

SUBMISSION OF THE DRAFT URBAN RENEWAL AUTHORITY
KAU PUI LUNG ROAD/CHI KIANG STREET
DEVELOPMENT SCHEME PLAN NO. S/K10/URA2/A
PREPARED UNDER SECTION 25 OF
THE URBAN RENEWAL AUTHORITY ORDINANCE

1. Introduction

This paper is to seek Members' agreement regarding the draft Kau Pui Lung Road/Chi Kiang Street Development Scheme Plan (DSP) that:

- (a) The draft Urban Renewal Authority (URA) Kau Pui Lung Road/Chi Kiang Street DSP No. S/K10/URA2/A (**Annex F-1**) and its Notes (**Annex F-2**) respectively are deemed suitable for publication as provided under section 25(6) of the Urban Renewal Authority Ordinance (URAO); and
- (b) the draft DSP shall be exhibited for public inspection under section 5 of the Town Planning Ordinance (TPO), and the Explanatory Statement (ES) (**Annex F-3**) should be adopted it as an expression of the Town Planning Board's (the Board) planning intention and objectives of the DSP and is suitable for public inspection together with the draft DSP.

Development Scheme Area : 59-77, 99-117, 123-133 Maidstone Road (odd nos.), 82-128 Maidstone Road (even nos.), 153-175, 181-189 Kau Pui Lung Road (odd nos.), 1-3, 7-9 Kiang Su Street (odd nos.), 4-14 Kiang Su Street (even nos.), 52-58, 52A-58A Chi Kiang Street (even nos.), a portion of Maidstone Road and Kiang Su Street, government lanes, and portion of the surrounding public pavements

Area : 16,473m² (subject to site survey)

Lease : (a) Private land (59-77, 99-117, 123-133 Maidstone Road (odd nos.), 82-128 Maidstone Road (even nos.), 153-175, 181-189 Kau Pui Lung Road (odd nos.), 1-3, 7-9 Kiang Su Street (odd nos.), 4-14 Kiang Su Street (even nos.), and 52-58, 52A-58A Chi Kiang Street (even nos.)) (about 64%)
(b) Government land (remaining areas) (about 36%)

OZP : Draft Ma Tau Kok Outline Zoning Plan (OZP) No. S/K10/29 (currently in force)

(Draft Ma Tau Kok OZP No. S/K10/25 (in force at the time of submission. The zoning and development restrictions for the Site remain unchanged on the current OZP.))

Zoning : “Residential (Group A)” (“R(A)”) (about 94%)

- a maximum plot ratio (PR) of 9 for a building that is partly domestic and partly non-domestic, of which the domestic part should not exceed 7.5 or the PR of the existing building, whichever is the greater
- a maximum PR of 9 for non-domestic building
- a maximum building height (BH) of 120mPD

Area shown as ‘Road’ (about 6%)

Proponent : Urban Renewal Authority (URA)

Proposed Amendments : (a) To rezone the Development Scheme Area to “R(A)” zone and area shown as ‘Road’

(b) To relax the building height restriction (BHR) from 120mPD to 140mPD

2. Background of the DSP

Pilot Civil Servants’ Co-operative Building Society (CBS) Redevelopment Projects

2.1 In response to the Policy Address 2018 and 2019 (PAs) by the Chief Executive, the URA is invited to identify one or two clusters of Civil Servants’ Co-operative Building Society (CBS) Scheme¹ sites suitable for high-density development as pilot sites, and explore the redevelopment mode in accordance with the usual project implementation approach adopted by URA.

2.2 On 22.5.2020, URA published the notification of commencement in the Government Gazette for two pilot CBS redevelopment projects in Kowloon City, namely, Shing Tak Street/Ma Tau Chung Road Development Project (CBS-1:KC²) and Kau Pui Lung Road/Chi Kiang Street Development Scheme (DS)(CBS-2:KC) (**Plan 1**) under the Urban Renewal Authority Ordinance (URAO). On the same

¹ The CBS scheme is a form of civil servants’ housing benefit managed by the Civil Service Bureau. It was launched in 1952 to allow the Government to grant land at a concessionary premium to enable eligible civil servants to build residential buildings through forming co-operative societies.

² CBS-1:KC commenced on 22.5.2020 was implemented by way of a development project (DP) in accordance with s.26 of the URAO, as it is in compliance with the development restriction of the “R(A)” zone of the OZP. On 3.2.2021, SDEV authorised URA to proceed with the DP without any amendment. The notification of authorisation was gazetted on 11.2.2021.

day, URA submitted the draft Kau Pui Lung Road/Chi Kiang Street DSP to the Board for consideration in accordance with section 25(5) of the URAO.

Draft Kau Pui Lung Road/Chi Kiang Street DSP

- 2.3 URA's submission comprises the draft DSP with its Notes and Explanatory Statement (ES), a planning report with technical assessments on traffic, environment, visual, air ventilation, drainage, sewerage, water supply and social impact assessment (SoIA) (Stage 1) report (Enclosure B of **Annex B**). On 8.7.2020, URA further submitted the SoIA (Stage 2) report to the Board (Enclosure B of **Annex B**). A quantitative Risk Assessment (QRA) report was submitted on 27.7.2020.
- 2.4 During the two stages of public consultations³ between May and July 2020, over 1,200 public comments were received on the DSP, of which around 70% were objections. Under the impact of the Covid-19 pandemic in 2020 coupled with the complexity of land premium issues of the CBS and public comments, URA needed additional time to make responses to address public concerns. To further ascertain the intentions of actual CBS members, URA conducted an opinion survey in November 2021 with affected households within the DSP boundary and found that about 69% of the surveyed households were in support of the project, while about 15% opposed it.
- 2.5 After conducting the above procedures as well as further community liaisons, the URA submitted on 3.11.2022 responses to Stage 2 public comments with a revised scheme of the draft DSP (Enclosure B of **Annex B**). As compared with the original scheme submitted in May 2020, the revised scheme involves a change in housing type in the southern portion from public housing to Starter Home (SH) units in response to the latest policy directives as stated in the PAs 2020 and 2021 that URA shall actively provide more SH or other types of subsidised sale flats in redevelopment projects. In addition, the revised scheme provides more gross floor area (GFA) for Government, institution or community (GIC) facilities.

