



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

Planning Statement

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EXECUTIVE SUMMARY

(In case of discrepancy between English and Chinese versions, English shall prevail)

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

The Application Site falls within an area zoned as "Other Specified Uses" annotated "Business" ("**OU(B)**") on the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/27 ("**the OZP**") and is currently occupied by an existing 10-storey commercial building known as Rich China Center ("**the Building**"). According to the Notes of the OZP Notes for Schedule I of the "OU(B)" zone, 'Hotel' is a Column 2 use which may be permitted upon application to the Board. Hence, the partial conversion of the Building into a 'Hotel (Student Hostel)' use requires planning permission from the Board. The Application Site is subject to a maximum plot ratio of 12 and a maximum building height of 100mPD as stipulated on the OZP.

The Proposed Development involves partial conversion of the existing building into a student hostel, hence, it will induce no change to the existing building bulk. Upon completion of the conversion, the total gross floor area will be about 3,848.8m² at a plot ratio of about 8.3. The maximum building height remains at about 41mPD at the main roof level (i.e. 10 storeys). The Proposed Development will offer 117 rooms, equipped with single or twin beds. The room sizes will range from a minimum of 5.1m² to a maximum of 27.6m², providing a total of 225 bed spaces to the local and non-local students. A range of recreational and supporting facilities will also be provided across different floors, including study rooms, conference rooms, computer rooms, gym rooms and laundry rooms, etc. These amenities aim to enhance the living quality and experience of the student occupants.

The Application Site is situated at the southeastern part of the Kwun Tong Business Area ("**KTBA**"), which is one of the four business/development areas undergoing transformation into the new "Central Business District 2" as part of the Government's overarching Energising Kowloon East Initiative, first promulgated in the 2011-12 Policy Address. In addition, the Proposed Development is a timely response to the Government's policy initiatives of promoting the "Study in Hong Kong" brand on a global scale, as outlined in the 2024 Policy Address. To support this vision, the Government launched the "Hostels in the City Scheme" in July 2025 to facilitate the market in converting existing commercial buildings into student hostels. In alignment with these policy initiatives, the Applicant intends to be a pioneer by submitting this application to convert the current commercial building into a student hostel development, thereby addressing the pressing demand for student accommodation in Hong Kong.

In addition to aligning with the aforementioned Government policy initiatives, the Proposed Development conforms to the prevailing planning intentions for the "OU(B)" zone under the OZP. On the district level, the Proposed Development will contribute to the transformation of KTBA from traditional industrial uses to modern business developments, enhancing synergy with surrounding commercial uses and fostering a vibrant community for both local and international students.

From technical perspectives, it is anticipated that the Proposed Development would not induce adverse visual impact or environmental impacts. It is also expected that future student occupants will primarily rely on public transport facilities for commuting, and therefore the Proposed Development would not generate additional traffic impact on the existing road network.

As such, the Proposed Development is fully justified as it demonstrates compliance with relevant Government policy initiatives, district transformation directions, the statutory plan requirements, as well as the technical feasibility. On the basis of the above, we sincerely wish that the Board would give favourable consideration to this Application.

內容摘要

(如內文與其英文版本有差異，則以英文版本為準)

本規劃申請根據《城市規劃條例》第 16 條，就九龍觀塘鴻圖道 86 號(下稱「**申請地點**」)的用地，向城市規劃委員會(下稱「**城規會**」)申請改裝部分現有商業大廈以作擬議「酒店(學生宿舍)」用途(下稱「**擬議發展**」)。

申請地點現為一幢 10 層高的商業大廈，名為中富中心(下稱「**該大廈**」)。申請地點現時於《觀塘(南部)分區計劃大綱草圖編號 S/K14S/27》(下稱「**大綱圖**」)劃作「其他指定用途」註明「商貿」地帶。根據大綱圖的《註釋》，有關「其他指定用途(商貿)」地帶內附表 I：適用於露天發展或工業樓宇或工業-辦公室樓宇以外的建築物，擬議「酒店」屬於第二欄用途，須先向城規會申請規劃許可。申請地點的最高地積比率限為 12 倍及最高建築物高度限為主水平基準上 100 米。

擬議發展為部分改裝現有的商業大廈，因此將不會改變現有建築物的外型體積。改裝完成後的總樓面面積大約 3,848.8 平方米，地積比率約 8.3。而建築物高度將維持為現時的高度，即約主水平基準上 41 米(10 層)。擬議發展將提供 117 間學生宿舍房間，房間均為單人床或雙人床。房間面積從最小的 5.1 平方米到最大的 27.6 平方米不等，共提供 225 個床位，供本地及外地學生租用。此外，各樓層也將提供一系列娛樂及配套設施，包括自習室、會議室、電腦室、健身房及洗衣房等，旨在提升學生住戶的生活質素和體驗。

申請地點位於九龍東觀塘商貿區的東南部分。於 2011-12 年的施政報告中，行政長官宣布把九龍東轉型為一個核心商業區，並推出「起動九龍東」政策，而觀塘商貿區是 4 個九龍東商貿/發展區之一。此外，擬議發展為及時回應政府在 2024 年《施政報告》中提出打造「留學香港」品牌的政策措施。政府隨後於 2025 年 7 月推出「城中學舍計劃」，以鼓勵市場將現有商廈改建為學生宿舍。為配合這些政策願景，申請人率先提交此申請，將現有商業大廈改裝為學生宿舍，從而滿足香港對學生住宿的迫切需求。

除了與上述政府政策措施相符外，擬議發展亦符合大綱圖內「其他指定用途(商貿)」地帶的規劃意向。在區域層面，擬議發展有助觀塘商貿區由傳統工業繼續轉型為商業發展區，從而增強與週邊商業用途的協同效應，並為本地和海外學生營造一個充滿活力的社區。

於技術層面上，預計擬議發展不會對景觀和環境造成負面影響。同時，未來的學生住戶將主要依賴公共交通設施通勤，因此亦不會對現時交通網絡製造額外的交通流量。

綜上所述，擬建發展完全合理，因為它符合相關的政府政策措施、區域轉型方向以，法定規劃要求以及技術可行性。基於上述規劃考量因素，申請人懇請城規會委員給予考慮並批准是次規劃申請。

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1 INTRODUCTION

1.1 The Application

- 1.1.1 We are commissioned by the Applicant to prepare and submit on its behalf this planning application for the partial conversion of the existing commercial building for Proposed 'Hotel (Student Hostel)' Use (hereinafter referred to as the "**Proposed Development**") at 86 Hung To Road, Kwun Tong, Kowloon (hereinafter referred to as the "**Application Site**") to the Town Planning Board ("**the Board**") under Section 16 of the Town Planning Ordinance ("**the Ordinance**").
- 1.1.2 To take forward the initiatives announced in the 2024 Policy Address to consolidate Hong Kong's status as an international hub for post-secondary education, the Development Bureau ("**DEVB**") and the Education Bureau ("**EDB**") jointly launched the 'Hostels in the City Scheme' ("**the Scheme**") in July 2025. Under the Scheme, the Government has streamlined development control procedures, so as to encourage and facilitate the market to convert commercial buildings into student hostels on a self-financing and privately-funded basis to increase the supply of hostel places. In this context, the Board has expanded the Definition of Terms ("**DoT**") to include 'student hostels supported by Government's policy' under the broader term of 'Hotel' use¹, considering that the operations of hotel and student hostel are very similar in nature.
- 1.1.3 In response to the Government's initiatives to increase the number of student hostels under the Scheme, the Applicant submitted an application to the EDB in August 2025 with respect to the Application Site. On 9.9.2025, the EDB considered the application eligible for the facilitation measures under the Scheme. Hence, the current Application is submitted for the proposed student hostel development, which is considered as 'Hotel' use under the Scheme, for the consideration of the Board.
- 1.1.4 The Application Site covers an area of about 464.5m² and falls within an area zoned as "Other Specified Uses" annotated "Business" ("**OU(B)**") on the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/27 ("**the OZP**"). The Proposed Development involves the partial conversion of an existing commercial building into a student hostel development. The Proposed Development constitutes only an internal change of use and involves internal alteration and addition works ("**A&A works**"), and there is no change to the existing building footprint and dimension, hence there is no increase in building bulk or building height.

1.2 Structure of the Planning Statement

- 1.2.1 In support of this planning application, this Planning Statement is divided into six chapters for the consideration of the Board.
- 1.2.2 **Chapter 1** is the introduction above outlining the purpose of the current application and providing brief background information. **Chapter 2** gives background details of the Application Site in terms of its current land-use and the characteristics of the surrounding developments. **Chapter 3** discusses the planning context of the Application Site and its surrounding areas. **Chapter 4** presents the development proposal and the proposed operation details. Justifications for approval of the current application are provided in **Chapter 5** and a conclusion of this submission is in **Chapter 6**.

¹ Hostels in the City Scheme Application Guidelines – Facilitation Measures.
<https://www.edb.gov.hk/attachment/en/edu-system/postsecondary/policy-doc/studenthostel/AG.pdf>

2 THE APPLICATION SITE AND SURROUNDINGS

2.1 Current Conditions of the Application Site

- 2.1.1 The Application Site abuts Hung To Road to the northeast and covers an area of about 464.5m² (about 5,000ft² under the lease). It is currently occupied by an existing 10-storey commercial building, namely Rich China Center (**"the Building"**), as illustrated in **Figure 1**.
- 2.1.2 The Building has two existing exits. One leading to Hung To Road is for pedestrian access into the Building, whereas the vehicles utilise the ingress/egress located at the back alley of the Building, which leads towards King Yip Street, for loading and unloading activities. Site photos of the Application Site are in **Annex 1**.
- 2.1.3 As provided by the Applicant, the general building plans (**"GBP"**) for the existing commercial building were approved by the Building Authority (**"BA"**) on 26.2.2019. Its Occupation Permit dated 3.6.2020 for the converted commercial building at the Application Site was issued by the BA [Permit No. KN 17/2020(OP)]. The floor uses of the Building as per the latest approved GBP are shown in **Table 1** below.

Table 1 Accommodation Schedule of the Existing Building

Floors	Existing Uses
3/F – 9/F	Shop
2/F	Shop, F.S. Pump Room, TBE Room
1/F	Shop, Refuse Storage Chamber
G/F	Shop, Entrance Hall, Car Park (with loading/unloading bay), Transformer Room, Switch Room

2.2 Land Administrative Aspect

- 2.2.1 The Application Site falls entirely within the boundary of Kwun Tong Inland Lot No. 618 (**"the Lot"**) and the development restrictions are stipulated under the Conditions of Sale No. 9224 document (**"the Lease"**). Under the Lease, the use is restricted to industrial and/ or godown purposes excluding any offensive trades (Special Condition [**"SC"**] No. 2[a]); no building shall be erected except a factory and/or a warehouse ancillary offices and such quarters for watchmen or caretakers for persons essential to the safety and security of the building (SC No. 2[b]); and the building height is restricted to 170 feet (equivalent to about 51.82m) above the Colony principal datum (SC No. 9). The Lease also stipulates no building shall be erected at or within 15 feet above ground level on or over the area situated at the back alley (SC No. 8[a]); however structures at 1/F and above may be erected over the area provided there is a clear space extending upwards from G/F to a height of 15 feet (SC No. 8[b]). As provided by the Applicant, the Certificate of Compliance was first issued by the Director of Lands on 10 Sept 1971.
- 2.2.2 In 2018, the Applicant had applied and had been granted by the Lands Department (**"LandsD"**) a Special Waiver for Conversion of Entire Industrial Building. Upon obtaining the basic terms of the Special Waiver from LandsD in September 2018, it was subsequently executed and registered in the Lands Registry under Memorial No. 18101200770056. A list of purposes/uses under the Special Waiver, include Commercial Bathhouse/Massage Establishment; Eating Place; Exhibition or Convention Hall; Information Technology and Telecommunications Industries; Off-course Betting Centre; Office; Place of Entertainment; Place of Recreation, Sports or Culture; Private Club; Radar, Telecommunications, Electronic Microwave Repeater; Television and/or Radio Transmitter Installation; Religious Institution; Research, Design and Development Centre; School (excluding free-standing purpose-design building and kindergarten); Shop and Services; and Training Centre, are permitted until the demolition of the existing building, or on 30.6.2047, or the early termination of the Conditions, whichever shall be the earlier.

2.3 Background of the Application Site in Relation to Transitional Housing Development

- 2.3.1 The Application Site, the previous industrial building known as Dah Way Industrial Building, has a history of government support prior to its conversion into a commercial building. In 2020, the Application Site received endorsement and funding for a wholesale conversion into transitional housing under the 'Funding Scheme to Support Transitional Housing Projects by Non-government Organisations' (**Annex 2** refers).
- 2.3.2 This previous endorsement not only underscores the suitability of the site for residential use but also aligns with critical criteria pertaining to safety, accessibility, and compatibility with land use regulations. By leveraging this previous endorsement for similar residential purposes, the Application Site is well-positioned for conversion into a student hostel.

2.4 Surrounding Land-use Characteristics

- 2.4.1 Previously dominated by manufacturing industries, the surrounding area is now experiencing revitalisation of the industrial buildings ("IBs") within the "OU(B)" zone and a shift towards more office/commercial uses in response to the evolving district economy. Currently, the Application Site is situated within a predominantly industrial and commercial area, which indicates a mixed-use environment where both industrial and business activities coexist. In a wider context, the Kwun Tong Business Area is also transforming into a hotel and residential cluster in the vicinity of the Application Site. **Figure 2** illustrates the surrounding context of the Application Site.

Kwun Tong Business Area ("KTBA")

- 2.4.2 The Application Site abuts Hung To Road to the northeast and is situated near the southeastern part of the KTBA in Kowloon East. Along with the other business/ development areas within Kowloon East, it has been gradually transforming from the traditional industrial developments to newer commercial/ office developments in recent years.
- 2.4.3 At present, the KTBA is characterised by an intermix of traditional industrial-office ("I-O") buildings and newer commercial/other specified uses (business) ("OU(B)") buildings, housing a combination of information technology and telecommunications industries, non-polluting industrial operations, offices, hotels and other commercial/ ancillary uses. In the spatial context, Dorsett Kwun Tong and 90 Hung To Road, located adjacent to the Application Site, have been converted into hotel developments.

Kwun Tong Action Area ("KTAA")

- 2.4.4 To the further southwest of the Application Site locate Kwun Tong Ferry Pier, Public Transport Interchange and Cooked Food Market. The area is designated as KTAA under the Kai Tak Fantasy that is planned for a mixed-use development comprising commercial (i.e. office, retail and food and beverages), government/institution or community, open space, and public transport facilities, etc².

Surroundings of the Application Site

- 2.4.5 The existing developments within the vicinity of the Application Site are mainly industrial or commercial/I-O developments, including *Ray Centre*, *Yue Xiu Industrial Building*, *New Media Tower*, *Contempo Place* and *EGL Tower* along Hung To Road; *Kin Sang Commercial Centre* and *King Palace Plaza* along King Yip Street; and *Manulife Financial Centre*.

² Kwun Tong Action Area, Energizing Kowloon East Office.
<https://www.ekeo.gov.hk/en/sustainable-growth/unleash-development-potential/kwun-tong-action-area/index.html>

- 2.4.6 To the immediate southwest and west of the Application Site are a new office development at 41 King Yip Street and the Manulife Financial Centre development, respectively. Adjacent to the Application Site is a hotel development *Dorsett Kwun Tong* and the revitalised industrial building called *Ray Centre* to its immediate northwest and southeast respectively.
- 2.4.7 There is a pedestrian footpath abutting the Application Site and passes along Hung To Road. A back alley is located between Dorsett Kwun Tong and the Application Site and extends between 41 King Yip Street towards Hung To Road (i.e. behind the Application Site, Ray Centre and 90 Hung to Road) (**Annex 1** Site Photo refers).
- 2.4.8 To the west and southeast of the Application Site are open spaces where the Kwun Tong Promenade and Tsui Ping River are located, respectively.

2.5 Accessibility of the Application Site

- 2.5.1 The Application Site is highly accessible via Hung To Road, King Yip Street, Wai Yip Street and Hoi Yuen Road, connecting to Kwun Tong Bypass and other districts in Hong Kong Island. It is also well served by an extensive public transport network (**Figure 3** refers).
- 2.5.2 Specifically, there are more than 10 franchised bus routes operating along Hoi Yuen Road and King Yip Street, with the Kwun Tong Ferry Bus Terminus located about 150m away, effectively serving the surrounding area. The Application Site is also situated about 500m away from Kwun Tong MTR Station, which offers efficient rail transport for student tenants and commuters. Additionally, there are bus stops located along King Yip Street to the southeast and along Hoi Yuen Road further northwest. Overall, the combination of well-developed road networks and public transport services significantly enhances the connectivity of the Application Site, making it a prime location for student hostel development.

3 PLANNING CONTEXT

3.1 Streamlined Development Control Procedures

- 3.1.1 Taking forward the initiatives announced in the 2024 Policy Address to consolidate Hong Kong's status as an international hub for post-secondary education, the DEVB and the EDB jointly launched the 'Hostels in the City Scheme' ("**the Scheme**") in July 2025. Under the Scheme, the Government has streamlined the processing of applications in relation to planning, lands and building plans, so as to encourage and facilitate the market to convert commercial buildings into student hostels on a self-financing and privately-funded basis to increase the supply of hostel places.
- 3.1.2 According to the streamlined procedures for the planning regime, the Board has expanded the Definition of Terms ("**DoT**") to include 'student hostels supported by Government's policy' under the broader term of 'Hotel' use, considering that the operations of hotels and student hostels are very similar in nature.

3.2 Statutory Planning Context

- 3.2.1 The Application Site falls within an area zoned as "OU(B)" zone on the Draft Kwun Tong (South) OZP No. S/K14S/27 (**Figure 4** refers). According to the Notes of the OZP, the planning intention of the "OU(B)" zone is "...*primarily for general business uses. A mix of information technology and telecommunication industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial and I-O buildings*".
- 3.2.2 According to the Notes of the OZP Notes for Schedule I of the "OU(B)" zone, 'Hotel' is a Column 2 use which may be permitted upon application to the Board. Hence, the partial conversion of the Building for Proposed 'Hotel (Student Hostel)' Use requires planning permission from the Board under Section 16 of the Ordinance. The Application Site is also subject to a maximum plot ratio of 12 and a maximum building height of 100mPD as stipulated on the OZP.

3.3 Setback Requirements under Outline Development Plan

- 3.3.1 The Application Site falls within the Kowloon Planning Area No. 14 (Part) Kwun Tong (Western Part) Outline Development Plan ("**ODP**") No. D/K14A/2, building setbacks are designated in the KTBA for amenity and streetscape improvement as well as to facilitate the future widening of vehicular roads and sidewalks. According to the ODP, there are no setbacks designated for the Application Site abutting Hung To Road. In order to enhance the back-alley environment, a full-height building setback of 1.5m together with a non-building area ("**NBA**") of 1.5m from ground level with clear headroom of 5.1m is required for the Application Site. The NBA is mainly provided to enable vehicle parking or loading/unloading activities when necessary. It is also intended to preserve back alley characteristics and minimise the constraints on the development potential of neighbouring land. **Figure 5** shows the relevant setback and NBA requirements as required on the ODP for the Application Site.

3.4 Similar Applications for Hotel Developments in the Vicinity of the Application Site

- 3.4.1 As mentioned in Section 2.3, new development, revitalisation, and wholesale conversion projects have been gradually emerging in the KTBA in recent years. Considering the nature of the student hostel is similar to hotel uses, as defined under the Scheme, similar approved applications for 'Hotel' developments in the vicinity are summarised in **Table 2** below. Over the past decade, there has been an increasing number of hotel/hotel nature developments, which have been approved by the Board within the KTBA area after the area was rezoned to "OU(B)" zone in the early 2000s. Among these, a hotel development (i.e. Dorsett Kwun Tong) located just adjacent to

the Application Site was approved back in 2007 (Application No. A/K14/532) (**Annex 1** Site Photo refers).

- 3.4.2 It can be demonstrated that there is a long-established history of hotel developments approved by the Board in the KTBA. Furthermore, with the 6 approved similar applications within close proximity of the Application Site, it can be observed that this area of KTBA may well be suited for hotel nature developments, and that a cluster effect could bring further revitalisation to KTBA.

Table 2 Similar Approved Applications for Hotel Development in the Vicinity of the Application Site in the Recent Decade

No.	Application No.	Location	Applied Use	Approval Date
1.	A/K14/700	28A Hung To Road, Kwun Tong	Proposed Hotel	13/06/2014
2.	A/K14/713	101 Wai Yip Street, Kwun Tong	Proposed Hotel	16/01/2015
3.	A/K14/723	11 Tai Yip Street, Kwun Tong	Proposed Hotel	11/12/2015
4.	A/K14/730	69-71, King Yip Street, Kwun Tong	Proposed Wholesale Conversion of An Existing Industrial-Office Building for Hotel Development	08/01/2016
5.	A/K14/762	2/F to 5/F, 90 Hung To Road, Kwun Tong	Proposed Hotel (Guesthouse) (Partial conversion of existing commercial building)	16/11/2018
6.	A/K14/783	1 Tai Yip Street, Kwun Tong	Proposed Minor Relaxation of PR and BH Restrictions for Proposed Hotel Use	20/11/2020
7.	A/K14/796	28A Hung To Road, Kwun Tong	Proposed Hotel with Other Uses (Wholesale Conversion of an Existing Industrial Building)	22/01/2021
8.	A/K14/832	201 and 203 Wai Yip Street, Kwun Tong	Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Hotel Use	23/05/2025
9.	A/K14/835	107-109 Wai Yip Street, Kwun Tong	Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions	21/11/2025

4 THE DEVELOPMENT PROPOSAL

4.1 Development Scheme

- 4.1.1 The Application Site covers an area of about 464.5m² and is currently occupied by the existing 10-storey commercial building known as Rich China Center. The current proposal involves a partial conversion of the existing building to facilitate the development of a student hostel, while the existing commercial portion on the G/F, comprising a shop and an eating place, will be retained.
- 4.1.2 The Proposed Development adopts a vertical floor-to-floor height of about 3.5m for the student hostel floors, and the maximum building height would remain at about 41mPD at the main roof level (i.e. 10 storeys). Hence, there will be no change to the existing building bulk and the building footprint. Upon completion of the conversion, the Proposed Development will have a total gross floor area ("GFA") of about 3,848.8m², of which 3,651.3m² is the student hostel portion. The Proposed Development will offer 117 rooms, equipped with single or twin beds. The room sizes will range from a minimum of 5.1m² to a maximum of 27.6m², providing a total of 225 bed spaces. This diversity in room types and sizes is designed to accommodate the varying needs of the student population.
- 4.1.3 In addition to the hostel rooms, the Proposed Development offers a diverse array of supporting and recreational facilities across different floors, including study rooms, conference rooms, computer rooms, gym room, laundry and linen store room, etc. These amenities aim to enhance the living quality and experience of the student occupants, supporting both their educational and social development.
- 4.1.4 The major development parameters of the Proposed Development and the accommodation schedule of uses by floors are provided in **Tables 3** and **4**, respectively. The indicative layout plans of the Proposed Development are shown in **Annex 3**.

