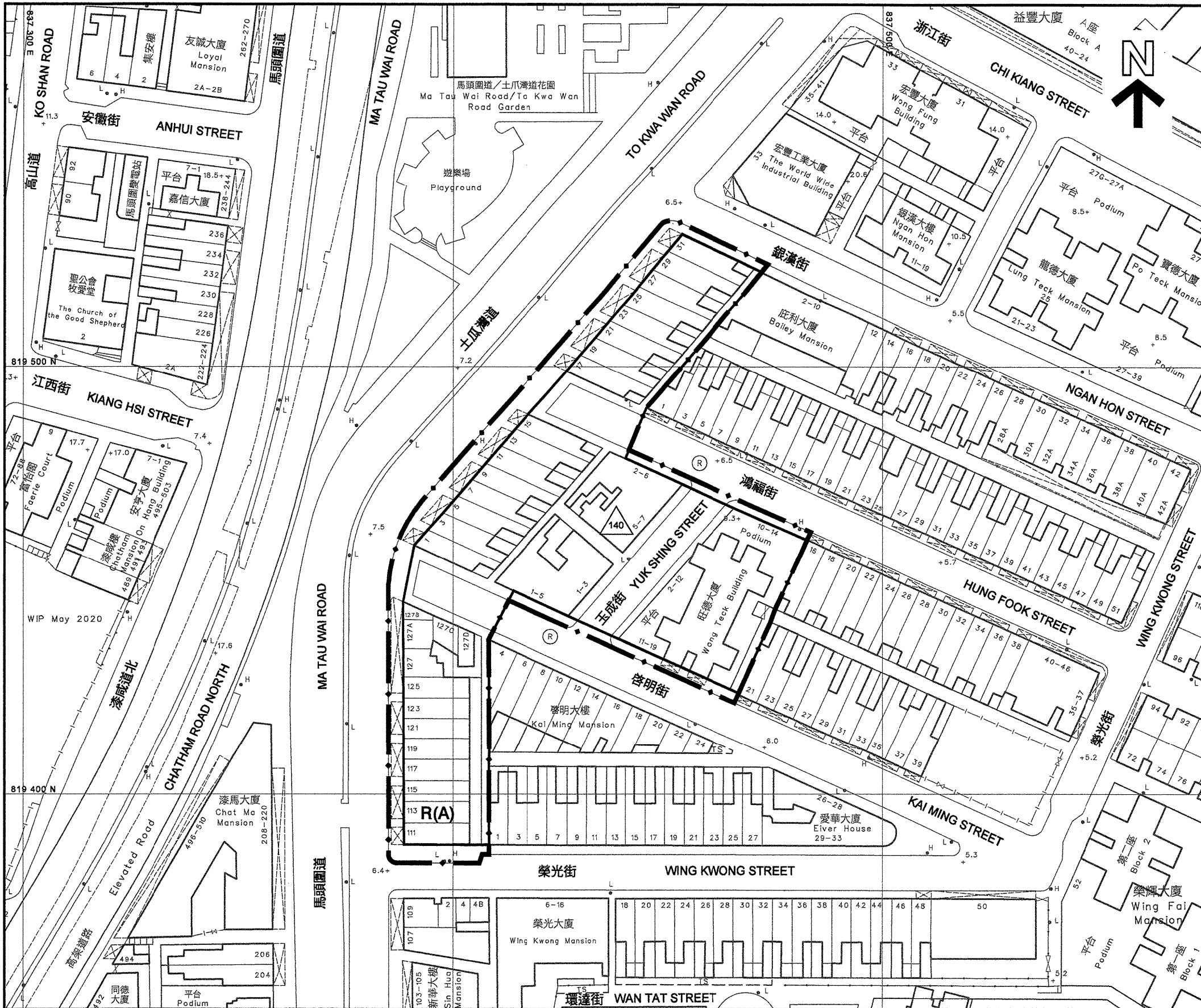


圖例
NOTATION

BOUNDARY OF DEVELOPMENT SCHEME	— ♦ —	發展計劃範圍界線
RESIDENTIAL (GROUP A)	R(A)	住宅(甲類)
MAJOR ROAD AND JUNCTION	==+==	主要道路及路口
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	△ 140	最高建築物高度 (在主水平基準上若干米)



夾附的《註釋》屬這份圖則的一部分
THE ATTACHED NOTES
ALSO FORM PART OF THIS PLAN

2021年6月18日城市規劃委員會根據市區重建局條例第25(6)(a)條認為圖則適宜公布，並於2021年7月9日按照城市規劃條例第5條展示
PLAN DEEMED SUITABLE BY THE TOWN PLANNING BOARD FOR PUBLICATION UNDER SECTION 25(6)(a) OF THE URBAN RENEWAL AUTHORITY ORDINANCE ON 18 JUNE 2021 AND EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 9 JULY 2021

Fiona LUNG 龍小玉
SECRETARY, TOWN PLANNING BOARD 城市規劃委員會秘書

香港城市規劃委員會依據城市規劃條例擬備的市區重建局土瓜灣道 / 榮光街發展計劃圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
URBAN RENEWAL AUTHORITY TO KWA WAN ROAD / WING KWONG STREET
DEVELOPMENT SCHEME PLAN

SCALE 1:1 000 比例尺
米 METRES 20 0 20 40 60 80 METRES 米

依據市區重建局條例第25(3)(a)條擬備
PREPARED UNDER SECTION 25(3)(a) OF THE URBAN RENEWAL AUTHORITY ORDINANCE

圖則編號
PLAN No. S/K9/URA3/1

**List of Representers and Commenters in respect of
the Draft Urban Renewal Authority To Kwa Wan Road/Wing Kwong Street
Development Scheme Plan No. S/K9/URA3/1**

I. List of Representers

Representation No. (TPB/R/S/K9/URA3/1-)	Name of Representer
R1	Kam Lin
R2	Kowloon Greenway
R3	Tang Chee-Soo
R4	黎錫球
R5	Bright Success Holdings Limited
R6	鄭章明
R7	Ip Chi Fai
R8	Cheng Shing Tai
R9	Li Ka Ho
R10	Kwok Ching Laam
R11	Chan Muk Kei
R12	Ng KaiYu
R13	Mary Mulvihill

II. List of Commenters

Comment No. (TPB/R/S/K9/URA3/1-)	Name of Commenter
C1	Urban Renewal Authority
C2	Chan Fung Ying
C3	鍾裕榮
C4	鍾偉榮
C5	羅群英
C6	陳忠
C7	關永安
C8	趙承紅
C9	王源光
C10	陳祖華
C11	韓天疇
C12	尹鴻
C13	韓成元
C14	林柳華

Comment No. (TPB/R/S/K9/URA3/1-)	Name of Commenter
C15	李志明
C16	林博
C17	Wong Kim Wing
C18	Cheng Shing Tai
C19	Li Ka Ho
C20	Jeffrey Kwok
C21	Wong Hoi Ting
C22	Designing Hong Kong Limited
C23	Mary Mulvihill
C24	Lee Boon Ying

Minutes of 1247th Meeting of the
Town Planning Board held on 18.6.2021

Present

Permanent Secretary for Development
(Planning and Lands)
Ms Bernadette H.H. Linn

Chairperson

Mr Lincoln L.H. Huang

Vice-chairperson

Mr Wilson Y.W. Fung

Mr Stephen L.H. Liu

Dr Frankie W.C. Yeung

Mr Peter K.T. Yuen

Mr Philip S.L. Kan

Dr Lawrence W.C. Poon

Mr K.K. Cheung

Dr C.H. Hau

Mr Alex T.H. Lai

Dr Lawrence K.C. Li

Professor T.S. Liu

Miss Winnie W.M. Ng

Ms Sandy H.Y. Wong

Mr Franklin Yu

Mr Stanley T.S. Choi

Mr L.T. Kwok

Mr Daniel K.S. Lau

Ms Lilian S.K. Law

Mr K.W. Leung

Professor John C.Y. Ng

Dr Jeanne C.Y. Ng

Professor Jonathan W.C. Wong

Mr Ricky W.Y. Yu

Dr Roger C.K. Chan

Dr Venus Y.H. Lun

Mr C.H. Tse

Principal Assistant Secretary (Transport 3),
Transport and Housing Bureau
Mr Andy S.H. Lam

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

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

Director of Lands
Mr Andrew C.W. Lai

Director of Planning
Mr Ivan M.K. Chung

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

Secretary

Absent with Apologies

Mr Thomas O.S. Ho

Dr Conrad T.C. Wong

Mr Y. S. Wong

In Attendance

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

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

Senior Town Planner/Town Planning Board
Ms Kitty S.T. Lam

(iv) Appeal Statistics

8. The Secretary reported that as at 15.6.2021, a total of 8 cases were yet to be heard by the TPAB and four decisions were outstanding. Details of the appeal statistics were as follows:

Allowed	37
Dismissed	166
Abandoned/Withdrawn/invalid	208
Yet to be heard	8
Decision Outstanding	4
<hr/>	
Total	423

Kowloon District

Agenda Item 3

[Open meeting (Presentation and Question Sessions only)]

Submission of the Draft Urban Renewal Authority To Kwa Wan Road/Wing Kwong Street Development Scheme Plan No. S/K9/URA3/A Prepared Under Section 25 of the Urban Renewal Authority Ordinance and Proposed Amendments to the Approved Hung Hom Outline Zoning Plan No. S/K9/26
(TPB Paper No. 10743)

[The item was conducted in Cantonese.]

9. The Secretary reported that the draft Development Scheme Plan (DSP) was submitted by the Urban Renewal Authority (URA). The following Members had declared interests on the item for having affiliation/business dealings with URA:

Mr Ivan M.K. Chung]	
(as Director of Planning)]	being a non-executive director of the URA Board
]	and a member of its Committee;
Mr Andrew C.W. Lai]	
(as Director of Lands)]	
Mr Lincoln L.H. Huang	-	being the deputy chairman of Appeal Board Panel of URA;
Mr Y.S. Wong		being a non-executive director of the URA Board and a member of its Committees;
Mr Thomas O.S. Ho]	
]	his firm having current business dealings with
Dr Conrad T.C. Wong]	URA;
]	
Mr K.K. Cheung]	
Mr Alex T.H. Lai	-	his former firm having business dealings with URA;
Mr Ricky W.Y. Yu	-	being a director of the Board of the Urban Renewal Fund of URA, and a director and Chief Executive Officer of Light Be (Social Realty) Co. Ltd. which was a licensed user of a few URA's residential units in Sheung Wan;
Ms Lilian S.K. Law	-	being a former director of the Board of the Urban Renewal Fund of URA;
Mr Wilson Y.W. Fung	-	being a former director of the Board of the Urban Renewal Fund of URA;

- | | |
|-----------------------|--|
| Dr Lawrence W.C. Poon | - being a former non-executive director of the URA Board and its Committees' former chairman/member, and a former director of the Board of the Urban Renewal Fund; |
| Mr Daniel K.S. Lau | - being a member and an ex-employee of Hong Kong Housing Society which was currently in discussion with URA on housing development issues; and |
| Mr L.T. Kwok | - the institution he was serving had received sponsorship from URA. |

10. Members noted that Messrs Thomas O.S. Ho and Y.S. Wong and Dr Conrad T.C. Wong had tendered apologies for not being able to attend the meeting. Dr. Lawrence W.C. Poon informed the meeting that he was previously involved in the discussion of the DSP. The interests of Messrs Ivan M.K. Chung, Andrew C.W. Lai and Lincoln L.H. Huang and Dr Lawrence W.C. Poon were direct, and they left the meeting at this point.

11. Members agreed that as the interests of Messrs Ricky W.Y. Yu, Wilson Y.W. Fung, Daniel K.S. Lau and L.T. Kwok and Ms Lilian S.K. Law were indirect, and Messrs K.K. Cheung and Alex T.H. Lai had no involvement in the DSP, they could stay in the meeting.

Presentation and Question Sessions

12. The following representatives from the Planning Department (PlanD) and URA were invited to the meeting at this point:

- | | |
|--------------|--|
| Ms Katy Fung | - District Planning Officer/ Kowloon (DPO/K) |
| Mr C.H. Mak | - Senior Town Planner/Kowloon (STP/K) |

Mr Wilfred C.H. Au	- Director, URA
Mr Mike Y.F. Kwan	- General Manager, URA
Ms Mable M.P. Kwan	- Senior Manager, URA

13. The Chairperson extended a welcome and explained the procedure of the meeting. She then invited the representatives of PlanD and URA to brief Members on the TPB Paper No. 10743 (the Paper).

Draft Development Scheme Plan

14. With the aid of a PowerPoint presentation, Mr C.H. Mak, STP/K, briefed Members on the DSP as detailed in Paper, including the background, the proposed development parameters of the DSP and the notional scheme (the Scheme) prepared by URA.

15. With the aid of a PowerPoint presentation, Mr Mike Y.F. Kwan, URA, made the following main points:

- (a) in accordance with the Urban Renewal Strategy (URS), the DSP aimed to restructure and rationalize the land uses in the Kowloon City Action Area 1 (KCAA1) by redeveloping the dilapidated buildings and providing more open space and community/welfare facilities, and enhancing the townscape. The URA had already commenced seven redevelopment projects in the KCAA1 within To Kwa Wan under the district-based and planning-led approach. The DSP at the western fringe of KCAA1 aimed to achieve the URS objectives and to bring planning merits through continuation of the holistic planning and urban renewal action in KCAA1;
- (b) according to the Scheme, the proposed domestic and total plot ratios (PRs) were 7.5 and 9 respectively to provide about 900 small to medium sized flats. An additional gross floor area (GFA) of not less than 5,500m²

(equivalent to PR of 1) for Government, institution and community (GIC) facilities as required by government would be provided and was proposed to be exempted from PR calculation;

- (c) the Scheme proposed two towers at staggered building height (BH) of 110mPD and 140mPD along To Kwa Wan Road and Ma Tau Wai Road and a Low Block in the eastern portion of the Scheme area. The building height restriction (BHR) of the DSP was proposed to be relaxed from 100mPD on the outline zoning plan (OZP) to 140mPD. Sensitivity tests of lower BHRs had been conducted but it was considered that the proposed BHR at 140mPD would allow more flexibility in building form and layout to achieve planning and design merits and address the site constraints;
- (d) two urban windows (not less than 15m in height and 15m in width) at pedestrian level were designed to facilitate air ventilation and enhance visual permeability along the main roads. A full-height building setback of not less than 45m of the residential portion above podium would be provided from the north-eastern boundary at Ngan Hon Street to allow a more open design and to maintain the east-west breezeway. The relaxed BHR would still allow staggered BH cascading down from inland to the waterfront;
- (e) the Scheme comprised a five-storey podium partly to accommodate more GIC facilities and social welfare facilities and to mitigate the traffic noise and air quality impacts from the abutting major roads. The Social Welfare Department (SWD) initially advised that elderly facilities should be provided and URA would further liaise with the relevant stakeholders and government departments on details of the facilities to be provided;
- (f) an all-weathered communal space was proposed underneath the Low Block. It would either be at grade or partly sunken with open design on the sides to enhance air ventilation and visual openness. There would be some commercial uses abutting the communal space and it would be a place for people to gather, sit out and exercise etc. The communal space

was close to an open space to be provided in another URA project at Kai Ming Street to the south;

- (g) the pedestrian environment of the Scheme area was currently unsatisfactory due to unauthorised occupation of pavement areas and parking at the roadside. The Scheme would involve closure and diversion of three existing road sections (i.e. portions of Hung Fook Street and Kai Ming Street and the whole section of Yuk Shing Street) to enhance walkability and street vibrancy. The planned pedestrian area in KCAA1 would increase to about 70% as compared to 60% without the Scheme. A footbridge was proposed at the western part of the Scheme area to connect with MTR To Kwa Wan Station across To Kwa Wan Road to enhance the overall accessibility of KCAA1; and
- (h) the Stage 2 Social Impact Assessment (SIA) Report indicated that about 61% of the 723 households and 59% of the 110 business operators supported, while 4% of the households and 6% of the business operators objected to the DSP. URA had organised briefing sessions to answer queries of those affected by the DSP and would continue to provide assistance in accordance with their existing practice.

