

**Extract of Town Planning Board Guidelines
for Designation of Other Specified Uses annotated Mixed Use (“OU(MU)”) Zone and
Application for Development within “OU(MU)” Zone
under Section 16 of the Town Planning Ordinance (TPB PG-No. 42)**

1. Development Restrictions and Design Requirements

Development Restrictions

- 1.1 Reference should be made to the relevant Outline Zoning Plan (OZP) to find out whether there are any development restrictions, such as plot ratio and building height restrictions, applicable to each individual “OU(MU)” zone.

Design Requirements

- 1.2 Upon development/redevelopment/conversion of a building to a mixed-use development, the residential and non-residential portions within a building shall be physically segregated through appropriate building design. These building designs include the provision of separate entrances/lift lobbies/staircases and other appropriate means. The provision of residential and non-residential uses on the same floor will not be permitted. Under exceptional circumstances, relaxation of the requirement for physical segregation and no inter-mixing on the same floor may be considered by the Board on application under section 16 of the Town Planning Ordinance.
- 1.3 To prevent environmental nuisance caused by some uses in the non-residential portion of the buildings affecting environmentally sensitive uses, appropriate mitigation measures should be provided through stringent building design requirements and with reference to environmental legislation. The intention is to minimize any possible nuisance and disturbance caused by the non-residential uses to the residents in the same building.
- 1.4 When designing a composite building, particular attention should be paid to fire safety requirements and building safety considerations and other special building requirements for the relevant uses as appropriate, e.g. social welfare facilities involving residential care¹. For instance, schools should not be located at a height exceeding 24 metres above ground; residential care home for the elderly and child care centres for children aged 2 to 3 years should not be located at a height more than 12 metres above ground; domestic accommodation should not be provided within or immediately adjoining a place of public entertainment; and schools should not be located over shops.
- 1.5 Adequate parking and loading/unloading spaces should be provided in accordance with the relevant standards in the Hong Kong Planning Standards and Guidelines (HKPSG) for the various uses proposed within the development. In order to cater for possible change of use after completion of a mixed-use development, flexibility in the provision of carparking and loading/unloading spaces should be taken into account in the design of the development. Should the provision deviate from the requirement under the HKPSG, advice from the Transport Department should be sought at the project planning stage regarding the appropriate level of provision.

¹ It includes boys’/girls’ homes, residential care home for the elderly, residential home for people with disabilities, drug treatment and rehabilitation centre, half way houses, long stay care home, etc

- 1.6 In proposing the uses in a mixed-use development, due regard should also be given to the projected demand for open space and Government, institution and community facilities arising from the development and the existing and planned levels of provision of such facilities in the area or wider district. Advice from the Planning Department on this aspect may be sought. Local open space within the development itself should be provided in accordance with the HKPSG.
- 1.7 In proposing the different combination of uses within the “OU(MU)” zone, consideration should be given to environmental factors with a view to minimizing any possible nuisances arising from different uses.

2. Considerations for Assessing Planning Applications

- 2.1 An application for development within “OU(MU)” zone should demonstrate that the proposed development is in line with the planning intention of the zone. The applicant should demonstrate that the proposed development is not incompatible with the surrounding land uses/other uses within the same building, would not adversely affect the character and environment of the neighbourhood, and would not overstrain the capacity of existing and planned infrastructure in the area including transport, drainage, sewerage and water supply. The applicant should also demonstrate through proper assessment that no environmental pollution or nuisance would be created by the proposed mixed-use development.
- 2.2 Notwithstanding para. 2.1 above, any proposed development that will bring variety of uses and enhance the character, vitality and vibrancy to the area will be given favourable consideration.
- 2.3 For any application involving a new development/redevelopment/conversion of an existing building, the applicant should demonstrate that physical segregation has been provided to separate residential uses from non-residential uses within the same building to ensure that the proposed use in either the residential portion or non-residential portion of the building would not create interface problems with uses within the other portion of the building. The building designs for physical segregation include the provision of separate access/entrance/lift lobbies/staircases and any other appropriate means.
- 2.4 For applications within an existing mixed-use building before its redevelopment/conversion, the applicant will need to come up with practical and implementable measures/proposals to minimize the nuisance or interface problems caused to other uses within the building. The Board will consider each planning application on its individual merits, taking into account comments from relevant Government departments.
- 2.5 Adequate parking and loading/unloading spaces should be provided in accordance with the relevant standards in the HKPSG for the various uses proposed within the development. In order to cater for possible change of use after completion of a mixed-use development, flexibility in the provision of carparking and loading/unloading spaces should be taken into account in the design of the development. Should the provision deviate from the requirement under the HKPSG, advice from the Transport Department should be sought at the project planning stage regarding the appropriate level of provision.
- 2.6 All other statutory and non-statutory requirements of relevant Government departments including fire safety and building safety requirements must also be met.

Similar Application

Approved Application

Application No.	Proposed Development (Location)	Zoning	Plan	Date of Consideration (MPC)
A/K3/600	Proposed minor relaxation of domestic plot ratio restriction from 7.5 to 8.5 (+1 or +13.3%) for permitted residential development with commercial and GIC uses (1-27 Shantung Street (odd nos.), 1-23 Thistle Street (odd nos.), 2L-2M Nelson Street, a portion of Thistle Street Rest Garden and Adjoining Government Land, Mong Kok, Kowloon)	“Residential (Group A)”	Approved URA Shantung Street/Thistle Street DSP No. S/K3/URA4/2	24.1.2025

