



Our Ref. No.: URA260809306

4 September 2026

By Hand & By Email

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

Dear Sir/Madam,

**Section 16 Planning Application for Proposed Minor Relaxation of Building Height
Restriction for the Urban Renewal Authority
To Kwa Wan Road/ Wing Kwong Street Development Scheme ("KC-016")
Planning Application No. A/K9/289
- Submission of Response-to-Departmental Comments -**

We refer to the captioned s.16 planning application submitted to the Town Planning Board (TPB) on 8 July 2026.

To address the departmental comments received via the Kowloon District Planning Office, Planning Department (KDPO, PlanD) in July and August 2026, we submit herewith the Responses to Departmental Comments table (**R to C Table**), together with the relevant replacement pages of the Visual Assessment (**Appendix 1**) and replacement pages of the Traffic Review Report (**Appendix 2**) for TPB's consideration.

In addition, in response to the verbal comments from KDPO, PlanD, we would like to provide the following clarifications:

1. Proposed 4m Building Height Increase for Modular Integrated Construction (MiC)

The proposed building height restriction (BHR) increase from 140mPD to 144mPD (+4m or about 2.9%) is to accommodate the adoption of MiC for the residential portion under the notional design of the Current S16 Planning Proposal. The typical residential floor-to-floor height has been adjusted from 3.15m (under the Approved DSP's notional design) to 3.25m (under the Current S16 Planning Proposal) to accommodate the double-slab structural thickness typical of current MiC technology and the established market standards. This proposed 4m building height increase is fully in line with Joint Practice Note (JPN) No. 8 which allows an increase of building height up to 4% of the total storey height of MiC floors.



2. Estimated MiC GFA Exemption under JPN No.8

With the adoption of MiC, 10% of the MiC floor area may be disregarded from calculation of GFA in accordance with JPN No. 8. Under the notional design of the Current S16 Planning Proposal, it is assumed that that 90% of the permissible domestic GFA of 41,062 sq.m. is viable for MiC adoption, taking into account that areas such as corridors, lift lobbies and staircases etc. are not technically feasible to adopt MiC. As such, the estimated domestic GFA to be exempted under JPN No. 8 is about 3,700 sq.m. (i.e. $41,062 \text{ sq.m.} \times 90\% \times 10\% \approx 3,700 \text{ sq.m.}$). The actual GFA exemption will be worked out in detailed design stage subsequent to approval of the subject S16 Planning Application.

3. The Proposed 9-storeys Increase for T2

The proposed 9-storey increase for T2 (from 23 residential storeys under the Approved DSP Proposal to 32 nos. of residential storeys under the Current S16 Planning Proposal) is directly necessitated by the needs to accommodate the abovementioned additional domestic GFA of about 3,700sq.m. (i.e. within 10% MiC floor area to be disregarded from GFA calculation under JPN No. 8). This exempted area requires additional residential storeys. With the proposed BHR of 144mPD, any further vertical expansion of T1 by even a single storey would exceed the BHR, thus the exempted MiC GFA have to be distributed to T2, necessitating the 9-storey increase to fully realize the permissible development intensity.

4. Proposed Average Flat Size

The proposed average flat size under the Current S16 Planning Proposal is about 42.6sq.m., which has taken into account of the abovementioned additional domestic GFA of about 3,700sq.m. (within 10% MiC floor area is allowed to be exempted from GFA calculation under JPN No. 8). Table 3.1 has been updated with the remarks to include the exempted domestic GFA in the proposed average flat size as provided in the replacement pages of the Planning Statement in **Appendix 3**.

5. Notional Block Plan and Section Plans

The Notional Block Plan (Figure 3.1) and Notional Section Plan (Figure 3.2) have been updated to realign the numbering of the labelling of the retained planning gains from Approved DSP and to correct a minor typo, and an additional Section Plan (Figure 3.3) has been provided to illustrate the notional design of the low-rise commercial/ retail block (i.e. the “Low Block”), as provided in the replacement pages of the Planning Statement in **Appendix 3**. The updated Notional Block Plan and Notional Section Plans will supersede those previously included in all technical assessments. This update will not affect the assessments/results of all previous submitted technical assessments.



6. Align the Naming of the Low-Rise Non-Domestic Block and Provide Textual Refinement

Replacement pages for Table 3.1 and Para. 4.5.2 of the Planning Statement have been provided in **Appendix 3** to align the naming of the low-rise non-domestic block at the east of the Application Site as the “Low Block”. In addition, replacement page of Para. 3.3.2 of the Planning Statement have been provided in **Appendix 3** to provide textural refinement for enhanced clarity.

7. District-Based Design Concept for URA Kowloon City Action Area 1 (KCAA1)

In response to verbal comment from KDPO, PlanD, the District-Based Design Concept for URA KCAA1 is provided in **Appendix 4**.

Background of KCAA1

According to the Urban Renewal Plan for Kowloon City (URP) recommended under the District Urban Renewal Forum (DURF) study, an area bounded by Ngan Hon Street, To Kwa Wan Road, Ma Tau Wai Road, Bailey Street, Wan On Street and Sung On Street was identified as a ‘Proposed Redevelopment Priority Area’ in view of the poor building and environmental conditions in the area. Based on the DURF recommendations, this area forms URA’s Kowloon City Action Area 1 (KCAA1), which aims to improve living environment of the old urban district through holistic planning under a “planning-led” and “district-based” urban renewal approach. KCAA1 comprises 8 URA redevelopment projects, of which the Application Site under the subject S16 Planning Application (KC-016) forms an integral part. It will generate synergies with the other 7 adjoining URA redevelopment projects in establishing a prominent social hub within the district. To enhance connectivity and walkability in the district, KCAA1 can serve to strengthen the linkages from inland to harbourfront, by connecting with To Kwa Wan MTR Station to the west and the harbourfront area to the east, and echoing URA’s planning vision of creating the “Victoria Cove Area”.

Stepped-height Profile

KCAA1 adopts a holistic planning approach across its eight redevelopment projects, guided by an overarching master design control to create an accessible, livable, and vibrant ‘District-Based Redevelopment New Community.’ The BHR profile is systematically planned to step down harmoniously from KC-016, positioned as the landmark gateway to KCAA1 from To Kwa Wan MTR Station with proposed BHR of 144mPD, towards the remaining KCAA1 developments at 100mPD, reinforcing the established stepped height profile descending from the inland core toward the eastern waterfront.

Enhanced Walkability and Accessibility

With an aim to enhance the overall walkability and accessibility of the area, existing roads including Hung Fook Street and the eastern section of Kai Ming Street will be pedestrianized, together with the new pedestrian street intersecting Hung Fook Street in KC-010 and DL-8:KC & KC-011 and the new pedestrian street in KC-014, to form an extensive pedestrian area with provision of appropriate greenery to create a pleasant pedestrian environment. This pedestrian area will connect with the all-weathered communal space in KC-016 and the landscaped area



/recreational space within KC-012 & KC-013, forming a connected neighbourhood. With the proposed footbridge in KC-016 that connects KCAA1 with exit of To Kwa Wan MTR station, the district's connectivity with public transport networks, inland areas, and the waterfront would be enhanced. Furthermore, potential setbacks will be provided to create wider and walkable streets.

Enhanced Vehicular Traffic Network

Vehicular traffic flow within KCAA1 will also be enhanced through restructuring of the road network by replacing dead-end detours with a new vehicular road extending from Wan On Street to Wing Kwong Street; then further connect to Kai Ming Street. The restructured road network allows vehicles to travel directly from Wan On Street to Ma Tau Wai Road via Wing Kwong Street; and from Wan On Street to Kai Ming Street. Meanwhile, a shared parking facilities will be provided in KC-010 to serve six KCAA1 projects to reduce vehicular run-ins/outs, minimize potential traffic conflicts, and maintain street vibrancy.

8. Adopted Ancillary Carparking Provision Standard

The ancillary carparking provision under current S16 Planning Proposal adheres to the parking ratios as adopted in the draft Land Grant and agreed by TD. It is the same parking ratios proposed in the TIA of the approved DSP, which has adopted the high-end parking standards under the HKPSG. The reduced number of ancillary parking spaces under the current S 16 Planning Proposal is a result of different flat mix (with more smaller flats) proposed in the current S16 Planning Proposal which has taken into account of the latest market demand. The final design scheme, flat number and flat mix as well as actual provision of car parking spaces will be determined during the detailed design stage subject to the agreement with the relevant Government departments.

Furthermore, the Application Site forms an integral part of KCAA1 comprising eight URA projects. Over 600 parking spaces will be provided within KCAA1, with about 500 being ancillary parking spaces and the remaining as public parking spaces. Collectively, these parking facilities in can address the local parking demands and relieve traffic pressure.

9. Response to Public Comments

The URA's response to the public comments received during the publication period is provided in **Appendix 5**.



Should you have any enquiry, please feel free to contact me at [REDACTED] or our Ms. Mable Kwan at [REDACTED] / Ms. Simone Tang at [REDACTED] Ms. Kelly Lin at [REDACTED]. Thank you.

Yours faithfully,

Mike Kwan
General Manager, Planning & Design
Urban Renewal Authority

encl.

cc. DPO/Kln, PlanD (Attn: Ms. Vivian Lai, Ms. Vicki Au and Mr. Ryan Kwok)

Section 16 Planning Application for Proposed Minor Relaxation of Building Height Restriction for the URA To Kwa Wan Road / Wing Kwong Street Development Scheme (KC-016) (Planning Application No. A/K9/289)

Responses to Departmental Comments Table

Nos.	Comments received from:
1.	Hong Kong Police Force Kowloon City District (HKPF KCDIST)
2.	Fire Services Department (FSD)
3.	Urban Renewal Section, Lands Department, Lands Department (URS, LandsD)
4.	Urban Design & Landscape Section, Planning Department (UD&L, PlanD)
5.	Environmental Protection Department (EPD)
6.	Transport Department (TD)

- Appendix 1: Replacement pages of the Visual Appraisal (VA)
Appendix 2: Replacement pages of the Traffic Review Report (TRR)
Appendix 3: Replacement pages of the Planning Statement
Appendix 4: District-Based Design Concept for URA Kowloon City Action Area 1
Appendix 5: Response to Public Comment

Section 16 Planning Application for Proposed Minor Relaxation of Building Height Restriction for the URA To Kwa Wan Road / Wing Kwong Street Development Scheme (KC-016) (Planning Application No. A/K9/289)

Responses to Departmental Comments Table

Departmental Comment	Responses
1. Hong Kong Police Force Kowloon City District (HKPF KCD)	
<i>Received via email dated 27 July 2026</i>	
(a) No comment for the minor relaxation of building height restriction.	Noted.
(b) Have question about the decreased number of parking spaces (from 128 to 116) in relation to the increased number of (i) storey (Tower 2: from 23 to 32), (ii) flats (from 900 to 1,050), (iii) anticipated population (from 2,520 to 2,835) and (iv) the already precious parking spaces in the area and vicinity. These factors should be comprehensively considered to create a more friendly living environment for the existing and future residents there so that potential problem of illegal parking could be inherently mitigated.	Noted. The provision of ancillary car parking space is based on the parking ratios stipulated in the draft land grant condition in which TD has no adverse comment, as well as the indicative flat mix and flat numbers under the Current Indicative Proposal of the subject S16 Planning Application. The actual provision of car parking spaces is subject to the final design scheme, flat number and flat mix, as well as agreement with the relevant Government departments during the detailed design stage.
2. Fire Services Department (FSD)	
<i>Received via email dated 10 August 2026</i>	
No objection to the application	Noted.
(a) Please be informed that I have no specific comment on the captioned application subject to water supplies for firefighting and fire service installations being provided to the satisfaction of the Director of Fire Services.	Noted.
Should the application be confirmed to fall under the regulatory regimes as stipulated in PlanD's memo dated 31.8.2023, i.e. lands, buildings, licensing and other control regimes, or be referred by Independent Checking Unit for consultation on FS	Noted.

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requirements, we have no objection to removing the relevant approval conditions without the need for further consultation from FSD Nevertheless, the following advisory clauses shall be delivered to the applicant: Detailed fire safety requirements will be formulated upon receipt of a formal submission of STT/STW, general building plans or referral of application via relevant licensing authority. Furthermore, the EVA provision in the captioned work shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Buildings Department.	Noted.
3. Comments from Urban Renewal Section, Lands Department (URS, LandsD) <i>Received via email dated 10 August 2026</i>	
(a) The private treaty grant (“PTG”) to URA for KC-016 was considered and approved by the District Lands Conference / Kowloon on 27.2.2025 (“the DLC”). According to the approved conditions for the PTG, no restriction was imposed on the (i) height; (ii) numbers of storeys; or (iii) numbers of units of the development in KC-016. The car parking spaces and motorcycle parking spaces provisions under the PTG will depend on the size and numbers of unit to be erected in the development. The draft land grant has also included a provision to exempt any structure or floor space from GFA	Noted.

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calculation under lease, provided that the same exemption is granted by BD.	
In view of the above, we have no comment on the Planning Application from land administration point of view. However, should the approved Planning Application result in changes to any conditions approved by the DLC, URA shall make separate submission to LandsD for the relevant amendments. LandsD would process such amendments in the capacity of a landlord and it will be subject to such terms and conditions as considered appropriate.	Noted.
4. Urban Design and Landscape Section, Planning Department (UD&L, PlanD)	
<i>Received via email dated 10 August 2026</i>	
(a) the subject site (the Site) is located within a cluster of residential developments to the east of Ma Tau Wai Road and To Kwa Wan Road zoned "R(A)" with building height restrictions (BHRs) ranging from 100mPD to 120mPD. To the west of To Kwa Wan Road and Kowloon City Road, there is another cluster of residential developments zoned "R(A)" with BHRs ranging from 120mPD to 140mPD.	Noted.
(a) the Applicant has submitted a Visual Appraisal (VA) for the Notional Scheme in support of the application. The VA concluded that the overall visual impacts of the proposed development from the identified public viewing points (VPs) range from "negligible" to "slight"	Noted.

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Responses to Departmental Comments Table

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when compared with the approved DSP Proposal, taking into account the existing and planned developments in the surroundings. Design measures including (i) staggered height profile with the higher block T1 (144mPD) cascading down to the lower block T2 (137mPD); (ii) a full-height setback of not less than 45m of the residential portion above podium of the proposed development from the northern boundary of the Site at Ngan Hon Street; (iii) two intervening spaces/urban windows at the podia; (iv) an all-weathered communal space of not less than 500m² underneath the Low Block; and (v) a footbridge connection between the proposed development and the open space located to the northwest of the Site, as proposed in the approved DSP Scheme, are retained in the Notional Scheme. Given the surrounding context, it is unlikely that the proposed development will induce significant adverse effects on the visual character of the surrounding townscape. However, the following rectifications should be noted for the VA:	
i. VP1 - according to the photomontages, the proposed development with a maximum BH of 144mPD will further obstruct a slight portion of the open sky view as compared the approved DSP Proposal. In this connection, it would be more tenable to grade the visual change as slight rather than negligible;	Noted. Visual change and resultant overall visual impact of VP1 under Table 5.1 and Table 6.1 of the Visual Appraisal (VA) are updated and provided in the replacement pages (See Appendix 1).

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ii. VP2 – upon our checking, the proposed development under the Notional Scheme and approved DSP Proposal appears to be shorter and slimmer; and iii. according to the Explanatory Statement of the approved DSP, two intervening spaces/ urban windows design with a minimum dimensions of not less than 15m in height and 15m in width, excluding architectural features, open-side deck and circulation, will be provided at the podia, where appropriate and practicable, in the proposed development. Hence, the dimensions of the two intervening spaces/urban windows along the podia should be supplemented in the VA.	Noted. Figure 5.2 is updated and provided in the replacement pages of the VA (See Appendix 1). Noted. Para 2.3 a) and visual change of VP2 under Table 5.1 are updated to include the minimum dimensions according to the DSP, and Figure 5.2 is also revised to better reflect the proposed urban windows (see Appendix 1).
5. Environmental Protection Department	
<i>Received via email dated 12 August 2026</i>	
(a) The Application Site is zoned “R(A)” on the approved S/K9/URA3/2 (“Approved DSP”). Under the notional design scheme of this S.16 application, the no. of storeys of Residential Tower 2 will be increased from 23 to 32 storeys. The no. of flats and anticipated population will also be increased from 900 to 1,050 and from 2,520 to 2,835 respectively. Since the Plot Ratio/GFA remains unchanged, URA does not provide environmental assessment (EA) and sewerage impact assessment (SIA) in this application.	Noted.

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(b) Nevertheless, with reference to EA and SIA provided in 2021 to support the Approved DSP scheme, as well as the recent submissions to EPD, the environmental issues of proposed development are summarised below:	
(i) On air quality, for background, the Approved DSP scheme will have no adverse air quality impact provided that no ASRs/fresh air intakes to be located in the Air Quality Objectives (AQOs) exceedance zone of NO ₂ . Nevertheless, since there were outstanding comments on the methodology approach in the Air Quality Impact Assessment (AQIA), it was yet to confirm the extent of the AQOs exceedance zone in 2021. We therefore advised an AQIA submission clause to ensure AQOs compliance of the development in the detailed design stage. Recently, an updated AQIA (R9903_v1.2, dated April 2026) was submitted to EPD. We have no further comment to the updated AQIA which concludes that the predicted air quality concentrations of NO ₂ , RSP and FSP at all identified ASRs comply with the respective AQOs. Since the updated AQIA has demonstrated the proposed development would cause no adverse air quality impact, there is no need to include an AQIA	Noted.

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for a Noise Impact Assessment (NIA) is required under the land grant to ensure full compliance with relevant noise standards. (iii) On sewerage, in view of the anticipated increase of sewage flow due to proposed increase of estimated population (about +12.5%) under the current notional design, assessment on the potential impact on the existing public sewerage system and additional sewerage mitigation measure will still be required in an updated SIA. Submission of SIA is required during the land grant stage. (iv) On land contamination, following the approval of DSP scheme, a Contamination Assessment Plan (CAP) was agreed by EPD in May 2025 prior to commencement of land contamination site investigation. Recently, EPD has no further comment on the CAR-RAP (Rev.2 dated 22 May 2026) confirming the details of soil remediation. Submission of Remediation Report (RR) is required after the completion of the soil remediation works. In this connection, if URA could complete the soil remediation works and obtain our approval of the RR before the issue of the land grant, a land contamination assessment clause will not be required in land grant stage.	Noted. Noted.

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(c) Having considered the above, we have no objection on the subject development from environmental planning perspective since insurmountable environmental impact arising from the updated scheme is not anticipated. Technical assessment clauses (NIA and SIA) are required to be imposed in the land grant conditions to require URA to conduct detailed assessment during the design stage. If the RR is not yet approved before forming the land grant, land contamination assessment clause will also be required. This email is also copied to URA and LandsD for advance information.	Noted.
6. Transport Department	
<i>Received via email on 19 August 2026</i>	
(a) According to the Traffic Review Report submitted for the Planning Application, please see our remarks and comments below: (i) <u>Section 2.2 Internal Transport Facilities</u> Considering that the revised parking and loading/unloading provisions are in accordance with the revised development proposal (Section 2.1) and the conditions set out in the previously endorsed land grant document, we have no particular comment. (ii) <u>Section 2.3 Proposed Traffic and Pedestrian Network & Section 2.4 Vehicular Access</u>	Noted.

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	a comparison of the two scenarios in Appendix A of TRR, the performance of the assessed junctions under the two scenarios is generally comparable. For instance, under the scenario with additional trip generation arising from the S.16 Planning Application, at the signalized junction of Hung Hom Road/ Bailey Street/ Chi Kiang Street (Ref. M in Appendix A Table 1), the AM Peak is estimated to slightly drop by only 1% (from 39% to 38%). For the PM Peak, the junction performance remains unchanged under the scenario with additional trip arising from the S.16 Planning Application. As demonstrated in the above assessment results, the conclusions of the TRR remain unchanged and continue to be valid. Para. 3.1.4 is revised and provided in the replacement page of the TRR (See Appendix 2).

Appendix 1:

Replacement pages of the Visual Appraisal

2. THE INDICATIVE DEVELOPMENT PROPOSAL

- 2.1. The subject S16 Planning Application seeks TPB permission for minor relaxation of BHR from 140mPD to 144mPD (+ about 2.9% (i.e. within 4% increase of total story height of MiC floors)) in accordance to JPN No. 8) to facilitate the adoption of MiC. The DPR and total PR under the Approved DSP will remain unchanged. The notional block plan and section plan are provided in **Figure 2.1** and **Figure 2.2** for illustration purpose and visual appraisal only.

Comparison of the Approved DSP Proposal and the Current S16 Planning Proposal

- 2.2. A comparison of indicative development parameters between the notional design of the Approved DSP Proposal and the Current S16 Planning Proposal is provided in **Table 2.1** below.

Table 2.1: Comparison of Indicative Development Parameters of the Approved DSP Proposal and Current S16 Planning Proposal

Development Parameters	Approved DSP Proposal [A]	Current S16 Planning Proposal [B]	Difference [B]-[A] (% change)
Site Area - Application Site Area (for PR Calculation) (m ²)	About 5,475 ⁽¹⁾	About 5,475	No Change
Zoning	R(A)	R(A)	No Change
Maximum PR ⁽²⁾ - Total PR - Domestic PR	9.0 7.5	9.0 7.5 ⁽³⁾	No Change No Change
Max GFA ⁽²⁾ Total GFA (m ²) Domestic GFA (m ²)	About 49,275 ⁽¹⁾ About 41,062 ⁽¹⁾	About 49,275 ⁽³⁾ About 41,062 ⁽³⁾	No Change No Change
Max. BH (mPD)	140	144	+4 (+2.9%) (within 4% of total height of residential floors using MiC)
GIC GFA ⁽⁴⁾ (m ²)	Not less than 5,500	Not less than 5,500	No Change
All-weathered Communal Space (m ²)	Not less than 500	Not less than 500	No Change
Under Notional Design			
No. of Towers (towers) - Total No. of Towers - Residential Towers - The Low Block	3 towers 2 towers 1 tower	3 towers 2 towers 1 tower	No Change No Change No Change
No. of Storeys for Residential Tower - Residential T1 T2 - Podium ⁽⁵⁾ - Basement Carpark	34 storeys 23 storeys 5 storeys 2 storeys	34 storeys 32 storeys 5 storeys 2 storeys	No Change +9 (+39.1%) No Change No Change
No. of Storeys for Non-Domestic Tower (the Low Block)	4 storeys	4 storeys	No Change
Average Flat Size (m ²)	About 42.6 ⁽⁶⁾	About 42.6 ⁽⁷⁾	No change
No. of Flats (flats)	About 964 ⁽⁶⁾	About 1,050 ⁽⁸⁾	+86 (+8.9%) ⁽⁸⁾
Anticipated Population ⁽⁹⁾	About 2,603 ⁽⁶⁾	About 2,835	+232 (+8.9%)

Development Parameters	Approved DSP Proposal [A]	Current S16 Planning Proposal [B]	Difference [B]-[A] (% change)
Site Coverage ⁽¹⁰⁾	Domestic portion: Not more than 40% Non-domestic portion below 15m: Not more than 100% Non-domestic portion above 15m: Not more than 65%	Domestic portion: Not more than 40% Non-domestic portion below 15m: Not more than 100% Non-domestic portion above 15m: Not more than 65%	No change
Ancillary Car Parking and L/UL Spaces			
- Private Car Parking Spaces	128 ⁽¹¹⁾	116 ⁽¹²⁾	-12 (-9.4%)
- Motorcycle Parking Spaces	14 ⁽¹¹⁾	15	+1 (+7.1%)
- L/UL Bays	15 ⁽¹¹⁾	14	-1 (-6.7%)

Remarks:

- (1) The net site area of the Approved DSP was about 5,548sq.m. To facilitate a like-to-like analysis, the net site area of about 5,475 sq.m. as per the Land Grant is adopted as the Application Site Area, resulting in corresponding adjustment in the GFA. For reference, the notional design for the Approved DSP had adopted a net site area of 5,548sq.m., with total GFA of about 49,932 sq.m and Domestic GFA of about 41,610 sq.m.
- (2) The domestic and non-domestic PR/ GFA are for illustrative purpose only. To allow flexibility and optimum use of development potential, development at the Application Site is subject to a maximum domestic PR and total PR. The actual domestic and non-domestic PRs and GFAs would be worked out at detailed design stage.
- (3) Excluded about 3,700sq.m. domestic GFA which is exempted from GFA calculation as "maximum 10% of the MiC floor area of a new building may be disregarded from calculation of GFA of the development" as according to JPN No.8. The actual GFA exemption will be worked out at detailed design stage.
- (4) GIC to be exempted from GFA calculation under the Approved DSP.
- (5) Including the podium floors for GIC/ Commercial/ Retail/**Carpark**/ E&M use and the Podium Garden & Clubhouse floor.
- (6) For a like-to-like analysis, an average flat size of about 42.6sq.m. under the Current S16 Planning Proposal has been applied to both the approved DSP and current S16 scenario in the comparison table to show the net increase in the number of flats and population. For reference, the notional design for the Approved DSP for KC-016 approved by CE in C in May 2022 had adopted an average flat size of about 46.2sq.m. with about 900 nos. of flat and an estimated population of about 2520.
- (7) The average flat size of about 42.6sq.m. has taken into account of the additional domestic GFA of about 3,700sq.m.(i.e. within 10% of MiC floor area) which is anticipated to be exempted from GFA calculation under JPN No.8. The actual average flat size will be determined at detailed design stage.
- (8) No. of flats increase owing to both additional GFAs by MiC and adjusted flat mix/ sizes. The actual no. of flats would be worked out at detailed design stage.
- (9) Based on Population Census 2021, the average domestic household size in Kowloon City District is 2.7 persons.
- (10) Assumed in accordance with the First Schedule of Building (Planning) Regulation that for a Class C site with building height over 61m, the site coverage shall not exceed 40% for a domestic building or for the domestic part of a composite building, and shall not exceed 65% for a non-domestic building, or for the non-domestic part of a composite building. If the non-domestic podium does not exceed 15m in height, a site coverage of not more than 100% shall be permitted. The actual site coverage for the development at the Application Site will be determined at detailed design stage.
- (11) As per the car parking provision proposed under the TIA for the Approved DSP.
- (12) As per car parking ratios agreed with TD and adopted in draft Land Grant.

