

Our Ref.: K3-AS/PA/GEL/26-13
Your Ref.: TPB/A/K3/604
Date: 2 September, 2026

By Hand and Email
(tpbpd@pland.gov.hk)

The Secretary,
Town Planning Board,
c/o Town Planning Board Section,
Planning Department,
15/F, North Point Government Offices,
333 Java Road,
North Point,
Hong Kong.

Dear Sirs,

Planning Application for Proposed Hotel (Student Hostel) (Partial Conversion of Existing Commercial Building) with Minor Relaxation of Plot Ratio Restriction in “Residential (Group A)” Zone, at Kowloon Inland Lots Nos. 9432 and 9433, 10 Anchor Street, Tai Kok Tsui, Kowloon (Application No. A/K3/604)

– *Further Information (3)*

Please find enclosed four sets of the following submission materials to respond to Environmental Protection Department (“EPD”) and Transport Department (“TD”)’s comments on the captioned application: -

- i. Response-to-Comments (“**R-to-C**”) Table dated 2.9.2026 (**Table A**);
- ii. Possible Location of Fresh Air Intake Points (1-14/F) (i.e., **Figure 14a**) (**Annex A**);
- iii. Revised Sewerage Impact Assessment (**Annex B**); and
- iv. Revised Figure 15a and No. of Car Parking Spaces in Hang Tung Building (**Annex C**).

Should you have any queries with regard to the above, please do not hesitate to contact our Miss Nora WONG or the undersigned at [REDACTED]

Thank you very much for your kind attention.

Yours faithfully,
for and on behalf of
VISION PLANNING CONSULTANTS LTD.

pp. 

Kim On CHAN
Managing Director

Encl. Table A, Annexes A to C
[K3-AS/PA/GEL/26-13]
KC/NW

Table A

Responses-to-Comments (“R-to-C”) Table dated 2.9.2026

Table A: Response-to-Comments (2.9.2026)

Departmental Comments		Applicant's Responses
A.	Environmental Protection Department (received on 31.8.2026)	
2.	On noise, the planning submission confirmed that the existing split-type air-conditioning system will be retained to serve all student hostel floors. Under normal operating conditions, the proposed hostel does not rely on open windows for ventilation. Hence, adverse noise impact is not anticipated. On air quality, the applicant has provided further information (F.I.) to show fresh air intake locations for A/C, i.e. 10.477m and 8.2m buffer distance from the Anchor Street and Oak Street respectively, which have fulfilled buffer distance requirement for nearby roads as stipulated in Chapter 9 of the HKPSG. Adverse air quality impact is not anticipated.	Noted.
3.	Considering sewerage system is available in the vicinity, it is unlikely to have insurmountable impact on the existing sewerage system from sewerage planning perspective. On the above basis, we have no adverse comment to the subject application. However, due to anticipated increase of sewage flow due to the change of population and usage of the proposed development, a Sewerage Impact Assessment (SIA) clause is suggested to be imposed in the approval condition to evaluate the potential impact on the existing public sewerage system and implement suitable mitigation	Noted.

Departmental Comments		Applicant's Responses
	measure if needed.	
4.	Nevertheless, we have the following textual comment to the SIA and F.I. submission.	Noted. Please refer to our responses below.
<u>F.I. (Annex D, Figure 14)</u>		
(1)	Please indicate the concerned floor(s) with the provision of fresh air intake for A/C.	The A/C will be installed from 1/F to 14/F. Annex D (Further Information 1 submitted on 27.8.2026) showed the arrangement of the typical floor from 5/F to 14/F. For 1/F to 4/F, the A/C will be located at the same location in the lightwell. As requested, please refer to the updated Figure 14a attached at Annex A .
<u>Sewerage Impact Assessment (Appendix 5)</u> <u>General comment</u>		
i.	Please be reminded that the implementation of local sewer connection/upgrading/diversion works shall meet the satisfaction of DSD. Please also seek DSD's view and agreement on the SIA.	Noted. The SIA Report had been submitted to DSD for their review and comment.
ii.	The consultant is suggested to provide softcopy of the report (in pdf) and calculation spreadsheet (in Excel) as well as all Response to Comments from EPD and DSD. Please also highlight the revised/updated content of the SIA report in the next submission to facilitate review.	Noted.

Departmental Comments		Applicant's Responses
iii.	It is noted from Section 5.1.1.4 that the proposed development parameters are subject to update in the detailed design stage. In this regard, an updated SIA should be prepared with the latest development parameters, taking into account all existing and planned developments in the vicinity to ensure that the proposed development would not cause adverse impact to the public sewerage system and to propose effective sewerage mitigation measure where appropriate.	Noted.
<u>Specific comment</u>		
<i>Table 3-1 and Annex B</i>		
iv.	Please use integers to represent the number of people, rounding up when division results in a fraction for a conservative assessment.	Noted. Number of people of the proposed development and the relevant sections of the SIA Report at Annex B have been revised accordingly.
<i>Section 4.2.1.2</i>		
v.	The information provided in Section 4.2.1.2 seems irrelevant to the subject SIA. Please review.	Noted. Section 4.2.1.2 has been deleted.
B. Transport Department (received on 31.8.2026)		
1.	<i>The applicant is required to review the provisions of parking spaces and loading/unloading requirements of the proposed student hostel against the requirements in HKPSG. Therefore, the applicant shall provide the required provision of parking spaces and loading/unloading spaces in accordance with HKPSG and compare the requirements</i>	Referring to the Parking, and Loading/Unloading Requirements Standards for Hotels (Main Urban Areas & New Towns) under HKPSG, it is required to provide 1 car parking space per 100 rooms, 0.5-1 loading/unloading bay for goods vehicle per 100 rooms.

Departmental Comments	Applicant's Responses
<i>against the available number of parking spaces and loading/unloading spaces in the vicinity.</i>	The proposed student hostel would provide 83 hostel rooms. Hence, 1 car parking space and 1 loading/unloading bay for goods vehicle is considered sufficient in accordance with the HKPSG requirements. 1,000 car parking spaces are provided at the Hang Tung Building in the vicinity of the Subject Site (Annex C). There are also several on street metered parking space and private car parks located in the vicinity (Figure 15a in Annex C). Please also refer to Figure 15a (Annex C) for the location of the loading/unloading bay for goods vehicle.

Annex A

Possible Location of Fresh Air Intake Points (1-14/F)

Figure 14a - POSSIBLE LOCATION OF FRESH AIR INTAKE POINTS (1-14/F)



Annex B

Revised Sewerage Impact Assessment

**Section 16 Planning Application for
the Proposed Partial Conversion of
an Existing Building into Student Hostel
at 10 Anchor Street, Tai Kok Tsui, Kowloon**

Sewerage Impact Assessment Report

Prepared by Skyline Consultants Ltd

Name: Willie Wong

Date: 1 September 2026

Report Ref.: P194R045-01 (Ver. 2)

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1 Introduction

- 1.1.1.1 The Applicant intends to partially convert an existing commercial building, Chow Yin Sum Trust Fund Building, into student hostel (hereafter called as “the proposed development”) at 10 Anchor Street, Tai Kok Tsui, 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 Anchor Street to its south and surrounded by residential and commercial developments. The site area is approximately 166.7 m². The following uses or buildings are located in close proximity to the Site:
- North: low-rise residential developments;
 - East: serviced apartment of Oootopia Tai Kok Tsui;
 - South: Anchor Street Playground; and
 - West: low-rise residential developments.

- 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 partial conversion of an existing commercial building, from 1/F to 14/F, into a student hostel to accommodate a total of 112 beds. The shops at G/F level remain unchanged. 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	Shop / Eating Place / Lobby (unchanged)
1/F - 14/F	Student Dormitory / Supporting Facilities
R/F	Plant Rooms

2.3 Existing Sewerage

- 2.3.1.1 The drainage plans (plan no.: 11-NW-19A-2) 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 commercial building is discharged into the existing 150 mm diameter sewers at manhole A14 (manhole no.: FMH4066430) along service lane at east of the Site. An existing 300 mm diameter sewers at manhole B1 (manhole no.: FMH4046424) located at the western boundary of the Site along Oak Street, which can serve the proposed development for sewage discharge (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 300 mm diameter sewer at manhole B1 (manhole no.: FMH4046424) 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 B1 have been checked based on the estimation of the future sewage generation from the proposed development. The proposed pipe material of the connection pipe segment X1 to B1 will be HDPE.
- 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	112	0.190	"Institutional and special class" in GESF
Employees for Property Management	6	0.280	Commercial Employee + Commercial Activities (General-territorial average) in GESF
Employees for Eating Place	4	1.580	"Commercial Employee + Commercial Activities J10 - Restaurants & Hotels" in GESF
Employees for Shop & Services	3	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 **39.2 m³/day**. The final discharge point from the proposed development will be connected to the existing 300 mm diameter sewer at the manhole B1 (manhole no.: FMH4046424) (refer to **Figure 3-1**).
- 4.1.1.2 The capacity of each segment for the downstream sewers (i.e., from segment X1 to B4 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 3% to 18%. 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 - B1	225	0.0517	0.130	0.004	3%
B1 - B2	300	0.0098	0.110	0.004	3%
B2 - B3	300	0.0052	0.063	0.004	6%
B3 - B4	300	0.0072	0.094	0.017	18%

- 4.1.1.3 The assessment results as presented in **Table 4-1** indicates that the sewage flow for segments B1 to B4 with 300 mm diameter will not exceed the capacity under the worst-case scenario. As such, no upgrading works on the existing sewerage network is required.

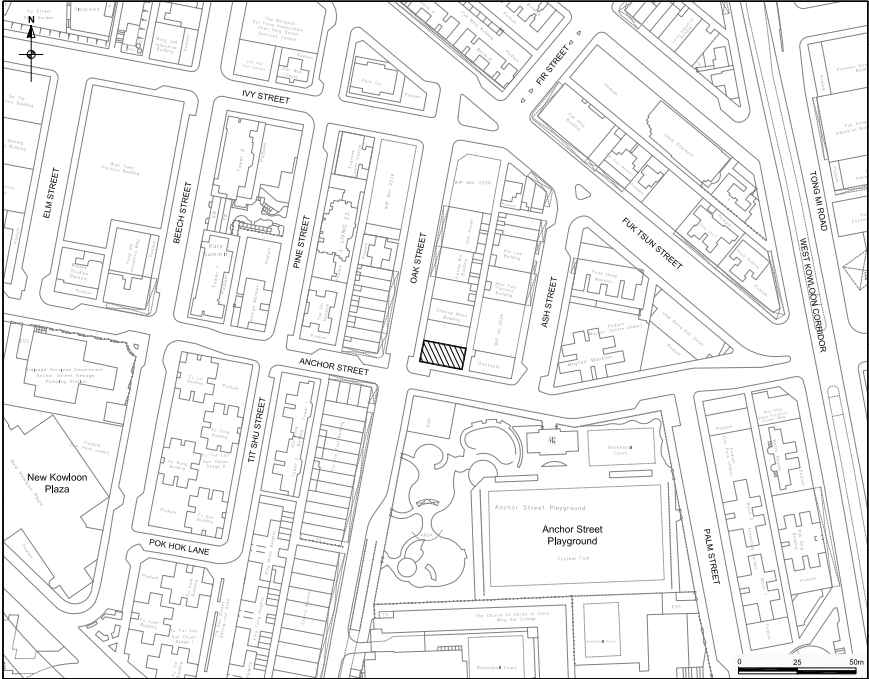
4.2 Proposed Sewerage Works

- 4.2.1.1 A new 225 mm diameter connection pipe between X1 to B1 is proposed and will be constructed with pipe material of HDPE.

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 sewerage works, there should be sufficient sewage capacity for the public sewers along Oak Street 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 sewerage 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.: P194R_045

PROJECT TITLE: Section 16 Planning Application for the Proposed Partial Conversion of an Existing Building into Student Hostel at 10 Anchor Street, Tai Kok Tsui, Kowloon

Sewerage Impact Assessment

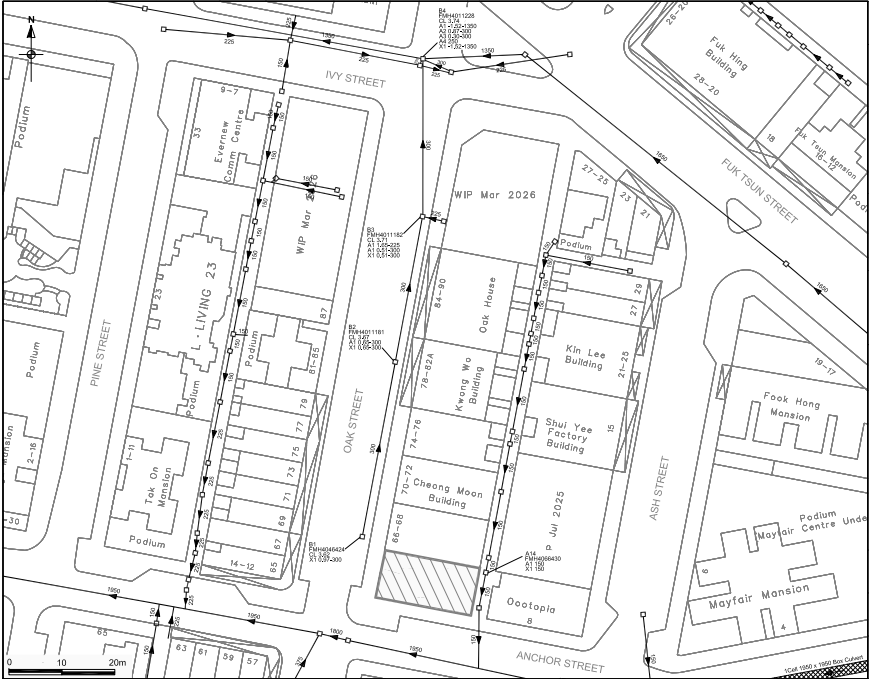
FIGURE TITLE: Site Location

LEGEND: Subject Site

FIGURE NO.: 2 - 1

DATE: 2026-07-07

CONSULTANT: Skyline Consultants Ltd



PROJECT NO.: P194R_045

PROJECT TITLE: Section 16 Planning Application for the Proposed Partial Conversion of an Existing Building into Student Hostel at 10 Anchor Street, Tai Kok Tsui, Kowloon

