

Date : 9 March 2026
Our Ref. : PPCL/PLG/10186/L006

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

Attention: The Secretary of the Town Planning Board

By Email

Dear Sir/Madam,

Application No. A/K14/838

**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**

Submission of Further Information 1

We refer to the departmental comments received via the Kowloon District Planning Office ("DPO") in respect of the captioned application and hereby submit a Further Information ("FI") for the Town Planning Board's consideration. Please find appended the following documents for your onward processing:

- **Responses to Departmental Comments**
- **Annex 1** – Revised Traffic Study Report
- **Annex 2** – Revised Figure 3 of Planning Statement with List of Route Details
- **Annex 3** – Replacement Pages of Planning Statement
- **Annex 4** – Preliminary Environmental Review
- **Annex 5** – Revised Sewerage Impact Assessment

The above submissions do not result in a material change of the nature of the captioned application. Thus, this FI should be accepted by the Secretary of the Town Planning Board for inclusion and be processed as part of the application, in accordance with the relevant provisions of the Town Planning Ordinance.

Should you have any queries, please do not hesitate to contact the undersigned at [REDACTED].

Yours faithfully,

For and on behalf of

PlanPlus Consultancy Limited



Kennith Chan
Managing Director

Encl. As above
c.c. - The Applicant – by email
- Ms. Charlotte Ng (TP/K4)

**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 Application No. A/K14/838

Further Information 1

March 2026

Reference : PPC-PLG-10186

Responses-to-Comments

Item	Departmental Comments	Applicant's Responses
1. Comments from Transport Department received on 20.2.2026 (Contact Person: Mr. Tom LAW, Tel: 2399 2459)		
Planning Statement		
1.	Details of the public transport routes within the 500m radius should be elaborated, with the modes of transportation of the routes shown in Figure 3 to demonstrate the high accessibility to educational institutions as mentioned in Section 5.6.3.	Details of public transportation are supplemented in Section 4.2 of the Traffic Study Report to demonstrate that the Application Site has high accessibility to several educational institutions. Please refer to Annex 1 of this Further Information (FI) 1 submission. For the Planning Statement, Figure 3 has been updated, with a table summarising the route details. Please refer to Annex 2 of this FI. Section 5.6.3 has been updated accordingly, and the replacement pages of the Planning Statement are at Annex 3 of this FI.
Traffic Study Report		
2.	Section 2.2- please clarify whether the LGV space is solely for loading/unloading purpose or if parking is allowed.	The loading / unloading bay for LGV is solely for loading/unloading purposes. Parking is not allowed. The traffic study report at Annex 1 of this FI is revised for review and approval.
3.	Section 4.3 Table 4.2- please elaborate on the trip rates adopted, and how the anticipated traffic generation and attraction figures are derived. A comparison with the critical traffic generation and attraction of the existing use is to be supplemented.	The anticipated traffic flow and attraction figures are based on the parking provision for this proposed development that only one private car parking space and one LGV loading/unloading bay. As the proposed development is a student hostel, the expected requirement for vehicle parking spaces is nil. Furthermore, the operating institution of the student hostel will stipulate that no parking spaces are to be provided. Given that the proposed hostel is highly accessible by public transport in the vicinity, the above parking provision is considered appropriate. As noted in the Traffic Study Report, loading/unloading activities are scheduled between 10:00 and 16:00. The private car parking space is reserved solely for internal use by the operating organisation or for persons with special needs. Accordingly, the anticipated traffic flow and attraction figures are presented in Section 4.3 Table 4.1 of the Traffic Study Report at Annex 1 of this FI.

Item	Departmental Comments	Applicant's Responses
		In comparison with current trip rates, it should be noted that no parking spaces are presently available at the site, and therefore, a direct comparison is not feasible. Nevertheless, the proposed development is expected to attract approximately one vehicle in the morning and one vehicle in the evening. This level of traffic generation is regarded as negligible.
4.	Please advise pedestrian impact of the proposed development on footpaths and pedestrian crossings in the vicinity, in comparison with the existing use.	The Pedestrian Activities Assessment is attached to the Traffic Study Report at Annex 1 of this FI for review and approval.
5.	Traffic management measures should be proposed for vehicle access through the back alley to ensure proper manoeuvring and road safety. Please elaborate on the procedures to be adopted by the traffic controller under critical situations (For instance, occupied LGV space with oncoming carpark space user, and ingress / egress of adjacent buildings).	The traffic management measures are attached to the Traffic Study Report at Annex 1 of this FI for review and approval.
6.	Access to the accessible carpark space would be compromised by the L/UL space, which is not desirable from user safety perspective and vehicular manoeuvring. The arrangement of spaces should be reviewed, and a proper access route to the lobby should be included.	The concern regarding potential obstruction of the accessible carpark space by the loading/unloading bay has been duly noted. User safety and vehicular manoeuvring are important considerations in the design. With the current layout and the implementation of corresponding traffic management measures, it is considered that the accessible carpark space can remain fully functional and convenient. A dedicated and unobstructed access route to the lobby has been incorporated. Please refer to Drawing No.: J03015-001-002A of Annex 1 of this FI.
7.	Further to (3), the sufficiency of proposed parking provisions should be demonstrated to cater for the traffic demand arising from the proposal, including refuse collection and general loading / unloading needs of shops and restaurant at ground floor.	The applicant currently deploys a sub-contractor to collect refuse and deliver it to the nearest refuse collection point; therefore, no refuse collection vehicles will visit the above address. As for loading and unloading activities for the two shops and the café, they will follow the trip generation arrangements we have proposed.
2. Comments from Environmental Protection Department received on 23.2.2026 (Contact Person: Ms. Jolitta CHAN, Tel: 2835 1112)		
1.	On <u>air quality</u> , the applicant should confirm whether the central air-conditioning system would be provided for the proposed student hostel use and would not rely on open window for ventilation. Please demonstrate with drawing(s) that no air sensitive uses including openable window and/or fresh air intakes of any air sensitive uses would be situated within the minimum buffer distance under Table 3.1 at Chapter 9 of the Hong Kong Planning Standards and Guidelines (HKPSG) for various nearby emissions sources, e.g. road traffic, industrial emissions, etc. [Reference: https://www.pland.gov.hk/file/tech_doc/hkpsg/full/pdf/ch9.pdf]. If the HKPSG	The Proposed Student Hostel will have openable windows on three sides. According to the Preliminary Environmental Review (PER) submitted under the current Further Information 1, it is concluded that the subject building would have sufficient buffer distance from the potential pollution sources and would have not been affected by the identified sources. Please refer to Annex 4 of this FI.

Item	Departmental Comments	Applicant's Responses
	requirements could not be fulfilled, quantitative cumulative air quality impact assessment would be required to evaluate the potential air quality impact to confirm the compliance of the prevailing AQOs criteria.	
2.	On <u>noise issue</u> , if the proposed student hostel will rely on openable window for air ventilation, it will be affected by road traffic noise and fixed plant noise impacts. It is noted that the current development is only about 5m apart from Hung To Road, and it is expected there are quite a number of heavy vehicle in the Kwun Tong district. The subject development would likely be affected by excessive traffic noise impact. From our preliminary noise assessment, the traffic noise levels at the future residential units (with opened windows) could exceed the relevant HKPSG standard. Also, it is noted that there are quite a number of industrial premises and fixed plants on the roof top of the adjacent buildings, e.g. Ray Centre, Yue Xiu Industrial Building, Four Seas Group Centre, Dorsett Kwun Tong etc. Furthermore, according to the OZP, the site is within "OU" zone in which a number of other specified uses (business) that may emit noise may be permitted. The development (with opened windows) would possibly be affected by fixed noise impact from adjacent existing and planned uses. Therefore, the applicant should evaluate the potential noise impact on the proposed student hostel development and recommend suitable mitigation measures to achieve full compliance with the relevant noise standards/requirements stipulated in the HKPSG/NCO.	According to the PER submitted under the current Further Information 1, it is concluded that the fixed plant noise level would comply with the requirements stipulated in Chapter 9 of HKPSG. Also, the subject building has sufficient buffer distance from the local major roads, as such, it would comply with the guidelines stipulated in Table 3.1 of Chapter 9 of HKPSG. Please refer to Annex 4 of this FI.
3.	For the SIA, we have a minor textual comment in Annex C & D, where "Contribution from Proposed Development" should be written as "Utilization of the sewer pipe" to reflect the overall assessment on sewerage impact.	Noted. Annex C & D of the SIA have been revised accordingly. Please refer to Annex 5 of this FI.
3. Comments from Land Drainage Division and Mainland South Division of the Drainage Services Department received on 25.2.2026 (Contact Person: Mr. Eric Leung, Tel: 3965 8973)		
1.	Please note that EPD is the planning authority of sewerage infrastructure, submission of sewerage impact assessment (SIA) or any sewerage review shall be circulated to SIG/EPD for their comments and approval. Subject to EPD, it may be required to assess and demonstrate the potential sewerage impact to the existing sewerage system, and formulate appropriate mitigation measures if any adverse sewerage impact is identified.	Noted. The SIA Report had been submitted to EPD for their review and comment.
2.	In accordance with the EPD's Guidelines, the sewage flows should be estimated based on the cumulative average flows/contributing population from all the upstream catchment areas	As considered a conservative approach, the sewage flow of the upstream catchment of the proposed development is assumed as full-bore flow of

Item	Departmental Comments	Applicant's Responses
	concerned. However, this methodology/approach is not adopted in your sewage flow estimation for pipe segment A1-A2. This could lead to uncertainty in the subsequent assessment, which may over-estimate or under-estimate the hydraulic impact in checking against the various upper-bound and lower-bound requirements. Please provide justifications and supporting assumptions for not using the EPD's methodology/approach in your sewage flow estimation. Please note that your proposed methodology/approach should be subject to the views and agreement of the SIG/EPD as the planning authority of sewerage infrastructure.	sewer pipe segment A1-A2. EPD has no comment on this approach for the latest submitted SIA Report (Ref.: P177R043-01 (Ver. 2)).
3.	According to clause 5.1.6 of Sewerage Manual Part 1, pipes of diameter less than 200mm should normally not be used as sewers to facilitate inspection and cleaning. Please consider to upgrade pipe X1-A2.	Noted. 225mm diameter connection pipe X1-A2 has been proposed. The proposed invert level of X1-A2 and relevant sections of the SIA Report have been revised accordingly. Please refer to Annex 5 of this FI.

Annex 1

Revised Traffic Study Report

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

Traffic Study Report

Reference: J03015-R01-02

Date: March 2026



AMG CONSULTANCY LIMITED

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Drawing No.

J03015-001-001	Location Plan
J03015-001-002A	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 loading / unloading bay
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

The proposed student hostel is well served by a variety of public transport modes providing convenient connections to different education institutions. Travel by MTR offers the most efficient route to most institutions or to the proposed hostel itself (except for HKUST and EdUHK, which require transfers via GMB to GMB/CTB and KMB to GMB/KMB respectively). MTR Kwun Tong Station is located approximately 650 metres from the site, equivalent to an estimated 9-minute walking journey. In addition, multiple franchised bus and Green Minibus ("GMB") routes operate within a 500-metre radius of the surrounding road network. A summary of public transport services available in the vicinity of the site is presented in **Table 3.1**.

Table 4.1 Existing Public Transport Services in the vicinity of the proposed development

Route no.		Origin - Destination
Bus	N29	TSEUNG KWAN O (HONG SING GARDEN) → TUNG CHUNG STATION
	74E	TAI MEI TUK ⇌ KWUN TONG FERRY
	T80	MEI TIN → KOWLOON BAY
	T277	SHEUNG SHUI ⇌ LAM TIN STATION
	PB2	GO PARK → Hong Kong Palace Museum
	T74	NG TUNG CHAI (PAK NGAU SHEK) ⇌ KWUN TONG FERRY
	X89D	NAI CHUNG ⇌ KWUN TONG FERRY
	W2	HIGH SPEED RAIL WEST KOWLOON STATION → KWUN TONG (CIRCULAR)
	E22 ^{E, F}	LAM TIN (NORTH) ⇌ SKYCITY
	E22X	YAU TONG ⇌ SKYCITY
	290E	TSEUNG KWAN O INDUSTRIAL ESTATE ⇌ TSUEN WAN WEST STATION
	11D	LOK FU ⇌ KWUN TONG FERRY
	11C	CHUK YUEN ESTATE ⇌ SAU MAU PING (UPPER)
	14B	LAM TIN (KWONG TIN ESTATE) → NGAU TAU KOK
	14H	YAU TONG → SHUN LEE (CIRCULAR)
	15A	PING TIN ⇌ TSZ WAN SHAN (NORTH)
	16	LAM TIN (KWONG TIN ESTATE) ⇌ MONG KOK (PARK AVENUE)
	16M	KWUN TONG (YUE MAN SQUARE) → LAM TIN (HONG WAH COURT) (CIRCULAR)
	16P	KWUN TONG FERRY ⇌ MONG KOK (PARK AVENUE)
	23	KWUN TONG FERRY → SHUN LEE (CIRCULAR)
	33X	TSUEN WAN WEST STATION ⇌ YAU TONG
	33	TSUEN WAN WEST STATION ⇌ YAU TONG
	40	TSUEN WAN (BELVEDERE GARDEN) ⇌ LAGUNA CITY
	40P ^{E, F}	TSUEN WAN (NINA TOWER) ⇌ KWUN TONG FERRY

	49	CHING FU COURT ⇌ TSEUNG KWAN O INDUSTRIAL ESTATE
	55	TUEN MUN (CHING TIN AND WO TIN) ⇌ KWUN TONG FERRY PIER
	69C	TIN YAN ESTATE ⇌ KWUN TONG FERRY
	74P	TAI PO CENTRAL ⇌ KWUN TONG FERRY
	74C	KAU LUNG HANG → KWUN TONG FERRY
	74D ^B	KAU LUNG HANG ⇌ KWUN TONG FERRY
	74F	EDUCATION UNIVERSITY OF HONG KONG ⇌ KWUN TONG FERRY
	74X ^H	TAI PO CENTRAL ⇌ KWUN TONG FERRY
	74	FU TIP BUS TERMINUS ⇌ YAU TONG
	78C	KAI TAK (VIA: KWUN TONG) ⇌ QUEEN'S HILL FANLING
	78X	KAI TAK (VIA: KWUN TONG)
	80	MEI LAM ⇌ KWUN TONG FERRY
	80P	HIN KENG → KWUN TONG FERRY
	80X	CHUN SHEK ⇌ KWUN TONG FERRY
	83A	SHUI CHUEN O → KWUN TONG FERRY
	83X	SHUI CHUEN O ⇌ KWUN TONG FERRY
	91S	CLEAR WATER BAY → KWUN TONG
	93A	PO LAM ⇌ KWUN TONG FERRY
	96 ^B	HONG SING GARDEN ⇌ TAI PO INDUSTRIAL ESTATE
	98A	*HANG HAU (NORTH) (TSEUNG KWAN O HOSPITAL) → NGAU TAU KOK STATION (CIRCULAR)
	98B	HANG HAU (NORTH) (TSEUNG KWAN O HOSPITAL) → KWUN TONG
	219X ^D	LAGUNA CITY → TSIM SHA TSUI (CIRCULAR)
	252S	HANDSOME COURT ⇌ KWUN TONG FERRY
	258X	TUEN MUN (PO TIN ESTATE) ⇌ KWUN TONG FERRY
	259S	TUEN MUN (LUNG MUN OASIS) ⇌ KWUN TONG FERRY
	259X	TUEN MUN (LUNG MUN OASIS) ⇌ KWUN TONG FERRY
	268A	LONG PING ESTATE ⇌ KWUN TONG FERRY
	268C	LONG PING STATION ⇌ KWUN TONG FERRY
	268P	MA WANG ROAD (SAN SHUI HOUSE) ⇌ KWUN TONG FERRY
	269C	TIN SHUI WAI TOWN CENTRE ⇌ KWUN TONG FERRY
	269S	TIN SHUI WAI TOWN CENTRE ⇌ KWUN TONG FERRY
	274X	KWUN TONG FERRY → TAI PO CENTRAL
	298X	HANG HAU (NORTH) (TSEUNG KWAN O HOSPITAL) ⇌ MEI FOO
	589	KOWLOON BAY (VIA KWUN TONG) ⇌ SAI SHA RESIDENCES
	621	Central (Hong Kong Station) ⇌ Laguna City
	790 ^D	TSIM SHA TSUI (MODY ROAD) ⇌ OSCAR BY THE SEA (VIA: LOHAS PARK)
	795	CHEUNG SHA WAN (HOI TAT) ⇌ TSEUNG KWAN O INDUSTRIAL ESTATE (VIA: LOHAS PARK)
	797	SAN PO KONG ⇌ LOHAS PARK / TSEUNG KWAN O INDUSTRIAL ESTATE
GMB	10M	WELL ON GARDEN ⇌ KWUN TONG (YUE MAN SQUARE
	22A	LOK WAH ESTATE ⇌ KWUN TONG FERRY (CIRCULAR)
	23B	YUE MAN SQUARE PUBLIC TRANSPORT INTERCHANGE ⇌ CHA KWO LING
	23C	LAM TIN STATION (SIN FAT ROAD) ⇌ YAU TONG STATION (CHA KWO LING ROAD) (CIRCULAR)
	23M	YUE MAN SQUARE PUBLIC TRANSPORT INTERCHANGE ⇌ LAM TIN STATION (SIN FAT ROAD)
	69	LAGUNA CITY ⇌ KOWLOON CITY (LION ROCK ROAD)
	69A	LAGUNA CITY ⇌ TUNG CHOI STREET
	90A	YAU TONG (YAU LAI ESTATE) ⇌ HONG KONG CHILDREN'S HOSPITAL

	103°	CLEAR WATER BAY ⇌ KWUN TONG FERRY
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Note

A: via The University of Hong Kong

B: via Chinese University of Hong Kong

C: via The Hong Kong University of Science and Technology

D: via The Hong Kong Polytechnic University

E: via City University of Hong Kong

F: via Hong Kong Baptist University

G: via Lingnan University

H: via The Education University of Hong Kong

4.3 Development Traffic Generation and Attraction

According to the applicant provides information, the development trip rate is shown in **Table 4.2**.

Table 4.2 Development Traffic Generation and Attraction

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

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

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

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

5 Summary and Conclusion

5.1 Summary

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

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

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

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

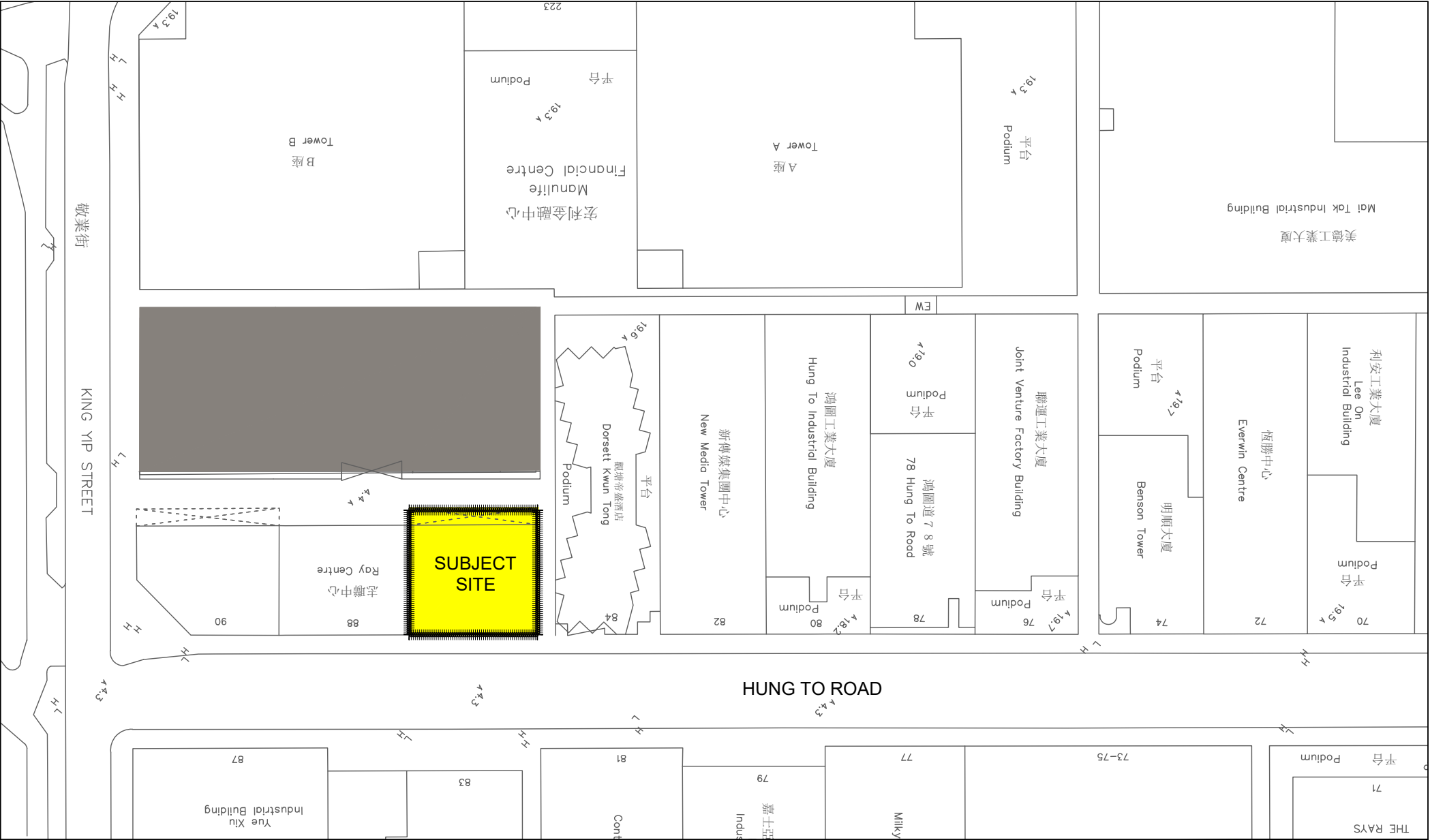
- (i) 1 no. of private car parking space (Accessible Parking Space) @3.5m(W) x 5.0m(L) x 2.4m(H), and
- (ii) 1 no. of Light Goods Vehicle loading/unloading bay@3.5m(W) x 7.0m(L) x 4.7m(H).

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

Conclusion

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

Drawings



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

TRAFFIC CONTROLLER

PROPER ACCESS ROUTE BETWEEN
ACCESSIBLE CARPARK AND THE LOBBY

EX. PUBLIC LANE (4.548mW)

6400

B.L.: 21.717m

EX. RUN IN/OUT

EXIT

ENTRANCE HALL

RAMP

TRANSFORMER ROOM

F.E.

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

4.465

ACCESSIBLE
TOILET

WATER
METER

M. LAV.

H.R.

