

# LEGISLATIVE COUNCIL BRIEF

Town Planning Ordinance  
(Chapter 131)

## APPROVED URBAN RENEWAL AUTHORITY KAU PUI LUNG ROAD/CHI KIANG STREET DEVELOPMENT SCHEME PLAN NO. S/K10/URA2/2

### INTRODUCTION

At the meeting of the Executive Council on 6 February 2024, the Council ADVISED and the Chief Executive ORDERED that the draft Urban Renewal Authority (URA) Kau Pui Lung Road/Chi Kiang Street Development Scheme Plan (DSP) No. S/K10/URA2/1A, should be approved under section 9(1)(a) of the Town Planning Ordinance (the Ordinance). The plan is now renumbered as A S/K10/URA2/2 at Annex A.

### THE DEVELOPMENT SCHEME AREA

2. On 24 March 2023, the Town Planning Board (the Board) considered and deemed the draft URA Kau Pui Lung Road/Chi Kiang Street DSP No. S/K10/URA2/A (the draft DSP A) together with its Notes and Explanatory Statement as being suitable for publication as provided under section 25(6)(a) of the Urban Renewal Authority Ordinance (Cap. 563). The draft URA Kau Pui Lung Road/Chi Kiang Street DSP No. S/K10/URA2/1 (the draft DSP) was exhibited on 21 April 2023 under section 5 of the Ordinance and replaced the related area on the approved Ma Tau Kok Outline Zoning Plan No. S/K10/30 (the OZP).

3. The development scheme area (DSA) comprises a northern portion and a southern portion with a total area of 16,473m<sup>2</sup>. The DSA, mainly covering a cluster of the Civil Servants' Co-operative Building Society (CBS) sites, is bounded by Ma Tau Wai Road, Chi Kiang Street, Kau Pui Lung Road, 80 Maidstone Road and Lok Shan Road. The DSA was originally zoned "Residential (Group A)" ("R(A)") and areas shown as 'Road' subject to a maximum total and domestic plot ratio (PR) of 9 and 7.5 respectively and a maximum building height (BH) of 120 metres above Principal Datum (mPD) on the OZP.

### PROPOSED DEVELOPMENT SCHEME

4. While the land use and planning intention on the draft DSP remain the same (i.e. "R(A)" and 'Road') as the OZP, there is an increase in domestic PR and BH for the "R(A)" zone under the DSP to maximise the development potential of the DSA, as well as boundary adjustments of the "R(A)" zone and areas shown as 'Road'. For the "R(A)" zone under the DSP, the total PR is kept at 9.0 as restricted under the OZP, but the maximum domestic PR is adjusted from 7.5 to 8.0 and the maximum BH is increased from 120mPD to 140mPD. The DSA will be developed

for high-density private housing (at the northern portion) and Starter Home (SH) (at the southern portion) development, providing about 1,374 and 950 units respectively, with an underground public vehicle park of 164 parking spaces, government, institution and community (GIC) facilities of not less than 4,500m<sup>2</sup> gross floor area (GFA)<sup>1</sup>, at-grade pedestrianised avenue/event plaza of not less than 2,400m<sup>2</sup>, and public open space (POS) of not less than 400m<sup>2</sup>. The DSA will be considered as one site to be developed by the URA or its joint venture partners.

## REPRESENTATIONS AND COMMENTS ON REPRESENTATIONS

5. During the exhibition of the draft DSP, 62 valid representations were received. The representations were published for comment on 21 July 2023 and 11 valid comments on the representations (comments) were received.

### Supportive Representations (in full or in part) (38)

6. The supportive representations (i.e. R1 to R36, R37 (part) and R38) were submitted by individuals. The major grounds/views/proposals include: (i) the redevelopment would better utilise land development potential and/or increase housing supply; (ii) redevelopment projects carried out by the URA/the Government would provide reasonable compensation and rehousing (C&R) and could avoid piecemeal redevelopment; (iii) the redevelopment would restructure the road network and provide car parking facilities and the provision of GIC facilities would benefit the public; (iv) living conditions of affected residents could be improved; (v) better planning with more greenery and environmentally friendly design should be adopted; and (vi) the PR should be increased and the percentage of subsidised units should be lowered.

