

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

Nga Tsin Wai Road / Carpenter Road (KC-017)

Planning Report
May 2022

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PART 1

PLANNING REPORT

Urban Renewal Authority

DEVELOPMENT SCHEME

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

**Nga Tsin Wai Road / Carpenter Road
(KC-017)**

PLANNING REPORT

May 2022

EXECUTIVE SUMMARY

1. The Urban Renewal Authority (URA) submits this planning report to seek approval of the Town Planning Board (TPB) for the draft Development Scheme Plan (DSP) No. S/K10/URA3/A. The draft DSP refers to the proposed Development Scheme (the Scheme) at Nga Tsin Wai Road / Carpenter Road Development (KC-017).
2. The Scheme comprises three sites: the main site (Sites A and C2), the northern site (Site B) and the eastern site (Site C1) in the Nga Tsin Wai Road area, Lung Tong of the Kowloon City District. Under a holistic “district-based” urban renewal approach integrating 4Rs, the Scheme aims to bring synergy effects of combined urban renewal efforts and create wider planning gains to the local community in the form of safe, comfortable and walkable built environment and convenient living neighbourhood, and to bring sense of historical and cultural cohesion in the community. The Scheme also ties in with the objectives of the Urban Renewal Strategy (URS) issued in 2011 as well as to enhance the positioning and characters of the areas as recommended in the Kowloon City District Urban Renewal Forum (KC DURF) and the views from local stakeholders in recent years, which includes to create a gateway to Kai Tak Development Area (KTDA), streetscape enhancement and preserving local street life and shop-lined street character and a dining and cultural district.
3. To facilitate non in-situ redevelopment of the existing GIC facilities along Hau Wong Road, the northern site (Site B) in the Scheme will be rezoned from “Open Space” to “Government, Institution or Community (G/IC)” to reprovision Kowloon City Municipal Services Building (KCMSB), Lee Kee Memorial Dispensary and Kowloon City Lions Club Health Centre. The existing G/IC site along Hau Wong Road will be holistically re-planned and re-structured with the adjoining urban fabric at the main site for composite development to maximize development potential as a node of the area.
4. As supported by the Government and in line with the “Single Site, Multiple Uses” initiative, development potential of the northern site will be optimized to meet community needs. The non in-situ redevelopment of the G/IC Complex at CRP will minimize disruption to existing market activities and the DSP will provide a maximum of about 47,000sq.m. GIC GFA (about 3 times of the existing provision). All G/IC facilities will be handed over to the Government for management and maintenance upon completion.

5. The eastern site (Site C1) is strategically located at the gateway location to KTDA. Through a link-site approach, it will be re-planned as a low density retail development and the residual Plot Ratio (PR) of eastern site will be transferred to the main site to optimize its development potential for increasing new flat supply.
6. To enhance the north-south connectivity and walkable neighborhood, the Scheme will form two key landscaped pedestrian avenues of not less than 18m wide along Nam Kok Road and Nga Tsin Long Road. The landscaped pedestrian avenues will be connected to a market square for events/activities and place making. A link-bridge between northern site and the main site is proposed while underground connection from the main site to the MTRC exit will also be explored under separate revitalization works.
7. An underground public vehicle park (PVP) of about 360 parking spaces in addition to the ancillary carpark for the proposed development (about 1,089 parking spaces for ancillary car park) will be provided at the main site (Sites A and C2). It will provide opportunities for possible pavement widening of nearby streets under separate revitalization works by eliminating some of the on-street parking spaces and thus improve walkability.
8. The Building Height Restriction (BHR) of the main site will be optimized to 160mPD to provide more at-grade landscaped diversified space and enable a low-rise development (40mPD) cum gateway square at the eastern site after redistribution of PR. For northern site, a stepped and cascading profile from 100mPD downwards to CRP will be proposed to enhance visual openness and permeability.
9. With the application of new planning tool of “PR interchangeability”, opportunities are created in the design of smaller commercial retail podia with more street-front shops to maintain local street life. Preservation by means of preserving historical grid street pattern and possible portions of historic buildings along pedestrianized streets are proposed in the Scheme to echo with the local history and maintain historic street ambiance.
10. In addition to the DSP redevelopment, separate revitalisation works of the CRP outside the DSP are proposed to upgrade and re-design the existing facilities. Opportunities will also be taken to improve connectivity to Mei Tung Estate (currently under redevelopment) and to enhance accessibility and visibility toward the historical Kowloon Walled City Park (KWCP) to reinforce its heritage significance to the district.

11. Separate revitalization works are proposed at Tak Ku Ling Road Rest Garden adjoining eastern site to create synergy effects of urban renewal actions under the URA's rehabilitation (R2) and revitalization (R4) works at the adjoining street blocks along Nga Tsin Wai Road area to strengthen the "gateway" towards KTDA.
12. The Scheme aims to apply 4Rs integrated efforts and application of various planning and urban design approaches to achieve a more livable, comfortable and self-sustaining living environment which cannot be realized through redevelopment of individual single-block buildings but requires multiplying the planning merits to the wider neighbourhood through a holistic planning and restructuring proposed in the Scheme.

行政摘要

1. 市區重建局(市建局)向城市規劃委員會提交發展計劃草圖(編號 S/K10/URA3/A)，並命名為衙前圍道/賈炳達道發展計劃(KC-017)(該計劃)。
2. 該計劃位於九龍城龍塘衙前圍道一帶，包括主地盤(地盤 A 及 C2)，北面地盤(地盤 B)及東面地盤(地盤 C1)共三個地盤。市建局以「小區發展」的模式，透過結合 4Rs 的市區更新手法，該計劃希望藉著市區更新，提供安全、舒適易行的建築環境，以及便利宜居的生活環境，並彰顯當區歷史文化特色，為社區呈現更大的規劃裨益及發揮協同效應。該計劃同時符合 2011 年《市區重建策略》中所制定的市區更新目標，期望達致九龍城市區更新地區諮詢平台 (DURF) 中對小區定位及形象的建議，及近年區內持份者的意見，包括「改善街道環境，保留小區街舖林立的街道氛圍及提升街道活力」、成為對接「啟德發展區的門戶」以及「小街飲食文化區」的小區規劃願景。
3. 位於該計劃的東面地盤內的賈炳達道公園部分將由現時的「休憩用地」改劃作「政府、機構或社區」用地，以易地重置九龍城市政大廈、九龍城獅子會健康院及李基紀念醫局。而目前位於侯王道的政府、機構或社區用地將連同毗連地塊(即主地盤)，透過整體性的重新規劃及重整土地，成為該計劃的發展節點。
4. 在政府的支持下，並切合政府近年提倡的「一地多用」發展方針，北面地盤將會地盡其用，以滿足社區需要。該計劃於賈炳達道公園重置的新政府綜合大樓除可減低對現有街市運作的影響，亦提供最多約 47,000 平方米的社區設施樓面面積，將是現時的 3 倍。所有政府、機構或社區設施將於落成後交回政府管理及保養。
5. 東面地盤位於一個具策略性的位置，與啟德發展區的門戶對接。東面地盤將規劃作低密度商業發展，並透過「連接地盤」的規劃手法，把東面地盤剩餘的地積比轉移到發展節點(即主地盤)，以優化地盤發展潛力及增加房屋供應。
6. 為優化南北方向的通達性及締造易行的社區，該計劃將透過封閉南角道及衙前塋道以提供兩條不少於 18 米闊的綠化行人步道，並連接市集廣場，提供活動/節日場地及地方營造。該計劃亦另建議利用行人天橋連接北面地盤及主地盤，並另外透過活化計劃探討於地底連接發展節點與港鐵出口的可行性。

7. 除擬議發展的附屬地下停車場(約 1,089 個私家車泊車位)外，該計劃亦建議於主地盤(即地盤 A 及 C2)提供一個約有 360 個泊車位的地下公眾停車場。該計劃希望地下公眾停車場，為研究騰出路邊泊位作擴闊行人路提供機遇，進一步改善區內步行環境。
8. 發展計劃草圖建議把該計劃的主地盤 (即地盤 A 及 C2)的建築物高度限制放寬至 160 米(主水平基準以上)，可提供更多地面綠化多元空間之餘，亦能透過轉移地積比，使東面地盤能作低矮發展 (建築物高度於 40 米(主水平基準以上))並連接門戶廣場。北面地盤則採用階梯式及拾級而上的設計概念，建議由 100 米(主水平基準以上)的建築物高度 (與毗連九龍城廣場相符)，逐漸融入賈炳達道公園，提升視覺效果及建築物通透性。
9. 擬議發展亦透過應用「轉移地積比」的新規劃工具，提供機遇的提供較小的商業平台及更多的臨街店鋪，營造沿街小舖佈局，以維持當區的街道氛圍。為彰顯地區歷史文化及街道氛圍，該計劃將透過對計劃範圍內沿行人步道的戰前樓宇作出適當保育，並保留當區獨有的街道肌理。
10. 除該計劃的發展計劃草圖外，市建局亦建議於發展計劃草圖範圍外另進行活化工程，以優化及重新設計現有設施，希望藉著重建機遇改善與美東邨(重建中)的連繫，提昇九龍城寨城公園的暢達性及能見度，以彰顯其作為九龍城區歷史文化遺產的重要性。
11. 此外，位於發展計劃草圖外毗連東面地盤的打鼓嶺道公園亦建議另外進行活化工程，與市建局於鄰近衙前圍道一帶所進行的復修(R2)及活化(R4)的市區更新工作產生協同效應，進一步提昇龍塘地區作為啟德發展區的門戶的定位。
12. 該計劃藉著以綜合市區更新手法，並應用各種規劃及城市設計方法，以締造一個宜居、舒適及可持續發展的社區。相比純以拆卸樓宇作單幢式重建的方式，該計劃能透過整體性的重新規劃及重整土地用途，為社區帶來更大的規劃裨益。

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1. INTRODUCTION

- 1.1 The Nga Tsin Wai Road / Carpenter Road Development Scheme (KC-017) is included in the URA's 21st Business Plan, which was approved by the Financial Secretary for commencement in 2022/23. It is proposed to be processed as a Development Scheme under section 25 of the URA Ordinance (URAO). On 3 March 2022, the URA's Board approved the submission of the Development Scheme under section 25(5) of the URAO to the Town Planning Board (TPB). The draft Development Scheme Plan (DSP) No. S/K10/URA3/A is prepared for submission to the TPB.
- 1.2 Pursuant to section 23(1) of the URAO, the URA notified the public in the Government Gazette about the commencement of the Development Scheme on 27 May 2022. The draft DSP is now submitted under section 25(5) of the URAO to the TPB for consideration.
- 1.3 This planning report (Part 1 of the whole report) is prepared to provide the TPB with the necessary background information and the planning proposal to facilitate its consideration of the draft DSP (Part 2 of the report), submitted under section 25 of the URAO. Supplementary information, including the preliminary design of the proposed development, key technical assessments, social impact assessment (SIA) (Stage 1), and implementation approach are enclosed in Part 3 for reference.

2. THE DEVELOPMENT SCHEME PLAN AREA

2.1 The Development Scheme (the Scheme) is located in central part of the Nga Tsin Wai Road area of Lung Tong in the Kowloon City (KC) District. It comprises three sites: the main site, the northern site and the eastern site. The main site, comprising the connected Site A and Site C2, is broadly bounded by Carpenter Road, Lung Kong Road, Nga Tsin Wai Road and Hau Wong Road. The northern site (Site B) is located within Carpenter Road Park. The eastern site (Site C1) is broadly bounded by existing buildings to the north and east, Prince Edward Road East, Tak Ku Ling Road Rest Garden and Tak Ku Ling Road. A young building, Billionnaire Avant located at 56-66 Nga Tsin Long Road (completed in 2014), is excluded from the Scheme area. **Plan 1** shows the location of the Scheme.

2.2 The Scheme involves the following buildings and land pieces:

- Tenement buildings at 36-54 Nga Tsin Long Road (even nos.), 68-84 Nga Tsin Long Road (even nos.), 25- 63 Nam Kok Road, 65 – 73 Nam Kok Road (odd nos.), 29 – 59 Lung Kong Road (odd nos.), 30 – 38 Nga Tsin Wai Road (even nos.), 66 – 96 Nga Tsin Wai Road (even nos.), 20-38 Tak Ku Ling Road (even nos.) and 17 – 41 Kai Tak Road (odd nos.);
- Three existing Government, Institution or Community facilities (G/IC), i.e. the Kowloon City Municipal Services Building (KCMSB), Kowloon City Lions Clubs Health Centre (KCLCHC) and the Lee Kee Memorial Dispensary (LKMD);
- A portion of Carpenter Road Park (about 6,600 sq.m.);
- China Light Power (CLP)'s Substation 'B' within the Carpenter Road Park;
- Portion of Nga Tsin Long Road and Nam Kok Road and its pavement;
- Portion of Kai Tak Road/Nga Tsin Wai Road and its pavement;
- Some government back lanes; and
- The surrounding public pavement where some of the affected buildings overhang on.

2.1 The total gross site area of the Scheme is about 37,061sq.m.. Subject to site survey upon DSP approval, the site area for PR calculation is about 25,302 sq.m in the R(A) zone. The net site area has excluded the three new road sections in the Scheme (the two private streets proposed at the main site and the new diverted road at the eastern site) and the surrounding pavement of the Scheme. Should there be later departmental comments for a smaller net site area, the technical assessments conducted based on the development potential from this net site area (i.e. 25,302sq.m.) would be considered as the worst case

scenario/ sensitivity test for the proposed development of the draft DSP. The Scheme Area is shown in **Plan 2**.

- 2.3 The Scheme area is currently zoned “Residential (Group A)2” (“R(A)2”), “Government, Institution or Community” (“G/IC”), “Open Space” (“O”) and the portions of Nam Kok Road, Nga Tsin Long Road and Kai Tak Road/Nga Tsin Wai Road are shown as “Road” on the approved Ma Tau Kok Outline Zoning Plan (OZP) No. S/K10/28. An extract of the OZP is shown on **Plan 3**.
- 2.4 The Scheme falls within the Nga Tsin Wai Road Area, Lung Tong defined in the Urban Renewal Plan (URP) prepared by Kowloon City District Urban Renewal Forum (KC DURF). Under the URP of KC DURF, the area is recommended as “Proposed Rehabilitation and Revitalisation Priority Area”. However, KC DURF also recommended that the Priority Area *“does not place restriction on redevelopment of individual old buildings within the area”*. Besides, KC DURF also identified some specific concerns and requests from the community towards the area, including *“to preserve shop-lined street ambience and vibrancy”, “to introduce more community facilities and parking spaces”, and “to improve linking with surroundings and pedestrian environment”*.
- 2.5 The Scheme is prepared with the consideration of the proposals and recommendations by the KC DURF and the public aspirations and views from local stakeholders in the area, and to apply the integration of 4Rs urban renewal efforts to achieve a wider planning gains to the community.

3. BACKGROUND AND EXISTING CONDITIONS

Historical Background

- 3.1 Kowloon City was named after the Kowloon Walled City that built in Qing Dynasty (1847) to strengthen the defense of the Kowloon Peninsula. The village settlement was mostly engaged in agriculture and fisheries, some also relied on the salt and quarry industries for a living. The waterfront areas spanning from the present-day Kowloon City, To Kwa Wan to Hung Hom were mooring places for merchant ships during the Sung and Ming periods, and the shops along the waterfront of Kowloon City at that time, i.e., the area from Kowloon Walled City Park to Prince Edward Road East at present, was a bazaar named “Kowloon Street”.

Local Grid Street Pattern

- 3.2 Historical map recorded in 1845 indicates that the Scheme Area was probably located near the coastline named Nga Tsin Long. Settlements were found and scattered around the area as recorded in the historical map in 1902. With the implementation of the Town Planning Schemes in the late 1920s, the grid street pattern has been formed in the Nga Tsin Wai Road area and such streetscape pattern has been maintained since then till nowadays. The grid street pattern has been of long history and become one of the urban form characters of the area.

Local Community Facilities and Historic Buildings

- 3.3 In view of the increasing demand on public education, the Lok Sin Tong Primary School was built by the Lok Sin Tong Benevolent Society in 1949 after the Second World War to provide free education for primary and secondary students. In addition to educational facilities, medical services including the Lee Kee Memorial Dispensary (LKMD) and the Lion Club Government Maternal and Child Health Centre were completed in 1952 and 1966 respectively in view of the inadequate of medical facilities provided in the area. Apart from educational and medical services, a bazaar was also established at Nga Tsin Long Road since 1930s which was later demolished and replaced by the Kowloon City Municipal Services Building (KCMSB) in 1988.
- 3.4 In view of long local history and numerous historic buildings in the Lung Tong area, URA has procured a conservation architect to conduct a preliminary district history study to study the history and cultural background of the area and to identify any historical and cultural significance and heritage in the area. The Study identified that despite there were no graded buildings within the Scheme, some historic buildings situated within the Scheme have demonstrated certain heritage

significance in shaping the grid street pattern and street ambience. Given only preliminary non-intrusive observation can be done for the properties, preservation by means of preserving full/portions of the buildings or its character defining elements will be subject to further intrusive investigation and conservation appraisal of the buildings upon DSP approval and acquisition of the concerned private properties. An extract of the study including the assessment findings is provided in **Appendix 2**.

Local Chiu/ Thai Culture

- 3.5 The Scheme Area is situated in the central part of the Lung Tong Area in the Kowloon City. This part of Lung Tong area is of distinctive characters due to the influx of the Thai and Chiu-Chow immigrants in the 1970s which developed a strong Chiu Chow-Thai Community in Kowloon City. Many cultural and religious practices of the Thai and Chiu Chow community such as Birthday of Thai Monarch, Songkran festival (as known as the Water Festival), Ghost Festival, etc. have been retained and these traditional festivals are celebrated by the community annually. Apart from being a residential area, it is one of the renowned specialty retail and dining areas in Hong Kong with a variety of Chiu-Thai restaurants and market-related shops concentrated on the ground floors of the residential buildings, especially at the few street blocks adjacent to the KCMSB. The area is particularly busy during times with people coming for dining by private cars and/or public transport.

Relaxation of Airport Building Heights

- 3.6 After the relocation of the Kai Tak Airport to Chek Lap Kok in 1998, the area is facing dramatic changes of its urban landscape and context through redevelopment. With the removal of the airport height restrictions, some originally low-rise buildings were redeveloped into single high-rise towers in Kowloon City, resulting in sporadic redevelopments with a mixture of built forms and building heights in the area. Such sporadic redevelopments under unrestricted leases did not provide ancillary car park and lead to increasing parking demand but shortage of parking spaces in the area.

Existing Uses, Building and Living Conditions

- 3.7 The Scheme area is currently occupied by clusters of residential buildings, a number of G/IC facilities and part of the existing Carpenter Road Park (CRP).
- 3.8 The main site (Sites A and C2) of the Scheme are mainly residential buildings, except for the three GIC facilities along Hau Wong Road/Nga

Tsin Long Road. Based on non-intrusive site observation conducted in May 2022, the residential buildings are generally for domestic use on the upper floors with non-domestic uses on the ground floors of some buildings. There are also some non-domestic uses noticed on the upper floors of some residential buildings. There are two commercial buildings (no. 70-72 Nga Tsin Wai Road and no. 86 Nga Tsin Wai Road) mainly for office uses on the upper floors and non-domestic uses on ground floors. The Chiu Chow Yu Lan Association was found on the upper floor of a building at Nam Kok Road.

- 3.9 With the exception of four pre-war buildings at 36-38 Nga Tsin Long Road, 44-46 Nga Tsin Long Road, 50 Nga Tsin Long Road and 68 Nga Tsin Wai Road, which cannot be ascertained as Buildings Department does not hold any GBP records, other buildings were built between 1949 to 1996 (26 to 73 years), with an average building age of 58 years. According to the GBP records, apart from buildings at 70-72 Nga Tsin Wai Road, 57-59 Lung Kong Road and 31-41 Kai Tak Road (odd nos.), all the rest of the buildings are without lift and the serviceability of these buildings are generally poor. The building characteristics of the residential, commercial and composite building blocks in the Scheme, including building age, building height and building condition, are highlighted in **Plans 4, 5 and 6** respectively.
- 3.10 Three GIC facilities, the Kowloon City Municipal Services Buildings (KCMSB), Kowloon City Lions Club Health Centre (KCLCHC) and the Lee Kee Memorial Dispensary (LKMD) are located within the Scheme. These G/IC facilities are of 1 to 3 storeys tall. The LKMD was completed in 1952, provides clinical services for the community and currently under the management by the Hospital Authority (HA). The KCLCHC, formerly known as the Lions Club Government Maternal and Child Health Centre established in 1966, is currently occupied by the Kowloon City Elderly Health Centre (KCEHC) at the ground floor and Kowloon City Lions Club Student Health Service Centre at the upper floors. Both facilities are currently under the management by the Department of Health (DH). The KCMSB, completed in 1988, comprises of the Food and Environmental Hygiene Department's (FEHD) Kowloon City Market (including wet market and cooked food stalls), and Leisure and Cultural Services Department's (LCSD) Kowloon City Public Library and Kowloon City Sport Centre.
- 3.11 The northern site (Site B) of the Scheme area is currently occupied by part the existing Carpenter Road Park (CRP) (about 6,600sqm). This part of the CRP is located to the immediate east of Kowloon City Plaza,

which is equipped with part of a cycling track, jogging track, exercise station, pavilions, sitting and amenity area. The Carpenter Road Park “B” Substation operated by CLP is also included in the northern site.

- 3.12 Based on non-intrusive site observation conducted in May 2022, buildings within the Scheme area are mainly residential in nature on the upper floors with a few are occupied by commercial uses. Commercial/retail premises are occupying the ground floors. These commercial/retail premises are primarily engaging in retail businesses of goods, food, grocery and eateries. Uses of the shops along Nga Tsin Long Road are observed to be extended from the wet market activities at KCMSB, which mainly comprises market-related retail businesses such as fresh food, dried food and food-related retails, with some shops selling Chiu-Chow related groceries/goods. Uses of shops along Nam Kok Road are mainly restaurants and services including Chinese medical clinic, beauty salon, etc. Some vehicle repair workshops are found in some ground floor premises at Lung Kong Road. A mixed variety of shops and services are found at the ground floors at Tak Ku Ling Road and Kai Tak Road including restaurants, Chinese medical clinic, shops for Buddhism items, hair salon, massage establishment, pet shop, household related retails, real estate agencies, etc.
- 3.13 According to the building conditions conducted by URA’s consultants for the residential, commercial and composite buildings within the Scheme, 47 out of 91 buildings blocks (about 52%) are of “Acceptable” to “Satisfactory” conditions, 44 buildings blocks (about 48%) are ranged from “Marginal”, “Varied” to “Poor” conditions. Based on the URA’s experience and the consultant’s advice, for buildings in “Varied” condition, their structural elements, components, finishes and facilities are observed in decay condition due to lack of building repairs and ongoing maintenance, major repair works will be required. For buildings in “Acceptable” condition, minor defects are found on the structural elements. Appropriate building repairs and ongoing maintenance works will be required in order to maintain the habitability and avoid further deterioration of the building. Results of the Building Condition Assessment within the scheme areas are shown in **Plan 6**.
- 3.14 According to Home Affairs Department (HAD)’s “Database of Private Buildings in Hong Kong” as of May 2022, 55 out of the total of 91 building blocks within the Scheme (about 60%) are “3-nil” buildings without management body for building management.

- 3.15 According to the latest Buildings Department (BD)'s records held by the URA, most of the buildings within the Scheme have outstanding Fire Safety Notices (FSDN) and Mandatory Building Inspection Statutory Notices building orders under S30B of Buildings Ordinance respectively. In addition, a few building blocks have outstanding building orders under S28 which implies their vulnerability particularly under the COVID-19 pandemic period. Eleven (11) building block has completed building rehabilitation works of Operation Building Bright 2.0 under the Integrated Building Rehabilitation Assistance Scheme (IBRAS) within the Scheme; and another twelve (12) building blocks have applied for the Common Area Repair Works Scheme (CAS) under IBRAS to carry out common area repair works. It is understood that the IBRAS works 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 URA's past experience in rehabilitation works, even buildings that have undergone such repair works/schemes need to undertake comprehensive building rehabilitation regularly in order to avoid deterioration.

Demographic Background

- 3.16 Population of the Scheme is estimated to be about 3,500 in around 1,640 households. Detailed demographic information of the Scheme will be ascertained after Freezing Survey (FS) and incorporated in the SIA (Stage 2) report.

Ownership Pattern

- 3.17 As at May 2022, 19 out of the total of 91 private building blocks within the Scheme (excluding G/IC facilities) (21%) are under single ownerships, while the remaining are under multiple ownership (**Plan 7**).

Surrounding Land Uses

- 3.18 The street blocks adjoining the Scheme are predominantly low to medium residential developments with commercial uses at ground floor. There are some newly built residential developments completed by private sectors through individual redevelopment along the adjoining streets including Hau Wong Road, Lion Rock Road and Fuk Lo Tsun Road.
- 3.19 Given its unique historical background of the Chiu Chow and Thai culture, the area is also a popular shopping and dining place with the

concentration of Chiu Chow and Thai restaurants and food-related shops and trades. These restaurants and shops attract diverse range of consumers satisfying both daily needs and those for special occasions, resulting in high parking demand. Some car repair workshops, building materials trades and grocery stores are also found in the ground floor shops in the area.

- 3.20 To the immediate east of the main site is the Lok Sin Tong Benevolent Society Kowloon and the Lok Sin Tong Primary School. The Lok Sin Tong Primary School was ceased operation in 2019 and converted into transitional housing in 2020 to provide affordable housing for the low-income families. A medical clinic is also located at the ground floor of the Lok Sin Tong.
- 3.21 To the north and north-east of the main site across Carpenter Road are the Carpenter Road Park (CRP) and Kowloon Walled City Park (KWCP), which was established upon demolition of the Kowloon Walled City. The CRP is a popular public open space equipped with a variety of passive and active recreational facilities. The KWCP is most like a hidden garden adjoining to the northeast of the CRP, which is designed as a Jiangnan garden of the early Qing dynasty and preserving the artefacts from the former Kowloon Walled City. The former Yamen Building of Kowloon Walled City and Kowloon Walled City South Gate Remnants situated in the KWCP have been graded as the Declared Monument under the Antiquities and Monuments Ordinance (AMO). The KWCP is one of the major sites of historic significance in the area. A public housing estate, Mei Tung Estate, is located to the further north of the Scheme opposite to the KWCP.
- 3.22 To the further south and southeast of the Scheme across Nga Tsin Wai Road is a mixed of residential and commercial buildings. To the further south 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.

Planned Development in the Vicinity

- 3.23 To provide better connection between KTDA and Ngai Tsin Wai Road area, Civil Engineering and Development Department (CEDD) planned to construct a pedestrian tunnel underneath Prince Edward Road East to connect between the KTDA and the Nga Tsin Wai Road Area via tunnel exits at the sunken plaza proposed by URA KC-015 project.

According to CEDD's information, the scheduled completion of the pedestrian tunnel will be in 2029 for public use.

- 3.24 A rezoning application of Kowloon City Plaza (KCP), 128 Carpenter Road has been approved by the Town Planning Board (TPB) in August 2020. The land has been rezoned to "Residential (Group A)4" with building height relaxation to 100mPD. According to the development proposal of the application, two composite buildings will be built to provide about 850 residential flats and a total of 647 parking spaces.
- 3.25 The Lok Sin Tong Benevolent Society and the former Lok Sin Tong Primary School are proposed to redevelop into a 15-storey (60mPD) welfare complex for provision of various welfare facilities. In addition, the existing Cornerstone Education Centre across Lung Kong Road is proposed to be redeveloped for school and religious institution with a maximum building height of 9 storeys (45mPD). A rezoning application (No. Y/K10/4) for redevelopment of the education centre was approved by the Town Planning Board on 9 July 2022.
- 3.26 The older parts of Mei Tung Estate, including Mei Tung and Mei Po houses in Mei Tung Estate, located to the further north of Scheme across Tung Tau Tsuen Road, have been cleared for redevelopment. According to the planning brief prepared by the Hong Kong Housing Authority, about 2,800 public housing units with some G/IC facilities will be provided upon redevelopment. It is targeted for completion by 2027/2028.

Existing Traffic Network

- 3.27 The Nga Tsin Wai Road area has a distinctive grid street pattern since the town plan in 1920s. There are three main traffic commuters in east-west directions and ten minor roads in north-south directions. Carpenter Road and Nga Tsin Wai Road are 2-ways local distributors running in east-west direction between Sa Po Road and Junction Road. Prince Edward Road East/West is another major east-west traffic commuter in the area at the further south. The 10 minor roads in between street blocks are 1-way roads operating in northbound or southbound direction. Traffic congestion often appear along Carpenter Road and Nga Tsin Wai Road especially during noon and late evenings where people come from other districts travelling by private cars for purchasing goods at the street shops, wet market or dining.

- 3.28 The high volume of traffic also creates illegal parking issue to the district as the on-street parking spaces along the ten streets in the area and existing public vehicle parking spaces offered by KCP are unable to meet the huge parking demand. It is common to find vehicles occupying the carriageways in order to look for on-street parking space, which in turn exacerbates traffic congestion. Illegal parking is commonly found in the area. Double parking or even triple parking is particularly serious along Nga Tsin Long Road and Hau Wong Road, where the Kowloon City Market (KCM) is situated. It creates traffic jam and unpleasant walking environment that contributes to pedestrian-vehicle conflict.

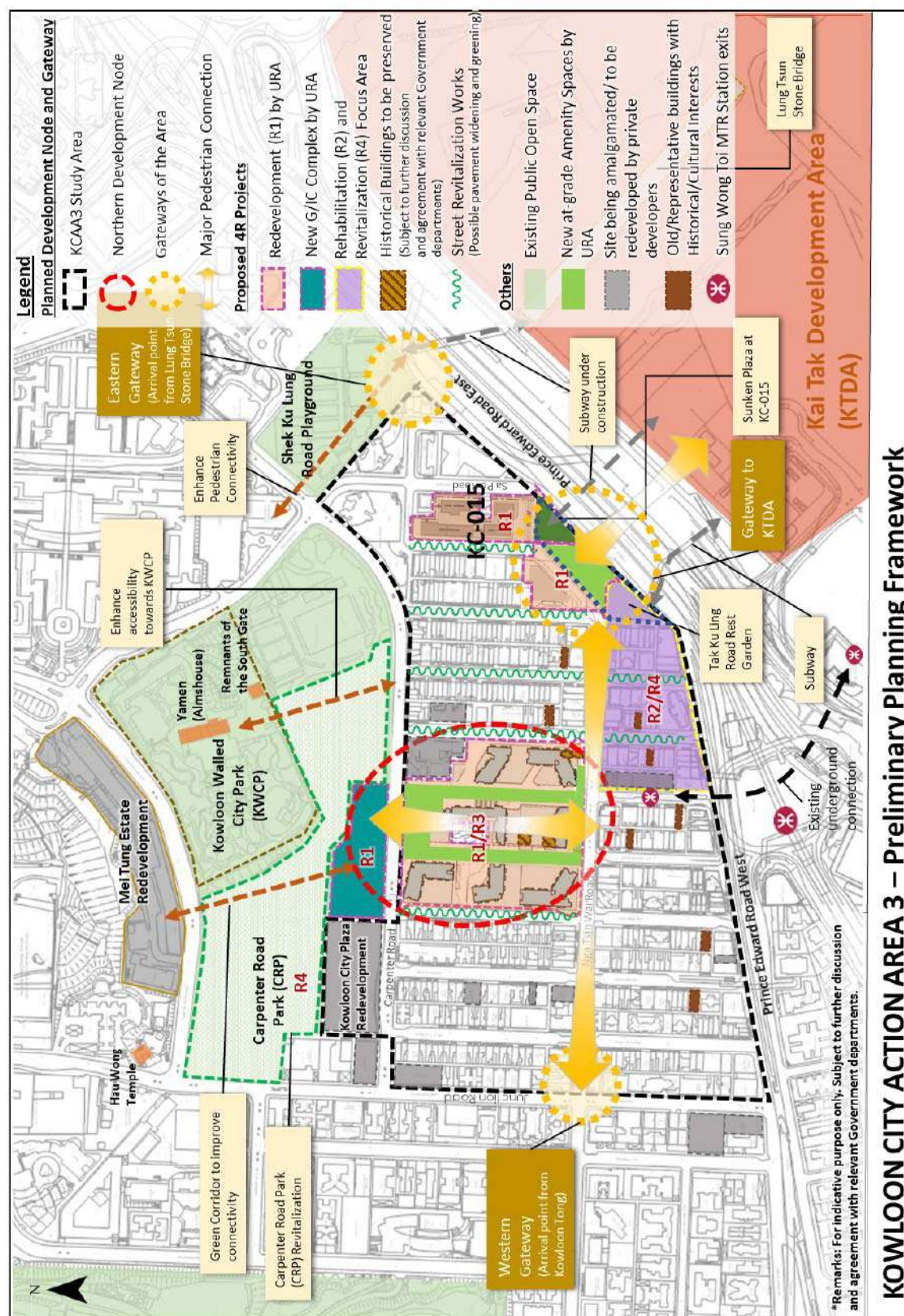
Existing Pedestrian Network

- 3.29 The Scheme is located in close proximity to Sung Wong Toi MTR station, which is within 5 minutes walking distance from station exit at Nam Kok Road. Pedestrian circulation along the ten streets in a north-south directions are mainly connected with the Carpenter Road and Prince Edward Road East and West to the northern and southern part of the area respectively.
- 3.30 Pedestrian flow in the area is mainly along Nga Tsin Wai Road, which is in east-west direction crossing through the area in the middle part and connected with the ten local roads. Pedestrian mainly rely on Nga Tsin Wai Road to go to the different local roads, given there are only few lanes/connections in between the ten local roads.
- 3.31 Hau Wong Road and Nga Tsin Long Road are the north-south connections with heavy pedestrian traffic due to the existence of the wet market. Both streets are, however, often occupied for loading/unloading activities, illegal on-street parking, road-side storage in relation to the adjacent on-street wet market operation. The vehicle-pedestrian conflict, noise and hygiene issues caused by these on-street activities creates an unpleasant pedestrian environment.
- 3.32 The pedestrian flow in north-south direction between the Scheme area and KTDA is poor as pedestrian can only rely on the existing subway adjoining Tak Ku Ling Road Rest Garden for direct connection between the two areas. URA has taken the opportunity of KC-015 project to improve the connectivity of the two areas through providing a sunken plaza to connect with the future CEDD pedestrian tunnel towards KTDA. At present, there are many bus and mini-bus stops located at the pavement of Prince Edward Road East between Tak Ku Ling Road Rest Garden and Regal Oriental Hotel, resulting in long queue and crowded condition waiting for public transport along the pavement. The pedestrian walking environment is generally unpleasant at this part of the pavement.
- 3.33 Site Photos of existing buildings and adjoining streets are shown in **Plans 8 and 9.**

4 PLANNING OBJECTIVES

- 4.1 Under the 2011 Urban Renewal Strategy (URS), it promulgates a comprehensive and holistic approach to carry out urban renewal with the following objectives:
- 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;
 - Redeveloping dilapidated buildings into new buildings of modern standard and environmentally-friendly design;
 - Preserving buildings, sites and structures of historical, cultural or architectural value;
 - Preserving as far as practicable local characteristics;
 - Providing more open space and community/welfare facilities; and
 - Enhancing the townscape with attractive and urban design.
- 4.2 Following the objectives in the 2011 URS, the Scheme seeks to restructure and re-plan the area through a holistic “planning-led” and “district-based” urban renewal approach with integration of 4Rs initiatives, i.e. Redevelopment (R1), Rehabilitation (R2), pReservation (R3) and Revitalisation (R4).
- 4.3 A district-based planning study has been undertaken by URA in this area, named as Kowloon City Action Area 3 (KCAA3), to develop a holistic planning framework of the Lung Tong area. The KCAA3 district study has also taken into account of some district concerns identified by KC DURF (as mentioned in paragraph 2.4 above) and its recommendations in the area and aims to achieve them through the implementation of the various proposals in the preliminary planning framework. The planning study of KCAA3 has set out the broad planning framework of the area in achieving the district-wise planning objectives and wider planning gains. A preliminary planning framework of KCAA3 is shown in Figure 4.1 below.

Figure 4.1 – Kowloon City Action Area 3 - Preliminary Planning Framework



- 4.4 The Scheme, being part of the holistic plan of the KCAA3, is proposed to carry out the re-structuring and replanning of land uses, re-design of the building height profile and urban massing to realise some of the planning objectives and planning gains under the holistic plan of KCAA3. In particular, the Scheme aims to achieve and enhance the following area positioning of the Nga Tsin Wai Road area, Lung Tong which was identified and recommended by KC DURF and supported by views and public aspirations from the local stakeholders in recent years:
- Creation of Gateway towards KTDA
 - Streetscape enhancement and preserving vibrant street life and its historic and cultural characters
 - Dining and Cultural District
- 4.5 Apart from the redevelopment of the Scheme, an integration of other urban renewal initiatives is proposed within the Scheme as well as the adjoining area by separate rehabilitation and revitalisation works outside the Scheme boundary is proposed to multiply the planning gains and urban renewal effects. Details of the planning proposals are provided in Section 5.

5 PLANNING & LAND USE PROPOSALS

5.1 Key Development Parameters and Development Intensity

- 5.1.1 Under the draft DSP, the scheme area in orange color is proposed to be zoned “R(A)”, which is primarily intended 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 as stipulated in the proposed Notes of the “R(A)” zone; while the scheme area in blue color is proposed to be zoned “G/IC” and is primarily for the provision of Government, Institution or Community facilities serving the needs of the local residents and/or a wider district, region or territory.
- 5.1.2 To optimise the site potential and for better urban design and massing in the dense urban area, the Scheme has applied the planning mechanism of “Plot Ratio (PR) Interchangeability” in a form of Domestic PR8 and Non-domestic PR1 for the proposed R(A) sites. Besides, a transfer of PR between sites through the link-site approach has been applied in the Scheme. A lower development potential is proposed to be kept at the eastern site (i.e. sub-area (1) of the R(A) site) in order to create an enlarged gateway with a low retail block as a wide entrance of Lung Tong area from the KTDA. The remaining development potential of the eastern site is proposed to be transferred to the main site (i.e. sub-area (2) of the R(A) site) to optimize the site development potential.
- 5.1.3 Apart from the GIC provision at the northern site, there will be not less than 3,000 sq.m. non-domestic GFA proposed in the “R(A)” zone at the main site for GIC uses. It is proposed a clause to be included in the “Remarks” of the proposed Notes of “R(A)” that “any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded from GFA/PR calculation”.
- 5.1.4 Portions of Nam Kok Road, Nga Tsin Long Road and Kai Tak Road/Nga Tsin Wai Road, which are shown as “Road” under the current Ma Tau Kok OZP are included within the Scheme for redevelopment. Under the notional design, Nam Kok Road and large portion of Nga Tsin Long Road are proposed to be pedestrianised, while the section of Kai Tak Road/Nga Tsin Wai Road will be diverted for provision of a gateway square. Given the said road sections would no longer serve the purpose as carriageways upon redevelopment and the area is proposed to be included for comprehensive redevelopment under “R(A)” zone, the said

road sections within the Scheme will form part of the site area for PR calculation.

- 5.1.5 The Scheme has adopted a net site area of about 25,302sq.m. for PR calculation in R(A) zone. The net site area has excluded the three new road sections in the Scheme (the two right of ways (in the form of private streets) proposed at the main site and the new diverted road at the eastern site), and the surrounding pavement of the Scheme. Net site area is to be ascertained by site survey upon the approval of the draft DSP.
- 5.1.6 A maximum building height of 160mPD is proposed at the main site. On the other hand, a reduction of maximum building height to 40mPD is proposed at the eastern site. Details on the building height design is described in paragraphs 5.2.18 – 5.2.21.
- 5.1.7 For the northern site, a maximum building height of 100mPD is proposed for the GIC Complex to optimise the site potential.
- 5.1.8 The proposed development parameters of the Scheme are shown in **Table 5.1**, which will be subject to adjustments in the detailed design stage after DSP's approval.

Table 5.1 Proposed Development Parameters of the Scheme

Parameters	Overall	Site C*			Site A
		Total	Sub-site C1	Sub-site C2	
Gross Site Area	About 30,461sq.m.	15,967sq.m	5,118sq.m	10,849sq.m	14,494sq.m
Site Area for PR Calculation* (Subject to survey and detailed design)	About 25,302sq.m.	11,949sq.m	3,367sq.m	8,582sq.m	13,353sq.m
Proposed Zoning	N/A	N/A	"R(A)"	"R(A)"	"R(A)"

Parameters	Overall	Site C*			Site A
		Total	Sub-site C1	Sub-site C2	
Naming on the Plan of the DSP	N/A	N/A	Sub-area (1) of "R(A)"	Sub-area (2) of "R(A)"	
Proposed Maximum Domestic GFA ^	About 202,416sq.m (8.0)	N/A	N/A	202,416	
Proposed Maximum Non-domestic GFA ^	About 25,302 sq.m (1.0)	N/A	2,000	23,302	
Proposed Maximum Building Height	N/A	N/A	Not more than 40mPD	Not more than 160mPD	Not more than 160mPD
Proposed Non-domestic GFA for GIC Provision (PR)^ (proposed to be exempted from GFA calculation under DSP)	3,000sq.m	2,000sq.m	N/A	2,000sq.m	1,000sq.m
No. of Flats @	About 4,353 flats	About 2,056 flats	N/A	About 2,056 flats	About 2,297 flats
Estimated Population	About 10,012**				
Average Flat Size @ (GFA)	About 46 sq.m				
Internal Transport Facilities of the proposed development #	<u>No. of parking spaces to be provided in basement car parks</u>				
Private car parking spaces	1,089	513	N/A	513	576
L/UL bays	40	19	3	16	21
Motor cycle parking spaces	58	30	N/A	30	28
Public Vehicle Park	360	N/A	N/A	N/A	360
At-grade Landscaped Diversified Space + (about)	9,130sq.m	N/A	2,130sq.m	7,000sq.m	

Parameters	Overall	Site C*			Site A
		Total	Sub-site C1	Sub-site C2	
Notes: * The net site area has excluded the three new road sections in the Scheme (the two private streets proposed at the main site (Site A and C2) and the new diverted road at the eastern site (Site C1), and the surrounding pavement of the Area. ^ GFA distribution of Sub-area (1) and Sub-area (2) of "R(A)" are subject to the maximum GFA stipulated in the DSP Notes. @ Indicative only, subject to Town Planning Board's approval and detailed design at project implementation stage. Average flat size of 46m ² in GFA equivalent to about 400ft ² in Saleable Area assuming 80% efficiency. # subject to liaison and agreement with Transport Department. ** Assumption of persons per flat ratio (PPF) of 2.3 is adopted from HKPSG Chapter 2. + At-grade landscaped diversified space include gateway square, market square and landscaped pedestrian avenues.					

Parameters	Site B – GIC Complex
Site Area (Subject to site survey and detailed design)	6,600 sq.m
Zoning	"G/IC"
Maximum Building Height	100mPD
Proposed Maximum G/IC GFA @	44,000 sq.m
Proposed At-grade Amenity Space	About 1,320 sq.m
Internal Transport Facilities for GIC uses#	Basement ancillary car park to accommodate: - 72 nos. private car parking spaces (including 2 nos. accessible car parking spaces) - 16 nos. L/UL bays
Notes: @ Indicative only, subject to detailed design at project implementation stage. # subject to liaison and agreement with Transport Department and relevant user departments for operational needs.	

5.2 **Conceptual Layout**

- 5.2.1 As shown in the indicative block plan and the section plans of the notional design for the Scheme in (**Figures 1.1, 1.2 and 1.3 in Appendix 1**), the proposed development at the main site (Site A and Site C2) comprises seven residential towers on top of commercial/retail/GIC podia. The podia will be connected with two landscaped pedestrian avenues in a north-south directions at-grade. A market square is proposed at the northern side of the main site to connect with the pedestrian avenue to create a nodal point in front of Carpenter Road Park (CRP). A Public Vehicle Park (PVP) and the ancillary carparking facilities for the proposed development are provided in the basements of the main site. The eastern site (Site C1) comprises a low-rise commercial/retail block with a gateway square at ground level. The northern site (Site B) comprises of a GIC Complex building.
- 5.2.2 The notional towers design, disposition and heights are indicative for the carrying out of preliminary environmental assessments and for formulation of minimum distance of building setbacks and tower separations, extent of uncovered urban spaces to enhance the overall environmental quality. Upon detailed design stage, further refinement on tower dispositioning and height conforming to these controls planning gains and other controls under the DSP and the Buildings Ordinance (BO), in particular the prevailing requirement on Sustainable Building Design Guidelines (SBDG), will be made with an intention to further enhance overall performance in urban design, visual permeability and air ventilation in the area including adjoining built environment outside the Scheme.

Holistic Re-planning of Land Uses for GIC and Open Space/Amenity Space

GIC Provision

- 5.2.3 A holistic re-planning and re-structuring of land uses is proposed in the Scheme to rationalize and optimise the land uses. The northern site (Site B) of the Scheme is proposed to rezone from “O” to “G/IC” to enable non in-situ redevelopment of KCMSB, LKMD and KCLCHC. The existing G/IC site within the main site will be holistically re-planned within the adjoining urban fabric for composite development with sensitive block layout to enhance building separation and provision of at-grade landscaped diversified space.

- 5.2.4 To align with the “Single Site, Multiple Uses” initiatives as promoted by the Government, development potential of the northern site will be optimized to provide about 44,000 sq.m. non-domestic GFA for GIC uses to better meet the growing community demand. In collaboration with the relevant government departments, URA will be responsible for the construction of the new GIC Complex at the northern site, and will hand over the site and the facilities to the Government for ownership, management and maintenance upon completion. The non in-situ redevelopment of the G/IC Complex will not only minimize disruption to existing market facilities and local GIC services but also enable upgrading and modernization of existing facilities such as the market facilities as promulgated in FEHD’s market modernization programme. Other existing GIC facilities within the main site (including the Refuse Collection Point (RCP) and the public toilet under FEHD) will also be reprovisioned at such location(s) to the satisfaction of the FEHD and upgraded to modern standards as per liaison and agreement with the relevant user departments to meet requirements and operational needs.
- 5.2.5 Early engagement and work group liaison has been made with relevant government departments on the non in-situ reprovisioning proposal of the KCMSB and the adjoining GIC facilities and was supported. Consultation was made to the Kowloon City District Council (KCDC) on the proposal in March 2022 and supportive comments were received from DC members.
- 5.2.6 On top of the reprovisioning of existing GIC facilities, the northern site offers opportunities to provide about 10,000sq.m. GFA for new GIC facilities with the maximum building height of 100mPD subject to Government’s final confirmation. Initial liaison has been made with relevant Government departments/KCDC and it is proposed to accommodate new G/IC uses including community hall and social welfare facilities, with the finalization of GIC uses subject to detailed design and agreement with departments upon DSP’s approval.
- 5.2.7 Apart from the GIC Complex, about 3,000 sq.m. G/IC GFA is also proposed at the main site for potential new GIC uses on request by the Government departments and subject to practicability. Altogether, there will be a maximum provision of about 47,000 sq.m GIC GFA to be provided in the Scheme to serve the community, which is about 3 times of the existing provision in the area.

Landscaped Diversified Space and Greenery

- 5.2.8 A comprehensive replanning and restructuring of landscaped spaces and green network is introduced in the Scheme. The Scheme aims to link up the open space from CRP and inject new greenery into the core developed area of the Lung Tong area. Various forms of landscaped diversified spaces including landscaped pedestrian avenues, market square, landscaped podium will be penetrated into the main site such that the community can enjoy the greenery and landscaping while having daily activities at the main site. Two landscaped pedestrian avenues, with a minimum of 18m width of each avenue, are introduced in the main site by pedestrianisation of Nam Kok Road and Nga Tsin Long Road. Appropriate plantings, landscaping, shelters and sitting area are proposed along the landscaped pedestrian avenues to create a green and comfortable car-free walking environment. The two avenues will be connected with the adjoining street-front shops alongside at the podia of the proposed development to maintain vibrancy. **Figure 5.1** below shows an artist's impression of the future landscaped pedestrian avenues. With the 18m wide area along the avenues, it can provide spacious car-free and landscaped area for diversified activities, ranging from passive recreation to active event activities.
- 5.2.9 Towards the northern end of the pedestrianized Nam Kok Road, a market square is proposed to create a new nodal point for events and place-making activities. It will also echo with the new Kowloon City Market (KCM) to be reprovisioned within the new GIC Complex at Site B in future. The market square, which provides at least 20m wide at-grade landscaped diversified space between Carpenter Road and the proposed development can introduce a new green space in the main site. Various activities and commercial components such as musical playing, arts performance, weekend market, mobile kiosks selling light refreshments or newspaper, etc., may be introduced at the market square. Together with the new pedestrian avenues, these diversified space can provide area for gatherings and organizing events such as local festive events for local celebrations. An artist's impression showing the future market square as well as the GIC Complex at the northern site is shown in **Figure 5.2** below.
- 5.2.10 Together with the landscaped pedestrian avenues, market square and other landscaped area in the main site, a total of about 7,000 sq.m. of at-grade landscaped diversified space is proposed within the main site. These diversified space intends to provide quality open area with

landscaping and activities allowed and will be opened for public enjoyment at reasonable hours.

Figure 5.1: Artist's Impression of Landscape Pedestrian Avenues (Nam Kok Road)

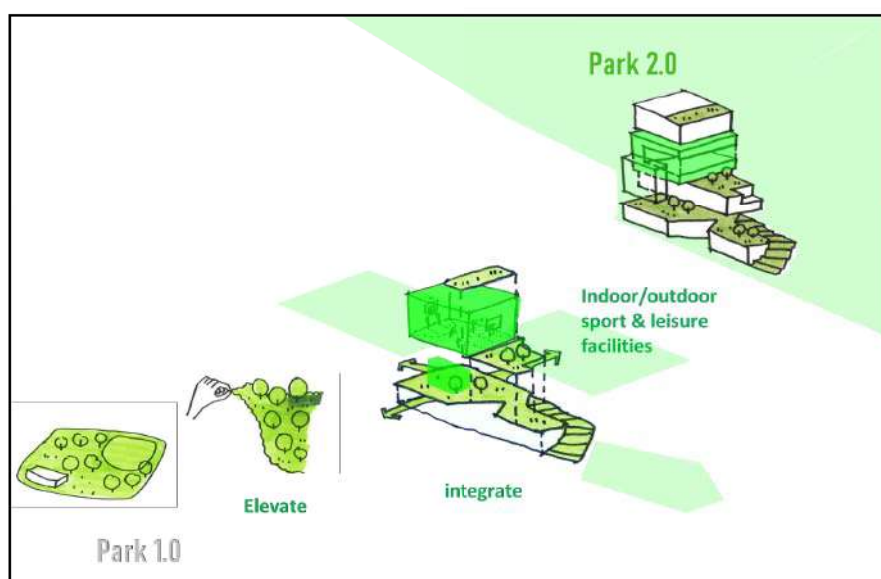


Figure 5.2: Artist's Impression of Market Square and GIC Complex



- 5.2.11 At the northern site, the new GIC Complex is designed to integrate with the CRP like a Park 2.0 concept (**Figure 5.3**). Under current notional design, various forms of green space including communal sky garden, landscaped terraces and green roofs will be designed at different levels of the GIC Complex to create multi-level greenery for visual enhancement and coherent landscape with the CRP. It helps further soften the building edge and better blend in with the greenery background. The detailed greenery locations and design at the GIC Complex will follow the requirements of SBDG and to be agreed with relevant government department.
- 5.2.12 A 10m high sky garden is proposed at the 2nd floor of the GIC Complex to enhance building permeability, sunlight penetration and air flow (refer to artist's impression in **Figure 5.2**). To further enhance air flow at pedestrian level and to enhance accessibility for CRP, a 15m(w)x15m(h) opening from ground floor is proposed at the western boundary of the northern site to create a recess area between the GIC Complex and the adjoining lot of Kowloon City Plaza at pedestrian level and an alternative access to the CRP (see **Appendix 1, Figure 1.4**).
- 5.2.13 With indoor sports facilities provided within the GIC Complex and outdoor sports facilities at the CRP, the northern site and the CRP can be well integrated and perform like a key recreational hub with varieties of indoor/outdoor, passive/active recreation and sports facilities in the area. Detailed design including internal layout, greenery provision, public access, opening hours and uses of the new GIC Complex will be subject to agreement and operation needs from relevant Government departments at detailed design stage.

Figure 5.3: Illustration of Park 2.0 Concept of GIC Complex



- 5.2.14 New landscaped diversified space and greenery will also be injected to the eastern site. The eastern site adjoining URA Project KC-015, is strategically located at the gateway position to KTDA. Through a link-site approach, the site is planned to be a low density development area to create an opportunity for a low-rise commercial/retail block with maximum 40mPD height in the northern part of the site, leaving the southern part of the site to create a gateway square of about 2,130 sq.m. With the proposed diversion of Kai Tak Road/Nga Tsin Wai Road, the configuration of the gateway square can be optimized to integrate with the adjoining sunken plaza proposed at KC-015 and the Tak Ku Ling Road Rest Garden (TKL Garden), to form a scalable gateway. The low-rise building design with a scalable gateway square in the front would create a sense of wide opening and a key arrival point to the district. An artist's impression of the future gateway square, the adjoining sunken area and TKL Garden is shown at **Figures 5.4**.
- 5.2.15 Appropriate landscaping and seating areas will be planned at the gateway square for community enjoyment and gathering purpose, as well as to serve as a solution space to alleviate the existing crowded pedestrian environment brought by daily commuters at the bus stops along Prince Edward Road East. Possibility on rationalisation of the bus stops along Prince Edward Road East will be explored under separate revitalization works, subject to DSP approval and to be liaised with TD/HyD at detailed design stage. URA is in liaison with government departments to consider the future ownership and management of the gateway square, with an aim to create a barrier-free and integrated park design for the gateway square and the existing TKL Garden for public enjoyment.

Figure 5.4: Artist's Impression of Gateway to KTDA



Re-structuring of Traffic and Pedestrian Network to enhance Walkability and Connectivity of Neighbourhood

- 5.2.16 The Scheme occupies a strategic location and provides a great opportunity to enhance the connectivity for the area in both north-south direction and east-west direction. The Scheme will involve diversion of three existing carriageways to enhance walkability and connectivity. The proposed pedestrianisation of the sections of Nam Kok Road and Nga Tsin Long Road within the Scheme will provide safe and direct north-south connection for pedestrian to walk between Sung Wong Toi MTR Station exits at Nam Kok Road and CRP.
- 5.2.17 At the eastern site, the existing portion of Kai Tak Road/Nga Tin Wai Road in the Scheme is proposed to be diverted to facilitate the creation of the gateway square. The newly diverted road within the eastern site will connect with the new diverted road created at KC-015 on the east and the existing Nga Tsin Wai Road on the west. With a view that Nga Tsin Wai Road being the major east-west commuter with high pedestrian flow, the Scheme also proposes about 10m building setback along a large portion of Nga Tsin Wai Road at the main site to widen the existing pavement. This would connect with the adjoining north-south landscaped pedestrian avenues to form a continuous pedestrian-

friendly walking environment. An artist's impression on the future view from junction of Nam Kok Road and Nga Tsin Wai Road towards the main site is shown in **Figure 5.5** below.

Figure 5.5: Artist's Impression of Junction of Nam Kok Road and Nga Tsin Wai Road



- 5.2.18 In addition to the landscaped pedestrian avenues, subject to detailed design, at-grade thoroughfares between podia will also be provided as far as practicable to divide the podium portion into multi-podia to enhance natural ventilation, sunlight penetration and improve pedestrian circulation within the main site.
- 5.2.19 Separate-graded connections are also proposed to improve walkability and connectivity as separate revitalization projects outside the DSP boundary. A link bridge is proposed between the G/IC Complex at the northern site and the podium of the proposed development at the main site to facilitate an elevated barrier-free access and offer an alternative route option for the GIC users as well as the locals, without the need to cross the busy Carpenter Road at-grade. Given the proposed link bridge will be directly connected to the GIC Complex, the opening hours will be subject to agreement among relevant government departments at subsequent land grant stage. At the south of the main site, opportunity to provide a pedestrian subway below Nga Tsin Wai Road to connect the pedestrian avenue with the Sung Wong Toi MTR station exits will be explored.

- 5.2.20 Underground space of the main site will be optimized for provision of an underground public vehicle park (PVP) of about 360 parking spaces in addition to the ancillary basement car park for the proposed development. The PVP will alleviate district's parking need, and may create future opportunity for replacing some on-street parking spaces in the area and make way for possible pavement widening of nearby streets under separate revitalization works.
- 5.2.21 For the adjoining developments, i.e. the Billionnaire Avant and the Lok Sin Tong site which are excluded from the Scheme boundary, right of ways in the form of private street will be provided within the Scheme for the two existing developments. A minimum building separation of 20m in front of Billionnaire Avant will be designed to provide the private street, as well as maintaining a wide visual opening and enhanced sunlight penetration and wind circulation in front of the Billionnaire Avant (see **Appendix 1, Figure 1.1**). Besides, appropriate building separation will be maintained between the proposed residential towers and both the Billionnaire Avant and the Lok Sin Tong site as according to buildings ordinance/regulations. The two proposed private streets will be discounted from the net site area calculation and will maintain in compliance with the Buildings Ordinance and its allied regulations, such as site access, site classification, provisions of natural lighting and ventilation, means of escape and emergency vehicular access, etc. for these adjoining developments. The surrounding pedestrian environment and accessibility of both developments will not be affected, if not further enhanced, with the implementation of the draft DSP.
- 5.2.22 With the above re-planning and re-structuring of traffic and pedestrian network, it can enable a more effective traffic network and provision of more pedestrian walkways to enhance walking environment. A wider connectivity between north-south direction and east-west connection with the neighbourhood area is also enhanced.

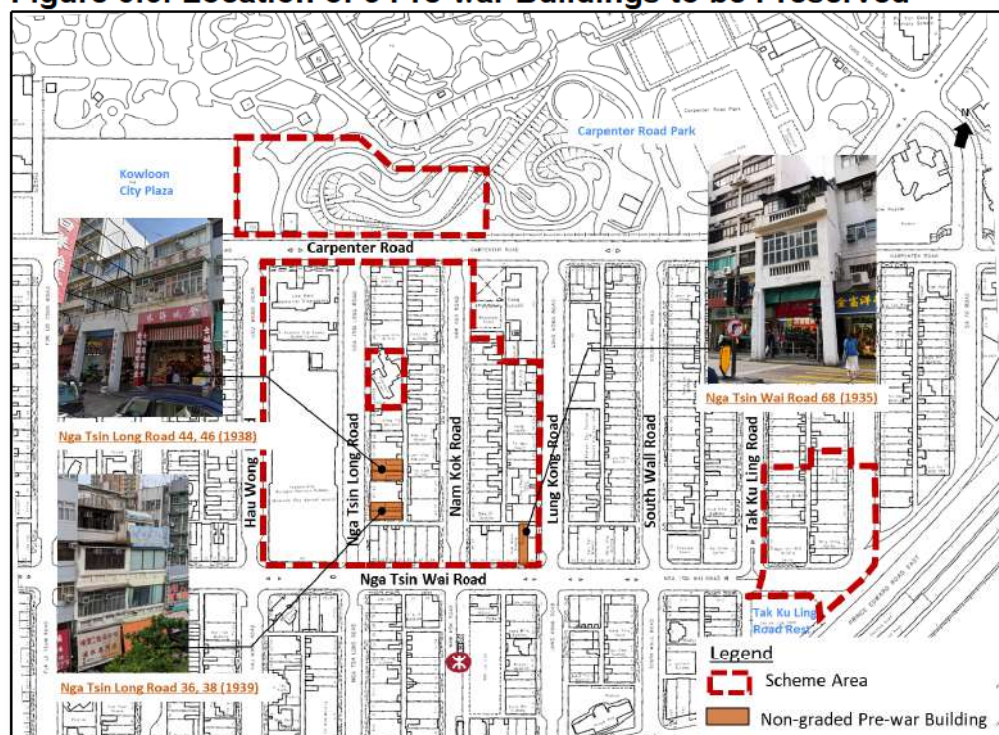
Preserve Local Characteristics and Street Vibrancy

- 5.2.23 As mentioned in Section 3.2 above, the urban grid street pattern of the Nga Tsin Wai Road area was established since the town planning scheme in the 1920s. To retain this unique and historical urban grid pattern, the Scheme aims to preserve the existing grid street pattern with pedestrianization of the portions of Nam Kok Road and Ngai Tsin Long Road to enhance walkability of the area. The retail portion of the composite development at the main site will remain at 2-3 storeys high

with multi-podia design to keep low-rise and human scale walking experience. Building separation is proposed to maintain 18m width landscaped pedestrian avenues to create open-air, wide and comfortable pedestrian environment.

- 5.2.24 To preserve and memorize the historical street ambience as identified with district historic study by conservation architect (refer to paragraph 3.4 above), the Scheme proposes to preserve three pre-war buildings, namely 36-38 Nga Tsin Long Road, 44-46 Nga Tsin Long Road and 68 Nga Tsin Wai Road, located within the Scheme area, as far as practical, to illustrate the historic district characters, sense of historic urban culture and street ambience in the old times of the area. Preservation by means of preserving full/portions of the buildings or its character defining elements will be subject to internal investigation and further conservation appraisal of the buildings upon DSP approval and acquisition of the private properties. **Figure 5.6** below shows the location of the 3 pre-war buildings within the Scheme.

Figure 5.6: Location of 3 Pre-war Buildings to be Preserved



- 5.2.25 To preserve street vibrancy and enhance the “cultural and dining district” characters as identified in KC DURF for this area, the Scheme 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 to

enhance street vibrancy. It provides space for place-making initiatives and festival events curated by relevant stakeholders including cultural events and local festivals related to the Chiu/Thai communities in the area. This “small street small shop” design approach can be realized through application of the planning mechanism as mentioned in para. 5.1.2 above. With adoption of a lower non-domestic PR of 1.0 at the R(A) zone, the commercial podium bulk of the proposed development is reduced. Together with appropriate façade treatment and cohesive design at the commercial podium to integrate with the pre-war buildings to be preserved, a clustering effect will be created to celebrate and reflect the rhythm, memories as well as the ambience of the local community in the old times. Special consideration will also be given on the retail layout design to provide some small size retail shops to offer an inviting environment for small local shops/community business and unique retail characters, so as to avoid the domination by large-scale chain-stores within the proposed development. Details of retail layout and sizing will be subject to further review at subsequent GBP submission stage upon DSP approval. An artist’s impression on the small street small shop design approach and the pre-war buildings to be preserved along Nga Tsin Long Road is shown in **Figure 5.7** below.

Figure 5.7: Artist’s Impression of “Small Street Small Shop” Design



- 5.2.26 Given the strong local culture of Chiu/Thai eateries and communities, URA may consider a special arrangement, namely the Local Shop Arrangement (LSA), to enable eligible existing operators of the Thai and Chiu Chow historical and local culture within the Scheme to return into the future development for businesses. Similar arrangement has been made to eligible operators in URA project KC-015 project. The LSA arrangement shall be subject to collection of stakeholders' views and detailed design consideration.
- 5.2.27 Similarly, due to the close proximity of the wet market in KCMSB, there are a number of wet market related retail shops within the Scheme. These wet-market retail shops have been enjoying the agglomeration effects with the KCM and become very popular market in the area. Subject to DSP's approval, stakeholders' views and site practicability, URA may also consider any temporary or permanent decanting strategies for the wet-market stalls to retain the market vibrancy in the area and to retain the local cultural and business characters as far as practicable. Details on the observation of local business environment and possible mitigation measures is detailed in SIA1 in **Appendix 5**.

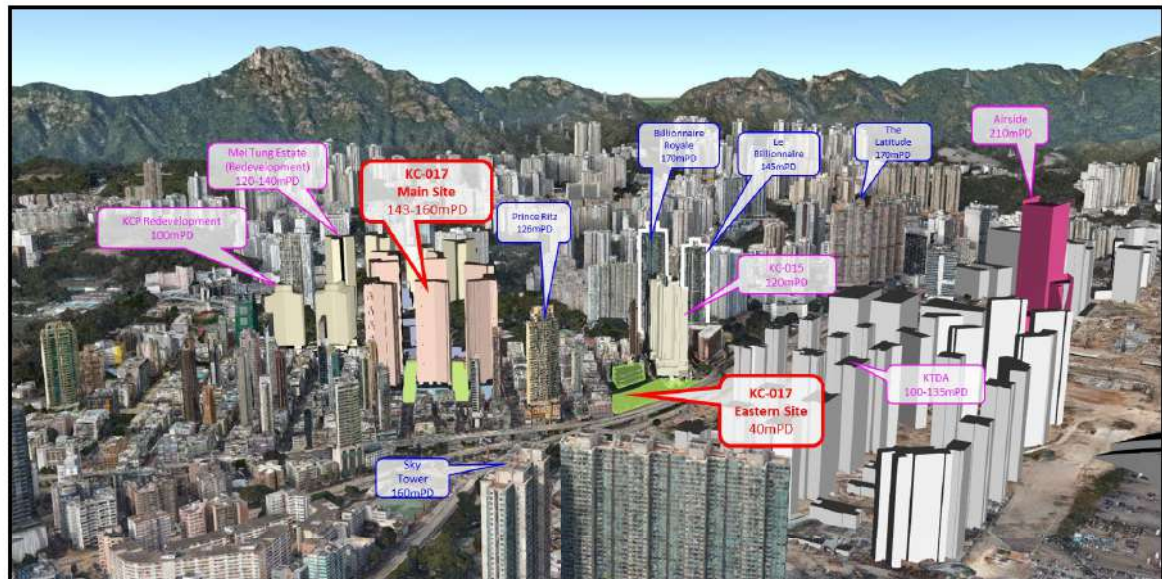
Building Height Relaxation and Building Separation for Better Urban Design and Environmental Enhancement

- 5.2.28 Under the current notional design, tower disposition within the main site aligns with the existing urban grid pattern to maintain a north-south breezeway and to create a visual comfort for pedestrian/passengers coming out from the MTR station at Nam Kok Road. With the proposed maximum BHR of 160mPD, residential towers can be designed in staggered height to address urban design consideration while optimising the development potential, with more flexible building form and layout to achieve the planning and design merits.
- 5.2.29 A staggered height profile for the tower blocks is proposed, with the higher tower blocks (T1, T2 and T5) at the north of about 160mPD, cascading down to the lower tower blocks (T3, T6, T7 and T8) of about 143 to 150mPD towards the south of the main site. The proposed two-tier building height design at the main site will facilitate a flexible block layout, cascading height profile and building separations. It generally respects and can blend in with the existing urban design and surrounding building height profile, with the permissible maximum building heights ranging from 100mPD to 170mPD (including 100mPD for Kowloon City Plaza Redevelopment, 140mPD for Mei Tung Estate, as well as existing developments of 170mPD for Billionaire Royale and 145mPD for

Billionaire). A plan illustrating the building heights profile of existing and planned developments in the Scheme vicinity is at **Figure 5.8**.

- 5.2.30 The proposed relaxation of building height can allow flexibility for more building separation and creation of at-grade landscaped space, including the 18m landscaped pedestrian avenues, the 20m width market square and the 10m building setback along Nga Tsin Wai Road in the main site. The relaxed building height profile will also facilitate more flexible block layout and disposition to provide sufficient building separation as recommended in the Sustainable Building Design (SBD) Guidelines to enhance permeability and air ventilation.
- 5.2.31 The relaxed building height at the main site can allow to absorb some GFA transfer from the eastern site, giving the opportunity to create a low-rise retail block and a scalable gateway square at the eastern site as the Kowloon City gateway. With the proposed height relaxation and TPR concept, a re-structuring of land uses can be realised for better urban design and pedestrian environment, without jeopardising the land potential.

Figure 5.8: Building Height Profile of Existing and Planned Developments in the Vicinity



- 5.2.32 Alternatively, should the building height restriction of the Scheme area keeps at a lower maximum BHR than 160mPD, the proposed residential towers would require to be much wider and bulkier and/or require to be all in same building heights without stepping profile so as to accommodate all the permissible GFA in the main site. It will also jeopardise the opportunities to create pedestrian avenues and other diversified space if a lower building height permission is adopted. It

would defeat other good urban design measures including good building separation and setbacks to enhance the air penetration and visual permeability of the area. Additional towers may be needed at Site C1 to absorb the permissible GFA. It would inevitably jeopardise the opportunity to create a low-rise building zone and a gateway square to enhance the visual openness and entrance gateway at the eastern site.

