

AtkinsRéalis



土木工程拓展署
Civil Engineering and
Development Department

**Agreement No. CE 20/2023 (CE)
Term Consultancy for Site Formation
and Infrastructure Works for Proposed
Housing and Other Developments in
Zone 2 (2023 - 2027)
- Feasibility Study
(Task Order No. 5 – Wan Hon Street Site)**

Final Planning Report (PR) for Amendment to OZP (Rev. 2)

5221603(TO5)-OR012-03

August 2026

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1. Introduction

1.1 Background

- 1.1.1 The Government is committed to facilitating steady and continued land supply, not only for providing people with a place to live and work, but also for the developments of Hong Kong's commerce, industry, innovation and technology and various emerging sectors. In the short to medium term, the Government will continue to optimise the use of built-up land and its surrounding areas to meet the demand of the public for land for housing and other development purposes.
- 1.1.2 A potential site (the Site) located to Wan Hon Street has been identified for the residential development. The Site is currently zoned "Government, Institution or Community" ("G/IC") on the Approved Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/28 gazetted on 17 April 2026. The Site (except for a very minor portion at the northeastern corner, which is an unleased and unallocated Government land (UUGL)) was previously held under lot no. KTIL 617 as PCCW Training and Development Centre. The term of lot no. KTIL 617 under the Lease expired on 28 June 2025 and the Site has been returned to the Lands Department (LandsD) upon its lease expiry.
- 1.1.3 To support the rezoning of the Site for the proposed residential development (the Development), technical feasibility study has been conducted to ascertain the technical feasibility, with a view to determine the scope of infrastructure works to support the Development and formulate mitigation measures against the impacts arising from the Development and infrastructure works, as well as those arising from the surrounding areas onto the Development.

1.2 Structure of the Report

- 1.2.1 This Report contains the following sections in addition to this introduction:
- Section 2 reviews the Site and its planning context for identification of key issues and constraints to be addressed in formulating the Development;
 - Section 3 summaries the findings from the technical assessments; and
 - Section 4 presents the conclusion

1.3 Abbreviation

- 1.3.1 The following abbreviations are used in this Report:

ADWF	Average Dry Weather Flow
AQOs	Air Quality Objectives
ASRs	Air Sensitive Receivers
BH	Building Height
CLP	China Light and Power Ltd
DFC	Design Flow/Capacity Ratio

DP	Designated Project
DSD	Drainage Services Department
EAS	Environmental Assessment Study
EIAO	Environmental Impact Assessment Ordinance
EPD	Environmental Protection Department
FWSR	Fresh Water Service Reservoir
GESF	Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning
GFA	Gross Floor Area
GIC	Government, Institution and Community
G/IC	Government, Institution or Community
GMB	Green Minibus
HKPSG	Hong Kong Planning Standards and Guidelines
LCA	Landscape Character Areas
LTHS	Long Term Housing Strategy
LR	Landscape Resources
LVIA	Landscape and Visual Impact Assessment
L/UL	Loading / Unloading
MDD	Mean Daily Demand
MLD	Million Litre Per Day
MTR	Mass Transit Railway
MTRCL	MTR Corporation Limited
NIA	Noise Impact Assessment
NSRs	Noise Sensitive Receivers
OU	Other Specified Uses
OZP	Outline Zoning Plan
PPSTW	Pillar Point Sewage Treatment Works.
PTI	Public Transport Interchange
PDWF	Peak Dry Weather Flow
R(A)	Residential (Group A)
RC	Reserve Capacity
SDM	Stormwater Design Manual
SI	Site Investigation
SAI	Site of Archaeological Interest
SWPS	Salt Water Pumping Station
SWSR	Salt Water Service Reservoir
TD	Transport Department

TIA	Traffic Impact Assessment
TPEDM	Territorial Population and Employment Data Matrix
VPs	Viewing Points
WSD	Water Supplies Department
WSRs	Water Sensitive Receivers

2. Overview

2.1 Site Context

A. Location

- 2.1.1 The Site is located in the northern part of Kwun Tong and predominantly surrounded by various residential developments, such as Hopewell House, Nam Kiu Mansion, Shui Wo Building etc. The Site is bounded by Wan Hon Street to the north and Shui Wo Street to the southeast. Location plan of the Site is shown in **Figure 5221603-TO5-GA-1000**.

B. Statutory Zoning

- 2.1.2 The Site is currently zoned as the “Government, Institution or Community” (“G/IC”) on the Approved Kwun Tong (South) Outline Zoning Plan S/K14S/28 gazetted on 17 April 2026. The “G/IC” zone is intended “*primarily for the provision of Government, institution or community (GIC) facilities serving the needs of the local residents and/or a wider district, region or the territory*”.

C. Existing Land Use

- 2.1.3 The Site (except for a very minor portion at the northeastern corner, which is an unleased and unallocated Government land (UUGL)) was previously held under lot no. KTIL 617 as PCCW Training and Development Centre, which was built in 1971. The term of lot no. KTIL 617 under the Lease expired on 28 June 2025 and the Site has been returned to LandsD upon its lease expiry.

D. Surrounding Land Uses and Development

- 2.1.4 The surrounding area of the Site is predominantly residential in nature with various GIC facilities and open spaces and has the following characteristics, which is shown in **Figure 5221603-TO5-GA-1001**.

D1 - Residential Developments

- 2.1.5 In proximity to the Site, there are several high-density residential developments including Shui Wo Building and Hopewell House. There is also a high-density residential development named Grand Central within the Urban Renewal Authority (URA) Development Area. The details of the residential developments are indicated in **Table 2.1**.

Table 2.1 – Planning Context of Surrounding Major Developments

Residential Building/Development	Housing Types	Zoning Types	Max. Plot Ratio (PR) (Domestic/Total)	Building Height (BH) (mPD)	BH Restriction (BHR) (mPD)
Kin Tai House 建泰樓	Private	R(A)	7.5 / 9.0	+62.1	N/A
Nam Kiu Mansion 南僑大樓	Private	R(A)	7.5 / 9.0	+65.6	N/A

Residential Building/Development	Housing Types	Zoning Types	Max. Plot Ratio (PR) (Domestic/Total)	Building Height (BH) (mPD)	BH Restriction (BHR) (mPD)
Wing Shiu Building 永韶樓	Private	R(A)	7.5 / 9.0	+60.7	N/A
Nam Ning Mansion 南寧大樓	Private	R(A)	7.5 / 9.0	+69.9	N/A
Morning Star Mansion 晨星樓	Private	R(A)	7.5 / 9.0	+90.5	N/A
Shui Wo Building 瑞和大廈	Private	R(A)	7.5 / 9.0	+93.9	N/A
Hopewell House 合和大廈	Private	R(A)	7.5 / 9.0	+91.5	N/A
Po Pui Court 寶珮苑	Private	R(A)	7.5 / 9.0	+107.7 - +117.8	N/A
Cheung Wo Court 祥和苑	Private	R(A)	7.5 / 9.0	+90.8 - +137.8	N/A
Wo Lok Estate 和樂邨	Public	R(A)	7.5 / 9.0	+44.5 - +61.0	N/A
Lok Wah South Estate 樂華南邨	Public	R(A)	7.5 / 9.0	+160.6 - +161.0	N/A
Park Metropolitan 觀月・樺峯	Private	R(B)1	N/A	+140.0	+140
Grand Central 凱滙	Private	R(A)	N/A	+165.6 - +178.1	+180

2.1.6 According to the Approved Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/28, most of these residential developments fall within “Residential (Group A)” (“R(A)”) zones. As stipulated in the notes of the OZP, such zoning areas were intended primarily for high-density residential developments with plot ratio (PR) up to 7.5 for domestic building and 9.0 for a building that is partly domestic and non-domestic.

2.1.7 According to the approved Urban Renewal Authority Kwun Tong Town Centre – Main Site Development Scheme Plan No. S/K14S/URA1/4, Grand Central also falls within “R(A)” zone. As stipulated in the Notes of the OZP, the subject “R(A)” zone is intended primarily for high-density residential developments and is subject to a maximum domestic gross floor area (GFA) of 138,980m² and a maximum non-domestic GFA of 33,220m².

D2 - GIC Facilities

2.1.8 GIC facilities such as The Church of Jesus Christ of Latter-day Saints, Shui Wo Street Municipal Services Building, Ngau Tau Kok Service Reservoir and some schools are located in the vicinity of the Site.

D3 - Open Space and Other Facilities/Uses

- 2.1.9 Wan Hon Street Rest Garden is located to the west of the Site and Wan Hon Street/Hip Wo Street Rest Garden is located to the east of the Site. Other surrounding open spaces include Hong Ning Road Recreation Ground, Hong Ning Road Park, Yuet Wah Street Playground, etc.

E. Accessibility

- 2.1.10 Wan Hon Street serves as a local distributor in Kwun Tong, providing pedestrian and vehicular access to the Site.
- 2.1.11 The Site is reasonably accessible by public transport. It is located within approximately 700m walking distance from the Kwun Tong MTR Station. Existing bus and public light bus services are available along Hip Wo Street, Mut Wah Street, Fu Yan Street, Yue Man Square Public Transport Interchange (PTI) and Kwun Tong Road. It is well-served by a comprehensive public transport network and various modes of public transport services including MTR, franchised buses and public light buses. The variety of public transport options provides convenient connections to various districts across Hong Kong.
- 2.1.12 The existing pedestrian linkage to the study area is shown in **Figure 5221603-TO5-TIA-0203**.

2.2 Key Considerations

- 2.2.1 The following constraints which might affect or to be affected by the proposed housing development are identified.

A. Geotechnical feature within the Site

- 2.2.2 A geotechnical feature (i.e. 11NE-D/CR40, sub-division (3)) is located at the southern portion of the Site. The feature is a rock cut slope with retaining wall at slope crest. The feature is about 12m high and 135m long with 65-degree of average slope angle. It is not anticipated that the future developer would materially change the profile of the rock slope, in view that the construction of basement and slope modification would involve significant cost and time for rock excavation.
- 2.2.3 Therefore, a development layout without basement and slope modification shall be considered for developing the notional scheme. Further study / assessment on the existing geotechnical feature will be carried out by future developer during detailed design stage as necessary.

B. Environmental (Noise Issues)

- 2.2.4 The Site is bounded by Wan Hon Street, Shui Wo Street and Ngan Yuet Lane. The road traffic noise and fixed plant noise would have the potential to induce noise impacts to the proposed housing site. Noise impact assessment (NIA) and/or noise mitigation measures would be conducted for the Site if found necessary.

- 2.2.5 Noise impact should be considered when determining the orientation and layout of the proposed housing block, e.g. air borne or ground borne noise including fixed plant noise and road traffic noise) from these nearby transportation infrastructures. The housing block layout shall be evaluated taking into account of environmental impact.

C. Environmental (Air Quality Impact)

- 2.2.6 The Site is bounded by Wan Hon Street, Shui Wo Street and Ngan Yuet Lane. The specified buffer distance shall be provided from sources of pollution (roads) to the proposed housing development to achieve the acceptable air quality. Air quality impact assessment would be conducted for the Site if found necessary.
- 2.2.7 The proposed housing block shall be designed and arranged out of the buffer zones. The recommendation of buffer distance from Hong Kong Planning Standards and Guidelines (HKPSG) for active and passive recreational uses from local distributors are listed as below.

Table 2.2 – Summary of Required Buffer Distance

Road	Type of Road	Required Buffer Distance (m)
Wan Hon Street	Local Distributor	>5m
Shui Wo Street	Local Distributor	>5m
Ngan Yuet Lane	Local Distributor	>5m

D. Proposed Run-in/out

- 2.2.8 The Site is bounded by Wan Hon Street and Shui Wo Street, which are steep roads with a large vertical gradient. To avoid extensive rock excavation, the proposed run-in/out should be located at a relatively high position.
- 2.2.9 Current run-in/out location is located at the north of the Site facing Wan Hon Street. The existing location of run-in/out would be made reference to propose the future run-in/out and be indicated in the notional scheme, which should be further agreed with relevant departments.

E. Pedestrian Connection

- 2.2.10 The pedestrian access is proposed at Wan Hon Street at ground level. Pedestrians are anticipated to utilize the existing downhill footpath network via Wan Hon Street, Shui Wo Street, Mut Wah Street and Hip Wo Street to reach other key public transport servicing points and shopping areas. Therefore, the footpath at Wan Hon Street will be well utilized by the Site.
- 2.2.11 An existing stairway is located at the corner of Wan Hon Street and Shui Wo Street with a level difference of about 1.2m. Potential for providing a barrier free access (BFA) connection between Wan Hon Street and Shui Wo Street shall be explored for enhancing pedestrian connectivity. Provision of escalators or lifts within the Site to improve connection between Wan Hon Street and Shui Wo Street is also encouraged.

F. Provision of Social Welfare Facilities

- 2.2.12 An area of 800m² non-domestic GFA will be reserved for the provision of welfare facility. The details of the social welfare facility are listed in **Table 2.3**.

Table 2.3 - Details of the Social Welfare Facility

Proposed Facility	Ancillary requirements
Supported Hostel for Mentally Handicapped Persons (SHOS(MH))	Loading / Unloading (L/UL) Bay Requirement: Shared lay-by for ambulance in close proximity to the entrance Special Requirements: Height not more than 24m above the ground

- 2.2.13 The actual provision of social welfare facilities shall be confirmed with SWD in future stages.

2.3 Justifications for Residential Development and Zoning Amendment

A. Residential Development

- 2.3.1 To gradually avert supply-demand imbalance, the Government announced the Long Term Housing Strategy (LTHS) in 2014. According to the "supply-led" and "flexible" strategy of the LTHS, the Government updates the long-term housing demand projection annually and presents a rolling 10-year housing supply target to capture social, economic and market changes over time, and makes timely adjustments where necessary.
- 2.3.2 As for private housing, the Government will continue to maintain the healthy and stable development of the private housing market through securing a stable supply of land. The Government keep adopting a multi- pronged approach to increase land and housing supply, such as converting agricultural land to other uses, unleashing development potential of brownfield sites and optimising use of existing developed land.
- 2.3.3 Moreover, the Government has taken proactive steps on home space enhancement for enhancing the liveability of Hong Kong as a compact high-density city and responding to public aspirations for larger living space. This includes introducing a minimum unit size requirement for private residential development projects.
- 2.3.4 The Site is currently zoned as "G/IC" under the OZP and is a Government land. It was previously held under lot no. KTIL 617 as PCCW Training and Development Centre, which was built in 1971. The term of lot no. KTIL 617 under the Lease expired on 28 June 2025 and the Site has been returned to LandsD upon its lease expiry.
- 2.3.5 The Site is situated in an area predominated by high-density residential developments intermixed with various low-rise GIC facilities and open spaces. By rezoning the Site from "G/IC" to residential development, the area can be used for high-density residential development and is compatible with the surrounding developments.
- 2.3.6 The Site is accessible by public transport, located within approximately 700m walking distance from the Kwun Tong MTR Station. Existing bus and public light

bus services are available along Hip Wo Street, Mut Wah Street, Fu Yan Street, Yue Man Square PTI and Kwun Tong Road. It is well-served by a comprehensive public transport network and various modes of public transport services including MTR, franchised buses and public light buses. The variety of public transport options provides convenient connections to various districts across Hong Kong. Therefore, the Site has the potential to support a high-density residential development, offering residents convenience in meeting their daily needs.

B. Development Intensity

B1). Net Site Area

- 2.3.7 Referring to the abovementioned constraints on existing geotechnical feature within the Site, it is not anticipated that the future developer would demolish the slope, in view that the construction of basement and slope modification would involve significant scale of rock excavation, which will likely be prohibitively costly.
- 2.3.8 Moreover, the excavation of hard rock would cause noise and air nuisance to the nearby residents, especially that the Site is closely surrounded by residential blocks. There would be huge engineering challenges to break the rock via mechanical machines, and it would require a much longer construction duration.
- 2.3.9 Nevertheless, a net site area including the slope area has been adopted for the development scheme considering that the slope area is proposed to be utilized and formed part of the proposed development as shown in **Figure 5221603-TO5-NS-1000 to 5221603-TO5-NS-1002**.

B2). PR/GFA Restriction

- 2.3.10 The PR/GFA restriction shall be determined by considering the planning context of Kwun Tong. The surrounding lands zoned “R(A)” are intended primarily for high-density residential developments.
- 2.3.11 According to the Notes of the OZP, “R(A)” zone is intended primarily for high-density residential developments with PR up to 7.5 for domestic building and 9.0 for a building that is partly domestic and non-domestic.
- 2.3.12 The Site is located in urban area with mature supporting facilities around. To unleash the development potential, and taking into account the potential land use requirements and optimization objective, a similar order of development density is suggested.

B3). BHR

- 2.3.13 According to Chapter 11 of the HKPSG on Urban Design Guidelines, developments should be specified with development height that should enhance the district character of specific localities, retain characteristic mountain backdrop and respect the character of neighbourhood.
- 2.3.14 Although the proposed development of not more than 150mPD will be taller than the residential developments in its immediate surroundings – such as those across Wan Hon Street and Shui Wo Street within “R(A)” zone (which has no

BHR), the Site is located in the proximity of the existing high-rise cluster of residential developments in the wider context, with BHs ranging from approximately +137.8mPD (Cheung Wo Court), +140.0mPD (Park Metropolitan), +161.0mPD (Lok Wah South Estate) to +178.1mPD (Grand Central). The Site is also situated on a higher platform at about +37.5mPD, which is higher than the lowest street level of about +26.7mPD at Shui Wo Street abutting to the Site. To follow the general planning density and BH profile in the surrounding area, a BHR of +150mPD is recommended for the proposed housing development at the study area and considered compatible with surrounding residential clusters. Moreover, according to the findings in LVIA, the proposed development shows no blockage to the ridgeline and the 20% Building Free Zone viewing from strategic viewing point VP4 (Quarry Bay Park).

- 2.3.15 Therefore, the study area is proposed for a planning intention of residential zone with reference to a domestic PR of 7.5 and BHR of +150mPD.

B4). Flat Size

- 2.3.16 In addition to the PR and BH, the flat size was assumed to develop the notional scheme.
- 2.3.17 To enhance living space condition, the average flat size of 60m² for the proposed development was proposed.

B5). Household Size

- 2.3.18 With reference to projected number of domestic households and average household size by the Census and Statistics Department, the projected average household size in 2031 is 2.6 people per flat. Therefore, a household size of 2.6 people per flat is adopted for this Project.

B6). Supports for the Proposed Development Intensity

- 2.3.19 The relevant technical assessments in **Section 3** demonstrated the rezoning of the Site for the development intensity with proposed mitigation measures during construction and operation will not induce insurmountable impacts to the surroundings. The proposed high-density residential development is technically feasible.

2.4 Proposed Zoning Amendment

- 2.4.1 The Site is proposed to be rezoned for residential uses with commercial uses and social welfare facilities. To take forward the Development, it is proposed to rezone the Site from “G/IC” to residential zone with proposed GFA equivalent to a domestic PR of 7.5 and non-domestic PR of 1.5 and the maximum BH of +150mPD.

2.5 Proposed Development

- 2.5.1 The key parameters for the Development are given in **Table 2.4**. The conceptual scheme for the Development, which is for indicative purpose in this Study only and is subject to detailed design by the future developer, are shown in **Figure 5221603-TO5-NS-1000 to 5221603-TO5-NS-1003**.

Table 2.4 – Summary of Proposed Development Scheme

Site Classification		Site Class C
Site Area (Net Site Area)		About 2,775 m ² (About 2,775 m ²)
GFA¹	Domestic	About 20,810 m ²
	Non-domestic	About 4,160 m ² - About 3,360 m² for commercial uses - About 800m² for social welfare facilities² - Supported Hostel for Mentally Handicapped Persons
BH		+144.25 mPD
No. of Storeys	Domestic	26 (including clubhouse)
	Podium	4
	Basement	0
Site Coverage	Domestic	38 %
	Podium⁵	80 %
No. of Blocks		1
Average Flat Size		60 m ²
Estimated No. of Flats		346
Estimated No. of Population³		900
Tentative Intake Year		2033 / 2034
Parking Spaces, L/UL Bays⁴		69 – 118 nos. (Private Car) 4 – 6 nos. (Motorcycle) 4 – 5 nos. (L/UL) 1 no. (Shared L/UL for Social Welfare Facilities)

Remarks:

- (1) Equivalent to a domestic PR of about 7.5 and non-domestic PR of about 1.5 based on a net site area of 2,775m².
- (2) GIC facilities as required by the Government would be exempted from GFA calculation. Its location and actual provision will be subject to detailed design and relevant Government requirements.
- (3) 2.6 people per flat is adopted for population estimation.
- (4) Unless otherwise specified, number of parking and L/UL facilities is prepared in accordance with **requirements in HKPSG and Table 3.1 of this Report. The actual number of parking provisions is subject to detailed design.**
- (5) Setback approach is adopted to allow greater site coverage for podium.

- 2.5.2 According to the OZP, the maximum BH for the residential development in the vicinity of the proposed housing site is Shui Wo Building at about +93.9mPD with existing ground level at +24.5mPD. A maximum BH of +150mPD is adopted for the Site where the existing ground level is around +37.5mPD.
- 2.5.3 According to the notional scheme, the Development contains a building block with net BH up to around 107m (including the domestic portion and a four-storey podium for above-ground carpark, commercial uses, and social welfare facilities. Around two and a half storeys of carpark will provide at least 118 nos. of private car parking spaces for the Development.
- 2.5.4 One vehicular access serving both ingress and egress of the carpark and L/UL spaces of the development is proposed at the north of the Site towards Wan Hon Street.
- 2.5.5 The Development will also provide adequate local open space to meet the standard for provision of local open space (1m² per person) as stated in Chapter 4 of HKPSG. The minimum local open space required for the Development is

900m². Based on the notional scheme, the total open space provision achieves about 1,475m². The open space indicative plan is enclosed in **Figure 5221603-TO5-LVIA-2001**.

- 2.5.6 A conceptual landscape plan for the Development is enclosed in **Figure 5221603-TO5-LVIA-2000**. The outdoor area at 4/F will be a private podium garden with tree planting. The Development shall achieve overall greening provision of minimum 20% under the Sustainable Building Design Guidelines (SBDG).
- 2.5.7 To allow greater flexibility of site coverage of podium (non-domestic), Set Back Approach is adopted in this project in accordance with PNAP APP-132. Set back is proposed along Ngan Yuet Lane, Wan Hon Street and North end of Shui Wo Street. The set back length occupies the full frontage of the site. Total set back area of the frontage is 268m² for the proposed podium, which is larger than 8% of site coverage (i.e. 222m²). Meanwhile, total set back area of the frontage is 500.2m² for the proposed residential block, which is larger than 18% of site coverage (i.e. 499.5m²). Minimum setback area and minimum setback length are achieved. In addition, other requirements are considered to be complied. Such that, maximum site coverage of 92% could be allowed for non-domestic portion not exceeding 24m from street level.
- 2.5.8 Furthermore, to alleviate possible visual impact to the surrounding areas and enhance the street environment, setbacks are proposed along Ngan Yuet Lane, Wan Hon Street and Shui Wo Street. The minimum setback of 2.5m from the lot boundary fronting Wan Hon Street shall be provided at the Site for visual relief, while setbacks along the western, eastern and southern peripheries of the Site are also encouraged for providing separations with buildings of the adjoining sites. The above-mentioned setback along Wan Hon Street can also provide an opportunity to widen the existing footpath to a minimum of 5m, which will enhance the pedestrian environment for the commuters travelling along Wan Hon Street and the visitors to the potential shops thereat.

3. Technical Assessments

3.1 Traffic Aspect

A. Proposed Development

3.1.1 Parking and Servicing Facilities Provision

- 3.1.1.1. The provision of parking and L/UL facilities of the Development will be referenced to the HKPSG and reviewed by the future developer. The proposed parking and L/UL facilities provision are summarized in **Table 3.1**.

Table 3.1 - Proposed Parking and L/UL Facilities Provision

Parking and L/UL Facilities	HKPSG / Government Department Requirements	Adopted Provision (nos.)
Domestic (346 flats, average flat size of 60 sqm GFA, 1 block) ⁽²⁾		
Residential Private Vehicle (PV) Parking Space	GPS x R1 x R2 x R3, in which • GPS = 1 space per 4-7 flats • R1 = 1.2 • R2 = 1.0 • R3 = 0.9	54 - 94
Visitor PV Parking Space	5 spaces per block	5 ⁽¹⁾
Motorcycle Parking Space	1 space per 100-150 flats	3 - 4
L/UL Bay	1 bay for each housing block	1
Non-domestic – Commercial Uses (2,810 sqm GFA) ⁽²⁾		
PV Parking Space	1 space per 150 - 300 sqm GFA	10 – 19
Motorcycle Parking Space	5 - 10% of total provision of private cars	1 – 2
L/UL Bay ⁽³⁾	1 bay for every 800 to 1,200 sqm GFA	3 – 4
Non-domestic – Social Welfare Facilities (800 sqm GFA) ⁽²⁾		
Shared L/UL Bay or lay-by for Ambulance	Requirement on SHOS(MH)	1
Summary (high-end provision)		
PV Parking Space		118
Motorcycle Parking Space		6
GV L/UL Bay		5
Social Welfare Facilities Shared L/UL Bay or lay-by for Ambulance		1
Accessible Parking Space (inclusive in PV spaces)	2 nos. for development with total number of parking spaces of 51 - 150	2

Remarks: (1) Included 1 number of accessible parking space, inclusive.

(2) The actual number of parking provisions is subject to the development parameters adopted by the developer. The provision of Domestic (346 flats) and Retail (2,810 sqm GFA) are referenced to the latest Optimal Scheme while the maximum non-domestic GFA is 3,360 sqm.

(3) Adopting 65% Light Goods Vehicle (LGV) and 35% Medium/Heavy Goods Vehicle (M/HGV) ratio.

- 3.1.1.2. By adopting high-end parking provision, the proposed development will provide total 118 nos. of PV parking spaces (including 94 nos. of residential spaces, 5 nos. of visitor spaces and 19 nos. of retail spaces), 7 nos. of motorcycle parking spaces and 5 nos. of goods vehicle L/UL bays and 1 no. of social welfare facilities shared L/UL bay or lay-by. The parking spaces and L/UL facilities shall

be provided within the site area. The actual number of parking provisions is subject to the development parameters adopted by the developer.

3.1.2 Vehicular Access Arrangement

- 3.1.2.1. The Site is bounded by Wan Hon Street and Shui Wo Street, which are steep roads with a large vertical gradient. Thus, the location of the proposed run-in/out would determine the level of the ground floor of future development.
- 3.1.2.2. The existing vehicular access to the Site is located at Wan Hon Street. Alternative access locations via Ngan Yuet Lane and Shui Wo Street have been evaluated. Access provision at Ngan Yuet Lane is considered not preferable due to geometric constraints at the sharp junction corner, which would be insufficient for operation of HGVs to and from the Site. Access provision at Shui Wo Street would require extensive slope modification works and involve significantly high construction cost implications. In view of the above constraints, it is proposed to retain the existing site access at Wan Hon Street for the purpose of this feasibility study.
- 3.1.2.3. The existing traffic arrangement at Wan Hon Street is a one-way single carriageway, which the existing site access is under right-in right-out arrangement.
- 3.1.2.4. Existing kerb side of Wan Hon Street is usually occupied by vehicles by observation. To ensure smooth traffic operation at the future development access, road marking “Keep Clear” are recommended fronting the site access as the traffic control measure. The proposed measure is indicated in **Figure 5221603-TO5-TIA-0202**.
- 3.1.2.5. The vehicular access shall allow a feasible manoeuvring of maximum 11.0m long HGV to suit the anticipated traffic needs with corresponding parking, L/UL facilities within the site area. The swept path analysis and the corresponding proposed widening of existing site access to 8.5m width is illustrated in **Figure 5221603-TO5-TIA-0202**.
- 3.1.2.6. The site access (run-ins) visibility requirement as stated in TPDM Volume 2 Chapter 3.6.3 have been considered. The sightlines along Wan Hon Street are compatible with the minimum 60m requirement towards the upstream and downstream directions. Besides, an unobstructed corner splay within the boundary area at the intersection of Wan Hon Street / Shui Wo Street shall be maintained for visibility by the future developer, according to the requirements in TPDM Volume 2 Chapter 4.3.8. The visibility splay at the site access and junction corner are illustrated in **Figure 5221603-TO5-TIA-0204**.

3.1.3 Pedestrian Access Arrangement

- 3.1.3.1 The existing pedestrian access to the Site is located at Wan Hon Street, Ngan Yuet Lane and Shui Wo Street (near Wan Hon Street). Pedestrian can utilize existing nearby pedestrian facilities (i.e. footpaths and at-grade pedestrian crossings) to / from nearby bus, green minibus, red minibus servicing points, Kwun Tong MTR Station and other local retail facilities. The anticipated major pedestrian routings are indicated in **Figure No. 5221603-TO5-TIA-0203**.

- 3.1.3.2 An existing stairway is located at the corner of Wan Hon Street and Shui Wo Street with a level difference of about 1.2m. To enhance the pedestrian connectivity from the Site to public transport and other local facilities, it is recommended to maintain the pedestrian access at the east of the Site on Shui Wo Street. The pedestrian access provision is subject to the design by the future developer.
- 3.1.3.3 Potential schemes for providing BFA and enhancing the connection between Wan Hon Street and Shui Wo Street have been explored, including both ramp and lift options. The ramp option is proposed adjacent to the existing stairway, with a maximum gradient of 1:14 with intermediate landings in accordance with the Design Manual: Barrier Free Access. The estimated footprint is approximately 4.6m x 17m, which can be accommodated within the proposed building setback area. The lift option is proposed to provide a vertical BFA connection linking the proposed development, the proposed social welfare facility, Wan Hon Street and Shui Wo Street. The lift option would facilitate direct barrier-free movements between different levels served. The indicative connection schemes are presented in **Appendix F**.
- 3.1.3.4 However, the provision of footpath and lift connection with 24-hour public access would occupy the Site area, resulting in maintenance responsibility issues and subject to agreement from the relevant bureaux and departments (B/Ds) at the land document preparation stage.
- 3.1.3.5 Under the notional scheme, building setbacks are proposed along the northern, western and eastern boundaries for footpath widening purposes (i.e. Wan Hon Street, Ngan Yuet Lane and part of Shui Wo Street respectively). This will allow the adjoining footpaths to be widened to a minimum of 5.0m along the three adjacent streets respectively.

B. Traffic Impact

3.1.4 General

- 3.1.4.1 A traffic impact assessment (TIA) was conducted to review the traffic impact brought by the Development. Assessment year of 2037 (i.e. intake year + 3 years) has been adopted. The assessment scenarios for the TIA are listed in **Table 3.2**. The locations of assessed junctions are shown in **Figure 5221603-TO5-TIA-0201**.

Table 3.2 – TIA Assessment Scenarios

Year	Scenario	Description
2025	Observed Scenario	2025 Observed Traffic Flows
2037	Reference Scenario	2034 Intake Year + 3 Years+ Planned and Committed Developments and Highway Infrastructure to be completed before “Intake Year + 3”
2037	Design Scenario	Reference scenario + Development Traffic

3.1.5 Junction Assessments

- 3.1.5.1 The performance of priority junctions / roundabouts and signal-controlled junctions are represented in terms of design flow / capacity (DFC) ratio and

reserve capacity (RC) respectively. The performance of the assessed junctions under all assessment scenarios are summarized in **Table 3.3**.

Table 3.3 – Junctions Performance

Index ⁽¹⁾	Junction	Reserve Capacity (RC) or Design Flow / Capacity (DFC) Ratio ⁽²⁾					
		Year 2025 Observed Scenario		Year 2037 Reference Scenario		Year 2037 Design Scenario	
		AM	PM	AM	PM	AM	PM
J1	Tsui Ping Rd / Hip Wo St / Wan Hon St	66%	62%	46%	44%	41%	40%
J2	Wan Hon St / Shui Wo St	0.11	0.23	0.13	0.25	0.23	0.33
J3	Shui Wo St / Fu Yan St	0.29	0.37	0.32	0.41	0.37	0.44
J4	Hong Ning Rd / Shung Yan St	>100%	>100%	>100%	>100%	>100%	>100%
J5	Hip Wo St / Yuet Wah St (North)	>100%	>100%	>100%	>100%	>100%	>100%
J6 ⁽³⁾	Hip Wo St / Yuet Wah St (South) / Mut Wah St	40%	52%	31%	61%	30%	57%
J7 ⁽³⁾	Hong Ning Rd / Mut Wah St / Fu Yan St	58%	33%	65%	65%	61%	62%
J8 ⁽³⁾	Ngau Tau Kok Rd / Hong Ning Rd / Yue Man Square	65%	64%	35%	29%	33%	28%
J9 ⁽³⁾	Kwun Tong Rd / Hong Ning Rd	57%	48%	23%	18%	22%	18%
J10 ⁽³⁾	Kwun Tong Rd / Hoi Yuen Rd / Hip Wo St (Roundabout)	0.68	0.77	0.93	1.00	0.93	1.00
J11	Kwun Tong Rd / Tsui Ping Rd / Lei Yue Mun Rd	48%	41%	21%	17%	20%	17%
J12 ⁽³⁾	Hip Wo Street / Tung Yan Street / Minibus Terminus Access	31%	65%	42%	34%	38%	32%

Notes: Numbers are rounded for presentation.