### Adverse Representations (in full or in part) (24)

7. The adverse representations (i.e. R37 (part) and R39 to R61) were submitted by individuals. The major grounds/views/proposals are summarised below -

#### Planning for Redevelopment

- (a) the redevelopment was neither justified nor in line with the Urban Renewal Strategy (URS), as CBS buildings within the DSA were in good building conditions and their occupancy rate was high;
- (b) there was a surplus of private housing units in Hong Kong. The site should be handed over to the Government for providing a mix

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<sup>1</sup> The GFA of GIC facilities was increased from the original proposal of "not less than 2,500m<sup>2</sup>" to "not less than 4,500m<sup>2</sup>" in view of the community's need for more GIC facilities and in response to Board members' comments for more GIC provisions at the meeting for consideration of the draft DSP.

of public housing and SH units;

#### Technical Aspects

- (c) the redevelopment would overburden the existing utility infrastructure such as the storm water drainage system;
- (d) an increase in BH restriction would exacerbate adverse effects on neighbouring sites in terms of overshadowing, poor ventilation and limiting views;

#### Provision of GIC Facilities

- (e) the proposed GFA reserved for GIC facilities was inadequate as many community facilities in the district were in deficit. It was unclear whether the educational establishments, hospitals and clinics had sufficient places/capacities to cope with the increase in population arising from the subject redevelopment and other nearby developments;

#### Acquisition, C&R and Impact on Affected Residents

- (f) there was no statutory basis for the Board to deal with matters in relation to acquisition and compensation arrangements. The URA did not provide to the affected occupiers a concrete compensation arrangement/package or the figure of premium payable;
- (g) the redevelopment should improve living conditions of existing residents instead of forcing them to move to other districts and there was also a concern on the timing for availability of the rehousing units in Kai Tak for the affected residents;

#### Others

- (h) CBS was a form of housing benefit provided to the civil servants who had contributed greatly to Hong Kong. Their rights and properties should not be taken away; and
- (i) the redevelopment was a violation of the Sino-British Joint Declaration/the Basic Law (including its Article 100) that civil servant benefits should remain unchanged.

#### Representation Providing Views (1)

8. There was one representation providing views submitted by the MTR Corporation Limited (MTRC) (R62), which mainly related to the concerns on construction works of the proposed redevelopment which fell within the boundary

of railway protection area. The project proponent was advised to consult the MTRC and other relevant Government departments in this regard.

#### Comments on Representations (11)

9. Of the 11 comments received, C1 (i.e. the URA) provided responses to all the representations, and the major views of C1 are summarised below -

- (a) residential buildings with modern facilities/services, barrier-free access, POS and GIC facilities would be provided to improve the quality of life of the residents;
- (b) assessments on various technical aspects demonstrated that there was no insurmountable problems arising from the DSP;
- (c) the proposed redevelopment was considered visually compatible with the surrounding environment;
- (d) the proposed domestic PR and non-domestic PR allowed better urban design and contributed to provision of more housing units;
- (e) in view of community's need for more GIC facilities and in response to the Board members' comments for more GIC provisions, GFA for GIC facilities was proposed to increase from "not less than 2,500m<sup>2</sup>" to "not less than 4,500m<sup>2</sup>"; and
- (f) the URA would issue acquisition offers to the affected property owners based on prevailing compensation policy and continue to liaise with relevant stakeholders to understand their concerns and provide assistance.

10. The remaining comments were submitted by individuals (C2 to C11). Six commenters (C2 to C7) supported, two (C8 and C9 (also R61)) opposed and/or provided views, and two (C10 and C11) expressed concerns regarding impacts on affected residents and compensation. The major views/concerns raised in the comments were largely similar to the grounds of objections/views of the adverse representations and the representation providing views. Other major comments which had not been covered in the representations are that (i) the Government should develop brownfield sites and the URA should redevelop dilapidated buildings instead of CBS buildings which were in reasonable conditions and without serious environmental issues; and (ii) the area could be developed as a tourist attraction which could bring revenue to the Government.

