



Urban Renewal Authority Development Scheme

Prepared under Section 25 (3) of the Urban Renewal Authority Ordinance

To Kwa Wan Road / Ma Tau Kok Road (KC-019)

Stage 1 Social Impact Assessment
October 2022

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1 INTRODUCTION

1.1 According to the Urban Renewal Strategy (URS) issued by the Government in February 2011, the Urban Renewal Authority (URA) will carry out Social Impact Assessment (SIA) studies in the form of “a *Stage 1 social impact assessment before the publication of any proposed redevelopment project in the Government Gazette*”, and “a *Stage 2 social impact assessment after the proposed project has been published in the Government Gazette*”. This Stage 1 SIA is prepared by the URA **for the proposed To Kwa Wan Road / Ma Tau Kok Road Development Scheme KC-019 (the Scheme)**.

1.2 The URS also states “*Early social impact assessments will be initiated and conducted by District Urban Renewal Forum (DURF) before redevelopment is recommended as the preferred option. The URA will update these assessments by DURF before implementing any specific redevelopment project.*” As the Scheme falls within the study area of Kowloon City District Urban Renewal Forum (“KC DURF”), consultants for the KC DURF had completed a DURF SIA report of the Urban Renewal Plan (URP) for Kowloon City in 2014. This Stage 1 SIA report is prepared with reference to the DURF SIA, where appropriate.

1.3 According to the URS, the main elements of the Stage 1 SIA conducted by the URA before the publication of a proposed project should include:

- the population characteristics of the area;
- the socio-economic characteristics of the area;
- the housing conditions in the area;
- the characteristics of local business activities, including small shops and street stalls;
- the degree of overcrowding in the area;
- the availability of amenities, community and welfare facilities in the area;
- the historical background of the area;
- the cultural and local characteristics of the area;

- an initial assessment of the potential social impact of the proposed project; and
 - an initial assessment of the mitigation measures required.
- 1.4 The Stage 2 SIA will be conducted after the publication of the Scheme based on the factual information collected in the Freezing Survey (FS) upon project commencement. The URS stipulates the URA should submit both Stage 1 and Stage 2 SIA reports to the Town Planning Board (TPB) under Section 25 of the Urban Renewal Authority Ordinance (URAO), and should release the reports for public information.

2 THE PROJECT BACKGROUND

- 2.1 The To Kwa Wan Road / Ma Tau Kok Road Development Scheme (KC-019) (the Scheme) is located in To Kwa Wan of Kowloon City (KC) District, which is bounded by the Hong Kong Housing Society's (HKHS) reserved site for development of dedicated rehousing estate (DRE) in the north, Ma Tau Kok waterfront in the east, Ma Tau Kok Road in the south and To Kwa Wan Road in the west (**Figure 2.1** refers).
- 2.2 The Scheme covers Newport Centre Phases I and II, located at Nos. 116-118 Ma Tau Kok Road (even nos.), portion of Ma Tau Kok Road, adjoining Government land and the surrounding public pavement. The total gross site area of the Scheme is about 8,759 sq.m. Subject to site survey and detailed design, the net site area for Plot Ratio (PR) calculation is about 7,816 sq.m.
- 2.3 The Scheme forms part of the proposed holistic redevelopment with the adjoining land parcels at Ming Lun Street / Ma Tau Kok Road which will be implemented under the separate Ming Lun Street / Ma Tau Kok Road Development Scheme (KC-018). A separate Stage 1 SIA has been prepared for Ming Lun Street / Ma Tau Kok Road Development Scheme KC-018.

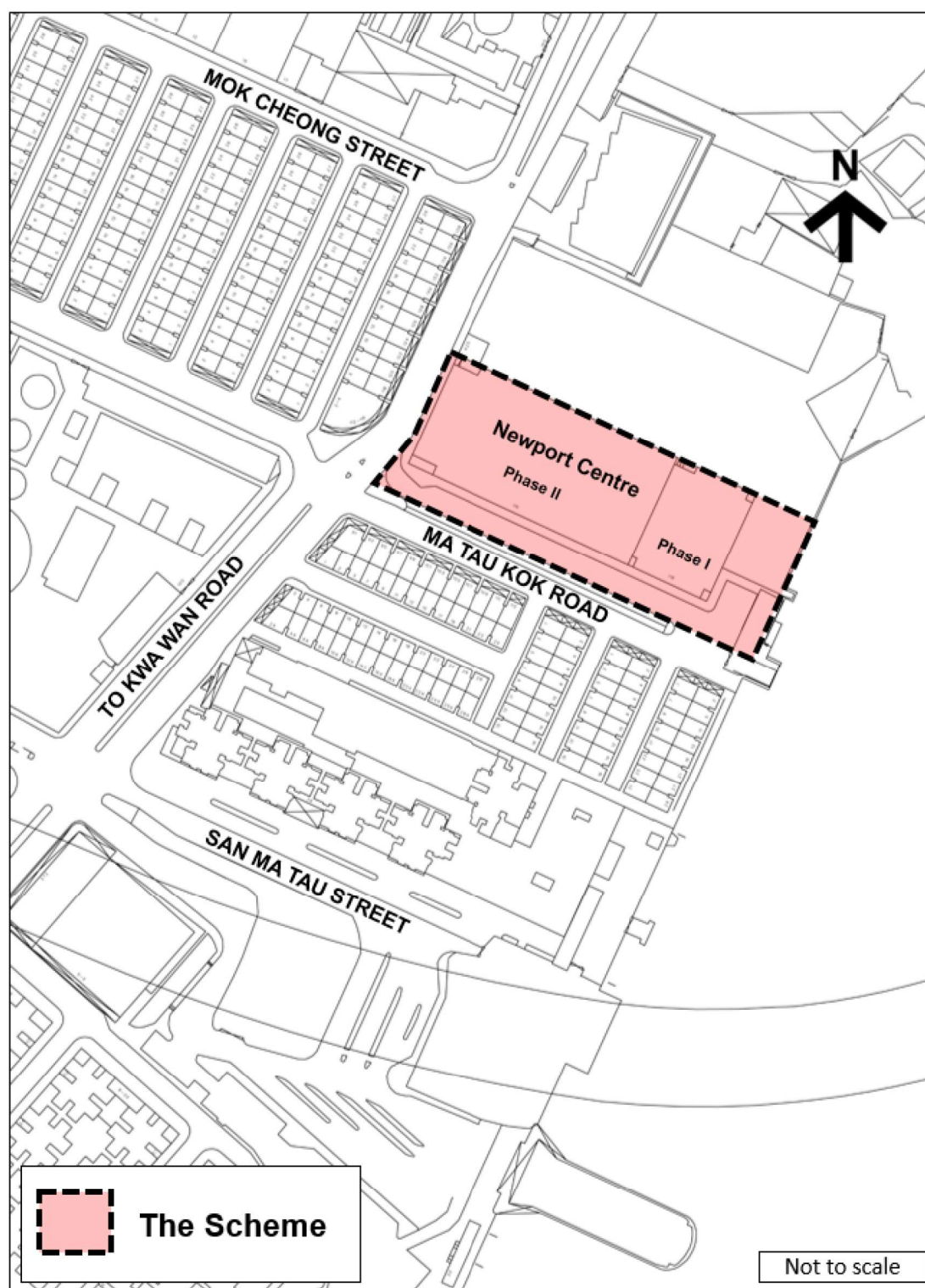


Figure 2.1 Location Plan

Planning Objectives

2.4 The Scheme, together with the adjoining Ming Lun Street / Ma Tau Kok Road Development Scheme KC-018, aims to rationalize land use by adopting an integrated planning-led approach for holistic planning of the area to enable more efficient land use and to bring planning gains to the local community. The URS issued in 2011 promulgates a comprehensive and holistic approach to carry out urban renewal with the following objectives:

- Restructuring and re-planning of concerned urban areas;
- Designing more effective and environmentally-friendly local transport and road networks within the concerned urban areas;
- Rationalising land uses within the concerned urban areas;
- Redeveloping dilapidated buildings into new buildings of modern standard and environmentally-friendly design;
- Providing more open space and community / welfare facilities; and
- Enhancing the townscape with attractive landscape and urban design.

2.5 The Scheme falls within the “5-Street” area of the “5-Street” and “13 Street” area, To Kwa Wan as defined in the Urban Renewal Plan (URP) prepared by KC DURF. Under the URP of KC DURF, the area is recommended as “*Redevelopment Priority Area*”. DURF recommended to sub-divide the “Comprehensive Development Area (CDA)” site at “5-Street” into two portions based on the existing residential building portion and the industrial / commercial building portion. The Scheme, being a redevelopment project, is tally with the recommendations of KC DURF.

2.6 To achieve the objectives in URS and to address the recommendations of KC DURF as well as public aspirations and views from local stakeholders to expedite the redevelopment of the area, the Scheme will include the following key proposals:

- i. Under a planning-led approach, the Scheme aim to rationalize land use for holistic planning of the area to enable more efficient land use and to bring planning gains to the local community. The Scheme will

optimise the land uses into the long-awaited comprehensive designed waterfront developments fitting in with the redevelopment intention of the Ma Tau Kok waterfront area. A 20m-wide waterfront promenade is provided at the eastern boundary of the Scheme along the waterfront for public enjoyment. The proposed waterfront promenade will be connecting with the adjoining planned waterfront promenade / waterfront developments at the Kai Tak Development Area (KTDA) in the northeast, thus enabling a continuous waterfront at the Kowloon East area and helping the Government to achieve its vision in shaping the Victoria Harbour as a world-class asset for public enjoyment.

- ii. To promote vibrancy, a 2-storeys commercial belt abutting the waterfront promenade is provided. In addition, an at grade open-air central waterfront plaza with not less than 25m wide will be provided between the Scheme and the adjoining Ming Lun Street / Ma Tau Kok Road Development Scheme KC-018, serving as a focal point for gathering and place-making opportunities. It will be connected to the proposed commercial belt and waterfront promenade to bring in vibrancy and strengthen the east-west pedestrian connectivity.
- iii. Through restructuring and re-planning of existing land uses, buildings of the proposed developments will be setback from To Kwa Wan Road to allow sufficient space to align with Government's planned road widening works of the existing To Kwa Wan Road from a single carriageway four-lane road to a dual carriageway three-lane road. Detailed design and implementation programme of the planned road widening will be subject to the local views and agreement from relevant Government departments.
- iv. Under the current notional design, it is proposed to provide not less than 500sq.m. non-domestic GFA for "Government, Institution or Community" ("GIC") facilities within the Scheme to meet the

community's needs and to align with the "Single site, Multiple Use" model promoted by the Government and enhance planning gains.

- 2.7 In addition to the proposed redevelopment under the Scheme, URA will explore the possibility to revitalize the adjoining abandoned Government's pier structure/landing steps located outside the Scheme boundary as well as to provide footbridge connection over To Kwa Wan Road to enhance pedestrian connectivity under separate revitalization urban renewal initiatives, subject to further study and liaison with relevant Government departments.

URA Projects in the Vicinity

- 2.8 The Scheme is located close to various completed and on-going URA projects in the To Kwa Wan area (See **Figure 2.2**). To the immediate south of the Scheme is the Ming Lun Street / Ma Tau Kok Road Development Scheme (KC-018) which is commenced on the same day as the Scheme.
- 2.9 A number of completed URA's projects can be found to the further west and southeast of the Scheme. These projects include the Pak Tai Street / Mok Cheong Street Development Project (named "My Place"), Pak Tai Street / San Shan Road Project (named "Downtown 38") and San Shan Road / Pau Chung Street Project (named "93 Pau Chung Street"), Kowloon City Road / Sheung Heung Road Development Project (KC-007) (named "Artisan Garden"), Chi Kiang Street / Ha Heung Road Development Project (TKW/1/001) (named "City Hub").
- 2.10 To the further southeast of the Scheme, the area in the vicinity of Wing Kwong Street of To Kwa Wan was being identified by URA as the Kowloon City Action Area 1 (KCAA1) for holistic planning of urban renewal works. A total of eight-projects were commenced in the KCAA1 area in recent years, forming a cluster of URA's redevelopment projects of the existing tenement buildings concentrated in the area. These projects include:

- Bailey Street / Wing Kwong Street Development Project (KC-009)
 - Hung Fook Street / Ngan Hon Street Development Scheme (KC-010)
 - Kai Ming Street Demand-Led Redevelopment Project (DL-8:KC)
 - Hung Fook Street / Kai Ming Street Development Project (KC-011)
 - Wing Kwong Street Development Project (KC-012)
 - Kai Ming Street / Wing Kwong Street Development Project (KC-013)
 - Wing Kwong Street / Sung On Street Development Project (KC-014)
 - To Kwa Wan Road / Wing Kwong Street Development Scheme (KC-016)
- 2.11 On-going URA's projects also include the Shing Tak Street / Ma Tau Chung Road Development Project (CBS-1: KC), which was approved by Secretary for Development in June 2021 and the Kau Pui Lung Road / Chi Kiang Street Development Scheme (CBS-2:KC) which is currently under planning.
- 2.12 The Scheme, which forms part of holistic planning approach, will continue to contribute as a vital part of the comprehensive urban renewal of this part of Kowloon City District.

