

# TOWN PLANNING BOARD

TPB Paper No. 10797

For Consideration by  
the Town Planning Board on 7.1.2022

**DRAFT URBAN RENEWAL AUTHORITY TO KWA WAN ROAD/WING KWONG  
STREET DEVELOPMENT SCHEME PLAN NO. S/K9/URA3/1  
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/K9/URA3/1-1 TO 13  
AND COMMENTS NO. TPB/R/S/K9/URA3/1/-C1 TO C24**

## Agenda Item 5

Replacement Page 1 for TPB Paper No. 10797

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CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/K9/URA3/1-1 TO 13  
AND COMMENTS NO. TPB/R/S/K9/URA3/1/-C1 TO C24**

Subject of Representations/ Representation Sites	Representers	Commenters
Draft Urban Renewal Authority (URA) To Kwa Wan Road/Wing Kwong Street Development Scheme Plan (DSP) No. S/K9/URA3/1	<b>Total: 13</b>  <u>Support and providing views (2)</u> <b>R1 and R2:</b> Individual  <u>Oppose (10)</u> <b>R3 to R12:</b> Individual  <u>Providing views (1)</u> <b>R13:</b> Individual	<b>Total: 24</b>  <u>Support (14 <del>15</del>)</u> <b>C2 to C15 16:</b> Individual ( <i>Oppose to R3 to R6</i> )  <u>Oppose (8)</u> <b>C17 to C21 and C24:</b> Individual  <b>C22:</b> Designing Hong Kong Limited  <b>C23:</b> Individual ( <i>Also R13</i> )  <u>Providing views (1)</u> <b>C1:</b> URA ( <i>providing responses to R1 to R13</i> )

Note: The names of all representers and commenters are attached at **Annex II**. The representations and comments are available for public inspection at the Town Planning Board's (the Board) website at [https://www.info.gov.hk/tpb/en/plan\\_making/S\\_K9\\_URA3\\_1.html](https://www.info.gov.hk/tpb/en/plan_making/S_K9_URA3_1.html) and the Planning Enquiry Counters of the Planning Department (PlanD) in North Point and Sha Tin.

### 1. INTRODUCTION

- 1.1 On 9.7.2021, the draft URA To Kwa Wan Road/Wing Kwong Street DSP No. S/K9/URA3/1 at **Annex I** was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance).
- 1.2 During the two-month statutory exhibition period, a total of 13 representations were received on the DSP. On 8.10.2021, the representations were published for public comments. Upon expiry of the three-week publication period, 24 valid comments were received.
- 1.3 On 17.12.2021, the Board agreed to consider all representations and comments received on the DSP collectively in one group.

- 1.4 This paper is to provide the Board with information for consideration of representations and comments. The list of representers and commenters is at **Annex II** and the location plan of the representation sites is at **Plan H-1**. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

## 2. **BACKGROUND**

- 2.1 On 5.3.2021, URA submitted the draft To Kwa Wan Road/Wing Kwong Street DSP No. S/K9/URA3/A for consideration of the Board in accordance with section 25(5) of the URA Ordinance (URAO). The submission comprises the draft DSP with its Notes and Explanatory Statement (ES), a Planning Report with technical assessments on traffic, environmental, visual, air ventilation, drainage, sewerage, water supply, quantitative risk aspects and social impact assessment (SIA) (Stage 1) report. On 21.4.2021, URA further submitted the SIA (Stage 2) report to the Board. A full set of the Planning Report and SIA reports are deposited at the Board's Secretariat for Members' inspection and is available on the Board's website.
- 2.2 The development scheme area, originally zoned "Residential (Group A)" ("R(A)") and areas shown as 'Road' on the approved Hung Hom OZP No. S/K9/26, was excised from the OZP and designated mainly as "R(A)" subject to a building height (BH) restriction of 140mPD and a plot ratio (PR) restriction of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic in which the domestic PR should not exceed 7.5, or the BH and PR of the existing building(s), whichever is the greater, with a portion shown as 'Road' on the draft DSP. The draft DSP is at **Annex I**.
- 2.1 The "R(A)" zone under the DSP is intended primarily for high-density residential development with the provision of an all-weathered communal space in the low-rise commercial/retail development. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of a building with the all-weathered communal space. Besides, the ES of the DSP states that not less than 5,500m<sup>2</sup> non-domestic gross floor area (GFA) would be proposed for Government, Institution and Community (GIC) use within the non-domestic portion. In determining the relevant maximum PR of the development, any floor space that is constructed or intended for the use solely as GIC facilities, as required by the Government, may be disregarded.
- 2.2 On 18.6.2021, the Board considered and deemed the draft DSP together with its Notes as being suitable for publication as provided under section 25(6)(a) of the URAO; and endorsed the ES for public inspection together with the draft DSP.

