



Ref. No.: URA230614509  
30 June 2023

By Hand

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



Dear Sir/Madam,

**Draft Urban Renewal Authority**

**Ming Lun Street/Ma Tau Kok Road Development Scheme Plan No. S/K22/URA1/1 &  
To Kwa Wan Road/Ma Tau Kok Road Development Scheme Plan No. S/K22/URA2/1**

- Submission of Comments on Representations -

We refer to the captioned Draft Urban Renewal Authority Ming Lun Street/Ma Tau Kok Road Development Scheme Plan No. S/K22/URA1/1 and To Kwa Wan Road/Ma Tau Kok Road Development Scheme Plan No. S/K22/URA2/1 ("the Plans") published by the Town Planning Board ("TPB"), and the 247 representations nos. TPB/R/S/K22/URA1/1-1 – TPB/R/S/K22/URA1/1-247 and the 5 representations nos. TPB/R/S/K22/URA2/1-1 – TPB/R/S/K22/URA2/1-5 made to TPB by the public in respect of the Plans.

In accordance with section 6A(1) of the Town Planning Ordinance, we hereby submit our comments on representations in respect of the Plans with two duly completed forms (Form No. S6A) respectively for the consideration by TPB...

Should you have any enquiry, please feel free to contact me at [REDACTED] or Ms. Y.T. Li at [REDACTED]. Thank you for your kind attention.

Yours faithfully,

Mike Kwan  
General Manager, Planning & Design  
Urban Renewal Authority

encl.

c.c. (w/o – by fax)

DPO/K, PlanD (Attn: Ms. Vivian Lai) [REDACTED]



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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。

<b>1. Person Making this Comment (known as "Commenter" hereafter)</b> <b>提出此宗意見的人士(下稱「提意見人」)</b>	
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)	
<b>2. Authorised Agent (if applicable) 獲授權代理人(如適用)</b>	
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)	
<b>3. Details of the Comment 意見詳情</b>	
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 Ming Lun Street/ Ma Tau Kok Road Development Scheme Plan No. S/K22/URA1/1
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/K22/URA1/1-1 - TPB/R/S/K22/URA1/1-247

\* Delete as appropriate 請刪去不適用者

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

**COMMENT ON REPRESENTATION IN RESPECT OF  
DRAFT PLAN UNDER SECTION 6A(1) OF  
THE TOWN PLANNING ORDINANCE (CAP. 131)**

根據《城市規劃條例》(第131章)  
第6A(1)條就草圖的申述提出意見



**Draft Urban Renewal Authority**  
**Ming Lun Street / Ma Tau Kok Road Development Scheme Plan**  
市建局明倫街／馬頭角道發展計劃草圖  
(No. S/K22/URA1/1)

**Comments on Representations 對申述的意見 Nos. TPB/R/S/K22/URA1/1-1 – 247**

**Representation Period 申述期：**

03/03/2023 – 03/05/2023

**Nature of Representations 申述性質：**

	Nos. 數量
Support 支持	241
Oppose 反對	3
General Comment 一般意見	3
<b>Total 總數</b>	<b>247</b>

**Notes 備註：**

1. Representations submitted in English are responded in English.  
市建局會以中文回應以中文提交之申述。
2. The URA has categorized the representations for easy reference and organized response to similar comments. Representations are not categorized by commenters.  
為了更清晰回應相類似之申述，市建局將申述分類回應。此回應中的分類僅供參考，並不代表申述人之分類。

<b>Supporting Comments 支持意見</b>		
<b>Representation Nos.</b> 申述編號	<b>Extracted Comments</b> 意見節錄	<b>URA's Responses</b> 市建局之回應
<b>Improvement in Living Environment 改善居住環境</b>		
TPB/R/S/K22/URA1/1-1 – 241	<p>支持推行重建計劃，以改善區內居民的生活環境：</p> <ul style="list-style-type: none"> <li>• 天花嚴重漏水問題，石屎剝落嚴重，老鼠樂園。</li> <li>• 樓齡已近六十年，樓宇結構差不多超越可使用期，消防設備完全不合規格，極度危險，衛生環境惡劣，應該馬上重建保障市民安全。</li> <li>• 樓宇結構已出現嚴重問題，長期用千斤頂支撐，令居民感到不安，因此支持重建。</li> <li>• 漏水、爆鋼筋、爆水渠、牆身裂開，衛生環境差。</li> <li>• 樓宇內的柱已經空心，非常危險。</li> <li>• 五街樓宇明顯是「三無大廈」，欠樓梯欠缺維修、照明不足，走火通道往往被雜物阻礙，陷阱重重。</li> <li>• 樓宇欠缺管理、又缺乏公眾設施。</li> <li>• 樓宇更新大行動只是治標不治本。為了遵從屋宇署、消防署的各條命令，我們用盡了所有的積蓄，還要承受殘破的居住環境，苦不堪言。</li> <li>• 該區人口嚴重老化，住客又多是低收入人士或劏房戶，並沒有能力改善生活質素。</li> </ul>	<p>備悉意見，並感謝支持。</p> <p>市建局十分理解居民對現狀的憂慮。位於土瓜灣舊區的明倫街／馬頭角道發展計劃 (KC-018) 涉及合共 5 組樓齡超過 60 年的樓宇，樓高 8 層，均沒有升降機或其他無障礙設施，宜居性較差。</p> <p>KC-018 發展計劃位於九龍城區更新地區諮詢平台所擬備的《九龍城市區更新計劃》中所訂的土瓜灣「五街」一帶，該帶亦被擬為「重建優先範圍」。市建局開展土瓜灣明倫街／馬頭角道發展計劃 (KC-018) 及土瓜灣道／馬頭角道發展計劃 (KC-019)，是依據「規劃主導、地區為本」的市區更新模式，按 2011 年《市區重建策略》羅列的目標進行，透過將「五街」舊樓群和毗鄰的工業樓宇，以及附近一些交通流量較少的街道一併納入發展，並作重新規劃，除改善舊區居住環境外，亦為該地區的已建設環境進行整體更新。</p>

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TPB/R/S/K22/URA1/1-2, 13	<ul style="list-style-type: none"> <li>All the old building in the captioned area that is not possible to maintain and sustain for another decade. Also there're many people in needed (such as elderly / babies) find difficulty to walk upstairs.</li> <li>The property is too old and requires regular maintenance. It is dangerous and costly especially during raining seasons.</li> <li>There is no property management on site and no lift for most building. It is very inconvenient for elders.</li> <li>The nearby property is all well developed and if this area is also developed it will be a good scenery for the whole area.</li> </ul>	<p>Noted and thanks for your comment.</p> <p>Ming Lun Street / Ma Tau Kok Road Development Scheme (KC-018) consists of five clusters of tenement buildings of age over 60. According to the GBP records, all the buildings are without lift and the serviceability of these buildings are generally poor.</p> <p>Under a planned-led approach, both KC-018 and KC-019 aim to rationalize land use for holistic planning of the area to enable more efficient land use and to bring planning gains to the local community. Both Schemes will optimize the land uses into the long-awaited comprehensive designated waterfront developments fitting in with the redevelopment intention of the Ma Tau Kok waterfront area.</p>
<b>Planning and Design 規劃及設計</b>		
TPB/R/S/K22/URA1/1-236, 238	<p>支持馬頭角五街及新寶工商中心的規劃及發展：</p> <ul style="list-style-type: none"> <li>重新發展馬頭角五街及新寶工商中心，不僅是對當地社區的重大投資，更是對整個城市未來發展的關鍵推動力，帶來更多的機遇和可能，讓城市變得更加美好和繁榮。</li> <li>重建項目增加地積比，間接提高土地供應，令市區土地使用效率更高。</li> </ul>	<p>備悉意見。</p> <p>兩個發展計劃將優化土地用途，以配合馬頭角「五街」一帶的重建意向作綜合海濱發展的規劃願景。發展計劃有三項規劃目標，包括 (1) 於馬頭角海濱提供一條約 20 米闊的海濱長廊供公眾享用，以優化海濱及地區連繫，協助政府建造世界級海濱長廊；(2) 擬議的海濱長廊將連接毗鄰已規劃的海濱長廊及啟德發展區的海濱發展，冀能在九龍東一帶提供一條無間斷的海濱長廊，以提升土瓜灣舊區和啟德發展區的連接，促進</p>

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		<p>新舊融合；及 (3) 重整及重新規劃現有交通及行人網絡，以建立舒適的步行環境及提升地區通達性並締造易行社區。</p> <p>市建局亦感謝閣下對兩個項目的支持。市建局於項目開展後與兩個項目內受影響的營運者會面，了解他們對重建、營運需求和搬遷困難的關注。當中亦有營運者表示他們的業務具獨特性，希望在重建後可以回遷以繼續承傳祖業。考慮到受影響的營運者的關注，特別是於 KC-019 項目所收到有關區內營運者的關注／反對意見／特別訴求，市建局需制定一個平衡的方案。因此，市建局希望能同時修訂 KC-018 及 KC-019 的發展計劃圖的註釋和說明書，調整非住用地積比率至不多於 1.5，同時將整體地積比率維持在原有的 7.5，藉此為日後發展中擬議的非住用部分提供更多彈性。擬議修訂將為市建局提供靈活性，即使市建局日後若收到受影響的營運者有關回遷的需求時，亦能有足夠的非住宅樓面面積以滿足其特殊需求。同時亦維持規劃意向，提供一定比例的商業用途，以應付未來人口以及為馬頭角海濱地區注入活力。</p> <p>此舉不會偏離規劃意向及額外增加發展密度，而只是為日後發展的土地用途提供靈活性，以應付市場需要。兩個發展計劃同時修訂亦能使日後發展的樓宇體積、高度及密度將更為協調。建議修訂的發展計劃圖的註釋和說明書載於附件 1，有關修訂需視乎城市規劃委員會的意見而定。</p> <p>市建局亦委託顧問為兩個發展計劃進行了技術評估，以證明擬議發展不會對交通、供水及排污設施造成任何不可克服</p>



