

# **GENERATION-ONE** ADVISORY LIMITED

Our Ref. : KTIL 447  
Your Ref. : TPB/A/K14/839

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

**By E-mail**

08 May 2026

Dear Sir,

## **FURTHER INFORMATION**

**Proposed Hotel (Student Hostel) in “Other Specified Uses” annotated “Business” Zone  
and Area shown as ‘Road’, LT Tower, 31 Chong Yip Road, Kwun Tong, Kowloon  
(Kwun Tong Inland Lot No. 447)**

**(S.16 Planning Application No. A/K14/839)**

We write to submit further information to make clarifications on the captioned development, which was deferred by the Metro Planning Committee (the Committee) on 17.04.2026. The following consolidated revised documents are submitted to address comments from the members of the Committee:

- Form No. S16-I;
- Planning Statement (and Appendices I to IV);
- Plans 01 to 06; and
- Response-to-comment table (and Annexes 1 to 3).

Should you require more information regarding the application, please contact us at [REDACTED] at your convenience. Thank you for your kind attention.

Yours faithfully,

For and on behalf of  
**Generation-One Advisory Limited**

**Christian CHIM**  
Planning Consultant

cc DPO/K, PlanD	(Attn.: Ms. Florence LEE	email: fyslee@pland.gov.hk	)
	(Attn.: Ms. Charlotte NG	email: cpsng@pland.gov.hk	)
	(Attn.: Mr. Jeff LEUNG	email: jcnleung@pland.gov.hk	)
	(Attn.: Mr. Dieter CHAN	email: dcpchan@pland.gov.hk	)

**APPLICATION FOR PERMISSION  
UNDER SECTION 16 OF  
THE TOWN PLANNING ORDINANCE  
(CAP. 131)**

根據《城市規劃條例》(第131章)  
第16條遞交的許可申請

**Applicable to proposals not involving or not only involving:**  
適用於建議不涉及或不祇涉及:

- (i) **Construction of “New Territories Exempted House(s)”;**  
興建「新界豁免管制屋宇」;
- (ii) **Temporary use/development of land and/or building not exceeding 3 years in rural areas or Regulated Areas; and**  
位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及
- (iii) **Renewal of permission for temporary use or development in rural areas or Regulated Areas**  
位於鄉郊地區或受規管地區的臨時用途或發展的許可續期

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board’s requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:  
[https://www.tpb.gov.hk/en/plan\\_application/apply.html](https://www.tpb.gov.hk/en/plan_application/apply.html)

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：  
[https://www.tpb.gov.hk/tc/plan\\_application/apply.html](https://www.tpb.gov.hk/tc/plan_application/apply.html)

**General Note and Annotation for the Form**

**填寫表格的一般指引及註解**

# “Current land owner” means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made  
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill “NA” for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	
	Date Received 收到日期	

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.  
申請人須把填妥的申請表格及其他支持申請的文件 (倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.tpb.gov.hk/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).  
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.tpb.gov.hk/>), 亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處 (熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓) 索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.  
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

<b>1. Name of Applicant 申請人姓名/名稱</b>
( <input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構)
Allied Nice Enterprise Limited 滙麗企業有限公司

<b>2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)</b>
( <input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構)
Generation-One Advisory Limited 創壹顧問有限公司

<b>3. Application Site 申請地點</b>	
(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	31 Chong Yip Street, Kwun Tong, Kowloon (excluding the commercial portion of G/F and 1/F) (Kwun Tong Inland Lot No. 447)
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 ..... 924 ..... sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 ..... 9,418 ..... sq.m 平方米 <input checked="" type="checkbox"/> About 約 [8,947 sqm (student hostel); 471 sqm (shared-use E&M/utility facilities)]
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	..... N/A ..... sq.m 平方米 <input type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Draft Kwun Tong (South) OZP No.: S/K14S/27
(e) Land use zone(s) involved 涉及的土地用途地帶	"Other Specified Uses" annotated "Business" Zone and area shown as 'Road'
(f) Current use(s) 現時用途	Building for office, shop and eating place uses under wholesale conversion  (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

#### 4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

- is the sole "current land owner"<sup>#&</sup> (please proceed to Part 6 and attach documentary proof of ownership).  
是唯一的「現行土地擁有人」<sup>#&</sup> (請繼續填寫第 6 部分，並夾附業權證明文件)。
- is one of the "current land owners"<sup>#&</sup> (please attach documentary proof of ownership).  
是其中一名「現行土地擁有人」<sup>#&</sup> (請夾附業權證明文件)。
- is not a "current land owner"<sup>#</sup>.  
並不是「現行土地擁有人」<sup>#</sup>。

- The application site is entirely on Government land (please proceed to Part 6).  
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

#### 5. Statement on Owner's Consent/Notification

##### 就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at ..... (DD/MM/YYYY), this application involves a total of ..... "current land owner(s)"<sup>#</sup>.  
根據土地註冊處截至 ..... 年 ..... 月 ..... 日的記錄，這宗申請共牽涉 ..... 名「現行土地擁有人」<sup>#</sup>。

(b) The applicant 申請人 –

- has obtained consent(s) of ..... "current land owner(s)"<sup>#</sup>.  
已取得 ..... 名「現行土地擁有人」<sup>#</sup>的同意。

Details of consent of "current land owner(s)" <sup>#</sup> obtained 取得「現行土地擁有人」 <sup>#</sup> 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- has notified ..... “current land owner(s)”#  
已通知 ..... 名「現行土地擁有人」#。

Details of the “current land owner(s)”# notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of ‘Current Land Owner(s)’ 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- has taken reasonable steps to obtain consent of or give notification to owner(s):  
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- sent request for consent to the “current land owner(s)” on \_\_\_\_\_ (DD/MM/YYYY)#&  
於\_\_\_\_\_ (日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- published notices in local newspapers on \_\_\_\_\_ (DD/MM/YYYY)&  
於\_\_\_\_\_ (日/月/年)在指定報章就申請刊登一次通知&
- posted notice in a prominent position on or near application site/premises on \_\_\_\_\_ (DD/MM/YYYY)&  
於\_\_\_\_\_ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&
- sent notice to relevant owners’ corporation(s)/owners’ committee(s)/mutual aid committee(s)/management office(s) or rural committee on \_\_\_\_\_ (DD/MM/YYYY)&  
於\_\_\_\_\_ (日/月/年)把通知寄往相關的業主立法法團/業主委員會/互助委員會或管理處，或有關係的鄉事委員會&

Others 其他

- others (please specify)  
其他（請指明）

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Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號  
申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

**6. Type(s) of Application 申請類別**

- Type (i) Change of use within existing building or part thereof  
第(i)類 更改現有建築物或其部分內的用途
- Type (ii) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s)  
第(ii)類 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
- Type (iii) Public utility installation / Utility installation for private project  
第(iii)類 公用事業設施裝置/私人發展計劃的公用設施裝置
- Type (iv) Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s)  
第(iv)類 略為放寬於法定圖則《註釋》內列明的發展限制
- Type (v) Use / development other than (i) to (iii) above  
第(v)類 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one 「✓」.

註 1：可在多於一個方格內加上「✓」號

Note 2: For Development involving columbarium use, please complete the table in the Appendix.

註 2：如發展涉及靈灰安置所用途，請填妥於附件的表格。

**(i) For Type (i) application 供第(i)類申請**

(a) Total floor area involved 涉及的總樓面面積	9,418 sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	Proposed Hotel (Student Hostel)  (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數	14	Number of units involved 涉及單位數目	N/A
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分	N/A	sq.m 平方米 <input checked="" type="checkbox"/> About 約
	Non-domestic part 非住用部分	9,418	sq.m 平方米 <input checked="" type="checkbox"/> About 約
	Total 總計	9,418	sq.m 平方米 <input checked="" type="checkbox"/> About 約
(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途
	15/F	E&M space	No change
	13/F	Office / Pantry	Hostel / Pantry / Washing machines / Recreation facilities
	12/F	Office	Hostel / Pantry / Washing machines / Ancillary Office / Private room / Telephone booth
	2/F - 11/F	Office	Hostel / Pantry / Washing machines / Study room / Private room / Telephone booth
	1/F	Shop / Eating place / E&M space	No change
G/F	Shop / Eating place / Parking & L/UL / Entrance lobby	Existing: Shop / Eating place / Parking & L/UL / Entrance lobby / Proposed: Lockers	

\* 4/F and 14/F are omitted

<b>(ii) For Type (ii) application 供第(ii)類申請</b>	
(a) Operation involved 涉及工程	<input type="checkbox"/> Diversion of stream 河道改道  <input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 ..... m 米 <input type="checkbox"/> About 約  <input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 ..... m 米 <input type="checkbox"/> About 約  <input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 ..... m 米 <input type="checkbox"/> About 約  (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地/池塘界線, 以及河道改道、填塘、填土及/或挖土的細節及/或範圍))
(b) Intended use/development 有意進行的用途/發展	

<b>(iii) For Type (iii) application 供第(iii)類申請</b>													
(a) Nature and scale 性質及規模	<input type="checkbox"/> Public utility installation 公用事業設施裝置  <input type="checkbox"/> Utility installation for private project 私人發展計劃的公用設施裝置  Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量, 包括每座建築物/構築物(倘有)的長度、高度和闊度  <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 33%; padding: 5px;">Name/type of installation 裝置名稱/種類</th> <th style="width: 15%; padding: 5px;">Number of provision 數量</th> <th style="width: 52%; padding: 5px;">Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸(米)(長x闊x高)</th> </tr> </thead> <tbody> <tr><td style="height: 40px;"></td><td></td><td></td></tr> <tr><td style="height: 40px;"></td><td></td><td></td></tr> <tr><td style="height: 40px;"></td><td></td><td></td></tr> </tbody> </table> (Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸(米)(長x闊x高)									
Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸(米)(長x闊x高)											

**(iv) For Type (iv) application 供第(iv)類申請**

- (a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –  
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- Plot ratio restriction 地積比率限制 From 由 ..... to 至 .....
- Gross floor area restriction 總樓面面積限制 From 由 .....sq. m 平方米 to 至 .....sq. m 平方米
- Site coverage restriction 上蓋面積限制 From 由 .....% to 至 .....
- Building height restriction 建築物高度限制  
From 由 .....m 米 to 至 ..... m 米  
From 由 ..... mPD 米 (主水平基準上) to 至 .....mPD 米 (主水平基準上)  
From 由 ..... storeys 層 to 至 ..... storeys 層
- Non-building area restriction 非建築用地限制 From 由 .....m to 至 .....
- Others (please specify) 其他 (請註明) .....

**(v) For Type (v) application 供第(v)類申請**

(a) Proposed use(s)/development  
擬議用途/發展

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

**(b) Development Schedule 發展細節表**

- Proposed gross floor area (GFA) 擬議總樓面面積 ..... sq.m 平方米  About 約
- Proposed plot ratio 擬議地積比率 .....  About 約
- Proposed site coverage 擬議上蓋面積 ..... %  About 約
- Proposed no. of blocks 擬議座數 .....
- Proposed no. of storeys of each block 每座建築物的擬議層數 ..... storeys 層  
 include 包括.....storeys of basements 層地庫  
 exclude 不包括.....storeys of basements 層地庫
- Proposed building height of each block 每座建築物的擬議高度 ..... mPD 米(主水平基準上)  About 約  
..... m 米  About 約

Domestic part 住用部分

GFA 總樓面面積 ..... sq. m 平方米  About 約

number of Units 單位數目 .....

average unit size 單位平均面積 .....sq. m 平方米  About 約

estimated number of residents 估計住客數目 .....

Non-domestic part 非住用部分

GFA 總樓面面積

eating place 食肆 ..... sq. m 平方米  About 約

hotel 酒店 ..... sq. m 平方米  About 約

(please specify the number of rooms  
請註明房間數目) .....

office 辦公室 ..... sq. m 平方米  About 約

shop and services 商店及服務行業 ..... sq. m 平方米  About 約

Government, institution or community facilities  
政府、機構或社區設施 (please specify the use(s) and concerned land  
area(s)/GFA(s) 請註明用途及有關的地面面積／總  
樓面面積)

.....

.....

.....

other(s) 其他 (please specify the use(s) and concerned land  
area(s)/GFA(s) 請註明用途及有關的地面面積／總  
樓面面積)

.....

.....

.....

Open space 休憩用地 (please specify land area(s) 請註明地面面積)

private open space 私人休憩用地 ..... sq. m 平方米  Not less than 不少於

public open space 公眾休憩用地 ..... sq. m 平方米  Not less than 不少於

(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....

(d) Proposed use(s) of uncovered area (if any) 露天地方 (倘有) 的擬議用途

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### 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)

July 2026

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### 8. Vehicular Access Arrangement of the Development Proposal 擬議發展計劃的行車通道安排

<p>Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> 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))</p> <p><u>Accessible via the back alley leading from How Ming Street to Chong Yip Street.....</u></p> <p><input type="checkbox"/> 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)</p> <p><input type="checkbox"/></p>																
<p>Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (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)</p> <table border="0"> <tr> <td>Private Car Parking Spaces 私家車車位</td> <td style="text-align: right;">8</td> </tr> <tr> <td>Motorcycle Parking Spaces 電單車車位</td> <td style="text-align: right;">1</td> </tr> <tr> <td>Light Goods Vehicle Parking Spaces 輕型貨車泊車位</td> <td style="text-align: right;">N/A</td> </tr> <tr> <td>Medium Goods Vehicle Parking Spaces 中型貨車泊車位</td> <td style="text-align: right;">N/A</td> </tr> <tr> <td>Heavy Goods Vehicle Parking Spaces 重型貨車泊車位</td> <td style="text-align: right;">N/A</td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td style="text-align: right;">_____</td> </tr> <tr> <td><u>Accessible parking spaces</u></td> <td style="text-align: right;">1</td> </tr> <tr> <td>_____</td> <td style="text-align: right;">_____</td> </tr> </table> <p><input type="checkbox"/></p>	Private Car Parking Spaces 私家車車位	8	Motorcycle Parking Spaces 電單車車位	1	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	N/A	Medium Goods Vehicle Parking Spaces 中型貨車泊車位	N/A	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	N/A	Others (Please Specify) 其他 (請列明)	_____	<u>Accessible parking spaces</u>	1	_____	_____
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<u>Accessible parking spaces</u>	1																	
_____	_____																	
<p>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？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (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)</p> <table border="0"> <tr> <td>Taxi Spaces 的士車位</td> <td style="text-align: right;">N/A</td> </tr> <tr> <td>Coach Spaces 旅遊巴車位</td> <td style="text-align: right;">N/A</td> </tr> <tr> <td>Light Goods Vehicle Spaces 輕型貨車車位</td> <td style="text-align: right;">2</td> </tr> <tr> <td>Medium Goods Vehicle Spaces 中型貨車車位</td> <td style="text-align: right;">N/A</td> </tr> <tr> <td>Heavy Goods Vehicle Spaces 重型貨車車位</td> <td style="text-align: right;">N/A</td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td style="text-align: right;">_____</td> </tr> <tr> <td>_____</td> <td style="text-align: right;">_____</td> </tr> </table> <p><input type="checkbox"/></p>	Taxi Spaces 的士車位	N/A	Coach Spaces 旅遊巴車位	N/A	Light Goods Vehicle Spaces 輕型貨車車位	2	Medium Goods Vehicle Spaces 中型貨車車位	N/A	Heavy Goods Vehicle Spaces 重型貨車車位	N/A	Others (Please Specify) 其他 (請列明)	_____	_____	_____		
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Others (Please Specify) 其他 (請列明)	_____																	
_____	_____																	

<b>9. Impacts of Development Proposal 擬議發展計劃的影響</b>																															
<p>If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.            如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。</p>																															
<p>Does the development proposal involve alteration of existing building?            擬議發展計劃是否包括現有建築物的改動?</p>	<p>Yes 是 <input checked="" type="checkbox"/> Please provide details 請提供詳情</p> <p>1. Change of use from office/shop to hotel (student hostel) with 266 rooms with 521 beds;            2. New ancillary facilities on each floor, including pantry, showers and sound-proof booths;            3. Other ancillary facilities for student usage, including gym, study/meeting room, laundry, etc.;            4. Provision of staff facilities such as staff common room;            5. Installation of new access control system in all lifts for exclusive use of students;            6. Provision of lockers for parcel/food delivery; and            7. Upgrading of corresponding building services and fire service installations to suit A&amp;A works.</p> <p>No 否 <input type="checkbox"/></p>																														
<p>Does the development proposal involve the operation on the right?            擬議發展是否涉及右列的工程?            (Note: where Type (ii) application is the subject of application, please skip this section.            註：如申請涉及第(ii)類申請，請跳至下一條問題。)</p>	<p><input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land)            (請用地盤平面圖顯示有關土地/池塘界線，以及河道改道、填塘、填土及/或挖土的細節及/或範圍)</p> <p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘            Area of filling 填塘面積 ..... sq.m 平方米 <input type="checkbox"/> About 約            Depth of filling 填塘深度 ..... m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土            Area of filling 填土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約            Depth of filling 填土厚度 ..... m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Excavation of land 挖土            Area of excavation 挖土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約            Depth of excavation 挖土深度 ..... m 米 <input type="checkbox"/> About 約</p> <p>No 否 <input checked="" type="checkbox"/></p>																														
<p>Would the development proposal cause any adverse impacts?            擬議發展計劃會否造成不良影響?</p>	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> </table> <p>_____</p> <p>_____</p> <p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible)            請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
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**11. Declaration 聲明**

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.  
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion. 本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature  
簽署

Applicant 申請人 /  Authorised Agent 獲授權代理人

.....

LAU Kwok Fan

Director

Name in Block Letters  
姓名 (請以正楷填寫)

Position (if applicable)  
職位 (如適用)

Professional Qualification(s)  
專業資格

Member 會員 /  Fellow of 資深會員

HKIP 香港規劃師學會 /  HKIA 香港建築師學會 /

HKIS 香港測量師學會 /  HKIE 香港工程師學會 /

HKILA 香港園境師學會 /  HKIUD 香港城市設計學會

RPP 註冊專業規劃師

Others 其他 ..... MPIA, MRICS

on behalf of  
代表

Generation-One Advisory Limited 創壹顧問有限公司

Company 公司 /  Organisation Name and Chop (if applicable) 機構名稱及蓋章 (如適用)

Date 日期

13/02/2026

(DD/MM/YYYY 日/月/年)

**Remark 備註**

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

**Warning 警告**

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

**Statement on Personal Data 個人資料的聲明**

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

(a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and

處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及

(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.

