HVAC equipment can transmit through ventilation pipes and be emitted at duct exhausts. To mitigate noise from indoor HVAC equipment, ventilation pipes will be equipped with silencers to reduce in-duct noise levels. Acoustic louvres will also be used, when necessary, to ensure compliance with the maximum allowable sound power level.

5.2.3 Other equipment, such as water pumps, and lift motors, will be housed in enclosed rooms, so no adverse noise impacts from indoor equipment to the surroundings are anticipated.

5.2.4 To minimize the fixed noise impact, noise mitigation measures such as enclosure, silencers and acoustic louvres will be adopted as far as practicable. However, considering the close proximity of the residential buildings to the north, west, and east, these noise mitigation measures may not be sufficient to fully mitigate the fixed plant noise. In the event that the mitigation measures cannot provide sufficient noise reduction level to comply with the relevant standards, the planned fixed noise sources shall be restricted to the southern façade at 20/F or above to provide considerable distance to the nearby NSRs. This restriction on potential fixed noise sources is illustrated in **Figure 5-1**.

5.2.5 To ensure that the noise sources of the proposed development comply with the relevant noise criteria stipulated in the HKPSG, the noisy equipment will be designed to adhere to the maximum allowable sound power level (SWL). The maximum allowable SWL for the potential fixed plant noise sources on the southern façades has been calculated, as described in the following sections.

5.2.6 Although the potential noise sources on the roof will not be visible to the nearby noise-sensitive receivers (NSRs), the same maximum allowable SWL at the Application Site Boundary will apply to the equipment located on the roof.

Representative Noise Sensitive Receivers during Operation Phase

5.2.7 The noise criteria and the shortest slant distances to the façades with noise sources for the representative NSRs are summarized in **Table 5-1**. The locations of potential fixed plant noise sources are illustrated in **Figure 5-1**.

Table 5-1 Representative Noise Sensitive Receivers for Planned Fixed Noise Sources of the Proposed Development

NSR ID	Description	Use	Shortest Slant Distance to Potential Fixed Plant Noise Source along South Façade (m) [1]	Noise Criteria, dB(A)	
				Daytime & Evening	Night Time
NSR01	Mong Lung House	Domestic Premise	44	60	50
NSR02	Tung Tai Building	Domestic Premise	23		
NSR03a	7 Kam Wa Street	Domestic Premise	44		
NSR03b			46		
NSR04	Tung Fai Building	Domestic Premise	40		
NSR05	Kam Wa Building	Domestic Premise	37		
NSR06	Kam Wai Building	Domestic Premise	33		
NSR07a	21 Kam Wa Street	Domestic Premise	40		
NSR07b			43		
NSR08	17 Mong Lung Street	Domestic Premise	60		
NSR09	Ho King Building	Domestic Premise	45		

Note:
[1] The slant distance of the NSRs to the potential fixed noise is detailed in **Appendix 5-1**.

Assessment Methodology

5.2.8 The predicted fixed noise level at the NSR could be quantified by the following standard formula:

SPL = SWL - DC - BC + FC + TC

where,

- SPL: Sound Pressure Levels at receiver, in dB(A).
- SWL: Sound Power Levels of Fixed Noise Sources, in dB(A).
- DC: Distance Correction, DC = 20 × log10 (D) + 8, D is the shortest slant distance between the NSR and noise source in meters.
- FC: Façade Correction of 3dB(A).
- BC: Barrier Correction of 10dB(A) when line-of-sight to the façade with noise source is completely blocked;
  Barrier Correction of 5dB(A) when no direct line-of-sight to noise source is identified.
- TC: Tonality Correction of 3dB(A) is assumed.

Maximum Allowable SWL at Application Site Boundary

5.2.9 The maximum allowable SWL at the potential fixed plant noise sources against the representative NSR has been calculated, as presented in **Appendix 5-1**. A 3 dB correction has been applied to account for tonal characteristics for assessment purposes. If the noise exhibits tonal, intermittent, or impulsive characteristics during operation, the maximum allowable SWLs of the fixed equipment should be adjusted according to the recommendations in Section 3.3 of the IND-TM. The worst maximum allowable SWL at the Application Site Boundary are summarized in **Table 5-2**.

Table 5-2 Maximum Allowable Sound Power Level for the Building Service Equipment of the Proposed Development

Time Period	Adopted Maximum Allowable SPL at the NSR, dB(A)	Shortest Slant Distance from the Sothern Façade to the worst NSR, m	Correction, dB(A) [1]				Allowable Sound Power Level at Application Boundary, dB(A) [2]
			Distance	Barrier	Facade	Tonality	
Day and Evening Time (07:00-23:00)	60	33	-38	0	3	3	92
Night Time (23:00 – 07:00)	50	33	-35	0	3	3	82

Note:
[1] For assessment purpose, a 3 dB of tonality has been adopted.
[2] The Maximum Allowable Sound Power Level at Source should be corrected by the tonality, intermittency, & impulsiveness correction of the selected equipment, according to Section 3.3 of the IND-TM.

5.2.10 Although the layout is still in the early stages and detailed designs, such as the number of units and their noise levels, are not yet available, no adverse fixed noise impacts to the NSRs are anticipated if the choice of equipment, installation locations, and mitigation measures are properly designed.

6 CONCLUSION

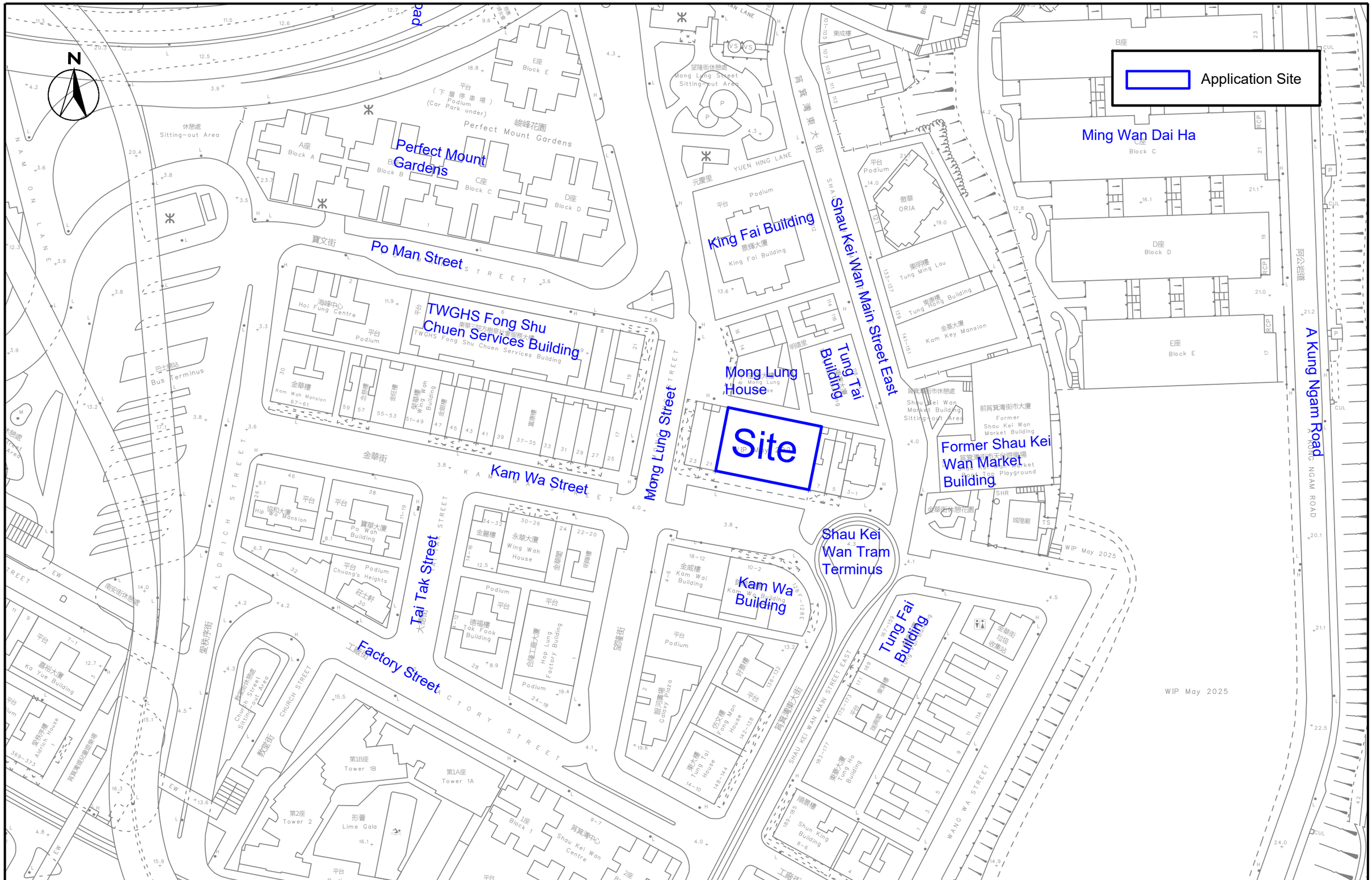
6.1.1 The potential noise impacts from the construction and operation of the proposed development have been assessed.

6.1.2 The overall noise impact during the construction phase is considered insignificant. Depending on the detailed site work arrangements, mitigation measures will be implemented as necessary and applicable, in accordance with ProPECC PN 1/24, to minimize construction noise impacts on nearby NSRs.

6.1.3 The provision of openable windows for ventilation is not anticipated. Therefore, adverse noise impacts from road traffic, existing fixed noise sources and the nearby tram terminus on the Proposed Development are not expected.

6.1.4 The planned fixed noise sources of the proposed development should not cause any adverse noise impacts if the mitigation measures and maximum allowable SWLs are properly implemented. Thus, no adverse planned fixed noise impacts are anticipated.

FIGURES



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Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Site Location Plan

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JOB No.	IA25083	DRAWING No.	2-1
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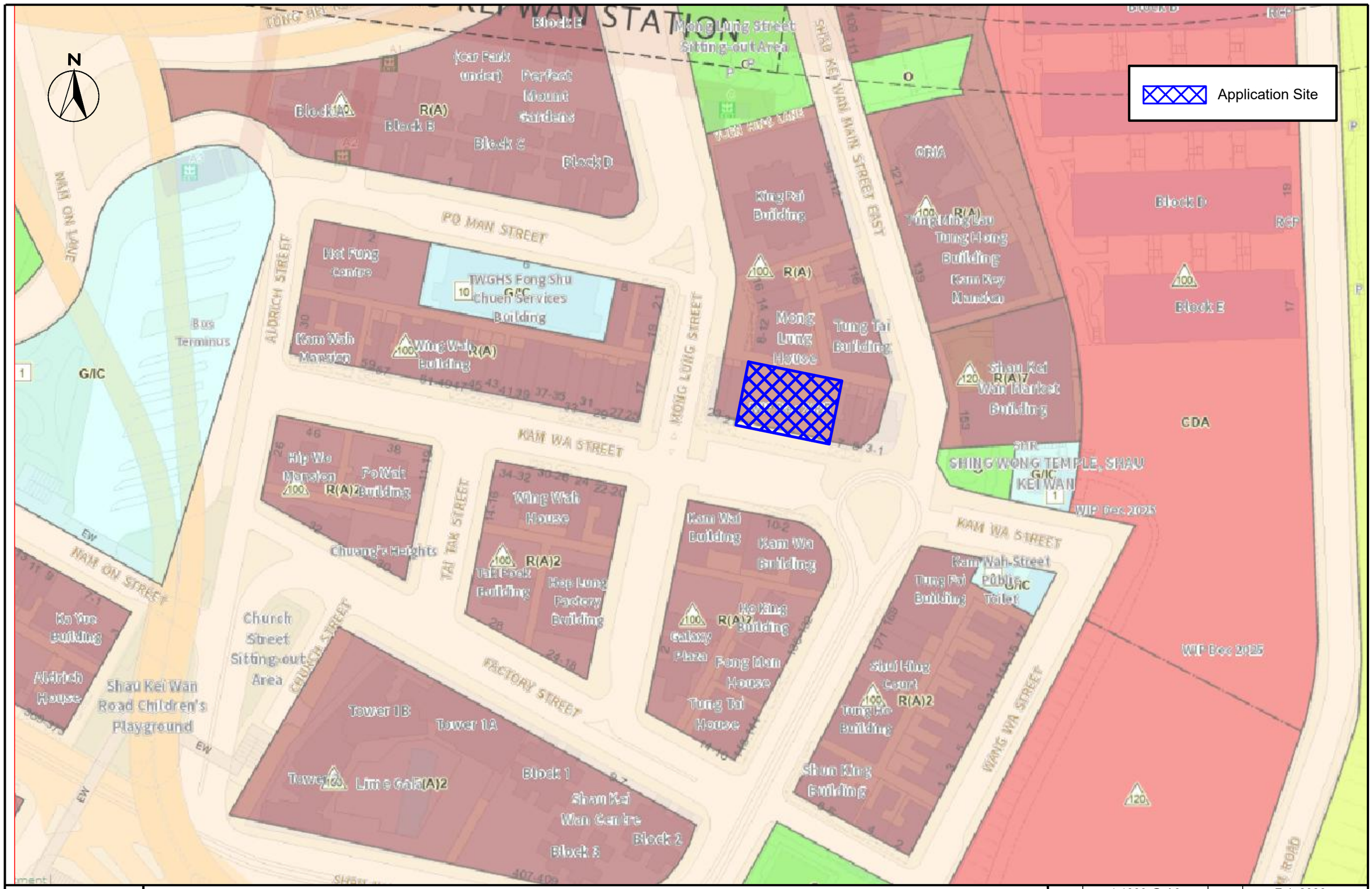

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Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Outline Zoning Plan

SCALE	1:1000 @ A3	DATE	Feb 2026
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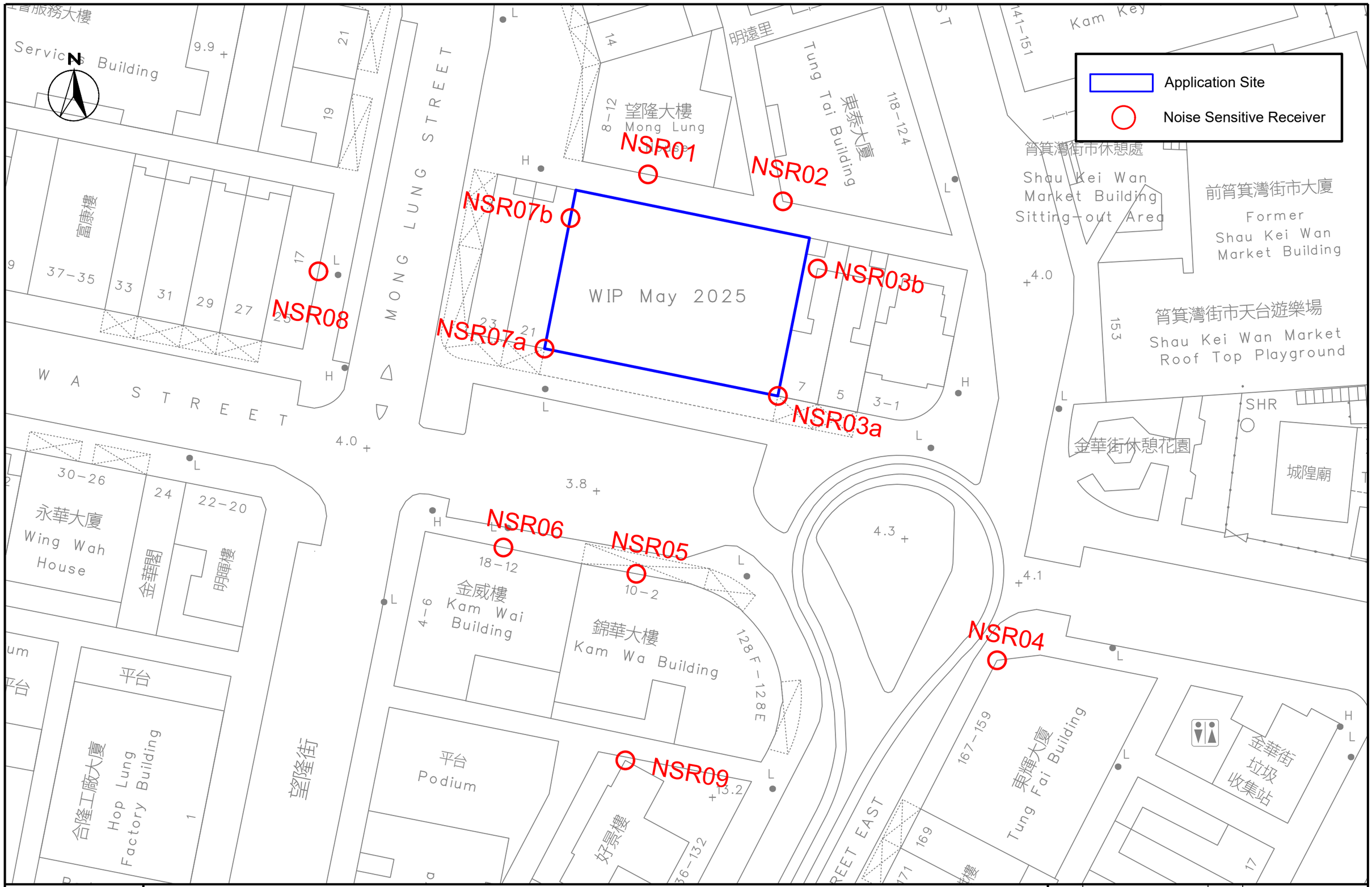
JOB No.	IA25083	DRAWING No.	2-2
		REV	-



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Location of Representative Noise Sensitive Receivers

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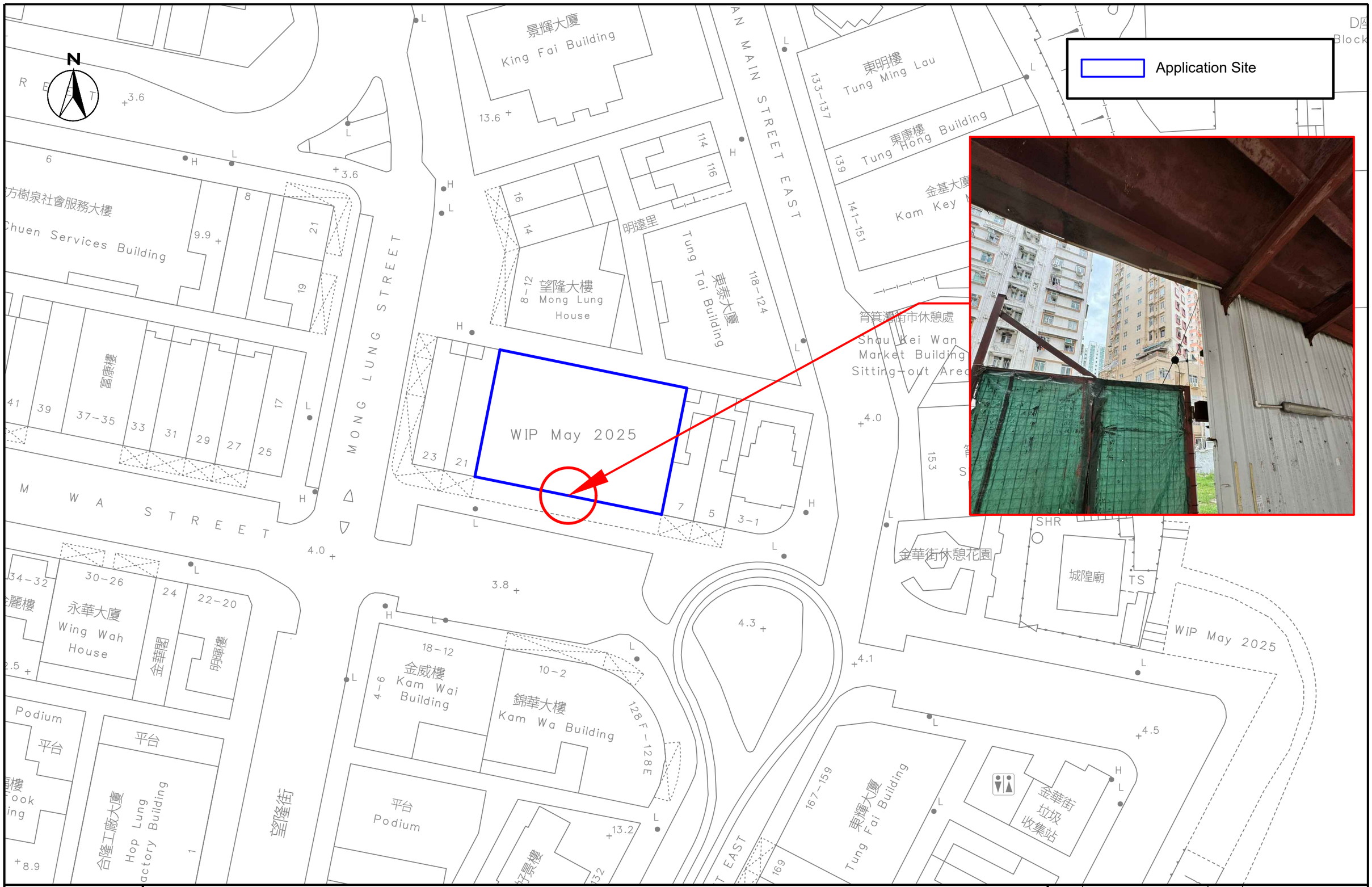
JOB No.	IA25083	DRAWING No. 2-3	REV -



Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Location of Background Noise Measurement

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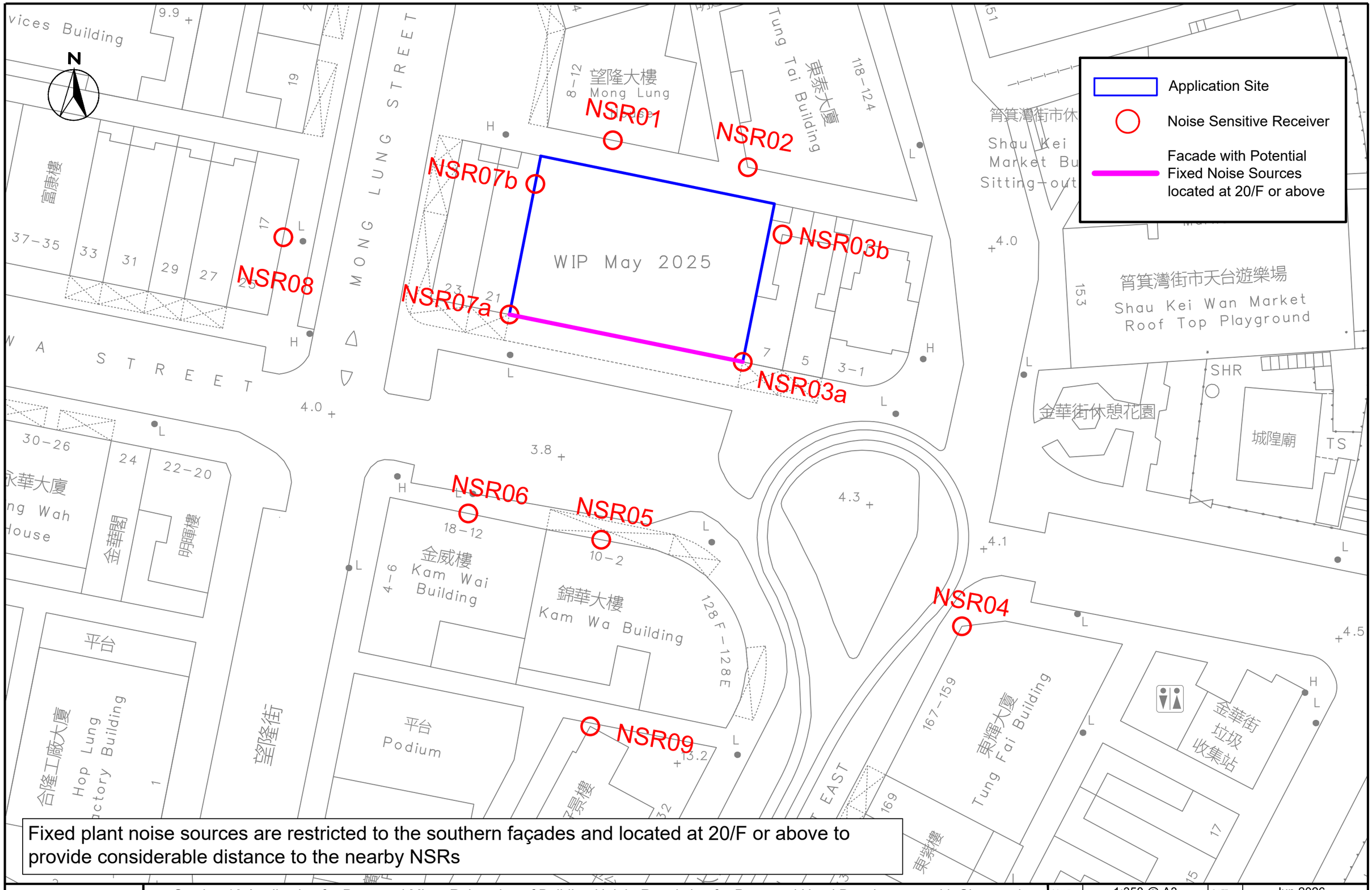
SCALE	1:500 @ A3	DATE	May 2026
CHECK	CC	DRAWN	LL
JOB No.	IA25083	DRAWING No.	3-1
		REV	-



Fixed plant noise sources are restricted to the southern façades and located at 20/F or above to provide considerable distance to the nearby NSRs

CINOTECH
Cinotech Consultants Limited

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Location of Fixed Plant Noise Sources and Noise Sensitive Receivers

SCALE	1:350 @ A3	DATE	Jun 2026
CHECK	CC	DRAWN	LL
JOB No.	IA25083	DRAWING No.	5-1
		REV	-

APPENDIX 2-1
TENTATIVE LAYOUT OF THE PROPOSED DEVELOPMENT

PUBLIC LANE

STAIRCASE 1/F TRANSFORMER ROOM

A B C D E

3

UP UP

RS&MRC

CABLE RAISER DUCT

TAXI/PRIVATE CAR LAY-BY

TAXI/PRIVATE CAR LAY-BY

TAXI/PRIVATE CAR LAY-BY

SHARE USE HGV/ COACH BAY (HEADROOM 4.7m)

LUGGAGE STORE (BOH)

LIFT

D A

L3

LIFT

L1

LIFT

L2

CAR LIFT

2

4

SHARE USE LGV/MINI COACH BAY (HEADROOM 3.6m)

LIFT LOBBY

4.31

A.U.T.

UP30R

K J H G F

ALUM. CANOPY ABOVE

1

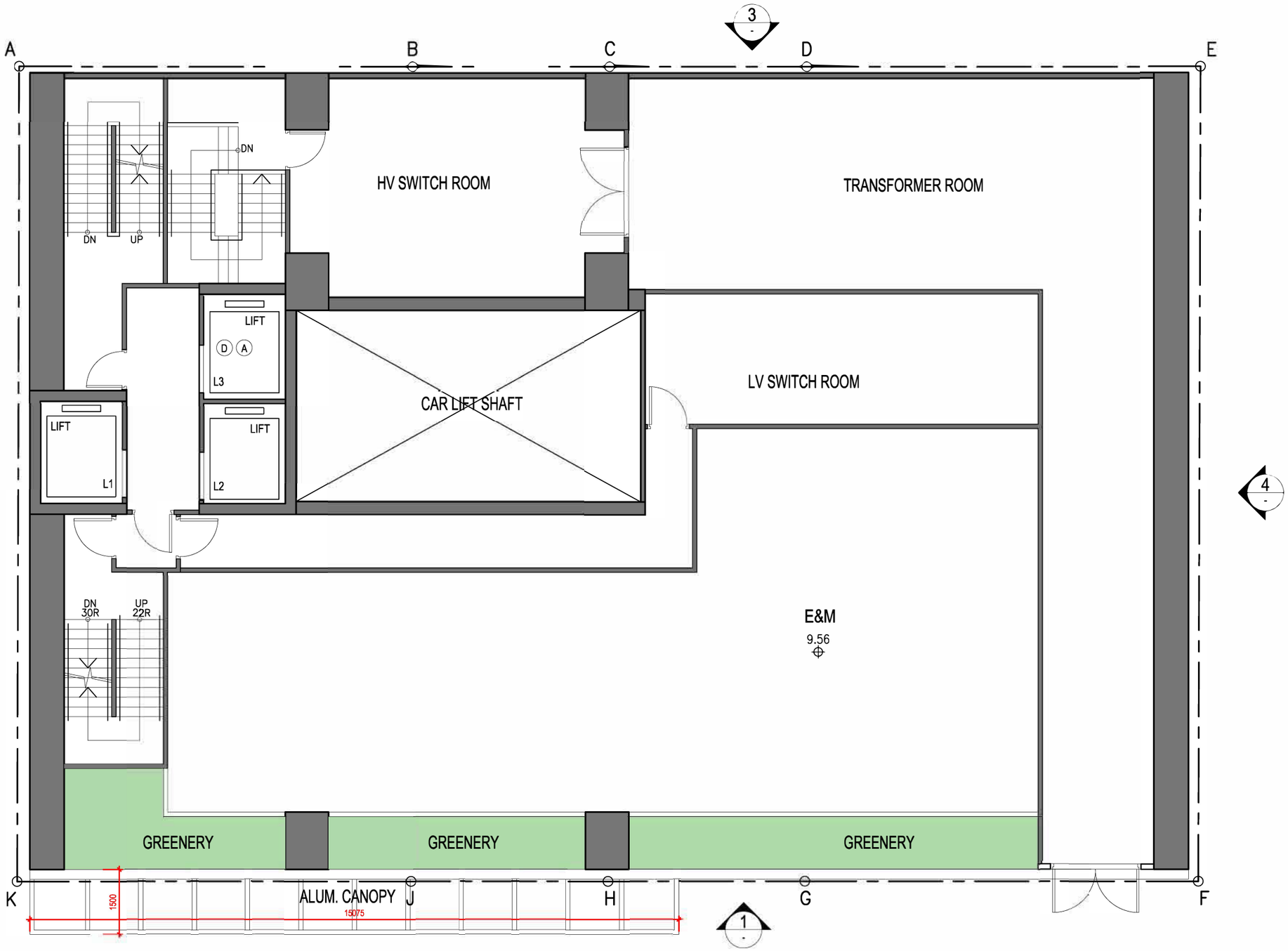
TS TS TS TS TS

GROUND FLOOR PLAN

1:100

(9-19) KAM WA STREET - SHAU KEI WAN

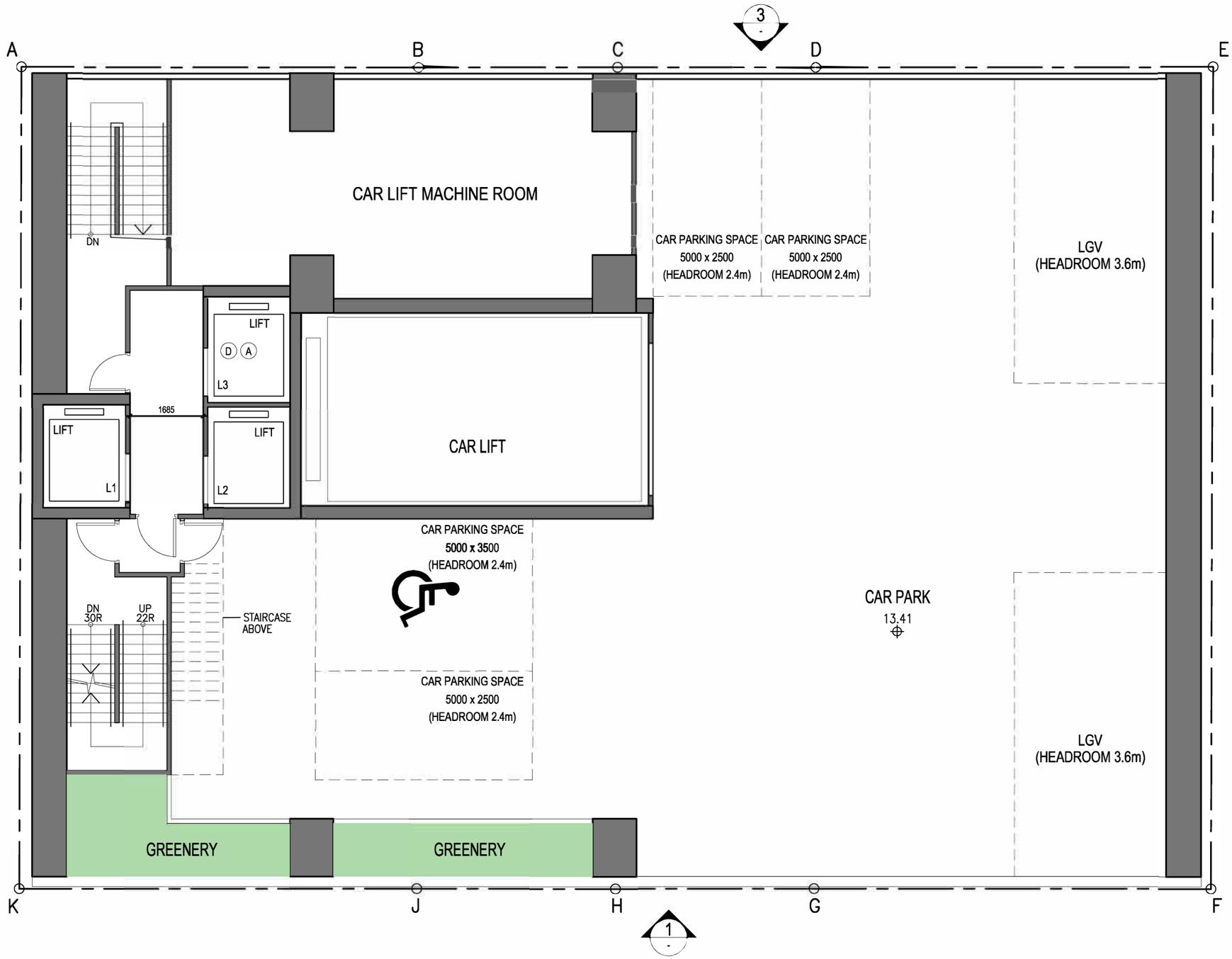
KAM WA STREET



1ST FLOOR PLAN (E&M)

1:100

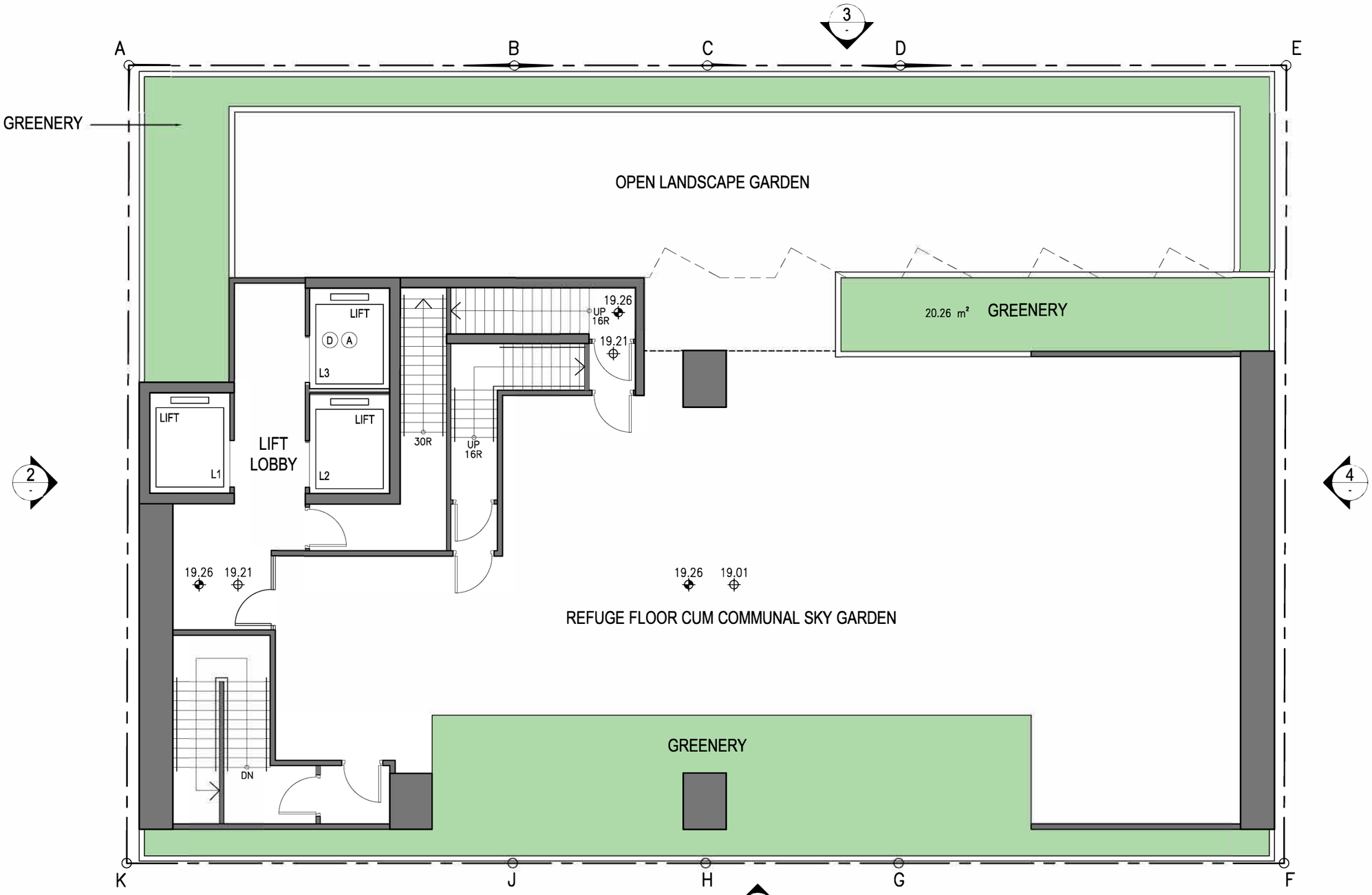
(9-19) KAM WA STREET - SHAU KEI WAN



2ND FLOOR PLAN (CAR PARK)

1:100

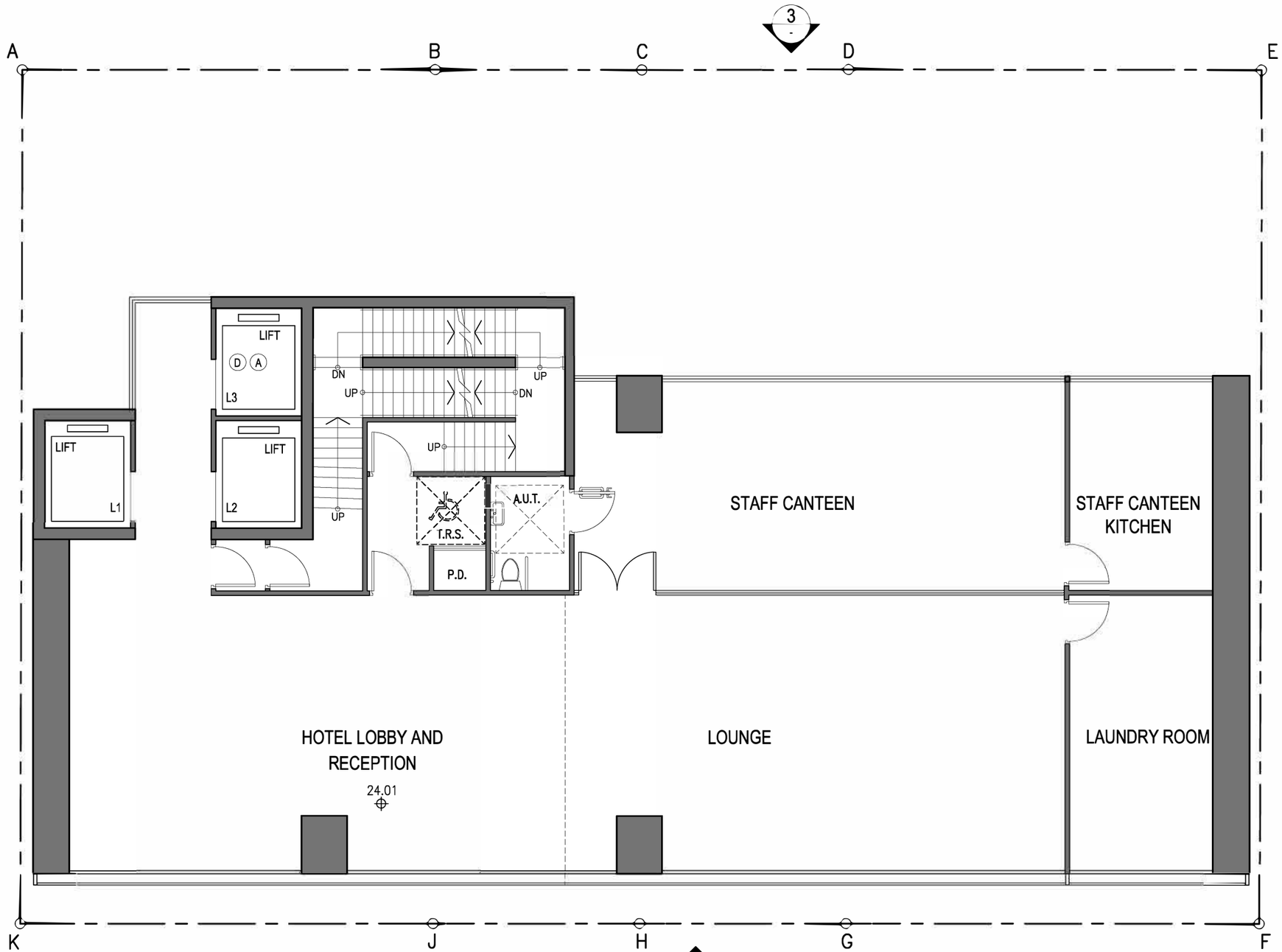
(9-19) KAM WA STREET - SHAU KEI WAN



3RD FLOOR PLAN (REFUGE FLOOR)

