

The District Study for Yau Ma Tei and Mong Kok 油麻地及旺角地區研究

Information Booklet 資料手冊

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Disclaimer

The materials provided in this information booklet are conceptual plans in the District Study for Yau Ma Tei and Mong Kok. All information contained (including but not limited to photographs, description, concept plans, proposals, drawings) is for illustration purpose of the findings and recommendations of the study only.

免責聲明

本手冊所闡述的內容只屬油麻地及旺角地區研究的概念藍圖。內裏所載列的資料內容(包括但不限於相片、描述、概念圖、規劃方案、圖則),只供作闡述研究所得的成果及建議。



PREFACE

前言

There were over 4,000 aged buildings in Hong Kong as of 2017. They were built before the new building code was introduced in the 1960s. Many of these are not up to modern day standards and are lacking in amenities. They are approaching the later quadrant of their life span. The number is growing by 500 buildings per year, a rate which significantly outpaces redevelopment. Coupled with the diminishing residual plot ratio in the urban area, this has posed an immense challenge to the Urban Renewal Authority (URA). Not only is the volume of work, but also the amount of resources required to tackle the problem is astronomical. Planning in Hong Kong needs to gear up to the challenge and a rethink on the existing regulatory is necessary.

It is against this background we embarked on the District Study for Yau Ma Tai and Mong Kok (the Study). We firmly believe that the holistic area-based approach advocated in the 2011 Urban Renewal Strategy is the cornerstone for undertaking urban renewal work and we need a master urban renewal concept plan (MRCP) to provide a basis from which our urban renewal projects are selected. The MRCP represents a blueprint for restructuring the old district, steering growth towards development nodes and focal points/special areas which capitalize on strategic location, inherent heritage assets, unique district vibrancy and ambience, as well as building up an open space network in the congested part of the old urban area to bring the provision up to the newest planning standard. Smart city and place making measures are proposed at the same time to enhance walkability, improve city vibrancy and enhance living environment. To bring the planning vision to fruition, innovative and workable planning solutions are identified in the Study.

We have prepared three MRCPs, representing the “+”, “0” and “-” scenarios, with different assumptions on population, development intensity and resource allocation, which to a varying extent, would meet the public aspiration for a livable and quality environment. Under the MRCP“+” scenario, we are able to increase the residual gross floor area for the district from the current 7% to 34%, while maintaining livability and improvement to amenities. Above all, as compared to the planned population under the current OZP, we manage to reduce population density for all the 3 scenarios, while increasing living space for the residents, increase affordable housing supply and job opportunities, augment open space and Government Institution Community provision, and improve walkability and environment. The MRCP will bring a new city image to the old district of Yau Mong.

根據2017年的數據，香港有超過 4,000 幢老化樓宇，這些樓宇都是在1960年代引入新建築法規前落成，而且當中大部分都不符合現今標準和缺乏現代化的建築設施，而老化問題亦日趨嚴重。老化樓宇的數目以每年500幢按年遞增，遠超重建的速度；再加上市區舊樓的剩餘地積比率不斷下降，這些都對市區重建局（市建局）的工作帶來極大挑戰。不單是工作量大，更需要龐大的資源以應對城市老化的問題。在這前提下，香港的規劃要重新配置，檢視現時的法定框架，以迎接此艱巨的挑戰。

基於這個背景，我們開展了油麻地及旺角地區研究(油旺研究)。我們深信2011年《市區重建策略》所提倡的全面性以地區為本的方針是市區更新工作的基石，並需要制訂市區更新大綱發展概念藍圖作為選定市區更新項目的基礎。市區更新大綱發展概念藍圖作為重整舊區的藍本，透過利用策略性地點的優勢，發揮蘊藏的歷史文化資產、獨特的地區活力及氛圍，藉此帶動核心發展節點及核心點／特別地區的發展及增長，並於密集的城市舊區建造合符最新規劃標準所需的休憩空間網絡。同時，透過智慧城市及地方營造措施，提升地區的易行度及活力，並改善整體的居住環境。為使規劃願景得以實現，研究亦確立了創新並可行的規劃解決方法。

我們制訂了三張市區更新大綱發展概念藍圖，代表了「正」(+)、「零」(0)、「負」(-) 三個在人口、發展密度及資源分配上有不同假設的方案。這三個方案都能在不同程度上滿足公眾對宜居和優質生活環境的渴求。在「正」方案中，地區的剩餘樓面面積將由現時的 7% 提升至 34%，同時維持宜居水平及改善各項社區設施。更重要的是，與現時分區計劃大綱圖的規劃人口相比，該三個方案都能夠降低人口密度、增加人均居住面積、增加資助房屋的供應及就業機會、擴大休憩空間及政府、機構及社區設施的供應，以及改善易行度及環境。總體而言，市區更新大綱發展概念藍圖將會為油旺舊區帶來一個新的城市景象。

Given the magnitude of changes envisaged in the three MRCs, it is quite clear that additional planning tools are required to break new grounds. In the Study, we have explored a handful of new planning mechanisms, notable ones being transfer of plot ratio (TPR) and street consolidation area (SCA), which have proven to be able to go a long way to improving development potential and to facilitating implementation.

With suitable planning mechanisms, cooperation of relevant stakeholders, adequate financial resources, the vision under the “+” scenario is achievable, while that under the “0” and “-” scenario is contingent upon resource availability. Yet, increasing development potential for individual sites alone is not a sustainable solution to solving the urban decay problem. There is a limit in planning and infrastructural capacities. New planning mechanisms like TPR and SCA cannot be applied indiscriminately and indefinitely. Ways to slow down the recurrence of the urban decay problem must be identified. The solution lies in the formulation and implementation of a comprehensive building rehabilitation strategy to contain the problem, together with the setting up of financial and land reserves to facilitate URA to step up the urban renewal momentum.

The Study has made a tremendous stride in planning for urban renewal in Hong Kong. The recommended mechanisms and strategy are not privy to Yau Mong but are equally applicable to other old areas in Hong Kong. I wish to stress that a sustainable urban renewal programme does not rest with URA alone, it needs the collaboration of all stakeholders. With concerted efforts, I am confident that we will realize our vision – to create quality and vibrant urban living in Hong Kong – a better home in a world class city.

鑑於三張市區更新大綱發展藍圖所建議的改變規模，我們需要額外的規劃工具以突破現有的框架。我們探索了一些嶄新的規劃機制，特別是地積比率轉移 (TPR) 及整合街區 (SCA)，並證明這些機制能夠在提升發展潛力及有助實施方面可以發揮極大的作用。

連同適當的規劃機制、相關持份者的配合及足夠的財務資源，「正」方案的規劃願景將可實現；而「零」及「負」方案則有賴相應的資源配合方可實行。然而，由於規劃及基礎設施上都有容量上的限制，單靠提升個別地盤的發展潛力並不是一個可持續的方法去解決城市老化的問題。況且，新規劃機制如地積比率轉移及整合街區也不可能隨意及無止境地應用。我們必須研究如何減慢城市老化問題重現的方法，而解決方法就在於制訂和實行全面的樓宇復修策略，並同時建立財務和土地儲備，以促進市建局加快市區更新的動力。

油旺研究在香港的市區更新規劃上邁進了一大步。當中建議的機制和策略除了能應用於油旺地區外，亦適合應用於香港其他舊區。我希望強調可持續的市區更新規劃不單取決於市建局，還需要所有持份者的通力合作。透過共同努力，我相信定能實現我們的願景—為香港締造優質的城市生活，令我們的世界級都會充滿朝氣，成為更美好的家園。



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1. Background and Objectives

背景及目的

1.1 STUDY BACKGROUND

研究背景

- Urban decay is a perennial problem across Hong Kong. The volume of aging building stock is dramatically increasing;
- Conventional urban renewal efforts were primarily project-based initiatives, limited in scope and dimension;
- A more holistic, district-based approach is needed to deal with the extent, pace and multi-dimensional nature of urban decay ;
- The Urban Renewal Authority (URA) commenced the Study in 2017 with the aim to devise a district-based urban renewal plan for the study area, and to explore new planning mechanisms to facilitate implementation.
- 香港的老化樓宇數字急速上升，市區老化問題日益嚴重；
- 過去，市區更新主要側重個別項目發展，缺乏足夠空間及規模解決舊區所面對的不同城市議題；
- 有見及此，市區更新必須採取更全面以地區為本的規劃研究策略，以有效回應迫切及複雜的舊區老化；
- 市區重建局（市建局）於2017年啟動油旺地區規劃研究，為研究範圍制訂以地區為本的市區更新藍圖，及研究有助落實方案的規劃機制。

Yau Mong – Pilot for District Based Urban Renewal

油旺 – 以地區為本的市區更新規劃試點

- The study area covers Yau Ma Tei and Mong Kok Districts with a total area of about 212 hectares, the most densely developed and populated areas within the territory (see diagram 1.1) ;
- The area is covered by 3 Outline Zoning Plans (OZPs), including the approved Mong Kok OZP (S/K3/33), draft Yau Ma Tei OZP (S/K2/23), and portion of the approved South West Kowloon OZP (S/K20/30).
- 油旺地區規劃研究覆蓋範圍約212公頃，為香港人口密度最高的區域（見圖1.1）；
- 研究範圍涵蓋3張分區計劃大綱圖，分別是旺角分區計劃大綱核准圖編號 S/K3/33，油麻地分區計劃大綱草圖編號 S/K2/23 及部分西九龍分區計劃大綱核准圖編號 S/K20/30。



Diagram 1.1 Study Area
圖1.1 研究範圍

1.2 STUDY OBJECTIVES

研究目的

- To formulate new urban renewal strategies based on the 5R initiatives (Redevelopment, Rehabilitation, pReservation, Revitalisation and Retrofitting) as well as new institutional and implementation (I&I) mechanisms through a “district-based” approach to urban renewal;
- To achieve the planning vision of restructuring the study area into a livable, sustainable, diverse and vibrant metropolitan hub of Hong Kong via formulation of Master Urban Renewal Concept Plans (MRCPs);
- To enhance the effectiveness of urban renewal through incorporation of “Smart-city” and “Place-making” concepts in the urban renewal strategies.
- 利用市建局的五大業務 (5R) · 即：重建、復修、保育、活化及改造重設) 和研究可行的政策框架及實施機制，制訂一系列以地區為本的市區更新策略；
- 透過制訂多套市區更新大綱發展概念藍圖 (MRCPs)，實現重整研究地區成為宜居、可持續、多元化及具活力的城市都會中心的規劃目標；
- 於市區更新策略中引入「智慧城市」及「地方營造」概念，以提升市區更新的成效。

Three Master Urban Renewal Concept Plans (MRCPs)

3個市區更新大綱發展概念藍圖方案

Three MRCP scenarios, namely MRCP “+”, “-”, “0”, have been prepared based on a set of assumptions including development intensity, population size and resource implication.

Taking into account the objective of population thinning out in the metro area, the existing population size (about 213,000) is adopted as the upper limit for the MRCP development. Other assumptions include:

基於不同的假設，例如發展密度、規劃人口規模以及市區更新所需要的資源，研究制訂了3張市區更新大綱發展概念藍圖 (MRCP “+”, “-”, “0”)，以展示不同規劃方案。

配合倡議降低市區人口比例，研究將以現有人口規模 (約 213,000) 作為制定MRCP方案的上限。其他規劃假設包括：

- Increase Overall Permissible Gross Floor Area (GFA) to raise Redevelopment Potential
- Major Upzoning with Introduction of New Planning Mechanisms (further details in Section 7)
- Stimulate Market Participation to Increase Resource and Capital for Urban Renewal Works
- Rely on New Planning Mechanisms and Government Financial and Policy Support to Facilitate Urban Restructuring

- 增加整體可容許建築樓面面積，以增加重建潛力
- 提升分區用途和價值，引入新的規劃機制 (第七部份會有更詳細解釋)
- 鼓勵市區更新過程中的私人市場參與和資源投放
- 需依賴新建議的規劃機制、政府財政資源及政策的支持和配合以促進規劃重整



- Reduce Overall OZP Permissible GFA based on Existing Development Level
- New Planning Mechanisms and Government Financial and Policy Support are absolute necessity to Achieve Urban Restructuring

- 減低分區計劃大綱圖可容許的建築樓面面積，保持現有發展密度
- 絕對需要依賴新建議的規劃機制、政府財政資源及政策的支持和配合以完成所需規劃重整



- Maintain Overall Permissible GFA at OZP Permissible Level
- Restructure GFA Mix and Distribution
- Strongly Rely on New Planning Mechanisms and Government Financial and Policy Support to Achieve Urban Restructuring

- 保持可容許建築樓面面積至現時分區計劃大綱圖可容許水平
- 重整建築樓面面積的組合和分佈
- 極需依賴新建議的規劃機制、政府財政資源及政策的支持和配合以完成所需規劃重整



1.3

STUDY PROCESS

研究流程



Diagram 1.2 Study Process
圖 1.2 研究流程

A comprehensive baseline review was conducted covering various physical attributes, urban issues, existing and overseas control mechanisms, and renewal and restructuring opportunities. With a preliminary scoring system to evaluate the degree and extent of urban decay, Urban Renewal Opportunity Areas (UROAs) were identified to cover the whole Study Area. With findings from a series of technical assessments and supported by Institution & Implementation (I&I) strategies, 3 MRCPs have been developed demonstrating new approaches and strategies for district-based urban renewal of the Yau Mong District.

研究進行了全面性的基準分析及研究，檢視研究範圍的實況、各項城市議題、現行規劃和實施機制以及其他市區更新和重整機遇。其後，研究根據一套初步的評分機制對研究範圍進行了樓宇和城市老化程度評估，繼而劃定涵蓋整個研究範圍的市區更新潛力地區。基於一系列的技术評估的結果，連同政策框架及實施機制的配合，制訂了3張市區更新大綱發展概念藍圖，並為油旺地區制訂一套嶄新的以地區為本的市區更新策略和實施方針。

2. Key Planning Issues

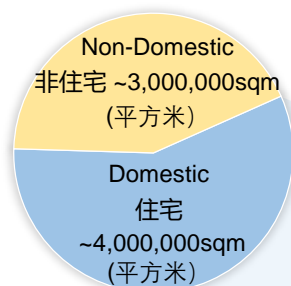
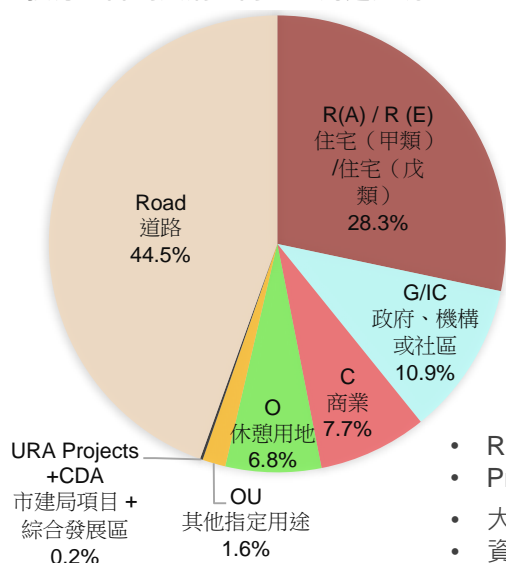
主要規劃議題

Landuse Structure

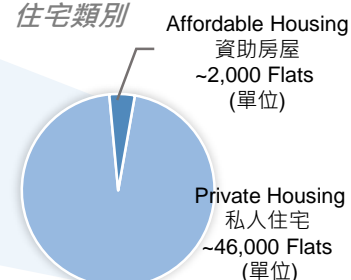
土地用途

Landuse Composition Based on OZP
按分區計劃大綱圖的土地用途比例

GFA Distribution (Based on URA Data)
建築樓面面積分布 (基於市建局資料)



Types of Housing
住宅類別



- Road occupies most of the land area, followed by Residential Uses
- Provision of Affordable Housing is limited (4% of total residential flats)
- 大部分土地面積由道路所佔用，其次是住宅用途
- 資助房屋有限 (佔住宅單位總數約4%)

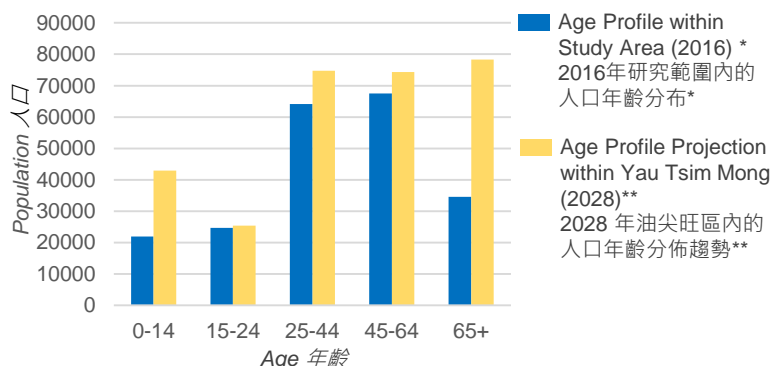
- The share of sub-divided units (SDUs) in Yau Tsim Mong District is the highest in Hong Kong, which contributes 23% of the total number of SDUs in Hong Kong[#]
- 相對全港而言，油尖旺區的分間樓宇單位 (劏房) 問題最為顯著，區內分間樓宇單位數目佔全港約23%[#]