#### The Board's Decision

11. After giving consideration to the representations and comments, the Board noted the supportive views of R1 to R36, R37 (part) and R38 as well as the

general views of R62 and decided not to uphold R37 (part), R39 to R61, and agreed that the draft DSP should not be amended to meet the representations for the following reasons -

- (a) the proposed redevelopment was a pilot project by URA under the Policy Addresses to redevelop low-density CBS Scheme sites in the urban area to fully utilise their development potential to increase housing supply. The proposed redevelopment was in line with the URS and could bring about district-wide planning benefits. The Government had been adopting a multi-pronged approach to increase land supply to meet the acute housing demand for different types of housing. The DSP was one of the pilot projects undertaken by URA to increase private housing supply. The provision of SH units and private housing met the market demand of different tiers of income groups (R44, R58 to R61);
- (b) there were no insurmountable technical problems arising from the DSP on environmental, air ventilation and visual aspects. The CBS buildings within the development scheme were not declared monuments or graded buildings. Relevant guidelines, requirements and ordinances would be observed by URA during detailed design and implementation stages (R40 to R43);
- (c) the Government had been adopting a multi-pronged approach to identify suitable sites or premises for the provision of GIC facilities. The proposed redevelopment would provide not less than 4,500m<sup>2</sup> GFA for the needed social welfare facilities (R58 and R61);
- (d) the public consultation procedures for processing the DSP had been duly followed. URA would continue to communicate with local stakeholders and residents on the redevelopment (R40, R58 and R61);
- (e) the dissolution arrangement of CBSs, acquisition, compensation and relocation arrangements as well as assistance to the affected residents would be dealt with separately by URA and concerned parties under the prevailing policies and established mechanism (R37(part), R40, R42, R45 to R61); and
- (f) the CBS Scheme was a discretionary housing benefit where the provision was subject to resource availability. The proposed redevelopment could optimise land resources for more housing supply and provide a better living environment for the community (R39, R42, R57, R58 and R60).

## IMPLICATIONS OF THE PROPOSAL

12. Approval of the draft URA Kau Pui Lung Road/Chi Kiang Street DSP No. S/K10/URA2/1A itself has no civil service implication. The economic, financial, environmental, sustainability, family and gender implications are set out below.

13. Regarding economic implications, the proposed redevelopment will provide private housing and SH units upon completion to help meet the housing demand in Hong Kong.

14. Regarding financial implications, it is the prevailing policy to grant nominal land premium for URA's redevelopment sites. The proposed redevelopment therefore will have no land revenue implication. The cost of acquisition of property, compensation, clearance and redevelopment will be borne by the URA.

15. For the proposed GIC facilities at the private housing site (at the northern portion) and SH site (at the southern portion) required by the relevant Government departments, the URA or its future joint-venture partner(s) will be entrusted with the design and construction of the bare-shell premises. The estimated capital cost is not available at this stage. Funds required will be sought under the Capital Works Reserve Fund as per the established mechanism. Recurrent consequences of these facilities, if required, will be sought under the established mechanism.

16. For the proposed POS at the site, the capital cost will be borne by the URA or its future joint-venture partner(s). The ownership, management and maintenance of the POS are subject to further deliberation.

17. As for the proposed underground public vehicle park and at-grade landscaped pedestrianised avenue/event plaza at the site, they will be designed and constructed by the URA or its future joint-venture partner(s) at their costs, and will be owned, managed and maintained by the URA or its future joint-venture partner(s) or assignee(s).

18. Regarding environmental implications, various technical assessments including environmental assessment have been conducted by the URA for the proposed redevelopment which demonstrated that with the implementation of the proposed mitigation measures, no insurmountable environmental impact is anticipated for the proposed redevelopment. The proposed redevelopment is required to be planned, designed, constructed and implemented in accordance with the environmental guidelines and criteria laid down in the Environment Chapter of the Hong Kong Planning Standards and Guidelines.