Sewerage Impact Assessment

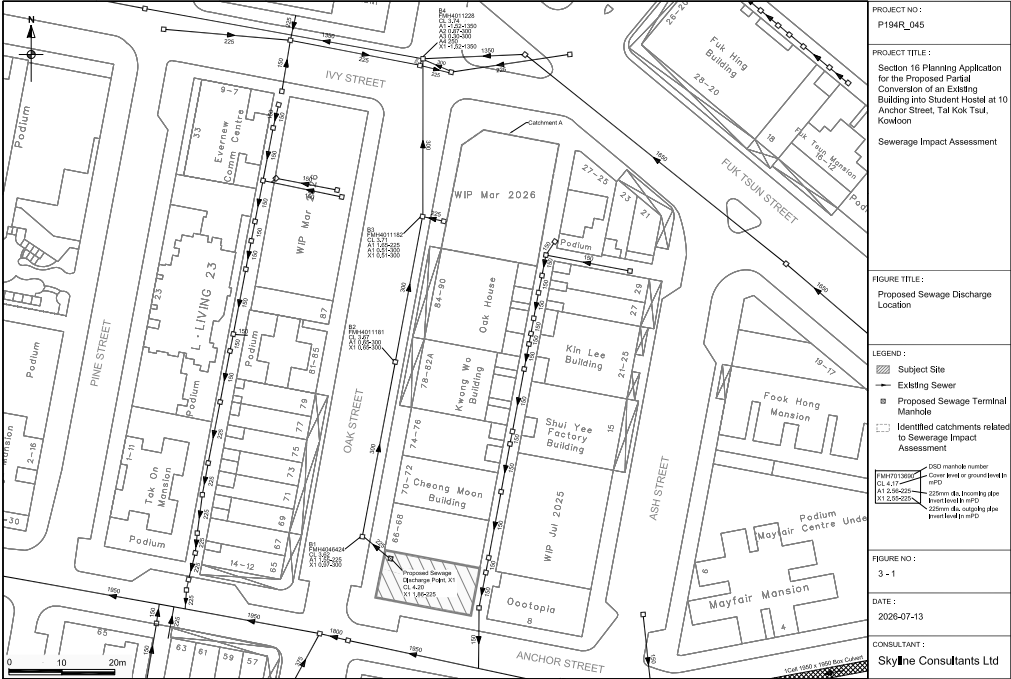
FIGURE TITLE: Existing Sewerage

LEGEND: Subject Site, Public Sewer

FIGURE NO.: 2 - 2

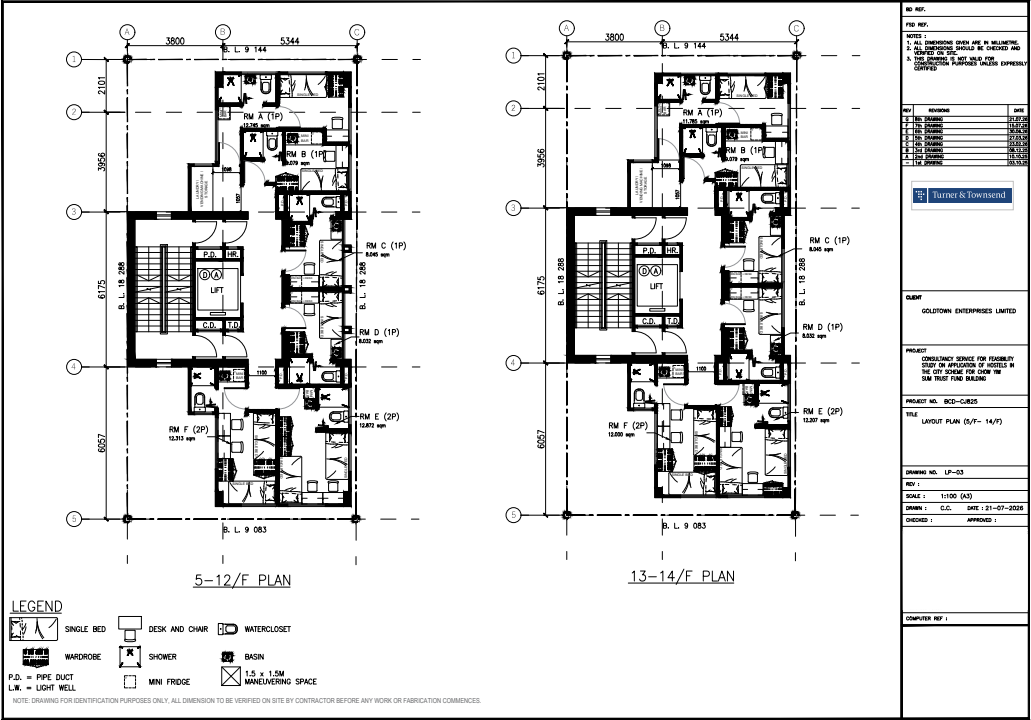
DATE: 2026-07-13

CONSULTANT: Skyline Consultants Ltd



Annex A

Development Plans



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	112 persons	Refer to total no. of bedspaces.
Unit flow	0.190 m ³ /person/day	Refer to the planning unit flow for "Institutional and Special Class" in Table T-1 of GESF ^(a) .
Estimated daily flow	21.3 m ³ /day	
b) Generation from Employees Activities for Property Management		
Max. number of employees	6 persons	Advised by the project operators.
Unit flow	0.280 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	1.7 m ³ /day	
c) Generation from Employees Activities for Eating Place		
Total eating place area (GFA)	61 m ²	Refer to building plans from the Buildings Department.
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	4 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	6.3 m ³ /day	
d) Generation from Employees Activities for Shop & Services		
Total shop & services area (GFA)	61 m ²	Refer to building plans from the Buildings Department.
Assumed worker density	3.5 workers per 100 m ²	Refer to worker density for "Retail Trade" in Table 8 of CIFSUS ^(b) .
Total number of employees	3 persons	
Unit flow	0.28 m ³ /person/day	Refer to the planning unit flow factor for "Commercial Employee" + "Commercial Activities: J4 Wholesale & Retail" in Table T-2 of GESF ^(a) .
Estimated daily flow	0.8 m ³ /day	
Total estimated daily flow	30.1 m ³ /day	
Catchment inflow factor	1.30	Refer to the Catchment Inflow Factor for "North West Kowloon" in Table T-4 of GESF ^(a) .
Estimated daily flow including catchment inflow factor	39.2 m ³ /day	
2 Generation from Catchment A (Assumed residential development at 31 Fuk Tsun Street)		Notes
Generation from Residents		
Site Area	409 m ²	
Plot ratio	9	Refer to the Approved Mong Kok Outline Zoning Plan No. S/K3/25.
Total floor area	3681 m ²	
Assumed flat size	20 m ²	Refer to smallest flat size category of private domestic flat in the Rating and Valuation Department.
Total number of units	184 units	
Assumed number of person in each unit	2.3 persons	Refer to average domestic household size in "2021 Population Census - Household Characteristics of Population in Tai Kok Tsui South District Council Constituency Area".
Total number of residents	423 persons	
Unit flow	0.270 m ³ /person/day	Refer to the planning unit flow for "Private R2" in Table T-1 of GESF ^(a) .
Estimated daily flow	114.3 m ³ /day	
Total estimated daily flow	114.3 m ³ /day	
Catchment inflow factor	1.30	Refer to the Catchment Inflow Factor for "North West Kowloon" in Table T-4 of GESF ^(a) .
Estimated daily flow including catchment inflow factor	148.6 m ³ /day	
Note:		
(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

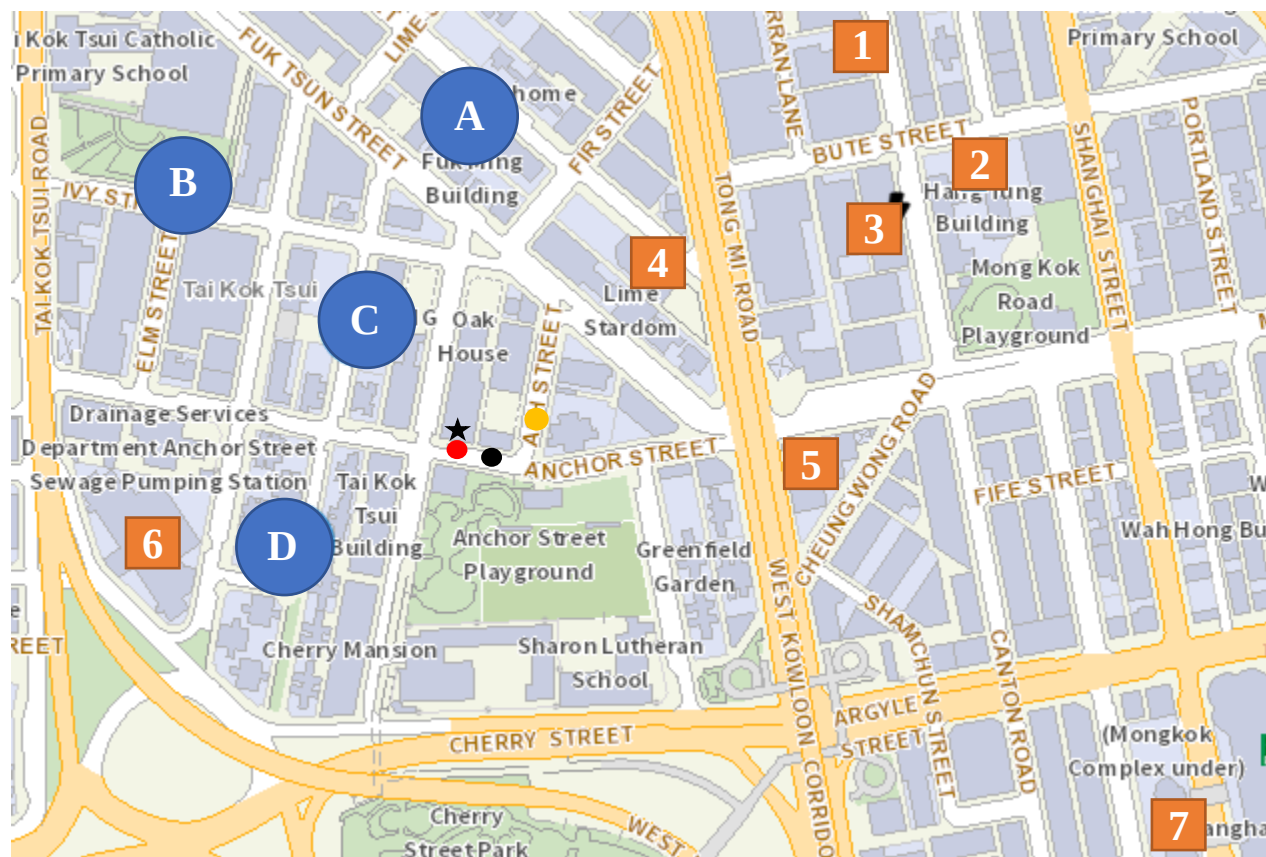
Sewerage Impact Assessment

Estimated Pipe Capacity and Adequacy Check for Sewerage

Sewer Pipe	Manhole no.		Length m	level (out) mPD	Level (in) mPD	d m	A _w m ²	k _s ⁽¹⁾ m	v m ³ /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																	
Downstream Sewer																			
X1 - B1	Terminal Manhole	FMI14046424	6.0	1.86	1.55	0.225	0.040	0.0003	1.14E-06	0.0517	9.806	3.259	0.130	39.2	8	0.004	Y	3%	Qd = estimated daily flow of the proposed development.
B1 - B2	FMI14046424	FMI14011181	32.8	0.97	0.65	0.300	0.071	0.0006	1.14E-06	0.0098	9.806	1.551	0.110	39.2	8	0.004	Y	3%	Qd = estimated daily flow of the proposed development.
B2 - B3	FMI14011181	FMI14011182	27.1	0.65	0.51	0.300	0.071	0.0000	1.14E-06	0.0052	9.806	0.892	0.063	39.2	8	0.004	Y	6%	Qd = estimated flow of former segment B1-B2.
B3 - B4	FMI14011182	FMI14011228	29.0	0.51	0.30	0.300	0.071	0.0006	1.14E-06	0.0072	9.806	1.334	0.094	1457.2	8	0.017	Y	18%	Qd = Sum of the flow of former segment B2-B3 and the Catchment A.
Note: (1) Assume ks is for HDPE at "Poor" condition for the proposed 225 mm connection pipe and slotted covers of diameter 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 CSESF.																			
Legend A_w = wetted area, m² k_s = equivalent sand roughness, m ν = kinematic viscosity of fluid, m²/s s = slope of the total energy line g = gravitational acceleration, m/s² V = velocity of flow calculated based on Colebrook-White Equation, m/s Q_c = flow capacity, m³/s Q_d = estimated daily flow, m³/day PF = Peaking factor Q_p = estimated peak flow, m³/s																			

Annex C

Revised Figure 15a and No. of Car Parking Spaces in Hang Tung Building



Legend

- ★ Subject Site
- Loading/Unloading Bay for Goods Vehicle
- Taxi Lay-by
- Single-deck Tour Bus Lay-by