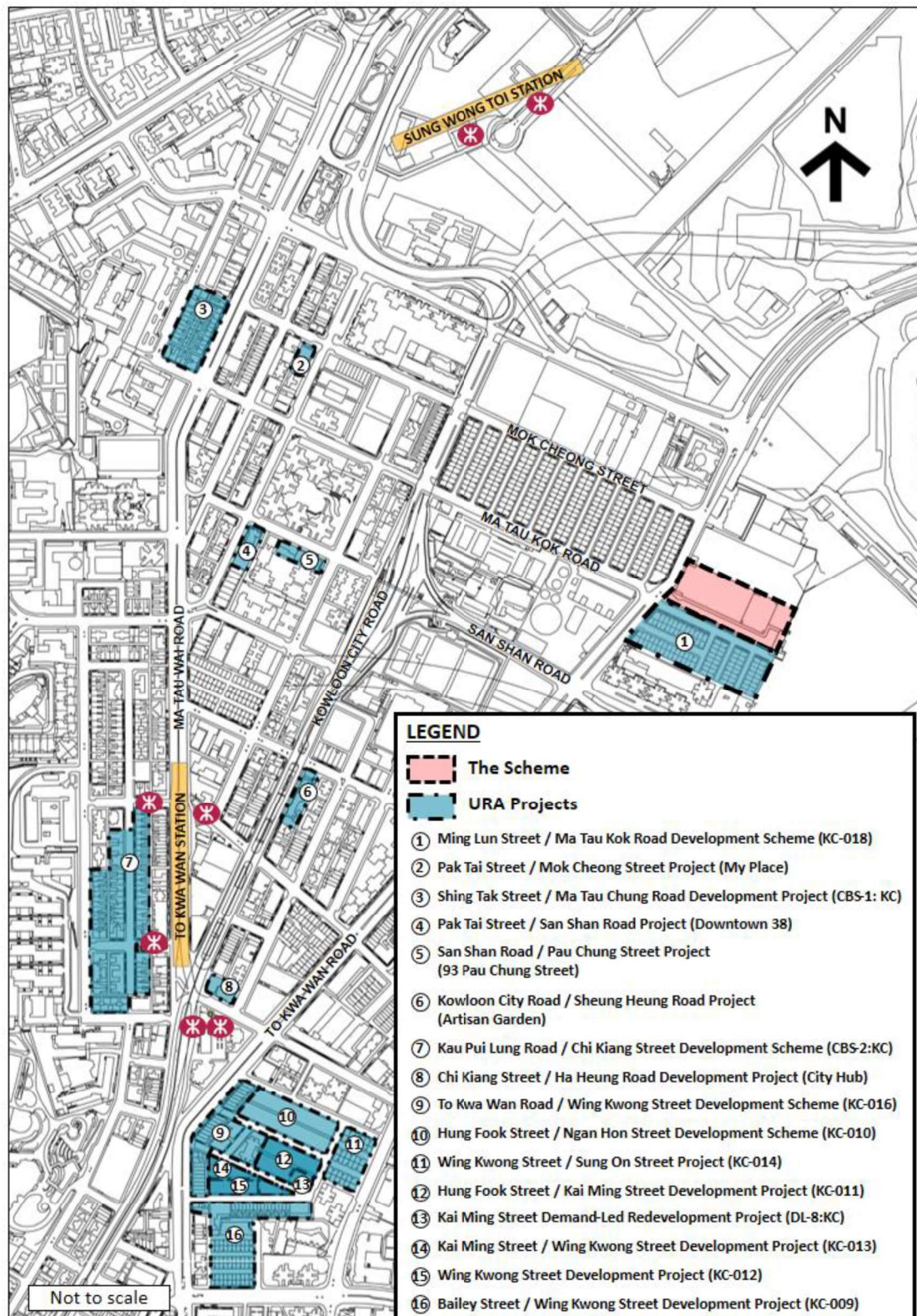


Figure 2.2 URA Projects in the Vicinity

3 HISTORICAL BACKGROUND AND LOCAL CHARACTERISTICS

Historical Background

- 3.1 Before the 1890s, To Kwa Wan was a bay lined by beaches and mud-flats with a stream originated from the hinterland named Ma Tau Chung where flowed closely along the existing Ma Hang Chung Road. The headland to the north of the bay is Ma Tau Kok, which might be named after the long pier of Kowloon Walled City nearby. A string of agricultural and stone-cutter villages along the coast of To Kwa Wan Bay sharing the name of To Kwa Wan Village was believed to be the largest village in the Hung Hom and To Kwa Wan area. Quarrying became active in the mid-18th century that Quarry Hill and San Shan (new quarry) Road were believed to commemorate these activities.
- 3.2 After the reclamation undertaken in the 1890s, To Kwa Wan started being developed by industrial activities extended from Hung Hom and the ex-Whampoa Docks. Streets including Mok Cheong (timber factory) Street and Pau Cheung (firecracker) Street were believed to commemorate the factory development in the early 20th century.
- 3.3 The second large-scale reclamation of To Kwa Wan started in the 1950s while industrial activities in Kowloon became more prosperous. The Schemes and its vicinity became inland and were then transformed into a mixture of residential developments and industrial uses including manufacturing, vehicular-repairing, weaving, bleaching and dyeing, printing and electroplating. Today, industrial buildings still scatter along roads/streets within the area.
- 3.4 **Figure 3.1** shows the locations of places with historical background identified and local characters in this part of To Kwa Wan.