Table 3 Major Development Parameters

Major Development Parameters	
Site Area	About 464.5m ²
Total GFA of the Building	About 3,848.8m ²
- Student Hostel Portion^	- 3,651.3m ²
- Commercial Portion on G/F*	- 197.5m ²
Total Plot Ratio	About 8.3
Building Height	About 41.0mPD (36.7m)
No. of Storeys	10
Site Coverage	79.97%
No. of Student Hostel Rooms	Total 117
- Single Rooms	- 9
- Twin Rooms	- 108
Room Size	
- Minimum Size	- 5.1m ²
- Maximum Size	- 27.6m ²
No. of Bed Spaces	225
No. of Parking Spaces for Private Cars	1 (accessible parking)
No. of Loading/Unloading Bay	1 (for light goods vehicles)
Anticipated Completion Year	2026 Q4

Remarks

[^] Including GFA of 745m² for the supporting facilities of the student hostel.

* The commercial portion on the G/F is always permitted under the subject "OU(B)" zone, which does not form part of the current application and is shown on the layout plan for information only.

Table 4 Accommodation Schedule Upon Proposed Conversion

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

4.2 Operational Arrangements

4.2.1 Upon obtaining planning approval and the subsequent fulfilment of other relevant Government legislation/requirements, the Applicant intends to collaborate with post-secondary education institutions as set out in EDB's list of eligible education institutions.

4.2.2 The Applicant also proposes to implement comprehensive security measures to ensure the safety and quality of the living environment in the student hostel. These measures will include, but are not limited to, access control systems with key cards, and a 24-hour CCTV surveillance system will be set up in common areas.

4.3 Open Space Provision and Landscape Treatments

4.3.1 Considering the site-specific constraints posed by the existing building at the Application Site, the Proposed Development strives to maximise landscape treatments and open space provisions to enhance the living environment for the future occupants. The existing flat roofs on the 1/F and 3/F will be transformed into outdoor common areas, offering residents valuable space for relaxation and social interaction.

4.3.2 Along with the proposed greenery treatment of shrubs and provision of benches, the design intent primarily aims to enhance the Proposed Development, creating a serene outdoor environment for the enjoyment of future occupants of the student hostel (**Annex 4** refers). The landscape treatment also seeks to establish a compatible and harmonious relationship with its surroundings to create a landscape space that is both aesthetically appealing and functionally practical.

4.4 Traffic Arrangements

- 4.4.1 A 6.4m wide vehicular access for the Proposed Development is proposed to be provided at the back alley exiting towards King Yip Street. To accommodate the operational needs of the Proposed Development, internal transport facilities will be provided on the ground floor, including one accessible parking space for private cars and a loading/unloading bay for light goods vehicles for shared use of the Proposed Development. **Annex 5** provides the swept path analysis, demonstrating that the existing site access is adequate for the manoeuvring of private cars and goods vehicles.
- 4.4.2 Given that the Proposed Development would serve the student population, both local and overseas students, it is expected that they will rely mainly on the existing public transport provisions in the vicinity of the Application Site for commuting and accessing the Application Site. As discussed in **Section 2.4** and shown in **Figure 3**, there is ample provision of existing public transport facilities (including MTR, bus and minibus options). Hence, it is considered that there is no additional provision of parking spaces for private cars required for the Proposed Development.
- 4.4.3 Considering the number of student hostel rooms and the scale of the proposed eating place, the Proposed Development would only generate minimal levels of loading/unloading traffic demand for the daily delivery of consumables and other goods with short loading times. It is expected that the future occupants and visitors would not attract a large number of coaches. As such, it is anticipated that only limited additional traffic would be generated, and it would not induce adverse traffic impact on the existing traffic network, and hence it is acceptable from a traffic point of view.

4.5 Sewerage Considerations

- 4.5.1 A Sewerage Impact Assessment ("SIA") has been conducted to evaluate the possible impacts on the public sewerage network due to the operation of the Proposed Development (**Annex 6** refers). The assessment findings demonstrated that upgrading works for sewer segments A2 to A3 are required for the Proposed Development (as shown in **Figure 4-1** of **Annex 6**).
- 4.5.2 Upon completion of the upgrading of sewer works, the flow capacity will be capable to cater the cumulative peak flow from the Proposed Development and upstream & downstream developments. As such, no adverse sewerage impact arising from the Proposed Development is anticipated.

5 PLANNING JUSTIFICATIONS

5.1 In Line with the Initiatives Set Out in the Policy Addresses

- 5.1.1 As set out in the 2024 Policy Address, the Government is committed to developing Hong Kong into an international hub for post-secondary education and establishing the "Study in Hong Kong" brand to attract more non-local students to further their education in Hong Kong. In this context, the provision of student accommodations, as a crucial necessity for the non-local students, has become an important aspect of helping the development of the "Study in Hong Kong" brand.
- 5.1.2 The Proposed Development aligns with the latest government policy initiatives aimed at enhancing hostel facilities, as outlined in the 2024 and 2025 Policy Addresses, which encourage owners to convert commercial buildings into new student hostels on a self-financing and privately-funded basis, thereby increasing the supply of student accommodations to meet growing demand.
- 5.1.3 The Proposed Development involves the partial conversion of an existing commercial building, effectively utilising valuable land resources in the urban area to enhance the provision of student hostels. This approach not only maximises the use of existing infrastructure but also contributes to the overall goal of increasing accommodations for students. Thus, this application serves as a timely and proactive response to the aforementioned policy direction, demonstrating a commitment to addressing the pressing needs of the student population. This initiative not only promotes a vibrant educational environment but also contributes to the overall development of Hong Kong as an international education hub.

5.2 Addressing the Acute Demand for Student Accommodations for Both Local and Non-local Students

- 5.2.1 The provision of student accommodation has consistently fallen short of demand. According to the statistics provided by the University Grants Committee-funded universities, the success rate of local students and non-local students in hostel applications in the academic year of 2023/2024 was about 65% for local students and 80% for non-local students³.
- 5.2.2 As announced in the Policy Address 2025, the number of non-funded places for non-local students to study in Hong Kong on a self-financing basis will be permitted to increase. This implies that the demand for hostel accommodation from post-secondary students is expected to increase substantially in the coming years. As the demand for higher education in Hong Kong continues to rise, accommodating the influx of non-local students becomes a pressing challenge. The Proposed Development directly addresses this need by providing high-quality, affordable housing tailored for students.
- 5.2.3 By providing 225 bed spaces under the Proposed Development, it is not only in adherence to the prevailing initiative but also as a proactive response to the increasing student population by offering a range of room options, ensuring that students can find suitable accommodation without facing prohibitive costs.

5.3 Eligibility of the Proposed Development under the Scheme

- 5.3.1 Under the Scheme, the Government encourage the market to convert commercial buildings into student hostels on a self-financing and privately-funded basis to increase the supply of hostel places. As a timely response to the Government's initiatives, the Applicant has taken a leading role as a pioneer of this initiative and submitted an application to the EDB in August 2025 with

³ Legislative Council Question: Supply of hostel places of post-secondary institutions.
https://gia.info.gov.hk/general/202410/30/P2024103000293_475994_1_1730272519224.pdf

respect to the Building.

- 5.3.2 On 9.9.2025, the EDB recognised the application as eligible under the Scheme, acknowledging both the overall viability of the project and its potential to meet the growing demand for student accommodation. Consequently, the current Application is submitted as 'Hotel (Student Hostel)' use, in accordance with the prevailing streamlined procedures established under the Scheme.

5.4 Compatibility with the Surrounding Land Use Characteristics under the Transformation of KTBA

- 5.4.1 Under the Government's Initiatives on the Energizing Kowloon East promulgated since the 2011-2012 Policy Address, the transformation of Kowloon East, particularly KTBA, has gradually taken place over the years. The Proposed Development continues to respect the planning directions of the Energizing Kowloon East where it will transform the area into new business uses. Since the introduction of the initiative by the Government, numerous IBs have been revitalised into new hotel and/or office developments in the KTBA through redevelopment and/or wholesale conversion into commercial uses over the years, in particular, hotel-related uses, as discussed in Section 2.3.

- 5.4.2 The Proposed Development is considered compatible with the surrounding land uses and could foster other new "business" developments for the KTBA. The Proposed Development is consistent with previous similar planning applications for 'Hotel' or 'Hotel/Office' developments, and it poses a desirable precedent in repurposing aged industrial buildings into land uses that can cater to the changing needs of KTBA. Considering the surroundings are shifting towards a commercial and non-polluting nature uses, there will be no interface face issue anticipated, and the Proposed Development, in a similar nature to the adjoining hotel development, is considered compatible with the surrounding land use profile.

5.5 Conforms to Statutory and Non-Statutory Requirements Stipulated under OZP and ODP

- 5.5.1 Under the statutory plans, the planning intention of the "OU(B)" zone is primarily for general business uses and a mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses. Furthermore, in the Notes of the OZP, 'Hotel' use may be permitted on application to the Board under Section 16 of the Ordinance.

- 5.5.2 The partial conversion of the Proposed Development does not involve changes to the existing building bulk, which would continue to comply with the development restrictions under the OZP Notes. Furthermore, there is a long-established history of hotel developments within the KTBA area, especially in the southeastern part of the KTBA where the Application Site is situated. Given the low scale of the development, it would not induce additional impacts on its surroundings. This application is in line with precedent cases and would further contribute to the ongoing land use restructuring of existing conventional industrial buildings.

- 5.5.3 In accordance with the non-statutory requirements under the ODP, the Proposed Development continues to provide a full-height building setback of 1.5m together with an NBA of 1.5m from ground level in order to facilitate the loading/unloading activity as well as to preserve the special characteristics of the back-alley environment.

5.6 Suitable Location for Student Hostel Development

- 5.6.1 The Application Site is situated in an area undergoing transformation within KTBA, which is primarily characterised by a mix of commercial and non-polluting industrial buildings, shopping malls, and hotel developments. Kowloon East, including KTBA, is being developed as a hub for economic activity, commerce, tourism, and leisure.

- 5.6.2 Located in a convenient location with close proximity to the strategic areas of KTBA and KTAA, the surrounding area of the Application Site is a well-developed community. It is an ideal location for the development of a student hostel as it provides comprehensive access to daily necessities, community facilities, leisure activities and recreational destinations and even potential job opportunities, which enrich student life.
- 5.6.3 In terms of transportation, the Proposed Development at Hung To Road is highly accessible via various modes of public transport, facilitating easy commutes to nearby educational institutions. This proximity reduces travel time and enhances the overall living experience for students.
- 5.6.4 The Proposed Development aims to align with the strategic goals of the government while ensuring that future occupants have access to essential amenities and a supportive living environment. By providing modern and accessible student accommodation, it will not only enhance the overall living experience for students, promote community integration, but also contribute to the vibrancy of the local area.

5.7 Viability Demonstrated from the Previous Support Granted for Transitional Housing Development

- 5.7.1 As discussed in Section 2.3, the Application Site, prior to its conversion into a commercial building, received the Government's support for its conversion into transitional housing. This prior endorsement implies the suitability of the location for residential use, which meets essential criteria related to safety, accessibility, and land use compatibility. By leveraging the previous endorsement for similar residential purposes, the Application Site is deemed appropriate and suitable for student hostel development, providing a swift and efficient response to the urgent demand for living spaces in Hong Kong.

5.8 No Adverse Visual Impact Induced by the Proposed Development

- 5.8.1 As the Proposed Development involves partial conversion of the existing commercial building, the overall building bulk will remain unchanged. As the main roof level of the Proposed Development remains at about 41mPD, which is substantially lower than the building height restriction of 100mPD stipulated under OZP. As such, the Proposed Development will not alter the existing visual context and will not generate any adverse visual impact on the surrounding area.

5.9 No Adverse Traffic Impact Induced by the Proposed Development

- 5.9.1 It is expected that the future occupants of the Proposed Development will primarily rely on the existing public transport options available in the vicinity of the Application Site for commuting needs. By utilising public transportation for the future occupants and visitors, it is expected that no additional traffic flows will be generated from the Proposed Development, and no adverse impact on the surrounding road network is expected.
- 5.9.2 The internal transport facilities for the Proposed Development consist of one private car parking space designated for individuals with disabilities and a loading/unloading bay for light goods vehicles. These facilities are intended to support the operational needs of the student hostel and the eating place located on the ground floor. As demonstrated in **Annex 5**, during peak hours, the traffic generation is projected to include one vehicle in the morning and one vehicle in the evening, while the Proposed Development is expected to attract one vehicle in the morning and one vehicle in the evening. This level of traffic generation is considered negligible; hence, the Proposed Development will not have a significant impact on the area's traffic conditions.

5.10 No Adverse Sewerage Impact Induced by the Proposed Development

- 5.10.1 As discussed in Section 4.5, the SIA concluded that the Proposed Development is technically acceptable after the proposed sewer upgrading works and will not generate adverse sewerage impacts to the surroundings.

6 CONCLUSION

- 6.1.1 This Planning Statement is submitted to the Board in support of the partial conversion of an existing commercial building of Rich China Center for Proposed 'Hotel (Student Hostel)' Use at 86 Hung To Road, Kwun Tong, Kowloon.
- 6.1.2 The Applicant submitted an application to the EDB in August 2025 with respect to the Application Site. On 9.9.2025, the EDB considered the application eligible for the facilitation measures under the Scheme. Hence, the current Application is submitted for the proposed student hostel development, which is considered as 'Hotel' use under the Scheme, for the consideration of the Board.
- 6.1.3 The Application Site covers an area of about 464.5m² and falls within an area zoned as "OU(B)" on the OZP. The Proposed Development constitutes only an internal change of use and involves internal A&A works, and there is no change to the existing building footprint and dimension, hence there is no increase in building bulk or building height.
- 6.1.4 As outlined in this Planning Statement, the Proposed Development will contribute further to the ongoing transformation of KTBA and the wider Energizing Kowloon East initiative. In addition, the Proposed Development is a timely response to the Government's policy initiatives of promoting the "Study in Hong Kong" brand and the provision of student hostels through the "Hostels in the City Scheme".
- 6.1.5 From technical perspectives, it is anticipated that the Proposed Development would not induce adverse visual impact or environmental impacts. It is also expected that future student occupants will primarily rely on public transport facilities for commuting, and therefore, the Proposed Development would not generate additional traffic impact on the existing road network.
- 6.1.6 As such, the Proposed Development is fully justified as it demonstrates compliance with relevant Government policy initiatives, district transformation directions, the statutory plan requirements, as well as the technical feasibility.
- 6.1.7 In view of the above, we respectfully request the Board members to give favourable consideration to this planning application.

January 2026
PlanPlus Consultancy Limited

Figures

Figure 1	Location Plan
Figure 2	Surroundings of the Application Site
Figure 3	Public Transport Facilities in the Vicinity of the Application Site
Figure 4	Extract of Outline Zoning Plan
Figure 5	Extract of Outline Development Plan

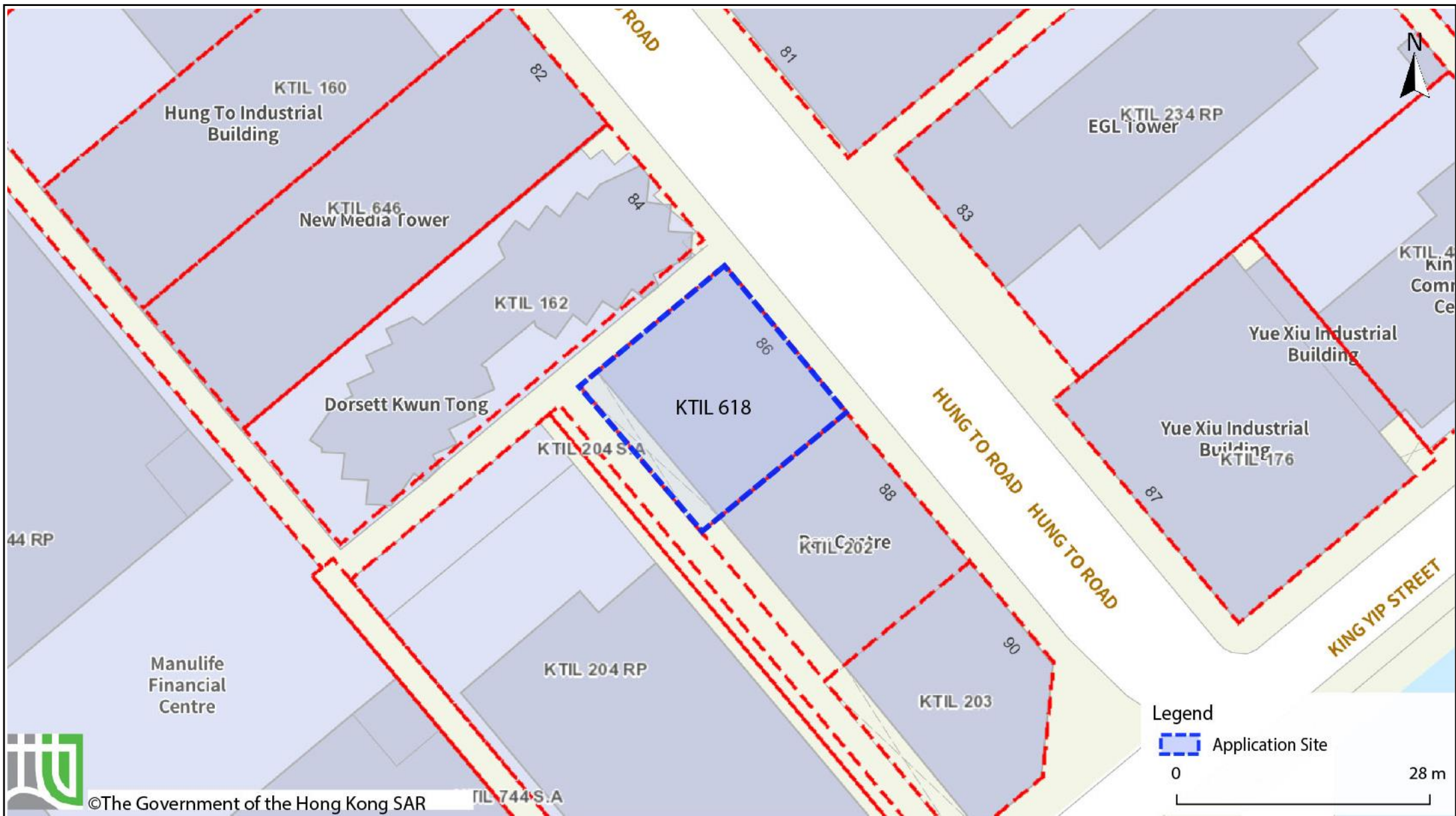


	Figure Title: Location Plan (Source: GeoInfo Map)	Project: Section 16 Application for Partial Conversion of an Existing Commercial Building for Proposed 'Hotel (Student Hostel)' Use at 86 Hung To Road, Kwun Tong, Kowloon		
	Project No.: PPC-PLG-10186	Figure: 1	Scale: N/A	Date: January 2026



Figure Title:

Surroundings of the Application Site
 (indicative only) (Source: Statutory Planning
 Portal 3)

Project No.:

PPC-PLG-10186

Project:

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

Figure:

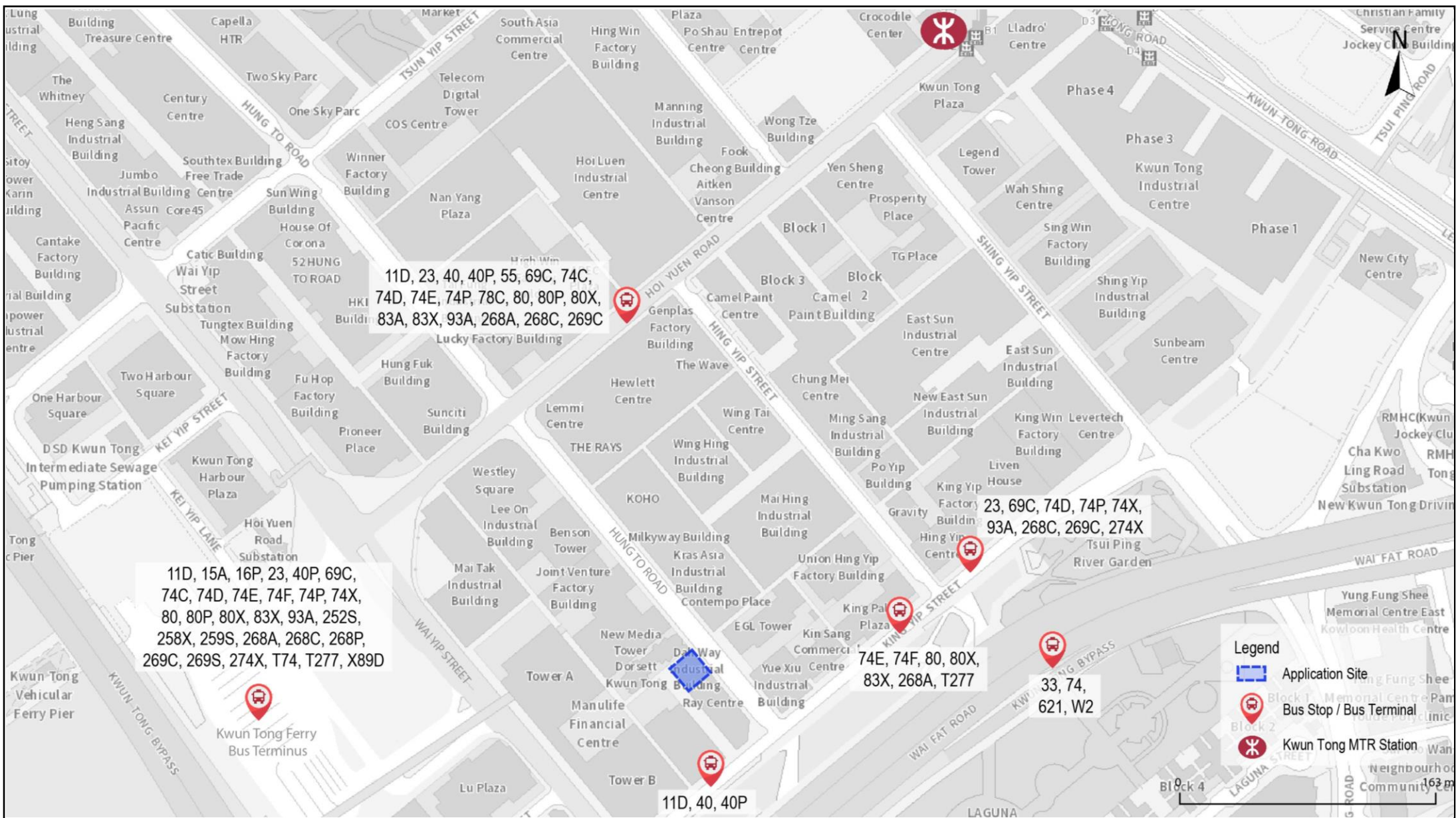
2

Scale:

N/A

Date:

January 2026



PLANPLUS 思顧
CONSULTANCY 雋問

Figure Title:

Public Transport Facilities in the Vicinity of the Application Site (indicative only) (Source: GeoInfo Map)

Project No.:

PPC-PLG-10186

Project:

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

Figure:

3

Scale:

N/A

Date:

January 2026

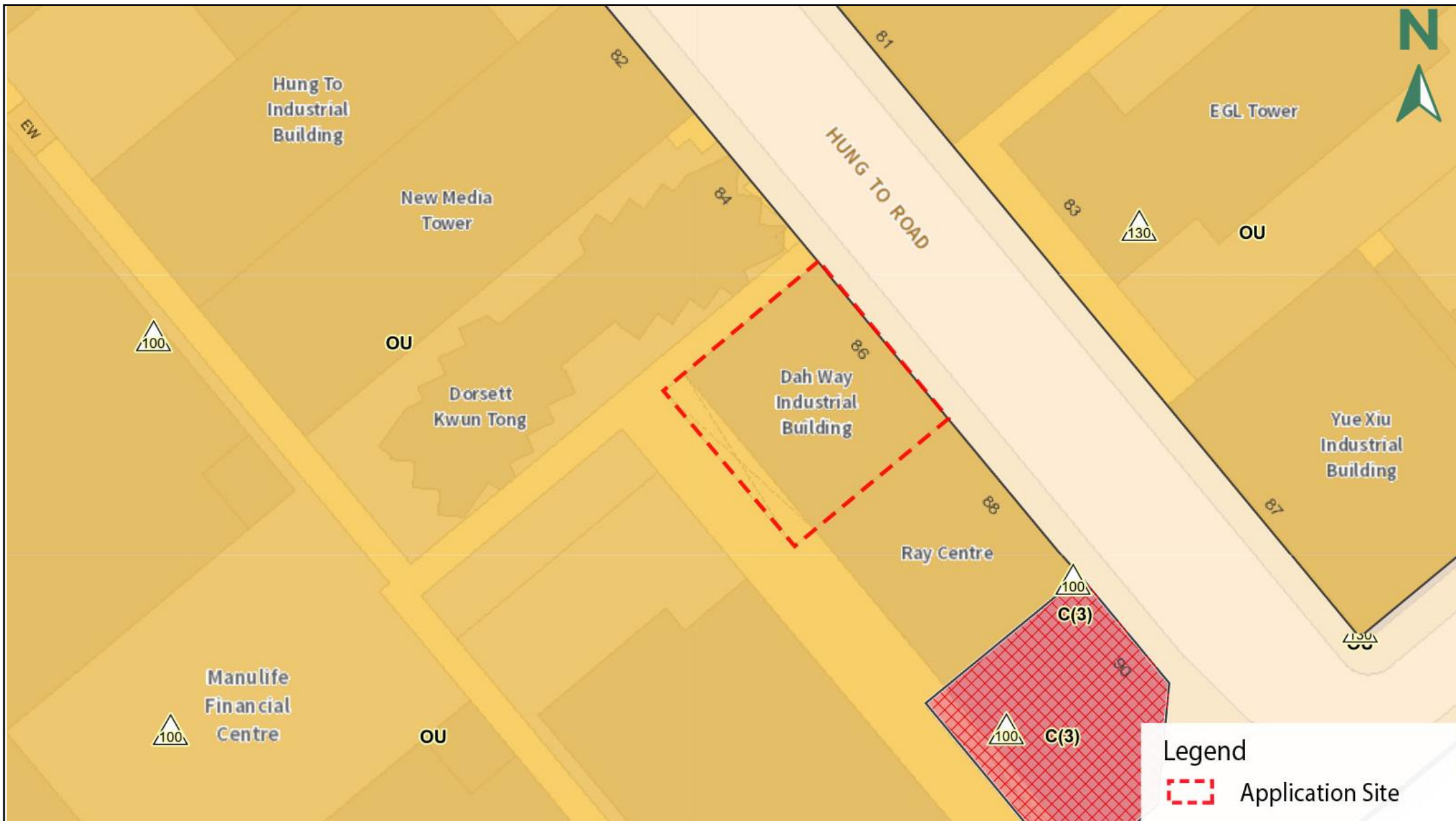
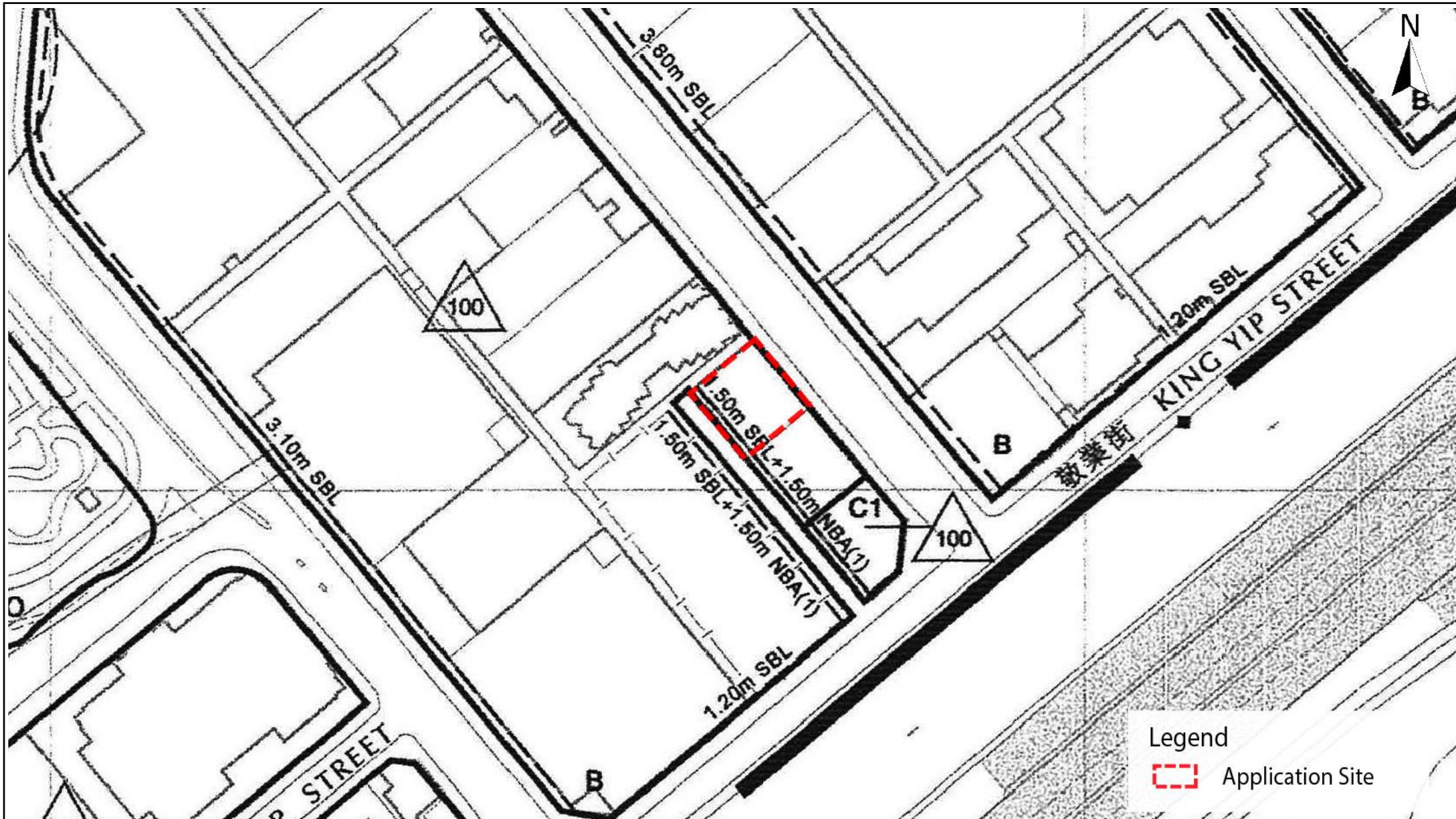
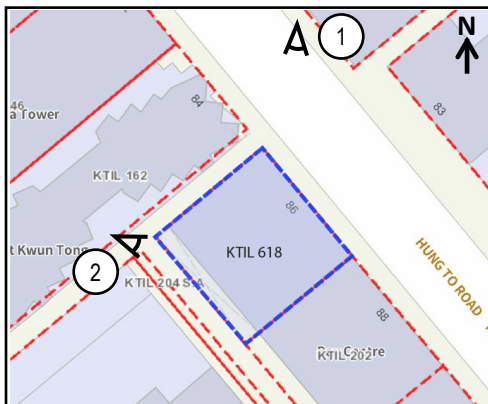


	Figure Title: Extract of the OZP (Source: Statutory Planning Portal 3) Project No.: PPC-PLG-10186			Project: Section 16 Application for Partial Conversion of an Existing Commercial Building for Proposed 'Hotel (Student Hostel)' Use at 86 Hung To Road, Kwun Tong, Kowloon		
		Figure: 4	Scale: N/A	Date: January 2026		



Annex 1

Site Photos



 Application Site



Front entrance at Hung To Road



Back alley of the Application Site connecting to King Yip Street

Figure Title:

Site Photos

Project No.:

PPC-PLG-10186

Project:

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

Annex:

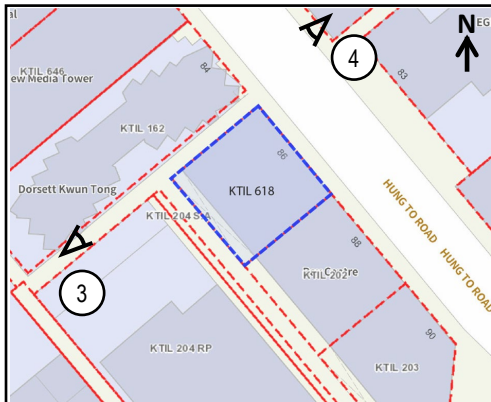
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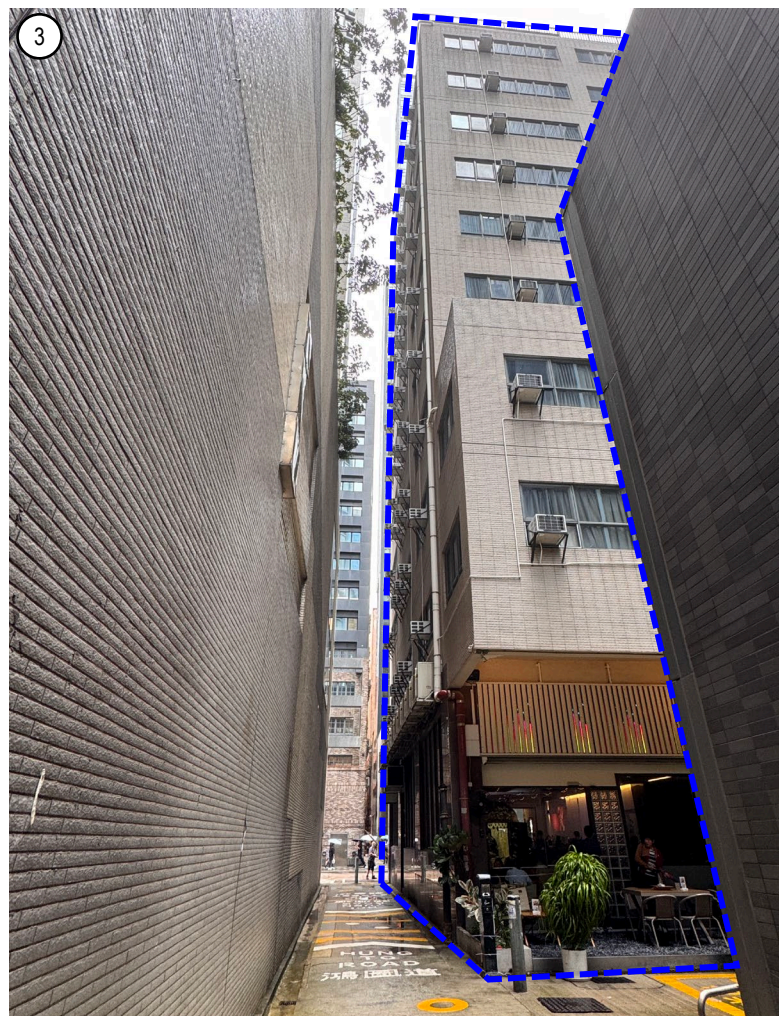
N/A

Date:

January 2026



 Application Site



Pedestrian lane towards Hung To Road



An existing hotel development adjacent to the Application Site

Figure Title:

Site Photos

Project No.:

PPC-PLG-10186

Project:

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

Annex:

1

Scale:

N/A

Date:

January 2026

Annex 2

Newspaper Extract on Transitional Housing Development at the Application Site



東網

2025年11月28日 (五)

繁體 简体



即時新聞

中港台
國際
評論
產經

東方日報網頁

搵樓18

東方融資

分類廣告

廣告價目

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會員通訊

企業關係

免責聲明

港澳版 > 新聞 > 中港台



觀塘鴻圖道工廈改建116個過渡單位 料2022年首季入伙

2020年12月26日(六) 11:48

推介 3

分享



政府重推活化工廈政策。

政府重推活化工廈政策，容許工廈全幢改裝為過渡性房屋，以解決市民殷切的住屋需求。運輸及房屋局局長陳帆今早(26日)在網誌表示，位於觀塘鴻圖道的首個工廈改建過渡性房屋項目，日前已獲「支援非政府機構推行過渡性房屋項目的資助計劃」評審委員會批出上限6,150萬港元的撥款，目標是明年年中動工，最快可於2022年首季入伙，計劃將惠及116個家庭，共約370人。而截至今天，當局已覓得土地，預計可提供約13,400個過渡房屋單位。

陳帆又指，觀塘鴻圖道86號大偉工業大廈樓高10層，將改建成為116個單位，當中包括7個二人單位、78個三人單位、30個四人單位及1個無障礙單位。他指出，改建過渡性房屋對業主來說是嶄新事物，而過渡性房屋專責小組在過去一段日子，已先後與業主及社協聯繫，並多次實地視察及商討，就相關工廈是否適合改為過渡性房屋作初步評估，以及與其他部門協調，研究改動現時的工商業樓面間隔，用作過渡性房屋的細節，再加建廚廁及公共空間，變為適合居住的單位。同時亦支援業主向有關部門提交改建申請，並協助業主及社協提交資助申請，包括聘請專業顧問、日後改建等開支。



文匯網 香港 過渡性房屋資助計劃批3項目 可供超兩千個單位

過渡性房屋資助計劃批3項目 可供超兩千個單位

2021-04-27 14:46:20 香港

政府27日公布，由運輸及房屋局副局長蘇偉文博士主持的「支援非政府機構推行過渡性房屋項目的資助計劃」評審委員會4月27日上午透過視像舉行第五次會議。

評審委員會同意資助以下的過渡性房屋項目：香港路德會有限公司建議的元朗八鄉錦田七星崗過渡性房屋項目，計劃的總撥款額為四億九千五百萬元，預計可提供約900個單位；九龍樂善堂建議的大埔船灣黃魚灘過渡性房屋項目，計劃的總撥款額為六億七千九百八十萬元，預計可提供約1236個單位；基督教家庭服務中心建議的長沙灣長順街過渡性房屋項目，計劃的總撥款額為七千一百一十萬元，預計可提供約132個單位。



圖為首個工廈過渡性房屋觀塘鴻圖道86號大偉工業大廈。（資料圖片）

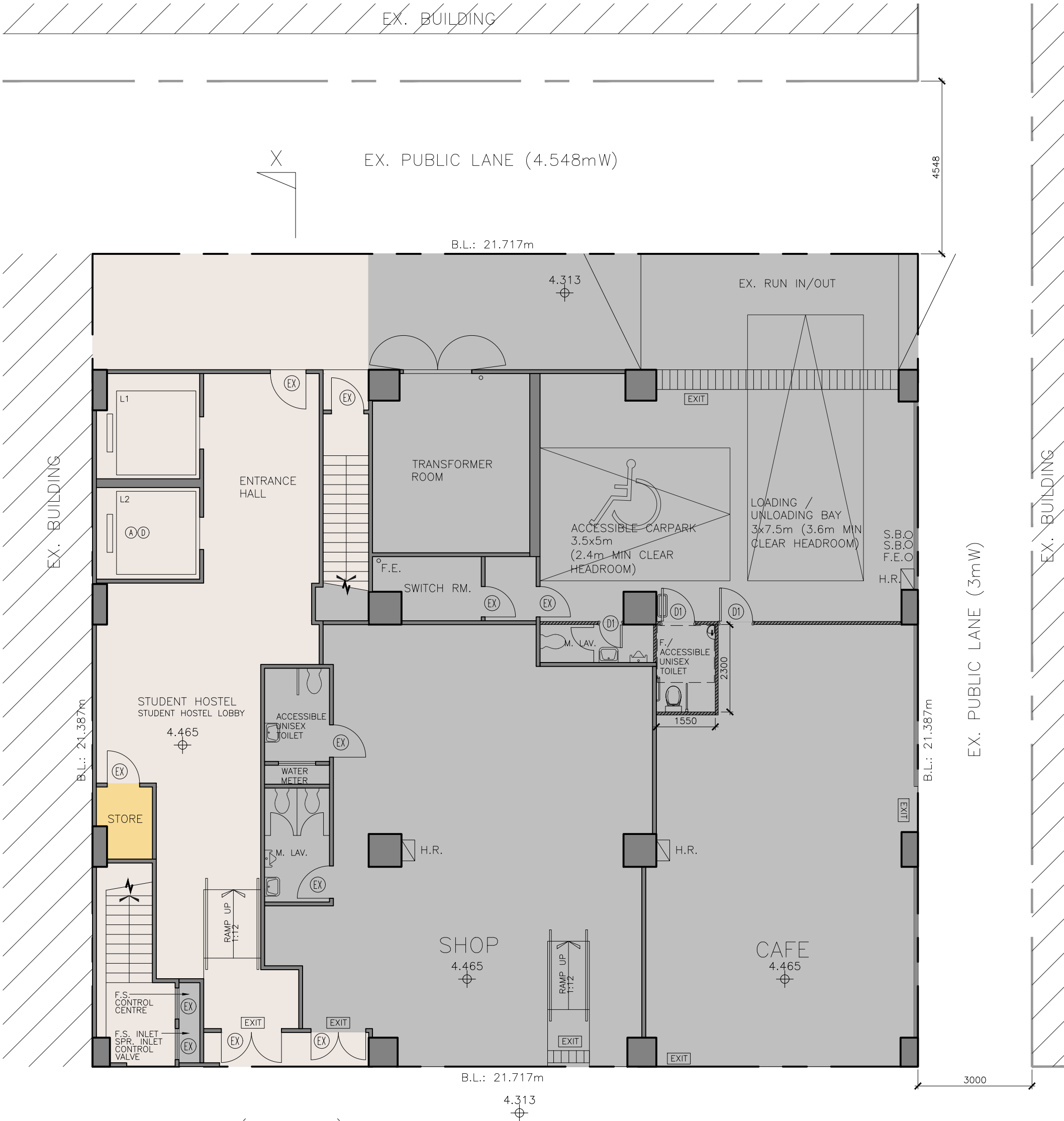
責任編輯：宋得書

👍 0

評論 (0)

Annex 3

Layout Plans of the Proposed Development



HUNG TO ROAD (18.3mW)
PAVEMENT

- STUDENT DORMITORY AREA
- STUDENT DORMITORY SUPPORTING FACILITIES AREA (AREA: 3s.m., GFA ACCOUNTABLE)
- CORRIDOR, STAIRCASE AND LIFT
- NON-STUDENT DORMITORY AREA*

* Commercial portion and car park area on G/F do not form part of the application as they are always permitted uses under "OU(B)" zone.

- GENERAL NOTES
- DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN.
 - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
 - ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK.
 - ARCHITECT SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES.

DEVELOPMENT PARAMETERS

SITE AREA	= 464.461 s.m.
PROPOSED FLOOR AREA - NON-DOMESTIC PART	= 3848.766 s.m.
PLOT RATIO	= 8.2865
SITE COVERAGE	= 79.97%
BUILDING HEIGHT	= 36.72 m
NO. OF STOREY	= 10
NO. OF STUDENT HOSTEL ROOMS	= 117
- SINGLE ROOMS	= 9
- TWIN ROOMS	= 108
NO. OF BED SPACES	= 225
NO. OF PARKING SPACES AND LOADING / UNLOADING SPACES	
ACCESSIBLE CARPARK	= 1
LIGHT GOODS VEHICLES	= 1
SUPPORTING FACILITIES AREA (GFA ACCOUNTABLE)	= 745 s.m.
SUPPORTING FACILITIES AREA (EXEMPTED GFA)	= 8 s.m.

