

Shing Tak Street / Ma Tau Chung Road

Development Project (CBS-1:KC)



Stage 1 Social Impact Assessment

May 2020

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1. INTRODUCTION

- 1.1 In response to the Policy Address 2018 and 2019 (PAs) by the Chief Executive, the Urban Renewal Authority (URA) is invited to identify one or two clusters of Civil Servants' Co-operative Building Society (CBS) Scheme sites suitable for high-density development as pilot sites (pilot CBS redevelopment project), and explore the redevelopment mode in accordance with the usual project implementation approach adopted by the URA. The Shing Tak Street / Ma Tau Chung Road Development Project (the Project) aims to fulfill the objectives of the PAs, to increase housing supply by full utilisation of the development potential of the cluster of CBS sites.
- 1.2 In the new Urban Renewal Strategy (URS) issued by the Government in February 2011, the 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*”.
- 1.3 The URS also states “*Early social impact assessments will be initiated and conducted by the DURF (District Urban Renewal Forum) before redevelopment is recommended as the preferred option. The URA will update these assessments by DURF before implementing any specific redevelopment project.*” As the early SIA conducted by Kowloon City DURF (“KC DURF”) does not cover the Project area, there is no early SIA conducted by DURF which the URA could update for this Development Project.
- 1.4 According to the URS, the main elements of the Stage 1 SIA conducted by the URA before publication of a proposed project should include: -
- the population characteristics of the proposed project 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.
- 1.5 The Stage 2 SIA to be conducted after publication of the project will use factual

information collected in the Freezing Survey at project commencement. The URS stipulates the URA should submit the reports of both the Stage 1 and Stage 2 SIAs to the Secretary for Development (SDEV) when it submits a development project under section 24 of the Urban Renewal Authority Ordinance (URAO). It also stipulates the URA should release the reports for public information.

2. THE PROJECT BACKGROUND

- 2.1 The Shing Tak Street /Ma Tau Chung Road Development Project (the Project) is located in Kowloon City District, which is bounded by Ma Tau Chung Road on the southeastern boundary, Ma Tau Kok Road on the southwestern boundary, Shing Tak Street on the northwestern boundary, and Emmanuel Primary School Kowloon and Bee Sing Mansion on the northeastern boundary (**Figure 2.1**). It covers a gross site area of about 5,164 sq.m, involving a cluster of 9 CBS sites developed under 9 CBSs: Nos. 51-77 Ma Tau Chung Road (odd nos.), No. 12-34 Shing Tak Street (even nos.) and No. 2-4A Ma Tau Kok Road (even nos.), government lane, and portion of the surrounding public pavement. Subject to detailed design, the net site area used to calculate the development potential of the Project is about 4,299 sq.m.
- 2.2 According to the characteristics suitable for CBS redevelopment as set out in paragraphs 53 and 54 of the PA in 2018, the Project has been selected as one of the pilot CBS redevelopment projects with the multiple factors duly considered including but not limited to the following: cluster of CBS sites in high-density development areas (i.e. R(A) zone under the Outline Zoning Plan (OZP)) in the urban districts, number of CBS involved, proximity to existing public rental housing and other ancillary facilities, building age and its existing development density.

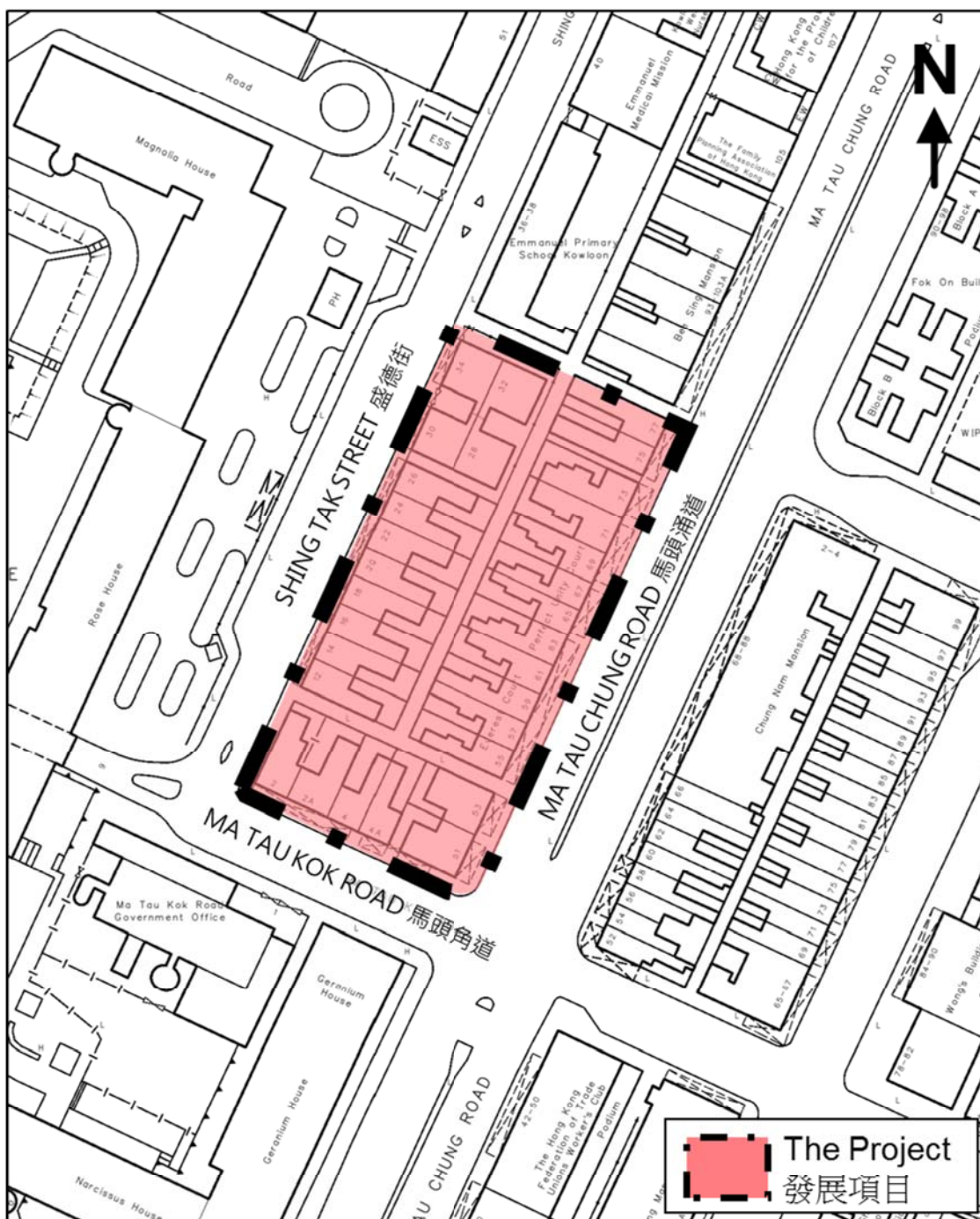


Figure 2.1 Location Plan

Planning Objectives

2.3 The 2011 URS promulgates a comprehensive and holistic approach to carry out urban renewal objectives and listed out its objectives under paragraph 5. As one of the key guiding directions, the following objectives were also considered in the overall planning and design of the Project apart from paragraphs 1.1: -

- Restructuring and replanning 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; and
 - Enhancing the townscape with attractive landscape and urban design.
- 2.4 Whilst meeting the objectives as listed in the PAs as mentioned in paragraph 1.1, the Project also seeks to improve the overall environment through redevelopment in accordance with the URS with the following planning objective duly considered to be implemented: -
- The Project will provide ground floor setback and pavement widening, to provide solution space for existing bus and minibus queuing, enhance the connectivity of the Project and the surrounding area, and create a better walking environment.