3. The Proposal

- 3.1 The Development Scheme (DS) area proposed to be zoned "R(A)" on the draft DSP mainly falls within an area currently zoned "R(A)" and areas shown as 'Road' on the OZP (**Plan 3**). It covers mainly private lots held under various CBS schemes, as well as a portion of Maidstone Road and Kiang Su Street. The public pavements at the periphery where affected buildings overhang will be excluded from PR calculation and proposed to be shown as 'Road' on the draft DSP.


³ Under the previous administrative arrangement in the processing of DSPs, the public was invited to submit their comments during the exhibition period when the DSP was submitted to the Board upon commencement. Under the streamlined arrangement agreed by the Board on 2.9.2022, the administrative public consultation was not applicable for DSP commencing from October 2022 onwards.

3.2 As compared with the previous zoning on the OZP, there is an increase in domestic PR and BH for the “R(A)” zone under the DSP to maximise the development potential, and boundary adjustments of the “R(A)” zone and areas shown as ‘Road’ (**Annex F-1 and Plan 3**). The DS area will be developed for private housing and SH units at a maximum BH of 140mPD for high-density residential developments, with an underground public vehicle park (PVP), GIC facilities, and at-grade pedestrianised avenue/event plaza. The DS area will be considered as one site to be developed by the URA or its joint venture partners.

3.3 The DS area is proposed to be rezoned as follows:

	On current OZP	On draft DSP
Zoning	“R(A)”, Road	“R(A)”, Road
PR restriction	“R(A)” zone only: - PR of 9 for a building that is partly domestic and partly non-domestic, of which the domestic part should not exceed 7.5 ; - PR of 9 for non-domestic building	“R(A)” zone only: - PR of 9 for a building that is partly domestic and partly non-domestic, of which the domestic part should not exceed 8 ; - PR of 9 for non-domestic building
BH restriction	“R(A)” zone: - 120mPD	“R(A)” zone: - 140mPD

3.4 In support of the draft DSP, URA submitted the following documents:

- | | |
|---|---|
| (a) URA’s letters dated 22.5.2020 | (Annex A) |
| (b) Planning Report (including Stage 1 SoIA Report) |  |
| (c) URA’s letter dated 8.7.2020 | |
| (d) Stage 2 SoIA Report | |
| (e) URA’s submission dated 27.7.2020 | |
| (f) URA’s submission dated 7.9.2020 | |
| (g) URA’s submission dated 28.10.2020 | |
| (h) URA’s submission dated 9.12.2020 | |
| (i) URA’s submission dated 30.12.2020 | |
| (j) URA’s submission dated 31.3.2021 | |
| (k) URA’s submission dated 29.6.2021 | |
| (l) URA’s submission dated 10.3.2022 | |
| (m) URA’s submission dated 3.11.2022 | |
| (n) URA’s submission dated 3.2.2023 | (Annex B ⁴) |

⁴ On 15.3.2023, URA submitted a consolidated report containing the relevant parts of the Planning Report and technical assessments for the revised scheme, as well as consolidated responses-to-comments (RtoC) tables addressing departmental and public comments (Enclosure B of **Annex B**). URA also submitted RtoC addressing departmental comments received from 17.2.2023 to 14.3.2023 (Enclosure A of **Annex B**). The original submissions listed from (b) to (n) are not attached in this paper.

(o) URA's submission dated 21.3.2023

(Annex C)

Notional Scheme

3.5 According to URA's notional scheme (**Drawings 2a to 2e, 3a to 3e, 4 and 5**), the proposed development comprises a northern site for private housing development with five residential towers atop podia connected by elevated bridge/deck linkages, and a southern site for SH units with two residential towers atop a podium which is connected to a GIC block by elevated bridge/deck linkages. All the residential towers are proposed above two-storey clubhouse/retail/GIC podia with three to four levels of basements for car park/retail. Two vehicular ingress/egress points are proposed at Kau Pui Lung Road for the private housing and SH development respectively.

3.6 The development parameters of the notional scheme are set out in the table below:

Notional Scheme	Northern Portion ⁽ⁱ⁾ (for private housing)	Southern Portion ⁽ⁱ⁾ (for SH units)
Proposed Zoning on the draft DSP	R(A), Road	
Gross Site Area (about)	16,473m ²	
Net Site Area for PR Calculation ⁽ⁱⁱ⁾ (about)	15,475m ²	
GFA ⁽ⁱⁱⁱ⁾ / PR		
- Domestic	123,800m ² / 8.0	
- Non-domestic	15,475m ² / 1.0	
- Total	139,275m ² / 9.0	
BH	140mPD	
No. of Floors	37 storeys above three/four basement levels	
Nos. of Flats (about)	1,374	950
Estimated Residential Population	About 6,043 ^(v)	
Average Flat Size ^(iv) (about)	50m ²	58m ²
GFA for GIC Facilities ^(vi)	Not less than 2,500m ^{2(vii)}	
Public Open Space (POS) and Pedestrianised Avenue/Event Plaza	- Not less than 2,400m ² of at-grade pedestrianised avenue / event plaza ^(viii) - Not less than 400m ² of at-grade POS	
Private Open Space	Minimum 1m ² per person	
Parking Facilities		
- Ancillary Parking Spaces	611	
- Ancillary L/UL Bays	28	
- Public Car Parking Spaces	164	
Tentative Completion Year	2033	
<u>Notes:</u>		
⁽ⁱ⁾ The boundary between the northern portion and the southern site is indicative and subject to site survey and changes.		
⁽ⁱⁱ⁾ Figure provided by URA. According to URA, net site area includes all private lots, the government lanes, the portion of Maidstone Road and Kiang Su Street within the DS. The public pavements at the periphery where affected buildings overhang will be excluded from		

Notional Scheme	Northern Portion ⁽ⁱ⁾ (for private housing)	Southern Portion ⁽ⁱ⁾ (for SH units)
(iii)	the PR calculation.	
(iv)	The exact GFA and PR are subject to TPB's approval, detailed design and prevailing Schedule 1 of the Building (Planning) Regulations (B(P)R).	
(v)	Indicative only, subject to detailed design at project implementation stage.	
(vi)	Persons per flat ratio (PPF) of 2.6 assumed.	
(vii)	GIC facilities proposed to be exempted from GFA calculation.	
(viii)	The proposed GIC facilities will be located in the GIC block and/or within the non-domestic portion of the development.	
	Pedestrianised avenue/event plaza will be open for public use at reasonable hours according to the URA.	