<b>Supporting Comments 支持意見</b>		
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		<p>的影響，也不會產生噪音和空氣質素的影響。顧問亦額外進行技術敏感度測試，結果顯示若整體發展的總樓面面積增加 15%，在交通、污水處理和供水系統上亦有足夠閒置容量以滿足額外需求。鑑於整體發展密度不變，相信上述擬議修訂不會對技術評估的結果產生重大偏差。因此，並不需要對定量交通、污水處理和供水進行進一步評估。</p> <p>至於風險評估方面，由於上述擬議修訂把非住用地積比率調整至不多於 1.5，住用地積比率將相應下降。在此情況下兩個發展計劃的將來人口亦相應減少，即不會超過 2021 年已核准定量風險評估中的人口估算，因此先前的定量風險評估結果仍然有效。</p> <p>市建局致力透過促進經濟、改善社區環境，為市民帶來裨益，活化社區。除實現馬頭角海濱一帶重建作綜合海濱發展的規劃願景外，市建局亦期望透過發展計劃締造優質及可持續的建築環境。</p>
TPB/R/S/K22/URA1/1-238	<ul style="list-style-type: none"> <li>重建項目增加通風走廊可以增加海邊對區內空氣對流，進一步改善區內的空氣質量從而減輕空氣污染的問題。</li> </ul>	<p>市建局已就兩個發展計劃進行空氣流通評估，並於規劃及發展計劃初步設計時，透過樓宇布局、樓宇間距及通風廊等設計元素，改善了區內在全年及夏季的空氣流通狀況。</p>
TPB/R/S/K22/URA1/1-10, 35, 122, 178, 236, 238, 239, 240, 241	<p>同意該計劃可以優化海濱長廊發展：</p> <ul style="list-style-type: none"> <li>五街對出的海濱休憩長廊極為狹窄、整條長廊堆滿垃圾、雜物。</li> <li>為海濱長廊騰出空間，優化海濱，增添休憩處。</li> <li>馬頭角五街及新寶工商中心位於</li> </ul>	<p>由於 KC-018 及 KC-019 位處策略性的海濱地點，市建局在為該地區進行規劃研究時，已將政府優化海濱環境的規劃願景，一併納入考慮。</p> <p>兩個重建項目將重新規劃土地用途，透過一體化規劃及設計，將重建後的建築</p>

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<b>Representation Nos.</b> 申述編號	<b>Extracted Comments</b> 意見節錄	<b>URA's Responses</b> 市建局之回應
	<p>規劃中的啟德至紅磡海濱長廊必經之地。如果不進行發展，海濱長廊將會中斷，不完整。</p> <ul style="list-style-type: none"> <li>重建可將新舊區打通。重建後的海濱將會擴闊至 20 米，並連接至啟德新發展區，日後可從五街沿海濱步行至啟德，而且重建後還會設有海濱廣場，讓居民多一個消閒好去處之外。</li> <li>聯同建築中碼頭廣場的各類公共設施發展，還可改善環境及景觀，更好利用海濱。</li> </ul>	<p>物從海濱後移，騰出的地面空間，可提供約 20 米闊的海濱長廊及一段樓高兩層的零售帶，並與毗鄰啟德發展區內的海濱飲食廊、啟德體育園及海濱長廊等海濱發展連接，優化海濱環境，並促進九龍東海濱整體發展。</p> <p>在駁通海濱的同時，市建局將透過優化樓宇佈局和設計，在兩個發展計劃之間的地面，提供一個不少於 25 米闊的多元化海濱廣場，作為臨海休閒空間並提供地方營造的機遇。該海濱廣場將連接擬議的零售帶和海濱長廊，以促進海濱一帶的活力並加強東西向的行人連接。</p>
TPB/R/S/K22/URA1/1-10, 123, 178, 238	<p>期盼該計劃能改善行車及行人網絡：</p> <ul style="list-style-type: none"> <li>五街人口稠密，又不近地鐵站，居民多數搭巴士出入，但繁忙時間經常塞車。尤其新寶工商中心對出為四線行車，形成樽頸位。期望重建後該路段擴闊至六線，減少塞車。</li> <li>增加道路寬度和改善交通流量，有助於緩解交通擁堵問題。</li> <li>可重新規劃行人網絡，行人道路將會較寬敞，方便居民出入。</li> </ul>	<p>因應政府擬把土瓜灣道從現有的四線行車道擴闊至六線行車道的規劃意向，兩個項目在重建後，面向土瓜灣道的建築物將會後移，以提供足夠的地面空間配合相關擴建行車線的工程，促進與啟德發展區的交通連接。詳細設計及實施時間表則須視乎地區人士意見及相關政府部門同意而定。</p> <p>就改善行人網絡的規劃裨益，可參見上述有關「優化海濱長廊發展」之回應。</p> <p>另外，當兩個發展計劃獲得行政長官會同行政會議批准，市建局亦會研究於發展計劃的平台層興建一條橫跨土瓜灣道的行人天橋的可行性，以加強海濱與內陸地區的連接。相關的活化計劃將有待進一步研究及與相關政府部門商討及同意而定。</p>
TPB/R/S/K22/URA1/1-236	<ul style="list-style-type: none"> <li>屯馬線通車減低了沿線的公共交通壓力，不少巴士線也隨即減少</li> </ul>	<p>市建局在擬備發展計劃時，已委託交通顧問進行交通影響評估。評估報告指</p>

<b>Supporting Comments 支持意見</b>		
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	<p>班次。故此，在巴士公司的運能上仍有加班的空間。</p> <ul style="list-style-type: none"> <li>毗鄰九龍城碼頭，可以利用海上交通優勢，在上落班高峰期疏導人潮。</li> <li>交通當局可以理順交通流量方便使用者使用中九龍幹線往油麻地等地區。</li> </ul>	<p>出，兩個發展計劃並不會對交通造成負面影響。</p> <p>至於增加巴士公司的運能、利用海上交通及使用中九龍幹線等在上落班高峰疏導人潮的措施，則需要由相關政府部門與營運機構進行協商。</p>
TPB/R/S/K22/URA1/1-38, 236, 238	<p>期盼該計劃能改善民生設施：</p> <ul style="list-style-type: none"> <li>可考慮增加車位及體育設施。</li> <li>增設地下停車場以改善區內車位不足及違泊問題。</li> </ul>	<p>市建局在擬備發展計劃時，已委託交通顧問進行交通影響評估，包括計算所需的停車設施。發展計劃所建議的車輛泊車位是根據《香港規劃標準與準則》標準範圍內較高的泊車位數量，提供了相應的附屬泊車位，以滿足兩個發展計劃重建後的車位需求。當發展計劃獲得行政長官會同行政會議批准後，市建局將與相關政府部門進一步商討。</p> <p>至於體育設施，KC-018及KC-019擬議的海濱長廊將擬作消閒及康樂用途，並會視乎情況，闢設海旁行人徑、休憩處、共融通道等，開放予公眾使用。擬議的海濱長廊亦會與毗鄰啟德發展區內的海濱發展連接，包括現正興建中的啟德體育園。市民將來可以利用體育園內的多項設施，例如體育場地、休憩用地、公園設施等進行各種活動，相信可以滿足區內對體育設施的需求。</p>
	<ul style="list-style-type: none"> <li>可考慮在發展中加入小型街市，新街市如可在衛生管理上做得比較好，應該不構成衛生問題。</li> </ul>	<p>市建局旨在透過KC-018及KC-019發展計劃，重整現有土地用途，以配合期待已久於馬頭角海濱一帶地區重建作綜合海濱發展的規劃願景，並與毗鄰啟德發展區內的海濱發展連接，優化海濱環</p>

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	<ul style="list-style-type: none"> <li>希望重建後，有更多社福設施和社區用地，如老人中心。</li> </ul>	<p>境，促進九龍東海濱整體發展，協助政府達致建造無間斷的世界級海濱長廊這項規劃目標。考慮到上述的規劃願景及目標等因素，市建局不考慮於發展計劃內提供街市。</p> <p>視乎營運及設計要求而定，KC-018 及 KC-019 將在非住宅部分內，分別提供不少於 1,000 及 500 平方米的非住用總樓面面積作「政府、機構或社區」設施。當發展計劃獲得行政長官會同行政會議批准後，市建局將與相關政府部門進一步商討有關建議的「政府、機構或社區」設施的細節。</p>
TPB/R/S/K22/URA1/1-238	<p>對環保及可持續發展建議：</p> <ul style="list-style-type: none"> <li>採用海水冷卻系統，利用海水作為冷卻介質，降低空調系統的能耗和碳排放，同時也可以提供更加舒適的環境。</li> <li>增加使用 Building Integrated Photovoltaics 收集太陽能並轉換為電力，提高建築物的能源效率和環境友好性，同時亦可也可以作為建築物的覆蓋物或外觀設計元素。</li> </ul>	<p>備悉意見。</p> <p>當 KC-018 及 KC-019 獲得行政長官會同行政會議批准後，市建局將與相關政府部門進一步商討發展計劃與啟德發展區區域供冷系統連接的可能性。</p> <p>另外，市建局以致力創建低碳社區和綠色建築為規劃目標，以往多個項目的可持續建築設計亦獲得香港綠色建築協會的環評級別鉑金級證書。若兩個發展計劃獲得行政長官會同行政會議批准，市建局會盡量在重建項目中加入環保措施，包括能源效益、節約用水、建築廢料管理及採用回收物料等，並納入項目的發展協議中，鼓勵合作發展商採用可持續發展的建築設計及施工方法。</p>
TPB/R/S/K22/URA1/1-3	<ul style="list-style-type: none"> <li>希望連同 13 街地段，一起重建產生協同效應</li> </ul>	<p>本項目是透過「規劃主導」模式擬定重建範圍及建議，旨在透過融合重建和活化等手法，當中包括重整及重新規劃土地用途、增加社區設施、提供行人專用</p>