Source: HKeMobility (Extracted on 28.8.2026)

On Street Metered Parking Spaces

A	Larch Street On Street Metered Parking Space	Nos. for Cars/Light Goods Vehicle/Light Buses: 24
B	Ivy Street On Street Metered Parking Space	Nos. for Cars/Light Goods Vehicle/Light Buses: 4
C	Pine Street On Street Metered Parking Space	Nos. for Cars/Light Goods Vehicle/Light Buses: 11
D	Tit Shu Street & Pok Hok Lane On Street Metered Parking Space	Nos. for Cars/Light Goods Vehicle/Light Buses: 13

Private Carparks

1	Sunbeam Plaza, Canton Road
2	Hang Tung Building, Canton Road
3	Lodgewood, Canton Road
4	Lime Stardom, Larch Street
5	One Mong Kok Road Commercial Centre, Mong Kok Road
6	New Kowloon Plaza, Tai Kok Tsui Road
7	Langham Place Hotel MongKok HK, Shanghai Street

Figure 15a – Existing Parking Spaces and Loading/Unloading Bay in the Vicinity of the Subject Site

C. MAJOR INVESTMENT PROPERTIES

At December 31, 2018

		Total Gross Floor Area (sq.m.)				
	Location	Lease Expiry	Commercial	Office and Industrial/Office	Residential and Serviced Apartments	No. of Car Parking Spaces
HONG KONG						
CENTRAL						
Printing House	6 Duddell Street, IL 339	2848	1,709	5,980	–	–
1 Duddell Street	1 Duddell Street, IL 7310	2848	2,340	6,616	–	–
Baskerville House	22 Ice House Street, IL 644	2880	1,473	3,379	–	–
Standard Chartered Bank Building	4-4A Des Voeux Road Central, Sections A&B of ML 103	2854	4,814	23,730	–	16
CAUSEWAY BAY AND WAN CHAI						
Hang Lung Centre	2-20 Paterson Street, IL 524 & IL 749	2864	8,777	22,131	–	126
Fashion Walk	Paterson Street, Houston Street, Great George Street, Cleveland Street, Kingston Street, Gloucester Road, ML 231 & ML 52, IL 469 & IL 470	2842, 2864 & 2868	31,072	–	7,935	–
Shui On Centre	15/F-28/F, 6-8 Harbour Road, IL 8633	2060*	–	16,313	–	42
KORNHILL (QUARRY BAY)						
Kornhill Plaza	1-2 Kornhill Road, IL 8566	2059*	53,080	10,577	–	1,069
Kornhill Apartments	2 Kornhill Road, IL 8566	2059*	–	–	35,275	–
THE PEAK AND MID-LEVELS						
The Peak Galleria	118 Peak Road, RBL 3	2047	12,446	–	–	493
The Summit	41C Stubbs Road, IL 8870	2047	–	–	15,225	54
HONG KONG SOUTH						
Burnside Villa	9 South Bay Road, RBL 994	2072	–	–	9,212	89
MONGKOK						
Grand Plaza	625 & 639 Nathan Road, KIL 10234 & KIL 10246	2060	20,905	31,251	–	40
Hang Tung Building	1112-1120 Canton Road, KIL 9708	2045*	–	–	–	1,000
Gala Place	56 Dundas Street, KIL 9590	2044*	7,454	30,205	–	478

Source: https://www.hanglung.com/hlpannualreport2018/file/en/hlp_major_property_of_the_group_e.pdf
 (Extracted on 31.8.2026)



VISION PLANNING CONSULTANTS LTD.
弘域城市規劃顧問有限公司

Our Ref.: K3-AS/PA/GEL/26-14
Your Ref.: TPB/A/K3/604
Date: 4 September, 2026

By Hand and Email
(tpbpd@pland.gov.hk)

The Secretary,
Town Planning Board,
c/o Town Planning Board Section,
Planning Department,
15/F, North Point Government Offices,
333 Java Road,
North Point,
Hong Kong.

Dear Sirs,

Planning Application for Proposed Hotel (Student Hostel) (Partial Conversion of Existing Commercial Building) with Minor Relaxation of Plot Ratio Restriction in “Residential (Group A)” Zone, at Kowloon Inland Lots Nos. 9432 and 9433, 10 Anchor Street, Tai Kok Tsui, Kowloon (Application No. A/K3/604)

– Further Information (4)

Please find enclosed four sets of the following submission materials to respond to the Secretary for Education and the Head of Development Projects Facilitation Office (“DPFO”) and the Planning Department (“PlanD”)’s comments on the captioned application: -

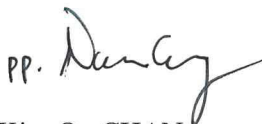
- i. Response-to-Comments (“R-to-C”) Table dated 4.9.2026 (**Table A**); and
- ii. Updated G/F Layout Plan (i.e., **Figure 6b**) and GFA Breakdown Table of the Building (**Annex A**).

As requested by the Tsuen Wan and West Kowloon District Planning Office of PlanD, Further Information (3) and (4) supersede Further Information (2) submitted on 31 August 2026. The full set of Further Information (2) is, however, still incorporated in this submission as **Annex B** for record purposes.

Should you have any queries with regard to the above, please do not hesitate to contact our Miss Nora WONG or the undersigned at [REDACTED]

Thank you very much for your kind attention.

Yours faithfully,
for and on behalf of
VISION PLANNING CONSULTANTS LTD.

pp. 

Kim On CHAN
Managing Director

Encl. Table A, Annex A & B

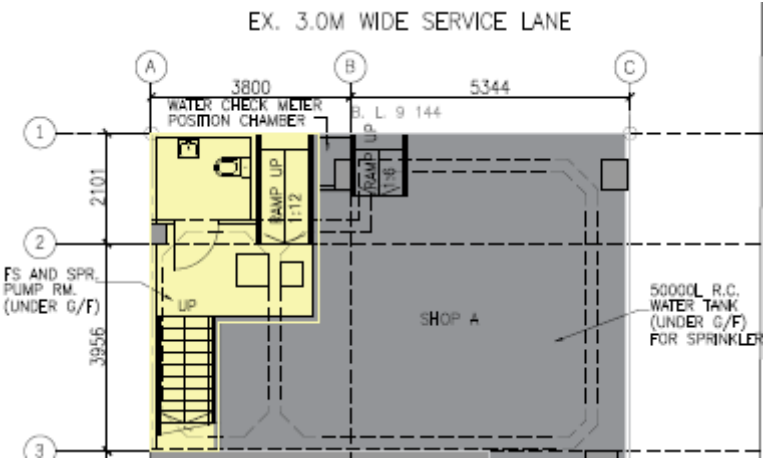
[K3-AS/PA/GEL/26-14]

KC/NW

Table A

Responses-to-Comments (“R-to-C”) Table dated 4.9.2026

Table A: Response-to-Comments (4.9.2026)

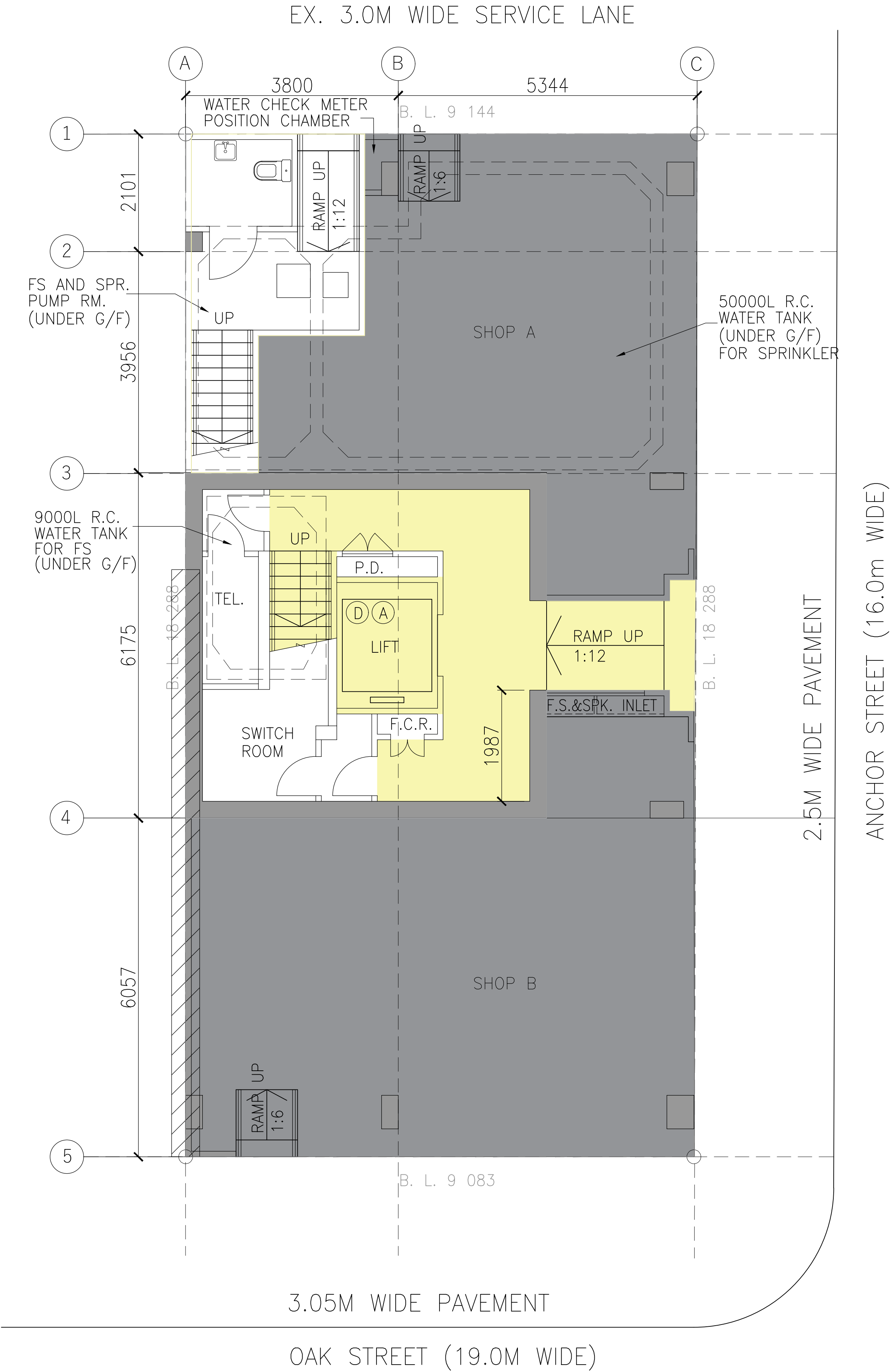
Departmental Comments	Applicant's Responses
A. Secretary for Education and the Head of Development Projects Facilitation Office, Development Bureau (received on 3.9.2026)	
1. It is noted that some of the areas shaded in yellow on the G/F in the updated Figure 6a does not form part of the eligible Scheme. The aforementioned yellow area is extracted below for easy reference: 	An updated Figure 6b is provided at Annex A accordingly. The new figure has now been updated and this revised figure should be incorporated into future amendment to EDB.

Departmental Comments		Applicant's Responses
B.	Tsuen Wan and West Kowloon District Planning Office, Planning Department (received on 3.9.2026)	
1.	Discrepancy: ☒ The student hostel will only take up parts of the new building/partial conversion <i>[Please specify the following]:</i> (1) the GFA of proposed student hostel portion and its percentage out of the total GFA of the proposed/existing building; 1838.239 sqm (95%) Please note that the GFA breakdowns of the Building are: Student Hostel Portion (G/F Lobby and 1 to 14/F): 1,829.839m² Commercial Portion (Existing Shops A & B at G/F) 104.507m²	The discrepancy noted earlier was due to a difference in calculation methods. Specifically, the area in the EDB submission was calculated by taking the total GFA from the GBP record minus the area of the two shops on the G/F. Student Hostel (G/F lobby and 1/F - 14/F) – 1,810.194m² Existing shop and restaurant at G/F (not forming part of application) – 104.507m² Please also note that the area not forming part of the application at G/F (indicated in white in the G/F Plan) includes G/F escape staircase and toilet, which account for a GFA of 19.645m².

