

Annex 5

Traffic Study Report

Section 16 Application for Partial Conversion of an Existing Commercial Building for 'Hotel (Student Hostel)' Use at 86 Hung To Road, Kwun Tong, Kowloon

Traffic Study Report

Reference: J03015-R01-01

Date: January 2026



AMG CONSULTANCY LIMITED

Contents

1	Introduction	4
1.1	Background	4
2	Subject Site	5
2.1	The Site	5
2.2	The parameter of the proposed scheme	5
3	Internal Transport Provisions	7
3.1	Parking Provisions and loading/unloading facilities	7
3.2	Access Arrangement and Swept Path Analysis	8
3.3	Visibility Distance Analysis	8
4	Traffic Situation	9
4.1	Existing Road Network	9
4.2	Public Transport	9
4.3	Development Traffic Generation and Attraction	9
5	Summary and Conclusion	10
5.1	Summary	10
	Conclusion	10

Drawing No.

J03015-001-001	Location Plan
J03015-001-002	Ground Floor Plan and Vehicular Access Arrangement
J03015-001-002.1	Swept Path Analysis for Private Car
J03015-001-002.2	Swept Path Analysis for Light Goods Vehicle
J03015-001-003	Assessment of the Visibility Distance from the Back Alley

1 Introduction

1.1 Background

This Application is submitted to the Town Planning Board under the Section 16 of the Town Planning Ordinance for Partial Conversion of an Existing Commercial Building for '**Hotel (Student Hostel)**' Use ("**the Proposed Development**") at 86 Hung To Road, Kwun Tong, Kowloon.

The application site is located within an area zoned "Other Specified Uses" annotated ("Business") on the Draft Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/27. It is currently occupied by the existing 10-storey commercial building, Rich China Center. Under the Notes for Schedule I of the "OU(B)" zone, 'Eating Place' is classified as a Column 1 use and is always permitted, while 'Hotel' is a Column 2 use that may be permitted subject to application to the Board. Therefore, planning permission from the Board is required for the conversion into a student hostel development.

AMG Consultancy Limited was engaged to prepare this Traffic Study Report, analysing the potential traffic issues of the proposed development and summarizing the findings and recommendations.

The objective of this traffic study is to evaluate the traffic and transport implications of the proposed development on the surrounding roads and transport facilities. It also aims to propose necessary improvement measures to address any traffic issues identified in the vicinity of the development.

2 Subject Site

2.1 The Site

The site is located at No.86 Hung To Road, Kwun Tong "The Site", which is shown in **Drawing no.: J03015-001-001**.

2.2 The parameter of the proposed scheme

The key development parameters and the accommodation schedule of uses by floors for the proposed student hostel development proposal are summarised in the tables below.

Gross Site Area	About 464.461m ²
Total Non-domestic GFA	About 3848.766m ²
Plot Ratio	About 8.2865
Site Coverage	About 79.97%
Building Height	36.72m
No. of Storey	=10
No. of student hostel rooms	= 117
- Single Rooms	= 9
- Twin Rooms	= 108
No. of bed spaces	= 225
No. of parking spaces	1 no. of accessible parking space
Loading & Unloading Space	1 no. of LGV parking space
Supporting Facilities Area (GFA Accountable)	= 745 s.m.
Supporting Facilities Area (Exempted GFA)	= 8 s.m.

Accommodation Schedule Upon Proposed Conversion

Floors	Proposed Uses
R/F	Flat Roof and E&M facilities
7/F to 9/F	Student Hostel Rooms, Laundry Room, Back of House, E&M facilities and - 9/F: Linen Store Room - 8/F: Collaboration Room - 7/F: Study Room
4/F to 6/F	Student Hostel Rooms, Study Room, Computer Room, Multi-function Room, Laundry Room, Store Room, Back of House, E&M facilities
3/F	Student Hostel Rooms, Music Room, Staff Rest Room, Student Club, Computer Room, Study Room, Multi-function Room, Kitchen, Laundry Room, Flat Roof Garden, E&M facilities
2/F	Student Hostel Rooms, Conference Room, Consultancy Room, Study Room, Computer Room, Counselling Room, Linen Room, Multi-function Room, Kitchen, Laundry Room, E&M facilities
1/F	Student Hostel Rooms, Manager Room, Game Room, Gym Room, Study Room, Computer Room, Kitchen, Laundry Room, Flat Roof Garden, E&M facilities
G/F	Existing Shop, Café, Lobby of Student Hostel, Car park, Loading/Unloading facilities and E&M facilities