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		<p>區及增加地面綠化空間，達致社區的多項規劃願景及改善區內已建設環境。本項目擬議的範圍，已能夠提供所需空間，以達致有關的市區更新目的及滿足上述重整／重新規劃的需要。</p> <p>市建局在制訂重建計劃範圍及開展時序時，亦會考慮不同的因素，包括樓宇狀況、資源分配及重建對社區帶來的裨益等，以適時規劃並展開重建或其他如復修／活化等工作應對市區更新需要。市建局亦會依循《市區重建策略》指引，以多元化模式及「融合策略」繼續推行市區更新。</p> <p>現階段，市建局旨在透過開展 KC-018 及 KC-019 兩個重建項目，重整及重新規劃土地用途，以改善居民的居住環境，並為社區帶來規劃裨益。</p>
<b>Acquisition &amp; Clearance 收購及遷置</b>		
TPB/R/S/K22/URA1/1-64, 65, 68, 70, 161, 214, 229, 239, 240, 241	<p>期盼有完善的收購及遷置安排：</p> <ul style="list-style-type: none"> <li>希望政府及相關部門能著手安排遷拆及安置有需要安排新地方的第五街居民，好讓居民生活得到改善。</li> <li>沒有經濟能力搬離 5 街，希望獲得安置，改善生活環境。</li> <li>希望市建局儘快出價，收購我們的單位，脫離苦海。</li> </ul>	<p>備悉意見。</p> <p>市建局須待發展計劃完成法定規劃程序並得到行政長官會同行政會議核准後方可開展收購、補償及遷置等工作。根據現時的法定程序，預計約需時 18 個月才可完成所有規劃程序。以項目開始實施的日期（2022 年 10 月 7 日）起計，市建局預計最快於 2024 年初才可向業主提出收購建議。</p> <p>市建局明白發展計劃由公布開展至進行收購遷置工作之間將經歷一段頗長的時間。因此，市建局將會繼續推行一項名為「夥伴同行」的計劃，由市建局職員</p>

<b>Supporting Comments 支持意見</b>		
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		組成的特別團隊將會主動接觸發展計劃內每個家庭和商戶，深入解釋政策和項目最新進展以及補償和遷置安排，並悉心跟進有特殊需要的個案。連同「市區更新基金」所聘請的「社區服務隊」，市建局期望相關措施能有效紓緩居民的關注及憂慮。
<b>Mitigation Measure 緩解措施</b>		
TPB/R/S/K22/URA1/1-236	<p>建設過程中，應加固海堤的結構：</p> <ul style="list-style-type: none"> <li>建築中的九龍中幹線隧道將取道新碼頭街及海底隧道至原機場跑道，建築過程中可能會弱化沿岸海堤。因此，建議在沿岸發展項目的建設過程中，應加固海堤的結構，以確保其穩定性。</li> </ul>	<p>備悉意見。</p> <p>KC-018 及 KC-019 仍在規劃階段，待發展計劃獲核准執行後，市建局將會進行細部設計和相關工程計劃及安排。市建局將與相關政府部門、合作發展伙伴或代理就建設過程制訂合適安排，並確保其符合《海港工程設計手冊》以及相關法例的規定。</p> <p>由於重建項目與海濱緊密相連，市建局已經委託顧問，提前為項目就氣候變化的風險和暴露程度進行評估，並制定適當的緩解措施（如適用），以減少日後沿海災害對發展造成的影響（例如，風暴潮和越堤浪造成的洪水，海浪衝擊造成的破壞）。</p>
TPB/R/S/K22/URA1/1-236	<p>對煤氣公司的影響：</p> <ul style="list-style-type: none"> <li>在東九龍走廊及翔龍灣發展時，工程亦有機會影響到煤氣公司廠房，而現時中九龍幹線隧道走線更在新山道開鑿隧道。這些精心設計及執行的項目也沒有對煤氣廠房有大的安全影響。</li> </ul>	<p>關於對煤氣公司的影響，根據於 2021 獲潛在危險設施土地使用規劃和管制協調委員會的所認可的定量風險評估顯示，於馬頭角煤氣廠（北廠）（即潛在危險裝置）的諮詢區內潛在的住宅發展內的人口風險水平於可接受的區域內。</p>

<b>Supporting Comments 支持意見</b>		
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	<ul style="list-style-type: none"> <li>煤氣公司馬頭角廠房的產能不斷減低，全港供氣對該廠房的依賴度亦減少。</li> <li>重新發展馬頭角五街及新寶工商中心可以作為政府與煤氣公司重新規劃煤氣廠房用地的一個契機，使土地用作更佳更有效之用途。</li> </ul>	<p>市建局在擬備發展計劃時，已委託顧問在該定量風險評估的基礎上，再次檢視相關定性風險結果。顧問報告顯示，鑑於兩個發展計劃的擬議人口不會超過2021年已核准定量風險評估中的人口估算，因此先前的定量風險評估結果仍然有效。發展計劃亦透過樓宇布局，將樓宇盡量背向馬頭角廠房的位置，以緩解對周邊環境的潛在影響。</p> <p>此外，馬頭角煤氣廠並不屬兩個發展計劃範圍內，有關其營運及將來發展需由該土地擁有人／營運機構而定。</p>
TPB/R/S/K22/URA1/1-236	<p><b>對鄰近較高層大廈的影響：</b></p> <ul style="list-style-type: none"> <li>規劃中四座三十多層的大廈在工程進行中，沙塵、噪音、工業安全，以及完工後，對景觀及通風都有一定程度的影響。其實如市區重建局規劃草圖所提及，區內將有好幾個項目將會發展，這些工程亦會對現時區內居民產生影響。故此希望在項目進行建設時，能夠加強管理及控制各個環境造成影響的因素。</li> <li>而至於通風及景觀方面，市區重建局規劃草圖亦有深入的研究，結果應令人信服。</li> <li>另外，居住在區內的經驗告訴我們，沿海地方的風勢不時也比較強，冬天也比較冷。故此，對空氣流通應不會構成負面影響。</li> <li>在景觀方面，搬入舊區高層大廈，期望沒有新的重建，而永遠</li> </ul>	<p>市建局在工程施工方面有豐富的經驗，在過往 20 多年已完成超過 30 個市區重建項目，除了確保工程能符合所有政府的規定外，市建局亦有信心能妥善處理工程對周邊帶來的影響。</p> <p>如 KC-018 及 KC-019 獲落實進行，市建局將會確保工程符合相關環境保護條例的要求。</p> <p>備悉意見，並感謝市民對市建局的信賴。</p> <p>市建局在2022年10月開展兩個發展計劃時，已隨即向城規會提交發展計劃草圖及相關技術評估報告。根據空氣流通專家評估結果顯示，發展計劃的初步設計（即最高建築物高度不超過主水平基準上120米）能透過樓宇布局、樓宇間</p>

<b>Supporting Comments 支持意見</b>		
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	<p>獨攬無敵景觀，這個想法應該不太現實。其實，區內的發展及升級應對土地價值有所提升，更有利高層大廈居民才是。</p>	<p>距、建築物後移、通風廊等設計，改善區內的空氣流通狀況。</p> <p>另外，市建局在擬備發展計劃時，亦已按照相關城規會規劃指引中，保護公眾享有的景觀之原則及技術要求，就多個策略性及地區公眾觀景點進行視覺影響評估，結果顯示擬議發展在視覺方面與周邊環境兼容，亦不會對各主要公眾觀景點構成顯著視覺影響。</p>



