



Ref. No.: URA251100432
12 November 2025

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

By Hand

Submission Number:
TPB/R/S/K9/29-S117

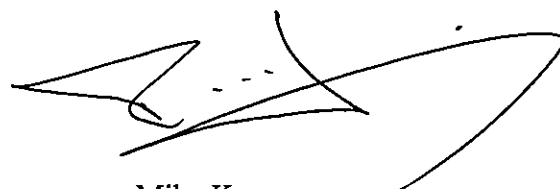
Dear Sir/Madam,

Representation by the Urban Renewal Authority in Respect of
The Draft Hung Hom Outline Zoning Plan No. S/K9/29
Submission of Representation

We refer to the captioned Draft Hung Hom Outline Zoning Plan No. S/K9/29 ("the Plan"). Pursuant to section 6(1) of the Town Planning Ordinance, we hereby submit our representation in respect of the Plan, together with a duly completed Form No. S6 for consideration by the Town Planning Board.

Should you have any enquiry, please feel free to contact [REDACTED] or [REDACTED].
Thank you for your kind attention.

Yours faithfully,
For and on behalf of
URBAN RENEWAL AUTHORITY



Mike Kwan
General Manager
Planning & Design



Encl.

c.c. (w/o – by email)
DPO/K, PlanD (Attn: Ms. Vivian Lai) (email: kdpo@pland.gov.hk)

LM/MK/YT/pw

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	Date Received 收到日期	

- The representation should be made to the Town Planning Board (the Board) before the expiry of the specified plan exhibition period. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申述必須於指定的圖則展示期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關申述的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
- Please read the "Town Planning Board Guidelines on Submission and Processing of Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong – Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters (PECs) of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at <http://www.tpb.gov.hk/>.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及處理申述及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道 333 號北角政府合署 15 樓 - 電話：2231 4810 或 2231 4835 及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓）索取，亦可從委員會的網頁下載（網址：<http://www.tpb.gov.hk/>）。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the PECs of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The representation may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出申述的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關申述視為不曾提出論。
- In accordance with the Town Planning Ordinance (the Ordinance), the Board will make available all representations received for public inspection as soon as reasonably practicable at the Board's website and the PECs. The representations will be available for public inspection until the Chief Executive in Council has made a decision on the plan in question under section 9 of the Ordinance.
根據《城市規劃條例》（下稱「條例」），委員會會在合理地切實可行的情況下，盡快將所有收到的申述上載至委員會的網頁及存放於規劃資料查詢處供公眾查閱，直至行政長官會同行政會議根據條例第 9 條就有關圖則作出決定為止。

1. Person Making this Representation (known as "Representer" hereafter) 提出此宗申述的人士（下稱「申述人」）
Full Name 姓名 / 名稱 (Mr./Ms./Company/Organization* 先生/女士/公司/機構*) URBAN RENEWAL AUTHORITY (Note: for submission by person, full name shown on Hong Kong Identity card/Passport must be provided) (注意：若個人提交，須填上與香港身份證／護照所載的全名)

2. Authorized Agent (if applicable) 獲授權代理人(如適用)	
Full Name 姓名 / 名稱 (Mr./Ms./Company/Organization* 先生/女士/公司/機構*) N/A (Note: for submission by person, full name shown on Hong Kong Identity card/Passport must be provided) (注意：若個人提交，須填上與香港身份證／護照所載的全名)	

* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item 請在不適用的項目填寫「不適用」

3. Details of the Representation (use separate sheet if necessary)* 申述詳情(如有需要, 請另頁說明)*		
The plan to which the representation relates (please specify the name and number of the plan) 與申述相關的圖則 (請註明圖則名稱及編號)		Draft Hung Hom OZP No. S/K9/29
Nature of and reasons for the representation 申述的性質及理由		
Subject matters 有關事項®	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由^
Item A	☒ support 支持 ☐ oppose 反對	Attachment Refers.
	☐ support 支持 ☐ oppose 反對	
	☐ support 支持 ☐ oppose 反對	
Any proposed amendments to the plan? If yes, please specify the details. 對圖則是否有任何擬議修訂? 如有的話, 請註明詳情。		

If the representation contains more than 20 pages, or any page larger than A4 size, 4 hard copies and 1 soft copy are required to be provided for the submission. Provision of email address is also required.