Development Intensity

- 3.7 Development within the "R(A)" zone on the Ma Tau Kok OZP is subject to a maximum PR of 9.0, of which the domestic part should not exceed 7.5. For the "R(A)" zone under the DSP, the total PR is kept at 9.0 as restricted under the OZP, with proposed adjustment of domestic and non-domestic PR split to 8.0 and 1.0 respectively for comprehensive residential developments.

Relaxation of BHR and Urban Design Concept

- 3.8 The area currently zoned "R(A)" on the OZP is subject to a BHR of 120mPD. URA proposes to relax the BHR of the "R(A)" zone under the DSP to 140mPD for provision of wider ventilation/visual corridors and provision of at-grade pedestrianised avenue/event plaza and open space. Two ventilation/visual corridors, including a 17m-wide podium building separation in the north-south direction along Maidstone Road and a 23m-wide podia separation⁵ in east-west direction along Kiang Su Street, are proposed (**Drawing 5**). Furthermore, the massing of the podia is minimised through the utilisation of underground space for retail and carpark uses.

Provision of Pedestrianised Avenue/Event Plaza, Public Open Space and GIC Facilities

- 3.9 Not less than 2,400m² of pedestrianised avenue/event plaza open for public use at reasonable hours, to be maintained and managed by the URA or its assignee, is proposed. In addition, not less than 400m² of POS to be located in the proximity of the pedestrianised avenue/event plaza will be provided for public enjoyment within both the northern and southern portions (**Drawing 2b**). The management and maintenance of the POS will be subject to liaison with relevant government departments and to be determined at land grant stage. A cohesive landscaping, tree planting and greening will be provided in the pedestrianised avenue/event plaza and open space. A minimum coverage of greening of 20% of the net site area will be provided.

⁵ According to the URA, footbridges, canopies and architectural features shall be allowed in the podium building separation areas.

- 3.10 Not less than 2,500m² GFA is proposed for GIC facilities in the three-storey GIC block and/or within the non-domestic portion of the development. URA proposes the provision of GIC facilities as required by the government to be exempted from GFA calculation (**Annex F-2**).

Provision of an Underground PVP

- 3.11 An underground PVP of 164 parking spaces is proposed. The PVP will compensate the affected on-street parking spaces at Maidstone Road, Kiang Su Street and Kau Pui Lung Road, and also provide additional public car parking spaces to meet local demand. Management of the underground PVP will be arranged by the URA at development stage. 'Public Vehicle Park (excluding container vehicle)' is proposed to be included as a Column 1 use that is always permitted within "R(A)" zone and be exempted from GFA calculation under the DSP, if required by the government (**Annex F-2**).

Re-planning and Restructuring of Traffic and Pedestrian Network

Road Closure and Multi-level Pedestrian Network

- 3.12 Portions of Maidstone Road and Kiang Su Street are proposed to be closed for the creation of a pedestrianised avenue/event plaza and POS (**Drawing 2b**). The pedestrianised avenue / event plaza will provide at-grade linkages to the two entrances of the Mass Transit Railway (MTR) To Kwa Wan Station at Lok Shan Road and Kiang Su Street respectively (**Drawing 4**). The closure of Maidstone Road near Lok Shan Road will form a cul-de-sac within the DS area and will be managed and maintained by the URA or its assignee and opened to the public 24 hours daily (**Drawing 2b**). Maidstone Road will also be connected directly with Chi Kiang Street providing a wider passageway enhancing pedestrian connectivity.
- 3.13 In addition to the at-grade pedestrianised avenue/event plaza, an underground shopping street is proposed with possible connection to the MTR To Kwa Wan Station at the basement level. The underground pedestrian passageway will be opened for public use during the opening hours of the retail portion. Elevated bridge/deck linkages to connect between podia serving residents of the proposed development will be explored at detailed design stage (**Drawing 4**).

4. Justifications provided by URA

Development Intensity

- 4.1 With a domestic PR of 8, the DS could provide about five times the nos. of existing flats⁶, contributing to the housing supply in the urban area, including 950 units of SH units and 1,374 private housing to meet different market needs. With an adjustment in the PR split, site potential could be optimised for better urban design.

⁶ According to URA, the existing flat number in the DS area is about 460. The DSP increases the flat number from 460 to about 2,300 units.

Site coverage of the commercial podia in the development could be minimised for provision of small-scale street front shops, echoing with the tranquil atmosphere of the locality. In addition to providing housing units, GIC facilities of not less than 2,500m² GFA, an underground PVP, pedestrianised avenue/event plaza and public open spaces will be provided.

Relaxation of BHR

- 4.2 URA proposes a relaxation of BHR from 120mPD to 140mPD to provide design flexibility, making a considerable width of at-grade passageway for comfortable pedestrian movement and provision of two ventilation/visual corridors possible. The massing of the buildings could be carefully designed to minimise site coverage with the increase in BH. With a proposed BH of 140mPD and non-domestic PR of 1, slimmer residential blocks on top of smaller podia could be achieved, which could enhance building permeability and reduce visual bulkiness of the podia.
- 4.3 A Visual Impact Assessment (VIA) has been carried out to demonstrate that the proposed BH of 140mPD is compatible with the surrounding developments and would not jeopardise the urban design principles of maintaining a stepped height profile towards the waterfront or obstructing the ridgeline. Besides, the AVA submitted demonstrated the proposed scheme would have comparable or even enhanced wind flow with the wind enhancement features incorporated.

Efficient Use of Land and Better Pedestrian Walking Environment

- 4.4 With the restructuring of land uses and traffic and pedestrian network as described in paras. 3.12 and 3.13 above, the land parcels could be re-configured to allow integrated design of internal transport facilities, such as grouping of ingress/egress for ancillary car park and PVP, for more efficient use of land. Besides, the dead-end condition of Maidstone Road could be converted to provide at-grade pedestrianised avenues for a car-free pedestrian environment. Both at-grade and underground pedestrian connections to the MTR To Kwa Wan Station are proposed in order to create a convenient and safe pedestrian network in the neighborhood.