- 5.2.33 For the G/IC Complex at the northern site, a maximum BHR of 100mPD is proposed to allow greater design flexibility to accommodate the reprovisioned and new G/IC facilities, particularly those with higher headroom requirements. A stepped height profile is proposed at the GIC Complex, that no building structure to be protruded to the high zone (i.e. above 60m) for a minimum of 40m distance from the eastern site boundary of the site, that means to create open air environment at the high zone of a large portion of the site. (refer to **Figure 1.4 in Appendix 1**) It will highly increase the building permeability and visual comfort of the Complex. The cascading building height design will also allow gradually lowering of building height towards the CRP from the west to the east, with landscaped terrace and grand stairs at the eastern end of the Complex to land on the CRP at ground level, creating an interesting landscape (refer to **Figure 5.3** above). Given the usage and design of the GIC Complex is subject to liaison and agreement with relevant Government departments/final users, the actual building height of the GIC Complex will be in a range of 80 – 100mPD, subject to final decision on the types, sizes and layouts of GIC provision in the Complex.

5.3 Preliminary Phasing and Land Grant Arrangement

- 5.3.1 The Scheme will be implemented by phases. The northern site (Site B) will be first re-planned and redeveloped to provide a new G/IC Complex, thus ensuring minimal disturbance and smooth relocation of the reprovisioned G/IC facilities. Part of the main site (i.e. Site C2) will be redeveloped upon the complete relocation of G/IC facilities to the northern site and issuance of land grant. The remaining area of main site (i.e. Site A) will be implemented upon completion of the acquisition and issuance of land grant. 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 (i.e. not involving additional PR due to the transfer of GFA from Site C1). An indicative phasing plan of different phases is shown in **Plan 11**. The phasing boundaries and phasing

sequence would be subject to implementation programme and changes at GBP/land grant stage.

5.4 Other Separated Urban Renewal Initiatives to be considered after approval of DSP

Revitalization of Carpenter Road Park (CRP)

- 5.4.1 To further enhance the north-south connectivity between the core district of Lung Tong area and Mei Tung Estate area to the north, URA proposes to carry out a separate revitalisation works (R4) at the adjoining part of the CRP, which is outside the DSP. A separate CRP revitalisation works is proposed to redesign and upgrade the more than 30 years old park facilities for public enjoyment. The affected cycling tracks within the CRP will be re-designed and re-provided within the CRP. A more integrated design and layout between the new GIC Complex at the northern site and the adjoining CRP area will be made to create a modern standard and harmonious park environment. Opportunities will also be taken to improve connectivity to Mei Tung Estate (under redevelopment) with a proposed landscaped deck within the northern part of the CRP to connect the GIC Complex towards Mei Tung Estate in the north of CRP to create a direct connection for the public, particularly GIC users.
- 5.4.2 In addition, re-design of the layout of CRP area in front of heritage park, Kowloon Walled City Park (KWCP), is proposed to enhance its accessibility and visibility from Carpenter Road. The KWCP is situated in the north eastern part of CPR, of which the current access, especially the southern entrance is relatively hidden and blocked by cycling track of the CRP. The CRP revitalisation works will aim to create an entrance corridor/plaza to lead pedestrian/park visitors towards the KWCP from Carpenter Road. This would enhance the visual and physical connectivity of the KWCP and celebrate its heritage significance in the district.
- 5.4.3 The CRP revitalisation works will be carried out by phases to minimise disturbance to park users. Work Group has been set up between URA and LCSD on the revitalisation works and in-principle agreement with LCSD on the proposed revitalization was obtained, with the design and programme subject to continued liaison and detailed design after DSP approval.

Revitalization of Tak Ku Ling Road Rest Garden and Built Environment

- 5.4.4 The existing Tak Ku Ling Rest Garden (subject to agreement with LCSD) and surrounding streetscape will be revitalized to integrate with the Scheme, in particular the gateway square at the eastern site, to enhance walkability and pedestrian environment as well as create synergy among various urban renewal efforts in the wider neighbourhood to achieve a bigger planning gain.
- 5.4.5 The locations of the above separate revitalization works are shown in **Figure 5.9** below.
- 5.4.6 As mention in para. 5.2.5 above, consultation was made to the KCDC on the proposal in March 2022 and supportive comments were received from DC members. An extract of the plan in the DC Paper, showing the proposed non-situ reprovisioning of the KCMSB and adjoining GIC facilities and the proposed revitalization works at the Carpenter Road Park (CRP) and Tak Ku Ling Rest Garden with its adjoining built environment is shown in Figure 5.10 below.

Figure 5.9: Location of Separate Revitalization Works (outside DSP)

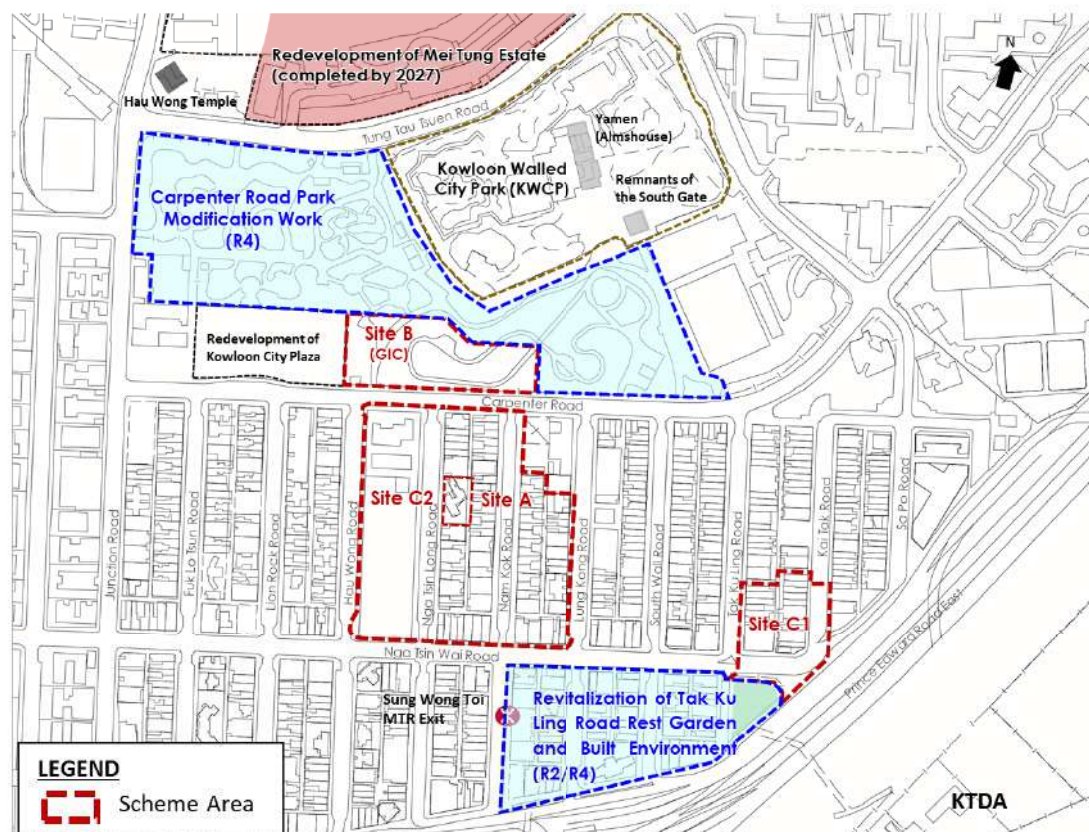


Figure 5.10: Plan Extract from KCDC Paper No. 09/22 dated February 2022



6 TECHNICAL ASSESSMENT

Greenery and Landscaping

- 6.1 A total of 129 nos. of trees (with 95mm Diameter at Breast Height (DBH) or above) were identified within the Scheme Area. The majority of the existing trees were found to be in poor to fair form, fair health and fair amenity value. No old and valuable tree (OVT) is recorded on site. All the existing trees will be retained/transplanted as far as practical.
- 6.2 The proposed development will follow Sustainable Building Design (SBD) Guidelines as far as practicable to provide greenery to provide high quality public spaces in the form of market square, landscaped pedestrian avenues, gateway square, as well as streetscape environment to enhance the built environment. Greenery will be provided at pedestrian level, podium edge, terraced garden as well as roof top where appropriate and applicable, to create a visual relief and enhancement of the built environment.
- 6.3 Preliminary Landscape Design Concept, a tree survey and compensation planting proposal were conducted (see **Appendix 3**) to provide a preliminary design concept and to address the conditions of the existing vegetation on site, and mitigation measures are proposed for the affected trees by the proposed development of the Scheme. Detailed landscape design, layout arrangement and proposed treatment of the affected trees as well as the remaining part of the CRP (outside DSP boundary and to be implemented under separate revitalisation works) will be further liaised with LCSD upon DSP approval.

Visual Impact Assessment (VIA)

- 6.4 A Visual Impact Assessment (VIA) was conducted (see **Appendix 4**) to study the potential visual impact with the implementation of the Scheme. Visual appraisal has made reference to the Town Planning Board Guidelines No. 41 and been carried out both locally and at the strategic view point from opposite side of the Victoria Harbour. The proposed relaxation of building height to 160mPD respects and complements the building height profile of the surrounding context. The study has demonstrated that the proposed development was visually compatible with the surrounding built environment and would not create significant visual impact in general.

Social Impact

- 6.5 In accordance with the URS, a non-obtrusive SIA (Stage 1) has been conducted and the report is included as **Appendix 5**. The report

highlights characteristics of the local population, which will need to be prepared for and borne in mind during the implementation of the Scheme. The Stage 2 SIA report is under preparation based on factual data and opinions collected from the freezing survey and SIA interviews, which has been conducted on the commencement of the Scheme. The Stage 2 SIA report will be submitted to TPB separately. The SIA reports are to assess the likely effect of the implementation of the Scheme and to propose mitigation measures to minimise any social impact.

Traffic Impact

- 6.6 A TIA (see **Appendix 6**) has been conducted to assess the traffic impact of the Scheme and the proposed provision of internal transport facilities of the proposed development and provision of public vehicle park. The TIA demonstrated that the Scheme has no adverse traffic impact on the local traffic network and the pedestrian walking environment with the proposed junction improvement measures and footpath widening scheme implemented. The proposed parking provision and the internal transport facilities aligns with the requirements in the HKPSG and are acceptable from traffic engineering point of view.

Environmental Aspect

- 6.7 An Environmental Assessment (EA) (see **Appendix 7**) was conducted to study any potential environmental impact/benefits associated with the implementation of the Scheme. The study concluded that the impact on air quality, noise impact, land contamination and waste management were not insurmountable with mitigation measures adopted if necessary.
- 6.8 Air quality impact assessment (AQIA) revealed that no adverse air quality impact due to the surrounding vehicular emission is anticipated as the proposed development has complied with the recommended buffer distance (min. 5m from local distributor and 20m away from primary distributor) as recommended under the Hong Kong Planning Standards and Guidelines (HKPSG).
- 6.9 On noise assessment, all assessment points with openable windows for ventilation under base scenario (the current notional design) comply with the noise criteria for residential use (i.e. 70 dB(A)). No adverse road traffic noise is anticipated under notional design. No adverse fixed noise impact generated from the major fixed noise sources on the residential use is expected to occur considering the distant separation between the identified major fixed noise sources and proposed development. Feasibility of using quiet equipment/methods to mitigate the possible

construction noise impact brought to the adjoining developments will also be explored at subsequent project implementation stage.

- 6.10 Land Contamination appraisal was made for the scheme area. It is anticipated that potential land contamination is very low as the site has been occupied mainly for residential purposes for decades and there was no dangerous good license issued for any activity in the Scheme in FSD's records. Twelve (12) locations were identified within the Scheme which may have potential contamination resulting from operation of vehicle repairing activities, transformer/electrical sub-station, generators/fuel storage and DG storages at the premises. Further site appraisal shall be conducted after DSP approval to ascertain any land contamination issue.
- 6.11 On waste management, appropriate sustainable measures/approaches to waste management are proposed to produce less waste and reuse or recover value from waste, no adverse environmental impacts arising from handling, storage, transportation or disposal of the wastes generated the construction and operation stage of the Scheme are envisaged.

Air Ventilation

- 6.12 An Air Ventilation Assessment – Expert Evaluation (AVA-EE) has been conducted to assess the ventilation performance of the area surrounding the Scheme (see **Appendix 8**). A comparison of air ventilation was made between the notional design under the OZP-compliant Scheme (the Baseline Scheme) and the notional design under the draft DSP (the Proposed Scheme). Results indicated that the overall annual wind condition and the overall summer wind condition under the Proposed Scheme is similar to the Baseline Scheme. With wind enhancement features of Proposed Scheme, including the permeable design and stepped height profile of the new GIC Complex at the northern site, the maintenance of two landscaped pedestrian avenues as wind corridors, east-west aligned building setbacks, stepped height profile and sky gardens at the main site, would enhance the wind permeability and divert more winds to leeward areas. The low block and gateway square design at the eastern site can also further enhance the wind performance of the area. It is concluded that no adverse air ventilation impact, if not better, is anticipated for the Proposed Scheme as compared to the Baseline Scheme.

Drainage and Sewerage Impact

- 6.13 A Drainage and Sewerage Impact Assessment (DSIA) was conducted (see **Appendix 9**). The DSIA report has taken into account of the broad review within the Kowloon City area with estimated drainage runoff and sewerage flow under existing condition and future condition with the proposed development. It concluded that the impact on the capacities of the existing/planned drainage and sewerage system due to the increase in population from the proposed development of the Scheme will be acceptable. With the proposed diversion of existing pipes and proposed new pipes to connect with the existing systems, manholes and sewers, the existing public drainage network and public sewerage system would have sufficient capacity to cater for the proposed development.

Water Supply Impact Assessment

- 6.14 Water Supply Impact Assessment (WSIA) was also conducted (see **Appendix 10**). Findings of WSIA concluded that there would be no adverse impact to the water supply due to the proposed development.

7 PLANNING MERITS

7.1 The Scheme will provide the following planning and environmental benefits:-

- Holistic re-planning and restructuring of land uses to enable non in-situ redevelopment of the existing G/IC facilities along Hau Wong Road and optimisation of land potential for maximum GIC provision of about 47,000sq.m. GFA (about 3 times of existing provision) to meet community needs;
- Re-planning of land uses to create over 10,450 sq.m. of at-grade landscaped diversified space (about 50% increase of the existing provision) in the form of gateway square, market square and landscaped pedestrian avenues for public enjoyment, bringing the greenery and diversified space into the community;
- Enhance the strategic “gateway” of Lung Tong area from KTDA by creating a gateway square to connect with adjoining POS and sunken plaza to formulate a scalable gateway between the Lung Tong area and KTDA;
- Restructuring and replanning of traffic and pedestrian network and building setbacks to create comfortable walkable environment to improve connectivity and walkability;
- Provide underground public vehicle park to alleviate district’s parking demand and create opportunity for pavement widening with removal of some on-street parking spaces;
- Enhance local historical characters by preserving urban grid street pattern and historic buildings to retain street ambience, with “small street small shop” design in new development to accentuate local cultural and dining characters;
- Redevelop existing dilapidated buildings within the Scheme into quality residential development with commercial/retail/GIC podia to meet modern standards and contribute to more housing supply in the urban area; and
- Enhancing the townscape, urban design and environment through sensible building layout and design.

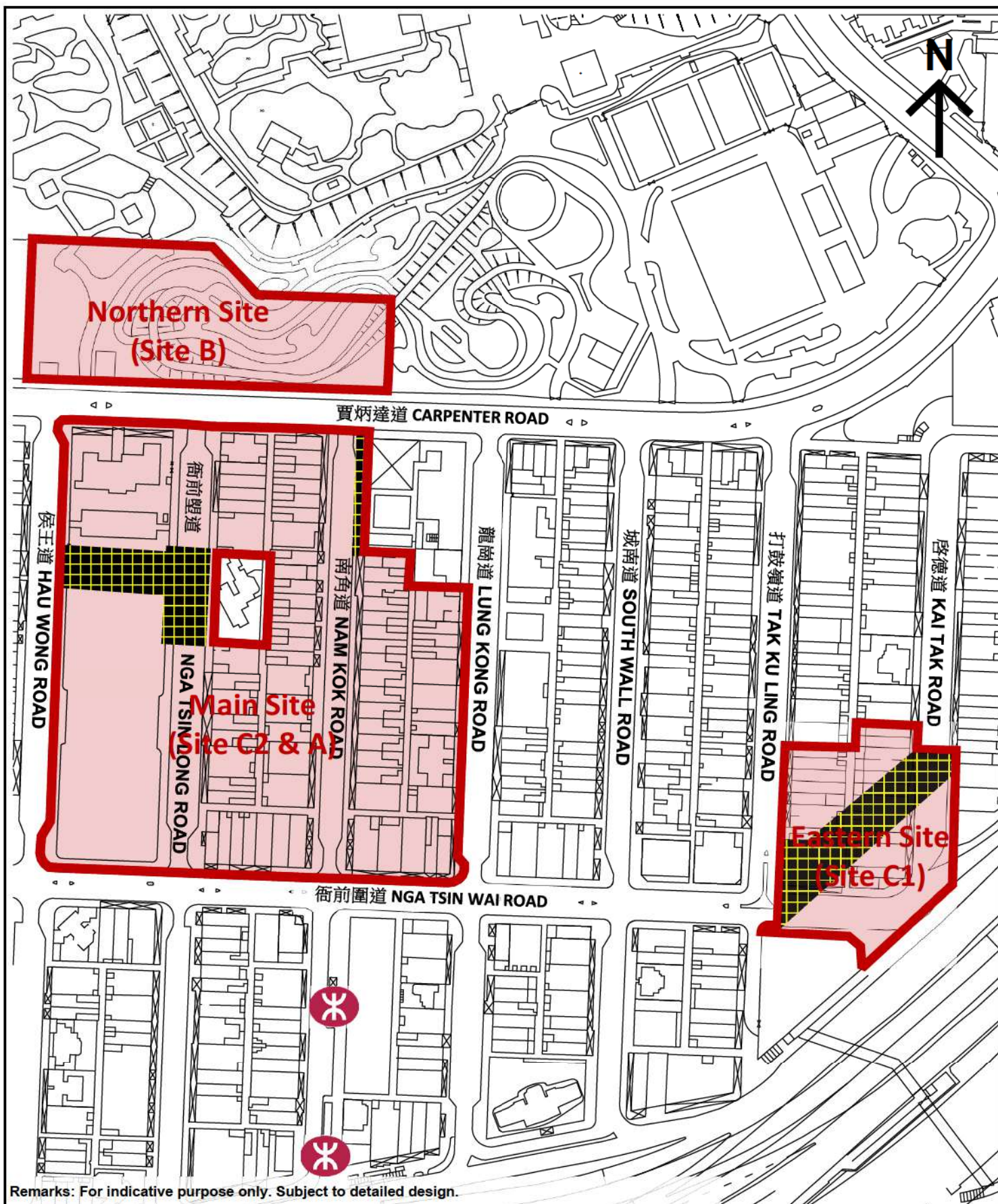
- 7.2 To integrate with separate rehabilitation (R2) and revitalization (R4) efforts in area adjoining the Scheme to create synergy and wider planning gains (do not form part of the DSP and subject to local views):
- Separate revitalization works for the remaining part of Carpenter Road Park (CRP) to develop a harmonious design and upgrading of facilities of the POS for the community; and to re-design the layout of the CRP to enhance accessibility and visibility of the Kowloon Walled City Park (KWCP) to reinforce its heritage significance.
 - Separate revitalization works for Tak Ku Ling Road Rest Garden and rehabilitation/revitalization of the adjoining built environment to improve overall streetscape and pedestrian environment in the URA Focus Area.

8 IMPLEMENTATION OF THE DEVELOPMENT SCHEME

- 8.1 The URA does not own or lease any land within the boundaries of the Scheme and will acquire all the private lots within the Development Scheme boundary. The URA intends to acquire the property within the Scheme boundary by purchase under the current acquisition policy. An owner of domestic and non-domestic property will receive the market value of his property (valued on vacant possession basis). As for the owner-occupier of domestic property, on top of the said market value, the URA will pay a Home Purchase Allowance, which is assessed based on a 7-year notional replacement unit of similar size within the same locality.
- 8.2 Supplementary documents detailing the implementation programme for the Scheme is attached in **Appendix 11**. The URA may implement the Scheme in association with one or more parties or implementing the Scheme by itself alone.
- 8.3 Supplementary documents detailing The URA's rehousing, compensation, acquisition and resumption principles, which is subject to prevailing policies at the time of issuing acquisition offers, are attached in **Appendices 12 and 13** respectively.
- 8.4 Any information contained in this document relating to compensation and re-housing arrangement are with reference to the URA's prevailing policy on compensation and re-housing arrangement ("Compensation Package") offered by the URA to owners/ tenants at the time of issuance of this document. The Compensation Package may be subject to change from time to time upon any review carried out by the URA. The Compensation Package to be offered by the URA to owners/ tenants affected by the URA's project shall be that Compensation Package prevailing at the time of offer. Nothing contained in this document shall constitute any representation or warranty on the part of the URA or give rise to any expectation that the Compensation Package contained in this document will not be changed at the time of implementation of the project.

URBAN RENEWAL AUTHORITY

May 2022



THE SCHEME



EXCLUDED FROM NET SITE
AREA CALCULATION IN R(A)
ZONE



SUNG WONG TOI STATION
EXITS

EXTRACT PLAN PREPARED ON 27.1.2022 BASED ON
SURVEY SHEET No. 11-NE-11A, 11-NE-11C, 11-NW-15B,
11-NW-15D

SCHEME AREA

DEVELOPMENT SCHEME
AT NGA TSIN WAI ROAD / CARPENTER ROAD

SCALE 1 : 2000

METRES 20 0 20 40 60 80 100 METRES

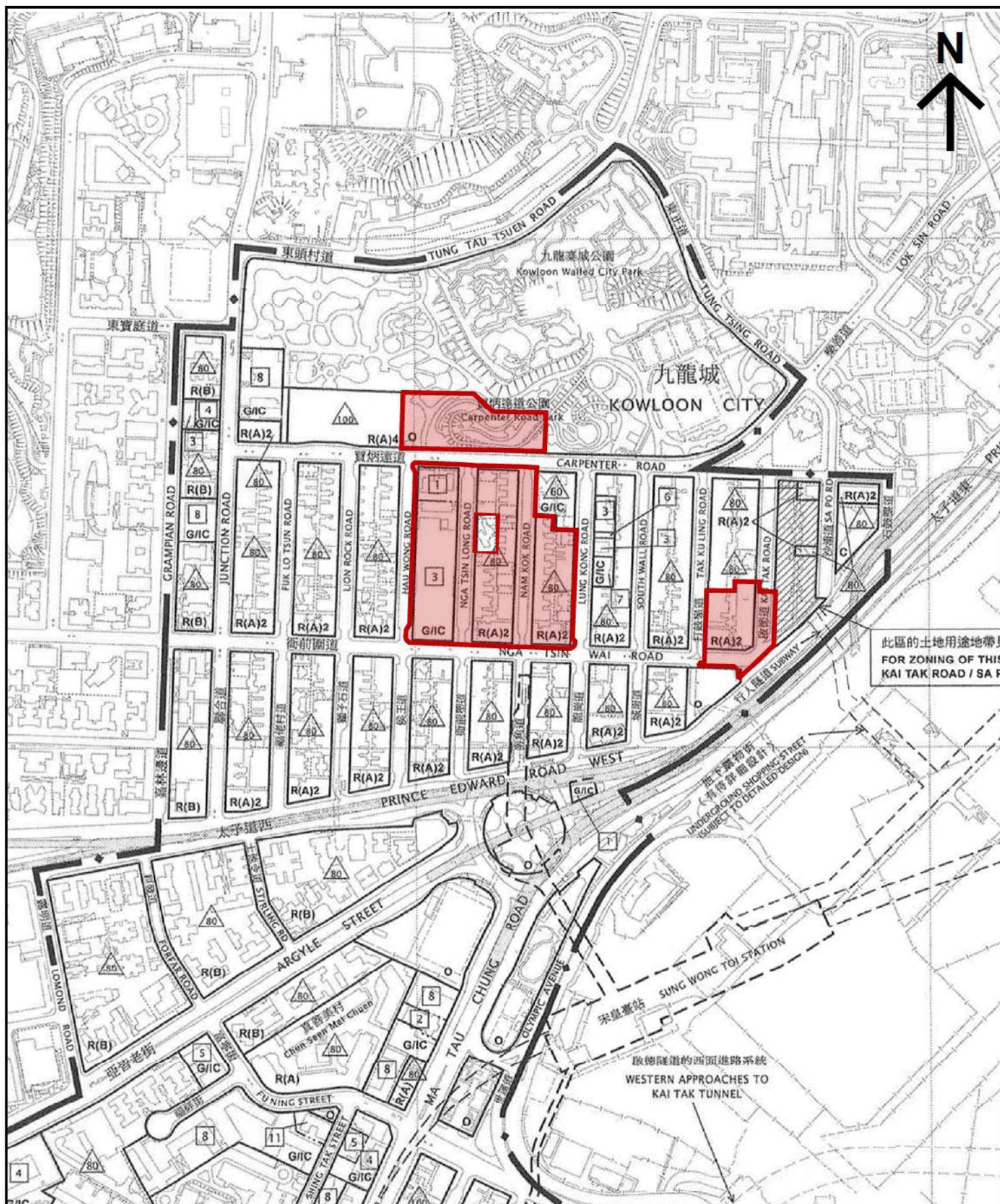


市區重建局
URBAN RENEWAL
AUTHORITY

KC-017

PLAN

2



此區的土地用途地帶
FOR ZONING OF THIS
KAI TAK ROAD / SA F



THE SCHEME

EXTRACT PLAN BASED ON
APPROVED MA TAU KOK OUTLINE
ZONING PLAN No.S/K10/28

EXISTING ZONING OF THE DEVELOPMENT SCHEME

DEVELOPMENT SCHEME
AT NGA TSIN WAI ROAD / CARPENTER ROAD
SCALE 1:5000

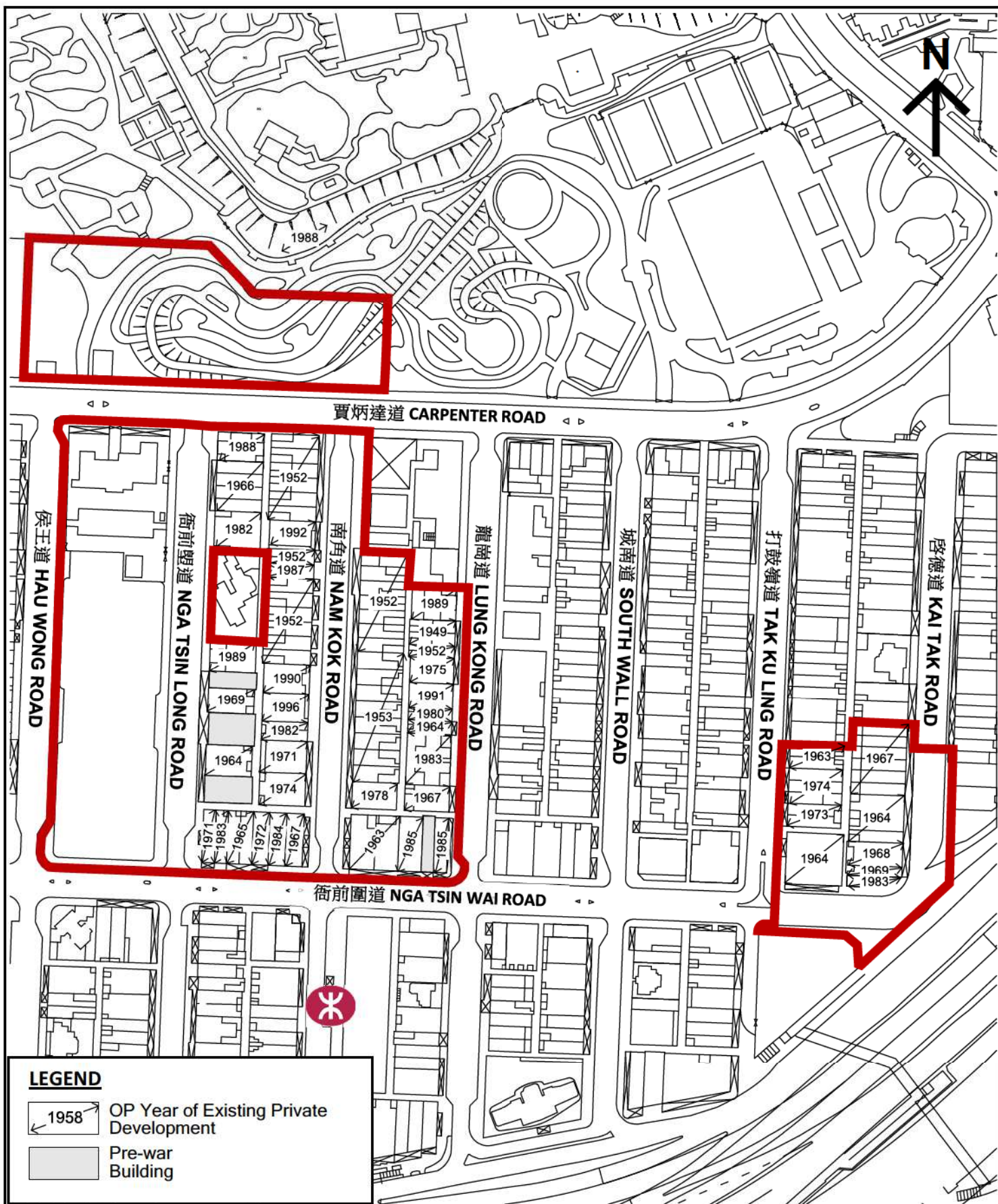
METRES 100 0 100 200 METRES



市區重建局
URBAN RENEWAL
AUTHORITY

KC-017

PLAN
3



EXTRACT PLAN PREPARED ON 27.1.2022
 BASED ON SURVEY SHEET No. 11-NE-11A,
 11-NE-11C, 11-NW-15B, 11-NW-15D

BUILDING AGE

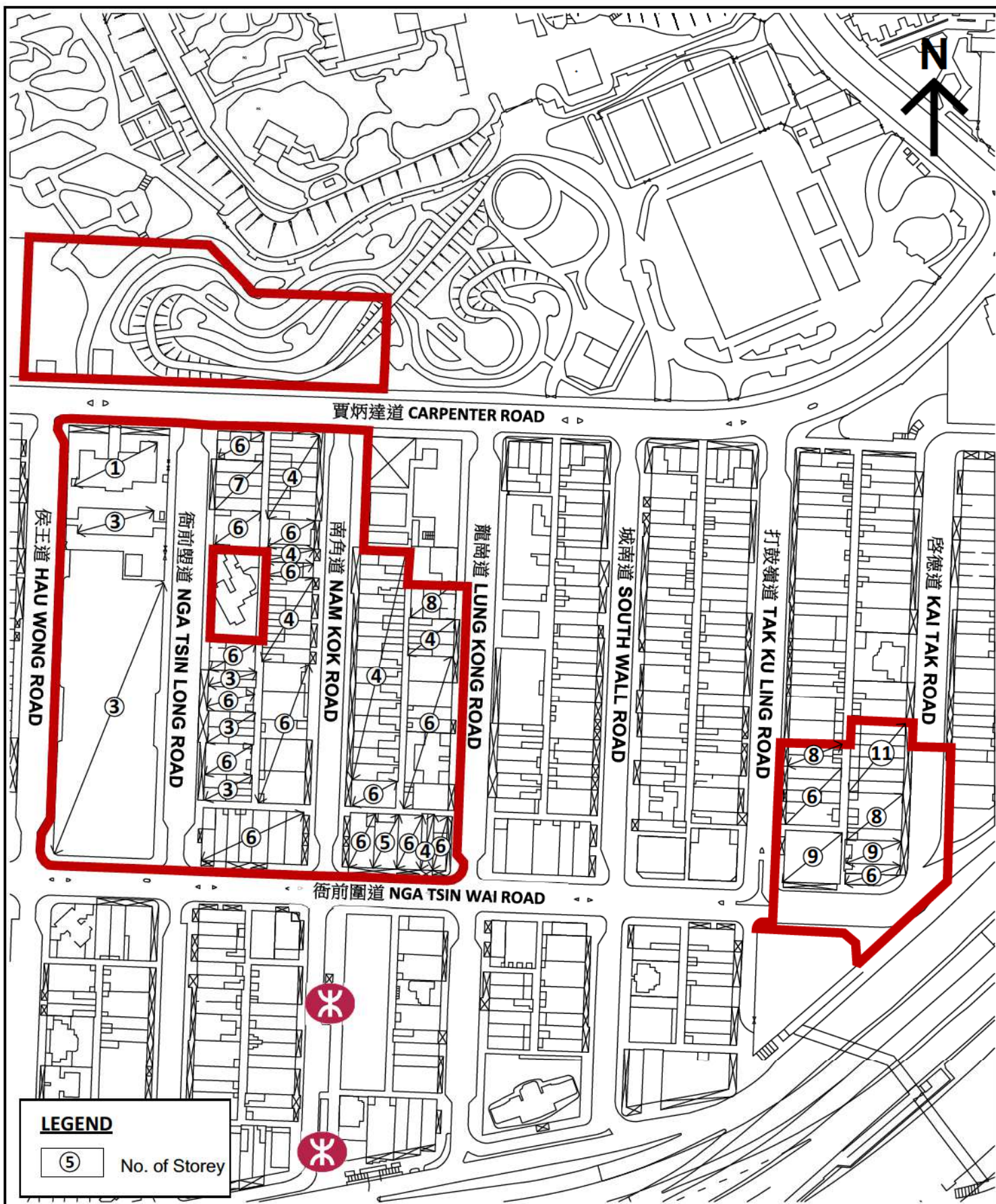
DEVELOPMENT SCHEME

AT NGA TSIN WAI ROAD / CARPENTER ROAD

URBAN RENEWAL AUTHORITY

KC-017


PLAN
4



LEGEND

⑤ No. of Storey

 THE SCHEME

 SUNG WONG TOI STATION EXITS

EXTRACT PLAN PREPARED ON 27.1.2022
BASED ON SURVEY SHEET No. 11-NE-11A,
11-NE-11C, 11-NW-15B, 11-NW-15D

BUILDING HEIGHT

DEVELOPMENT SCHEME

AT NGA TSIN WAI ROAD / CARPENTER ROAD

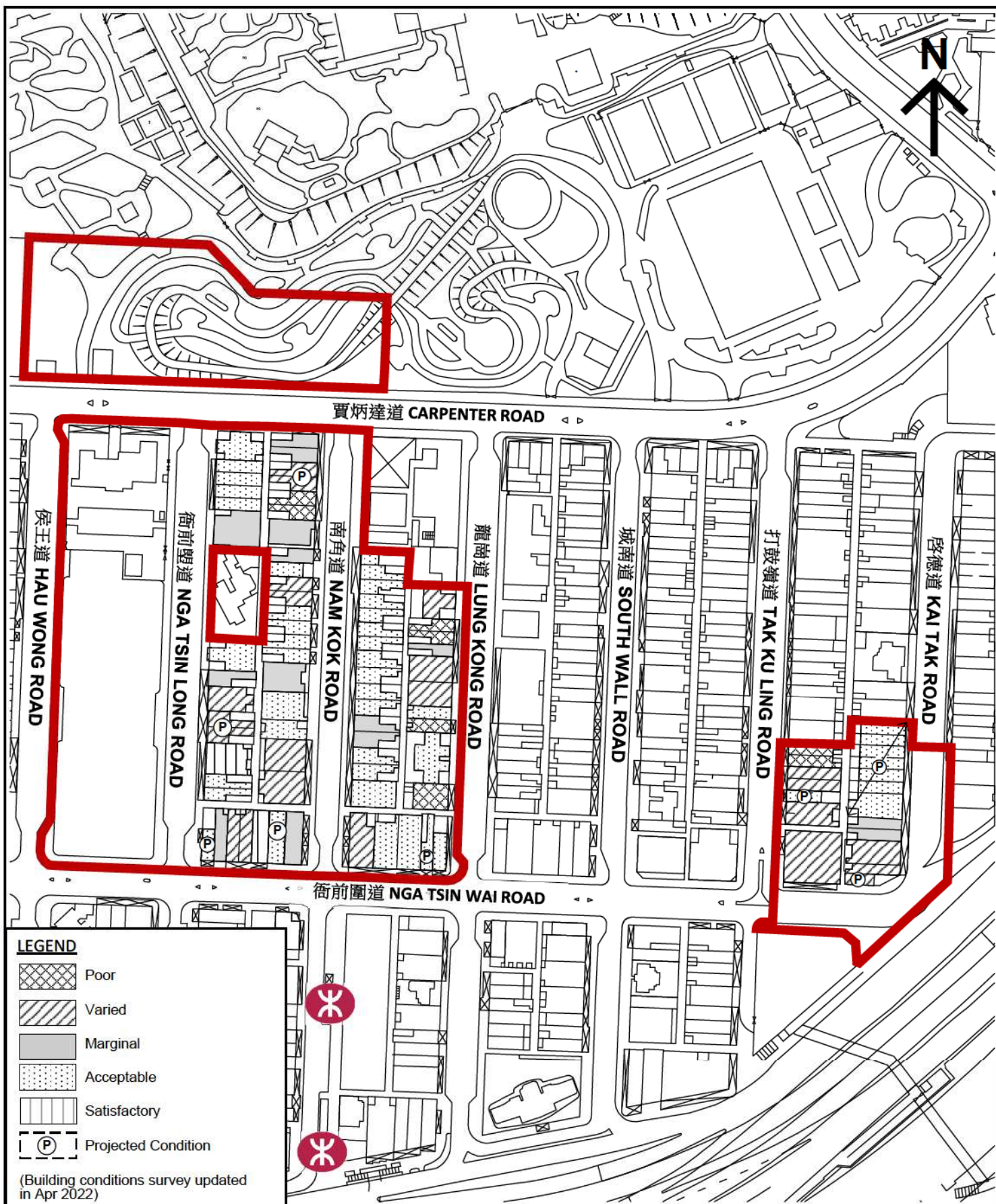
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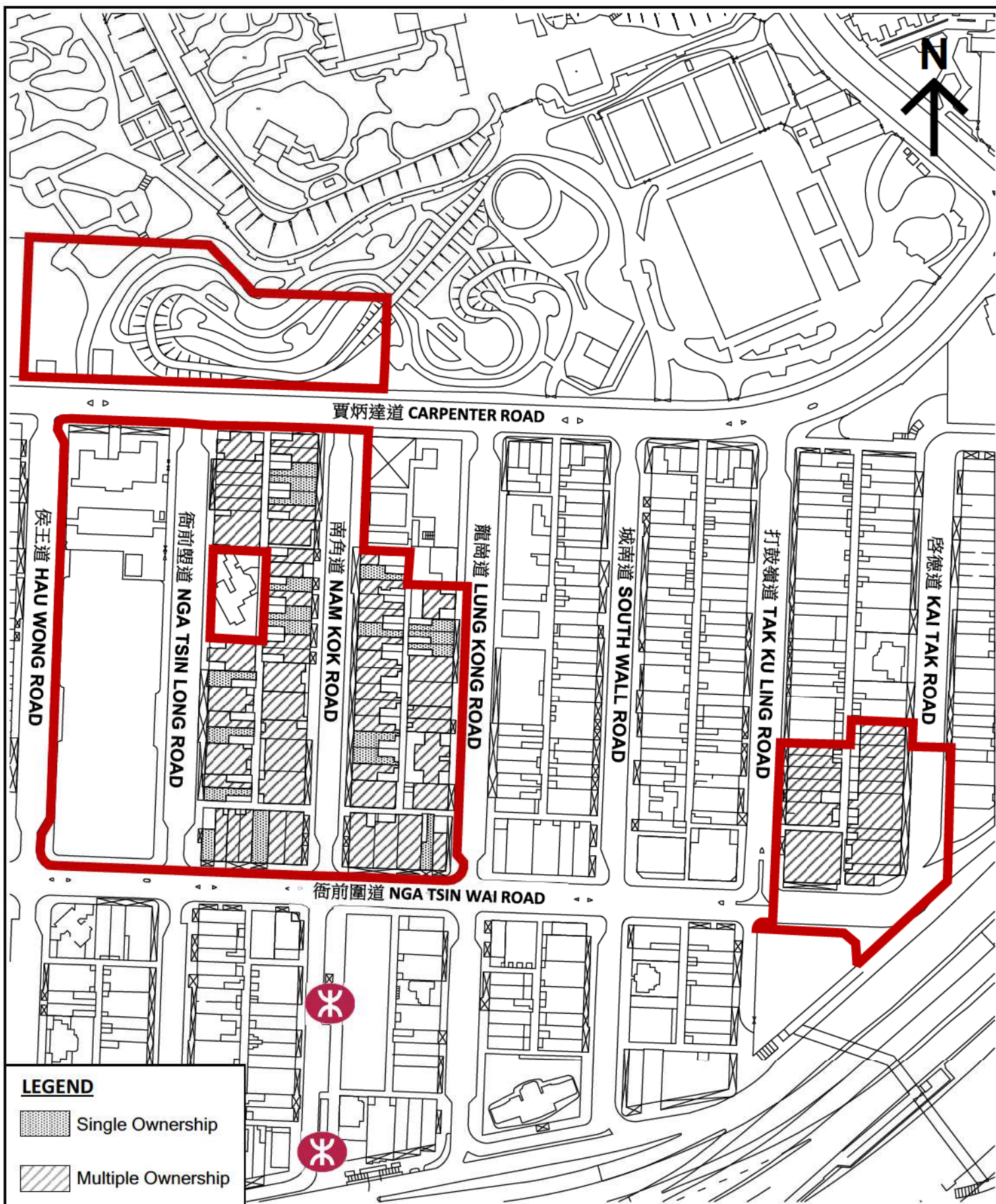
METRES 20 0 20 40 60 80 100 METRES

 市區重建局
URBAN RENEWAL
AUTHORITY



KC-017

PLAN
5





LEGEND

-  Single Ownership
-  Multiple Ownership



THE SCHEME



SUNG WONG TOI STATION
EXITS

EXTRACT PLAN PREPARED ON 27.1.2022
BASED ON SURVEY SHEET No. 11-NE-11A,
11-NE-11C, 11-NW-15B, 11-NW-15D

OWNERSHIP PATTERN

DEVELOPMENT SCHEME

AT NG A TSIN WAI ROAD / CARPENTER ROAD

SCALE 1 : 2000

METRES 20 0 20 40 60 80 100 METRES



KC-017

PLAN

7



VIEW 1: KOWLOON CITY MUNICIPAL SERVICES BUILDING



VIEW 3: BUILDINGS WITHIN SCHEME AREA
ALONG NGA TSING LONG ROAD



VIEW 2: LEE KEE MEMORIAL DISPENSARY



VIEW 4: BUILDINGS WITHIN SCHEME AREA ALONG
NAM KOK ROAD



VIEW 5: JUNCTION OF NGA TSING WAI ROAD AND
LUNG KONG ROAD



THE SCHEME

PHOTOS TAKEN IN
JANUARY 2022

SITE PHOTOS

DEVELOPMENT SCHEME
AT NGA TSING WAI ROAD / CARPENTER ROAD



KC-017

PLAN
8



VIEW 6: VIEW FROM CARPENTER ROAD



VIEW 7: CARPENTER ROAD PARK



VIEW 8: BUILDINGS WITHIN SCHEME AREA ALONG
NG A TSIN WAI ROAD / KAI TAK ROAD



THE SCHEME

PHOTOS TAKEN IN
JANUARY 2022

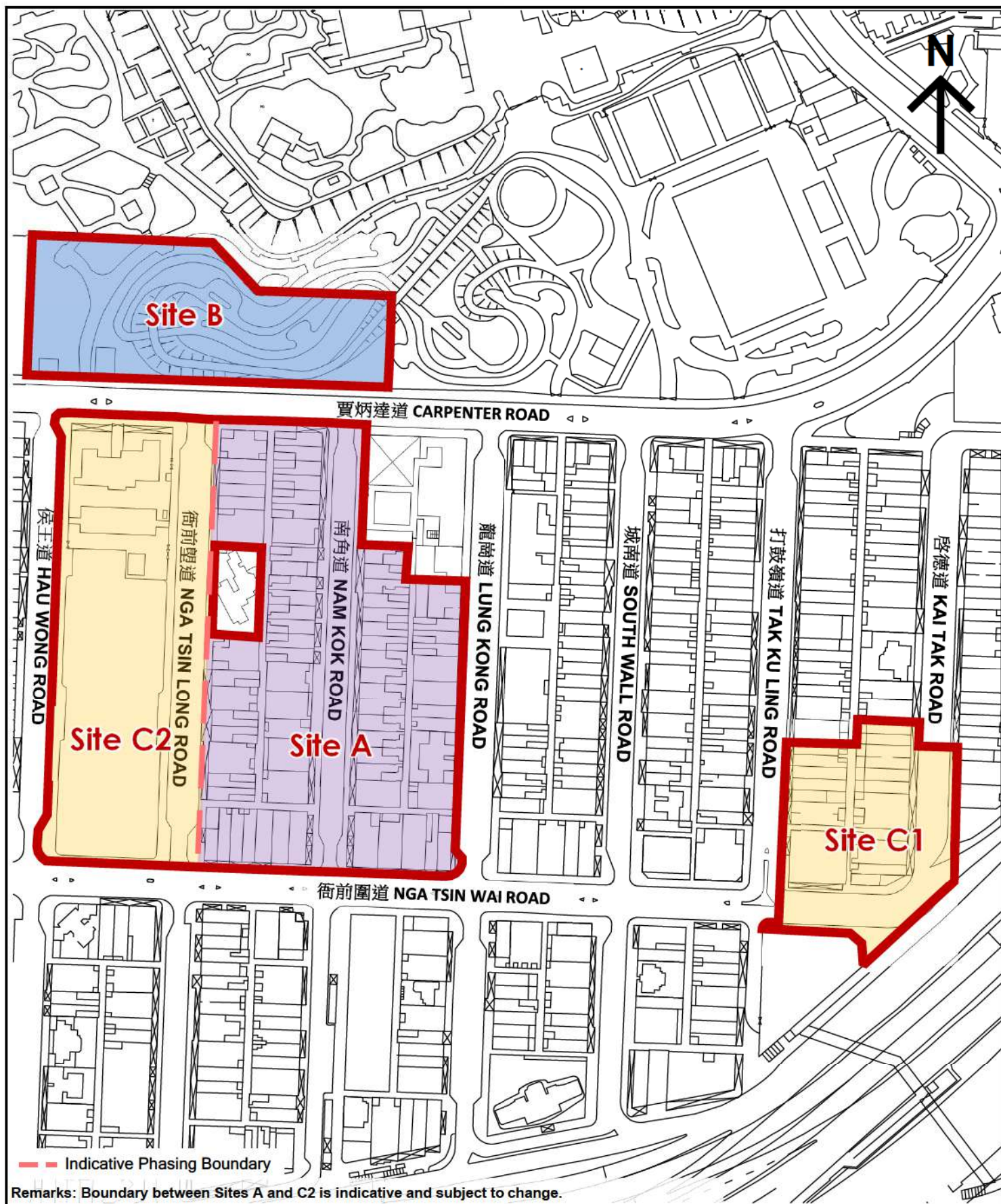
SITE PHOTOS

DEVELOPMENT SCHEME
AT NG A TSIN WAI ROAD / CARPENTER ROAD



KC-017

PLAN
9



- THE SCHEME
- PHASE A
- PHASE B
- PHASE C

EXTRACT PLAN PREPARED ON 27.1.2022
 BASED ON SURVEY SHEET No. 11-NE-11A,
 11-NE-11C, 11-NW-15B, 11-NW-15D

INDICATIVE PHASING PLAN

DEVELOPMENT SCHEME
 AT NGA TSIN WAI ROAD / CARPENTER ROAD

SCALE 1 : 2000
 METRES 20 0 20 40 60 80 100 METRES



KC-017

PLAN
 10

PART 2

THE DRAFT PLAN

市區重建局

衙前圍道／賈炳達道發展計劃草圖編號 S/K10/URA3/A

(這是為施行《城市規劃條例》的規定而由市區重建局
根據《市區重建局條例》第 25 條擬備的草圖)

註釋

(注意：這份《註釋》是圖則的一部分)

- (1) 這份《註釋》說明圖則涵蓋範圍內的土地上經常准許的用途或發展，以及須向城市規劃委員會申請許可的用途或發展。城市規劃委員會若批給許可，可能附加或不附加條件。須取得這種許可的人士，應以特定表格向城市規劃委員會提出申請。有關的特定表格可向城市規劃委員會秘書索取，填妥後送交城市規劃委員會秘書收。
- (2) 在進行這份《註釋》所載的用途或發展（包括經常准許及可獲批給許可的用途或發展）時，必須同時遵守一切其他有關的法例、政府土地契約條款的規定，以及任何其他適用的政府規定。
- (3)
 - (a) 任何土地或建築物的現有用途，即使不符合圖則的規定，也無須更正，直至用途有實質改變或建築物進行重建為止。
 - (b) 任何用途的實質改變，或任何其他發展（就現有用途而對有關土地或建築物的發展作出輕微改動及／或修改是經常准許的，不在此限）或重建，則必須是圖則所經常准許的；或是如果必須先取得城市規劃委員會的許可，則須符合城市規劃委員會所批給許可的內容。
 - (c) 就上文（a）分段而言，「任何土地或建築物的現有用途」指 –
 - (i) 首份涵蓋有關土地或建築物的法定圖則（下稱「首份圖則」）的公告在憲報刊登之前，
 - 已經存在的用途，而該項用途由展開以來一直持續進行；或
 - 與現有建築物有關並根據《建築物條例》獲得批准的用途或用途更改；以及
 - (ii) 在首份圖則公布之後，
 - 首份圖則或其後公布的任何一份圖則所准許的用途，而該項用途在有關圖則有效期內展開，而且自展開以來一直持續進行；或
 - 與現有建築物有關並根據《建築物條例》獲得批准的用途或

用途更改，而且在獲得批准之時，是當時有效的圖則所准許的。

- (4) 除城市規劃委員會另有訂明外，凡圖則經常准許或依據城市規劃委員會所批給許可而已經展開或實質改變用途，或已經進行發展或重建，則城市規劃委員會就該地點所批給的一切與用途或實質改變用途或發展或重建有關的許可，即告失效。
- (5) 進行詳細規劃時，路面闊度、路口和道路的路線可能需要略為調整。
- (6) 任何土地或建築物的臨時用途（預料為期不超過五年），只要符合一切其他有關的法例、政府土地契約條款的規定，以及任何其他政府規定，便屬經常准許的用途，無須符合有關地帶指定的用途或這份《註釋》的規定。預料為期超過五年的臨時用途，則必須符合有關地帶指定的用途或這份《註釋》的規定。
- (7) 以下是圖則涵蓋範圍內的土地上經常准許的用途或發展，但在「土地用途表」第二欄所載的用途或發展則除外：
 - (a) 植物苗圃、美化種植、休憩用地、避雨處、小食亭、道路、巴士／公共小型巴士車站或路旁停車處、單車徑、香港鐵路車站入口、香港鐵路地下結構、的士站、大溝渠、公用事業設施管道、電線杆、電燈柱、電話亭、電訊無線電發射站、自動櫃員機和神龕的提供、保養或修葺工程；以及
 - (b) 由政府統籌或落實的土力工程、地區公共工程、道路工程、排污工程、渠務工程、環境改善工程、與海事有關的設施、水務工程（配水庫工程除外）及其他公共工程。
- (8) 圖上顯示為「道路」的地方，除上文第（7）段所載的用途或發展及下列用途或發展外，所有其他用途或發展必須向城市規劃委員會申請許可：

繳費廣場、路旁車位和鐵路路軌。
- (9) 除非另有訂明，准許的用途和發展在同一地帶內的所有附帶建築、工程和其他作業，以及所有直接有關並附屬於准許用途和發展的用途，均是經常准許的，無須另行申請規劃許可。
- (10) 在這份《註釋》內，「現有建築物」指一間實際存在，並符合任何有關法例及有關政府土地契約條款的建築物（包括構築物）。
- (11) 根據《市區重建局條例》第 25（4）條的規定，任何與市區重建局為圖則所涵蓋的地區擬備的發展計劃不相容的發展，均禁止進行。

市區重建局

衙前圍道／賈炳達道發展計劃草圖編號 S/K10/URA3/A

土地用途表

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S/K10/URA3/A

住宅（甲類）

第一欄 經常准許的用途	第二欄 須先向城市規劃委員會申請， 可能在有附帶條件或無附帶條件下 獲准的用途
救護站 分層住宅 政府垃圾收集站 政府用途（未另有列明者） 屋宇 圖書館 街市 康體文娛場所 政府診所 公共車輛總站或車站（露天總站或 車站除外） 公眾停車場（貨櫃車除外） 住宿機構 學校（只限設於特別設計的獨立校舍） 社會福利設施 私人發展計劃的公用設施裝置	商營浴室／按摩院 食肆 教育機構 展覽或會議廳 醫院 酒店 機構用途（未另有列明者） 香港鐵路通風塔及／或高出路面的 其他構築物（入口除外） 辦公室 加油站 娛樂場所 私人會所 公廁設施 公共車輛總站或車站 （未另有列明者） 公用事業設施裝置 宗教機構 學校（未另有列明者） 商店及服務行業（未另有列明者） 訓練中心

（請看下頁）

住宅（甲類）（續）

除以上所列，在（a）建築物的最低三層，包括地庫但不包括全層或主要為停車位、上落客貨車位及／或機房的樓層；或（b）在支區（1）內建築物特別設計的非住宅部分，經常准許的用途亦包括：

食肆
教育機構
機構用途（未另有列明者）
場外投注站
辦公室
娛樂場所
私人會所
公廁設施
可循環再造物料回收中心
學校
商店及服務行業
訓練中心

規劃意向

此地帶的規劃意向，主要是作綜合高密度住宅發展，並提供地下公眾停車場、商業設施、政府、機構或社區設施及地面綠化多元空間。

在指定為支區（1）的土地範圍的規劃意向，是作低矮商業發展，提供零售設施予門戶廣場，成為對接通往啟德發展區的門戶。在指定為支區（2）的土地範圍的規劃意向，是作高密度住宅發展，並提供地下公眾停車場、商業設施、政府、機構或社區設施及地面綠化多元空間。

（請看下頁）

住宅（甲類）（續）

備註

- (1) 任何新發展，或任何現有建築物的加建、改動及／或修改，或現有建築物的重建，不得引致整個發展及／或重建計劃的最大總樓面面積超過下列限制：

<u>支區</u>	<u>最大住用 總樓面面積 (平方米)</u>	<u>最大非住用 總樓面面積 (平方米)</u>
支區（1）	--	2,000
支區（2）	202,416	23,302

- (2) 任何新發展，或任何現有建築物的加建、改動及／或修改，或現有建築物的重建，不得引致整個發展及／或重建計劃的最高建築物高度（以米為單位從主水平基準起計算）超過該圖所指定的限制，或超過現有建築物的高度，兩者中以數目較大者為準。
- (3) 在支區（1）及（2）內須分別提供不少於 2,100 平方米及 7,000 平方米的地面綠化多元空間。
- (4) 該範圍內須提供一個地下公眾停車場。任何如純粹建造或因應政府需要而純粹用於公眾停車場的樓面空間，可免計算在內。
- (5) 為施行上文第（1）段，任何現有建築物的加建、改動及／或修改，或現有建築物的重建，不得引致整個發展及／或重建計劃的最大住用及／或非住用總樓面面積，或現有建築物的住用及／或非住用總樓面面積，兩者中以數目較大者為準，並視乎以下情況而定：
- (i) 如任何現有建築物的加建、改動及／或修改或現有建築物的重建，是與現有建築物的類別（即住用、非住用或部分住用／部分非住用建築物）相同，須依照現有建築物的總樓面面積；或
 - (ii) 如任何現有建築物的加建、改動及／或修改，或現有建築物的重建，是與現有建築物的類別（即住用、非住用或部分住用／部分非住用建築物）不同，則以上文第（1）段所規定的最大住用及／或非住用總樓面面積為準。
- (6) 為施行上文第（1）段及（4）段而計算有關最大總樓面面積時，任何樓面空間如純粹建造為或擬用作停車位、上落客貨車位、機房和管理員辦事處，

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或管理員宿舍和康樂設施，而兩者都是供住用建築物或建築物住用部分的全部擁有人或佔用人使用及使其受益，只要這些用途和設施是附屬於發展或重建計劃及與其直接有關，則可免計算在內。任何樓面空間如純粹建造為或擬用作政府規定的政府、機構或社區設施，亦可免計算在內。

- (7) 遇有《建築物（規劃）規例》第 22（1）或（2）條所列的情況而獲准超逾該規例界定的准許地積比率時，在上文第（1）段適用的土地範圍內的建築物的總樓面面積可提高；提高的幅度為根據上述規例第 22（1）或（2）條獲准超逾准許地積比率的幅度，縱使提高後的總樓面面積因而超逾上文第（1）段所規定的有關最大總樓面面積亦可。
- (8) 城市規劃委員會如接獲根據《城市規劃條例》第 16 條提出的申請，可按個別發展或重建計劃的情況，考慮略為放寬上文第（1）及（2）段所述的總樓面面積及建築物高度限制。

政府、機構或社區

第一欄 經常准許的用途	第二欄 須先向城市規劃委員會申請， 可能在有附帶條件或無附帶條件下 獲准的用途
救護站 動物檢疫中心（只限設於政府建築物） 播音室、電視製作室及／或電影製作室 電纜車路線及終站大樓 食肆（只限食堂、熟食中心） 教育機構 展覽或會議廳 郊野學習／教育／遊客中心 政府垃圾收集站 政府用途（未另有列明者） 醫院 機構用途（未另有列明者） 圖書館 街市 康體文娛場所 政府診所 公廁設施 公共車輛總站或車站 公用事業設施裝置 公眾停車場（貨櫃車除外） 可循環再造物料回收中心 宗教機構 研究所、設計及發展中心 學校 配水庫 社會福利設施 訓練中心 批發行業	動物寄養所 動物檢疫中心（未另有列明者） 靈灰安置所 懲教機構 火葬場 駕駛學校 食肆（未另有列明者） 分層住宅 殯儀設施 直升機升降坪 直升機加油站 度假營 酒店 屋宇 香港鐵路通風塔及／或高出路面的 其他構築物（入口除外） 場外投注站 辦公室 加油站 娛樂場所 私人會所 雷達、電訊微波轉發站、電視及／或 廣播電台發射塔裝置 垃圾處理裝置（只限垃圾轉運站） 住宿機構 污水處理／隔篩廠 商店及服務行業（未另有列明者） 私人發展計劃的公用設施裝置 動物園

（請看下頁）

政府、機構或社區（續）

規劃意向

此地帶的規劃意向，主要是提供政府、機構或社區設施，以配合當地居民及／或該地區、區域，以至全港的需要；以及是供應土地予政府、提供社區所需社會服務的機構和其他機構，以供用於與其工作直接有關或互相配合的用途。

備註

- (1) 任何新發展，或任何現有建築物的加建、改動及／或修改，或現有建築物的重建，不得引致整個發展及／或重建計劃的最高建築物高度（以米為單位從主水平基準起計算）超過該圖所指定的限制，或超過現有建築物的高度，兩者中以數目較大者為準。
- (2) 此地帶內須提供不少於 1,300 平方米的地面綠化多元空間。
- (3) 城市規劃委員會如接獲根據《城市規劃條例》第 16 條提出的申請，可按個別發展或重建計劃的情況，考慮略為放寬上文第（1）段所述的建築物高度限制。

市區重建局

衙前圍道／賈炳達道發展計劃草圖編號 S/K10/URA3/A

說明書

市區重建局

衙前圍道／賈炳達道發展計劃草圖編號 S/K10/URA3/A

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市區重建局

衙前圍道／賈炳達道發展計劃草圖編號 S/K10/URA3/A

（這是為施行《城市規劃條例》的規定而由市區重建局
根據《市區重建局條例》第 25 條擬備的草圖）

說明書

注意：就《城市規劃條例》而言，
不應視本《說明書》為圖則的一部份。

1. 引言

本《說明書》旨在協助大眾了解《市區重建局（下稱「市建局」）衙前圍道／賈炳達道發展計劃草圖編號 S/K10/URA3/A》的內容，並闡述城市規劃委員會（下稱「城規會」）就該圖涵蓋範圍所訂定的規劃意向和目的。

2. 擬備該圖的權力依據及程序

- 2.1 在財政司司長核准市建局第二十一個業務計劃（二零二二／二三年度），建議根據《市區重建局條例》第 25 條，以發展計劃方式進行衙前圍道／賈炳達道發展計劃（KC-017）（下稱「發展計劃」）。
- 2.2 二零二二年五月二十七日，根據《市區重建局條例》第 23（1）條，市建局在政府憲報上公布發展計劃開始實施。
- 2.3 於發展計劃實施當日（即二零二二年五月二十七日），市建局根據《市區重建局條例》第 25（5）條，就發展計劃向城規會呈交發展計劃草圖。
- 2.4 xx 年 xx 月 xx 日，城規會根據《市區重建局條例》第 25（6）（a）條認為發展計劃草圖適宜公布。根據《市區重建局條例》第 25（7）條，城規會認為適宜公布的發展計劃草圖，須當作是由城規會為施行《城市規劃條例》而擬備的草圖。

- 2.5 xx 年 xx 月 xx 日，城規會根據《城市規劃條例》第 5 條，展示《市區重建局衙前圍道／賈炳達道發展計劃草圖編號 S/K10/URA3/1》（「該圖」）。憑藉《市區重建局條例》第 25（9）條，該圖由上述日期起即取代《馬頭角分區計劃大綱草圖編號 S/K10/29》中與該圖所劃定及描述的地區有關的部分。

3. 擬備該圖的目的

- 3.1 該圖旨在顯示發展計劃區（下稱「該區」）已指定為「住宅（甲類）」、「政府、機構或社區」及「道路」地帶。發展計劃旨在透過易地重置現有政府、機構或社區設施，連同毗連地塊作重新規劃及重整土地用途作綜合住宅發展，並透過「連接地盤」的規劃手法，為該區提供低密度商業發展及闢設一個門戶廣場。此外，該區亦將額外提供社區設施及地面綠化多元空間，以滿足社區需要。該區將根據《市區重建局條例》第 25 條，以發展計劃的方式進行發展。

4. 該圖的《註釋》

- 4.1 該圖附有一份《註釋》，分別說明該區個別地帶內經常准許的各類用途或發展，以及須向城規會申請許可的各類用途或發展。城規會若批給許可，可能附加或不附加條件。《城市規劃條例》第 16 條有關申請規劃許可的規定，使當局可較靈活地規劃土地用途及管制發展，以配合不斷轉變的社會需要。
- 4.2 為使公眾易於明白起見，規劃署專業事務部備有一份《釋義》，把《註釋》內部分詞彙的定義列出，以供公眾索閱。這份《釋義》亦可從城規會的網頁下載（網址 <http://www.info.gov.hk/tpb>）。

5. 該圖涵蓋的地區

- 5.1 該發展計劃範圍的界線在該圖上以粗虛線顯示。「住宅（甲類）」支區（1）的地盤界線大概東面及北面毗連現有樓宇，南面毗連太子道東及打鼓嶺道休憩花園，及西面毗連打鼓嶺道。「住宅（甲類）」支區（2）的地盤界線北面毗連賈炳達道，東面毗連龍崗道，南面毗連衙前圍道，及西面毗連侯王道。位於衙前塋道 56-66 號的住宅樓宇並不包括在該發展計劃範圍內。「政府、機構或社區」地帶地盤則位於賈炳達道以北。發展計劃的總地盤面積約為 37,061 平方米（須視乎地盤測量而定），包括私家地段內的建築

物、政府、機構或社區設施、政府巷道、休憩用地及周邊的行人道。

- 5.2 在該圖展示之前，「住宅（甲類）」支區（1）地盤劃為「住宅（甲類）2」、「休憩用地」地帶及顯示為「道路」；「住宅（甲類）」支區（2）劃為「住宅（甲類）2」、「政府、機構或社區」地帶及顯示為「道路」；「政府、機構或社區」地盤則劃為「休憩用地」地帶。

6. 現時狀況

- 6.1 「住宅（甲類）」支區（1）地盤內的住宅樓宇樓高 6 至 11 層，地面作非住宅用途。地盤範圍亦包括部份啟德道及衙前圍道。
- 6.2 根據紀錄，「住宅（甲類）」支區（2）地盤內，除了數棟沒有建築圖則的戰前樓宇外，建築物主要為建於 1949 至 1996 年及樓高 3 至 8 層的住宅樓宇，地面則作非住宅用途。地盤內亦有兩棟建於 1984 及 1985 年的商業樓宇，主要作辦公室用途。地盤內的大部份建築物均沒有設置升降機，樓宇可用性亦不理想。地盤內沿侯王道一帶為一群建於 1952 年至 1988 年及樓高 1 至 3 層的政府、機構或社區設施，當中包括九龍城市政大廈、九龍城獅子會健康院及李基紀念醫局，惟其設計及設施均低於現今標準。「住宅（甲類）」支區（2）亦包括部份南角道及衙前墾道。兩段道路皆屬於單程區內道路，連接北面的賈炳達道及南面的衙前圍道，行人亦能沿此來往港鐵宋皇臺站，惟路旁經常可見擺放雜物及上落貨活動。
- 6.3 「政府、機構或社區」地帶地盤現時屬於賈炳達道公園的一部份，當中包括公園內的單車徑、緩跑徑、健身站、涼亭和休憩空間，以及一個電力支站。

7. 規劃及土地用途建議

- 7.1 在該圖上，該區劃為「住宅（甲類）」地帶、「政府、機構或社區」地帶及顯示為「道路」。該圖的《註釋》顯示了該區內概括的預定土地用途。「住宅（甲類）」及「政府、機構或社區」地帶的面積分別約為 28,300 平方米及 6,600 平方米（須視乎地盤測量而定）。

用途

住宅（甲類）

- 7.2 此地帶的規劃意向，主要是作綜合高密度住宅發展，並提供地下公眾停車場、商業設施、政府、機構或社區設施及地面綠化多元空間。
- 7.3 指定為支區（1）的土地範圍的規劃意向，是作低矮商業發展，提供零售設施予門戶廣場，成為對接通往啟德發展區的門戶，而指定為支區（2）的土地範圍的規劃意向，則是作高密度住宅發展，並提供地下公眾停車場、商業設施、政府、機構或社區設施及地面綠化多元空間。
- 7.4 支區（1）的最大非住用總樓面面積為 2,000 平方米，或現有建築物的總樓面面積，兩者中以數目較大者為準。支區（2）的最大住用及非住用總樓面面積分別為 202,416 平方米及 23,302 平方米，或現有建築物的總樓面面積，兩者中以數目較大者為準。除非根據該圖的《註釋》或根據《建築物（規劃）條例》第 22（1）或（2）條所列的情況而獲准超逾該總樓面面積，否則任何發展不得超過支區（1）及（2）所訂明的最大住用及非住用面積。
- 7.5 「住宅（甲類）」支區（1）及（2）的最高建築物高度分別為主水平基準上 40 米及 160 米。
- 7.6 根據聯合作業備考第四號《發展管制參數 地積比率／總樓面面積》，「住宅（甲類）」地帶的總樓面面積管制會視作「新或經修訂法定圖則」的管制，而該份聯合作業備考所述的精簡審批安排亦適用。
- 7.7 為提高設計上的彈性，城規會如接獲根據《城市規劃條例》第 16 條提出的申請，可按個別規劃及設計的情況，考慮略為放寬最大總樓面面積及建築物高度限制。

政府、機構或社區

- 7.8 「政府、機構或社區」地帶的規劃意向，主要是提供政府、機構或社區設施，以配合當地居民及／或該地區、區域，以至全港的需要；以及是供應土地予政府、提供社區所需社會服務的機構和其他機構，以供用於與其工作直接有關或互相配合的用途。此地帶主要作重置沿侯王道一帶的政府、機構或社區設施。
- 7.9 「政府、機構或社區」地帶的最高建築物高度為主水平基準上 100 米。

