

圖例
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅 (甲類)
RESIDENTIAL (GROUP B)	R(B)	住宅 (乙類)
RESIDENTIAL (GROUP E)	R(E)	住宅 (戊類)
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
COMMUNICATIONS		交通
RAILWAY AND STATION (UNDERGROUND)		鐵路及車站 (地下)
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA		市區重建局發展計劃範圍
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)		最高建築物高度 (在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)		最高建築物高度 (樓層數目)

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	%	
COMMERCIAL	0.40	0.29	商業
COMPREHENSIVE DEVELOPMENT AREA	5.05	3.65	綜合發展區
RESIDENTIAL (GROUP A)	45.05	32.52	住宅 (甲類)
RESIDENTIAL (GROUP B)	8.93	6.45	住宅 (乙類)
RESIDENTIAL (GROUP E)	3.20	2.31	住宅 (戊類)
GOVERNMENT, INSTITUTION OR COMMUNITY	8.83	6.37	政府、機構或社區
OPEN SPACE	21.84	15.76	休憩用地
OTHER SPECIFIED USES	0.86	0.62	其他指定用途
MAJOR ROAD ETC.	43.85	31.65	主要道路等
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA	0.53	0.38	市區重建局發展計劃範圍
TOTAL PLANNING SCHEME AREA	138.54	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，
現經修訂並按照城市規劃條例第 5 條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S/K10/26 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K10/26

AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE	按照城市規劃條例第 5 條 展示的修訂
AMENDMENT ITEM A	修訂項目 A 項
AMENDMENT ITEM B	修訂項目 B 項

(參看附表)
(SEE ATTACHED SCHEDULE)

2021年5月21日 按照城市規劃條例第5條展示的
核准圖編號 S/K10/26 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K10/26 EXHIBITED
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON
21 MAY 2021
Fiona LUNG 龍小玉
SECRETARY 城市規劃委員會秘書

香港城市規劃委員會依據城市規劃條例擬備的馬頭角（九龍規劃區第10區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 10 - MA TAU KOK - OUTLINE ZONING PLAN

規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN No. S/K10/27

城市規劃委員會根據《城市規劃條例》(第 131 章)
對馬頭角分區計劃大綱核准圖編號 S/K10/26
所作修訂項目附表

I. 就圖則所顯示的事項作出的修訂項目

- A 項 — 把位於賈炳達道 128 號的一幅土地由「其他指定用途」註明「商業發展連公眾停車場」改劃為「住宅(甲類)4」地帶，並訂明建築物高度限制。
- B 項 — 把毗連「住宅(甲類)4」地帶南面界線的一幅土地由「其他指定用途」註明「商業發展連公眾停車場」改劃為顯示為「道路」的地方。

II. 就圖則《註釋》作出的修訂項目

- (a) 把「住宅(甲類)」地帶《註釋》的第一欄用途內的「公眾停車場(貨櫃車除外)(只限在指定為「住宅(甲類)3」的土地範圍內)」修訂為「公眾停車場(貨櫃車除外)(只限在指定為「住宅(甲類)3」及「住宅(甲類)4」的土地範圍內)」。
- (b) 修訂「住宅(甲類)」地帶《註釋》，以反映「住宅(甲類)4」支區的規劃意向。
- (c) 修訂「住宅(甲類)」地帶《註釋》的「備註」，以加入「住宅(甲類)4」支區的發展限制及要求的條文。
- (d) 刪除「其他指定用途」註明「商業發展連公眾停車場」地帶的《註釋》。

城市規劃委員會

2021 年 5 月 21 日

有關《馬頭角分區計劃大綱草圖編號 S/K10/27》的申述人名單

申述編號	申述人名稱
TPB/R/S/K10/27-R1	吳寶強
TPB/R/S/K10/27-R2	Tong Che Wang
TPB/R/S/K10/27-R3	Mary Mulvihill

有關《馬頭角分區計劃大綱草圖編號 S/K10/27》的提意見人名單

意見編號	「提意見人」名稱
TPB/R/S/K10/27-C1	Yung Ka Keung
TPB/R/S/K10/27-C2	Mary Mulvihill (亦為 R3)

城市規劃委員會

都會規劃小組委員會

二零二零年八月二十一日上午九時舉行的

第 653 次會議記錄

出席者

規劃署署長
李啟榮先生

主席

馮英偉先生

副主席

楊偉誠博士

潘永祥博士

何安誠先生

黎庭康先生

廖迪生教授

黃幸怡女士

余烽立先生

蔡德昇先生

劉竟成先生

羅淑君女士

伍灼宜教授

黃煥忠教授

陳振光博士

謝祥興先生

運輸署助理署長(市區)
邱國鼎先生

民政事務總署總工程師(工程)
謝俊達先生

環境保護署首席環境保護主任(市區評估)
張展華博士

地政總署助理署長(區域 1)
黃善永先生

規劃署副署長／地區
龍小玉女士

秘書

列席者

規劃署助理署長／委員會
任雅薇女士

總城市規劃師／城市規劃委員會
鄧翠儀女士

城市規劃師／城市規劃委員會
張翠盈女士

九龍區

議程項目2

第 12 A 條申請

[公開會議(限於簡介和提問部分)]

Y/K10/3 申請修訂《馬頭角分區計劃大綱草圖編號 S/K10/25》，把位於九龍九龍城賈炳達道 128 號的申請地點由「其他指定用途」註明「商業發展連公眾停車場」地帶改劃為「住宅(甲類)4」地帶
(都會規劃小組委員會文件第 Y/K10/3 號)

3. 秘書報告，申請地點位於九龍城。奧雅納工程顧問(下稱「奧雅納公司」)、王董建築師事務有限公司(下稱「王董公司」)及弘達交通顧問有限公司(下稱「弘達公司」)是擔任申請人顧問的其中三間公司。以下委員已就此議項申報利益：

- | | | |
|-------|---|-----------------------|
| 何安誠先生 | — | 目前與奧雅納公司和弘達公司有業務往來； |
| 黎庭康先生 | — | 其前公司與奧雅納公司和王董公司有業務往來； |
| 余烽立先生 | — | 過往與奧雅納公司有業務往來；以及 |
| 謝祥興先生 | — | 與配偶在九龍城共同擁有一個泊車位。 |

4. 由於何安誠先生、黎庭康先生及余烽立先生並無參與這宗申請，而謝祥興先生所涉利益間接，因此小組委員會同意他們可留在席上。小組委員會得悉余烽立先生尚未到席。

簡介和提問部分

5. 以下規劃署和申請人的代表此時獲邀到席：

規劃署

鄭韻瑩女士 — 九龍規劃專員

麥仲恒先生 — 高級城市規劃師／九龍

Good Focus Holdings Limited

余杰恒先生]

黎裕宗先生]

奧雅納公司

楊詠珊女士]

朱家敏女士]

陳嘉琪女士] 申請人的代表

鄭嘉欣女士]

趙天宇先生]

陳楚盈女士]

呂鄧黎建築師有限公司

黎紹堅先生]

范家華先生]

鄧文傑先生]

6. 主席歡迎各人到席，並解釋聆聽會的程序。他繼而請規劃署的代表向委員簡介這宗申請的背景。

7. 高級城市規劃師／九龍麥仲恒先生借助投影片簡介這宗申請，並按文件詳載的內容陳述下列事宜：

(a) 這宗申請的背景；

(b) 建議把位於《馬頭角分區計劃大綱草圖編號 S/K10/25》的申請地點由「其他指定用途」註明「商業發展連公眾停車場」地帶改劃為「住宅(甲類)4」地帶，以進行擬議私人住宅發展項目(附設零售設施及一個公眾停車場)。就住用與非住用各佔部分的建築物而言，其最高住用地積比率訂為 7.5 倍，總地積比率則訂為 9 倍，而最高建築物高度訂為主水平基準上 100 米；

