

DRAFT URBAN RENEWAL AUTHORITY
NGA TSIN WAI ROAD / CARPENTER ROAD
DEVELOPMENT SCHEME PLAN NO. S/K10/URA3/1

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3)
 - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
 - (b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
 - (c) For the purposes of subparagraph (a) above, “existing use of any land or building” means –
 - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as ‘the first plan’),
 - a use in existence before the publication of the first plan which has continued since it came into existence; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and

- (ii) after the publication of the first plan,
- a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.
- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road widths, road junctions and alignments of roads may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Schedule of Uses:
- (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine; and
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

toll plaza, on-street vehicle park and railway track.

- (9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (10) In these Notes, “existing building” means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.
- (11) Any development not compatible with the Urban Renewal Authority’s Development Scheme for the area is prohibited by virtue of section 25(4) of the Urban Renewal Authority Ordinance.

DRAFT URBAN RENEWAL AUTHORITY
NGA TSIN WAI ROAD / CARPENTER ROAD
DEVELOPMENT SCHEME PLAN NO. S/K10/URA3/1

Schedule of Uses

	<u>Page</u>
RESIDENTIAL (GROUP A)	1
GOVERNMENT, INSTITUTION OR COMMUNITY	5

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Refuse Collection Point Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Public Vehicle Park (excluding container vehicle) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Religious Institution School (not elsewhere specified) Shop and Services (not elsewhere specified) Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements but excluding floors containing wholly or mainly car parking, loading/unloading bay and/or plant room; or (b) in the purpose-designed non-residential portion of a building in Sub-area (1):

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Training Centre

Planning Intention

This zone is intended primarily for comprehensive high-density residential developments with the provision of underground public vehicle park, commercial facilities, Government, institution or community facilities and at-grade landscaped diversified space.

The planning intention for the area designated “Sub-area (1)” is for low-rise commercial development to provide retail facilities to support the gateway square connecting to Kai Tak. The planning intention for the area designated “Sub-area (2)” is for high-density residential developments, with the provision of underground public vehicle park, commercial facilities, Government, institution or community facilities and at-grade landscaped diversified space.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum gross floor area (GFA) specified below:

<u>Sub-area</u>	Maximum GFA for Domestic Use (<u>m²</u>)	Maximum GFA for Non-domestic Use (<u>m²</u>)
Sub-area (1)	--	2,000
Sub-area (2)	202,416	23,302

- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) At-grade landscaped diversified space of not less than 9,100m² shall be provided.
- (4) An underground public vehicle park shall be provided. Any floor space that is constructed or intended for use solely as public vehicle park as required by the Government, may be disregarded.
- (5) For the purposes of paragraph (1) above, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic GFA(s), or the domestic and/or non-domestic GFA(s) or the existing building, whichever is the greater, subject to, as applicable –
- (i) the GFA(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or

- (ii) the maximum domestic and/or non-domestic GFA(s) stated in paragraph (1) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.

- (6) In determining the relevant maximum GFA for the purposes of paragraphs (1) and (4) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, can be disregarded. Any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, may also be disregarded.

- (7) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) above applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum GFA specified in paragraph (1) above may thereby be exceeded.

- (8) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and building height restrictions as stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Animal Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Eating Place (Canteen, Cooked Food Centre only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Market Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade	Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Flat Funeral Facility Helicopter Landing Pad Helicopter Fuelling Station Holiday Camp Hotel House Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Refuse Disposal Installation (Refuse Transfer Station only) Residential Institution Sewage Treatment/Screening Plant Shop and Services (not elsewhere specified) Utility Installation for Private Project Zoo

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) At-grade landscaped diversified space of not less than 1,300m² shall be provided.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