Advisory Clauses

- (a) to note the comments of Chief Estate Surveyor/Urban Renewal, Lands Department (LandsD) that the applicant is required to submit a land grant application to LandsD for the implementation of the proposed development. There is no guarantee that the application will be approved. If the land grant application is subsequently approved by LandsD acting in its capacity as the landlord, it will be subject to such terms and conditions (including payment of premium and administrative fee) as considered appropriate by LandsD at its absolute discretion;
- (b) to note the comments of the Commissioner for Transport that:
 - (i) the applicant should plan for pedestrians/walkability in connection with the proposed development and incorporate necessary pedestrian planning elements and enhancement measures. Pedestrian planning framework concept and approach should be adopted to conduct pedestrian planning. The five plans, i.e. the Urban Design Plan, Urban Grid Plan, Pedestrian Network Plan, Link and Place Typology Plan and Pedestrian Improvement Plan, should be provided for her further comment;
 - (ii) the applicant should recognise the need for the ‘three-zone concept’ as stipulated in the Hong Kong Planning Standards and Guidelines and Transport Planning and Design Manual to determine the overall footpath width including the spaces for not only the “Through Zone” but also the “Building Frontage Zone” and the “Street Furniture & Greening Zone” when opportunity arises; and
 - (iii) for Sites A1 to A5, provision of ground floor setback with building canopies should be suitably considered so as to provide minimum footpath width in the existing area.
- (c) to note the comments of the Director of Environmental Protection that:
 - (i) the applicant shall beef up the discussion of air quality impact of the air sensitive receivers due to the design change when comparing to the approved Development Scheme Plan (DSP) notional scheme in the environmental assessment (EA). Requirement for submission of an updated air quality impact assessment shall be stipulated in the land grant to ensure the latest/revised design of the proposed development would be designed to demonstrate compliance with the Air Quality Objectives; and
 - (ii) in line with his previous advice on the approved DSP in 2024, requirement for submissions of a noise impact assessment, a land contamination assessment, and a sewerage impact assessment (SIA) shall also be stipulated in the land grant to ensure full noise compliance of the latest/revised design of the proposed development, the carrying out of remediation works (if needed) for the proposed development site prior to development, and no adverse sewerage impact will be generated from the proposed development to the nearby sewerage system respectively;
- (d) to note the comments of the Chief Engineer/Mainland South, Drainage Services Department that:

- (i) as the drainage system in the area is subject to tidal influence, the combined effect of the rain and tide for the proposed connection pipes and diversion scheme should be duly considered with reference to Section 6.4 of the Stormwater Design Manual (SDM). In addition to the proposed new connection pipes, review of the existing drainage system downstream of the proposed discharge points to public drains shall be included;
 - (ii) measures to mitigate additional discharge, e.g. retention and detention facilities and blue-green design under Clause 3.2.2 of SDM in view of the proposed significant change of unpaved area to paved area, should be considered, particularly under Site B;
 - (iii) the proposed methodology/approach of the SIA should be subject to views and agreement of the Environmental Protection Department as the planning authority of sewerage infrastructure; and
 - (iv) the future development should conduct survey and necessary measures to ensure the existing condition of the pipes match with the assumption in the drainage impact assessment and SIA;
- (e) to note the comments of the Chief Engineer/Construction, Water Supplies Department (WSD) that in case it is not feasible to divert the affected water mains, a waterworks reserve within 1.5 metres from the centre line of the water mains shall be provided to WSD. No structure shall be built or materials stored within this waterworks reserve. Free access shall be made available at all times for staff of the Director of Water Supplies or their contractor to carry out construction, inspection, operation, maintenance and repair works;
- (f) to note the comments of the Chief Building Surveyor/Kowloon, Buildings Department (BD) that:
- (i) detailed comments under the Buildings Ordinance (BO) on individual sites for private development such as permissible plot ratio, SC, means of escape, emergency vehicular access (EVA), private streets and/or access roads, barrier free access and facilities, open space, and compliance with the sustainable building design guidelines, etc., will be formulated at the building plan submission stage; and
 - (ii) all building works are subject to compliance with the BO;
- (g) to note the comments of the Director of Fire Services that:
- (i) detailed fire services requirements will be formulated upon receipt of formal submission of general building plans or referral of application via relevant licensing authority; and
 - (ii) the provision of EVA in the proposed development shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by BD;
- (h) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department that:

- (i) in the event that the wind enhancement features are not adopted in the future design scheme, the applicant should conduct further air ventilation assessment study to demonstrate the wind ventilation performance of the final scheme design;
 - (ii) the provision of footbridges between the proposed towers in Sub-area (1) should not jeopardise visual permeability and a sense of visual continuity and openness in urban setting should be maintained;
 - (iii) appropriate pedestrian connections between the public vehicle park (PVP) and the southern street frontage of the Waterway Park should be provided to promote the “Park n’ Walk” concept;
 - (iv) approval of the application does not imply approval of tree works such as pruning, transplanting and felling. Application for any tree works should be submitted to relevant departments for approval; and
 - (v) approval of the application does not imply approval of the site coverage (SC) of greenery requirements under Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152. The SC of greenery calculation should be submitted separately to BD for approval; and
- (i) to note the comments of the Commissioner of Police that:
- (i) the developer should ensure an internal vehicular holding area within the site footprint before the PVP’s entry gate to contain waiting vehicles off the public road. In addition, an automated and real-time display system on the PVP’s parking availability should be installed on approach roads (e.g. Boundary Street and Sai Yee Street) and linked to the traffic platforms of the Transport Department in order to divert drivers upstream when the PVP is full; and
 - (ii) the applicant should submit a detailed plan for his assessment regarding critical issues brought up including the physical widening of pedestrian crossings (P4 and P16), the traffic and pedestrian arrangements for the pre-Lunar New Year surge, and the queuing management for the PVP, which will be thoroughly examined during the detailed design stage.

