

**METRO PLANNING COMMITTEE  
OF THE TOWN PLANNING BOARD**

MPC Paper No. 18/16

For Consideration by  
The Metro Planning Committee on 30.9.2016

**DRAFT PLANNING BRIEF FOR  
THE TWO “COMPREHENSIVE DEVELOPMENT AREA” ZONES  
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO**

**DRAFT PLANNING BRIEF FOR**  
**THE TWO “COMPREHENSIVE DEVELOPMENT AREA” ZONES**  
**AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO**

**1. Purpose**

This paper is to seek:

- (a) Members' views on the draft planning brief (PB) for the two “Comprehensive Development Area” (“CDA”) zones at the Lin Cheung Road Site on the approved South West Kowloon Outline Zoning Plan No. S/K20/30 (the OZP).
- (b) The Metro Planning Committee (the Committee)’s agreement that the draft PB is suitable for consultation with the Sham Shui Po District Council (SSPDC) and the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (the Task Force) of the Harbourfront Commission (HC).

**2. Background**

2.1 The Lin Cheung Road site was originally reserved for the development of the Cheung Sha Wan Wholesale Food Market (CSWWFM) Phase 2 and related industrial and cargo handling use. However, it was confirmed by relevant bureaux/departments that the site would no longer be required for the wholesale market use. Given its prime waterfront location and good accessibility by various modes of public transport, the site was considered suitable for development for commercial/residential, waterfront promenade and Government, institution or community uses. This would help to meet the pressing demand for housing land in the urban area, while satisfying the district needs, meeting local aspirations and add vibrancy to the waterfront.

2.2 On 13.12.2013, the draft South West Kowloon OZP No. S/K20/29

incorporating amendments including the rezoning of the Lin Cheung Road site from “Other Specified Uses” (“OU”) annotated “Cargo Working Area, Wholesale Market and Industrial-Office”, “OU” annotated “Wholesale Market”, “OU” annotated “Pier” and areas shown as ‘Road’ to “Comprehensive Development Area” (“CDA”), “CDA(2)”, “Residential (Group A)12” (“R(A)12”), “Government, Institution or Community” (“GIC”), “Open Space” (“O”) and areas shown as ‘Road’ was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance).

- 2.3 During the two-month exhibition period, a total of 3,099 valid representations (5 related to the Lin Cheung Road site) were received. During the first three weeks of the publication of the representations, 14 valid comments related to the sites were received. The representations and comments mainly objected to the amendments related to the proposed residential use on grounds of air ventilation/visual impacts, land use incompatibility (due to adverse environmental impacts from CSWWFM and boatyards nearby) and operational need of the logistics industry. After giving consideration to all the representations and comments on 20.6.2014 and 4.7.2014, the Town Planning Board (the Board) decided not to uphold the representations.
- 2.4 The draft OZP was approved by the Chief Executive in Council on 23.9.2014. The approved OZP was exhibited for public inspection under section 9(5) of the Ordinance on 3.10.2014 (**Plan 1** at **Appendix I**).

### **3. The Sites and Their Surrounding Areas**

- 3.1 Located at the waterfront in the northern part of Southwest Kowloon to the northwest of CSWWFM, the two sites are currently zoned “CDA” and “CDA(2)” (the “Sites”) on the approved South West Kowloon Outline Zoning Plan No. S/K20/30 (the OZP) (**Plans 1** and **2** at **Appendix I**). They are currently used as temporary works area. Future access to the Sites will be via the planned local road (Road A) tentatively scheduled for completion in March 2018 (**Plans 6** and **7** at **Appendix I**).
- 3.2 Occupying a prime location at the waterfront, the Sites have good accessibility, in particular through the adjacent Mass Transit Railway (MTR) Nam Cheong Station.

- 3.3 To the immediate northeast of the Sites is the “R(A)12” zone for public rental housing and subsidized sale flats developments currently under construction. To the further northeast is a “G/IC” zone planned for a 30-classroom primary school. To the northwest is another “G/IC” site reserved for the development of a social welfare block. Located at the southeast of the Sites is the existing CSWWFM (zoned “OU” (Wholesale Market), whereas to the further northwest is a cluster of boatyards (zoned “OU (Boatyards and Marine-Oriented Industrial Uses)” (**Plans 3 to 5 at Appendix I**).
- 3.4 The area to the further north across the West Kowloon Highway mainly comprises residential and GIC uses with good accessibility to public transport including the MTR Nam Cheong Station.

#### **4. Planning Intention**

- 4.1 The “CDA” and “CDA(2)” zones are intended for comprehensive development of the area for private residential and hotel uses respectively. The zonings are intended to facilitate appropriate planning control over the development mix, scale and design and layout of the development, taking into account various environmental, infrastructure and other constraints.
- 4.2 According to the Notes of the OZP, the “CDA” zone located to the south of Hing Wah Street West intended for private residential development is subject to a total maximum domestic GFA of 91,770m<sup>2</sup> and a public open space (POS) of not less than 3,600m<sup>2</sup> shall be provided in the CDA. The “CDA” zone is also subject to a maximum building height of 100mPD, and two non-building areas (NBAs) of 15m and 22m wide are designated along the northwestern boundary and in the middle part of the CDA respectively. The Explanatory Statement (ES) of the OZP states that the POS to be provided in the middle part of the CDA should be connected with the POS in the “R(A)12” zone (planned for public housing development) in the north, the intention of which is to create a continuous POS leading to the waterfront promenade. Besides, the designation of two 15m-wide and 22m-wide NBAs in the CDA as well as other four NBAs at the Lin Cheung Road site are intended to facilitate air ventilation along major corridors and serve as the entrances of the prevailing south-westerly wind to improve air penetration and visual permeability towards the hinterland (**Plans 1 and 7 at Appendix I**). However, as the NBAs are primarily for the above-ground air ventilation, the NBA restriction would not be applicable to underground



developments.

- 4.3 According to the Notes of the OZP, the “CDA(2)” zone is subject to a total maximum GFA of 34,770m<sup>2</sup> and a maximum building height of 100mPD. To minimize the noise impacts from the existing CSWWFM, hotel use may be permitted at the site to separate the wholesale market from the proposed private residential development in the adjoining “CDA” zone (**Plans 1 and 7 at Appendix I**).

## 5. **Land Aspects**

The Sites and the adjoining area along the waterfront zoned “O” (for planned waterfront promenade development) are Government land, which are currently used as works area of the Guangzhou–Shenzhen–Hong Kong Express Rail Link (XRL) project.

## 6. **Draft PB**

- 6.1 Pursuant to section 4A(2) of the Ordinance and according to the Notes of the OZP, an applicant for permission for development on land designated “CDA” shall prepare a Master Layout Plan (MLP) for approval of the Board.
- 6.2 As the two “CDA” zones are adjoining to each other and occupying a prominent waterfront location, there is a need to have a comprehensive guidance/control of the development for the two “CDA” zones. Therefore it is considered more appropriate for a single draft PB (**Appendix I**) to be prepared to guide the preparation of MLP submission for each of the “CDA” zones.
- 6.3 The draft PB sets out the broad planning parameters and development requirements to facilitate the preparation of MLPs for approval of the Board by the future applicants. To ensure that the developments will be implemented in a comprehensive manner and compatible with each other, a coordinated approach for the development of individual “CDA” zone in terms of development scale and design layout should be adopted. The draft PB covers the general planning principles and development requirements common to both of the two “CDA” zones as well as specific requirements for each individual zone.

