

**SUBMISSION OF THE DRAFT URBAN RENEWAL AUTHORITY
TO KWA WAN ROAD/WING KWONG STREET
DEVELOPMENT SCHEME PLAN NO. S/K9/URA3/A
PREPARED UNDER SECTION 25 OF
THE URBAN RENEWAL AUTHORITY ORDINANCE
AND PROPOSED AMENDMENTS TO
THE APPROVED HUNG HOM OUTLINE ZONING PLAN NO. S/K9/26**

- Development Scheme Area** : 111-127D Ma Tau Wai Road (odd nos.), 1-15 & 17-31 To Kwa Wan Road (odd nos.), 1-7 Yuk Shing Street (odd nos.), and 2-12 Yuk Shing Street (even nos.), whole portion of Yuk Shing Street, a portion of Hung Fook Street and Kai Ming Street, government back lanes and the surrounding public pavement
- Area** : 6,592 m²
- Lease** : (a) Private land (111-127D Ma Tau Wai Road (odd nos.), 1-15 & 17-31 To Kwa Wan Road (odd nos.), 1-7 Yuk Shing Street (odd nos.), and 2-12 Yuk Shing Street)
(b) Government land (remaining areas)
- OZP** : Approved Hung Hom Outline Zoning Plan (OZP) No. S/K9/26
- Zoning** : “Residential (Group A)” (“R(A)”) and area shown as ‘Road’
[For “R(A)” zone:
(a) a maximum plot ratio (PR) of 9 for a building that is partly domestic and partly non-domestic, of which the domestic part should not exceed 7.5 or the PR of the existing building, whichever is the greater. For a non-domestic building, the maximum PR shall not exceed 9; and
(b) a maximum building height (BH) of 100mPD, or the height of the exceeding building, whichever is the greater.]
- Proponent** : Urban Renewal Authority (URA)
- Proposed Amendments** : (a) To rezone Development Scheme Area to “R(A)” zone
(b) To relax the building height restriction (BHR) from 100mPD to 140mPD

1. The Proposal

Urban Renewal in Kowloon City

- 1.1 According to the Urban Renewal Plan for Kowloon City (URP) recommended under the District Urban Renewal Forum (DURF) study, an area bounded by Ngan Hon Street, Ma Tau Wai Road, Bailey Street and Sung On Street was identified as a 'Proposed Redevelopment Priority Area' where urban renewal in the form of redevelopments led by URA or privately-led should be given priority in view of the poor building and environmental conditions in the area. The subject development scheme (DS) is located within this area (**Plan 1**).
- 1.2 Based on the DURF Study, the URA has undertaken a community planning study in Kowloon City/To Kwa Wan district, also known as Kowloon City Action Area 1 (KCAA1), which aims to improve living environment of an old urban district through holistic master planning. The subject To Kwa Wan Road/Wing Kwong Street Development Scheme (DS) is part of KCAA1. Two other DSs and seven development projects (DPs) were commenced by URA in the area since 2010 (**Plan 2 and Annex I**).

To Kwa Wan Road / Wing Kwong Street Development Scheme Plan (DSP)

- 1.3 On 5.3.2021, the URA submitted the draft To Kwa Wan Road/Wing Kwong Street DSP No. S/K9/URA3/A for consideration of the Town Planning Board (the Board) in accordance with section 25(5) of the URA Ordinance (URAO) (**Annex A**). The submission comprises the draft Development Scheme Plan (DSP) with its Notes and Explanatory Statement (ES), a planning report with technical assessments on traffic, environment, visual, air ventilation, drainage, sewerage, water supply, quantitative risk aspects and social impact assessment (SIA) (Stage 1) report (**Annex B**). On 21.4.2021, URA further submitted the SIA (Stage 2) report to the Board (**Annexes C and D**).
- 1.4 Under the draft DSP, the entire Development Scheme Area is proposed to be zoned as "R(A)" with a BHR of 140mPD to facilitate a high-density residential development and a low-rise commercial development (Low Block) with an all-weathered communal space underneath.
- 1.5 In support of the draft DSP, URA submitted the following documents:
 - (a) URA's letter dated 5.3.2021 (**Annex A**)
 - (b) Planning Report (including Stage 1 SIA Report) (**Annex B**)
 - (c) URA's letter dated 21.4.2021 (**Annex C**)
 - (d) Stage 2 SIA Report (**Annex D**)
 - (e) URA's letter dated 29.4.2021 providing responses to comments of Government departments (**Annex E-1**)
 - (f) URA's letter dated 27.5.2021 providing responses to comments of Government departments (**Annex E-2**)
 - (g) URA's submission dated 4.6.2021 providing responses to (**Annex E-3**)

comments of Government departments and public comments (Stage 1 and Stage 2)

- (h) URA’s submission dated 16.6.2021 providing responses to (Annex E-4) comments of Government departments

- 1.6 The purpose of this paper is to invite the Board to consider whether the draft DSP (together with its Notes and ES), as submitted by URA, is suitable for gazetting under section 5 of the Town Planning Ordinance (TPO) (Annexes H-1 to H-3).
- 1.7 The Development Scheme Area falls within areas mainly zoned “R(A)” (i.e. the private lots at 111-127D Ma Tau Wai Road (odd nos.), 1-15 & 17-31 To Kwa Wan Road (odd nos.), 1-7 Yuk Shing Street (odd nos.), and 2-12 Yuk Shing Street (even nos.)) and partly shown as ‘Road’ (i.e. whole portion of Yuk Shing Street, a portion of Hung Fook Street and Kai Ming Street and the surrounding public pavement areas) on the approved Hung Hom OZP No. S/K9/26 (Plans 3a to 3c). The pavement areas of the affected buildings overhang will be excluded from the PR calculation and proposed to be shown as ‘Road’.
- 1.8 According to URA’s notional scheme (the Scheme) (Drawings 2a and 2b), the proposed development comprises two residential towers on top of commercial/retail/government, institution and community (GIC) uses on the podium (110mPD and 140mPD), a low-rise commercial/retail block (the Low Block) (27mPD) with an all-weathered communal space underneath and an ancillary basement car park. The all-weathered communal space provided at the ground level of the Low Block is proposed to be opened for public use within specified hours (i.e. to be decided in detailed design stage) (Drawing 2b). A total of about 5,548m² gross floor area (GFA) (i.e. equivalent to PR of 1.0) would be provided for GIC facilities within the podium of the proposed development. The preliminary design drawings are at Drawings 2a and 2b and the major development parameters of the Scheme are tabulated below.

Major Development Parameters	Details
Scheme Area	6,592m ²
Net Site Area (about)	5,548m ² (excluding 1,044m ² of pavement area from plot ratio calculation)
Proposed zoning	“R(A)”
Maximum GFA	About 49,932m ²
- Domestic	- About 41,610m ²
- Non-domestic	- About 8,322m ²
Maximum PR	9.0
- Domestic	- 7.5
- Non-domestic	- 1.5
Maximum BH	140mPD
Number of towers	3 (2 residential towers over a non-domestic podium and 1 low-rise retail block)

Major Development Parameters	Details
Building Heights of the Notional Scheme (Drawing 2b)	<ul style="list-style-type: none"> ● Two Residential Blocks <ul style="list-style-type: none"> ■ T1: Not more than 140mPD ■ T2: Not more than 110mPD ● One Commercial Block <ul style="list-style-type: none"> ■ “Low Block”: About 27mPD
GIC facilities	About 5,548m ² (PR of 1.0, proposed to be excluded from PR calculation under DSP)
Number of flats (indicative only)	About 900
Internal Transport Facilities (i.e. basement ancillary carpark)	<ul style="list-style-type: none"> - 128 private car parking spaces (including 5 for GIC use and 2 for disable) - 14 motor-cycle parking spaces - 15 loading/unloading (L/UL) bays
Local open space	To be provided in accordance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG) (i.e. 1m ² per person)

Remarks:

- (i) The proposed development parameters of the Scheme will be subject to adjustments in detailed design stage after DSP’s approval.

