

DRAFT URBAN RENEWAL AUTHORITY
KAI TAK ROAD / SA PO ROAD
DEVELOPMENT SCHEME PLAN NO. S/K10/URA1/1

(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 widths, road junctions and alignments of roads 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 Schedule of Uses:
- (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit 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; and
 - (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 co-ordinated or implemented by Government.

- (8) 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.
- (9) 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.
- (10) 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.

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Schedule of Uses

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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 Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Public Vehicle Park (excluding container vehicle) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/ Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Religious Institution School (not elsewhere specified) Shop and Services (not elsewhere specified) Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

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

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 high-density residential developments with the provision of a sunken plaza and underground public vehicle park. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-domestic portion of a building connecting to the sunken plaza.

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 7.5 for a domestic building or 9.0 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 7.5.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (2) For a non-domestic building to be erected on the site, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (7) and/or (8) hereof.
- (3) 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 relevant maximum domestic and/or non-domestic plot ratio(s), or the domestic and/or non-domestic port ratio(s) or the existing building, whichever is the greater, subject to, as applicable –
 - (i) the plot ratio(s) 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(s) 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.
- (4) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) and (2) above, 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. 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.
- (5) An underground public vehicle park shall be provided as required by the Government.
- (6) 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 (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (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) or (2) above 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) or (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), (2) and (6) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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EXPLANATORY STATEMENT

DRAFT URBAN RENEWAL AUTHORITY
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(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) Kai Tak Road/Sa Po Road Development Scheme Plan (DSP) No. S/K10/URA1/1. 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 17th Business Plan (2018/19) approved by the Financial Secretary in early 2018, the Kai Tak Road/Sa Po Road Development Scheme (KC-015) was proposed to be processed as a Development Scheme under section 25 of the URA Ordinance (URAO).
- 2.2 On 22 February 2019, pursuant to section 23(1) of the URAO, the URA notified in the Government Gazette the commencement of implementation of the Kai Tak Road/Sa Po Road Development Scheme.

- 2.3 On the same day of commencement (i.e. 22 February 2019), the URA submitted the draft URA Kai Tak Road/Sa Po Road DSP to the Board under section 25(5) of the URAO.
- 2.4 On 14 June 2019, the Board, under section 25(6)(b) of the URAO, deemed the draft URA Kai Tak Road/Sa Po Road DSP after amending the Schedule of Uses of the Notes for the “Residential (Group A)” (“R(A)”) zone 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 5 July 2019, the draft Kai Tak Road/Sa Po Road DSP No. S/K10/URA1/1 (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 Ma Tau Kok Outline Zoning Plan (OZP) 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 “R(A)”. It is planned to be developed by means of the Development Scheme prepared under section 25 of the URAO. The Development Scheme intends to be primarily for a high-density residential development with the provision of a split-level sunken plaza and underground public vehicle park. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-domestic portion of a building connecting to the sunken plaza.

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 which is shown in heavy broken line on the Plan, covers a total area of about 6,106 m². The Area is located at the street block bounded by Sa Po Road to the east, Prince Edward Road East to the south, Kai Tak Road to the west and Carpenter Road to the north. The Area includes two rows of buildings, two pieces of government land and also a portion of existing Sa Po Road in the southern part of the Development Scheme. The Area also includes a government lane between the two rows of buildings, and pavement area.
- 5.2 Before the exhibition of the Plan, the Area was zoned "Residential (Group A)2" and an area shown as 'Road' on the Approved Ma Tau Kok OZP No. S/K10/24.

6. EXISTING CONDITIONS

- 6.1 The buildings within the Area are predominantly for residential use on the upper floors, and shop use on the ground floors. The only exception is the commercial building on 31-35 Sa Po Road, which is permitted for office use on upper floors and shops for ground floor. The residential buildings within the Area are of 5 to 10 storeys high and were built between 1962 and 1990. The commercial building is of 12 storeys high and was built in 1981. The buildings are in a dilapidating condition.