### Planning Intention and Development Parameters

- 6.4 The “CDA” and “CDA(2)” zones are intended for comprehensive development for private residential use with the provision of POS and hotel respectively.
- 6.5 Developments are subject to the statutory restrictions mentioned in paragraphs 4.2 and 4.3 above. The maximum site coverage shall not exceed those stipulated in the Building (Planning) Regulations.

### Urban Design Requirements

- 6.6 In view of its harbourfront location, the design of the development should pay due respect to its unique waterfront setting and help to promote an attractive and accessible waterfront promenade for public enjoyment. A number of urban design considerations, including the creation of a focal point for a vibrant waterfront and pleasant living environment, encouraging diversity in built form with height variation, adopting a distinct gradation of height profile with descending building height towards the harbourfront, adopting podium-free design, enhancing pedestrian connectivity to the public transport network, providing an open space network well connected with surrounding areas to waterfront promenade, providing sufficient building separation, visual and ventilation corridors and high quality greening, should be taken into account when formulating the MLP. An urban design proposal should be submitted as part of the MLP submission.

### Visual and Air Ventilation Requirements

- 6.7 Visual impact assessment (VIA) and quantitative air ventilation assessment (AVA) should be carried out for each of the “CDA” zones to examine any visual and air ventilation problems that may be caused to or by the proposed development and the proposed mitigation measures to tackle them. The VIA and AVA should be submitted as part of the respective MLP submission.
- 6.8 To allow better air ventilation, two NBAs within the “CDA” zone planned for private residential development (as mentioned in paragraph 3.2 and **Plans 6 and 7 at Appendix I**) should be maintained as breezeways to allow for better wind penetration into the inland sites, which can also help to improve the overall air ventilation and visual permeability for the area.

### Open Space and Landscape Requirements

- 6.9 A POS of not less than 3,600m<sup>2</sup> should be provided in the middle part of the “CDA” zone, which should align with the POS in the public housing development to its north (zoned “R(A)12”) so as to create a continuous POS leading to the waterfront promenade (**Plans 6 and 7 at Appendix I**). Upon completion, the subject POS within the “CDA” zone will be handed over to the Leisure and Cultural Services Department (LCSD) for management and maintenance. Local open space of not less than 1m<sup>2</sup> per person should also be provided within the “CDA” zone for residents in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG).
- 6.10 A Landscape Master Plan (LMP) should be prepared for each of the “CDA” zones and submitted as a part of the respective MLP submissions. A minimum greenery coverage of 20% based on net site area shall be provided (regarding the “CDA” site, area for the POS should be excluded). A tree survey report and a tree preservation proposal should be included in the LMP to avoid affecting the existing good quality mature trees (if any) as far as practicable.

### Traffic and Transport Requirements

- 6.11 A traffic impact assessment (TIA) should be carried out for each of the “CDA” zones to examine any possible traffic problems that may be caused by the proposed development and identify plausible mitigation measures to tackle them. The TIA should be completed to the satisfaction of the Commissioner for Transport (C for T), and submitted as part of the respective MLP submission. Any road/junction improvement measures/works proposed in the TIA should be funded, designed and implemented by the applicant to the satisfaction of the C for T.
- 6.12 Ancillary parking spaces and loading/unloading facilities should be provided in accordance with the HKPSG and subject to the findings of the TIA to be carried out.
- 6.13 A proposal on pedestrian linkages should be prepared to the satisfaction of the C for T to consolidate pedestrian facilities in the area (including footbridges, subways and pedestrian crossings) to improve local pedestrian connectivity.

## Environmental and Infrastructure Requirements

- 6.14 An environment assessment (EA) for each of the “CDA” zones should be carried out to examine the potential environmental impacts associated with the proposed development during and after construction and identify proposed mitigation measures to tackle them. The EA should be completed to the satisfaction of the Director of Environmental Protection (DEP), and submitted as part of the MLP submission.
- 6.15 Development of each of the “CDA” zones should ensure that proper drainage system would be provided. The drainage system and proposed mitigation measures (if any) for development within each site should be provided to the satisfaction of the Director of Drainage Services and to be submitted as part of the MLP submission.
- 6.16 A sewerage impact assessment (SIA) should be carried out for each of the “CDA” zones to the satisfaction of the DEP and submitted as part of the MLP submission.

## Adjoining Waterfront Promenade zoned “O”

- 6.17 Along the waterfront of the “CDA” and “CDA(2)” zones is an “O” zone (including an existing disused pier) (about 9,900m<sup>2</sup>) is planned to be developed into a 20m wide waterfront promenade with a length of approximately 380m sea frontage. The waterfront promenade occupies a prime location at the northern part of the Southwest Kowloon overlooking the Victoria Harbour. (**Plans 6 and 7 at Appendix I**).
- 6.18 To ensure the timely completion of the waterfront promenade for enjoyment of the residents and the general public, it should be designed and constructed by the respective developer at his/her own cost.
- 6.19 The northwestern section of the waterfront promenade fronting the “CDA” zone shall be constructed by the developer of the “CDA” zone at his/her own cost. With reference to the established Government policy<sup>1</sup>, this section of the waterfront promenade together with the POS (minimum 3,600m<sup>2</sup>) to be provided in the central part of the “CDA” site, upon completion, will be handed over to LCSD for management and maintenance (**Plans 7 and 7A at**

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<sup>1</sup> The Government policy is documented in the Development Bureau’s paper to Legislative Council Panel on Development on “Refined Arrangements for Provision of POS in Private Developments” (January 2010).

## **Appendix I).**

- 6.20 While the southeastern section of the waterfront promenade (including the existing disused pier) fronting the “CDA(2)” zone should also be constructed by the developer of the “CDA(2)” zone at his/her own cost, he/she is required to conduct a technical feasibility study on the refurbishment works of the disused pier at his/her own cost, in order to explore opportunities to capitalize water-land interface facilities and to enhance accessibility to the waterfront including but not limited to public landing steps at the existing disused pier. With reference to aforesaid established Government policy, where the POS is on government land adjacent to a commercial development, the developer/owner of the commercial development can be required to bear the recurrent cost of managing and maintaining the POS. As such, upon completion, the subject section of the waterfront promenade (including the refurbished disused pier) will be managed and maintained by the developer/owner of the hotel in the “CDA(2)” site (**Plans 7 and 7A at Appendix I**).
- 6.21 The planned waterfront promenade should include leisure and recreational uses together with some supporting facilities such as refreshment kiosk(s), lush greenery, and good connectivity to adjacent open space network. Besides, opportunities should be explored to enhance water-land interface so as to optimize the valuable waterfront resources. Due regard should be given to the Board’s Vision Statement for the Victoria Harbour and the Harbour Planning Principles and Harbour Planning Guidelines adopted by the HC. To enhance connectivity to the waterfront, the design of the waterfront promenade should create a coherent design and seamless integration with the POS provided within the “CDA” site and the open space network in the vicinity.

## **7. Implementation**

- 7.1 An implementation programme with phasing plan, if any, is required as part of the MLP submission for each of the “CDA” zones to indicate the construction programme of the proposed comprehensive development.
- 7.2 It is anticipated that the two “CDA” zones may have different implementation timeframe; and individual MLP should be prepared for each of the “CDA” zones, with due regard to their surrounding areas. To ensure the adoption of the coordinated approach as mentioned in paragraph 6.3

above when formulating the individual MLP for each of the “CDA” zones, reference should be made to the planning intention and design criteria in the PB and the development proposal which has already been submitted/approved for the adjoining “CDA” zone.