URA Projects in the Vicinity

- 2.5 The Project is located close to a number of ongoing URA projects nearby (**Figure 2.2**). To the northeast of the Project is URA's Kai Tak Road / Sa Po Road Development Scheme (KC-015) which was commenced on 22 February 2019. The pedestrian subways of Sung Wong Toi Station will allow connection between the Project and KC-015 and its surrounding Nga Tsin Wai Road Area. To the southwest, Pak Tai Street / San Shan Road Project (KC-006) was issued an occupation permit on 12 July 2019 and San Shan Road / Pau Chung Street Project (MTK/1/002) was completed in 2017.

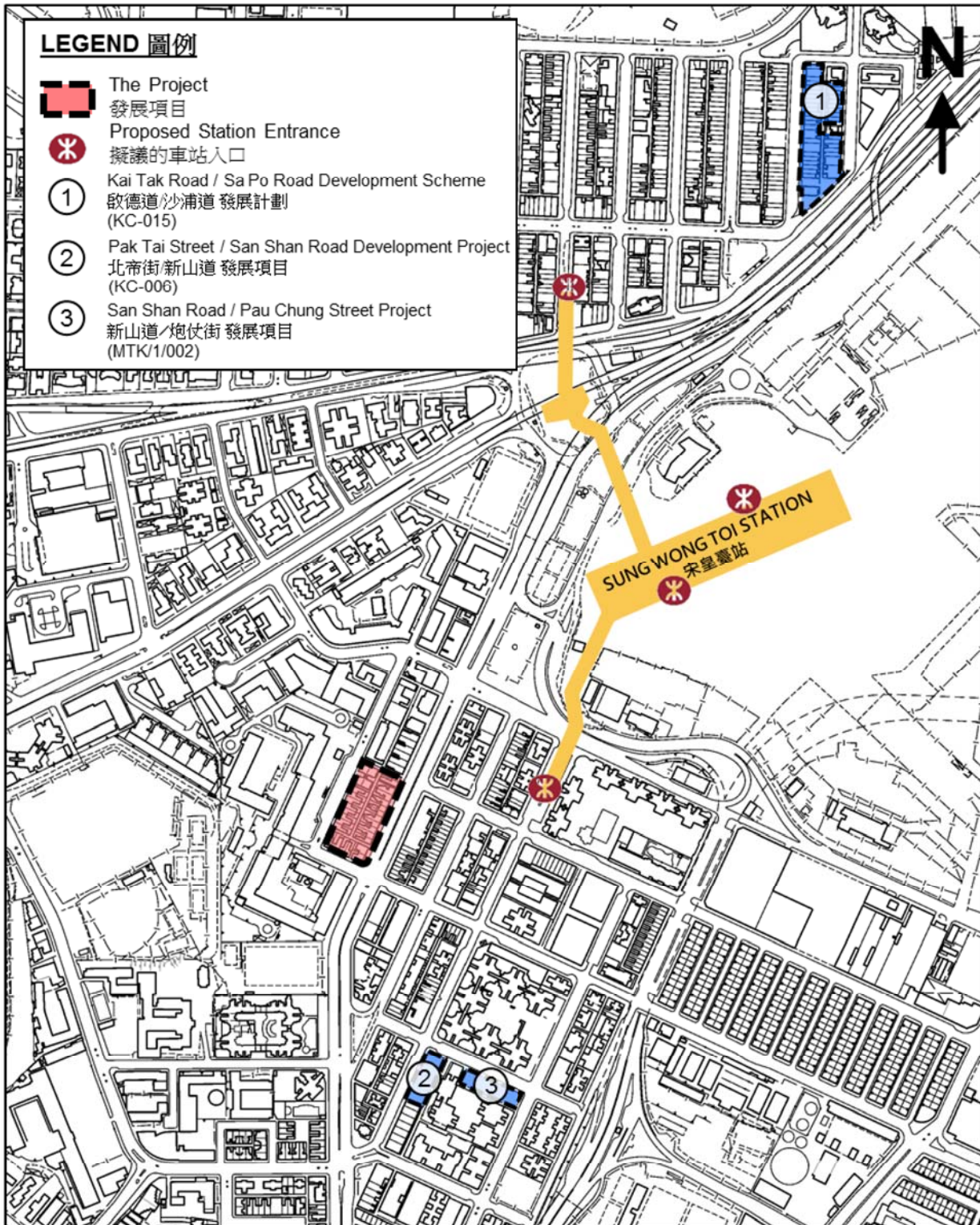


Figure 2.2 URA Projects in the Vicinity

3. HISTORICAL BACKGROUND AND LOCAL CHARACTERISTICS

- 3.1 Kowloon City was named after the Kowloon Walled City that built in Qing Dynasty (1847) to strengthen the defence of the Kowloon Peninsula. The waterfront areas spanning from the present-day Kowloon City, Ma Tau Kok, To Kwa Wan to Hung Hom were mooring places for merchant ships during the Sung and Ming periods, with villages and shops along the waterfront of Kowloon City at that time. The village settlements such as Kowloon City Walled Village, Ma Tau Wai Village (Kwu Kan Wai), and To Kwa Wan Village were mostly engaged in agriculture and fisheries, some also relied on the salt industry and quarry industry for a living.
- 3.2 Before 1864, To Kwa Wan was a bay lined by beaches and mud-flats and the only significant stream from the hinterland running towards the bay was Ma Hang Chung, which flowed closely along the existing Ma Hang Chung Road. Ma Tau Kok (means pier's headland) was the northern headland of the bay, which was probably named after the long pier of Kowloon Walled City nearby.
- 3.3 On the north-facing coast of the headland, there was a small settlement with 8 to 11 cottages bearing the same name as the headland. The quarries at Ma Tau Kok and To Kwa Wan had started to operate since mid-18th century and one of the quarries was located at the slope of a knoll named San Shan (means new quarry). San Shan Road was believed to commemorate the quarry and the settlements of stone-cutters nearby.

Land Reclamation

- 3.4 Historical map records indicate that the Project Area was probably located near the coastline in the 1920s. Several rounds of reclamation had been undertaken in Ma Tau Kok Bay, To Kwa Wan Bay and Hung Hom since the 1890s till 1960s to increase land at the coastline for expansion of population.
- 3.5 The last phase of reclamation in Kowloon City was carried out in the 1960s and the reclaimed land was designated for development of the former Hong Kong International Airport (i.e. also known as Kai Tak Airport). The Kai Tak Airport was relocated to Chek Lap Kok in July 1998 and the relocation has offered an opportunity for new development plan in Kai Tak, which is named as the Kai Tak Development Area (KTDA). The KTDA is designated with mix of community, housing, business, tourism and infrastructural uses.