- 6.2 There is one private vacant site at 28-30 Kai Tak Road, which is currently used as a carpark. There are also two pieces of government land on the southern side within the Development Scheme which are amenity area with landscaping, trees and sitting area.
- 6.3 The existing Sa Po Road is a one-way southbound local road. It passes by the immediate east of the Area and connects to Nga Tsin Wai Road in the south. The existing southern portion of Sa Po Road is included in the Area for redevelopment.

7. PLANNING AND LAND USE PROPOSALS

- 7.1 On the Plan, the Area is zoned “R(A)” and the Notes of the Plan indicated broadly the intended land uses within the Area. The area covered by the “R(A)” zone is about 5,352 m², subject to site survey.

Uses

- 7.2 The “R(A)” zone is intended primarily for high-density residential developments with the provision of the sunken plaza and underground public vehicle park to serve the community. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-domestic portion of a building connecting to the sunken plaza.
- 7.3 The maximum plot ratio within the “R(A)” zone is 9.0, or the plot ratio of the existing building(s), whichever is the greater. 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 7.5. The “R(A)” zone is also subject to a maximum building height of 120 metres above Principal Datum (mPD).
- 7.4 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.

Split-level Sunken Plaza

- 7.5 A portion of existing Sa Po Road is proposed to be closed to make way for the development of a sunken plaza of 1,000 m² in the southern side of the Area. It will be connected with the proposed pedestrian subway across Prince Edward Road East by Civil Engineering and Development Department (CEDD) to the Kai Tak Development Area (KTDA) and its future underground shopping street (USS). The sunken plaza can serve to strengthen connectivity and walkability between the Area and the KTDA. Commercial space will be provided connecting to the sunken plaza to enable extension of vibrant retail activities from the USS of KTDA. The linkage between street level/the sunken plaza and the proposed pedestrian subway to KTDA will be opened for public use 24 hours daily. The linkage between street level and the proposed subway (via the sunken plaza) should be provided with barrier-free access. The sunken plaza will be opened for public use at reasonable hours to benefit the local community.
- 7.6 The sunken plaza will be developed with different levels of space on ground floor and basement levels. It will include covered and uncovered area and with hard and soft landscape, commercial/retail components, event space and place-making elements at different levels for enjoyment. The sunken plaza will form part of the development and will be managed and maintained by the URA or its assignee.
- 7.7 The sunken plaza will also integrate with the existing pavement along Prince Edward Road East to provide more comfortable and spacious connection with the existing pavement and to provide solution space for queuing at existing bus stops, improve pedestrian circulation and enhance walkability.

Vehicular and Pedestrian Circulation

- 7.8 To rationalise the land uses and to facilitate the creation of the sunken plaza, a portion of existing Sa Po Road will be closed permanently. A new private road will be provided within the Area for public use to divert the one-way vehicular traffic from Sa Po Road to Kai Tak Road.

Pavement will be provided on both sides of the new private road to provide safe and comfortable walking environment. The private road will be opened for public use 24 hours daily. Appropriate pedestrian crossing will be provided at the new private road to allow safe and convenient pedestrian connection between the proposed development and the sunken plaza in the Area.

Underground Public Vehicle Park

- 7.9 An underground public vehicle park will be provided within the Development Scheme to meet the local parking needs. It is proposed to accommodate about 300 private car parking spaces for public use. The provision of underground public vehicle park may also make way for solution space and create opportunity for pavement widening in the surrounding area. Management of the underground public vehicle park will be arranged at the development stage.

Internal Transport Facilities

- 7.10 Ancillary car parking spaces for the proposed residential development with non-domestic podium in the Development Scheme will also be provided in an underground car park. Ancillary loading/unloading bays will be provided within the Development Scheme. The number of car parking spaces and loading/unloading bays will be based on the relevant requirements under the Hong Kong Planning Standards and Guidelines (HKPSG) and subject to agreement with Transport Department.

Government, Institution or Community (GIC) Facilities

- 7.11 Not less than 800 m² gross floor area (GFA) would be reserved for community use within the non-domestic portion. The facilities can be run by a suitable Non-governmental Organisation (NGO) selected by the URA, or run by the Government, subject to liaison with relevant Government departments. In order to facilitate provision of GIC facilities, 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.