[#] According to "2016 Population by Census – Thematic Report on Persons Living in Subdivided Units" 根據《香港2016年中期人口統計 - 主題性報告：居於分間樓宇單位人士》

Social-Economic Profile

社經狀況

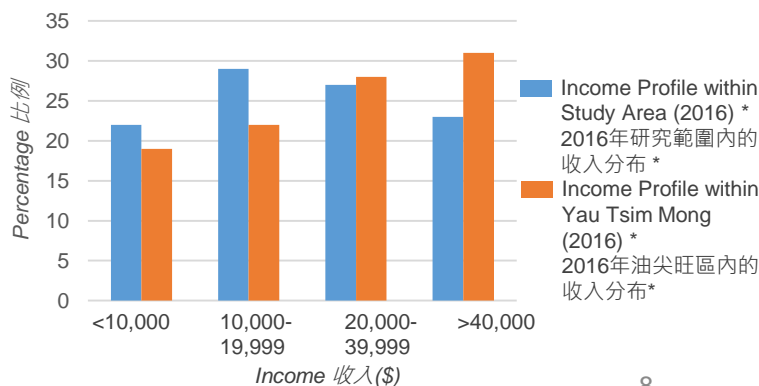
Age Profile and Projection
人口年齡分布及趨勢



- In 2016, total population was about 213,000
- The number of children and elderly in Yau Tsim Mong District is expected to increase. In 2028, the age group for 65 or above will have the largest proportion among all other age groups[^]
- The income distribution of the study area is lower than that for the overall Yau Tsim Mong District

- 於2016年，總人口為約 213,000 人
- 就油尖旺區整體而言，預期兒童及老年人的人口將有所上升。於2028年，65歲以上人口組別亦將會佔全部年齡組別的最大比例[^]
- 研究範圍的收入分佈較油尖旺區整體為低

Monthly Income Profile
每月收入分布



[^] According to Planning Department's "Projection of Population Distribution 2019-2028"
[^] 根據規劃署公布的《人口分布推算數字 2019 - 2028》

^{*} Based on 2016 Population By-census
根據2016年中期人口統計

^{**} Based on 2019-2028 Projections of Population Distribution
根據2019-2028人口分布推算

Quality of Life

生活質素

Living Space per Person 居住密度



~18.7m²平方米
(Territorial median
全港中位數: 21.4m²)

Population Density 人口密度



180 persons / 1000m²
每1000平方米180人

Open Space Provision 休憩空間供應



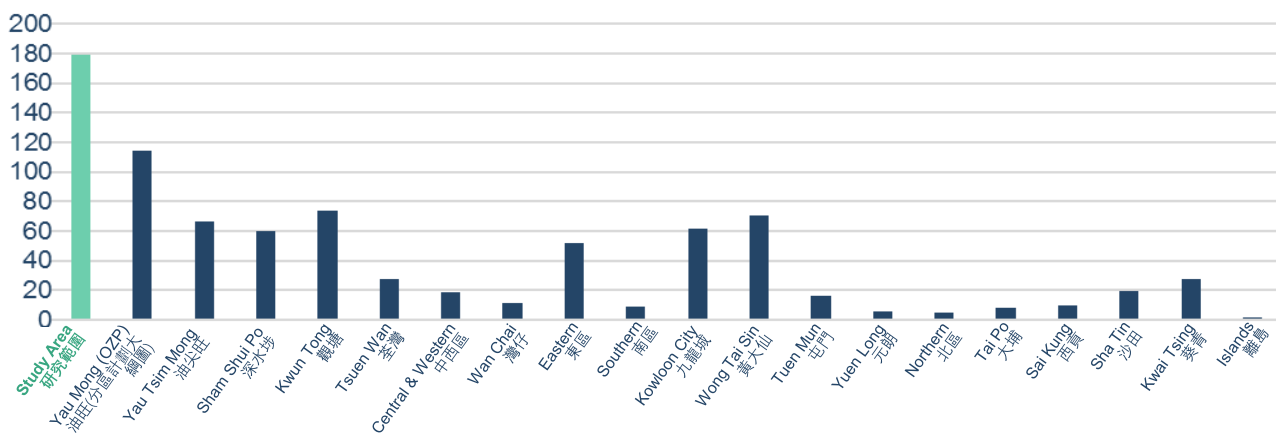
Per Capita 人均
~ 1.13 m² 平方米

G/IC Facilities 公共設施



Shortfall in Social
Welfare Facilities
社福設施普遍不足

Population Density (person / 1000m²) 人口密度 (每1000平方米人口)



Remarks: Population density is expressed as a ratio between land area (excluding road area) and population. Population in Study Area is based on 2016 By-census. Approximate land areas (excluding road area) and population of other districts are obtained from respective OZPs.
備註: 人口密度是根據土地面積(剔除道路後)和人口而定的比例,研究範圍的人口是根據2016年中期人口統計數字,而其他地區的土地面積(剔除道路後)及人口是根據分區計劃大綱圖資料

Environment and Traffic

環境及交通

Environment 環境

Air and noise pollution mainly generated from heavy road traffic
區內空氣和噪音污染來源主要來自交通

Traffic 交通

Traffic congestion with critical junctions close to or beyond capacity (10 critical junctions based on 2018 baseline scenario)
2018年基線分析顯示有10個重要路口接近或缺乏剩餘交通容量



Traffic Congestion & Pollution generated by Traffic
交通擠塞和交通產生的城市污染

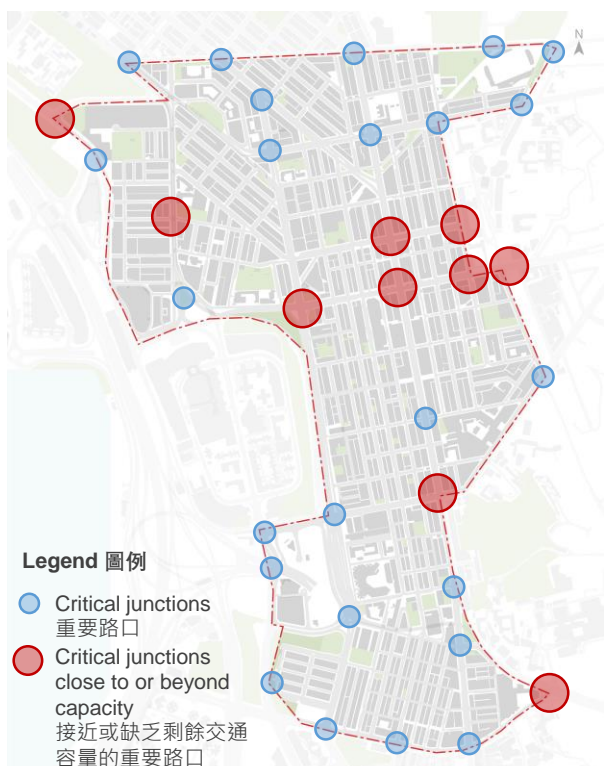


Diagram 2.1 Critical Junctions (2018 baseline)
圖2.1 重要路口 (2018年基準)

Urban Decay

城市/樓宇老化

Existing Building Age & Condition as of 2017 (over 3,300 buildings)

樓齡與樓宇設施狀況-2017年基準 (超過3,300棟樓宇)

Building Age
樓齡

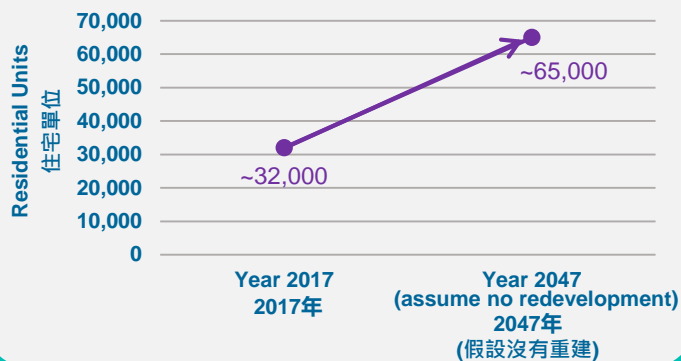
In "Marginal", "Varied" and
"Poor" Conditions
「欠佳」、「欠缺」
及「長期欠缺」維修及保養

"Three Nil"
Domestic Buildings
「三無」住宅大廈



Poor Building Conditions 不良的樓宇狀況

Residential Units Aged ≥50 超過50年樓齡住宅單位



Intensifying Urban Decay 樓宇老化日益嚴重

Legend 圖例

- 30 ≤ Age < 50, Satisfactory/ Acceptable Condition
30 ≤ 樓齡 < 50 · 維修及保養良好 / 尚可
- 30 ≤ Age < 50, Marginal/ Varied/ Poor Condition
30 ≤ 樓齡 < 50 · 維修及保養欠佳 / 欠缺維修及保養 / 長期欠缺維修及保養
- Age ≥ 50, Satisfactory/ Acceptable Condition
樓齡 ≥ 50 · 維修及保養良好 / 尚可
- Age ≥ 50, Marginal/ Varied/ Poor Condition
樓齡 ≥ 50 · 維修及保養欠佳 / 欠缺維修及保養 / 長期欠缺維修及保養



Diagram 2.2 Urban Decay (as of 2021)
圖2.2 城市老化 (2021資料)

Density Review

密度檢討

Legend 圖例

-  Buildings with Redevelopment Ratio <1.5
重建比例<1.5的樓宇
-  Buildings with Redevelopment Ratio ≥1.5
重建比例≥1.5的樓宇

Remarks:

Redevelopment Ratio (RDR) is derived by a ratio between permissible GFA (under OZP or B(P)R, whichever more stringent) and existing GFA. This indicates relative ease and / or incentives for redevelopment. As a general principle, only sites with RDR 1.5 or above would be considered financially viable for redevelopment.

備注:

重建比例是指可容許總樓面面積（根據分區計劃大綱圖或《建築物(規劃)規例》以較低者為準）與現時總樓面面積之間的比例，以表示重建的簡易性及/或誘因。一般而言，只有重建比例達1.5或以上的地盤才具有財務可行性作重建發展。

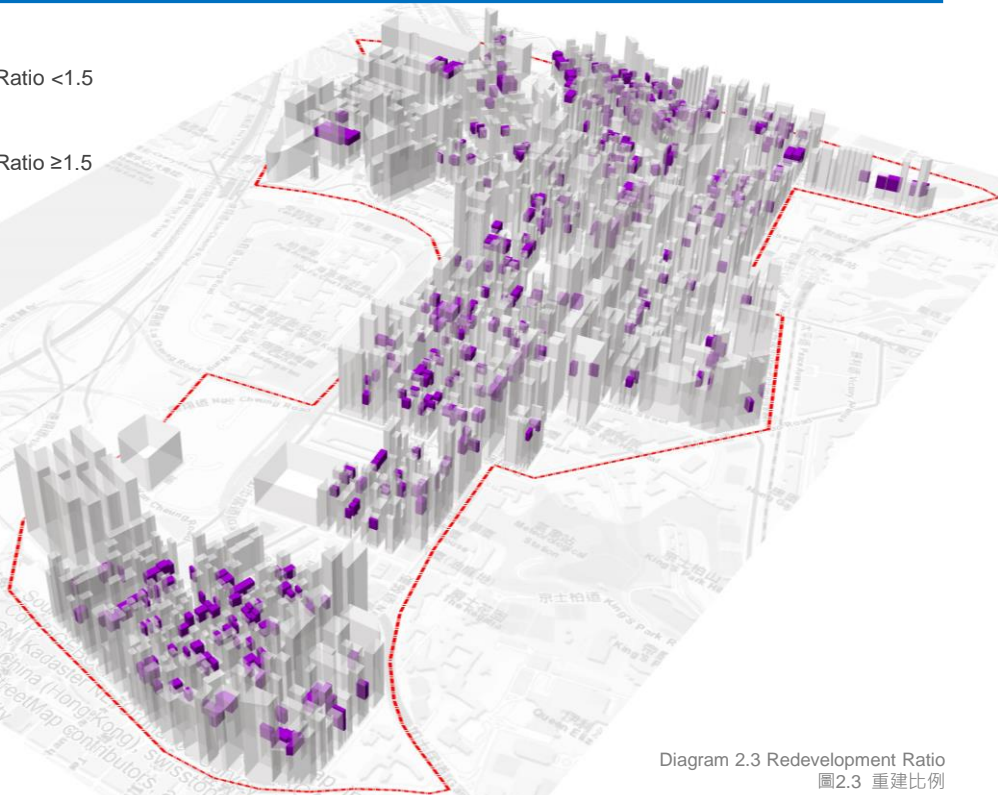


Diagram 2.3 Redevelopment Ratio
圖2.3 重建比例

Slow Redevelopment Pace

- Only 53 private residential related redevelopments completed in the past 20 years

Diminishing Redevelopment Potential

- >60% buildings with Redevelopment Ratio (RDR) < 1.5
- Residual GFA only about 7%

Lack of Restructuring Opportunities

- Sites with adequate redevelopment potential are piecemeal and scattered
- Inadequate solution space to meet district needs

緩慢的重建步伐

- 過去20年間，區內只完成了53個涉及住宅重建項目

不斷減少的重建潛力

- 六成以上的大廈只有少於1.5的重建比例
- 剩餘可容許興建的建築樓面面積只剩約7%

缺乏市區重整機遇

- 擁有重建潛力的地塊相對細小及零散
- 未能提供足夠空間以回應區內各種需求

Opportunities to Increase Land Use Efficiency

Road space occupies about 44% of existing land area, of which approximately around half are main roads that cannot be closed. There is opportunity to increase land use efficiency through site amalgamation and road closure to facilitate urban restructuring.

提升土地用途效率的機遇

現有街道面積佔整個研究範圍約44%，其中約有一半屬於維持必要交通的主要道路。可透過封閉某些道路、地塊合併來提升土地效益，有利於未來的市區重整。



Legend 圖例

-  **Trunk Road**
e.g. West Kowloon Corridor
主幹道
例如：西九龍走廊
-  **Primary Distributor Road**
e.g. Nathan Road, Argyle Street, Waterloo Road
主要幹路
例如：彌敦道，亞皆老街，窩打老道
-  **District Distributor Road**
區域幹路
-  **Local Distributor Road**
地區幹路
-  **Key Character Street**
主要特色主題商業街

Diagram 2.4 Road Hierarchy
圖2.4 道路架構

District Council's Concerns

From the meeting minutes for Yau Tsim Mong District Council (DC) and its committees in the past 5 years, it is observed that the DC generally concerns about the following key issues:

- In terms of quality of life and urban decay, improvement measures for living conditions of low-income residents, in particular tackling poor building conditions of decayed SDUs, have been long-awaited. Face-lifting various parks, open spaces and G/IC facilities is also a frequently discussed topic;
- In terms of transport capacity and walkability, DC members are anticipating solutions to resolve insufficient car parking spaces and traffic congestion at various locations within the district. Better pedestrian safety at road crossings at inner streets and main roads is also a major concern;
- Concerns on the building height of the Sai Yee Street Redevelopment Project exceeding the existing ridgeline was expressed.

The Study acknowledges the concerns by DC. Holistic and forward-looking urban renewal works will be recommended through formulation of planning proposals, implementation strategies and technical assessments.

區議會關注議題

翻查過去五年的油尖旺區議會及轄下委員會的會議記錄，得悉油尖旺區議會一直關注以下與民生相關的議題：

- 就生活質素及城市老化方面，區議會一直希望低收入居民的居住環境能有所改善，特別是改善位於老化舊樓分間樓宇單位的樓宇狀況。要求翻新區內各個公園、休憩空間及政府、機構及社區設施亦是區議會經常關注的議題；
- 就交通容量及易行度方面，區議員關注如何解決區內車位不足及交通擠塞的問題。位於內街及主要道路的行人過路處的行人安全亦是另一個主要關注；
- 就洗衣街重建項目建築高度超出現有山脊線提出了憂慮。

研究了解到區議會的關注，會透過制訂規劃方案，實施策略及進行技術評估，建議全面及具前瞻性的市區更新工作。

Identification of Urban Renewal Opportunity Areas (UROAs)

劃定市區更新潛力地區

"UROAs" refer to areas where major urban restructuring and renewal initiatives are proposed and concentrated. A preliminary scoring system is used to assess the level and extent of urban decay on a building basis. Buildings with Redevelopment (R1) and Rehabilitation (R2) needs by 2047 constitute 80 % and 18% of existing buildings in the study area respectively. 5 UROAs were identified covering the whole Study Area. Planning proposals are then formulated to achieve the planning vision and to address the key urban issues through replanning and urban restructuring.

