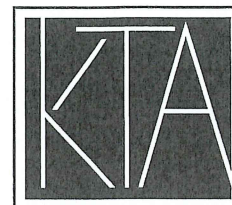


By Email

Our Ref: S3195/118WYS/26/002Lg

23 September 2026

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



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
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電話TEL (852) 3426 8451
傳真FAX (852) 3426 9737
電郵EMAIL kta@ktaplanning.com

Dear Sir/Madam,

**Proposed Wholesale Conversion of an Existing Building to Hotel Use
In "Other Specified Uses" annotated "Business" Zone,
No. 118 Wai Yip Street, Kwun Tong, Kowloon
(Planning Application No. A/K14/840)
- Supplementary Information No. 1 -**

Reference is made to the captioned Planning Application submitted to the Town Planning Board on 14 September 2026.

We hereby submit this Supplementary Information (SI) to provide clarification for this Planning Application.

This SI submission consists of:

Annex A – Replacement Pages of S16-I Application Form
Annex B – Replacement Pages of Supporting Planning Statement
Annex C – Revised Architectural Drawing (as well as Replacement Pages of Appendix 1.1 of Environmental Assessment and Replacement Pages of Appendix 1 of Sewerage Impact Assessment)

Should you have any queries in relation to the above, please do not hesitate to contact the undersigned or Mr. Donald CHOW at [REDACTED]

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Camille LAM

cc. the Applicant & Team
Encl.

KT/CL/DC/vy



FS 579819

Annex A

Replacement Pages of S16-I Application Form

7. Anticipated Completion Time of the Development Proposal

擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)

擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例: 2023 年 6 月)

(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))

(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

2028

8. Vehicular Access Arrangement of the Development Proposal

擬議發展計劃的行車通道安排

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是 No 否	☒ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Accessible via the back alley leading from How Ming Street to Hoi Bun Road ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度) ☐
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是 No 否	☒ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位 _____ Motorcycle Parking Spaces 電單車車位 _____ Light Goods Vehicle Parking Spaces 輕型貨車泊車位 _____ Medium Goods Vehicle Parking Spaces 中型貨車泊車位 _____ Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 _____ Others (Please Specify) 其他 (請列明) 1 _____ <u>Private Car Parking Space (also be served as</u> _____ <u>Taxi Lay-by)</u> _____ ☐
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是 No 否	☒ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位 _____ Coach Spaces 旅遊巴車位 _____ Light Goods Vehicle Spaces 輕型貨車車位 _____ Medium Goods Vehicle Spaces 中型貨車車位 _____ Heavy Goods Vehicle Spaces 重型貨車車位 _____ Others (Please Specify) 其他 (請列明) 1 _____ <u>Light Goods Vehicle Space (also be served as</u> _____ <u>Light Bus Lay-by)</u> _____ ☐

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) Private Car Parking Space (also be served as Taxi Lay-by) _____	1 0 0 0 0 0 1
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) Light Goods Vehicle Space (also be served as Light Bus Lay-by) _____	1 0 0 0 0 0 1

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☒
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☒
Sectional plan(s) 截視圖	☐	☒
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他 (請註明)	☐	☐

Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☒
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	☐	☒
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☒
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☒
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他 (請註明)	☐	☐

Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號

Annex B

Replacement Pages of Supporting Planning Statement

LIST OF FIGURES

Figure 2.1	Site Location Plan (Local Context)
Figure 2.2	Site Location Plan (Wider Context)
Figure 2.3	Site Photos
Figure 2.4	Lot Index Plan
Figure 2.5	Zoning Context Plan
Figure 2.6	Hotel Room Occupancy Rate in Hong Kong
Figure 2.7	Similar Applications and Completed Hotel Developments in The Vicinity of The Site

LIST OF TABLES

Table 2.1	Existing Hotel Developments within the same OZP
Table 2.2	Approved Planning Applications for Hotel Development within the same OZP (by 31 August 2026)
Table 3.1	Development Parameters of the Proposed Hotel Development
Table 3.2	Schedule of Use by Floors