Detailed Departmental Comments

Environmental

1. Comments of the Director of Environmental Protection:

- (a) on air quality, while insurmountable impact is not anticipated, the applicant shall beef up the discussion of air quality impact of the air sensitive receivers due to the design change when comparing to the approved Development Scheme Plan (DSP) notional scheme in the environmental assessment (EA). Requirement for submission of an updated air quality impact assessment shall be stipulated in the land grant to ensure the latest/revised design of the proposed development would be designed to demonstrate compliance with the Air Quality Objectives;
- (b) on noise, according to the EA, exceedance of fixed noise impact was identified at the flat units along the façade of Tower 1 and Tower 3 with a direct view to the Mong Kok Stadium. The maximum stadium noise is found to be ~72dB(A) in Tower 1 and ~71dB(A) in Tower 3, exceeding the relevant noise standard 70dB(A) for daytime and evening time (Acceptable Noise Level of “Area Sensitivity Rating C” with no night-time operation of the stadium). As for traffic noise impact, with mitigated measures such as acoustic windows, acoustic balconies and fixed glazing, the compliance rate of traffic noise impact is ~97.8% only and noise exceedance is found in 34 no. of unit flats. For railway noise arising from the East Rail Line, the predicted noise levels comply with the relevant criteria. In line with his previous advice on the approved DSP in 2024, requirement for submission of a noise impact assessment shall be stipulated in the land grant to ensure full noise compliance of the latest/revised design of the proposed development;
- (c) on land contamination, it is noted from the EA that the conclusion for land contamination for the DSP notional scheme remains valid and therefore there is no updated submission of land contamination assessment. Notwithstanding, in line with his previous advice, requirement for submission of a land contamination assessment and the carrying out of remediation works (if needed) for the proposed development site prior to development shall be stipulated in the land grant;
- (d) on sewerage, according to the Sewerage Impact Assessment (SIA), insurmountable sewerage impact arising from the proposed development is not anticipated. Since the revised notional design is subject to change at detailed design stage, a requirement for submission of a SIA submission shall be stipulated in the land grant to ensure the proposed development would not cause adverse sewerage impact to the nearby sewerage system; and
- (e) the following textual suggestions on the EA submission are for information and follow up by the applicant:
 - (i) due to the presence of outstanding modelling comments in the previous DSP submission, suggest amending all descriptions of “*previously approved EA report*” to “*previous EA report from the approved OZP*”;
 - (ii) section 3.2.4: suggest amending as follow: “*Since the notional layout is conceptual and indicative for assessment purposes under the current S.16 Application, an updated Air Quality Impact Assessment shall be conducted at a detailed design stage*”

to confirm compliance with the prevailing Air Quality Objectives under the new/revised design”; and

- (iii) sections 3.3.1 and 6.1.3: suggest adding the following sentence at the end “*An updated Air Quality Impact Assessment shall be conducted at a detailed design stage to confirm compliance with the prevailing Air Quality Objectives under the new/revised design*”.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 260730-215813-45646

提交限期
Deadline for submission: 07/08/2026

提交日期及時間
Date and time of submission: 30/07/2026 21:58:13

有關的規劃申請編號
The application no. to which the comment relates: A/K3/603

「提意見人」姓名/名稱
Name of person making this comment: 先生 Mr. Allan

意見詳情
Details of the Comment :

我在這區住了40年了, 我以前享有無際的天空, 希望你不要把他變成一個大墳墓, 冇人會希望自由被封閉, 我買該區物業的時候, 是因為這無盡的天空 . 如果你真的是封閉我的天空, 必須付出補償 !

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號**

260801-133026-03585

Reference Number:**提交限期**

07/08/2026

Deadline for submission:**提交日期及時間**

01/08/2026 13:30:26

Date and time of submission:**有關的規劃申請編號**

A/K3/603

The application no. to which the comment relates:**「提意見人」姓名/名稱**

先生 Mr. Brian Wong

Name of person making this comment:**意見詳情****Details of the Comment :**

加劇交通負：洗衣街及界限街一帶交通已十分繁忙。放寬總樓面面積將增加人口及車流量，加劇交通擠塞與空氣污染。

社區配套不足：人口增多後，現有休憩用地、醫療與康體設施難以負荷。

景觀與通風惡化：增加樓面與建築公用體積將對周邊構成更重視覺壓迫。

未見申請人對上列問題有何解決方案，亦沒有得悉申請人對周邊受影響持份者如周邊的居民有何補償方案。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 260802-231012-23571

提交限期
Deadline for submission: 07/08/2026

提交日期及時間
Date and time of submission: 02/08/2026 23:10:12

有關的規劃申請編號
The application no. to which the comment relates: A/K3/603

「提意見人」姓名/名稱
Name of person making this comment: 先生 Mr. WONG

意見詳情
Details of the Comment :

反對，洗衣街與花墟道一帶的交通在假日及繁忙時間已極為擠塞。一口氣增加至1,080個住宅單位，勢必帶來大量新增常住人口，令區內原本就非常緊張的道路交通、公共運輸、醫療、教育以及康樂基礎設施承受更大壓力，嚴重影響現有居民的生活質素

4

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

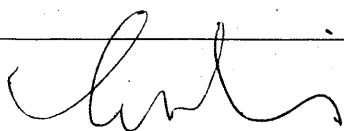
A/K3/603

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

本法國(園藝街5號)，強烈反對興建
T1+T2+T3 全新住宅+酒店，高度至
150mPD，對周边环境密度，人流，又兩套
興建地點不能再大量容納人流，例如
龍塘道、洪衣街、運新橋道+園藝街
非常多行人+行車流量，絕不能再容納住戶
「提意見人」姓名/名稱 Name of person/company making this comment