「市區更新潛力地區」是指主要市區重整及更新建議的地區。初步嘗試利用一套統一的評分機制，以每一幢建築物作為基礎，評估整體城市老化的程度及範圍。至2047年有重建 (R1) 及復修 (R2) 需要的樓宇和分佈，分別佔研究範圍現時樓宇總數的 80 % 及 18%。研究建議劃定5個市區更新潛力地區，覆蓋整個研究範圍。本研究及後建議了各個方案以實現規劃願景，並透過全面的重新規劃及市區重整，以解決主要城市議題。

3. Planning Vision & Framework

規劃願景及框架

3.1 PLANNING VISION & OBJECTIVES

規劃願景及目的

Vision 規劃願景

“Regenerate Yau Mong into a **livable, sustainable, diverse and vibrant metropolitan hub** while reinforcing it as an area representing the **rich local and cultural heritage of Hong Kong**”

「**重塑油旺成為一個宜居、可持續、多元化及具活力的都市核心圈，並加強其作為代表本港潮流文化和傳承特色的地區。**」

Key Objectives 規劃目的

A district-based master planning approach is adopted with the following objectives:

- Guide urban regeneration and plan key **development nodes and corridors**
- Integrate **solution spaces** within identified redevelopment area
- Promote “Park’ n Walk” concept with peripheral underground car-parking system
- Facilitate **site amalgamation** for key developments and more efficient road network configuration
- Create comprehensive **open space network**
- Create **multi-level public realm** to enhance overall connectivity and walkability
- Embrace and enhance **local identity and characteristics** including character streets vibrancy

利用以地區為本的總體規劃達至以下目標：

- 指導市區更新並規劃**主要核心發展節點及走廊**
- 透過建議重建地帶提供**整合空間及設施以解決不同城市議題**
- 在研究範圍的主要入口區提供大型地下停車場以推動 “Park’ n Walk” (泊車後步行至內街) 的概念
- 建議更具效率的道路網絡並提倡**地塊合併**
- 創造全面及更具吸引力的**休憩空間網絡**
- 創造**立體公共空間網絡**以加強易行度及整體空間聯繫
- 體現並提升**地區特色**，包括主題街道的特色和活力







3.2 MRCP PARAMETERS

市區更新大綱發展概念藍圖規劃指標

3 MRCP scenarios (MRCP “+”, “-” & “0”) have been developed to achieve the planning goals. The 3 MRCPs are based on a set of planning assumptions and target parameters, demonstrating variations in terms of development intensity, population size, per capita living space and open space provision. The set of assumptions are presented as follow:

研究建議了3個市區更新大綱發展概念藍圖方案 (MRCP「+」、「-」&「0」) 以體現整體市區更新的規劃目標。根據一系列的規劃假設及指標，3張市區更新大綱發展概念藍圖各自代表了不同的發展密度、人口規模、人均居住面積和休憩空間供應。有關的規劃假設及擬定指標如下：

	MRCP “+”	MRCP “-”	MRCP “0”
Planning Goals 規劃目標	<i>Growth and Livability</i> 增長與宜居	<i>Livability and population thin-out</i> 宜居與減少人口	<i>Livability and moderate population thin-out</i> 宜居與適量減少人口
 Development Intensity 發展密度	Increase Domestic & Non-Domestic GFA (beyond OZP level at strategic locations) 增加住宅及非住宅樓面面積 (超出現有分區計劃大綱圖容許上限，在策略性地點測試提升發展容量)	Overall Intensity Benchmark Existing Development Level 整體發展密度參照現時研究範圍內的已建樓面面積	Overall Intensity Benchmark Existing OZP Permissible Level 整體發展密度參照現行分區計劃大綱圖容許的總樓面面積
 Population 人口規模		Existing population of about 213,000 as upper limit Adopting a range of ~150,000 to 213,000 : 以現有人口規模約213,000作為上限及由約150,000 至213,000 :	
 Living Space per Person 人均居住面積		~ 22m ² to 26m ² (subject to MRCP scenarios & population size) (根據MRCP方案及人口規模。)	
 Open Space per Person Target 人均休憩空間面積		~ 2.5m ² to 3.5m ² (To adopt a benchmark above existing Hong Kong Planning Standards and Guidelines (HKPSG) Standard of 2m ²) (採納高於現時《香港規劃標準與準則》2m ² 的標準)	

MRCP Development

- Based on the above assumptions and target parameters, the MRCP scenarios follow the same spatial and planning framework which emphasizes on district theming, strategic development areas, key corridors, proposed redevelopment sites and public realm network
- Other variations include the number, scale and extent of the various proposed redevelopment sites and open spaces

市區更新大綱發展概念藍圖的擬定

- 根據上述的規劃假設和指標，所有市區更新發展大綱概念藍圖均依據相同的規劃及空間佈局框架，並針對相關分區規劃主題、策略性的發展地區、主要走廊、建議重建地盤和公共空間系統網絡等加以闡述
- 3個市區更新大綱發展藍圖方案的主要分別在於個別建議重建地盤和休憩空間提供的數量、規模和範圍

3.3 MRCP FRAMEWORK

市區更新大綱發展概念藍圖規劃框架

3 Planning Themes, 5 UROAs 三個規劃主題 · 五個市區更新潛力地區

Tai Kok Tsui –
“Park-Side Green Community”
Elevate greening and quality of the public environment

大角咀 –
“綠悠社區”
提升區內綠化景觀及公共環境質素

Mong Kok East & Mong Kok West –
“Exuberant Commercial District”
A place beyond shopping with social/cultural, heritage, leisure and recreational attractions

旺角東和旺角西 –
“動力商貿區”
一個具文化 / 社區魅力、歷史底蘊及消閑康樂的多元化購物區

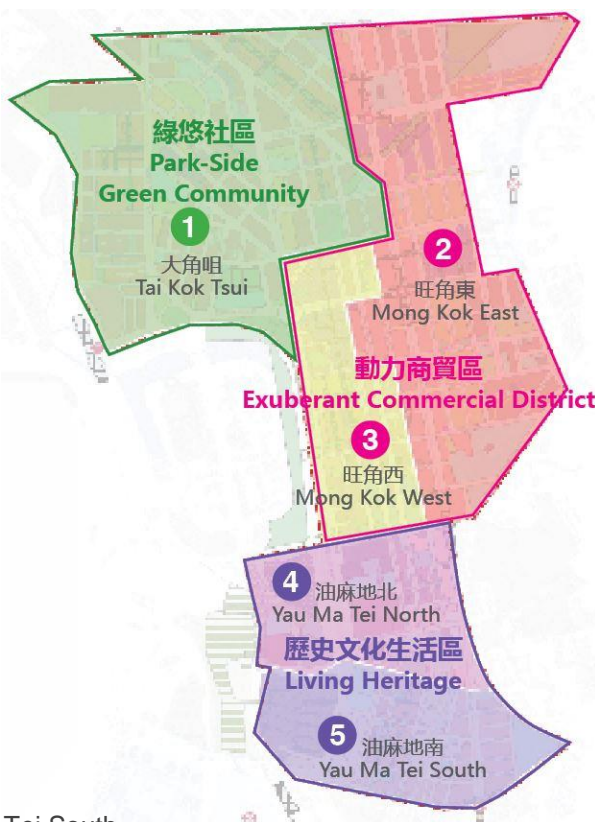


Diagram 3.1 Planning Themes
圖3.1 分區規劃主題

Yau Ma Tei North & Yau Ma Tei South –
“Living Heritage”
Mix of old and new attractions for long-term regeneration and celebration of unique district identity and heritage

油麻地北和油麻地南 –
“歷史文化生活區”
結合新舊景點，以濃厚歷史文化作為地區重塑的特色



MRCP Framework 市區更新發展概念藍圖框架

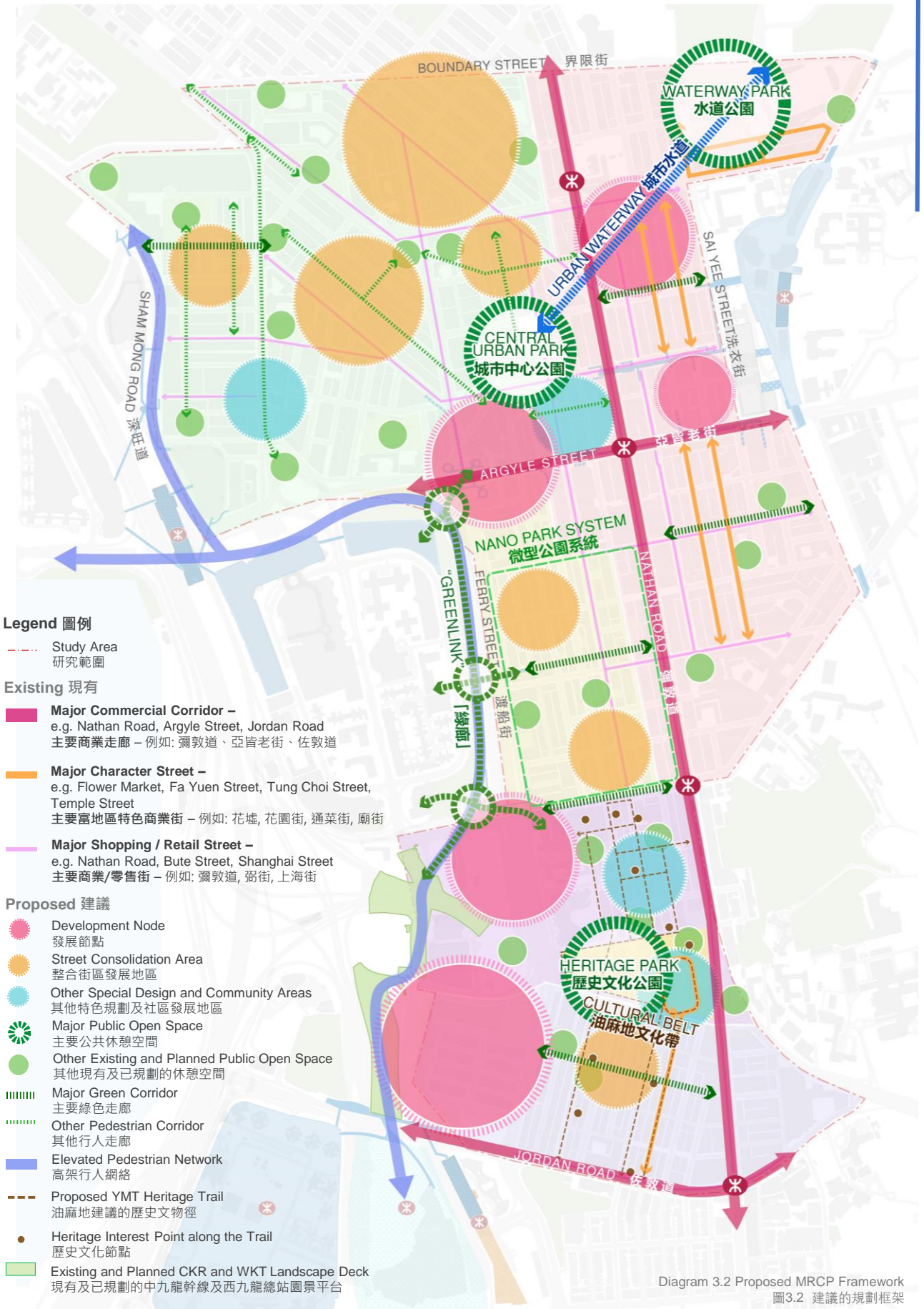


Diagram 3.2 Proposed MRCP Framework
圖3.2 建議的規劃框架

4. Draft MRCPs

市區更新大綱發展概念草圖

4.1 DEVELOPMENT NODES

核心發展節點

5 Development Nodes (DNs) are proposed in all MRCP scenarios. They are proposed based on their strategic gateway locations, physical context such as possibility of urban restructuring (such as site amalgamation and road closure) and the level of urban decay. With a relatively high mix of non-domestic components, they are planned in a holistic manner and are envisioned to be anchor developments to steer economic growth, serve as catalysts for urban regeneration, focal points for public to conglomerate, and provide opportunities for open space and other public gain. They shall embody special design features in line with the planning themes to become key district landmarks as well as socio-economic activity hubs.

The 5 DNs are proposed to be connected via various major shopping / character streets or key pedestrian corridors to create a knitted network.

3個市區更新大綱發展概念藍圖方案均提出了5個核心發展節點的規劃建議。核心發展節點的建議主要建基於它們的策略性位置，城市發展特性如空間重整的可能性（如地塊合併和封閉道路）及樓宇或城市老化問題。建議中，核心發展節點將以整體規劃的發展模式，配合較高比例的非住宅用途樓面面積，帶動區內的經濟活動，並同時作為推動市區更新、人流匯聚的核心點、提供休憩空間和公共設施。每個核心發展節點將配合規劃主題，以及特定的發展主題和設計特色，成為區內的重要地標及社會和經濟活動的焦點。

5個核心發展節點將連接主要商業 / 特色街道或主要行人走廊，以形成一個互通易行的人行網絡。



Key Benefits

- Relatively sizable redevelopment area as catalyst for urban regeneration
- As focal points for public to conglomerate
- Each DN provides at least 30% site area as open space
- Strategic locations to provide sizable underground public car parks to facilitate "Park n' Walk" concept
- Provide integrated community facilities, multi-level and sizable open spaces to enhance indoor-outdoor interaction
- Key place-making initiatives to strengthen district identity and characteristics
- Selected DN to serve as designated receiving sites under the proposed TPR mechanism

主要效益

- 透過整合街區組成較大型的重建地帶，以促進市區更新
- 成為匯聚市民大眾活動的中心點
- 每發展節點提供不少於30%地盤面積作休憩空間
- 在策略性地點提供較大型的地下公共停車設施以推動 "Park n' Walk" (泊車後步行至內街) 的概念
- 綜合社區設施和提供多層/俱規模的休憩空間，加強室內室外的互動聯繫
- 推動「地方營造」，以塑造地區形象和特色
- 個別發展節點地盤亦作為地積比率轉移機制下的指定接受地盤

Diagram 4.1 Development Node
圖4.1 發展節點

Mong Kok East - Nullah Road Urban Waterway

旺角東-水渠道城市水道

This DN centres around the proposed opening of the existing decked nullah between Boundary Street and Nathan Road, which is envisioned to be a new blue-green feature rejuvenating the city image of Mong Kok. The DN is composed of:

- (i) New **Waterway Park** to become a green hub for public leisure and recreation, with a new **multi-purpose complex building** accommodating existing and future uses under the “single site multiple use” initiative;
- (ii) Concentration of commercial / service apartment (high rise gateway tower & low-rise strip) and residential / service apartment development along the Urban Waterway, with special architectural design to further promote vibrancy and synergy along existing character streets;
- (iii) Pedestrian subway connecting between north and south sides of the Urban Waterway will be proposed;
- (iv) Possible connection to Central Urban Park and Green Link via Mong Kok Market Revitalisation DN to create a diverse and vibrant leisure experience;
- (v) integrated character street, heritage preservation, open space, re-provision of public facilities and underground carpark.