LIST OF APPENDICES

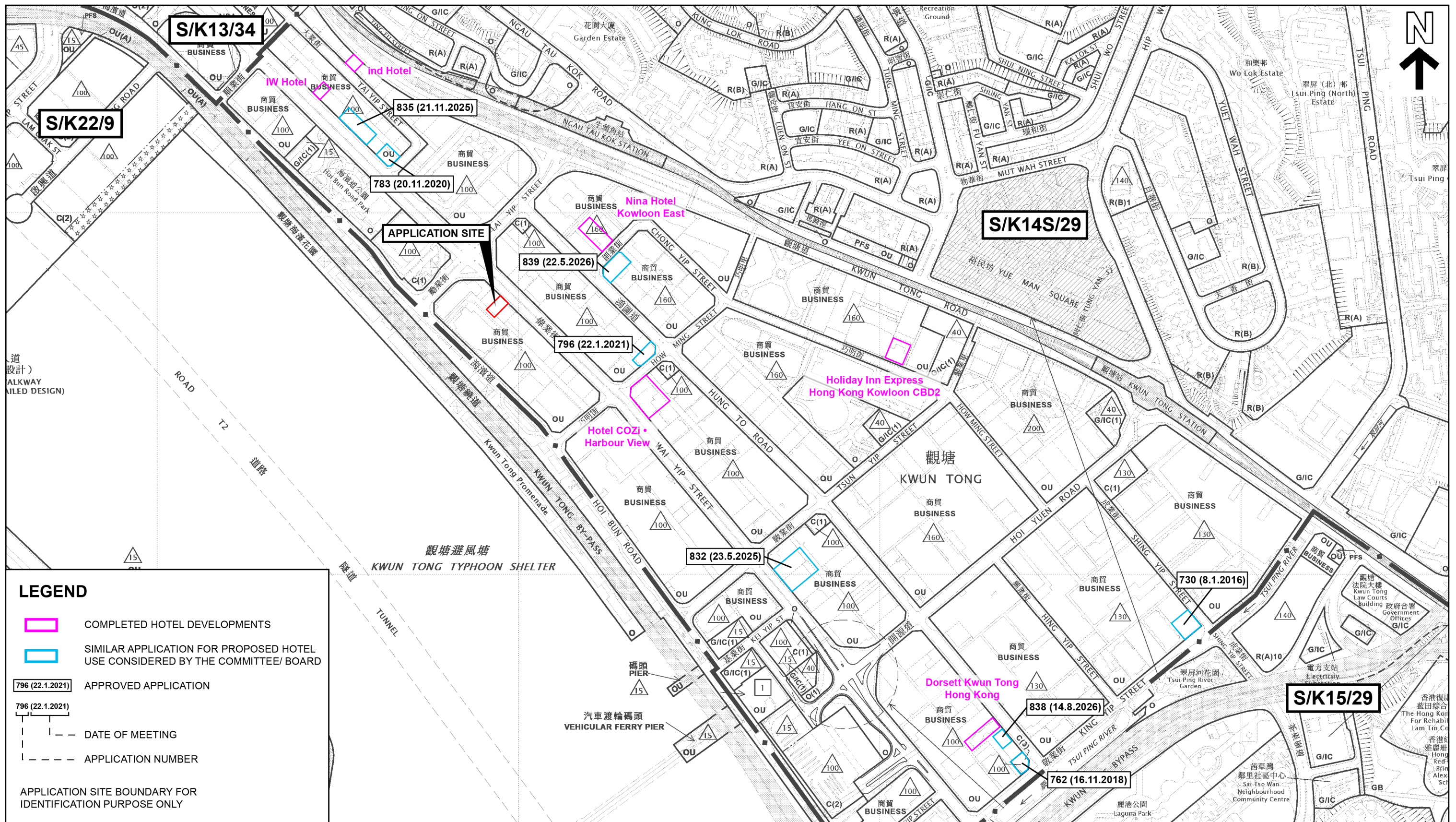
Appendix 1	Architectural Drawings
Appendix 2	Traffic Impact Assessment
Appendix 3	Environmental Assessment
Appendix 4	Sewerage Impact Assessment

Table 2.1 Existing Hotel Developments within the same OZP

No.	Location	Hotel Name	Room No.
1	IW Hotel	No. 101 Wai Yip Street, Kwun Tong	99
2	ind Hotel	No. 326 Kwun Tong Road, Kwun Tong	58
3	Nina Hotel Kowloon East	No. 38 Chong Yip Street, Kwun Tong	254
4	Hotel COZi • Harbour View	No. 163 Wai Yip Street, Kwun Tong	598
5	Holiday Inn Express Hong Kong Kowloon CBD2	No. 97 How Ming Street, Kwun Tong	286
6	Dorsett Kwun Tong Hong Kong	No. 84 Hung To Road, Kwun Tong	361

Table 2.2 Approved Planning Applications for Hotel Development within the same OZP (by 31 August 2026)

No.	Application No.	Location (Zoning)	Applied Use	Approval Date
1	A/K14/730	No. 69-71 King Yip Street, Kwun Tong ("OU(B)")	Proposed Wholesale Conversion of An Existing Industrial-Office Building for Hotel Development	8 January 2016
2	A/K14/762	2/F to 5/F, No. 90 Hung To Road, Kwun Tong ("C(3)")	Proposed Hotel (Guesthouse) (Partial Conversion of Existing Commercial Building)	16 November 2018
3	A/K14/783	No. 1 Tai Yip Street, Kwun Tong ("OU(B)")	Proposed Minor Relaxation of PR and BH Restrictions for Proposed Hotel Use	20 November 2020
4	A/K14/796	No. 28A Hung To Road, Kwun Tong ("OU(B)")	Proposed Hotel with Other Uses (Wholesale Conversion of an Existing Industrial Building)	22 January 2021
5	A/K14/832	No. 201 & 203, Wai Yip Street, Kwun Tong ("OU(B)")	Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Hotel Use	23 May 2025
6	A/K14/835	No. 107-109 Wai Yip Street, Kwun Tong ("OU(B)")	Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions	21 November 2025
7	A/K14/838	No. 86 Hung To Road, Kwun Tong ("OU(B)")	Proposed Hotel (Student Hostel)	14 August 2026
8	A/K14/839	No. 31 Chong Yip Street, Kwun Tong ("OU(B)" / Area shown as 'Road')	Proposed Hotel (Student Hostel)	22 May 2026