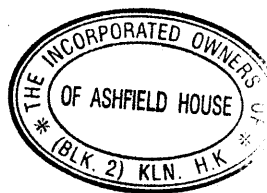
簽署 Signature



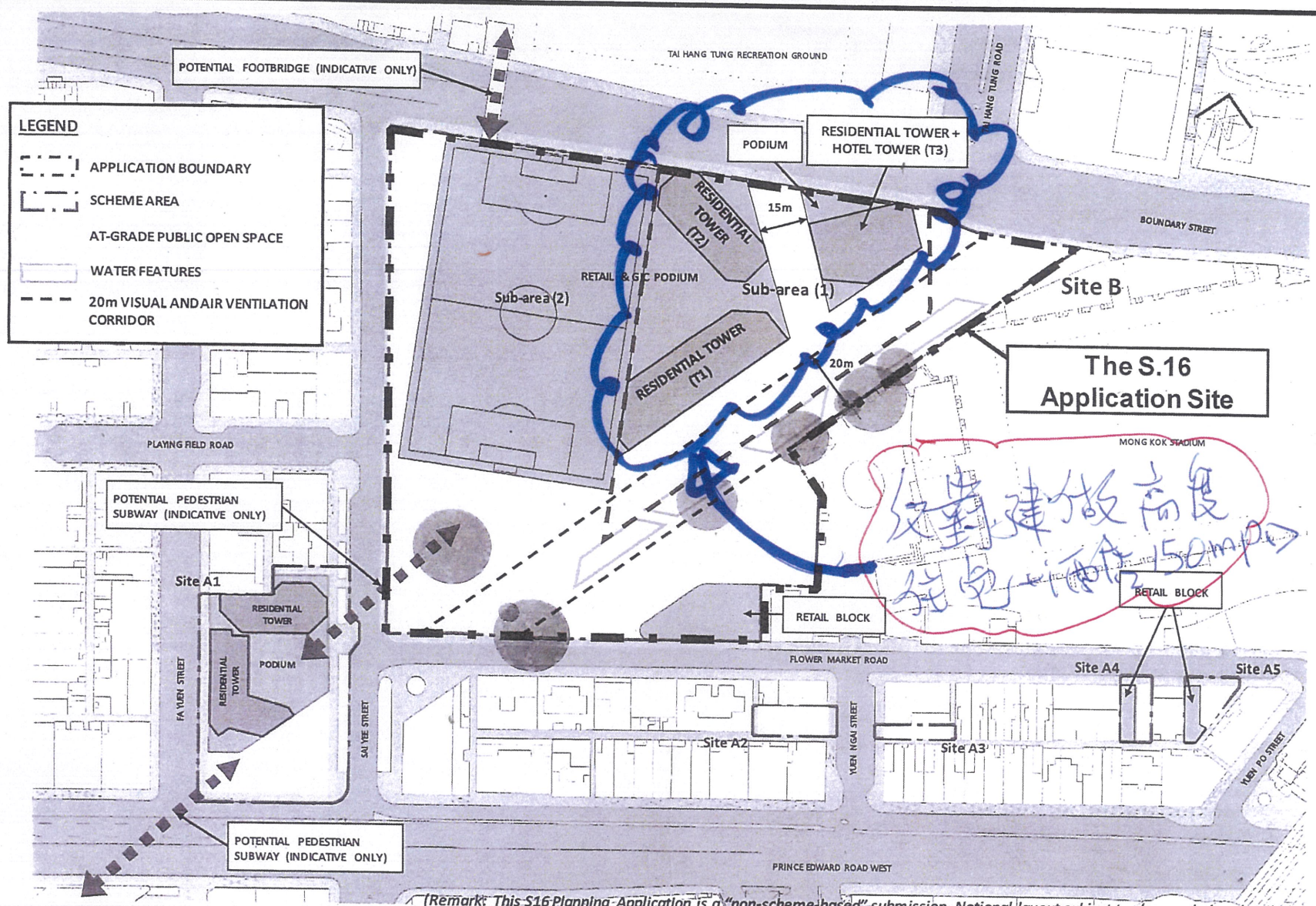
黃立雄
法國主席

日期 Date

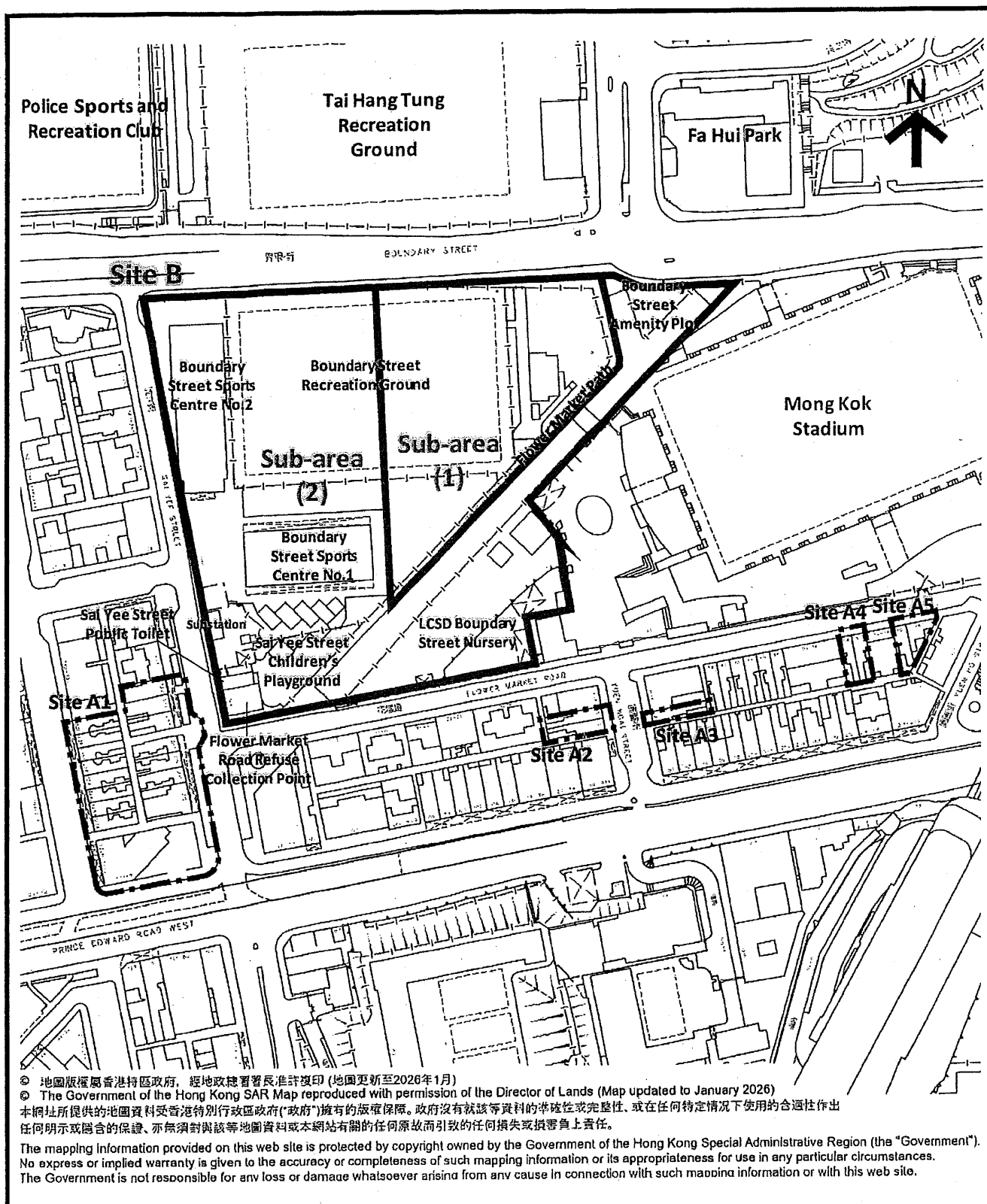
4/8/2026



4



(Remark: This S16 Planning Application is a "non-scheme-based" submission. Notional layout subject to change during detailed design stage)