- 2.3. The current S16 Planning Proposal will retain all the following key planning gains of the Approved DSP Proposal, including (**Figures 2.1 to 2.3** refer):
- a) Two urban windows with a minimum dimension of not less than 15m in height and 15m in width excluding architectural features, open-side deck and circulation, will be provided at the podia along Ma Tau Wai Road where appropriate and practicable, in the proposed development. Residential tower will have 45m setback from Ngan Hon Street to enhance local air ventilation and building permeability.
 - b) Staggered height design is maintained, with the tallest building of 144mPD (T1) on the northern part of the Scheme, and a lower building height of about 137mPD (T2) on the southern part of the Project, and a low-rise non-domestic block (i.e. Low Block) on the eastern part of the Scheme.
 - c) Not less than 5,500sq.m. GFA will be provided for GIC use within the podia.
 - d) An all-weathered communal space of not less than 500sq.m. will be integrated with the planned pedestrian walkways to create a community hub.
 - e) A footbridge connection from the podia of the Scheme to the Public Open Space (POS) at the opposite side of Ma Tau Wai Road will be provided to facilitate connection with To Kwa Wan MTR Station exits to enhance pedestrian connectivity.

Table 5.1 – Appraisal of Visual Impacts of Selected Viewpoints

VP	Visually Sensitive Receiver and Type of User	Approx. Viewing Distance	Visual Change (Visual Composition, Visual Obstruction, and Visual Change)	Resultant Overall Visual Impact
VP 1: Junction between Ma Tau Wai Road and Lok Shan Road	VSR: Nearby residents and pedestrians/ drivers Type of User: Traveller	360m	As shown in Figure 5.1 , this VP mainly features various existing medium-to-high-rise buildings (e.g. the Vantage at ~120mPD) in the background, and the medium-rise To Kwa Wan Market and Government Offices, and low-rise tenement buildings along Ma Tau Wai Road. Similar to the Approved DSP Proposal, the Current S16 Proposal will be compatible with the existing dense urban streetscape dominated by medium-to-high residential developments in the background, thus causing negligible effect on the visual composition. Only a small portion of the residential tower under both proposals will be visible from this medium-range VP, and they will further obstruct a slight portion of the open sky view compared with the Approved DSP Proposal . Since the VSRs of this VP are primarily transient pedestrians and drivers, their attention is predominantly directed towards the road traffic and may have short and occasional views towards the Application Site. The visual change and the magnitude of change caused by the slight increase in BH will be slightly adverse on the VSRs in VP1.	Slight
VP 2: Ma Tau Wai Road/ To Kwa Wan Road Garden	VSR: Facility users, nearby residents and pedestrians Type of User: Recreation/ Traveller	70m	As illustrated in Figure 5.2 , this VP consists of the high-rise developments including the URA KC-010 (~100mPD) in the foreground and Chatham Gate (~145mPD) in the background, with trees in the garden as visual buffer. It is anticipated that the slight increase in the BH at the Application Site will not affect the visual composition in this VP. The Current S.16 Proposal will reduce slightly a greater part of the sky view compared with the Approved DSP Proposal. However, the Notional Design of the Current S.16 Proposal maintains the good design features as mitigation measures including the urban windows at the podium (with a minimum dimension of not less than 15m in height and 15m in width, excluding architectural features, open-side deck and circulation) and the tower setback of 45m that helps maintain the separation between the proposed development and KC-010. These reduce the extent of obstruction to the sky view and maintain the visual permeability despite the proposed BH increase. The VSRs in this VP are either transient in nature travelling from/ to the MTR station or park users focusing on resting with occasional view towards the Application Site. Based on the above and considering the proximity of the Application Site,	Slight

6 EVALUATION OF OVERALL VISUAL IMPACT

6.1 This VA is submitted to evaluate the degree of visual impacts on VSRs from major public VPs arising from the subject S16 Planning Application. The notional design of the Approved DSP Proposal approved by CE in C in May 2022 is adopted as the baseline visual condition to assess the potential impact created by the Current S16 Planning Proposal.

6.2 **Table 6.1** below summarizes the visual sensitivity and impact of the selected VPs.

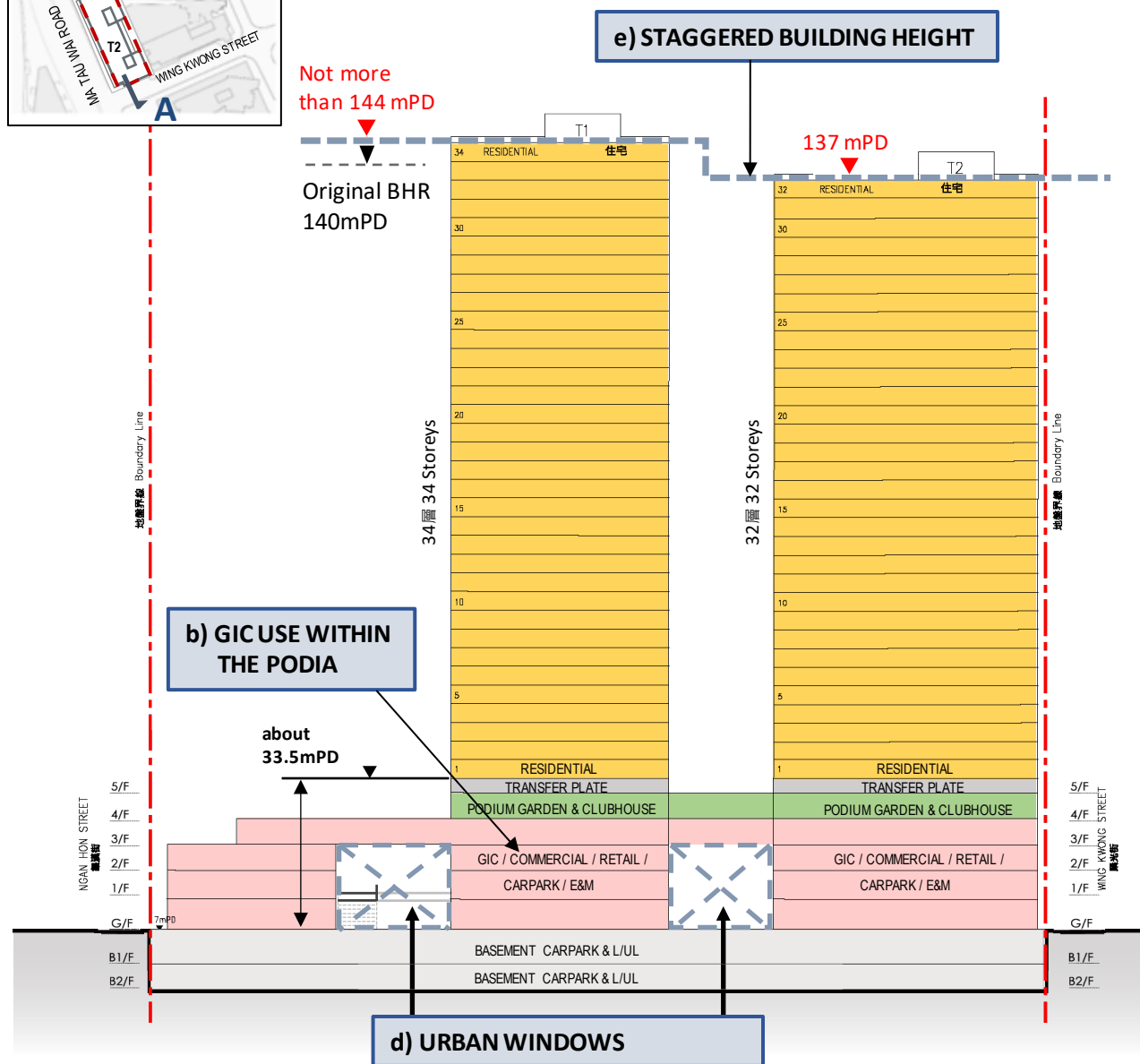
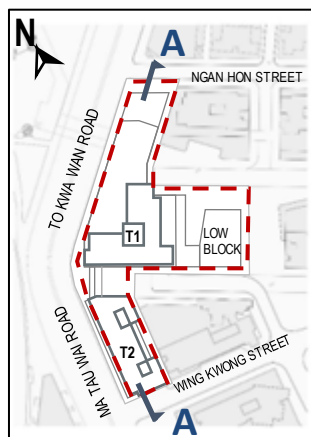
Table 6.1 – Summary of Visual Impacts

Viewing Points	Visual Sensitivity	Resultant Overall Visual Impact
VP 1: Junction between Ma Tau Wai Road and Lok Shan Road	Medium	Slight
VP 2: Ma Tau Wai Road/ To Kwa Wan Road Garden	High	Slight
VP 3: Hoi Sham Park	Medium	Negligible
VP 4: Junction between Ma Tau Wai Road and Bailey Street	Medium	Slight
VP 5: Hong Kong Convention and Exhibition Centre (SVP5)	High	Negligible

6.3 Compared with the Approved DSP, the anticipated changes in building mass will be limited, as the total PR remains unchanged at 9.0. The proposed minor increase in building height from 140mPD to 144mPD will only result in a minor magnitude of visual change, as the Current S16 Planning Proposal generally blends in with the existing urbanscape. Design features including the staggered building height profile, tower setback of 45m and urban windows at podia are maintained to maximise the visual permeability and reduce visual obstruction. By comparing the views to the Approved DSP Proposal and the Current S16 Planning Proposal from the 5 selected VPs (4 local VPs and 1 SVP), the overall visual impact caused by the subject S16 Planning Application will be **negligible to slight** across all assessed VPs.

6.4 In conclusion, the subject S16 Planning Application is considered fully acceptable from the visual point of view.

URBAN RENEWAL AUTHORITY
July 2026



NOT TO SCALE

Remarks:
This S16 Planning Application is a “non-scheme-based” submission. This notional design layout is solely for illustration purpose and for conducting necessary technical assessments.

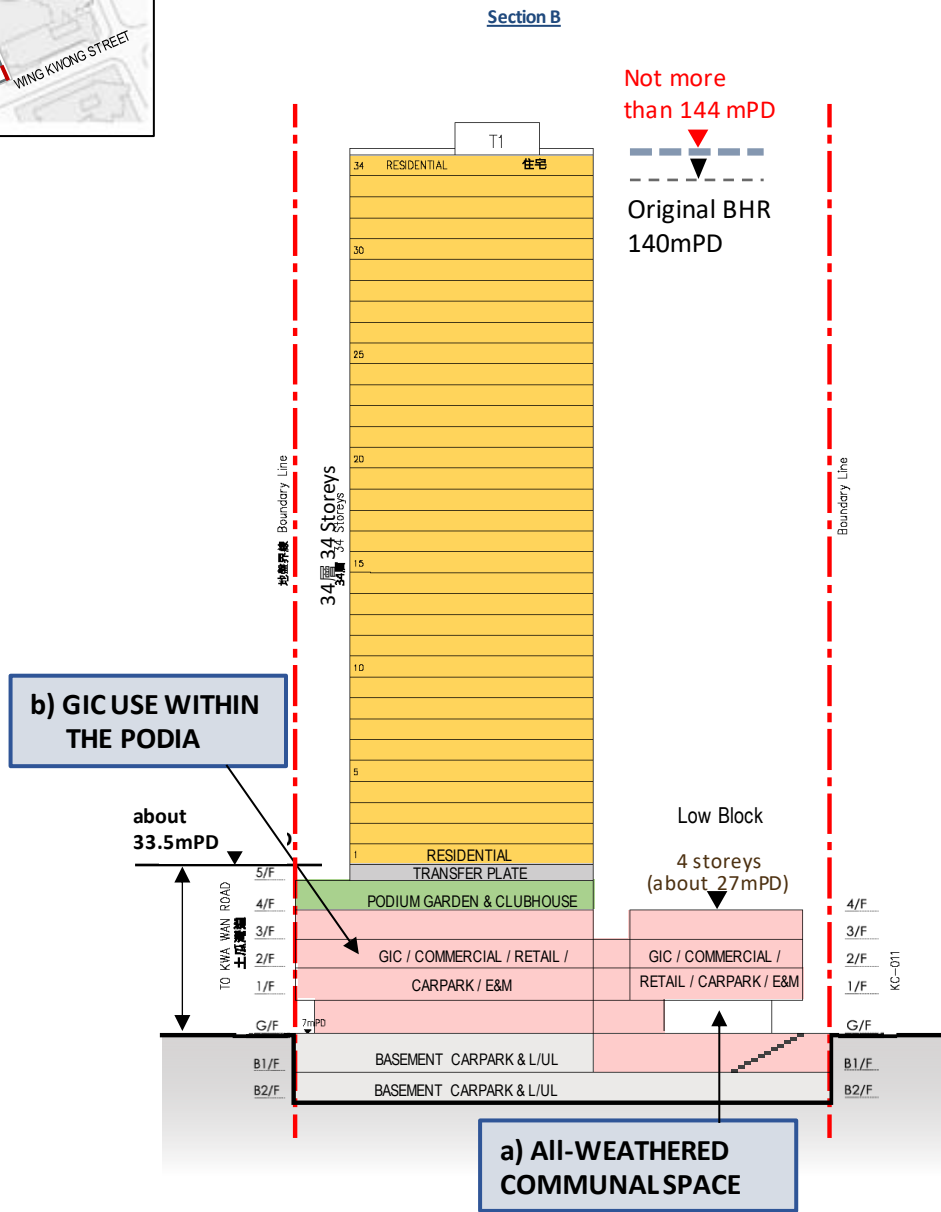
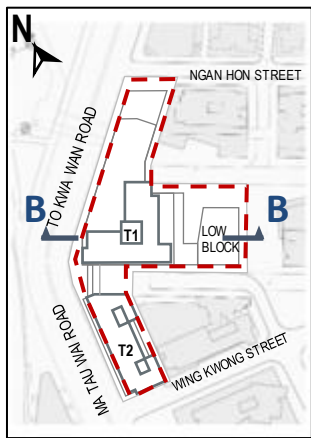
- KC-016 Application Site Area (KC-016)
- a) Retained Planning Gains from Approved DSP
- Residential use
- GIC/ Commercial/ Retail/ Carpark/ E&M uses
- Podium Garden & Clubhouse

NOTIONAL SECTION PLAN

URA TO KWA WAN ROAD/
WING KWONG STREET
DEVELOPMENT SCHEME
(KC-016)
Visual Appraisal



Figure 2.2



NOT TO SCALE

Remarks:

This S16 Planning Application is a “non-scheme-based” submission. This notional design layout is solely for illustration purpose and for conducting necessary technical assessments.

- KC-016 Application Site Area (KC-016)
- a) Retained Planning Gains from Approved DSP
- Residential use
- GIC/ Commercial/ Retail/ Carpark/ E&M uses
- Podium Garden & Clubhouse

NOTIONAL SECTION PLAN

URA TO KWA WAN ROAD/
WING KWONG STREET
DEVELOPMENT SCHEME
(KC-016)
Visual Appraisal



Figure 2.3

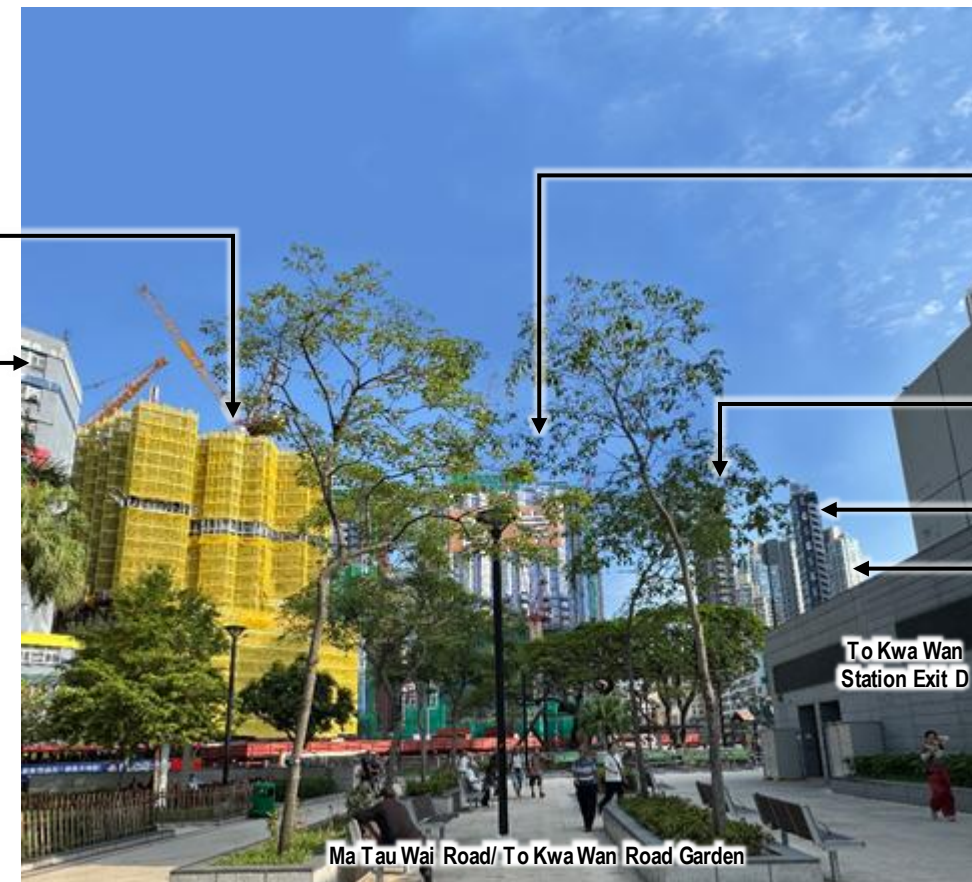
Key Plan



- ▭ The Scheme Area
- Boundary of the Assessment Area (411 m from the Scheme)
- ↗ VP2
- (not drawn in scale)

KC-010 (Future)
(~100mPD)

The World Wide Industrial Building
(~47mPD)

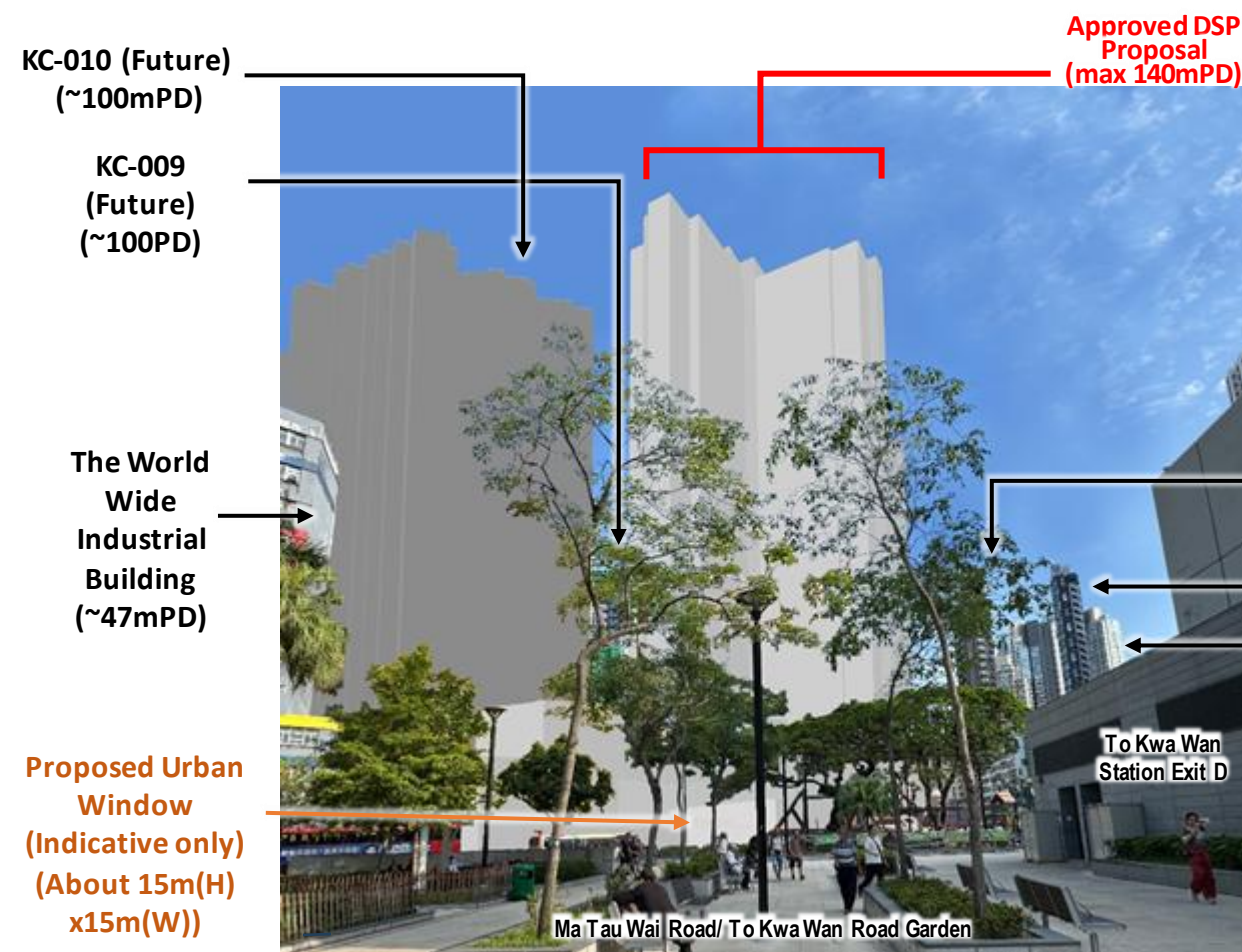


KC-009 (Future)
(~100PD)

