

TOWN PLANNING BOARD

**TPB Paper No. 10285
For Consideration by
the Town Planning Board on 2.6.2017**

**CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/K9/URA2/1-1 to 123
AND COMMENTS NO. TPB/R/S/K9/URA2/1-C1 to C38
IN RESPECT OF THE DRAFT URBAN RENEWAL AUTHORITY
HUNG FOOK STREET/NGAN HON STREET
DEVELOPMENT SCHEME PLAN NO. S/K9/URA2/1**

**DRAFT URBAN RENEWAL AUTHORITY
HUNG FOOK STREET/NGAN HON STREET
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**CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/K9/URA2/1-1 to 123
AND COMMENTS NO. TPB/R/S/K9/URA2/1-C1 to C38**

Subject of Representation	Representers (No. TPB/R/S/K9/URA2/1-1 to 123)	Commenters (No. TPB/R/S/K9/URA2/1-C1 to C38)
The draft Urban Renewal Authority (URA) Hung Fook Street/Ngan Hon Street Development Scheme Plan (DSP) No. S/K9/URA2/1	<p>Total: 123</p> <p><u>Support Redevelopment (18)</u> R1 to R17, R20: Individuals [Amongst these 18 representations, 5 provided views on URA's procedures, loss of social network and the form of redevelopment (R14 to R17, R20)]</p> <p><u>Oppose the DSP/ redevelopment (92)</u> R18, R19, R21 to R110: Individuals</p> <p><u>Provide views/express concern (13)</u> R111: Students from Department of Social Work and Social Administration of the University of Hong Kong (HKU)</p> <p>R112 to R121: shop tenants/ owners</p> <p>R122 and R123: Individuals</p>	<p>Total: 38</p> <p><u>Response to all representations (1)</u> C1: URA</p> <p><u>Support R17 and R36 and provide views on R1, and suggest different uses for the Site (11)</u> C2 to C12: Individuals</p> <p><u>Provide views on R11 and R105, and support redevelopment and the car park (26)</u> C13 to C38: Individuals</p>

Note: A CD-ROM containing names of all representers and commenters as well as their submissions is enclosed at **Annex VII** [for Town Planning Board Members only]. The names of all representers and commenters can be found at the Town Planning Board's website at http://www.info.gov.hk/tpb/en/plan_making/S_K9_URA2_1.html

1. Introduction

- 1.1 On 28.10.2016, the draft URA Hung Fook Street/Ngan Hon Street DSP No. S/K9/URA2/1 (the Plan) (**Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). During the two-month exhibition period, a total of 123 representations were received. On 24.1.2017, the representations were published for 3 weeks for public comments and 38 comments were received.
- 1.2 The DSP covers private lots at 1-51 Hung Fook Street (odd nos.), 2-42A Ngan Hon Street (even nos.), the scavenging lane in between, and the adjoining pavements (**Plan H-3**) (the Site). The DSP area is zoned “Residential (Group A)8” (“R(A)8”) and it was previously zoned “R(A)” on the approved Hung Hom Outline Zoning Plan (OZP) No. S/K9/24 (**Plan H-9**). The development scheme (DS) is for a composite residential/commercial development with an underground car park.
- 1.3 On 24.3.2017, the Town Planning Board (the Board) decided to consider the representations and comments itself collectively. This paper is to provide the Board with information for the consideration of the representations and comments. A summary of the representations and comments and the responses of Government departments are in **Annex VI**. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. Urban Renewal Projects in the Area

- 2.1 Based on the Urban Renewal Plan for Kowloon City recommended under the District Urban Renewal Forum (DURF) Study, URA has undertaken a community planning study in Kowloon City/To Kwa Wan district which aims to improve living environment of an old urban district through holistic master planning. Specifically, two DS (including the subject DSP) and four development projects (DP) were commenced by URA in the area since March 2016 and two earlier DPs were authorised in 2010 and 2014 as set out below and shown on **Plan H-1**.