No Insurmountable Technical Impacts

- 4.5 The technical assessments submitted including Traffic Impact Assessment (TIA), Environmental Assessment (EA), Sewage Impact Assessment (SIA), Air Ventilation Assessment (AVA), VIA, Drainage Impact Assessment (DIA), Water Supply Impact Assessment (WSIA) and Quantitative Risk Assessment (QRA) (**Annexes B and C**) demonstrated that there would not be any adverse impact to the surrounding area pertaining to traffic, environmental, air ventilation, visual, sewerage, drainage, water supply and risk aspects.

5. Social Impact Assessment

- 5.1 According to section 25(3) of the URAO, an assessment of the likely effect of the implementation of the DSP should be prepared by the URA. In accordance with the guidelines stipulated in the Urban Renewal Strategy, the URA should undertake a Stage 1 SoIA before publication of any proposed redevelopment project in the Government Gazette and a Stage 2 SoIA after the freezing survey to fully assess the social impact of the proposed project and the social re-housing needs of the residents affected. From 22.5.2020 to 24.5.2020, an SoIA survey was conducted by URA to survey the opinions of people for planning purposes together with the freezing survey. Follow-up survey visits by appointments were conducted up to 12.6.2020. The SoIA (Stage 1) Report and the SoIA (Stage 2) Report are at Enclosure B of **Annex B** and were circulated with no adverse comments received from concerned government departments.

Domestic Household Impact

- 5.2 A total of 1,424 persons (428 households) were recorded in the freezing survey conducted in 2020. The percentage of elderly (aged 65 and above) and six persons or above household within the DS area are higher than the territorial-wide level. A brief summary of the findings on population and household characteristics, social-economic characteristics, household types and groups with special needs are at **Annex G**.
- 5.3 The findings of the survey are as follows:
- (a) impact on employment – over half (50% and 58% respectively) of the owner-occupier households and other households considered that the project would have positive impact or no impact; whilst 11% of owner-occupier households and 4% of other households considered that there would be negative impact;
 - (b) impact on economic conditions – 26% of the owner-occupier households and 37% of the other households considered that there would be positive impact or no impact; whilst 38% of the owner-occupier households and 38% of the tenant households considered that there would be negative impact; and
 - (c) impact on social network – 26% of the owner-occupier households and 37% of the other households considered that their current social network would not be affected; whilst 45% of the owner-occupier households and 42% of the other households considered that social network would be affected.

Business Impact

- 5.4 In terms of business impact, two business operators for retail and office respectively were identified in the freezing survey. One of them is using one unit (for domestic use according to the GBP) for both domestic and non-domestic use while another

one is a wall shop⁷. Both operators did not support the proposed redevelopment and preferred to continue the businesses nearby.

Mitigation Measures / URA's assessments

- 5.5 To avoid gatherings under COVID-19 pandemic, project briefing videos instead of public briefing in past practice are provided to the affected persons by the URA when the DS was commenced. Three public briefing sessions conducted with the presence of Government representatives were organised by the URA later in July 2020 to inform stakeholders details of the DS and obtain public views. Hotlines from Government departments and the URA were provided to stakeholders since the commencement of the DS to answer enquiries.
- 5.6 To facilitate the dissolution of the CBS, the Urban Redevelopment Facilitating Services Co. Ltd. (URFS), a subsidiary of the URA, provides free service to the CBS members to facilitate dissolution of the CBS in the Scheme. To address the accommodation issue arising from the redevelopment, the Government has made special arrangements to offer an additional option for eligible owner-occupiers to purchase subsidised sale flats of the dedicated rehousing site at Kai Tak of the same Kowloon City district (**Plan 2**).
- 5.7 URA considers that the prevailing acquisition, tenants' ex-gratia allowance and rehousing policies and arrangements, coupled with the services offered by the Social Service Team, will be sufficient to reasonably mitigate the impact on majority of the residents/business operators arising from the proposed redevelopment.

6. Implementation

- 6.1 As shown in the tentative implementation programme proposed by URA (Enclosure B of **Annex B**), construction of the project will commence in around 2028 for completion in 2033.
- 6.2 URA does not own or lease any land within the boundaries of the draft DSP and will acquire the property within the DSP by purchase. Documents detailing URA's principles for acquisition and resumption of affected properties as well as URA's rehousing and ex-gratia payment packages for domestic and non-domestic tenants are in Part 2 of Enclosure B of **Annex B**.

⁷ The wall shop is located very close to the DSP boundary. Its actual location would be subject to site survey.

7. The Development Scheme and its Surrounding Areas (Plans 1 to 3, Aerial Photo at Plan 4, Site Photos at Plans 5a to 5d)

7.1 The DS area:

- (a) is bounded by a row of buildings at Ma Tau Wai Road to the east, Ming Fat Building and Chi Kiang Street to the south, Morning Joy Building, City 151 and Kau Pui Lung Road to the west, and 80 Maidstone Road and Lok Shan Road to the north (**Plan 3**).
- (b) involves a cluster of 30 CBS sites developed under 28 CBSs. The buildings are all residential in nature and of five to six storeys built between 1959 and 1970 (i.e. all aged 50 or above) (**Drawing 1 and Plan 6**).
- (c) none of the buildings is served by lift or barrier-free access and the serviceability is poor. According to URA's building condition survey, most of the buildings are in "acceptable" conditions. Some of the buildings are found to have completed building rehabilitation works comprising mainly repairing defects in common or public areas of the buildings⁸.
- (d) two exits of MTR To Kwa Wan Station at Lok Shan Road and Kiang Su street abut the northern boundary and eastern boundary of the DS area respectively.

7.2 The surrounding areas have the following characteristics:

- (a) the area is primarily a residential area zoned "R(A)" dominated by medium and high-rise residential developments. Non-domestic uses such as shops and services are found on the ground floors. To the north, there are private residential buildings and some buildings of CBS scheme (**Plans 2 and 3**).
- (b) a row of residential buildings along Ma Tau Kok Road are located to the immediate east of the DS area with a back lane in between (**Plan 3**). GIC facilities including the To Kwa Wan Market and Government Offices and some schools are concentrated on the opposite side of the Ma Tau Wai Road.
- (c) to the west across Kau Pui Lung Road and to the south across Chi Kiang Street is Lok Man Sun Chuen⁹, a public rental housing estate developed by the Hong Kong Housing Society (HKHS). Ko Shan Road Park are located to the further south of the DS (**Plan 2**).