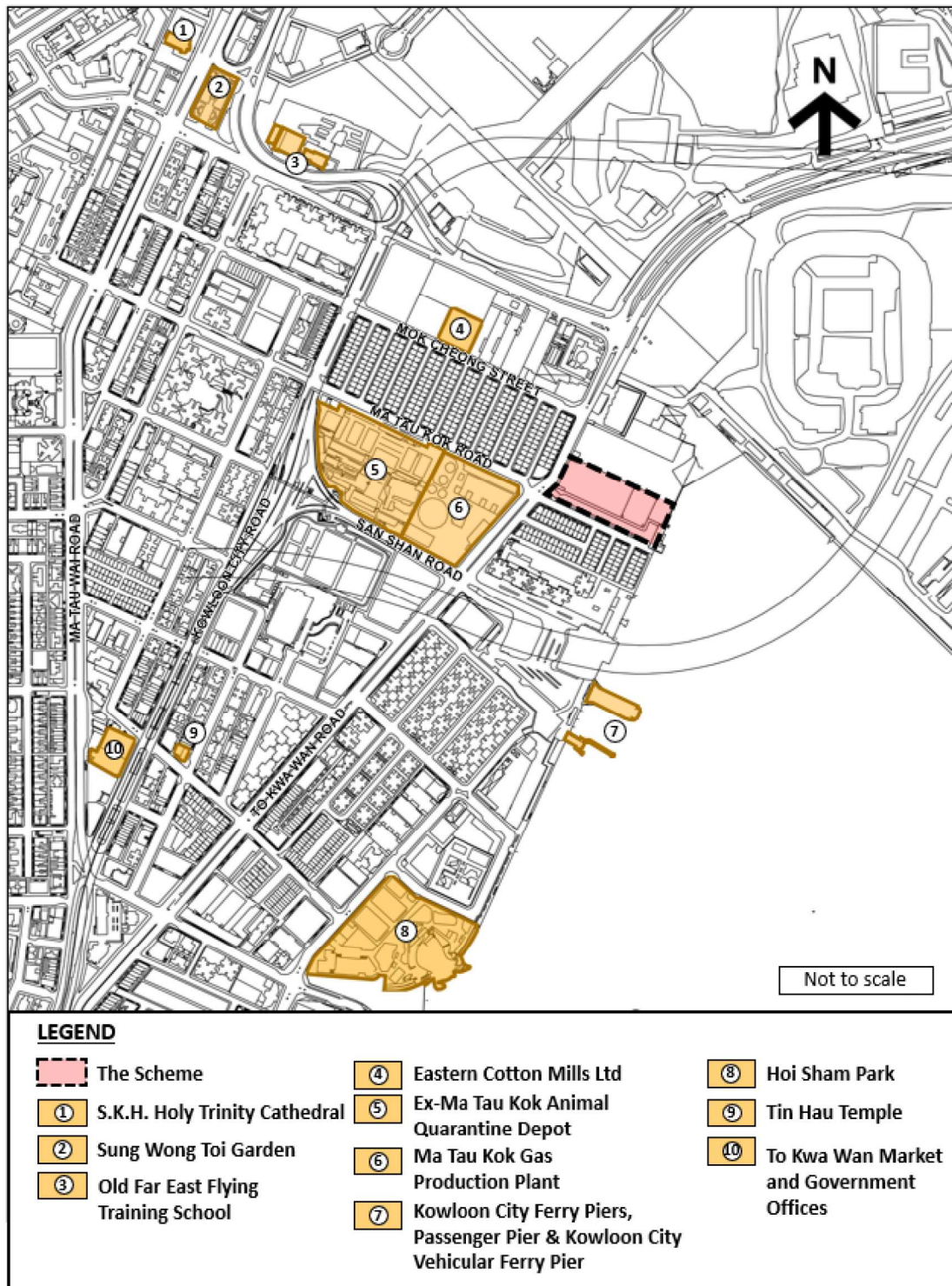


Figure 3.1 Places with Historical Background and Local Characters in To Kwa Wan

Source: KC DUF's URP and Geographic Information System on Hong Kong Heritage, as of June 2022.

Ex-Ma Tau Kok Animal Quarantine Depot

- 3.5 The ex-Ma Tau Kok Animal Quarantine Depot (commonly known as the “Cattle Depot”) located at the further west of the Scheme was originally located in Hung Hom, which was moved to Ma Tau Kok due to the construction of Kowloon–Canton Railway and was built in 1908. It was owned by the Government and was used as a cattle quarantine and slaughter centre for more than 90 years. In 1999, the Cattle Depot was ceased operation due to expressed concerns by the neighbouring residents about hygiene problems. The Cattle Depot was renovated and developed into an artist village in 2001, and is now home of around 20 art groups. Under the “Revitalisation of the Rear Portion of the Cattle Depot” project proposed by the Kowloon City District Council (KCDC), the Cattle Depot Art Park provides a venue for recreational purpose and community art promotion. The Cattle Depot Art Park inherits the elements of its history as a cattle depot, the ex-Ma Tau Kok Animal Quarantine Depot is classified as Grade II historic building by the Antiquities Advisory Board (AAB).

Ma Tau Kok Gas Production Plant

- 3.6 The Ma Tau Kok Gas Production Plant (South Plant) was originally built in the 1930s at the location just south of KC-018. In the 1956, with the growing demand due to the increasing industrial activities it was then expanded to the other side of To Kwa Wan Road, namely the North Plant at its current location. The South Plant operates until 1994, and was subsequently redeveloped into a comprehensive residential development (named “Grand Waterfront”) in early 2000’s while the North Plant remains in operation till now but serve as a backup facility only. According to the website of The Hong Kong and China Gas Company Limited (Towngas), “In Hong Kong, town gas is produced at two production plants. Over 98% is supplied from the Tai Po Plant, with the Ma Tau Kok Plant making up the rest”.

Kowloon City Ferry Piers, Passenger Pier & Kowloon City Vehicular Ferry Pier

- 3.7 Along the coastline of To Kwa Wan, the Passenger Pier and Vehicular Pier were completed in 1956 and 1965, witnessing the development of transportation and eastern Kowloon in the second half of the 20th century. The Passenger Pier was the first of its kind built in Hong Kong's urban areas after the World War II, with no notable or significant alterations made since its completion. Together with the adjacent bus terminus and car park, the Passenger Pier formed a public transport interchange serving commuters between the two sides of the Victoria Harbour, to various parts of the city and the former Kai Tak Airport. The Vehicular Pier was built to the typical design of vehicular Ferry piers in the 1950s to ease the demand of cross harbour vehicular ferry service in Central, and is one of the four vehicular ferry piers remaining in Hong Kong. The Passenger Pier and the Vehicular Ferry Pier have been graded the Grade II status by the AAB.

Themed Walking Trail of KC DURF

- 3.8 The URP of KC DURF has proposed a "Themed Walking Trail" to strengthen and highlight the historic and cultural characters of the district. The trail is sub-divided into four sub-trails in accordance with its characters, aiming to attract potential visitors and create a distinctive image for the district (refers to **Figure 3.2**).



Figure 3.2 Themed Walking Trail of KC DURF (Extract of the KC DURF URP)

4 POPULATION AND SOCIO-ECONOMIC CHARACTERISTICS

- 4.1 Based on non-obtrusive on-site observation, there is no residential population and household identified in the Scheme. It will be confirmed at the Stage 2 SIA.
- 4.2 As stated in paragraph 2.2, the Scheme is currently occupied by Newport Centre Phases I and II. According to the approved General Building Plans, the buildings are in general permitted for warehouses, showrooms, repair garage and offices. Hence, no household is included in the Scheme. Detailed information will be ascertained after FS and incorporated in the Stage 2 SIA report.
- 4.3 For socio-economic characteristics, the major business activities within the Newport Centre Phases I and II are warehouse with or without ancillary office use, storage, workshop, showroom and office use. It does not appear to anticipate any significant heavy manufacturing activities taking place. Besides, 11 units within Newport Centre are the subject of an approved planning application (No. A/K22/33) which were proposed to be converted into office uses. The said planning application was approved by the TPB on 18 March 2022.

5 HOUSING AND ENVIRONMENTAL CONDITIONS

- 5.1 No housing is located within the Scheme area. The degree of overcrowding in the Scheme area is not applicable.

Building Age and Building Conditions

- 5.2 The Scheme consists of Newport Centre Phases I and II, built in 1979 (43 years old) and 1981 (41 years old) respectively, and are both six storeys including one- basement level, lower and upper ground floors, and 1st to 3rd floor. Based on the ownership records in Land Registry as at July 2022, both Newport Centre Phases I and II are under multiple ownerships. According to Home Affairs Department's "Database of Private Buildings in Hong Kong" as at July 2022, the Newport Centre Phases I and II have Owners' Corporation (OC) for building management.
- 5.3 Based on the latest building conditions recorded by URA's Building Care Management Information System (BCMIS) and non-obtrusive site observation conducted in August 2022, Newport Centre Phases I and II are of "Varied" condition.
- 5.4 Phases I and II are internally connected and lifts services are available in both Phases. The two buildings are mainly for industrial/ commercial uses including offices, storage/godowns, workshops, showrooms and service providers such as electronics repair shops, etc. Detailed information on actual uses will be ascertained after the FS.
- 5.5 According to the latest Buildings Department (BD)'s records held by URA, there are no outstanding Fire Safety Notices (FSDN), Mandatory Building Inspection Statutory Notices building orders under S30B of Buildings Ordinance and outstanding building orders under S28 for Newport Centre Phases I and II.