1:100

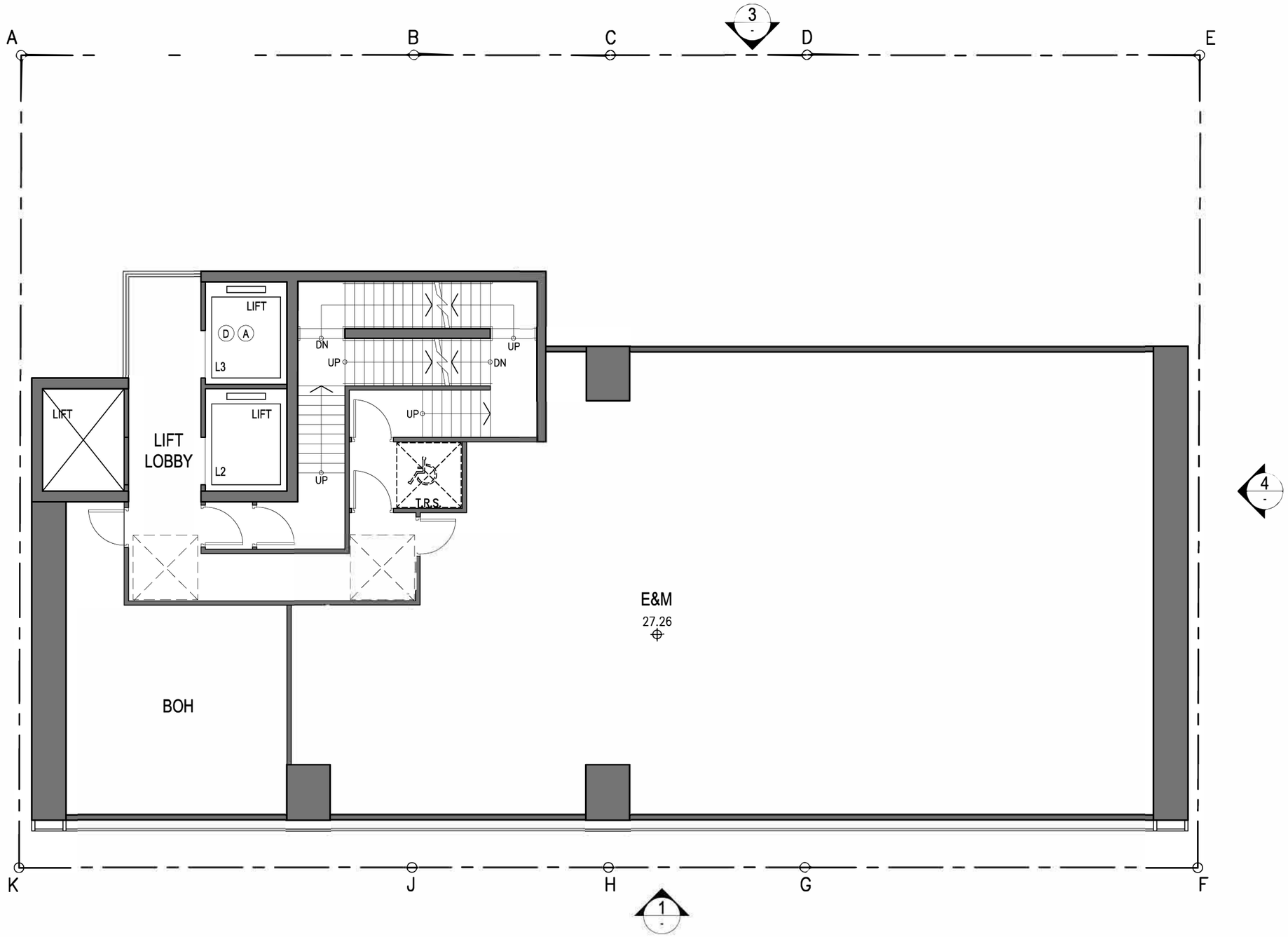
(9-19) KAM WA STREET - SHAU KEI WAN



4TH FLOOR PLAN (LOBBY/BOH)

1:100

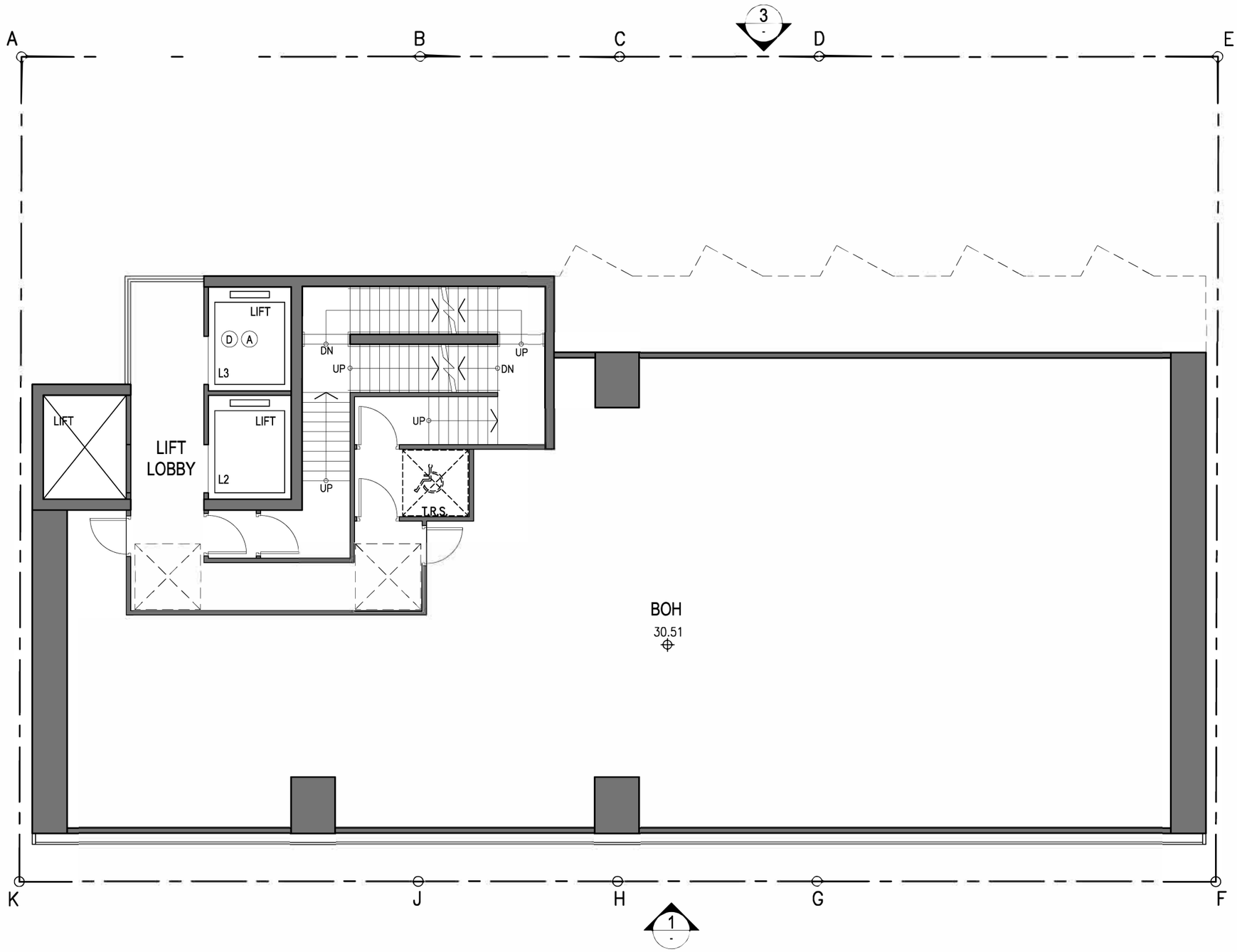
(9-19) KAM WA STREET - SHAU KEI WAN



5TH FLOOR PLAN (E&M / BOH)

1:100

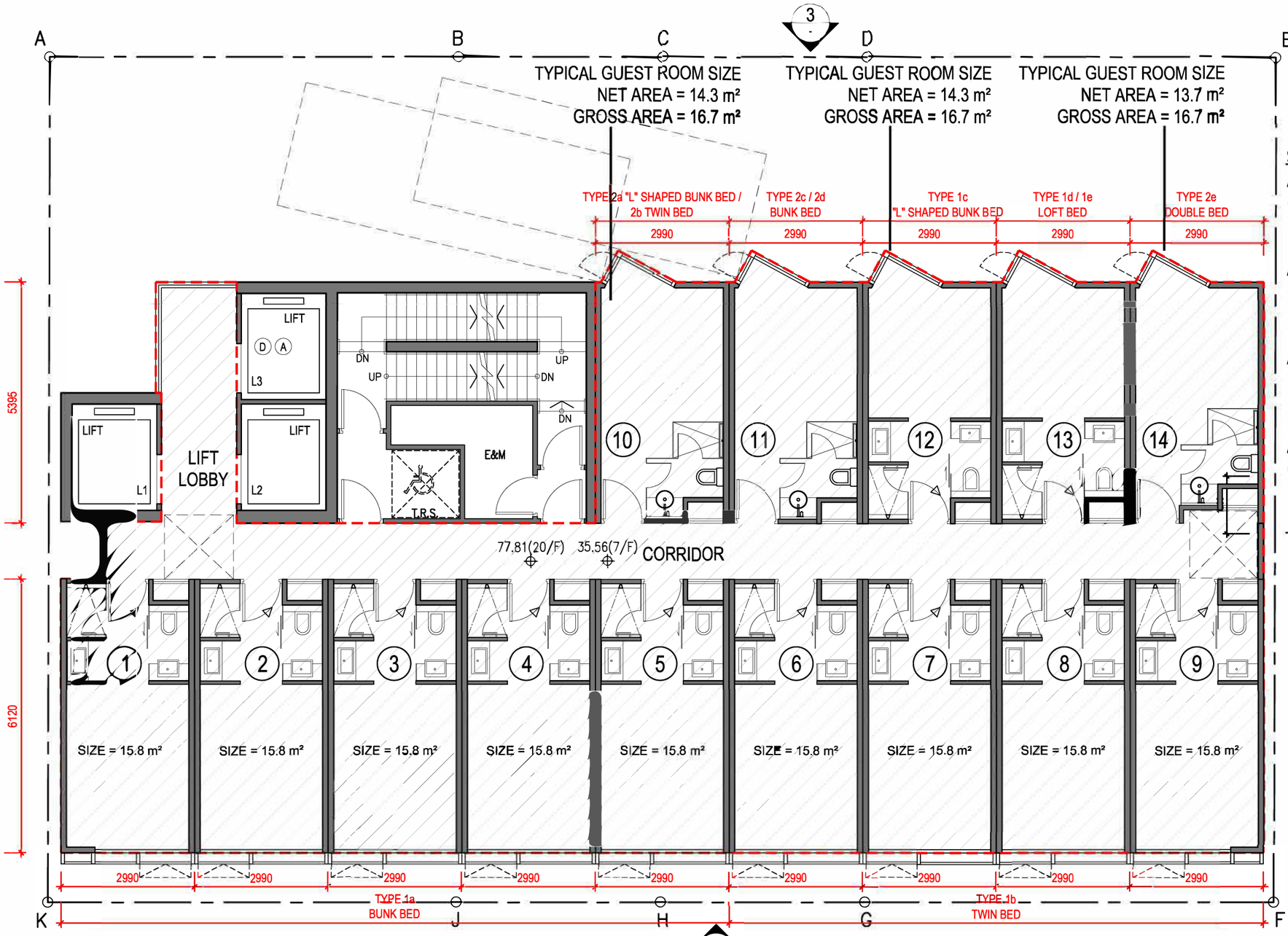
(9-19) KAM WA STREET - SHAU KEI WAN



6TH FLOOR PLAN (BOH)

1:100

(9-19) KAM WA STREET - SHAU KEI WAN



SITE PARTICULAR

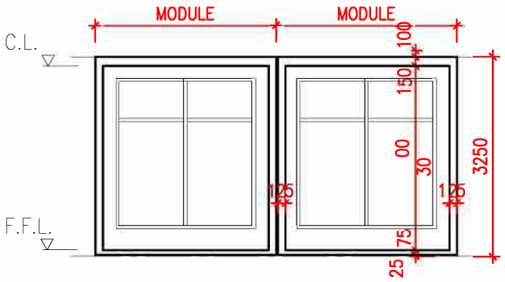
AREA OF SITE = 518.408 m²
CLASS OF SITE = 'A'
PERMISSIBLE SITE COVERAGE FOR NON-DOMESTIC (OVER 61m)
= 60%
ACTUAL MIC AREA = 290.231 m² (PER FLOOR)
EXEMPTED 10% MIC AREA
= 290.231 m² x 10%
= 29.023 m² (PER FLOOR)
ACTUAL SITE COVERAGE FOR NON-DOMESTIC
= (340.006 m² - 29.023 m²) / 518.408 m² x 100%
= 59.988 % < 60%

ACTUAL GFA = 305.657 m² (PER FLOOR)
CORE AREA = 44.449 m² (PER FLOOR)

4

MIC TYPICAL ROOM SECTION

FLOOR TO FLOOR HEIGHT = 3.250 m

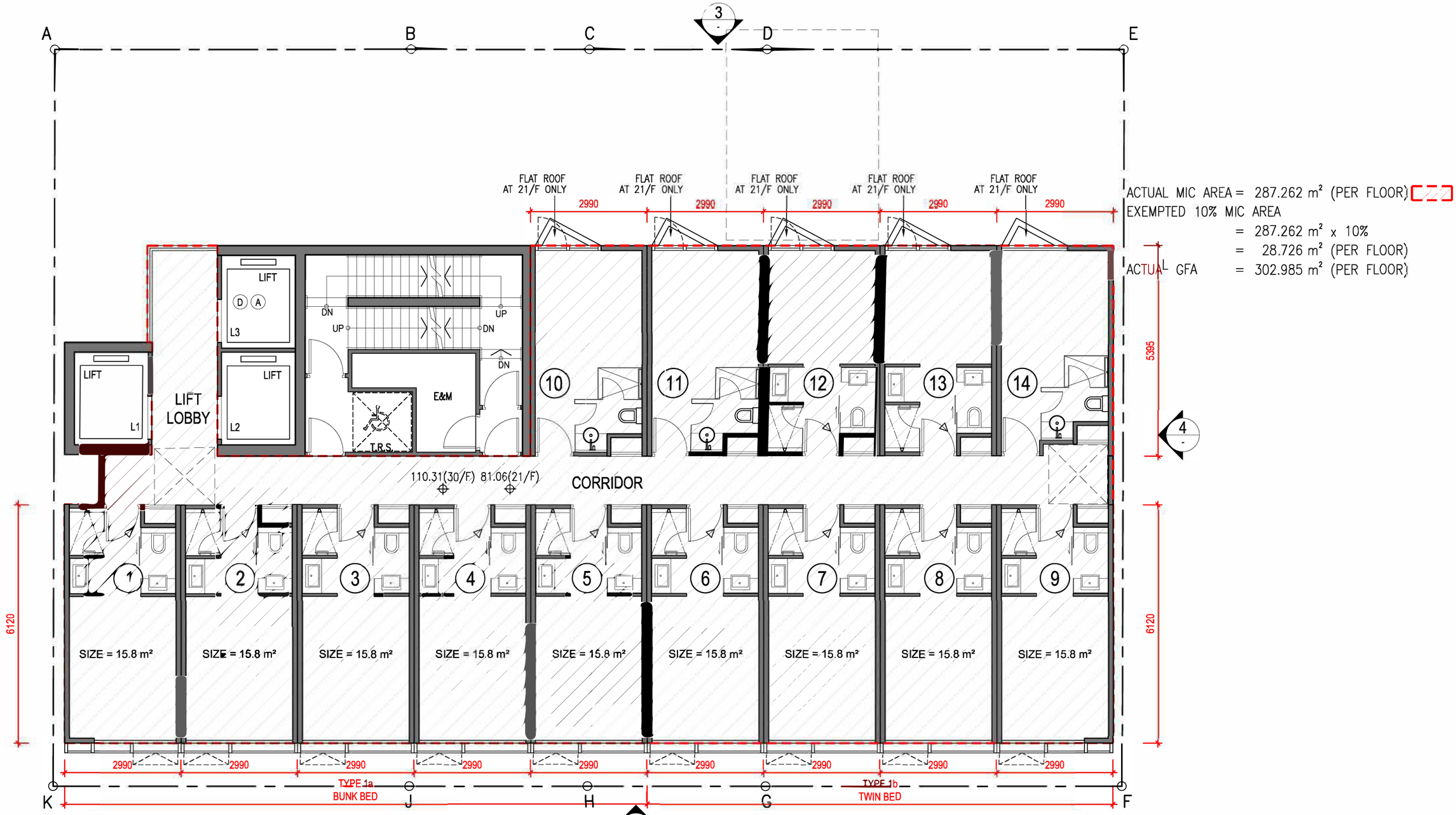


7TH ~ 20TH FLOOR PLAN (14 STOREYS)

1:100

TOTAL GUEST ROOM NOS. = 14 NOS. x 14 STOREYS = 196 NOS.

(9-19) KAM WA STREET - SHAU KEI WAN



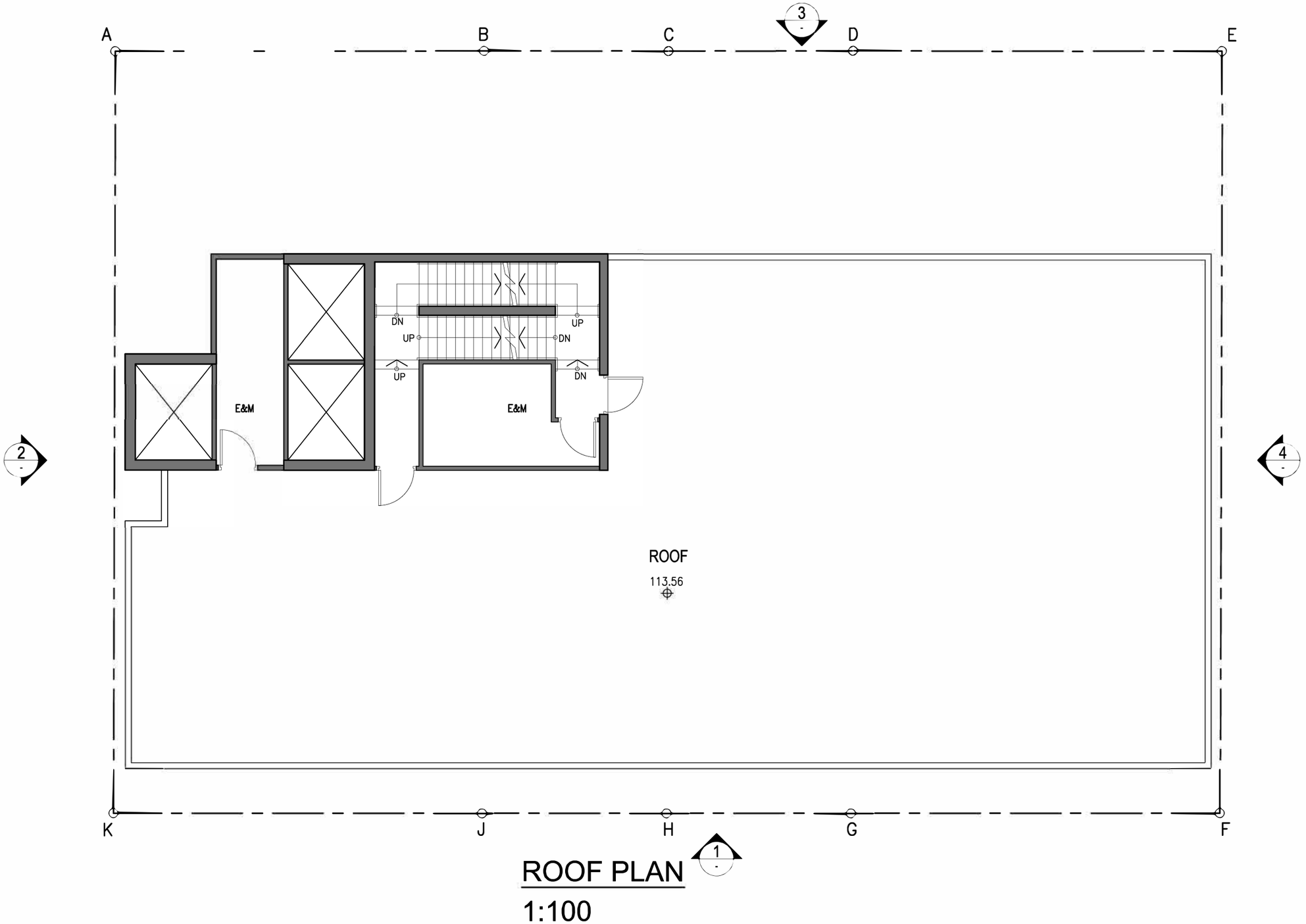
ACTUAL MIC AREA = 287.262 m² (PER FLOOR)
EXEMPTED 10% MIC AREA
= 287.262 m² x 10%
= 28.726 m² (PER FLOOR)
ACTUAL GFA = 302.985 m² (PER FLOOR)

21TH ~ 30TH FLOOR PLAN (10 STOREYS)

1:100

TOTAL GUEST ROOM NOS. = 14 NOS. x 10 STOREYS = 140 NOS.