DRAFT URBAN RENEWAL AUTHORITY
NGA TSIN WAI ROAD / CARPENTER ROAD
DEVELOPMENT SCHEME PLAN NO. S/K10/URA3/1

EXPLANATORY STATEMENT

DRAFT URBAN RENEWAL AUTHORITY
NGA TSIN WAI ROAD / CARPENTER ROAD
DEVELOPMENT SCHEME PLAN NO. S/K10/URA3/1

	<u>Contents</u>	<u>Page</u>
1.	INTRODUCTION	1
2.	AUTHORITY FOR THE PLAN AND PROCEDURES	1
3.	OBJECT OF THE PLAN	2
4.	NOTES OF THE PLAN	3
5.	AREA COVERED BY THE PLAN	3
6.	EXISTING CONDITIONS	4
7.	PLANNING AND LAND USE PROPOSALS	4
8.	IMPLEMENTATION OF THE DEVELOPMENT SCHEME	13

DRAFT URBAN RENEWAL AUTHORITY
NGA TSIN WAI ROAD / CARPENTER ROAD
DEVELOPMENT SCHEME PLAN NO. S/K10/URA3/1

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority Ordinance)

EXPLANATORY STATEMENT

Note: For the purposes of the Town Planning Ordinance (the Ordinance), this statement shall not be deemed to constitute a part of the Plan.

1. INTRODUCTION

This Explanatory Statement is intended to assist an understanding of the draft Urban Renewal Authority (URA) Nga Tsin Wai Road / Carpenter Road Development Scheme Plan (DSP) No. S/K10/URA3/1. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the area covered by the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 In the URA's 21st Business Plan (2022/23) which was approved by the Financial Secretary in 2022, the Nga Tsin Wai Road / Carpenter Road Development Scheme (KC-017) (the Development Scheme) was proposed to be processed as a Development Scheme under section 25 of the URA Ordinance (URAO).
- 2.2 On 27 May 2022, pursuant to section 23(1) of the URAO, the URA notified in the Government Gazette the commencement of implementation of the Development Scheme.

- 2.3 On the same day of commencement (i.e. 27 May 2022), the URA submitted the draft URA Nga Tsin Wai Road / Carpenter Road DSP to the Board under section 25(5) of the URAO.
- 2.4 On 7 October 2022, the Board, under section 25(6)(a) of the URAO, deemed the draft URA Nga Tsin Wai Road / Carpenter Road DSP as being suitable for publication. Under section 25(7) of the URAO, the draft DSP, which the Board has deemed suitable for publication, is deemed to be a draft plan prepared by the Board for the purposes of the Ordinance.
- 2.5 On 28 October 2022, the draft URA Nga Tsin Wai Road / Carpenter Road DSP No. S/K10/URA3/1 (the Plan) was exhibited under section 5 of the Ordinance. By virtue of section 25(9) of the URAO, the Plan has from the date replaced the draft Ma Tau Kok Outline Zoning Plan (OZP) No. S/K10/29 in respect of the area delineated and described herein.

3. OBJECT OF THE PLAN

The Plan illustrates that the Development Scheme Area (the Area) is designated as “Residential (Group A)” (“R(A)”), “Government, Institution or Community” (“G/IC”) and areas shown as ‘Road’. The Scheme intends to achieve a holistic re-planning of land uses in the Nga Tsin Wai Road / Carpenter Road area through non in-situ redevelopment of various existing Government, institution or community (GIC) facilities, restructuring existing GIC sites with adjoining urban fabric for comprehensive residential development, and development of low density retail blocks with the provision of a gateway square, through a link-site approach. Additional GIC facilities and at-grade landscaped diversified space will be provided within the Area to meet community needs. The Area is planned to be developed by means of the Development Scheme prepared under section 25 of the URAO.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area in the zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. AREA COVERED BY THE PLAN

- 5.1 The Development Scheme boundary is shown in heavy broken line on the Plan. Sub-area (1) of the "R(A)" site is broadly bounded by existing buildings to the north and east, Prince Edward Road East and Tak Ku Ling Road Rest Garden to the south and Tak Ku Ling Road to the west. Sub-area (2) of the "R(A)" site is bounded by Carpenter Road to the north, Lung Kong Road to the east, Nga Tsin Wai Road to the south and Hau Wong Road to the west, but excludes the residential building at 56 – 66 Nga Tsin Long Road. The "G/IC" site is located to the north of Carpenter Road. With a total gross site area of about 37,061m² (subject to site survey), the Area includes buildings built on private lots, GIC facilities, open space, government lanes, roads and the surrounding public pavement.
- 5.2 Before the exhibition of the Plan, Sub-area (1) of the "R(A)" site was zoned "R(A)2", "Open Space" ("O") and an area shown as 'Road'; Sub-area (2) of the "R(A)" site was zoned "G/IC", "R(A)2" and an area shown as 'Road'; and the "G/IC" site was zoned "O" on the approved Ma Tau Kok OZP No. S/K10/28.