SHOP

4.465

CAFE

4.465

B.L.: 21.717m

HUNG TO ROAD

Podium

觀塘帝盛酒店
Kwun Tong

84

Z:\AMG WORK STATION\PROJECT\J03015 S16 FOR STUDENT HOSTEL AT 86 HUNG TO ROAD\DATA\DRAWING\HUNG TO RD GF LAYOUT_20260306.SP.DWG

PROJECT TITLE			PROPOSED STUDENT HOSTEL AT 86 HUNG TO ROAD		J03015-001-002A
DATE	MAR 2026	SCALE	N.T.S		
DRAWN	SF	PROJECT NO.	J03015		
			GROUND FLOOR PLAN		

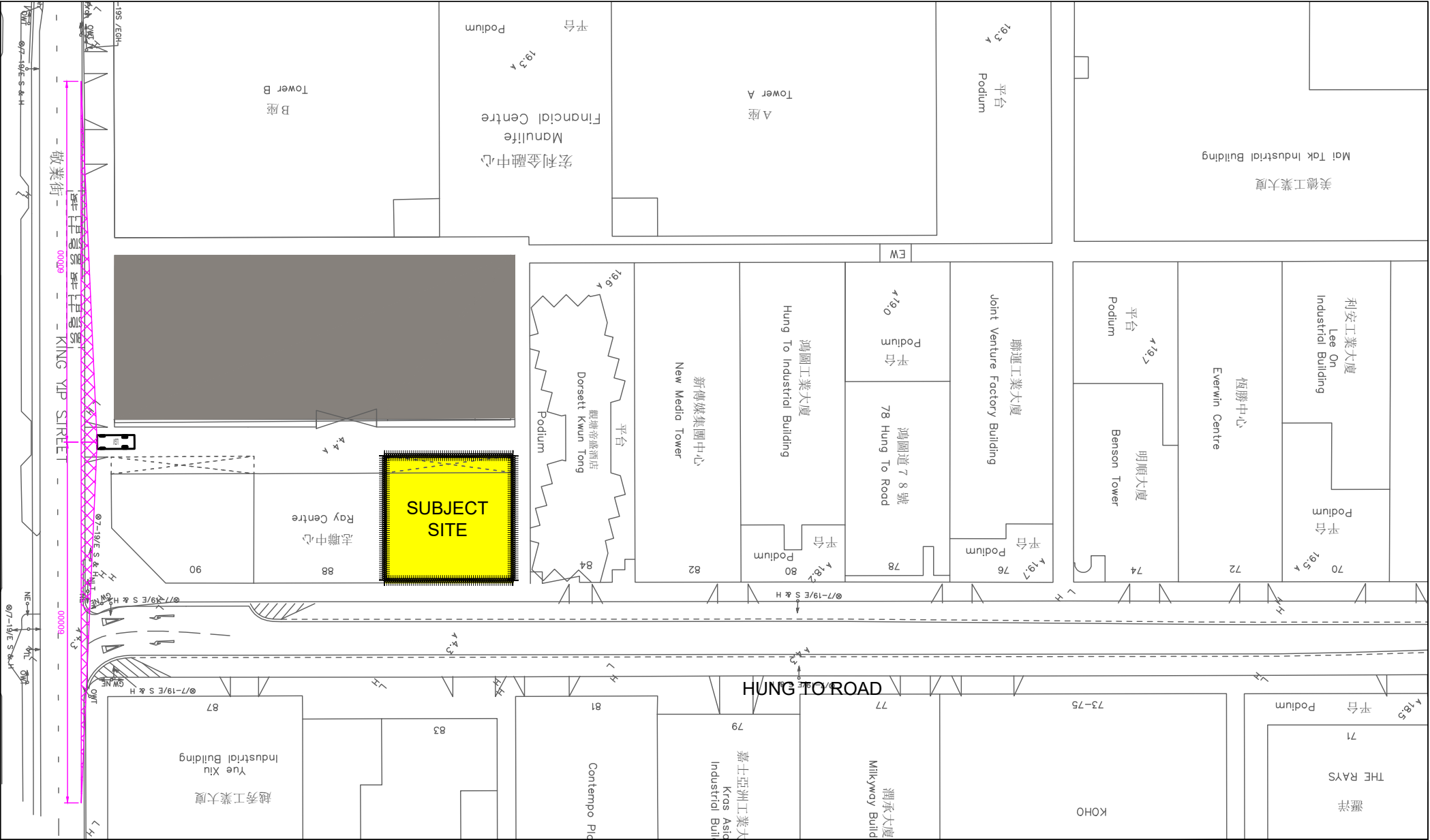




PROJECT TITLE			PROPOSED STUDENT HOSTEL AT 86 HUNG TO ROAD		J03015-001-002.1
DATE	NOV 2025	SCALE	N.T.S	DRAWING TITLE	
DRAWN	SF	PROJECT NO.	J03015		
				SWEPT PATH ANALYSIS FOR PRIVATE CAR	



PROJECT TITLE			PROPOSED STUDENT HOSTEL AT 86 HUNG TO ROAD		J03015-001-002.2
DATE	NOV 2025	SCALE	DRAWING TITLE		
DRAWN	SF	PROJECT NO.			
			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		
DRAWN	SF	PROJECT NO.	J03015		
			DRAWING TITLE		
			ASSESSMENT OF THE VISIBILITY DISTANCE FROM THE BACK ALLEY		
					

Pedestrian Activities Assessment

Existing Pedestrian Assessment

A pedestrian movement survey was undertaken in the vicinity of the proposed student hostel along Hung To Road, Hoi Yuen Road, and King Yip Street on **28 February 2026 (Saturday)** and **2 March 2026 (Monday)** during peak and off-peak periods from 07:30 to 19:30. The survey covered both peak and off-peak periods between 07:30 and 19:30. The peak hours in pedestrian flows was observed **08:15-09:15(AM Peak)**, **13:00-14:00 (Noon peak)** and **17:45-18:45(PM Peak)** on **28 February 2026 (Saturday)**; **08:30-09:30(AM Peak)**, **12:30-13:30 (Noon peak)** and **18:00-19:00(PM Peak)** on **2 March 2026 (Monday)** respectively. Footpath performance is assessed by Level of Service (LOS), which ranges from A to F according to pedestrian flow rates. Under LOS A, pedestrian conflicts are highly unlikely, whereas under LOS F, such conflicts are unavoidable.

The existing pedestrian flow at Hung To Road eastern footpath near the proposed development would have a two-way pedestrian flow of **36 (40) [35]** persons per hour during AM, Noon and PM peak on 28 February 2026; **78 (98) [105]** persons per hour during AM, Noon and PM peak on 2 March 2026, respectively as shown in **Table 1**. At present, the most commonly chosen route to the proposed development is via Hoi Yuen Road and Hung To Road. Observations also confirmed that the majority of pedestrians travel along Hoi Yuen Road and Hung To Road. Accordingly, the assessment of existing pedestrian flows has been focused on these footpaths. The existing pedestrian flow conditions along Hung To Road and Hoi Yuen Road are presented in **Table 2, Table 3, and Figure 1**.

Table 1 - Pedestrian Generation from the Existing Scheme

Development	Generation			Attraction		
	AM Peak	Noon Peak	PM Peak	AM Peak	Noon Peak	PM Peak
	Pedestrian Flow rates (ped/hr)					
Existing Scheme on Weekdays	8	75	95	70	23	10
Existing Scheme on Weekends	5	35	32	31	5	3

Table 2 - Pedestrian Flow and Level-of-Service of the assessed footpaths on 28 February 2026 (Saturday)

	Location of footpath	Scenario	Total Footpath Width (m) (1)	Effective Footpath Width (m) (2)	Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow rate (ped/min/m) (3)	LOS
A	Hung To Road E	AM	6.8	5.8	229	1	A
		Noon			367	1	A
		PM			268	1	A
B	Hung To Road W	AM	3.2	2.2	181	1	A
		Noon			280	2	A
		PM			191	1	A
C	Hoi Yuen Road Crossing	AM	6.0	6.0	104	0	A
		Noon			134	0	A
		PM			78	0	A
D	Hoi Yuen Road S	AM	3.5	2.5	203	1	A
		Noon			360	2	A
		PM			241	2	A
E	Hoi Yuen Road N	AM	3.3	2.3	108	1	A
		Noon			171	1	A
		PM			202	1	A
F	Hung To Road Crossing	AM	5.0	5.0	157	1	A
		Noon			371	1	A
		PM			344	1	A
G	Hoi Yuen Road N	AM	3.2	2.2	279	2	A
		Noon			651	5	A
		PM			545	4	A
H	Hoi Yuen Road Crossing	AM	6.0	6.0	150	0	A
		Noon			455	1	A
		PM			279	1	A
I	Hoi Yuen Road S	AM	2.6	1.6	523	5	A
		Noon			1069	11	A
		PM			688	7	A
J	Hung To Road Crossing	AM	6.0	6.0	256	1	A
		Noon			584	2	A
		PM			341	1	A
K	Hing Yip Street Crossing	AM	4.0	4.0	660	3	A
		Noon			1168	5	A
		PM			848	4	A
L	Hoi Yuen Road S	AM	3.8	2.8	1908	11	A
		Noon			1428	9	A
		PM			1065	6	A

Table 3 - Pedestrian Flow and Level-of-Service of the assessed footpaths on 2 March 2026(Monday)

	Location of footpath	Scenario	Total Footpath Width (m) (1)	Effective Footpath Width (m) (2)	Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow rate (ped/min/m) (3)	LOS
A	Hung To Road E	AM	6.8	5.8	1658	5	A
		Noon			1666	5	A
		PM			1450	4	A
B	Hung To Road W	AM	3.2	2.2	946	7	A
		Noon			1322	10	A
		PM			348	3	A
C	Hoi Yuen Road Crossing	AM	6.0	6.0	400	1	A
		Noon			916	3	A
		PM			306	1	A
D	Hoi Yuen Road S	AM	3.5	2.5	925	6	A
		Noon			1621	11	A
		PM			695	5	A
E	Hoi Yuen Road N	AM	3.3	2.3	834	6	A
		Noon			920	7	A
		PM			658	5	A
F	Hung To Road Crossing	AM	5.0	5.0	984	3	A
		Noon			1335	4	A
		PM			996	3	A
G	Hoi Yuen Road N	AM	3.2	2.2	1467	11	A
		Noon			1977	15	A
		PM			1609	12	A
H	Hoi Yuen Road Crossing	AM	6.0	6.0	1092	3	A
		Noon			2046	6	A
		PM			1037	3	A
I	Hoi Yuen Road S	AM	2.6	1.6	3800	29	C
		Noon			4320	33	C
		PM			4156	31	C
J	Hung To Road Crossing	AM	6.0	6.0	2739	8	A
		Noon			2822	8	A
		PM			1939	5	A
K	Hing Yip Street Crossing	AM	4.0	4.0	3727	21	B
		Noon			4440	25	C
		PM			4308	24	C
L	Hoi Yuen Road S	AM	3.8	2.8	4980	18	B
		Noon			5054	19	B
		PM			4698	17	B

Notes: (1) Total Footpath Width = Footpath Width between walls of buildings and road kerb

(2) Effective Footpath Width = Total Footpath Width - Dead Width (Assume 0.5m for dead)

(3) Two-way Pedestrian Flow (ped/min/m) = Pedestrian Flow/ 60 min / Effective Footpath Width.

It can be seen from **Table 1 and Table 2** that the Level-of-Service of the assessed footpath performs desirably during observed hours.

According to Chapter 4 Section 4.2 of the traffic study report, travel by MTR offers the most efficient route to most institutions or to the proposed hostel itself (except for HKUST and EdUHK, which require transfers via GMB to GMB/CTB and KMB to GMB/KMB respectively). MTR Kwun Tong Station is located approximately 650 metres from the site, equivalent to an estimated 9-minute walking journey. Therefore, it is anticipated that the majority of students will travel to their respective universities by MTR. Accordingly, the assessment focuses on the most likely pedestrian route directly connecting to the MTR station. For a conservative estimate, it is assumed that approximately one-third of the students would generate a two-way pedestrian flow of 75 (75) [75] persons per hour during the AM, Noon, and PM peak periods on weekends, and similarly 75 (75) [75] persons per hour during the AM, Noon, and PM peak periods on weekdays. The trip generation of pedestrian flow for the proposed student hostel is shown in **Table 4**. The comparison for the pedestrian generation between the existing use and the proposed student hostel is shown in **Table 5**.

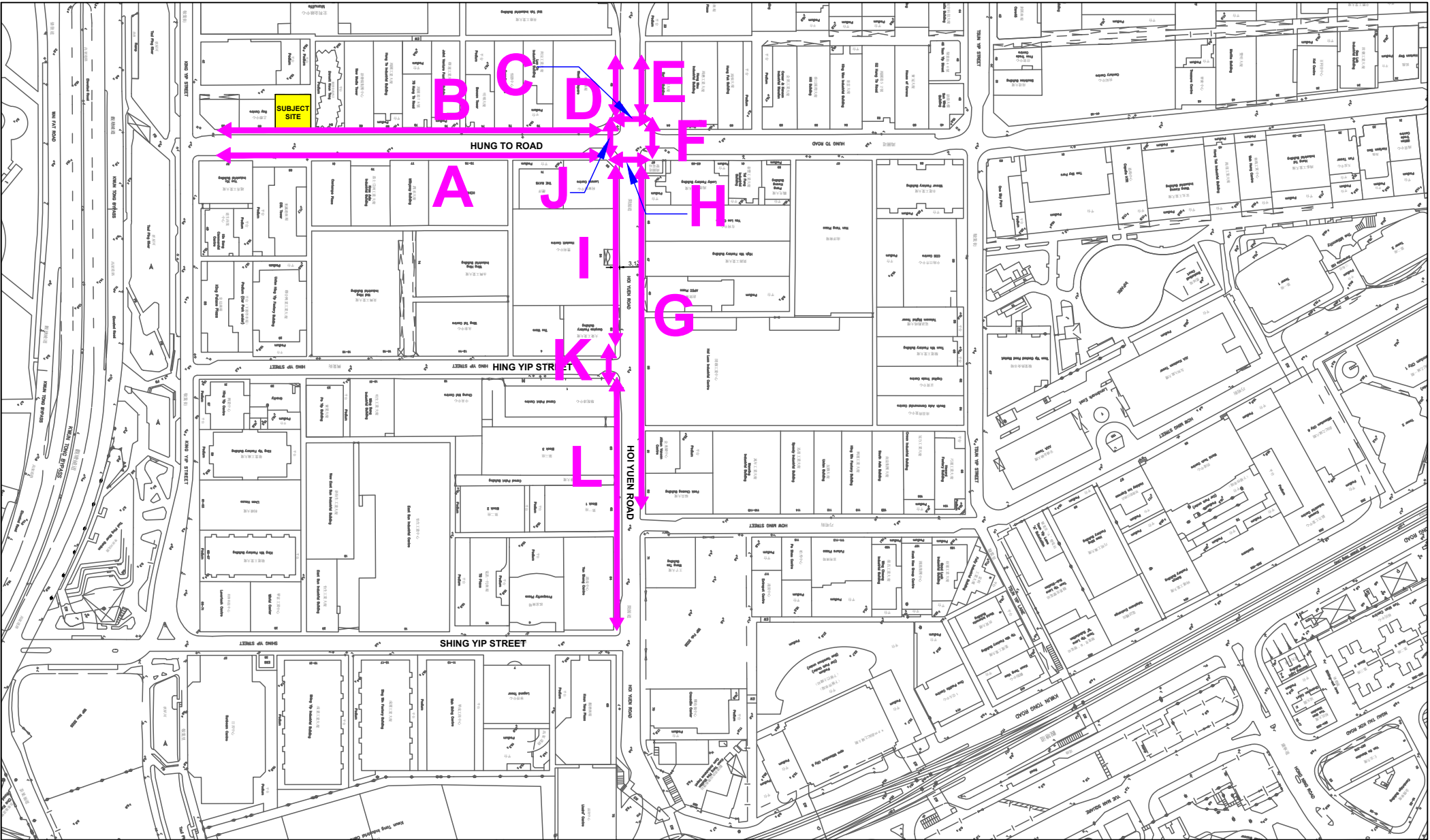
Table 4 - Pedestrian Generation from the Proposed Development

Development	Generation			Attraction		
	AM Peak	Noon Peak	PM Peak	AM Peak	Noon Peak	PM Peak
	Pedestrian Flow rates (ped/hr)					
Proposed Student Hostel Use on Weekdays	65	65	10	10	10	65
Proposed Student Hostel Use on Weekends	65	65	10	10	10	65

Table 5 – Different Pedestrian Generation between the Existing Scheme and the Proposed Development

Development	Two-way Pedestrian Flow		
	AM Peak	Noon Peak	PM Peak
	Pedestrian Flow rates (ped/hr)		
Proposed Student Hostel Use on Weekdays	75	75	75
Proposed Student Hostel Use on Weekends	75	75	75
Existing Scheme on Weekdays	78	98	105
Existing Scheme on Weekends	36	40	35
Net (On Weekdays)	-3	-23	-30
Net (On Weekends)	39	35	40

According to the comparison presented in **Table 5**, it is noted that the proposed student hostel would generate a positive impact on pedestrian flows along Hung To Road and Hoi Yuen Road during weekdays, while a negative impact is anticipated during weekends. Nevertheless, such impacts are not expected to cause any significant adverse impact on the performance of the footpaths concerned.



PROJECT TITLE			PROPOSED STUDENT HOSTEL AT 86 HUNG TO ROAD	J03015-001-005
DATE	SCALE	DRAWING TITLE		
MAR 2026	N.T.S			
DRAWN	PROJECT NO.			
SF	J03015	PEDESTRIAN FLOW		
				

Traffic Management Measures

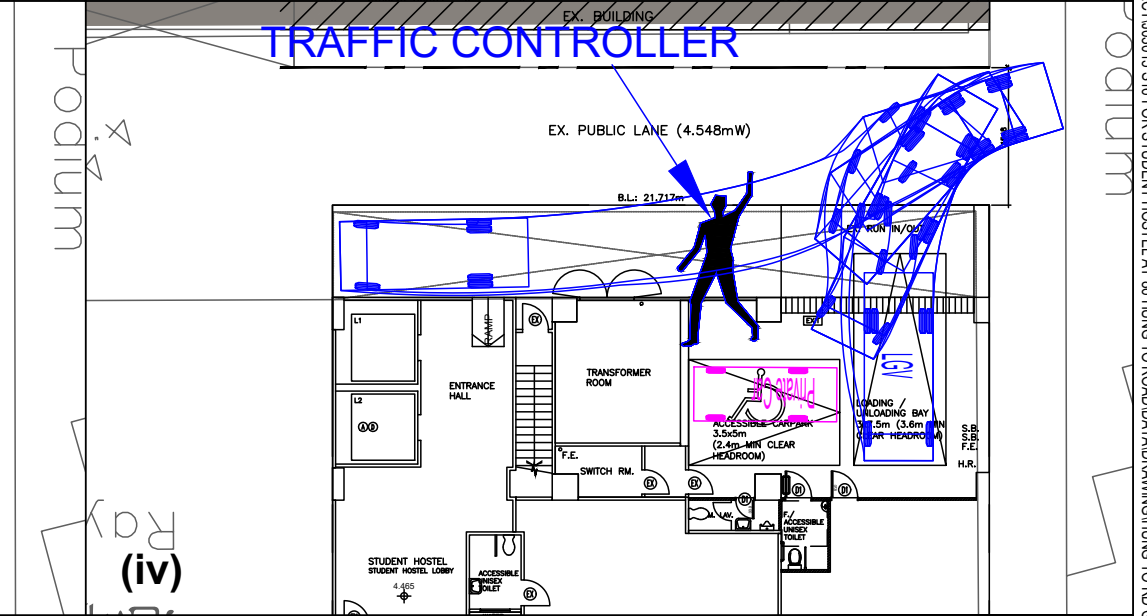
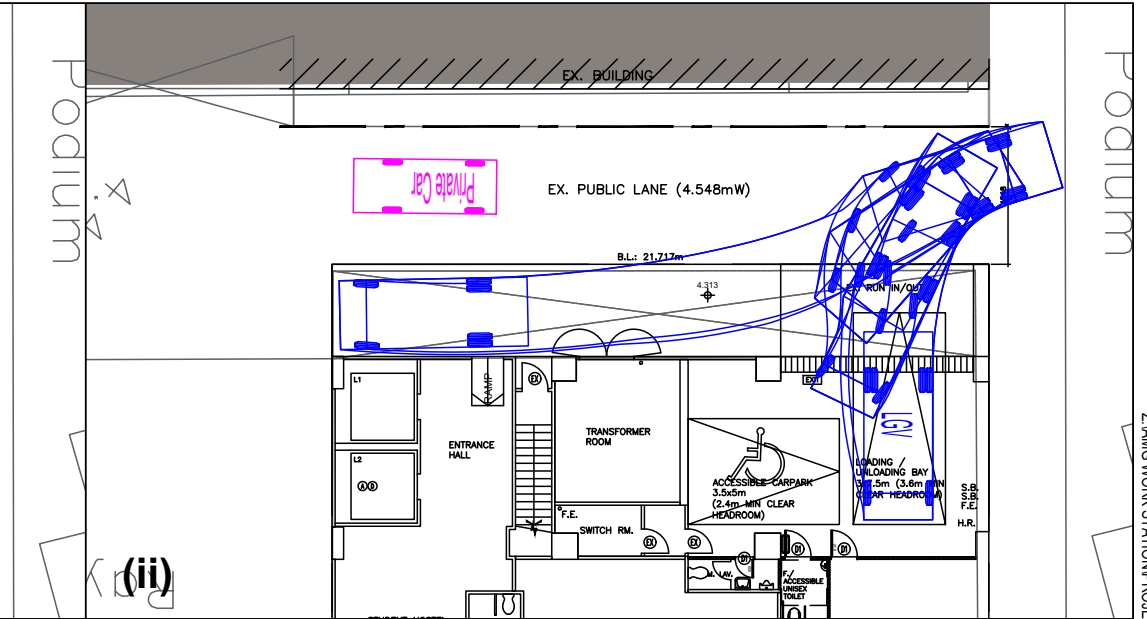
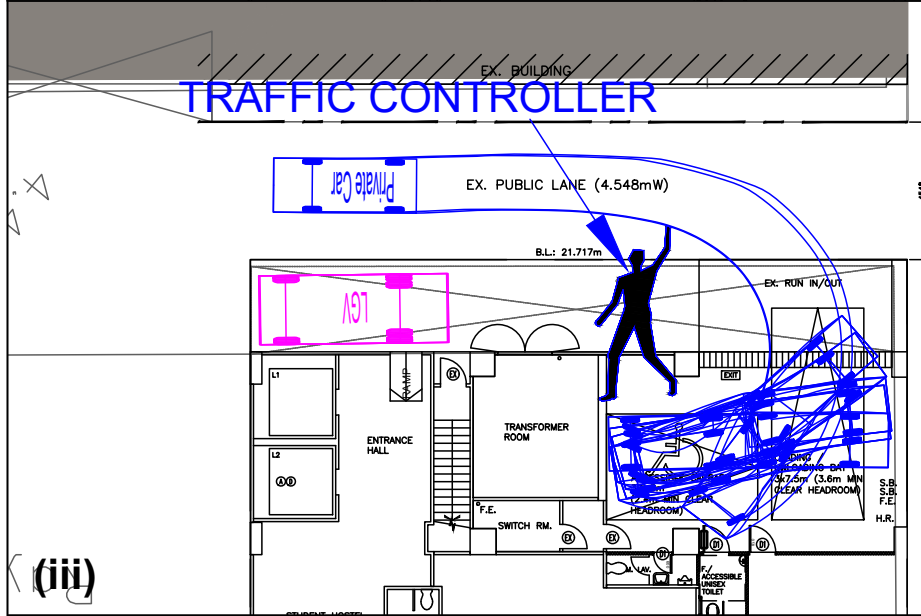
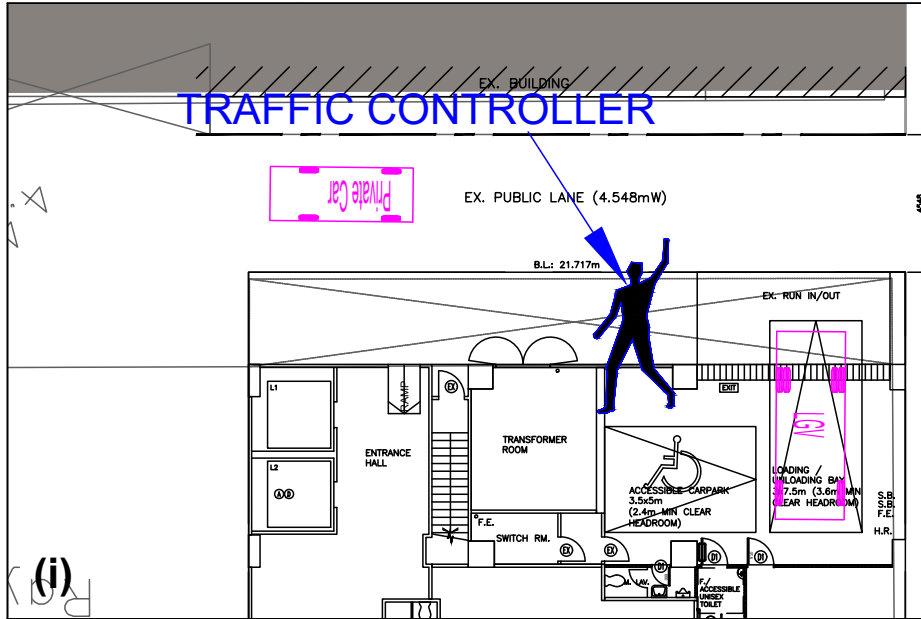
Traffic management measures are to be implemented for vehicle access via the back alley to maintain safe manoeuvring and road conditions. The traffic controller shall adopt defined procedures in critical situations, including:

Critical Situation 1 — LGV space occupied with oncoming carpark user (Please refer to Drawing no. J03015-001-004)

- **Scenario:** The designated Light Goods Vehicle (LGV) loading/unloading bay is already occupied, while another vehicle user is approaching to access the carpark.
- **Procedures for Traffic Controller:**
 - (i) Assess the situation promptly and halt the approaching vehicle at a safe holding point before the bay.
 - (ii) Also instruct the LGV driver to temporarily drive out immediately, allowing the incoming private car to enter.
 - (iii) Communicate clearly with the driver, advising him/her to wait until the LGV bay is vacated.
 - (iv) The traffic controller shall clearly direct the LGV driver to manoeuvre back into the designated loading/unloading bay.
 - (v) Ensure that pedestrian and vehicular safety is maintained by preventing congestion or unsafe manoeuvres in the alley.