[Mr Franklin Yu joined the meeting during URA's presentation.]

16. With the aid of a PowerPoint presentation, Mr C.H. Mak, STP/K, continued to brief Members on the planning assessment of the draft DSP, as detailed in paragraph 11 of the Paper, that PlanD had no objection to the draft DSP including the proposed PR, BHR, exemption of floor space for GIC facilities required by the government; the restructuring and re-planning of the traffic and pedestrian network; and the proposed all-weathered communal space. Regarding the public comments received during the inspection periods, the planning assessments and departmental comments in the Paper were relevant and other matters relating to acquisition, compensation and re-housing would be dealt with by URA according to the established policies.

Proposed Amendments to the Approved OZP

17. Mr C.H. Mak, STP/K, continued to brief Members on the proposed amendments to the approved Hung Hom OZP No. S/K9/26 as detailed in paragraph 12 of the Paper. The amendments were to re-designate two existing developments zoned “Comprehensive Development Area (1)” (“CDA(1)”) (the Kerry Hotel Hong Kong) and “CDA(2)” (the One HarbourGate) to appropriate zonings to reflect the Metro Planning Committee’s decision on 28.5.2021 on the latest CDA Review, as well as technical amendments to incorporate the latest Master Schedule of Notes (MSN) endorsed by the Board on 28.12.2018, and amendments to the Schedule of Uses to allow flexibility for planning application for ‘Flat’ use in “Commercial” and “Other Specified Uses” annotated “Hotel” zones.

[Mr Frankie W.C. Yeung joined the meeting at this point.]

18. As the presentations of the representatives of PlanD and URA had been completed, the Chairperson invited Members to consider whether the draft DSP was acceptable for exhibition under the Town Planning Ordinance (the Ordinance). She remarked that the Scheme now provided by URA was notional, mainly for providing background information to facilitate the Board to consider the DSP, hence Members should focus on considering the key parameters proposed in the DSP rather than the detailed design of the Scheme. URA and/or its joint venture partners would further work out details of the proposed scheme in the later stage. She also indicated that the other proposed amendments to the approved OZP were mainly to reflect completed developments and technical amendments. She then invited questions from Members.

Statutory Planning Matters

19. In response to a Member’s question and the Chairperson’s request, Ms Katy Fung, DPO/K, explained the statutory planning procedures for the DSP and the planning controls proposed in the DSP. She said that URA submitted the draft To Kwa Wan Road/Wing Kwong Street DSP No. S/K9/URA3/A to the Board for consideration in accordance with section 25(5) of the Urban Renewal Authority Ordinance. If agreed by the Board, the DSP would be exhibited for public inspection in accordance with the provision under section 5 of the Ordinance. Representations to the DSP would then be processed according to the provisions under the

Ordinance. URA proposed that the Scheme area be zoned “Residential (Group A)” (“R(A)”) with PR and BH restrictions stipulated under the Notes and the key planning and design features of the Scheme outlined in the Explanatory Statement (ES). The Notes and ES were included in Annex H of the Paper.

20. A Member enquired whether the BHR of 140mPD would be imposed for the whole Scheme area and whether there would be control on the building layout. The Chairperson further requested PlanD’s representative to explain and compare the key development parameters of the existing “R(A)” zone on the OZP and the one proposed in the DSP. In response, Ms Katy Fung, DPO/K, said that under the existing OZP, the Scheme area was mainly zoned “R(A)” subject to a maximum domestic PR of 7.5 and total PR of 9 with some areas shown as ‘Road’. Under the DSP, the entire Scheme area was proposed to be zoned “R(A)” with the same PR restrictions. The BHR under the existing OZP was 100mPD and the proposed BHR for the DSP was 140mPD. It was also proposed in the DSP that certain uses that were normally permitted in the lowest three floors of a building or in the non-residential portion of an existing building be also permitted in ‘the purpose-designed non-residential portion of a building with the all-weathered communal space’. GIC facilities as required by the government were proposed to be exempted from PR calculation. There would be no control stipulated on the detailed design or building layout under the proposed “R(A)” zone although the main planning and design features of the Scheme were highlighted in the ES.

21. In response to a Member’s question on whether there were other examples to permit a podium with five-storey as proposed in the Scheme, Ms Katy Fung, DPO/K, said that under “R(A)” zones, certain types of commercial uses were normally permitted in the lowest three floors of the building (excluding car parks and mechanical floors). She was aware of a previous planning application for a five-storey podium for commercial uses in Sham Shui Po.

Building Height and Visual Impact

22. A Member asked about the visual impact of the Scheme at 140mPD on the ridgeline; and whether the BHR could be further relaxed or the height of both residential towers be increased to 140mPD to maximise flat production. With the aid of a photomontage as viewed from the Hong Kong Convention and Exhibition Centre (which was one of the strategic view points from Hong Kong Island for ridgeline protection), Ms Katy Fung, DPO/K, said that

although the Scheme at 140mPD would encroach into the 20% building-free zone for protection of the ridgeline, the Chatham Gate development (at +145mPD) was in the foreground and thus, adverse visual impact arising from the Scheme was not anticipated. Moreover, visual impact in the local context also had to be considered and the proposed BHR of 140mPD was considered compatible with the surrounding developments as shown in the photomontages for the local vantage points in Drawings 3A to 3G of the Paper. Besides, the Scheme at the proposed BHR could fully accommodate the proposed domestic PR of 7.5 and total PR of 9.0. Hence, it was considered that the BHR should not be further relaxed. Mr Wilfred C.H. Au, URA, supplemented that the proposed BH of 140mPD would allow a staggered BH profile, achieve planning purpose such as the provision of a five-storey podium to address site constraints and provision of GIC facilities and would be compatible with existing and planned developments in the surrounding area, including Chatham Gate and Lok Man Sun Chuen upon its redevelopment. Further increase in BH might create wall effect.

23. In response to a Member's question on the separation distance between the Scheme area and the existing lower-rise buildings at Anhui Street and Kiang Hsi Street, Mr Wilfred C.H. Au, URA, advised that the lower-rise buildings at Anhui Street, that was further west of the MTR To Kwa Wan Station, was about 200m from the Scheme area.

24. The Chairperson remarked that whilst the BHs of the residential towers under the Scheme were 110mPD and 140mPD, only a BHR of 140mPD would be stipulated in the DSP to provide design flexibility at the detailed design stage.

Development Intensity

25. In response to a Member's question on the feasibility of increasing the PR of the proposed redevelopment, Ms Katy Fung, DPO/K, advised that the Kowloon Density Study (KDS) Review had recommended a domestic PR of 7.5 and total PR of 9.0 for the "R(A)" zones in Kowloon after taking into account constraints on infrastructural capacity. The same development intensities had been adopted in "R(A)" zones on all OZPs in Kowloon and West Kowloon. It was necessary to strike a balance between increasing flat production and sustainability of existing and planned infrastructure, and it was considered appropriate to retain the current PR restrictions under "R(A)" zones. Mr Wilfred C.H. Au, URA, supplemented that according to their preliminary assessments, further increase in development intensity for the

Scheme would result in more massive podia and increase the potential adverse visual and air ventilation impacts.

Building Design

26. Some Members raised the following questions:

- (a) flat size of the small to medium sized flats to be provided in the Scheme;
- (b) whether there was building setback from To Kwa Wan Road and Ma Tau Wai Road, and how the wall effect of the podium could be reduced, and how the streetscape and microclimate could be improved;
- (c) BH of the Low Block;
- (d) whether the overhang areas of existing buildings could be included in the net site for PR calculation;
- (e) whether sufficient space could be provided along Ma Tau Wai Road for users of public transport;
- (f) whether the footbridge and covered communal space were accountable for GFA calculation; and
- (g) what waste management and recycling strategy was proposed in the Scheme or KCAA1.

27. In response, Messrs Wilfred C.H. Au and Mike Y.F. Kwan, URA, made the following main points:

- (a) for the Scheme, an average flat size of about 500 ft² was adopted as the assumption for conducting technical assessments. Whilst there was no restriction on flat size under the proposed “R(A)” zone of the DSP and the flat mix would be decided at the detailed design stage, it was URA’s policy

that flats in their projects should not be smaller than 300 ft² (excluding balcony areas). In some projects, URA had also stipulated that small and medium sized flats should not be more than 50% of the total number of flats in a project;

- (b) there would be setback at ground level along To Kwa Wan Road and Ma Tau Wai Road and opportunities for road side planting to provide shading would be explored. Two urban windows with retail shop fronts were proposed to break down the podium façade and attract people to go into the communal space. In addition, the residential portion above podium would be setback from Ngan Hon Street by not less than 45m;
- (c) the proposed BH of the Low Block was about 32mPD;
- (d) whilst the Scheme area included pavement areas where the affected buildings had overhang, those pavement areas would be excluded from the net site area for PR calculation;
- (e) the reorganization of bus stops at Ma Tau Wai Road as well as the location of the footbridge landings would be considered with the relevant parties at the detailed design stage to provide a convenient and comfortable environment for people using public transport;
- (f) the footbridge and covered communal space would be countable for GFA calculation under the building regime; and
- (g) given the large number of households involved in KCAA1, it was difficult to provide centralised facilities for waste handling or recycling. However, URA would continue to explore means to facilitate waste reduction and recycling with their joint venture partners.

Air Ventilation

28. In response to a few Members' questions about the assessment on air ventilation submitted, Ms Katy Fung, DPO/K, explained that a qualitative air ventilation review (AVR) of

pedestrian level wind environment (which superseded the air ventilation assessment in the planning report) was submitted by URA. According to the AVR, the summer wind was from the southwest, and To Kwa Wan Road and Wan On Street (which would be reserved as open pedestrianised areas) would continue to serve as wind corridors to facilitate air ventilation. The east-west aligned Hung Fook Street and Kai Ming Street would continue to serve as wind corridors for the annual prevailing easterly wind. In addition, the AVR indicated that the proposed design features (such as not less than 45m building setback of residential portion above podium at the north-eastern boundary at Ngan Hon Street, provision of urban windows, the all-weathered and open design of the communal space as well as setback at ground level of the Low Block) could facilitate air ventilation.

29. In response to a Member's question on how the proposed urban windows and communal space could enhance air ventilation, Mr Wilfred C.H. Au, URA, said that as the urban windows were aligned with Hung Fook Street and Kai Ming Street, it would facilitate the prevailing easterly wind to pass through the urban windows; and the communal space with open design would also enhance air ventilation within the Scheme area.

Public Open Space, Communal Space and Streetscape

30. Some Members raised the following questions:

- (a) whether more open space and greening could be provided within the Scheme area;
- (b) how the communal space underneath the Low Block could be connected to open spaces in other URA projects;
- (c) why the communal space was proposed to be a sunken design with steps which might not allow barrier-free access; and
- (d) whether roof-top of the Low Block could be used as an open space open for public use.

31. In response, Mr Wilfred C.H. Au, URA, made the following main points:

- (a) whilst the communal space proposed under the Scheme was about 700m² in area, there was ample public open space of about 9.3 ha within 300m of the Scheme area. Under the design intent of having small streets with active and vibrant shop fronts in the Scheme and KCAA1, there were lots of opportunities to provide landscaping along the streets. Additional landscaping would also be considered at the urban windows and along the footbridge;
- (b) under the district-based approach for KCAA1, there was a framework for integration of passive and active open spaces, provision of at-grade landscaped pedestrian walkways and setback areas at various project sites. The pedestrian area within the KCAA1 would be increased from 60% to 70% with the Scheme and the carriageway areas would be correspondingly reduced;
- (c) the communal space was intended to be a gathering place with activities and vibrancy. The semi-sunken design would facilitate air ventilation and the steps could also provide seating areas. Barrier-free access such as escalators would be incorporated into the design. The creation of a sunken level at the communal space could allow creation of underground connections to the surrounding project sites. However, whether a sunken communal space would be adopted was subject to detailed design; and
- (d) the use of the roof top would depend on the future use of the top level of the Low Block that was subject to detailed design. In general, the use of the public space would be subject to reasonable opening hours to minimize nuisance to residents in the residential towers and other users in the Low Block.

Pedestrian Accessibility

32. Some Members raised the following questions:

- (a) the feasibility of a subway or at-grade connection to the MTR Station;
- (b) alignment and public access to the footbridge;
- (c) any pedestrian circulation plan or overall spatial planning to connect people and space (e.g. integrating the GIC facilities and communal space with other parts of the Scheme area, and providing connection between the MTR To Kwa Wan Station and other URA projects and public open space in the surroundings);
- (d) whether all-weathered pedestrian environment would be provided within KCAA1; and
- (e) future management responsibility and public access hours of the pedestrian streets.

33. In response, Mr Wilfred C.H. Au, URA, made the following main points:

- (a) the feasibility of a subway connection was the first option explored but the existing MTR tunnel under To Kwa Wan Road posed much constraint and would require deep excavation. Hence, the footbridge connection was considered the most preferred option. URA would also explore the feasibility of an at-grade crossing with the Highways Department;
- (b) the alignment of the footbridge was subject to detailed design and the initial proposal was for the footbridge landing to be near the urban window with public access to the communal space. The requirement for 24-hour public access to the footbridge as well as provision of the shortest route from the footbridge to the ground level would likely be stipulated as lease conditions;
- (c) following the district-based approach, the proposed pedestrian network, shopping streets, open spaces (e.g. piazza at KC-009 and open space in KC-013 to the south) and the communal space in the Scheme would

connect the different areas of KCAA1 and facilitate pedestrian accessibility. Access to the MTR To Kwa Wan Station would be provided via the footbridge. The Low Block and the communal space at its ground level would be a major focal point. Extension of the pedestrian connection to parks outside KCAA1 would need to be further explored with relevant government departments;

- (d) there was requirement for their joint venture partner to adopt design solutions that could enhance all-weathered and comfortable pedestrian environment in the projects; and
- (e) the existing public streets that were proposed to be pedestrianized and managed by URA would be open for 24 hours daily. For public space/streets which were created by voluntary setback within the sites, they would also be managed by the URA or their joint venture partners and the opening hours would likely align with those of the commercial uses, which was necessary to minimize nuisance to future residents.

GIC Facilities

34. Some Members raised the following questions:

- (a) whether there was scope to provide more GIC facilities to address the deficits in elderly facilities in Hung Hom, including the possibility to convert some commercial floor space for GIC uses; and
- (b) whether the floor space for GIC facilities in the Scheme was comparable to other URA projects.

35. In response, Mr Wilfred C.H. Au, URA, made the following main points:

- (a) according to their research, there was a large number of residential care home for the elderly in the Hung Hom area. Notwithstanding that, SWD initially advised that elderly facilities including a 200-place residential

care home for the elderly cum day care unit and home care services for frail elderly persons could be provided in the Scheme. According to their discussion with SWD, the proposed floor space of about 5,500 m² for GIC/social welfare facilities was appropriate. There might also be scope to accommodate some institution or community services operated by social enterprises within the commercial portion of the development; and

- (b) in another URA development scheme project YTM-012 (in Shantung Street/Thistle Street), GIC floor space equivalent to a similar PR of 1 was proposed and such provision was on the high side as compared with those provided in other URA projects in general.

Car Parking

36. In response to two Members' question about the car parking provision in the Scheme, Messrs Wilfred C.H. Au and Mike Y.F. Kwan, URA, advised that a total of 128 ancillary car parking spaces would be provided (i.e. 81 spaces, 42 spaces and 5 spaces for domestic, non-domestic and GIC uses respectively). The car parking ratio was one car parking space for 11 to 12 flats which was similar to those of other URA projects in the area. The provision was at the high end of the requirements under the Hong Kong Planning Standards and Guidelines.

