

PLANNING LIMITED
規劃顧問有限公司

UNIT K, 16/F, MG TOWER
133 HOI BUN ROAD, KWUN TONG
KOWLOON, HONG KONG

九龍觀塘海濱道133號
萬兆豐中心16樓K室

電話TEL (852) 3426 8451
傳真FAX (852) 3426 9737

電郵EMAIL kta@ktaplanning.com

By Hand and By Email

Our Ref: S3168/LCS/25/011Lg

14 August 2026

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

Dear Sir/Madam,

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in "Commercial (2)" Zone at 8 Lam Chak Street, Kowloon
- S16 Planning Application –
TPB Ref.: A/K22/50
Further Information No. 2**

Reference is made to the captioned S16 Planning Application submitted to the Town Planning Board on 1 June 2026 and various departmental comments received in August 2026.

In response to the departmental comments received, please find attached the Further Information ("F.I.") submission. The submission document consists of:

- Appendix I Updated Architectural Drawings
- Appendix II Updated Landscape Drawings
- Appendix III Replacement Pages of the Traffic Impact Assessment
- Appendix IV Replacement Pages of the Visual Impact Assessment
- Appendix V Replacement Pages of the Supporting Planning Statement

Meanwhile, should you have any queries in relation to the attached, please do not hesitate to contact Mr Kenneth to or the undersigned at [REDACTED]

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Gladys Ng

Encl. (4 hard copies)

cc. DPO/K – Ms Helen Ip
the Applicant & Team

KT/GN/vy



**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

RESPONSE-TO-COMMENT TABLE

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

Comments	Response									
<u>Comments from Social Welfare Department:</u> (Contact Person: Mr Michael Pang; Tel: 2116 5939) In your response to SWD’s previous comment as indicated in the response-to-comment table, it is noted that the applicant is now proposing to reserve about 490 square metres in GFA for provision of GIC facilities which may include youth centre, childcare centre and nursery. Please note that SWD has no plan to provide a Child Care Centre nor an Integrated Children and Youth Services Centre at the subject site taking into account the planned welfare provision in the vicinity of the subject site. As the applicant does not have a concrete plan of what kind of welfare facilities that she wishes to provide in her proposed composite redevelopment, we have taken the opportunity to consult our service branches and would like to set up an office base of Transitional Support Service for Persons in Mental Recovery (TSS for PMRs) as well as a sub-base for Support Centre for Persons with Autism (SPA) at the subject site with the following accommodation requirements – <table><tr><th>Welfare facility</th><th>Net operational floor area (square metres)</th><th>Parking space and loading / unloading bay requirement</th></tr><tr><td>TSS for PMRs</td><td>112.4</td><td>Nil</td></tr><tr><td>SPA Sub-base</td><td>66.2</td><td>Nil</td></tr></table>	Welfare facility	Net operational floor area (square metres)	Parking space and loading / unloading bay requirement	TSS for PMRs	112.4	Nil	SPA Sub-base	66.2	Nil	Please be kindly confirmed that, instead of the two newly suggested GIC uses, the Applicant intends to maintain their original proposal to provide about 490sqm of GIC facilities within the Proposed Composite Development. These privately run GIC facilities may include youth centre, childcare centre, nursery and etc. The Applicant notes that the proposed GFA would not be exempted from GFA calculation and the GIC uses will not receive funding from the Government.
Welfare facility	Net operational floor area (square metres)	Parking space and loading / unloading bay requirement								
TSS for PMRs	112.4	Nil								
SPA Sub-base	66.2	Nil								

Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application

(Planning Application No: A/K22/50)

Comments	Response
<u>Comments from District Planning Office, Planning Department:</u> (Contact Person: Ms Helen Ip; Tel: 2231 4971) <u>Design Considerations</u> 1. <u>Provision of 2.5m-wide Building Setbacks and 1.5m-wide Canopy along Lam Chak Street and Kai Hing Road and Provision of a Corner Splay Area at Lam Chak Street and Kai Hing Road</u> 1.1 With reference to the Planning Statement Para. 3.2.2, the proposed 2.5m- wide setbacks from Lam Chak Street and Kai Hing Road and provision of 1.5m-wide canopy within the setback areas are intended to provide more space along the existing streets and <u>to enhance walking experience</u>. However, in the R-to-C Pg. 10, item 3(a), the <i>‘existing pavement on Kai Hing Road, Lam Chak Street and Chak Cheung Street have sufficient width and do not require widening. The proposed setbacks would be used for socializing and space for landscaping’</i>. To clarify, please further elaborate on the intentions of the concerned setback areas, including the meaning of ‘socializing’. More details are required, including but not limited to, (i) whether the public will be allowed access into the setback areas; (ii) whether there are any opening hours of these passageways; and (iii) how walking experience of the general public can be enhanced by the setbacks and canopies. 1.2 Regarding the corner splay area at Lam Chak Street and Kai Hing Road, it is noted from the R-to-C Pg. 10, item 3(b) and revised Landscape Master Plan that this concerned area is now proposed for <i>‘socializing and landscaping’</i> and <i>‘outdoor sitting area’</i> (instead of ‘outdoor dining area’ in the submission received by TPB on 16.6.2026). Please advise (i) whether this	These setbacks on Lam Chak Street and Kai Hing Road are designed to complement the shop frontages. The public will be able to access these areas at least during the operation hours of the non-domestic portion of the proposed development. Pedestrians will be able to enjoy some shading benefiting from the proposed canopies, improved visual amenity with the proposed at-grade greenery and energised streetscape with shop frontages. (i) The corner splay area at Lam Chak Street and Kai Hing Road will be an open area that is publicly accessible and managed by the non-domestic portion of the proposed development. (ii) The general public will be allowed to walk through this area. (iii) Similar to the setbacks, the corner splay area will be publicly accessible at least during the operation hours of the non-domestic

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

Comments	Response
<i>‘outdoor sitting area’</i> is for the public or residents or patrons of the retail shops; (ii) whether the general public are allowed to walk through this area; and (iii) if affirmative to (ii), whether there will be restricted hours for public access. 1.3 We would reiterate our previous comment that if the above proposals are to be considered as ‘planning gains’ by the applicant, there should be elaborations on how the measures will enhance local connectivity and/or benefit the general public. The Consultant has not provided any responses in the R-to-C. 2. <u>Provision of GIC Facilities</u> 2.1 It is noted that the applicant commits to reserve about 15% of non- domestic GFA for GIC uses to be operated by NGOs, which could serve as youth centre, childcare centre, nursery and etc.. However, there is still a lack of details regarding the specific uses supported by justifications and implementation mechanism to ensure such provision upon redevelopment for treating this proposal as a ‘planning gain’. 3. <u>TIA</u> 3.1 The applicant is required to provide response to our previous comment under item 13 of R-to-C Pg. 14, on whether the possible GIC facilities have been included the traffic impact assessment including traffic flow and parking requirements.	portion of the proposed development. Noted, please refer to our responses above. Please be kindly confirmed that the Applicant intends to provide about 490sqm of GIC facilities within the Proposed Composite Development. These privately run GIC facilities may include youth centre, childcare centre, nursery and etc. The Applicant notes that the proposed GFA would not be exempted from GFA calculation and the GIC uses will not receive funding from the Government. Noting that the subsidised GIC facilities will offer standardized services that aims at resolving core social issues; it would be beneficial to have some privately-operated youth centre, childcare centre, nursery that could respond to supply-demand with flexibility. The latest proposed uses of the development, including Shop/F&B and GIC Facilities have been reflected in the traffic assessment. As shown in Table 4.4, separating the small-scale GIC uses from Shop/F&B would only result in minimal increase in trips and will not

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

Comments	Response
<u>Specific Comments on Drawings</u> Please note the following plans have yet been updated/provided in this FI submission. <i>Ground Floor Plan</i> ” 4. Despite the R-to-C Pg.12, item 5, the revised G/F plan is not provided. Our previous comment on the level of “Shuttle Lobby remains valid. <i>Indicative Master Layout Plan and Ground Floor Plan</i> 5. In relation to our comments above on the corner splay area and 4m-wide public passage, please review if the colour/legend is accurate and advise if these areas are intended to serve as circulation space. <i>Roof Floor Plan</i> 6. Please also indicate the roof area of podium and shuttle lobby on this plan. <i>Indicative Sections B-B and C-C</i> 7. In view of the changes to the roof top structures indicated on the revised MLP, please review the roof top structures at Tower 2A. <i>Landscape Proposal</i> 8. <i>Drawing No. LMP01 Landscape Master Plan (Overall View):</i> The keys for No. 16 to No. 18 are still missing noting that their annotations remain on plan. The roof level of “Shuttle Lobby is incorrect. The	result in any changes to the junction performances. Not least, the overall conclusion (i.e. reduce traffic to the nearby road network) remains unchanged. ” The level of the “Shuttle Lobby has been amended (<i>Appendix I</i> refers). The MLP and G/F Plan have been amended (<i>Appendix I</i> refers). The Roof/F Plan has been amended (<i>Appendix I</i> refers). Sections B-B and C-C have been amended (<i>Appendix I</i> refers). Drawing No. LMP01 has been amended (<i>Appendix II</i> refers).

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

Comments	Response
number of roof top structures at Tower 2A is also inconsistent with that shown on the revised MLP.	
9. <i>Drawing No. LMP04 Landscape Master Plan (2/F)</i>: The key for No. 9 is missing despite its annotation is shown on plan.	Annotation 9 has been deleted. Dwg. No. LMP04 has been amended (<i>Appendix II</i> refers).
10. <i>Drawing Nos. LD101, LD102 and LD103</i>: Please add ‘Edge Planter with creeping plants’ on plan along 1/F facing public street to align with the updated Drawing No. LMP03. Please advise if there are any greenings on roof floors of Towers 1A, 2A and 2B as shown on Indicative Sections A-A and C-C.	Dwg. No. LD101, LD102 and LD103 has been revised accordingly (<i>Appendix II</i> refers). Please be confirmed that there would be no greening on roof floors of Towers 1A, 2A and 2B. The Indicative Section A-A and C-C have been revised.
11. <i>Drawing No. GC01 Greenery Provision</i>: It is noted that on 2/F, the greening area of about 633.7m² and covered planting area of about 123.5m² have been counted in both the greenery calculations at the primary zone and roof greening. Please note that provisions should not be double counted. Moreover, greenings on roof floors of Towers 1A, 2A and 2B are shown on Indicative Sections A-A and C-C but not shown on this greenery provision plan. Given it is a usual practice that details on greenery are finalized and provided at the detailed design stage which would be reflected on general building plans, for this s16 submission please (i) only show the ‘uncovered greenery at primary zone’, ‘covered greenery at primary zone’ and ‘greenery at roof’ and remove all the numbers showing their areas; (ii) update the colour for the greenery at 2/F which would either be counted at primary zone or at roof (for uncovered part); (iii) include greening provisions on roof floors of Towers 1A, 2A and 2B; and (iv) provide a summary table on this plan to show the provisions as stated in Para. 5.2 of the Landscape Proposal (extracted below).	For Drawing no. GC01, the detail on greenery has been deleted and they will be subject to detailed design. Summary table of the greenery provision as stated in Para. 5.2 has been added. With regard to roof greenery, it is confirmed that no greening is proposed on the roof floors of Towers 1A, 2A and 2B, and Indicative Sections A-A and C-C have been revised accordingly. In the absence of a clear definition of roof greenery in the Explanatory Statement, the proposed roof greenery will be provided on the podium roof as part of the accessible landscaped area. Covered greenery at the podium has also been excluded from the greenery calculation to avoid double counting and ensure consistency with Drawing No. GC01 and the revised Landscape Proposal.

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

Comments	Response
<u>Others</u> 12. Please provide the existing uses and occupancy rate of the existing building as supplementary information.	The subject building is currently occupied for general commercial and back-office operations, comprising the following: • Corporate & Administrative Offices (e.g., auditing, sourcing, logistics) • Information Technology & Data Infrastructure (e.g., IT operations) • Technical & Specialized Support Services (e.g., E&M engineering, security systems, call centre) • Marketing & Media Operations (e.g., advertising & production) The Applicant has recorded and is foreseeing a continuous downturn in occupancy rate. Based on the existing committed Tenancy Agreements, the former, current and committed/projected occupancy profile is set out as follows: • 2023: 80% • 2024: 75% • 2025: 72% • 2026 (Current): 74% • 2027 (Projected): 64% • 2028 (Projected): 56% • 2029 (Projected): 52%
<u>Building Height</u> With reference to the additional information provided on 31.7.2026 in response to our comments provided on 30.7.2026 from building height and visual perspective, please find our UD&L's further comments below. 13. Upon further checking against the photomontages with the detailed building block layout plan, it is noted a tiny portion of the rooftop structure of Tower 1A (at 131mPD) would still encroach onto the	Noting the principle of not to encroach onto the 20% Building Free Zone unless the proposed building would overlap with an existing building in the background (referring to Manhattan Plan in this case).

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

Comments	Response
20% Building Free Zone (BFZ) and a tiny portion of the main roof of Tower 2A (at 136.45mPD) still not overlapping with the existing Manhattan Place in the background and likely encroach onto the 20% BFZ. In view of this, we maintain our reservation on the proposed scheme for ridgeline preservation purpose. The applicant should further refine the scheme to avoid such encroachments. 14. Subject to the above, we have no comment regarding applicant’s suggestion to impose the approval condition set out below: • <i>The submission of a refined building height profile including roof-top structures, keeping the building height below the 20% building free zone of the ridgeline to the satisfaction of the Director of Planning or of the TPB.</i>	” At this early design stage, without the benefit to align the modelling files to ascertain the “tiny portion in the photomontage with extreme delicacy, the Applicant agrees to refine the Proposed Development Scheme to ensure the aforementioned principle. As reflected in the updated architectural drawings in <i>Appendix I</i>, the height of a small portion of Tower 2A shall remain at not more than +126mPD. This would result in refining the layout and footprint of about 3 topmost floors. There could be various ways in making up the GFA and/or to adjust the building disposition/layout/design (including the tiny portion of the rooftop structure of Tower 1A) to respect the aforementioned principle and these will be carefully reflected in the GBP submission stage. Noted. This should ensure PlanD and/or TPB will have the final control over the building height and disposition of the proposed building to ensure no encroachment onto the 20% Building Free Zone unless the proposed building would overlap with an existing building in the background (referring to Manhattan Plan in this case) at the detail design/GBP submission stage.
<u>Comments from Energising Kowloon East Office:</u> (Contact Person: Mr Li Wai-kit; Tel: 3904 1364) The proposed redevelopment will inevitably lead to actual loss of the projected commercial GFA in Kowloon East (KE), which is not in line with the policy objective of ensuring a steady supply of the commercial (including office) floor space in KE under the Energizing Kowloon East	The Application Site falls outside Kwun Tong and Kowloon Bay Business Areas and is within the South Apron Corner of Kai Tak Development. The existing commercial building and the 35-year-old Pacific Trade Centre could hardly be able to enjoy the agglomeration

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

Comments	Response
(EKE) initiatives, especially that the subject site is zoned “C” zone on the Outline Zoning Plan. Besides, the proposed demolition of the existing building, which was constructed only in the 2010s, may set an undesirable precedent of demolishing newly redeveloped commercial uses for turning into other uses in KE within short period of time. This is also contrary to EKE’s policy objective of promoting environmental sustainability. We trust the Town Planning Board will assess the application in balancing other important factors, such as demand for additional housing supply in the area; lot owner/developer’s initiation with reference to the current market situation, and technical feasibility including compatibility of the proposed residential use with the surroundings, etc. based on the advice from other concerned government bureaux /departments.	effect. Occupancy of the existing commercial building remains relatively low over the years. Coupled with the economic downturn as well as the intention to form a residential cluster at the area, the sustainability of a commercial development at the Site has become sceptical. Therefore, redeveloping the existing building for a residential development seem to be more viable. While Pacific Trade Centre has a fragmented ownership pattern which would not be favourable for redevelopment, there remains only one potential site that shares a similar characteristic – Kerry D. G. Godown (Kowloon Bay). The Town Planning Board may consider the appropriateness of any non-commercial uses at this site on individual merit basis. Other than this, there is no other commercial sites in the South Apron Corner nor in the Kwun Tong and Kowloon Bay Business Areas would have similar characteristics that would cause precedent effect. Taking into consideration of the economies of agglomeration, commercial uses would continue to be the predominant use within Kwun Tong and Kowloon Bay Business Areas.
<u>Comments from Transport Department:</u> (Contact Person: Mr Alvin CHAN; Tel: 2399 2772) TEK’s comment: General comments on the Supporting Planning Statement 1. 3.2.6 & 4.6.2 - Please advise the specific hours which this passage to be made available for public to pass through.	This public passage will be opened to the public 12 hours a day, say 8am to 8pm, subject to confirmation at the lease modification stage.

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

Comments	Response
- As this passage will not be a 24-hour public access, its nature is just similar to the general internal road within a private lot. 2. 4.12.1 to 4.12.3 - As per the RtC, the applicant advised that the right-turn lane at Cheung Yip Street N/B to Lam Chak Street will not be considered in this planning application. Therefore, we believe the applicant had reviewed and confirmed this provision is not required to cope with the development of 8 Lam Chak Street.	A general internal road within a private lot will be fenced off and only accessible by the occupants of the private development (particularly the proposed development is predominantly for residential use). Conversely, the proposed passage will be accessible by the public in specified hours and would enhance accessibility towards the waterfront. Noted.
Specific comments on Appendix III: Traffic Impact Assessment 3. Table 2.1 & 2.2 - Justification is required to support the statement on "Tower 1A and Tower 1B (or Tower 2A and Tower 2B) are considered as one tower". As per the RtC, Tower 1A and Tower 1B (or Tower 2A and Tower 2B) share the same corridor, MOE stairs, fireman's lift, refuse room and other essential provisions at the typical floor level. In this connection, please indicate the quoted provisions on a typical floor plan to show the share-use nature for the sub-towers. 4. Table 4.3 & 4.4 - According to the Supporting Planning Statement, it is noted that the non-domestic area includes Shop/F&B and also GIC Facilities. Please reflect the latest proposed usage of the development in the traffic assessment.	Please refer to Figure A in <i>Appendix III</i> for the quoted provisions on the typical floor plan indicating the share-use nature for the sub-towers. The latest proposed uses of the development, including Shop/F&B and GIC Facilities have been reflected in the traffic assessment. As shown in Table 4.4, separating the small-scale GIC uses from Shop/F&B would only result in minimal increase in trips and will not

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

Comments	Response
TOK’s comment: Traffic Impact Assessment Report 1. Table 6.5 and 6.10 and para 6.4.5 - Among Stops B, C, E and F, please explain the reason why Stop C are closer to the proposed development but has a lower percentage of estimated boarding passenger from the proposed development as compare to the other Stops. 2. Table 6.11, para 6.4.10 and 7.1.7 - The assessment in Table 6.11 is based on the no. bus/minibus trips, please clarify if the proposed addition of 2 buses and 8 minibuses are representing vehicular trips per hour instead of no. of vehicles. 3. Figure 2.2 (Rev A) - Please advise the walking route for passengers travelling between Stop B/C/D and the proposed development, i.e. whether they can access the proposed development from Cheung Yip Street directly. If not, please consider if an in/out access shall be arranged for the convenience of passengers and/or residents. <u>Comments from UD, Planning Department:</u> (Contact Person: Ms Silvia CHAN; Tel: 3565 3944)	result in any changes to the junction performances. Not least, the overall conclusion (i.e. reduce traffic to the nearby road network) remains unchanged. Please note that the percentage of estimated boarding passenger from the proposed development has been reviewed and revised. The no. of boarding passengers from the proposed development remains very similar, the revision only involves reshuffling the distributions. Please refer to Chapter 6 of the TIA report in <i>Appendix III</i> for detail. Noted, the relevant texts have been revised. Please refer to Table 6.11, para 6.4.10 and 7.1.7 of the TIA report in <i>Appendix III</i> for detail. Please refer to Figure 6.1 of the TIA report in <i>Appendix III</i> for the walking route for passengers travelling between Stop B/C/D and the proposed development. Please be advised that pedestrian access from Cheung Yip Street will be considered at detailed design stage.