<b>General Comments 一般意見</b>		
<b>Representation Nos.</b> 申述編號	<b>Extracted Comments</b> 意見節錄	<b>URA's Responses</b> 市建局之回應
TPB/R/S/K22/URA1/1-245, 246	<ul style="list-style-type: none"> <li>Area is very old</li> <li>衛生差，多老鼠</li> </ul>	<p>Noted and thanks for your comment.</p> <p>For comments related to living environment, please refer to the response on "Improvement in Living Environment" mentioned above.</p> <p>備悉意見。</p> <p>就居住環境之意見，可參見上述有關「改善居住環境」之回應。</p>
<b>Planning and Design 規劃及設計</b>		
TPB/R/S/K22/URA1/1-247	<p>關注海濱的连接性事宜：</p> <ul style="list-style-type: none"> <li>不反對市建局透過推行 KC-018 及 KC-019 兩個重建項目進一步實現貫通九龍維港海濱的規劃願景。</li> <li>認為 KC-018 及 KC-019 未盡善用「規劃主導、地區為本」市區更新模式達成貫通整段土瓜灣至啟德海濱，回應立法會、城規會以至市民的期望。</li> <li>關注位處 KC-018 重建項目及九龍城碼頭之間在翔龍灣外一段被封閉的海濱，亦是貫通整段土瓜灣至啟德海濱的最後一塊拼圖。</li> <li>貫通這段被封閉的「翔龍灣海濱」不但能加強兩處空間的连接性，更能將土瓜灣及啟德海濱連接，有重大的規劃裨益。</li> <li>KC-018 及 KC-019 重建項目的確能將啟德都會公園及美食海灣一帶的海濱進一步向土瓜灣延伸。</li> </ul>	<p>備悉意見。</p> <p>KC-018 及 KC-019 兩個發展計劃的草圖展示前於《啟德分區計劃大綱核准圖編號 S/K22/8》上劃為「綜合發展區」地帶及顯示為「道路」的一塊狹長土地。「綜合發展區」地帶的規劃意向是把涵蓋範圍綜合發展／重建住宅及／或商業用途，並提供海濱長廊、休憩用地和其他配套設施。</p> <p>為實現以上規劃意向，市建局旨在以規劃主導的模式，透過整體規劃重整現有土地用途，更有效善用土地並為社區帶來規劃裨益。KC-018 及 KC-019 兩個發展計劃區於發展計劃草圖上均劃為「住宅(甲類)」地帶及顯示為「道路」，其中「住宅(甲類)」地帶的規劃意向主要是作高密度綜合住宅發展，並提供海濱長廊，供公眾享用。</p> <p>兩個發展計劃將優化土地用途，以配合配合馬頭角「五街」一帶的重建意向作綜合海濱發展的規劃願景。發展計劃有</p>

<b>General Comments 一般意見</b>		
<b>Representation Nos. 申述編號</b>	<b>Extracted Comments 意見節錄</b>	<b>URA's Responses 市建局之回應</b>
	<p>市建局利用「規劃主導、地區為本」市區更新模式，並不可能未有留意到「翔龍灣海濱」被封閉，令貫通海濱願景無法實現，亦有損達政「無間斷」海濱規劃目標。然而，我們未見到市建局在 KC-018 及 KC-019 重建項目的規劃建議中對與煤氣公司就合作探討開放「翔龍灣海濱」提出任何行動或計劃。</p> <ul style="list-style-type: none"> <li>希望市建局及煤氣公司能就此申述以及貫通翔龍灣海濱事宜提出意見。</li> </ul>	<p>三項規劃目標，包括 (1) 於馬頭角海濱提供一條約 20 米闊的海濱長廊供公眾享用，以優化海濱及地區連繫，協助政府建造世界級海濱長廊；(2) 擬議的海濱長廊將連接毗鄰已規劃的海濱長廊及啟德發展區的海濱發展，冀能在九龍東一帶提供一條無間斷的海濱長廊，以提升土瓜灣舊區和啟德發展區的連接，促進新舊融合；及 (3) 重整及重新規劃現有交通及行人網絡，以建立舒適的步行環境及提升地區通達性並締造易行社區。此外，透過重整及重新規劃現有土地用途，擬議發展面向土瓜灣道的建築物將會後移，以騰出足夠的地面空間配合政府於土瓜灣道已規劃的擴建工程。</p> <p>至於毗連翔龍灣的海旁位置，目前屬於中華煤氣的變電站設施以及私人土地範圍，市建局無權介入有關貫通該段海濱的事宜。據了解，該地段於政府的《起動九龍東概念總綱計劃》內建議為共融通道可能的擴展部分。有關貫通海濱方案建議需要由政府與設施及土地的擁有人磋商和協調，亦需視乎技術上的可行性。儘管該地段並不包括在 KC-018 及 KC-019 發展計劃的範圍界線內，且位處私人土地範圍，若該土地擁有人有意為其設施作活化，市建局亦樂意與其協商，商討合作細節。</p>

<b>Opposing Comments 反對意見</b>		
<b>Representation Nos. 申述編號</b>	<b>Extracted Comments 意見節錄</b>	<b>URA's Responses 市建局之回應</b>
TPB/R/S/K22/URA1/1-242	<ul style="list-style-type: none"> <li>這麼好的位置，地皮應賣給私人市場投標，增加政府收入，資源用於大多數香港人才公平公正。</li> </ul>	<p>市建局以「規劃主導」的模式，貫徹以全面的規劃方式進行市區更新工作，目的是改善已建設環境，並不是為了牟利。</p> <p>「五街」的發展密度非常高，其私人土地的現有地積比率，已超過現行規劃和法規所准許的發展密度，欠缺重建誘因。因此，只靠私人發展商是難以全面重整現有土地用途及為整個社區帶來規劃裨益。</p> <p>若兩個發展計劃獲核准執行，市建局將聯同合作發展伙伴，整合住宅和工業用地作高密度綜合發展，將不可能變成可能，為「五街」及其毗鄰工業大廈的更新工作創造條件。</p>
<b>Planning and Design 規劃及設計</b>		
TPB/R/S/K22/URA1/1-243	<ul style="list-style-type: none"> <li>The combines GIC for this development together with KC-019 is just over 1% of the GFA.</li> </ul>	<p>To achieve the planning objectives of comprehensive designed waterfront developments and to bring greater planning gains to the community, a number of planning proposals and design features have been introduced under the draft DSPs.</p> <p>Apart from two-storey retail belt and 20m-wide waterfront promenade, which fulfil the planning intention of the current Kai Tak OZP, a central waterfront plaza with a minimum width of not less than 25m-wide is also provided in between both Schemes to bring in vibrancy into the Ma Tau Kok waterfront and as a break for improvement of visual connectivity and accessibility. Sensible building setback, separation and two 10m-wide non-building areas are incorporated to</p>

<b>Opposing Comments 反對意見</b>		
<b>Representation Nos.</b> 申述編號	<b>Extracted Comments</b> 意見節錄	<b>URA's Responses</b> 市建局之回應
	<ul style="list-style-type: none"> <li>Question the need for so much retail when Grand Waterfront adjacent has a shopping mall of 14,000sq.m with 50 stores.</li> </ul>	<p>enhance the overall visual permeability and air ventilation of the proposed development. Given the limited scale of both sites, building disposition has to be carefully designed after accommodating the various planning proposals.</p> <p>In view of the planning gains, site constraints and design consideration as stated above, the URA has committed in the draft DSPs to provide not less than 1,000 sq.m. (in KC-018) and not less than 500 sq.m. (in KC-019) non-domestic GFA for GIC uses to balance the community needs and site constraints, which is considered appropriate.</p> <p>The proposed non-domestic PR of 1.0 is already lower than the non-domestic PR of 1.5 for "Residential (Group A)" zone in existing OZPs in Kowloon in general. Such provision is intended to provide commercial uses serving the future population as well as to bring in vibrancy to the Ma Tak Kok waterfront area and it is generally in line with the residential developments of the current Kai Tak OZP.</p> <p>In addition, some affected operators from KC-019 have indicated their intention to relocate back after redevelopment due to the fact that their current business located therein has special ancestral reason. To partially meet their concerns, URA intends to revise the DSP Notes and ES of both KC-018 and KC-019 with the proposed non-domestic plot ratio of future development converted to not more than 1.5, while keeping the overall plot ratio at 7.5. Such proposed</p>

<b>Opposing Comments 反對意見</b>		
<b>Representation Nos. 申述編號</b>	<b>Extracted Comments 意見節錄</b>	<b>URA's Responses 市建局之回應</b>
	<ul style="list-style-type: none"> <li>• Question the viability of the 10m 2-storey retail belt and vibrant waterfront.</li> <li>• Question the need for so much parking when the Grand Waterfront with 1,782 units and a shopping mall has 268 parking spaces.</li> <li>• Question the omission of bicycle</li> </ul>	<p>amendment will create flexibility for URA's subsequent further engagement with the affected operators and allow adequate non-domestic areas (such as office and/or retail floor space) as a returning option to cope with their special needs (if requested), while maintaining the planning intention to provide sufficient commercial uses serving the future population as well as to bring in vibrancy to the Ma Tau Kok waterfront area. The proposed revision the DSP Notes and ES are enclosed in <b>Appendix 1</b>.</p> <p>To further strengthen the intention of the retail belt to enliven the waterfront promenade, a minimum 25m-wide building separation (central Waterfront Plaza) is proposed between both Schemes to create a focal point for gathering and place-making opportunities as well as a break for improvement of visual connectivity and permeability. Alfresco dining and commercial facilities will also be provided at the retail portion of the composite development, as a responsive design to extend the retail belt from the promenade towards both sides of the Waterfront Plaza to enhance the vibrancy of waterfront and the walking experience of pedestrians.</p> <p>The proposed number of parking spaces is line with the provision requirements as stated under the Hong Kong Planning Standards and Guidelines (HKPSG). Transport Department (TD) has been consulted and no comments were received on the proposed provision.</p> <p>According to the Civil Engineering and</p>