Existing Pedestrian Network

- 5.6 The Scheme is located about 15 minutes walking distance away from both the MTR Sung Wong Toi Station and MTR To Kwa Wan Station. Public transport services, including buses and franchised buses are located in proximity of the Scheme area. Local residents of nearby residential development would walk along the two major pedestrian corridors on To Kwa Wan Road and Ma Tau Kok Road for public transport services.
- 5.7 The current pedestrian movement is mainly restricted to along the southern portion of Ma Tau Kok Road abutting the “5-Street” area (KC-018). Part the existing promenade area in the east is being fenced off and not accessible by the public.

Environmental and Hygiene Condition

- 5.8 The Scheme is envisaged to be subject to some traffic noise and air pollutants generated from the heavily trafficked road in To Kwa Wan Road.
- 5.9 The portion of Ma Tau Kok Road within the Scheme is a dead-end road which is often being occupied by vehicles and used for loading/unloading activities. The noise and hygiene issues caused by these on-street activities at Ma Tau Kok Street creates an unpleasant environment and nuisances to pedestrians.

Planning Intention under Outline Zoning Plan and Planned Developments in the Vicinity

- 5.10 The Scheme is currently zoned “Comprehensive Development Area” (“CDA”) and also shown as “Road” on the Draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/7. The “CDA” zone is intended for comprehensive development / redevelopment of the area for residential and/or commercial uses with the provision of waterfront promenade, open space and other supporting facilities. The “Road” zone is planned for future road widening of To Kwa Wan Road.

- 5.11 To the immediate south of the Scheme is known as the 5-Street area (KC-018). It consists of five-blocks of eight-storey tenement buildings along 5 public streets including Ming Lun Street, Chung Sun Street, Hing Yin Street, Hing Yan Street and Ma Tau Kok Road. As mentioned in para. 2.3 above, it forms part of the proposed holistic redevelopment with the Scheme and to be implemented under the separate Ming Lun Street / Ma Tau Kok Road Development Scheme (KC-018).
- 5.12 To the immediate north is the reserved site for development of DRE which is currently zoned Residential (Group A)6” (“R(A)6”) under the OZP. According to HKHS, about 1,101 units with commercial uses and G/IC facilities will be provided.
- 5.13 The Hong Kong Society for the Blind (HKSB) site located at the junction of To Kwa Wan Road and Mok Cheong Street will be redeveloped into a new welfare complex with a maximum building height of 100mPD. According to HKSB, the demolition works will tentatively commence in 2022 and the completion is expected to be in 2025.
- 5.14 The “Lok Sin Tong Modular Social Housing Scheme”, a completed transitional housing project, is located at the proposed public housing site at the junction of Sung Wong Toi Road and To Kwa Wan Road. It is to provide affordable housing and family supporting services for low-income families that are queuing for public rental housing. According to the proposed amendment paper to the approved Ma Tau Kok Outline Zoning Plan No. S/K10/20 (MPC Paper No. 2/15), the site will be redeveloped into one residential block of public housing. With proposed building height of 100mPD, maximum domestic plot ratio of 7.5 or plot ratio of 9.0 for a building that is partly domestic and partly non-domestic, the proposed public housing project will provide about 600 flats.
- 5.15 To the further northwest of the Scheme along Mok Cheong Street are a number of factory buildings also zoned CDA. Among these, the Freder Centre and the K.K. Industrial Building are in operation and the former sites of the Eastern Cotton Mills and Good Harvest Air Freight Centre are

currently vacant. These land parcels fall within three different “CDA” sites. Planning applications (Nos. A/K10/256 and A/K10/259), submitted by different applicants, for comprehensive residential and commercial development at the “CDA(2)” site, with maximum building height of 100mPD, covering K.K. Industrial Building and Eastern Cotton Mills, have been approved with conditions by the TPB on 27 May 2016 and 7 December 2018, respectively. According to the proposed scheme of planning application no. A/K10/259, a portion of the front facade of Eastern Cotton Mill (a Grade III historic building) will be preserved and incorporated into the future development. Another planning application (No. A/K10/265) for comprehensive residential and commercial development at the “CDA(3)” site, with maximum building height of 100mPD, covering seven-land-lots, has also been approved with conditions by the TPB on 10 September 2021.

- 5.16 Ma Tau Kok Gas Production Plant located to the west of the Scheme across To Kwa Wan Road is currently zoned as “Residential (Group A)” (“R(A)”) with a planning intention for residential use according to OZP. According to the URP prepared by KC DURF, it is recommended to explore the feasibility of relocating the gas plant in the long term.
- 5.17 To the northwest of the Scheme across To Kwa Wan Road is a cluster of tenements building which is known as the “13-Street area”. The area is recommended as a “Proposed Redevelopment Priority Area” under DURF. To the further north and northeast of the Scheme is the Kai Tak Development Area (KTDA), which is under construction and the land is designated for a mix of residential, commercial, tourism, community uses, sports uses supported with infrastructure facilities.

6 CULTURAL AND LOCAL CHARACTERISTICS, AND CHARACTERISTICS OF LOCAL BUSINESS ACTIVITIES

- 6.1 The Scheme is located at an old urban district of Ma Tau Kok / To Kwa Wan area within the Kowloon City District, and its vicinity is predominantly mixed of residential, industrial and infrastructural developments. Most of the industrial buildings in the area appeared not actively engaged in manufacturing activities but mainly used for office, storage, warehouse, workshop and showroom uses.
- 6.2 To the immediate south is the 5-Street area which is under URA Project KC-018. It comprises of clusters of tenement buildings with ground floor shops mainly used for vehicular repairing services, workshops, eateries and shops mainly selling groceries, hardware and small electronic parts, and upper floors mainly for domestic uses. By non-obtrusive observation conducted in April and September 2022, no polluting industries are found operating inside the buildings.
- 6.3 To the further south of the Scheme is the Grand Waterfront, which comprises of a private residential estate and shopping mall named Grand Waterfront Plaza. With a number of chain stores, supermarket and shops provided in the Grand Waterfront Plaza, it is a major shopping hub for the local residents.
- 6.4 To the northwest of the Scheme across To Kwa Wan Road is the 13-Street area. It comprises of clusters of tenement buildings with ground floor eateries, vehicular repairing shops and shops mainly selling groceries, hardware and small electronic parts. To its north across Mok Cheong Street is a string of industrial buildings. By non-obtrusive observation conducted in April 2022, no polluting industries are found operating at these industrial buildings. As mentioned in para. 5.14, some of these industrial buildings are planned for redevelopments into residential / commercial uses.