方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

**For Developments involving Columbarium Use, please also complete the following:**  
如發展涉及靈灰安置所用途，請另外填妥以下資料：

Ash interment capacity 骨灰安放容量<sup>@</sup>

Maximum number of sets of ashes that may be interred in the niches

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

在非龕位的範圍內最多可安放骨灰的數量

Total number of niches 龕位總數

Total number of single niches

單人龕位總數

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

Proposed operating hours 擬議營運時間

<sup>@</sup> Ash interment capacity in relation to a columbarium means –  
就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;  
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and  
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.  
在該骨灰安置所內，總共最多可安放多少份骨灰。

## Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)

(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置/地址	31 Chong Yip Street, Kwun Tong, Kowloon (excluding the commercial portion of G/F and 1/F) (Kwun Tong Inland Lot No. 447)		
Site area 地盤面積	924	sq. m 平方米	<input checked="" type="checkbox"/> About 約
	(includes Government land of 包括政府土地	N/A	sq. m 平方米 <input type="checkbox"/> About 約)
Plan 圖則	Draft Kwun Tong (South) OZP No.: S/K14S/27		
Zoning 地帶	"Other Specified Uses" annotated "Business" Zone and area shown as 'Road'		
Applied use/ development 申請用途/發展	Proposed Hotel (Student Hostel)		
(i) Gross floor area and/or plot ratio 總樓面面積及/或 地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	N/A	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	9,958 (total) 9,418 (involved)	<input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用	N/A	
	Non-domestic 非住用	N/A	
	Composite 綜合用途	N/A	

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	N/A	m 米 <input type="checkbox"/> (Not more than 不多於)
		N/A	mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		N/A	Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)  ( <input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Non-domestic 非住用	N/A	m 米 <input type="checkbox"/> (Not more than 不多於)
		N/A	mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		14	Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)  ( <input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Composite 綜合用途	N/A	m 米 <input type="checkbox"/> (Not more than 不多於)
		N/A	mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		N/A	Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)  ( <input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
(iv) Site coverage 上蓋面積	N/A % <input type="checkbox"/> About 約		
(v) No. of units 單位數目	266 hostel rooms		
(vi) Open space 休憩用地	Private 私人	N/A	sq.m 平方米 <input type="checkbox"/> Not less than 不少於
	Public 公眾	N/A	sq.m 平方米 <input type="checkbox"/> Not less than 不少於

(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	10
	Private Car Parking Spaces 私家車車位	8
	Motorcycle Parking Spaces 電單車車位	1
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	N/A
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位	N/A
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	N/A
	Others (Please Specify) 其他 (請列明)	
	<u>Accessible parking spaces</u>	1
	<hr/>	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	2
	Taxi Spaces 的士車位	N/A
	Coach Spaces 旅遊巴車位	N/A
	Light Goods Vehicle Spaces 輕型貨車車位	2
	Medium Goods Vehicle Spaces 中型貨車車位	N/A
	Heavy Goods Vehicle Spaces 重型貨車車位	N/A
	Others (Please Specify) 其他 (請列明)	
	<hr/>	
	<hr/>	

<b>Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件</b>		
	<b>Chinese</b>	<b>English</b>
	中文	英文
<b><u>Plans and Drawings 圖則及繪圖</u></b>		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Location plan; Zoning plan; and Land status plan.</u>		
<hr/>		
<b><u>Reports 報告書</u></b>		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Site photos; Traffic review; Verification report of the existing water supplies from WSD and foul water drainage to Government system; and Letter from the Education Bureau.</u>		
<hr/>		
Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號		

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

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**SECTION 16 PLANNING APPLICATION**

**PROPOSED HOTEL (STUDENT HOSTEL) IN “OTHER SPECIFIED USES” ANNOTATED “BUSINESS” ZONE  
AND AREA SHOWN AS ‘ROAD’**

**LT TOWER, 31 CHONG YIP STREET, KWUN TONG, KOWLOON  
(EXCLUDING THE COMMERCIAL PORTION OF G/F AND 1/F)  
(KWUN TONG INLAND LOT NO. 447)**

**PLANNING STATEMENT**

**GENERATION-ONE ADVISORY LIMITED**

**APRIL 2026**

Version 2.0

## FILE CONTROL

**FILE NAME** : *KTIL447 - Planning Statement (20260508) Ver1.0*  
**FILE LOCATION** : *\\R-SERVER\Planning\Planning  
Application\KTIL447\Submission (Feb 26)\Planning Statement*  
**REVISION NO.** : *1.0*

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**APPLICANT** : *Allied Nice Enterprise Limited*  
**TYPE OF APPLICATION** : *S.16 Planning Application*  
**PROPOSED USE** : *Proposed Hotel (Student Hostel)*  
**SITE LOCATION** : *LT Tower, 31 Chong Yip Street, Kwun Tong, Kowloon  
(Kwun Tong Inland Lot No. 447)*

## AMENDMENT RECORD

<b>REVISION NO.</b>	<b>DESCRIPTION</b>	<b>APPROVED BY (Date)</b>	<b>PREPARED BY (Date)</b>
1.0	Final Report	MN (20260410)	CC (20260410)
2.0	Final Report	MN (20260508)	CC (20260508)

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## EXECUTIVE SUMMARY

- The applicant seeks planning permission from the Town Planning Board (the Board) under Section (S.) 16 of the Town Planning Ordinance (Cap. 131) to convert the use within an existing building at 31 Chong Yip Street, Kwun Tong, Kowloon (Kwun Tong Inland Lot No. 447) (the Site) for '**Proposed Hotel (Student Hostel)**' (the proposed development).
- The Site currently falls within an area zoned "Other Specified Uses" annotated "Business" ("OU(B)") and area shown as 'Road' on the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/27 (the OZP). According to the Notes of the OZP, developments at the Site are subject to the maximum Plot Ratio (PR) of 12 or the PR of the existing building, and a maximum building height of 160 mPD or the height of the existing building, whichever is the greater. Besides, 'Hotel' is a Column 2 use under Schedule I for building other than industrial or industrial-office building of the "OU(B)" zone, which requires permission from the Board; all uses or developments in any area shown as 'Road' require permission from the Board.
- The Site is occupied by an existing building known as LT Tower. The site area is 924 m<sup>2</sup> (about), involving the gross floor area (GFA) of 9,418 m<sup>2</sup> (about). The proposed development involves the conversion of the existing building (excluding the commercial portion of G/F and 1/F) to provide 266 rooms for student hostel (including 11 single rooms and 255 twin rooms) for local and overseas students, accounting for a total of 521 bedspaces. The proposed development will also provide various ancillary facilities, such as pantry, private room/telephone booth, study room, recreation facilities, gym, washing machines, lockers etc. with a view to improving students' living quality. The shop and services/eating place uses on G/F and 1/F, as well as the existing shared-use car parking, loading/unloading (L/UL) and electrical & mechanical (E&M) facilities on G/F, 1/F and 15/F, will be maintained.
- Justifications for the proposed development are as follows:
  - it responds to the "Study in Hong Kong" brand proposed by the Chief Executive in the 2024 Policy Address and the 'Hostels in the City Scheme' promulgated in 2025, encouraging the market to renovate hotels and commercial buildings through self-financing and private means to increase the supply of student dormitories and meet the urgent needs of students for accommodation;
  - it aims to provide students with a safe and suitable living environment, and to align with the Government's policy of recruiting more teaching and research professionals and students, thereby consolidating Hong Kong's position as an international hub for tertiary education;
  - it is in line with the planning intention of the "OU(B)" zone and development restrictions; and
  - it will not pose adverse traffic, visual and environmental impacts to the surrounding areas.
- In view of the above justifications and considerations, the applicant sincerely seeks the Board's favourable consideration to approve the subject planning application.

## 行政摘要 (內文如與英文版本有任何差異，應以英文版本為準)

- 申請人現根據《城市規劃條例》(第 131 章) 第 16 條，向城市規劃委員會 (下稱「城規會」) 提交有關九龍觀塘創業街 31 號 (觀塘內地段第 447 號) (下稱「申請地點」) 的規劃申請，以取得規劃許可更改現有建築物的用途作「擬議酒店 (學生宿舍)」(下稱「擬議發展」)。
- 申請地點所在的地區在《觀塘 (南部) 分區計劃大綱草圖編號 S/K14S/27》(下稱「分區計劃大綱圖」) 上劃為「其他指定用途」註明「商貿」地帶及顯示為「道路」的地方。根據該分區計劃大綱圖的註釋，申請地點內的發展和重建計劃受限於 12 倍的最高地積比率及主水平基準上 160 米的最高建築物高度限制，或現有建築物的地積比率和高度，兩者中以數目較大者為準。此外，「酒店」於「其他指定用途」註明「商貿」地帶的「附表 I：適用於露天發展或工業樓宇或工業一辦公室樓宇以外的建築物」下屬於第二欄用途，須先向城市規劃委員會取得規劃許可；而分區計劃大綱圖上顯示為「道路」的地方，所有用途或發展必須向城規會申請規劃許可。
- 申請地點現為一幢名為 LT Tower 的建築物，地盤面積為 924 平方米 (約)，涉及的總樓面面積為 9,418 平方米 (約)。擬議發展將改建現有建築物 (撇除地下和一樓的商業部分)，提供 266 間學生宿舍房間 (包括 11 間單人房間及 255 間雙人房間) 供本地及外地學生租用，合共提供 521 個床位。擬議發展亦提供各類配套設施，包括備餐間、獨立空間／電話房、自修室、康樂設施、健身室、洗衣機、儲物櫃等，旨在提高宿生的生活質素。現有建築物的地下和一樓的商店及服務行業／食肆用途，以及地下、一樓和十五樓的公用車輛停泊和上落貨及機電設施將維持不變。
- 擬議發展的申請理據如下：
  - 擬議發展回應行政長官於 2024 年《施政報告》中提出「留學香港」品牌的政策和 2025 年推出的「城中學舍計劃」，鼓勵市場以自資和私營方式改裝酒店和商廈，增加學生宿舍供應，滿足學生住宿的迫切需求；
  - 擬議發展為學生提供安全且合宜的居住環境，並配合政府招攬更多教研人才和學生的政策，從而鞏固香港作為國際專上教育樞紐的地位；
  - 擬議發展符合「其他指定用途」註明「商貿」地帶的規劃意向及發展限制，與周邊地方的用途並非不協調；及
  - 擬議發展不會對周邊地方造成交通、景觀及環境方面的負面影響。
- 概括而言，基於上述理據和考量，申請人懇請城規會給予考慮並批准是次規劃申請。

## 1. INTRODUCTION

### *Background*

- 1.1 **Generation-One Advisory Limited** has been commissioned by **Allied Nice Enterprise Limited** (the applicant) to make submission on their behalf to the Board under S.16 of the Ordinance in respect to an existing building at 31 Chong Yip Street, Kwun Tong, Kowloon (Kwun Tong Inland Lot No. 447) (**Plans 1 to 3**).
- 1.2 The applicant seeks planning permission to convert the use within an existing building for '**Proposed Hotel (Student Hostel)**'. The Site falls within an area zoned "OU(B)" and an area shown as 'Road' on the Draft Kwun Tong (South) OZP No. S/K14S/27 (**Plan 2**). According to the Notes of the OZP, 'Hotel' is a Column 2 use under Schedule I for building other than industrial or industrial-office building of the "OU(B)" zone, which requires planning permission from the Board; all uses or developments in any area shown as 'Road' on the OZP require planning permission from the Board.
- 1.3 In support of the application, a set of indicative development plans and drawings (**Plans 1 to 6**) are provided with the planning statement. Relevant site photos and assessments, including a Traffic Review and a verification report of the existing water supplies and foul water drainage to Government system (**Appendices I to III**) are submitted for the consideration of relevant Government Bureaux/Departments and members of the Board.

## 2. JUSTIFICATIONS

### *Echoing Government's policies in attracting and nurturing talents and students*

- 2.1 The Chief Executive has expressed in the 2024 Policy Address that the Government is committed to developing Hong Kong into an international hub for post-secondary education by nurturing future talents and establishing the 'Study in Hong Kong' brand. Among the proposed measures, the Government has proposed to improve student hostel facilities by streamlining the processing of application in relation to planning, lands and building plans, so as to encourage the market to convert hotels and other commercial buildings into student hostels on a self-financing and privately-funded basis, thereby increasing the supply of student dormitories and meet the urgent needs of students for accommodation.
- 2.2 Subsequently, the Development Bureau and the Education Bureau delivered 'the Hostels in the City Scheme' (the Scheme) in July 2025, under which the developers/operators may make use of the facilitation measures to apply for converting commercial buildings into eligible student hostels. In terms of planning procedures, the Board has expanded the definition of 'Hotel' under the Definition of Terms to cover eligible student hostels under the Scheme. Under the buildings regime, converted student hostels under the Scheme will continue to be treated as non-domestic buildings for plot ratio and site coverage calculations. Meanwhile, facilities previously exempted from GFA calculations before conversion e.g. car parking spaces and L/UL areas can be retained and continue to be exempted from GFA calculation, so as to facilitate developers/operators to flexibly convert these facilities into facilities supporting hostel uses e.g. gyms, study rooms etc. so that the hostel better suits the study and daily needs of the student tenants.
- 2.3 The Scheme also allows commercial buildings that have undergone wholesale conversions from industrial buildings located on non-industrial zonings be eligible under the Scheme, provided that the relevant land administration procedures have been completed. Apart from cases involving the conversion of commercial buildings, the Chief Executive has announced in the 2025 Policy Address that cases involving redevelopment of original commercial buildings into new student hostels can also enjoy the facilitation measures under the scheme, including retaining excessive plot ratio.
- 2.4 The proposed development serves as a timely and foresighted response to Government's policies in recent years to attract talents around the world and shape Hong Kong into an international hub for post-secondary education. Alongside with various schemes announced to attract student talents to study in Hong Kong, it is expected that the demand for hotels and hotel-like accommodations such as student hostels will surge in the coming future.

### *Consolidating Hong Kong's position as an international hub for post-secondary education*

- 2.5 The provision of student accommodation has consistently fallen short of demand. In the 2023/24 academic year, there were 158,256 local students and 64,244 non-local students

studying in University Grants Committee (UGC)-funded/non-UGC-funded taught and research programmes in Hong Kong<sup>1</sup>. The average student-to-bed ratio in the eight major universities had reached 3.4:1.

- 2.6 The enrolment ceiling of non-local students in UGC-funded taught programmes has been doubled from a level equivalent to 20% of local student places in the 2023/24 academic year to 40% with effect from the 2024/25 academic year, whereas there are no enrolment restrictions on research postgraduate programmes. It is envisaged that universities will continue to take into account their capacity in promoting the advantages of Hong Kong's higher education sector around the world using the 'Study in Hong Kong' brand, with a view to gradually admitting more non-local students to study in Hong Kong. As the post-secondary education sector in Hong Kong continues to enhance quality and expand capacity, the corresponding demand for student hostels will increase.
- 2.7 Noting that bedspaces offered by university-run student hostels are limited, and the rental costs are generally high in the private residential market. The proposed development aims to provide students with an affordable, safe and suitable living environment, and to align with the Government's policy of recruiting more teaching and research professionals and students, thereby consolidating Hong Kong's position as an international hub for tertiary education.

*Aligning with the planning intention and development restrictions*

- 2.8 The planning intention of the "OU(B)" zone is intended primarily for general business uses, with a mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses. Besides, the Notes of the OZP has stipulated that 'Hotel' is a Column 2 use within the "OU(B)" zone, which may be permitted on application to the Board under S.16 of the Ordinance.
- 2.9 The proposed development is also in conformity with the Energizing Kowloon East initiative to facilitate the transformation of the Kwun Tong Business Area (KTBA) from a former industrial area into the Second Core Business District. In this connection, the proposed development would provide quality and convenient accommodation to cater for the needs of student talents, which is in line with the planning intention of the "OU(B)" zone.
- 2.10 The proposed development involves the conversion of the use of an existing building into a student hostel. Apart from the internal change of use, no alteration to the existing building footprint will be involved. The maximum building height at the main roof will remain unchanged. The existing building will continue to comply with the development restrictions under the Notes of the OZP.

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<sup>1</sup> **LCQ11: Supply of hostel places of post-secondary institutions**  
<https://www.info.gov.hk/gia/general/202410/30/P2024103000293.htm?fontSize=1>

*No adverse traffic, visual and environmental impacts to the surrounding areas*

- 2.11 The proposed development situates within the KTBA where it is mainly predominated by buildings for non-polluting industrial and commercial uses. The KTBA has undergone significant transformation from industrial use into a vibrant area that accommodates diverse uses. The proposed development is considered not incompatible with surrounding land uses.
- 2.12 The proposed development is well-served by existing transportation services such as MTR, franchised buses and minibuses. The student population is expected to make use of the public transport for commuting. It is therefore envisaged that no additional traffic flows will arise from the proposed development.
- 2.13 The proposed development does not involve any alteration to the existing building footprint. Moreover, the main roof level of the existing building is significantly lower than that of nearby buildings, as well as the building height restriction stipulated on the OZP i.e. 160 mPD. As such, it is anticipated that the proposed development shall not impose any adverse visual impact to the surrounding area.
- 2.14 Upon obtaining relevant planning permission from the Board, the applicant will make effort in complying with planning conditions in relation to various aspects so as to minimise any potential impacts that would have arisen from the proposed development.

### 3. SITE CONTEXT

#### *Site location*

- 3.1 The Site is located at 31 Chong Yip Street, Kwun Tong and situates at the northwestern part of the KTBA (**Plan 1**). It is within 150 m from Ngau Tau Kok MTR station.

#### *Accessibility*

- 3.2 The Site abuts Chong Yip Street and is accessible by vehicles for L/UL activities via the back alley leading from How Ming Steet to Chong Yip Street. A pedestrian access is provided at the northwestern side of the existing building.

#### *Existing site condition*

- 3.3 An existing building namely LT Tower, was erected at the Site (**Appendix I**). It is currently occupied by office, shop and eating place uses under wholesale conversion.

#### *Surrounding area*

- 3.4 Located along Chong Yip Street to its north, the Site sits within the KTBA where mainly predominated by buildings for non-polluting industrial and commercial uses. The KTBA has undergone significant transformation from industrial to non-industrial and commercial uses in the past decades.
- 3.5 To its immediate north across Chong Yip Street are some offices, e.g. Millennium City 2 & 3 and 1 Hung To Road, and hotel, e.g. Nina Hotel Kowloon East, development within the same "OU(B)" zone. To the further north across Kwun Tong Road is Ngau Tau Kok MTR station.
- 3.6 To its east are some industrial and commercial buildings within the same "OU(B)" zone. To the further east are some large-scale developments such as AIA Kowloon Tower and AXA Tower Landmark East. An open space called InPARK, previously known as Tsun Yip Lane Playground, is also found nearby within the "Open Space" ("O") zone.
- 3.7 To its south across Hung To Road is a mix of buildings for non-polluting industrial and commercial uses within the same "OU(B)" zone.
- 3.8 To its west is a cluster of buildings for non-polluting industrial and commercial uses within the same "OU(B)" zone. To the further west is the site of a commercial building called NEO within the "Commercial(1)" zone, as well as some open space e.g. Hoi Bun Road Park and Kwun Tong Promenade within the "O" zone.

#### 4. PLANNING CONTEXT

##### *Zoning*

- 4.1 The Site falls within an area zoned "OU(B)" and an area shown as 'Road' on the Draft Kwun Tong (South) OZP No. S/K14S/27 (**Plan 2**). According to the Notes of the OZP, 'Hotel' is a Column 2 use under Schedule I for building other than industrial or industrial-office building of the "OU(B)" zone, which requires permission from the Board; all uses or developments in any area shown as 'Road' on the OZP require permission from the Board.

##### *Planning intention*

- 4.2 The planning intention of the "OU(B)" zone is *intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings.*

##### *Statutory development restrictions*

- 4.3 According to the Notes of the OZP, developments/redevelopments of the Site are subject to the maximum PR of 12 or the PR of the existing building, and a maximum building height of 160 mPD or the height of the existing building, whichever is the greater.

##### *Previous and similar applications*

- 4.4 The Site is not subject of any previous planning application.
- 4.5 Several similar approvals (No. A/K14/783, 796, 832 and 835) for the applied use within the same "OU(B)" zone were granted by the Metro Planning Committee of the Board from 2020 to 2025.

##### *Land status*

- 4.6 The Site falls entirely within Kwun Tong Inland Lot No. 447 (the Lot) with the applicant being its current sole owner of the Lot (**Plan 3**). It is held under Conditions of Sale No. 8089 dated 10.6.1963 as varied or modified by Modification Letters dated 29.4.1965 (*registered in the Land Registry (LR) by Memorial No. UB486295*), 26.9.2017 (*registered in the LR by Memorial No. 17110300940106*) and 26.6.2024 (*registered in the LR by Memorial No. 24071700430066*) respectively, a No-objection Letter dated 29.6.1984 (*registered in the LR by Memorial No. UB2623279*), and a Special Waiver Letter dated 26.9.2017 (*registered in the LR by Memorial No. 17101701000018*) as supplemented by a Supplementary Agreement dated 29.12.2020 (*registered in the LR by Memorial No. 21020800690086*) (the Special Wavier).
- 4.7 On 26.9.2017, the applicant obtained the Special Waiver to waive the restrictions contained in Special Condition Nos. (2)(a) and (2)(b) of the Conditions of Sale No. 8089 as mentioned in Section 4.6 above, so as to permit the use of the Lot for any one or more of the uses specified

in Schedule A of the Special Waive Letter i.e. 1) commercial bathhouse/massage establishment; 2) eating place; 3) education institution; 4) exhibition or convention hall; 5) information technology and telecommunications industries; 6) institutional use (excluding social welfare facility); 7) library; 8) off-course betting centre; 9) office; 10) place of entertainment; 11) place of recreation, sports or culture; 12) private club; 13) public utility installation; 14) radar, telecommunication, electronic microwave repeater, television and/or radio transmitter installation; 15) religious institution; 16) research, design and development centre; 17) school (excluding free-standing purpose-designed building and kindergarten); 18) shop and services; 19) training centre; and 20) utility installation for private project.

- 4.8 On 29.12.2020, the Government approved a modification of the Special Waiver in consideration of the payment of an additional premium and an administrative fee for vertical extension by erecting an additional floor on top of the existing building.
- 4.9 Upon obtaining relevant planning permission from the Board, the applicant will apply to the Lands Department (LandsD) for a modification of the Special Waiver to implement the proposal.

## 5. DEVELOPMENT PROPOSAL

### Development details

5.1 The Site consists of an area of 924 m<sup>2</sup> (about) and is currently occupied by an existing building namely LT Tower. The building is currently occupied by office, shop and eating place uses under wholesale conversion. This application intends to seek planning permission for conversion of the existing building (excluding the commercial portion of G/F and 1/F) to provide 266 rooms for student hostel, accounting for a total of 521 bedspaces. The diversified room types and sizes of hostel rooms are designed to accommodate the varying needs of the student population. Male and female occupants will be arranged separately on different floors. The shop and services/eating place uses on G/F and 1/F, as well as the existing shared-use car parking/L&UL and E&M facilities on G/F, 1/F and 15/F, will be maintained. Details of the major development parameters are shown at **Table 1** below.