<b>Opposing Comments 反對意見</b>		
<b>Representation Nos.</b> 申述編號	<b>Extracted Comments</b> 意見節錄	<b>URA's Responses</b> 市建局之回應
	<p>parking spaces when in due course there will be a bike track along the waterfront.</p> <ul style="list-style-type: none"> <li>Description of Waterfront plaza is misleading. This is nothing more than a street with wall effect on either side leading to the waterfront. No indication that it will be pedestrianized.</li> <li>No active recreational space provided.</li> </ul>	<p>Development Department's (CEDD) proposal of Kai Tak GreenWay network, bicycle parking facilities were planned for public uses in support of the proposed network. Nevertheless, upon approval of the DSP and subject to liaison with TD, the URA may consider providing limited bicycle parking facilities within the development for public use.</p> <p>Under the current notional design, a section of Ma Tau Kok Road within the Scheme will be permanently closed for creation of the Waterfront Plaza. URA intends to provide a car-free walking environment to bring pedestrians from the hinterland of Ma Tau Kok towards the waterfront promenade.</p> <p>Upon completion of the proposed Scheme, a waterfront promenade with continuous pedestrian network connecting to the planned GreenWay would be available providing more open area for recreation and leisure uses. In addition, a Waterfront Plaza is also provided under the Scheme as the focal point for gathering and place-making opportunities serving the community.</p>
<b>Safety 安全</b>		
TPB/R/S/K22/URA1/1-244	<p><b>Objection to the two draft Development Scheme Plans:</b></p> <p><b>Inadequate justifications to address "safety" concern</b></p> <ul style="list-style-type: none"> <li>Departing from normal practices amongst government departments and other statutory bodies, when the URA stated in</li> </ul>	<p>In 2020, a Quantitative Risk Assessments (QRA) report, covering the assessment for the proposed development projects within the</p>

<b>Opposing Comments 反對意見</b>		
<b>Representation Nos.</b> 申述編號	<b>Extracted Comments</b> 意見節錄	<b>URA's Responses</b> 市建局之回應
	<p>the Planning Report that the CCPHI has endorsed a QRA in 2021 in support of its conclusion that such a development would not impose safety concerns, URA did not provide a written support of statement from CCPHI, or any relevant authorities.</p> <ul style="list-style-type: none"> <li>No sound details nor analysis is included to justify why the risk is acceptable.</li> <li>It is unclear whether the 2021 QRA that URA Planning Report relies on, had incorporated the on-site outdoor population in the proposed massive waterfront plaza and activity zones in-between the two Draft DSPs.</li> <li>The proposed waterfront plaza in-between the two Draft DSPs across the Tokwawan Road is</li> </ul>	<p>consultation area of the Ma Tau Kok Gas Production Plant (MTKGW) prepared by P-Tech Engineering Company Limited (a wholly owned subsidiary of Towngas), was submitted to the Coordinating Committee on Land-use Planning and Control relating to Potentially Hazardous Installations (CCPHI) for consideration. The QRA report was commented by EMSD and endorsed by the CCHPI in August 2021. P-Tech Engineering Company Limited concerns on business confidentiality, refused to give details of the report to URA. Please note that URA did not have the entire approved QRA report.</p> <p>In support of the draft DSPs submission, a Qualitative Appraisal of Risk Impact was prepared to ascertain that the proposed development of the two development schemes are in line with the approved QRA report. The population variation analysis in the qualitative risk assessment was prepared based on the same assumptions adopted in the approved QRA, including both indoor and outdoor population. The appraisal has concluded that the current proposal for KC-018 and KC-019 would result in reduced number of maximum population when compared to the assumption in the Approved QRA. Hence, there is no further increase in the societal risk impact encroaching into in unacceptable region due to the operation of the MTKGW is anticipated.</p> <p>Please be clarified that the proposed Waterfront Plaza is <b>NOT</b> directly facing the MTK Plant. Under the current</p>

**Opposing Comments. 反對意見**

Representation Nos. 申述編號	Extracted Comments 意見節錄	URA's Responses 市建局之回應
	<p>directly facing the MTK Plant with no shelter. There is a contradiction between the design of the DSPs and the TN concluded by the URA.</p> <p><b>Absence of emphasis on risk assessments due to close proximity between the Sites and PHI</b></p> <ul style="list-style-type: none"> <li>For the MTK plant or projects in close proximity to it, in the past if the risk level, after taking into account all mitigation measures proposed by the relevant project proponent, still falls within the "As Low As reasonably Practicable (ALARP)" region but result in substantial increase in PLL, the project would traditionally not be approved by the authority.</li> <li>Further concern whether the increasing risk of vandalism/sabotage as we experienced a few years ago has been taken into account. We estimate that if this is considered, the societal risk may even fall into the</li> </ul>	<p>notional design, the proposed at-grade Waterfront Plaza will be shielded by the future residential tower at KC-018. In addition, the proposed mitigation measures as proposed under the Approved QRA will also be followed as far as practicable, including (1) at-grade passageway on the southern side of both KC-018 and KC-019 sites, (2) minimise bench / sitting-out area at grade facing MTK Plant, (3) position the entrance of the podium building on its north side so that the population will be shielded by podium building with respect to the MTKGW and pedestrian near to the southern side close to MTKGW will also be reduced, and (4) the GIC use will be located away from the risk source as practicably possible.</p> <p>With the proposed mitigation measures in place, it is anticipated that potential risk impact concern arising from the proposed developments can be addressed.</p> <p>As mentioned above, both EMSD and EPD were consulted on the submitted Qualitative Appraisal of Risk Impact and no adverse comments were received. The Hong Kong Police Force (HKPF) had also been consulted on the draft DSP submission with no adverse comments received.</p>



**Opposing Comments 反對意見**

Representation Nos. 申述編號	Extracted Comments 意見節錄	URA's Responses 市建局之回應								
	<p>unacceptable zone.</p> <p><b>Proposed Amendments to Approved Kai Tak Outline Zoning Plan No. S/K22/8:</b></p> <ol style="list-style-type: none"> <li>The URA draft development scheme area (Ming Lun Street/Ma Tau Kok Road and To Kwa Wan Road/Ma Tau Kok Road) is designated as "Residential (Group A) 7";</li> <li>The Remarks (2) of the Residential (Group A) zone of the approved Kai Tak Outline Zoning Plan No. S/K22/8 be amended to add:                             <table border="1" data-bbox="470 1189 956 1359"> <thead> <tr> <th>Sub-area</th> <th>Maximum Domestic Plot Ratio</th> <th>Maximum Non-Domestic Plot Ratio</th> <th>Maximum Site Coverage (excluding basemen(s))</th> </tr> </thead> <tbody> <tr> <td>Residential (Group A)7</td> <td>6.5</td> <td>1.0</td> <td>65%</td> </tr> </tbody> </table> </li> <li>The Remarks (5a) to be added that:  <b>"On land designated "Residential (Group A)7" at Ming Lun Street/Ma Tau Kok Road and To Kwa Wan Road/Ma Tau Kok Road, a Quantitative Risk Assessment (QRA) must be submitted to the satisfaction of the Government and Towngas.</b></li> <li>The Explanatory Statement of the approved Kai Tak Outline Zoning Plan No. S/K22/8 covering the Residential (Group A) zone in paragraph 9.3 be</li> </ol>	Sub-area	Maximum Domestic Plot Ratio	Maximum Non-Domestic Plot Ratio	Maximum Site Coverage (excluding basemen(s))	Residential (Group A)7	6.5	1.0	65%	<p>The draft DSP for the Project is a statutory plan prepared by URA under section 25 of the Urban Renewal Authority Ordinance. Given there's no other sub-area under the proposed "Residential (Group A)" zone within the same DSP, the current zoning is considered appropriate.</p> <p>The site coverage of the proposed development will continue to be controlled through the restrictions as stipulated under the Building (Planning) Regulations. It is also in line with Government's streamlined arrangement provided in "Joint Practice Note No. 7 - Development Control Parameters Site Coverage Restrictions".</p> <p>As mentioned above, should there be no increase in total population, the approved QRA by CCPHI shall prevail/remain valid. Besides, both EMSD and EPD were consulted on the submitted Qualitative Appraisal of Risk Impact and no adverse comments were received. Resubmission of QRA at subsequent project implementation stage is considered not necessary.</p>
Sub-area	Maximum Domestic Plot Ratio	Maximum Non-Domestic Plot Ratio	Maximum Site Coverage (excluding basemen(s))							
Residential (Group A)7	6.5	1.0	65%							

<b>Opposing Comments 反對意見</b>		
<b>Representation Nos.</b> 申述編號	<b>Extracted Comments</b> 意見節錄	<b>URA's Responses</b> 市建局之回應
	correspondingly amended to add the newly designated Residential (Group A) 7 together with the requirements to submit the Quantitative Risk Assessment to the satisfaction of the Government and Towngas.	

