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Appendix I
Site photos



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PHOTO 2 - Northern facade of the building



Appendix II

Traffic review



**Proposed Hotel (Student Hostel) in
“Other Specified Uses” annotated “Business” Zone and Area shown as ‘Road’**

**Kwun Tong Inland Lot No. 447
LT Tower, 31 Chong Yip Street, Kwun Tong, Kowloon, Hong Kong**

TRAFFIC REVIEW

**FEBRUARY 2026
VERSION 1.0**

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1. INTRODUCTION

Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) under Section (S.) 16 of the Town Planning Ordinance (Cap. 131) to use *LT Tower, 31 Chong Yip Street, Kwun Tong, Kowloon, Hong Kong (KTIL No. 447)* (the Site) for ‘**Hotel (Student Hostel)**’ (the proposed development).
- 1.2 The Site falls within areas zoned “Other Specified Uses” annotated “Business” (“OU(“B”)”) and area shown as ‘Road’ on the Draft Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/27. The Site occupies an area of 923.7 m² (about). The Site is currently occupied by a commercial building - namely LT Tower. The proposed development is mainly proposed for student hostel use. Apart from shops, lift lobby and essential facilities (i.e. meter room, main switch room, etc.), areas are reserved for vehicle parking, loading/unloading (L/UL) and circulation spaces at ground floor.
- 1.3 The Site is accessible from Chong Yip Street. The operation hours of the proposed development are 24-hour daily, including Sundays and public holidays.
- 1.4 The main purpose of this traffic review is to examine how the proposed development will affect traffic and transport conditions on surrounding roads and facilities, and to suggest necessary measures to mitigate any potential impacts that are identified.

2. THE SUBJECT SITE

The Site and Its Proposed Development Parameters

- 2.1 The Site is located at 31 Chong Yip Street, Kwun Tong (**Plan 1**).
- 2.2 Details of development parameters and respective uses of each storey of the proposed development are as follows at **Tables 1** and **2**.

Table 1 - Development Parameters

| | |
|------------------------------|--|
| Site Area | 924 m ² (about) |
| Gross Floor Area | 9,958 m ² (about) (non-domestic) |
| Plot Ratio | 10.8 (about) |
| Site Coverage | 92.2 % (about) |
| Building height | 51.6 mPD (about) (at the main roof level i.e. 15/F) |
| No. of Storey | 14 storeys (from G/F to 15/F; 4/F and 14/F omitted) |
| No. of Units | 274 |
| - Single Rooms | 31 |
| - Double Rooms | 243 |
| Room Size | 5.4 m ² to 24.3 m ² (about) |
| Maximum Population | 517 |
| Building Height | 51.68 mPD (about) |
| No. of Parking Spaces | 10 |
| - Private Car (PC) Space | 8 |
| - Motorcycle/Bicycle Space | 1 |
| - Accessible Parking Space | 1 |
| No. of L/UL Spaces | 2 |

Table 2 - Respective Uses of Each Storey within the Proposed Development

| Storey* | Proposed Uses |
|-------------------|---|
| 15/F | Plant Room / Laundry Area |
| 13/F | En-suite Hostel Room / Pantry / Meeting Room / Activity Room |
| 12/F | En-suite Hostel room / Gym / Study Room / Pantry |
| 3/F - 11/F | Hostel Room / Study Room / Pantry / Student Common Space |
| 2/F | Hostel room / Study Room / Pantry / Staff Common Room |
| 1/F | Shop / Eating Place / E&M Space |
| G/F | Shop / Eating Place / Parking & L/UL area / Delivery Lockers |

* 4/F and 14/F are omitted.

3. TRANSPORT PROVISIONS

Parking and Loading/Unloading Provisions

3.1 Parking and L/UL provisions of the proposed development is shown at **Table 3** below. All parking and L/UL spaces are provided at G/F; and their dimensions are referenced according to the Hong Kong Planning Standards and Guidelines (HKPSG). To make the most efficient use of the site, the proposed development includes four parking spaces arranged in a double-layer (stacked) configuration. All related machineries would be under routine check by professional persons. The height (i.e. 3.6 m (about)) has been designed to safely accommodate vehicles in all parking spaces.

Table 3 - Details of Parking and L/UL Provisions

| Parking Spaces | |
|---|---|
| PC Space 2.5 m (W) x 5 m (L) x 3.6 m (H) | 8 |
| - For Management Office of Hostels | 2 |
| - For Shops | 6 |
| Motorcycle/Bicycle (MC) Space 1 m (W) x 2.4 m (L) x 3.6 m (H) | 1 |
| - For Hostels Only | |
| Accessible Parking Space 3.5 m (W) x 5 m (L) x 3.6 m (H) | 1 |
| - Shared Between All Users | |
| L/UL Spaces | |
| Light Goods Vehicle (LGV) Space 3.5 m (W) x 7 m (L) x 3.6 m (H) | 2 |
| - For Hostels | 1 |
| - For Shops | 1 |

3.2 1 parking space will be allocated to each tenant of the commercial portion of the building, whereas 2 parking spaces will be provided for staff use to maintain the daily operation of the student hostel. Visitors who wish to use the hostel parking spaces are required to pre-book and reserve their parking spaces before arriving at the Site. Visitors without booking, and vehicles other than PCs, MCs and LGVs will not be entertained.

3.3 6 parking spaces for shops will be provided and will be shared equally within them with 1 parking space for each shop. Such spaces are provided on a monthly rental basis.

3.4 2 L/UL spaces are provided for hostels and shops. The same arrangement would be adopted: pre-bookings are to be made for usage of such L/UL spaces. Ad-hoc usage would not be entertained.

3.5 The accessible parking space is provided for visitors in need. Pre-bookings to the estate management are also required to use the space. To effectively manage the parking and L/UL area, members of the estate management team will be stationed at

the ingress/egress and the parking and L/UL area to provide assistance, if needed.

Assesses

- 3.6 The Site is located at a junction bounded by Chong Yip Street and Hung To Road. Pedestrian access for the proposed development is located at Chong Yip Street; whilst the existing ingress/egress point for vehicles is located at a back alley connecting Chong Yip Street and How Ming Street (**Plan 1**). The back alley is a one-way road which could only be entered from How Ming Street. Thus, all vehicles are required to access the Site by How Ming Street via the said back alley.

Swept Path Analyses

- 3.7 Swept path analyses for PCs and LGVs are enclosed at **Plans 2** and **3** respectively. For reference, PCs adopted are sized at 2.1 m (W) x 5.2 m (L); whilst LGVs are sized at 1.7 m (W) x 4.6 m (L) respectively. Such sizes are adopted according to usual vehicle sizes at the Hong Kong market correspondingly.
- 3.8 The analyses had demonstrated that sufficient space is provided for vehicles to smoothly entering/leaving and manoeuvre within the Site. Design speed for all vehicles is 5 km/h in forwarding; and 2 km/h in reversing so that pedestrians and vehicle safety are enhanced.
- 3.9 Staff will be deployed by the estate management team to supervise and manage all L/UL activities; as well as to station at the ingress/egress to direct incoming/outgoing vehicles so that pedestrians and vehicle safety are ensured.

4. TRAFFIC CONDITIONS

Current Road Network

4.1 The proposed development is located at a section of Hung To Road, which is a single-two lane local distributor running in North-South direction; the Site is also at a junction connecting Chong Yip Street and Hung To Road. It abuts Fat Lee Industrial Building at the south; and Chong Yip Street at the north.

Public Transport In the Vicinity

4.2 Since the proposed development is designed to serve both local and international students, it is expected that they will mainly use the existing public transport services near the Site for daily commuting. The area is well-served by ample public transport options, including MTR (the nearest MTR station is the Ngau Tau Kok station, which is located within 150 m of the Site) (**Plan 4**), public bus and minibus services (the nearest stop is at Millennium City 3, which is also located within 150 m of the Site) at Kwun Tong Road. Details of public bus and minibuses services within 300 m of the Site are shown at **Table 4** below.