**Table 1** – Major development parameters

<b>Site area</b>	924 m <sup>2</sup> (about)
<b>GFA of the building</b>	9,958 m <sup>2</sup> (about)
<b>GFA involved in the application</b>	9,418 m <sup>2</sup> (about) (non-domestic) - 8,947 m <sup>2</sup> (student hostel) - 471 m <sup>2</sup> (shared-use E&M/utility facilities)
<b>Site coverage</b>	92.2% (about)
<b>Plot ratio of the building</b>	10.8
<b>Building height</b>	51.6 mPD (about) (at the main roof level i.e. 15/F)
<b>No. of storey</b>	14 storeys (G/F to 15/F; 4/F and 14/F omitted)
<b>No. of unit</b>	266 - 11 single rooms - 255 twin rooms
<b>Room size</b>	11.0 m <sup>2</sup> to 25.2 m <sup>2</sup> (about)*
<b>Maximum population</b>	521
<b>No. of parking space</b>	10 - 8 for private car - 1 for motorcycle - 1 for accessible parking
<b>No. of L/UL space</b>	2 for light goods vehicle

\* room sizes are indicative only and subject to change at the General Building Plan (GBP) submission stage

5.2 There will be no change to the existing building footprint. The maximum building height will remain at 51.6 mPD (about) at the main roof level i.e. 15/F. The existing commercial portion on G/F and 1/F, which is always permitted within the "OU(B)" zone, will be retained.

5.3 Apart from the student hostel rooms, the proposed development will also provide various supporting ancillary facilities such as pantry (no open flame), private room/telephone booth, study room, recreation facilities, gym room, washing machines, lockers etc. with a view to

providing students with a suitable living environment and enhancing their quality of life. The floor plans of each floor are shown at **Plans 4a to 4j**. The elevation plans and sectional plans of the existing building are enclosed at **Plans 5a to 5d** and **Plans 6a to 6d respectively**. Details of the current and proposed uses of different floors of the existing building are shown at **Table 2** below.

**Table 2** – Details of the proposed uses of different floors

Floors*	Current Uses	Proposed Uses
15/F	E&M space	No change
13/F	Office / Pantry	Hostel / Pantry / Washing machines / Recreation facilities
12/F	Office	Hostel / Pantry / Washing machines / Private room / Telephone booth / Ancillary office
2/F-11/F		Hostel / Pantry / Washing machines / Private room / Telephone booth / Study room
1/F	Shop / Eating Place / E&M space	No change
G/F	Shop / Eating Place / Parking & L/UL / Entrance Lobby	Existing: Shop / Eating Place / Parking & L/UL / Entrance Lobby Proposed: Lockers

\* 4/F and 14/F are omitted

#### Operation arrangements

- 5.4 The applicant will provide holistic security measures to ensure a safe and quality living environment for the student tenants. These measures include the use of smart electronic access control system in all area under the exclusive use of student tenants, as well as 24-hour CCTV surveillance system in all accesses and common areas. The student hostel portion, including the entrance lobby on G/F and passenger lifts, will only be accessible by student tenants and will be separated from the commercial uses of the building on G/F and 1/F. A disabled lift/good lift will be available for visitors requiring barrier-free access (BFA) between G/F and 1/F, whilst access to the upper floors via the disabled lift/good lift will be monitored by the smart electronic access control system. The BFA is accessible via the existing parking and L/UL area, such that visitors do not need to access the disabled lift/good lift via the entrance lobby.
- 5.5 In October 2025, the applicant submitted an application to the Education Bureau (EDB) under the Hostels in the City Scheme for the proposed development. In November 2025, EDB replied that the application is eligible under the Scheme (**Appendix IV**).
- 5.6 The applicant commits to comply with relevant ordinances and regulations in relation to various aspects, including but not limited to buildings and fire safety aspects, and obtain relevant licences and approvals, if any, before commencing and/or during the operation.

*Minimal traffic impact*

5.7 The Site abuts Chong Yip Street and is accessible by vehicles for L/UL activities via the back alley leading from How Ming Steet to Chong Yip Street. A pedestrian access is provided at the northwestern side of the existing building (**Plan 1**). The existing vehicular access is located at the northwestern side of the building, where 12 nos. of parking and L/UL space are provided on the G/F mainly to accommodate the operation needs of the commercial activities on G/F and 1/F of the building (**Plans 4**). Details of the parking and L/UL provision are shown at **Table 3** below.

**Table 3** – Provision of the parking and L/UL spaces

<b>For commercial portion (shop/eating place)</b>	<b>No. of space</b>
Parking spaces for private car - 2.5 m (W) x 5 m (L)	6
L/UL spaces for light goods vehicle - 3.5 m (W) x 7 m (L)	1
<b>For hostel</b>	<b>No. of space</b>
Parking spaces for private car - 2.5 m (W) x 5 m (L)	2
L/UL spaces for light goods vehicle - 3.5 m (W) x 7 m (L)	1
<b>For communal use</b>	<b>No. of space</b>
Parking spaces for motorcycle - 1 m (W) x 2.4 m (L)	1
Parking spaces for accessible parking - 3.5 m (W) x 5 m (L)	1

5.8 One parking space will be allocated to each tenant of the commercial portion of the building, whereas two parking spaces will be provided for staff of the management office to maintain the daily operation of the student hostel. For L/UL activities, one L/UL space will be share-used by all tenant, while the remaining L/UL space will be reserved for to accommodate the operational need of the student hostel.

5.9 In order to cope with the influx/efflux of occupants during term start/end, the applicant will launch an online registration system to facilitate the reservation for L/UL space. It is to ensure that the nos. of user for L/UL space would remain under control during a specific period of time, so as to alleviate the potential adverse impacts to the surrounding road networks. Staff will be deployed to monitor the L/UL activities to ensure the L/UL space can be fairly used by all occupants with reservation. Given that the proposed hostel is well-served by public transport connecting the airport, High Speed Rail station, as well as various ferry terminals and border control points, it is envisaged that the majority of the occupants will access the hostel via public transport.

**5.10** Noting that the proposed development would serve as a student hostel, it is anticipated that the student population will rely on the public transportation services in the vicinity for commuting. The Site is served by efficient rail transport as it is within 150 m from Ngau Tau Kok MTR station. Moreover, a variety of franchised bus and minibus routes are also available along Kwun Tong Road. The nearest franchised bus and minibus stop i.e. Millennium City 3, is within 150 m from the Site. As such, no parking space will be allocated for students' usage. The Traffic Review is enclosed at **Appendix II**.

**5.11** With reference to the Hong Kong Planning Standards and Guidelines, there is no fixed rule of carparking provision for student hostel. The proposed development involves the conversion of the existing building by replacing the office floors with student hostel. The existing carpark provision, which were justified by a Traffic Impact Assessment and approved under the previous wholesale conversion application to LandsD in 2017, shall be adequate for the proposed development applied for under the current planning application. Taking into account that most occupants of the student hostel will commute via public transport, it is concluded that no adverse traffic impact arising from the proposed development is anticipated.

#### *Minimal environmental impact*

**5.12** An E&M consultant was engaged to critically review the sewerage impacts from the additional toilet/shower facilities proposed. The calculation enclosed at **Appendix III** has demonstrated that the sewerage impacts deriving from the additional toilets/shower provisions for the student hostel shall not constitute a concern. The discharging pipes for both rainwater and sewerage to the government manholes have ample spare capacities. As such, no adverse sewerage impact arising from the proposed development is anticipated.

**5.13** The proposed development will not rely on opened window for ventilation. Split unit air-conditioning system will be provided for the proposed development.

**5.14** The applicant will also comply with all environmental protection/pollution control ordinances, i.e. *Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance* etc. at all times during the operation stage of the proposed development.

#### *Minimal drainage impact*

**5.15** The proposed development is for partial conversion of an existing building, which was originally designed for office, shop and eating place uses. Given that there will be no change in the drainage condition of the Site, no adverse drainage impact is envisaged.

**5.16** In view of the proposed development's proximity to the coastal area, sufficient operation arrangement to ensure emergency preparedness will be carried out to ensure the flood resilience of the development.

#### *Minimal visual impact*

- 5.17 The proposed development does not involve any alteration to the existing building footprint. The main roof level of the existing building at 51.6 mPD (about) is significantly lower than that of nearby buildings, as well as the building height restriction stipulated on the OZP i.e. 160 mPD. As such, it is anticipated that the proposed development shall not impose any adverse visual impact to the surrounding area.

#### *Fire safety aspect*

- 5.18 The applicant will submit a proposal for fire service installations alongside with the General Building Plans for the consideration of the Director of Fire Services to enhance fire safety of the proposed development. Upon receiving the approval for modification of the Special Waiver from LandsD as discussed in Section 4.9 above, and the GBP approval from the Buildings Department, the applicant will launch the modification works and implement the fire service installations therewithin.
- 5.19 The applicant will oblige with relevant buildings and fire safety regulations in relation to the provision of fire safety installations at the proposed hostel. Evacuation routes will be clearly indicated in each hostel room. Pamphlets with fire safety information will also be provided for the occupants upon check-in. No open flame cooking will be allowed.

#### *Buildings aspect*

- 5.20 The applicant will comply with the *Buildings Ordinance* and its allied regulations with regard to all building works of the proposed development.
- 5.21 The applicant will observe the *Design Manual: Barrier Free Access 2008 (2025 Edition)* for the provision of barrier free access for hostel use e.g. initial access, accessible lift, accessible rooms, accessible toilets, additional assistive provisions etc.

## 6. CONCLUSION

- 6.1 This application intends to seek planning permission to convert the existing building (excluding the commercial portion of G/F and 1/F) namely LT Tower, located at 31 Chong Yip Road, Kwun Tong, Kowloon (Kwun Tong Inland Lot No. 447) to provide 266 rooms for student hostel, accounting for a total of 521 bedspaces. Apart from the internal change of use, no alteration to the existing building footprint will be involved. The maximum building height at the main roof remains unchanged. The existing commercial portion on G/F and 1/F, which is always permitted within the "OU(B)" zone, as well as the existing shared-use parking, L/UL and E&M facilities on G/F, 1/F and 15/F, will be retained.
- 6.2 The proposed development responds to the "Study in Hong Kong" brand proposed by the Chief Executive in the 2024 Policy Address and the 'Hostels in the City Scheme' promulgated in 2025, encouraging the market to renovate hotels and commercial buildings through self-financing and private means to increase the supply of student dormitories and meet the urgent needs of students for accommodation.
- 6.3 Besides, the proposed development aims to provide students with a safe and suitable living environment, and to align with the Government's policy of recruiting more teaching and research professionals and students, thereby consolidating Hong Kong's position as an international hub for tertiary education, which should be considered on its own merits.
- 6.4 The proposed development is in line with the planning intention of the "OU(B)" zone and is considered not incompatible with surrounding land uses, which is mainly predominated by buildings for non-polluting industrial and commercial uses. Situated in the Kwun Tong Business Area, the proposed development will contribute to the significant transformation of the area into a vibrant area that accommodates diverse uses.
- 6.5 The proposed development is not anticipated to pose adverse traffic, visual and environmental impacts to the surrounding areas. The applicant will also strictly follow all environmental protection/pollution control ordinances and relevant guidelines to minimise all possible environmental impacts.
- 6.6 In view of the above justifications and considerations, the applicant sincerely seeks the Board's favourable consideration to the subject planning application.

**Generation-One Advisory Limited**  
**May 2026**

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**Appendix I**  
Site photos



Photo 1 - Western facade of the building



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**

**APRIL 2026  
VERSION 1.1**

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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 m<sup>2</sup> (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**

<b>Site Area</b>	924 m <sup>2</sup> (about)
<b>Gross Floor Area (GFA)</b> (the entire building)	9,958 m <sup>2</sup> (about)
<b>GFA</b> (involved in the application)	8,947 m <sup>2</sup> (about)
<b>Site Coverage</b>	92.2 % (about)
<b>Plot Ratio</b> (the entire building)	10.8
<b>Building height</b>	51.6 mPD (about) (at the main roof level i.e. 15/F)
<b>No. of Storey</b>	14 storeys (G/F to 15/F; 4/F and 14/F omitted)
<b>No. of Units</b>	266
- Single Rooms	11
- Double Rooms	255
<b>Room Size</b>	11.0 m <sup>2</sup> to 25.2 m <sup>2</sup> (about)
<b>Maximum Population</b>	521
<b>No. of Parking Spaces</b>	10
- Private Car (PC) Space	8
- Motorcycle/Bicycle Space	1
- Accessible Parking Space	1
<b>No. of L/UL Spaces</b>	2

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

<b>Storey*</b>	<b>Proposed Uses</b>
15/F	E&M space (existing)
13/F	Hostel / Pantry / Washing machines / Recreation facilities
12/F	Hostel / Pantry / Washing machines / Ancillary office / Private room / Telephone booth
2/F - 11/F	Hostel / Pantry / Washing machines / Study room / Private room / Telephone booth
1/F	Shop (existing) / Eating place (existing) / E&M space (existing)
G/F	Shop (existing) / Eating place (existing) / Parking & L/UL area (existing) / Entrance lobby (existing) / 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. For double-layer (stacked) PC parking spaces, dimension of such spaces would be 2.5 m (W) x 5 m (L) x 1.8 m (H) – this is to ensure the safety and security of parked vehicles. All associated machineries will be subject to scheduled maintenance and inspections conducted by qualified technical personnel to ensure operational safety and compliance. The height (i.e. 3.6 m (about)) of the proposed development has been designed to safely accommodate vehicles in all parking spaces.

**Table 3 - Details of Parking and L/UL Provisions**

<b>Parking Spaces</b>	
<b>PC Space</b> 2.5 m (W) x 5 m (L) x 3.6 m / 1.8 m (H) - For Management Office of Hostels - For Shops	8  2 6
<b>Motorcycle/Bicycle (MC) Space</b> 1 m (W) x 2.4 m (L) x 3.6 m (H) - For communal use of the building	1
<b>Accessible Parking Space</b> 3.5 m (W) x 5 m (L) x 3.6 m (H) - For communal use of the building	1
<b>L/UL Spaces</b>	
<b>Light Goods Vehicle (LGV) Space</b> 3.5 m (W) x 7 m (L) x 3.6 m (H) - For Hostels - For Shops	2  1 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 For L/UL space allocated for hostels, an online registration system would be adopted and implemented by the applicant for the usage of the L/UL space. All users are required to use the booking system for using the L/UL space. Users without booking will not be entertained. The booking system utilises a quota-based reservation system where drivers/users must select a specific time slot (e.g. 15 mins interval) for their use. Vehicles arriving outside of their allocated timeframe, or failing to appear, will be deemed ineligible for usage. By requiring visiting vehicles to adhere to such allocated windows, the booking system maintains a steady throughput and prevents a sudden accumulation of traffic at the Site ingress/egress. On-site management staff will actively oversee all L/UL operations to ensure adherence to scheduled timeframes. By mitigating the risk of operational delays, the management staff can prevent ‘knock-on’ effects that might otherwise compromise the scheduling of successive transit windows

3.6 The accessible parking space is provided for visitors in need. Pre-bookings to the estate management are also required to use the accessible parking space. Vehicles without successful booking will not be entertained. 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. This measure is implemented to mitigate potential adverse impacts arising from parking and L/UL activities, thereby preventing localised congestion and maintaining the operational efficiency of the surrounding road network, specifically targeting the prevention of vehicles queuing and/or reversing onto/from the Site to Chong Yip Street and How Ming Street.

### Assesses

3.7 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

3.8 Swept path analyses for PCs and LGVs are enclosed at **Plans 2** and **3** respectively. For reference, PCs adopted are sized at 1.7 m (W) x 4.6 m (L); whilst LGVs are sized at 2.1 m (W) x 5.2 m (L) respectively. Such sizes are adopted according to usual vehicle sizes at the Hong Kong domestic market correspondingly.

3.9 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.

- 3.10** 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.
- 3.11** To ensure the implementation of the proposed traffic management measures as mentioned above, the applicant would submit an undertaking letter to relevant government departments prior to occupation permit application for undertaking the implementation of the proposed traffic management measures.

#### 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

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

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

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

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

4.3 Strategic connectivity to the Site is facilitated by a wide array of public transport services operating from various border control points (BCPs). Such high level of transit permeability provides non-local students with efficient access via various modes of travel. The comprehensive list of transport links classified by various BCPs and their respective service frequencies is shown in Tables 5 to 15.

**Table 5 - Public Transport Services connecting the Site and Hong Kong International Airport**

<b>Public Bus Services</b>			
<b>Routes</b>	<b>Destinations</b>	<b>Frequencies / Departures*</b>	
<b>A22</b>	Airport (via Hong Kong-Zhuhai-Macau Bridge Hong Kong Port) - Lam Tin Station	15 - 30 mins	
<b>A29</b>	Airport (via Hong Kong-Zhuhai-Macau Bridge Hong Kong Port) - Tseung Kwan O (Po Lam)	15 - 60 mins	
<b>E22</b>	SKYCITY - Lam Tin North	8 - 30 mins	
<b>E22X</b>	SKYCITY - Yau Tong	Mondays to Fridays 06:54 - 07:24; 17:42 - 18:12	
<b>N29</b>	Tung Chung Station - Tseung Kwan O (Hong Sing Garden)	00:15; 00:30; 01:10; 01:25; 03:50; 04:20; and 04:50	
<b>NA29</b>	Airport and/or Hong Kong-Zhuhai-Macau Bridge Hong Kong Port) - Tseung Kwan O (Po Lam)	00:35 - 01:45; 03:50 - 05:05	
<b>MTR Services</b>			
<b>First/Last Stops</b>	<b>Routing</b>	<b>Journey Time</b>	<b>First/Last Train</b>
Ngau Tau Kok - Airport	Kwun Tong Line - Tsuen Wan Line - Tung Chung Line - Airport Express	56 mins	06:01 - 00:11

**Table 6 - Public Transport Services connecting the Site and Lo Wu**

<b>MTR Services</b>			
<b>First/Last Stops</b>	<b>Routing</b>	<b>Journey Time</b>	<b>First/Last Train</b>
Ngau Tau Kok - Lo Wu	Kwun Tong Line - East Rail Line	52 mins	06:01 - 22:55

**Table 7 - Public Transport Services connecting the Site and Lok Ma Chau**

<b>Cross Border Bus Services</b>	
<b>Destinations</b>	<b>Frequencies*</b>
Kwun Tong (APM) - Huanggang Port (Shenzhen)	24 hrs

**Table 8 - Public Transport Services connecting the Site and Lok Ma Chau Spur Line**

<b>MTR Services</b>			
<b>First/Last Stops</b>	<b>Routing</b>	<b>Journey Time</b>	<b>First/Last Train</b>
Ngau Tau Kok - Lok Ma Chau	Kwun Tong Line - East Rail Line	57 mins	06:01 - 21:25

**Table 9 - Public Transport Services connecting the Site and China Ferry Terminal**

<b>Public Bus Services</b>			
<b>Routes</b>	<b>Destinations</b>	<b>Frequencies*</b>	
14	Lei Yue Mun Estate - China Ferry Terminal	17 - 30 mins	
<b>MTR Services</b>			
<b>First/Last Stops</b>	<b>Routing</b>	<b>Journey Time</b>	<b>First/Last Train</b>
Ngau Tau Kok - Austin	Kwun Tong Line - West Rail Line	30 mins	06:01 - 00:11

**Table 10 - Public Transport Services connecting the Site and Macau Ferry Terminal**

<b>Public Bus Services</b>			
<b>Routes</b>	<b>Destinations</b>	<b>Frequencies*</b>	
N619	Shun Lee - Central (Macau Ferry)	20 - 30 mins	
<b>MTR Services</b>			
<b>First/Last Stops</b>	<b>Routing</b>	<b>Journey Time</b>	<b>First/Last Train</b>
Ngau Tau Kok - Sheung Wan	Kwun Tong Line - Tseung Kwan O Line - Island Line	31 mins	06:02 - 00:31

**Table 11 - Public Transport Services connecting the Site and Shenzhen Bay**

<b>Cross Border Bus Services</b>	
<b>Destinations</b>	<b>Frequencies*</b>
Kwun Tong (APM) - Shenzhen Bay Port (Shenzhen)	20 mins

**Table 12 - Public Transport Services connecting the Site and Kai Tak Cruise Terminal**

Public Bus Services		
Routes	Destinations	Frequencies*
5R	Kai Tak Cruise Terminal - Kwun Tong (APM) (Circular)	15 - 30 mins

**Table 13 - Public Transport Services connecting the Site and Express Rail Link West Kowloon**

Public Bus Services			
Routes	Destinations	Frequencies*	
W2	Jordan (West Kowloon Station) - Kwun Tong (Circular)	12 mins	
MTR Services			
First/Last Stops	Routing	Journey Time	First/Last Train
Ngau Tau Kok - Austin	Kwun Tong Line - West Rail Line	30 mins	06:01 - 00:11

**Table 14 - Public Transport Services connecting the Site and Hong Kong-Zhuhai-Macau Bridge**

Public Bus Services		
Routes	Destinations	Frequencies / Departures*
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
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
Cross Border Bus Services		
Destinations		Departures*
Kwun Tong (APM) - Macau City Centre (Macau)		09:00 - 21:30

**Table 15 - Public Transport Services connecting the Site and Heung Yuen Wai**

Cross Border Bus Services	
Destinations	Frequencies*
Kwun Tong (APM) - Liantang Port (Shenzhen)	30 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.*

4.4 In addition to the aforementioned BCPs, the Site is also served by direct public transport links connecting to various universities and community colleges. The proposed development supports a high degree of accessibility for students attending both universities and community colleges. Detailed service information classified by

various universities/community colleges and their respective services frequencies is provided in **Tables 16 to 26**.