Annex A

Updated G/F Layout Plan and GFA Breakdown Table of the Building

Figure 6b – FLOOR PLAN OF G/F



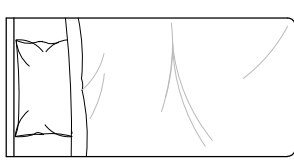
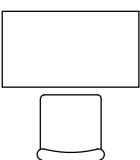
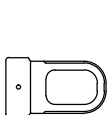
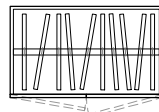
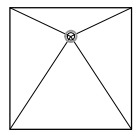
LEGEND:

AREA INVOLVED IN APPLICATION

COMMERCIAL PORTION OF THE BUILDING

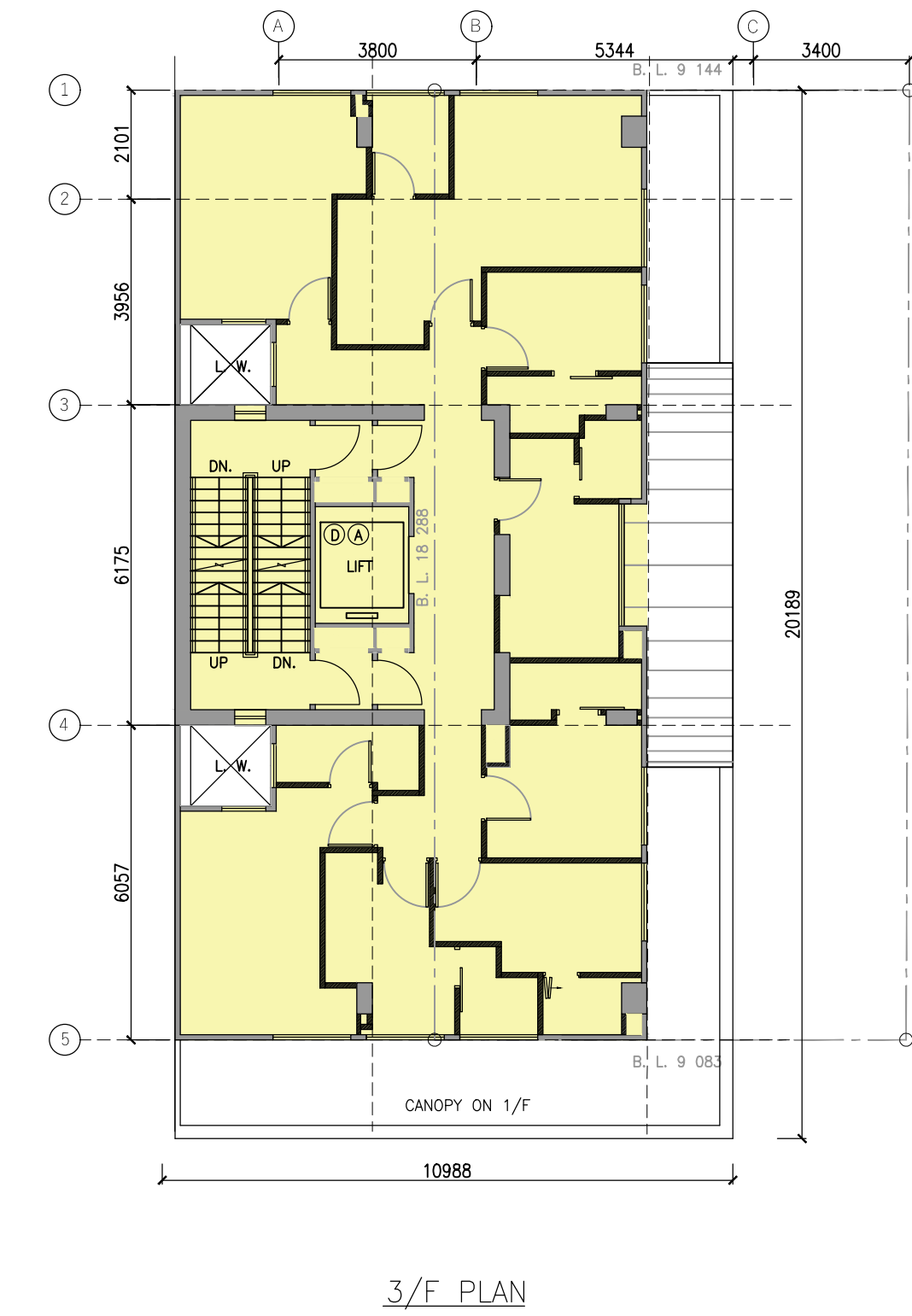
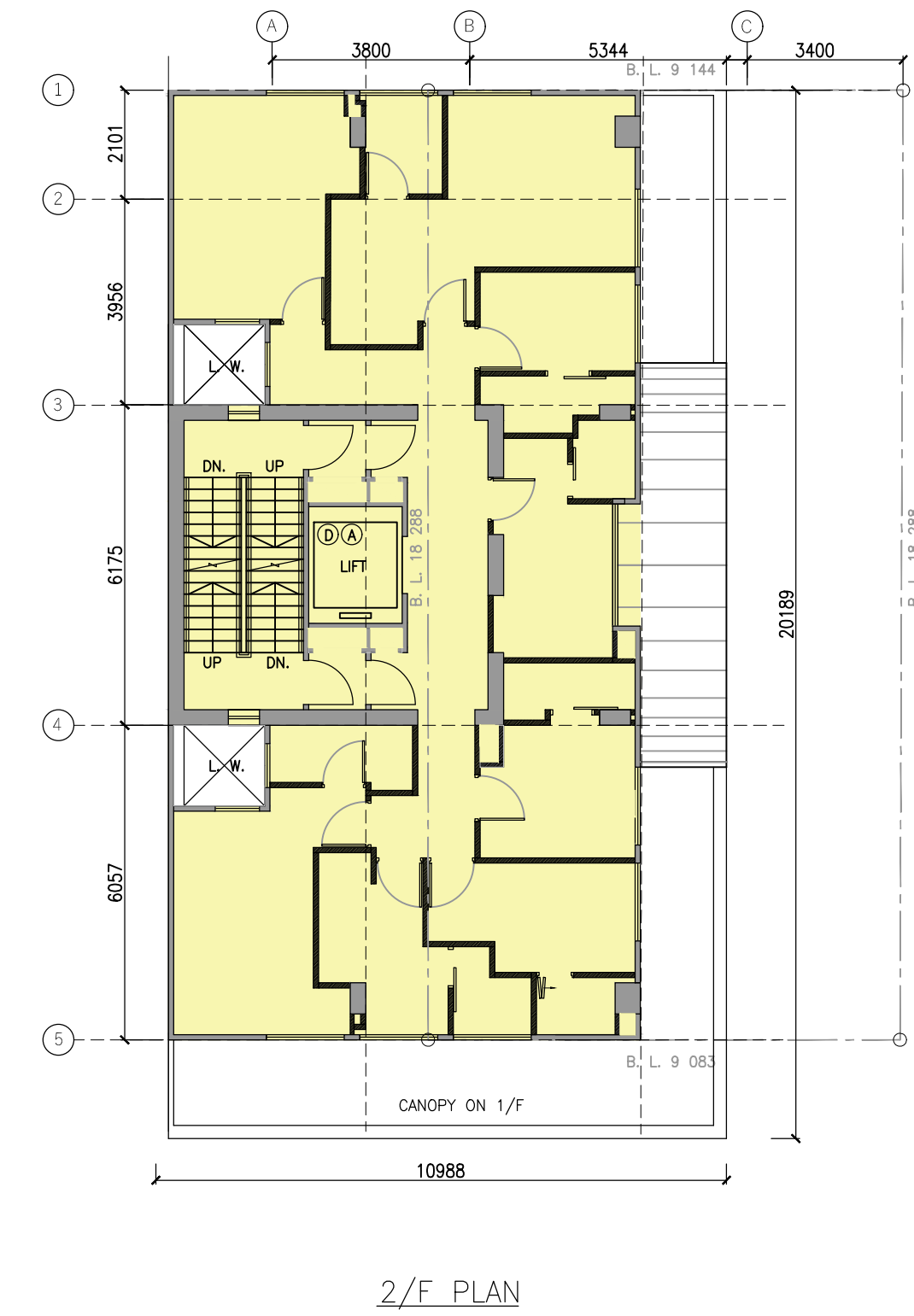
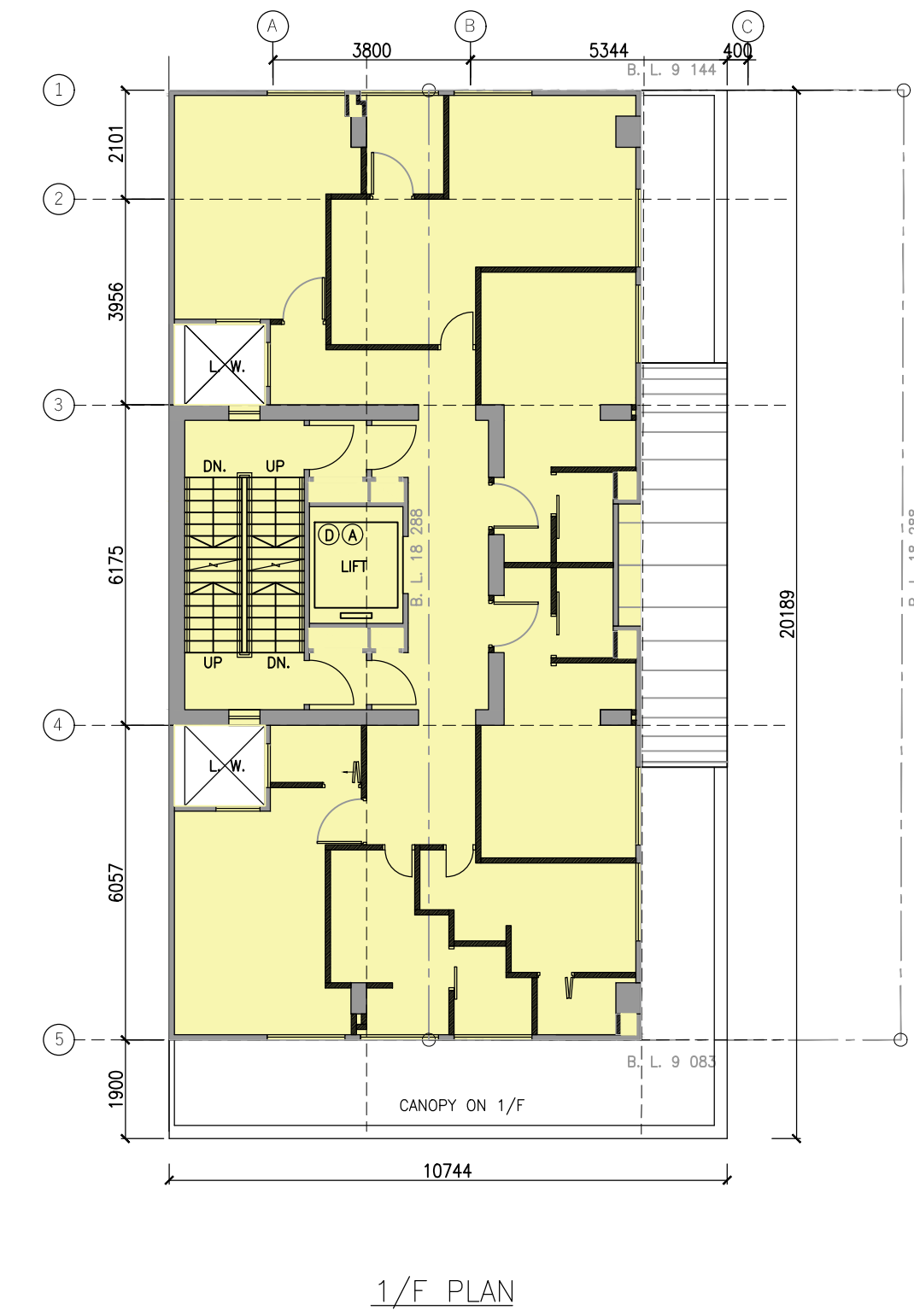
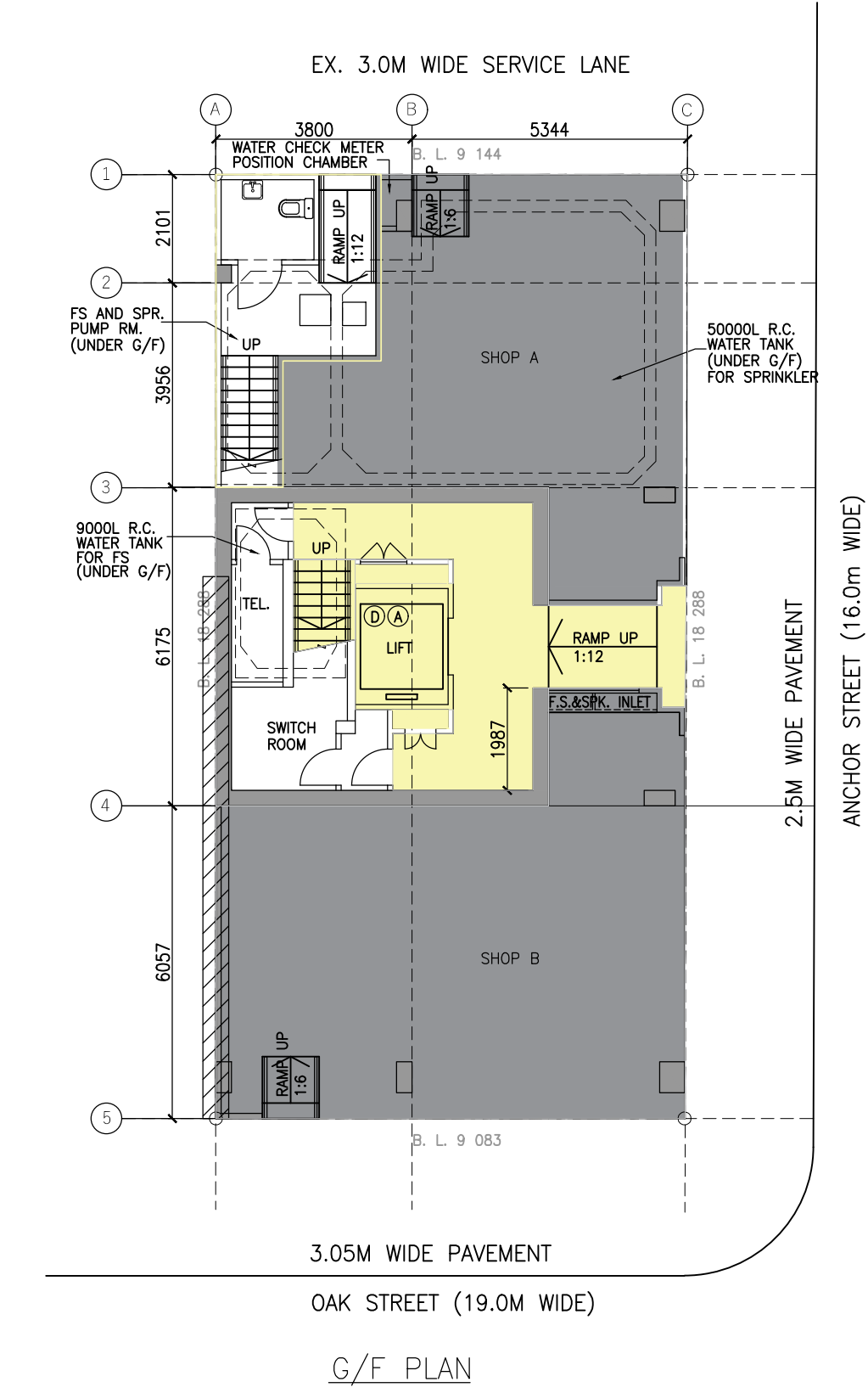
Scale: 1: 50 (A1)