(9-19) KAM WA STREET - SHAU KEI WAN



ROOF PLAN

1:100

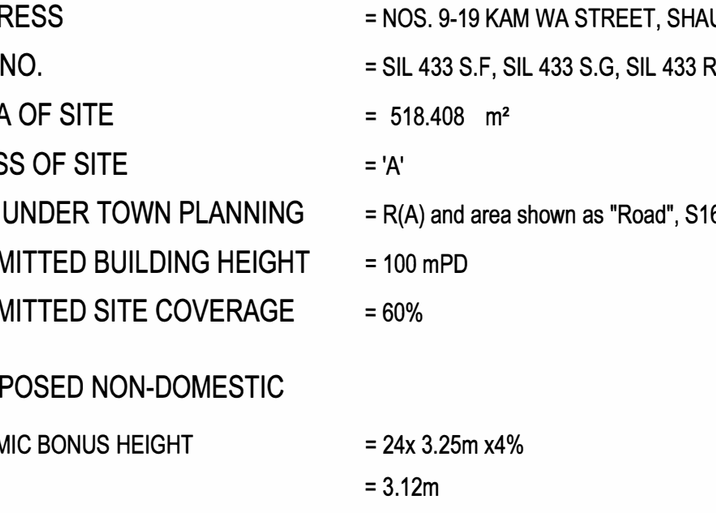
(9-19) KAM WA STREET - SHAU KEI WAN

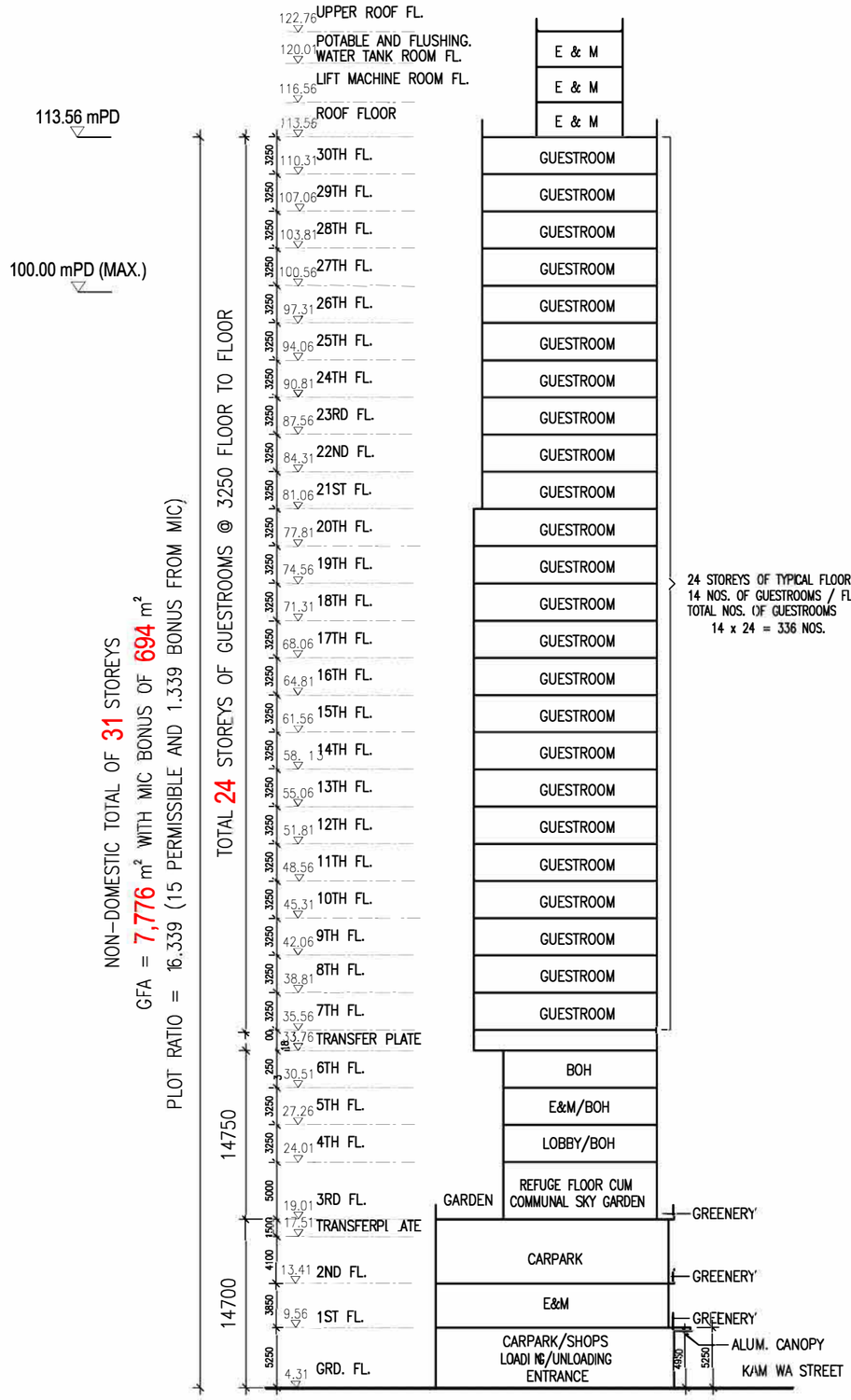
SITE PARTICULARS

ADDRESS	= NOS. 9-19 KAM WA STREET, SHAU KEI WAN, HONG KONG
LOT NO.	= SIL 433 S.F, SIL 433 S.G, SIL 433 RP, SIL 433 S.D
AREA OF SITE	= 518.408 m²
CLASS OF SITE	= 'A'
OZP UNDER TOWN PLANNING	= R(A) and area shown as "Road", S16 CHANGE TO HOTEL
PERMITTED BUILDING HEIGHT	= 100 mPD
PERMITTED SITE COVERAGE	= 60%

PROPOSED NON-DOMESTIC

MIC BONUS HEIGHT	= 24x 3.25m x4% = 3.12m
PLOT RATIO	= 15
MIC BONUS PLOT RATIO	= 1.339
GROSS FLOOR AREA	= 7,776 m²
MIC BONUS GFA	= 694 m²
SITE COVERAGE	= 60 % + 5.598 % (MIC BONUS) = 65.598%
NOS. OF GUEST ROOM	= 336
TYPICAL GUEST ROOM SIZE	= 15.8 m²





(9-19) KAM WA STREET - SHAU KEI WAN

APPENDIX 5-1
MAXIMUM ALLOWABLE SWL AT FACADE FOR PLANNED FIXED NOISE SOURCE

Maximum Allowable Sound Power Level for South Façade

NSR ID	Description	Horizontal Distance to the Noise Source (South Façade), metres	Maximum Receiver Height, mPD [1 & 2]	Height of Potential Noise Source, mPD [2]	Shortest Slant Distance to the Sothern Facade, metres [2]	Distance Correction, dB(A)	Barrier Correction, dB(A) [3]	Façade Correction, dB(A)	Tonality Correction, dB(A) [4]	Maximum Allowable SPL at NSR, dB(A)	Maximum Allowable SWL at Application Site Boundary, dB(A)	Adopted Maximum Allowable SWL at Site Boundary,
Day and Evening Time (07:00-23:00)												
NSR01	Mong Lung House	22	40		44	-41	-10	3	3	60	104	
NSR02	Tung Tai Building	22	73		23	-35	-10	3	3	60	99	
NSR03a	7 Kam Wa Street	0	34		44	-41	0	3	3	60	94	
NSR03b	7 Kam Wa Street	15	34		46	-41	-10	3	3	60	105	
NSR04	Tung Fai Building	39	67		40	-40	0	3	3	60	94	
NSR05	Kam Wa Building	23	49	77.8	37	-39	0	3	3	60	93	92
NSR06	Kam Wai Building	23	54		33	-38	0	3	3	60	92	
NSR07a	21 Kam Wa Street	0	38		40	-40	0	3	3	60	93	
NSR07b	21 Kam Wa Street	16	38		43	-41	-10	3	3	60	104	
NSR08	17 Mong Lung Street	27	24		60	-44	-10	3	3	60	107	
NSR09	Ho King Building	44	71		45	-41	0	3	3	60	94	
Night Time (23:00 – 07:00)												
NSR01	Mong Lung House	22	40		44	-41	-10	3	3	50	94	
NSR02	Tung Tai Building	22	73		23	-35	-10	3	3	50	89	
NSR03a	7 Kam Wa Street	0	34		44	-41	0	3	3	50	84	
NSR03b	7 Kam Wa Street	15	34		46	-41	-10	3	3	50	95	
NSR04	Tung Fai Building	39	67		40	-40	0	3	3	50	84	
NSR05	Kam Wa Building	23	49	77.8	37	-39	0	3	3	50	83	82
NSR06	Kam Wai Building	23	54		33	-38	0	3	3	50	82	
NSR07a	21 Kam Wa Street	0	38		40	-40	0	3	3	50	83	
NSR07b	21 Kam Wa Street	16	38		43	-41	-10	3	3	50	94	
NSR08	17 Mong Lung Street	27	24		60	-44	-10	3	3	50	97	
NSR09	Ho King Building	44	71		45	-41	0	3	3	50	84	

Note:

[1] Roof level of the receiver building has been adopted.

[2] Since the planned fixed noise sources are located at 77.8mPD or above, which is higher than the nearby receivers, the vertical distance between the roof level of the receiver building and planned fixed noise sources are adopted to calculate the slant distance for conservatism.

[3] Barrier Correction of 10dB(A) when line-of-sight to the façade with noise source is completely blocked.

[4] For assessment purpose, a 3 dB of tonality has been adopted.
The Maximum Allowable Sound Power Level at Source should be corrected by the tonality, intermittency, & impulsiveness correction of the selected equipment, according to Section 3.3 of the IND-TM.

[5] Maximum Allowable SWL at Source is rounded down for conservative approach.

APPENDIX 7

VISUAL APPRAISAL

LCH Planning and Development
Consultants Limited

Visual Appraisal

for

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Prepared by
LCH Planning & Development Consultants Limited

April 2026
Report : Version 1.0

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3 VISUAL CONTEXT OF THE APPLICATION SITE AND ITS SURROUNDING **4**

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Table 2 Classification of VPs

Table 3 Appraisal Components

Table 4 Classification of Overall Resultant Visual Impact

Table 5 Summary of Visual Appraisal

1 INTRODUCTION

1.1 The Application

1.1.1 We are commissioned by the Applicant to prepare this Visual Appraisal (VA) for the support of a Section 16 Planning Application for the proposed hotel development with shop and services, including a minor relaxation of the maximum building height restriction (hereinafter referred to as the "**Proposed Development**") at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan (hereinafter referred to as the "**Application Site**" / "**the Site**").

1.1.2 The Application Site falls within an area "Residential (Group A)" ("**R(A)**") and area shown as "Road" on the Draft Shau Kei Wan Outline Zoning Plan No. S/H9/22 ("**the OZP**" / "**Shau Kei Wan OZP**"). It involves developing the Application Site in the "Residential (Group A)" ("**R(A)**") zone and area shown as "Road" for Proposed Hotel Development (hereinafter referred to as the "**Proposed Development**").

1.1.3 According to the Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board (TPB PG-No. 41A), a VA is required when "the proposal will not involve any major adverse visual impact from key public viewing points. "

1.1.4 The development parameters of the Proposed Development slightly deviate from the development restrictions in the statutory plan, a minor relaxation of building height is therefore sought under this application. As demonstrated in **Figure 6** of the supporting Planning Statement, it is anticipated that the Proposed Development will not result in any adverse visual impact on the overall building profile of the area. To ascertain visual impact of the Proposed Development, this VA is prepared based on the existing context, instead of a full VIA shall be suffice, to evaluate the degree of visual impacts on public viewers from major public viewpoints ("VPs") due to the proposed development. Planning and design merits/ mitigation measures to be adopted in the proposed development will also be incorporated which has been illustrated in **Figures 8 and 9** in the Planning Statement.

2 THE INDICATIVE SCHEME

2.1 Indicative Development Scheme

2.1.1 The Application Site covers an area of about 518.41 square metres ("sq.m.") and involves a 31-storey building block including 2-storey of aboveground carparks.

2.1.2 The proposed maximum BH would be 113.56mPD including the MiC floors from 7/F to 30/F, which slightly exceeds the permitted height of 100mPD.

2.1.3 **Diagram 1** illustrates the location of the Application Site and its immediate vicinity.

Diagram 1 Existing Condition of Application Site

2.1.4 Key development parameters of the Proposed Development are Details of the development proposal are provided in **Table 1**.

Table 1 Development Parameters of the Indicative Scheme

Site Area (about)	518.41 sq.m.
Non-domestic Gross Floor Area (about)	7,776 sq.m. * *Including about 50 sq.m. for Shop and Service Use and the remaining area for Hotel Use*
Non-domestic Plot Ratio	Not more than 15 *
Site Coverage	Below 15m: Not more than 100% Above 15m: Not more than 60%*
Maximum Building Height (BH)	Not exceeding 113.56mPD
No. of Block	1
No. of Storeys	31
No. of Guest Room	about 336
No. of Parking Spaces/ Laybys - Private Car Parking Spaces - Taxi / Private Car Layby	7 (in total) - 4 (including one parking space for persons with disabilities) - 3
No. of Goods Vehicle Loading/Unloading Bay/ Shared-use space - Light Goods Vehicle - Shared-use space for Heavy Goods Vehicle and Coach - Shared-use space for Light Goods Vehicle and Mini Coach	4 (in total) - 2 - 1 - 1
Site Coverage of Greenery	About 20%
Expected Completion Year	2031

* With the adoption of MiC technology, there shall be additional floor area needed and JPN No. 8 permits the grant of concession of gross floor area and site coverage with 10% of the MiC floor area. Under the current scheme an additional 694 sq.m. of gross floor area, equivalent to about 1.339 plot ratio, and 5.598% of site coverage would be applied for exemption under s.42 of Buildings Ordinance. These gross floor area and site coverage to be exempted meet the criteria as stated under JPN No. 8. Thus, following both JPN No. 4 and JPN No. 8, under the planning regime Planning Department follows Buildings Department's exemption of the MiC floor area from gross floor and site coverage calculation. In this regard, while under this scheme the total PR is 16.339 and the SC for above 15m is not more than 65.598% before exemption under JPN No. 8, the PR and SC under this planning application and the subsequent general building plan submission shall not be more than 15 and 60% above 15m respectively.

2.1.5 The development proposal involves about 336 nos. of guest rooms. Car parking spaces will be provided on G/F and 2/F. The ground floor retail area is designed to function as general commercial spaces as well as ancillary facilities to the hotel, providing retail space to support the neighbourhood and hotel. There will be a refuge floor combined with a communal sky garden on 3/F, and entrance lobbies, common areas, E&M facilities, as well as building and lift cores distributed across G/F, 1/F, and 4/F to 21/F, plus the roof floor (R/F) (31 storey in total) at the Application Site.

3 VISUAL CONTEXT OF THE APPLICATION SITE AND ITS SURROUNDING

3.1 Site Context and Existing Land Use

3.1.1 The Application Site covers a total of about 518 square metres ("sq.m."). It is currently a vacant land located at Nos. 9-19 (odds) Kam Wa Street in Shau Kei Wan. The Site fronts Kam Wa Street to the south, is adjacent to the Shau Kei Wan Tram Terminus to the southeast, and faces Ming Wah Dai Ha Blocks A to E to the east.

3.1.2 The Application Site abuts on Kam Wa Street and is positioned between Mong Lung Street and Shau Kei Wan Main Street. It is situated close to the junction of Kam Wa Street and Shau Kei Wan Main Street East, which is known as the Shau Kei Wan Tram Terminus.

3.2 Surrounding Context

3.2.1 The surrounding area of the Application Site is predominantly residential at a medium- to high-density in Shau Kei Wan, characterised by clusters of high-rise private residential buildings:

- To the north, immediately adjoining the Site are high-rise private residential developments including Mong Lung House, Tung Tai Building and King Fai Building, all within the "Residential (Group A)" ("R(A)") zone. Further north, across Tung Hei Road, is the Aldrich Bay Promenade.

- To the west, north-west and south, across Mong Lung Street and Kam Wa Street, are high-rise private residential developments such as Wing Wah Building, Kam Wah Mansion and Perfect Mount Gardens, zoned "R(A)" and "R(A)2".

- To the east, across Shau Kei Wan Main Street East, is the Former Shau Kei Wan Market Building and sitting-out area (recently rezoned in May 2025 from "G/IC" to "R(A)7" with building height restrictions). Further east is Ming Wah Dai Ha (Blocks A to E) under "Comprehensive Development Area" ("CDA") zone. The Site is located at the junction of Kam Wa Street and Shau Kei Wan Main Street East, serving as the Shau Kei Wan tram terminus, with bus stops adjacent and Shau Kei Wan MTR Station approximately 90m away.

4 ANALYSIS OF VISUAL ELEMENTS AND ASSESSMENT AREA

4.1 Assessment Area

4.1.1 According to the TPB PG-No. 41A, the Assessment Area is defined by approximately three times of overall maximum BH of the subject development. Given the proposed maximum building height of 113.56 mPD will slightly exceed the existing maximum building height restriction of 100 mPD as stipulated on the Plan, it may be exempted under the relevant MiC provisions under JPN No.8. Thus, a radius of 340.68m (i.e. 113.56m × 3) from the boundary of the Application Site defines the boundary of the Assessment Area, within which key public viewing points ("VPs") are selected for assessment accordingly.

4.2 Selection of Viewing Points

4.2.1 When assessing the potential visual impacts of the Proposed Development, the classification of VPs is categorised as follows:

Table 2: Classification of VPs

Receivers	Main Activities	Sensitivity
Recreational	Those viewers who would view the Application Site while engaging in recreational activities	High
Travellers	Those viewers who would view the Application Site from vehicles or on foot	Medium
Occupational	Those viewers who would view the Application Site from their workplaces	Low

4.2.2 According to para. 4.5 of TPB PG NO. 41A, the Visual Appraisal should focus on public views and local vantage points as these areas are easily accessible and popular to the public. VA should primarily assess the impact on public viewers from the most influenced viewing points. This may include pedestrian passers-by in surrounding neighbourhood and users of nearby parks/ open spaces. A range of public VPs are selected to effectively represent the public views in relation to the Proposed Development.

4.2.3 Besides, according to para. 4.8 of the TPG No. 41A, visual elements which are currently existing or planned within the assessment area should be identified, as it may affect the overall visual outlook. The key visual elements include major physical structures, visual resources or attractors (e.g. the harbour, natural coastline, viewing corridors, ridgeline, mountain backdrop, woodland, streams, etc.) detractors or visual eyesores (e.g. pylons, sewage treatment plants, refuse collection points, ventilation shaft buildings, quarries, etc.). The visual elements may be enhanced, degraded or neutralized by the overall visual impact of the given development.

4.2.4 The key visual elements of the Application Site are shaped by a combined composition of all the visual elements which come into sight of the public viewers. Key visual elements in the surrounding context of the Site are included in **Figure 1** and summarised below:

- To the immediate north is high-rise private residential developments including Mong Lung House, Tung Tai Building and King Fai Building
- To the immediate west, north-west and south are the high-rise and medium-density residential clusters (i.e. Wing Wah Building, Kam Wah Mansion and Perfect Mount Gardens) To the east of the Application Site is one of the village clusters
- To the east, across Shau Kei Wan Main Street East, is the Former Shau Kei Wan Market Building and sitting-out area. (recently rezoned in May 2025 from "G/IC" to "R(A)7" with building height restrictions). Further east is Ming Wah Dai Ha (Blocks A to E) under "Comprehensive Development Area" ("CDA") zone.

4.2.5 A total of five VPs is considered to be mostly impacted by the Proposed Development at the Application Site. The evaluated short-range, medium-range and long-range VPs include:

4.2.6 **VP1: Shau Kei Wan Tram Terminus located at the junction of Kam Wa Street and Shau Kei Wan Main Street East –** This VP is situated approximately 40m to the southeast of the Application Site. It is identified mainly for assessing short-range street-level visual impact on travellers, tram users and residents of Shau Kei Wan. It is a transportation node to let travellers take tram to various destinations along the northern shore of Hong Kong Island, including Central, Causeway Bay, and westward to Kennedy Town. As the easternmost terminus of the Hong Kong Tramways system, this viewpoint captures a busy urban streetscape characterised by double-decker trams arriving and departing, surrounding low- to medium-rise commercial and residential buildings, street-level shops and eateries, and pedestrian activity. This iconic spot is frequently visited not only passengers but also travellers for sightseeing purpose. The view from this VP towards the Application Site is direct and unobstructed at close range, with the Site forming a prominent element in the foreground visual composition. Hence, the sensitivity of public users from this VP is considered High.

4.2.7 **VP2: Factory Street Playground –** This VP is located about 130m to the south of the Application Site. This short-range VP is selected as it is one of the nearest playgrounds in the immediate neighbourhood and represents the primary visual receptor for local residents including elderly, children and babysitters who regularly assess the Factory Street playground as well as occasional visitors to this public open space and the sitting-out area. While the surrounding building density may block the Application Site from the public viewers, the playground accommodates both passive and active recreational users in the play area

and basketball court. Therefore, , the sensitivity of public users from this VP is considered Medium.