**Table 16 - Public Transport Services connecting the Site and The University of Hong Kong**

<b>MTR Services</b>			
<b>First/Last Stops</b>	<b>Routing</b>	<b>Journey Time</b>	<b>First/Last Train</b>
Ngau Tau Kok - HKU	Kwun Tong Line - Tseung Kwan O Line - Island Line	39 mins	06:02 - 00:31

**Table 17 - Public Transport Services connecting the Site and The Hong Kong University of Science and Technology**

<b>Minibus Services</b>		
<b>Routes</b>	<b>Destinations</b>	<b>Frequencies*</b>
104	Hong Kong University of Science and Technology (South Station) - Kwun Tong (Circular)	13 - 25 mins

**Table 18 - Public Transport Services connecting the Site and The Chinese University of Hong Kong**

<b>MTR Services</b>			
<b>First/Last Stops</b>	<b>Routing</b>	<b>Journey Time</b>	<b>First/Last Train</b>
Ngau Tau Kok - University	Kwun Tong Line - East Rail Line	34 mins	06:01 - 00:11

**Table 19 - Public Transport Services connecting the Site and The Hong Kong Polytechnic University**

<b>Public Bus Services</b>			
<b>Routes</b>	<b>Destinations</b>	<b>Frequencies*</b>	
101	Kwun Tong (Yue Man Square) - Kennedy Town	4 - 27 mins	
<b>MTR Services</b>			
<b>First/Last Stops</b>	<b>Routing</b>	<b>Journey Time</b>	<b>First/Last Train</b>
Ngau Tau Kok - Hung Hom	Kwun Tong Line - West Rail Line	27 mins	06:01 - 00:31

**Table 20 - Public Transport Services connecting the Site and City University of Hong Kong**

<b>MTR Services</b>			
<b>First/Last Stops</b>	<b>Routing</b>	<b>Journey Time</b>	<b>First/Last Train</b>
Ngau Tau Kok - Kowloon Tong	Kwun Tong Line	15 mins	06:01 - 00:31

**Table 21 - Public Transport Services connecting the Site and Hong Kong Baptist University**

<b>MTR Services</b>			
<b>First/Last Stops</b>	<b>Routing</b>	<b>Journey Time</b>	<b>First/Last Train</b>
Ngau Tau Kok - Kowloon Tong	Kwun Tong Line	15 mins	06:01 - 00:31

**Table 22 - Public Transport Services connecting the Site and The Hong Kong Metropolitan University**

<b>Public Bus Services</b>			
<b>Routes</b>	<b>Destinations</b>	<b>Frequencies*</b>	
17	Kwun Tong (Yue Man Square) - Ho Man Tin (Oi Man Estate)	5 - 25 mins	
<b>MTR Services</b>			
<b>First/Last Stops</b>	<b>Routing</b>	<b>Journey Time</b>	<b>First/Last Train</b>
Ngau Tau Kok - Ho Man Tin	Kwun Tong Line	23 mins	06:01 - 00:31

**Table 23 - Public Transport Services connecting the Site and Lingnan University**

<b>Public Bus Services</b>			
<b>Routes</b>	<b>Destinations</b>	<b>Frequencies*</b>	
62X	Siu Hong Station (South) - Lei Yue Mun Estate	15 - 30 mins	
<b>MTR Services</b>			
<b>First/Last Stops</b>	<b>Routing</b>	<b>Journey Time</b>	<b>First/Last Train</b>
Ngau Tau Kok - Siu Hong	Kwun Tong Line - West Rail Line	64 mins	06:01 - 00:11

**Table 24 - Public Transport Services connecting the Site and The Hong Kong Hang Sang University**

<b>Public Bus Services</b>		
<b>Routes</b>	<b>Destinations</b>	<b>Frequencies / Departures*</b>
74X	Tai Po Central - Kwun Tong Ferry	5 - 30 mins
78C	Fanling (Queen's Hill Estate) - Kai Tak (Via Kwun Tong)	30 - 60 mins
83X	Shui Chuen O - Kwun Tong Ferry	15 - 30 mins
88X	Sui Wo Court - Ping Tin	20 - 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
277E	Sheung Shui (Tin Ping) - Lam Tin Station	9 - 30 mins
277X	Fanling (Luen Wo Hui) - Lam Tin Station	7 - 25 mins

**Table 25 - Public Transport Services connecting the Site and Saint Francis University**

MTR Services			
First/Last Stops	Routing	Journey Time	First/Last Train
Ngau Tau Kok - Tiu Keng Leng	Kwun Tong Line	11 mins	06:02 - 01:02

**Table 26 - Public Transport Services connecting the Site and Technological and Higher Education Institute of Hong Kong**

MTR Services			
First/Last Stops	Routing	Journey Time	First/Last Train
Ngau Tau Kok - Heng Fa Tsuen	Kwun Tong Line - Tseung Kwan O Line - Island Line	31 mins	06:02 - 00:52

*\*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

4.5 Traffic generated and attracted by the existing development are enclosed as follows (Table 27).

**Table 27 - Traffic Generation and Attraction of the Existing Development**

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	7	7	7	7
MCs	1	1	1	1
LGVs	2	2	2	2

4.6 Traffic generated and attracted by the proposed development is expected to be minimal (Table 28), thus adverse traffic impacts arising from the proposed development should not be anticipated.

**Table 28 - Traffic Generation and Attraction of the Proposed Development**

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	4	4	4	4
MCs	1	1	1	1
LGVs	1	1	1	1

- 4.7** 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.
- 4.8** 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 proposed development is well served by nearby ample choices of existing public transport options. 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

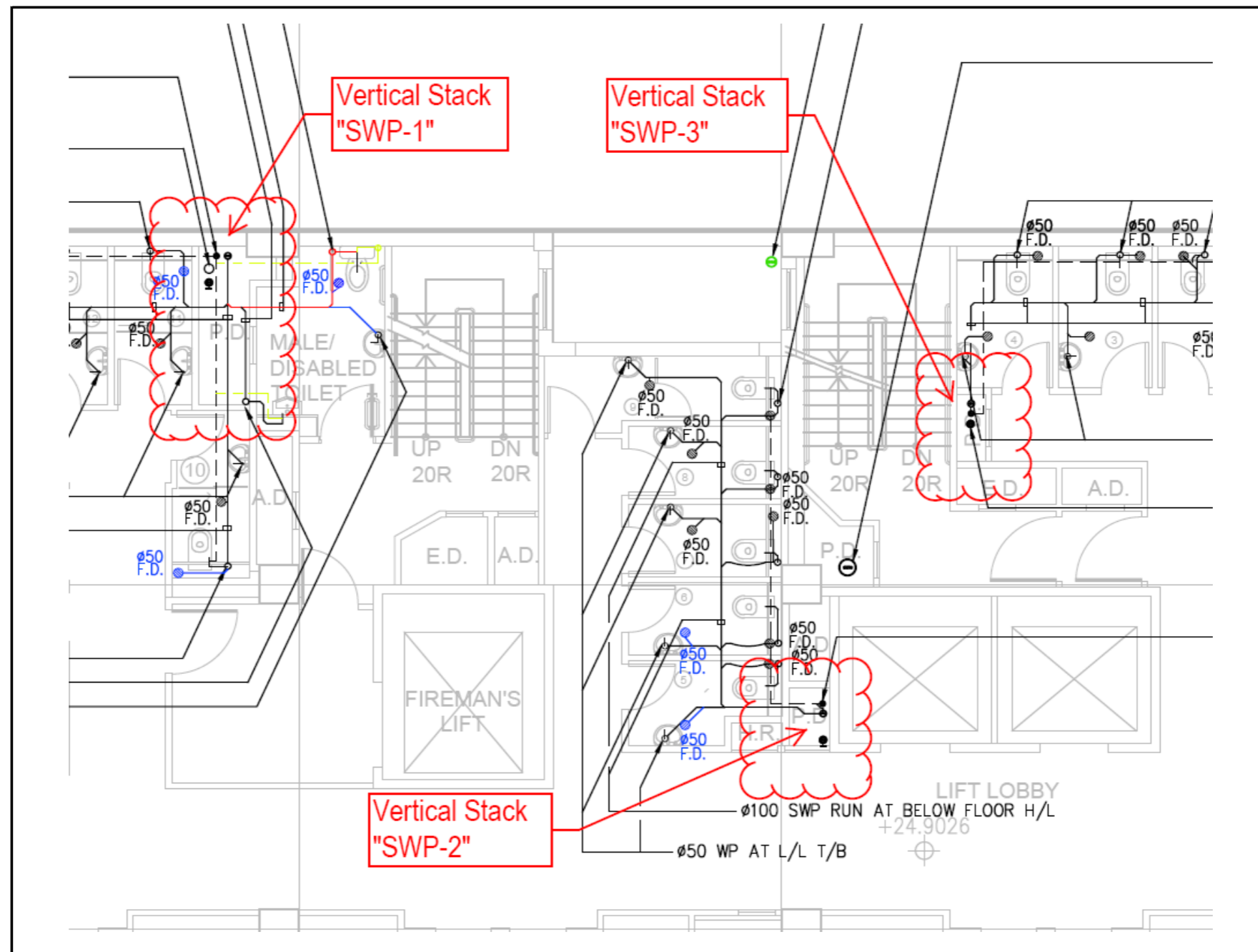
**Part A: Verification of the 3 nos. Foul Water Drainage Vertical Stacks**

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)

	<b>Discharge Unit (DU)</b>	<b>1/F</b>	<b>2/F</b>	<b>3/F</b>	<b>5/F</b>	<b>6/F</b>	<b>7/F</b>	<b>8/F</b>	<b>9/F</b>	<b>10/F</b>	<b>11/F</b>	<b>12/F</b>	<b>13/F</b>	<b>Total</b>
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
	<b>Sub-Total DU</b>	<b>0</b>	<b>18.7</b>	<b>20.8</b>	<b>20.8</b>	<b>20.8</b>	<b>20.8</b>	<b>20.8</b>	<b>20.8</b>	<b>20.8</b>	<b>20.8</b>	<b>23.6</b>	<b>4.2</b>	<b>212.9</b>

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

	<b>Discharge Unit (DU)</b>	<b>1/F</b>	<b>2/F</b>	<b>3/F</b>	<b>5/F</b>	<b>6/F</b>	<b>7/F</b>	<b>8/F</b>	<b>9/F</b>	<b>10/F</b>	<b>11/F</b>	<b>12/F</b>	<b>13/F</b>	<b>Total</b>
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
	<b>Sub-Total DU</b>	<b>2.5</b>	<b>10.5</b>	<b>10.5</b>	<b>10.5</b>	<b>10.5</b>	<b>10.5</b>	<b>10.5</b>	<b>10.5</b>	<b>10.5</b>	<b>10.5</b>	<b>23.2</b>	<b>9.4</b>	<b>129.6</b>

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

	<b>Discharge Unit (DU)</b>	<b>1/F</b>	<b>2/F</b>	<b>3/F</b>	<b>5/F</b>	<b>6/F</b>	<b>7/F</b>	<b>8/F</b>	<b>9/F</b>	<b>10/F</b>	<b>11/F</b>	<b>12/F</b>	<b>13/F</b>	<b>Total</b>
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
	<b>Sub-Total DU</b>	<b>23.4</b>	<b>10.5</b>	<b>8.5</b>	<b>8.5</b>	<b>8.5</b>	<b>8.5</b>	<b>8.5</b>	<b>8.5</b>	<b>8.5</b>	<b>8.5</b>	<b>21.6</b>	<b>11.6</b>	<b>135.1</b>

**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

$$\text{"SWP-1" Flow Rate: } Q_1 = 0.7\sqrt{212.9}$$

$$Q_1 = 0.7\sqrt{212.9} \quad 10.21 \text{ L/s}$$

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

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

$$K = 0.7$$

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

$$\text{"SWP-2" Flow Rate: } Q_2 = 0.7\sqrt{129.6}$$

$$Q_2 = 0.7\sqrt{129.6} \quad 7.97 \text{ L/s}$$

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

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

$$K = 0.7$$

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

$$\text{"SWP-3" Flow Rate: } Q_3 = 0.7\sqrt{135.1}$$

$$Q_3 = 0.7\sqrt{135.1} \quad 8.14 \text{ L/s}$$

**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	<b>X</b> Fail
SWP-2	7.97	6.89	0.87	-1.07	<b>X</b> Fail
SWP-3	8.14	6.89	0.85	-1.24	<b>X</b> 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 <sup>2</sup> )	PEAKING FACTOR (PF)	PEAK DISCHARGE RATE QP (L/S)	REQUIRED CAPACITY OF GREASE INTERCEPTOR (M <sup>3</sup> )	SIZE (m)							E.P.D. REQUIREMENT		PROVIDED CAPACITY OF GREASE INTERCEPTOR (M <sup>3</sup> )
						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 =  $\frac{0.5xA}{16} \times PF \times \frac{20}{60}$  (M<sup>3</sup>)

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 <sup>2</sup>	m		m <sup>3</sup> /s	m/s	m <sup>2</sup>	m <sup>3</sup> /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	<b>32.98</b>

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 ( $\Delta H$ ) per meter run (L).

B5) Conclusion:

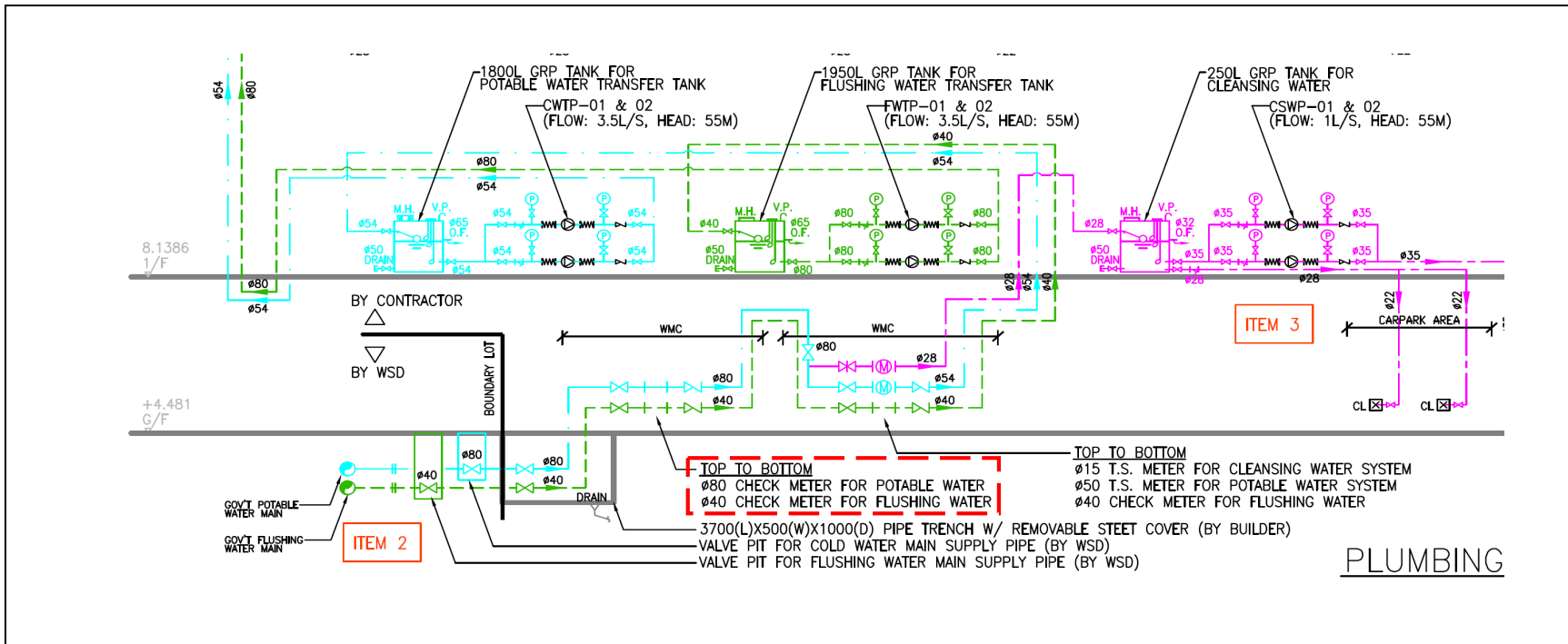
From the above calculations and the results in the above Item 3 and Item 4, the calculated Discharge Capacity of the Underground 225mm dia. Drain Pipe (32.98 L/s) is found larger than the Whole Building Discharge Rate (28.7290 L/s). The size of the Underground 225mm dia. Drain Pipe is sufficient for 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	
		<b>Total :</b>	<b>1714</b>	<b>~ 14L/s</b>

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	
		<b>Total :</b>	<b>899</b>	<b>~ 6.5L/s</b>

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 <sup>2</sup> )	PEAKING FACTOR (PF)	PEAK DISCHARGE RATE QP (L/S)	REQUIRED CAPACITY OF GREASE INTERCEPTOR (M <sup>3</sup> )	SIZE (m)						E.P.D. REQUIREMENT		PROVIDED CAPACITY OF GREASE INTERCEPTOR (M <sup>3</sup> )	
						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

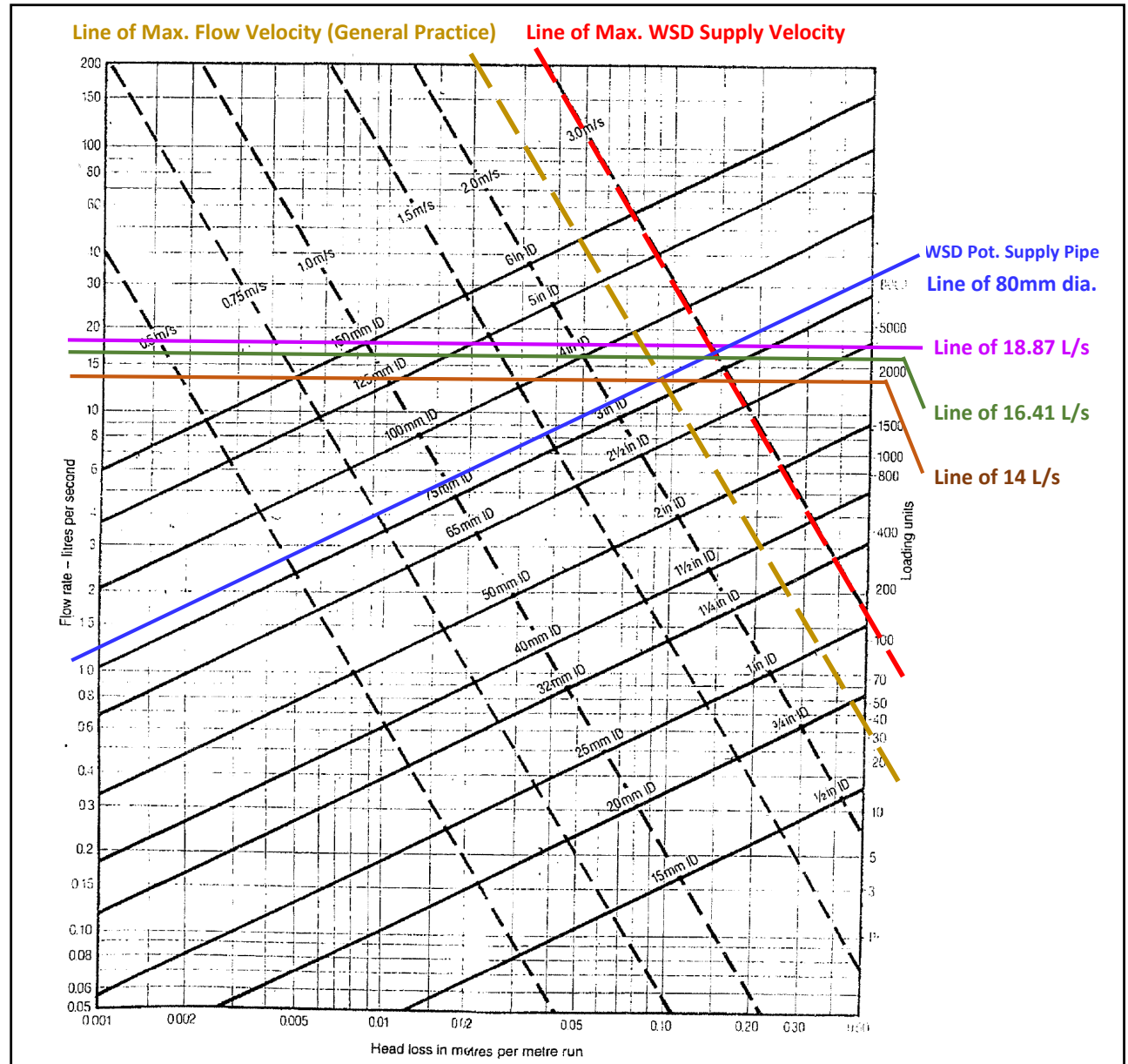
① PEAKING DISCHARGE RATE, QP =  $\frac{0.5 \times A}{16} \times \frac{1000}{3600} \times PF$  (L/S)