⁸ The information is based on Buildings Department's records and land search records in Land Registry, provided by the URA.

⁹ LPG storage installations are found near Lok Man Sun Chuen Block G and Block I, which are considered Potentially Hazardous Installations (PHIs).

- (d) three relatively new residential buildings, namely City 151, 80 Maidstone Road and Celestial Heights¹⁰ (existing BH ranging from 115mPD to 150mPD) are located at the north-west/further northwest (**Plan 7**).

8. Planning Intention

- 8.1 The area covered by the DSP is currently partly zoned “R(A)” and partly shown as ‘Road’ on the draft Ma Tau Kok OZP No. S/10/29.
- 8.2 The DS area is to be rezoned to “R(A)” and areas shown as ‘Road’. The planning intention of the original “R(A)” zone will be retained, which is primarily for high-density residential developments with commercial uses always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. Provision of GIC facilities, a PVP, at-grade pedestrianised avenue/event plaza and POS will be added.

9. Comments from Relevant Bureau/ Government Departments

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

Policy Aspect

9.1.1 Comments from the Secretary for Development (SDEV):

URA has taken the project forward to meet one of the initiatives of the 2018 Policy Address, namely, increasing housing supply by full utilisation of the development potential of the cluster of CBS sites in the urban districts. The project is one of the two pilot CBS redevelopment projects to improve the overall environment through the provision of GIC facilities, public open space, public car parking spaces, both at-grade and underground integrated pedestrian networks, on top of provision of housing supply. Moreover, part of the URA redevelopment site is to be carved out for SH development upon site clearance, thus increasing subsidised sale flat supply in the urban area. DEVB acknowledges and appreciates URA’s efforts in piloting CBS redevelopment and incorporating SH element in this project while noting its proposed domestic PR exceeds the general permissible domestic PR in Kowloon OZPs. Having regard to the uniqueness of the CBS project and URA’s efforts therein in maximising development potential of CBS sites in the urban districts to increase housing supply (in particular subsidised sale flats), DEVB gives policy support to this approach.

¹⁰ City 151, 80 Maidstone Road and Celestial Heights are completed in 2019, 2003 and 2009 respectively.

Land Administration

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

- (a) The DS comprises 30 private lots, public road and pavement. The private lots involved 30 CBS Scheme sites.
- (b) Should the draft DSP be approved by the Board, URA is required to submit land grant application to LandsD for implementation of the private residential/SH/commercial development proposal. Appropriate lease conditions will be considered at a later stage after the statutory plan making process is completed. If the land grant is approved by LandsD acting in its capacity as the landlord, it will be subject to such terms and conditions, including but not limited to payment of premium and administrative fee.
- (c) Other detailed comments at **Annex H**.

9.1.3 Comments from the District Lands Officer/Kowloon West, Lands Department (DLO/KW, LandsD):

There are proposed pedestrian avenue/plaza and open space which will be open for use at reasonable hours. In the event that requirement to open such facilities for public use is required to be stipulated in the future land grants, the exact opening hours will be specified in consultation with the Government.

Traffic Aspect

9.1.4 Comments from the Commissioner for Transport (C for T):

- (a) It is noted that the actual opening hours of the pedestrianised avenue/ pedestrian connection will be determined at land grant stage. URA shall explore the feasibility to provide a 24-hour passageway to the public at the later stage as there are elderly homes at Kau Pui Lung Road and lots of elderly living nearby.
- (b) The site constraints for providing coach parking spaces in the PVP is noted. URA shall consider providing more private car/goods vehicles parking spaces in the PVP at the later stage so that the Government will have more flexibility to convert some on-street parking spaces into on-street lay-bay or parking spaces for coaches as mentioned in the submissions if deemed necessary and appropriate.

Building Aspect

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

His detailed comments under the Buildings Ordinance are at **Annex H**.

Social Welfare Aspect

- 9.1.6 Comments from the Director of Social Welfare (DSW):

On the understanding that 2,500m² GFA will be available for incorporating welfare facilities, a list of proposed welfare facilities are suggested to the URA, for example, Neighbourhood Elderly Centre, Special Child Care Centre, 60-place Day Care Centre for the Elderly and Home Care Services for Frail Elderly Persons. It is noted that URA will liaise with SWD and relevant Government departments for the type of GIC facilities after approval of the DSP.

Environmental Aspect

- 9.1.7 Comments from the Director of Environmental Protection (DEP):

(a) Insurmountable environmental impacts arising from the proposed redevelopment are not anticipated. To ensure proper evaluation of noise, sewerage and land contamination issues, and implementation of necessary mitigation and remediation measures, relevant special conditions are recommended to be imposed in the future land title document.

(b) Detailed comments are at **Annex H**.

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

No in-principle objection to the SIA and DIA. Detailed comments are at **Annex H**.

Urban Design, Visual & Air Ventilation Aspect

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

Urban Design and Visual

(a) Given the context and as illustrated in the photomontages of the VIA, although the proposal with a proposed BH of 140mPD may weaken the intended stepped height profile descending towards the

waterfront, it would generally be compatible with the prevailing character and intended height profile of the surrounding area. The proposal would unlikely induce significant adverse effect on the visual character of the surrounding townscape.

- (b) According to the notional scheme, the proposed landscaped pedestrianised avenue/event plaza along existing Maidstone Road (with a minimum podium separation of 15m in width) and Kiang Su Street (with a minimum podium separation of 20m in width), which will be opened for public use at reasonable hours, would generally respect the existing street grid pattern and could help maintaining air and visual permeability currently offered by the streets, as well as potentially providing more ground floor spaces for pedestrian use. There would be an underground pedestrian passageway with retail to connect to the two entrances of the MTR To Kwa Wan Station at Lok Shan Road and Kiang Su Street at basement level. Potential open spaces are located at the pedestrianised avenue/event plaza. It is noted that possible elevated bridge/deck linkages to connect the podia within the scheme area will be explored at detailed design stage. It is also noted from the proposed ES of the draft DSP that (i) footbridges, canopies and architectural features will be provided in between the podia where appropriate and practicable, and (ii) there is an intention to minimise the massing of podium to create a pedestrian-friendly environment. These measures may promote pedestrian connectivity and visual interest, as well as improve the pedestrian environment.