6. EXISTING CONDITIONS

- 6.1 Sub-area (1) of the “R(A)” site consists of residential buildings of 6 to 11 storeys, with non-domestic uses on ground floor. It also includes sections of Kai Tak Road and Nga Tsin Wai Road.
- 6.2 Sub-area (2) of the “R(A)” site consists of mainly residential buildings of 3 to 8 storeys and a cluster of GIC facilities of 1 to 3 storeys. From records, most of the buildings were built between 1949 and 1996 (except a few pre-war buildings without building records). Their main use is domestic with shops on ground floor. The two commercial buildings within this sub-area, built in 1984 and 1985, are mainly for office use. Most of the buildings are without lift and the serviceability is poor. The cluster of GIC buildings built between 1952 and 1988 along Hau Wong Road within this sub-area consists of the Kowloon City Municipal Services Building (KCMSB), Kowloon City Lions Clubs Health Centre (KCLCHC) and Lee Kee Memorial Dispensary (LKMD). The design and facilities of these GIC buildings are below current standard. Sub-area (2) of the “R(A)” site also covers sections of Nam Kok Road and Nga Tsin Long Road. They are one-way local roads connecting Carpenter Road in the north and Nga Tsin Wai Road in the south respectively, and provide pedestrian walkways to MTR Sung Wong Toi Station. Roadside storage and loading/unloading activities are often found along both streets.
- 6.3 The “G/IC” site is currently part of the Carpenter Road Park (CRP) providing cycling track, jogging track, an exercise station, pavilions, sitting and amenity area, as well as an electric substation.

7. PLANNING AND LAND USE PROPOSALS

- 7.1 On the Plan, the Area is zoned “R(A)”, “G/IC” and areas shown as ‘Road’. The Notes of the Plan indicated broadly the intended land uses within the Area. The area covered by the “R(A)” and “G/IC” zones is about 28,300m² and 6,600m² respectively, subject to site survey.

Uses

“R(A)”

- 7.2 The “R(A)” zone is intended primarily for comprehensive high-density residential developments with the provision of underground public vehicle park, commercial facilities, GIC facilities and at-grade landscaped diversified space.
- 7.3 The planning intention for the area designated “Sub-area (1)” is for low-rise commercial development to provide retail facilities to support the gateway square connecting to Kai Tak, and that for the area designated “Sub-area (2)” is for high-density residential developments, with the provision of underground public vehicle park, commercial facilities, GIC facilities and at-grade landscaped diversified space.
- 7.4 Sub-area (1) is subject to a maximum non-domestic gross floor area (GFA) of 2,000m², or the GFA of the existing building (s), whichever is the greater. Sub-area (2) is subject to a maximum domestic GFA of 202,416m² and a maximum non-domestic GFA of 23,302m², or the GFA of the existing building(s), whichever is the greater. Except where the GFA is permitted to be exceeded under the Notes of the Plan or under Building (Planning) Regulations 22(1) or (2), under no circumstances shall the maximum domestic and non-domestic GFAs specified for Sub-area (1) and Sub-area (2) be exceeded.
- 7.5 The “R(A)” zone is subject to maximum building heights of 40 meters above Principal Datum (mPD) at Sub-area (1) and 160mPD at Sub-area (2) respectively.
- 7.6 The GFA control under “R(A)” zone is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.

- 7.7 To provide design flexibility, minor relaxation of the GFA and building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its individual planning and design merits.

“G/IC”

- 7.8 The “G/IC” zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. The “G/IC” zone is mainly for re-provisioning of the existing GIC facilities along Hau Wong Road and provision of new GIC facilities requested by the Government, if any.
- 7.9 The “G/IC” zone is subject to a maximum building height of 100mPD.
- 7.10 To provide design flexibility, minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its individual planning and design merits.