6.5 As mentioned in para. 5.1 above, Newport Centre comprises of Phase I and II which are internally connected. The building is of 6 storeys high, including a basement level, lower and upper ground floors and 1st to 3rd floor. Based on non-obtrusive site visits conducted in June and September 2022 and information available at the building directory of Newport Centre Phases I and II, about 94 businesses were identified within the Scheme area. The main business activities are warehouse with or without ancillary office use, storage, showroom, workshop and office use. It does not appear to anticipate any significant heavy manufacturing activities taking place. Several units unidentified and were suspected to be vacant, as there were no evidence of operation in several attempts of site visits. The addresses and business activities on lower/upper ground floors of Newport Centre are listed in **Table 6.1** below. The exact number of non-domestic operators / details and nature of the businesses within the Scheme will be verified in the FS upon commencement of the Scheme and will be reported in the Stage 2 SIA.

Table 6.1 Business Activities at Lower Ground and Upper Ground Floors within the Scheme

	Address	Current Use*
1.	Lower Ground Floor, Newport Centre Phase I, 118 Ma Tau Kok Road, Kowloon	Carpark
2.	Workshop A, Upper Ground Floor, Newport Centre Phase I, 118 Ma Tau Kok Road, Kowloon	(Unidentified)
3.	Workshop B, Upper Ground Floor, Newport Centre Phase I, 118 Ma Tau Kok Road, Kowloon	(Unidentified)
4.	Workshop 1, Lower Ground Floor, Newport Centre Phase II, 116 Ma Tau Kok Road, Kowloon	Workshop
5.	Workshop 2, Lower Ground Floor, Newport Centre Phase II, 116 Ma Tau Kok Road, Kowloon	Showroom, Warehouse, Storage, Workshop
6.	Workshop 3, Lower Ground Floor, Newport Centre Phase II, 116 Ma Tau Kok Road, Kowloon	(Unidentified)
7.	Workshop 4, Lower Ground Floor, Newport Centre Phase II, 116 Ma Tau Kok Road, Kowloon	(Unidentified)

8.	Workshop 5, Lower Ground Floor, Newport Centre Phase II, 116 Ma Tau Kok Road, Kowloon	Office
9.	Workshop 6, Lower Ground Floor, Newport Centre Phase II, 116 Ma Tau Kok Road, Kowloon	(Unidentified)
10.	Unit 1, Upper Ground Floor, Newport Centre Phase II, 116 Ma Tau Kok Road, Kowloon	Showroom, Office
11.	Units 2, 3 and 4 Upper Ground Floor, Newport Centre Phase II, 116 Ma Tau Kok Road, Kowloon	Showroom
12.	Unit 5, Upper Ground Floor, Newport Centre Phase II, 116 Ma Tau Kok Road, Kowloon	Workshop
13.	Unit 6, Upper Ground Floor, Newport Centre Phase II, 116 Ma Tau Kok Road, Kowloon	Showroom
14.	Units 7 and 8, Upper Ground Floor, Newport Centre Phase II, 116 Ma Tau Kok Road, Kowloon	Office
15.	Unit 9, Upper Ground Floor, Newport Centre Phase II, 116 Ma Tau Kok Road, Kowloon	Logistics, Warehouse

(Based on non-obtrusive site visits conducted in June and September 2022 and building directory at lift lobby)

* Nature / details of business activities are subject to FS and Stage 2 SIA

6.6 In addition, the major uses and businesses activities at other levels of the building, including basement, 1/F to 3/F, identified based on non-obtrusive site visits conducted in June and September 2022 and building directory at the lift lobby, are listed in **Table 6.2** (see photo in **Appendix 1**). The exact number of non-domestic operators / details and nature of the businesses within the Scheme will be verified in the FS upon commencement of the Scheme and will be reported in the Stage 2 SIA.

Table 6.2 Business Activities at Basement, 1/F to 3/F within the Scheme

Floor	Existing Uses	No. of Businesses (About)
Basement	Car Park, Storage, Warehouse, Unidentified/Suspected vacant	8
1/F	Office, Warehouse, Storage, Workshop, Showroom, Wholesale,	22

	Research Centre, Unidentified/Suspected vacant	
2/F	Office, Warehouse, Storage, Workshop, Studio, Food Factory, Wholesale, Unidentified/Suspected vacant	27
3/F	Office, Warehouse, Storage, Workshop, Studio, Religious-related centre, Unidentified/Suspected vacant	22

*(Based on non-obtrusive site visits conducted in June and September 2022
and building directory at the lift lobby)*

** Nature / details of business activities are subject to FS and Stage 2 SIA*

7 RECREATIONAL, AMENITY AND COMMUNITY AND WELFARE FACILITIES

- 7.1 **Figure 7.1** shows the locations of various existing public open spaces, and GIC facilities within the 500m radius area of the Scheme. There are a number of public open spaces near the Scheme Area, the closest being Cattle Depot Art Park located to the west, To Kwa Wan Recreation Ground and To Kwa Wan Sports Centre located to the southwest, and Hoi Sham Park to the further south of the Scheme.
- 7.2 A number of planned public open spaces are within the 500m radius from the Scheme. The Kai Tak Sports Park located to the north of the Scheme area is currently under construction with target completion in 2023. With an area of around 28 hectares, the Sports Park will provide a wide variety of sports and leisure facilities to be enjoyed by the public. To the north of the Scheme area at the cove of Ma Tau Kok in between the DRE site and the Sports Park is zoned as “Open Space” (“O”) on the OZP, with an intention to complement the Dining Cove with food and beverage uses for creating a vibrant waterfront environment and unique dining experience. Outdoor seating accommodation for alfresco dining may be provided under administrative mechanism. To the south of the Scheme area along the waterfront is also zoned as “O” on the OZP for optimising pedestrian and waterfront environment, as well as for future extension of cycle track network, the GreenWay Network.
- 7.3 Major GIC facilities within 500m radius of the Scheme include the HKSB and the To Kwa Wan Market and Government Offices. There are also a number of educational facilities, mainly primary schools within 500m of the Scheme.
- 7.4 For existing social welfare facilities and services (refer to **Table 7.1**), family and child welfare services, social security field units, services for the elderly and rehabilitation and medical social services, etc. are found in close proximity to the Scheme.

- 7.5 About 500 sq.m. non-domestic GFA will be reserved in the podium of the proposed Scheme for appropriate community uses to meet community needs, subject to consultation with relevant Government departments, views from local stakeholders and KCDC.