Table 4 - Public Bus and Minibus Services at Kwun Tong Road

| Public Bus Services | | |
|---------------------|--|---------------------------------------|
| Routes | Destinations | Frequencies / Departures* |
| 1A | Star Ferry - Sau Mau Ping (Central) | 7 - 20 mins |
| 3D | Tsz Wan Shan (Central) - Kwun Tong (Yue Man Square) | 4 - 25 mins |
| 5R | Kai Tak Cruise Terminal - Kwun Tong (APM) (Circular) | 15 - 30 mins |
| 6E | Cheung Sha Wan (So Uk Estate) - Lei Yue Mun Estate | Mondays to Fridays 07:40 |
| 6P | Cheung Sha Wan (So Uk Estate) - Lei Yue Mun Estate | Mondays to Fridays 07:00 and 07:20 |
| 11B | Kwun Tong (Tsui Ping Road) - Kowloon City Ferry | 15 - 30 mins |
| 11C | Chuk Yuen Estate - Sau Mau Ping (Upper) | 15 - 30 mins |
| 11D | Lok Fu - Kwun Tong Ferry | 15 - 30 mins |
| 11X | On Tai (North) - Hung Hom Station | 9 - 25 mins |
| 13D | Po Tat - Island Harbourview | 15 - 30 mins |
| 13P | Po Tat - Cheung Sha Wan (Lai Kok Estate) | Mondays to Fridays 07:40 |
| 14 | Lei Yue Mun Estate - China Ferry Terminal | 17 - 30 mins |
| 14B | Ngau Tau Kok - Lam Tin (Kwong Tin Estate) | 20 - 30 mins |
| 14X | Yau Tong (Shung Tak Wai) - Tsim Sha Tsui(Circular) | 15 - 30 mins |
| 15 | Ping Tin - Hung Hom (Hung Luen Road) | 15 - 30 mins |
| 15A | Ping Tin - Tsz Wan Shan (North) | 20 - 30 mins |

| | | |
|------------|--|---|
| 15X | Lam Tin (Kwong Tin Estate) - Hung Hom Station | Mondays to Fridays 07:10 - 09:30; 17:00 - 19:00 |
| 16 | Lam Tin (Kwong Tin Estate) - Mong Kok (Park Avenue) | 9 - 30 mins |
| 17 | Kwun Tong (Yue Man Square) - Ho Man Tin (Oi Man Estate) | 5 - 25 mins |
| 23M | Lok Wah - Shun Lee (Circular) | 15 - 30 mins |
| 28B | Choi Fook - Kai Tak (Kai Ching Estate) | 15 - 30 mins |
| 33B | Tsuen Wan West Station - Yau Tong | Saturdays, Sundays and Public Holidays 25 - 30 mins |
| 38 | Kwai Shing (East) - Ping Tin | 7 - 25 mins |
| 38P | Kwai Shing (Central) - Ping Tin | Mondays to Fridays 07:15 and 07:30 |
| 40 | Tsuen Wan (Belvedere Garden) - Laguna City | 14 - 30 mins |
| 40P | Tsuen Wan (Nina Tower) - Kwun Tong Ferry | 8 - 30 mins |
| 42C | Tsing Yi (Cheung Hang Estate) - Lam Tin Station | 7 - 25 mins |
| 55 | Tuen Mun (Ching Tin and Wo Tin) - Kwun Tong Ferry Pier | 20 - 30 mins |
| 61R | City One Shatin - Lam Tin Station | Mondays to Fridays 07:00 - 08:25; 17:40 - 18:40 |
| 62X | Siu Hong Station (South) - Lei Yue Mun Estate | 15 - 30 mins |
| 69C | Tin Yan Estate - Kwun Tong Ferry | 6 - 30 mins |
| 74D | Kau Lung Hang - Kwun Tong Ferry | 25 - 60 mins |
| 74E | Tai Mei Tuk - Kwun Tong Ferry | Mondays to Fridays 07:00 - 07:30; 17:50 - 18:10 |
| 74F | Kwun Tong Ferry - Education University of Hong Kong | Mondays to Fridays 07:05 - 07:45; 17:40 - 18:00 |
| 74P | Kwun Tong Ferry - Tai Po Central | Mondays to Fridays 07:15 - 08:15; 17:55 - 18:15 |
| 74X | Tai Po Central - Kwun Tong Ferry | 5 - 30 mins |
| 78C | Fanling (Queen's Hill Estate) - Kai Tak (Via Kwun Tong) | 30 - 60 mins |
| 80 | Mei Lam - Kwun Tong Ferry | 12 - 20 mins |
| 80X | Chun Shek - Kwun Tong Ferry | 15 - 30 mins |
| 83X | Shui Chuen O - Kwun Tong Ferry | 15 - 30 mins |
| 88X | Sui Wo Court - Ping Tin | 20 - 30 mins |
| 89 | Lek Yuen - Kwun Tong (Tsui Ping North Estate) | 15 - 30 mins |
| 89C | Heng On - Kwun Tong (Tsui Ping Road) | 12 - 30 mins |
| 89D | Wu Kai Sha Station - Lam Tin Station | 6 - 25 mins |

| | | |
|-------------|--|---|
| 89X | Sha Tin Station - Kwun Tong (Tsui Ping Road) | 12 - 25 mins |
| 93K | Po Lam - Mong Kok East Station | 17 - 30 mins |
| 95M | Tsui Lam - Kwun Tong (Elegance Road) | 25 - 35 mins |
| 98 | Tseung Kwan O Industrial Estate - Ngau Tau Kok Station (Circular) | 15 - 20 mins |
| 98A | Hang Hau (North) - Ngau Tau Kok Station (Circular) | 8 - 30 mins |
| 101 | Kwun Tong (Yue Man Square) - Kennedy Town | 4 - 27 mins |
| 101X | Kwun Tong (Yue Man Square) - Kennedy Town | Mondays to Fridays 07:15 - 07:45; 17:55 - 18:20 |
| 213B | On Tai - Kwun Tong (Ting Fu Street) (Circular) | Mondays to Fridays 06:45 - 08:00 |
| 215P | Lam Tin (Kwong Tin Estate) - Kowloon Station, High Speed Rail Station | Mondays to Fridays 08:00 |
| 215X | Lam Tin (Kwong Tin Estate) - Kowloon Station, High Speed Rail Station | 6 - 25 mins |
| 234C | Shan Tseng - Kwun Tong (Tsui Ping North Estate) | Mondays to Fridays 07:20 - 07:45 |
| 234D | Tsing Lung Tau - Kwun Tong (Tsui Ping North Estate) | Mondays to Fridays 07:15 - 07:35 |
| 252X | Handsome Court - Lam Tin Station | Mondays to Fridays 07:00 and 07:15; 17:45 and 18:05 |
| 258D | Tuen Mun (Po Tin Estate) - Lam Tin Station | 5 - 30 mins |
| 258P | Hung Shui Kiu (Hung Fuk Estate) - Lam Tin Station | 12 - 30 mins |
| 259D | Tuen Mun (Lung Mun Oasis) - Lei Yue Mun Estate | 8 - 30 mins |
| 268A | Long Ping Estate - Kwun Tong Ferry | Mondays to Fridays 07:05; 07:20 and 18:05 |
| 268C | Long Ping Station - Kwun Tong Ferry | 5 - 30 mins |
| 269C | Tin Shui Wai Town Centre - Kwun Tong Ferry | 5 - 30 mins |
| 274X | Kwun Tong Ferry - Tai Po Central | Mondays to Fridays 17:04 - 19:07 Saturdays 17:40 - 18:10 |
| 277A | Sha Tau Kok - Lam Tin Station | 60 - 70 mins |
| 277B | Sheung Shui Kong Nga Po - Lam Tin Station | Mondays to Fridays 06:10, 06:20 and 18:05 |
| 277E | Sheung Shui (Tin Ping) - Lam Tin Station | 9 - 30 mins |
| 277P | Sheung Shui (Tin Ping) - Lam Tin Station | Mondays to Fridays 06:30 and 07:00 17:30 and 18:00 |
| 277X | Fanling (Luen Wo Hui) - Lam Tin Station | 7 - 25 mins |