Project Name	URA Project Code	Commencement	Authorisation
<i>URA Projects Commenced since March 2016</i>			
Bailey Street/Wing Kwong Street DP ¹	KC-009	4.3.2016	25.11.2016
Chun Tin Street/Sung Chi Street DS ²	KC-008A	6.5.2016	n/a
Hung Fook Street/Ngan Hon Street DS (subject of the paper)	KC-010	3.6.2016	n/a
Hung Fook Street/Kai Ming Street DP	KC-011	3.6.2016	22.2.2017
Wing Kwong Street DP	KC-012	3.6.2016	25.2.2017
Kai Ming Street/Wing Kwong Street DP	KC-013	17.3.2017	-

Project Name	URA Project Code	Commencement	Authorisation
<i>URA Projects Authorised before 2016</i>			
Ma Tau Wai Road/Chun Tin Street DP	TKW/1/002	24.2.2010	10.12.2010
Kai Ming Street DP	DL-8:KC	19.12.2013	24.5.2014
Notes: ¹ DPs are projects implemented under section 26 of the URA Ordinance, such projects conform to the zoning and planning controls under the extant OZP. ² DSs are projects implemented under section 25 of the URA Ordinance, such projects require submission to the Town Planning Board for their agreement to gazette as a DSP (involving new zonings and/or planning controls) under the Town Planning Ordinance.			

- 2.2 All these eight URA projects are for residential developments with commercial uses on lower floors. According to URA's notional schemes, the project sites covered a total land area of 2.5 ha and would yield a total GFA of about 195,600 m² and some 3,590 flats. Of the total GFA, there would be some 30,900 m² of commercial GFA in the eight projects, 1,450 m² of GFA for Government, institution and community (GIC) facilities in the two projects authorised in 2010 and 2014, and 500 m² of public open space in the project authorised in 2010. The projects are targeted for completion in 2019, 2021 and 2026/27.
- 2.3 Through opportunities offered by the redevelopment projects, URA also proposed to redesign the local transport and road networks, and a through road is proposed to connect Ngan Hon Street and Bailey Street to improve the accessibility within the area (**Drawing H-2**).

Hung Fook Street/Ngan Hon Street DSP

- 2.4 On 10.6.2016, the URA submitted the draft Hung Fook Street/Ngan Hon Street DSP No. S/K9/URA2/A for the consideration of the Board in accordance with section 25(5) of the URA Ordinance (URAO). The submission comprises the draft DSP with its Notes and the Explanatory Statement (ES), a planning report with technical assessments and social impact assessment (SIA) (Stage 1) report. On 20.7.2016, the URA further submitted the SIA (Stage 2) report to the Board. The planning report, technical assessments and SIA reports were submitted to the Board for their consideration of the DSP on 7.10.2016. A full set of the planning report including all technical assessments - traffic impact assessment (TIA), Environmental Assessment (EA), Drainage Impact Assessment, Sewerage Impact Assessment and SIAs are deposited at the Board's Secretariat for Members' inspection.
- 2.5 On 7.10.2016, under section 25(6)(a) of the URAO, the Board deemed the draft DSP together with its Notes and ES as being suitable for publication under section 5 of the Ordinance.
- 2.6 On 28.10.2016, the draft URA Hung Fook Street/Ngan Hon Street DSP No. S/K9/URA2/1 was exhibited under section 5 of the Ordinance. Under section 25(7) of the URAO, the draft DSP, which the Board has deemed suitable for publication, is deemed to be a draft plan prepared by the Board for the purposes of the Ordinance.

URA's Notional Scheme for the DS

- 2.7 According to URA's notional scheme, three residential towers over two 3-storey commercial podia with a basement car park is proposed. The preliminary design drawings are in **Drawings H-3** and **H-4** and the notional development parameters are set out in the table below.

Hung Fook Street/Ngan Hon Street DSP			
Zoning	“R(A)8”		
Maximum building height	100mPD		
Maximum domestic plot ratio (PR)	7.5		
Maximum total PR for building that is partly domestic and partly non-domestic	9		
Underground Car Park	floor area exempted from PR calculation		
Development Parameters in Notional Scheme			
Gross site area	4,951m ²		
Net site area ¹	4,562m ²		
Total GFA	41,058m ²		
Domestic GFA	34,215m ²		
Non-Domestic GFA	6,843m ²		
No. of Towers	3		
No. of floors			
- domestic floor	22		
- clubhouse floor	1		
- commercial podium	3		
- basement car park ²	2		
No. of Flats	about 750		
Average Flat Size	45m ²		
Car parking spaces	For the DS	For Wider Area ³	Total
- Car parking spaces	110	164	274
- L/U bays	12	8	20
- Coach parking spaces	4		
Notes:			
¹ Net site area is the area adopted for calculation of GFA, subject to survey and detailed design.			
² URA indicated that the exact extent of the car park and the number of levels will be determined at the detailed design stage.			
³ See Drawing H-1 .			