**SIMILAR APPLICATIONS AND COMPLETED HOTEL DEVELOPMENTS
IN THE VICINITY OF THE SITE**

PROPOSED WHOLESALE CONVERSION OF AN EXISTING BUILDING TO HOTEL
IN "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ZONE,
NO. 118 WAI YIP STREET, KWUN TONG, KOWLOON

SCALE 1 : 5000

3 PROPOSED DEVELOPMENT SCHEME

3.1 The Development Scheme

- 3.1.1 The Proposed Development involves the wholesale conversion of an existing industrial building to a hotel development with 99 rooms with no increase in total accountable GFA but minor change in the building bulk. Schematic drawings for the Proposed Hotel Development are presented in **Appendix I** of this Supporting Planning Statement. The anticipated completion year is 2028.
- 3.1.2 In order to optimise the building envelope, a demolition of the cantilever on the southwest elevation (from the original 2/F to 8/F) is proposed, so as to incorporate an extra storey on top of the building, resulting in a total of 10 storeys, with an increase in maximum building height from +33.90mPD (existing) to +37.253mPD at the main roof level. Essential plant rooms, including water tanks and lift machine rooms etc., which are GFA non-accountable, will be added above roof, and they will not exceed 50% of the roof area. The existing light well will be removed as it is no longer necessary.
- 3.1.3 After all, the change of external structures is not more than 10% of the total accountable GFA of the existing building. There are also internal works for each floor. The Proposed Development will have a GFA of approximately 3,520.78m². A total of 99 guestrooms will be provided on all floors, including 6 en suite guestrooms located on 8/F and 9/F. Pedestrian access to the Proposed Hotel will be located at G/F fronting onto Wai Yip Street.
- 3.1.4 **Tables 3.1 to 3.2** below provide the key development parameters and proposed floor uses respectively.

Table 3.1 Development Parameters of the Proposed Hotel Development

	Proposed Development Scheme
Site Area (about)	About 418.06m ² (4,500 ft ²) [#]
Proposed Max. GFA	About 3,520.78m ² (37,897.37 ft ²) [#]
Proposed Max. Plot Ratio	About 8.42 (8.4167)
Proposed Max. Site Coverage	90%
Proposed No. of Storeys (including G/F)	10
No. of Hotel Guestroom	99
- Regular Room	93 (Including 2 Accessible Rooms)
- En Suite	6
Hotel Guestroom Size Range (about)	
- Regular Room	18.58m ² - 23.23m ²
- En Suite	21.37m ² – 41.82m ²
Proposed Building Height (main roof level)	+37.253 mPD
Expected Completion Year	2028

[#] as the existing site area and existing GFA shown on the Record Plan of the building respectively.

Table 3.2 Schedule of Use by Floors

Floor	Proposed Use
R/F	E&M Facilities
1/F to 9/F	Guestrooms, Back-of-house facilities
G/F	Hotel Lobby, Lounge (F&B), Guestrooms and E&M Facilities

3.2 Transport and Traffic Consideration

On-site Provision of Transport Facilities

3.2.1 Making use of the 3m wide space along the existing back lane (within the lot area), it is proposed to provide 1 no. of 3.0m x 7.0m Loading/Unloading (L/UL) bay for Light Goods Vehicle (LGV) (share-used with Light Bus Lay-by) and 1 no. of 2.5m x 5.0m private car parking space (share-used with taxi pick-up/drop-off) (the G/F Plan in **Appendix 1** refers). Minimal provision is proposed due to the following reasons:

- Available public car parking spaces in the vicinity;
- With existing on-street taxi layby along Wai Yip Street, such that one taxi drop-off space along the back lane of the proposed hotel is sufficient to serve the purpose;

- Abundant public transport services available nearby, in particular along Wai Yip Street;
- Accepting individual guests only, with no tour group;
- Negligible loading/unloading demand due to the small scale of the proposed hotel, with estimated 1 – 2 trips per day only, which can be catered by the proposed 3m x 7m L/UL space and for share use with light bus.

Traffic Impact Assessment

- 3.2.2 The TIA (**Appendix 2**) reveals that based on the in-house traffic count surveys data on a typical weekday in April 2025 in the vicinity of the Site, all junctions are operating satisfactorily during the existing AM and PM peak hours. The proposed development is expected to generate an additional two-way traffic of 29 pcu/hr and 29 pcu/hr in the AM and PM peak hour respectively. The junction capacity assessment shows that all junctions will operate with positive RCs for both the Reference and Design Scenarios. The proposed development will not induce significant traffic impact onto the adjacent road network.