At-grade Landscaped Diversified Space and Greenery

- 7.11 Subject to detailed design, a total of about 10,400m² of at-grade landscaped diversified space in various forms including landscaped pedestrian avenues, market square, gateway square, landscaped and amenity area will be introduced in the DSP to form a comprehensive green network.
- 7.12 Not less than 7,000m² at-grade landscaped diversified space will be provided in Sub-area (2) of the “R(A)” zone. The sections of Nam Kok Road and Nga Tsin Long Road within Sub-area (2) of the “R(A)” site will be pedestrianised for creation of two landscaped pedestrian avenues/market square for community gathering and place-making. The pedestrian avenues/market square will form part of the development and will be maintained and managed by the URA or its future joint venture

partner(s), or its assignee. The pedestrian avenues/market square will be opened for public use 24 hours to benefit the local community, subject to local views and liaison with relevant Government departments.

- 7.13 A portion of existing Kai Tak Road / Nga Tsin Wai Road is proposed to be diverted to make way for the development of an at-grade gateway square of not less than 2,100m² in Sub-area(1) of the “R(A)” site. The gateway square will be integrated with the adjoining planned sunken plaza in URA’s Kai Tak Road / Sa Po Road Development Scheme (KC-015) to the east as well as the existing Tak Ku Ling Road Rest Garden to the southwest, to form a continuous, inclusive and scalable gateway between this part of Kowloon City and the Kai Tak Development Area (KTDA). Early implementation of the gateway square is encouraged to provide a scalable open space for public enjoyment. The ownership, management and maintenance of the gateway square is subject to further liaison with relevant Government departments at detailed design/land grant stage.
- 7.14 At-grade landscaped diversified space of not less than 1,300m² will be provided in the “G/IC” site to integrate with the adjoining open space of the CRP. In addition, various forms of green space including communal sky garden, landscaped terrace, viewing deck and green roofs will be introduced at different levels of the new GIC complex, where appropriate, to create multi-level greenery and cohesive green environment with the CRP in the backdrop. Provision and detailed design on the at-grade landscaped diversified space and greenery of the “G/IC” site will be subject to agreement and operation needs from relevant Government departments at detailed design stage.
- 7.15 A cohesive landscaping, tree planting and greening will be provided in the proposed development. Multi-level greening will be provided to meet the Sustainable Building Design Guidelines to enhance the local streetscape and walking environment.

Building Setback and Separation

- 7.16 At Sub-area (1) of the “R(A)” site, a building setback of minimum 40m in width from the Development Scheme boundary along Prince Edward Road East is proposed for creation of a gateway square.
- 7.17 At Sub-area (2) of the “R(A)” site, a building setback of about 20m in width at north-eastern portion of Carpenter Road to create a market square and a building setback of about 10m in width at portion of Nga Tsin Wai Road to create wider pavement area on the two main pedestrian routes are proposed. Two landscaped pedestrian avenues of minimum 18m width each are proposed along Nam Kok Road and portion of Nga Tsin Long Road respectively to preserve the grid street pattern. Appropriate tower separations, particularly between the proposed development in the Area and the adjoining existing developments, are proposed to enhance visual permeability and air circulation of the inner part of street blocks.
- 7.18 To enhance the visual openness for the adjoining existing residential development Billionnaire Avant, sensible residential building disposition and setback will be considered. A residential building separation of about 26m for the proposed right of way for Billionnaire Avant to Hau Wong Road will be adopted to enhance visual openness of Billionnaire Avant .
- 7.19 At the “G/IC” site, a building setback of about 15m wide at the western boundary of the “G/IC” site up to 15m above the street level is proposed to enhance permeability at pedestrian level and to provide an alternative pedestrian route between Hau Wong Road and Carpenter Road Park.
- 7.20 The above setback proposals are subject to detailed design and liaison with relevant Government departments at implementation.

Government, Institution or Community Facilities

- 7.21 About 47,000m² GFA would be proposed for GIC uses in the Area, with about 44,000m² GFA in the “G/IC” site and about 3,000m² non-domestic GFA within the non-domestic portion of Sub-area(2) of the

“R(A)” site. The actual GIC GFA is subject to departmental confirmation upon land grant preparation stage.