Development Intensity

- 1.9 The Scheme area of the DSP is 6,592m² and the net site area is 5,548m². The proposed domestic and non-domestic PRs conform to the restrictions for “R(A)” zone under the OZP, i.e. maximum PR of 9 for a building that is partly domestic and partly non-domestic and PR of the domestic part not exceeding 7.5.

Relaxation of BHR

- 1.10 The areas currently zoned “R(A)” on the OZP is subject to BHR of 100mPD. URA proposes to relax the BHR from 100mPD to 140mPD to accommodate a taller podium due to noise and air impact from the nearby elevated trunk road (East Kowloon Corridor) and district distributor (To Kwa Wan Road), as well as to allow building setback and the provision of intervening spaces to enhance local wind environment. Besides, amendment to the Notes of the “R(A)” zone is required for the proposed Low Block as retail uses are not limited only to the lowest three floors of the proposed Notional Scheme.

Re-planning and Restructuring of Traffic and Pedestrian Network

- 1.11 The Scheme involves closure of three existing road sections (i.e. portions of Hung Fook Street, portion of Kai Ming Street and the whole of Yuk Shing Street) (**Drawings 1 and 5**) to create a car-free zone to enhance walkability. The closed section of Hung Fook Street and Kai Ming Street will be pedestrianized with proper landscaping to create a pleasant walking environment and maintain as a breezeway to enhance air ventilation at the street level, with decked over by podium/footbridge above to provide linkages and connectivity.

All-weathered Communal Space

- 1.12 An all-weathered communal space is proposed at the ground floor of the Low Block (**Drawings 2b and 4b**) which is located at the eastern portion of the Scheme area to integrate with the adjoining pedestrian walkways (**Drawing 5**) and open spaces created by other adjoining URA projects forming an urban square in the neighbourhood. The all-weathered communal space will be designed, owned and managed by URA or its future joint venture partner or its assignee. It will be opened for the public at reasonable hours.

Provision of Community Facilities

- 1.13 Under the Scheme, a total of about 5,548m² GFA will be provided for GIC facilities. The GFA of the GIC facilities, as required by the Government, is proposed to be exempted from PR calculation. The actual use of the GIC area will be subject to discussion with relevant government departments and collecting views from the local stakeholder after DSP approval.

2. Justifications provided by URA

General

- 2.1. Under the DSP, the tenement buildings in the area, with building age of more than 60 years (except Wong Teck Building aged 47) and in 'varied' or 'marginal' conditions (**Drawing 1**) will be redeveloped into a new modern residential development with commercial/GIC facilities at the podia as well as a low-rise commercial/retail development (Low Block). The existing buildings are in poor serviceability. The redevelopment will help improve living conditions of the existing households. The DSP will increase the supply of flats in the urban area to meet public demand.

To achieve the objectives of Urban Renewal Strategy (URS)

- 2.2. The Urban Renewal Strategy (URS) issued in 2011 promulgates a comprehensive and holistic approach to carry out urban renewal with the following objectives:

- restructuring and re-planning of concerned urban areas;
- designing more effective and environmentally-friendly local transport and road networks within the concerned urban areas;
- rationalising land uses within the concerned urban areas;
- redeveloping dilapidated buildings into new buildings of modern standard and environmentally-friendly design; and
- providing more open space and community/welfare facilities.

The Scheme aims to achieve the above URS objectives and to bring in wider planning merits through continuation of the holistic planning and urban renewal action in KCAA1 through the various key planning features including restructuring and re-planning of existing land uses; provision of comprehensive pedestrian network; integration of redevelopment and revitalization initiatives; and provision of all-weathered communal space and GIC facilities.

Relaxation of BHR

- 2.3. URA proposed to relax the BHR from 100mPD to 140mPD for better urban design and building permeability. With the proposed relaxation of BHR to 140mPD, residential towers can be designed in staggered height to address site constraints (including air and noise from trunk roads) and with more flexible building form and layout to achieve the planning and design merits. With the relaxed BHR, the residential tower (T1) could be shifted towards the southern side to create a maximum full-height building setback of not less than 45m from the northern boundary at Ngan Hon Street to maintain the east-west breezeway (**Drawing 2b**). Besides, two intervening spaces/urban windows at the podia are designed to enhance the permeability of the podia and facilitate air ventilation at the street levels (**Drawings 2a and 2b**).
- 2.4. The results of the Visual Impact Assessment (VIA) (**Drawings 3a to 3g**) demonstrated that the proposed BHR of 140mPD is compatible with the surrounding developments and will not create significant adverse visual impact. The proposed intervening spaces/urban windows would help to enhance the visual permeability. The Air Ventilation Assessment (AVA) also demonstrated that the Scheme, with staggered building height profile, setback of residential tower from Ngan Hon Street, urban windows design at Hung Fook Street and Kai Ming Street sections, and the all-weathered communal space on G/F of the Low Block, are design measures to improve the wind performance in the area. Alternatively, should the BHR of the Scheme area maintains at 100mPD as in the existing OZP, the proposed residential towers would likely require to adopt a wider building form or to have more residential towers to maximize the permissible GFA (**Drawings 4a and 4b**). It would inevitably jeopardize the opportunity to maintain good building separation and good urban design features to enhance the air penetration and visual permeability of the area.

Restructuring and Re-planning of Traffic and Pedestrian Network

- 2.5. The Scheme will involve closure and diversion of three existing road sections (i.e. portion of Hung Fook Street, portion of Kai Ming Street and whole of Yuk Shing Street) to create a car-free zone to enhance walkability (**Drawing 5**). According to the approved road scheme gazetted on 15.5.2020, portion of Hung Fook Street and portion of Kai Ming Street are already proposed to be closed and converted to emergency vehicular access and pedestrian street.
- 2.6. The proposed closure of other portions of the two streets for comprehensive redevelopment in the draft DSP would tally the land uses and status of the two streets. Regarding Yuk Shing Street, it is currently serving the developments on both sides. With the demolition of the existing buildings for redevelopment, Yuk Shing Street is no longer required to serve its original purpose. The closed road sections would be properly landscaped and pedestrianized to provide more pedestrian walkway/communal space for the public. The proposed traffic road diversion and pedestrian walkways within the Scheme would integrate with the planned traffic and pedestrian network in the KCAA1 to manifest the planning gains generated from the district-based planning approach for the wider neighbourhood, comprising both the URA redevelopments and other adjoining existing developments. The results of the Traffic Impact Assessment (TIA) demonstrated that the traffic generated from the proposed development can be adsorbed by the nearby road network and no significant impact will be induced.

All-weathered Communal Space

- 2.7. Situated at the relatively central part of the KCAA1 (**Drawing 5**), the Scheme occupies a strategic location in terms of connection between north-south direction and east-west direction. To capture the locational advantage and create a focal point for community gathering and place-making at the KCAA1 neighbourhood, an all-weathered communal space is proposed underneath the Low Block at the eastern portion of the Scheme area to bring vibrancy and attraction to the area. It will be a covered/semi-covered ground floor/sunken communal space with open-air design to enhance air ventilation and visual openness of the space. It would integrate with the adjoining pedestrian walkways and open spaces created by other adjoining URA projects, forming an urban square at the KCAA1, which would become a main community hub for future gathering and place-making opportunities in the KCAA1 neighbourhood.