3.3 Environmental Consideration

- 3.3.1 An Environmental Assessment (EA) (**Appendix 3** refers) has been conducted for the Proposed Development to address the potential environment impact regarding environmental noise, air quality, water quality, waste implication and construction phase. The result indicated that with HVAC system to be provided for air conditioning and ventilation, the Proposed Development is not noise sensitive in nature.
- 3.3.2 Adequate buffer separation distance will be maintained between air sensitive uses and existing carriageway in accordance with HKPSG (i.e. fresh air intake at least 10m from the kerb side of Wai Yip Street and 5m from the kerb side of the unnamed road to the southwest). It is anticipated that there will be no adverse air quality impact resulting from traffic. The proposed use is not air polluted in nature and industrial chimney was not identified within 200m of the Application Site, and therefore it is unlikely to have adverse air quality impact during future operation of the Proposed Development.
- 3.3.3 Environmental implication during construction of the project has been appraised, which includes best management practice and relevant environmental mitigation measures. It is anticipated that there will be no adverse environmental impact on noise, air quality and waste management during construction phase.

3.4 Sewerage Consideration

- 3.4.1 A Sewerage Impact Assessment (SIA) has been conducted to assess the potential

sewerage impact arising from the conversion of the existing building for hotel use. Sewage generated from the Application Site is currently discharged to an existing Government manhole, which is connected to a 150mm diameter pipe. Downstream of it, the pipe is enlarged to 225mm diameter and subsequently connects to a 2-cell box culvert. The existing terminal manhole and 150mm diameter sewerage pipe will be retained and maintained by the Applicant.

- 3.4.2 The result revealed that the existing sewage connection pipe at the southwestern side of the Site is adequate to accommodate the sewage discharge of the proposed hotel development. No adverse sewerage impact is anticipated. Therefore, no upgrading of sewerage infrastructure is necessary. The Sewerage Impact Assessment Report is annexed in **Appendix 4** of this Supporting Planning Statement.

area. Combined with business travellers in KTBA and tourists visiting the historic tourist spot of Lei Yue Mun, the proposed hotel development can provide the new hotel rooms at a convenient location.

4.4 Facilitating “Energizing Kowloon East” Initiative

- 4.4.1 Since the promulgation of the Energizing Kowloon East initiative in 2011-2012 Policy Address, the transformation of Kowloon East, particularly KTBA, has gradually taken place over the years. The Proposed Development continues to respect the planning directions of the initiative where it will transform Kowloon East into the second core business district for Hong Kong to support economic activities.

4.5 In Line with the Trend of Transformation to the Surrounding Planning Context

- 4.5.1 There are a total of 6 hotel developments providing 1,656 guestrooms, and there have been 7 approved hotel applications under the “OU(B)” zoning on the Kwun Tong (South) OZP over the past ten years, which are all located in the KTBA. The Application Site is located in a bustling environment adjacent to major distributor roads, the location is convenient to access and suitable for individual tourists and business travellers to stay. The Proposed Hotel Development have carefully taken into account various considerations ensuring the compatibility with the transformation of the surrounding planning context.
- 4.5.2 Taking into account the ample open space provided in the Kwun Tong Promenade and the nearby Hoi Bun Road Park, it offers opportunities for the guests to enjoy leisure outdoor activities.