### 3. **PUBLIC CONSULTATION**

#### *Administrative Arrangement for Public Consultation on Draft DSP No. S/K9/URA3/A*

- 3.1 Under the administrative arrangement to enhance transparency in the processing of draft DSP, the draft DSP and the SIA (Stage 1) report, and subsequently the SIA (Stage 2) report were made available at the Planning Enquiry Counters of Planning Department (PlanD) for public inspection and comments from 12.3.2021 to 7.4.2021 and from 30.4.2021 to 14.5.2021 respectively. In addition, URA has consulted the Housing and Development Planning Committee of the Kowloon City District Council (KCDC) on the draft DSP on 8.4.2021.
- 3.2 During the inspection periods of the draft DSP and the SIA (Stage 1) report, and the SIA (Stage 2) report, a total of 62 comments were received, including 23 supportive comments, 37 objection comments and 2 comments providing views. These public comments were submitted together with the draft DSP for the Board's consideration on 18.6.2021. The relevant TPB Paper No. 10743 is deposited at the Board's Secretariat for Members' inspection while the minutes of the Board meeting is at **Annex III**. The TPB paper and minutes are also available at the Board's website.

#### *Consultation with KCDC after Gazettal*

- 3.3 Upon gazettal of the draft URA To Kwa Wan Road/Wing Kwong Street DSP No. S/K9/URA3/1, an information paper was circulated to members of KCDC on 23.7.2021. KCDC members were invited to submit their comments on the amendments in writing to the Secretary of the Board during the statutory exhibition period of the draft DSP. No representation or comment from KCDC members was received during that period.

### 4. **THE REPRESENTATION SITE AND ITS SURROUNDING AREAS**

- 4.1 The Representation Site is located in Kowloon City broadly bounded by To Kwa Wan Road, Wing Kwong Street, Kai Ming Street, Hung Fook Street and Ngan Hon Street (**Plan H-1**). It has an area of about 6,592m<sup>2</sup>, including private lots at 111-127D Ma Tau Wai Road (odd nos.), 1-15 and 17-31 To Kwa Wan Road (odds nos.), 1-7 Yuk Shing Street (odd nos.), and 2-12 Yuk Shing Street (even nos.), the whole portion of Yuk Shing Street, a portion of Hung Fook Street and Kai Ming Street and the surrounding public pavement areas (**Plan H-3**).
- 4.2 The surrounding areas have the following characteristics (**Plans H-1 to H-5b**):
  - (a) Primarily a residential area zoned "R(A)" (subject to BHR of 100mPD) dominated with low and medium-rise residential developments with ground floor shops, and sporadically with new high-rise residential developments;
  - (b) to the immediate east and south are some URA Development Projects (DPs) and a DSP (**Plan H-2**). Further east across Sung On Street is a large "Government, Institution or Community" ("G/IC") zone mainly occupied by four school developments;

- (c) to the immediate west is To Kwa Wan Road/Ma Tau Wai Road, and the elevated East Kowloon Corridor. Across the two roads are some “R(A)” zones subject to BHRs of 120-140mPD (**Plan H-2**); and
- (d) to the northwest across To Kwa Wan Road is the Ma Tau Wai Road/To Kwa Wan Road Garden with Exit D of the To Kwa Wan MTR Station (**Plan H-1**).
- 4.3 According to URA’s notional scheme for the DSP (**Drawings H-1a** and **H-1b**), the proposed development comprises two residential towers (110mPD and 140mPD) on top of commercial/retail/GIC uses on the podium, a low-rise commercial/retail block (the Low Block) (27mPD) with an all-weathered communal space underneath and an ancillary basement car park. The all-weathered communal space provided at the ground level of the Low Block is proposed to be opened for public use within specified hours (i.e. to be decided in detailed design stage). A total of about 5,548m<sup>2</sup> GFA (i.e. equivalent to PR of 1.0) would be provided for GIC facilities within the podium of the proposed development. The development parameters are summarised at **Annex IV** for reference.
- 4.4 The planning intention of the “R(A)” zone is primarily for high-density residential development with the provision of an all-weathered communal space in the low-rise commercial/retail development. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of a building with the all-weathered communal space.