② CAPACITY OF GREASE INTERCEPTOR =  $\frac{0.5 \times A}{16} \times PF \times \frac{20}{60}$  (M<sup>3</sup>)

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
<b>Total with addition of 15% safety factor</b>	<b>18.87</b>



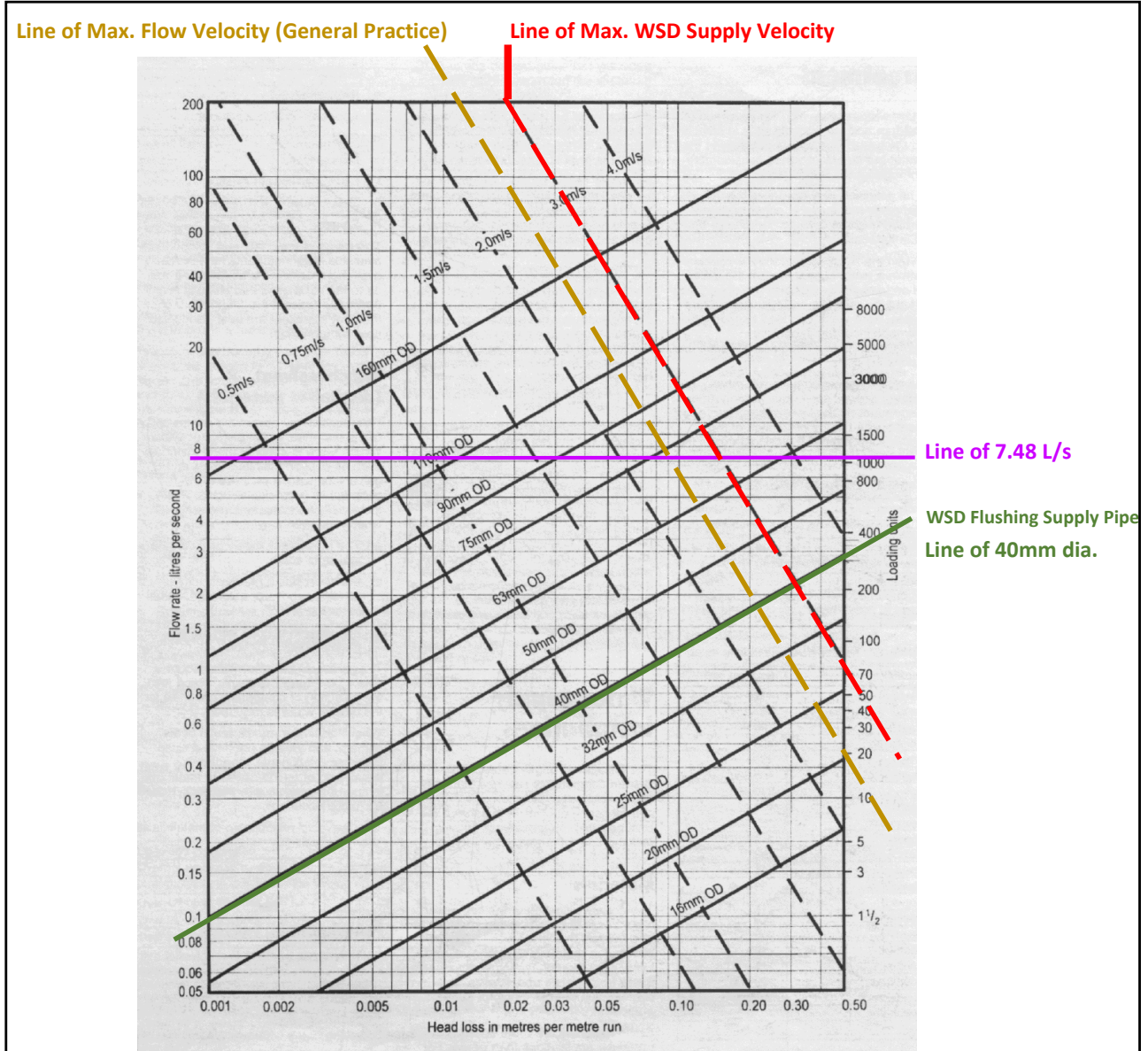
3.2) Flushing Water Supply Requirement

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

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](mailto: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**.

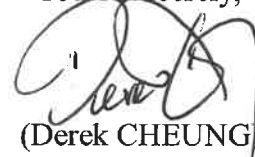
According to the signed statutory declaration, the relevant conversion works of the proposed development should be completed within 18 months from the date of this

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](mailto: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](mailto: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.

## LIST OF PLANS

<b>Plan 1</b>	Location plan
<b>Plan 2</b>	Zoning plan
<b>Plan 3</b>	Land status plan
<b>Plan 4a to 4j</b>	Floor plans
<b>Plan 5a to 5d</b>	Elevation plans
<b>Plan 6a to 6d</b>	Section plans

**LOCATION OF THE APPLICATION SITE**

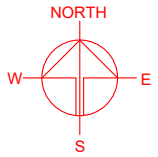
APPLICATION SITE AREA : 924 m<sup>2</sup> (ABOUT)

**VEHICULAR ACCESS**  
ACCESSIBLE FROM CHONG YIP STREET

ACCESSIBLE BY VEHICLE FROM THE BACK ALLEY LEADING  
FROM HOW MING STREET TO CHONG YIP STREET

ACCESSIBLE BY PEDESTRIAN FROM  
THE ENTRANCE ON CHONG YIP STREET

**APPLICATION SITE**



PLANNING CONSULTANT

**GENERATION-ONE  
ADVISORY LIMITED**

PROJECT  
PROPOSED HOTEL (STUDENT  
HOSTEL)

SITE LOCATION  
LT TOWER,  
31 CHONG YIP STREET,  
KWUN TONG, KOWLOON  
  
(KWUN TONG INLAND LOT 447)

SCALE  
1 : 2000 @ A4

DRAWN BY  
MN

DATE  
11.2.2026

REVISED BY

DATE

APPROVED BY

DATE

DWG. TITLE  
LOCATION PLAN

DWG NO.  
PLAN 1

VER.  
001

**LEGEND**

 APPLICATION SITE

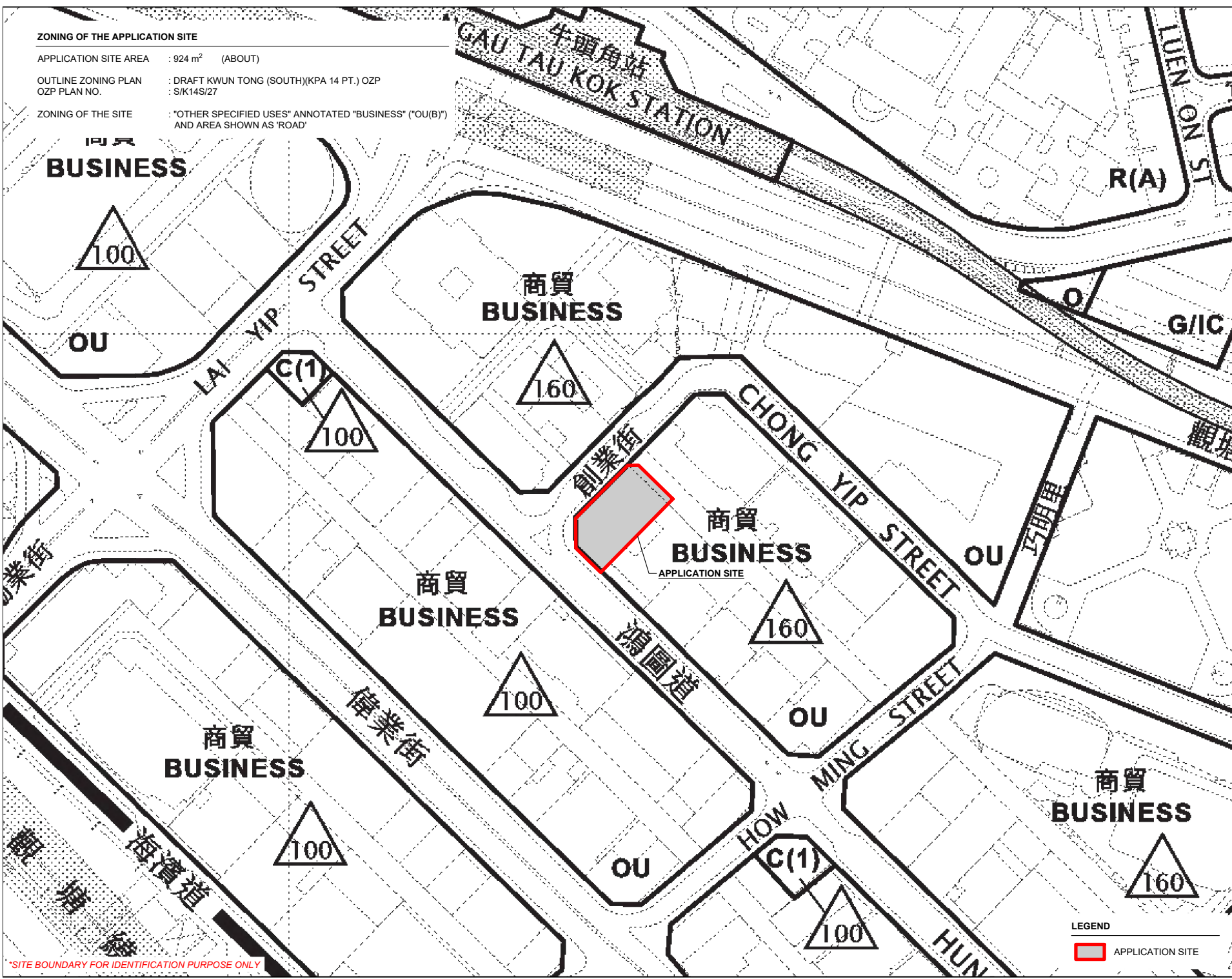
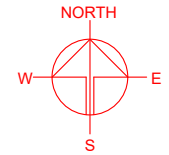
\*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

**ZONING OF THE APPLICATION SITE**

APPLICATION SITE AREA : 924 m<sup>2</sup> (ABOUT)

OUTLINE ZONING PLAN : DRAFT KWUN TONG (SOUTH)(KPA 14 PT.) OZP  
OZP PLAN NO. : S/K14S/27

ZONING OF THE SITE : "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)"  
AND AREA SHOWN AS "ROAD"



\*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

PLANNING CONSULTANT  
**GENERATION-ONE  
ADVISORY LIMITED**

PROJECT  
PROPOSED HOTEL (STUDENT  
HOSTEL)

SITE LOCATION  
LT TOWER,  
31 CHONG YIP STREET,  
KWUN TONG, KOWLOON  
  
(KWUN TONG INLAND LOT 447)

SCALE  
1 : 2000 @ A4

DRAWN BY MN	DATE 11.2.2026
REVISED BY	DATE

APPROVED BY	DATE
-------------	------

DWG. TITLE  
**ZONING OF THE SITE**

DWG NO. PLAN 2	VER. 001
-------------------	-------------

**LEGEND**  
 APPLICATION SITE

LAND STATUS OF THE APPLICATION SITE

APPLICATION SITE AREA : 924 m<sup>2</sup> (ABOUT)  
 AREA OF PRIVATE LAND : 924 m<sup>2</sup> (ABOUT)  
 AREA OF GOVERNMENT LAND : NOT APPLICABLE

L 433 RP

大龍東如心酒店  
 Nina Hotel  
 Kowloon East

CHONG YIP STREET

建業中心  
 Kino Centre  
 \*KTIL 432

創富中心  
 Prosperity Center  
 \*KTIL 729

創業街

\*KTIL 447

APPLICATION SITE

\*KTIL 640

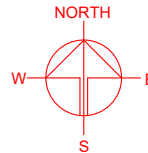
發利工業大廈  
 Fat Lee Industrial Building

成工業大廈  
 Industrial Building  
 \*KTIL 376

\*KTIL 377

鴻圖道

富登中心  
 Fullerton Centre  
 \*KTIL 449



PLANNING CONSULTANT  
**GENERATION-ONE  
 ADVISORY LIMITED**

PROJECT  
 PROPOSED HOTEL (STUDENT  
 HOSTEL)

SITE LOCATION  
 LT TOWER,  
 31 CHONG YIP STREET,  
 KWUN TONG, KOWLOON  
 (KWUN TONG INLAND LOT 447)

SCALE  
 1 : 500 @ A4

DRAWN BY  
 MN 11.2.2026

REVISED BY  
 DATE

APPROVED BY  
 DATE

DWG. TITLE  
 LAND STATUS OF THE SITE

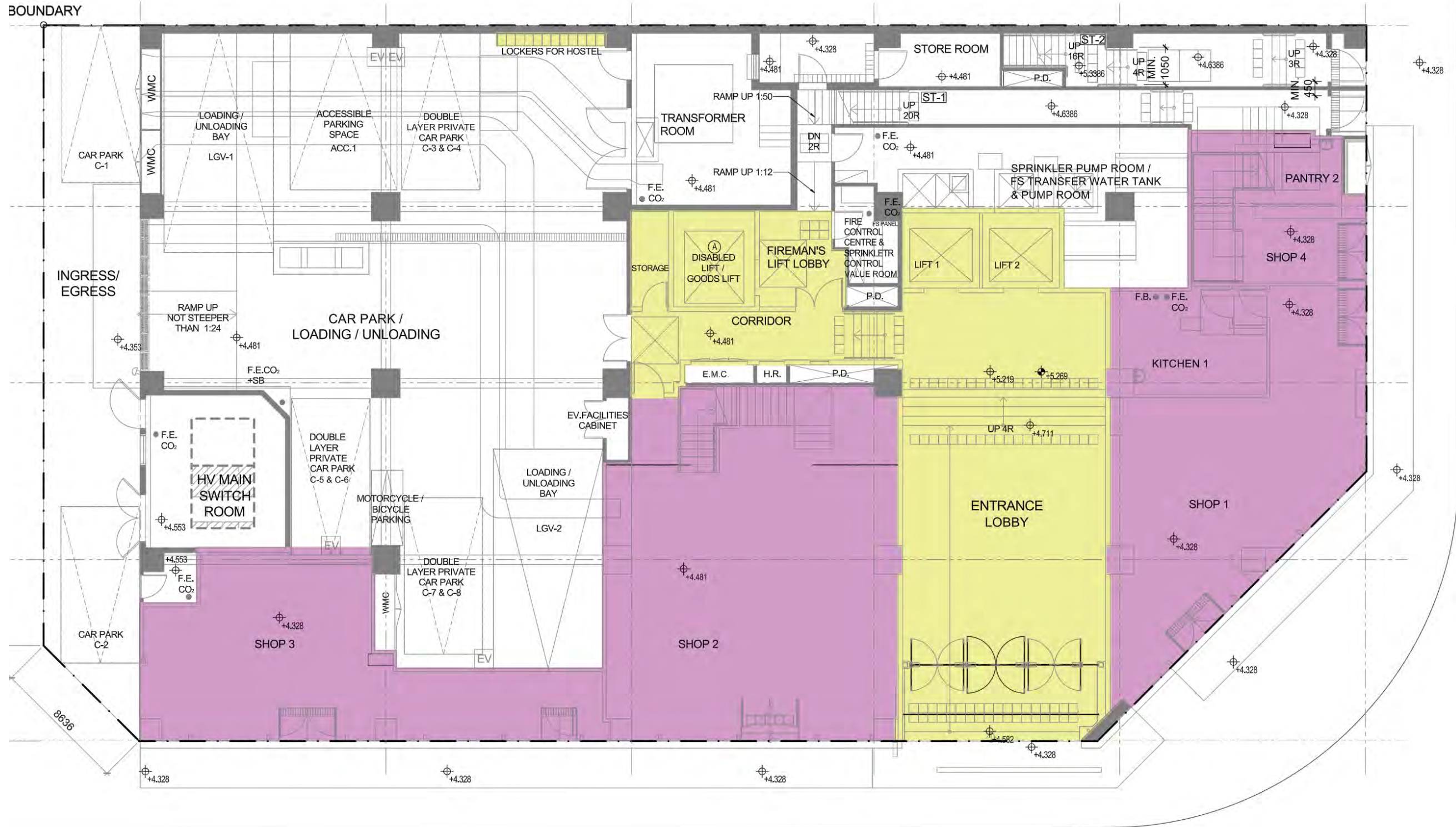
DWG NO.  
 PLAN 3

VER.  
 001

LEGEND  
 APPLICATION SITE

\*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

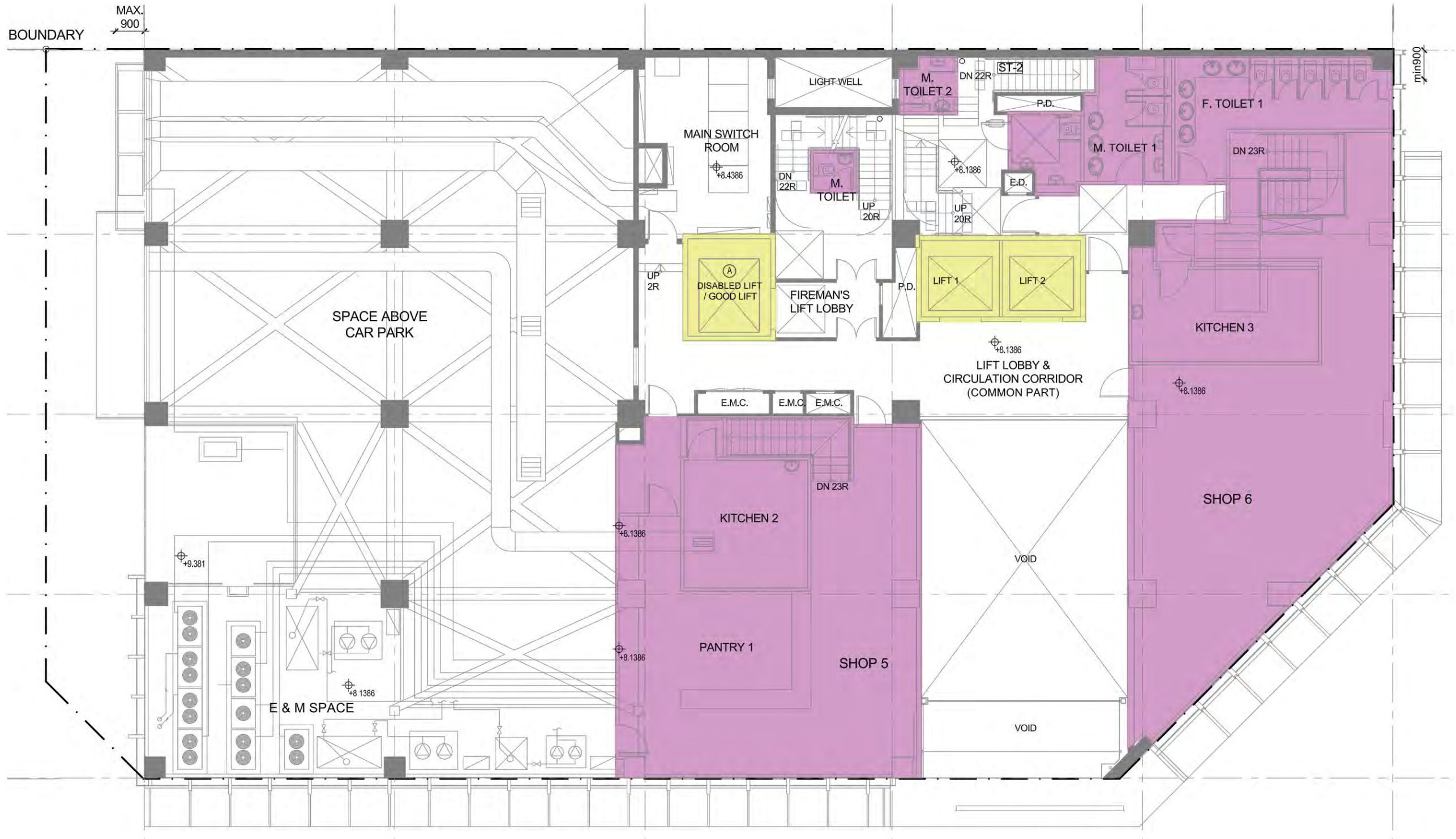
# Plan 4a – FLOOR PLAN OF G/F



**LEGEND:**

- STUDENT HOSTEL FACILITIES  
(GFA: 148.852 sq.mts.)
- COMMERCIAL PORTIONS  
(GFA: 271.853 sq.mts.)