3. **Public Consultation**

Administrative Arrangement for Public Consultation on Draft DSP No. S/K9/URA2/A

- 3.1 Under the administrative arrangement to enhance transparency in the processing of the draft DSP, the draft DSP (including the SIA reports) were made available for public inspection/comment in the Planning Enquiry Counters of Planning Department (PlanD) in June to August 2016. During the inspection periods of the draft DSP and SIA (Stage 2) report, a total of 12 comments were received with 3 comments supporting, 4 objecting

and 5 expressing views. These public comments were submitted together with the draft DSP for the Board's consideration on 7.10.2016. The relevant TPB Paper No. 10184 and the minutes of the TPB meeting are deposited at the Board's Secretariat for Members' inspection. The TPB paper and minutes are also available at the Board's website.

Consultation with Housing and Infrastructure Committee (HIC) of Kowloon City District Council (KCDC)

3.2 Prior to submission of the draft DSP to the Board for consideration, on 23.6.2016, URA consulted the HIC KCDC on the draft DSP. An extract of the minutes of the meeting is at **Annex II**. The main comments from members are that the DSP should include private lots in the adjacent street blocks in the DS for more comprehensive redevelopment; URA's proposal cannot address traffic problem in the area; and URA should proceed with other redevelopments in Ma Tau Wai. In addition, members also sought information on details about the underground car park and provision of coach parking; URA's assistance for property owners to defer implementation of the Government orders for building and fire safety; what owners/tenants could do if they are aggrieved by SIA (stage 2) report; and where the expelled tenants should seek assistance. URA's representatives responded to Members' questions at the meeting and minutes of the meeting was submitted to the Board for its consideration of the draft DSP on 7.10.2016.

3.3 Upon publication of the DSP, the HIC KCDC was consulted on the Plan on 3.11.2016. Some members again requested for inclusion of private lots in the adjacent street blocks into the DS and provision of community facilities including swimming pools, parks and car parks in the area to serve the growing population. An extract of the minutes is at **Annex III**.

4. The Representations

4.1 The representations received are summarized below:

Nature of Representations	Representations received	Submitted by	
Support redevelopment [#]	18	R1 to R17, R20	individuals
Oppose the DSP/ redevelopment	92	R18, R19, R21 to R110	individuals
Provide views/express concerns*	13	R111	students from Department of Social Work and Social Administration of HKU
		R112 to R121	shop tenants/owners
		R122 and R123	individuals
Total	123		
Notes:			
[#] Amongst these 18 representations, 5 provided views on URA’s procedures, loss of social network and the form of redevelopment (R14 to R17, R20).			
* 13 representations only provided views/expressed concerns but did not indicate the nature of their representations.			

- 4.2 The samples of representations are in **Annex IV** for reference. A full set of the representations are available in the CD-ROM at **Annex VII** [for Town Planning Board members only]. A full set of hard copy is also deposited at the Secretariat of the Board for Members' inspection.

Major Grounds of Representations

Representations Supporting the Redevelopment

- 4.3 The representations indicating support for the redevelopment are as follows:
- (a) **R1 to R17, R20** (18 nos.) indicate support for redevelopment in general on grounds that the existing buildings are in dilapidated conditions. **R1 to R13** also support construction of a car park as there is shortage of car park in the area and it will help improve local traffic conditions; and
 - (b) 5 of them (**R14 to R17, R20**) provided views on how URA handles the project, the redevelopment procedures, compensation and/or relocation arrangements; expressed concern with loss of social network; and/or considered that larger flats should be provided in the redevelopment.
- 4.4 The main grounds/views of the above representations are summarized as below:
- (a) the DS should be for development of public/subsidized housing such as home ownership schemes or a mix of public and affordable private housing and no luxury housing;
 - (b) consideration should be given to in-situ re-provisioning of business operators and/or local rehousing;
 - (c) the local character, local shops and/or hawker bazaar should be retained. There should be provision of a variety of eating places and shops and/or medium scale shopping centres in the redevelopment, and not large-scale/up-market shopping centre;
 - (d) open space, community facilities, child-friendly facilities, gardens, hospitals, land for urban cultivation should be provided; and
 - (e) there should be improvement of the environment, hygiene and public safety of the area.

Adverse Representations

- 4.5 92 representations (**R18, R19, R21 to R110**) oppose the DSP/redevelopment on the following grounds:

Redevelopment and Type of Housing

- 4.5.1 To Kwa Wan is a community with relatively lower rents for flats/shops that can accommodate low-income groups. High-density large-scale residential redevelopments are not affordable for local residents and it will push up rents for flats/shops in the area and displace the current residents.