4.6 More Sustainable Development Option

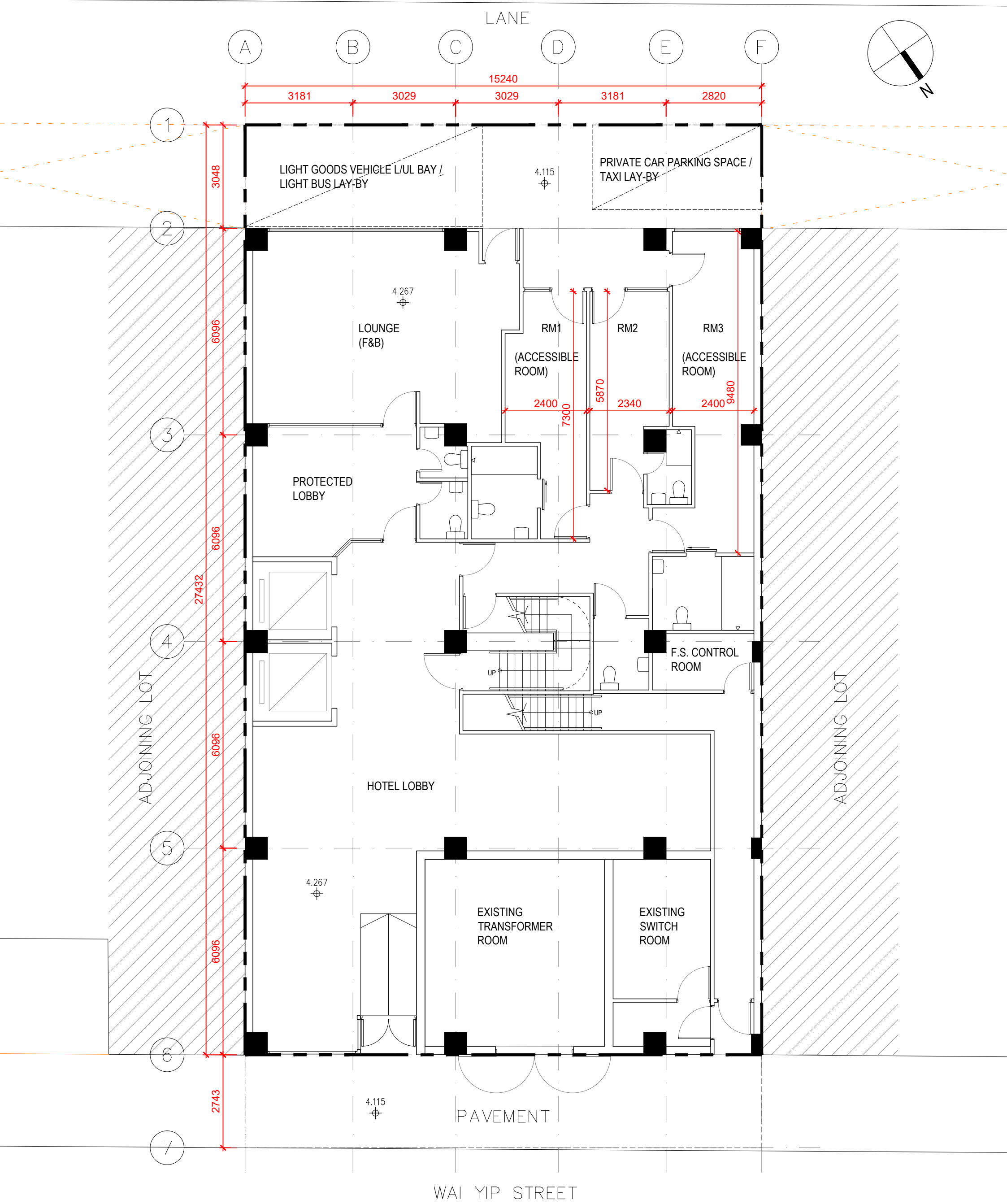
- 4.6.1 The Proposed Hotel Development would involve alternation and conversion work to an existing industrial building. The basic building structure will large remain the same except the demolition of the cantilever on the southwest elevation and the additional top floor for building footprint optimization. The wholesale conversion of the existing building is in nature more sustainable in terms of substantially reducing the amount of construction waste, pollutants, and energy consumption then redevelopment. The shortened works period will also reduce the environmental nuisance to the surroundings.

4.7 Technically Feasible with No Insurmountable Impacts to the Surroundings ***Traffic Aspect***

- 4.7.1 Based on the result of the TIA in **Appendix 2**, the proposed development is expected to generate an additional two-way traffic of 29 pcu/hr and 29 pcu/hr in the AM and PM peak hour respectively. The junction capacity assessment shows that all junctions will operate with positive RCs for both the Reference and Design Scenarios. The proposed development will not induce significant traffic impact onto the adjacent road network. Due to the small scale of the proposed