## **8. Consultation**

8.1 The following Government bureaux and departments have been consulted and their comments have been incorporated into the above paragraphs and the draft PB, where appropriate:

- (a) Secretary for Development
- (b) Secretary for Education
- (c) District Lands Officer/Kowloon West, Lands Department
- (d) Director of Leisure and Cultural Services
- (e) Commissioner for Transport
- (f) Commissioner for Tourism
- (g) Director of Architectural Services
- (h) Director of Buildings
- (i) Project Manager (Kowloon), Civil Engineering and Development Department
- (j) Chief Engineer/Port Works, Civil Engineering and Development Department
- (k) Director of Environmental Protection
- (l) Director of Fire Services
- (m) Chief Highways Engineer /Kowloon, Highways Department
- (n) Director of Housing

8.2 The following departments have no in-principle objection / no comment on the draft PB:

- (a) Director of Agriculture, Fisheries and Conservation
- (b) Director of Drainage Services
- (c) Director of Electrical and Mechanical Services
- (d) Director of Food and Environmental Hygiene
- (e) Director of Home Affairs
- (f) Chief Engineer/RD2-1, Railway Development Office, Highways Department
- (g) Commissioner of Police
- (h) Director of Marine

- (i) Director of Social Welfare Department
- (j) Director of Water Supplies

## **9. Way Forward**

Subject to the Committee's agreement, the Planning Department will consult the SSPDC on the draft PB. As the two "CDA" zones are located at the waterfront area, the Task Force of the HC will also be consulted. The views collected together with the revised draft PB will be submitted to the Committee for further consideration and endorsement.

## **10. Advice Sought**

Members are invited to consider the draft PB at **Appendix I**, and agree that the draft PB is suitable for consultation with the SSPDC and the Task Force of the HC.

## **11. Attachments**

### **Appendix I** Draft PB

- Plan 1 Location Plan
- Plan 2 Site Plan
- Plan 3 Aerial Photo
- Plan 4 Site Photo
- Plan 5 Panoramic View of Surrounding Areas
- Plan 6 Urban Design Framework
- Plan 7 Development Concept Plan – Indicative Layout
- Plan 7A Development Concept Plan – Surrounding Context
- Plan 8 Development Concept Plan – Vehicular Access and Pedestrian Linkage

**PLANNING DEPARTMENT**  
**SEPTEMBER 2016**

**Draft Planning Brief for**  
**the Two “Comprehensive Development Area” (CDA) Zones**  
**at the Lin Cheung Road Site, Sham Shui Po**

**1. Purpose**

- 1.1 The purpose of the Planning Brief (PB) is to set out the broad planning parameters and development requirements to facilitate the preparation of Master Layout Plan (MLP) for the comprehensive development of each of the two “Comprehensive Development Area” (“CDA”) zones at the Lin Cheung Road site, Sham Shui Po.
- 1.2 The two sites, which are zoned “CDA” and “CDA(2)” (hereto referred to the Sites) on the approved South West Kowloon Outline Zoning Plan No. S/K20/30 (the OZP) are for private residential development and hotel use respectively (**Plans 1 and 2**).

**2. Background**

- 2.1 The Lin Cheung Road site was originally reserved for the development of the Cheung Sha Wan Wholesale Food Market (CSWWFM) Phase 2 and related industrial and cargo handling use. However, it was confirmed by relevant bureaux/departments that the site would no longer be required for the wholesale market use. Given its prime waterfront location and good accessibility by various modes of public transport, the site was considered suitable for development for commercial/residential, waterfront promenade and Government, institution or community uses. This would help to meet the pressing demand for housing land in the urban area, while satisfying the district needs, meeting local aspirations and add vibrancy to the waterfront.
- 2.2 On 13.12.2013, the draft South West Kowloon OZP No. S/K20/29 incorporating amendments including the rezoning of the Lin Cheung Road site from “Other Specified Uses” (“OU”) annotated “Cargo Working Area, Wholesale Market and Industrial-Office”, “OU” annotated “Wholesale Market”, “OU” annotated “Pier” and areas shown as ‘Road’ to “Comprehensive Development Area” (“CDA”), “CDA(2)”, “Residential (Group A) 12” (“R(A)12”), “Government, Institution or Community” (“GIC”), “Open Space” (“O”) and areas shown as ‘Road’ was



exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The draft OZP No. S/K20/29 was approved by the Chief Executive in Council on 23.9.2014. The approved OZP was exhibited for public inspection under section 9(5) of the Ordinance on 3.10.2014.

### **3. The Planning Context**

- 3.1 The “CDA” and “CDA(2)” zones are intended for comprehensive development of the area for private residential use with provision of POS and hotel use respectively. The zonings are intended to facilitate appropriate planning control over the development mix, scale and design and layout of the development, taking into account various environmental, infrastructure and other constraints. Pursuant to sections 4A(1) and 4A(2) of the Ordinance, any development in the “CDA” zone would require the approval of the Town Planning Board (the Board) through planning application under section 16 of the Ordinance. The applicant shall prepare a MLP together with technical assessments as specified in the Notes of the OZP for approval of the Board. A planning brief will be prepared to guide the future development of the two CDA sites.
- 3.2 According to the Notes of the OZP, the “CDA” zone located to the south of Hing Wah Street West intended for private residential development is subject to a total maximum domestic GFA of 91,770m<sup>2</sup> and a public open space (POS) of not less than 3,600m<sup>2</sup> shall be provided in the CDA. The “CDA” zone is also subject to a maximum building height of 100mPD, and two non-building areas (NBAs) of 15m and 22m wide are designated along the northwestern boundary and in the middle part of the CDA respectively. The Explanatory Statement (ES) of the OZP states that the POS to be provided in the middle part of the CDA should be connected with the POS in the “R(A)12” zone (planned for public housing development) in the north, the intention of which is to create a continuous POS leading to the waterfront promenade. Besides, the designation of two 15m-wide and 22m-wide NBAs in the CDA as well as other four NBAs at the Lin Cheung Road site are intended to facilitate air ventilation along major corridors and serve as the entrances of the prevailing south-westerly wind to improve air penetration and visual permeability towards the hinterland (**Plans 1 and 7**). However, as the NBAs are primarily for the above-ground air ventilation, the NBA restriction would not be applicable to underground developments.

- 3.3 According to the Notes of the OZP, the “CDA(2)” zone is subject to a total

maximum GFA of 34,770m<sup>2</sup> and a maximum building height of 100mPD. To minimize the noise impacts from the existing CSWWFM, hotel use may be permitted at the site to separate the wholesale market from the proposed private residential development in the adjoining “CDA” zone. Hotel development at this site could also enhance diversity in the land use mix of the Lin Cheung Road site, thereby promoting vibrancy and creating a focal point for the waterfront in the Sham Shui Po District (**Plans 1 and 7**).