Remarks: (1) Refer to **Figure No. 5221603-T05-TIA-0201**.

(2) Bold values indicate RC of less than 15% or DFC of more than 0.85 which denotes marginal junction performance. RC of less than 0% or DFC of more than 1.0 denotes over capacity; Numbers are rounded to the nearest integer.

(3) The planned / implemented junction modification by other development or projects are considered for Reference and Design Scenarios.

3.1.5.2 As shown in **Table 3.3**, most of the assessed junctions would operate with acceptable performance with spare capacity greater than 15% for signal-controlled junctions and DFC ratio less than 0.85 for priority junctions / roundabouts. The exception is noted at junction J10, which is anticipated to have marginal performance under the 2037 Reference Scenario during morning and evening peak hours.

3.1.5.3 The comparison of junction performance between Design and Reference Scenarios under **Table 3.3** indicates that the proposed development has insignificant traffic impact at J10 with +0.00 DFC.

3.1.5.4 With the implementation of the planned junction improvements by the future developer of the URA project, the traffic conditions are expected to operate within acceptable performance thresholds among most of the junctions. Accordingly, further traffic mitigation measures are considered not necessary to

address the traffic impact attributable by the proposed development under this study.

3.1.6 Pedestrian Impact Assessment

3.1.6.1 Pedestrian facilities assessments were carried out for the key pedestrian facilities which are likely to be affected by the proposed development. The capacity performances were expressed in terms of Level-of-Service (LOS).

3.1.6.2 Pedestrian forecasts at design year were projected by applying an appropriate growth rate to the observed pedestrian flows. The adopted growth rate referenced to TPEDM is adopted at the rate of +0.60% per annum to project the year 2037 reference pedestrian flows from the year 2025 Observed Scenario.

Table 3.4 – Walkway Assessment – Year 2037 Design Scenario

Index ⁽¹⁾	Clear Width (m)	Effective Width (m) ⁽²⁾	Pedestrian Demand (ped/15-mins)		Flow Rate (ppm/m) ⁽³⁾		LOS ⁽⁴⁾	
			AM	PM	AM	PM	AM	PM
P1	1.6	0.6	175	140	19	16	B	B
P2	2.0	1.0	80	45	5	3	A ⁽⁷⁾	A ⁽⁷⁾
P3	2.0	1.0	115	65	8	4	A	A
P4	1.6	0.6	110	115	12	13	A	A
P5 ⁽⁵⁾	3.0	1.0	360	430	24	29	C	C
P6	3.0	2.0	955	805	32	27	C	C
P8 ⁽⁶⁾	3.5	2.5	1,055	705	28	19	C	B
P9	2.8	1.8	305	585	11	22	A	B
P10	2.8	1.8	225	520	8	19	A	B
P11 ⁽⁶⁾	3.7	2.7	1,105	385	27	9	C	A
P12	2.0	1.0	485	235	32	16	C	B
P13	3.0	2.0	40	35	1	1	A	A

Remarks:

- (1) Refer to **Figure No. 5221603-TO5-TIA-0203**.
- (2) Effective Width = Clear Width – Dead Width.
- (3) Flow Rate = (Peak Pedestrian Demand in 15 min ÷ 15 min) ÷ Effective Width.
- (4) Description of LOS refer to TPDM Vol. 6 Ch. 10.6
- (5) 1.0m Dead Width at both sides is assumed in Effective Width calculation due to frontage at retail.
- (6) The lower footpath is excluded in Effective Width calculation.
- (7) The LOS criteria for walkway are adopted for unsignalized intersection with low traffic flow.

Table 3.5 – Crossing Assessment – Year 2037 Design Scenario

Index ⁽¹⁾	Crossing Width (m)	Pedestrian Crossing Capacity (pph) ^{(2) (5)}	Pedestrian Demand (pph) ⁽³⁾		Volume to Capacity (V/C) Ratio ⁽⁴⁾	
			AM	PM	AM	PM
P7	6.0 ⁽⁵⁾	1,900 x (36/120) x 6.0 = 3,420	2,860	2,800	0.84	0.82

Remarks:

- (1) Refer to **Figure No. 5221603-TO5-TIA-0203**.
- (2) The crossing capacity is determined in accordance with TPDM Vol. 4 Ch. 3.2.
- (3) The pedestrian demand in peak hour is assumed peak 15-mins x 4 conservatively.
- (4) Volume to Capacity Ratio = Pedestrian Demand ÷ Pedestrian Crossing Capacity.
- (5) The junction arrangement is subject to detailed design under Kwun Tong Town Centre Development Project (DAs 4 & 5). Crossing width and pedestrian green are assumed for assessment.

3.1.6.3 **Table 3.4** demonstrates that all the assessed key public pedestrian walkways would operate with LOS C or better under Year 2037 Design Scenario.

3.1.6.4 **Table 3.5** demonstrates that the assessed signalized pedestrian crossing would operate within capacity under Year 2037 Design Scenario.

3.1.6.5 Given that the key public pedestrian facilities in the vicinity of the Site are projected with desirable performance under the Design Scenario, enhancement works to nearby pedestrian infrastructure are not essential to accommodate the future pedestrian demand by the proposed development.

3.1.7 Public Transport Service

3.1.7.1 There are decent service points for franchised buses, green minibus (GMB) and red minibus (RMB) along Kwun Tong Road, Hong Ning Road, Hip Wo Steet and Yue Man Square PTI. The service details of the existing public transport services in the vicinity of the Site are given in **Table 3.6** and illustrated in **Figure No. 5221603-TO5-TIA-0301**.

Table 3.6 – Existing Public Transport Services

Route No.	Origin / Destination		Remarks
Franchised Bus			
1A	Sau Mau Ping (Central)	Star Ferry	
3D	Tsz Wan Shan (Central)	Kwun Tong (Yue Man Square)	
	Ching Hong House	Kwun Tong (Yue Man Square)	AM, Mon-Fri
	Tsz Wan Shan (South)	Kwun Tong (Yue Man Square)	AM, Mon-Fri
5R	Kai Tak Cruise Terminal	Kwun Tong (APM) (Circular)	
	Kai Tak Cruise Terminal	Kwun Tong (APM)	PM, Mon-Sat
	Ngau Tau Kok Station	Kai Tak Cruise Terminal	AM, PM, Mon-Sat
6E	Cheung Sha Wan (So Uk Estate)	Lei Yue Mun Estate	AM, PM, Mon-Fri
6P	Cheung Sha Wan (So Uk Estate)	Lei Yue Mun Estate	AM, PM, Mon-Fri
11B	Kwun Tong (Tsui Ping Road)	Kowloon City Ferry	
11C	Chuk Yuen Estate	Sau Mau Ping (Upper)	
11D	Lok Fu	Kwun Tong Ferry	
11X	On Tai (North)	Hung Hom Station	
13D	Po Tat	Island Harbourview	
13M	Kwun Tong (Elegance Road)	Po Tat (Circular)	
	Po Tat	Kwun Tong Station	AM, Mon-Fri ^
13P	Po Tat	Cheung Sha Wan (Lai Kok Estate)	AM, Mon-Fri
13X	Po Tat	Tsim Sha Tsui East	
14	Lei Yue Mun Estate	China Ferry Terminal	
14B	Ngau Tau Kok	Lam Tin (Kwong Tin Estate)	
	Lok Wah	Lam Tin (Kwong Tin Estate)	AM, Mon-Fri
14H	Yau Tong	Shun Lee (Circular)	
14X	Yau Tong (Shung Tak Wai)	Tsim Sha Tsui (Circular)	
15	Ping Tin	Hung Hom (Hung Luen Road)	

Route No.	Origin / Destination		Remarks
15A	Ping Tin	Tsz Wan Shan (North)	
15X	Lam Tin (Kwong Tin Estate)	Hung Hom Station	AM, PM, Mon-Fri
16	Lam Tin (Kwong Tin Estate)	Mong Kok (Park Avenue)	
	Ping Tin	Mong Kok (Park Avenue)	AM, Mon-Sat
16M	Kwun Tong (Yue Man Square)	Lam Tin (Hong Wah Court) (Circular)	
17	Kwun Tong (Yue Man Square)	Ho Man Tin (Oi Man Estate)	
23	Kwun Tong Ferry	Shun Lee (Circular)	
23M	Lok Wah	Shun Lee (Circular)	
26M	Choi Hung	Kwun Tong (Circular)	
28B	Kai Tak (Kai Ching Estate)	Choi Fook	
28S	Kwun Tong (Yue Man Square)	Lok Wah	AM, Mon-Fri ^
33B	Tsuen Wan West Station	Yau Tong	
38	Kwai Shing (East)	Ping Tin	
38P	Kwai Shing (Central)	Ping Tin	AM, PM, Mon-Fri
40	Tsuen Wan (Belvedere Garden)	Laguna City	
40A	Kwai Hing Station	Ping Tin	
40B	Kwai Chung Estate	Ping Tin	
40P	Tsuen Wan (Nina Tower)	Kwun Tong Ferry	
	Shek Yam East Estate	Kwun Tong Ferry	AM, Mon-Fri
42C	Tsing Yi (Cheung Hang Estate)	Lam Tin Station	
61R (NR61)	City One Shatin	Lam Tin Station	AM, Mon-Fri
	Lam Tin Station	City One Shatin	PM, Mon-Fri
62P	Tuen Mun Central	Lei Yue Mun Estate	AM, Mon-Sat
62X	Siu Hong Station (South)	Lei Yue Mun Estate	
69C	Tin Yan Estate	Kwun Tong Ferry	AM, PM, Mon-Sat
74C	Kau Lung Hang	Kwun Tong Ferry	AM, Mon-Fri
74D	Kau Lung Hang	Kwun Tong Ferry	
74E	Tai Mei Tuk	Kwun Tong Ferry	AM, PM, Mon-Fri
74F	Kwun Tong Ferry	Education University Of Hong Kong	AM, PM, Mon-Fri
74P	Kwun Tong Ferry	Tai Po Central	AM, PM, Mon-Fri
	Hong Kong Science Park	Kwun Tong Ferry	PM, Mon-Fri
74X	Tai Po Central	Kwun Tong Ferry	
	Kwong Fuk Estate	Kwun Tong Ferry	AM, Mon-Sat
	Wan Tau Tong B/T	Kwun Tong Ferry	AM, Mon-Sat
78C	Queen's Hill Fanling	Kai Tak	Sat-Sun & PH
78P	Queen's Hill Fanling	Kwun Tong (Lei Yue Mun Road)	AM, Mon-Fri
80	Mei Lam	Kwun Tong Ferry	

Route No.	Origin / Destination		Remarks
80P	Hin Keng	Kwun Tong Ferry	AM, Mon-Fri
80X	Chun Shek	Kwun Tong Ferry	
	Jat Min Chuen Street	Kwun Tong Ferry	AM, Mon-Fri
	Sun Tin Wai	Kwun Tong Ferry	AM, Mon-Fri
83A	Shui Chuen O	Kwun Tong Ferry Pier	AM, Mon-Fri
83X	Shui Chuen O	Kwun Tong Ferry	
	Wong Nai Tau	Kwun Tong Ferry	AM, Mon-Fri
88X	Sui Wo Court	Ping Tin	
89	Lek Yuen	Kwun Tong (Tsui Ping North Estate)	
89C	Heng On	Kwun Tong (Tsui Ping Road)	
89D	Lam Tin Station	Wu Kai Sha Station	
89P	Ma On Shan Town Centre	Lam Tin Station	AM, Mon-Sat
	Hang Hong Street	Lam Tin Station	AM, Mon-Fri
89X	Shatin Station	Kwun Tong (Tsui Ping Road)	
91S	Clear Water Bay	Kwun Tong	AM, Mon-Fri
93A	Po Lam	Kwun Tong Ferry Pier	
93K	Po Lam	Mong Kok East Station	
93P	Po Lam	Mong Kok (Park Avenue)	AM, PM, Mon-Fri
95M	Tsui Lam	Kwun Tong (Elegance Road)	
98	Tseung Kwan O Industrial Estate	Ngau Tau Kok Station (Circular)	
98A	Hang Hau (North) (Tseung Kwan O Hospital)	Ngau Tau Kok Station (Circular)	
	Ngau Tau Kok Station	Hang Hau (North) (Tseung Kwan O Hospital) (Special Departures)	PM, Mon-Fri
98B	Hang Hau (North) (Tseung Kwan O Hospital)	Kwun Tong	AM, Mon-Fri
101	Kwun Tong (Yue Man Square)	Kennedy Town	
	Kwun Tong (Yue Man Square)	Des Voeux Rd Central	PM, Mon-Fri
	Kwun Tong (Yue Man Square)	Belcher's Street	AM, Mon-Sat
	Central (Des Voeux Road Central)	Kwun Tong (Yue Man Square)	PM, Mon-Fri
101X	Kennedy Town	Kwun Tong (Yue Man Square)	AM, PM, Mon-Fri
213B	On Tai	Kwun Tong (Circular)	AM, Mon-Fri
213X	On Tai (South) (Hang Tai House)	Tsim Sha Tsui (Circular)	
215P	Lam Tin (Kwong Tin Estate)	Kowloon Station	AM, Mon-Fri
215X	Lam Tin (Kwong Tin Estate)	Kowloon Station	
234C	Sham Tseng	Kwun Tong (Tsui Ping North Estate)	AM, PM, Mon-Fri
234D	Tsing Lung Tau	Kwun Tong (Tsui Ping North Estate)	AM, PM, Mon-Fri
252X	Handsome Court	Lam Tin Station	AM, Mon-Fri

Route No.	Origin / Destination		Remarks
	So Kwun Wat	Lam Tin Station	AM, Mon-Fri
	Lam Tin Station	Tuen Mun (Chi Lok Fa Yuen)	PM, Mon-Fri
258A	Hung Shui Kiu (Hung Fuk Estate)	Lam Tin Station	AM, Mon-Fri
258D	Tuen Mun (Po Tin Estate)	Lam Tin Station	
258P	Hung Shui Kiu (Hung Fuk Estate)	Lam Tin Station	AM, Mon-Fri
	Lam Tin Station	Hung Fuk Estate Hung Tin Road	PM, Mon-Fri
258S	Tuen Mun (Shan King Estate)	Lam Tin Station	AM, Mon-Fri
259D	Tuen Mun (Lung Mun Oasis)	Lei Yue Mun Estate	
	Yuet Wu Villa	Lei Yue Mun Estate	AM, Mon-Sat
267X	Tuen Mun (Siu Hong Court)	Lam Tin Station	AM, Mon-Fri
	Lam Tin Station	Tuen Mun (Siu Hong Court)	PM, Mon-Fri
268A	Long Ping Estate	Kwun Tong Ferry	AM, Mon-Fri
	Kwun Tong Ferry	Long Ping Estate	PM, Mon-Fri
268C	Long Ping Station	Kwun Tong Ferry	
	Silver Field Garden	Kwun Tong Ferry	AM, Mon-Fri
269C	Tin Shui Wai Town Centre	Kwun Tong Ferry	
	Tin Tsz	Kwun Tong Ferry	AM, Mon-Sat
274X	Kwun Tong Ferry	Tai Po Central	PM, Mon-Sat
277A	Sha Tau Kok	Lam Tin Station	
277E	Sheung Shui (Tin Ping)	Lam Tin Station	
277P	Sheung Shui (Tin Ping)	Lam Tin Station	AM, Mon-Fri
	Lam Tin Station	Sheung Shui (Tin Ping)	PM, Mon-Fri
277X	Fanling (Luen Wo Hui)	Lam Tin Station	
	Fanling (Wah Ming)	Lam Tin Station	AM, Mon-Fri
292P	Sai Kung	Kwun Tong	AM, Mon-Fri
296A	Sheung Tak	Ngau Tau Kok Station (Circular)	
296C	Sheung Tak	Cheung Sha Wan (Hoi Ying Estate)	
601	Po Tat	Admiralty Station (East)	
601P	Po Tat	Sheung Wan	AM, Mon-Sat
	Sheung Wan	Po Tat	PM, Mon-Fri
	Hiu Kwong Street (Hui Lai Court)	Sheung Wan	AM, Mon-Fri
606	Choi Wan	Siu Sai Wan (Island Resort)	
606A	Choi Wan (Fung Shing Street)	Shau Kei Wan (Yiu Tung Estate)	AM, Mon-Sat
606X	Kai Yip	Siu Sai Wan (Island Resort)	AM, Mon-Sat; PM, Mon-Fri
619	Shun Lee	Central (Macau Ferry)	
619P	Shun Lee	Central (Macau Ferry)	AM, Mon-Sat

Route No.	Origin / Destination		Remarks
641	Kai Tak (Kai Ching Estate)	Central (Macau Ferry)	AM, PM, Mon-Sat
671	Diamond Hill Station	Ap Lei Chau Lee Lok St	
671X	Ap Lei Chau Lee Lok St	Diamond Hill Station	AM, Mon-Fri
796S	Tseung Kwan O Station	Ngau Tau Kok Station (Circular)	Overnight
A22	Lam Tin Station	Airport (Ground Transportation Centre)	
A26	Yau Tong	Airport	
A29	Tseung Kwan O (Po Lam)	Airport (Ground Transportation Centre)	
	Tseung Kwan O (Po Lam)	Airport (Via Asiad-Expo)	
E22	Lam Tin (North)	Skycity	
E22A	Tseung Kwan O (Hong Sing Garden)	Skycity	
E22C	Tiu Keng Leng Station	Aircraft Maintenance Area	AM, PM
E22S	Tung Chung (Mun Tung Estate)	Tseung Kwan O (Po Lam)	AM, PM, Mon-Fri
E22X	Yau Tong	Skycity	AM, PM, Mon-Fri
N3D	Kwun Tong (Yue Man Square)	Tsz Wan Shan (Central)	Overnight
N29	Tseung Kwan O (Hong Sing Garden)	Tung Chung Station	Overnight
N213	Tsim Sha Tsui East (Mody Road)	On Tai (West)	Overnight
N293	Sheung Tak	Mong Kok (Park Avenue)	Overnight
N619	Shun Lee	Central (Macau Ferry)	Overnight
N796	Chatham Road South	LOHAS Park	Overnight
	LOHAS Park	Tsim Sha Tsui (Circular)	
NA29	Tseung Kwan O (Po Lam)	Airport / HZMB Hong Kong Port	Overnight
W2	Jordan (West Kowloon Station)	Kwun Tong (Circular)	
	Jordan (West Kowloon Station)	Laguna Park	Specific time daily
	Millennium City	Jordan (West Kowloon Station)	Specific time daily
X42C	Tsing Yi (Cheung Hang Estate)	Yau Tong	
	Hong Cheung House, Cheung Hong Estate	Yau Tong	AM, Mon-Fri
X42P	Tsing Yi Station	Lam Tin Station	AM, Mon-Fri
Green Minibus (Kowloon)			
22A	Lok Wah Estate	Kowloon Bay (Cheung Yip St) (Circular)	
	Lok Wah Estate	Kwun Tong Ferry (Circular)	
22M	Lok Wah Estate	Yue Man Square PTI	
23	Kwun Tong (Wan Hon Street)	Yue Man Square PTI	AM, Mon-Fri
23B	Yue Man Square PTI	Cha Kwo Ling	
23M	Yue Man Square PTI	Lam Tin Station (Sin Fat Road) (Sceneway Garden)	
34M	Hui Lai Court	Yue Man Square PTI	

Route No.	Origin / Destination		Remarks
34S	Sau Mau Ping (Upper) Bus Terminus	Yue Man Square PTI	
	Hiu Kwong Street	Yue Man Square PTI	AM, Mon-Fri
35	Choi Ha Estate	Hong Lee Court	
36A	Crocodile Hill (Hong Lee Court)	Yue Man Square PTI	
47	Shun Lee	Tsui Ping (Fuk Tong Road)	
48	Shun Lee	Kowloon Bay	
50	United Christian Hospital	Yue Man Square PTI	
56	Richland Gardens	Shung Yan Street	
59	Tsui Ping Estate South	Hip Wo Street (Circular)	
62S	Lam Tin (Kwong Tin Estate)	Tsim Sha Tsui	Overnight
63	Lam Tin (Kwong Tin Estate)	Yue Man Square PTI	
76A	Kwong Tin	United Christian Hospital	
76B	United Christian Hospital	Yau Tong PTI	
89A	On Tai Estate	Ngau Tau Kok Bus Terminus	
89C	On Tat Estate	Ngau Tau Kok Bus Terminus	
90B	Sau Mau Ping	Hong Kong Children's Hospital	
91	Sau Mau Ping (Hiu Kwong Street)	Jordan (Pak Hoi Street)	Circular after specific time daily
	Sau Mau Ping (Hiu Kwong Street)	Jordan (Nanking Street)	AM, Mon-Fri
Green Minibus (New Territories)			
10M	Well On Garden	Kwun Tong (Yue Man Square)	
13	Hong Sing Garden	Kwun Tong (Yue Man Square)	
102	Hang Hau Station	San Po Kong	
102B	Yuk Ming Court	Choi Hung (Circular)	AM, PM, Mon-Fri
102S	Hang Hau Station PTI	San Po Kong	Overnight
104	Hong Kong University of Science and Technology (South Station)	Kwun Tong (Circular)	
106	Po Lam	Kowloon Bay	
501S	Sheung Shui Station	Yue Man Square	Overnight
Red Minibus			

Red Minibus operate in a flexible manner and do not have fixed routing, frequency, operating hours and fare levels. The major existing red minibus termini are indicated on **Figure No. 5221603-TO5-TIA-0301**.

MTR Kwun Tong Station

MTR Kwun Tong Line

Sources: HKeMobility website (as of 02 Sep 2025).

Remarks: (AM) – AM Peak only

(PM) – PM Peak only

(Mon-Fri) – Monday to Friday (except Public Holidays)

(Mon-Fri ^) – Monday to Friday (except School & Public Holidays)

(Mon-Sat) – Monday to Saturday (except Public Holidays)

(Sat-Sun & PH) – Saturday to Sunday and Public Holidays

(Overnight) – Overnight services

- 3.1.7.2 Kwun Tong Road is located at about 500m radius from the Site, which has variety of franchised bus services along kerbsides to other districts. Yue Man Square PTI is located at about 300m radius from the Site, which facilitates with franchised bus, green and red minibuses services. Besides, MTR Kwun Tong Station is located at about 550m radius from the Site.
- 3.1.7.3 The proposed development will be well served by these existing public transport services currently available in the vicinity.

3.2 Drainage Aspect

A. General

- 3.2.1 Considering the Site is located in urban area and it is a redevelopment of converting the PCCW Training and Development Centre into a private residential development, the catchment area, surface runoff characteristic such as the extent of paved area regarding the Site shall remain the same after the redevelopment under the proposed scheme at current stage of feasibility study. It is anticipated that there would be no change in drainage path due to the redevelopment such that total surface runoff of the catchments to the individual drainage system would not be adversely increased. Thus, adverse effect to the existing downstream drainage system due to the proposed redevelopment is not anticipated and a detailed drainage impact assessment is considered not necessary at this stage of feasibility study. The existing drainage layout plan is shown in **Appendix A**.
- 3.2.2 Further condition survey should be conducted at later stage to verify service conditions of the downstream public drainage system. If found necessary upon site survey result, mitigation works, such as pipe cleansing and rehabilitation/upgrading works, should be implemented to secure satisfactory hydraulic performance arising from the development.
- 3.2.3 Any further assessment if required may be carried out at later stage such as in detailed sign of the proposed development subject to agreement with relevant B/Ds.

3.3 Sewerage Impact

A. General

- 3.3.1 The sewerage impact assessment is conducted in accordance with the Environmental Protection Department's (EPD's) "Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Report No. EPD/TP 1/05" (GESF).
- 3.3.2 10% variation of population and non-domestic development are allowed for design flexibility of the proposed development for the sewerage impact assessment.

B. Existing Sewerage System

- 3.3.3 According to drawings from the Building Department, there is no sewerage treatment plant within the Site. It is observed that the sewage generated from the Site is discharged to existing manhole no. FMH4030428.
- 3.3.4 Based on sewerage record from the Drainage Services Department (DSD), there is a 150mm to 225mm diameter sewerage pipeline located along Ngan Yuet Lane, Wah Hon Street and Shui Wo Street. The existing 150mm dia. sewerage pipeline along Ngan Yuet Lane should collect sewage from Morning Star Mansion (MSM) via Existing Manhole no. FMH4030460 and The Church of Jesus Christ of Latter-Day Saints (Church) via existing Manhole no. FMH4030425 and from Hopewell House (HWH) via Existing Manhole nos. FMH4100301 and FMH4100302. The sewage collected would be discharged via a 225mm diameter sewer with Existing Manhole no. FMH4030493 at Shui Wo Street. The existing sewerage layout plan is shown in **5221603-TO5-SIA-1000**.

C. Impact Assessment

- 3.3.5 The estimated Peak Dry Weather Flow from the Site is approximately 2,595m³/day. The sewage generated will be discharged at the existing manhole FMH4030404. Sewage flow is then conveyed by existing 225/300mm diameter sewerage pipeline along Hip Wo Street. The preliminary assessment demonstrated that the existing sewerage with minor sewerage works is found sufficient to cater sewage flow generated from the new development.
- 3.3.6 Further condition survey should be conducted at later stage to verify service conditions of the downstream public sewerage system. If found necessary upon site survey result, mitigation works, such as pipe cleansing and rehabilitation/upgrading works, should be implemented to secure satisfactory hydraulic performance arising from the development. An updated SIA should be submitted at the detailed design stage to EPD and DSD for agreement, incorporating the latest updates on intended population intake year and development / design parameters, as well as condition survey results of downstream public drainage and sewerage.

D. Proposed Sewerage System

- 3.3.7 Future sewage generated from the Site will be discharged to the Government sewerage system along Wan Hon Street instead of Shui Wo Street in consideration of high utilization of the sewers at Shui Wo Street downstream. All sewage flow will be collected to a new terminal sewerage manhole located near northern east of the Site, connecting with new 225mm dia. sewerage pipes between the manholes.
- 3.3.8 The existing terminal manhole and sewerage pipe connecting to the Government manhole (FMH4030428) would be abandoned.
- 3.3.9 The proposed sewerage system comprises new 225 mm diameter sewer pipes and manholes from the Site to Wan Hon Street / Hip Wo Street Rest Garden. It would handle only the sewer discharge generated by the Site and would connect to the existing sewerage manhole FMH4030404. The proposed sewerage system is shown in **Figure No. 5221603-TO5-SIA-1010**.

- 3.3.10 Hydraulic calculations and utilization checks extend downstream to manhole FMH4030520 near Mut Wah Street. The downstream 150 mm diameter pipes (FWD4032164 and FWD4032184) with the proposed minor sewerage works will have sufficient capacity to cater sewage flow generated from the new development.

3.4 Geotechnical and Site Formation Assessment

A. General

- 3.4.1 The Site is sitting on a flat platform at about +37.5mPD, retained by a 1.5m to 4m high L-shaped retaining wall on the Feature.
- 3.4.2 Existing records of relevant ground investigations were obtained from the Geotechnical Information Unit (GIU) library. No existing SI was recorded within 50m buffer from the Feature.

B. Geotechnical Constraint and Considerations

3.4.3 Existing Structures

- 3.4.3.1 The Site is occupied predominantly by PCCW Training & Development Centre. The 4-storey RC structure with retaining walls was built around 1971. The building is supported by footings on in-situ soil / rock. The existing structure will be demolished for the future development.

3.4.4 Existing Registered Features

- 3.4.4.1 The feature no. 11NE-D/CR40 (sub-division no. 3) is located under the PCCW Training & Development Centre along the site boundary at south-east side. The Feature is a rock slope with a stone pitched wall at crest with max. 4m high and 65 degree of wall face. A max. 4m high R.C. retaining wall is located along the Feature crest. The length of sub-division no. 3 is about 80m.
- 3.4.4.2 The location of the existing registered features is shown in **Figure 5221603-TO5-GEO-1001**.

C. Proposed Geotechnical Works

- 3.4.4.3 No major geotechnical works for the Feature is expected before hand-over to the future developer. Geotechnical works may be required in the future, which is subject to the future development.
- 3.4.4.4 Detailed geotechnical assessment shall be carried out for future development. If any adverse impact on the geotechnical feature(s) induced by the future development (e.g. additional surcharge, lateral loading and modification) is identified, it shall be included and analysed in the detailed geotechnical assessment and potential stabilisation works, such as rock dowel and buttress, may be proposed.
- 3.4.4.5 New development profile will be proposed by the future developer. New geotechnical retaining structures may be required to suit the development profile. For example, cantilever soldier pipe wall with backfilling works may be proposed along Shiu Wo Street to enlarge the platform area. Such that site formation plan shall be submitted to relevant departments / parties for approval

if found necessary. Potential Slope Enhancement Works is presented in **5221603-TO5-GEO-1003** for information.

D. Proposed Building Foundation

- 3.4.4.6 Based on the limited SI data within and in the vicinity of the site, interpreted rockhead level from BH1, BH3 & BH4 is varies from +37.79mPD to +39.40mPD with localized drop to around +32mPD at BH2 and VB1. Additionally, rockhead was found at + 25.81mPD at VB2. Hence, shallow foundations on bedrock for residential buildings may be considered feasible. Then, the Feature shall be reviewed and strengthening works shall be required if there is any additional loading on it.

3.5 Environmental Impact

A. General

- 3.5.1 The total area of the Site is approximately 0.28 ha and the estimated total flat number of the Development is estimated to be around 346 units. In view of this, the Development is not classified as Designated Project (DP) under Schedule 3 of the Environmental Impact Assessment Ordinance (EIAO) as the total site area is not more than 50ha. Other proposed infrastructure works such as provision of new sewerage, drainage connection to the Site is not classified as any DP items. Therefore, no DP items of the EIAO is anticipated for the Development.

B. Impact Assessment

3.5.2 Air Quality

- 3.5.2.1 The local air quality is likely to be primarily influenced by vehicular emissions from nearby road (i.e. Wan Ho Street) in the vicinity of the Proposed Development.
- 3.5.2.2 The study area for air quality assessment is defined by a distance of 500m from the site boundary. The 500m air quality study area and the locations of the Air Sensitive Receivers (ASRs) are shown in **Figure 5221603-TO1-PER-1000**.
- 3.5.2.3 Background air quality has also been predicted based on hourly concentration data extracted from the EPD's "Smart Air Modelling Platform" PATH v3.0 model which is developed by EPD to simulate air quality over Hong Kong. The Proposed Development falls within the PATH Grids (45,32), (45,33) and (46,33). The pollutants concentration data predicted by PATH-v3.0 in Year 2030 (i.e. closet to tentative population intake year of 2033) are summarised in **Table 3.7** below:

**Table 3.7 - Background Concentrations of Air Pollutants
in Year 2025 Predicted by the PATH-v3.0 Model (Level L1)**

Pollutant	Averaging Time	Prevailing AQO ^(b)	Pollutant Concentration (µg/m ³)		
			Grid (45,32)	Grid (45,33)	Grid (46,33)
RSP	10 th Highest 24-hour	75 (9)	52	51	51
	Annual	30	20	20	20

Pollutant	Averaging Time	Prevailing AQO ^(b)	Pollutant Concentration (µg/m ³)		
			Grid (45,32)	Grid (45,33)	Grid (46,33)
FSP	19 th Highest 24-hour	37.5 (18)	30	30	30
	Annual	15	12	12	12
NO ₂	19 th Highest 1-hour	200 (18)	89	82	73
	10 th Highest 24-hour	120 (9)	38	37	32
	Annual	40	16	16	14
SO ₂	4 th Highest 10-minute	500 (3)	21	21	22
	4 th Highest 24-hour	40 (3)	7	7	7
O ₃	10 th Highest 8-hour	160 (9)	<u>172</u>	<u>170</u>	<u>170</u>
	Peak Season	100	<u>120</u>	<u>118</u>	<u>119</u>
CO	1 st Highest 1-hour	30,000 (0)	522	520	514
	1 st Highest 8-hour	10,000 (0)	494	500	492
	1 st Highest 24-hour	4,000 (0)	464	464	456

Notes:

- (a) Data of Level L1 (0-17m) from PATH-v3.0 is extracted from latest EPD's SAMP (i.e. SAMP 2.1).
 (b) Data in brackets refers to the number of prevailing AQO exceedances allowed per calendar year.
 (c) Underlined value means exceedance of prevailing AQOs.