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

Comments	Response
3. The applicant is reminded to revise all photomontages in the VIA to reflect the latest scheme under this FI submission and to ensure accuracy of the planned/committed developments as shown on the photomontages. For example: 3.1 VP5 - the planned development at Site 3E2, with a proposed building height (BH) of 107mPD, appears to be too tall. It should not be of the same height as the proposed development. Besides, the block of the planned New Acute Hospital (should now be named Kai Tak Hospital) located behind the Training & Research Tower of Hong Kong Children’s Hospital seems to be wrongly located and should be removed; and 3.2 VP6 - the building blocks of the planned developments along Kai Hing Road and at Sites 3E1 and 3E2 appear to be excessive. The proposed development should not be completely screened off by the developments along Kai Hing Road. ”	
4. We would reiterate that the subject application is for a “Proposed Composite Development instead of a pure residential development. To align with the Planning”Statement, relevant sections of the VIA (e.g. Paras. 2.1.1, 2.1.3, 2.1.6, 4.2.1) should be revised from “Residential Development to “Composite Development .	Noted, relevant texts have been updated (<i>Appendix IV</i> refers).
5. Table 7.1 – the overall ratings of visual impact for VP2 and VP6 are inconsistent with the analysis of visual change for the two VPs in Paras. 6.3.3 and 6.7.3.	Noted, relevant sections have been updated (<i>Appendix IV</i> refers).

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

Consolidated by: **KTA Planning Limited**

Date: **14 August 2026**

List of Appendices

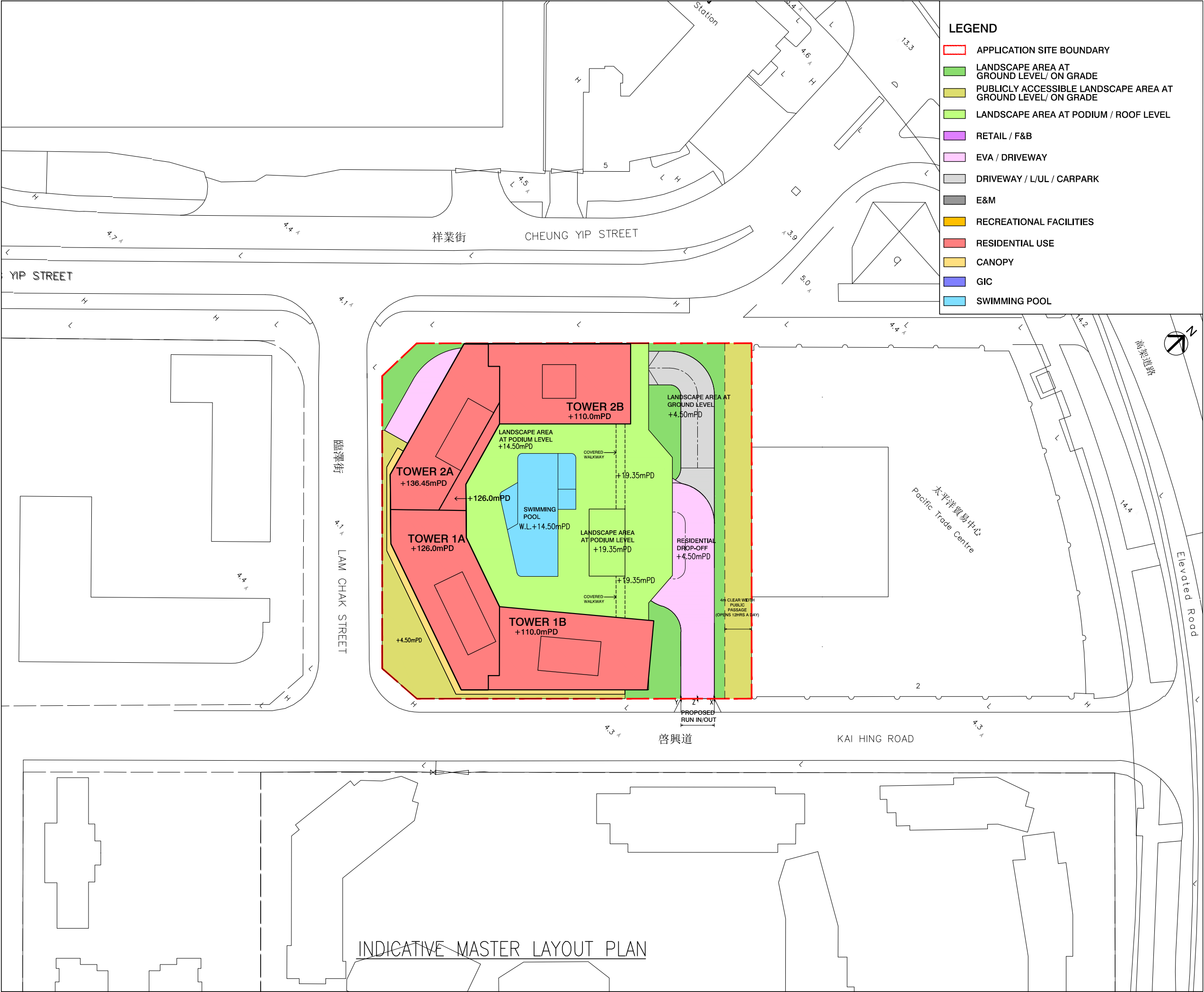
- Appendix I Updated Architectural Drawings
- Appendix II Updated Landscape Drawings
- Appendix III Replacement Pages of the Traffic Impact Assessment
- Appendix IV Replacement Pages of the Visual Impact Assessment
- Appendix V Replacement Pages of the Supporting Planning Statement

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

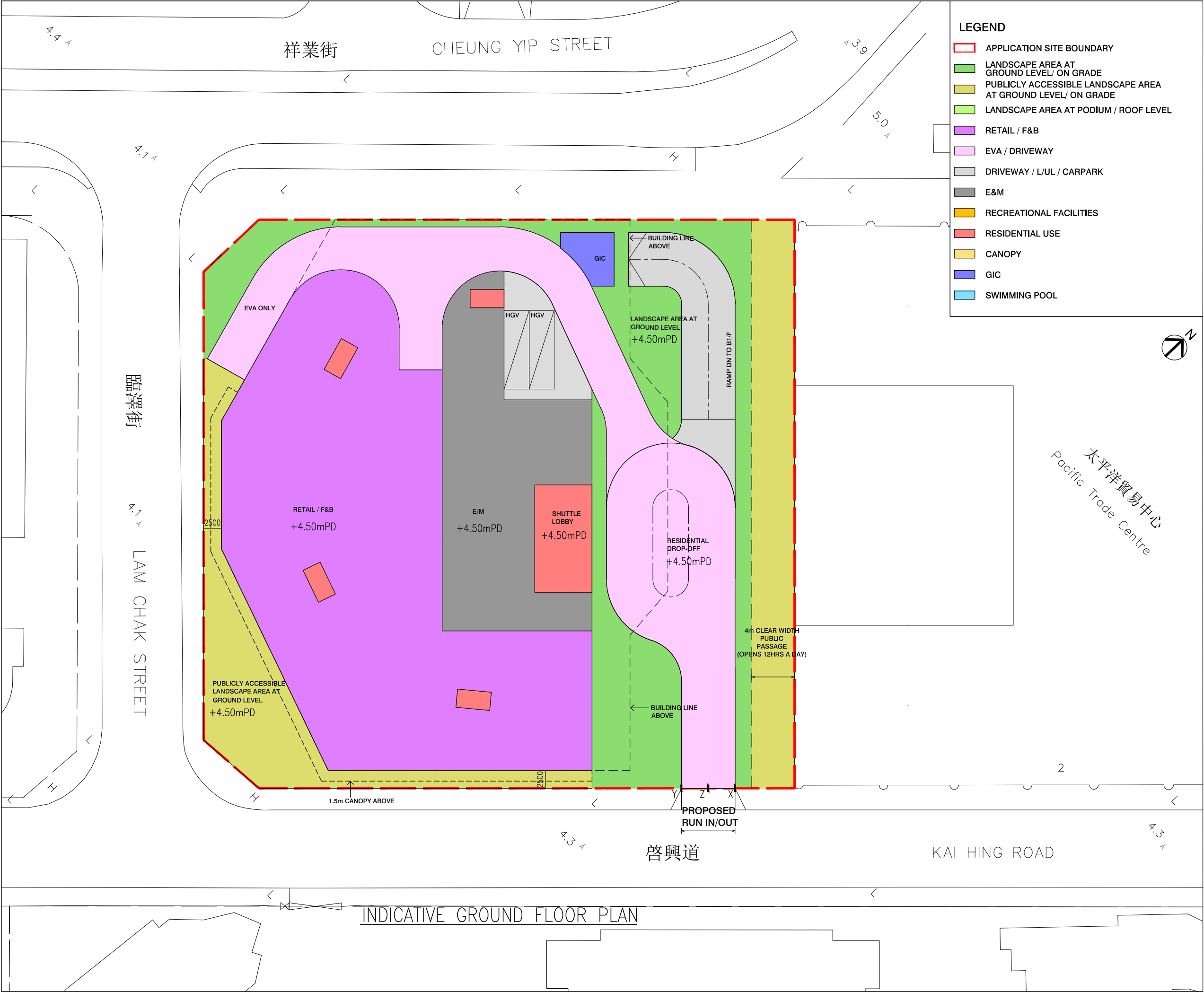
(Planning Application No: A/K22/50)

Appendix I

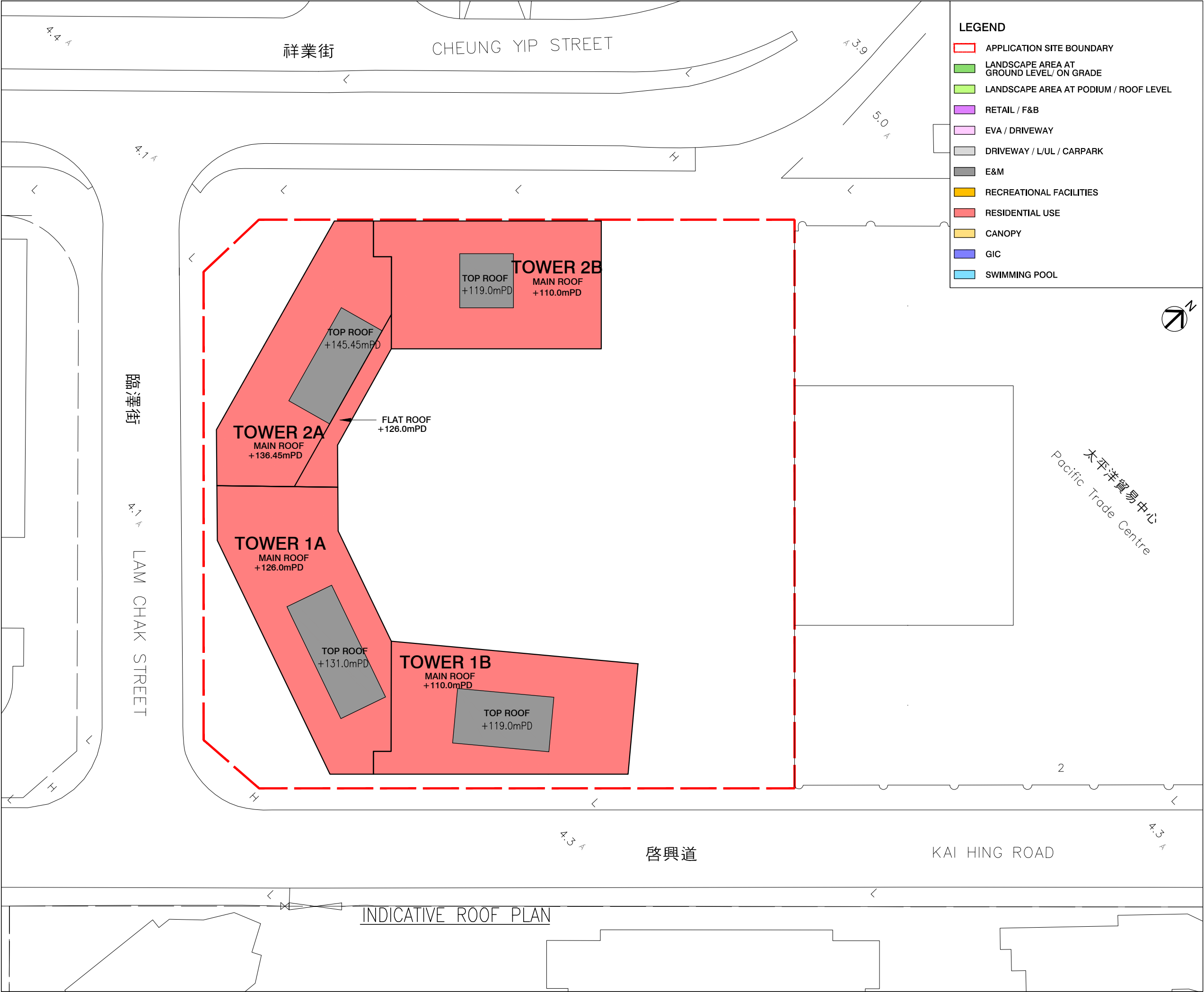
Updated Architectural Drawings



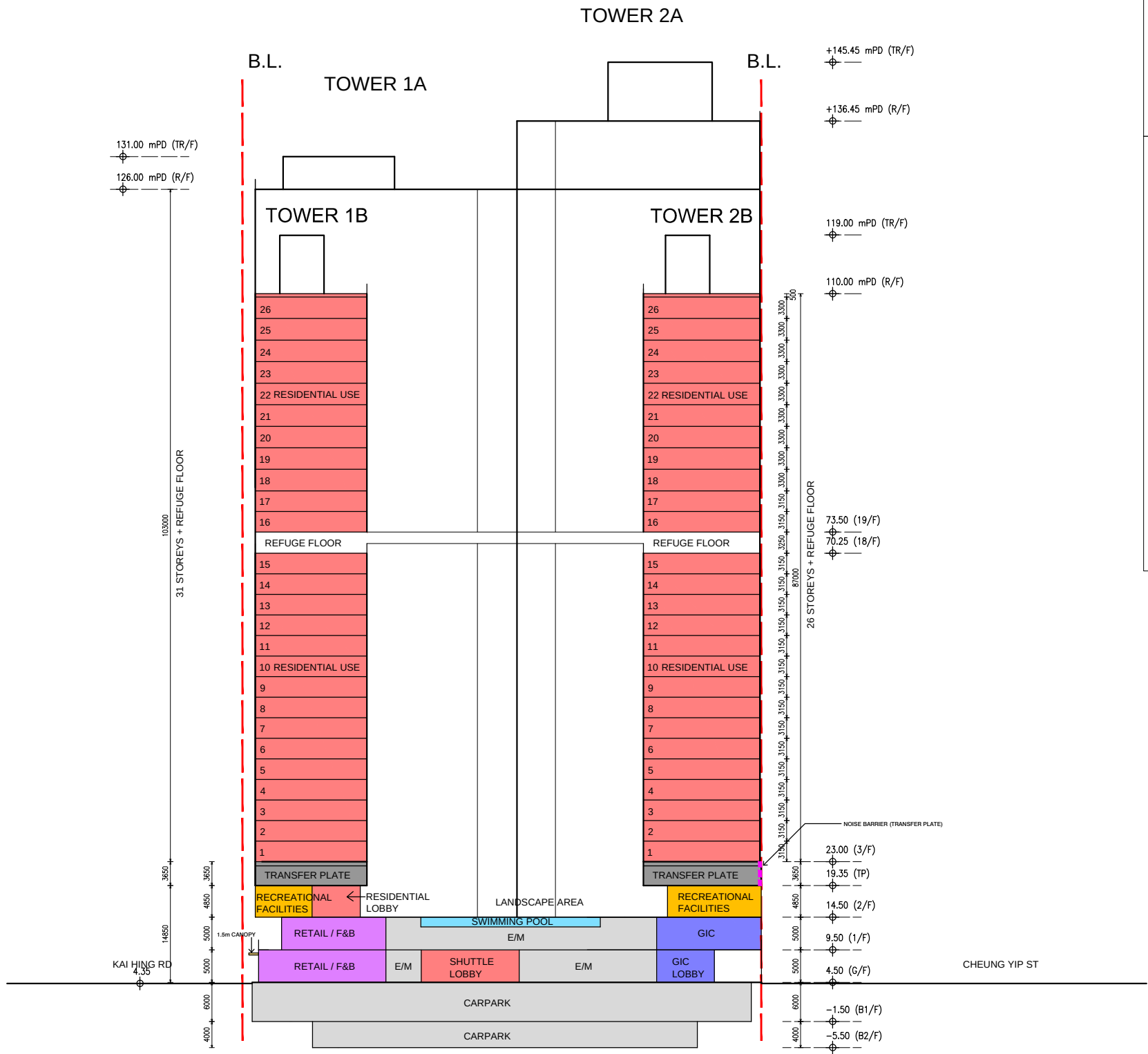
B.D. REFERENCE		屋宇署檔案	
F.S.D. REFERENCE		消防處檔案	
W.W.O. REFERENCE		水務署檔案	
CAD FILE NAME		檔案編號	
NOTES		注釋	
NO. 修定號	REVISIONS 修定內容	DATE 日期	BY 經手人
DLN DLN Architects Limited 劉樂廣伍振民建築師有限公司 46-47 Floor, Tower One, Times Square Matheson Street, Causeway Bay, Hong Kong 香港銅鑼灣勿地申街 時代廣場一座46至47樓 t +852 2695 6888 f +852 2576 4074 email general@dln.com.hk www.dln.com.hk			
ALL MEASUREMENTS MUST BE CHECKED AT THE WORK BY THE CONTRACTOR 所有尺寸應由承建商於工地核實 DO NOT SCALE FROM DRAWINGS 尺寸不應由圖紙直接量度 ALL PRINTS, SPECIFICATIONS AND THEIR COPYRIGHT ARE THE PROPERTY OF THE ARCHITECT AND SHALL BE RETURNED AT THE COMPLETION OF THE WORK 所有印刷、規格說明及所有的版權屬於建築師及應在工程完結後歸還建築師			
PROJECT		項目名稱	
PROPOSED COMPOSITE DEVELOPMENT AT 8 LAM CHAK STREET, KOWLOON – N.K.I.L. 6215			
TITLE		標題	
INDICATIVE MASTER LAYOUT PLAN			
SCALE 1:800(A3)	比例	DATE MAY 2026	日期
DRAWN BY DT	製作人	CHECKED BY –	檢查
JOB NO. N3591–H	工程項目	DRAWING NO. –	圖號