Axis
(~95mPD)

The Quad
(~118mPD)

Chatham Gate
(~145mPD)



Approved DSP Proposal
(max 140mPD)

KC-010 (Future)
(~100mPD)

KC-009 (Future)
(~100PD)

The World Wide Industrial Building
(~47mPD)

Axis
(~95mPD)

The Quad
(~118mPD)

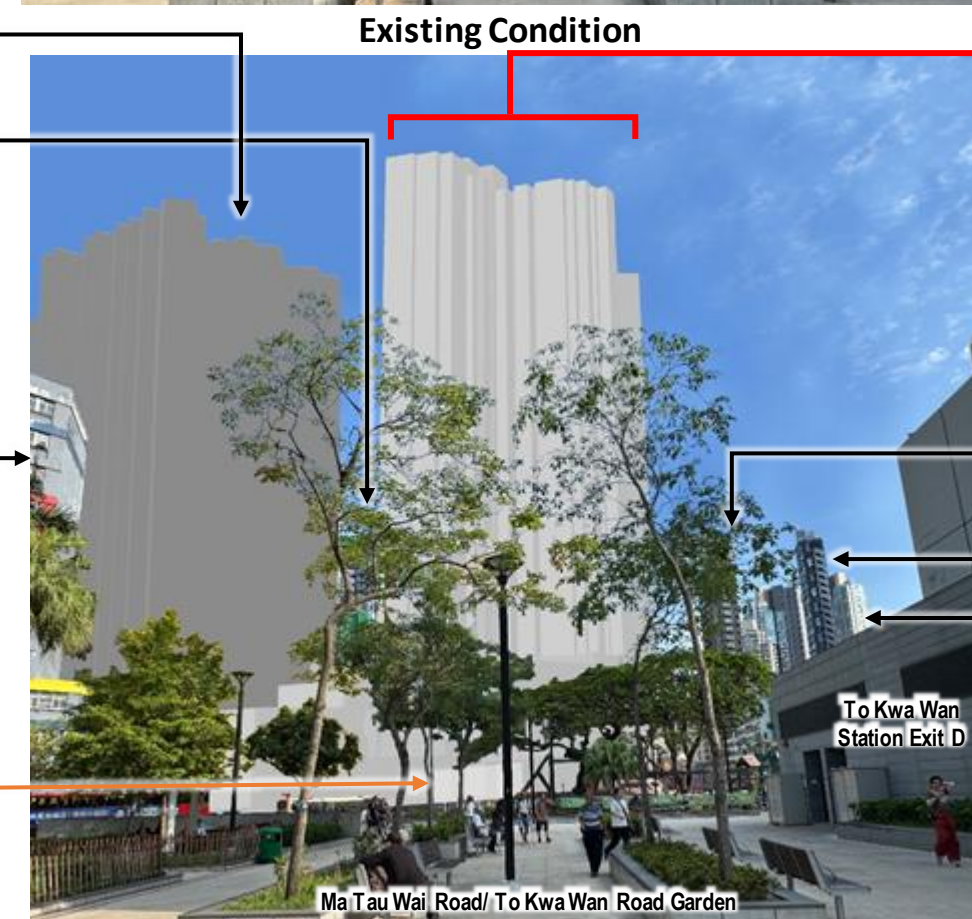
Chatham Gate
(~145mPD)

Proposed Urban Window
(Indicative only)
(About 15m(H) x15m(W))

Approved DSP Proposal (140mPD)

The World Wide Industrial Building
(~47mPD)

Proposed Urban Window
(Indicative only)
(About 15m(H)x15m(W))



Current S16 Planning Proposal
(max 144mPD)

Axis
(~95mPD)

The Quad
(~118mPD)

Chatham Gate
(~145mPD)

Current S16 Planning Proposal (144mPD)

PHOTOMONTAGES OF VP2 – Ma Tau Wai Road/ To Kwa Wan Road Garden

URA TO KWA WAN ROAD/ WING KWONG STREET DEVELOPMENT SCHEME (KC-016)

Visual Appraisal

Appendix 2:

Replacement pages of the Traffic Review Report

Traffic Review Report

- 3.1.2. Based on the indicative development parameters of the Approved DSP and the Current Indicative Proposal of the S16 Planning Application as mentioned in **Section 2.1**, the estimated trips are presented in **Table 3-2**.

Table 3-2 - Estimated Traffic Trips

Land Use	Trip Generation / Attraction (pcu/hr)				
	Indicative Development Parameters	AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Current Indicative Proposal of the S16 Planning Application (A)					
Retail	8,213 m ²	19	20	25	29
Residential	1,050 flats	75	45	30	39
	Total (A)	94	65	55	68
Approved DSP (B)					
Retail	8,322 m ² ⁽¹⁾	20	21	26	30
Residential	900 flats	65	38	26	33
	Total (B)	85	59	52	63
	Total (A) – Total (B)	9 (+10.6%)	6 (+10.2%)	3 (+5.8%)	5 (+7.9%)

Remarks:

- (1) The net site area of the Approved DSP was about 5,548sq.m. For reference, the notional design for the Approved DSP had adopted a net site area of 5,548sq.m., with total GFA of about 49,932 sq.m , domestic GFA of about 41,610 sq.m. and non-domestic GFA of 8,322sq.m..

- 3.1.3. As shown in **Table 3-2**, the Current Indicative Proposal of the S16 Planning Application would generate an additional two-way traffic flow of 15 pcu and 8 pcu during the AM and PM peak hours respectively, as compared with the DSP Scheme. Hence, the additional traffic impact on the local road network arising from the Current Indicative Proposal is considered minimal and insignificant, and no insurmountable traffic impact on the surrounding road network is anticipated.

- 3.1.4. To further assess the traffic impact of the surrounding junctions due to the additional traffic generation arising from the subject S16 Planning Application, junction assessment was undertaken based on the latest junction layout and Method-of-Control (MoC) plans for comparing both the approved DSP Stage TIA Design Scenario and a scenario incorporating the additional traffic generation presented in **Table 3-2** of the Traffic Review Report. The assessment results, together with a comparison of the two scenarios, are presented in **Appendix A**. The junction performance of the assessed junctions under the two scenarios is generally comparable.

4. Conclusion

- 4.1.1. In light of the findings of this Traffic Review, it is concluded that the findings of the Approved TIA for the DSP Scheme remain valid, and no insurmountable traffic impact would be imposed on the surrounding road network by the S16 Planning Application.

Appendix A.



Appendix A Table 1 - Comparison of Assessment Results

Ref.	Junction	Method of Control	Year 2035 DFC/RC ⁽¹⁾			
			DSP Stage TIA Design Scenario		DSP Stage TIA Design Scenario (with additional traffic generation from the S16 Planning Application)	
			AM Peak	PM Peak	AM Peak	PM Peak
A	Ma Tau Wai Road / Bailey Street	Signalized	18%	52%	18%	52%
B	Ma Tau Wai Road / Wing Kwong Street	Signalized	>100%	>100%	>100%	>100%
C	To Kwa Wan Road / Chi Kiang Street	Signalized	28%	54%	28%	54%
D	Sung On Street / Yuk Yat Street / Chi Kiang Street	Signalized	29%	48%	28%	47%
E	Bailey Street / Sung On Street	Signalized	>100%	>100%	>100%	>100%
F	Bailey Street / Wan On Street	Priority	0.24	0.24	0.24	0.24
G	Ngan Hon Street / Wing Kwong Street	Priority	0.76	0.61	0.77	0.62
H	Ngan Hon Street / Lung Tak Street ⁽²⁾	N/A	N/A	N/A	N/A	N/A
I	Wing Kwong Street / Hung Fook Street ⁽³⁾	N/A	N/A	N/A	N/A	N/A
J	Wing Kwong Street / Kai Ming Street ⁽³⁾	N/A	N/A	N/A	N/A	N/A
K	Ting Kwong Road / Ma Tau Wai Road / Ma Hang Chung Road ⁽⁴⁾	Signalized	11%	29%	11%	29%
L	Ma Tau Wai Road / Chi Kiang Street	Signalized	30%	79%	30%	78%
M	Hung Hom Road / Bailey Street / Chi Kiang Street	Signalized	39%	44%	38%	44%
N	Sung On Street / Ngan Hon Street ⁽⁵⁾	Priority	0.37	0.24	0.37	0.24
O	Wing Kwong Street / Wing On Street / Kai Ming Street	Priority	0.31	0.22	0.32	0.22

Note: (1) RC = Reserve Capacity for Signal Junction; DFC = Design Ratio of Flow to Capacity for Priority Junction/Roundabout.
(2) Only ingress traffic is allowed from Ngan Hon Street to Lung Tak Street but not revised. No traffic conflicts or delay is expected in this location.
(3) No longer exist in design year due to road enhancement scheme.
(4) Improvement Layout proposed by URA's project Kau Pui Lung Road / Chi Kiang Street (CBS-2:KC).
(5) Signalized scheme under gazetted scheme.

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : _____

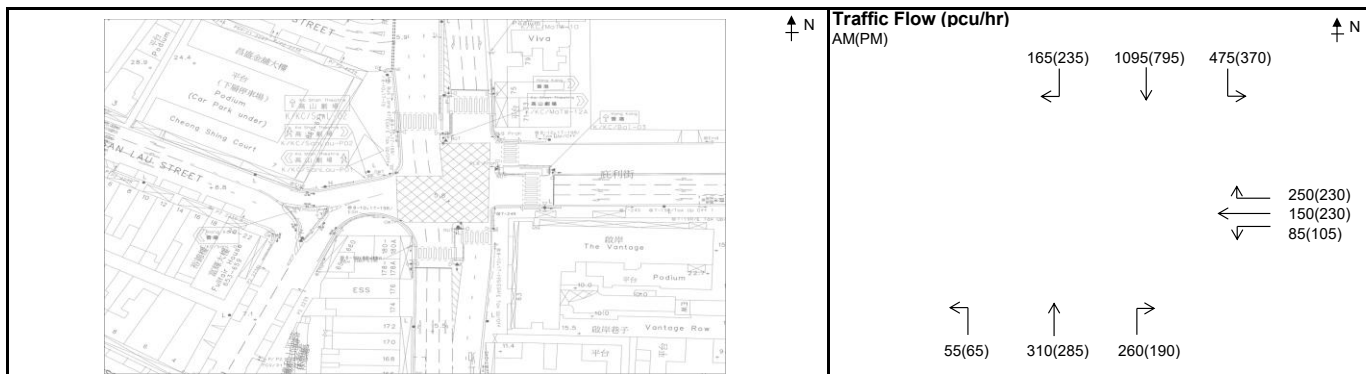
Junction : JA - Ma Tau Wai Road / Bailey Street

Design Year: 2035

Scheme : DSP Stage TIA Design Scenario

Designed by: PC

Checked by: EC



STAGE / PHASE DIAGRAM									
1+2+3	G=	IG=8	G=	IG=6	G=	IG=6	G=	IG=	G=
1+2+3	G=	IG=8	G=	IG=6	G=	IG=6	G=	IG=	G=

Capacity Calculations							AM Peak				PM Peak			
Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Ma Tau Wai Road (NB)														
1A	A	3.40	Y	N	15		174	32%	1895	0.092	166	39%	1880	0.088
1B	A	3.30	N	N			191		2085	0.092	184		2085	0.088
1C	A	3.30	N	N	25		260	100%	1965	0.132	190	100%	1965	0.097
Ma Tau Wai Road (SB)														
2A	B	3.50	Y	N	13		730	65%	1830	0.399	540	69%	1820	0.297
2B	B	3.50	N	N			840		2105	0.399	625		2105	0.297
2C	B	3.50	N	N	27.5		165	100%	1995	0.083	235	100%	1995	0.118
Bailey Street (WB)														
3A	C	3.50	Y	N	13		85	100%	1760	0.048	105	100%	1760	0.060
3B	C	3.30	N	N	15		150	0%	2085	0.072	230	0%	2085	0.110
3C	C	3.50	N	N	15		250	100%	1915	0.131	230	100%	1915	0.120
4p	A,B		5GM +	8FG =	13	sec								
5p	A,B		5GM +	8FG =	13	sec								
6p	B,C		5GM +	8FG =	13	sec								
7p	C		5GM +	9FG =	14	sec								
8p	A,C		5GM +	9FG =	14	sec								
9p	B		5GM +	12FG =	17	sec								

Notes:					AM Peak		PM Peak		1+2+3	
					Sum of Critical y	Y	Sum of Critical y	Y	0.662	0.514
					Lost Time L (sec)	17	Lost Time L (sec)	17		
					Cycle Time c (sec)	130	Cycle Time c (sec)	130		
					Practical Y Ypr	0.782	Practical Y Ypr	0.782		
					Reserve Capacity RC	18%	Reserve Capacity RC	52%		

Date : 8/24/2026 Junction : JA - Ma Tau Wai Road / Bailey Street

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : _____

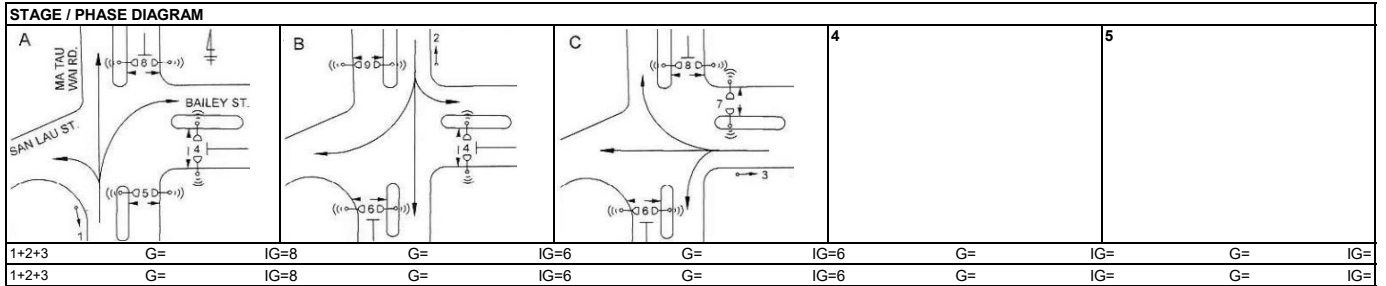
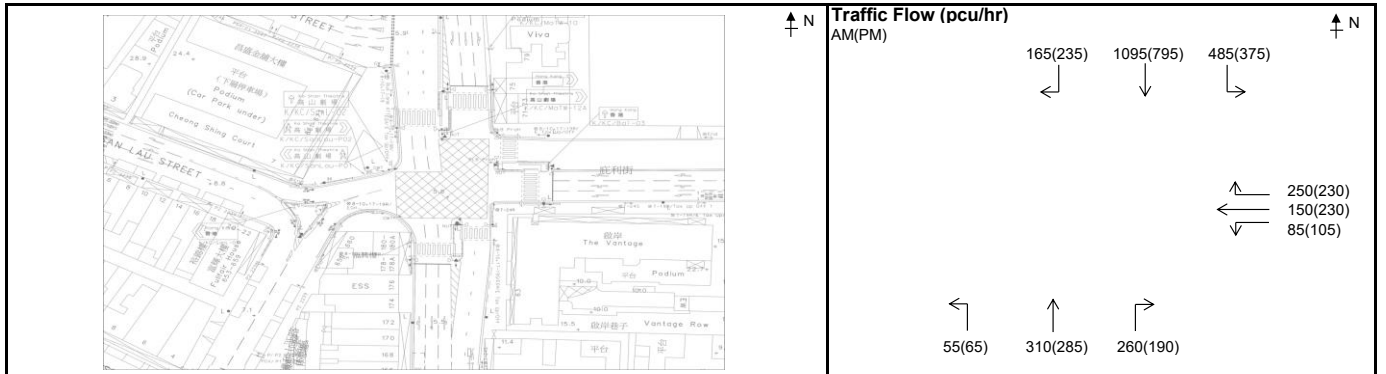
Junction : JA - Ma Tau Wai Road / Bailey Street

Design Year: 2035

Scheme : DSP Stage TIA Design Scenario (with additional traffic generation)

Designed by: PC

Checked by: EC



Capacity Calculations

Capacity Calculations							AM Peak				PM Peak			
Phase	Stage	Lane Width (m) <i>w</i>	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) <i>r</i>	Gradient in % <i>g</i>	Design Flow <i>q</i> (pcu/hr)	Proportion turning (%) <i>f</i>	Saturation flow <i>S</i> (pcu/hr)	Flow factor <i>y</i>	Design Flow <i>q</i> (pcu/hr)	Proportion turning (%) <i>f</i>	Saturation flow <i>S</i> (pcu/hr)	Flow factor <i>y</i>
Ma Tau Wai Road (NB)														
1A	A	3.40	Y	N	15		174	32%	1895	0.092	166	39%	1880	0.088
1B	A	3.30	N	N			191		2085	0.092	184		2085	0.088
1C	A	3.30	N	N	25		260	100%	1965	0.132	190	100%	1965	0.097
Ma Tau Wai Road (SB)														
2A	B	3.50	Y	N	13		734	66%	1825	0.402	542	69%	1820	0.298
2B	B	3.50	N	N			846		2105	0.402	628		2105	0.298
2C	B	3.50	N	N	27.5		165	100%	1995	0.083	235	100%	1995	0.118
Bailey Street (WB)														
3A	C	3.50	Y	N	13		85	100%	1760	0.048	105	100%	1760	0.060
3B	C	3.30	N	N	15		150	0%	2085	0.072	230	0%	2085	0.110
3C	C	3.50	N	N	15		250	100%	1915	0.131	230	100%	1915	0.120
4p	A,B		5GM +	8FG =	13	sec								
5p	A,B		5GM +	8FG =	13	sec								
6p	B,C		5GM +	8FG =	13	sec								
7p	C		5GM +	9FG =	14	sec								
8p	A,C		5GM +	9FG =	14	sec								
9p	B		5GM +	12FG =	17	sec								

Notes:	AM Peak	1+2+3	PM Peak	1+2+3
	Sum of Critical y Y	0.665	Sum of Critical y Y	0.515
	Lost Time L (sec)	17	Lost Time L (sec)	17
	Cycle Time c (sec)	130	Cycle Time c (sec)	130
	Practical Y Ypr	0.782	Practical Y Ypr	0.782
	Reserve Capacity RC	18%	Reserve Capacity RC	52%

Date : 8/24/2026 Junction : JA - Ma Tau Wai Road / Bailey Street

TRAFFIC SIGNAL CALCULATION



Job No. : _____

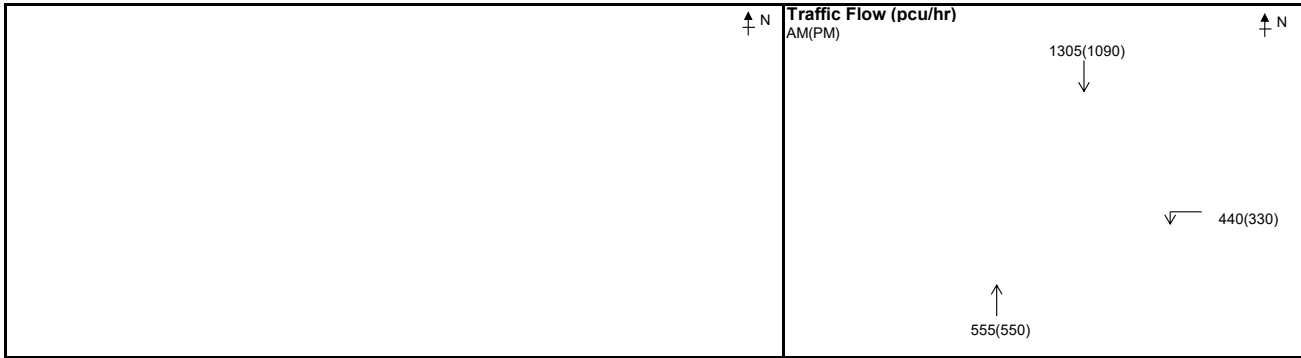
Junction : _____ JB - Ma Tau Wai Road / Wing Kwong Street

Design Year: _____ 2035

Scheme : _____ DSP Stage TIA Design Scenario

Designed by: _____ PC

Checked by: _____ EC



STAGE / PHASE DIAGRAM									
2+3	G=	IG=6	G=	IG=5	G=	IG=	G=	IG=	G=
2+3	G=	IG=6	G=	IG=5	G=	IG=	G=	IG=	G=

CAPACITY CALCULATIONS							AM Peak				PM Peak			
Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Ma Tau Wai Road NB														
1A	1	3.50	Y	N			177		1965	0.090	175		1965	0.089
1B	1	3.50	N	N			189		2105	0.090	188		2105	0.089
1C	1	3.50	N	N			189		2105	0.090	187		2105	0.089
Wing Kwong Street WB														
3A	2	4.20	Y	N	8		193	100%	1715	0.113	144	100%	1715	0.084
3B	2	7.80	N	N	10		247	100%	2205	0.112	186	100%	2205	0.084
Ma Tau Wai Road SB														
2A	1	3.20	Y	N			418		1935	0.216	349		1935	0.180
2B	1	3.00	N	N			443		2055	0.216	370		2055	0.180
2C	1	3.00	N	N			444		2055	0.216	371		2055	0.181
Pedestrian														
4p	1		5	6	11	sec								
5p	2		12	11	23	sec								

Notes:	AM Peak	2+3	PM Peak	2+3
	Sum of Critical y Y	0.329	Sum of Critical y Y	0.265
	Lost Time L (sec)	9	Lost Time L (sec)	9
	Cycle Time c (sec)	108	Cycle Time c (sec)	108
	Practical Y Ypr	0.825	Practical Y Ypr	0.825
	Reserve Capacity RC	151%	Reserve Capacity RC	211%

Date : _____ 8/24/2026 _____ Junction : _____ JB - Ma Tau Wai Road / Wing Kwong Street

TRAFFIC SIGNAL CALCULATION

Job No. : _____

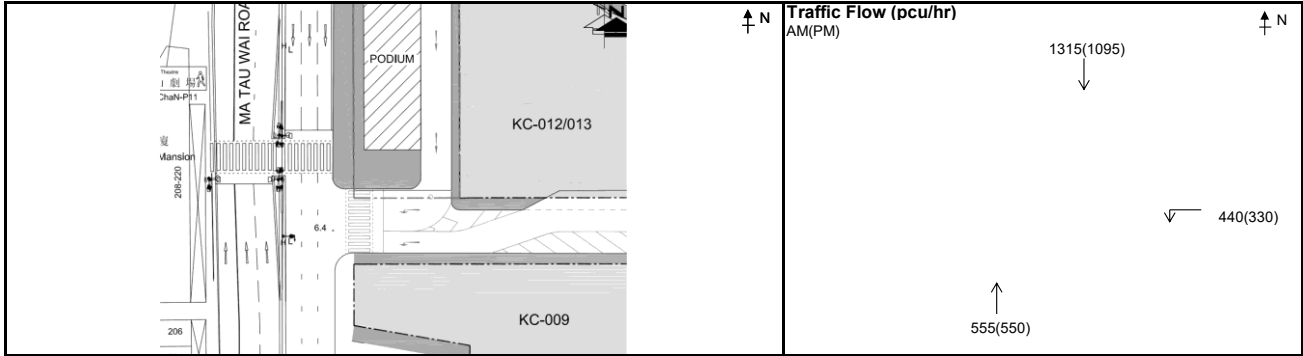
Junction : _____ JB - Ma Tau Wai Road / Wing Kwong Street

Design Year: _____ 2035

Scheme : _____ DSP Stage TIA Design Scenario (with additional traffic generation)