- 7.10 為提高設計上的彈性，城規會如接獲根據《城市規劃條例》第 16 條提出的申請，可按個別規劃及設計的情況，考慮略為放寬最大總樓面面積及建築物高度限制。

地面綠化多元空間及園景美化

- 7.11 視乎詳細設計，該區擬議提供約 10,450 平方米的地面綠化多元空間，當中包括綠化行人步道、市集廣場、門戶廣場、園景及美化市容空間，形成一個綠化網絡。
- 7.12 「住宅（甲類）」支區（2）將提供不少於 7,000 平方米的地面綠化多元空間。位於支區（2）內的南角道及衙前壟道的部分將會改為綠化行人步道／市集廣場，提供活動場地及推動地方營造。綠化行人步道／市集廣場屬擬議發展的一部分，並將由市建局或其代理或其合作發展夥伴負責保養及管理，於適當的時段開放予公眾使用，惠及社區。
- 7.13 「住宅（甲類）」支區（1）內的部分啟德道／衙前圍道建議改道，以於地面闢設一個面積約為 2,100 平方米的門戶廣場。該門戶廣場將連接位於支區（1）東面毗連的市建局啟德道／沙浦道發展計劃（KC-015）內的地下廣場及西南面毗連的打鼓嶺道休憩花園，結合成一個更大的門戶廣場，於九龍城構建一個連貫而共融並對接啟德發展區的門戶。門戶廣場的發展期望可及早落實，以提供一個大型休憩空間予公眾享用。門戶廣場的業權、管理及保養事宜，將於詳細設計／批地階段作出安排。
- 7.14 「政府、機構或社區」地帶地盤將提供不少於 1,300 平方米的地面綠化多元空間，以融入於毗連的賈炳達道公園。此外，新政府綜合大樓亦會於不同樓層適當地提供綠化空間，包括公共空中花園、園景平台、觀景台、綠化天台等，與毗連的賈炳達道公園呼應，成為一體化的綠化環境。「政府、機構或社區」地帶的綠化空間的細部設計須視乎詳細設計階段與相關政府部門商討營運需要而定，並須得到相關政府部門同意。
- 7.15 擬議發展將適切地提供的園景美化、植樹和綠化，亦會提供多層綠化，以符合《可持續建築設計指引》並提升該區的街景及行人環境。

建築物後移

- 7.16 於「住宅（甲類）」支區（1）內，建議發展的建築物將從發展計劃在太子道東的界線後移約 40 米，以闢設門戶廣場。

- 7.17 於「住宅（甲類）」支區（2）內，建議發展的建築物將從發展計劃在賈炳達道的界線後移約 20 米，以闢設市集廣場，亦將從衙前圍道提供約 10 米闊的建築物後移，以擴闊兩條主要行人通道。在南角道及部分衙前塱道提供兩條各約 18 米闊的綠化行人步道以保存當區獨有的街道肌理。擬議發展的建築物會與毗連的現有建築物保持適切的樓宇間距，以助提升街段內的視覺通透性及增加空氣流通。
- 7.18 於「政府、機構或社區」地帶地盤內，建議發展的建築物將從發展計劃的西面界線提供約 15 米(高)及 15 米(闊)的建築物後移，以提升地面空間的通透性及提供連接至賈炳達道的行人通道。
- 7.19 在實施上述擬議建築物後移時，須視乎其可行性並與相關政府部門進一步商討。

政府、機構或社區設施

- 7.20 該區將提供合共約 47,000 平方米非住用總樓面面積作政府、機構或社區設施，當中包括「政府、機構或社區」地帶地盤內約 44,000 平方米非住用總樓面面積及位於「住宅（甲類）」支區（2）非住用部分內約 3,000 平方米非住用總樓面面積。
- 7.21 「政府、機構或社區」地帶地盤的意向，是興建一座新政府綜合大樓以易地重置九龍城市政大廈、九龍城獅子會健康院及李基紀念醫局，並將其提升至符合現代標準及需要，同時提供更多非住宅總樓面面積作政府、機構或社區設施用途，以滿足社區需要。此外，「住宅（甲類）」支區（2）亦擬議提供約 3,000 平方米的非住用總樓面面積作新的政府、機構或社區設施。所有政府、機構或社區設施的業權、管理及保養事宜，包括位處「住宅（甲類）」支區（2）者，皆會在落成時移交政府部門。該區所提供的政府、機構或社區設施用途有待相關政府部門落實。
- 7.22 在計算發展及／或重建計劃的有關最大總樓面面積時，任何樓面空間如純粹建造為或擬用作政府規定的政府、機構或社區設施，則可免計算在內。

交錯高度設計

- 7.23 為切合九龍城區內獨有的建築環境及街道肌理，擬議發展將利用直線方向的樓宇布局及平台設計，並採納交錯建築物高度設計，當中「住宅（甲類）」支區（2）的建築物高度不超過主水平基準上 160 米，並由南向北拾級而上。為加強對接啟德發展區的門戶，「住宅（甲類）」支區（1）的最高建築物高度則為主水平基準上

40 米，以保持作低矮商業發展並連接門戶廣場。至於位處「政府、機構或社區」地帶地盤的新政府綜合大樓，其高度不超過主水平基準上 100 米，並將由東向西拾級而上，而距離地盤東面界線不少於 40 米內將不會有建築結構超出 60 米主水平基準以上。

地下公眾停車場

- 7.24 「住宅（甲類）」支區（2）內將闢設一個地下公眾停車場，以善用地下空間回應區內泊車需求，並為重置部分路邊泊位及擴闊行人路帶來機遇。地下公眾停車場的業權、管理及保養事宜，將於項目發展階段時作出安排。

內部運輸設施

- 7.25 各地盤皆會各自闢設地下停車場以提供擬議發展的附屬泊車位及上落客貨車位，惟「住宅（甲類）」支區（1）將為低矮商業發展提供地面上落客貨車位。泊車位及上落客貨車位的位置及數量，將根據《香港規劃標準與準則》的規定及運輸署的要求提供。

行人及車輛流通

- 7.26 為締造一個易行社區，位於「住宅（甲類）」支區（2）內的南角道及部分衙前塱道的將會改為綠化行人步道，而原有車流亦會透過改道以建立一個更具效益的交通網絡。
- 7.27 擬議發展會於發展計劃範圍內闢設私家通道予毗連的現有建築物（即御門·前」及「樂善堂」）。擬議的交通及行人網絡將不會影響毗連的現有建築物的通達性。沿綠化行人步道上的私家通道將設有適當的道路標示，以提供一個安全的行人步行環境。私家通道會遵從《建築物條例》及相關規定。
- 7.28 此外，擬議發展亦建議在發展計劃範圍外，以獨立活化計劃方式，興建一道橫跨賈炳達道的行人天橋，連接位處「政府、機構或社區」地帶地盤的新政府綜合大樓以及位處「住宅（甲類）」支區（2）的擬議發展平台位置，為社區設施使用者及公眾提供無障礙且直接的通道，其設計及接合位置則須與相關政府部門商討及協定。
- 7.29 於「住宅（甲類）」支區（1）內的部分啟德道／衙前圍道將建議改道以闢設門戶廣場。改道後的行車道將會連接其東面位於 KC-015 內的新行車道及其西面的衙前圍道，並設有行人路予公眾使用。

保存地區特色及街道活力

- 7.30 該區所位處的九龍城在街道肌理及社會文化方面皆有濃厚且獨有的地區特色。九龍城是著名的小街飲食文化區，亦有與潮州人／泰國人社區，與相關零售及飲食業。
- 7.31 為保存上述獨有地區特色，擬議發展將保留街道肌理，並透過將部分南角道及衙前圍道改為行人專用街道，提升該區的易行度。位處「住宅（甲類）」支區（2）建築物的零售部分建議保持 2 至 3 層高，並於地面提供建築物後移，以改善行人環境。
- 7.32 為保留及提升街道活力並突顯當區的小街飲食文化區特色，該區的擬議發展的平台部分將營造小街小舖佈局，以加強地面臨街商舖與綠化行人步道及市集廣場的連接。該綠化行人步道及市集廣場亦為區內及潮州人／泰國人社區提供露天空間作節日活動及推動地方營造。
- 7.33 為保存當區的歷史氛圍／歷史特色，該區內有三幢戰前樓宇，分別位於衙前塱道 36-38 號、衙前塱道 44-46 號及衙前圍道 68 號，將建議作適當保育。有關保育細節，包括保育全幢或部分或只保育其特徵定義元素，須視乎就這些樓宇的進一步研究及保育評核而定。

分期發展

- 7.34 擬議發展將採取分階段發展，圖 1 亦展示了分期發展計劃示意圖。表 1 則羅列了發展計劃內各地盤的總樓面面積分布作為參考，以便處理日後於發展計劃內各地盤的地契及建築圖則等審批事宜。總樓面面積分布只屬指示性質，在詳細設計階段中亦可能有所更動。詳細規劃時間表及分期發展安排亦須視乎收購進度、重置政府、機構或社區設施時間表及其他相關因素而訂定。
- 7.35 為盡量減低對公共服務的影響並確保能順利重置社區設施，於「政府、機構或社區」地帶地盤（即圖 1 的「地盤 B」）將於首階段進行重建。部分位於「住宅（甲類）」支區（2）（即圖 1 的「地盤 C2」）將於社區設施重置於地盤 B 完成及取得相關地契條款批准後再進行重建。至於位於「住宅（甲類）」支區（2）的餘下部份（即圖 1 的「地盤 A」），則將於收購完成及取得相關地契條款獲准後進行重建。為儘早實現發展計劃的規劃裨益並惠及市民，重建後的地盤 A 的發展參數可獨立符合《建築物（規劃）規例》，其地積比率不會涉及從「住宅（甲類）」支區（1）（即圖 1 的「地盤 C1」）中所轉移的樓面面積而導致增加。

8. 計劃的實施

- 8.1 該圖所載的建議是該區發展計劃的必需部分。
- 8.2 市建局並不擁有或沒有租用發展計劃範圍內的任何土地及擬以收購方式取得該區發展計劃內的物業。在有需要的情況下，如果有關物業不能透過收購方式取得，發展局局長會在市建局提出申請後，考慮建議行政長官會同行政會議建議根據《收回土地條例》收回物業。
- 8.3 市建局會按照既定的政策，向所有合資格的租客提出特惠津貼補償方案。市建局與香港房屋協會（下稱「房協」）及香港房屋委員會（下稱「房委會」）已訂立協議，由房協或房委會提供單位，安置合資格入住房協或房委會單位的受影響租客。
- 8.4 市建局所收購的物業的非住宅租戶，如因發展計劃的實施而被市建局終止租約，有關租戶可獲提供特惠津貼，以協助租戶遷移業務。
- 8.5 市建局的收購、補償及安置政策會按照發展計劃提出收購建議時的既定政策進行。市建局可單獨實施發展計劃，亦可與一個或多於一個夥伴合作實施發展計劃。

城市規劃委員會
二零二二年五月

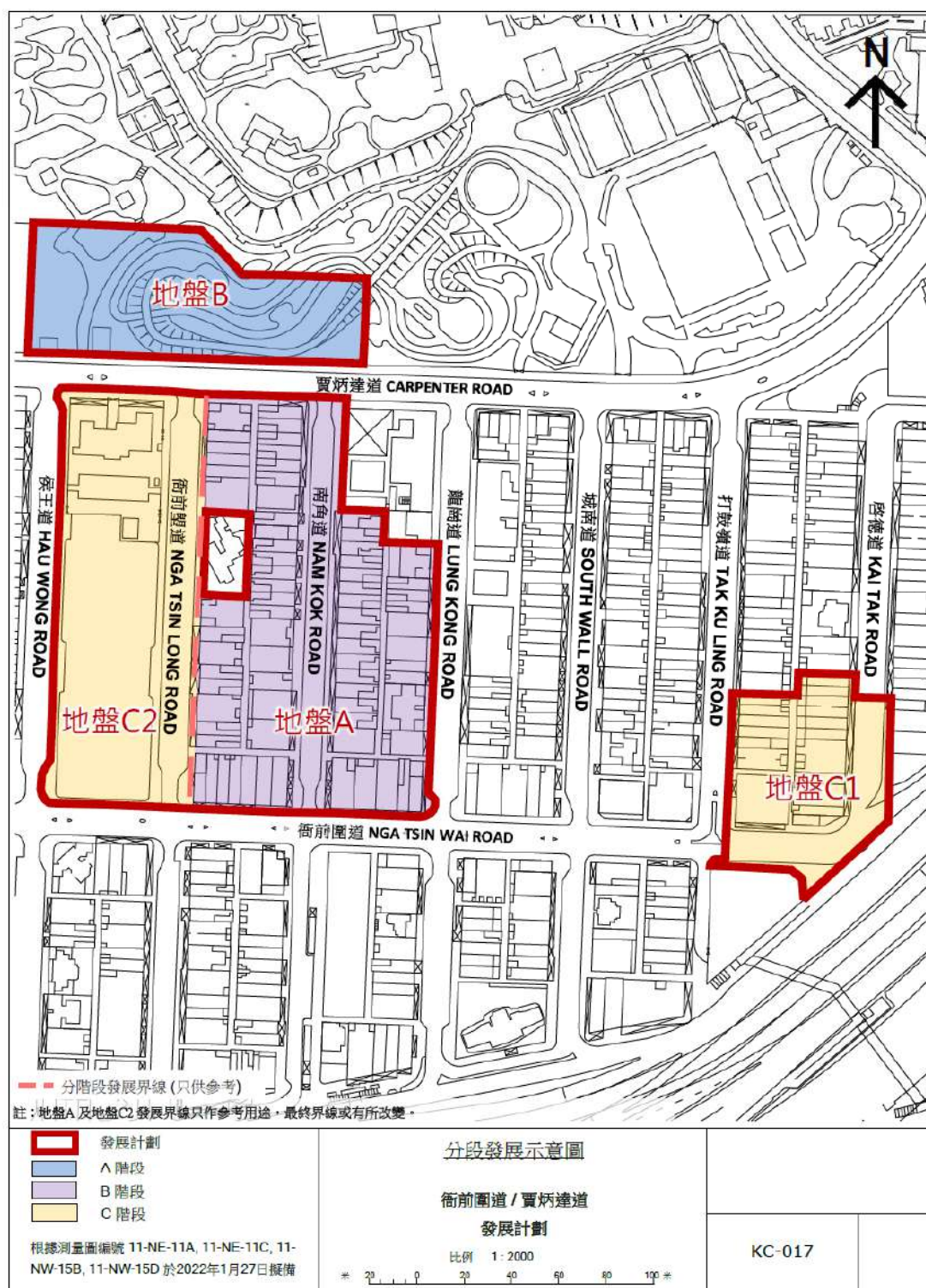
表一：發展計劃內各地盤的指示性總樓面面積分布（僅供參考）

擬議參數	整個發展計劃	地盤 B 註 1	地盤 C			地盤 A 註 3
			地盤 C 合計	地盤 C1 註 2	地盤 C2 註 3	
發展計劃圖則面積	約 37,061 平方米	6,600 平方米	15,967 平方米	5,118 平方米	10,849 平方米	14,494 平方米
擬議用途	住宅 (甲類) 及 政府、機 構或社區	政府、機 構或社區	住宅 (甲類)	住宅 (甲類)	住宅 (甲類)	住宅 (甲類)
最高建築物高度	不適用	主水平基 準以上 100 米	不適用	主水平基 準以上 40 米	主水平基 準以上 160 米	主水平基 準以上 160 米
最大住用總樓面面積 註 5 (地積比率) 註 6	202,416 平方米 (8)	不適用	95,592 平方米 (8)	0	95,592 平方米 註 4	106,824 平方米 註 4 (8) 註 7
不計算政府、機構或 社區設施在內的 最大非住用總樓面面 積 註 5 (地積比率) 註 6	25,302 平方米 (1)	不適用	11,949 平方米 (1)	2,000 平方米	9,949 平方米	13,353 平方米 註 4 (1) 註 7

備註：

1. 地盤 B 為發展計劃圖則內劃為「政府、機構或社區」地帶。
2. 地盤 C1 為發展計劃圖則內劃為「住宅（甲類）」支區（1）地帶。
3. 地盤 A 及 C2 為發展計劃圖則內劃為「住宅（甲類）」支區（2）地帶。
4. 地盤 A 及 C2 的樓面面積的分布可有輕微變化，但以發展計劃圖則註釋中的最高總樓面面積為準。
5. 在各地盤所擬備的最高總樓面面積不會受將來各地契中採用的地盤淨面積影響。
6. 各地盤提供的地積比率是基於以下的淨地盤面積而計算：3,367 平方米（地盤 C1），8,582 平方米（地盤 C2）及 13,353 平方米（地盤 A）。實際淨地盤面積須視乎將來的地盤測量而定。
7. 地盤 A 的住用地積比率(8.0)及非住用地積比率(1.0)可獨立符合《建築物(規劃)規例》，其地積比率不會涉及從地盤 C1 中所轉移的樓面面積而增加。

圖一：分段發展示意圖





圖例
NOTATION

- BOUNDARY OF DEVELOPMENT SCHEME
- RESIDENTIAL (GROUP A)
- GOVERNMENT, INSTITUTION OR COMMUNITY
- MAJOR ROAD AND JUNCTION
- MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
- 160 (住宅甲類)
- 政府、機構或社區
- 主要道路及路口
- 最高建築物高度 (在主水平基準上若干米)

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

香港城市規劃委員會依據城市規劃條例擬備的市區重建局衙前圍道/賈炳達道發展計劃圖則
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
URBAN RENEWAL AUTHORITY NGA TSIN WAI ROAD / CARPENTER ROAD
DEVELOPMENT SCHEME PLAN

2022年 月 日城市規劃委員會根據市區重建局條例第25(3)(a)條認為圖則
擬定公布，並於2022年 月 日按照城市規劃條例第25(3)(a)條
PLAN DEEMED SUBSTANTIAL BY THE TOWN PLANNING BOARD FOR
PUBLICATION UNDER SECTION 25(3)(a) OF THE URBAN RENEWAL
AUTHORITY ORDINANCE ON 2022 AND EXHIBITED UNDER
SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 2022.

SCALE 1:1500 比例尺
米 METRES 15 0 15 30 45 60 75 METRES 米

圖則編號
PLAN No. S/K10/URA3/A

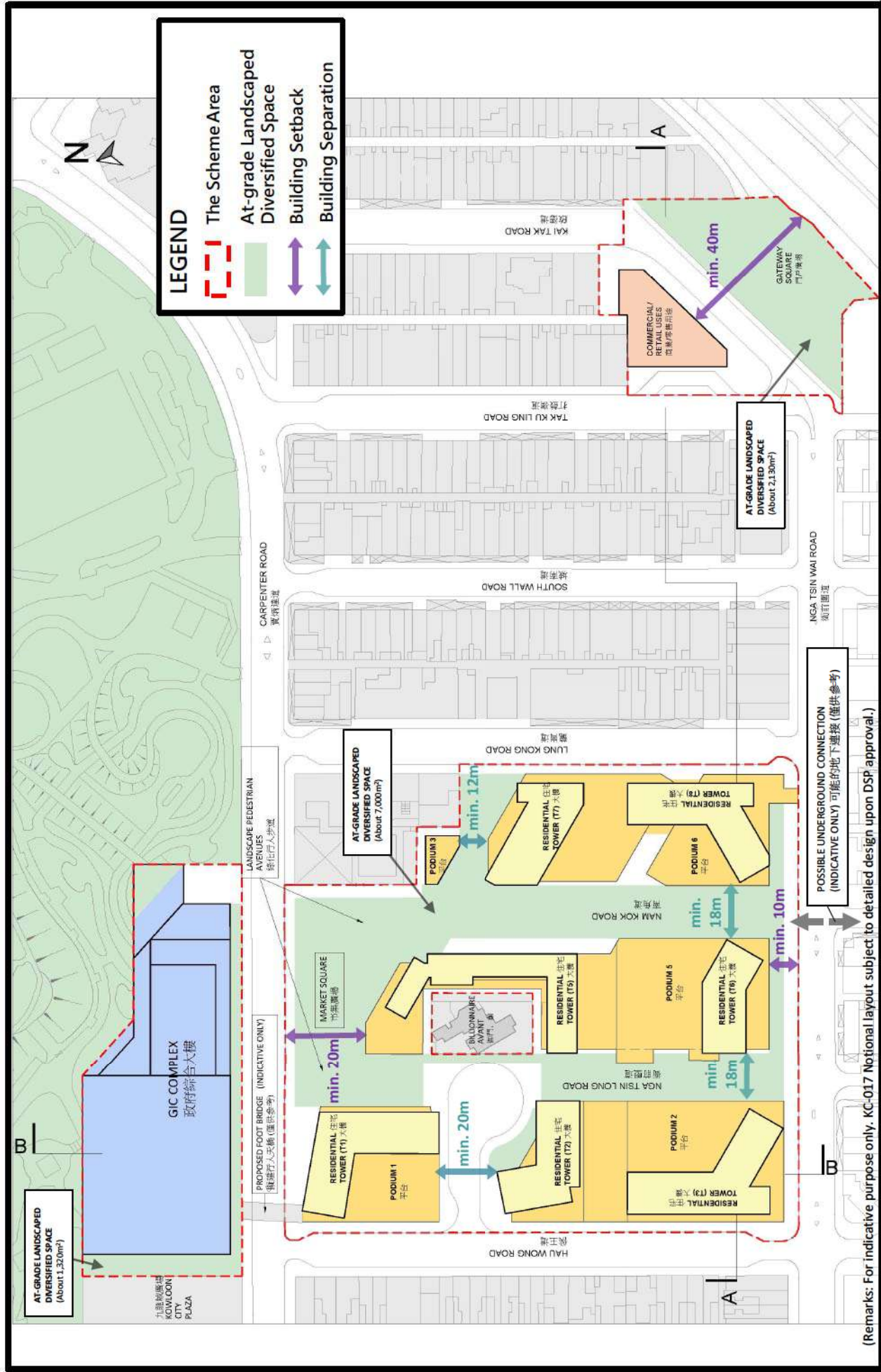
SECRETARY, TOWN PLANNING BOARD 城市規劃委員會秘書

PART 3

SUPPLEMENTARY INFORMATION

Appendix 1

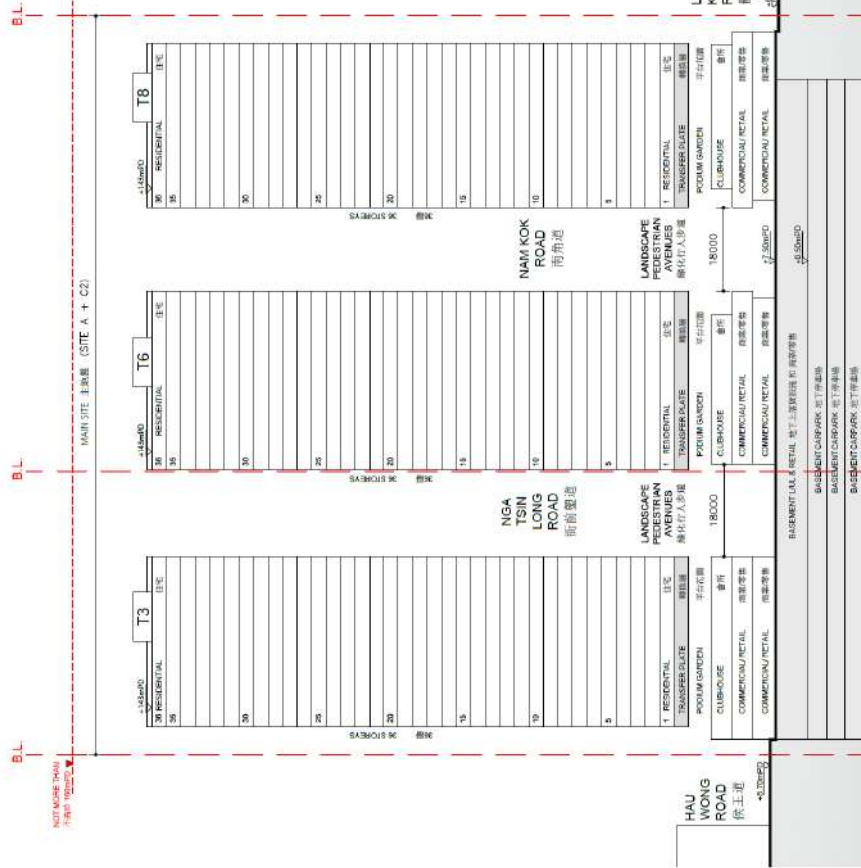
Preliminary Design



(Remarks: For indicative purpose only. KC-017 Notional layout subject to detailed design upon DSP approval.)

SECTION A-A

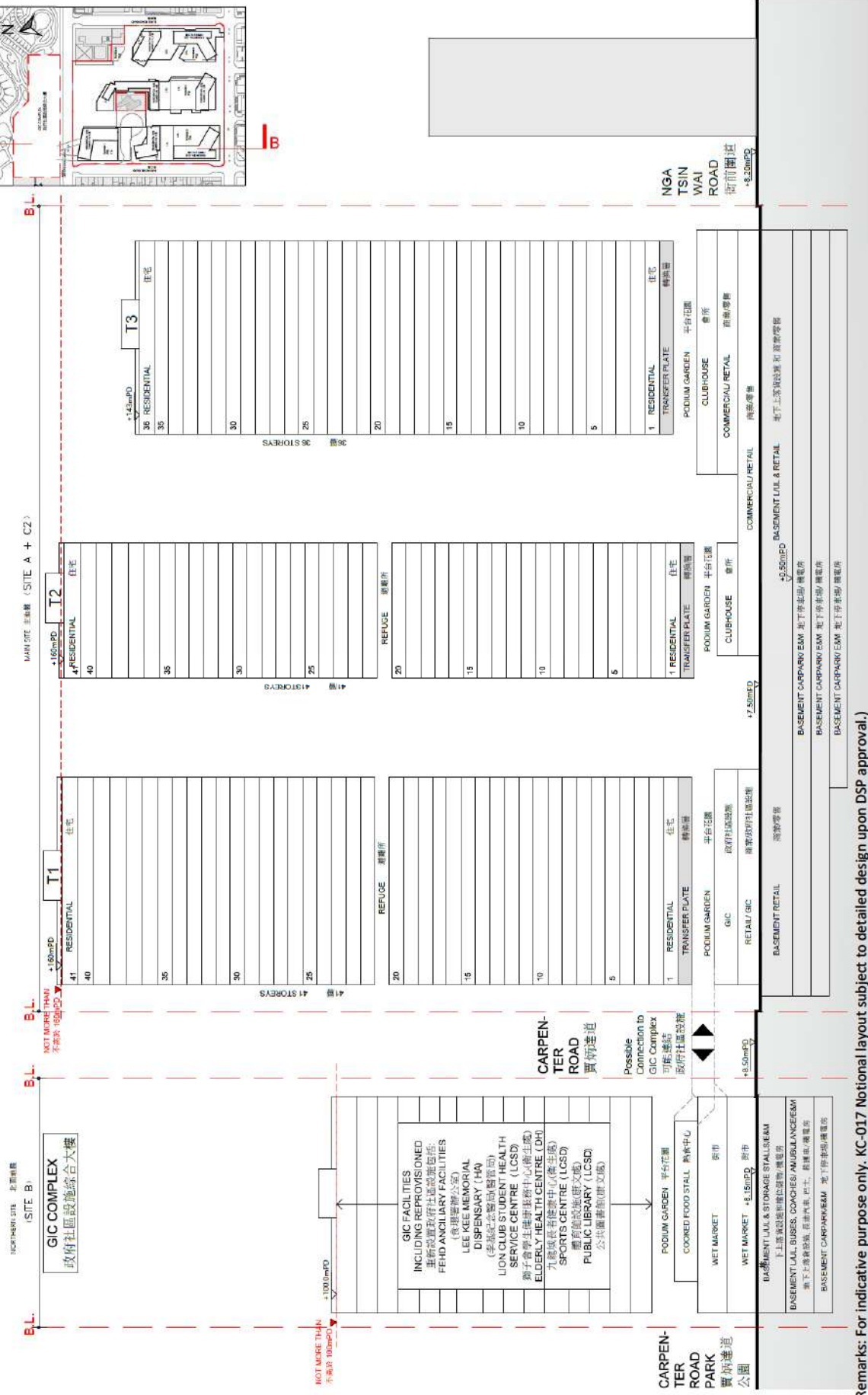
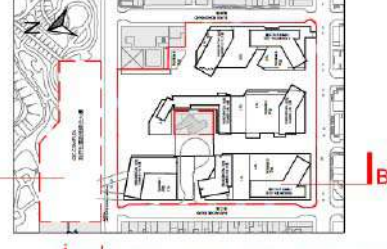
KEY PLAN



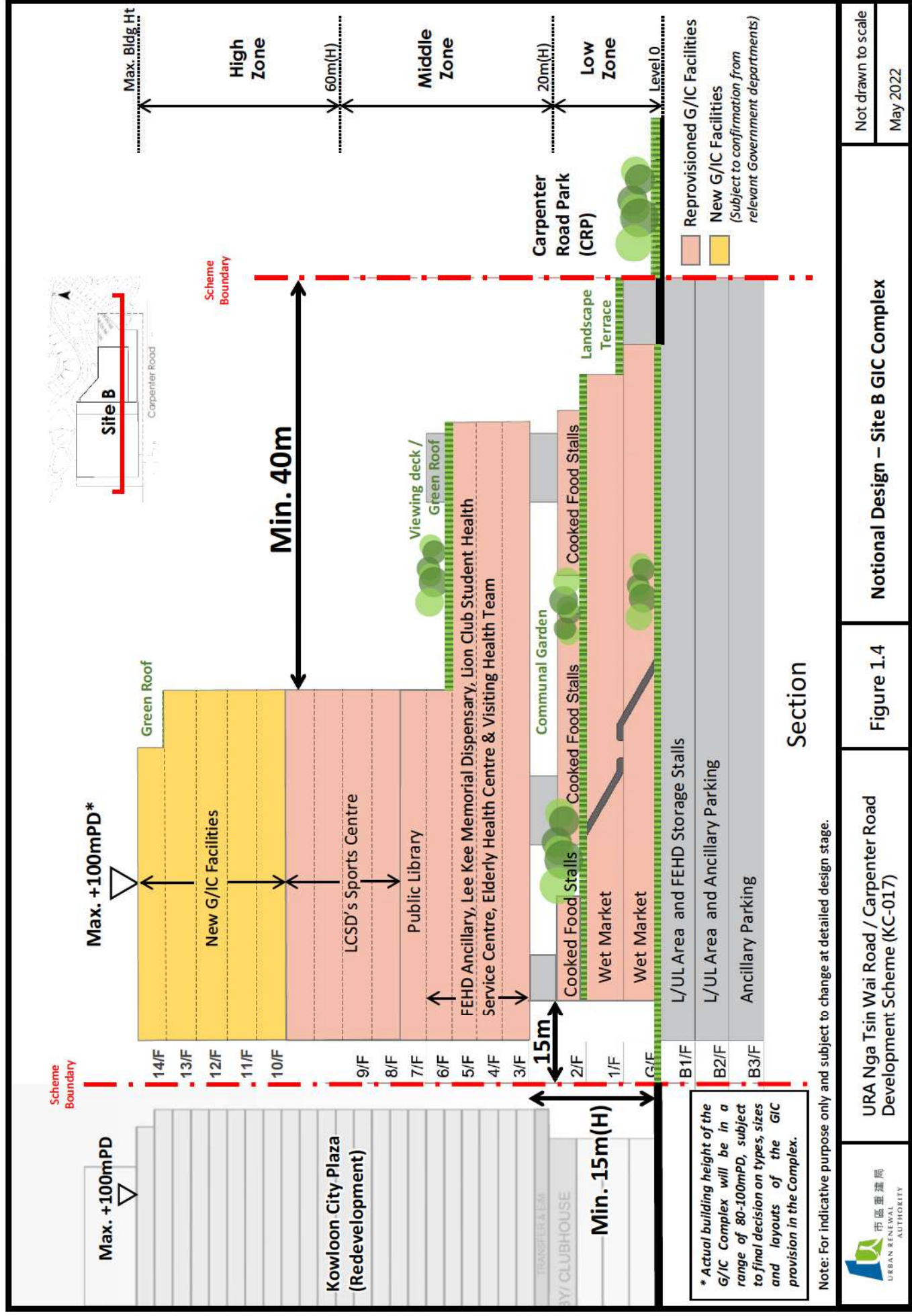
At-grade Landscaped
Diversified Space

(Remarks: For indicative purpose only. KC-017 Notional layout subject to detailed design upon DSP approval.)

KEY PLAN



(Remarks: For indicative purpose only. KC-017 Notional layout subject to detailed design upon DSP approval.)



Appendix 2

Extract of Kowloon City Action Area 3 (KC-AA3)
– KC-017 District History Study



Kowloon City Action Area 3 (KC-AA3) – KC-017 District History Study

2022 April

Prepared for Urban Renewal Authority



Prepared by Substance Lab Limited



VERSION

District History Study submitted in April 2022

HERITAGE CONSERVATION CONSULTANT

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CHECKED AND APPROVED BY

YU, Ka Sing (HKICON, HKIA, Registered Architect (HK), AP(Architect))

CAVEAT

The District History Study is carried out for KC-017, Kowloon City Action Area 3 (KC-AA3), Kowloon City.

A handwritten signature in black ink, consisting of a series of loops and a long vertical stroke, representing the name YU, Ka Sing.

Authorized Signature: YU, Ka Sing

Cover photo:

Aerial photo of Kowloon City in 1963 (Survey and Mapping Office, HKSAR)

Preface

This District History Study provides a crisp summary of the findings of the history and cultural background of the Kowloon City Action Area 3 (KCAA3, Study Area). It also advises the character of the Study Area and the most critical contributing attribute, the urban grid. Assessment of the cultural heritage values of a number of identified old/representative buildings relating to the urban grid is also prepared. This study concludes with the challenges and benefits faced by maintaining the identified buildings within the KC-017 boundaries.

1

INTRODUCTION to the OVERALL HISTORY and CULTURAL BACKGROUND of the STUDY AREA

1.0.1 This chapter gives an introductory description of the socio-historical and cultural aspects of the Study Area and its development, including its immediate surroundings, from its earliest recorded undeveloped state to present. The narrative of this chapter is arranged according to the development of each place or topic of interest. Map and photo progression, as well as a chronology of events, will be provided as a conclusion to this chapter.

1.0.2 This chapter is based on summarised from earlier *KCAA3 Desktop Study on Historical Development and Physical Environment* and *Cultural Mapping* prepared by Substance Lab Limited, dated February 2020 and November 2020 respectively.

1.1 Socio-Historical Development

1.1.0.1 Kowloon City was named after the Kowloon Walled City and its history can be dated from the late Southern Song Dynasty, where the site originally served as the Kwun Fu Cheung (官富場). It was an area of vibrant trading activities.

1.1.1 *Kwun Fu Cheung and Salt Production*

1.1.1.1 The earliest recorded use of the Study Area was salt production, tracing back to the *Han* dynasty. In the Southern *Song* dynasty, salt production was performed in Kwun Fu Cheung, an area covering the present-day Kowloon City, Kowloon Bay, To Kwa Wan and Tsim Sha Tsui. It was also one of the ten largest salt yards in Guangdong.

1.1.1.2 In *Yuan* dynasty, three assistant military corporates were set up in Hong Kong and the surrounding areas. In 1297, due to the fall short of salt production, Kwun Fu Cheung was used for the construction of Assistant Military Inspectorate (官富巡檢司) for maintaining public security at the Kowloon district. In the late *Yuan* dynasty, only the Assistant Military Corporate in Kowloon (Kwun Fu) remained.

1.1.2 Sung Wong Toi

1.1.2.1 Kowloon City was also believed to be the temporary refuge of the last emperors of *Sung* dynasty. In the late Southern *Song* dynasty, the Mongols conquered the capital of the *Song* Dynasty, Lian'an (臨安). The *Song* emperors *Zhao Shi* (趙昰, also known as Emperor *Duanzong* 端宗) and *Zhao Bing* (趙昺, also known as *Wei Wang* and Emperor *Dibing*) took refuge in the Guangdong province and subsequently to Kwun Fu Cheung. A temporary palace was constructed at the area to the south of current-day Kowloon Walled City Park. To commemorate these last two emperors of *Song*, the wordings 宋王臺 (Sung Wong Toi, whose literal translation is the terrace/platform of *Song* emperors) were engraved on a boulder on Sacred Hill by local villagers.

1.1.3 Nga Tsin Wai and Other Village Settlements

1.1.3.1 It is believed that Nga Tsin Wai, also known as Hing Yau Yue (慶有餘), was established by the Chan, Lee and Ng Clans. According to the genealogy of the three clans, the ancestor of the three clans first settled in Nga Bin Heung (衙邊鄉), the present Nga Tsin Wai, in the *Ming* Dynasty.

1.1.3.2 After the rescission of the Great Evacuation Order in 1669, the *Qing* government encouraged the settlement of people along the coastal area. Before the British possession, many villages had established in the vicinity of Kowloon Walled City. In order to strengthen mutual defence and to resolve internal problems, two inter-village alliances, the Kau Lung Tsai Yeuk (九龍七約, seven alliances of Kowloon) and Luk Heung (六鄉, six villages), were formed in Kowloon City and To Kwa Wan. The Tsai Yeuk was formed by at least nine villages and was led by the Nga Tsin Wai due to its economic strength and long history.

The Kau Lung Tsai Yeuk includes the following nine villages:

- i. Nga Tsin Wai (衙前圍),
- ii. Nga Tsin Long (衙前塱),
- iii. Tai Hum (大磡),
- iv. Gak Hang (隔坑),
- v. Shek Ku Lung (石鼓壟),
- vi. Ta Ku Ling (打鼓嶺),
- vii. Sha Po (沙埔),
- viii. Ma Tau Wai (馬頭圍) and
- ix. Ma Tau Chung (馬頭涌).

The Luk Heung includes the following ten villages:

- i. Po Kong (莆崗),

- ii. Sha Po (沙埔),
- iii. Gak Hang (隔坑),
- iv. Ta Ku Ling (打鼓嶺),
- v. Shek Ku Lung (石鼓壟),
- vi. Chuk Yuen (竹園),
- vii. Sha Tei Yuen (沙地園),
- viii. Nga Yau Tau (衙右頭),
- ix. Yuen Ling (元嶺) and
- x. Ngau Chi Wan (牛池灣)

1.1.3.4 In 1998, Land Development Corporation announced the redevelopment of Nga Tsin Wai. In 2007, URA announced the development scheme which proposed the construction of two high-rise residential towers and a conservation park. Relics of the village, including the village gatehouse, the embedded stone tablet, the Tin Hau Temple and eight village houses along the central axis of the village will be retained. In March 2016, archaeological excavation works commenced and historic relics were discovered, including remains of watchtowers, village walls and village moat of early settlement, which may be dated back to the *Ming* and *Qing* dynasties. An Archaeological Impact Assessment was being carried out.

1.1.4 Kowloon Beacon Tower, Kowloon Guard Station and Coastal Fort, and Kowloon Walled City

1.1.4.1 After the establishment of *Xin'an* county in 1573 followed by enhanced security against barbarians, increased coastal commercial activities resulted. Kowloon Dun Tai (Kowloon Beacon Tower) was set up at Beacon Hill in 1668 to strengthen coastal defence. It was later converted to the Kowloon *Shuen* (Kowloon Guard Station) in 1682.

1.1.5 Kowloon Street

1.1.5.1 Kowloon Street was a trade market that stretched along piedmont of Pak Hok Shan (白鶴山) to the waterfront of Kowloon City. In the 18th century, it is considered an important trading area due to its strategic location near Kowloon Bay. Merchant boats travelling to *Guangdong* and *Zhejiang* had to berth at Kowloon Bay to replenish their supplements before heading to China.

1.1.5.2 The Street served the villagers, fishermen and traders with daily essentials and goods, such as clothing, grains, oil, vegetables and meats, and fertilizers. It was subsequently matured into a commercial area and traffic artery in the Kowloon Peninsula.

1.1.6 Hau Wong Temple (A Declared Monument since 2014)

1.1.6.1 Hau Wong Temple was first constructed in 1730 by local villagers at the foot of Pak Hok Shan. With considerable trading and commercial activities in Kowloon City, the

construction and renovations of the Temple (in 1822, 1859, 1879 and in the late 20th century) were financially supported by the merchants at Kowloon Street, local villagers and the *Qing* government officials.

1.1.7 Kowloon Walled City

1.1.7.1 After the First Opium War, Kowloon Walled City was constructed by the *Qing* government to strengthen the maritime defence of Kowloon Peninsula. Kowloon Walled City, measured about 6.5 acres, was physically separated from Kowloon Street by massive stone walls equipped with six watchtowers and four gates. Besides, stone walls were built on Pak Hok Shan for military defence. The administrative office of the Assistant Magistrate of Kowloon (also known as the *Yamen* 衙門), warehouses, armoury, ordnance magazines and military and administration buildings were deposited within the Walled City. Besides the *Qing* civil and military officials, civilians also lived within the city.

1.1.7.2 With the donations from the *Qing* officials and local merchants, Lung Tsun Free School was established soon after the completion of Kowloon Walled City. Free education was provided. It was also used as a meeting place for villagers and officials to discuss public affairs.

1.1.7.3 In the Convention for the Extension of Hong Kong Territory signed between Great Britain and China in 1898, Kowloon Walled City and the Lung Tsun Stone Bridge were excluded according to the terms of the lease, the *Qing* government continued stationed and had rightful jurisdiction over the area, provided that their presence would not adversely affect the defence of Hong Kong.

1.1.7.4 Soon after the signing of the convention, the New Territories, including Kowloon City, was surveyed by Mr Steward Lockhart for future extension of the territory of colonial Hong Kong. On 17th April 1899, governor Sir Henry Blake announced the formal occupation of the New Territories. On 19th May 1899, the British troops entered Kowloon Walled City and expelled all *Qing* Officials on the grounds that threatened the defence of the colony.

1.1.7.5 In 1933, in order to improve the sanitary condition of the Kowloon Walled City, the colonial government intended to relocate all residents by the end of 1934 and converted the Walled City into a public garden. No consensus was reached in the negotiation which was suspended with the outbreak of the Second Sino-Japanese War in 1937. In 1940, the British cleared more than fifty squatters and structures, except the Lung Tsun Free School, Kwong Yum House for the Aged (the former *yamen*) and a historic house. However, the realisation of the walled garden plan was halted by the Japanese invasion in 1941, as part to realise their plans to extend Kai Tak Airport.

1.1.7.6 After the Second World War, the colonial government adopted a “hands-off” policy, and the Walled City and adjacent squatter areas continued to grow. In 1950, a fire broke out and the area was almost completely levelled. More than 2,500 squatter huts were destroyed and more than 3,500 families were affected.

1.1.7.7 The Walled City was not cleared after the fire, but the ruins provided an opportunity for the Chinese immigrants to build their squatter settlement. The footprint of the Walled City had also migrated with the construction of new squatters. The emerging new squatters had sprawled southward and the southern boundary had been delineated by Carpenter Road.

1.1.7.8 In the early 1980s, squatter settlement to the south of Kowloon Walled City and the Sai Tau New Village were razed for the construction of Kowloon City Plaza and the Carpenter Road Park to provide a shopping mall and a large open space. However, the problem of the Kowloon Walled City remained unresolved.

1.1.7.9 The signing of the Sino-British Joint Declaration in 1984 had laid the groundwork for the demolition of the city. On 14th January 1987, a mutual agreement was made between the colonial government and the Chinese government to demolish the Walled City. The City was rezoned to open space, expediting the decision to demolish the buildings within the city. On 10th March 1987, the colonial government announced the decision to resettle all occupiers, demolish the city and turn it into a public park. The site was taken over by Urban Council, residents and businesses in the city were compensated. All buildings (except the Yamen) were demolished by 1994. The public park, modelled on Jiangnan style gardens, was built on the original footprint of the Walled City. The design of the park had considered the heritage and historic relics of the Walled City, paths and pavilions were named and artefacts were displayed *in-situ*. The Former Yamen and the Remnants of the South Gate of Kowloon Walled City were later declared as monuments. In 1995, the Kowloon Walled City Park is officially opened to the public.

1.1.8 Lung Tsun Stone Bridge and Pavilion

1.1.8.1 Due to the problem of opium smuggling, the thriving gambling business and flourishing commercial activities at Kowloon Street since the mid-18th century, Chinese Customs Stations were set up in Guangdong waters and at the outbound of Hong Kong, including Kowloon City, to collect customs tax. This resulted in the call for the construction of the Lung Tsun Stone Pier in serving the Chinese Customs in blocking opium smuggling. In addition, with the increasing number of trade at Kowloon Street, the shallow coastal beaches had hindered the anchoring of merchant boats and landing. As a result, with the donation from the merchants and villagers in Kowloon City and Qing officers, a landing pier (later named as the Lung Tsun Stone Bridge), was constructed near the Kowloon Street in 1873. In addition to the stone bridge, a Pavilion of Greeting Officials was constructed at the landward

end of the bridge to receive Qing officials who went ashore off the stone bridge and proceeded to Kowloon City. The construction of the stone bridge had enhanced the trading activities in Kowloon Street and the transport linkage of the Kowloon peninsula to other areas.

1.1.9 Lok Sin Tong Benevolent Society, Kowloon

1.1.9.1 The organisation was first initiated by Qing official Tong Shu Ming (湯叔明) and gentry from four village alliances and twenty-three villages (四約二十三村) in 1843, most of these allied villages scattered in Kowloon City, Ho Chung, Shatin and Tsuen Wan.

1.1.9.2 The financial source of Lok Sin Tong were mainly derived from the business activities in Kowloon Street. Since the mid 18th century, there was flourishing trading business near Lung Tsun Stone Bridge. In order to ensure fair trade, the goods could be weighted by a designated scale before trading. The service and scale were managed by a group of Chinese and fee were donated to the society for charitable purposes which support its daily operation.

1.1.9.3 After the Kowloon Walled City was taken over by the British, the sovereignty fight over the city remained unresolved. The military-weak Qing government had acquiesced this situation, however, the succeeding nationalist government remained its claim of jurisdiction and held the British claim to be illegal. Notwithstanding, as the surrounding areas were governed by the British, the Chinese government could not gain actual control of the city. On the contrary, the British claimed the complete jurisdiction over the city. The private lots within the city were seized by the colonial government and regranted to the owners. To minimise the disputes over the jurisdiction, new leases were only granted to charities for providing public and religious services. In 1906, the Holy Trinity Church established the Kwong Yum House for the Aged (廣蔭院) at the former Yamen. The Sam Sheng Temple (三聖廟) was converted into a religious mission (天國教道堂). Charitable schools and institutions were also established within the city. Other areas fell into disrepair and were occupied by squatters. The dispute over jurisdiction and sovereignty of the city was only resolved after signing of the Sino-British Joint Declaration in 1984.

1.1.10 1922 Kowloon Peninsula Town Planning Scheme and the Construction of Tenement Buildings (further elaborated in Section 2.2)

1.1.10.1 In the 1920s, with the increasing importance of Hong Kong in the Pacific region, the government established the Town Planning Committee for reviewing the planning of the overall urban development of the city. In 1922, the Town Planning Schemes were drawn for the long-term development of Kowloon Peninsula, including the areas of Kowloon City, Kowloon Bay, Cheung Sha Wan, Lai Chi Lok and other areas. According to the Town Planning Scheme, land lots will be subdivided for the formation of streets and road access, creating the grid-iron morphology and the formation of rectangle blocks of tenement buildings served by parallel streets. This urban grid pattern is still recognised in the present-day Kowloon City.

1.1.10.2 With the enactment of the scheme in the late 1920s, old villages to the south of the Kowloon Walled Village were demolished. The naming of some streets, i.e. Fuk Lo Tsun Road (福佬村道), Lion Rock Road (獅子石道), Nga Tsin Long Road (衙前墾道), Tak Ku Ling Road (打鼓嶺道), Sa Po Road (沙浦道), were named after the demolished villages. With reclamation, Kowloon Street had become an inland area, thus hindered the trading along the coast, leading to the decline of the market.

1.1.10.3 From 1911 to 1921, the population had increased by thirty-seven percent, which accounts for about sixty-three thousand people. Because of the shortage of housing supply, rows of tenement houses were built in Kowloon City.

1.1.10.4 Nine streets in the Study Area, namely Southgate Road (South Wall Road), Lung Kong Road, Nam Kok Road, Nga Tsin Long Road, Hau Wong Road, Lion Rock Road, Fuk Lo Tsuen Road, Junction Road and Carpenter Road, were formally listed in the Government Gazette on 12 May 1933.¹ While many of the streets were named after demolished villages, Carpenter Road was named after the then Assistant Director of Public Works, who contributed much to the urbanisation of Kowloon City, soon after his retirement.

1.1.10.5 However, the scheme was still not completed in Japanese occupation. According to documents from the Public Records Office, the file Resumption of Agricultural Lots Area South of the Kowloon Walled City between South Wall Road and Grampian Road was dated between 1936 and 1940.² A record of determining the compensation to be paid in respect to the resumption of NKIL 317A and NKIL 6021, was dated as late as March 1940.

1.1.11 Kai Tak Airport

1.1.11.1 Sir Ho Kai (何啟) and Au Tak (區德) later founded the Kai Tack Land Investment Company Limited (啟德營業有限公司) and executed the plan. In 1916, land reclamation commenced at the west coast of Kowloon Bay. An open channel was constructed for drainage, which was later known as the Kai Tak Nullah (啟德明渠) or the Kai Tak River (啟德河). In 1920, the first phase of reclamation completed. The northern portion of the Lung Tsun Stone Bridge and the Lung Tsun Pavilion were demolished for the construction of new roads. The second phase of reclamation was then commenced at the east coast and was completed in 1927.

1.1.11.2 Following the bankruptcy of the Kai Tack Land Investment Company Limited in the late 1920s, the third phase of reclamation was halted, the project with the reclaimed land were taken over and sold to the colonial government in December 1927. It was converted

¹ Southgate Road, or South Wall Road, was named as such because it was directly to the south of the South Gate of the Kowloon Walled City. Information retrieved from Historic Building Appraisal of No. 24 Nga Tsin Long Road, prepared by AMO.

² Original Reference Number CSO 4100/1936. The file forms part of HKRS58-1 C.S.O. Files in the Land Office.

into an airfield for the Royal Air Force and reclamation was resumed by the government. In 1930, the Kai Tak Airport was constructed which was named after Kai Tack Bund.

1.1.11.3 Kai Tak Airport was severely damaged during Japanese Occupation. Its relocation was thus considered. In 1951, civil aviation experts started to investigate the expansion plan of the airport at its original location and published the first development proposal, “Ministry of Civil Aviation Survey Report, Aerodrome Development at HK (Kai Tak) Airport, June 1951,” (also known as the Broadbent Report) which suggested the use of the Kai Tak Airport to be continued. The master plan was approved in 1954.

1.1.11.4 Expansion works of the Airport were executed by phases. In the 1950s, the government started reclamation at the northwest of Clear Water Bay (present-day Choi Hung Road) for the extension Runway 13/31. Part of the Kai Tak Nullah was reclaimed by cement. In order to restructure the airport as an international airport, a new runway was constructed on a promontory into Kowloon Bay in 1958. In the same year, the Kai Tak Airport was renamed as Hong Kong International Airport.

1.1.11.5 With the ever-increasing passengers, new passenger and air cargo terminal buildings, apron and runway were constructed, extended and refurbished from 1960s to 1980s. In 1986, the annual passenger exceeded the ten million mark. In 1996, near thirty million international passengers were handled, it become the third busiest airport for international passengers in the world.

1.1.11.6 In 1990, the construction work of the Airport Core Programme began, and a new airport was constructed at Chek Lap Kok. On 6th July 1998, the Hong Kong International Airport (Kai Tak) was formally closed after midnight. The move marked the end of Kai Tak Airport after seventy-three years of operation.

1.1.11.7 The prescribed restrictions on building height in respect of Kai Tak airport was repealed. With reference to the Outline Zoning Plan (1998), for most structures in Kowloon City, the permissible plot ratio was 6 to 7.5 for residential buildings and 12 for commercial and industrial buildings. As a result, new residential developments started to emerge in the 2000s. To attain the full development potential of the site and to maximise profit, tenements buildings were demolished and gave rise to high-rise pencil-type tower developments.

1.1.12 *Reconstruction of Buildings in Study Area after the Second World War*

1.1.12.1 With refugees fleeing the Chinese Civil War and the influx of Chinese immigrants, especially those with Chiu Chow origin, Kowloon City was repopulated and started to develop into a flourishing area. Tenement houses were built to the south of Carpenter Road, and along Kowloon City Road, Ma Tau Kok Road and Mok Cheong Street (the 13 streets), and Pak Tai Street to cater residential needs. Squatter houses were also built

within the Kowloon Walled City and to the north of Carpenter Road. The fire which occurred in squatter areas in 1952 reinforced the need for construction of resettlement areas and public housing estates.

1.1.12.2 The communist liberation of China in 1949 and the outbreak of Korean War in 1950 had led to the influx of refugees to Hong Kong and a decline in entrepot trade. Therefore, composite buildings were built to accommodate the incoming population and to support the emerging local industries. Composite buildings are designed for mixed use, partly domestic and partly non-domestic. Similar to the adoption of shophouse typology by tenement buildings, composite buildings have shops on the ground level and in the cockloft, while residential units are on the upper floor. Residential units are sometimes used for service-based home business and commercial activities as well.

1.1.12.3 With the control on the street shadow area and the daylight angle, many buildings terraced upward as the building height increases for optimising the development potential of the site. Contrary to the volumetric composite buildings in other areas, buildings in Kowloon City remained low-rise due to the enactment of the Hong Kong Airport (Control of Obstructions) Ordinance. With the imposition of the ordinance, the building height in Kowloon City was restricted to 170-foot above principal datum. The Ordinance has contributed to the landscape with planes flying over low-rise buildings cluster at a close distance, a representational image of Hong Kong.

1.1.12.4 With the shortage of accommodation, there had also been a tendency for the enclosure of verandah and balconies for providing additional living space. Although it is in contravention of the law, the removal of enclosures was not enforced to avoid aggravating the problem. With the amendment of the Building (Planning) Regulations in 1962 and the new method of development control, podium and residential towers began to emerge and marked the end of the construction of volumetric composite buildings.

1.1.13 Kowloon City District Kaifong Welfare Association

1.1.13.1 District Kaifong Welfare Associations were local organisations led by philanthropists, usually with a prominent background, to improve communication between government and community, to sustain governance and ease district administration. These Associations blossomed in 1949, due to civil unrests in the mainland. These local motives were supported by the colonial government, through licensing them as registered companies, lease out land and provide funding to support their daily operation. However, these associations are not directly controlled by the government.

1.1.13.2 Lam Tsz Fung, convener of the Kowloon City District Kaifong Welfare Association. He was a well-known figure in the social history of Hong Kong. Like Lee lu-cheung, he was enthusiastic in philanthropy, and contributed to the establishment of Pui Ching

Secondary School and present-day Hong Kong Baptist University. His contribution proved the importance and strong social foundation of the organization in the community. He and Lee lu-cheung also donated funding after the fire in the squatter area in Kowloon City in January 1950.

1.1.13.3 The jurisdiction of the Association includes a large area in Kowloon, and the old Kowloon City was the northern boundary. Since its establishment in April 1950, the Association started to provide free evening schooling at the campus of the Lok Sin Tong Primary School, benefitting some 340 students. Free education was provided for those having no chance to receive education. Kowloon City Kaifong Welfare Association Primary School was founded in 1958 in Ma Tau Wai. The Association was registered as a company under the relevant ordinance in 1962.

1.1.13.4 In addition to free educational services, with the influx of migrants after the war, the Kowloon City District Kaifong Welfare Association proposed to build a public dispensary because of the inadequacy of medical facilities in the district, elaborated in the forthcoming section. During the lack of medical services, some committee members of the Association with a Western medicinal background would provide limited discounted consultations for patients, serving around 1350 people per month.

1.1.14 *Resettlement Estates*

1.1.14.1 In 1957, the government started to resume land in area concerned, including Kowloon City, for the construction of public housing estates and resettlement blocks. In spite of strong opposition, the agricultural lands were retrieved, and the villages were demolished in the late 1950s for the construction of public housing estates and resettlement blocks.

1.1.14.2 In the 1960s, the Tung Tau Estate, the Upper and Lower Wong Tai Sin Estate and Tsz Wan Shan Estate were constructed.

1.1.15 *Kai Tak Nullah / Kai Tak River*

1.1.15.1 In the 1970s, San Po Kong was an important industrial area. The illegal discharge of industrial and residential waste to the Kai Tak Nullah resulted in serious pollution. In the 1980s to 1990s, the government had launched drainage improvement schemes and the Tolo Harbour Effluent Export Scheme, including secondary treatment of sewage before discharge. This improved the water quality of the nullah. Kai Tak Nullah was renamed as Kai Tak River in 2007.

1.2 Cultural Aspects in Kowloon City

1.2.1 *Influx of Thai and Thai-Chinese (Chiu Chow) Immigrants*

1.2.1.1 Apart from the above socio-historical developments that influenced Kowloon City, the influx of refugees from China resulting in the growing Thai immigrants to Hong Kong also especially contributed to the current strong Thai community and culture in Kowloon City.

1.2.1.2 During the Chinese Communist Revolution and the Great Leap Forward, a pool of Chiu Chow community migrated to Hong Kong, which mainly settled in the Kowloon Walled City. With waves of migration, a Chiu Chow network was formed in the area.

1.2.1.3 On the other hand, some Chiu Chow people settled in Thailand. The Chiu Chow community had been one of the most influential Chinese merchant groups in Thailand, trade relations between Hong Kong and Thailand with their intense sense of kinship and diaspora were initiated. In the 1950s to 1960s, pools of Chinese migrants have overloaded the national capacity of Burma and Indonesia, thus leading to the implementation of nationalisation policy to protect local interest by limiting the Chinese migrants. Although Thailand was not directly affected by the movements, many Thai-Chinese had decided to relocate to Hong Kong. In the late 1970s, Chiu Chow men, especially coolies, who are unable to find Hong Kong wives, looked for Thai women of Chiu Chow ancestry who were living in the poorer region and willing to reside in Hong Kong for better prospects. This led to the marriage of Chiu Chow people and Thai Women. As Kowloon City had already become a base for the Chiu Chow community, the Thai-Chinese couple of Chiu Chow ancestry resided in the area and run their business.

1.2.1.4 The establishment of Thai restaurants and grocery shops in the Study Area has an indispensable relationship with the growth of Thai community in the area. In 1970s, there was a trend of female foreign spouses immigrated to and getting married in Hong Kong, among them were Thais. Chiuchow people has had a strong historical tie with Thailand. Kowloon City, then Little Chiuchow gradually became a hub for Thais immigrants. Thai restaurants and grocery shops were opened in Kowloon City. They enjoyed the prime location for being next to the Kai Tak Airport i.e. food including vegetables, seafood, and condiments, etc. imported from Thailand could be easily delivered to the restaurants and shops.

1.2.1.5 In the late 1980s, the Hong Kong government allowed the admission of Thai domestic helpers to work in Hong Kong. Some of which no longer engaged in the business, but married local men and continued to live in Hong Kong. In the 1990s, most Thai who engaged in trade and catering business started to reside in Kowloon City. The success of these restaurants had attracted the operation of Thai-focused enterprise, including grocery stores and restaurants. These Thai workers and trades live in Kowloon City for proximity reasons, thus, creating the “little Thailand” in Hong Kong. The concentration of the Thai community in Kowloon City had contributed to the cultural diversity of the area.

1.2.1.6 The restaurants and shops also took advantage of the Thai domestic helpers that loved to gather at Carpenter Road Park. Interestingly, foreign domestic helpers in Hong Kong have founded their territories based on their origin i.e. Filipino workers gather in Central, Indonesian workers in Causeway, and Thai workers in Kowloon City. Thai restaurants and shops have reinforced Kowloon City as the gathering point for Thais.

1.2.2 Demographic Analysis

1.2.2.1 Demographic analysis of communities in the study area was carried out by Substance Lab Limited in 2019 using two methods. First, by studying and analysing the existing census data from the Census and Statistics Department of “Lung Shing” District Council Constituency Area, which is by and large our study area, the latest trend of how the district has been composed of several ethnical groups with varying percentages could be derived. Second, an interview was carried out with relevant stakeholders to analyse the possible reasons behind such demographic trends. An interview on the development of Thai culture/influence in Kowloon City was conducted with Ms. Phobsuk Gasing on Sunday, 8 December 2019. Ms. Gasing is the Chairman of Thai Migrant Workers Union (TMWU) Hong Kong. Their office is at Kai Tak Road which is within the Study Area. Ms. Gasing provided great insights on the inseparable relationship between Thai culture and Kowloon City.

1.2.2.2 The population census and by-census, carried out by the government alternatively once in five years, compiles data regarding the composition of various ethnicities in “Lung Shing” District Council Constituency Area. The data from the last four censuses were retrieved from the Census and Statistics Department and the changes in percentages throughout the years could be analysed.

1.2.2.3 The overall population had experienced a decrease from 2001 to 2006, followed by an increase from 2006 to 2011. However, the population in 2011 was still approximately 1,400, lower than that of one decade ago. From 2011 to 2016, the population remained stable, undergoing a rather insignificant increase.

1.2.2.4 Vast majority of the “Lung Shing” population are of Chinese ethnicity. The Chinese accounted for 95.2% of the total population in 2001. However, such proportion had decreased to 90.9% in 2016. Such proportion is 2% lower than the overall statistics in Hong Kong. This fall may be explained by the slight drop of Chinese residents from 2011 to 2016, from 14,011 to 13,886, while residents of other ethnicities, such as the Filipino and Indonesian, are increasing steadily. Kowloon City is an ageing district, with the younger Chinese locals moving out to other areas in Hong Kong.

1.2.2.5 The three major non-Chinese ethnicities residing in “Lung Shing” District are namely the Filipino, Indonesian and Thai people. Except for the Indonesians, the ethnicities

declined in population during 2001 to 2006. The relocation of Kai Tai Airport led to the decline in food & beverage business (including Thai cuisine), whereas 2003 SARS furthered worsened the situation, thus the decrease in non-Chinese populations from 2001 to 2006.

1.2.2.6 After 2006, the Filipino and Indonesian ethnicities were on a continuing and gradual rise in population. The Thai followed such an increase from 2006 to 2011, and in 2011 it surpassed the Filipino and Indonesian and became the most populous non-Chinese ethnical group. However, from 2011 to 2016, the Thai population dropped by 137 (34.9%).

1.2.2.7 The category “Others” may include “mixed” ethnic groups besides the ethnicities not included in the list, meaning that there are persons who report more than one ethnicity. For example, one could report him/herself to be both Thai and Chinese, and subsequently be listed as “others”. For this category, its composition is difficult to estimate.

1.2.2.8 Basically, Thai workers would opt to live near their workplaces (“people follow jobs”), i.e. when there were less Thai businesses, there would be less Thai workers/residents. Besides, with regards to the increased income level in Thailand in the recent decade, fewer and fewer Thais would come to Hong Kong to get a job in Thai restaurants or as domestic helpers. Thus, the gradual decrease in Thai population from 2011 to 2016.

1.2.3 Thai Religion

1.2.3.1 Theravada Buddhism (also known as Thai Buddhism) is the official religion in Thailand, practiced by more than 95% of the population. Monks are well-respected amongst the Thai community. The ritual of almsgiving to Thai monks is a way for Thai to give back to Buddhist monks, who dedicate their lives to teaching others about being good and virtuous. The alms are Thai food, daily necessities and donations. In Hong Kong, although no Thai Buddhist temples have been established in or near Kowloon City, Thai Buddhist monks go to Kowloon City every morning to give blessings to and receive alms from worshippers, as Kowloon City is where Thai people can prepare and buy alms in shops selling Thai food and groceries.

1.2.3.2 According to HK01, a monk from Yuen Long goes to South Wall Road, Kowloon City every morning to give blessings and receive alms, even in April 2020, during the ongoing pandemic of coronavirus disease 2019. It demonstrates the strong spiritual significance of the Study Area which is specifically hinged to the geographical location.

1.2.4 Thai Festivals - Songkran

1.2.4.1 In Hong Kong, the Thai community started their businesses since the 1990s in Kowloon City. The Thai Regional Alliance started the celebration of the Songkran festival since 2002 in Kowloon City. As most of the Thai community members in Kowloon City are workers or domestic helpers, they have fewer holidays than in Thailand, thus the celebration of the

festival was simplified from three days to only one day (the Sunday during the first week of the New Year). On the day of the festival, Thai community members use water with perfume and flower petals to clean the Buddha statue and younger generations will splash water on older generations' hands. Then, the water splashing event takes place on the streets or public open areas in Kowloon City. In the past, there was no specific venue for the water splash activity, public open areas, including, the hall of the Kowloon City Secondary School, Argyle Street Playground, and Carpenter Road Park, had been the venues for the Water Festival. Celebrations have been cancelled due to Covid 19 since 2020.

1.2.4.2 However, the festival declines since 2012, which was possibly due to the difference in political stances in the Thai community. Since 2015, some of the second-generation Thai community relocated the Water Festival to Lai Chi Kok with a larger venue to promote the festival and other traditional events in the festival in Thailand, including the "Ms. Songkran Fairy" election and parade, boxing competition and stage performances. Another new Songkran festival celebration activity, the "Kowloon City Songkran Festival, and Carnival", was launched in 2019 by the local district council. However, the Thai community questioned the authenticity of the carnival as it was not organized by the local Thai community in Kowloon City.

1.2.5 Thai Festivals - Loi Krathong

1.2.5.1 The Loi Krathong festival takes place in November each year. In Kowloon City, as there is no river nearby, the Thai community members replace the traditional method of worshipping by placing the water lamp onto a polystyrene box filled with water at the gate their stores, which water lamp decorations could be seen along the streets in Kowloon City during the festival.

1.2.6 Thai Festivals - Birthday of the Thai Monarch

1.2.6.1 As an important traditional festival in Thailand, the Birthday of the King and the National Day are also celebrated by the Thai community in Kowloon City by organizing carnivals in local open areas. Activities commonly found in the carnivals are: praying and blessing ceremonies by Thai Eminent Monks, free Thai food giving, booths promoting Thai culture and other entertainment activities on stage. The Thai community wear clothes in the colour that represent the day in the week when the King was born, which is yellow.

1.2.7 Chiu Chow Establishment - 九龍城潮僑孟蘭會 (45 Nam Kok Road)

1.2.7.1 Established in 1967, the association serves as the leading association in assisting the preparation of the Hungry Ghost Festival Ceremony initiated by the local Chiuchow people in Kowloon City. The association's major responsibility is to incite the gods to the venue for the ceremony during the parade and to hold guided tours for visitors during the festival ceremony.

1.2.8 Chiu Chow Festivals - Ghost Festival

1.2.8.1 The festival is in the Representative List of the Intangible Cultural Heritage of Hong Kong. It started in Kowloon City since 1968 (lunar calendar: 16th-21th, 1968) by the Kowloon City Ghost Festival Committee. The festival was introduced to Kowloon City by the Chiu Chow refugees from mainland China during the World War II. The Festival held in Argyle Street in Kowloon City is believed to have the largest festival setting in Hong Kong. During the parade of inviting the gods, the parade goes through 13 streets in Kowloon City with over 500 attendees, blessing the local Chiu Chow Community. However, the route of the parade does not include the Hau Wong Temple as it is traditionally believed as a god worshipped by the Guangdong community rather than the Chiu Chow community.

1.2.8.2 The Chiu Chow opera was performed by famous theatres since the past including the 三正潮劇團, 香港新昇藝潮劇團 and 新天彩潮劇團 (the oldest Chiu Chow opera theatre in Hong Kong). Besides, the Ghost Festival had contributed to the development of local craftsmanship and bakeries for preparing food for the rituals. For instance, the Chiu Chow bakery (貴嶼仔和記隆) which has been making traditional white sugar cakes for the festival since 1969. This traditional Chiu Chow intangible cultural heritage had been retained along with other rituals.

1.2.8.3 Shop operators are involved in a relatively wider range of festivals of local cultural interest. An operator of a fish ball noodle shop, 德昌魚蛋粉, of Chiuchow background, said that he was one of the key organisers of the Hungry Ghost Festival.

1.2.9 Chiu Chow Festivals - Tin Hau Festival

1.2.9.1 Tin Hau is an important goddess worshipped by locals living in Kowloon City. The Tin Hau Temple is originally located near the shoreline and was moved to the Kowloon Walled City in 1845. After the Kowloon Walled City being demolished in 1994, the Tin Hau statue was moved to a Tonglau flat on Tak Ku Ling Road in Kowloon City for worshipping. The Tin Hau Festival is an important ceremony celebrating Tin Hau's birthday since the late Qing Dynasty. The statue of Tin Hau is invited with a parade to the Argyle Street Playground for worshipping on the 23rd March in the lunar calendar every year. In the tradition of the locals living in Kowloon City, the route of the parade must pass through every street in Kowloon City as they believed that Tin Hau can help to drive disease away from the area.