37. In response to another Member's question about car parking provision in the area, Mr Mike Y.F. Kwan, URA, said that other than the ancillary car parking in the Scheme, a public vehicle park with about 100 spaces would be provided in the project KC-009 (at Bailey Street/Wing Kwong Street to the south of the Scheme area). In addition, a communal car park for accommodating ancillary car parking for a number of projects in KCAA1 would be provided at the project KC-010 (at Hung Fook Street/Ngan Hon Street abutting the northern end of the Scheme).

Social Impact and Community Network

38. Some Members raised the following questions:

- (a) existing and planned flat number, flat size and population within the Scheme area and in the redevelopment project respectively;
- (b) how the SIA was conducted and what the main concerns of affected households/business operators were;
- (c) whether the likely usage of the communal space by domestic helpers had been taken into account in the SIA;
- (d) social impacts of URA redevelopment projects in KCAA1, and what the proposed measures were to minimize adverse social impact and facilitate re-building of community network;
- (e) what synergies could be created with cultural facilities in the district and whether space could be provided for cultural activities such as traditional festivals;
- (f) whether the Scheme would be the last project to be commenced by URA in the area; and
- (g) the impact of the Scheme and other projects in KCAA1 on the supply of low rental units in To Kwa Wan and what rehabilitation works would be undertaken by URA for the old buildings in the area.

39. In response, Messrs Wilfred C.H. Au and Mike Y.F. Kwan, URA, made the following main points:

- (a) there were 418 existing flats in the Scheme area according to occupation permits of existing buildings, which accommodated about 720 households according to their survey, and the average floor space per household was 33.7 m². Upon redevelopment, there would be 900 flats (for 900 households) with an average flat size of about 46m²;
- (b) regarding the SIA, URA had conducted surveys with the affected households and business operators to collect their views. Their main

concerns were compensation and rehousing issues. In the past, the URA would only approach the affected residents regarding compensation and rehousing issues after approval of the projects. In recent years, they had implemented a “Project Engagement” programme and a special team would visit and engage the affected households and business operators at an earlier stage to explain the policies of URA, and compensation and rehousing arrangements etc. The purpose of these earlier contacts was to identify the specific needs of individual households and to offer assistance in a timely manner;

- (c) the respondents to the survey of the SIA and participants of their briefing sessions were mainly owners and tenants of the domestic units and business operators. Nevertheless, community participation would be carried out in future which could include collecting views of stakeholders including domestic helpers on the detailed design and proposed usage of the communal space;
- (d) 3,441 existing households were affected in the seven redevelopment projects commenced by URA since 2016, and URA had implemented those projects in stages to minimise the overall social impact and facilitate timely rehousing for affected residents. With regard to community network re-building, URA had gained experience from other projects such as at Wing Lee Street (H19) where a ‘community making’ approach was adopted to facilitate re-building of community network between existing and new households;
- (e) other than the Ko Shan Theatre, other cultural facilities in the district were mainly serving the locals. Whilst there was no particular cultural facilities proposed in the Scheme, the communal space could provide a gathering ground for holding various activities which might enhance integration of the community;
- (f) URA’s redevelopment projects were kept confidential until the day of commencement, therefore they were not in a position to advise whether the Scheme was the last project in KCAA1. URA would continue its

urban renewal strategy and, depending on the conditions and age of the buildings, undertake either redevelopment or rehabilitation; and

- (g) though redevelopment might affect the supply of rental housing units for low-income families, URA would provide assistance to affected households in their projects in accordance with their existing practice. Eligible domestic tenants would be re-housed in units provided by the Hong Kong Housing Authority or Hong Kong Housing Society and with such rehousing arrangements, the clearance rate for their projects in the area had reached over 90%. Under URA's rehabilitation strategy, they would continue and focus their work on rehabilitating 'younger' buildings within KCAA1 to prolong their lifespan and slow down the pace of urban decay.

Proposed Amendments to the draft OZP

40. Members had no question to raise on the proposed amendments to the OZP which were to reflect the completed commercial and hotel developments and other technical amendments.

[Dr Roger C.K. Chan, Dr Frankie W.C. Yeung, Messrs Alex T.H. Lai and Wilson Y.W. Fung and Miss Winnie W.M. Ng left the meeting during the presentation and question sessions.]

41. As Members had no further questions to raise, the Chairperson thanked the representatives of PlanD and URA for attending the meeting. They left the meeting at this point.

42. The deliberation session was recorded under confidential cover.

[Messrs Philip S.L. Kan and Daniel K.S. Lau and Dr Lawrence K.C. Li left the meeting during the deliberation session.]

CONFIDENTIAL

(Downgraded on 9.7.2021)

**Minutes of 1247th Meeting of the
Town Planning Board held on 18.6.2021**

Kowloon District

Agenda Item 3

Submission of the Draft Urban Renewal Authority To Kwa Wan Road/Wing Kwong Street Development Scheme Plan No. S/K9/URA3/A Prepared Under Section 25 of the Urban Renewal Authority Ordinance and Proposed Amendments to the Approved Hung Hom Outline Zoning Plan No. S/K9/26
(TPB Paper No. 10743)

[The item was conducted in Cantonese.]

Deliberation Session

1. The Chairperson invited Members to consider whether the draft Development Scheme Plan (DSP) was deemed suitable for publication under the Town Planning Ordinance. She pointed out that the Urban Renewal Authority (URA) had to operate on prudent financial principle, and given the need to provide compensation to those affected by its redevelopment projects and to maximise flat production, it was unlikely that URA could provide substantially more Government, institution and community (GIC) facilities within the Scheme. As indicated in the Paper, the Planning Department considered it acceptable to rezone the Scheme area including the road as “Residential (Group A)” with a maximum domestic/total plot ratio (PR) of 7.5/9, relax the building height restriction (BHR) to 140mPD, exempt the gross floor area (GFA) for GIC facilities required by the Government from PR calculation, allow non-domestic uses in the purpose-designed non-residential portion of the building with the all-weathered communal space. The Explanatory Statement (ES) of the DSP also included the requirements to incorporate good design elements such as provision of pedestrian streets, all-weathered communal space that might be at-grade or sunken, footbridge connection to MTR To Kwa Wan Station and GFA of not less than 5,500m² for GIC facilities. Members should consider whether the proposed planning restrictions under the DSP were sufficient while allowing some design

flexibility for URA to refine the Scheme at the detailed design stage.

The Development Scheme

2. Members generally considered that the draft DSP was acceptable and agreed that some flexibility should be provided for URA to further refine the Scheme at the detailed design stage to incorporate comments raised by Members. Members appreciated URA's efforts to re-structure and re-plan the Scheme area for a mixed commercial/residential development with GIC uses as well as the provision of all-weathered communal space and supported the district-based approach to urban renewal. Some Members indicated that the proposed BHR of 140mPD would allow flexibility for building setback and more permeable design that could improve air ventilation and visual impacts of the redevelopment.

3. Some Members considered that there would be scope for URA to strengthen community network re-building, facilitate waste recycling and further improve the pedestrian-level wind environment during the detailed design stage. A Member opined that the Government should consider setting a benchmark to safeguard against building 'nano' flats to improve people's living environment. A Member also opined that while pursuing the worthy cause of urban renewal, the Government and URA should also consider the possibility of redevelopment efforts reducing the supply of low rental housing units serving the demand of grassroot community in the redevelopment area. The Chairperson remarked that URA had made considerable efforts in engaging the community and stakeholders in network building through experience gained in other projects. With regard to strengthening waste reduction and recycling, the Environmental Protection Department had taken the initiative to set up community recycling stations in each district in the territory which was a good starting point.

Proposed Amendments to the Draft OZP

4. Members also agreed to the proposed amendments to the OZP, which were mainly to reflect completed developments and technical amendments.

5. After deliberation, Members agreed that the draft DSP and draft OZP were suitable for publication under the Town Planning Ordinance and decided to:

Draft To Kwa Wan Road/Wing Kwong Street DSP

- (a) deem the draft To Kwa Wan Road/Wing Kwong Street Development Scheme Plan (DSP) No. S/K9/URA3/A (to be renumbered to No. S/K9/URA3/1 upon exhibition for public inspection) and the Notes at Annexes H-1 and H-2 of the TPB Paper No. 10743 (the Paper), as being suitable for publication as provided for under section 25(6) of the Urban Renewal Authority Ordinance, so that the draft DSP shall be exhibited for public inspection under section 5 of the Town Planning Ordinance (TPO);
- (b) endorse the Explanatory Statement (ES) of the draft DSP at Annex H-3 of the Paper and adopt it as an expression of the Town Planning Board (the Board)'s planning intention and objectives of the DSP and agree that the ES as being suitable for public inspection together with the draft DSP;
- (c) agree that the draft DSP, its Notes and ES were suitable for submission to the Kowloon City District Council for consultation/information upon exhibition of the draft DSP;
- (d) note both Stage 1 and Stage 2 Social Impact Assessment reports for the DSP;

Hung Hom Outline Zoning Plan (OZP)

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

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

7. The Secretary informed the meeting that according to TPB Guidelines No. 29B, the Board's decision on the draft DSP would be kept confidential for 3 to 4 weeks after the meeting and would be released when the draft DSP was exhibited for public inspection. Members should exercise due care so as to avoid inadvertent divulgence of their views on the draft DSP boundary to the public before its publication.

Development Parameters of the Notional Scheme

Development Parameters	Proposed Notional Scheme
Scheme Area	6,592m ²
Net Site Area (about)	5,548m ² (excluding 1,044m ² of pavement area from plot ratio (PR) calculation)
Proposed zoning	“Residential (Group A)”
Maximum Gross Floor Area - Domestic - Non-domestic	About 49,932m ² - About 41,610m ² - About 8,322m ²
Maximum PR - Domestic - Non-domestic	9.0 - 7.5 - 1.5
Maximum Building Height (BH)	140mPD
Number of towers	3 (2 residential towers over a non-domestic podium and 1 low-rise retail block)
BHs of the Notional Scheme (Drawing H-1b)	<ul style="list-style-type: none"> ● Two Residential Blocks <ul style="list-style-type: none"> ■ T1: Not more than 140mPD ■ T2: Not more than 110mPD ● One Commercial Block <ul style="list-style-type: none"> ■ “Low Block”: About 27mPD
Government, Institution and Community (GIC) facilities	About 5,548m ² (PR of 1.0, proposed to be excluded from PR calculation under DSP)
Number of flats (indicative only)	About 900
Internal Transport Facilities (i.e. basement ancillary carpark)	<ul style="list-style-type: none"> - 128 private car parking spaces (including 5 for GIC use and 2 for disable) - 14 motor-cycle parking spaces - 15 loading/unloading (L/UL) bays
Local open space	To be provided in accordance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG) (i.e. 1m ² per person)

Remarks:

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

Form No. S6A 表格第 S6A 號

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	TPB/R/S/K9/URA3/1- C1
	Date Received 收到日期	

- The comment should be made to the Town Planning Board (the Board) before the expiry of the specified period for making comment on the representation. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
意見必須於指定對申述提出意見期限屆滿前向城市規劃委員會(下稱「委員會」)提出, 填妥的表格及支持有關意見的文件(倘有), 必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
- Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at <http://www.info.gov.hk/tpb/>.
填寫此表格之前, 請先細閱有關「根據城市規劃條例提交及公佈申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處(香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835 及規劃署的規劃資料查詢處(熱線: 2231 5000)(香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取, 亦可從委員會的網頁下載(網址: <http://www.info.gov.hk/tpb/>)。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The comment may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出意見的人士須以打印方式或以正楷填寫表格, 填寫的資料宜中英文兼備。倘若未能提供所需資料, 則委員會可把有關申述視為不曾提出論。

1. Person Making this Comment (known as "Commenter" hereafter)
提出此宗意見的人士(下稱「提意見人」)

Full Name 姓名 / 名稱 (Mr./Ms./Company/Organisation* 先生/女士/公司/機構*)

Urban Renewal Authority

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意: 若個人提交, 須填上與香港身份證/護照所載的全名)

2. Authorised Agent (if applicable) 獲授權代理人(如適用)

Full Name 姓名 / 名稱 (Mr./Ms./Company/Organisation* 先生/女士/公司/機構*)

N/A

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意: 若個人提交, 須填上與香港身份證/護照所載的全名)



3. Details of the Comment 意見詳情

Draft plan to which the comment relates (please specify the name and number of the draft plan)
與意見相關的草圖(請註明草圖名稱及編號)

Draft Urban Renewal Authority To Kwa Wan Road/Wing Kwong Street Development Scheme Plan No. S/K9/URA3/1

Representation(s) to which the comment relates (please specify the representation number)
與意見相關的申述(請註明申述編號)

R01-R13

* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item 請在不適用的項目填寫「不適用」

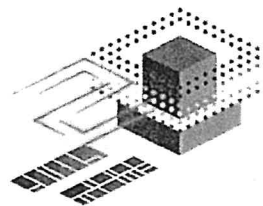
3. Details of the Comment (Continued)(use separate sheet if necessary)[#]
意見詳情(續)(如有需要,請另頁說明)[#]

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

Please refer to Appendix 1 as attached.

If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the comment, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
若意見附有支持其論點的補充資料(例如彩色及／或大尺寸的圖則、規劃研究及技術評估)，則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

Please fill "NA" for not applicable item 請在不適用的項目填寫「不適用」



市建廿載
智建未來
URBAN
REINVENTION
ADVANCE
beyond 20

Ref. No.: URA211017337

29 October 2021

By Fax and By Hand

(Fax No.: 28770 245)

The Secretary
Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong

Dear Sir/Madam,

**Submission of Comments on Representations to the
Draft Urban Renewal Authority To Kwa Wan Road / Wing Kwong Street
Development Scheme Plan No. S/K9/URA3/1**

We refer to the captioned Draft Urban Renewal Authority To Kwa Wan Road / Wing Kwong Street Development Scheme Plan No. S/K9/URA3/1 ("the Plan") in the Government Gazette G.N.4118 published by the Town Planning Board (TPB) in respect of the captioned.

Urban Renewal Authority has prepared comments on representations in respect of the Plan. In accordance with Section 6A (1) of the Town Planning Ordinance, the following documents are submitted for consideration by the TPB: -

- 1) Duly completed Form No. S6A
- 2) Appendix 1

Should you have any enquiries on the submission, please feel free to contact me at 2588 2630 or Mr. Matthew Law at 2588 2176. Thank you very much.

Yours faithfully,

Mike Kwan
General Manager
Planning & Design Division

encl.



**Draft Urban Renewal Authority To Kwa Wan Road / Wing Kwong Street Development Scheme
(Plan No. S/K9/URA3/1)**

Comment on Representations Nos. R1-R13

<u>Nature of Representations</u>	No.
Support	2
Object	10
Provide Views	2*
Total	14

* One representation is classified into two natures of representations.