此核心發展節點的發展主題主要圍繞擬議重開彌敦道至界限街一段現時的鋪面渠。此設計建議的目標是在煩囂的市中心構建一道生態藍綠建設 (blue-green feature) · 以活化旺角商業地段一帶的城市形象。建議的組成部分主要包括：

- (i) 大型的「水道公園」作為一個生態綠化節點供市民消閒康樂之用 · 並建議新建一幢**多用途綜合大樓**以重置現有設施和提供新用途 · 實現「一地多用」；
- (ii) 沿「城市水道」兩旁提供作商住/服務式住宅混合式發展 (包括門戶摩天大廈和低密度精品商業街) · 並沿主要特色商業街建議富特色的建築設計以加強沿街的活力和整體吸引力；
- (iii) 建議新建行人隧道連接「城市水道」的兩邊；
- (iv) 透過旺角街市更新活化核心發展節點相連至城市中心公園和「綠廊」的可能性 · 以創造多元化和充滿活力的休閒體驗；
- (v) 新發展同時提供 / 融合特色街道、文物建築保育、休憩空間、一系列公共設施及地下停車設施。

Key MRCP Variations:

- Development site boundary
- Design of possible extension to west of Nathan Road
- Development intensity

3個發展概念藍圖方案的主要分別：

- 發展地盤範圍
- 彌敦道以西後期發展的設計
- 發展密度



Diagram 4.2 Nullah Road Urban Waterway Concept Diagram
圖4.2 水渠道城市水道概念示意圖

Artist Impression of the Waterway Park 水道公園設計示意



Artist Impression of the Urban Waterway with commercial development along both sides 城市水道與兩旁商業發展的設計示意



Artist Impression of the Urban Waterway with commercial development along both sides 城市水道與兩旁商業發展的設計示意



Mong Kok East – Argyle Street Commercial / Integration Hub 旺角東-亞皆老街商貿/聯繫樞紐

This DN is envisioned to be a comprehensive mixed-use development hub to form a high-rise cluster with the planned Sai Yee Street Redevelopment Project at the Mong Kok East gateway location. Capitalising the strategic location, the development will become a **converging point** of at-grade character streets (Tung Choi Street and Fa Yuen Street), elevated walkways (Mong Kok Road Footbridge) as well as the Mong Kok East and Mong Kok MTR Station. Other key planning and design proposals include:

- Provision of a sizable at-grade plaza with smooth connection to adjoining character streets
- Provision of multi-level open spaces to promote interaction between indoor / outdoor uses
- Provision of internal and external pedestrian passageways to interconnect with nearby destinations and pedestrian facilities
- Provision of sizable underground carpark and transport facilities to alleviate traffic congestion

此核心發展節點的發展主題是在旺角東的門戶位置建立一個綜合性商住混合發展樞紐，連同已規劃的洗衣街重建項目構成一組高建築群。設計方案建議建基於其策略性的地理位置，形成一個**匯聚節點**，連接兩旁主題商業街（通菜街和花園街）、高架行人天橋（旺角道天橋系統）以及旺角東和旺角港鐵站。其他主要設計和規劃建議包括：

- 在地面提供一個與周邊主題商業街連接的開放式廣場
- 在不同樓層配置休憩空間，以提升室內外功能之間的互動
- 提供室內外連接的公共行人通道以加強與周邊的連繫及接駁附近的行人設施
- 提供地下大型停車場和交通配套設施，以緩解交通擠塞問題



Diagram 4.3 Argyle Street Commercial / Integration Hub Concept Diagram
圖4.3 亞皆老街商貿/聯繫樞紐概念示意圖

Key MRCP Variations:

- Development intensity

3個發展概念藍圖方案的主要分別：

- 發展密度



Mong Kok West - Mong Kok Market Revitalisation

旺角西 - 旺角街市更新活化

Located at the western entry point of Mong Kok, the proposal aims to create a new destination for locals and visitors to form an attraction cluster together with the nearby Langham Place. The new mixed-use development will consolidate existing on-street market stalls into a special **“Market Hall”** while retaining the “street-form” configuration and integration with comprehensive ancillary facilities (such as culinary related F&B, retail and event space), to form a new leisure and community landmark that represents local culture and identity. The architecture shall present an undulating profile and sizeable open space on top of the Market Hall to create a **“Market in the Park”** ambience. Other key components include:

- Mixed-uses including residential, retail, entertainment, office, hotel & service apartment
- Sizable and interconnected open space
- Multi-level public pedestrian passageways interconnecting with surrounding destinations and pedestrian facilities
- Provision of sizable underground public carpark and transport facilities to alleviate traffic congestion

此核心發展節點位於旺角西的門戶位置，與附近的朗豪坊形成一個新目的地，為居民和遊客創造一個新的景點群。通過重建機遇，整合並改善周邊的小販攤檔的配置，建立一個結合特色「**市集大堂**」的混合發展。在保留「街道」特色的同時，與全面的配套設施融為一體（如與飲食相關的餐飲零售和表演場地），以構成一個全新的休閒和社區地標，體現地區文化和特色。整體建築設計將呈現高低起伏，及設於市集大堂平台上的大型休憩空間，實現「**園中市集**」的設計氛圍。其他主要設計和規劃元素包括：

- 新型住宅和商業混合用途，如住宅、零售、娛樂、辦公室、酒店和服務式住宅
- 大型和相連接的休憩空間
- 不同樓層設置室內及戶外行人通道連貫周邊目的地和行人設施
- 提供大型地下公眾停車場及交通設施，以紓緩交通擠塞



Diagram 4.4 Mong Kok Market Revitalisation Concept Diagram
圖4.4 旺角街市更新活化概念示意圖



Artist Impression of Sizable Green Space
大型休憩空間設計示意



Artist Impression of Market Hall
市集大堂設計示意

Key MRCP Variations:

- Development site boundary
- Development intensity

3個發展概念藍圖方案的主要分別：

- 發展地盤範圍
- 發展密度

Yau Ma Tei North – Yau Ma Tei Fruit Market (YMTFM)

油麻地北 - 油麻地果欄

YMTFM is a unique heritage with high historic, cultural, social, economic and architectural value. The proposal is to revitalize it into a tourist attraction while preserving its special values. Key proposals include:

- The existing Grade 2 **historic buildings** are proposed to be preserved and revitalized for retail, F&B, recreational and other arts & cultural uses. The wholesale operations would be relocated to Hau Cheung Street to promote opportunities of wholesale operation;
- To further complement the tourism function, new boutique hotel, open spaces and community uses are also proposed to the south;
- A **new multi-storey building (MSB)** at Hau Cheung Street with modernized facilities for wholesale operation with topside commercial (including service apartment) development and underground carpark;
- A **pedestrian subway** to link up the two sites, and **sizable open space** connecting to the proposed GreenLink and the planned CKR Landscape Deck is proposed on the podium of the MSB site, forming a continuous and seamless **green corridor** linking up West Kowloon to Mong Kok and Tai Kok Tsui.

油麻地果欄是一個獨特的歷史文物，擁有豐富的歷史、文化、社會、經濟及建築價值。研究提議將油麻地果欄活化成為一個富特色的旅遊景點，並對現有歷史建築作出適當的保育。主要建議包括：

- 現時果欄位置的二級**歷史建築群**可作活化保育，發展新的零售、餐飲、休閒及藝術文化等用途。批發業務將會搬遷至巧翔街，以促進批發業務的機遇；
- 同時建議在南面建設精品酒店、休憩空間及社區設施以進一步配合旅遊發展；
- 在巧翔街興建一幢具備現代化設施**大樓**作批發用途，並於上蓋提供商業發展（包括服務式住宅），及於地下提供停車設施；
- 增設一條**地下行人隧道**以連接兩塊用地。此外，與擬議「綠廊」和已規劃的中九龍幹線園景平台連接，成為與西九龍地區、旺角及大角咀形式無縫連接的**綠色走廊**。



Diagram 4.5 Yau Ma Tei Fruit Market Concept Diagram
圖4.5 油麻地果欄概念示意圖

Artist Impression of multi-storey building with topside development and roof-top open space
新大樓及其上蓋發展和屋頂休憩空間設計示意



Key MRCP Variations:

- Development intensity
- No topside commercial development on MSB under the MRCP “-” scenario

3個發展概念藍圖方案的主要分別：

- 發展密度
- MRCP 「-」 方案不建議在大樓上層提供商業發展

Yau Ma Tei South – West Kowloon Gateway

油麻地南 – 西九龍門戶綜合發展

Situated near the West Kowloon Terminus (WKT) and Austin MTR Station, the site is well-served by the Express Rail Link, West Rail Line and Tung Chung Line. Such strategic location presents great opportunities for a gateway development with cluster of Super Grade A offices, mixed uses such as retail, hotel, service apartments, arts and cultural uses, and residential components to create a vibrant and iconic landmark at the intersection point between old Yau Ma Tei and the new West Kowloon District.

To facilitate the sizable development, site amalgamation with the adjoining Man Cheong Street Park is proposed. Series of sizable open spaces (with various functions such as event space and pet garden), public carpark and public transport facilities as well as convenient public pedestrian passageways (connecting to the adjoining Saigon Street as well as footbridges along Jordan Road and the WKT landscape deck) will be provided.

該發展節點位處西九龍站及柯士甸站附近，與廣深港高鐵路、港鐵西鐵線和東涌線緊密連接，其策略位置提供機遇成為一個地標綜合式發展，提供高端甲級寫字樓、零售商業、酒店、服務式公寓、文化藝術及住宅等混合用途，並成為連接油麻地舊區與新西九龍發展區之間的具活力和地標性建築。

規劃方案建議透過地塊合併，與毗鄰的文昌街公園合併提供一塊較大型的發展用地。建議在設計上結合未來發展，提供不同功能和主題的大型休憩空間（如寵物公園、表演場地等）、公共停車及公共交通設施和便捷的行人通道以連接西貢街、佐敦道行人天橋和西九龍高鐵路外的景觀平台。

Key MRCP Variations: 3個發展概念藍圖方案的主要分別：

- Development intensity 發展密度

Artist Impression of open space 休憩空間設計示意



Diagram 4.6 West Kowloon Gateway Concept Diagram
圖4.6 西九龍門戶綜合發展概念示意圖

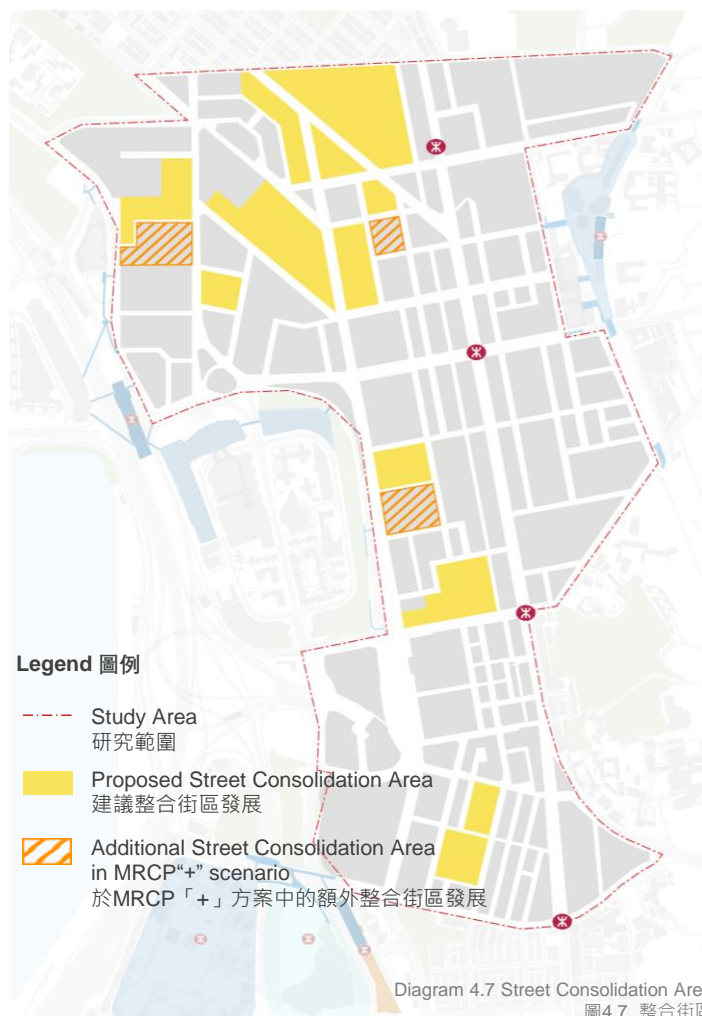
Artist Impression of overall development 整體發展設計示意



4.2 STREET CONSOLIDATION AREA 整合街區發展

The road layout in the study area was based on a grid system with a relatively high percentage (44%) of road space. With rationalisation of the road network, the Study has identified a number of roads for closure for pedestrian and open space use. Adjoining small street blocks are amalgamated to form more cohesive redevelopment area which could be used for both affordable housing and private residential/mixed use developments. The identified SCAs are indicated in diagram 4.7.

Within the SCAs, developments are either developed comprehensively as a whole or carved into smaller land parcels for holistic development. The road closure area is proposed to be countable for GFA calculation thus providing incentive for private sector participation in urban renewal.



研究區內的道路網絡系統所佔的空間比例較高 (44%)。在理順道路網絡的同時，本研究尋找一些可封閉道路供轉化為行人和休憩用地。這些空間可以與相鄰的小街區合併成更具凝聚力的重建地帶，用作資助房屋和私人住宅/混合用途發展。整合街區分佈在圖 4.7 所示。

在整合街區內，重建項目可以作為一個綜合整體發展或分割成不同的較小地塊作整全發展。研究建議，封閉的道路面積將計入可建樓面面積計算，以鼓勵私人市場參與重建。

- Buildings with Redevelopment Needs 有重建發展需要的樓宇
- Younger Buildings 未有重建發展需要的樓宇
- New Buildings 新建的樓宇
- Road 道路
- Open Space/ Pedestrian Corridor 休憩空間/行人走廊

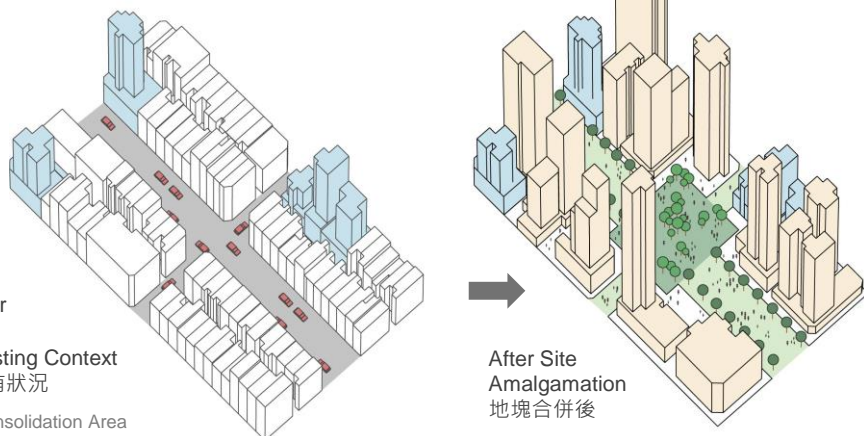


Diagram 4.8 Concept Illustration of Street Consolidation Area
圖4.8 整合街區的概念示意圖

Private Mixed-Use / Residential Development

私人混合用途 / 住宅發展

SCAs are proposed to facilitate a much coordinated comprehensive residential or mixed-used developments, according to each site context and land use compatibility. Closed road sections could be transformed into open space / pedestrian corridors to promote walkability. The more sizable and structured development area could facilitate a better layout for holistic development. It could also potentially provide more solution space for car parking and other public / community facilities.

研究建議根據個別環境條件及用地相容性，促進整合街區開發為綜合性及協調性高的住宅或商住混合。封閉後的道路轉變為休憩空間/行人走廊，以促進區內易行性；整合後的地塊（較大面積及規整的形狀）可促進更佳的規劃及整體發展，並能提供各類休憩空間、公共/社區及停車設施。



Illustrations of Design for Open Space within SCA
整合街區發展內的休憩空間設計示意



Affordable Housing (AH)

資助房屋

At present, there is only a small proportion of affordable housing in the study area. Subject to site configuration and constraints, policy support and resource availability, suitable sites could be identified within SCAs for affordable housing or Starter Homes. Site selection should consider convenient access to public transport and proximity to G/IC facilities. The actual provision will be subject to resource availability, technical feasibility and Government policy directives.

目前，研究範圍內的資助房屋僅佔一小部分。考慮到地盤形狀及限制條件，政策支持及資源可能性，可以將部分或個別合適的整合街區作資助及首置房屋發展。有關選址應鄰近公共交通和政府、機構或社區設施。實際的資助房屋供應將視資源可用性、技術可行性和政府政策指示而定。



Prosperous Garden (Photo Credit: HKHS)
駿發花園 (相片來源：香港房屋協會)



June Garden (Photo Credit: HKHS)
頌賢花園 (相片來源：香港房屋協會)

4.3 OTHER PROPOSED SPECIAL DESIGN / COMMUNITY AREAS 其他建議特色規劃 / 社區發展地區

In addition to the above proposals, the following sections shall present other special design and community areas as shown in Diagram 4.9. These areas are of special design and planning intentions and considerations with the aim to enhance overall place-making impact and to create a sense of community. They include:

除了上述規劃建議，以下部分將描述其他特色設計和社區建議（位置見圖 4.9）。這些建議將透過特色設計和規劃意向，進一步提升研究範圍的「地方營造」特色，加強社區的歸屬感。建議包括：

- 1 **Tai Kok Tsui Activity Node**
大角咀活動節點
- 2 **“Youth Cultural Place” in Mong Kok**
旺角「青年文化基地」
- 3 **Cultural Belt / Civic Node in Yau Ma Tei**
油麻地文化帶 / 多層社區活動中心
- 4 **Low Rise Cluster**
低矮建築群
- 5 **Character Streets**
特色主題商業街



Diagram 4.9 Other Proposed Special Design / Community Areas
圖 4.9 其他建議特色規劃 / 社區發展地區

Tai Kok Tsui Activity Node

Under the MRCP“+” scenario, the existing Anchor Street Sewage Pumping Station is anticipated to be over capacity in view of the increase in development intensity. It is hence proposed to relocate the facility to below ground of the Anchor Street Playground for upgrading works, and the site could be released to form a larger mixed-use development site together with the adjoining land parcels, including existing aged buildings in the vicinity, providing a new focal point for residential, commercial and retail development.

由於現時晏架街污水泵房將因為MRCP「+」方案增加總體發展密度而超越負荷，因此建議將現時泵房遷移至晏架街遊樂場的地下空間作升級工程，並將其現址與毗鄰發展用地合併，包括附近一帶的老化樓宇，構建成一個更大型的混合式發展作為鄰近社區的住宅、商業及零售核心點。

大角咀活動節點

Current Tai Kok Tsui
大角咀現況



Key MRCP Variations:

- Proposed under MRCP “+” only

3個發展概念藍圖方案的主要分別：

- 只在MRCP「+」方案建議中

Youth Cultural Place in Mong Kok

旺角青年文化基地

Reference of Youth Cultural Space
青年文化空間參考圖



A youth cultural place is proposed near URA's 618 Shanghai Street Preservation Project, and will become a vibrant and unique destination within the district. Proposed mixed-use functions include residential, youth hostel, co-working and co-living for young people, together with other retail, arts, cultural and event spaces as well as possible preservation of adjoining historic buildings to add interest points.