Air Ventilation

- (c) An AVA Initial Study (IS) using computational fluid dynamic modelling has been carried out for the Baseline Scheme (i.e. the OZP complaint scheme) and the Proposed Scheme for the site. As set out in the AVA IS report, two major wind enhancement features including (i) a minimum 15m-wide breezeway along the pedestrianised avenue/Maidstone Road; and (ii) a minimum 20m-wide podium separation along Kiang Su Street for east-west wind flow, have been incorporated in the Proposed Scheme with the aim to address the potential adverse air ventilation impact induced by the proposed development on the surroundings.
- (d) According to the simulation results, the performances of the Proposed Scheme on overall pedestrian wind environment are in general comparable with the Baseline Scheme under both annual and summer conditions. As such, it is not anticipated that the proposal would generate any significant adverse impact on the pedestrian wind environment when compared with the Baseline Scheme.

Landscape

- (e) The site is situated in an area of urban landscape character and there is no existing trees within the DS area. According to the proposed ES, there would be not less than 400m² of POS and not less than 2,400m² of covered and uncovered area of the pedestrianised avenue/plaza for public use at reasonable hours. Also, a cohesive landscaping, tree planting and greening will be provided in the pedestrianised avenue/plaza and open space and minimum coverage of greening of 20% of the net site area will be provided.
- (f) Having reviewed URA's R-to-C, there is no further comment from landscape planning perspective.

Risk Assessment

- 9.1.10 Comments from the Director of Electrical and mechanical Services (DEMS):

The proposed development is located in the vicinity of two existing Liquefied Petroleum Gas Storage Installations near Lok Man Sun Chuen. Having reviewed the QRA submitted, there is no comment from regulatory services perspective.

District Officer's Comments

- 9.1.11 District Officer (Kowloon City), Home Affairs Development

She notes that Kowloon City District Council (KCDC) members showed support towards the captioned project and offered their advice to the URA in the Housing and Development Planning Committee (HDPC) meeting on 2.3.2023. She believes that the URA will take the advice of DC members into account to facilitate better planning from the community's perspective.

- 9.2 The following government departments have no comment on the draft DSP/URA's responses to departmental comments (**Annexes B and C**):

- (a) Chief Engineer/Construction, Water Supplies Department;
- (b) Chief Highway Engineer/Kowloon, Highways Department;
- (c) Project Manager (East), Civil Engineering and Development Department;
- (d) Director of Leisure and Cultural Services Department;
- (e) Commissioner of Police; and
- (f) Director of Fire Services.

10. Public Consultation

- 10.1 URA has consulted KCDC on the draft DSP on 23.6.2020 and the minutes of the meeting is at **Annex D** for Members' reference. In view of the revisions made to the DSP, URA has further consulted members of the Housing and Development Planning Committee (HDPC) of KCDC on 2.3.2023¹¹ and members support the proposed development. The major views of KCDC members and URA's responses are summarised in paragraph 10.5 below.
- 10.2 The draft DSP (including Stage 1 SoIA report) and the Stage 2 SoIA report were made available for public inspection/comments in the Planning Enquiry Counters of PlanD from 29.5.2020 to 19.6.2020 (Stage 1) and from 17.7.2020 to 31.7.2020 (Stage 2) respectively. During the two inspection periods of the draft DSP and Stage 2 SoIA report, a total of 1,262 comments were received. Among them, 236 supports (19%), 915 opposes (73%) and 111 (9%) express concern on the DSP¹². All the comments received are deposited at the Secretariat for Members' inspection at the meeting. Samples of the public comments at Stage 1 and 2 are in **Annexes E-1 and E-2** respectively for Members' reference and URA's responses to the public comments are in Enclosure B of **Annex B**.
- 10.3 Supportive comments were submitted by individuals. They support the DSP mainly on the grounds that the proposed redevelopment could improve living environment as there is no lift in existing buildings; contribute to housing supply by maximising land potential; revitalise the old To Kwa Wan area; and improve the safety of the area.
- 10.4 The objecting comments are from affected residents, residents of nearby properties, nearby business operator, members of CBS Scheme, the "old district autonomy advancement group" or "odaag" (舊區街坊自主促進組) and individuals. The remaining comments providing views are from a member of KCDC and individuals.

¹¹ The meeting minutes is not available at the time of issuance of this paper.

¹² As mentioned under para. 2.4, URA also conducted an opinion survey in November 2021 with affected households and the survey result indicated that about 69% (281 households) expressed support while about 15% (62 households) objected to the redevelopment. In view of that most of the concerns are related to CBS issues, URA consulted the Government to address the related concerns and issued an Information Summary on the Dissolution, Acquisition and Resumption Arrangements to the CBS members to address their concerns (Part 1 of Annex B).

10.5 The major objections/concerns raised by KCDC members and the public , as well as URA's responses are summarised as follows:

Objections/Concerns	URA's Responses
<i>Raised by both KCDC and the public</i>	
Acquisition, Compensation and Rehousing Policy	
(a) Acquisition price should be higher to allow residents to purchase a flat with the same size in the same area. More compensation should be offered, such as provision of rental subsidy and compensation for relocation expenses.	The prevailing acquisition policy adopted by URA is based on the property acquisition policy approved by the Legislative Council in March 2021. The DSP is commenced in accordance with the prevailing acquisition and rehousing policies. Any interim compensations would deviate from usual approach.
(b) Requirement of payment of land premium by the residents is unreasonable. The methodology to calculate the land premium is not transparent.	Under the CBS scheme, land was granted at a concessionary premium of one-third of the full market value of the land concerned and there are outstanding land premium, which is two-thirds of the full market price. The basis for land premium assessment is detailed in the RtoC to public comments submitted (Enclosure B of Annex B)
(c) Affected residents should be compensated with a flat-for-flat (FFF) unit with similar size in the same area.	URA will offer FFF arrangement (in-situ or in the same district or at available sites) to affected eligible owner-occupiers under prevailing compensation policy. Besides, the Dedicated Rehousing Estate (DRE) in Kai Tak Development Area (KTDA) is another option offered. These choices provide an option for the owner-occupiers to rehouse in the same district. The size of the flats offered would be subject to further design and study.
Public Consultation	
(d) Insufficient consultation and communication with affected residents. No public briefing was organised.	Project briefing videos instead of public briefing in past practice are provided to the affected residents due to Covid-19 pandemic. Three public briefing sessions were organised by the URA with the presence of government representatives in July 2020 for affected residents to explain the project and collect views. Moreover, two public consultation periods were provided from May to July 2020 and public comments will also be invited during the gazette of the draft DSP under the TPO.