19. Regarding sustainability implications, the proposed redevelopment could facilitate better utilisation of land resources to meet housing and social needs. As the proposed redevelopment may generate potential environmental impacts on the local area, suitable mitigation measures should be implemented to alleviate such possible impacts.

20. Regarding family implications, the proposed redevelopment will have positive family implications as it will increase the supply of residential flats to meet the demand for housing. The living environment and economic/financial abilities of the affected and eligible occupants will be improved through cash compensation or rehousing arrangements. This will help foster and strengthen family stability. Besides, the proposed GIC facilities, at-grade POS and landscaped pedestrianised avenue/event plaza for public use will help support family functions, promote social interaction, encourage the building of community/social support networks and provide spaces for families to engage in recreational activities and gatherings.

21. Regarding gender implications, the proposed provision of GIC facilities, if materialised, will serve people in need whose carers are often women. The proposal should therefore be conducive to relieving the burden of carers and facilitating their participation in the workforce.

#### PUBLIC CONSULTATION

22. Under the administrative arrangements to enhance transparency in the processing of DSP, the draft DSP A was made available for public inspection/comments from May to July 2020. The URA had also consulted Kowloon City District Council (KCDC) on 23 June 2020 and 2 March 2023 on the draft DSP A.

23. Upon the gazettal of the draft DSP, KCDC members were informed on 27 April 2023 that they could submit representation in respect of the draft DSP during the statutory exhibition period under the Ordinance. No representation or comment from KCDC members was received.

#### PUBLICITY

24. The approved URA Kau Pui Lung Road/Chi Kiang Street DSP No. S/K10/URA2/2 will be printed and exhibited in accordance with section 9D(2) of the Ordinance. A press release will be issued on the day of exhibition. A spokesman will be available for answering media enquiries.

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A-II 25. The approved URA Kau Pui Lung Road/Chi Kiang Street DSP No. S/K10/URA2/2 is at Annex A for Members' reference. A set of Notes listing out the uses which are always permitted and those which may be permitted on application to the Board is at Enclosure I to Annex A. An Explanatory Statement in respect of the approved URA Kau Pui Lung Road/Chi Kiang Street DSP No. S/K10/URA2/2 is at Enclosure II to Annex A.

#### ENQUIRY

26. Any enquiry on this brief can be addressed to Ms Caroline Tang, Assistant Director of Planning/Board, Planning Department (Tel. No. 2231 4606).

