

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)

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

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
TOWN PLANNING BOARD

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

**SCHEDULE OF AMENDMENTS TO THE
APPROVED MA TAU KOK OUTLINE ZONING PLAN NO. S/K10/26
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A – Rezoning of a site at 128 Carpenter Road from “Other Specified Uses” annotated “Commercial Development with Public Vehicle Park” (“OU(CDWPVP)”) to “Residential (Group A) 4” (“R(A)4”) with stipulation of building height restriction.
- 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’.

II. Amendments to the Notes of the Plan

- (a) Revision of ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)3” only)’ to ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)3” and “R(A)4” only)’ under Column 1 of the Notes for the “R(A)” zone.
- (b) Revision to the Notes for the “Residential (Group A)” (“R(A)”) zone to reflect the planning intention of the “R(A)4” sub-zone.
- (c) Revision to the Remarks of the Notes for the “R(A)” zone to incorporate development restrictions and requirements for the “R(A)4” sub-zone.
- (d) Deletion of the Notes for the “OU(CDWPVP)” zone.

Town Planning Board

21 May 2021

**List of Representers in respect of
the Draft Ma Tau Kok Outline Zoning Plan No. S/K10/27**

Representation No.	Name of Representer
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

**List of Commenters in respect of
the Draft Ma Tau Kok Outline Zoning Plan No. S/K10/27**

Comment No.	Name of Commenter
TPB/R/S/K10/27-C1	Yung Ka Keung
TPB/R/S/K10/27-C2	Mary Mulvihill (also R3)

TOWN PLANNING BOARD

**Minutes of 653rd Meeting of the
Metro Planning Committee held at 9:00 a.m. on 21.8.2020**

Present

Director of Planning
Mr Raymond K.W. Lee

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 Tony K.T. Yau

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

Principal Environmental Protection Officer (Metro Assessment),
Environmental Protection Department
Dr Sunny C.W. Cheung

Assistant Director (Regional 1), Lands Department
Mr Simon S.W. Wang

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 Caroline T.Y. Tang

Town Planner/Town Planning Board
Miss Carman C.Y. Cheung

Kowloon District

Agenda Item 2

Section 12A Application

[Open Meeting (Presentation and Question Sessions only)]

Y/K10/3 Application for Amendment to the Draft Ma Tau Kok Outline Zoning Plan No. S/K10/25, To rezone the application site from “Other Specified Uses” annotated “Commercial Development with Public Vehicle Park” to “Residential (Group A)4”, 128 Carpenter Road, Kowloon City, Kowloon
(MPC Paper No. Y/K10/3)

3. The Secretary reported that the application site was located in Kowloon City. Ove Arup & Partners Hong Kong Limited (ARUP), Wong Tung & Partners Limited (WT) and MVA Hong Kong Limited (MVA) were three of the consultants of the applicant. The following Members had declared interests on the item:

Mr Thomas O.S. Ho	- having current business dealings with ARUP and MVA;
Mr Alex T.H. Lai	- his former firm had business dealings with ARUP and WT;
Mr Franklin Yu	- having past business dealings with ARUP; and
Mr C.H. Tse	- co-owning a car parking space with spouse in Kowloon City.

4. As Messrs Thomas O.S. Ho, Alex T.H Lai and Franklin Yu had no involvement in the application, and the interest of Mr C.H. Tse was indirect, the Committee agreed that they could stay in the meeting. The Committee noted that Mr Franklin Yu had not yet arrived to join the meeting.

Presentation and Question Sessions

5. The following representatives from the Planning Department (PlanD) and the

applicant were invited to the meeting at this point:

PlanD

Ms Johanna W.Y. Cheng	-	District Planning Officer/Kowloon (DPO/K)
Mr Mak Chung Hang	-	Senior Town Planner/Kowloon (STP/K)

Good Focus Holdings Limited

Mr Jacky Yu]
Mr Yu Chung Lai]

ARUP

Ms Theresa Yeung]	
Ms Carmen Chu]	
Ms Karen Chan]	
Ms Aileen Cheng]	Applicant's Representatives
Mr Tianyu Zhao]	
Ms Hope Chen]	

Lu Tang Lai Architects Limited

Mr Rembert S.K. Lai]
Mr Ka Wah Fan]
Mr Joseph M.K. Tang]

6. The Chairman extended a welcome and explained the procedure of the hearing. He then invited PlanD's representative to brief Members on the background of the application.