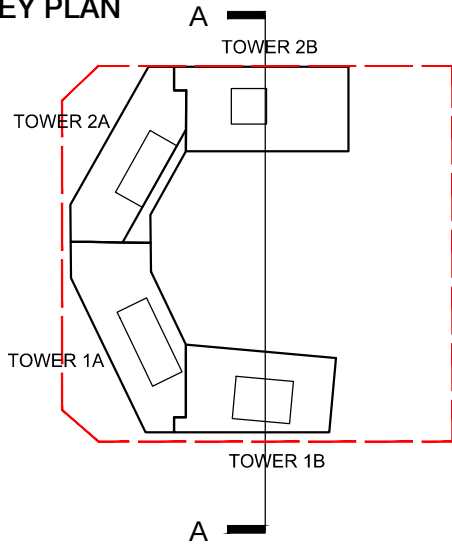
B.D. REFERENCE		屋宇署檔案	
F.S.D. REFERENCE		消防處檔案	
W.W.O. REFERENCE		水務署檔案	
CAD FILE NAME		檔案編號	
NOTES		注釋	
NO. 修定號	REVISIONS 修定內容	DATE 日期	BY 經手人
DLN DLN Architects Limited 劉榮廣伍振民建築師有限公司 46-47 Floor, Tower One, Times Square Matheson Street, Causeway Bay, Hong Kong 香港銅鑼灣勿地臣街 時代廣場一座46至47樓 t +852 2695 6888 f +852 2576 4074 email general@dln.com.hk www.dln.com.hk			
ALL MEASUREMENTS MUST BE CHECKED AT THE WORK BY THE CONTRACTOR 所有尺寸應由承建商於工地核實 DO NOT SCALE FROM DRAWINGS 尺寸不應由圖紙直接量度 ALL PRINTS, SPECIFICATIONS AND THEIR COPYRIGHT ARE THE PROPERTY OF THE ARCHITECT AND SHALL BE RETURNED AT THE COMPLETION OF THE WORK 所有印刷、規格說明及所有的版權屬於建築師及應在工程完結後歸還建築師			
PROJECT		項目名稱	
PROPOSED COMPOSITE DEVELOPMENT AT 8 LAM CHAK STREET, KOWLOON – N.K.I.L. 6215			
TITLE		標題	
INDICATIVE GROUND FLOOR PLAN			
SCALE 1:500(A3)	比例	DATE MAY 2026	日期
DRAWN BY DT	製作人	CHECKED BY –	檢查
JOB NO. N3591–H	工程項目	DRAWING NO. –	圖號



B.D. REFERENCE		屋宇署檔案	
F.S.D. REFERENCE		消防處檔案	
W.W.O. REFERENCE		水務署檔案	
CAD FILE NAME		檔案編號	
NOTES		注釋	
NO. 修定號	REVISIONS 修定內容	DATE 日期	BY 經手人
DLN DLN Architects Limited 劉樂廣伍振民建築師有限公司 46-47 Floor, Tower One, Times Square Matheson Street, Causeway Bay, Hong Kong 香港銅鑼灣勿地臣街 時代廣場一座46至47樓 t +852 2695 6888 f +852 2576 4074 email general@dln.com.hk www.dln.com.hk			
ALL MEASUREMENTS MUST BE CHECKED AT THE WORK BY THE CONTRACTOR 所有尺寸應由承建商於工地核實 DO NOT SCALE FROM DRAWINGS 尺寸不應由圖紙直接量度 ALL PRINTS, SPECIFICATIONS AND THEIR COPYRIGHT ARE THE PROPERTY OF THE ARCHITECT AND SHALL BE RETURNED AT THE COMPLETION OF THE WORK 所有印刷、規格說明及所有的版權屬於建築師及應在工程完結後歸還建築師			
PROJECT		項目名稱	
PROPOSED COMPOSITE DEVELOPMENT AT 8 LAM CHAK STREET, KOWLOON – N.K.I.L. 6215			
TITLE		標題	
INDICATIVE ROOF FLOOR PLAN			
SCALE 1:500(A3)	比例	DATE MAY 2026	日期
DRAWN BY DT	製作人	CHECKED BY –	檢查
JOB NO. N3591–H	工程項目	DRAWING NO. –	圖號



KEY PLAN



LEGEND

- APPLICATION SITE BOUNDARY
- LANDSCAPE AREA AT GROUND LEVEL/ ON GRADE
- LANDSCAPE AREA AT PODIUM / ROOF LEVEL
- RETAIL / F&B
- EVA / DRIVEWAY
- DRIVEWAY / L/UL / CARPARK
- E&M
- RECREATIONAL FACILITIES
- RESIDENTIAL USE
- CANOPY
- GIC
- SWIMMING POOL

B.D. REFERENCE		屋宇署檔案	
F.S.D. REFERENCE		消防處檔案	
W.W.O. REFERENCE		水務署檔案	
CAD FILE NAME		檔案編號	
NOTES		注釋	
NO. 修定號	REVISIONS 修定內容	DATE 日期	BY 經手人

DLN

DLN Architects Limited
劉樂廣伍振民建築師有限公司

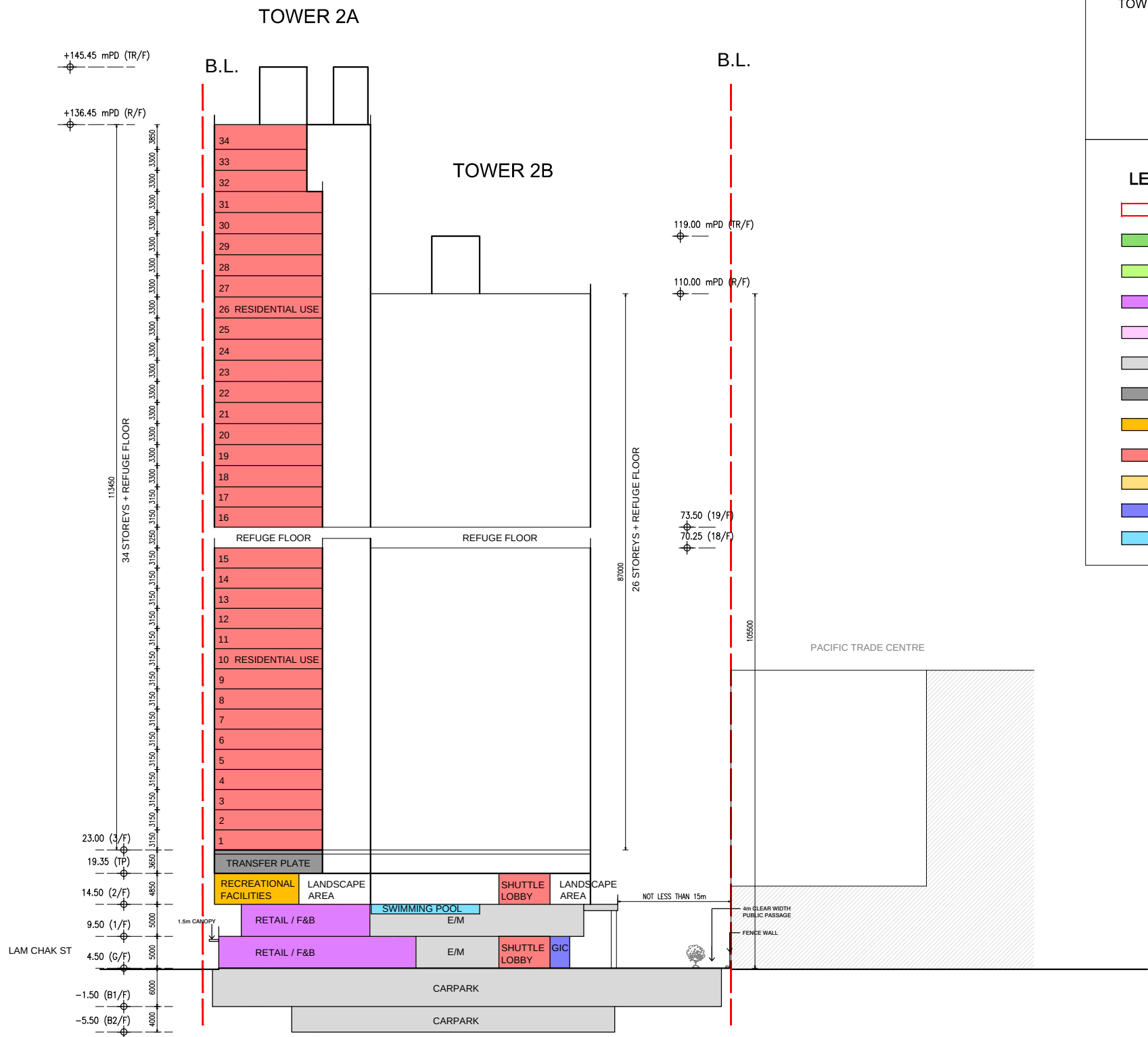
46-47 Floor, Tower One, Times Square
Matheson Street, Causeway Bay, Hong Kong
香港銅鑼灣勿地臣街
時代廣場一座46至47樓
t +852 2695 6888 f +852 2576 4074
email general@dln.com.hk www.dln.com.hk

ALL MEASUREMENTS MUST BE CHECKED AT THE WORK BY THE CONTRACTOR
所有尺寸應由承建商於工地核實
DO NOT SCALE FROM DRAWINGS 尺寸不應由圖紙直接量度
ALL PRINTS, SPECIFICATIONS AND THEIR COPYRIGHT ARE THE PROPERTY OF
THE ARCHITECT AND SHALL BE RETURNED AT THE COMPLETION OF THE WORK
所有印刷、規格說明及所有的版權屬於建築師及應在工程完結後歸還建築師

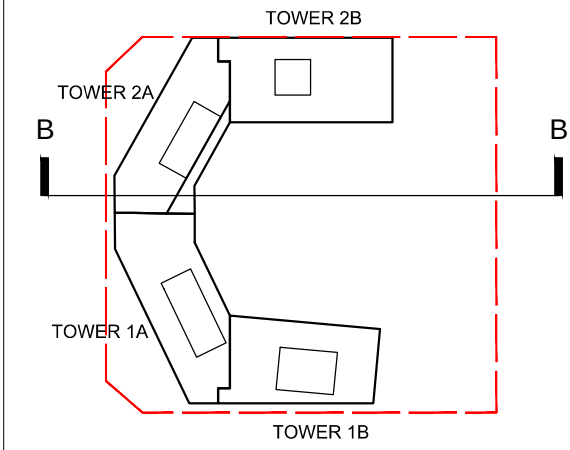
PROJECT	項目名稱
PROPOSED COMPOSITE DEVELOPMENT AT 8 LAM CHAK STREET, KOWLOON - N.K.I.L. 6215	

TITLE	標題
INDICATIVE SECTION A-A	

SCALE 1:800(A3)	比例	DATE MAY 2026	日期
DRAWN BY DT	製作人	CHECKED BY -	檢查
JOB NO. N3591-H	工程項目	DRAWING NO. -	圖號



KEY PLAN



LEGEND

- APPLICATION SITE BOUNDARY
- LANDSCAPE AREA AT GROUND LEVEL/ ON GRADE
- LANDSCAPE AREA AT PODIUM / ROOF LEVEL
- RETAIL / F&B
- EVA / DRIVEWAY
- DRIVEWAY / L/UL / CARPARK
- E&M
- RECREATIONAL FACILITIES
- RESIDENTIAL USE
- CANOPY
- GIC
- SWIMMING POOL

B.D. REFERENCE		屋宇署檔案	
F.S.D. REFERENCE		消防處檔案	
W.W.O. REFERENCE		水務署檔案	
CAD FILE NAME		檔案編號	
NOTES		注釋	
NO.	REVISIONS	DATE	BY
修定號	修定內容	日期	經手人



DLN Architects Limited
劉樂廣伍振民建築師有限公司
46-47 Floor, Tower One, Times Square
Matheson Street, Causeway Bay, Hong Kong
香港銅鑼灣勿地申街
時代廣場一座46至47樓
t +852 2895 6888 f +852 2576 4074 email general@dln.com.hk www.dln.com.hk

ALL MEASUREMENTS MUST BE CHECKED AT THE WORK BY THE CONTRACTOR
所有尺寸應由承建商於工地核實
DO NOT SCALE FROM DRAWINGS 尺寸不應由圖紙直接量度
ALL PRINTS, SPECIFICATIONS AND THEIR COPYRIGHT ARE THE PROPERTY OF
THE ARCHITECT AND SHALL BE RETURNED AT THE COMPLETION OF THE WORK
所有印刷, 規格說明及所有的版權屬於建築師及應在工程完結後歸還建築師

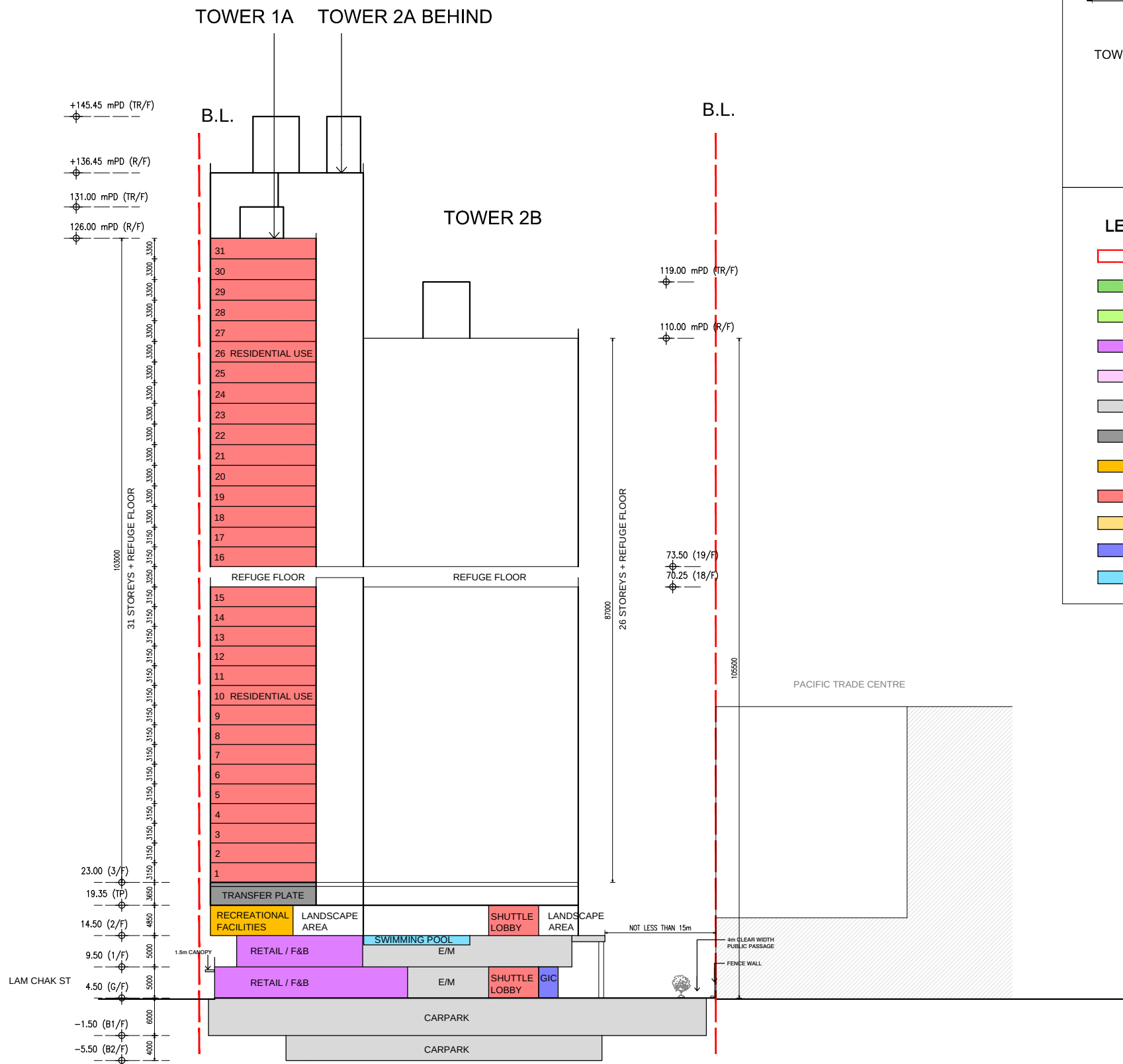
PROJECT 項目名稱

PROPOSED COMPOSITE DEVELOPMENT
AT 8 LAM CHAK STREET, KOWLOON
- N.K.I.L. 6215

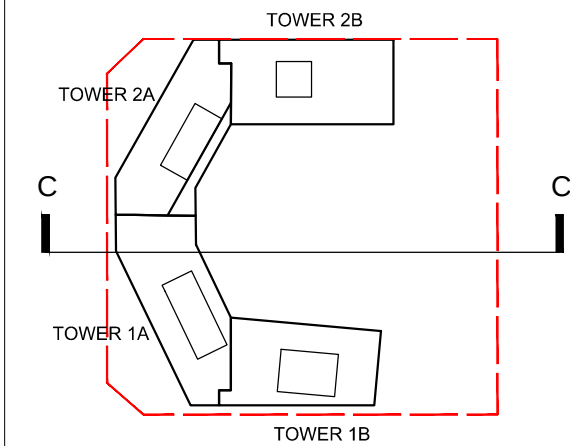
TITLE 標題

INDICATIVE SECTION B-B

SCALE 比例	DATE 日期
1:800(A3)	MAY 2026
DRAWN BY 製作人	CHECKED BY 檢查
DT	-
JOB NO. 工程項目	DRAWING NO. 圖號
N3591-H	-



KEY PLAN



LEGEND

- APPLICATION SITE BOUNDARY
- LANDSCAPE AREA AT GROUND LEVEL/ ON GRADE
- LANDSCAPE AREA AT PODIUM / ROOF LEVEL
- RETAIL / F&B
- EVA / DRIVEWAY
- DRIVEWAY / L/UL / CARPARK
- E&M
- RECREATIONAL FACILITIES
- RESIDENTIAL USE
- CANOPY
- GIC
- SWIMMING POOL

B.D. REFERENCE		屋宇署檔案	
F.S.D. REFERENCE		消防處檔案	
W.W.O. REFERENCE		水務署檔案	
CAD FILE NAME		檔案編號	
NOTES		注釋	
NO. 修定號	REVISIONS 修定內容	DATE 日期	BY 經手人

DLN
DLN Architects Limited
劉樂廣伍振民建築師有限公司

46-47 Floor, Tower One, Times Square
Matheson Street, Causeway Bay, Hong Kong
香港銅鑼灣勿地臣街
時代廣場一座46至47樓
t +852 2695 6888 f +852 2576 4074 email general@dln.com.hk www.dln.com.hk

ALL MEASUREMENTS MUST BE CHECKED AT THE WORK BY THE CONTRACTOR
所有尺寸應由承建商於工地核實
DO NOT SCALE FROM DRAWINGS 尺寸不應由圖紙直接量度
ALL PRINTS, SPECIFICATIONS AND THEIR COPYRIGHT ARE THE PROPERTY OF
THE ARCHITECT AND SHALL BE RETURNED AT THE COMPLETION OF THE WORK
所有印刷、規格說明及所有的版權屬於建築師及應在工程完結後歸還建築師

PROJECT 項目名稱

PROPOSED COMPOSITE DEVELOPMENT
AT 8 LAM CHAK STREET, KOWLOON
- N.K.I.L. 6215

TITLE 標題

INDICATIVE SECTION C-C

SCALE 1:800(A3)	比例	DATE MAY 2026	日期
DRAWN BY DT	製作人	CHECKED BY -	檢查
JOB NO. N3591-H	工程項目	DRAWING NO. -	圖號

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

Appendix II

Updated Landscape Drawings



- LEGEND:
- APPLICATION SITE BOUNDARY
 - PROPOSED HEAVY STANDARD TREES
 - PROPOSED SHRUBS AND GROUNDCOVERS
 - PROPOSED LAWN
 - VERTICAL GREEN WALL
 - PROPOSED CREEPING PLANT
 - PROPOSED LEVEL
 - PROPOSED PAVING
 - VEHICULAR ENTRANCE
 - SEAT BENCH