- 4.5.2 URA should not only carry out urban renewal projects purely to maximize profit making. Private flats in URA's projects are luxury flats that are not affordable for local residents or general residents in Hong Kong. Urban renewal cannot improve living environment of the affected residents. The redevelopment should improve the environment, hygiene and public safety of the area. Public and subsidized housing and/or affordable private housing should be built instead to address the housing problem.

Underground Car Park and Traffic Related Matter

- 4.5.3 Some oppose construction of the underground car park as the existing roads are too narrow to cater for additional traffic and the car park will lead to adverse traffic impact. Some considered that the car park is unnecessary as local residents cannot afford car ownership and the car park may charge high fees. On the other hand, some suggested provision of more car parking spaces.
- 4.5.4 For the provision of coach parking in the car park, some supported on grounds that it can alleviate the illegal parking of coaches on the streets. On the other hand, some opposed on grounds that there are already too many coaches in the area and additional coach parking will attract more tourist activities that will cause inconvenience to residents.
- 4.5.5 Some suggested that more pedestrian crossing facilities should be provided along Ma Tau Wai Road.

Type of Commercial Uses

- 4.5.6 There are a lot of authentic shops and eating places in To Kwa Wan that reflect its local character. Oppose redevelopment that will replace the small local shops with large shopping centres and chain stores like the ones at Chatham Gate and those managed by Link REIT that lack variety and character, do not provide the daily necessities and sell commodities that are not affordable for local residents. The local character, local shops and/or hawker bazaar should be retained. Variety of eating places and shops and/or medium scale shopping centres should be provided.

Open Space and Community Facilities

- 4.5.7 There is insufficient open space and community facilities in the area to serve the local population. Open space, community facilities (such as community centre, integrated family service centre, elderly homes), child-friendly facilities, gardens, sports ground and/or other recreation facilities, hospitals, land for urban cultivation should be provided.

Social and Community Network

- 4.5.8 URA's redevelopment will uproot the original community network of the residents and shop operators. The redevelopment will only accommodate up-market flats and shops and local characteristics of To Kwa Wan and sense of neighbourhood will be lost.

Implementation, Compensation and Acquisition

- 4.5.9 URA should adopt 'people first' and bottom-up approach planning by the locals in its redevelopment projects. There should be 'flat for flat' and 'shop for shop' arrangement, local rehousing and/or public housing for the affected residents especially elderly. The compensation provided by URA is unreasonable and the acquisition process is unjust.
- 4.5.10 Oppose the mode of redevelopment and/or the redevelopment procedures. Affected residents should be settled before redevelopment and housed during construction. Phased redevelopment should be implemented.
- 4.5.11 URA should adopt the development strategy as suggested in the Kowloon City DURF to create a diverse community in the district but URA fails to consider the current local situation of To Kwa Wan in terms of its population mix and housing needs.

Representations Providing Views/Expressing Concerns

- 4.6 13 representations (**R111** to **R123**) provided views/expressed concerns on the DSP/redevelopment as follows:

- 4.6.1 **R111** is submitted by students from the Department of Social Work and Social Administration of HKU in regards to their interviews with affected shop owners and tenants in Ngan Hon Street, Hung Fook Street, Kai Ming Street and Wing Kwong Street, including 30 car repair workshops and 35 retail shops. The main views are:

- (a) majority of the car repair workshop operators interviewed wished to but considered that it will be difficult to continue operation after the redevelopment. The operators considered that URA should arrange for reprovisioning their operations (e.g. in space underneath flyovers, in multi-storey industrial building; in the car park of the redevelopment; or elsewhere in Kowloon). The Study considered that URA should use the DS as a pilot scheme for reprovisioning car repair workshop operations that are prevalent in To Kwa Wan; and
- (b) majority of the retail shop operators interviewed wished to but about half is concerned that they cannot continue its business after redevelopment due to increased rent and loss of customer network. Majority of the operators considered that URA should provide reasonable compensation as well as reprovisioning of shops in the redevelopment. The Study urged URA to maintain active dialogue with the shop operators and provide appropriate reprovisioning arrangements.

- 4.6.2 **R112** to **R121** are submitted by tenants/owners of shops (such as car repair shops, hardware store, grocery store and hairdressing shop) in similar forms. Their main concerns and views are that it will be difficult to continue their business after the redevelopment due to increase in rent and they will lose their only means of making a living. They requested for reprovisioning of the retail shops within the redevelopment at affordable rents, the hardware shops within industrial building, the car repair workshops in other places in Kowloon or the safer services such car beauty services in the car park of the DS. URA should

also adopt phased redevelopment such that the businesses can continue operations during the construction. Some suggested that URA should protect affected tenants from being evicted by landlords before redevelopment.