- 7.22 The “G/IC” site is intended for a new GIC Complex to enable non-in-situ re-provisioning of the existing KCMSB, KCLCHC and LKMD up to modern standards and operational needs, with additional GFA for new GIC facilities to meet local needs. Apart from the new GIC complex, about 3,000m² non-domestic GFA is also proposed at Sub-area (2) of the “R(A)” site for potential new GIC uses. All the GIC facilities, including the GIC facilities proposed at Sub-area (2) of the “R(A)” site, will be handed over to Government departments for ownership, management and maintenance upon completion. The provision of GIC facilities within the Area is subject to confirmation of usage from relevant Government departments.
- 7.23 In determining the relevant maximum GFA of the development and / or redevelopment, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded. The total GFA of GIC facilities shall be determined based on the operational and design requirements of the confirmed uses as advised by relevant Government departments.

Staggered Height Design

- 7.24 As a responsive urban design to the local building context, the tower disposition and podium massing are aligned in rectilinear orientation to echo with the established urban street grid pattern in the Kowloon City area. A staggered height profile for the proposed development will be adopted in the Area. In Sub-area (2) of the “R(A)” site, the taller tower blocks with building height of not more than 160mPD will be dispositioned at the north cascading down to the lower tower blocks towards the south. Sub-area (1) of the “R(A)” site will be maintained for low-rise development at a maximum building height of 40mPD for provision of a gateway square to strengthen its gateway position to KTDA. For the new GIC complex at the “G/IC” site, a cascading building height profile from a maximum building height of 100mPD at the western part towards a lower building height at the eastern part, with no building structure to be protruded to the high zone (i.e. above 60m)

for a minimum of 40m distance from the eastern boundary of the “G/IC” site.

Underground Public Vehicle Park

- 7.25 To optimize underground space and to address district parking needs, an underground public vehicle park will be provided at the basement of Sub-area (2) of the “R(A)” site for public use as required by the Government. The provision of underground public vehicle park may also provide opportunity for re-provisioning some on-street parking spaces as well as possible pavement widening in the surrounding area. Ownership, management and maintenance of the underground public vehicle park will be determined at development stage.

Internal Transport Facilities

- 7.26 Ancillary car parking spaces and loading/unloading bays will be provided to serve the proposed development. For Sub-area (1) of the “R(A)” site, loading/unloading bays will be provided on the ground floor to serve the low-rise retail development. The number and locations of car parking spaces, and loading/unloading bays will be based on the relevant requirements under the current Hong Kong Planning Standards and Guidelines and subject to agreement with Transport Department.

Pedestrian and Vehicular Circulation

- 7.27 To create a walkable neighbourhood, sections of Nam Kok Road and Nga Tsin Long Road in Sub-area (2) of the “R(A)” site will be pedestrianized. The vehicular traffic of Nam Kok Road and Nga Tsin Long Road will be re-routed to provide more direct and effective traffic network in the Area.
- 7.28 For the adjoining developments, i.e. the Billionnaire Avant and the Lok Sin Tong site, right of ways for vehicular access to the two existing developments will be provided within the Area. The accessibility of the existing developments will not be affected by the proposed traffic and pedestrian network in the Area. Appropriate road signage/road marks will be made at the proposed right of ways along the landscaped

pedestrian avenues to provide a safe pedestrian walking environment. The private streets/lanes within the Area will comply with the Buildings Ordinance and regulations.

- 7.29 In addition, separate revitalization initiatives to provide a link-bridge over Carpenter Road connecting the new GIC complex at the “G/IC” site and the podium of the proposed development in Sub-area (2) of the “R(A)” site is proposed. It will provide a barrier-free and direct access for the GIC users as well as the locals. The design and openings of the link-bridge is subject to liaison and agreement with relevant Government departments.
- 7.30 To facilitate the creation of a gateway square at Sub-area (1) of the “R(A)” site, a portion of Kai Tak Road / Nga Tsin Wai Road will be diverted. The diverted road will be provided with pavement alongside and re-connect with another diverted road created at KC-015 to the east and the existing Nga Tsin Wai Road to the west, subject to agreement with relevant Government departments.