Designed by: _____ PC

Checked by: _____ EC



STAGE / PHASE DIAGRAM									
A		B							
2+3	G=	IG=6	G=	IG=5	G=	IG=	G=	IG=	G=
2+3	G=	IG=6	G=	IG=5	G=	IG=	G=	IG=	G=

CAPACITY CALCULATIONS							AM Peak				PM Peak			
Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Ma Tau Wai Road NB														
1A	1	3.50	Y	N			177		1965	0.090	175		1965	0.089
1B	1	3.50	N	N			189		2105	0.090	188		2105	0.089
1C	1	3.50	N	N			189		2105	0.090	187		2105	0.089
Wing Kwong Street WB														
3A	2	4.20	Y	N	8		193	100%	1715	0.113	144	100%	1715	0.084
3B	2	7.80	N	N	10		247	100%	2205	0.112	186	100%	2205	0.084
Ma Tau Wai Road SB														
2A	1	3.20	Y	N			421		1935	0.218	351		1935	0.181
2B	1	3.00	N	N			447		2055	0.218	372		2055	0.181
2C	1	3.00	N	N			447		2055	0.218	372		2055	0.181
Pedestrian														
4p	1		5	6	11	sec								
5p	2		12	11	23	sec								

Notes:	AM Peak	2+3	PM Peak	2+3
	Sum of Critical y Y	0.330	Sum of Critical y Y	0.266
	Lost Time L (sec)	9	Lost Time L (sec)	9
	Cycle Time c (sec)	108	Cycle Time c (sec)	108
	Practical Y Ypr	0.825	Practical Y Ypr	0.825
	Reserve Capacity RC	150%	Reserve Capacity RC	210%

Date : _____ 8/24/2026 _____ Junction : _____ JB - Ma Tau Wai Road / Wing Kwong Street

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : _____

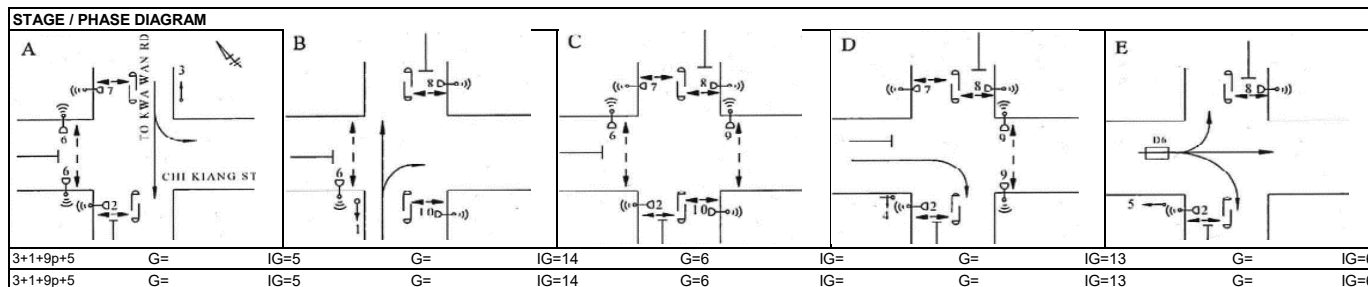
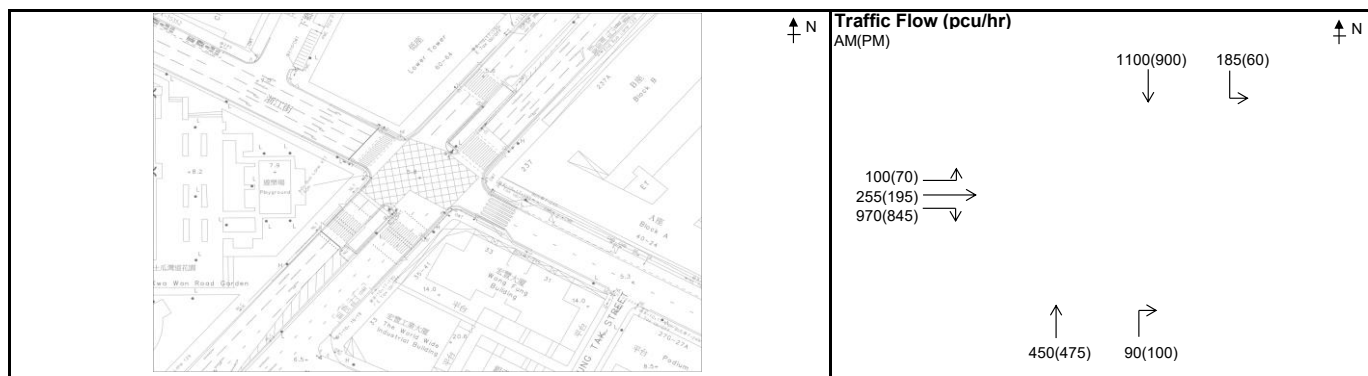
Junction : JC - To Kwa Wan Road / Chi Kiang Street

Design Year: 2035

Scheme : DSP Stage TIA Design Scenario

Designed by: PC

Checked by: EC



Capacity Calculations							AM Peak				PM Peak			
Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
To Kwa Wan Road (NB)														
1A	B	3.65	Y	N			265		1980	0.134	283		1980	0.143
1B	B	3.65	N	N	15		275	33%	2055	0.134	292	34%	2050	0.142
To Kwa Wan Road (SB)														
3A	A	3.00	Y	N	5		371	50%	1665	0.223	293	20%	1805	0.162
3B	A	3.00	N	N			457		2055	0.222	334		2055	0.163
3C	A	3.00	N	N			457		2055	0.222	333		2055	0.162
Chi Kiang Street (EB)														
5A	E	3.00	Y	N	5		100	100%	1475	0.068	70	100%	1475	0.047
5B	E	3.00	N	N			255		2055	0.124	195		2055	0.095
4A	D,E	3.00	N	N	10		485	100%	1785	0.272	423	100%	1785	0.237
4B	D,E	3.00	N	N	10		485	100%	1785	0.272	422	100%	1785	0.236
2p	A,C,D,E		5GM +	7FG =	12	sec								
6p	A,B,C		6GM +	11FG =	17	sec								
7p	A,C,D		5GM +	8FG =	13	sec								
8p	B,C,D,E		5GM +	9FG =	14	sec								
9p	C,D		6GM +	11FG =	17	sec								
10p	B,C		5GM +	8FG =	13	sec								

Notes:					AM Peak		3+1+9p+5		PM Peak		3+1+9p+5	
					Sum of Critical y	Y	0.481		Sum of Critical y	Y	0.400	
					Lost Time L (sec)		41		Lost Time L (sec)		41	
					Cycle Time c (sec)		130		Cycle Time c (sec)		130	
					Practical Y Y _{pr}		0.616		Practical Y Y _{pr}		0.616	
					Reserve Capacity RC		28%		Reserve Capacity RC		54%	

Date : 8/24/2026 Junction : JC - To Kwa Wan Road / Chi Kiang Street

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : _____

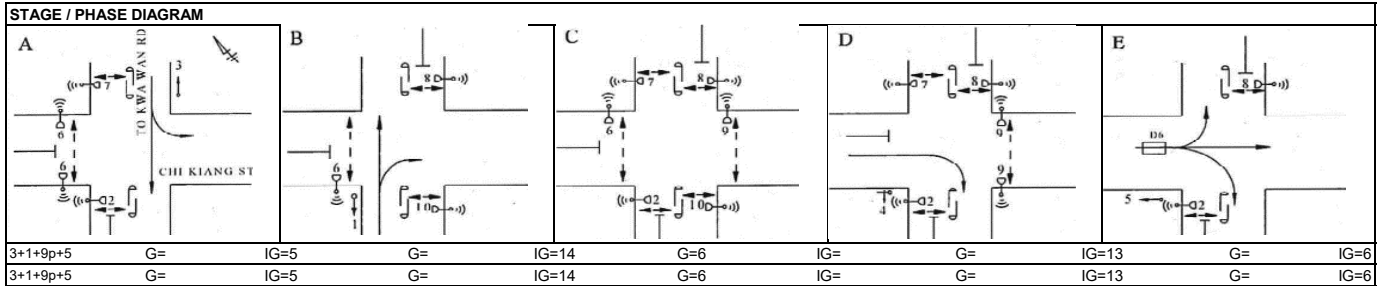
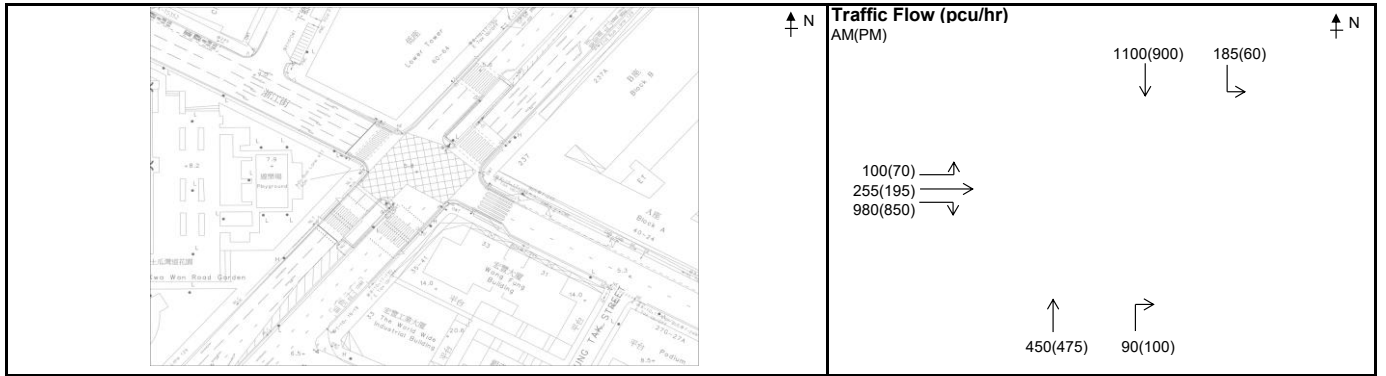
Junction : JC - To Kwa Wan Road / Chi Kiang Street

Design Year: 2035

Scheme : DSP Stage TIA Design Scenario (with additional traffic generation)

Designed by: PC

Checked by: EC



Capacity Calculations							AM Peak				PM Peak			
Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
To Kwa Wan Road (NB)														
1A	B	3.65	Y	N			265		1980	0.134	283		1980	0.143
1B	B	3.65	N	N	15		275	33%	2055	0.134	292	34%	2050	0.142
To Kwa Wan Road (SB)														
3A	A	3.00	Y	N	5		371	50%	1665	0.223	293	20%	1805	0.162
3B	A	3.00	N	N			457		2055	0.222	334		2055	0.163
3C	A	3.00	N	N			457		2055	0.222	333		2055	0.162
Chi Kiang Street (EB)														
5A	E	3.00	Y	N	5		100	100%	1475	0.068	70	100%	1475	0.047
5B	E	3.00	N	N			255		2055	0.124	195		2055	0.095
4A	D,E	3.00	N	N	10		490	100%	1785	0.275	425	100%	1785	0.238
4B	D,E	3.00	N	N	10		490	100%	1785	0.275	425	100%	1785	0.238
2p	A,C,D,E		5GM +	7FG =	12	sec								
6p	A,B,C		6GM +	11FG =	17	sec								
7p	A,C,D		5GM +	8FG =	13	sec								
8p	B,C,D,E		5GM +	9FG =	14	sec								
9p	C,D		6GM +	11FG =	17	sec								
10p	B,C		5GM +	8FG =	13	sec								

Notes:					AM Peak		3+1+9p+5		PM Peak		3+1+9p+5	
					Sum of Critical y	Y	0.481		Sum of Critical y	Y	0.400	
					Lost Time L (sec)		41		Lost Time L (sec)		41	
					Cycle Time c (sec)		130		Cycle Time c (sec)		130	
					Practical Y Ypr		0.616		Practical Y Ypr		0.616	
					Reserve Capacity RC		28%		Reserve Capacity RC		54%	

Date : 8/24/2026 Junction : JC - To Kwa Wan Road / Chi Kiang Street

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : _____

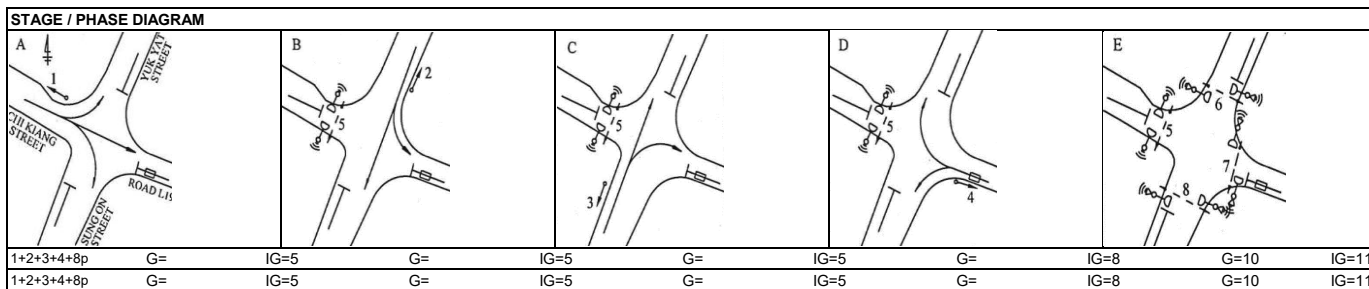
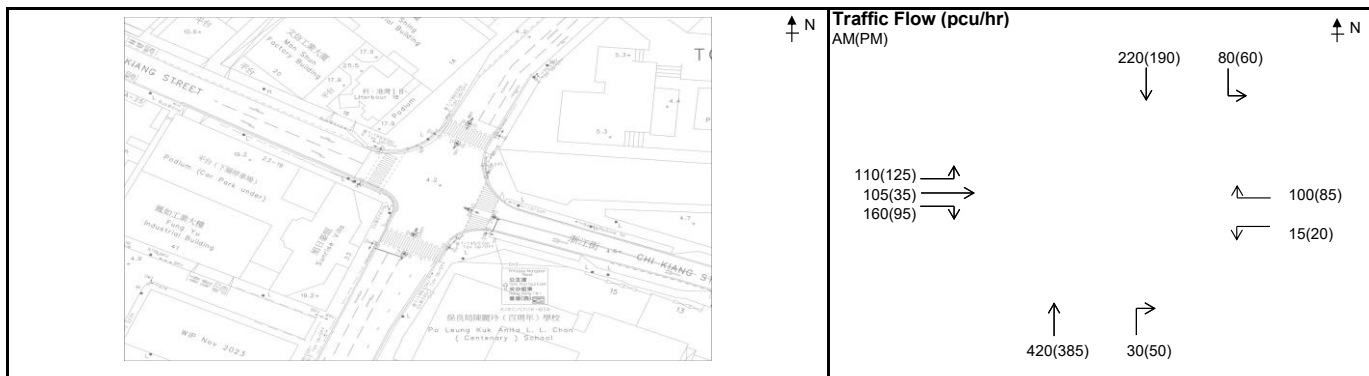
Junction : JD - Sung On Street / Yuk Yat Street / Chi Kiang Street

Design Year: 2035

Scheme : DSP Stage TIA Design Scenario

Designed by: PC

Checked by: EC



Capacity Calculations							AM Peak				PM Peak			
Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Chi Kiang Street (EB)														
1A	A	4.80	Y	N	10		215	51%	1945	0.111	160	78%	1875	0.085
1B	A	4.80	N	N	10		160	100%	1945	0.082	95	100%	1945	0.049
Yuk Yat Street (SB)														
2A	B	3.00	Y	N	10		138	58%	1760	0.078	116	52%	1775	0.065
2B	B	3.00	N	N			162		2055	0.079	134		2055	0.065
Sung On Street (NB)														
3A	C	3.50	Y	N			420		1965	0.214	385		1965	0.196
3B	C	3.50	N	N	10		30	100%	1830	0.016	50	100%	1830	0.027
Chi Kiang Street (WB)														
4A	D	4.00	Y	N	10/15		115	13% / 87%	1820	0.063	105	19% / 81%	1815	0.058
5p	B,C,D,E		5GM +	13FG =	18	sec								
6p	E		7GM +	7FG =	14	sec								
7p	E		10GM +	8FG =	18	sec								
8p	E		10GM +	9FG =	19	sec								

Notes:	AM Peak	1+2+3+4+8p	PM Peak	1+2+3+4+8p
	Sum of Critical y Y	0.466	Sum of Critical y Y	0.404
	Lost Time L (sec)	40	Lost Time L (sec)	40
	Cycle Time c (sec)	120	Cycle Time c (sec)	120
	Practical Y Ypr	0.600	Practical Y Ypr	0.600
	Reserve Capacity RC	29%	Reserve Capacity RC	48%

Date : 8/24/2026 Junction : JD - Sung On Street / Yuk Yat Street / Chi Kiang Street

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : _____

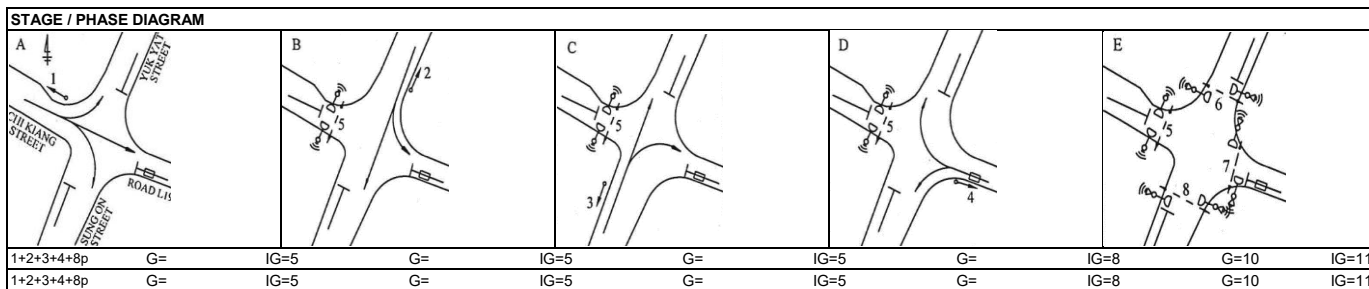
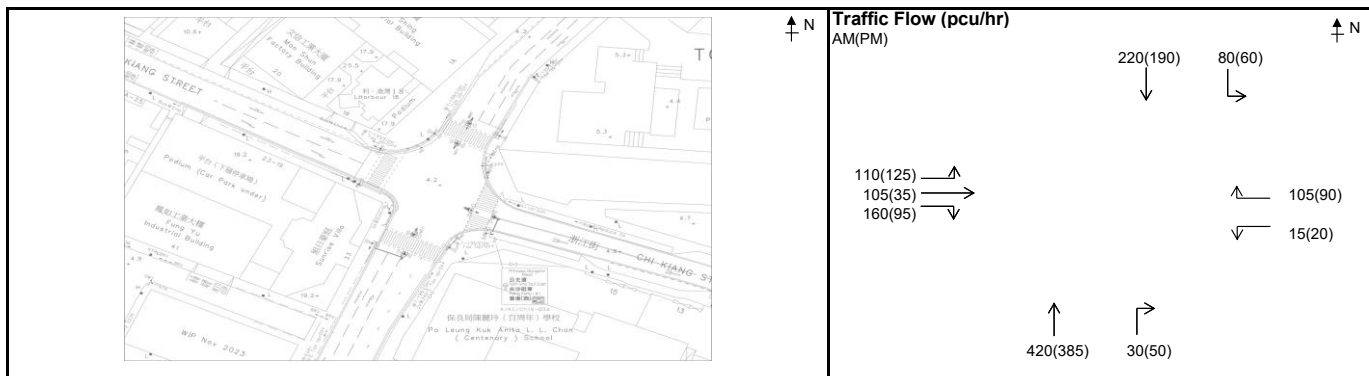
Junction : JD - Sung On Street / Yuk Yat Street / Chi Kiang Street

Design Year: 2035

Scheme : DSP Stage TIA Design Scenario (with additional traffic generation)

Designed by: PC

Checked by: EC



Capacity Calculations							AM Peak				PM Peak			
Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Chi Kiang Street (EB)														
1A	A	4.80	Y	N	10		215	51%	1945	0.111	160	78%	1875	0.085
1B	A	4.80	N	N	10		160	100%	1945	0.082	95	100%	1945	0.049
Yuk Yat Street (SB)														
2A	B	3.00	Y	N	10		138	58%	1760	0.078	116	52%	1775	0.065
2B	B	3.00	N	N			162		2055	0.079	134		2055	0.065
Sung On Street (NB)														
3A	C	3.50	Y	N			420		1965	0.214	385		1965	0.196
3B	C	3.50	N	N	10		30	100%	1830	0.016	50	100%	1830	0.027
Chi Kiang Street (WB)														
4A	D	4.00	Y	N	10/15		120	13% / 88%	1820	0.066	110	18% / 82%	1815	0.061
5p	B,C,D,E		5GM +	13FG =	18	sec								
6p	E		7GM +	7FG =	14	sec								
7p	E		10GM +	8FG =	18	sec								
8p	E		10GM +	9FG =	19	sec								

Notes:		AM Peak	1+2+3+4+8p	PM Peak	1+2+3+4+8p
Sum of Critical y Y			0.469		0.407
Lost Time L (sec)			40		40
Cycle Time c (sec)			120		120
Practical Y Ypr			0.600		0.600
Reserve Capacity RC			28%		47%

Date : 8/24/2026 Junction : JD - Sung On Street / Yuk Yat Street / Chi Kiang Street

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : _____

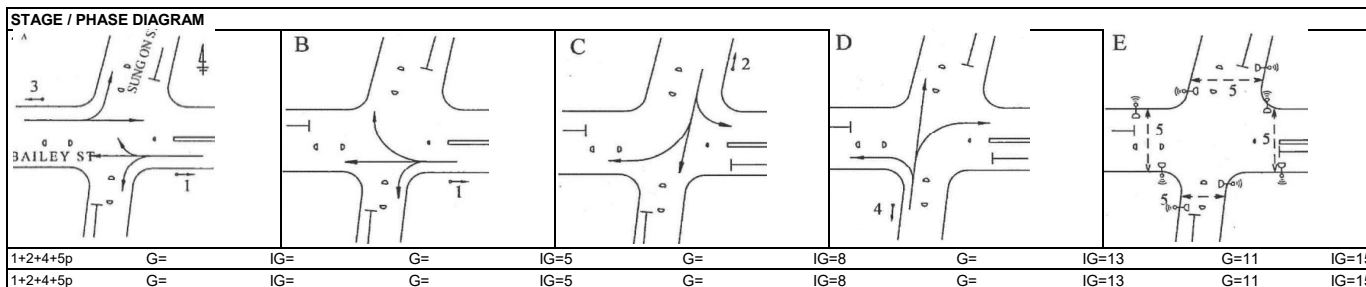
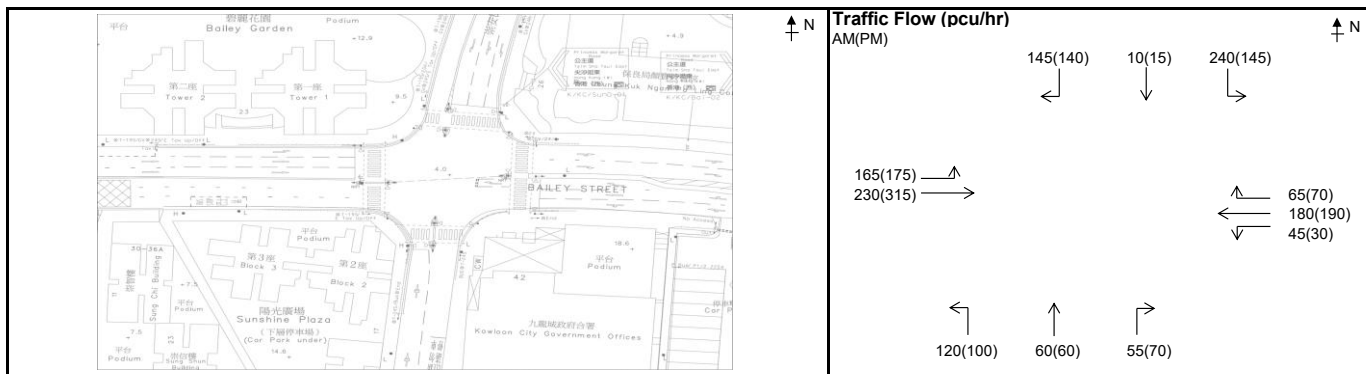
Junction : JE - Bailey Street / Sung On Street