3 Internal Transport Provisions

3.1 Parking Provisions and loading/unloading facilities

The car parking provision for the proposed development and the loading/unloading required for the proposed development are shown in **Table 3.1** and **Table 3.2**. The dimensions of the parking spaces stated in HKPSG are summarised in **Table 3.3**.

Table 3.1 Parking Provisions

Type of Development	Proposed Provisions
Student Hostel use GFA: 3848.766m ²	<u>Parking Spaces</u> Private Car: 1 (Accessible Parking) <u>Loading / unloading</u> Light Goods Vehicle: 1

Table 2 Provision Details

Floor No.	Provisions
Ground Floor	1 no. of LGV Loading / Unloading Space 1 no. of Accessible Parking Space

Table 3 Parking Space Dimensions

Type of Parking Space	Size	References
Private Car Parking Space (Accessible Parking)	3.5m(W) x 5.0m(L) x 2.4m(H)	Under HKPSG
Light Goods Vehicle	3.5m(W) x 7.0m(L) x 4.7m(H)	

3.2 Access Arrangement and Swept Path Analysis

A 6.4 m wide vehicular access for the proposed development is proposed to provide at back alley as shown in **Drawing no.: J03015-001-002**.

As depicted in **Drawing no.: J03015-001-002.1 to 002.2**, the results of the swept path analysis demonstrate that the existing site access are adequate for manoeuvring for private car and goods. The design speed of the vehicles in the swept path assessment is 5 km/h during forward design speed; 2.5 km/h during reverse speed.

To ensure safety, the loading and unloading of the goods vehicles in the parking spaces will be arranged and supervised by the relevant staff (Traffic Controller).

3.3 Visibility Distance Analysis

According to the Transport Planning and Design Manual ("TPDM") Volume 2 Chapter 3.6 Table 3.6.3.1, the required length of visibility line is 60m or above when the design speed of main road (King Yip Street) is 50 km/h.

A visibility distance analysis has been carried out as shown in **Drawing No.: J03015-001-003**, the sight distance to the left and right are 60m and 60m, respectively, which are considered adequate.

4 Traffic Situation

4.1 Existing Road Network

The proposed development is located at a section of Hung To Road, which is a single-two lane local distributor running in the North-South direction. It joins King Yip Street on the south, Hoi Yuen Road on the north.

4.2 Public Transport

As the proposed development is intended to serve both local and overseas students, it is anticipated that they will primarily rely on the existing public transport services in the vicinity of the Application Site for commuting and access. The ample public transport facilities are available, including MTR, bus and minibuss services.

4.3 Development Traffic Generation and Attraction

According to the latest TPDM, the development trip rate is shown in **Table 4.2**.

Table 4.2 Development Traffic Generation and Attraction

Development	Generation		Attraction	
	AM Peak	PM Peak	AM Peak	PM Peak
Trips (pcus/ hour)				
Total Non-domestic GFA: 3848.766 m ²	1	1	1	1

Note: 1. Morning Peak is defined as 8:00a.m. to 9:00a.m. whereas afternoon peak is defined as 6:00p.m. to 7:00p.m.

Due to the static nature of the proposed development, the anticipated traffic generation is expected to be minimal. An assessment has determined that the development will not have a significant impact on the area's traffic conditions. During peak hours, traffic generation is projected to include 1 vehicle in the morning and 1 vehicle in the evening, while the development is expected to attract 1 vehicle in the morning and 1 vehicle in the evening. This level of traffic generation is considered negligible.

According to the applicant's information, arrangements are restricted to Light Goods Vehicles (LGVs) entering and exiting the site during off-peak hours (10:00–16:00) once every two days, with each delivery not exceeding 15 minutes. Private cars, under the supervision of the traffic controller, are accorded first priority for ingress and egress, thereby mitigating any potential adverse impact on traffic conditions.