Preservation of Local Characteristics and Street Vibrancy

- 7.31 The Area forms part of the Kowloon City which has rich and unique local character in terms of local grid street pattern, social and cultural development. Kowloon City is a popular dining district, and has a notable concentration of Chiu/Thai communities and its related food and retail businesses.
- 7.32 In preserving the unique local character, the existing grid street pattern will be preserved with pedestrianization of portions of Nam Kok Road and Ngai Tsin Long Road to enhance walkability of the area. The retail portion of the composite development at Sub-area (2) of the “R(A)” site will remain at 2-3 storeys high with ground floor setback, where appropriate, to improve the pedestrian environment.
- 7.33 To preserve and enhance street vibrancy, the Area adopts “small street small shop” design approach at the podia of the proposed development to accentuate local cultural dining characters. Ground floor shops with street frontage will be maximized and connected with the adjoining

landscaped pedestrian avenues and market square. It provides open air space for place-making initiatives and festival events curated by relevant stakeholders including cultural events and local festive events related to the Chiu/Thai communities in the area.

- 7.34 Three pre-war buildings in the Area, namely 36-38 Nga Tsin Long Road, 44-46 Nga Tsin Long Road and 68 Nga Tsin Wai Road, will be preserved as far as practicable to protect the ambience/setting of the historical assets. The extent of preservation, i.e. preserving full/portions of the buildings or its character defining elements, will be subject to further investigation and conservation appraisal of the buildings.

Cultural Heritage

- 7.35 On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings. The AAB also released a number of new items in addition to the list of 1,444 historic buildings. These items are subject to the grading assessments by the AAB. Details of the list of 1,444 historic buildings and its new items have been uploaded onto the official website of the AAB at <https://www.aab.gov.hk/en/historic-buildings/results-of-the-assessment/index.html>.
- 7.36 Prior consultation with the Antiquities and Monuments Office (AMO) of Development Bureau should be made if any development, redevelopment or rezoning proposals which may affect the declared monuments, historic buildings/structures graded by the AAB, new items pending for grading assessment by AAB or sites of archaeological interest, Government Historic Sites identified by AMO, any other historic buildings/structures identified and their immediate environs, both at grade and underground, all of which are collectively known as heritage sites.

Phased Development

- 7.37 Implementation of the proposed development is proposed to be carried out in phases. **Plan 1** shows the indicative development phasing plan. To facilitate the future land grant and building plan submission of the proposed development, a table showing the indicative GFA distribution

for the sub-sites of the Development Scheme is provided in **Table 1** for reference. The phasing boundary and GFA distribution are indicative only and will be subject to change at detailed design stage. The detailed programme and phasing arrangements are subject to acquisition progress, GIC reprovisioning schedule and other relevant factors.

- 7.38 The “G/IC” site (i.e. Site B in **Plan 1**) will be first redeveloped to provide the new GIC Complex, thus ensuring minimal disturbance and smooth relocation of the GIC facilities. Part of the Sub-area (2) of the “R(A)” site (i.e. Site C2 in **Plan 1**) will be redeveloped upon complete relocation of GIC facilities to Site B and issuance of land grant. The remaining area of the Sub-area (2) of the “R(A)” site (i.e. Site A in **Plan 1**) will be implemented upon the completion of acquisition and issuance of land grant. The phasing programme will be subject to changes to adapt to circumstances at implementation stage. To materialize planning gains as early as possible for public enjoyment, Site A will be self-sustained upon its redevelopment with its development parameters conforming to Building (Planning) Regulations, not involving additional Plot Ratio (PR) due to the transfer of GFA from the Sub-area (1) of the “R(A)” site (i.e. Site C1 in **Plan 1**).