| | | |
|-------------------------|--|--|
| 296A | Sheung Tak - Ngau Tau Kok Station (Circular) | 10 - 20 mins |
| 296C | Sheung Tak - Cheung Sha Wan (Hoi Ying Estate) | 15 - 30 mins |
| 606 | Choi Wan (Fung Shing Street) - Siu Sai Wan (Island Resort) | 20 - 25 mins |
| 606A | Choi Wan (Fung Shing Street) - Yiu Tung Estate | Mondays to Saturdays 06:10 - 09:30 |
| 606X | Kowloon Bay - Siu Sai Wan (Island Resort) | Mondays to Saturdays 06:10 - 08:50 |
| 619 | Shun Lee - Central (Macau Ferry) | 7 - 25 mins |
| 641 | Kai Tak (Kai Ching Estate) - Central (Macau Ferry) | Mondays to Saturdays 06:55 - 20:10 |
| 671 | Diamond Hill Station - Ap Lei Chau (Lee Lok Street) | 15 - 45 mins |
| 671X | Ap Lei Chau (Lee Lok Street) - Diamond Hill Station | Mondays to Saturdays 07:35 and 07:50 |
| 796S | Tseung Kwan O Station - Ngau Tau Kok Station (Circular) | 05:30 and 06:00; 00:40 and 01:10 |
| A22 | Airport (via Hong Kong-Zhuhai-Macau Bridge Hong Kong Port) - Lam Tin Station | 15 - 30 mins |
| A29 | Airport (via Hong Kong-Zhuhai-Macau Bridge Hong Kong Port) - Tseung Kwan O (Po Lam) | 15 - 60 mins |
| E22 | SKYCITY - Lam Tin North | 8 - 30 mins |
| E22S | Tung Chung (Mun Tung Estate) - Tseung Kwan O (Po Lam) | Mondays to Fridays 06:45 - 07:25; and 17:35 |
| E22X | SKYCITY - Yau Tong | Mondays to Fridays 06:54 - 07:24; 17:42 - 18:12 |
| N3D | Kwun Tong (Yue Man Square) - Tsz Wan Shan (Central) | 00:45 and 05:05 |
| N29 | Tung Chung Station - Tseung Kwan O (Hong Sing Garden) | 00:15; 00:30; 01:10; 01:25; 03:50; 04:20; and 04:50 |
| N293 | Sheung Tak - Mong Kok (Park Avenue) | 30 mins |
| N619 | Shun Lee - Central (Macau Ferry) | 20 - 30 mins |
| NA29 | Airport and/or Hong Kong-Zhuhai-Macau Bridge Hong Kong Port) - Tseung Kwan O (Po Lam) | 00:35 - 01:45; 03:50 - 05:05 |
| R22 | Disneyland - Yau Tong (No return service) | Service on specified day only; frequency subject to demand |
| W2 | Jordan (West Kowloon Station) - Kwun Tong (Circular) | 12 mins |
| X42C | Tsing Yi (Cheung Hang Estate) - Yau Tong | 6 - 30 mins |
| Minibus Services | | |
| 35 | Choi Ha Estate - Hong Lee Court | 6 - 8 mins |
| 56 | Richland Gardens - Shung Yan Street | 10 - 20 mins |

| | | |
|-------------|---|--------------|
| 62S | Lam Tin (Kwong Tin Estate) - Tsim Sha Tsui | 15 - 20 mins |
| 90B | Sau Mau Ping - Hong Kong Children's Hospital | 15 - 30 mins |
| 102 | Hang Hau Station - San Po Kong | 3 - 10 mins |
| 102B | Yuk Ming Court - Choi Hung (Circular) | 12 - 15 mins |
| 102S | Hang Hau Station Public Transport Interchange - San Po Kong | 15 - 20 mins |
| 104 | Hong Kong University of Science and Technology (South Station) - Kwun Tong (Circular) | 13 - 25 mins |
| 106 | Kowloon Bay - Po Lam | 7 - 25 mins |
| 501S | Yue Man Square - Sheung Shui Station | 60 mins |

**All intervals and departure times are for reference only. Actual headway and departure time may be adjusted due to traffic conditions, or other unforeseeable circumstances.*

Traffic Generation and Attraction

- 4.3 Traffic generated and attracted by the proposed development is expected to be minimal (**Table 5**), thus adverse traffic impacts arising from the proposed development should not be anticipated.

Table 5 - Traffic Generation and Attraction

| Traffic Generation and Attraction (pcus/hour) | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| Types of Vehicles | Generation | | Attraction | |
| | AM Peak 08:00 - 09:00 | PM Peak 18:00 - 19:00 | AM Peak 08:00 - 09:00 | PM Peak 18:00 - 19:00 |
| PCs | 5 | 5 | 5 | 5 |
| MCs | 1 | 1 | 1 | 1 |
| LGVs | 1 | 1 | 1 | 1 |

- 4.4 During peak hours, traffic generation is projected to include 7 vehicles in the morning and 7 vehicles in the evening, while the development is expected to attract 7 vehicles in the morning and 7 vehicles in the evening. Thus, such level of traffic generation is considered negligible.
- 4.5 All parking and L/UL spaces are within the existing building, and such spaces are in current use. By restructuring the usage of parking and L/UL spaces by hostel and shops, the occupant would better manage the trip generation and attraction of the Site, this would also lessen any potential impacts and avoid affecting the general public.

5. CONCLUSION

Conclusion

- 5.1 The findings of this review have indicated that no significant impact will be induced by the proposed development. The provisions of parking and L/UL spaces are adequate for the proposed development. Swept path analyses have been carried out with PCs and LGVs, and the results have revealed that access is considered satisfactory. Thus, it is concluded that the design and provision of the proposed vehicular access, vehicle parking and L/UL facilities, as well as maneuvering spaces for the proposed development are adequate and comply with the traffic engineering point of view.

Plan 2 - Swept Path Analysis (Private Cars)

Entering the Site

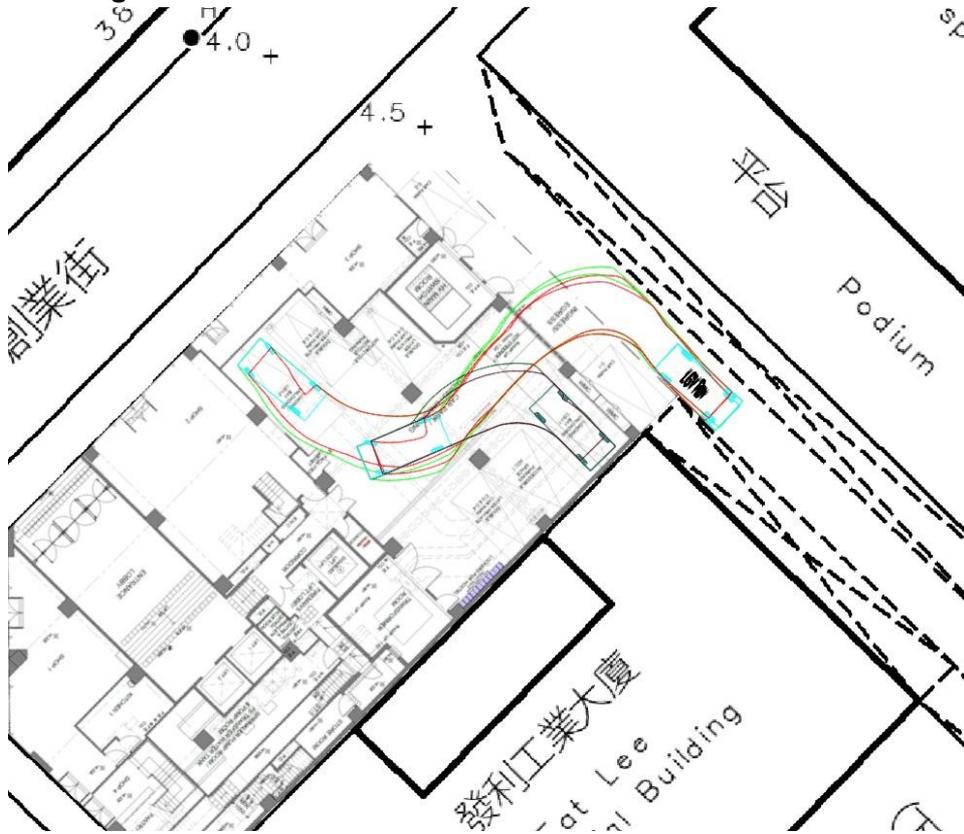


Leaving the Site



Plan 3 - Swept Path Analysis (Light Goods Vehicles)

Entering the Site



Leaving the Site



Appendix III

Verification report of the existing water supplies from WSD
and foul water drainage to Government system



Building: 31 Chong Yip Street, Kwun Tong

Verification Report of the Existing Water Supplies from WSD and Foul Water Drainage to the Government's System

Part 1:

Calculation Verification of Foul Water Drainage Main Stacks and U/G Main Drain Pipe to DSD M.H.