# Plan 4b – FLOOR PLAN OF 1/F



## LEGEND:

- STUDENT HOSTEL FACILITIES  
(GFA: 24.025 sq.mts.)
- COMMERCIAL PORTIONS  
(GFA: 268.050 sq.mts.)

# Plan 4c - FLOOR PLAN OF 2/F



Nos. of room: 27  
 Nos. of bed: 51

- hostel bed space
- common space (inside the room)
- toilet & bath
- pantry
- store room
- study room
- private room/telephone booth

# Plan 4d - FLOOR PLAN OF 3/F, 5/F & 6/F (4/F is omitted)



- hostel bed space
- common space (inside the room)
- toilet & bath
- pantry
- store room
- study room
- private room/ telephone booth

Nos. of room: 27  
Nos. of bed: 52

# Plan 4e - FLOOR PLAN OF 7/F, 8/F & 9/F



- hostel bed space
- common space (inside the room)
- toilet & bath
- pantry
- store room
- study room
- private room/telephone booth

Nos. of room: 27  
 Nos. of bed: 52

# Plan 4f - FLOOR PLAN OF 10/F



- hostel bed space
- common space (inside the room)
- toilet & bath
- pantry
- store room
- study room
- private room/telephone booth

Nos. of room: 25  
 Nos. of bed: 50

# Plan 4g - FLOOR PLAN OF 11/F



- hostel bed space
- common space (inside the room)
- toilet & bath
- pantry
- store room
- study room
- private room/ telephone booth

Nos. of room: 25  
Nos. of bed: 50

# Plan 4h - FLOOR PLAN OF 12/F



Nos. of room: 23  
 Nos. of bed: 46

- hostel bed space
- common space (inside the room)
- toilet & bath
- pantry
- store room
- ancillary office
- private room/telephone booth

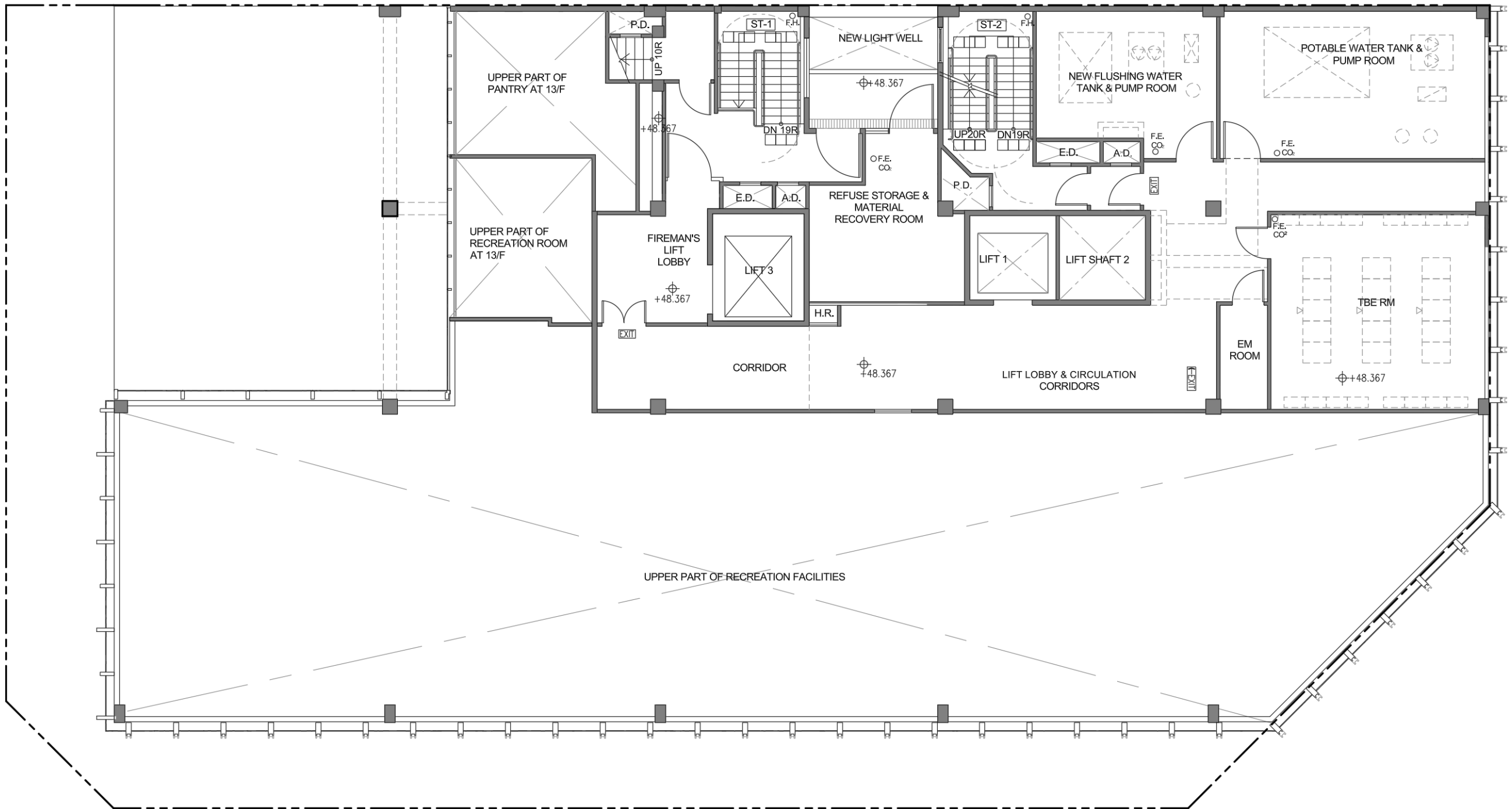
# Plan 4i - FLOOR PLAN OF 13/F



- hostel bed space
- common space (inside the room)
- toilet & bath
- pantry
- store room
- recreation facilities

Nos. of room: 4  
 Nos. of bed: 8

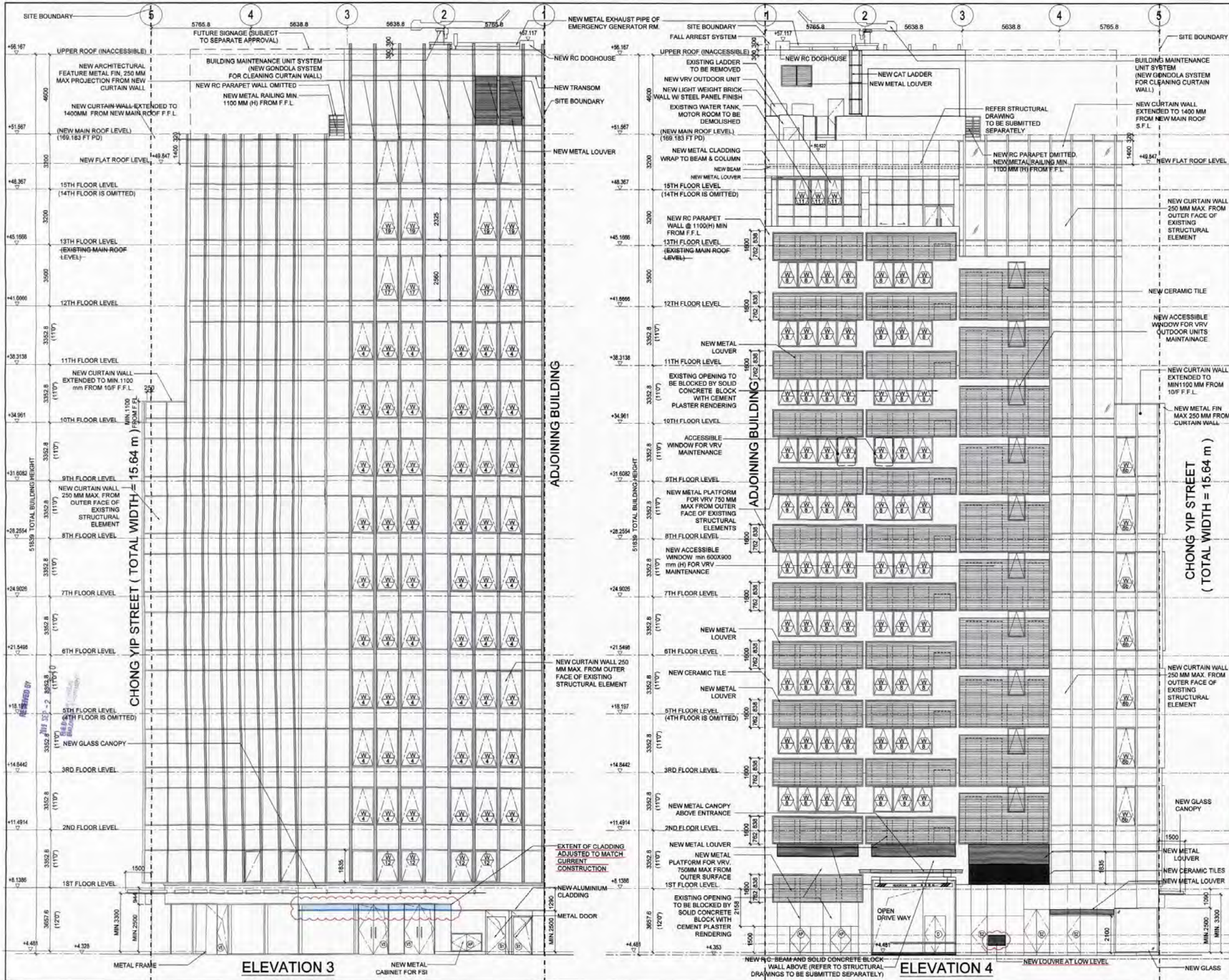
# Plan 4j - FLOOR PLAN OF 15/F







# Plan 5c - ELEVATIONS 3 & 4 (no change on elevation)



REVISIONS AND SUBMISSIONS			
NO.	DATE	DETAILS	CHECKED
-	9/12/16	1ST SUBMISSION	
A	25/11/17	1ST RESUBMISSION	
B	5/3/17	ELEVATION REVISED	
C	31/7/17	ELEVATION REVISED	
D	10/9/17	ELEVATION REVISED	
E	05/12/17	ELEVATION REVISED	
F	25/03/17	ELEVATION REVISED	
G	13/7/18	ELEVATION REVISED	
H	26/09/18	ELEVATION REVISED	
I	02/09/19	ELEVATION REVISED	

**RECORD DRAWING**  
 This drawing is identical to the approved drawing dated 30 SEP 2019

**Yuen Kwok Chung**  
 ARAIA HIA  
 Authorized Person  
 (List of Architects)

Note: This plan has been processed on a standard check basis under the controlled drawing system as promulgated in the AIAA 18. The dates of the authorized person, registered structural engineer and registered architectural engineer concerned as specified under section 4(3)(b) and the provision of section 14(7)(c) of the Buildings Ordinance are of particular relevance in this regard.

Tim Approved  
**110 Chun-sang**  
 Senior Building Supervisor  
 for BUILDING AUTHORITY  
 30 SEP 2019

CLIENT/EMPLOYER:  
**ALLIED NICE ENTERPRISE LIMITED**

PROJECT ARCHITECT/AUTHORIZED PERSON:  
**馬海**  
 馬海(建築顧問)有限公司  
 Spence Robinson Limited

PROJECT ENGINEER:  
**ARTHUR YUNG AND ASSOCIATES COMPANY LTD.**  
 容亨運工程師事務所

PROJECT TRAFFIC CONSULTANT:  
**志達顧問有限公司**  
 CTA Consultants Limited

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 3. This drawing is to be read in conjunction with the Architect's Specification and Conditions of Contract.  
 4. Prints not showing the last revision are to be cancelled.  
 5. Prints without authorized signature in line checked and approved spaces below and after the last revision above are NOT valid for use outside SFL.  
 6. The contractor should submit shop drawings for architect's before commencement of work.

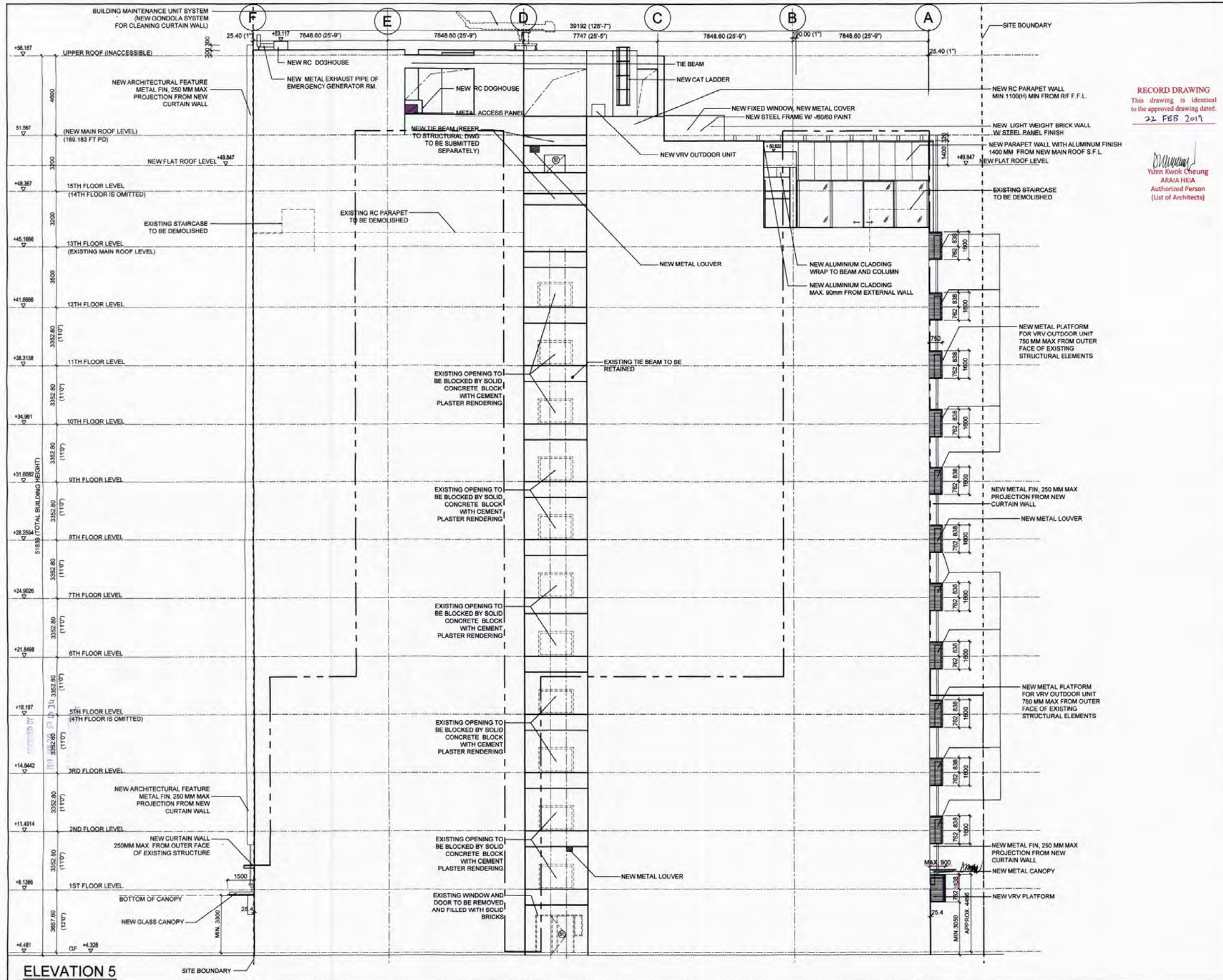
PROJECT: **Coloured Amended General Drawing for BD Approval**  
 WHOLESALE CONVERSION FOR WING WAH BUILDING AT NO. 31 CHONG YIP STREET, KTL NO. 447, KWUN TONG, KOWLOON

DRAWING TITLE:  
**ELEVATION 3 & 4**

STATEMENT: THE WORKS SHOWN ON THESE PLANS ARE TYPE I WORKS, IN RESPECT OF WHICH THE BUILDING AUTHORITY'S CONSENT IS APPLIED FOR.

DATE	BY	REVISION
02-09-2019	CC	1
	CMD	
	KC	
	APPROVED BY	
	PAPER SIZE	A1
	SCALE	1:100
	PROJECT	
	DRAWING NO.	GP-17

# Plan 5d - ELEVATION 5 (no change on elevation)



BD REF. NO.: 2-3/222/53/4  
 FSD REF. NO.: FP 8/12135

NO.	DATE	DETAILS	CHECKED:
—	9/12/16	1ST SUBMISSION	
A	25/1/17	1ST RESUBMISSION	
B	5/5/17	ELEVATION REVISED	
C	31/7/17	ELEVATION REVISED	
D	7/9/17	ELEVATION REVISED	
E	05/12/17	ELEVATION REVISED	
F	20/03/18	ELEVATION REVISED	
G	28/9/18	ELEVATION REVISED	
H	18/12/18	ELEVATION REVISED	
I	28/01/19	ELEVATION REVISED	

**RECORD DRAWING**  
 This drawing is identical to the approved drawing dated 22 FEB 2019

*Yuen Kwok Cheung*  
 YUEN KWOK CHEUNG  
 ARACHA HKIA  
 Authorized Person  
 (List of Architects)

Note: This plan has been processed on a computerized check basis under the centralized processing system as promulgated in P&AP ADM-14. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(a) and the provision of section 14(2)(c) of the Buildings Ordinance are of particular relevance in this regard.

Plan Approval  
 WAT NEUNG  
 Senior Building Approver  
 for BUILDING AUTHORITY  
 22 FEB 2019

CLIENT/EMPLOYER:  
**ALLIED NICE ENTERPRISE LIMITED**

PROJECT ARCHITECT/AUTHORIZED PERSON:  
  
 馬海(建築顧問)有限公司  
 Spence Robinson Limited

PROJECT ENGINEER:  
  
 ARTHUR YUNG AND ASSOCIATES COMPANY LTD.  
 容亨達工程師事務所

PROJECT TRAFFIC CONSULTANT:  
  
 怡和顧問有限公司  
 CTA Consultants Limited

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  - Prints not showing the last revision are to be cancelled.
  - Prints without an authorized signature in the checked and approved spaces below and after the last revision above are NOT valid for use outside B/L.
  - The contractor should submit shop drawings for architects before commencement of work.

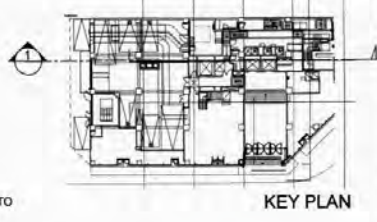
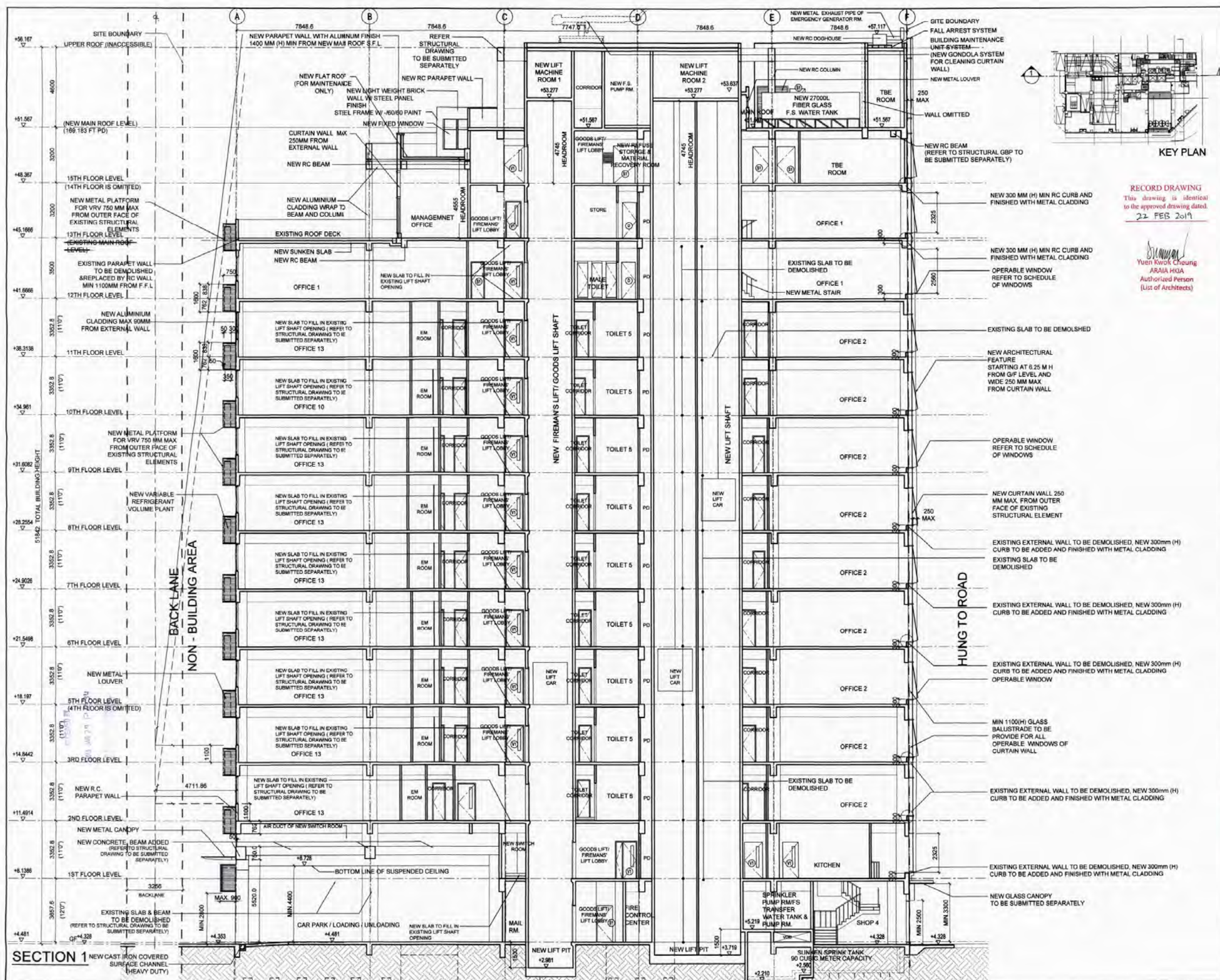
PROJECT: Coloured Amended General Drawing for BD Approval  
 WHOLESALE CONVERSION FOR WING WAH BUILDING AT NO. 31 CHONG YIP STREET, KTL NO. 447, KWUN TONG, KOWLOON

DRAWING TITLE:  
**ELEVATION 5**  
 STATEMENT IN THE WORDS SHOWN ON THESE PLANS ARE TYPE I WORKS, IN RESPECT OF WHICH THE BUILDING AUTHORITY'S CONSENT IS APPLIED FOR.