**Appendix 附件 1**

**Proposed Amendments to  
Draft Notes and Explanatory Statement (ES)  
for Draft Urban Renewal Authority  
Ming Lun Street / Ma Tau Kok Road  
Development Scheme Plan No. S/K22/URA1/1 (KC-018)**

**建議修訂的市區重建局  
明倫街／馬頭角道發展計劃草圖  
編號 S/K22/URA1/1 (KC-018)  
的註釋和說明書**

**DRAFT URBAN RENEWAL AUTHORITY**  
**MING LUN STREET / MA TAU KOK ROAD**  
**DEVELOPMENT SCHEME PLAN NO. S/K22/URA1/A**

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority Ordinance)

**NOTES**

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3)
  - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
  - (b) Any material change of use, or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
  - (c) For the purposes of subparagraph (a) above, "existing use of any land or building" means: –
    - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as 'the first plan'),

- a use in existence before the publication of the first plan which has continued since it came into existence; or
  - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
- (ii) after the publication of the first plan,
- a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
  - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.
- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway/tram tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
- (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/rail/tram/public light bus stop or layby, cycle track, rail track, railway station entrance, railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
  - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related

facilities, waterworks (excluding works on service reservoir) and such other public works coordinated or implemented by Government; and

- (c) maintenance or repair of watercourse.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:
- on-street vehicle park, railway track and tram track.
- (9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (10) In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.
- (11) Any development not compatible with the Urban Renewal Authority's Development Scheme for the area is prohibited by virtue of section 25(4) of the Urban Renewal Authority Ordinance.

**DRAFT URBAN RENEWAL AUTHORITY**  
**MING LUN STREET / MA TAU KOK ROAD**  
**DEVELOPMENT SCHEME PLAN NO. S/K22/URA1/A**

Schedule of Uses

	<u>Page</u>
RESIDENTIAL (GROUP A)	1

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Commercial Bathhouse/
Flat	Massage Establishment
Government Use (not elsewhere specified)	Eating Place
House	Education Institution
Library	Exhibition or Convention Hall
Market	Government Refuse Collection Point
Place of Recreation, Sports or Culture	Hospital
Public Clinic	Hotel
Public Transport Terminus or Station (excluding open-air terminus or station)	Institutional Use (not elsewhere specified)
Residential Institution	Office
School (in free-standing purpose-designed building only)	Petrol Filling Station
Social Welfare Facility	Place of Entertainment
Utility Installation for Private Project	Private Club
	Public Convenience
	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Religious Institution
	School (not elsewhere specified)
	Shop and Services (not elsewhere specified)
	Training Centre

(Please see next page)



RESIDENTIAL (GROUP A) (Cont'd)

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In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of a building, both excluding floors containing wholly or mainly car parking, loading/unloading bay and/or plant room:

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Eating Place  
Educational Institution  
Institutional Use (not elsewhere specified)  
Off-course Betting Centre  
Office  
Place of Entertainment  
Private Club  
Public Convenience  
Recyclable Collection Centre  
School  
Shop and Services  
Training Centre

Planning Intention

This zone is intended primarily for comprehensive high-density residential developments with provision of waterfront promenade. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of a building.

Remarks

- (1) 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 6.5 for a domestic building or 7.5 for a building that is partly domestic and partly non-domestic, or the plot ratio of the existing building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs (7) and/or (8) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 6.5.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (2) For the purposes of paragraph (1) above, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio, or the plot ratio of the existing building, whichever is the greater, subject to, as applicable: –
- (i) the plot ratio of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or
  - (ii) the maximum domestic and/or non-domestic plot ratio stated in paragraph (1) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.
- (3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (4) On land designated 'Shop and Services' and 'Eating Place' uses only, buildings not exceeding 2 storeys to accommodate 'Shop and Services' and 'Eating Place' uses shall be provided.
- (5) On land designated 'Waterfront Promenade', a 20m-wide promenade abutting the waterfront shall be provided for public enjoyment purpose.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (6) In determining the maximum plot ratio for the purposes of paragraph (1) above,
  - (a) any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded; and
  - (b) any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, may also be disregarded.
- (7) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraphs (1) and (2) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in the paragraphs (1) and (2) above may thereby be exceeded.
- (8) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions as stated in paragraphs (1) and (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (9) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

**DRAFT URBAN RENEWAL AUTHORITY**

**MING LUN STREET / MA TAU KOK ROAD**

**DEVELOPMENT SCHEME PLAN NO. S/K22/URA1/A**

**EXPLANATORY STATEMENT**

**DRAFT URBAN RENEWAL AUTHORITY**

**MING LUN STREET / MA TAU KOK ROAD**

**DEVELOPMENT SCHEME PLAN NO. S/K22/URA1/A**

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**DRAFT URBAN RENEWAL AUTHORITY**  
**MING LUN STREET / MA TAU KOK ROAD**  
**DEVELOPMENT SCHEME PLAN NO. S/K22/URA1/A**

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority Ordinance)

**EXPLANATORY STATEMENT**

Note: For the purposes of the Town Planning Ordinance (the Ordinance), this statement shall not be deemed to constitute a part of the Plan.

**1. INTRODUCTION**

This explanatory statement is intended to assist an understanding of the draft Urban Renewal Authority (URA) Ming Lun Street / Ma Tau Kok Road Development Scheme Plan (DSP) No. S/K22/URA1/A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the area covered by the Plan.

**2. AUTHORITY FOR THE PLAN AND PROCEDURES**

- 2.1 In the URA's 21<sup>st</sup> Business Plan (2022/23) which was approved by the Financial Secretary, the Ming Lun Street / Ma Tau Kok Road Development Scheme (KC-018) (the Development Scheme) was proposed to be processed as a Development Scheme under section 25 of the URA Ordinance (URAO).
- 2.2 On 7 October 2022, pursuant to section 23(1) of the URAO, the URA notified in the Government Gazette the commencement of implementation of the Development Scheme.

- 2.3 On the same day of commencement (i.e. 7 October 2022), the URA submitted the draft URA Ming Lun Street / Ma Tau Kok Road DSP to the Board under section 25(5) of the URAO.
- 2.4 On XXXX 2023, the Board, under section 25(6)(a) of the URAO, deemed the draft URA Ming Lun Street / Ma Tau Kok Road DSP as being suitable for publication. Under section 25(7) of the URAO, the draft DSP, which the Board has deemed suitable for publication, is deemed to be a draft plan prepared by the Board for the purposes of the Ordinance.
- 2.5 On XXXX 2023, the draft Ming Lun Street / Ma Tau Kok Road DSP No. S/K22/URA1/A (the Plan) was exhibited under section 5 of the Ordinance. By virtue of section 25(9) of the URAO, the Plan has from the date replaced the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/8 in respect of the area delineated and described herein.

### **3. OBJECT OF THE PLAN**

The Plan illustrates that the Development Scheme Area (the Area) is designated as “Residential (Group A)” (“R(A)”) and an area shown as ‘Road’. It is planned to be developed by means of the Development Scheme prepared under section 25 of the URAO. The Development Scheme intends to achieve a holistic re-planning of land uses together with the adjoining urban fabric at To Kwa Wan Road / Ma Tau Kok Road Development Scheme (KC-019) to facilitate the expedition of redevelopment into comprehensively designed waterfront developments fitting in with the redevelopment intention of the 5 Streets area in Ma Tau Kok. Waterfront promenade, retail belt and non-building area as designated on the DSP will be provided. Government, institution or community (GIC) facilities will also be provided within the Area to meet community needs.

4. **NOTES OF THE PLAN**

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area in this zone and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. **AREA COVERED BY THE PLAN**

- 5.1 The Development Scheme boundary is shown in heavy broken line on the Plan. The Area is broadly bounded by Ma Tau Kok Waterfront to the east, the Grand Waterfront to the south, To Kwa Wan Road to the west and Ma Tau Kok Road to the north. With a total site area of about 11,430m<sup>2</sup> (subject to site survey), the Area includes buildings built on private lots, the Kowloon City District Council Sitting-out Area, roads, Government lanes and the public pavement.
- 5.2 Before the exhibition of the Plan, the Area was zoned "Comprehensive Development Area" and a strip of land shown as 'Road'<sup>1</sup> on the approved Kai Tak OZP No. S/K22/8.

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<sup>1</sup> To facilitate land resumption and implementation of the Development Scheme, the Development Scheme boundary includes a small area of pavement along To Kwa Wan Road which is shown as 'Road' under the draft Ma Tau Kok OZP No. S/K10/29 and the approved Kai Tak OZP No. S/K22/8. This area is not accountable for gross floor area/plot ratio calculation.



6. **EXISTING CONDITIONS**

The Area is currently consisting of 5 clusters of 8 storey residential buildings, and were completed between 1959 and 1960. They are predominantly occupied by domestic use on the upper floors and non-domestic uses on the ground floors. All buildings are without lift and the serviceability is poor.

7. **PLANNING AND LAND USE PROPOSALS**

7.1 On the Plan, the Area is zoned "R(A)" and areas shown as 'Road'. The Notes of the Plan indicated broadly the intended land uses within the Area. The total area of the DSP is about 11,430m<sup>2</sup>, of which the area covered by the "R(A)" zone is about 10,776m<sup>2</sup> (subject to site survey).

**Uses**

7.2 The "R(A)" zone is intended primarily for comprehensive high-density residential developments with the provision of waterfront promenade for public enjoyment purposes. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-domestic portion of a building.

7.3 Developments or redevelopments within the "R(A)" zone are subject to specific control on plot ratios, i.e. a maximum plot ratio of 6.5 for a domestic building or a maximum plot ratio of 7.5 for a partly domestic and partly non-domestic building. Except where the plot ratio is permitted to be exceeded under the Notes of the Plan or under Building (Planning) Regulations 22(1) or (2), under no circumstances shall the plot ratio for the domestic part of any development exceed 6.5. The "R(A)" zone is also subject to a maximum building height of 120 metres above Principal Datum (mPD).

7.4 The plot ratio control under "R(A)" zone is regarded as being stipulated in a "new or amended statutory plan" according to the Joint Practice Note No. 4 "Development Control Parameters Plot Ratio/Gross Floor

Area”, and shall be subject to the streamlining arrangements stated therein.