Design Year: 2035

Scheme : DSP Stage TIA Design Scenario

Designed by: PC

Checked by: EC



Capacity Calculations							AM Peak				PM Peak			
Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Bailey Street (WB)														
1A	A,B	3.20	Y	N	10		105	43%	1820	0.058	104	29%	1855	0.056
1B	A,B	3.20	N	N			120		2075	0.058	116		2075	0.056
1C	A,B	3.00	Y	Y	15		65	100%	1530	0.042	70	100%	1530	0.046
Sung On Street (SB)														
2A	C	3.50	Y	N	10		120	100%	1710	0.070	76	100%	1710	0.044
2B	C	3.50	N	N	10		130	92%	1850	0.070	84	82%	1875	0.045
2C	C	3.50	N	N	15		145	100%	1915	0.076	140	100%	1915	0.073
Bailey Street (EB)														
3A	A	3.10	Y	N	10		165	100%	1675	0.099	175	100%	1675	0.104
3B	A	3.10	N	N			115		2065	0.056	158		2065	0.077
3C	A	3.10	N	N			115		2065	0.056	157		2065	0.076
Sung On Street (NB)														
4A	D	5.00	Y	N	10/25		235	51% / 23%	1940	0.121	230	43% / 30%	1950	0.118
5p	E		11GM +	12FG =	23	sec								

Notes:	AM Peak	1+2+4+5p	PM Peak	1+2+4+5p
	Sum of Critical y Y	0.255	Sum of Critical y Y	0.247
	Lost Time L (sec)	49	Lost Time L (sec)	49
	Cycle Time c (sec)	130	Cycle Time c (sec)	130
	Practical Y Ypr	0.561	Practical Y Ypr	0.561
	Reserve Capacity RC	120%	Reserve Capacity RC	127%

Date : 8/24/2026 Junction : JE - Bailey Street / Sung On Street

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : _____

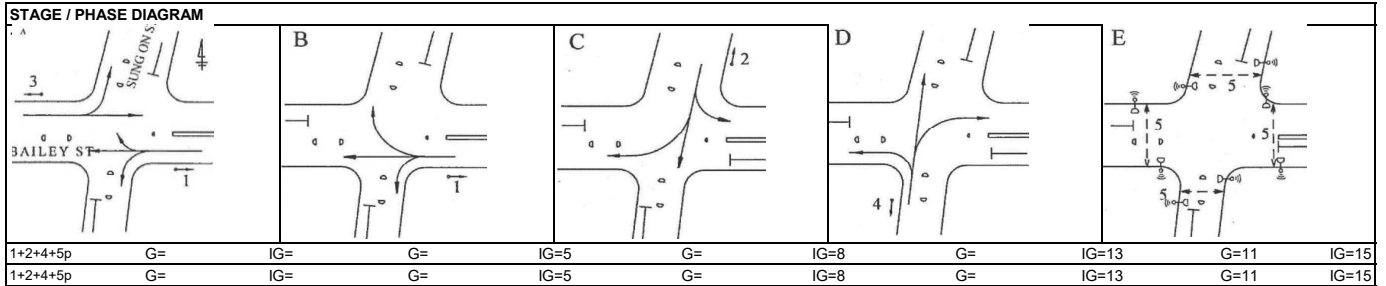
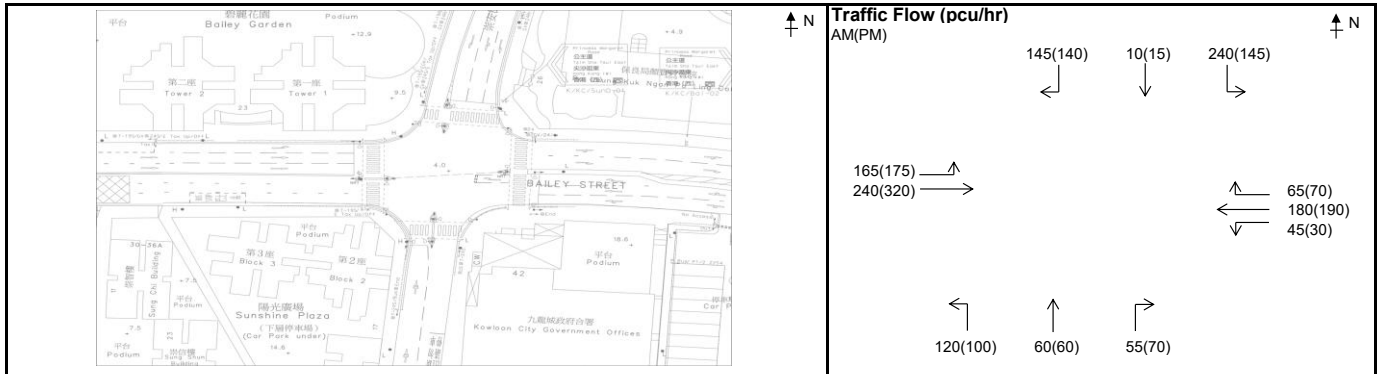
Junction : JE - Bailey Street / Sung On Street

Design Year: 2035

Scheme : DSP Stage TIA Design Scenario (with additional traffic generation)

Designed by: PC

Checked by: EC



Capacity Calculations							AM Peak				PM Peak			
Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Bailey Street (WB)														
1A	A,B	3.20	Y	N	10		105	43%	1820	0.058	104	29%	1855	0.056
1B	A,B	3.20	N	N			120		2075	0.058	116		2075	0.056
1C	A,B	3.00	Y	Y	15		65	100%	1530	0.042	70	100%	1530	0.046
Sung On Street (SB)														
2A	C	3.50	Y	N	10		120	100%	1710	0.070	76	100%	1710	0.044
2B	C	3.50	N	N	10		130	92%	1850	0.070	84	82%	1875	0.045
2C	C	3.50	N	N	15		145	100%	1915	0.076	140	100%	1915	0.073
Bailey Street (EB)														
3A	A	3.10	Y	N	10		165	100%	1675	0.099	175	100%	1675	0.104
3B	A	3.10	N	N			120		2065	0.058	160		2065	0.077
3C	A	3.10	N	N			120		2065	0.058	160		2065	0.077
Sung On Street (NB)														
4A	D	5.00	Y	N	10/25		235	51% / 23%	1940	0.121	230	43% / 30%	1950	0.118
5p	E		11GM +	12FG =	23	sec								

Notes:	AM Peak	1+2+4+5p	PM Peak	1+2+4+5p
	Sum of Critical y Y	0.255	Sum of Critical y Y	0.247
	Lost Time L (sec)	49	Lost Time L (sec)	49
	Cycle Time c (sec)	130	Cycle Time c (sec)	130
	Practical Y Ypr	0.561	Practical Y Ypr	0.561
	Reserve Capacity RC	120%	Reserve Capacity RC	127%

Date : 8/24/2026 Junction : JE - Bailey Street / Sung On Street

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

(Priority T-Junction - Minor Arm B)

Job Title:		Job No.:	
Junction: JF - Bailey Street / Wan On Street		Designed by: PC	
Scheme: DSP Stage TIA Design Scenario		Checked by: EC	
Design Year: 2035			
Arm A: Bailey Street EB			
Arm B: Wan On Street SB			
Arm C: Bailey Street WB			

Arm C
Bailey Street WB

Arm A
Bailey Street EB

Arm B
Wan On Street SB

Flow	am	pm
Arm C (WB)	435	525
Arm C (WB) - Left	50	50
Arm A (EB)	595	415
Arm A (EB) - Left	60	65
Arm B (SB)	55	65
Arm B (SB) - Left	40	40

GEOMETRY					
Major road width (m)	W	10.0	Lane widths (m)	w(b-a)	3.0
Central Reserve width (m)	Wcr	0.0		w(b-c)	3.0
Residual width (m)	Wr(c-a)	6.7		w(c-b)	3.3
Visibilities (m) (*1)	Vr(b-a)	17	Calculated Parameters (*2)	D	0.79
	VI(b-a)	35		E	0.85
	Vr(b-c)	17		F	0.92
	Vr(c-b)	65		Y	0.66

CALCULATION		AM PEAK	PM PEAK
TRAFFIC FLOWS (pcu/hr)	q(c-a)	435	525
	q(c-b)	50	50
	q(a-b)	60	65
	q(a-c)	595	415
	q(b-a)		
	q(b-c)	55	65
	f = $\frac{q(b-c)}{q(b-c)+q(b-a)}$	0.58	0.62
CAPACITIES (pcu/hr)	Q(b-a)	315	338
	Q(b-c)	509	545
	Q(c-b)	543	582
	Q(b-ac) (*3)	404	442
DFC's	b-a = $\frac{q(b-a)}{Q(b-a)}$	0.13	0.12
	b-c = $\frac{q(b-c)}{Q(b-c)}$	0.11	0.12
	c-b = $\frac{q(c-b)}{Q(c-b)}$	0.09	0.09
	b-ac = $\frac{q(b-ac)}{Q(b-ac)}$	0.24	0.24
Critical DFC		0.24	0.24

(*1) Where VI and Vr are visibility distances to the left or right of the respective streams
 (*2) $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$
 $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$
 $Y = 1-0.0345W$
 f = proportion of minor traffic turning left
 (*3) $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$ Capacity of combined streams

- In accordance with TPDM V2.4 Appendix 1

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

(Priority T-Junction - Minor Arm B)

Job Title:			Job No.:			
Junction: JF - Bailey Street / Wan On Street			Designed by: PO			
Scheme: DSP Stage TIA Design Scenario (with additional traffic genera			Checked by: EO			
Design Year: 2035						
Arm A: Bailey Street EB						
Arm B: Wan On Street SB						
Arm C: Bailey Street WB						
am43550pm52550 am60560pm42065 am5540pm6540 Arm C Bailey Street WB Arm A Bailey Street EB Arm B Wan On Street SB						
GEOMETRY						
Major road width (m)	W	10.0	Lane widths (m)	w(b-a)	3.0	
Central Reserve width (m)	Wcr	0.0		w(b-c)	3.0	
Residual width (m)	Wr(c-a)	6.7		w(c-b)	3.3	
Visibilities (m) (*1)	Vr(b-a)	17	Calculated Parameters (*2)	D	0.79	
	VI(b-a)	35		E	0.85	
	Vr(b-c)	17		F	0.92	
	Vr(c-b)	65		Y	0.66	
CALCULATION						
TRAFFIC FLOWS (pcu/hr)	q(c-a)		AM PEAK	435	PM PEAK	525
	q(c-b)			50		50
	q(a-b)			60		65
	q(a-c)			605		420
	q(b-a)					
	q(b-c)			55		65
	f = q(b-c) / (q(b-c)+q(b-a))			0.58		0.62
CAPACITIES (pcu/hr)	Q(b-a)			313		337
	Q(b-c)			507		544
	Q(c-b)			541		580
	Q(b-ac) (*3)			402		441
DFC's	b-a = q(b-a)/Q(b-a)			0.13		0.12
	b-c = q(b-c)/Q(b-c)			0.11		0.12
	c-b = q(c-b)/Q(c-b)			0.09		0.09
	b-ac = q(b-ac)/Q(b-ac)			0.24		0.24
Critical DFC				0.24		0.24
(*1) Where VI and Vr are visibility distances to the left or right of the respective streams (*2) $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$ $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$ $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$ $Y = 1-0.0345W$ f = proportion of minor traffic turning left (*3) $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$ Capacity of combined streams						
- In accordance with TPDM V2.4 Appendix 1						

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

(Priority T-Junction - Minor Arm B)

Job Title:		Job No.:	
Junction: JG - Ngan Hon Street / Wing Kwong Street		Designed by: PC	
Scheme: DSP Stage TIA Design Scenario		Checked by: EC	
Design Year: 2035			
Arm A:			
Arm B: Wing Kwong Street NB			
Arm C: Ngan Hon Street EB			

GEOMETRY

Major road width (m)	W	7.0	Lane widths (m)	w(b-a)	4.7
Central Reserve width (m)	Wcr	0.0		w(b-c)	4.7
Residual width (m)	Wr(c-a)	0.0		w(c-b)	3.5
Visibilities (m) (*1)	Vr(b-a)	250	Calculated Parameters (*2)	D	1.30
	VI(b-a)	250		E	1.23
	Vr(b-c)	250		F	1.10
	Vr(c-b)	250		Y	0.76

CALCULATION		AM PEAK	PM PEAK
TRAFFIC FLOWS (pcu/hr)			
	q(c-a)	35	35
	q(c-b)	620	500
	q(a-b)	0	0
	q(a-c)	0	0
	q(b-a)		
	q(b-c)	0	0
	f = $q(b-c) / (q(b-c) + q(b-a))$	0.00	0.00
CAPACITIES (pcu/hr)			
	Q(b-a)	490	551
	Q(b-c)	914	914
	Q(c-b)	820	820
	Q(b-ac) (*3)	490	551
	Q(c-a) = $1800(1 - q(c-b)/Q(c-b))$	440	703
DFC's	b-a = $q(b-a)/Q(b-a)$	0.36	0.21
	b-c = $q(b-c)/Q(b-c)$	0.00	0.00
	c-b = $q(c-b)/Q(c-b)$	0.76	0.61
	b-ac = $q(b-ac)/Q(b-ac)$	0.36	0.21
	c-a	0.08	0.05
Critical DFC		0.76	0.61

(*1) Where VI and Vr are visibility distances to the left or right of the respective streams
 (*2) $D = (1 + 0.094(w(b-a) - 3.65))(1 + 0.0009(Vr(b-a) - 120))(1 + 0.0006(VI(b-a) - 150))$
 $E = (1 + 0.094(w(b-c) - 3.65))(1 + 0.0009(Vr(b-c) - 120))$
 $F = (1 + 0.094(w(c-b) - 3.65))(1 + 0.0009(Vr(c-b) - 120))$
 $Y = 1 - 0.0345W$
 f = proportion of minor traffic turning left
 (*3) $Q(b-ac) = Q(b-c) * Q(b-a) / ((1-f) * Q(b-c) + f * Q(b-a))$ Capacity of combined streams

- In accordance with TPDM V2.4 Appendix 1

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

(Priority T-Junction - Minor Arm B)



Job Title:		Job No.:	
Junction: JG - Ngan Hon Street / Wing Kwong Street		Designed by: PC	
Scheme: DSP Stage TIA Design Scenario (with additional traffic genera		Checked by: EC	
Design Year: 2035			
Arm A:			
Arm B: Wing Kwong Street NB			
Arm C: Ngan Hon Street EB			

GEOMETRY					
Major road width (m)	W	7.0	Lane widths (m)	w(b-a)	4.7
Central Reserve width (m)	Wcr	0.0		w(b-c)	4.7
Residual width (m)	Wr(c-a)	0.0		w(c-b)	3.5
Visibilities (m) (*1)	Vr(b-a)	250	Calculated Parameters (*2)	D	1.30
	VI(b-a)	250		E	1.23
	Vr(b-c)	250		F	1.10
	Vr(c-b)	250		Y	0.76

CALCULATION		AM PEAK	PM PEAK
TRAFFIC FLOWS (pcu/hr)	q(c-a)	35	35
	q(c-b)	630	505
	q(a-b)	0	0
	q(a-c)	0	0
	q(b-a)		
	q(b-c)	0	0
	f = q(b-c) / (q(b-c)+q(b-a))	0.00	0.00
CAPACITIES (pcu/hr)	Q(b-a)	484	549
	Q(b-c)	914	914
	Q(c-b)	820	820
	Q(b-ac) (*3)	484	549
	Q(c-a) = 1800(1-q(c-b)/Q(c-b))	418	692
DFC's	b-a = q(b-a)/Q(b-a)	0.36	0.21
	b-c = q(b-c)/Q(b-c)	0.00	0.00
	c-b = q(c-b)/Q(c-b)	0.77	0.62
	b-ac = q(b-ac)/Q(b-ac)	0.36	0.21
	c-a = q(c-a)/Q(c-a)	0.08	0.05
Critical DFC		0.77	0.62

(*1) Where VI and Vr are visibility distances to the left or right of the respective streams

(*2) $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$

$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$

$F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$

$Y = 1-0.0345W$

f = proportion of minor traffic turning left

(*3) $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$ Capacity of combined streams

- In accordance with TPDM V2.4 Appendix 1

TRAFFIC SIGNAL CALCULATION

Job No. : _____

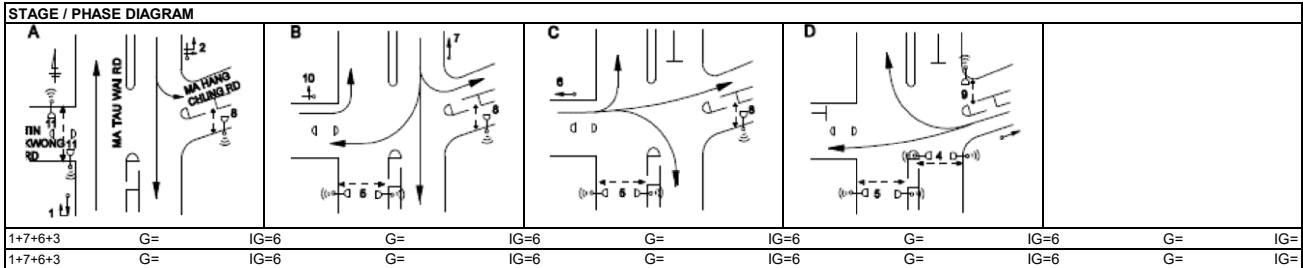
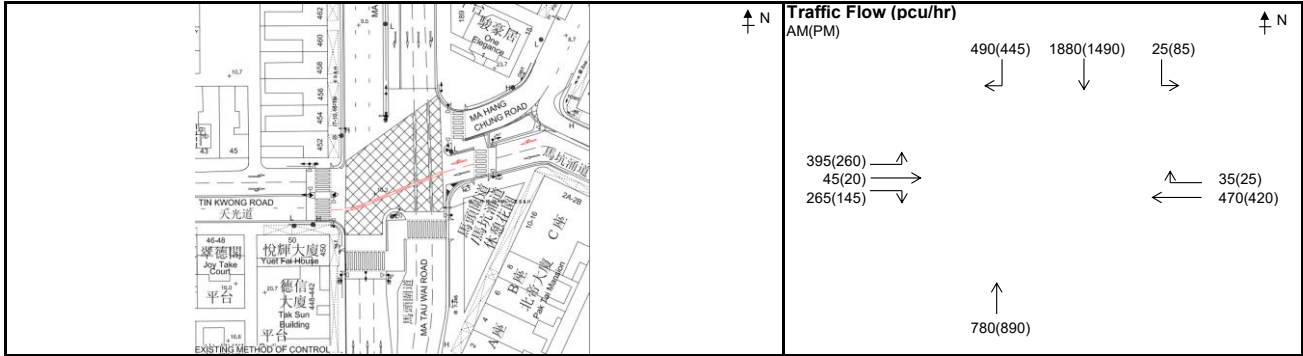
Junction : _____ JK - Tin Kwong Road / Ma Tau Wai Road / Ma Hang Chung Road

Design Year: _____ 2035

Scheme : _____ DSP Stage TIA Design Scenario

Designed by: _____ PC

Checked by: _____ EC



CAPACITY CALCULATIONS

CAPACITY CALCULATIONS							AM Peak				PM Peak			
Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Tin Kwong Road EB														
10A	2,3	2.90	Y	N	10		395	100%	1655	0.239	260	100%	1655	0.157
6A	3	2.90	N	N	15		310	85%	1885	0.164	165	88%	1880	0.088
Ma Tau Wai Road NB														
1A	1	3.40	Y	N			250		1955	0.128	285		1955	0.146
1B	1	3.40	N	N			267		2095	0.127	305		2095	0.146
1C	1	3.00	N	N			263		2055	0.128	300		2055	0.146
Ma Hang Chung Road WB														
3A	4	3.70	Y	N			246		1985	0.124	216		1985	0.109
3B	4	3.70	N	N	15		259	14%	2095	0.124	229	11%	2100	0.109
Ma Tau Wai Road SB														
2A	1,2	3.00	Y	N	8		602	4%	1900	0.317	490	17%	1855	0.264
2B	1,2	3.00	N	N			652		2055	0.317	543		2055	0.264
2C	1,2	3.00	N	N			651		2055	0.317	542		2055	0.264
7A	2	3.00	N	N	15		490	100%	1870	0.262	445	100%	1870	0.238

Notes:

AM Peak	1+7+6+3	PM Peak	1+7+6+3
Sum of Critical y Y	0.678	Sum of Critical y Y	0.581
Lost Time L (sec)	20	Lost Time L (sec)	20
Cycle Time c (sec)	120	Cycle Time c (sec)	120
Practical Y Ypr	0.750	Practical Y Ypr	0.750
Reserve Capacity RC	11%	Reserve Capacity RC	29%

Date : _____ 8/24/2026 Junction : JK - Tin Kwong Road / Ma Tau Wai Road / Ma Hang Chung Road

TRAFFIC SIGNAL CALCULATION

Job No. : _____

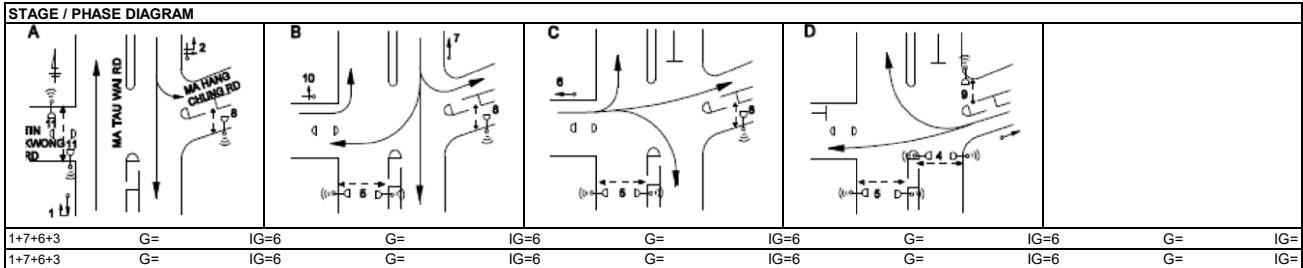
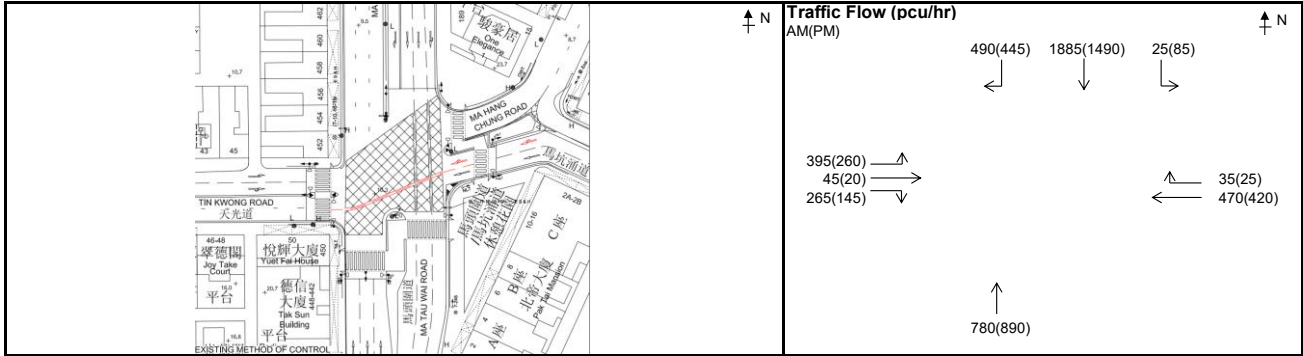
Junction : _____ JK - Tin Kwong Road / Ma Tau Wai Road / Ma Hang Chung Road

Design Year: _____ 2035

Scheme : _____ DSP Stage TIA Design Scenario (with additional traffic generation)