*Yuen Kwok Cheung*  
 YUEN KWOK CHEUNG  
 ARACHA HKIA  
 Authorized Person  
 (List of Architects)

DRAWN BY: CC	DATE: 28-01-2019
CHECKED BY: CMD	APPROVED BY: KC
SCALE: 1:100	PAPER SIZE: A1
PROJECT: 2801	DRAWING NO.: GP-18
	REVISION: L

# Plan 6a - EXISTING SECTION 1



**RECORD DRAWING**  
This drawing is identical to the approved drawing dated 22 FEB 2019

Yuen Kwok Cheung  
ARAIIA HKIA  
Authorized Person  
(List of Architects)

BD REF. NO.: 2-3/2275/03/4			
FSD REF. NO.: PP 4/12/33			
NO.	DATE	DETAILS	CHECKED
-	9/12/16	1ST SUBMISSION	
A	25/1/17	1ST RESUBMISSION	
B	5/5/17	SECTION REVISED	
C	31/07/17	SECTION REVISED	
D	07/09/17	SECTION REVISED	
E	05/12/17	SECTION REVISED	
F	22/03/18	SECTION REVISED	
G	26/09/18	SECTION REVISED	
H	18/12/18	SECTION REVISED	
I	28/01/19	SECTION REVISED	

Note: This plan has been prepared on a computerized basis under the utilization of processing system as approved in P&AP ADM-19. The names of the individual persons registered as structural engineer and/or registered professional engineer as specified in section 4(3)(b) and the position of each (AGIS) of the Building Ordinance are of particular relevance in this regard.

Plan Approved  
WAT Sze-ching  
Senior Building Inspector  
for BUILDING AUTHORITY  
22 FEB 2019

CLIENT/COMPLER:  
**ALLIED NICE ENTERPRISE LIMITED**

PROJECT ARCHITECT/AUTHORIZED PERSON:  
**馬海(建築顧問)有限公司  
Spence Robinson Limited**

PROJECT ENGINEER:  
**ARTHUR YUNG AND ASSOCIATES COMPANY LTD.  
容亨達工程師事務所**

PROJECT TRAFFIC CONSULTANT:  
**CTA Consultants Limited**

- NOTES:
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  - Prints without an authorized signature in the checked and approved spaces below and after the last revision above are NOT valid for use outside SPL.
  - The contractor should submit shop drawings for architects for before commencement of work.

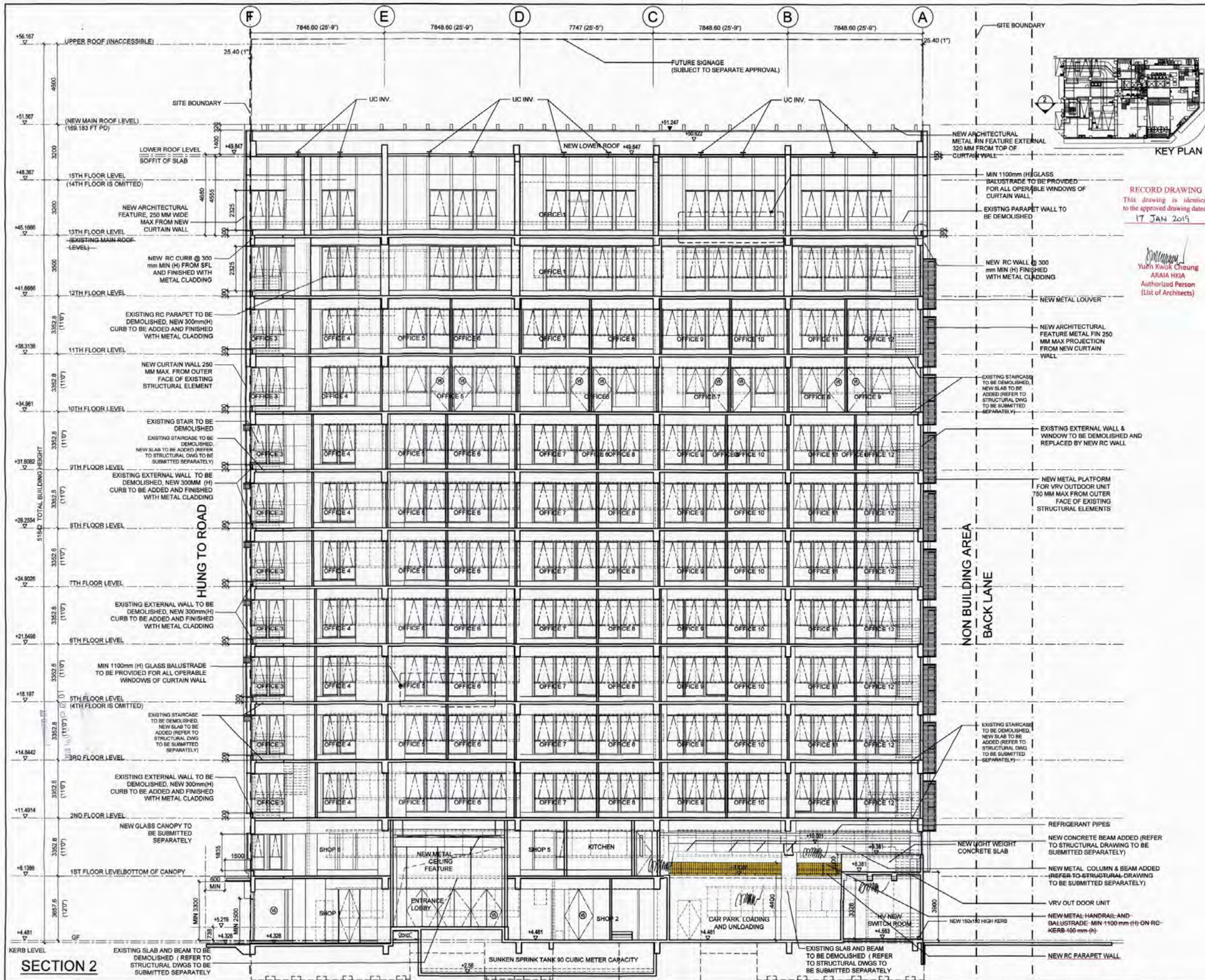
PROJECT: Coloured Amended General Drawing for BD Approval  
**WHOLESALE CONVERSION FOR WING WAH BUILDING AT NO. 31 CHONG YIP STREET, KTL NO. 447, KWUN TONG, KOWLOON**

DRAWING TITLE:  
**SECTION 1**

STATEMENT: IF THE WORKS SHOWN ON THESE PLANS ARE TYPE B WORKS, IN RESPECT OF WHICH THE BUILDING AUTHORITY'S CONSENT IS APPLIED FOR.

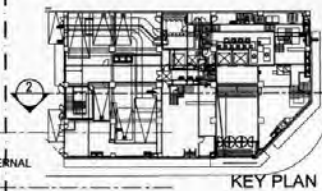
DRWN BY: CC	DATE: 28-01-2019
CHECKED BY: CMD	APPROVED BY: KC
SCALE: 1:100	PAPER SIZE: A1
PROJECT: 2801	DRAWING NO.: GP-19
	REVISION: 1

# Plan 6b - EXISTING SECTION 2



BD REF. NO.: 2-3/2225/03/4  
 FSD REF. NO.: PP 8/12135

REVISIONS AND SUBMISSIONS			
NO.	DATE	DETAILS	CHECKED
-	9/12/16	1ST SUBMISSION	
A	25/1/17	1ST REVISION	
B	5/5/17	SECTION REVISED	
C	31/7/17	SECTION REVISED	
D	22/9/17	SECTION REVISED	
E	05/12/17	SECTION REVISED	
F	20/3/18	SECTION REVISED	
G	28/09/18	SECTION REVISED	
H	18/12/18	SECTION REVISED	



**RECORD DRAWING**  
 This drawing is identical to the approved drawing dated 17 JAN 2019

*Yuen Kwok Cheung*  
 ARAIA HKIA  
 Authorized Person  
 (List of Architects)

Note: This plan has been processed on a controlled check basis under the centralized processing system as promulgated in PNAS ADM-19. The duties of the authorized person, registered structural engineer and registered professional engineer concerned as specified under section 4(2)(b) and the provision of section 14(2)(b) of the Buildings Ordinance are of particular relevance in this regard.

Plan Approved  
*WAT Ngai-ying*  
 Senior Building Surveyor  
 for BUILDING AUTHORITY  
 17 JAN 2019

CLIENT/EMPLOYER:  
**ALLIED NICE ENTERPRISE LIMITED**

PROJECT ARCHITECT/AUTHORIZED PERSON:  
  
 馬海(建築顧問)有限公司  
 Spence Robinson Limited

PROJECT ENGINEER:  
  
 容亨建工程師事務所

PROJECT TRAFFIC CONSULTANT:  
  
 CTA Consultants Limited

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  - Prints not showing the last revision are to be cancelled.
  - Prints without an authorized signature in the checked and approved spaces below and after the last revision above are NOT valid for use outside SRL.
  - The contractor should submit shop drawings for architects for before commencement of work.

PROJECT:  
**WHOLESALE CONVERSION FOR WING WAH BUILDING AT NO. 31 CHONG YIP STREET, KTL NO. 447, KUWU TONG, KOWLOON**

DRAWING TITLE:  
**SECTION 2**  
 STATEMENT IS THE WORKS SHOWN ON THESE PLANS ARE THE WORKS, IN RESPECT OF WHICH THE BUILDING AUTHORITY'S CONSENT IS APPLIED FOR.

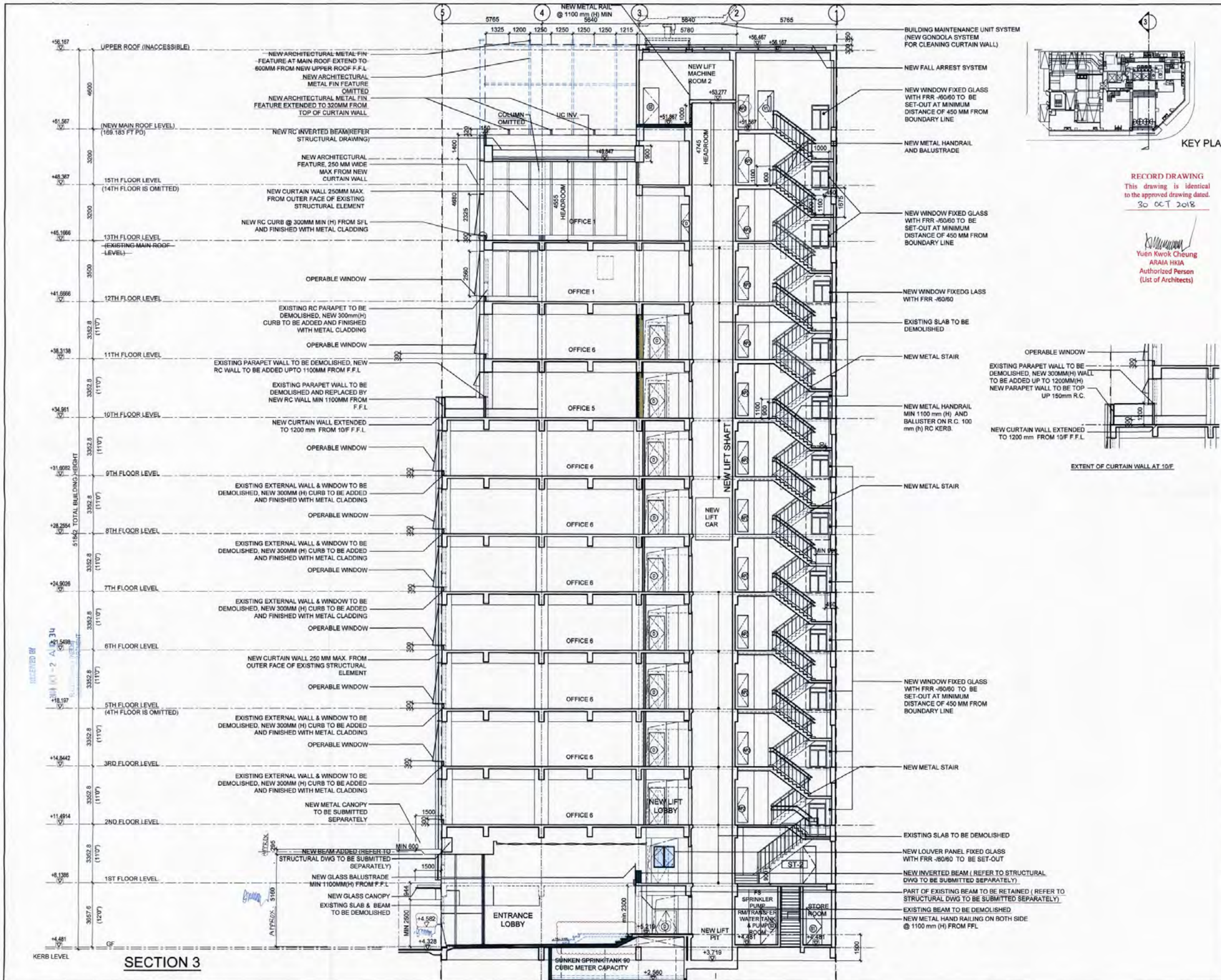
Coloured Amended General Drawing for BD Approval

*Yuen Kwok Cheung*  
 ARAIA HKIA  
 (List of Architects)

DRAWN BY: CC  
 CHECKED BY: CMD  
 SCALE: 1:100  
 PROJECT: 2801

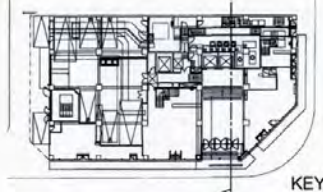
DATE: 18-12-2018  
 APPROVED BY: KC  
 PAPER SIZE: A1  
 DRAWING NO.: GP-20  
 SHEET: H

# Plan 6c - EXISTING SECTION 3



BD REF. NO.: 2-3/2225/63/4  
 FSD REF. NO.: PP 8/12135

REVISIONS AND SUBMISSIONS:			
NO.	DATE	DETAILS	CHECKED
-	9/12/16	1ST SUBMISSION	
A	25/1/17	1ST RESUBMISSION	
B	5/5/17	SECTION REVISED	
C	31/7/17	SECTION REVISED	
D	22/9/17	SECTION REVISED	
E	05/12/17	SECTION REVISED	
F	20/3/18	SECTION REVISED	
G	28/9/18	SECTION REVISED	



**RECORD DRAWING**  
 This drawing is identical to the approved drawing dated:  
 30 OCT 2018

*Yuen Kwok Chung*  
 Yuen Kwok Chung  
 ARMA HKIA  
 Authorized Person  
 (List of Architects)

Note: This plan has been processed on a controlled check basis under the computerized processing system as promulgated in PWS-P/ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(b) and the provision of section 14(2)(c) of the Building Ordinance are of particular relevance in this regard.



CLIENT/EMPLOYER:  
**ALLIED NICE ENTERPRISE LIMITED**

PROJECT ARCHITECT/AUTHORIZED PERSON:  
  
 馬海(建築顧問)有限公司  
 Spence Robinson Limited

PROJECT ENGINEER:  
  
 ARTHUR YUNG AND ASSOCIATES COMPANY LTD.  
 睿亨達工程師事務所

PROJECT TRAFFIC CONSULTANT:  
  
 CTA Consultants Limited

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 4. Prints not showing the last revision are to be cancelled.  
 5. Prints without an authorized signature in the checked and approved spaces below and after the last revision above are NOT valid for use outside SRL.  
 6. The contractor should submit shop drawings for architect's before commencement of work.

PROJECT:  
 WHOLESALE CONVERSION FOR WING WAH BUILDING AT NO. 31 CHONG YIP STREET, KTL NO. 447, KWUN TONG, KOWLOON

DRAWING TITLE:  
**SECTION 3**

STATEMENT B: THE WORKS SHOWN ON THESE PLANS ARE TYPE B WORKS, IN RESPECT OF WHICH THE BUILDING AUTHORITY'S CONSENT IS APPLIED FOR.

Coloured Amended General Drawing for BD Approval

DRAWN BY:	DATE:
CC	28-09-2018
CHECKED BY:	APPROVED BY:
CMD	KC
SCALE:	PAPER SIZE:
1:100	A1
PROJECT:	DRAWING NO.:
2601	GP-21
	REVISION:
	G



**Response-to-Comment (RtC)**

**Proposed Hotel (Student Hostel) in “Other Specified Uses” annotated “Business” (“OU(B)”) Zone and Area shown as ‘Road’, LT Tower, 31 Chong Yip Road, Kwun Tong, Kowloon**

(S.16 Application No. A/K14/839)

(i) An RtC table:

Comments		Responses
<b>1. Comments of the Metro Planning Committee, Town Planning Board (MPC, TPB)</b>		
<b>Hostel rooms</b>		
(a)	Whilst the location of the proposed student hostel was generally considered appropriate and not incompatible with the surrounding land uses, the interior layout was not ideal as most of the hostel rooms were generally narrow and elongated in configuration and small in size.	<p>The applicant has revised the internal layout of the hostel. Under the current scheme, the net bed space (excluding the toilet &amp; bath (T&amp;B) area and common space inside the room) of the hostel rooms ranges from 11.0 m<sup>2</sup> to 25.2 m<sup>2</sup>.</p> <p>Please refer to the breakdown of the bed space at <b>Annex 1</b>.</p>
(b)	Only the layout on 12/F, with rooms generally having a larger size and a more reasonable configuration, was deemed relatively acceptable. The design of the proposed student hostel should be reviewed in order to enhance the living quality of student tenants.	<p>The proposed layout on 2/F to 11/F is subjected to the limitation of the existing internal layout. The applicant has exerted his greatest effort in avoiding the production of unnecessary construction waste, whilst maintaining the most ideal internal layout available.</p> <p>On the other hand, the space on 12/F and 13/F are currently vacant and unfurnished. It would therefore offer a higher level of flexibility for the applicant in designing a better internal layout for the occupants of the proposed hostel.</p> <p>The applicant has revised the internal layout of the hostel. Please refer to the revised floor plans at <b>Plans 4a to 4j</b>.</p> <p>Existing site photos and renderings showing the internal design of various types of hostel rooms and common space are also provided at <b>Annex 2</b>. The renderings have shown that the proposed internal layout provides a realistic and proper habitable space for the occupants.</p>

(c)	It would be preferable to designate specific toilet and shower facilities to a small group of students, rather than having all students on the same floor to share those facilities without assigned use, in order to maintain hygiene and management standards.	Under the current scheme, each hostel room is equipped with individual T&B facilities. As such, there will be no sharing of T&B facilities among different rooms. Please refer to the revised floor plans at <b>Plans 4a to 4j</b> .
(d)	The applicant should clarify whether or not there would be mixed-gender floors in the proposed hostel.	Male and female occupants will be separately arranged on different floors. There will be no mixed-gender accommodation on the same floor. Please refer to Section 5.1 of the revised Planning Statement.
(e)	It is concerned that there might not be restriction on using bunk beds under the relevant student hostel licence. Consequently, there would be a perceived lack of regulatory control over this aspect, which could potentially lead to unauthorised increase in occupancy.	The layout design of the student hostel would be vetted by the Education Bureau at subsequent stage so as to ensure the appropriateness of the provision under the 'Hostel in the City Scheme' (the Scheme).
(f)	There should also be measures to prevent non-eligible persons (e.g. tenants displaced from substandard subdivided units) from residing in the student hostels under the Scheme.	<p>The proposed student hostel will be operated with strict compliance under the Scheme, in that the eligibility for residency in the student hostels is restricted to students from the 31 post-secondary institutions under the Scheme.</p> <p>The operator will require the potential occupants to present any of the following documents, such as valid student visa, admission letter, student identity card, etc. to prove their eligibility for residency under the Scheme.</p>
<b>Communal space</b>		
(g)	Apart from the adequacy of per capita communal space, and whilst acknowledging that the proposed student hostel would be developed through the partial conversion of an existing commercial development, which inevitably encountered design constraints, designating corner areas with no access to natural sunlight as communal spaces appeared to be an 'opportunistic' design choice.	To further increase the provision of communal facilities of the student hostel, the applicant has introduced more recreation facilities such as table tennis area, pickleball/tennis court, tennis practice area, recreation room, as well as a series of ancillary facilities including washing/drying machines, soundproof rooms, study rooms, gym, communal disabled toilets, pantries, etc., to enhance the living quality of the occupants.