- (c) 政府部門的意見——政府部門的意見載於文件第 9 段；
- (d) 在法定公布期的首三個星期內，城市規劃委員會收到 321 份公眾意見。當中，33 份意見主要來自公眾人士(包括區內商戶)，表示支持這宗申請；其餘 288 份意見來自一名九龍城區議會龍城選區的區議員、在九龍城營運的行業／組織及個別人士，表示反對這宗申請。他們的主要意見載於文件第 10 段；以及
- (e) 規劃署的意見——根據文件第 11 段所載的評估，規劃署原則上不反對這宗申請。小組委員會於二零一九年十一月十一日考慮先前的改劃申請(編號 Y/K10/2)後，雖然原則上大致不反對擬議改劃，但決定不同意申請，認為申請地點原本已按規劃興建一個公眾停車場(連商業用途)，以應付區內需求，但申請人沒有就拆卸和建造階段提供切實可行的措施，處理該區的公眾泊車位需求，故不宜過早改劃申請地點。根據現時這宗申請，除了重建後所提供的公眾泊車位數目(即 449 個)與現有公眾停車場所提供的車位數量相同外，申請人還建議在拆卸和建造階段提供不少於 60 個公眾泊車位，以回應小組委員會先前提出的關注。運輸署署長不反對這宗申請(包括臨時泊車安排)。然而，建議在分區計劃大綱圖的《註釋》(而非如申請人所建議在《說明書》內)述明必須在申請地點提供一個公眾停車場。此外，關於申請人建議在《註釋》加入有關地下停車場的豁免條款一事，此做法並無必要，這方面事宜會根據建築制度考慮。應在《說明書》內清楚述明必須闢設臨時公眾停車場，而非接受申請人的建議，即臨時公眾停車場只有「在技術可行情況下」才會提供。申請人已進行相關技術評估，證明擬議發展在技術上可行，亦不會帶來無法克服的問題。相關政府部門對這宗申請不表反對或沒有負面意見。至於公眾意見，上述的政府部門意見和規劃評估亦適用。

[黃幸怡女士在規劃署作出簡介時到席。]

8. 主席繼而請申請人的代表闡述這宗申請。申請人的代表楊詠珊女士、黎紹堅先生及鄧文傑先生借助投影片作出陳述，要點如下：

背景

- (a) 改劃建議涉及一個住宅發展項目(附設零售設施及一個公眾停車場)，最高住用地積比率訂為 7.5 倍，總地積比率則訂為 9 倍，而最高建築物高度訂為主水平基準上 100 米；
- (b) 申請人先前提交的改劃申請(編號 Y/K10/2)所述的發展參數及擬議劃作的地帶與現時這宗申請相同。小組委員會不同意先前的申請，理由是申請地點已按規劃興建一個公眾停車場(連商業用途)，以應付區內需求，但申請人沒有就拆卸和建造階段提供切實可行的措施，處理該區的公眾泊車位需求，故不宜過早改劃申請地點。就此，顧問檢討了改劃建議，在現時這宗申請中加入了臨時公眾停車場的建議；

臨時公眾停車場建議

- (c) 為了向鄰近社區提供一個臨時公眾停車場，申請人提出了一個三階段的重建計劃，以期在拆卸及建造階段持續不間斷地提供公眾泊車位。申請人建議把九龍城廣場的現有建築物分成兩部分(即東翼及西翼)；
- (d) 在第一階段，申請人會保留 5 樓及天台的現有 449 個公眾泊車位，同時會進行改動及增建工程，以在西翼 B3 層興建一個獨立的公眾停車場，以及安裝兩部臨時汽車升降機，方便車輛進出該臨時停車場。在第二階段，申請人會在西翼 B3 層提供有 60 個泊車位的臨時公眾停車場，而整個東翼則會清拆和動工重建(包括興建一個位於地庫樓層的永久公眾

停車場)。在第三階段，申請人會在東翼新發展項目的地庫提供不少於 60 個公眾泊車位，而西翼的現有建築物則會清拆及重建。重建後，會提供一共 449 個公眾泊車位；

- (e) 運輸署署長對這宗申請及臨時公眾停車場建議沒有負面意見。此外，在過渡期內提供 60 個泊車位的建議回應了小組委員會先前提出交通方面的關注；

增加泊車位數目

- (f) 申請人除了會重置現有的 449 個公眾泊車位外，亦會為零售用途提供 45 個附屬泊車位，以及為發展項目的住宅部分提供 139 個附屬泊車位；

加強與公園的融合

- (g) 如概括方案所顯示，擬議發展會通過以下措施改善行人連接、視覺美感及建築物通透度：(i)會沿申請地點西面界線緊鄰一條延伸至福佬村道北端的未命名小巷設 4.45 米闊，街道水平以上 15 米高的後移範圍，以改善該小巷的步行環境和通風；(ii)在地面層闢設一條不少於 6 米闊的內部公眾走廊，連接賈炳達道及賈炳達道公園；(iii)在兩幢住宅大樓地面層以上的地方闢 15 米闊的建築物間距，以加強通風及視覺通透度；(iv)從東面界線設 9.5 米闊的後移範圍，當中包括一條不少於 7.3 米闊的內部車道；(v)在 3 樓闢 30 米闊的建築物間距；以及(vi)面向賈炳達道公園的北面外牆設計將會變化多端，1 樓及 2 樓會設綠化平台，並從用地界線後移 1 至 3 米，以改善擬議發展與賈炳達道公園的銜接，並模擬舊九龍寨城的建築結構；以及

多用途

- (h) 擬議發展將會是一個混合用途發展項目，除了提供公眾停車場外，亦會提供住宅單位及零售設施，以配合鄰近社區的需要。擬議發展亦會與附近的現有

公園更為融合。相關政府部門原則上不反對這宗申請。

[余烽立先生在申請人的代表陳述期間到席，楊偉誠博士在申請人的代表陳述期間參與視像會議。]

9. 規劃署和申請人的代表陳述完畢，主席邀請委員提問。

停車場

10. 部分委員提出以下問題：

- (a) 在申請地點闢設公眾停車場的原意為何；
- (b) 臨時公眾停車場建議能否有效緩解交通問題，例如區內的違例泊車問題；
- (c) 有何機制確保落實興建該臨時公眾停車場；
- (d) 有何機制確保擬提供的公眾泊車位可供公眾人士而非日後的居民使用；
- (e) 在臨時公眾停車場闢設汽車升降機會否對賈炳達道的交通造成影響，以及申請人提出會無間斷地提供臨時公眾停車場，此事在技術上是否可行；
- (f) 現時經常有車龍排隊至賈炳達道，擬議停車場設計能如何改善這情況；
- (g) 倘臨時公眾停車場未能取得臨時入伙紙，那會怎麼辦；
- (h) 臨時公眾停車場會運作多久，以及在清拆及建造階段，區內是否有其他的泊車位供應；以及
- (i) 所提供的 139 個附屬泊車位就住宅用途而言是否足夠。

11. 九龍規劃專員鄭韻瑩女士作出回應，要點如下：

- (a) 自一九八二年起，相關的發展大綱圖已訂明須在申請地點闢設一個公眾停車場。其後在一九八七年的分區計劃大綱圖上，當時的「政府、機構或社區」地帶亦反映了該規定。在申請地點闢設公眾停車場，旨在配合鄰近社區的停車需求。因此，申請地點其後改劃為「其他指定用途」註明「商業發展連公眾停車場」地帶；
- (b) 對於申請人提出興建一個不少於 60 個泊車位的臨時公眾停車場建議，運輸署署長沒有負面意見。申請人進行了一項有關泊車位的調查，結果顯示約 20% 的泊車位(即大約 89 個泊車位)使用人沒有使用商場的免費停車卷。鑑於九龍城廣場將被拆卸，該 89 個泊車位須予重置。由於附近有約 40 個公眾泊車位，運輸署署長認為，提供 60 個臨時公眾泊車位已經足夠；
- (c) 任何清拆及建造工程均須提交建築圖則，至於需要提供臨時公眾停車場一事，則會轉交屋宇署跟進。此外，由於擬議發展包含現時的契約並未准許的住宅用途，因此須進行契約修訂。對於落實該公眾停車場的詳細規定，包括適用的臨時安排，當局會在契約修訂階段加以處理；以及
- (d) 當局可在《註釋》中訂明須提供公眾停車場，而有關情況須符合運輸署署長的要求。當局亦可在分區計劃大綱圖的《說明書》述明最少須提供的公眾泊車位數目。此外，亦可在契約中訂明該公眾停車場的泊車位數目。例如，在現時的契約條款中，有一條訂明時租泊車位最少須佔百分比(80%)，該條款通常適用於公眾停車場。