1.2.9.2 The Kowloon City Tin Hau Committee was established in 1992 which initiates the performance of Chinese Opera during a 5-day ceremony for the Tin Hau Festival, starting from the 22nd March to 26th March in the lunar calendar. Collaborating with the Guangdong Kaifang Association, the Chinese Opera performance does not only include three days of Chiu Chow opera but also two days of Guangdong Opera. With the declining population of the Chiu Chow community, the Tin Hau Festival is losing its significance in Kowloon City. Similar to the Ghost Festival, the route of the parade does not include the Hau Wong Temple of the Tung

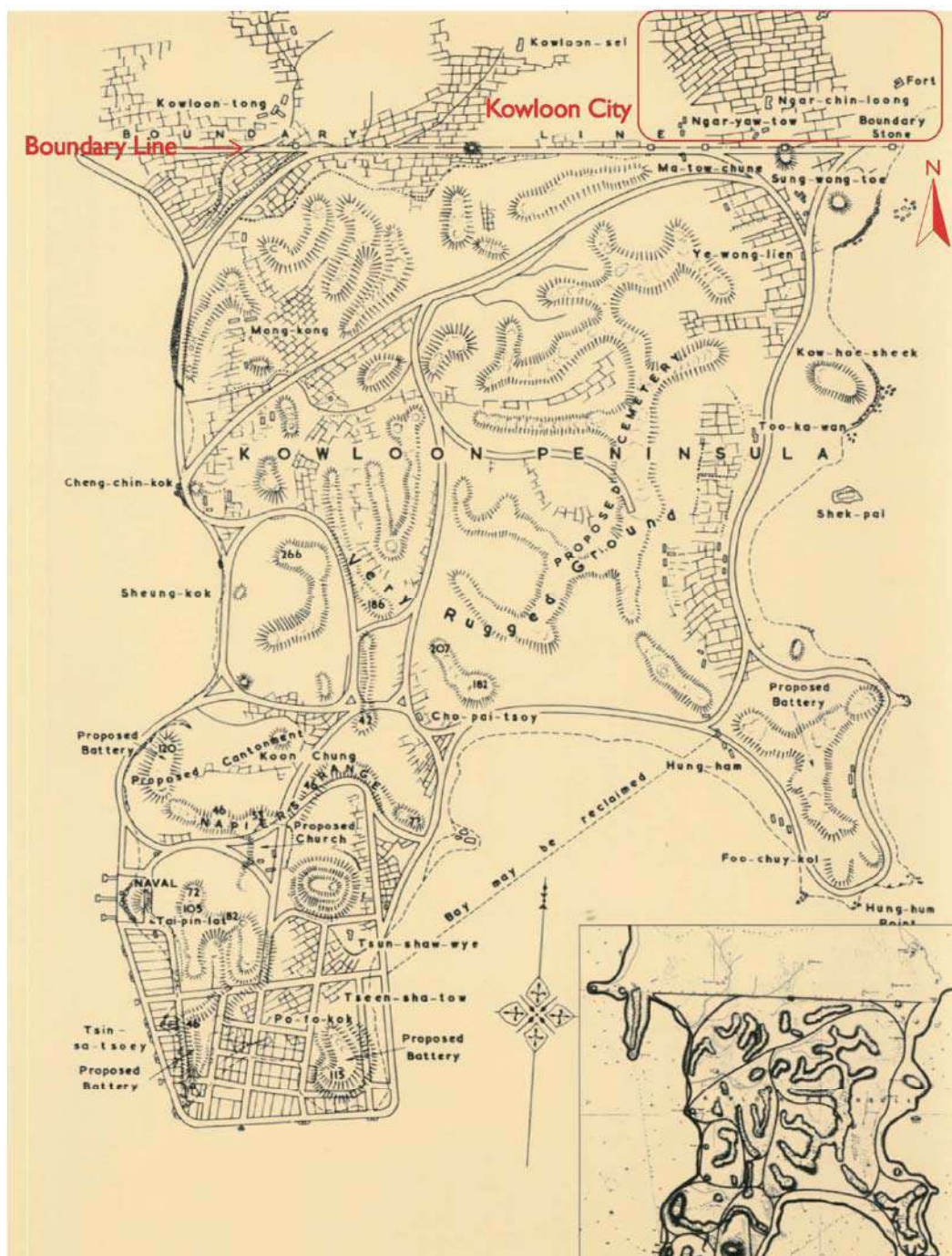
Tau Village as it is traditionally believed as a god worshipped by the Guangdong community rather than the Chiu Chow community.

1.2.10 Section Summary

1.2.10.1 The nickname “Little Thailand” of the Study Area is not simply contributed by the established Thai restaurants and shops. The strong and living Thai presence is a result of the regional migratory history of the Chiuchow population, social-historical phenomenon of female foreign spouses from South-east Asia, urban development of Hong Kong, and the resilient Thai workers in Hong Kong. It continues to develop, evolve and grow. The high historical, social and cultural values of Thai presence deserve proper recognition, continuation, and interpretation.

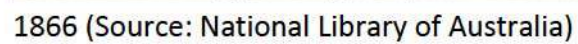
1.3 Map and Photo Progression

This section compiles historic maps and photos obtained through desktop research. The images are arranged in chronological order and in sections that echo with the historical development of Kowloon City.

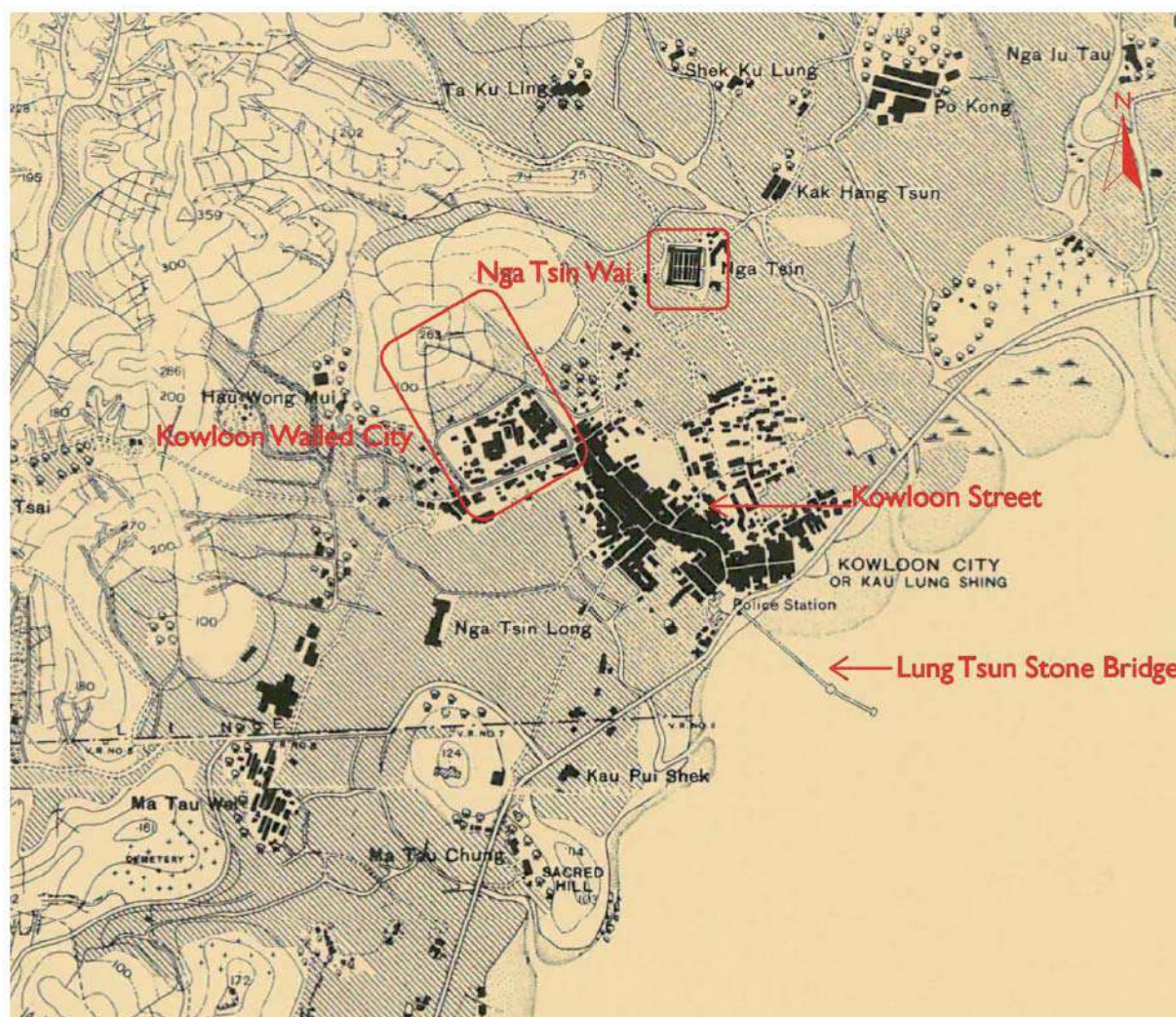


1863 (Source: Empson, 1992, p. 178)

Several villages, located in the present-day Kowloon City, appeared at the area above the Boundary Line, including Ngar-yaw-tow and Ngar-chin-long.



18



1902-03 (Source: Empson, 1992, p. 180)

Major villages and built structures in Kowloon City (Kau Lung Shing) are shown in this map. Kowloon Street, to the southeast of the Walled City, is the earliest commercial zone in Kowloon City. As there was no trade within the Kowloon Walled City, Kowloon Street connected Kowloon Walled City and Lung Tsun Stone Bridge and Pavilion for manufacturing trades and businesses.



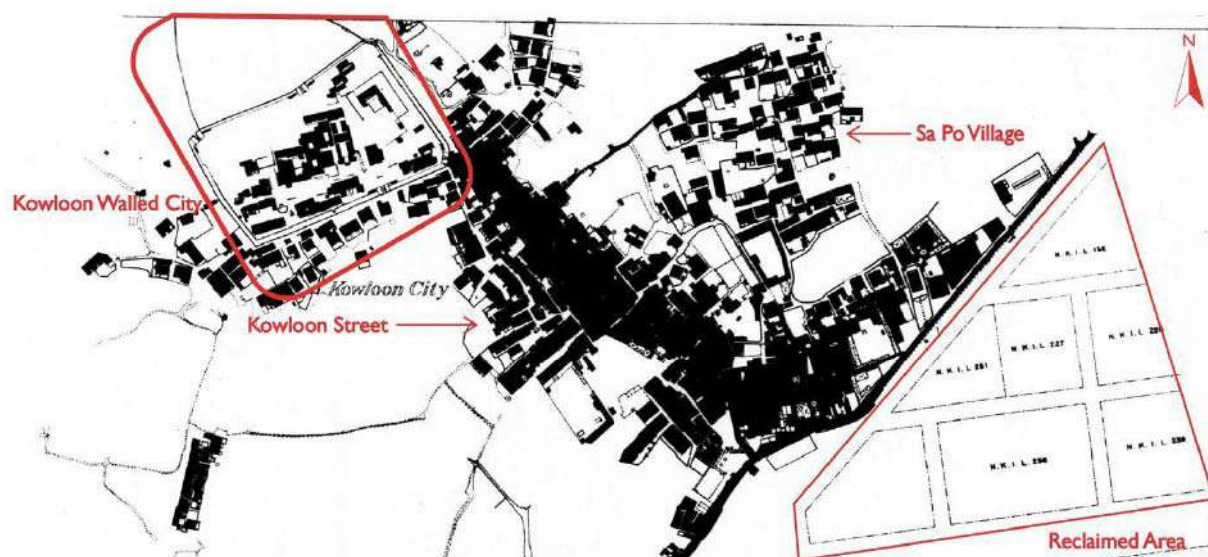
1903 (Source: Survey of Indian Department)

Detailed land lots and built structures in Kowloon City are shown. There were smaller and denser land lots along Kowloon Street for commercial activities.



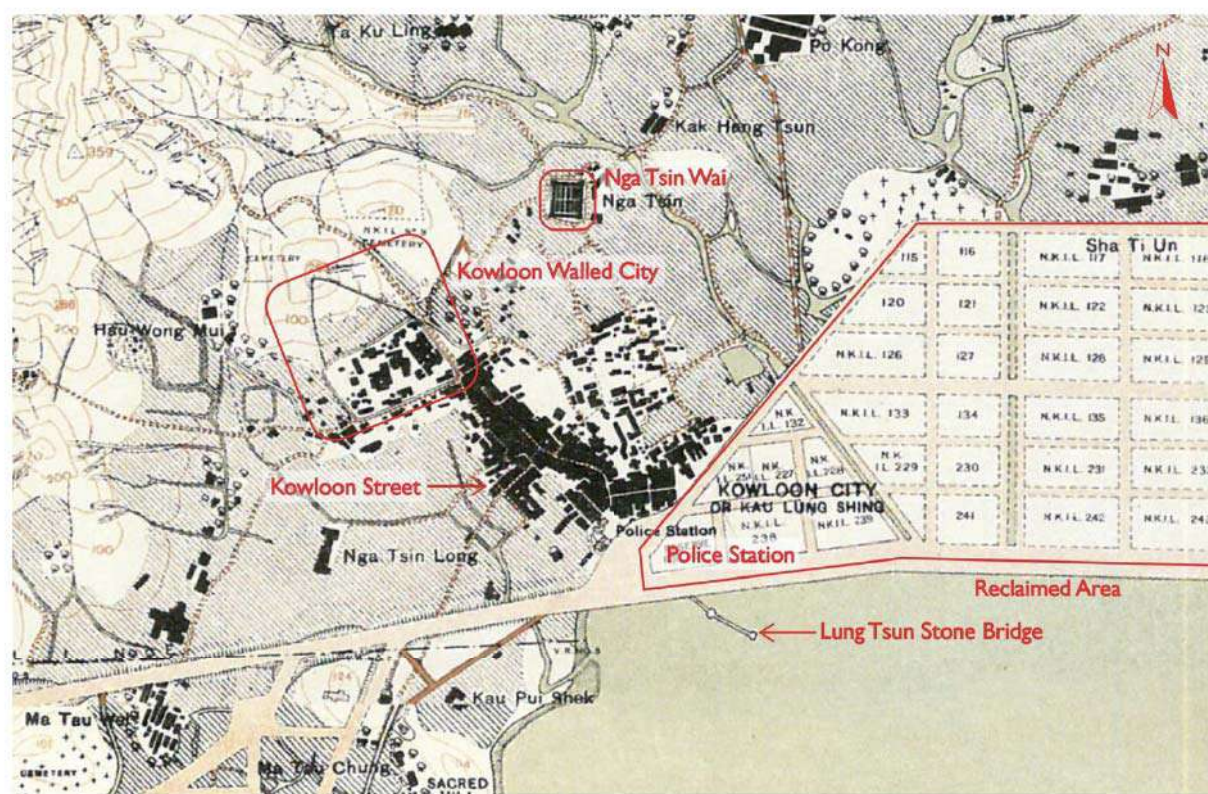
1910 (Source: University of Hong Kong Libraries)

There are hawkers' stalls and commercial activities along Kowloon Street. Structures are built with bricks with Chinese-tiled roofs.



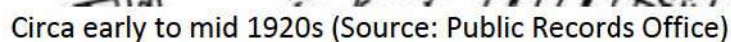
1920 (Source: Public Records Office)

The area to the southeast was reclaimed by the Kai Tak Land Investment Company Limited for the Kai Tak Bund residential development. The built-up area along Kowloon Street and Kowloon Walled City resembles the same footprints as the map of 1902-03.

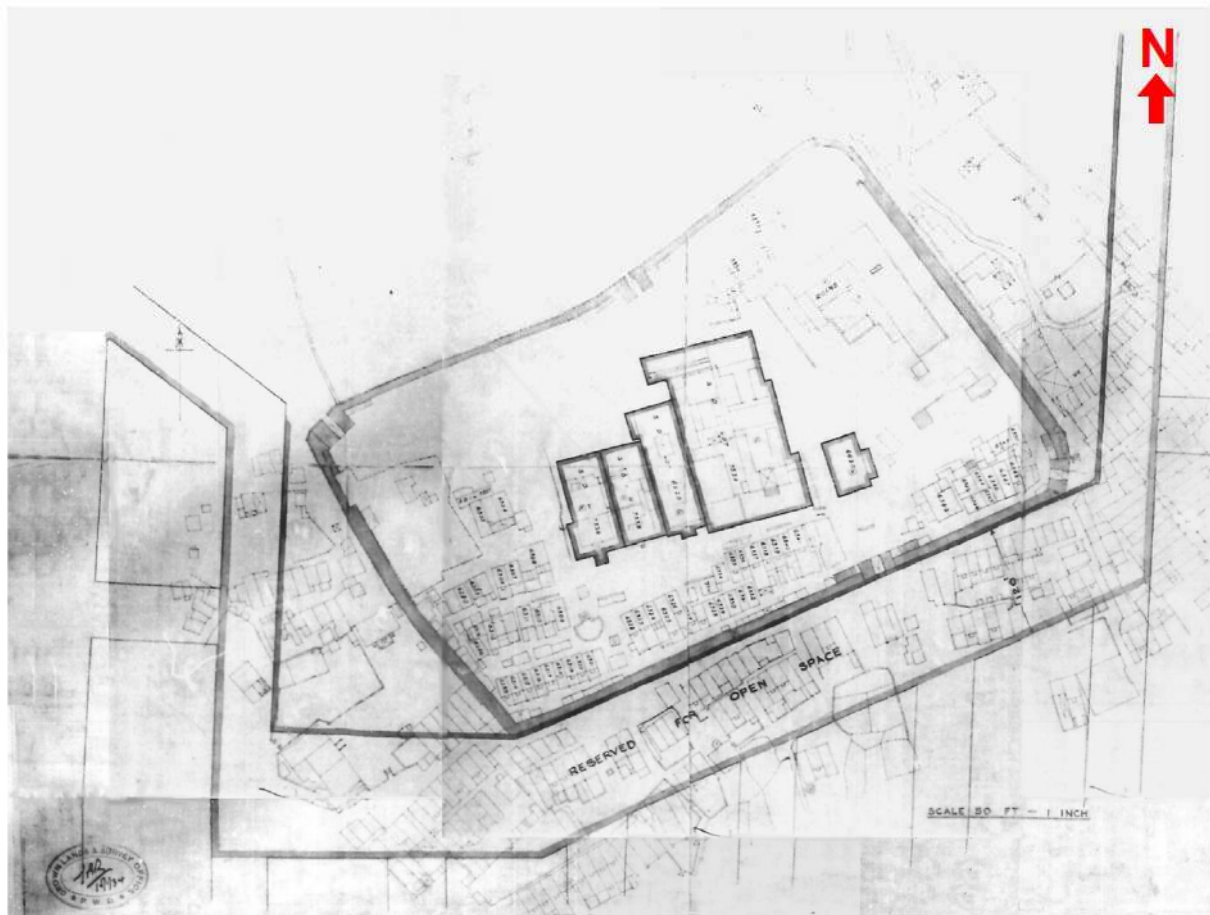


1924 (Source: London War Office)

A larger area is reclaimed compared with the 1920 map. Part of the Lung Tsun Stone Bridge is demolished.

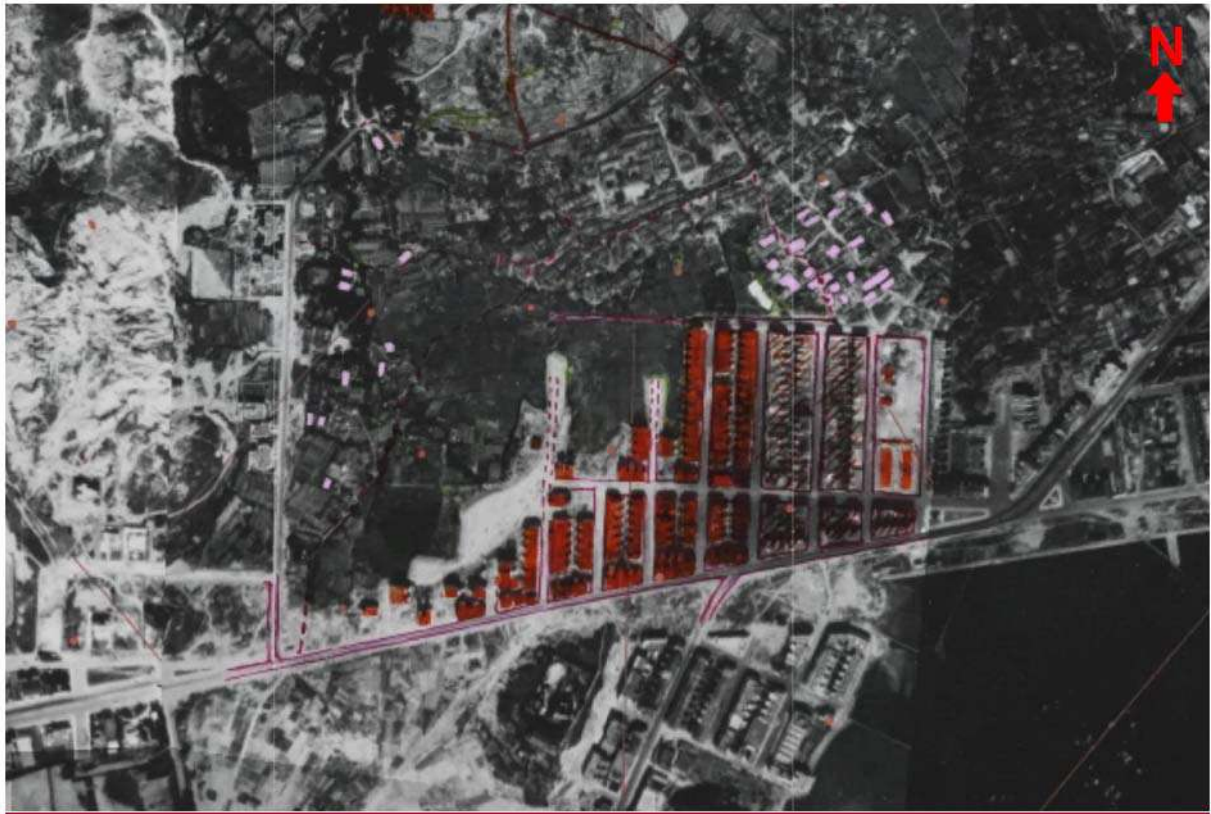


Parallel to the planning of Kowloon City urban grid, a site for a market was also allocated at the heart of the area.



1933

An unfulfilled plan of converting Kowloon Walled City to a public garden before the Japanese Occupation. However, most structures within the Walled City were cleared before the 1940s.



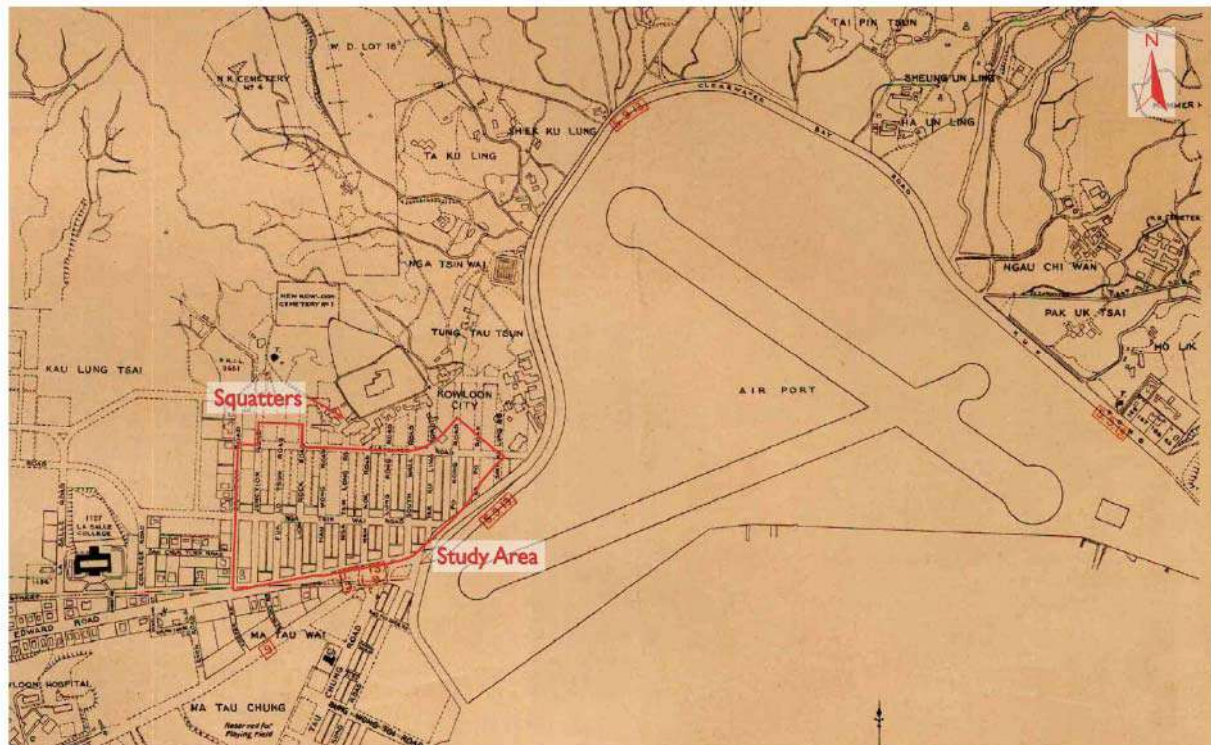
1934 (Source: National Collection of Aerial Photography Defense Geographic Centre archive; on hkmaps.hk)

This survey map shows the completed Grampian Road. As a comparison, construction of Junction Road was yet to be commenced.



1941 (Source: Public Records Office)

There were more built-up areas and structures along Nga Tsin Wai Road. The northwest portion of the Study Area was yet to be developed just before the Japanese occupation.



1947 (Source: Public Records Office)

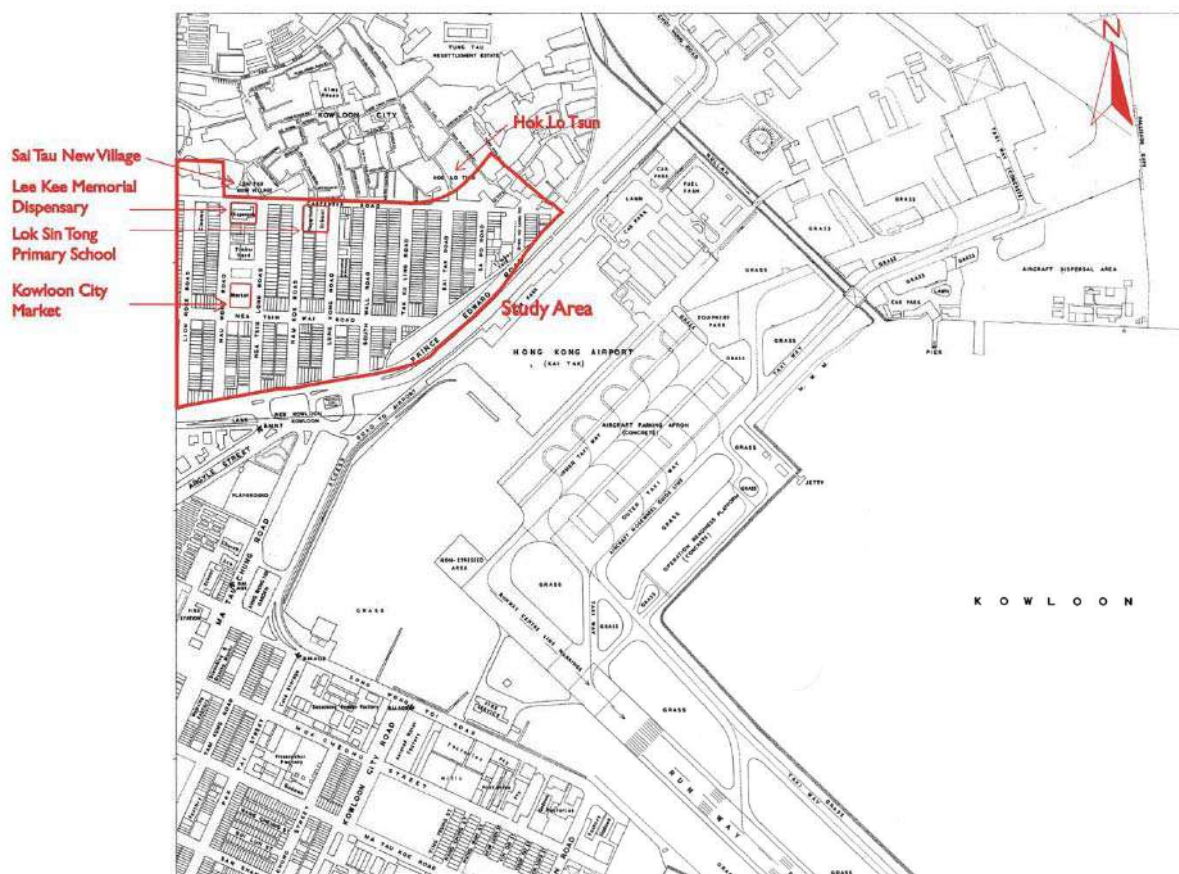
Squatter settlements appeared to the south of Kowloon Walled City due to the influx of Chinese immigrants.



1949 (Source: Survey and Mapping Office)

The urban grid pattern and road network are continually developed after the war. Tenement buildings are still being constructed at the north of the study area.

Junction Road had not yet been fully completed, and Grampian Road still remained as the major road to the wets of Kowloon City.



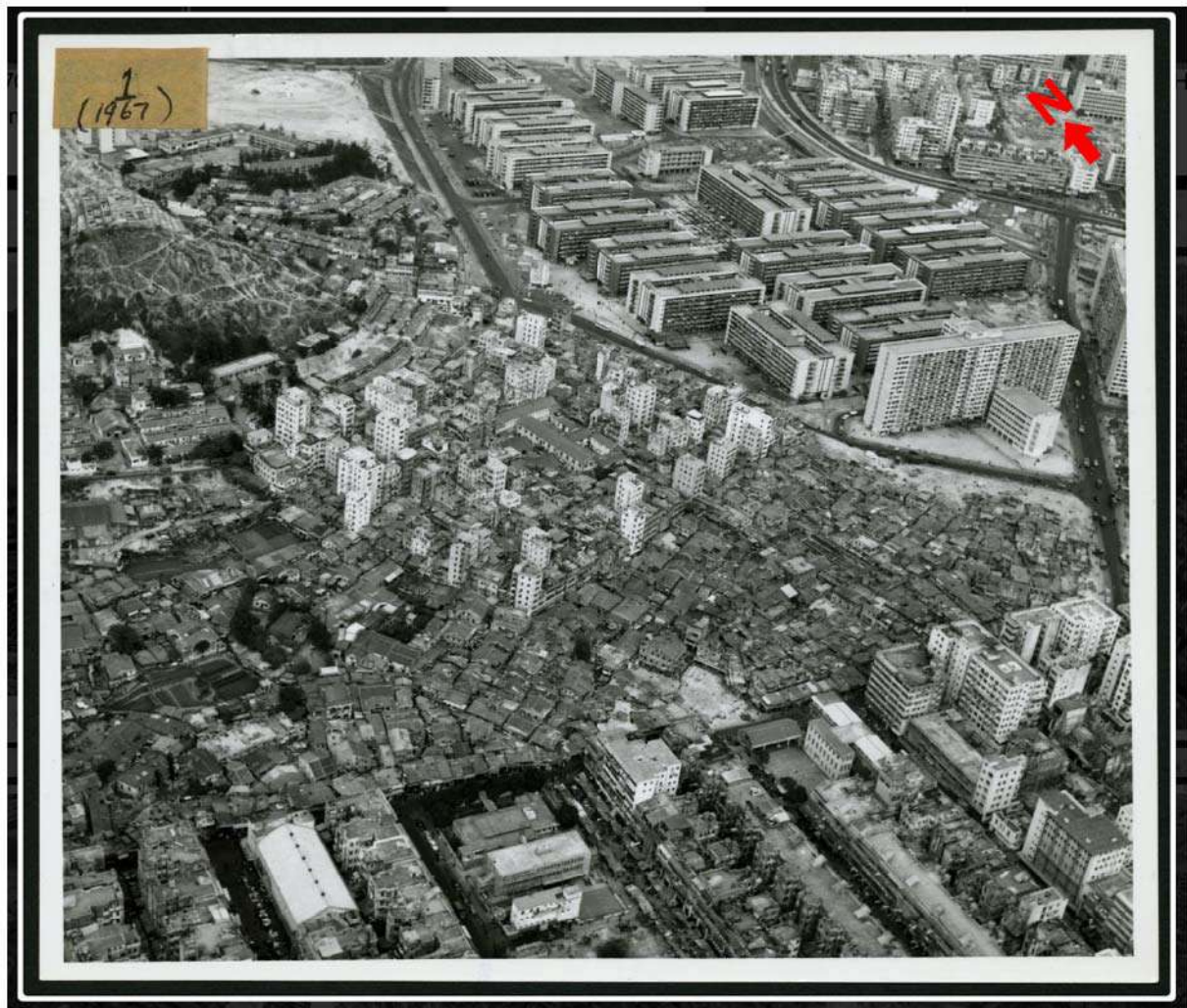
1961

The provision of public facilities and services began after the Second World War, e.g. the Lok Sin Tong Primary School (1949), Lee Kee Memorial Dispensary (1952) and Kowloon City Market. The Tung Tau Resettlement Estate, to the north of Kowloon Walled City, was completed due to the squatter hut fires in the 1950s.



1963

Blowup of aerial photo showing the study area.



1967 (Source: Public Records Office)

Closeup of the Kowloon Walled City and the surrounding squatter areas. Tung Tau Resettlement Estate is to the east of the Walled City.



1985 (Source: Survey and Mapping Office)

The Kowloon City Municipal Services Building was under construction to replace the old Kowloon City Market. Part of Sai Tau Chuen was being cleared and redeveloped into the Carpenter Road Park. Temporary resettlement estates were erected on the site of present-day Kowloon City Plaza.



1991 (Source: Survey and Mapping Office)

Kowloon City Municipal Services Building was completed. Carpenter Road Park cycling track was completed. Kowloon City Plaza was under construction.



2014 (Source: Survey and Mapping Office)

High-rise residential buildings are scattered within the study site, after the closure of Kai Tak Airport and the uplifting of the flight obstruction height regulation.

1.4 Summary Timeline

Items are marked with the initials as follows:

- HK: Historical events relevant to Hong Kong
- KC: Historical events relevant to Kowloon City

Historical events directly related to the study area are shaded in grey.

YEAR	AREA	EVENTS
Southern Song Dynasty (1127-1279)	KC	Song Emperors stayed in Kwun Fu Cheung temporarily. The present-day Kowloon City was part of Kwun Fu Chueng (官富場), where there was a tract of salt-pans governed by the Chinese officials
Yuan Dynasty (1271-1368)	KC	「宋王臺」(Sung Wong Toi) wordings were engraved on a boulder on Sacred Hill for the commemoration of Zhao Shi (趙昰) and Zhao Bing (趙昺) who took refuge in the area
1297	KC	The Assistant Military Inspectorate (官富巡檢司) was set up to reinforce the defence of the society (area of present-day Tsim Sha Tsui, To Kwa Wan and Kowloon City)
1352	KC	Nga Tsin Wai was built
Qing Dynasty (1644-1911)	KC	In the early Qing Dynasty, a local market, also known as Kowloon Street, established at the southeast of Kowloon Walled City
1668	KC	Kowloon Beacon Tower (九龍墩台) was constructed in Kowloon City
1682	KC	Kowloon Beacon Tower was replaced by THE Kowloon Guard Station (九龍汛)
1730	KC	Construction of Hau Wong Temple, Kowloon City
1810	KC	A small fort (九龍寨炮台) was built at the head of the beach
Mid-19 th Century	KC	Old villages established in the context of Kowloon Walled City prior to British colonialization
	KC	Establishment of village alliances, including Kau Lung Tsai Yeuk and Luk Heung
1839-42	HK	First Opium War
1846-47	KC	Construction of walled garrison city (later known as Kowloon Walled City) by the Qing Government to strengthen maritime defence in the Kowloon Peninsula
1847	KC	Completion of Yamen in Kowloon Walled City and establishment of Lung Tsun Free School (龍津義學)
1868	KC	Earliest records of Kowloon City on official map
1873-75	KC	Construction of Lung Tsun Stone Bridge
1880	KC	Establishment of Lok Sin Tong Benevolent Society, Kowloon
1898	HK	Signing of Convention Between Great Britain and China Respecting an “Extension of Hong Kong Territory”
	HK	The Qing Government continued to station and exercise jurisdiction for Kowloon Walled City

YEAR	AREA	EVENTS
1899	KC	Qing officials expelled from the Kowloon Walled City
1916-20	KC	First phase Kai Tack reclamation commenced at the west coast of Kowloon Bay to develop Kai Tack Bund (residential housing area) by Kai Tack Land Investment Company Limited
	KC	Construction of an open channel for drainage, which was later known as the Kai Tak Nullah or the Kai Tak River
	KC	Lung Tsun Pavilion was demolished and the northern portion of Lung Tsun Stone Bridge was buried during the reclamation
	KC	Completion of the first phase of reclamation in 1920. Second phase of Kai Tack reclamation commenced at the east coast of Kowloon Bay
1922	KC	1922 Town Planning Scheme published for the long-term development of Kowloon Peninsula
1925	KC	First recorded flight at Kai Tak Airport on 24 th January
1927-30	KC	Reclaimed land of Kai Tack Bund sold to the colonial government and Kai Tak reclamation was resumed
	KC	Construction of Kai Tak Airport
Late 1920s to early 1930s	KC	Resumption and demolition of old villages in Kowloon City to make way for new development. The present urban grid-iron street pattern and road network was laid in Kowloon City.
1933	KC	A plan was proposed to turn Kowloon Walled City into a public garden
1941	HK	Japanese occupation started from 25 th December
1941-45	KC	Demolition of walls and structures of Kowloon Walled City and Sung Wong Toi to provide infill material for the extension of Kai Tak Airport
1945	HK	Sovereignty of Hong Kong returned to Britain on 15 th August
	KC	Kowloon City was repopulated with the influx of Chinese refugees, including Chinese immigrants of Chiu Chow origin
	KC	Squatter areas and tenement houses were built and rebuilt to the south of Kowloon Walled City
1949	KC	Establishment of Lok Sin Tong Primary School on Lung Kong Road
1950	KC	Establishment of Kowloon City District Kaifong Welfare Association
	KC	Kowloon City District Kaifong Welfare Association provided free primary school education at the Lok Sin Tong Primary School campus
1952	KC	Fire in Tung Tau Tsuen
1952	KC	Opening of Lee Kee Memorial Dispensary

YEAR	AREA	EVENTS
1957	HK	Hong Kong Airport (Control of Obstructions) Ordinance came into force on 7 th June to restrict the heights of buildings along the pathway of aircrafts
1959	KC	Completion of Tung Tau Resettlement Estate
1970s	HK/KC	Influx of Thai immigrants
1980s	KC	Squatters to the south of Kowloon Walled City were demolished
	KC	Original Kowloon City Market, built in the 1950s, demolished
1987-94	KC	Demolition of Kowloon Walled City
1989	KC	Completion of Kowloon City Municipal Services Building
1994-95	KC	Construction Kowloon Walled City Park on the footprint of Kowloon Walled City
1998	HK/KC	Closure of Kai Tak Airport on 6 th July, Hong Kong International Airport relocated to Chek Lap Kok
	KC	Commencement of Kai Tak New Development feasibility studies
	HK/KC	Control of Airport (Control of Obstructions) (Repeal) Order took effect since 10 th July
2007	KC	Nga Tsin Wai development scheme plan announced
	KC	Kai Tak Nullah renamed Kai Tak River
2008	KC	Discovery of Lung Tsun Stone Bridge remains
2010	KC	Nos. 1 & 3 Hau Wong Road were given a Grade 3 Historic Building status
2013	KC	Completion of the first phase of Kai Tak New Development
2014	KC	Hau Wong Temple was declared a monument
2016	KC	Villagers in Nga Tsin Wai moved out and archaeological excavation works commenced.
2020	KC	No. 24 Nga Tsin Long Road was given a Grade 3 Historic Building status

2

URBAN GRID: APPRAISAL OF CULTURAL SIGNIFICANCE

2.0.1 The qualities that contribute to the character of the Study Area fall into mainly Streetscape, Buildings, Trades and People.

2.0.2 This chapter is based on summarised from earlier *KCAA3 Desktop Study on Historical Development and Physical Environment* and *Cultural Mapping* prepared by Substance Lab Limited, dated February 2020 and November 2020 respectively.

2.1 Character Statement

2.1.1 Rooted in a rich historical and social context, KC-AA3 (the Study Area) is distinguished by the vibrancy of its streets and ground floor businesses, which are primarily housed in mixed-use buildings ranging in age and scale. Its pedestrian walkways serve as both passages and extensions to business premises. Its restaurants, shops, services, and trades offer a diverse range of businesses, attracting an equally diverse range of consumers and satisfying both daily needs and those for special occasions. (There is an especially strong presence of Chiuchow and Thai businesses currently.)

2.1.2 In response to the relaxation of building height after the relocation of Kai Tak Airport, the Study Area is undergoing rapid urban transformation. The recent development of isolated “pencil buildings” on small sites not contributing to street life for the absence of highly permeable G/F shops has had a negative impact on street activities and the overall living environment.

2.2 Streetscape: Rigid Grid-Iron Pattern with Wide Streets and Ample Sidewalks

2.2.1 *Historical Analysis*

2.2.1.1 Throughout the 1910s and 1920s, many mainland Chinese migrated to Hong Kong, leading to a shortage of housing supply. The whole of the study area was formed under

the 1922 Town Planning Scheme by the Hong Kong Government as part of the Kowloon Peninsula urban planning initiative. The land lots, allocated by the Crown Lands and Survey Office of the Public Works Department, are rather small. Such has contributed to the unique streetscape of the study area.

2.2.1.2 The tong laus in Kowloon City were mainly built for the well-less off class, each flat is often subdivided into cubicles to house more than one family. The buildings mostly adopted the shop-house typology, where there are retail and commercial spaces on the ground level and the upper levels have remained as residential spaces. By comparison, the area of Kowloon Tsai west to Junction Road, e.g. Grampian Road, was a residential area mainly for the middle-class, representing the typical housing for the middle-class in Kowloon City. This kind of zoning of different residential densities, both physical and social, could still be observed in the planning intentions of the Outline Zoning Plan today.

2.2.1.3 Compared with the area of Kowloon City to the east of Junction Road, the lot sizes along Grampian Road are larger and not designated for dense rows of tong laus. The roads also did not follow the same iron grid pattern. It is believed that the area of Grampian Road was a residential area mainly for the middle-class, representing the typical housing for the middle-class in Kowloon City.

2.2.1.4 Grampian Road was known in the *Report of the Director of Public Works* in both 1929 and 1930 as an “access road to Christian Chinese Cemetery.” As Junction Road was not developed as completely as Grampian Road until after the Second World War, it is logical to refer this road as Grampian Road. This road works had not commenced in 1929 due to prolonged negotiations for resumption of lots, but preliminary survey works were carried out. On 21st August 1930, a contract was let to construct the road and good progress was made during the year. The road was described to be of 15 feet wide and 2000 feet (approximately 609 metres) long. It included a turn from the north to the northeast at the present Dumbarton Road, directed to the Hau Wong Temple. As a comparison, the present length of Grampian Road, from Prince Edward Road to Dumbarton Road, is around 500 metres.

2.2.1.5 The existing urban grid follows a rigid rectilinear orientation pattern, distinguished by its wide sidewalks. Such urban setting has facilitated the operation of numerous well-established businesses throughout the past century. The streets of Kowloon City were defined by the citizens as one of the attributes. This includes the regular, rectangular grid pattern which constitutes the study area. The names, each with its unique and long history, were considered special and remarkable to both groups of Hong Kong residents living inside or outside Kowloon City.

2.2.2 Current Situation

2.2.2.1 Most frequented streets collected in both pedestrian count (conducted by Arup) and interviewed (conducted by Substance Lab Limited) as of 2019 are:

- East-West: Nga Tsin Wai Road and Carpenter Road;
- North-South: Fuk Lo Tsun Road, Lion Rock Road, Hau Wong Road.

2.2.2.2 These roads with high pedestrian flow are not particularly dominated by restaurants. This may imply their high pedestrian flow may not be directly related to the dining activities on the street, but because of their function as the direct pathway leading to the Kowloon City Plaza. People may change their routes as there are choices. They may swop from one road to another depending on the situation e.g. construction works, the preference that day etc.

2.3 Buildings: Qualities that Contribute to the Study Area

2.3.1 The qualities related to Buildings include:

- Mostly post-WWII mixed-use buildings
- Diversity of pre- and post-WWII building types (building typology)
- Scattered distribution of representational shophouses and mixed-use buildings that have become rare (elaborated in Chapter 3)
- Occasional clusters of four-storey mixed-use buildings with cantilevered balconies

2.3.2 There is a total of approximately 606 buildings surveyed within the study area. 24 (4%) of them are classified as high-rise buildings, 117 (19%) of them are classified as mid-rise buildings, while 262 (43%) of them are low-rise buildings and 17 (3%) of them are super low-rise buildings.

2.3.3 Tong Laus are a typical type of residential building found in Kowloon City and were mostly built in the late 1920s to 1950s. The buildings were often built in pairs, sharing a party wall and a common staircase. They are mainly built for the well-less off class, and each flat is often subdivided into cubicles to house more than one family. The buildings mostly adopted the shop-house typology, where there will be retail and commercial spaces on the ground level and the upper levels have remained as residential spaces.

2.3.4 Comparatively, the buildings in the study area are collectively of fewer storeys, and generally more aged than the buildings in other districts. This would be the fading legacy of the district being of high proximity to the former Airport and stringent building height restriction measures imposed before. Such streetscape could still be regarded as an attribute

of Kowloon City. Currently, there are high-rise buildings (taller than 12 storeys) on each street of the study area. Nevertheless, in terms of building scale, a larger contrast is observed in the west than in the east. In the west, a larger number of high-rise buildings can be found amidst the mixture of low-rise and mid-rise buildings.

2.3.5 The most prevalent result brought by the closure of Kai Tak Airport is the development of “pencil buildings” or “toothpick buildings”. Both are describing the more recent single-tower residential developments with a small footprint but great height. These responses are being slightly negative, meaning that the towers are in the mixture of various built forms and buildings heights. These pencil block developments are also incompatible with the surrounding built environment, which also bring adverse impact to the street vibrancy and continuity of ground floor shops with street frontage.



Map showing the varying building heights in the study area.

2.3.6 The prominence of cantilevered balconies flourishing throughout the streetscape reflects such vast building stock in Kowloon City, as tong lau with balconies was the major building form during the 1950s to the 1960s. Projection of verandahs and balconies over pedestrian pavements was repealed in 1966 with the implementation of the revised Building (Planning) Regulations passed in 1962, which used plot ratio and site coverage as the new building control parameters.³ This could imply that the buildings with cantilevered balconies standing today all had their plans submitted by Authorised Architects to the Building Authority before 1966, which is over 50 years ago. Today, in contrast, shelters over pavements observed at high-rise developments usually exist as smaller-scale canopies made of reinforced concrete or structural steel, extending to the street for not more than 2 metres.

2.3.7 Most of the streets in the study area are covered by balconies, verandahs or cantilevered shelters, with a percentage of up to 70% (426 out of 606 buildings). These existing buildings are classified as tong laus constructed before 1966, having over half a century of history. They are also known as Chinese tenement buildings, spanning across mainly the 3rd (the pre-war typology, notably with verandahs and columns on streets) and 4th (the post-war typology, featuring cantilevered balconies) generations.⁴ They share a common characteristic of having considerably small gross floor areas, due to the nature of land lots once planned in the area.

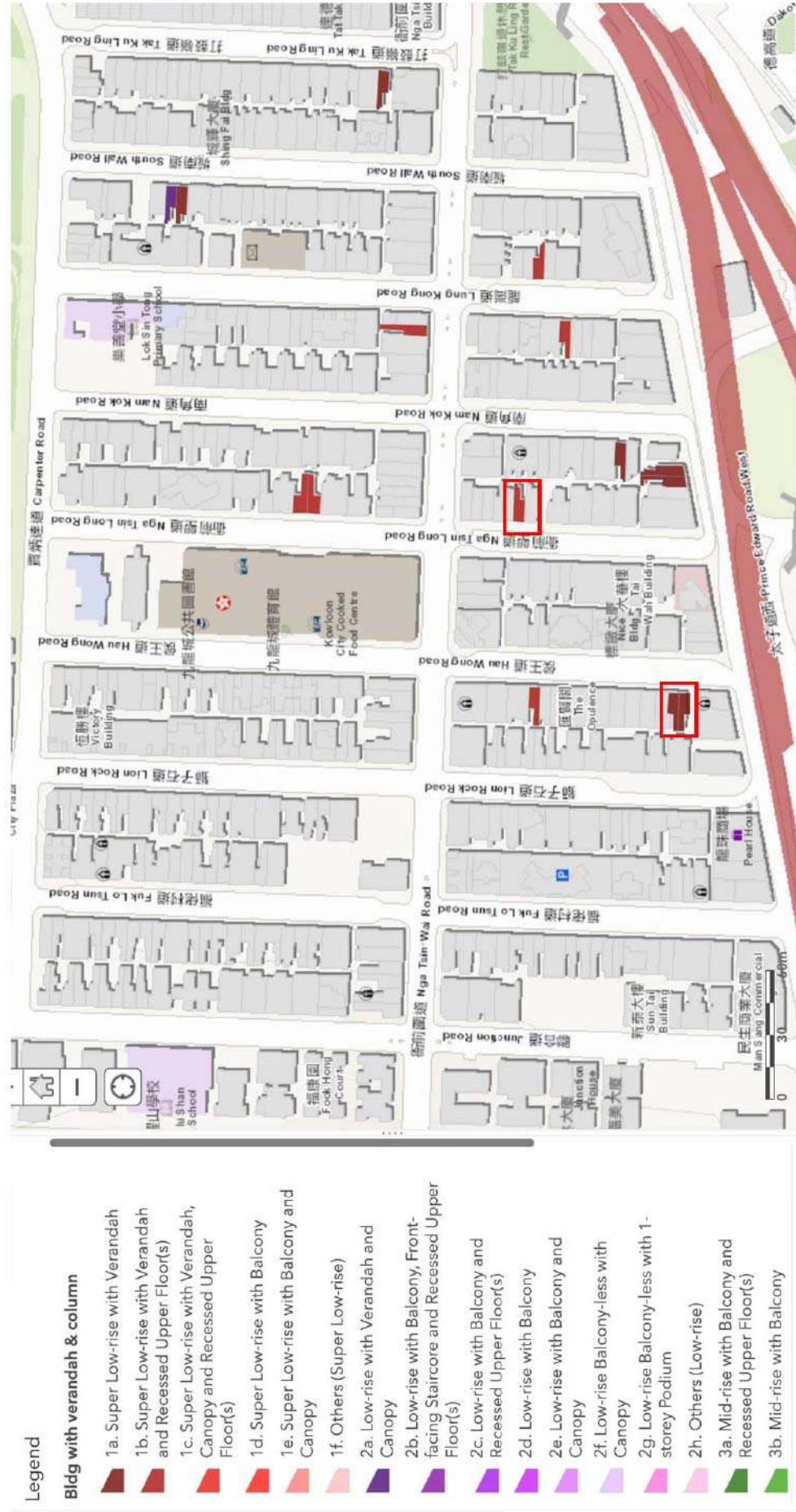
2.3.8 There is a significantly larger stock of 4th generation tong laus (without columns built on pavement) than that belonging to the 3rd generation (verandah shophouse with columns built on pavement). Among the 426 buildings with balconies, only 15 (4%) of them have columns built on the pavement, meaning that 96% of the tong laus in the study area belong to the 4th generation.

2.3.9 Unfortunately, buildings with verandahs and columns on streets in the Study Area are either standalone or paired ones, and no longer exist in clusters. These, being usually super low-rise buildings with 3 storeys or fewer, are all pre-war buildings which could be classified as 3rd generation tong lau. Although they were also reinforced concrete structures, columns were still constructed as a means of support, as the cantilevering technology was still not mature enough for widespread balcony construction. After the War, the columns were no longer approved to allow more direct sunlight on the pedestrian pavements.

2.3.10 The AMO has noted in the building appraisals of 1 & 3 Hau Wong Road and 24 Nga Tsin Long Road that shophouses are now becoming rarer in Hong Kong due to redevelopment and urban renewal, with only a few remaining pre-war tenement houses in the Study Area. These shophouses are significant in the evolution of Hong Kong's social, cultural and economic development. Their presence reminds us of the past amidst urbanization.

³ Cheung, S. (1979). "Rent Control and Housing Reconstruction: The Postwar Experience of Prewar Premises in Hong Kong". In *Journal of Law and Economics*, 22 (1), pp. 27-53.

⁴ Lee, H. and DiStefano, L. (2016). "Tong Lau: A Hong Kong Shophouse Typology", minor typo correction, Hong Kong: Resource Paper for the Antiquities and Monuments Offices, Architectural Services Department, Buildings Department, Commissioner for Heritage's Office and Urban Renewal Authority.



2.3.11 Most of the balconies observed today are covered up, most likely by aluminium-framed windows today, and converted into indoor space, which is a similar case with all the cantilevered buildings in Hong Kong nowadays. This is due to the toleration policy proposed by the then Director of Public Works in 1955, in which the enclosure of balconies would not be prohibited.⁵ However, in such cases they are not exempted from the gross floor area calculations today. Such vistas of balconies cantilevering over sidewalks is gradually changing and diminishing, following the redevelopment of these tong laus into present high-rise residential towers which fulfil the latest statutory requirements.

2.4 Summary of Historic Building Assessment Exercise

2.4.1 From February 2021 to January 2022, a historic building assessment exercise was carried out by Substance Lab Limited, aiming to assess the old and representational buildings within the Study Area using the existing historic building assessment criteria adopted by the Antiquities Monuments Office (AMO), and to identify buildings that deserve careful conservation, with the intentions that **the conservation of these buildings can amplify the merits and tackle the issues identified in the Strengths-Weaknesses-Opportunities-Threats analysis which was formulated based on the desktop study and cultural mapping exercise conducted in 2019.**

2.4.2 A two-tier assessment approach is adopted. In Stage 1, an area-wide visual screening from street level of all the buildings within the study area was carried out in February 2021, emphasizing on four main selection criteria, namely building typology, building clustering, architectural decorations, and presence of/association to old/established shops/trades. A total number of 59 units/pairs/groups of buildings were shortlisted for Stage 2 assessment in March 2021.

2.4.3 At Stage 2, the selected 59 buildings were then assessed in an approach following AMO's methodology. Six classes of criteria, namely historical interest, architectural merit, group value, social value and local interest, authenticity, and rarity defined by the Explanatory Notes Extracted from the Historic Building Assessment Form issued by AMO in 2005 are adopted to assess the corresponding qualities of the selected buildings.

⁵ Bowring, T. (1955). *Official Report of Proceedings, meeting on 21st December 1955*. Hong Kong: Hong Kong Legislative Council.

2.4.4 With the sustaining of the positive qualities such as representative building typology, street vibrancy, diversified shops/trades, human touch, etc. of the Study Area, and the enhancement of the cultural identity of the Study Area in mind, 11 building items have been rated comparatively higher than the remaining buildings, having considered the comments given by AMO, as shown in the table, and as coloured in red on the map below:

id	Address	Lot number (NKIL)	Year of Construction
# 14	Lion Rock Road 9-9A	2655	around 1939
# 22	Hau Wong Road 1, 3 (Grade 3 confirmed in 2010 by Antiquities Advisory Board)	2021, 2348	around 1935
# 33	Nga Tsin Long Road 24 (Grade 3 confirmed in 2020 by Antiquities Advisory Board)	2029	around 1935
# 34	Nga Tsin Long Road 36, 38	2634, 5624	around 1939
# 35	Nga Tsin Long Road 44, 46	1915, 2619	around 1938
# 37	Nam Kok Road 3	2143	around 1934
# 43	Lung Kong Road 8	2145	around 1934
# 44	Lung Kong Road 9	1780	around 1933
# 45	Lung Kong Road 16, 18	2069, 2377	around 1935
# 48	South Wall Road 22	1027	around 1930; 1957
# 55	Nga Tsin Wai Road 68	2341	around 1935

2.4.5 The preliminary historic building assessment of these buildings prepared according to the AMO's six groups of criteria is detailed, coupled with the buildings' lease plans, photos taken in 2019 to 2021, and screen captures of the footages of some old/established shops found on the internet, etc. Full and detailed assessment of these buildings shall subject to further study upon implementation of the conservation proposal.

2.4.6 One should note that there are constraints in the preliminary historic building assessment exercise. In terms of historical interest, baseline research of all eleven buildings was limited to their relationship with the urbanization history of Kowloon City, and the verification of the year of construction through the checking of their lease documents. Further research on the buildings' association with historic figures can be deepened. Besides, access to the interior of the privately-owned buildings is usually not available, rendering the investigation and assessment of character-defining elements challenging.

2.4.7 The summary assessments of the three items of tong laus are based on the historic building appraisal of No. 24 Nga Tsin Long Road, prepared by AMO in circa 2020. The captioned appraisal has strong reference value as No. 24 Nga Tsin Long Road was ultimately accorded a Grade 3 historic building status by AAB at the end of 2021. It also provided a precise methodology of appraising aged tong laus.

2.4.8 As mentioned in para. 1.1.13.4, the Kowloon City District Kaifong Welfare Association proposed to build a public dispensary because of the inadequacy of medical care facilities in the district. This dispensary is known as Lee Kee Memorial Dispensary (LKMD) located at Hau Wong Road and within the boundary of KC-017. The LKMD is also included as part of the assessment in view of its historical background.

The three shortlisted old/representation buildings, and LKMD as delineated in red are all located within Site A of KC-017.

id	Address	Lot number (NKIL)	Year of Construction
# 34	Nga Tsin Long Road 36, 38	2634, 5624	around 1939
# 35	Nga Tsin Long Road 44, 46	1915, 2619	around 1938
# 55	Nga Tsin Wai Road 68	2341	around 1935
LKMD	Carpenter Road 99	GLA-NK 54	1951-52

2.5 Evolution of Trades

2.5.0.1 The presence of diversified trades in the study area has contributed to the image and identity of Kowloon City and the construction of Hong Kong people's collective attachment towards the district and local tangible and intangible cultural heritage. The diversity of shops is an important aspect to be preserved. The variety of restaurants in the area attracts a wide range of customers both living within Kowloon City or outside the district. Family-owned businesses generally have a longer history, or are more rooted in the area of Kowloon City.

2.5.0.2 Overall, restaurants account for the highest percentage of shops in the study area (23%), followed closely by shops providing services (22%). Shops selling household products, and food shops, accounts for 18% and 12% of the shops in the study area respectively.

2.5.0.3 It can be observed that restaurants may sometimes take up a larger shop area when compared with other types of trade, such as retail and service. In some cases of Thai and Chiuchow restaurants, they are taking up more than one ground floor shop unit, to secure the space for facilitating their smooth operation.

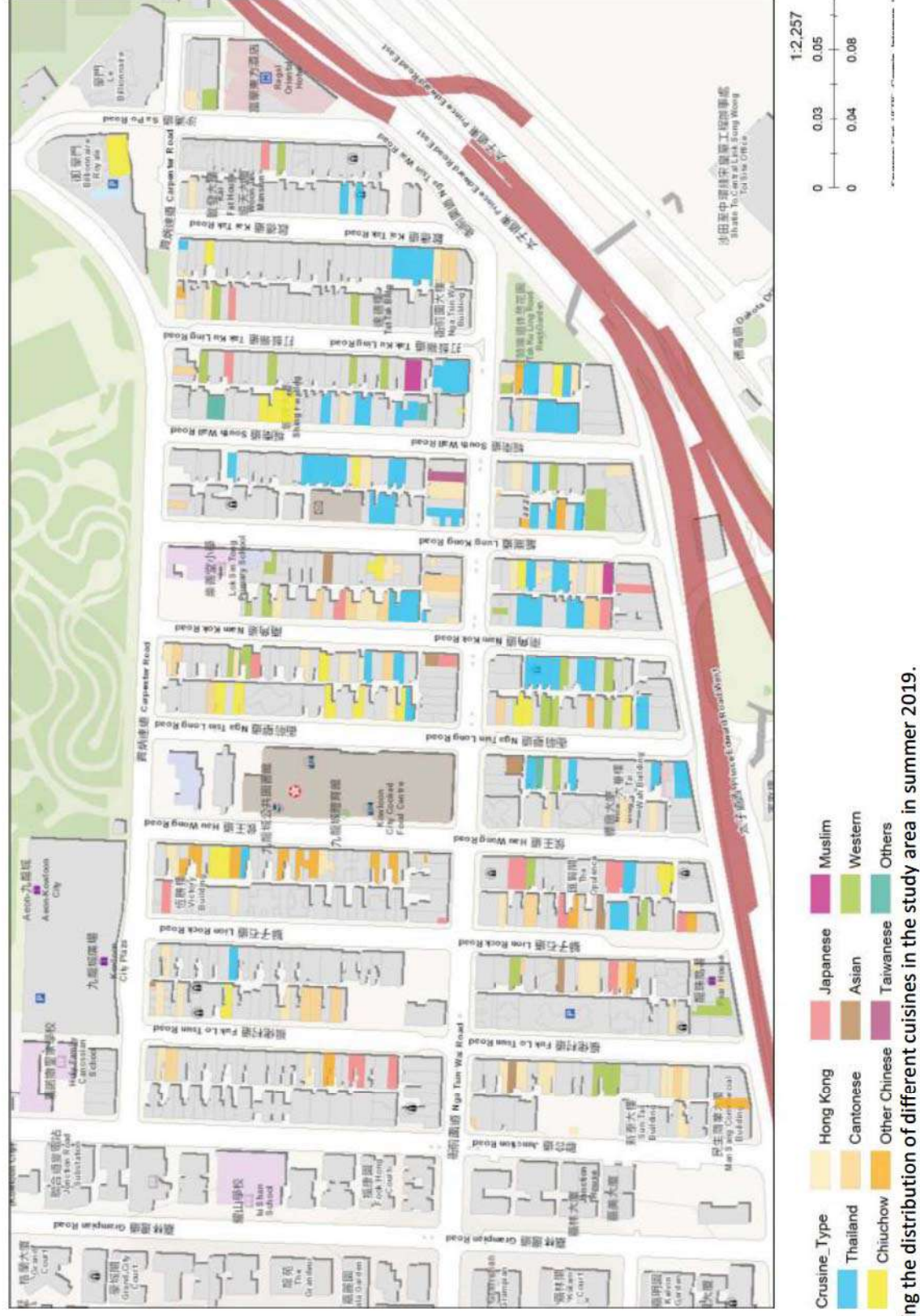
2.5.0.4 There are diversified kinds of restaurants in the study area. Restaurants are concentrated on Nam Kok Road and South Wall Road, where clusters of Thai restaurants can be located. In terms of cuisine types, local and Thai food restaurants are the largest groups, accounting for close to half of the total restaurants (49%). In particular, cha chaan teng is the busiest restaurant type among all, as they serve both Kowloon City residents and other Hong Kong residents living outside Kowloon City.

2.5.0.5 According to interviews over late August to mid-September 2019 by Substance Lab Limited, Dining is the most important reason for travel and is relevant for both the Kowloon City community and visitors from outside, among all age groups interviewed. The most frequently mentioned places for dining are ground floor cha chaan teng and Thai restaurants, dining places in Kowloon City Plaza and cooked food restaurants inside the Kowloon City Market. Relevant to previous studies, this has proved the importance of the concentration and diversity of restaurants serving different cuisines, with local cha chaan teng and Thai restaurants being the most important types. The restaurants, with high levels of diversity in food and cuisine choices, could be collectively defined as an attribute of Kowloon City.

2.5.0.6 Further elaborating on dining, majority of residents living in Kowloon City prefer dining in cha chaan teng. Approximately 62% of the residents within the study area chose cha chaan teng, followed by the similar option of "Cantonese cuisine" (~19%). Comparatively, more Kowloon City residents living outside the study area would opt for Thai food (25%). Approximately only 5% of residents living inside the study area chose Thai cuisine. One-third of visitors preferred Thai food, followed closely by cha chaan teng at approximately 31%. This implies Thai food is particularly preferred among all Hong Kong residents living outside Kowloon City, as Kowloon City is renowned for its Thai food, and also the presence of Thai community and rich Thai culture. Meanwhile, there are some cha chaan teng which are

well-known amongst all Hong Kong residents. Apart from Cantonese and Thai, the interviewees also chose a larger variety of other cuisines, for instance, western and halal food. During weekends, most interviewees visited Kowloon City for dining, throughout the day. This has an implication that they consume a variety of food or drinks, from the three main meals, gathering or relaxing in a café, to enjoying dessert at night.

2.5.0.7 Occasionally, pre-war tong laus are occupied by shops well established within the district of Kowloon City, projecting a strong character while contributing significantly to the heritage significance of both the buildings themselves and to the overall study area. They do not only serve the local communities by selling products unique to Kowloon City, but also help the making of local communities. The use of pre-war buildings for such shops can undoubtedly help to sustain the communal bonding. They can also re-build a community whose physical fabrics are to be regenerated.



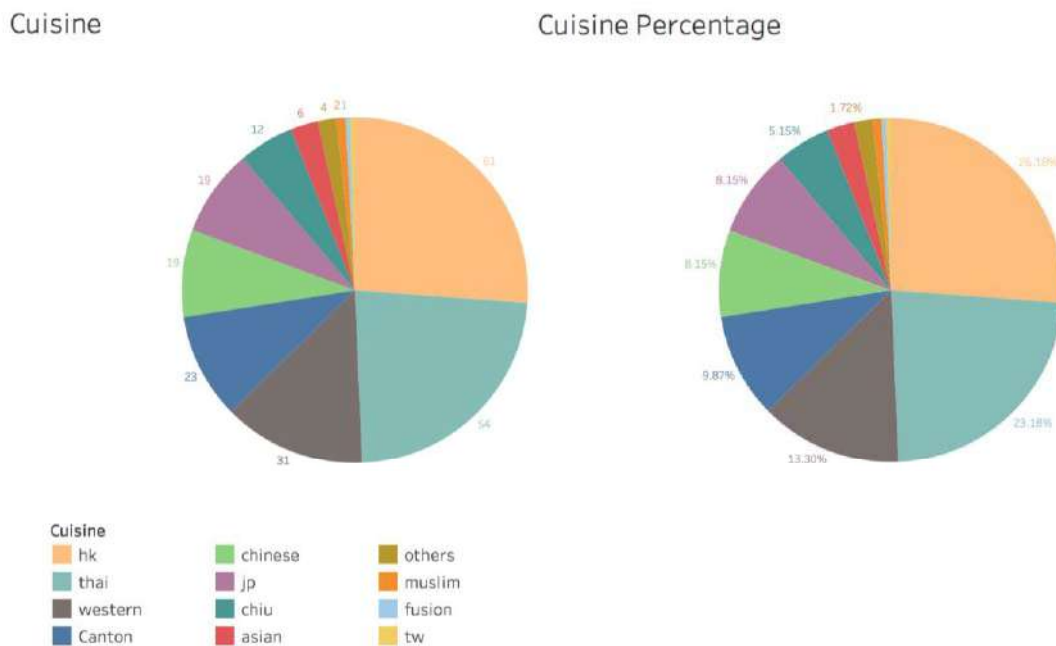
Map showing the distribution of different cuisines in the study area in summer 2019.



Years of establishment of sampled shops, as surveyed in 2019.

2.5.1 *Thai and Chiu Chow Presence*

2.5.1.1 Out of the 834 ground floor shops, there are a total of 33 Chiuchow shops (4%) and 76 Thai shops (9%) in the study area. Chiuchow shops are usually eateries, i.e. restaurants or food stores, accounting for 85% of all Chiuchow shops; whilst Thai shops are more diversified in trades, extending the range to general stores, shops selling religious products and massage centres. For restaurants in particular, Thai cuisine and Chiuchow cuisine account for approximately 23% and 5% of all types of cuisines respectively in the study area. It is interesting to note the cultural overlapping, that some of the shops selling Thai specialties in fact also possess a Chiuchow background.



Pie charts showing the proportions of Thai and Chiuchow cuisines in relation to all kinds of cuisines within the study area.

2.5.1.2 Thai restaurants or shops selling Thai products agglomerate, because of the existing Thai community which is rooted in Kowloon City for decades. Thai shops are mainly condensed at the eastern part of the study area, from Nga Tsin Long Road, to the highest concentration on South Wall Road.

2.5.1.3 Some of the shops operated by the same owner, or group of owners, have more than one store or branch within the study area. This is for the convenience of transporting a wider variety of goods from one store to another under the mechanism of production, i.e. from treating the fresh produce to selling processed goods or cooked dishes, greatly reducing the information and transportation cost. Other reasons include the overcapacity of the original store resulting in the need of renting adjacent or nearby spaces, as well as attracting pedestrians visiting different parts of the study area.



Map showing the distribution of Chiuchow and Thai trades as surveyed in summer 2019.



2.5.2 *Analysis of Trade Distribution and the Urban Grid*

2.5.2.1 According to the distribution of trades in the Study Area, the urban grid of Kowloon City can be roughly divided, from north to south, into five sections, from Sections A to E.