5 Summary and Conclusion

5.1 Summary

This Application is submitted to the Town Planning Board under the Section 16 of the Town Planning Ordinance for Partial Conversion of an Existing Commercial Building for 'Hotel (Student Hostel Supported by Government's Policy)' and 'Eating Place' Uses ("the Proposed Development") at 86 Hung To Road, Kwun Tong, Kowloon.

The application site is located within an area zoned "Other Specified Uses" annotated ("Business") on the Draft Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/27. It is currently occupied by the existing 10-storey commercial building, Rich China Center. Under the Notes for Schedule I of the "OU(B)" zone, 'Eating Place' is classified as a Column 1 use and is always permitted, while 'Hotel' is a Column 2 use that may be permitted subject to application to the Board. Therefore, planning permission from the Board is required for the partial conversion into a student hostel development.

A 6.4 m-wide vehicular access is proposed to provide at the back alley. Various measures are proposed to maintain traffic circulation and enhance safety on the proposed development.

The internal transport facilities of the proposed temporary industrial use will be provided. They include:

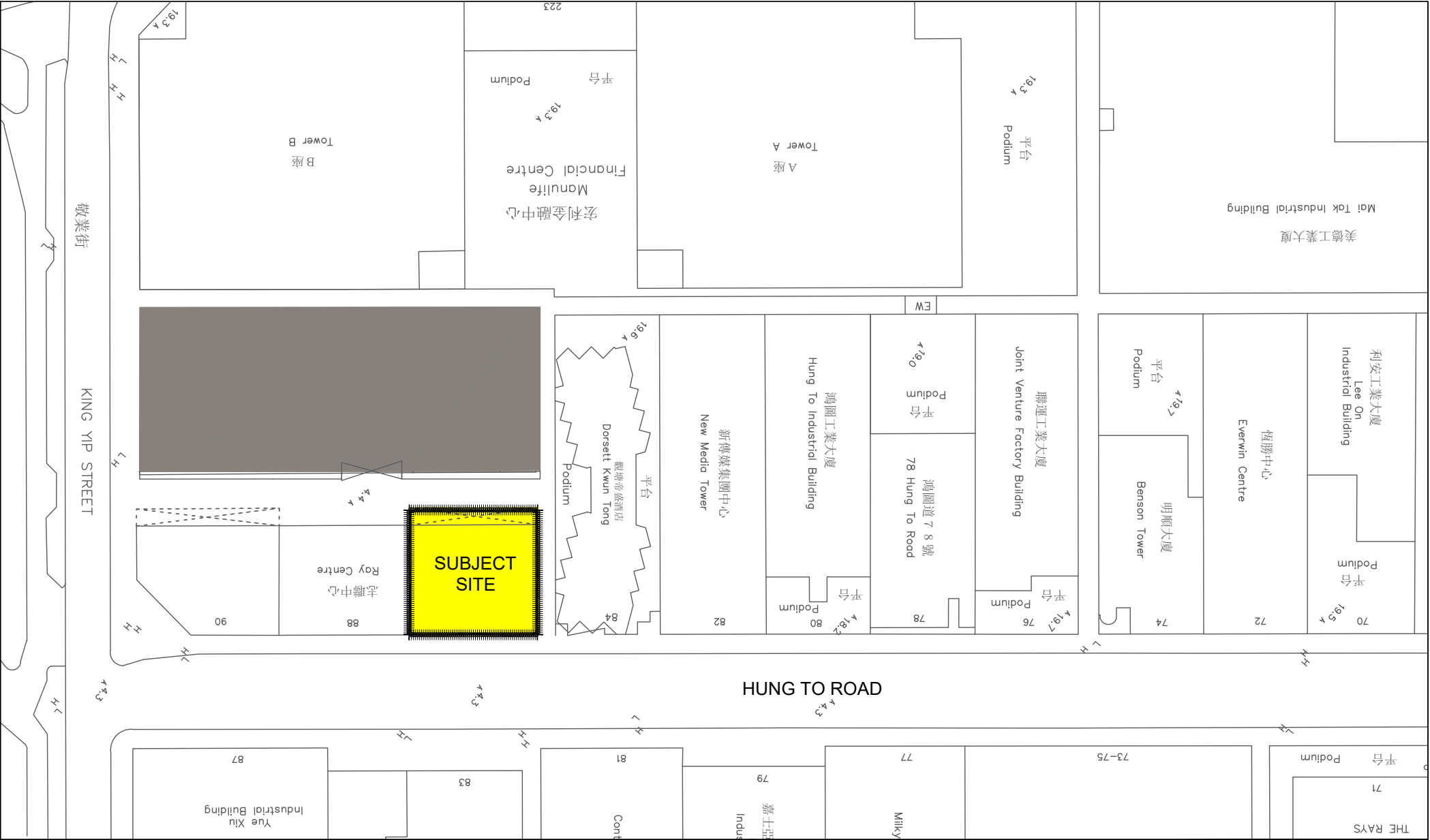
- (i) 1 no. of private car parking space (Accessible Parking Space) @3.5m(W) x 5.0m(L) x 2.4m(H), and
- (ii) 1 no. of Light Goods Vehicle loading/unloading bay@3.5m(W) x 7.0m(L) x 4.7m(H).