4.2.8 **VP3: Shau Kei Wan Outdoor Wet Market -** This VP is located about 110 m to the west of the Application Site. This medium-range VP is selected since it represents one of the busiest and most intensively used public spaces in the immediate vicinity, serving as a major daily visual receptor for local residents, shoppers, vendors, and visitors who frequent the traditional outdoor wet market and the adjacent cooked-food stalls along Kam Wa Street and Tai Tak Street. Along the street, there are medium-rising residential building blocks on both sides. The market operates throughout the day and early evening, attracting a high volume of pedestrians and generating a lively street-level atmosphere. Given its active daily use by the local community and existing building structures, the sensitivity of public users from this VP is classified as Medium.

4.2.9 **VP4: Mong Lung Street Sitting-out Area (Near Shau Kei Wan MTR Station Exit B1) –** This VP is located about 100 m to the north of the Application Site. It is located beside Mong Lung Street with high traffic volume during daytime. This medium-range VP is selected as it is a popular resting and gathering place for local residents, elderly persons, and MTR commuters. The sitting-out area, with its benches and shaded pergolas, serves as a key node of daily passive recreation and social interaction within the dense urban fabric of Shau Kei Wan. Though the existing view from this vantage point is largely dominated by medium-rise residential buildings along Mong Lung Street, which almost completely obstruct the view toward the Application Site, the recreational users of this sitting-out area are expected to be mainly stationary. Hence, the sensitivity of public users from this VP is considered Medium.

4.2.10 **VP5: Entrance of Lei Yue Mun Park –** This VP is situated approximately 270m to the northeast of the Application Site. It is identified mainly for assessing long-range visual impact on park visitors, holiday campers, recreational users, and local residents enjoying outdoor leisure activities. Lei Yue Mun Park is a spacious holiday village and public park converted from historic Lyemun Barracks, offering a range of facilities including accommodation, recreational areas, nature trails, and scenic vantage points. Overlooking the Shau Kei Wan with panoramic views, this elevated green oasis is surrounded by trees and shrubs, providing a tranquil setting with fresh air and fine views. It attracts visitors for day camps, overnight stays, picnics, and relaxation, serving as a popular recreational escape within the urban eastern district of Hong Kong Island. The view from this VP towards the Application Site is partially direct at long-range, with the Site appearing as a minor element in the broader urban landscape, potentially framed by greenery and intervening buildings like Ming Wah Dai Ha Phase 2 and 3. Hence, the sensitivity of public users from this VP is considered Low.

4.2.11 **Figure 2** illustrates the location of viewpoints.

5 VISUAL IMPACT ASSESSMENT

5.1.1 This Section evaluates the visual impact of the Proposed Development. Reference is made to TPB PG-No. 41A and the following **Table 3** summarize the relevant appraisal components. In general, the visual appraisal has been carried out on the basis of visual composition, visual obstruction and visual change.

Table 3: Appraisal Components

Appraisal Aspects	Major Considerations
Visual Composition	Visual composition is the total visual effect of all the visual elements due to their variation in locations, massing, heights, dispositions, scales, forms, proportions and character vis-à-vis the overall visual backdrop. Visual composition may result in visual balance, compatibility, harmony, unity or contrast. The appraisal should have due regard to the overall visual context and character within the wider and local contexts.
Visual Obstruction	A development may cause views in its foreground or background to be intercepted or blocked. The appraisal should assess the degree of visual obstruction and loss of views or visual openness due to the Proposed Development from all key public viewing points within the assessment area.
Visual Change	The effects of visual changes from key public viewing points with direct sightlines (considering degree of visibility and viewing distance) to the proposed development should be assessed and demonstrated in VIA. The changes in the existing and future public views should be compared before and after the proposed development.

5.1.2 According to TPB PG-No. 41A, para 4.12 sets out the classifications of visual impact and its associated description. The classifications are tabulated below in Table 5 to appraise the Overall Visual Resultant Impact of the Proposed Development on the VPs. This Section evaluates the visual impact of the Proposed Development as compared with the existing condition.

Table 4: Classification of Overall Resultant Visual Impact

Classification of Overall Resultant Visual Impact	Description
Beneficial	If the Proposed Development will complement the visual character of its setting, and/or will improve overall visual quality.
Negligible	If the Proposed Development will cause no noticeable effects or insignificant visual effects to most of the identified key public viewing points.
Slight	If the Proposed Development will result in slight adverse visual effects to most of the identified key public viewing points.
Moderate	If the Proposed Development will cause some adverse visual effects, but these can be eliminated, reduced or moderated to a certain extent by design/mitigation measures
Substantial	If the adverse visual effects that are considered too excessive and obstructive, and the significant modification is required to mitigate the impacts.

5.2 VP1: Shau Kei Wan Tram Terminus located at the junction of Kam Wa Street and Shau Kei Wan Main Street East

5.2.1 This short-range VP is located at the junction of Kam Wa Street and Shau Kei Wan Main Street, representing the kinetic views of pedestrians who have a direct view toward the Application Site from the east side. The view towards the Application Site is direct, unobstructed, and at very close range, with the Site occupying a dominant position in the central foreground. Motorcycle parking spaces and a row of ground-floor shops immediately front the fenced vacant site. Thus, the sensitivity of public user is High.

5.2.2 Effects on Visual Composition – The visual composition from this VP under the existing condition comprises of medium rising residential buildings with active ground-floor shops, signage, overhead tram wires and frequent tram movements in the foreground. While the Proposed Development will be partially obscured by the nearby residential building, and structures of tram terminus, the hotel with 113.56 mPD will rise dramatically above the surrounding residential and commercial development. The tower will introduce a vertical element and height contrast in an area currently characterised by relatively uniform medium-rise development, as illustrated in the photomontage presented in **Figure 3.** Therefore, the effects of the Proposed Development on visual composition are considered moderate.

5.2.3 Effects on Visual Obstruction – From this VP, there is a degree of visual permeability and sky view between mid-ground residential blocks deeper along Kam Wa Street. The proposed hotel tower will inevitably eliminate this openness at upper levels and block longer-distance views across the site. The impact towards degrees of visual obstruction is therefore assessed as moderate.

5.2.4 Effects on Visual Change – This VP represents a large number of tram passengers (waiting, boarding, or alighting), pedestrians waiting at the junction, and tourists. These public viewers have prolonged exposure because they are either stationary or moving slowly while facing directly towards the Application Site. Visual sensitivity is High. With mitigation measures, it will enhance street-level visual amenity and contributing positively to the revitalisation of this part of Shau Kei Wan. However, the significant increase in height and bulk will alter the perceived scale of the streetscape and reduce sky view from this important public node. Given the magnitude of change from a fenced vacant lot to a 113.56mPD tower at only 20 m distance, the impact on public viewers is therefore assessed as moderate.

5.2.5 Based on the above, the Proposed Development will bring moderate visual impact to the travelers, road users and residents of Shau Kei Wan at this VP.

5.3 VP2: Factory Street Playground

5.3.1 This short-range VP is selected as one of the nearest playgrounds in the immediate neighbourhood and represents the primary visual receptor for local residents, children, and caregivers who regularly use the space and its sitting-out areas. The existing view from this vantage point is predominantly medium- to high-rise residential blocks along Shau Kei Wan Main Street East Road. Given the active and passive recreational users in the playground, the sensitivity of this public viewer is considered medium.

5.3.2 Effects on Visual Composition – The existing view is a typical dense urban scene dominated by closely spaced residential towers of similar height and age, with limited sky view and a rather uniform building envelope. The Application Site is only partially visible as a low gap at the end of a view corridor along Factory Street. The proposed 113.56mPD hotel tower will emerge within this gap and will appear as a taller, slender element rising above the prevailing 50–70 mPD roofline of surrounding buildings. The tower has been set back from Kam Wa Street, helping to reduce perceived bulk. The effects on visual composition are therefore considered negligible.

5.3.3 Effects on Visual Obstruction and Visual Change – At present, the low height of the vacant site preserves a modest degree of visual permeability and sky view. The Proposed Development will partially close this gap and reduce upper-level openness to a limited extent. For children playing, caregivers, and residents using the playground and sitting-out areas,

although the number of users is high, most are engaged in recreation with only partial views towards the Application Site. Visual sensitivity is low. The magnitude of change is slight because the site is seen at short-range and only a portion of the Proposed Development will be visible above existing buildings. The impact on public viewers is therefore assessed as slight. As illustrated in **Figure 4**, the Proposed Development will bring slight impact on the current visual openness of this VP.

5.3.4 Based on the above, the Proposed Development will bring slight visual impact to the travellers, visitors and residents of Shau Kei Wan at this VP.

5.4 VP3: Shau Kei Wan Outdoor Wet Market

5.4.1 This medium-range VP is selected since it represents one of the busiest and most intensively used public spaces in the immediate vicinity, serving as a major daily visual receptor for local residents, shoppers, vendors, and visitors. The market operates throughout the day and early evening, attracting a high volume of pedestrians and generating a lively street-level atmosphere. Given its active daily use by the local community and the screening effect of existing building structures along the sightline, , the sensitivity of public users from this VP is classified as medium.

5.4.2 Effects on Visual Composition – The existing view from the market area is dominated by the dense, medium- to high-rise residential and commercial buildings lining both sides of Kam Wa Street, together with colourful market stalls, awnings, signage, and constant pedestrian movement. The Application Site is only partially visible at mid-range due to the oblique angle, as illustrated in the photomontage presented in **Figure 5.** The effects on visual composition are considered as negligible.

5.4.3 Effects on Visual Obstruction and Visual Change – This VP views current application site with a very limited degree of upper-level sky view along the oblique sightline. The Proposed Development will slightly reduce this already restricted permeability. This VP represents shoppers, vendors, and residents who are primarily focused on market activities at street level. Views towards the Application Site are incidental, partial, and at medium distance. The sensitivity of public users is medium. The magnitude of change experienced by these viewers will be small because most attention remains on the immediate lively market environment. The impact on visual obstruction and visual change is therefore assessed as negligible.

5.4.4 Based on the above, the Proposed Development will bring negligible visual impact to residents, visitors at this VP.

5.5 VP4: Mong Lung Street Sitting-out Area (Near Shau Kei Wan MTR Station Exit B1)

5.5.1 This medium-range VP is located beside Mong Lung Street with high traffic volume during daytime, representing the views of local residents, elderly persons, and MTR commuters at a popular resting and gathering

place. The sitting-out area, with its benches and shaded pergolas, serves as a key node of daily passive recreation and social interaction within the dense urban fabric of Shau Kei Wan. The view towards the Application Site is almost entirely screened by the foreground residential building block and greenery. Thus, , the sensitivity of public users from this VP is considered as Medium.

5.5.2 Effects on Visual Composition – The visual composition from this VP under the existing condition comprises medium-rise residential buildings along Mong Lung Street and surrounding areas, active street-level uses, vehicular traffic, and urban elements typical of a busy district centre near the MTR station. The Proposed Development of a 113.56mPD hotel will introduce a vertical element rising among the surrounding medium-rise developments, fitting with the existing profile of the built-up area, as illustrated in the photomontage presented in **Figure 6**. Therefore, the effects of the Proposed Development on visual composition are considered as negligible.

5.5.3 Effects on Visual Obstruction– From this VP, the existing view includes a degree of visual permeability between buildings towards the southern urban areas and glimpses of sky. With a small portion of the Proposed Development seeable at upper levels, the proposed hotel tower will not reduce this openness or block the mid-ground views across the area. Hence, the impact on visual obstruction is negligible.

5.5.4 Effects on Visual Change- This VP represents local residents, elderly persons resting on benches, and MTR commuters passing through or pausing briefly. These visual receptors have moderate exposure in a public open space setting, with intermittent attention towards the broader urban view. Visual sensitivity is Low. The Proposed Development brings little change at approximately 100 m distance which is not noticeable due to the urban context. The impact on public viewers is therefore assessed as negligible.

5.5.5 Based on the above, the Proposed Development will bring negligible visual impact to the users of Mong Lung Street Sitting-out Area at this VP.

5.6 VP5: Entrance of Lei Yue Mun Park

5.6.1 This long-range VP is located near the entrance of Lei Yue Mun Park, an elevated recreational area, representing the views of park visitors, holiday campers, recreational users, and local residents engaged in leisure activities. The view towards the Application Site is partially direct at long-range, with the Site appearing as a minor element in the broader urban coastal landscape, potentially framed by intervening buildings, park greenery, and foreground trees/shrubs. Thus, , the sensitivity of public users from this VP is considered Low.

5.6.2 Effects on Visual Composition – The visual composition from this VP under the existing condition comprises lush greenery and shrubs, in the

foreground, residential buildings in the middle ground and further residential buildings along with an expansive sky view in the background. The Proposed Development with building height in 113.56 mPD will emerge slightly above the intervening buildings in the Shau Kei Wan backdrop, such as the developing Ming Wah Dai Ha with a height of 100mPD. While the upper portion of the Proposed Development would still be partially visible and would screen off a slight portion of the sky view, it still should be noted that the building height of the Proposed Development is similar to the existing residential building blocks, creating a gradual stepped height profile in the area without dominating the view, as illustrated in the photomontage presented in **Figure 7**. Therefore, the effects of the Proposed Development on visual composition are considered negligible.

5.6.3 Effects on Visual Obstruction – From this VP, the primary focus is on foreground greenery and urban landscape, with a degree of visual permeability at upper levels. The Proposed Development will cause a minor reduction in visual openness but will remain compatible with the prevailing height profile of the neighbourhood. As the Ming Wah Dai Ha Phase 2 development, currently under construction with a proposed height of 99–120 mPD, will largely screen the Application Site. Hence, the overall degree of visual obstruction is considered negligible.

5.6.4 Effects on Visual Change – This VP represents park visitors, including day-time visitors, overnight campers and recreational groups enjoying facilities such as nature trails, picnic areas, and vantage points. These public viewers typically have prolonged exposure in a relaxed setting, with intermittent attention towards the distant Shau Kei Wan area. Visual sensitivity is low. The magnitude of change from a vacant site to a 113.56 mPD building at approximately 500 m distance is minor and subordinate to foreground elements. Although the Proposed Development will introduce a modern hotel building within the distant urban setting, it could be perceived as part of Shau Kei Wan's ongoing revitalization, without undermining the park's key visual qualities. Considering that the Application Site will largely be screened by the Ming Wah Dai Ha Phase 2 development currently under construction Hence, the effect on visual resources is considered negligible.

5.6.5 Based on the above, the Proposed Development will bring negligible visual impact to the travelers and visitors at this VP.

Table 5: Summary of Visual Appraisal

VP	Visual Sensitivity	Appraisal Components	Overall Visual Impact
		Visual Change	
1	High	Moderate	Moderate
2	Medium	Slight	Slight
3	Medium	Negligible	Negligible
4	Medium	Negligible	Negligible
5	Low	Negligible	Negligible

6 CONCLUSION

6.1.1 The Visual Appraisal is prepared in support of the Planning Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" zone and area shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan.

6.1.2 This Visual Assessment, a total of five VPs, including short, medium and long-range, have been assessed, which three of them is medium, one of them is considered high, three of them are considered medium and one is considered low in terms of visual sensitivity. In short, three of these VPs are identified with negligible visual impact while the remaining two of them are considered having moderate and slight visual impact respectively under the Indicative Development Scheme as compared with the existing condition.

6.1.3 This VA, therefore, concludes that the overall visual impact of the Proposed Development would be negligible to moderate in terms of visual impact. Design features including the carefully designed building disposition to maximise the visual permeability and integrated landscape design to enhance the visual amenity of the area will be incorporated into the Indicative Scheme to enhance the visual quality of the area. Hence, the Proposed Amendment demonstrated in the Indicative Scheme will create negligible to slight visual impacts to the surroundings but still considered compatible with the surrounding residential neighbourhood.

Kam Wah Street Wet Market

Mong Lung House and Tung Tai Building and King Fai Building

Ming Wah Dai Ha Block 1 & 2

Fu Hong Lau

Former Shau Kei Wan Market Building

Tram Terminus

Shau Kei Wan Centre

Legend

Application Site

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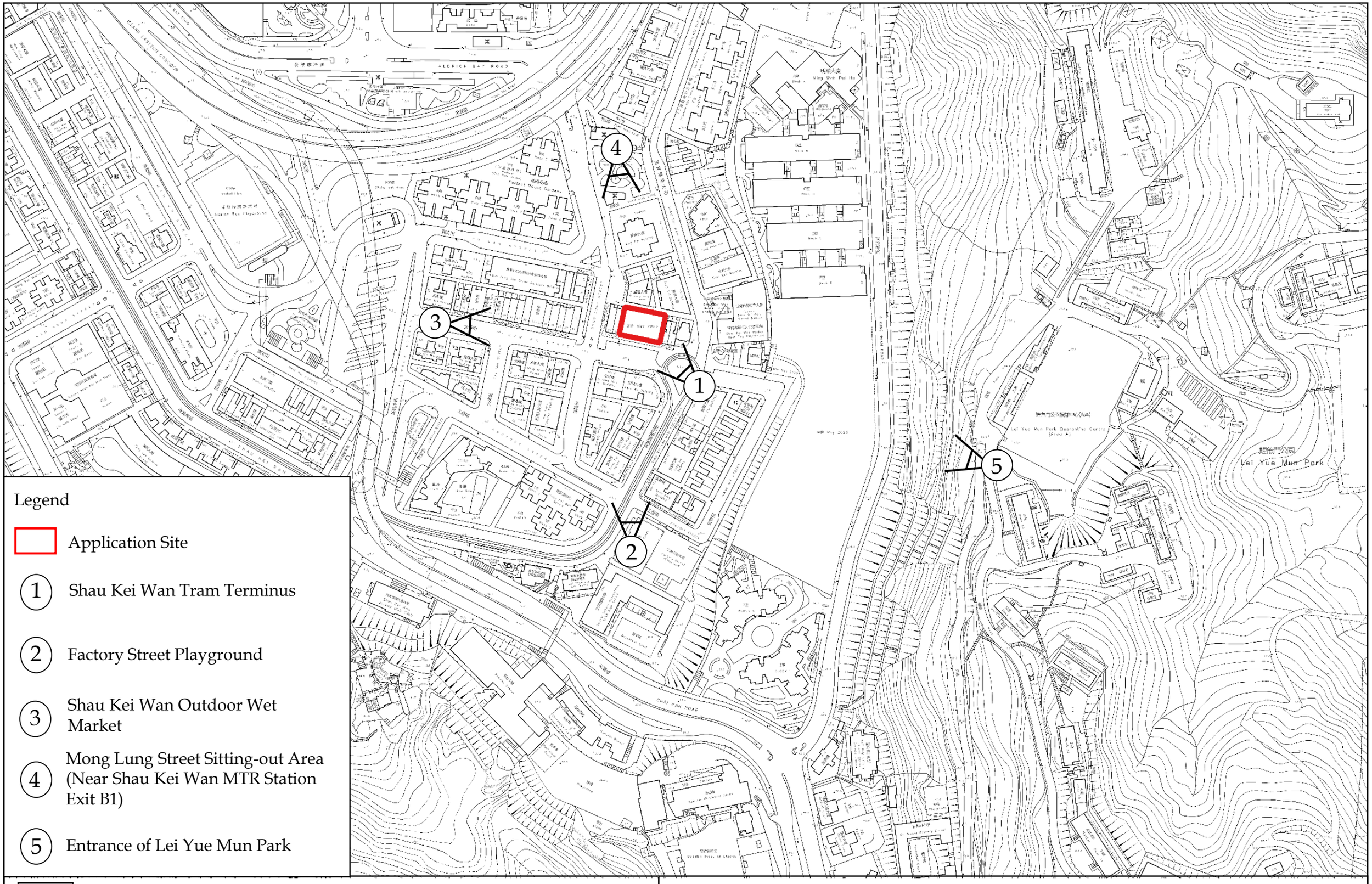
Figure 1 : Surrounding Area

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)