Landscaping and Greening

- 7.12 A cohesive landscaping, tree planting and greening will be designed, where appropriate and applicable, at the sunken plaza to enhance the local environment. To echo with the landscaping at the sunken plaza, greening on the podium edge and pedestrian level of the proposed development will be provided as far as practicable to meet the Sustainable Building Design (SBD) Guidelines and to enhance the local streetscape.

Air Ventilation

- 7.13 According to the air ventilation assessment report (AVA 2019) for the proposed development, good design features (i.e. the sunken plaza and 50m setback of domestic tower (at above 15m) from the intersection point of site boundary where Kai Tak Road and Prince Edward Road East meet) were proposed to enhance wind flow penetration. They should be incorporated in the design and layout of future developments in the “R(A)” zone. In addition, other building design elements (including building separation) should be provided in accordance with the SBD Guidelines. In the event that the proposed design features are not adopted in the future design scheme, further AVA study should be conducted by the project proponent in accordance with the joint Housing Planning and Lands Bureau – Environment, Transport and Works Bureau Technical Circular No. 1/06 on Air Ventilation Assessments (or its latest version) for demonstrating that the performance of any future development would not be worse than the scheme adopted in the AVA 2019.

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, compensation and rehousing 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
JULY 2019

List of Representatives

in respect of the Draft Urban Renewal Authority Kai Tak Road/Sa Po Road Development Scheme Plan (DSP) No. S/K10/URA1/1

Representation No. (TPB/R/S/K10/ URA1/1-)	Name of Representer
1	吳寶強 (九龍城區議員 -龍城選區) Ng Po Keung (Kowloon City District Council member of Lung Shing Constituency)
2	Kai Yu Yun
3	Wu Mei Shan
4	Tsang Yuk Ling
5	Tsang Suk Ling
6	Cheung Kwan Ho
7	Fung Kwan Yiu
8	Tang Sau Ling
9	Chan Suet Wan
10	李桂清
11	高炳輝
12	朱淑然

Representation No. (TPB/R/S/K10/ URA1/1-)	Name of Representer
13	何麗霞
14	許珍
15	梁啟昌
16	盧友森
17	Leung Wan Yeuk
18	黃素娟
19	許月圓
20	林子華
21	舊區街坊自主促進組
22	Leung Wing Tat
23	楊勁賢
24	劉頌祈
25	Joe Wong
26	陳在心
27	Lai Hiu Kwan
28	鍾麗玲
29	鍾松輝

Representation No. (TPB/R/S/K10/ URA1/1-)	Name of Representer
30	Chan Chiu Wai
31	馮凱恩
32	Wong Hiu Ting
33	Mak Yin Ting
34	Joe Chan
35	鄺治中
36	Heung Man Chung Angus
37	彭俊榮
38	Chung Jason Yu Kit
39	黃楚芬
40	Cheung Yu Mei
41	Lo Ka Shing
42	Cheung Vince
43	Kwan Wing Ki
44	楊皓鋮
45	何宇霆
46	Yong Karen

Representation No. (TPB/R/S/K10/ URA1/1-)	Name of Representer
47	Liang Xilan Selena
48	Wong Kai Hing
49	Chaung Wing Yee
50	Siu Long Yee
51	Ng Lok Hei
52	Enoch Ng
53	Wong Ka Po
54	陳學風
55	Gabriel Tam
56	Hi Kit Yee
57	Tsang Hing Fai
58	Chabao Tam
59	楊健濱
60	Yip Mei Yung
61	Tse Wai Yue
62	張善怡

Representation No. (TPB/R/S/K10/ URA1/1-)	Name of Representer
63	Wong Hon Leung
64	葉沛渝
65	Kwong Shun Yee
66	Chan Wing Shan
67	Jantaraprapai Surasorn
68	Jaroennon Parichat
69	Ma Uraporn
70	Saechan Veeraray
71	Gasing Phobsuk (Chairperson of the Thai Migrant Workers Union)
72	Maneerak Raroengchon
73	Chan Methawee
74	Hengthong Tawan
75	Chung Malee
76	胡家明