The swept path analysis revealed that the proposed vehicular access is adequate for serving LGV and private car in the daily operation.

Conclusion

The findings of this report indicate that no significant impact will be induced by the proposed development. The provisions of loading/unloading spaces and the parking provisions will be proposed to provide for the proposed development. The swept path analysis has been carried out with private car and light goods vehicles; and the results reveal that access is considered satisfactory. It is concluded that the design and provision of the proposed vehicular access, vehicle parking and the loading/unloading facilities and manoeuvring spaces for the proposed development are adequate and comply with the traffic engineering point of view.

Drawings



PROJECT TITLE			PROPOSED STUDENT HOSTEL AT 86 HUNG TO ROAD		J03015-001-001
DATE	NOV 2025	SCALE	N.T.S	DRAWING TITLE	
DRAWN	SF	PROJECT NO.	J03015		
				LOCATION PLAN	

TRAFFIC CONTROLLER

EX. PUBLIC LANE (4.548mW)

6400

B.L.: 21.717m

EX. RUN IN/OUT

EXIT

TRANSFORMER ROOM

SWITCH RM.

ACCESSIBLE CARPARK
3.5x5m
(2.4m MIN CLEAR
HEADROOM)

LOADING /
UNLOADING BAY
3x7.5m (3.6m MIN
CLEAR HEADROOM)

S.B.
S.B.I.
F.E.
H.R.

STUDENT HOSTEL
STUDENT HOSTEL LOBBY

ACCESSIBLE
TOILET

WATER
METER

M. LAV.

H.R.