規劃方案建議在市建局的「618上海街」保育項目附近建立一個青年文化基地。此方案將成為當區一個具活力和特色的目的地。方案建議提供混合式功能包括住宅、青年宿舍、共用工作空間及青年「共居」空間，及一系列的零售、文化藝術和表演場地。規劃方案亦建議保育基地旁的歷史建築以增加整個項目的特色和吸引力。

Key MRCP Variations:

- development intensity

3個發展概念藍圖方案的主要分別：

- 發展密度

Cultural Belt / Civic Node in Yau Ma Tei

油麻地文化帶 / 多層社區活動中心

Proposed Cultural Belt Layout Plan 建議油麻地文化帶佈局平面圖



Artist Impression of "Civic Node"
多層社區活動中心設計示意



The series of government sites along Kansu Street are proposed to be linked and replanned to create a celebrated "Cultural Belt" at the heart of Yau Ma Tei. Key proposals include:

- A new "Civic Node" is proposed at the existing Multi-Storey Carpark site as a new architectural icon consolidating nearby civic uses including a new "Jade Market Hall", cooked food hawker bazaar, government offices, public library, community hall, post office and community gardens;
- A network of open spaces flanking the "Civic Node" including Yau Ma Tei Community Centre Rest Garden (Banyan Tree Stump), and expansion of existing park spaces through the proposed relocation of the Kowloon Government Offices and the Jade Market, with appropriate revitalisation forming a belt of "Heritage Parks" with a mix of old and new design elements; and
- Possible adaptive reuse of the Yau Ma Tai Police Station (a heritage site) for cultural or community uses

方案建議連結及重新規劃沿甘肅街一帶的政府用地成為一個油麻地中心的地標式「文化帶」。當中建議包括：

- 建議於油麻地多層停車場現址，興建一棟「多層社區活動中心」作為整個文化帶的建築焦點，重置周邊社區設施包括一個新「玉器市場大堂」、熟食小販市場、政府合署、公共圖書館、社區會堂、郵政局、社區公園等；
- 透過重置玉器市場和九龍政府合署，將其部分辦公室用途重置於多層社區活動中心，騰出地盤以擴展現時的公園空間，包括油麻地社區中心休憩花園（榕樹頭），建立一個休憩空間網絡，融入揉合新舊設計的「歷史文物公園」帶；及
- 建議保育活化油麻地警署歷史建築作為文化或社區用途。

Key MRCP Variations:

- Larger open spaces in MRCP "0" & "-" scenarios

3個發展概念藍圖方案的主要分別：

- MRCP 「0」& 「-」方案建議較大的休憩空間

Low Rise Cluster

低矮建築群

Located near the YMTFM, the area is proposed to retain a low-rise character to complement the heritage nature of the area to form a unique tourism & cultural destination along the proposed heritage trail network in Yau Ma Tei. The cluster is proposed to be rezoned as “ Other Specified Uses (Mixed Use) ” (OU(MU)) for mixed-use development, subject to a lower development intensity of 6 storeys, with the aim to promote flexible mix of residential, retail, F&B, hotel / hostel, arts & cultural uses.



Existing Low Rise Cluster near Hi Lung Lane
現時熙龍里一帶低矮建築群

為了配合油麻地果欄地區的發展主題。研究建議保留該地區的低矮建築特色，以配合該地區的歷史特性，在油麻地的古蹟步行網絡沿線中形成一個獨特的旅遊和文化景點。附近一帶的土地用途更改為「其他指定用途（混合用途）」以鼓勵更具彈性的多用途發展，包括住宅、零售、餐飲、酒店 / 旅舍、文化藝術等，並建議保持該區低密度建築特色，把樓宇高限維持在6層以內。

Constant in all MRCP scenarios
3個發展概念藍圖的建議一致

Character Streets

特色主題商業街

As key attributes to the unique identity of Yau Mong and key components of the public realm network, planning and design guidelines are proposed to sustain the future growth and evolution of the key character streets including the Flower Market, Tung Choi Street, Fa Yuen Street and Temple Street. The proposals include: (i) appropriate footpath widening to improve the walking environment; (ii) signage proposals to maintain unique streetscape characteristics; (iii) part-time pedestrianisation as appropriate to further improve walkability; and (iv) rezoning of adjoining uses as “OU(MU)” to encourage flexibility for commercial uses, and to enhance vibrancy of character streets through future redevelopments.

為了促進油旺區內特色主題商業街的可持續發展及致力保留其獨有特色，於主要特色街道包括花墟、通菜街、花園街及廟街提出下列規劃和設計指引：(i) 在適當行人路段擴闊以優化整體行人環境；(ii) 規範商業招牌以保留主題商業街的特色；(iii) 按需要提出部分街道作為部分時間行人專用街道以進一步改善易行度；及 (iv) 建議適當地把部分沿主題商業街的用地更改土地用途為「其他指定用途（混合用途）」，以增加未來商業發展的彈性，藉此加強特色主題街道的人氣和活力。



Key MRCP Variations:

- Development intensity

3個發展概念藍圖方案的主要分別：

- 發展密度

Existing Ladies Market, Goldfish Market (Tung Choi Street) and Flower Market
現時「女人街」、「金魚街」（通菜街）及花墟

4.4 OTHER PROPOSALS 其他規劃建議

Nathan Road / Argyle Street Commercial Spine:

- Strengthen their commercial functions and encourage redevelopments through rezoning to “C”, to uses like office, retail, entertainment, service apartment, etc, and increase permissible PR along Nathan Road and Argyle Street (MRCP “+”);

Jordan Road “High Street”:

- Emphasize Jordan Road’s function as a key corridor connecting the West Kowloon Cultural District to Nathan Road as well as towards the inner Yau Ma Tei area including Heritage Trail;
- Proposed rezoning to “OU(MU)” to encourage commercial development and to enhance overall city image and vibrancy.

Introduction of “OU(MU)” zoning:

- Proposed rezoning of “R(A)” to “OU(MU)” at selected locations to allow flexibility for mixed uses according to market needs and increase redevelopment potential (different development intensity under MRCP “+”, “-” & “0”).

彌敦道/亞皆老街主要商業大道:

- 進一步促進主要商業軸的重要性，建議更改沿彌敦道及亞皆老街的土地用途為「商業」地帶，進一步提升准許地積比率，加入如辦公室、零售、娛樂、服務式住宅等用途。(MRCP「+」建議)；

佐敦道商業街:

- 加強佐敦道作為聯繫西九龍文化區至彌敦道及油麻地內區(包括歷史文物徑)的重要性；
- 建議更改沿佐敦道用地的土地用途為「其他指定用途(混合用途)」，以鼓勵更多商業活動發展，籍此提升整體城市形象和活力。

引入「其他指定用途(混合用途)」:

- 在適當地點建議將現行「住宅(甲類)」用地更改為「其他指定用途(混合用途)」地帶以增加未來發展面對市場改變的彈性，並藉此提升重建潛力(MRCP「+」,「-」&「0」建議，各有不同發展密度規範)。



Diagram 4.10 Other Proposals
圖 4.10 其他規劃建議

Nathan Road Commercial Spine
彌敦道主要商業大道



4.5 GOVERNMENT, INSTITUTION OR COMMUNITY (G/IC) USES 政府、機構或社區用途

Existing G/IC provision has been reviewed based on the HKPSG and the “wish list” of concerned government departments. To achieve “single site, multiple uses” and address district and public needs, the following strategies are employed:

- **Retention of Major Facilities:** e.g. Mong Kok Stadium, schools, hospital, etc;
- **Consolidation of Existing Uses:** e.g. new multi-purpose complex near Waterway Park;
- **Integration of Premises-Based Uses:** Premises-based facilities such as elderly care, community care and social welfare facilities are proposed to be incorporated into the proposed redevelopment projects (e.g. Affordable Housing) as far as possible; and
- **New G/IC sites:** new G/IC sites are further proposed, and are generally located near existing G/IC cluster or proposed Affordable Housing sites to promote synergy of use.

研究根據《香港規劃標準與準則》及相關政府部門提供的要求進行詳細檢討，並就各種政府、機構或社區用途建議了以下規劃策略，以達致一地多用及滿足地區和公眾需求：

- 保留主要設施，例如旺角大球場、學校、醫院等；
- 合併現有設施，例如鄰近水道公園的新多用途綜合大樓；
- 把處所式設施納入重建項目內作綜合發展：處所式設施如長者服務、社區關愛服務、社福設施等應盡量融入建議重建項目（如資助房屋）作綜合發展；及
- 新政府、機構或社區用地：方案建議了新的政府、機構或社區用地，建議用地主要鄰近現有政府、機構或社區用途群或建議的資助房屋以提升整體協同效應。

4.6 OPEN SPACE STRATEGY AND KEY FEATURES 休憩空間策略和重點設計建議

One of the Study’s objectives is to provide more quality open spaces under a well-defined network with a clear hierarchy for better interconnectivity, place-making impact as well as more leisure and green space for public enjoyment. Key features are:

- Creation of new urban parks or expansion of existing parks through new planning mechanisms (e.g. TPR)
- Integrated provision within Development Nodes (minimum 30% of development area) as key open space nodes
- Integrated provision within other designated redevelopment area to serve local communities
- Selected road closure or building setback to add spatial and visual relief
- Face-lifting of existing park spaces to improve appeal and attractiveness (e.g. the proposed “Nano Park System”)

研究其中的一個主要目的，是增加區內休憩和綠化空間的供應以提升市民的生活質素，並同時建立一個完整的休憩空間系統，以加強不同空間和節點之間的聯繫和突出油旺整體「地方營造」的成效。研究提出了以下的規劃建議：

- 透過新建建議規劃機制（例如：地積比率轉移），把合適地點改劃為新的城市公園，及擴大部分現有公園
- 在核心發展節點中提供休憩空間（不少於發展地盤面積30%）作為區內的主要休憩空間節點
- 在其他建議重建地帶中提供服務當地社區的休憩空間
- 透過選定封閉部分道路或建築物後移，增加空間和視覺緩解
- 透過翻新現有公園，以增加休憩空間的吸引力（例如：「微型公園系統」建議）



Open Space Network and Features

As shown in Diagram 4.11, a comprehensive and interconnected open space network is proposed, creating a diverse and walkable “network” in Yau Mong. Major components include:

- Urban Waterway and GreenLink will become two essential open space “nodes” in the district, creating a strong inter-district open space along “North-South axis”;
- Various open space features of unique themes such as the Waterway Park, Central Urban Park, Nano Park system, Heritage Park, as well as integrated open space within Development Nodes shall form major attraction points along this “axis”;
- Six East-West running green corridors / linear parks will further synergize with other local parks, Nano Park system and major character streets within the district to enhance street vibrancy and connectivity; and
- The proposed GreenLink will closely link up with the pedestrian facilities (at the Central Kowloon Route and West Kowloon Terminus Landscape Decks) to fill the “missing link” of a comprehensive elevated pedestrian network connecting the West Kowloon to Tai Kok Tsui and Mong Kok.

特色休憩空間及網絡

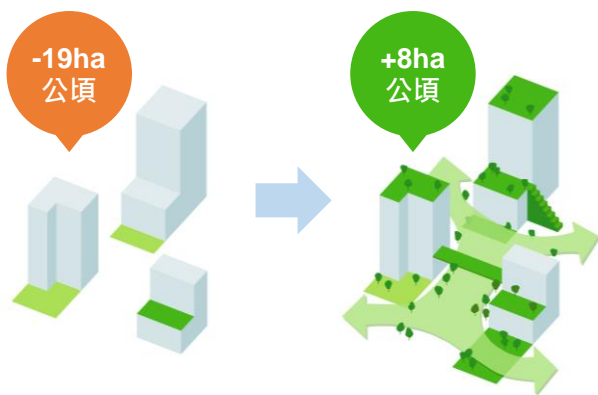
如圖 4.11 所示，研究建議建立一個全面及緊密連接的公共休憩空間網絡，於油旺地區形成一個既多元化又易行的「網絡」。主要建議包括：

- 城市水道及「綠廊」將成為區內兩個主要的公共休憩空間節點，形式一個重要的跨區公共休憩空間「南北軸帶」；
- 各個具獨特主題的特色休憩空間，例如水道公園、城市中心公園、微型公園系統、歷史文化公園以及結合於核心發展節點內的公共休憩空間，將成為沿「軸帶」上的主要景點；
- 六條沿東西方向的綠色走廊和線狀公園將更進一步貫通區內的地區公園、微型公園系統，以及區內的主要特色主題商業街，加強街道的活力及連接性；及
- 擬議「綠廊」將更緊密連接其他行人設施（例如中九龍幹線和西九龍總站景觀平台），成立一個全面的高架行人網絡，以填補貫通西九龍地區至大角咀及旺角的「未接段」。

Open Space Provision 休憩用地供應*

Existing Shortfall
現時短缺

→ Surplus in MRCP “+” Proposal
→ MRCP “+” 方案出現剩餘



Also includes:-

- proposed POS/POSPD within designated redevelopment sites;
- Existing local Open Space Provision within comprehensive residential developments (adopting a 1.25m² per person assumption for the MRCP “+”); and
- Proposed/Existing Full-time Pedestrian Streets and Enhanced Back Alley.

當中亦包括:

- 擬議位於指定重建地盤的公共休憩用地 / 私人發展內的公眾休憩用地；及
- 現時鄰舍休憩用地（於MRCP “+” 中採用每人1.25平方米的假設）；及
- 擬議 / 現時全天候行人專用區及已提升的後巷。

Open Space Framework 休憩空間框架

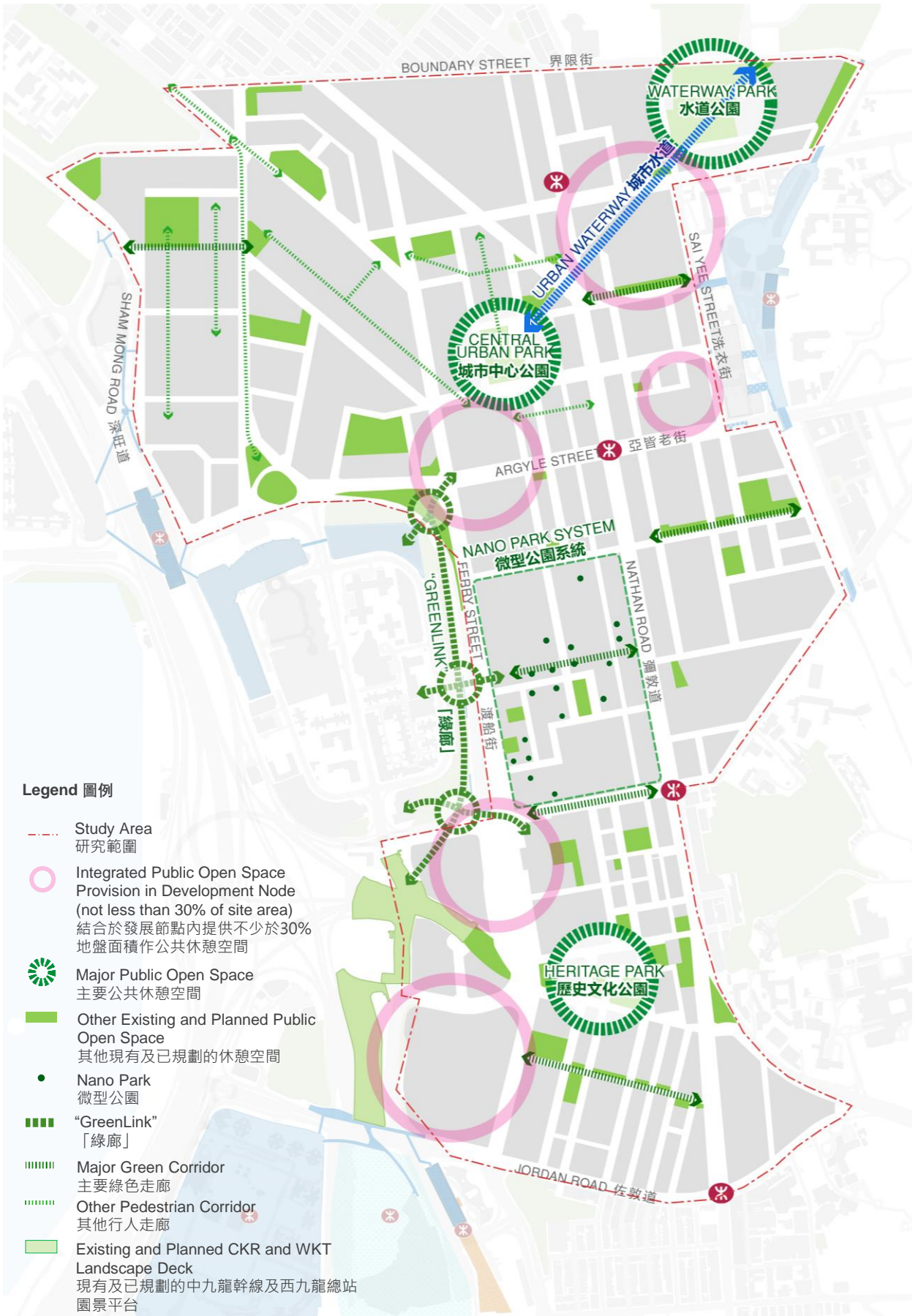


Diagram 4.11 Open Space Framework
圖4.11 休憩空間框架

“GreenLink”

Proposed along Ferry Street, the “GreenLink” is a key place-making initiative that

- (i) fills the “Missing Link” in establishing a comprehensive elevated pedestrian network connecting Mong Kok and Tai Kok Tsui to the West Kowloon area;
- (ii) creates an opportunity for improving E-W linkage between existing and renewal area across the carriageway at Ferry Street;
- (iii) reimagines the Cherry Street Park as a larger and multi-level open space or leisure hub with new functions (which could include indoor recreation or sports facilities); and
- (iv) enhances Ferry Street as a key corridor that links up new attractions and development nodes, forming a comprehensive and diverse network connecting various destinations.