Provision of GIC Facilities

- 2.8. To align with “Single Site, Multiple Uses” principle promoted by the Government, it is proposed to provide about 5,548m² GFA for provision of GIC facilities to meet the community need. The actual use of the GIC area will be subject to liaison with relevant government departments and collecting views from local stakeholders after DSP approval.

Quantitative Risk Assessment

- 2.9. The Scheme is about 160m away from a Liquefied Petroleum Gas (LPG) Compound at Lok Man Sun Chuen in the west. A Quantitative Risk Assessment (QRA) has been conducted to assess the potential risk impact posed by the LPG Compound on the population in the vicinity including the future population after the redevelopment of the Scheme. The results of the QRA indicated that the individual risk of the LPG Compound is in compliance with the Hong Kong Risk Guidelines (HKRG) of the HKPSG and no mitigation measure is required at the subject site.

3. Background

- 3.1 The Scheme is included in URA's 19th approved Business Plan (2020/21). On 5.3.2021, URA published the notification of commencement in the Government Gazette for the To Kwa Wan Road/Wing Kwong Street DS under section 23(1) of URAO. On the same day, URA submitted the draft DSP to the Board for consideration.
- 3.2 According to section 25(6) of the URAO, the Board may deem the draft DSP as suitable for publication, or being suitable for publication subject to amendments as the Board shall specify, or refuse to deem the draft DSP as being suitable for publication. If the Board deems the draft DSP suitable for publication under section 25(7) of the URAO, the DSP shall be deemed to be a draft plan prepared by the Board for the purposes of the TPO and the provisions of the TPO shall apply accordingly. These include exhibition for public inspection, consideration of representations and comments, and submission of the draft DSP to the Chief Executive in Council (CE in C) for approval.

4. Development Scheme Boundary

- 4.1 With a "planning-led" and "district-based" approach in urban renewal works in recent years, URA has identified an area in the vicinity of Wing Kwong Street/To Kwa Wan as KCAA1 for holistic planning for urban renewal works and already commenced seven redevelopment projects in KCAA1 (**Plan 2**). The Scheme boundary is within KCAA1 and is broadly bounded by To Kwa Wan Road, Ma Tau Wai Road, Wing Kwong Street, Kai Ming Street, Hung Fook Street and Ngan Hon Street (**Drawing 1 and Plan 3b**).
- 4.2 The buildings included in the Scheme area are selected mainly based on the URP's recommendation with building age more than 50 years or above (**Plan 5**). According to URA, the tenement buildings within the Scheme are 8 storeys high and built in 1957 and 1958. A standalone building, Wong Teck Building, was completed in 1974 and is the only building that is served by lift. The buildings are mainly residential developments with commercial uses on the ground floors which are primarily engaging in businesses of retail, services and workshops (car repair workshops). Staircase shops are also observed on the ground floor of the tenement

buildings within the Scheme. Based on URA’s building condition survey carried out in January 2021 (**Drawing 1**), about 56% of the buildings are in “Varied” or “Marginal” conditions and some have suspected subdivided units. The serviceability of the buildings are generally poor and the living condition in the Scheme is considered not satisfactory in general.

5. Social Impact Assessment

5.1 According to section 25(3) of the URAO, an assessment of the likely effect of the implementation of the DSP should be prepared by the URA. In accordance with the guidelines stipulated in the URS, the URA should undertake a Stage 1 SIA before publication of any proposed redevelopment project in the Government Gazette and a Stage 2 SIA after the freezing survey to fully assess the social impact of the proposed project and the social re-housing needs of the residents affected. From 5.3.2021 to 7.3.2021, an SIA survey for the Scheme was conducted by URA to survey the opinions of people for planning purposes together with the freezing survey. Follow-up survey visits by appointments were conducted up to 26.3.2021. The SIA (Stage 1) Report is at **Appendix 3 of Annex B** and the SIA (Stage 2) Report is at **Annex D**.

Domestic Household Impact

5.2 A brief summary of the findings of the two stages of SIA is as follows:

	Development Scheme Area	Territorial Level⁽ⁱ⁾
Population and Household Characteristics		
Total population	1,652	-
Average household size	2.3	2.8
Degree of sharing ⁽ⁱⁱ⁾		
Domestic household (258 households)/ non-subdivided domestic GBP units (258 units)	1.0	1.0
Age group		
0-14	12%	11%
15-24	9%	11%
25-64	61%	62%
65 & above	15%	16%
Age information not provided	3%	-
Social-economic Characteristics		
Monthly Household Income		
Below HK\$10,000	17%	19%
Below HK\$4,000	7%	6%
Nil response	21%	-

	Development Scheme Area	Territorial Level⁽ⁱ⁾
Seeking job/unemployment	7%	7.2% (December 2020 – February 2021)
% of households receiving comprehensive social security assistance (CSSA)	7% (52 households)	About 8% (as at February 2021) ⁽ⁱⁱⁱ⁾
Subject to conditional stay in Hong Kong	9% (64 households)	-
Household Type		
Owner-occupiers	40% (291 households)	48%
Tenants (including principal tenants and sub-tenants)	60% (432 households)	52%
Groups with Special Needs		
Persons with disability	2% (34 residents)	-
No. of single-parent family	36 (with 51 children)	-
Notes:		
(i) Based on the 2016 Population By-census.		
(ii) The total number of domestic units in the Scheme according to approved general building plans (GBP) are 418.		
(iii) Based on the press release by the Government on CSSA caseload for February 2021.		

5.3 The findings of the survey for the redevelopment project are as follows:

- (a) impact on employment – over half of the owner-occupier households and tenant households (53% and 58% respectively) considered that the project would have positive impact or no impact whilst 9 % of owner-occupier households and 12% of tenant households considered that there would be negative impact;
- (b) impact on economic conditions – 43% of the owner-occupier households and 48% of the tenant households considered that there would be positive impact or no impact; whilst 19% of the owner-occupier households and 22% of the tenant households considered that there would be negative impact; and
- (c) impact on social network – 41% of the owner-occupier households and 55% of the tenant households considered that their current social network would not be affected; whilst 28% of the owner-occupier households and 19% of the tenant households considered that social network would be affected.

Business Impact

5.4 In terms of business impact, 110 business operators using 89 non-domestic premises were identified in the freezing survey. Among 90 freezing survey responses provided by the occupants of the non-domestic premises, about 54% of them either strongly supported or supported the proposed redevelopment, while about 6% of them did not support.

- 5.5 According to the SIA (Stage 2) report, the Social Service Team (SST) has successfully contacted 114 domestic owners, 142 domestic tenants, 49 business operators and 26 domestic households with no claimed occupancy status. Immediately after the SIA survey, URA arranged two sessions of live broadcast briefing sessions to inform all the stakeholders the details of the Scheme and to obtain public views on the Scheme. Besides, four sessions of physical public briefing were also organized on 16 and 17 March 2021 for stakeholders who had made appointments in advance. The URA answered enquiries about freezing survey, planning, acquisition, compensation and rehousing issues at the meetings.
- 5.6 The URA considers that the prevailing compensation and rehousing policies and arrangements, coupled with the services offered by the STT, will be sufficient to reasonably mitigate the impact on majority of the residents/business operators arising from the proposed redevelopment. The major mitigation measures being pursued include, inter alia, organizing outreach activities, offering assistance in finding public rental housing for eligible persons in need, conducting initial assessment of the elderly with low incomes or disability and other vulnerable groups for eligibility for compassionate housing, providing orientation assistance for those in need after moving home and providing assistance to identify suitable replacement premises for affected businesses.
- 5.7 The SIA (Stage 1) and SIA (Stage 2) reports were circulated and no adverse comments were received from concerned government departments.