Application Site



Scheme Area

EXTRACTED PLAN PREPARED ON
22.04.2026 BASED ON SURVEY SHEET
NO. T11-NW-14D

Site Plan

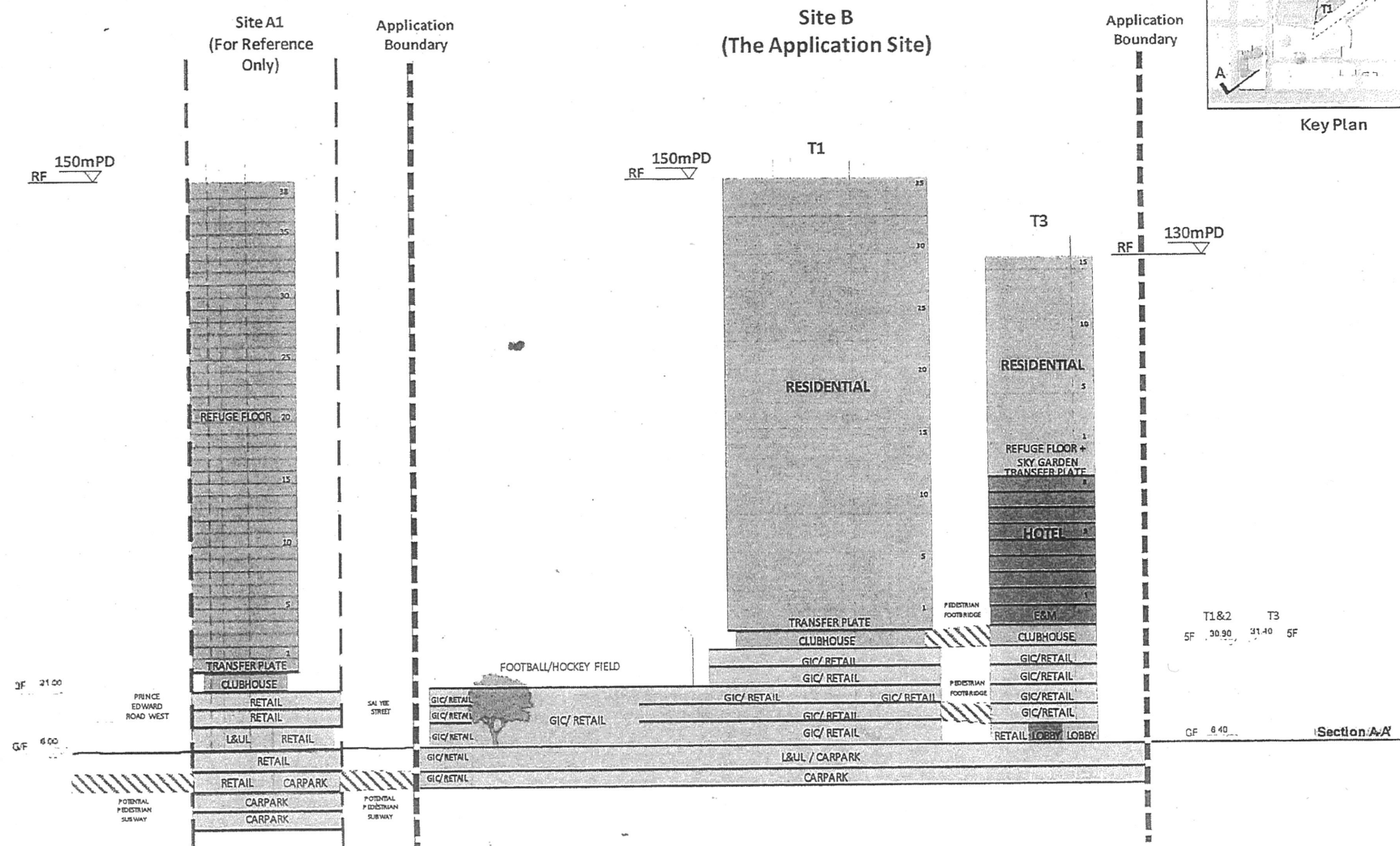
Sai Yee Street /
Flower Market Road
Development Scheme (YTM-013)

Scale: 1:2000



Figure 2.2

4



(Remark: This S16 Planning Application is a "non-scheme-based" submission. Notional layout will be subject to change during detailed design stage)



Sai Yee Street / Flower Market Road
Development Scheme (YTM-013)