12. 申請人的代表黎紹堅先生、楊詠珊女士和朱家敏女士作出回應，要點如下：

- (a) 車輛從賈炳達道駛入建築物後，會有足夠空間輪候汽車升降機前往臨時公眾停車場，而汽車升降機的設計亦會便利車輛順暢行駛，不會出現須讓路予對頭車的情況。申請人已進行交通影響評估，確定臨時公眾停車場的建議可行，並證明落實緩解措施後，車龍不會排出賈炳達道。運輸署對有關建議沒有負面意見；
- (b) 現時九龍城廣場的斜路是雙向行車，車輛出入需要互相讓路，設計欠佳。此外，現有的吊閘太過靠近賈炳達道，或會導致賈炳達道出現車龍。根據申請人的臨時公眾停車場建議，車輛從賈炳達道駛進申請地點後，會有更多空間在內等候，而使用汽車升降機亦會令車輛不再需要讓路予對頭車。另外，擬議發展完成後，吊閘將會設於地庫低層，令擬議發展內部的行車道、上落客貨區和斜路有足夠寬闊度，讓車輛可在內排隊，不會需要排出賈炳達道。此外，可用的公眾泊車位數目亦會顯示於運輸署的智慧泊車平台上，實時反映場內的公眾泊車位是否已滿；
- (c) 倘若東翼未能取得臨時入伙紙，西翼便不會拆卸，意即西翼的公眾停車場仍會繼續運作。西翼只會在東翼的公眾停車場完工並獲發臨時入伙紙後，才會拆卸；
- (d) 整個重建項目的建造工程需時約 70 個月，其間會無間斷地提供 60 個臨時公眾停車場泊車位。至於擬議發展項目建造期間區內的車位供應，市建局啟德道／沙浦道發展計劃將提供約 300 個公眾泊車位，而啟德發展區內亦會有公眾停車場。根據申請人所進行有關泊車位的調查，由於九龍城廣場將會拆卸，該 60 個臨時公眾泊車位應足以應付九龍城的泊車需求；以及

- (e) 根據交通影響評估，擬議發展項目會為住戶提供 139 個附屬泊車位，這是根據《香港規劃標準與準則》所訂定的最高要求計算出來。運輸署對有關建議不表反對。

建築設計、中庭廣場及與周圍環境的銜接

13. 一些委員提出以下問題：

- (a) 申請人在設計平台的北面外牆時，除了參照九龍寨城的建築風格外，有否考慮其他設計元素；
- (b) 擬設於中庭的內部走廊會否每日 24 小時開放予公眾使用，以及這個公共空間的管理責任誰屬；
- (c) 公眾有否要求申請地點闢出地方作為公眾聚腳點／表演場地，申請地點有否預留這類地方以滿足公眾需要；
- (d) 在有關建議下，賈炳達道的路面會否擴闊；
- (e) 賈炳達道公園和九龍寨城公園的開放時間為何；以及
- (f) 擬建的住宅大廈與毗連學校毗鄰而立，會否產生不協調問題(例如私隱問題)。

14. 申請人的代表鄧文傑先生和楊詠珊女士作出回應，要點如下：

- (a) 擬議計劃除了會在設計上向九龍寨城的文化和歷史背景致敬外，亦會透過把平台從用地北面界線局部後移和進行垂直綠化，以及在中庭闢設內部走廊連接賈炳達道和賈炳達道公園以改善行人連接，優化與毗鄰公園的融合；

- (b) 該內部走廊將每日 24 小時開放予公眾使用，並會由商場日後的營運商負責管理。故此，有關的管理及維修責任將由商場營運商承擔；
- (c) 現時九龍城廣場並沒有用作社區會堂或公眾設施場地，亦無規定要求須在九龍城廣場內提供這些設施。東頭社區中心和啟德社區會堂分別距離九龍城廣場約 500 米及 900 米，兩者均設有表演台、可容納 450 人的多用途廳／室。根據擬議計劃，內部走廊中庭的面積約為 600 至 700 平方呎，可用作表演(例如歌唱比賽和音樂表演)場地，有望成為新的聚腳點。內部走廊的設計亦會加強九龍城核心區與兩個公園的連繫和融合。申請人會考慮更多關於利用中庭作集會／表演場地的方案；以及
- (d) 雖然賈炳達道的行人路闊度不會改變，但擬議計劃採用了三項設計措施，包括：(i)沿緊連一條未命名小巷(由福佬村道向北伸延)的申請地點西面界線進一步後移 4.45 米，以將後移闊度增至 15 米；(ii)在地面層闢設一條闊度不少於 6 米的內部公眾走廊連接賈炳達道和賈炳達道公園；以及(iii)在入口廣場的位置從東面界線後移 9.5 米。這些設計措施將改善行人環境，並締造可作為聚腳點的公共空間。

15. 九龍規劃專員鄭韻瑩女士作出回應，要點如下：

- (a) 賈炳達道公園為每日 24 小時開放，九龍寨城公園每日由上午 6 時半至晚上 11 時開放，公園內的展覽廳則閉館時間較早；以及
- (b) 住宅發展與學校用途一般視為互相協調。至於目前這宗申請，毗連學校並沒有就擬議發展項目提出反對。

規劃標準、評估及其他

16. 一些委員提出以下問題：

- (a) 審批第 12A 條申請時，有何主要的規劃考慮因素；
- (b) 擬議住宅發展會令人口增加，是否需要根據《香港規劃標準與準則》增加社區設施；
- (c) 先前的申請編號第 Y/K10/2 與現時這宗申請有何不同；
- (d) 政府是否有任何準則或指引規管擬重建的建築物樓齡下限；
- (e) 規劃署為何建議小組委員會「局部同意」這宗申請；
- (f) 現時九龍城廣場的使用率為何，以及現時的九龍城廣場與擬議發展在零售設施供應方面有何不同；以及
- (g) 擬議住宅發展項目所提供的單位，平均面積為何。

17. 九龍規劃專員鄭韻瑩女士作出回應，要點如下：

- (a) 考慮關於改劃某用地的第 12A 條申請時，相關的規劃考慮因素包括擬議土地用途、擬議土地用途與周邊土地用途是否協調、主要的發展參數(包括地積比率和建築物高度)、獨有的要求(例如在有關用地重置公眾停車場)。現時九龍城廣場的地積比率為 8.08，而擬議發展項目的總地積比率會達 9，即地積比率會增加約 1。此外，目前的建議在保留公眾停車場之餘，更提供住宅單位以增加房屋供應，能更充分地利用土地。當局已進行相關的技術評估，證明擬議發展項目在技術上可行，相關政府部門對這宗申請不表反對或沒有負面意見，包括視覺和空氣流通兩方面。雖然相比現時的九龍城廣場，作零售用途的樓面空間會有所減少，但市建局啟德道／

沙浦道項目和啟德發展區的發展項目亦會為附近一帶提供更多零售設施；

- (b) 擬議發展項目提供 850 個住宅單位，可容納約 2 000 人居住。按照《香港規劃標準與準則》，這樣的人口水平無須增加社區設施。在分區計劃大綱圖的規劃區範圍內，安老設施和幼兒中心設施目前確有短缺。根據《香港規劃標準與準則》該區所需的政府、機構及社區設施，會在下一修訂分區計劃大綱圖階段提交小組委員會考慮；
- (c) 與編號 Y/K10/2 的先前申請比較，主要發展參數和擬議用途相若，但目前這宗申請建議闢設臨時公眾停車場，以解決在清拆和建造兩個階段的泊車需求，並提出一些措施，以改善申請地點與其北面公園的銜接；
- (d) 九龍城廣場於一九九三年落成，至今 27 年。目前並沒有規例限制樓宇必須達一定樓齡才可清拆，清拆與否純屬商業決定。從環保角度而言，環境保護署署長已提議申請人循環再用，盡量減少產生拆建的物料；
- (e) 就擬議土地用途地帶和主要發展參數而言，規劃署原則上不反對這宗申請。建議「局部同意」這宗申請是因為若批准這宗申請，申請人建議的《註釋》和《說明書》所納入的細節須予檢討，並提交小組委員會考慮，然後才在憲報公布；以及
- (f) 根據現時九龍城廣場的核准建築圖則，該處作零售用途的總樓面面積約有 40 000 平方米，但據申請人所述，使用中的商業用總樓面面積只有 9 000 平方米。擬議計劃的商業用總樓面面積會有 8 100 平方米，另外，市建局啟德道／沙浦道發展計劃的非住用總樓面面積會有約 8 000 平方米，以及啟德發展區「綜合發展區(1)」地帶和「商業(6)」地帶作

零售用途的總樓面面積分別約有 65 000 平方米和 88 000 平方米。

18. 申請人的代表楊詠珊女士作出回應，要點如下：

(a) 由於去年社會動盪，加上自今年初新冠狀肺炎疫情，沒有九龍城廣場最新的使用率數據。現時九龍城廣場的使用率已相當低。在九龍城廣場作零售用途的總樓面面積中，只有約 9 000 平方米有商戶使用(例如有一間超級市場和一間中式餐廳)；以及