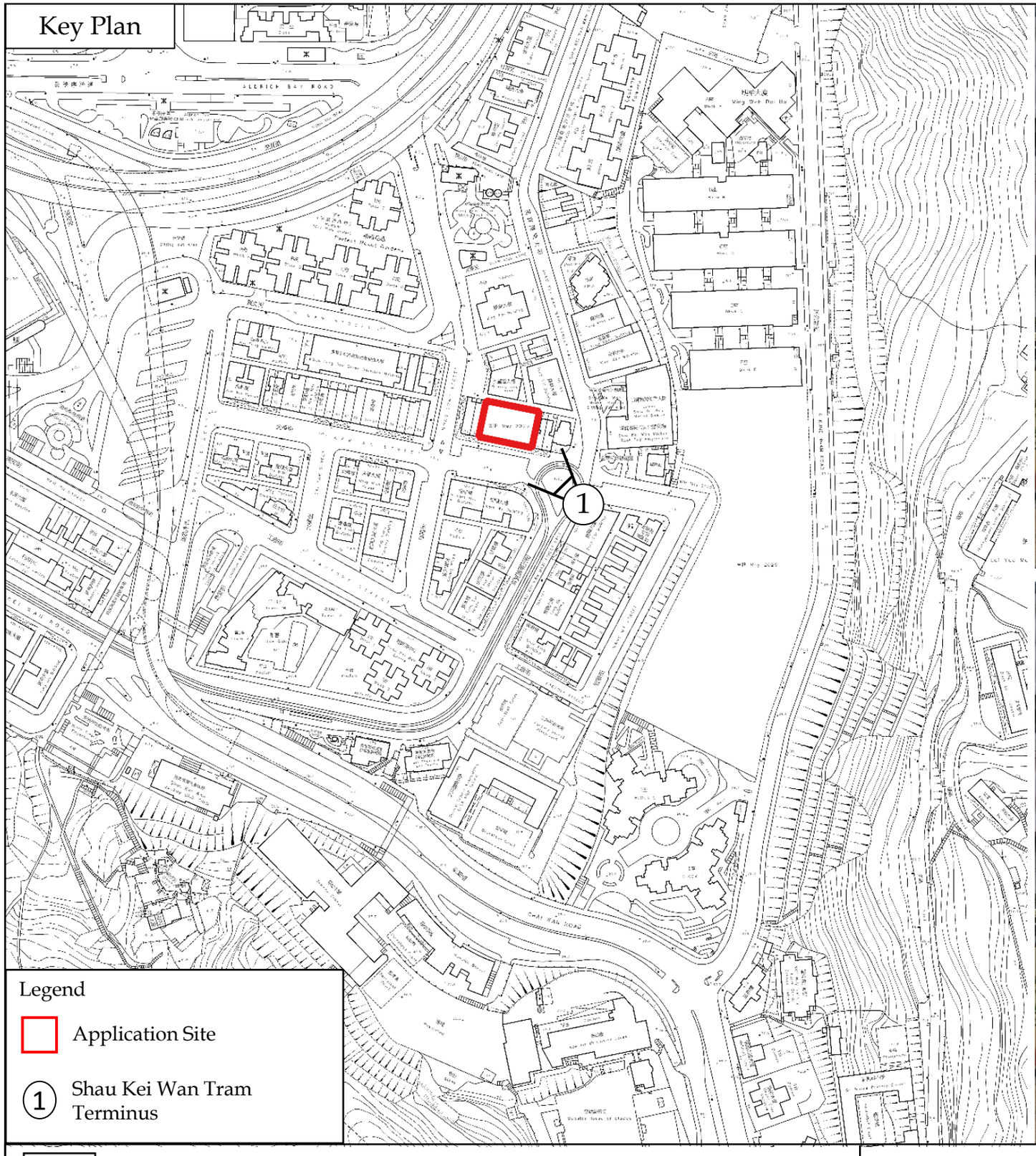
LCH Planning and Development Consultants Limited

Figure 2 : Location of Proposed Viewpoints for the Application

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government, Wikimedia Commons)



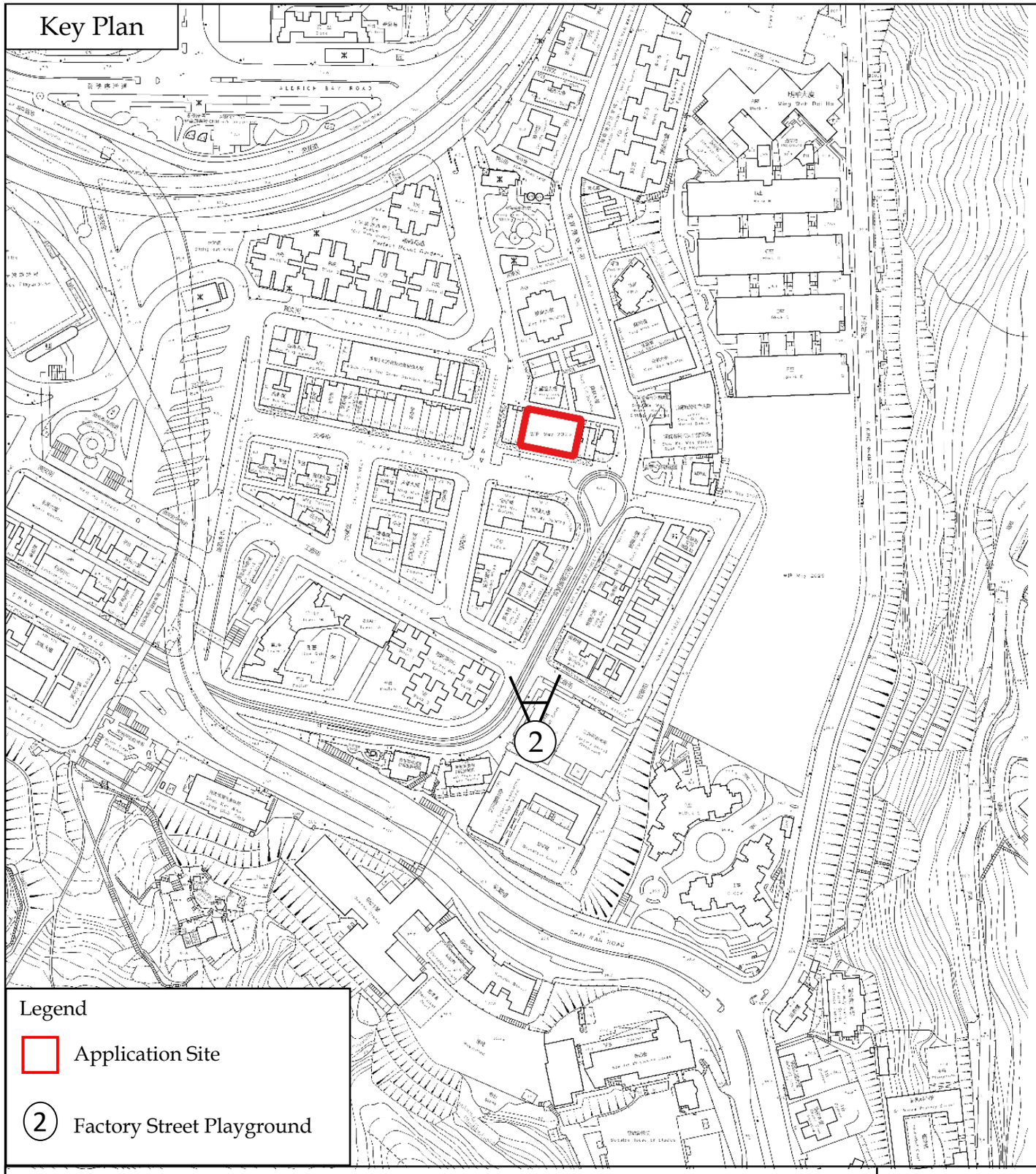
LCH Planning and Development Consultants Limited

Figure 3 : Photomontage

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government, Wikimedia Commons)



LCH Planning and Development Consultants Limited

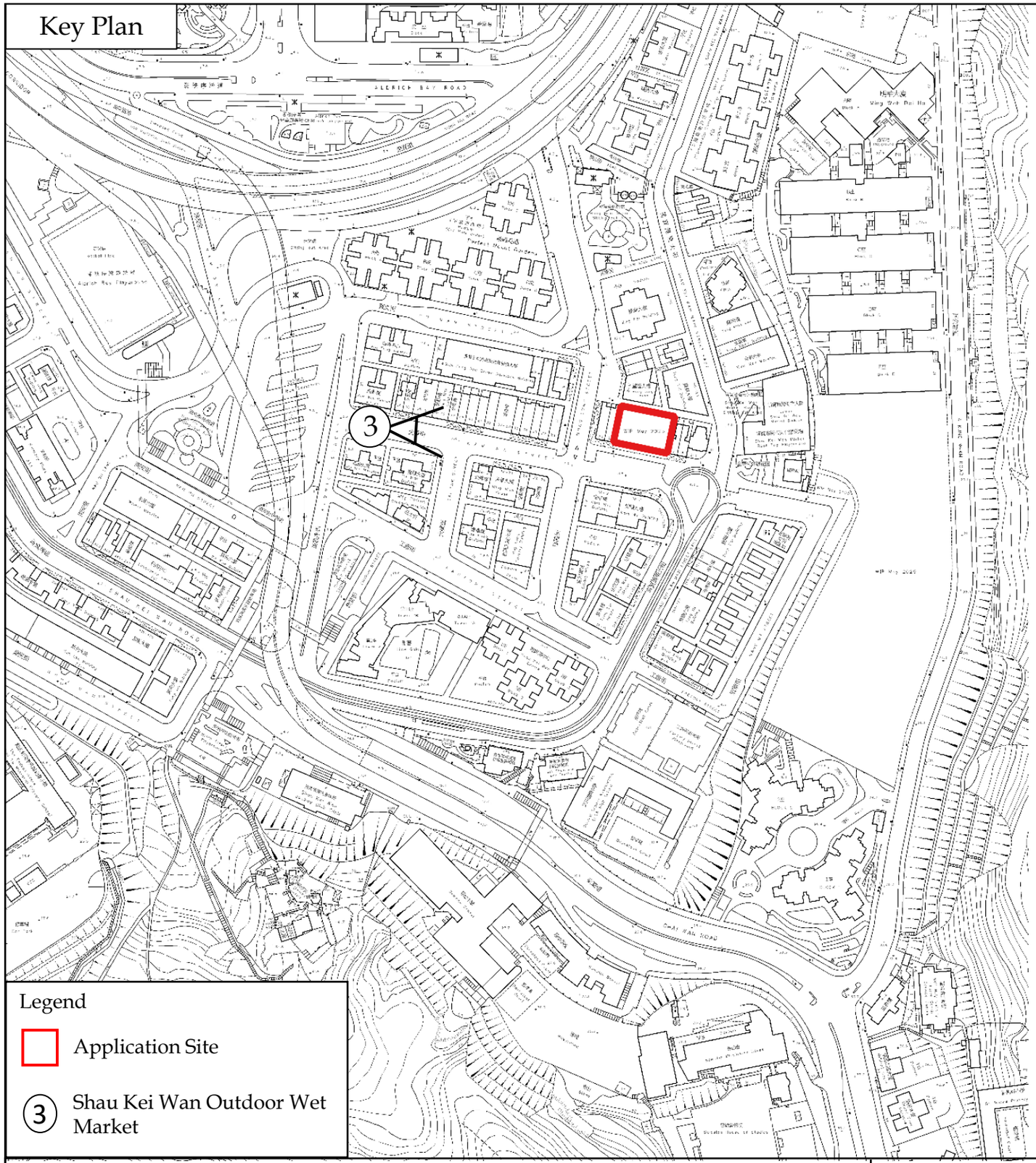
Figure 4 : Photomontage

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government, Wikimedia Commons)

Key Plan



Existing Situation

With Indicative Scheme

LCH Planning and Development
Consultants Limited

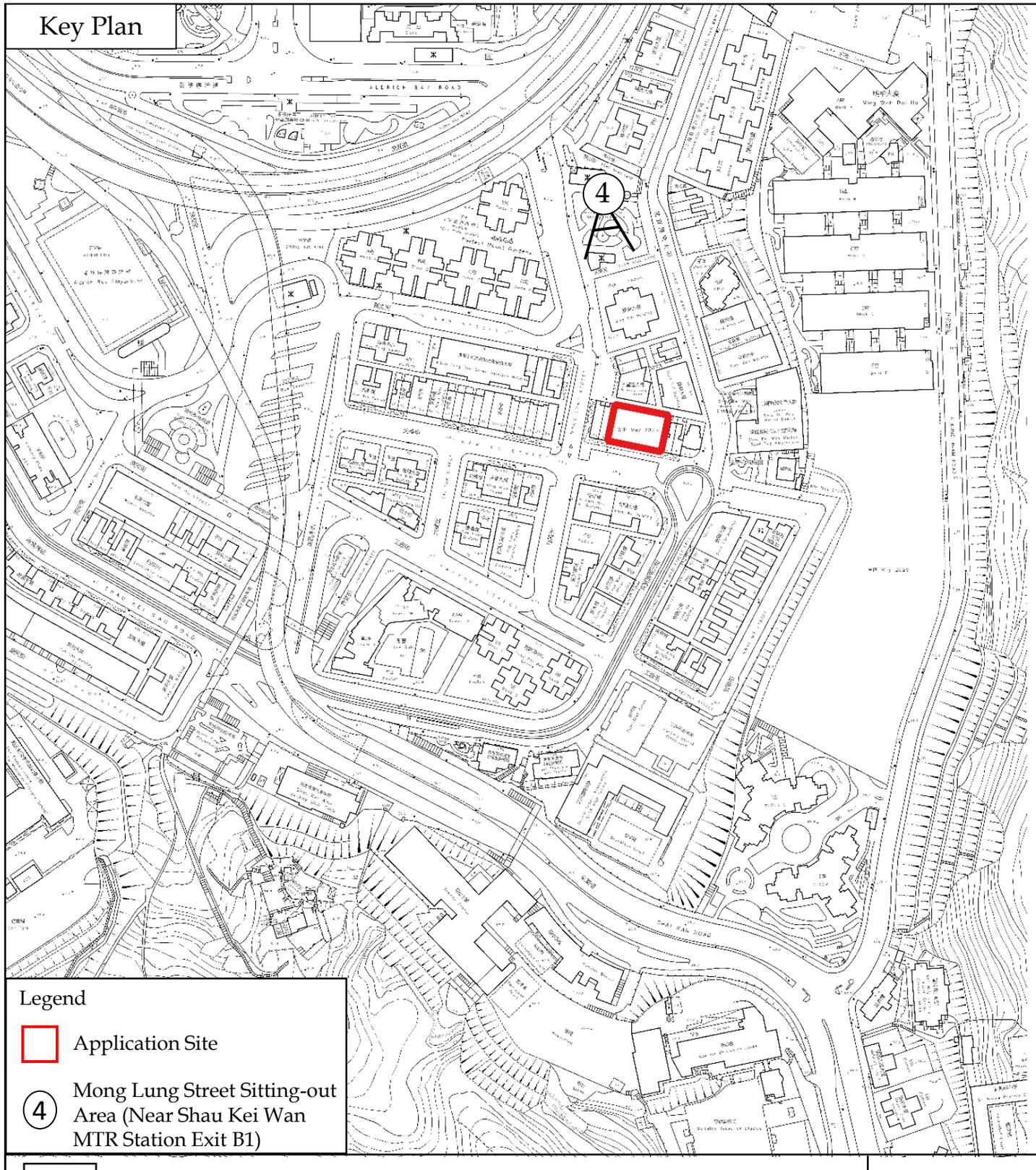
Figure 5 : Photomontage

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government, Wikimedia Commons)

Key Plan



Legend

- Application Site
- ④ Mong Lung Street Sitting-out Area (Near Shau Kei Wan MTR Station Exit B1)

Existing Situation

With Indicative Scheme

LCH Planning and Development Consultants Limited

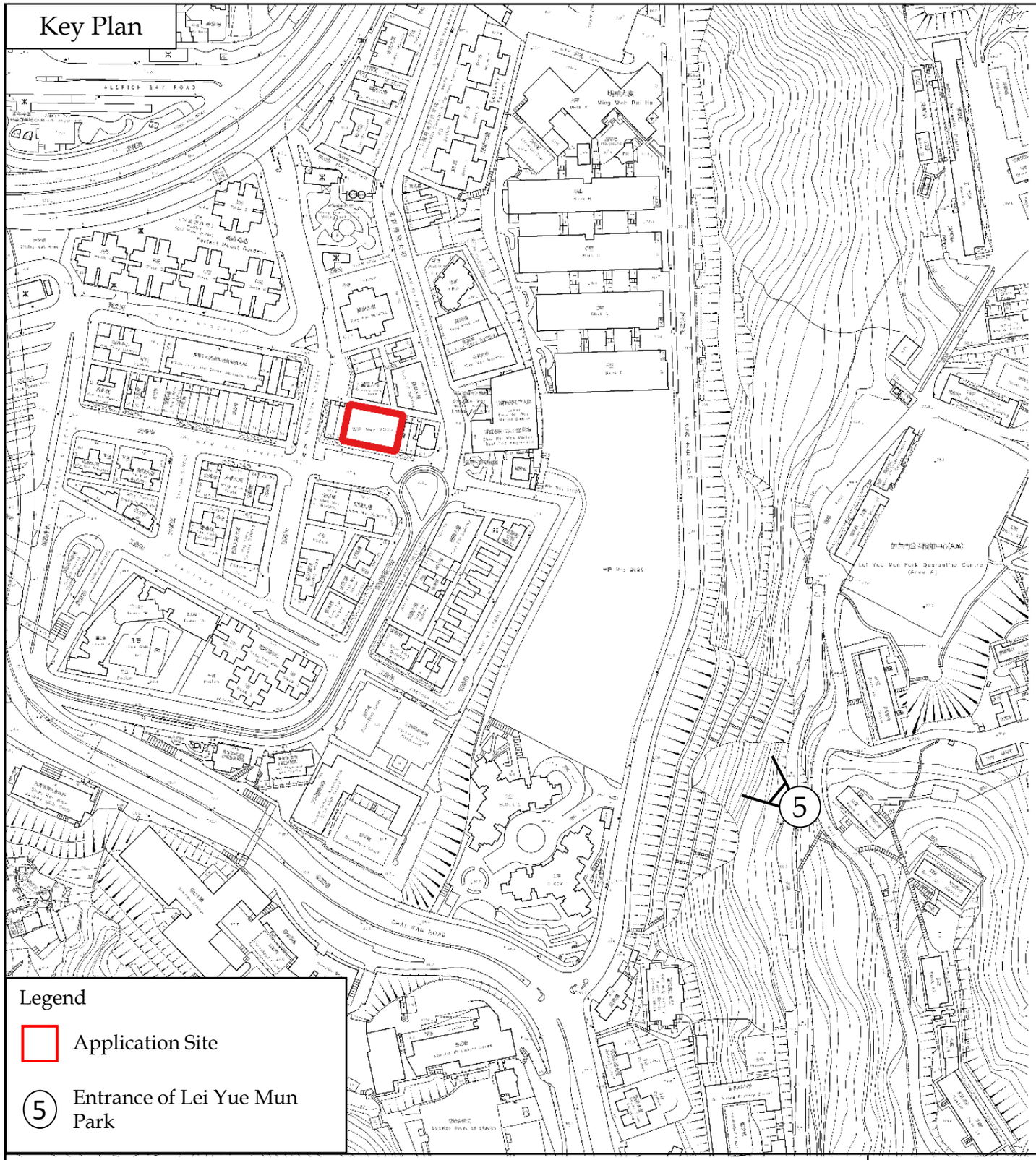
Figure 6 : Photomontage

(For reference only. Not to scale.)

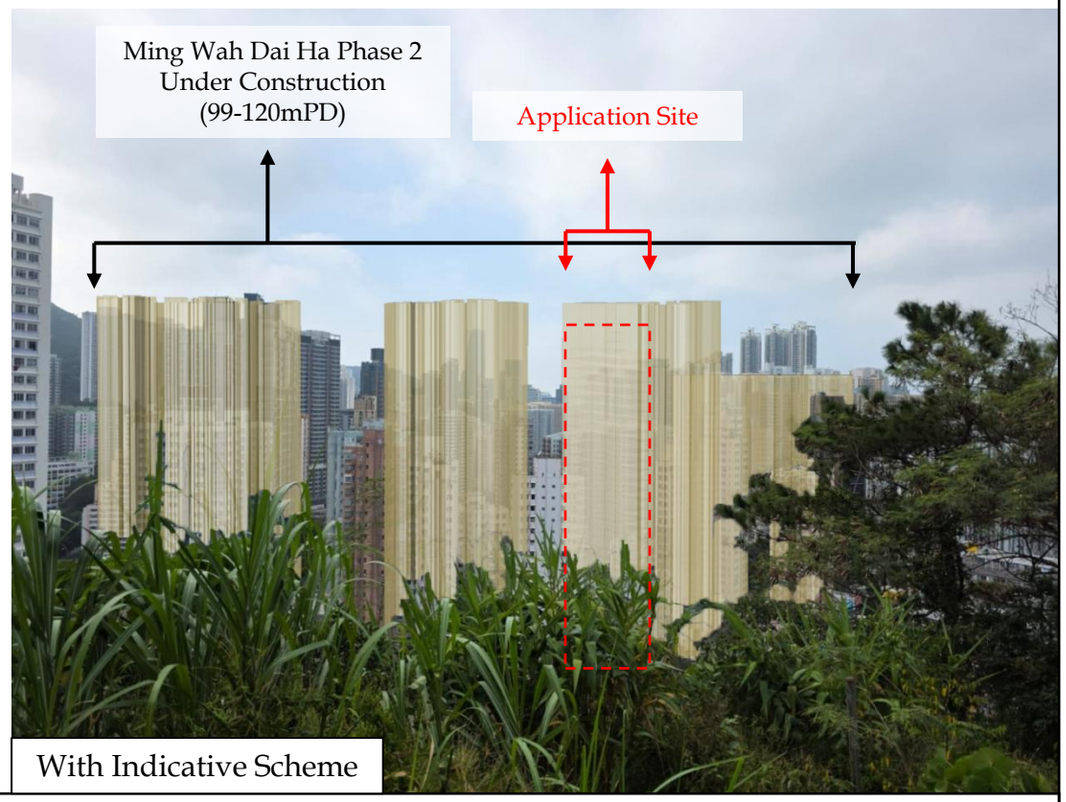
Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government, Wikimedia Commons)

Key Plan



Existing Situation



With Indicative Scheme

LCH Planning and Development
Consultants Limited

Figure 7 : Photomontage

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government, Wikimedia Commons)

APPENDIX 8

ADDITIONAL PLANNING ANALYSIS

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Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

Supplementary Planning Analysis

Prepared by

Planning Consultant : LCH Planning & Development Consultants Limited

Summary of Planning Justifications

In gist, we have the following supplementary planning justifications as concluded from the below Supplementary Planning Analysis, on top of the planning justifications that we already established in our planning assessment report:

- Established Practice for Limiting Hotel Development in "R(A)" Zone of Hong Kong Island Shall Be Critically Reviewed (*from Supplementary Planning Analysis*)
- Proposed Development Intensity Remains Permissible Under the Current Planning Framework (*from Supplementary Planning Analysis*)
- Evolving Local Planning Context and Public Opinions that Supports Hotel Development in Shau Kei Wan (*from Supplementary Planning Analysis*)
- Current Application is Completely Different from the Previously Rejected Hotel Applications in Shau Kei Wan (*from Supplementary Planning Analysis*)
- Echo with the Policy Address for "Tourism is Everywhere" and Development Blueprint for Hong Kong's Tourism Industry 2.0
- Echo with the Strategic Direction to Reinforce Hong Kong as a World-class Premier Tourism Destination under "Hong Kong 2030+"
- Actively Responding to Changing Market Needs of the Tourism Industry with Abundant Tourism Resources in the Vicinity
- Strong Demand and Limited Supply of Hotel Room Restricts Tourism Development
- Compatible Land Use Pattern and Effective Use of Land Resources that is Well Served by Public Transport Services
- Actively Response to Site Constraints by Respecting Existing Hawker Culture and Minimise Disturbance to Parking Area
- Proposed Minor Relaxation of BHR to Accommodate MiC Floors and Aboveground Carpark Floors
- Development Compatible with Stepped Building Height Profile
- Design Merits to Fulfil the Requirements for Minor Relaxation
- Technical Sustainability Demonstrated and No Insurmountable Impacts are Anticipated

Supplementary Planning Analysis in support of the proposed hotel development

Emerging "Established Practice"

In the discussion of Application No. A/H9/70 in the 467th MPC Meeting dated 1.6.2012, the TPB adopted an "established practice" of approving hotel developments within "R(A)" zone on Hong Kong Island at a plot ratio of about 12 only, which applications with plot ratio higher than 12 were generally rejected.