- 3.4 As the two “CDA” zones adjoining to each other and occupying a prominent waterfront location, there is a need to have a comprehensive planning guidance/control of the development for the two “CDA” zones. Therefore it is considered more appropriate for a draft PB to be prepared to guide the preparation of MLP submission for each of the “CDA” zones.
- 3.5 Along the waterfront of the “CDA” and “CDA(2)” zones is an “O” zone (including an existing disused pier) (about 9,900m<sup>2</sup>) is planned to be developed into a 20m wide waterfront promenade with a length of approximately 380m sea frontage. The waterfront promenade occupies a prime location at the northern part of the Southwest Kowloon overlooking the Victoria Harbour (**Plans 6 and 7**).
- 3.6 To ensure the timely completion of the waterfront promenade for enjoyment of the residents and the general public, it should be designed and constructed by the respective developer at his/her own cost.
- 3.7 The northwestern section of the waterfront promenade fronting the “CDA” zone shall be constructed by the developer of the “CDA” zone at his/her own cost. With reference to the established Government policy,<sup>1</sup> this section of the waterfront promenade together with the POS (minimum 3,600m<sup>2</sup>) to be provided in the central part of the “CDA” site, upon completion, will be handed over to the Leisure and Cultural Services Department (LCSD) for management and maintenance (**Plans 7 and 7A**).
- 3.8 While the southeastern section of the waterfront promenade (including the existing disused pier) fronting the “CDA(2)” zone should also be constructed by the developer of the “CDA(2)” zone at his/her own cost, he/she is required to conduct a technical feasibility study on the refurbishment works of the disused pier at his/her own cost, in order to explore opportunities to capitalize water-land interface facilities and to enhance accessibility to the waterfront including but not limited to

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<sup>1</sup> The Government policy is documented in the Development Bureau’s paper to Legislative Council Panel on Development on “Refined Arrangements for Provision of POS in Private Developments” (January 2010).

public landing steps at the existing disused pier. With reference to the aforesaid established Government policy, where the POS is on Government land adjacent to a commercial development, the developer/owner of the commercial development can be required to bear the recurrent cost of managing and maintaining the POS. As such, upon completion, the subject section of the waterfront promenade (including the refurbished disused pier) will be managed and maintained by the developer/owner of the hotel in the “CDA(2)” site (**Plans 7 and 7A**).

- 3.9 The planned waterfront promenade should include leisure and recreational uses together with some supporting facilities such as refreshment kiosk(s), lush greenery, and good connectivity to adjacent open space network. Besides, opportunities should be explored to enhance water-land interface so as to optimize the valuable waterfront resources. Due regard should be given to the Board’s Vision Statement for the Victoria Harbour and the Harbour Planning Principles and Harbour Planning Guidelines adopted by the Harbourfront Commission. To enhance connectivity to the waterfront, the design of the waterfront promenade should create a coherent design and seamless integration with the POS provided within the “CDA” site and the open space network in the vicinity.
- 3.10 In order to ensure that both “CDA” and “CDA(2)” zones can achieve a holistic design at this prominent waterfront location and be developed in a comprehensive manner and be compatible with each other, a single planning brief (PB) covering both sites has been prepared to guide the preparation of MLP for each of the “CDA” zones. To ensure that the developments will be implemented in a comprehensive manner and compatible with each other, a coordinated approach for the development of the “CDA” zones in terms of development scale, design layout, provision of open spaces and linkages with waterfront promenade, as well as visual and air ventilation corridors, should be adopted. This PB will cover the general planning principles and development requirements common to both of the “CDA” zones as well as specific requirements for each individual zone. Development restrictions of these sites are documented in paragraphs 3.2 and 3.3 of the above.

#### **4. The Sites and Their Surrounding Areas**

##### The Sites

- 4.1 Located at the waterfront in the northern part of Southwest Kowloon to the northwest of CSWWFM, the two sites are zoned “CDA” and “CDA(2)” (the Sites) on the approved South West Kowloon Outline Zoning Plan No. S/K20/30 (the

OZP). The Sites are currently used as temporary works area for the Guangzhou–Shenzhen–Hong Kong Express Rail Link (XRL) project. Access to the sites will be through the planned local road (Road A) tentatively scheduled for completion in March 2018 (**Plan 2**).

- 4.2 Occupying a prime location at the waterfront, the Sites have good accessibility in particular through the nearby Mass Transit Railway (MTR) Nam Cheong Station.

#### The Surrounding Areas

- 4.3 To the immediate northeast of the Sites is the “R(A)12” site for public rental housing and subsidized sale flats developments currently under construction. To the further northeast is a “G/IC” zone planned for a 30-classroom primary school. To the northwest is another “G/IC” zone reserved for the development of a social welfare block. Located at the southeast of the Sites is the existing CSWWFM (zoned “OU (Wholesale Market)”), whereas to the further northwest is a cluster of boatyards (zoned “OU (Boatyards and Marine-Oriented Industrial Uses)”) (**Plans 3 to 5**).
- 4.4 The area to the further north across the West Kowloon Highway mainly comprises residential and GIC uses with good accessibility to public transport including the MTR Nam Cheong Station.

### **5. General Design Principles**

- 5.1 Located at the northern part of the Southwest Kowloon waterfront overlooking the Victoria Harbour, the Sites are prime waterfront sites, which offer potential to be developed into new focal point for the district and a pleasant waterfront living environment. The proposed comprehensive development of the Sites for private residential use and hotel use is intended to help meet the housing demand and to facilitate hotel development in Hong Kong. Development of the Sites should capitalize on its spectacular harbour setting and opportunities to create a vibrant waterfront for public enjoyment. The planned waterfront promenade zoned “O” (which covers the existing disused pier) should be suitably designed and integrated with the two “CDA” sites to achieve a holistic design, synergy with seamless integration. It should include leisure and recreational uses together with some supporting facilities such as refreshment kiosk(s), lush greenery, good connectivity

to adjacent open space network and explore opportunities to enhance water-land interface so as to optimize the valuable waterfront resources.

5.2 To achieve the above planning objectives, the following urban design considerations should be taken into account when formulating the MLP for individual CDA site:

- (a) ensure the development be compatible with surrounding developments and its unique waterfront setting;
- (b) create a focal point for a vibrant waterfront with a diversity of activities and explore opportunities for water-land interface for public enjoyment;
- (c) create a pleasant waterfront living environment;
- (d) create visual interest by encouraging diversity of built forms with height variation while adopting a descending height profile towards the waterfront and respecting the adjacent low-rise development along the northwestern fringe of the Sites;
- (e) preserve existing air paths and allow sufficient separation between residential blocks to enhance visual and air permeability;
- (f) adopt a podium-free design with ancillary car parks to be located underground to enhance air ventilation and visual permeability and maximize opportunities to provide high quality at-grade greenery;
- (g) create a pleasant public-private interface through creative articulation of building edges, variation in facades and landscape treatment;
- (h) enhance pedestrian connectivity from public transport network and surrounding areas to the waterfront promenade;
- (i) create a pleasant waterfront environment for public enjoyment with lush and sustainable landscaping along the waterfront promenade that connects to public open space network; and
- (j) incorporate suitable mitigation measures to address the environmental

nuisances associated with the CSWWFM located in the southeast, and the existing boatyards at the northwestern area.