PLANNING DEPARTMENT  
FEBRUARY 2024

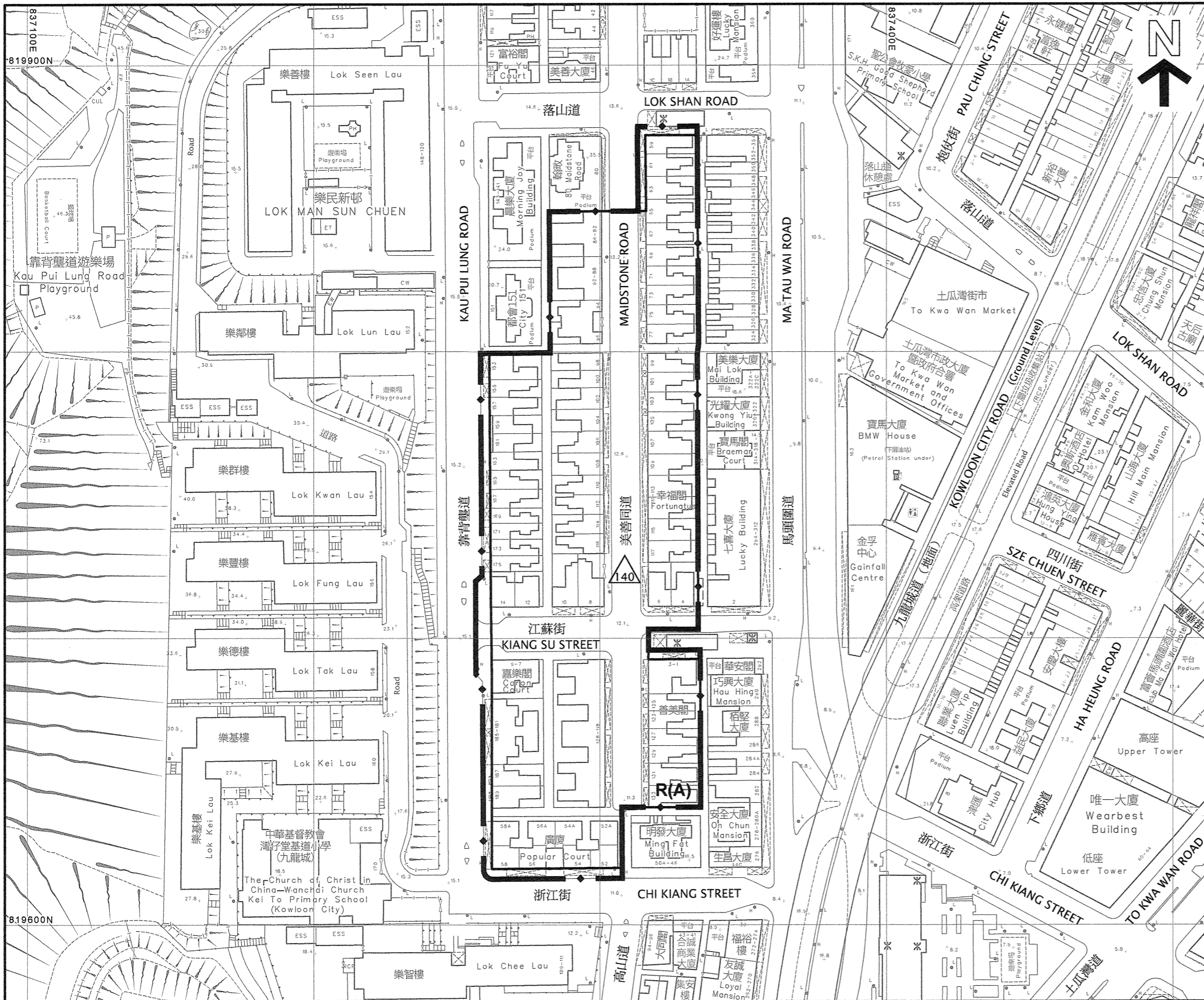
APPROVED URBAN RENEWAL AUTHORITY  
KAU PUI LUNG ROAD/CHI KIANG STREET DEVELOPMENT SCHEME PLAN  
NO. S/K10/URA2/2

Annex A - Approved Urban Renewal Authority (URA) Kau Pui Lung Road/Chi Kiang Street Development Scheme Plan (DSP) No. S/K10/URA2/2

Enclosure I : Notes of the Approved URA Kau Pui Lung Road/Chi Kiang Street DSP No. S/K10/URA2/2

Enclosure II : Explanatory Statement of the Approved URA Kau Pui Lung Road/Chi Kiang Street DSP No. S/K10/URA2/2





圖例  
NOTATION

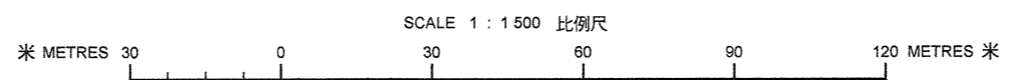
- BOUNDARY OF DEVELOPMENT SCHEME 發展計劃範圍界線
- RESIDENTIAL (GROUP A) 住宅 (甲類)
- MAJOR ROAD AND JUNCTION 主要道路及路口
- MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM) 140 (在主水平基準上若干米)

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

行政長官會同行政會議於2024年2月6日根據城市規劃條例第9(1)(a)條核准的圖則  
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON 6 FEBRUARY 2024