Civil Servants' Co-operative Building Society Scheme

- 3.6 The CBS scheme is a form of civil servants' housing benefit managed by the Civil Service Bureau. It was launched in 1952 to allow the Government to grant land at a concessionary premium to enable eligible civil servants to build residential buildings through forming co-operative societies. The co-operative societies which are responsible for the building management and maintenance were set up under the Co-operative Societies Ordinance (Cap. 33). No CBS sites have been developed since the mid-1980s.
- 3.7 Under the alienation restriction, owners of flats of a building of CBS are not permitted to assign, mortgage, underlet, part with possession of, or otherwise dispose of their properties, or enter into any agreement for such purposes. A CBS flat owner can apply to remove the alienation restriction and pay the outstanding land premium at any time after the legal title has been transferred to him/ her. Based on the ownership records in the Land Registry as of January 2020, about 89% of the CBS (8 out of 9) within the Project were dissolved. Only 25% of the dissolved units (35 out of 142) were settled with the outstanding land premium and removed the alienation restriction. Unlike some other CBS sites, there is no sign of active acquisition nor existence of major stakeholder in the Project. **Table 3.1** shows the ownership status of the CBS within the Project.

Table 3.1 Ownership Status of the CBSs within the Project

		No. of Units*	No. of CBSs	Percentage (about)
Dissolved CBS		142	8	89%
<i>- Status of Outstanding Land Premium and Alienation Restriction</i>	<i>Settled and Removed</i>	35	-	25%
	<i>Not Yet Settled and Removed</i>	107	-	75%
Undissolved CBS		12	1	11%
Total		154	9	100%

* According to approved GBP as of January 2020.

Sung Wong Toi Garden

- 3.8 Sung Wong Toi Inscription Rock in the Sung Wong Toi Garden is a Government Historic Site identified by AMO. After the Sung Dynasty was overthrown by the Mongolian army in 1279, people inscribed the words "Sung Wong Toi" on the huge rock in memory of

the fact that two Sung Emperors once took refuge there. In 1941, the Japanese army occupied Hong Kong and burst the huge rocks in order to expand the Kai Tak Airport. The rock with the words "Sung Wong Toi" remained intact by chance. After Hong Kong was liberated, "Sung Wong Toi Garden" was built to preserve the historical heritage.

Ma Tau Kok Animal Quarantine Depot (alias Cattle Depot)

- 3.9 The Animal Quarantine Depot, built in 1908, is located at Ma Tau Kok Road. It was relocated from Hung Hom due to the construction of the then Kowloon-Canton Railway. These red-brick structures are the only century-old western-style buildings for such purpose left in Hong Kong. The depot is no longer in service and has been converted by Government into an artist village, named Cattle Depot Artist Village. Currently, it has been accorded Grade II status by the Antiquities Advisory Board.

Ma Tau Kok Gas Plant

- 3.10 The Ma Tau Kok Gas Plant was built in the 1930s and provided gas supply to people for more than eighty years. The eastern plant has been redeveloped as a residential development called Grand Waterfront, while the western plant is still in operation. With its significant cylindrical gasholders and unique industrial infrastructure, it is now an icon of the remarkable industrialization history of Hong Kong.

Lung Tsun Stone Bridge

- 3.11 The Lung Tsun Stone Bridge in the KTDA was a landing pier built between 1873 and 1875 at the coastline of the old Kowloon City. The Lung Tsun Stone Bridge is a Site of Archaeological Interest recorded by AMO and in-situ preservation of the Bridge remnants were recommended in KTD. Apart from the extant sections of the Stone Bridge, the remnants of the Pavilion for Greeting Officials, Former Kowloon City Pier and segments of 1924 and 1930s seawalls were also identified in previous archaeological work.

Others

- 3.12 There are also other places with historical background and local character near the Project (see **Figure 3.1**).