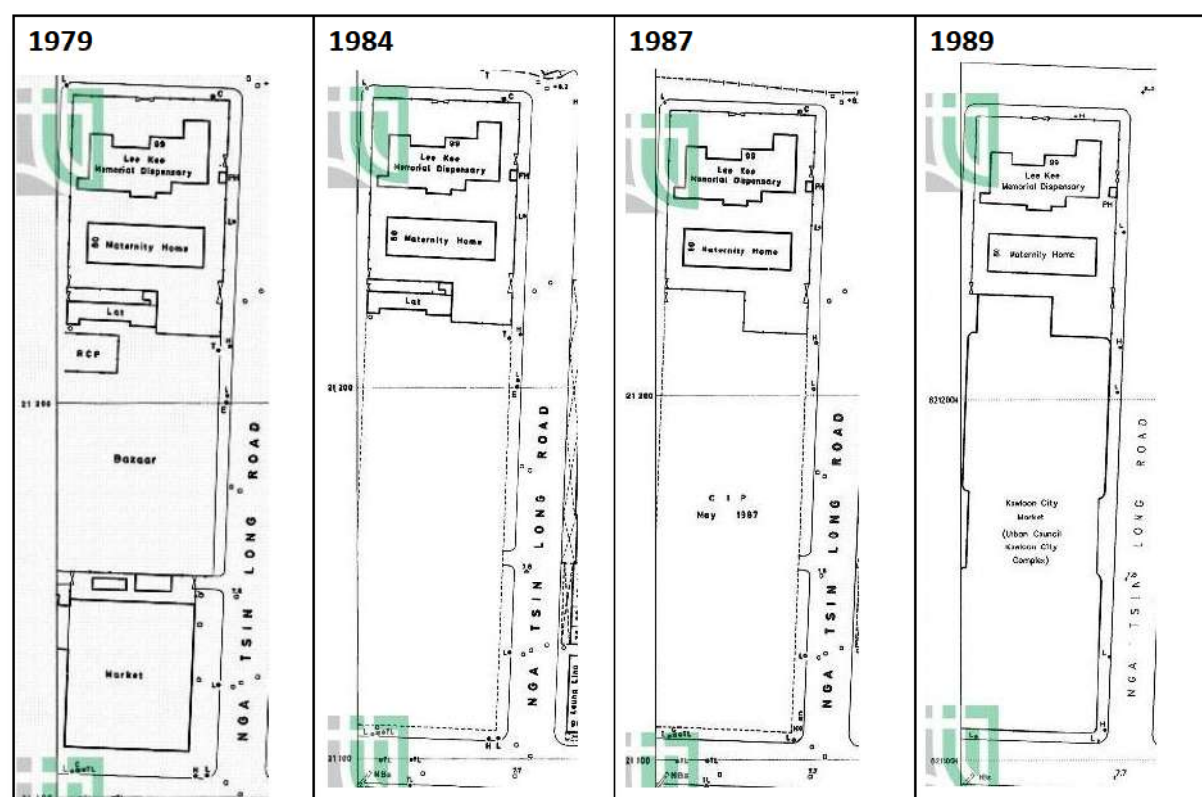
2.5.2.2 Section A covers Junction Road. Majority of shops belong to services, such as music learning centres, tutorial centres, beauty parlours, etc. Trades along Junction Road are heavily influenced by areas to the west of the Study Area, i.e. the higher-class residential areas at Grampian Road and further westwards with residents opting for higher-end services.

2.5.2.3 Section B covers Fuk Lo Tsun Road and Lion Rock Road. As mentioned in Section 2.2, the two are the north-south streets with the highest pedestrian count. They are not particularly dominated by restaurants, but are probably most used by pedestrians who travel from Prince Edward Road to Kowloon City Plaza, the local node in Kowloon City. Besides, the Fuk Lo Tsun Road bus stop is located at the island between Fuk Lo Tsun Road and Lion Rock Road. This implies commuters alighting at this stop would either opt for Fuk Lo Tsun Road or Lion Rock Road assuming that they are travelling northwards to Kowloon City Plaza. This Section is dominated by household-related retail, especially along Lion Rock Road. It is possible that these shops serve mainly the residents, supplying their daily needs.

2.5.2.4 Section C covers Hau Wong Road and Nga Tsin Long Road. The Kowloon City Market is at the centre of this Section. Most shops in Section C, especially at its northern half, belong to food-related retail, complementing the location of Kowloon City Market. During the early post-war years, there originally were rolls of shops (pai dongs) erected along Nga Tsin Wai Road, forming a hawker bazaar. During the expansion of Kai Tak Airport, part of Nga Tsin Wai Road was used as a passageway for trucks, and pedestrians were required to use the footbridge to cross Nga Tsin Wai Road. Shops originally operating along Nga Tsin Wai Road thus moved to the north-south streets including Nga Tsin Long Road, Hau Wong Road and Lion Rock Road, etc. Very soon, a market bazaar was formed at the present location of the Kowloon City Municipal Services Building. The two-storey temporary metal structure market building was built in the 1950s. According to the shop owner of No. 44 Nga Tsin Long Road, the north-south streets were full of shops and the residual width of the roads were barely enough for vehicles to pass by.



Nga Tsin Wai Road during the late 1950s, when used for transporting materials to Kai Tak. The Market is at the right. (Source: HKMemory)



Evolution of the area occupied by the current Kowloon City Market and Cooked Food Centre from 1979 to 1989. (Source: SMO)

2.5.2.5 In the mid-1980s, there was a severe fire at the Kowloon City Market, and all the stops located at the present island were burnt down. In late 1980s, with the construction of the new market buildings in Kowloon, the Urban Council started to resettle the hawkers of the old Kowloon City Market. Some hawkers in Kowloon City were settled to the nearby market buildings in Kowloon, including To Kwa Wan Market and Ngau Chi Wan Market. In November 1984, the government demolished the old Kowloon City Market and built a temporary market on Carpenter Road (present day Kowloon City Plaza) to settle the local stores. In 1988, the Kowloon City Municipal Services Building was built with both wet and cooked food market between Hau Wong Road and Nga Tsing Long Road. The new market serves as a place to settle the hawker bazaars in the old market and had improved the overall hygiene condition of Kowloon City. According to the survey conducted in 2019, a total of 36 food-related retail stores were found along these two streets. Some of the established shops exist at present in clusters. These stores have created a synergy with the Kowloon City Municipal Services Building.

2.5.2.6 A cluster of buildings having awnings can be found at the north section of Hau Wong Road and Nga Tsin Long Road. It is common that the pedestrian pavements are converted by shop operators as semi-public or semi-private use, mainly for the display and storage of goods such as fresh and dried food. Such conversions are also concentrated on food stores on Hau Wong Road and Nga Tsin Long Road.



Survey map on the awnings on buildings. Apparent clustering is found at Section C (demarcated in red rectangle).

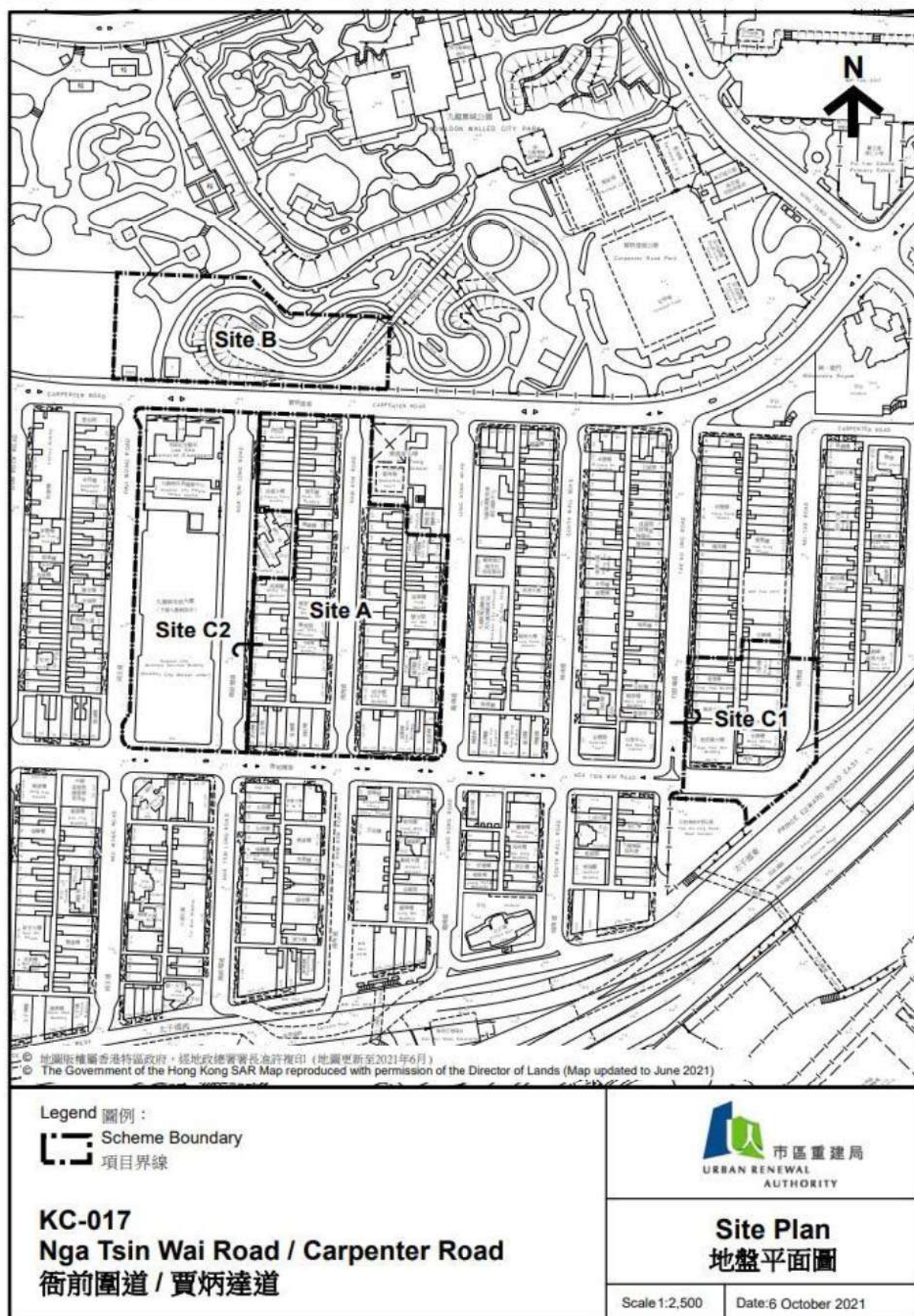
2.5.2.7 Section D covers Nam Kok Road, Lung Kong Road, and South Wall Road. These three streets are dominated by restaurants. South Wall Road, in particular, is home to around 10 Thai restaurants.

2.5.2.8 Last but not least, Section E covers the remaining streets: Tak Ku Ling Road, Kai Tak Road, and Sa Po Road. Apart from the southern portion of Tak Ku Ling Road (dominated by several restaurants), Section E is mainly a mix of household-related retail and services. Their nature is more inclined towards industrial, e.g. motor vehicle repair and hardware retail, rather than domestic.

3


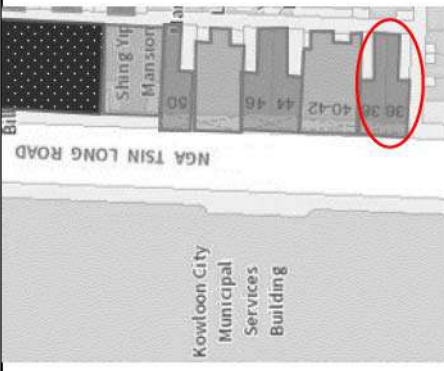
INTRODUCTION and CULTURAL ASSESSMENT of KC-017

3.1 Boundaries of KC-017




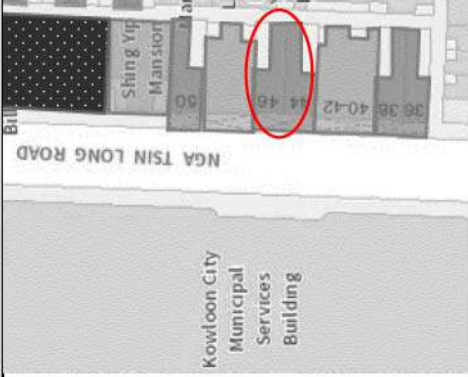
Site plan of KC-017

Preliminary Observation of Cultural Heritage Values of 3 Historical Buildings and Lee Kee Memorial Dispensary



Building	Preliminary Observation of Cultural Heritage Values (see Note ¹)	Heritage Values Criteria	Location
<p>1. 36 & 38 Nga Tsin Long Road</p> 	<ul style="list-style-type: none"> - <u>Architectural</u>: external appearance of the low-rise tong lau contributes some aesthetic value. - Balconies, cantilevered for approximately 2m deep built over existing side-walk demonstrates the advancement of building technology in late 1930s, rare in pre-war era. - <u>Group</u>: the building forms a harmonious cluster with the building located at Nos. 44 & 46 Nga Tsin Long Road which shares the same façade design while adopting a totally different structural solution. - <u>Social</u>: shops on the G/F supports the lively street scene. Also represents the unique Chiu chow/Thai culture of Kowloon City. 	Architectural Group Social	



¹ Evaluation based on on-site non-obtrusive observation. Subject to further review upon detailed site appraisal being carried out at detailed design stage.

Extract of Kowloon City Action Area 3 (KC-AA3) – KC-017 District History Study
(Prepared by Substance Lab Limited in 2022)

Building	Preliminary Observation of Cultural Heritage Values (see Note 1)	Heritage Values Criteria	Location
<p>2. 44&46 Nga Tsin Long Road</p> 	<ul style="list-style-type: none"> - <u>Architectural</u>: external appearance of the building contributes some aesthetic value. The portion supported by columns on the footpath creates a covered walkway to pedestrians. Externally, it is a typical example of a verandah-type shophouse. However, the use of four columns (instead of three) on the two lots is rare. - <u>Group</u>: the building forms a harmonious cluster with the building located at Nos. 36 & 38 Nga Tsin Long Road which shares the same façade design while adopting a totally different structural solution - <u>Social</u>: G/F shops are old/representational shops that have operated for around 70 years well known in the district. 	Architectural Group Social	

Extract of Kowloon City Action Area 3 (KC-AA3) – KC-017 District History Study
(Prepared by Substance Lab Limited in 2022)

Building	Preliminary Observation of Cultural Heritage Values (see Note 1)	Heritage Values Criteria	Location
<p>3. Nga Tsin Wai Road 68</p> 	<ul style="list-style-type: none"> - <u>Architectural:</u> The verandah building with columns built over pedestrian walkway is a very good example of such architectural typology. The building is one of the very few buildings in Kowloon City whose architectural design demonstrates both Chinese and Art Deco influences. Some building elements, materials and decorative features including stepped gabled wall, balusters of protective barriers, art deco elements and motifs are representative features of tong lau. - <u>Social:</u> The buildings have shaped the memories, identities, and lifestyle of the Kowloon City community 	Architectural Social	

Building	Preliminary Observation of Cultural Heritage Values (see Note ¹)	Heritage Values Criteria	Location
<p>4. Lee Kee Memorial Dispensary</p> 	<ul style="list-style-type: none"> - <u>Contextual</u>: the building witnessed the development of the island originally planned for government, institution, and community uses in the 1920s. It witnessed the expansion of healthcare services and the redevelopment of Kowloon City Market into Kowloon City Municipal Services Building. - <u>Historical</u>: foundation stone and stela of Lee Kee Memorial Dispensary considered authentic which witnessed the construction of the building and both government and the Kaifong Welfare Associations' contribution to the community. - It is the only public commemorative feature of Lee Kee in Hong Kong. 	Historical Contextual	

Appendix 3

Preliminary Landscape Design and Tree Survey Report

Urban Renewal Authority

**Nga Tsin Wai Road/ Carpenter
Road Development Scheme (KC-
017)**

**Preliminary Landscape Design
Scheme and Preliminary Tree
Preservation Proposal**

Draft Rev.0 | May 2022

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 268533

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Appendices

Appendix A	Tree Assessment Schedule
Appendix B	Tree Survey Photo Record
Appendix C	Tree Survey and Tree Preservation Proposal Methodology

1 Introduction

1.1 Background

- 1.1.1.1 The Nga Tsin Wai Road/ Carpenter Road Development Scheme (KC-017) (the Scheme) is proposed by the Urban Renewal Authority (URA) under Section 25 of the Urban Renewal Authority Ordinance (URAO). The Tree Survey and Preliminary Tree Preservation Proposal; and Preliminary Landscape Design Scheme are prepared in support of the submission of a draft Development Scheme Plan (DSP) with its Planning Report by the URA to the Town Planning Board (TPB) for consideration.
- 1.1.1.2 The Tree Survey and Preliminary Tree Preservation Proposal has been prepared following the requirements in DEVB TC(W) No. 4/2020, please refer to **Appendix C** for the study methodology.

1.2 Overall Site Description and Proposed Development

- 1.2.1.1 The Scheme is located in Lung Tong area of the Kowloon City District. With a total gross site area of about 37,061m² (Figure 1.1 refers), the Scheme comprises three sites, Main Site (Site C2 & A), Northern Site (Site B) and Eastern Site (Site C1). The site conditions of each application site are described as follows:

Figure 1.1 Scheme Area



- Main Site (Site C2 & A) is broadly bounded by Carpenter Road, Lung Kong Road, Nga Tsin Wai Road and Hau Wong Road. The existing site is occupied by low-rise residential buildings with retail shops on the ground floor.
- Northern Site (Site B) is situated to the north of Site A across Carpenter Road. It is currently a part of the existing Carpenter Road Park (CRP), which is covered with trees and shrubs plantings. Part of cycling track and some pocket seating spaces are also located within the site area.

- Eastern Site (Site C1) is located at the corner of Kai Tak Road and Nga Tsin Wai Road. The existing site is occupied by low-rise residential buildings.

1.2.1.2 **Table 1.1** sets out the key parameters of the proposed developments.

Table 1.1 Development Key Parameters

Site No.	Proposed Use	Site Area (m ²)	Notional Design *	
			No. of Towers	Building Heights (mPD)
A	Residential cum retail	14,494	4 residential towers over podia and 1 single-storey commercial podium	143 - 160
B	GIC Complex	6,600	1 GIC complex	100
C1	Commercial Complex and at-grade landscaped diversified space	5,118	1 three-storey commercial complex	21.1
C2	Residential cum retail	10,849	3 residential towers over podia	143 - 160

Remarks: Notional design subject to change at detailed design stage.

2 Tree Survey and Preliminary Tree Preservation Proposal

2.1 Tree Survey

- 2.1.1.1 Tree survey was conducted on 20 December 2021. The tree survey area included the Carpenter Road Park, Lee Kee Memorial Dispensary, Hau Wong Road, Nga Tsin Long Road, Nam Kok Road, Lung Kong Road, Tak Ku Ling Road, Nga Tsin Wai Road and Kai Tak Road. The locations of existing trees within the survey boundary are indicated in **Figure 1.2** to **Figure 1.5**. Details of tree condition are included in the Tree Assessment Schedule (TAS) in **Appendix A**. Photographic records are shown in **Appendix B**.

2.2 Key Findings

- 2.2.1.1 A total of 129 nos. of existing surveyed trees are located within the survey boundary with 30 different species recorded in this survey. The general health and form of the existing trees are considered as fair. **Table 2.1** summarizes the tree species composition within the survey boundary.

Table 2.1 Summary of Identified Individual Surveyed Trees

Scientific name	Chinese name	Quantity
<i>Acacia confusa</i>	台灣相思	3
<i>Ailanthus fordii</i>	常綠臭椿	2
<i>Archontophoenix alexandrae</i>	假檳榔	5
<i>Aleurites moluccana</i>	石栗	7
<i>Bauhinia × blakeana</i>	洋紫荊	4
<i>Bischofia javanica</i>	秋楓	1
<i>Bombax ceiba</i>	木棉	1
<i>Carica papaya</i>	番木瓜	4
<i>Caryota maxima</i>	魚尾葵	5
<i>Cinnamomum camphora</i>	樟	4
<i>Casuarina equisetifolia</i>	木麻黃	1
<i>Clausena lansium</i>	黃皮	1
<i>Delonix regia</i>	鳳凰木	10
<i>Dimocarpus longan</i>	龍眼	3
<i>Dracaena draco</i>	龍血樹	1
<i>Eriobotrya japonica</i>	枇杷	1

Scientific name	Chinese name	Quantity
<i>Ficus altissima</i>	高山榕	1
<i>Ficus benjamina</i>	垂葉榕	4
<i>Ficus microcarpa</i>	細葉榕	4
<i>Koelreuteria bipinnata</i>	複羽葉欒樹	7
<i>Lagerstroemia speciosa</i>	大花紫薇	16
<i>Leucaena leucocephala</i>	銀合歡	1
<i>Liquidambar formosana</i>	楓香	12
<i>Livistona chinensis</i>	蒲葵	14
<i>Melaleuca cajuputi</i> Roxb	白千層	2
<i>Michelia x alba</i>	白蘭	4
<i>Spathodea campanulata</i>	火焰樹	3
<i>Terminalia catappa</i>	欖仁	5
<i>Terminalia mantaly</i>	小葉欖仁	1
<i>Wodyetia bifurcata</i>	狐尾椰子	2
		129

Identified Trees with High Value for Priority Preservation

2.2.2

According to the findings in TAS, no Registered OVTs or POVTs were identified within the survey boundary. However, the following types of trees with high value for priority preservation are found within the site:

Mature trees

- One (1) mature tree (T107 – *Ficus microcarpa* 細葉榕) with size of DBH 1400mm measured at 1.3m above ground level. The general tree health and form condition are considered as fair.

2.2.3

The locations of Mature Trees are highlighted in **Figure 1.2** for easy reference.

2.3

Preliminary Tree Preservation Proposal

2.3.1.1

According to the notional design of the Scheme, it is anticipated that 10 existing trees (T005, T006, T007 and T123-129) will not have direct conflict with the building works and are proposed to be retained / transplanted within the project site. The tree preservation measures (i.e. retain/transplant) may consider participable in the following cases:

- T005-T007 (3 nos.) may have conflict with the basement construction. suggest to be retained/transplanted subject to detailed design and future works area of construction.

- T123-T129 (7 nos.) along Hau Wong Road are located at pedestrian path. suggest to be retained/transplanted subject to detailed design and future works area of construction

- 2.3.1.2 Total 119 existing trees will be affected as they are overlapped with the proposed development footprint and works area.
- 2.3.1.3 22 nos. of trees are proposed to be transplanted within the DSP boundary, including the Mature Tree (T107 – *Ficus microcarpa* 細葉榕), ten *Lagerstroemia speciosa* (大花紫薇), eight *Delonix regia* (鳳凰木) and three *Liquidambar formosana* (楓香). However, the feasibility of tree transplanting shall be further reviewed at the later design stage, subject to the tree health and structural conditions; availability and capacity of the receptor site etc, in accordance to DEVB TC(W) NO.4/2020; and agreement from relevant government departments.
- 2.3.1.4 97 nos. of trees are proposed to be felled with compensation. Most of the affected trees are in poor health and form condition, hence their survival rate after transplanting will be consider as low.
- 2.3.1.5 The preliminary tree recommendation plans are included in **Figure 1.6** to **Figure 1.9**. **Table 2.2** summarize the proposed treatment for the existing trees.

Table 2.2 Summary of Proposed Treatment to Existing Trees

Total Surveyed Trees	Tree to be Retained/ Transplanted	Tree to be Transplanted	Tree to be Felled
129 nos.	10 nos.	22 nos.	97 nos.

2.4 Preliminary Compensatory Tree Planting Proposal

- 2.4.1.1 Total 97 new trees (compensatory standard/ heavy standard) are proposed to compensate for the loss of 97 nos. of existing trees, the compensatory planting ratio is 1(97):1(97). In tree planting for the proposed development, the use of native species will be explored as far as appropriate at detailed design stage to enhance the biodiversity according to the Biodiversity Strategy and Action Plan for Hong Kong released by Government.

3 Preliminary Landscape Design Concept

3.1 Landscape Design Objectives

3.1.1.1 The objectives of the landscape proposal include the followings:

- To create a high-quality public spaces with adequate active and passive recreational facilities for the communities and future residents;
- To create a high-quality streetscape environment within the development area by improving its accessibility and visibility;
- To create a walkable neighborhood with landscaping and gathering places;
- To preserve the urban grid characters in the area;
- To establish a comprehensive green network to link up Carpenter Road Park and to inject the greenery into the dense core area of Kowloon City;
- To provide various forms and sizes of gathering places for street activities, gatherings and place-making opportunities to celebrate the local festival activities and cultural events; and
- To integrate the landscape with the proposed development and the surrounding context.

3.2 Preliminary Landscape Design Concept

3.2.1.1 The landscape design concept for each sites are described as follows:

Main Site (Site C2 and A)

- Creation of a key amenity node (a market square) at Carpenter Road as flexible space for gathering, events and local festival activities;
- Pedestrianization of Nam Kok Road and Nga Tsin Long Road for a walkable neighborhood. Both avenues shall be flanked by small shops with ground floor setback as covered walkway to meet functional needs and respect existing urban grid setting. To enhance the overall pedestrian travelling experience, provision of greenery shall be maximized with rows of avenue trees for shade and view framing purpose;
- The landscape design shall encourage various spontaneous social activities, such as for outdoor lunch, resting, street performance etc. to lengthen people's stay and foster a sense of vibrancy; and
- Deliver a sense of arrival to Kowloon City for visitors from MTR station. Lush roadside trees shall be erected along Nga Tsin Wai Road as part of the visual green corridor which links to Site C1.

Northern Site (Site B)

- Provision of green spaces in the form of communal sky garden, landscaped terraces and green roofs will be explored in the building design of the new GIC complex in Site B, to create multi-levels greenery connections between the GIC complex and the CRP; and

- to provide recreation facilities at the GIC Complex and at-grade landscaping at the Site to echo with the green surroundings like a Park 2.0 concept.

Eastern Site (Site C1)

- Creation of an at-grade gateway square with integrated design connecting with the adjoining existing POS, Tak Ku Ling Road Rest Garden, and the multi-levels sunken plaza at the URA commenced project KC-015, forming an enlarged gateway from Kai Tak Development Area to this part of Kowloon City; and
- Abundant greenery shall be provided along Prince Edward Road East for a sense of arrival and visual buffer between the traffic and the open space.

3.2.1.2 The preliminary landscape design scheme with artist's impression of the proposed landscaped pedestrian avenues, market square and gateway square is shown in **Figure 1.10**.

3.3 Hard and Soft Landscape Proposals

3.3.1.1 Hard landscape elements will be designed and/ or selected using the following general criteria:

- Using durable and long-lasting materials and finishes;
- Cost and maintenance requirement;
- Slip resistance to ensure safety; and
- Visual compatibility with the proposed development and surrounding environment.

3.3.1.2 The soft landscape element will be selected using the following general criteria:

- Fast growing – able to provide the desired landscape design intent within short period of time;
- Native species shall be use as far as appropriate to enhance the kc-017 biodiversity;
- Seasonal Interest – providing seasonal variety or special seasonal flowers or foliage colour to create an impressive greening impact;
- Provide adequate tree planting spacing for future growth both above and below ground; and
- Avoid using toxic species to ensure public safety.

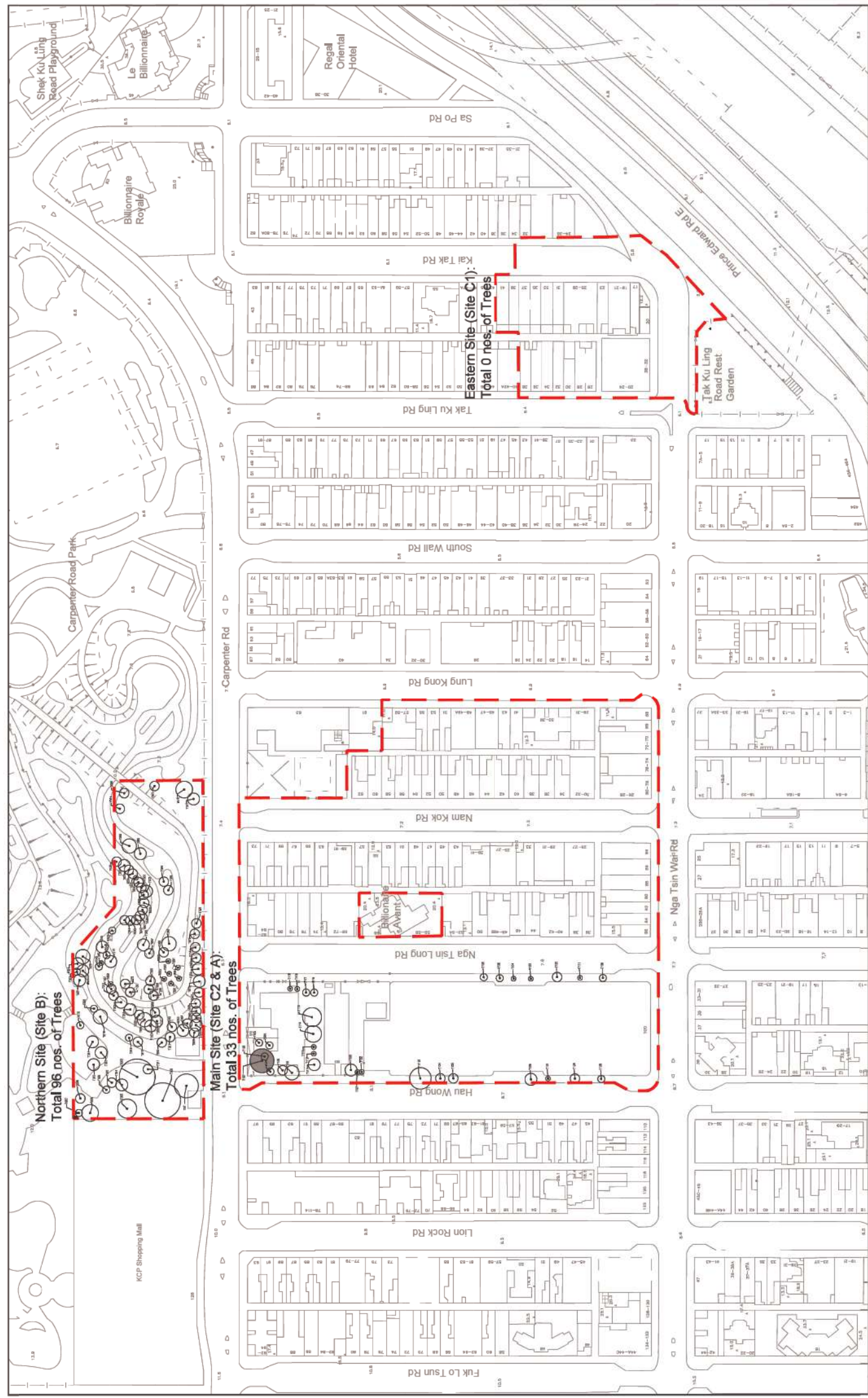
3.4 Conclusion

3.4.1.1 The DSP involves redevelopment of existing buildings and restructuring of part of the existing Carpenter Road Park. Through restructuring and replanning of the site, the scheme will provide more at-grade landscaped diversified space in various forms, including landscaped pedestrian avenues, market square, gateway square and amenity spaces to link up Carpenter Road Park into the densely developed area in Lung Tong and to enhance the connectivity to adjoining areas. Opportunities for

the provision of multi-level greenery connections between the GIC complex in Northern Site (Site B) and the Carpenter Road Park to echo with the green surroundings will also be explored.

- 3.4.1.2 Total 129 nos. of existing trees are found within the DSP boundary, most of them are located in the Carpenter Road Park. 97 nos. of trees are in direct conflict with the proposed development and proposed to be felled due to its poor health condition. Adequate space for planting has been proposed under the preliminary landscape design concept for the tree compensation in the Scheme, e.g. along the at-grade landscaped pedestrian avenues, market square and gateway square. A total of 97 nos. of new trees are proposed to compensate for the tree loss, and the compensatory planting ratio is 1:1.
- 3.4.1.3 With the above design objectives and proposal, it is anticipated that the proposed development would enhance the landscape environment of the area and the proposed development will not bring substantial adverse landscape impact.

Figures



Northern Site (Site B):
Total 96 nos. of Trees

Main Site (Site C2 & A):
Total 33 nos. of Trees

Eastern Site (Site C1):
Total 0 nos. of Trees

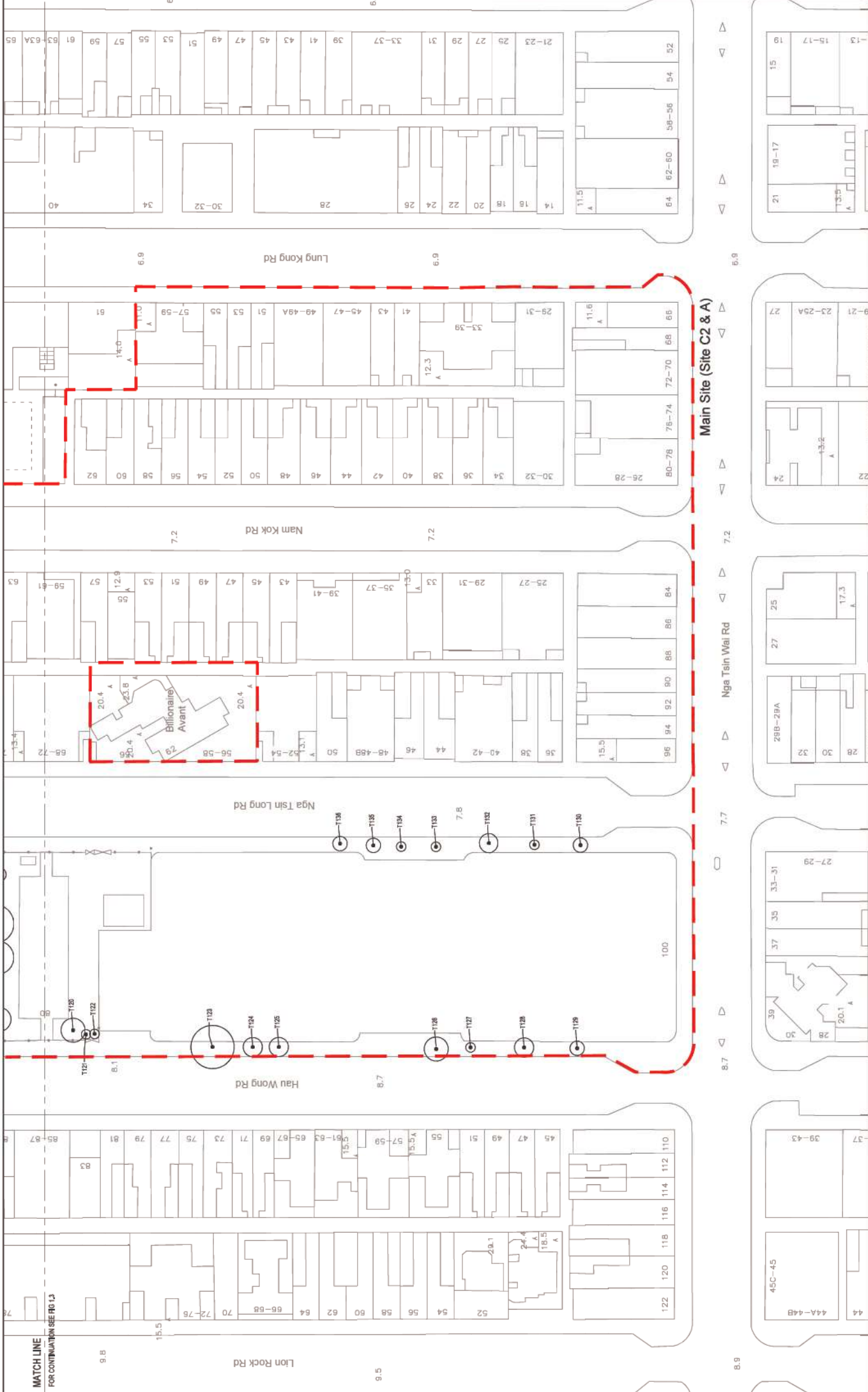
- LEGEND
- Existing Trees
 - Mature Trees



Extent of Scheme Area

DRAWING TITLE		SCALE AND ORIENTATION	
Tree Survey Plan - Overall		FIG 1.2	
DATE	MAY 2022	FIGURE NO.	1
DRAWN	ZD	JOB TITLE	1:2000@A3
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APPROVED	CY		

ARUP



MATCH LINE
FOR CONTINUATION SEE FIG 1.3

LEGEND

Existing Trees

Extent of Scheme Area

Key Plan

DRAWING TITLE

Tree Survey Plan (Sheet 2 of 3)

DATE

MAY 2022

FIGURE NO.

FIG 1.4

SCALE AND ORIENTATION

1:1000@A3

DRAWN

ZD

CHECKED

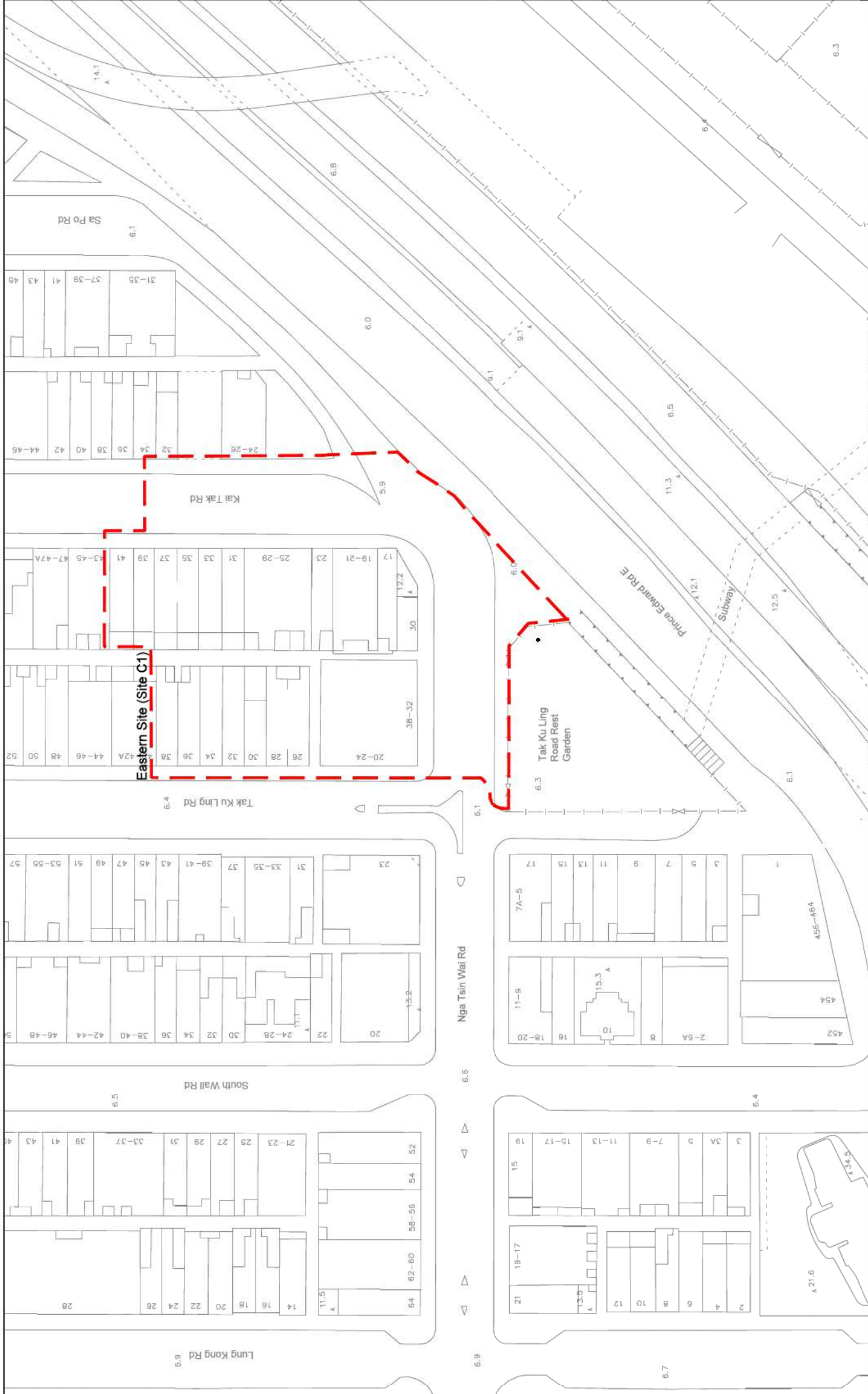
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LEGEND

Extent of Scheme Area

Key Plan

Tree Survey Plan (Sheet 3 of 3)

DATE

MAY 2022

FIGURE NO.

FIG 1.5

SCALE AND ORIENTATION

1:1000@A3

DRAWING TITLE

Tree Survey Plan (Sheet 3 of 3)

JOB TITLE

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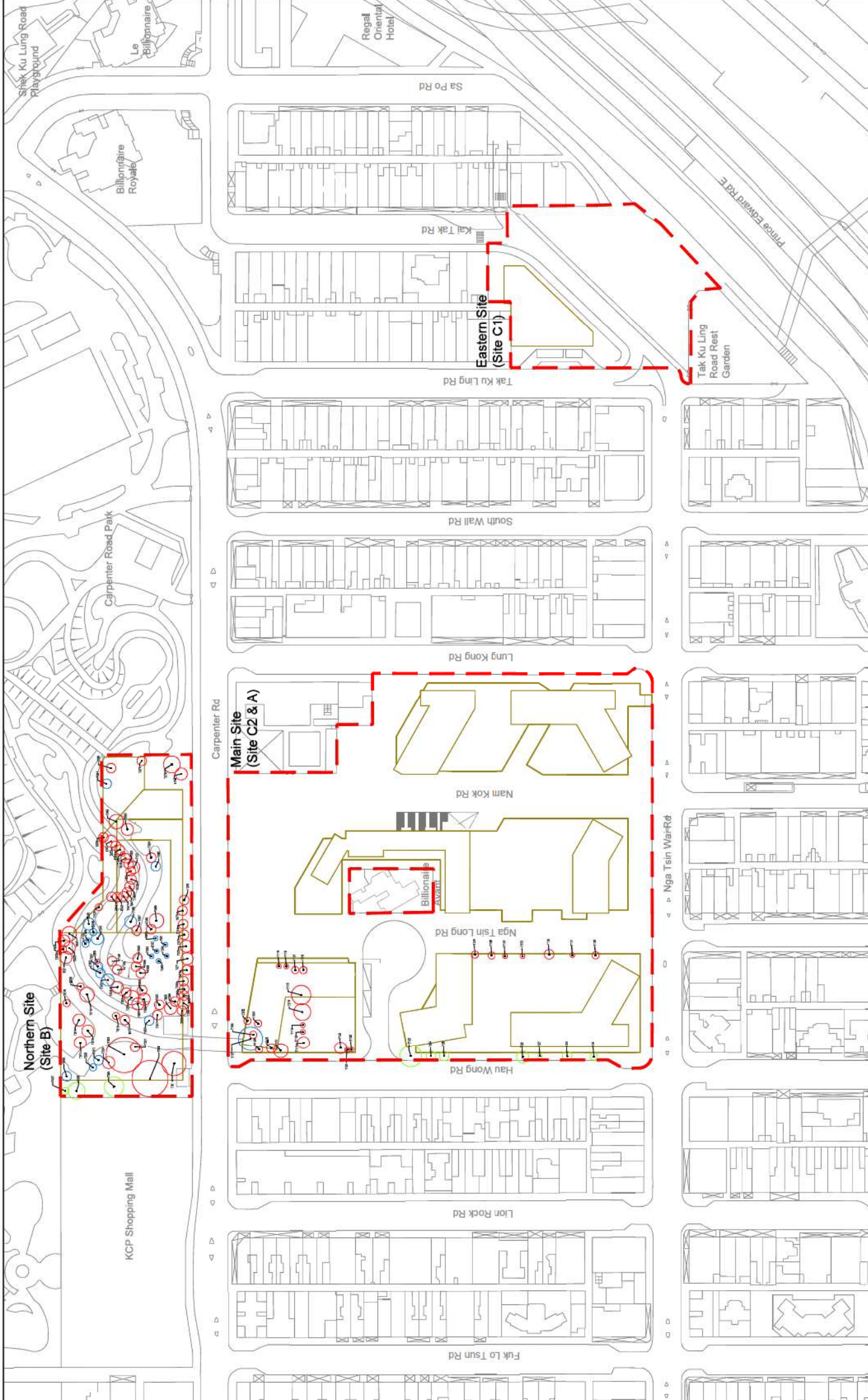
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LEGEND			DRAWING TITLE			DATE			FIGURE NO.			SCALE AND ORIENTATION			ARUP		
<div><div></div>Trees To Be Felled</div>	<div><div></div>Trees To Be Retained</div>	<div><div></div>Trees To Be Transplanted</div>	Extent of Scheme Area			Preliminary Tree Recommendation Plan - Overall			FIG 1.6			1:2000@A3					
			Proposed Building Footprint			DRAWN			MAY 2022			JOB TITLE					
						ZD			CY			APPROVED			CY		

Appendix A

Tree Assessment Schedule

Tree Survey Schedule

Raymond Ho
20/12/2021

Prepared by
Field Study was conducted in

Tree No.	Scientific Name	Chinese Common Name	Measurement		Amenity (High/Medium/Low)	Form (Good/Fair/Poor)	Health (Good/Fair/Poor)	Structure (Good/Fair/Poor)	Suitability for Transplanting (High/Medium/Low)	Proposed Treatment (Retain/Transplant/Fell) *	Department to provide expert advice to LandsD	Additional Remarks
			Height (m)	DBH (mm)								
T001	<i>Cinnamomum camphora</i>	樟	8	200	Low	Fair	Fair	Fair	Low	Fell	LCSd	Low survival rate after transplanting
T002	<i>Cinnamomum camphora</i>	樟	10	350	Low	Fair	Fair	Fair	Low	Fell	LCSd	Low survival rate after transplanting
T003	<i>Cinnamomum camphora</i>	樟	10	350	Low	Fair	Fair	Fair	Low	Fell	LCSd	Low survival rate after transplanting, Twisted Trunk
T004	<i>Caraya maxima</i>	魚尾葵	3	95	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T005	<i>Lagerstroemia speciosa</i>	大花紫葳	6	110	High	Fair	Fair	Fair	Medium	Retain/Transplant	LCSd	No direct conflict with the development layout
T006	<i>Lagerstroemia speciosa</i>	大花紫葳	6	110	High	Fair	Fair	Fair	Medium	Retain/Transplant	LCSd	No direct conflict with the development layout
T007	<i>Lagerstroemia speciosa</i>	大花紫葳	5	95	High	Fair	Fair	Fair	Medium	Retain/Transplant	LCSd	No direct conflict with the development layout
T008	<i>Lagerstroemia speciosa</i>	大花紫葳	6	95	High	Fair	Fair	Fair	Medium	Transplant	LCSd	-
T009	<i>Lagerstroemia speciosa</i>	大花紫葳	5	100	High	Fair	Fair	Fair	Medium	Transplant	LCSd	-
T010	<i>Lagerstroemia speciosa</i>	大花紫葳	6	100	High	Fair	Fair	Fair	Medium	Transplant	LCSd	-
T011	<i>Archontophoenix alexandrae</i>	假桫欏	8	100	Low	Fair	Fair	Fair	Low	Fell	LCSd	Low survival rate after transplanting
T012	<i>Bauhinia x blakeana</i>	洋紫荊	5	100	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T013	<i>Lagerstroemia speciosa</i>	大花紫葳	4	100	Medium	Fair	Fair	Fair	Low	Fell	LCSd	-
T014	<i>Lagerstroemia speciosa</i>	大花紫葳	5	150	Medium	Fair	Fair	Fair	Low	Fell	LCSd	-
T016	<i>Bauhinia x blakeana</i>	洋紫荊	5	100	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T017	<i>Bauhinia x blakeana</i>	洋紫荊	5	120	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T018	<i>Delonix regia</i>	鳳凰木	3	140	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T019	<i>Ficus microcarpa</i>	細葉榕	5	200	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T020	<i>Michelia x alba</i>	白蘭	6	150	Medium	Fair	Fair	Fair	Low	Fell	LCSd	-
T021	<i>Michelia x alba</i>	白蘭	6	180	Medium	Fair	Fair	Fair	Low	Fell	LCSd	-
T022	<i>Bischofia javanica</i>	秋楓	5	120	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T023	<i>Michelia x alba</i>	白蘭	6	150	Medium	Fair	Fair	Fair	Low	Fell	LCSd	-
T024	<i>Michelia x alba</i>	白蘭	5	170	Medium	Fair	Fair	Fair	Low	Fell	LCSd	-
T025	<i>Ficus microcarpa</i>	細葉榕	5	250	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T028	<i>Livistana chinensis</i>	羅漢松	4	150	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T032	<i>Livistana chinensis</i>	羅漢松	4	130	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T033	<i>Livistana chinensis</i>	羅漢松	4	120	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T034	<i>Livistana chinensis</i>	羅漢松	4	120	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T035	<i>Livistana chinensis</i>	羅漢松	3	130	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T036	<i>Livistana chinensis</i>	羅漢松	4	130	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T037	<i>Livistana chinensis</i>	羅漢松	4	130	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T038	<i>Livistana chinensis</i>	羅漢松	4	120	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T039	<i>Livistana chinensis</i>	羅漢松	4	150	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T040	<i>Livistana chinensis</i>	羅漢松	4	120	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T041	<i>Livistana chinensis</i>	羅漢松	4	120	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T042	<i>Livistana chinensis</i>	羅漢松	4	150	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T043	<i>Livistana chinensis</i>	羅漢松	4	120	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T044	<i>Livistana chinensis</i>	羅漢松	4	120	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T045	<i>Delonix regia</i>	鳳凰木	6	140	High	Fair	Fair	Fair	Medium	Transplant	LCSd	-
T046	<i>Delonix regia</i>	鳳凰木	5	100	High	Fair	Fair	Fair	Medium	Transplant	LCSd	-
T047	<i>Delonix regia</i>	鳳凰木	5	200	High	Fair	Fair	Fair	Medium	Transplant	LCSd	-
T048	<i>Delonix regia</i>	鳳凰木	4.0	95	High	Fair	Fair	Fair	Medium	Transplant	LCSd	-
T049	<i>Delonix regia</i>	鳳凰木	5	110	High	Fair	Fair	Fair	Medium	Transplant	LCSd	-
T050	<i>Delonix regia</i>	鳳凰木	3	100	Low	Poor	Poor	Fair	Low	Fell	LCSd	-
T051	<i>Delonix regia</i>	鳳凰木	5	110	High	Fair	Poor	Fair	Medium	Transplant	LCSd	-
T052	<i>Delonix regia</i>	鳳凰木	5	120	High	Fair	Fair	Fair	Medium	Transplant	LCSd	-
T053	<i>Liquidambar formosana</i>	楓香	6	200	High	Fair	Fair	Fair	Medium	Transplant	LCSd	-
T054	<i>Ficus benjamina</i>	垂葉榕	6	150	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T055	<i>Cinnamomum camphora</i>	樟	6	200	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T056	<i>Ficus benjamina</i>	垂葉榕	5	180	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T057	<i>Liquidambar formosana</i>	楓香	6	160	Medium	Fair	Fair	Fair	Low	Fell	LCSd	-
T058	<i>Koeleruteria bipinnata</i>	掃帚葉欏欏樹	6	150	Medium	Fair	Fair	Fair	Low	Fell	LCSd	On slope, Restricted Rootflare
T059	<i>Koeleruteria bipinnata</i>	掃帚葉欏欏樹	6	220	Medium	Fair	Fair	Fair	Low	Fell	LCSd	On slope, Restricted Rootflare
T060	<i>Lagerstroemia speciosa</i>	大花紫葳	6	150	High	Fair	Fair	Fair	Medium	Transplant	LCSd	-
T061	<i>Koeleruteria bipinnata</i>	掃帚葉欏欏樹	6	220	Medium	Fair	Fair	Fair	Low	Fell	LCSd	On slope, Restricted Rootflare
T062	<i>Koeleruteria bipinnata</i>	掃帚葉欏欏樹	6	180	Medium	Fair	Fair	Fair	Low	Fell	LCSd	On slope, Restricted Rootflare
T063	<i>Liquidambar formosana</i>	楓香	7	320	Medium	Fair	Fair	Fair	Low	Fell	LCSd	On slope, Low survival rate after transplanting
T064	<i>Archontophoenix alexandrae</i>	假桫欏	6	100	Medium	Fair	Fair	Fair	Low	Fell	LCSd	-
T065	<i>Archontophoenix alexandrae</i>	假桫欏	7	130	Medium	Fair	Fair	Fair	Low	Fell	LCSd	Low survival rate after transplanting
T066	<i>Aleurites moluccana</i>	石栗	6	220	Medium	Fair	Fair	Fair	Low	Fell	LCSd	-
T067	<i>Archontophoenix alexandrae</i>	假桫欏	6	200	Low	Fair	Fair	Fair	Low	Fell	LCSd	-
T068	<i>Archontophoenix alexandrae</i>	假桫欏	7	200	Low	Fair	Fair	Fair	Low	Fell	LCSd	Low survival rate after transplanting
T069	<i>Aleurites moluccana</i>	石栗	6	180	Low	Poor	Poor	Fair	Low	Fell	LCSd	-
T070	<i>Aleurites moluccana</i>	石栗	6	170	Low	Poor	Poor	Fair	Low	Fell	LCSd	-
T071	<i>Bombax ceiba</i>	木棉	10	280	Low	Poor	Poor	Fair	Low	Fell	LCSd	Low survival rate after transplanting

Tree No.	Scientific Name	Chinese Common Name	Measurement		Amenity (High/Medium/Low)	Form (Good/Fair/Poor)	Health (Good/Fair/Poor)	Structure (Good/Fair/Poor)	Suitability for Transplanting (High/Medium/Low)	Proposed Treatment (Retain/Transplant/Fell) *	Department to provide expert advice to LandsD	Additional Remarks
			Height (m)	DBH (mm)								
T072	<i>Liquidambar formosana</i>	楓香	8	250	Medium	Fair	Fair	Fair	Low	Fell	LCSD	Low survival rate after transplanting
T073	<i>Liquidambar formosana</i>	楓香	6	160	Medium	Fair	Fair	Fair	Low	Fell	LCSD	-
T074	<i>Aleurites moluccana</i>	石栗	6	150	Low	Fair	Poor	Fair	Low	Fell	LCSD	-
T075	<i>Aleurites moluccana</i>	石栗	6	180	Low	Fair	Poor	Fair	Low	Fell	LCSD	-
T076	<i>Aleurites moluccana</i>	石栗	6	160	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T077	<i>Ficus benjamina</i>	垂葉榕	6	250	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T078	<i>Ficus benjamina</i>	垂葉榕	6	680	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T079	<i>Bauhinia x blakeana</i>	洋紫荊	4.0	100	Low	Fair	Fair	Fair	Low	Fell	LCSD	On slope, Leaning
T080	<i>Acacia confusa</i>	台灣相思	6	180	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T081	<i>Lagerstroemia speciosa</i>	大花紫葳	5	150	High	Fair	Fair	Fair	Medium	Transplant	LCSD	-
T082	<i>Acacia confusa</i>	台灣相思	7	180	Low	Fair	Fair	Fair	Low	Fell	LCSD	Low survival rate after transplanting
T083	<i>Albizia forsteri</i>	常綠白楸	6	180	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T084	<i>Liquidambar formosana</i>	楓香	6	180	High	Fair	Fair	Fair	Medium	Transplant	LCSD	-
T085	<i>Liquidambar formosana</i>	楓香	6	160	High	Fair	Fair	Fair	Medium	Transplant	LCSD	-
T086	<i>Liquidambar formosana</i>	楓香	6	150	Medium	Fair	Fair	Fair	Low	Fell	LCSD	-
T087	<i>Liquidambar formosana</i>	楓香	8	250	Low	Fair	Fair	Fair	Low	Fell	LCSD	Low survival rate after transplanting
T088	<i>Ficus microcarpa</i>	細葉榕	6	180	Medium	Fair	Fair	Fair	Low	Fell	LCSD	-
T089	<i>Liquidambar formosana</i>	楓香	2	95	High	Fair	Fair	Fair	Medium	Transplant	LCSD	-
T090	<i>Lagerstroemia speciosa</i>	大花紫葳	2	95	High	Fair	Fair	Fair	Medium	Transplant	LCSD	-
T091	<i>Lagerstroemia speciosa</i>	大花紫葳	2	95	High	Fair	Fair	Fair	Medium	Transplant	LCSD	-
T092	<i>Lagerstroemia speciosa</i>	大花紫葳	3	95	High	Fair	Fair	Fair	Medium	Transplant	LCSD	-
T093	<i>Lagerstroemia speciosa</i>	大花紫葳	3	95	High	Fair	Fair	Fair	Medium	Transplant	LCSD	-
T094	<i>Lagerstroemia speciosa</i>	大花紫葳	3	100	High	Fair	Fair	Fair	Medium	Transplant	LCSD	-
T095	<i>Lagerstroemia speciosa</i>	大花紫葳	6	200	Medium	Fair	Fair	Fair	Low	Fell	LCSD	-
T097	<i>Koelreuteria bipinnata</i>	複羽葉欒樹	5	200	Low	Poor	Poor	Poor	Low	Fell	LCSD	Twisted Trunk, Dieback
T098	<i>Koelreuteria bipinnata</i>	複羽葉欒樹	5	150	Low	Poor	Poor	Poor	Low	Fell	LCSD	Dieback
T099	<i>Koelreuteria bipinnata</i>	複羽葉欒樹	6	150	Medium	Fair	Fair	Fair	Low	Fell	LCSD	-
T100	<i>Liquidambar formosana</i>	楓香	5	180	Medium	Fair	Fair	Fair	Low	Fell	LCSD	-
T101	<i>Acacia confusa</i>	台灣相思	6	220	Medium	Fair	Fair	Fair	Low	Fell	LCSD	Leaning
T102	<i>Albizia forsteri</i>	常綠白楸	5	150	Medium	Fair	Fair	Fair	Low	Fell	LCSD	-
T103	<i>Albizia forsteri</i>	常綠白楸	5	95	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T104	<i>Caryota maxima</i>	魚尾葵	5	150	Medium	Fair	Fair	Fair	Low	Fell	LCSD	-
T105	<i>Clausena lansium</i>	黃皮	4	95	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T106	<i>Caryota maxima</i>	魚尾葵	12	1400	Medium	Fair	Fair	Fair	Low	Fell	LCSD	-
T107	<i>Ficus microcarpa</i>	細葉榕	5	130	Low	Fair	Fair	Fair	Low	Transplant	LCSD	Mature Tree
T108	<i>Caryota maxima</i>	魚尾葵	5	150	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T109	<i>Dimocarpus longan</i>	龍眼	8	600	Medium	Fair	Fair	Fair	Low	Fell	LCSD	-
T110	<i>Aleurites moluccana</i>	石栗	5	140	Low	Fair	Fair	Fair	Low	Fell	LCSD	Low survival rate after transplanting
T111	<i>Caryota maxima</i>	魚尾葵	6	120	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T112	<i>Carica papaya</i>	番木瓜	5	120	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T113	<i>Carica papaya</i>	番木瓜	5	120	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T114	<i>Casuarina equisetifolia</i>	木銀葉	9	600	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T115	<i>Delonix regia</i>	鳳凰木	9	500	Medium	Fair	Fair	Fair	Low	Fell	LCSD	Low survival rate after transplanting
T116	<i>Dimocarpus longan</i>	龍眼	5	110	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T117	<i>Dimocarpus longan</i>	龍眼	4	110	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T118	<i>Carica papaya</i>	番木瓜	5	100	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T119	<i>Ficus affinis</i>	密山榕	3	100	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T120	<i>Dracaena draco</i>	龍血樹	6	180	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T121	<i>Carica papaya</i>	番木瓜	4	100	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T122	<i>Eriobotrya japonica</i>	枇杷	5	110	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T123	<i>Delonix regia</i>	鳳凰木	12	450	Medium	Fair	Fair	Fair	Low	Retain / Transplant	LCSD	No direct conflict with the development layout
T124	<i>Terminalia catappa</i>	欖仁	9	300	Medium	Fair	Fair	Fair	Low	Retain / Transplant	LCSD	No direct conflict with the development layout
T125	<i>Terminalia catappa</i>	欖仁	9	280	Low	Poor	Poor	Fair	Low	Retain / Transplant	LCSD	No direct conflict with the development layout
T126	<i>Spathodea campanulata</i>	火焰樹	7	250	Medium	Fair	Fair	Fair	Low	Retain / Transplant	LCSD	No direct conflict with the development layout
T127	<i>Melaleuca cajuputi Roxb</i>	白千層	5	120	Low	Fair	Fair	Fair	Low	Retain / Transplant	LCSD	No direct conflict with the development layout
T128	<i>Terminalia catappa</i>	欖仁	5	200	Medium	Fair	Fair	Fair	Low	Retain / Transplant	LCSD	No direct conflict with the development layout
T129	<i>Terminalia catappa</i>	欖仁	5	250	Medium	Fair	Fair	Fair	Low	Retain / Transplant	LCSD	No direct conflict with the development layout
T130	<i>Terminalia mantaly</i>	小葉欖仁	5	120	Medium	Fair	Fair	Fair	Low	Fell	LCSD	-
T131	<i>Melaleuca cajuputi Roxb</i>	白千層	4	110	Medium	Fair	Fair	Fair	Low	Fell	LCSD	-
T132	<i>Terminalia catappa</i>	欖仁	4	220	Medium	Fair	Fair	Fair	Low	Fell	LCSD	-
T133	<i>Spathodea campanulata</i>	火焰樹	4	150	Medium	Fair	Fair	Fair	Low	Fell	LCSD	-
T134	<i>Spathodea campanulata</i>	火焰樹	4	110	Medium	Fair	Fair	Fair	Low	Fell	LCSD	-
T135	<i>Wodyetia bifurcata</i>	狐尾椰子	4	150	Low	Fair	Fair	Fair	Low	Fell	LCSD	-
T136	<i>Wodyetia bifurcata</i>	狐尾椰子	4	250	Low	Fair	Fair	Fair	Low	Fell	LCSD	-

*Remarks: The proposed tree treatment is subject to confirmation with LCSD/other relevant Government Departments upon DSP approval.

Appendix B

Tree Survey Photo Record

T001 - *Cinnamomum camphora* 樟
(Fell)



Whole View



Crown

T002 - *Cinnamomum camphora* 樟
(Fell)



Whole View



Crown



Trunk Base



Trunk Base



Trunk

LEGEND

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Tree Survey Photo Record

FIGURE NO.

SCALE AND ORIENTATION

DATE
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Removal Proposal

ARUP

T003 - *Cinnamomum camphora* 樟
(Fell)



Whole View



Crown



Trunk Base



Trunk

T004 - *Caryota maxima* 魚尾葵
(Fell)



Whole View



Crown



Trunk Base



Trunk

LEGEND

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ARUP

T005 - Lagerstroemia speciosa 大花紫薇
(Retain)



Whole View



Crown



Trunk Base



Trunk

T006 - Lagerstroemia speciosa 大花紫薇
(Retain)



Whole View



Crown



Trunk Base



Trunk

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T007 - *Lagerstroemia speciosa* 大花紫薇
(Retain)



Whole View



Crown



Trunk Base



Trunk

T008 - *Lagerstroemia speciosa* 大花紫薇
(Transplant)



Whole View



Crown



Trunk Base



Trunk

LEGEND

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ARUP

T009 - *Lagerstroemia speciosa* 大花紫薇
(Transplant)



Whole View



Crown



Trunk Base



Trunk

T010 - *Lagerstroemia speciosa* 大花紫薇
(Transplant)



Whole View



Crown



Trunk Base



Trunk

LEGEND

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T011 - *Archontophoenix alexandrae* 假桫欏
(Fell)



Whole View



Crown



Trunk Base



Trunk

T012 - *Bauhinia x blakeana* 洋紫荆
(Fell)



Whole View



Crown



Trunk Base



Trunk

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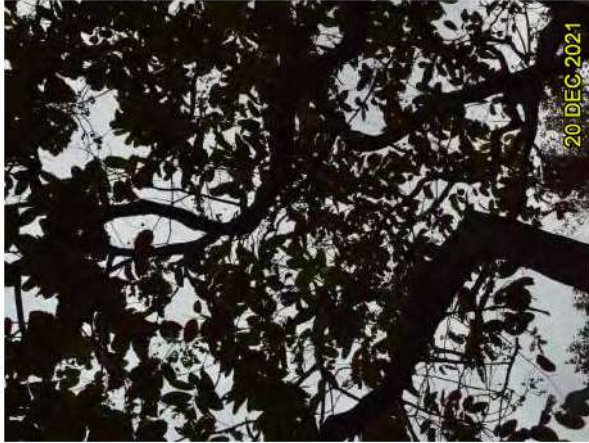
CY

ARUP

T013 - Lagerstroemia speciosa 大花紫薇 (Fell)



Whole View



Crown



Trunk Base

T014 - Lagerstroemia speciosa 大花紫薇 (Fell)



Whole View



Crown



Trunk Base



Trunk

LEGEND

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JOB TITLE

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DRAWN

ZD

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CY

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CY

T016 - *Bauhinia × blakeana* 洋紫荊
(Fell)



Whole View



Crown



Trunk Base



Trunk

T017 - *Bauhinia × blakeana* 洋紫荊
(Fell)



Whole View



Crown



Trunk Base



Trunk

LEGEND

DRAWING TITLE

Tree Survey Photo Record

FIGURE NO.

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DRAWN
ZD

CHECKED
CY

APPROVED
CY

JOB TITLE
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Removal Proposal

ARUP

T018 - *Leucaena leucocephala* 銀合歡
(Fell)



Whole View



Crown



Trunk Base

T019 - *Ficus microcarpa* 細葉榕
(Fell)



Whole View



Crown



Trunk Base

LEGEND

DRAWING TITLE

Tree Survey Photo Record

SCALE AND ORIENTATION

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DRAWN

ZD

CHECKED

CY

APPROVED

CY

ARUP

T020 - *Michelia x alba* 白蘭
(Fell)



Whole View



Crown



Trunk Base



Trunk

T021 - *Michelia x alba* 白蘭
(Fell)



Whole View



Crown



Trunk Base

LEGEND

DRAWING TITLE

Tree Survey Photo Record

FIGURE NO.

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DRAWN
ZD

CHECKED
CY

APPROVED
CY

JOB TITLE
URA - KC - 017 DSP Tree Preservation &
Removal Proposal

ARUP

T022 - *Bischofia javanica* 秋楓
(Fell)



Whole View



Crown



Trunk Base



Trunk

T023 - *Michelia x alba* 白蘭
(Fell)



Whole View



Crown



Trunk Base



Trunk

LEGEND

DRAWING TITLE

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CY

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CY

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ARUP

T024 - *Michelia x alba* 白蘭
(Fell)



Whole View



Crown



Trunk Base



Trunk

T025 - *Ficus microcarpa* 細葉榕
(Fell)



Whole View



Crown



Trunk Base



Trunk

LEGEND

DRAWING TITLE

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FIGURE NO.

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CY

JOB TITLE
URA - KC - 017 DSP Tree Preservation &
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ARUP

T028 - *Livistona chinensis* 蒲葵
(Fell)



Whole View



Crown

T032 - *Livistona chinensis* 蒲葵
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

LEGEND

DRAWING TITLE

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FIGURE NO.

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ZD

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CY

APPROVED
CY

JOB TITLE
URA - KC - 017 DSP Tree Preservation & Removal Proposal

ARUP

T033 - *Livistona chinensis* 蒲葵
(Fell)



Whole View



Crown

T034 - *Livistona chinensis* 蒲葵
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

LEGEND

DRAWING TITLE

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DATE

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FIGURE NO.

JOB TITLE

URA - KC - 017 DSP Tree Preservation & Removal Proposal

DRAWN

ZD

CHECKED

CY

APPROVED

CY

ARUP

T035 - *Livistona chinensis* 蒲葵
(Fell)



Whole View



Crown

T036 - *Livistona chinensis* 蒲葵
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

LEGEND

DRAWING TITLE

Tree Survey Photo Record

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FIGURE NO.