3.5.2.4 As shown in **Table 3.7**, the predicted background concentrations of RSP, FSP, NO₂, SO₂ and CO in PATH Grids (45,32), (45,33) and (46,33) in Year 2030 are all below the relevant AQO criteria. The predicted background concentrations of 8-hour average O₃ and peak season O₃ in Year 2030 show exceedances of the relevant AQO criterion in all relevant PATH grids, which is mainly influenced by the regional photochemical smog problem.

3.5.2.5 The key air quality impact during operational phase would be vehicular emissions from nearby roads including Wan Hon Street, Shui Wo Street and Ngan Yuet Lane. The road type of these streets was not available in the Annual Traffic Census (ATC) 2024 published by the Transport Department (TD). Nevertheless, according to the Methodology of Traffic Forecasting for NIA (Rev. 1) submitted in December 2025, which have been endorsed by TD, the road type of these streets is assigned to be Local Distributors (LD).

3.5.2.6 The road types of the roads bounding the Site and the required HKPSG buffer distance between those roads and the site boundary are summarized in **Table 3.8** and presented in **Figure 5221603-TO5-PER-1001**. The air sensitive uses within the Project Site, such as fresh air intake of mechanical ventilation, openable windows of the residential floors and air sensitive uses at podium levels and open space for recreation use, will not be located within the buffer zone to ensure no adverse vehicular emission impact upon the proposed development.

Table 3.8 – Road Types of Surrounding Roads and HKPSG Air Buffer Distance Requirement

Road	Road Type	Recommended Buffer Distance
Wan Hon Street	Local Distributor	>5 m
Shui Wo Street	Local Distributor	>5 m
Ngan Yuet Lane	Local Distributor	>5 m

- 3.5.2.7 In addition, for any future connection roads near the Site, sufficient buffer distances between the future connection roads and the potential ASRs within the Site and all existing and planned ASRs should be provided according to the recommended buffer distances from roads stipulated in Table 3.1 of Ch.9 of the HKPSG. No air sensitive uses (including fresh air intake of mechanical ventilation and openable windows of the residential floors and podium levels, and open space for recreation use, etc) shall be planned to be located within the buffer area from road kerb to the Development. It is also recommended that any air intake locations be located outside of these buffer areas. To this end, adverse air quality impact due to the surrounding vehicular emissions are not expected to occur.
- 3.5.2.8 According to HKPSG, buffer distance of 200m from chimney is recommended for high-rise buildings. Since no chimneys are identified within 200m from the Project Site. Therefore, air quality impact from chimney emission to the potential ASRs of the Development is not anticipated at the Development.
- 3.5.2.9 The key air quality impact during operational phase would be vehicular emissions from nearby roads including Wan Hon Street, Shui Wo Street and Ngan Yuet Lane. The air sensitive uses within the Project Site, such as fresh air intake of mechanical ventilation, openable windows of the residential floors and air sensitive uses at podium levels and open space for recreation use, will not be located within the buffer zone to ensure no adverse vehicular emission impact upon the proposed development. The prohibited area for air sensitive uses is shown in **Figure 5221603-TO5-PER-1002 & 5221603-TO5-PER-1003**. No further mitigation measures are required for the proposed development.
- 3.5.3 Noise Impact
- 3.5.3.1 The study area for this NIA is defined by a distance of 300m from the site boundary. The 300m noise study area and the locations of the Noise Sensitive Receivers (NSRs) are shown in **Figure 5221603-TO5-PER-2000**. To mitigate the potential exceedance during the construction stage, adoption of quieter construction methods and use of quality powered mechanical equipment, noise barrier and noise enclosure should be adopted. In addition, good site practices should be adopted to abate noise impacts during the construction phase of the Project and noise mitigation measures stipulated in EPD's "Recommended Pollution Control Clauses for Construction Contracts" should be followed.
- 3.5.3.2 The existing noise conditions at the Project site is mainly contributed by road traffic noise from the nearby road networks, i.e. Wan Ho Street and Shui Wo Street surrounding the Project Site. The MTRC rail line Kwun Tong Station of Kwun Tong Line is located more than 400m at the south of the Project Site.

- 3.5.3.3 The major noise impact during operational phase would be road traffic noise from Wan Ho Street and Shui Wo Street surrounding the Project Site and Hip Wo Street on the east.
- 3.5.3.4 The Road Noise Module 2.7.2 of NoiseMap Enterprise Edition will be used to assess the road traffic noise impact from existing and future roads within the 300m study area on the future NSRs at the Project site. The road traffic noise model adopts the methodology outlined in the Calculation of Road Traffic Noise (CRTN) developed by the UK Department of Transport. The road traffic noise would be presented in terms of noise levels exceeded for 10% of the one-hour period for the hour having the peak traffic flow $L_{10(1\text{hour})}$ under various traffic forecast scenarios. The predicted noise levels at the NSRs include 2.5 dB(A) façade reflection and correction factors for effects due to gradient, distance, view angle, road surface and barriers. Road traffic NIA will be based on projected peak hourly flow for the worst year within 15 years upon occupancy of the proposed housing development and the impact will be assessed against the relevant noise standards. Mitigation measures for road traffic noise will be recommended if noise exceedances are predicted.
- 3.5.3.5 The locations of the noise sensitive receivers of the proposed residential building block (Flat A to Flat N) are illustrated in **Figure 5221603-TO5-PER-2001**. A social welfare facility was proposed at 3/F and the noise sensitive receivers of this facility is shown in **Figure 5221603-TO5-PER-2002**.
- 3.5.3.6 The assessment has been carried out based on the projected peak hourly traffic flow in Year 2049 for the Development, which corresponds to the maximum projected traffic conditions within 15 years upon occupancy of the Development. The traffic forecast has been submitted to the TD for endorsement where the road type of these streets is assigned to be LD. No noise barrier and low noise road surfaces (LNRS) are identified within the 300m assessment area.
- 3.5.3.7 The worst-case traffic flow is found during PM peak period. Predicted peak hourly road traffic noise levels at all noise sensitive receivers on domestic floors and floor for social welfare facilities during the base case scenario under PM peak are summarised in **Table 3.9** and **Table 3.9A** below.

Table 3.9 – Summary of Predicted Road Traffic Noise Results of Domestic Portion – Base Case Scenario

Parameter	-
Total No. of Flats	346
Predicted Maximum L_{10} (1 hour), dB(A)	70
No. of Flats with Noise Exceedance	0
Compliance Rate, %	100%

Table 3.9A Summary of Predicted Road Traffic Noise Results of Social Welfare Facilities Portion – Base Case Scenario

Floor	Noise Criteria, L_{10} 1-hr dB(A)	Predicted Maximum Noise Level, L_{10} 1-hr dB(A)		
		NW Façade	NE Façade	SE Façade
		SWF_01 to SWF_04	SWF_05 to SWF_07	SWF_08 to SWF_09
3/F	70	67	71	70

Note: As no detailed layout/ sensitive uses of social welfare facilities, noise criterion of L_{10} (1 hour) = 70 dB(A) is adopted.

- 3.5.3.8 Under base case scenario, the predicted maximum road traffic noise level in the proposed residential development of domestic portion is 70dB(A) which comply with the relevant noise criterion of 70dB(A). For the social welfare facilities portion, noise exceedance at the proposed social welfare facilities is identified at one noise assessment point at the NE façade as shown in **Figure 5221603-TO5-PER-2002**. The predicted maximum road traffic noise level is 71dB(A), which exceeds the relevant noise criterion of 70dB(A) by up to 1 dB(A).
- 3.5.3.9 It is anticipated that mitigation measures such as 1.5m architectural fin or fixed window could be proposed for NSRs at NE façade (NSR ID: SWF_07). The indicated noise mitigation measure for the proposed social welfare facilities is shown in Figure **5221603-TO5-PER-2003**.
- 3.5.3.10 A separate NIA will be conducted by future developer during future detail design to address potential environmental impacts from traffic noise sources, which shall include review and update of traffic data based on potential traffic flow impact from adjacent development and road network changes.
- 3.5.3.11 Based on the current scheme, there is no major planned fixed noise source within the Site. Should there be any planned fixed noise sources within the Site at the later stage, these noise sources will be designed to meet the noise criteria under Chapter 9 of the HKPSG. Also, based on current available information, there are no planned noise sources identified and located within 300m of the proposed development.
- 3.5.3.12 For existing fixed noise sources, site survey and desktop review were conducted to identify the existing major fixed noise sources in the vicinity which might potentially affect the noise sensitive uses within the Project Site. The identified fixed noise sources are summarized in **Table 3.10** and their locations are shown in **Figure 5221603-TO5-PER-2004**.

Table 3.10 – Summary of the Existing Fixed Plant Noise Sources

Noise Source ID	Location	Planned/ Existing	Approximate Separation Distance from the Site Boundary (m)	Remarks
S01a-S01f	Rooftop of Shui Wo Street Municipal Services Building	Existing	190	-
S02a-S02b	Rooftop of Shui Wo Street Municipal Services Building	Existing	190	Provided with noise enclosure
S03a-S03b	Rooftop of Delia Memorial School (Hip Wo)	Existing	100	-
S04a-S04d	Rooftop of Resurrection Parish	Existing	200	-

- 3.5.3.13 The locations of the noise sensitive receivers of the proposed residential building blocks are shown in **Table 3.11** and illustrated in **Figure 5221603-TO5-PER-2004**.

Table 3.11 – Fixed Plant Noise Sensitive Receivers

NSR ID	Type of Area	Influence Factor	ASR	Noise Criteria, dB(A)	
				Daytime and Evening	Night-time
B2 I2	Area other than those above	Nil	B	65	55

- 3.5.3.14 Assessment results indicate that no fixed noise exceedance is anticipated. The results are summarized in **Table 3.12**.

Table 3.12 – Predicted Fixed Plant Noise Levels at NSRs

Scenario	NSR ID	Noise Criterion, dB(A)	Predicted Fixed Noise Level, L_{Aeq} (30 min), dB(A)	Compliance
Daytime and Evening	B2	65	53	Yes
	I2		52	Yes
Night-time	B2	55	49	Yes
	I2		47	Yes

- 3.5.3.15 A separate NIA will be conducted by future developer for future detail design to address potential fixed noise source impacts, which shall include more detailed investigation and assessment of the identified noise sources and mitigation measures to be proposed as necessary.

Railway Noise

- 3.5.3.16 Existing MTR Kwun Tong Line is located at the south of the proposed development with approximate separation distance of more than 400m. The existing Grand Centre and other buildings are located in between the railway viaduct and the proposed development. As such, it is anticipated that railway noise generated from the existing Kwun Tong Line would be insignificant.

3.5.4 Water Quality

- 3.5.4.1 The study area for water quality assessment is defined by a distance of 500m from the site boundary. Water Sensitive Receivers (WSRs) located in the vicinity of the 500m from the site boundary were identified and reviewed. The 500m water quality study area and location of WSRs are shown in **Figure 5221603-TO5-PER-3000**.
- 3.5.4.2 Potential sources of water quality impact associated with activities during the operation phase of the Proposed Development include:
- Sewage generated from the new population; and
 - Stormwater runoff.
- 3.5.4.3 During the operation phase, stormwater runoff from the paved surfaces within the Proposed Development will be directed to a managed stormwater drainage system. Appropriate drainage system, equipped with necessary pollution control devices, such as silt trap and oil and grease separators, would be provided. Mitigation measures such as the installation of silt traps in the stormwater drainage system can effectively reduce the potential impacts of

these pollutants on drainage water quality. Good practices recommended under *ProPECC PN1/23* could also be referenced for the design of the drainage system.

3.5.4.4 During the operation phase, 393m³/day of sewage arising from the Proposed Development will be collected and conveyed to Kwun Tong Preliminary Treatment Works via proper connections. No specific mitigation measures are required for sewage arising from the Proposed Development.

3.5.4.5 A surface water drainage system should be installed to collect and convey the road surface runoff to the existing drainage system downstream. The design of mitigation measures for the drainage system during the operation phase shall take account of the guidelines as presented in *ProPECC PN1/23*. Best Management Practices (BMPs) should be implemented to control run-off. The drainage system should be designed to avoid flooding with devices and facilities to control sedimentation and runoff quality, prevent 'first flush' pollution, and eliminate pollutant discharge into poor flushing water downstream. Manholes, as well as stormwater gullies and ditches provided at the Project Site should be regularly inspected and cleaned. Additional inspection and cleansing should be carried out before forthcoming heavy rainfall.

3.5.5 Waste Management

3.5.5.1 Types and volume of waste generated during the construction and operation phases of the Proposed Development have been evaluated. Various waste management measures and good site practices are in place to properly manage the waste generated during the construction and operation phases.

3.5.5.2 With the proper implementation of the waste management/mitigation measures, adverse environmental impact arising from the handling, storage, transportation or disposal of the waste generated by the Proposed Development is not anticipated.

3.5.5.3 A summary of the estimated quantities of different waste types generated during the construction and operation phases and the proposed outlet and handling arrangement is provided in **Table 3.13**.

Table 3.13 – Summary of Waste Quantity Estimation

Type of Waste	Estimated Quantity	Proposed Handling/ Delivery/ Disposal Arrangement
Construction Phase		
Inert C&D Materials	11,413m ³	On site reuse as much as possible before delivered to Tseung Kwan O Area 137 Fill Bank ¹
Non-inert C&D Materials	768m ³	Recycled as much as possible before disposal to NENT Landfill ²
Chemical Waste	<5L/day	Collect by licensed chemical waste collector for disposal at licensed treatment facilities (e.g. CWTC at Tsing Yi)
General Refuse	32.5kg/day	Recyclables: Deliver to specialised recycling companies by contracted collectors

		Non-recyclables: Dispose to NENT Landfill by contracted collectors on daily basis
Asbestos Waste	3,750 m ²	Handled and disposed by registered asbestos contractor at a landfill site ³ .
Operation Phase		
General Refuse	1,128 kg/day	Recyclables: Deliver to specialised recycling companies by waste collectors Non-recyclables: Dispose to the refuse collection point by waste collectors on daily basis

Remarks:

1. Delivery site is subject to the designation by the PFC according to the DEVB TC(W) No.6/2010
2. Disposal site of non-inert C&D materials shall be subject to confirmation with EPD
3. Prior approval by EPD is required before asbestos disposal at designated landfill in accordance with Waste Disposal (Chemical Waste) (General) Regulation.

3.5.5.4 The Asbestos Investigation Report & Asbestos Abatement Plan was prepared by a registered asbestos consultant for the Project Site in July 2000. This report found that approximately 3,750 m² of floor tile adhesives, 13 number of fuse boxes, some pipe lagging and cable cloth packing were found to have ACM. Afterwards, there was a notification letter to EPD indicating that asbestos abatement work at the Project Site was anticipated to commence in December 2013. However, there were no further records by EPD indicating that all ACM have been removed. In view of the above, the future private developer shall conduct further investigation to determine whether the Project site currently still contains ACM. The asbestos abatement works which included in the demolition works would be completed in around one year. These has already been considered in the assumption of population intake i.e. Tentative Intake Year in 2033/34.

3.5.5.5 All storage of asbestos waste should be carried out properly in a secure place isolated from other substances so as to prevent any possible release of asbestos fibres into the atmosphere and contamination of other substances. The storage area should bear warning panels to alert people of the presence of asbestos waste. Collection, transportation and disposal of asbestos waste will follow the trip-ticket system.

3.5.5.6 A registered asbestos contractor shall be appointed to handle, collect the ACM and deliver to the designated landfill for disposal. The future private developer shall notify EPD in advance for disposal of asbestos waste. After processing the notification, EPD will issue specific instructions and directions for disposal. The waste producer must strictly follow these directions.

3.5.6 Land Contamination

3.5.6.1 Historical aerial photographs and topographic maps were reviewed to identify previous land uses at the Site and any previous contaminative activities. It is anticipated no potential source of land contamination.

3.5.6.2 According to EPD, there have been no recorded instances of chemical spillage and land contamination on the Site. Additionally, the Fire Services Department (FSD) has confirmed the Site has no records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods. Therefore, no

potential source of land contamination are anticipated from the existing operation identified on Site.

3.6 Landscape and Visual Aspect Impact

A. General

- 3.6.1 The landscape and visual impact assessment (LVIA) was conducted with reference to the relevant standards and guidelines including but not limited to DEVB TC(W) No. 4/2020 – Tree Preservation, EIAO Guidance Note No. 8/2023 – Preparation of Landscape and Visual Impact Assessment under the EIAO and TPB PG-No. 41A - Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board.

B. Impact Assessment

3.6.2 Tree Survey

- 3.6.2.1 Nil trees are identified within the proposed development site boundary.

3.6.3 Landscape Resources (LRs)

- 3.6.3.1 Given the relatively modest scale of the proposed development within an already developed residential area, it is expected that the main source of impact on landscape resources would primarily only stem from construction activities by the proposed residential block. The LR plan is shown in **Figure 5221603-TO5-LVIA-3001**. The following **Table 3.14** and **Table 3.15** summarises this finding:

Table 3.14 – Summary of LR Sensitivity Rating

Code	Landscape Resources (LR)	Description of Landscape Value	Sensitivity (Low/Medium/High)
LR1-1	Open Space (Wan Hon Street Rest Garden)	Wan Hon Street Rest Garden is a pocket open space located in Ngan Yuet Lane. This open space is mainly passive landscape open space, with some flowering trees, namely, Lagerstroemia speciosa, and some seating facilities for public enjoyment.	Medium
LR1-2	Open Space (Wan Hon Street/Hip Wo Street Rest Garden)	Open Space (Wan Hon Street/Hip Wo Street Rest Garden) located in the junction of Hip Wo Street and Wan Hon Street. There are several arbour and seating bench within the rest garden for the community enjoyment. There are several tall palm trees established very well, namely, Roystonea regia.	Medium
LR2-1	Amenity planting within Hing On House	This amenity planting is located within the Wo Lok Estate in the	Medium

Code	Landscape Resources (LR)	Description of Landscape Value	Sensitivity (Low/Medium/High)
		junction of Hip Wo Street and Yuet Wah Street. This amenity planting provides a visual buffer between the pedestrian path and the residential housing blocks. There are several grouping of palms trees, namely, <i>Chrysalidocarpus lutescens</i> within the planting area.	
LR3-1	Vegetation along slope located on southern side of The Church of Jesus Christ of Latter-Day Saints	There are vegetation identified in the SIMAR slope no. 11NE-D/CR40(2), namely, <i>Ficus macrocarpa</i> . Tree species found are common slope pioneer species in Hong Kong.	Low
LR3-2	Vegetation along slope located on northern side of Nam Kiu Mansion in Wan Hon Street	There are several vegetation identified in these SIMAR slope. Tree species found are common slope pioneer species in Hong Kong. Common trees found such as <i>Acacia mangium</i> , <i>Eucalyptus tereticornis</i> , <i>Lophostemon confertus</i> , <i>Sapium sebiferum</i> and <i>Schima superba</i> , generally in semi-mature to mature size, average form and fair health condition.	Low
LR4-1	Institutional landscape (study Site)	The Site is located in the northern part of Kwun Tong and predominantly surrounded by various residential developments, such as Hopewell House, Nam Kiu Mansion, Shui Wo Building etc.. The study Site was used as PCCW Training and Development Centre. Nil trees are identified within site.	Low

Table 3.15 - Unmitigated Impacts on Landscape Resources

Code	Landscape Resource (LR)	Sources of Impact	Description of Unmitigated Impact	Magnitude of Change	Significance of Impact
LR1 Open Space					
LR1-1	Open Space (Wan Hon Street Rest Garden)	Nil	Nil	Negligible	Negligible
LR1-2	Open Space (Wan Hon Street/Hip Wo	Nil	Nil	Medium	Negligible

Code	Landscape Resource (LR)	Sources of Impact	Description of Unmitigated Impact	Magnitude of Change	Significance of Impact
	Street Rest Garden)				
LR2 Amenity Planting					
LR2-1	Amenity planting within Hing On House	Nil	Nil	Negligible	Negligible
LR3 Vegetation					
LR3-1	Vegetation along slope located on southern side of The Church of Jesus Christ of Latter-Day Saints	Nil	Nil	Negligible	Negligible
LR3-2	Vegetation along slope located on northern side of Nam Kiu Mansion in Wan Hon Street	Nil	Nil	Negligible	Negligible
LR4 Institutional Landscape					
LR4-1	Institutional landscape (study area)	Construction activities caused by the additional residential tower	Nil tree identified within the study area	Small	Slight

3.6.4 Landscape Character Areas (LCAs)

3.6.4.1 Since the proposed development is inserted into an existing cluster of high-density residential area, in terms of landscape character the proposed buildings are largely compatible with the existing landscape. The LCAs plan is shown in **Figure 5221603-TO5-LVIA-3002**. The following **Table 3.16** and **Table 3.17** summarise the impacts on landscape character within the landscape study area.

Table 3.16 – Summary of LCAs Compatibility Rating

Code	Landscape Character Area (LCA)	Sensitivity (Low/Medium/High)
LCA1	Kwun Tong Hillside Landscape	Medium
LCA2	Kwun Tong Urban Residential Landscape	Low
LCA3	Kwun Tong Urban Fringe Landscape	Medium
LCA4	Kwun Tong Urban Institutional Landscape	Low

Table 3.17 - Unmitigated Impacts on Landscape Character Areas

Code	Landscape Character Area (LCA)	Compatibility (High/Medium/Low)	Description of Unmitigated Impact	Magnitude of Change	Significance of Impact
LCA1	Kwun Tong Hillside Landscape	Low	It is expected that there would be negligible impact to the character of this LCA.	Negligible	Negligible
LCA2	Kwun Tong Urban Residential Landscape	Medium	It is expected that there would be negligible impact to the character of this LCA.	Negligible	Negligible
LCA3	Kwun Tong Urban Fringe Landscape	Low	It is expected that there would be negligible impact to the character of this LCA.	Negligible	Negligible
LCA4	Kwun Tong Urban Institutional Landscape	Medium	The proposed development adds one residential block to an area already occupied by a number of existing residential towers. It is anticipated that there would be little impact to the character of this LCA.	Small	Slight

3.6.5 Baseline Visual Conditions

- 3.6.5.1 The site is located within a largely built-up area surrounded by medium-rise residential blocks to the immediate southeast side and northern, and public housing development, namely, Wo Lok Estate, to the east side. These buildings largely define the visual envelope of the proposed development.
- 3.6.5.2 Immediately around the site area, the visual resources are mainly the hillside plantation around the Ngau Tau Kok Service Reservoir, and the Hong Ning Road Recreation Ground.
- 3.6.5.3 Since the proposed development is surrounded by existing residential blocks particularly on the south and west side intermixed with rest garden and recreational facilities, the key visual impacts to be assessed would be the impact of the additional towers to the existing cluster. Key public Viewing Points are used to illustrate the visual impacts from all four sides of the proposed development (see **Table 3.18**) and mapped in **Figure 5221603-TO5-LVIA-4000 & 5221603-TO5-LVIA-4001**. Photographs taken from these existing viewpoints are shown in **Figure 5221603-TO5-LVIA-4002**.

Table 3.18 – Key Public Viewing Points

Code	Vantage Point	Viewing Distance (m)	Justification of Selection
VP1	From Wan Hon Street Rest Garden	40m	This view is taken from the Wan Hon Street Rest Garden in Ngan Yuet Lane, which is a closed view to illustrate the overall impact on skyline and assesses the impact of the proposed development fitting together with the existing residential developments as an urban cluster. This rest garden is frequently visited by nearby residents in the community. View towards the proposed development is short.

Code	Vantage Point	Viewing Distance (m)	Justification of Selection
			Sensitivity of public viewers of this VP is considered medium.
VP2	From Wan Hon Street / Hip Wo Street Rest Garden	40m	The view is taken from the Wan Hon Street / Hip Wo Street Rest Garden, illustrating the view of daily commuters passing through the Wan Hon Street / Hip Wo Street Rest Garden. View towards the proposed development is short. Sensitivity of public viewers of this VP is considered Medium.
VP3	From Hong Ning Road Recreation Garden	250m	This view taken from the Hong Ning Road Recreation Ground located on the western side of the Site. This VP is used to illustrate the potential impact of the proposed development fitting together with the existing residential developments as an urban cluster. Sensitivity of public viewers of this VP is considered Medium to High.
VP4	From Pedestrian Path along Shui Wo Street	40m	This view is taken from the pedestrian ramp of Choi Hei Road Park illustrates the visual impacts for visitors and recreational users to Choi Hei Road Park. View towards the proposed development is short. Sensitivity of public viewers of this VP is considered Medium.
VP5	From Playground user in Ngau Tau Kok Fresh Water Service Reservoir	200m	The view is taken from the recreational playground in Ngau Tau Kok Fresh Water Service Reservoir. This recreational playground is very popular to the local and nearby neighbourhood located in Ngau Tau Kok. Sensitivity of public viewers of this VP is considered Medium to High.
VP6	From Yuet Wah Street Playground	140m	This view is taken from the Yuet Wah Street Playground, in the vicinity of Hip Wo Street. This playground is very popular to the nearby neighbourhood. This VP is used to illustrate the potential visual impact due to the proposed development. Sensitivity of public viewers of this VP is considered Medium.
VP7	From the amenity space outside Sau Mau Ping Shopping Centre	610m	This view is taken from the amenity space in front of the Sau Mau Ping Shopping Centre. This amenity space is frequently visited by the visitors/pedestrians in Sau Mau Ping. Sensitivity of public viewers of this VP is considered medium.
VP8	From Quarry Bay Park (Strategic Viewpoint VP4)	3,300m	This view taken from Strategic Viewpoint VP4 at QPB to assess the proposed development in relation to the "Ridgeline" and the 20% Building Free Zone".

Code	Vantage Point	Viewing Distance (m)	Justification of Selection
			Sensitivity of public viewers of this VP is considered as High.

3.6.6 Potential Visual Impacts

3.6.6.1 Visual impact assessment has been undertaken to assess the visual impact of the Development. The photomontages showing the visual impacts as seen from the eight selected viewpoints are given in **Table 3.19** and **Figure 5221603-TO5-LVIA-4003** to **5221603-TO5-LVIA-4010**. The visual impact assessment is formulated on the basis of the comparison between the existing condition and notional scheme of the proposed development with planned condition. The following table summarizes these impacts:

Table 3.19 – Visual Impacts on Key Public Views

Viewing Point	Visual Composition	Visual Obstruction	Visual Change
VP1 From Wan Hon Street Rest Garden (Viewing distance 40 m.)	The existing visual composition is largely composed by the Wan Hon Street Rest Garden as the foreground, and the amenity planting located within the rest garden as the middle-ground. This is an overall view of the residential block along Wan Hon Street and Shui Wo Street, as well as neighbouring in developments as middle-ground, and the sky view as the background.	There will be a partial obstruction of the sky view would be experienced by public viewers.	The proposed building block with BHR of (+150mPD) is compatible with the existing residential cluster along Wan Hon Street and Shui Wo Street in terms of visual character in the middle-ground. Public viewers at this viewing points are recreational users, and with alternative view. The proposed building blocks with BHR of (+150mPD) would appear taller than the existing surrounding developments and obstruct part of the open sky view and reduce the depth of view. However, there are nil impact upon the Wan Hon Street Rest Garden and the amenity planting located within the rest garden as the middle-ground. With incorporation of the proposed mitigation measures including setback, landscape treatments and sensitive façade treatment to alleviate the possible visual impact and soften the building mass of podium structure, the effect on visual change is moderate.
VP2 From Wan Hon Street / Hip Wo Street Rest Garden (Viewing distance 40 m.)	The existing visual composition is largely composed by the Wan Hon Street/Hip Wo Street Rest Garden in the foreground and middle-ground, and with the sky view as the background.	Proposed residential block with BHR of (+150mPD) will inevitably lead to a partial obstruction to the existing sky view	Public viewers at this viewing points are recreational users , and with alternative view. The proposed residential block with BHR of (+150mPD) will reduce depth of view and bring about adverse visual changes to the public viewers.

Viewing Point	Visual Composition	Visual Obstruction	Visual Change
		at the background.	The open view to the sky view in the background are the major visual resources in this VP. It is anticipated that there will be degradation on the visual resources with partial obstruction to the sky view by proposed residential block with BHR of (+150mPD). With incorporation of the proposed mitigation measures including setback, landscape treatments and sensitive façade treatment to alleviate the possible visual impact and soften the building mass of podium structure, the effect on visual change is moderate.
VP3 From Hong Ning Road Recreation Garden (Viewing distance 250 m.)	The existing visual composition is largely composed by the urban building blocks, namely, Hon Pak House (+99.4mPD), Shui Ning House (+68mPD), and basketball court and amenity planting in the foreground and middle-ground, and with the sky view as the background. The proposed development is considered visually compatible with the surrounding urban cityscape in Kwun Tong.	There is partial obstruction to the open sky at the background and cause reduction in depth of view, while the lower part of the proposed building would be screened off by the existing building.	Public viewers at this viewing points are recreational users , and with alternative view. The view to the open sky view in the background are the major visual resources in this VP. It is anticipated that there will be degradation on the visual resources and bring about visual change to the public viewers with partial obstruction to the sky view by proposed residential block with BHR of (+150mPD). With incorporation of the proposed mitigation measures including sensitive façade treatment to alleviate the possible visual impact, the effect on visual change is slight.
VP4 From Pedestrian Path along Shui Wo Street (Viewing distance 40 m.)	This view is taken along the Shui Wo Street, with a close view towards to the proposed residential block (+150mPD). The existing visual composition is largely composed by the urban cityscape as the foreground and the middle ground., as well as the sky view as the background.	A portion of the open sky view would be obstructed by the proposed development and the depth of view would be reduced.	Public viewers at this viewing points are pedestrian traveller or vehicular traveller in Shui Wo Street. The proposed residential blocks will bring about adverse visual changes to the public viewers. A portion of the open sky view would be obstructed. It is anticipated that there will be degradation on the visual resources with obstruction to the sky view by proposed residential block with BHR of (+150mPD).

Viewing Point	Visual Composition	Visual Obstruction	Visual Change
			With incorporation of the proposed mitigation measures including setback, landscape treatments and sensitive façade treatment to alleviate the possible visual impact and soften the building mass of podium structure, the effect on visual change is moderate.
VP5 From Playground in Ngau Tau Kok Fresh Water Service Reservoir (Viewing distance 200 m.)	The existing visual composition is largely of the playground in Ngau Tau Kok Fresh Water Service Reservoir in foreground, vegetation in the middle-ground and residential developments in Kwun Tong area with open sky view as the background.	There will be a partial obstruction of the sky view that would be experienced by public viewers, while the lower part of the proposed building would be screened off by the existing vegetation.	Public viewers at this viewing points are mainly recreational users and engaging in passive recreational activities. The proposed residential block will bring about visual change to the public viewers as the upper part of the proposed development would obstruct the open sky view. With incorporation of the proposed mitigation measures including sensitive façade treatment to alleviate the possible visual impact, the effect on visual change is slight.
VP6 From Yuet Wah Street Playground (Viewing distance 140 m.)	The existing visual composition is largely the Yuet Wah Street Playground as foreground, and residential blocks in Hip Wo Street, namely, Yen Fu Mansion, Hip Wo House (+88.4mPD), Hopewell House (91.5mPD), Chi Hang Building (+60.9mPD), Kai Tak House (+64.1mPD), as middle-ground, while the sky view as the background.	It is anticipated that proposed residential block with BHR of 150mPD would be screened off by the existing buildings. The proposed works will not result in visual blockage.	The proposed residential block with BHR of 150mPD will be screened off by existing building blocks in Hip Wo Street. No visual resources from this viewpoint, namely sky view, will be impacted by the proposed residential development. The effect on visual change is negligible.
VP7 From the amenity space outside Sau Mau Ping Shopping Centre (Viewing distance 610m.)	This view is taken from the amenity space (+91.3mPD) outside the Sau Mau Ping Shopping Centre. The existing visual composition is largely of Bus Terminus in Sau Ming Road as foreground, and residential blocks such as Hiu Shun House (+163.4mPD), Wo Kwan house (+137.7mpd) and Po Ying House (+113.3mPD) as middle-ground, while the sky view as the background.	It is anticipated that part of the development will be visible from this VP and slightly obstruct the open sky view.	Part of the development will be visible from this VP and slightly obstruct the open sky view. However, the proposed development with a BHR of 150mPD blends well with the surrounding residential cluster. It is anticipated that there will be slight degradation on the visual resources with partial obstruction to the open sky view by proposed residential block with BHR of 150mPD. With incorporation of the proposed

Viewing Point	Visual Composition	Visual Obstruction	Visual Change
			mitigation measures including sensitive façade treatment to alleviate the possible visual impact, the effect on visual change is slight.
VP8 From Quarry Bay Park (Strategic Viewpoint VP4) (elev. +11.27mPD. Viewing Distance 3,300m)	This view is taken from the Strategic Viewpoint VP4 from Quarry Bay Park and the view is a panoramic view of East Kowloon developments with the ridgeline that spans from Kowloon Peak in the east towards Beacon Hill to the West as a backdrop. The proposed residential block with BHR of 150mPD will be completely screened off by the existing buildings beyond the 20% Building Free Zone to the right.	There is no obstruction to the open sky.	The building block does not add obstructions to the open sky view nor the ridgeline. There is no obstruction to the open sky nor the ridgeline. The effect on visual change is negligible.