- 7.5 To provide design flexibility, minor relaxation of the plot ratio and building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its individual planning and design merits.

**Non-building Area (NBA) and Building Setback**

- 7.6 In respecting the waterfront setting and promoting public access and visual permeability to the waterfront, a NBA of about 10m wide in an east-west direction is designated along the southern boundary of the “R(A)” zone of the Area. The NBA is intended to allow for better wind penetration into the inland sites, which can also help to improve the overall air ventilation and visual permeability for the Area. Under exceptional circumstances, minor relaxation of the NBA restriction may be considered by the Board on application under section 16 of the Ordinance. Landscaping and street feature, underground structures and covered walkway will be permitted within the NBA. Fence or boundary walls that are designed to allow high visual/air porosity will also be allowed within the NBA.
- 7.7 Building setback at ground floor/podium level (facing the waterfront plaza) is proposed at the “R(A)” site to create wider and enhanced pedestrian environment. The setback is subject to detailed design on the feasibility and agreement with relevant Government departments.

**Waterfront Promenade**

- 7.8 In view of the waterfront location of the Area, a waterfront promenade of not less than 20m wide will be provided for public enjoyment. Seaside footpath, siting-out area, Greenway and landscaping will be provided at the waterfront promenade as appropriate. The waterfront promenade will seamlessly connect with the planned waterfront promenade at the north, contributing as part of the continuous promenade from Ma Tau Kok towards Cha Kwo Ling. To promote vibrancy and liveliness of the

waterfront area, a strip of land of about 10m wide<sup>2</sup> for provision of a two-storey retail belt for 'Shop and Services' and 'Eating Place' uses will be provided along the waterfront promenade. The waterfront promenade will be opened for public use 24 hours to benefit the local community, subject to local views and liaison with relevant Government departments.

- 7.9 In order to facilitate early and comprehensive implementation of the waterfront promenades at KC-018 and KC-019, the provision of waterfront promenades in one go may be explored and implemented under the earliest redevelopment programme (subject to detailed feasibility study) in the event that KC-018 and KC-019 would be redeveloped in phases.

#### **Waterfront Plaza**

- 7.10 Subject to detailed design, an at-grade Waterfront Plaza is proposed along the northern boundary of the Area to connect To Kwa Wan Road with the retail belt and waterfront promenade. The Waterfront Plaza with landscaping, sitting out area and a 24-hour pedestrian passageway will be integrated with the adjoining planned waterfront plaza in URA's To Kwa Wan Road / Ma Tau Kok Road Development Scheme (KC-019) to the north, to provide pedestrian connection between To Kwa Wan Road to the west and the retail belt and waterfront promenade to the east. The entire Waterfront Plaza, with a minimum width of 25m at the narrowest points between the podiums at KC-018 and KC-019, will reinforce the waterfront ambience of the Area through creating a focal point for harbour viewing, leisure strolling and place-making. The design and actual extent of the Waterfront Plaza shall be determined at detailed design stage.

#### **GIC Facilities**

- 7.11 Subject to confirmation of operational needs and detailed design, not less than 1,000m<sup>2</sup> non-domestic gross floor area would be proposed for GIC uses within the non-domestic portion of the Development Scheme. The

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<sup>2</sup> With full-height building setback atop the two-storey retail belt.

intended GIC use would be subject to further liaison with relevant Government departments as well as views from local stakeholders. The actual GIC gross floor area is subject to departmental confirmation upon land grant preparation stage. In determining the relevant maximum plot ratio of the development and/or redevelopment, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded. The total gross floor area of GIC facilities shall be determined based on the operational and design requirements of the confirmed uses as advised by relevant Government departments.

#### **Internal Transport Facilities**

- 7.12 Ancillary car parking spaces and loading/unloading bays will be provided in a basement car park. The number and locations of car parking spaces and loading/unloading bays will be based on the relevant requirements under the Hong Kong Planning Standards and Guidelines and subject to agreement with Transport Department.

#### **Pedestrian and Vehicular Circulation**

- 7.13 Under a holistic planning approach, the Development Scheme is proposed to enhance both the pedestrian and vehicular connectivity to Kai Tak Development Area (KTDA) and the old urban area of Ma Tau Kok and To Kwa Wan in the hinterland. To enhance walkability and connectivity of the Area with the waterfront promenade and the surrounding neighbourhood, the section of Ma Tau Kok Road, whole of Ming Lun Street, Chung Sun Street, Hing Yin Street and Hing Yan Street within the Area will be closed permanently for redevelopment and/or creation of the Waterfront Plaza. It can facilitate a car-free walking environment to bring pedestrians from the hinterland of Ma Tau Kok towards the waterfront promenade.
- 7.14 In addition, through rationalizing of existing land uses, the residential development within the "R(A)" site will be setback from To Kwa Wan Road to provide an opportunity to reserve area for the planned road widening works of the existing To Kwa Wan Road from a 4-lane road to a 6-lane road. Detailed design and implementation programme will

be subject to local views and agreement with relevant Government departments.

#### **Provision of Footbridge Connection**

- 7.15 To further enhance the walkability and connectivity between the Area and the inland area of To Kwa Wan, a footbridge connection at the podium level at the "R(A)" site of KC-019 over To Kwa Wan Road is intended and would be explored under separate revitalisation initiatives. In the event that the provision of the footbridge at KC-019 faces uncertainty, a footbridge connection extending from the podium level of KC-018 could be explored as an alternative if necessary. The design and openings of the footbridge connection point are subject to liaison and agreement with relevant Government departments.

#### **Abandoned Pier Structure and Landing Steps**

- 7.16 There is an existing abandoned pier structure and landing steps owned by the Government located outside the Development Scheme boundary and does not form part of the DSP. Given there is potential to revitalize the pier structure and landing steps to achieve a coherent design theme for waterfront area and for public enjoyment, the URA will liaise with relevant Government departments on the proposal via separate revitalisation initiatives subject to the approval of DSP and detailed technical feasibility study.

### **8. IMPLEMENTATION OF THE DEVELOPMENT SCHEME**

- 8.1 The proposals set out in the Plan form an integral part of the Development Scheme for the Area.
- 8.2 The URA does not own or lease any land within the boundaries of the Development Scheme and intends to acquire the properties within the Area of the Development Scheme. With respect to any of such properties which cannot be acquired by purchase, the Secretary for

Development would consider, upon the application of the URA, recommending to the Chief Executive in Council the resumption of properties under the Lands Resumption Ordinance, if necessary.

- 8.3 All eligible tenants will be offered an ex-gratia payment package in accordance with URA's policy. The URA has already entered into agreement with the Hong Kong Housing Society (HKHS) and the Hong Kong Housing Authority (HKHA) for the purpose of making available rehousing units by HKHS or HKHA to rehouse affected tenants who satisfy the eligibility criteria of HKHS or HKHA.
- 8.4 Non-domestic tenants of properties acquired by URA whose tenancies are terminated by URA due to implementation of the Development Scheme may be offered an ex-gratia allowance to assist in their business relocation.
- 8.5 Details of the acquisition, rehousing and ex-gratia allowance policies are subject to the URA's prevailing policies at the time of acquisition. The URA may implement the Development Scheme on its own or in association with one or more partners.

**TOWN PLANNING BOARD**

**XXXXX 2023**

**就草圖的申述提出意見****Comment on Representation Relating to Draft Plan**TPB/R/S/K22/URA1/1  
**C2****參考編號**

Reference Number:

230630-142956-01586

**提交限期**

Deadline for submission:

30/06/2023

**提交日期及時間**

Date and time of submission:

30/06/2023 14:29:56

**「提意見人」全名**

Full Name of "Commenter":

女士 Ms. Ho Nga Sum Clarice

**「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/K22/URA1/1

**意見詳情**

Details of the Comments:

申述編號 Representation No:	意見詳情 Details of Comments:
R1 - R241	<p>5街的樓宇狀況欠佳，居住環境惡劣，衛生問題嚴重。因此，透過重建改善市民生活環境是一個重要的方向。除興建更現代化和舒適的住宅，重建亦可以改善周邊環境，增加社區設施及綠化空間，提高居民的生活品質及為社區帶來正面影響。</p> <p>此外，重建計劃亦提供海濱長廊，並連接啟德發展區。此舉將提供一條無間斷海濱長廊，為區內居民提供公共休閒空間，讓市民和遊客可以有多个地方散步、慢跑、騎自行車等，享受海濱風光和健康的的生活方式。因此支持重建計劃。</p>

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	TPB/R/S/K22/URA1/1 C3
	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, 填寫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」)

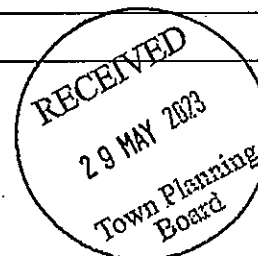
Full Name 姓名 / 名稱 (Mr./ Ms./ Company/ Organisation\* 先生/女士/公司/機構\*)

羅安理

(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)

S/K22/URA1/1

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)