Ms Carmen KONG   
江嘉敏女士  
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

香港城市規劃委員會依據城市規劃條例擬備的市區重建局靠背壟道／浙江街發展計劃圖  
**TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD**  
**URBAN RENEWAL AUTHORITY KAU PUI LUNG ROAD / CHI KIANG STREET**  
**DEVELOPMENT SCHEME PLAN**



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

圖則編號  
PLAN No. S/K10/URA2/2

**APPROVED URBAN RENEWAL AUTHORITY**  
**KAU PUI LUNG ROAD / CHI KIANG STREET**  
**DEVELOPMENT SCHEME PLAN NO. S/K10/URA2/2**

(Being an Approved Plan for the Purposes of the Town Planning 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) 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:

toll plaza, on-street vehicle park and railway 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.

**APPROVED URBAN RENEWAL AUTHORITY**  
**KAU PULLUNG ROAD / CHI KIANG STREET**  
**DEVELOPMENT SCHEME PLAN NO. S/K10/URA2/2**

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 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)

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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 an existing 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 high-density residential developments with the provision of underground public vehicle park, Government, institution or community facilities, at-grade pedestrianised avenue/event plaza and public open space. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

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 8.0 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 (8) and/or (9) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 8.0.
- (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 (8) and/or (9) 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 plot ratio(s) of 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) Not less than 400m<sup>2</sup> of public open space for public use at reasonable hours shall be provided.
- (5) An underground public vehicle park shall be provided. Any floor space that is constructed or intended for use solely as public vehicle park as required by the Government, may be disregarded.

(Please see next page)



RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (6) 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.
- (7) 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.
- (8) 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 paragraph (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 paragraphs (1) and (2) above may thereby be exceeded.
- (9) 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 (7) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

**APPROVED URBAN RENEWAL AUTHORITY**  
**KAU PUI LUNG ROAD / CHI KIANG STREET**  
**DEVELOPMENT SCHEME PLAN NO. S/K10/URA2/2**

**EXPLANATORY STATEMENT**

**APPROVED URBAN RENEWAL AUTHORITY**  
**KAU PULLUNG ROAD / CHI KIANG STREET**  
**DEVELOPMENT SCHEME PLAN NO. S/K10/URA2/2**

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**APPROVED URBAN RENEWAL AUTHORITY**  
**KAU PUI LUNG ROAD / CHI KIANG STREET**  
**DEVELOPMENT SCHEME PLAN NO. S/K10/URA2/2**

(Being an Approved Plan for the Purposes of the Town Planning Ordinance)

**EXPLANATORY STATEMENT**

Note: For the purposes of the Town Planning 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 approved Urban Renewal Authority (URA) Kau Pui Lung Road / Chi Kiang Street Development Scheme Plan (DSP) No. S/K10/URA2/2. 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 response to the Policy Address 2018 and 2019 (PAs) by the Chief Executive (CE), the URA was invited to identify one or two clusters of Civil Servants' Co-operative Building Society (CBS) Scheme sites suitable for high-density development as pilot sites (pilot CBS redevelopment project), and explore the redevelopment mode in accordance with the usual project implementation approach adopted by the URA. The Kau Pui Lung Road / Chi Kiang Street Development Scheme (CBS-2:KC) (the Development Scheme) is one of the pilot CBS redevelopment projects.