6. Implementation

- 6.1 As shown in the tentative implementation programme proposed by URA, construction of the project will commence around 2026/27 for completion in around 2031/32.
- 6.2 The URA does not own or lease any land within the boundaries of the draft DSP and will acquire the property within the Scheme by purchase. Documents detailing URA's principles for acquisition and resumption of affected properties as well as URA's rehousing and ex-gratia payment packages for domestic and non-domestic tenants are in Appendices 11 and 12 of **Annex B**.

7. The Development Scheme and its Surrounding Areas (Plans 2-6, photos in Plans 4a and 4b)

- 7.1 The Scheme is:
- (a) located in Kowloon City;
 - (b) broadly bounded by To Kwa Wan Road, Ma Tau Wai Road, Wing Kwong Street, Kai Ming Street, Hung Fook Street and Ngan Hon Street; and

- (c) mainly characterized by tenement buildings that are in general 8 storeys in height built in 1957 and 1958, with a 15-storey residential building built in 1974 (**Plan 5**). The existing building conditions are detailed in paragraph 4.2 (**Drawing 1**).

7.2 The surrounding areas have the following characteristics:

- (a) the area is primarily a residential area zoned “R(A)” dominated with low and medium-rise residential developments with ground floor shops, and sporadically with new high-rise residential developments (**Plans 4a, 4b and 6**);
- (b) to the immediate east and south are some URA DPs and a DSP (**Plan 2**). Further east across Sung On Street is a large “Government, Institution or Community” (“G/IC”) zone mainly occupied by four school developments;
- (c) to the immediate west is To Kwan Wan Road/Ma Tau Wai Road, and the elevated East Kowloon Corridor. Across the two roads are some “R(A)” zones subject to BHRs of 120 – 140mPD (**Plan 3a**); and
- (d) to the northwest across To Kwa Wan Road is the Ma Tau Wai Road/To Kwa Wan Road Garden with the exit of the To Kwa Wan MTR Station (**Plan 3a**).

8. Planning Intention

- 8.1 The area covered by the Scheme is currently partly zoned “R(A)” and partly shown as ‘Road’ on the approved Hung Hom OZP No. S/K9/26. The planning intention of the “R(A)” zone is primarily for high-density residential developments. 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.
- 8.2 The Scheme area is to be zoned as “R(A)” and area show as ‘Road’, and the planning intention of the original “R(A)” zone will be retained, and the provision of an all-weathered communal space will be added.

9. Comments from Relevant Bureau/ Government Departments

- 9.1 The following bureau/government departments have been consulted and their comments on the draft DSP and URA’s responses are in **Annexes E-1 to E-4**. Their major comments are summarised below:

Land Administration

- 9.1.1. Comments from the Chief Estate Surveyor/Urban Renewal, Lands Department (CES/UR, LandsD):

- (a) should the DSP be approved by the Board, URA is required to submit land grant application to LandsD for implementation of the development proposal. There is no guarantee that the maximum GFA and other development parameters will be incorporated in the future land grant conditions. Appropriate lease conditions will be considered at a later stage after the planning approval is granted and after the approval of the land resumption application. If the land grant is approved by LandsD acting in its capacity as the landlord at its absolute discretion, it will be subject to such items and conditions, including but not limited to payment of premium, as may be imposed; and
- (b) URA should consider taking up the management and maintenance responsibilities of the future pedestrianways outside the draft DSP and the one-way road at the end of Kai Ming Street to Wing Kwong Street. URA's attention should be drawn that it is undesirable to pass the management and maintenance responsibilities to future individual domestic owners.

Traffic Aspect

9.1.2. Comments from the Commissioner for Transport (C for T):

- (a) sections of the carriageways at Hung Fook Street and Kai Ming Street are proposed to be converted to pedestrian walkway/ landscape area. The management, operation and maintenance of the pedestrianized roads should be borne by the project proponent;
- (b) in view of the high parking demand within the district, upper bound of parking requirements in the Hong Kong Planning Standards and Guidelines (HKPSG) should be adopted for the provision of internal transport facilities for the development including retail use;
- (c) relevant assessment and/or detailed design of the proposed footbridge and pedestrian assessment should be submitted for review in due course; and
- (d) the provision of parking spaces and L/UL spaces and the run-in/out at Wing Kwong Street would be further reviewed and subject to satisfaction of TD in later stage.

Building Aspect

9.1.3. Comments from the Chief Building Surveyor/ Kowloon, Buildings Department (CBS/K, BD):

- (a) the proposed development scheme involves extinguishment of existing streets/lanes and inclusion of such in site area which may

contravene section 31(1) of the Building Ordinance (BO) and regulation 23(2)(a) of Building (Planning) Regulations (B(P)R). Application for exemption/ modification in this respect would be considered in the building plan submission stage subject to favorable comments from relevant government departments. URA should note that GIC facilities should be included in GFA calculation under B(P)R 23(3)(a);

- (b) the proposed development scheme should not result in contravention of the BO and its subsidiary regulations in the adjoining existing/ new buildings in terms of provisions for natural lighting and ventilation, site classification, vehicular access, means of escape, fire resisting construction, emergency vehicular access, drainage system, etc.; and
- (c) detailed comments under the BO will be formulated at the building plan submission stage.

Social Welfare Aspect

9.1.4. Comments from the Director of Social Welfare (DSW):

- (a) URA committed to set aside about 5,548 square meters in GFA for incorporating GIC facilities. The available area will be sufficient to accommodate our proposed welfare facilities including Residential Care Home for the Elderly (RCHE) cum Day Care Unit (DCU) and a team of Home Care Services (HCS) for Frail Elderly Persons at the subject development; and
- (b) in planning the disposition of the welfare facilities, URA should explore the feasibility of incorporating the welfare facilities on lower levels (say podium garden, G/F, etc.) of residential blocks as far as practicable to better serve the residents in the vicinity. URA should make reference to the special requirements of the welfare facilities (including parking spaces requirements).

Environmental Aspect

9.1.5. Comments from the Director of Environmental Protection (DEP):

- (a) he considers that no insurmountable environmental impact would be associated with URA's draft DSP; and
- (b) relevant land grant conditions, including the submission of Air Quality Impact Assessment, Noise Impact Assessment, Sewerage Impact Assessment and Land Contamination Assessment to the satisfaction of the relevant authorities, should be imposed to ensure the proposed development would be designed to meet relevant environmental criteria.

Drainage Aspect

- 9.1.6. Comments Chief Engineer/ Mainland South, Drainage Services Department (CE/MS, DSD):

He considers there should be no insurmountable drainage and sewerage impact in principle, with an understanding that URA has agreed to complete the drainage and sewerage upgrading works unless the needs of the upgrading works are demonstrated not necessary by a comprehensive review and to DSD's satisfaction.