Representation No. (TPB/R/S/K10/ URA1/1-)	Name of Representer
77	張國輝
78	Cheung Tsz Ting
79	陳志強
80	周錦榮
81	Poon Lok Man
82	劉志能
83	Ng Yik Fai
84	陳共慶
85	林勳忠
86	唐漢球
87	基督教愛協團契有限公司
88	鄭明儀
89	香港郭汾陽崇德總會有限公司
90	Mary Mulvihill

List of Commenters in respect of the Draft Urban Renewal Authority
Kai Tak Road/Sa Po Road Development Scheme Plan (DSP) No. S/K10/URA1/1

Comment No. (TPB/R/S/K10/URA1/1-)	Name of Commenter
C1	市區重建局 Urban Renewal Authority
C2 (submitted by R4)	Tsang Yuk Ling
C3 (submitted by R6)	Cheung Kwan Ho
C4 (submitted by R2)	Kai Yu Yun
C5 (submitted by R1)	吳寶強 (九龍城區議員-龍城選區) Ng Po Keung (Kowloon City District Council member of Lung Shing Constituency) (夾附 194 個簽名 with 194 signatures enclosed)
C6 (submitted by R3)	Wu Mei Shan
C7 (submitted by R9)	Chan Suet Wan
C8	陳碧雲
C9	黃玉云
C10 (submitted by R90)	Mary Mulvihill

Summary of Representation and Proposals

in respect of the Draft Urban Renewal Authority Kai Tak Road/Sa Po Road Development Scheme Plan (DSP) No. S/K10/URA1/1

1. Supportive Representations

Representation No. (TPB/R/S/K10/ URA1/1-)	Subject of Representation	Representer's Proposal
1	<ul style="list-style-type: none">- Support commencement of the Kai Tak Road/Sa Po Road project.- To offer assistance, reasonable compensation and rehousing in public rental housing.- To expedite urban renewal in Kowloon City.	<ul style="list-style-type: none">- To extend the redevelopment to include Shek Ku Lung Road and the odd nos. of Kai Tak Road.- To provide additional car parks, community hall/multi-purpose rooms and child-care services in the redevelopment project.
2	<ul style="list-style-type: none">- There are many old buildings in Kowloon City. The redevelopment would make better use of land, provide more housing and car park.	Nil
3	<ul style="list-style-type: none">- The redevelopment would provide more circulation space/pedestrian, housing and car park.	Nil

Representation No. (TPB/R/S/K10/ URA1/1-)	Subject of Representation	Representer's Proposal
4	<ul style="list-style-type: none"> - Carparking spaces are in deficit and there is always traffic jam in Kowloon City. The redevelopment would provide more car park. - Existing buildings are dilapidated. The redevelopment would regenerate Kowloon City and attract more patronage through development of new shopping mall. - The redevelopment would improve the crowded environment by increasing the greenery and building gap. 	Nil
5	<ul style="list-style-type: none"> - There is air pollution problem. The redevelopment would provide more greenery. - The redevelopment would provide more carparking spaces and barrier free facilities. 	Nil
6	<ul style="list-style-type: none"> - The redevelopment would provide a public car park to alleviate traffic congestion and improve the situation of illegal parking. - The sunken plaza would provide more public space. - The realignment of Sa Po Road would improve the environment of queueing at bus stops. 	Nil

Representation No. (TPB/R/S/K10/ URA1/1-)	Subject of Representation	Representer's Proposal
7	<ul style="list-style-type: none"> - The redevelopment would provide a car park to alleviate traffic congestion and improve the situation of illegal parking. - The connection to Kai Tak Development Area would regenerate Kowloon City. 	Nil
8	<ul style="list-style-type: none"> - The redevelopment would enhance the connectivity between Kai Tak Development Area and Kowloon City. - The redevelopment would provide more carparking spaces. 	Nil
9	<ul style="list-style-type: none"> - The redevelopment would improve the dilapidating building conditions. - The redevelopment would provide more community facilities such as community hall. 	Nil
10	<ul style="list-style-type: none"> - The redevelopment would provide community facilities and a public car park. 	Nil
11	<ul style="list-style-type: none"> - The redevelopment would provide community facilities. 	Nil
12	<ul style="list-style-type: none"> - The redevelopment would provide public space. 	Nil