- 2.2 On 11 May 2020, the Development Scheme was approved by the Financial Secretary to be commenced in 2020/21. The Development Scheme was proposed to be processed under section 25 of the URA Ordinance (URAO).
- 2.3 On 22 May 2020, pursuant to section 23(1) of the URAO, the URA notified in the Government Gazette the commencement of implementation of the Development Scheme.
- 2.4 On the same day of commencement (i.e. 22 May 2020), the URA submitted the draft URA Kau Pui Lung Road / Chi Kiang Street DSP to the Board under section 25(5) of the URAO.
- 2.5 During the public consultation period of the Development Scheme, most of the comments and concerns were related to CBS issues, especially on the land matters of the undissolved CBS. The URA, after consultation with different Government bureaux / departments, has taken the opportunity to review the draft DSP to respond to the new policy directives entrusting the URA to provide more Starter Home (SH) units. Opportunity is also sought to enhance the Development Scheme to achieve wider planning gains to the community. On 3 November 2022, the URA has submitted a revised scheme of the draft DSP to the Board for consideration.
- 2.6 On 24 March 2023, the Board, under section 25(6)(a) of the URAO, deemed the draft URA Kau Pui Lung Road / Chi Kiang Street 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 Town Planning Ordinance (the Ordinance).
- 2.7 On 21 April 2023, the draft URA Kau Pui Lung Road / Chi Kiang Street DSP No. S/K10/URA2/1 (the draft DSP) was exhibited for public inspection under section 5 of the Ordinance. By virtue of section 25(9) of the URAO, the draft DSP has from the date replaced the draft Ma Tau Kok Outline Zoning Plan (OZP) No. S/K10/29 in respect of the area delineated and described herein. During the two-month exhibition period, a total of 62 valid representations were received. On 21 July

2023, the representations were published for three weeks for public comments and a total of 11 valid comments were received. After giving consideration to the representations and comments on 3 November 2023, the Board decided not to uphold the representations and that no amendment should be made to the draft DSP to meet the representations.

- 2.8 On 6 February 2024, the CE in Council, under section 9(1)(a) of the Ordinance, approved the draft URA Kau Pui Lung Road / Chi Kiang Street DSP, which was subsequently renumbered as No. S/K10/URA2/2. On 23 February 2024, the approved URA Kau Pui Lung Road / Chi Kiang Street DSP No. S/K10/URA2/2 (the Plan) was exhibited for public inspection under section 9D(2) of the Ordinance.

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

The Plan illustrates that the Development Scheme Area (the Area) is designated as “Residential (Group A)” (“R(A)”) and areas 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 be primarily for high-density residential developments with the provision of an underground public vehicle park, Government, institution or community (GIC) facilities, at-grade pedestrianised avenue / event plaza and public open space (POS). Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. The Development Scheme will be developed for private housing and SH, providing not less than 950 SH units, subject to liaison and agreement with relevant Government bureaux / departments at implementation stage.

### **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.tpb.gov.hk/>.

## **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 16,473m<sup>2</sup> (subject to site survey). The Development Scheme involves a cluster of 30 CBS sites which is broadly bounded by a row of buildings at Ma Tau Wai Road to the east, Chi Kiang Street to the south, Kau Pui Lung Road to the west and Lok Shan Road to the north.
- 5.2 The Area includes all private lots, government lanes, portions of Maidstone Road and Kiang Su Street, and public pavement at the periphery where affected buildings overhang within the Area.
- 5.3 Before the exhibition of the Plan, the Area was zoned "R(A)" and areas shown as 'Road' on the draft Ma Tau Kok OZP No. S/K10/29.

## **6. EXISTING CONDITIONS**

- 6.1 The Development Scheme consists of buildings of 5 to 6 storeys high and they were built between 1959 and 1970 (i.e. all aged 50 or above). The buildings are all residential in nature and there is no retail shop within the Area. Most of the buildings are in "acceptable" conditions. All buildings are without lift or barrier-free access and the serviceability is poor.
- 6.2 The existing southern portion of Maidstone Road is a dead-end road, which is included in the Area for redevelopment. A portion of Kiang Su Street is also included in the Area for redevelopment.

**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 area covered by the “R(A)” zone is about 15,475m<sup>2</sup> (subject to site survey).

**Uses**

7.2 The “R(A)” zone is intended primarily for high-density residential developments with the provision of underground public vehicle park, GIC facilities, at-grade pedestrianised avenue / event plaza and POS. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

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 8.0. The “R(A)” zone is also subject to a maximum building height restriction of 140 metres above Principal Datum.

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/or 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.