Notes 備註:

- Representations submitted in English are responded in English.
- 以中文提交之申述以中文作回應。

Representation No. / Nature / Matters	Extracted Reasons	URA' Responses / Comments
<u>Support</u>		
TPB/R/S/K9/URA3/1-1	<ul style="list-style-type: none"> 土瓜灣道 1-31 號是樓齡 65 年的舊唐樓，樓宇結構有危險，生活環境衛生極差，大部分業主是老人家，上下樓非常困難，收購後能大大改善人們的居住環境。 	<p>備悉意見。</p> <p>市建局十分理解居民對現時樓宇狀況、環境、衛生等關注。發展計劃內大部分樓宇均沒有設置升降機，超過一半樓宇的維修保養狀況欠佳。周邊部分街道及後巷，衛生情況亦不理想。</p> <p>市建局期望透過此發展計劃提供優質樓宇以滿足住屋需求之餘，亦可改善居住環境。</p>
TPB/R/S/K9/URA3/1-2	<ul style="list-style-type: none"> Support 	Noted.
<u>Object</u>		
TPB/S/K9/URA3/1-8 TPB/S/K9/URA3/1-11 TPB/S/K9/URA3/1-12 Boundary of the To Kwa Wan Road / Wing Kwong Street Development Scheme Plan	<u>Site configuration</u> <ul style="list-style-type: none"> "The irregular site boundary will pose significant site constraints to the development footprint". "Unreasonable odd shape resulting in a development layout that is irresponsive to the site context" will create an "unwelcoming street environment overwhelmed by supermassive podium block right at edge of the site boundary". 	<p>Under URA's "planning-led" and "district-based" approach in this area, URA proposes the KC-016 Development Scheme, which forms part of the holistic plan of the KCAA1 area, to complete the planning gains of the area.</p> <p>Under the holistic plan, URA has already commenced 7 URA projects in the area, i.e. KC-009 to KC-014. KC-016, forming part of the plan, is integrated with the adjoining URA</p>

Representation No. / Nature / Matters	Extracted Reasons	URA' Responses / Comments
	<ul style="list-style-type: none"> “With this site configuration, there is no opportunities for improvement to the townscape, landscape and visual openness of the neighbourhood at all.” 	<p>projects to re-plan the pedestrian network and street layout to enhance the walkability and pedestrian environment.</p> <p>With the re-routing of the vehicular traffic and closure of Hung Fook Street, Kai Ming Street and Yuk Shing Street leveraged on the re-structuring opportunities of KC-016 and the adjoining URA projects, vehicular traffic will be separated from the pedestrian traffic by diverting to run along Ngan Hon Street and Wing Kwong street. The central part of the KCAA1 area can become a car-free zone with a proposed all-weathered communal space and pedestrianized area to create a focal point for community gathering and place-making opportunities.</p> <p>Together with the adjoining URA projects, KC-016 can manifest the planning gains in terms of improvement of overall townscape, landscape and visual openness of the area under the holistic plan.</p>
TPB/S/K9/URA3/1-8 TPB/S/K9/URA3/1-11 Boundary of the To Kwa Wan Road / Wing Kwong Street Development Scheme Plan	<p><u>Needs Holistic Planning of the Scheme with Adjoining URA's Projects</u></p> <ul style="list-style-type: none"> “... the whole area should be restructured and re-planned holistically such that more flexibility can be allowed to carry out a better and more context-responsive planning and to accommodate more planning merits.” “URA should conduct re-planning of the whole area along with the adjoining site holistically, re-configure the site layouts and avoid site configurations similar to the subject proposal”. “More options in terms of delineation of the site area, design layout and plot ratio for the whole area covering the schemes and project of KC-009, KC-010, KC-011, KC-012/013, KC-014 and DL-8:KC should be studied as one application site and put forward to TPB for consideration”. 	<p>Please refer to responses to representations nos. R8, 11 & 12 above.</p> <p>Various options and studies have been made by the URA, which included the OZP-compliant Scheme without the closure of road sections, design layout options with different building height proposals, various good design features adopted, etc. The current design option with</p>

Representation No. / Nature / Matters	Extracted Reasons	URA' Responses / Comments
		<p>the adoption of two "good design features", i.e. 1) a minimum setback of not less than 45m of the residential portion above podium of the proposed development from the northern boundary of the DSP at Ngan Hon Street, and 2) two intervening spaces/urban windows design with a minimum dimensions of not less than 15m in height and 15m in width will be provided at the podia in the proposed development coupled with all-weathered communal space, and building setbacks from the existing building line to create more comfortable walking environment as a sensitive design to the surrounding and for the betterment of the area. The selected option is considered to have achieved the best planning merits as well as environmental benefits such as meeting air quality requirement and noise concern, and to balance addressing technical considerations and optimizing land uses including provision of additional space for GIC.</p> <p>To further enhance the environment and visual comfort, more detailed design features would be explored at the detailed design stages.</p>
<p>TPB/S/K9/URA3/1-8 TPB/S/K9/URA3/1-10 TPB/S/K9/URA3/1-13</p> <p>Boundary of the To Kwa Wan Road / Wing Kwong Street Development Scheme Plan</p>	<p><u>Inclusion of Public Roads into the Scheme Area</u></p> <ul style="list-style-type: none"> • "... the existing pedestrian walking environment is not as bad as claimed in the URA's proposal and inclusion of the three road sections will not help improve the pedestrian environment." • "Without any improvement to the pedestrian environment, the proposal does not justify the proposed inclusion of the relevant sections of Hung Fook Street and Kai Ming Street into the application boundary..." • "Land ownership – it is not appropriate practice for the URA to acquire additional government lands, which should only be allowed in exceptional circumstances." 	<p>Hung Fook Street, Kai Ming Street and Yuk Shing Street are often occupied by roadside dumping, storage and car repairing activities. The pedestrian environment is unpleasant. With the demolition of existing buildings, Yuk Shing Street will no longer be required to serve its original purpose for vehicular access to buildings.</p> <p>KC-016 proposes to integrate the 3 public streets into development in order to facilitate re-structuring of land uses and capture the opportunities to enhance building layouts, enhance walkability, provide new pedestrian walkways and communal space with better landscaping, and also contributes to enhancement of vehicular traffic network.</p>

Representation No. / Nature / Matters	Extracted Reasons	URA' Responses / Comments
	<ul style="list-style-type: none"> • "The layout should not be bounded by the existing street layouts.... and fragmented planning is not encouraged..." 	<p>Under the proposal and subject to the approval of the Government in respect of road closure, with the closure of the 3 streets and re-routing of vehicular traffic along Ngan Hon Street and Wing Kwong Street, the overall ratio of pedestrian area to carriageway will be increased from 55%:45% to 70%:30%. It can facilitate to create a car-free zone in the central part of the KCAA1 area, to enable creation of an all-weathered communal space to connect with adjoining pedestrian walkways and open spaces to create the central part of the KCAA1 area can become a focal point for community gathering and place-making opportunities.</p> <p>The proposed road closure and re-routing of vehicular traffic has been assessed in the Traffic Impact Assessment (TIA) that the proposal could result in more efficient and effective vehicular transport network.</p> <p>Subject to approval of the draft DSP by CE in C, the proposed road closure would be subject to road scheme application and road gazettal process under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) by the Government. Consultation would be carried out during road gazettal period to collect public views on the proposed road closure for redevelopment.</p>
TPB/S/K9/URA3/1-8 TPB/S/K9/URA3/1-10 TPB/S/K9/URA3/1-12	<p><u>Podium Bulk</u></p> <ul style="list-style-type: none"> • "..... the proposed 5-storey podium will become an overly intrusive, non-human scale podium superblock right in front of narrow, yet busy roads.... Is largely incompatible with the existing urban fabric in the area..." • "..... an extensive and bulk superblock.... with a 100m long street frontage high...." 	<p>The podium design of KC-016 has taken into account of the intended planning merits with the balance of addressing various technical considerations:</p> <p><u>Sensitive Podium Design</u></p> <p>The podium is carefully designed to respond to existing street pattern such as To Kwa Wan Road, Ma Tau Wai Road, Hung Fook Street and Kai Ming Street by creating two larger intervening spaces at the podium at the current intersection of To Kwa Wan Road/Hung</p>

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		<p>Fook Street and Ma Tau Wai Road/Kai Ming Street to breakdown the bulk to a compatible scale similar to current urban form setting:</p> <p>Subject to detailed design, provision of two "urban windows" with a dimension of not less than 15m in height (about 3 storeys) and 15m in width are proposed at the junctions of To Kwa Wan Road/Ma Tau Wai Road/Hung Fook Street and Kai Ming Street with connections at upper parts for circulation mainly to break down the podium to smaller podia for a permeable podium design, and to facilitate air ventilation. These intervening spaces will be further enhanced with provision of landscaping/place-making element forming gateway to the area.</p> <p>Subject to detailed design, the Low Block is intended to be designed as a separate entity with an all-weathered communal space underneath. Appropriate setback will be provided around the Low Block to facilitate better ventilation and visual permeability. Only linked bridges will be provided between the Low Block and the Podia. The design also complies with SBD guidelines on building separation and some part of the bulk of podium at the north of Hung Fook Street is smaller than the existing building block to allow better visual permeability coupled with a setback of about 45m of residential tower from building line abutting Ngan Hong Street proposed. Refer to the photomontage from VP3 (Ma Tau Wai Road/To Kwa Wan Road Garden) on the submitted Visual Impact Assessment (VIA), the proposed "urban windows" and building setback can effectively improve the visual permeability and openness.</p> <p>Apart from the above "good design features", other design merits including ground floor setback, staggered height building design, all-weathered communal space, etc., will also be explored at detailed stage to enhance the</p>

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		<p>visual comfort, pedestrian environment, air ventilation, etc.</p> <p><u>Provision of Additional GIC</u> By adopting a higher level of podium design, KC-016 can optimize the podium space to provide about 5,580 sq.m. of non-domestic GFA for Government, Institution or Community (GIC) facilities to the benefit of the community.</p> <p><u>Improve Air Quality and Reduced Noise Impact</u> On top of the above key design considerations, the resultant podium design also facilitates improvement of air quality and traffic noise impacts pertaining to improvement of the standard of housing according to the planning report submitted by URA under URAO S25. As KC-016 is bounded by the heavily trafficked roads, according to the Air Quality Impact Assessment (AQIA) result, the residential portion below 31mPD, which is about 24m above the ground level will be subject to poor air quality impacts. The proposed podium will bring about improvement of living condition in terms of not only air quality impact, but also noise impact.</p>
<p>TPB/S/K9/URA3/1-8 TPB/S/K9/URA3/1-10 TPB/S/K9/URA3/1-12</p> <p>Visual Impact Assessment</p>	<p><u>Visual Impact of the Scheme</u></p> <ul style="list-style-type: none"> • “Visual impact inherent by the podium bulk with an extensive site coverage to the pedestrians on To Kwa Wan Road as close-range public viewers should be assessed”. • “According to Town Planning Board Guidelines No. 41, the bus stop at Shek Tong Street should be designated as one of the Viewing Points for the Visual Impact Assessment” (VIA)”. 	<p>A Visual Impact Assessment (VIA) has been conducted and submitted to TPB to support the draft DSP submission. Six local viewpoints were selected to assess the potential visual effects of the proposed scheme and the OZP-compliant scheme.</p> <p>According to the Town Planning Board Guidelines on Submission of VIA for Planning Applications to the Town Planning Board (TPB PG-No.41), viewing points should be at human eye level for a realistic presentation of views. Viewing points located along pedestrian walkways immediately adjoining the Scheme area would not provide the meaningful effect of eye-level view towards the Scheme area for the VIA purpose and to the satisfaction of PlanD.</p>

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	<ul style="list-style-type: none"> • "The proposed development exceeds the 20% building free zone from the ridgeline. An alternative scheme with lower building height shall be considered". In this case, holistic planning for the whole area will have the merits of allowing re-distribution of Plot Ratio spatially so as to minimize the visual impact". • "I object the assumption of the OZP compliant scheme under Figure 4.7 of the VIA that all residential towers (T1-T4) to be erected in 100 mPD on their individual site. In contrast, some narrower site will be more suitable for building blocks with lower building height.... The OZP compliant scheme is a completely irrational and abnormal planning without consideration of its interface with KC-010 and KC-012/013 behind.... Therefore, visual impact of the proposed scheme considered as "enhanced" is arbitrary." 	<p>In the submitted VIA, an enhanced visual impact is anticipated for close-range public viewers. A view point at Ma Tau Wai Road/ To Kwa Wan Road Garden (VP3) which is only about 70m away from the Scheme area has provided an eye-level view towards the Scheme area. The VP3 location serves the purpose of showing the eye-level view impact of the Scheme for the public viewers along To Kwa Wan Road and is considered covering the potential views of the users of the bus stop at Shek Tong Street.</p> <p>From VP3, it is demonstrated that with the proposed 45m building setback from Ngan Hon Street and "urban window" design features in the preliminary design of the draft DSP, the public viewers would see a wider sky view with slimmer building blocks with a permeable podia, as compared to the possible development under the prevailing OZP ("i.e. OZP-compliant Scheme").</p> <p>This is not an issue. As shown in Figure 4.11 of the VIA, the proposed development is totally concealed by Chatham Gate situated in the foreground when viewing from the strategic viewing point VP7 at HKCEC. Therefore, the proposed development of the draft DSP does not cause any adverse visual impact to the ridgelines.</p> <p>The OZP-compliant Scheme in the submitted VIA is a notional design complying with the related planning and building regulations, including building height restriction and building separation. Based on a general private market practice, the assumption of building height of 100mPD for residential towers in the OZP-compliant scheme is considered rational and reasonable and PlanD did not provide adverse comment on the VIA.</p>

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TPB/S/K9/URA3/1-3 Wong Teck Building	<p><u>Exclusion of Wong Teck Building from the draft DSP</u></p> <ul style="list-style-type: none"> • "Wong Teck Building is in a good stage of repair and is structurally sound with well functioned elevators..." • "A compulsory relocation order to evict property owner away from Wong Teck Building is a deprive of property owner's right and interest to enjoy the nearby MTR facility..." • "... defeat the purpose of the property owner's original intention of purchasing the property as for long term investment for the hedging against inflation. 	<p><u>Holistic Replanning and Restructuring to create wide Planning Gains</u></p> <p>Under a "planning-led" and district-based" approach, KC-016 forms part of the holistic planning in KCAA1 area. KC-016 provides an opportunity for redeveloping the area to manifest the planning merits of the holistic plan. Given Wong Teck Building is situated in a key location in the holistic plan of KCAA1 for the "district-based" planning, it plays an important part in achieving the overall planning gains to the KCAA1 area.</p> <p>Wong Teck Building was completed in 1974 and is now 47 years of age. Subject to approval of the draft DSP of KC-016, Wong Teck Building would be likely over 50 years of age by the time of acquisition and demolition stage of the DSP. Sooner or later piecemeal redevelopment of Wong Teck Building will jeopardize the planning gains achieved in a holistic replanning and restructuring as demonstrated in KC-016 in connection with other KC projects in KCAA1.</p> <p><u>More than 50% Support for Redevelopment as found in SIA2</u></p> <p>URA has completed Stage 2 Social Impact Assessment (SIA) by collecting data and views of the residents and shop operators within KC-016. According to the data of Stage 2 SIA of KC-016, about 90% of the households found in Wong Teck Building have completed the Freezing Survey. Of them, about 90% households have responded the SIA survey. SIA results show that more than 50% surveyed respondents from Wong Teck Building support the redevelopment proposal while less than 10% respondents answered "did not support" and the remaining less than 40% surveyed respondents did not answer or no response.</p> <p>As stated in Stage 2 SIA report, URA and social service team (SST) will provide assistance to elderly owner-occupiers as far as practicable to find replacement flats. SST will follow up cases</p>
	<ul style="list-style-type: none"> • "Due to the owner's old age and health condition, such a task would cause stress and hardship." 	