Objections/Concerns	URA's Responses
(e) The buildings within the DS area are of good condition and there is no urgency of redevelopment. Redevelopment priority shall be given to buildings which are more dilapidated.	The DSP is a response to the PAs in which URA is invited to identify clusters of CBS Scheme sites for high-density development. The site is selected according to multiple factors such as numbers of CBS involved, building age and development density.
<i>Raised by KCDC only</i>	
(f) Temporary passageway(s) shall be provided during the construction period to maintain accessibility to MTR station exits.	URA will explore the feasibility of a temporary passageway within the site. As the site involves deep excavation, pedestrian safety should be accorded priority consideration.
(g) Coach parking spaces and more parking spaces shall be provided in the development.	Four basement levels for car parking are already proposed and additional basement floors will increase construction complexity and lengthen the construction time. Besides, higher headroom and extra floor spaces will be required for large coaches to maneuver. Provision of coach parking spaces therefore will not be considered.
(h) Barrier-free access shall be provided at Exit B of To Kwa Wan Road MTR Station (i.e. the exit near Lok Shan Road).	The underground linkage to the MTR station is subject to detailed design and liaison with the MTR Corporation Limited. URA will provide sufficient barrier-free facilities as far as practicable.
(i) The proposed underground shopping streets shall be extended further to Chi Kiang Street and To Kwa Wan Road, as well as to the To Kwa Wan Road / Wing Kwong Street Development Scheme (KC-016) (Plan 2).	There are extensive underground utilities in areas around Wing Kwong Street. Construction of underground shopping streets involves deep excavation and will affect the implementation program of KC-016.
<i>Raised by the public only</i>	
Social and Culture Aspect	
(j) Social network will be destroyed by the redevelopment. The redevelopment will affect the well-being of the elderlies if they are relocated to a new environment.	Various mitigation measures have been formulated and will be adopted by URA to mitigate the potential social impacts to the affected. For example, the URA and the Social Service Team (SST) will follow up and provide assistance to the elderly after their relocation to a new environment.
(k) The CBS buildings should be preserved as they are with architectural features and characters.	CBS buildings are not graded historic buildings or listed for grading assessment. The CBS redevelopment project is to meet the objectives of the PAs to fully utilise the land potential of the CBS sites and is not positioned as a preservation project.

Objections/Concerns	URA's Responses
Technical Aspects	
(l) Adverse impacts on visual, traffic, air ventilation, air quality and noise nuisance during construction.	URA has submitted various technical assessments including TIA, VIA and EA to departments to demonstrate the proposed redevelopment would not result in adverse technical impacts. Relevant requirements and regulations for noise, air quality and construction works will be complied with.
Others	
(m) A proposal "same location same size replacement option" is put forward to provide two rehousing blocks on site for in-situ rehousing of the affected CBS owners. Additional cash subsidies and ownership of the future carpark are also requested in the proposal.	After careful consideration, it is considered that the proposal is not practical as the site for in-situ rehousing has been reserved for SH units in response to the policy directives. The requested cash subsidy and ownership of the new carpark, coupled with the in-situ rehousing arrangement, will also cause serious financial burden to the URA which will violate the principle of prudent fiscal management to ensure urban renewal can be implemented in a sustainable manner.

11. Planning Department's Views

- 11.1 The URA proposes the Kau Pui Lung Road/Chi Kiang Street DSP as a pilot CBS redevelopment project for high-density residential developments with provision of underground PVP, GIC facilities, at-grade pedestrianised avenue/event plaza and POS. PlanD has no objection to the draft DSP in general taking into account the following:

A Response to the PAs

- (a) The DSP is a pilot CBS redevelopment project which was a response to the 2018 and 2019 PAs for redevelopment CBS Scheme sites to maximise the development potential of CBS sites, which are of low density and located in high-density development areas. The DSP provides a total of 2,324 nos. of flats, increasing housing supply and improving the living conditions of affected households by providing rehousing units with modern facilities, particularly for the elderly, as the CBS buildings are without lifts. The proposed redevelopment brings planning gains to the society and addresses the demand for housing. Policy support has been given by SDEV for the proposed development intensity of the DSP and the technical assessments submitted by URA demonstrates technical feasibility of the proposed scheme.

Development Intensity

- (b) The total PR restriction proposed to be stipulated in the Notes is in line with the PR restrictions for “R(A)” zone on the OZP, i.e. a maximum total PR of 9. URA’s proposal of adjustment of domestic and non-domestic PR split to 8.0 and 1.0 respectively could optimise development potential for comprehensive residential developments with increased flat supply, which is in line with the intent of the PAs. The lower non-domestic PR of 1.0 to accommodate retail uses at ground floor and one basement level only, as proposed by the URA, help create a human-scale walking environment while providing shops to meet local needs.

Relaxation of BHR

- (c) The “R(A)” sites in the vicinity are mainly subject to a BHR of 120mPD. The “R(A)” site to the west of Kau Pui Lung Road is subject to a BHR of 140mPD (i.e. Lok Man Sun Chuen) (**Plan 7**). URA has proposed to relax the BHR of the DSP from 120mPD to 140mPD to reduce visual bulkiness of the building and provide wider gaps between buildings for better views and air ventilation.
- (d) Two wind enhancement features are proposed to be incorporated into the development by the URA, including a 17m-wide north-south podium building separation along pedestrianised avenue, and a 23m-wide east-west podium building separation along Kiang Su Street. To better reflect the design intent, the proposed wind enhancement features have been incorporated into Para. 7.14 of the ES of the ESP (**Annex F-3**). The result of the AVA concludes that the increase in BH would not induce significant impact to the To Kwa Wan area in air ventilation terms under both annual and summer conditions. CTP/UD&L of PlanD has no adverse comment on the AVA.
- (e) URA has conducted a VIA (**Annex B**) to assess the possible visual impact of the proposed development. Five viewpoints at key pedestrian nodes are selected (**Drawings 3a to 3e**). The VIA concluded that the proposed development will not create significant impact on public views. CTP/UD&L of PlanD has no adverse comment on the proposed BHR of 140mPD and considered that it is not incompatible with the surroundings but may weaken the BH profile descending from inland to the waterfront.