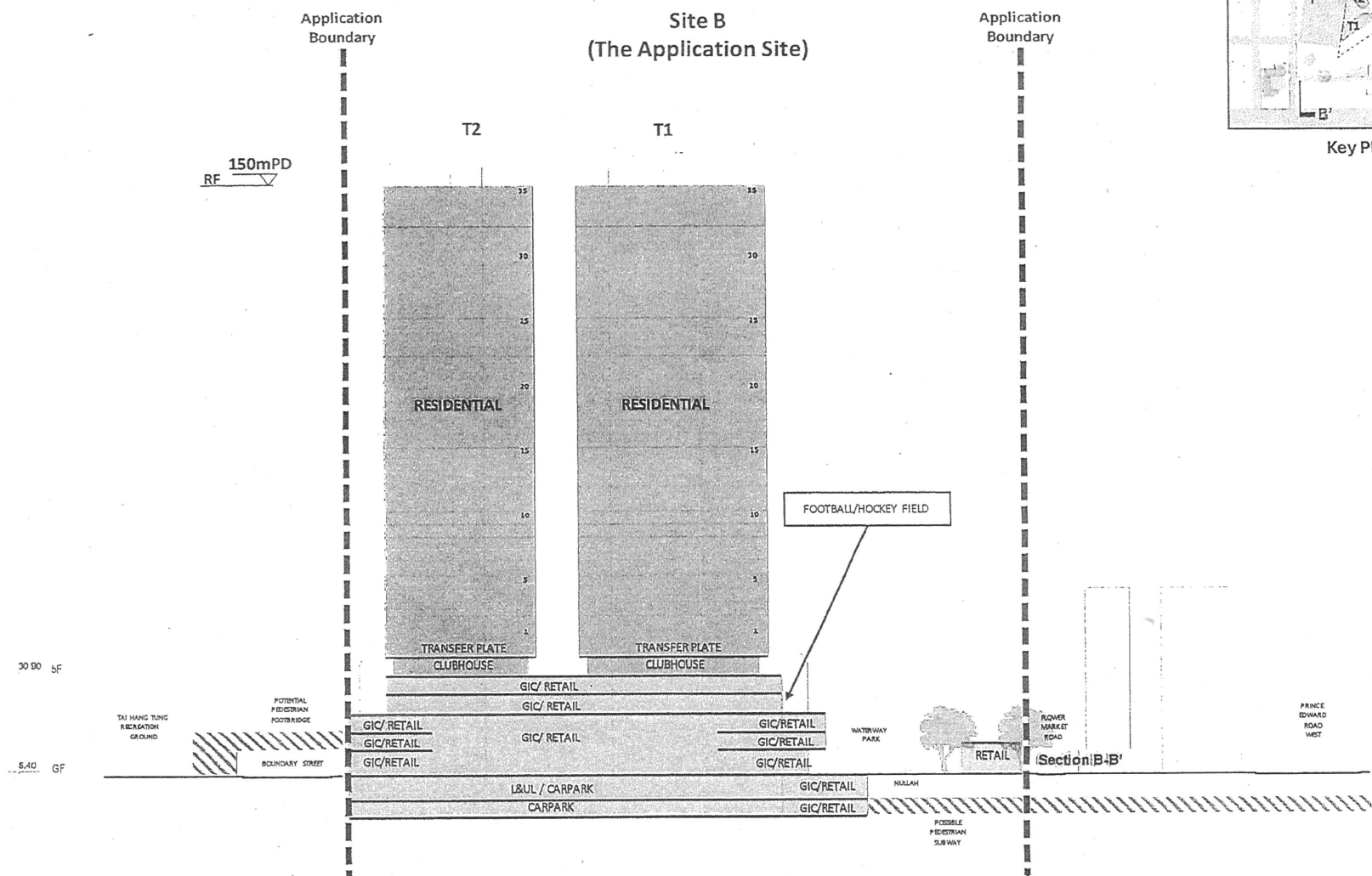
Figure 3.2a

Notional Section Plan (A)

Not drawn to scale

June 2026

4



(Remark: This S16 Planning Application is a "non-scheme-based" submission. Notional layout will be subject to change during detailed design stage)



Sai Yee Street / Flower Market Road
Development Scheme (YTM-013)

Figure 3.2b

Notional Section Plan (B)

Not drawn to scale

June 2026

tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年08月07日星期五 21:44
收件者: tpbpd/PLAND
主旨: Re A/k3/603 九龍旺角界乎於界限街、洗衣街、花墟道及旺角大球場的政府土地(包括政府撥地編號 GLA-K254; GLA-K150; GLA-K423(部份); GLA-K234、花墟徑以及毗連未批租及撥用的政府土地)
附件: 附件1b.jpg; 附件1c.jpg; 附件1a.jpg
類別: Internet Email

有關申請編號 A/K3/603

致委員會各位：

有關上述申請，本人(Tony Cheung WY)並無反對意見。但觀看申請資料及圖劃後，初步發現有少許疑惑，希望經本人表達後，有望能進一步跟進。

1：有關洗衣街公廁拆卸方面，案圖劃暫時未見重建有'24 小時可以使用的公廁'，在塘尾道以東，亞皆老街以北為界(見附件 1a)，除旺角道公廁之外，如下只有洗衣街公廁。但旺角道公廁對於司機來說，並不友好。因為旺角道公廁對開馬路，是 24 小時禁區，不能停泊車輛。而洗衣街公廁則可以。尤其是每晚 23：30 至第二天早上 6：30 期間，平均每日有 60 人次使用該設施(特別是 23：30-02：30 和 05：15-06：30 期間)。而且，自亞皆老街遊樂場附屬公廁關閉後，來自九龍城向旺角方向(附件 1b)來的出租車及的士多了，間接增加旺角區 24 小時運作公廁的使用量(雖然九龍城有多個公廁，但架車來說方向不對)。加上由獅子山隧道出九龍經天橋落九龍塘到旺角，除相反方向的九龍塘公共運輸交匯處公廁(附件 1b)是 24 小時外，沿路最近的 24 小時公廁便是洗衣街公廁。

希望盡可能在原地重建 24 小時運作的公廁。而在拆卸和重建期間，希望在水渠道花園至水渠道休憩處(附件 1c)，尋找可作臨時/本永久的 24 小時運作的公廁(除方便出租車/的士相關的司機和乘客外，也方便附近使用通宵的中港和香港的交通車輛的司機和乘客)。

九龍城區

除公廁外，公用場地（例如：公園、文化及體育中心）及商業樓宇（例如：購物商場）亦設置有供市民使用的廁所設施。





城市規劃委員會

法定規劃綜合網站 3





	公廁名稱	地址	備註
	晏架街遊樂場公廁 *	晏架街遊樂場	
	洋松街公廁 *#	洋松街105號	
	旺角道公廁 *	旺角道6號，上海街與旺角道交界 (近旺角道遊樂場)	
	奶路臣街公廁 *	廣東道1024號 (近香港康得思酒店)	
	博文街公廁 *	深旺道1號奧運站	
	砵蘭街公廁 *	砵蘭街193號 (近朗豪坊商場)	
	洗衣街花園公廁 *	洗衣街花園	
	洗衣街公廁 *	洗衣街188號 (近旺角花墟)	

tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年08月07日星期五 23:28
收件者: tpbpd/PLAND
主旨: A/K3/603 URA SAI YEE STREET
類別: Internet Email