若申述超過 20 頁或有任何一頁大小超過 A4, 則須提交硬複本一式四份和一份軟複本。另須提供電郵地址。

@ Please describe the particular matter in the plan to which the representation relates. Where the representation relates to an amendment to a plan, please specify the amendment item number provided in the Schedule of Proposed Amendments. 請形容圖則內與申述有關的指定事項, 如申述與圖則的修訂有關, 請註明在修訂項目附表內的修訂項目編號。

^ Please also note that section 6(3A) of the Ordinance provides that any representation received under section 6(1) **may be treated as not having been made** if, in the opinion of the Board that, the reason for the representation is a reason concerning compensation or assistance relating to, or arising from resumption/acquisition/clearance/obtaining vacant possession of any land by the Government. The above matters should be dealt with in accordance with the relevant statutory provisions on compensation and/or promulgated policy on compensation. Should you have any views on compensation or assistance matters, you may separately raise your views to the Director of Lands or the relevant authority. 請注意, 條例第 6(3A)條訂明, 如委員會認為根據第 6(1)條收到的任何申述所提出的理由是與政府收回/徵用/清理/取得任何土地的空置管有權而引起的補償或援助有關, 則有關申述可被視為不曾提出。上述事項應該按照相關補償的法律條文和/或已公布的補償政策處理。如對補償或援助事宜有意見, 可另行向地政總署署長或有關當局提出。

Please fill "NA" for not applicable item 請在不適用的項目填寫「不適用」

☒ at the appropriate box 請在適當的方格內加上 ☒ 號

**Representation by the Urban Renewal Authority
in Respect of the Draft Hung Hom Outline Zoning Plan No. S/K9/29**

1. The Urban Renewal Authority (URA) hereby submits this written representation to the Town Planning Board (TPB) in support of the proposed amendment to the Approved Hung Hom Outline Zoning Plan (OZP) No. S/K9/28. Specifically, this representation **supports Amendment Item A – Rezoning of a Site at the junction of Bailey Street and Chi Kiang Street from “Government, Institution or Community” (“G/IC”) and “Other Specified Uses” annotated “Sewage Treatment Plant” to “Residential (Group A)9” (“R(A)9”) with stipulation of building height (BH) restriction.**
2. The Site, located at the junction of Bailey Street and Chi Kiang Street, was granted to the URA by private treaty grant to support URA in fulfilling its urban renewal mission. The rezoning of the Site enables URA to advance government policy to provide additional support in the form of land resource to URA to enhance its cashflow, enabling URA to continue to take forward its commenced redevelopment projects in an orderly manner. The Proposed Development at the Site (hereafter refer to as the “Bailey Street / Chi Kiang Street Project”) aims to optimize scarce urban land resources, as well as to provide an enhanced built environment with improved community facilities, thereby elevating nearby residents’ quality of life and fostering more sustainable and vibrant urban living in the area.

Key Planning Proposals and Justifications

3. The Bailey Street / Chi Kiang Street Project is located next to Hoi Sham Park and the waterfront promenade, surrounded by a mix of residential, institutional and infrastructural uses, setting it apart from conventional residential zones in the inland area, which are often extensive and monotonous. The project provides an opportunity to optimize land utilization for comprehensive residential development through holistic planning and the Government’s ‘*Single Site, Multiple Use*’ initiative, and offered planning gains by accommodating government, institution and community (GIC) facilities, enhancing connectivity and integrating with the adjacent Hoi Sham Park to provide communal space for the benefit of the community. The proposal will bring several planning merits which will be discussed in the paragraphs below.