Urban Design, Landscape and Air Ventilation Aspects

- 9.1.7. Comments from the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

Urban Design and Visual Impacts

- (a) the subject site is located within a cluster of residential developments to the east of Ma Tau Wai Road and To Kwa Wan Road zoned "R(A)" with BHR ranging from 100mPD to 120mPD. To the west of To Kwa Wan Road and Kowloon City Road, there is another cluster of residential developments zoned "R(A)" with BHR ranging from 120mPD to 140mPD. Given the context and as illustrated in photomontages of the VIA, accommodation of the proposed development will unlikely cause any significant adverse visual impact to the surroundings;
- (b) according to the Notional Scheme, staggered height profile and full-height setback of not less than 45m from the northern boundary of T1 is proposed. Two intervening spaces/ urban windows are introduced with a maximum dimension of not less than 15m in height and 15m in width. The closed sections of streets will be pedestrianized with proper landscaping to create a pleasant walking environment. These measures may help promote visual interest and improve the pedestrian environment;
- (c) to further enhance the visual interest and reduce the visual bulkiness of the perceivable mass of the podia, suitable façade articulation with greenery could be considered;

Landscape

- (d) the proposed rezoning is not incompatible with the surrounding landscape character. Besides, significant landscape impact of the proposed redevelopment is not anticipated. She has no in-principle objection on the proposed rezoning from landscape planning point of view;

- (e) there is inadequate design information on the adequacy of local open space provision, the spatial quality, landscape treatments at various levels (in particular street level) and the relations with the surrounding buildings of the proposed open space. It appears that planting including trees are proposed under the structure of the Low Block. URA should review the overall landscape design and suitable species should be selected for sustainable plant growth; and

Air Ventilation

- (f) Topographically, the Subject Site are situated on an urban flat land. Wind penetration in this area around the Subject Sites would mainly rely on To Kwa Wan Road, Ma Tau Wai Road, Bailey Street, Sung On Street and Chi Kiang Street as wind corridors. Redevelopment of the Subject Site is not likely to affect the wind penetration along these major wind corridors.
- (g) With reference to the Air Ventilation Review, it is noted that the Proposed Scheme have incorporated the following wind enhancement features for mitigating the potential air ventilation impacts:
 - i. A minimum full height setback of not less 45m of the residential portion above podium of the proposed development from the north-eastern boundary of the Area at Ngan Hon Street;
 - ii. Two intervening spaces with a minimum dimensions of not less than 15m in height and 15m in width, excluding architectural features, open-side deck and circulation, designated at grade of the podia along Hung Fook Street and Kai Ming Street;
 - iii. Low Block design with an open area (all-weathered communal space) on the G/F at the eastern portion of the Subject Site; and
 - iv. Ground floor setbacks at the Low Block.
- (h) Generally speaking, in compact high-rise areas, wind is difficult to penetrate from the roof top level to the pedestrian level as incoming wind would normally skim over the top of buildings. Under such circumstances, building height alone ceases to be the key consideration for the pedestrian wind environment in an area. Other design measures including provision of building separations, building setbacks and open spaces etc., especially at the low zone, are more effective strategies to improve air ventilation at the pedestrian level.
- (i) For the Proposed Scheme, as the existing Hung Fook Street and Kai Ming Street which aligns with the existing prevailing annual wind directions would mostly remain permeable for air ventilation with

the above good design measures, it is expected that there would not have significant adverse air ventilation impact on the surrounding pedestrian environment as compared with the Baseline Scheme.

- (j) Although the Proposed Scheme would have some structures built on the existing Yuk Shing Street which would lower its permeability, the street is not currently served as an air path given that the air flow is blocked by the existing buildings to the north and south of the street. In this regard, the closure of the street would not have significant impact on the air ventilation of the surrounding areas as compared with the Baseline Scheme.
- (k) With the above wind enhancement features incorporated in the Proposed Scheme, it is not anticipated that the proposed building height of 140mPD as compared with the existing building height restriction of 100mPD on the OZP, would cause significant air ventilation impact on the surrounding pedestrian wind environment.

9.2 The following government departments/bureau have no comment on the draft DSP/URA's responses to departmental comments (**Annexes B, E-1 to E-4**):

- (a) Secretary for Development;
- (b) District Lands Officer/Kowloon West, Lands Department;
- (c) District Officer (Kowloon City), Home Affairs Development;
- (d) Chief Highway Engineer/Kowloon, Highways Department;
- (e) Chief Engineer/Construction, Water Supplies Department;
- (f) Head of the Geotechnical Engineering Office, Civil Engineering and Development Department (CEDD);
- (g) Director of Electrical and Mechanical Services;
- (h) Project Manager (East), CEDD;
- (i) Commissioner of Police;
- (j) Director of Fire Services; and
- (k) Director of Leisure and Cultural Services.

10. Public Consultation

- 10.1 Under the administrative arrangements to enhance transparency in the processing of draft DSP submitted after the commencement of the Town Planning (Amendment) Ordinance 2004, the draft DSP (including Stage 1 SIA report) and the Stage 2 SIA report were made available for public inspection/comments in the Planning Enquiry Counters of PlanD starting from 12.3.2021 to 7.4.2021 (Stage 1) and from 30.4.2021 to 14.5.2021 (Stage 2) respectively. In addition, URA has consulted the Members of the Housing and Development Planning Committee (HDPC) of the Kowloon City District Council (KCDC) on the draft DSP on 8.4.2021 and the minutes of the meeting is at **Annex F** for Members' reference.
- 10.2 During the two inspection periods of the draft DSP and Stage 2 SIA report, a total of 62 comments were received (**Annex G-1** for Stage 1 and **Annex G-2** for Stage

2), including 23 supportive comments, 37 objection comments and 2 comments providing views. A full set of public comments received are at **Annexes G-1 and G-2** for Members' reference.

10.3 URA has provided responses to the public comments, and are summarized below.

Issues/Concerns	URA's Responses
(a) Closure of public roads and existing pedestrian footpaths would have adverse impact to local traffic and connectivity	The inclusion of Yuk Shing Street and portions of Hung Fook Street and Kai Ming Street will allow a holistic re-planning of the area to enhance local traffic and optimize land resources to increase flat production and provide GIC facilities to meet local needs.
(b) Public roads should not be included in GFA calculation as it would contravene the BO	Should the draft DSP be approved by CE in C, URA will prepare a draft Road Gazette Plan under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) for public inspection. URA will apply to LandsD for granting the land within the approved DSP for redevelopment. Compliance with the BO will be ensured.
(c) Amalgamation of sites have no contribution to pedestrian environment and connectivity, increase in communal space provision and vehicular traffic flow.	KC-016 project forms part of the holistic plan to be implemented at latter stage to complete the overall planning gain to the area. Through restructuring and re-planning, KC-016 will integrate with the planned pedestrian and traffic networks in the neighboring URA projects, enhancing vehicular traffic circulation and walkability of the neighbourhood. The integration of the two inner streets (Hung Fook Street and Kai Ming Street) into the redevelopment will provide new pedestrian walkways with better landscaping. The integration of the closed streets also contributes to the enhancement of pedestrian network and future walkability in the neighbourhood. KC-016 proposed to close Yuk Shing Street and vehicular traffic will only run along Ngan Hon street and Wing Kwong Street, leaving the central part of KCAA1 area a car-free zone to enhance walkability in the area and the connection to MTR through KC-016. With the closure of Yuk Shing Street and the two inner streets, apart from providing more pedestrian areas, building layout will be enhanced and a focal