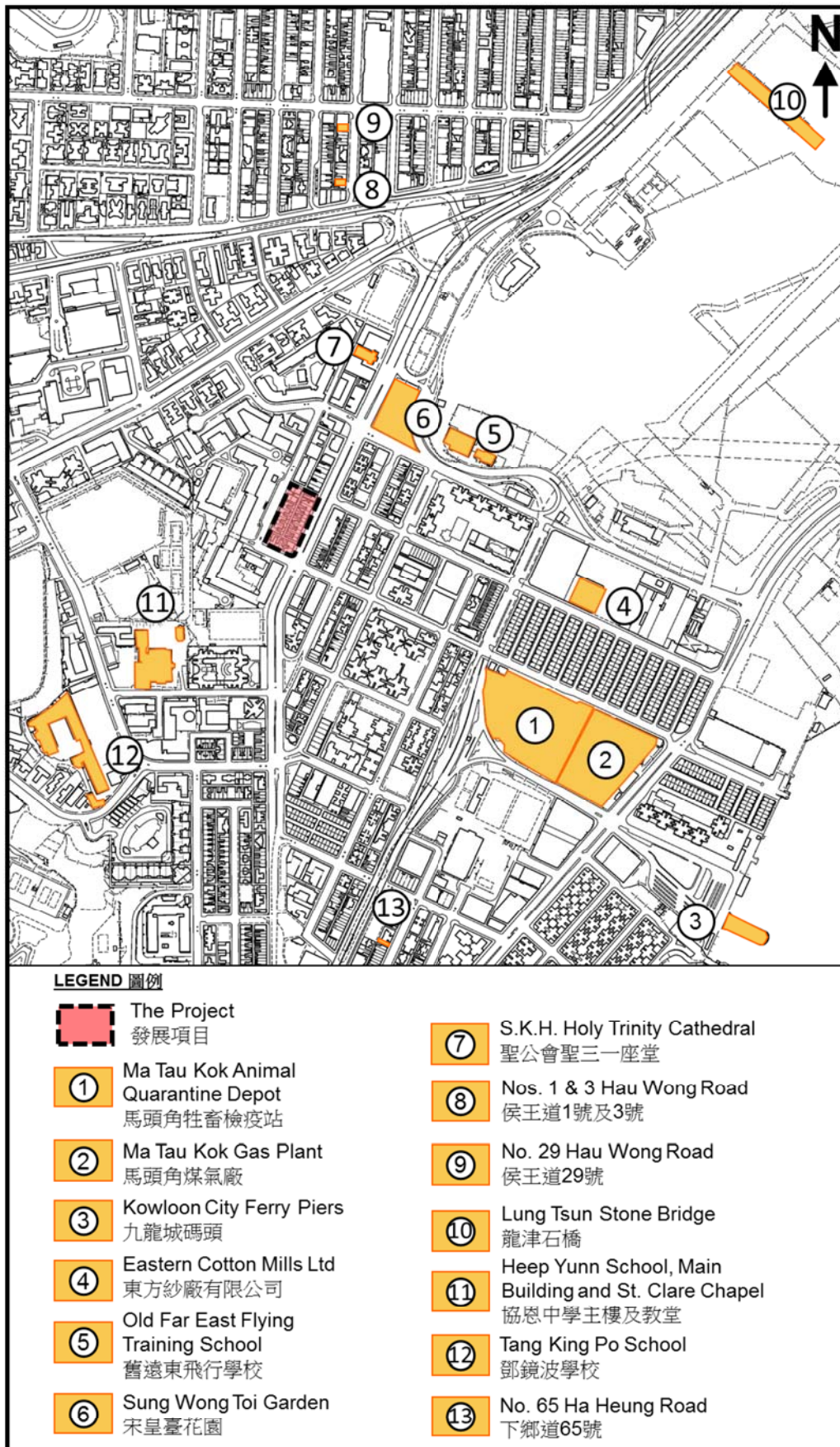


Figure 3.1 Places with Historical Background and Local Character in Kowloon City

4. POPULATION & SOCIO-ECONOMIC CHARACTERISTICS

- 4.1 To assess the population and socio-economic characteristics of the Project, the 2016 Population By-Census results have been used. For the accommodation assessment, it is based on the approved GBP and on-site non-obtrusive observation. Given the background of the (general and non-obtrusive nature) sources of the data available to carry out this Stage 1 SIA, the assessments derived should only be considered as indicative and for reference use only and subject to the Freezing Survey.
- 4.2 The Census and Statistics Department's (C&SD) website provides the 2016 Population By-Census results. Depending on the types of census data, the 'lowest' disaggregated data available may be down to Tertiary Planning Unit (TPU), Large Street Block Groups (LSBG) level or Small Street Block Groups (SSBG) level and Constituency Area.
- 4.3 The Project falls within the Ma Tau Wai Constituency (G01) of the Kowloon City (KC) District and within TPU 241 (**Figure 4.1**).
- 4.4 The Project lies within TPU SSBG 24101 and falls within LSBG 24101L (Figure 4.2). The LSBG 24101L also covers residential buildings including private buildings not under CBS scheme. Some of them are with similar age while some are relatively younger residential buildings such as Parc 22 (No. 22 at Sung Wong Toi Road) built in 1998. The socio-economic characteristics of those residing in private buildings not under CBS scheme can be assumed to be different to those residing within the Project, which are all old buildings of CBS.

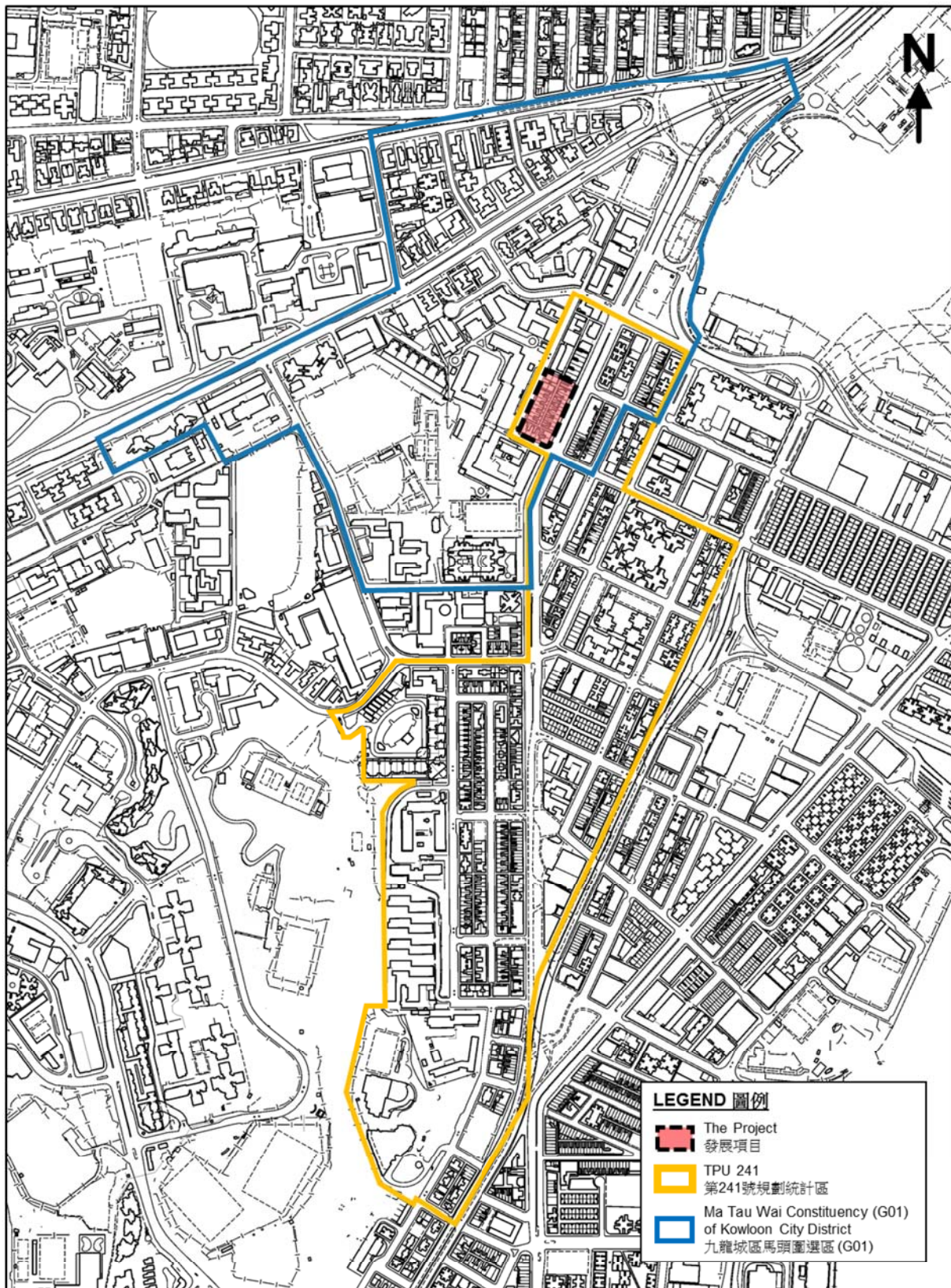


Figure 4.1 Boundary of Ma Tau Wai Constituency (G01) and Tertiary Planning Unit (TPU) 241