3.6.6.2 Considering the visual impacts from the 8 viewpoints covering angles from all around the site area, the visual impacts range from 'negligible' to 'moderate'.

Table 3.20 – Summary of Ratings of Visual Impacts

Code	Vantage Point	Overall Visual Impact of VP
VP1	From Wan Hon Street Rest Garden	Moderate
VP2	From Wan Hon Street / Hip Wo Street Rest Garden	Moderate
VP3	From Hong Ning Road Recreation Garden	Slight
VP4	From traveller along Shui Wo Street	Moderate
VP5	From Playground user in Ngau Tau Kok Fresh Water Service Reservoir	Slight
VP6	From Yuet Wah Street Playground	Negligible
VP7	From the amenity space outside Sau Mau Ping Shopping Centre	Slight
VP8	From Quarry Bay Park (Strategic Viewpoint VP4)	Negligible

3.6.7 Mitigation Measures

3.6.7.1 From the above analysis, the key landscape and visual impacts of the proposed development are largely limited to the visual impacts, and the blockage of the sky view caused by filling of gaps between existing residential cluster and massing of podium structure. Nil trees would be affected within the proposed development site boundary. Proposed mitigation measures are summarized at below:

Table 3.21 – Proposed Mitigation Measures for Landscape and Visual Impact

No.	Additional mitigation measures
(a)	Optimise Contractor's works area to avoid impacting the adjacent landscape resources. The Construction area and Contractor's temporary works areas shall be minimised to avoid impacts on adjacent landscape
(b)	Optimise the layout and orientation of the residential tower including building setbacks to minimise visual blockage and provide visual relief
(c)	Incorporating podium design and landscape treatments such as landscaping, edge planting etc to alleviate the visual and landscape impact of the developments
(d)	Sensitive façade treatment such as the form, textures, finishes and colours of the proposed development to enhance the podium design and soften the visual mass of the podium for alleviating visual impact

3.6.8 Residual Impacts after Mitigation

3.6.8.1 The proposed development involves limited change in terms of landscape resources (LR) and landscape character area (LCA). With the recommended mitigation measures in place, it is considered that the residual landscape impacts can be limited to slight and confined to the immediate surroundings of the site area.

Table 3.22 – Significance of Residual Impacts After Mitigation

Code	LCA / LR	Significance of Impact Before Mitigation	Recommended Mitigation Measures	Significance of Impact After Mitigation
LCA1	Kwun Tong Hillside Landscape	Negligible	a, b, c, d	Negligible
LCA2	Kwun Tong Urban Residential Landscape	Negligible	a, b, c, d	Negligible
LCA3	Kwun Tong Urban Fringe Landscape	Negligible	a, b, c, d	Negligible
LCA4	Kwun Tong Urban Institutional Landscape	Slight	a, b, c, d	Negligible
LR1-1	Open Space (Wan Hon Street Rest Garden)	Negligible	a, b, c, d	Negligible
LR1-2	Open Space (Wan Hon Street/Hip Wo Street Rest Garden)	Negligible	a, b, c, d	Negligible
LR2-1	Amenity planting within Hing On House	Negligible	a, b, c, d	Negligible
LR3-1	Vegetation along slope located on southern side of The Church of Jesus Christ of Latter-Day Saints	Negligible	a, b, c, d	Negligible
LR3-2	Vegetation along slope located on northern side of Nam Kiu Mansion in Wan Hon Street	Negligible	a, b, c, d	Negligible

Code	LCA / LR	Significance of Impact Before Mitigation	Recommended Mitigation Measures	Significance of Impact After Mitigation
LR4-1	Institutional landscape (study area)	Slight	a, b, c, d	Negligible

3.6.8.2 As far as the visual impacts are concerned, it is recommended that mitigation measures (b), (c), and (d) are incorporated into the design of the proposed development as far as possible to further minimize the limited impacts.

3.6.8.3 The Development will also provide adequate local open space to meet the standard for provision of local open space (1m² per person) as stated in Chapter 4 of HKPSG. The minimum local open space required for the Development is 900m². Based on the notional scheme, the total open space provision achieves 1,479m². The open space provision on G/F and podium are 345m² and 1,134m² respectively. The open space indicative plan is enclosed in **Figure 5221603-TO5-LVIA-2001**.

3.6.8.4 A conceptual landscape plan for the Development is enclosed in **Figure 5221603-TO5-LVIA-2000**. The outdoor area at 4/F will be a private podium garden with tree planting. The Development shall achieve overall greening provision of minimum 20% under the SBDG. The greenery coverage on G/F and podium are 330m² and 821m² respectively. 80 new trees and 63 large shrubs are proposed to plant within the proposed development.

3.6.9 Conclusion

3.6.9.1 No Old and Valuable Trees nor Trees of Particular Interest was identified in the tree survey. There were also no protected or rare and precious plant species identified in the survey.

3.6.9.2 The key visual impacts of the proposed development are largely limited to the shadows casted by the proposed residential tower, and the blockage of the sky view and massing of podium structure caused by the proposed building.

3.6.9.3 Considering the visual impacts from the 8 nos. viewpoints covering angles from all around the site area, the visual impacts range from 'negligible' to 'moderate'. As far as the visual impacts are concerned, it is recommended that mitigation measures (b) optimise the layout and orientation of the residential tower including building setbacks to minimise visual blockage and provide visual relief; (c) incorporation podium design such as landscaping, edge planting etc to alleviate the visual and landscape impact of the development, and (d) apply contextually sensitive design treatments to architectural façade and other architectural and landscape details are incorporated into the design of the proposed as far as possible to further minimize the visual impacts.

3.6.9.4 A conceptual landscape plan for the Development is enclosed in **Figure 5221603-TO5-LVIA-2000**. The outdoor area at 4/F will be a private podium garden with tree planting. The Development shall achieve overall greening provision of minimum 20% under the Sustainable Building Design Guidelines.

3.6.9.5 Apart from the greenery provision requirement, the proposed development shall also comply with the building separation and building setback requirements as stipulated under PNAP-APP 152 SBDG.

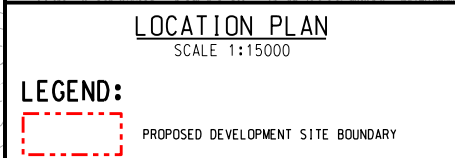
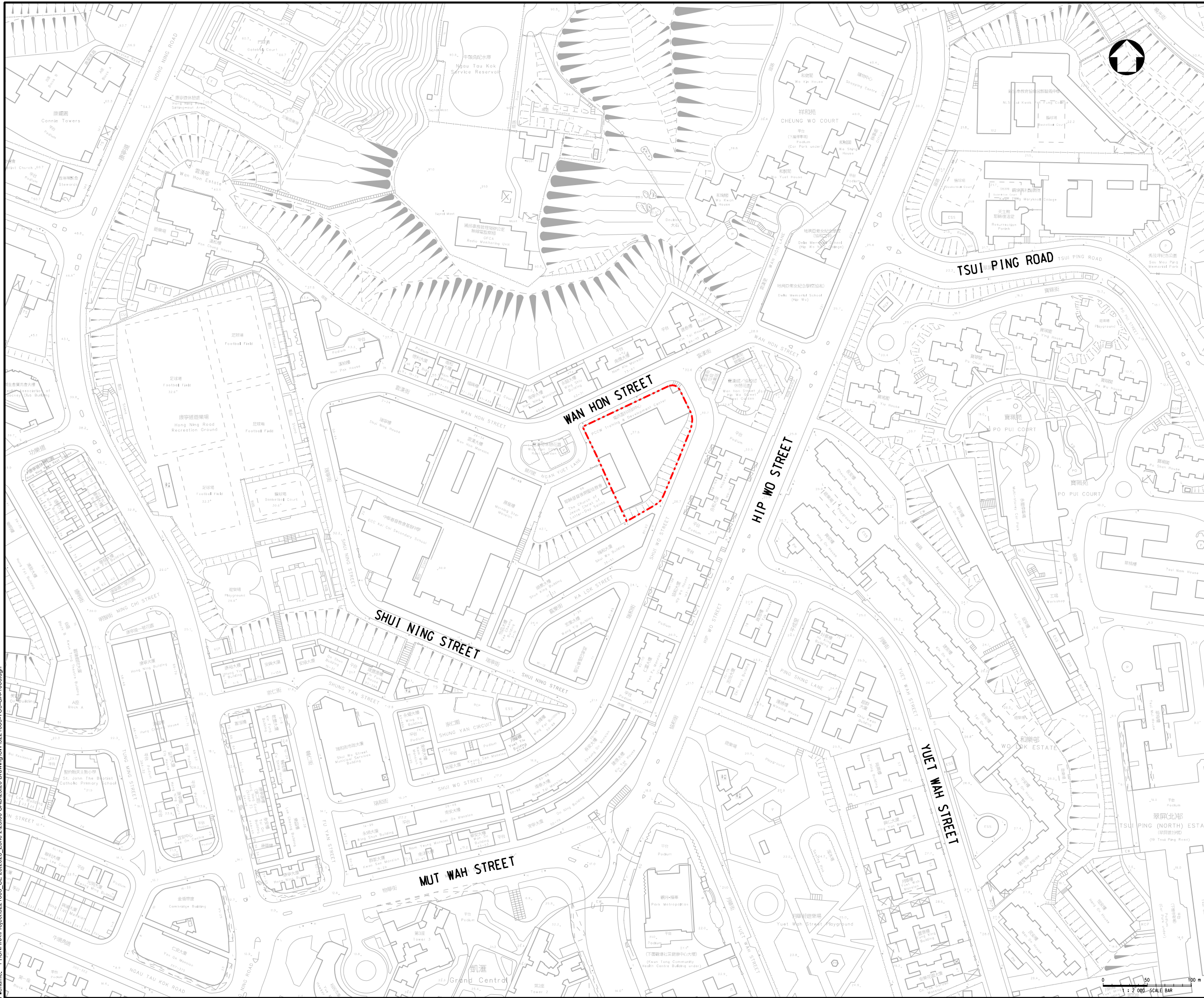
- 3.6.9.6 The overall LVIA concludes that the landscape impacts of the proposed development are acceptable, and that the visual impacts of the proposed development are 'negligible' to 'moderate'.

4. Conclusion

- 4.1.1 Various technical assessments have been conducted and it is concluded that the Development is technically feasible and no insurmountable impact for the Development is anticipated subject to the implementation of the recommended mitigation measures.

Not Used

Figures

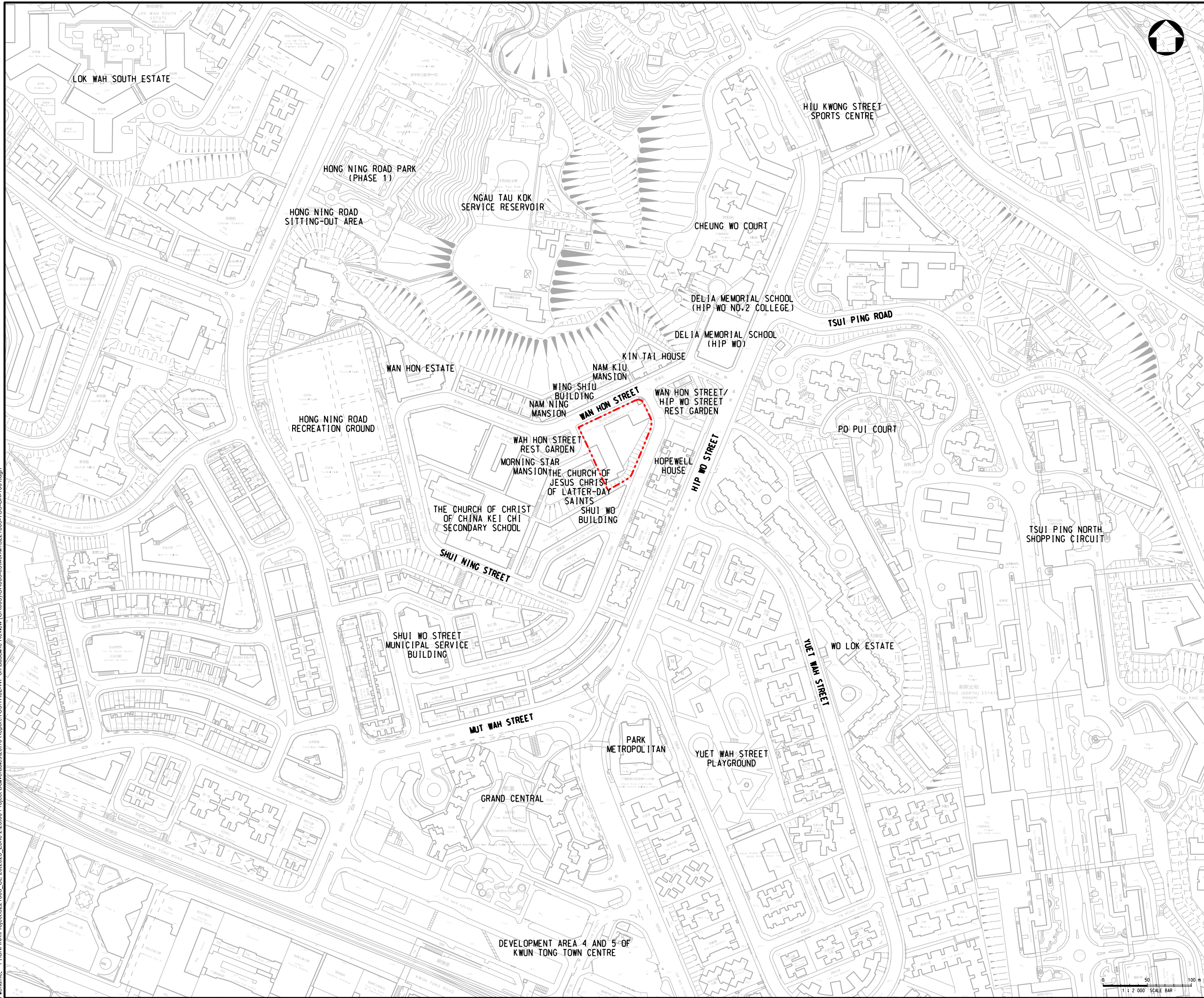


土木工程處
CIVIL ENGINEERING OFFICE

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR
PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 5 – WAN HON STREET

Drawing Title					
LOCATION PLAN					
Scale	Designed	Drawn	Checked	Authorised	
1:2000	JL	YFC	KC	LL	
Original Size	Date	Date	Date	Date	Date
A3	MAY 2025	MAY 2025	MAY 2025	MAY 2025	MAY 2025
Drawing Number					Revision
5221603-TO5-GA-1000					A



LOCATION PLAN
SCALE 1:15000

LEGEND:
[Red dashed line] PROPOSED DEVELOPMENT SITE BOUNDARY

Rev.	Date	Description	By	Chk'd	App'd
A	MAY 2026	FIRST ISSUE	YFC	KC	LL
Drawing Status					Submitted
FEASIBILITY STUDY					



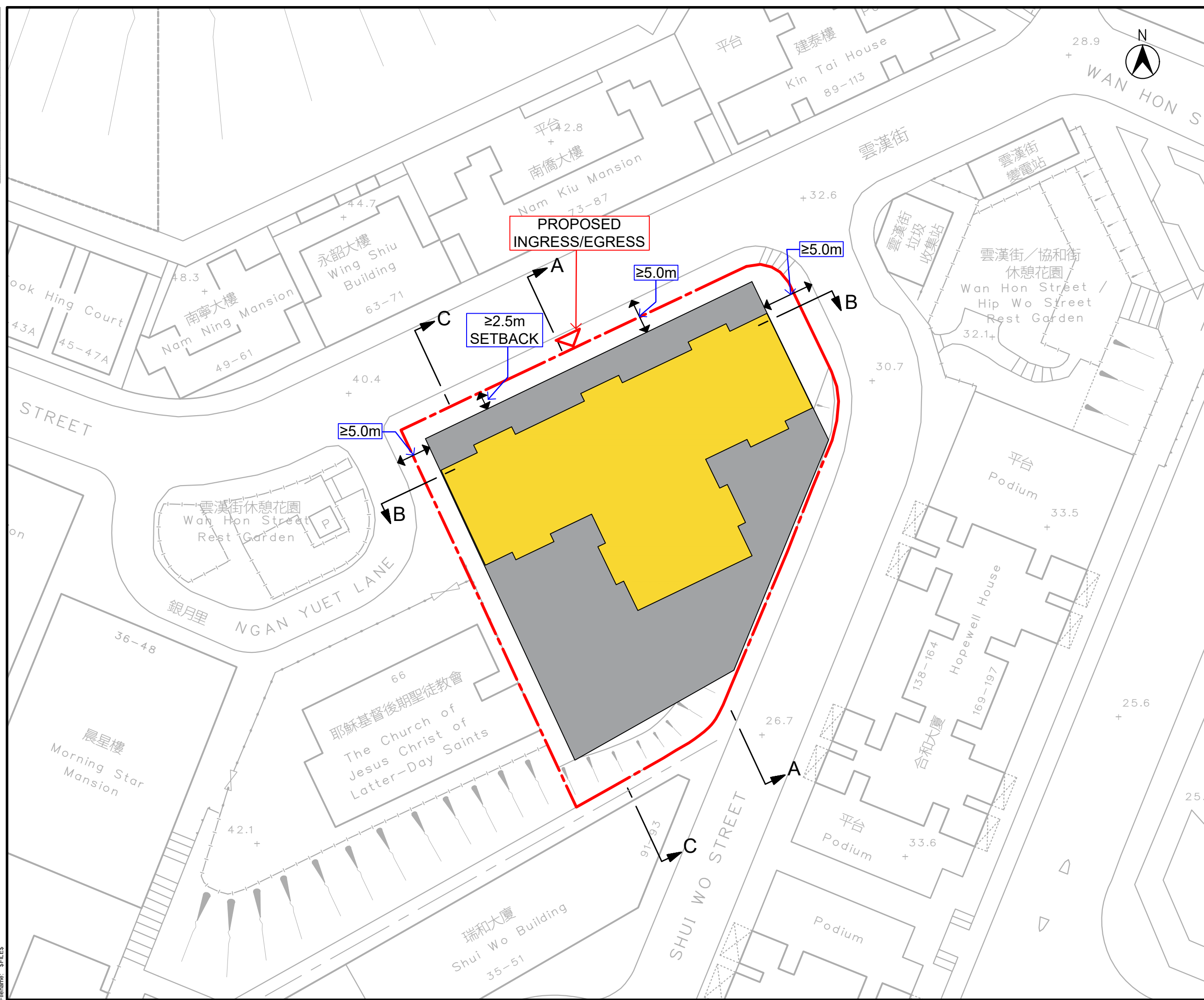
Client
CEDD 土木工程拓展署
Civil Engineering and
Development Department

土木工務處
CIVIL ENGINEERING OFFICE

Project Title
AGREEMENT NO. CE 20/2023 (CE)
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PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 5 – WAN HON STREET

Drawing Title					
LACATION PLAN OF SURROUNDING DEVELOPMENTS					
Scale	Designed	Drawn	Checked	Authorised	
1:1000	HN	YFC	KC	LL	
Original Size	Date	Date	Date	Date	
A3	MAY 2026	MAY 2026	MAY 2026	MAY 2026	
Drawing Number				Revision	
5221603-TO5-GA-1001				A	

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User name: SUSERNAMES Date: \$DATES Time: \$TIMES
Filename: \$FILES



LEGEND:

- Site Area
- Residential Tower
- Podium

Rev.	Date	Description

FEASIBILITY STUDY

Client: **土木工程拓展署**
Civil Engineering and Development Department

土木工程處
CIVIL ENGINEERING OFFICE

Project Title:
 AGREEMENT NO. CE 20/2023 (CE)
 TERM CONSULTANCY FOR SITE FORMATION
 AND INFRASTRUCTURE WORKS FOR
 PROPOSED HOUSING AND OTHER
 DEVELOPMENTS IN ZONE 2 (2023 – 2027)
 – FEASIBILITY STUDY
 TASK ORDER 5 – WAN HON STREET

Drawing Title:
NOTIONAL SCHEME (LAYOUT)

Scale	Designed	Drawn	Checked	Authorised
1:500	JC	KLC	AK	DC

Original Size	Date	Date	Date	Date
A3	APR 2026	APR 2026	APR 2026	APR 2026

Drawing Number	Revision
5221603-TO5-NS-1000	-

100
0 10
Millimetres

Lot Boundary

Lot Boundary

Lot Boundary

Lot Boundary

BHR ▼ +150.0mPD
R/F ▼ +144.25mPD

3.15m / Storey
x25 = 78.75m

5/F ▼ +65.5mPD
4/F ▼ +58.5mPD
3/F ▼ +53.5mPD
2/F ▼ +48.5mPD
1/F ▼ +43.5mPD
G/F ▼ +37.5mPD

Transfer Plate

SWF

Retail

Carpark

Wan Hon Street

▼ +26.7mPD
Shui Wo Street/
Adjoining Building

SECTION A-A

BHR ▼ +150.0mPD
R/F ▼ +144.25mPD

3.15m / Storey
x25 = 78.75m

5/F ▼ +65.5mPD
4/F ▼ +58.5mPD
3/F ▼ +53.5mPD
2/F ▼ +48.5mPD
1/F ▼ +43.5mPD
G/F ▼ +37.5mPD

Transfer Plate

SWF

Carpark

Retail

Shui Wo Street

Ngan Yuet Lane

SECTION B-B

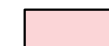
LEGEND:



Shared Lift Lobby



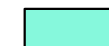
Carpark



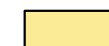
Retail



Social Welfare Facilities



Clubhouse



Flats

Rev.	Date	Description

Drawing Status
FEASIBILITY STUDY



Client
 土木工程拓展署
Civil Engineering and
Development Department

土木工程處
CIVIL ENGINEERING OFFICE

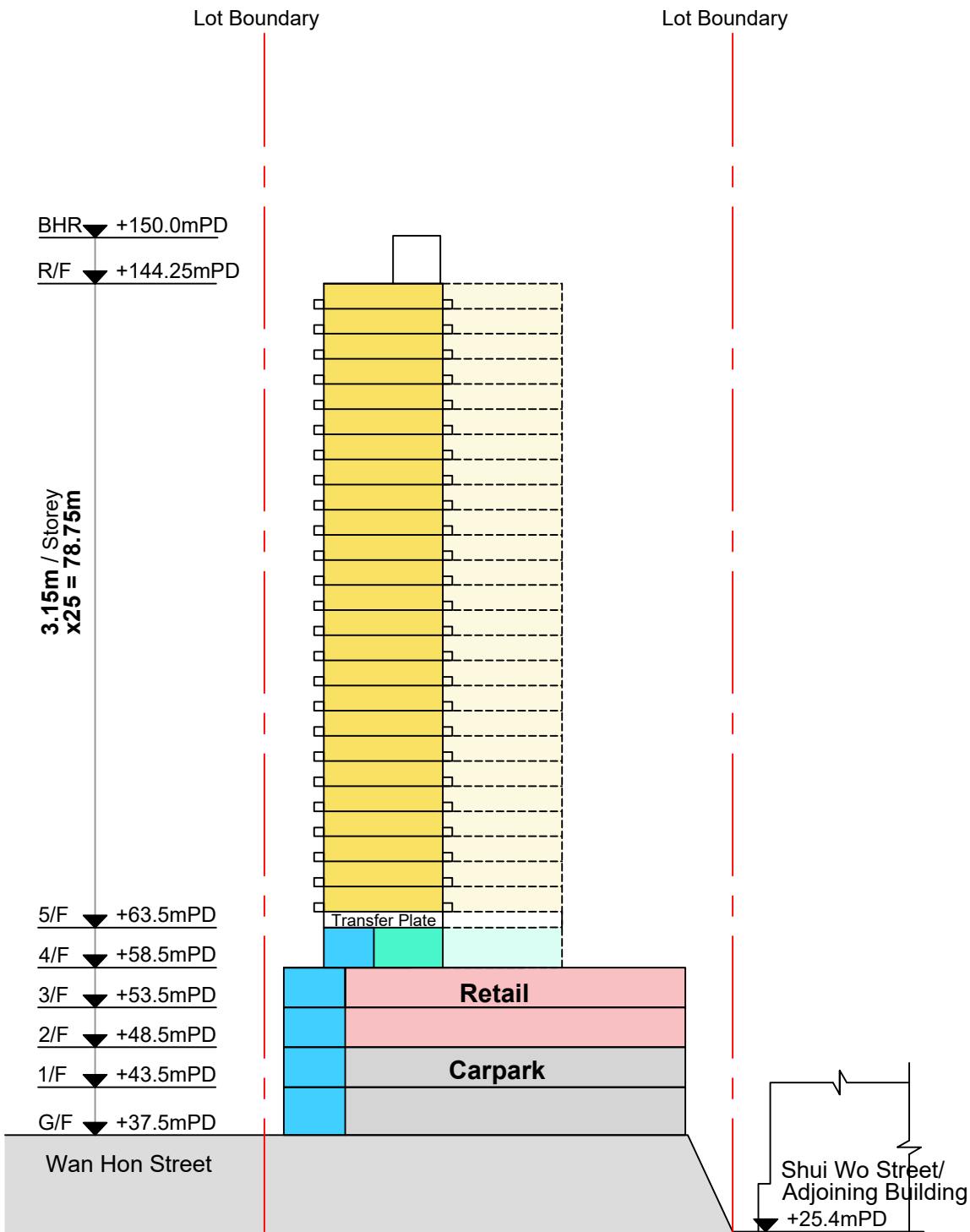
Project Title
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR
PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 5 – WAN HON STREET

Drawing Title
**NOTIONAL SCHEME
(SECTION A-A & B-B)**

Scale N.T.S.	Designed JC	Drawn KLC	Checked AK	Authorised DC
Original Size A3	Date APR 2026	Date APR 2026	Date APR 2026	Date APR 2026

Drawing Number 5221603-TO5-NS-1001	Revision -
---------------------------------------	---------------

0 10 100
Millimetres



SECTION C-C

LEGEND:

- Shared Lift Lobby
- Carpark
- Retail
- Social Welfare Facilities
- Clubhouse
- Flats

Rev.	Date	Description

Drawing Status

FEASIBILITY STUDY



Client

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CIVIL ENGINEERING OFFICE

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR
PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 5 – WAN HON STREET

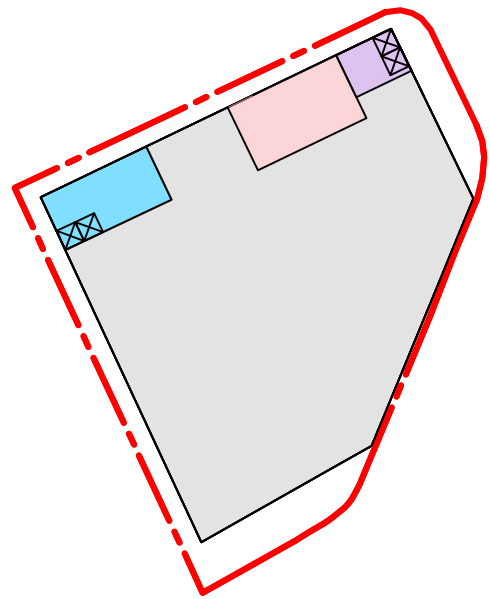
Drawing Title

NOTIONAL SCHEME
(SECTION C-C)

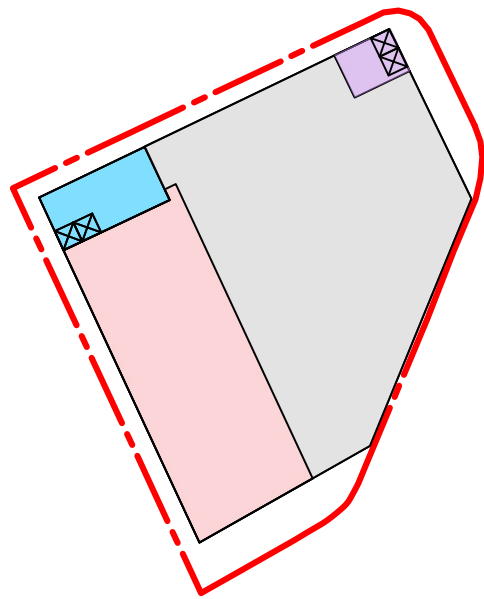
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N.T.S.	JC	KLC	AK	DC
Original Size	Date	Date	Date	Date
A3	APR 2026	APR 2026	APR 2026	APR 2026

Drawing Number	Revision
5221603-TO5-NS-1002	-

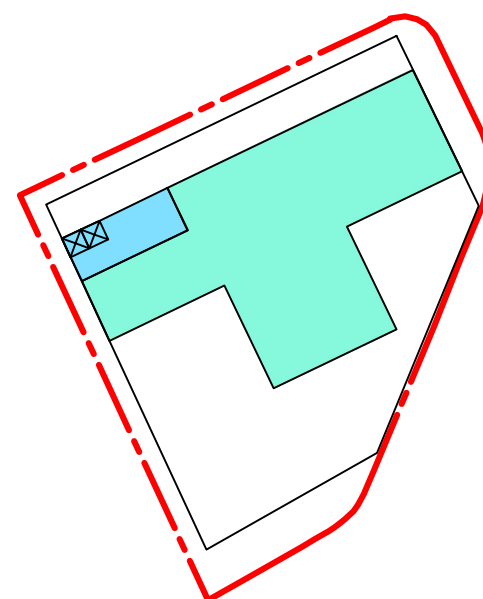
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Millimetres
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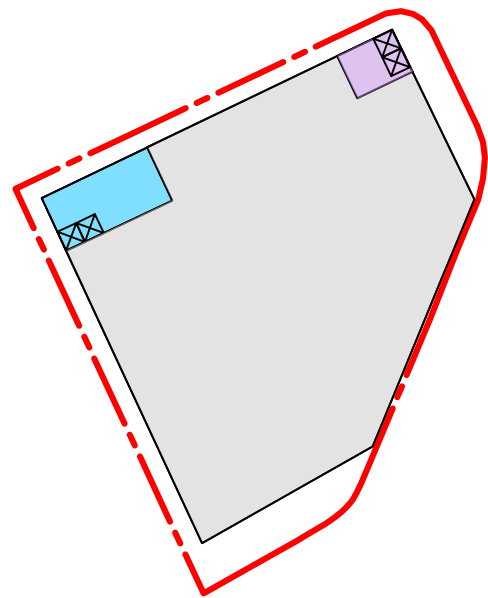
G/F



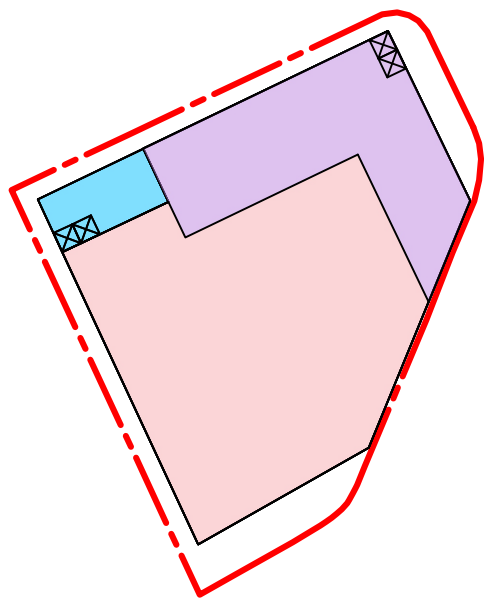
2/F



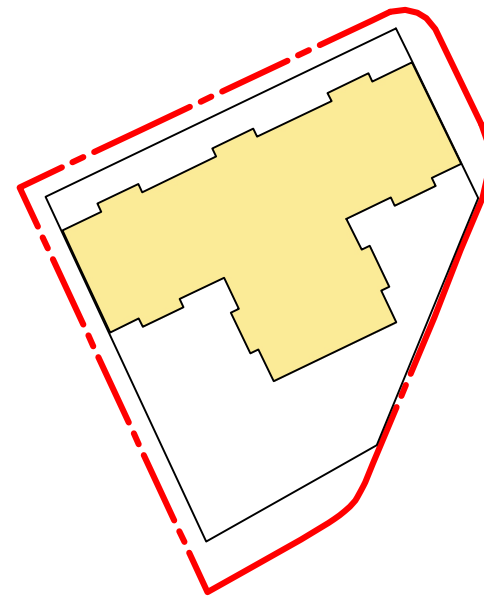
4/F



1/F



3/F



5/F - 29/F

LEGEND:

- Site Area
- Shared Lift Lobby
- Carpark
- Retail
- Social Welfare Facilities
- Clubhouse
- Flats