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		<p>for 6 months after they have relocated to a new accommodation.</p> <p>Relocation to a new accommodation may entail re-establishment of social support network. To assist the affected owners in rebuilding their social support network, after resettlement, SST will help them to contact their old acquaintance in Kowloon City district at least once through reunion activities and establish connection with their new neighbourhood.</p>

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Object		
TPB/S/K9/URA3/1-7 發展計劃草圖邊界	<p><u>地盤形狀</u></p> <ul style="list-style-type: none"> “發展計劃草圖的地盤形狀非常不規則。每個從事建築及規劃行業的人都知道，無規則的地盤無疑是對設計一種很大的障礙，難以塑造一個好的已建設環境，為當區帶來改善”。 “此發展計劃方案擬在這不規則、箭頭形狀的地盤上 不規則的地盤形狀亦限制了後移以改善行人環境的可能性。地盤設計被限制，導致擬議發展與該區的城市結構不協調，破壞城市景觀”。 	<p>市建局以「規劃主導」及「小區發展」模式，在土瓜灣進行整體重建規劃藍圖，KC-016 是九龍城行動區(KCAA1)內的其中一個以上述模式開展的重建項目，以彰顯整體規劃模式的裨益。</p> <p>市建局已先後在 KCAA1 內適時開展了 7 個重建項目，而 KC-016 是配合整體重建規劃藍圖及周邊項目而開展的範圍，以達致完善整個小區的重建規劃。市建局所提倡的整體規劃將重整及重新規劃現有土地用途，改善地區的居住環境、交通網絡及步行環境，從而提升小區規劃裨益。</p> <p>藉著 KC-016 項目的契機，重整及重新規劃現有土地及道路網絡，優化土地用途，以提升社區的步行性及連接性。透過於計劃內建議封閉的三段道路，包括一段鴻福街和啟明街，及整段玉成街作整體性重建及重整交通道路網絡，行人路與行車道將會分隔起來，使未來的交通網絡更具效益。將來 KCAA1 的中央部份更會成為無車輛地帶，再配合在 KC-016 東面的低座地面提供</p>

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		空間作全天候小區聚腳點，為該區締造一個舒適的步行環境及社區營造的空間。
TPB/S/K9/URA3/1-7 發展計劃草圖邊界	<p><u>整體規劃</u></p> <ul style="list-style-type: none"> “市建局應更進一步，透過重建及市區重整計劃策劃更有遠見的地方營造，不應像此大綱圖般的零散式規劃”。 	<p>請參閱上述回應 R7 申述的意見。</p> <p>市建局在整體規劃 KCAA1 重建工作的同時，須有序分階段地按規劃進程啟動各個項目。此舉除了讓受影響居民及商舖營運者分批在區內尋找適合的新居所及商舖，亦考慮了項目規模所需要的資源、需遷置的居民預計數目以及對周邊居民的影響。</p>
TPB/S/K9/URA3/1-9 發展計劃草圖邊界	<p><u>3 段道路納入發展計劃</u></p> <ul style="list-style-type: none"> “發展計劃草圖建議把鴻福街和啟明街 2 個路段納入發展計劃以提供更安全宜人的步行環境。然而，現時這些內街的行人步行環境並不差，不多的交通量與行人融洽並存，將三個路段用作市建局發展並無助於改善行人環境，反而導致發展樓面空間偏在土瓜灣道及馬頭圍道的一方。土瓜灣道及馬頭圍道才是需要改善步行環境的街道，卻沒有在此計劃中得到重整，反而被屏風樓惡化”。 “另外，市建局取得政府土地是不恰當的做法，本人反對一條公眾通道由政府、市建局多個業權人管理，造成不協調、責任推卸等問題，除非在特殊情況下才能允許這樣做。然而，目 	<p>市建局在擬訂 KC-016 時，已了解鴻福街及啟明街末端兩處空間的狀況。現時該兩處空間及其周邊位置常用作儲存貨物、停泊車輛及汽車維修活動，亦見有人違例棄置廢物，致使行人環境欠佳。當重建計劃進行時，玉成街兩旁的樓宇將會拆卸從而令到玉成街無需要用作行車通道。</p> <p>KC-016 藉著重整及重新規劃現有土地及道路網絡，優化土地用途，以提升社區的步行性及連接性。透過於計劃內建議封閉三段道路作整體性重建及重整交通道路網絡，使未來的交通網絡更具效益。在 KC-016 計劃下，該部份鴻福街及啟明街將會融入作整體重建，並增設行人專用區。根據有關交通設計構思及按政府就有關封閉相關道路的最終安排，行人街與行車道的比例將會由現時百分之 55:45 提升至百分之 70:30，提供更優質的街道空間供行人享用，並為 KCAA1 中央位置締造一個無車地帶，並提供街坊聚會的聚腳點以保留這小區特色。</p> <p>倘若發展計劃草圖獲行政長官會同行政會議核准，建議封閉的路段將會透過政府引用香港法例第 370 章《道路(工程、使用及補償)條例》再進行公眾諮詢，以審批建議</p>

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	<p>前的發展計劃草圖並不能改善公共空間的環境”。</p>	<p>封閉路段作重建用途。如封路建議獲批准，有關決定才會憲報公告而實施。</p> <p>其後，市建局亦將與地政總署及相關部門商討，在地契及大廈公契上清晰訂明各方在公眾及私人土地範圍上的管理及維修責任，並確保計劃內非住戶專用的公共空間的管理及維修責任不會由將來發展計劃內的住宅小業主承擔。</p>
TPB/S/K9/URA3/1-9	<p><u>視覺影響評估</u></p> <ul style="list-style-type: none"> “視覺影響評估亦未充分評估擬議住宅平台近距離對公眾的視覺影響，比如位於土瓜灣道及馬頭圍道的街道”。 	<p>市建局已就 KC-016 向城規會提交視覺影響評估（VIA），根據項目的擬議設計概念和根據分區計劃大綱圖下准許的發展參數的設計方案(OZP-Compliant Scheme)作比對，以評估擬議設計在視覺上的潛在影響。</p> <p>根據城規會就提交視覺影響評估資料的指引-規劃指引編號 41，觀景點的高度應定於人類視線水平，以呈現實際所見的景貌。以發展計劃毗連的土瓜灣道及馬頭圍道作近距離的觀景點，並不符合上述規劃指引對選擇觀景點的要求。而規劃署亦沒有不接納市建局所提交的視覺影響評估。</p> <p>在已提交的視覺影響評估報告內的觀景點 3 – 「土瓜灣港鐵站 D 出口位置從土瓜灣道望向建議計劃地盤」，是屬於人類視線水平的觀景點。觀景點 3 的位置距離發展計劃約 70 米，該位置可呈現乘客由土瓜灣港鐵站 D 出口進出地面時面向發展計劃將來的模擬景象。從電腦合成照片中可見，初步設計概念所擬議的「城市門廊」設計及住宅建築物從銀漢街的地盤界線向南後移約 45 米均有效提升景觀及空間感。</p>
TPB/S/K9/URA3/1-7 TPB/S/K9/URA3/1-9	<p><u>住宅樓宇平台體積</u></p> <ul style="list-style-type: none"> “...興建一個過長而龐大的 5 層平台，與土瓜灣道和馬頭圍道狹窄而繁忙的行人環境不協調，...” “擬議發展的平台體積過於龐大，做成屏風效應，與整體城市環境非常不 	<p>在擬定 KC-016 的平台設計時，已嘗試及考慮不同設計方案以達致最大的規劃裨益，同時平衡技術可行性及善用土地資源等多方面的因素。市建局就 KC-016 的平台設計提出下列優化措施，與周邊的環境相容。</p> <p><u>配合社區現況的平台設計</u></p>

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	<p>相容，更令土瓜灣道及馬頭圍道一帶的步行環境大大影響”。</p>	<ol style="list-style-type: none"> 1. 為配合土瓜灣道、馬頭圍道、鴻福街及啟明街的現況，KC-016 將擬議分別在土瓜灣道/鴻福街交界及馬頭圍/啟明街交界的位置設立兩個大型的「城市門廊」，以達致樓宇體積的比例與現時的环境相容。 2. 視乎細部設計，該「城市門廊」從地面開始不少於 15 米闊及 15 米高的通風空間，以保持沿鴻福街及啟明街東西向的風廊，令視覺上有通透的空間。該城市門廊亦會在設計上加設園景美化及地區營造的元素，以締造成為該區的主要“大門”(gateway)。 3. 初步設計亦建議在 KC-016 範圍內東面設計一座 5 層高的低座樓宇，並在其地面提供空間作小區聚腳點。此設計將減低整個小區中央部分的樓宇密度。此設計能讓地面空氣更流通，提升小區中央部分的空氣流通狀況，並改善東西及南北走向的通風廊。另外，低座與平台之間以天橋連接，再加上低座會作後移，有助增加視覺上的滲透性。此設計符合「可持續建築設計指引」就樓宇間距的要求。 4. 項目北面鄰近鴻福街的部份體積將會較現時的樓宇體積為細小，有助提升視覺的空間感。住宅建築物從銀漢街的地盤界線向南後移約 45 米，以保持沿銀漢街東西向的風廊，及增加 KC-016 北面地盤與周邊樓宇之間的空間感及景觀，避免屏風效應。根據視覺影響評估 (VIA) 報告，從觀景點 3-「土瓜灣港鐵站 D 出口位置望向建議計劃地盤」的電腦合成照片中可見，初步設計概念所擬議的「城市門廊」設計及建築物後移可有效提升景觀及空間感。 <p>提供額外的「政府、機構或社區」用地</p> <p>KC-016 在設計上利用了提升平台設計的高度，同時充分善用住宅樓層下的低層空間，包括提供約 5,580 平方米的樓面面積作</p>

Representation No. / Nature / Matters	Extracted Reasons	URA' Responses / Comments
		<p>政府、機構或社區設施，以提供更多社區設施以惠及社區。</p> <p><u>改善空氣質素及減低噪音影響</u> 除以上的主要設計，根據市建局向城規會所提交的項目規劃報告，其他的設計安排亦有助改善樓宇就面對空氣素質及交通噪音的影響。KC-016 鄰近多條繁忙道路，如馬頭圍道、土瓜灣道及東九龍走廊。空氣質素評估（AQIA）指出住宅部分假若位處低於主水平基準以上約 31 米，即約較地面高約 24 米，將會受到較差的空氣質素所影響。因此，擬議的平台設計除將有助改善居住單位符合空氣質素的標準外，亦有助減低噪音所帶來的影響。</p>
<p>TPB/S/K9/URA3/1-4 TPB/S/K9/URA3/1-5 TPB/S/K9/URA3/1-6</p> <p>旺德大廈</p>	<p><u>從發展計劃草圖中剔除旺德大廈</u></p> <ul style="list-style-type: none"> “本公司於十多年前買入旺德大廈 9 號地舖作為投資用途”。 地點本是成熟民生地區去經營生意。無奈地鐵工程展開，舖被工程大受影響之餘亦令單位內不停因地鐵工程而大做維修”。 “現到了地鐵通車，政府就殺死了我們有生意重光的希望而向我們收回物業，不理會投資的實況”。 “相比起附近的建築物，旺德大廈樓齡偏低，而且十多年前進行過一次大維修，尚未出現老化問題。目前大廈保養良好，居住環境優良應。在環保角度而言，現時沒有必要立即耗用資源進行遷拆，該原址保留”。 “重建增加之使用面積不多”。 “拆卸重建花費金錢龐大”。 	<p><u>整體重新規劃及重整所達致的規劃裨益</u> 市建局以「規劃主導」及「小區發展」模式，在土瓜灣進行整體重建規劃藍圖。KC-016 項目旨在彰顯規劃裨益及與鄰近市建局項目發揮協同效應。旺德大廈位處「小區發展」內的重要位置，透過重整及重新規劃，在整個「小區發展」的藍圖內為社區帶來更大的規劃裨益。</p> <p>旺德大廈於 1974 年落成，現時樓齡已達 47 年，待發展計劃草圖獲審批後，市建局對 KC-016 項目進行收購及清拆時，旺德大廈樓齡已超過 50 年。倘若旺德大廈日後以單幢形式進行重建，將破壞 KC-016 為 KCAA1 社區透過重及重新規劃所帶來的規劃裨益的原意。</p> <p><u>超過五成受訪者支持重劃 - 根據第二階段社會影響評估</u> 市建局在 KC-016 開展後已完成第二階段社會影響評估。該社會影響評估收集了 KC-016 範圍內受影響住戶和商戶營運者的資料和意見。根據第二階段社會影響評估的資料，超過九成的旺德大廈居民及商戶營運者已完成凍結人口調查，而他們當中亦有接近九成的受訪者完成社會影響評估問</p>

Representation No. / Nature / Matters	Extracted Reasons	URA' Responses / Comments
		卷。有超過五成受訪的旺德大廈居民及商戶營運者表示支持重建；反對重建則少於一成；無意見者或沒有回應則少於四成。

Representation No. / Nature / Matters	Extracted Reasons	URA' Responses / Comments
Provide Views		
TPB/R/S/K9/URA3/1-2	<ul style="list-style-type: none"> A query on the feasibility to adjust the proposed boundary line and/or building line abutting To Kwa Wan Road/Ma Tau Wai Road to allow increasing the radius of horizontal curvature of the road. <p><u>"Rationale 1 :</u> To Kwa Wan Road and Ma Tau Wai Road has a small and potentially substandard radius of horizontal curvature abutting the site... can be tackled when urban renewal provides an opportunities to provide space... The sightline for drivers... may need to be improved through the setback of building lines and increasing the horizontal curvature...".</p> <p><u>"Rationale 2:</u> The footpath between Chatham Road North and To Kwa Road is too minimal..... It is questionable whether pedestrian traffic study could be conducted to justify and propose a more desirable footpath width..."</p>	<p>Under URA's "planning-led" and "district-based" approach in this area, URA proposes the KC-016 Development Scheme, which forms part of the holistic plan of the KCAA1 area, to complete the planning gains of the area. The boundary of KC-016 is designed to respect with the existing fabric and integrated with adjoining URA's projects under a "Planning-led" holistic approach. Since the current radius of horizontal curvature of the DSP abutting To Kwa Wan Road and Ma Tau Wai Road comply with TD's standard, URA would not in the right position to modify the curvature of the roads.</p> <p>Pedestrian assessment was conducted to evaluate the change of pedestrian condition arising from the proposed development towards the existing footpaths within the DSP and the adjoining footpath provide direct access to the DSP. The said assessment forms part of the Traffic Impact Assessment for the DSP.</p> <p>The pedestrian assessment has covered the footpaths adjoining the DSP along To Kwa Wan Road, Ma Tau Wai Road and the footpaths further away from the DSP in the north at the junction between Chi Kiang Street and To Kwa Wan Road. The pedestrian assessment shows that the proposed development of the DSP is supported from traffic engineering point of view. In addition, setback at ground level along To Kwa Wan Road and Ma Tau Wai Road is proposed if practicable. It would result in wider footpath along these sections of road to create a pleasant pedestrian walking environment. In addition, setback at ground level along To Kwa Wan Road and Ma Tau Wai Road, is proposed if practicable. It would result in wider footpath along these sections of road to create a pleasant pedestrian walking environment.</p>

Representation No. / Nature / Matters	Extracted Reasons	URA' Responses / Comments
		Footpath between Chatham Road North and To Kwa Wan Road is far away from and is not direct access to KC-016. Relevant government departments shall be consulted on the needs of street/pavement improvement works and its subsequent traffic assessment.
TPB/S/K9/URA3/1-13 An all-weathered communal space	<p><u>All-weathered Communal Space</u></p> <ul style="list-style-type: none"> • "Nothing more than corridors and alleys. This is Lee Tung Street all over again basically a pedestrian retail environment with a few seats here and there. At Lee Tung the open space is hidden on a difficult to locate roof top and is decorative only. For this development the community space will be underground or undercover". 	<p>As part of the holistic planning of KCAA1, URA has proposed within KC-016 to create a communal space at the central part of the KCAA1 area for future community gathering and place-making opportunities.</p> <p>The all-weathered communal space will be located underneath the Low Block on the eastern part of the scheme. It will be covered/semi-cover above ground floor/sunken communal space with open-air design as far as practicable to enhance air ventilation and visual openness of the space. It is not intended to be underground.</p> <p>It would integrate with the adjoining pedestrian walkways and open space created by other adjoining URA projects, forming an urban square at KCAA1.</p>
TPB/S/K9/URA3/1-13 An all-weathered communal space	<p><u>Open Space Provision</u></p> <ul style="list-style-type: none"> • "Note there is no mention of open space but for an estimated 900 units. It should be at least 2000 sq.m. No active recreational facilities, children's play area or exercise equipment for the growing number of elderly. No mention of tree planting, etc. The district has a deficit of local open space. No HKPSG data provided with the OZP". 	<p>The development scheme will provide private open space according to the standard of Hong Kong Planning Standard and Guideline (HKPSG) in respect of recreation, open space and greening. Design of the open space will be developed at the detailed design stage after approval of the DSP.</p>
TPB/S/K9/URA3/1-13	<p><u>Proposed Footbridge Connecting the Proposed Development and To Kwa Wan MTR Station</u></p> <ul style="list-style-type: none"> • "The proposed footbridge take people off the streets and bet them onto 	<p>Given that KC-016 is situated near the MTR To Kwa Wan station exits in Ma Tau Wai Road/To Kwa Wan Road Garden, URA would like to take this opportunity to further enhance the east-</p>