8. IMPLEMENTATION OF THE DEVELOPMENT SCHEME

- 8.1 The proposals set out in the Plan form an integral part of the Development Scheme for the Area.
- 8.2 The URA does not own or lease any land within the boundaries of the Development Scheme but intends to acquire the properties within the Area of the Development Scheme. With respect to any of such properties which cannot be acquired by purchase, the Secretary for Development would consider, upon the application of the URA, recommending to the Chief Executive in Council the resumption of properties under the Lands Resumption Ordinance, if necessary.
- 8.3 All eligible tenants will be offered an ex-gratia payment package in accordance with URA’s policy. The URA has already entered into agreement with the Hong Kong Housing Society (HKHS) and the Hong

Kong Housing Authority (HKHA) for the purpose of making available rehousing units by HKHS or HKHA to rehouse affected tenants who satisfy the eligibility criteria of HKHS or HKHA.

- 8.4 Non-domestic tenants of properties acquired by URA whose tenancies are terminated by URA due to implementation of the Development Scheme may be offered an ex-gratia allowance to assist in their business relocation.
- 8.5 Details of the acquisition, rehousing and ex-gratia allowance policies are subject to the URA's prevailing policies at the time of acquisition. The URA may implement the Development Scheme on its own or in association with one or more partners.

TOWN PLANNING BOARD
OCTOBER 2022

Table 1: Indicative GFA Distribution for the sub-sites in the DSP (For reference only)

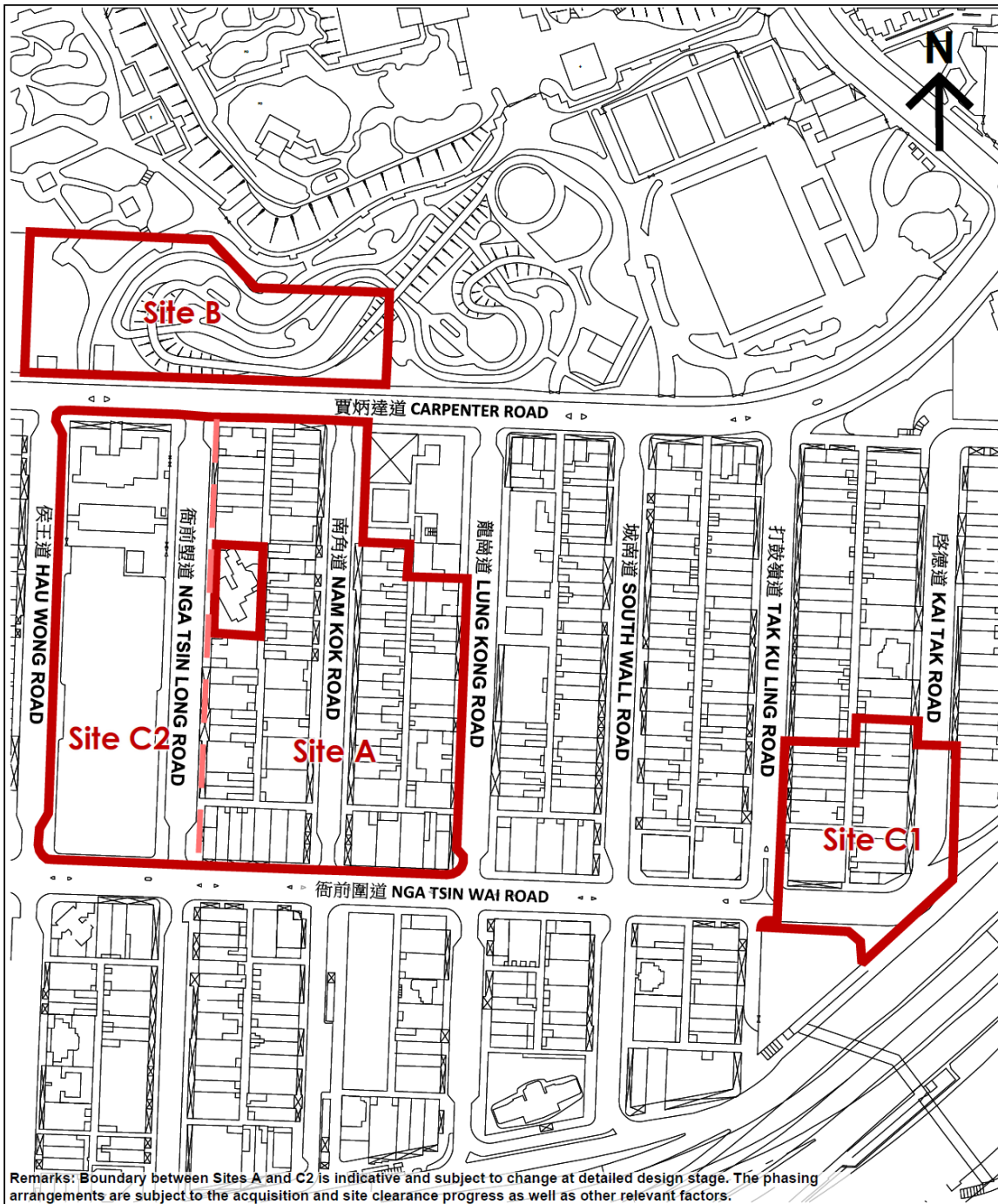
Proposed Parameters	Whole DSP	Site B ^{Note 1}	Site C			Site A ^{Note 3}
			Site C Total	Site C1 ^{Note 2}	Site C2 ^{Note 3}	
DSP Area (Subject to change upon site survey)	About 37,061m²	6,600m ²	15,967m ²	5,118m ²	10,849m ²	14,494m ²
Proposed Zonings	R(A), G/IC	G/IC	R(A)	R(A)	R(A)	R(A)
Maximum Building Height	N/A	100mPD	N/A	40mPD	160mPD	160mPD
Maximum Domestic GFA (PR)	202,416m² (8) ^{Note 5 to 7}	N/A	202,416 m ² minus Max. Domestic GFA of Site A (8) ^{Note 5 to 7}	0	202,416 m ² minus Max. Domestic GFA of Site A Note 4	(8)
Maximum Non-domestic GFA excluding GIC Provision (PR)	25,302m² (1) ^{Note 5 to 7}	N/A	25,302 m ² minus Max. Non-domestic GFA of Site A (1) ^{Note 5 to 7}	2,000 m ²	23,302 m ² minus Max. Non-domestic GFA of Site A Note 4	(1)