4.6.3 **R122** indicated that chain stores are not preferred after the redevelopment and **R123** questioned when her home will be chosen for redevelopment.

4.7 No proposed amendments to the zoning and Notes of the Plan are raised in all of the above representations. **R92** and **R94** proposed to include Eiver House (**Plan H4** and **H-8**) (that is separated from the DS by two streets) in the DS.

5. Comments on Representations

5.1 38 comments on the representations (**C1** to **C38**) were received. The samples of comments are in **Annex V** for reference. A full set of the comments are available in the CD-ROM at **Annex VII** [for Town Planning Board members only]. A full set of hard copy is also deposited at the Secretariat of the Board for Members' inspection.

5.1.1 **C1** is submitted by URA that welcomes the support to the Plan, and provided the following main responses to the grounds of the adverse representations:

Environmental Improvement

(a) the dilapidated buildings in the DS will be redeveloped to modern day standard and the overall living environment will be improved;

Underground Car Park and Traffic Related Matters

(b) a community car park will be provided within the DS, providing ancillary car parking spaces and L/U bays for the DS and other URA redevelopment projects in the Wider Area based on requirements of the Hong Kong Planning Standards and Guidelines (HKPSG). Providing a community car park can avoid the need to have individual car parks for each individual URA projects, streets can then be reserved for shopfronts to enhance vibrancy;

(c) a 13m-wide through road provided within the DS connecting Hung Fook Street and Ngan Hon Street on ground level above the underground car park (with one-way north-bound carriageway (8m) and footpaths (2.5m) on both sides) is provided in the DS. The proposed road will form part of URA's proposed new north-south running road network extending towards Wan On Street in the south through the site boundaries of other URA DPs at Bailey Street, Wing Kwong Street and Hung Fook Street/Kai Ming Street (**Drawings H-2** and **H-3**);

(d) the community car park and the new road system can bring about a more effective and sustainable transport network and improve accessibility. The coach parking spaces are provided to address the demand in the area as required by Commissioner for Transport (C for T);

Development Intensity and Development Impacts

- (e) the development parameters of the DS (as highlighted in paragraph 2.7 above) are in line with other “R(A)” zones under the Hung Hom OZP;
- (f) the demolition and construction process will strictly comply with relevant regulations and the pollution level will not exceed restrictions;

Open Space and Community Facilities

- (g) the podium is for commercial use for shopping facilities catering for the local community. An elderly community centre will be provided under the Kai Ming Street project in the vicinity of the DS and no community facilities will be provided in the subject DS;

Implementation, Compensation and Acquisition

- (h) according to current Government policies, URA can only redevelop commercial/residential development for sale in the private market;
- (i) URA will provide rehousing flats at the Site and in other URA DPs within the same district for the “flat for flat” arrangement (subject to Government approval), as an alternative to money compensation. URA, Hong Kong Housing Authority (HKHA) and Hong Kong Housing Society (HKHS) will prioritize providing nearby vacant public estate units for local rehousing of affected residents as far as possible. Such policy can facilitate local rehousing and retain the social and community network as a result. However, URA currently do not have policy for “shop for shop” arrangements;
- (j) URA has duly followed the procedures under URAO, Urban Renewal Strategy, and the Ordinance to implement the subject DS;

Requesting for inclusion into the DS boundary

- (k) **R92** and **R94** proposed to include Eiver House into the DS. Eiver House is separated from the DS by two street blocks and therefore it is not included in the subject DS. The Eiver House site has been included in the boundary of the Kai Ming Street/Wing Kwong Street DP that was commenced on 17.3.2017; and

Public Engagement and Comments

- (l) URA has extensively engaged the affected residents/tenants, e.g. made presentations and home visits, regarding the progress of the project and compensation arrangement.
- 5.1.2 **C2** to **C12** (11 nos.), supporting **R17** and **R36** and providing views on **R1**, are submitted by individuals on grounds/views similar to those highlighted in paragraph 4.4 above.
- 5.1.3 **C13** to **C38** (26 nos.) are submitted by individuals in similar forms providing views on **R11** and **R105**. They indicate support for redevelopment. Their

grounds are that the existing buildings are dilapidated, the redevelopment will provide car park and improve local traffic, and can solve the problem of subdivided flats.