(b) 擬議住宅單位平均面積約為 50 平方米。

19. 由於申請人的代表再沒有論點要提出，而委員亦沒有進一步提問，主席告知申請人的代表這宗申請的聆聽程序已經完成，小組委員會會在他們離席後商議這宗申請，並會於稍後把決定通知他們。主席多謝規劃署的代表和申請人的代表出席會議。他們於此時離席。

商議部分

20. 其中一位申請人的代表黎紹堅先生是香港理工大學(下稱「理大」)和香港浸會大學(下稱「浸大」)的校董會成員。馮英偉先生(副主席)、蔡德昇先生和黃幸怡女士就此議項申報利益。馮先生和蔡先生是理大校董會成員，而黃女士是浸大校董會成員。由於他們沒有與申請人的代表討論過這宗申請，而且他們所涉利益間接，小組委員會同意他們可留在席上。

21. 委員察悉，與先前的申請比較，目前這宗申請建議提供臨時泊車安排，並提出經改良的發展計劃。委員普遍同意改劃用途地帶的建議。擬議住宅用途能善用土地以增加房屋供應之餘，與四周環境並非不相協調。擬議發展參數(即地積比率和建築物高度)符合九龍城區「住宅(甲類)2」地帶所准許的水平。擬議發展在技術上可行，而相關政府部門對這宗申請不表反對或沒有負面意見。委員備悉運輸署認為臨時泊車建議可接受，而且建議的計劃將有助改善行人步行環境，並加強與毗連的賈炳達道公園的连接。就此，委員讚賞申請人致力修訂建議以回

應委員先前關注的臨時泊車問題，並改善建築設計措施，比起先前的申請，可為公眾帶來更多益處。

22. 一名委員注意到申請人改善了設計，把擬議發展項目與公園和周邊的發展項目相結合。該委員建議申請人可在詳細設計階段，根據九龍城的獨有特色，進一步加強設計概念。委員認為，擬議發展項目中央位置的中庭可用作公眾聚腳點或非正式的表演場地，以配合市民大眾所需。購物商場亦可預留一些地方供設置社區設施之用。這不但能惠及公眾，亦有助加強該區的地方氣息。

23. 雖然申請人已提議在申請地點安排臨時泊車，並在重建後維持現有的公眾泊車位數目，但一名委員認為，政府有責任探討其他措施，解決區內的泊車需求。應主席邀請，運輸署助理署長／市區邱國鼎先生解釋指，繁忙時段或會有些路口交通擠塞。舉例說，九龍城迴旋處便有這情況，車輛進出九龍城，加上巴士駛入附近巴士站，造成交通擠塞。運輸署會繼續在該區進行地區交通改善工程，並探討如何改善該區交通。隨着宋皇臺港鐵站在二零二一年啟用，前往該區的交通運輸將大為改善。由於接駁新港鐵站的行人隧道會改善九龍城與啟德發展區的連繫，啟德發展區所設的泊車設施亦能為九龍城地區服務。

24. 為了加深委員對九龍城區和啟德發展區規劃的了解，一名委員建議，在城規會處理一些新發展項目或重建項目時，如有機會，可向委員提供該區的整體規劃資料。主席表示同意。

25. 主席總結，分區計劃大綱圖的擬議《註釋》和《說明書》作出一些修訂後，委員普遍在原則上不反對這宗改劃申請。申請人亦應考慮開放中庭，作為公眾聚腳點／表演場地，免費供公眾使用，同時在購物商場預留一些空間作社區用途。

26. 經商議後，小組委員會決定局部同意這宗申請，把申請地點改劃為適當的「住宅(甲類)」支區，而當中一幢住用與非住用各佔部分的建築物，其最大住用地積比率限為 7.5，總地積比率限為 9.0，最高建築物高度限為主水平基準以上 100 米，或現有建築物的地積比率／建築物高度，兩者中以數目較大者為準。對《馬頭角分區計劃大綱草圖編號 S/K10/25》所

作的修訂會提交小組委員會考慮，然後按《城市規劃條例》在憲報公布。

荃灣及西九龍區

議程項目3

第 12A 條申請

[公開會議]

Y/TWW/5 申請修訂《荃灣分區計劃大綱核准圖編號 S/TW/33》，把位於新界荃灣西深井第 390 約地段第 99 號、第 100 號、第 101 號餘段、第 110 號餘段、第 171 號 C 分段及第 183 號和毗鄰政府土地的申請地點由「政府、機構或社區」地帶改劃為「住宅(甲類)5」地帶
(都會規劃小組委員會文件第 Y/TWW/5 號)

27. 小組委員會備悉，申請人的代表於二零二零年六月十九日要求延期兩個月才考慮這宗申請，讓申請人有時間準備進一步資料，以回應政府部門的意見。這是申請人第一次就這宗申請要求延期。

28. 經商議後，小組委員會決定按申請人的要求，延期就這宗申請作出決定，以待申請人提交進一步資料。小組委員會同意，這宗申請須在收到申請人的進一步資料當日起計三個月內提交小組委員會考慮。倘申請人所提交的進一步資料不包含重要的內容，可在較短時間內處理，這宗申請可於較早的會議上提交小組委員會考慮。小組委員會亦同意告知申請人，小組委會已給其兩個月時間準備所要提交的進一步資料，除非情況極為特殊，否則不會批准再延期。

[黎庭康先生此時離席。]

[高級城市規劃師／荃灣及西九龍馮志慧女士此時獲邀到席上。]

TOWN PLANNING BOARD

**Minutes of 670th Meeting of the
Metro Planning Committee held at 10:45 a.m. on 30.4.2021**

Present

Director of Planning
Mr Ivan M. K. Chung

Chairman

Mr Wilson Y.W. Fung

Vice-chairman

Dr Frankie W.C. Yeung

Dr Lawrence W.C. Poon

Mr Thomas O.S. Ho

Mr Alex T.H. Lai

Professor T.S. Liu

Ms Sandy H.Y. Wong

Mr Franklin Yu

Mr Stanley T.S. Choi

Mr Daniel K.S. Lau

Ms Lilian S.K. Law

Professor John C.Y. Ng

Professor Jonathan W.C. Wong

Dr Roger C.K. Chan

Mr C.H. Tse

Assistant Commissioner for Transport (Urban),
Transport Department
Mr Patrick K.H. Ho

Chief Engineer (Works), Home Affairs Department
Mr Gavin C.T. Tse

Assistant Director (Environmental Assessment),
Environmental Protection Department
Mr Terence S.W. Tsang

Assistant Director (Regional 1), Lands Department
Mr Albert K.L. Cheung

Deputy Director of Planning/District
Miss Fiona S.Y. Lung

Secretary

In Attendance

Assistant Director of Planning/Board
Ms Lily Y.M. Yam

Chief Town Planner/Town Planning Board
Ms Johanna W.Y. Cheng

Town Planner/Town Planning Board
Ms Denise M.S. Ho

deferment of consideration of the application for two months in order to allow time to prepare further information to address departmental comments. It was the second time that the applicant requested deferment of the application. Since the last deferment, the applicant had submitted further information to address departmental comments.

38. After deliberation, the Committee decided to defer a decision on the application as requested by the applicant pending the submission of further information from the applicant. The Committee agreed that the application should be submitted for its consideration within two months from the date of receipt of further information from the applicant. If the further information submitted by the applicant was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Committee's consideration. The Committee also agreed to advise the applicant that two months were allowed for preparation of the submission of further information. Since it was the second deferment and a total of four months had been allowed for preparation of the submission of further information, no further deferment would be granted unless under very special circumstances.

Kowloon District

[Ms Katy C.W. Fung, District Planning Officer/ Kowloon (DPO/K), and Mr Mak Chung Hang, Senior Town Planner/ Kowloon (STP/K) were invited to the meeting at this point.]