The open space along the GreenLink and Cherry Street Park (at the grade and elevated level) will increase from about 3.6ha (existing Cherry Street Park area) to about 7.7ha (Diagram 4.12).

「綠廊」是沿渡船街一個重要的「地方營造」建議方案。主要功能和目的包括：

- (i) 補足貫通整個西九龍高架行人系統的未接段，體現一個能完整連繫西九龍至旺角和大角咀的高架步行系統；
- (ii) 跨越多條渡船街行車綫，創造新機遇，以改善現有與更新區之間的東西向連結；
- (iii) 將櫻桃街公園重新塑造造成一個較大空間和多層的消閒地標，並同時兼備新舊功能（可包括室內消閒或體育設施）；

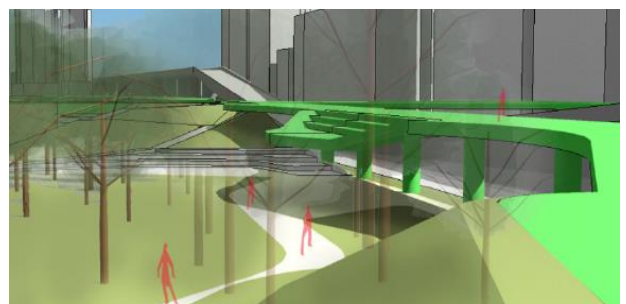
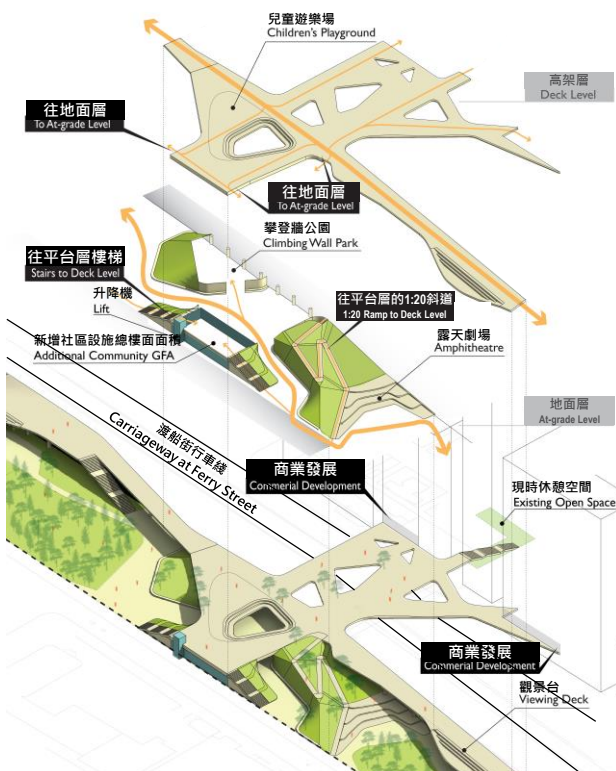
「綠廊」



Diagram 4.12 “GreenLink” 圖 4.12 「綠廊」

- (iv) 將渡船街提升成一條能連接新地標和節點的主要行人走廊，實現一個全面及豐富的景點網絡，連接不同地區。

沿「綠廊」及櫻桃街公園（包括地面及高架）的休憩空間面積將由3.6公頃（現時櫻桃街公園面積）增加至7.7公頃（圖4.12）。



Central Urban Park

Existing Mong Kok Road Playground
旺角道遊樂場現址



Sizable Lawn Space
大型草地



城市中心公園

The proposed “Central Urban Park” occupies a full street block at the centre of Mong Kok. With the existing Mong Kok Road Playground enhanced, the Park is positioned to strategically link up the “Urban Waterway” to the Mong Kok Market Development Node, which further connects to the proposed “GreenLink” along Ferry Street.

The park is proposed to be realized through TPR and reorganisation of existing G/IC uses. A simple yet functional design emphasising tree planting and sizable lawn space is proposed to encourage green flexible uses with ancillary F&B kiosks to form a leisure hub within the dense urban setting.

擬議的「城市中心公園」位於旺角的中心。透過優化現時的旺角道遊樂場及該公園的策略位置，能有效連接「城市水道」至旺角街市核心發展節點繼而連接沿渡船街的「綠廊」。

要將整個街區轉型為公園，需要依靠研究建議的地積比率轉移機制，並重新整合現址上的政府、機構或社區用途設施。公園的設計建議以簡單和功能性為主，著重樹木種植、大型草地和餐飲配套設施，以鼓勵綠化和多用途功能，形成一個都會中心的自然消閒節點。

Urban Waterway Open Space Corridor

The proposed “Urban Waterway” is to be realized through opening of the existing decked nullah between Boundary Street and Nathan Road. The “Blue-Green” infrastructure is to be complemented by open space corridor in the vicinity, linking to the proposed “Central Urban Park”, creating a strong open space axis.

研究方案建議將位於界限街和彌敦道之間的鋪面渠打開，成為鬧市中的「城市水道」，並於周邊規劃其他休憩空間走廊配合該水道，連接建議中的「城市中心公園」，形成一條鮮明的休憩空間軸線。

城市水道休憩空間走廊

Artist Impression of Urban Waterway Open Space Corridor
城市水道休憩空間走廊設計示意



“Nano Park System”

The “Nano Park System” is to create a new open space system through upgrading the small, isolated open spaces typical to the dense urban setting in Mong Kok West as well as integrating new parks upon future redevelopment. The design proposal is to apply an appealing and distinctive design language to unify the style, colour scheme or other creative components of all the existing park spaces, and further differentiate them through cohesive programming or theming. The main aim is to create a distinctive park system to promote all-inclusive, intergenerational and multi-functional uses within the compact urban environment (Diagram 4.11).

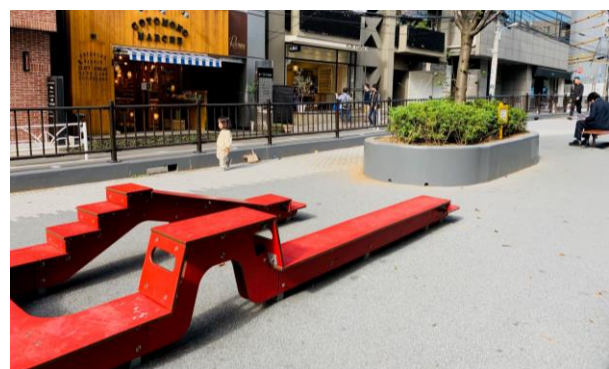
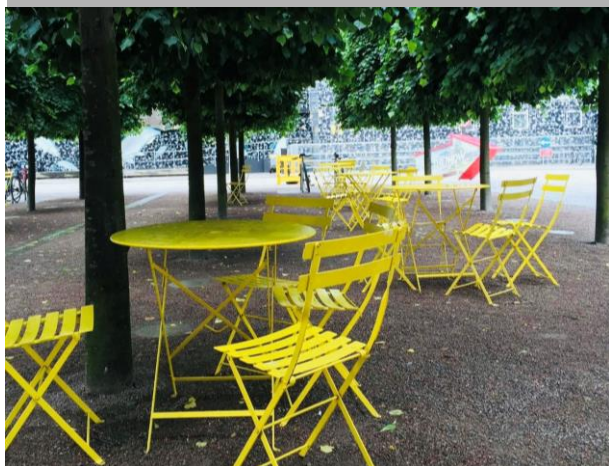
「微型公園系統」

透過提升現時位於高密度發展林立的旺角西內的多個零散及小型的休憩空間，以及於未來發展結合新的公園，研究建議了一個「微型公園系統」以構建一個休憩空間系統。這個設計方案利用統一設計風格、顏色或其他創新元素等手法翻新現有公園，並為公園安排相連貫的功能和主題，使現時分割的公園能組成一個鮮明系統，在狹小的都市環境中促進公園設施的兼容、跨代共融及功能靈活性（圖4.11）。

Existing Pocket Parks
現時小型公園



Illustrations of Possible Design for Nano Park
微型公園的設計例子



4.7 TRAFFIC AND WALKABILITY 交通和易行度建議

Road Pattern

Based on the above proposals, changes to the existing road pattern are proposed to optimize land use, including road closure in some cases to facilitate site amalgamation for redevelopment and/or conversion into open space corridors. In addition, existing cul-de-sacs with low utilisation and selected character streets are proposed for full-time and part-time pedestrianisation to improve overall walkability, subject to public consultation and review of introducing appropriate management/maintenance authorities. The proposed road closure and pedestrianisation (about 20% of local roads) will reduce vehicular movement within the district, enhancing overall environmental quality.

“Park n’ Walk”

With due consideration of the insufficient parking provision at the existing developments at old urban area, the Study advocates a “Park n’ Walk” concept. Large scale public car parks are proposed at strategic gateway locations such as within Development Nodes or other recommended redevelopment area, to encourage visitors or residents to park their cars and walk into the inner streets through the comprehensive pedestrian network. Existing on-street parking is also proposed to be relocated into these sizable car parks to reduce on-street parking, improving the pedestrian environment. Loading and unloading activities are also proposed underground as far as possible.

Smart mobility initiatives such as automated parking system (APS) are proposed to enhance spatial efficiency to maximise the number of parking spaces.

有鑑於舊市區現時停車位不足問題，研究提出了“Park n’ Walk”（泊車後步行至內街）的概念，在策略性地點如核心發展節點或建議的重建發展地帶內提供較大型的公共停車設施，鼓勵訪客或住客泊車後沿建議的全面行人網絡步行至內街。現時位於路旁的收費泊車位亦建議重置於這些大型的停車場內，以減少路面泊車，提升行人環境。貨物裝卸活動也盡量安排在地下空間進行。

一些智慧出行建議，例如自動泊車系統，亦能提升泊車位置的使用效率及增加泊車位的供應。

道路網絡

根據上述規劃建議，研究建議更改範圍內的道路網絡以優化土地利用。改動主要包括封閉道路作重建所需的地塊合併和 / 或將部分車路更改為行人主導的休憩空間走廊。除此以外，現時一些使用率低的盡頭路和個別特色主題商業街亦建議作為全日或部分時間行人專用區，視乎公眾諮詢和檢討引入適當的管理機構的模式。建議的道路封閉和行人專用區（約佔地區性道路20%）將有效減少車輛進入區內，提升整體環境質素。

泊車後步行至內街



* Coverage of 200m Walking Radius from Carpark
*停車設施覆蓋200米的步行半徑

Diagram 4.13 “Park n’ Walk” Concept Diagram
圖 4.13 “泊車後步行至內街”的概念示意圖

Walkability Strategies

易行度策略

To uphold walkability, (i) building canopies, (ii) covered walkways, (iii) pedestrian links at appropriate intervals, and (iv) roadside street furniture would be considered in the proposed redevelopment area.

為了維持易行度，在建議重建地帶中將考慮加入 (i) 簷篷，(ii) 有蓋人行道，(iii) 適當間距的行人連接，及 (iv) 街旁設施。

To further enhance walkability, the following recommendations have been proposed:

為了進一步加強區內的易行度，方案建議了以下措施：

- Footpath widening up to the new footpath/ walkway width standard under Hong Kong Planning Standards and Guidelines
- Building setbacks to address shortfall of pedestrian space and green space in old urban core
- Face-lifting of selected back alleys and pedestrian facilities to optimize pedestrian movement
- Proposed new pedestrian subways, elevated walkways and “GreenLink”
- Internal public passageways within future Development Nodes to enhance overall pedestrian network
- Designating full-time / part-time pedestrianisation of streets

- 根據《香港規劃標準與準則》擴闊人行道
- 透過建築物後退增加舊區內行人及綠色空間
- 翻新部分後巷及部分行人設施，以完善行人流動
- 建議新的行人隧道、高架行人道和「綠廊」
- 在核心發展節點內建議內部公共行人通道以加強行人網絡的全面性
- 劃定全時間 / 部分時間的行人專用區

In addition, taking into consideration the integration of open spaces as a key component of the public realm, the following themed pedestrian networks (See Diagram 4.14) are also emphasized:

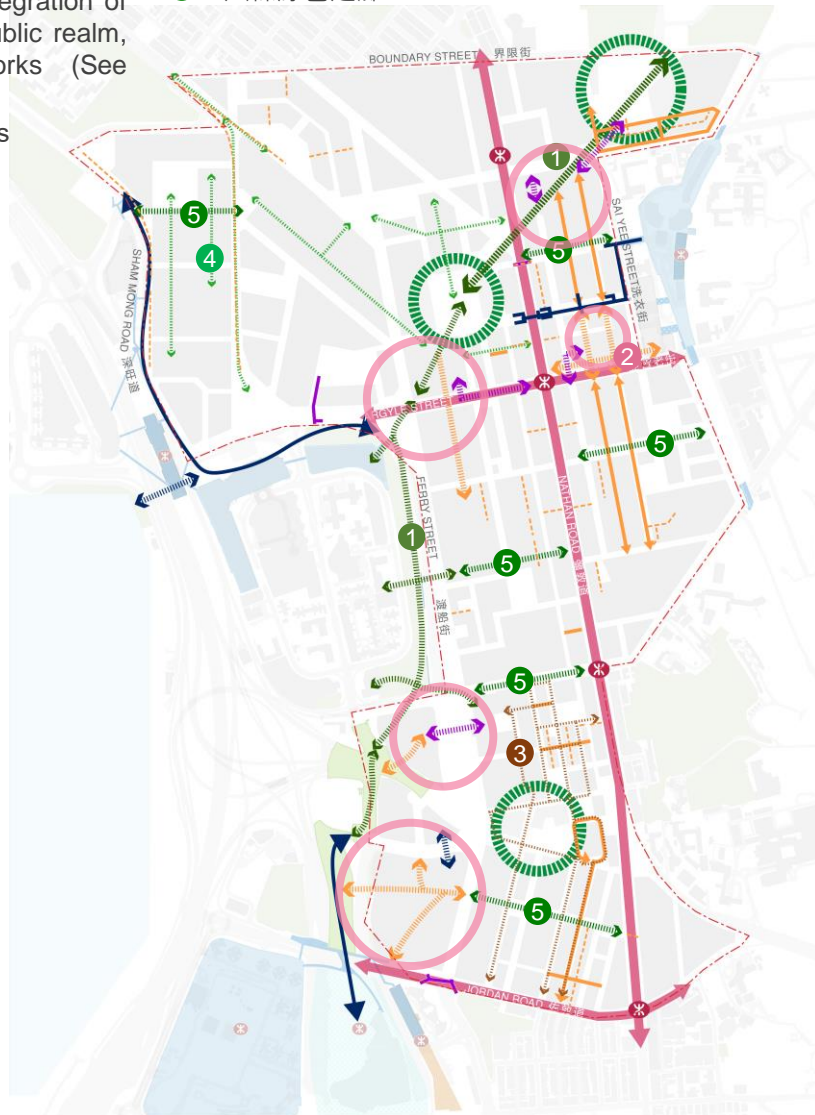
結合行人步道和休憩空間，作為公共空間的重要一環，並體現下列的特色行人網絡（見圖 4.14）。

- 1 The Urban “Waterway × GreenLink” Axis
- 2 Major Commercial Corridors
- 3 Yau Ma Tei Heritage Trail
- 4 Tai Kok Tsui Green Network
- 5 Six Green Corridors

- 1 「城市水道」×「綠廊」主要行人軸線
- 2 主要商業走廊
- 3 油麻地歷史文物徑
- 4 大角咀綠化網絡
- 5 六條綠色走廊

Legend 圖例

- Study Area 研究範圍
- Existing 現有
 - Major Character Streets and Full-Time Pedestrian Street 主要特色主題商業街及全日行人專用街道
 - Existing Underground Network 現有地下行人網絡
 - Existing Elevated Pedestrian Network 現有高架行人網絡
- Proposed 建議
 - Development Node 發展節點
 - Major Public Open Space 主要公共休憩空間
 - Major Green Corridor 主要綠色走廊
 - Pedestrian Corridor 行人走廊
 - YMT Heritage Trail 油麻地歷史文物徑
 - At Grade / Multi-Level Pedestrian Passageway within DN 發展節點內的地面 / 多層行人通道
 - Face lifting / Revitalisation of At Grade Pedestrian Facilities and Back Alley 翻新/活化地面行人設施及後巷
 - Proposed Underground Network 建議地下行人網絡
 - Planned / Proposed Elevated Pedestrian Network 已規劃 / 建議高架行人網絡
 - Existing and Planned CKR and WKT Landscape Deck 現有及已規劃的中九龍幹線及西九龍總站園景平台



4.8 PROPOSED MRCP 建議市區更新大綱發展概念藍圖

Key Variation in Land Use and Development Intensity 建議土地用途及發展密度的主要分別

Major variations among the MRCP scenarios rest in the reduction of development intensity, especially for non-domestic GFA in the MRCP “-” & “0” scenarios. This change is reflected in:

- “OU(B)” zone under MRCP “+” (in Tai Kok Tsui) would be “R(E)” zone under MRCP “-” & “0”;
- the Tai Kok Tsui Activity Node proposed under MRCP “+” would maintain existing land use zonings in MRCP “-” & “0”;
- less SCA under MRCP “-” & “0” and
- “OU(MU)” zone, instead of “C” zone, is proposed along Jordan Road. The proposed PR in MRCP “-” would also be further reduced from the MRCP “0” scenario.