- KEY:
- 1 Green Boulevard
 - 2 Vertical Green Wall (S/S system)
 - 3 Ramp to Basement
 - 4 Canopy (1.5m wide)
 - 5 Emergency Vehicular Access (EVA)
 - 6 Public Passage (4m Clear Width)
 - 7 Outdoor Sitting Area
 - 8 Swimming Pool
 - 9 Swimming Pool Deck
 - 10 Trellis
 - 11 Children Play Area
 - 12 Multi-functional Lawn
 - 13 Fitness Equipment
 - 14 Sitting Bay
 - 15 Covered Walkway

PROJECT :

PROPOSED RESIDENTIAL DEVELOPMENT WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION IN "COMMERCIAL (2)" ZONE AT 8 LAM CHAK STREET

DRAWING TITLE :

LANDSCAPE MASTER PLAN (OVERALL VIEW)

PROJECT No. C2519

DRAWING No. LMP01

SCALE : 1:400

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2519-LMP01

A	GENERAL AMENDMENT	NOV 2025
REV	DESCRIPTION	DATE
DESIGN BY :	TEL	
DRAWN BY :	CAD	
CHECKED BY :	TEL	
APPROVED BY :	TEL	

NOTES :

1. DO NOT SCALE DRAWING. FIGURED DIMENSIONS ARE TO BE FOLLOWED.

2. COPYRIGHT OF THE DRAWING IS RETAINED BY THE AUTHORIZED PERSON.

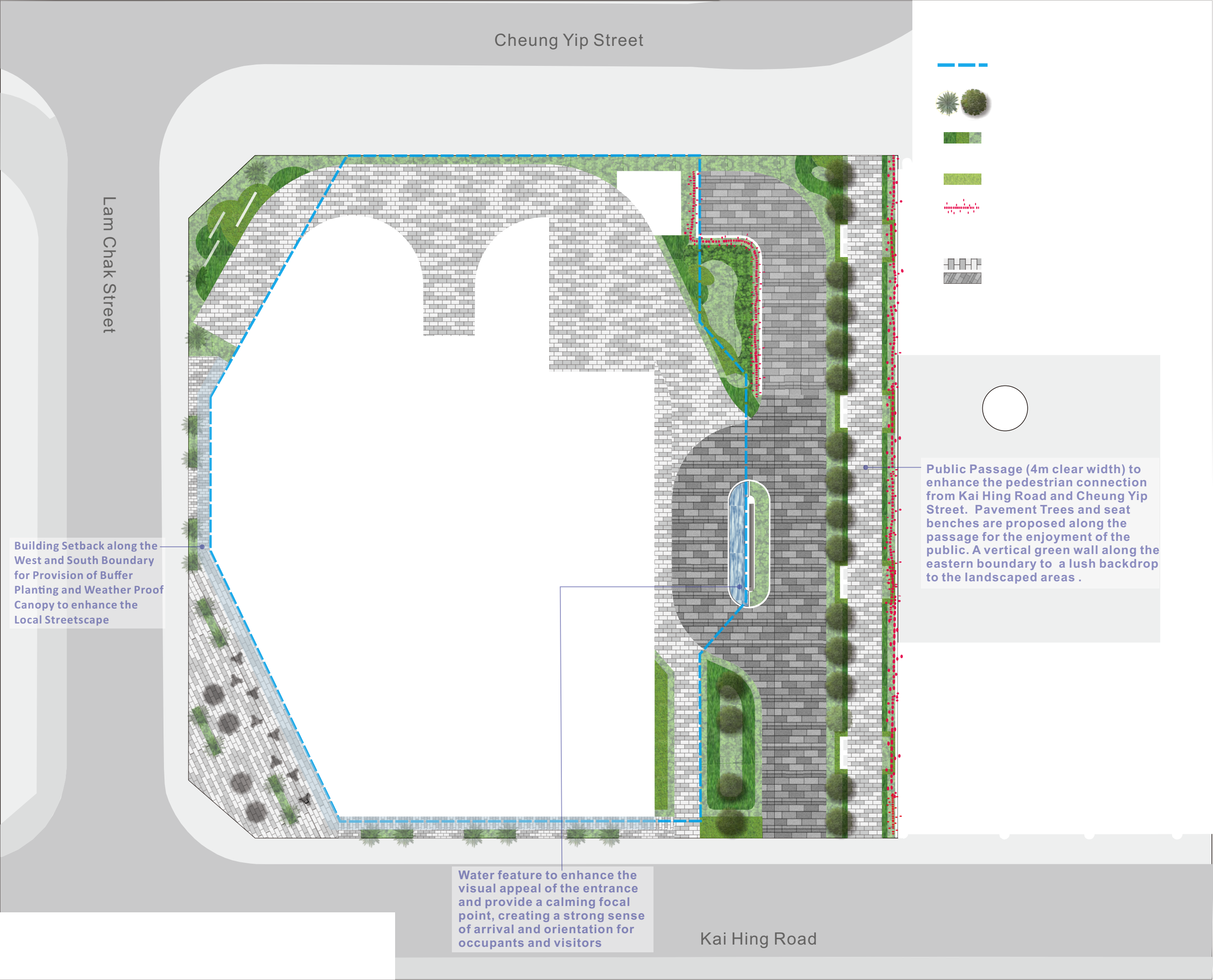
3. ALL DIMENSIONS ARE TO BE CHECKED AT SITE BY THE MAIN CONTRACTOR.

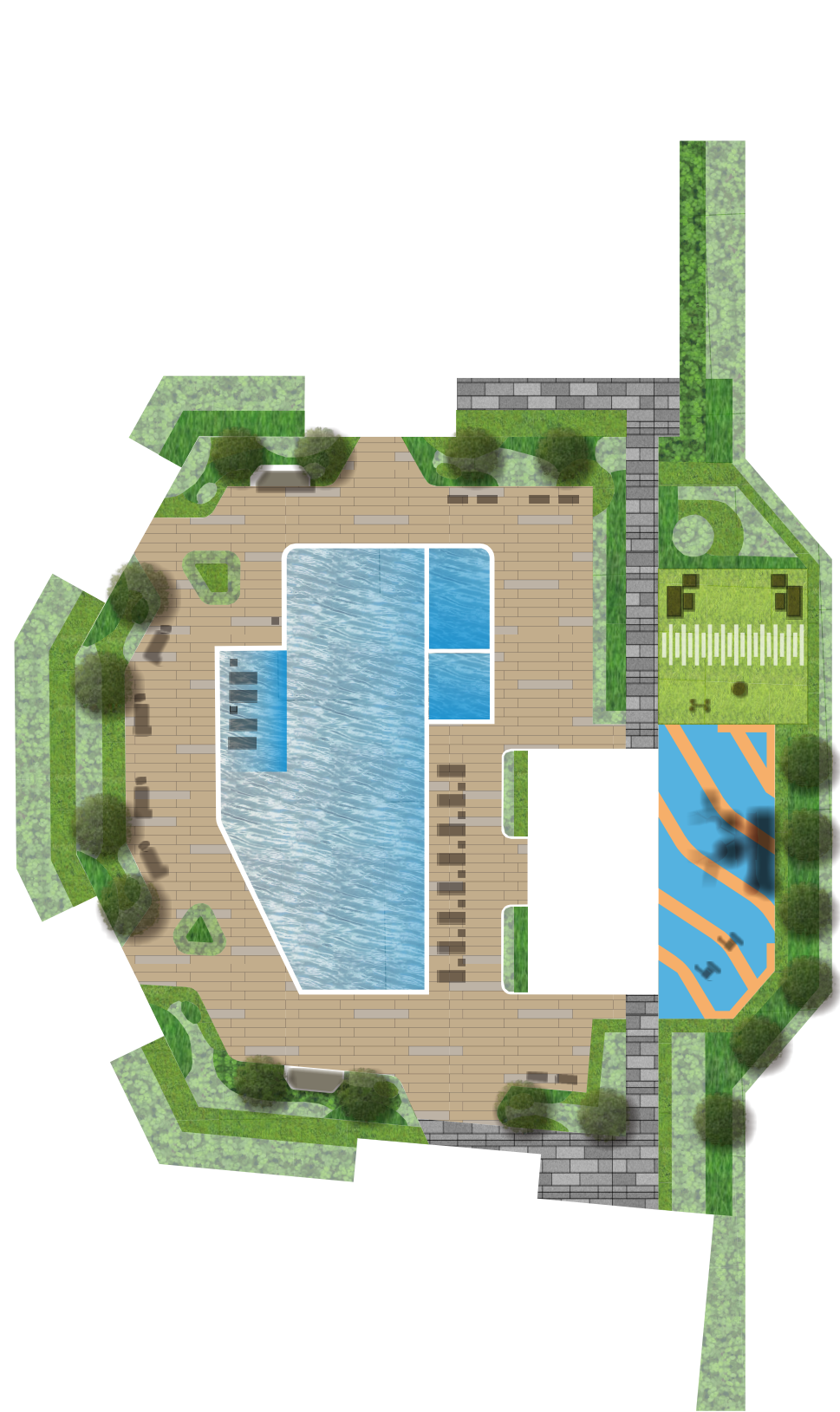
4. READ THIS DWG. IN CONNECTION WITH GEN. ARCH. PLANS, STRUCT. PLANS, AND OTHER RELATED DWGS.

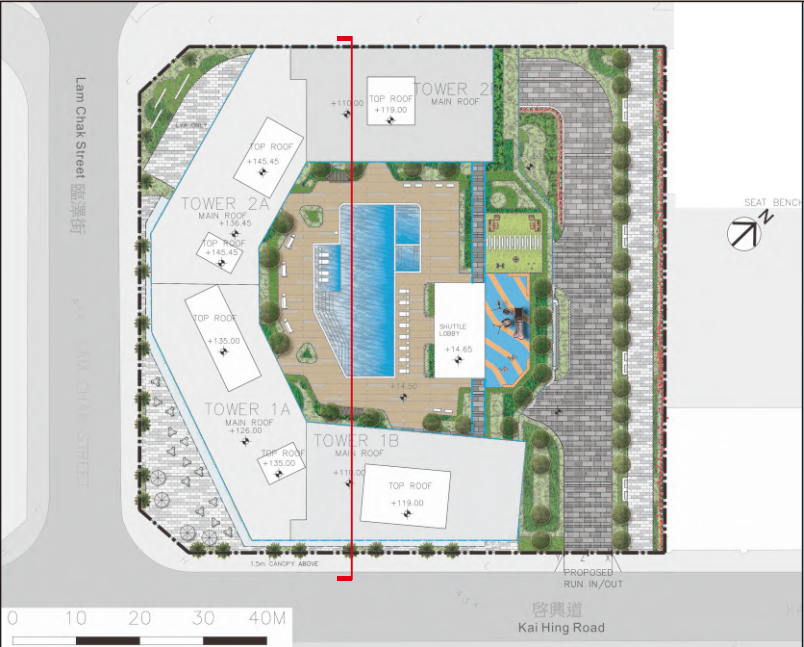
LanDes

LANDES LIMITED
景藝設計有限公司

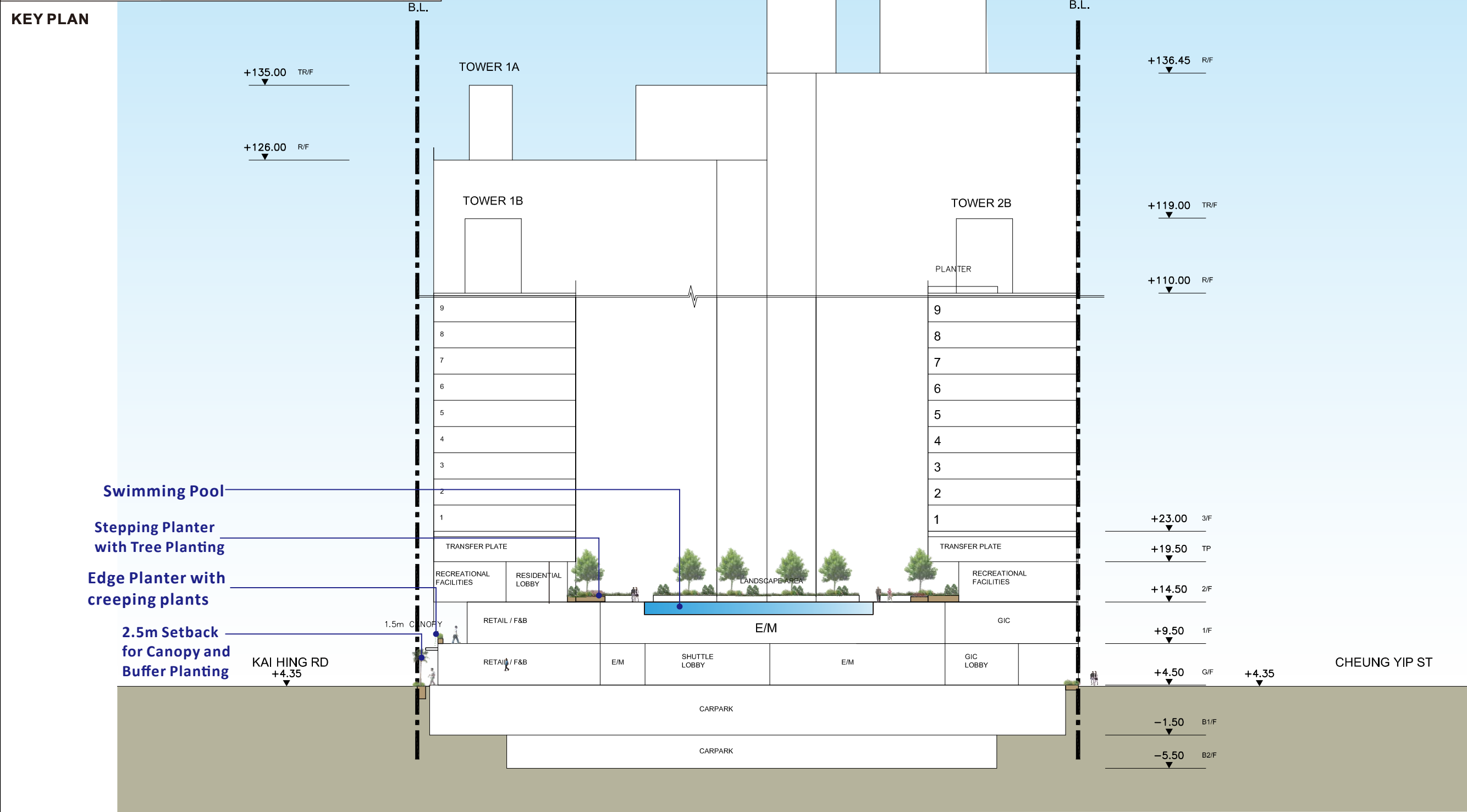
FLAT A, 17/F,
SHUN PONT COMMERCIAL BUILDING,
5-11 THOMSON ROAD, HONG KONG
TEL.: 2868 0980 FAX.: 2868 2203
香港灣仔譚臣道5-11號
信邦商業大廈17樓A室
電話: 2868 0980
傳真: 2868 2203







KEY PLAN



PROJECT :

PROPOSED RESIDENTIAL DEVELOPMENT WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION IN "COMMERCIAL (2)" ZONE AT 8 LAM CHAK STREET

DRAWING TITLE :

LANDSCAPE SECTION

PROJECT No. C2519

DRAWING No. LD101

SCALE : 1:500

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2519-LD101

A	GENERAL AMENDMENT	21/11/25
REV	DESCRIPTION	DATE
DESIGN BY : TEL		
DRAWN BY : CAD		
CHECKED BY : TEL		
APPROVED BY : TEL		

NOTES :

1. DO NOT SCALE DRAWING. FIGURED DIMENSIONS ARE TO BE FOLLOWED.

2. COPYRIGHT OF THE DRAWING IS RETAINED BY THE AUTHORIZED PERSON.

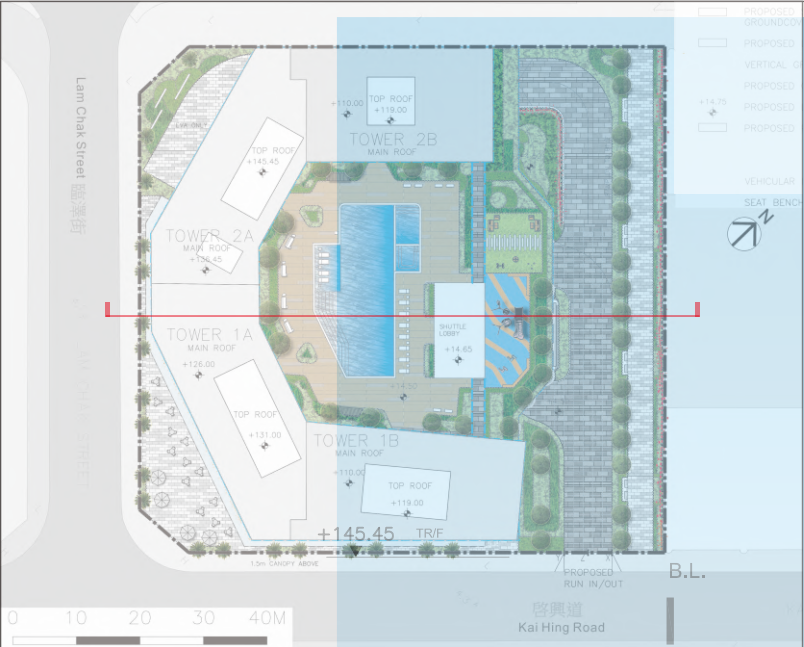
3. ALL DIMENSIONS ARE TO BE CHECKED AT SITE BY THE MAIN CONTRACTOR.

4. READ THIS DWG. IN CONNECTION WITH GEN. ARCH. PLANS, STRUCT. PLANS, AND OTHER RELATED DWGS.

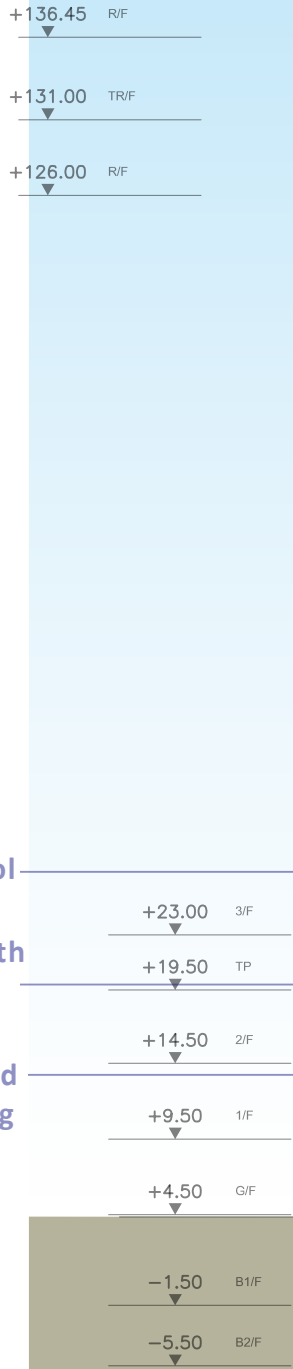
LanDes

LANDES LIMITED
景藝設計有限公司

FLAT B, 16/F,
YUE ON COMMERCIAL BUILDING,
385-387 LOCKHART ROAD, HONG KONG
TEL.: 2868 0980 FAX.: 2868 2203
香港灣仔駱克道385-387號
裕安商業大廈16樓B室
電話: 2868 0980
傳真: 2868 2203



KEY PLAN



Swimming Pool

Edge Planter with
creeping plants
2.5m Setback
for Canopy and
Buffer Planting

TOWER 2A

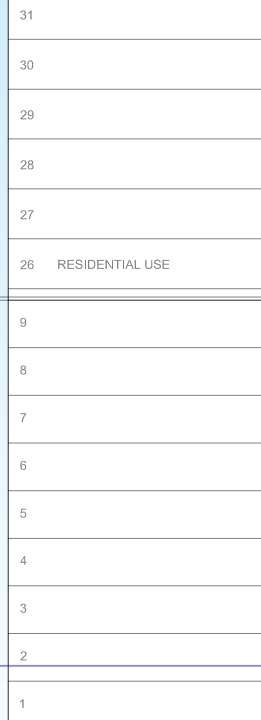
TOWER 2B

B.L.