Representation No. (TPB/R/S/K10/ URA1/1-)	Subject of Representation	Representer's Proposal
13	- The redevelopment would enhance the accessibility of Kai Tak Development Area and Kowloon City through the underground shopping street.	Nil
14	- The redevelopment would provide more retail shops.	Nil
15	- The redevelopment would improve the livelihood and the acquisition process should be expedited.	Nil
16	- The redevelopment would enhance the connectivity between Kai Tak Development Area and Kowloon City through the proposed sunken plaza and underground shopping street	Nil
17	- The redevelopment would provide more housing supply.	Nil
18	- The redevelopment would make better use of land to provide more flats.	Nil
19	- There are too many dilapidating buildings.	Nil
20	- There are too many 'in-fill' buildings in the area without holistic planning.	Nil

2. Adverse Representations

Representation No. (TPB/R/S/K10/ URA1/1-)	Subject of Representation	Representer's Proposal
21 to 66	<ul style="list-style-type: none"> - Oppose the implementation of the redevelopment plan until the matters relating to resettlement/relocation arrangements, and impacts on local character of the area, social network and livelihood of residents/business operators have been addressed. - To provide local rehousing (including in public rental housing), 'Flat-for-Flat' or 'Shop-for-Shop' arrangement, and constructing buildings in Kowloon City area for decanting purpose. - To preserve local character and social network, particularly the Thai community. - To allow local shops to continue operation at concessionary rent within the redevelopment (R21 only). - To assess the impacts of the redevelopment on local residents and consult relevant stakeholders (R66 only). 	Nil

Representation No. (TPB/R/S/K10/ URA1/1-)	Subject of Representation	Representer's Proposal
67 to 73	<ul style="list-style-type: none"> - Oppose and/or express views on the redevelopment plan mainly on matters relating to relocation arrangement, and impacts on local character, social network and livelihood/business. - There are jobs and well-established social services available in (R72) only). - URA to alleviate the negative impacts of the redevelopment on living and working conditions of the affected parties (R70) only). - URA to guarantee the relocation of the office of Thai Migrant Workers Union in Kowloon City, and to provide relocation options with affordable rent at the beginning of the redevelopment project for residents and business operators (R71) only). - To reserve land in the Kai Tak Development Area for relocating purpose and providing social facilities for the Thai community (R73) only). 	Nil

Representation No. (TPB/R/S/K10/ URA1/1-)	Subject of Representation	Representer's Proposal
74 to 85	<ul style="list-style-type: none"> - Oppose the implementation of the redevelopment plan until the resettlement/relocation and compensation arrangements, measures for mitigating adverse impacts brought by the redevelopment project, and problems relating to the freezing survey, translation of consultation documents, redevelopment programme and planning of community facilities have been addressed. - Without clear and sufficient information available, the affected parties could not make decision or plan further (R81 and R82 only). - URA to redo the freezing survey accurately. Compensation should be based on the freezing survey registration. - To reserve the Thai community network and local character of the area. - To introduce measures to alleviate impacts of the redevelopment project, including local rehousing and re-establish businesses in the area. - Affected owners to have priority in Home Ownership Scheme application and provision of community facilities for the elderly in the redevelopment project (R85 only). 	<ul style="list-style-type: none"> - To extend the plan consultation period and provide translation of consultation documents in Thai and other languages.
86	<ul style="list-style-type: none"> - Oppose the URA's freezing survey registration and rehousing arrangement. 	Nil