- a) The min. size of the 3 nos. Vertical Stacks is 150mm dia.
- b) The size of the existing Underground (U/G) 225mm dia. Main Drain Pipe (from the Last Manhole to outside DSD Manhole) is sufficient for the whole building.

Note: Please refer to the attachment for details of the calculation of foul water discharge pipes.

Part 2:

Calculation Verification of Plumbing (Potable and Flushing) Water Supply to the Building.

- a) The existing 80mm dia. Potable Water Supply Pipe Size is "marginally sufficient" (without any surplus capacity and at the max. allowable supply velocity - 3m/s) to meet the building need.
- b) The existing 40mm dia. Flushing Water Supply Pipe Size is "insufficient" to meet the building need.

Note: Please refer to the attachment for details of the calculation of potable and flushing water supply pipes.

Part 3:

Verification for the Water Supply to the FS installation for the additional Hose Reel on each floor.

As per the FSD's Code of Practice, the Hose Reels are combined with the Fire Hydrant to be an FH/HR System in the building, at which the Hose Reel should be provided to ensure that every part of the building can be reached by a length of not more than 30 m of hose reel tubing. The Hose Reels should normally be provided at the convenient locations to enable the occupants of the building to attack a fire.

The F.S. Water Tank is used as the Supply Tank for the Fire Hydrant & Hose Reel System for the whole building. The F.S. Tank size is determined with regard to the largest floor area of the building and is not dependent on the no. of Hose Reels connected to the FH/HR System.

From the above, the water supply to the FS installation shall not be affected by the addition of Hose Reel on each floor.

Building: 31 Chong Yip Street, Kwun Tong

Calculation Verification of Foul Water Drainage Main Stacks and Underground Main Drain Pipe to Government's System

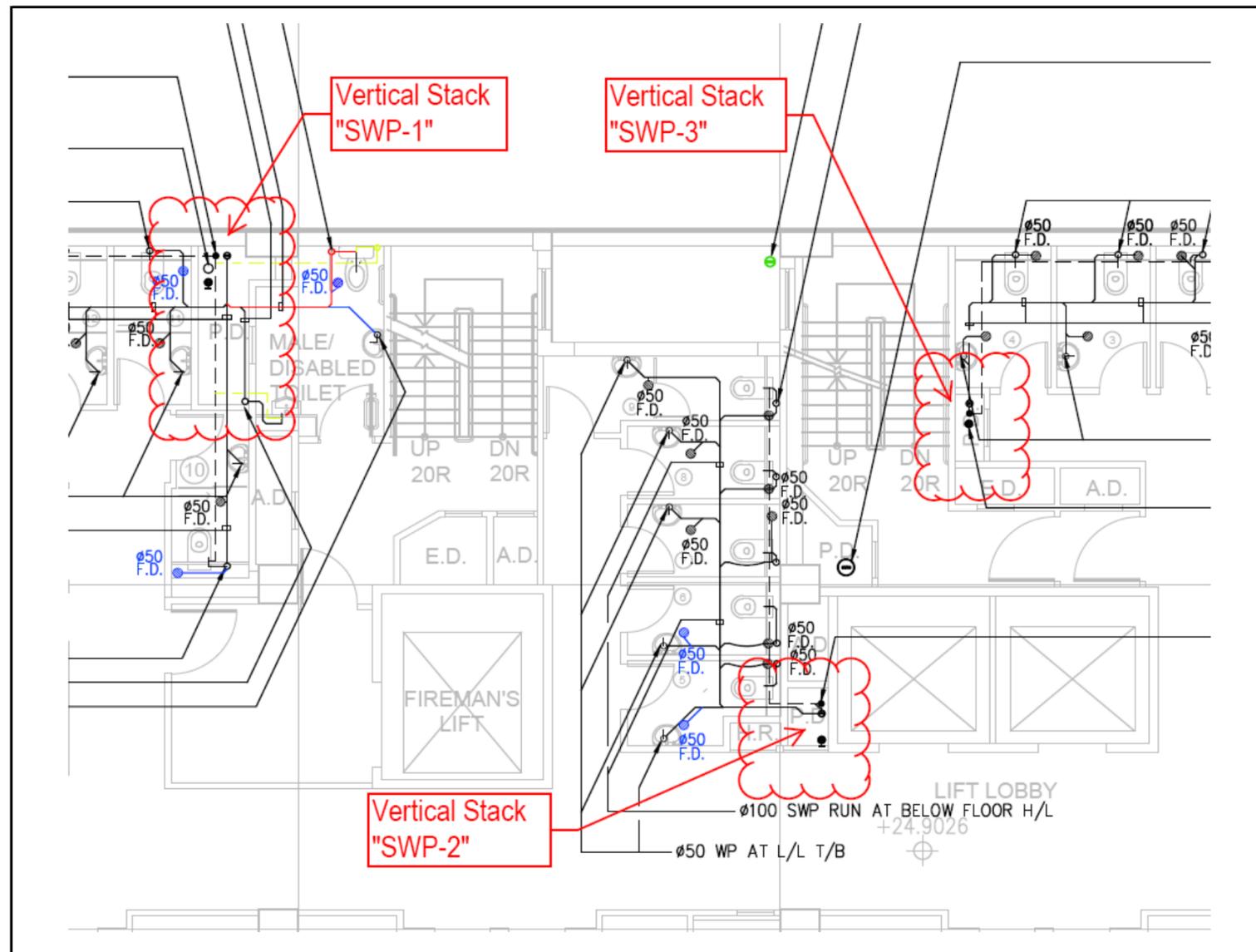
Part A: Verification of the 3 nos. Foul Water Drainage Vertical Stacks

Calculation follows the Plumbing Engineering Services Design Guide of The Chartered Institute of Plumbing & Heating Engineering, U.K.

A1) Drainage Part Plan:

Part Plan extracted from the Originally Approved Drainage Plan (showing the Stack Locations and Extent of Connections)

(Note: The quantities of Sanitary Fittings follows the Student Hostel Proposal Plans)



Building: 31 Chong Yip Street, Kwun Tong

Calculation Verification of Foul Water Drainage Main Stacks and Underground Main Drain Pipe to Government's System

A2) Schedule of Sanitary Fitments and Discharge Units:

A2.1) Vertical Foul Water Stack "SWP-1" (location as marked on the above Drainage Part Plan)

| | Discharge Unit (DU) | 1/F | 2/F | 3/F | 5/F | 6/F | 7/F | 8/F | 9/F | 10/F | 11/F | 12/F | 13/F | Total |
|--------------------|----------------------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| WC (6L dual flush) | 1.7 | 0 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 8 | 1 | 62 |
| Shower | 0.4 | 0 | 10 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 0 | 82 |
| Urinal | 0.4 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 |
| Wash basin | 0.3 | 0 | 10 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 8 | 1 | 131 |
| Floor drain | 0.5 | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 8 | 1 | 36 |
| Sink | 1.3 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 10 |
| | Sub-Total DU | 0 | 18.7 | 20.8 | 23.6 | 4.2 | 212.9 |

A2.2) Vertical Foul Water Stack "SWP-2" (location as marked on the above Drainage Part Plan)

| | Discharge Unit (DU) | 1/F | 2/F | 3/F | 5/F | 6/F | 7/F | 8/F | 9/F | 10/F | 11/F | 12/F | 13/F | Total |
|--------------------|----------------------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| WC (6L dual flush) | 1.7 | 1 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 8 | 4 | 58 |
| Shower | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 |
| Urinal | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| Wash basin | 0.3 | 1 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 8 | 4 | 58 |
| Floor drain | 0.5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 8 | 2 | 20 |
| Sink | 1.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sub-Total DU | 2.5 | 10.5 | 23.2 | 9.4 | 129.6 |

A2.3) Vertical Foul Water Stack "SWP-3" (location as marked on the above Drainage Part Plan)

| | Discharge Unit (DU) | 1/F | 2/F | 3/F | 5/F | 6/F | 7/F | 8/F | 9/F | 10/F | 11/F | 12/F | 13/F | Total |
|--------------------|----------------------------|-------------|-------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|--------------|
| WC (6L dual flush) | 1.7 | 9 | 5 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 7 | 4 | 57 |
| Shower | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 11 |
| Urinal | 0.4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Wash basin | 0.3 | 9 | 5 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 7 | 4 | 57 |
| Floor drain | 0.5 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 7 | 4 | 24 |
| Sink | 1.3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| | Sub-Total DU | 23.4 | 10.5 | 8.5 | 8.5 | 21.6 | 11.6 | 135.1 |