Embracing Growth for Community Vitality

4. The Bailey Street / Chi Kiang Street Project provides a balanced, forward-looking solution in a shared vision for community vitality. Located adjacent to Hoi Sham Park and the waterfront promenade, it presents a strategic opportunity to uplift the southern portion of To Kwa Wan waterfront environment by transforming the existing temporary open air car park into forward-looking and connected community. Apart from meeting housing demand, the proposal also aims to create a node between URA’s KCAA1 Core Area at inland To Kwa Wan and the waterfront, featuring with retail belt, at-grade communal space and community facilities that integrates with the adjacent Hoi Sham Park for the enjoyment by future residents and surrounding neighborhood. The project delivers tangible social benefits, included enhanced livability, strengthened

local cohesion, and broader positive impact on the public realm. With respect to this balanced development approach, which creates community value directly benefiting the community, the framework of “*Yes-In-My-Backyard*” (YIMBY) invites constructive change to maximize community well-being, shifting away from traditional “*Not-In-My-Backyard*” (NIMBY)” concerns which view new developments as threats.

Encourage Social Interaction and Community Bonding

5. Notwithstanding the above, the Bailey Street / Chi Kiang Street Project also aims to foster an urban living lifestyle that encourages social interaction and community bonding. Through replanning of the site, buildings are proposed to be setback from Bailey Street for creation of an at-grade communal space that integrates with the adjacent Hoi Sham Park. Coupled with the proposed retail belt for small scale retails such as café and eateries, the project establishes a node between inland and waterfront, while providing visual relief and clear orientation towards waterfront along Bailey Street. This inviting node will also allow for residents and visitors to gather and host events, echoing the “*Flat White Urbanism*” concept. It also promotes street-level activity, enhances pedestrian engagement, and a safe living environment. This arrangement encourages the community to cultivate sociability community interaction, reframing density as a catalyst for inclusive, dynamic city living. It elevates these spaces as “*third places*” which are essential social hubs where people can relax and connect beyond their apartments, contributing to vibrant, pedestrian-friendly and connected neighborhood.

Optimize Land Use Potential that Boosts Connectivity and Vitality

6. The Site was originally zoned “G/IC” and reserved for school development. Since 1980s, the Site has been used as a temporary car park, offering limited public value, undermining long-term community benefits. Rezoning of the Site to residential use aligns with housing needs while enabling the inclusion for other elements as part of the broader package, including GIC facilities, retail spaces and open space. The Site's proximity to URA's KCAA1 Core Area in the To Kwa Wan inland area will also strengthen the potential for integrated planning and synergistic benefits between the two areas, supporting a more cohesive, vibrant urban renewal efforts.

Victoria Cove Area Study: Holistic Approach for Accessible Harboufront

7. Moreover, the Victoria Cove Area (VCA) Study is being conducted by URA, with a holistic planning approach to optimize land use across the shoreline and harbour waters and to strengthen inland-to-waterfront connectivity. The planning vision is to create a high-quality, integrated cove area in To Kwa Wan that optimizes harbourfront and inland spaces for a vibrant urban landscape. Guided by this vision, a vibrant network connecting recreational and waterfront spaces around URA's KCAA1 Core Area will be created. This linkage will weave together the major urban renewal projects in URA's KCAA1 Core Area along Bailey Street, Wing Kwong Street, and Ngan Hon Street, establishing a continuous urban node that brings together diverse communities, green space and active recreation areas. As part of the Bailey Street / Chi Kiang Street Project's proposal, the southern end of the Site along Bailey Street will be transformed into harbourfront at-grade communal space to improve pedestrian connection between

inland and the waterfront, while also providing leisure space and elevating the area's livability.

8. To further activate the waterfront and enrich the urban experience, the floor space of the podium fronting Hoi Sham Park and the harbourfront at-grade communal space will be developed as a retail belt, create opportunities for small-scale retail and eateries. The retail belt is designed to attract visitors, foster vibrancy, and stimulate the local economy by creating a dynamic public realm in the area.