BED SPACE AND GFA SUMMARY

FLOOR	NO. OF BED SPACE	EXISTING GFA (s.m.)	PROPOSED GFA (s.m.)
G/F	-	344.065	349.827 ¹
1/F	23	464.461	460.387
2/F	23	442.442	438.521
3/F	23	371.433	371.433
4/F	23	371.433	371.433
5/F	23	371.433	371.433
6/F	23	371.433	371.433
7/F	29	371.433	371.433
8/F	29	371.433	371.433
9/F	29	371.433	371.433
TOTAL	225	3850.999	3848.766

1. GFA OF SHOP AND CAFE (INCLUDING TOILETS) = 197.508s.m.
GFA OF HOSTEL AREA = 197.508s.m. = 152.319 s.m.

2026.1.13

Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
G/F PLAN

Drawing No.:
GP-01

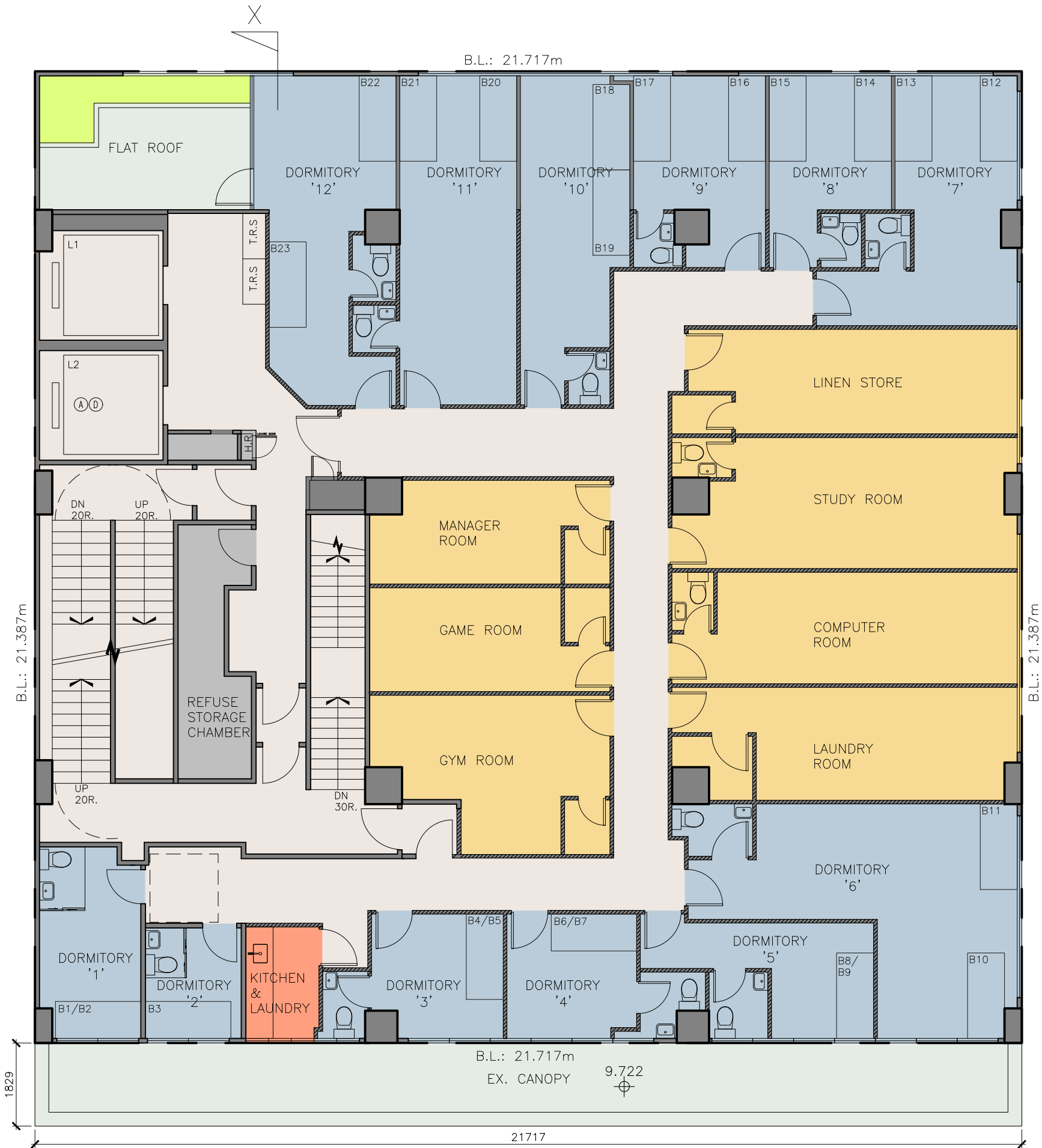
Architect:
L&N Architects Ltd.

Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

1/F GFA : 460.387 s.m.

DORMITORY NO.	AREA (INCLUDING SHOWER ROOM) (m ²)	NO. OF BED SPACE
1	9.0	2
2	5.1	1
3	9.1	2
4	9.6	2
5	10.9	2
6	26.5	2
7	17.4	2
8	10.5	2
9	11.7	2
10	16.0	2
11	19.7	2
12	19.1	2
TOTAL	164.6	23

- STUDENT DORMITORY AREA
- STUDENT DORMITORY SUPPORTING FACILITIES AREA (AREA: 120s.m., GFA ACCOUNTABLE)
- STUDENT DORMITORY SUPPORTING FACILITIES AREA (AREA: 4s.m., EXEMPTED GFA)
- CORRIDOR, STAIRCASE AND LIFT
- FLAT ROOF AND CANOPY
- GREENERY
- NON-STUDENT DORMITORY AREA



GENERAL NOTES
1. DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN.
2. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
3. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK.
4. ARCHITECT SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES.

2026.1.13

Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
1/F PLAN

Drawing No.:
GP-02

Architect:
L&N Architects Ltd.

Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

2/F GFA : 438.521 s.m.

DORMITORY NO.	AREA (INCLUDING SHOWER ROOM) (m ²)	NO. OF BED SPACE
1	9.0	2
2	5.1	1
3	9.2	2
4	9.6	2
5	10.9	2
6	26.5	2
7	17.4	2
8	10.5	2
9	11.7	2
10	13.0	2
11	14.3	2
12	15.7	2
TOTAL	152.9	23

- STUDENT DORMITORY AREA
- STUDENT DORMITORY SUPPORTING FACILITIES AREA (AREA: 119s.m., GFA ACCOUNTABLE)
- STUDENT DORMITORY SUPPORTING FACILITIES AREA (AREA: 4s.m., EXEMPTED GFA)
- CORRIDOR, STAIRCASE AND LIFT
- NON-STUDENT DORMITORY AREA



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2026.1.13

Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
2/F PLAN

Drawing No.:
GP-03

Architect:
L&N Architects Ltd.
Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

3/F GFA : 371.433 s.m.

DORMITORY NO.	AREA (INCLUDING SHOWER ROOM) (m ²)	NO. OF BED SPACE
1	8.7	2
2	5.1	1
3	7.9	2
4	7.9	2
5	8.8	2
6	10.0	2
7	27.1	2
8	25.0	2
9	9.1	2
10	9.9	2
11	9.0	2
12	10.7	2
TOTAL	139.2	23

- STUDENT DORMITORY AREA
- STUDENT DORMITORY SUPPORTING FACILITIES AREA (AREA: 101s.m., GFA ACCOUNTABLE)
- CORRIDOR, STAIRCASE AND LIFT
- FLAT ROOF AND CANOPY
- GREENERY
- NON-STUDENT DORMITORY AREA



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2026.1.13

Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
3/F PLAN

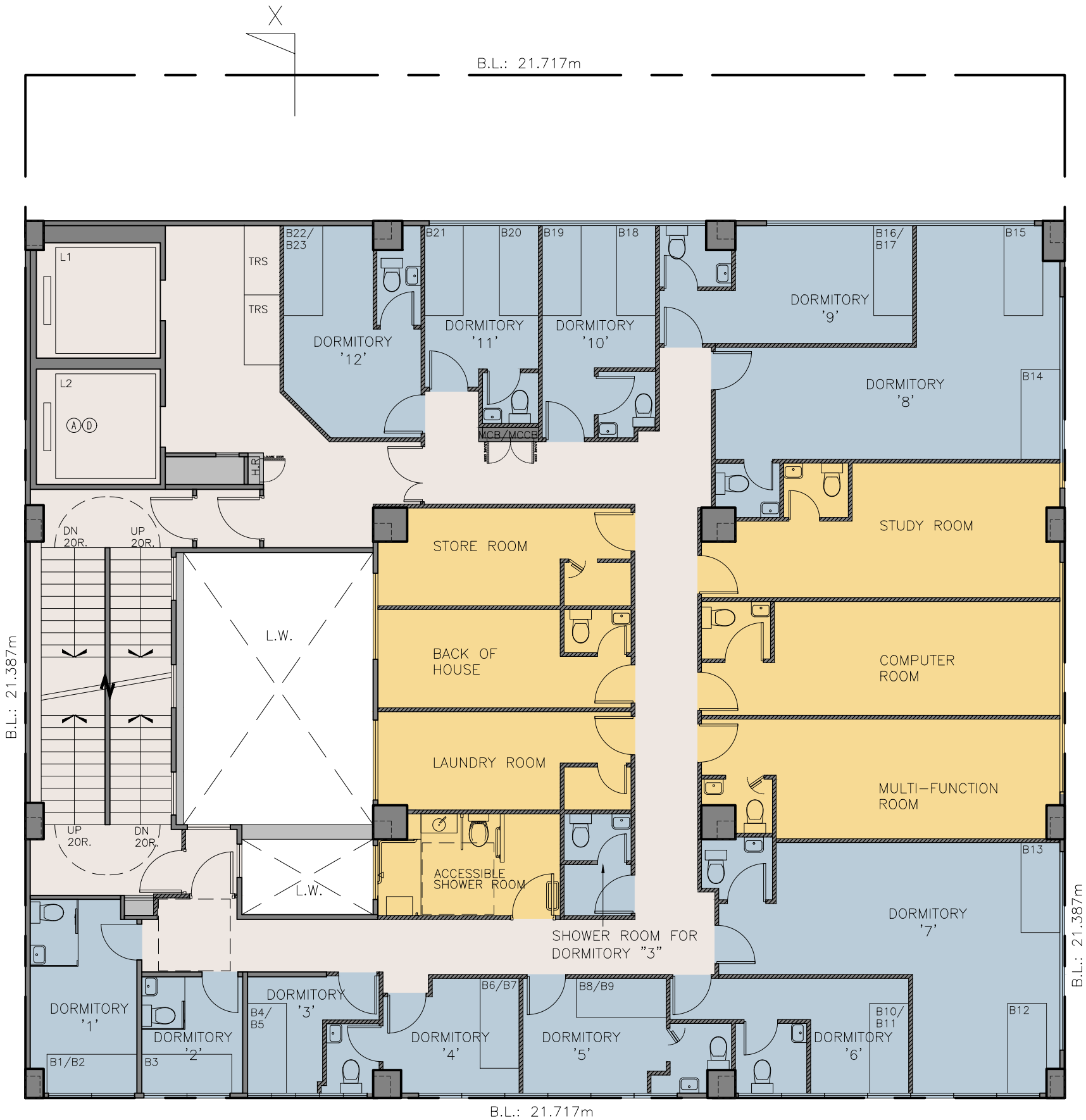
Drawing No.:
GP-04

Architect:
L&N Architects Ltd.
Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

4/F-6/F GFA (EACH STOREY): 371.433 s.m.

DORMITORY NO.	AREA (INCLUDING SHOWER ROOM) (m ²)	NO. OF BED SPACE
1	8.8	2
2	5.1	1
3	7.9	2
4	7.9	2
5	8.9	2
6	9.9	2
7	27.6	2
8	25.8	2
9	9.1	2
10	10.4	2
11	8.9	2
12	11.9	2
TOTAL	142.2	23

- STUDENT DORMITORY AREA
- STUDENT DORMITORY SUPPORTING FACILITIES AREA
(AREA: 91s.m., GFA ACCOUNTABLE)
- CORRIDOR, STAIRCASE AND LIFT
- NON-STUDENT DORMITORY AREA



GENERAL NOTES
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4. ARCHITECT SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES.

2026.1.13

Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
4/F - 6/F PLAN

Drawing No.:
GP-05

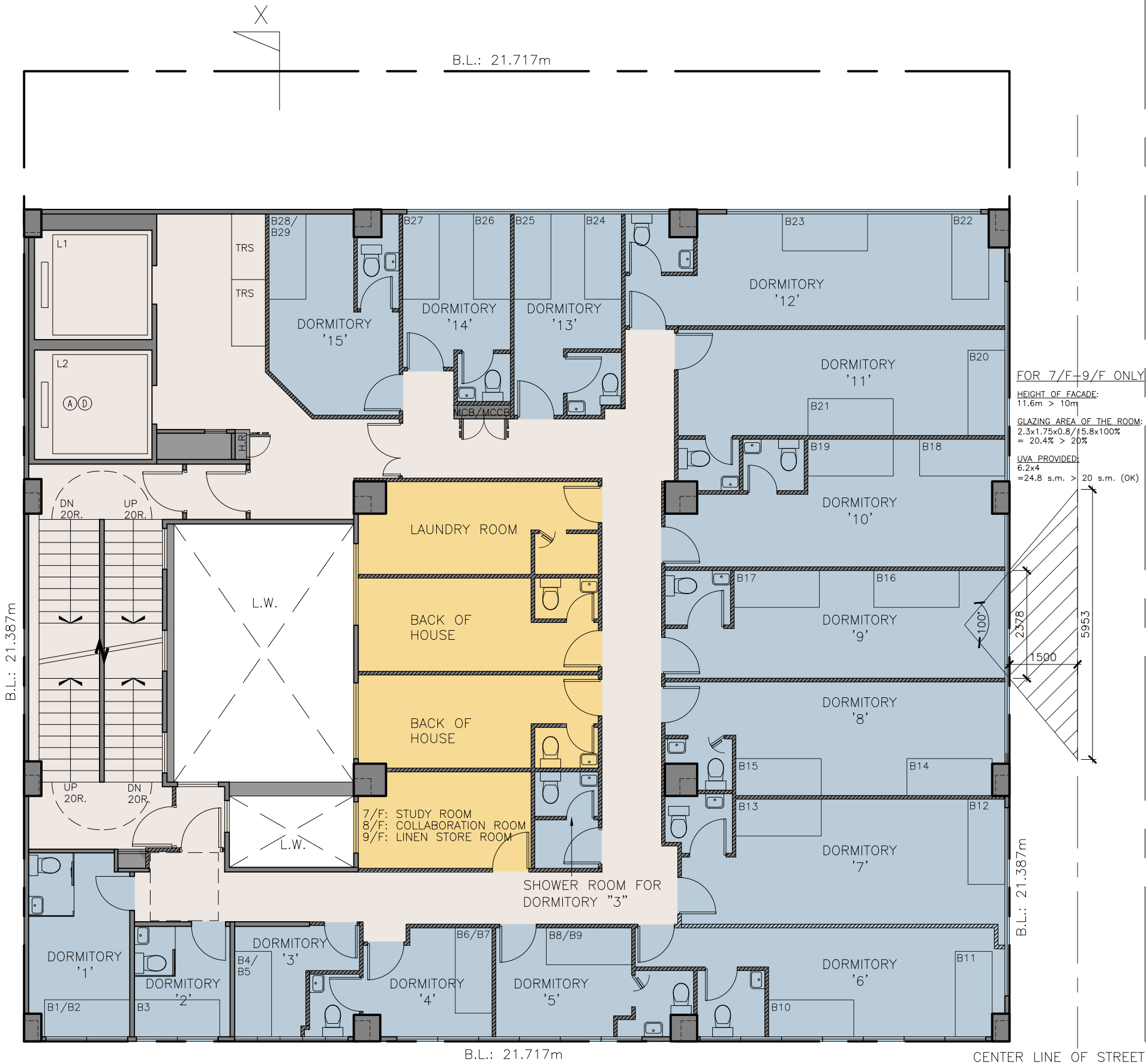
Architect:
L&N Architects Ltd.

Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

7/F-9/F GFA (EACH STOREY): 371.433 s.m.

DORMITORY NO.	AREA (INCLUDING SHOWER ROOM) (m ²)	NO. OF BED SPACE
1	8.8	2
2	5.1	1
3	7.9	2
4	7.9	2
5	8.9	2
6	17.2	2
7	20.1	2
8	17.9	2
9	17.8	2
10	18.5	2
11	18.4	2
12	20.0	2
13	10.4	2
14	8.9	2
15	11.9	2
TOTAL	199.7	29

- STUDENT DORMITORY AREA
- STUDENT DORMITORY SUPPORTING FACILITIES AREA
(AREA: 43s.m., GFA ACCOUNTABLE)
- CORRIDOR, STAIRCASE AND LIFT
- NON-STUDENT DORMITORY AREA



GENERAL NOTES
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2026.1.13

Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
7/F - 9/F PLAN

Drawing No.:
GP-06

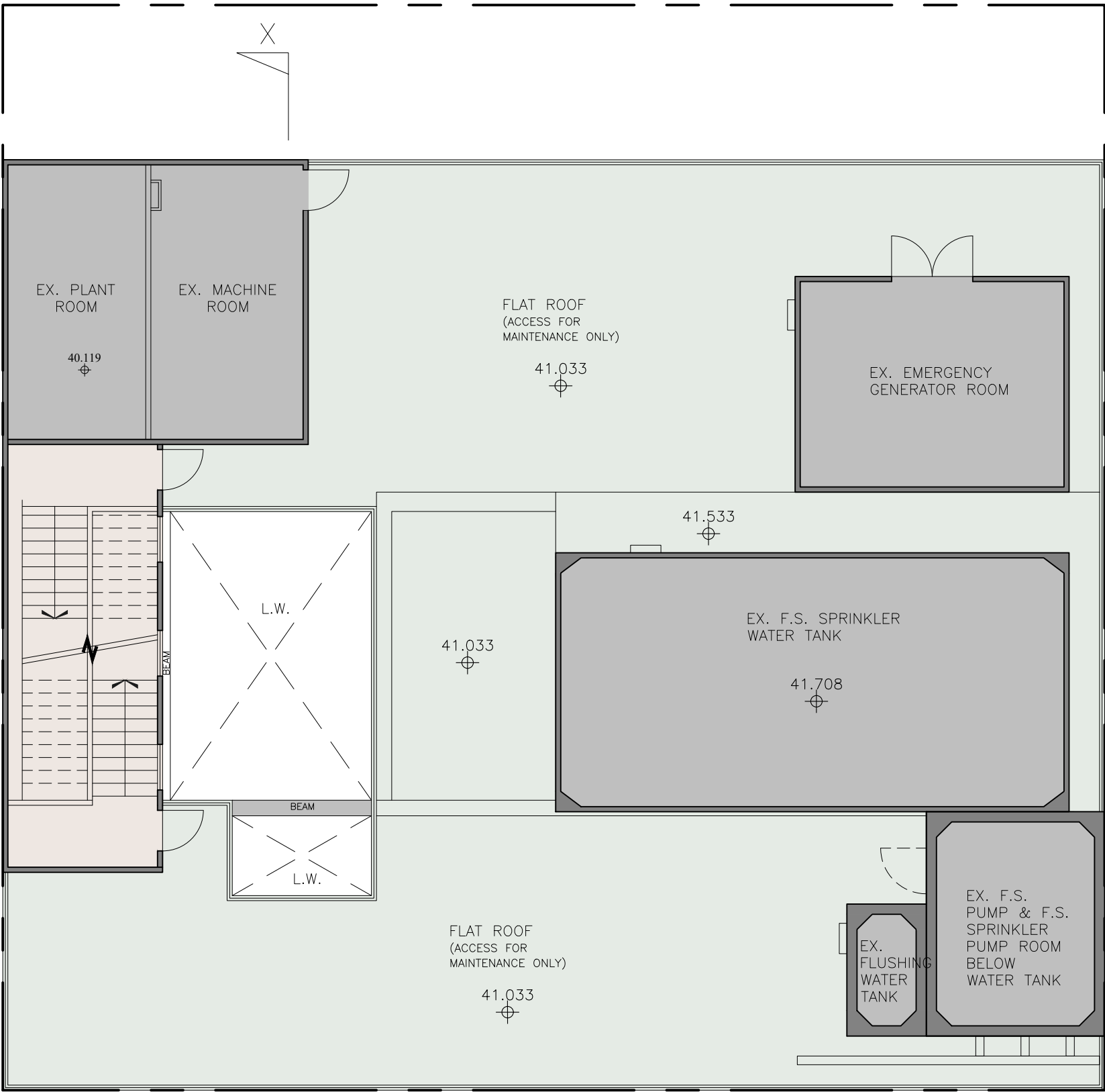
Architect:
L&N Architects Ltd.
Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

CALCULATION OF ROOF TOP OF BUILDING

TOTAL AREA OF ROOF TOP ANCILLARY STRUCTURES OF BUILDING: 178 s.m.
THE ROOF AREA OF THE FLOOR BELOW (i.e. 9/F): 371.433 s.m.

—> % OF ALL THE ENCLOSED STRUCTURES ON ROOF TOP OF BUILDING
IS 48% OF THE ROOF AREA OF THE FLOOR BELOW

- CORRIDOR, STAIRCASE AND LIFT
- FLAT ROOF
- NON-STUDENT DORMITORY AREA



- GENERAL NOTES
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 - ARCHITECT SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES.