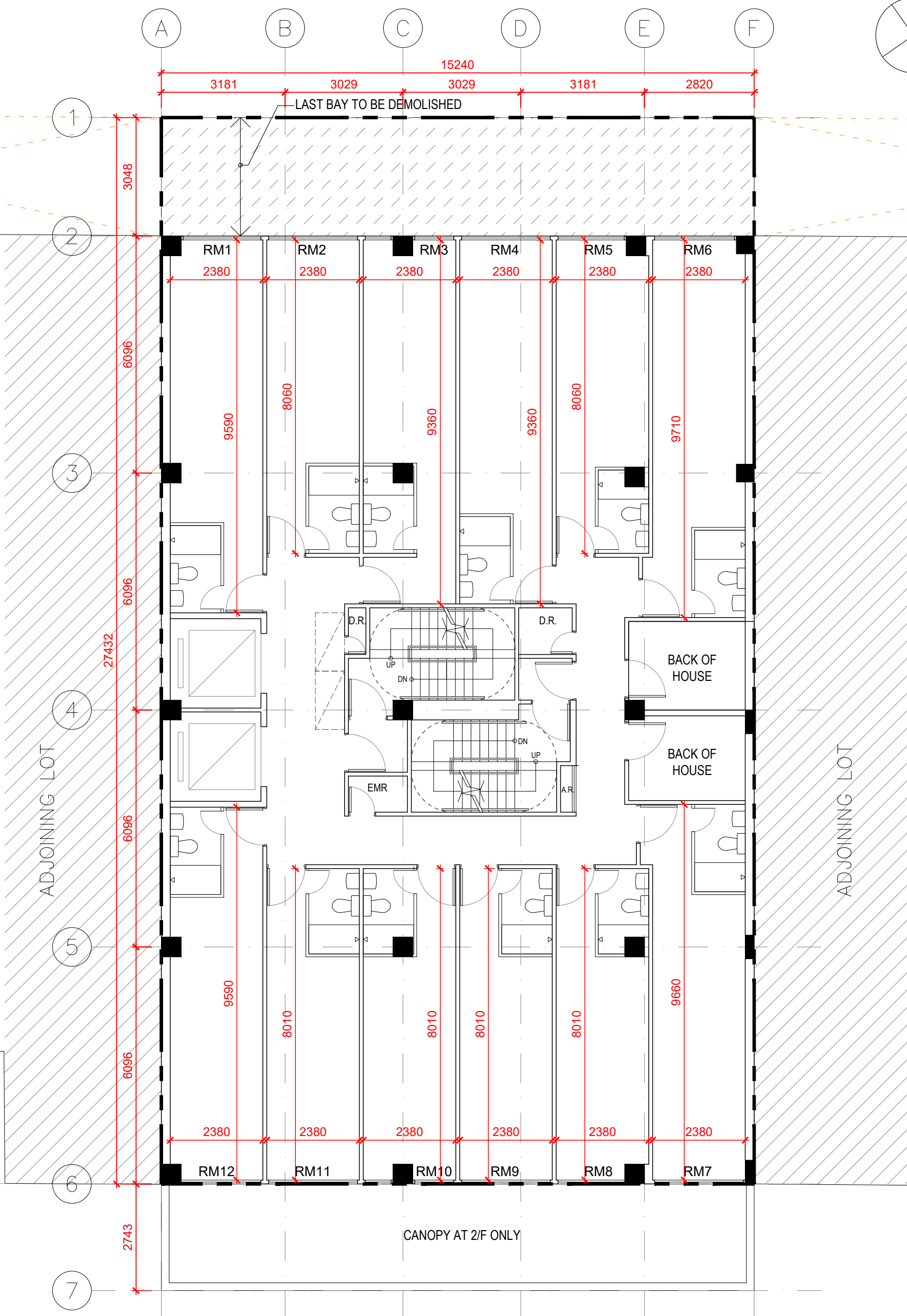
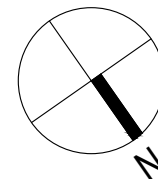
Annex C

Revised Architectural Drawing
(as well as Replacement Pages of Appendix 1.1 of Environmental Assessment and
Replacement Pages of Appendix 1 of Sewerage Impact Assessment)



@A3

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	DWG. TITLE: G/F PLAN	DRAWN BY	DATE 31-7-2026		



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JOB:
118 WAI YIP STREET

DWG. TITLE:
1-7/F PLAN

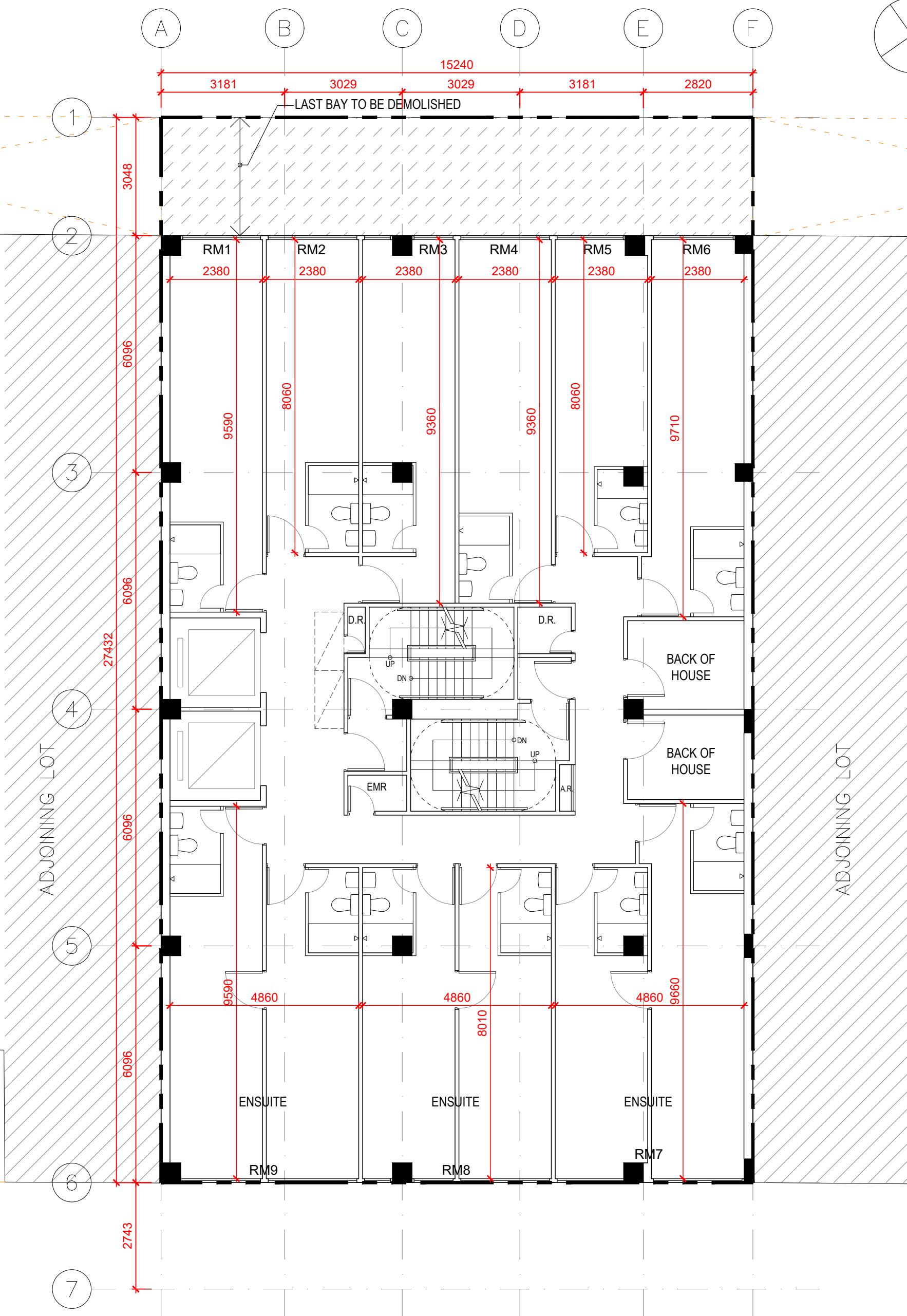
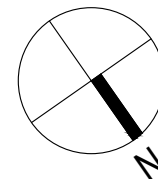
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118 WAI YIP STREET