6. Planning Considerations and Assessments

6.1 The Representation Site and its Surrounding Areas (Plans H-3 to H-8)

6.1.1 The DS is:

- (a) located in the northern part of Hung Hom;
- (b) bounded by Hung Fook Street to the south, Ngan Hon Street to the north, Wing Kwong Street to the east and a backlane (abutting 17 to 31 To Kwa Wan Road) to the west;
- (c) Ngan Hon Street and Hung Fook Street are both east bound with dead ends at the western end of Hung Fook Street (near To Kwa Wan Road) and eastern end of Ngan Hon Street (near Sung On Street). The section of Wing Kwong Street connecting the above two streets and abutting the Site is southbound; and
- (d) characterised by 6 to 8-storey tenement buildings built between 1957 and 1960.

6.1.2 The surrounding areas have the following characteristics:

- (a) the street block to the north of Ngan Hon Street are mainly residential buildings built between 1971 and 1974 with one newer development built in 2001;
- (b) the remaining areas within the Wider Area are predominantly residential buildings with commercial premises on the ground floor. With the exception of Wong Teck Building that was built in 1974 and Kai Ming Mansion built in 1963, the other buildings within the Wider Area were all built between 1957 and 1959. Some of the tenement buildings to the south are included in the Hung Fook Street/Kai Ming Street DP, the Wing Kwong Street DP and Kai Ming Street/Wing Kwong Street DP. The Kai Ming Street DP is an authorised URA project (**Plans H-1 and H-4**);
- (c) the URA Bailey Street/Wing Kwong Street DP is located further south, immediately abutting the south side of Wing Kwong Street (**Plan H-1**);
- (d) further east and northeast across Sung On Street and Yuk Yat Street are two schools and the Hoi Sham Park (**Plans H-1 and H-4**); and
- (e) the planned Ma Tau Wai Station of the Shatin to Central Link is located to the west across To Kwa Wan Road (**Plan H-1**).

6.2 Planning Intention

The planning intention of the “R(A)8” zone is primarily for high-density residential

developments with the provision of an underground car park that will accommodate car parking spaces and L/UL facilities ancillary to developments and/or redevelopments commenced by the URA within the area bounded by Ngan Hon Street, To Kwa Wan Road, Wing Kwong Street and Sung On Street as well as coach parking spaces to cater for the need of coach parking in the district. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. Floor space in the underground car park is exempted from PR calculation.

6.3 Responses to Grounds of Representations

Supportive Representations

- 6.3.1 The views of supporting redevelopment of **R1** to **R17** and **R20** are noted. The views on the specific issues are similar to those of the adverse representations, and responses will be provided in the following sections.

Adverse Representations

Redevelopment and Type of Housing

- 6.3.2 The use and development intensity adopted for the “R(A)8” zone in the DSP are similar to the “R(A)” zone for the Site on the previous OZP and other “R(A)” zones in the Hung Hom OZP, except for an underground car park. URA’s scheme is generally in line with the established planning intention, and will facilitate redevelopment of old buildings in deteriorating conditions to improve the living environment with new modern residential development with common facilities. URA has submitted technical assessments to support the DS and all relevant Government departments had no adverse comments from traffic, environmental, drainage, sewerage impact, air ventilation and visual impact perspectives.
- 6.3.3 For housing type, there is no restriction under the DSP regarding the type of housing (public, private or subsidized) to be developed. Nevertheless, URA indicated in its comment that they will develop small to medium size flats for the private market.

Underground Car Park and Traffic Related Matters

- 6.3.4 It is noted that there are both supporting and opposing views on the proposed underground car park at the Site. The underground car park will accommodate car parking spaces and L/U bays ancillary to developments and/or redevelopments commenced by URA within the Wider Area in accordance with HKPSG. It is stated in the ES of the DSP that in any event there shall be not more than 274 car parking spaces and not more than 20 L/U bays. A maximum of 4 coach parking spaces will be provided in the underground car park to cater for the demand for coach parking in the district. The consolidation of the car parks at the Site will avoid car park run in/out at individual sites, thereby avoiding disruption to through traffic movements and pedestrians while maintaining continuous street frontages on other sites.
- 6.3.5 Local road improvement measures are proposed as highlighted in paragraph 5.1.1 (c) above and shown in **Drawings H-2** and **H-3** to enhance accessibility

of the area. The TIA prepared by URA and submitted to the Board for consideration of the DSP demonstrates that there will be no adverse traffic impacts with the implementation of the proposed road improvement measures.