Designed by: _____ PC

Checked by: _____ EC



CAPACITY CALCULATIONS							AM Peak				PM Peak			
Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Tin Kwong Road EB														
10A	2,3	2.90	Y	N	10		395	100%	1655	0.239	260	100%	1655	0.157
6A	3	2.90	N	N	15		310	85%	1885	0.164	165	88%	1880	0.088
Ma Tau Wai Road NB														
1A	1	3.40	Y	N			250		1955	0.128	285		1955	0.146
1B	1	3.40	N	N			267		2095	0.127	305		2095	0.146
1C	1	3.00	N	N			263		2055	0.128	300		2055	0.146
Ma Hang Chung Road WB														
3A	4	3.70	Y	N			246		1985	0.124	216		1985	0.109
3B	4	3.70	N	N	15		259	14%	2095	0.124	229	11%	2100	0.109
Ma Tau Wai Road SB														
2A	1,2	3.00	Y	N	8		604	4%	1900	0.318	490	17%	1855	0.264
2B	1,2	3.00	N	N			653		2055	0.318	543		2055	0.264
2C	1,2	3.00	N	N			653		2055	0.318	542		2055	0.264
7A	2	3.00	N	N	15		490	100%	1870	0.262	445	100%	1870	0.238
Pedestrian														
			GM	FG	TOTAL									
4p			6	11	17	sec								
5p			5	8	13	sec								
8p			5	7	12	sec								
9p			5	8	13	sec								
11p			7	11	18	sec								

Notes:	AM Peak	1+7+6+3	PM Peak	1+7+6+3
	Sum of Critical y Y	0.678	Sum of Critical y Y	0.581
	Lost Time L (sec)	20	Lost Time L (sec)	20
	Cycle Time c (sec)	120	Cycle Time c (sec)	120
	Practical Y Ypr	0.750	Practical Y Ypr	0.750
	Reserve Capacity RC	11%	Reserve Capacity RC	29%

Date : _____ 8/24/2026 Junction : JK - Tin Kwong Road / Ma Tau Wai Road / Ma Hang Chung Road

TRAFFIC SIGNAL CALCULATION

Job No. : _____

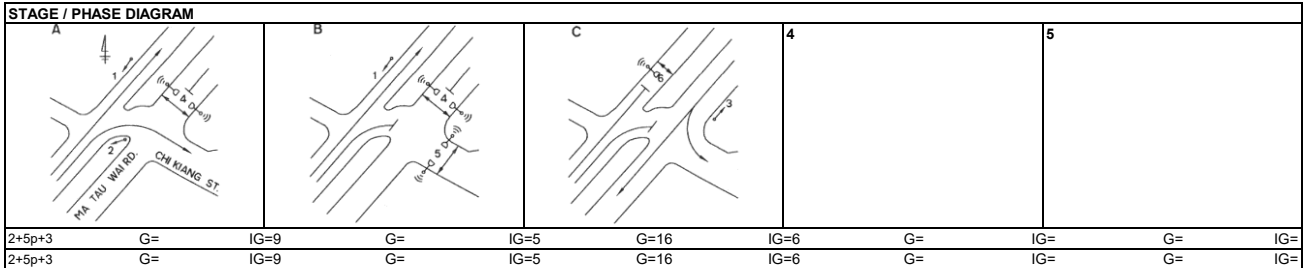
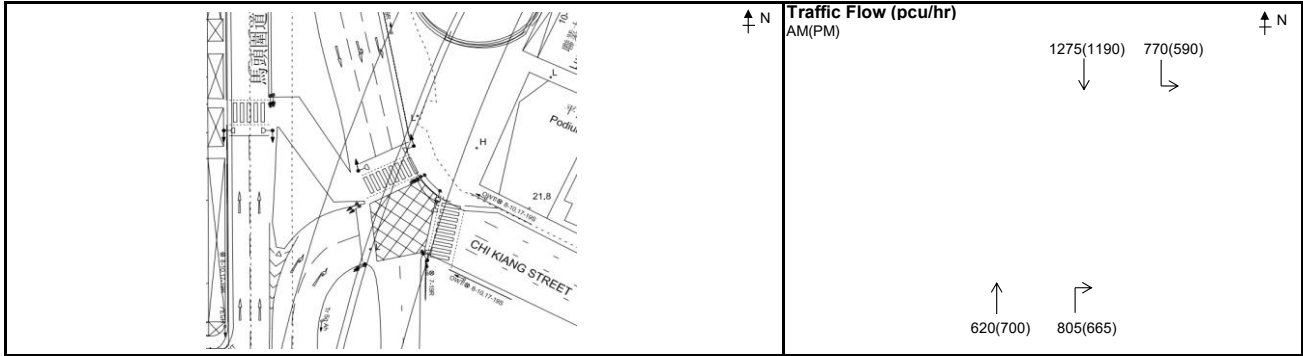
Junction : _____ JL - Ma Tau Wai Road / Chi Kiang Street

Design Year: _____ 2035

Scheme : _____ DSP Stage TIA Design Scenario

Designed by: _____ PC

Checked by: _____ EC



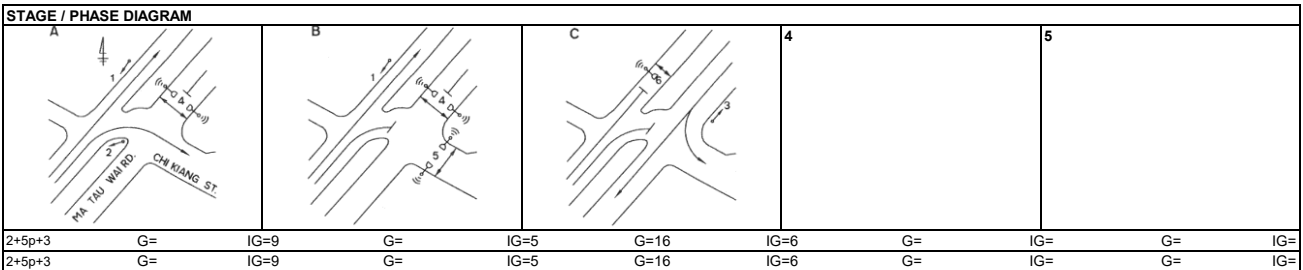
CAPACITY CALCULATIONS							AM Peak				PM Peak			
Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Ma Tau Wai Road NB														
1A	1,2	3.40	Y	N			299		1955	0.153	338		1955	0.173
1B	1,2	3.40	N	N			321		2095	0.153	362		2095	0.173
2A	1	5.30	N	N	20		414	100%	2125	0.195	342	100%	2125	0.161
2B	1	5.50	N	N	10		391	100%	2005	0.195	323	100%	2005	0.161
Ma Tau Wai Road SB														
3A	3	2.80	Y	N	10		521	100%	1650	0.316	346	100%	1650	0.210
3B	3	3.10	N	N	12		617	45%	1955	0.316	414	37%	1975	0.210
3C	3	3.40	N	N			662		2095	0.316	440		2095	0.210
Pedestrian														
4p	Stage		GM	FG	TOTAL	sec								
5p			5	11	16	sec								
6p			5	13	18	sec								
			5	8	13	sec								

Notes:	AM Peak	2+5p+3	PM Peak	2+5p+3
	Sum of Critical y Y	0.511	Sum of Critical y Y	0.371
	Lost Time L (sec)	34	Lost Time L (sec)	34
	Cycle Time c (sec)	130	Cycle Time c (sec)	130
	Practical Y Ypr	0.665	Practical Y Ypr	0.665
	Reserve Capacity RC	30%	Reserve Capacity RC	79%

Date : _____ 8/24/2026 Junction : _____ JL - Ma Tau Wai Road / Chi Kiang Street

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Checked by: EC

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AM Peak	2+5p+3	PM Peak	2+5p+3
Sum of Critical y Y	0.512	Sum of Critical y Y	0.372
Lost Time L (sec)	34	Lost Time L (sec)	34
Cycle Time c (sec)	130	Cycle Time c (sec)	130
Practical y Y_{pr}	0.665	Practical y Y_{pr}	0.665
Reserve Capacity RC	30%	Reserve Capacity RC	78%

Date : 8/24/2026 Junction : JL - Ma Tau Wai Road / Chi Kiang Street

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : _____

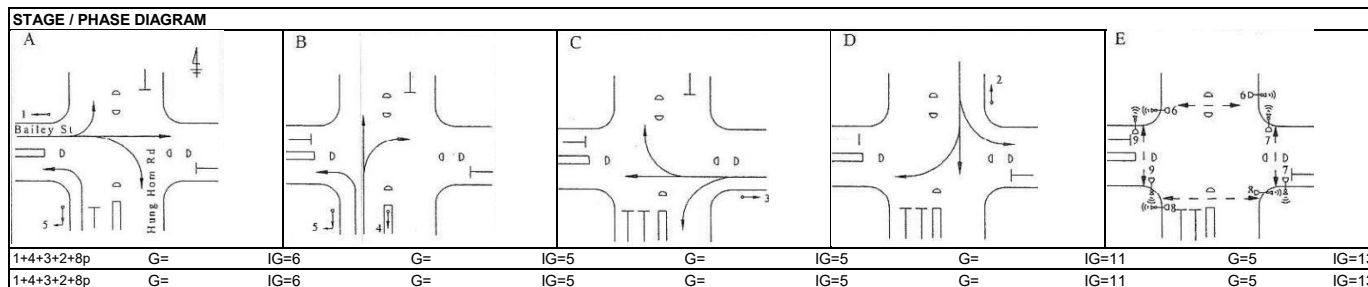
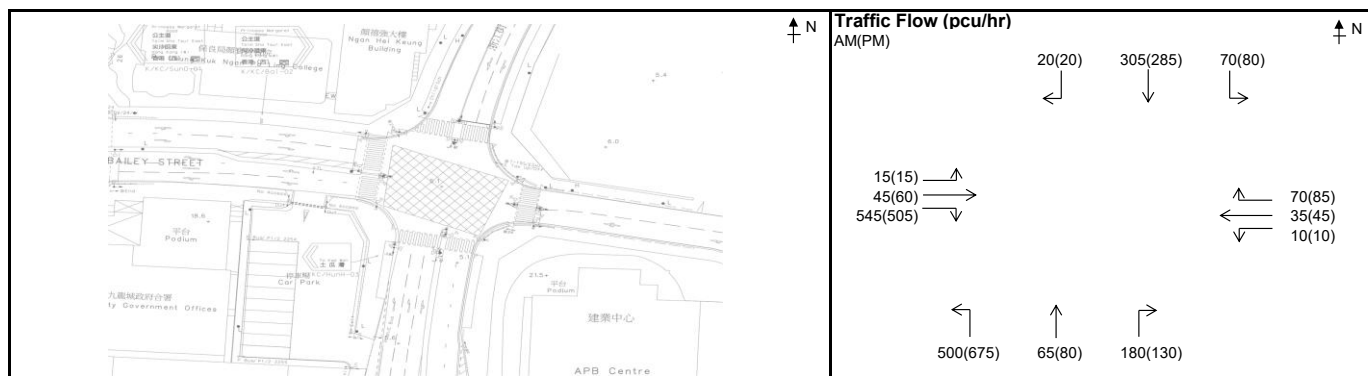
Junction : JM - Hung Hom Road / Bailey Street / Chi Kiang Street

Design Year: 2035

Scheme : DSP Stage TIA Design Scenario

Designed by: PC

Checked by: EC



Capacity Calculations							AM Peak				PM Peak			
Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Bailey Street (EB)														
1A	A	3.50	Y	N	15/15		294	5% / 80%	1810	0.162	283	5% / 73%	1820	0.155
1B	A	3.50	N	N	15		311	100%	1915	0.162	297	100%	1915	0.155
Chi Kiang Street (SB)														
2A	D	3.80	Y	N	15		188	37%	1925	0.098	183	44%	1910	0.096
2B	D	3.80	N	N	15		207	10%	2115	0.098	202	10%	2115	0.096
Bailey Street (WB)														
3A	C	5.00	Y	N	10/20		115	9% / 61%	2000	0.058	140	7% / 61%	2000	0.070
Hung Hom Road (NB)														
5A	A,B	3.30	Y	N	10		241	100%	1690	0.143	325	100%	1690	0.192
5B	A,B	3.30	N	N	10		259	100%	1815	0.143	350	100%	1815	0.193
4A	B	3.30	N	N	15		245	73%	1940	0.126	210	62%	1965	0.107
6p	E		5GM +	10FG =	15	sec								
7p	E		5GM +	5FG =	10	sec								
8p	E		5GM +	10FG =	15	sec								
9p	E		5GM +	9FG =	14	sec								

Notes:					AM Peak		1+4+3+2+8p		PM Peak		1+4+3+2+8p	
					Sum of Critical y Y		0.444		Sum of Critical y Y		0.428	
					Lost Time L (sec)		41		Lost Time L (sec)		41	
					Cycle Time c (sec)		130		Cycle Time c (sec)		130	
					Practical Y Ypr		0.616		Practical Y Ypr		0.616	
					Reserve Capacity RC		39%		Reserve Capacity RC		44%	

Date : 8/24/2026 Junction : JM - Hung Hom Road / Bailey Street / Chi Kiang Street

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : _____

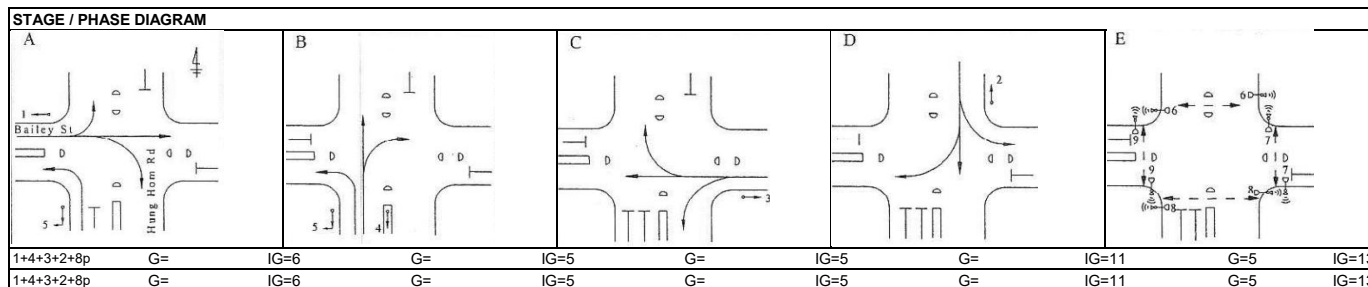
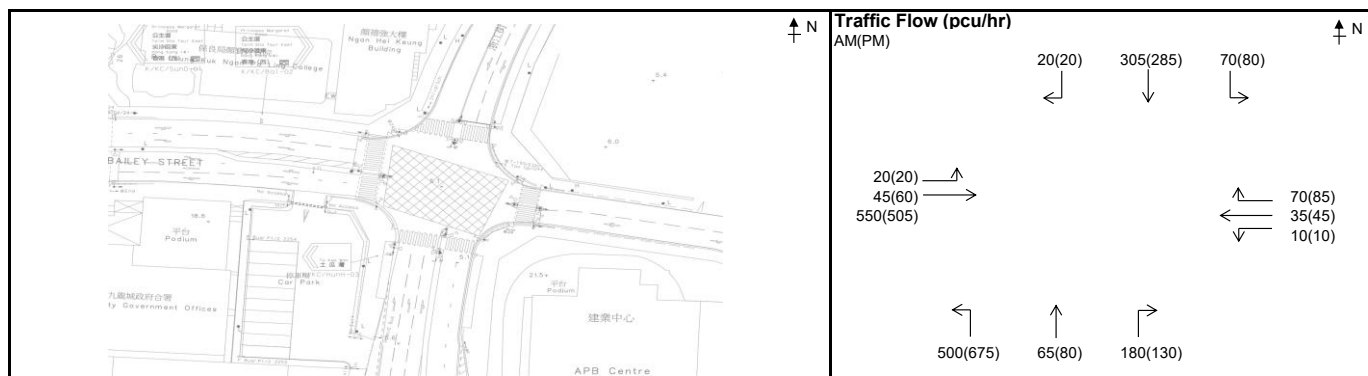
Junction : JM - Hung Hom Road / Bailey Street / Chi Kiang Street

Design Year: 2035

Scheme : DSP Stage TIA Design Scenario (with additional traffic generation)

Designed by: PC

Checked by: EC



Capacity Calculations							AM Peak				PM Peak			
Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Bailey Street (EB)														
1A	A	3.50	Y	N	15/15		299	7% / 78%	1810	0.165	285	7% / 72%	1820	0.157
1B	A	3.50	N	N	15		316	100%	1915	0.165	300	100%	1915	0.157
Chi Kiang Street (SB)														
2A	D	3.80	Y	N	15		188	37%	1925	0.098	183	44%	1910	0.096
2B	D	3.80	N	N	15		207	10%	2115	0.098	202	10%	2115	0.096
Bailey Street (WB)														
3A	C	5.00	Y	N	10/20		115	9% / 61%	2000	0.058	140	7% / 61%	2000	0.070
Hung Hom Road (NB)														
5A	A,B	3.30	Y	N	10		241	100%	1690	0.143	325	100%	1690	0.192
5B	A,B	3.30	N	N	10		259	100%	1815	0.143	350	100%	1815	0.193
4A	B	3.30	N	N	15		245	73%	1940	0.126	210	62%	1965	0.107
6p	E		5GM +	10FG =	15	sec								
7p	E		5GM +	5FG =	10	sec								
8p	E		5GM +	10FG =	15	sec								
9p	E		5GM +	9FG =	14	sec								

Notes:					AM Peak		1+4+3+2+8p		PM Peak		1+4+3+2+8p	
					Sum of Critical y Y		0.447		Sum of Critical y Y		0.429	
					Lost Time L (sec)		41		Lost Time L (sec)		41	
					Cycle Time c (sec)		130		Cycle Time c (sec)		130	
					Practical Y Ypr		0.616		Practical Y Ypr		0.616	
					Reserve Capacity RC		38%		Reserve Capacity RC		44%	

Date : 8/24/2026 Junction : JM - Hung Hom Road / Bailey Street / Chi Kiang Street

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

(Priority T-Junction - Minor Arm B)

Job Title:		Job No.:	
Junction: JN - Sung On Street / Ngan Hon Street		Designed by: PC	
Scheme: DSP Stage TIA Design Scenario		Checked by: EC	
Design Year: 2035			
Arm A: Sung On Street NB			
Arm B: Ngan Hon Street EB			
Arm C:			

Arm C

Arm B
Ngan Hon Street EB

Arm A
Sung On Street NB

GEOMETRY				
Major road width (m)	W	7.0	Lane widths (m)	w(b-a)
Central Reserve width (m)	Wcr			w(b-c)
Residual width (m)	Wr(c-a)			w(c-b)
Visibilities (m) (*1)	Vr(b-a)		Calculated Parameters (*2)	D
	VI(b-a)			E
	Vr(b-c)	17		F
	Vr(c-b)			Y

CALCULATION		AM PEAK	PM PEAK
TRAFFIC FLOWS (pcu/hr)	q(c-a)	0	0
	q(c-b)	0	0
	q(a-b)	0	0
	q(a-c)	240	300
	q(b-a)		
	q(b-c)	215	135
	f = $q(b-c) / (q(b-c) + q(b-a))$	1.00	1.00
CAPACITIES (pcu/hr)	Q(b-a)	299	290
	Q(b-c)	578	564
	Q(c-b)	398	388
	Q(b-ac) (*3)	578	564
	Q(c-a) = $1800(1 - q(c-b)/Q(c-b))$	1800	1800
DFC's	b-a = $q(b-a)/Q(b-a)$	0.00	0.00
	b-c = $q(b-c)/Q(b-c)$	0.37	0.24
	c-b = $q(c-b)/Q(c-b)$	0.00	0.00
	b-ac = $q(b-ac)/Q(b-ac)$	0.37	0.24
	c-a	0.00	0.00
Critical DFC		0.37	0.24

(*1) Where VI and Vr are visibility distances to the left or right of the respective streams
 (*2) $D = (1 + 0.094(w(b-a) - 3.65))(1 + 0.0009(Vr(b-a) - 120))(1 + 0.0006(VI(b-a) - 150))$
 $E = (1 + 0.094(w(b-c) - 3.65))(1 + 0.0009(Vr(b-c) - 120))$
 $F = (1 + 0.094(w(c-b) - 3.65))(1 + 0.0009(Vr(c-b) - 120))$
 $Y = 1 - 0.0345W$
 f = proportion of minor traffic turning left
 (*3) $Q(b-ac) = Q(b-c) * Q(b-a) / (1 - f) * Q(b-c) + f * Q(b-a)$ Capacity of combined streams

- In accordance with TPDM V2.4 Appendix 1

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

(Priority T-Junction - Minor Arm B)



Job Title:		Job No.:	
Junction: JN - Sung On Street / Ngan Hon Street		Designed by: PC	
Scheme: DSP Stage TIA Design Scenario (with additional traffic genera		Checked by: EC	
Design Year: 2035			
Arm A: Sung On Street NB			
Arm B: Ngan Hon Street EB			
Arm C:			

N
↗

Arm C

Arm A
Sung On Street NB

am pm
240 300

Arm B
Ngan Hon Street EB

GEOMETRY				
Major road width (m)	W	7.0	Lane widths (m)	w(b-a)
Central Reserve width (m)	Wcr			w(b-c)
Residual width (m)	Wr(c-a)			w(c-b)
Visibilities (m) (*1)	Vr(b-a)		Calculated Parameters (*2)	D
	VI(b-a)			E
	Vr(b-c)	17		F
	Vr(c-b)			Y
				0.53
				0.85
				0.59
				0.76

CALCULATION		AM PEAK	PM PEAK
TRAFFIC FLOWS (pcu/hr)	q(c-a)	0	0
	q(c-b)	0	0
	q(a-b)	0	0
	q(a-c)	240	300
	q(b-a)		
	q(b-c)	215	135
	f = $\frac{q(b-c)}{q(b-c)+q(b-a)}$	1.00	1.00
CAPACITIES (pcu/hr)	Q(b-a)	299	290
	Q(b-c)	578	564
	Q(c-b)	398	388
	Q(b-ac) (*3)	578	564
	Q(c-a) = $1800(1-q(c-b)/Q(c-b))$	1800	1800
DFC's	b-a = $q(b-a)/Q(b-a)$	0.00	0.00
	b-c = $q(b-c)/Q(b-c)$	0.37	0.24
	c-b = $q(c-b)/Q(c-b)$	0.00	0.00
	b-ac = $q(b-ac)/Q(b-ac)$	0.37	0.24
	c-a	0.00	0.00
Critical DFC		0.37	0.24

(*1) Where VI and Vr are visibility distances to the left or right of the respective streams
 (*2) $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$
 $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$
 $Y = 1-0.0345W$
 f = proportion of minor traffic turning left
 (*3) $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$ Capacity of combined streams