Issues/Concerns	URA's Responses
	point for community gathering will be formed at the all-weathered communal space.
(d) The excessive built form of the proposed development, including the 5-storey podium, is visually incompatible with the surrounding neighborhood and will have adverse air ventilation impact	<p>The podium is carefully designed to respond to the existing street pattern such as Hung Fook Street and Kai Ming Street by creating appropriate intervening spaces at the podium facing To Kwa Wan Road and Ma Tau Wai Road to breakdown the scale.</p> <p>Other design merits will also be explored at detailed design stage to enhance visual comfort, pedestrian environment, air ventilation, etc.</p>
(e) Adverse visual impact has not been fully addressed, close-range public viewers should be assessed	<p>According to Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications (TPB PG-NO.41), viewing points should be at human eye level. Viewing points located along pedestrian walkways immediately adjoining the Scheme area would not provide the meaningful effect of eye-level view towards the Scheme area for the VIA purpose. An enhanced visual impact is anticipated for close-range public viewers coming out from the future MTR station and also the passersby along Ma Tau Wai Road/ To Kwa Wan Road.</p> <p>In response to the exceedance of the 20% building free zone, the Chatham Gate development (existing development) is situated in the foreground, the proposed development is totally concealed by Chatham Gate when viewing from VP7. Therefore no adverse visual impact to the ridgelines will result.</p>
(f) Local character and street pattern should be maintained	The proposed all-weathered communal space, open spaces and GIC facilities will become a new gathering place in the local community.
(g) Request for a holistic planning in the area to include the adjacent URA schemes	Under a “planning-led” and “district-based” approach, the draft DSP forms part of the holistic plan of KCAA1 area. The local traffic network can be improved through re-planning and restructuring with enhanced accessibility and connectivity with other DSs and DPs in the area.
(h) Road traffic noise impact has not been fully addressed as the	Appropriate mitigation measures have been explored in the revised Noise Impact Assessment wherever practicable, to mitigate the severe noise impact and

Issues/Concerns	URA's Responses
compliance rate of road traffic noise can only achieve 90%	<p>the noise compliance level can now further improved to achieve up to about 94% under the mitigated scenario.</p> <p>Given the current design is only notional, further enhancement on the design layout and noise mitigation measures will be explored during the detailed design stage to comply with all the prevailing relevant Ordinances/regulations.</p>
(i) Other urban restructuring options should be available	<p>Various options have been made and studied by URA, which includes the OZP-compliant Scheme without the closure of road sections, design layout options with different building height proposals, etc. The current design was selected as it has achieved the best planning merits as well as environmental benefits such as meeting air quality requirement, noise concern, having considered the technical feasibility and land optimization aspects.</p>
(j) Long time-span of the redevelopment project affects the livelihood of the residents. The configuration of the project may implies longer time.	<p>The site configuration would not affect the overall time span of the development project. URA has commenced seven redevelopment project in phases in To Kwa Wan, to allow sufficient time for affected residents and shop owners to relocate. KC-016 will be incorporated as part of the community, providing synergy effect and planning merits to the wider community.</p>

11. Planning Department's Views

11.1 PlanD has no objection to the draft DSP in general taking into account the following:

Development Intensity

- (a) The PR restrictions proposed to be stipulated in the Notes are in line with the PR restrictions for "R(A)" zone on the OZP, that is, a maximum PR of 9 for a development that is partly domestic and partly non-domestic and with a maximum PR for the domestic part not exceeding 7.5.

Relaxation of BHR

- (b) The "R(A)" sites located to the east and south of the Scheme area are subject to a BHR of 100mPD. The "R(A)8" zone under the approved URA Hung Fook Street/ Ngan Hon Street DSP No. S/K9/URA2/2 to the immediate

northeast of the Scheme area is also subject to a BHR of 100mPD. To the southwest across Ma Tau Wai Road are some “R(A)” sites subject to a BHRs of 120mPD. Sites zoned “R(A)” located on the other side of Chatham Road North are subject to BHRs of 120mPD to 140mPD under the Ma Tau Kok OZP (**Plan 3a**). According to the Notional Scheme, the proposed BH of the two residential blocks are 110mPD and 140mPD. URA has proposed to relax the BHR of the DSP from 100mPD to 140mPD for reasons stated in paragraphs 2.3 and 2.4 above. With the proposed increase of BHR, residential towers can be designed in staggered heights to address site constraints, with more flexible building form and layout to achieve the planning and design merits, including the provision of GIC uses in the 5-storey podium. Given the BH profile of the surrounding areas as stated in the OZP ranges from 100mPD to 140mPD, the proposed relaxation of BHR to 140mPD is considered not incompatible with the surroundings. CTP/UD&L, PlanD has no adverse comment on the proposed BHR.

- (c) URA has conducted a VIA (Appendix 2 of **Annex B**) to assess the possible visual impact of the proposed development. The VIA concluded that the relaxation of building height from 100mPD to 140mPD will not result in visual incompatibility (**Drawings 3a to 3f**). Regarding the strategic viewpoint from Hong Kong Island (at the Hong Kong Convention and Exhibition Centre), the overall visual impact is negligible (**Drawing 3g**). CTP/UD&L of PlanD considered that the proposed development will unlikely cause any significant adverse visual impact to the surroundings.
- (d) As stated in the ES, good design features (i.e. not less than 45m setback of the residential block from northern boundary of the Scheme area and provision of two urban windows) are proposed to enhance air ventilation and visual comfort. The proposed development will also meet the requirements under Sustainable Building Design Guidelines as far as practicable. Besides, the design has included the provision of all-weathered communal space and landscaped area underneath the Low Block on the eastern portion of the Scheme area. CTP/UD&L of PlanD considered that with the above wind enhancement features incorporated in the Proposed Scheme, it is not anticipated that the proposed building height of 140mPD as compared with the existing BHR of 100mPD on the OZP, would cause significant air ventilation impact on the surrounding pedestrian wind environment.
- (e) The Scheme is the remaining piece of KCAA1 (**Plan 2**) and is located in the central core of the To Kwa Wan area, functioning as the future gateway coming from the To Kwa Wan MTR Station. The minor relaxation of BHR would enable the incorporation of building designs including a building setback of 45m from the northern boundary, and the Low Block (4 storeys above ground) in the core area of KCAA1.

Provision of GIC Facilities and Exemption of Floor Area from PR Calculation

- (f) The proposal to provide about 5,548m² of GFA for GIC facilities are supported because it would help to meet local needs and in line with the

recommendation of the URP. According to the Notes of the DSP for the proposed “R(A)” zone, ‘Social Welfare Facilities’ is a Column 1 use and is always permitted. There is no objection to exempting the floor area of the GIC facilities from PR calculation to encourage the provision of more GIC facilities as required by the Government within the proposed development. In view of the above, URA is invited to liaise with SWD and consider including more GIC facilities in the development at the detailed design stage where feasible.

Restructuring and Re-planning of Traffic and Pedestrian Network

- (g) The Scheme will involve closure and diversion of three existing road sections (i.e. portion of Hung Fook Street, portion of Kai Ming Street and whole of Yuk Shing Street) for redevelopment and/or creation of pedestrian walkways and all-weathered communal space. As stated in the ES, the proposed pedestrian walkways in the Scheme area will be integrated with the planned pedestrian network in the vicinity to enhance the connectivity with the wider area in the neighbourhood. The vehicular traffic road will be re-routed to provide more direct and effective traffic roads in the area. Concerned departments including TD, HyD, and BD have no objection to the DSP.

All-weathered Communal Space

- (h) URA proposes to provide an all-weathered communal space at the ground floor of the proposed Low Block (i.e. commercial/retail development) located at the eastern portion of the Scheme area for community gathering and place-making. It will be a covered/semi-covered ground floor/sunken communal space with open-air design and provided with sitting-out area and landscaping and will be connected with retail shops at Low Block to bring vibrancy and attraction to the space and the surrounding streets. The all-weathered communal space will be opened for public use at reasonable hours to benefit local community.