+119.00 TR/F

+110.00 R/F

PACIFIC TRADE CENTRE



RECREATIONAL FACILITIES

RETAIL / F&B

RETAIL / F&B

CARPARK

CARPARK

Raised Planter
with Tree Planting

Children Play Area

Water Feature

Public Passage
(4m Clear Width)

PROJECT :

PROPOSED RESIDENTIAL DEVELOPMENT WITH
MINOR RELAXATION OF PLOT RATIO
RESTRICTION IN "COMMERCIAL (2)" ZONE AT
8 LAM CHAK STREET

DRAWING TITLE :

LANDSCAPE SECTION

PROJECT No. C2519

DRAWING No. LD102

SCALE : 1:500

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2519-LD102

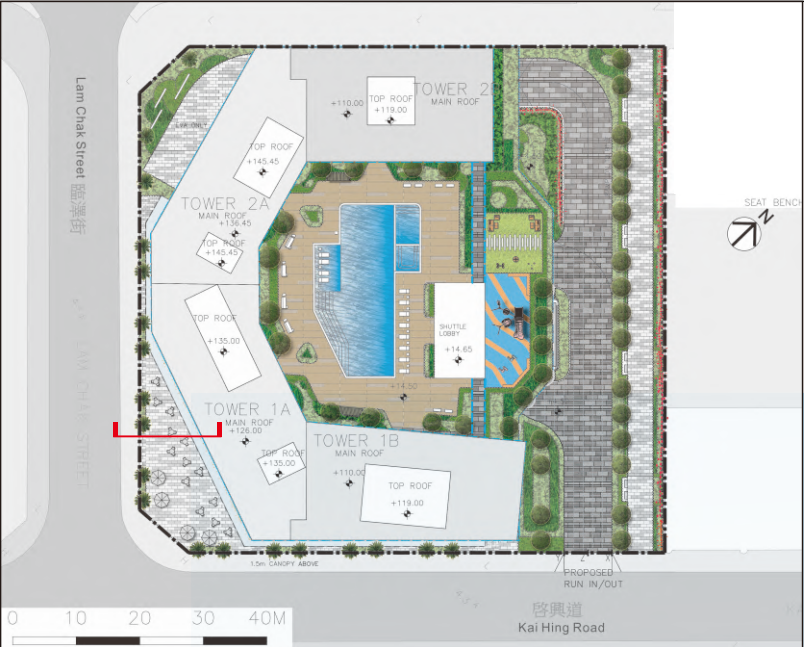
A	GENERAL AMENDMENT	21/11/25
REV	DESCRIPTION	DATE
DESIGN BY :	TEL	
DRAWN BY :	CAD	
CHECKED BY :	TEL	
APPROVED BY :	TEL	

NOTES :
1. DO NOT SCALE DRAWING. FIGURED
DIMENSIONS ARE TO BE FOLLOWED.
2. COPYRIGHT OF THE DRAWING IS RETAINED
BY THE AUTHORIZED PERSON.
3. ALL DIMENSIONS ARE TO BE CHECKED
AT SITE BY THE MAIN CONTRACTOR.
4. READ THIS DWG. IN CONNECTION WITH GEN.
ARCH. PLANS, STRUCT. PLANS, AND OTHER
RELATED DWGS.

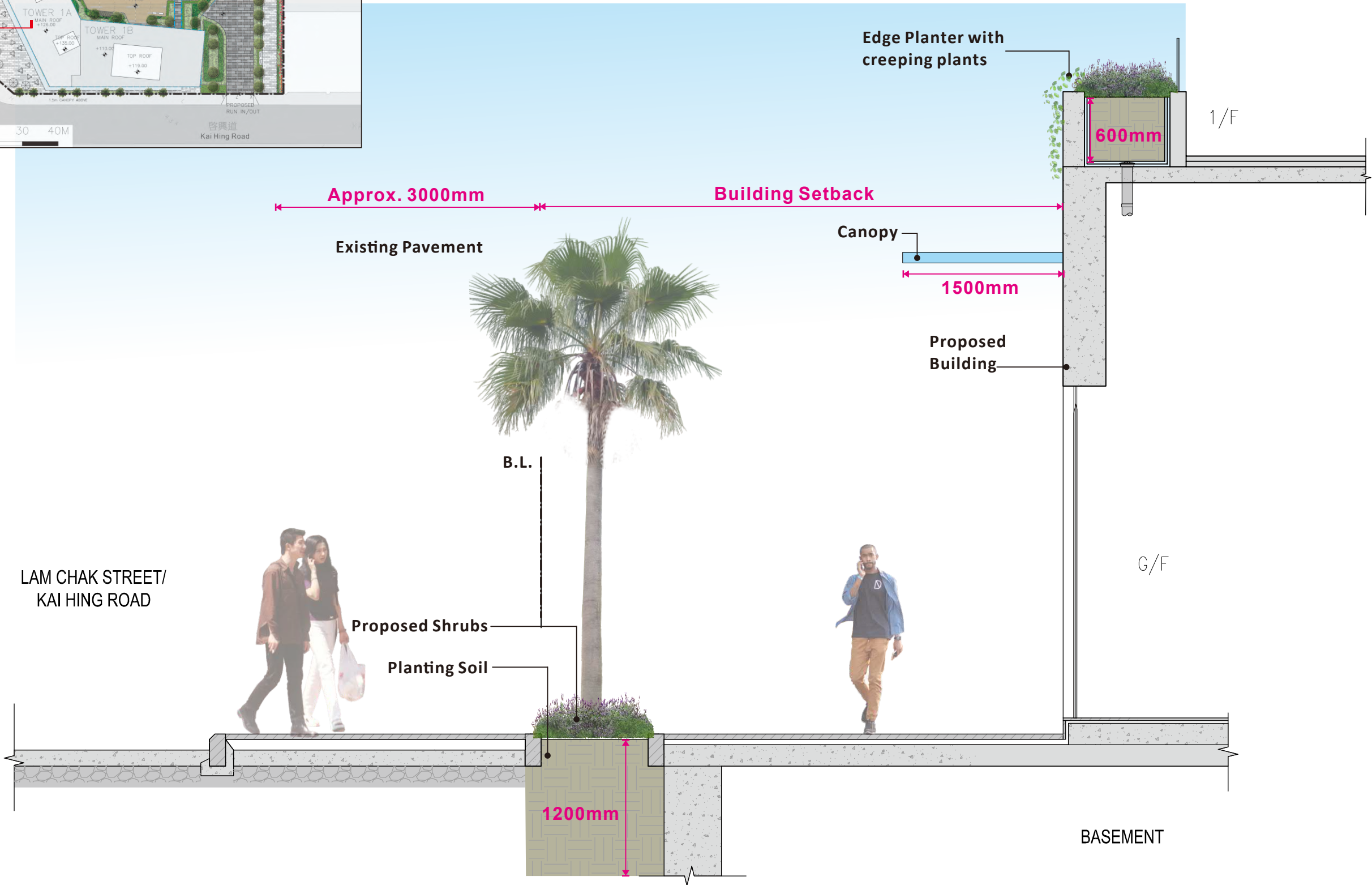
LanDes

LANDES LIMITED
景藝設計有限公司

FLAT B, 16/F,
YUE ON COMMERCIAL BUILDING,
385-387 LOCKHART ROAD, HONG KONG
TEL.: 2868 0980 FAX.: 2868 2203
香港灣仔駱克道385-387號
裕安商業大廈16樓B室
電話: 2868 0980
傳真: 2868 2203



KEY PLAN



PROJECT :

PROPOSED RESIDENTIAL DEVELOPMENT WITH
MINOR RELAXATION OF PLOT RATIO
RESTRICTION IN "COMMERCIAL (2)" ZONE AT
8 LAM CHAK STREET

DRAWING TITLE :
LANDSCAPE SECTION

PROJECT No. C2519

DRAWING No. LD103

SCALE : 1:40

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2519-LD103

A	GENERAL AMENDMENT	21/11/25
REV	DESCRIPTION	DATE
DESIGN BY :	TEL	
DRAWN BY :	CAD	
CHECKED BY :	TEL	
APPROVED BY :	TEL	

NOTES :
1. DO NOT SCALE DRAWING. FIGURED
DIMENSIONS ARE TO BE FOLLOWED.
2. COPYRIGHT OF THE DRAWING IS RETAINED
BY THE AUTHORIZED PERSON.
3. ALL DIMENSIONS ARE TO BE CHECKED
AT SITE BY THE MAIN CONTRACTOR.
4. READ THIS DWG. IN CONNECTION WITH GEN.
ARCH. PLANS, STRUCT. PLANS, AND OTHER
RELATED DWGS.

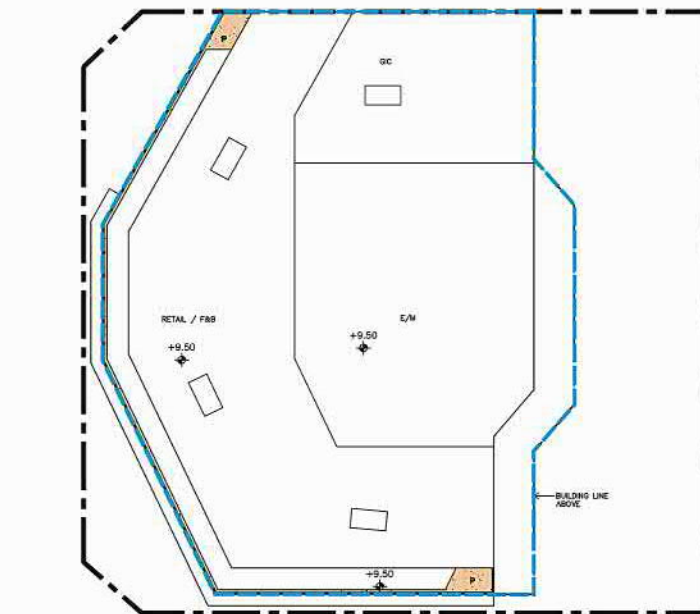
LanDes

LANDES LIMITED
景藝設計有限公司

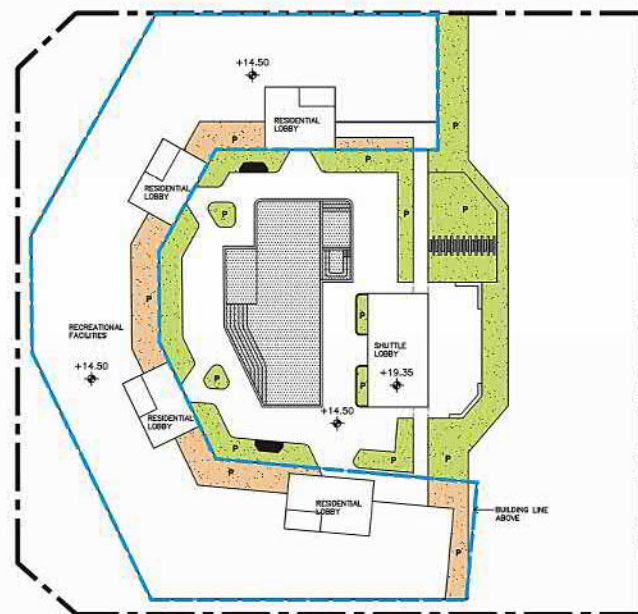
FLAT B, 16/F,
YUE ON COMMERCIAL BUILDING,
385-387 LOCKHART ROAD, HONG KONG
TEL.: 2868 0980 FAX.: 2868 2203
香港灣仔駱克道385-387號
裕安商業大廈16樓B室
電話: 2868 0980
傳真: 2868 2203



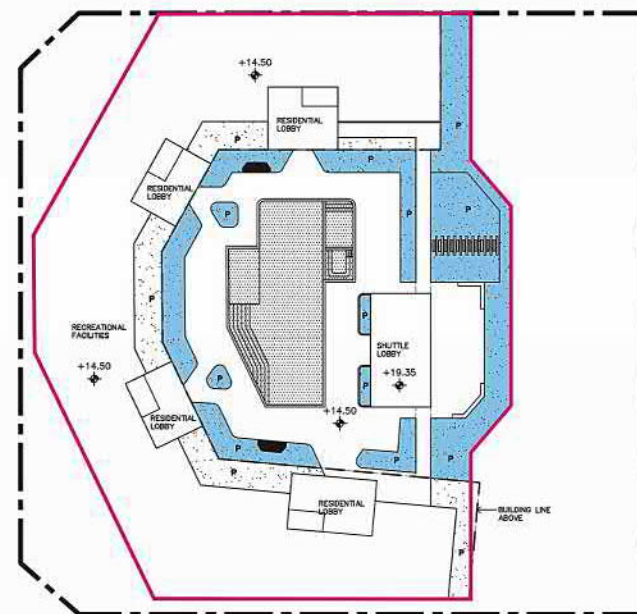
A GREENERY AT G/F
SCALE 1:1000



B GREENERY AT 1/F
SCALE 1:1000



C GREENERY AT 2/F
SCALE 1:1000



D GREENERY AT PODIUM ROOF (2/F)
SCALE 1:1000

LEGEND:

- APPLICATION SITE BOUNDARY
- UNCOVERED GREENERY AT PRIMARY ZONE
- COVERED GREENERY AT PRIMARY ZONE
- GREENERY AT PODIUM ROOF
- OUTLINE OF PODIUM ROOF
- PROPOSED LEVEL

PROJECT :
PROPOSED RESIDENTIAL DEVELOPMENT WITH
MINOR RELAXATION OF PLOT RATIO
RESTRICTION IN "COMMERCIAL (2)" ZONE AT
8 LAM CHAK STREET

DRAWING TITLE :
GREENERY PROVISION
(G/F, 1/F & 2/F)

PROJECT No. C2519

DRAWING No. GC01

SCALE : 1:1000

DATE OF ISSUE : AUG 2025

CAD FILENAME : C2519-GC01

REV	DESCRIPTION	DATE
A	GENERAL AMENDMENT	NOV 2025
DESIGN BY :	TEL	
DRAWN BY :	CAD	
CHECKED BY :	TEL	
APPROVED BY :	TEL	

- NOTES :
- DO NOT SCALE DRAWING. FIGURED DIMENSIONS ARE TO BE FOLLOWED.
 - COPYRIGHT OF THE DRAWING IS RETAINED BY THE AUTHORIZED PERSON.
 - ALL DIMENSIONS ARE TO BE CHECKED AT SITE BY THE MAIN CONTRACTOR.
 - READ THIS DWG. IN CONNECTION WITH GEN. ARCH. PLANS, STRUCT. PLANS, AND OTHER RELATED DWGS.

LanDes

LANDES LIMITED
景藝設計有限公司

FLAT B, 16/F,
YUE ON COMMERCIAL BUILDING,
385-387 LOCKHART ROAD, HONG KONG
TEL.: 2868 0980 FAX.: 2868 2203
香港灣仔諾克道385-387號
裕安商業大廈16樓B室
電話: 2868 0980
傳真: 2868 2203

Development Parameter	
Site Area	6,515.0 m ²
Roof Area	4,148.0 m ²
The requirement in the ES of the OZP	
Required Common Greenery	Provided Common Greenery
Total Common Greenery within Site (30% of Site Area) = 6,515.0 x 30% = 1,954.5 m ²	Not less than 1,954.5 m ²
Common Greenery at Primary Zone (20% of Site Area) = 6,515.0 m ² x 20% = 1,303.0 m ²	Not less than 1,303.0 m ²
Common Greenery on Roof (20% of the Roof Area) (a) = 4,148.0 m ² x 20% = 829.6 m ²	Not less than 829.6 m ²

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

Appendix III

Replacement Pages of the Traffic Impact Assessment



LIST OF FIGURES

Figure 1.1	Site Location
Figure 2.1 (Rev B)	Layout Plan of Proposed Development
Figure 2.2 (Rev A)	Existing Public Transport Facilities
Figure 3.1 (Rev B)	Area of Influence
Figure 3.2	Existing Junction Layout of Shun Yip Street/ Wai Yip Street (A)
Figure 3.3	Existing Junction Layout of Hoi Bun Road/ Shun Yip Street (B)
Figure 3.4	Existing Junction Layout of Kai Hing Road/ Hoi Bun Road (C)
Figure 3.5	Existing Junction Layout of Hoi Bun Road/ Wang Chiu Road/ Cheung Yip Street (D)
Figure 3.6	Existing Junction Layout of Cheung Yip Street/ Shing Cheong Road (F)
Figure 3.7	Existing Junction Layout of Wang Chiu Road/ Sheung Yee Road (G)
Figure 3.8	Existing Junction Layout of Shing Cheong Road/ Kai Tak Bridge Road (H)
Figure 3.9	Existing Junction Layout of Shing Fung Road/Kai Tak Bridge Road (I)
Figure 3.10	2025 Existing Traffic Flows
Figure 4.1	Planned Junction Layout of Hoi Bun Road/ Shun Yip Street (B)
Figure 4.2	Planned Junction Layout of Hoi Bun Road/ Wang Chiu Road/ Cheung Yip Street (D)
Figure 4.3	Planned Junction Layout of Wang Chiu Road/ Sheung Yee Road (G)
Figure 4.4	Planned Junction Layout of Shing Cheong Road/ Kai Tak Bridge Road (H)
Figure 4.5	2036 Reference Traffic Flows (Without Proposed Development)
Figure 4.6 (Rev A)	2036 Development Traffic Flows - Attraction
Figure 4.7 (Rev B)	2036 Development Traffic Flows - Generation
Figure 4.8 (Rev B)	2036 Design Traffic Flows (With Proposed Development)



Figure 6.1

Walking Route between Stop B/C/D and the Proposed Development

Figure A Block Plan of Proposed Development

Figure SP-01 (Rev B) Swept Path Analysis of HGV

APPENDIX

Appendix A Junction Calculation Sheets

2. THE DEVELOPMENT

2.1 Site Location

2.1.1 The proposed development is located at 8 Lam Chak Street, Kowloon – N.K.I.L. 6215, which is bounded by Kai Hing Road to the east, Lam Chak Street to the southwest, Cheung Yip Street to the west and Pacific Trade Centre to the north as shown in **Figure 1.1**.

2.1.2 The site is currently Harbourside HQ, a commercial building and is planned to demolish and redevelop into composite development of residential and commercial uses.

2.2 Proposed Development

2.2.1 Development parameters of the proposed development are summarized in **Table 2.1**.

Table 2.1 Development Parameters of the Proposed Development

Site Location	8 Lam Chak Street, Kowloon – N.K.I.L. 6215 (existing Harbourside HQ)
Proposed Use	Residential
Site Area	6,541m ²
No. of Towers	2
Number of Units	Flat size <40m ² : 498 nos. 40m ² <Flat size ≤70m ² : 642 nos. Total: 1,140 nos.
Non-domestic GFA	3,270.5 m ² (G/IC Facilities: ~490m ² ; Shop/F&B: ~2,780.5 m ²)

2.2.2 It is anticipated that the proposed development will be completed by 2033 tentatively. Therefore, design year 2036 (i.e. 3 years after the planned commencement year of the proposed development) is adopted assessments.

2.3 Proposed Access Road and Vehicular Access

2.3.1 Similar to the vehicular access of the existing site, the vehicular access of the proposed development will be located at Kai Hing Road. Location of the vehicular access is

shown diagrammatically in **Figure 2.1 (Rev B)**. The width of the vehicular access will be 7.3m. Swept path analysis demonstrates it is feasible to maneuver HGV in/out the proposed vehicular access is shown in **Figure SP-01 (Rev B)**.