DATE

05/2022

JOB TITLE

URA - KC - 017 DSP Tree Preservation & Removal Proposal

DRAWN

ZD

CHECKED

CY

APPROVED

CY

ARUP

T037 - *Livistona chinensis* 蒲葵
(Fell)



Whole View



Crown

T038 - *Livistona chinensis* 蒲葵
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

LEGEND

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ZD

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CY

APPROVED

CY

ARUP

T039 - *Livistona chinensis* 蒲葵
(Fell)



Whole View



Crown

T040 - *Livistona chinensis* 蒲葵
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

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ARUP

T041 - *Livistona chinensis* 蒲葵
(Fell)



Whole View



Crown

T042 - *Livistona chinensis* 蒲葵
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

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ARUP

T043 - *Livistona chinensis* 蒲葵
(Fell)



Whole View



Crown

T044 - *Livistona chinensis* 蒲葵
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

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ARUP

T045 - *Delonix regia* 鳳凰木
(Transplant)



Whole View



Crown

T046 - *Delonix regia* 鳳凰木
(Transplant)



Whole View



Crown



Trunk Base



Trunk Base

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T047 - *Delonix regia* 鳳凰木
(Transplant)



Whole View



Crown

T048 - *Delonix regia* 鳳凰木
(Transplant)



Whole View



Crown



Trunk Base



Trunk Base

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ARUP

T049 - *Delonix regia* 鳳凰木
(Transplant)



Whole View



Crown

T050 - *Delonix regia* 鳳凰木
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

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ARUP

T051 - *Delonix regia* 鳳凰木
(Transplant)



Whole View



Crown

T052 - *Delonix regia* 鳳凰木
(Transplant)



Whole View



Crown



Trunk Base



Trunk



Trunk Base

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ARUP

T053 - Liquidambar formosana 楓香
(Transplant)



Whole View



Crown



Trunk Base



Trunk

T054 - Ficus benjamina 垂葉榕
(Fell)



Whole View



Crown



Trunk Base



Trunk

LEGEND

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ARUP

T055 - *Cinnamomum camphora* 樟
(Fell)



Whole View



Crown

T056 - *Ficus benjamina* 垂葉榕
(Fell)



Whole View



Crown



Trunk Base



Trunk Base



Trunk

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ARUP

T057 - Liquidambar formosana 楓香 (Fell)



Whole View



Crown

T058 - Koelreuteria bipinnata 複羽葉欒樹 (Fell)



Whole View



Crown



Trunk Base



Trunk Base

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ARUP

T059 - *Koelreuteria bipinnata* 複羽葉欖樹
(Fell)



Whole View



Crown



Trunk Base



Trunk

T060- *Lagerstroemia speciosa* 大花紫薇
(Transplant)



Whole View



Crown



Trunk Base

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ARUP

T061 - *Koelreuteria bipinnata* 複羽葉欖樹 (Fell)



Whole View



Crown

T062- *Koelreuteria bipinnata* 複羽葉欖樹 (Fell)



Whole View



Crown



Trunk Base



Trunk Base

LEGEND

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CY

ARUP

T063 - Liquidambar formosana 楓香 (Fell)



Whole View



Crown

T064- Archontophoenix alexandrae 假桫欏 (Fell)



Whole View



Crown



Trunk Base



Trunk Base

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ARUP

T065 - *Archontophoenix alexandrae* 假桫欏
(Fell)



Whole View



Crown

T066 - *Aleurites moluccana* 石栗
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

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CY

ARUP

T067 - *Archontophoenix alexandrae* 假桫欏
(Fell)



Whole View



Crown

T068 - *Archontophoenix alexandrae* 假桫欏
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

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CY

ARUP

T069 - *Aleurites moluccana* 石栗
(Fell)



Whole View



Crown

T070 - *Aleurites moluccana* 石栗
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

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CY

ARUP

T071 - Liquidambar formosana 木棉
(Fell)



Whole View



Crown

T072 - Liquidambar formosana 楓香
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

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ARUP

T073 - Liquidambar formosana 楓香
(Fell)



Whole View



Crown

T074 - Aleurites moluccana 石栗
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

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ARUP

T075 - *Aleurites moluccana* 石栗
(Fell)



Whole View



Crown



Trunk Base



Trunk

T076 - *Aleurites moluccana* 石栗
(Fell)



Whole View



Crown



Trunk Base

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ARUP

T077 - *Ficus benjamina* 垂葉榕
(Fell)



Whole View



Crown



Trunk Base



Trunk

T078 - *Ficus benjamina* 垂葉榕
(Fell)



Whole View



Crown



Trunk Base



Trunk

LEGEND

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ARUP

T079 - *Bauhinia × blakeana* 洋紫荊
(Transplant)



Whole View



Crown



Trunk Base



Trunk

T080 - *Acacia confusa* 台灣相思
(Fell)



Whole View



Crown



Trunk Base



Trunk

LEGEND

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ARUP

T081 - *Lagerstroemia speciosa* 大花紫薇
(Transplant)



Whole View



Crown



Trunk Base



Trunk

T082 - *Acacia confusa* 台灣相思
(Fell)



Whole View



Crown



Trunk Base

LEGEND

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JOB TITLE
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ARUP

T083 - *Allanthurus fordii* 常綠奧椿
(Fell)



Whole View



Crown

T084 - *Liquidambar formosana* 楓香
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

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CY

ARUP

T085 - Liquidambar formosana 楓香
(Transplant)



Whole View



Crown

T086 - Liquidambar formosana 楓香
(Transplant)



Whole View



Crown



Trunk Base



Trunk Base

LEGEND

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T087 - *Liquidambar formosana* 楓香
(Fell)



Whole View



Crown



Trunk Base



Trunk

T088 - *Ficus microcarpa* 細葉榕
(Fell)



Whole View



Crown



Trunk Base



Trunk

LEGEND

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JOB TITLE
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ARUP

T089 - Liquidambar formosana 楓香 (Fell)



Whole View



Crown

T090 - Lagerstroemia speciosa 大花紫薇 (Transplant)



Whole View



Crown



Trunk Base



Trunk Base

LEGEND

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APPROVED

CY

ARUP

T091 - Lagerstroemia speciosa 大花紫薇
(Transplant)



Whole View



Crown

T092 - Lagerstroemia speciosa 大花紫薇
(Transplant)



Whole View



Crown



Trunk Base



Trunk Base

LEGEND

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APPROVED

CY

ARUP

T093 - Lagerstroemia speciosa 大花紫薇
(Transplant)



Whole View



Crown

T094 - Lagerstroemia speciosa 大花紫薇
(Transplant)



Whole View



Crown



Trunk Base



Trunk Base

LEGEND

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APPROVED

CY

ARUP

T095 - Lagerstroemia speciosa 大花紫薇
(Transplant)



Whole View



Crown

T097 - Koelreuteria bipinnata 複羽葉欖樹
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

LEGEND

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CY

ARUP

T098 - *Koelreuteria bipinnata* 複羽葉欒樹
(Fell)



T099 - *Koelreuteria bipinnata* 複羽葉欒樹
(Fell)



LEGEND

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ARUP

T100 - Liquidambar formosana 楓香 (Fell)



Whole View



Crown



Trunk Base

T101 - Liquidambar formosana 楓香 (Fell)



Whole View



Crown



Trunk Base

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CY

ARUP

T102 - *Acacia confusa* 台灣相思
(Fell)



Whole View



Crown

T103 - *Ailanthus fordii* 常綠臭椿
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

LEGEND

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ARUP

T104 - *Caryota maxima* 魚尾葵
(Fell)



Whole View



Crown

T105 - *Clausena lansium* 黄皮
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

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CY

ARUP

T106 - *Canyota maxima* 魚尾葵
(Fell)



Whole View



Crown

T107 - *Ficus microcarpa* 細葉榕
(Transplant)



Whole View



Crown



Trunk Base



Trunk Base



Trunk

LEGEND

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T108 - *Canyota maxima* 魚尾葵
(Fell)



Whole View



Crown



Trunk Base



Trunk

T109 - *Dimocarpus longan* 龍眼
(Fell)



Whole View



Crown



Trunk Base

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CY

ARUP

T110 - *Aleurites moluccana* 石栗
(Fell)



Whole View



Crown

T111 - *Caryota maxima* 魚尾葵
(Fell)



Whole View



Crown



Trunk Base



Trunk



Trunk Base



Trunk

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CY

ARUP

T112 - *Carica papaya* 番木瓜
(Fell)



Whole View



Crown

T113 - *Carica papaya* 番木瓜
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

LEGEND

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ARUP

T114 - *Casuarina equisetifolia* 木麻黃
(Fell)



Whole View



Crown

T115 - *Delonix regia* 鳳凰木
(Fell)



Whole View



Crown



Trunk Base



Trunk



Trunk

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CY

ARUP

T116 - *Dimocarpus longan* 龍眼
(Fell)



Whole View



Crown

T117 - *Dimocarpus longan* 龍眼
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

LEGEND

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T118 - *Carica papaya* 番木瓜
(Fell)



Whole View



Crown



Trunk Base

T119 - *Ficus altissima* 高山榕
(Fell)



Whole View



Crown



Trunk Base

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T120 - *Dracaena draco* 龍血樹
(Fell)



Whole View



Crown



Trunk Base



Trunk

T121 - *Carica papaya* 番木瓜
(Fell)



Whole View



Crown



Trunk Base



Trunk

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ARUP

T122 - *Eriobotrya japonica* 枇杷
(Fell)



Whole View



Crown

T123 - *Delonix regia* 鳳凰木
(Retain)



Whole View



Crown



Trunk Base



Trunk Base



Trunk

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T124 - Terminalia catappa 欖仁
(Retain)



Whole View



Crown



Trunk Base



Trunk

T125 - Terminalia catappa 欖仁
(Retain)



Whole View



Crown



Trunk Base



Trunk

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ARUP

T126 - *Spathodea campanulata* 火焰樹
(Retain)



Whole View



Crown



Trunk Base

T127 - *Melaleuca cajuputi* Roxb 白千層
(Retain)



Whole View



Crown



Trunk Base

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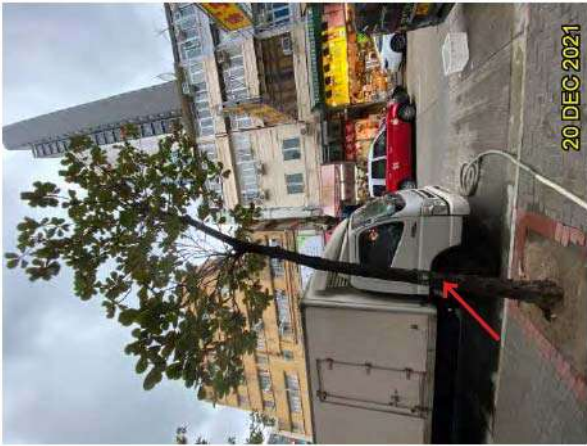
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CY

ARUP

T128 - Terminalia catappa 欖仁
(Retain)



Whole View



Crown

T129 - Terminalia catappa 欖仁
(Retain)



Whole View



Crown



Trunk Base



Trunk Base

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CY

APPROVED

CY

ARUP

T130 - Terminalia mantaly 小葉欖仁
(Fell)



Whole View



Crown

T131 - Melaleuca cajuputi Roxb 白千層
(Fell)



Whole View



Crown



Trunk Base



Trunk Base

LEGEND

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FIGURE NO.

JOB TITLE

URA - KC - 017 DSP Tree Preservation & Removal Proposal

DRAWN

ZD

CHECKED

CY

APPROVED

CY

ARUP

T132 - Terminalia catappa 欖仁 (Fell)



Whole View



Crown



Trunk Base



Trunk

T133 - Spathodea campanulata 火焰树 (Fell)



Whole View



Crown



Trunk Base

LEGEND

DRAWING TITLE

Tree Survey Photo Record

FIGURE NO.

SCALE AND ORIENTATION

DATE

05/2022

JOB TITLE

URA - KC - 017 DSP Tree Preservation & Removal Proposal

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T134 - *Spathodea campanulata* 火焰樹
(Fell)



Whole View



Crown



Trunk Base



Trunk

T135 - *Wodyetia bifurcata* 狐尾椰子
(Fell)



Whole View



Crown



Trunk Base

LEGEND

DRAWING TITLE

Tree Survey Photo Record

FIGURE NO.

SCALE AND ORIENTATION

DATE

05/2022

JOB TITLE

URA - KC - 017 DSP Tree Preservation & Removal Proposal

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T136 - *Wodyetia bifurcata* 狐尾椰子
(Fell)



Whole View



Crown



Trunk Base



Trunk

LEGEND

DRAWING TITLE

Tree Survey Photo Record

DATE

05/2022

FIGURE NO.

SCALE AND ORIENTATION

JOB TITLE

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Appendix C

Tree Survey and Tree Preservation Proposal Methodology

1 Tree Survey Methodology

1.1 Statutory and Technical Guidelines

In preparation of the Report, reference has been made to the following technical circulars, practice notes and publications:

- Land Administration Office Lands Department Practice Note Issue No. 2/2020 – Tree Preservation and Removal Proposal for Building Development in Private Projects Compliance of Tree Preservation Clause under Lease;
- Forests and Countryside Ordinance (Cap. 96);
- Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586);
- Country Parks Ordinance (Cap. 208);
- Development Bureau (DEVB) Technical Circular (Works) No. 6/2015 – Maintenance of Vegetation and Land Landscape Features;
- DEVB Technical Circular (Works) No. 4/2020 – Tree Preservation;
- DEVB Technical Circular (Works) No. 5/2020 – Registration and Preservation of Old and Valuable Trees;
- Agriculture, Fisheries & Conservation Department Nature Conservation Practice Note No. 02 (Rev. Jun 2006) – Measurement of Diameter at Breast Height (DBH);
- General Guidelines on Tree Pruning, Dos and Don'ts in Pruning, Trees Care during construction, and other relevant information promulgated by DEVB;
- Guidelines on Tree Preservation during Development and Design for Tree Protection Zone issued by DEVB;
- Guidelines for Tree Transplanting promulgated by DEVB;
- Guidelines for Tree Risk Assessment and Management promulgated by DEVB;
- Proper Planting Practices promulgated by DEVB;
- Street Tree Selection Guide promulgated by DEVB;
- List of Potentially Suitable Plant Species for Skyrise Greening in Hong Kong promulgated by DEVB;
- Standing Interdepartmental Landscape Technical Group (SILTECH) Publication – 'Tree Planting and Maintenance in Hong Kong' (Webb, 1991);
- Agriculture, Fisheries & Conservation Department Publication – 'Rare and Precious Plants of Hong Kong' (2004);

- Agriculture, Fisheries & Conservation Department Publication – 'Check List of Hong Kong Plants' (2004);
- General Specification for Civil Engineering Works, 2006 Edition, Section 26 “Preservation and Protection of Trees.”; and
- Environment, Transport and Works Bureau Technical Circular (Works) No. 11/2004 – Cyber Manual for Greening.

1.2 Tree Assessment Information

Where trees could be reasonably assessed without significant safety risk to staff and where reasonable access was available, they were surveyed individually. For these trees, the following information and characteristics were noted:

- Tree Reference Number;
- Tree Species (Scientific Name and Chinese Name);
- Overall Height (m);
- Trunk Diameter at Breast Height (DBH) (mm);
- Average Crown Spread (m);
- Form;
- Health Condition;
- Structural Condition;
- Anticipated Survival Rate after Transplanting;
- Proposed Treatment;
- Remarks (including justification for proposed tree removal; precious or rare or endangered species; conservation status; amenity or ecological value; anticipated root ball size to be preserved, and any other on-site condition etc.).

The following plants are not regarded as “trees” in this report:

- Bamboos;
- Banana plants; and
- Non-woody multi-trunk palm species.

1.3 Assessment of Tree Value

Form

Assessment of “Form” is classified as follows:

- Good:** Tree of well-balanced form, well-shaped crown, good branch scaffolding, high live crown ratio. Trunk intact, not topped, with good taper; for excurrent species a straight and upright leader; for decurrent species well distributed primary branches. Specimen tree that is an excellent representative of its species.
- Fair:** Tree of generally balanced form, generally upright trunk with good taper, evenly branched; medium live crown ratio; trees more or less in accordance with the standard form for its species.
- Poor:** Tree of unbalanced form; leaning, crooked, bending trunk; multiple trunks or closely spaced competing leaders; trees suffering from loss of major branches, topped trunk; trees growing close to adjacent trees or structures with poor taper and low live crown ratio.

Health Condition

Based on the below criteria, the classification of “Health” is as follows:

- Good:** Tree with no apparent health problem.
- Fair:** Tree with small amount of health problems and a high chance of recovery.
- Poor:** Tree with serious health problems and with a low chance of recovery, even with remedial measure.

The “Health” of a tree is assessed according to the following criteria:

- ***Foliage and Twigs:***
 - general tree vigour;
 - whether the leaf density, colour and size is typical for the species at the season;
 - evidence of poor shoot growth, dieback twigs and epicormics; and
 - signs of pest and disease.
- ***Branches:***
 - presence and number of dead branches;
 - decay and/ or open cavity on branches;
 - wounds or mechanical damage on branches;
 - bleeding or sap flow; and
 - signs of pest, disease and fungal fruiting bodies.
- ***Trunk:***
 - decay and/ or open cavity on trunk;
 - wounds or mechanical damage on trunk;
 - abnormal bark crack, bleeding or sap flow; and

- signs of pest, disease and fungal fruiting bodies.
- **Root:**
 - evidence of root rot, cracks or splits;
 - dead surface roots, exposed roots, mechanical injury; and
 - signs of pest, disease and fungal fruiting bodies.
- **Climbers/ Parasitic Plants:**
 - occurrence and coverage of aggressive climbers and/ or parasitic plants.

Structural Condition

The classification of “Structural Condition” is as follows:

Good: Tree with no or insignificant structural problems.

Fair: Tree with minor structural problems that can be tolerated, or that can be corrected with mitigation measures and a high chance of recovery afterwards.

Poor: Tree with serious structural problems that is not correctable or requires severe pruning that would lead to extensive removal of live foliage, deformation of natural form, or large unrecoverable wound.

The “Structural Condition” of a tree is assessed according to the following criteria:

- **Crown and Branches:**
 - live crown ratio, symmetry of canopy, evidence of heavy crown load;
 - evidence of crown reduced, excessively thinned/ topped/ pollarded;
 - co-dominant branches/ leaders, included bark;
 - crooks/ abrupt bends;
 - decay and/ or open cavity on branches;
 - dead branches, hangers, cross branches;
 - wounds, damages, cracks or splits; and
 - heavy lateral limb/ lion’s tailing.
- **Trunk:**
 - degree of leaning;
 - co-dominant trunks, included bark;
 - crooks/ abrupt bends;
 - wounds, damages, cracks or splits; and
 - decay, open cavity, abnormal bulge that may indicate internal rot.

- **Root:**
 - root flare condition;
 - girdling roots;
 - soil cracks or root plate movement; and
 - evidence of restricted rooting area, disturbed roots.

Anticipated Survival Rate after Transplanting

The classification of “Anticipated Survival Rate after Transplanting” is as follows:

High: Trees that are considered highly suitable for transplanting if necessary;

Medium: Trees that are considered fairly suitable for transplanting if necessary;

Low: Trees that are considered unsuitable for transplanting;

The “Anticipated Survival Rate after Transplanting” of a tree is assessed according to the following criteria and the rationale elaborated in the “Remarks” column:

- **Tree Size:**
 - Generally, the larger a tree, the more difficult to be transplanted in terms of logistics and engineering limitation.
 - Trees of very large size should not be considered suitable for transplanting, unless the feasibility to transplant is considered financially reasonable and technically feasible.
- **Maturity:**
 - The more mature a tree, the lower of its post-transplant recovery power.
 - Trees with evidence of over-maturity and onset of senescence should not be considered suitable for transplanting.
- **Anticipated Form after Transplanting:**
 - Trees anticipated to have irrecoverable form after transplanting (e.g. if substantial crown and root pruning are necessary to facilitate the transplanting) should not be considered suitable for transplanting.
- **Health, Form and Structure:**
 - Trees with unrecoverable health problem, structural problem or poor form should not be considered suitable for transplanting.
 - If the tree is already in poor health, it is highly unlikely to withstand the stress of transplantation. By the same token, a tree that has a balanced form and is in good health has a higher feasibility of successful transplantation.
- **Survival Rate of that Particular Species:**
 - Different tree species have different tolerance to the stress of transplantation and also have different post-transplant recovery rate. The assessment of the survival rate of a species after

transplantation is based on the observed performance of that species in previous transplantation experiences. Species with insufficient transplantation data are assumed to have a low survival rate.

- ***Feasibility of Rootball Preparation:***

- Site topography, ground condition and physical impediments in proximity of above and below ground structures such as wall, utilities, manholes, rocks, foundations, or distance from other trees are all major factors determining the feasibility of rootball preparation.
- For example, a tree growing on rock crevices is infeasible to be extracted with a proper rootball. A tree growing on sloped ground has tilted root system that is unsuitable for transplanting to flat area. A tree rooted close to structures, surrounded by hard paving or which is crowded by other trees is unlikely to obtain a sufficiently large rootball after root cutting.

- ***Accessibility:***

- A proper access to the tree's existing location is required for personnel and machineries to safely carry out the transplanting works. A tree cannot be transplanted if it is growing on inaccessible areas such as steep slopes and/ or areas without proper vehicular/ machinery access.
- Topography of the proposed route, size limitation on public road transport, and any engineering limitations should also be considered.

Justification of Amenity or Ecological Value

Factors that are taken into consideration include:

- Species characters: whether the species has attractive form, foliage, flowers or fruits.
- Functional value: the tree's ability to provide functions like shade, shelter, screening, reduction of pollution and noise, etc.
- Significance to surrounding: whether the tree has high visual value to the specific location (e.g. landmark tree) or Fung Shui significance.
- Good tree conditions: including tree size, form, health and structure.
- Other special conditions: whether the tree is a Registered Old and Valuable Tree (OVT).

The grading of "Amenity or Ecological Value" is classified as follows:

Good: Landmark tree of large size, good form and no major health and/ or structural problem; rare or precious species in good to fair condition; tree of Fung Shui significance.

Fair: Common amenity tree with good to fair form, health and structural condition. Rare or precious species or Fung Shui tree in poor condition.

Poor: Undesirable species (e.g. *Leucaena leucocephala* (銀合歡) which is an invasive exotic tree). Tree of wild growth in poor condition. Tree with poor form, health and/ or major structural problem.

Justification of Conservation Status

Indicates rarity and protection status under relevant ordinances of a species in Hong Kong. References are made from below publications and ordinances:

- *Rare and Precious Plants of Hong Kong (AFCD, 2003);*
- *Forest and Countryside Ordinance (Cap. 96);*
- *IUCN Red List of Threatened Species;*
- *China Plant Red Data Book: Rare and Endangered Plants;*
- *Illustrations of Rare & Endangered Plants in Guangdong Province (Science Press in 1992 and 1999).*

If the species of the tree is listed in any of the above publications/ ordinances, its conservation status is recorded.

Appendix 4

Visual Impact Assessment (VIA) Report

Urban Renewal Authority Development Scheme

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

Nga Tsin Wai Road / Carpenter Road

Development Scheme

(KC-017)

Visual Impact Assessment

May 2022

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1. INTRODUCTION

- 1.1. The Urban Renewal Authority has proposed the Nga Tsin Wai Road/ Carpenter Road Development Scheme (KC-017) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance (URAO).
- 1.2. The Scheme, located in Kowloon City District, consists of three sites, main site, northern site and eastern site. The main site, comprising the connected Site A and Site C2, is broadly bounded by Carpenter Road, Lung Kong Road, Nga Tsin Wai Road and Hau Wong Road. The northern site (Site B) is located within Carpenter Road Park. The eastern site (Site C1) is broadly bounded by existing buildings to the north and east, Prince Edward Road East, Tak Ku Ling Road Rest Garden and Tak Ku Ling Road. A young building, Billionaire Avant located at 56-66 Nga Tsin Long Road (completed in 2014), is excluded from the Scheme boundary.
- 1.3. The Scheme area is currently occupied by clusters of buildings, a number of Government, Institution or Community facilities (G/IC) facilities and part of CRP. Part of road sections of Nga Tsin Long Road, Nam Kok Road and Nga Tsin Wai Road/Kai Tak Road, and government back lanes are also included for redevelopment.
- 1.4. This Visual Impact Assessment (VIA) report is prepared in support of the submission of a draft Development Scheme Plan (DSP) with its planning proposal involving rezoning and relaxation of building height of the Scheme Area to the Town Planning Board (TPB) for consideration. The VIA is prepared to assess the potential visual impact of the notional design of the Scheme in accordance with the TPB Guideline No. 41 – Guideline on submission of Visual Impact Assessment for Planning Application to the TPB. Reference will also be made to Chapter 4, 10 and 11 of the Hong Kong Planning Standards and Guidelines (HKPSG) in preparing the VIA.
- 1.5. This VIA will cover the followings:
 - Section 2: describes the Proposed Scheme.
 - Section 3: identifies the area of assessment and the visual context of the Scheme area.
 - Section 4: identifies the key visual sensitive receivers.
 - Section 5: appraises the potential visual impacts induced by the proposed development; and
 - Section 6: summarises the findings of the VIA.

2. THE PROPOSED SCHEME

- 2.1. The Scheme area is currently zoned “Residential (Group A)2” (“R(A)2”), “Government, Institution or Community” (“G/IC”), “Open Space” (“O”) and the part of Nam Kok Road, Nga Tsin Long Road, Kai Tak Road/Ngai Tsin Wai Road are shown as “Road” on the approved Ma Tau Kok Outline Zoning Plan (OZP) No. S/K10/28. Under the draft DSP, the main site and eastern site of the Scheme Area are proposed to be zoned as “R(A)” with maximum domestic Gross Floor Area (GFA) of 202,416m² and non-domestic GFA of 23,302m². The northern site (i.e. Site B) is proposed to be zoned “G/IC” with maximum Building Height of 100mPD. On building height restriction, a maximum building height of 160mPD is proposed at the main site to provide more at-grade landscaped diversified space and to optimise its site development potential. At the eastern site, a maximum building height of 40mPD is proposed to enable for low-rise development cum gateway square at the eastern site to create visual openness at this strategic gateway location of the area.
- 2.2. As shown in the layout plan of the notional design (the Proposed Scheme) in **Figure 2.1**, the proposed development at the main site (Site A and Site C2) comprises seven residential towers (T1 to T3, T5 to T8) on top a commercial/retail/GIC podia. The podia will be connected with two landscape pedestrian avenues in a north-south direction at-grade. A market square is proposed at the northern side of the main site to connect with the landscaped pedestrian avenues to create a nodal point in front of CRP. A Public Vehicle Park (PVP) and the ancillary car parking facilities for the proposed development are provided in the basements of the main site. The eastern site (Site C1) comprises a low-rise commercial/retail block with a gateway square at ground level. The northern site (Site B) comprises of a GIC complex building.
- 2.3. The net site area in R(A) zone for Plot Ratio calculation in the Scheme is about 25,302m²¹. **Table 2.1** below highlights the proposed development parameters of the notional design of the Proposed Scheme.

Table 2.1 – Major Development Parameters of the Proposed Scheme

Proposed Parameters	Whole DSP	Site B	Site C *			Site A
			Site C Total	Site C1	Site C2	
Scheme Total Area	About 37,061m²	6,600 m ²	15,967 m ²	5,118 m ²	10,849 m ²	14,494 m ²
Proposed Zonings	R(A), G/IC	G/IC	N/A	R(A)	R(A)	R(A)

¹ The net site area has the three new road sections in the Scheme (the two new private streets proposed at the main site (i.e. Site A and Site C2) and the new diverted road at the eastern site (i.e. Site C1), and the surrounding pavement of the Scheme. Should there be later departmental comments for a smaller net site area, the technical assessments conducted based on the development potential from this net site area (i.e. 25,302m²) would be considered as the worst case scenario for the proposed development of the draft DSP.

Visual Impact Assessment for URA Nga Tsin Wai Road / Carpenter Road
Development Scheme (KC-017)

Proposed Parameters	Whole DSP	Site B	Site C *			Site A
			Site C Total	Site C1	Site C2	
Maximum Building Height	N/A	100mPD	N/A	40mPD	160mPD [#]	160mPD [#]
Maximum Domestic GFA (PR) *	202,416 m ² (8)	N/A	N/A	N/A	202,416m ²	
Maximum Non-domestic GFA excluding GIC Provision (PR) *	25,302m ² (1)	N/A	11,949m ² (1)	2,000m ²	23,302m ²	
No. of Flats [@] (Average Flat Size (GFA) [@])	About 4,300 flats (About 46 m ²)	N/A	About 2,000 flats	N/A	About 2,000 flats	About 2,300 flats
At-grade Landscaped Diversified Space ⁺ (About)	10,450m ²	1,320m ²	N/A	2,130m ²	7,000 m ²	
GIC Provision (non-domestic GFA) (proposed to be exempted from GFA calculation under DSP)	47,000m ²	44,000m ²	2,000m ²	N/A	2,000m ²	1,000m ²

Remarks:

Relaxation of Maximum Building Height of 100mPD under existing OZP for “R(A)” larger than 400m²

@ Indicative only, subject to Town Planning Board’s approval and detailed design at project implementation stage. Average flat size of 46m² in GFA equivalent to about 400ft² in Saleable Area assuming 80% efficiency.

* GFA distribution between Sub-sites C1 and C2 are subject to DSP Notes. As stated in the Notes, Sub-area (1) of R(A) zone (i.e. Site C1) is subject to maximum non-domestic GFA of 2,000m², while Sub-area (2) of R(A) zone (i.e. Site A and C2) is subject to a maximum domestic GFA of 202,416m² and maximum non-domestic GFA of 23,302m².

+ At-grade landscaped diversified space include gateway square, market square and landscaped pedestrian avenues.

- 2.4. Under a holistic “district-based” urban renewal approach integrating 4Rs, the Scheme aims to bring synergy effects of combined urban renewal effort and create wider planning gains to the local community in the form of safe, comfortable and walkable built environment and convenient living neighbourhood, and to bring sense of historical and cultural cohesion in the community.

Proposed Scheme (Figure 2.1)

- 2.5. In formulating the notional design of the Proposed Scheme, consideration has been taken account to the surrounding development context to provide a compatible developments with integrated amenity spaces for public enjoyment. A comprehensive replanning and restructuring of land uses and and green network is introduced. The Scheme aims to link up the open space from CRP and create new amenity space into the core district of the Nga Tsin Wai Road area, Lung Tong of Kowloon City. Various forms of landscaped diversified spaces including landscaped pedestrian avenues, market square, landscaped podium will be penetrated into the main site such that the community can enjoy the greenery and landscaping while having daily activities at the main site. Two landscaped pedestrian avenues, with a minimum of 18m width of each avenue, are introduced in the main site by pedestrianisation of sections of Nam Kok Road and Nga Tsin Long Road. Appropriate plantings, landscaping, shelters and sitting area are proposed along the landscaped pedestrian avenues to connect with the adjoining street-front shops alongside at the podia to create a green and comfortable car-free walking environment. A market square is proposed at the northern side of the pedestrian avenue at Nam Kok Road, creating a new nodal point for events and place-making activities. The above pedestrian avenues and market square will create a total of about 7,000m² of at-grade landscaped diversified space within the main site. Together with the gateway square at the eastern site and at-grade landscaped diversified space at the northern site adjoining the new GIC Complex and the CRP, a total of over 1ha of at-grade landscaped diversified space will be provided within the Scheme.

OZP-compliant Scheme (the Baseline Scheme) (Figure 2.2)

- 2.6. To comprehensively compare the visual impact of the Proposed Scheme, an OZP-compliant Scheme is also presented on **Figure 2.2**. OZP-compliant Scheme is formulated based on the development parameters as permitted under the Approved Ma Tau Kok Outline Zoning Plan No. S/K10/28, with assumption that the land parcels within the identified scheme boundary are developed individually with all existing road and service lane remain (no road closure). The Baseline Scheme reflects possible redevelopment by market practitioners which are in various size of land parcels, and in compliance with the development restrictions as stipulated under the OZP and requirements under the Building Ordinance.

Residential PR of 7.5 and non-residential PR of 1.5 have been adopted for land within the “R(A)2” zone. Thus, the net site area, GFA and the possible residential units of the OZP-compliant Scheme are less than the Proposed Scheme. The building height restriction of 100mPD as stated on the “(R(A)2” zone of current OZP has been adopted. The existing G/IC facilities along Hau Wong Road are assumed to be redeveloped in-situ to enable upgrading and modernization of existing facilities, with a proposed building height of 1 to 3 storeys as permitted under “G/IC” zone of the current OZP. For the northern site, it will remain undeveloped, forming part of the CRP under the “O” zone.

- 2.7. This VIA will compare the visual changes of both the Proposed Scheme and the OZP-compliant Scheme and thus appraise the visual impact.

3. AREA OF ASSESSMENT

3.1. Area of Visual Influence (AVI)

- 3.1.1. According to the TPB PG-No.41, the assessment area (i.e. the visual envelop) should cover the area of visual influence within which any part of the proposed development is pronouncedly visible from key sensitive viewers. The assessment area for the VIA is defined by the Visual Envelope (VE) of the Scheme Area. The VE has taken 3 times of the proposed building height of the Scheme (i.e. 160mPD x 3 = 480m) as an assumption.
- 3.1.2. As indicated in **Figure 3.1**, the assessment area extends to the Hong Kong Chinese Christian Churches Union Cemetery (Kowloon) and part of the Hong Kong Buddhist Hospital to the north, the Kai Tak Development Area to the east and south, and encroaches part of the Kowloon Tsai Park and Kowloon Tsai Sports Ground in the west. Apart from the coverage of the assessment area, a strategic viewing point opposite to the Scheme area across Victoria Harbour are also identified, namely the Quarry Bay Park (**Figure 3.2**).
- 3.1.3. In gist, the following VPs are identified for assessment:

Local View Points (**Figures 3.1**)

- (1) VP 1: Sung Wong Toi MTR Station (Exit A)
- (2) VP 2: Kowloon Tsai Sports Ground
- (3) VP 3: Kowloon Walled City Park
- (4) VP 4: Airside (Concorde Road)
- (5) VP 5: Junction of Carpenter Road and Nam Kok Road
- (6) VP 6: Junction of Nga Tsin Wai Road and Nam Kok Road

Strategic Viewing Point (**Figure 3.2**)

- (7) Quarry Bay Park (Strategic Viewing Point 4)

3.2. Visual Context & Character

- 3.2.1. The visual context is shaped by the combined composition of all the visual elements which come into sight of the viewers. Presently the assessment area is predominantly built-up areas dominated by following visual element:
- The Scheme consists of building clusters with 3-11 storeys high, three existing G/IC facilities including the Kowloon City Municipal Services Building (KCMSB), Kowloon City Lions Club Health Centre (KCLCHC)

and the Lee Kee Memorial Dispensary (LKMD). Part of CRP (about 6,600m²) is also included for redevelopment.

- The Scheme Area and its vicinity is situated in the central part of the Kowloon City area, which is predominantly mixed of commercial/residential in nature with lower floors of the buildings for commercial uses such as retail shops and eateries. With the removal of the airport height restrictions upon relocation of the Kai Tai Airport, some originally low-rise buildings were redeveloped into single high-rise towers in Kowloon City, resulting in sporadic redevelopments with a mixture of built forms and building heights in the area. These pencil-block developments are in general at 80-100mPD (as permitted under the OZP), with the exception of some with high building heights at 100mPD or above, including Billionaire Royale (170mPD), Le Billionaire (145mPD) and the Prince Ritz (126mPD).
- To the further north of the Scheme area across Tung Tau Tsuen Road is the older part of Mei Tung Tsuen. It is currently under construction for redevelopment with a proposed building height of 120-140mPD.
- To the further south and southeast of the Scheme across Prince Edward Road West is the KTDA. It is under construction and the land is designated for a mix of residential, commercial, tourism, community uses, sports uses supported with infrastructure facilities. The proposed building height of KTDA under the Draft Kai Tak OZP No. S/K22/7 is ranging from 100-135mPD.

3.2.2. Apart from the major visual elements discussed above, a number of recreation grounds and public open spaces are located within the assessment area. The closest public open space is the Tak Ku Ling Road Rest Garden which is located adjoining to the eastern site. It is equipped with sitting out area and children play area. Other recreation grounds and public open spaces include Carpenter Road Park and Kowloon Walled City Park at the north, Kowloon Tsai Park and Kowloon Tsai Sports Ground at the west, and Olympic Garden and Argyle Street Playground at the further south.

3.2.3. In addition, some known future developments are also considered in the VIA. To the east of the eastern site of the Scheme is the URA Kai Tak Road/ Sa Po Road Development Scheme (KC-015), which is planned for high-rise residential development (120mPD) underground public vehicle park connecting to a sunken plaza. The project was approved by CE in C for implementation and is anticipated to be completed by 2030/31. The existing Kowloon City Plaza to the immediate west of the northern site is

also planned for redevelopment into residential developments with a proposed building height restriction of 100mPD. Rezoning application (No. Y/K10/3) was approved by the Town Planning Board on 12 August 2020. The Lok Sin Tong Benevolent Society and the former Lok Sin Tong Primary School to the immediate northeast of the main site are proposed to redevelop into a 15-storey (60mPD) welfare complex for provision of various welfare facilities.

- 3.2.4. With the consideration of the above, it is observed that the Scheme area is situating in a densely urban core and the heights of building blocks are increasing progressively from the waterfront to the inland and foothill area. This stepped building height profile has already been reflected onto the current OZP, which the Proposed Scheme would fully respect.

3.3. Visual Quality of Proposed Scheme

- 3.3.1. The Proposed Scheme will adopt careful design on block sizes, disposition and layout to take into account of building separation to improve permeability. Under the notional design of the Proposed Scheme, the residential tower blocks are aligned in a north-south direction at the main site. Staggered height profile for the tower blocks is proposed, with the higher tower blocks (T1, T2 and T5) at the north of about 160mPD, cascading down to the lower tower blocks (T3, T6, T7 and T8) of about 143 to 150mPD towards the south of the main site. The proposed building height design will generally respect the existing urban design and building height profile in the vicinity (including the permissible maximum building height of 100mPD for Kowloon City Plaza Redevelopment and 140mPD for Mei Tung Estate, as well as existing developments including 170mPD for Billionaire Royale and 145mPD for Le Billionaire) and the planned building height profile in Kai Tak Development Area in the South.
- 3.3.2. A low-rise commercial/retail block is proposed at the eastern part of the main site to provide spatial and visual relief between the CRP and the surrounding high-density developments, thus creating a wide and welcoming frontage and sense of arrival for the market square facing Carpenter Road. In addition, building setback along portion of Carpenter Road at the main site (max. 20m) and along large portion of Nga Tsin Wai Road within the main site (about 10m) are also proposed to create a wider pavement. Building separation between towers with reference to Sustainable Building Design (SBD) Guidelines are proposed to create wider visual angle to bring more visual and spatial comfort for future pedestrian. With the proposed market square and the landscape pedestrian avenues at ground level, it would further enhance the air flow and visual permeability of the inner part of street blocks.
- 3.3.3. For the proposed G/IC complex at northern site, a maximum BHR of 100mPD is adopted to allow greater design flexibility to accommodate the

proposed G/IC facilities, particularly those with higher headroom requirements. Under notional design, a stepped height profile is proposed at the GIC Complex, that no building structure to be protruded to the high zone (i.e. above 60m) for a minimum of 40m distance from the eastern site boundary of the site, that means to create open air environment at the high zone of a large portion of the site. It will highly increase the building permeability and visual comfort of the Complex. The cascading building height design will also allow gradually lowering of building height towards the CRP from the west to the east, with landscaped terrace and grand stairs at the eastern end of the Complex to land on the CRP at ground level, creating an interesting landscape. This cascading building height profile arrangement will minimize the building bulk and create a gradually lowering of building height profile towards the CRP at-grade to bring visual comfort towards the CRP. To further enhance air flow at pedestrian level and to enhance accessibility for CRP, a 15m(w)x15m(h) opening from ground floor is proposed at the western boundary of the northern site to create a recess area between the GIC Complex and the adjoining lot of Kowloon City Plaza at pedestrian level and an alternative access to the CRP. Together with the proposed indoor sports facilities provided within the G/IC complex, it will echo with the sports facilities and greeneries within the CRP. The proposed building height of 100mPD is also compatible with the adjoining Kowloon City Plaza (100mPD upon redevelopment) and Allegro (100mPD) at 138 Carpenter Road which is currently under construction.

- 3.3.4. At the eastern site, a proposed low-rise retail development and the proposed gateway square will create a wider visual opening and welcoming urban window towards the core part of Lung Tong area. For this VIA, a lower building height of 21.1mPD of the low-rise retail block is adopted under the Proposed Scheme. Together with the adjoining Tak Ku Ling Rest Garden and the sunken plaza proposed in the adjoining URA Project KC-015, an enlarge gateway will be created to enhance accessibility to/from KTDA. It also enhances the pavement environment and brings spatial relief in the dense urban context particularly at pedestrian level which is currently at a crowded condition with the existence of the bus stops along the existing narrow pavement.

4. KEY VISUAL SENSITIVE RECEIVERS AT LOCAL VIEWPOINTS

- 4.1. As per the requirements of TPB PG-No.41, key visually sensitive receivers (VSRs) are those people, who have views of the Scheme area from the most affected viewing points (VP) in the AVI, and these VSRs are likely to be affected most by the proposed visual change. The identified VSRs of the subject VIA include the public at popular areas for outdoor activities, recreation, rest, leisure and prominent travel routes where their visual attention may be caught by the proposed development.
- 4.2. VSRs are categorised based on the characters and what they engage in the public VPs. The sensitivity of receives of visual changes will be influenced by:
- 1) The activities they are engaged in;
 - 2) The duration which the portion of the proposed development remain visible;
 - 3) View towards the change is full or partial, and
 - 4) The public perception towards the portion of the proposed development.
- 4.3. With consideration to the nature of the people who are mostly affected by the proposed visual changes at the key VPs, the selected VSRs of the subject VIA are categorised into two groups, namely;

Recreation – General public have sights on the proposed development while engaging in recreational facilities. Their visual sensitivity varies depending on the type of recreational activity they are engaging in.

Traveller – General public have sights on the proposed development in public passageways. Their visual experience depends on the speed of travel and whether their views will be continuous or occasional.

- 4.4. Based on the above criteria, the visual sensitivity of the public viewers from the viewing points are categorised into 3 grades (i.e. “High”, “Medium” and “Low”), depending of their duration of stay at the VPs. For example, the visual sensitivity of the viewers from public open space will be classified as “High”, while travellers who are in transient in nature would be classified as “Low”.
- 4.5. **Table 4.1** lists out the visual sensitivity of the selected VSRs at the selected VPs. Existing views of different VPs are provided on **Figure 4.1**.

Table 4.1 Brief Analysis of Visual Sensitive Receivers at Selected VPs (Existing Condition)

Visually Sensitive Receiver and Type of User (Recreation and/or Traveller)	Approx. Viewing Distance	Quality of Existing View (Good / Fair / Poor)	Degree of Visibility on the Proposed Development (Full / Partial / Glimpsed) Frequency of View towards the Proposed Development (Frequent / Occasional / Rare)	Sensitivity
VP 1: Sung Wong Toi MTR Station (Exit A) VSR: Users of Sung Wong Toi MTR Station for accessing to future KTDA developments. Type of User: Travellers	About 450m to the southeast of the main site of the Scheme	Good – existing horizontal view mainly with high rise developments in the west and scatter high-rise developments in the east. Future residential developments in the "R(A)5" zone with building height of 115 – 125mPD will be constructed at the foreground and obstruct some view from this VP. Limited public views towards the inland area of Kowloon City are available in view of the existing and committed developments in the area.	Partial view - major views will be screened by existing developments at the foreground with partial view of the tower blocks of the proposed development. Rare view – people entering the MTR station is transient in nature. Views towards the surrounding development are rare.	Low
VP 2: Kowloon Tsai Sports Ground VSR: Public engaging recreational activities within the sports ground Type of User: Recreation	About 430m to the west of the main site of the Scheme	Fair – viewing to the western boundary of the main site. Existing views with partial sky views are screened by existing vegetation in Kowloon Tsai Sports Ground.	Glimpsed view – views generally screened by the overhead trees in Kowloon Tsai Sports Ground. Rare view – Users of the sports ground mainly focus in recreational activities or rest at the spectator stand with views towards the running track and soccer pitch instead of the surrounding areas.	Low
VP 3: Kowloon Walled City Park	About 300m to the northwest of the Scheme	Good – Oblique view towards the northern edge of the Scheme. Existing views with open sky view, with the former Yamen Building of Kowloon Walled City at the	Partial view – views partially screened by the former Yamen Building of Kowloon Walled City.	Medium

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Visually Sensitive Receiver and Type of User (Recreation and/or Traveller)	Approx. Viewing Distance	Quality of Existing View (Good / Fair / Poor)	Degree of Visibility on the Proposed Development (Full / Partial / Glimpsed) Frequency of View towards the Proposed Development (Frequent / Occasional / Rare)	Sensitivity
VSR: Mainly general public engaging in different kinds of leisure or recreational activities Type of User: Recreation		foreground. Scattered high-rise buildings are located at the backdrop.	Occasional view – Users of the park mainly focus in heritage visits and leisure with only occasional distant view towards the Scheme area.	
VP 4: Airside (entrance at Concorde Road), a new shopping and office landmark at Kai Tak. It is currently under construction and target for completion by 2022. VSR: Public accessing the future building Type of User: Traveller / Recreation	About 800m northeast of the scheme	Good – existing horizontal view mainly with high rise development (Tung Tau Estate) in the east and high-rise developments at the backdrop. Future developments constructed at the foreground and obstruct some view from this VP.	Glimpsed view – views generally screened by the existing and planned developments in the foreground. Rare view – people entering the building is transient in nature. Views towards the surrounding development are rare.	Low
VP 5: Junction of Carpenter Road and Nam Kok Road	About 25m of the northeast of the Scheme	Fair – existing view is partially screened by existing low-rise developments.	Full view – Full view of the market square and podium of proposed development from Carpenter	Medium

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Visually Sensitive Receiver and Type of User (Recreation and/or Traveller)	Approx. Viewing Distance	Quality of Existing View (Good / Fair / Poor)	Degree of Visibility on the Proposed Development (Full / Partial / Glimpsed) Frequency of View towards the Proposed Development (Frequent / Occasional / Rare)	Sensitivity
VSR: mainly pedestrian accessing to CRP and walking in the neighbourhood Type of User: Traveller			Road which was previously occupied by tenement buildings. Occasional view – people walking along Carpenter Road is transient in nature. Only occasional view towards the Scheme area.	
VP 6: Junction of Nga Tsin Wai Road and Nam Kok Road VSR: mainly pedestrian walking along Nga Tsin Wai Road and accessing to the Sung Wong Toi Station Exit B3 at Nam Kok Road Type of User: Traveller	About 40m to the south of the Scheme	Poor - existing view is largely dominated by the continuous building mass along Nam Kok Road with limited sky view. A narrow visual angle providing low visual amenity is available towards Mei Tung Tsuen and Lion Rock at the backdrop.	Partial view – partial view of the podium and landscaped pedestrian avenue of the proposed development from the Sung Wong Toi MTR exit B3. Occasional view – people accessing MTR exit through Nga Tsin Wai Road is transient in nature. People walking out from MTR exit will walk through the landscaped pedestrian avenues of the proposed development or walk to other streets. Only occasional view towards the Scheme area.	Medium
Quarry Bay Park (Strategic Viewing Point 4)	About 5.5km to the southeast of the Scheme,	Good – Long distance panoramic views towards the Scheme area largely characterized by the existing high-rise and high density development in Kwun Tong,	Full view – long distance view of the proposed development, which is compatible with the urban built environment along the harbourfront.	Low

Visual Impact Assessment for URA Nga Tsin Wai Road / Carpenter Road Development Scheme (KC-017)

Visually Sensitive Receiver and Type of User (Recreation and/or Traveller)	Approx. Viewing Distance	Quality of Existing View (Good / Fair / Poor)	Degree of Visibility on the Proposed Development (Full / Partial / Glimpsed) Frequency of View towards the Proposed Development (Frequent / Occasional / Rare)	Sensitivity
VSR: mainly pedestrian walking along Nga Tsin Wai Road and entering the Sung Wong Toi Station Exit B2 at Nam Kok Road Type of User: Recreation/ Traveller	on the opposite side of the harbour	Kowloon Bay and KTDA with continuous ridgelines of Lion Rock as backdrop.	Rare view – Public's view along the promenade mainly focus on Victoria Harbour.	

5. ASSESSMENT OF VISUAL IMPACTS

5.1. Methodology for the Appraisal of Visual Impact

5.1.1. With reference to the TPB PG-No.41, the appraisal of overall visual impacts to VSRs can be determined by four aspects:

- 1) Visual composition (i.e. to assess the visual effects resulted from the change in massing, heights, disposition, forms, etc viz the overall visual backdrop);
- 2) Visual obstruction (i.e. to assess the degree of visual obstruction and loss of views or visual openness due to the proposed development);
- 3) Effect on Public Viewers (i.e. to assess the visual changes from key public viewing points with direct sightline to the proposed development); and
- 4) Effect on Visual Resources (i.e. to assess the change in visual quality and character of the AVI).

5.1.2. With reference to TPB PG-No.41, the resultant overall visual impact will be classified as follow:

Table 5.1 – Classification of Overall Visual Impact

Classification	Descriptions
Enhanced	The proposed development in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public VPs.
Partly Enhanced/ Partly Adverse	The proposed development will exhibit enhanced visual effects to some of the identified key public viewing points and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public VPs.
Negligible	The proposed development will, with or without mitigation measures, in overall term have insignificant visual effects to most of the identified key public VPs, or the visual effects would be screened or filtered by other distracting visual elements in the assessment area.
Slightly adverse	The proposed development will, with or without mitigation measures, result in overall some negative visual effects to most of the identified key public VPs

Classification	Descriptions
Moderately adverse	The proposed development will, with or without mitigation measures, result in overall term negative visual effects to most of the key identified key public VPs.
Significantly adverse	The proposed development will in overall term cause serious and detrimental visual effects to most of the identified key public VPs even with mitigation measures.

5.2. Appraisal of Visual Impacts of Selected Viewing Points

5.2.1. For the visual assessment of each VPs, photomontages of three development scenarios will be prepared for comparison of the changes before and after the proposed development at the Scheme area, namely:

- i. **Existing Condition** – existing development condition of the VPs will be illustrated.
- ii. **OZP-Compliant Scheme** - This scenario is an OZP compliant scheme which adopted a similar layout of the Proposed Scheme, with assumption that the land parcels within the identified scheme boundary are developed individually with all existing road and service lane remain (no road closure). A building height of 100mPD is adopted as permitted under the “R(A)2” zone of the site under the current OZP. The existing G/IC facilities along Hau Wong Road are assumed to be redeveloped in-situ, with a proposed building height of 1 to 3 storeys as permitted under “G/IC” zone of the current OZP. For Site B, it will remain undeveloped, forming part of the CRP under the “O” zone.
- iii. **Indicative Proposed Scheme** – This scenario refers to the notional design of the Proposed Scheme, with a proposed maximum building height of 160mPD for “R(A)” zone of the Scheme Area. A building height of 160mPD is adopted at the Tower Block at the main site and 100mPD at the northern site for G/IC Complex as proposed in the draft DSP. For the low-rise retail block at the eastern site, a lower building height 21.1mPD is adopted under the notional design. The proposed maximum building height of the eastern site is 40mPD as proposed in the draft DSP.

5.2.2. For the strategic viewing points, photomontages of the Proposed Scheme will be prepared. The appraisal of visual impacts of each VPs are described in **Table 5.2** below. The corresponding photomontages are attached in **Figures 5.1 to 5.7**.

Table 5.2 – Appraisal of Visual Impacts of Selected Viewing Points

Location of Viewing Points (VPs)	Distance and Direction between the VPs and the Scheme	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
VP 1: Sung Wong Toi MTR Station (Exit A)	About 450m to the southeast of the main site of the Scheme	Traveller	As shown in Figure 5.1 , building mass of existing developments under both OZP-Complaint Scheme and Proposed Scheme are visible. It should be highlighted that the existing view will be screened by a number of future developments in KTDA in the foreground as well as existing developments (including buildings that are currently under construction) in Kowloon City in the middle ground.	Both OZP-Compliant Scheme and Proposed Scheme will be partially screened by the existing buildings. It is considered that the effect brought by the proposed development is minimal. In addition, with a lower building height design adopted in the eastern site, the Proposed Scheme will allow more open sky view and less obstruction compared to the OZP-compliant Scheme.	The key visual resources from this VP are the existing built-up areas. With a compatible building scale, the proposed development will blend in well with the existing visual resources and will not create significant visual change to this VP. Proposed low-rise development at the eastern site can maintain the existing open sky view and visual openness from this VP.	The users of Sung Wong Toi station is mainly transient in nature, the effect to public viewers is low.	Negligible
VP 2: Kowloon Tsai Sports Ground	About 430m to the west of the	Recreation	As shown in Figure 5.2 , the effect of the proposed development to overall	The open sky view above the tree tops is largely retained	No change will be induced by the proposed	The users of Kowloon Tsai Sports Ground	Slightly Adverse

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Location of Viewing Points (VPs)	Distance and Direction between the VPs and the Scheme	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
	main site of the Scheme		visual composition is considered to be low as the proposed development is largely screened by the existing vegetation, with a portion of top floors of the residential towers at the main site shown under the Proposed Scheme.	with existing high-rise buildings at the background to the right. The effect to visual permeability is low.	development to the existing visual elements. The proposed development will largely not noticeable from this viewing point as the buildings will merge with the surrounding built form and environment.	will be mainly engaging in recreational activities with views towards the tracking field. View angle towards the top of the trees are relatively limited and infrequent, effect to public viewer is lower.	
VP 3: Kowloon Walled City Park	About 300m to the northwest of the Scheme	Recreation	As shown in Figure 5.3 , the existing visual composition of this VP comprises of open sky view with the Yamen building foreground, as well as existing low-rise building in the backdrop. Building mass under both OZP-Complaint Scheme and Proposed Scheme are visible and the overall impact to the visual composition is considered to be moderate.	Portion of the open sky view at the background may be disturbed by the tower blocks under both OZP-Compliant Scheme and Proposed Scheme. The proposed G/I/C complex at the northern site is in close distant from the Yamen building which has created some obstruction to	Despite there will be slight visual change brought by the proposed development, the proposed G/I/C Complex will bring enhancement to the surrounding park environment through sensible building layout design with specially designed features, including	Users of the Kowloon Walled City Park are mainly engaging in heritage visits and leisure and recreational activities. In view of the short distant from the proposed development, the effect to public viewer is considered to be moderate.	Moderately Adverse

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Location of Viewing Points (VPs)	Distance and Direction between the VPs and the Scheme	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
				<p>the sky view at the backdrop. However, the overall sky view towards the inner streets in the south remains largely unaffected. As such, the level of change in the overall visual character is considered acceptable.</p> <p>Cascading building design with various green spaces at different levels are also proposed to help reduce the bulkiness of the building mass and enhance the air flow and visual permeability towards the inner part of street blocks.</p>	<p>sky garden, terraced podium, cascading building profile, etc, to promote visual interest and building permeability. The future G/IC complex will form as part of the park facilities and be a dominant visual element within this VP.</p> <p>In view of the above visual enhancement and mitigation measures, it is considered that the overall impact on visual elements is moderate.</p>		

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Location of Viewing Points (VPs)	Distance and Direction between the VPs and the Scheme	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
VP 4: Airside (Concorde Road)	About 800m northeast of the scheme	Traveller	<p>As shown in Figure 5.4, this view is framed by Tung Tau Estate in the east, Le Billionaire and some high-rise developments in the backdrop.</p> <p>The proposed building mass under Proposed Scheme is visually aligning with the adjoining developments. With a taller building heights adopted at the main site, the eastern site can remain at low building height and provide still allow relatively large visual openness with a wider angle encompassing the view towards the unobstructed view towards the inner part of the Kowloon City in the west. In view of the substantial mass of development that surrounds the Scheme, the change in visual</p>	<p>The proposed development will be screened by existing developments, with only portions of the building revealed behind the buildings. Despite the proposed G/IC Complex will be visible from this VP, the building mass is aligned with the adjoining developments which is considered compatible. The effect to visual permeability is low.</p>	<p>The proposed tower blocks will be visible under both the Proposed Scheme and OZP-Compliant Scheme, reducing some sky view and visual openness of the existing environment. If compared with Scheme, there is no significant change of visual composition between the two. Under Proposed Scheme, more visual enhancement is observed at the eastern site with adoption of lower building height.</p>	<p>Given the proposed development is largely screened by existing development context and the future users accessing to Airside will mainly transient in nature with relatively short sight towards surrounding environment, the effect to public viewers is low.</p>	Negligible

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Location of Viewing Points (VPs)	Distance and Direction between the VPs and the Scheme	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
			context is considered to be acceptable.				
VP 5: Junction of Carpenter Road and Nam Kok Road	About 25m of the northeast of the Scheme	Traveller	<p>As shown in Figure 5.5, the view from VP5 is framed by a mix of low-medium residential buildings, the existing Kowloon City Plaza and a high-rise residential building at the back which is under construction.</p> <p>Both the OZP-Complaint Scheme and Proposed Scheme will inevitably form a large building mass, together with the adjoining future developments including the redevelopment of Lok Sin Tong (60mPD) and the Kowloon City Plaza (100mPD).</p> <p>Under the Proposed Scheme, the disposition of T5 also setback from Carpenter Road for creation of a market</p>	<p>A small degree of the existing sky view has already been disturbed by the proposed Lok Sin Tong Redevelopment and the Kowloon City Plaza redevelopment. Both OZP-Compliant and Proposed Scheme will substantially reduce the view toward the sky. Despite the sky view in the middle ground is further reduced when compared the Proposed Scheme against the OZP-compliant Scheme, the proposed building setbacks and creation of</p>	<p>Limited visual resources are available at this VP. The change in visual context induced by the proposed development is moderate.</p>	<p>Viewers from this VP are travellers who are transient in nature with relatively short sight duration towards the Scheme area. The effect to public viewers is low.</p>	Moderately Adverse

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Location of Viewing Points (VPs)	Distance and Direction between the VPs and the Scheme	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
			square connecting with the pedestrian avenues to create a nodal point in front of CRP. The market square will also provide spatial and visual relief between the CRP and the surrounding developments. The visual change in terms of building mass is considered not detrimental.	market square along Carpenter Road under the Proposed Scheme will bring additional visual relief to the proposed development. It is considered that the effect brought by the proposed development is moderate.			
VP 6: Junction of Nga Tsin Wai Road and Nam Kok Road	About 40m to the south of the Scheme	Traveller	As shown in Figure 5.6 , the view from VP6 is framed by a low-medium residential buildings along both sides of Nam Kok Road. Both the OZP-Complaint Scheme and Proposed Scheme will inevitably form a large building mass. The proposed pedestrianization of Nam Kok Road under the Proposed Scheme will provide car-free zone with	A small degree of the view towards Mei Tung Tsuen will be disturbed the proposed G/IC Complex under Proposed Scheme. Existing sky view will also be substantially reduced due to the proposed development. However, with the provision of the	Upon completion of the proposed development, there would be an overall enhancement of the pedestrian environment. By provision of a coherent landscape design, the landscape pedestrian avenues, market square as well as the ground floor	Viewers from this VP are travellers who are transient in nature with relatively short sight duration towards the Scheme area. The effect to public viewers is low.	Partly Enhanced / Partly adverse

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Location of Viewing Points (VPs)	Distance and Direction between the VPs and the Scheme	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
			<p>ample landscaping, amenity features with suitable façade treatment to soften the building bulk and create a pedestrian friendly environment.</p> <p>With introduction of the abovementioned treatment, the visual change in terms of building mass is considered not detrimental.</p>	<p>landscape pedestrian avenue and market square along Nam Kok Road and landscaped and smaller podium design at the Proposed Scheme, the visual corridor towards Mei Tung Estate will be largely enhanced by the proposed development. The views will still allow relatively visual openness towards Mei Tung Estate at the backdrop.</p>	shops will be a dominant visual element within this VP.		
Quarry Bay Park (Strategic Viewing Point 4)	About 5.5km to the southeast of the Scheme, on the opposite side of the harbour	Recreation / Traveller	As shown in Figure 5.7, the proposed development will be blocked by the existing buildings in front of the Scheme when viewing from this VP on the opposite side of the Victoria Harbour. There	Both the mountain ridgeline and the limit of the 20% building free zone are not interrupted by the Proposed Scheme. No adverse impact on visual permeability	The main visual elements and attention of VSRs towards the Kowloon Peninsula will mainly focus on the Victoria Harbour at the	The VP is considered to be situated at a far distance away from the Scheme and the proposed development is not visible from	Negligible

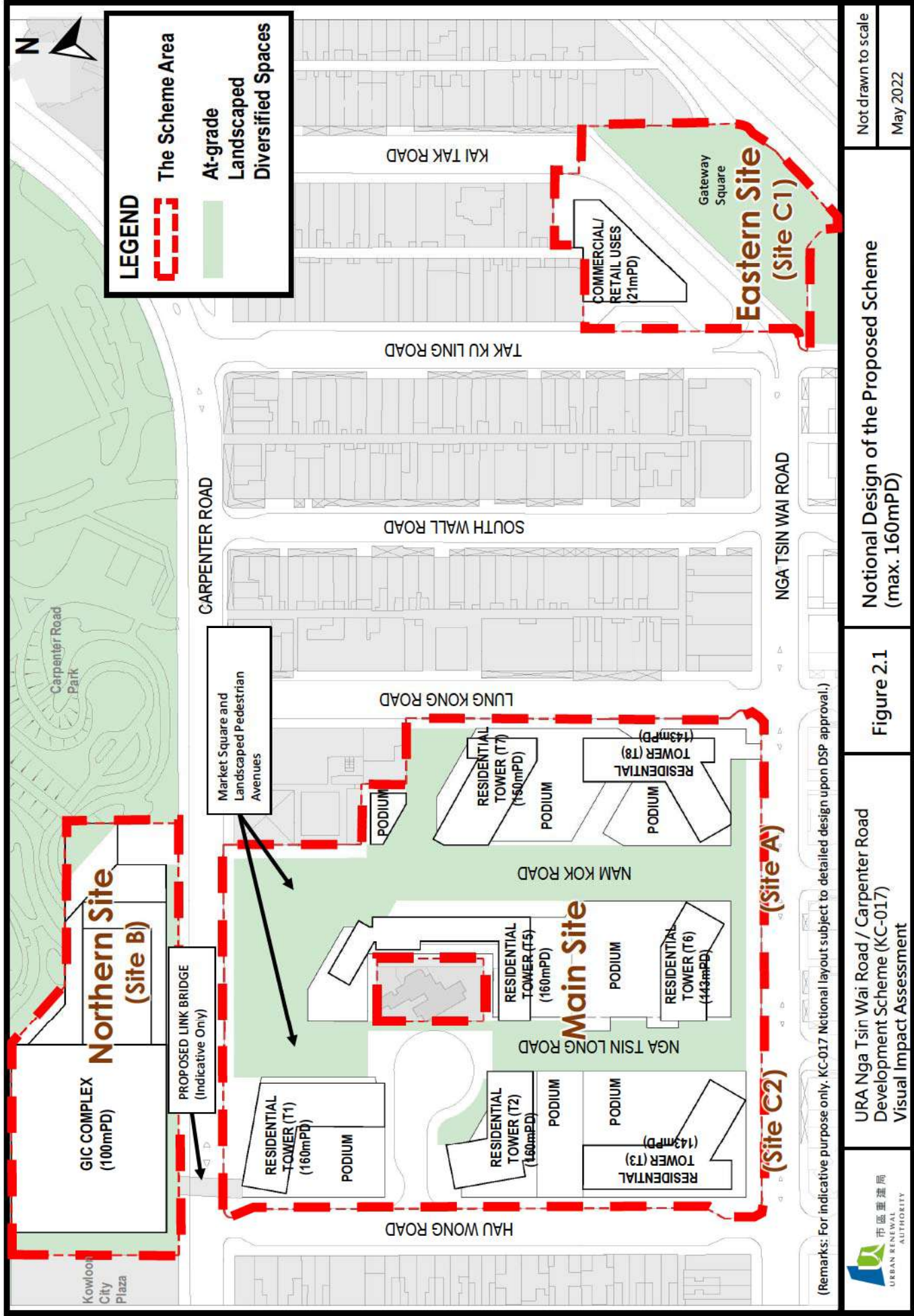
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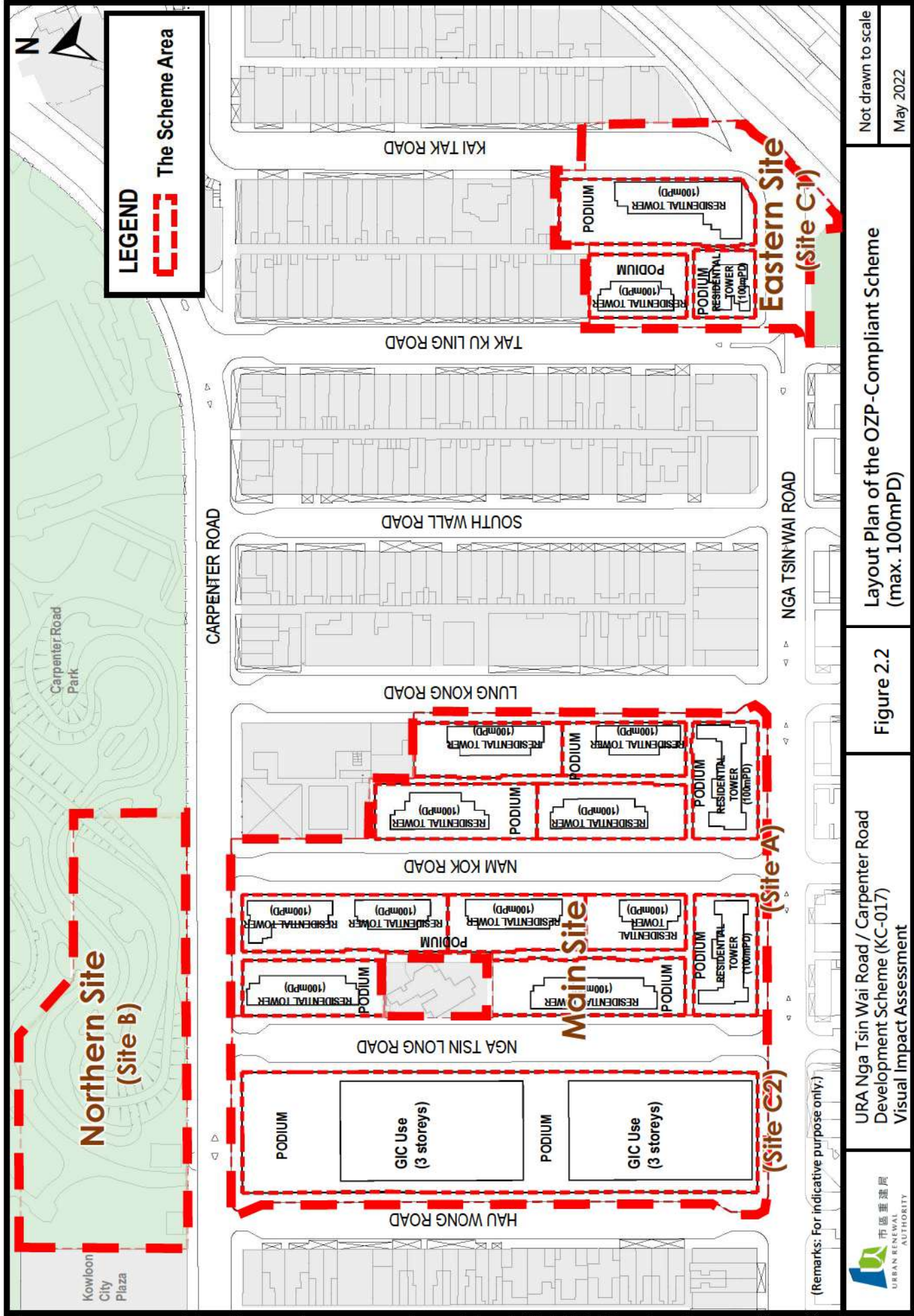
Location of Viewing Points (VPs)	Distance and Direction between the VPs and the Scheme	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
			has been no change in visual context.	from the Victoria Harbour is anticipated.	foreground as well as the mountain backdrop and skyview as the background. In view of the total blockage of the proposed development by the buildings in the front and the far distance of the Scheme away from the VP and the harbourfront, the effect on visual elements are negligible.	this VP. The effect on VSRs is considered to be low.	

6. EVALUATION OF OVERALL VISUAL IMPACT

- 6.1. This VIA is submitted in order to evaluate the degree of visual impacts on visual sensitive receivers (VSRs) from major public viewing points (VPs) due to the proposed development at the Scheme area.
- 6.2. By viewing from the 6 selected local VPs, the proposed development with maximum building height of 160mPD in the Proposed Scheme can generally blend in with the surrounding built environment, which includes the known redevelopment of Kowloon City Plaza Redevelopment (100mPD), the redevelopment of older part of Mei Tung Estate (120 – 140mPD), as well as existing developments including 170mPD for Billionaire Royale and 145mPD for Le Billionaire) and the planned building height profile in Kai Tak Development Area in the South.
- 6.3. As compared with the maximum building height capped at 100mPD under the Approved Ma Tau Kok Outline Zoning Plan (OZP) No. S/K10/28, the proposed increase of building height to 160mPD at the main site can optimize site potential to provide more at-grade landscaped diversified space, while maintaining the eastern site for low-rise development cum gateway square. The two landscaped pedestrianized avenues at Nga Tsin Long Road and Nam Kok Road and tower separations will be provided to enhance visual permeability. The low-rise development and gateway square at the eastern site can create a wide visual openness at the eastern part for the area to enhance the gateway view from KTDA towards the core district in Nga Tsin Wai Road area.
- 6.4. For the northern site, it is proposed to be zoned “G/IC” with maximum Building Height of 100mPD. Cascading building height is adopted to minimize the building bulk and create a gradually lowering of building height profile towards the CRP at grade to bring visual comfort towards the open space at ground level. Sensitive building design to create sky garden, terraced podium, green roofs, setbacks of the GIC complex will increase the building permeability and integrate with the greenery at the CRP forming part of the open space facilities.
- 6.5. Apart from the two landscape pedestrian avenues, various at-grade landscaped diversified space in the form of market square, gateway square, landscaped area will be provided within the Scheme to soften the building bulk and create visual interests at pedestrian levels, as well as spatial and visual belief of the building mass.
- 6.6. In conclusion, the VIA demonstrates that the proposed developments in the Scheme is considered visually compatible with the surrounding environment

and will not create any significant blockage of views from both the strategic VP as recommended in the HKPSG and the key local VPs.