Critical Situation 2 — Vehicle ingress/egress of adjacent buildings

- **Scenario:** Vehicles from adjacent buildings (are entering or exiting through access points that intersect with the back alley circulation).
- **Procedures for Traffic Controller:**
 - Monitor adjacent building driveways and anticipate potential conflicts with alley traffic.
 - Temporarily suspend alley vehicle movement when ingress/egress is occurring to avoid collision risks.
 - Use hand signals or communication devices to coordinate safe passage for both alley users and adjacent building vehicles.
 - Resume alley traffic only when the driveway is clear, ensuring smooth and conflict-free operation.



PROJECT TITLE			PROPOSED STUDENT HOSTEL AT 86 HUNG TO ROAD			J03015-001-004		
DATE	MAR 2026	SCALE	N.T.S	DRAWING TITLE				
DRAWN	SF	PROJECT NO.	J03015					
				CRITICAL SITUATION 1 -- LGV SPACE OCCUPIED WITH ONCOMING CARPARK USER				

Annex 2

Revised Figure 3 of Planning Statement with List of Route Details

Route no.		Bus Stop	Origin - Destination
Bus 	14B	2	LAM TIN (KWONG TIN ESTATE) → NGAU TAU KOK
	14H	2	YAU TONG → SHUN LEE (CIRCULAR)
	15A	2	PING TIN ⇌ TSZ WAN SHAN (NORTH)
	16	2	LAM TIN (KWONG TIN ESTATE) ⇌ MONG KOK (PARK AVENUE)
	16M	2	KWUN TONG (YUE MAN SQUARE) → LAM TIN (HONG WAH COURT) (CIRCULAR)
	91S	2	*CLEAR WATER BAY → KWUN TONG
	98A	2	*HANG HAU (NORTH) (TSEUNG KWAN O HOSPITAL) → NGAU TAU KOK STATION (CIRCULAR)
	98B	2	HANG HAU (NORTH) (TSEUNG KWAN O HOSPITAL) → KWUN TONG
	N29	3	Tseung Kwan O (Hong Sing Garden) → Tung Chung Station
	40	9, 31	TSUEN WAN (BELVEDERE GARDEN) ⇌ LAGUNA CITY
	40P	9	TSUEN WAN (NINA TOWER) ⇌ KWUN TONG FERRY
	74P	9	TAI PO CENTRAL ⇌ KWUN TONG FERRY
	11D	10	LOK FU ⇌ KWUN TONG FERRY
	23	10	KWUN TONG FERRY → SHUN LEE (CIRCULAR)
	69C	10	TIN YAN ESTATE ⇌ KWUN TONG FERRY
	74C	10	KAU LUNG HANG → KWUN TONG FERRY
	74D	10, 20	KAU LUNG HANG ⇌ KWUN TONG FERRY
	74E	10	TAI MEI TUK ⇌ KWUN TONG FERRY
	74F	10	EDUCATION UNIVERSITY OF HONG KONG ⇌ KWUN TONG FERRY
	74X	10, 20	TAI PO CENTRAL ⇌ KWUN TONG FERRY
	80	10	MEI LAM ⇌ KWUN TONG FERRY
	80P	10	HIN KENG → KWUN TONG FERRY
	80X	10	CHUN SHEK ⇌ KWUN TONG FERRY
	83A	10	SHUI CHUEN O → KWUN TONG FERRY
	83X	10, 20	SHUI CHUEN O ⇌ KWUN TONG FERRY
	93A	10, 20	PO LAM ⇌ KWUN TONG FERRY
	268A	10	LONG PING ESTATE ⇌ KWUN TONG FERRY
	268C	10	LONG PING STATION ⇌ KWUN TONG FERRY
	269C	10	TIN SHUI WAI TOWN CENTRE ⇌ KWUN TONG FERRY
	78C	12	KAI TAK (VIA: KWUN TONG) ⇌ QUEEN'S HILL FANLING
	33X	13, 40	TSUEN WAN WEST STATION ⇌ YAU TONG
	T80	13	MEI TIN → KOWLOON BAY
	78X	14	KAI TAK (VIA: KWUN TONG)

	589	14	KOWLOON BAY (VIA KWUN TONG) ⇌ SAI SHA RESIDENCES
	797	14	SAN PO KONG ⇌ LOHAS PARK / TSEUNG KWAN O INDUSTRIAL ESTATE
	589	15	KOWLOON BAY (VIA KWUN TONG) ⇌ SAI SHA RESIDENCES
	797	15	SAN PO KONG ⇌ LOHAS PARK / TSEUNG KWAN O INDUSTRIAL ESTATE
	33	16	TSUEN WAN WEST STATION ⇌ YAU TONG
	33X	16	TSUEN WAN WEST STATION ⇌ YAU TONG
	40	16, 29, 37, 40	TSUEN WAN (BELVEDERE GARDEN) ⇌ LAGUNA CITY
	49	16	CHING FU COURT ⇌ TSEUNG KWAN O INDUSTRIAL ESTATE
	T277	16	SHEUNG SHUI ⇌ LAM TIN STATION
	PB2	17	GO PARK → Hong Kong Palace Museum
	11D	19	LOK FU ⇌ KWUN TONG FERRY
	23	19, 23	KWUN TONG FERRY → SHUN LEE (CIRCULAR)
	40P	19	TSUEN WAN (NINA TOWER) ⇌ KWUN TONG FERRY
	69C	19	TIN YAN ESTATE ⇌ KWUN TONG FERRY
	74D	19, 23	KAU LUNG HANG ⇌ KWUN TONG FERRY
	74E	19	TAI MEI TUK ⇌ KWUN TONG FERRY
	74F	19	EDUCATION UNIVERSITY OF HONG KONG ⇌ KWUN TONG FERRY
	74P	19	TAI PO CENTRAL ⇌ KWUN TONG FERRY
	74X	19, 23	TAI PO CENTRAL ⇌ KWUN TONG FERRY
	80	19, 24	MEI LAM ⇌ KWUN TONG FERRY
	80X	19, 24	CHUN SHEK ⇌ KWUN TONG FERRY
	83X	19, 24	SHUI CHUEN O ⇌ KWUN TONG FERRY
	93A	19, 23	PO LAM ⇌ KWUN TONG FERRY
	252S	19	HANDSOME COURT ⇌ KWUN TONG FERRY
	258X	19	TUEN MUN (PO TIN ESTATE) ⇌ KWUN TONG FERRY
	259S	19	TUEN MUN (LUNG MUN OASIS) ⇌ KWUN TONG FERRY
	259X	19	TUEN MUN (LUNG MUN OASIS) ⇌ KWUN TONG FERRY
	268A	19	LONG PING ESTATE ⇌ KWUN TONG FERRY
	268C	19, 23	LONG PING STATION ⇌ KWUN TONG FERRY
	268P	19	MA WANG ROAD (SAN SHUI HOUSE) ⇌ KWUN TONG FERRY
	269C	19, 23	TIN SHUI WAI TOWN CENTRE ⇌ KWUN TONG FERRY
	269S	19	TIN SHUI WAI TOWN CENTRE ⇌ KWUN TONG FERRY
	274X	19, 23	KWUN TONG FERRY → TAI PO CENTRAL

	T74	19	NG TUNG CHAI (PAK NGAU SHEK) ⇌ KWUN TONG FERRY
	T277	19	SHEUNG SHUI ⇌ LAM TIN STATION
	X89D	19	NAI CHUNG ⇌ KWUN TONG FERRY
	16P	20	KWUN TONG FERRY ⇌ MONG KOK (PARK AVENUE)
	33	20, 26	TSUEN WAN WEST STATION ⇌ YAU TONG
	74C	20	KAU LUNG HANG → KWUN TONG FERRY
	80P	20	HIN KENG → KWUN TONG FERRY
	83A	20	SHUI CHUEN O → KWUN TONG FERRY
	55	22	TUEN MUN (CHING TIN AND WO TIN) ⇌ KWUN TONG FERRY PIER
	74P	23	TAI PO CENTRAL ⇌ KWUN TONG FERRY
	74E	24	TAI MEI TUK ⇌ KWUN TONG FERRY
	74F	24	EDUCATION UNIVERSITY OF HONG KONG ⇌ KWUN TONG FERRY
	268A	24	LONG PING ESTATE ⇌ KWUN TONG FERRY
	T277	24	SHEUNG SHUI ⇌ LAM TIN STATION
	55	25	TUEN MUN (CHING TIN AND WO TIN) ⇌ KWUN TONG FERRY PIER
	W2	26	HIGH SPEED RAIL WEST KOWLOON STATION → KWUN TONG (CIRCULAR)
	74	26	FU TIP BUS TERMINUS ⇌ YAU TONG
	621	26	Central (Hong Kong Station) ⇌ Laguna City
	11C	28	CHUK YUEN ESTATE ⇌ SAU MAU PING (UPPER)
	219X	29, 37, 40	LAGUNA CITY → TSIM SHA TSUI (CIRCULAR)
	621	29	Central (Hong Kong Station) ⇌ Laguna City
	219X	31	LAGUNA CITY → TSIM SHA TSUI (CIRCULAR)
	E22	32, 37	LAM TIN (NORTH) ⇌ SKYCITY
	E22X	32, 37	YAU TONG ⇌ SKYCITY
	790	39	TSIM SHA TSUI (MODY ROAD) ⇌ OSCAR BY THE SEA (VIA: LOHAS PARK)
	795	39	CHEUNG SHA WAN (HOI TAT) ⇌ TSEUNG KWAN O INDUSTRIAL ESTATE (VIA: LOHAS PARK)
	96	40	HONG SING GARDEN ⇌ TAI PO INDUSTRIAL ESTATE
	790	40	TSIM SHA TSUI (MODY ROAD) ⇌ OSCAR BY THE SEA (VIA: LOHAS PARK)
	290E	40	TSEUNG KWAN O INDUSTRIAL ESTATE ⇌ TSUEN WAN WEST STATION
	298X	40	HANG HAU (NORTH) (TSEUNG KWAN O HOSPITAL) ⇌ MEI FOO
	795	40	CHEUNG SHA WAN (HOI TAT) ⇌ TSEUNG KWAN O INDUSTRIAL ESTATE (VIA: LOHAS PARK)

	11D	44	LOK FU ⇌ KWUN TONG FERRY
	40	44	TSUEN WAN (BELVEDERE GARDEN) ⇌ LAGUNA CITY
	40P	44	TSUEN WAN (NINA TOWER) ⇌ KWUN TONG FERRY

GMB 	22A	1, 6, 8, 18, 21	LOK WAH ESTATE ⇌ KWUN TONG FERRY (CIRCULAR)
	10M	4	WELL ON GARDEN ⇌ KWUN TONG (YUE MAN SQUARE
	103	5, 7, 11	CLEAR WATER BAY ⇌ KWUN TONG FERRY
	103	5, 21, 24	CLEAR WATER BAY ⇌ KWUN TONG FERRY
	23M	27	YUE MAN SQUARE PUBLIC TRANSPORT INTERCHANGE ⇌ LAM TIN STATION (SIN FAT ROAD)
	23B	27, 34, 36, 43	YUE MAN SQUARE PUBLIC TRANSPORT INTERCHANGE ⇌ CHA KWO LING
	69	30, 41	LAGUNA CITY ⇌ KOWLOON CITY (LION ROCK ROAD)
	69A	30, 41	LAGUNA CITY ⇌ TUNG CHOI STREET
	23M	33, 34	YUE MAN SQUARE PUBLIC TRANSPORT INTERCHANGE ⇌ LAM TIN STATION (SIN FAT ROAD)
	23B	33, 34, 35	YUE MAN SQUARE PUBLIC TRANSPORT INTERCHANGE ⇌ CHA KWO LING
	69	33, 35, 38	LAGUNA CITY ⇌ KOWLOON CITY (LION ROCK ROAD)
	69A	33, 35, 38	LAGUNA CITY ⇌ TUNG CHOI STREET
	23C	34, 36, 43	LAM TIN STATION (SIN FAT ROAD) ⇌ YAU TONG STATION (CHA KWO)
	23C	35	LAM TIN STATION (SIN FAT ROAD) ⇌ YAU TONG STATION (CHA KWO)
	90A	18, 41	YAU TONG (YAU LAI ESTATE) ⇌ HONG KONG CHILDREN'S HOSPITAL
	90A	42	YAU TONG (YAU LAI ESTATE) ⇌ HONG KONG CHILDREN'S HOSPITAL

Annex 3

Replacement Pages of the Planning Statement

- 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 The Application Site is also situated about 650m away from Kwun Tong MTR Station, which offers efficient rail transport for student tenants and commuters. Additionally, there are multiple franchised bus and Green Minibus ("GMB") routes that operate within a 500-metre radius of the surrounding road network. Specifically, there are more than 10 franchised bus and GMB routes operating along King Yip Street to the southeast of the Application Site and Hoi Yuen Road to the further northwest, with the Kwun Tong Ferry Bus Terminus located about 150m away, effectively serving the surrounding area. 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.

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, as discussed in Section 2.5, the Proposed Development at Hung To Road is highly accessible via various modes of public transport, with the MTR Kwun Tong Station is located about 650m from the Application Site and multiple franchised bus and GMB routes operate within a 500-metre radius of the surrounding road network, facilitating easy commutes to nearby educational institutions (Section 4.2 of **Annex 5** refers). 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.

Annex 4

Preliminary Environmental Review

**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**
Preliminary Environmental Review Report
25 February 2026

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1. Introduction

1.1 Project Title

- 1.1.1 Application No. A/K14/838, 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.

1.2 Planning Application

- 1.2.1 A Planning Application No. A/K14/838 was submitted to the Town Planning Board on 27 January 2026 to seek planning permission for a Partial Conversion of an Existing Commercial Building for Proposed 'Hotel ("Student Hostel")' Use at the application site ("the Project Site") at 86 Hung To Road, Kwun Tong, Kowloon.

1.3 Project Background

Statutory Land Use Zoning of the Project Site

- 1.3.1 The Application Site falls within an area zoned as "Other Specified Uses" annotated "Business" ("OU("B")") the Approved Outline Zoning ("OZP") Plan No. S/K14S/27, Kwun Tong ("South") ("KPA 14 Pt."). The Project Site is currently occupied by an existing 10-storey commercial building known as Rich China Center ("the Project 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.

Location of the Project Site

- 1.3.2 The location of the Project Site is given in **Figure 1.1**. The layout of the Project Building is given in **Figure 1.2**.

1.4 Purpose of this Proposal

- 1.4.1 Comment on the planning application from the Environmental Protection Department ("EPD") was received. The following comments were received:
- a) On air quality, the applicant should confirm whether the central air-conditioning system would be provided for the proposed student hostel use and would not rely on open window for ventilation. Please demonstrate with drawing("s") that no air sensitive uses including openable window and/or fresh air intakes of any air sensitive uses would be situated within the minimum buffer distance under Table 3.1 at Chapter 9 of the Hong Kong Planning Standards and Guidelines ("HKPSG") for various emissions sources, e.g. roads, industrial chimneys, odour. [Reference: https://www.pland.gov.hk/file/tech_doc/hkpsg/full/pdf/ch9.pdf]. The Applicant and their consultants shall carry out site survey and desktop review to identify the emission sources in the vicinity of the Project Site. Please confirm whether there would be any chimney emission from the proposed development. If yes, the buffer distance requirements in HKPSG shall also be complied with. If the HKPSG buffer distance requirements cannot be fulfilled, quantitative cumulative impact assessment should

be required to evaluate the potential air quality impact to confirm the compliance of the prevailing AQOs criteria.

- b) On noise issue, if the proposed student hostel will rely on openable window for air ventilation, it will be affected by road traffic noise and fixed plant noise impacts and in this case, the applicant should demonstrate that there is no insurmountable noise problem for the proposed development to achieve full compliance with the noise standards/requirements stipulated in the HKPSG or Noise Control Ordinance (“NCO”) with the necessary mitigation measures in place. The applicant should carry out a noise impact assessment (“NIA”) to assess potential noise impacts and demonstrate that with implementation of noise mitigation measures, the proposed development will not be subject to adverse noise impacts.

- 1.4.2 This Preliminary Environmental Review Report (“PER”) assessed the air and noise level of environment exposed by the proposed development, to ensure that the proposed development would not have unfavourable environmental conditions.

2. Air Quality Impact Assessment

2.1 Legislation, Standards and Guidelines

2.1.1 Air Quality assessment has been conducted in accordance to the following guidelines:

- a) Air Pollution Control Ordinance ("Cap. 311"); and
- b) Hong Kong Planning Standards and Guidelines ("HKPSG"), Chapter 9

2.1.2 CAP 311 set forth the Air Quality Objectives ("AQOs") for project planning purposes. The AQOs are shown in **Table 2.1**:

Table 2.1: Air Quality Objectives Taken Effect from 1 January 2022

Pollutant	Averaging time	Concentration limit ¹ , µg/m ³	Number of Exceedances Allowed
Sulphur dioxide	10-minute	500	3
	24-hour	50	3
Respirable suspended particulates	24-hour	100	9
	Annual	50	n
Fine suspended particulates	24-hour	50	35
	Annual	25	Not applicable
Nitrogen dioxide	1-hour	200	18
	Annual	40	Not applicable
Ozone	8-hour	160	9
Carbon monoxide	1-hour	30000	0
	8-hour	10000	0
Lead	Annual	0.5	Not applicable

Notes:

1 All measurements of the concentration of gaseous air pollutants, i.e., SO₂, NO₂, O₃ and CO, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.

2.2 Description of the Environment

Baseline Air Quality Data Collection

2.2.1 Baseline air quality data for the Project Site is adopted from the latest long-term monitoring results published by the Environmental Protection Department ("EPD") of Hong Kong. The data is derived from the EPD's fixed air quality monitoring station closest to the project site, covering a 12-month continuous monitoring period to reflect the typical air quality conditions in the Kwun Tong area. Key pollutants including Sulphur dioxide ("SO₂"), Respirable suspended particulates ("PM₁₀"), Fine suspended particulates ("PM_{2.5}"), Nitrogen dioxide ("NO₂"), and Ozone ("O₃") were recorded at Kwun Tong Air Quality Monitoring Station.

2.2.2 As monitoring data is available up to September 2025, as such monitoring data up to Year 2024 is used.

2.2.3 The summary of air quality monitoring data in Kwun Tong over the past five years is given in **Table 2.2**.

Table 2.2: Historical Air Quality Monitoring Results at Kwun Tong Air Quality Monitoring Station

Pollutant	Averaging time	Highest Value ¹	2024	2023	2022	2021	2020
Sulphur dioxide	10-minute	4 th	21	29	19	24	24
	24-hour	4 th	7	10	11	7	9
Respirable suspended particulates ("PM10")	24-hour	10 th	56	58	51	72	67
	Annual	--	24	26	24	31	32
Fine suspended particulates ("PM2.5")	24-hour	36 th	24	25	26	28	27
	Annual	--	14	15	14	17	16
Nitrogen dioxide	1-hour	19 th	144	147	145	164	153
	Annual	--	<u>42</u>	<u>41</u>	<u>45</u>	<u>49</u>	<u>43</u>
Ozone	8-hour	10 th	139	129	132	125	118

Notes:

1 ⁿth highest value refers to the Number of Exceedances Allowed as per the AQOs. If the ⁿth highest value does not exceed the AQO, the parameter comply with the AQO.

Text in **Bold Underline** denoted exceedance of respective AQO criteria.

Existing Site Condition

- 2.2.4 Site visit had been conducted on 26th January 2026 to identify any sources of potential air quality nuisance within the proximity of the Project Site.
- 2.2.5 The Project Site is located within the urban area of Hung To Road, King Yip Street, and Wai Yip Street. The area is located in the core area of the Kwun Tong Business Area, which is a mixed industrial and commercial zone.
- 2.2.6 The major roads within the study area include Hung To Road, King Yip Street, and Wai Yip Street.

Major Air Quality Impact Sources

- 2.2.7 The major air quality sources for the air impact of the Project would be the traffic emissions from Hung To Road.
- 2.2.8 No chimney were identified within the proximity of the Project Building.
- 2.2.9 Kwun Tong Preliminary Treatment Works was identified at the opposite side of Wai Yip Street, at about 120m from the Project Building.
- 2.2.10 **Figure 2.1** shows the 500m study area from the Project Building with the identified potential air quality impact sources.

2.3 Air Quality Impact Assessment

- 2.3.1 This assessment is conducted in accordance with the requirements stipulated in Chapter 9 of HKPSG, covering the operational phase of the project.
- 2.3.2 The Project Building is proposed to be repurposed to be partially converted into a student hostel. Chapter 9 of HKPSG set forth the guideline on usage of Open Space Site, and

consider the hostel is primary used for residential uses, it is considered as an amenity area or a passive recreation use.

Road and Highways

- 2.3.3 Table 3.1 of Chapter 9 of HKPSG stated the recommended buffer distance between the proposed development and the major roads within proximity of the Project Building.

Table 2.3: Buffer Distance between the Project Building and Local Major Roads

Major Road	Type of Road	Recommended Buffer Distance	Distance between the Project Building and the Road
Kwun Tong Bypass	Expressway	> 20m (Active and Passive Recreation Uses), <3m (Amenity Areas)	140m
Wai Yip Street	District Distributor	>10m (Active and Passive Recreation Uses)	58m

- 2.3.4 The Project Building has sufficient buffer distance from the local major roads, as such the Project Building would comply with the guidelines stipulated in Table 3.1 of the Chapter 9 of HKPSG.

Industrial Areas

- 2.3.5 Table 3.1 of Chapter 9 of HKPSG stated the recommended difference in height between industrial chimney exit and the site.
- 2.3.6 As no chimney exit were identified during the site visit conducted on 26th January 2026, the Project Building would not be exposed to air pollution generated by chimney exits.

Sewage Treatment Works

- 2.3.7 Kwun Tong Preliminary Treatment Works is located at the opposite side of Wai Yip Street and is about 110m from the Project Building. Site visit conducted on 26th January 2026 has identified no adverse odor, showed the sewage treatment works has no adverse odor impact towards the Project Building.

2.4 Conclusion

- 2.4.1 Potential pollution sources within the proximity of the Project Building has been identified. The Project Building would have sufficient buffer distance from the potential pollution sources and would have not been affected by the identified sources.

3. Noise Impact Assessment

3.1 Legislation, Standards and Guidelines

3.1.1 Noise Impact assessment has been conducted in accordance to the following guidelines:

- a) Noise Control Ordinance ("NCO") (Cap.400);
- b) Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites ("IND-TM"); and
- c) Hong Kong Planning Standards and Guidelines("HKPSG"), Chapter 9.

3.2 Noise Sensitive Receivers within the Project Building

3.2.1 The Project Building is proposed to have openable windows at three sides: the Northeast elevation facing Hung To Road, Northwest elevation facing the Dorsett Kwun Tong Hong Kong, and the Southwest elevation facing the Manulife Financial Centre. Southeast elevation is connected with Ray Centre and has no openable windows. **Figure 3.1** shows the openable windows and the facades are classified as the Noise Sensitive Receivers within the Project Building and are summarized in **Table 3.1** below.

Table 3.1: Identified Noise Sensitive Receivers

NSR ID	Name
NSR 1	Northeast elevation facing Hung To Road
NSR 2	Northwest elevation facing the Dorsett Kwun Tong Hong Kong
NSR 3	Southwest elevation facing the Manulife Financial Centre

3.2.2 The 300m study area and the location of the identified NSRs are shown in **Figure 3.1**.

3.3 Description of the Environment

3.3.1 The Project Building is located within the industrial area of Kwun Tong. The area is an urban area with heavy traffic. Nearby major roads including Kwun Tong Bypass and Wai Yip Street.