This "established practice" emerged since 2007, where in the 892nd TPB Meeting dated 17.8.2007 reviewing the Application No. A/H3/376 of a proposed hotel with plot ratio of 15 in Sai Ying Pun within an "R(A)" zone, the Board rejected the review on the basis that the proposal was incompatible with the adjoining residential developments in terms of building bulk and development intensity and that approval would create an undesirable precedent for similar hotel developments in the residential neighbourhood.

Subsequently from Application No. A/H3/383 in the 356th MPC Meeting dated 24.8.2007, that a proposed hotel development with plot ratio of 15 in Sai Ying Pun was rejected on the concerns of incompatibility in building bulk and development intensity, and insufficient demonstration of no adverse visual impact.

The assessment criteria that the Board may take into account in considering hotel development proposals are briefly summarized as below:

- Land-use compatibility to ensure the proposed development is compatible with residential character, adjoining buildings and whether the hotel would disturb the neighbourhood;
- Hotel developments that is compatible with the surroundings in terms of building bulk and development intensity;
- Approval in special circumstances could be granted; and
- Technical and design impacts.

Therefore, it is noted that earlier approved hotel applications, including Nos. A/H1/77 and A/H1/78 at Davis Street, Kennedy Town, were approved in 2005 and 2006 respectively with a plot ratio of 15. Since late 2007, however, approved hotel developments have generally been subject to a lower plot ratio of 12 or below, reflecting a more conservative assessment benchmark rather than an amendment to the statutory maximum non-domestic plot ratio under the OZP.

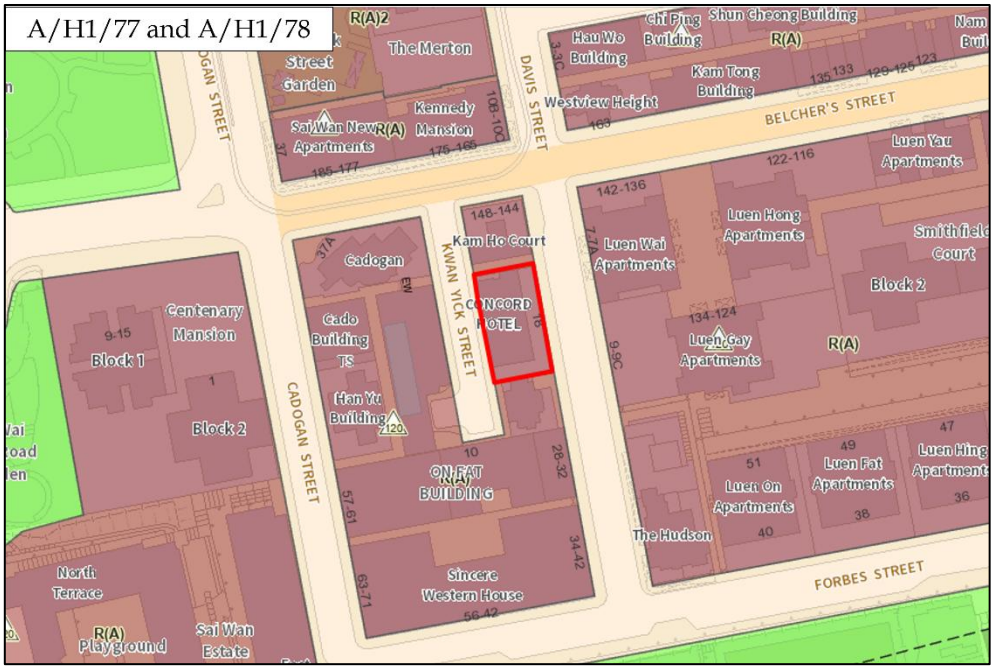


Diagram 1 Previous Approved Application for Hotel Development with PR of 15 in Kennedy Town
(Source: Town Planning Board)

Myths of "Established Practice"

The overall planning context when the "established practice" emerged was totally different from the current. Urban overcrowding was the major public concerns with urban heat island effect being widely discussed. Air ventilation assessment was compulsory to monitor development projects and the study of Urban Climatic Map was commissioned. Building height restriction with respect to the district wind profile was then introduced in the statutory planning system.

With the aforesaid concern has been addressed in the planning framework, in the current time, the focus has been shifted to boosting land support and making efficient use of the scarce land resources, in particular for land with more immediately available for development within a shorter timeframe. The Development Bureau has been assisting Culture, Sports and Tourism Bureau to provide more hotel land supply[1]. The "established practice" should be critically reviewed.

Proposed Plot Ratio in line with OZP

According to the Notes of the Approved Shau Kei Wan Outline Zoning Plan No. S/H9/22 (SKW OZP), the maximum non-domestic plot ratio permitted for new development or redevelopment within the "R(A)" zone is 15. It is stated that '*on land designated "R(A)", "R(A)2", "R(A)3", "R(A)4", "R(A)5" and "R(A)7", new development or redevelopment shall not exceed a maximum domestic plot ratio of 8, 9 or 10 for Class A, B or C*

[1] Refer to LCQ3: Measures to enhance reception capacity of hotel industry, 1.4.2026

sites respectively, or a maximum non-domestic plot ratio of 15, as the case may be'.

As the proposed hotel is a non-domestic use, the proposed plot ratio of 15 falls within the statutory maximum permitted PR under the current OZP. The proposal does not seek any relaxation of the as-of-right maximum plot ratio. Most importantly, although since mid-2007, the TPB has generally adopted an established practice of approving hotel developments within "R(A)" zones on Hong Kong Island at a plot ratio of about 12, such practice has not resulted in any amendment to the maximum non-domestic plot ratio permitted under the OZP, or excluding new non-domestic development reaching the maximum non-domestic plot ratio allowable under the Cap. 123F Building (Planning) Regulation.

The statutory maximum non-domestic PR of 15 has been retained notwithstanding the established practice, confirming that PR 15 remains permissible under the current planning framework. On this basis, the proposed development intensity shall not be regarded as inherently excessive or amounting to overdevelopment.

Compatibility with the Mixed Commercial/ Residential Character of the Locality

The proposed hotel development is compatible with the existing and planned land use character of the locality. The application site is not located in a predominantly residential neighbourhood, but within an established mixed commercial/residential area with active commercial activities along Kam Wa Street and Shau Kei Wan Main Street East.

This position is supported by the site's planning history. Given that the site was zoned "Commercial/ Residential" under the draft Shau Kei Wan Outline Zoning Plan No. LH 9/38 in 1980, where hotel use was always permitted. This reflected the planning intention to recognise and rationalise the mixed-use character of the area, particularly in light of the planned Mass Transit Railway stations near Shau Kei Wan Road and Shau Kei Wan Main Street East, which were expected to reinforce commercial and residential development in the locality. Although the site was rezoned to "Residential (Group A)" in 2004, the zoning framework continued to acknowledge the area's commercial character. The Notes for the "R(A)" zone specified both domestic and non-domestic plot ratio controls, with a non-domestic plot ratio of up to 15, while hotel use is a Column 2 use. This clearly indicates that hotel development remains a potentially acceptable use.

The proposed hotel would therefore not introduce an alien land use into a residential area. Instead, it would reinforce the established mixed-use character of the locality, utilise a highly accessible urban site, and accord with the planning flexibility intentionally retained under the current "R(A)" zoning.

Evolving Local Planning Context

It is noteworthy that the planning context of Shau Kei Wan has continued to evolve.

Recent and ongoing developments in close proximity to the application site demonstrate that the locality is not static, but is undergoing progressive urban renewal and intensification within a high-density, transit-served setting.

In particular, with just a street opposite, the Former Shau Kei Wan Market site was recently rezoned from "G/IC" to "R(A)7" for private residential development, also subject to the same statutory plot ratio framework of domestic PR 8/9/10 or non-domestic PR 15, together with a building height restriction of 120mPD. The rezoning was supported on the basis of its high-rise and high-density surrounding context, good accessibility to public transport and compatibility with nearby "R(A)" and "R(A)2" developments. The recent rezoning exercise also supports that a non-domestic PR 15 and a building height restriction of 120mPD is considered not incompatible in the "R(A)" zone of Shau Kei Wan.

The redevelopment of Ming Wah Dai Ha, immediately adjoining and near the application site, further illustrates the ongoing transformation of the area. The estate is being redeveloped in phases under a comprehensive planning framework, with new high-rise residential blocks, supporting facilities and design controls to address air ventilation, visual and traffic considerations. While the permitted plot ratio of Ming Wah Dai Ha differs from that of the subject "R(A)" site, its redevelopment confirms the broader planning direction of facilitating modern, higher-density redevelopment in Shau Kei Wan, subject to appropriate technical and design considerations.

In this regard, the proposed PR 15 should be assessed against the current statutory planning framework and the evolving local planning context, rather than by applying the "established practice" of PR 12 benchmark mechanically. The proposal makes effective use of the non-domestic development capacity expressly allowed under the OZP, is compatible with the area's evolving high-density mixed-use character, and is further justified by the increasing demand for hotel accommodation.

Approved Similar Applications for Non-domestic Developments

There have been four similar planning applications (i.e. A/H5/421, A/H7/183, A/H5/412 and A/H3/420) approved within "R(A)" zones on Hong Kong Island over the past 12 years, all involving maximum PR restriction of 15 or more. These approvals reflect the Town Planning Board's continued flexibility in assessing hotel proposals within high-density urban areas on Hong Kong Island. They also indicate that the earlier PR 12 benchmark should not be treated as an inflexible cap, especially where the statutory OZP framework permits a higher non-domestic plot ratio and where the proposal can demonstrate compatibility, accessibility, traffic acceptability and demand for hotel accommodation. The approvals are also consistent with the Government's broader policy direction of optimising the use of scarce urban land resources and supporting the recovery and growth of the tourism sector. This is particularly relevant for cases approved in recent years, which reflect the evolving planning and economic context following the resumption of inbound tourism. A

summary of these approved cases is provided in Table 1.

Address (Application No.)	Proposed Use(s)	Proposed BH Restriction	Proposed PR	Approval Date
165-171 Wan Chai Road, Wan Chai, Hong Kong (A/H5/421)	Proposed Eating Place, Shop and Services and Office	About 105.575m/ Not more than 110 mPD	Not more than 15	19/05/2023
8 Leighton Road, Causeway Bay, Hong Kong (A/H7/183)	Proposed Office, Shop and Services and Eating Place	About 113.95m/ 118.95 mPD	15	14/10/2022
153-167 Queen's Road East, Wan Chai, Hong Kong (A/H5/412)	Proposed Commercial Development (including Eating Place, Shop and Services, Office and Commercial Bathhouse/Massage Establishment)	93.23 mPD	16.9	04/01/2019
Nos. 385 and 387 Queen's Road West (A/H3/420)	Proposed Hotel	99.95 mPD	About 15.19	22/08/2014

Table 1 Summary of Approved Commercial Development with PR of 15 or more in Hong Kong Island between 2014 and 2026

Diagram 2 Previous Approved Similar Application with PR of 15 or Above in Hong Kong Island

(Source: Town Planning Board)

Public Comments Support Proposed Hotel

Local public supports the proposed development for infusing the Kam Wa Street with new energy. The representative of Hong Kong Democratic Alliance for the Betterment and Progress of Hong Kong support the proposed development to promote local economy, while express concerns on transport capacity.

The representatives of New People's Party collected 361 local opinions. More than 71% support the proposed development, while most majority consider there are insufficient hotel and local services in Shau Kei Wan. Many of them concerns the local transport network.

It is very clear that the local residents support the proposed development with no particular concerns on the development intensity. The traffic concerns have been addressed by the Traffic Impact Assessment.

Assessment Against Relevant Planning Criteria under TPB PG-No. 5A

Although TPB PG-No. 5A applies specifically to office development in the "R(A)" zone, its main planning criteria are relevant by reference, as hotel development is also a non-domestic commercial use requiring similar planning assessment. The proposed hotel development satisfies these criteria as follows:

(a) Compatibility with existing and planned land uses and development intensity

The proposed development is compatible with the existing and planned land use character of the locality. The Application Site is not located in a predominantly residential area, but within a medium- to high-density mixed residential and commercial neighbourhood comprising private residential developments, public housing, street-level shops and active commercial frontages.

Most surrounding developments have a plot ratio of 8 or above, while the OZP Explanatory Statement recommends a building height band of 100mPD to 115mPD for the surrounding inland built-up area. A maximum non-domestic plot ratio of 15 is permissible on the "R(A)" zone of Shau Kei Wan. The proposed hotel would therefore form a logical extension of the established mixed commercial/residential character of Kam Wa Street and Shau Kei Wan Main Street East. The development intensity and building bulk is not incompatible with the vicinity.

(b) Demonstrated demand for hotel development

There is a clear demand for hotel development in the area. As demonstrated in Chapter 4 of the Planning Assessment Report, inbound tourism to Hong Kong has shown a strong recovery, with the retail, hospitality and tourism sectors continuing to improve in 2025. At the same time, hotel supply in the Eastern and Southern districts remains limited, accounting for only about 9% of Hong Kong's total hotel room stock. With future hotel supply expected to remain modest, the proposed development would

help address the mismatch between increasing visitor arrivals and limited accommodation provision in the district. It is also support by the Planning Assessment Report that there is abundant of tourism resources that would create demand for hotel development. Refer to the Chapter 4 for details.

This Application is also supported by the Commissioner for Tourism since it contributes to the long-term and sustainable development of Hong Kong's tourism industry. Refer to the figures from the Commissioner for Tourism, as of February 2026, Hong Kong received almost 50 million visitors for the whole of 2025, including over 23 million overnight visitors. The overall hotel occupancy rate exceeded 86.9% during the same period. To support and sustain the growing momentum of the tourism industry and maintain the city's attractiveness to visitors, a stable and sufficient supply of hotel rooms is crucial. Therefore, the Commissioner for Tourism supports the proposed development, which will increase the supply of hotel rooms and facilities, offer additional accommodation options for visitors and enhance the overall tourism offering of Hong Kong.

Year	2024	2025
Total visitor arrivals (million)	44.5	45.2
Mainland	34	34.5
Non-Mainland	10.5	10.8
Share of overnight visitors	About 50%	About 47%
Average length of stay of overnight visitors (nights)	3.2	3.1
Per-capita spending of overnight visitors (HK$)	About 5,490	About 5,400
Mainland	About 5,000	About 5,000
Non-Mainland	About 1200	About 1200
Satisfaction (out of 10)	8.8	8.8
Revisit intention	94%	96%
Average hotel occupancy	85%	87%
Average hotel room rate (HK$)	About 1,300	About 1,200

Table 2 Arrival of Visitors, Overnight Visitors and Average Hotel Occupancy in 2024 and 2025[2]

[2] Hong Kong Tourism Board

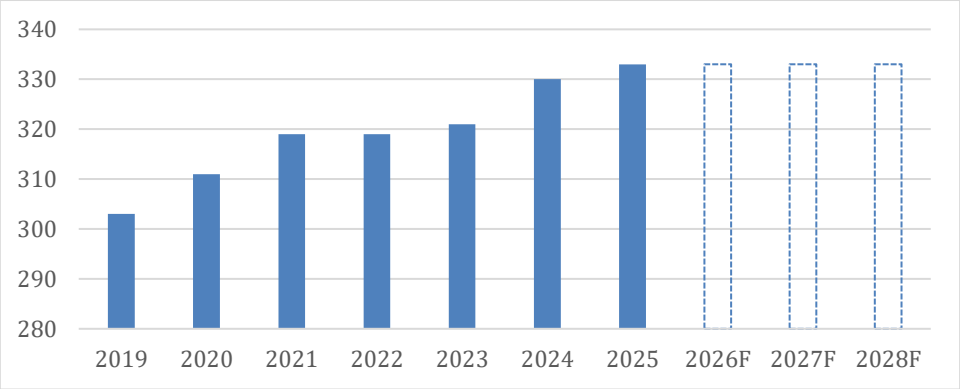


Diagram 3 Hotel Room Supply from 2019 to 2028 Forecast
(Source: Hotel Supply Situation, Hong Kong Tourism Board)

(c) Strong occupancy performance supporting additional supply

The strong occupancy performance of hotels in the Eastern and Southern districts further supports the need for additional hotel rooms. As detailed in Chapter 4 of the Planning Assessment Report, the average hotel room occupancy rate in these districts reached about 90% in 2025, exceeding the territory-wide average. This indicates strong market demand and visitor preference for accommodation in this part of Hong Kong.

According to the latest statistics, it is noteworthy that the hotel room demand in Eastern & Southern Hong Kong, as well as the whole Hong Kong Island, has been raising when compared to 2025, while the demand in traditional tourism district of Tsim Sha Tsai has dropped significantly.

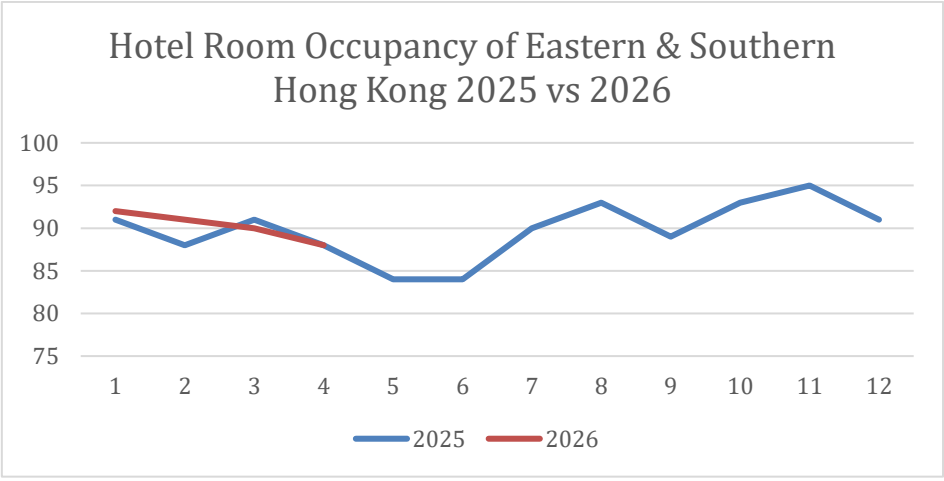


Diagram 4 Room Occupancy of Eastern & Southern Hong Kong 2025 vs 2026
(Source: Hotel Room Occupancy Report, Hong Kong Tourism Board)

Occupancy Rate %	Central/ Western		Wan Chai		Eastern & Southern Hong Kong		Tsim Sha Tsui		Yau Ma Tei/ Mong Kok		Other Kowloon		New Territories		Island	
Year	2025	2026	2025	2026	2025	2026	2025	2026	2025	2026	2025	2026	2025	2026	2025	2026
Jan-Apr	83	88	83	89	89	90	88	84	94	94	90	90	92	92	74	75
Jan-Dec	84	/	84	/	90	/	88	/	94	/	90	/	91	/	73	/

Table 3 Hotel Room Occupancy (By District) 2025 - 2026
(Source: Hotel Room Occupancy Report, Hong Kong Tourism Board)

Year	Eastern & Southern Hong Kong		All Hong Kong		% of room in Eastern & Southern Hong Kong
	No. of Hotel	No. of Room	No. of Hotel	No. of Room	
2019	22	6,745	303	84,089	8.02%
2020	24	7,633	311	86,700	8.80%
2021	25	7,820	319	88,614	8.82%
2022	25	8,040	319	89,205	9.01%
2023	26	8,269	321	90,109	9.18%
2024	29	8,591	330	92,922	9.25%
2025	29	8,591	333	93,472	9.19%

Table 4 Hotel Room Supply from 2019 to 2025
(Source: Hotel Room Occupancy Report, Hong Kong Tourism Board)

(d) Adequate parking and loading/unloading provision

Adequate parking and loading/unloading facilities would be provided within the proposed development in accordance with the Hong Kong Planning Standards and Guidelines and to the satisfaction of the Transport Department. The latest Traffic Impact Assessment confirms that the proposed hotel would not result in adverse traffic impacts on the surrounding road network.