## 5. **THE REPRESENTATIONS AND COMMENTS**

### 5.1 **Subject of Representations**

- 5.1.1 There are a total of 13 representations submitted by individuals. **R1** and **R2** support and provide views on the DSP and **R3** to **R12** oppose to it while **R13** also provide views on the DSP. The representations are at **Annex Va**. The major views of representations and PlanD’s responses, in consultation with relevant Government bureau/departments (B/Ds), are summarized in paragraph 5.2 below.

### 5.2 **Major Grounds of Representations and PlanD’s Responses**

- 5.2.1 **R1** and **R2** support the DSP:

<b><i>Major Views</i></b>	<b><i>Representations</i></b>
(1) Buildings at the site are dilapidated with structural damages and poor hygiene. The proposed redevelopment will improve the living environment, which will benefit local residents.	<b>R1</b>
(2) Providing views on the feasibility to adjust the boundary of the development scheme area along To Kwa Wan Road/Ma Tau Wai Road to increase the radius of horizontal curvature of the road and widen the pedestrian footpath.	<b>R2</b>

**Responses**

In responses to (1) and (2) above:

- (a) The supportive views are noted.
- (b) In consideration of the existing horizontal curvature at the concerned section of To Kwa Wan Road and Ma Tau Wai Road, appropriate traffic signs and road markings have been implemented on site to alert the motorists. URA also proposed ground floor setback (**Drawing H-2**), where appropriate, along To Kwa Wan Road and Ma Tau Wai Road to further enhance the pedestrian circulation and pavement environment. The proposed setback may also enhance motorists' sightline and hence enhance traffic safety.

5.2.2 **R3 to R6** oppose to the DSP mainly on the grounds requesting to exclude Wong Teck Building (**Plans H-1 to H-3**) from the DSP:

**Major Views**

- (1) Wong Teck Building is relatively new and is in good building condition.
- (2) There will not be much increase in GFA after redevelopment and the redevelopment cost is high. The existing PR of the building is close to the maximum PR permitted under the OZP.
- (3) The eviction of the property owner(s) from Wong Teck Building would deprive owners' property right and interest to enjoy the nearby MTR services after years of waiting.

**Responses**

In responses to (1) to (3) above:

- (a) According to the Occupation Permit (OP) issued by the Building Authority (BA), Wong Teck Building was completed in September 1974 and would likely be over 50 years of age by the time the DSP is implemented. According to URA's Building Condition Assessment as of January 2021 in the Planning Report attached to TPB Paper No. 10743 which was considered by the Board on 18.6.2021, Wong Teck Building was in 'Acceptable' condition. It is noted that a statutory building order under section 26 of the Buildings Ordinance had been issued to the Incorporated Owners of Wong Teck Building on 29.7.2009 mainly for repair of defective concrete, external/internal wall finishes and defective windows in common areas of the building and the order was complied with on 10.6.2013 subsequently.
- (b) Based on the District Urban Renewal Forum (DURF) study, URA has undertaken a community planning study in Kowloon City/To Kwa Wan district, also known as Kowloon City Action Area 1 (KCAA1), which aims to improve living environment of an old urban district through holistic master planning. The development scheme area is

part of KCAA1 and Wong Teck Building is located in the eastern part of the development scheme area, which is surrounded by other DPs and DSP commenced by URA since 2010 (**Plan H-2**). Including Wong Teck Building in the development scheme area could achieve comprehensive planning of the area to enhance the pedestrian network and environment, and provide an all-weathered communal space, which would adopt an open-air design (at ground level/sunken space of the Low Block), located in the central of KCAA1 for community gathering and enhancement of air ventilation.