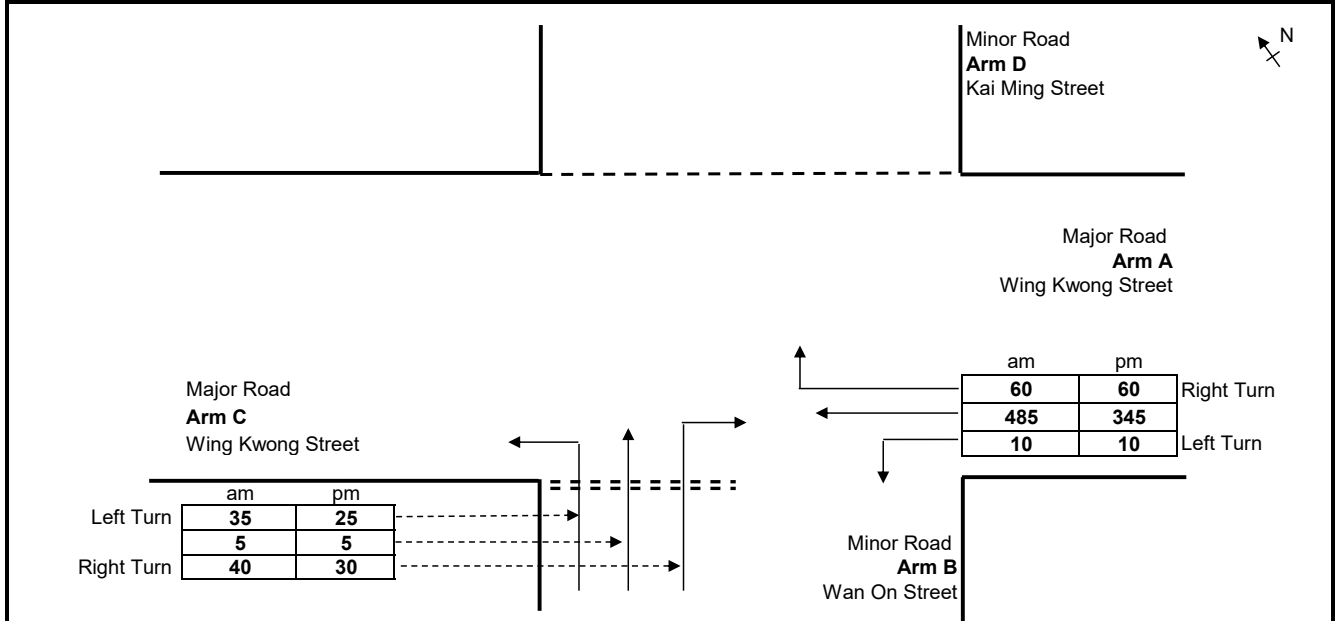
- In accordance with TPDM V2.4 Appendix 1

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

(Priority Cross Junction - Single Lane Minor Arms BD)

Job Title:	Job No.:
Junction: JO - Wing Kwong Street / Wing On Street / Kai Ming Street	Designed by: PC
Scheme: DSP Stage TIA Design Scenario	Checked by: EC
Design Year: 2035	

Arm A: Wing Kwong Street	Arm C: Wing Kwong Street
Arm B: Wan On Street	Arm D: Kai Ming Street



GEOMETRY									
Major road width (m)			W	7.5	Residual width (m)			Wr(c-a)	0.0
Central Reserve width (m)			Wcr	0.0	Residual width (m)			Wr(a-c)	0.0
Arm B					Arm D				
Lane widths (m)			w(b-a)	4.0	Lane widths (m)			w(d-c)	
			w(b-c)	4.0				w(d-a)	
			w(c-b)	4.0				w(a-d)	
Visibilities (m) (*1)(*2)	Vr(b-a)	22	D	0.87	Visibilities (m) (*1)(*2)	Vr(d-c)		D	0.53
	VI(b-a)	17	E	0.94		VI(d-c)		E	0.59
	Vr(b-c)	22	F	0.92		Vr(d-a)		F	0.60
	Vr(c-b)		Y	0.74		Vr(a-d)	17	Y	0.74

CALCULATION							
Arm B				Arm D			
		AM PEAK	PM PEAK			AM PEAK	PM PEAK
TRAFFIC FLOWS	q(c-a)	0	0	TRAFFIC FLOWS	q(a-c)	485	345
	q(c-b)	0	0		q(a-d)	60	60
	q(a-b)	10	10		q(c-d)	0	0
	q(a-c)	485	345		q(c-a)	0	0
	q(b-a)	40	30		q(d-c)	0	0
	q(b-c)	35	25		q(d-a)	0	0
	q(b-d)	5	5		q(d-b)	0	0
	f	0.466667	0.454545		f	0	0
CAPACITIES	Q(b-a)	415	448	CAPACITIES	Q(d-c)	269	284
	Q(b-c)	577	613		Q(d-a)	437	437
	Q(c-b)	542	577		Q(a-d)	444	444
	Q(b-ac)	478	510		Q(d-ca)	269	284
	Q(b-d)left	415	448		Q(d-b)left	277	290
	Q(b-d)right	415	448		Q(d-b)right	277	290
	Q(c-a)	1800	1800		Q(a-c)	1557	1557
DFC's	b-ad	0.10	0.07	DFC's	d-c	0.00	0.00
	b-cd	0.07	0.05		d-a	0.00	0.00
	c-b	0.00	0.00		a-d	0.14	0.14
	b-acd	0.17	0.12		d-abc	0.00	0.00
	c-a	0.00	0.00		a-c	0.31	0.22
DFC		0.17	0.12	DFC		0.31	0.22

(*1) Where VI and Vr are visibility distances to the left or right of the respective streams

(*2) $D = (1 + 0.094(w(b-a) - 3.65))(1 + 0.0009(Vr(b-a) - 120))(1 + 0.0006(VI(b-a) - 150))$

$E = (1 + 0.094(w(b-c) - 3.65))(1 + 0.0009(Vr(b-c) - 120))$

$F = (1 + 0.094(w(c-b) - 3.65))(1 + 0.0009(Vr(c-b) - 120))$

$Y = 1 - 0.0345W$

f = proportion of minor traffic turning left

(*3) $Q(b-ac) = Q(b-c)Q(b-a)/(1-f)Q(b-c) + fQ(b-a)$ Capacity of combined streams

Minor Arms Critical DFC

AM PEAK	PM PEAK
0.31	0.22

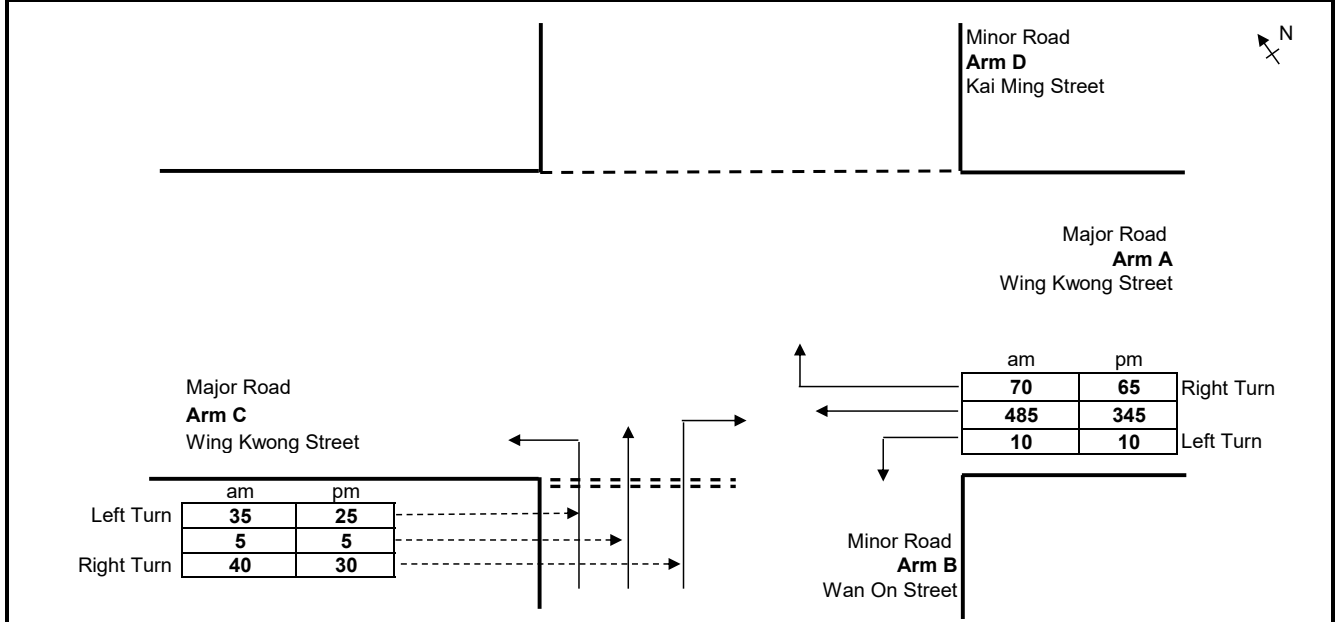
- In accordance with TPDM V2.4 Appendix 1

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

(Priority Cross Junction - Single Lane Minor Arms BD)

Job Title:	JO - Wing Kwong Street / Wing On Street / Kai Ming Street	Job No.:	
Junction:	DSP Stage TIA Design Scenario (with additional traffic generation)	Designed by:	PC
Scheme:	2035	Checked by:	EC

Arm A:	Wing Kwong Street	Arm C:	Wing Kwong Street
Arm B:	Wan On Street	Arm D:	Kai Ming Street



GEOMETRY

Major road width (m)	W	7.5	Residual width (m)	Wr(c-a)	0.0
Central Reserve width (m)	Wcr	0.0	Residual width (m)	Wr(a-c)	0.0
Arm B			Arm D		
Lane widths (m)	w(b-a)	4.0	Lane widths (m)	w(d-c)	
	w(b-b)	4.0		w(d-a)	
	w(c-b)	4.0		w(a-d)	
Visibilities (m)	Vr(b-a)	22	D	0.87	
(*1)(*2)	VI(b-a)	17	E	0.94	
	Vr(b-c)	22	F	0.92	
	Vr(c-b)	Y	0.74		
Visibilities (m)	Vr(d-c)		D	0.53	
(*1)(*2)	VI(d-c)		E	0.59	
	Vr(d-a)		F	0.60	
	Vr(a-d)	17	Y	0.74	

CALCULATION

Arm B			Arm D		
AM PEAK			AM PEAK		
PM PEAK			PM PEAK		
TRAFFIC FLOWS	q(c-a)	0	0	q(a-c)	485
	q(c-b)	0	0	q(a-d)	70
	q(a-b)	10	10	q(c-d)	0
	q(a-c)	485	345	q(c-a)	0
	q(b-a)	40	30	q(d-c)	0
	q(b-c)	35	25	q(d-a)	0
	q(b-d)	5	5	q(d-b)	0
	f	0.466667	0.454545	f	0
CAPACITIES	Q(b-a)	413	447	Q(d-c)	267
	Q(b-c)	577	613	Q(d-a)	437
	Q(c-b)	538	575	Q(a-d)	444
	Q(b-ac)	476	509	Q(d-ca)	267
	Q(b-d)left	413	447	Q(d-b)left	275
	Q(b-d)right	413	447	Q(d-b)right	275
	Q(c-a)	1800	1800	Q(a-c)	1516
DFC's	b-ad	0.10	0.07	d-c	0.00
	b-cd	0.07	0.05	d-a	0.00
	c-b	0.00	0.00	a-d	0.16
	b-acd	0.17	0.12	d-abc	0.00
	c-a	0.00	0.00	a-c	0.32
DFC	0.17	0.12	DFC	0.32	0.22

(*1) Where VI and Vr are visibility distances to the left or right of the respective streams

(*2) $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$

$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$

$F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$

$Y = 1-0.0345W$

f = proportion of minor traffic turning left

(*3) $Q(b-ac) = Q(b-c)Q(b-a)/(1-f)Q(b-c)+fQ(b-a)$ Capacity of combined streams

Minor Arms Critical DFC

AM PEAK	PM PEAK
0.32	0.22

- In accordance with TPDM V2.4 Appendix 1

Appendix 3:

Replacement pages of the Planning Statement

Table 3.1 Comparison of Indicative Development Parameters of the Approved DSP and the Current S16 Planning Proposals

Development Parameters	Approved DSP Proposal [A]	Current S16 Planning Proposal [B]	Difference [B]-[A] (% change)
Site Area - Application Site Area (for PR Calculation) (m ²)	About 5,475 ⁽¹⁾	About 5,475	No Change
Zoning	R(A)	R(A)	No Change
Maximum PR ⁽²⁾ - Total PR - Domestic PR	9.0 7.5	9.0 7.5 ⁽³⁾	No Change No Change
Max GFA ⁽²⁾ Total GFA (m ²) Domestic GFA (m ²)	About 49,275 ⁽¹⁾ About 41,062 ⁽¹⁾	About 49,275 ⁽³⁾ About 41,062 ⁽³⁾	No Change No Change
Max. BH (mPD)	140	144	+4 (+2.9%) (within 4% of total height of residential floors using MiC)
GIC GFA ⁽⁴⁾ (m ²)	Not less than 5,500	Not less than 5,500	No Change
All-weathered Communal Space (m ²)	Not less than 500	Not less than 500	No Change
Under Notional Design			
No. of Towers (towers) - Total No. of Towers - Residential Towers - The Low Block	3 towers 2 towers 1 tower	3 towers 2 towers 1 tower	No Change No Change No Change
No. of Storeys for Residential Tower - Residential T1 T2 - Podium ⁽⁵⁾ - Basement Carpark	34 storeys 23 storeys 5 storeys 2 storeys	34 storeys 32 storeys 5 storeys 2 storeys	No Change +9 (+39.1%) No Change No Change
No. of Storeys for Non-Domestic Tower (the Low Block)	4 storeys	4 storeys	No Change
Average Flat Size (m ²)	About 42.6 ⁽⁶⁾	About 42.6 ⁽⁷⁾	No change
No. of Flats (flats)	About 964 ⁽⁶⁾	About 1,050 ⁽⁸⁾	+86 (+8.9%) ⁽⁸⁾
Anticipated Population ⁽⁹⁾	About 2,603 ⁽⁶⁾	About 2,835	+232 (+8.9%)
Site Coverage ⁽¹⁰⁾	Domestic portion: Not more than 40% Non-domestic portion below 15m: Not more than 100%	Domestic portion: Not more than 40% Non-domestic portion below 15m: Not more than 100%	No change

Development Parameters	Approved DSP Proposal [A]	Current S16 Planning Proposal [B]	Difference [B]-[A] (% change)
	Non-domestic portion above 15m: Not more than 65%	Non-domestic portion above 15m: Not more than 65%	
Ancillary Car Parking and L/UL Spaces			
- Private Car Parking Spaces	128 ⁽¹¹⁾	116 ⁽¹²⁾	-12 (-9.4%)
- Motorcycle Parking Spaces	14 ⁽¹¹⁾	15	+1 (+7.1%)
- L/UL Bays	15 ⁽¹¹⁾	14	-1 (-6.7%)

Remarks:

- (1) The net site area of the Approved DSP was about 5,548sq.m. To facilitate a like-to-like analysis, the net site area of about 5,475 sq.m. as per the Land Grant is adopted as the Application Site Area, resulting in corresponding adjustment in the GFA. For reference, the notional design for the Approved DSP had adopted a net site area of 5,548sq.m., with total GFA of about 49,932 sq.m. and Domestic GFA of about 41,610 sq.m.
- (2) The domestic and non-domestic PR/GFA are for illustrative purpose only. To allow flexibility and optimum use of development potential, development at the Application Site is subject to a maximum domestic PR and total PR. The actual domestic and non-domestic PRs and GFAs would be worked out at detailed design stage.
- (3) Excluded about 3,700sq.m.domestic GFA which is exempted from GFA calculation as “maximum 10% of the MiC floor area of a new building may be disregarded from calculation of GFA of the development” as according to JPN No.8. The actual GFA exemption will be worked out at detailed design stage.
- (4) GIC to be exempted from GFA calculation under the Approved DSP.
- (5) Including the podium floors for GIC/Commercial/Retail/**Carpark**/E&M use and the Podium Garden & Clubhouse floor.
- (6) For a like-to-like analysis, an average flat size of about 42.6sq.m. under the Current S16 Planning Proposal has been applied to both the approved DSP and current S16 scenario in the comparison table to show the net increase in the number of flats and population. For reference, the notional design for the Approved DSP for KC-016 approved by CE in C in May 2022 had adopted an average flat size of about 46.2sq.m. with about 900 nos. of flat and an estimated population of about 2520.
- (7) The average flat size of about 42.6sq.m. has taken into account of the additional domestic GFA of about 3,700sq.m.(i.e. within 10% of MiC floor area) which is anticipated to be exempted from GFA calculation under JPN No.8. The actual average flat size will be determined at detailed design stage.
- (8) No. of flats increase owing to both additional GFAs by MiC and adjusted flat mix/ sizes. The actual no. of flats would be worked out at detailed design stage.
- (9) Based on Population Census 2021, the average domestic household size in Kowloon City District is 2.7 persons.
- (10) Assumed in accordance with the First Schedule of Building (Planning) Regulation that for a Class C site with building height over 61m, the site coverage shall not exceed 40% for a domestic building or for the domestic part of a composite building, and shall not exceed 65% for a non-domestic building, or for the non-domestic part of a composite building. If the non-domestic podium does not exceed 15m in height, a site coverage of not more than 100% shall be permitted. The actual site coverage for the development at the Application Site will be determined at detailed design stage.
- (11) As per the car parking provision proposed under the TIA for the Approved DSP.
- (12) As per car parking ratios agreed with TD and adopted in draft Land Grant.

3.2 Retention of All Key Planning Gains of the Approved DSP Proposal

3.2.1 The current S16 Planning Proposal will retain all the following key planning gains of the Approved DSP Proposal, including:

- a) Two urban windows will be provided at the podia along Ma Tau Wai Road. Residential tower will have 45m setback from Ngan Hon Street to enhance local air ventilation and building permeability.
- b) Staggered height design is maintained, with the tallest building of 144mPD (T1) on the northern part of the Scheme, and a lower building height of about 137mPD (T2) on the southern part of the Project, and a low-rise non-domestic block (i.e. Low Block) on the eastern part of the Scheme.
- c) Not less than 5,500sq.m. GFA will be provided for GIC use within the podia.
- d) An all-weathered communal space of not less than 500sq.m. will be integrated with the planned pedestrian walkways to create a community hub.
- e) A footbridge connection from the podia of the Scheme to the Public Open Space (POS) at the opposite side of Ma Tau Wai Road will be provided to facilitate connection with To Kwa Wan MTR station exits to enhance pedestrian connectivity.

3.2.2 **Figure 3.1** shows the notional block plan of the Current S16 Planning Proposal with the planning gains.

3.3 Access, Parking and Servicing Facilities

3.3.1 The proposed access arrangements under the Current S16 Planning Proposal are the same as those proposed under Approved DSP. The proposed vehicular ingress will be located at Kai Ming Street, while the proposed vehicular egress will be located at Wing Kwong Street adjacent to the junction of Ma Tau Wai Road / Wing Kwong Street. In addition, subject to agreement with relevant departments regarding land matters, future ownership, and long-term management and maintenance, the Scheme also proposed to connect its basement with the adjoining URA development KC-010, such that the Scheme could use the run-in/out in KC-010 to access the proposed vehicular access at the basement of the Scheme.

3.3.2 The Current S16 Planning Proposal also retains the pedestrian and traffic network restructuring under the DSP. Specifically, the Scheme involves closure of three existing road sections (i.e. portions of Hung Fook Street, portion of Kai Ming Street and the whole of Yuk Shing Street)

to create a car-free zone to enhance walkability. The closed section of Hung Fook Street and Kai Ming Street will be pedestrianized with proper landscaping to create a pleasant walking environment and maintain as a breezeway to enhance air ventilation at the street level, with provision of open-side deck and circulation at the podia where appropriate and practicable in the Scheme to provide linkages and connectivity.

- 3.3.3 The proposed car parking and internal transport provision for the Current S16 Planning Proposal is summarised in **Table 3.2**. For details, please refer to the Traffic Review Report (TRR) provided in **Appendix A**.

Table 3.2 Proposed Car Parking and Internal Transport Provision

Facilities	Proposed Total Provision ⁽¹⁾⁽²⁾
Private Car Parking Spaces	116
Motorcycle Parking Spaces	15
L/UL Bays	HGV: 7 LGV: 7

Remarks:

- (1) For the detailed breakdown of the provisions for the residential, retail and GIC uses, please refer to the T report provided in Appendix A.
- (2) As per the draft land grant requirement which benchmarked the 2019 HKPSG high-end provision standard.

3.4 Implementation Programme

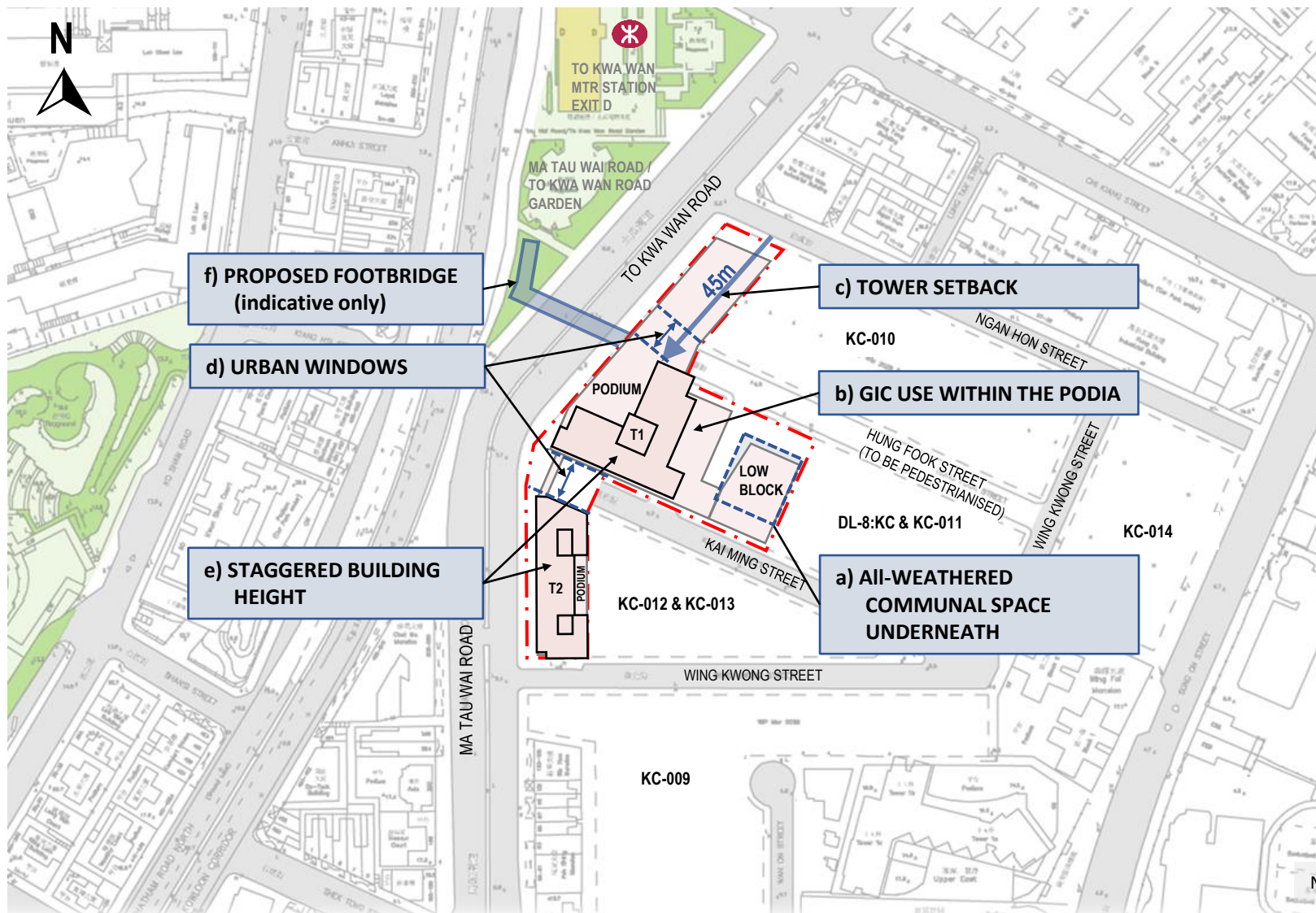
- 3.4.1 Subsequent to the approval of the DSP, the URA has completed land acquisition and is actively processing with the land grant application. Site demolition works were completed in early 2026. The entire Application Site is currently Government land and the new lot will be designated as Kowloon Inland Lot No. 11296 upon the execution of the draft Land Grant.
- 3.4.2 The URA will continue with the detailed design and go through the required submission/ procedures for implementation of Scheme. The tentative completion year is anticipated by 2032.