A/K3/603

Government Land bounded by Boundary Street, Sai Yee Street, Flower Market Road and Mong Kok Stadium (covering GLA-K254, GLA-K150, portion of GLA-K423, GLA-K234, Flower Market Path and the Adjoining Unleased and Unallocated Government Land), Mong Kok

Site area: Sub-area (1): About 7,170 sq.m

Zoning: "Other Specified Uses" annotated "Mixed Use (2)"

Applied Development: 3 Towers / 1,080 Units / Hotel / Shops / GIC / PR 9 / 15mPD / 230 Vehicle Parking

Dear TPB Members,

Strongest Objections. URA is shameless.

During the OZP meeting both objectors and board members pointed out that demand for commercial space is expected to remain subdued for years to come and there is a surplus even in desirable CBD locations. This corner of MKK has no synergy and a large commercial building at a nearby and more attractive location that will take time to fill is under construction nearby. However, URA insisted its plan was sound. Of course, this had nothing to do with market conditions but to bolster a "Mixed Use" zoning.

Depriving the community of a large at grade sports field, two sports centres, local open space 200+ trees, ping pong tables, children's playground, etc just to build flats was considered risky.

But now with the zoning approved the URA reveals its true intention, that this is effectively a residential development.

Re the commercial tower, while there is low demand for offices, Hong Kong is now facing a shortage of hotel rooms. Many hotels are being converted to student hostels, with more under consideration. At the same time the Tourism Commission insists that Hong Kong must attract more visitors who stay overnight. While a number of hotels are under application for NT, the intention of some of the operators is suspect. And anyway, who would want to stay up north on a construction site when most of the attractions are a long way south in Kowloon and HK Island?

This location overlooking the Flower Market and close to other markets and a short ride from Kai Tak would be particularly attractive to visitors from the West. The tower should be an hotel.

The increase in residential units is in complete negation of the pledge made by URA to reduce residential density in MKK via its 'concept plans'.

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Board members have a duty to consider what is in the best long-term interest of Hong Kong rather than pander to the fiscal problems facing the URA. The board should concentrate on what is the best land use.

The application should be rejected.

Mary Mulvihill

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 260807-131532-79568

提交限期
Deadline for submission: 07/08/2026

提交日期及時間
Date and time of submission: 07/08/2026 13:15:32

有關的規劃申請編號
The application no. to which the comment relates: A/K3/603

「提意見人」姓名/名稱
Name of person making this comment: 先生 Mr. Sam Hau

意見詳情 Details of the Comment :

I oppose this application.

As a resident in the nearby Yau Yat Chuen area, this playground and footpath is an area that I visit or pass by regularly, and have ample opportunities of witnessing how this area has been enjoyed by not only the residents immediately nearby, but also by people of a much wider area.

This has been a popular spot for the elderly to play ping-pong, chess or just sit out under the trees and the shades of the Sport Centres. And on Sundays, the footpath and the playground are populated by foreign domestic helpers in this area (or beyond).

As is clear from the map, anyone could see that in the vicinity, the only other comparable public space is the Fa Hui Park across the Boundary Street, of which half of the area being courts and fields for ball games, unsuitable for the above said activities, which means that only half of its area (that's about the same size as the subject area under review) is available to similar leisure activities as described above.

For the entire and yet unknown period of redevelopment, the available public space for these people would be reduced by half. Not only would the existing users of this area be affected, it is foreseeable that the Fa Hui Park would be more crowded and its condition worsen for everyone, as more people will have to move their usual activities to the Fa Hui Park instead.

Apart from the impact on people, this area has been a vibrant environment for various flora and fauna. The banyan trees in particular, are precious to wildlife and to the people.

Not to mention the Sport Centres that have always been popular. In the proposed so called waterway park or whatever it is to be called. The loss of this indoor sports venue has not been accounted for and properly compensated.

The same applies to the outdoor field just next to the two Sport Centres.

The adverse impact of such project has clearly been underestimated.

Further, if, as proposed, this area is to be development into a high-rise multi-use development project, it is clear that the number of users of such area would only go up. Even if the existing area is entirely reinstated in the redeveloped site, with more people expected to use that area, the average area available would only go down, along with the quality experienced by users. This is clearly not an improvement.

This entire redevelopment project is clearly ill-conceived, without due regard to the daily lives of residents in the area and a great disruption to an already lively and comfortable neighborhood.

I urge the Board to reject this application.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號**