Rev.	Date	Description

Drawing Status
FEASIBILITY STUDY



Client
CEDD 土木工程拓展署
Civil Engineering and Development Department

土木工程處
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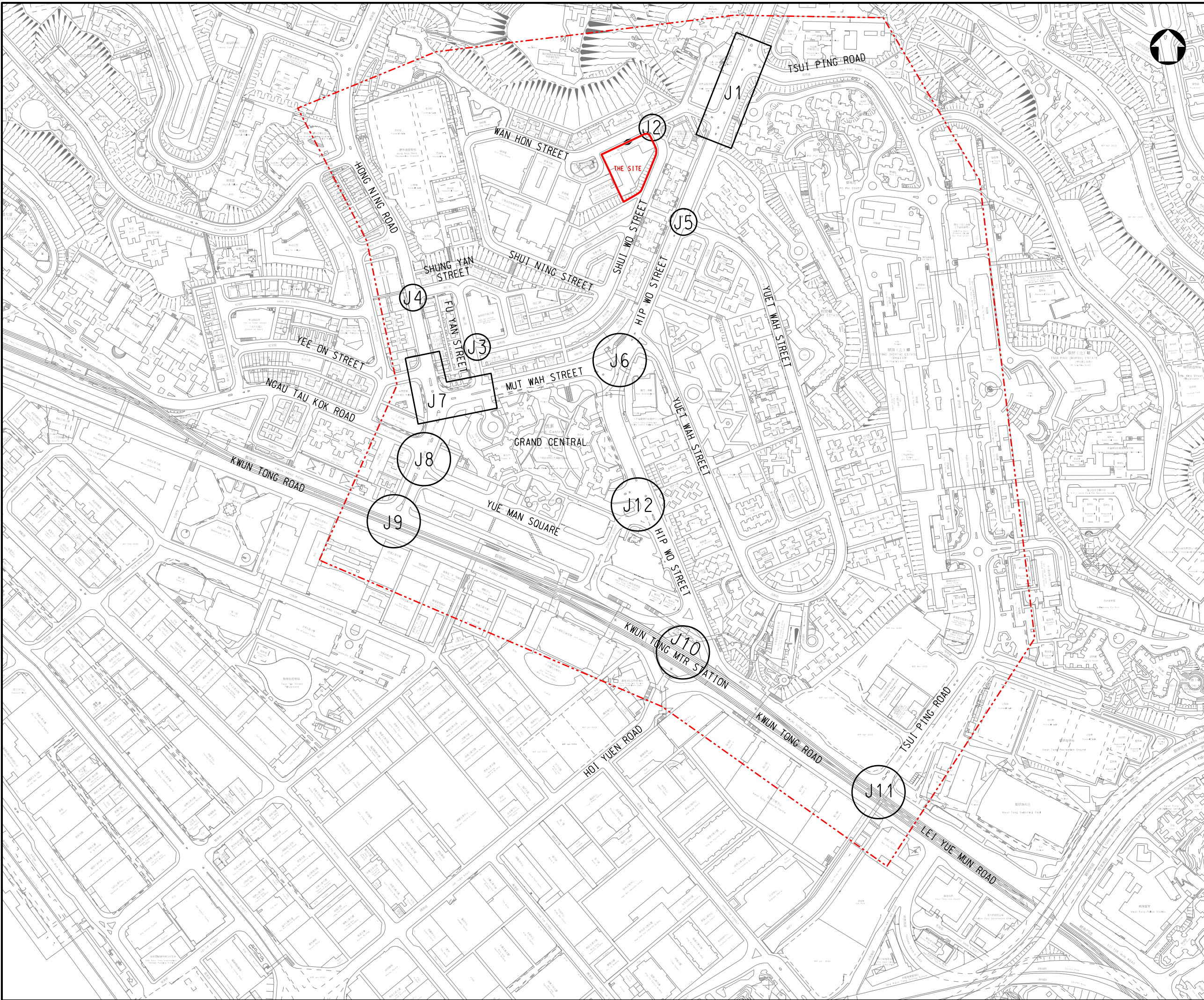
Project Title
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR
PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 5 – WAN HON STREET

Drawing Title
**NOTIONAL SCHEME
(FLOOR PLANS)**

Scale N.T.S.	Designed HN	Drawn KLC	Checked KC	Authorised LL
Original Size A3	Date JUN 2026	Date JUN 2026	Date JUN 2026	Date JUN 2026

Drawing Number 5221603-TO5-NS-1003	Revision -
---------------------------------------	---------------

0 5 10 50
Millimetres



LEGEND:

- AREA OF INFLUENCE
- PROPOSED SITE AREA
- KEY JUNCTIONS
- EXISTING SITE VEHICULAR ACCESS

A	NOV 2025	AMENDMENTS		KVL	SC LL
-	SEP 2025	FIRST ISSUED		KVL	SC LL
Rev.	Date	Description	By	Chk'd	App'd
Drawing Status				Feasibility Study	



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Development Department

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CIVIL ENGINEERING OFFICE

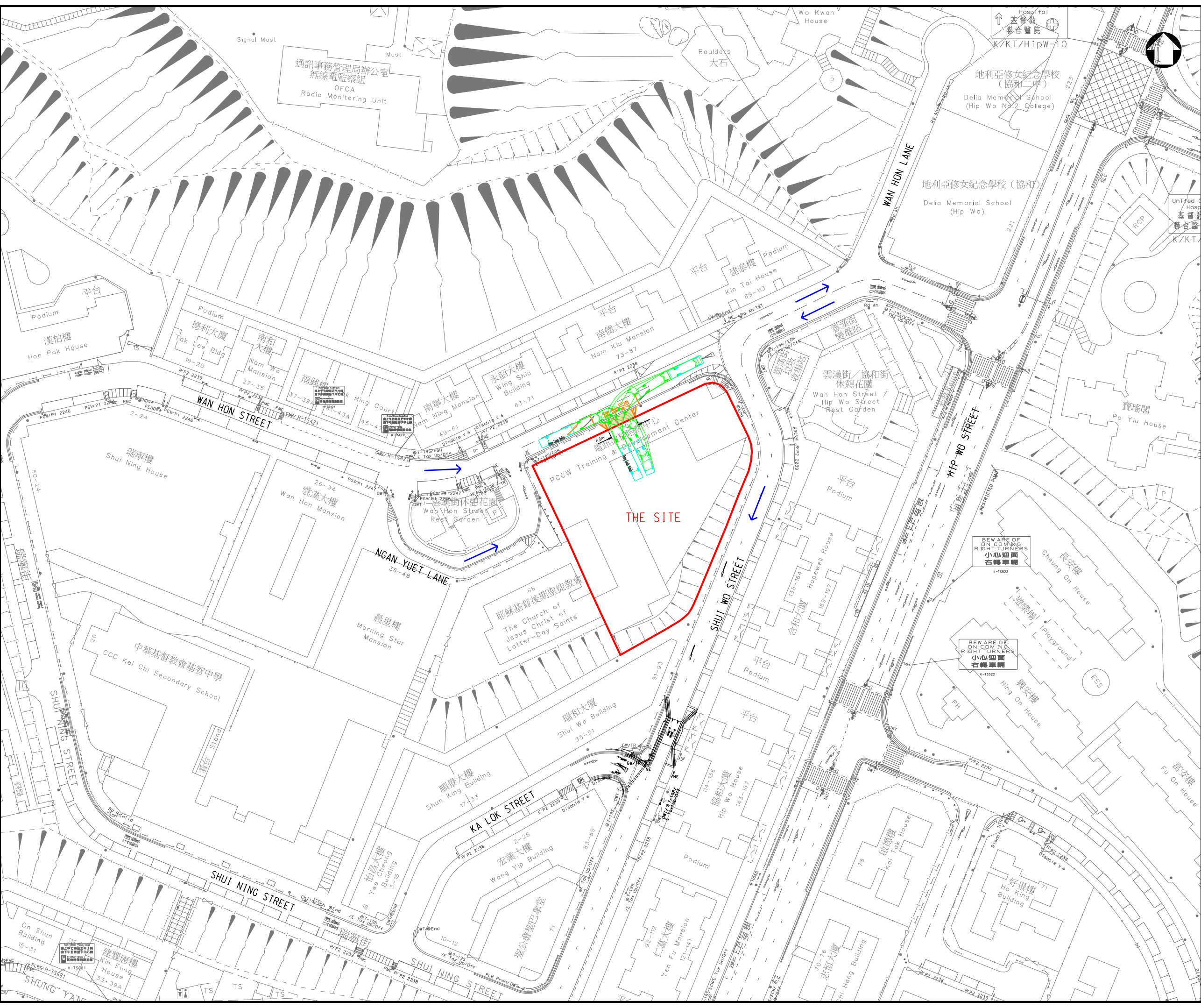
Project Title
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR
PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 5 – WAN HON STREET

Drawing Title
LOCATION PLAN, KEY JUNCTIONS
AND AREA OF INFLUENCE (AOI)

Scale	Designed	Drawn	Checked	Authorised
1:4000	KVL	KVL	SC	LL
Original Size	Date	Date	Date	Date
A3	NOV 2025	NOV 2025	NOV 2025	NOV 2025
Drawing Number				Revision
5221603-TO5-TIA-0201				A

0 5 10 50
Millimetres

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Filename: I:\satika.com\Project\CN\KAT\transportation\521603\TIA-025221603-TO5-TIA-0202.dgn



LEGEND:

- PROPOSED SITE AREA
- VEHICLE TRAFFIC DIRECTIONS
- PROPOSED ACCESS MODIFICATION
- PROPOSED ROAD MARKING
- PLANNED ROAD WORKS BY OTHER
- SWEPT PATH FOR HGV (11.0m)

A	OCT 2025	AMENDMENTS	KVL	HC	LL
-	SEP 2025	FIRST ISSUED	KVL	HC	LL
Rev.	Date	Description	By	Chk'd	App'd
Drawing Status					Subsidiary
FEASIBILITY STUDY					-

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Civil Engineering and Development Department

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CIVIL ENGINEERING OFFICE

Project Title: AGREEMENT NO. CE 20/2023 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY TASK ORDER 5 – WAN HON STREET

Drawing Title: PRELIMINARY ACCESS ARRANGEMENT PLAN

Scale	Designed	Drawn	Checked	Authorised
1:1000	KVL	KVL	SC	LL
Original Size	Date	Date	Date	Date
A3	OCT 2025	OCT 2025	OCT 2025	OCT 2025
Drawing Number	5221603-TO5-TIA-0202			Revision
				A

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	PROPOSED SITE AREA
	ANTICIPATED MAJOR PEDESTRIAN ROUTING
	MAJOR PEDESTRIAN FACILITIES FOR ASSESSMENTS
	MAJOR PUBLIC TRANSPORT SERVICE POINT

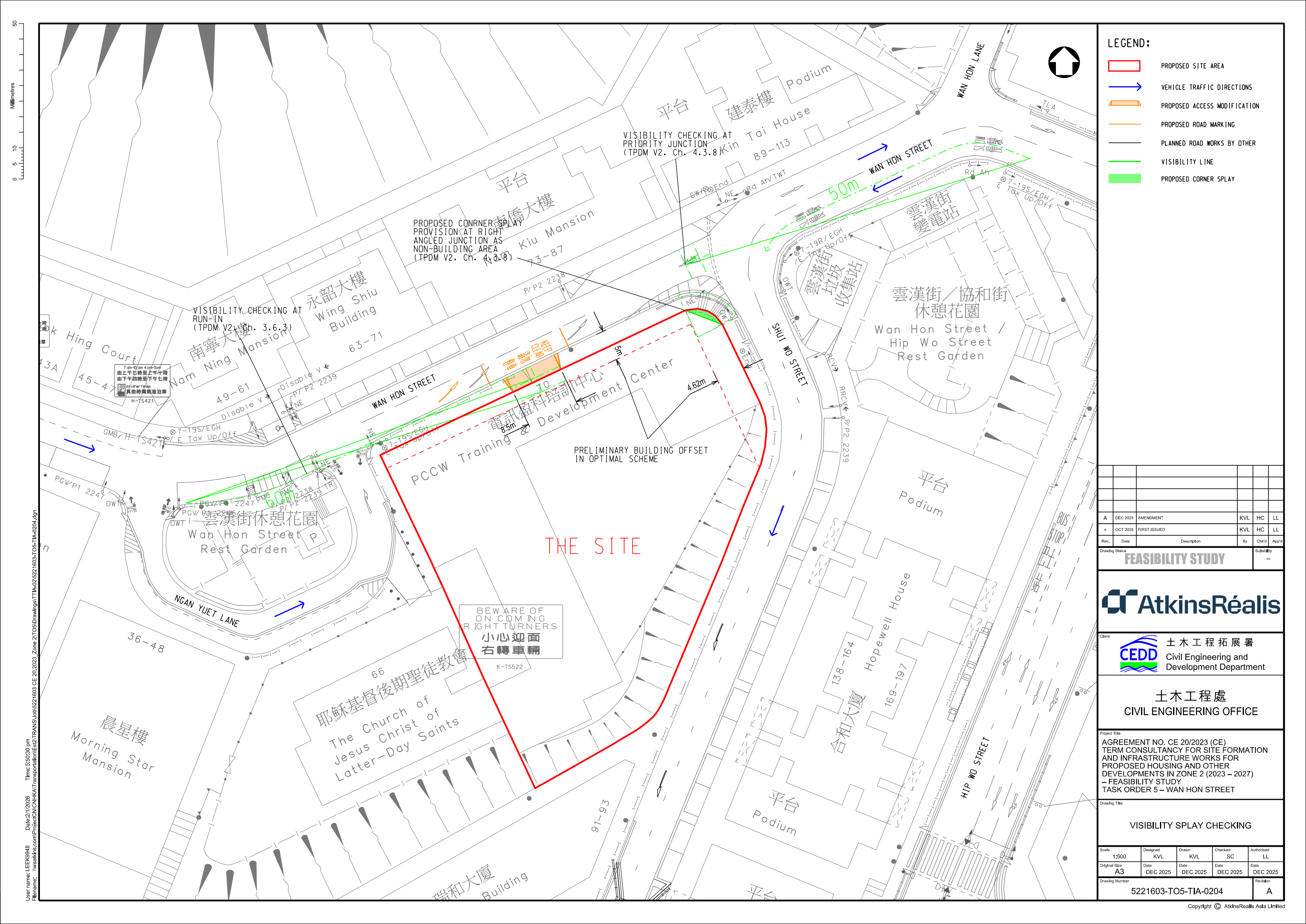
-	SEP 2025	FIRST ISSUED	KVL	SC	LL
Rev.	Date	Description	By	Chk'd	App'd
Drawing Status				Suitability	
FEASIBILITY STUDY				-	



Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR
PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 5 – WAN HON STREET

Scale 1:2000	Designed KVL	Drawn KVL	Checked SC	Authorised LL
Original Size A3	Date SEP 2025	Date SEP 2025	Date SEP 2025	Date SEP 2025



- LEGEND:
- PROPOSED SITE AREA
 - VEHICLE TRAFFIC DIRECTIONS
 - PROPOSED ACCESS MODIFICATION
 - PROPOSED ROAD MARKING
 - PLANNED ROAD WORKS BY OTHER
 - VISIBILITY LINE
 - PROPOSED CORNER SPLAY

A	DEC 2025	AMENDMENT		KVL	HC LL
-	OCT 2025	FIRST ISSUED		KVL	HC LL
Rev.	Date	Description		By	Chk'd App'd
Drawing Status				Feasibility Study	



Client: CEDD 土木工程拓展署
Civil Engineering and Development Department

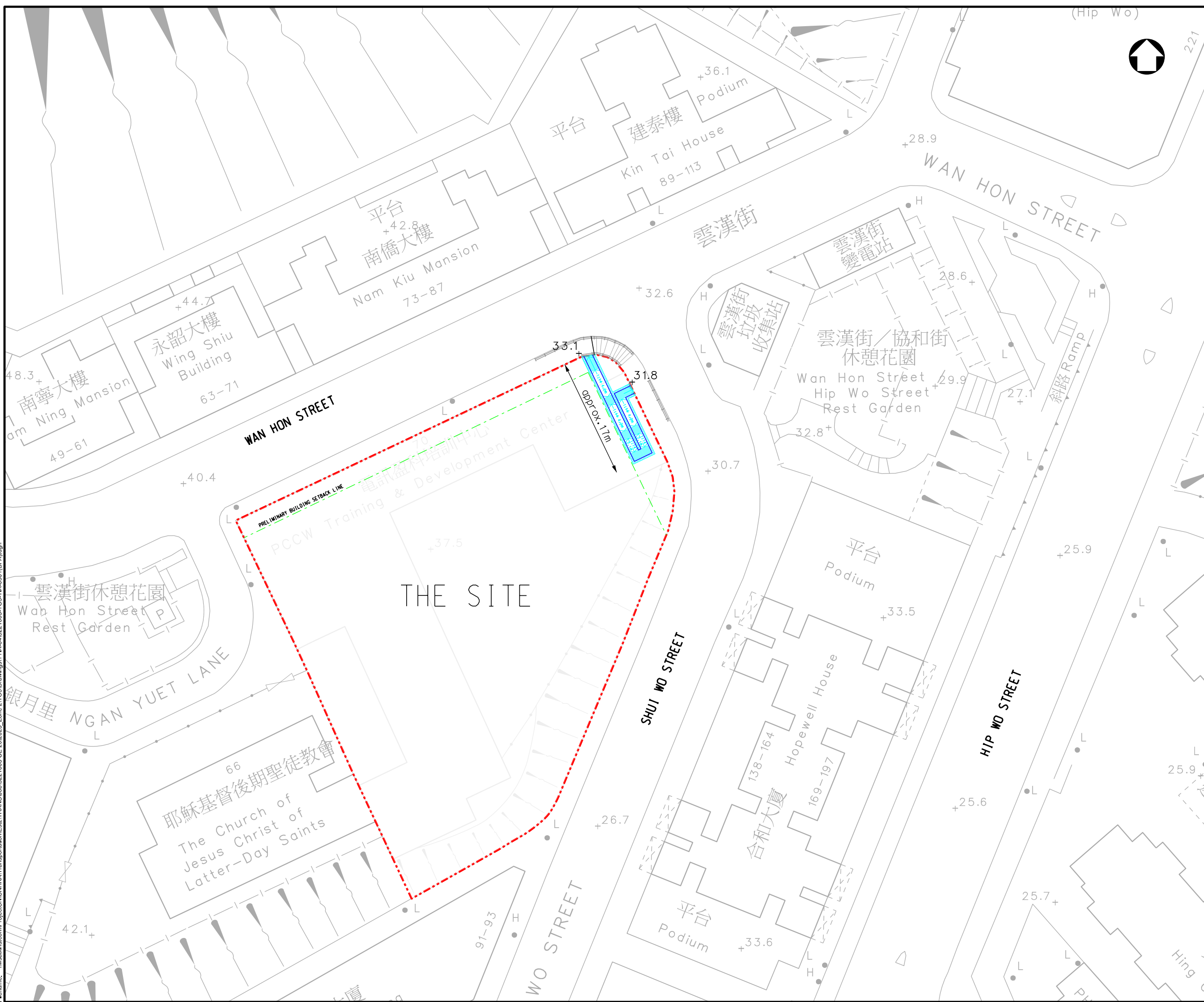
土木工程處
CIVIL ENGINEERING OFFICE

Project Title: AGREEMENT NO. CE 20/2023 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY TASK ORDER 5 – WAN HON STREET

Drawing Title: VISIBILITY SPLAY CHECKING

Scale 1:500	Designed KVL	Drawn KVL	Checked SC	Authorised LL
Original Size A3	Date DEC 2025	Date DEC 2025	Date DEC 2025	Date DEC 2025
Drawing Number 5221603-TO5-TIA-0204				Revision A

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Millimetres
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Date: 2/17/2026
Time: 12:29:57 pm
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NGAU TAU KOK

SAU MAU PING

KWUN TONG

LOCATION PLAN

SCALE 1:15000

LEGEND:

PROPOSED DEVELOPMENT SITE BOUNDARY

POTENTIAL BARRIER FREE ACCESS
(RAMP WITH min. 1.2m WIDTH)

POTENTIAL BARRIER FREE ACCESS
(LANDING WITH min. 1.2m x 1.2m)

NOTES:

DESIGN REQUIREMENT ON BARRIER FREE ACCESS (BFA) WITH RAMP SHALL REFER TO DESIGN MANUAL: BARRIER FREE ACCESS 2008 LATEST EDITION.

THE DIMENSIONS AND GRADIENTS OF THE PRELIMINARY BFA ARRANGEMENT ARE INDICATIVE.

C	MAY 2026	AMENDMENTS		YFC	KC LL
B	JAN 2026	AMENDMENTS		YFC	KC LL
A	OCT 2025	FIRST ISSUE		YFC	KC LL
Rev.	Date	Description		By	Chk'd App'd
Drawing Status				Submitted	
FEASIBILITY STUDY					

Client

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Civil Engineering and
Development Department

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CIVIL ENGINEERING OFFICE

Project Title

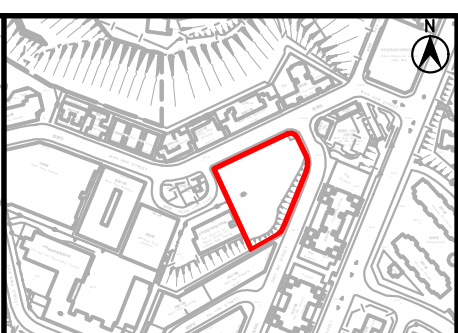
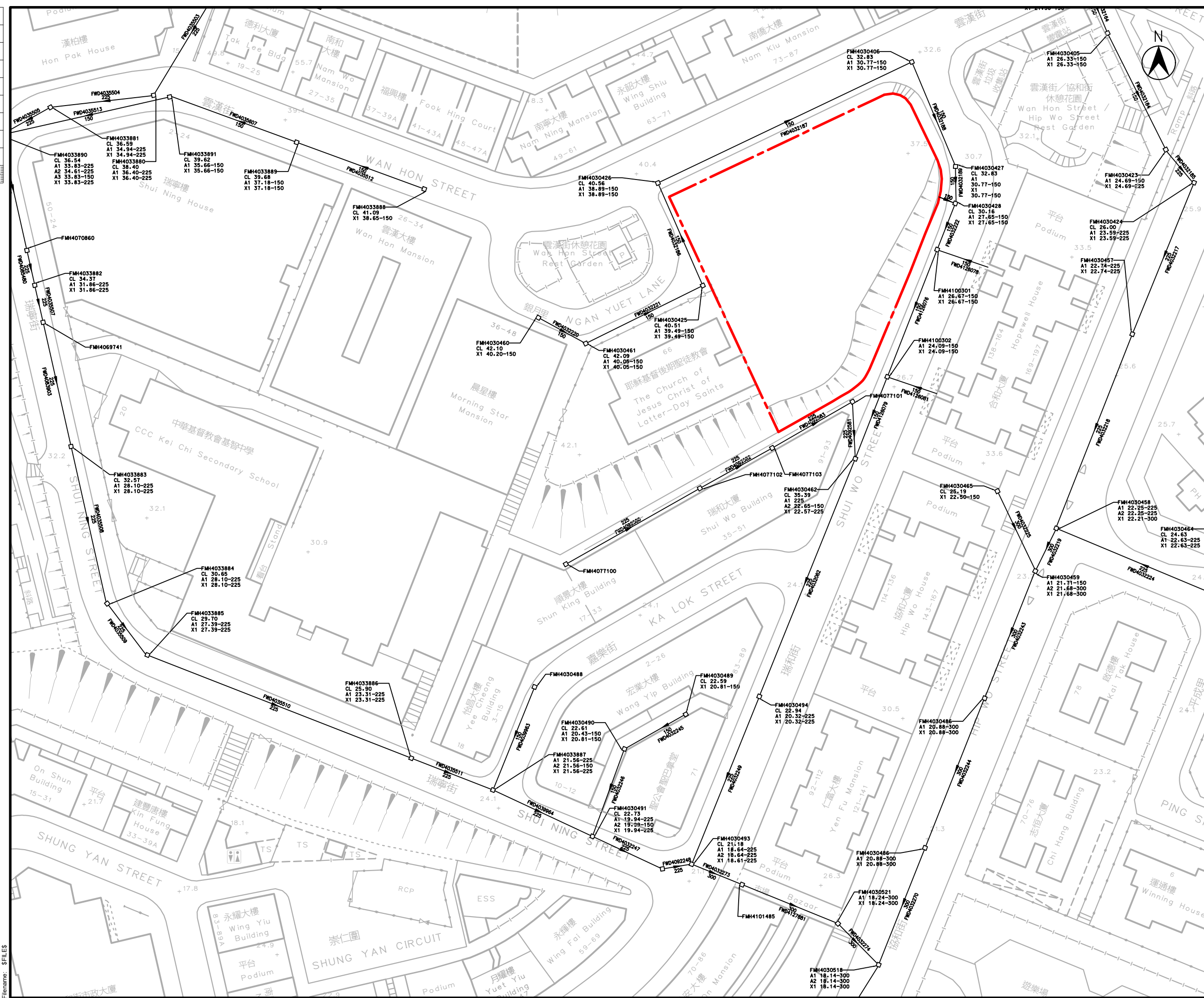
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR
PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 5 – WAN HON STREET

Drawing Title

POTENTIAL BFA CONNECTION
BETWEEN WAN HON STREET AND
SHUI WO STREET
(OPTION A) (INDICATIVE)

Scale	Designed	Drawn	Checked	Authorised
1:500	VAR	VAR	KC	LL
Original Size	Date	Date	Date	Date
A3	MAY 2026	MAY 2026	MAY 2026	MAY 2026
Drawing Number				Revision
5221603-TO5-TIA-0501				C

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LOCATION PLAN

LEGEND:
 Site Area
 Existing Sewerage System

Rev.	Date	Description

FEASIBILITY STUDY



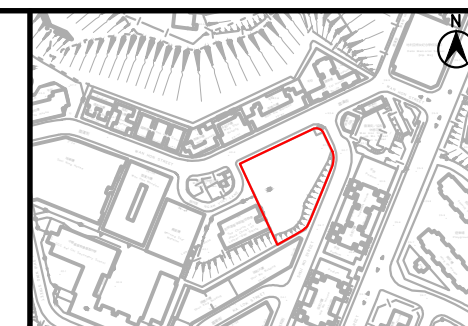
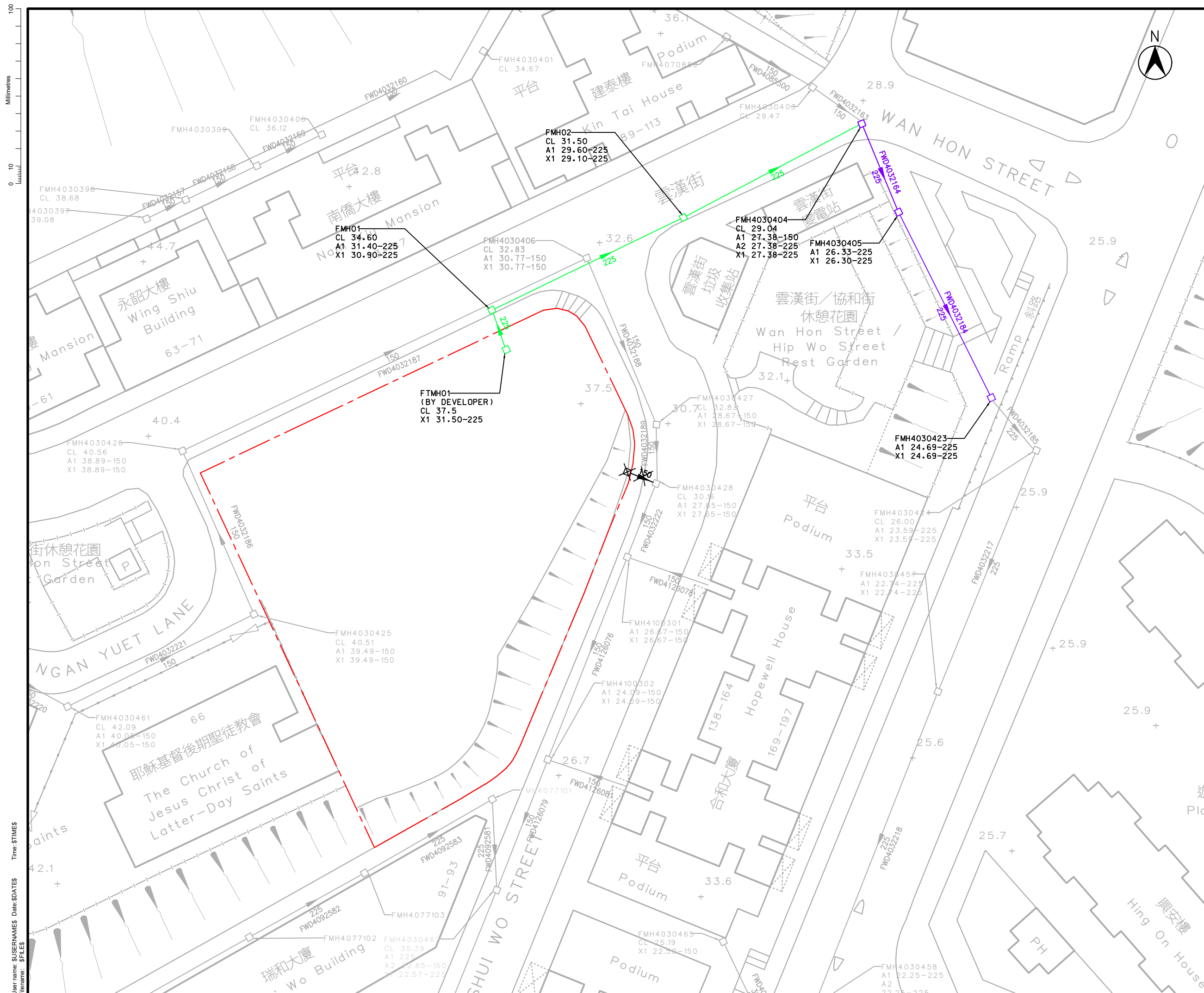
Client
 土木工程拓展署
Civil Engineering and Development Department

土木工程處
CIVIL ENGINEERING OFFICE

Project Title
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR
PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 5 – WAN HON STREET

EXISTING SEWERAGE LAYOUT PLAN

Scale	Designed	Drawn	Checked	Authorised
1:500	JC	KLC	AK	DC
Original Size	Date	Date	Date	Date
A3	SEP 2025	SEP 2025	SEP 2025	SEP 2025
Drawing Number	Revision			
5221603-TO5-SIA-1000	-			



LOCATION PLAN

LEGEND:

-  Site Area
-  Existing Sewerage system
-  Existing Sewerage system to be abandoned
-  Proposed new sewer pipe
-  Sewerage system to be upgraded/modified

Rev.	Date	Description

Drawing Status



Client

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Civil Engineering and
Development Department

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CIVIL ENGINEERING OFFICE

Project Title

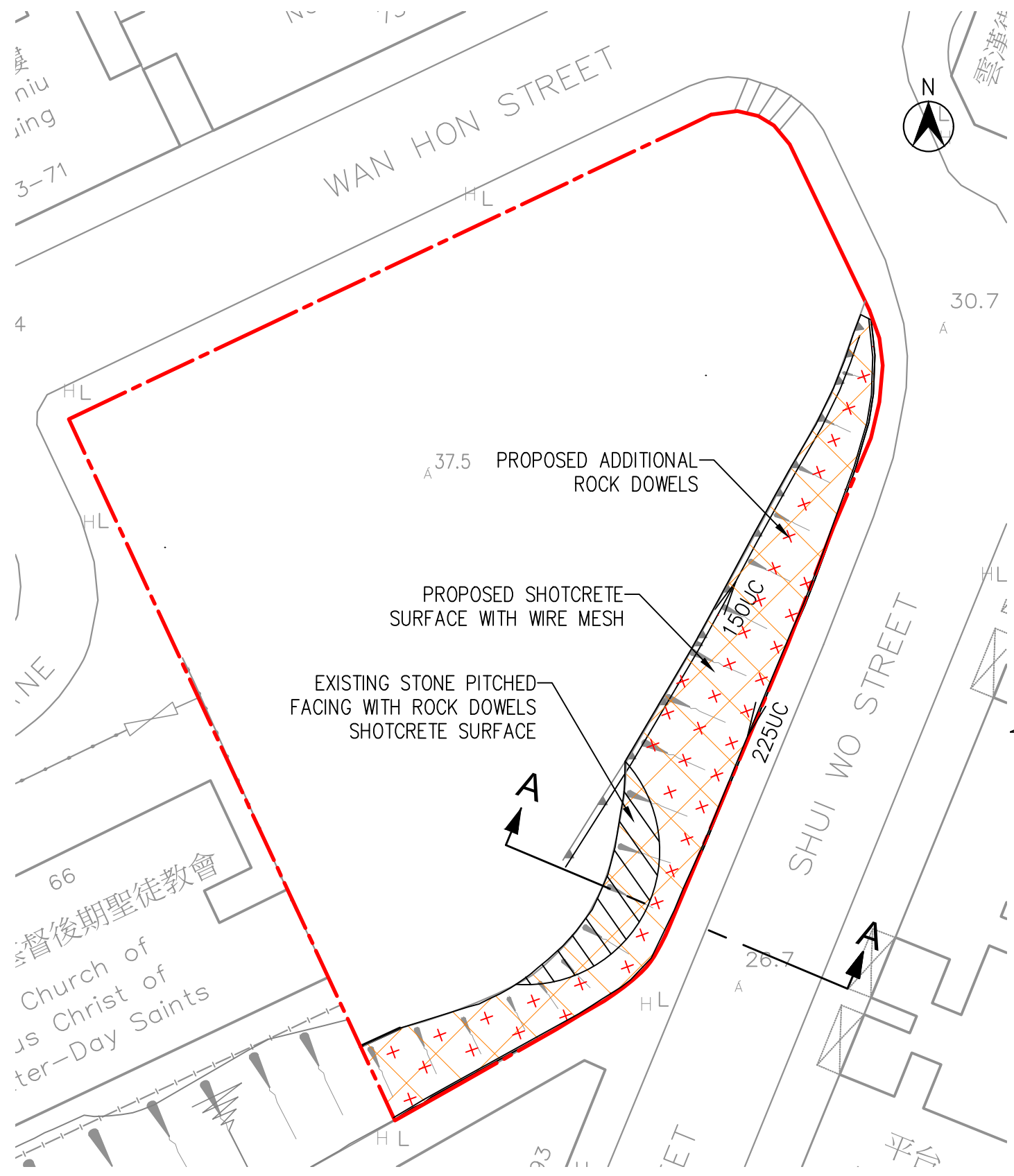
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR
PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 5 – WAN HON STREET