LEGEND

	SINGLE BED		DESK AND CHAIR		WATERCLOSET
	WARDROBE		SHOWER		BASIN
P.D. = PIPE DUCT			MINI FRIDGE (W440 D470 H532)		

G/F Plan (Layout Unchanged)

Breakdown - GFA

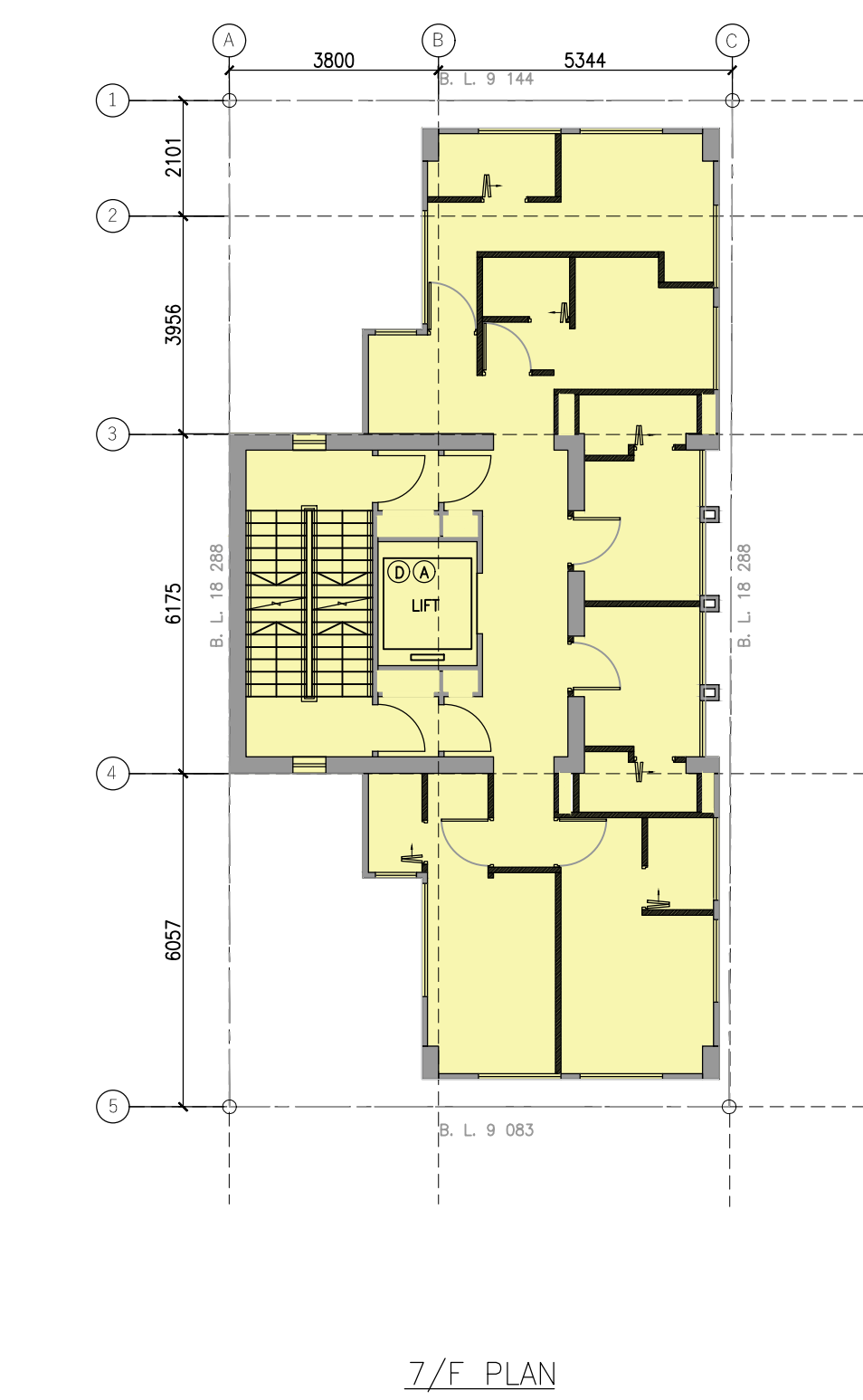
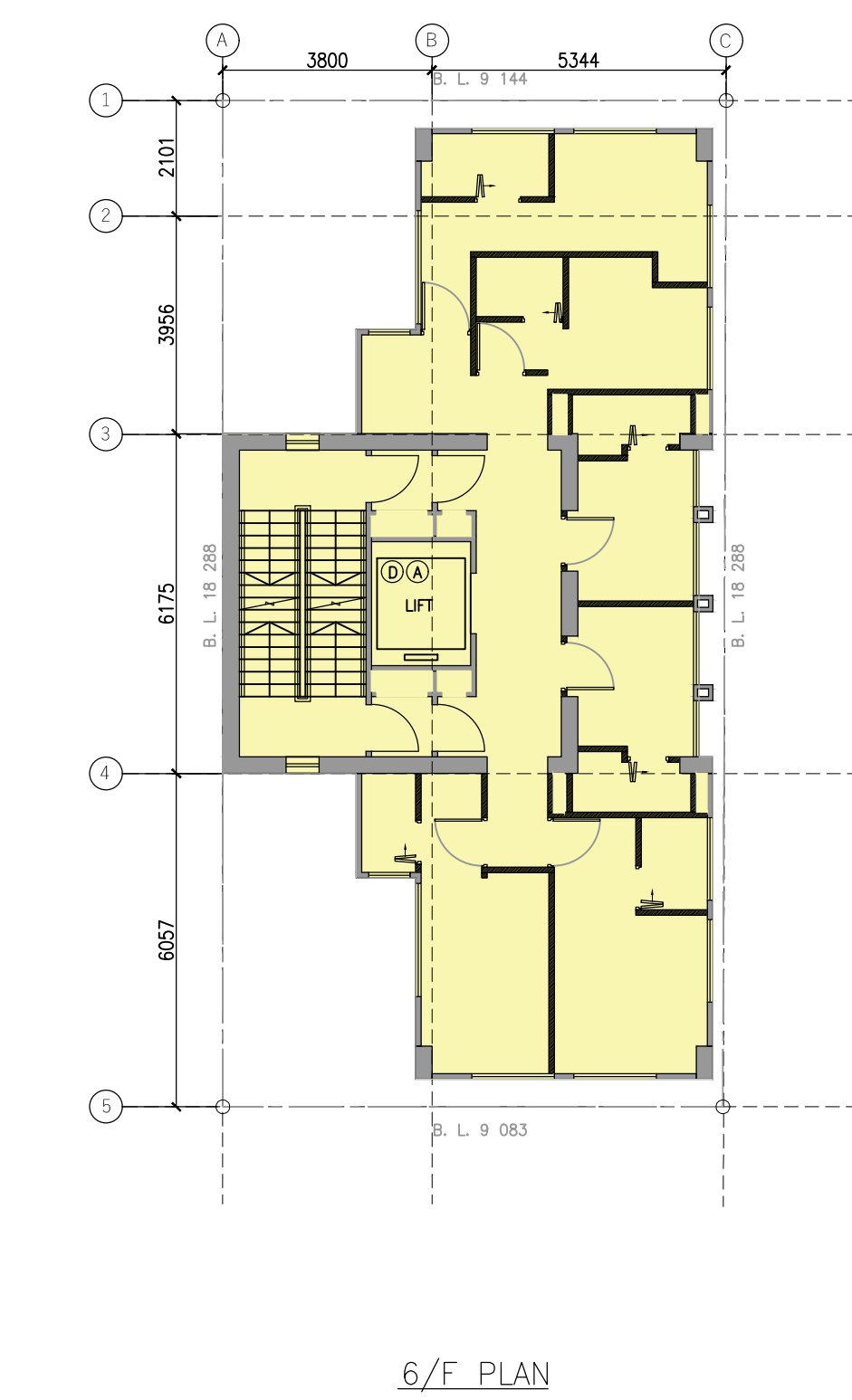
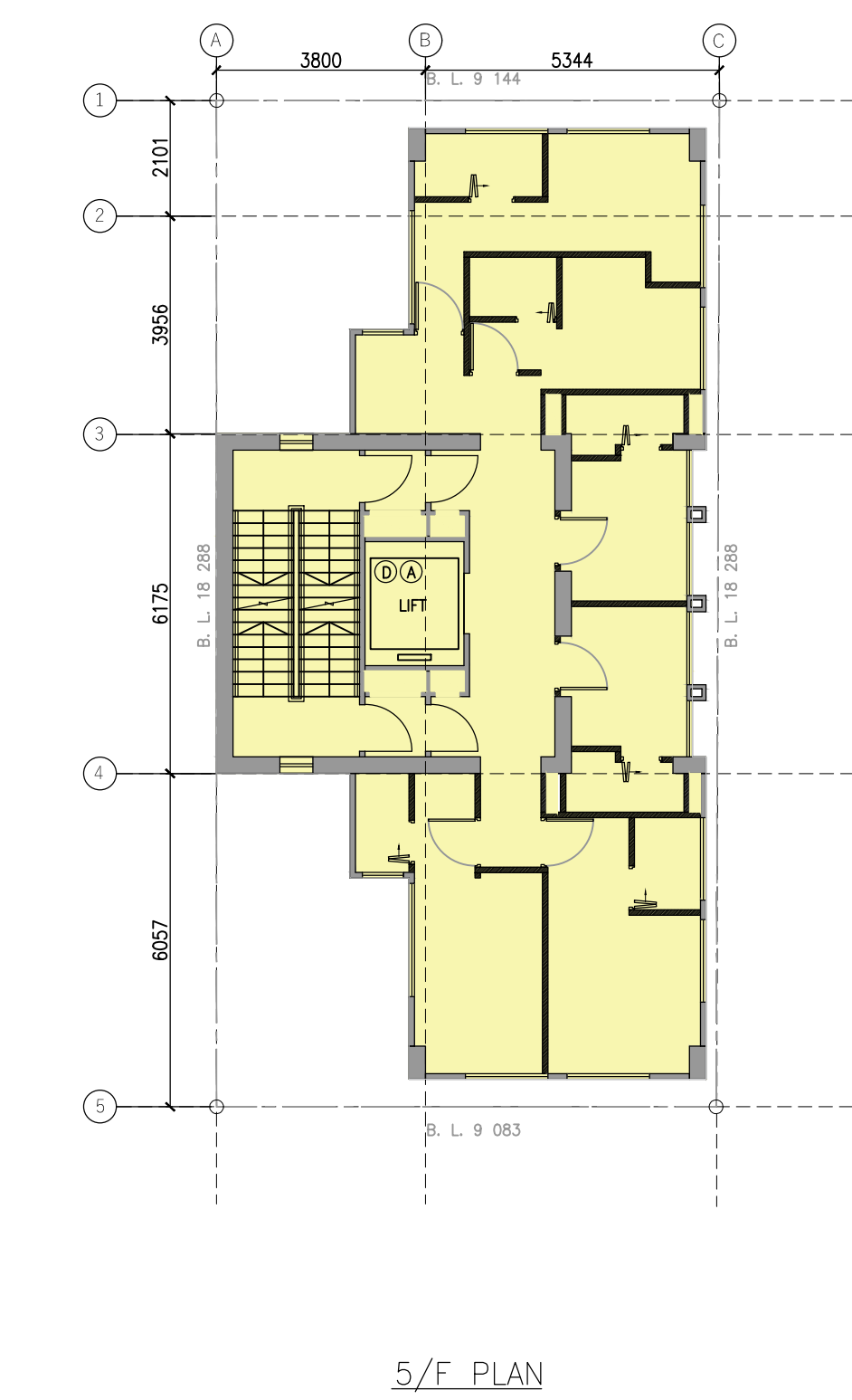
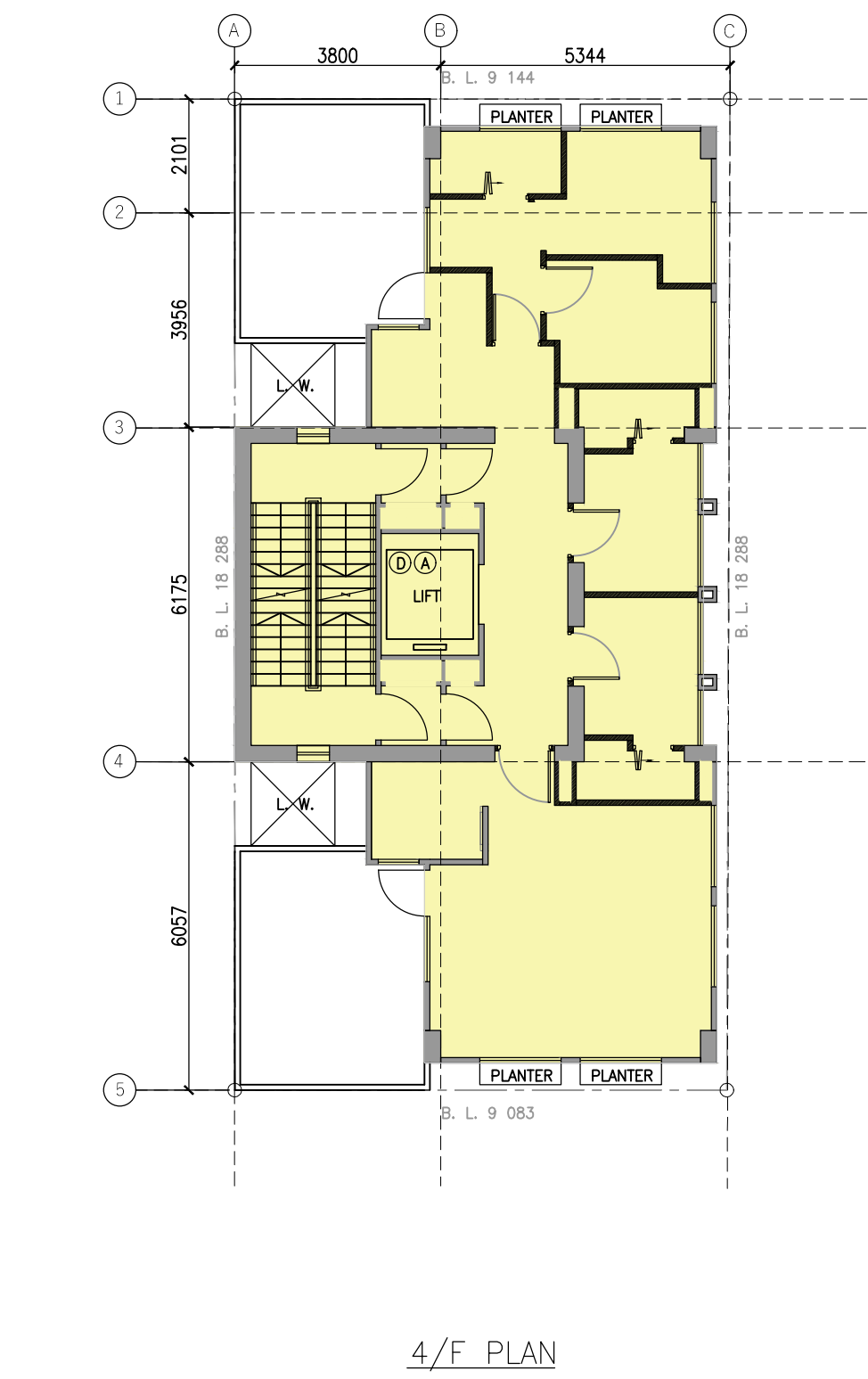