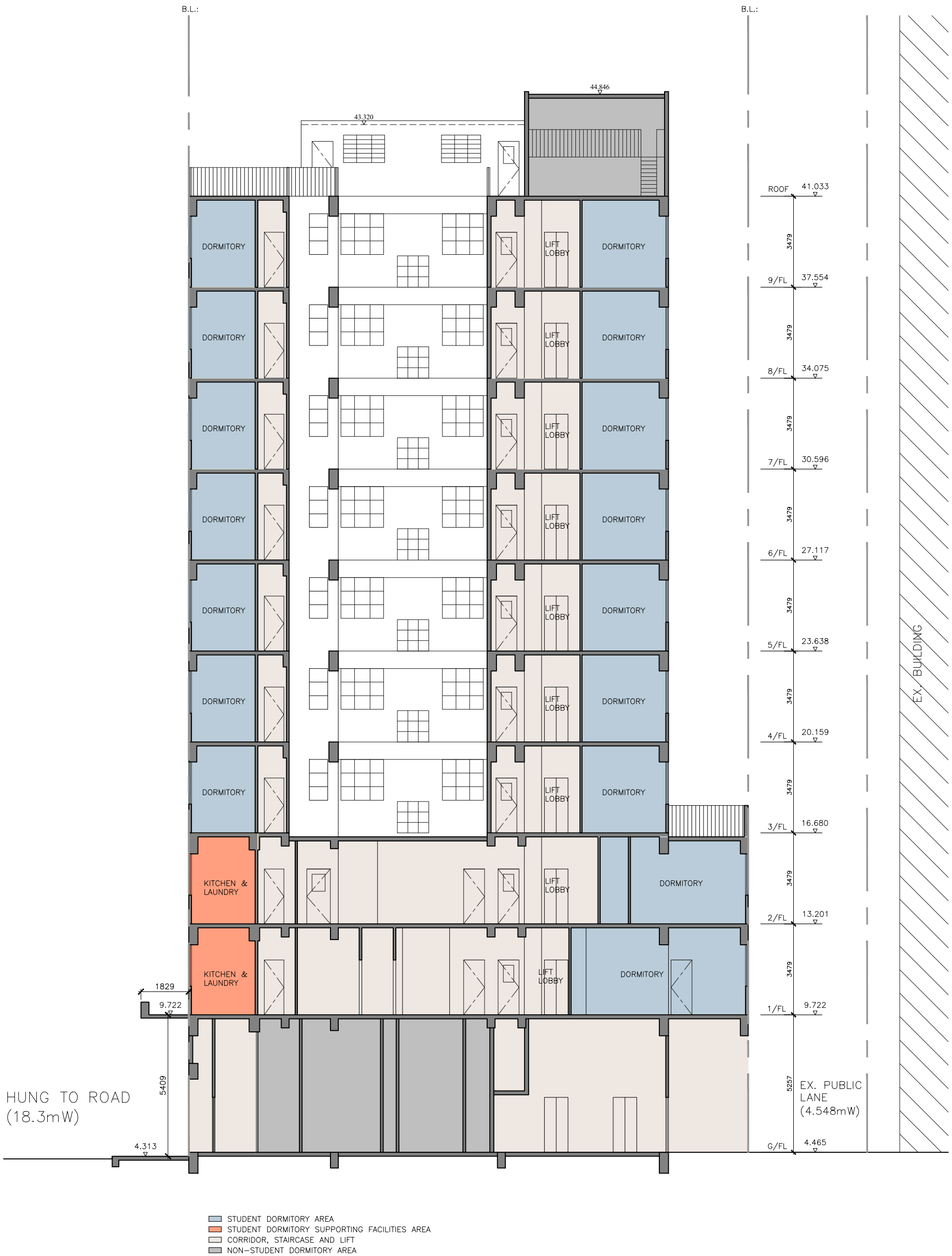
2026.1.13

Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
R/F PLAN

Drawing No.:
GP-07

Architect:
 樑安建築師有限公司
L&N Architects Ltd.
Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269



GENERAL NOTES

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3. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK.

4. ARCHITECT SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES.

2026.1.13

Project:

SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:

SECTION X

Drawing No.:

GP-08

Architect:

 樑安建築師有限公司
L&N Architects Ltd.

Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

Annex 4

Indicative Landscape Treatments on 1/F and 3/F

LEGEND:

-  PROPOSED SHRUBS (3.8 s.m.)
-  PROPOSED PAVING
-  SEAT BENCH



GENERAL NOTES

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- ARCHITECT SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES.

2026.1.13

Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
1/F PLAN
(LANDSCAPE PLAN)

Drawing No.:
GP-02(L)

Architect:
 樑安建築師有限公司
L&N Architects Ltd.
Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

LEGEND:

-  PROPOSED SHRUBS (9.0 s.m.)
-  PROPOSED PAVING
-  SEAT BENCH



GENERAL NOTES

- DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN.
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2026.1.13

Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
3/F PLAN
(LANDSCAPE PLAN)

Drawing No.:
GP-04(L)

Architect:
 樑安建築師有限公司
L&N Architects Ltd.
Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

Annex 5

Traffic Study Report

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

Traffic Study Report

Reference: J03015-R01-01

Date: January 2026



AMG CONSULTANCY LIMITED

Contents

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

Drawing No.

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

1 Introduction

1.1 Background

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

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

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

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

2 Subject Site

2.1 The Site

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

2.2 The parameter of the proposed scheme

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

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

Accommodation Schedule Upon Proposed Conversion

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

3 Internal Transport Provisions

3.1 Parking Provisions and loading/unloading facilities

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

Table 3.1 Parking Provisions

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

Table 2 Provision Details

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

Table 3 Parking Space Dimensions

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

3.2 Access Arrangement and Swept Path Analysis

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

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

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

3.3 Visibility Distance Analysis

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

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

4 Traffic Situation

4.1 Existing Road Network

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

4.2 Public Transport

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

4.3 Development Traffic Generation and Attraction

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

Table 4.2 Development Traffic Generation and Attraction

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

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

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

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

5 Summary and Conclusion

5.1 Summary

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

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

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

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

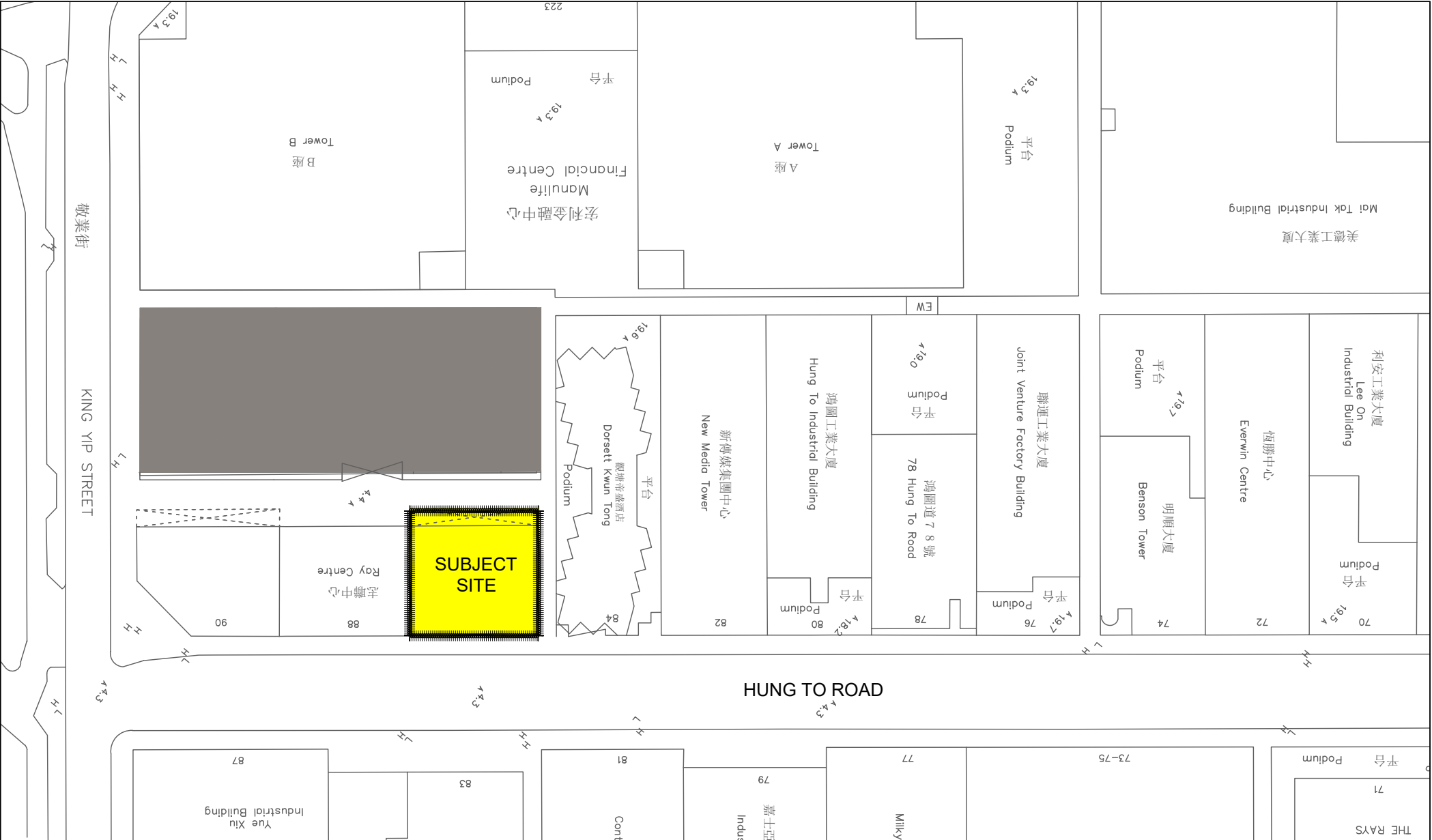
- (i) 1 no. of private car parking space (Accessible Parking Space) @3.5m(W) x 5.0m(L) x 2.4m(H), and
- (ii) 1 no. of Light Goods Vehicle loading/unloading bay@3.5m(W) x 7.0m(L) x 4.7m(H).

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

Conclusion

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

Drawings



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

TRAFFIC CONTROLLER

EX. PUBLIC LANE (4.548mW)

6400

B.L.: 21.717m

EX. RUN IN/OUT

EXIT

TRANSFORMER ROOM

SWITCH RM.

ACCESSIBLE CARPARK
3.5x5m
(2.4m MIN CLEAR HEADROOM)

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

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

STUDENT HOSTEL
STUDENT HOSTEL LOBBY

ACCESSIBLE
TOILET

WATER
METER

M. LAV.

H.R.

SHOP

CAFE

B.L.: 21.717m

HUNG TO ROAD

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

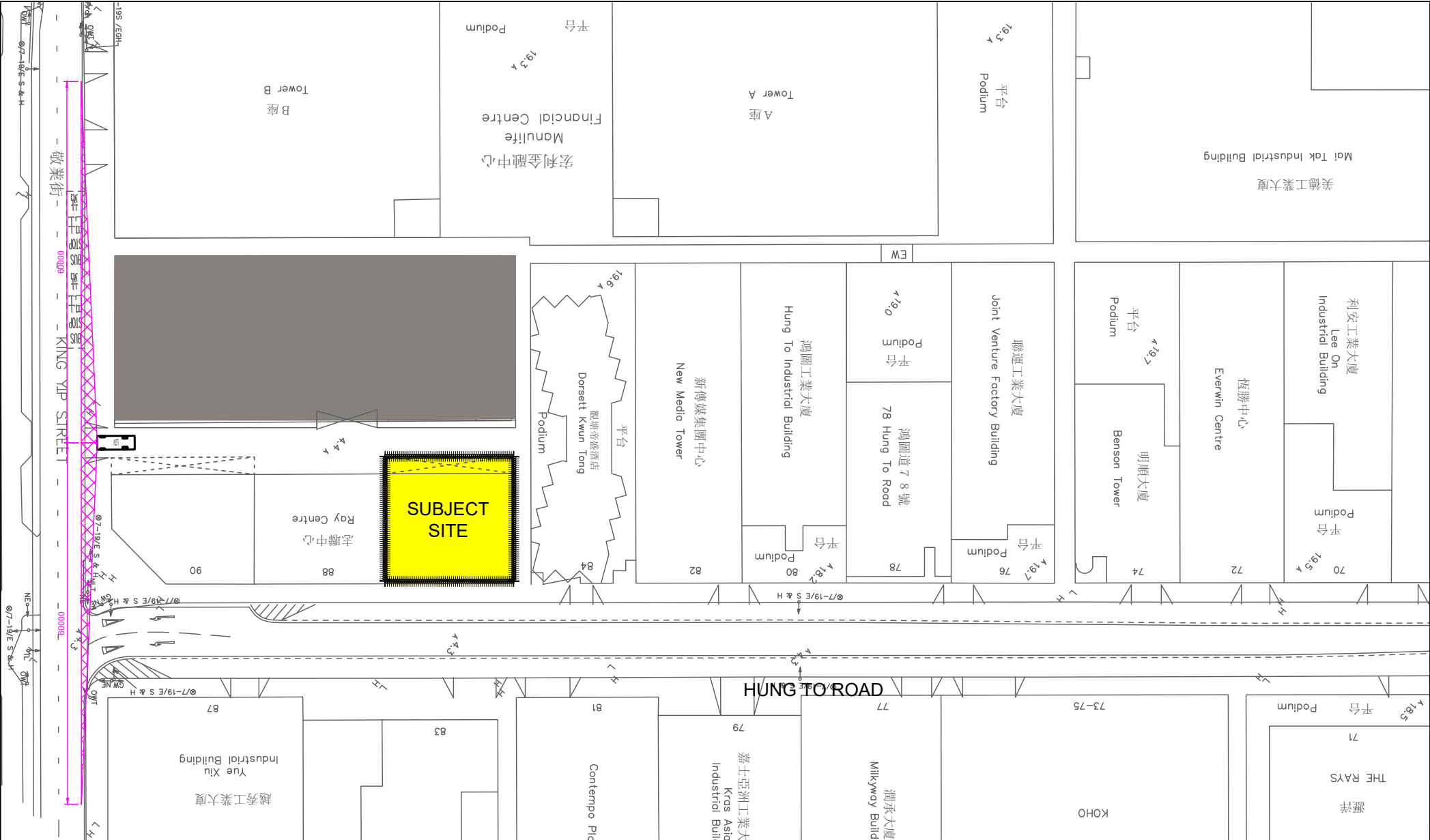
Z:\AMG WORK STATION\PROJECT\J03015 S16 FOR STUDENT HOSTEL AT 86 HUNG TO ROAD\DATA\DRAWING\HUNG TO RD GF LAYOUT_20251123.SP.DWG



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



PROJECT TITLE		PROPOSED STUDENT HOSTEL AT 86 HUNG TO ROAD		J03015-001-002.2	
DATE	NOV 2025	SCALE	N.T.S	DRAWING TITLE	
DRAWN	SF	PROJECT NO.	J03015		
				SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	



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



Annex 6

Sewerage Impact Assessment



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

Sewerage Impact Assessment Report

Prepared by Skyline Consultants Ltd

Name: Willie Wong

Date: 13 January 2026

Report Ref.: P177R043-01 (Ver. 2)

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1 Introduction

- 1.1.1.1 The Applicant intends to partially convert an existing commercial building, Rich China Center, into student hostel (hereafter called as “the proposed development”) at 86 Hung To Road, Kwun Tong, Kowloon (the Site).
- 1.1.1.2 Owing to the anticipated change in sewage generation arising from the proposed development, Skyline Consultants Limited (Skyline) has been commissioned to conduct a Sewerage Impact Assessment (SIA) to facilitate the consideration of this planning application.
- 1.1.1.3 The objectives of this SIA are to assess the potential sewerage impact arising from the proposed development and recommend the mitigation measures, if necessary, to alleviate the impacts.

2 Site Description

2.1 Site Location

2.1.1.1 The Site is bounded by Hung To Road to its northeast and surrounded by industrial and commercial developments. The site area is approximately 464 m². The following uses or buildings are located in close proximity to the Site:

- Northwest: hotel development of Dorsett Kwun Tong;
- Northeast: commercial and industrial buildings separated by Hung To Road;
- Southeast: industrial building of Ray Centre; and
- Southwest: office development of Four Seas Group Centre.

2.1.1.2 **Figure 2-1** shows the Site location and its surrounding areas.

2.2 Proposed Development Scheme

2.2.1.1 The proposed development involves converting from the existing 10-storeys commercial use to student hostel which will include 225 beds. There will be no change to the existing building bulk and building height. The schedule of the proposed development is listed in **Table 2-1** and the development plans are shown in **Annex A**.

Table 2-1 Proposed Development Schedule

Floor	Major Uses
G/F	Lobby / Shop / Cafe / Plant Rooms
1/F – 9/F	Student Dormitory / Supporting Facilities
R/F	Plant Rooms

2.3 Existing Sewerage

2.3.1.1 The drainage plans (plan no.: 11-NE-23A-4) were obtained from the Drainage Services Department (DSD) to gather the background information on sewerage infrastructure in the vicinity of the Site. The relevant drainage data were extracted from the drainage plans and are presented in **Figure 2-2**.

- 2.3.1.2 According to the drainage plans from the Buildings Department, sewage generation from the existing Rich China Center is discharged into the existing 225 mm diameter sewer at manhole A2 (manhole no.: FMH4061162) which is located at the south-western boundary of the Site (refer to **Figure 2-2**).

3 Sewerage Impact

3.1 Assessment Assumptions and Methodology

- 3.1.1.1 All sewage generation from the proposed development will be discharged into the existing 225 mm diameter sewer at manhole A2 (manhole no.: FMH4061162) via the 150 mm diameter connection pipe (refer to **Figure 3-1**). The adequacy in capacities of the existing downstream sewers and the 150 mm diameter connection pipe between proposed terminal manhole X1 and manhole A2 have been checked based on the estimation of the future sewage generation from the proposed development.
- 3.1.1.2 This assessment is being conducted in accordance with “*Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning*” (hereafter as “GESF”) published by Environmental Protection Department (EPD) in 2005.

3.2 Sewage Generation

- 3.2.1.1 To estimate the sewage flows of the proposed and existing developments, the planning units flow factors as stated in the GESF have been adopted.
- 3.2.1.2 The sewage generation from the proposed development includes the flow contributions employees and visitors. The estimated number of population of the proposed development are summarised in **Table 3-1**. The detailed calculations of sewage generations from the proposed development are provided in **Annex B** for reference.

Table 3-1 Population Estimation of Proposed Development

Type of People	No. of People	Unit Flow Factors (m ³ /day)	Reference
Residents	225	0.190	"Institutional and special class" in GESF
Employees for Property Management	8	0.280	Commercial Employee + Commercial Activities (General-territorial average) in GESF
Employees for Café Area	4.2	1.580	"Commercial Employee + Commercial Activities J10 - Restaurants & Hotels" in GESF
Employees for Shop Area	3.8	0.280	"Commercial Employee + Commercial Activities: J4 Wholesale & Retail" in GESF

3.3 Sewerage Capacity

- 3.3.1.1 According to the “*Sewerage Manual – Key Planning Issues and Gravity Collection System (Third Edition)*” published by DSD in 2013, the capacities of respective sewers have been calculated based on Colebrook-White equation for circular pipes:

$$V = -\sqrt{(8gDs)} \log\left(\frac{k_s}{3.7D} + \frac{2.5 \nu}{D\sqrt{(2gDs)}}\right)$$

- where
- V = mean velocity (m/s)
 - g = gravitational acceleration (m/s²)
 - D = pipe diameter (m)
 - k_s = hydraulic pipeline roughness (m) ("poor" condition of clayware slimed sewer was assumed)
 - ν = kinematic viscosity of fluid (m²/s)
 - s = frictional slope (energy gradient due to frictional loss)

- 3.3.1.2 The sewerage impact on various segments of the sewer was evaluated by comparing the estimated peak flow against the capacity of the respective sewer segments. The detailed calculations are provided in **Annex C**.

4 Assessment Results

4.1 Existing Sewerage

- 4.1.1.1 Based on the results of the assessment, the total estimated daily flow of the proposed development will be approximately 58.0 m³/day. The final discharge point from the proposed development will be connected to the existing 225 mm diameter sewer at the manhole A2 (manhole no.: FMH4061162) (refer to **Figure 3-1**).
- 4.1.1.2 The capacity of each segment for the downstream sewers (i.e., from segment X1 to A5 as shown in **Figure 3-1**) between each manhole has been evaluated and are summarised in **Table 4-1**. The percentages of capacity used by the proposed development for the downstream sewers will be ranged from about 12% to 114%. Estimation of the flows and capacities are detailed in **Annex B** and **Annex C**, respectively.

Table 4-1 Estimated Downstream Sewer Capacities

Pipe Segment	Diameter, mm	Gradient	Pipe Capacity, m ³ /s	Estimated Peak Flow, m ³ /s	% of Capacity
X1 – A2	150	0.0650	0.046	0.005	12%
A2 – A3	225	0.0019	0.017	0.020	<u>114%</u>
A3 – A4	300	0.0047	0.060	0.024	40%
A4 – A5	300	0.0883	0.332	0.089	27%

- 4.1.1.3 The assessment results as presented in **Table 4-1** indicates that the sewage flow for segment A2 to A3 with 225 mm diameter will exceed the capacity under the worst-case scenario. As such, upgrading works on the existing sewerage network is required.

4.2 Proposed Upgrading of Sewerage

- 4.2.1.1 The sewer segment of A2 to A3 are proposed to be upgraded from 225 to 300 mm diameter (i.e., internal diameter) and the outgoing pipe invert level of manhole A2 (FMH4061162) is proposed to be changed from +2.65 mPD to +2.68 mPD (shown in **Figure 4-1**). The proposed pipe material of the sewer segment A2 to A3 will be polyethylene. The relevant flow capacity of the proposed upgrading of segment is estimated in **Table 4-2**. Estimation of pipe capacity after upgrading is detailed in **Annex D**.