Notes:

1. Site B refers to the “G/IC” site on the Plan of the DSP.
2. Site C1 refers to Sub-area (1) of the “R(A)” site on the Plan of the DSP.
3. Sites A and C2 refer to Sub-area (2) of the “R(A)” site on the Plan of the DSP.
4. The maximum GFA for Site C2 shall strictly follow the formula.
5. The PR is indicative only and developments of sites shall be in compliance with the maximum GFA as stipulated.

6. As a general rule, should Site A be redeveloped first, it will be self-sustained with maximum domestic PR of 8 and non-domestic PR of 1, and conforming to Building (Planning) Regulations not involving additional PR due to the transfer of GFA from Site C1. For the remaining area of the Sub-area (2) (i.e. Site C2), its maximum GFA shall be equivalent to the remaining GFA as permitted under Sub-area (2) of the “R(A)” zone and thus become the sole reference in terms of GFA control (i.e. restriction stipulated under the planning regime) according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”.
7. Due to unforeseeable circumstances in decanting needs, construction phasing, acquisition progress and other uncertainties, the phasing line between Site A and Site C2 is subject to change in the implementation stage. The exact GFA distribution is subject to the principles in Note 6 above.

Plan 1: Indicative Development Phasing Plan



Remarks: Boundary between Sites A and C2 is indicative and subject to change at detailed design stage. The phasing arrangements are subject to the acquisition and site clearance progress as well as other relevant factors.

<p>THE SCHEME</p> <p>Indicative Phasing Boundary</p> <p>EXTRACT PLAN PREPARED ON 27.1.2022 BASED ON SURVEY SHEET No. 11-NE-11A, 11-NE-11C, 11-NW-15B, 11-NW-15D</p>	<p>INDICATIVE DEVELOPMENT PHASING PLAN</p> <p>DEVELOPMENT SCHEME AT NGA TSIN WAI ROAD / CARPENTER ROAD</p> <p>SCALE 1 : 2000</p> <p>METRES 20 0 20 40 60 80 100 METRES</p>	<p>KC-017</p>
--	---	---------------