Agenda Item 9

[Open Meeting]

Proposed Amendments to the Approved Ma Tau Kok Outline Zoning Plan No. S/K10/26
(MPC Paper No. 3/21)

39. The Secretary reported that the proposed amendments were to take forward the decision of the Committee on a s.12A application No. Y/K10/3. Ove Arup & Partners Hong Kong Limited (ARUP), Wong Tung & Partners Limited (WT) and MVA Hong Kong Ltd. (MVA) were three of the consultants of the s.12A application and one of the applicant's

representatives of the s.12A application, Mr Rembert S.K. Lai, was the Council Member of the Hong Kong University of Science and Technology (HKUST) and the Hong Kong Baptist University (HKBU). The following Members had declared interests on the item

- | | |
|--|--|
| Mr Wilson Y.W. Fung
(the Vice-chairman) | - being a Council Member of HKUST; |
| Mr Stanley T.S. Choi | - being a Council Member of HKUST; |
| Ms Sandy H.Y. Wong | - being a Council Member of HKBU; |
| Mr Thomas O.S. Ho | - having current business dealings with ARUP and MVA; |
| Mr Alex T.H. Lai | - his former firm having business dealings with ARUP and WT; and |
| Mr Franklin Yu | - having past business dealings with ARUP. |

40. The Committee noted that Messrs Stanley T.S. Choi, Thomas O.S. Ho and Alex T.H. Lai had already left the meeting. As Mr Franklin Yu had no involvement in the s.12A application and Mr Wilson Y.W. Fung (the Vice-chairman) and Ms Sandy H.Y. Wong had no discussion with the applicant's representative on the s.12A application, the Committee agreed that they could stay in the meeting.

Presentation and Question Sessions

41. With the aid of a PowerPoint presentation, Mr Mak Chung Hang, STP/K, PlanD presented the proposed amendments as detailed in the Paper and covered the following main points:

Background

- (a) to take forward the decision of the Committee to partially agree to the s.12A application (No. Y/K10/3) on 21.8.2020, a site at 128 Carpenter

Road, Kowloon City (the Site) was proposed to be rezoned for a composite commercial/residential development with the provision of a public vehicle park (PVP);

Proposed Amendments

- (b) Amendment Item A: rezoning the Site (about 5,921m²) from “Other Specified Uses” annotated “Commercial Development with Public Vehicle Park” (“OU(CDWPVP)”) to “Residential (Group A) 4” (“R(A)4”) subject to a maximum domestic plot ratio (PR) of 7.5 and total PR of 9.0 for a building which was partly domestic and partly non-domestic, and a building height restriction (BHR) of 100mPD. Requirement for the provision of a PVP was stipulated under the Notes of the outline zoning plan (OZP);
- (c) appropriate design measures as well as the provision of interim car parking arrangement during demolition and construction stages of the redevelopment were proposed to be included in the Explanatory Statement (ES) of the OZP;
- (d) Amendment Item B: rezoning a strip of land from “OU(CDWPVP)” to an area shown as ‘Road’ to reflect the existing road alignment and lot boundary of the Site;

Provision of Government, Institution or Community (GIC) Facilities and Open Space

- (e) the planned provision of GIC facilities was generally sufficient to meet the demand of the overall planned population, except secondary school, hospital beds and some social welfare facilities for child care and elderly services. The shortfalls in the planned provision of secondary school and hospital beds were assessed on a wider district basis and hospital cluster respectively and could be addressed by the provision in the adjoining area within the Kowloon City District. As for child care centres and elderly services and facilities, the population-based requirements under the Hong

Kong Planning Standards and Guidelines, which were reintroduced recently, were long-term goals and the actual provision would be subject to the consideration of the Social Welfare Department. There was a surplus provision of 4.18ha of district open space in the Ma Tau Kok planning scheme area (the Area). For local open space, there was a shortfall of 6.96ha and a surplus provision of 2.16ha in the Area and the wider Kowloon City District respectively; and

Consultation

- (f) an information note on the draft OZP would be issued to the Kowloon City District Council during the exhibition period of the draft OZP.

42. The Chairman recapitulated that the proposed amendments were to take forward a s.12A application partially agreed by the Committee. Subject to the agreement of the Committee, the draft OZP would be exhibited for public inspection in accordance with the plan-making process under the Town Planning Ordinance.

43. A Member asked how the urban design elements proposed by the applicant in the s.12A application, such as better interface with the Carpenter Road Park, would be reflected in the OZP. In response, Ms Katy C.W. Fung, DPO/K, said that the design measures proposed in the s12A application had been incorporated in paragraph 8.3.9 of the draft ES, which included setback requirement on the western part of the Site, at-grade internal pedestrian passage to connect Carpenter Road and Carpenter Road Park, sensitive design adjoining Carpenter Road Park, and provision of areas for public use as a gathering place/performance venue and premises for community use. These elements would be incorporated as appropriate at the lease modification and building plan stages.

44. In response to a Member's question on the development programme of the commercial/residential development, Ms Katy C.W. Fung, DPO/K, said that the applicant had indicated in the s.12A submission that the total development timeframe was about 70 months but there was no information on when the applicant would commence the project.

45. In response to the Chairman's question, Ms Katy C.W. Fung, DPO/K, said that

subject to the agreement of the Committee, the draft OZP would be exhibited for public inspection and there would be a hearing of any representations received on the draft OZP. The applicant would also need to apply to the Lands Department for lease modification and submit general building plans to the Buildings Department.

46. After deliberation, the Committee decided to:

- (a) agree to the proposed amendments to the approved Ma Tau Kok OZP No. S/K10/26 and that the draft Ma Tau Kok OZP No. S/K10/26A at Attachment II of the Paper (to be renumbered as S/K10/27 upon exhibition) and its Notes at Attachment III of the Paper are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at Attachment IV of the Paper for the draft Ma Tau Kok No. S/K10/26A as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZP and the revised ES will be published together with the OZP.

47. Members noted that, as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if appropriate, before their publication under the Ordinance. Any major revisions would be submitted for the Board's consideration.

[The Chairman thanked Ms Katy C.W. Fung, DPO/K, and Mr Mak Chung Hang, STP/K, for their attendance to answer Members' enquiries. They left the meeting at this point.]

[Mr William W.L. Chan, Senior Town Planner/ Kowloon (STP/K) was invited to the meeting at this point.]

馬頭角分區計劃大綱圖的主要社區設施及休憩用地

設施種類	《香港規劃標準與準則》	《香港規劃標準與準則》的要求 (按規劃人口)	供應		剩餘／短缺 (與已計劃的供應相比)
			現有供應	已計劃的供應(包括現有供應)	
地區休憩用地	每100 000人 10公頃 [#]	13.43公頃	16.69公頃	17.61公頃	+4.18公頃
鄰舍休憩用地	每100 000人 10公頃 [#]	13.43公頃	5.37公頃	6.47公頃	-6.96公頃
中學	每40名 12至17歲青少年 設1間全日制學校課室 [%]	169間課室	87間課室	87間課室	-82間課室
小學	每25.5名 6至11歲兒童 設1間全日制學校課室 [%]	176間課室	252間課室	282間課室	+106間課室
幼稚園／ 幼兒園	每1 000名 3至6歲以下兒童 設34間課室 [%]	50間課室	94間課室	94間課室	+44間課室
警區警署	每200 000至 500 000人設1間	0間	0間	0間	0間
分區警署	每100 000至 200 000人設1間	0間	1間	1間	+1間

設施種類	《香港規劃標準與準則》	《香港規劃標準與準則》的要求 (按規劃人口)	供應		剩餘／短缺 (與已計劃的供應相比)
			現有供應	已計劃的供應(包括現有供應)	
醫院	每1 000人 設5.5張病牀 [^]	784張病牀	60張病牀	84張病牀	-700張病牀
診所／ 健康中心	每100 000人 設1間	1間	3間	4間	+3間
裁判法院 (8個法庭)	每660 000人 設1間	0間	0間	0間	0間
幼兒中心	每25 000名兒童 設100個 資助名額 ^{#@}	537個名額	197個名額	197個名額	-340個名額
綜合青少年服務 中心	每12 000名 6至24歲人士 設1間 [#]	1間	1間	1間	0間
綜合家庭 服務中心	每100 000至 150 000人 設1間 [#]	0間	3間	3間	+3間
長者地區 中心	每個人口 約170 000人或 以上的新發展區 設1間 [#]	不適用	1間	1間	不適用
長者鄰舍 中心	每個人口 15 000至 20 000人的新建 及重建房屋區羣 設1間(包括公營 和私營房屋) [#]	不適用	3間	3間	不適用

設施種類	《香港規劃標準與準則》	《香港規劃標準與準則》的要求 (按規劃人口)	供應		剩餘／短缺 (與已計劃的供應相比)
			現有供應	已計劃的供應(包括現有供應)	
社區照顧服務設施	每1 000名65歲或以上長者設17.2個資助名額 ^{#*} @	750個名額	233個名額	273個名額	-477個名額
安老院	每1 000名65歲或以上長者設21.3個資助牀位 ^{#*} @	928個牀位	775個牀位	1015個牀位	+87個牀位
圖書館	每200 000人設1間分區圖書館	0間	2間	2間	+2間
體育中心	每50 000至65 000人設1間 [#]	2間	2間	2間	0間
運動場／運動場館	每200 000至250 000人設1個／1間 [#]	0個／0間	0個／0間	0個／0間	0個／0間
遊泳池場館—標準池	每287 000人設1個場館 [#]	0個	0個	0個	0個