- (c) The issues related to owners' property right are outside the ambit of the Ordinance and purview of the Board, they should be addressed by URA under their prevailing policies.

5.2.3 **R7 to R12** oppose to the DSP mainly on the grounds related to the shape of the site, the design of the proposed development scheme and potential adverse impact induced by the proposed development.

#### ***Major Views***

- (1) The development scheme area should be planned holistically with the adjacent URA's DSP and DPs. It should be incorporated back into the OZP under its original zoning until URA has a more holistic plan in the area.
- (2) The site is irregular in shape which limits the opportunities for building setbacks, better building design and landscape/townscape enhancement. It is not responsive to the site context, especially to the pedestrian environment.
- (3) The excessive built form of the proposed development particularly the podium is visually incompatible with the surrounding neighbourhood and will generate adverse impact on the pedestrian environment.
- (4) The proposed BH intrudes into the 20% building free zone below the ridgeline.
- (5) Oppose to/query on the assumptions and findings of the Visual Impact Assessment (VIA).
- (6) The current proposal has no contribution to enhance public open space and the pedestrian environment.
- (7) Public road should not be included in the development scheme area which would result in unclear ownership and management responsibilities of the area.

### **Responses**

In responses to (1) to (6) above:

- (a) As mentioned in paragraph 5.2.2(b) above, the DSP forms part of the holistic plan of KCAA1 together with the adjacent seven DPs and DSP, which were commenced by URA in the area since 2010 (**Plan H-2**). Although covered by different DPs and DSP, the area has been comprehensively planned, with an integrated traffic and pedestrian networks (**Drawing H-2**) which would enhance the connectivity in the wider area in the neighbourhood. The building layout of the DSP has also been carefully planned such as the setback of residential block from the northern boundary (not less than 45m) for air ventilation and visual comfort (**Drawing H-1b**).
- (b) The subject site is located within a cluster of residential developments zoned as “R(A)” with BH restrictions ranging from 100mPD to 140mPD (**Plan H-2**). Although the view from the Hong Kong Convention and Exhibition Centre (one of the strategic view points from Hong Kong Island for ridgeline protection) shows that the BH of 140mPD would encroach into the 20% building-free zone for protection of the ridgeline, the Chatham Gate development zoned “R(A)6” with BH restriction of 150mPD in the foreground has already punctuated into the zone (**Drawing H-3**). Given the context and as illustrated in photomontages of the VIA which was included in the Planning Report attached to TPB Paper No. 10743 considered by the Board on 18.6.2021, the proposed development will unlikely cause any significant adverse visual impact to the surroundings and visual impact to the ridgeline is negligible.
- (c) According to the ES, as a responsive urban design to the local building context, a staggered height profile for the proposed development will be adopted in the development scheme area. Taller BH of not more than 140mPD will be adopted on the building on the northern part while a lower BH will be adopted on the southern part, and a Low Block will be provided on the eastern part (**Drawing H-1b**).
- (d) ‘Good design features’, including not less than 45m setback of the residential block from northern boundary of the development scheme area and provision of two urban windows at the podium (**Drawing H-1b**), will be adopted to enhance air ventilation and visual comfort. The proposed development will also meet the requirements under Sustainable Building Design Guidelines as far as practicable.
- (e) The design has included the provision of an all-weathered communal space and landscaped area underneath the Low Block on the eastern portion of the development scheme area (**Drawing H-1a**). According to the ES, the all-weathered communal space provided with sitting-out area and landscaping will also integrate with the adjoining pedestrian walkways and open spaces planned in other adjoining URA DPs and DSP, to create an urban square for community gathering which will become a community hub of the neighbourhood. URA



would explore appropriate ground floor setback of the proposed development along To Kwa Wan Road and Ma Tau Wai Road, where appropriate, to further enhance the pedestrian circulation and pavement environment. A footbridge is also proposed to connect the proposed development to the To Kwa Wan MTR station subject to URA's further study and liaison with relevant Government B/Ds.