TOTAL FLOOR INVOLVED	
FLOOR	(sq.m.)
G/F	35.585
1/F	161.505
2/F	161.505
3/F	161.505
4/F	117.674
5/F	117.674
6/F	117.674
7/F	117.674
8/F	117.674
9/F	117.674
10/F	117.674
11/F	117.674
12/F	117.674
13/F	115.514
14/F	115.514
ROOF TOP	
SUBTOTAL	1810.194

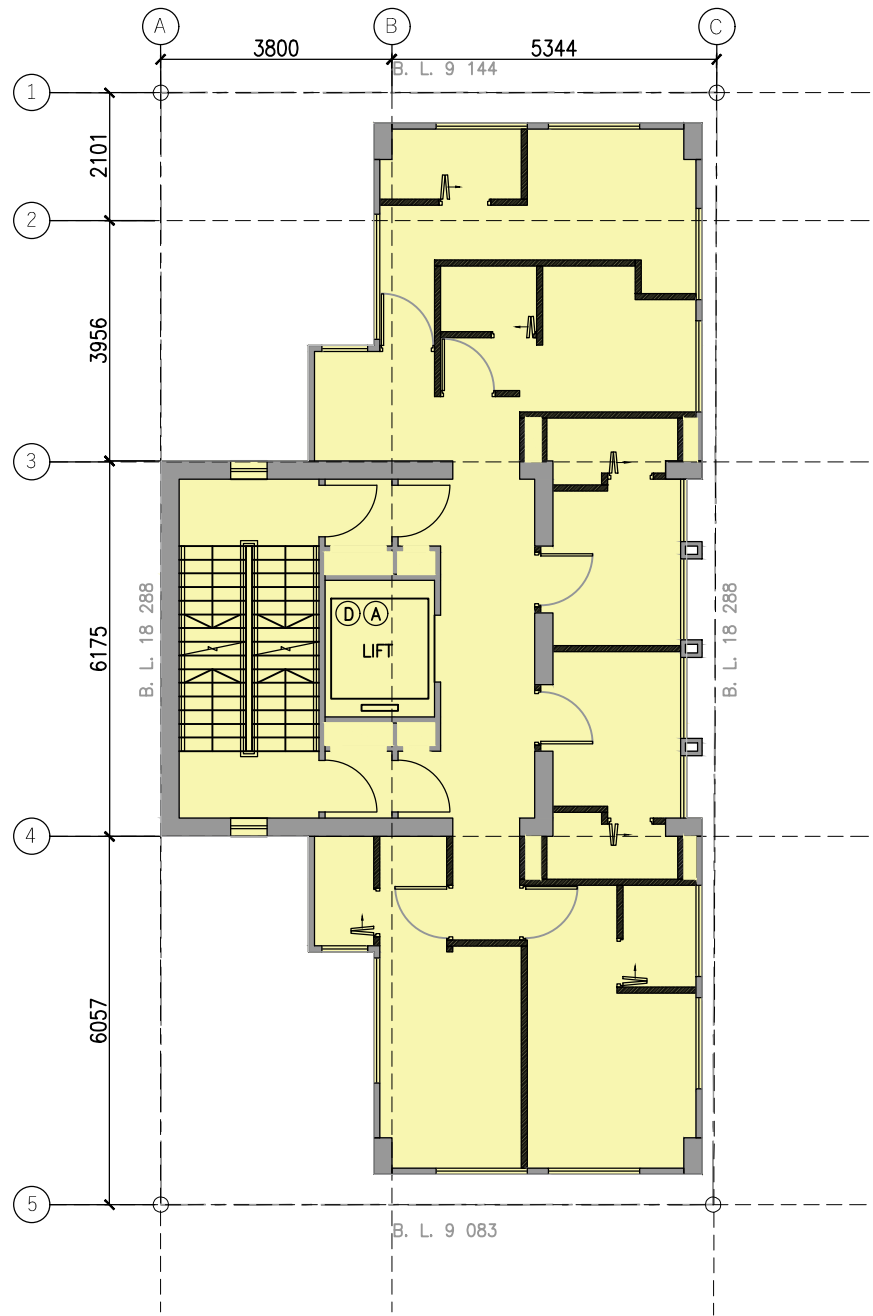
(<EXISTING ACCOUNTABLE GFA = 1934.346 sq.m)