3.4 Determination of Acceptable Noise Level

Noise Standard

3.4.1 As stipulated in Section 4.2.13, Chapter 9 of HKPSG, fixed plant noise level shall be "at least 5 dB(A) below the appropriate ANL shown in Table 3 of the IND-TM or, in the case of the background being 5 dB(A) lower than the ANL, should not be higher than the background".

Determination of Area Sensitive Rating

3.4.2 Area Sensitive Rating ("ASR") is determined in according to the Table 1 of IND-TM, and is given in **Table 3.2** below.

Table 3.2: Area Sensitive Ratings

Type of Area Containing NSR	Degree to which NSR is affected by IF		
	Not Affected	Indirectly Affected	Directly Affected
(i) Rural area, including country parks or village type developments	A	B	B
(ii) Low density residential area consisting of low-rise or isolated high-rise developments	A	B	C
(iii) Urban area	B	C	C
(iv) Area other than those above	B	B	C

* The AADT was estimated by Growth Factor

- 3.4.3 The local Influencing Factor ("IF") including the industrial area of Kwun Tong district, and the major roads nearby. In accordance with the latest published The Annual Traffic Census 2024, the Annual Average Daily Traffic ("AADT") of nearby major road in 2024 are given in **Table 3.3**. Identified IF are shown in **Figure 3.1**.

Table 3.3: The Annual Average Daily Traffic of Local Major Roads in 2024

Road Name	Counting Station No.	Segment		Annual Average Daily Traffic
		From	To	
Kwun Tong Bypass	3023	Wai Yip Street	Cheung Yip Street	102,550
Wai Yip Street	3279	Hoi Yuen Road	Cha Kwo Ling Road	32,450

- 3.4.4 As the AADT of the identified road segments are above 30,000, they are considered IF.
- 3.4.5 The Project Building have openable windows facing Hung To Road, the Dorsett Kwun Tong Hong Kong, and the Manulife Financial Centre.
- a) NSR 1 will be directly affected by the Kwun Tong Industrial Area, indirectly affected by the Kwun Tong Bypass and not affected by the Wai Yip Street;
 - b) NSR 2 will be directly affected by the Kwun Tong Industrial Area, not affected by the Kwun Tong Bypass and indirectly affected by the Wai Yip Street;
 - c) NSR 3 will be directly affected by the Kwun Tong Industrial Area, indirectly affected by the Kwun Tong Bypass and indirectly affected by the Wai Yip Street;
- 3.4.6 The NSRs and respective Area Sensitive Rating are given in **Table 3.4** below.

Table 3.4: Area Sensitive Rating for the Identified Noise Sensitive Receivers

NSR ID	Name	Area Sensitive Rating
NSR 1	Northeast elevation facing Hung To Road	C
NSR 2	Northwest elevation facing the Dorsett Kwun Tong Hong Kong	C
NSR 3	Southwest elevation facing the Manulife Financial Centre	C

Determining Acceptable Noise Level

- 3.4.7 The Acceptable Noise Level ("ANL") is determined according to Table 2 of IND-TM, and is given in **Table 3.5** below.

Table 3.5: Acceptable Noise Levels

Time Period	ASR		
	A	B	C
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

- 3.4.8 Prevailing noise level was determined by noise monitoring conducted on 10th February 2026, at 10:30am for 24 hours. The average noise level are summarized in **Table 3.6** below. The detailed measured noise levels are given in **Appendix 3.1**.

Table 3.6: Recorded Noise Level

Criteria	Unit	Recorded Noise Level, dB(A)		
		Minimum	Maximum	Average
Day and Evening Time	Leq 30mins	62.6	69.6	66.1
Nighttime	Leq 5mins	59.1	67.4	62.1

- 3.4.9 The prevailing noise levels are not lower than the respective ANL for 5dB(A), as such the ANL - 5dB(A) will be used as the fixed plant noise criteria for the identified NSRs. **Table 3.7** summarises the fixed plant noise criteria for the identified NSRs.

Table 3.7: Fixed Plant Noise Criteria for Identified Noise Sensitive Receivers

NSR ID	Name	Noise Criteria, ANL-5dB(A)	
		Day and Evening Time	Nighttime
NSR 1	Northeast elevation facing Hung To Road	65	55
NSR 2	Northwest elevation facing the Dorsett Kwun Tong Hong Kong	65	55
NSR 3	Southwest elevation facing the Manulife Financial Centre	65	55

3.5 Fixed Plant Noise Assessment

Potential Noise Sources

- 3.5.1 Site visit had been conducted on 26th January 2026 to identify any fixed plant noise sources within the proximity of the Project Site.
- 3.5.2 The Project Building is facing to Hung To Road. Older industrial buildings rely on individual air conditioning systems and hence a number of air conditioning units were identified. The buildings within proximity of the Project Building inspected are listed as follows:

3.5.3 Buildings located at opposite side of Hung To Road:

a) Kras Asia Industrial Building

Site visit conducted showed that the building has exposed A/C platforms facing Hung to Road.

b) Contempo Place

The site visit conducted had not identified any exposed E&M equipment or exhaust louvers facing Hung to Road that can potentially generate fixed plant noise nuisance to the NSR. However, A/C platforms can be observed on the side of the building facing EGL Tower and potentially face some windows on the left corner of the building site.

c) EGL Tower

The site visit showed that the EGL Tower is a modern glass building with a height of 125m. A/C Platforms can be observed at the Ground Level. A noise monitoring should be conducted. Chillers and other E&M equipment can be also observed at the roof level. Due to the height of our project site, approximately 125m. As such, the noise generated from the roof of the EGL tower is considered not significant.

d) Yue Xiu Industrial Building

Site visit conducted on 26th January showed that the building has exposed A/C platforms facing Hung to Road.

3.5.4 Building at the northwest side of the Project Building

a) Lee On Industrial Building

Site visit conducted showed that the building has exposed A/C platforms facing Hung to Road.

b) Joint Venture Factory

Site visit conducted showed that the building has exposed A/C platforms facing Hung to Road.

c) Hung To Industrial Building

Site visit conducted showed that the building has exposed A/C platforms facing Hung to Road.

3.5.5 The photos of the buildings with fixed plants identified are shown in **Figure 3.2**.

3.5.6 No exposed fixed plant was identified at other buildings, including Lemmi Center, Koho, The Rays, Milkyway Building, Westley Square, Everwin Centre, Benson Tower, 78 Hung To Road, Storefriendly Tower, Dorsett Kwun Tong Hong Kong, Ray Center, 90 Hung to Road Building, Four Seas Group Tower, and Manulife Financial Center.

3.5.7 **Table 3.8** summarizes the number of fixed plant identified on the buildings.

Table 3.8: Identified Fixed Plant on Buildings within Proximity of the Project Site

ID	Building Name	Identified Fixed Plant		Remark
		Window Type	Outdoor Unit of Split Type	
1	Kras Asia Industrial Building	7	39	

ID	Building Name	Identified Fixed Plant		Remark
		Window Type	Outdoor Unit of Split Type	
2	Contempo Place	0	103	AC units are located within the lane between EEGL Tower
3	EGL Tower	0	16	--
4	Yue Xiu Industrial Building	7	14	--
5	Lee On Industrial Building	10	16	--
6	Joint Venture Factory	7	12	AC Units on main floors are recessed and are blocked by the 78 Hung To Road
7	Hung To Industrial Building	4	7	AC Units on main floors are recessed and are blocked by the Storefriendly Tower

Sound Power Level of Fixed Plants

- 3.5.8 Reference was made to the Sound Power Level ("SWL") of commonly available AC Units. **Appendix 3.2** showed a catalogue with SWL for common available air conditioners. The SWL data for air conditioners of about 4kw are selected for the assessment purpose. SWL for window types and split types were considered similar.
- 3.5.9 Within the Project Building only NSR 1 and NSR 2 would have a view of the fixed plant, hence affected by the fixed plant noise generated by the surrounding premises.
- 3.5.10 NSR 1 would have a view of the premises opposite Hung To Road, but would have limited view for premises located at the same side of Hung To Road. Hence a -20dB(A) attenuation is applied for the fixed plant noise generated by the associated buildings. The fixed plant located at the lane between the Contempo Place and EGL Tower will have a -10dB(A) attenuation due to the noise being blocked by the premises.
- 3.5.11 NSR 2 being located within the lane between the Project Building and Dorsett Kwun Tong Hong Kong, the NSR 2 has only a limited view towards the fixed plant located at the lane between the Contempo Place and EGL Tower. As such a -10dB(A) attenuation is applied to the fixed plant due to the noise being blocked by the premises. Other fixed plant without a view from NSR 2 will have a -20dB(A) attenuation due to the noise being blocked by the premises.
- 3.5.12 The fixed plant noise impact towards the Project Building is summarized in Table 3.9. Detailed calculations are given in **Appendix 3.3**.

Table 3.9: Fixed Plant Noise Criteria for Identified Noise Sensitive Receivers

NSR ID	Name	Noise Criteria, ANL-5dB(A)		Fixed Plant Noise Impact, dB(A)	Compliance with Criteria
		Day and Evening Time	Nighttime		
NSR 1	Northeast elevation facing Hung To Road	65	55	50.5	Yes
NSR 2	Northwest elevation facing the Dorsett Kwun Tong Hong Kong	65	55	44.1	Yes
NSR 3	Southwest elevation facing the Manulife Financial Centre	65	55	N / A	Yes

3.5.13 As the fixed plant noise level does not exceed the ANL-5dB(A) for both daytime and night time period, the Project Building would not be exposed to excessive fixed plant noise during operational phase.

3.6 Traffic Noise Assessment

Noise Standard

3.6.1 The Project Building is proposed to be repurposed to be partially converted into a student hostel. Chapter 9 of HKPSG set forth the guideline on usage of Open Space Site, and consider the hostel is primary used for residential uses, it is considered as an amenity area or a passive recreation use.

3.6.2 As stipulated in Table 4.1, Chapter 9 of HKPSG, traffic noise, measured in L10 1hour, for residential developments should be 70dB(A). In addition, Table 4.3 of Chapter 9 of HKPSG suggests that for a separation distance from the development to a nearby trunk road should be approximately 300m without a screening and 50m with screening respectively.

3.6.3 The Project Building have a view of Kwun Tong Bypass at the end Hung To Road. NSR1, the only NSR within line of sight of Kwun Tong Bypass, is shielded due to the blockage of the building along Hung To Road. As such a separation distance of 50m would be sufficient. With reference to Table 2.3, the Project Building has a separation distance of 140m, exceeding the suggested buffer distance of 50m. Hence the Project Building would not be exposed to excessive traffic noise level during operational phase.

3.7 Conclusion

3.7.1 Calculation of fixed plant noise for the Project Building is conducted. The fixed plant noise level would comply with the requirements stipulated in Chapter 9 of HKPSG.

3.7.2 The Project Building has sufficient buffer distance from the local major roads, as such the Project Building would comply with the guidelines stipulated in Table 3.1 of the Chapter 9 of HKPSG.

4. Conclusion

4.1 Air Quality

- 4.1.1 Potential pollution sources within the proximity of the Project Building has been identified. The Project Building would have sufficient buffer distance from the potential pollution sources and would have not been affected by the identified sources.

4.2 Noise

- 4.2.1 Calculation of fixed plant noise for the Project Building is conducted. The fixed plant noise level would comply with the requirements stipulated in Chapter 9 of HKPSG.
- 4.2.2 The Project Building has sufficient buffer distance from the local major roads, as such the Project Building would comply with the guidelines stipulated in Table 3.1 of the Chapter 9 of HKPSG.



**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**

UMWELT CONSULTING LIMITED

23/F, On Hong Commercial Building, 145
Hennessy Road, Wan Chai, Hong Kong

Figures

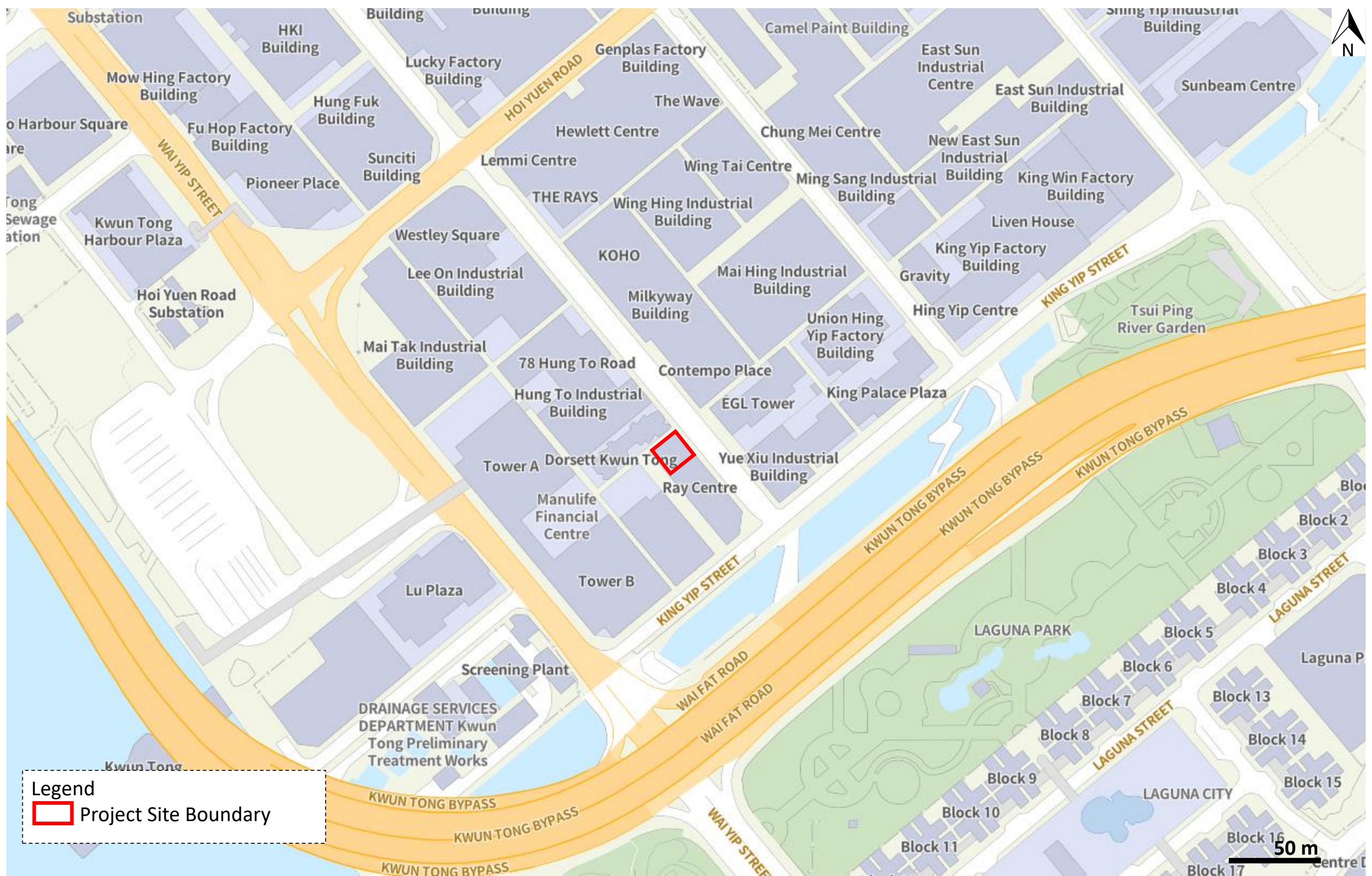
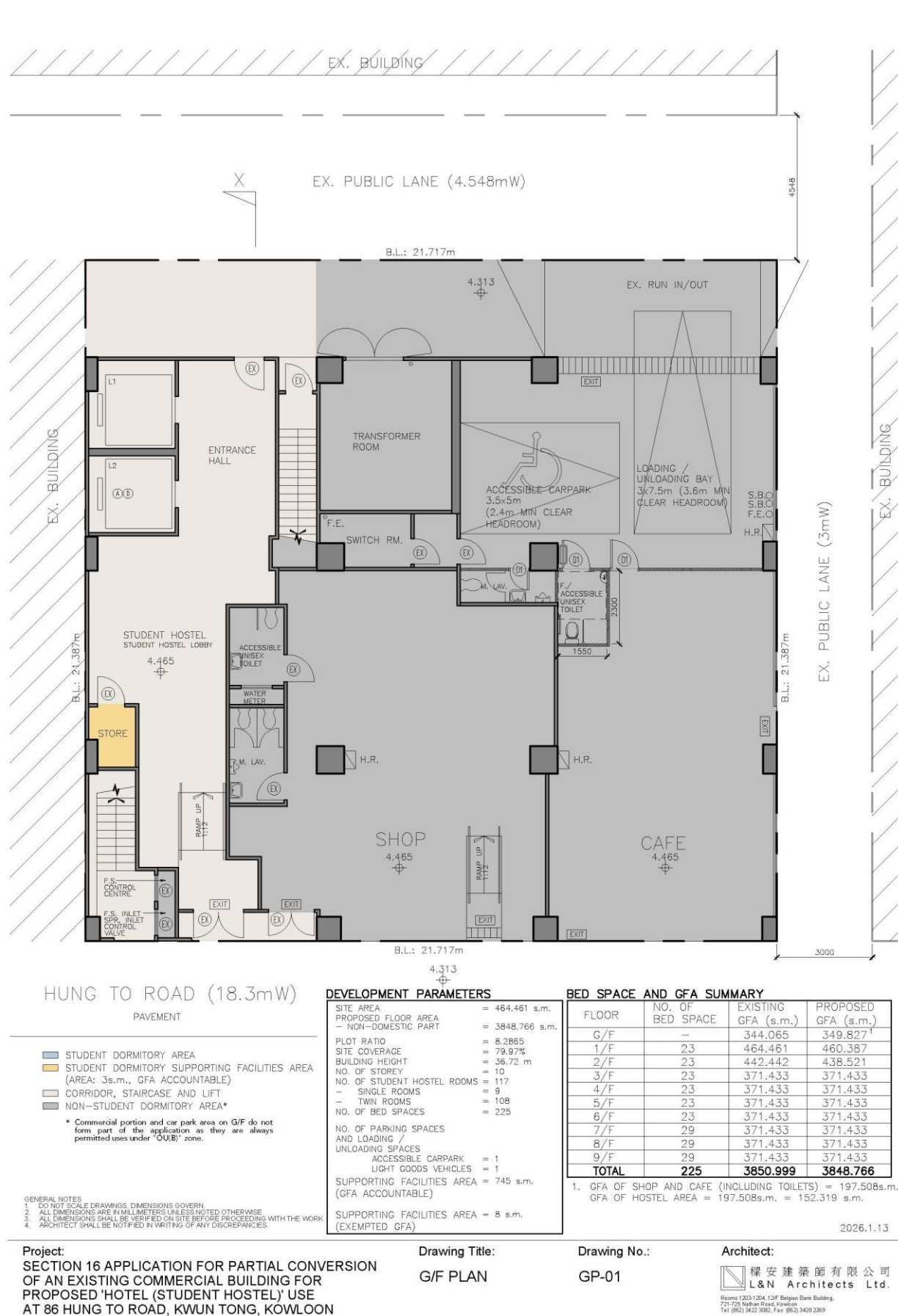


Figure 1.1: Location of the Project Site



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



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



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:
2/F PLAN

Drawing No.:
GP-03

Architect:
樓安建築師有限公司
L&N Architects Ltd.
Rooms 1203-1204, 12/F, Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3882, Fax: (852) 3428 2269

GENERAL NOTES
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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:
3/F PLAN

Drawing No.:
GP-04

Architect:
樓安建築師有限公司
L&N Architects Ltd.
Rooms 1203-1204, 12/F, Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3882, Fax: (852) 3428 2269

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

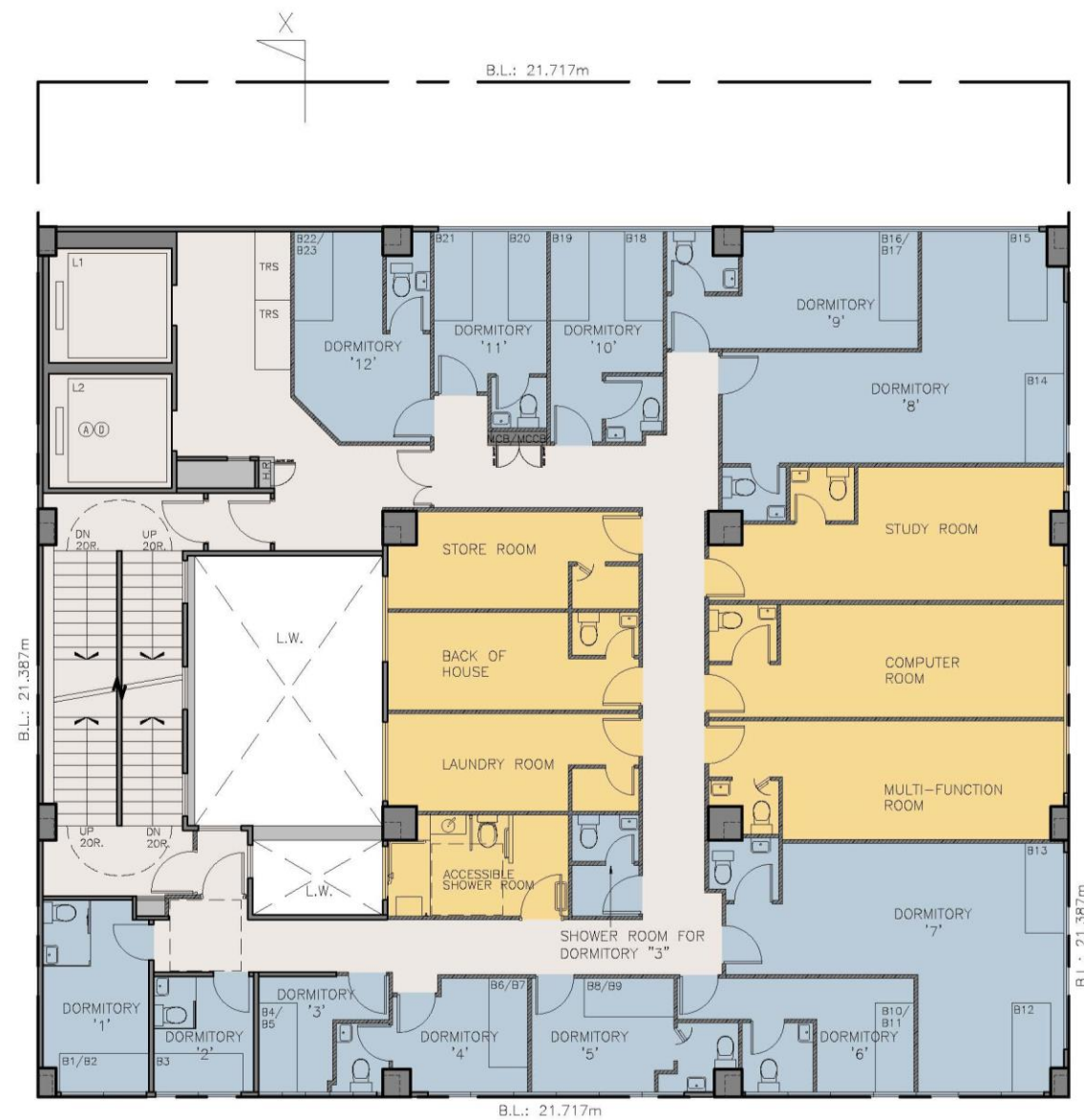
DORMITORY NO.	AREA (INCLUDING SHOWER ROOM) (m ²)	NO. OF BED SPACE
1	8.8	2
2	5.1	1
3	7.9	2
4	7.9	2
5	8.9	2
6	9.9	2
7	27.6	2
8	25.8	2
9	9.1	2
10	10.4	2
11	8.9	2
12	11.9	2
TOTAL	142.2	23

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

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.