PROPOSED SEWERAGE SYSTEM

Scale 1:1000	Designed HN	Drawn YFC	Checked KC	Authorised LL
Original Size A3	Date 11 JUN 2026	Date 11 JUN 2026	Date 11 JUN 2026	Date 11 JUN 2026

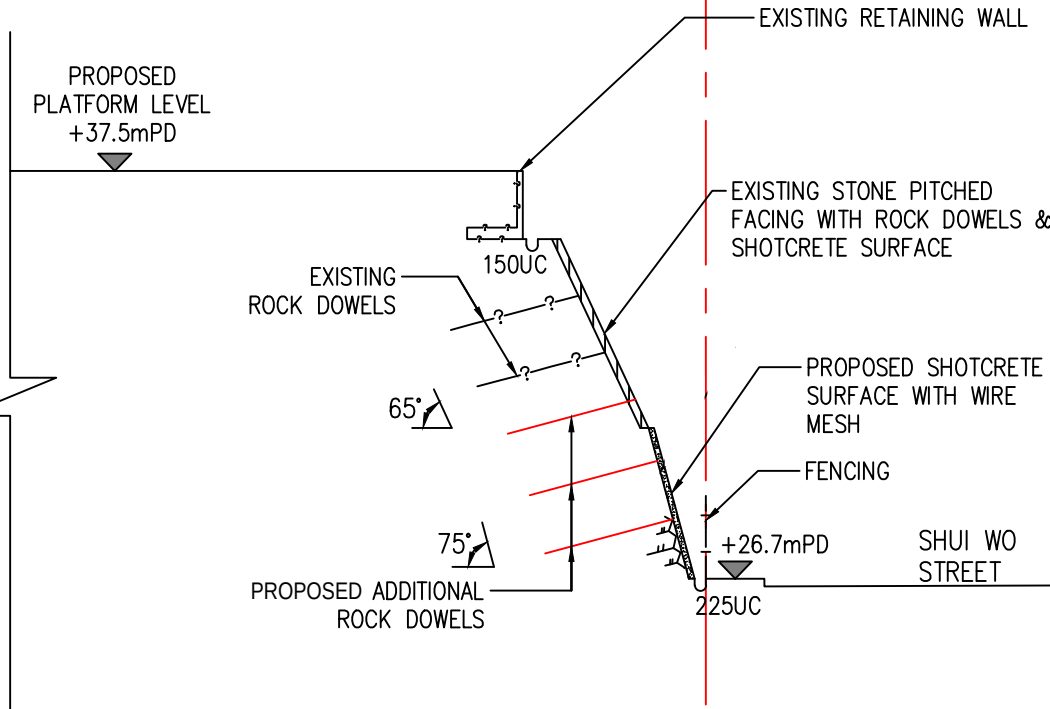
AS	JUN 2020	JUN 2020	JUN 2020	JUN 2020
Drawing Number 5221603-TO5-S/A-1010				Revision B

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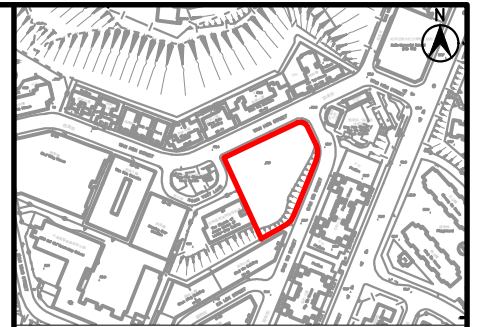


Lot Boundary

FEATURE NO.
11NE-D/CR40
(SUB-DIVISION 3)



SECTION A-A



LOCATION PLAN

- LEGEND:
- Site BOUNDARY
 - FEATURE 11NE-D/CR40 BOUNDARY
 - FEATURE 11NE-D/CR40 (SUB-DIVISION 3)
 - LINE OF SECTION
 - U-CHANNEL
 - PROPOSED ADDITIONAL ROCK DOWELS (INDICATIVE ONLY)

NOTE:
OTHER ENHANCEMENT WORKS, SUCH AS SKIN WALL, BUTTRESS AND DENTITION, SHALL BE PROVIDED IF FOUND NECESSARY. DETAILS SHALL BE REFERRED TO DETAILED GEOTECHNICAL ASSESSMENT IN THE FUTURE.

Rev.	Date	Description

FEASIBILITY STUDY



Client
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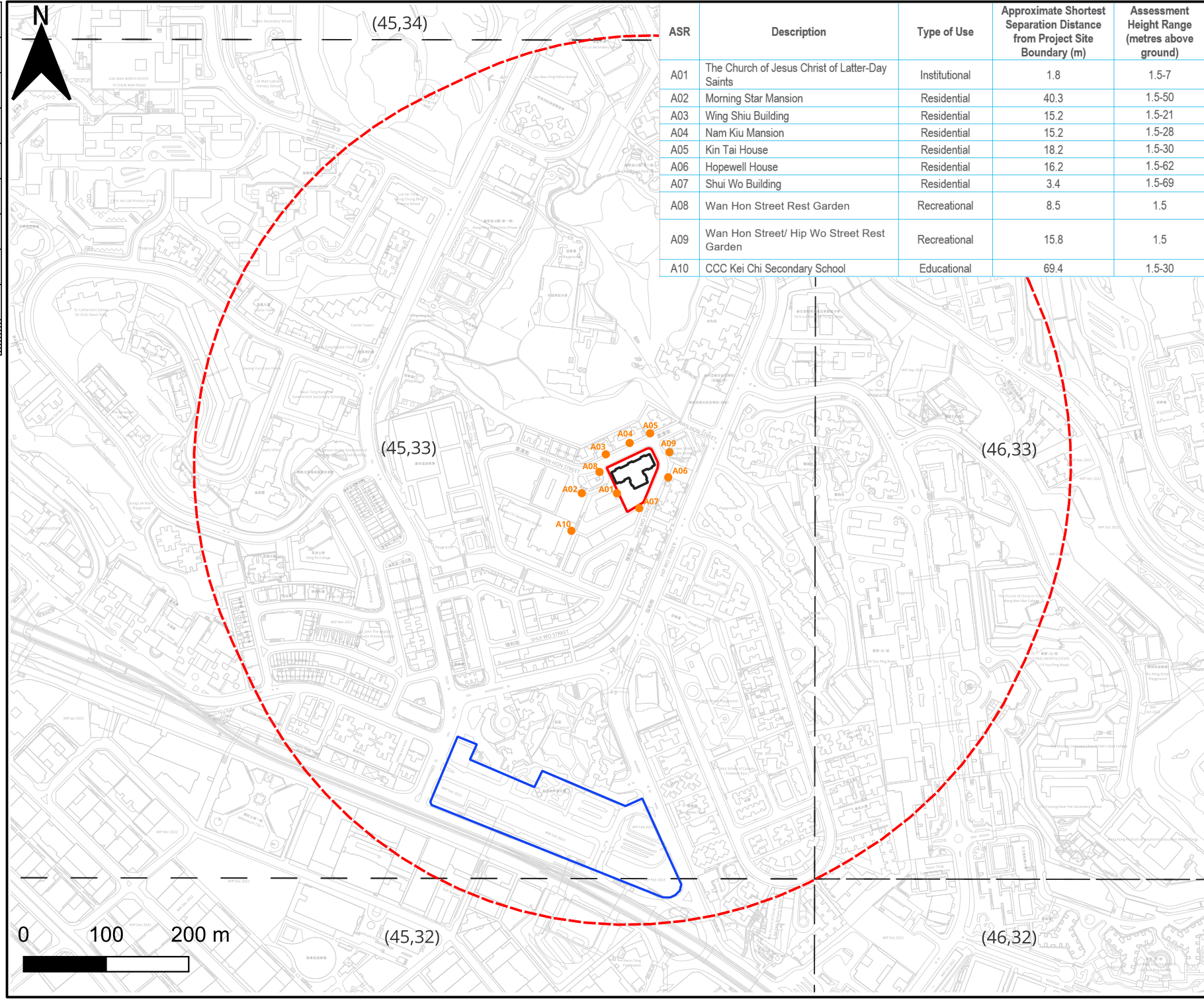
Project Title
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 - 2027)
- FEASIBILITY STUDY
TASK ORDER 5 - WAN HON STREET

POTENTIAL SLOPE ENHANCEMENT WORKS

Scale	Designed	Drawn	Checked	Authorised
1:400	JC	EC	KC	LL
Original Size	Date	Date	Date	Date
A3	NOV 2025	NOV 2025	NOV 2025	NOV 2025

Drawing Number	Revision
5221603-T05-GEO1003	-

100
Millimetres
0 10



ASR	Description	Type of Use	Approximate Shortest Separation Distance from Project Site Boundary (m)	Assessment Height Range (metres above ground)
A01	The Church of Jesus Christ of Latter-Day Saints	Institutional	1.8	1.5-7
A02	Morning Star Mansion	Residential	40.3	1.5-50
A03	Wing Shiu Building	Residential	15.2	1.5-21
A04	Nam Kiu Mansion	Residential	15.2	1.5-28
A05	Kin Tai House	Residential	18.2	1.5-30
A06	Hopewell House	Residential	16.2	1.5-62
A07	Shui Wo Building	Residential	3.4	1.5-69
A08	Wan Hon Street Rest Garden	Recreational	8.5	1.5
A09	Wan Hon Street/ Hip Wo Street Rest Garden	Recreational	15.8	1.5
A10	CCC Kei Chi Secondary School	Educational	69.4	1.5-30

LEGEND:

Proposed Building Within Site Bound

Site Boundary

Representative Air Sensitive Receivers

500m Assessment Area

PATH GRID (X,Y)

Potential Concurrent Project (URA Development Areas 4 and 5)

土木工程拓展署
Civil Engineering and Development Department

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS
FOR PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023-2027) -
FEASIBILITY STUDY
(TASK ORDER 5 - Wan Hon Street)

Drawing Title

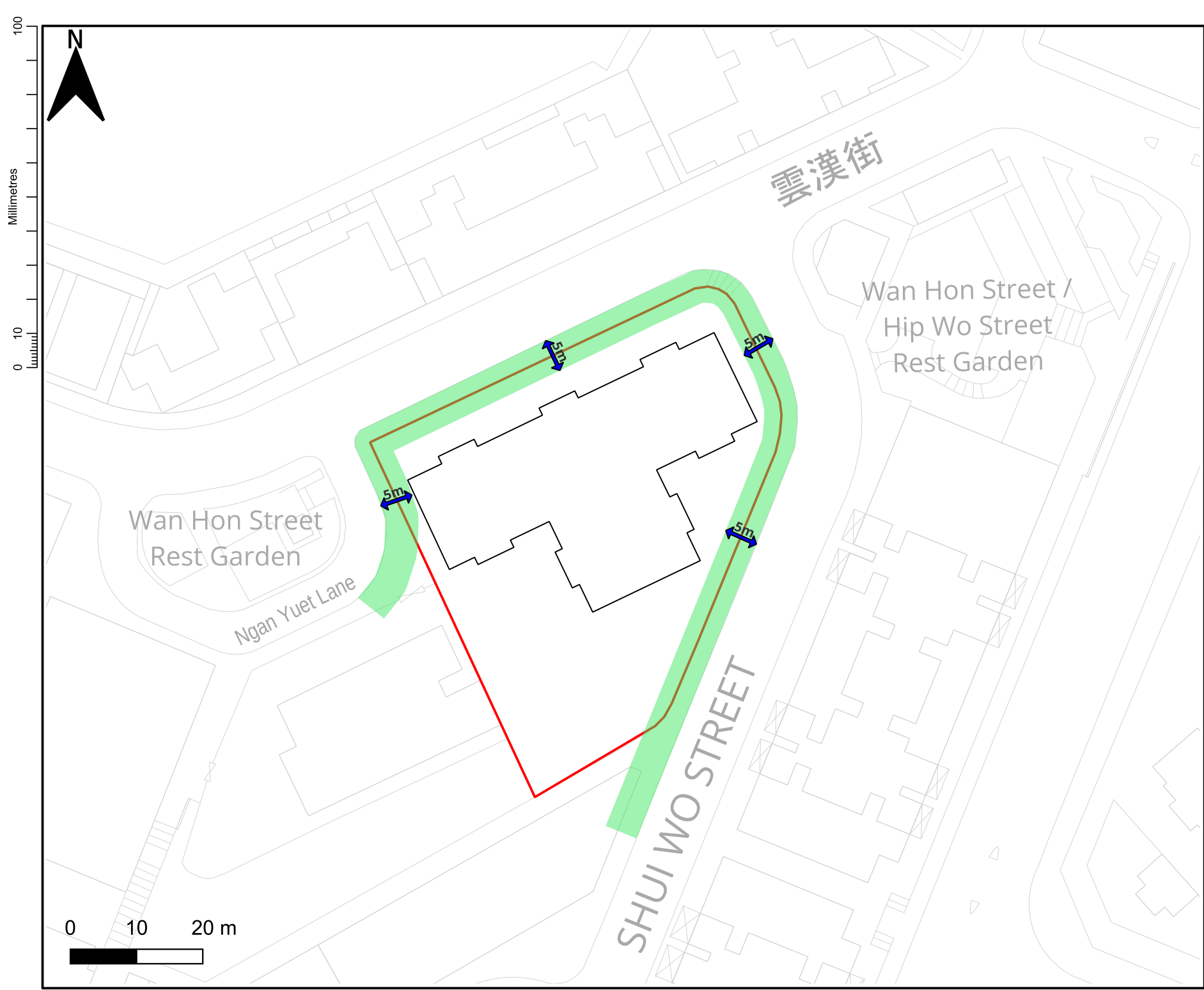
500m Assessment Area and Representative Air Sensitive Receivers during Construction Phase

Drawing Number

5221603-T05-PER-1000

Revision

B



LEGEND:

- Site Boundary
- Proposed Building within Site Boundary
- 5m Buffer Distance for Air Quality Setback for Local Distributor

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status	Submittal
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Client



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Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS
FOR PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023-2027) -
FEASIBILITY STUDY
(TASK ORDER 5 - Wan Hon Street)

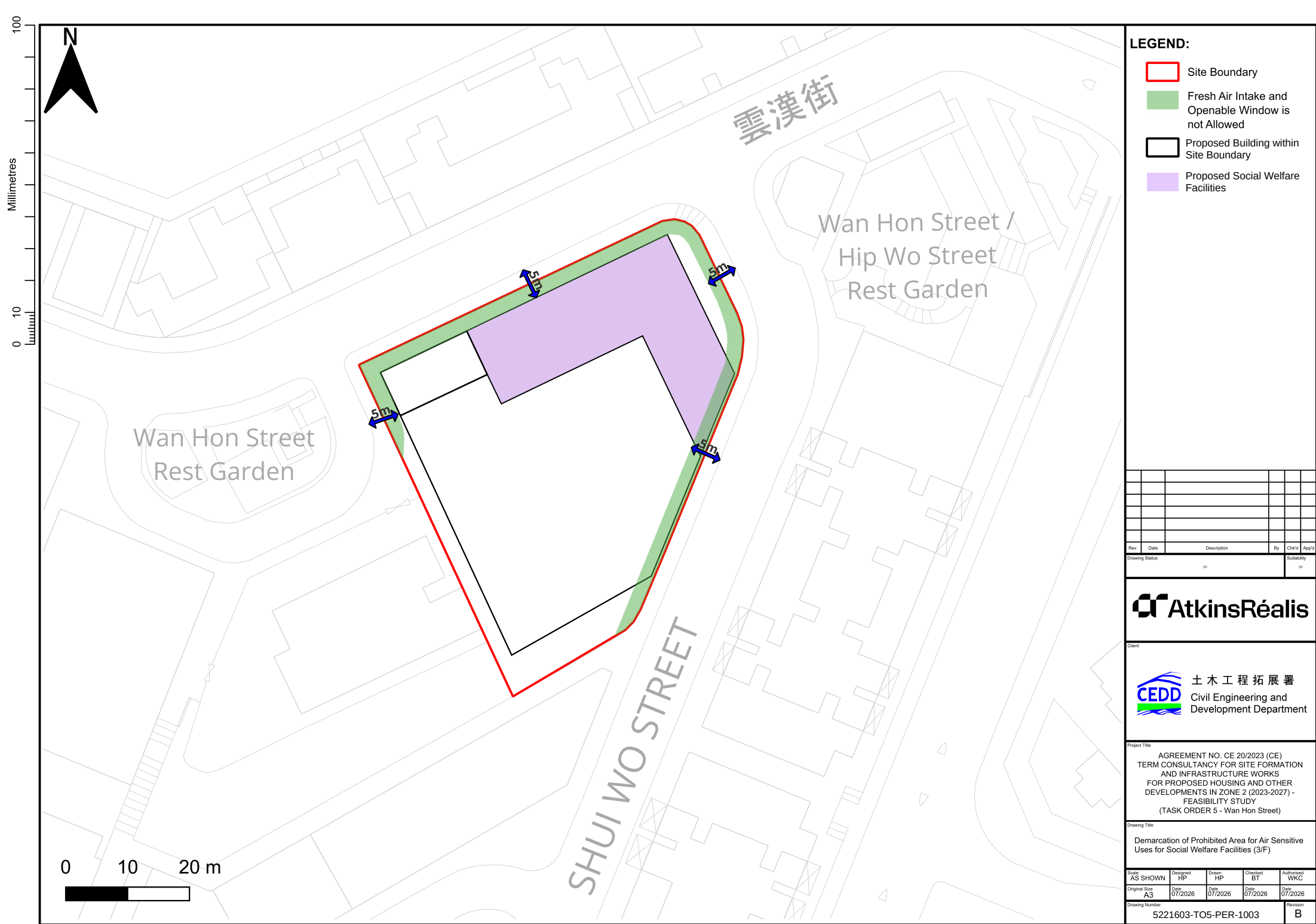
Drawing Title

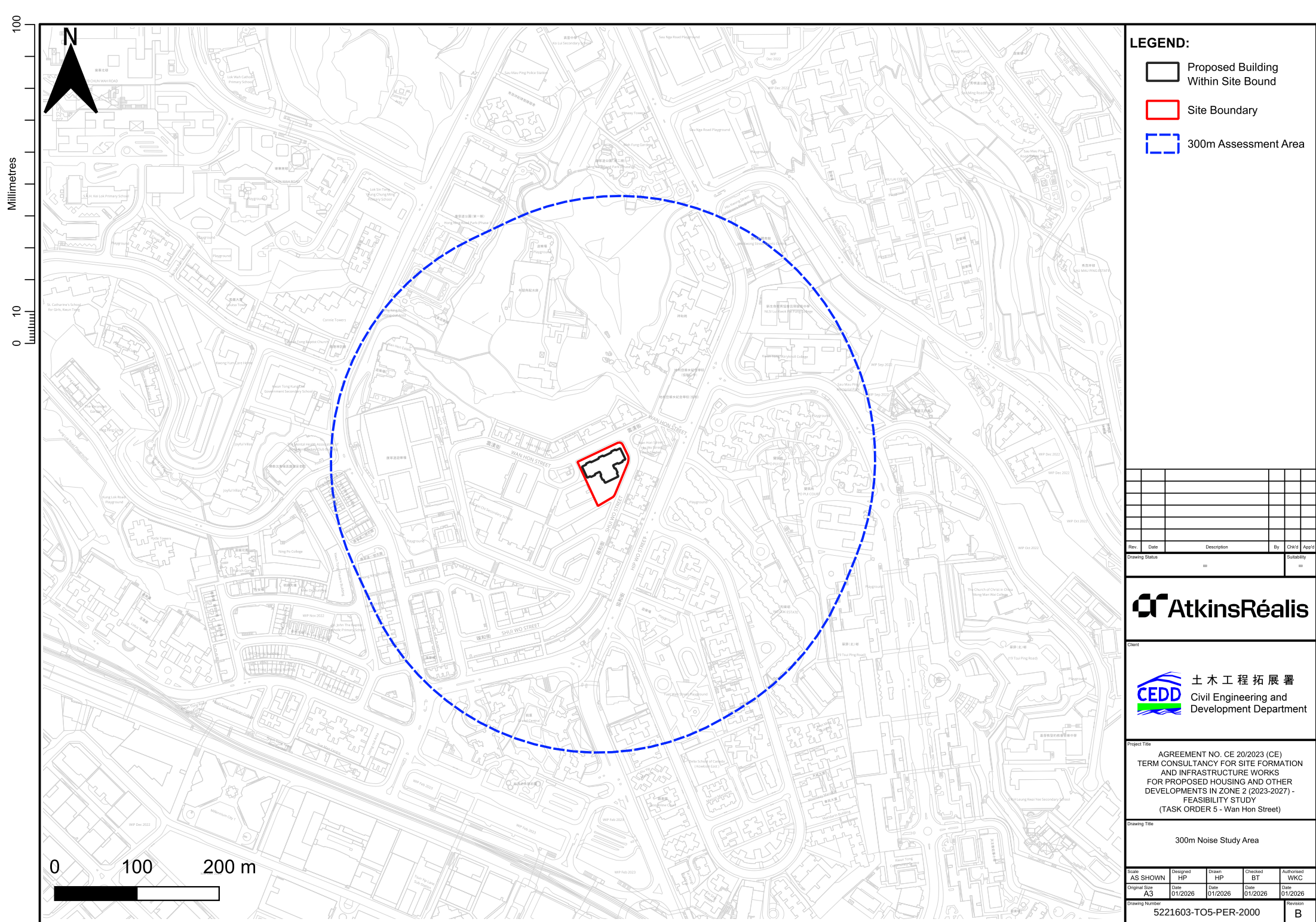
Buffer Area from Road Kerb for Local Road Traffic

Scale	Designed	Drawn	Checked	Authorized
AS SHOWN	HP	HP	BT	WKC
Original Size	Date	Date	Date	Date
A3	04/2026	04/2026	04/2026	04/2026

Drawing Number	Revision
5221603-TO5-PER-1001	B









LEGEND:

- Proposed Building Within Site Bound
- Representative Noise Sensitive Assessment Point
- Site Boundary

Rev.	Date	Description	By	Chk'd	App'd
Drawing Status					Suitability

Client

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Civil Engineering and Development Department

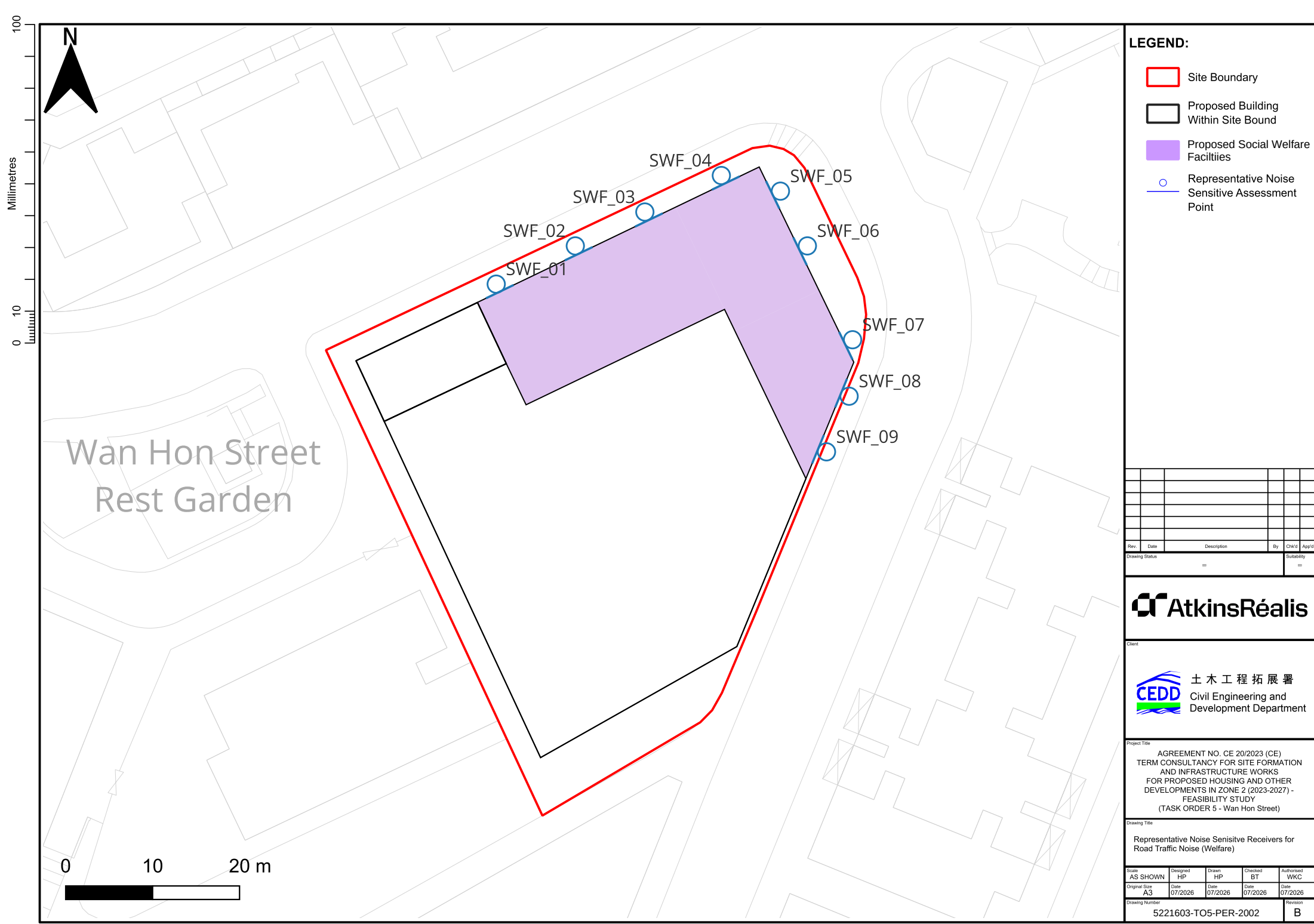
Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS
FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023-2027) - FEASIBILITY STUDY
(TASK ORDER 5 - Wan Hon Street)

Drawing Title

Representative Noise Sensitive Receivers for Road Traffic Noise

Scale	Designed HP	Drawn HP	Checked BT	Authorized WKC
AS SHOWN	Date 01/2026	Date 01/2026	Date 01/2026	Date 01/2026
Original Size A3	Drawing Number 5221603-TO5-PER-2001			Revision B



LEGEND:

- Site Boundary
- Proposed Building Within Site Bound
- Proposed Social Welfare Facilities
- Representative Noise Sensitive Assessment Point

Rev.	Date	Description	By	Chk'd	App'd
Drawing Status					Suitability

Client

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Civil Engineering and Development Department

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023-2027) - FEASIBILITY STUDY (TASK ORDER 5 - Wan Hon Street)

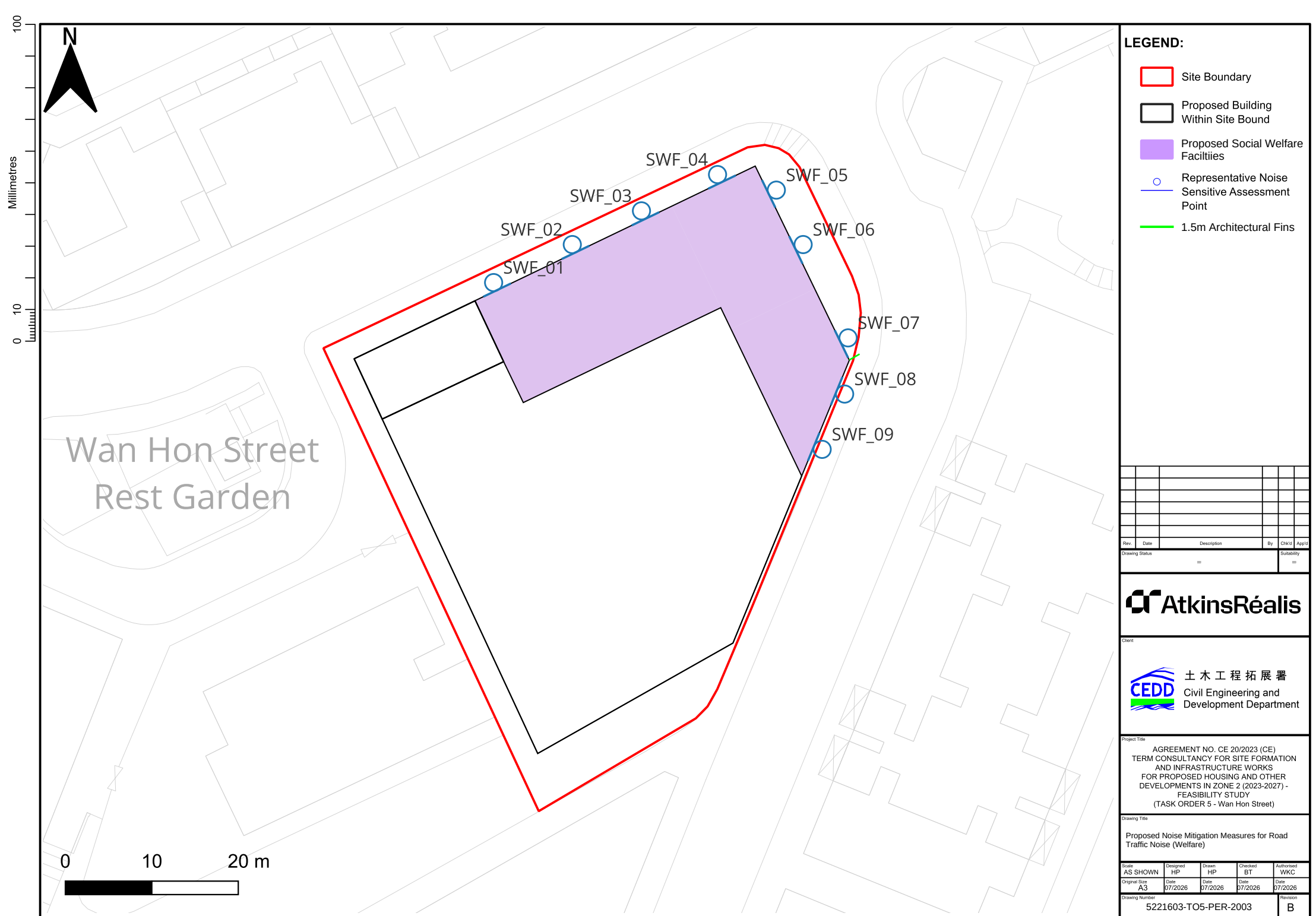
Drawing Title

Representative Noise Sensitive Receivers for Road Traffic Noise (Welfare)