Table 4-2 Estimated Sewer Capacities of Proposed Upgrading

Pipe Segment ⁽¹⁾	Diameter, mm	Gradient	Pipe Capacity, m ³ /s	Estimated Peak Flow, m ³ /s	% of Capacity
A2 – A3	300	0.0046	0.067	0.020	30%

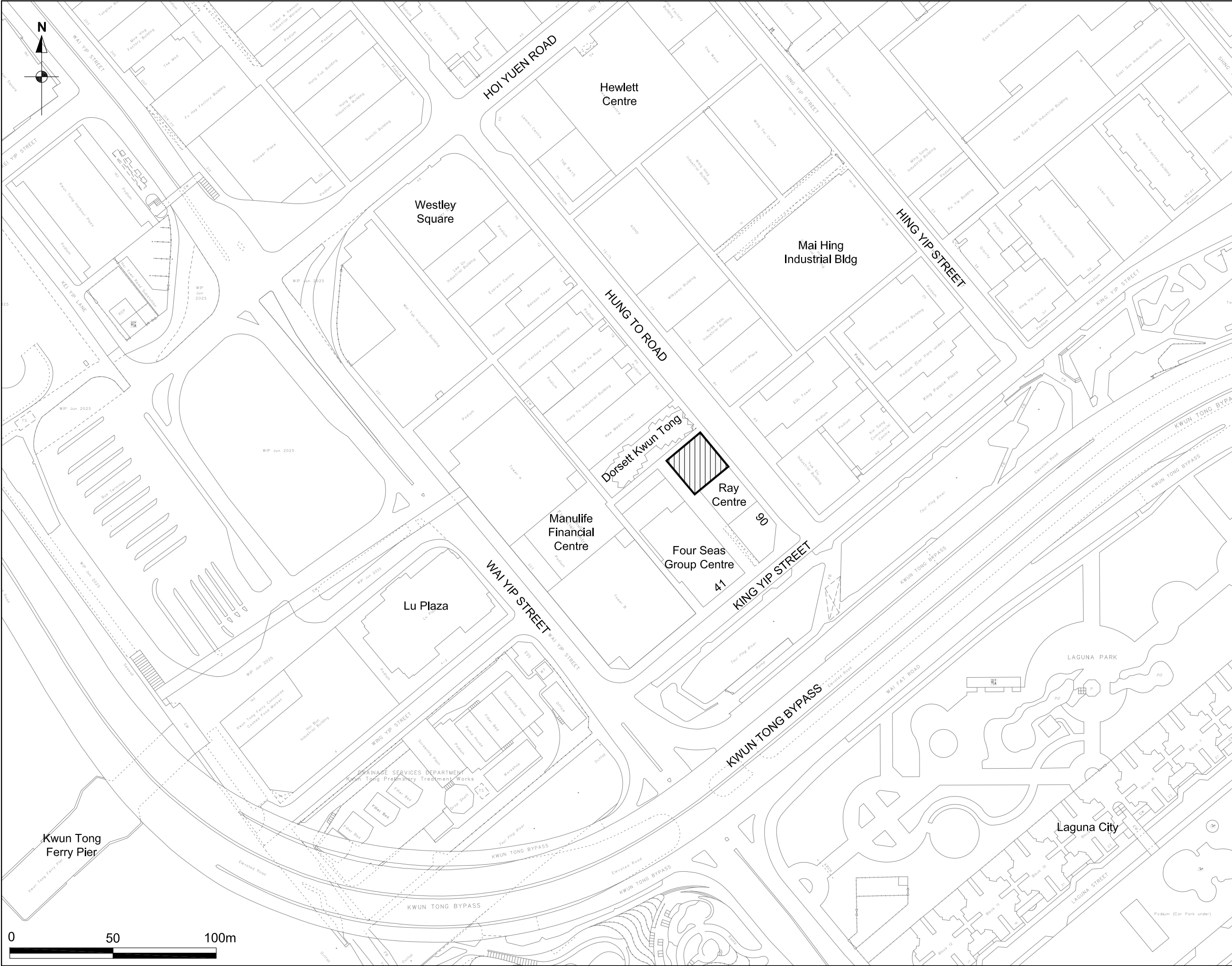
Note: (1) proposed sewer pipe material will be polyethylene.

- 4.2.1.2 Upon the upgrading works for sewer segments A2 to A3, the flow capacity will be capable to cater the cumulative peak flow from the proposed development and upstream & downstream developments. As such, no adverse sewerage impact arising from the proposed development is anticipated.

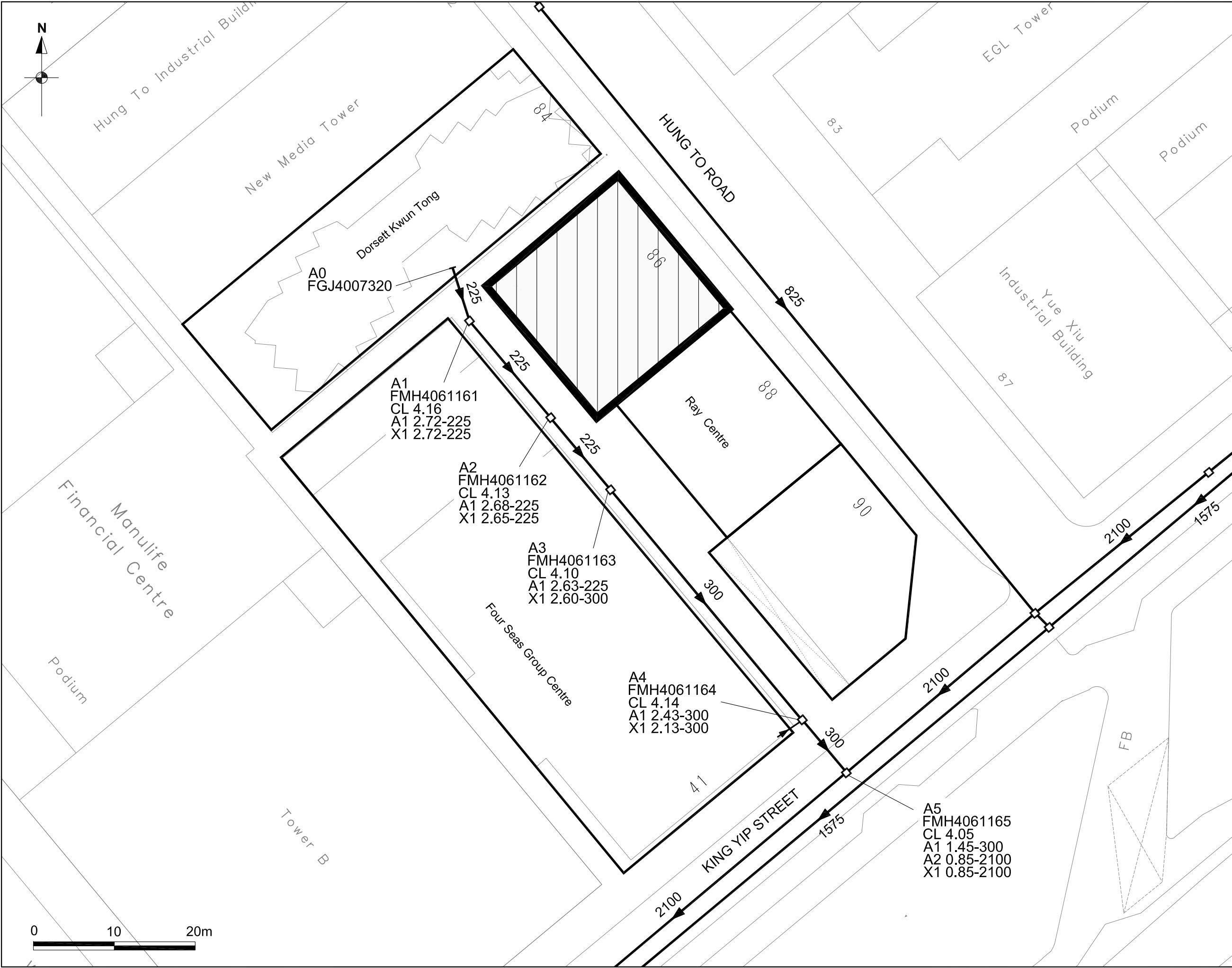
5 Conclusion

- 5.1.1.1 This Sewerage Impact Assessment (SIA) aims to evaluate the sewerage impacts on the local sewerage network due to the operation of the proposed development.
- 5.1.1.2 The findings of the assessment have demonstrated that with the provision of the proposed upgrading sewer work, there should be sufficient sewage capacity for the public sewers along service lane to handle sewage generation from the proposed development.
- 5.1.1.3 The project proponent will be responsible for the design and construction of the proposed upgrading works which will be further discussed with DSD at the detailed design stage of the project. The detailed technical studies will be submitted to relevant Government Departments for further consideration thereafter.
- 5.1.1.4 Since this SIA is carried out based on the current situation at the early planning stage, it should be taken into account that there may be other future planning or developments in the vicinity resulting in change of the sewerage network and to assess the sewerage impact on the further downstream sewers. Hence, this SIA Report will be updated and re-submitted to EPD and DSD for further review and comment at the detailed design stage of the project.
- 5.1.1.5 Based on the above, it is concluded that the sewerage impact arising from the proposed development should be acceptable.

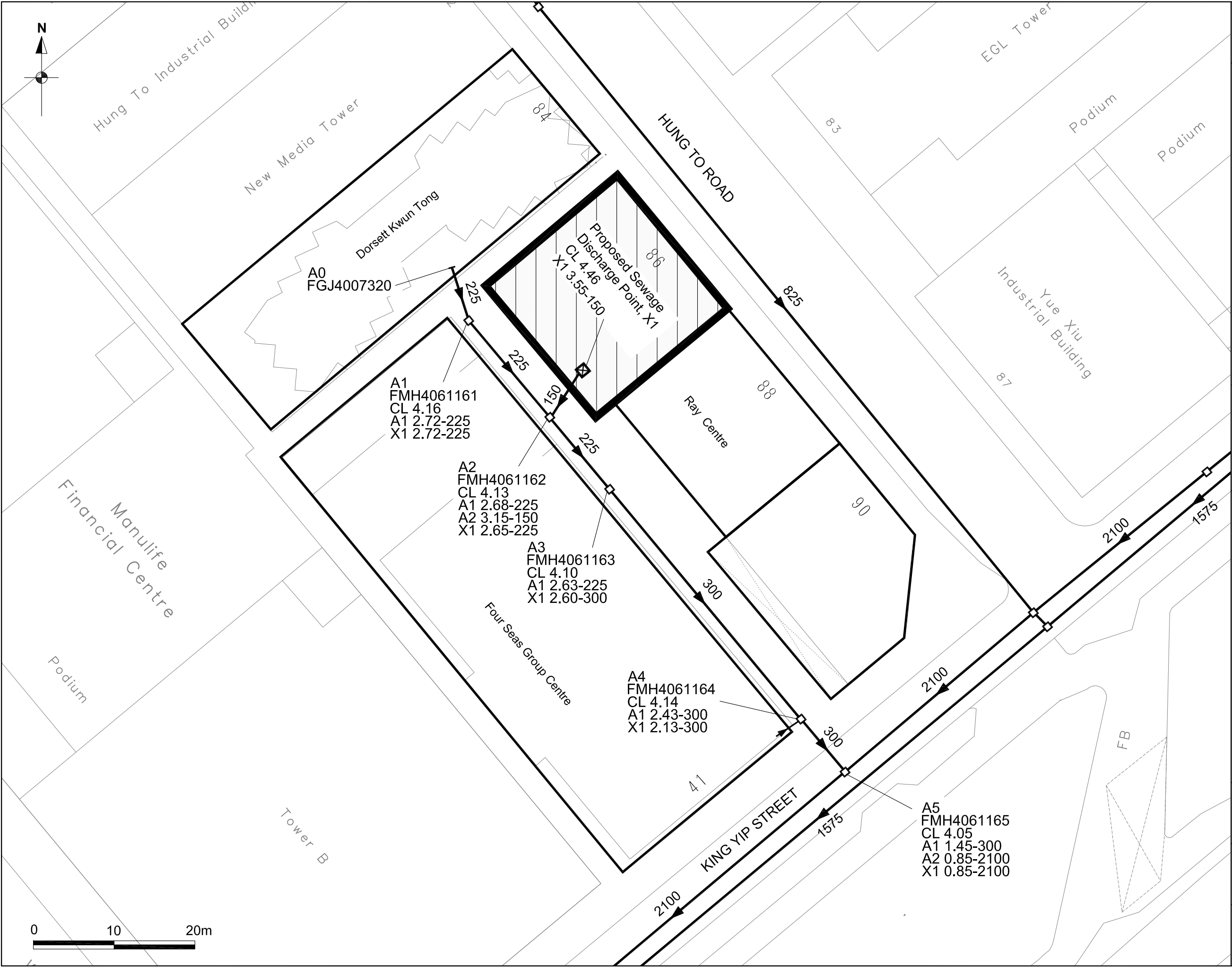
Figures



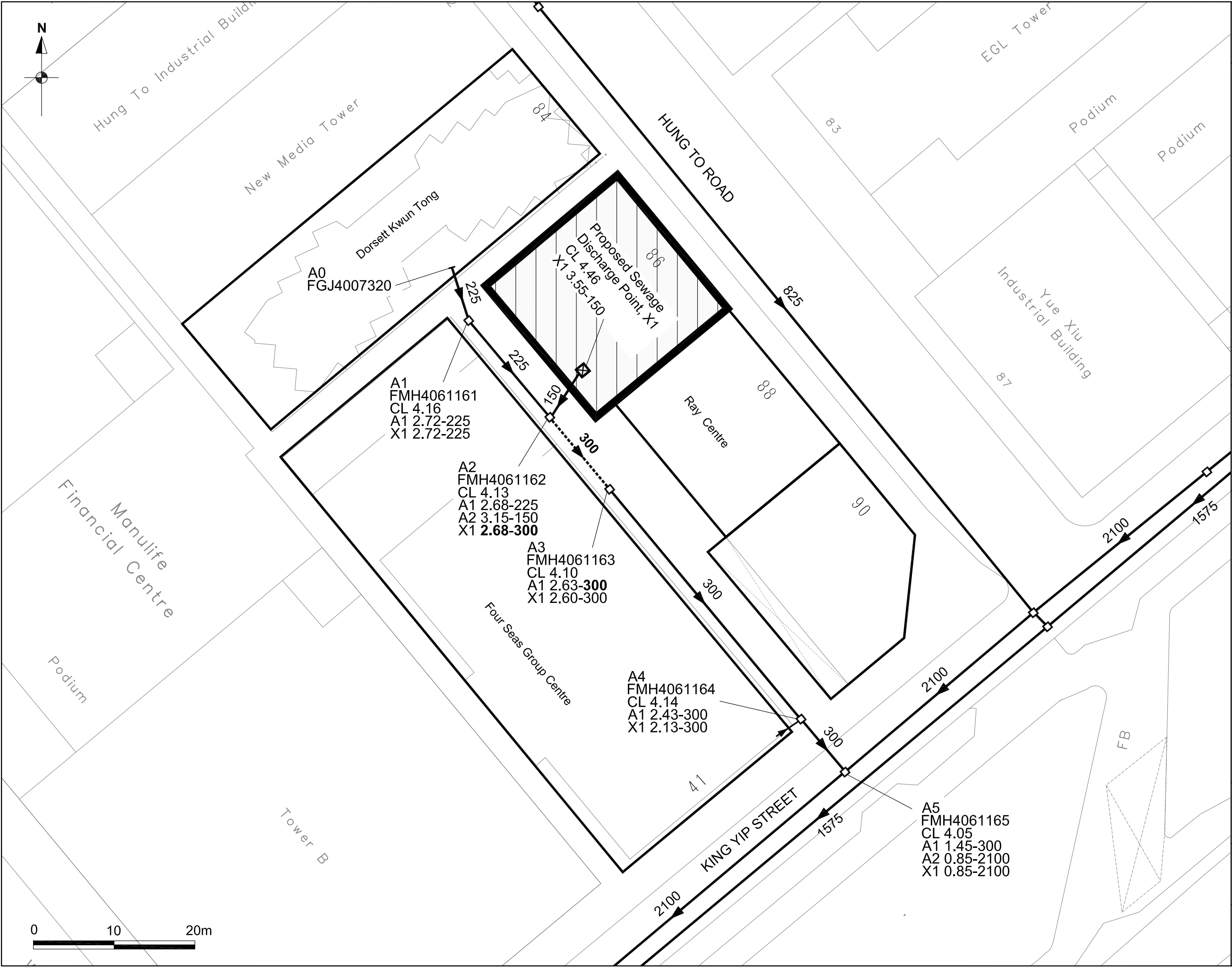
PROJECT NO :	P177R_043
PROJECT TITLE :	Section 16 Application for Partial Conversion of an Existing Commercial Building for Proposed 'Hotel (Student Hostel)' Use at 86 Hung To Road, Kwun Tong, Kowloon
	Sewerage Impact Assessment
FIGURE TITLE :	Site Location
LEGEND :	Subject Site
FIGURE NO :	2 - 1
DATE :	2025-08-13
CONSULTANT :	Skyline Consultants Ltd



PROJECT NO : P177R_043
PROJECT TITLE : Section 16 Application for Partial Conversion of an Existing Commercial Building for Proposed 'Hotel (Student Hostel)' Use at 86 Hung To Road, Kwun Tong, Kowloon Sewerage Impact Assessment
FIGURE TITLE : Existing Sewerage
LEGEND : Subject Site Public Sewer FMH7013690 CL 4.17 A1 2.56-225 X1 2.55-225 DSD manhole number Cover level or ground level in mPD 225mm dia. incoming pipe invert level in mPD 225mm dia. outgoing pipe invert level in mPD
FIGURE NO : 2 - 2
DATE : 2025-08-13
CONSULTANT : Skyline Consultants Ltd



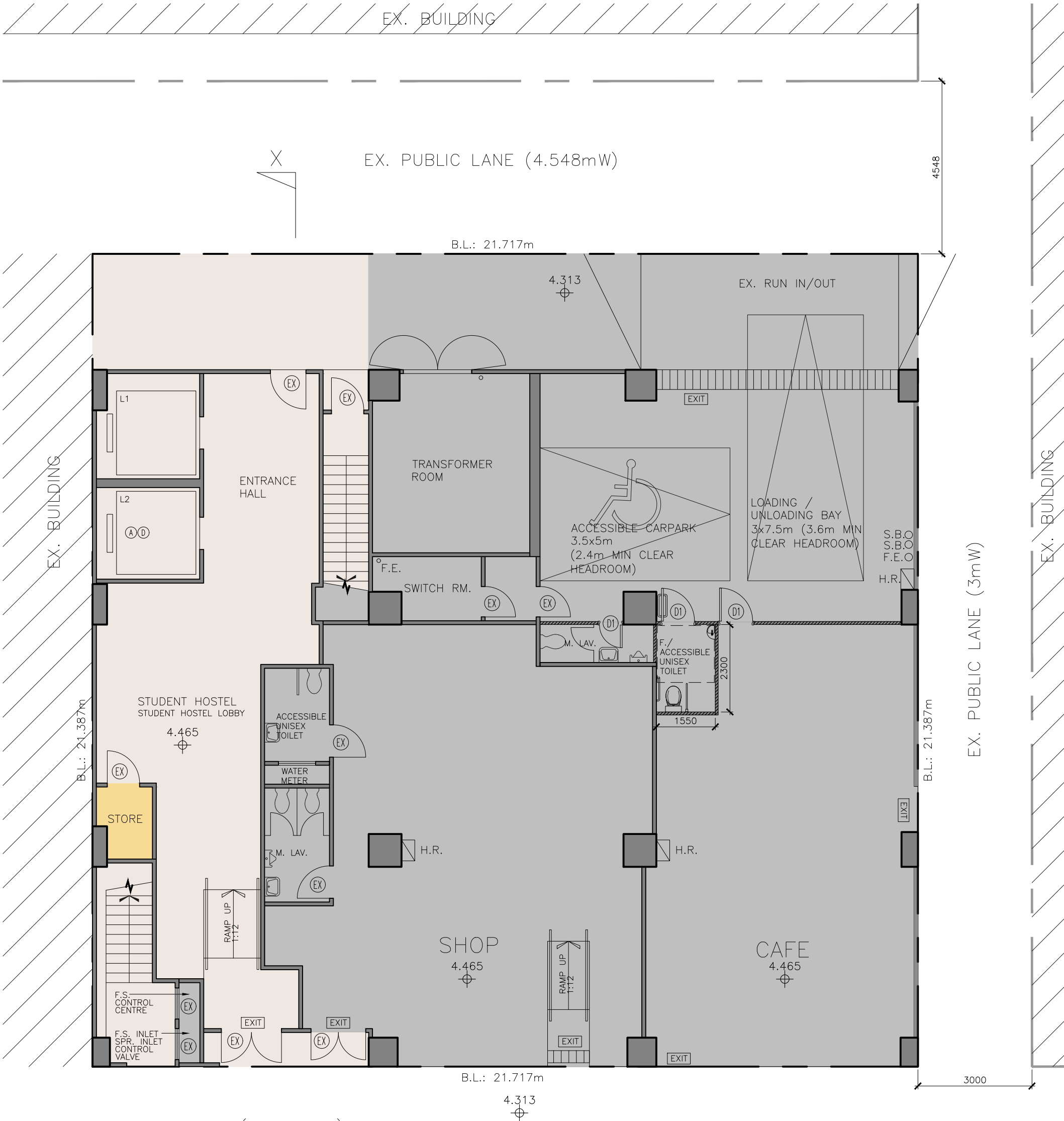
PROJECT NO : P177R_043
PROJECT TITLE : Section 16 Application for Partial Conversion of an Existing Commercial Building for Proposed 'Hotel (Student Hostel)' Use at 86 Hung To Road, Kwun Tong, Kowloon Sewerage Impact Assessment
FIGURE TITLE : Proposed Sewage Discharge Location
LEGEND : Subject Site Existing Sewer Proposed Sewage Terminal Manhole FMH7013690 CL 4.17 A1 2.56-225 X1 2.55-225 DSD manhole number Cover level or ground level in mPD 225mm dia. incoming pipe invert level in mPD 225mm dia. outgoing pipe invert level in mPD
FIGURE NO : 3 - 1
DATE : 2025-09-18
CONSULTANT : Skyline Consultants Ltd



PROJECT NO :	P177R_043
PROJECT TITLE :	Section 16 Application for Partial Conversion of an Existing Commercial Building for Proposed 'Hotel (Student Hostel)' Use at 86 Hung To Road, Kwun Tong, Kowloon
	Sewerage Impact Assessment
FIGURE TITLE :	Proposed Upgrading Sewer
LEGEND :	Subject Site Existing Sewer Proposed Sewage Terminal Manhole Proposed Upgrading Sewer FMH7013690 CL 4.17 A1 2.56-225 X1 2.55-225 DSD manhole number Cover level or ground level in mPD 225mm dia. incoming pipe invert level in mPD 225mm dia. outgoing pipe invert level in mPD
FIGURE NO :	4 - 1
DATE :	2025-09-18
CONSULTANT :	Skyline Consultants Ltd

Annex A

Development Plans



HUNG TO ROAD (18.3mW)

PAVEMENT

- STUDENT DORMITORY AREA
- STUDENT DORMITORY SUPPORTING FACILITIES AREA (AREA: 3s.m., GFA ACCOUNTABLE)
- CORRIDOR, STAIRCASE AND LIFT
- NON-STUDENT DORMITORY AREA

GENERAL NOTES

- DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN.
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
- ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK.
- ARCHITECT SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES.