AREA INVOLVED IN APPLICATION

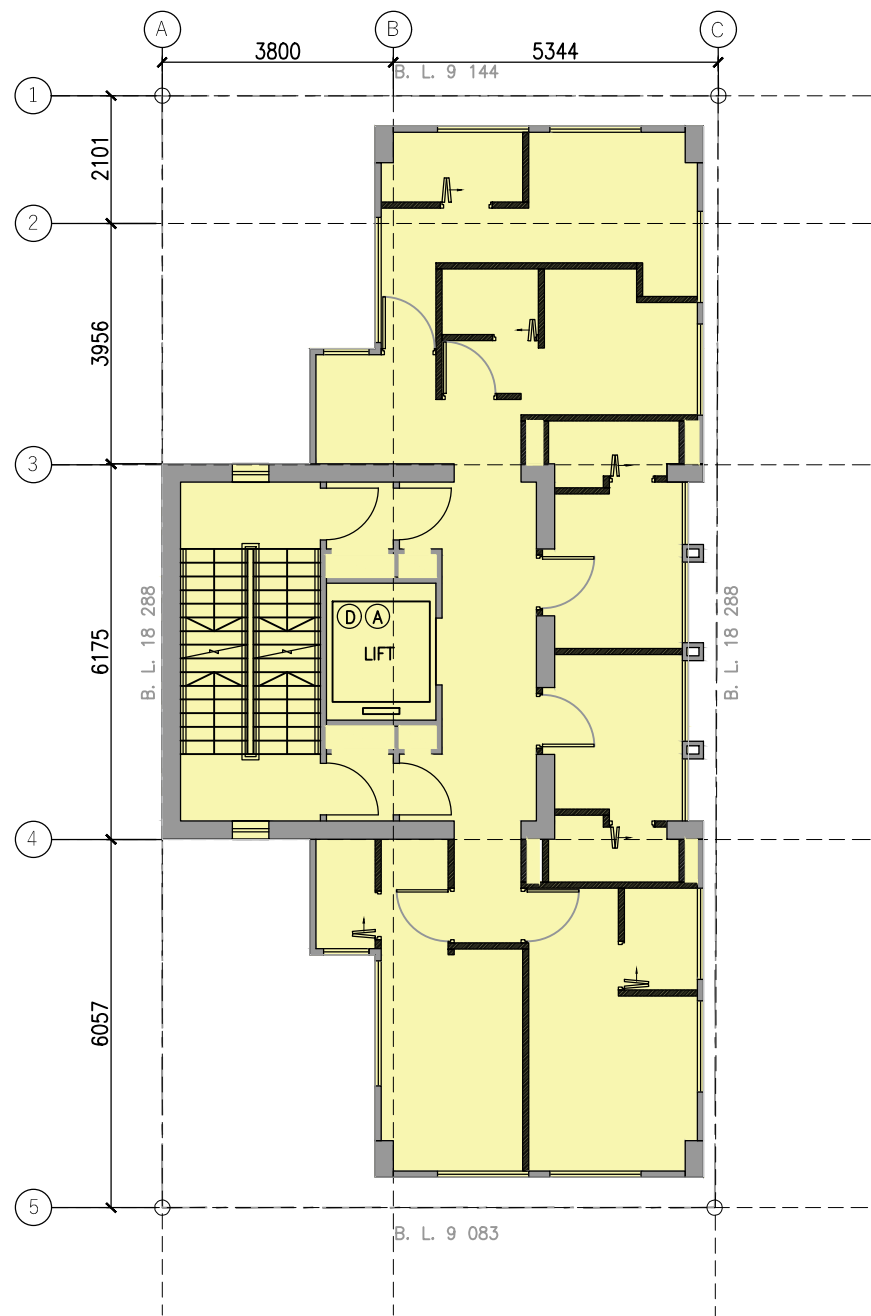
COMMERCIAL PORTION OF THE BUILDING



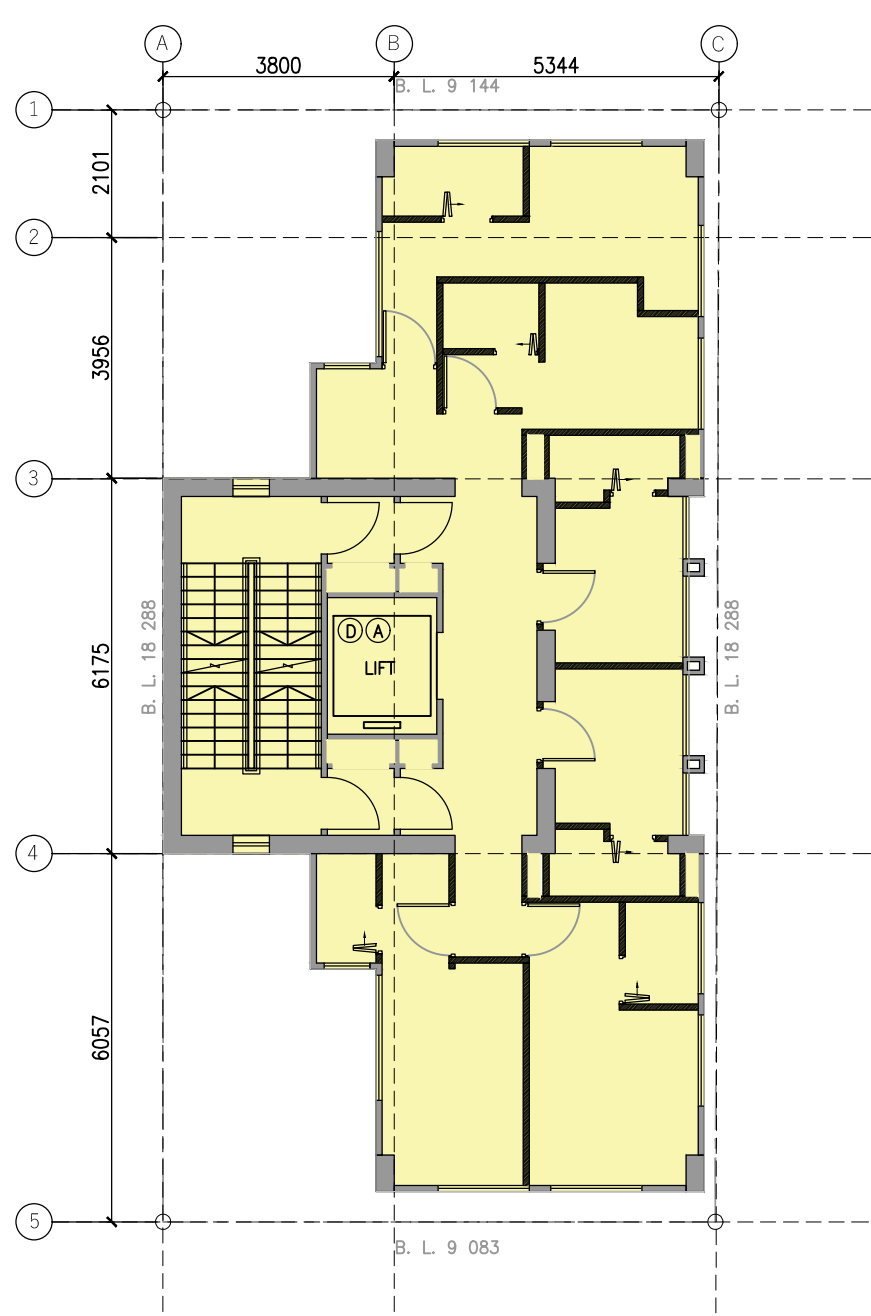
Breakdown - GFA



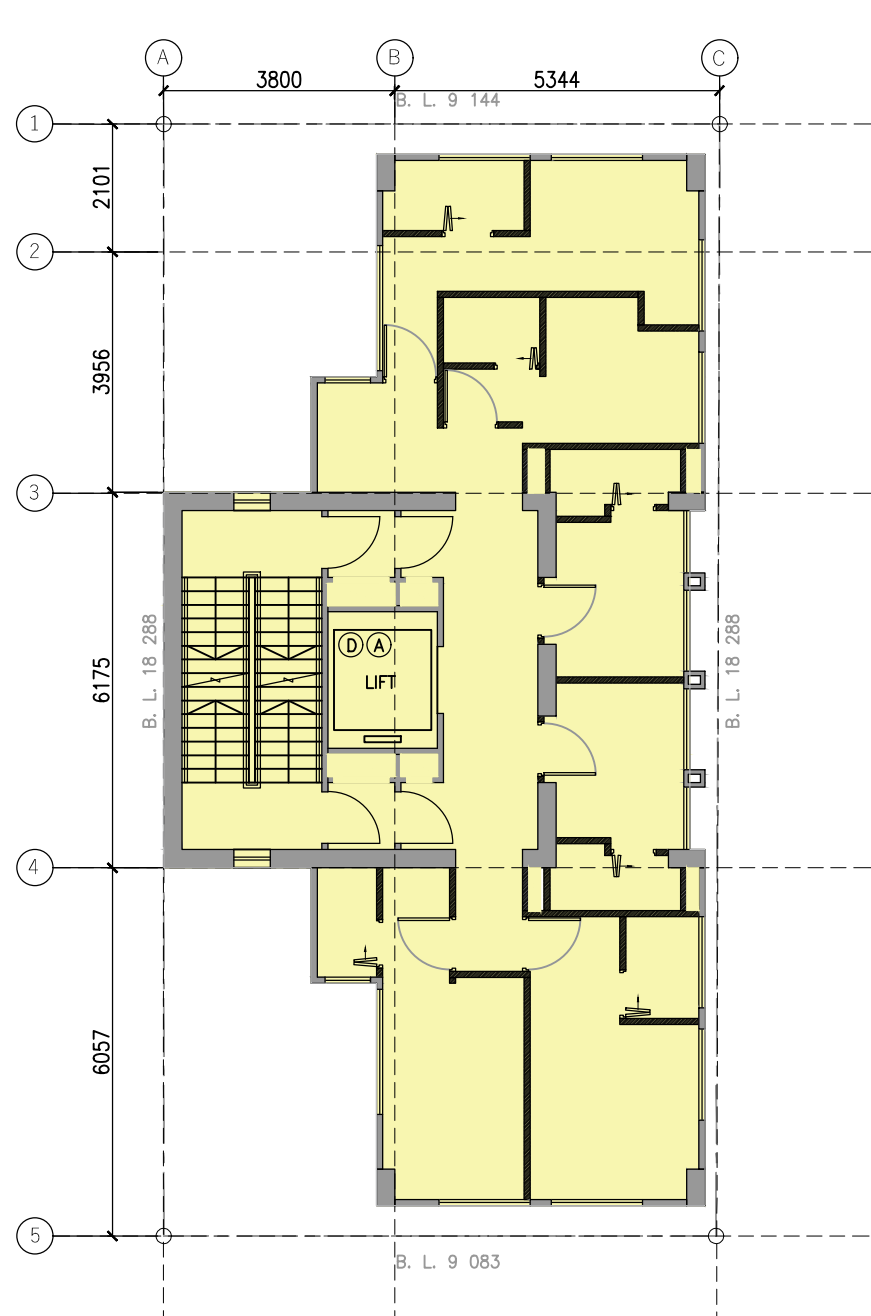
8/F PLAN



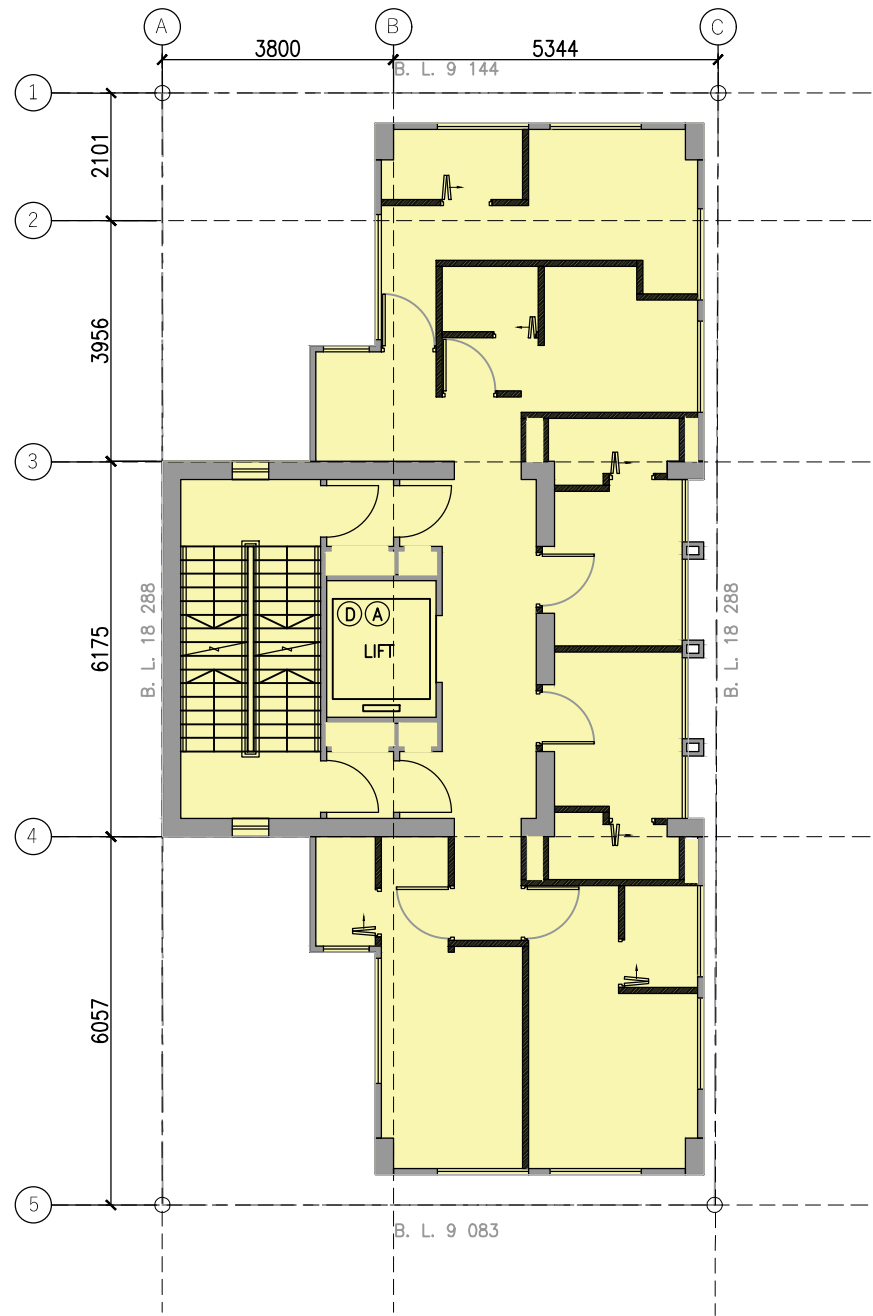
9/F PLAN



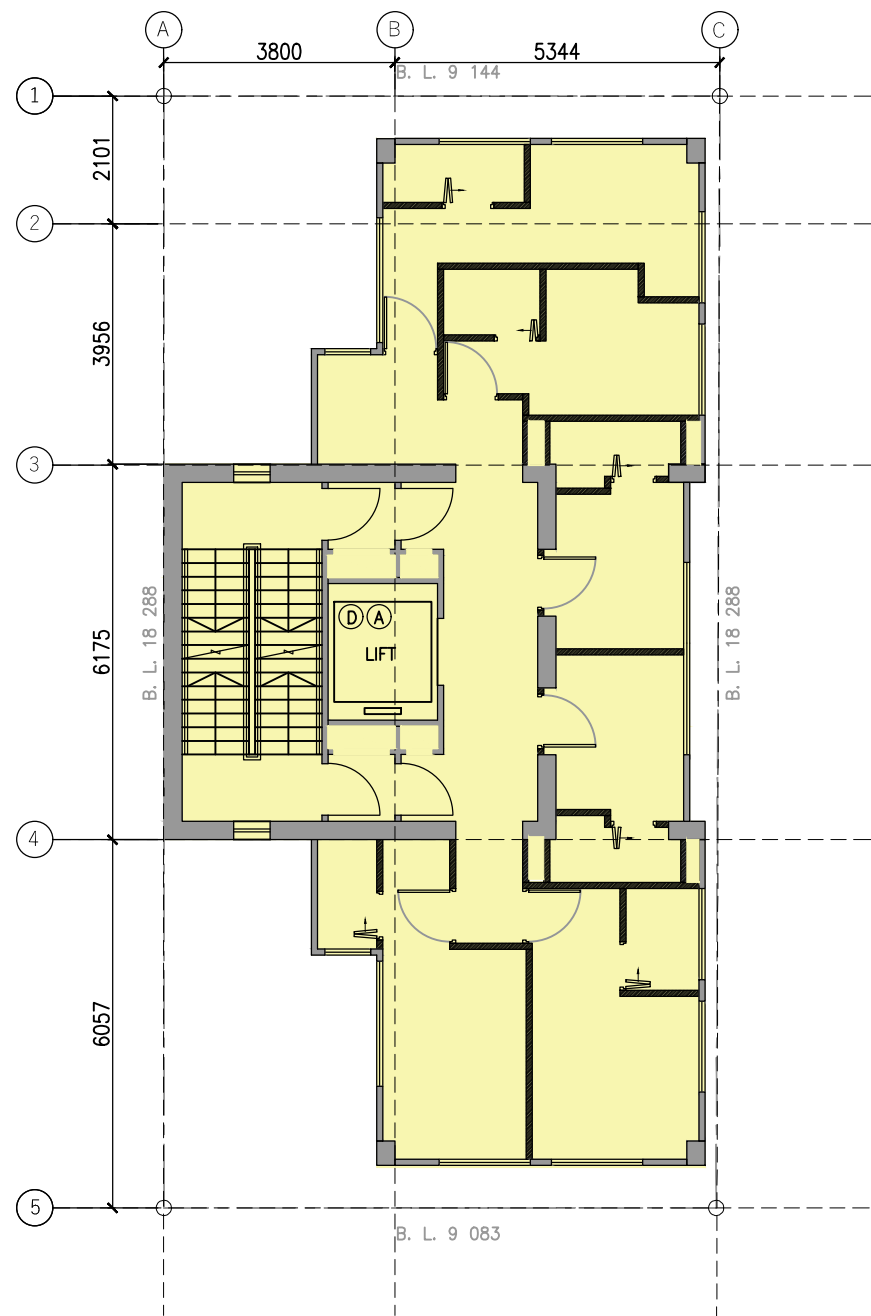
10/F PLAN



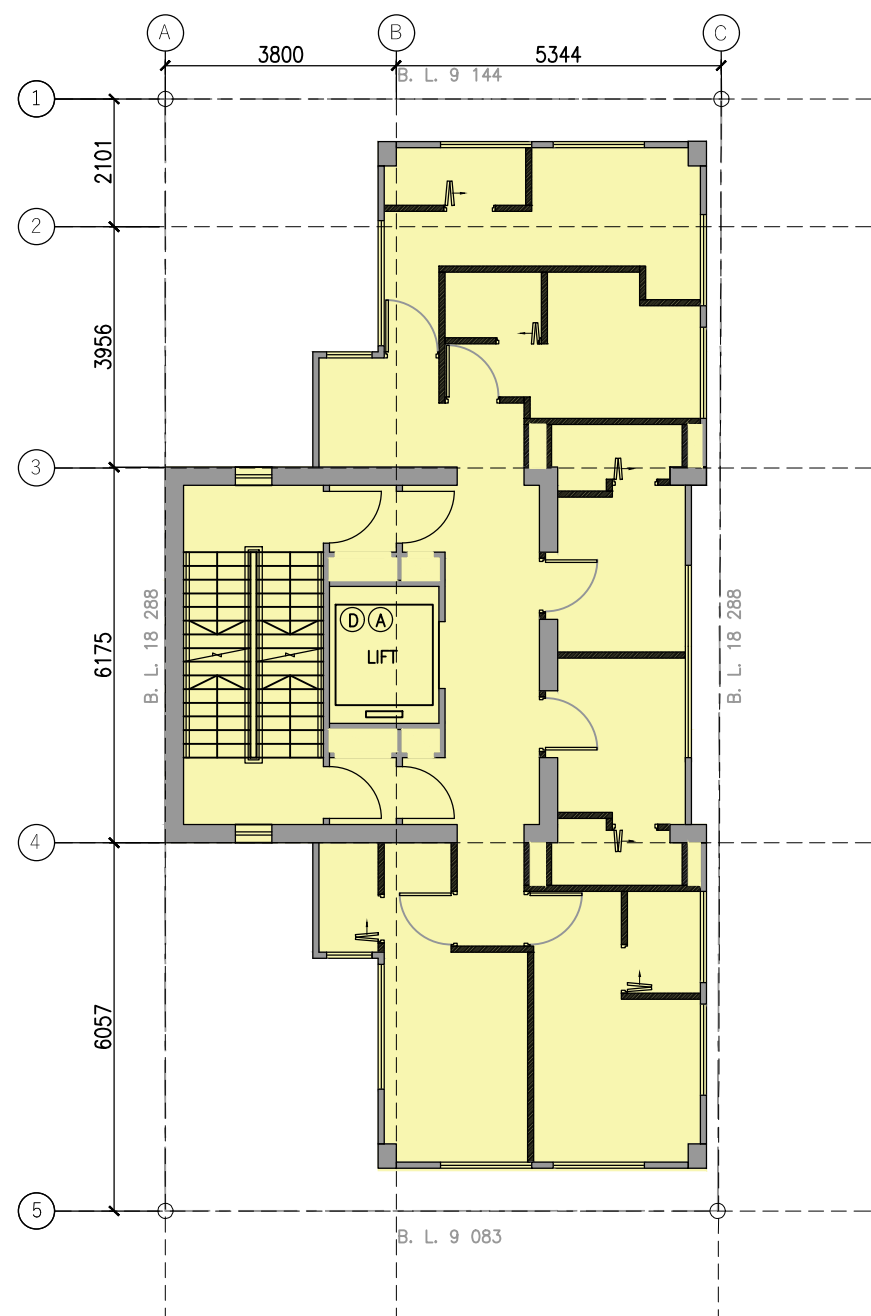
11/F PLAN



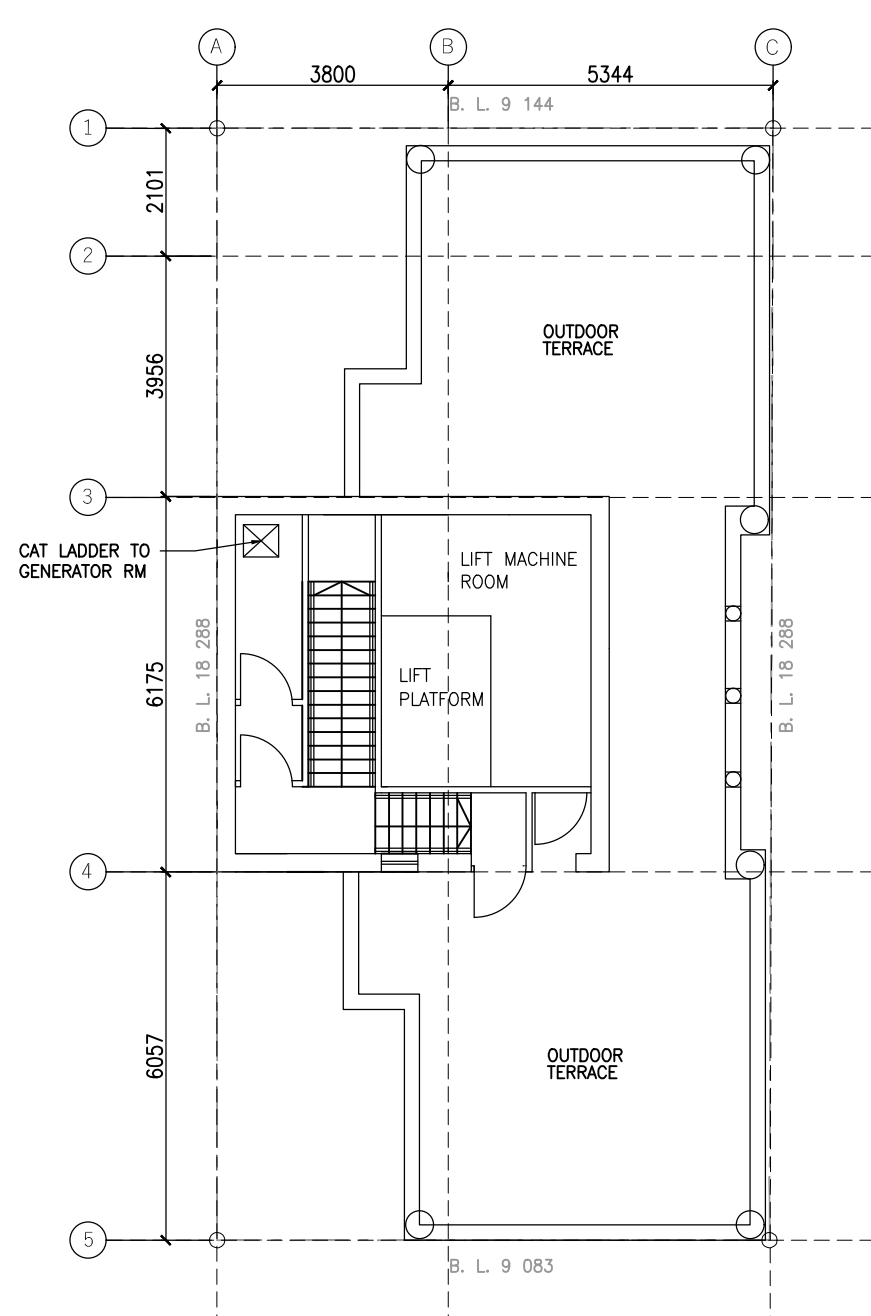
12/F PLAN



13/F PLAN



14/F PLAN



R/F PLAN

TOTAL FLOOR INVOLVED	
FLOOR	(sq.m.)
G/F	35.585
1/F	161.505
2/F	161.505
3/F	161.505
4/F	117.674
5/F	117.674
6/F	117.674
7/F	117.674
8/F	117.674
9/F	117.674
10/F	117.674
11/F	117.674
12/F	117.674
13/F	115.514
14/F	115.514
ROOF TOP	
SUBTOTAL	1810.194

(<EXISTING ACCOUNTABLE GFA = 1934.346 sq.m)

AREA INVOLVED IN APPLICATION

COMMERCIAL PORTION OF THE BUILDING

Annex B

Further Information (2) submitted on 31.8.2026



VISION PLANNING CONSULTANTS LTD.
弘域城市規劃顧問有限公司

副 本
COPY

Our Ref.: K3-AS/PA/GEL/26-12
Your Ref.: TPB/A/K3/604
Date: 31 August, 2026

By Hand and Email
(tpbpd@pland.gov.hk)

The Secretary,
Town Planning Board,
c/o Town Planning Board Section,
Planning Department,
15/F, North Point Government Offices,
333 Java Road,
North Point,
Hong Kong.



Dear Sirs,

Planning Application for Proposed Hotel (Student Hostel) (Partial Conversion of Existing Commercial Building) with Minor Relaxation of Plot Ratio Restriction in “Residential (Group A)” Zone, at Kowloon Inland Lots Nos. 9432 and 9433, 10 Anchor Street, Tai Kok Tsui, Kowloon (Application No. A/K3/604)
– Further Information (2)

Please find enclosed four sets of the following submission materials to respond to Transport Department (“TD”)’s comments on the captioned application: -

- i. Response-to-Comments (“R-to-C”) Table dated 31.8.2026 (**Table A**); and
- ii. Plan showing Existing Parking Spaces and Loading/Unloading Bay in the Vicinity of the Subject Site (i.e., Figure 15) (**Annex A**)

Should you have any queries with regard to the above, please do not hesitate to contact our Miss Nora WONG or the undersigned at [REDACTED]

Thank you very much for your kind attention.

Yours faithfully,