Other Technical Matters

- (i) The submission has been circulated to relevant bureaux/departments for comments and their comments are highlighted in paragraph 9 above. In gist, comments from government departments have been responded to by URA in **Annexes E-1 to E-4** and it is anticipated that there is no insurmountable problems arising from the DSP from environmental, traffic, drainage and sewerage impact perspectives. Where appropriate, comments from relevant government departments have been incorporated in the Notes and ES in **Annexes H-2 and H-3**.

- 11.2 In respect of the public comments on the draft DSP and comments from HDPC of KCDC members mentioned in paragraph 11.3 above, the above assessment is relevant. Regarding the comments on acquisitions, compensation and re-housing, they would be dealt with by URA according to the established policies.

12. Proposed Amendments to the Approved Hung Hom OZP No. S/K9/26

Re-designating “Comprehensive Development Area” (“CDA”) sites to suitable land use zonings to reflect their as-built conditions

- 12.1 Apart from the draft DSP as mentioned above, opportunity is also taken to re-designate “CDA” sites to suitable land use zonings to reflect their as-built conditions.
- 12.2 The “CDA” zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints, as well as industrial/residential interface problem.
- 12.3 Through regular review of “CDA” sites, the Board would consider re-designating completed “CDA” developments to other suitable land use zonings, taking the specific circumstances pertaining to each “CDA” site into account. The re-designation would provide flexibility in subsequent modification of use within the developments.
- 12.4 The latest CDA Review was considered by the Committee on 28.5.2021 (MPC Paper No. 4/21). Taking into account that two developments zoned “CDA(1)” (i.e. the Kerry Hotel Hong Kong) and “CDA(2)” (i.e. the One HarbourGate) within the Hung Hom Planning Area have been agreed by the Committee for rezoning in tandem in the CDA Review, opportunity is therefore taken to re-designate these sites to suitable land use zonings to reflect their as-built conditions. The proposed rezoning and development restrictions, which have taken into account the specific circumstances pertaining to each development (i.e. planning intention, maximum PR/GFA and BH, and provision of various facilities under the OZP/Planning Briefs¹ and the last approved Master Layout Plans (MLPs), etc.) are as follows:

¹ Planning Briefs setting out the planning objectives, development parameters, planning requirements and design guidelines for “CDA(1)” and “CDA(2)” sites were endorsed by the Committee on 19.6.2009 to guide the development of the sites and to facilitate the preparation of the MLPs.

Amendment Item	Name of Development	Proposed Zoning	Proposed Development Restrictions to be Stipulated under the OZP
<p>A1 (Plans 7 and 8a to 8c, Photos at Plans 8d to 8f)</p>	<p>The Kerry Hotel Hong Kong²</p>	<p>From “CDA(1)” to “Other Specified Uses” annotated “Hotel(1)” (“OU(Hotel)(1)”)</p>	<p>(a) maximum GFA of 62,492m² of which not less than 5,708m² shall be provided for eating place and shop and services uses (b) maximum BHs of 75mPD, 40mPD and 15mPD as demarcated on the OZP with a “stepped height” building profile descending towards the waterfront and the planned urban park in the east (c) maximum site coverage (SC) of 80% (excluding basement(s)) (d) a 10m-wide non-building area (NBA) along southern boundary (e) a public transport interchange (PTI) as required by the Government shall be provided (f) ancillary car parking should be provided in the basement</p>
<p>A2 (Plans 7 and 8a to 8c, Photos at Plans 8d to 8f)</p>	<p>The One HarbourGate³</p>	<p>From “CDA(2)” to “Commercial (7)” (“C(7)”)</p>	<p>(a) maximum GFA of 54,812m² of which not less than 6,200m² shall be provided for eating place and shop and services uses (b) maximum BHs of 75mPD and 40mPD as demarcated on the OZP with a “stepped height” building profile descending towards the waterfront (c) maximum SC of 60% (excluding basement(s)) (d) a 30m-wide NBA along the eastern boundary (e) a 10m-wide NBA along southern boundary (f) ancillary car parking should be provided in the basement</p>

² The Kerry Hotel Hong Kong is a hotel development with retail and public transport interchange uses at the junction of Wa Shun Street and Hung Luen Road. Occupation Permit (OP) was issued on 23.11.2016. All approval conditions have been complied with.

³ The One HarbourGate is a retail and office development at the junction of Hung Luen Road and Kin Wan Street. OP was issued on 15.1.2016. All approval conditions have been complied with.

Technical Amendments

- 12.5 To allow flexibility for planning application for 'Flat' use of "C(2)", "C(3)" and "C(6)" and bring into line with the Master Schedule of Notes to Statutory Plans (MSN) for "C" zone, technical amendments are proposed to the Notes of the OZP for the "C" zone to include 'Flat' use in Column 2 of all sub-zones of "C" zone.
- 12.6 To allow flexibility for planning application for 'Flat' use of "OU(Hotel)" zone, technical amendments are proposed to the Notes of the OZP for the "OU(Hotel)" zone to include 'Flat' use in Column 2 of the Notes.
- 12.7 To incorporate the revised MSN agreed by the Board on 28.12.2018, the following technical amendments will be made to the Notes to reflect 'Market' as a use subsumed under 'Shop and Services' under the Broad Use Terms and Definitions of Terms used in Statutory Plans:
- (a) deletion of 'Market' from Column 2 use in "Comprehensive Development Area" ("CDA") and "Residential (Group B)" ("R(B)") zones; and
 - (b) revising 'Shop and Services' to 'Shop and Services (not elsewhere specified)' in Column 2 of "R(A)" and "G/IC" zones.

Provision of GIC Facilities and Open Space

- 12.8 The planned population of the OZP area would be about 146,100. A table summarising the provision of major community facilities and open space in the OZP area is at **Annex J**.

GIC Facilities

- (a) Based on the requirements in the HKPSG, the planned provision for various community facilities in the OZP area is generally sufficient except for hospital (-803 beds) and secondary school (-36 classrooms). However, the provision of hospital beds and secondary school is assessed on hospital cluster and district basis respectively, and can be addressed by the provision in the adjoining areas within the Kowloon City District.
- (b) According to the population-based standards for elderly services and facilities and child care centres recently incorporated into the HKPSG, there will be shortfalls in the area in child care centres, residential care homes for the elderly and community care services facilities. In applying the standards, the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth demographic changes as well as the provision of different welfare facilities have to be considered. As the HKPSG requirements for these three facilities are a long-term goal, the actual provision would be subject to consideration of the Social Welfare Department in the planning and development process as appropriate. Nevertheless, an area of not less than 5,500 m² GFA for GIC/social welfare

facilities are proposed to be incorporated into the future development at the draft DSP.

Open Space

- (c) For the planned provision of open space, there is a surplus of about 1.6ha local open space in the OZP area. While there is a shortfall of about 1.2ha district open space in the OZP area, there is a surplus of about 51.7ha district open space in the wider Kowloon City District. Opportunity for provision more open space can also be seized when redevelopments proceed.

Proposed Amendments to Matters Shown on the OZP (Annex L-1)

Draft DSP

- 12.9 If the Board decides to deem the draft DSP as being suitable for publication in accordance with section 25(9) of the URAO, the draft DSP shall, from the date that the exhibition of the draft DSP is first notified in the Gazette, replace or amend according to its tenor, the OZP relating to the area covered by the Development Scheme. The area covered by the draft DSP will be excised from the OZP.