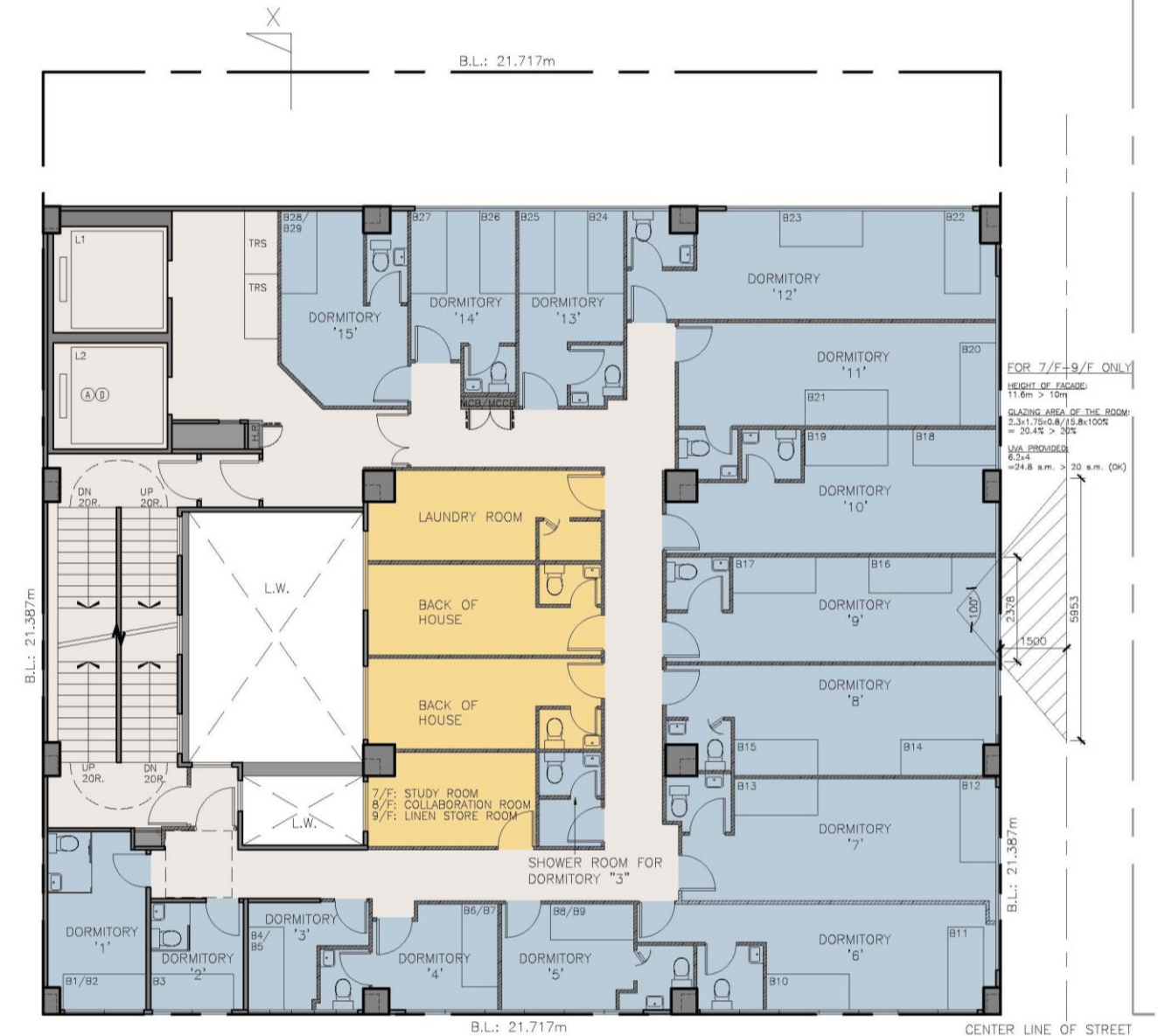
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Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
4/F - 6/F PLAN

Drawing No.:
GP-05

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



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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

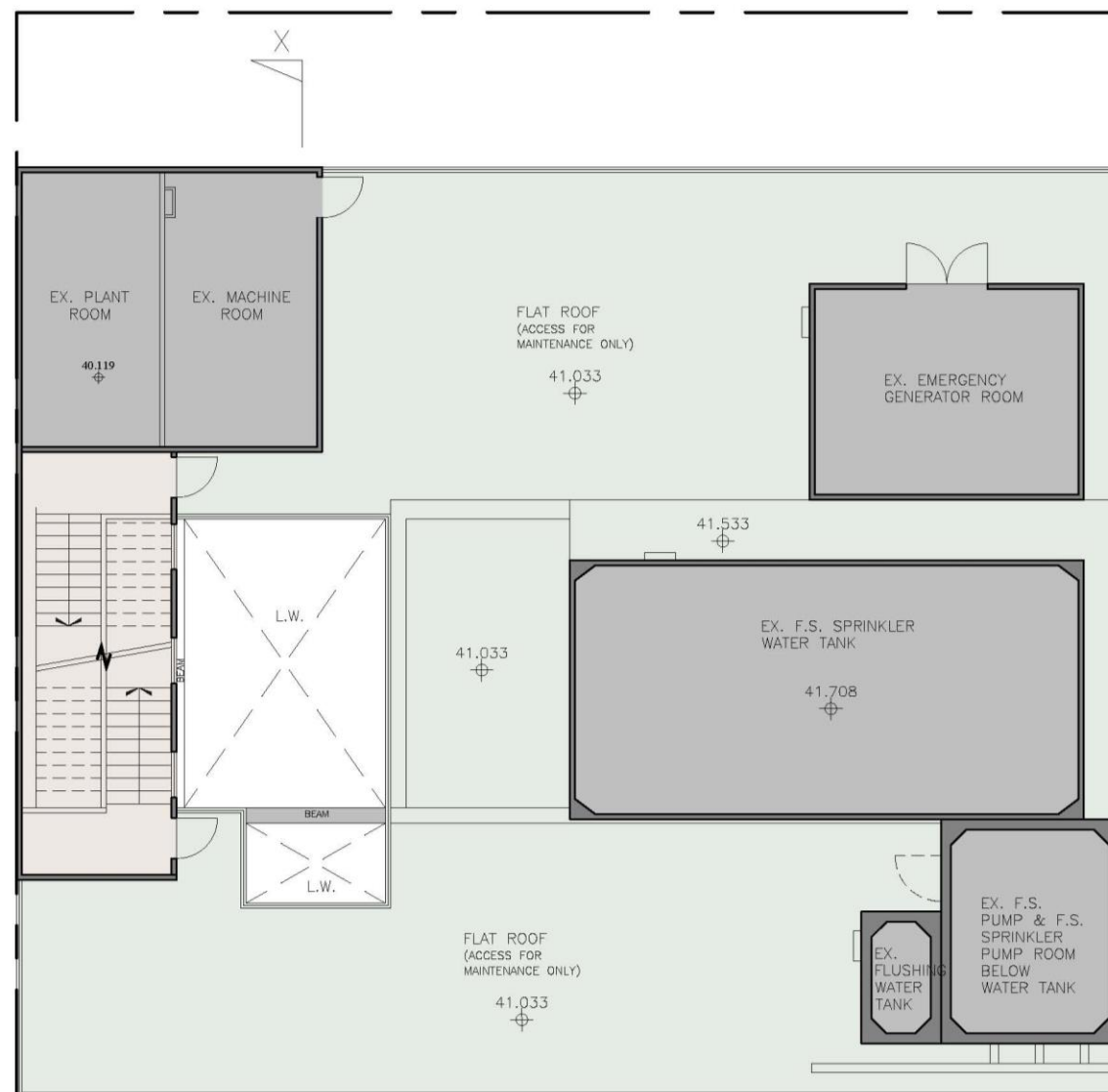
Architect:
標安建築師有限公司
L&N Architects Ltd.
Rooms 1203-1204, 12/F, Beigian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

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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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:
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 3062, Fax: (852) 3428 2269

Figure 1.2d: Layout of the Project Building- Roof and Section Plan



STUDENT DORMITORY AREA
STUDENT DORMITORY SUPPORTING FACILITIES AREA
CORRIDOR, STAIRCASE AND LIFT
NON-STUDENT DORMITORY AREA

GENERAL NOTES
1. DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN.
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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:
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 3062, Fax: (852) 3428 2269

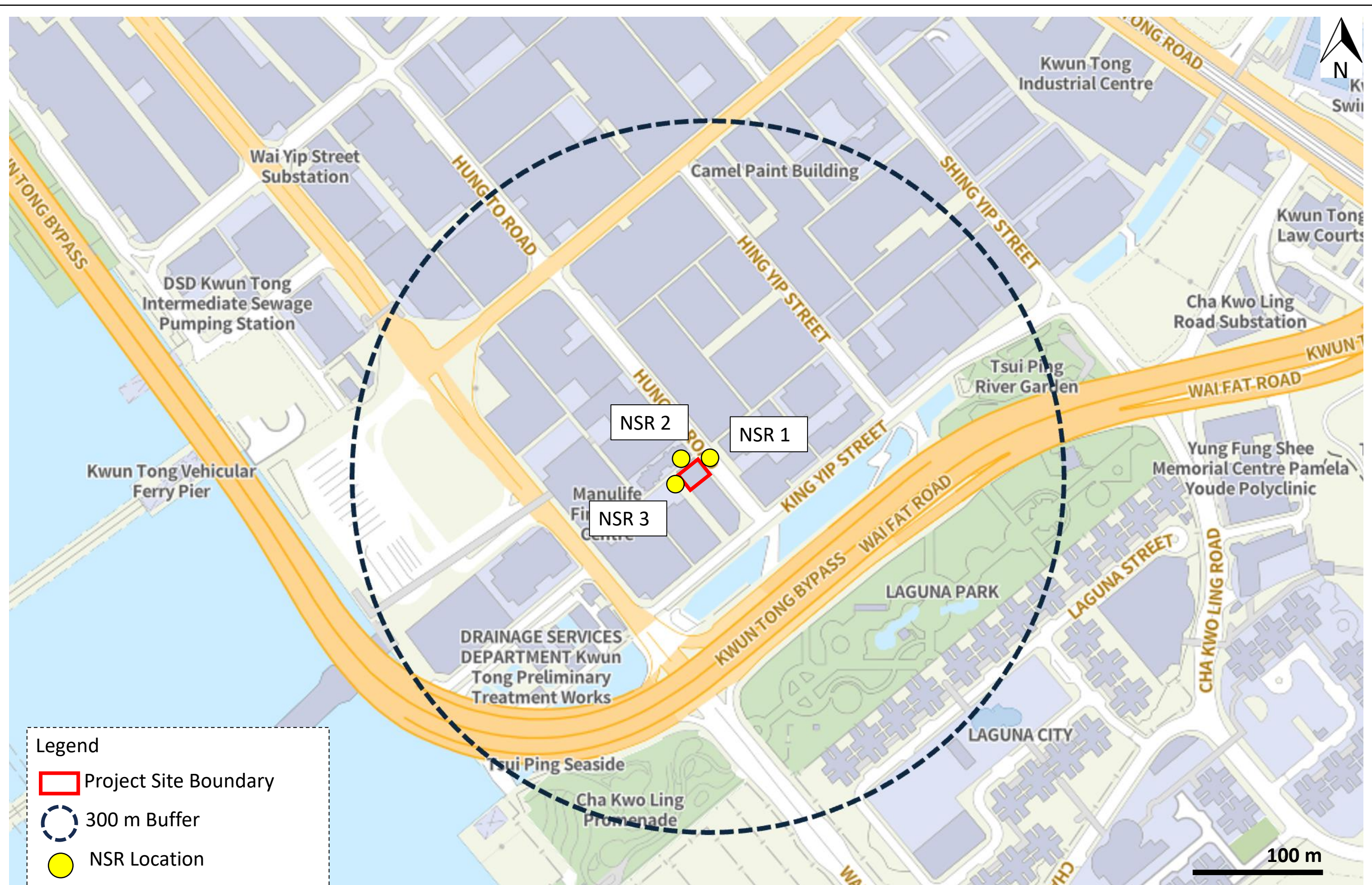


Figure 3.1: 300m study area with location of Noise Sensitive Receivers (NSR)

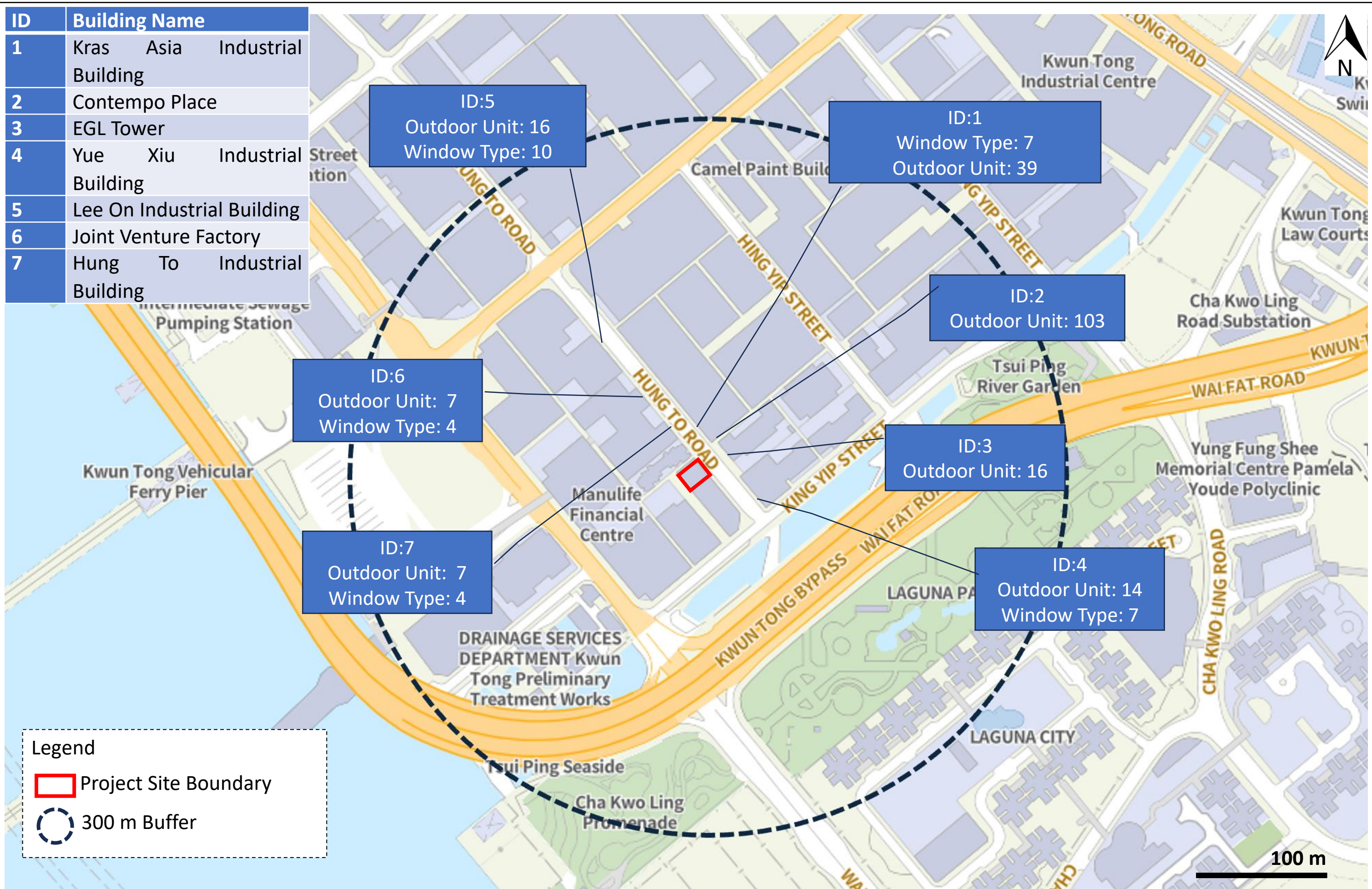


Figure 3.2: Location of Identified Fixed Plant



**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**

UMWELT CONSULTING LIMITED

23/F, On Hong Commercial Building, 145
Hennessy Road, Wan Chai, Hong Kong

Appendix 3.1

Detailed Noise Monitoring Data

Appendix 3.1

Detailed Noise Monitoring Data

Full Data

ID	Start Time	Leq 5mins	L10	L90	Leq 30mins
1	10/2/2026 - 10:31:39	67.7	69.5	65.0	67.6
2	10/2/2026 - 10:36:39	67.1	68.9	65.1	--
3	10/2/2026 - 10:41:39	66.3	68.1	64.0	--
4	10/2/2026 - 10:46:39	69.1	69.8	64.8	--
5	10/2/2026 - 10:51:39	67.7	69.3	64.8	--
6	10/2/2026 - 10:56:39	67.0	68.1	64.3	--
7	10/2/2026 - 11:01:39	66.6	68.1	64.9	67.2
8	10/2/2026 - 11:06:39	67.0	68.9	64.6	--
9	10/2/2026 - 11:11:39	66.5	67.9	64.8	--
10	10/2/2026 - 11:16:39	68.2	68.9	65.2	--
11	10/2/2026 - 11:21:39	67.3	69.0	65.0	--
12	10/2/2026 - 11:26:39	67.6	68.6	64.9	--
13	10/2/2026 - 11:31:39	66.0	67.6	64.1	67.2
14	10/2/2026 - 11:36:39	66.9	68.3	65.0	--
15	10/2/2026 - 11:41:39	66.3	68.0	64.2	--
16	10/2/2026 - 11:46:39	66.6	67.7	65.0	--
17	10/2/2026 - 11:51:39	68.9	71.5	65.6	--
18	10/2/2026 - 11:56:39	67.7	70.1	65.1	--
19	10/2/2026 - 12:01:39	66.9	68.3	65.2	67.6
20	10/2/2026 - 12:06:39	67.4	69.2	65.5	--
21	10/2/2026 - 12:11:39	67.5	69.3	65.6	--
22	10/2/2026 - 12:16:39	67.9	69.4	64.8	--
23	10/2/2026 - 12:21:39	66.9	68.2	65.3	--
24	10/2/2026 - 12:26:39	68.9	68.9	65.3	--
25	10/2/2026 - 12:31:39	68.9	69.9	65.6	67.3
26	10/2/2026 - 12:36:39	66.8	68.1	64.7	--
27	10/2/2026 - 12:41:39	66.6	67.8	64.8	--
28	10/2/2026 - 12:46:39	67.0	67.8	64.9	--
29	10/2/2026 - 12:51:39	66.5	67.8	64.5	--
30	10/2/2026 - 12:56:39	67.6	69.1	65.6	--
31	10/2/2026 - 13:01:39	68.4	69.7	66.1	67.5
32	10/2/2026 - 13:06:39	67.3	68.8	65.8	--
33	10/2/2026 - 13:11:39	68.1	69.7	65.9	--
34	10/2/2026 - 13:16:39	66.9	68.2	65.5	--
35	10/2/2026 - 13:21:39	67.4	68.9	66.0	--
36	10/2/2026 - 13:26:39	66.7	68.1	65.3	--
37	10/2/2026 - 13:31:39	66.5	67.5	65.3	67.0
38	10/2/2026 - 13:36:39	66.5	67.5	65.4	--
39	10/2/2026 - 13:41:39	67.6	69.0	65.8	--
40	10/2/2026 - 13:46:39	67.1	68.0	65.3	--
41	10/2/2026 - 13:51:39	68.1	69.4	65.5	--
42	10/2/2026 - 13:56:39	65.8	67.1	63.6	--
43	10/2/2026 - 14:01:39	67.1	69.0	64.9	67.7
44	10/2/2026 - 14:06:39	67.3	68.5	65.7	--
45	10/2/2026 - 14:11:39	68.3	69.8	65.9	--
46	10/2/2026 - 14:16:39	67.8	69.3	65.8	--
47	10/2/2026 - 14:21:39	68.6	70.5	65.5	--
48	10/2/2026 - 14:26:39	66.8	68.2	65.1	--
49	10/2/2026 - 14:31:39	67.0	68.4	64.8	67.3
50	10/2/2026 - 14:36:39	68.1	68.7	65.0	--
51	10/2/2026 - 14:41:39	67.0	68.7	64.8	--
52	10/2/2026 - 14:46:39	66.3	67.6	64.9	--
53	10/2/2026 - 14:51:39	67.8	69.1	65.8	--
54	10/2/2026 - 14:56:39	67.5	69.3	65.0	--
55	10/2/2026 - 15:01:39	69.6	69.7	64.8	68.1
56	10/2/2026 - 15:06:39	70.5	70.9	64.5	--
57	10/2/2026 - 15:11:39	66.1	67.0	64.4	--
58	10/2/2026 - 15:16:39	66.6	67.8	64.8	--
59	10/2/2026 - 15:21:39	66.6	67.6	65.1	--
60	10/2/2026 - 15:26:39	67.1	68.3	65.3	--
61	10/2/2026 - 15:31:39	66.5	67.8	64.9	67.4
62	10/2/2026 - 15:36:39	66.9	68.2	64.9	--
63	10/2/2026 - 15:41:39	67.9	70.3	65.0	--
64	10/2/2026 - 15:46:39	67.5	69.5	65.1	--
65	10/2/2026 - 15:51:39	67.6	69.4	65.3	--
66	10/2/2026 - 15:56:39	67.7	68.9	65.2	--
67	10/2/2026 - 16:01:39	68.1	69.3	65.2	67.2
68	10/2/2026 - 16:06:39	67.0	68.4	65.1	--
69	10/2/2026 - 16:11:39	66.8	68.1	65.3	--
70	10/2/2026 - 16:16:39	67.0	68.5	65.3	--
71	10/2/2026 - 16:21:39	66.9	68.4	64.6	--
72	10/2/2026 - 16:26:39	67.2	68.5	65.4	--

ID	Start Time	Leq 5mins	L10	L90	Leq 30mins
73	10/2/2026 - 16:31:39	66.7	68.6	64.6	66.7
74	10/2/2026 - 16:36:39	67.0	67.7	64.8	--
75	10/2/2026 - 16:41:39	66.0	67.4	64.1	--
76	10/2/2026 - 16:46:39	67.5	68.6	65.2	--
77	10/2/2026 - 16:51:39	66.4	67.6	64.7	--
78	10/2/2026 - 16:56:39	66.4	67.6	64.2	--
79	10/2/2026 - 17:01:39	68.3	71.1	64.3	67.6
80	10/2/2026 - 17:06:39	68.2	70.5	65.1	--
81	10/2/2026 - 17:11:39	68.1	69.4	64.1	--
82	10/2/2026 - 17:16:39	65.3	66.6	63.6	--
83	10/2/2026 - 17:21:39	66.8	68.4	63.9	--
84	10/2/2026 - 17:26:39	68.4	70.5	64.3	--
85	10/2/2026 - 17:31:39	67.5	69.5	64.3	67.3
86	10/2/2026 - 17:36:39	68.5	70.2	66.1	--
87	10/2/2026 - 17:41:39	68.1	69.9	65.8	--
88	10/2/2026 - 17:46:39	67.0	68.6	65.2	--
89	10/2/2026 - 17:51:39	66.2	67.6	63.7	--
90	10/2/2026 - 17:56:39	65.8	67.5	63.8	--
91	10/2/2026 - 18:01:39	65.6	67.2	63.4	66.5
92	10/2/2026 - 18:06:39	65.9	68.0	63.3	--
93	10/2/2026 - 18:11:39	68.5	71.6	64.2	--
94	10/2/2026 - 18:16:39	66.7	68.5	63.9	--
95	10/2/2026 - 18:21:39	66.0	67.4	63.7	--
96	10/2/2026 - 18:26:39	65.3	66.5	63.7	--
97	10/2/2026 - 18:31:39	65.5	66.8	63.8	66.1
98	10/2/2026 - 18:36:39	66.5	67.4	63.8	--
99	10/2/2026 - 18:41:39	66.3	68.3	63.5	--
100	10/2/2026 - 18:46:39	66.0	67.5	63.8	--
101	10/2/2026 - 18:51:39	66.1	67.6	63.6	--
102	10/2/2026 - 18:56:39	66.0	67.7	63.8	--
103	10/2/2026 - 19:01:39	65.0	66.5	63.2	65.4
104	10/2/2026 - 19:06:39	65.1	66.9	63.0	--
105	10/2/2026 - 19:11:39	65.7	66.8	63.2	--
106	10/2/2026 - 19:16:39	65.1	66.5	63.2	--
107	10/2/2026 - 19:21:39	65.3	66.9	63.4	--
108	10/2/2026 - 19:26:39	66.1	67.9	63.7	--
109	10/2/2026 - 19:31:39	65.8	67.9	63.7	65.5
110	10/2/2026 - 19:36:39	65.2	66.6	63.7	--
111	10/2/2026 - 19:41:39	64.9	66.4	63.2	--
112	10/2/2026 - 19:46:39	65.0	66.2	63.2	--
113	10/2/2026 - 19:51:39	66.0	67.3	63.5	--
114	10/2/2026 - 19:56:39	65.8	67.6	63.3	--
115	10/2/2026 - 20:01:39	65.0	66.5	63.1	64.8
116	10/2/2026 - 20:06:39	64.5	66.0	62.5	--
117	10/2/2026 - 20:11:39	64.5	66.4	62.6	--
118	10/2/2026 - 20:16:39	64.6	66.0	62.8	--
119	10/2/2026 - 20:21:39	65.8	67.0	62.5	--
120	10/2/2026 - 20:26:39	64.0	65.8	62.0	--
121	10/2/2026 - 20:31:39	63.9	65.4	61.8	64.2
122	10/2/2026 - 20:36:39	63.7	65.2	61.6	--
123	10/2/2026 - 20:41:39	63.7	65.2	62.1	--
124	10/2/2026 - 20:46:39	64.3	66.2	61.8	--
125	10/2/2026 - 20:51:39	65.2	66.8	62.4	--
126	10/2/2026 - 20:56:39	64.4	65.8	62.3	--
127	10/2/2026 - 21:01:39	63.5	65.4	61.1	64.2
128	10/2/2026 - 21:06:39	64.0	65.5	61.9	--
129	10/2/2026 - 21:11:39	65.4	67.4	62.3	--
130	10/2/2026 - 21:16:39	63.9	65.6	62.0	--
131	10/2/2026 - 21:21:39	63.9	65.6	61.9	--
132	10/2/2026 - 21:26:39	64.0	65.8	61.9	--
133	10/2/2026 - 21:31:39	63.6	65.1	61.7	63.6
134	10/2/2026 - 21:36:39	63.5	65.6	60.3	--
135	10/2/2026 - 21:41:39	63.3	65.0	60.3	--
136	10/2/2026 - 21:46:39	62.8	64.8	60.4	--
137	10/2/2026 - 21:51:39	64.4	65.4	60.9	--
138	10/2/2026 - 21:56:39	64.1	65.6	60.7	--
139	10/2/2026 - 22:01:39	62.6	64.3	60.3	63.1
140	10/2/2026 - 22:06:39	63.7	65.8	61.1	--
141	10/2/2026 - 22:11:39	63.0	64.4	60.8	--
142	10/2/2026 - 22:16:39	62.9	64.4	60.5	--
143	10/2/2026 - 22:21:39	63.3	65.3	60.7	--
144	10/2/2026 - 22:26:39	63.0	64.8	60.3	--