Building: 31 Chong Yip Street, Kwun Tong

Calculation Verification of Foul Water Drainage Main Stacks and Underground Main Drain Pipe to Government's System

A3) Calculation of the Discharge Capacity of Vertical Stacks:

$$Q_{ww} = K\sqrt{DU_{total}}$$

Where: Q_{ww} Wastewater Flow Rate (L/s) [Q1 for Stack "SWP-1", Q2 for Stack "SWP-2", Q3 for Stack "SWP-3"]
 K Frequency of Use
 DU_{total} Sum of Discharge Units

A3.1) DU Required Flow at Vertical Foul Water Stack "SWP-1"

(Frequent use, e.g. hotel, restaurant, school, etc.)

$$K = 0.7$$

$$\text{Sub-total Discharge Unit} = 212.9$$

Flow Rate Estimation

$$\text{"SWP-1" Flow Rate: } Q1 = 0.7\sqrt{212.9}$$

$$Q1 = 0.7\sqrt{212.9} \quad 10.21 \text{ L/s}$$

A3.2) DU Required Flow at Vertical Foul Water Stack "SWP-2"

(Frequent use, e.g. hotel, restaurant, school, etc.)

$$K = 0.7$$

$$\text{Sub-total Discharge Unit} = 129.6$$

$$\text{"SWP-2" Flow Rate: } Q1 = 0.7\sqrt{129.6}$$

$$Q2 = 0.7\sqrt{129.6} \quad 7.97 \text{ L/s}$$

A3.3) DU Required Flow at Vertical Foul Water Stack "SWP-3"

(Frequent use, e.g. hotel, restaurant, school, etc.)

$$K = 0.7$$

$$\text{Sub-total Discharge Unit} = 135.1$$

$$\text{"SWP-3" Flow Rate: } Q1 = 0.7\sqrt{135.1}$$

$$Q3 = 0.7\sqrt{135.1} \quad 8.14 \text{ L/s}$$

Building: 31 Chong Yip Street, Kwun Tong

Calculation Verification of Foul Water Drainage Main Stacks and Underground Main Drain Pipe to Government's System

A4) Calculation Verification of the Size of the 3 nos. Foul Water Drainage Vertical Stacks:

A4.1) Study of the Discharge Capacity of Different Size of Vertical Stacks

Considering a 100mm SWP Vertical Stack, the Drain Pipe Discharge Capacity Calculation:

Where: $k = 3.2 \times 10^{-5}$ 0.000032
 $d =$ pipe diameter (mm) 100 mm
 $d^{(8/3)} =$ 215443.47
 For 100mm SWP:
 $Q_{100} = k \times d^{(8/3)}$
 $Q_{100} = 0.000032 \times 215443.47$ **6.89 L/s**

Considering a 150mm SWP Vertical Stack, the Drain Pipe Discharge Capacity Calculation:

Where: $k = 3.2 \times 10^{-5}$ 0.000032
 $d =$ pipe diameter (mm) 150 mm
 $d^{(8/3)} =$ 635199.32
 For 150mm SWP:
 $Q_{150} = k \times d^{(8/3)}$
 $Q_{150} = 0.000032 \times 635199.32$ **20.33 L/s**

A4.2) Compare the 3 nos. Vertical Stacks Discharge Rates with the DU Required Flow Rates at Different Stacks

Table 4.2a:

For 100mm SWP Vertical Stack (Discharge Capacity = 6.89 L/s)

| Vertical Stack | DU Req'd Flow (L/s) [1] | Stack Cap. (L/s) [2] | Safety Factor [2]/[1] | Spare Cap. (L/s) [2]-[1] | Result |
|----------------|-------------------------|----------------------|-----------------------|--------------------------|---------------|
| SWP-1 | 10.21 | 6.89 | 0.67 | -3.32 | X Fail |
| SWP-2 | 7.97 | 6.89 | 0.87 | -1.07 | X Fail |
| SWP-3 | 8.14 | 6.89 | 0.85 | -1.24 | X Fail |

Table 4.2b:

For 150mm SWP Vertical Stack (Discharge Capacity = 20.33 L/s)

| Vertical Stack | DU Req'd Flow (L/s) [1] | Stack Cap. (L/s) [2] | Safety Factor [2]/[1] | Spare Cap. (L/s) [2]-[1] | Result |
|----------------|-------------------------|----------------------|-----------------------|--------------------------|--|
| SWP-1 | 10.21 | 20.33 | 1.99 | 10.11 | <input checked="" type="checkbox"/> Pass |
| SWP-2 | 7.97 | 20.33 | 2.55 | 12.36 | <input checked="" type="checkbox"/> Pass |
| SWP-3 | 8.14 | 20.33 | 2.50 | 12.19 | <input checked="" type="checkbox"/> Pass |

A5) Conclusion:

From the above calculations and the results in Table 4.2a & Table 4.2b, the min. size of the 3 nos. Vertical Stacks is 150mm dia.

Building: 31 Chong Yip Street, Kwun Tong

Calculation Verification of Foul Water Drainage Main Stacks and Underground Main Drain Pipe to Government's System

B2) Calculation of the Foul Water Total Discharge Capacity of the Whole Building:

B2.1) Total Flow Rate of all 3 nos. Vertical Stacks

Total DU Required Flow Rate of all Vertical Stacks ("SWP-1" + "SWP-2" + "SWP-3"):

Q total = 26.32 L/s

B2.2) Total Flow Rate of all 3 nos. Grease Traps for the Kitchens (Grease Traps data from the original drainage plans)

GREASE TRAP SCHEDULE

| GREASE INTERCEPTOR NO. | SERVICES AREA | APPROX. KIT. AREA (M ²) | PEAKING FACTOR (PF) | PEAK DISCHARGE RATE QP (L/S) | REQUIRED CAPACITY OF GREASE INTERCEPTOR (M ³) | SIZE (m) | | | | | | | E.P.D. REQUIREMENT | | PROVIDED CAPACITY OF GREASE INTERCEPTOR (M ³) |
|------------------------|---------------|-------------------------------------|---------------------|------------------------------|---|----------|--------|--------|--------------|-------|-------|-------|--------------------|-------------------|---|
| | | | | | | D (Ømm) | L1 (m) | L2 (m) | L1+L2=LT (m) | B (m) | E (m) | H (m) | 2.0<LT/H<3.0 | 1.5<BxLT<4.0 H | |
| GT-01 | G/F & 1/F | 16.7+14.3 =31 | 3.95 | 1.06 | 1.28 | 100 | 1.025 | 1.025 | 2.05 | 0.90 | 1.30 | 0.82 | 2.50 | 2.25 | 1.51 |
| GT-02 | 1/F | 15.3 | 5.20 | 0.69 | 0.83 | 100 | 1.025 | 1.025 | 2.05 | 0.90 | 1.55 | 0.75 | 2.73 | 2.46 | 1.38 |
| GT-03 | G/F | 14.421 | 5.26 | 0.66 | 0.79 | 100 | 0.75 | 0.75 | 1.50 | 0.825 | 1.50 | 0.70 | 2.42 | 1.76 | 0.866 |

① PEAKING DISCHARGE RATE, QP = $\frac{0.5xA}{16} \times \frac{1000}{3600} \times PF$ (L/S)

② CAPACITY OF GREASE INTERCEPTOR = $\frac{0.5xA}{16} \times PF \times \frac{20}{60}$ (M³)

From the above table, the Existing Underground Grease Trap Discharge Rates are

GT-01 = **1.06 L/s**

GT-02 = **0.69 L/s**

GT-03 = **0.66 L/s**

B3) Total Discharge Flow Rate of the Whole Building:

Total Rate = (Q total) + (GT-01) + (GT-02) + (GT-03)

28.7290 L/s

Building: 31 Chong Yip Street, Kwun Tong

Calculation Verification of Foul Water Drainage Main Stacks and Underground Main Drain Pipe to Government's System