7. With the aid of a PowerPoint presentation, Mr Mak Chung Hang, STP/K, presented the application and covered the following aspects as detailed in the Paper:

- (a) background to the application;
- (b) the proposed rezoning of the application site (the Site) from "Other Specified Uses" ("OU") annotated "Commercial Development with Public Vehicle Park" to "Residential (Group A)4" ("R(A)4") on the draft Ma Tau Kok Outline Zoning Plan (OZP) No. S/K10/25 to facilitate a proposed private residential development with retail facilities and a public vehicle park (PVP) 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 maximum building height (BH) of 100mPD;

- (c) departmental comments – departmental comments were set out in paragraph 9 of the Paper;
- (d) during the first three weeks of the statutory publication periods, 321 public comments were received with 33 supporting comments mainly from members of the public including business operators in the area. The remaining 288 comments from a Kowloon City District Council member of the Lung Tong constituency, trades/organisations operating in Kowloon City and individuals objected to the application. Their major views were set out in paragraph 10 of the Paper; and
- (e) the PlanD's views – PlanD had no in-principle objection to the application based on the assessments set out in paragraph 11 of the Paper. In considering the previous rezoning application (No. Y/K10/2) in November 2019, the Committee, whilst generally having no in-principle objection to the proposed rezoning, decided not to agree to the application and considered it pre-mature to rezone the Site which was originally planned and implemented as a PVP with commercial uses to serve the local neighbourhood, as no practical measure was provided to address the demand for public parking spaces during the demolition and construction stages. Under the current application, apart from providing the same number of public car parking spaces (i.e. 449) as the existing PVP upon redevelopment, the applicant put forth a proposal to provide not less than 60 public car parking spaces during the demolition and construction stages in order to address the Committee's previous concern. The Commissioner for Transport (C for T) had no objection to the application, including the interim parking arrangement. However, it was recommended that the requirement for a PVP on the Site should be specified in the Notes of the OZP, rather than in the Explanatory Statement (ES) as proposed by the applicant. Besides, the applicant's proposal to include an exemption clause for underground parking in the Notes was considered unnecessary as it would be subject to consideration

under the building regime. The provision of interim public car parking should be clearly stated in the ES, rather than accepting the applicant's proposal that interim public car park would be provided only 'as far as technically feasible'. Relevant technical assessments had been conducted to demonstrate that the proposed development was technically feasible and would not cause insurmountable problems, and relevant government departments had no objection to or no adverse comment on the application. Regarding the public comments, the comments of government departments and planning assessments above were relevant.

[Ms Sandy H.Y. Wong joined the meeting during PlanD's presentation.]

8. The Chairman then invited the applicant's representatives to elaborate on the application. With the aid of a PowerPoint presentation, Ms Theresa Yeung, Mr Rembert S.K. Lai and Mr Joseph M.K. Tang, the applicant's representatives, made the following main points:

Background

- (a) the rezoning proposal comprised a residential development with retail facilities and a PVP subject to a maximum domestic PR of 7.5 and total PR of 9 and a maximum BH of 100mPD;
- (b) the applicant had previously submitted a rezoning application (No. Y/K10/2) with the same development parameters and zoning designation, but the Committee decided not to agree to the application for the reason that it was pre-mature to rezone the Site that was planned and implemented as a PVP with commercial uses to serve the local neighbourhood but no practical measure was provided to address the demand for public parking spaces during the demolition and construction stages. As a result, the Consultants had reviewed the rezoning proposal and included an interim public car parking proposal in the current application;

Interim Public Car Parking Proposal

- (c) in order to provide an interim public car park for the neighbourhood, a three-stage redevelopment programme was proposed with an aim to achieve continuous/seamless provision of public car parking spaces during demolition and construction stages. It was proposed to divide the existing building of the Kowloon City Plaza (KCP) into two portions (eastern and western portions);
- (d) during Stage 1, while the existing 449 public car parking spaces on 5/F and R/F would be retained, alteration and addition works would be carried out to enable a self-contained public carpark at B3 of the western portion and two temporary car lifts to access to the temporary car park would be constructed. During Stage 2, a temporary public car park with 60 parking spaces would be provided at B3 of the western portion, while the entire eastern portion would be demolished and redevelopment of the eastern portion (including a permanent PVP in basement levels) would commence. During Stage 3, not less than 60 public car park spaces would be provided at the basement of the new development in the eastern portion, and the existing building in the western portion would be demolished and redeveloped. Upon redevelopment, a total of 449 public car parking spaces would be provided;
- (e) C for T had no adverse comment on the application and the interim public car parking proposal, and the provision of 60 car parking spaces during the interim would address the concerns on the traffic issues previously raised by the Committee;