## 6. Development Parameters

Item	Particulars	Remarks
<b>A. Major Development Parameters</b>		
1. Location	<p><b><u>“Comprehensive Development Area” “(CDA)”</u></b>  The “CDA” site is located to the northwest of the “CDA(2)” site, adjoining to the planned waterfront promenade zoned “Open Space” (“O”).</p> <p><b><u>“Comprehensive Development Area (2)” “(CDA(2))”</u></b>  The “CDA(2)” site is located to the southeast of the “CDA” site, adjoining to the planned waterfront promenade zoned “O”.</p>	<p><b>Plans 1 to 5</b></p> <ul style="list-style-type: none"> <li>The Sites zoned “CDA” and “CDA(2)” are located at the northern tip of the Southwest Kowloon waterfront and southwest of Hing Wah Street West.</li> <li>To their northwest is a “R(A)12” site for public rental housing and subsidized sale flats developments which are currently under construction. The Sites are also close to two “G/IC” zones, namely a planned 30-classroom primary school to their northeast and a proposed social welfare block to their immediate west. The CSWWFM zoned “Other Specified Uses” (“OU”) annotated “Wholesale Market” (“OU (Wholesale Market)”) is located to their southeast and boatyards (zoned “OU (Boatyards and Marine-Oriented Industrial Uses)”) are located to their west.</li> </ul>
2. Site Area	<p><b>“CDA”</b>: about 1.93 ha  <b>“CDA(2)”</b>: about 0.49 ha  Total Area : about 2.42 ha</p>	Exact area subject to detailed survey.

Item	Particulars	Remarks
3. OZP Zoning and Planning Intention	<p>It is intended that both “CDA” and “CDA(2)” zones are to be developed as a comprehensive development area with a balanced mix of private residential development with a public open space, and commercial uses (hotel and retail) to create a pleasant waterfront living environment for the community. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking into account the environmental, traffic, infrastructure and site constraints.</p> <p><b>“CDA”</b> The “CDA” site is subject to a maximum gross floor area (GFA) of 91,770m<sup>2</sup> for private residential development (including a public open space (POS) of not less than 3,600m<sup>2</sup> shall be provided therein) and a maximum building height of 100mPD as stipulated in the OZP No. S/K20/30 (the OZP).</p> <p><b>“CDA(2)”</b> The “CDA(2)” site is subject to a maximum total GFA of 34,770m<sup>2</sup> for hotel development and a maximum building height of 100mPD as stipulated in the OZP.</p>	<p><b>Plans 1, 2, 6, 7 and 7A</b></p> <ul style="list-style-type: none"> <li>• The two CDA sites are adjoining an “Open Space” (“O”) zone along the waterfront.</li> <li>• The two CDA sites are to be developed with seamless integration with the adjoining “O” zone which comprises an approximately 380m long waterfront promenade (including the existing disused pier) to be developed for public open space uses.</li> <li>• Development for the waterfront promenade will be undertaken by both developers of the “CDA” sites as appropriate. The developer of the “CDA” site is responsible for the construction of the northwestern section of the waterfront promenade fronting the “CDA” site. The developer for the “CDA(2)” site will take up the construction of the southeastern section of the waterfront promenade (including the existing disused pier) fronting the “CDA(2)” site.</li> <li>• The construction of respective sections of the waterfront promenade will be at the cost of the respective developers. The sections are delineated at <b>Plans 7 and 7A</b>.</li> </ul>
4. Proposed Uses	<p><b>“CDA”</b> Private residential development with a public open space of not less than 3,600m<sup>2</sup>.</p> <p><b>“CDA(2)”</b></p> <ul style="list-style-type: none"> <li>• Hotel development with ground level commercial use (such as shop and eating place etc.) to be provided to enhance vibrancy along the waterfront.</li> <li>• To help address the noise and</li> </ul>	<p><b>Plans 1, 2, 6, 7 and 7A</b></p>

Item	Particulars	Remarks
	industrial/residential interface problems associated with the existing CSWWFM site.	
5. Maximum Gross Floor Area (GFA)	<p><b><u>“CDA”</u></b> Maximum GFA of 91,770m<sup>2</sup> for residential use</p> <p><b><u>“CDA(2)”</u></b> Hotel - Maximum GFA of 34,770m<sup>2</sup> (including commercial use with minimum GFA of 1,000m<sup>2</sup> of which at least 500m<sup>2</sup> at ground level).</p>	<p><b>Plans 1, 2, 6, 7 and 7A</b></p> <ul style="list-style-type: none"> <li>The “CDA” site is intended for private residential development.</li> <li>The “CDA(2)” site is intended for hotel development. A minimum 1,000m<sup>2</sup> GFA for commercial uses (including shop and eating place) are to be provided within the hotel. At least 500m<sup>2</sup> of the commercial GFA should be designed at ground level with access and seamless integration to the waterfront promenade.</li> </ul>
6. Maximum Building Height (BH)	<p><b><u>“CDA” and “CDA(2)”</u></b> 100mPD (at main roof level)</p>	<b>Plan 1</b>
7. Non-building areas (NBAs)	<p><b><u>“CDA”</u></b></p> <p>Two NBAs:</p> <ul style="list-style-type: none"> <li>15m-wide (northwestern boundary of the “CDA” site)</li> <li>22m-wide (middle section of the “CDA” site)</li> </ul>	<p><b>Plans 1, 2, 6, 7 and 7A</b></p> <ul style="list-style-type: none"> <li>The “CDA” sites lie at the gateway of prevailing south-westerly summer wind to the inland area of the Cheung Sha Wan District with Hing Wah Street West, Fat Tseung Street West and Tonkin Street West identified as three major breezeways within the district. These wind corridors are in alignment with the NE-SW direction.</li> <li>Two NBAs of varied widths (15m and 22m) have been maintained as breezeways within the “CDA” site to allow for better wind penetration into the inland sites, which can also help to improve the overall air ventilation and visual permeability for the area. To further enhance the pedestrian wind performance at surrounding areas, additional wind enhancement features can be</li> </ul>



Item	Particulars	Remarks
		<p>considered during the detailed design stage of the developments.</p> <ul style="list-style-type: none"> <li>No building or structure are permitted on, over, above, or within the NBA, except under or below to allow flexibility for ancillary car parking provision.</li> <li>For the NBA covered by the POS, no building or structure is permitted on, over, above, under, below or within the NBA.</li> </ul>
8. Maximum Site Coverage	<p><b><u>“CDA” and “CDA(2)”</u></b></p> <p>Not exceeding those stipulated in the Building (Planning) Regulations (B(P)R).</p>	
<b>B. Planning Requirements</b>		
9. Urban Design Considerations	<p><b><u>“CDA” and “CDA(2)”</u></b></p> <ul style="list-style-type: none"> <li>An urban design proposal should be prepared and formed part of the Master Layout Plan (MLP) submission.</li> <li>The MLP should take into account the following urban design considerations, where appropriate: <ul style="list-style-type: none"> <li>to ensure that the development be compatible with the surrounding developments and its unique waterfront settings;</li> <li>to create a focal point for a vibrant waterfront with diversity of activities and explore opportunities for water-land interface for public enjoyment;</li> <li>to create a pleasant waterfront living environment;</li> <li>to create visual interest by encouraging diversity of built forms with height variation while adopting a</li> </ul> </li> </ul>	<p><b>Plans 6, 7, 7A and 8</b></p> <ul style="list-style-type: none"> <li>Due regard should be given to the Town Planning Board’s Vision Statement for the Victoria Harbour and the Harbour Planning Principles and Harbour Planning Guidelines adopted by the Harbourfront Commission, and the Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 11 on Urban Design Guidelines.</li> <li>In the MLP submission, the developer is required to demonstrate that the development, including the design of the car park, can comply with the Sustainable Building Design Guidelines promulgated by the Government.</li> </ul>