260807-030636-46075

Reference Number:**提交限期**

07/08/2026

Deadline for submission:**提交日期及時間**

07/08/2026 03:06:36

Date and time of submission:**有關的規劃申請編號**

A/K3/603

The application no. to which the comment relates:**「提意見人」姓名/名稱**

先生 Mr. David Chow

Name of person making this comment:**意見詳情****Details of the Comment :**

本人對洗衣街 / 花墟道發展計劃及規劃申請 A/K3/603 表示反對，並促請市區重建局及城市規劃委員會重新檢視有關規劃方案。

本人並非反對增加房屋供應，亦理解香港需要增加住宅土地及提高土地利用效率。然而，本人認為增加住宅供應不應以犧牲現有社區體育及康樂設施作代價。

一、區內體育及康樂設施已長期不足

旺角、太子及花墟一帶人口密集，現有體育館、球場及休憩空間一直供不應求。

社區設施的作用不僅是提供休閒空間，更是支援青少年運動發展、長者健康及居民生活質素的重要公共資源。

本人認為，在現時康體設施已明顯不足的情況下，將現有運動場及公共康樂用地改作住宅發展，將會進一步削弱區內公共設施供應，對居民造成長遠影響。

二、水道公園不能取代運動場及體育設施

本人對項目內建議的「城市水道公園」概念有重大保留。

洗衣街及花墟道一帶既非海濱地區，亦沒有天然河流、水道或相關歷史背景。所謂「城市水道」主要屬人造景觀概念，與地區實際需要並不相符。

本人認為：

公園不等於運動場；

景觀設施不等於體育設施；

人造水景不能滿足居民對運動空間的需求。

即使增加公園面積，亦無法補償失去運動場及康體設施所帶來的影響。

市區珍貴土地應優先用於居民實際需要的社區設施，而非大量投放資源於概念性景觀工程。

三、市區更新資源應優先投放於更迫切舊區

本人支持市區更新工作，但認為香港目前仍有不少地區較花墟一帶有更急切的重建需要。

例如：

大角咀部分高齡住宅群；
深水埗大量五、六十年以上樓齡的舊樓；
土瓜灣部分老化住宅及工業區。

上述地區普遍存在：

樓宇老化；
維修困難；
消防安全風險較高；
居住環境欠佳等問題。

相比之下，花墟一帶仍保留獨特地區特色及相對完整的社區功能。本人認為市建局應優先處理更迫切及更具公共利益的重建項目，而非將大量資源投放於具爭議性的特色景觀工程。

四、應保留現有社區資產

本人認為城市更新不應單純以增加住宅單位數目為目標，而應平衡以下各項社區需要：

房屋供應；
體育設施；
公共休憩空間；
社區服務；
地區特色保育。

若重建最終導致運動場消失、康體設施減少及公共空間縮減，將與改善居民生活質素的原意背道而馳。

結論

基於區內體育設施不足、水道公園未能取代運動場功能，以及香港其他地區存在更迫切重建需要等原因，本人反對現時洗衣街／花墟道發展方案及規劃申請 A/K3/603。

本人促請市區重建局及城市規劃委員會重新檢討有關規劃，保留現有康體設施及公共空間，並把有限的市區更新資源優先投放於更有需要的舊區重建項目。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

260807-110725-09060

Reference Number:

提交限期

07/08/2026

Deadline for submission:

提交日期及時間

07/08/2026 11:07:25

Date and time of submission:

有關的規劃申請編號

A/K3/603

The application no. to which the comment relates:

「提意見人」姓名/名稱

小姐 Miss Andrea Tseng

Name of person making this comment:

意見詳情

Details of the Comment :

這裡是附近居民一帶嘅運動複合設施，每天也會有很多不同年紀的人在這裡做運動同休憩。

附近這麼多民居，如果少了這個運動複合設施為大家服務，市民嘅運動休憩場所將會消失，並且將來要將這裡起作民居，就只會更多市民無從找地方做室內運動及休憩，生活擠迫之餘更沒有地方維持健康身心，得不償失。

希望政府能考慮市民嘅身心及生活質素，考慮撤銷這個規劃。

謝謝。

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tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年08月07日星期五 1:43
收件者: tpbpd/PLAND
主旨: 就洗衣街 / 花墟道發展計劃 (A/K3/603) 及相關規劃申請提出意見
類別: Internet Email

致：市區重建局主席及行政總監

就洗衣街／花墟道發展計劃 (A/K3/603) 及相關規劃申請提出意見

本人支持香港增加房屋供應，亦支持在合適地點適度提高地積比率及放寬總樓面面積限制，以增加住宅供應及善用珍貴土地資源。

因此，本人原則上並不反對有關項目增加住宅樓面面積，亦理解香港有迫切需要增加房屋供應。洗衣街／花墟道項目位處市區核心地段，鄰近鐵路及完善交通網絡，在規劃上具備較高發展密度的條件。

然而，本人對項目中的「城市水道公園」概念及相關資源投放方向有所保留。

「城市水道公園」未必符合地區實際需要

根據市建局資料，項目建議將發展區域打造成「旺角東—城市水道」的重要節點，並以「水道公園」作為項目的主要特色。

本人認為，有關概念與該區實際環境及歷史背景關聯有限。

洗衣街及花墟道一帶：

- 並非海濱地區；
- 沒有天然河流或水道系統；
- 並無重要水文化歷史背景；
- 缺乏天然水源條件。

因此，有關「城市水道」較像人造景觀項目，而非真正因應社區需要而制定的規劃方案。

本人認為，有限的土地及公共資源應優先用於提升社區功能，而非建設概念性景觀工程。

康體設施比人造水景更重要

旺角及太子一帶人口密集，區內居民對運動場地、兒童遊樂設施及休憩空間需求殷切。

本人認為：

- 運動場地具實際使用價值；
- 社區康體設施能直接提升居民生活質素；
- 青少年及長者更需要具功能性的公共空間。

即使水道公園能提供視覺效果，亦難以取代運動設施及康樂場地的實際功能。

因此，本人建議保留更多空間作體育、康樂及社區用途，而非過度強調景觀主題設計。

市區更新資源應優先投放於更急切的舊區

本人支持市區更新，但認為香港仍有不少地區較洗衣街及花墟道一帶更有迫切重建需要。

例如：

- 大角咀部分高齡住宅群；
- 深水埗區內大量樓齡超過五十年的舊樓；
- 土瓜灣部分樓宇老化及消防風險較高的住宅區。

這些地區普遍面對：

- 樓宇失修；
- 居住環境欠佳；
- 消防安全問題；
- 公共設施老化等挑戰。

相比之下，洗衣街／花墟道項目投入大量資源於「城市水道」概念，未必能達到最佳的社會效益。

本人建議市建局在推動大型特色項目之餘，應更積極處理上述更迫切的舊區重建工作，改善市民居住安全及生活環境。

總結

本人支持：

- 增加住宅供應；
- 放寬總樓面面積限制；
- 適度提高發展密度；
- 善用市區土地資源。

然而，本人不支持以「城市水道公園」作為項目核心規劃方向，亦認為公共資源應優先投放於社區真正需要的康體設施及更具迫切性的舊區重建項目。

本人期望市建局重新檢視有關規劃概念，將資源集中於提升社區功能及居住環境，讓市區更新真正回應市民需要。

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此致

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市區重建局主席及行政總監

姓名：David Chow

日期：7-Aug-2026