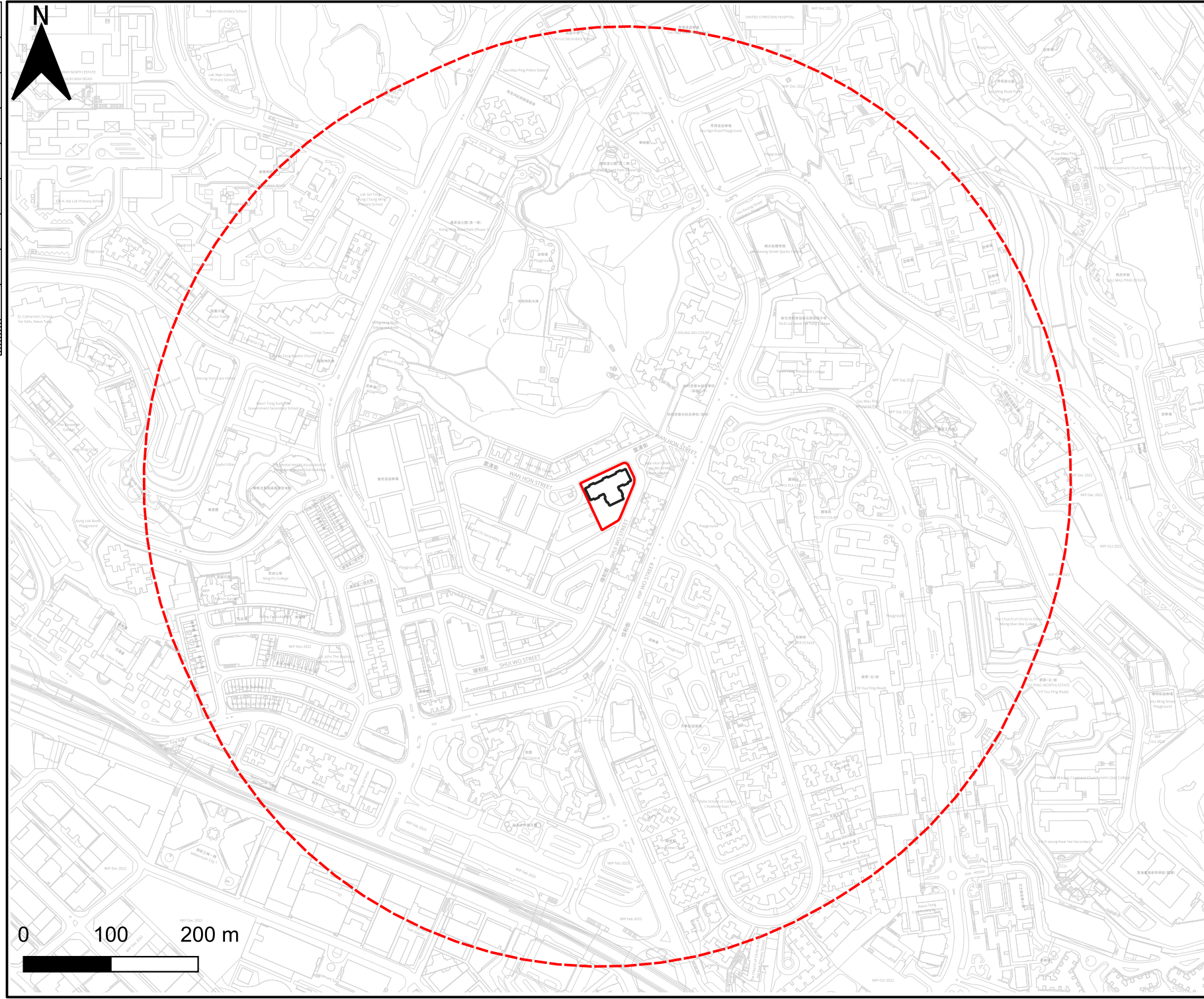
Scale	Designed HP	Drawn HP	Checked BT	Authorized WKC
Original Size A3	Date 07/2026	Date 07/2026	Date 07/2026	Date 07/2026

Drawing Number	Revision
5221603-TO5-PER-2002	B

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100
0 10
Millimetres



LEGEND:

- Proposed Building Within Site Bound
- Site Boundary
- 500m Assessment Area

Rev.	Date	Description	By	Ch'd	App'd
Drawing Status					Suitability

Client

土木工程拓展署
Civil Engineering and Development Department

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS
FOR PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023-2027) -
FEASIBILITY STUDY
(TASK ORDER 5 - Wan Hon Street)

Drawing Title

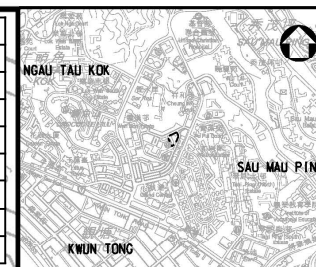
500m Assessment Area for Water Quality

Scale	Designed	Drawn	Checked	Authorized
AS SHOWN	HP	HP	BT	WKC
Original Size	Date	Date	Date	Date
A3	01/2026	01/2026	01/2026	01/2026
Drawing Number	5221603-TO5-PER-3000			Revision
			B	

0 10 20 30 40 50 60 70 80 90 100
Meters

Uon name: SUSSENADES Das: 04/05/2023
Drawing: 5221603

Proposed new planting				
Proposed tree species	Size	Overall Height (mm)	Spacing(mm)	Quantity
Garcinia subelliptica 菲島福木	Heavy standard	>3500-6000	4000	24
Osmanthus fragrans 桂花	Heavy standard	>3500-6000	4000	46
Proposed large shrubs planting				
Algaia odorata 米仔蘭	/	800	800	34
camellia japonica 山茶花		500	500	20
Loropetalum chinensis 紅繼木		500	500	9



LOCATION PLAN SCALE 1:15000

LEGEND:

- Application Site
- Proposed building block
- Proposed community play area (about 142sq.m.)
- Proposed paving area on podium garden +58.5mPD
- Proposed paving area on G/F +37.5 mPD
- Bench
- Proposed large shrub planting
- Proposed new tree planting
- Proposed green wall on Podium Garden (+58.5mPD)
- Proposed planting at Podium Garden +58.5mPD
- Proposed planting at Wan Hon Street+37.5mPD

Drawing Status: **FEASIBILITY STUDY** Sustainability: **100%**

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Civil Engineering and Development Department

土木工務處
CIVIL ENGINEERING OFFICE

Project Title: AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 - 2027)
- FEASIBILITY STUDY
TASK ORDER 5 - WAN HON STREET

Drawing Title: **CONCEPTUAL LANDSCAPE PLAN**

Date: 1:2000	Designed: JL	Drawn: YFC	Checked: KC	Authorized: LL
Original Size: A3	Date: MAY 2025	Date: MAY 2025	Date: MAY 2025	Date: MAY 2025

Drawing Number: **5221603-TO5-LVIA-2000** Revision: **A**

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OPTIMIZE THE LAYOUT AND ORIENTATION OF THE PROPOSED BUILDING BLOCK SUCH AS BUILDING SETBACKS TO MINIMIZE BLOCKAGE

APPLY CONTEXTUALLY SENSITIVE DESIGN TREATMENTS TO ARCHITECTURAL FAÇADE AND OTHER ARCHITECTURAL AND LANDSCAPE AREA

LANDSCAPE AREA ON G/F

INCORPORATE PLANTING BUFFERS AS FAR AS POSSIBLE BETWEEN THE BUILDING

PEDESTRIAN LINK ON G/F

CAREFUL MANAGE CONSTRUCTION ACTIVITIES TO MINIMIZE DISTURBANCES DURING CONSTRUCTION

Proposed building block +144.25 mPD

Podium Garden +58.5 mPD

Note: The compensatory planting proposal is for demonstration only, and the actual number, species and location of the compensatory trees and new tree planting is subjected to actual design by developer.

User name: CHU0011 Date: 6/12/2025 Time: 8:35:20 AM
Filename: P:\CHU001\Project\5221603_CE 20 2023_Zone 253.00 CAD\2023 Drawing\CHU001_5221603_T05-04_1000.dgn

Site area: 2,775m²
D.P.R. = 7.5
Flat No. = 346 Flats
Residential population: 900
Required open space: 900m²

Open space Legend	Location	Area (m ²) (Approx.)
	G/F (+37.5mPD)	345
	On podium (+58.5 mPD)	1134
Total:		1479

Required greenery coverage: 555m² (20%)

Greenery Legend	Location	Area (m ²) (Approx.)
	Greenery on G/F (+37.5mPD)	330
	Greenery on podium level (+58.5mPD)	821
Total:		1151

Note: - Primary Zone measured from mean street level +29.65mPD.
- Location and area of greenery are indicative only and shall be confirmed in detail design stage of the proposed development



LOCATION PLAN
SCALE 1:15000

LEGEND:
 Application Site

 Proposed open space on G/F (+37.5mPD)
 Proposed open space on podium (+58.5mPD)



Client  土木工程拓展署
Civil Engineering and Development Department

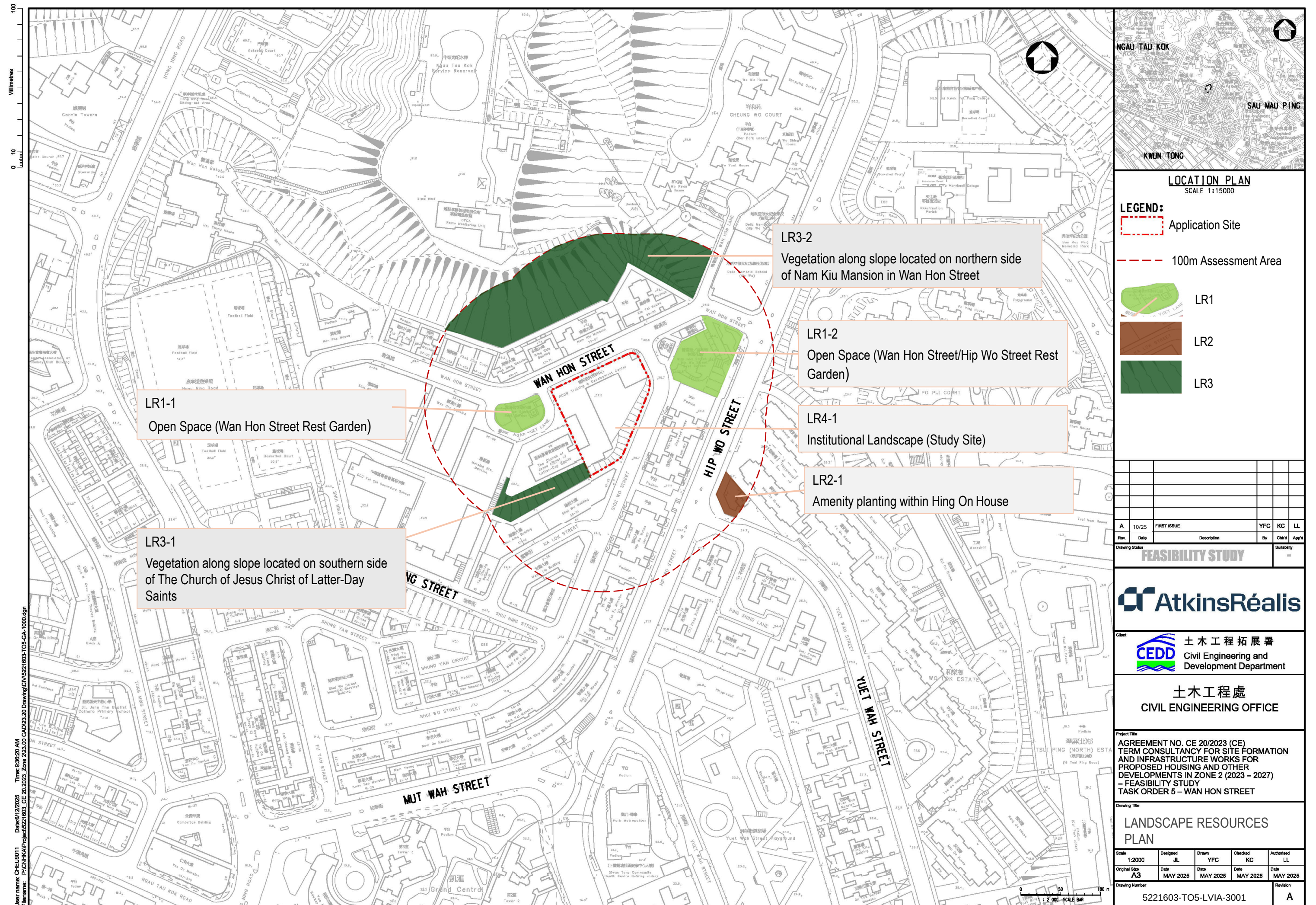
土木工程處
CIVIL ENGINEERING OFFICE

Project Title
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR
PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 - 2027)
- FEASIBILITY STUDY
TASK ORDER 5 - WAN HON STREET

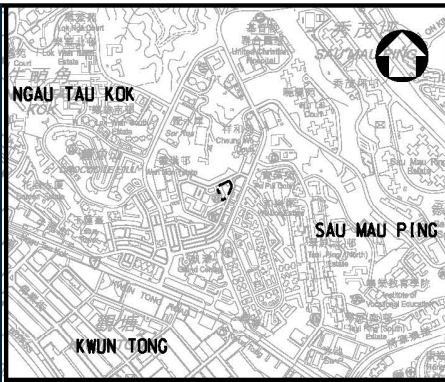
Drawing Title
OPEN SPACE INDICATIVE PLAN

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Original Size	Date	Date	Date	Date
A3	MAY 2025	MAY 2025	MAY 2025	MAY 2025
Drawing Number	Revision			
5221603-T05-LVIA-2001				A

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100
0 10
Millimetres



LOCATION PLAN
SCALE 1:15000

LEGEND:

Strategic Viewpoint location

Application Site

C	10/2025	THIRD ISSUE	EL	KC	LL
B	10/2025	SECOND ISSUE	EL	KC	LL
A	MAY 2025	FIRST ISSUE	YFC	KC	LL
Rev.	Date	Description	By	Chk'd	App'd

Drawing Status **FEASIBILITY STUDY** Suitability



Client 土木工程拓展署
Civil Engineering and Development Department

土木工程處
CIVIL ENGINEERING OFFICE

Project Title
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR
PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 5 – WAN HON STREET

Drawing Title STRATEGIC VIEWPOINTS					
Scale 1:2000	Designed JL	Drawn YFC	Checked KC	Authorized LL	
Original Size A3	Date MAY 2025	Date MAY 2025	Date MAY 2025	Date MAY 2025	
Drawing Number 5221603-TO5-LVIA-4001					Revision A



VP8 – from Quarry Bay Park (Strategic Viewpoint VP4)

Source :Planning Department - Strategic Viewing Points



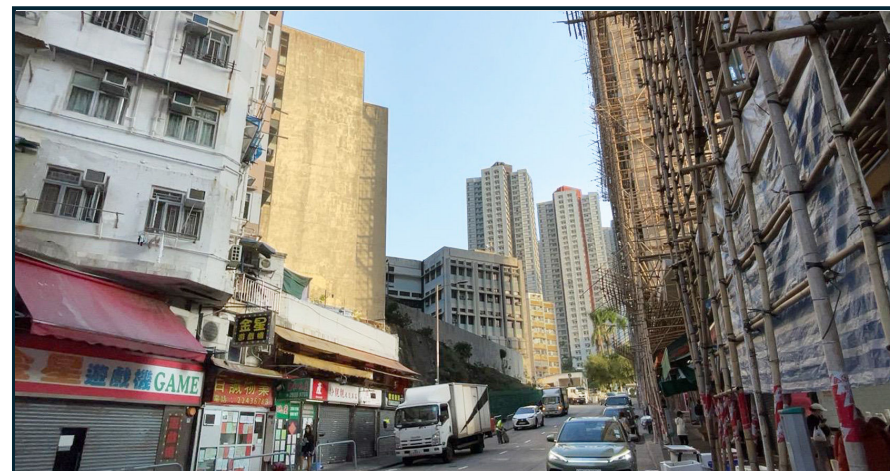
VP1



VP2



VP3



VP4



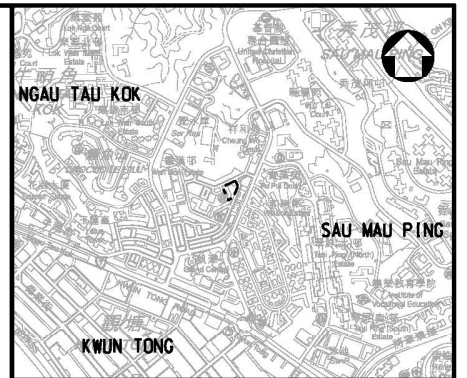
VP5



VP6



VP7



LOCATION PLAN
SCALE 1:15000

LEGEND:

Application Site



Key Public Viewing Point
Towards Proposed
Application Site

Rev.	Date	Description	By	Chk'd	App'd
C	12/2025	THIRD ISSUE	EL	KC	LL
B	10/2025	SECOND ISSUE	EL	KC	LL
A	MAY 2025	FIRST ISSUE	YFC	KC	LL

Drawing Status	FEASIBILITY STUDY	Suitability	---
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Civil Engineering and
Development Department

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TERM CONSULTANCY FOR SITE FORMATION
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DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 5 – WAN HON STREET

Drawing Title
KEY PUBLIC VIEWPOINTS
PHOTOS

Scale	Designed	Drawn	Checked	Authorized
1:2000	JL	YFC	KC	LL
Original Size	Date	Date	Date	Date
A3	MAY 2025	MAY 2025	MAY 2025	MAY 2025

Drawing Number	Revision
5221603-TO5-LVIA-4002	A

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VP1 - BEFORE



VP1 - AFTER

VP1 - PHOTOMONTAGE

Delia Memorial School
(Hip Wo)
10 Storeys
61.1mPD

Hui Wo House
39 Storeys
166.0mPD

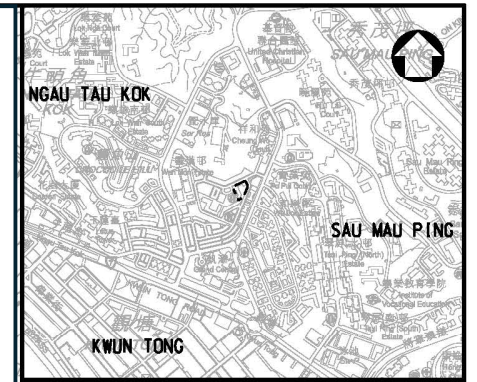
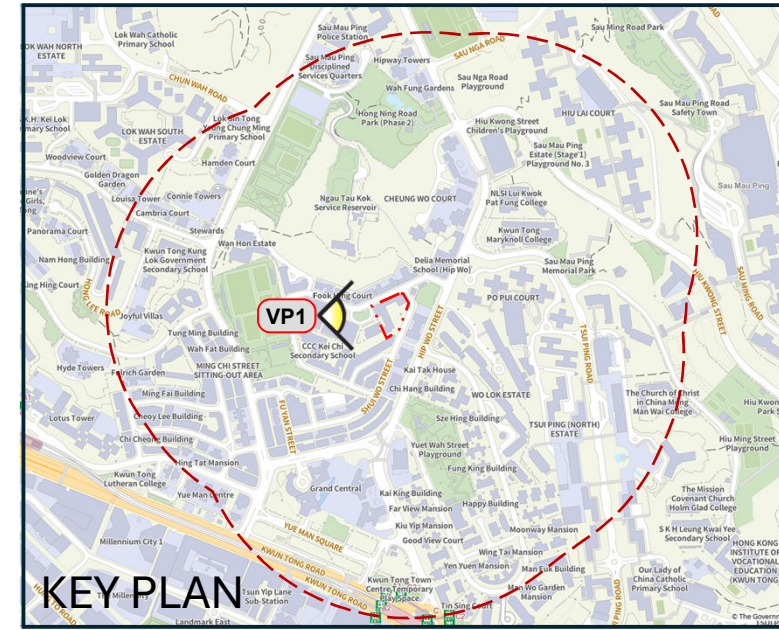
Hui Shun House
39 Storeys
163.4mPD

PROPOSED DEVELOPMENT
26 Storeys (including clubhouse)
and 4 storeys of podium
144.25mPD

Shui Wo Building
22 Storeys
93.9mPD

Hopewell House
21 Storeys
91.5mPD

The Church of Jesus Christ of
Latter-Day Saints
50.4m



LOCATION PLAN
SCALE 1:15000

LEGEND:

- Application Site
- Key Public Viewing Point Towards Proposed Application Site
- 3H Zone

C	12/2025	THIRD ISSUE	EL	KC	LL
B	10/2025	SECOND ISSUE	EL	KC	LL
A	MAY 2025	FIRST ISSUE	YFC	KC	LL
Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: **FEASIBILITY STUDY** Suitability: **---**



Client: 土木工程拓展署
Civil Engineering and Development Department

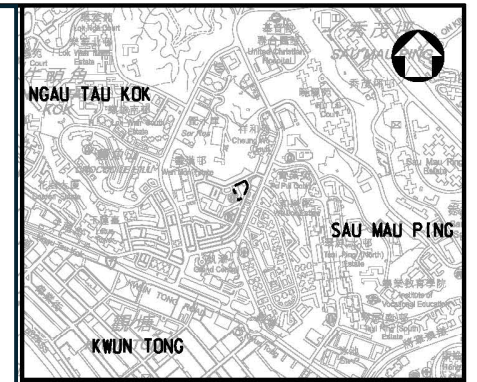
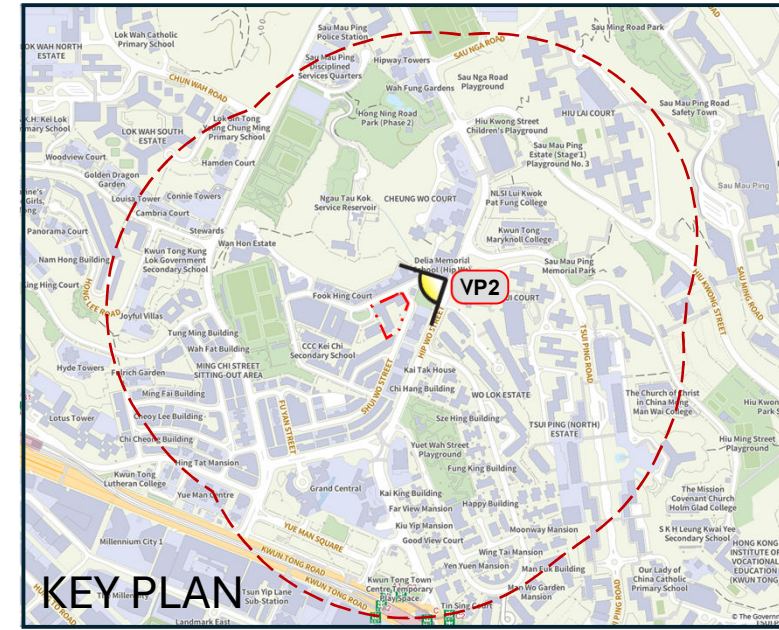
土木工程處
CIVIL ENGINEERING OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR
PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 - 2027)
- FEASIBILITY STUDY
TASK ORDER 5 - WAN HON STREET

Drawing Title: VP1 FROM WAN HON STREET REST GARDEN					
Scale: 1:2000	Designed: JL	Drawn: YFC	Checked: KC	Authorized: LL	
Original Size: A3	Date: MAY 2025	Date: MAY 2025	Date: MAY 2025	Date: MAY 2025	
Drawing Number: 5221603-TO5-LVIA-4003					Revision: A

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Millimetres

User name: CHEUNG11 Date: 12/2025 Time: 8:36:20 AM
File name: P:\CHHKA\Project\221603_CE 20 2023_Zone 2\3.00 CAD\3.20 Drawing\CV521 603-TO5-GA-1000.dgn



LOCATION PLAN
SCALE 1:15000

- LEGEND:**
- Application Site
 - Key Public Viewing Point Towards Proposed Application Site
 - 3H Zone

Hopewell House
21 Storeys
91.5mPD

PROPOSED DEVELOPMENT
26 Storeys (including clubhouse) and 4
storeys of podium
144.25mPD

Nam Kiu Mansion
8 Storeys
65.6mPD



VP2 - BEFORE

VP2 - AFTER

VP2 - PHOTOMONTAGE

C	12/2025	THIRD ISSUE	EL	KC	LL
B	10/2025	SECOND ISSUE	EL	KC	LL
A	MAY 2025	FIRST ISSUE	YFC	KC	LL
Rev.	Date	Description	By	Chk'd	App'd

Drawing Status **FEASIBILITY STUDY** Suitability

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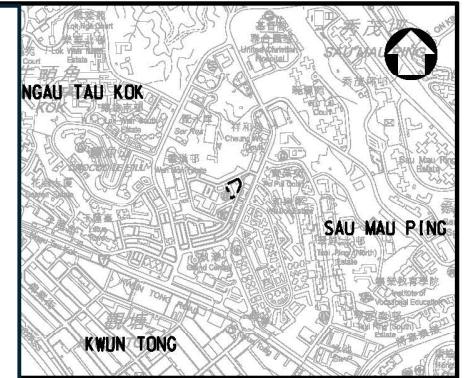
Client **CEDD** 土木工程拓展署
Civil Engineering and Development Department

土木工程處
CIVIL ENGINEERING OFFICE

Project Title
AGREEMENT NO. CE 20/2023 (CE)
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PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 5 – WAN HON STREET

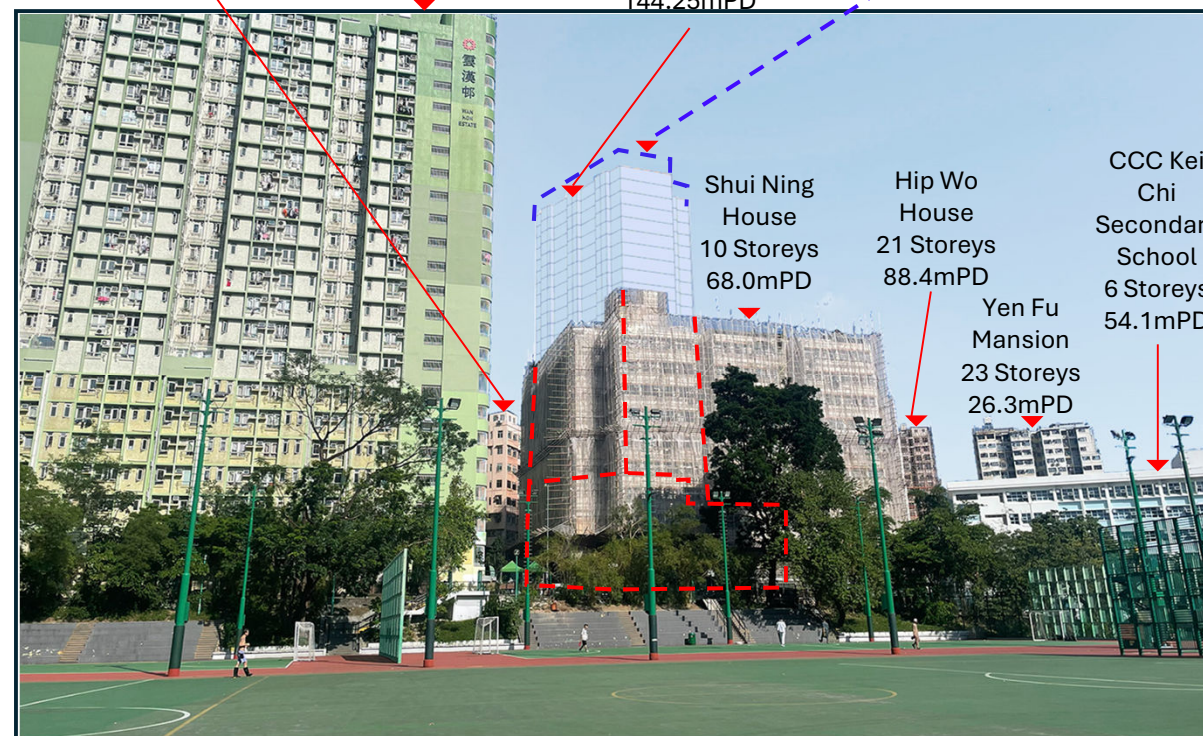
Drawing Title
VP2 FROM WAN HON STREET /
HIP WO STREET REST GARDEN

Scale	Designed	Drawn	Checked	Authorised
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Original Size	Date	Date	Date	Date
A3	MAY 2025	MAY 2025	MAY 2025	MAY 2025
Drawing Number	Revision			
5221603-TO5-LVIA-4004	A			



LEGEND:

-  Application Site
-  Key Public Viewing Point Towards Proposed Application Site
-  3H Zone



VP3 – AFTER

VP3 - PHOTOMONTAGE

C	12/2025	THIRD ISSUE	EL	KC	LL
B	10/2025	SECOND ISSUE	EL	KC	LL
A	MAY 2025	FIRST ISSUE	YFC	KC	LL
Rev.	Date	Description	By	Chk'd	App'd

Drawing Status	Suitability
FEASIBILITY STUDY	-



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Civil Engineering and
Development Department

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CIVIL ENGINEERING OFFICE

Project Title

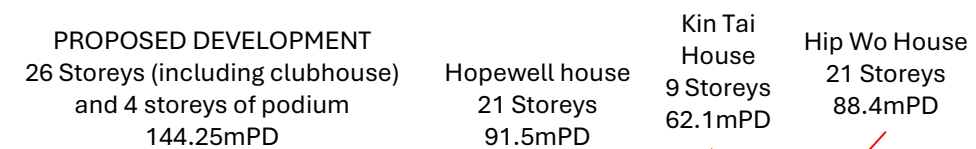
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR
PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 5 – WAN HON STREET

Drawing Title

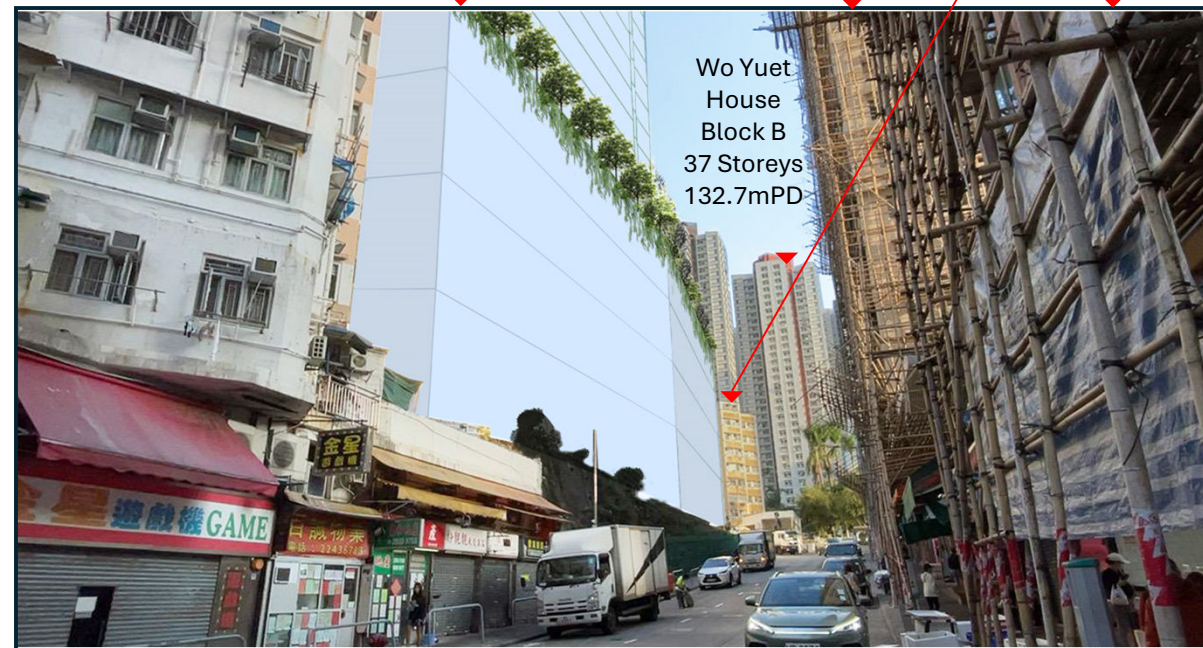
VP3 FROM HONG NING ROAD
RECREATION GARDEN

Scale 1:2000	Designed JL	Drawn YFC	Checked KC	Authorised LL
Original Size A3	Date MAY 2025	Date MAY 2025	Date MAY 2025	Date MAY 2025

Drawing Number	Revision
5221603-TO5-LVIA-4005	A



VP4 - BEFORE



VP4 – AFTER

VP4 - PHOTOMONTAGE



--- 3H Zone

Drawing Status	Feasibility Study	Suitability	-
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CIVIL ENGINEERING OFFICE

Project Title

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AND INFRASTRUCTURE WORKS FOR
PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 5 – WAN HON STREET