In response to (7) above:

- (f) According to the ES, to enhance walkability and connectivity of the development scheme area with the surrounding neighbourhood, the sections of Hung Fook Street and Kai Ming Street, and the whole of Yuk Shing Street within the development scheme area will be closed permanently for redevelopment and/or creation of pedestrian walkways and all-weathered communal space (**Drawing H-2**).
- (g) Regarding the land administration and management and maintenance (M&M) responsibility of the public spaces within the development scheme area, URA will liaise with relevant Government B/Ds to ensure that the M&M responsibilities of the public spaces will not be passed to future individual domestic owners.

#### 5.2.4 **R13** provide views on the DSP:

<b><i>Major Views</i></b>
<ul style="list-style-type: none"> <li>(1) Public road should not be included in the development scheme area for PR calculation.</li> <li>(2) The proposed all-weathered communal space will be underground and covered which may result in a non-functional open space.</li> <li>(3) There is a lack of detail on the open space provision, the types of recreational facilities and GIC uses to be provided.</li> <li>(4) The proposed footbridge connecting the proposed development to the To Kwa Wan MTR Station will take people off the streets and force people to use elevated connection.</li> </ul>
<b><i>Responses</i></b>
<p>In responses to (1) above:</p> <ul style="list-style-type: none"> <li>(a) The DSP would involve closure and diversion of three existing road sections (i.e. portion of Hung Fook Street, portion of Kai Ming Street and whole of Yuk Shing Street) to create a car-free zone to enhance walkability (<b>Drawing H-2</b>). The closed road sections would form part of the comprehensive restructuring of the area and would be properly landscaped and pedestrianized to provide more pedestrian walkway/communal space for the public. The proposed traffic road diversion and pedestrian walkways within the development scheme area would integrate with the planned traffic and pedestrian network</li> </ul>

in the KCAA1.

In responses to (2) above:

- (b) Responses under paragraph 5.2.3(e) above is relevant. The all-weathered communal space will be covered/semi-covered ground floor/sunken communal space with open-air design to enhance air ventilation and visual openness of the space (**Drawing H-1a**). It would integrate with the adjoining pedestrian walkways and open spaces created by other adjoining URA projects, forming an urban square at the KCAA1, which would become a main community hub for future gathering and place-making opportunities in the KCAA1 neighbourhood (**Drawing H-2**).

In responses to (3) above:

- (c) According to the Hong Kong Planning Standards and Guidelines (HKPSG), a minimum of 1m<sup>2</sup> per person of local open space should be provided. URA should ensure that the proposed development meets the local open space provision standard as stated in the HKPSG.
- (d) According to the ES, not less than 5,500m<sup>2</sup> non-domestic GFA would be proposed for GIC use within the non-domestic portion. As presented in URA's Notional Scheme in TPB Paper No. 10743, and considered by the Board on 18.6.2021, the dedicated floor space can accommodate welfare facilities as proposed by the Director of Social Welfare (DSW), i.e. a 200-place Residential Care Home for Elderly (RCHE) cum 30-place Day Care Unit (DCU) and one team of Home Care Services (HCS) for Frail Elderly Persons (3-team size non-kitchen based) at the proposed development. URA is invited to liaise with the Social Welfare Department and consider including the proposed GIC facilities by DSW and/or more GIC facilities in the proposed development at the detailed design stage where feasible.

In response to (4) above:

- (e) Existing at-grade crossings across To Kwa Wan Road/Ma Tau Wai Road are available at the junctions of Chi Kiang Street/Wing Kwong Street (**Drawing H-2**). The proposed footbridge is to enhance the pedestrian connectivity between the development scheme area and the MTR station (**Drawing H-2**). The proposed footbridge will provide a safe, barrier-free and grade-separated alternative access between the proposed development and the MTR station.