Representation No. / Nature / Matters	Extracted Reasons	URA' Responses / Comments
	<p>footbridges. Obliterate all form of at-grade open space".</p>	<p>west connectivity and pedestrian safety between KCAA1 and the MTR station. Thus, a footbridge connecting between the proposed development of KC-016 at podium level and the above-mentioned MTR station exits is proposed.</p> <p>Under the above proposal, the footbridge would act as a gateway leading pedestrian from the To Kwa Wan MTR station to the community of KCAA1 through the pedestrianized streets and open space at grade.</p> <p>The proposed footbridge would provide a grade-separated linkage for the KCAA1 and the MTR station to improve pedestrian safety. With the footbridge, pedestrians are not required to across the 6-lane To Kwa Wan Road via at-grade pedestrian crossing. It can also serve a barrier-free access for locals to go from MTR station to the proposed GIC facilities in the KC-016 podium in future.</p> <p>As the proposed footbridge fall outside boundary of the development scheme, the URA will liaise with relevant Government Departments on the implementation of the footbridge proposal via a separate revitalisation initiative upon the approval of the DSP.</p>

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- The comment should be made to the Town Planning Board (the Board) before the expiry of the specified period for making comment on the representation. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
意見必須於指定對申述提出意見期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關意見的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
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1. Person Making this Comment (known as "Commenter" hereafter) 提出此宗意見的人士（下稱「提意見人」）	
Full Name 姓名 / 名稱 (Mr./Ms./Company/Organisation* 先生/女士/公司/機構*) ✓ CHAN Fung Ying [REDACTED]	RECEIVED 27 OCT 2021 Town Planning Board
(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided) (注意：若個人提交，須填上與香港身份證／護照所載的全名)	

2. Authorised Agent (if applicable) 獲授權代理人(如適用)
Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*)
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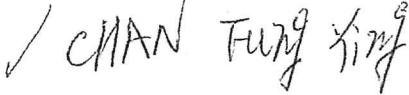
3. Details of the Comment 意見詳情	
Draft plan to which the comment relates (please specify the name and number of the draft plan) 與意見相關的草圖（請註明草圖名稱及編號）	
Representation(s) to which the comment relates (please specify the representation number) 與意見相關的申述（請註明申述編號）	

* Delete as appropriate 請刪去不適用者

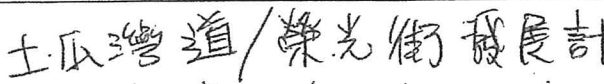
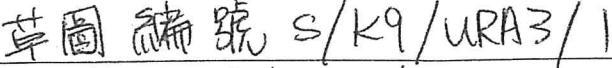
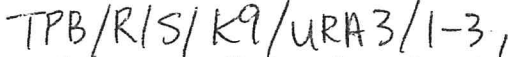
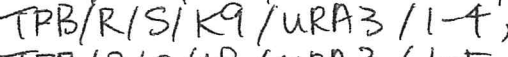
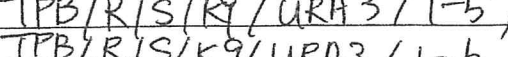
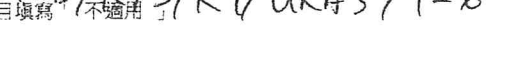
Please fill in "NA" for not applicable item 請在不適用的項目填寫「不適用」

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Full Name 姓名 / 名稱 (Mr./Ms./Company/Organisation* 先生/女士/公司/機構*) 
(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided) (注意: 若個人提交, 須填上與香港身份證/護照所載的全名)

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Representation(s) to which the comment relates (please specify the representation number) 與意見相關的申述(請註明申述編號)	   

* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item

請在不適用的項目填寫「不適用」

3. Details of the Comment (Continued)(use separate sheet if necessary)[#]
 意見詳情(續)(如有需要,請另頁說明)[#]

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

市車局

我是旺德大廈居民。[REDACTED] 住宅。希望改善居民生活環境,提高居民生活質素,重建旺德大廈。

旺德大廈已於四十年代近五年的舊樓。大廈雖然曾進行大維修,但仍有唔少失修情況,亦曾經收到維修令。支持市車局將大廈納入重建,減輕居民維修負擔。附近舊樓已重建,作為整體規劃,改善社區環境,提高居民生活質素,居住環境。希望一併重建旺德大廈。

[#] If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the comment, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
 若意見附有支持其論點的補充資料(例如彩色及/或大尺寸的圖則、規劃研究及技術評估),則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

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	Date Received 收到日期	

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意見必須於指定對申述提出意見期限屆滿前向城市規劃委員會 (下稱「委員會」) 提出, 填妥的表格及支持有關意見的文件(倘有), 必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
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1. Person Making this Comment (known as "Commenter" hereafter) 提出此宗意見的人士 (下稱「提意見人」)

Full Name 姓名 / 名稱 (Mr./Ms./Company/Organisation* 先生/女士/公司/機構*)

鍾裕榮

RECEIVED

28 OCT 2021

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意: 若個人提交, 須填上與香港身份證/護照所載的全名)

2. Authorised Agent (if applicable) 獲授權代理人(如適用)

Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*)

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意: 若個人提交, 須填上與香港身份證/護照所載的全名)

3. Details of the Comment 意見詳情

Draft plan to which the comment relates (please specify the name and number of the draft plan)
與意見相關的草圖 (請註明草圖名稱及編號)

土瓜灣道/榮光街發展計劃
草圖編號 S/K9/URA3/1

Representation(s) to which the comment relates (please specify the representation number)
與意見相關的申述(請註明申述編號)

TPB/R/S/K9/URA3/1-3,
TPB/R/S/K9/URA3/1-4,
TPB/R/S/K9/URA3/1-5,
TPB/R/S/K9/URA3/1-6

* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item 請在不適用的項目填寫「不適用」

3. Details of the Comment (Continued)(use separate sheet if necessary)[#]
 意見詳情(續)(如有需要,請另頁說明)[#]

反對申述。
 Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情
 我是旺德大廈居民,希望市建局
 重建旺德大廈,改善居民生活環境。
 我已居住旺德大廈近40多年,大廈
 雖然曾進行大維修,但仍有不少失修
 情況,亦有收到維修令,支持市建局將
 大廈應納入重建,減輕居民維修負擔。
~~我是旺德大廈居民,附近舊樓已重建,~~
 希望一併重建旺德大廈,作整體規劃,
 改善社區環境。

[#] If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the comment, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
 若意見附有支持其論點的補充資料(例如彩色及/或大尺寸的圖則、規劃研究及技術評估),則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

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1. Person Making this Comment (known as "Commenter" hereafter) 提出此宗意見的人士(下稱「提意見人」)

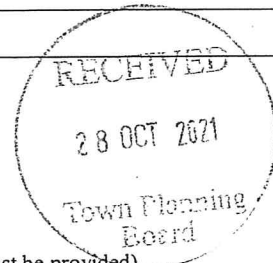
Full Name 姓名 / 名稱 (Mr./Ms./Company/Organisation* 先生/女士/公司/機構*)

鍾偉榮

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意: 若個人提交, 須填上與香港身份證/護照所載的全名)

2. Authorised Agent (if applicable) 獲授權代理人(如適用)

Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*)



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(注意: 若個人提交, 須填上與香港身份證/護照所載的全名)

3. Details of the Comment 意見詳情

Draft plan to which the comment relates (please specify the name and number of the draft plan).
與意見相關的草圖(請註明草圖名稱及編號)

土瓜灣道/榮忠街發展計劃
草圖編號 S/K9/URA3/1

Representation(s) to which the comment relates (please specify the representation number)
與意見相關的申述(請註明申述編號)

TPB/R/S/K9/URA3/1-3.
TPB/R/S/K9/URA3/1-4.
TPB/R/S/K9/URA3/1-5.
TPB/R/S/K9/URA3/1-6

* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item 請在不適用的項目填寫「不適用」

3. Details of the Comment (Continued)(use separate sheet if necessary)[#]
 意見詳情(續)(如有需要,請另頁說明)[#]

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

我是 [REDACTED] 住戶, 希望市建局重建野德大廈, 改善居民生活環境。我已居住野德大廈30多年, 大廈雖然曾進行大維修, 但仍有不少未修濶水情況, 亦有收到維修令, 支持市建局將大廈應納入重建, 減輕居民維修負擔。希望一併重建野德大廈, 作整體規劃, 改善社區環境, 故我反對申述。

[#] If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the comment, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
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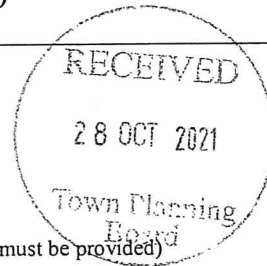
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1. Person Making this Comment (known as "Commenter" hereafter)
提出此宗意見的人士(下稱「提意見人」)

Full Name 姓名 / 名稱 (Mr./Ms./Company/Organisation* 先生/女士/公司/機構*)

羅群英



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Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*)

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3. Details of the Comment 意見詳情

Draft plan to which the comment relates (please specify the name and number of the draft plan)
與意見相關的草圖(請註明草圖名稱及編號)

二公灣道/榮光街發展計劃
草圖編號 S/K9/URA3/1

Representation(s) to which the comment relates (please specify the representation number)
與意見相關的申述(請註明申述編號)

TPB/R/S/K9/URA3/1-3,
TPB/R/S/K9/URA3/1-4,
TPB/R/S/K9/URA3/1-5,
TPB/R/S/K9/URA3/1-6

* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item 請在不適用的項目填寫「不適用」

3. Details of the Comment (Continued)(use separate sheet if necessary)[#]
意見詳情 (續)(如有需要, 請另頁說明)[#]

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

本人是 [REDACTED] 住戶。大廈雖然曾進行大維修, 但仍有不少失修狀況, 如石屎剝落和天花滲水等, 希望市建局重建旺德大廈, 改善居民生活。

旺德大廈應與附近樓宇一同重建, 作整體規劃, 完整地改善社區環境。本人反對有關申述。

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Full Name 姓名 / 名稱 (Mr./Ms./Company/Organisation* 先生/女士/公司/機構*)

陳忠

RECEIVED

28 OCT 2021

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Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*)

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Draft plan to which the comment relates (please specify the name and number of the draft plan)
與意見相關的草圖（請註明草圖名稱及編號）

上環渣華道榮光徑發展計劃
草圖編號 S/K9/URA3/1

Representation(s) to which the comment relates (please specify the representation number)
與意見相關的申述（請註明申述編號）

TPR/R/S/K9/URA3/1-3
TPR/R/S/K9/URA3/1-4
TPR/R/S/K9/URA3/1-5
TPR/R/S/K9/URA3/1-6

* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item 請在不適用的項目填寫「不適用」

3. Details of the Comment (Continued)(use separate sheet if necessary)[#]
 意見詳情(續)(如有需要,請另頁說明)[#]

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

本人是 [REDACTED] 住戶,
 本大廈雖然已進行過大維修,
 但仍未如理想, 現希望市建局重建,
 旺德大廈, 以改善民生,
 亦希望有合理的補償, 得以安居。
 反對上述申述。

[#] If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the comment, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
 若意見附有支持其論點的補充資料(例如彩色及/或大尺寸的圖則、規劃研究及技術評估), 則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

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意見必須於指定對申述提出意見期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關意見的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
- Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong – Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at <http://www.info.gov.hk/tpb/>.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公佈申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道 333 號北角政府合署 15 樓 - 電話：2231 4810 或 2231 4835 及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓）索取，亦可從委員會的網頁下載（網址：<http://www.info.gov.hk/tpb/>）。
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1. Person Making this Comment (known as "Commenter" hereafter)
提出此宗意見的人士（下稱「提意見人」）

Full Name 姓名 / 名稱 (Mr./ Ms./ Company/ Organisation* 先生/女士/公司/機構*)

關永安

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

RECEIVED

28 OCT 2021

TOWN PLANNING
BOARD

2. Authorised Agent (if applicable) 獲授權代理人(如適用)

Full Name 姓名 / 名稱 (Mr./ Ms./ Company/ Organisation* 先生/女士/公司/機構*)

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

3. Details of the Comment 意見詳情

Draft plan to which the comment relates (please specify the name and number of the draft plan)
與意見相關的草圖（請註明草圖名稱及編號）

土瓜灣道樂光街發展計劃
草圖編號 S/K9/URA3/1

Representation(s) to which the comment relates (please specify the representation number)
與意見相關的申述（請註明申述編號）

TPB/R/S/K9/URA3/1-3
TPB/R/S/K9/URA3/1-4
TPB/R/S/K9/URA3/1-5
TPB/R/S/K9/URA3/1-6

* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item 請在不適用的項目填寫「不適用」

3. Details of the Comment (Continued)(use separate sheet if necessary)[#]
 意見詳情(續)(如有需要,請另頁說明)[#]

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

本人是 [REDACTED] 住戶
 大廈雖然曾進行大維修,但仍未如理想。
 希望市建局重建,旺德大廈,
 改善民生,亦希望有合理的補償
 得與安居。本人反對有關申述。

[#] If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the comment, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
 若意見附有支持其論點的補充資料(例如彩色及/或大尺寸的圖則、規劃研究及技術評估),則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

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	Date Received 收到日期	

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意見必須於指定對申述提出意見期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關意見的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
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1. Person Making this Comment (known as "Commenter" hereafter) 提出此宗意見的人士（下稱「提意見人」）

Full Name 姓名 / 名稱 (Mr./Ms./Company/Organisation* 先生/女士/公司/機構*)

趙承江

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)



2. Authorised Agent (if applicable) 獲授權代理人(如適用)

Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*)

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3. Details of the Comment 意見詳情

Draft plan to which the comment relates (please specify the name and number of the draft plan)
與意見相關的草圖（請註明草圖名稱及編號）

土瓜灣道/榮光街發展計劃
草圖編號 S/K9/URA3/1

Representation(s) to which the comment relates (please specify the representation number)
與意見相關的申述（請註明申述編號）

TPB/R/S/K9/URA3/1-3
TPB/R/S/K9/URA3/1-4
TPB/R/S/K9/URA3/1-5

* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item 請在不適用的項目填寫「不適用」

TPB/R/S/K9/URA3/1-6

3. Details of the Comment (Continued)(use separate sheet if necessary)[#]
 意見詳情(續)(如有需要,請另頁說明)[#]

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

我是位 [REDACTED] 有30年時間的居民。
 對於旺德大廈環境是滿意的。無奈像對
 於收購金額未必可以幫到我們單位面積
 最細的住戶改善生活環境換一個幾百尺
 以上的單位係一個大難題。

希望有關部門能體恤我們雙失長者
 的若況。

對於市建局重建旺德大廈係支持的。
 我反對上述的申述。

[#] If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the comment, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
 若意見附有支持其論點的補充資料(例如彩色及/或大尺寸的圖則、規劃研究及技術評估),則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

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意見必須於指定對申述提出意見期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關意見的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
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1. Person Making this Comment (known as "Commenter" hereafter) 提出此宗意見的人士（下稱「提意見人」）

Full Name 姓名 / 名稱 (Mr./Ms./Company/Organisation* 先生/女士/公司/機構*)

王 譚 光

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
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2. Authorised Agent (if applicable) 獲授權代理人(如適用)

Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*)

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3. Details of the Comment 意見詳情

Draft plan to which the comment relates (please specify the name and number of the draft plan)
與意見相關的草圖（請註明草圖名稱及編號）

土瓜灣道 / 榮光街發展計劃
草圖編號 S/K9/URA 3/1

Representation(s) to which the comment relates
(please specify the representation number)
與意見相關的申述（請註明申述編號）