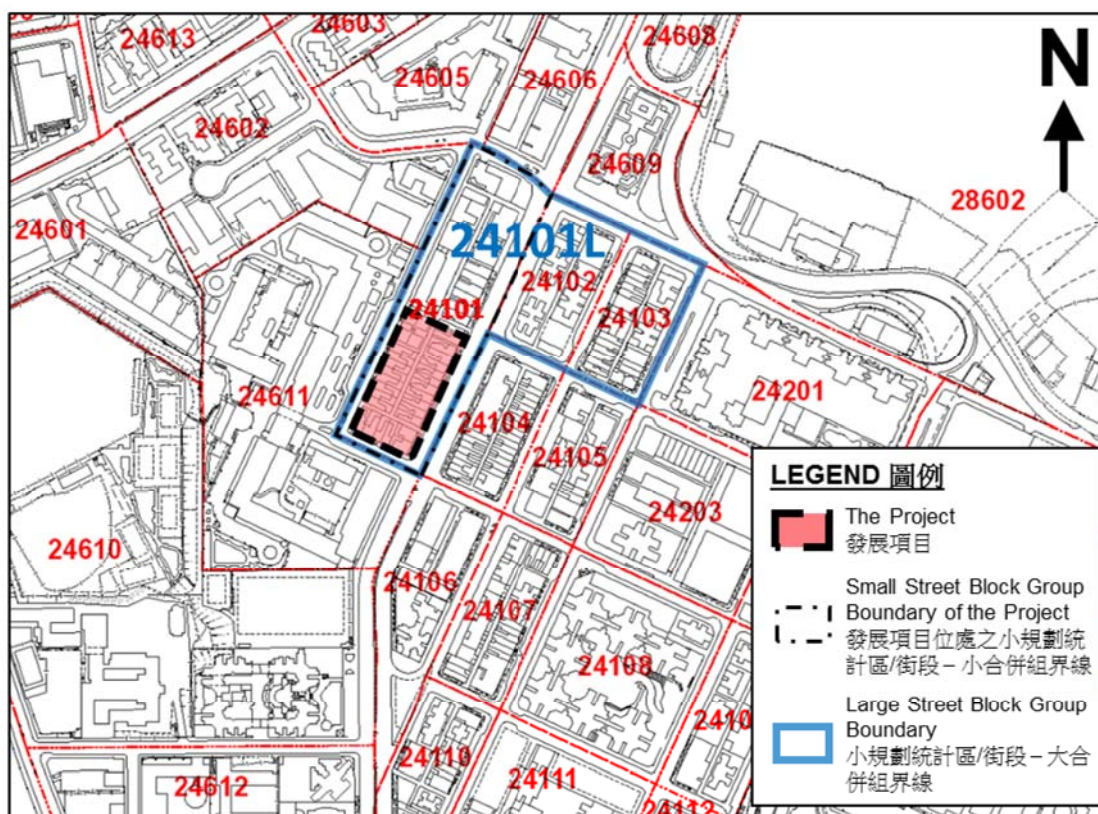


Figure 4.2 Street Block Boundaries of the Project (SSBG 24101 and LSBG 24101L)

Overview of Housing & Population Characteristics of Kowloon City District

- 4.5 As revealed in the 2016 By-census results, the overall KC District has a population of about 418,732. In terms of monthly household income, the KC District has a median monthly household income of \$25,550, which is similar to the average of the whole Territory (i.e. \$25,000).
- 4.6 According to the 2016 By-Census, the majority of the living quarters in KC District are in private housing blocks including buildings of CBS (about 73%); only about 26% of living quarters are in public rental housings (PRH) / subsidized home ownership housings. The remaining living quarters (about 1%) are in other types of housing. Being mainly built in the 1950s and 1960s, quite a number of private residential blocks in KC District appear to lack proper maintenance and management. Apart from private housing, there are also PRH which are Ma Tau Wai Estate developed by Hong Kong Housing Authority (HKHA) and Chun Seen Mei Chuen developed by Hong Kong Housing Society (HKHS). Both housing estates were built in 1960s and situated within the Ma Tau Wai Constituency (G01) and in close proximity of the Project.

Household Composition

- 4.7 In accordance with the approved GBP, the total number of residential units within the Project is 154. Based on the 2016 By-Census data, the degree of sharing of living quarters (or the “average number of domestic households per unit of quarters”) of the KC District is about 1.0. In light of the alienation restriction and ownership status of the CBS sites within the Project as stated in paragraph 3.7, most of the households are expected to be owner-occupiers in the preparation of this report (i.e. no sharing). Hence the total number of households is estimated to be 154 households. The actual number of domestic units may differ from that under the approved GBP due to the existence of sub-divided units, if any. The household composition will be verified in the Freezing Survey upon commencement.
- 4.8 The Census LSBG proportion of the 2016 By-Census gives data of singleton (25%), doubletons (25%) and 3-person or above households (50%) in the Project. The proportion of singleton households is higher than the territorial ratio. On the other hand, the proportion of doubleton households and 3-person or above households are both lower than the territorial ratio (see **Table 4.1**).

Table 4.1 Distribution of Singletons, Doubletons, and 3-person or above Households

	Singletons	Doubletons	3-person or above households
LSBG 24101L	25%	25%	50%
Territorial	18%	27%	55%

- 4.9 Based on the 2016 By-Census data, the average household size of those within the Project has taken reference from SSBG 24101, which mainly comprises CBS buildings, and is estimated to be around 3.5. It is higher than the average household sizes of the KC District (2.8) and the territory (2.8), which could be a result of the presence of larger flat size and no sub-division of living quarters for CBS sites. The actual number will be ascertained as far as practicable at Stage 2 SIA.

Population

- 4.10 Assuming 154 households and an average household size of 3.5 as stated in paragraph 4.9, the number of residents living within the Project is estimated to be around 540 persons. The number of households, living quarters and population affected will all be

verified at the Stage 2 SIA as far as practicable.

- 4.11 **Table 4.2** below compares the distribution of the percentage of working population and elderly residents over 65 among the LSBG 24101L, Ma Tau Wai Constituency (G01), KC District and the whole territory. Attention would be paid to elderly residents and their needs.

Table 4.2 Distribution of the Percentage of Working Population and Elderly Residents

	Percentage of working population	Percentage of elderly residents
LSBG 24101L	54%	17%
Ma Tau Wai Constituency (G01)	50%	19%
KC District	52%	15%
Territorial	51%	16%

- 4.12 As stated in paragraph 3.7, only 35 dissolved units were settled with the outstanding land premium and removed the alienation restriction and thus it is assumed that there is very limited number of tenants in the Project.
- 4.13 Since the land grant restrictions for CBS sites are very different from other private land lots, the socio-economic characteristics derived from the LSBG and the Constituency area in the latest available Census result may not totally reflect the true characteristics of those residing within this Project as the figures may be diluted by the inclusion of other private buildings in the LSBG and the Constituency area and the Project is a pilot CBS redevelopment project without comparables as reference.
- 4.14 The Stage 2 SIA to be conducted upon project commencement will give clearer and accurate information concerning the existing population and socio-economic characteristics within the Project.

5. HOUSING & ENVIRONMENTAL CONDITIONS

Building Age, Building and Living Condition

- 5.1 The project consists of buildings of 5-6 storeys high. The buildings were completed between 1958 and 1960 (i.e. all aged 50 or above). According to the approved GBP, none of the buildings is served by lift. According to URA's Building Condition Survey (BCS) conducted in August 2019, most of the buildings within the Project are in "Acceptable" conditions. Some structures of the buildings in the Project were suspected to be Unauthorized Building Works (UBWs).
- 5.2 Based on the ownership records in the Land Registry as of January 2020, there is 1 property owned by their respective co-operative societies (i.e. un-dissolved CBSs) at Nos. 2-2A Ma Tau Kok Road. Other buildings within the Project are under multiple ownerships. Based on the search in Land Registry's "Index of Owners' Corporations" (as of 31 December 2019) and Home Affairs Department - Building Management's "Database of Private Buildings in Hong Kong" (as of 31 December 2019), 8 CBS sites (89%) have Owners' Corporations (OCs). One building (i.e. the un-dissolved CBS) does not have OC for building management.
- 5.3 Based on Buildings Department's records and land search records in Land Registry as of January 2020, none of the buildings is with non-compliance of building orders. Within the Project, 2 buildings locating at Nos. 28-34 Shing Tak Street (even nos.) and Nos. 55-61 Ma Tau Chung Road (odd nos.) have completed the Operation Building Bright (OBB) Scheme (Category 1) and one building locating at Nos. 12-18 Shing Tak Street (even nos.) has completed rehabilitation works under the Building Rehabilitation Loan Scheme (BRLS). It is understood that the building rehabilitation schemes comprise mainly repairing defects (e.g. major cracks, spalling) in common or public areas of the buildings. Repair works to the interior of private units are not included. Based on past URA's experience in rehabilitation works, even buildings that have undergone repair works need to undertake comprehensive building rehabilitation every 5 to 6 years in order to avoid deterioration.