### 5.3 Major Grounds of Comments and PlanD's Responses

- 5.3.1 There are 24 valid comments received on the DSP (**Annex Vb**). C1 was submitted by URA providing responses to all representations (**R1 to R13**). 15 comments (**C2 to C16**) were submitted by individuals, objecting to **R3 to R6** and supporting the DSP. 7 comments (**C17 to C23**) were submitted by

the Designing Hong Kong Limited (C22) and six individual (C23 is also a representer (R13)) providing support to R7 to R13 and opposing to the DSP. C17, C20 and C24 were submitted by individuals, supporting R3 to R6 and opposing to the DSP. The major views of comments and PlanD's responses, in consultation with the relevant Government B/Ds are as follows:

### ***Major Views***

#### C1

- (1) The DSP forms part of the holistic plan of KCAA1 area. It aims at improving overall townscape, landscape and visual openness of the area.
- (2) URA has already commenced seven URA projects in the area and the development scheme area is proposed to integrate with the adjoining URA projects to re-plan and restructure the traffic network and street layout to enhance walkability, pedestrian environment and vehicular traffic in the area. The proposed road closure for pedestrianization and re-routing of vehicular traffic has been assessed in the Traffic Impact Assessment (TIA) in the Planning Report attached to TPB Paper No. 10743, and was considered by the Board on 18.6.2021.
- (3) The proposed road closure would also be subject to road scheme application and road gazettal process under the Roads (Works, Use and Compensation) Ordinance (Cap. 370). Consultation would be carried out during the road gazettal process to collect public views on the proposed road closure for redevelopment.
- (4) Good design features, including a minimum setback of not less than 45m of the residential portion above the podium from the Ngan Hon Street; and, two intervening spaces/urban windows design with a minimum dimensions of not less than 15m in height and 15m in width are adopted to create more comfortable walking environment and as a sensitive design to the surrounding.
- (5) The all-weathered communal space will be the community hub in the future.
- (6) Through optimizing the podium space to provide about 5,580m<sup>2</sup> of non-domestic GFA for GIC facilities to the benefits of the community.
- (7) The open space provision will meet the HKPSG requirement and design of the open space will be developed at the detailed design stage.
- (8) Wong Teck Building was completed in 1974 and is now 47 years of age. It would likely be over 50 years of age upon the implementation of the DSP. Excluding it from the DSP will lead to piecemeal redevelopment project in the future and jeopardize the planning gains of the holistic redevelopment plan of KCAA1. Moreover, according to the findings in the Stage 2 SIA, more than half of the surveyed respondents from Wong Teck Building support the redevelopment

proposal while less than 10% did not support.

- (9) A footbridge is proposed to further enhance the connectivity between the development scheme area and the To Kwa Wan MTR station subject to further liaison with Government B/Ds and study. It will provide a safe and barrier-free access across the six-lane To Kwa Wan Road. It will also act as a gateway leading pedestrian from the MTR station to the KCAA1 community through the pedestrianized streets and at-grade open space.
- (10) The current radius of horizontal curvature at To Kwa Wan Road and Ma Tau Wai Road complies with prevailing road standards. Nevertheless, at-grade setback along To Kwa Wan Road and Ma Tau Wai Road are proposed where appropriate for footpath widening.

#### C2 to C16

- (11) Support the DSP and oppose to **R3 to R6** mainly on the grounds that Wong Teck Building should be included in the DSP to enhance the local living environment. Appropriate compensation should also be given to the residents.

#### C17 to C23

- (12) Oppose to the DSP and support **R7 to R13** on similar grounds regarding as mentioned in paragraphs 5.2.3 and 5.2.4 above.
- (13) **C17 and C20** also support to exclude Wong Teck Building from the DSP.

#### C24

- (14) Oppose to the DSP and support to exclude Wong Teck Building from the DSP on similar grounds as mentioned in paragraph 5.2.2 above.

#### ***Responses***

In responses to comments (1) to (10) above:

- (a) The views of C1 are noted.

In responses to comment (11) above:

- (b) The supporting views of C2 to C16 on the DSP are noted. Compensation policies are subject to the URA's prevailing policies at the time of acquisition which are outside the ambit of the Ordinance and purview of the Board.

In response to comments (12) to (14)

- (c) The views of C17 to C24 are noted. Responses under paragraphs 5.2.2 to 5.2.4 above are relevant.

## **6 DEPARTMENTAL CONSULTATION**

6.1 The following Government B/Ds have been consulted and their comments have been incorporated in the above paragraphs, where appropriate.