B4) Calculation Verification of the Discharge Capacity of the Underground Drain Pipe from the Last Manhole to Government's System

| Segment | Manhole Ref. [(1) to (2)] | | <u>D</u> Pipe Size | <u>L</u> Pipe Length | <u>Lev. H1</u> Invert Level 1 | <u>Lev. H2</u> Invert Level 2 | <u>g</u> | <u>Ks</u> (roughness) [Note 3] | <u>S</u> Hydra-ulic Grad. [Note 6] | <u>v</u> (Kinetic Viscosity) | <u>V</u> (Mean Vel.) [Note 5] | <u>A</u> (Cross Section Area of Flow) [Note 4] | <u>Q</u> (Disch. Flow Rate) | <u>Cal. Capacity</u> (Flow Rate in L/s) |
|--|------------------------------|------------------------|-----------------------|-------------------------|----------------------------------|----------------------------------|------------------|-----------------------------------|--|---------------------------------|-------------------------------------|--|--------------------------------|--|
| | M.H. (1) | M.H. (2) | m dia. | m | m | m | m/s ² | m | | m ³ /s | m/s | m ² | m ³ /s | Lit/s |
| Underground Drain Pipe (225mm dia.) from the Last M.H. "FTMH-1" to Government's System "FMH-4042881" | FTMH-1 | Extg. Gov. FMH 4042881 | 0.225 | 5 | 3.6 | 3.55 | 9.81 | 0.0015 | 0.01 | 0.000001 | 1.106059 | 0.02982 | 0.032983 | 32.98 |

Note:

- 3) Roughness Value of drain pipe follows DSD's Sewer Manual (Pt.1): Table 5. "Polyethylene pipe" in poor Condition with roughness = 0.15mm (i.e. 0.0015m).
- 4) Taking the drainage flow at 75% Full Bore.
- 5) Colebrook-White Equation (for calculation of drainage water flow velocity under the specified pipe gradient & pipework internal surface roughness).

$$V = -2(2gDS)^{0.5} \log \left(\frac{k}{3.7D} + \frac{2.5v}{D(2gDS)^{0.5}} \right)$$

k = Colebrook-White roughness coefficient, in metres

V = velocity, in metres per second

D = circular cross-section pipe, inside diameter, in metres

S = slope, in metres per metre

v = kinematic viscosity of water, in square metres per second.

- 6) Hydraulic Grad. of Level Difference (ΔH) per meter run (L).

B5) Conclusion:

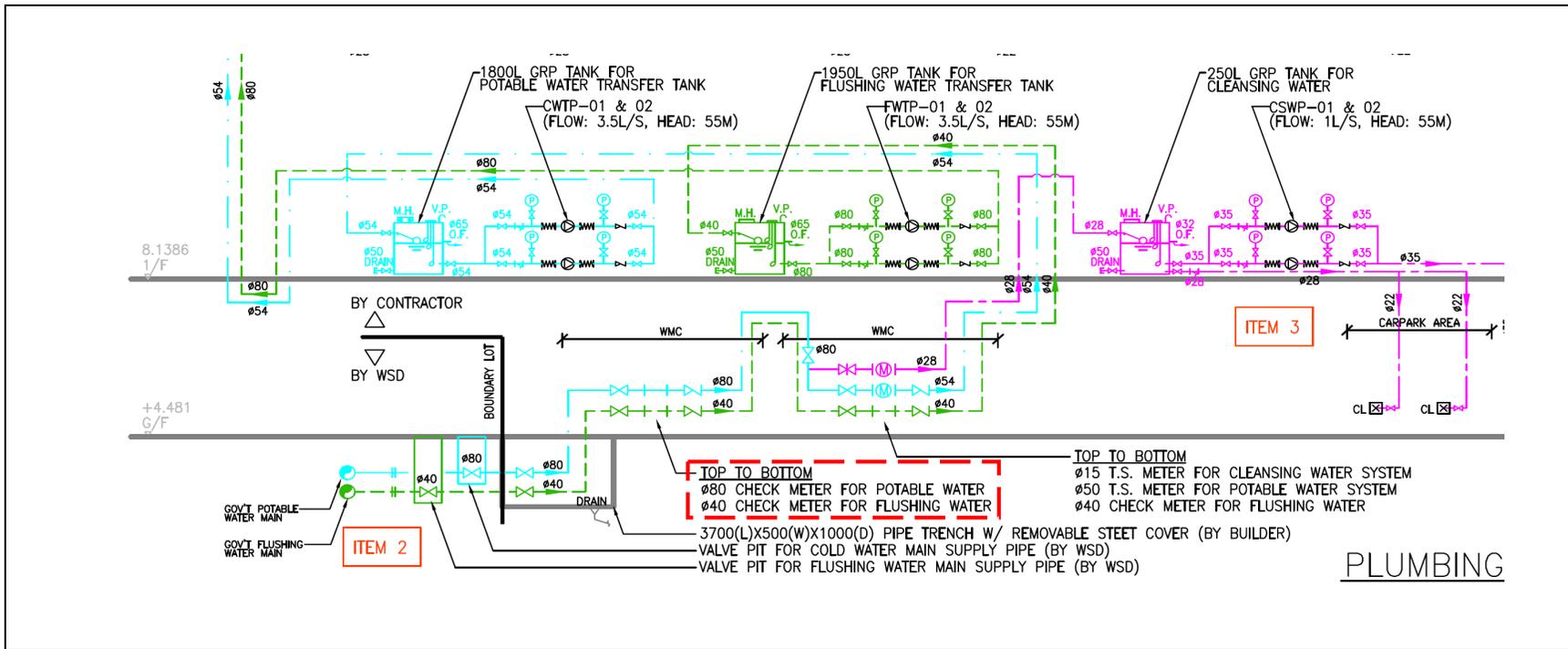
From the above calculations and the results in the above Item 3 and Item 4, the calculated Discharge Capacity of the Underground 225mm dia. Drain Pipe (32.98 L/s) is found larger than the Whole Building Discharge Rate (28.7290 L/s). The size of the Underground 225mm dia. Drain Pipe is sufficient for the whole building.

Verification of the Plumbing (Potable and Flushing) Water Supply to the Building

Calculation follows the Plumbing Engineering Services Design Guide of The Chartered Institute of Plumbing & Heating Engineering, U.K.

1) Plumbing Part Plan:

Part Plan extracted from the Plumbing Record Plan (showing the WSD water supply pipework)



Note: From the Schematic Diagram, the sizes of the WSD Water Supply Pipes:-

- WSD Potable Water Supply Pipe: 80mm dia.
- WSD Flushing Water Supply Pipe: 40mm dia.

2) Schedule of Water Points and Loading Units:

2.1) Total Sanitary Fixture Schedule

| Fixture Type | Total Quantity |
|--------------------|----------------|
| WC | 177 |
| Urinal | 14 |
| Basin (Wash basin) | 246 |
| Shower | 100 |
| Sink | 13 |

2.2) Potable Water Points and Loading Units

| Fixture Type | Quantity | Loading Unit (LU) | Sub-Total LU | Equivalent Flow Rate (from IOP Graph of Pipework) |
|--------------|----------|-------------------|--------------|---|
| Basin | 246 | 4 | 984 | |
| Shower | 100 | 6 | 600 | |
| Sink | 13 | 10 | 130 | |
| | | Total : | 1714 | ~ 14L/s |

2.3) Flushing Water Points and Loading Units

| Fixture Type | Quantity | Loading Unit (LU) | Sub-Total LU | Equivalent Flow Rate (from IOP Graph of Pipework) |
|--------------|----------|-------------------|--------------|---|
| WC | 177 | 5 | 885 | |
| Urinal | 14 | 1 | 14 | |
| | | Total : | 899 | ~ 6.5L/s |

2.3) Potable Water Supply for Kitchens (Water Consumption from the original drainage plans)

GREASE TRAP SCHEDULE

| GREASE INTERCEPTOR NO. | SERVICES AREA | APPROX. KIT. AREA (M ²) | PEAKING FACTOR (PF) | PEAK DISCHARGE RATE QP (L/S) | REQUIRED CAPACITY OF GREASE INTERCEPTOR (M ³) | SIZE (m) | | | | | | E.P.D. REQUIREMENT | | PROVIDED CAPACITY OF GREASE INTERCEPTOR (M ³) | |
|------------------------|---------------|-------------------------------------|---------------------|------------------------------|---|----------|--------|--------|--------------|-------|-------|--------------------|--------------|---|----------------|
| | | | | | | D (Ømm) | L1 (m) | L2 (m) | L1+L2=LT (m) | B (m) | E (m) | H (m) | 2.0<LT/H<3.0 | | 1.5<BxLT/H<4.0 |
| GT-01 | G/F & 1/F | 16.7+14.3=31 | 3.95 | 1.06 | 1.28 | 100 | 1.025 | 1.025 | 2.05 | 0.90 | 1.30 | 0.82 | 2.50 | 2.25 | 1.51 |
| GT-02 | 1/F | 15.3 | 5.20 | 0.69 | 0.83 | 100 | 1.025 | 1.025 | 2.05 | 0.90 | 1.55 | 0.75 | 2.73 | 2.46 | 1.38 |
| GT-03 | G/F | 14.421 | 5.26 | 0.66 | 0.79 | 100 | 0.75 | 0.75 | 1.50 | 0.825 | 1.50 | 0.70 | 2.42 | 1.76 | 0.866 |