DEVELOPMENT PARAMETERS

SITE AREA	= 464.461 s.m.
PROPOSED FLOOR AREA	
- NON-DOMESTIC PART	= 3848.766 s.m.
PLOT RATIO	= 8.2865
SITE COVERAGE	= 79.97%
BUILDING HEIGHT	= 36.72 m
NO. OF STOREY	= 10
NO. OF STUDENT HOSTEL ROOMS	= 117
- SINGLE ROOMS	= 9
- TWIN ROOMS	= 108
NO. OF BED SPACES	= 225
NO. OF PARKING SPACES	
AND LOADING /	
UNLOADING SPACES	
ACCESSIBLE CARPARK	= 1
LIGHT GOODS VEHICLES	= 1
SUPPORTING FACILITIES AREA	= 745 s.m.
(GFA ACCOUNTABLE)	
SUPPORTING FACILITIES AREA	= 8 s.m.
(EXEMPTED GFA)	

BED SPACE AND GFA SUMMARY

FLOOR	NO. OF BED SPACE	EXISTING GFA (s.m.)	PROPOSED GFA (s.m.)
G/F	-	344.065	349.827 ¹
1/F	23	464.461	460.387
2/F	23	442.442	438.521
3/F	23	371.433	371.433
4/F	23	371.433	371.433
5/F	23	371.433	371.433
6/F	23	371.433	371.433
7/F	29	371.433	371.433
8/F	29	371.433	371.433
9/F	29	371.433	371.433
TOTAL	225	3850.999	3848.766

1. GFA OF SHOP AND CAFE (INCLUDING TOILETS) = 197.508s.m.
GFA OF HOSTEL AREA = 197.508s.m. = 152.319 s.m.

2026.1.13

Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
G/F PLAN

Drawing No.:
GP-01

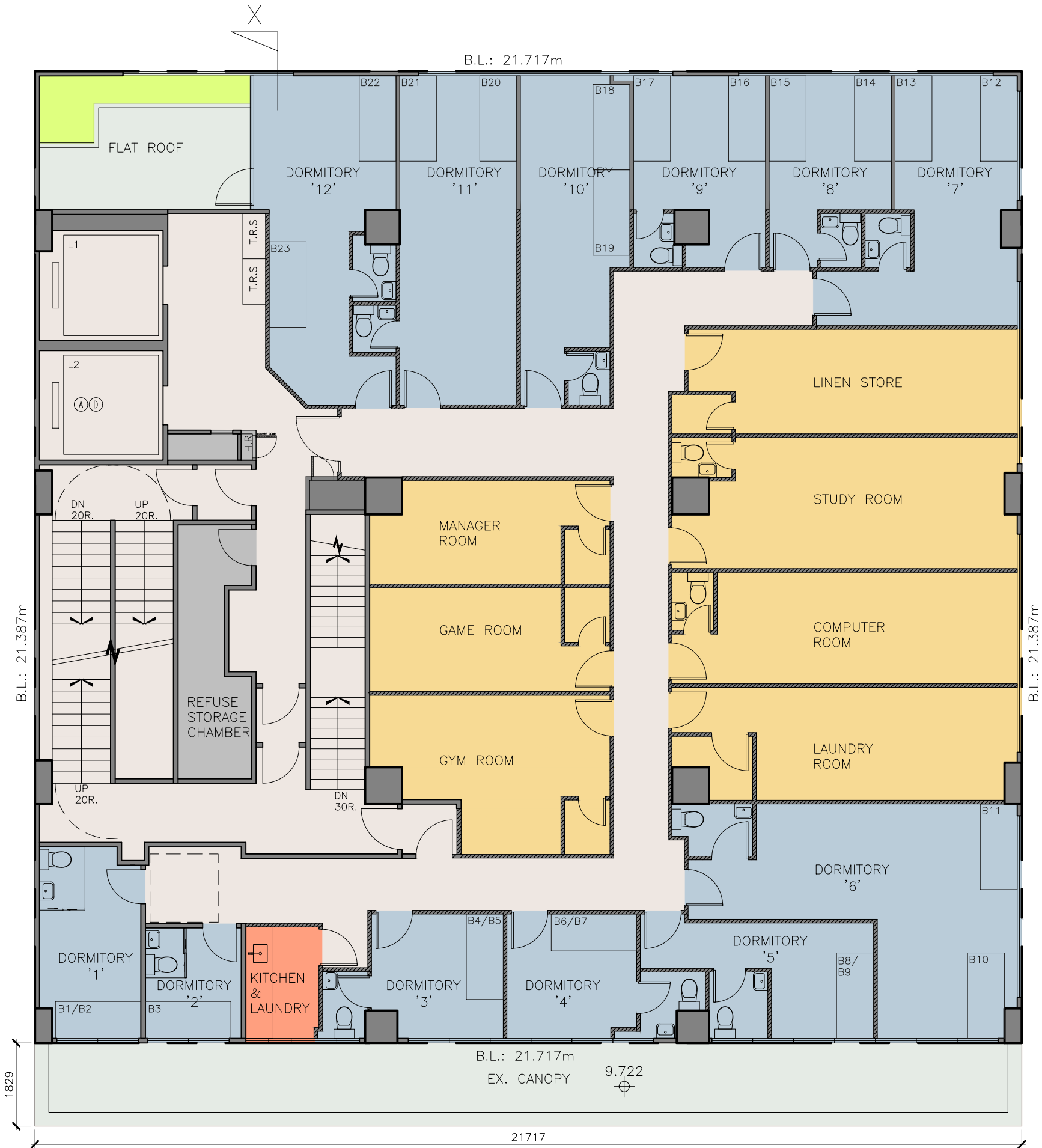
Architect:
L&N Architects Ltd.

Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

1/F GFA : 460.387 s.m.

DORMITORY NO.	AREA (INCLUDING SHOWER ROOM) (m ²)	NO. OF BED SPACE
1	9.0	2
2	5.1	1
3	9.1	2
4	9.6	2
5	10.9	2
6	26.5	2
7	17.4	2
8	10.5	2
9	11.7	2
10	16.0	2
11	19.7	2
12	19.1	2
TOTAL	164.6	23

- STUDENT DORMITORY AREA
- STUDENT DORMITORY SUPPORTING FACILITIES AREA (AREA: 120s.m., GFA ACCOUNTABLE)
- STUDENT DORMITORY SUPPORTING FACILITIES AREA (AREA: 4s.m., EXEMPTED GFA)
- CORRIDOR, STAIRCASE AND LIFT
- FLAT ROOF AND CANOPY
- GREENERY
- NON-STUDENT DORMITORY AREA



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2026.1.13

Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
1/F PLAN

Drawing No.:
GP-02

Architect:
L&N Architects Ltd.
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

2/F GFA : 438.521 s.m.

DORMITORY NO.	AREA (INCLUDING SHOWER ROOM) (m ²)	NO. OF BED SPACE
1	9.0	2
2	5.1	1
3	9.2	2
4	9.6	2
5	10.9	2
6	26.5	2
7	17.4	2
8	10.5	2
9	11.7	2
10	13.0	2
11	14.3	2
12	15.7	2
TOTAL	152.9	23

- STUDENT DORMITORY AREA
- STUDENT DORMITORY SUPPORTING FACILITIES AREA (AREA: 119s.m., GFA ACCOUNTABLE)
- STUDENT DORMITORY SUPPORTING FACILITIES AREA (AREA: 4s.m., EXEMPTED GFA)
- CORRIDOR, STAIRCASE AND LIFT
- NON-STUDENT DORMITORY AREA



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2026.1.13

Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
2/F PLAN

Drawing No.:
GP-03

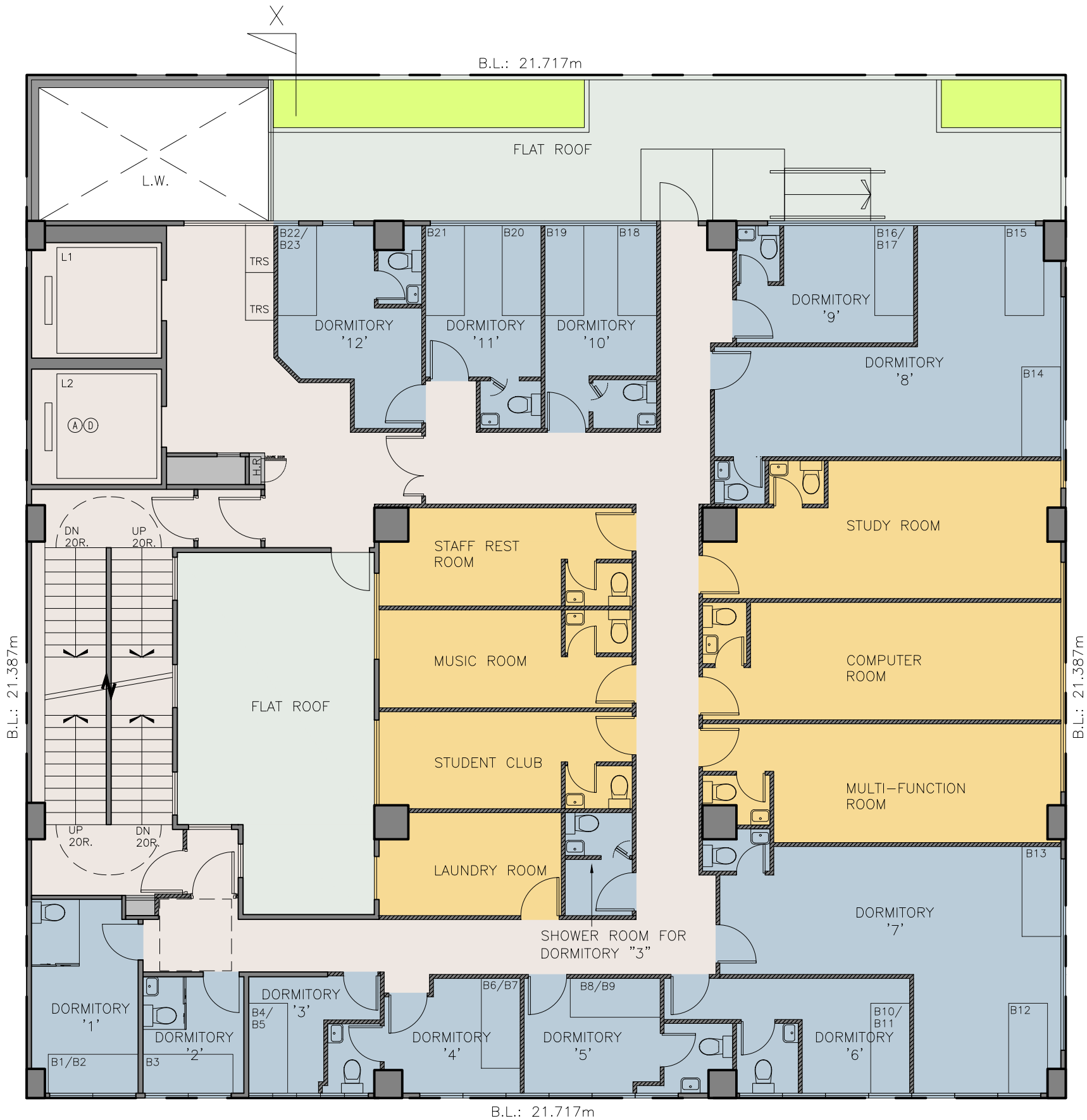
Architect:
L&N Architects Ltd.

Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

3/F GFA : 371.433 s.m.

DORMITORY NO.	AREA (INCLUDING SHOWER ROOM) (m ²)	NO. OF BED SPACE
1	8.7	2
2	5.1	1
3	7.9	2
4	7.9	2
5	8.8	2
6	10.0	2
7	27.1	2
8	25.0	2
9	9.1	2
10	9.9	2
11	9.0	2
12	10.7	2
TOTAL	139.2	23

- STUDENT DORMITORY AREA
- STUDENT DORMITORY SUPPORTING FACILITIES AREA (AREA: 101s.m., GFA ACCOUNTABLE)
- CORRIDOR, STAIRCASE AND LIFT
- FLAT ROOF AND CANOPY
- GREENERY
- NON-STUDENT DORMITORY AREA



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4. ARCHITECT SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES.

2026.1.13

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PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
3/F PLAN

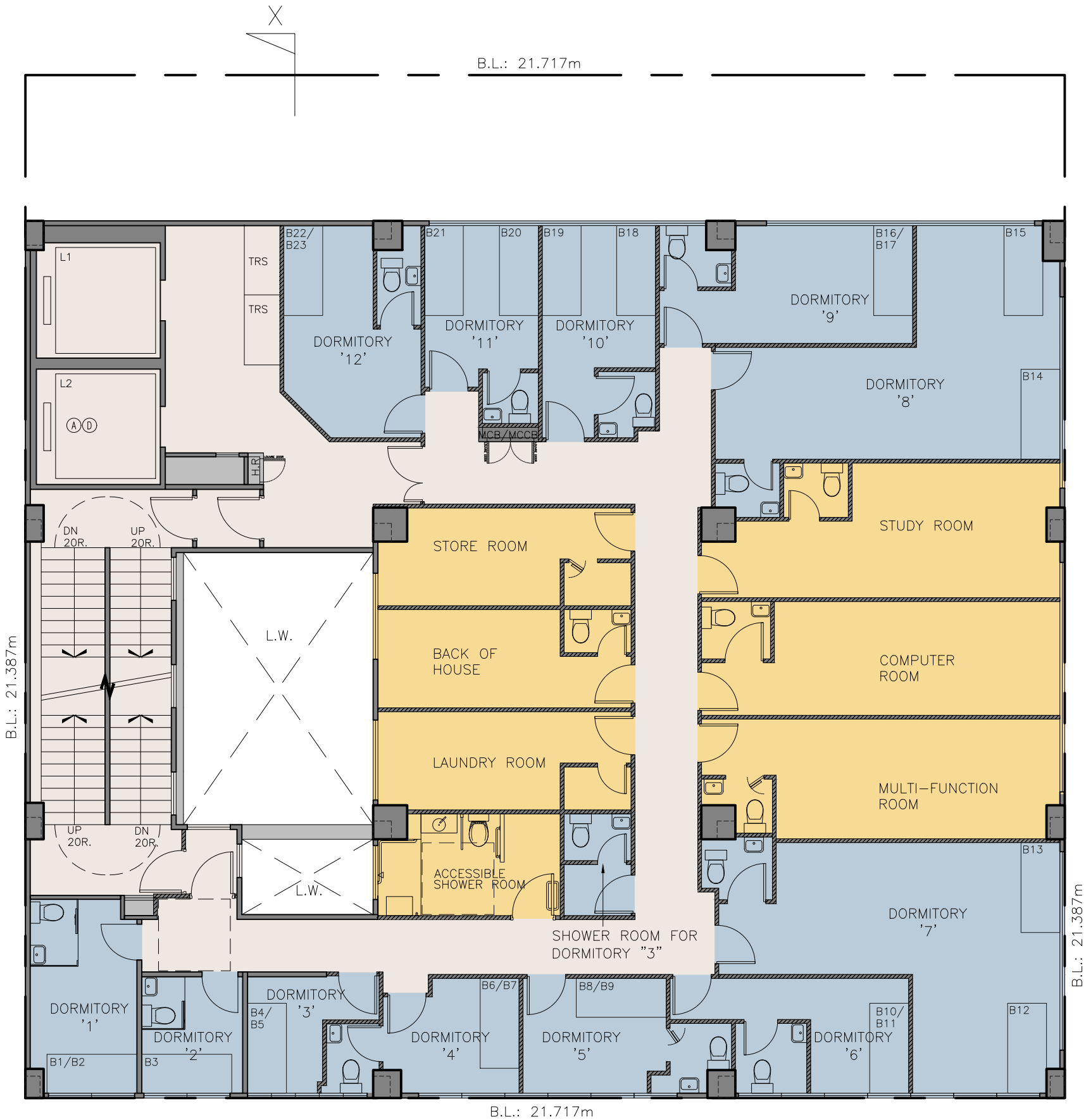
Drawing No.:
GP-04

Architect:
L&N Architects Ltd.
Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

4/F-6/F GFA (EACH STOREY): 371.433 s.m.

DORMITORY NO.	AREA (INCLUDING SHOWER ROOM) (m ²)	NO. OF BED SPACE
1	8.8	2
2	5.1	1
3	7.9	2
4	7.9	2
5	8.9	2
6	9.9	2
7	27.6	2
8	25.8	2
9	9.1	2
10	10.4	2
11	8.9	2
12	11.9	2
TOTAL	142.2	23

- STUDENT DORMITORY AREA
- STUDENT DORMITORY SUPPORTING FACILITIES AREA
(AREA: 91s.m., GFA ACCOUNTABLE)
- CORRIDOR, STAIRCASE AND LIFT
- NON-STUDENT DORMITORY AREA



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2026.1.13

Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
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PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
4/F - 6/F PLAN

Drawing No.:
GP-05

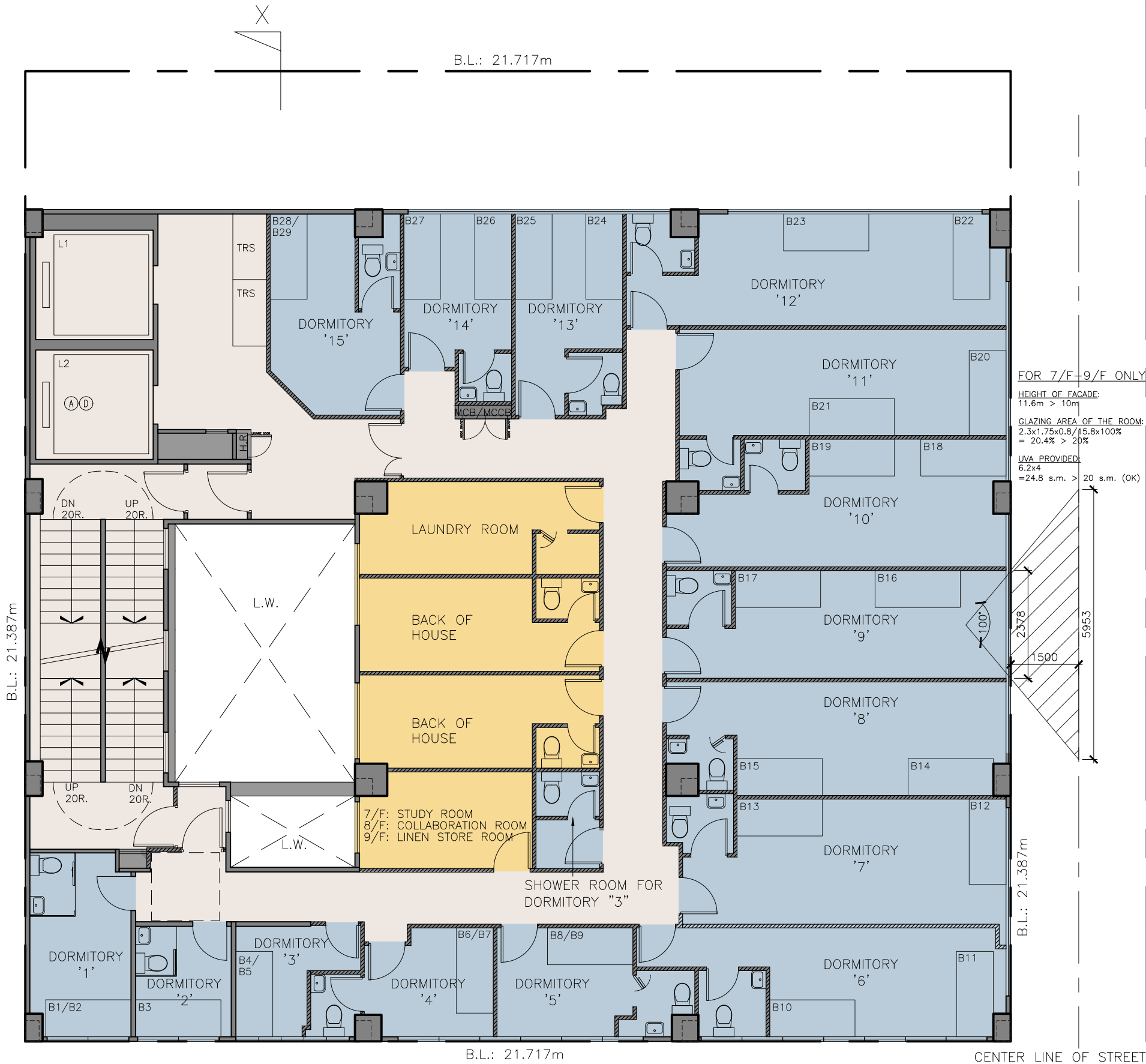
Architect:
L&N Architects Ltd.

Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

7/F-9/F GFA (EACH STOREY): 371.433 s.m.

DORMITORY NO.	AREA (INCLUDING SHOWER ROOM) (m ²)	NO. OF BED SPACE
1	8.8	2
2	5.1	1
3	7.9	2
4	7.9	2
5	8.9	2
6	17.2	2
7	20.1	2
8	17.9	2
9	17.8	2
10	18.5	2
11	18.4	2
12	20.0	2
13	10.4	2
14	8.9	2
15	11.9	2
TOTAL	199.7	29

- STUDENT DORMITORY AREA
- STUDENT DORMITORY SUPPORTING FACILITIES AREA
(AREA: 43s.m., GFA ACCOUNTABLE)
- CORRIDOR, STAIRCASE AND LIFT
- NON-STUDENT DORMITORY AREA



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4. ARCHITECT SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES.