Existing Uses

- 5.4 Based on non-obtrusive site observation conducted in May 2020, the buildings within the Project area are all residential in nature and no shop is found. According to the approved GBP, there is no non-domestic uses within the Project area. The detailed uses of the units will be verified in the Freezing Survey and reported in the Stage 2 SIA as far as practicable.

Planned Development in the Vicinity

- 5.5 The Project is located nearby the MTR Shatin-Central Link (SCL) Sung Wong Toi Station, which is anticipated to be in operation in 2021. One of its exits will be located at Pak Tai Street, which is within 5-minute walking distance from the Project.

Environmental Condition

- 5.6 To the immediate southeast of the Project area is the Ma Tau Chung Road, which is a primary distributor with high traffic flow. Many residents from Ma Tau Wai Estate locating at the west of the Project walk to Ma Tau Chung Road for public transport services. At present, long queuing at the bus and minibus stops often appear along the pavement of Ma Tau Chung Road, resulting in a crowded condition along the pavement. The major pedestrian circulation is therefore concentrated along the pavement of Ma Tau Chung Road and the southeast direction of the Project.
- 5.7 There is no direct access from the bus stops along Ma Tau Chung Road to the bus stops along Shing Tak Street in front of Ma Tau Wai Estate. Residents from Ma Tau Wai Estate and other pedestrian have to access the bus stops along both roads through government lane within the Project or Ma Tau Kok Road. The junction of Ma Tau Kok Road and Ma Tau Chung Road is the major pedestrian connection of the Project Area, which is often crowded during peak hours.

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

- 6.1 The Project is predominately surrounded by residential buildings and GIC facilities, including schools, the Family Planning Association of Hong Kong, and Ma Tau Chung Fire Station. To the west across Shing Tak Street is predominantly PRH, Ma Tau Wai Estate, while private residential buildings are found mainly to the east across Ma Tau Chung Road. Various types of shop and services, such as salon and decorative lighting, are found on the ground floor of the surrounded residential buildings.
- 6.2 As stated in paragraph 5.4, the buildings within the Project area are all residential in nature. No shop was identified during site visits in May 2020. Detailed uses of the units within the Project will be verified in the Freezing Survey upon commencement of the Project and reported in the Stage 2 SIA.

7. RECREATIONAL, AMENITY & COMMUNITY AND WELFARE FACILITIES

- 7.1 **Figure 7.1** shows the location of various GIC facilities and public open spaces within the 500m radius of the Project area. There are a number of public open spaces near the Project area, the closest being Ma Tau Wai Road Playground located to the southwest, and Sung Wong Toi Garden in the northeast of the Project.
- 7.2 The major GIC facilities within the 500m radius of the Project area include the Family Planning Association of Hong Kong and Ma Yau Chung Fire Station, and a number of educational facilities, including primary schools and secondary schools.
- 7.3 For existing social welfare facilities and services (refer to **Table 7.1**), family and child welfare services, social security services, services for the elderly, rehabilitation and medical social services, services for offenders, and services for young people are found in close proximity to the Project.
- 7.4 Given the existing social services, educational, recreational and amenity facilities are provided in the Kowloon City District, and conforms to the planning intention as stipulated in the Draft Ma Tau Kok Outline Zoning Plan No. S/K10/25, it is envisaged that existing open spaces and GIC facilities can absorb the demand generated from the future residents of the Project. Opportunities for place making and cohesive greening/landscaping to integrate with surrounding landscape will also be explored, to improve the pedestrian friendly environment and to enhance the walkability of the neighbourhood.