2.4 Internal Transport Facilities Provision

2.4.1 According to the requirements as stipulated under the latest Hong Kong Planning Standards and Guidelines (HKPSG), the proposed development shall provide the following internal transport facilities as summarized in **Table 2.2**.

2.4.2 The G/IC facility provides services including youth centre, childcare centre, nursery and etc. and at the neighbourhood level. It is anticipated that the future users of the G/IC facility to shared use loading/unloading with other uses and no parking will be provided.

Table 2.2 Proposed Parking Provision

Development Parameters No. of Towers: 2 No. of Flats: 1,140 G/IC Facilities: ~490m ² ; Shop/F&B: ~2,780.5 m ²		Parking Requirement						Loading/Unloading Requirement	
Residential (Total Required)									
Average Flat Size (m ²)	No. of Flats	Private Car Parking Space (5m x 2.5m)						L/UL for Goods Vehicles (HGV: 11m x 3.5m)	
		Residents					Visitors		
		GPS 1 car space per 4- 7 flats	R1	R2	R3	GPS x R1 x R2 x R3 ⁽¹⁾	More than 75 units per block should be provided at 5 visitor spaces per block		
FS<40	498	4-7	0.5	1.0	0.9	33 to 57	10	1 per 800 flats or part thereof, subject to a minimum of 1 bay for each housing block	2
40<FS≤70	642	4-7	1.2	1.0	0.9	100 to 174			
Total	1,140	-	-	-	-	143 to 241			
		Motorcycle Parking Space (2.4m x 1m)				Bicycle Parking Space			
		1 per 100- 150 flats		8 to 12		within a 0.5- 2km radius of a rail station, 1	76		



Development Parameters No. of Towers: 2 No. of Flats: 1,140 G/IC Facilities: ~490m ² ; Shop/F&B: ~2,780.5 m ²		Parking Requirement			Loading/Unloading Requirement	
				bicycle parking space for every 15 flats with flat size smaller than 70m ²		
Non-Residential (Total Required)						
Use	GFA	Private Car Parking Space (5m x 2.5m)			L/UL for Goods Vehicles	
Shop/F&B	GFA: 2,780.5m ²	1 car space per 150 - 300m ² GFA		10 to 19	1 loading/unloading bay for goods vehicles for every 800 to 1,200m ² , or part thereof, GFA	3 to 4
		Motorcycle Parking Space (2.4m x 1m)				
		5 to 10% of Total Provision for Private Cars		1 to 2		
Total (Residential + Non-residential)		Private Car Parking Space ⁽²⁾ (5m x 2.5m)	Bicycle Parking Space	Motorcycle Parking Space (2.4m x 1m)	L/UL for LGV (7m x 3.5m)	L/UL for HGV 11m x 3.5m)
Total Required	Residential	143 to 241	76	8 to 12	-	2
	Non-residential	10 to 19	-	1 to 2	2	1 to 2
	Total	153 to 260	76	9 to 14	2	3 to 4
Total Proposed	Residential	241	76	12	-	2
	Non-residential	19	-	2	2	2
	Total	260	76	14	2	4

Notes:

(1) GPS = Global Parking Standard; R1 = Demand Adjustment Ratio; R2 = Accessibility Adjustment Ratio; R3 = Development Intensity Adjustment Ratio.

(2) Including minimum 4 accessible car parking spaces for 251-350 car parking spaces.

2.5 Public Transport Services in the Vicinity

2.5.1 Numerous road-based public transport services are provided in vicinity of the proposed development. Details of the current services of franchised buses and GMB routes are listed in **Table 2.3 and Figure 2.2 (Rev A)**. It is revealed that the site is well-served by public transport services in the vicinity.

Table 4.3 Trip Rates of Proposed Development

Development Parameters	Unit	AM Peak		PM Peak	
		Generation	Attraction	Generation	Attraction
Residential	pcu/hr/flat	0.0718	0.0425	0.0286	0.0370
Shop/F&B	pcu/hr/100m ²	0.2296	0.2434	0.3100	0.3563

4.4.3 Based on **Table 2.1** and **Table 4.3**, the estimated traffic generation and attraction due to the proposed development are summarized in **Table 4.4**.

Table 4.4 Estimated Traffic Generation and Attraction of Proposed Development

Development Parameters		AM Peak		PM Peak	
		Generation (pcu/hr)	Attraction (pcu/hr)	Generation (pcu/hr)	Attraction (pcu/hr)
Residential	1,140 units	82	49	33	43
Shop/F&B	2,780.5m ²	7	7	9	10
G/IC	~490m ²	4 ⁽¹⁾	5 ⁽¹⁾	3 ⁽¹⁾	3 ⁽¹⁾
Total	-	93	61	45	56

Note:

(1) Reference to Hong Kong Society for the Protection of Children SIA Shaukeiwan Day Creche of similar nature and scale.

4.4.4 It is anticipated that the proposed development would generate and attract 93 pcu/hr and 61 pcu/hr during AM peak hour respectively, and generate and attract 45 pcu/hr and 56 pcu/hr during PM peak hour respectively.

4.4.5 Based on the overall traffic generation listed in **Table 4.2** and **Table 4.4**, difference of the trip generation and attraction between the existing use and the proposed development is summarized in **Table 4.5**.

Table 4.5 Difference of Traffic Generation and Attraction between Existing Use and Proposed Development

Development Parameters	AM Peak		PM Peak	
	Generation (pcu/hr)	Attraction (pcu/hr)	Generation (pcu/hr)	Attraction (pcu/hr)
Existing Use [A]	111	160	103	77
Proposed Development [B]	93	61	45	56
Net Difference [B] – [A]	-18 (say -20)	-99 (say -100)	-58 (say -60)	-21 (say -20)

4.4.6 Comparing with the existing commercial use, it is anticipated that the proposed development would generate and attract -20 pcu/hr and -100 pcu/hr during AM peak hour respectively, and generate and attract -60 pcu/hr and -20 pcu/hr during PM peak hour respectively.

4.5 Reference Traffic Flows

4.5.1 Due to the changes in road network in the coming years mentioned in **Section 4.2**, the future traffic flows cannot simply forecasted by growth factor. In view of the reduction of traffic flows to the adjacent road network due to the proposed development and the complexity of the traffic modelling due to the future road network, reference traffic flows of this TIA for 2036 has made reference to 2036 design traffic flows of the recent approved planning application (approved in 2025) for the Proposed Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2 by CEDD (adjacent site of the proposed development).

4.5.2 2036 design traffic flows of the abovementioned study has been adopted as 2036 reference traffic flows of this TIA and presented diagrammatically in **Figure 4.5**.

4.6 Design Traffic Flows

4.6.1 The future traffic generations of the proposed development were then assigned onto the road network and superimposed onto the 2036 reference traffic flows (without proposed development) to derive the 2036 design traffic forecasts (with proposed development).

$$\begin{array}{l} \text{2036 Design Traffic Flows} \\ \text{(With Proposed} \\ \text{Development)} \end{array} = \begin{array}{l} \text{2036 Reference Traffic Flows} \\ \text{(Without Proposed} \\ \text{Development)} \end{array} + \begin{array}{l} \text{Proposed} \\ \text{Development} \\ \text{Traffic Flows} \end{array}$$



4.6.2 Year 2036 development traffic flow attraction and generation, and design traffic flows (with proposed development) are shown in **Figure 4.6 (Rev A), Figure 4.7 (Rev B) and Figure 4.8 (Rev B)** respectively.

Table 6.4 Calculation of Peak Hour Trips of Public Transport Services by Mode

Peak hour Passenger trips for Public Transport by Mode	%	AM Peak Hour		PM Peak Hour	
		GEN	ATT	GEN	ATT
Bus and PLB	81.1% ⁽¹⁾	= 677 x 81.1% = 550	= 677 x 81.1% = 550	= 729 x 81.1% = 592	= 729 x 81.1% = 592

Notes:

(1) From Table 6.1, MTR 43.2% + bus 29.6% + PLB 8.3% = 81.1%.

6.2 Survey on Existing Public Transport Service in the Vicinity

6.2.1 Existing bus/PLB stops to be assessed on impacts due to the proposed development is shown in **Figure 2.2 (Rev A)**, which is expected to serve the residents of the proposed development.

6.2.2 A preliminary and localized public transport survey was carried out. The survey was carried out during the morning peak period and evening peak periods (7:30am to 9:30am and 5:00pm to 7:00pm) on a typical weekday on 16 October 2025.

6.2.3 **Table 6.5** summarized the walking distance and walking time from **different pedestrian accesses of** the proposed development (**subject to detailed design stage**) to the public transport stops (A to F).

Table 6.5 Walking Distance and Time between Proposed Development and Different Public Transport Stops

Stop	Anticipated Usage of Pedestrian Access of Proposed Development	Approximate Walking Distance (m)	Approximate Time (min)
A	Cheung Yip Street	230	4
B	Cheung Yip Street	245	4
C	Cheung Yip Street	240	4
D	Cheung Yip Street	70	1
E	Kai Hing Road	320	5
F	Kai Hing Road	320	5

purpose, the counts for Queen Elizabeth Hospital (within short walking distance) would be omitted. It is assumed the remaining boarding passengers will share the equally among the bus/PLB stops for easy assessment purpose as shown in **Table 6.11**.

6.3.7 In view of the increasing population intake of the residential development of Kai Tak Runway area, its estimated number of boarding passengers of bus/PLB would be also be included for the assessment.

6.3.8 The estimated number of boarding passengers of the Kai Tak Hospital and the residential development of Kai Tak Runway area would be included in 2036 reference passenger flows (without proposed development) in the assessment.

6.3.9 According to “*Legco CB(2)1454/2024(02) Administration's response to issues raised at the meeting on 7 October 2024*”, TD has planned two new bus routes in view of development of Kai Tak Runway area in-take rate: bus route no. 20X between Kai Tak Cruise Terminal and Tsim Sha Tsui (Circular) (headway of 20min-30min in peak hour) and bus route no. 22S between Kai Tak Cruise Terminal and Kai Tak PTI (headway of 15min-20min in peak hour). The planned assumptions would be included in the assessments for Stop B (i.e. Hong Kong Children's Hospital, Shing Cheong Road EB). It is assumed that the passenger loading arriving at Stop B similar to the survey result for the existing bus route no. 20A.

6.3.10 From **Table 6.5**, Stop B (future bus and GMB stop) and Stop C (GMB stop) have similar walking distance. In view of additional bus routes at Stop B, and buses have higher capacity than public light buses, it is anticipated that the majority of passengers of the proposed development will prefer using Stop B, relevant assumptions would be made in the public transport assessment.

6.4 Traffic Forecasts

Estimated Traffic Growth Rate for Public Transport Survey Data from 2025 to 2035

6.4.1 Reference is made to the 2021-based Territorial Population and Employment Data Matrix (“TPEDM”) data produced by the Planning Department for Kwun Tong District, which are for 2021, 2026 and 2031 and are presented in **Table 6.8**.

6.4.5 Since the current developments along Shing Cheong Road or Hoi Bun Road are not residential development, the traveling and transportation demand have made reference to Census 2021.

6.4.6 It is assumed that the passengers to take public transport to/from Kowloon Bay or Kwun Tong and interchange MTR to Hong Kong Island, therefore the public transport to Kowloon Bay and Kwun Tong would be categorized as “Work in the same district” and “Hong Kong Island”. For calculation purposes, the abovementioned categories would be assessed as one category.

6.4.7 Based on **Table 6.2** and **Table 6.4**, the estimated number of boarding passenger from the proposed development by locations is shown in **Table 6.9**.

Table 6.9 Estimated Boarding Passengers of Proposed Development by Locations

Location	% ⁽¹⁾	AM Peak Hour	PM Peak Hour
Work in the same district + Hong Kong Island	55.2%	304	327
Kowloon	25.8%	142	152
Work in another district (New Towns)	15.2%	83	90
Work in another district (Other areas in the New Territories)	3.9%	21	23
Total	100%	550⁽²⁾	592⁽²⁾

Notes:

(1) From **Table 6.2**.

(2) From **Table 6.4**.

6.4.8 Based on **Table 6.7**, **Table 6.9** and **Para. 6.3.10**, the estimated number of boarding passenger from the proposed development by public transport stops is shown in **Table 6.10**.



Table 6.10 Estimated Boarding Passengers of Proposed Development by Public Transport Stops

Bus Destination Location Group	Peak Hour	Existing Boarding Passengers by Stops					%					Estimated Boarding Passengers of Proposed Development by Stops				
		B	C	E	F	Total	B	C	E	F	Total	B	C	E	F	Total
Work in the same district & Hong Kong Island	AM	3	0	0	0	3	85%	15%	0%	0%	100%	258	46	0	0	304
	PM	53	4	0	0	57	85%	15%	0%	0%	100%	279	49	0	0	328
Kowloon	AM	3	0	1	0	4	64%	11%	25%	0%	100%	91	16	36	0	142
	PM	94	0	74	0	168	48%	8%	44%	0%	100%	73	12	67	0	152
Work in another district (New Towns)	AM	0	0	0	4	4	0%	0%	0%	100%	100%	0	0	0	104	104 ⁽¹⁾
	PM	0	0	105	0	105	0%	0%	100%	0%	100%	0	0	90	0	90
Work in another district (Other areas in the New Territories)	AM	0	0	0	0	0	0%	0%	0%	0%	0%	0	0	0	0	0 ⁽¹⁾
	PM	0	0	21	0	21	0%	0%	100%	0%	100%	0	0	23	0	23

Note:

- (1) No boarding passengers for “Work in another district (Other areas in the New Territories)” from survey, therefore boarding passengers of the proposed development during AM peak hour as in **Table 6.9** is added to “Work in another district (New Towns)”, i.e. 83+21=104.

6.4.9 Based on **Table 6.7** and **Table 6.9**, the expected demand of public transport in Year 2036 without and with proposed development is shown in **Table 6.11**.



Table 6.11 Expected Occupancy of Bus/PLB Stops during 2036 AM and PM Peak Hours in Reference Scenario (Without Proposed Development) and Design Scenario (With Proposed Development)

AM Peak Hour										
Mode	Bus Destination Location Group	Route No.	Observed Vehicular Trips/hr [A]	Reference Scenario (Without Proposed Development)					Design Scenario (With Proposed Development)	
				Total Approx. passengers on board arriving bus stop/hr [E]=[B]x(1+1%) ¹¹	Total No. of Boarding Passengers/hr (by Bus Destination Location Group) [F]=[C]x(1+1%) ¹¹	No. of Boarding Passengers from Kai Tak Hospital & Planned Adjacent Developments [G]	Total No. of Alighting Passengers/hr (by route) [H]=[D]x(1+1%) ¹¹	Total Surplus Capacity/hr [I]	No. of Boarding Passengers from Proposed Development [J]	Total Surplus Capacity/hr [I]-[J]
Bus Stop B: Hong Kong Children's Hospital, Shing Cheong Road EB										
Bus	Work in the same district & Hong Kong Island	5R	3	41	3	36	0	814	258 ⁽³⁾	556
		22S ⁽⁴⁾	4	-		55	-			
	Kowloon	20X ⁽⁴⁾	3	-	3	49	-	938	91 ⁽³⁾	847
		22	2	27		36	0			
		22M	2	27			0			
		X6C	2	0			0			
	Sub-total	-	16	-	7	-	-	-	349	-
GMB Stop C: Cheung Yip Street near Kai Tak Fire Station NB										
GMB	Work in the same district & Hong Kong Island	86	12	56	0	18	0	274	46 ⁽³⁾	228
		22A	5	3			0			
		90A	2	1			0			
		90B	3	0			0			
	Kowloon	88A	2	0	0	2	0	30	16 ⁽³⁾	14
	Sub-total	-	24	-	0	-	-	-	62	-
Bus Stop E: Kwun Tong Promenade, Hoi Bun Road WB										
Bus	Kowloon	797	3	335	1	42	129	277	36 ⁽³⁾	241
		14X	2	174			27			
		15A	2	201			33			
	Sub-total	-	7	-	1	-	-	-	36	-
Bus Stop F: Hoi Bun Road Park, Hoi Bun Road EB										
Bus	Work in another district (New Towns)	E22S	3	281	4	18	69	144	104 ⁽³⁾	40
	Sub-total	-	3	-	4	-	-	-	104	-
Total	-	-	50	-	12	-	-	-	551	-



PM Peak Hour										
Mode	Bus Destination Location Group	Route No.	Observed Vehicular Trips/hr [A]	Reference Scenario (Without Proposed Development)					Design Scenario (With Proposed Development)	
				Total Approx. passengers on board arriving bus stop/hr [E]= [B]x(1+1%) ¹¹	Total No. of Boarding Passengers/ hr (by Bus Destination Location Group) [F]= [C]]x(1+1%) ¹¹	No. of Boarding Passengers from Kai Tak Hospital & Planned Adjacent Developments [G]	Total No. of Alighting Passengers/ hr (by route) [H]= [D]x(1+1%) ¹¹	Total Surplus Capacity/ hr [I]	No. of Boarding Passengers from Proposed Development [J]	Total Surplus Capacity/ hr [I]-[J]
Bus Stop B: Hong Kong Children's Hospital, Shing Cheong Road EB										
Bus	Work in the same district & Hong Kong Island	5R	3	188	59	108	0	126	279 ⁽³⁾	-153 +2 nos. of Bus frequency is required
		22S ⁽⁴⁾	4	-		359	-			
	Kowloon	20X ⁽⁴⁾	3	-	105	335	-	607	73 ⁽³⁾	534
		22	3	54		192	0			
		22M	2	27			0			
		X6C	3	0			0			
	Sub-total	-	18	-	164	-	-	-	352	-
GMB Stop C: Cheung Yip Street near Kai Tak Fire Station NB										
GMB	Work in the same district & Hong Kong Island	86	13	230	4	50	0	-81	49 ⁽³⁾	-130 +9 nos. of GMB frequency is required
		22A	3	37			0			
		90A	1	18			0			
		90B	4	78			0			
	Kowloon	88A	3	37	0	7	0	4	12 ⁽³⁾	-8 +1 no. of GMB frequency is required
	Sub-total	-	24	-	4	-	-	-	61	-
Bus Stop E: Kwun Tong Promenade, Hoi Bun Road WB										
Bus	Kowloon	15A	3	161	83	216	0	407	67 ⁽³⁾	340
		797	3	40			0			
		14X	2	161			0			
		16P	1	13			0			
	Work in another district (New Towns)	38P	1	13	117	240	0	388	90 ⁽³⁾	298
		55	3	94			0			
		234D	1	67			0			
		258X	1	13			0			
		259X	2	134			0			
		268P	2	134			0			
	Work in another district (Other areas in the New	269S	3	94	23	96	0	200	23 ⁽³⁾	177
		E22S	1	67			0			



PM Peak Hour										
Mode	Bus Destination Location Group	Route No.	Observed Vehicular Trips/hr [A]	Reference Scenario (Without Proposed Development)					Design Scenario (With Proposed Development)	
				Total Approx. passengers on board arriving bus stop/hr [E]= [B]x(1+1%) ¹¹	Total No. of Boarding Passengers/hr (by Bus Destination Location Group) [F]= [C]x(1+1%) ¹¹	No. of Boarding Passengers from Kai Tak Hospital & Planned Adjacent Developments [G]	Total No. of Alighting Passengers/hr (by route) [H]= [D]x(1+1%) ¹¹	Total Surplus Capacity/hr [I]	No. of Boarding Passengers from Proposed Development [J]	Total Surplus Capacity/hr [I]-[J]
	Territories)									
	Sub-total	-	23	-	223	-	-	-	180	-
Total	-	-	65	-	392	-	-	-	593	-

Notes:

- (1) Assumed 120-seat for all franchised bus services.
- (2) Assumed 16-seat for all GMB service.
- (3) From **Table 6.10**.
- (4) As in Para. 6.3.8, TD has planned two new bus routes in view of development of Kai Tak Runway area in-take rate: bus route no. 20X between Kai Tak Cruise Terminal and Tsim Sha Tsui (Circular) (headway of 20min-30min in peak hour) and bus route no. 22S between Kai Tak Cruise Terminal and Kai Tak PTI (headway of 15min-20min in peak hour).