DWG. TITLE:
8/F PLAN

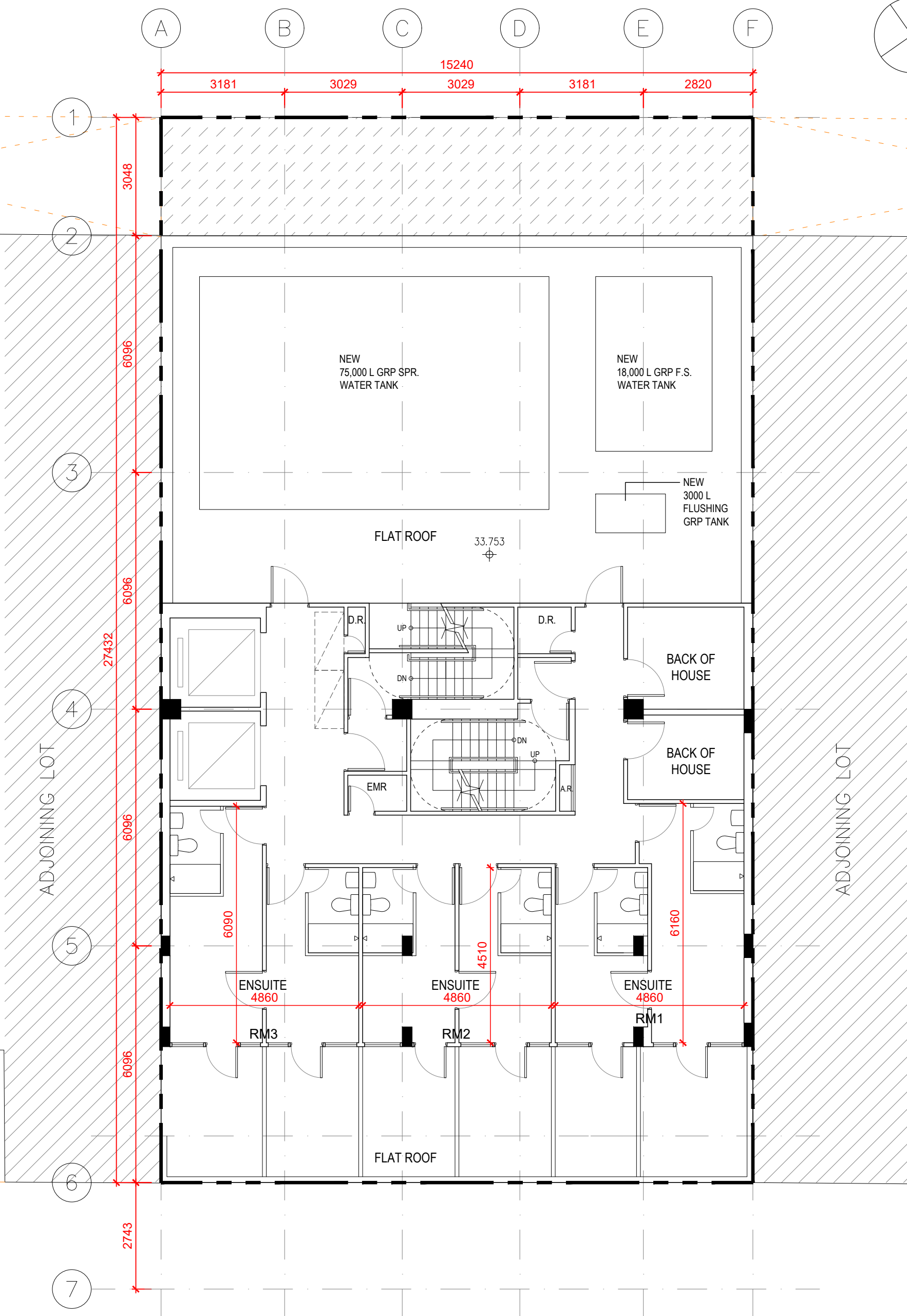
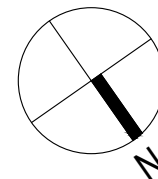
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118 WAI YIP STREET