R71

\* 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

見附頁

# 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」

尊敬的香港房屋市區重建局首長：

我叫羅安理

是

業主。現在本棟樓面臨政府重建收購，我將有關問題陳述如下，希望能夠得到公平的處理。

(一) 本人在香港只有 [ ] 唯一一處居所，我和家人一直在此居住。

(二) 2019年3月經房屋中介介紹租給蔡偉烈先生。

(三) 出租的原因

① [ ] 已超過50年樓齡，年久失修，加之當年建築用的是海沙，室內牆壁多處鋼筋鏽蝕凸出，窗戶變形，電線老化，臨海潮濕，我們老人家也無力改變其狀況，在此生活很不方便。

② 本人因健康原因，尤其是膝關節退行性關節炎，行動不便，上下樓梯非常困難，加之我和老伴都患有一些老年人基礎疾病如高血壓、高血脂、高尿酸、肝血管瘤、脂肪肝及慢性支氣管炎，身邊沒有兒女照顧，(我們有兩個孩子，兒子劉卓果香港永久居民，已婚。兒媳黃琳香港永久居民，兩人現都在大陸工作並育有兩個孩子。女兒女婿都在深圳工作)生活很不方便。所以在2010年起我們便在香港、深圳兩邊住。

03年我的右膝關節痛疼不能行走，伊麗沙伯醫院診斷為雙膝退行性關節炎，2017年伊麗沙伯醫院決定給我做右膝關節置換手術，由於當年又發現患有下肢靜脈血栓，手術可能有危險，所以決定取消手術推後執行。直到2020年11月的一天早起右膝被破碎軟骨卡住，伸直後收不回來無法行走這時才決定做置換手術。

③ 由於 [ ] 臨海，位置隱蔽幽靜，尤其夜間行人極少，2010-2018年間曾先後三次被不法之徒撬開門窗在屋內居住，他們在室內睡覺、喝酒、吸煙，將室搞得亂七八糟，烏烟瘴氣，我們曾三次報警，警察曾上門核實情況。第三次

是在夜晚由鄰居葉太發現我的屋內有燈光(當時我們在深圳),電話告訴我,然後報警處理,屋內電視機被盜,窗戶撬壞無法關閉,鐵門也撬亂,無奈之下才將本居所花費十幾萬元簡單裝修後,於2019年3月委託房屋中介以月租9500元出租,2021年至2022年疫情原因租客蔡先生經濟狀況不好本想搬離,由我主動降低月租1000元至月租8500港元才使雙方渡過難關。2023年恢復月租9500港元至今。

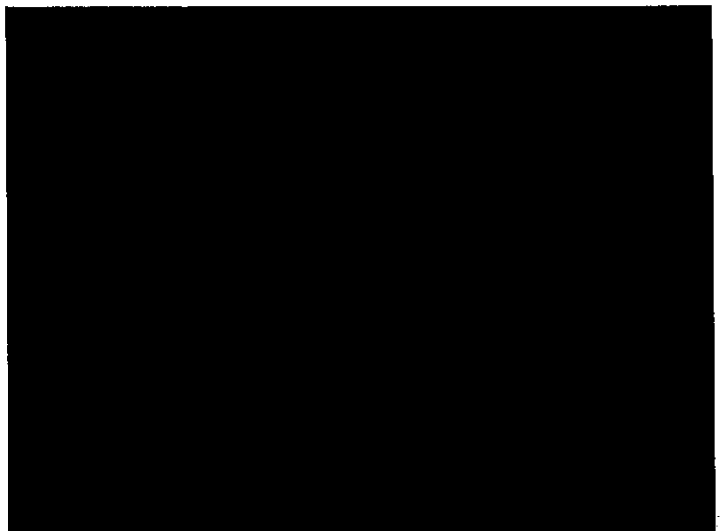
尊敬的房屋市區重建局首長,我今年已年逾78歲,老伴80歲已是風燭殘年,我把有關情況如實反映給您,希望能夠得到您的理解和支持,在房屋收購時,本人能得到公平處理。

不勝感激!

羅安理

2023.6.15

聯絡電話:



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Re: DRAFT URA MING LUN STREET/MA TAU KOK ROAD DEVELOPMENT  
SCHEME PLAN NO. S/K22/URA1/1 KC-018  
30/06/2023 21:28

From: [REDACTED]  
To: tpbpd <tpbpd@pland.gov.hk>  
File Ref.

Dear TPB Members,

The significant decline in residential sales indicate that the appetite of acquiring housing for investment purposes has been quelled by the rising interest rates and the poor economy both here and on the mainland. The administration has withdrawn a number of sites from Land Sales as demand for property has declined.

That there will be a significant glut in private residential units is now inevitable, the fact that Chinachem sold only 3 units at its Anderson Quarry development is only the tip of the iceberg. There are hundreds of nano flats lying empty, particularly in less popular locations in NT.

Going forward the focus must be on housing those living in poor conditions. This site should be acquired by the authorities to provide either PH or subsidized housing units. The administration can recompense the URA for the costs involved.

Mary Mulvihill

From: [REDACTED]  
To: tpbpd <tpbpd@pland.gov.hk>  
Date: Wednesday, 3 May 2023 3:13 AM CST  
Subject: DRAFT URA MING LUN STREET/MA TAU KOK ROAD  
DEVELOPMENT SCHEME PLAN NO. S/K22/URA1/1 KC-018

**DRAFT URA MING LUN STREET/MA TAU KOK ROAD DEVELOPMENT  
SCHEME PLAN NO. S/K22/URA1/1 KC-018**

Dear TPB Members,

The board has launched a public consultation that in view of the manner in which the paper has been presented is clearly intended to deter any but the most determined members of the community from participating.

A whopping 843 page document with no search function and no copy and paste. Consequently anyone who relies on a simple home computer and does not have access to a printer faces almost insurmountable problems in understanding the issues.

The paper should have been split into components, particularly the 10 Appendix,

each of which should be accessible on a separate link and include a search function.

I made numerous attempts to download the mega file. This took around 20 minutes and the download failed on many attempts. When a download was achieved scrolling through the reports was slow as every illustration included took time to appear on the screen. With no search function there was no way to identify pages of interest via key words.

Site Area: 11,430sq.m (10,496sq.m for PR calculation)

Zoning: CDA

2 Towers 1,276 Units / Retail Podium / PR 7.5 / 120mPD / 434 Vehicle Parking

Strong objections to the miniscule allocation to GIC, a mere 1,000sq.m, less than one tenth of the GFA to be devoted to retail. The combined GIC for this development together with KC-019 is just over 1% of the GFA. Compare this to the Policy Address 2020 pledge

- Invite the Hong Kong Housing Authority and the Hong Kong Housing Society to increase the plot ratio of future public housing projects so that **5% of the gross floor area can be set aside for the provision of social welfare facilities**

The URA, we were told, would ensure a better quality of living. With an ageing society and serious deficits in the provision of many services, the almost nonexistent provision of community services in the development is deplorable and not acceptable.

Question the need for so much retail when Grand Waterfront adjacent has a shopping mall of 14,000sq.m with 50 stores.

Question the need for so much parking when the Grand Waterfront with 1,782 units and a shopping mall has 268 parking spaces.

KC-18 is closer to the Sung Wong Toi MTR. Transport Dept continues to insist that it is government policy to encourage greater use of public transport. Apart from the MTR, this district has dozens of bus routes passing through and a bus station in front of the nearby ferry pier.

Question the omission of bicycle parking spaces when in due course there will be a bike track along the waterfront. Moreover in view of the distance to the tip of Kai Tak and the issues with transport, cycling should be encouraged.

Question the viability of the 10mt 2-storey retail belt and vibrant waterfront. No indication as to what measures would be in place to ensure that this becomes reality. None of our waterfront provide the variety of F&B outlets one enjoys in other jurisdictions. The reality will probably be on the lines of the SHK North Point development where what should be waterfront facilities are boarded up shop windows.

The description Waterfront Plaza is misleading. This is nothing more than a street with wall effect on either side leading to the waterfront. No indication that it will be pedestrianized.

No active recreational space provided, for example where young kids could learn to ride bicycles, etc.

So another URA make over and another step in its ambitions to add to its portfolio of shopping malls as the intention appears to be to retain the commercial podium instead of flogging the shops to provide more capital for redevelopment projects.

Mary Mulvihill



TPB/R/S/K22/URA1/1  
C5

**就草圖的申述提出意見**  
**Comment on Representation Relating to Draft Plan**

**參考編號**  
**Reference Number:** 230630-172236-86639

**提交限期**  
**Deadline for submission:** 30/06/2023

**提交日期及時間**  
**Date and time of submission:** 30/06/2023 17:22:36

**「提意見人」全名**  
**Full Name of "Commenter":** 九龍城交通

**「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/K22/URA1/1

**意見詳情**  
**Details of the Comments:**

申述編號 Representation No:	意見詳情 Details of Comments:
R0244	發展局海港事務專員於 2023 年 2 月 28 日曾答覆立法會指，由於現時 KC-018/19 重建項目及九龍城碼頭之間的海濱（下稱「翔龍灣海濱」）內設有煤氣調壓設施，因而難以騰空相關海濱空間設置行人通道，以貫通整段土瓜灣至啟德之間的海濱長廊。然而，煤氣公司直至目前為止仍未有提供足夠資料或評估證明「翔龍灣海濱」不適宜開放予公眾使用。若然煤氣公司認為需考慮安全問題而不能騰空「翔龍灣海濱」，請問可否提供更多資料以解釋相關設施可能帶來潛在安全風險？如相關安全風險有限，煤氣公司是否有其他考慮因素決定不能騰空設施作為「翔龍灣海濱」用地？