2026.1.13

Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
7/F - 9/F PLAN

Drawing No.:
GP-06

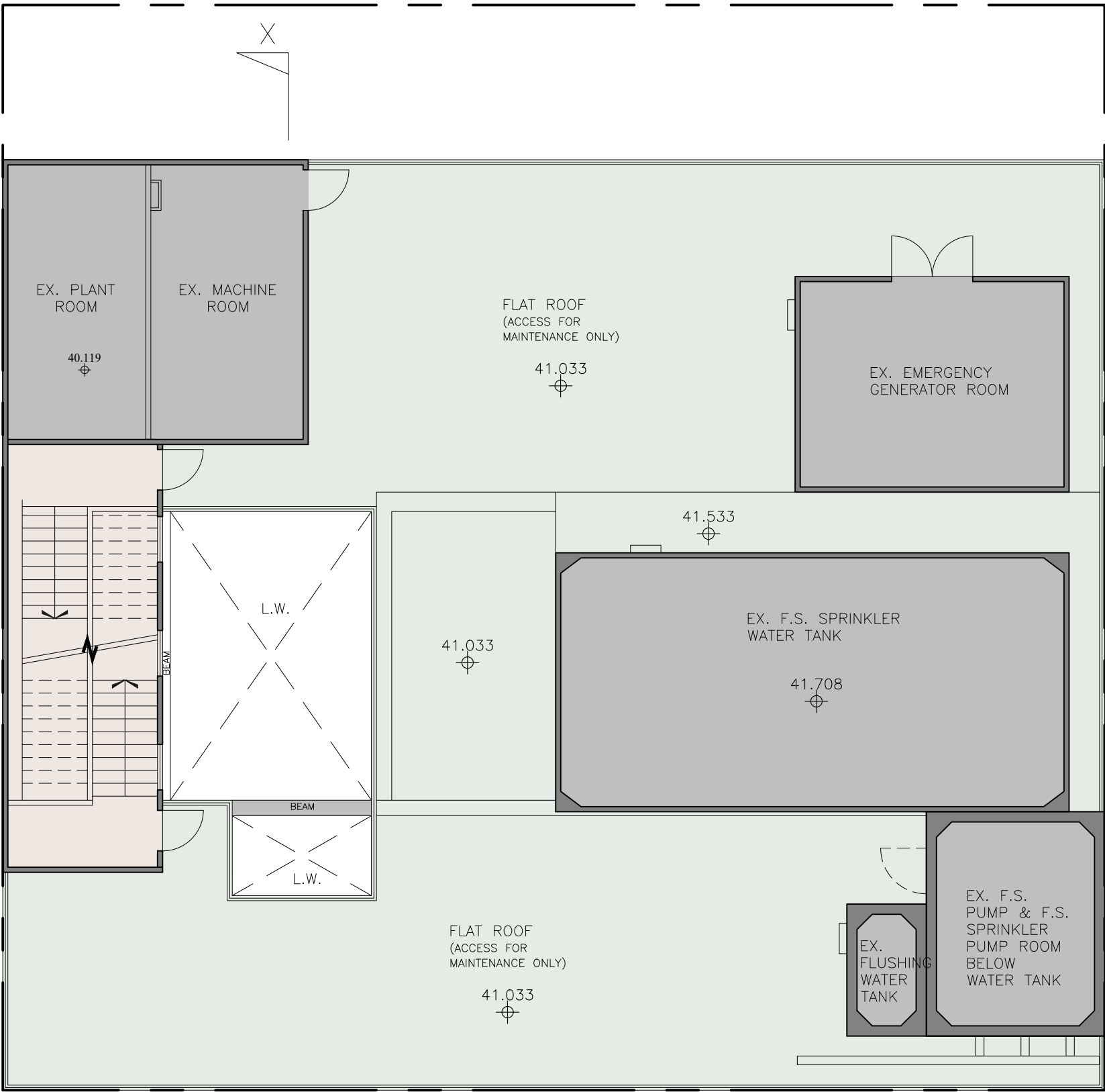
Architect:
L&N Architects Ltd.
Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

CALCULATION OF ROOF TOP OF BUILDING

TOTAL AREA OF ROOF TOP ANCILLARY STRUCTURES OF BUILDING: 178 s.m.
THE ROOF AREA OF THE FLOOR BELOW (i.e. 9/F): 371.433 s.m.

—> % OF ALL THE ENCLOSED STRUCTURES ON ROOF TOP OF BUILDING
IS 48% OF THE ROOF AREA OF THE FLOOR BELOW

- CORRIDOR, STAIRCASE AND LIFT
- FLAT ROOF
- NON-STUDENT DORMITORY AREA



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 - ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK.
 - ARCHITECT SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES.

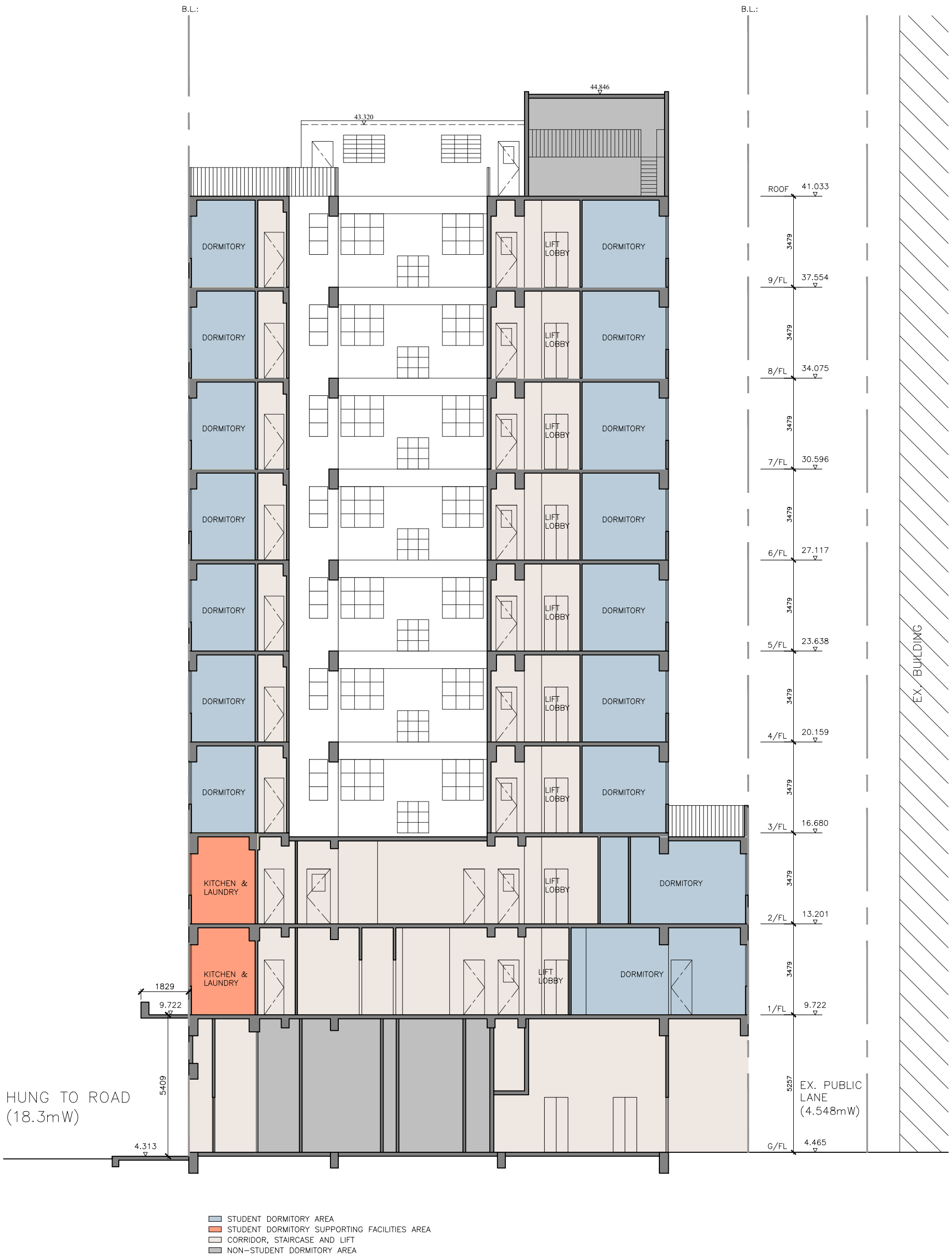
2026.1.13

Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
R/F PLAN

Drawing No.:
GP-07

Architect:
 樑安建築師有限公司
L&N Architects Ltd.
Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269



GENERAL NOTES

1. DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN.

2. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.

3. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK.

4. ARCHITECT SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES.

2026.1.13

Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
SECTION X

Drawing No.:
GP-08

Architect:
L&N Architects Ltd.

Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

Annex B

Calculations of Sewage Generation

Sewerage Impact Assessment			Calculation of Sewage Generation
1 Estimation of Sewage Flow from the Proposed Development			Notes
a) Generation from Residents Total number of residents 225 persons Unit flow 0.190 m ³ /person/day Estimated daily flow 42.8 m ³ /day			Refer to the planning unit flow for "Institutional and Special Class" in Table T-1 of GESF ^(a) .
b) Generation from Employees Activities for Property Management Max. number of employees 8 persons Unit flow 0.280 m ³ /person/day Estimated daily flow 2.2 m ³ /day			Advised by the project operators. Refer to the planning unit flow factor for "Commercial Employee" + "Commercial Activities: General-territorial average" in Table T-2 of GESF ^(a) .
c) Total café area (GFA) 83 m ² Assumed worker density 5.1 workers per 100 m ² Total number of employees 4.2 persons Unit flow 1.58 m ³ /person/day Estimated daily flow 6.7 m ³ /day			Refer to worker density for "Restaurants" in Table 8 of CIFSUS ^(b) . Refer to the planning unit flow factor for "Commercial Employee" + "Commercial Activities J10 - Restaurants & Hotels" in Table T-2 of GESF ^(a) .
d) Total shop area (GFA) 109 m ² Assumed worker density 3.5 workers per 100 m ² Total number of employees 3.8 persons Unit flow 0.28 m ³ /person/day Estimated daily flow 1.1 m ³ /day Total estimated daily flow 52.7 m ³ /day Catchment inflow factor 1.10 Estimated daily flow including catchment inflow factor 58.0 m ³ /day			Refer to worker density for "Retail Trade" in Table 8 of CIFSUS ^(b) . Refer to the planning unit flow factor for "Commercial Employee" + "Commercial Activities: J4 Wholesale & Retail" in Table T-2 of GESF ^(a) . Refer to the Catchment Inflow Factor for "East Kowloon" in Table T-4 of GESF ^(a) .
2 Ray Centre (88 Hung To Road) Total Gross Floor Area (GFA) 4,410 m ² Assumed worker density 2.3 workers per 100 m ² Total number of employees 101.4 persons Unit flow 0.53 m ³ /person/day Estimated daily flow 53.8 m ³ /day Total estimated daily flow 53.8 m ³ /day Catchment inflow factor 1.10 Estimated daily flow including catchment inflow factor 59.1 m ³ /day			Refer to building plans from the Buildings Department. Refer to worker density for "Manufacturing" in Table 8 of CIFSUS ^(b) . Refer to the planning unit flow factor for "Industrial employee" + "Industrial activities: J1 Manufacturing - East Kowloon" in Table T-3 of GESF ^(a) . Refer to the Catchment Inflow Factor for "East Kowloon" in Table T-4 of GESF ^(a) .
3 90 Hung To Road Assumed total eating place area (GFA) 3,836 m ² Assumed worker density 5.1 workers per 100 m ² Total number of employees 196 persons Unit flow 1.58 m ³ /person/day Estimated daily flow 309.7 m ³ /day Total estimated daily flow 309.7 m ³ /day Catchment inflow factor 1.10 Estimated daily flow including catchment inflow factor 340.6 m ³ /day			All area was assumed for "Eating Place" as worst-case scenario. Refer to worker density for "Restaurants" in Table 8 of CIFSUS ^(b) . Refer to the planning unit flow factor for "Commercial Employee" + "Commercial Activities J10 - Restaurants & Hotels" in Table T-2 of GESF ^(a) . Refer to the Catchment Inflow Factor for "East Kowloon" in Table T-4 of GESF ^(a) .

Sewerage Impact Assessment			Calculation of Sewage Generation
4 Four Seas Group Centre (41 King Yip Street)			Notes
a)	Total office area (GFA)	29,450 m ²	Refer to Planning Application No.: A/K14/766.
	Assumed worker density	5.5 workers per 100 m ²	Refer to worker density for "Financial, Insurance, Real Estate & Business Services" in Table 8 of CIFSUS ^(b) .
	Total number of employees	1,619.8 persons	
	Unit flow	0.28 m ³ /person/day	Refer to the planning unit flow factor for "Commercial Employee" + "Commercial Activities: General-territorial average" in Table T-2 of GESF ^(a) .
	Estimated daily flow	453.5 m ³ /day	
b)	Total eating place area (GFA)	1,126 m ²	Refer to Planning Application No.: A/K14/766.
	Assumed worker density	5.1 workers per 100 m ²	Refer to worker density for "Restaurants" in Table 8 of CIFSUS ^(b) .
	Total number of employees	57 persons	
	Unit flow	1.58 m ³ /person/day	Refer to the planning unit flow factor for "Commercial Employee" + "Commercial Activities J10 - Restaurants & Hotels" in Table T-2 of GESF ^(a) .
	Estimated daily flow	90.1 m ³ /day	
	Total estimated daily flow	543.6 m ³ /day	
	Catchment inflow factor	1.10	Refer to the Catchment Inflow Factor for "East Kowloon" in Table T-4 of GESF ^(a) .
	Estimated daily flow including catchment inflow factor	597.9 m ³ /day	
<u>Note:</u> (a) GESF - "Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning" published by Environmental Protection Department (EPD). (b) CIFSUS - "Commercial and Industrial Floor Space Utilization Survey" published by Planning Department (PlanD).			

Annex C

Calculations of Sewer Capacities

Sewer Pipe	Manhole no.		Length m	Level (out) mPD	Level (in) mPD	d m	A _w m ²	k _s ⁽¹⁾ m	v m ² /s	s -	g m/s ²	V m/s	Q _c m ³ /s	Q _d m ³ /day	PF ⁽²⁾ -	Q _p m ³ /s	Is Q _c > Q _p ? Y/N	Contribution from Proposed Development %	Notes	
	Upstream	Downstream																		
Upstream Sewer																				
A1-A2	FMH4061161	FMH4061162	14.8	2.72	2.68	0.225	0.040	0.0030	1.14E-06	0.003	9.806	0.531	0.021	227.9	8	0.021	Y	100%	Assume Q _p from Dorsett Kwun Tong (No.84 Hung To Road) is full bore flow of segment A1-A2 as a conservative approach; Q _d is based on the back-calculation from Q _p and PF.	
Downstream Sewer																				
X1 - A2	Terminal Manhole	FMH4061162	6.1	3.550	3.150	0.150	0.018	0.0006	1.14E-06	0.0656	9.806	2.590	0.046	58.0	8	0.005	Y	12%	Q _d = estimated daily flow of the proposed development.	
A2 - A3	FMH4061162	FMH4061163	10.8	2.65	2.63	0.225	0.040	0.0030	1.14E-06	0.0019	9.806	0.439	0.017	285.9	6	0.020	N	114%	Q _p = Sum of the flow of former segment A1-A2 and the estimated peak flow from the proposed development.	
A3 - A4	FMH4061163	FMH4061164	36.2	2.60	2.43	0.300	0.071	0.0030	1.14E-06	0.0047	9.806	0.851	0.060	345.0	6	0.024	Y	40%	Q _p = Sum of the flow of former segment A2-A3 and the estimated peak flow from the Ray Centre (88 Hung To Road).	
A4 - A5	FMH4061164	FMH4061165	7.7	2.13	1.45	0.300	0.071	0.0006	1.14E-06	0.0883	9.806	4.695	0.332	1283.6	6	0.089	Y	27%	Q _p = Sum of the flow of former segment A3-A4 and the estimated peak flow from 90 Hung To Road and 41 King Yip Street.	
Note: (1) Assume k _s is for slimed sewers of clayware at "Poor" condition for the existing sewers. (2) Adopted Peaking Factor (PF) is based on the contributing population of the upstream development(s) and referred to Table T-5 of GESF.																				
<u>Legend</u> A _w = wetted area, m ² k _s = equivalent sand roughness, m v = kinematic viscosity of fluid, m ² /s s = slope of the total energy line g = gravitational acceleration, m/s ² V = velocity of flow calculated based on Colebrook-White Equation, m/s Q _c = flow capacity, m ³ /s Q _d = estimated daily flow, m ³ /day PF = Peaking Factor Q _p = estimated peak flow, m ³ /s																				

Annex D

Calculations of Sewer Capacities after Upgrading

Sewer Pipe	Manhole no.		Length	Level (out)	Level (in)	d	A _w	k _s ⁽¹⁾	v	s	g	V	Q _C	Q _d	PF ⁽²⁾	Q _p	Is Q _c > Q _p ?	Contribution from	Notes
	Upstream	Downstream																Proposed Development	
			m	mPD	mPD	m	m ²	m	m ² /s	-	m/s ²	m/s	m ³ /s	m ³ /day	-	m ³ /s	Y/N	%	
Downstream Sewer																			
A2 - A3	FMH4061162	FMH4061163	10.8	<u>2.68</u>	2.63	<u>0.300</u>	0.071	0.0015	1.14E-06	0.0046	9.806	0.941	0.067	285.9	6	0.020	Y	30%	Q _p = Sum of the flow of former segment A1-A2 and the estimated peak flow from the proposed development.
Note: (1) Assume ks is for slimed sewers of uPVC at "Poor" condition for the proposed upgrading sewer. (2) Adopted Peaking Factor (PF) is based on the contributing population of the upstream development(s) and referred to Table T-5 of GESF. (3) Proposed 300mm pipe is the internal diameter.																			
<u>Legend</u> A _w = wetted area, m ² k _s = equivalent sand roughness, m v = kinematic viscosity of fluid, m ² /s s = slope of the total energy line g = gravitational acceleration, m/s ² V = velocity of flow calculated based on Colebrook-White Equation, m/s Q _c = flow capacity, m ³ /s Q _d = estimated daily flow, m ³ /day PF = Peaking Factor Q _p = estimated peak flow, m ³ /s																			



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.: (14) in EDB/FHE/SH/AP-0001(R)

電話 Telephone: 3509 8533

來函檔號 Your Ref.: PPCL/PLG/10186/L001

傳真 Fax Line:

電郵地址 Email: studenthostel@edb.gov.hk

By email and post

9 September 2025

Mr LAM Fung Wah Jonathan
Rich China Corporation Limited
2/F, 14C Sau Chuk Yuen Road
Kowloon Tong
Kowloon

Dear Mr LAM,

Hostels in the City Scheme ("the Scheme")

I refer to your application received on 11 August 2025 under the Scheme for the proposed student hostel development at Rich China Centre, 86 Hung To Road, Kwun Tong, Kowloon.

I am pleased to inform you that, based on the information provided in the application form, 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**.

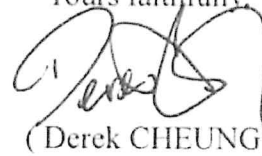
According to the statutory declaration that you have signed, the relevant conversion works of the proposed development should be completed within 18 months from the date of this letter, i.e. 9 September 2025. Upon completion of the works, please provide us and DPFO with a copy of the acknowledgement letter for certificate on

completion of building works or the relevant occupation permit, as appropriate. Should an extension of time be required, please submit an application supported by relevant justifications at least two months prior to the end of the said 18-month period.

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

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

Yours faithfully,



(Derek CHEUNG)

for Secretary for Education

CC

DPFO, DEVB

PlanD

LandsD

BD

(Attn: Miss Ada CHAN)

(Attn: Mr LEE Kin Ki, Chesterfield)

(Attn: Mr HO Chi Kin, Eric)

(Attn: Mr. YEUNG Pak Shing, Perry)

Annex

Preliminary Comments from Relevant Departments

1. Comments from the Planning Department:

Rich China Centre (the subject building) falls within KTIL 618 (the Lot) zoned "Other Specified Uses" annotated "Business" ("OU(B)") on the approved Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/26. The Notes of the OZP stipulate that no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum Plot Ratio (PR) of 12, and a maximum building height (BH) of 100mPD, or the PR and height of the existing building, whichever is the greater. In terms of gross floor area (GFA), it seems to us that the proposal does not involve addition or sub-division of floors to create new floor spaces. But whether the GFA of the proposal will exceed the PR permissible under the OZP or that of the existing building will be subject to Buildings Department's advice at the building plan submission stage.

2. Comments from the Lands Department (LandsD):

- (a) The subject premises falls within Kwun Tong Inland Lot No. 618 ("the Lot") which is governed by the Conditions of Sale No. 9224 as varied or modified by a Letter dated 6.7.1972 (collectively referred to as "the Conditions"), and is subject to a Special Waiver dated 24.9.2018 ("the Special Waiver" as attached) under the Revitalisation Scheme for Industrial Buildings permitting the use of the Lot for any one or more of the uses specified in Schedule A ("the Permitted Purposes") (p.16) therein for a term commencing from 24.9.2018 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 (1/F to 9/F) of the existing converted industrial building does not fall under the Permitted Purposes listed in Schedule A under the Special Waiver. The owners of the Lot are required to apply to LandsD for a modification of the Special Waiver to implement the proposal after obtaining planning permission, if required for the proposed student hostel use.
- (c) Our recent inspection revealed that the parking spaces on G/F indicated in the latest building plans approved by LandsD have been converted into a restaurant (coffee shop) of which is in breach of the parking requirements in Condition No.

(4) of the Special Waiver. It is noted that G/F does not fall within the subject application for conversion to student hostel use and LandsD will take lease enforcement action as appropriate in accordance with the prevailing practice. Under LandsD's prevailing practice of handling lease modification/waiver application in case of any non-compliance/breach of lease conditions for the existing development, LandsD would first liaise with the applicant on purging of existing breach(es) of lease before proceeding to process any other applications in relation to the same premises.

3. Comments from the Buildings Department (BD):

- (a) Subject to compliance with the relevant criteria stipulated in PNAP APP-173, application for modification may be considered at building plan submission stage for treating student hostel as non-domestic building for the purposes of regulations 19, 20 and 21 of the Building (Planning) Regulations (B(P)R) and allowing non-provision of open space and kitchens in individual hostel units under regulation 25 and 45 of the B(P)R respectively.
- (b) The total percentage of hostel facilities that may be exempted from GFA calculation (if any) shall be demonstrated at the building plans submission stage.
- (c) It appears that the provision of natural lighting and ventilation for dormitories facing the ex. Public Lane (3m in width) and light well are NOT in compliance with B(P)R 30 and 31.
- (d) Adequate accessible guest rooms shall be provided in the student hostel. Para. 7(2) in Division 2 of the Design Manual: Barrier Free Access 2008 refers.
- (e) The means of escape from dormitories 1 & 2 on 3/F to 9/F should be so arranged that it is not necessary to pass through one required staircase enclosure in order to reach another required staircase. Your attention is drawn to Clause B10.3 of the Code of Practice for Fire Safety 2011.
- (f) Noting that the approved loading/unloading (L/UL) and carparking spaces (including accessible carparking space) on G/F are designated as non-student dormitory area on the proposal, these requirement for student hostel shall be clarified at the building plans submission stage for consideration. Transport Department's comments on traffic arrangement/provision of carparking space & L/UL areas should be sought.

- (g) Detailed comments on all aspects under the Buildings Ordinance will be given at the building plans submission stage. The applicant is also reminded to follow the requirements as stipulated in PNAP APP-173.

4. Other comments:

According to Schedule I of the Notes of the OZP for the "OU(B)" zone which is applicable to the subject building, 'Hotel' is a Column 2 use and planning permission from the Town Planning Board is required. Given the time required to resolve land matters, the applicant may wish to apply for planning permission in tandem and in case any minor relaxation of the PR restriction is needed, it could be included in such planning application.