4.4 Maintain Design Flexibility and Project Implementability

- 4.4.1 The Application Site is zoned “R(A)” in the approved DSP. There is no change of the zoning of the Application Site in the subject S16 Planning Application. Under the “R(A)” zoning in the approved DSP, the planning intention is to provide high-density residential development with commercial uses always permitted in the purpose-designed non-residential portion of a building with the all-weathered communal space. The R(A) zone also controls the maximum domestic PR, maximum total PR, and maximum BHR; while minor relaxation of such may be considered by the TPB. The “R(A)” zone provides design flexibility of the development without control on the specific form and layout of the future development, which is considered necessary to facilitate project implementability to meet the market needs. The subject S16 Planning Application is a “non-scheme-based” submission, which tallies with the “R(A)” zone which controls mainly on the planning intention, uses and development parameters but not the specific building design.
- 4.4.2 Upon the subject S.16 planning approval, the Project will proceed with detailed design and subsequent GBP submissions for relevant government departments’ approval, a concrete scheme layout can only be developed at the detailed design stage/ GBP submission stage for implementation.

4.5 Compatible with existing and planned surrounding context

- 4.5.1 The proposed minor relaxation of BHR from 140mPD to 144mPD represents a minor 4m increase (about 2.9%) in BHR that will not impact on the existing and planned surrounding context. The proposed BHR of 144mPD for the Scheme integrates harmoniously with the general building height profile of the inner area of To Kwa Wan area ranging from 100mPD to 140mPD, which gradually steps down towards the waterfront in the east.
- 4.5.2 The proposed building heights for the two towers under the notional design of the Scheme will cascade down from 144mPD for T1 to about 137mPD for T2 in the south, and further down to the **Low Block** in the east, to maintain a staggered height urban design approach with cohesive urban landscape alongside the adjacent KCAA1 redevelopment cluster.
- 4.5.3 As demonstrated by the Visual Appraisal (VA) provided in **Appendix B**, the proposed 144mPD BHR is visually compatible with surrounding developments, no adverse visual impact is anticipated to arise from the Current S16 Planning Proposal.

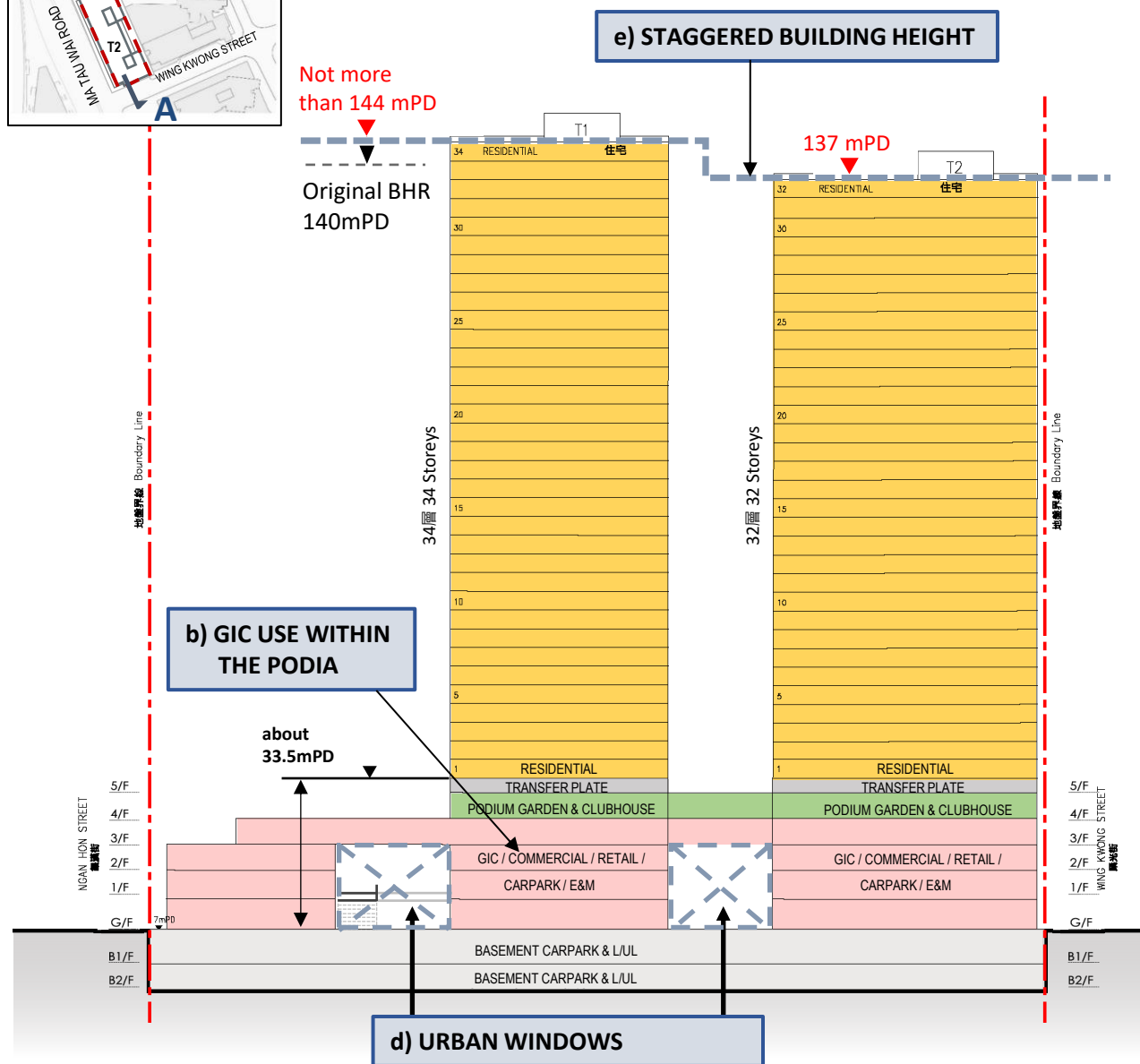
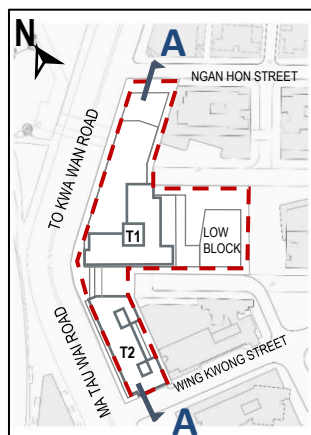


Remarks:
This S16 Planning Application is a “non-scheme-based” submission. This notional design layout is solely for illustration purpose and for conducting necessary technical assessments.

- KC-016 Application Site Area (Area Zoned “R(A)”)
 - a) Retained Planning Gains from Approved DSP

NOTIONAL BLOCK PLAN

URA TO KWA WAN ROAD/ WING KWONG STREET DEVELOPMENT SCHEME (KC-016)



NOT TO SCALE

Remarks:
This S16 Planning Application is a “non-scheme-based” submission. This notional design layout is solely for illustration purpose and for conducting necessary technical assessments.

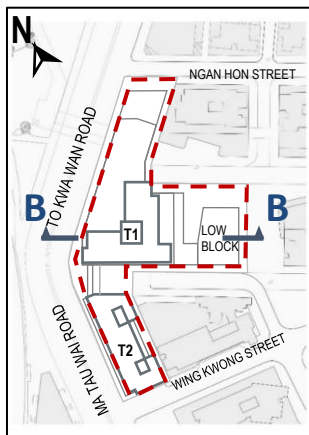
- KC-016 Application Site Area
- a) Retained Planning Gains from Approved DSP
- Residential use
- GIC/ Commercial/ Retail/ Carpark/ E&M uses
- Podium Garden & Clubhouse

Notional Section Plan

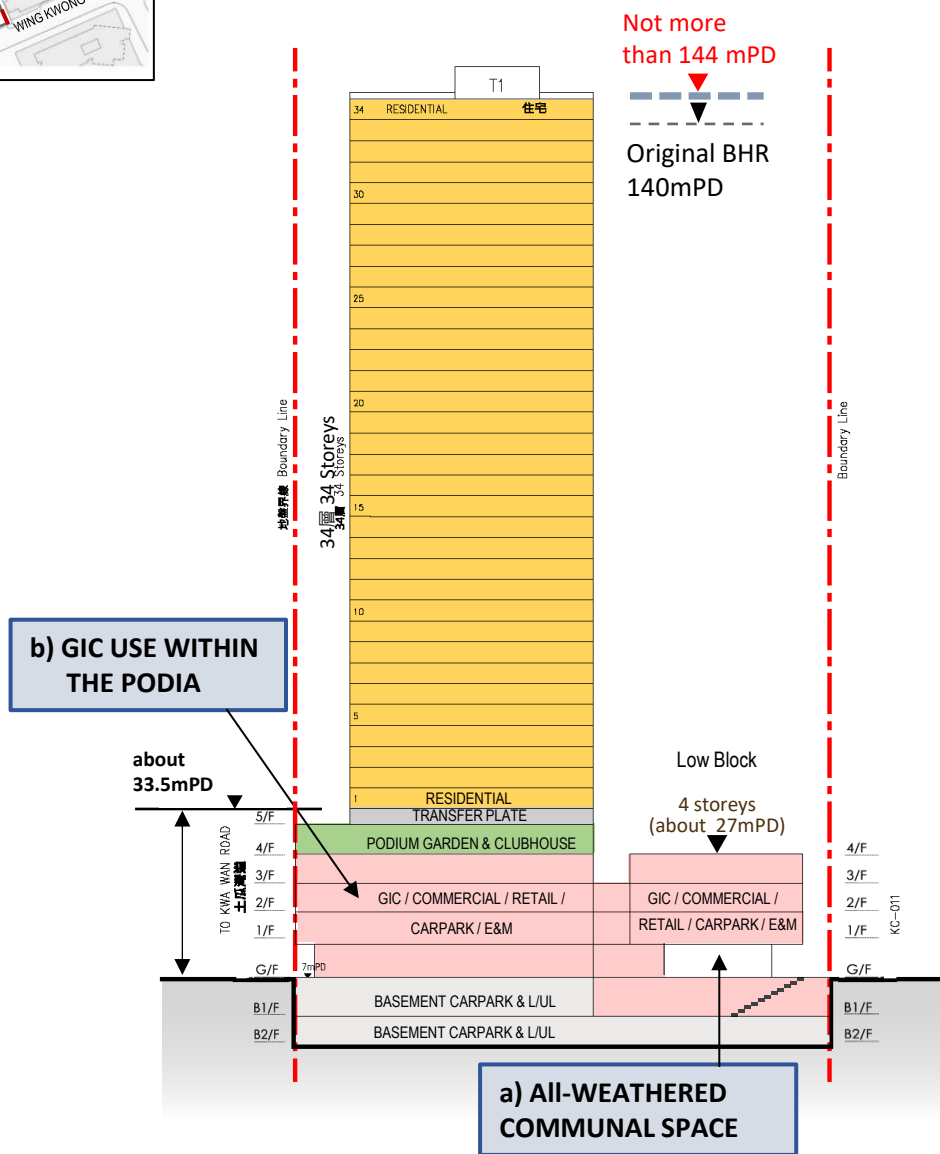
URA TO KWA WAN ROAD/
WING KWONG STREET
DEVELOPMENT SCHEME
(KC-016)



Figure 3.2



Section B



NOT TO SCALE

Remarks:

This S16 Planning Application is a "non-scheme-based" submission. This notional design layout is solely for illustration purpose and for conducting necessary technical assessments.

- KC-016 Application Site Area
- a) Retained Planning Gains from Approved DSP
- Residential use
- GIC/ Commercial/ Retail/ Carpark/ E&M uses
- Podium Garden & Clubhouse

Notional Section Plan

URA TO KWA WAN ROAD/
WING KWONG STREET
DEVELOPMENT SCHEME
(KC-016)

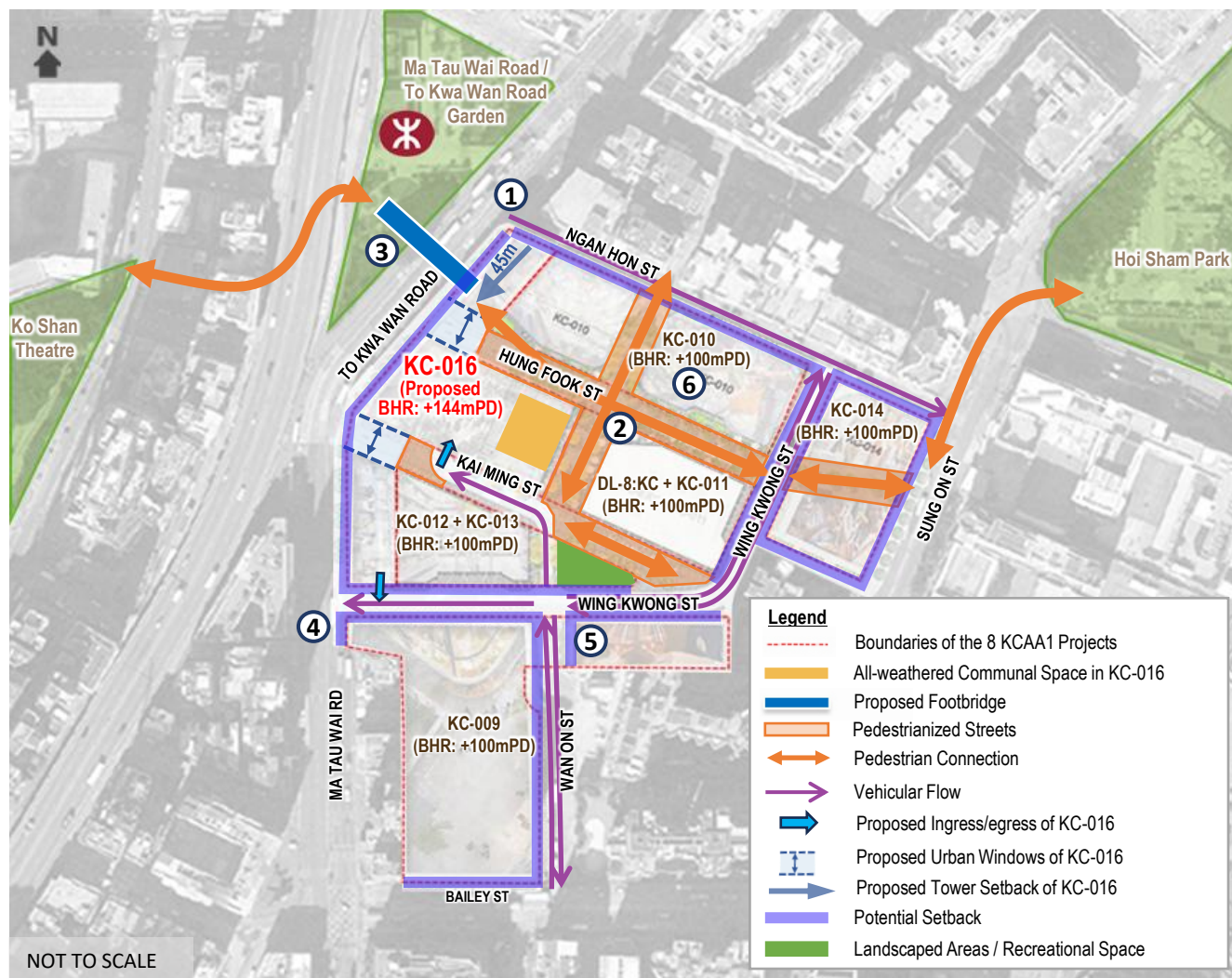


Figure 3.3

Appendix 4:

District-Based Design Concept for URA Kowloon City Action Area 1 (KCAA1)

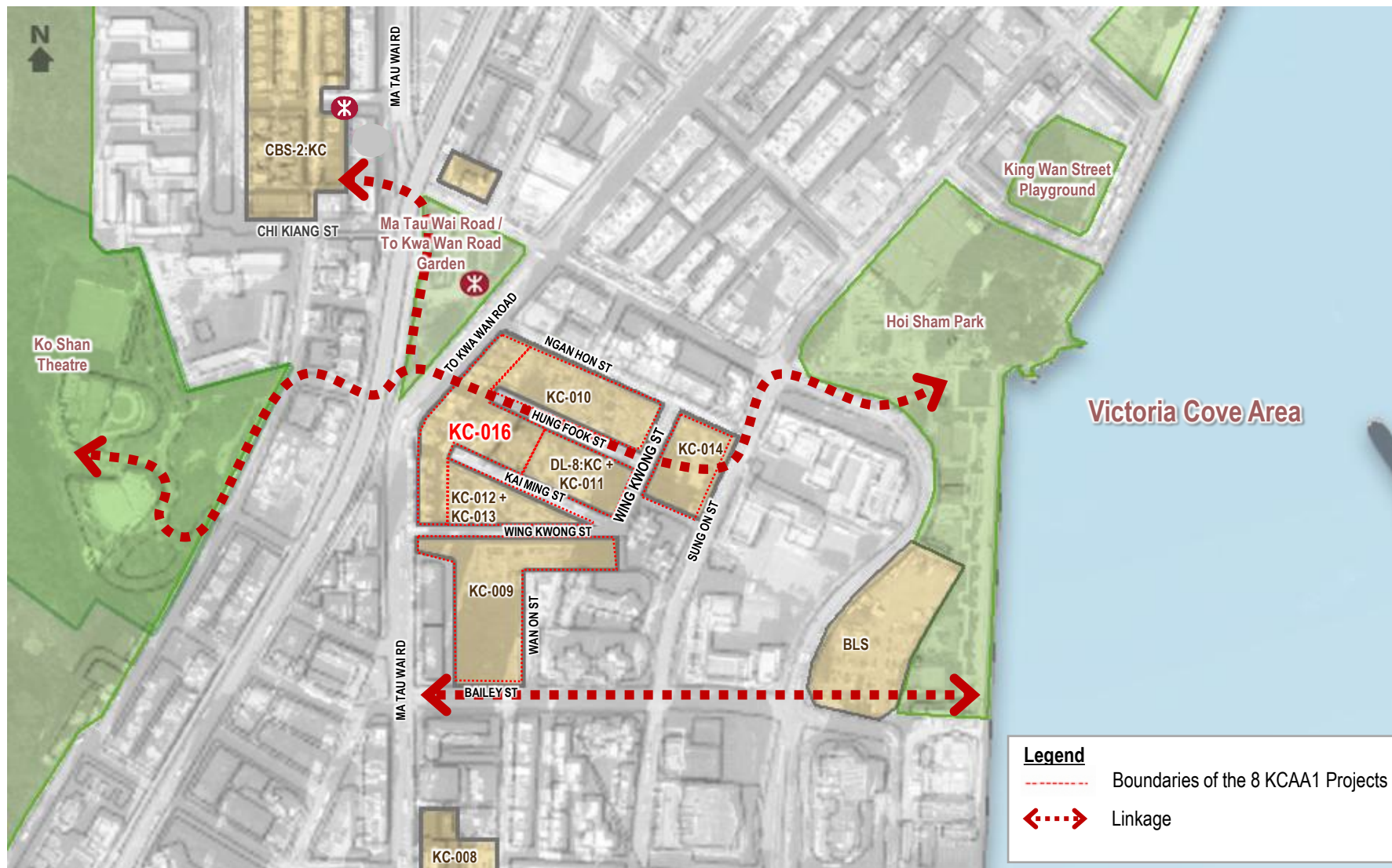
District-Based Design Concept for URA Kowloon City Action Area 1 (KCAA1)



Remarks:
For indicative purpose only, subject to change in detailed design.

- ① **Establish a “District-Based Redevelopment New Community”**
 - Introduce master design control to provide overarching planning and design principles for the 8 projects in KCAA1 to create synergy in establishing an accessible, distinctive, livable vibrant community.
- ② **Reconfigure Vehicular Roads into Pedestrian Streets**
 - Convert existing roads e.g. Hung Fook Street into pedestrian street to enhance walkability. Appropriate greenery will be provided to create a pleasant pedestrian environment.
- ③ **Provide Footbridge to Enhance Connectivity**
 - Provide footbridge to connect the district with public transport networks, inland areas and the waterfront.
- ④ **Provide Setback for Wider Footpaths**
 - Provide setback to create wider and walkable streets
- ⑤ **Restructure Road Network for Enhanced Traffic Flow**
 - Restructure the road network by replacing dead-end detours with a new vehicular road extending from Wan On Street to Wing Kwong Street and Kai Ming Street, which allows vehicles to travel directly from Wan On Street to Ma Tau Wai Road via Wing Kwong Street, and from Wan On Street to Kai Ming Street.
- ⑥ **Provide Shared Parking Facility to Separate Pedestrians and Vehicles**
 - Provide shared parking facilities in KC-010 to serve six KCAA1 projects to reduce vehicular run-ins/outs, minimize potential traffic conflicts, and maintain street vibrancy

Overall Connection within the District



Remarks:
For indicative purpose only, subject to change in detailed design.

NOT TO SCALE

District-Based Design Concept for URA Kowloon City Action Area 1 (KCAA1)

Appendix 5:

Response to Public Comments

Section 16 Planning Application for Proposed Minor Relaxation of Building Height Restriction for the URA To Kwa Wan Road / Wing Kwong Street Development Scheme (KC-016) (Planning Application No. A/K9/289)

Responses to Public Comments

Para.	Summary of Public Comments	URA's Responses
Concerns on elements of the notional design		
1	<u>Concern on increase in flat numbers and the adoption of MiC</u> MiC could not justify the increase in flat number while resulting in highly uniform and rigid layout.	Please be clarified that MiC is supported by the Government's directives aimed at promoting construction safety and reducing construction waste. The current notional design adopts MiC, which will result in an exempted domestic GFA of about 3,700sq.m. under JPN No.8. The additional domestic GFA allowed by policy explains the increase in flat number. Meanwhile, the current notional design incorporates a revision of flat mix to better meet the current market's situation. This strategic change contributes about 86 nos. of additional residential units to the housing market, directly increasing housing supply and addressing the prevailing housing demand in Hong Kong. The detailed design of the layout and actual provision of flat numbers will be determined during the implementation stage.
2	<u>Concern on small units</u> Current design adopts small unit and could not improve the living standards of the community.	Please be clarified that average flat size under the Current S16 Planning Proposal flat size is 42.6sq.m. (about 459sq.ft.; including the domestic GFA of about 3,700sq.m. to be exempted under JPN No.8). It could meet the minimum flat size requirement of not less than 26sq.m. (about 280sq.ft.) in saleable area as stipulated by the Government. This average flat size is considered to be within a suitable range to meet the current market needs. The current design is notional and "non-scheme-based". The actual flat size is subject to detailed design during the implementation stage.

Section 16 Planning Application for Proposed Minor Relaxation of Building Height Restriction for the URA To Kwa Wan Road / Wing Kwong Street Development Scheme (KC-016) (Planning Application No. A/K9/289)

Responses to Public Comments

Para.	Summary of Public Comments	URA's Responses
3	<u>Concern on reduced site size</u> The proposed site size is smaller than that under the DSP scheme (about 6,590sq.m.), resulting in smaller footprint for all proposed facilities.	Please be clarified that the site size of the Project under the S.16 Planning Application is <u>the same</u> as that under the DSP Scheme. There is no reduction of the site size. For both the DSP and the current S.16 Planning Application, the gross site area is about 6,590sq.m.; while the net site area for PR calculation is about 5,475sq.m..
4	<u>Concern on open space facilities</u> The proposed development provides no internal open space facilities. Moreover, the local children's playground above the MTR station is saturated and not large enough for the current population.	Prior to redevelopment, there was no open space in the Application Site. As stated in the approved DSP Notes and Explanatory Statement, the Project will provide an all-weathered communal space of not less than 500sq.m. which will be integrated with the planned pedestrian walkways to create a community hub for public use and enjoyment. This planning merit is retained in the current S.16 Planning Application. In addition, private open space will be provided in the proposed development based on the prevailing HKPSG requirements.
5	<u>Attached comments on previous DSP in 2021</u>	The attached comments on DSP were addressed by URA and considered by TPB at the DSP stage. The DSP was approved by CE in C in May 2022.