(h)	Sufficient laundry facilities should be provided.	Washing and drying machines will be provided on each habitable floor.
(i)	The applicant should clarify the arrangement for cooking in the proposed student hostel.	Each floor is equipped with a pantry, where occupants are allowed to prepare meals with electrical appliance. The use of open flame within the proposed hostel will be strictly prohibited. The use of pantry will be conformed to relevant buildings and fire safety regulations.
<b>Loading/unloading arrangement</b>		
(j)	The applicant should clarify whether the proposed parking and L/UL spaces could adequately cater for the needs of student residents, particularly during the two peak periods of check-in and check-out.	<p>The applicant will launch an online registration system for the reservation of loading/unloading (L/UL) space. It is to ensure that the nos. of user for L/UL space would remain under control during a specific period of time, so as to alleviate the potential adverse impacts to the surrounding road networks.</p> <p>Besides, staff will be deployed to monitor the L/UL activities to ensure the L/UL space can be fairly used by all occupants with reservation. Management staff will also provide assistance for the L/UL activities to avoid overtime of using the designated time slot.</p> <p>For details, please refer to Sections 3.5 and 3.6 of the Traffic Review at <b>Appendix II</b>.</p>
<b>Technical issues</b>		
(k)	Regarding air ventilation, it was noted that the proposed development would not rely on open windows for ventilation, but instead an air supply system would be used. There were concerns that if the air supply system malfunctioned, the lack of air exchange would significantly compromise indoor air circulation and quality.	<p>Under normal circumstances, the hostel rooms do not rely on open windows for ventilation. Whilst the windows would generally remain closed during daily operations, they were openable to ensure compliance with the relevant building regulations with assistance from the management office.</p> <p>Should there be any technical issues with the air-conditioning system, fresh outdoor air can still be supplied into the building with the fresh air supply system. The location of the fresh air intake is labelled at <b>Annex 3</b>.</p> <p>As a last resort, in case both the air-conditioning system and fresh air unit would</p>

		<p>happen to be malfunctioned at the same time, occupants could seek assistance from staff to open the windows for a certain period of time, such as during maintenance.</p> <p>Other measures such as lending services for electrical fan are also available upon request.</p>
(l)	<p>The applicant should provide clarifications on the potential fire safety impacts.</p>	<p>The applicant will oblige with relevant buildings and fire safety regulations in relation to the provision of fire safety installations at the proposed hostel.</p> <p>To further promote the awareness on fire safety among occupants, evacuation routes will be clearly indicated in each hostel room, as well as in the public space within the building. Pamphlets with fire safety information will also be provided for the occupants upon check-in.</p> <p>Please refer to Sections 5.6 and 5.19 of the revised Planning Statement.</p>

**LIST OF ANNEXES**

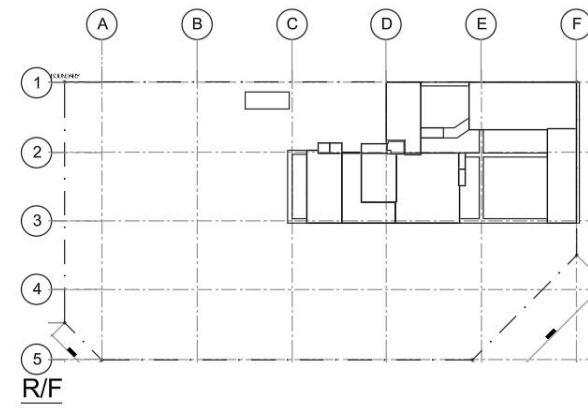
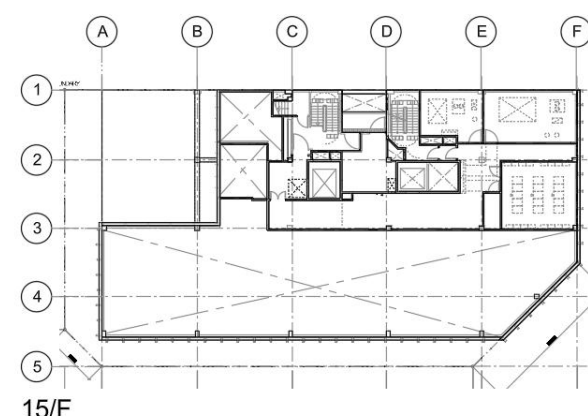
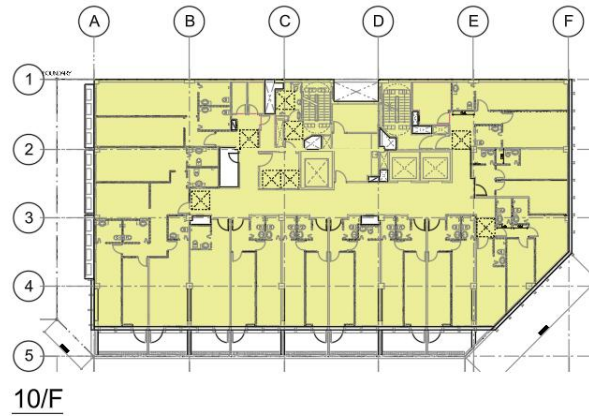
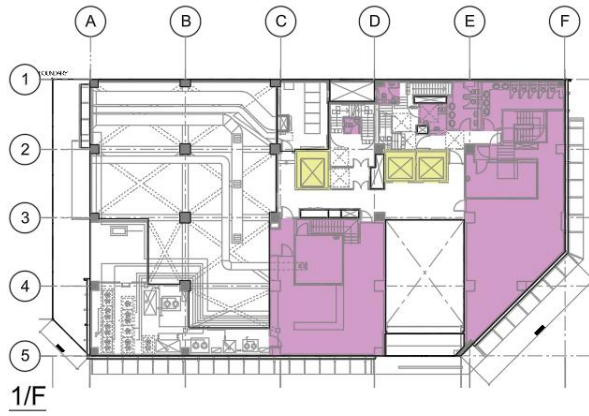
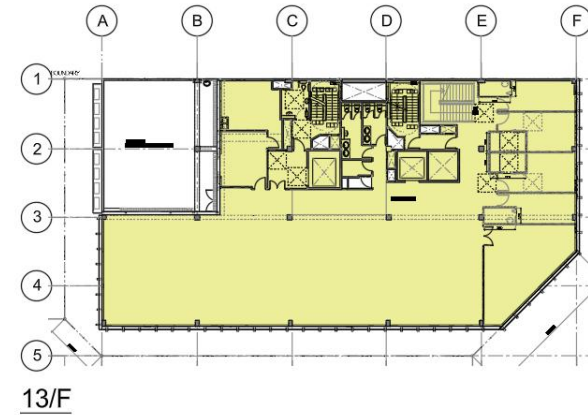
- Annex 1**      GFA breakdowns
- Annex 2**      Interior design renderings
- Annex 3**      Plan showing locations of fresh air intakes



**Annex 1**  
GFA Breakdowns



# Plan 1 – GFA BREAKDOWN



TOTAL FLOOR AREA INVOLVED	
FLOOR	sq,m
G/F	148.852
1/F	24.025
2/F	835.196
3/F	833.746
5/F (4TH FLOOR IS OMITTED)	833.746
6/F	833.746
7/F	833.292
8/F	833.292
9/F	833.292
10/F	757.102
11/F	757.102
12/F	762.351
13/F	661.674
15/F (14TH FLOOR IS OMITTED)	-
ROOFTOP STRUCTURES	-
<b>SUBTOTAL</b>	<b>8947.416</b>

- LEGEND:**
- AREA INVOLVED S16 APPLICATION
  - COMMERCIAL PORTIONS OF THE BUILDING

(< EXISTING ACCOUNTABLE GFA = 9958.310 sq,m)

## Breakdown - Bed space

Bed space (sqm) (excluding common space inside the room, toilet & bath area)											
Floor/ Room	2/F	3/F	5/F	6/F	7/F	8/F	9/F	10/F	11/F	12/F	13/F
Room 1	18.4	18.4	18.4	18.4	18.2	18.2	18.2	18.2	18.2	11.9	14.7
Room 2	17.9	16.2	16.2	16.2	16.6	16.6	16.6	17.0	17.0	18.3	17.5
Room 3	12.5	13.1	13.1	13.1	12.9	12.9	12.9	12.8	12.8	12.2	17.4
Room 5	11.5	13.2	13.2	13.2	13.0	13.0	13.0	13.3	13.3	12.9	14.4
Room 6	13.8	13.9	13.9	13.9	14.4	14.4	14.4	14.4	14.4	14.6	
Room 7	12.5	12.6	12.6	12.6	12.8	12.8	12.8	11.9	11.9	12.2	
Room 8	14.1	14.1	14.1	14.1	14.2	14.2	14.2	15.3	15.3	15.8	
Room 9	16.4	16.4	16.4	16.4	16.5	16.5	16.5	13.3	13.3	20.3	
Room 10	11.5	11.5	11.5	11.5	11.5	11.5	11.5	12.0	12.0	17.4	
Room 11	12.9	12.9	12.9	12.9	12.9	12.9	12.9	11.3	11.3	17.7	
Room 12	15.5	15.5	15.5	15.5	16.1	16.1	16.1	13.2	13.2	23.0	
Room 13	18.9	18.8	18.8	18.8	18.5	18.5	18.5	15.4	15.4	17.3	
Room 15	14.9	14.9	14.9	14.9	14.9	14.9	14.9	12.7	12.7	16.7	
Room 16	13.5	13.5	13.5	13.5	13.5	13.5	13.5	11.5	11.5	24.3	
Room 17	15.8	15.8	15.8	15.8	15.3	15.3	15.3	13.6	13.6	17.7	
Room 18	14.6	14.6	14.6	14.6	15.5	15.5	15.5	15.0	15.0	15.3	
Room 19	13.7	13.7	13.7	13.7	13.6	13.6	13.6	12.5	12.5	13.5	
Room 20	11.2	11.2	11.2	11.2	11.2	11.2	11.2	24.8	25.2	13.2	
Room 21	13.1	13.2	13.2	13.2	13.3	13.3	13.3	21.0	21.4	22.8	
Room 22	21.5	21.6	21.6	21.6	21.8	21.8	21.8	12.1	12.1	12.0	
Room 23	21.2	21.2	21.2	21.2	21.4	21.4	21.4	15.9	15.9	19.4	
Room 25	18.8	18.8	18.8	18.8	20.8	20.8	20.8	13.1	13.1	17.6	
Room 26	13.1	13.1	13.1	13.1	13.2	13.2	13.2	19.6	19.6	23.2	
Room 27	14.9	16.4	16.4	16.4	15.7	15.7	15.7	17.6	17.6		
Room 28	11.0	13.1	13.1	13.1	12.9	12.9	12.9	23.2	23.2		
Room 29	12.7	15.2	15.2	15.2	15.0	15.0	15.0				
Room 30	12.6	14.3	14.3	14.3	14.6	14.6	14.6				
<b>Sub-total</b>	<b>398.5</b>	<b>407.2</b>	<b>407.2</b>	<b>407.2</b>	<b>410.3</b>	<b>410.3</b>	<b>410.3</b>	<b>380.7</b>	<b>381.5</b>	<b>389.3</b>	<b>64.0</b>
<b>Total</b>	<b>4066.5</b>										

## Breakdown - Ancillary Facilities

Space for ancillary facilities (sqm)						
Floor/ Facilities	Study room/ Private room	Pantry	Hostel office	Gym	Recreation room	Indoor sport facilities
13/F		21.4		43.4	17.5	288.3
12/F	7.3	15.7	14.3			
11/F	20.8	14.3				
10/F	20.8	14.3				
9/F	20.9	14.3				
8/F	20.9	14.3				
7/F	20.9	14.3				
6/F	20.3	14.3				
5/F	20.3	14.3				
3/F	20.3	14.3				
2/F	16.7	17.8				
<b>Sub-Total</b>	<b>189.2</b>	<b>169.3</b>	<b>14.3</b>	<b>43.4</b>	<b>17.5</b>	<b>288.3</b>
<b>Total</b>	<b>722.0</b>					

**Annex 2**

Interior design renderings



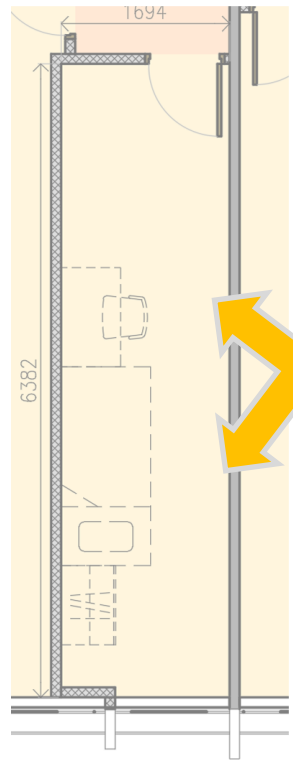
# EXISTING ENTRANCE LOBBY



**EXISTING LIFT LOBBY OF STANDARD FLOOR**



# SINGLE BEDROOM



VIEW 1



VIEW 1

# 7/F - 9/F – TWIN BEDROOM



VIEW 1

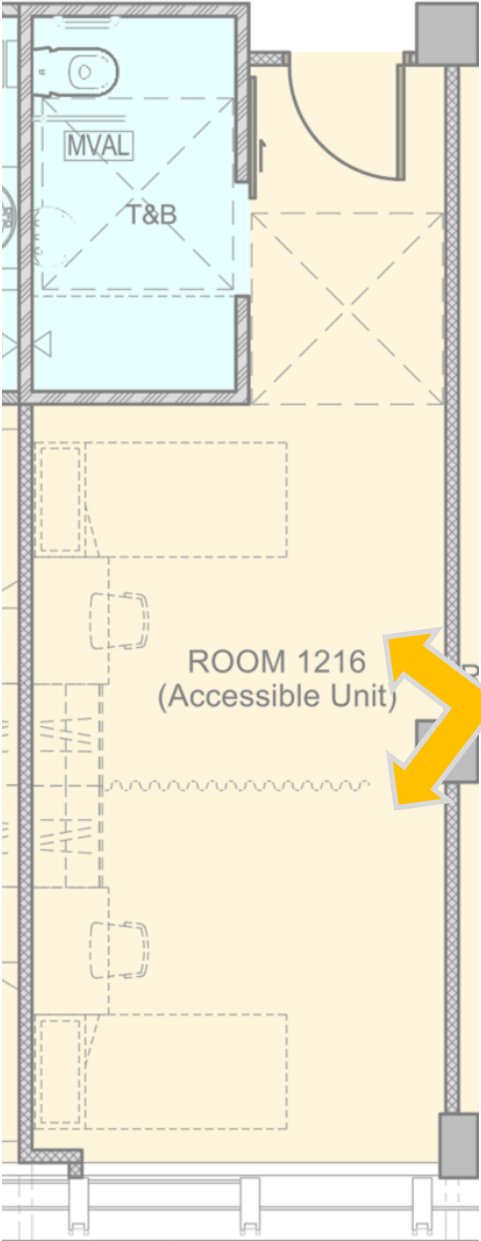


VIEW 1

# 12/F – TWIN BEDROOM



# 12/F – ACCESSIBLE UNIT



VIEW 1

# 13/F – COMMON SPACE (VIEW 1)



VIEW 1

# 13/F – COMMON SPACE (VIEW 2)



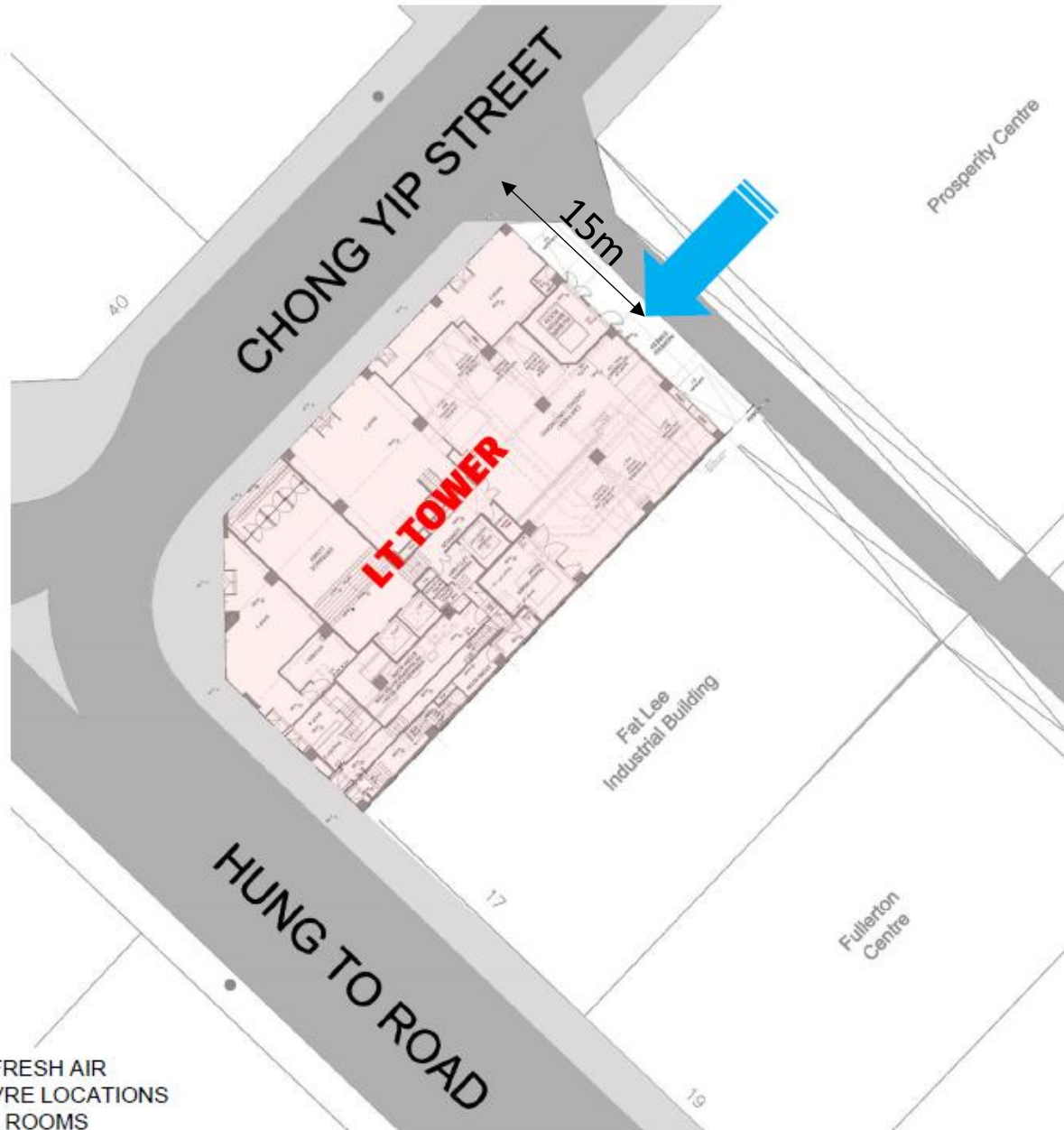
VIEW 2


**Annex 3**

Plan showing locations of fresh air intake



# Plan 1 – Location of Fresh Air Intake



 PROPOSED FRESH AIR INTAKE LOUVRE LOCATIONS FOR HOSTEL ROOMS