Appendix 3.1

Detailed Noise Monitoring Data

Full Data

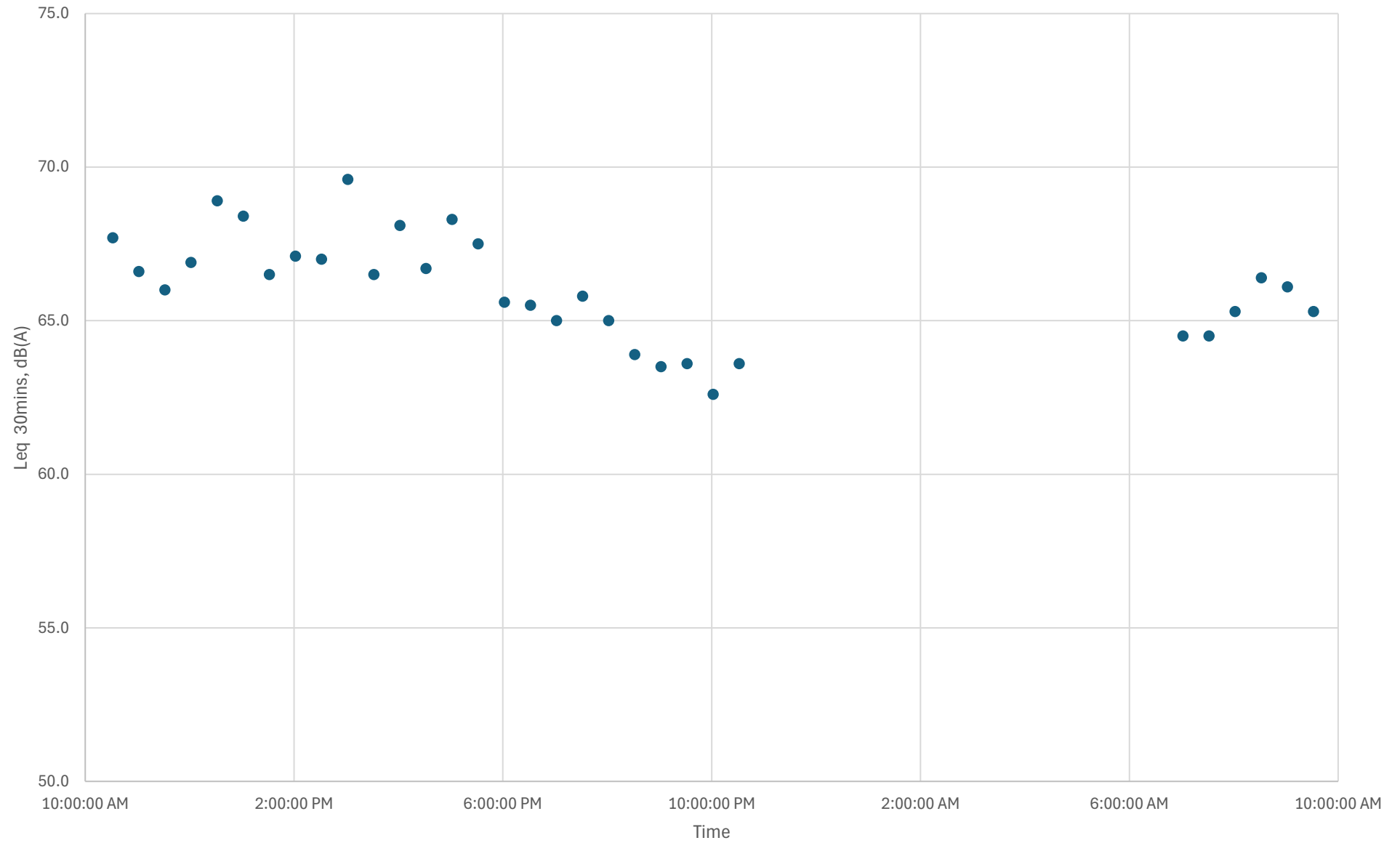
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147	10/2/2026 - 22:41:39	62.7	64.2	60.1	--
148	10/2/2026 - 22:46:39	61.8	63.5	59.4	--
149	10/2/2026 - 22:51:39	63.7	65.4	60.9	--
150	10/2/2026 - 22:56:39	63.7	64.9	60.9	--
151	10/2/2026 - 23:01:39	62.3	64.0	59.8	62.6
152	10/2/2026 - 23:06:39	63.2	64.7	61.2	--
153	10/2/2026 - 23:11:39	62.8	64.4	59.9	--
154	10/2/2026 - 23:16:39	62.2	63.8	60.0	--
155	10/2/2026 - 23:21:39	63.3	64.9	59.1	--
156	10/2/2026 - 23:26:39	61.7	63.5	59.3	--
157	10/2/2026 - 23:31:39	62.1	63.9	60.0	62.3
158	10/2/2026 - 23:36:39	62.5	64.4	59.2	--
159	10/2/2026 - 23:41:39	62.0	63.8	58.8	--
160	10/2/2026 - 23:46:39	61.8	64.0	59.0	--
161	10/2/2026 - 23:51:39	63.3	63.8	59.0	--
162	10/2/2026 - 23:56:39	62.2	64.6	59.3	--
163	11/2/2026 - 00:01:39	63.1	65.3	59.2	63.1
164	11/2/2026 - 00:06:39	63.8	66.0	60.0	--
165	11/2/2026 - 00:11:39	62.8	64.2	58.6	--
166	11/2/2026 - 00:16:39	62.0	64.2	59.4	--
167	11/2/2026 - 00:21:39	64.9	67.4	60.3	--
168	11/2/2026 - 00:26:39	60.8	62.7	58.4	--
169	11/2/2026 - 00:31:39	62.3	64.3	58.4	60.9
170	11/2/2026 - 00:36:39	60.8	63.7	57.3	--
171	11/2/2026 - 00:41:39	60.6	62.7	57.1	--
172	11/2/2026 - 00:46:39	61.2	63.7	57.2	--
173	11/2/2026 - 00:51:39	60.7	62.9	58.1	--
174	11/2/2026 - 00:56:39	59.4	61.4	55.8	--
175	11/2/2026 - 01:01:39	60.0	62.6	56.3	60.2
176	11/2/2026 - 01:06:39	59.8	61.6	56.8	--
177	11/2/2026 - 01:11:39	60.6	63.1	56.2	--
178	11/2/2026 - 01:16:39	59.7	62.8	56.0	--
179	11/2/2026 - 01:21:39	60.0	62.7	56.2	--
180	11/2/2026 - 01:26:39	61.1	63.4	58.2	--
181	11/2/2026 - 01:31:39	61.0	63.0	57.9	60.0
182	11/2/2026 - 01:36:39	59.1	61.3	56.0	--
183	11/2/2026 - 01:41:39	60.1	62.1	56.4	--
184	11/2/2026 - 01:46:39	59.6	62.0	56.7	--
185	11/2/2026 - 01:51:39	60.8	63.6	56.2	--
186	11/2/2026 - 01:56:39	59.3	61.6	56.0	--
187	11/2/2026 - 02:01:39	58.7	61.5	53.8	58.6
188	11/2/2026 - 02:06:39	58.1	60.2	54.9	--
189	11/2/2026 - 02:11:39	58.3	60.0	54.3	--
190	11/2/2026 - 02:16:39	59.4	61.7	54.6	--
191	11/2/2026 - 02:21:39	58.3	60.0	55.5	--
192	11/2/2026 - 02:26:39	58.7	61.7	55.0	--
193	11/2/2026 - 02:31:39	59.8	62.4	54.9	58.2
194	11/2/2026 - 02:36:39	57.2	59.5	53.6	--
195	11/2/2026 - 02:41:39	57.9	60.3	54.5	--
196	11/2/2026 - 02:46:39	58.2	61.1	54.1	--
197	11/2/2026 - 02:51:39	58.0	60.7	53.9	--
198	11/2/2026 - 02:56:39	57.9	60.2	54.1	--
199	11/2/2026 - 03:01:39	58.1	61.1	54.4	58.1
200	11/2/2026 - 03:06:39	58.2	59.7	54.1	--
201	11/2/2026 - 03:11:39	58.2	60.6	54.9	--
202	11/2/2026 - 03:16:39	58.1	61.0	54.4	--
203	11/2/2026 - 03:21:39	58.5	60.4	54.7	--
204	11/2/2026 - 03:26:39	57.1	59.3	54.1	--
205	11/2/2026 - 03:31:39	58.5	61.4	54.4	58.2
206	11/2/2026 - 03:36:39	58.6	61.0	54.5	--
207	11/2/2026 - 03:41:39	57.6	60.2	53.3	--
208	11/2/2026 - 03:46:39	58.3	60.8	53.6	--
209	11/2/2026 - 03:51:39	58.3	61.1	54.1	--
210	11/2/2026 - 03:56:39	57.7	60.2	53.8	--
211	11/2/2026 - 04:01:39	58.5	61.0	53.7	58.0
212	11/2/2026 - 04:06:39	58.0	59.8	53.6	--
213	11/2/2026 - 04:11:39	58.6	61.3	53.4	--
214	11/2/2026 - 04:16:39	56.8	59.1	54.0	--
215	11/2/2026 - 04:21:39	57.4	60.1	53.6	--
216	11/2/2026 - 04:26:39	58.4	60.6	53.9	--

ID	Start Time	Leq 5mins	L10	L90	Leq 30mins
217	11/2/2026 - 04:31:39	58.4	60.6	54.6	58.2
218	11/2/2026 - 04:36:39	58.6	60.9	55.2	--
219	11/2/2026 - 04:41:39	58.4	60.8	54.8	--
220	11/2/2026 - 04:46:39	58.1	61.1	53.6	--
221	11/2/2026 - 04:51:39	57.7	60.2	53.8	--
222	11/2/2026 - 04:56:39	58.1	60.9	53.2	--
223	11/2/2026 - 05:01:39	57.5	60.0	53.9	58.3
224	11/2/2026 - 05:06:39	57.3	59.7	53.5	--
225	11/2/2026 - 05:11:39	58.3	60.6	53.7	--
226	11/2/2026 - 05:16:39	58.6	60.8	54.9	--
227	11/2/2026 - 05:21:39	58.7	60.9	55.7	--
228	11/2/2026 - 05:26:39	59.2	61.6	55.6	--
229	11/2/2026 - 05:31:39	57.7	59.9	55.2	58.8
230	11/2/2026 - 05:36:39	59.8	62.2	54.4	--
231	11/2/2026 - 05:41:39	58.5	60.9	54.6	--
232	11/2/2026 - 05:46:39	59.4	62.2	54.8	--
233	11/2/2026 - 05:51:39	58.7	61.2	55.2	--
234	11/2/2026 - 05:56:39	58.4	60.6	54.7	--
235	11/2/2026 - 06:01:39	60.0	63.1	56.5	60.1
236	11/2/2026 - 06:06:39	60.0	61.9	57.5	--
237	11/2/2026 - 06:11:39	60.7	63.4	56.9	--
238	11/2/2026 - 06:16:39	59.7	61.7	56.7	--
239	11/2/2026 - 06:21:39	59.4	61.6	56.6	--
240	11/2/2026 - 06:26:39	60.5	62.5	57.6	--
241	11/2/2026 - 06:31:39	61.1	63.1	58.3	62.3
242	11/2/2026 - 06:36:39	61.8	63.6	59.1	--
243	11/2/2026 - 06:41:39	62.1	63.8	59.6	--
244	11/2/2026 - 06:46:39	62.0	64.2	59.1	--
245	11/2/2026 - 06:51:39	62.7	64.4	60.4	--
246	11/2/2026 - 06:56:39	63.7	65.4	61.8	--
247	11/2/2026 - 07:01:39	64.5	66.5	62.2	64.5
248	11/2/2026 - 07:06:39	64.2	66.3	61.8	--
249	11/2/2026 - 07:11:39	63.9	65.6	61.9	--
250	11/2/2026 - 07:16:39	64.2	65.7	61.6	--
251	11/2/2026 - 07:21:39	65.6	67.0	62.5	--
252	11/2/2026 - 07:26:39	64.1	65.9	62.2	--
253	11/2/2026 - 07:31:39	64.5	65.9	62.6	65.3
254	11/2/2026 - 07:36:39	65.6	67.5	62.9	--
255	11/2/2026 - 07:41:39	65.1	66.6	63.6	--
256	11/2/2026 - 07:46:39	65.5	67.1	63.9	--
257	11/2/2026 - 07:51:39	65.5	67.2	63.8	--
258	11/2/2026 - 07:56:39	65.5	67.5	63.5	--
259	11/2/2026 - 08:01:39	65.3	66.8	63.7	66.3
260	11/2/2026 - 08:06:39	66.3	67.1	63.7	--
261	11/2/2026 - 08:11:39	65.4	66.9	63.9	--
262	11/2/2026 - 08:16:39	65.8	67.2	64.0	--
263	11/2/2026 - 08:21:39	66.5	68.1	64.4	--
264	11/2/2026 - 08:26:39	67.8	69.6	64.6	--
265	11/2/2026 - 08:31:39	66.4	68.0	64.7	66.4
266	11/2/2026 - 08:36:39	66.1	67.1	64.3	--
267	11/2/2026 - 08:41:39	66.4	68.3	64.7	--
268	11/2/2026 - 08:46:39	65.9	67.4	64.0	--
269	11/2/2026 - 08:51:39	66.5	67.7	65.3	--
270	11/2/2026 - 08:56:39	66.9	68.4	65.1	--
271	11/2/2026 - 09:01:39	66.1	67.5	63.9	66.7
272	11/2/2026 - 09:06:39	67.6	68.8	65.4	--
273	11/2/2026 - 09:11:39	66.1	66.9	65.0	--
274	11/2/2026 - 09:16:39	68.3	69.4	65.2	--
275	11/2/2026 - 09:21:39	66.1	67.5	64.5	--
276	11/2/2026 - 09:26:39	65.4	67.0	63.7	--
277	11/2/2026 - 09:31:39	65.3	66.7	64.0	66.5
278	11/2/2026 - 09:36:39	66.0	67.6	64.4	--
279	11/2/2026 - 09:41:39	65.7	67.3	63.9	--
280	11/2/2026 - 09:46:39	67.6	68.6	65.5	--
281	11/2/2026 - 09:51:39	67.0	68.4	65.2	--
282	11/2/2026 - 09:56:39	67.0	69.0	64.3	--
283	11/2/2026 - 10:01:39	65.8	67.2	64.2	66.0
284	11/2/2026 - 10:06:39	66.2	67.8	64.5	--
285	11/2/2026 - 10:11:39	66.0	67.5	64.4	--
286	11/2/2026 - 10:16:39	66.4	67.8	64.7	--
287	11/2/2026 - 10:21:39	65.8	67.0	64.1	--
288	11/2/2026 - 10:26:39	66.0	67.6	64.3	--

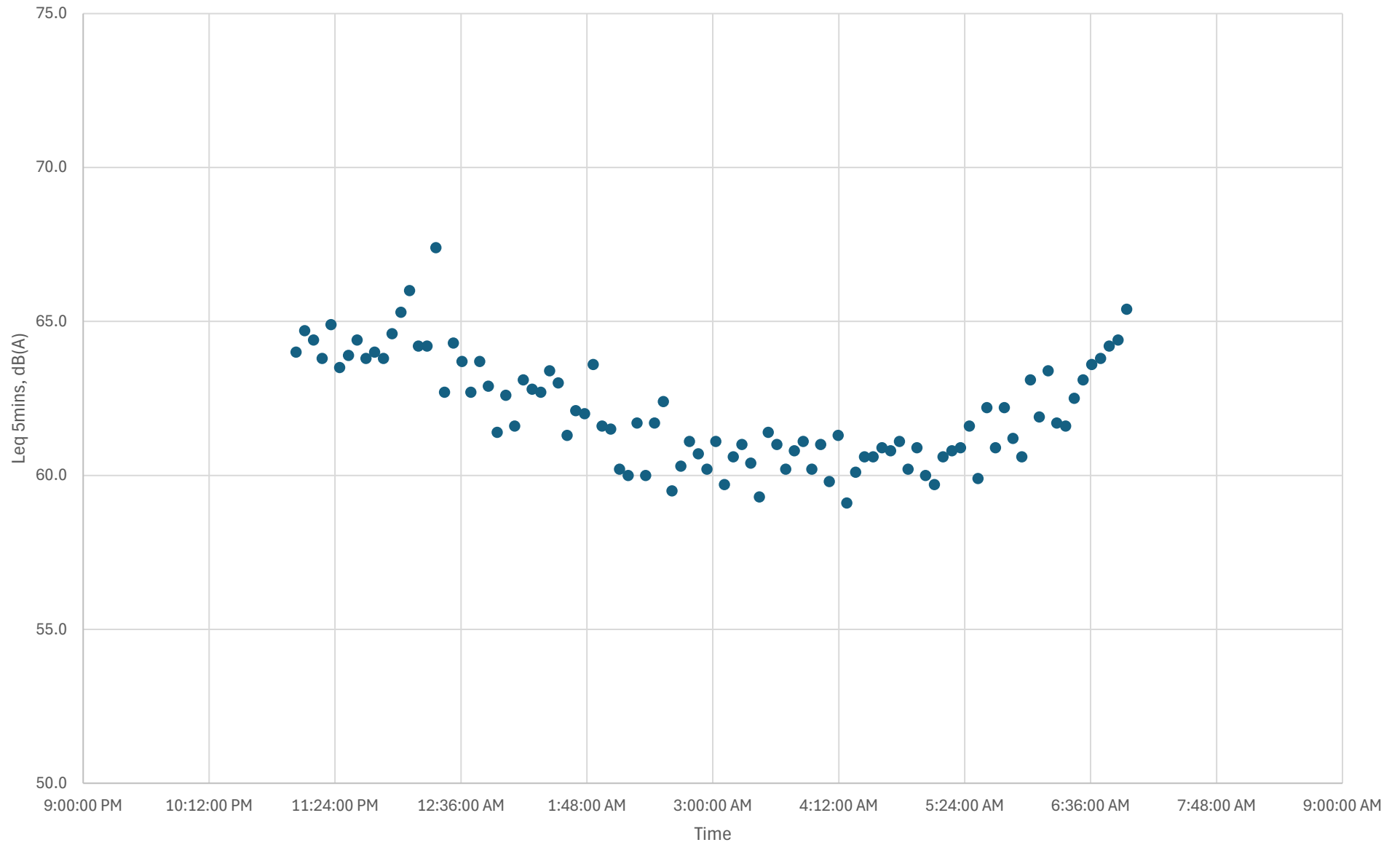
NOTE:

Shaded Cell refers to Night Time period where Leq 30mins are for reference only

Leq 30mins During Daytime and Evening Time



Leq 5mins During Night Time



Appendix 3.2

Catalogue With SWL for Common Available Air Conditioners

Wall mounted unit

Where comfort meets style

- A compact and functional design suitable for all interiors in a white, black and silver coloured elegant finish
- The Coanda effect optimises the airflow for a comfortable climate. By using specially designed flaps, a more focused airflow allows a better temperature distribution throughout the whole room
- The intelligent thermal sensor determines the current room temperature and distributes air evenly throughout the room before switching to an airflow pattern that directs warm or cool air to areas that need it
- Practically inaudible: the unit runs so quietly, you will almost forget it is there.
- Using electrons to trigger chemical reactions with air borne particles, the Flash Streamer breaks down allergens such as pollen and fungal allergens and removes bothersome odours providing a better, cleaner air
- Onecta app: control your indoor from any location with an app, via your local network or internet.
- Voice command via Amazon Alexa or Google Assistant to control main functions such as set point, operation mode, fan speed, etc
- Seasonal efficiency values up to A+++ in cooling and heating



CTXA-CW



FTXA-CW



CTXA-CB



FTXA-CB



CTXA-CS



FTXA-CS



RXA-A8



RXA-B8

Efficiency data				FTXA + RXA	CTXA15CW/S/B	20CW/S/B + 20A8	25CW/S/B + 25A8	35CW/S/B + 35A8	42CW/S/B + 42B8	50CW/S/B + 50B8	
Cooling capacity	Min./Nom./Max.			kW	Connectable to multi outdoor units only	1.30/2.00/2.60	1.30/2.50/3.20	1.40/3.40/4.00	1.7/4.2/5	1.7/5/5.3	
Heating capacity	Min./Nom./Max.			kW		1.30/2.50/3.50	1.30/2.80/4.70	1.40/4.00/5.20	1.7/5.4/6	1.7/5.8/6.5	
Power input	Cooling	Min./Nom./Max.		kW		0.27/0.43/0.63	0.27/0.56/0.78	0.31/0.78/1.04	-/1.05 /-	-/1.36 /-	
	Heating	Min./Nom.		kW		0.25/0.50/0.91	0.25/0.56/1.22	0.26/0.99/1.67	-/1.31 /-	-/1.45 /-	
Space cooling	Energy efficiency class										
	Capacity	Pdesign		kW		2.00	2.50	3.40	4.2	5	
	SEER					8.75	8.74	8.73	7.5	7.33	
Space heating (Average climate)	Annual energy consumption			kWh/a		80	100	136	196	239	
	Energy efficiency class										
	Capacity	Pdesign		kW		2.40	2.45	2.50	3.8	4	
	SCOP/A						5.15			4.6	
Nominal efficiency	Annual energy consumption			kWh/a		652	666	680	1,156	1,218	
	EER					4.70	4.46	4.37	3.99	3.68	
	COP					5.00		4.04	4.12	4	
	Annual energy consumption			kWh		213	280	389	526	679	
Energy labeling Directive	Cooling/Heating						A/A				
	Current - 50Hz	Maximum fuse amps (MFA)			A	10			13		
Indoor unit				FTXA	CTXA15CW/S/B	20CW/S/B	25CW/S/B	35CW/S/B	42CW/S/B	50CW/S/B	
Dimensions	Unit	HeightxWidthxDepth		mm	295x798x189			295x798x189			
Weight	Unit			kg	12			11.5			
Air filter	Type				Removable/ washable			Removable/washable			
Fan	Air flow rate	Cooling	Silent operation/Low/Medium/High	m³/min	4.6/6.1/8/11.0	4.6/6.1/8.2/11.0	4.6/6.1/8.6/11.5	4.6/6.1/8.6/11.9	4.6/7.2/9.8/13.1	5.2/7.6/10.4/13.5	
		Heating	Silent operation/Low/Medium/High	m³/min	4.5/6.4/8.7/10.9	4.5/6.4/8.7/10.9	4.5/6.4/9.0/11.1	4.5/6.4/9.0/11.5	5.2/7.7/10.5/14.6	5.7/8.2/11.1/15.1	
Sound power level	Cooling			dBA	57	57			60		
Sound pressure level	Cooling	Silent operation/Low/High		dBA	21/25/39	19/25/39	19/25/40	19/25/41	21/29/45	24/31/46	
	Heating	Silent operation/Low/High		dBA	21/25/39	19/25/39	19/25/40	19/25/41	21/29/45	24/33/46	
Control systems	Infrared remote control				ARC466A58			ARC466A85			
	Wired remote control							BRC073A1			
Outdoor unit				RXA		20A8	25A8	35A8	42B8	50B8	
Dimensions	Unit	HeightxWidthxDepth		mm			550x840x350		734x954x401		
Weight	Unit			kg			32		49		
Sound power level	Cooling	Nom.		dBA		59.0		61.0	62		
	Heating	Nom.		dBA		59.0		61.0	62		
Sound pressure level	Cooling	Nom.		dBA		46.0		49.0	48		
	Heating	Nom.		dBA		47.0		49.0	48		
Operation range	Cooling	Ambient	Min.~Max.	°CDB				-10~46			
	Heating	Ambient	Min.~Max.	°CWB				-15~18			
Refrigerant	Type			°CDB				-15~24			
	GWP							R-32			
Piping connections	Charge			kg/tCO2Eq							
	Liquid	OD		mm			675.0		675		
	Gas	OD		mm			0.76/0.52		1.1/0.75		
	Piping length	OU - IU	Max.	m			6.35		6.4		
	Additional refrigerant charge			kg/m			9.50		9.5	12.7	
	Level difference	IU - OU	Max.	m			20		30		
Power supply	Phase/Hz/V			Hz/V			0.02 (for piping length exceeding 10m)				
Current - 50Hz	A			A			15.0		20		
								1~/50/220-240			
							-		13		