### **Urban Design Concept**

- 7.6 The design of the Development Scheme will adopt an integrated approach. The tower disposition, podium massing and open space are considered as one development to maximise the benefits of re-planning and restructuring and to allow the provision of pedestrianised avenue / event plaza and POS.
- 7.7 The massing of podia is minimised to create a pedestrian-friendly environment through urban design including utilisation of underground space. The footprint of the podia is limited in order to provide two ventilation corridors in north-south and east-west and for pedestrianised avenue / event plaza and POS. Not less than 400m<sup>2</sup> of POS and not less than 2,400m<sup>2</sup> of covered and uncovered area of the pedestrianised avenue / event plaza for public use at reasonable hours would be provided.

### **Pedestrianised Avenue / Event Plaza and Public Open Space**

- 7.8 To remove the existing dead-end condition for a better pedestrian environment, portions of Maidstone Road and Kiang Su Street have been included as part of the Area for the creation of a pedestrianised avenue / event plaza within the Area. The pedestrianised avenue / event plaza will connect Lok Shan Road at the north and Chi Kiang Street at the south. It will also link to the two entrances of the Mass Transit Railway (MTR) To Kwa Wan Station at Lok Shan Road and Kiang Su Street respectively.
- 7.9 The pedestrianised avenue / event plaza will include uncovered and covered area with hard and soft landscape, event space and sitting area for public enjoyment. Ground floor of retail shops will be provided along both sides of the pedestrianised avenue / event plaza to enrich pedestrian experience and enhance street vibrancy. The pedestrianised avenue / event plaza will be maintained and managed by the URA or its future joint partner(s), or its assignee. The management and maintenance arrangement of the POS will be determined with relevant Government departments at land grant stage.

- 7.10 The pedestrianised avenue / event plaza will also integrate with the proposed underground pedestrian passageway with retail shops, which will create an underground shopping street. The proposed underground pedestrian passageway will be opened for public use during the opening hours of the non-domestic portion. It will connect to the two entrances of the MTR To Kwa Wan Station at Lok Shan Road and Kiang Su Street at basement level, subject to technical feasibility and agreement with relevant Government departments and the MTR Corporation Limited. The re-planned multi-level pedestrian network will enhance overall connectivity and walkability and provide a car-free environment.

### **Underground Public Vehicle Park**

- 7.11 An underground public vehicle park will be provided to re-provision the original on-street parking spaces and to cater for the demand for parking in the district. Not less than 164 public car parking spaces shall be provided in the underground car park as required by the Government. Management of the underground public vehicle park will be arranged at the development stage.

### **GIC Facilities**

- 7.12 To meet the need for community facilities in the vicinity and the increased population after redevelopment, GIC uses are proposed in the Development Scheme. Not less than 4,500m<sup>2</sup> non-domestic gross floor area would be proposed for GIC use in the GIC block or within the non-domestic portion of the development, subject to confirmation of usage and funding from 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**

- 7.13 A cohesive landscaping, tree planting and greening will be provided in the pedestrianised avenue / event plaza and POS to meet the Sustainable Building Design (SBD) Guidelines to enhance the local streetscape and

walking environment. According to SBD Guidelines, minimum site coverage of greening of 20% of the net site area will be provided.

### **Air Ventilation**

- 7.14 According to the air ventilation assessment report (AVA 2022) for the proposed development, two major wind enhancement features will be provided, i.e. a minimum 15m-wide breezeway along the pedestrianised avenue for north-south wind flow; and a minimum 20m-wide podium separation along Kiang Su Street for east-west wind flow, with footbridges, canopies and architectural features provided in between the podia. Various building and podium separations are also provided where appropriate and practicable to enhance the local pedestrian wind environment. The two major wind enhancement features should be incorporated in the design and layout of the developments in the “R(A)” zone. In the event that the two proposed wind enhancement 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 Assessment (or its latest version) for demonstrating that the performance of any future development would not be worse than the proposed scheme adopted in the AVA 2022.

## **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 CE 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 the 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 (if any) of properties acquired by the URA whose tenancies are terminated by the 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**  
**FEBRUARY 2024**