Increasing Number of Car Parking Spaces

- (f) apart from reprovisioning of the existing number of 449 public car parking spaces, 45 ancillary parking spaces would be provided for the retail use while 139 ancillary parking spaces would be provided for the residential portion of the development;

Better Enhancement with the Park

- (g) as shown in the indicative scheme, the proposed development would promote pedestrian connectivity, visual interest and building permeability through the following measures: (i) a 4.45m-wide setback along the western boundary of the Site abutting an unnamed lane (extending north of Fuk Lo Tsun Road) up to 15m above street level to enhance the walking environment as well as wind penetration along the lane; (ii) an internal public corridor of not less than 6m wide on G/F connecting Carpenter Road and the Carpenter Road Park; (iii) a 15m-wide building separation between the two residential towers above G/F to facilitate wind and visual penetration; (iv) a 9.5m-wide setback from the eastern boundary, which included an internal driveway with a width of not less than 7.3m; (v) a 30m-wide building separation on 3/F; and (vi) a varying northern façade and green terraces on 1/F and 2/F facing Carpenter Road Park with setback ranging from 1m to 3m from the site boundary to enhance the interface of the proposed development with the Carpenter Road Park and mimicking the old Kowloon Walled City building fabric; and

Multiple Use

- (h) besides the provision of a PVP, the proposed development would be a mixed use development providing residential flats and retail facilities to meet the needs of the neighbourhood. The proposed development would also enhance better integration with the existing Parks in the vicinity. Relevant government departments had no in-principle objection to the application.

[Mr Franklin Yu arrived to join and Dr Frankie W.C. Yeung joined the meeting during the presentation of the applicant's representatives.]

9. As the presentations of the representatives from PlanD and the applicant were completed, the Chairman invited questions from Members.

Car Parking

10. Some Members raised the following questions:

- (a) original intention of providing a PVP at the Site;
- (b) whether the interim public car parking proposal would be effective to mitigate the traffic issues such as illegal parking in the neighbourhood;
- (c) mechanism for implementing the interim PVP;
- (d) implementation mechanism to ensure the proposed number of public parking spaces would be used by the public rather than future residents;
- (e) whether the construction of car lifts in the interim PVP would create traffic impact on Carpenter Road, and technical feasibility for seamless provision of the interim PVP;
- (f) how the proposed parking design would improve the existing condition where there were always vehicle tailback onto Carpenter Road;
- (g) what would happen if the interim PVP could not obtain a temporary occupation permit (OP);
- (h) how long the interim PVP would be operated, and whether there were other parking provisions in the area during the demolition and construction stages; and
- (i) whether the provision of 139 ancillary car parking spaces was sufficient for the residential use.

11. In response, Ms Johanna W.Y. Cheng, DPO/K, made the following main points:

- (a) since 1982, the requirement for providing a PVP at the Site had already been

stipulated on the relevant Outline Development Plan, which was then reflected in the then “Government, Institution or Community” zone under the OZP in 1987. The PVP at the Site was intended to meet the parking needs in the neighbourhood and therefore the Site was subsequently rezoned to “OU” annotated “Commercial Development with Public Vehicle Park;”

- (b) C for T had no adverse comment on the interim PVP proposal with not less than 60 car parking spaces as proposed by the applicant. A car parking survey conducted by the applicant showed that about 20% of the car parking users (i.e. about 89 car parking spaces) did not use the shopping mall’s free car parking coupon. As KCP would be demolished, those 89 car parking spaces would be required for reprovisioning. Given that there were about 40 public car parking spaces in the vicinity, the proposed 60 temporary public car parking spaces were considered sufficient by C for T;
- (c) any demolition and construction would require submission of general building plans (GBPs), and the need to maintain an interim PVP requirement would be conveyed to the Buildings Department. Also, lease modification would be required as the proposed development included residential use which was not allowed under the current lease. Detailed requirements on the implementation of the PVP, including the interim arrangement as appropriate, could be dealt with at the lease modification stage; and
- (d) the requirement for provision of a PVP to the satisfaction of C for T could be specified in the Notes, and the minimum number of public parking spaces might be stated in the ES of the OZP. The number of parking spaces of the PVP would also be proposed to be stipulated under the lease. For reference, one of the current lease conditions specified a minimum percentage (80%) of car parking spaces to be charged on an hourly basis, which would normally apply to public car parking.