Drawing Title

VP4 FROM PEDESTRIAN PATH
ALONG SHUI WO STREET

Drawing Number		Revision	
5221603-TO5-LVIA-4006		A	

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Millimetres

User name: CHEUNG011 Date: 12/2025 Time: 8:36:20 AM
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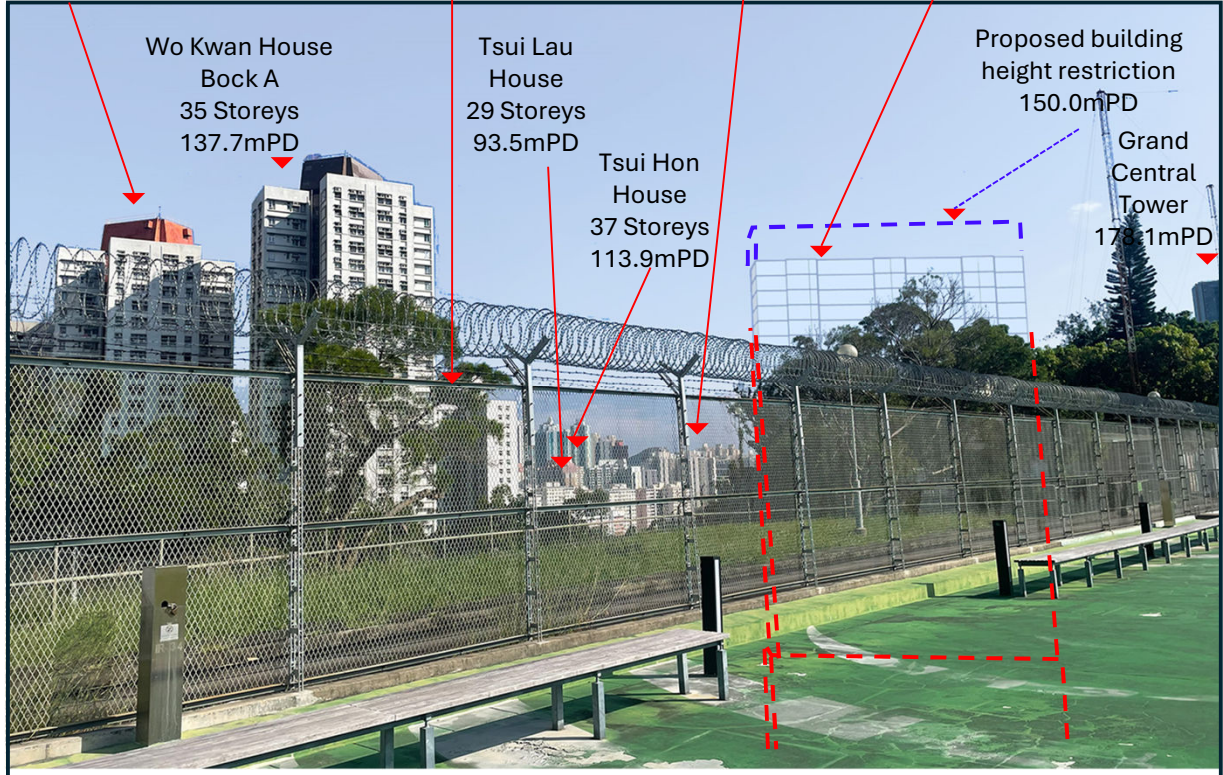
LOCATION PLAN
SCALE 1:15000

LEGEND:

- Application Site
- Key Public Viewing Point Towards Proposed Application Site
- 3H Zone



VP5 - BEFORE



VP5 - AFTER

VP5 - PHOTOMONTAGE

C	12/2025	THIRD ISSUE	EL	KC	LL
B	10/2025	SECOND ISSUE	EL	KC	LL
A	MAY 2025	FIRST ISSUE	YFC	KC	LL

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: **FEASIBILITY STUDY**

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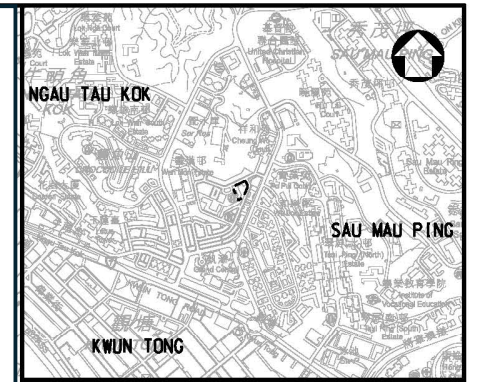
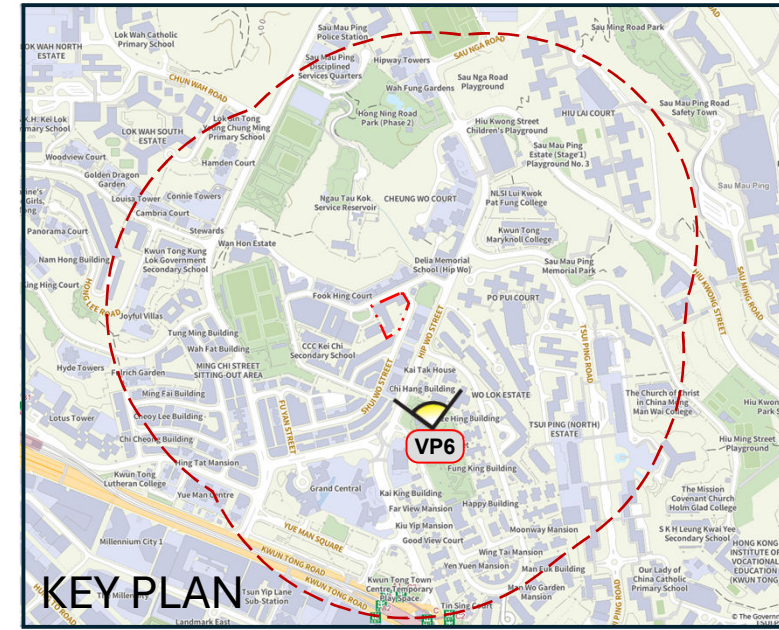
Project Title: **AGREEMENT NO. CE 20/2023 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 - 2027) - FEASIBILITY STUDY TASK ORDER 5 - WAN HON STREET**

Drawing Title: **VP5 FROM PLAYGROUND IN NGAU TAU KOK FRESH WATER SERVICE RESERVOIR**

Scale	Designed	Drawn	Checked	Authorized
1:2000	JL	YFC	KC	LL

Original Size	Date	Date	Date	Date
A3	MAY 2025	MAY 2025	MAY 2025	MAY 2025

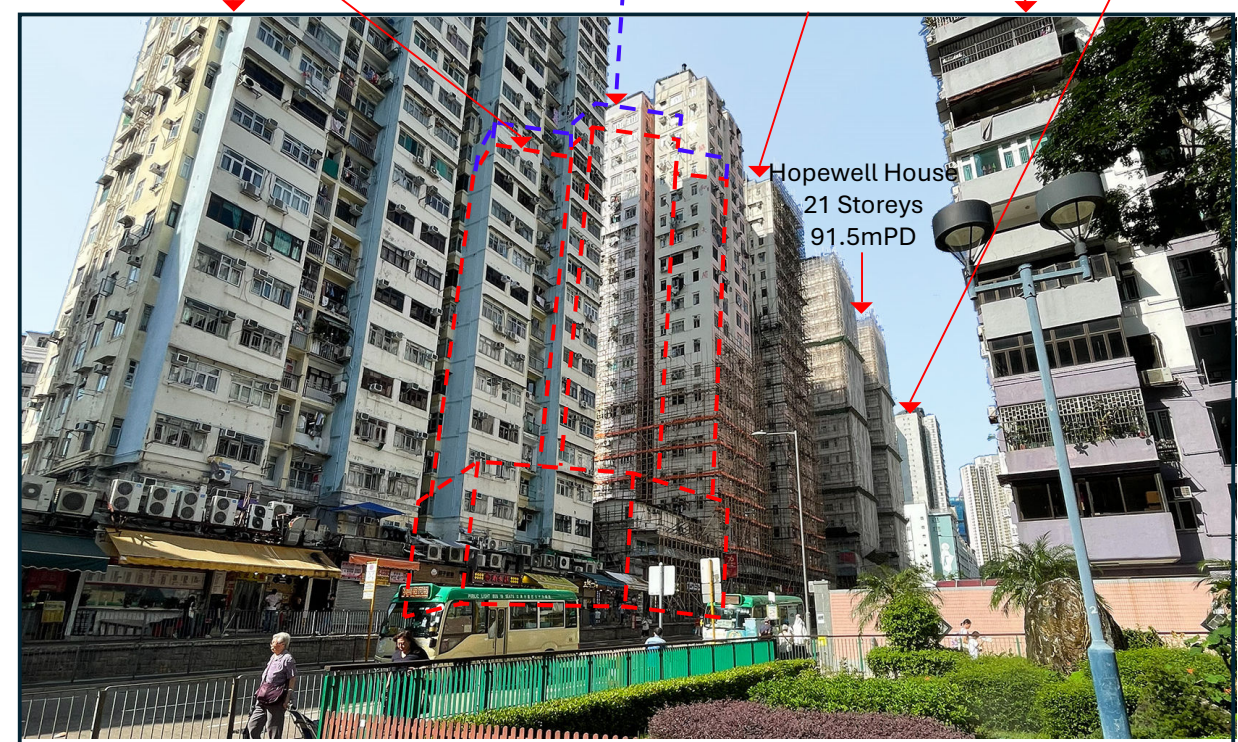
Drawing Number	Revision
5221603-TO5-LVIA-4007	A



LOCATION PLAN
SCALE 1:15000

- LEGEND:**
- Application Site
 - Key Public Viewing Point Towards Proposed Application Site
 - 3H Zone

Yen Fu Mansion 23 Storeys 88.9mPD
PROPOSED DEVELOPMENT 26 Storeys (including clubhouse) and 4 storeys of podium 144.25mPD
Proposed building height restriction 150.0mPD
Chi Hang Building 13 Storeys 60.9mPD
Hip Wo House 21 Storeys 88.4mPD
Wo Shing House Block C 32 Storeys 124.7mPD



VP6 - BEFORE

VP6 - AFTER

VP6 - PHOTOMONTAGE

Rev.	Date	Description	By	Chk'd	App'd
C	12/2025	THIRD ISSUE	EL	KC	LL
B	10/2025	SECOND ISSUE	EL	KC	LL
A	MAY 2025	FIRST ISSUE	YFC	KC	LL

Drawing Status: **FEASIBILITY STUDY** Suitability: **FEASIBILITY STUDY**



Client: **CEDD** 土木工程拓展署
Civil Engineering and Development Department

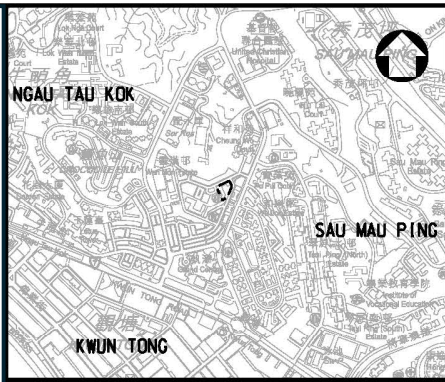
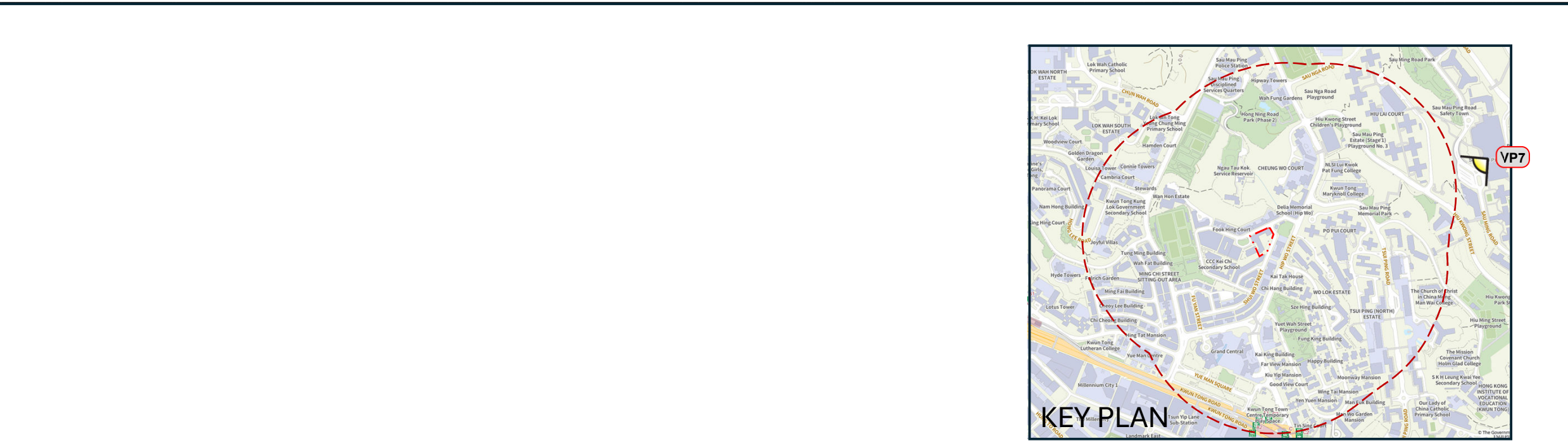
土木工程處
CIVIL ENGINEERING OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR
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DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 5 – WAN HON STREET

Scale	Designed	Drawn	Checked	Authorized
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Original Size	Date	Date	Date	Date
A3	MAY 2025	MAY 2025	MAY 2025	MAY 2025
Drawing Number	Revision			
5221603-TO5-LVIA-4008	A			

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LOCATION PLAN
SCALE 1:15000

LEGEND:

- Application Site
- Key Public Viewing Point Towards Proposed Application Site
- 3H Zone



VP7 - BEFORE



VP7 - AFTER

VP7 - PHOTOMONTAGE

C	02/2026	FOURTH ISSUE	EL	KC	LL
C	12/2025	THIRD ISSUE	EL	KC	LL
B	10/2025	SECOND ISSUE	EL	KC	LL
A	MAY 2025	FIRST ISSUE	YFC	KC	LL
Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: **FEASIBILITY STUDY** Suitability: **100%**



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DEVELOPMENTS IN ZONE 2 (2023 - 2027)
- FEASIBILITY STUDY
TASK ORDER 5 - WAN HON STREET

Drawing Title:
VP7 FROM THE AMENITY SPACE
OUTSIDE OF SAU MAU PING
SHOPPING CENTRE

Scale	Designed	Drawn	Checked	Authorized
1:2000	JL	YFC	KC	LL
Original Size	Date	Date	Date	Date
A3	MAY 2025	MAY 2025	MAY 2025	MAY 2025
Drawing Number	Revision			
5221603-TO5-LVIA-4009	A			



LEGEND:

-  Application Site
-  Key Public Viewing Point
Towards Proposed
Application Site
-  3H Zone



VP8 – AFTER

VP8 - PHOTOMONTAGE

C	12/2025	THIRD ISSUE	EL	KC	L
B	10/2025	SECOND ISSUE	EL	KC	L
A	MAY 2025	FIRST ISSUE	YFC	KC	L
Rev.	Date	Description	By	Chkd	A

Drawing Status	FEASIBILITY STUDY	Suitability	-
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Client

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Project Title

AGREEMENT NO. CE 20/2023 (CE)
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PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 5 – WAN HON STREET

Drawing Title

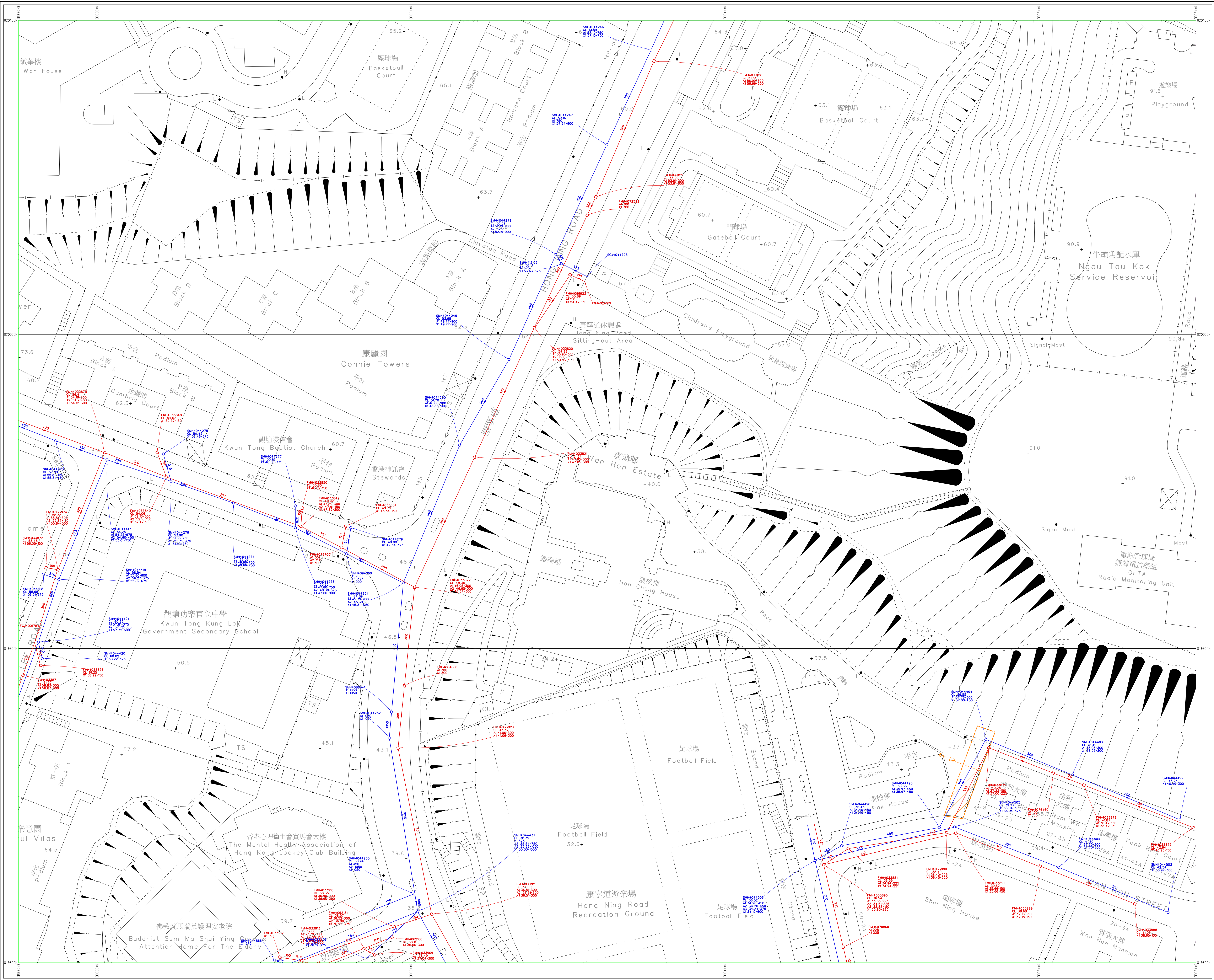
VP8 FROM QUARRY BAY
PARK

Scale 1:2000	Designed JL	Drawn YFC	Checked KC	Authorised LL
Original Size A3	Date MAY 2025	Date MAY 2025	Date MAY 2025	Date MAY 2025

Drawing Number	Revision
5221603-TO5-LVIA-4010	A

Appendix A

Existing Drainage Record

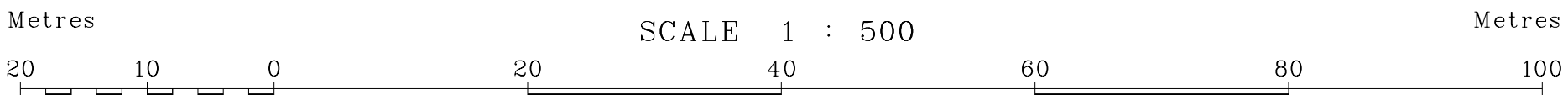


11-NE-18A-3

11-NE-18B-3

Please note that drainage information is now available in the GeoInfo Map services of the Lands Department (<https://www.map.gov.hk/gm/?lg=en>). Please refer to the Quick Reference Guide of the system for the operation.

For legend of drainage record plans, please refer to the following URL: (https://www.dsd.gov.hk/EN/Files/Legend_BW.pdf)

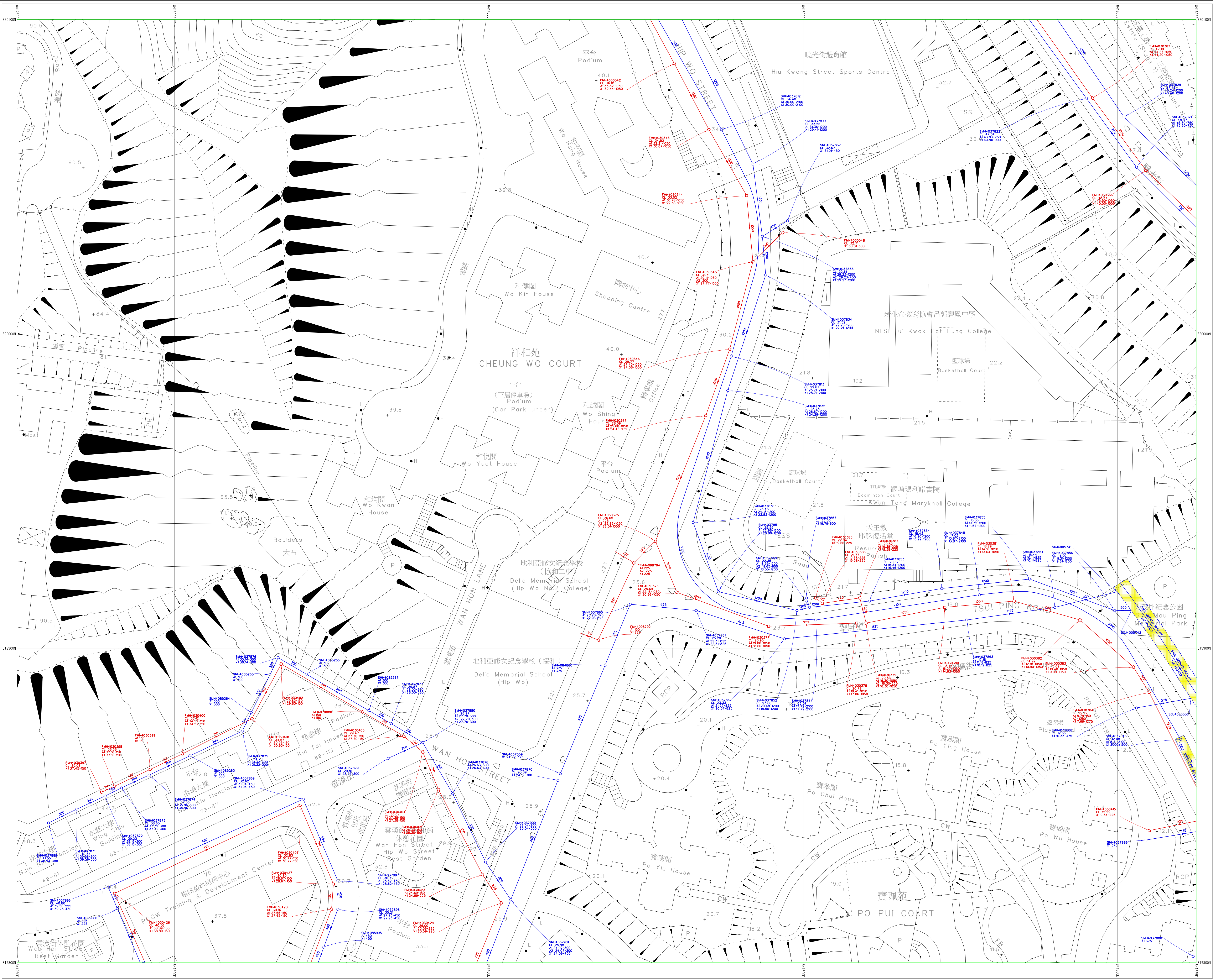


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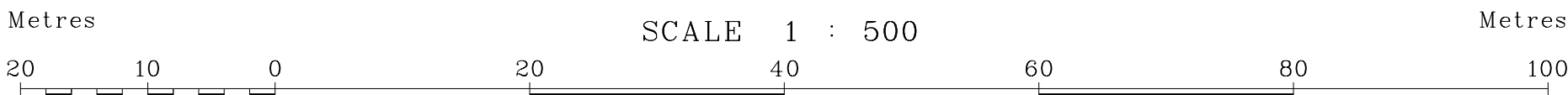
Last Updating : 31/10/2023

Map data renewed on February 2023



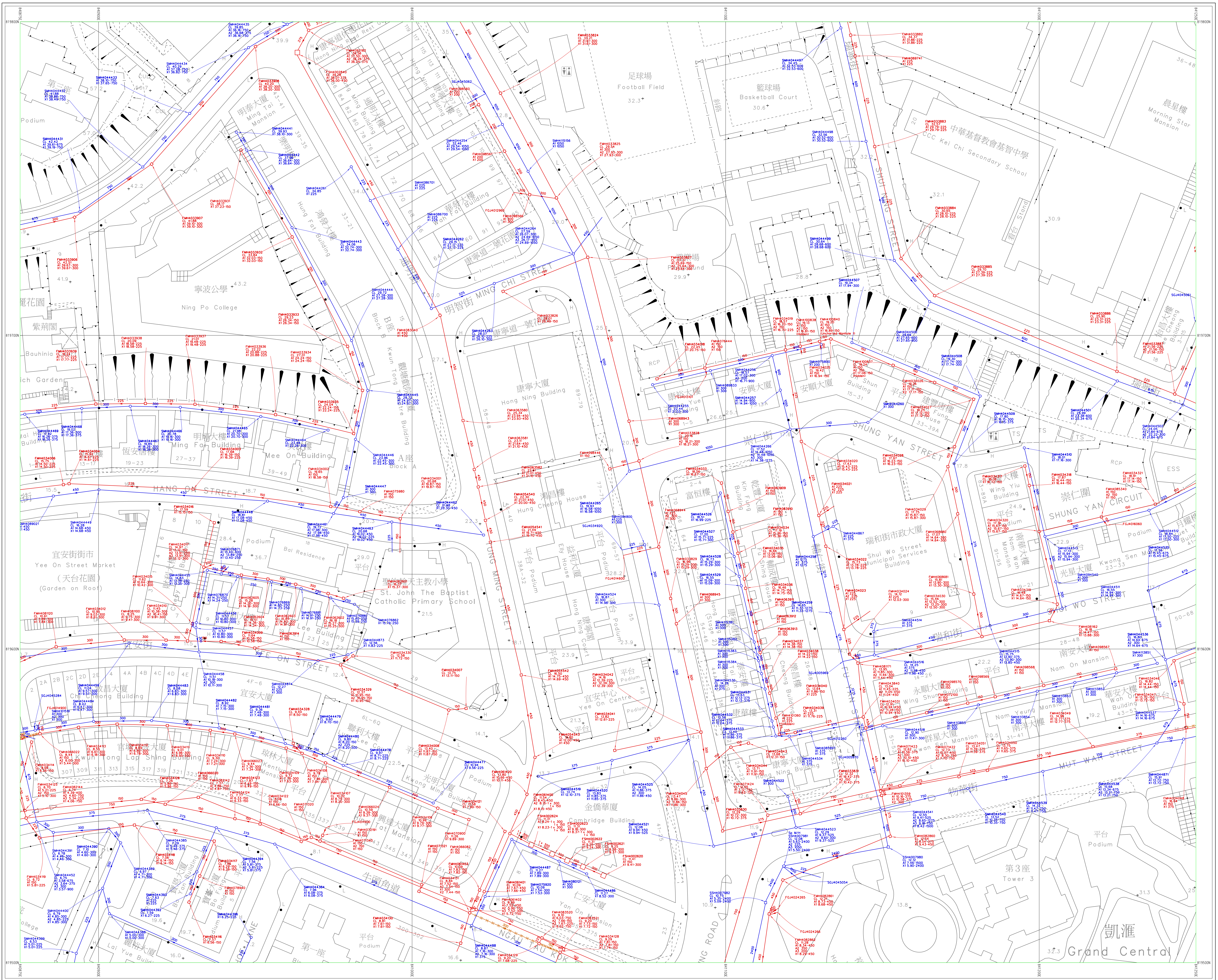
Please note that drainage information is now available in the GeoInfo Map services of the Lands Department (<https://www.map.gov.hk/gm/2lg-en>). Please refer to the Quick Reference Guide of the system for the operation.

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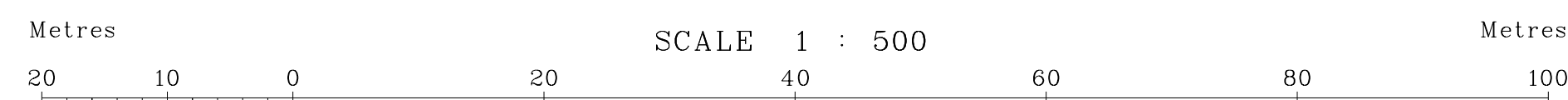
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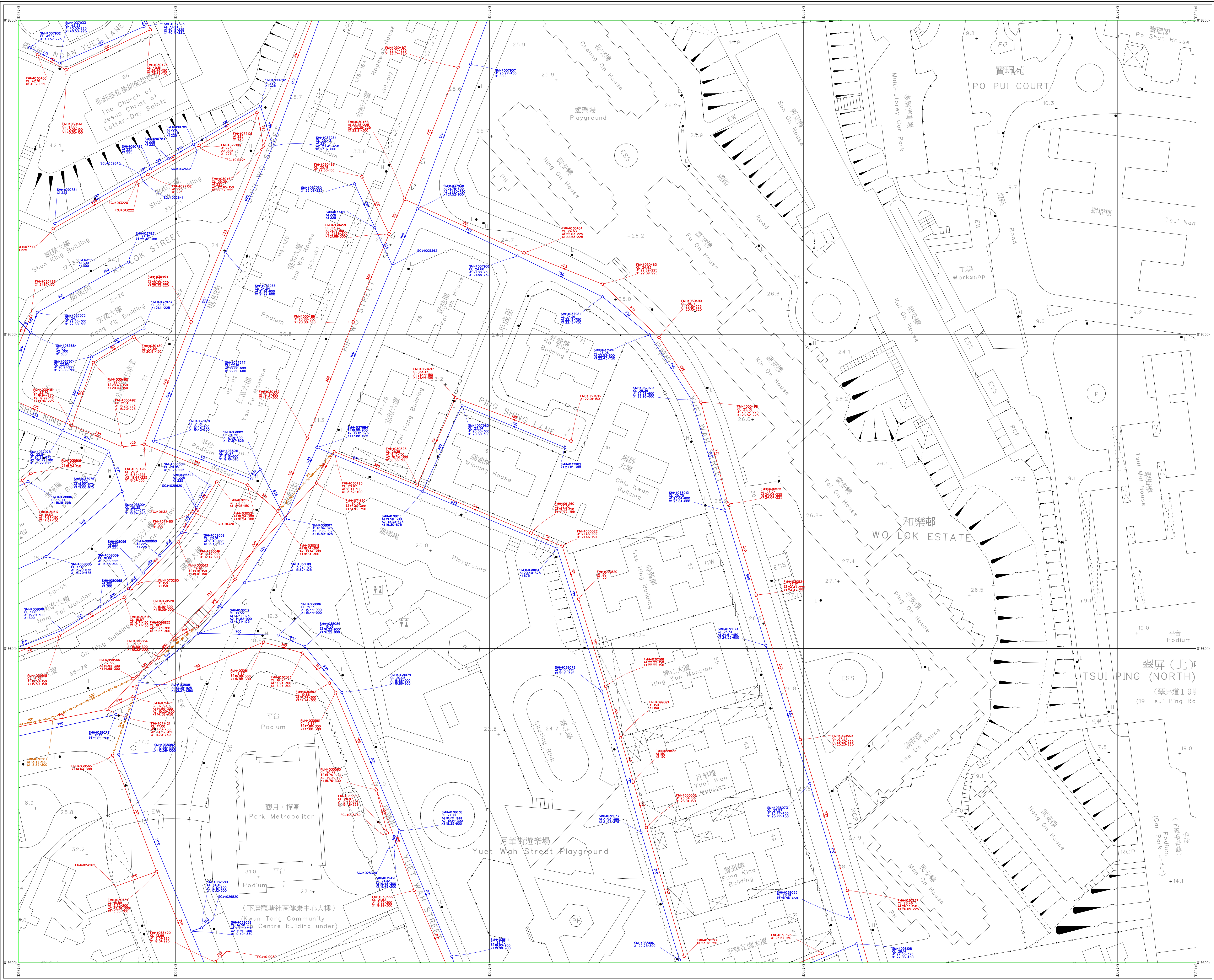


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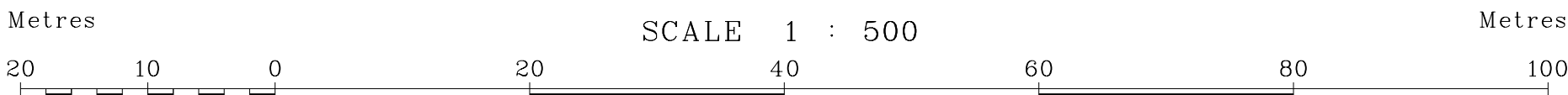


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