**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**

UMWELT CONSULTING LIMITED

23/F, On Hong Commercial Building, 145
Hennessy Road, Wan Chai, Hong Kong

Appendix 3.3

Calculation Of Fixed Plant Noise Level at NSRs

Appendix 3.3

Calculation of Fixed Plant Noise Level at NSR

NSR 1 - Northeast elevation facing Hung To Road

Noise Source	AC Units		Assumed SWL, dB(A)	Total SWL , dB(A)	Distance from Project Building, m	Distance Attenuation	Shielding Correction	Sound Pressure Level at NSR, dB(A)
	Window Type	Split Type						
Kras Asia Industrial Building	7	39	61.0	77.6	49	-33.8	0	43.8
Contempo Place	0	103	61.0	81.1	23	-27.2	-10	43.9
EGL Tower	0	16	61.0	73.0	20	-26.0	0	47.0
Yue Xiu Industrial Building	7	14	61.0	74.2	45	-33.1	0	41.2
Lee On Industrial Building	10	16	61.0	75.1	145	-43.2	-20	11.9
Joint Venture Factory	7	12	61.0	73.8	92	-39.3	-20	14.5
Hung To Industrial Building	4	7	61.0	71.4	57	-35.1	-20	16.3

Total: 50.5

NSR 2 - Northwest elevation facing the Dorsett Kwun Tong Hong Kong

Noise Source	AC Units		SWL, dB(A)	Total SWL , dB(A)	Distance from Project Building, m	Distance Attenuation	Shielding Correction	Sound Pressure Level at NSR, dB(A)
	Window Type	Split Type						
Kras Asia Industrial Building	7	39	61.0	77.6	49	-33.8	-20	23.8
Contempo Place	0	103	61.0	81.1	23	-27.2	-10	43.9
EGL Tower	0	16	61.0	73.0	20	-26.0	-20	27.0
Yue Xiu Industrial Building	7	14	61.0	74.2	45	-33.1	-20	21.2
Lee On Industrial Building	10	16	61.0	75.1	145	-43.2	-20	11.9
Joint Venture Factory	7	12	61.0	73.8	92	-39.3	-20	14.5
Hung To Industrial Building	4	7	61.0	71.4	57	-35.1	-20	16.3

Total: 44.1

Annex 5

Revised 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: 2 March 2026

Report Ref.: P177R043-01 (Ver. 3)

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Annex A	Development Plans
Annex B	Calculations of Sewage Generation
Annex C	Calculations of Sewer Capacities
Annex D	Calculations of Sewer Capacities after Upgrading
Annex E	Response to Comments from EPD and DSD

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 225 mm diameter connection pipe (refer to **Figure 3-1**). The adequacy in capacities of the existing downstream sewers and the 225 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 5% 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	225	0.0492	0.116	0.005	5%
A2 – A3	225	0.0019	0.017	0.020	114%
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%

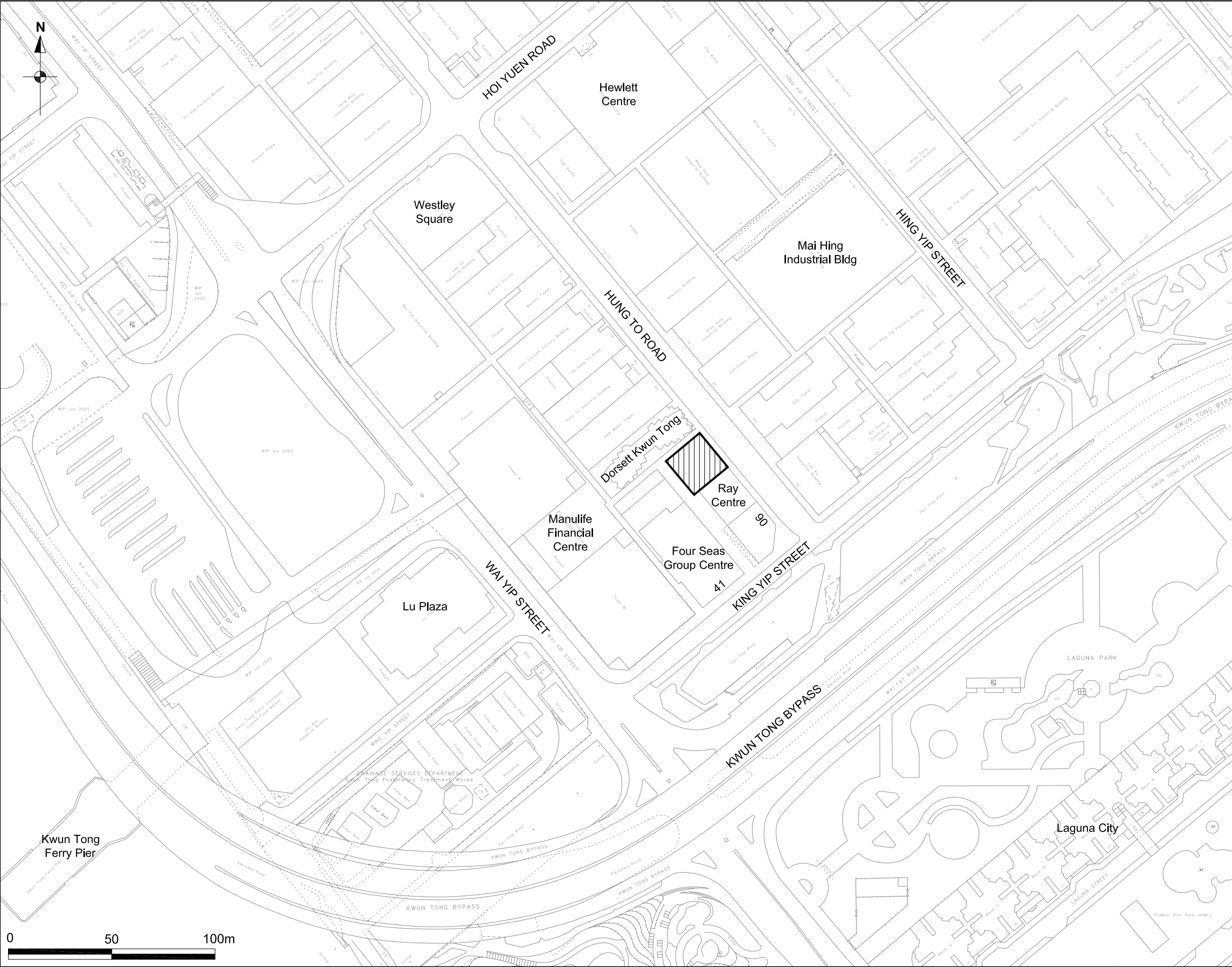
Note: (1) proposed sewer pipe material will be polyethylene.

- 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.

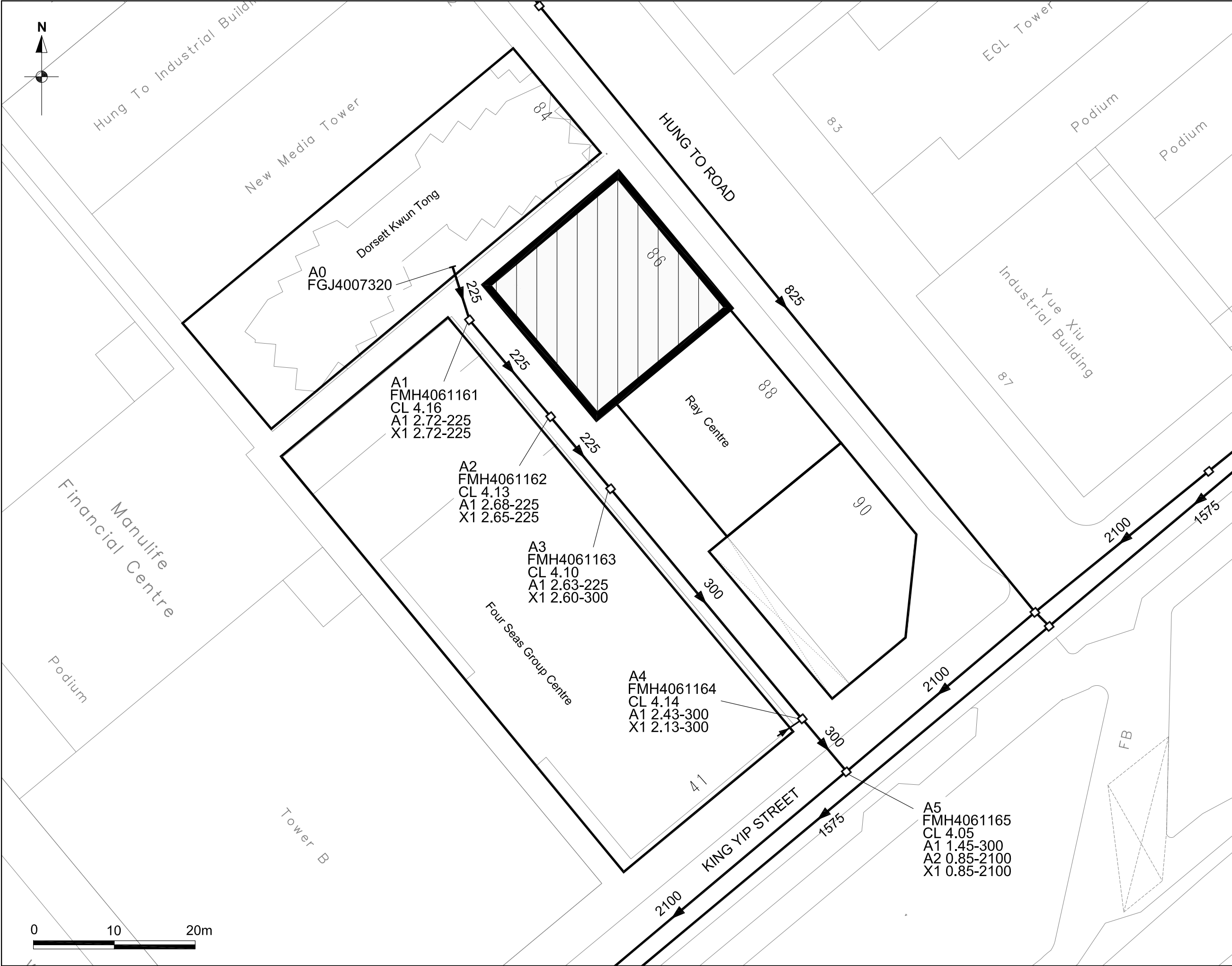
5 Conclusion

- 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.

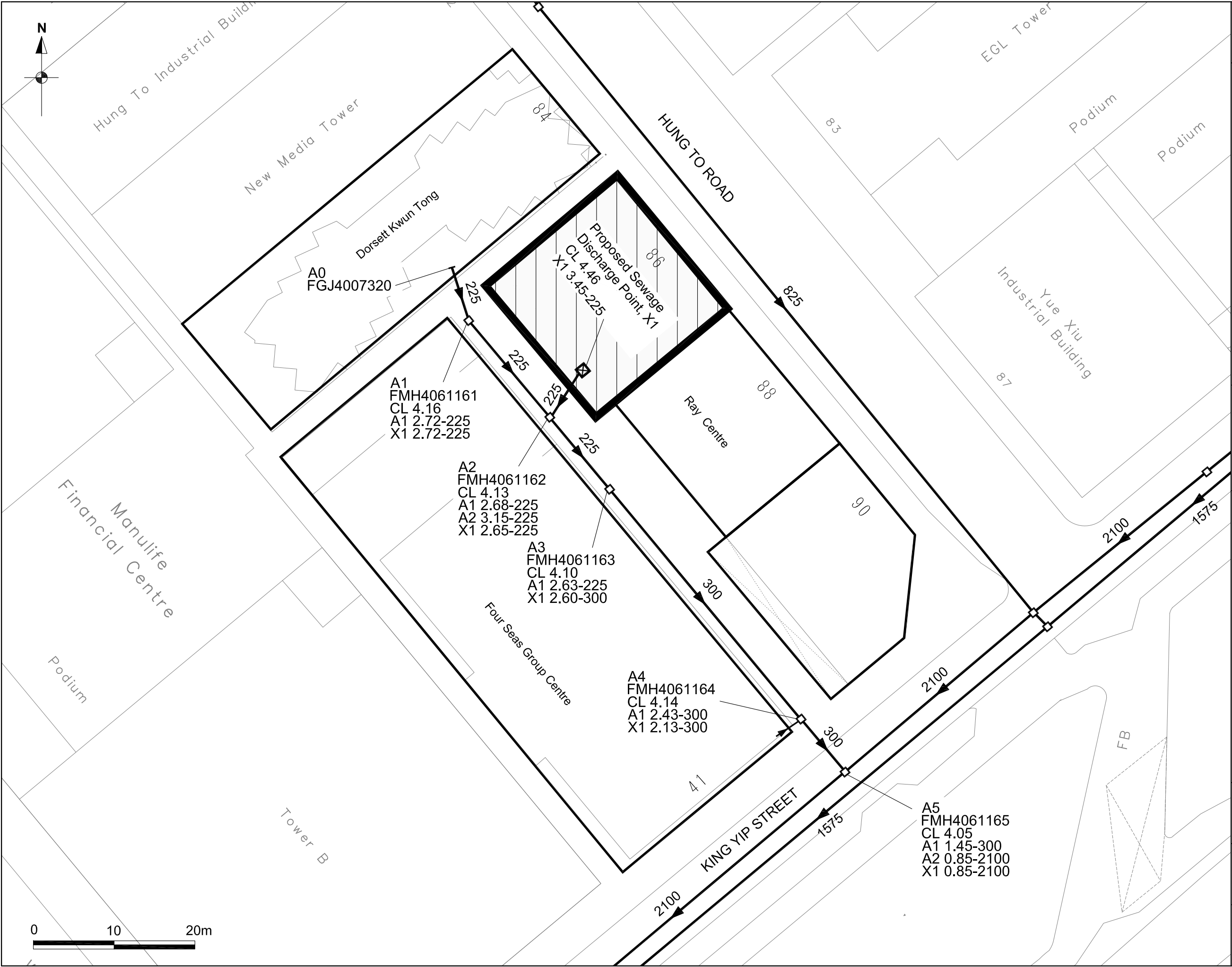
Figures



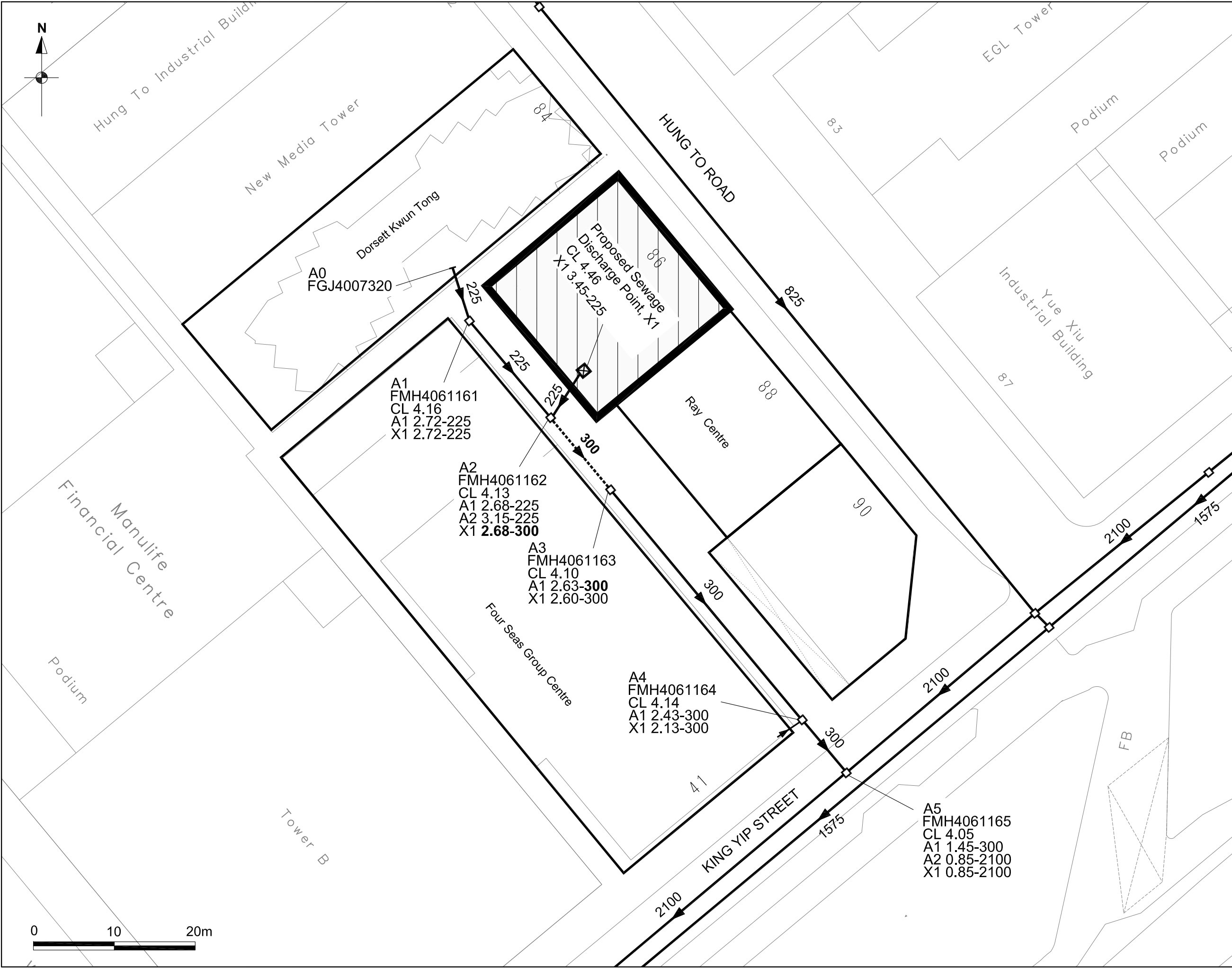
PROJECT NO :	P177R_043
PROJECT TITLE :	Section 16 Application for Partial Conversion of an Existing Commercial Building for Proposed 'Hotel (Student Hostel)' Use at 86 Hung To Road, Kwun Tong, Kowloon Sewerage Impact Assessment
FIGURE TITLE :	Site Location
LEGEND :	Subject Site
FIGURE NO :	2 - 1
DATE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



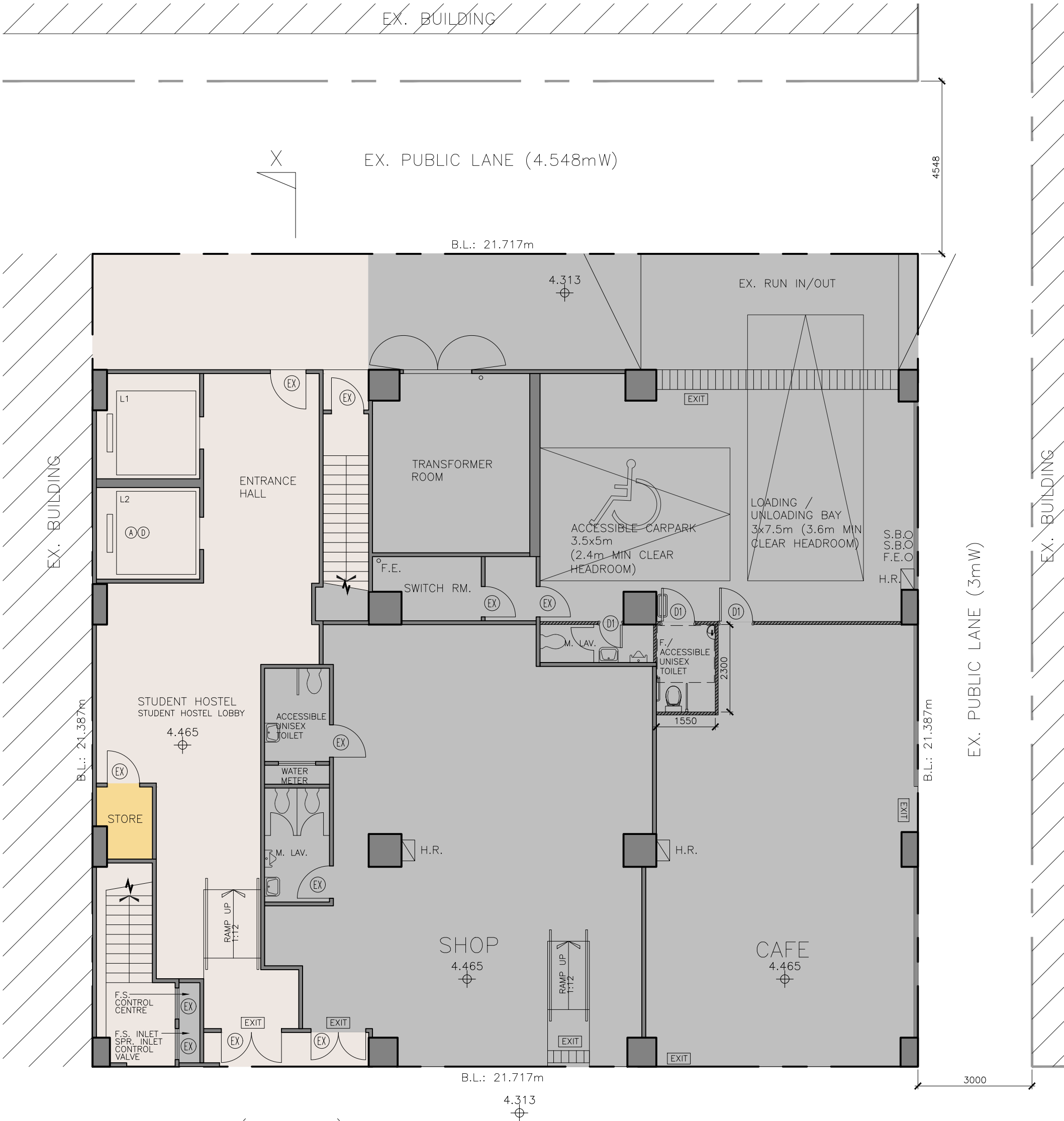
PROJECT NO : P177R_043
PROJECT TITLE : Section 16 Application for Partial Conversion of an Existing Commercial Building for Proposed 'Hotel (Student Hostel)' Use at 86 Hung To Road, Kwun Tong, Kowloon Sewerage Impact Assessment
FIGURE TITLE : Proposed Sewage Discharge Location
LEGEND : Subject Site Existing 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 : 2026-03-02
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 : 2026-03-02
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*