for and on behalf of
VISION PLANNING CONSULTANTS LTD.

pp.

Kim On CHAN
Managing Director

Encl. Table A & Annex A
[K3-AS/PA/GEL/26-12]
KC/NW

Table A

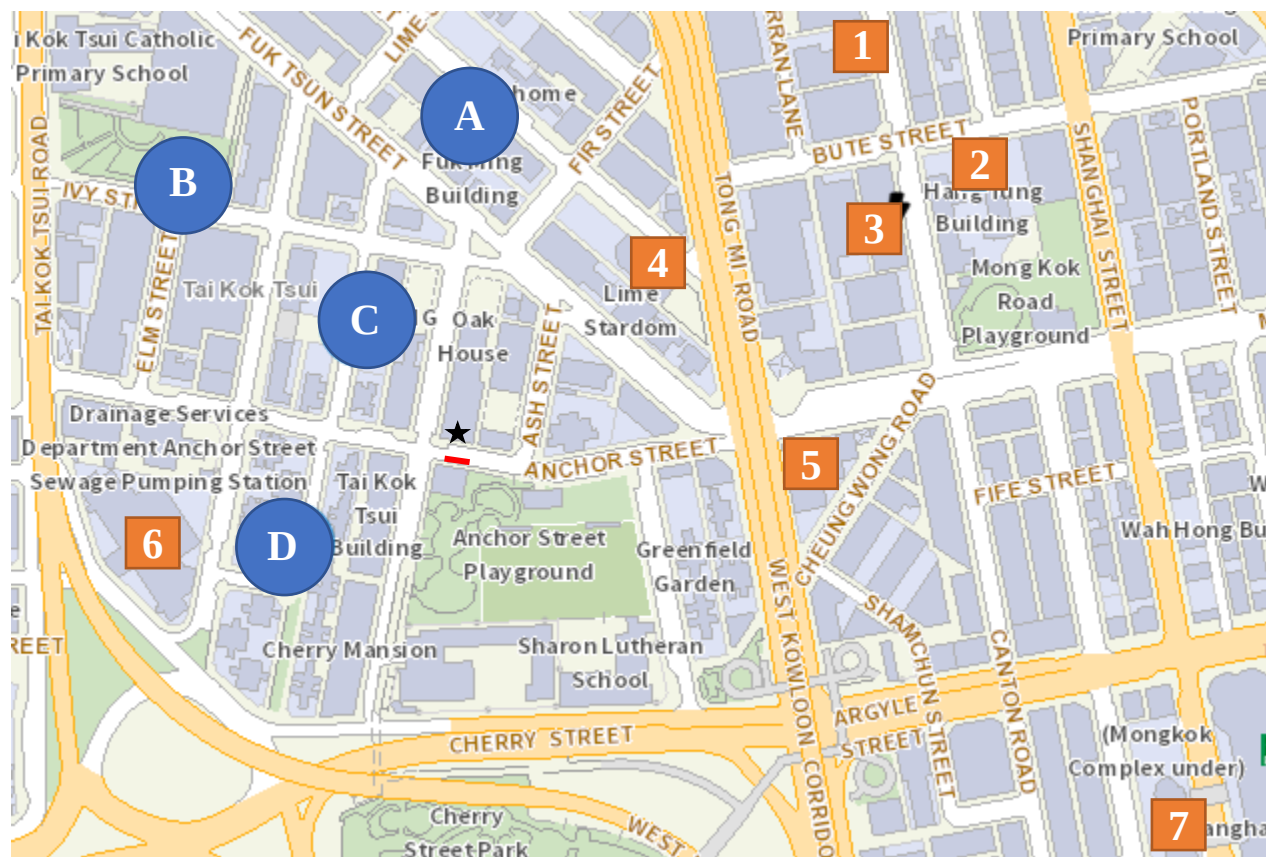
Responses-to-Comments (“R-to-C”) Table dated 31.8.2026

Table A: Response-to-Comments (31.8.2026)

Departmental Comments		Applicant's Responses
A.	Transport Department (received on 28.8.2026)	
i.	<u>Please review the provisions of parking spaces and loading/unloading requirements of the proposed student hostel against the requirements in HKPSG.</u>	This Application involves only internal conversion of an existing building, an eligible hostel recognised by EDB. However, as requested, Figure 15 in Annex A shows the parking space and loading/unloading provisions in the vicinity of the Subject Site.
ii.	The applicant should be reminded that C for T has the rights to impose, alter or cancel any car parking, loading/unloading facilities and/or any no-stopping restrictions, on all local roads to cope with changing traffic conditions and needs. The frontage road space shall not be reserved for any exclusive uses of the subject development.	Noted.

Annex A

*Plan showing Existing Parking Spaces and Loading/Unloading Bay
in the Vicinity of the Subject Site*



Legend

★ Subject Site

— Loading/Unloading Bay

Source: HKeMobility (Extracted on 28.8.2026)

On Street Metered Parking Spaces

A	Larch Street On Street Metered Parking Space	Nos. for Cars/Light Goods Vehicle/Light Buses: 24
B	Ivy Street On Street Metered Parking Space	Nos. for Cars/Light Goods Vehicle/Light Buses: 4
C	Pine Street On Street Metered Parking Space	Nos. for Cars/Light Goods Vehicle/Light Buses: 11
D	Tit Shu Street & Pok Hok Lane On Street Metered Parking Space	Nos. for Cars/Light Goods Vehicle/Light Buses: 13

Private Carparks

1	Sunbeam Plaza, Canton Road
2	Hang Tung Building, Canton Road
3	Lodgewood, Canton Road
4	Lime Stardom, Larch Street
5	One Mong Kok Road Commercial Centre, Mong Kok Road
6	New Kowloon Plaza, Tai Kok Tsui Road
7	Langham Place Hotel MongKok HK, Shanghai Street

Figure 15 – Existing Parking Spaces and Loading/Unloading Bay in the Vicinity of the Subject Site