12. In response, Mr Rembert S.K. Lai, Ms Theresa Yeung and Ms Carmen Chu, the applicant’s representatives, made the following main points:

- (a) there were sufficient spaces for vehicles waiting for car lift to the interim PVP inside the building after entering from Carpenter Road, and the design of car lift would also facilitate smooth direction with no yielding from opposite direction. A Traffic Impact Assessment (TIA) had been conducted by the applicant, which confirmed that the interim PVP proposal was feasible and demonstrated that with mitigation measures, vehicles would not queue on Carpenter Road. The Transport Department (TD) had no adverse comment on the proposal;
- (b) the design of the ramp of the existing KCP was poor as it was used by vehicles on both directions, and requiring them to yield. Moreover, the existing drop gate was located too close to Carpenter Road, so vehicles might tail back on the road. Under the interim PVP proposal, there would be more spaces for vehicles waiting inside the Site after entering from Carpenter Road and the car lift would also eliminate the need for vehicles yielding in the opposite direction. Upon completion of the proposed development, vehicles would also not need to queue on Carpenter Road as the placing of the drop gate in the lower floors of the basement would allow sufficient space in the internal driveway, drop off areas and ramp inside the proposed development for vehicles to line up within the Site. Besides, the number of available public car parking spaces would also be shown on TD's smart parking platform to reflect the real time availability of public parking spaces;
- (c) if the temporary OP for the eastern portion could not be obtained, the western portion would not be demolished, meaning that the PVP at the western portion would still be in operation. The western portion would be demolished only when the PVP at the eastern portion was completed and with the temporary OP issued;
- (d) the construction period for the whole redevelopment would last for about 70 months, whilst the interim PVP of 60 parking spaces would be provided seamlessly. Regarding the parking provisions in the area during the construction period of the proposed development, the URA Kai Tak Road/Sa Po Road Development Scheme would provide about 300 public car parking

spaces and there were also public car parking in Kai Tak Development Area (KTDA). Based on the car parking survey conducted by the applicant, as KCP would be demolished, the temporary provision of 60 public car parking spaces was considered sufficient to meet the parking needs in Kowloon City; and

- (e) according to the TIA, the provision of 139 ancillary car parking spaces for residents was calculated based on the high end requirement under the Hong Kong Planning Standard and Guidelines (HKPSG) and TD had no objection to the proposal.

Building Design, Atrium Plaza and Interface with the Surrounding Environment

13. Some Members raised the following questions:

- (a) apart from making reference to the architectural style of the Kowloon Walled City, whether other design considerations had been taken into account in the design of the northern façade of the podium;
- (b) whether the proposed internal corridor at the atrium would be opened to the public 24 hours daily, and which party would be responsible for the management of such public space;
- (c) whether there was public request for a gathering place/performance venue at the Site, and whether there was such space reserved at the Site to meet the public needs, if any;
- (d) whether Carpenter Road would be widened under the proposal;
- (e) the opening hours of the Carpenter Road Park and Kowloon Walled City Park; and
- (f) the interface issues such as privacy between the proposed residential towers and the adjoining school.

14. In response, Mr Joseph M.K. Tang and Ms Theresa Yeung, the applicant's representatives, made the following main points:

- (a) in addition to respecting the cultural and historical context of the Kowloon Walled City, the proposed scheme would also enhance its integration with the Parks by providing partial recess at podium and vertical greening at the northern boundary of the Site and an internal corridor at the atrium to connect Carpenter Road and the Carpenter Road Park to improve pedestrian connectivity;
- (b) the internal corridor would be opened to the public 24 hours daily and would be managed by the future operator of the shopping mall. As such, the management and maintenance responsibilities would be borne by the operator of the shopping mall;
- (c) the existing KCP had not been used as a community centre nor venue for public facilities and there was no requirement for providing such facilities therein. The Tung Tau Community Centre and Kai Tak Community Hall were located about 500m and 900m respectively from KCP, and each had provided multi-function hall/rooms with performance stage which could accommodate 450 persons. Under the proposed scheme, the atrium at the internal corridor could be a new gathering point with an area of about 600 ft² to 700 ft² that could be used for performance (e.g. singing contest and musical performance), and the design of the internal corridor would also enhance connectivity and integration between Kowloon City core and the Parks. The applicant would consider more options for providing venue for gathering/performance at the atrium; and
- (d) although the pedestrian sidewalk of Carpenter Road would be of the same width, the proposed scheme had included three design measures; (i) a 4.45m-wide setback along the western boundary of the Site abutting an unnamed lane (extending north of Fuk Lo Tsun Road) up to 15m; (ii) an internal public corridor of not less than 6m wide on G/F connecting Carpenter Road and the Carpenter Road Park; and (iii) a 9.5m wide setback from the eastern

boundary at the entrance plaza. Such design measures would improve the pedestrian environment and create public realm to serve as gathering point.

15. In response, Ms Johanna W.Y. Cheng, DPO/K, made the following main points:
- (a) the Carpenter Road Park was opened 24 hours daily while the Kowloon Walled City Park was opened from 6:30am to 11 pm every day, with the exhibition halls inside closed earlier; and
 - (b) residential developments were considered as compatible with school uses. For the current case, no objection to the proposed development was received from the adjoining school.

Planning Standards, Assessments and Others

16. Some Members raised the following questions:
- (a) what the main planning considerations for s.12A application were;
 - (b) whether there would be additional requirements for community facilities under the HKPSG brought about by the increased population of the proposed residential development;
 - (c) the difference between the previous application No. Y/K10/2 and the current application;
 - (d) whether there were standards or guidelines governing the minimum age of buildings proposed for redevelopment;
 - (e) the reasons why PlanD recommended the Committee to “partially agree” to the application;
 - (f) utilisation rate of the existing KCP and the difference between the existing KCP and the proposed development in terms of provision of retail facilities;

and

- (g) average flat size of the proposed residential development.

17. In response, Ms Johanna W.Y. Cheng, DPO/K, made the following main points:

- (a) when considering a s.12A application that was for amendment to the zoning of a site, the relevant planning considerations included the proposed land uses and compatibility with the surrounding land uses, the key development parameters including PR and BH, unique requirements such as re-provisioning of PVP on the subject site. The existing KCP had a PR of 8.08 and the proposed development would have a total PR of 9, resulting in an increase in PR of about 1. In addition, the current proposal would achieve a better utilisation of land by providing residential units to increase housing supply whilst retaining the PVP. Relevant technical assessments had been conducted to demonstrate the technical feasibility of the proposed development and relevant government departments had no objection to or no adverse comment on the application including the visual and air ventilation aspects. Although there was a reduction in the provision of retail floor space as compared with the existing KCP, the URA's Kai Tak Road/Sa Po Road project and developments in KTDA would also provide additional retail facilities in the vicinity;
- (b) the proposed development with 850 residential units would accommodate a population of about 2,000. Such population level would not trigger requirements for extra community facilities as required under HKPSG. Currently, there was a deficit in the provision of elderly facilities and child care centre facilities 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;
- (c) compared with the previous application No. Y/K10/2, the key development parameters and proposed uses were similar, but the current application

included an interim PVP proposal to address the car parking demand during the demolition and construction stages, and there were proposed measures to enhance the interface with the Parks to the north of the Site;

- (d) KCP was completed in 1993 and had been in existence for 27 years. Currently, there was no regulation restricting the building age whereby a building could be allowed for demolition and it was purely a commercial decision. From environmental perspective, the Director of Environmental Protection had advised the applicant to minimise generation of construction and demolition materials by reusing and recycling;
- (e) PlanD had no in-principle objection to the application in terms of the proposed land use zoning and key development parameters. The ‘partial agreement’ to the application was recommended as the details to be incorporated into the applicant’s proposed Notes and ES of the OZP would need to be reviewed and be submitted to the Committee for consideration before gazetting should the application be approved; and
- (f) based on the approved GBPs of the existing KCP, it had a total gross floor area (GFA) of about 40,000 m² for retail use but according to the applicant, only 9,000m² was active commercial GFA. The proposed scheme would have 8,810m² of commercial GFA, and in addition, there would be about 8,000m² of non-domestic GFA in the URA Kai Tak Road/Sa Po Road Development Scheme and about 65,000m² and 88,000m² of retail GFA in the “Comprehensive Development Area (1)” and “Commercial (6)” zones of KTDA respectively.