註：

分區計劃大綱圖涵蓋範圍的規劃人口約為 142 600 人。撇除流動人口，整體規劃人口約為 134 300 人。全部人口數字調整至最接近的百位數。

[#] 有關要求不包括流動人口。

[%] 有關要求不包括流動居民和流動人口(即只有常住居民)。

[^] 醫院病牀的供應由醫院管理局按區域評估。

^{*} 40%為中心為本的社區照顧服務，60%為家居為本的社區照顧服務。

[@] 此乃長遠目標，在規劃和發展過程中，社會福利署會就實際提供的服務作出適當考慮。

TPB/R/S/K10/27-

1

就草圖作出申述

Representation Relating to Draft Plan

參考編號

Reference Number:

210720-233830-61078

提交限期

Deadline for submission:

21/07/2021

提交日期及時間

Date and time of submission:

20/07/2021 23:38:30

「申述人」全名

Full Name of "Representer":

先生 Mr. 吳寶強

「獲授權代理人」全名

Full Name of "Authorized Agent":

與申述相關的草圖

Draft plan to which the representation relates:

S/K10/27

申述的性質及理由

Nature of and reasons for the representation:

有關事項 Subject Matters	性質 Nature	理由 Reason
S/K10/27	反對 Oppose	見下

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

再次強烈反對「殺雞取卵」拆卸九龍城廣場,改建住宅並納入最新的馬頭角分區大綱圖據城規會早前議決,將九龍城廣場由商業用途改為住宅用途。業主打算在成功更改土地用途後,拆廣場連停車場,興建2幢31層高,約850個住宅單位大廈。我們強烈反對,原因如下: 1)交通擠塞加劇 廣場現有約500個公眾停車位,是區內唯一的大型公眾停車場。清拆為豪宅後,雖然會興建584個私家車位,但因新建的豪宅單位共850個,故全部新建車位會被其新建的豪宅單位消化,不敷應用之餘,尚會額外多欠以百計的車位。即區內不但會即時減少約500個泊車位之餘,再額外增加數百個車位需求。現九龍城區內逢晚上交通擠塞嚴重,尤以星期五、六、日為甚。再減少近500個停車位後果堪虞,居民受交通擠塞、響鉸聲及空氣污染滋擾、生活肯定苦不堪言。 2)失去集體回憶及唯一可作休閒購物親子活動的廣場,居民強烈反對:九龍城廣場是區內唯一大型廣場,亦是區內居民的集體回憶,更是區內居民平日休閒購物的一個最重要地方。拆廣場不但令居民不便,失去區內唯一可作大型購物、休閒及親子活動的室內場地,亦令龍城區失去唯一一個地標。區內居民、多個法團向本處表示強烈反對。 3)失去區內唯一一個大型室內文娛活動表演場所:龍城區沒有社區會堂,故很多嘉年華會、文娛表演或主題展覽,如要使用室內場地,均會借用九龍城廣場內的地庫大堂。如拆卸九龍城廣場,區內唯一一個大型室內文娛活動表演場所亦會消失,居民亦會損失觀賞及參與很多大型活動的機會。 4)質疑經營廣場非無利可圖:廣場早年曾花以億元計裝修,引入品牌商店,至今廣場出租率甚高,無甚空舖,人流不俗,加上區內將有多個大型樓盤相繼落成,如豪門,太子匯,御·門前,曉薈、金·御門等,此新樓住客亦屬有消費力一群。加上已規劃並建設中的毗鄰的

舊機場發展計劃，亦會帶動區內人流。據傳媒報導，上手業主玩具大王蔡志明持有廣場9年期間，商場出租率達100%。我們質疑，在預期盈利保持及有可觀增長的前提下，業主仍急於立即要求改為豪宅，令人質疑是希望趁樓價高建住宅多賺一點，而絕非因經營困難，才被迫拆廣場改建住宅。5)拆地標如「殺雞取卵」，令社區失去長期增長動力九龍城廣場是九龍城的唯一的地標，亦是為區內市民提供室內大型購物、休閒、娛樂、親子活動的唯一場所。九龍城廣場未來亦會帶動區內的社區及經濟發展，令社區的配套規劃更平衡及多元，創造各方面可持續的效益。拆廣場建豪宅無疑是殺雞取卵，小撮人可即時得暴利，但社區卻失去長期增長動力6)商戶反對九龍城區以特色美食招徠，吸引外區人到區內消費，帶動經濟。廣場與食街乃互相依存的關係，吸引區內人。拆卸區內唯一大型商場，令外區人減少到九龍城消費，直接影響商戶及食店經營。區內商會向本處表示強烈反對。7)造成屏風，遮擋周邊大廈的通風及陽光拆廣場擬建的兩座豪宅，樓高31層，惟周邊大廈現只有約八層。而廣場位處於龍城舊樓區的外圍或邊緣地區。建31層高樓會遮擋毗鄰大廈的通風及陽光，對內街居民造成困擾及損害。祈閣下關注，體恤市民訴求，反對拆卸九龍城廣場，並將之納入馬頭角道分區大綱

致: 城規會甯漢豪主席暨各委員/ 規劃署鍾文傑署長

再次強烈反對拆卸九龍城廣場, 改建住宅**並納入馬頭角分區大綱圖(S/K10/27)**

據城規會早前議決, 將九龍城廣場由商業用途改為住宅用途。業主打算在成功更改土地用途後, 拆廣場連停車場, 興建2幢31層高, 約850個住宅單位大廈。我們強烈反對, 原因如下:

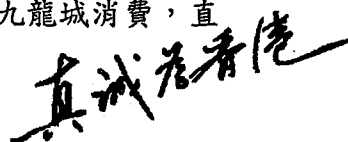
1) 交通擠塞加劇 廣場現有約500個公眾停車位, 是區內唯一的大型公眾停車場。清拆為豪宅後, 雖然會興建584個私家車位, 但因新建的豪宅單位共850個, 故全部新建車位會被其新建的豪宅單位消化, 不敷應用之餘, 尚會額外多欠以百計的車位。即區內不但會即時減少約500個泊車位之餘, 再額外增加數百個車位需求。現九龍城區內逢晚上交通擠塞嚴重, 尤以星期五、六、日為甚。再減少近500個停車位後果堪虞, 居民受交通擠塞、響鉸聲及空氣污染滋擾、生活肯定苦不堪言。

2) 失去集體回憶及唯一可作休閒購物親子活動的廣場, 居民強烈反對: 九龍城廣場是區內唯一大型廣場, 亦是區內居民的集體回憶, 更是區內居民平日休閒購物的一個最重要地方。拆廣場不但令居民不便, 失去區內唯一可作大型購物、休閒及親子活動的室內場地, 亦令龍城區失去唯一一個地標。區內居民、多個法團向本處表示強烈反對。

3) 失去區內唯一一個大型室內文娛活動表演場所: 龍城區沒有社區會堂, 故很多嘉年華會、文娛表演或主題展覽, 如要使用室內場地, 均會借用九龍城廣場內的地庫大堂。如拆卸九龍城廣場, 區內唯一一個大型室內文娛活動表演場所亦會消失, 居民亦會損失觀賞及參與很多大型活動的機會。

4) 拆地標如「殺雞取卵」, 令社區失去長期增長動力 九龍城廣場是九龍城的唯一的地標, 亦是為區內市民提供室內大型購物、休閒、娛樂、親子活動的唯一場所。九龍城廣場未來亦會帶動區內的社區及經濟發展, 令社區的配套規劃更平衡及多元, 創造各方面可持續的效益。拆廣場建豪宅無疑是殺雞取卵, 令社區卻失去長期增長動力

5) 商戶反對 九龍城區以特色美食招徠, 吸引外區人到區內消費, 帶動經濟。廣場與食街乃互相依存的關係, 吸引區內人。拆卸區內唯一大型商場, 令外區人減少到九龍城消費, 直接影響商戶及食店經營。

 真誠為香港

6)造成屏風，遮擋周邊大廈的通風及陽光 拆廣場擬建的兩座豪宅，樓高31層，惟周邊大廈現只有約八層。而廣場位處於龍城 舊樓區的外圍或邊緣地區。建31層高樓會遮擋毗鄰大廈的通風及陽光，對內街居民造成困擾及損害。