TPB/R/S/K9/URA 3/1-3
TPB/R/S/K9/URA 3/1-4
TPB/R/S/K9/URA 3/1-5
TPB/R/S/K9/URA 3/1-6

* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item 請在不適用的項目填寫「不適用」

3. Details of the Comment (Continued)(use separate sheet if necessary)[#]
意見詳情(續)(如有需要,請另頁說明)[#]

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

我是 [REDACTED] 住戶, 希望市區重建旺德大廈, 改善居民生活環境。我已居住旺德大廈近 40 多年, 大廈雖然曾進行大維修, 但仍有不失修情況, 亦有收到維修令, 支持市建局將大廈應納入重建, 減輕居民維修負擔。~~我是旺德大廈居民~~, 附近舊樓已重建, 希望一併重建旺德大廈, 作整體規劃, 改善社區環境。

① 收對有關申述。

[#] If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the comment, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
若意見附有支持其論點的補充資料(例如彩色及/或大尺寸的圖則、規劃研究及技術評估), 則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

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意見必須於指定對申述提出意見期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關意見的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
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1. Person Making this Comment (known as "Commenter" hereafter) 提出此宗意見的人士（下稱「提意見人」）	
Full Name 姓名 / 名稱 (Mr./ Ms./ Company/ Organisation* 先生/女士/公司/機構*) <div style="text-align: center;">   </div> <small>(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)</small> <small>(注意：若個人提交，須填上與香港身份證／護照所載的全名)</small>	
2. Authorised Agent (if applicable) 獲授權代理人(如適用)	
Full Name 姓名 / 名稱 (Mr./ Ms./ Company/ Organisation* 先生/女士/公司/機構*) <small>(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)</small> <small>(注意：若個人提交，須填上與香港身份證／護照所載的全名)</small>	
3. Details of the Comment 意見詳情	
Draft plan to which the comment relates (please specify the name and number of the draft plan) 與意見相關的草圖（請註明草圖名稱及編號）	土瓜灣道／榮光街發展計劃 草圖編號 S/K9/URA3/
Representation(s) to which the comment relates (please specify the representation number) 與意見相關的申述（請註明申述編號）	TPB/R/S/K9/URA3/1-3 TPB/R/S/K9/URA3/1-4, TPB/R/S/K9/URA3/1-5, TPB/R/S/K9/URA3/1-6

* Delete as appropriate 請刪去不適用者
Please fill in "NA" for not applicable item 請在不適用的項目填寫「適用」

3. Details of the Comment (Continued)(use separate sheet if necessary)[#]
意見詳情(續)(如有需要,請另頁說明)[#]

Detailed comments on the representation(s) mentioned above. 對上述所提及的申述的意見詳情

本人是 [REDACTED] 全戶。大廈
雖經曾進行大維修,但仍有不少失
修狀況,如石屎剝落和天花漏水
等,希望市建局重建旺德大廈,改善居民
生活。

旺德大廈,應與附近樓宇一同重建。
作整體規劃,完整地改善社區環境。

反對有關申述

[#] If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the comment, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
若意見附有支持其論點的補充資料(例如彩色及/或大尺寸的圖則、規劃研究及技術評估),則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

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- The comment should be made to the Town Planning Board (the Board) before the expiry of the specified period for making comment on the representation. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
意見必須於指定對申述提出意見期限屆滿前向城市規劃委員會(下稱「委員會」)提出, 填妥的表格及支持有關意見的文件(倘有), 必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書處。
- Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at <http://www.info.gov.hk/tpb/>.
填寫此表格之前, 請先細閱有關「根據城市規劃條例提交及公佈申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處(香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835 及規劃署的規劃資料查詢處(熱線: 2231 5000)(香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取, 亦可從委員會的網頁下載(網址: <http://www.info.gov.hk/tpb/>)。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The comment may be treated as not having been made if the required information is not provided.
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1. Person Making this Comment (known as "Commenter" hereafter)
提出此宗意見的人士(下稱「提意見人」)

Full Name 姓名 / 名稱 (Mr./Ms./Company/Organisation* 先生/女士/公司/機構*)

韓天爵

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意: 若個人提交, 須填上與香港身份證/護照所載的全名)



2. Authorised Agent (if applicable) 獲授權代理人(如適用)

Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*)

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意: 若個人提交, 須填上與香港身份證/護照所載的全名)

3. Details of the Comment 意見詳情

Draft plan to which the comment relates (please specify the name and number of the draft plan)
與意見相關的草圖(請註明草圖名稱及編號)

土瓜灣道/樂光街發展計劃
草圖編號 S/K9/URA3/1

Representation(s) to which the comment relates (please specify the representation number)
與意見相關的申述(請註明申述編號)

TPB/R/S/K9/URA3/1-3
TPB/R/S/K9/URA3/1-4
TPB/R/S/K9/URA3/1-5
TPB/R/S/K9/URA3/1-6

* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item

請在不適用的項目填寫「不適用」

3. Details of the Comment (Continued)(use separate sheet if necessary)[#]
意見詳情(續)(如有需要,請另頁說明)[#]

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

本人是 [REDACTED] 住戶。大廈雖然曾進行大維修,但仍有不少失修狀況,如石屎剝落和天花流水等,希望市建局重建旺德大廈,改善居民生活。

旺德大廈應與附近樓宇一同重建,作整體規劃完整地改善社區環境。本人反對上述申述。

[#] If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the comment, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
 若意見附有支持其論點的補充資料(例如彩色及/或大尺寸的圖則、規劃研究及技術評估),則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

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	Date Received 收到日期	

- The comment should be made to the Town Planning Board (the Board) before the expiry of the specified period for making comment on the representation. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
意見必須於指定對申述提出意見期限屆滿前向城市規劃委員會(下稱「委員會」)提出, 填妥的表格及支持有關意見的文件(倘有), 必須送交香港北角渣華道333號北角政府合署15樓城市規劃委員會秘書收。
- Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at <http://www.info.gov.hk/tpb/>.
填寫此表格之前, 請先細閱有關「根據城市規劃條例提交及公佈申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處(香港北角渣華道333號北角政府合署15樓 - 電話: 2231 4810 或 2231 4835 及規劃署的規劃資料查詢處(熱線: 2231 5000)(香港北角渣華道333號北角政府合署17樓及新界沙田上禾輋路1號沙田政府合署14樓)索取, 亦可從委員會的網頁下載(網址: <http://www.info.gov.hk/tpb/>)。
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此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出意見的人士須以打印方式或以正楷填寫表格, 填寫的資料宜中英文兼備。倘若未能提供所需資料, 則委員會可把有關申述視為不曾提出論。

1. Person Making this Comment (known as "Commenter" hereafter) 提出此宗意見的人士(下稱「提意見人」)

Full Name 姓名 / 名稱 (Mr./Ms./Company/Organisation* 先生/女士/公司/機構*)

尹鴻



(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意: 若個人提交, 須填上與香港身份證/護照所載的全名)

2. Authorised Agent (if applicable) 獲授權代理人(如適用)

Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*)

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意: 若個人提交, 須填上與香港身份證/護照所載的全名)

3. Details of the Comment 意見詳情

Draft plan to which the comment relates (please specify the name and number of the draft plan)
與意見相關的草圖(請註明草圖名稱及編號)

土瓜灣道/榮光街發展計劃
草圖編號 S/KP/URA3/1

Representation(s) to which the comment relates (please specify the representation number)
與意見相關的申述(請註明申述編號)

TPB/R/S/KP/URA3/1-3
TPB/R/S/KP/URA3/1-4
TPB/R/S/KP/URA3/1-5

* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item

請在不適用的項目填寫「不適用」

TPB/R/S/KP/URA3/1-6

3. Details of the Comment (Continued)(use separate sheet if necessary)[#]
意見詳情(續)(如有需要,請另頁說明)[#]

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

反對上述申述。

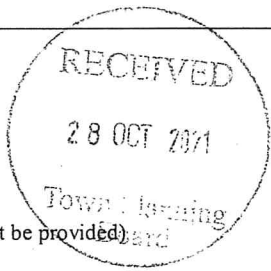
本人是 [REDACTED] 住戶。

大廈在之前曾經進行大維修,但始終是
 超過四十年樓齡的樓宇,石屎爆裂,剝落及
 天花滲水等問題也出現在此樓宇,故此,希
 望市建局盡快清拆旺德大廈,可配合附
 近一系列重建項目。

[#] If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the comment, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
 若意見附有支持其論點的補充資料(例如彩色及/或大尺寸的圖則、規劃研究及技術評估),則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

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	Date Received 收到日期	

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意見必須於指定對申述提出意見期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關意見的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
- Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong – Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at <http://www.info.gov.hk/tpb/>.
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1. Person Making this Comment (known as "Commenter" hereafter) 提出此宗意見的人士（下稱「提意見人」）	
Full Name 姓名 / 名稱 (Mr./Ms./Company/Organisation* 先生/女士/公司/機構*)	
<p style="text-align: center;">韓國元</p> <p>(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided) (注意：若個人提交，須填上與香港身份證／護照所載的全名)</p>	

2. Authorised Agent (if applicable) 獲授權代理人(如適用)
Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*)
<p>(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided) (注意：若個人提交，須填上與香港身份證／護照所載的全名)</p>

3. Details of the Comment 意見詳情	
Draft plan to which the comment relates (please specify the name and number of the draft plan) 與意見相關的草圖（請註明草圖名稱及編號）	土庫港莊/榮光街發展計劃 草圖編號 S/K9/URR3/1
Representation(s) to which the comment relates (please specify the representation number) 與意見相關的申述（請註明申述編號）	TPB/R/S/K9/URA3/1-3 TPB/R/S/K9/URA3/1-4 TPB/R/S/K9/URA3/1-5 TPB/R/S/K9/URA3/1-6

* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item 請在不適用的項目填寫「不適用」

3. Details of the Comment (Continued)(use separate sheet if necessary)[#]
意見詳情(續)(如有需要,請另頁說明)[#]

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

本人是 [REDACTED] 業主。大廈雖然曾進行大維修,但仍有不少失修情況,如石屎剝落和天花漏水等,希望市建局重建旺德大廈,改善居民生活。

旺德大廈應與附近樓宇一同重建,作整體規劃,完整地改善社區環境。

○反對有關申述。

[#] If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the comment, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
若意見附有支持其論點的補充資料(例如彩色及/或大尺寸的圖則、規劃研究及技術評估),則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

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	Date Received 收到日期	

- The comment should be made to the Town Planning Board (the Board) before the expiry of the specified period for making comment on the representation. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
意見必須於指定對申述提出意見期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關意見的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
- Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong – Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at <http://www.info.gov.hk/tpb/>.
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1. Person Making this Comment (known as "Commenter" hereafter) 提出此宗意見的人士（下稱「提意見人」）

Full Name 姓名 / 名稱 (Mr./Ms./Company/Organisation* 先生/女士/公司/機構*)

林柳華



(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

2. Authorised Agent (if applicable) 獲授權代理人(如適用)

Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*)

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(注意：若個人提交，須填上與香港身份證／護照所載的全名)

3. Details of the Comment 意見詳情

Draft plan to which the comment relates (please specify the name and number of the draft plan)
與意見相關的草圖（請註明草圖名稱及編號）

土瓜灣道/榮光街發展計劃
草圖編號 S/K9/URA3/1

Representation(s) to which the comment relates (please specify the representation number)
與意見相關的申述（請註明申述編號）

TPB/R/S/K9/URA3/1-3
TPB/R/S/K9/URA3/1-4
TPB/S/S/K9/URA3/1-5
TPB/S/S/K9/URA3/1-6

* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item 請在不適用的項目填寫「不適用」

3. Details of the Comment (Continued)(use separate sheet if necessary)[#]
 意見詳情(續)(如有需要,請另頁說明)[#]

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

我是旺德大廈居民,希望市建局重建旺德大廈、改善居民生活環境。

我已居住旺德大廈近40年,大廈雖然曾進行大維修,但仍有不小失修情況亦有收到維修令,支持市建局將大廈納入重建減輕居民維修負擔。

啟明邨榮光邨附近舊樓已重建,希望一併重建旺德大廈作整體規劃,改善社區環境

反對有關申述。

[#] If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the comment, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
 若意見附有支持其論點的補充資料(例如彩色及/或大尺寸的圖則、規劃研究及技術評估),則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

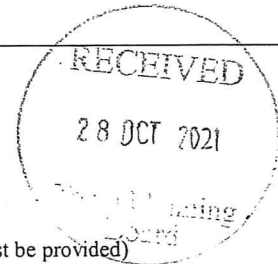
For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	TPB/R/S/K9/URA3/1-C15
	Date Received 收到日期	

- The comment should be made to the Town Planning Board (the Board) before the expiry of the specified period for making comment on the representation. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
意見必須於指定對申述提出意見期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關意見的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
- Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at <http://www.info.gov.hk/tpb/>.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公佈申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道 333 號北角政府合署 15 樓 - 電話：2231 4810 或 2231 4835 及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓）索取，亦可從委員會的網頁下載（網址：<http://www.info.gov.hk/tpb/>）。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The comment may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出意見的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關申述視為不曾提出論。

1. Person Making this Comment (known as "Commenter" hereafter) 提出此宗意見的人士（下稱「提意見人」）

Full Name 姓名 / 名稱 (Mr./Ms./Company/Organisation* 先生/女士/公司/機構*)

李志明



(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

2. Authorised Agent (if applicable) 獲授權代理人(如適用)

Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*)

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

3. Details of the Comment 意見詳情

Draft plan to which the comment relates (please specify the name and number of the draft plan)
與意見相關的草圖（請註明草圖名稱及編號）

上環通道 / 榮光發展計劃

Representation(s) to which the comment relates (please specify the representation number)
與意見相關的申述（請註明申述編號）

草圖編號 S/K9/URA3/1
TPB/R/S/K9/URA3/1-3

* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item

請在不適用的項目填寫

不適用

TPB/R/S/K9/URA3/1-4
TPB/R/S/K9/URA3/1-5
TPB/R/S/K9/URA3/1-6

3. Details of the Comment (Continued)(use separate sheet if necessary)[#]
意見詳情(續)(如有需要,請另頁說明)[#]

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

我是 [REDACTED] 希望市建局重旺德大廈,改善居民生活環境,我已居住在旺德近40年,大廈雖然曾進行大維修,但仍有不少失修情況,未有收到維修令,支持市建局將大廈應全面重建,減輕居民維修負擔。啟明街,榮光街附近樓宇已重建,希望一併重建旺德大廈,作整體規劃,改善社區環境。

反對有關申述

[#] If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the comment, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
若意見附有支持其論點的補充資料(例如彩色及/或大尺寸的圖則、規劃研究及技術評估),則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

TPB/R/S/K9/URA3/1-
C16

就草圖的申述提出意見

Comment on Representation Relating to Draft Plan

參考編號

Reference Number:

211029-122334-89911

提交限期

Deadline for submission:

29/10/2021

提交日期及時間

Date and time of submission:

29/10/2021 12:23:34

「提意見人」全名

Full Name of "Commenter":

先生 Mr. 林博

「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/K9/URA3/1

意見詳情

Details of the Comments:

申述編號 Representation No:	意見詳情 Details of Comments:
TPB/R/S/K9/URA3/1-3	支持重建項目
TPB/R/S/K9/URA3/1-4	
TPB/R/S/K9/URA3/1-5	
TPB/R/S/K9/URA3/1-6	

TPB/R/S/K9/URA3/1-
C17

就草圖的申述提出意見

Comment on Representation Relating to Draft Plan

參考編號

Reference Number:

211025-180753-87533

提交限期

Deadline for submission:

29/10/2021

提交日期及時間

Date and time of submission:

25/10/2021 18:07:53

「提意見人」全名

Full Name of "Commenter":

先生 Mr. Wong Kim Wing

「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/K9/URA3/1

意見詳情

Details of the Comments:

申述編號 Representation No:	意見詳情 Details of Comments:
TPB/R/S/K9/URA 3/1-5	1. 本人支持申述編號TPB/R/S/K9/URA3/1-5。本人非常明白和同情苦主以及同樣受到一連串政府的發展及工程影響的商戶。做生意不是一件容易的事，非常脆弱，有可能受到外界影響而導致血本無歸。申述的苦主忍受了鐵路工程帶來的騷擾多年，捱到工程有成果時，卻未能享受其帶來的便利，被逼遷，實在很不公道，令人感到非常可惜！懇請城規會對此區受影響的商戶憐惜，接受其意見，把啟明街勾出發展範圍外！
TPB/R/S/K9/URA 3/1-9	申述人說得很有道理，地盤形狀過於不規則，此規劃不理想。作為同一業權，市建局應把鄰近項目視為一個地盤重新規劃。本人支持TPB/R/S/K9/URA3/1-9。

就草圖的申述提出意見

Comment on Representation Relating to Draft Plan

TPB/R/S/K9/URA3/1-
C18

參考編號

Reference Number:

211029-093653-50980

提交限期

Deadline for submission:

29/10/2021

提交日期及時間

Date and time of submission:

29/10/2021 09:36:53

「提意見人」全名

Full Name of "Commenter":

先生 Mr. Cheng Shing Tai.