Item	Particulars	Remarks
	<p>descending height profile towards the waterfront and respecting the adjacent low-rise development along the northwestern fringe of the “CDA” site (near Hing Wah Street West);</p> <ul style="list-style-type: none"> <li>- to preserve existing air paths and allow for sufficient separation between residential blocks to enhance visual and air permeability;</li> <li>- to adopt a podium free design with ancillary car parks to be located underground except for loading/unloading facilities to enhance air ventilation and visual permeability and maximize opportunities to provide high quality at-grade greenery;</li> <li>- to create a pleasant public-private interface through creative articulation of building edges, variation in facades and landscape treatment;</li> <li>- to enhance pedestrian connectivity from public transport network and surrounding areas to the waterfront promenade; and</li> <li>- to create a pleasant waterfront environment for public enjoyment with lush and sustainable landscaping along the waterfront promenade that connects to public open space network.</li> </ul>	
10. Public Open Space (POS) within the “CDA” site	To create a pleasant waterfront living environment and facilitate public enjoyment of the waterfront, a network of open spaces has been planned to connect with the waterfront promenade.	<b>Plans 6, 7, 7A and 8</b>

Item	Particulars	Remarks
	<p>A POS of not less than 3,600m<sup>2</sup> should be provided within the “CDA” site.</p> <ul style="list-style-type: none"> <li>to optimize site utilization, the POS is to be designed at-grade in the middle part of the “CDA” site where the drainage reserve and NBA are located (<b>Plans 6, 7 and 7A</b>) and its design should align with the planned POS at the “R(A)12” site to its north for public rental housing and subsidized sale flats developments so as to provide convenient access to the planned waterfront promenade.</li> </ul>	<ul style="list-style-type: none"> <li>The POS within the “CDA” site should be designed and constructed by the developer at his/her own cost and have it handed over to the LCSD for management and maintenance upon completion.</li> <li>Design of the POS should take reference from the Development Bureau’s “Public Open Space in Private Developments Design and Management Guidelines”.</li> <li>The POS provided should be designed to integrate under a coherent theme with the waterfront promenade.</li> <li>No building or structure is permitted on, over, above, under, below or within the POS.</li> <li>The POS should be excluded from local open space (LOS) and site coverage of greenery requirement calculations.</li> <li>The developer should seek advice from the LCSD regarding the design of the POS.</li> </ul>
11. Adjoining “Open Space” zone includes waterfront promenade (including disused pier)	<p><b>“O”</b> : about 0.99ha :</p> <p>Northwestern section waterfront promenade : about 0.68 ha  Southeastern section waterfront promenade : about 0.17 ha  Disused Pier : about 0.14 ha</p> <p>Along the waterfront of the “CDA” and “CDA(2)” zones is an “O” zone (including an existing disused pier) (about 9,900m<sup>2</sup>) is planned to be developed into a 20m wide waterfront promenade with a length of approximately</p>	<p><b>Plans 6, 7, 7A and 8</b>  Exact area subject to detailed survey.</p> <ul style="list-style-type: none"> <li>This area is primarily for provision of outdoor open-air public space for the local residents as well as the general public.</li> <li>Refreshment kiosk(s) (means structures used for the selling of snacks, light refreshments and soft drinks only; normally not greater than 10m<sup>2</sup> each in size) are permitted. The size, location</li> </ul>

Item	Particulars	Remarks
	<p>380m sea frontage.</p> <p>The area is to be developed as a public open space for public enjoyment of the waterfront. It comprises a 20m-wide waterfront promenade which runs along a northwestern to southeastern direction abutting both of the CDA sites (including an existing disused pier located at the southeastern end of the waterfront promenade).</p> <p>The design of the waterfront promenade should following design principles and explore opportunities :</p> <ul style="list-style-type: none"> <li>• to enhance public enjoyment of the waterfront by providing sitting out areas to relax, for harbour viewing and leisure strolling;</li> <li>• to allow for the provision of a diversity of activities to ensure vibrancy of the waterfront.</li> <li>• to provide some commercial uses (for example small refreshment kiosk(s)) to add vibrancy to the waterfront promenade.</li> <li>• to be sensitively designed and integrated with adjacent CDA developments to optimize its waterfront setting.</li> <li>• to create a coherent design and seamless integration with the POS network leading to the waterfront promenade and the commercial facilities at the “CDA(2)” site.</li> <li>• to provide adequate soft</li> </ul>	<p>and number(s) of kiosk(s) proposed along the northwestern section of the waterfront promenade directly fronting the CDA” site is/are to be approved by the LCSD in consultation with concerned departments.</p>

Item	Particulars	Remarks
	<p>landscape to enhance the landscape quality of the waterfront promenade.</p> <ul style="list-style-type: none"> <li>to provide sufficient width of landscaped buffer between the public waterfront promenade and residential development.</li> </ul> <p><i>Northwestern section of Waterfront Promenade fronting the “CDA” site</i></p> <ul style="list-style-type: none"> <li>This section of the waterfront promenade is to be constructed by the developer of the “CDA” site (<b>Plans 7 and 7A</b>).</li> </ul> <p><i>Southeastern section of Waterfront Promenade fronting the “CDA(2)” site</i></p> <ul style="list-style-type: none"> <li>This section of the waterfront promenade (including the disused pier) is to be constructed, managed and maintained by the developer of the “CDA(2)” site (Plans 7 and 7A).</li> </ul> <p><i>Existing disused pier within “O”</i></p> <ul style="list-style-type: none"> <li>The existing disused pier should be refurbished and converted into public open space use by the developer of the “CDA(2)” site to integrate with the southeastern section of the waterfront promenade.</li> </ul>	<ul style="list-style-type: none"> <li>The developer of the “CDA” site is to construct this section of the waterfront promenade at his/her own cost. He/she should seek advice from the LCSD on its design. This section of the waterfront promenade will be handed over to the LCSD for management and maintenance upon its completion.</li> <li>The developer of the “CDA(2)” site is to construct, manage and maintain this section of waterfront promenade (including the disused pier) at his/her own cost.</li> <li>Design of this section of the waterfront promenade fronting the “CDA(2)” site should make reference to Development Bureau’s “Public Open Space in Private Developments Design and Management Guidelines”.</li> <li>The developer of the “CDA(2)” site should carry out a technical feasibility study at his/her own cost. The study should explore opportunities to capitalize water-land interface facilities including but not limited to</li> </ul>