祈閣下關注，體恤市民訴求，反對拆卸九龍城廣場，並將之納入馬頭角分區大綱圖

2021年7月20日

吳寶強 九龍城區議員



真誠為香港

TPB/R/S/K10/27-

2

就草圖作出申述

Representation Relating to Draft Plan

參考編號

Reference Number:

210602-200417-50044

提交限期

Deadline for submission:

21/07/2021

提交日期及時間

Date and time of submission:

02/06/2021 20:04:17

「申述人」全名

Full Name of "Representer":

先生 Mr. Tong Che Wang

「獲授權代理人」全名

Full Name of "Authorized Agent":

與申述相關的草圖

Draft plan to which the representation relates:

S/K10/27

申述的性質及理由

Nature of and reasons for the representation:

有關事項 Subject Matters	性質 Nature	理由 Reason
九龍城廣場改為住宅和高度	反對 Oppose	九龍城長久以來都是低密度的你睇現在的樓宇都變牙籤樓和每星期塞車情況十分嚴重你不解決問題反而增加問題實屬不智和放寬高度嚴重影響附近住宅景觀和全九龍城各人都會到廣場購物我不明白為何你可以容許廣場拆卸得一個廣場和停車場都不保留有冇考慮過九龍城街坊的需要！影響是十分大的和迫切的懇請重新考慮因為廣場是我們九龍城的地標和國街坊購物的地方又是唯一的地方所以懇請繼續保留！

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

就草圖作出申述

Representation Relating to Draft Plan

參考編號

Reference Number:

210721-191402-07338

提交限期

Deadline for submission:

21/07/2021

提交日期及時間

Date and time of submission:

21/07/2021 19:14:02

「申述人」全名

Full Name of "Representer":

先生 Mr. Tons che wang

「獲授權代理人」全名

Full Name of "Authorized Agent":

Tong che wang

與申述相關的草圖

Draft plan to which the representation relates:

S/K10/27

申述的性質及理由

Nature of and reasons for the representation:

有關事項 Subject Matters	性質 Nature	理由 Reason
拆卸九龍城廣場	反對 Oppose	本人在九龍城出生煮了超過40年當初九龍城廣場開幕所有街坊都覺得真正有一個可以購物的商場大家都很開心，久而久之九龍城廣場，變了九龍城人生活的一部份因為不用跨區去買東西，我們各街坊從來都沒有想過政府會贊成拆卸，因為這一區得壹個商場和大型停車場，是唯一的，你們怎可以不照顧九龍城區的居民，讓一些咁重要的地標去起樓！在其他地區會有超過一個購物地方，但九龍城只有唯一一個商場和大停車場，我不明白你們作為政府怎可以有一個這樣的決定！這個決定根本是漠視成個區的需 要，如要發展重建應拆卸一些舊樓宇去重建不是拆一些當區居民有重要作用的建築，你自己決定令九龍城每一個居民都好失望，敬請重新考慮因為當區，全都是舊樓，很多行動不便的人士都只有在附近購物！請你們政府不要再為那些淨係為咗起樓賺錢的地產商，要真正考慮吓當區的居民有什麼需要來決定，你們的決定對我們成個區的居民有很大的影響，希望你重

新考慮這麼多人的需要！

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

tpbpd@pland.gov.hk

寄件者: [REDACTED]
 寄件日期: 2021年07月21日星期三 23:09
 收件者: tpbpd
 主旨: AMENDMENTS TO THE APPROVED MA TAU KOK OZP NO. S/K10/26

AMENDMENTS TO THE APPROVED MA TAU KOK OZP NO. S/K10/26

Dear TPB Members,

Item A – Rezoning of a site at 128 Carpenter Road from “Other Specified Uses” annotated “Commercial Development with Public Vehicle Park” (“OU(CDWPVP)”) to “Res (Group A) 4” with stipulation of BHR. Two towers / 850 Units / Retail podium / PR 9 / 100mPD / 633 Vehicle Parking on 5 underground levels

Item B – Rezoning of a strip of land adjoining the southern boundary of the “R(A)4” zone from “OU(CDWPVP)” to an area shown as ‘Road’.

Strong objections to the rezoning. The Site was planned and implemented as a public vehicle park (PVP) and local shopping centre to serve the immediate neighbourhood since 1993

It is clear from the minutes that the concerns of objectors to the Sect 12 application were not addressed. Members merely discussed the traffic and parking arrangements.

The impact of replacing the current 7-storey building with a BHR of 36Mpd as stipulated on the integrity of the park was not examined in detail. The BHR was clearly intended to ensure maximum enjoyment of the vista of the park for a district that is being transformed from low rise into a series of tall towers. In addition it will introduce a wall effect to the park and introduce visual obstruction and light pollution to the public facility designated as a retreat for members of the public where they can seek refuge from the stress of high rise living and crowded streets.

The development will accommodate more than 2,000 residents placing a further burden on community services but no GIC facilities are to be provided.

5.2 Although secondary school (-82 classrooms) and hospital (-700 beds) will be in deficits for the planned population in the Area, the provision of both facilities is assessed on a wider district basis and hospital cluster respectively, and can be addressed by the provision in the adjoining area within the Kowloon City District. As for child care centres and elderly services and facilities, the HKPSG requirements for these facilities, which were reintroduced recently, are long-term goals and the actual provision would be subject to the consideration of the Social Welfare Department in the planning and development process as appropriate.

Currently, there was a **LARGE deficit in the provision of elderly facilities (- 540 places) and child care centre facilities (- 350 places)** within the planning scheme area of the OZP. In the next stage of OZP amendment, the government, institution and community facilities requirements for the area under the HKPSG would be submitted to the Committee for consideration;

So in other words, procrastination and pass the buck. The need for services is current and growing but instead of ensuring that a development like this takes some responsibility for providing community services the developer is to be allowed to make lots of money from converting what is essentially a community service without giving anything back to the community, Oh I forgot, a passage way to the park.....

TPB members also failed in their duty to ensure that essential community services be delivered with a pitiful suggestion.

Members were of the view that the atrium at the centre of the proposed development could be developed as a gathering place or informal performance venue to meet the public needs

This is not enforceable and any such facilities will only be utilized to attract customers to a much smaller shopping arcade. The reduction in size of this facility will reduce retail services to a growing community. References to the planned URA development are misleading as, at least according to the spiel provided by URA in its application, its podium is intended to retain the spirit of the local Thai community and provide space for community focus services, blah, blah, blah.

Even the parking services are of a debatable nature. It is a well-known fact that drivers shy away from parking at lower basement levels as it takes time to enter and exit. I live opposite a mall with only 3 floors of parking and this trend is quite clear, drivers want to park on the closest floor to the street. Residents would naturally be allocated the more accessible parking slots with the more out of the way slots left for members of the public. It is likely that the facility will not address the parking and traffic issues in the district.

Attached are objections to S.12 application that remain applicable.

Mary Mulvihill
[REDACTED]

From: "mm1947" [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Tuesday, June 23, 2020 2:43:42 AM
Subject: Re: Y/K10/3 Kowloon City Mall

Dear TPB Members,

The goal posts were moved on this to allow further images to be added.

These clearly show that there will now be a wall effect on the periphery of the park. This may be in keeping with the Kowloon Walled City history but is certainly not compatible with what residents want with regard to the integrity of community parks. They should be a place where people can relax in the midst of greenery and nature and forget for a while about the all pervasive concrete that surrounds us.

Mary Mulvihill

From: "mm1947" [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Friday, June 5, 2020 1:18:41 AM
Subject: Y/K10/3 Kowloon City Mall

Dear TPB Members,

This is the same plan back again with some vague references that the traffic issues can miraculously be resolved.

That there are significant issues re parking in the district was reflected in the discussion at the Ma Tau Wai OZP on 3 June.

The previous application was submitted before the world was subjected to the devastating impact of the Covid epidemic. There is currently no vaccine available and it may be years before a solution is found. The virus has exposed deep flaws in both contemporary town planning policies and the priorities that govern our daily lives.

People now appreciate that health is our most important asset. The priority going forward is to concentrate on a life style that encourages good health and respect for nature.

This application has to be looked at with new eyes. It is quite clear that the park should be a stand alone facility that can be enjoyed by residents living on all four sides. We have now experience the stress of being confined to our homes for weeks on end and the impact it has on mental well being. To have a green panorama to gaze on would certainly be of great benefit.

The zoning of the small site at 148 Carpenter is an aberration that should never have been tolerated. Presumably this is related to historic issues as I can find no application for the site.