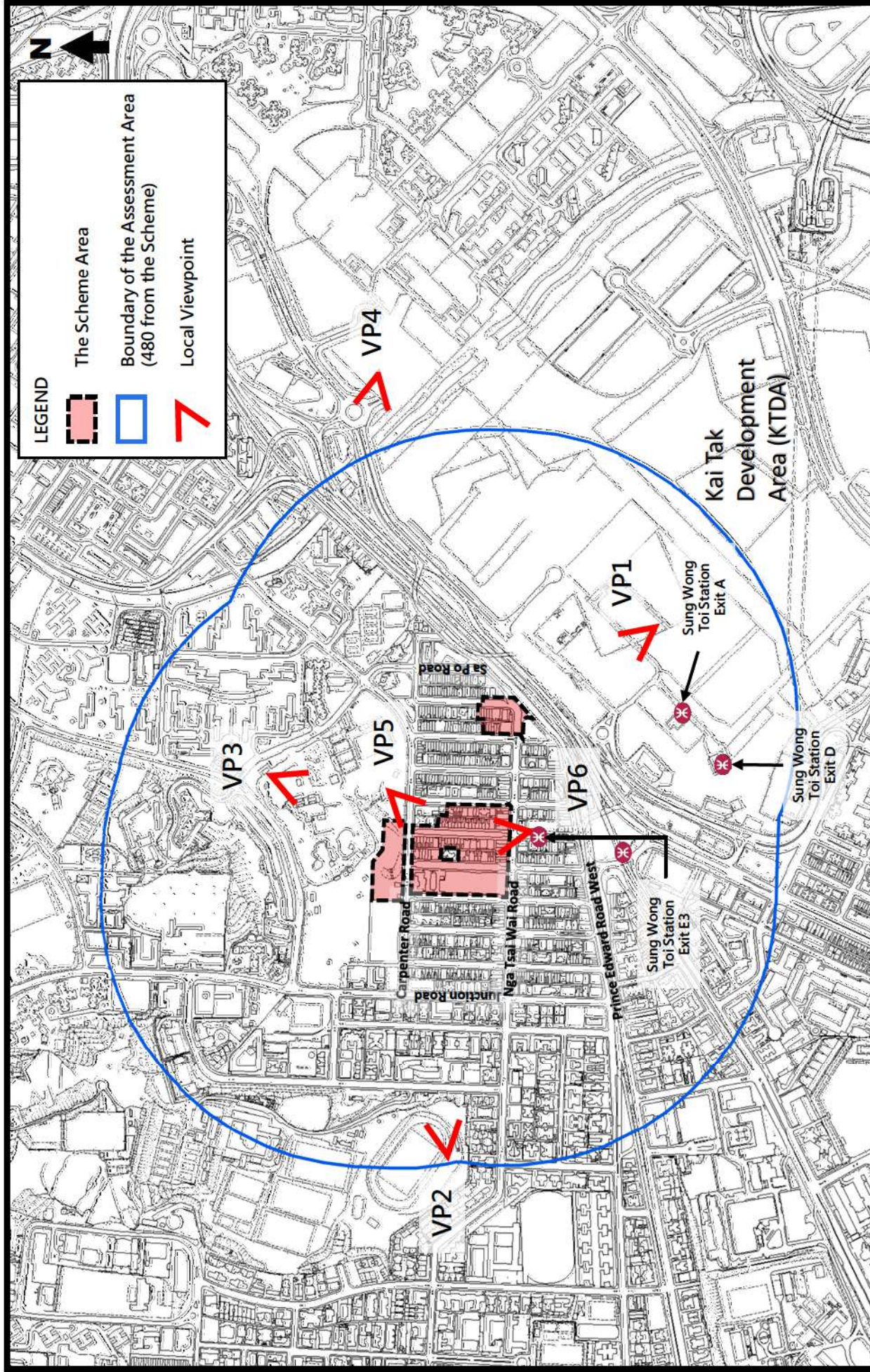


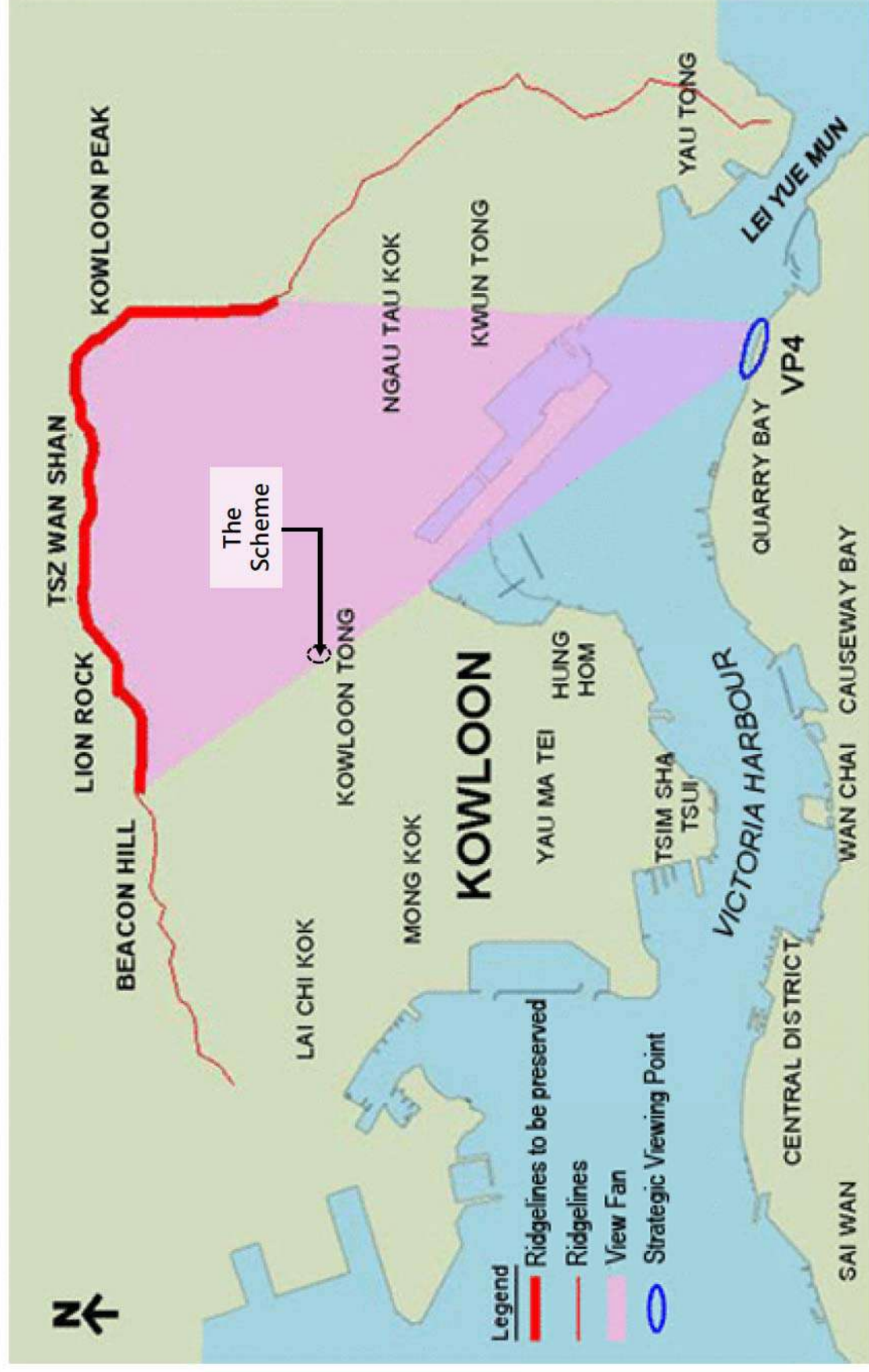


URA Nga Tsing Wai Road / Carpenter Road Development Scheme (KC-017)
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Figure 2.2

Layout Plan of the OZP-Compliant Scheme (max. 100mPD)





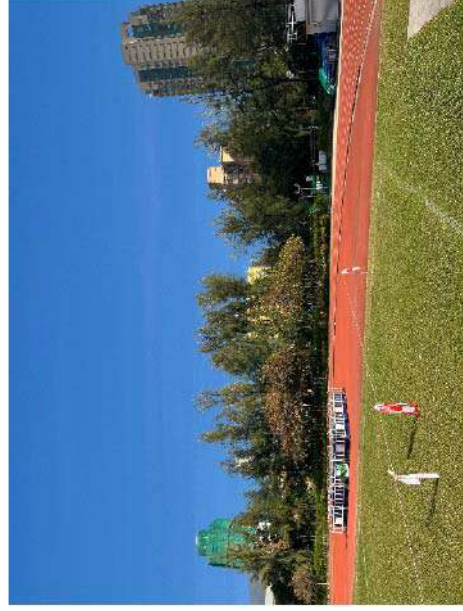
Source: Strategic Viewing Points Webpage of Planning Department for the Town Planning Board Guidelines for Submission of Visual Impact Assessment to the Town Planning Board (TPB PG-No. 41) https://www.pland.gov.hk/pland_en/info_serv/via/web/vp_eng.html

 市區重建局 URBAN RENEWAL AUTHORITY	URA Nga Tsin Wai Road / Carpenter Road Development Scheme (KC-017) Visual Impact Assessment	Figure 3.2	Location of the Strategic Viewing Point (VP4) Quarry Bay Park	Mar 2022
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VP1

Sung Wong Toi MTR Station (Exit A)



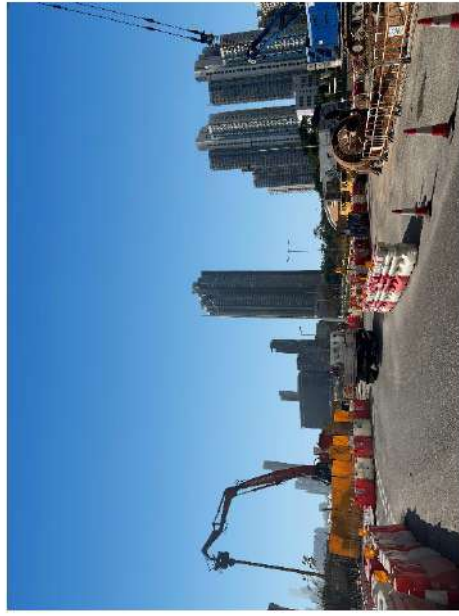
VP2

Kowloon Tsai Sports Ground



VP3

Kowloon Walled City Park



VP4

Airside (Concorde Road)



VP5

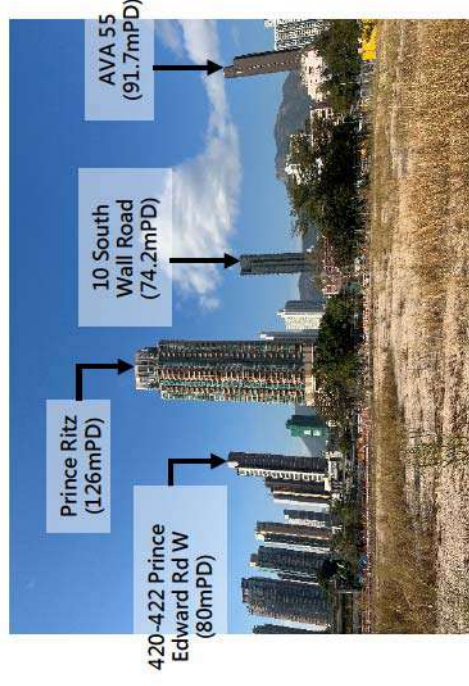
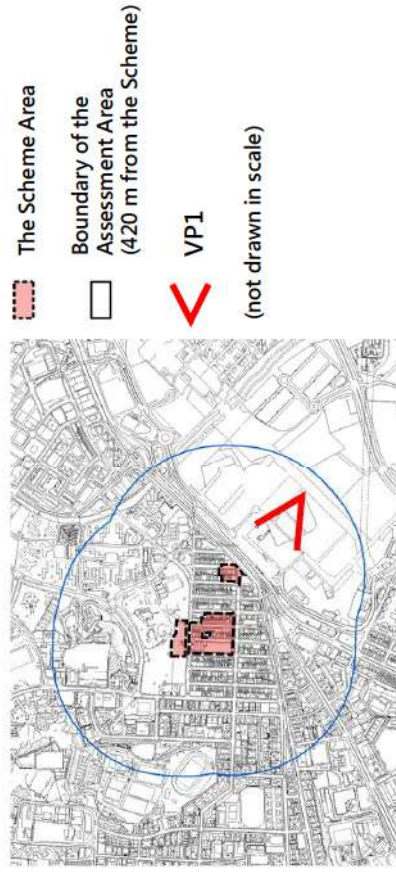
Junction of Carpenter Road and Nam Kok Road



VP6

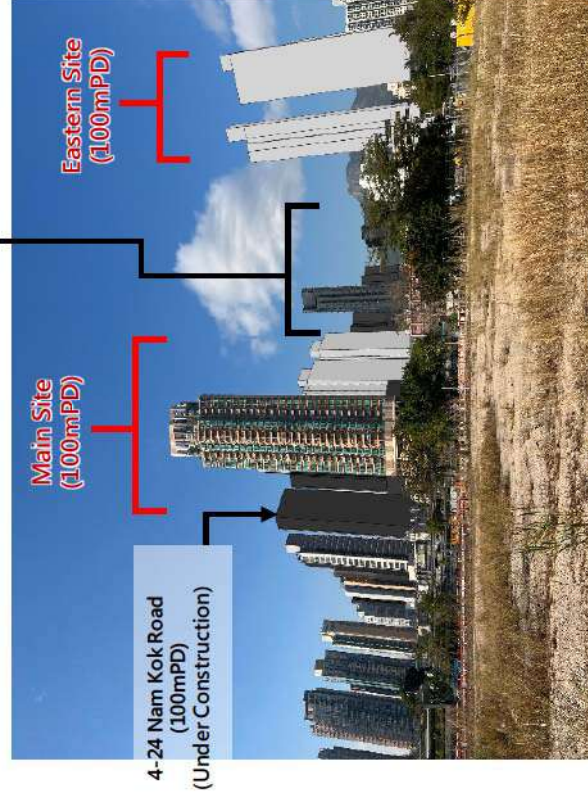
Junction of Nga Tsin Wai Road and Nam Kok Road

Key Plan



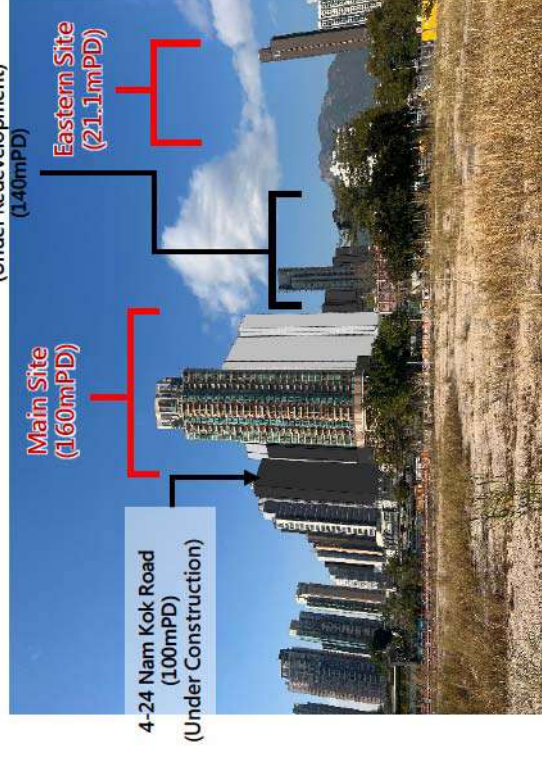
Existing Condition

Mei Tung Estate
(Under Redevelopment)
(140mPD)



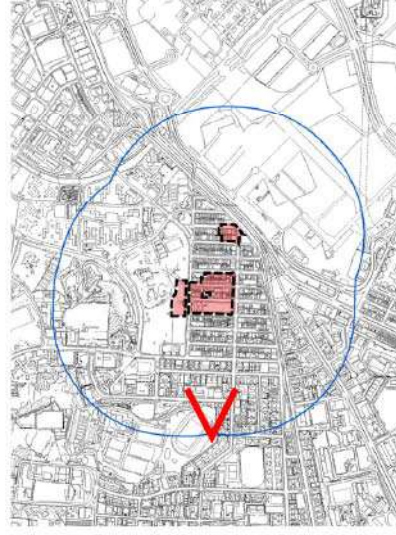
OZP-Compliant Scheme

Mei Tung Estate
(Under Redevelopment)
(140mPD)

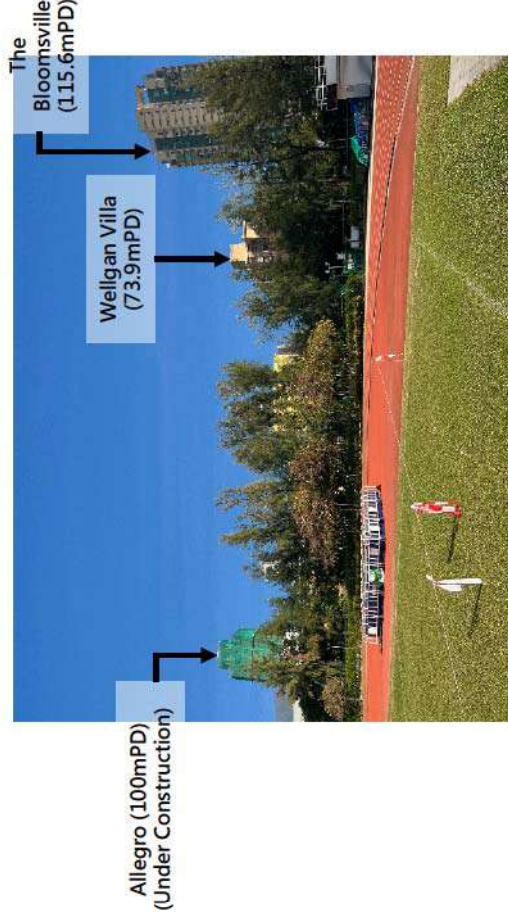


Proposed Scheme

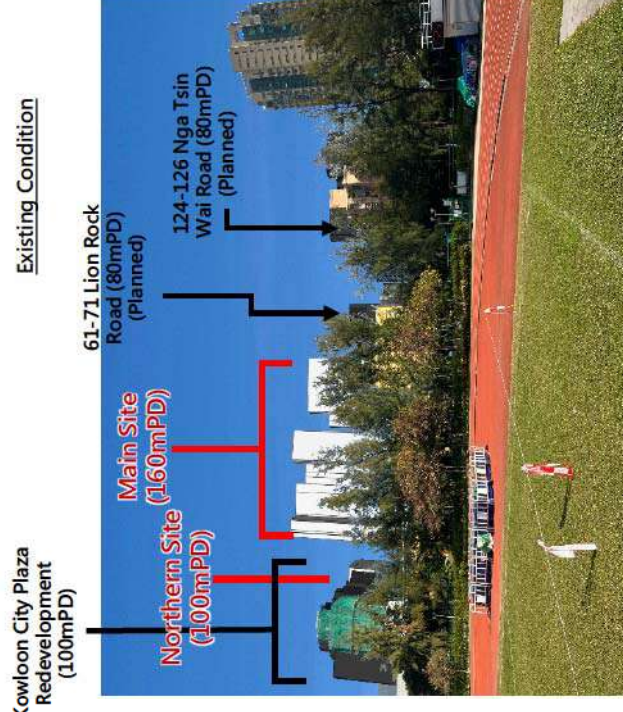
Key Plan



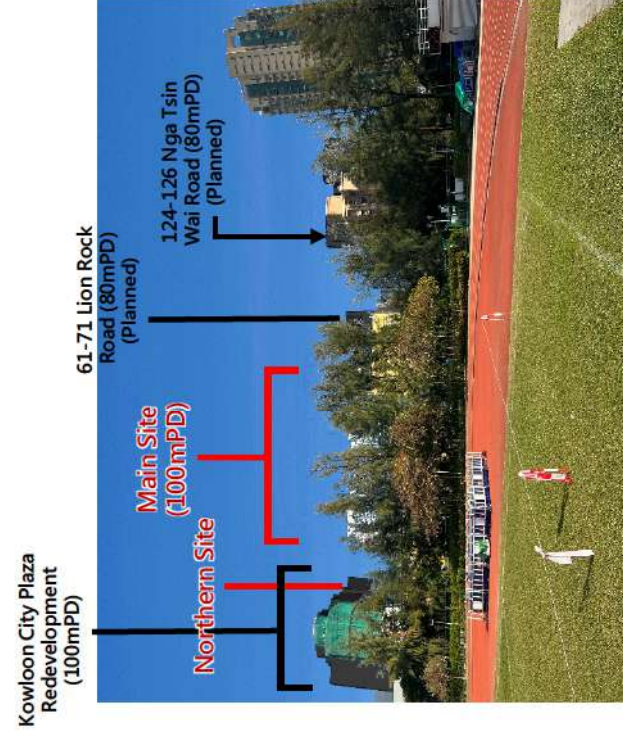
- The Scheme Area
- Boundary of the Assessment Area (420 m from the Scheme)
- VP2 (not drawn in scale)



Existing Condition

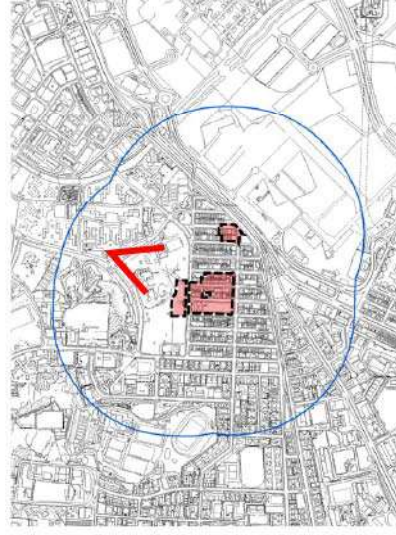





Proposed Scheme

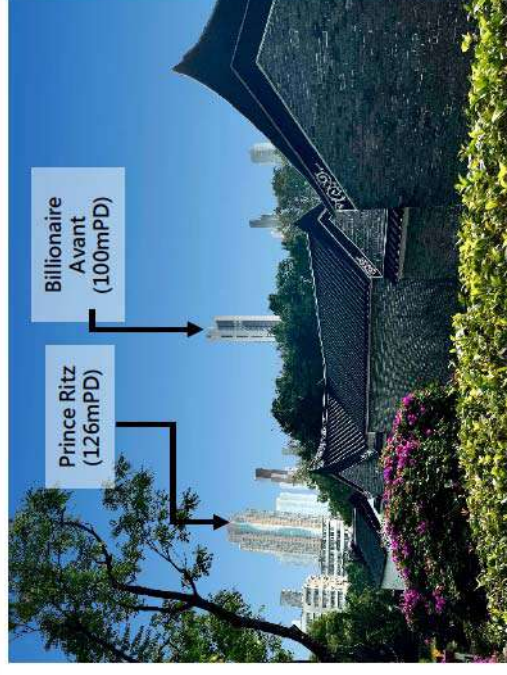


OZP-Compliant Scheme

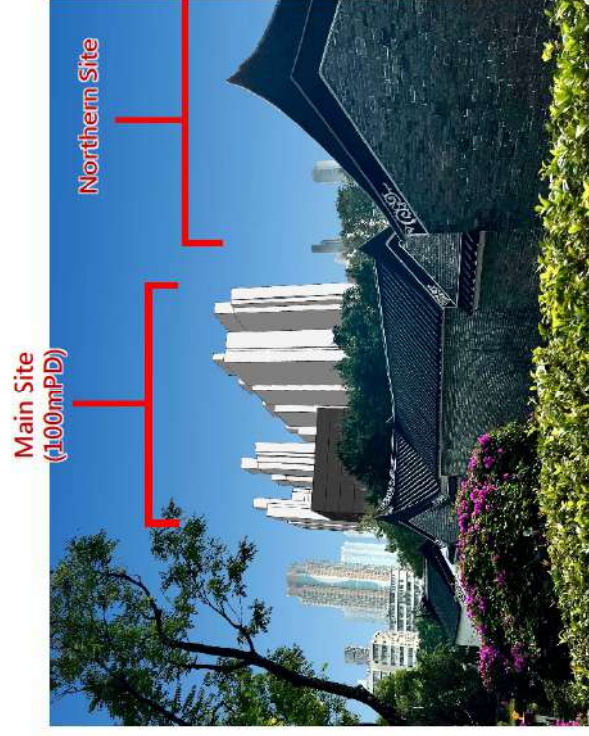
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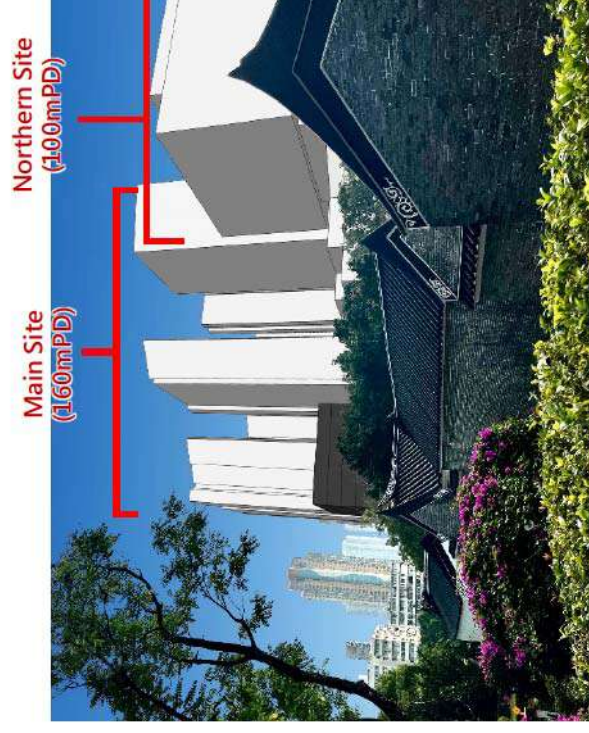
-  The Scheme Area
-  Boundary of the Assessment Area (420 m from the Scheme)
-  VP3 (not drawn in scale)



Existing Condition

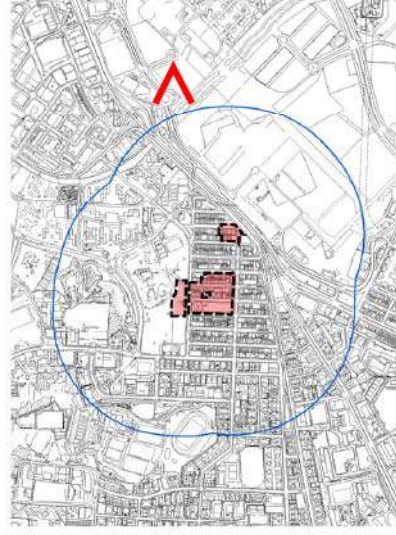


OZP-Compliant Scheme

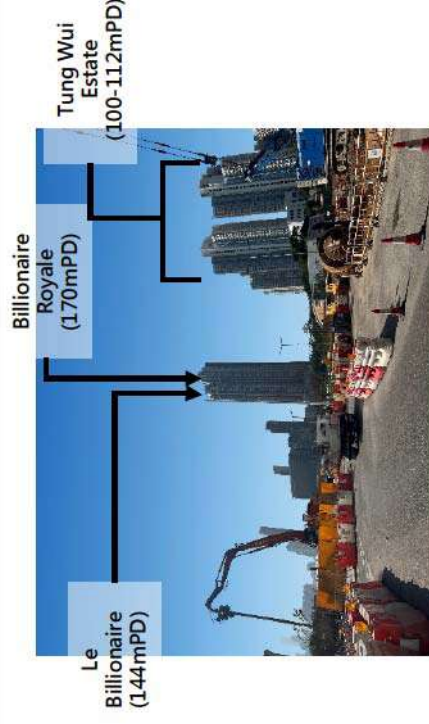


Proposed Scheme

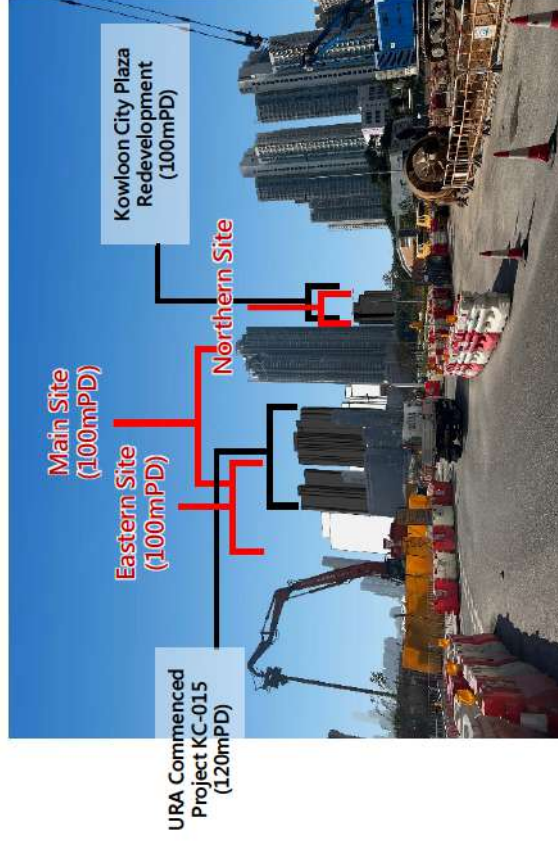
Key Plan



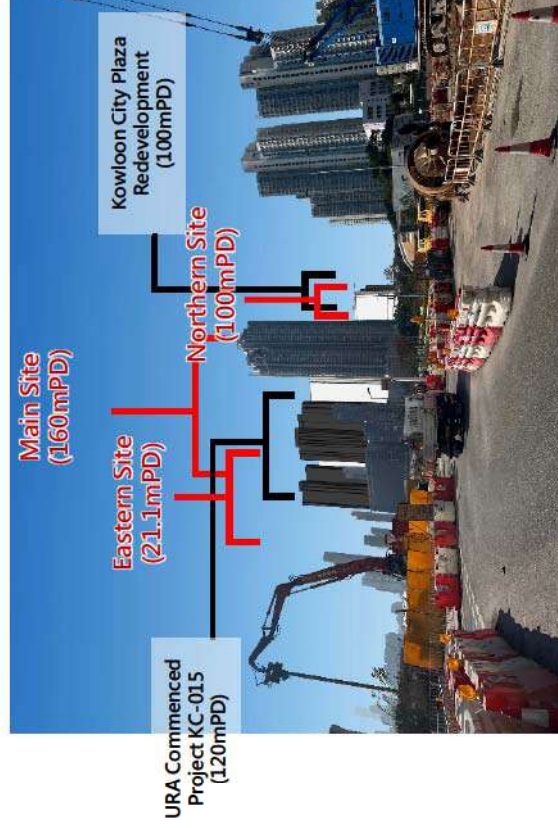
- The Scheme Area
- Boundary of the Assessment Area (420 m from the Scheme)
- VP4 (not drawn in scale)



Existing Condition

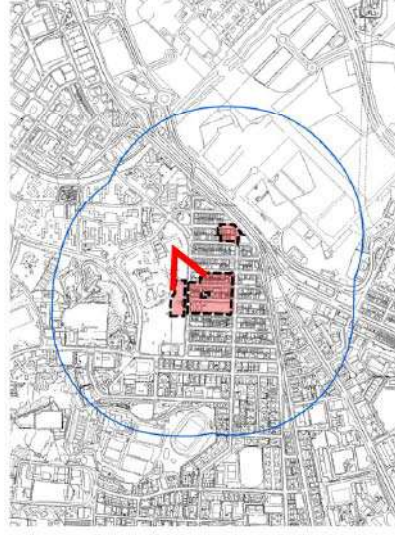


OZP-Compliant Scheme



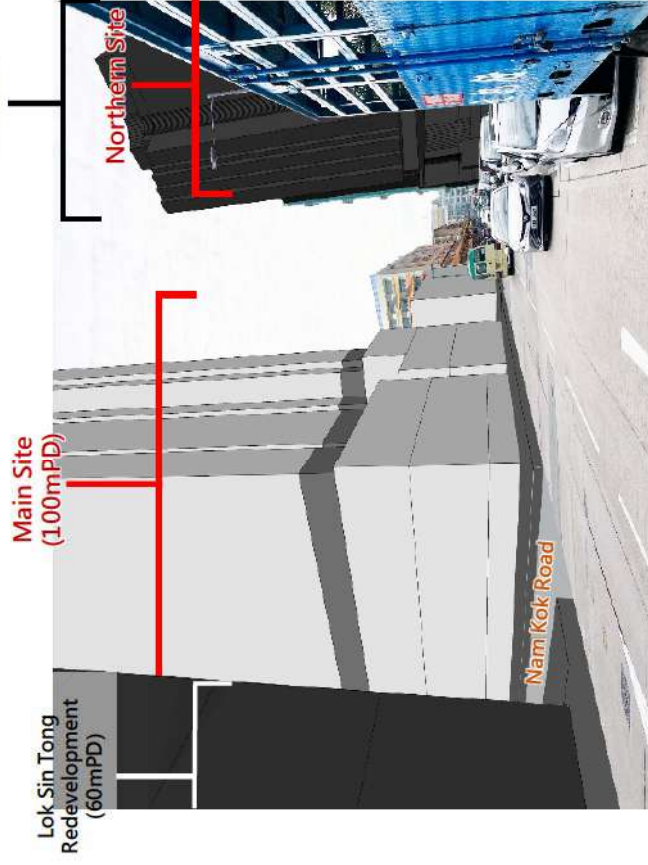
Proposed Scheme

Key Plan



- The Scheme Area
- Boundary of the Assessment Area (420 m from the Scheme)
- VP5 (not drawn in scale)

Kowloon City Plaza
Redevelopment
(100mPD)



OZP-Compliant Scheme

URA Nga Tsin Wai Road / Carpenter Road
Development Scheme (KC-017)
Visual Impact Assessment

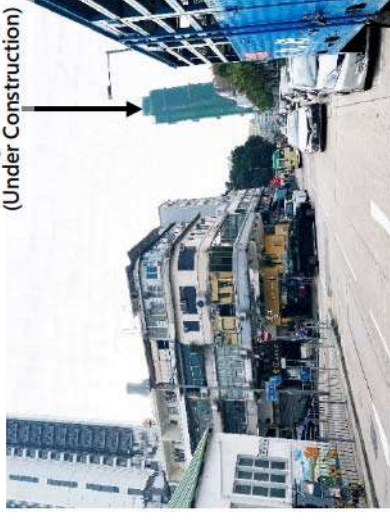


Figure 5.5

Photomontages of VP5
Junction of Carpenter Road and Nam Kok Road

May 2022

Allegro (100mPD)
(Under Construction)



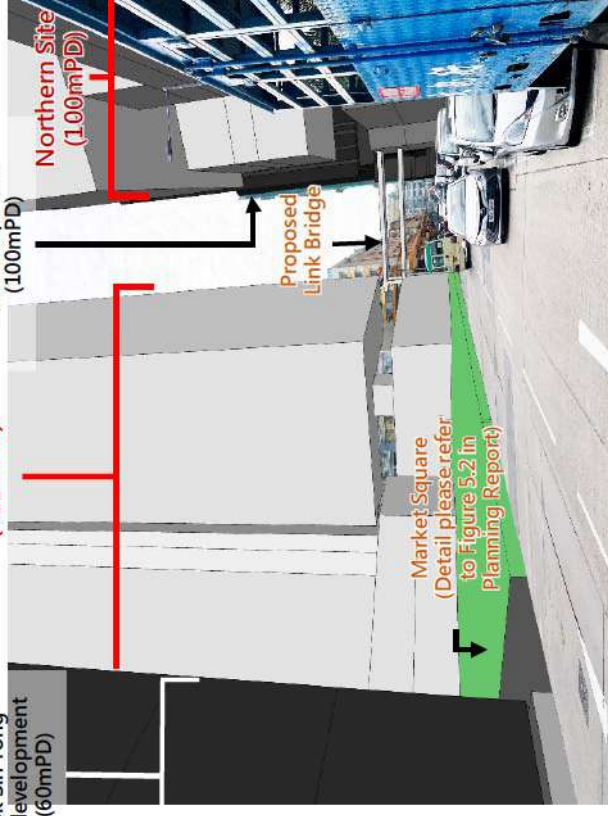
Existing Condition

Lok Sin Tong
Redevelopment
(60mPD)

Main Site
(160mPD)

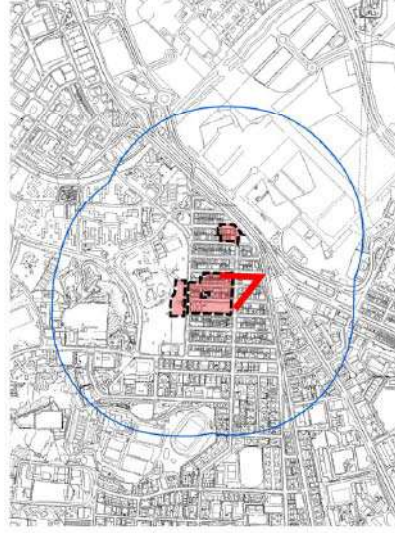
Kowloon City Plaza
Redevelopment
(100mPD)




Northern Site
(100mPD)

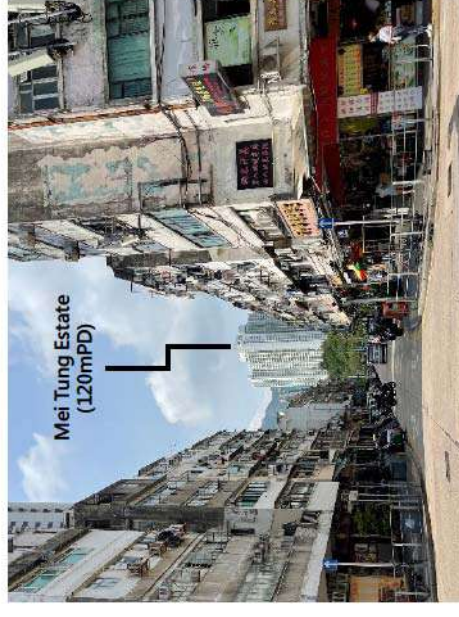


Proposed Scheme

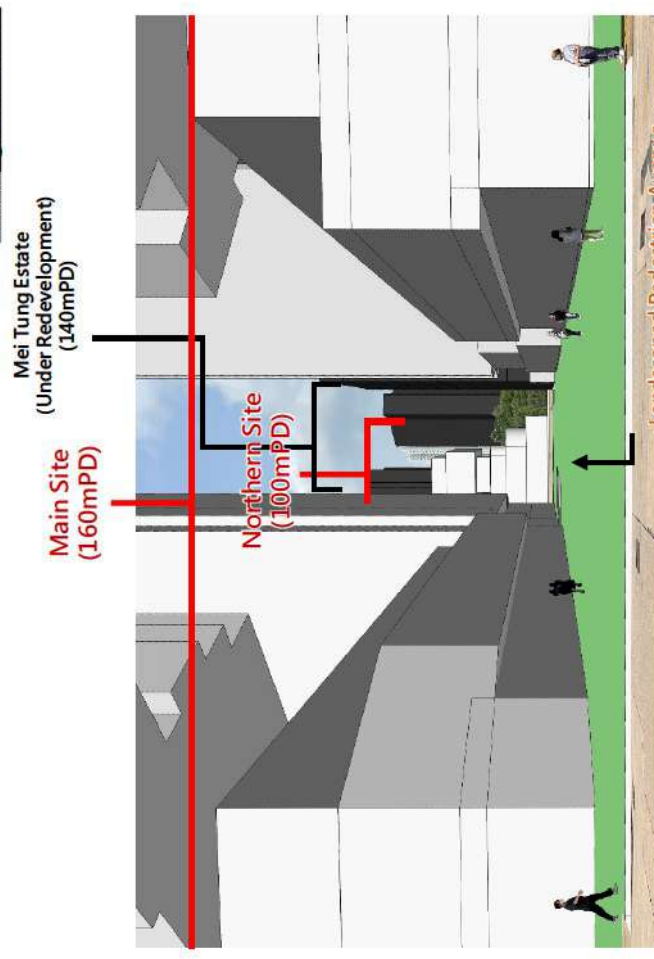
Key Plan



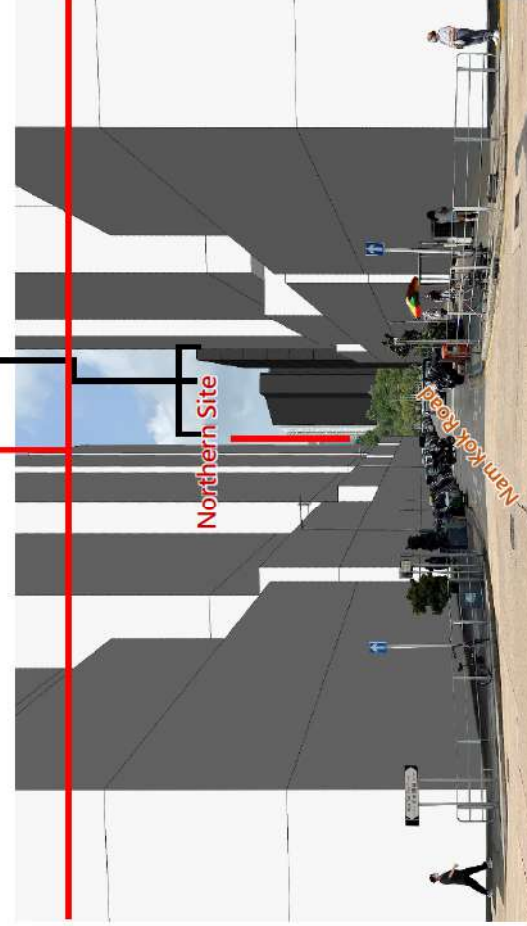
-  The Scheme Area
-  Boundary of the Assessment Area (420 m from the Scheme)
-  VP6 (not drawn in scale)



Existing Condition

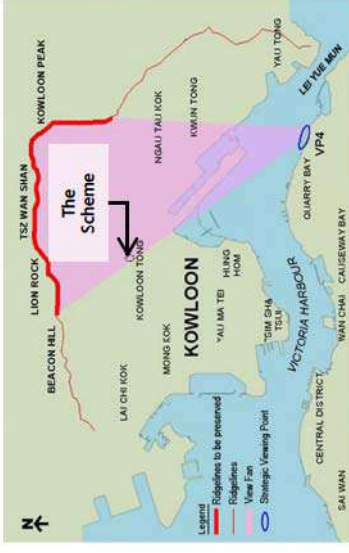


Proposed Scheme



OZP-Compliant Scheme

Landscaped Pedestrian Avenue
(Detail please refer to Figure 5.5 in Planning Report)

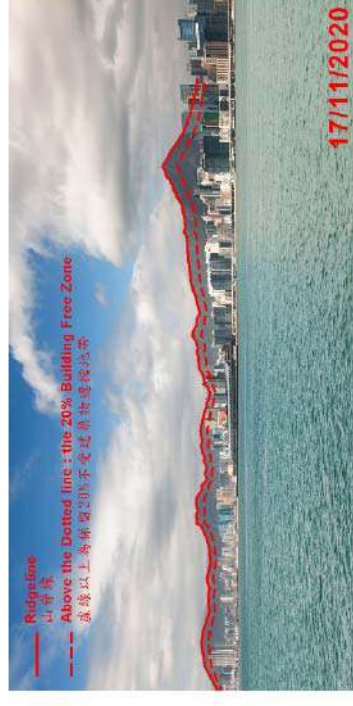


Proposed Scheme

— **Ridgeline**
山脊線

--- **Above the Dotted line : the 20% Building Free Zone**
虛線以上為保留20%不受建築物遮擋地帶

Key Plan



Existing Condition

Appendix 5

Social Impact Assessment (Stage 1) Report



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

Nga Tsin Wai Road / Carpenter Road (KC-017)

Stage 1 Social Impact Assessment
May 2022



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1. INTRODUCTION

- 1.1 According to the new 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 Nga Tsin Wai Road/ Carpenter Road Development Scheme (the Scheme)
- 1.2 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 Scheme falls within the study area of Kowloon City DURF (“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 is prepared with reference to the DURF SIA report, where appropriate.
- 1.3 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

- 1.4 The Stage 2 SIA will be conducted after 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 Nga Tsin Wai Road/ Carpenter Road Development Scheme (KC-017) (the Scheme) is located in Lung Shing constituency area of the Kowloon City District. The Scheme consists of three sites, i.e., main site (Site A and C2), northern site (Site B) and eastern site (Site C1). The main site comprising the connected Site A and Site C2, is broadly bounded by Carpenter Road, Lung Kong Road, Nga Tsin Wai Road and Hau Wong Road. The northern site (Site B) is located within Carpenter Road Park. The eastern site (Site C1) is broadly bounded by existing buildings to the north and east, Prince Edward Road East, Tak Ku Ling Road Rest Garden and Tak Ku Ling Road. Billionnaire Avant located at 56-66 Nga Tsin Long Road is excluded from the Scheme area. **Figure 2.1** shows the location plan and demarcation of site names of the Scheme.
- 2.2 The Scheme involves a total of about 123 street numbers of buildings. Details of the street numbers and land included in each sites are described in **Table 2.1** below. The total gross site area of the Scheme is about 37,061 sq.m. Subject to site survey and detailed design, the net site area adopted for Plot Ratio (PR) calculation in “R(A)” zone of the Scheme is about 25,302 sq.m..

Table 2.1: Street Numbers of Buildings and Land Parcels within the Development Scheme Plan (DSP)

Site Names	Comprises of:
Main Site (Sites A and C2)	<ul style="list-style-type: none"> • 29 – 59 Lung Kong Road (odd nos.); • 66 – 96 Nga Tsin Wai Road (even nos.); • 36 – 54 and 68 – 84 Nga Tsin Long Road (even nos.); • 25 – 73 Nam Kok Road (odd nos.); • 30 – 62 Nam Kok Road (even nos.); • 99 Carpenter Road (Lee Kee Memorial Dispensary (LKMD)); • 80 Hau Wong Road (Kowloon City Lions Clubs Health Centre (KCLCHC)); • 100 Nga Tsin Wai Road (Kowloon City Municipal Services Building (KCMSB)); • Part of Nam Kok Road and its pavement; • Part of Nga Tsin Long Road and its pavement; and • Some government lanes with the site boundaries.
Northern Site (Site B)	<ul style="list-style-type: none"> • Portion of existing Carpenter Road Park (CRP), and • China Light Power (CLP)'s Substation 'B' within the CRP.
Eastern Site (Site C1)	<ul style="list-style-type: none"> • 17 – 41 Kai Tak Road (odd nos.); • 30 – 38 Nga Tsin Wai Road (even nos.);

- 20 – 38 Tak Ku Ling Road (even nos.);
- Portion of Kai Tak Road and Nga Tsin Wai Road and its pavement; and
- Some government lanes within the site boundaries.

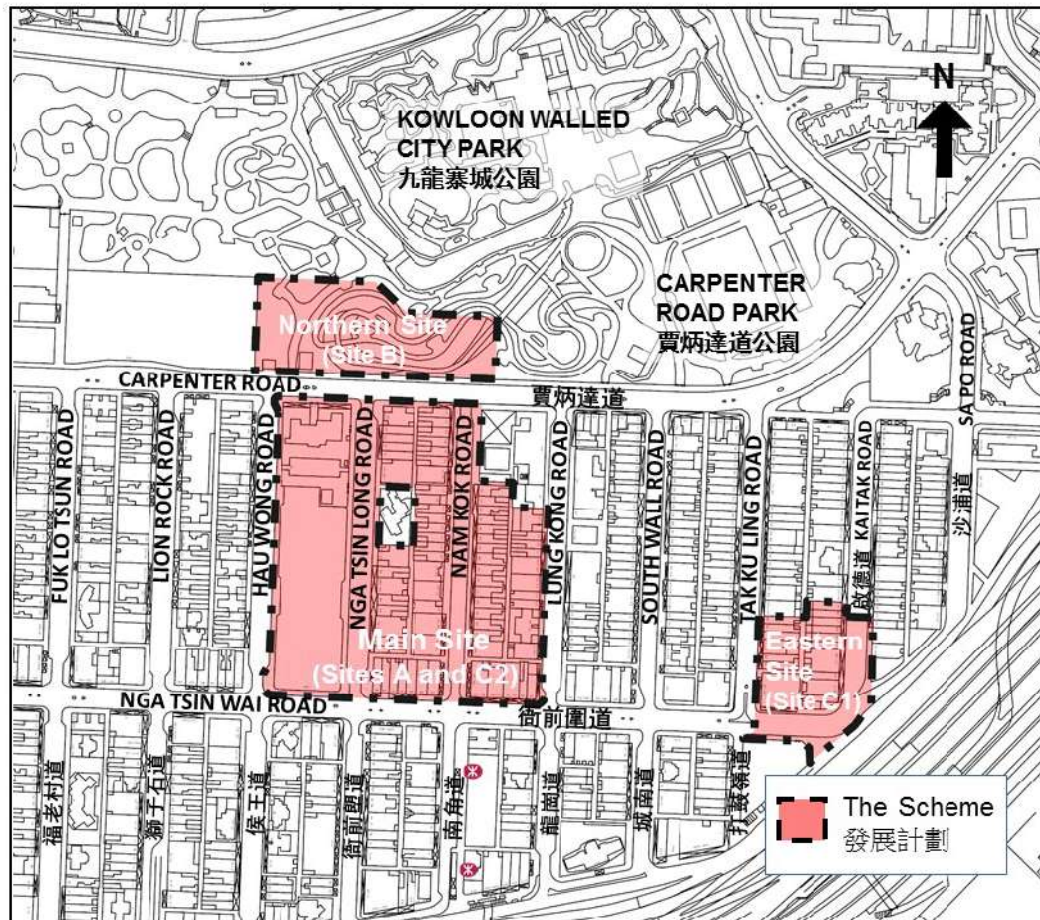


Figure 2.1 Location Plan and Demarcation of Site Names

Planning Objectives

2.3 The 2011 URS promulgates a comprehensive and holistic approach to carry out urban renewal with the following objectives:

- 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;
- redeveloping dilapidated buildings into new buildings of modern standard and environmentally-friendly design;
- preserving buildings, sites and structures of historical, cultural or architectural value;
- preserving as far as practicable local characteristics;
- providing more open space and community/ welfare facilities; and
- enhancing the townscape with attractive landscape and urban design.

2.4 The Scheme falls within the Nga Tsin Wai Road Area, Lung Tong as defined in the Urban Renewal Plan (URP) prepared by KC DURF. Under the URP of KC DURF, the area is recommended as “*Proposed Rehabilitation and Revitalisation Priority Area*”. However, DURF also recommended that the Priority Area “*does not place restriction on redevelopment of individual old buildings within the area*”. The area is recommended to have the following positioning and urban renewal visions:

- Dining and Cultural District
- Preserving local street life and its historic and cultural characters
- Gateway to Kai Tai Development Area (KTDA)

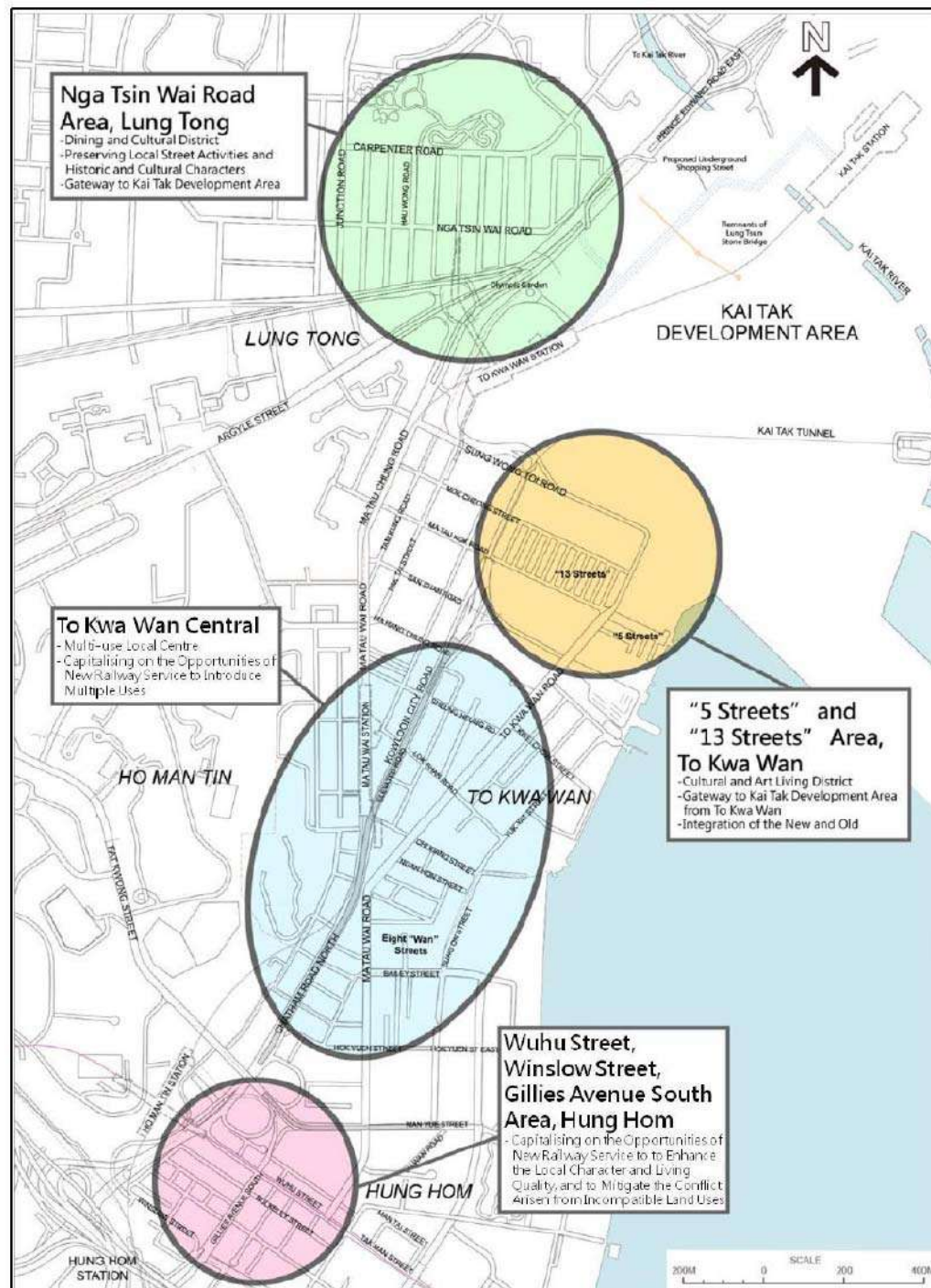


Figure 2.2: Area Positioning and Characters identified by DURF (Extract of the KC DURF URP)

- 2.5 To achieve the objectives in the URS and to address the recommendations of KC DURF as well as public aspirations and views from local stakeholder in recent years to strengthen the positioning of the Lung Tong area, URA has undertaken a district-based study of the Kowloon City Action Area 3 (KCAA3) (i.e. Lung Shing area) for a holistic re-planning and restructuring of the area for urban renewal. The district-based KCAA3 study has identified the Scheme to

achieve the above said planning objectives in URS and local aspirations by proposing the following key proposals:

- i. Rezone part of CRP from open space “O” to Government, Institution or Community “(G/IC)” to enable non in-situ redevelopment of KCMSB, KCLCHC and LKMD to minimize disruption to existing market activities, and provide a total of 47,000sq.m. GIC GFA (about 3 times of the existing provision) in the DSP under “Single Site, Multiple Uses” initiative.
 - ii. Create a scalable gateway plaza at Site C1 to strengthen its gateway position to KTDA and redistribute the PR within sites C1 and C2 to optimize development potential of main site as the Node and increase flat supply at the Node.
 - iii. Forming two key landscaped pedestrian avenues, event plaza and connections with MTR station exits to enhance the north-south connectivity, walkable neighbourhood and create place-making opportunity.
 - iv. Provision of underground public vehicle park (PVP) to address district parking needs and to provide opportunities for pavement widening of nearby streets under separate revitalization works.
 - v. Optimise site potential by relaxation of maximum building height of the Node to 160mPD to enable provision of more at-grade amenity space at the core of the dense urban district and better urban design flexibility to enhance visual openness and permeability.
- 2.6 In addition to the DSP redevelopment, separate revitalisation works of the CRP outside the DSP is proposed to upgrade and re-design the existing facilities. Opportunities will also be taken to improve connectivity to Mei Tung Estate (soon to be redeveloped) and to enhance accessibility and visibility toward the historical Kowloon Walled City Park (KWCP) to reinforce its heritage significance to the district.
- 2.7 Separate revitalization works is proposed at Tak Ku Ling Road Rest Garden adjoining Site C1 to create synergy effects of urban renewal actions under the URA’s rehabilitation (R2) and revitalization (R4) works at the adjoining street blocks along Nga Tsin Wai Road area to strengthen the “gateway” position of Nga Tsin Wai Road area.

URA Projects in the Vicinity (refers to Figure 2.3)

- 2.8 URA has carried out various urban renewal actions in the Nga Tsin Wai Road area in recent years. In 2019, URA has commenced the Kai Tak Road/ Sa Po Road Development Scheme (KC-015) to redevelop the dilapidated buildings as well as re-structuring of the land uses to create a multi-level sunken plaza as a gateway towards the KTDA. The KC-015 project will also provide an underground public vehicle park of about 300 car parking spaces to address the local parking demand particularly in the eastern part of the Nga Tsin Wai Road area. The Project has been approved by CE in C for implementation and is anticipated to be completed by 2030/31.
- 2.9 Under the holistic planning approach, URA has identified the street blocks to the south of Nga Tsin Wai Road and east of Nam Kok Road as the URA R2/R4 focus area to carry out building rehabilitation (R2) and street revitalisation (R4) actions to improve the built environment. The said R2/R4 proposals of the area has consulted Kowloon City District Council (KCDC) in early 2021 and the multi-pronged approach of urban renewal actions was welcomed by KCDC.

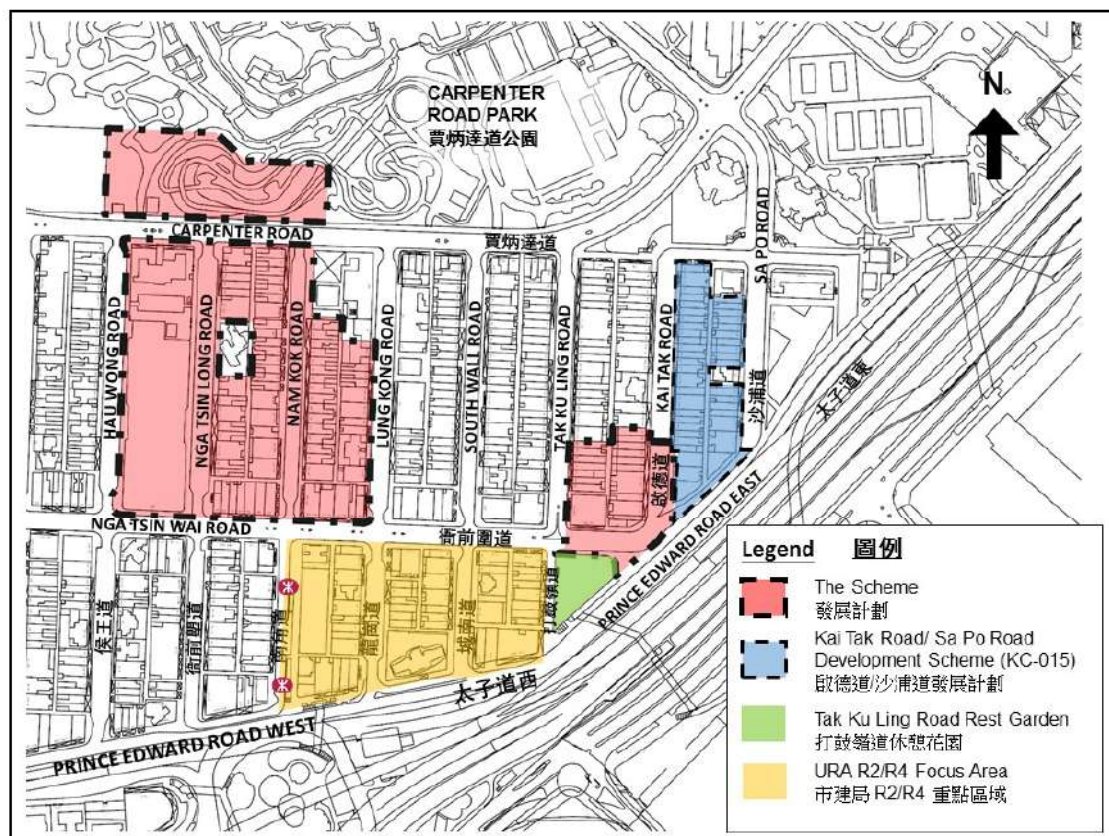


Figure 2.3 URA Projects in the Vicinity

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 its defence of the Kowloon Peninsula. At that time, most of the village settlements engaged in agriculture, fisheries and excavation of rock activities for making a living. The waterfront areas spanning from the present-day Kowloon City, To Kwa Wan to Hung Hom were mooring places for merchant ships during the Sung and Ming periods, and the shops along the waterfront of Kowloon City at that time, i.e., the area from Kowloon Walled City Park to Prince Edward Road East at present, was a bazaar named “Kowloon Street”.

Local Grid Street Pattern

- 3.2. Historical map recorded in 1845 indicates that the Scheme Area was probably located near the coastline named Nga Tsin Long. Settlements were found and scattered around the area as recorded in the historical map in 1902. With the implementation of Town Planning Scheme by the Hong Kong Government in 1920's, the grid street pattern has been formed in the Nga Tsin Wai Road area and such streetscape pattern has been maintained since then till nowadays. The grid street pattern has been of long history and become one of the urban form characters of the area.

Chiu / Thai Cultural and Dining Characters

- 3.3. The area also has a concentration of ethnic minority groups living in the area, in particularly Thai as identified by KC DURF. They have been settled in the area for long time and gradually developed a small Thai community in the area, particularly concentrated at the eastern part of the area. There are a lot of Thai restaurants and Thai grocery shops on ground floors.
- 3.4. The Thai groups also organise cultural activities and social events in the area during their festival dates. One of the major festival events held annually by Thai people in Kowloon City is named “Songkran”. The event is carried out in around April / May every year. Thai people will transport large jade Buddha statues in Tak Ku Ling Road Rest Garden and let worshipers shower and bathe the Buddha statues. There are Thai dancing and singing performances as well as water splashing events to the pedestrians which signify an act of goodwill.

In addition, participants also mix water and talcum powder together to form a paste and wipe each other or other pedestrians on the face as a blessing gesture.

- 3.5. With its long history for local settlements, Kowloon City is also rich in Chinese culture, particularly Chiu Chow ethnics, which is manifested in various festivals and rituals held locally. Yu Lan Festival (盂蘭節) is one of the major cultural events in the district. Every seventh lunar month, Chiu Chow people in Hong Kong organize Yu Lan Festival for the whole month to carry out ancestral worship ceremonies and perform rituals for wandering ghosts in the netherworld. A group of Tung Tau Tsuen Residents usually hold the Yu Lan Shing Wui (盂蘭勝會) at Carpenter Road Park. Another group of Chiu Chow organization called “Kowloon City Chiu Kiu Residents Yu Lan Shing Wui” usually organizes the event at Argyle Street Playground. Besides, the “Kwok Fan Yeung Virtue-Promoting Association” usually holds the ancestral worship of the Kwok clan in Kowloon City every twelfth lunar month. The following two events have been inscribed by Intangible Cultural Heritage Office as the First Intangible Cultural Heritage Inventory of Hong Kong under Social Practices, Rituals and Festive Events:

- Kowloon City Chiu Kiu Yu Lan Festival
- Ancestral Worship of the Kwok Clan in Kowloon City

- 3.6. Apart from being a residential area, Nga Tsin Wai Road Area is one of the renowned specialty dining areas in Hong Kong with a variety of restaurants specialising in different types of cuisine, especially Thai and Chiu Chow cuisines. Restaurants are concentrated on Nam Kok Road and South Wall Road, where clusters of Thai restaurant can be located. Four Chiu Chow food stores are found within the Scheme area along Nga Tsin Long Road. According to the information derived from the KCAA3 District History Study prepared by the URA’s consultant, these stores have been operating in Kowloon City for more than 25 years and the Chiu Chow foods they are selling include, Chiu Chow homemade meatballs, Chiu Chow vinegar, pickle vegetables and Chiu Chow fish rice etc.

- 3.7. A survey conducted by the URA’s consultant in 2019 indicates that among the restaurants operating in KCAA3, about 23% and 5% are Thai and Chiu Chow cuisine respectively. In addition, there are also a concentration of retail shops

on ground floors selling Thai or Chiu Chow food products. The area is particularly busy during dining times as the high variety of cuisines with local cha chaan teng and Thai restaurants being the most important types have attracted people coming from other districts for dining in the area. The restaurants, with high levels of diversity in cuisine choices, could be collectively defined as an attribute of Kowloon City. In view of the distinctive local characters, URA intends to prepare special arrangement including interim and permanent provision on decanting certain businesses within the Scheme to preserve local characters. The detailed arrangement will be confirmed after DSP approval. The business operation details will be identified and relevant data and information will be collected pertaining to the preparation works. Chapter 6 of this SIA report lists details of the local business activities of the Scheme Area.

Kowloon Walled City Park

- 3.8. To the north of the Scheme, opposite to the Carpenter Road is the Kowloon Walled City Park (KWCP) which was built on the original footprint of Kowloon Walled City. Kowloon Walled City was built to serve the purpose of military defence and government administration for Kowloon peninsula. Part of the walls of the Kowloon Walled City were dismantled during Japanese occupation period for constructing the extension of airport runway. With the Influx of refugees from the Mainland China to Hong Kong after 1950s, some of them had chosen to reside in Kowloon Walled City. Sudden increase in living population in the Kowloon Walled City had created law and order issues to the area. In 1987, the British colonial government and the Chinese government had finally reached an agreement to demolish the Kowloon Walled City and to build a park in-situ. Demolition works was completed in 1993 and the KWCP was completed in 1995. The former Yamen Building of Kowloon Walled City and Kowloon Walled City South Gate Remnants situated in the KWCP have been graded as the Declared Monument under the Antiquities and Monuments Ordinance. The KWCP is one of the major sites of historic significance in the area.

Lung Tsun Stone Bridge

- 3.9. 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 Antiquities and Monuments Office (AMO) and in-situ preservation of the Bridge remnants were recommended in KTDA. 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.

Sung Wong Toi Garden

- 3.10. 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.

Nga Tsin Wai Village

- 3.11. Nga Tsin Wai Village was a walled village in the urban area. About two-thirds of the village houses, mostly buildings of one or two storeys, had already been demolished by private owners over the past two decades, and the remaining structures are in very decrepit condition. The URA is currently undertaking an Archaeological Impact Assessment (AIA) for the proposed redevelopment at Nga Tsin Wai.

Historic Buildings

- 3.12. To get a better picture of the historical context in the area, URA has commissioned a conservation consultant to conduct a District History Study in 2022 to study the history of the area and identify any historic buildings which deserve careful conservation. In addition, Antiquities Advisory Board (AAB) has recently included Lee Kee Memorial Dispensary (LKMD) into the new items for

historic buildings grading assessment. In view of such, a historical appraisal is also conducted for this representative building in the area. Preliminary appraisal identified that three (3) pre-war buildings which are located within the Scheme area are considered to have certain significant historical/architectural/social cultural values. Besides, the LKMD is evaluated on its historical and group values. It is considered that some character-defining elements such as the foundation stone and stela could be considered to be preserved to show its exceptional heritage values. Preliminary appraisal also reflected that given there is limitation as it is not able to access the internal parts of these buildings, more detailed appraisal with indoor site inspection to ascertain buildings' preservation values could be carried out upon project commencement and acquisition of the abovementioned private properties.