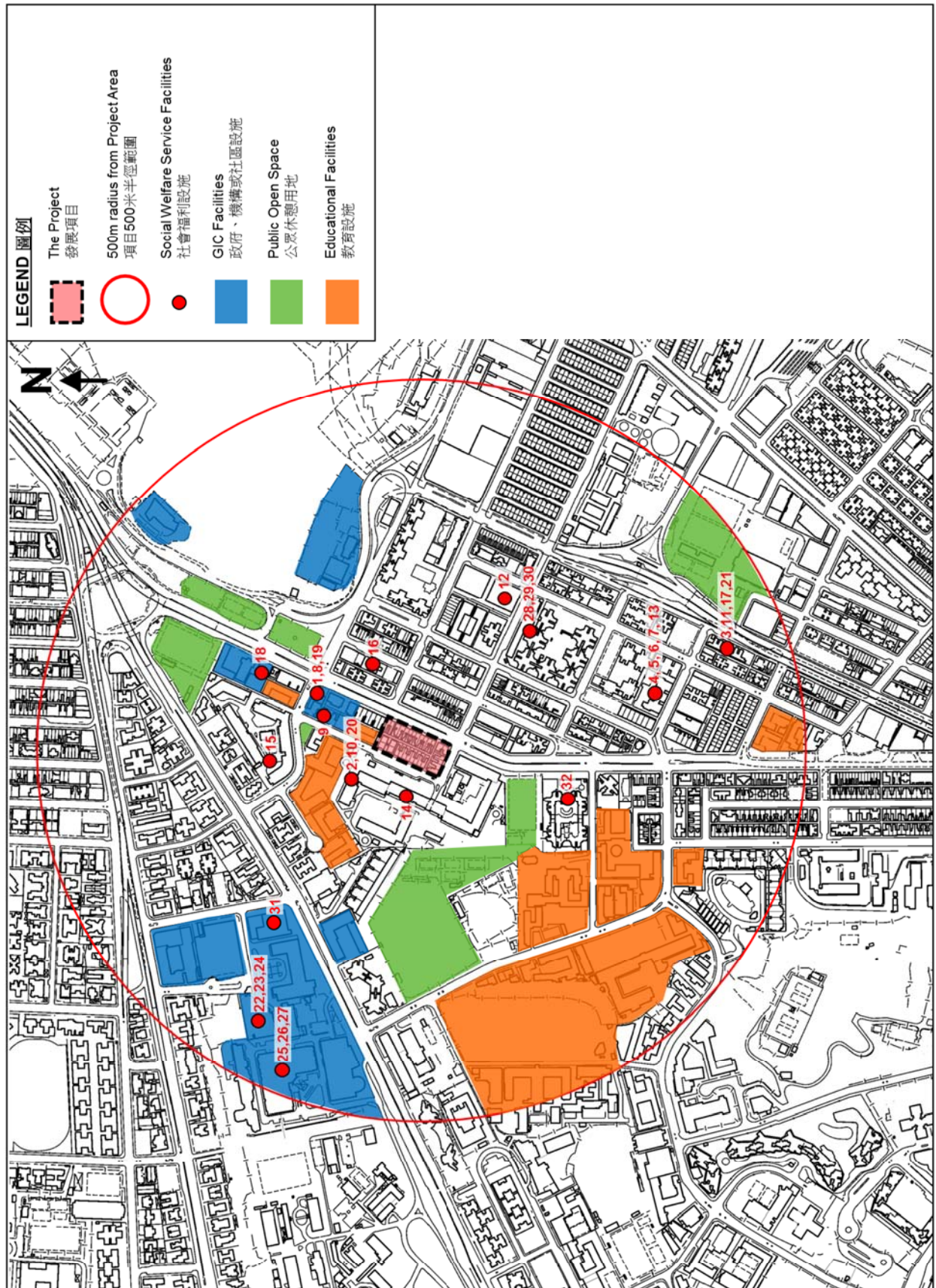


Figure 7.1 GIC and Amenity Facilities Within 500m Radius of the Project Area

Table 7.1 Social Welfare Facilities within 500m Radius of the Project Area

Service Unit	Operator	Address	
A. Family and Child Welfare			
<u>Extended Hours Child Care Service</u>			
1.	HKSPC Ma Tau Chung Nursery School (OCCS)	Hong Kong Society for the Protection of Children	2/F & 3/F, 107 Ma Tau Chung Road, Kowloon City, Kowloon
2.	LPH Ma Tau Wai Nursery School (OCCS)	Lutheran Philip House Limited	No. 115, 117&118, G/F, Magnolia House, Ma Tau Wai Estate, Kowloon
3.	SSY 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
<u>Family Aide</u>			
4.	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
5.	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
<u>Integrated Family Service Centre</u>			
6.	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
7.	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
<u>Occasional Child Care Service</u>			
8.	HKSPC Ma Tau Chung Nursery School (OCCS)	Hong Kong Society for the Protection of Children	2/F & 3/F, 107 Ma Tau Chung Road, Kowloon City, Kowloon
9.	KWWC Nursery School (OCCS)	Kowloon Women's Welfare Club (The)	G/F, 42 Shing Tak Street, To Kwa Wan, Kowloon
10.	LPH Ma Tau Wai Nursery School (OCCS)	Lutheran Philip House Limited	No. 115, 117&118, G/F, Magnolia House, Ma Tau Wai Estate, Kowloon

Service Unit		Operator	Address
11.	SSY 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			
<u><i>Integrated Employment Assistance Programme for Self-reliance</i></u>			
12.	HKLSS Integrated Employment Assistance Programme for Self-reliance	Hong Kong Lutheran Social Service, the Lutheran Church - Hong Kong Synod Limited	Room A306, 8/F, Tung Nam Factory Building, 40 Ma Tau Kok Road, To Kwa Wan, Kowloon
<u><i>Social Security Services</i></u>			
13.	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			
<u><i>Integrated Home Care Services (Agency and District-based)</i></u>			
14.	Sheng Kung Hui Holy Carpenter Church Kowloon City Integrated Home Care Services Team	Hong Kong Sheng Kung Hui Welfare Council Limited	Rm 117-119, G/F, Rose House, Ma Tau Wai Estate, To Kwa Wan, Kowloon
15.	HKYWCA Kowloon City Integrated Home Care Services Team	Hong Kong Young Women's Christian Association	G/F, Low Block, Chun Seen Mei Chuen, Fu Ning Street, Ma Tau Chung, Kowloon City, Kowloon
<u><i>Neighbourhood Elderly Centre</i></u>			
16.	HHCKLA Buddhist Ho Wong Cheong Po Neighbourhood Elderly Centre	Heung Hoi Ching Kok Lin Association	G/F, 115 Tam Kung Road, To Kwa Wan, Kowloon
17.	HKFWS Senior Citizen Centre(Kowloon City)	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			
<u><i>Agency-based Special Child Care Centre Service for Hearing Impaired Children</i></u>			

Service Unit		Operator	Address
18.	HKSD Bradbury Child Care Centre	Hong Kong Society for the Deaf (The)	3/F, Holy Trinity Church, Centenary Bradbury Building, 135 Ma Tau Chung Road, Kowloon
<i>Integrated Programme in Kindergarten-cum-Child Care Centre</i>			
19.	HKSPC Ma Tau Chung Nursery School (OCCS)	Hong Kong Society for the Protection of Children	2/F & 3/F, 107 Ma Tau Chung Road, Kowloon City, Kowloon
20.	LPH Ma Tau Wai Nursery School (OCCS)	Lutheran Philip House Limited	No. 115, 117&118, G/F, Magnolia House, Ma Tau Wai Estate, Kowloon
21.	SSY 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
<i>Integrated Vocational Training Centre</i>			
22.	Caritas Lok Mo Integrated Vocational Training Centre	Caritas - Hong Kong	147L Argyle Street, Kowloon
<i>Medical Social Services</i>			
23.	Child Assessment Centre (Urban Team)	Social Welfare Department	2/F, 147L Argyle Street, Kowloon City, Kowloon
24.	MSSU/HK Eye Hospital	Social Welfare Department	147K Argyle Street, Kowloon
25.	MSSU/Kowloon Hospital	Social Welfare Department	2/F, Main Building, Kowloon Hospital, 147A Argyle Street, Kowloon
26.	MSSU/Kowloon Hospital Psychiatric Department	Social Welfare Department	Unit I4, 4/F, West Wing, Psychiatric Department, Kowloon Hospital, 147A Argyle Street, Kowloon
27.	MSSU/Kowloon Hospital Rehabilitation Building	Social Welfare Department	Mezzanine Floor, Rehabilitation Building, Kowloon Hospital, 147B Argyle Street, Kowloon
<i>Supported Employment</i>			

Service Unit		Operator	Address
28.	Hong Chi Job Training and Employment Service	Hong Chi Association	2/F, Jubilant Place, 33 Ma Tau Kok Road, To Kwa Wan, Kowloon
<u>Sheltered Workshop</u>			
29.	Hong Chi Ma Tau Kok Workshop	Hong Chi Association	Podium 2, Jubilant Place, 33 Ma Tau Kok Road, To Kwa Wan, Kowloon
<u>Work Extension Programme</u>			
30.	Hong Chi Ma Tau Kok Workshop	Hong Chi Association	2/F, Jubilant Place, 33 Ma Tau Kok Road, To Kwa Wan, Kowloon
E. Services for Offenders			
<u>Probation and Community Service Orders Office</u>			
31.	Kowloon City Probation and Community Service Orders Office	Social Welfare Department	4/F, Kln City Law Courts Building, 147M Argyle Street, Kowloon City, Kowloon
F. Services for Young People			
<u>After School Care Programme</u>			
32.	HKFYG Jockey Club Farm Road Youth S.P.O.T.	Hong Kong Federation of Youth Groups (The)	G/F, 11 Farm Road, To Kwa Wan, Kowloon
<u>Integrated Children and Youth Services Centres</u>			
33.	HKFYG Jockey Club Farm Road Youth S.P.O.T.	Hong Kong Federation of Youth Groups (The)	G/F, 11 Farm 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 7 April 2020.