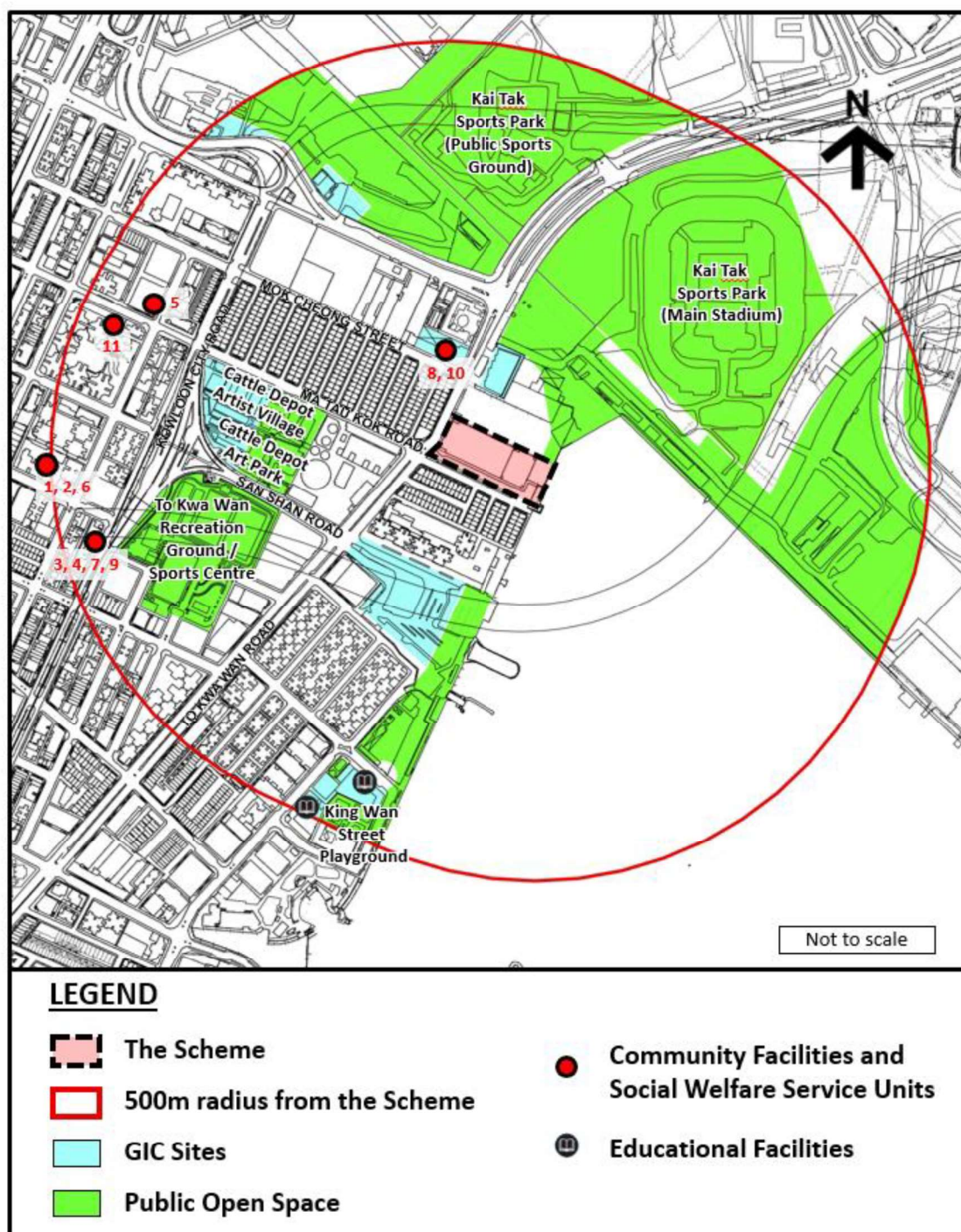


Figure 7.1 Existing Community Facilities, Amenity, and Social Welfare Service Units within 500m Radius from the Scheme

Source: Social Welfare Department's website: Local District Service Profile: Welfare Service Units Managed or Funded by Social Welfare Department (Kowloon City) as of May 2022.

Table 7.1 Existing Community Facilities and Social Welfare Service Units within 500m Radius from the Scheme

Community Facility / Service Unit	Operator	Address
A. Family and Child Welfare Services		
<i>Integrated Family Service Centres</i>		
1. Kai Tak Integrated Family Service Centre	Social Welfare Department	Unit 3, 2/F, Chung Hwa Plaza, 5B-5F Ma Hang Chung Road, To Kwa Wan, Kowloon
2. Ma Tau Wai Integrated Family Service Centre	Social Welfare Department	Unit 3, 2/F, Chung Hwa Plaza, 5B-5F Ma Hang Chung Road, To Kwa Wan, Kowloon
<i>Extended Hours Service</i>		
3. Sik Sik Yuen - Ho Oi Day Nursery (EHS)	Sik Sik Yuen	Shop 1A, 1B 2A & 2B, G/F, Harmony Garden, No. 55-61 Kowloon City Road, Kowloon City, Kowloon
<i>Occasional Child Care Service</i>		
4. Sik Sik Yuen - Ho Oi Day Nursery (OCCS)	Sik Sik Yuen	Shop 1A, 1B 2A & 2B, G/F, Harmony Garden, No. 55-61 Kowloon City Road, Kowloon City, Kowloon
B. Social Security		
<i>Integrated Employment Assistance Programme for Self-reliance</i>		
5. Hong Kong Lutheran Social Service, the Lutheran Church - Hong Kong Synod Limited - Integrated Employment Assistance Programme for Self-reliance	Hong Kong Lutheran Social Service, the Lutheran Church - Hong Kong Synod Limited	Room A103,A108,A109, 8/F, Tung Nam Factory Building, 40 Ma Tau Kok Road, To Kwa Wan, Kowloon
<i>Social Security Field Unit</i>		
6. Kowloon City Social Security Field Unit	Social Welfare Department	Unit 2, 2/F, Chung Hwa Plaza, 5B-5F Ma Hang Chung Road, To Kwa Wan, Kowloon
C. Services for the Elderly		
<i>Neighbourhood Elderly Centre</i>		

Community Facility / Service Unit	Operator	Address
7. Hong Kong Family Welfare Society - Kowloon City Centre for Active Ageing	Hong Kong Family Welfare Society	1/F, Block 2, Harmony Garden, 55-61 Kowloon City Road, To Kwa Wan, Kowloon
D. Rehabilitation and Medical Social Services		
<i>Care and Attention Home for the Aged Blind</i>		
8. Hong Kong Society for the Blind (The) - Bradbury Care and Attention Home for the Aged Blind	Hong Kong Society for the Blind (The)	19 Mok Cheong Street, To Kwa Wan, Kowloon
<i>Integrated Programme in Kindergarten-cum-Child Care Centre</i>		
9. Sik Sik Yuen - Ho Oi Day Nursery (IP)	Sik Sik Yuen	Shop 1A, 1B 2A & 2B, G/F, Harmony Garden, No. 55-61 Kowloon City Road, Kowloon City, Kowloon
<i>Sheltered Workshops</i>		
10. Hong Kong Society for the Blind (The) - Factory for the Blind	Hong Kong Society for the Blind (The)	19 Mok Cheong Street, To Kwa Wan, Kowloon
11. Hong Chi Association - Ma Tau Kok Workshop	Hong Chi Association	Podium 2, Jubilant Place, 33 Ma Tau Kok Road, To Kwa Wan, Kowloon

Source: Social Welfare Department's website: Local District Service Profile: Welfare Service Units Managed or Funded by Social Welfare Department (Kowloon City) as of May 2022.

8 INITIAL ASSESSMENT OF POTENTIAL SOCIAL IMPACT, AND MITIGATION MEASURES

Potential Social Impact

- 8.1 Based on non-obstructive site visits conducted in June 2022 and information on the business directory at the lift lobby of Newport Centre Phases I and II, the Scheme is estimated to affect about 94 businesses identified. The exact number of affected business operators will be verified in the Stage 2 SIA.
- 8.2 The Scheme, if implemented, will inevitably affect the non-domestic operators within the Scheme. The FS and SIA Questionnaire will help identifying needy cases. The Social Service Team (SST) commissioned by the Urban Renewal Fund (URF) is expected to provide assistance to those in need. This SST is independent of the URA and it will directly report to the Board of the URF.