- 3.13. **Figure 3.1** shows the locations of the three pre-war buildings and the LKMD identified within the Scheme area. **Figure 3.2** shows the locations of places with historical background and local characters identified by KC DURF and AMO in this part of Kowloon City.

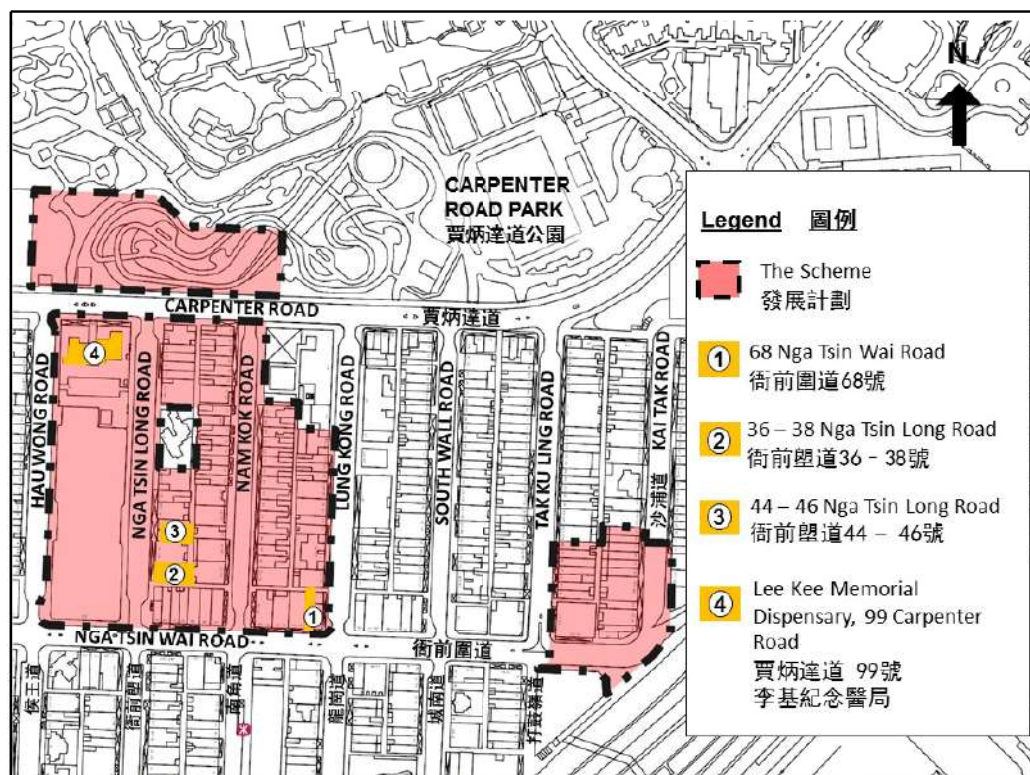


Figure 3.1 Location of Three Pre-war Buildings and Lee Kee Memorial Dispensary (LKMD) within KC-017

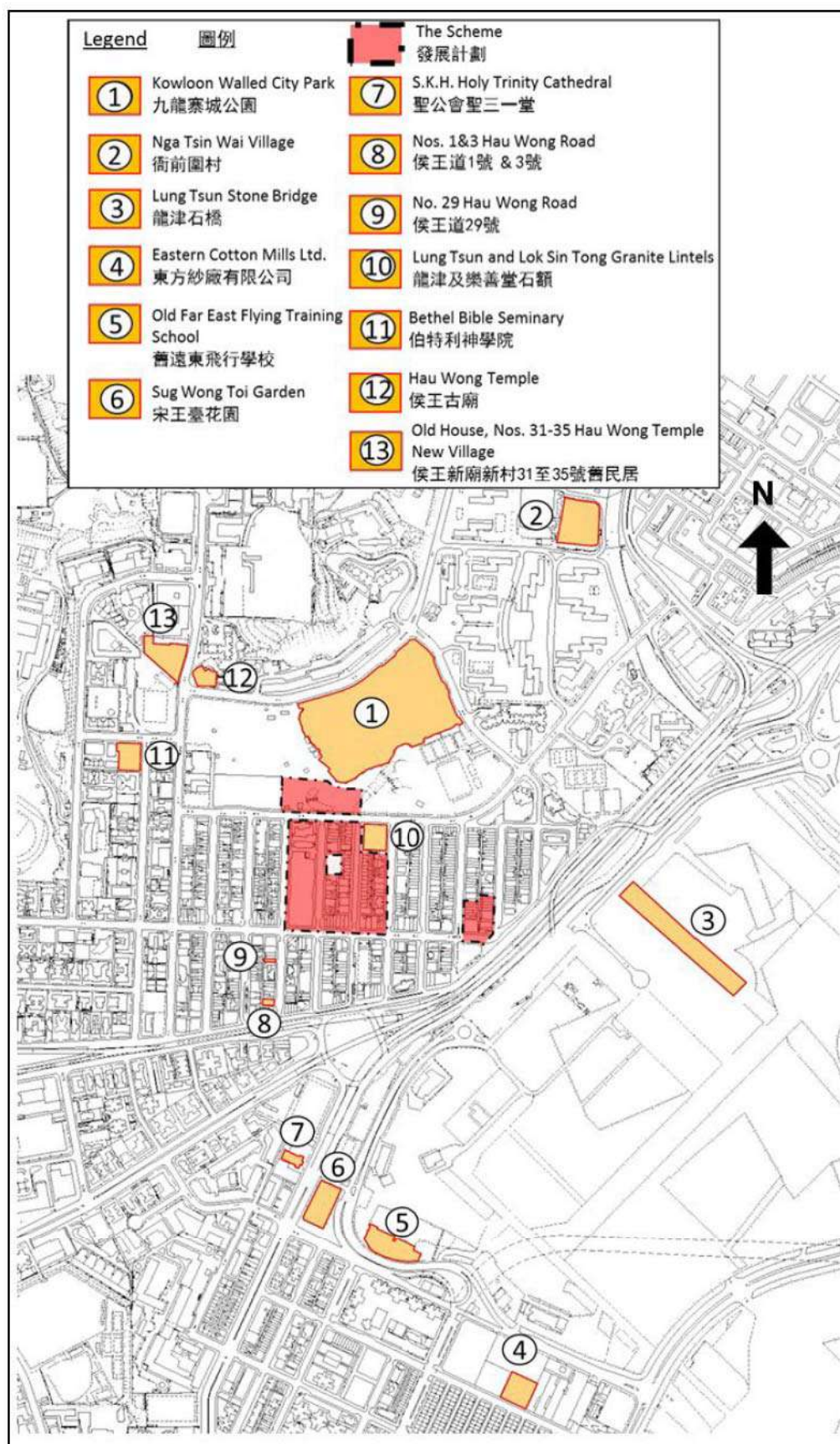


Figure 3.2 Places with Historical Background and Local Character in Kowloon City

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

Relaxation of Airport Height Restrictions

- 3.14. After the relocation of the Kai Tak Airport to Chek Lap Kok in July 1998, the area is facing dramatic changes of its urban landscape and context through redevelopment. With the removal of the airport height restrictions, some originally low-rise buildings were redeveloped into single high-rise pencil blocks in the area, resulting in sporadic redevelopments with a mixture of various built forms and building heights. Most of these sporadic redevelopments under unrestricted leases, however, did not provide ancillary carpark and lead to increasing parking demand but shortage of parking spaces in the area.

Themed Walking Trail of KC DURF

- 3.15. The Kowloon City District is rich in its historic and cultural resources. The URP of KC DURF has proposed a “Themed Walking Trail” to strengthen and highlight the historic and cultural characters of the district, aiming to attract potential visitors and create a distinctive image for the district (refers to **Figure 3.3**).



Figure 3.3 Themed Walking Trail of KC DURF (Extract of the KC DURF URP)

4. POPULATION & SOCIO-ECONOMIC CHARACTERISTICS

- 4.1. The DURF SIA completed in 2014 had provided an overview of the population and socio-economic characteristics of Nga Tsin Wai Road Area, Lung Tong in the KC DURF's URP where the Scheme falls within. The Census and Statistics Department (C&SD) has released summary results of 2021 Population Census results. Since the detailed 2021 Population Census is yet to be released, to further update and analyse these characteristics of the Scheme, a combination of the 2016 Population By-Census results, 2021 Population Census results and the experience from other URA projects are also used to assess the population and socio-economic characteristics wherever applicable. The accommodation assessment is then based on inspection of approved building plans and on-site non-obtrusive observation. Given the general and non-obtrusive nature of data sources 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 upon project commencement.
- 4.2. In general, the socio-economic data for district and territorial figures are based on 2021 Population Census if available or if stated otherwise below; while other data in Tertiary Planning Unit (TPU), Large Street Block Groups (LSBG) level or Small Street Block Groups (SSBG) levels, Constituency Area and KC District are based on results provided in the 2016 Population By-Census results, where available.
- 4.3. The Scheme falls within the current Lung Shing Constituency (G11) of the Kowloon City District, in 2021 Population Census (which is the same as the boundary in 2016 By-Census) and is within Tertiary Planning Unit (TPU) 285 (**Figure 4.1**).
- 4.4. Corresponding TPU SSBG and LSBG where the three sites of the Scheme fall into are shown in table below and **Figure 4.2**.

Sites	TPU LSBG	TPU SSBG
Main Site (Sites A+C2)	28505L and 28508L	285/06-07, 285/08 and 285/09
Norther Site (Site B)	28502L	285/02-03 and 285/25
Eastern Site (Site C1)	28512L	285/12

- 4.5. The corresponding LSBGs covering the Node of the Scheme include mainly old tenement buildings and a new residential development named Billionnaire Avant (No. 56-66 at Nga Tsin Long Road), which is a relatively younger building completed in 2014 excluded from the Scheme area. It is expected that the socio-economic characteristics of residents residing in Billionnaire Avant should be different from that residing within the Scheme area.
- 4.6. Apart from the residential developments within the two LSBGs, there are also a number of GIC facilities located within the two street blocks, including former Lok Sin Tong Primary School, the Medical Clinic of Lok Sin Tong, the KCMSB, KCLCHC and LKMD. According to 2016 Population By-census data, there is no household identified in these facilities. Apart from Lok Sin Tong facilities, the other 3 GIC facilities are included in the Scheme area.
- 4.7. Northern site (Site B) of the Scheme is situated in LSBG 28502L and its related SSBGs. The LSBG and SSBGs cover the whole area of CRP, KWCP, Kowloon City Plaza (KCP), Holy Family Canossian School and two rows of residential buildings along both sides of the section of Junction Road as indicated in **Figure 4.2**. Based on non-obtrusive on-site observation, there is no population and household identified in northern site of the Scheme. Socio-economic characteristics recorded in the 2016 Population By-census for that SSBG are disregarded in this SIA.
- 4.8. LSBG of eastern site (Site C1) covers SSBGs 285/12, 285/13 and 285/14. Buildings of eastern site only cover portion of area of SSBG 285/12. SSBG 285/13 including buildings of URA Kai Tak Road/ Sa Po Road Development Scheme (KC-015) while SSBG 285/14 comprises of Regal Oriental Hotel and a residential building. Buildings fall outside area of eastern site in SSBG 285/12 have similar building age range (except private development AVA55 at no. 55 Kai Tak Road completed in 2019) with those fall within eastern site. It can be assumed that similar socio-economic characteristics of that SSBG could be applied to eastern site.

- 4.9. The DURF SIA report has suggested that the average household size within its study area is around 2.6-2.9. However, such figure corresponds to the wider study area of KC DURF, which may be less representative for older, dilapidated buildings with sub-divided flats that are in need of redevelopment. Based on URA's past experience, the average household size of those within the Scheme is estimated to be around 2.1. The tenure split between owner-occupier and tenanted households is assumed to be 30:70 for this Stage 1 SIA. Site observation indicates some existing units in the Scheme appear to have been converted into subdivided units or cubicle apartments. The actual number will be ascertained as far as practicable at the Stage 2 SIA.

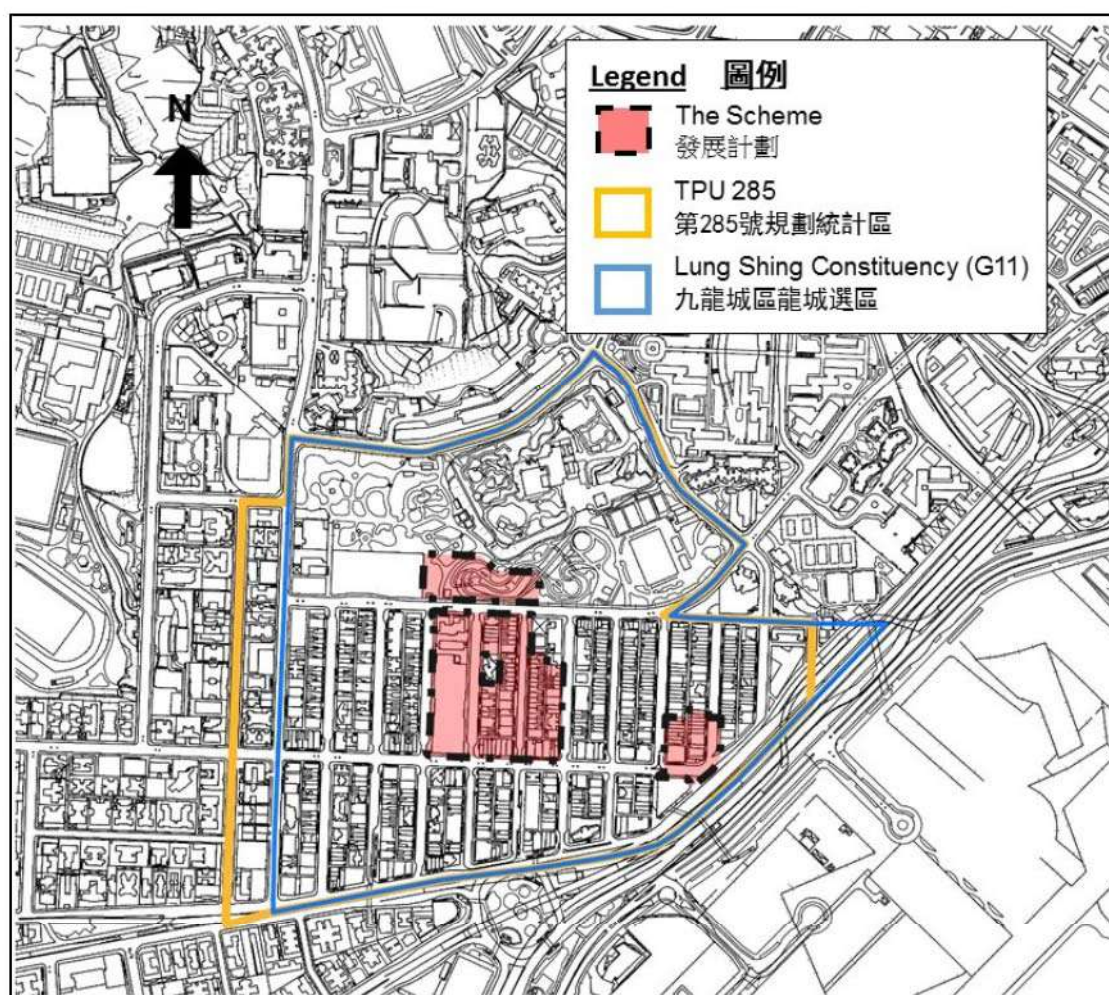


Figure 4.1 Boundary of Lung Shing Constituency (G11) and Tertiary Planning Unit (TPU) 285

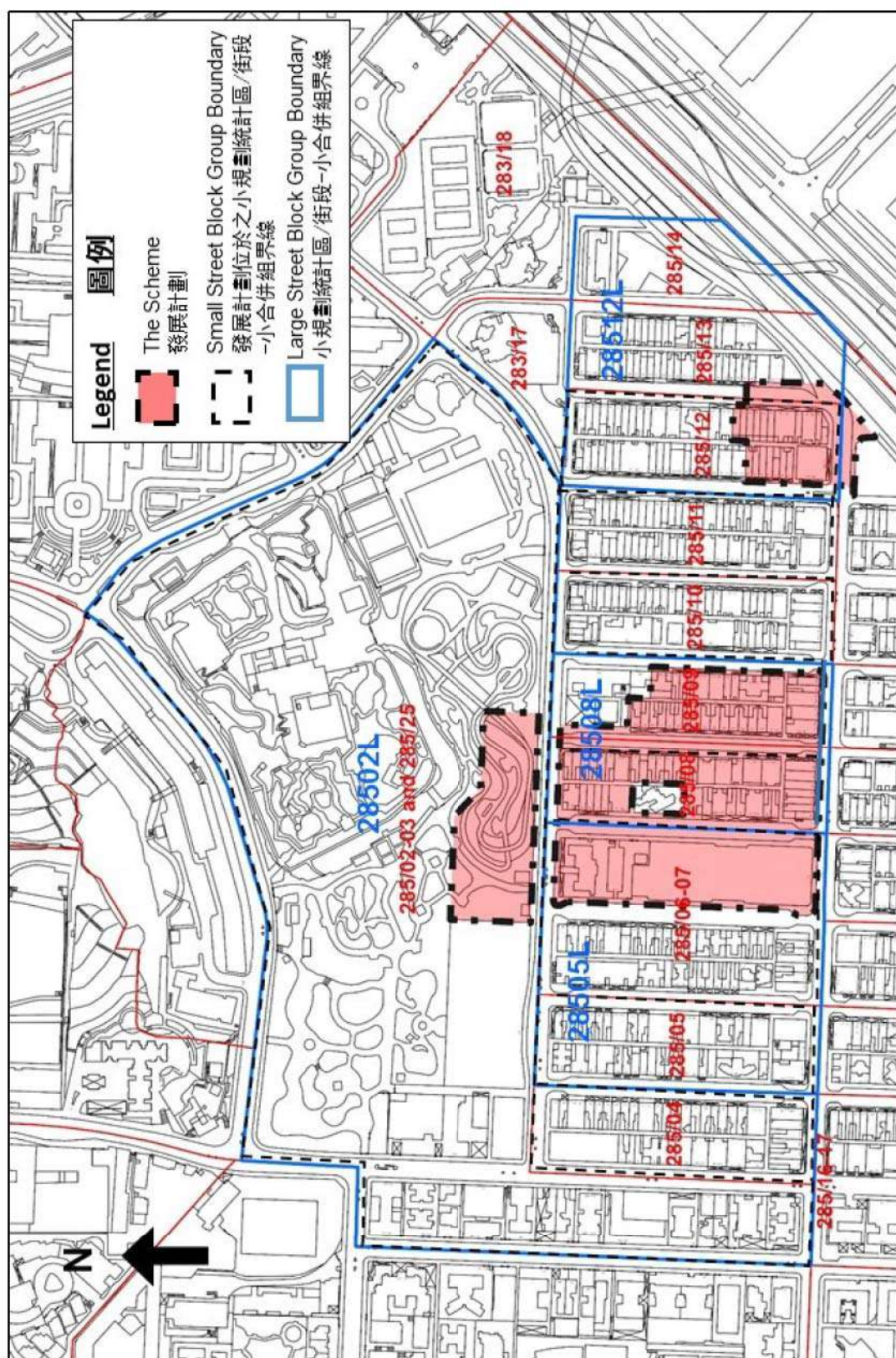


Figure 4.2 Street Block Boundaries of the Scheme

Overview of Housing & Population Characteristics of Kowloon City District

- 4.10. As revealed in the 2021 Population Census, the overall KC District has a population of about 410,634. In terms of monthly household income, the DURF SIA in 2014 reported that the particular “Nga Tsin Wai Road Area” which covers the Scheme has a median monthly household income of \$20,552. Though the figure has slightly increased to \$22,230 in 2016 By-census, it is still lower than that of the whole KC District (i.e. \$25,550). The DURF SIA explained that the low income level might be related to the residents’ occupations and the high proportion of residents with low educational attainment.
- 4.11. Given the residential developments included in the Scheme are only covered by two LSGBs and its related SSGBs, the below analysis on housing and population characteristics will be based on a comparison with the statistics of the two LSGBs and other territorial and district statistics in 2016 By-Census. According to the 2016 By-Census, private housing blocks are the major type of living quarters in KC District (about 73%) which is higher than the territorial percentage of about 53%. On the other hand, only about 26% of living quarters are in public rental housings / subsidized home ownership housings which is lower than the territorial average of 45%. Public housings in KC District are mainly public rental housing which is accounted for about 25% of living quarters of the district. There is no Public Rental Housing (PRH) or Home Ownership Scheme (HOS) within the Scheme nor the Lung Shing Constituency. Being mainly built in the 1950s and 1960s, quite a number of private residential blocks in KC District appear to be lack of proper maintenance and management.

Household Composition

- 4.12. In accordance with the approved General Building Plans (GBPs) of the buildings in the Scheme, the total number of upper floor residential units (excluding ground floor units for shops, and/or office uses) within the Scheme is 820 units. Based on the 2016 By-Census, the degree of sharing of KC District and territory is 1.0 (i.e. one household per unit). However, based on URA experience, the degree of sharing within redevelopment projects is generally about 2 due to the existing of sub-divided units. By adopting the degree of sharing of 2, the total number of households within the Scheme is estimated to be about 1640 households with overcrowded and unsatisfactory living conditions which are commonly found in URA redevelopment projects. The

actual number of domestic units may be different from that under the approved GBPs. The household composition will be verified in the Freezing Survey upon commencement.

- 4.13. According to the 2016 By-Census, the overall proportion of singleton (33%) and doubletons (22%) in the two LSBGs are similar to the proportions under the various geographical division levels (**Table 4.1**), except 3-person or above households which has lower proportion than that of the KC district and territorial level.

Table 4.1 Proportion of Singletons, Doubletons, and 3-person or above Households by Geographical Division Levels

	Singletons	Doubletons	3-person or above households
LSBG 28508L and 28512L	33%	22%	45%
TPU 285	32%	25%	43%
Lung Shing (G11) Constituency	33%	24%	43%
KC District	19%	27%	54%
Territorial*	20%	29%	51%

*2021 Population Census results are adopted

- 4.14. Based on the Census/By-Census results and URA experience as stated in Para 4.9 above, the average household size within the Scheme is estimated to be around 2.1, which is lower than the average household sizes of KC District (2.7) and the territory (2.7). The assessment adopts a lower household size to reflect the presence of sub-divided units and/or cubicle apartments in previous URA projects, which can be assumed to be occupied by some singleton and doubleton households.

Population

- 4.15. With the estimated average household size of 2.1 and the estimated number of household is about 1,640, the number of residents living within the Scheme is estimated to be around 3,444 persons. The Stage 2 SIA will verify the number of household, living quarters and population affected.
- 4.16. **Table 4.2** below compares the distribution of the percentage of working population, elderly residents (aged 65 or above) among the various geographical division levels. The LSBGs data, which covers the Scheme, indicates that the percentage of working population is slightly higher than that of district but much higher than that of the territorial levels. The percentage of elderly of the LSBGs is lower than that of district and territorial levels and is similar to TPU and DC constituency. Special attention would be paid to elderly residents and their needs when the Scheme is implemented.

Table 4.2 Percentage of Working Population and Elderly Residents by Geographical Division Levels

	Percentage of working population	Percentage of elderly residents
LSBG 28508L and 28512L	59.2%	8.5%
TPU 285	57.2%	10.2%
Lung Shing Constituency (G11)	57.6%	10.2%
KC District	51.8%	15.3%
Territorial*	49.5%	19.6%

*2021 Census results are adopted

- 4.17. **Table 4.3** presents the percentages of ethnic minorities for the LSBGs. The percentage of ethnic minorities in TPU 285, the G11 constituency and the KC district are all higher than the territorial figure. This indicates that there is a higher concentration of ethnic minorities in the KC district. Special attention would be paid to residents of ethnic minorities and their needs when the Project is implemented. The FS and Stage 2 SIA will ascertain the actual number of households and residents of ethnic minorities as far as practicable.

Table 4.3 Percentage of Ethnic Minorities by Geographical Division Levels

	Percentage of ethnic minorities
LSBG 28508L and 28512L	8.4%
TPU 285	9.6%
Lung Shing Constituency (G11)	9%
KC District	10.1%
Territorial*	8.4%

*2021 Population Census result is adopted

- 4.18. **Table 4.4** shows the comparison of percentage of owner-occupiers and tenanted occupiers among the various geographical division levels. In accordance with the LSBG data, percentage of tenanted occupiers within the Scheme may be probably higher than that at other geographical division levels. Based on URA's experience obtained from previous redevelopment projects, a higher proportion of tenanted households (70%) is assumed in the Scheme in consideration of existence of sub-divided units which are mainly for rental in the tenement buildings in the older district. The composition will be ascertained in the Freezing Survey and reported in the Stage 2 SIA.

Table 4.4 Distribution of percentage of owner-occupiers and tenanted occupiers

	Percentage of owner occupiers	Percentage of tenanted occupiers
LSBG 28508L and 28512L	44%	56%
TPU 285	51%	49%
Lung Shing Constituency (G11)	50%	50%
KC District	47%	53%
Territorial*	49%	51%

*2021 Census results are adopted

- 4.19. Higher median monthly rents were recorded in the LSBGs and the constituency than KC district and the whole territory. The median monthly domestic household rent for all housing types in the Lung Shing Constituency area is \$7,500 under the 2016 By-Census. Median rent for the all housing types in KC District is \$2,750, and the territorial level is \$2,180. The high medium rent for the Constituency area than the KC District and the territory may be due to the absence of Public Rental Housing but the presence of newer and more modern private residential developments in the Constituency area, such as High Place, Billionnaire Avant, The Avery and other newer residential developments to the east and south of the Scheme. They are of much higher rent than the general old private housings and public housings.

Table 4.5 Median Monthly Household Rents by Geographical Division Levels

	Median monthly household rents of all housing types	Median monthly household rents of private permanent housings
LSBG 28508L and 28512L	\$6,800	\$6,800
TPU 285	\$7,500*	\$7,500*
Lung Shing Constituency (G11)	\$7,500*	\$7,500*
KC District	\$2,750	\$9,000
Territorial	\$2,180	\$9,200

*As the majority of housing in TPU 285 and the constituency are private permanent housings, the median monthly household rents of private permanent housings are assumed to be the ones of all housing types.

- 4.20. In conclusion, the presence of newer residential developments such as High Place (No. 33 at Carpenter Road), Carlson Court (No. 51 at Sa Po Road) and Billionnaire Avant (No. 56-66 Nga Tsin Long Road) within the two LSBGs may possibly have different household composition, which means such data should be used for reference only.
- 4.21. The Stage 2 SIA to be conducted upon project commencement will give clearer and accurate information concerning those living and working within the Scheme.

5. HOUSING & ENVIRONMENTAL CONDITIONS

Building Age

- 5.1. The Scheme consists of four clusters of buildings range from 1 to 11 storeys, with the majority of buildings are not more than 6 storeys. The buildings were completed between 1949 and 1996 (building age between 26 and 73) the majority are more than 50 years old. Completion dates of the four pre-war buildings within the Scheme (i.e. Nos. 36 – 38 Nga Tsin Long Road, Nos. 44 – 46 Nga Tsin Long Road, 50 Nga Tsin Long Road and No. 68 Nga Tsin Wai Road) cannot be ascertained as Buildings Department does not hold any GBP record. In addition, the GIC facilities within the Scheme including KCMSB, LKMD and KCLCHC were completed in 1988, 1952 and 1966 respectively.

Building and Living Condition

- 5.2. The following building and living conditions only refers to the residential, commercial and composite building blocks within the Scheme. GIC facilities within the Scheme are not included. Based on the ownership records in the Land Registry as at May 2022, 19 out of 91 private building blocks within the Scheme (21%) are single-owned properties and the remaining private buildings within the Scheme are under multiple ownerships. According to Home Affairs Department's "Database of Private Buildings in Hong Kong" as at May 2022, 55 out of 91 buildings blocks of private buildings (60%) are "3-nil" buildings without any management body for building management.
- 5.3. Based on the latest building conditions recorded by URA's Building Care Management Information System (BCMIS), 44 buildings block (about 48%) are of "Marginal", "Varied", or "Poor" condition. The remaining 47 buildings blocks (about 52%) are of "Acceptable" to "Satisfactory" conditions. Based on URA's experience, major repair works will be required for buildings of "Varied" and "Poor" conditions as their structural elements, components, finishes and facilities are observed in decay condition due to lack of building repairs and ongoing maintenance. Some structures on the roof of the buildings in the Scheme were suspected to be Unauthorized Building Works (UBWs). Except for the commercial buildings at No. 70–72 Nga Tsin Wai Road, residential buildings at and No. 57–59 Lung Kong Road and No. 31–41 Kai Tak Road, the rest of the private buildings within the Scheme are without lifts.

- 5.4. According to the latest Buildings Department (BD)'s records held by the URA, most of the buildings within the Scheme have outstanding Fire Safety Notices (FSDN) and Mandatory Building Inspection Statutory Notices building orders under S30B of Buildings Ordinance respectively. In addition, a few building blocks have outstanding building orders under S28 which implies their vulnerability particularly under the COVID-19 pandemic period. Eleven (11) building blocks have completed building rehabilitation works of Operation Building Bright 2.0 under the Integrated Building Rehabilitation Assistance Scheme (IBRAS) within the Scheme. The 11 buildings are located at 42 – 46 Nam Kok Road (even nos.); and another 12 building blocks have applied for the Common Area Repair Works Scheme (CAS) under IBRAS to carry out common area repair works. It is understood that the IBRAS works 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 URA's past experience in rehabilitation works, even buildings that have undergone repair works need to undertake comprehensive building rehabilitation regularly in order to avoid deterioration. Appropriate building repairs and ongoing maintenance works will be required in order to maintain the habitability and avoid further deterioration of the building. On the other hand, four building blocks (no. 31-41 Kai Tak Road) within the Scheme have applied for Lift Modernisation Subsidy Scheme (LIMSS) and the works are in progress.
- 5.5. Non-obtrusive site observations conducted in January 2022 found that some of the original units as shown in the approved GBPs were suspected to be subdivided into smaller units, which will be ascertained in the Freezing Survey.

Existing Uses

- 5.6. The Node (main site (Sites A and C2) of the Scheme are mainly residential buildings, except for the three GIC facilities along Hau Wong Road. Based on non-obtrusive site observation conducted in January 2022, the residential buildings are generally for domestic use on the upper floors with non-domestic uses are found on the upper floor in some buildings. There are also some non-domestic uses noticed on the upper floors of some residential buildings. There are two commercial buildings (no. 70-72 Nga Tsin Wai Road and no. 86 Nga Tsin Wai Road) mainly for office uses on the upper floors and retail uses on ground floors. The Chiu Chow Yu Lan Association is found on the upper floor of a building at Nam Kok Road.

- 5.7. KCMSB, KCLCHC and LKMD are 3 existing GIC buildings in the Scheme. KCMSB is a multi-purposes government building providing various public services including wet market, public library, cooked food centre and sport complex under relevant government departments. The KCLCHC is currently occupied by the Kowloon City Elderly Health Centre (KCEHC) at ground floor and Kowloon City Lions Club Student Health Service Centre at the upper floors. Both facilities are operated by Department of Health and mainly provides health check services and health education services to the elderlies and assessment services provided by clinical psychologists, dietitians, optometrists etc. to students. LKMD is a general out-patient clinics operated by Hospital Authority and mainly provide medical services, nursing services and health risk assessments etc.
- 5.8. There are two existing road sections included in the main site (Sites A and C), i.e. part of Nam Kok Road and part of Nga Tsin Long Road. The two road sections are north-south traffic carriageways connecting Carpenter Road and Nga Tsin Wai Road.
- 5.9. Northern site (Site B) of the Scheme is currently part of the CRP. This part of the CRP currently provides area for cycling track, sitting area and a pavilion for public use and enjoyment. An electrical substation operated by CLP is located within northern site.
- 5.10. Eastern site (Site C1) of the Scheme is mainly residential buildings, with domestic use on the upper floors and non-domestic uses on the ground floor units. It also includes the road sections of Kai Tak Road and Nga Tsin Wai Road which forms a junction point within the Site C1 area.
- 5.11. The detailed uses of the units found within the Scheme will be verified in the Freezing Survey and reported in the SIA Stage 2 as far as practicable. The replanning and restructuring of the GIC buildings, CRP, road sections and other land uses are detailed in the Planning Report of the draft DSP.

Planning Developments in the Vicinity

- 5.12. Eastern site (Site C1) of the Scheme is located in close proximity to the KTDA which is at the opposite side of Prince Edward Road East. Civil Engineering and Development Department (CEDD) will construct a pedestrian tunnel underneath Prince Edward Road East to connect between the KTDA and the Nga Tsin Wai Road Area via tunnel exits at the sunken plaza proposed by URA KC-015 project in the immediate vicinity of eastern site (refers to paragraph 2.8 – URA projects in the vicinity). The pedestrian tunnel alignment was published in the Government Gazette on 2 November, 2018. According to CEDD's information, the scheduled completion of the pedestrian tunnel will be in 2029 for public use.
- 5.13. Adjacent to the western part of CRP is Kowloon City Plaza (KCP), 128 Carpenter Road. The rezoning application of KCP site has been approved by the Town Planning Board (TPB) in August 2020. The land has been rezoned to "Residential (Group A)4" with building height relaxation to 100mPD. According to the development proposal of the application, two composite buildings will be built to provide about 850 residential flats and a total of 647 parking spaces.
- 5.14. The Lok Sin Tong Benevolent Society and the former Lok Sin Tong Primary School are proposed to redevelop into a 15-storey (60mPD) welfare complex for provision of various welfare facilities. In addition, the existing Cornerstone Education Centre across Lung Kong Road is proposed to be redeveloped for school and religious institution with a maximum building height of 9 storeys (45mPD). A rezoning application (No. Y/K10/4) for redevelopment of the education centre was approved by the Town Planning Board on 9 July 2022.
- 5.15. The older parts of Mei Tung Estate, including Mei Tung and Mei Po Houses in Mei Tung Estate, located to the further north of Scheme across Tung Tau Tsuen Road, have been cleared for redevelopment. According to the planning brief prepared by the Hong Kong Housing Authority, about 2,800 public housing units with some G/IC facilities will be provided upon redevelopment. It is targeted for completion by 2027/2028.

Traffic & Pedestrian Network

- 5.16. The Nga Tsin Wai Road area has a distinctive grid street pattern since the town plan in 1920s. There are three main traffic commuters in east-west directions and ten minor roads in north-south directions. To the north and south of the Scheme Area are Carpenter Road and Nga Tsin Wai Road respectively, which are the local distributors running east-west directions from Sa Po Road to Junction Road. Traffic congestion often appear along these two roads especially during noon and late evenings where people come from other districts travelling by private cars for purchasing goods at the street shops, wet market or dining.
- 5.17. The high volume of traffic also creates illegal parking issue to the district as the supply of on-street parking spaces along the ten streets running north-south of the area and public vehicle parking spaces offered by KCP are unable to meet the huge parking demand. It is common to find vehicles occupying the public roads in order to look for on-street parking space, which in turn exacerbates traffic congestion. Illegal parking is commonly found in the area. Double parking or even triple parking is particularly serious along Nga Tsin Long Road and Hau Wong Road, where the Kowloon City Market (KCM) is situated. It creates traffic jam and unpleasant walking environment that contributes to pedestrian-vehicle conflict.
- 5.18. This part of Nga Tsin Wai Road Area is of distinctive cultural and dining characters as described in KC DURF that attracts people from other districts and create high level of pedestrian flow. With the operation of MTR Tuen Ma Line, Sung Wong Toi Station in June 2021 and two MTR exits located at Nam Kok Road, it attracts more people to go there for shopping or dining by MTR. Pedestrian circulation along the ten streets in a north-south directions are mainly connected with the Carpenter Road, Ngai Tsin Wai Road and Prince Edward Road East and West to the northern and southern part of the area respectively.
- 5.19. Pedestrian flow in the area is mainly along Nga Tsin Wai Road, which is in east-west direction crossing through the area in the middle part and connected with the ten local roads. Pedestrian mainly rely on Nga Tsin Wai Road to go to the different local roads, given there are only few lanes/connections in between the ten local roads.

- 5.20. Pedestrian connectivity in the north-south direction between Nga Tsin Wai Road Area and KTDA is poor as pedestrian can only rely on the existing subway adjoining Tak Ku Ling Road Rest Garden for direct connection between the two areas. As mentioned in paragraph 2.8 above, URA has taken the opportunity of KC-015 project to improve the connectivity of the two areas through providing a sunken plaza to connect with the future CEDD pedestrian tunnel towards KTDA. The sunken plaza will become a welcoming gateway to enhance the connectivity between Nga Tsin Wai Road Area and KTDA.
- 5.21. At present, there are many bus and mini-bus stops located along the pavement of Prince Edward Road East between Tak Ku Ling Road Rest Garden and Regal Oriental Hotel, resulting in long queue and crowded condition waiting for public transport. The pedestrian walking environment is generally unpleasant at this part of the pavement.

Environmental Condition

- 5.22. Prince Edward Road East and Prince Edward Road West are trunk roads in the area. The other two main commuters are Carpenter Road and Nga Tsin Wai Road, which are local distributors. Due to the high traffic volume at the trunk roads, they are the major traffic noise source in the area.

6. CHARACTERISTICS OF LOCAL BUSINESS ACTIVITIES

- 6.1. As mentioned in Chapter 3 above, Nga Tsin Wai Road area is a famous dining district especially for Chiu/Thai cuisines. Site observation of the whole Nga Tsin Wai Road area in January 2022 found that there are about 917 ground floor shops in the area. There is a high concentration of Chiu Chow/Thai restaurants and Chiu Chow/Thai related retail businesses (3% and 8%) particularly in the eastern part of the area.
- 6.2. The Kowloon City Market (KCM) within the KCMSB is a very popular wet market in the area. Local residents as well as outsiders often come to KCM to buy fresh goods. The wet market has different types of market stalls selling fresh food and dried food, non-food related goods as well as a cooked food centre for indoor dining/takeaways. Due to the close proximity to the KCM, a number of market-related shops selling fresh food and dried food are commonly found along Nga Tsin Long Road. Those market-related shops sell mainly fresh/frozen meat, vegetables, fruit, dried seafood products and Lap-mei (Chinese preserved meat), etc.
- 6.3. Based on a site observation conducted in April 2022, there are a total of about 143 ground floor shops within the Scheme area. Among which, about 23 ground floor shops are selling wet-market related businesses (including fresh goods and dried goods) (about 16%), which are all located in close proximity to KCM. Restaurants and food retail are also major businesses in the Scheme (about 27% and 10% respectively). Chiu Chow/Thai related food/retail businesses accounts for about 16 shops (11%) in the Scheme. **Figure 6.1** shows the distribution of different types of ground floor retail shops in the Scheme area.
- 6.4. In addition to food and market-related shops, variety of businesses such as Chinese medical clinics, massage parlours, pet shops, bank, religious product retail, car repair and grocery are found in the Scheme area. The addresses and business nature of the shops 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 Freezing Survey upon commencement of the Scheme and reported in the Stage 2 SIA.



Figure 6.1 Distribution of Market Related Shops, Thai Eateries and Chiu Chow Eateries (based on site visits in April 2022)

Table 6.1 Ground Floor Business Activities identified within the Scheme Main Site (Sites A and C2)

	Address	Current Use*
1.	36 Nga Tsin Long Road	Fruit and Frozen Meat Shop
2.	38 Nga Tsin Long Road	Eatery
3.	40-42 Nga Tsin Long Road	Vegetable Shop
4.		Eatery
5.	44 Nga Tsin Long Road	Dried Seafood Shop
6.	46 Nga Tsin Long Road	Dried Food Shop
7.	48-48B Ngai Tsin Long Road	Frozen Meat Shop
8.		Grocery Shop
9.	50 Ngai Tsin Long Road	Food Shop
10.	52-54 Ngai Tsin Long Road	Dried Seafood Shop
11.		Dried Seafood Shop
12.	68-72 Nga Tsin Long Road	Dried Food Shop
13.		Dried Food Shop

	Address	Current Use*
14.		Dried Food Shop
15.	74 Nga Tsin Long Road	Soya Bean Products Shop
16.	76 Nga Tsin Long Road	Fresh Meat Shop
17.	78 Nga Tsin Long Road	Vegetable Shop
18.	80 Nga Tsin Long Road	Fresh Meat Shop
19.	82-84 Nga Tsin Long Road	Religious Products Shop
20.		Fruit Shop
21.		Fruit Shop
22.		Dried Food Shop
23.		Shoes Shop
24.		Domestic Fuel Gazes Shop
25.		Massage Parlour
26.	25-27 Nam Kok Road	Frozen Food Shop
27.		Electrical Engineering Shop
28.		Eatery
29.	29-31 Nam Kok Road	Eatery
30.		Tea Shop
31.	33 Nam Kok Road	Eatery
32.		Eatery
33.	35-37 Nam Kok Road	Massage Parlour
34.	39-41 Nam Kok Road	Pet Shop
35.		Eatery
36.	43 Nam Kok Road	Food Shop
37.	45 Nam Kok Road	Eatery
38.	47 Nam Kok Road	Home Appliance Retail Shop
39.	49-51 Nam Kok Road	Ballet School
40.	53 Nam Kok Road	Car Repair Shop
41.	55 Nam Kok Road	Eatery
42.	57 Nam Kok Road	Eatery
43.	59-61 Nam Kok Road	Beauty Parlour
44.		Frozen Food Shop
45.		Massage Parlour
46.	63 Nam Kok Road	Optical Shop
47.	65 Nam Kok Road	Electronic Product Shop

	Address	Current Use*
48.	67 Nam Kok Road	Suspected Vacant
49.	69 Nam Kok Road	Suspected Vacant
50.	71 Nam Kok Road	Eatery
51.	73 Nam Kok Road	Eatery
52.		Household-related Retail Shop
53.	26-28 Nam Kok Road	Religious Products
54.		Fruit / Vegetable Shop
55.		Food Shop
56.		Food Shop
57.	30-32 Nam Kok Road	Eatery
58.	34 Nam Kok Road	Eatery
59.	36 Nam Kok Road	Eatery
60.	38-40 Nam Kok Road	Eatery
61.	42 Nam Kok Road	Eatery
62.	44 Nam Kok Road	Eatery
63.	46 Nam Kok Road	Wine Shop
64.	48 Nam Kok Road	Eatery
65.	50 Nam Kok Road	Chinese Medical Clinic
66.	52 Nam Kok Road	Metal Workshop
67.	54 Nam Kok Road	Suspected Vacant
68.	56 Nam Kok Road	Eatery
69.	58 Nam Kok Road	Suspected Vacant
70.	60 Nam Kok Road	Eatery
71.	62 Nam Kok Road	Eatery
72.	Staircase 62 Nam Kok Road	Suspected Vacant
73.	29-31 Lung Kong Road	Suspected Vacant
74.		Eatery
75.	33-39 Lung Kong Road	Eatery
76.		Eatery
77.		Eatery
78.	41 Lung Kong Road	Suspected Vacant
79.	43 Lung Kong Road	Frozen Food Shop
80.	45-47 Lung Kong Road	Unidentified
81.		Car Repair

	Address	Current Use*
82.	49-49A Lung Kong Road	Eatery
83.		Car Repair
84.	51 Lung Kong Road	Car Repair
85.	53 Lung Kong Road	Car Repair
86.	55 Lung Kong Road	Car Repair
87.	57-59 Lung Kong Road	Car Repair
88.		Bar
89.	66 Nga Tsin Wai Road	Food Shop
90.		Food Shop
91.		Pawn Shop
92.		Stationery Shop
93.		Mobile Phone Shop
94.		Trading
95.	68 Nga Tsin Wai Road	Shoes Shop
96.	70-72 Nga Tsin Wai Road	Suspected Vacant
97.	74-76 Nga Tsin Wai Road	Desert Eatery
98.		Supermarket
99.	78-80 Nga Tsin Wai Road	Grocery
100.		Fruit Shop
101.		Siu Mei Shop
102.	84 Nga Tsin Wai Road	Convenience Store
103.		Eatery
104.		Suspected Vacant
105.	86 Nga Tsin Wai Road	Bank
106.	88 Nga Tsin Wai Road	Pharmacy
107.	90 Nga Tsin Wai Road	Jewellery Shop
108.	92 Nga Tsin Wai Road	Grocery
109.	94 Nga Tsin Wai Road	Chinese Medical Clinic
110.	96 Nga Tsin Wai Road	Convenience Store
111.		Flower Shop
112.		Vegetable Shop

(Based on site visits conducted in April 2022)

* Nature/details of businesses subject to Freezing Survey and Stage 2 SIA

Eastern Site (Site C1)

	Address	Current Use*
1.	20-24 Tak Ku Ling Road	Current Exchange Shop
2.		Current Exchange Shop
3.	26-28 Tak Ku Ling Road	Electrical Appliance Shop
4.	30 Tak Ku Ling Road	Massage Parlour
5.	32 Tak Ku Ling Road	Electrical Appliance Shop
6.	34 Tak Ku Ling Road	Massage Parlour
7.	36 Tak Ku Ling Road	Divination Services
8.	38 Tak Ku Ling Road	Eatery
9.	17 Kai Tak Road	Suspected Vacant
10.	19-21 Kai Tak Road	Eatery
11.		Eatery
12.	23 Kai Tak Road	Eatery
13.	25-29 Kai Tak Road	Eatery
14.	31-33 Kai Tak Road	Eatery
15.	35 Kai Tak Road	Pet Shop
16.	37 Kai Tak Road	Car Repair
17.	39 Kai Tak Road	Car Repair
18.	41 Kai Tak Road	Unidentified
19.	30 Ngai Tsin Wai Road	Property Agency
20.		Pet Shop
21.		NGO (Chinese Medical Clinic)
22.		Jewellery
23.		Grocery
24.		Property Agency
25.		Chinese Medical Clinic
26.		Property Agency
27.		Locks and metal work products
28.	32-38 Nga Tsin Wai Road	Barber Shop
29.		Eatery
30.		Eatery
31.		Religious products

(Based on site visits conducted in April 2022)

* Nature/details of businesses subject to Freezing Survey and Stage 2 SIA

Kowloon City Market (KCM) in KCMSB

- 6.5. According to information of Food and Environmental Hygiene Department (FEHD), there are about 581 stalls in the Kowloon City Market (KCM), with about 12% vacancy rate as at Dec 2020. The whole G/F of the market is mainly occupied by wet market stalls selling fresh food such as fish, poultry, fruit, and vegetable. The first floor (1/F) have both meat stalls and dried goods stalls. Cooked food stalls are located on 2/F. Types of commodities of the stalls within the KCM are shown in **Appendix I**. Apart from the KCM, the KCMSB also accommodates the Kowloon City Public Library and Kowloon City Sports Centre.
- 6.6. To echo with the Government's 'single site multiple uses' principle and with liaison with relevant Government Departments, the Scheme proposes to relocate and reprovision the existing facilities in KCMSB and its adjoining GIC facilities to a new GIC Complex at Site B to provide opportunity to upgrade the existing GIC facilities, market block to modern standards. The new GIC complex can also accommodate new GIC facilities to meet the community needs. The above proposal is also to respond to the opinions of KCDC members regarding the reprovisioning of Kowloon City Market after the URA shared the initial findings of the Urban Renewal Study on Lung Shing District in the KCDC meeting in November 2021. URA submitted further information on the reprovisioning proposal to KCDC in March 2022. The proposal was supported by a number of KCDC members and they opined that non-interruption was important for the reprovisioning of KCM. Furthermore, the DC members suggested to include community hall and other facilities of need by the community in the new GIC complex. Liaison has been set up with the relevant government departments on the reprovisioning arrangement. Early engagement with FEHD was made on the proposed reprovisioning of Kowloon City Market (KCM) in order to achieve reprovision to minimise disturbance to the business operators as far as practicable. Continuous communication and engagement would be made with the operators and the stakeholders of the wet market via FEHD upon the project commencement to understand their social impacts and address their concerns as far as practicable. Details on the reprovisioning proposal of the KCM facilities and GIC facilities will be provided in the planning report of the Scheme and details on the social impacts and mitigation measures will be ascertained in the Stage 2 SIA report after project commencement.

7. RECREATIONAL, AMENITY & COMMUNITY AND WELFARE FACILITIES

- 7.1. **Figure 7.1** shows the location of various government, institution and community (GIC) facilities and public open spaces within the 500m radius area of the Scheme Area. A number of public open spaces are situated in the vicinity of the Scheme area. The closest one is Carpenter Road Park (CRP) which adjoins to the northern site (Site B). Tak Ku Ling Road Rest Garden is situated in the immediate south adjoining eastern site (Site C1) of the Scheme. Kowloon Walled City Park (KWCP) is situated at the northeast side of CRP. Shek Ku Lung Road Rest Garden and Shek Ku Lung Road Playground are located to the northeast of eastern site (Site C1). Despite of the existence of public open spaces in the area, most of them are situated at the periphery of the Lung Shing core area. There is relatively lack of greenery nor amenity spaces within the core area.
- 7.2. Built in 1989, CRP is the largest public open space in the vicinity of the Scheme area with about 50,000 sq.m. It provides a variety of sport and recreational facilities, such as a 7-a-side soccer pitch, 4 basketball courts, 2 volleyball courts, cycling tracks, jogging track, and an elderly fitness corner. There are several entrances to CRP. The east and west entrances are from Tung Tsing Road and Junction Road respectively. The north entrances are from Tung Tau Tsuen Road. The south entrances are from a corner behind the Kowloon City Plaza (KCP) and via a football pitch from Carpenter Road.
- 7.3. To the northeast adjoining CRP is KWCP where the two declared monuments, Former Yamen Building of Kowloon Walled City and Remnants of the South Gate of Kowloon Walled City are located. KWCP has outdoor display areas and exhibition rooms showing models, images and sound effects to re-create the old days of the Kowloon Walled City. It covers about 31,000 sq.m. and was completed in 1995. There are four entrances to the KWCP at different directions. However, there is no direct frontage/entrance from the Carpenter Road and the KWCP cannot be directly visible from Carpenter Road and can only access from the sides of the football court.

- 7.4. Apart from the cluster of GIC facilities situated at the Node of the Scheme which was described in Chapter 5 above, there are only eight local GIC facilities and services categorised in four types provided by NGOs in the vicinity of the Scheme. These are services for the elderly, rehabilitation and medical social services, services for the young people and family and child welfares. They are found within the 500m radius area of the Scheme Area (refer to **Table 7.1**).
- 7.5. It is one of the planning intentions of the Scheme to redevelop a new GIC Complex at northern site (Site B). The redevelopment can provide opportunities to upgrade all these existing GIC facilities into modern standards and sizes as well as providing space for new GIC facilities to meet the latest community needs. It can allow an increase of over 3 times of GFA for GIC facilities as compared to the existing GIC facilities in the Scheme. Initial liaison has been made with relevant government departments on the reprovisioning and new GIC requirements. New GIC facilities such as a community hall and other social welfare facilities are being considered and explored with relevant government departments to meet the local needs.

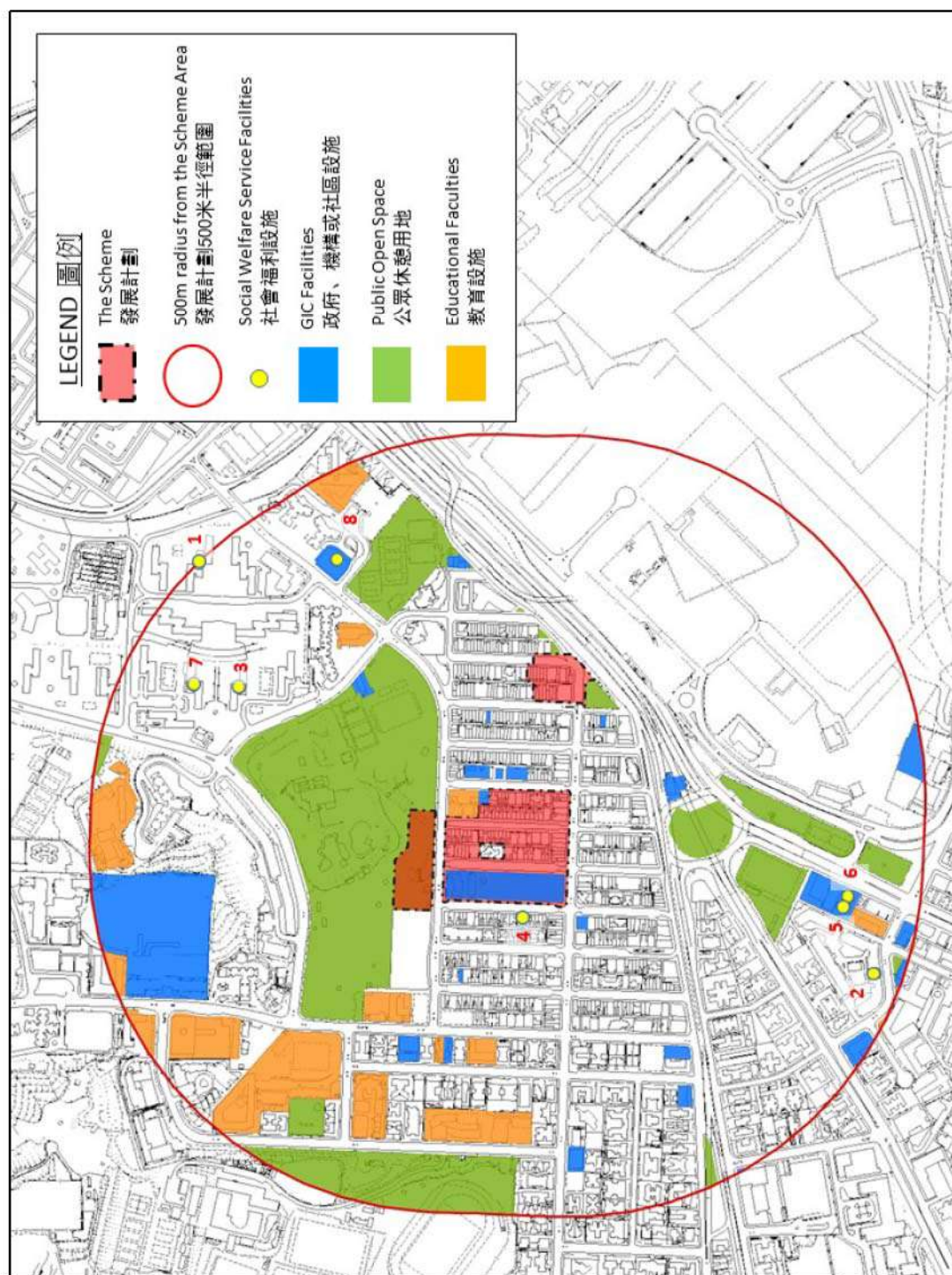


Figure 7.1 GIC and Amenity Facilities Within 500m Radius of the Scheme Area
(refer to Table 7.1 for Addresses of the Social Welfare Service Facilities)

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

Service Unit		Operator	Address
A. Services for the Elderly			
<u>Integrated Home Care Services</u>			
1.	Wong Tai Sin Integrated Home Care Services	Christian Family Service Centre	Units 23-26, G/F, Hing Tung House, Tung Tau Estate, Wong Tai Sin, Kowloon
2.	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, Kowloon City, Kowloon
<u>Neighbourhood Elderly Centre</u>			
3.	Ho Yee Neighbourhood Centre for Senior Citizens	Sik Sik Yuen	Units 11-14, G/F, Shing Tung House, Tung Tau Estate, Kowloon
4.	Yan Chai Hospital – Ng Wong Yee Man Neighbourhood Elderly Centre	Yan Chai Hospital	G/F, No. 55 Hau Wong Road, Kowloon City, Kowloon
B. Rehabilitation and Medical Social Services			
<u>Agency-based Special Child Care Centre Service for Hearing Impaired Children</u>			
5.	Bradbury Child Care Centre (for hearing impaired children)	The Hong Kong Society for the Deaf	3/F Holy Trinity Church, Centenary Bradbury Building, 135 Ma Tau Chung Road, Kowloon
<u>On-site Pre-school Rehabilitation</u>			
6.	Hong Kong Sheng Kung Hui Walk with Love Project (Team 1)	Hong Kong Sheng Kung Hui Welfare Council Ltd.	3/F, & 5/F Holy Trinity Bradbury Centre, 139 Ma Tau Chung Road, Kowloon
C. Services for Young People			
<u>School Social Work Service</u>			
7.	Chinese Young Men's Christian Association of Hong Kong – School Social Work Department	Chinese Young Men's Christian Association of Hong Kong	Unit 1-3, G/F, Yan Tung House, Tung Tau (II) Estate, Kowloon
D. Family and Child Welfare			
8.	Caritas IFSC – Tung Tau (Wong Tai Sin South West)	Caritas – Hong Kong	1/F, Tung Tau Community Centre, 26 Lok Sin Road, Wong Tai Sin, Kowloon

Source: Social Welfare Department's website: Local District Service Profile: Welfare Service Units Managed or Funded by Social Welfare Department (Kowloon City and Wong Tai Sin), as at 27 January, 2022

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

Potential Social Impact

- 8.1. The Scheme is estimated to affect about 1640 households, with about 3,444 residents. The exact number of affected residents will be verified at Stage 2 SIA. The Scheme, if implemented, the most vulnerable resident groups like 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) will inevitably be affected.
- 8.2. Based on non-obtrusive observation, there are some original units appeared to be sub-divided into smaller units (sub-divided units/cubicles). The proposed development offers an opportunity to provide more high quality housing units. The living environment of the affected households, particularly the elderly can be improved by moving to newer units with better modern day's facilities, such as with lifts. The Scheme also aims to improve the walkability and street environment within the Scheme area by restructure and re-planning as well as pedestrianization of streets.
- 8.3. During the Freezing Survey and SIA questionnaires, needy cases such as households with single elderly, elderly couples, family members with disability or new immigrants 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
- 8.4. Apart from residents living within the Scheme area, shop operators operating within the Scheme (including those operating in the KCMSB) will be affected by the Scheme. As mentioned in chapter 6 above, the Scheme and its vicinity area is a famous dining district especially for Thai/Chiu cuisines. There are many Thai and Chiu Chow restaurants and retail shops operating within the Scheme Area. The Thai/Chiu Chow dining activities are considered as one of the local business characteristics.
- 8.5. In addition, the KCM in the KCMSB is a well-known and popular wet market

that attracts not only local residents but also the citizens from other districts to come shopping. The KCM also draws an agglomeration of many market-related retail shops at the ground floor shops in the close vicinity of the KCMSB. It is anticipated that the redevelopment of the KCMSB shall take into account of any social impacts to both the market shop operators as well as the stakeholders of the market, including the visitors to the wet market. Mitigation measures to minimise social impacts to these stakeholders will be discussed in the following paragraphs and to be further developed in Stage 2 SIA upon project commencement with more detailed data obtained from Freezing Survey and SIA questionnaire.

Mitigation Measures

- 8.6. 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. Shortly after the Freezing Survey and SIA questionnaire, the URA will carry out briefing session(s) to the owners and tenants to explain the URA compensation and rehousing policies with Thai interpretation and handouts in Thai if needed. An in-house URA engagement team will proactively approach the affected owners and tenants to care for those who are unclear about compensation and require any other assistance.
- 8.7. If affected residents and/or business operators 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. 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 residents' and operators' problems 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 Hong Kong Housing Authority or the Hong

Kong Housing Society on public rental housing allocation if they are eligible. In addition, if practicable, those vulnerable groups would be re-housed on compassionate ground.

Early liaison with FEHD on KCM Reprovisioning

- 8.9. In view of the potential impacts to the market stall tenants of the KCM on the reprovisioning proposal of the KCM, URA has been in close liaison with FEHD and a Working Group has been set up between URA and FEHD to identify the concerns from the tenants and to develop the mitigation measures for them. According to information from FEHD, The terms of existing tenancies of market stalls, the landlord (i.e. the FEHD) and tenants are not required to make any compensation to the other party for tenancy termination with a written notice of not less than one month. Nevertheless, considering that the cooperation of tenants can facilitate the smooth implementation of the market development or reprovisioning plan under the Market Modernisation Programme for achieving the objectives of optimising land uses, benefitting the public and promoting district development, which meets the overall interest of the community, the Government would consider making concessionary arrangements for the tenants who choose to close down the business or relocate to the reprovisioned KCM or other designated FEHD markets to continue operation. Early engagement has been made between FEHD and the affected market stall tenants to deliver the reprovisioning information and answer their enquiries to ease their concerns.

Phasing Development for reprovisioning and minimum interruption

- 8.10. In order to minimise the impact to their business operation due to the construction works, URA will carry out the redevelopment of the Scheme by phases, with an aim to complete the construction of the new GIC Complex at northern site (Site B) for reprovisioning of the KCM market facilities, before demolishing of the existing KCM as far as practicable. This would facilitate a continuation of market operations to alleviate the impacts to the market stall operators as well as other stakeholders including the shoppers/visitors to the wet market.

- 8.11. Simultaneously, the phasing redevelopment of the Scheme also aims to minimize disturbance in the reprovisioning of the existing GIC facilities affected by the Scheme before the existing KCMSB to be closed. It would avoid any interruption of services as far as practicable and operation of the existing GIC services and enable the community to continue to enjoy the services in need.

Temporary Arrangement for market-related shops outside KCM

- 8.12. Apart from market stalls within KCM which are under the management of FEHD, it is observed that there are a number of ground floor retail shops selling market related goods and concentrated along Nga Tsin Long Road (refers to Chapter 6). These market-related retail shops currently adhere to the KCM to enjoy the agglomeration effects and thus have strong locational concerns in relocation of their businesses.
- 8.13. 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 shop operators to relocate and continue operation in the same district as far as practicable.
- 8.14. If there are strong locational concerns of these market related shops, URA may explore opportunity to provide temporary market places in the vicinity of the current KCM site for these affected shops in order to facilitate their continuation of businesses before they can find a new permanent relocation shops. The need of a temporary relocation measures will be further explored and considered views and data collected after the commencement of the Scheme to ascertain the businesses and concerns of the affected operators.

Special Arrangement to Preserve Local Characteristics

- 8.15. For the shops with special local characteristics, such as Thai / Chiu Chow nature, in the Scheme, URA will consider and depend on the demand from the shop operators to provide special arrangements similar to KC-015, subject to the findings of FS and Stage 2 SIA to ascertain operators' businesses and their views for consideration of the special arrangement.

Prevailing Compensation and Rehousing Policies

- 8.16. The URA will offer an owner-occupier of domestic property the market value (assessed on vacant possession basis) of his/her property plus an ex-gratia allowance, namely Home Purchase Allowance (HPA), for purchase of the property. 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 is based on a seven-year-old flat of a size similar to the affected property and in the same locality. The notional replacement flat 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.
- 8.17. 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 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 flat-for-flat arrangement or otherwise.
- 8.18. The URA will offer an ex-gratia allowance to eligible elderly owners of tenanted domestic properties on compassionate ground in exceptional circumstances such as elderly owners who rely on the rental income from their properties for a living.
- 8.19. Eligible domestic tenants affected by URA's redevelopment projects are provided with rehousing to public housing, if eligible, or units at URA's rehousing blocks, subject to meeting URA's requirements, or Ex-gratia Allowance (EGA), which is calculated with a sliding scale that begins with the first \$10,000 of the rateable value multiplied by 9, the second \$10,000 of the rateable value multiplied by 8, and so on. The EGA for eligible domestic tenants will be subject to a minimum amount of \$170,000 for one-person household and \$190,000 for two-person or larger household. The minimum amount is subject to annual review.

- 8.20. Domestic tenants who are not provided re-housing due to various reasons or who decline re-housing, will be offered ex-gratia allowance. The amount of ex-gratia allowance will be dependent on, amongst other things, whether the domestic tenants have been living in the project area before and since the first date of the freezing survey and have no alternative accommodation.
- 8.21. In case where tenants were notified that their tenancies would not be renewed, URA will explain to their owners that they would not get more compensation by evicting the tenants. The URA has also introduced the “Domestic Tenants Compassionate Assistance Programme” to take care of those domestic tenants whose tenancies commenced before the Freezing Survey of this Scheme and moved out from the properties because they have been required to move out from their properties by their landlords upon expiry or termination of their tenancies and before URA purchases the properties. In general, eligible domestic tenants who meet the criteria under this programme will be offered special ex-gratia allowance based on the sliding scale as mentioned in paragraph 8.19, or public rental housing, if eligible, or units at URA's rehousing blocks, subject to meeting URA's requirements.
- 8.22. For owner-occupied non-domestic premises, the market value of the affected property plus an ex-gratia allowance of 4 times the rateable value or 35% of the market value of the affected property, whichever is the higher, will be offered. Owner-occupiers may lodge a claim for business loss in lieu of both the ex-gratia allowance and the Ex-gratia Business Allowance (EGBA) as stated in the next paragraph. For owners of tenanted or vacant non-domestic properties, the market value of the affected property plus an ex-gratia allowance of 1 time the rateable value or 10% of the market value of the affected property, whichever is the higher, will be offered. In addition, the owners of vacant non-domestic properties will be offered an allowance for vacant properties at 2 times the amount of rateable value subject to the fulfilment of certain conditions: i) left the affected properties vacant on the date of freezing survey and thereafter; ii) accepted URA's offer within the validity period of the initial offer; and iii) sold the affected properties with vacant possession to the URA.
- 8.23. For non-domestic tenants of non-domestic premises, an ex-gratia allowance of 3 times the rateable value or equivalent to the prevailing ex-gratia allowance offered by the Lands Department on resumption by the Government, whichever is higher of the affected premises will be offered. An additional payment of

EGBA is also payable to tenants who commenced occupying the premises for business before the date of Freezing Survey. The amount is subject to a maximum of \$700,000 and a minimum amount as described in the table below, depending on the number of years of continuous operation by the tenant-operator as business owner in the property.

Continuous Operation for	Minimum Amount of EGBA
(a) 10 years or less	HK\$110,000 (subject to annual review)
(b) More than 10 years (maximum 30 years)	The minimum amount for (a) above plus an additional HK\$10,000 for each completed year after 10 years.

In calculating the number of years of continuous operation, the expiry date of continuous operation is 2 years from the date which URA issues initial acquisition offer to property owners. The EGBA arrangement will also be applicable to non-domestic owner-operators occupying the properties for their own businesses. Those non-domestic tenant-operators who have occupied the properties before Freezing Survey and are evicted by their landlords before acquisition of the properties by the URA, can apply for the Special EGBA. The minimum payment of EGBA will be subject to annual review.

- 8.24. The acquisition, compensation and rehousing policies are subject to prevailing policies at the time of issuing acquisition policies. The pamphlets of the policies are uploaded to the URA's website and will be communicated to affected persons when acquisition of property interests for this Scheme commences. Prevailing policies relating to property acquisition, rehousing and ex-gratia allowances will be reviewed by the URA from time to time.
- 8.25. The Stage 2 SIA to be conducted after the Freezing Survey will further assess the impact of the Scheme in detail on both domestic and non-domestic occupants and propose mitigation measures. It may also be able to highlight the psychological stress and worry for some of the affected within the Scheme. 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. Residents, business operators and their employees within the Scheme will be affected in different ways and to various degrees depending on their particular circumstances. Those who currently live in overcrowded or poor building condition within the Scheme may welcome the opportunity to improve their living environment through cash compensation or rehousing if eligible; whilst others (e.g. some business operators) may prefer to remain undisturbed and maintain the status quo. The various degrees of concerns and social impacts to the affected residents, business operators and their employees within the Scheme will be assessed in the Stage 2 SIA in detail.
- 9.2. For the non-domestic uses, a number of ground floor shops are witnessed in the Scheme, whereas the upper floor non-domestic uses, if any, are to be recorded in the Freezing Survey upon commencement of the Scheme under section 23 of the URAO. The needs of the affected non-domestic occupants will be assessed in the Stage 2 SIA.
- 9.3. This Stage 1 SIA study provides a general profile of the Scheme. Based on URA's experience of similar scale and context of redevelopment projects, it can be expected that there will be some sharing of living quarters and a relatively low average household income for those within the Scheme. 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 households and operators and to propose appropriate mitigation measures to minimise major adverse social impact, if any.

Appendix I**Business Activities within Kowloon City Market (KCM)**

	Type of Commodities	No. of Stalls
1.	Cooked Food	10
2.	Fish	25
3.	Food Related Dry Goods	49
4.	Food Related Wet Goods	167
5.	Fresh Meat	16
6.	Frozen Meat / Commodities	13
7.	Fruit	29
8.	Ice Stall	1
9.	Meat	6
10.	Non-Food Related Dry Goods	172
11.	Non-Food Related Wet Goods	4
12.	Poultry	5
13.	Service Trade	10
14.	Siu Mei / Lo Mei	2

Source: Food and Environmental Hygiene Department website: Facility Locations, Kowloon City Market, last revision date as at 1 April 2022.

https://www.fehd.gov.hk/english/map/market/market_pt.html?mapID=656&type=market