Item	Particulars	Remarks
	<ul style="list-style-type: none"> <li>Opportunities should be capitalized to include water-land interface facilities including but not limited to public landing steps at the existing disused pier to enhance accessibility to the waterfront (<b>Plans 7 and 7A</b>).</li> </ul>	<p>public landing steps at the existing disused pier, and to address all technical and legal matters arising from the refurbishment works and complete the relevant gazettal procedures (if required) at his/her own cost. The technical feasibility study including a Marine Traffic Impact Assessment should be prepared to the satisfaction of concerned departments.</p> <ul style="list-style-type: none"> <li>The southeastern section of the waterfront promenade together with the refurbished pier, upon completion, will be managed and maintained by the developer of the “CDA(2)” site.</li> </ul>
<p>12. Commercial Uses along the waterfront and within the adjoining waterfront promenade zoned “O”</p>	<p><b><u>“CDA(2)”</u></b></p> <p><b><u>Hotel</u></b></p> <ul style="list-style-type: none"> <li>To provide a more diverse land use mix and better utilize this prime waterfront site overlooking the Victoria Harbour, a hotel is proposed within the “CDA(2)” site. A minimum 1,000m<sup>2</sup> GFA for commercial uses including shop and eating place are to be provided within the hotel. At least 500m<sup>2</sup> of the commercial GFA should be designed at ground level with access and seamless integration to the waterfront promenade.</li> </ul> <p><b><u>“O”</u></b></p> <p><b><u>Waterfront Promenade</u></b></p> <ul style="list-style-type: none"> <li>As for the waterfront promenade, opportunities to include small refreshment kiosk(s) should be explored to enhance vibrancy of the waterfront activities.</li> </ul>	<p><b>Plans 6, 7, 7A and 8</b></p> <ul style="list-style-type: none"> <li>Commercial uses such as shop and eating place that are compatible with the waterfront setting should be provided to enhance vibrancy along the waterfront.</li> <li>The size, location and number(s) of kiosk(s) to be located within the northwestern section of the waterfront promenade fronting the “CDA” site is/are to be approved by the LCSD in consultation with concerned</li> </ul>

Item	Particulars	Remarks
		departments.
13. Local Open Space (LOS) Provision	<p><b><u>“CDA”</u></b></p> <ul style="list-style-type: none"> <li>Not less than 1m<sup>2</sup> LOS per person should be provided for the residents of the private residential development within the “CDA” site.</li> </ul>	<p><b>Plans 6, 7, 7A and 8</b></p> <p>Countability of open space shall take reference to Chapter 4: Recreation, Open Space and Greening of HKPSG.</p>
14. Landscape and Tree Preservation	<p><b><u>“CDA”, “CDA(2)” and “O”</u></b></p> <p>A Landscape Master Plan (LMP) should be prepared and submitted as part of the MLP submission at the planning application stage for each of the “CDA” sites and respective part of the adjoining “O” zone to be constructed by each developer, with the incorporation of the following landscaping requirements:</p> <ul style="list-style-type: none"> <li>a comprehensive landscape proposal should be created to integrate the developments with waterfront environment and waterfront promenade, soften the building mass and minimize the adverse impact on existing landscape character and resources;</li> <li>preserve the existing tree within the site as far as possible at their original locations;</li> <li>greening opportunity should be optimized to create a quality green setting. A minimum greenery coverage of 20% based on the net site area shall be provided (regarding the “CDA” site, area for the POS should be excluded). At grade greening should be maximized while the remainder can be at ground level and/or rooftops where accessible by the occupants;</li> <li>optimise the opportunity for</li> </ul>	<ul style="list-style-type: none"> <li>A tree survey report and a tree preservation proposal should be included in the LMP submission to avoid affecting the existing good quality mature trees (if any) as far as practicable.</li> <li>Reference should be made to the “Development Bureau Technical Circular (Works) No. 7/2015: Tree Preservation” and “Lands Administration Office Practice Notes No.7/2007 and No. 7/2007A”.</li> <li>The calculation of greenery coverage should be referenced to Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152.</li> </ul>

Item	Particulars	Remarks
	<p>sustainable landscaping and tree planting whilst maximizing the waterfront and open views. Landscape planting at street level, on roofs and vertical greening on facades should be provided; and</p> <ul style="list-style-type: none"> <li>• provide at-grade amenity treatment (e.g. high quality streetscape with roadside trees, street furniture and water features etc.) to improve pedestrian environment, to provide a friendly pedestrian setting and create a strong sense of place.</li> </ul> <p>A LMP should be prepared for each of the “CDA” sites and respective part of the adjoining “O” zone to be constructed by each developer, and should illustrate at least the following information:</p> <ul style="list-style-type: none"> <li>• conceptual and detailed landscape proposals including hard and soft landscape, supported by sections and perspectives, to demonstrate the design intention and feasibility;</li> <li>• other amenities, site furniture, facilities and water features to be provided;</li> <li>• the relationship of the development with the surroundings, especially with the waterfront promenade;</li> <li>• layout, location, detailed landscape design and demarcation of POS, LOS, and waterfront promenade including pedestrian circulation in relation to adjoining developments and areas; and</li> </ul>	



Item	Particulars	Remarks
	<ul style="list-style-type: none"> <li>clear and sufficient signage to demarcate the POS and waterfront promenade, and direct the public to access the promenade.</li> </ul>	
15. Car Parking, Loading and Unloading Provision	<p><b><u>“CDA” and “CDA(2)”</u></b></p> <ul style="list-style-type: none"> <li>Provision of ancillary car parking spaces and loading/unloading facilities in accordance with the HKPSG and submission of a Traffic Impact Assessment (TIA) as part of the MLP submission at the planning application stage.</li> </ul>	<ul style="list-style-type: none"> <li>Requirement should be provided in accordance with the HKPSG and subject to findings of the TIAs to be conducted for the two “CDA” sites to the satisfaction of the Commissioner for Transport (C for T).</li> <li>A podium free design should be adopted; all ancillary car parks are to be located underground could be sensitively designed to accord with its waterfront setting.</li> </ul>
<b>C. Other Technical Requirements</b>		
16. Traffic and Transport Aspects	<p><b><u>“CDA” and “CDA(2)”</u></b></p> <p>Each “CDA” site should submit its separate TIA:</p> <ul style="list-style-type: none"> <li>A TIA should be carried out to examine any possible traffic problems that may be caused by the proposed developments and identify plausible mitigation measures. It is advisable that the requirements and methodology of the TIA are agreed with C for T before its commencement.</li> <li>The TIA should be completed to the satisfaction of C for T and submitted as part of the MLP submission at the planning application stage.</li> <li>A proposal on pedestrian linkages should be prepared to the satisfaction of C for T to consolidate pedestrian facilities in the area (including footbridges, subways, footpaths and pedestrian</li> </ul>	<p><b>Plans 6, 7, 7A and 8</b></p> <ul style="list-style-type: none"> <li>Vehicular access to the Site will be via Hing Wah Street West and a two-way local road (Road A).</li> </ul> <p>To enhance pedestrian connectivity from the two CDAs to the waterfront promenade, additional features have been proposed:</p> <p><b><u>“CDA(2)”</u></b></p> <ul style="list-style-type: none"> <li>At the northwestern boundary of the site, a 2.5m-wide public right-of-way (to be opened within reasonable hours) has been designated to enhance pedestrian connectivity to the waterfront promenade.</li> <li>At the southwestern boundary of the hotel site, a 1.5m-wide wide public right-of-way (to be opened within reasonable hours) has been reserved to provide alternative access to the waterfront promenade.</li> </ul>