A Balanced Approach to Development and Planning Gains

9. The Site is proposed to be zoned "R(A)9" with a maximum GFA of 68,490 sq.m., corresponding to a maximum PR of 9.0 aligning with the development intensity of "R(A)" zone under the prevailing Hung Hom OZP. The notional layout of the proposed development seeks to balance development needs with planning gains. By setting back the building blocks, a harbourfront at-grade communal space was proposed at the southern portion of the Site to enhance pedestrian connectivity and serve as a gathering space. To provide more planning gains and aligns with the Government's 'Single Site, Multiple Use' initiative, URA is intended to reserve about 3,100 sq.m of non-domestic GFA to meet the community needs. The podium would accommodate GIC/retail/clubhouse/parking facilities, with the proposed retail belt fronting Hoi Sham Park to enhance the vibrancy of the adjacent public space. This arrangement ensures that the ground-level space is dedicated to uses benefiting both residents and public, striking a balance between development needs and planning gain. The proposed building height of 110mPD supports a carefully planned building layout and possibility for breaking up the podium bulk, allowing design flexibility for the building blocks of the proposed development while addressing site constraints. This integrated approach optimizes land potential, combining residential, communal space and GIC facilities, thereby enhancing community vibrancy while prioritizing resident comfort and accessibility.
10. With the promulgation of the Government's Enhanced Facilitation Measures for Buildings Adopting Modular Integrated Construction under Joint Practice Note No. 8 (JPN No. 8) as well as the recently released Practice Note No.9/2025 on GFA exemption arrangement for aboveground parking spaces in private development, URA will maintain a balanced design approach which prioritize high-quality design and compatibility with the surroundings. Other design elements such as active street frontages and integrated public spaces to ensure that the proposed planning gains will be maintained should these measures be adopted. Detailed for adoption of these measures will be reviewed and considered at subsequent detailed design stage.

No Adverse Impact from Traffic and Environmental Aspects

11. The project complies with the technical criteria stipulated in the Hong Kong Planning Standards and Guidelines and aligns with the recommendations of the Sustainable Building Design Guidelines. Comprehensive technical assessments, covering environmental impact, air ventilation, drainage, sewage, water supply, air quality, hazard to life, traffic and landscape, have been conducted to ascertain the technical feasibility of the proposed development. These technical assessments have been

submitted for review by relevant Government departments with no adverse comments received.

12. On traffic aspect, a Traffic Impact Assessment (TIA) has been submitted to evaluate the traffic and transport impacts of the Proposed Development on the surrounding network, including the parking and ingress/egress provisions and pedestrian. The TIA confirms all junctions and footpaths will operate within their capacity and provide a satisfactory level of service, and the proposed development would not induce adverse impact on the surrounding road traffic or pedestrian network. To address potential parking shortfall due to the closure of the existing car park, a public vehicle park with 15 coach parking spaces for shared use with commercial vehicles is proposed in addition to the ancillary parking facilities for the proposed development. This adaptive parking design ensures sufficient capacity while avoiding neighborhood congestion. In addition, public car parking facilities are also provided in the URA's KCAA1 Core Area which anticipated to be completed in coming years to meet district demand. The Transport Department and Hong Kong Police Force have raised no in-principle objection or adverse comments on the submitted TIA, supporting the view that the proposed development would not induce adverse traffic impact.
13. On environmental aspect, the submitted Environmental Assessment concluded that impacts related to air quality, hazard to life, noise impact, water quality, waste management and land contamination are not insurmountable with mitigation measures. Related Government departments, including the Environmental Protection Department and the Electrical and Mechanical Services Department (EMSD) have raised no objections. Regarding the suggestion from the Hong Kong and China Gas Company made under public representation No. S5 to the Draft Hung Hom OZP No. S/K9/29 for conducting a Quantitative Risk Assessment to evaluate the potential risk near the To Kwa Wan Pigging Station (TKWPS) based on forecasted population, URA wishes to reiterate that this risk was reviewed and considered as part of the planning process. At the early planning stage, the URA has consulted EMSD and confirmed that the TKWPS is not classified as a Potentially Hazardous Installation (PHI), so a Quantitative Risk Assessment (QRA) is not statutorily required.
14. In addition, the TKWPS is the subject of an approved planning application No. A/K/9/240 in 2010 by the Hong Kong and China Gas Company for the relocation of its Ma Tau Kok Pigging Station and its associated gas transmission route to the existing To Kwa Wan waterfront. In the said submission, an Environmental Impact Assessment (EIA) and quantitative risk assessment (QRA) were conducted by the Hong Kong and China Gas Company which concluded that the risk associated with the proposed realigned gas facilities is low, and that both individual and societal risk are "Acceptable" under Hong Kong's risk guidelines. The Hong Kong and China Gas Company also explained in its submission that the pigging station **does not contain any gas storage facility or gas holder for town gas storage**. In light of the proposed change of land use from "G/IC" to "R(A)9", a hazard to life study has been carried out by the URA's consultant which reaffirmed that the proposed development would not lead to any unacceptable risk due to the TKWPS. Nevertheless, risk mitigation measures also proposed, such as no window openings or no balcony faces directly to the pigging station, which will be considered at subsequent detailed design stage as far as practicable.