- 6.3.6 Regarding the representers' suggestions for more pedestrian crossing facilities along Ma Tau Wai Road, C for T considered that there are existing and adequate signalized pedestrian crossings near Hung Fook Street to facilitate pedestrian crossing Ma Tau Wai Road/To Kwa Wan Road (**Plan H-4**).

Open Space and Community Facilities

- 6.3.7 Local open space will be provided within the DS in accordance with HKPSG. Regarding representers' views of providing more open space or sports facilities in the DS, the Director of Leisure and Cultural Services (DLCS) advised that the current provision of open space in Kowloon City has met the HKPSG standard and they have no plan to develop open space in the DS.
- 6.3.8 The Director of Social Welfare (D of SW) has provided a 'wish list' of social welfare facilities (including residential care home and activity centres for the elderly; integrated vocational rehabilitation service centre; care and attention home/hostels for persons with various physical and mental disabilities; hostel for single persons; integrated family service centre etc.) for inclusion in the various URA projects in the area. At the TPB meeting on 7.10.2016 as well as at the HIC KCDC meeting on 3.11.2016, request was raised for including some community facilities and/or open space in the DS. Noting that the relevant social welfare facilities and Government uses are always permitted in the "R(A)8" zone for the DS, URA should be invited to consider including more requested GIC facilities in their projects in the area at the detailed design stage.

Social and Community Network

- 6.3.9 The URA has conducted a SIA (Stages 1 and 2) to assess the social impact of the DS. Based on the households ~~and business operators~~ surveyed, in general, more than half (around 50% to 70%) of the respondents considered that the redevelopment will have positive impacts *or no impact* and would not affect the social network. *Based on the business operators surveyed, around half of the respondents strongly supported or supported the proposed redevelopment.* The social service team of URA will provide assistance or answer enquiries for households related to compensation; rehousing in public rental housing; eligibility for compassionate housing for elderly, people with disability and vulnerable groups; assistance in identifying suitable replacement premises for affected businesses and/or tenancy matters.
- 6.3.10 Subject to Government approval, URA can provide rehousing flats at the Site or in other URA projects in the same district for "flat for flat" as an alternative to compensation in cash. URA, HKHA and HKHS will prioritize providing nearby vacant public estate units for local rehousing of affected residents as far as possible. These measures may facilitate the affected residents to continue to live in the nearby, hence retaining the social network.
- 6.3.11 ~~URA should be requested to further consult the relevant stakeholders and community on ways to retain the social network of residents as well as assisting long-time business operators to re-establish themselves in the locality.~~

Public Consultation and Community Engagement

- 6.3.12 Under the existing practice, the draft DSPs and the SIA reports of the DSP were available for public inspection before the Board considers them. The HIC KCDC has also been consulted twice both before and after the draft DSP was exhibited. The comments received have been submitted to the Board for its consideration with the draft DSP on 7.10.2016. URA indicated in its submitted comments that they have duly followed the public consultation procedures set under URAO, Urban Renewal Strategy and the Ordinance, to implement the project.

Matters that are not within the purview of the Board

- 6.3.13 The following matters raised by representers are not within the purview of the Board:
- (a) type of commercial uses - as long as the type of commercial uses complies with those stipulated under the Notes, there is no restriction on the format in which these commercial spaces are to be provided. URA indicated in its comment that G/F to 2/F of the podia are for commercial use catering for the local community; and
 - (b) implementation, compensation and acquisition - the issues of compensation, rehousing and feasibility of reprovisioning the shops should be addressed by URA under their existing policies. Those issues are outside the ambit of the Ordinance and purview of the Board.

Representations Providing Views/Expressing Concerns

- 6.3.14 The views of **R111** and **R112 to R122** are responded in paragraphs 6.3.9 to 6.3.11 above. For the views of **R123**, the URA indicates that they will consider different factors such as, building condition, size of the site, development potential, planning gain, ownership distribution and financial viability etc. for determining the suitability of a site for redevelopment.

6.4 Responses to Grounds of Comments

- 6.4.1 The comment of URA (**C1**) providing responses to opposing grounds of the representations is noted.
- 6.4.2 **C13 to C38** that support redevelopment is noted.
- 6.4.3 The grounds of **C2 to C12** are similar to some of the grounds/views of the representations and the responses in paragraph 6.3 above are relevant (details see **Annex VI**).