18. In response, Ms Theresa Yeung, the applicant’s representative, made the following main points:

- (a) there was no updated utilisation rate of the existing KCP due to the social unrest last year and the COVID-19 since early this year. The utilisation rate of the existing KCP had been quite low and only about 9,000 m² of retail GFA had been actively used (e.g. a supermarket and a Chinese restaurant);

and

(b) the proposed average flat size was about 50m².

19. As the applicant's representatives had no further points to raise and there were no further questions from Members, the Chairman informed the applicant's representatives that the hearing procedure for the application had been completed and the Committee would deliberate on the application in their absence and inform the applicant of the Committee's decision in due course. The Chairman thanked the representatives from PlanD and the applicant for attending the meeting. They left the meeting at this point.

Deliberation Session

20. Noting that Mr Rembert S.K. Lai, who was the Council Member of the Hong Kong Polytechnic University (HKPolyU) and the Hong Kong Baptist University (HKBU), was one of the applicant's representatives, Mr Wilson Y.W. Fung (the Vice-chairman), Mr Stanley T.S. Choi and Ms Sandy H.Y. Wong declared interests on the item with the former two being the Council Members of HKPolyU and the later being a Council Member of HKBU. As Mr Wilson Y.W. Fung, Mr Stanley T.S. Choi and Ms Sandy H.Y. Wong had not discussed the application with the applicant's representative and their interests were indirect, the Committee agreed that they could stay in the meeting.

21. Members noted the proposed interim parking arrangement and enhanced development scheme under the current application as compared with that under the previous application. Members generally agreed to the proposed rezoning as the proposed residential use was considered not incompatible with the surroundings while optimising the use of land to increase housing supply, the proposed development parameters (i.e. PR and BH) would be in line with that permissible under the "R(A)2" zone in the Kowloon City area, the proposed development was technically feasible and relevant government departments had no objection to or adverse comment on the application. Members noted that the interim parking proposal was considered acceptable to TD and the proposed scheme would help improve the pedestrian walking environment and the connectivity with the adjoining Carpenter Road Park. In that regard, Members appreciated the applicant's efforts in revising the proposal to address Members' previous concern on interim parking and improve the building design measures to

bring about more public benefits as compared with the previous application.

22. A Member, whilst noting the adoption of a better design for integrating the proposed development with the parks and surrounding developments, suggested that the applicant could further strengthen the design concept by making reference to the uniqueness and identity of Kowloon City in the detailed design stage. Members considered 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 and some space inside the shopping mall could also be reserved for provision of community facilities, which would not only bring benefits to the public but also help strengthen the sense of place in the area.

23. Whilst the applicant had proposed the interim parking arrangement at the Site and to maintain the existing number of public parking spaces upon redevelopment, a Member considered that it would be the Government's responsibility to explore other measures to address the parking demand in the area. Upon the Chairman's invitation, Mr Tony K.T. Yau, Assistant Commissioner for Transport (Urban), TD explained that congestion might occur at some junctions during peak hours like Kowloon City roundabout which was due to the traffic entering or leaving Kowloon City and buses approaching at the nearby bus stops. TD would continue to explore and implement local traffic improvement works in the district. With the Sun Wong Toi MTR Station to be opened in 2021, the traffic and transport to the area would be significantly enhanced. The parking facilities provided in KTDA would also serve the Kowloon City district, as the pedestrian subway connecting the new MTR station would enhance the connectivity between Kowloon City and KTDA.

24. To facilitate a better understanding of planning in the Kowloon City area and KTDA, a Member proposed and the Chairman agreed that information on the overall planning of the area could be shared with Members during the processing of some new development or redevelopment projects when opportunity arose.

25. The Chairman concluded that Members in general had no in-principle objection to the subject rezoning application subject to some revisions to the proposed Notes and ES of the OZP. The applicant should also consider opening up the atrium as a gathering place/performance venue free of charge for public use, and reserving some space within the shopping mall for community use.