Mitigation Measures and Acquisition Policies and Allowances for Industrial Properties

- 8.3 The acquisition policies of industrial properties and the allowances to owners and tenants are currently under review; the URA will communicate to the affected persons the prevailing policies before issuance of acquisition offers.
- 8.4 In principle, the URA will offer to an affected owner the market value of his/her property plus applicable allowances for owners for purchase of his/her property. For affected operators (either owner-occupiers or tenant-operators), the URA will offer applicable allowances to them. Alternatively, owner-occupiers and tenants may claim business loss in lieu of the allowances if the property is used for a user in compliance with the government lease.
- 8.5 The URA is conducting a feasibility study on making available to registered owner(s) who, as at the date of Notification of Commencement

- of the Scheme gazetted by URA, own not less than the URA-prescribed quantity of properties in the Scheme and also satisfy the URA-prescribed criteria for participating in the development of the Scheme as an alternative other than receiving the market value and applicable allowances by selling their properties to URA. URA will announce further details to the owners of the Scheme after completion of the study.
- 8.6 The URA will arrange briefing session(s) / recording video(s) to the owners and tenants to explain the URA acquisition policies and the allowances. An in-house URA engagement team will visit the affected owners and tenants accordingly as to care for those who are unclear about the policies and require any other assistance.
- 8.7 If affected owners and/or business operators are not clear about the URA policies or future arrangement, the SST will endeavour to clarify their doubts with full support from the URA. If the affected owners and/or business operators are ethnic minorities who are not familiar with Chinese or English languages, the URA will arrange translation services as far as practicable to alleviate their concerns on the redevelopment.
- 8.8 If the Scheme is to be implemented, the URA will ensure the construction works follow and fulfil the mitigation measures and practices as stipulated by Environmental Protection Department for construction site. Appropriate measures will be proposed to mitigate potential noise and dust impact during the construction phase of the Scheme.
- 8.9 According to the new URS, if requested, the URA will help identify suitable premises in the district of the redevelopment projects to enable the affected operators to relocate and continue operation in the same district as far as practicable.

9 CONCLUSION

- 9.1 The local community and the surrounding neighbourhoods are likely to experience gains and losses due to the proposed redevelopment. Business operators and their employees within the Scheme will be affected in different ways and to various degrees depending on their particular circumstances. Various degrees of concerns and social impacts to the affected business operators and their employees within the Scheme will be assessed in the Stage 2 SIA in detail.
- 9.2 This Stage 1 SIA study has been modified to reflect the current uses/business activities of the building to be redeveloped. This Stage 1 SIA report can only provide a general profile of the Scheme and the surrounding area. Based on non-obtrusive observation and the available information, no occupiers for domestic use are observed and the business activities within the Scheme appear to be those commonly found within many industrial buildings in the vicinity which is possible for most of them to be relocated in the surrounding area.
- 9.3 The assumptions in this report will be verified by the Stage 2 SIA to be carried out after the Freezing Survey. The Stage 2 SIA will assess needs of the affected occupants and operators and to propose appropriate mitigation measures to minimise major adverse social impact, if any.

URBAN RENEWAL AUTHORITY

October 2022

Appendix 1: Directory at Newport Centre Phases I and II

新寶工商中心一期 Newport Centre Phase I			
Directory 目錄			
地庫LG室	合亮控股有限公司	2樓21室	合孚行 東輝集團有限公司
UG A室	金城營造集團	2樓22室	先進混凝土鑽切有限公司 Advance Concrete Drill Cut Co., Ltd.
UG B室	金城營造集團	2樓23室	東鴻模具有限公司
		2樓24室	金城營造集團
1樓A室	合亮控股有限公司	2樓25室	金城營造集團
1樓B室	金城營造集團	3樓A室	基士絲印器材有限公司
		3樓B室	金城營造集團

新寶工商中心二期 Newport Centre Phase II

Directory 目錄

地庫A室	恒建工程有限公司	101室	德國寶集團有限公司	201室	沁源美企亞洲有限公司	301室	泰福舍
地庫A1室	凌豐工程服務有限公司	102室	德國寶集團有限公司	202室	WORLD WIND ELITE EXPRESS	302室	森匯建築有限公司/地源工程公司
地庫B室	恒建工程有限公司	103室	力成電版公司	203室		303室	
地庫C室		104室	恒建工程有限公司	204室	恒建工程有限公司	304室	合高控股有限公司
地庫D室		105室	天德洋酒香港有限公司	205室	亞牛工程有限公司	305室	WORLD WIND ELITE EXPRESS
地庫E室	先進混凝土磨切有限公司	106室	德國寶集團有限公司	206室		306室	合高控股有限公司
地庫F室	凌豐工程服務有限公司	107室	MAX STRONG LTD.	207室	俊達亞洲系統有限公司	307室	WORLD WIND ELITE EXPRESS
	順聯貿易有限公司						
低層LG1	恒建工程有限公司	108室	德國寶集團有限公司	208室		308室	合高控股有限公司
低層LG2	恒建工程有限公司	109室	德國寶集團有限公司	209室	先進混凝土磨切有限公司	309室	HONG KONG CSL LTD.
低層LG3	ACS	110室	建聯建築工程有限公司	210A室	華能建築裝飾有限公司	310室	溢泰工程服務有限公司
低層LG4	合高控股有限公司	111室	德國寶集團有限公司	210B室		311室	PROFESSIONAL PRINTING LTD.
低層LG5	香港國際超跑俱樂部	112室	合高控股有限公司	211室	凌豐工程服務有限公司	312室	迪王月曆印務有限公司
低層LG6	香港國際超跑俱樂部	113室	德國寶集團有限公司	212室	金城裝設集團	313室	恒基佛道社有限公司
低層LG7	合高控股有限公司	114室	康英人手續問有限公司	213室		314室	
高層UG1	恒建工程有限公司	115室	德國寶集團有限公司	214室	ACTION EVENT PLANNER HK LTD.	315室	WORLD WIND ELITE EXPRESS
高層UG2	德國寶集團有限公司	116室	合高控股有限公司	215室	天國手工餃子	316室	頂好制品有限公司
高層UG3	德國寶集團有限公司	117室	德國寶集團有限公司	216室	卓然工程有限公司	317室	港池口罩(香港)有限公司
高層UG4	德國寶集團有限公司	118室	合高控股有限公司	217室	潮派美食集團有限公司	318室	
高層UG5		119室	德國寶集團有限公司	218室	泓達集團有限公司,順聯貿易有限公司	319室	港池口罩(香港)有限公司
高層UG6		120室	合高控股有限公司	219室		320室	利興電子實業有限公司
高層UG7	合高控股有限公司			220室	福圖科技有限公司		
高層UG8	合高控股有限公司						
高層UG9	建力實達有限公司						