- (a) Chief Building Surveyor/Kowloon, Buildings Department;
- (b) Director of Social Welfare;
- (c) Commissioner for Transport; and
- (d) Chief Town Planner/Urban Design and Landscape, PlanD

6.2 The following Government B/Ds have no comment on the representations and comments:

- (a) Assistant Secretary (Urban Renewal), Development Bureau;
- (b) Chief Estate Surveyor/Urban Renewal, Lands Department (LandsD);
- (c) District Land Officer/Kowloon, LandsD;
- (d) Chief Highway Engineer/Kowloon, Highways Department;
- (e) Director of Environmental Protection;
- (f) Chief Engineer/Mainland South, Drainage Services Department;
- (g) Chief Engineer/Construction, Water Supplies Department;
- (h) Director of Leisure and Cultural Services;
- (i) Project Manager (East), Civil Engineering and Development Department (CEDD);
- (j) Director of Fire Services;
- (k) Commissioner of Police;
- (l) District Officer (Kowloon City), Home Affairs Department;
- (m) Head of Geotechnical Engineering Office, CEDD; and
- (n) Director of Electrical and Mechanical Services

## **7 PLANNING DEPARTMENT'S VIEWS**

7.1 The supportive views of **R1 and R2** are noted.

7.2 Based on the assessments in paragraph 5 above, PlanD does not support R3 to R13 and considers that the DSP should not be amended to meet the representations for the following reasons:

- (a) the DSP, being part of the KCAA1, is generally in line with the recommendations of the Urban Renewal Plan for Kowloon City under the DURF study. It will facilitate the redevelopment of existing old and dilapidated tenement buildings in the area into new residential development with commercial and GIC facilities. The DSP will also increase housing supply to meet the acute housing demand (**R3 to R12**);
- (b) the DSP has adopted a staggered height profile and incorporated various design features to enhance air ventilation and visual comfort of the proposed development. The submitted VIA has demonstrated that the proposed development will unlikely cause significant visual impact to the surroundings (**R7 to R12**);

- (c) local open space at the proposed development will be provided according to HKPSG requirements. URA will liaise with concerned Government departments on the proposed GIC/social welfare facilities in the DSP. Minimum GFA requirement for provision of GIC facilities has been specified in the ES of the DSP to meet the community needs. To encourage the provision of more GIC facilities, the floor area of GIC facilities as required by the Government will be exempted from PR calculation (**R13**); and
- (d) the proposed all-weathered communal space and landscaped area, which will be integrated with the pedestrian walkways and open spaces planned in the adjoining URA projects, will become a community hub for the neighbourhood (**R7 to R13**).

## **8 DECISION SOUGHT**

- 8.1 The Board is invited to give consideration to the representations and comments taking into consideration the points raised in the hearing session, and decide whether to propose/not to propose any amendment to the draft DSP to meet/partially meet the representations.
- 8.2 Should the Board decide that no amendment should be made to the draft DSP to meet the representations, Members are also invited to agree that the draft DSP, together with their respective Notes and updated ES, are suitable for submission under section 8 of the Ordinance to the Chief Executive in Council for approval.

## **9. ATTACHMENTS**

<b>Annex I</b>	Draft URA To Kwa Wan Road/Wing Kwong Street DSP No. S/K9/URA3/1
<b>Annex II</b>	List of Representers and Commenters in respect of the Draft URA To Kwa Wan Road/Wing Kwong Street DSP No. S/K9/URA3/1
<b>Annex III</b>	Extract of Minutes of TPB Meeting held on 18.6.2021
<b>Annexes IV</b>	Development Parameters of the Notional Scheme
<b>Annexes Va &amp; Vb</b>	Submissions of Representations and Comments
<b>Drawings H-1a and 1b</b>	Notional Scheme
<b>Drawing H-2</b>	Proposed Traffic and Pedestrian Network
<b>Drawing H-3</b>	Photomontage on Viewpoint from Hong Kong Convention and Exhibition Centre (extracted from Visual Impact Assessment)
<b>Plan H-1</b>	Location Plan of the Representation Site
<b>Plan H-2</b>	Location Plan with Urban Renewal Projects in Hung Hom
<b>Plan H-3 and 4</b>	Site Plan and Aerial Photo of the Representation Site
<b>Plans H-5a and 5b</b>	Site Photos of the Representation Site