26. After deliberation, the Committee decided to partially agree to the application by rezoning the application site to an appropriate sub-zone of “Residential (Group A)” with a maximum domestic plot ratio (PR) of 7.5 and total PR of 9.0 for a building which is partly domestic and partly non-domestic, and a maximum building height (BH) of 100mPD, or the PR/BH of the existing building, whichever is greater. Amendments to the draft Ma Tau Kok Outline Zoning Plan No. S/K10/25 would be submitted to the Committee for consideration prior to gazetting under the Town Planning Ordinance.

Tsuen Wan and West Kowloon District

Agenda Item 3

Section 12A Application

[Open Meeting]

Y/TWW/5 Application for Amendment to the Approved Tsuen Wan Outline Zoning Plan No. S/TW/33, To Rezone the application site from “Government, Institution or Community” to “Residential (Group A) 5”, Lots 99, 100, 101 RP, 110 RP, 171C and 183 in D.D. 390 and Adjoining Government Land, Sham Tseng, Tsuen Wan West, New Territories
(MPC Paper No. Y/TWW/5)

27. The Committee noted that the applicant’s representative requested on 19.6.2020 deferment of consideration of the application for two months in order to allow time for preparation of further information to address departmental comments. It was the first time that the applicant requested deferment of the application.

28. 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 three 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 the further information, and no further deferment would be granted unless under very special circumstances.

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.]

Provision of Major Community Facilities and Open Space in Ma Tau Kok Outline Zoning Plan

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including existing provision)	
District Open Space	10 ha per 100,000 persons [#]	13.43 ha	16.69 ha	17.61 ha	+4.18 ha
Local Open Space	10 ha per 100,000 persons [#]	13.43 ha	5.37 ha	6.47 ha	-6.96 ha
Secondary School	1 whole-day classroom for 40 persons aged 12 -17 [%]	169 classrooms	87 classrooms	87 classrooms	-82 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6 - 11 [%]	176 classrooms	252 classrooms	282 classrooms	+106 classrooms
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6 [%]	50 classrooms	94 classrooms	94 classrooms	+44 classrooms
District Police Station	1 per 200,000 to 500,000 persons	0	0	0	0
Divisional Police Station	1 per 100,000 to 200,000 persons	0	1	1	+1
Hospital	5.5 beds per 1,000 persons [^]	784 beds	60 beds	84 beds	-700 beds
Clinic/Health Centre	1 per 100,000 persons	1	3	4	+3
Magistracy (with 8 courtrooms)	1 per 660,000 classrooms	0	0	0	0
Child Care Centre	100 aided places per 25,000 persons ^{#@}	537	197	197	-340
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 [#]	1	1	1	0

Integrated Family Services Centre	1 for 100,000 to 150,000 persons [#]	0	3	3	+3
District Elderly Community Centres	One in each new development area with a population of around 170,000 persons or above [#]	Not Applicable (N.A.)	1	1	N.A.
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing [#]	N.A.	3	3	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above ^{##@}	750	233	273	-477
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above ^{##@}	928 beds	775 beds	1015 beds	+87 beds
Library	1 district library for every 200,000 persons	0	2	2	+2
Sports Centre	1 per 50,000 to 65,000 persons [#]	2	2	2	0
Sports Ground/ Sports Complex	1 per 200,000 to 250,000 persons [#]	0	0	0	0
Swimming Pool Complex – standard	1 complex per 287,000 persons [#]	0	0	0	0

Notes:

The planned population for the OZP area is about 142,600. If excluding transients, the overall planned population is about 134,300. All population figures have been adjusted to the nearest hundred.

The requirements exclude transients.

% The requirements exclude mobile residents and transients (i.e. usual residents only).

^ The provision of hospital beds is to be assessed by the Hospital Authority on a regional basis.

* Consisting of 40% centre-based CCS and 60% home-based CCS.

@ This is a long-term goal and the actual provision would be subject to the consideration of the Social Welfare Department in the planning and development process as appropriate.

TPB/R/S/K10/27-

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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



吳寶強

區議員辦事處

Office of District Councilor NG Po Keung

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 Representation No:	意見詳情 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.....

TPB members also failed in their duty to ensure that essential community services

be delivered with a pitiful suggestion.

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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

Dear TPB Members,

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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.

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Previous objections upheld.

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

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"
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Mary Mulvihill