7. Consultation

- 7.1 The following government departments have been consulted and their responses have been incorporated in the above paragraphs, where appropriate:
- (a) District Officer (Kowloon City), Home Affairs Department;

- (b) Chief Estate Surveyor/Urban Renewal, Lands Department;
- (c) District Lands Officer/Kowloon West, Lands Department;
- (d) Chief Building Surveyor/Kowloon, Buildings Department;
- (e) Commissioner of Police;
- (f) C for T;
- (g) Chief Highway Engineer/Kowloon, Highway Department;
- (h) Director of Environmental Protection;
- (i) Director of Housing;
- (j) Chief Engineer/Mainland South, Drainage Services Department;
- (k) Chief Engineer/Construction, Water Supplies Department;
- (l) Head of the Geotechnical Engineering Office, Civil Engineering and Development Department;
- (m) Director of Food and Environmental Hygiene;
- (n) D of SW;
- (o) DLCS;
- (p) Director of Fire Services; and
- (q) Chief Town Planner/Urban Design and Landscape, PlanD.

8. Planning Department's Views

- 8.1 PlanD noted the representations supporting the redevelopment (**R1 to R17, R20**).
- 8.2 Based on the assessments in paragraph 6 above, and for the following reasons, PlanD does not support the other representations (**R18, R19, R21 to R123**) and considers that the Plan should not be amended to meet those representations:
 - (a) the DSP will facilitate redevelopment of the representation site for a better living environment with the provision of an underground car park to serve the URA projects in the Wider Area. The "R(A)8" zoning for the Site is considered appropriate;
 - (b) the proposed underground car park at the representation site and proposed road improvement works would improve the pedestrian and traffic circulation in the area without generating adverse traffic impact (**R18, R22, R28 to R36, R58, R96, R108 and R110**);
 - (c) there is sufficient provision of open space in the area to serve the local residents (**R22, R28 to R30, R36, R40, R50, R62, R64 to R66, R69, R70, R72, R74 to R78, R80, R81, R83, R86 to R91, R93, R94, R98, R99, R104, R105, R108 and R109**);
 - (d) the DS at the representation site with appropriate building height restriction and suitable mitigation measures would not generate unacceptable adverse impacts on the surrounding areas in terms of traffic, environmental, visual, air ventilation and infrastructural aspects (**R65, R85, R99, R104 and R105**);
 - (e) the statutory and administrative procedures in consulting the public on the DSP have been fully followed. The exhibition of the DSP for public inspection and the provisions for submission of representations and comments form part of the statutory consultation process under the Town Planning Ordinance (**R35, R103, R109 and R110**); and

- (f) implementation issues such as rehousing, compensation and acquisition are outside the ambit of the Town Planning Ordinance and the purview of the Town Planning Board (**R18, R22, R23, R25, R28, R33, R35, R36, R38, R39, R41, R57, R62, R72, R73, R76, R78 to R80, R86, R87, R92, R94, R106, R109 to R123**).

8.3 URA should be requested to consider provision of some of the social welfare facilities as requested by Government departments in their projects in the area in the detailed design stage, and to further consult the relevant stakeholders and community on ways to retain the social network of residents as well as assisting long-time business operators to re-establish themselves in the locality.

9. Decision Sought

The Board is invited to give consideration to the representations and comments and decide whether to propose/not to propose any amendment to the Plan to meet/partially meet the representations.

10. Attachments

Annex I	Draft Urban Renewal Authority (URA) Hung Fook Street/Ngan Hon Street Development Scheme Plan No. S/K9/URA2/1
Annex II	Extract of Minutes of the HIC KCDC Meeting held on 23.6.2016
Annex III	Extract of Minutes of the HIC KCDC Meeting held on 3.11.2016
Annex IV	Samples of Representations
Annex V	Samples of Comments
Annex VI	Summary of Representations and Comments and Government Departments' Responses
Annex VII	CD-ROM containing names of all representers and commenters as well as submissions of all representations and comments [<i>TPB Members only</i>]
Drawing H-1	Wider Area Served by the Underground Car Park
Drawing H-2	URA's Proposed Traffic Network
Drawing H-3	Notional Layout
Drawing H-4	Notional Section
Plan H-1	Location Plan – Projects Commenced by URA in the Vicinity of the DS
Plan H-2	Aerial Photo
Plan H-3	Site Plan
Plan H-4	Building Age and Building Height Plan
Plans H-5 to H-8	Site Photos
Plan H-9	Comparison of the Approved Hung Hom OZP No. S/K9/24 and draft Hung Hom OZP No. S/K9/25