6.4.10 Assessments in **Table 6.11** indicate that there are surplus capacities for the most of the bus/PLB stops during AM and PM peak hours in 2036 with the proposed development except the following:

PM Peak Hour

- Bus Stop B: Hong Kong Children's Hospital, Shing Cheong Road EB
+2 bus frequencies for Work in the same district & Hong Kong Island is required with the proposed development; and
- GMB Stop C: Cheung Yip Street near Kai Tak Fire Station NB
+9 GMB frequencies for Work in the same district & Hong Kong Island and
+1 GMB frequencies for Kowloon are required with the proposed development.

7. SUMMARY AND CONCLUSION

7.1 Summary

- 7.1.1 CTA Consultants Limited (CTA) is commissioned as the traffic consultant to prepare the Traffic Impact Assessment Report and provide technical justifications in supporting the proposed development from traffic engineering point of view.
- 7.1.2 To appraise the existing traffic condition, manual-classified counting surveys were conducted at critical junctions in 2025. Current operational performance of the critical junctions has been assessed. The results reveal all critical junctions are at present operating within their capacities during peak hours.
- 7.1.3 The assessment results revealed that all critical junctions would still operate within their capacities in both reference scenario (without proposed development) and design scenario (with proposed development) in 2036 during the peak hours.
- 7.1.4 Queue length of the critical junction in both reference scenario (without proposed development) and design scenario (with proposed development) in 2036 during the peak hours will be within their available length of road segment. Queue lengths at these junctions could be more or less be cleared shortly.
- 7.1.5 Comparing with the existing commercial use, it is anticipated that the proposed development would generate and attract -20 pcu/hr and -100 pcu/hr during AM peak hour respectively, and generate and attract -60 pcu/hr and -20 pcu/hr during PM peak hour respectively.
- 7.1.6 The proposed development is anticipated to generate negative peak-hour traffic (i.e., a reduction in traffic demand compared to the reference scenario). This will result in reduced traffic impact on the surrounding road network. Accordingly, no junction improvement works will be proposed by the proposed development.
- 7.1.7 Assessments indicate that there are surplus capacities for the most of the bus/PLB stops during AM and PM peak hours in 2036 with the proposed development except the following:

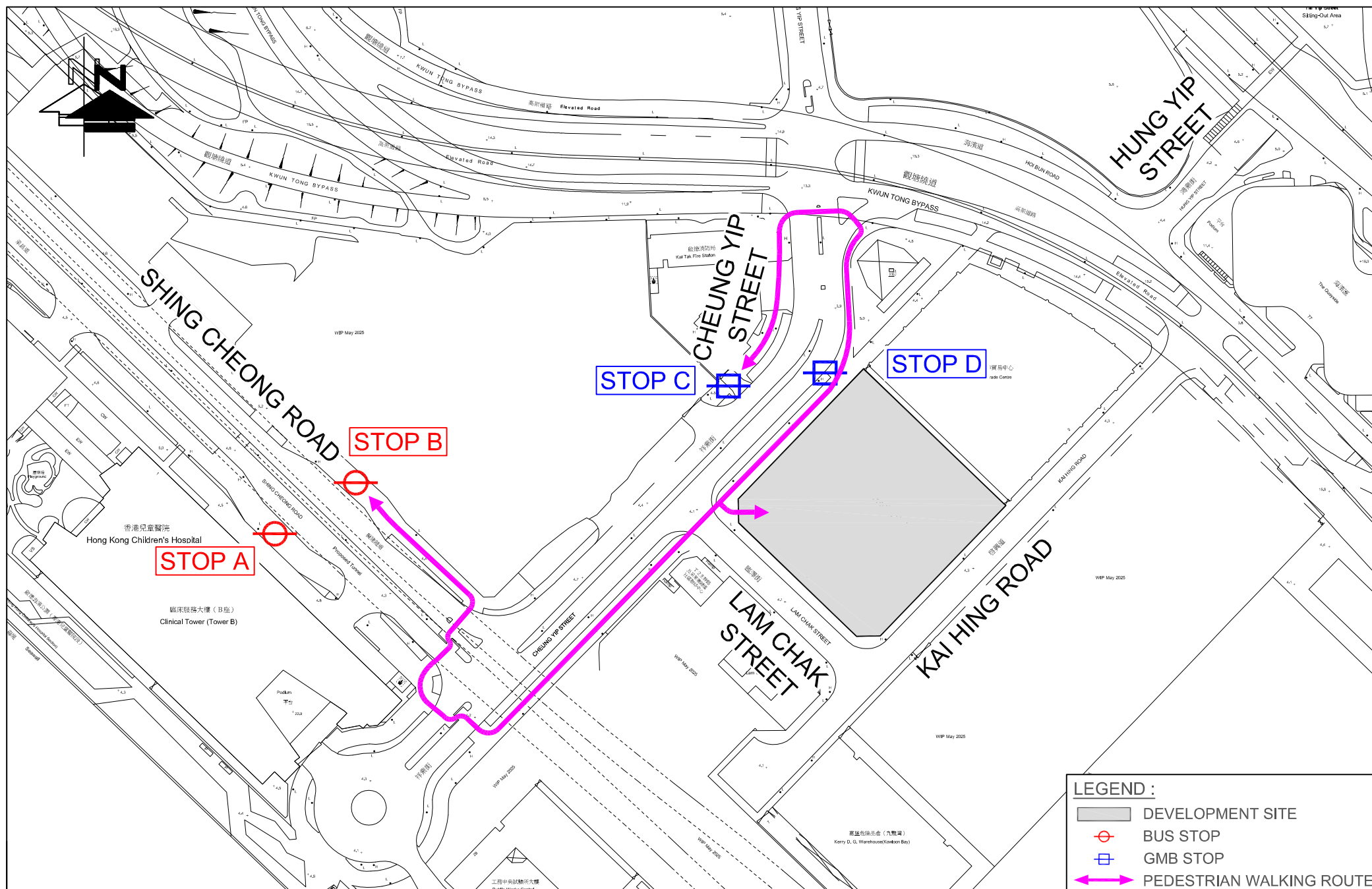
PM Peak Hour

- Bus Stop B: Hong Kong Children's Hospital, Shing Cheong Road EB
+2 bus frequencies for Work in the same district & Hong Kong Island is required with the proposed development; and
- GMB Stop C: Cheung Yip Street near Kai Tak Fire Station NB
+9 GMB frequencies for Work in the same district & Hong Kong Island and
+1 GMB frequencies for Kowloon are required with the proposed development.

7.2 Conclusion

7.2.1 In conclusion, this Traffic Impact Assessment Report has demonstrated that the related traffic trips related to the proposed development can reduce the traffic to the nearby road network and no significant traffic impact will be induced.

7.2.2 Therefore, the proposed development is reckoned feasible from traffic engineering point of view.



LEGEND :

- DEVELOPMENT SITE
- BUS STOP
- GMB STOP
- PEDESTRIAN WALKING ROUTE

FIGURE NO.: 2.3	PROJECT TITLE: S16 Planning Application for Proposed Composite Development of Harbourside HQ at No.8 Lam Chak Street, Kowloon Bay	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 25046HK	DRAWING TITLE: PASSENGER WALKING ROUTE TRAVELLING BETWEEN STOP B / C / D AND THE PROPOSED DEVELOPMENT	
SCALE: 1 : 2000 @A4	DATE: 13 AUG 2026	



B.O. REFERENCE		座字樓檔案	
F.S.D. REFERENCE		消防處檔案	
W.W.O. REFERENCE		水務署檔案	
CAD FILE NAME		檔案編號	
NOTES		注釋	
NO.	REVISIONS	DATE	BY
修定號	修定內容	日期	經手人



DLN Architects Limited
DLN Architects Limited
30-47 Floor, Tower One, Times Square,
Mandarin Street, Causeway Bay, Hong Kong
香港新區灣勿拉士街
30-47樓第一座47樓
Tel: (852) 2595 8888 / (852) 2576 4074
www.dlnarchitects.com.hk www.dlncorp.com

ALL MEASUREMENTS MUST BE CHECKED AT THE WORK BY THE CONTRACTOR.
所有尺寸應由承建商於工地核實。
DO NOT SCALE FROM DRAWINGS - 尺寸不應由圖紙直接量度。
ALL PRINTS, SPECIFICATIONS AND THEIR COPYRIGHT ARE THE PROPERTY OF
THE ARCHITECT AND SHALL BE RETURNED AT THE COMPLETION OF THE WORK.
所有印稿、規格說明及所有的版權屬於建築師及應在工程完竣後交還建築師。

PROJECT		項目名稱	
PROPOSED COMPOSITE DEVELOPMENT AT 8 LAM CHAK STREET, KOWLOON - N.K.L.L. 6215			
TITLE		標題	
BLOCK PLAN FOR REFERENCE			
SCALE	比例	DATE	日期
1:800(A3)		MAY 2026	
DRAWN BY	製作人	CHECKED BY	檢查
JOB NO.	工程項目	DRAWING NO.	圖號

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

Appendix IV

Replacement Pages of the Visual Impact Assessment

Approved Kai Tak OZP No. S/K22/8

Proposed Composite Residential Development with Minor Relaxation of Plot Ratio Restriction in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon

Visual Impact Assessment

1. INTRODUCTION

1.1 Purpose

- 1.1.1 This Visual Impact Assessment (“VIA”) report is prepared in support of the Section 16 of the Town Planning Ordinance for the **Proposed Composite Development** with Minor Relaxation of Plot Ratio Restriction at no. 8 Lam Chak Street in Kowloon (“Application Site”/the “Site”) (**Figure 1.1** refers). The Site is zoned “Commercial (2)” (“C(2)”) zone on the Approved Kai Tak Outline Zoning Plan (“Approved OZP”) No. S/K22/8.
- 1.1.2 This VIA evaluates, in accordance with the “*Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications to TPB*” (“TPB PG-No. 41”), the anticipated visual impacts of the Proposed Development on public viewers relevant to the Site and concludes with recommendation on mitigation measures if necessary.

1.2 Report Structure

- 1.2.1 Following this introductory section, the methodology adopted in this assessment will be set out in Section 2. The baseline review of the assessment area is included in Section 3. Section 4 includes the Proposed Development Scheme and discussion on the design merits. Visual envelope, visually sensitive receivers and their representative viewpoints will be identified and analysed in Section 5, followed by assessment of the visual impacts, if any in Section 6. Section 7 concludes this VIA.

2. METHODOLOGY

2.1 Visual Impact Assessment Approach

- 2.1.1 This VIA aims at evaluating the potential visual impact of the **Proposed Composite Development** on public viewers.
- 2.1.2 According to TPB PG-No. 41, Visual Impacts shall be assessed based on i) the sensitivity of the key public viewers; ii) visual resources and visual amenities likely to be affected; iii) the magnitude, extent and duration of impact and any resultant improvement or degradation in the visual quality and character of the surrounding area; and iv) the planning intention and known planned developments of the area. Visual Impacts could be either beneficial or adverse.
- 2.1.3 Visual sensitivity of public viewers is determined taking into account the activity of the public viewers, the duration and distance over which the **Proposed Composite Development** would remain visual, and the public perception of the value attached to the view being assessed. Visual sensitivity is qualitatively graded from high to low.
- 2.1.4 Visual changes could be positive or negative and they are not necessarily mutually exclusive. In considering the effect of visual changes, it covers the following four aspects:
- the total effect on the **Visual Composition** of the surrounding context;
 - the degree of **Visual Obstruction** to key public viewing points;
 - the visual **Effect on Public Viewers**; and
 - the **Effect on Visual Resources**.
- 2.1.5 The magnitude of visual changes will be qualitatively graded as Substantial, Moderate, Slight or Negligible.
- 2.1.6 The VIA will be undertaken in the following steps:
- A baseline review will be conducted to capture the existing visual elements in the surroundings and the planning context of the Site.
 - The Proposed Development Scheme for the Site will be briefly presented.
 - The Visual Envelope ("VE") will be determined and appropriate public viewpoints ("VPs") to represent the view from public viewers will be identified.
 - Each VP and potential visual impacts of the Proposed Development Scheme on the public viewers will be analysed based on the photomontages prepared from the selected VPs.
 - The overall visual impact will be assessed and conclusion on the visual acceptability of the **Proposed Composite Development** will be made.

4. PROPOSED COMPOSITE DEVELOPMENT

4.1 The Proposed Development Scheme

4.1.1 Schematic drawings for the Proposed Composite Development are presented in **Appendix 1** of this Supporting Planning Statement. The Site of an area of about 6,541m² yields a total GFA of approximately 45,787m² at PR 7.0 to produce to a total of 1,140 residential units. The Proposed Composite Development comprises two residential towers with a building height of 34 domestic floors (max., excluding 1 refuge floor), over one storey of recreational facilities, two storeys of retail/F&B and GIC floors and two storeys of underground carpark. The proposed max. building height maintains at +136.45mPD (main roof level).

4.1.2 The Applicant commits to reserve about 15% of the non-domestic GFA (i.e. about 490m²) for GIC uses to be operated by NGOs. This could serve as youth centre, childcare centre, nursery and etc. **The Applicant notes that the proposed GFA would not be exempted from GFA calculation and the GIC uses will not receive funding from the Government.**

4.1.3 Major development parameters and proposed floor uses of the **Proposed Composite Development** are summarised in **Table 4.1** and **Table 4.2**, respectively.

Table 4.1 Technical Schedule

	Proposed Development Scheme
Major Development Parameters	
Total Site Area	About 6,541m ²
Plot Ratio	Total: 7.0 Domestic: 6.5 Non-domestic: 0.5
Total GFA	Total: 45,787m ² Domestic: 42,516.5m ² Non-domestic: 3,270.5m ² GIC Facilities: about 490m ² Shop/F&B: about 2,780.5m ²
No. of Unit	1,140
Average Flat Size	About 37.3m ²
Maximum Building Height	Not more than +136.45mPD
No. of Storeys	Not more than 38 (plus 2 storeys of underground carpark)
Site Coverage	15m and below: Not more than 65% Above 15m: Not more than 40%
No. of Block	2
Private Open Space	Not less than 2,850m ²
Internal Transport Provisions	

	Residential	Non-residential	Total
Car Parking Space	241	22	263
Motorcycle Parking Space	12	3	15
Bicycle Parking Space	76	-	76
Loading/Unloading Space	2 HGV	3 LGV + 2 HGV	3 LGV + 4 HGV

Table 4.2 Proposed Floor Uses

	Tower 1B & 2B		Tower 1A		Tower 2A
Floor	Proposed Uses	Floor	Proposed Uses	Floor	Proposed Uses
21-29/F	Residential Units	21-34/F	Residential Units	21-37/F	Residential Units
20/F	Refuge Floor				
3-19/F	Residential Units				
2/F	Landscape Area & Recreational Facilities				
G-1/F	Retail/ F&B Facilities				
B1-B2/F	Carpark and E&M				

- 4.1.4 Communal open spaces and private recreation facilities will be provided on G/F to 2/F. The total area of the communal open space would be not less than 2,850m².

4.2 Key Design Considerations

- 4.2.1 In formulating the Proposed Development Scheme, the schematic design has taken into account site constraints (e.g. setback from the LPG filling station and noise) as well as design considerations to ensure the Proposed Composite Development creates a high-quality development in harmony with the surrounding environment and with the planning themes of Kai Tak Development. The Proposed Development Scheme has incorporated the following design considerations:

Provision of Building Setback and Canopy along Lam Chak Street and Kai Hing Road

- 4.2.2 As a planning gain, the Proposed Development Scheme provides a low-level setback of about 2.5m on Kai Hing Road and a 2.5m setback on Lam Chak Street. These setbacks would allow more space along the footpath on Kai Hing Road and Lam Chak Street (to about 5m). The public will be able to access these areas at least during the operation hours of the non-domestic portion of the proposed development. The more spacious pedestrian walkway would enhance the walking experience along the Site, aligning with the principles of pedestrian-friendliness and accessibility set out in the Kai Tak UDGMs and HPPs. Coupled with the provision of canopy of 1.5m in width, walking experience would be significantly enhanced.

Adopting a Varied Building Height Design

- 4.2.3 The maximum building height of the **Proposed Composite Development** remains not more than +136.45mPD, which is consistent with the height of the existing building at the Site. To give visual interest to the skyline, the Proposed Development Scheme has adopted a varied building height profile. Tower 1B & 2B would appear distinctively lower than Tower 1A & 2A, varying from 110mPD (Tower 1B & 2B) to 126mPD (Tower 1A) and 136.45mPD (Tower 2A).

Provision of a 15m Setback

- 4.2.4 To enhance permeability, a 15m building setback has been proposed between the Proposed Composite Development and Pacific Trade Centre at a SE-NW direction. In line with this, the footprint of the two-storey retail space has been minimised. Together with the building setbacks along Lam Chak Street and Kai Hing Road, the proposed site coverage has been kept to an acceptable level (at about 65%), balancing the provision of retail facilities with good wind penetration at pedestrian street level.



Figure 4.1 Design Merits

Provision of a Splayed Corner at Lam Chak Street and Kai Hing Road

- 4.2.5 The Proposed Composite Development has incorporated a splayed corner with an area of 230m² at the corner of Lam Chak Street and Kai Hing Road. **This shall become an open area that is publicly accessible during the operation hours of the non-domestic portion of the proposed development and to be managed by the non-domestic portion of the Proposed Composite Development.** This would help to create openness amongst the future developments nearby and create a welcoming area for socialising while passerby will still be able to enjoy a through passage.

Provision of a Public Passage

- 4.2.6 In response to the comments received from the Harbourfront Commission regarding accessibility towards the waterfront, The Proposed Composite Development has incorporated a landscaped public passage with a clear width of 4m along the northeastern boundary. This public passage will be opened to the public 12 hours a day, say 8am to 8pm, subject to confirmation at the lease modification stage.

4.3 Determination of Proposed Building Mass and Building Height

- 4.3.1 Noted that the Application Site is located near the waterfront and form part of the backdrop of the Victoria Harbour. The Proposed Composite Development tries to adopt a responsive, context-aware design approach that balances development potential with public interest when viewing from across the Harbour.

- 4.3.2 Currently, the existing building erected at the Application Site reaches +136.45mPD and has encroached into the 20% Building Free Zone when viewing from the Strategic Viewpoint Point at Quarry Bay Park (see diagram on the right). As abovementioned, the Proposed Development Scheme aims at striking a balance between development potential with public interest, thus the Applicant explored possibilities to reduce the encroachment.



- 4.3.3 There are numerous high-rise buildings nearby, in which Manhattan Place (+173mPD) partly overlaps with the Application Site when viewing from Quarry Bay Park (highlighted in yellow). In other words, proposing a building height that appears below the 20% Building Free Zone will only reveal the visual axis towards an existing building, not any natural visual resources such as the mountain backdrop.



Keeping building height away from the 20% Building Free Zone at this particular portion would not bring improvements from visual impact point of view.