建議市區更新大綱發展概念藍圖各個方案的主要分別為發展密度，特別是在 MRCP 「-」及「0」方案中下調非住用總樓面面積，並反映於以下建議中：

- MRCP 「+」方案下位於大角咀的「其他指定用途(商貿)」地帶，在 MRCP 「-」及「0」方案中建議為「住宅(戊類)」地帶；
- MRCP 「+」方案下的大角咀活動節點於 MRCP 「-」及「0」方案下會保持現時土地用途；
- MRCP 「-」及「0」方案下建議較少整合街區發展；及
- 沿佐敦道建議為「其他指定用途(混合用途)」地帶(而非「商業」地帶)，而 MRCP 「-」方案中的地積比率將較 MRCP 「0」低。

Development intensity variation is shown in the following Table 4.1.

發展密度相關的主要分別如下表4.1所示。

	“+”	“0” & “-”
Development Nodes 核心發展節點	BPR Level 《建築物(規劃)規例》可容許上限	Lowered PR 相對減低地積比率
“C” (Nathan Road / Argyle Street) 「商業」 (彌敦道/亞街老街)	BPR Level 《建築物(規劃)規例》可容許上限	Reduction from OZP 低於分區計劃大綱圖可容許限制
“OU(B)” 「其他指定用途(商貿)」	OZP Level 按分區計劃大綱圖可容許上限	N/A 不適用
“R(A)” 「住宅(甲類)」	OZP Level 按分區計劃大綱圖可容許上限	Reduction from OZP 低於分區計劃大綱圖可容許限制
“OU(MU)” 「其他指定用途(混合用途)」 Benchmark “R(A)” Total 以「住宅(甲類)」總容積為基準	OZP Level 按分區計劃大綱圖可容許上限	Reduction from OZP 低於分區計劃大綱圖可容許限制
	Increase Flexibility 增加彈性	

Table 4.1 Key Variations in Development Intensity
表 4.1 發展密度相關的主要分別

4.9 URBAN DESIGN AND PLACE-MAKING 城市設計與「地方營造」

Urban Grid Characteristics

城市街區特色

The study area is characterized by its intimate urban grid form which represents a key heritage asset and is functional in facilitating pedestrian movement, visual and air permeability. Nonetheless, the small urban grid also translates into high road percentage which induces inefficient vehicular circulation, and air and noise pollution generated from vehicular traffic.

The Study proposed to retain the grid pattern to reflect the heritage value and associated benefits (e.g. for open space, air ventilation corridors or non-building areas after re-planning), while road closure opportunities will be sought for site amalgamation to facilitate redevelopment and promote better and more efficient land utilisation.

區內由較窄的街道分隔成網格式街區 (urban grid) 的格局，為區內的特色。這個格局雖然方便人流及增加空氣的流通及視覺上的通透，但是較小的街區佔據了不少區內的土地作道路用途，引致低效率的交通網絡，並加劇來自交通的空氣和噪音污染。

Nodes, Corridors and Air Ventilation

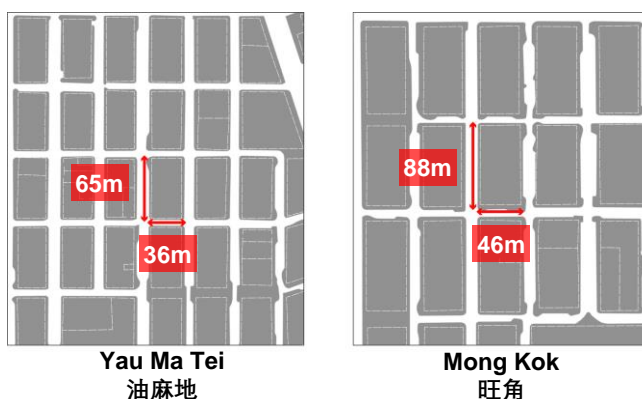
Development Nodes and the proposed Civic Node located at strategic locations would be the major landmark features in the study area. These will form a new/ rhythmic skyline, exhibiting new and iconic form of architectural landmarks for visual interests.

Key visual corridors will be maintained with additional open spaces to serve as visual relief to enhance visibility and ventilation to the surrounding context, meanwhile enhance air ventilation and wind permeability. Except those landmark towers, open view to the ridgeline from strategic vantage points will also be maintained as far as possible.

核心發展節點和建議的多層社區活動中心等均為位處策略性位置的新建築地標。這些建議的建築設計將體現一個錯落有致和嶄新的城市天際線，形成九龍半島的新景象。

規劃方案將保留沿主要街道的重要視覺走廊，並藉著新增的休憩空間作為稠密市區中的視覺緩衝，同時促進空氣流通及滲透。除了地標建築，從策略性觀景點望向山脊線的視野亦將儘量保留。

Illustration of Intimate Grid Form by Narrow Streets
由較窄街道組成棋盤式格局的示意



研究建議保留網格式街區的格局，反映其歷史文化價值及相關好處（例如重新規劃作為休憩空間、空氣流通走廊或非建築用地）。同時，研究亦會把握透過封閉道路以合併地塊的機遇，以促進重建及更有效的土地利用。

節點、走廊和空氣流通

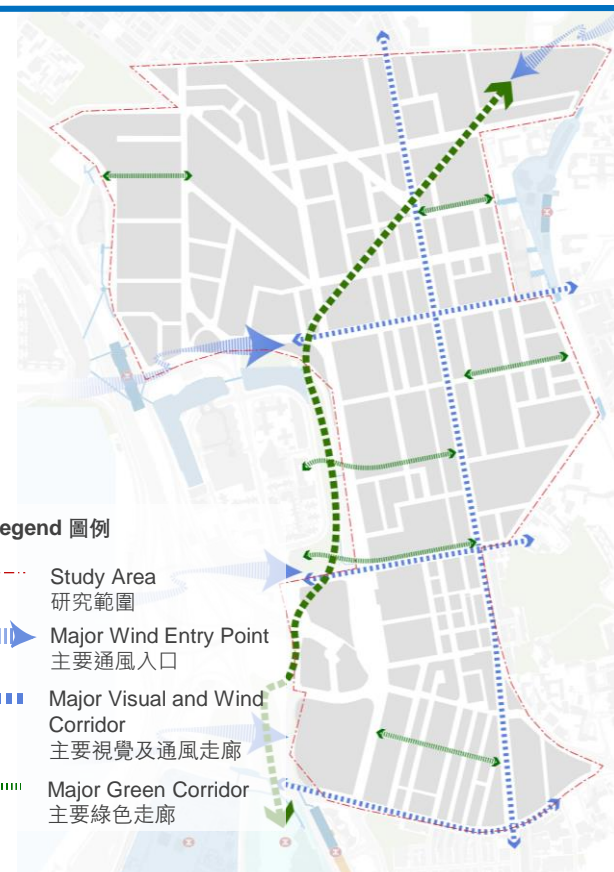


Diagram 4.15 Visual and Air Ventilation Corridors
圖 4.15 視廊及空氣流通走廊

Building Height

建築物高度

The Study proposed to allow more flexibility in terms of building height to bring about the following benefits:

- Create a dynamic and rhythmic city skyline
- Promote opportunities for more at-grade open spaces as well as open spaces at multiple or higher levels
- Promote more setbacks and building gaps to facilitate air ventilation and retain grid pattern as heritage
- Promote high points for iconic design for Development Nodes
- Enhance visual and physical compatibility with surrounding proposals

5 bands of building heights (Diagram 4.16) from low-rise to super high-rise buildings are proposed to create an undulating and dynamic skyline (See Diagram 4.17).

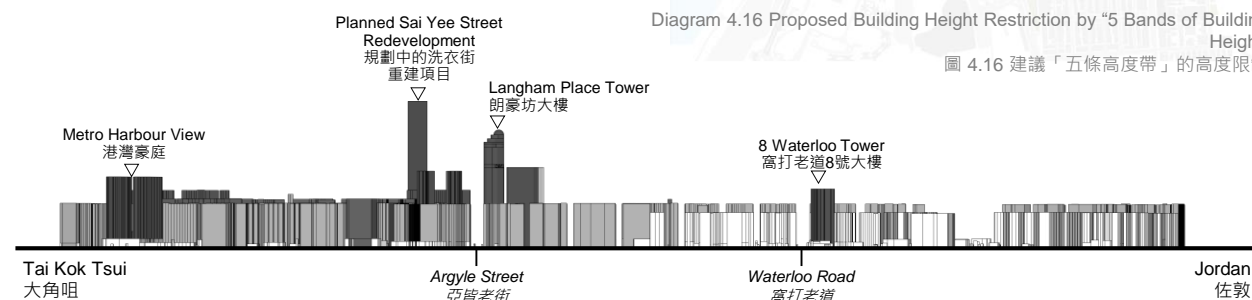
研究建議提供更大的建築物高度彈性以提供以下的好處：

- 創造一個具動感及高低有序的城市天際線
- 提供更多地面或不同樓層或較高層的公共空間
- 鼓勵更多建築物後移和間距以促進空氣流通並維持傳統的網格式街區格局
- 鼓勵核心發展節點作為該區的高點或未來建築設計地標
- 加強與周邊發展的視覺和空間上的配合

方案為研究範圍建議了5個高度帶（見圖4.16），由低層建築至超高層建築，為地區締造一條具動感及錯落有致的天際線（見下剖面圖4.17）。

Current OZP Building Height Profile

現時分區計劃大綱圖建築物輪廓



Undulating and Dynamic Skyline

具動感及高低有序的城市天際綫

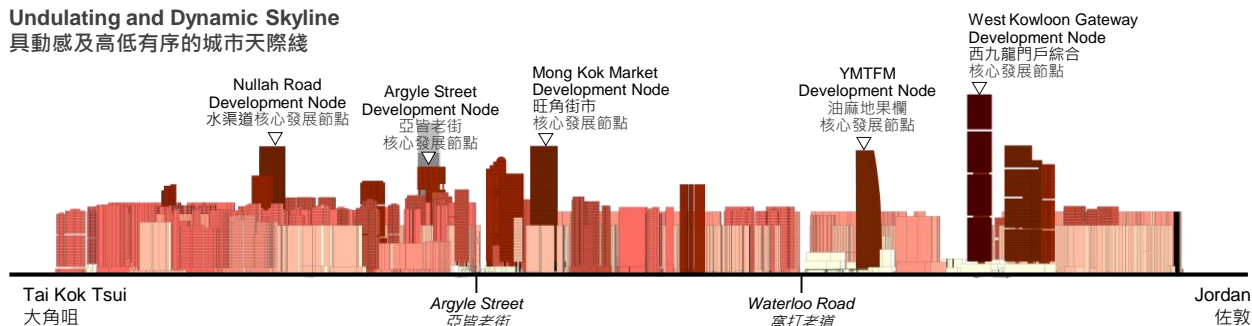


Diagram 4.17 Sections showing Proposed Building Height Profile of Study Area
圖 4.17 研究範圍建議建築物高度輪廓剖面圖

Other Urban Design / Place-Making Ideas

其他城市設計 / 「地方營造」建議

The proposals including Development Nodes, SCAs, Special Design / Community Area, G/IC and Open Space Strategy & Key Features discussed above all steer towards a more cohesive and distinct district branding of the Yau Mong area. Further place-making and urban design proposals are listed below:

上文討論的包括核心發展節點、整合街區發展、特色規劃、社區發展地區、政府、機構或社區用途、和休憩空間策略和重點設計建議，都旨在打造更具凝聚力和獨特性的油旺區特色。進一步的地方營造和城市設計建議如下：

Design Guidelines for DNs and other Designated Redevelopment Projects 核心發展節點和建議重建項目的設計指引

A set of design guidelines including building heights, building gaps, non-building areas, building setbacks, open space and G/IC requirements have been developed for each development site to guide future implementation.

針對每一個重建地盤建立一套包括建築高度、建築間距、非建築用地、建築物後移、休憩空間及政府、機構或社區設施要求的設計指引，指導其未來發展和實施。

Quick Win Proposals

「短期項目」建議

In addition to the more long-term redevelopment proposals, the Study also advocates, in collaboration with other stakeholders, a series of Quick Win initiatives which are meant to be low-cost, high-impact proposals to bring more immediate benefits and place-making improvement to the study area. They include:

- Face-lifting of suitable back alleys, pedestrian facilities such as existing subways and footbridge
- Branding and face-lifting of the Yau Ma Tei Heritage Trail linking up various interest points
- Face-lifting of existing small, scattered open spaces in Mong Kok West to form a new “Nano Park System”

除了上述一些較長遠的規劃建議，研究同時倡議一些相對低成本、高效率並可較快供相關持份者推行的城市優化建議，包括：

- 翻新適當後巷、行人設施如隧道和天橋
- 推廣及優化「油麻地歷史文物徑」，連接不同特色地點
- 翻新和提升旺角西一系列的零碎小型公園的設計，成為嶄新的「微型公園系統」

Possible Quick Win Proposal

可能的「短期項目」建議



Yau Ma Tei District Heritage Trail
油麻地區歷史文物徑



Face-lifting of Back Alley
提升活化後巷設計



Face-lifting of Nano Park
改造小型公園

4.10 SMART CITY INITIATIVES

智慧城市建議

Smart City initiatives are also proposed with following main objectives:

- Enhance infrastructure capacity
- Achieve a sustainable, green and resilient urban environment
- Improve overall livability

智慧城市建議目的主要包括：

- 提升基建容量
- 體現可持續、環保和具抗禦力的城市發展
- 提升整體生活質素

Key Initiatives 主要建議

Smart Mobility 智慧出行



- Smart lampposts and Integrated Traffic Signal Systems (ITSS) to manage traffic flow and increase efficiency
- Smart PTI and real-time public transport information dissemination to encourage use of public transport facilities
- Smart surveillance system to control illegal on-street activities and ease congestion
- 應用智慧燈柱及實時交通管理系統疏導交通流量和提升效率
- 應用智慧型公共交通設施並提供實時交通資訊以鼓勵市民更多使用公共交通工具
- 應用智慧型交通管理和監測系統以減低路邊的非合法停車/上落活動以紓緩道路擠塞

Smart Environment 智慧環境



- Automated car parks to increase capacity
- Park n' Walk concept to reduce on-street vehicular flow
- Provide charging facilities and promote electric vehicles (EV) to reduce air pollution from traffic emission
- Promote reduction, recycle and reuse of energy and resources (including water and greywater)
- Enhance air ventilation and wind permeability through green corridors, setbacks, and mechanical ventilation including renewable energy such as solar and wind for public facilities
- Recycled materials to reduce Construction & Demolition (C&D) waste
- 應用自動泊車停車場系統以增加停車位供應
- 推動“Park n' Walk” (泊車後步行至內街) 以減低地面汽車流量
- 增加充電設施並鼓勵更廣泛電動車(EV)使用，減低路面交通排放所產生的空氣污染
- 鼓勵能源和資源(包括食水、中水)的減用、循環再用和重用
- 透過綠色走廊、建築物後移及機械通風提升空氣流通及滲透程度包括在公共設施使用可再生能源例如太陽能和風能
- 使用循環再用物料而減少建築物廢料

Smart Building 智慧建築



- URA projects to acquire BEAM Plus or LEED accreditation to promote Smart and Green Building Design
- Future redevelopment to adopt Building Information Modelling (BIM) technology to aid management and maintenance, and prolong building lifespan
- 爲了推廣智能及綠色建築設計，未來區內市建局項目需獲取綠色建築評分認證(如LEED或BEAM Plus)
- 未來發展採取建築資訊模型技術(BIM)以加強日後管理和維修，有效延長樓宇壽命

Smart Living 智慧生活



- City infrastructure to support 5G technology
- Provision of smart and / or communal storage, lockers, goods delivery facilities to meet modern living requirements
- Special building design and technology system (e.g. healthcare apps) to meet ageing needs
- 城市建設需配合5G及未來科技發展
- 配合現代生活模式提供智慧/公用儲存、儲物、貨運設施
- 特殊建築設計和科技應用(如健康應用程式)以回應人口老化的需求



Illustrations of Automated Carpark Facilities, Smart Lamp Post and “eResidence” with BEAM Plus accreditation (photo credit: URA)
自動泊車設施、智慧燈柱及獲得綠建築評認證的「煥然懿居」(相片來源：市建局)

5. 5R Considerations

5R 考慮

A holistic and district-based approach would be adopted for urban renewal by means of Redevelopment, Rehabilitation/Retrofitting, pReservation and Revitalisation, the 5R initiatives, to address various issues of the old urban area.