* 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	= 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



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:
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

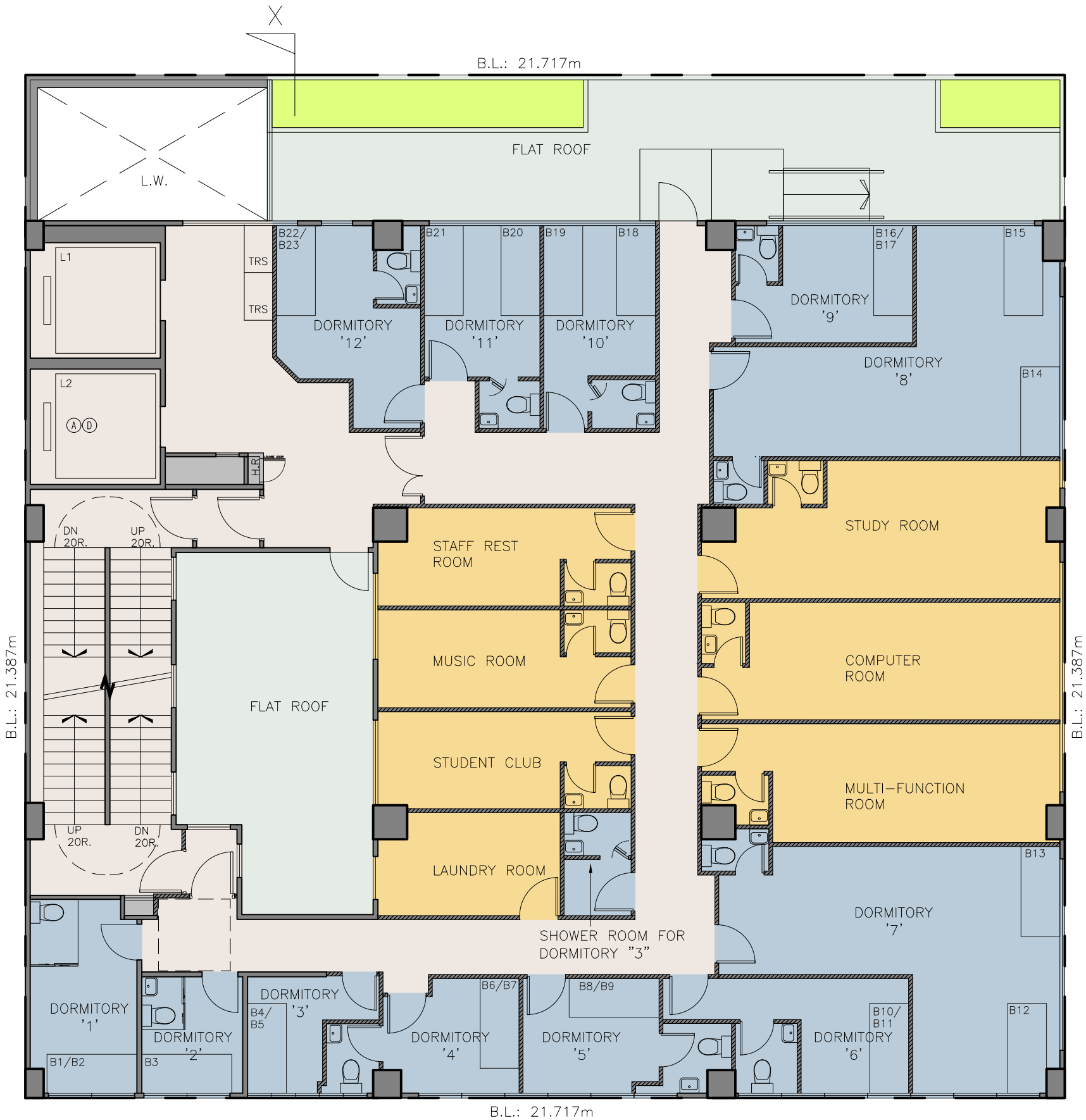
Architect:
L&N Architects Ltd.

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

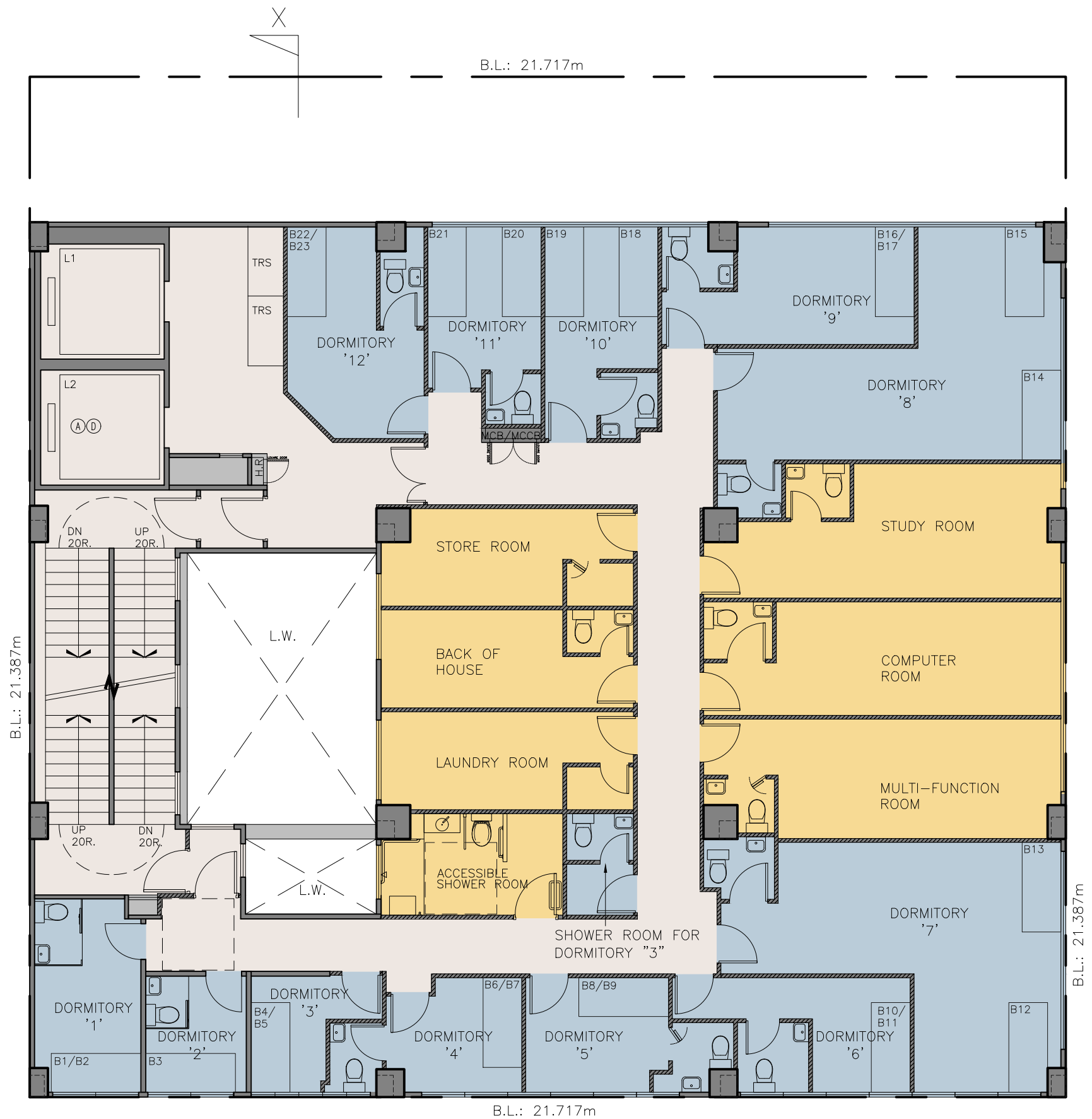
Drawing Title:
3/F PLAN

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

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



2026.1.13

Architect:

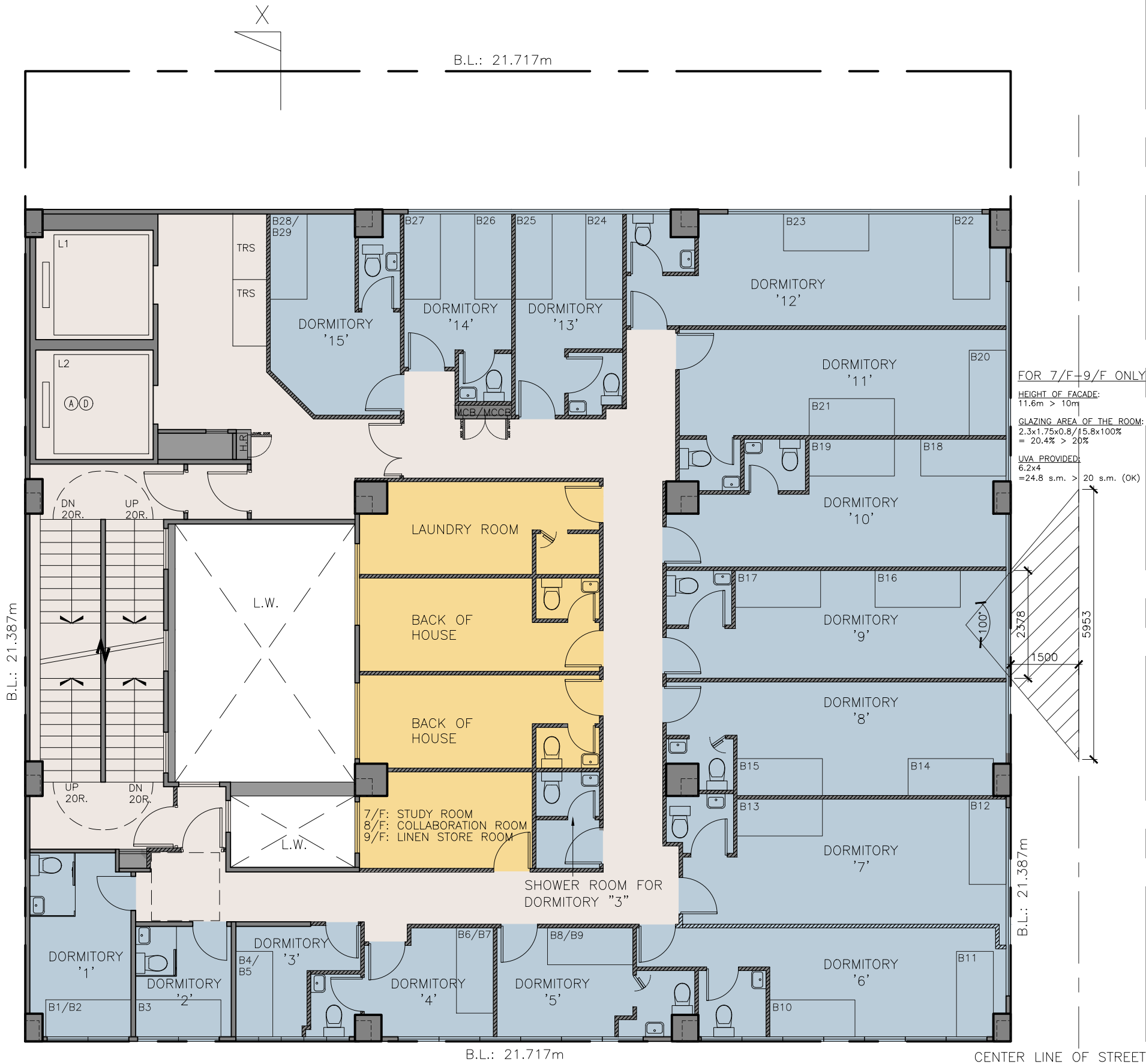
 樑安建築師有限公司
L&N Architects Ltd.

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

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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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

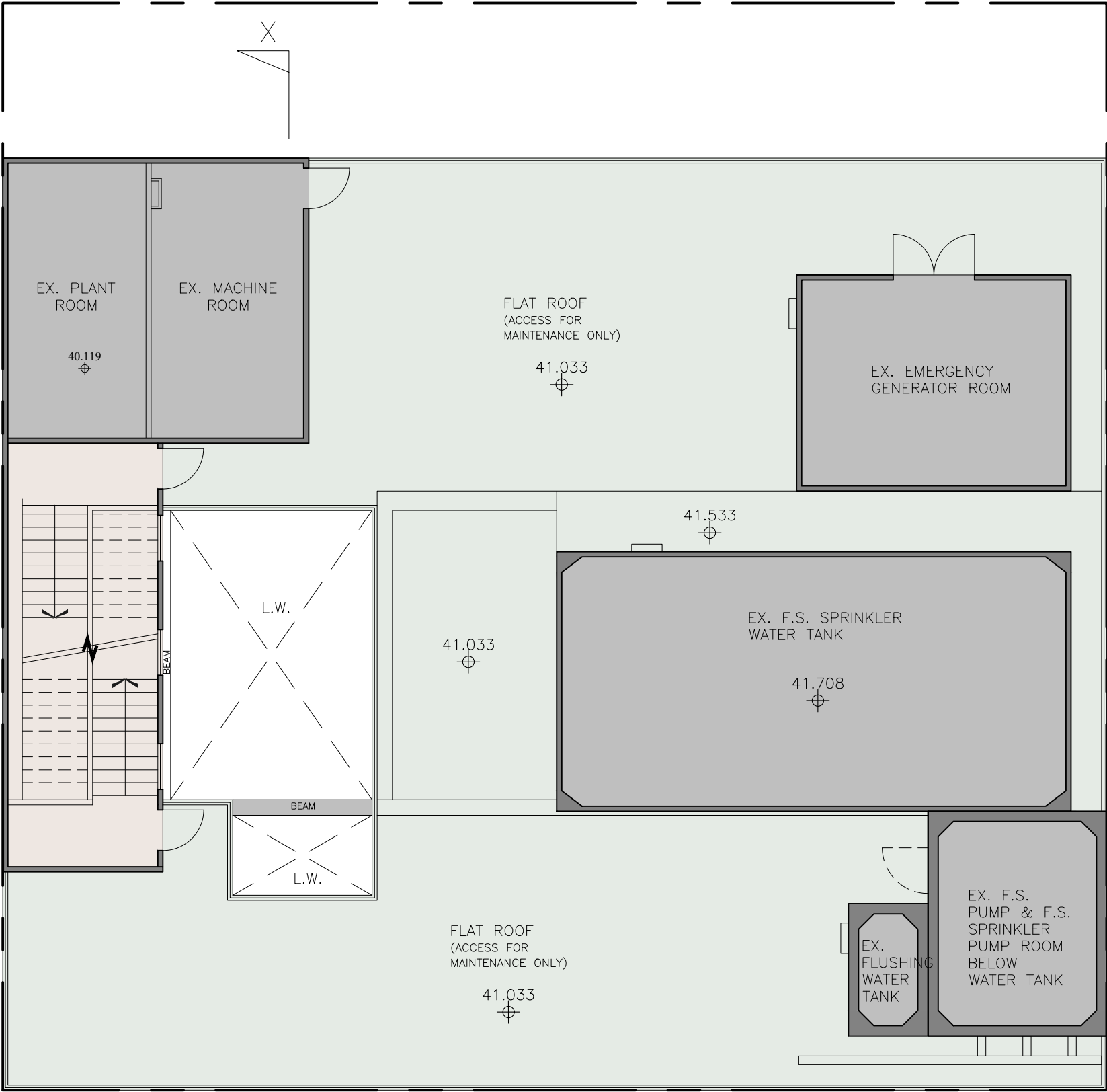
Architect:
L&N Architects Ltd.
Rooms 1203-1204, 12/F Belgian Bank Building,
721-725 Nathan Road, Kowloon
Tel: (852) 3422 3082, Fax: (852) 3428 2269

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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 - ARCHITECT SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES.

2026.1.13

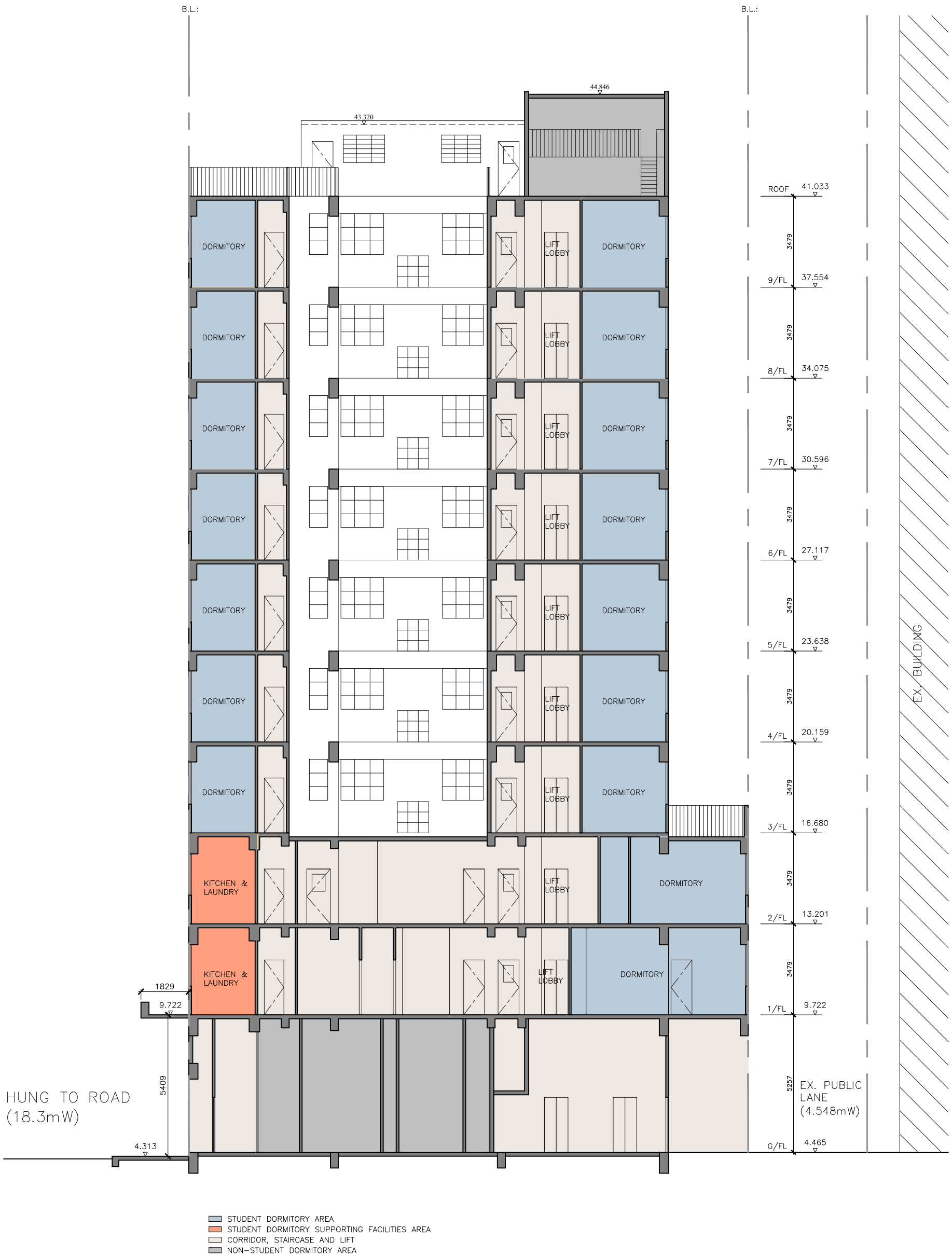
Project:
SECTION 16 APPLICATION FOR PARTIAL CONVERSION
OF AN EXISTING COMMERCIAL BUILDING FOR
PROPOSED 'HOTEL (STUDENT HOSTEL)' USE
AT 86 HUNG TO ROAD, KWUN TONG, KOWLOON

Drawing Title:
R/F PLAN

Drawing No.:
GP-07

Architect:
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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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			Notes 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			Notes 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	Utilization of the Sewer Pipe	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	3.450	3.150	0.225	0.040	0.0006	1.14E-06	0.0492	9.806	2.913	0.116	58.0	8	0.005	Y	5%	Qd = 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 ks 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 ?	Utilization of the Sewer Pipe	Notes
	Upstream	Downstream																m	
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																			

Annex E

Response to Comments from EPD and DSD

Sewerage Impact Assessment Report [Report Ref.: P177R043-01 (Ver. 1)]

Reference	Comment	Response
Comments from Environmental Protection Department received on 31.12.2025 (Contact Person: Ms. Jolitta CHAN, Tel: 2835 1112)		
We have reviewed the SIA and have the following comments :-		
- Section 3.2.1.2 Table 3-1 - Appendix B	For the avoidance of doubt, please review and clarify if the reference of Residents UFF should refer to "Institutional and special class" instead of "Private R1"	We clarify that the reference of Residents UFF should refer to "Institutional and special class" instead of "Private R1". The relevant sections of the SIA Report have been revised.
- Section 3.2.1.2 Table 3-1 - Appendix B	Please provide the supporting reference of the number of employees for property management from the proposed development	As advised by the project operators, the number of employees for property management will not be more than 8 persons. As such, 8 employees for property management is adopted in the SIA.
- Section 3.2.1.2 Table 3-1 - Appendix B	For the avoidance of doubt, please include the number of employees for café area and shop area from Appendix B into Table 3-1	Noted. The number of employees for café area and shop area have been included in Table 3-1.
Appendix D	For the avoidance of doubt, please calculate the estimated sewage flow from Dorsett Kwun Tong by estimating the employee number of the hotel and multiplying the corresponding UFF	As considered a conservative approach, the sewage flow from Dorsett Kwun Tong is assumed as full-bore flow of sewer section A1-A2.
Appendix D	Please review and revise the pipe roughness value for the upgraded sewer section A2-A3 with the corresponding half-depth flow velocity	The pipe roughness for the upgraded sewer has been revised accordingly.
General	Please re-visit the assessment based on above comments	Noted.
	Please note that the implementation of sewerage works shall also meet the satisfaction of DSD	Noted.
	Please provide softcopy of the report (in pdf) and calculation spreadsheet (in Excel spreadsheet) as well as all Response to Comments from EPD and DSD as appendix	Noted.

Sewerage Impact Assessment Report [Report Ref.: P177R043-01 (Ver. 2)]

Reference	Comment	Response
Comments from Environmental Protection Department received on 23.2.2026 (Contact Person: Ms. Jolitta CHAN, Tel: 2835 1112)		
3.	For the SIA, we have a minor textual comment in Annex C & D, where “Contribution from Proposed Development” should be written as “Utilization of the sewer pipe” to reflect the overall assessment on sewerage impact.	Noted. Annex C & D has been revised accordingly .

Reference	Comment	Response
Comments from Drainage Services Department received on 25.2.2026 (Contact Person: Mr. Eric Leung, Tel: 3965 8973)		
1.	Please note that EPD is the planning authority of sewerage infrastructure, submission of sewerage impact assessment (SIA) or any sewerage review shall be circulated to SIG/EPD for their comments and approval. Subject to EPD, it may be required to assess and demonstrate the potential sewerage impact to the existing sewerage system, and formulate appropriate mitigation measures if any adverse sewerage impact is identified.	Noted. The SIA Report had been submitted to EPD for their review and comment.
2.	In accordance with the EPD's Guidelines, the sewage flows should be estimated based on the cumulative average flows/contributing population from all the upstream catchment areas concerned. However, this methodology/approach is not adopted in your sewage flow estimation for pipe segment A1-A2. This could lead to uncertainty in the subsequent assessment, which may over-estimate or under-estimate the hydraulic impact in checking against the various upper-bound and lower-bound requirements. Please provide justifications and supporting assumptions for not using the EPD's methodology/approach in your sewage flow estimation. Please note that your proposed methodology/approach should be subject to the views and agreement of the SIG/EPD as the planning authority of sewerage infrastructure.	As considered a conservative approach, the sewage flow of the upstream catchment of the proposed development is assumed as full-bore flow of sewer pipe segment A1-A2. EPD has no comment on this approach for the latest submitted SIA Report (Ref.: P177R043-01 (Ver. 2)).
3.	According to clause 5.1.6 of Sewerage Manual Part 1, pipes of diameter less than 200mm should normally not be used as sewers to facilitate inspection and cleaning. Please consider to upgrade pipe X1-A2.	Noted. 225mm diameter connection pipe X1-A2 has been proposed. The proposed invert level of X1-A2 and relevant sections of the SIA Report have been revised accordingly.