「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/K9/URA3/1

意見詳情

Details of the Comments:

申述編號	意見詳情
Representation No:	Details of Comments:
TPB/R/S/K9/URA3/1-7	本人支持Mr. IP的觀點
TPB/R/S/K9/URA3/1-10	本人支持Mr. Kwok的觀點
TPB/R/S/K9/URA3/1-11	本人支持Ms. Chan的觀點

TPB/R/S/K9/URA3/1-
C19

就草圖的申述提出意見

Comment on Representation Relating to Draft Plan

參考編號

Reference Number:

211029-203600-27662

提交限期

Deadline for submission:

29/10/2021

提交日期及時間

Date and time of submission:

29/10/2021 20:36:00

「提意見人」全名

Full Name of "Commenter":

先生 Mr. Li Ka Ho

「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/K9/URA3/1

意見詳情

Details of the Comments:

申述編號 Representation No:	意見詳情 Details of Comments:
TPB/R/S/K9/URA 3/1-8	I support Mr. Cheng's opinion that the whole area along with the adjoining sites as all under the URA's planning, should be restructured and re-planned holistically in the OZP amendments. I strongly oppose the ad-hoc planning practice!
TPB/R/S/K9/URA 3/1-7	I support!
TPB/R/S/K9/URA 3/1-10	I agree with the representer's point of view. With such an irregular site shape, the proposed 5-storey podium fronting the To kwa Wan Road and Ma Tau Wai Road will become an overly intrusive, non-human-scale podium superblock right in front of the narrow, yet busy roads. The proposed podium bulk is going to ruin the existing urban landscape at this prominent location.

就草圖的申述提出意見

Comment on Representation Relating to Draft Plan

TPB/R/S/K9/URA3/1-
C20

參考編號

Reference Number:

211029-100839-32858

提交限期

Deadline for submission:

29/10/2021

提交日期及時間

Date and time of submission:

29/10/2021 10:08:39

「提意見人」全名

Full Name of "Commenter":

先生 Mr. Jeffrey Kwok

「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/K9/URA3/1

意見詳情

Details of the Comments:

申述編號 Representation No:	意見詳情 Details of Comments:
TPB/R/S/K9/URA3/1-5	支持此申述，將啟明街勾出發展範圍外。
TPB/R/S/K9/URA3/1-11	支持。此規劃零散，重建時應整區重整
TPB/R/S/K9/URA3/1-9	支持

TPB/R/S/K9/URA3/1-
C21

就草圖的申述提出意見

Comment on Representation Relating to Draft Plan

參考編號

Reference Number:

211025-180915-89875

提交限期

Deadline for submission:

29/10/2021

提交日期及時間

Date and time of submission:

25/10/2021 18:09:15

「提意見人」全名

Full Name of "Commenter":

女士 Ms. Wong Hoi Ting

「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/K9/URA3/1

意見詳情

Details of the Comments:

申述編號 Representation No:	意見詳情 Details of Comments:
TPB/R/S/K9/URA 3/1-10	I support Representer – Mr.Kowk's view. The subject Development Scheme Plan has included a few public roads. I don't agree that the URA should have the privilege to be granted government lands. Pedestrianization of certain parts should not be regarded as the ground for acquiring government lands since the existing traffic conditions and pedestrian environment are not that bad.

tpbpd@pland.gov.hk

寄件者: Samuel Wong [REDACTED]
寄件日期: 2021年10月29日星期五 18:16
收件者: tpbpd@pland.gov.hk
主旨: DHK's comment on S/K9/URA3/1
附件: 20211029 Comments on Representations on Draft URA Plan S_K9_URA3_1.pdf

Dear Sir/Madam,

Our comment on the following URA Plan is attached:

1. S/K9/URA3/1

Thank you for your attention.

Yours faithfully,

For and on behalf of Designing Hong Kong Limited

Samuel Wong | Project Officer

T: +852 3104 2767 | E: samuel@designinghongkong.com

創建 Designing Hong Kong 香港 .com

29 October 2021

Chairman and Members
Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point
Hong Kong
Fax: 2877 0245;
Email: tpbpd@pland.gov.hk

Comments on Representations in respect of Draft Urban Renewal Authority To Kwa Wan Road/Wing Kwong Street Development Scheme Plan (Plan No. S/K9/URA3/1)

Dear Chairman and Members,

Designing Hong Kong **supports** the representations TPB/R/S/K9/URA3/1-13 for the following reasons:

- The current Urban Renewal Plan replaces the existing street life in the community by elevated spaces. As an old neighbourhood, street life is an important part of residents' enjoyment of their community as people shop and operate their local businesses and build up a strong connection with each other in the community.
- With the increase of population and housing units provided in the plan, we expected there will be an increase of open space and community space provided in the boundary. However, with the limited size of the site, we believe the open space will be provided throughout the whole development including on ground level, underground and on the roof. We worry that these public spaces will be segmented and degrade the quality of public space in the community.
- We also urge the Board member to keep a close eyes on the renewal project as it is commonly seen over the years that URA projects did not provide all the public amenities they promised.

Here we submit our comments for your consideration.

Yours,

Designing Hong Kong Limited

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



RE: DHK's comment on S/K9/URA3/1

03/11/2021 15:29

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

Dear Sir/Madam,

Further to my previous email, my ID card number is [REDACTED]

Best Regards,
Samuel Wong | Project Officer
Designing Hong Kong
T: +852 3104 2767 | E: samuel@designinghongkong.com

From: Samuel Wong
Sent: Friday, October 29, 2021 6:16 PM
To: tpbpd@pland.gov.hk
Subject: DHK's comment on S/K9/URA3/1

Dear Sir/Madam,

Our comment on the following URA Plan is attached:

1. S/K9/URA3/1

Thank you for your attention.

Yours faithfully,
For and on behalf of Designing Hong Kong Limited
Samuel Wong | Project Officer
T: +852 3104 2767 | E: samuel@designinghongkong.com

tpbpd@pland.gov.hk

寄件者: [REDACTED]
寄件日期: 2021年10月29日星期五 22:58
收件者: tpbpd
主旨: Re: URA TO KWA WAN ROAD/WING KWONG STREET DSP NO. S/K9/URA3/1

Dear TPB Members,

After listening to the representatives of the URA at the recent MKK OZP, one's worst fears with regard to the true intention to manipulate and commercialize the 'communal space' were reinforced.

At that meeting the URA repeatedly talked about 'ice cream and soft drinks'. This is alarming in view of the soaring levels of obesity in the population. The URA is funded by the tax payer and there are legitimate expectations that the focus should be on providing open to the sky, Vitamin D, public spaces with active recreational facilities where possible.

This plan takes over well used public streets and will give back nothing more than narrow stuffy passages like those at the infamous Sneaker Street development in MKK.

Unfortunately with so many District Councillors ousted and the pressure on the community to support all government initiatives the URA is forging ahead with its plans to privatize many spaces that were previously the realm of the community.

Mary Mulvihill

From: "mm1947" <[REDACTED]>
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Thursday, September 9, 2021 11:36:15 PM
Subject: URA TO KWA WAN ROAD/WING KWONG STREET DSP NO. S/K9/URA3/1

**DRAFT URA TO KWA WAN ROAD/WING KWONG STREET DEVELOPMENT SCHEME
PLAN NO. S/K9/URA3/1**

Dear TPB Members,

The DSP for To Kwa Wan Road/Wing Kwong Street covers an area of about 0.66ha. The site is intended for accommodating two residential towers over a 5-storey podium, a low-rise retail/commercial block with **an all-weathered communal space** and a basement car park.

The area of the Scheme is shown by Plan No. URA/KC-016 and covers an area of about 6,590sq.m.. The area is currently zoned "Res (Group A)" and the streets and pavement shown as "Road" on the Approved Hung Hom Outline Zoning Plan (OZP) No. S/K9/26. Under the draft DSP, the scheme is proposed to be zoned as "R(A)", with a maximum building height of 140mPD.

So while it is not actually set out in the paper, the presumption is that the exercise is to incorporate the public roads into the site and zone it in its entirety to Res A. This is of course not about public convenience but a ploy to increase PR. Note no breakdown is given of the GFA of the public roads to be expunged. No mention of PR but appears to be under 8, bringing it into line with "no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the

building upon development and/or redevelopment in excess of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic”

In the absence of any MLP or indication as to the layout, members of the public can only comment on the little information provided:

4. Proposed Development

4.1 Under a “planning-led” and “district-based” approach, the Scheme aims to restructure and re-plan the existing land uses and road network through Redevelopment (R1) initiatives **to enhance walkability and connectivity**. With the proposed inclusion of three road sections within the Scheme, i.e. Yuk Shing Street, part of Hung Fook Street and part of Kai Ming Street, for redevelopment and/or **provision of pedestrian walkways and communal space**, the Scheme will create a car-free zone to provide a safe and pleasant walking environment. The traffic road network will be re-routed to lead to a more effective traffic circulation. The proposed pedestrian and traffic network in the Scheme will be integrated with the planned pedestrian walkways and 4 communal space in the neighbouring URA redevelopment projects to enhance the connectivity with all directions in the neighbourhood, including north-south direction and east-west direction.

4.2 **An all-weathered communal space** is proposed in the Scheme to create a focal point for community gathering and place-making opportunities. It will provide **sitting area and landscaping**, and will be connected with the adjoining pedestrian walkways and retails shops to bring in vibrancy.

SO EFFECTIVELY NOTHING MORE THAN CORRIDORS AND ALLEYS. THIS IS LEE TUNG STREET ALL OVER AGAIN BASICALLY A PEDESTRIAN RETAIL ENVIRONMENT WITH A FEW SEATS HERE AND THERE. AT LEE TUNG THE OPEN SPACE IS HIDDEN ON A DIFFICULT TO LOCATE ROOF TOP AND IS DECORATIVE ONLY. FOR THIS DEVELOPMENT THE COMMUNITY SPACE WILL BE UNDERGROUN OR UNDERCOVER.

NOTE THERE IS NO MENTION OF OPEN SPACE BUT FOR AN ESTIMATED 900 UNITS IT SHOULD BE AT LEAST 2,000SQ.M. NO ACTIVE RECREATIONAL FACILITIES, CHILDREN’S PLAY AREA OR EXERCISE EQUIPMENT FOR THE GROWING NUMBER OF ELDERLY. NO MENTION OF TREE PLANTING, ETC

The district has a deficit of LOCAL OS. No HKPSG data provided with the OZP.

4.3 To bring more planning gains to the area, the Scheme will provide not less than 5,500 sq.m. non-domestic GFA for Government, Institution or Community (GIC) uses.

CANNOT COMMENT AS NO DETAILS PROVIDED

4.4 Under the current notional design, the Scheme comprises **two residential towers on top of commercial / retail / GIC podia, a low-rise commercial/retail block with an all weathered communal space underneath**. An ancillary basement carpark will be provided for the proposed development. The Scheme may also include other facilities and uses as required or approved by the TPB.

SEE ABOVE RE OS AND COMMERCIAL FOCUS. NOTE THAT THE INCORPORATION OF PUBLIC ROADS IS SIMILAR TO A NEARBY DEVELOPMENT BUT AT LEAST SOME OF THAT SITE IS RETURNED TO THE COMMUNITY

Kau Pui Lung Road/Chi Kiang Street Development Scheme

There will be a piazza and communal open space in CBS-2:KC integrated with the pedestrian walkway to provide the community **with open spaces for different uses**

4.5 Located in the close proximity to MTR Tuen Ma Line To Kwa Wan Station exits, the Scheme provides a valuable **opportunity to bridge up** and create a direct and safe pedestrian connection between To Kwa Wan MTR Station and the wider residential neighbourhood adjoining the Scheme. To capture the opportunity, a footbridge connection is proposed at the podium of the Scheme to facilitate the possible development of a footbridge connecting to the Ma Tau Wai Road/To Kwa Wan Road Garden (LCSD Garden) where the To Kwa Wan MTR station exits are situated.

AND HERE WE FIND THE TRUE FOCUS OF URA, TAKE PEOPLE OFF THE STREETS AND BET THEM ONTO FOOTBRIDGES. OBLIBERATE ALL FORM OF AT GRADE OS – THE CE SAID AS MUCH IN A RECENT ARTICLE ON YAU MONG DEVELOPMENT

While the URA has finally been forced to engage in the provision of affordable housing, its core focus is on the commercial podium. TPB members must bear in mind that in most cases it retains ownership and has built up a portfolio over the years. This is in line with its ambition to be the next Link Reit.

Over the years members of the public have provided proof of the many URA developments, like those in Central and MKK, where the finished development has all but excluded the promised public amenities. It is your duty to ensure this does not happen again.

Mary Mulvihill


tpbpd@pland.gov.hk

寄件者: Boon-ying Lee [REDACTED]
寄件日期: 2021年10月29日星期五 12:06
收件者: tpbpd
主旨: 對 土瓜灣道/榮光街發展計劃 有關意見
附件: 2021-10-TPB-S-K9-URA3-1 opinions.doc

請參看附件。

香港中環郵政總署

GPO 郵箱 3874 號

2021 年 10 月 29 日

致:城市規劃委員會

香港北角渣華道 333 號

北角政府合署十五樓

(電郵地址: tpbpd@pland.gov.hk)

逕啓者：

市區重建局土瓜灣道/榮光街發展計劃草圖編號 S/K9/URA3/1

本人及兩位親人(本人同時代表此二人) 知悉所擁有物業(

)會納入於上述計劃，有如下意見：

- 1) 我等於 2014 年購入() “物業”)，目的是因應附近土瓜灣地鐵站的發展而作長期投資。惟圖則編號 S/K9/27 將上述物業納入重建計劃，將嚴重影響我們的投資。
- 2) 土瓜灣地鐵站的發展，除建造時產生的騷擾、不便及對生意的不良影響外，又屢次出現延遲，令我等收益長期處於低位，至今仍未收回投資成本。再加上過去兩年社會不安，又逢新冠疫情，進一步影響

市面生意。待本年中地鐵站投入運作，以為可以開始收回成本，卻又遇上重建計劃，令我等損失大量機會成本，以及資金投入因多年來通脹而虧損。

3) 旺德大廈(“大廈”)建於 1972 年，較同區物業為新。另外，整幢大廈結構及外牆狀態基本上良好。又，據悉，目前沒有房屋署方面的重要維修令。總的來說，大廈及有關地段無論是結構及外牆狀態方面均無緊迫重建理由。

4) 其他理由：據悉，上述大廈樓面面積，已接近地積比率上限。若重建大廈，所得的新樓面面積不會大增。故此，更加沒有緊迫重建理由。

我們的意見如下：

- a) 反對將物業/大廈納入上述市區重建局計劃；
- b) 並建議將物業/大廈從上述草圖編號 S/K9/URA3/1 剔除。

謹此。

Lee Boon Ying (Mr.)

身分證：[REDACTED]

電話：[REDACTED]

電郵：[REDACTED]