(e) Excellent public transport accessibility and no adverse traffic impact

The Application Site is highly accessible by public transport. It is within approximately 200m, or less than a 3-minute walk, from Shau Kei Wan MTR Station, and within approximately 250m, or less than a 4-minute walk, from Shau Kei Wan Bus Terminus. The site is also served by trams, franchised buses, green and red minibuses. In particular, Route No. 9 to Shek O is available at the bus stop at the end of Kam Wa Street, reinforcing the site's role as a convenient base for visitors travelling to tourism and recreation destinations in eastern Hong Kong Island.

(f) No adverse traffic impact

The proposed development would not cause congestion or disruption to local traffic. The Traffic Impact Assessment demonstrates that the surrounding road network has sufficient capacity to accommodate the proposed hotel traffic, and that the proposed

transport and loading/unloading arrangements are acceptable.

(g) Adequate site size and proper building design

The Application Site is of adequate size and configuration to accommodate a properly designed hotel development. With a site area of 518.41 sq.m, it is notably larger than the only approved hotel development in the vicinity (Application No. A/H9/73), which occupies a site area of about 175.679 sq.m. In this regard, the Application Site is considered adequate to support a properly designed hotel development.

(h) Purpose-designed non-domestic use

The proposed development is purpose-designed for hotel use. The layout, room configuration, back-of-house facilities, loading/unloading arrangements and building services are planned specifically for hotel operation. There would therefore be no material risk of subsequent conversion into incompatible uses.

(i) Planning and economic gains

The proposal would bring planning gains by making efficient use of a well-connected urban site, supporting tourism recovery, enhancing hotel accommodation supply in an underserved district and reinforcing the established mixed-use character of Shau Kei Wan. Various environmental mitigation measures for instance, the proposed hotel would be less susceptible to road traffic noise and air quality impacts than a residential development, as appropriate mitigation measures, including acoustic treatment, central air-conditioning/mechanical ventilation, air quality mitigation and suitable building design, would be incorporated to make the proposed development less susceptible to pollution than a residential development. Provision of landscaped sky garden is also incorporated catering to the needs of the district and enhancing the amenity of the neighbourhood. Subject to detail design and operation arrangement, the sky garden would be provided for enjoyment of the hotel guests and local community on designated opening hours.

Rejected Hotel Development in the Vicinity

It is noted that two similar hotel development applications (Nos. A/H9/70 and A/H9/71) within the same planning scheme area were rejected in 2012 and 2013 respectively by the TPB. Their proposed plot ratios of 15 and 13 were considered excessive at the time when assessed against the surrounding residential developments, which were generally subject to domestic plot ratios of 8 to 10. The Board was also concerned that approval of the applications might set an undesirable precedent for similar hotel developments within the area, resulting in possible cumulative adverse impacts on local amenity.

However, these rejected cases should not be applied mechanically to the current application. The circumstances of Applications No. A/H9/70 and A/H9/71 were materially different and involved site-specific planning concerns. In particular, the

rejected site was located adjacent to land zoned "Open Space", which was intended primarily for outdoor public recreation. The direct interface between a higher-intensity hotel development and adjoining open space could give rise to greater land use compatibility concerns, including traffic disturbance, noise, environmental impacts, visual intrusion and potential conflict with the recreational function of the open space. The lack of adequate design integration with the open space could further contribute to their incompatibility with the surrounding environment. Thus, in this context, the rejection of Applications Nos. A/H9/70 and A/H9/71 could be considered as site-specific interface and land use compatibility concerns, rather than solely the proposed development intensity.

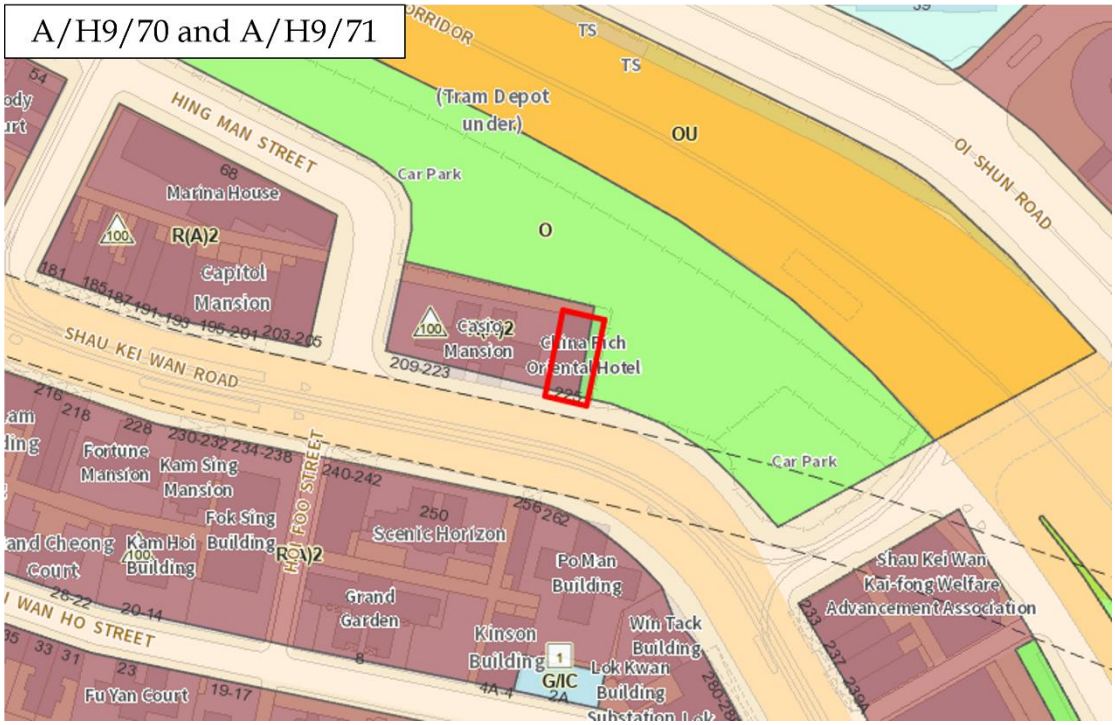


Diagram 5 Previous Rejected Similar Applications in the Vicinity
(Source: Town Planning Board)

In contrast, the proposed hotel development in this application is situated within an area characterised by mixed residential and commercial developments of similar or higher development intensity.

Furthermore, approval of the current application is unlikely to set an undesirable precedent. Unlike previous rejected cases in SKW OZP, the Application Site is not adjacent to sensitive uses such as "Open Space" which may give rise to interface issues. The surrounding context of the Application Site is already characterised by high-density mixed residential and commercial developments, and the proposed hotel scheme is compatible in terms of land use and development intensity with the surrounding.

The recent rezoning exercise of the Former Shau Kei Wan Market in the close vicinity confirmed that a non-domestic PR of 15 and a building height restriction of 120mPD are not incompatible to the surrounding development intensity and building bulk.

Each application will in any event be considered by the Town Planning Board on its individual merits, having regard to site-specific circumstances and relevant planning considerations. As illustrated in **Diagrams 6-1 and 6-2**, accessibility to greenery and open space in the vicinity of the Application Site is significantly lower than that of the previously rejected applications.

In this regard, the proposed development incorporates design merits with measurable urban design and microclimatic benefits, including greenery, a publicly accessible landscaped sky garden, street-level canopies and a facade design with integrated artistic elements. The landscaped sky garden and greening would soften the building bulk and enhance sky exposure and perceived openness, while the decorative facade and open garden space would help improve local visual permeability (See **Diagrams 7 and 8)**. At pedestrian level, the proposed canopy would provide shading and enhance walking comfort. These features would together contribute to an increased site coverage of greenery, Although the site area is less than 1,000 sq m, the proposed hotel development still allocates 20% of the site area for greenery in accordance with the Sustainable Building Design Guidelines, while also improving the local streetscape and promoting community well-being in the Shau Kei Wan district.

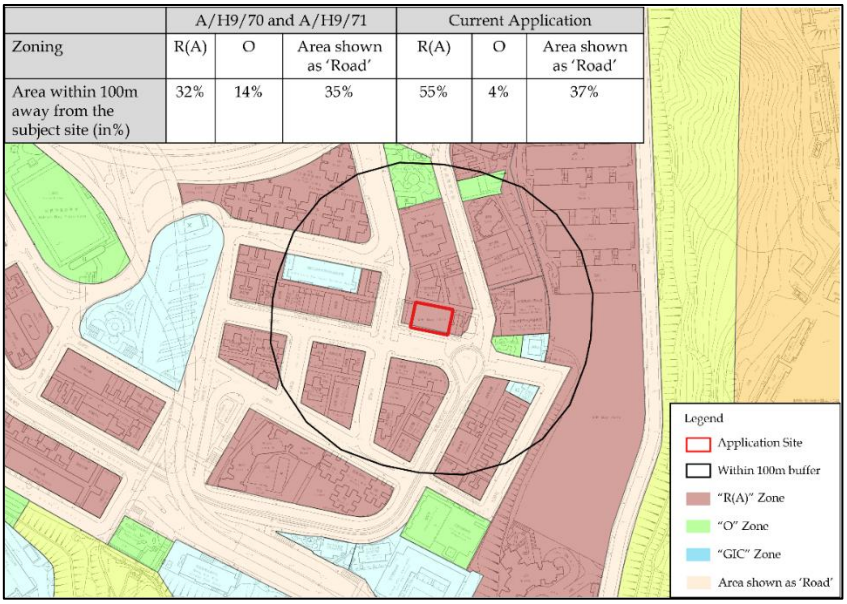


Diagram 6 – 1 Planning Context of Current Application
(Source: Town Planning Board and Lands Department, HKSAR Government)

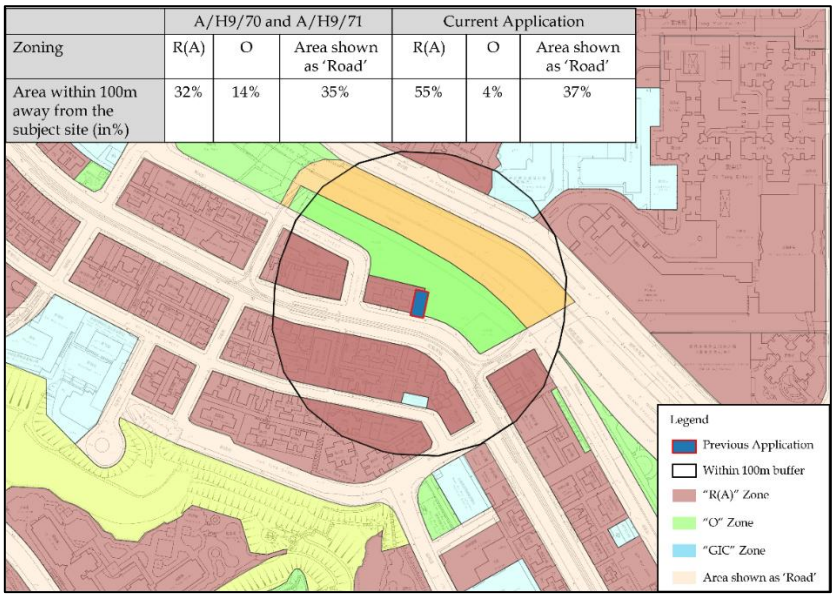
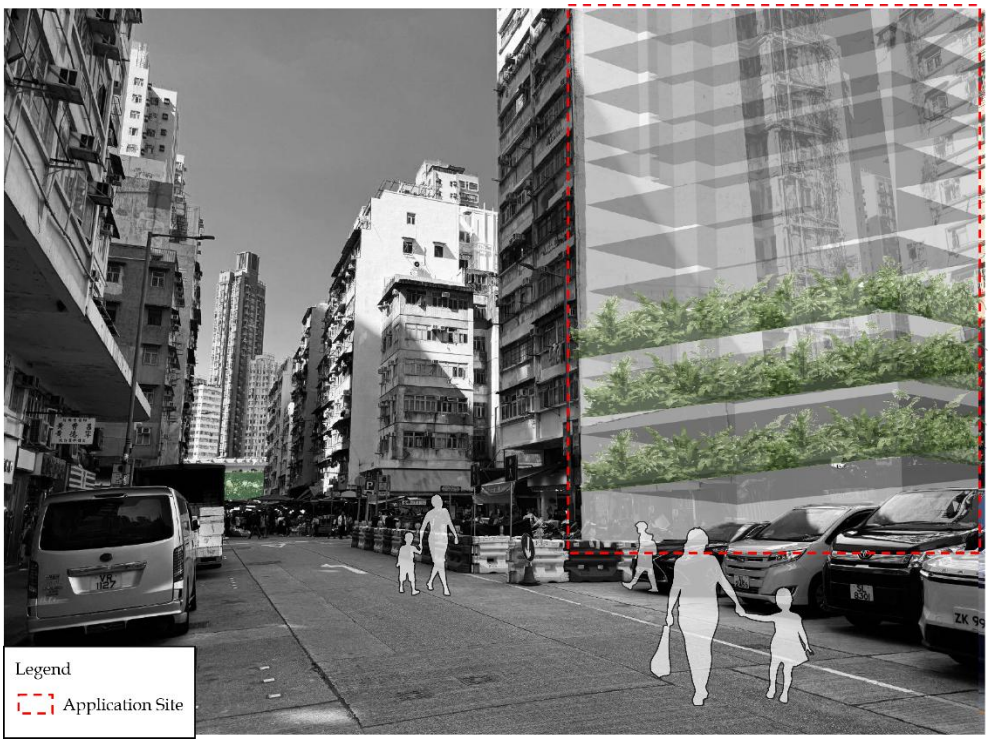


Diagram 6 – 2 Planning Context of Rejected Application Nos. A/H9/70 and 71
(Source: Town Planning Board and Lands Department, HKSAR Government)



Diagrams 7-1 & 7-2 Existing Visual Access to Green Space at the Application Site along Kam Wa Street (Before v.s. After)

Diagrams 8-1 & 8-2 Existing Visual Access to Green Space at the Application Site along Kam Wa Street (Before v.s. After)

Enhanced Pedestrian Comfort and Public Realm with Canopy Provision

The Applicant has endeavoured to provide a canopy that covers as much of Kam Wa Street as practicable. Due to site constraints such as the turntable required for heavy goods vehicles to manoeuvre and the proposed vehicular access located on the eastern portion of the ground floor, it is not feasible to extend the canopy to cover the entire street frontage that the proposed development can offer.

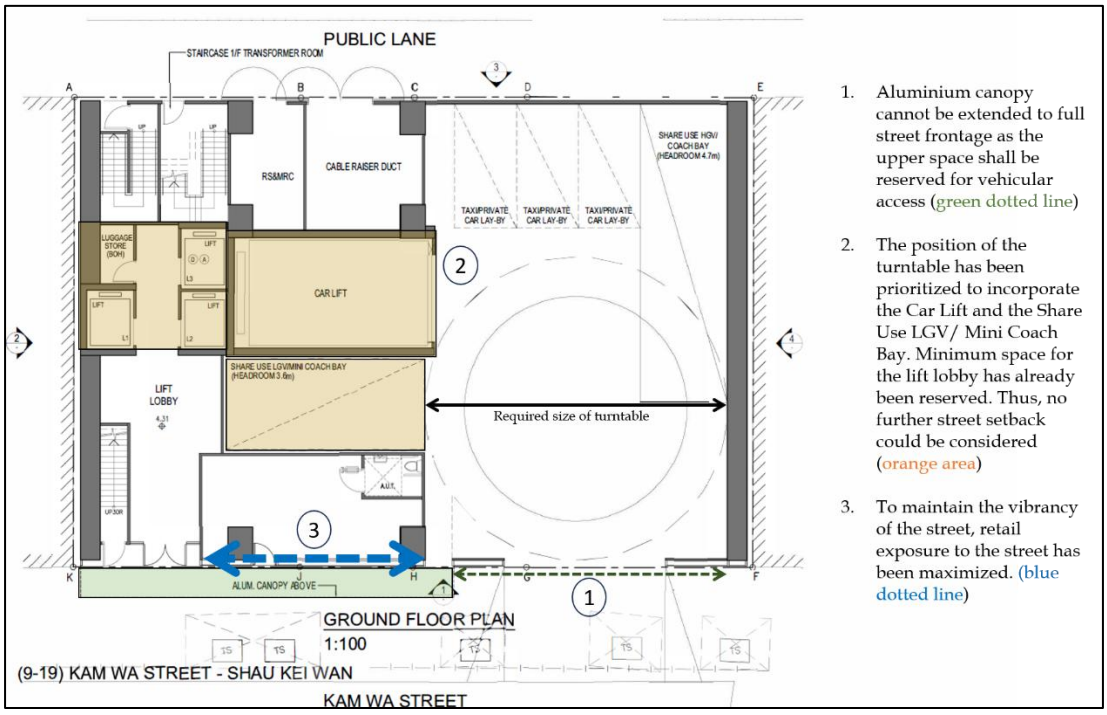


Diagram 9 Measures Enhancing Pedestrian Comfort and Public Realm (*extracted from Ground Floor Plan*)

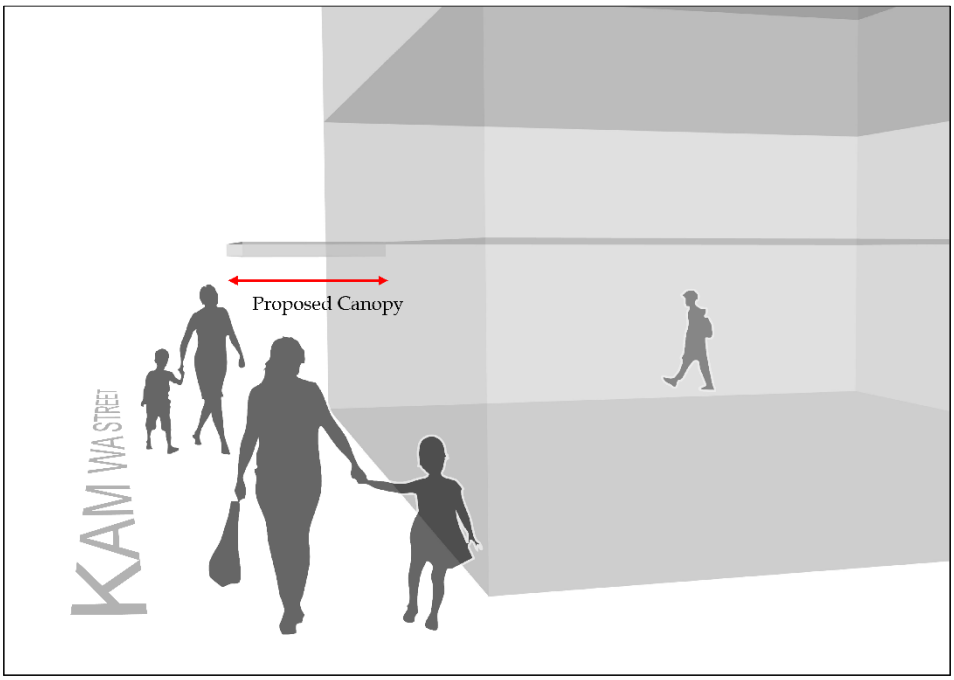


Diagram 10 Proposed Canopy of the Hotel Development along Kam Wa Street

Furthermore, there is no residual space for the proposed development to set back, given the space required to accommodate the turntable, car lift, retail premises, and lift lobby with lifts at the G/F. The capacity to deliver public benefits has been maximized which can be reflected in the submitted plans and drawings in the **Planning Statement and Appendix 1.**

Planning and Design Merits for Increased Building Height

Planning and design merits have been incorporated into the proposal to justify the proposed increase in building height. For instance, the adoption of Modular Integrated Construction (MiC) floors would promote green and innovative building practices in Hong Kong. The provision of a canopy along the building frontage facing Kam Wa Street would offer pedestrians protection from sunlight and rain, while retail uses at G/F would enhance street vibrancy. In addition, tree and shrub planting at various levels would be provided to improve the streetscape and elevate the quality of the surrounding congested urban environment (See **Diagram 8-2**).

Although the proposed hotel development is confined to the lot boundary, the provision of an active ground-floor frontage, green and comfortable spaces at multi-level for public enjoyment, and a walkable pedestrian environment with shading in Kam Wa Street have been maximized. The proposed building height therefore allows greater flexibility to achieve a better architectural design and to create a high-quality hotel environment that would provide a better experience for visitors.