SHOP

CAFE

B.L.: 21.717m

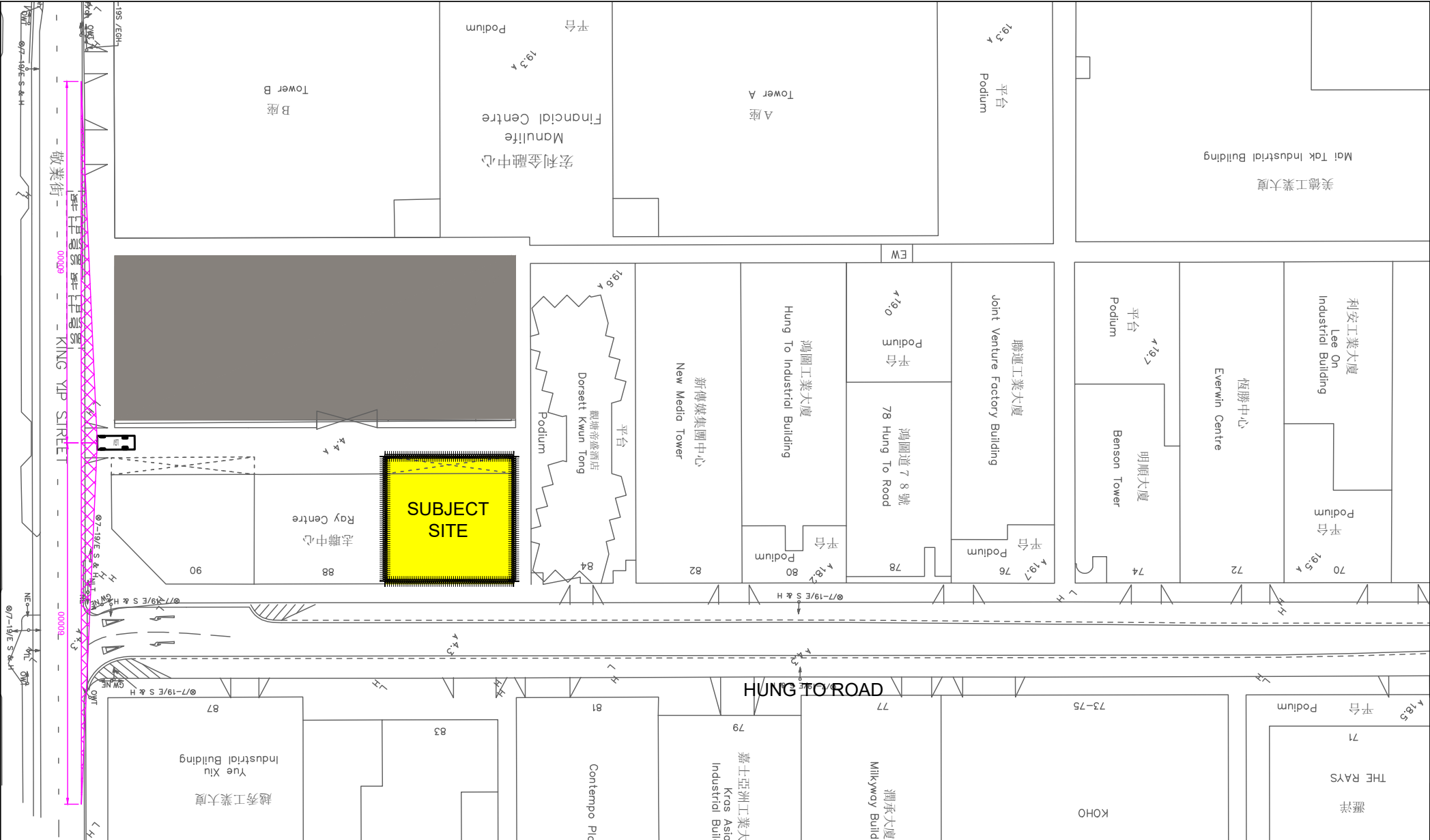
HUNG TO ROAD

PROJECT TITLE			PROPOSED STUDENT HOSTEL AT 86 HUNG TO ROAD		J03015-001-002
DATE	NOV 2025	SCALE	N.T.S		
DRAWN	SF	PROJECT NO.	J03015		
			GROUND FLOOR PLAN AND VEHICULAR ACCESS ARRANGEMENT		

Z:\AMG WORK STATION\PROJECT\J03015 S16 FOR STUDENT HOSTEL AT 86 HUNG TO ROAD\DATA\DRAWING\HUNG TO RD GF LAYOUT_20251123.SP.DWG



PROJECT TITLE			PROPOSED STUDENT HOSTEL AT 86 HUNG TO ROAD		J03015-001-002.1
DATE	NOV 2025	SCALE	N.T.S	DRAWING TITLE	
DRAWN	SF	PROJECT NO.	J03015		
SWEPT PATH ANALYSIS FOR PRIVATE CAR					



PROJECT TITLE			PROPOSED STUDENT HOSTEL AT 86 HUNG TO ROAD		J03015-001-003
DATE	NOV 2025	SCALE	N.T.S		
DRAWN	SF	PROJECT NO.	J03015		
			DRAWING TITLE		
			ASSESSMENT OF THE VISIBILITY DISTANCE FROM THE BACK ALLEY		
					