R1 Redevelopment – improve environment of area with significant urban decay

- Restructuring and re-planning, such as identification of development nodes, to provide opportunity for much needed open space and G/IC facilities;
- Activate the market by introducing planning tools such as upzoning, SCA, TPR and PR interchangeability;
- Speed up redevelopment process by better co-ordination and streamlining of procedures.

R2/R5 Rehabilitation/Retrofitting – major focus of urban renewal to extend building lifespan

- Promotion and education in order to raise owners' awareness on building maintenance including preventive maintenance;
- Introduction of design for maintainability;
- Facilitate building rehabilitation by providing both financial and technical support;
- Facilitate building rehabilitation in later phase development of larger sized redevelopment projects;
- Regulation enhancement.

R3 pReservation – preserve and integrate physical part of our heritage within the city

- 36 AMO graded historic buildings, 2 declared monuments, and 6 listed items pending for grading assessment in the study area;
- Identified 21 new preservation sites based on architectural, heritage, cultural and social values for AMO consideration.

R4 Revitalisation – improve public realm environment and enhance overall sense of place

- Quick Win Proposals for revitalisation of pedestrian facilities, improvement of back alleys, park space and space under the flyover;
- Integration with the other Rs to maximize synergy;
- Enhancement of character streets;
- Implementation by both public and private sector.

市區更新應採取以地區為本的綜合發展手法，透過重建發展、樓宇復修 / 改造重設、文物保育、舊區活化五個業務策略，處理舊區內不同的問題。

R1 重建發展 – 使嚴重老化的地區得以改善環境

- 重整及重新規劃，例如透過核心發展節點，以提供機會解決區內嚴重缺乏的休憩用地及社區設施；
- 引入規劃機制，例如提升分區用途及價值，整合街區、地積比率轉移及互換等以鼓勵市場的參與；
- 改善各部門的協調，及精簡相關審批程序以加快重建步伐。

R2 / R5 樓宇復修 / 改造重設 – 市區更新的重點，以延長樓宇的壽命

- 透過推廣及教育提高業主對物業的維修意識及責任感，包括預防性的保養及維修；
- 引入便利維修的設計；
- 提供財政及技術支援，協助業主進行樓宇修復；
- 為大型重建項目中較後期開發的年老樓宇進行適度樓宇修復；
- 完善法規。

R3 保育 – 保存有價值的文物，使其成為城市景觀的部份

- 研究範圍內有36項經古物古蹟辦事處歷史建築評級的項目、2項法定古蹟及6項待評估的新項目；
- 基於建築、歷史、文化及社會價值，提出21個新的保育地點供古物古蹟辦事處參考。

R4 活化 – 改善公共環境質素及增強地區特色

- 進行可以較快落實的小型項目，例如活化行人設施，美化巷里、公園及天橋下的空間；
- 與其他的業務策略同時進行，以增加協同效應；
- 優化特色主題商業街道；
- 由公、私營機構執行。

URA's actions for Rehabilitation/Retrofitting

- Raise owners' awareness on rehabilitation and preventive maintenance through public education and collaboration with stakeholders
- Implement the Government's and its own subsidy schemes
- Apply preventive maintenance in its own projects
- Apply design for maintainability in its redevelopment projects
- Proactively approach owners to carry out rehabilitation
- Refer 3-Nil buildings to Home Affairs Department for formation of owners' corporation
- Adopt place-making concept to encourage owners to beautify building façade and streetscape
- Explore regulation enhancement with the Government in the long term

市建局對樓宇復修 / 改造重設的新策略

- 透過公眾教育及與持分者合作，提升業主對復修及預防性維修的意識
- 實施政府及市建局的資助計劃
- 於市建局項目中實行預防性維修
- 於重建項目中使用便利維修的設計
- 積極聯絡業主進行復修
- 轉介「三無大廈」予民政事務署以成立業主立案法團
- 以「地方營造」概念鼓勵業主美化建築物外牆及街景
- 長遠而言，與政府探討完善法規

6. Planning Benefits

規劃效益

Through the MRCP proposals, the following planning benefits are envisioned:

以下為市區更新大綱發展概念藍圖建議將帶來的規劃效益：

Improved Quality of Life*

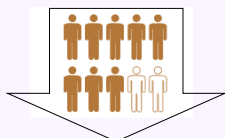
- Reduction in population density
- Provision of more affordable housing
- Increase in living space per person
- Increase in open space and G/I/C provision

改善生活質素*

- 減低人口密度
- 增加資助房屋供應
- 增加人均居住面積
- 增加休憩空間及政府、機構及社區設施供應

Population Density**

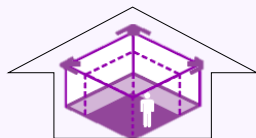
人口密度**



From 180 persons/1000m²
to 122-167 persons/1000m²
由現時每1000平方米180人
降低至122-167人

Living Space Per Person

人均居住面積



From 18.7m²
to ~22-26m²
由人均18.7平方米
增加至22-26平方米

G/I/C Provision

政府、機構及社區設施供應



Enhance Provision
& Meet Demand
提升供應，滿足需求

Open Space Provision

休憩空間供應



From 16ha
to ~43-48ha
由16公頃
增加至43-48公頃

*Subject to land & financial resource availability as mentioned in the Preface.

**Population density is expressed as a ratio between land area (excluding road space) and population, assuming that the population will not increase.

*如前言中提及，需取決於土地和財政資源的可行性。

**人口密度是根據土地面積(剔除道路後)和人口而定的比例，並以人口不會增加為前設。

Socio-Economic Benefit

- Foster Economic Growth
- Increase in job opportunities
- More social welfare and elderly services

社經效益

- 促進經濟發展
- 增加工作機會
- 更多社福及長者服務設施

New City Image - Enhanced Landuse Structure

- Conversion of excessive road space for more open space and developable area by reducing 21%-22% of local road space
- Better walkability and enhance overall public realm network and connectivity
- New development landmarks, open space and place-making features to enhance overall sense of place
- New urban development and hierarchy to form new city image of the Kowloon urban core

新城市景象—完善土地用途結構

- 減少21%-22%地區性道路面積，轉換過量的道路空間以提供較多的休憩空間及發展面積
- 提升易行度及整體公共環境的網絡及連通
- 新建築地標、休憩空間及地方營造，達致更濃厚的地區特色
- 建議中具層次的城市發展會為九龍核心地區帶來一個新的城市景象

Environment and Traffic

- Mitigate critical junctions with improvement measures such as road widening and provision of new pedestrian facilities (e.g. footbridge/GreenLink)
- Promote "Park n' Walk" concept, smart city initiatives and green buildings to enhance environmental quality and livability
- To encourage permeable urban design such as provision of building openings, gaps and setbacks to facilitate air ventilation
- To ensure developments are up to various environmental standards and regulations

環境及交通

- 緩解重要路口，採取改善措施，例如擴闊道路和提供新的行人設施（例如行人天橋、綠廊等）
- 提倡“Park n' Walk”的概念、智慧城市建議及綠色建築，以提升環境質素及宜居性
- 鼓勵具滲透性的城市設計以促進空氣流通，例如建築物通洞、間距和後移
- 確保建築發展符合各種環境標準和規例

7. New Planning Mechanisms

新規劃機制

In order to realize the MRCP proposals, apart from up-zoning and making a better use of more flexible zoning such as OU(MU) to encourage flexibility, the following new mechanisms are proposed:

- **Transfer of Plot Ratio (TPR)** – TPR refers to the transfer of development rights of sites curtailed by planning action or sites with limited redevelopment potentials (i.e. sending sites (SS)) to sites where growth/ increase in intensity is intended (i.e. receiving sites (RS)). In general, SS are those proposed downzoned sites for open space, preservation, areas of special design or G/IC uses, and those sites where the existing buildings have already exceeded the plot ratio (PR) permitted by the OZP so much so that in-situ redevelopment is not financially attractive/ viable; whereas RS are sizable designated redevelopment sites proposed at strategic locations such as Development Nodes and Activity Node. By allowing the transfer of GFA from SS to RS, the TPR mechanism can increase redevelopment potential, incentivize private sector participation, as well as facilitate preservation and urban restructuring while optimising land use and fostering economic growth;
- **Street Consolidation Area (SCA)** – SCA is a mechanism to encourage private sector involvement in urban renewal, while at the same time to avoid piecemeal development and increase open space provision. Road area in between street blocks is to be closed for pedestrian street/ open space corridor. The road closure area will be accountable, on a pro-rata basis, for PR calculation for inclusion in the SCA. SCA is to be taken forward by tailor-made land use zoning on OZP, with planning briefs to guide developments;
- **Interchangeability in domestic and non-domestic PR** – by setting out maximum domestic PR and a total PR in OZP to increase flexibility to cater for market change;
- **Increase PR incentive (bonus GFA and/ or building concession)** for:
 - additional open space – above requirement prescribed by the Government;
 - site amalgamation of small lots; and
 - good designs for improving the overall environment and for enhancing connectivity.

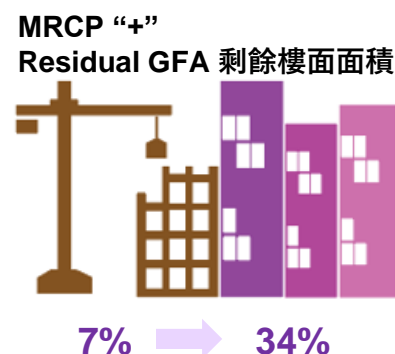
推行市區更新大綱發展概念藍圖的各個方案，除了提升地塊發展潛力，和利用較靈活的「其他指定用途（混合用途）」機制運用地塊，以鼓勵增加未來發展的彈性，還需要以下建議的新機制配合：

- **地積比率轉移**—地積比率轉移是指將因受規劃限制的土地，或重建潛力非常有限的土地（統稱為「送出地盤」）的發展權，轉移至擬議增長的地盤或增加密度的地盤（統稱為「接收地盤」）。一般而言，「送出地盤」是指將被降低規劃價值，擬改建為公共休憩空間、保育舊建築、特殊設計區或政府、社區或機構設施和在現存建築物的地積比率已超越分區計劃大綱圖可容許水平的情況下，在原址重建並不吸引或不可行的建築物；而位於策略性位置的大型重建地盤會被列為「接收地盤」（例如發展節點及活動節點）。透過地積比率轉移機制將「送出地盤」的建築樓面面積轉移到「接收地盤」，可以增加重建潛力及鼓勵私人市場參與，亦有利保育歷史建築物和市區重整，以達致釋放土地潛力及有助經濟增長；
- **整合街區**—整合街區為一套鼓勵私人市場參與市區更新的機制，同時間，亦可避免零碎發展及增加休憩空間的供應。在區內封閉的道路，可作行人街或休憩空間用途，其面積會用作地積比率計算，並按比例納入在整合街區內的发展地盤。當局會在分區計劃大綱圖內劃定指定用途分區，並擬備發展綱領，以指導發展；
- **容許住用及非住用地積比率的互換**—通過於分區計劃大綱圖訂定最高住用地積比率，以及總地積比率，以更靈活回應公共需求及迎合市場變化；
- **增加地積比率作誘因（額外樓面面積及/或建築物總樓面面積寬免）**，以促進：
 - 額外休憩空間供應以提供超出法定要求的休憩空間；
 - 面積較小的地塊合併；及
 - 提供較好之設計以改善整體環境及連貫性。

8. Other Considerations

其他考慮

- District-based urban renewal would induce astronomical cost in the order of hundreds of billions in three MRCP scenarios;
 - Through applying various planning mechanisms, the MRCP “+” will increase residual GFA from 7% to 34%, reducing certain level of financial loss of urban renewal works;
 - MRCP “-” and “0” scenarios would induce a significantly higher net loss than the “+” scenario (with the financial loss of implementing the MRCP “-” scenario being more than double as compared to the “+” scenario). Prior to resource availability, URA will proceed with the “+” scenario, and subject to resource availability and land supply situation, will gradually move to the “0” and “-” scenarios as an ultimate goal;
 - The application of upzoning (e.g. increase PR or commercial floorspace) and TPR is evident to reduce financial loss under the three MRCP scenarios;
 - Affordable housing provision will be subject to financial viability / resources.
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- 以地區為本的市區更新，均需要龐大至上千億計的成本；
 - 透過採用不同規劃措施，MRCP「正」會將區內剩餘樓面面積由現時的7%增至34%，能一定程度減低市區更新工作帶來的財務虧損；
 - MRCP「-」及「0」方案的淨損失顯著高於「+」方案（MRCP「-」方案的財務虧損超過「+」方案一倍以上），在取得資源前，市建局將實行「+」方案；而視乎資源及土地供應情況，會逐步趨向實行「0」及「-」方案作為最終目標；
 - 提升分區用途和價值（如增加地積比率或商業樓面面積）和地積比率轉移能夠有效減低市區更新大綱發展概念藍圖各個方案下的財務虧損；
 - 資助房屋的供應需要視乎財務可行性及資源。



9. Implementation and Way Forward 實施及未來工作

Technical Considerations 技術考慮

- The increase in development intensity under the MRCP“+” scenario would require certain public works and infrastructure upgrade, including traffic/junction improvement and upgrading of existing sewerage infrastructure (such as existing sewage pumping station) in the long term;
- Government and policy support is required to facilitate district wide smart city initiatives to further enhance infrastructure / environmental capacity and mitigate adverse environmental impact (e.g. promotion of green buildings and electric vehicles).
- 因應 MRCP「+」中所建議的發展密度增加，長遠而言，研究範圍內將需要進行一些特定公共和基建工程以提升基建容量，當中包括特定的交通 / 路口以及污水設施(包括泵房的改善)等基建工程；
- 未來發展亦需得到適當的政策配合以有效實行區域性的智慧城市措施以提升基建容量，改善環境質素及舒緩發展對環境的壓力（如相關政策推動綠色建築和電動車的使用）。

Implementation Considerations 實施考慮

- Implementation of the MRCP shall require collaboration among URA, Government and the private sector;
- Large scale redevelopment is proposed to be realized over a long timespan, issues such as decanting, rehousing, construction time and other interfacing issues will need to be sorted out at implementation stage;
- Due to inevitable uncertainty in terms of pace of redevelopment, further technical review will be undertaken at detailed design stage;
- Public consultation will be further sought on the design of key and large-scale projects upon project commencement in the usual manner;
- Strengthen regulatory control on building rehabilitation in parallel with extending service life span, otherwise the pace of redevelopment cannot catch up with urban decay.
- 市區更新大綱發展概念藍圖中的建議需要市建局、政府以及私人市場的參與才能有效實施；
- 大型發展建議需要較長年期方可實現，而安置、重置、建築時間及其他相關交接問題需要在實行階段處理；
- 考慮到市區重建和未來發展步伐擁有一定程度的不確定性，在詳細設計階段將需要進行進一步的技術檢視；
- 重要或大型發展項目的具體設計亦需在項目開展時按照既定機制進行進一步的公眾諮詢；
- 在延長樓宇壽命的同時，需要加強對樓宇復修的法例監管，否則重建的步伐無法趕上城市老化的速度。

Way Forward 未來工作

Following public consultation on the Study,

- the Government will review the proposed new mechanisms;
- further consultation will be carried out at the project level according to statutory procedures;
- URA will identify early projects proposed in the MRCP and District Council (DC) will be consulted on the project details upon project commencement;
- besides Redevelopment (R1), URA will explore the opportunities for adopting the other initiatives, i.e. Rehabilitation (R2), pReservation (R3), Revitalisation (R4), and Retrofitting (R5), to address various issues and regenerate and restructure the old urban area. In selecting a redevelopment project, opportunities for these initiatives in the surrounding area would also be explored.

在進行公眾諮詢後，

- 政府將檢視建議的新機制；
- 在項目層面將會按機制進行進一步諮詢；
- 市建局會就市區更新大綱發展概念圖的建議指定重建地盤物色先行項目，在項目開展時會就項目細節諮詢區議會；
- 在重建發展(R1)以外，市建局將探索其他措施，包括樓宇復修(R2)、保育活化(R3&R4)及改造重設(R5)，以更新和改造舊城區，及解決各種舊區的問題。在選擇重建項目時，亦會檢視周邊地區推行這些措施的機會。

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