3. Providing Views

Representation No. (TPB/R/S/K10/ URA1/1-)	Subject of Representation	Representer's Proposal
87 to 89	<ul style="list-style-type: none"> - Express concerns on the redevelopment plan as it would affect the operation of the Christian Oi Hip Fellowship (基督教愛協團契) and/or the provision of services on mental health (R87 to R88 only) currently operating within the Development Scheme (DS). - Express concerns on the redevelopment plan as it would affect the Kwok Fan Yeung Virtue-promoting Association, Hong Kong Limited (香港郭汾陽崇德總會有限公司) and/or the provision its services (R89 only) currently operating within the DS. - Offer reasonable compensation. - Provide assistance and support on relocation arrangement. 	<ul style="list-style-type: none"> - Provision of mental health services and related facilities in Kowloon City (R87 only).
90	<ul style="list-style-type: none"> - Express concerns on the draft DSP mainly relating to the provision of open space, pedestrian and community facilities in the area and potential impacts (e.g. air quality of the proposed subway connecting Kai Tak and the proposed sunken plaza). 	Nil

Summary of Comments on Representations (Comments)

in respect of the Draft Urban Renewal Authority Kai Tak Road/Sa Po Road Development Scheme Plan (DSP) No. S/K10/URA1/1

Comment No. (TPB/R/S/K10/ URA1/1-)	Commenter	Gist of Comment	Related Representation
C1	Urban Renewal Authority	- Provided responses to all representations from planning, acquisition, compensation, rehousing, social network, local characters, freezing survey aspects.	R1 to R90
C2 (submitted by R4)	Tsang Yuk Ling	- Expressed views that there is lack of community facilities, parking space and insufficient residential units.	R10
C3 (submitted by R6)	Cheung Kwan Ho	- Support redevelopment	R20
		- Trusted URA would offer reasonable compensation and rehousing arrangement	R67 to R71
C4 (submitted by R2)	Kai Yu Yun	- Support redevelopment	R20
		- URA should take more care of the minority group.	R67 to R71

Comment No. (TPB/R/S/K10/ URA1/1-)	Commenter	Gist of Comment	Related Representation
C5 (submitted by R1)	Ng Po Keung (Kowloon City District Council member of Lung Shing constituency) (with 194 signatures enclosed)	<ul style="list-style-type: none"> - To extend the redevelopment to include Shek Ku Lung Road and the odd nos. of Kai Tak Road. - To offer assistance, reasonable compensation and rehousing in public rental housing. - To provide additional car parks, community hall/multi-purpose rooms and child-care services in the redevelopment project. - To expedite urban renewal in Kowloon City 	C5 has not specified the related representation. The context of C5 is similar to R1.
C6 (submitted by R3)	Wu Mei Shan	<ul style="list-style-type: none"> - Expressed views that there is lack of community facilities and deficiency of road network. 	R67
C7 (submitted by R9)	Chan Suet Wan	<ul style="list-style-type: none"> - Expressed views that there should be (1) more carparking spaces through redevelopment and (2) reasonable rehousing arrangement. 	R1 to R10 and R45 to R66
C8	陳碧雲	<ul style="list-style-type: none"> - Provided comments on compensation arrangement for affected owners and tenants. 	Nil

Comment No. (TPB/R/S/K10/ URA1/1-)	Commenter	Gist of Comment	Related Representation
C9	黃玉云	- To reserve land in the Kai Tak Development Area for relocating purpose and providing social facilities for the Thai community.	R73
C10 (submitted by R90)	Mary Mulvihill	- Expressed views that URA has no intention to address the urgent need for providing community facilities.	Nil

就草圖的申述提出意見

Comment on Representation Relating to Draft Plan

參考編號

Reference Number:

191023-190943-81101

提交限期

Deadline for submission:

25/10/2019

提交日期及時間

Date and time of submission:

23/10/2019 19:09:43

「提意見人」全名

Full Name of "Commenter":

先生 Mr. chan ming fai

「獲授權代理人」全名

Full Name of "Authorized Agent":

與意見相關的草圖

Draft plan to which the comment relates:

S/K10/URA1/1

意見詳情

Details of the Comments:

申述編號 Representation No:	意見詳情 Details of Comments:
五大訴求，缺一不可。	五大訴求，缺一不可。