8. INITIAL ASSESSMENT OF POTENTIAL SOCIAL IMPACT, AND MITIGATION MEASURES

Potential Social Impact

- 8.1 As stated in paragraph 4.10, the Project is estimated to affect 154 households, with around 540 residents. No shop was identified in the Project. The exact situation and number of affected residents will be verified at Stage 2 SIA.
- 8.2 The proposed redevelopment offers an opportunity to replan and restructure land uses, and improve the walkability and connectivity within the Project area. The living environment of the affected households can also be improved by moving to the rehousing units with better modern days facilities, particularly for the elderly as the buildings of CBS do not have lift or barrier free access. As the development potential of the cluster of CBS sites will be fully utilised to increase housing supply, it creates a social gain to the whole society and citizens longing for more housing supply.
- 8.3 The Project, if implemented, will inevitably affect the occupants within the Project. Generally, the most vulnerable resident groups in the Project are the elderly, the disabled, single parent families, low-income households, and those who rely heavily on their social network (including receiving support/ care from their friends/ relatives who live nearby). Upon implementation of the Project, the existing residents will be displaced to areas where they have to rebuild their social networks.
- 8.4 During the Freezing and SIA surveys, needy cases such as households with single elderly, elderly couples or family members with disability (if any) worried about the impact of redevelopment on employment, living expenses and social network etc. will be identified. It is expected that the Social Service Team (SST) commissioned by the Urban Renewal Fund (URF) will provide assistance to those in need. This SST is independent of the URA and will directly report to the Board of the URF.

Mitigation Measures and Prevailing Compensation & Rehousing Policies

- 8.5 Upon implementation, compensation based on the prevailing URA Policy would be offered to the affected owners. For affected tenanted households, rehousing or ex-gratia allowance would be offered. To avoid gatherings under COVID-19 pandemic, project briefing videos instead of the public briefing in past practice will be provided to the affected persons by the URA. The videos explain the Project and include information on planning procedures, the URA's acquisition and rehousing policies (if the Project is approved), and assistance in the dissolution of CBS. The videos can be accessed by

- scanning the QR code or through the web link printed on the notices or letters issued by the URA. An in-house URA engagement team will visit the affected persons accordingly as to care for those who are unclear about compensation and require any other assistance.
- 8.6 If affected persons are not clear about the URA compensation and rehousing policies or future arrangement, the SST will endeavour to clarify their doubts with full support from the URA.
- 8.7 In handling problems related to different kinds of livelihood problems, the SST, apart from offering counselling, will mobilise different community resources to liaise closely with Government departments and work with the URA to resolve the problems of affected persons and reduce their anxiety. The SST will also provide orientation assistance for those in needs after moving home such as familiarisation with new neighbourhood, accommodation and local facilities.
- 8.8 For the vulnerable groups (including the elderly, disabled and single parent families), arrangements for assistance such as child care/ foster services, domestic help services, etc. offered by the Social Welfare Department, and other social service agencies would be made. For the low-income households, arrangement could be made with the HKHA or the HKHS on PRH allocation if they are eligible. In addition, if practicable, those vulnerable groups would be re-housed on compassionate ground.

Prevailing Measures

- 8.9 The Project is a project commenced under the URAO, and thus the prevailing URA acquisition, compensation and rehousing policies shall apply. The URA will offer an owner-occupier of domestic property the market value (valued on vacant possession basis) of his / her property plus an ex-gratia allowance, namely Home Purchase Allowance (HPA), for purchase of the property. The CBS members have to settle the outstanding land premium to the Government to release the alienation restriction before they can assign legal titles of their flats to URA. The amount of HPA payable to individual owners is the difference between the value of a notional replacement flat and the market value of the property being acquired. The notional replacement flat, based on a seven-year-old flat of a size similar to the flat being acquired and in the same locality, is assumed to be in a comparable quality building, situated in a similar locality in terms of characteristics and accessibility. The notional replacement flat will be situated at the middle floor of a notional building with average orientation, i.e. not facing south or west, and without sea view.

- 8.10 The URA may also offer “Flat-for-Flat” (FFF) (subject to any changes in the relevant legislations) in a URA new development in-situ or in the same district or at available site(s) (as the URA may select for the purpose provided that necessary approval/ authorization has been obtained at the time of FFF offer), as an additional choice to cash compensation to owner-occupiers of domestic units. The amount of cash compensation and ex-gratia payment offered to an owner-occupier will not be changed by his/ her choice of using that amount, or part of it, to join the FFF arrangement or otherwise.
- 8.11 According to paragraph 54 of the PA in 2018, the dedicated housing approach can help address the accommodation issue arising from the redevelopment of CBS sites. For the affected eligible owner-occupiers of ex-CBS member, an additional rehousing option will be provided to purchase dedicated subsidized units in urban area developed and managed by the HKHS. Details of this additional option will be provided by the Government in due course. However, those owner-occupiers who have chosen this option cannot join the FFF arrangement as mentioned in paragraph 8.10.
- 8.12 The acquisition, compensation and rehousing policies are subject to prevailing policies at the time of issuing acquisition policies. The policies are published on the URA’s website and will be communicated to affected persons when acquisition of property interests for this Project commences. Prevailing policies relating to property acquisition, rehousing and ex-gratia allowances will be reviewed by the URA from time to time.
- 8.13 The Stage 2 SIA to be conducted after the Freezing Survey will further assess the impact of the Project in detail on affected persons and propose mitigation measures. It may also be able to highlight the psychological stress and worry for some of the affected within the Project. Special measures may have to be adopted under exceptional circumstances.

9. CONCLUSION

- 9.1 The local community and the surrounding neighbourhoods are likely to experience gains and losses due to the proposed redevelopment. Affected persons within the Project will be affected in different ways and to various degrees depending on their particular circumstances. Those who desire for a residence of better modern days facilities, particular for the elderly as the buildings of CBS do not have lift or barrier free access, within the Project may welcome the opportunity to improve their living environment through cash compensation or rehousing if eligible; whilst others may prefer to remain undisturbed and maintain the status quo. The various degrees of concerns and social impacts to the affected persons within the Project will be assessed in the Stage 2 SIA in detail.
- 9.2 This Stage 1 SIA study provides a general profile of the Project. The assumptions in this report will be verified by the Stage 2 SIA to be carried out after the Freezing Survey. The needs of the affected persons will be assessed and appropriate arrangements to minimise major adverse social impact, if any, from the Project will be proposed in the Stage 2 SIA.
- 9.3 Whilst meeting the objectives as listed in the PAs, the Project seeks the opportunity to improve the overall environment through redevelopment in accordance with the URS with the following planning objectives duly considered to be implemented: -
- The Project will provide ground floor setback and pavement widening, to provide solution space for existing bus and minibus queuing, enhance the connectivity of the Project and the surrounding area, and create a better walking environment.
- 9.4 Proactive response to the PAs whilst with these objectives as well as the overall urban renewal works in this area, it is anticipated that the local urban environment and residents will be benefited from a more coordinated restructuring resulting in a more walkable neighbourhood with quality street environment.

URBAN RENEWAL AUTHORITY

May 2020