DWG. TITLE:
9/F PLAN

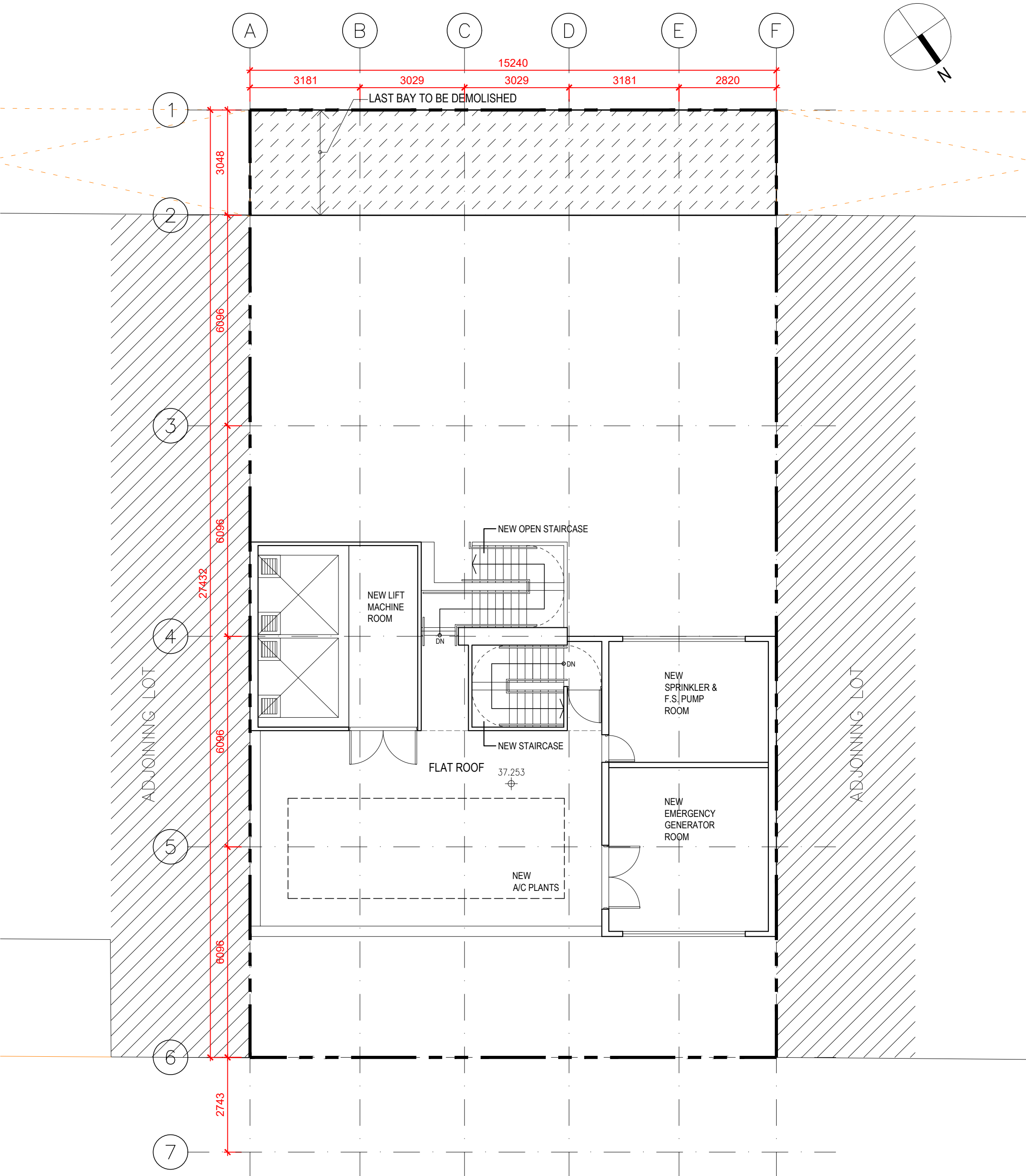
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	DWG. TITLE: ROOF PLAN	DRAWN BY	DATE 31-7-2026		