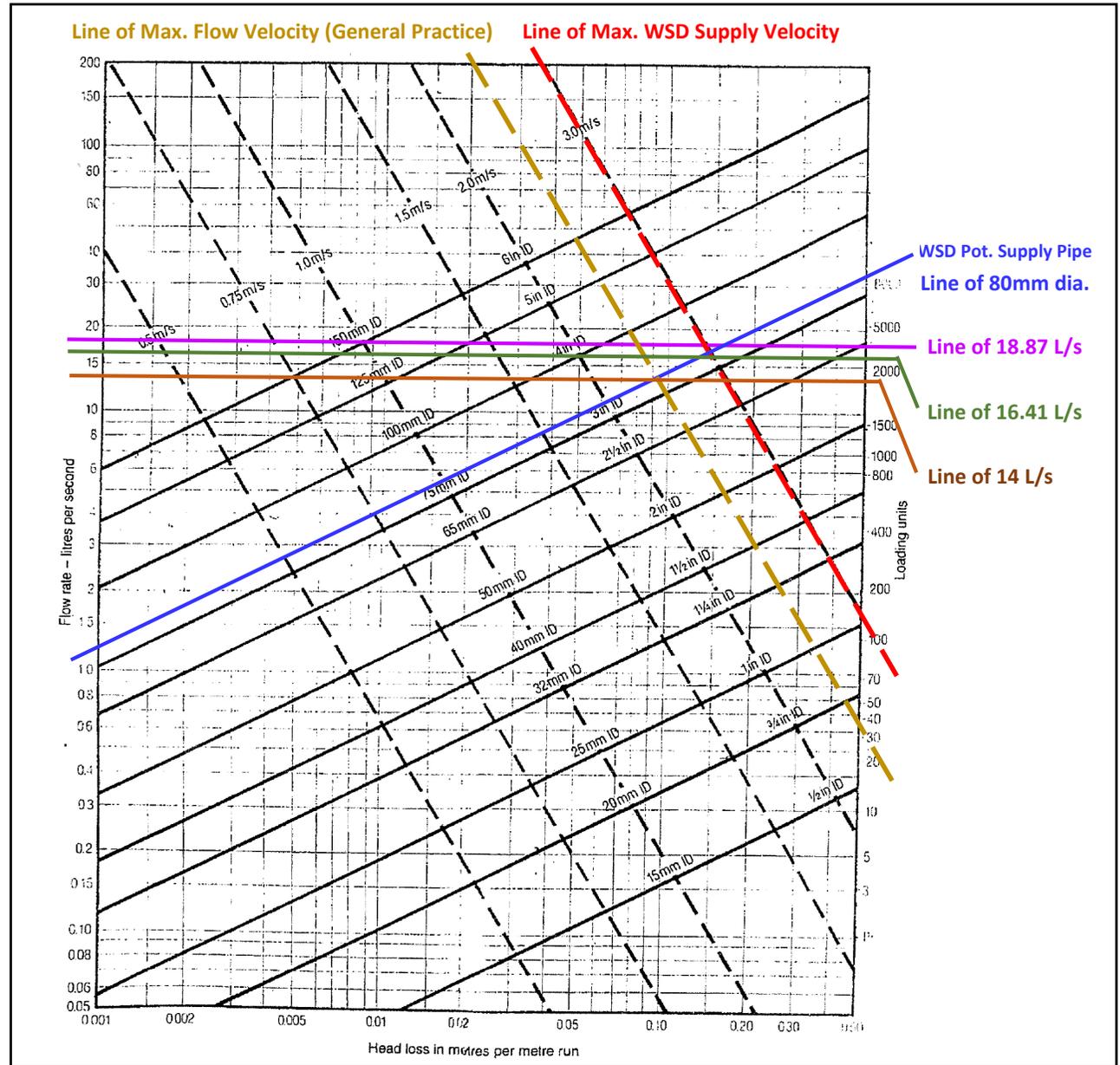
① PEAKING DISCHARGE RATE, QP = $\frac{0.5 \times A}{16} \times \frac{1000}{3600} \times PF$ (L/S)

② CAPACITY OF GREASE INTERCEPTOR = $\frac{0.5 \times A}{16} \times PF \times \frac{20}{60}$ (M³)

3) Total Water Supply Requirement of the Whole Building:

3.1) Potable Water Supply Requirement

| Users | Supply Rate (L/s) |
|---|-------------------|
| Supply Requirement from Hostel | 14 |
| 3 nos. of Kitchen (as per the org.GBP) | |
| Kitchen 1 (GT-01) | 1.06 |
| Kitchen 2 (GT-02) | 0.69 |
| Kitchen 3 (GT-03) | 0.66 |
| Total | 16.41 |
| Total with addition of 15% safety factor | 18.87 |



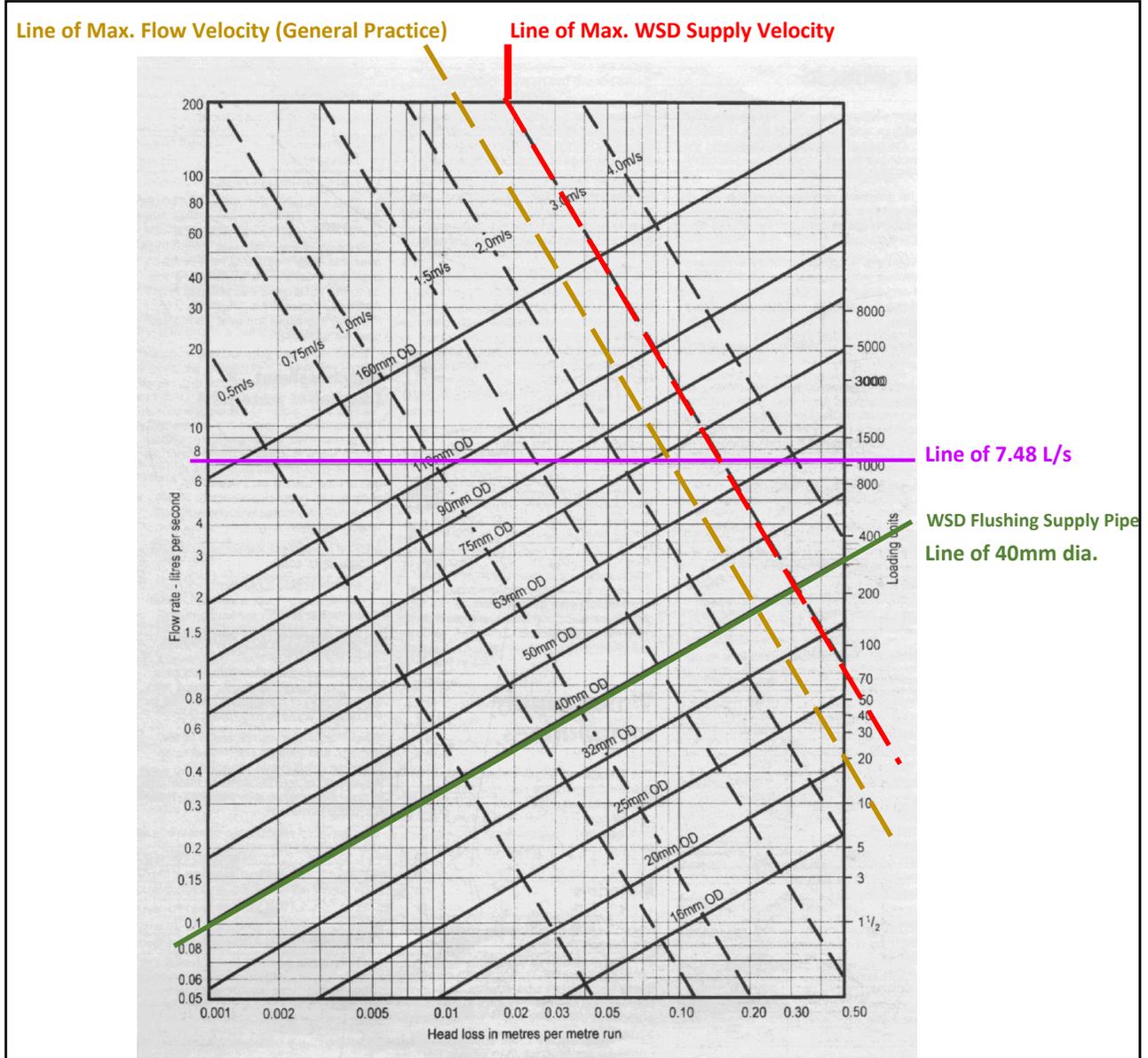
3.2) Flushing Water Supply Requirement

| Users | Supply Rate (L/s) |
|---|-------------------|
| Supply Requirement from Hostel | 6.5 |
| Total | 6.5 |
| Total with addition of 15% safety factor | 7.48 |