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

- (f) C for T supports the proposal for providing an underground PVP on the site which would compensate the on-street parking that would be displaced due to road closure and to alleviate the shortage of car parking spaces in the area. To facilitate implementation of the proposed PVP, there is no objection to the Notes to include the provision as a Column 1 use and to exempt such floor area as required by the Government from GFA calculation. Ownership,

management and maintenance of the PVP will be arranged at the development stage. (**Annex F-3**).

- (g) 'Social Welfare Facilities' is a Column 1 use under a "R(A)" zone of the DSP and is always permitted. There is no objection to URA's proposal to exempt the floor area of GIC facilities as required by government from GFA calculation to encourage the provision of more GIC facilities within the development. The current proposal of providing 2,500m² GFA for GIC facilities accounts for about 2% of the proposed domestic GFA. URA is invited to liaise with SWD and consider including more GIC facilities in the development at the detailed design stage where feasible. Under the notional scheme, there is good accessibility to GIC facilities as the GIC block is designed to be located adjacent to the event plaza and an exit of MTR To Kwa Wan Station. The GIC block will also be connected to the elevated bridge/deck linkages providing linkages to the residential development.

Provision of Pedestrianised Avenue/Event Plaza, Underground Shopping Street and Open Space

- (h) URA proposes road closure of portions of Maidstone Road and Kiang Su Street for creation of a pedestrianised avenue/event plaza within the DS area and an underground shopping street. Both of these at-grade and underground areas will be connected to the entrances of MTR stations with commercial/retail elements. The proposed pedestrianised avenue traversing the DS area in a north-south direction with retail shops along both sides as well as open space will provide a comfortable and welcoming passageway for the public to walk between Lok Shan Road and Chi Kiang Street, as compared to the current dead-end road situation without ground floor shops. The north-south and east-west connectivity will also be improved by turning existing back lanes within the DS area and the Maidstone Road into a car-free walking environment. It is stated in the proposed ES that the pedestrianised avenue/event plaza and open space should be provided for public use at reasonable hours.
- (i) Under the Notes for "R(A)" zone of the draft DSP, commercial uses are always permitted on the lowest three floors of a building, taken to include basement levels (**Annex F-2**). URA proposes ground floor retail shops and underground shopping streets which would enhance the vibrancy of the area while creating a human-scale walking environment through utilisation of underground space.

Other Technical Matters

- (j) The submission has been circulated to relevant bureau/departments for comments and their comments are highlighted in paragraph 9 above. In gist, comments from government departments have been responded to by URA in **Annexes B and C** and it is anticipated that there is no insurmountable problems arising from the DSP from environmental, traffic, risk, drainage and sewerage impact perspectives. Where appropriate, comments from relevant government

departments have been incorporated in the Notes and ES in **Annexes F-2 and F-3**.

- 11.2 In respect of the public comments on the draft DSP mentioned in paragraph 10.4 above, the above assessment is relevant. Regarding the comments on acquisitions, compensation and re-housing, they would be dealt with by URA according to the established policies.

12. Relationship of the DSP with the Draft Ma Tau Kok OZP No. S/K10/29

If the Board decides to deem the draft DSP as being suitable for publication in accordance with section 25(9) of the URAO, the draft DSP shall, from the date that the exhibition of the draft DSP is first notified in the Gazette, replace or amend according to its tenor, the draft Ma Tau Kok Outline Zoning Plan (the OZP) relating to the area delineated and described therein.

13. Decision Sought

- 13.1 If the Board agrees with the DSP approach for the Kau Pui Lung Road/Chi Kiang Street site, the Board is invited to:
- (a) deem the draft URA Kau Pui Lung Road/Chi Kiang Street DSP No. S/K10/URA2/A (to be renumbered to No. S/K10/URA2/1 upon exhibition for public inspection) and its Notes at **Annexes F-1 and F-2** respectively as being suitable for publication as provided for under section 25(6) of the URAO, so that the draft DSP shall be exhibited for public inspection under section 5 of the TPO; and
 - (b) endorse the ES of the draft DSP at **Annex F-3** and adopt it as an expression of the Board's planning intention and objectives of the draft DSP and agree that the ES as being suitable for public inspection together with the draft DSP.
- 13.2 Alternatively, the Board may also refuse to deem the DSP as being suitable for publication.

14. Attachments

Annex A	URA's letters dated 22.5.2020
Annex B	URA's consolidated Reports and R-to-C submitted on 15.3.2023
Annex C	URA's submission dated 21.3.2023
Annex D	Extract of Minutes of HDPC of KCDC Meeting held on 23.6.2020
Annex E-1	Samples of Public Comments (Stage 1)
Annex E-2	Samples of Public Comments (Stage 2)
Annex F-1	Draft URA Kau Pui Lung Road/Chi Kiang Street DSP No. S/K10/URA2/A

Annex F-2	Notes of the Draft URA Kau Pui Lung Road/Chi Kiang Street DSP No. S/K10/URA2/A
Annex F-3	ES of the Draft URA Kau Pui Lung Road/Chi Kiang Street DSP No. S/K10/URA2/A
Annex G	A Brief Summary of the Findings of URA's Freezing Survey
Annex H	Detailed Departmental Comments
Drawing 1	Dissolved and Un-dissolved CBS Pattern
Drawing 2a	Indicative Block Plan
Drawing 2b	Potential Open Space and Pedestrian Connection
Drawings 2c to 2e	Schematic Section
Drawings 3a to 3e	Photomontages in the VIA
Drawing 4	Multi-level Pedestrian Linkages
Drawing 5	Proposed Design Measures in the AVA
Plan 1	Two Pilot CBS Redevelopment Projects
Plan 2	Location Plan
Plan 3	Site Plan
Plan 4	Aerial Photo
Plans 5a to 5d	Site Photos
Plan 6	Building Completion Year Plan
Plan 7	Building Height Plan

PLANNING DEPARTMENT
MARCH 2023