Amendment Items to Matters Shown on the OZP

- 12.10 Apart from the draft DSP, the proposed amendments as shown on the draft Hung Hom OZP No. S/K9/26A (**Annex L-1**) are as follows:
- (a) **Item A1** – Rezoning of a site south of Hung Luen Road from “CDA(1)” to “OU(Hotel)(1)” with a maximum GFA of 62,492m² of which not less than 5,708m² shall be provided for eating place and shop and services uses; BHRs of 75mPD, 40mPD and 15mPD as demarcated on the Plan; and a 10m-wide NBA along the southern boundary of the zone as stipulated on the Plan; and
 - (b) **Item A2** – Rezoning of a site at the junction of Hung Luen Road and Kin Wan Street from “CDA(2)” to “C(7)” with a maximum GFA of 54,812m² of which not less than 6,200m² shall be provided for eating place and shop and services uses; BHRs of 75mPD and 40mPD as demarcated on the Plan; NBAs of 30m and a 10m along the eastern and southern boundaries respectively of the zone as stipulated on the Plan.

Proposed Amendments to the Notes of the OZP

“CDA”, “C” and “OU” Zones

- 12.11 In relation to Amendment Items A1 and A2 above, the following amendments to the Notes of the OZP are proposed:
- (a) incorporation of the Notes and Remarks for the new “C(7)” and “OU(Hotel)(1)” sub-zones; and

- (b) deletion of the Notes and the Remarks for “CDA(1)” and “CDA(2)” sub-zones.

Technical Amendments

- 12.12 To include ‘Flat’ use in Column 2 of all sub-zones of “C” zone and the “OU(Hotel)” zone.
- 12.13 To incorporate the revised MSN agreed by the Board on 28.12.2018 to reflect ‘Market’ as a use subsumed under ‘Shop and Services’ under the Broad Use Terms and Definitions of Terms used in Statutory Plans, technical amendments will be made to the Notes by deleting ‘Market’ from Column 2 use in “CDA” and “R(B)” zones, and revising ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ in Column 2 of “R(A)” and “G/IC” zones.
- 12.14 The proposed amendments to the Notes of the OZP (with additions in ***bold and italics*** and deletions in ‘~~erossed-out~~’) are at **Annex L-2** for Member’s Consideration.

Revision to the ES of the OZP

- 12.15 The ES of the OZP has been revised to take into account the DSP and the corresponding amendments to the planning scheme area of the OZP and the area of land under the “C”, “R(A)”, “CDA” and “OU” zones on the OZP, as well as other proposed amendments as mentioned in the above paragraphs. Opportunity has also be taken to update the general information for various land use zones to reflect the latest status and planning circumstances of the OZP.
- 12.16 The proposed amendments to the ES of the OZP (with additions in ***bold and italics*** and deletions in ‘~~erossed-out~~’) are at **Annex L-3** for Member’s Consideration.

Plan Number

- 12.17 Upon exhibition for public inspection, the OZP will be renumbered as S/K9/27.

Consultation

- 12.18 The proposed amendments to the Hung Hom OZP have been circulated to the relevant B/Ds. All of them have no objection to/no adverse comment on the proposed amendments and their comments have been incorporated in above paragraphs, where appropriate.
- 12.19 If the proposed amendments are agreed by the Board, the draft OZP (to be renumbered to S/K9/27 upon exhibition) and its Notes will be exhibited for public inspection under section 5 of the TPO. Members of the public can submit representations on the OZP to the Board during the two-month exhibition period.

13. Decision Sought

Draft DSP

13.1 If the Board agrees with the DSP approach for the To Kwa Wan Road/Wing Kwong Street site, the Board is invited to consider the draft DSP and to:

- (a) deem the draft To Kwa Wan Road/Wing Kwong Street DSP No. S/K9/URA3/A (to be renumbered to No. S/K9/URA3/1 upon exhibition for public inspection) and the Notes at **Annexes H-1** and **H-2** respectively as being suitable for publication as provided for under section 25(6) of the URAO, so that the draft DSP shall be exhibited for public inspection under section 5 of the TPO;
- (b) endorse the ES of the draft DSP at **Annex H-3** and adopt it as an expression of the Board's planning intention and objectives of the DSP and agree that the ES as being suitable for public inspection together with the draft DSP;
- (c) agree that the draft DSP, its Notes and ES are suitable for submission to the KCDC for consultation/information upon exhibition of the DSP; and
- (d) note both Stage 1 and Stage 2 Social Impact Assessment reports for the DSP.

13.2 Alternatively, the Board may also refuse to deem the DSP as being suitable for publication.

Proposed Amendments to the OZP

13.3 If the Board agrees to deem the draft DSP, as being suitable for publication, Members are invited to consider the related amendments as well as other proposed amendments to the OZP and to:

- (a) agree to the proposed amendments to the approved Hung Hom OZP No. S/K9/26 and that the draft Hung Hom OZP No. S/K9/26A at **Annex L-1** (to be renumbered as S/K9/27 upon exhibition for public inspection) and its Notes at **Annex L-2** are suitable for exhibition under section 5 of the TPO; and
- (b) adopt the revised ES at **Annex L-3** for the draft Hung Hom OZP No. S/K9/26A as an expression of the planning intentions and objectives of the Board for various land use zones of the OZP and the revised ES will be published together with the OZP.

14. **Attachments**

Annex A	URA's letter dated 5.3.2021
Annex B	Planning Report (including Stage 1 SIA Report)
Annex C	URA's letter dated 21.4.2021
Annex D	Stage 2 SIA Report
Annex E-1	URA's submission dated 29.4.2021 providing responses to comments of Government departments
Annex E-2	URA's submission dated 27.5.2021 providing responses to comments of Government departments
Annex E-3	URA's submission dated 4.6.2021 providing responses to comments of Government departments and public comments
Annex E-4	URA's submission dated 16.6.2021 providing responses to comments of Government departments
Annex F	Extract of Minutes of HDPC of KCDC Meeting held on 8.4.2021
Annexes G-1 and 2	Public Comments (Stages 1 and 2)
Annex H-1	Draft URA To Kwa Wan Road/Wing Kwong Street DSP No. S/K9/URA3/A
Annex H-2	Notes of the Draft URA To Kwa Wan Road/Wing Kwong Street DSP No. S/K9/URA3/A
Annex H-3	ES of the Draft URA To Kwa Wan Road/Wing Kwong Street DSP
Annex I	Details of other DSs and DPs in KCAA1
Annex J	Provision of Major Community Facilities and Open Space in the Hung Hom Area
Annex K	Approved Hung Hom OZP No. S/K9/26 (reduced scale)
Annex L-1	Draft Hung Hom OZP No. S/K9/26A
Annex L-2	Notes of the Draft Hung Hom OZP No. S/K9/26A
Annex L-3	ES of the Draft Hung Hom OZP No. S/K9/26A
Drawing 1	Scheme Area with Building Condition
Drawings 2a and 2b	Notional Design
Drawings 3a to 3g	Selected Viewpoints of Visual Impact Assessment
Drawing 4a	Comparison of Schemes
Drawing 4b	Comparison of Scheme (Section)
Plan 1	Preliminary Urban Renewal Proposals for Kowloon City
Plan 2	Urban Renewal Projects in Hung Hom
Plans 3a to 3c	Location Plan, Site Plan and Aerial Photo of the Draft DSP
Plans 4a and 4b	Site Photos of the Draft DSP
Plans 5 and 6	Building Completion Year Plan and Building Height Plan
Plan 7	Location Plan
Plan 8a	Comparison of existing and proposed zonings on OZP (Items A1 and A2)
Plans 8b to 8f	Site Plan, Aerial Photos and Site Photos of Amendment Items A1 and A2