Unfortunately at the Nov meeting members fixated on traffic issues and there was no discussion about the impact of strong lights and reflection onto the park itself and the negative effect this has on flora, insects, birds and small wildlife.

Our parks should be oasis where we can escape from concrete and commercial pressures. Note that there are no images of the impact on park goes, particularly at evening/night time.

There are thousands of new units in the pipeline for this district. The park will soon be surrounded by a ring of towers. There should be a buffer to preserve its integrity and the important role it plays in providing a refuge where local people and visitors can relax and enjoy nature.

Previous objections upheld.

Mary Mulvihill

From: "mm1947" [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Friday, December 7, 2018 2:32:10 AM
Subject: Re: Y/K10/2 Kowloon City Mall

Dear TPB Members,

That the plaza was built on the park footprint in the first place was a flawed decision that impacts the ambiance of the park.

That a high rise building be allowed to intrude on the Jiangnan garden-style park is intolerable, particularly in view of the intensive redevelopment of the area and the need for tranquil garden park to serve the growing population.

Moreover this park is also an important historic and tourist destination.

Mary Mulvihill

From: [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Friday, September 21, 2018 10:21:14 PM
Subject: Y/K10/2 Kowloon City Mall

Y/K10/2

128 Carpenter Road, Kowloon City, Kowloon

Site area : About 5,921m²

Zoning : "Other Specified Uses" annotated "Commercial Development with Public Vehicle Park"
Proposed Amendment : Rezone to "Res (Group A) 4" 850 Units / 673 Parking

Dear TPB Members,

I strongly object to the application. The Kowloon City Mall is the only large mall serving both an existing and a growing community, there are many URA and other developments nearby. It was already closed down around a decade ago for renovation causing great inconvenience to local residents.

There is the unacceptable increase in height. This would cause a wall effect on the fringes of the district park. It would not only negatively impact the ambiance of the park but also block the green views currently enjoyed by many hundreds of residential units. This is a district with very little open space other than the park.

TPB must reject this application. Provision of residential units cannot be the overriding objective when it comes to planning a district that provides a reasonable quality and standard of living.

Mary Mulvihill

TPB/R/S/K10/27-
C1

就草圖的申述提出意見

Comment on Representation Relating to Draft Plan

參考編號

Reference Number:

210824-121915-46334

提交限期

Deadline for submission:

03/09/2021

提交日期及時間

Date and time of submission:

24/08/2021 12:19:15

「提意見人」全名

Full Name of "Commenter":

先生 Mr. Yung Ka Keung

「獲授權代理人」全名

Full Name of "Authorized Agent":

與意見相關的草圖

Draft plan to which the comment relates: S/K10/27

意見詳情

Details of the Comments:

申述編號	意見詳情
Representation No:	Details of Comments:
R1 - R3	<p>I agree with R1 to R3 which object to the Item A:</p> <p>a. Interim parking spaces of 60 during construction stage is much less than the 449 parking spaces currently provided. As illegal parking and double parking are very common in Kowloon City, the redevelopment of Kowloon City Plaza would worsen the situation</p> <p>b. There is no public nor planning gains for the rezoning proposal as no community and government facilities (e.g. child care centre or community care services facilities) are recommended. I feel ridiculous as the Government expressed in the paper that "... community facilities in the Area is generally sufficient to meet the demand...", but obviously there is shortage of elderly care facilities in the territory. I hope the Town Planning Board should note that providing 449 parking spaces in the future redevelopment IS NEITHER A PUBLIC NOR PLANNING GAIN, it is the RESPONSIBILITY of this site.</p> <p>c. I also disagree with imposing lease condition as a mean to ensure the provision of 449 parking spaces in future. There are some residential redevelopments in Kowloon City area proceeded without lease modification.</p>

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups



Re: AMENDMENTS TO THE APPROVED MA TAU KOK OZP NO. S/K10/26
29/08/2021 04:18

From: [REDACTED]
To: tpbpd <tpbpd@pland.gov.hk>
FileRef:

Dear TPB Members,

Reiterate that the development would eliminate the only shopping and leisure venue in Kowloon City. Development of an underground shopping Street at Kai Tak cannot substitute for a regular multi-storey amenity with windows and easy access. District malls serve as a social centre as performances, exhibitions and other community gatherings can be accommodated.

With dozens of new towers being developed in coming years that will surround the park, bear in mind the planned PH estates to the North and the many low rise dwellings to the West that are ripe for redevelopment, an uninterrupted view of the park enhances the quality of life and makes living in dog kennel sized homes a little more congenial.

Of course the operator wants to maximize returns but this is not guaranteed in the Basic Law. Every neighbourhood should have a variety of facilities and amenities, and this was the original intention.

Developers follow short term market trends. It is the duty of TPB to consider the best interests of the community. The current low rise building is a focal point for the community, its location beside the park encourages residents to take some time to relax before they go shopping.

Members have a duty to consider the big picture instead of concentrating on issues such as temporary arrangements for parking as was the case during the Sect 12 discussion.

Mary Mulvihill

[REDACTED]

From: "mm1947" [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Wednesday, July 21, 2021 11:08:45 PM
Subject: AMENDMENTS TO THE APPROVED MA TAU KOK OZP NO. S/K10/26
AMENDMENTS TO THE APPROVED MA TAU KOK OZP NO. S/K10/26
Dear TPB Members,

Item A – Rezoning of a site at 128 Carpenter Road from “Other Specified Uses”

annotated "Commercial Development with Public Vehicle Park" ("OU(CDWPVP)") to "Res (Group A) 4" with stipulation of BHR.

Two towers / 850 Units / Retail podium / PR 9 / 100mPD / 633 Vehicle Parking on 5 underground levels

Item B – Rezoning of a strip of land adjoining the southern boundary of the "R(A)4" zone from "OU(CDWPVP)" to an area shown as 'Road'.

Strong objections to the rezoning. The Site was planned and implemented as a public vehicle park (PVP) and local shopping centre to serve the immediate neighbourhood since 1993

It is clear from the minutes that the concerns of objectors to the Sect 12 application were not addressed. Members merely discussed the traffic and parking arrangements.

The impact of replacing the current 7-storey building with a BHR of 36Mpd as stipulated on the integrity of the park was not examined in detail. The BHR was clearly intended to ensure maximum enjoyment of the vista of the park for a district that is being transformed from low rise into a series of tall towers. In addition it will introduce a wall effect to the park and introduce visual obstruction and light pollution to the public facility designated as a retreat for members of the public where they can seek refuge from the stress of high rise living and crowded streets.

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So in other words, procrastination and pass the buck. The need for services is current and growing but instead of ensuring that a development like this takes some responsibility for providing community services the developer is to be allowed to make lots of money from converting what is essentially a community service without giving anything back to the community, Oh I forgot, a passage way to the park.....

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be delivered with a pitiful suggestion.

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Even the parking services are of a debatable nature. It is a well-known fact that drivers shy away from parking at lower basement levels as it takes time to enter and exit. I live opposite a mall with only 3 floors of parking and this trend is quite clear, drivers want to park on the closest floor to the street. Residents would naturally be allocated the more accessible parking slots with the more out of the way slots left for members of the public. It is likely that the facility will not address the parking and traffic issues in the district.

Attached are objections to S.12 application that remain applicable.

Mary Mulvihill
[REDACTED]

From: "[REDACTED]"
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Tuesday, June 23, 2020 2:43:42 AM
Subject: Re: Y/K10/3 Kowloon City Mall

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Mary Mulvihill

From: [REDACTED]

To: "tpbpd" <tpbpd@pland.gov.hk>

Sent: Friday, December 7, 2018 2:32:10 AM

Subject: Re: Y/K10/2 Kowloon City Mall

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Moreover this park is also an important historic and tourist destination.

Mary Mulvihill

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To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Friday, September 21, 2018 10:21:14 PM
Subject: Y/K10/2 Kowloon City Mall

Y/K10/2

128 Carpenter Road, Kowloon City, Kowloon

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Dear TPB Members,

I strongly object to the application. The Kowloon City Mall is the only large mall serving both an existing and a growing community, there are many URA and other developments nearby. It was already closed down around a decade ago for renovation causing great inconvenience to local residents.

There is the unacceptable increase in height. This would cause a wall effect on the fringes of the district park. It would not only negatively impact the ambiance of the park but also block the green views currently enjoyed by many hundreds of residential units. This is a district with very little open space other than the park.

TPB must reject this application. Provision of residential units cannot be the overriding objective when it comes to planning a district that provides a reasonable quality and standard of living.

Mary Mulvihill