15. Besides, the Hong Kong and China Gas Company has previously submitted planning application for gas governor kiosk (Application Nos., A/H15/274, A/K9/279, A/K22/19, A/K22/21 and A/K22/26, which were approved by the Town Planning Board between 2017 and 2023. These submissions did not include risk assessments or quantitative QRA, even though they are located in close vicinity to residential developments. Given the small scale of the TKWPS and nature of its periodic operation, together with the QRA conducted in 2010, it is believed that the above mitigation measures and hazard of life study already addressed the concerns raised by the Hong Kong and China Gas Company, and a quantitative QRA is deemed unnecessary.

No Adverse Impact on Air Ventilation and Visual Aspects

16. It is noted that there are public representations concerning about potential view obstruction and air ventilation impacts brought by the proposed development. These considerations are being addressed through design measures that prioritize public benefits and urban vitality. With respect to air ventilation, an Air Ventilation Assessment has been conducted and it was confirmed that with proposed good design measures, including a notional tower separation of about 15m above podium to enhance ventilation performance, and a minimum 10m building setback from Bailey Street, the existing air pathway along Bailey Street will be preserved and airflow to the inland will be maintained. The submitted AVA has been reviewed and accepted by the Urban Design and Landscape Section of the Planning Department (UD&L, PlanD).
17. A Visual Impact Assessment (VIA) was also been conducted to assess the visual effects of the proposed development from both district-wide and local perspectives. The selected viewing points were determined in accordance with the Urban Design Guidelines in Hong Kong Planning Standards and Guidelines, with local viewing points identified based on the project setting and views of local significance. These viewing points have been reviewed and accepted by the UD&L Section of the PlanD. Furthermore, the VIA report concluded that the proposed development would be compatible with the existing and planned visual context of the building skyline in the nearby residential area. Although some changes to the visual experience at the street level, along the waterfront and in the hinterland are anticipated, the proposed harbourfront at-grade communal space and podium landscape treatments will provide visual permeability along Bailey Street and create visual interest to the area. The submitted VIA has been reviewed and accepted by the UD&L Section of PlanD, who advised that the proposed development is generally compatible with the surrounding built environment in Hung Hom area and is unlikely to induce significant adverse impact on the visual character of the overall townscape.

Supports from Harbourfront Commission and District Council

18. The URA has consulted both the Kowloon City District Council (KCDC) and Harbourfront Commission Task Force on Harbourfront Development in Kowloon, Tsuen Wan and Kwai Tsing (KTF) regarding the Bailey Street / Chi Kiang Street Project. KCDC raised no objection, while KTF expressed general support for the proposed development.
19. Moreover, since the Government's announcement on granting the Site to URA on 6 June 2025, the URA has been actively engaged with local stakeholders to collect their views on the proposed development. In particular, engagement meetings with four

nearby schools, namely the PLK Anita L.L. Chan (Centenary) School, CCC Kei To Secondary School, Chi Yun School, and Po Leung Kuk Ngan Po Ling College have been conducted in August 2025 to provide an overview of the project, including planning objectives, key proposals and statutory planning procedures. No adverse comments were received during the meetings.

Conclusion

20. In view of the above, the rezoning will facilitate URA to take forward the Bailey Street / Chi Kiang Street Project, advancing urban renewal in To Kwa Wan and Hung Hom areas while delivering significant benefits in housing, community facilities and waterfront vitality. It also supports comprehensive site planning with enhanced connectivity to the waterfront and provision of at-grade communal space as well as retail facilities to enhance area vibrancy, integration with adjacent Hoi Sham Park, and enriching urban living.