4) Conclusion:

From the above calculations and the results shown in IOP Graphs,

- a) The **80mm dia. Potable Water Supply Pipe Size** is "marginally" sufficient (without any surplus capacity and at the max. allowable supply velocity - 3m/s) to meet the building need.
- b) The **40mm dia. Flushing Water Supply Pipe Size** is insufficient



Appendix IV

Letter from EDB regarding the Hostels in the City Scheme





中華人民共和國香港特別行政區政府
教育局
Education Bureau
The Government of the Hong Kong Special Administrative Region
of the People's Republic of China

本局檔號 Our Ref.: (10) in EDB/FHE/SH/AP-0016(R) 電話 Telephone: 3509 8533

來函檔號 Your Ref.: PE6517VF

傳真 Fax Line:

電郵地址 Email: studenthostel@edb.gov.hk

By email and post

18 November 2025

Ms. Winnie LIU Wing Yee
Secretary
Allied Nice Enterprise Limited
32/F, Enterprise Square Three
39 Wang Chiu Road
Kowloon Bay
Kowloon

Dear Ms. LIU

Hostels in the City Scheme (“the Scheme”)

I refer to your application and the revised application form/plans received on 22 October 2025 and 24 October 2025 respectively under the Scheme for the proposed student hostel development at LT Tower, 31 Chong Yip Street, Kwun Tong, Kowloon.

I am pleased to inform you that, based on the information provided in the revised application form including the revised plans, the application is, *prima facie*, eligible under the Scheme.

To take forward the proposed development, you may liaise with the Development Projects Facilitation Office (DPFO) under the Development Bureau for the subsequent development procedures as necessary. You may also wish to take note of the preliminary comments in relation to the proposed development from the relevant departments as appended at **Annex**.

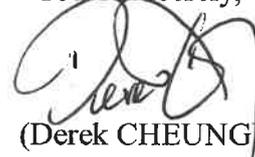
According to the signed statutory declaration, the relevant conversion works of the proposed development should be completed within 18 months from the date of this

letter, i.e. 18 November 2025. Upon completion of the works, please provide us and DPFO with a copy of the acknowledgement letter for certificate on completion of building works or the relevant occupation permit, as appropriate. Should an extension of time be required, please submit an application supported by relevant justifications at least two months prior to the end of the said 18-month period.

Please be reminded that this letter serves only to confirm the eligibility of your application for facilitation under the Scheme and it does not constitute any form of approval for subsequent development applications (as necessary).

For enquiries on eligibility of the application, please contact Mr. Martin NG [Education Officer (Higher Education)] at 3509 7399 or the undersigned [Planning Coordinator (Further and Higher Education)] at 3509 8533, or through email to studenthostel@edb.gov.hk. For enquiries on development facilitation, please contact Miss Ada CHAN [Executive Assistant/Planning & Lands] at 3841 7286, or through email to dpfo@devb.gov.hk.

Yours sincerely,



(Derek CHEUNG)

for Secretary for Education

CC

DPFO, DEVB

(Attn: Miss Ada CHAN)

PlanD

(Attn: Mr LEE Kin Ki, Chesterfield)

LandsD

(Attn: Mr HO Chi Kin, Eric)

BD

(Attn: Mr. YEUNG Pak Shing, Perry)

Annex

Preliminary Comments from Relevant Departments

1. Comments from the Planning Department:

- (a) The subject site falls within an area zoned “Other Specified Uses” annotated “Business” (“OU(B)”) on the draft Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/27. According to Schedule I of the Notes of the OZP for the “OU(B)” zone which is applicable to the subject building, ‘Hotel’ (which includes student hostels supported by Government’s policy but excludes those student hostels provided in the form of ‘Residential Institution’) is a Column 2 use which requires planning permission from the Town Planning Board (TPB).
- (b) Based on our office records and lease documents submitted by the applicant, a special waiver had been granted to the former Wing Wah Industrial Building occupying the subject site for a list of permitted purposes (including but not limited to office, eating place, shop and services, etc.) under the revitalization of industrial building policy. The conversion works were completed in October 2020 which resulted in a 14-storey wholesale-converted commercial/office building and subsequently renamed “LT Tower”.
- (c) The proposal from the Applicant is for conversion of a portion of G/F and 2/F to 15/F (4/F and 14/F omitted) of the existing building to a student hostel, while maintaining the remaining portions of G/F and entire 1/F as shop and services/eating place uses and car parking and loading/unloading (L/UL) facilities. Based on the information currently available, **planning permission for ‘Hotel (Student Hostel)’ use is required from TPB**, provided that the proposed student hostel is supported by the Hostels in the City Scheme.

2. Comments from the Lands Department:

- (a) The subject premises falls within Kwun Tong Inland Lot No. 447 (the Lot), which is governed by the Conditions of Sale No. 8089 dated 10.6.1963, as varied or modified by Modification Letters dated 29.4.1965, 26.9.2017 and 26.6.2024 and a No-objection Letter dated 29.6.1984 (the Conditions). It is also subject to a Special Waiver Letter dated 26.9.2017, as supplemented by a Supplementary Agreement dated 29.12.2020 (the Special Waiver). The Special Waiver, under the Revitalization Scheme for Industrial Buildings, permits the use of the Lot for any one or more of the uses specified in Schedule A (the Permitted Purposes) of the Special Waiver Letter for a term commencing from 26.9.2017 and expiring (i) upon the demolition of the existing building erected on the Lot; (ii) on 30.6.2047 or (iii) upon the early termination of the Conditions. The building works to convert the former industrial building for the Permitted Purposes under the Special Waiver had been completed in 2020.
- (b) The proposed student hostel use at portion (G/F, 2/F to 15/F (omitting 4/F and 14/F)) of the existing converted industrial building does not fall under the Permitted Purposes. Meanwhile, according to the G/F Car Parking Designation Plan in the Partial Conversion Design Proposal, the proposed parking and L/UL spaces cannot meet the requirements under the Special Waiver. **The owner of the Lot is required to apply to the Lands Department for a modification of the Special Waiver** to implement the

proposal after obtaining planning permission.

3. Comments from the Buildings Department:

- (a) The subject premises under application is for non-domestic use according to the approved plans. Student hostel is a domestic use under the Buildings Ordinance (BO) and subject to compliance with the relevant criteria stipulated in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-173, application for modification for the following is required and may be considered at building plan submission stage to:
 - (i) treat a student hostel as non-domestic building for the purposes of regulations 19, 20 and 21 of the Building (Planning) Regulations (B(P)R);
 - (ii) permit the non-provision of open space and kitchens for individual hostel units under B(P)Rs 25 and 45 respectively.
- (b) The provision of barrier free access for hostel use (e.g. initial access, accessible lift, accessible guest rooms, accessible toilets, additional assistive provisions, etc.) stipulated in the Design Manual: Barrier Free Access 2008 (2025 Edition) should be complied with.
- (c) The provision of natural lighting and ventilation for the proposed hostel rooms shall be demonstrated at building plan submission stage. In particular, the applicant is reminded to check the compliance with B(P)R 31(1) at building plan submission stage regarding the windows of the hostel rooms facing the service lane.
- (d) Transport Department's comments on traffic arrangement/provision of carparking space & L/UL areas should be sought.
- (e) Detailed comments on all aspects under the BO will be given at the building plan submission stage. The applicant is also reminded to follow the requirements as stipulated in PNAP APP-173.