6.7 VP6 - Kwun Tong Promenade

Visual Composition

- 6.7.1 This is another closer-range viewpoint amongst others. It is located along Kwun Tong Promenade which is an open space for recreational purpose and also the daily passage to and from MTR Ngau Tau Kok Station. This viewpoint provides a direct view towards the South Apron Corner of Kai Tak Development, while some high-rise developments in the Runway Precinct and in Kowloon Bay and Kwun Tong Business Area are also visible. The openness of the viewpoint allows the viewer to have visual access to the skyview. The existing erected at the Site would probably be considered a sore-thumb building as it is substantially taller than other existing buildings nearby. However, with the planned development along the waterfront (TPB Ref.: A/K22/31 refers) as well as the future developments at Sites 3E1 and 3E2 (TPB Ref.: A/K22/43 refers), **only a minute portion of** the Proposed Composite Development would be visible from this viewpoint.

Visual Obstruction

- 6.7.2 The existing building at the Site appears to be the first row of building along the waterfront. However, upon implementation of the approved developments mentioned above, these buildings would block much visual access towards this direction, as well as the proposed building. **Whilst a tiny portion of the top the proposed building would be visible,** the Proposed Composite Development would bring **slight** visual obstruction **towards the skyview.**

Effect on Public Viewers

- 6.7.3 The visual sensitivity of the public viewers at this viewpoint has been considered as high, taking into account Kwun Tong Promenade is an existing open space yet views towards the Hong Kong Island/Kai Tak Cruise Terminal would be more iconic and viewers would be transient in nature as they would probably be jogging or walking home. The Proposed Composite Development would be barely visible behind the planned development on the first row in front of the waterfront. The effect on public viewers would be slight and the visual change would be dominated by the planned developments in the foreground rather than the Proposed Composite Development.

7 CONCLUSION

7.1.1 Based on the analysis on the appraisal of visual impact on Visual Composition, Visual Obstruction, Effect on Public Views and Effect on Visual Resources, **Table 7.1** below presents the overall visual impact caused by the Proposed Development to the public viewers represented in each VP.

Table 7.1 Summary of Assessment of Visual Impact at the Viewpoints

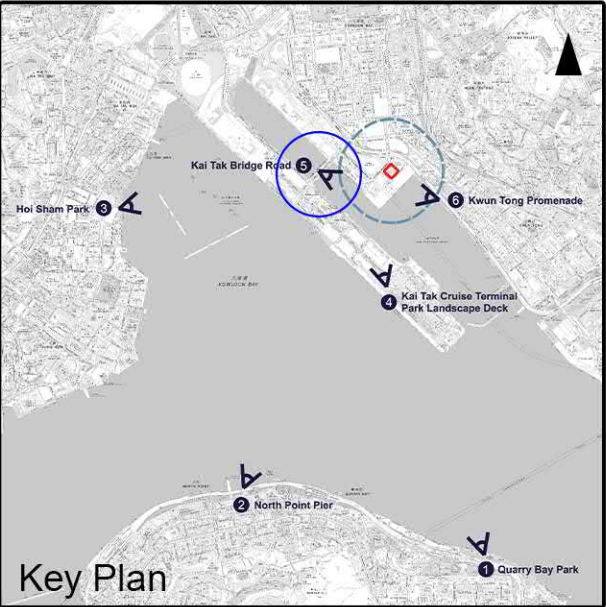
Viewpoint	Location	Sensitivity of the Public Viewers	Magnitude of Visual Change	Visual Impact due to Proposed Development
VP1	Quarry Bay Park	High	Slight	Slight
VP2	North Point Pier	High	Slight	Slight
VP3	Hoi Sham Park	High	Negligible	Negligible
VP4	Kai Tak Cruise Terminal Park Landscape Deck	High	Negligible	Negligible
VP5	Kai Tak Bridge Road	Medium	Negligible	Negligible
VP6	Kwun Tong Promenade	High	Slight	Slight

7.1.2 VP1 to VP5 capture the view of the overall cityscape and urban skyline of Kowloon East, particularly Kai Tak Development and Kowloon Bay/Kwun Tong Business Areas. For VP1, the existing building encroaches into the 20% Building Free Zone and is very close to the ridgeline; yet the Proposed Composite Development would not create additional obstruction to the ridgeline but to bring slight increase in visual access towards the mountain backdrop and skyview due to the adoption of stepped building height profile. The existing urban fabric and skyline captured in all these viewpoints would be largely remained intact as the proposed building of the Proposed Composite Development would be largely blocked by the planned and approved developments within Kai Tak Development, either in the Runway Precinct or the South Apron Corner. For VP5, more sky view above the Hong Kong Children's Hospital will be available as the uniform height of the existing building will be replaced by a varied building height in the Proposed Composite Development (only a small portion of Tower 2 will be visible). Thus, the visual impact to be brought by the Proposed Composite Development would be slight to negligible from these viewpoints.

7.1.3 Lastly, although not solely contributed by the Proposed Composite Development, there will be a substantial change in the skyline when viewing from VP6 upon development of the planned and approved developments on the waterfront. The Proposed Composite Development alone would make slight changes to the condition, quality and character of the area and give slight impact to the streetscape and public realm within Kwun Tong Promenade.



Existing Condition



Proposed Scheme



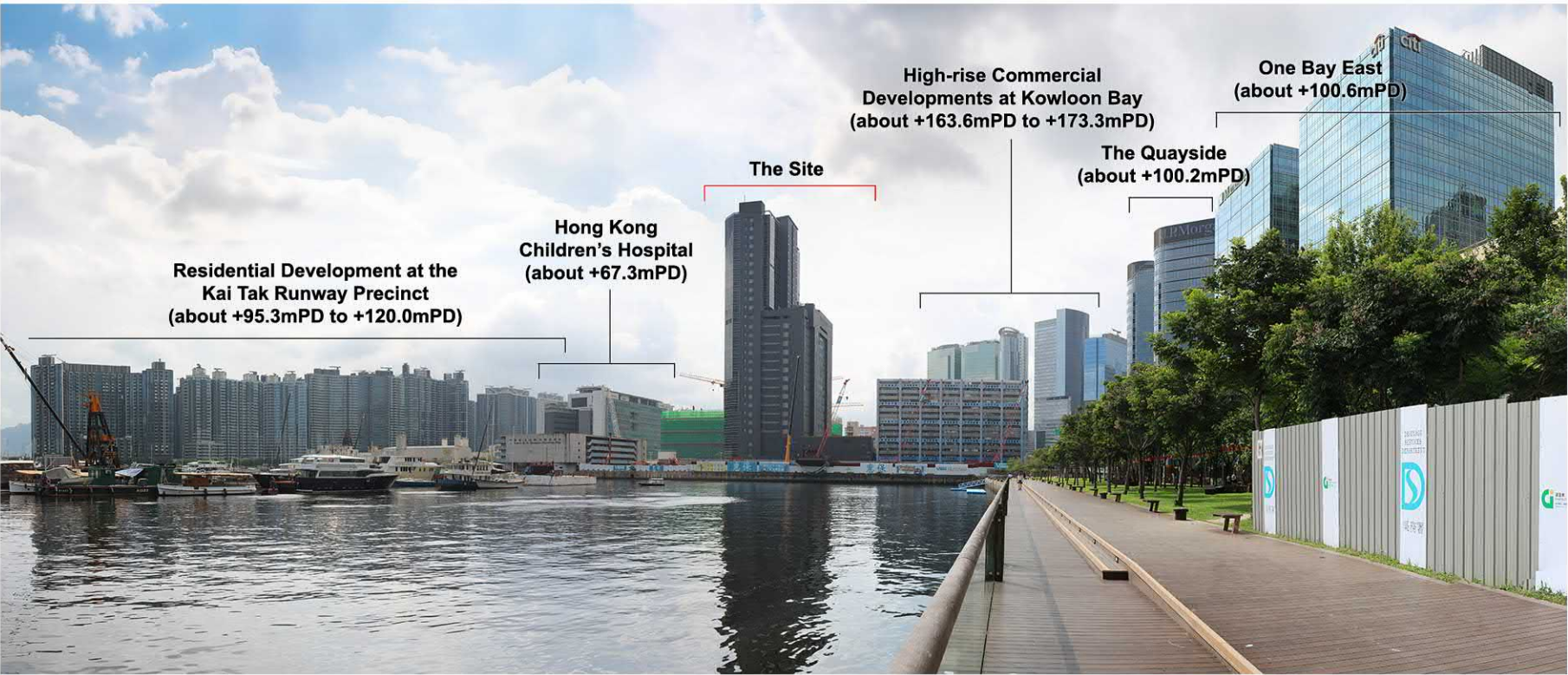
Viewpoint 5 – Kai Tak Bridge Road

Proposed Composite Development
(with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone
at 8 Lam Chak Street, Kowloon

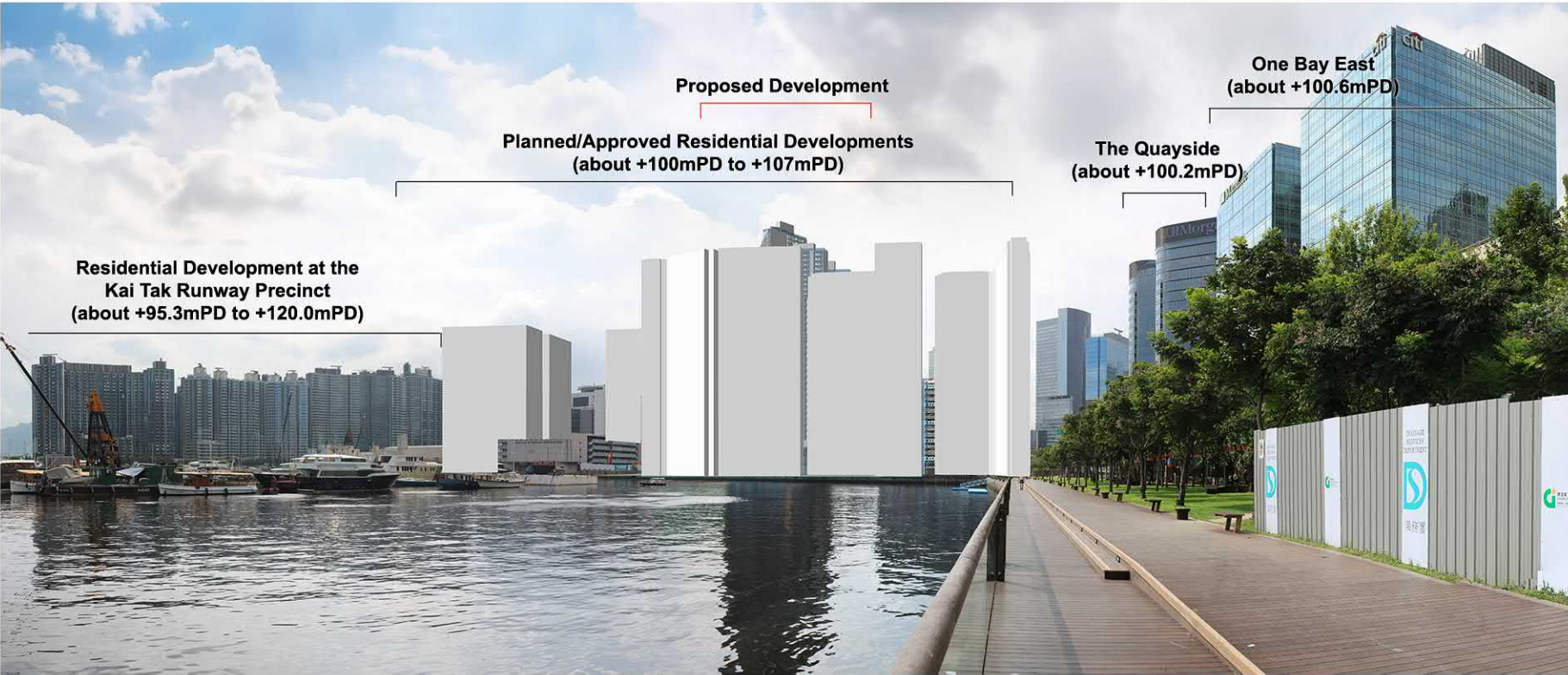
Visual Impact Assessment

Figure 6.5

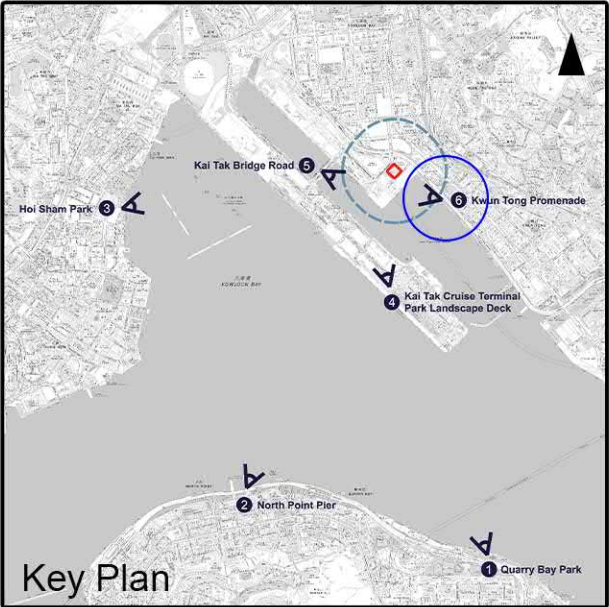
Date: 14 August 2026



Existing Condition



Proposed Scheme



Viewpoint 6 – Kwun Tong Promenade

Proposed Composite Development
(with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone
at 8 Lam Chak Street, Kowloon

Visual Impact Assessment

Figure 6.6

Date: 14 August 2026

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

Appendix V

Replacement Pages of the Supporting Planning Statement

3. THE PROPOSED DEVELOPMENT SCHEME

3.1 The Proposed Development Scheme

- 3.1.1 Schematic drawings for the Proposed Composite Development are presented in **Appendix 1** of this Supporting Planning Statement. The Site of an area of about 6,541m² yields a total GFA of approximately 45,787m² at PR 7.0 to produce to a total of 1,140 residential units. The Proposed Composite Development comprises two residential towers with a building height of 34 domestic floors (max., excluding 1 refuge floor), over one storey of recreational facilities, two storeys of retail/F&B and GIC floors and two storeys of underground carpark. The proposed max. building height maintains at +136.45mPD (main roof level).
- 3.1.2 The Applicant commits to reserve about 15% of the non-domestic GFA (i.e. about 490m²) for GIC uses to be operated by NGOs. This could serve as youth centre, childcare centre, nursery and etc. **The Applicant notes that the proposed GFA would not be exempted from GFA calculation and the GIC uses will not receive funding from the Government.**
- 3.1.3 Major development parameters and proposed floor uses of the Proposed Composite Development are summarised in **Table 3.1** and **Table 3.2**, respectively.

Table 3.1 Key Development Parameters

	Proposed Development Scheme
Major Development Parameters	
Total Site Area	About 6,541m ²
Plot Ratio	Total: 7.0 Domestic: 6.5 Non-domestic: 0.5
Total GFA	Total: 45,787m ² Domestic: 42,516.5m ² Non-domestic: 3,270.5m ² GIC Facilities: about 490m ² Shop/F&B: about 2,780.5m ²

Lam Chak Street (to about 5m). The public will be able to access these areas at least during the operation hours of the non-domestic portion of the proposed development. The more spacious pedestrian walkway would enhance the walking experience along the Site, aligning with the principles of pedestrian-friendliness and accessibility set out in the Kai Tak UDGMs and HPPs. Coupled with the provision of canopy of 1.5m in width, walking experience would be significantly enhanced.

Adopting a Varying Building Height Design

- 3.2.3 The maximum building height of the Proposed Composite Development remains not more than +136.45mPD, which is consistent with the height of the existing building at the Site. To give visual interest to the skyline, the Proposed Development Scheme has adopted a varying building height profile. Tower 1B & 2B would appear distinctively lower than Tower 1A & 2A, varying from 110mPD (Tower 1B & 2B) to 126mPD (Tower 1A) and 136.45mPD (Tower 2A).

Provision of a 15m Setback

- 3.2.4 A 15m building setback has been proposed between the Proposed Composite Development and the site boundary abutting Pacific Trade Centre. In line with this, the footprint of the two-storey retail space has been minimised. Together with the building setbacks along Lam Chak Street and Kai Hing Road, the proposed site coverage has been kept to an acceptable level (at about 65%), balancing the provision of retail facilities with good wind penetration at pedestrian street level.

Provision of a Splayed Corner at Lam Chak Street and Kai Hing Road

- 3.2.5 The Proposed Composite Development has incorporated a splayed corner with an area of 230m² at the corner of Lam Chak Street and Kai Hing Road. This shall become an open area that is publicly accessible during the operation hours of the non-domestic portion of the proposed development and to be managed by the non-domestic portion of the Proposed Composite Development. This would help to create openness amongst the future developments nearby and create a welcoming area for socialising while passerbys will still be able to enjoy a through passage.

Provision of a Public Passage

- 3.2.6 In response to the comments received from the Harbourfront Commission regarding accessibility towards the waterfront, The Proposed Composite Development has incorporated a landscaped public passage with a clear width of 4m along the northeastern boundary. This public passage will be opened to the public 12 hours a day, say 8am to 8pm, subject to confirmation at the lease modification stage.

the Proposed Development Scheme provides a 15m setback that responds to the existing and future building separations as observed on site and with reference to the approved development schemes of the adjacent development. This setback would provide a possible connection with the building gap between New Acute Hospital and Kai Tak Fire Station as well as the building gap as proposed in the approved development scheme under planning application no. A/K22/31 (**Figure 4.3** refers). Afterall, the site coverage would be significantly reduced from about 94.906% to about 65%; this is equivalent to a 31.5% reduction comparing to the existing bulk.



Figure 4.3 The Proposed 15m Setback

4.5.3 Not least, The Proposed Development Scheme will provide a 1.5m wide canopy outside the commercial portion along Kai Hing Road and Lam Chak Street.

4.6 Bring Enhancement to Accessibility

4.6.1 The Application Site is located within the street block bounded by Kai Hing Road, Lam Chak Street, Cheung Yip Street and Hoi Bun Road. The two existing buildings, namely Harbourside HQ and Pacific Trade Centre, fully occupy the street block and create a basically continuous building frontage on all four sides.

4.6.2 The Proposed Development Scheme includes a landscaped public passage of 4m in width on the northeastern boundary next to Pacific Trade Centre. This will be opened 12 hours a day and 7 days a week, say 8am to 8pm, subject to confirmation at the lease modification stage. The public will then be able to enjoy an additional connection between Kai Hing Road and Cheung Yip Street, which bring better accessibility and connectivity between the future New Acute Hospital and the waterfront.



Figure 4.4 Design Merits

4.7 The Proposed Development Scheme Adopts Design Strategies to Enhance Livability and Safety

- 4.7.1 The Proposed Development Scheme provides a 15m setback connecting Cheung Yip Street and Kai Hing Road and create a permeable zone between the Proposed Composite Development and the existing Pacific Trade Centre. This significant setback is designed to allow air to penetrate at pedestrian street level and to effectively minimising wall effect along Cheung Yip Street and Kai Hing Road (**Figure 4.4** refers).
- 4.7.2 According to the Explanatory Statement of the Approved OZP, development is encouraged to enhance air ventilation. The proposed setback does not only help to promote better airflow but also improve the overall living environment of the vicinity, providing residents with a more pleasant and livable environment.
- 4.7.3 Moreover, the positioning of the towers has been carefully planned with regard to the nearby LPG Filling Station located on Cheung Yip Street. According to the Section 7.3 of HKPSG, high-rise residential/ educational/ hospital uses shall have a separation distance of 55m between a LPG Filling Station. To comply with this guideline, the residential towers have been placed outside the 55-meter radius of the LPG Filling Station and a Qualitative Risk Assessment has been carried out (**Appendix VII** refers).