Item	Particulars	Remarks
	crossings) to improve pedestrian connectivity from the site to and from surrounding developments, in particular, to bring people from inland area to the planned waterfront promenade.	<ul style="list-style-type: none"> <li>No fence or barrier should be erected in between these two public right-of-ways.</li> </ul>
17. Environmental Aspect	<p><b><u>“CDA” and “CDA(2)”</u></b></p> <p>Each “CDA” site should submit its separate Environmental Assessment (EA):</p> <ul style="list-style-type: none"> <li>An EA should be prepared and submitted as part of the MLP submission at the planning application stage.</li> <li>The EA is required to address the potential environmental impacts associated with the proposed development, in particular the noise and the air quality impacts from the nearby pollution sources. Proposed mitigation measures should be incorporated as part of the MLP submission and implemented to the satisfaction of the Environmental Protection Department.</li> </ul>	<p><b>Plans 6, 7, 7A and 8</b></p> <ul style="list-style-type: none"> <li>In the design and disposition of the residential blocks at the “CDA” site, due regard should be given to protecting noise sensitive receivers through various measures such as setback and self-protective building design.</li> <li>Potential noise issues associated with the road traffic and from nearby land uses such as the existing CSWWFM located in the southeast, and the existing boatyards at its northwestern area should be addressed in the EA.</li> <li>Potential air quality issues such as vehicular emission, industrial/chimney emission, odour, and vessel emission from nearby land uses should be addressed in the EA.</li> </ul>
18. Drainage Aspects	<p><b><u>“CDA”, “CDA(2)” and “O”</u></b></p> <p>Each “CDA” site should submit a report of its own drainage connection system. For “CDA” site, the submission should cover the private residential development and adjoining “O” zone (include northwestern section of the waterfront promenade). For “CDA(2)” site, the submission should cover the hotel development, southeastern section of the waterfront promenade and the disused pier) :</p> <ul style="list-style-type: none"> <li>Development of the Sites should ensure that proper</li> </ul>	<p><b>Plans 6, 7, 7A and 8</b></p> <ul style="list-style-type: none"> <li>For the drainage system, the developer is required to connect their drainage system in a way as recommended in the “Agreement No. CE 64/2014 (CE) – Engineering Works at Lin Cheung Road Site, Sham Shui Po and Wang Chau, Yuen Long – Investigation, Design and Construction” carried out by CEDD, which already covers the drainage impact assessment of all sites on both sides of Road A including both “CDA” and “CDA(2)” sites and the waterfront promenade.</li> </ul>

Item	Particulars	Remarks
	<p>drainage connection system and proposed mitigation measures be provided. The applicant is required to examine any possible drainage problems that may be caused by the proposed developments and propose mitigation measures to tackle them.</p> <ul style="list-style-type: none"> <li>• The drainage connection system and proposed mitigation measures (if any) for development of the two CDAs should be provided to the satisfaction of the Director of Drainage Services and to be submitted as part of the MLP submission.</li> <li>• A 24m-wide drainage reserve is identified at the upper mid-section of the “CDA” site (<b>Plans 6 and 7</b>).</li> </ul>	<ul style="list-style-type: none"> <li>• No structure or support for any structure shall be erected within the drainage reserve area.</li> <li>• No tree shall be planted within the drainage reserve area (only removable planters will be allowed).</li> <li>• Free access should be provided at all times for the Drainage Services Department and his officers and the workmen to the drainage reserve area for the purpose of laying, repairing and maintenance of drains, sewers and all other services across, through or under the drainage reserve area.</li> </ul>
19. Sewerage Aspect	<p><b><u>CDA” and “CDA(2)”</u></b></p> <p>Each “CDA” site should submit its separate Sewerage Impact Assessment (SIA):</p> <ul style="list-style-type: none"> <li>• Development of the Sites should ensure that proper sewerage system be provided. The applicant is required to examine any possible sewerage problems that may be caused by the proposed developments and propose mitigation measures to tackle them.</li> <li>• A SIA should be prepared and submitted as part of the MLP submission at the planning application stage. It is required to assess any potential sewerage impacts that may be caused by the proposed development to the local and nearby sewer system. The SIA should also take into account the sewerage system proposed for Lin Cheung Road Site 3</li> </ul>	<ul style="list-style-type: none"> <li>• All the proposed sewerage upgrading works shall be implemented by the developer to current Government standards at their own costs.</li> </ul>

Item	Particulars	Remarks
	<p>and Site 5 (i.e. the public rental housing and subsidized sale flats development at “R(A)12”). All the proposed sewerage upgrading works shall be implemented by the developer to current Government standards at their own costs.</p> <ul style="list-style-type: none"> <li>The sewerage system and proposed mitigation measures (if any) for development of the two CDAs should be provided to the DEP and to be submitted as part of the MLP submission.</li> </ul>	
20. Water Services Aspect	<p><b><u>“CDA” and “CDA(2)”</u></b></p> <p>Each “CDA” site should submit its separate water supplies study and any necessary diversion works:</p> <ul style="list-style-type: none"> <li>The developer shall consult Water Supplies Department (WSD) on any necessary diversion works or provision of waterworks reserve for the existing water main within the site. In case it is not feasible to divert the affected water mains, a waterworks reserve shall be provided to the WSD.</li> </ul>	<ul style="list-style-type: none"> <li>The developer shall bear the cost of any necessary diversion works of existing water mains affected by the proposed development.</li> <li>No structure shall be erected over the waterworks reserve and such area shall not be used for storage purposes.</li> <li>The Water Authority and his officers and contractors, his or their workmen shall have free access at all times to the said area with necessary plant and vehicles for the purpose of laying, repairing and maintenance of water mains and all other service across, through or under it which the Water Authority may require to authorize.</li> </ul>
21. Visual Aspect	<p><b><u>“CDA” and “CDA(2)”</u></b></p> <p>Each “CDA” site should submit its separate Visual Impact Assessment (VIA):</p> <ul style="list-style-type: none"> <li>The VIA should be carried out to examine the visual impacts caused by the proposed development and</li> </ul>	<p><b>Plans 6, 7, 7A and 8</b></p> <ul style="list-style-type: none"> <li>In preparing the VIA, reference should be made to the Town Planning Board Guidelines on Submission of Visual Impact</li> </ul>

Item	Particulars	Remarks
	<p>propose mitigation measures as appropriate to tackle them.</p> <ul style="list-style-type: none"> <li>The VIA should be submitted as part of the MLP submission.</li> </ul>	Assessment for Planning Applications to the TPB (TPB PG-NO. 41).
22. Air Ventilation Aspect	<p><b><u>“CDA” and “CDA(2)”</u></b></p> <p>Each “CDA” site should submit its separate quantitative Air Ventilation Assessment (AVA):</p> <ul style="list-style-type: none"> <li>A quantitative AVA should be carried out for each “CDA” site to examine any air ventilation problems that may be caused by the proposed development and propose mitigation measures to tackle them.</li> <li>The AVA should take into account major proposed/committed developments in the surrounding area and address the potential cumulative air ventilation impact.</li> <li>Effective and appropriate mitigation measures and good design features should be identified and assessed in the AVA.</li> <li>The AVA should be submitted as part of the MLP submission.</li> </ul>	<p><b>Plans 6, 7, 7A and 8</b></p> <ul style="list-style-type: none"> <li>In preparing the AVA, reference should be made to the Joint Housing, Planning and Lands Bureau and Environment, Transport and Works Bureau Technical No.1/06 on Air Ventilation Assessment.</li> <li>Minor structure for footbridge connection or covered walkway, if any, should be included in the AVA.</li> </ul>

## 7. **IMPLEMENTATION PROGRAMME**

- 7.1 An implementation programme with phasing plan, if any, is required as part of the MLP submission for each “CDA” zone to indicate the construction programme of the proposed comprehensive development including residential development, hotel development, public waterfront promenade, recreational and open space facilities

etc.

- 7.2 It is anticipated that the two “CDA” zones may have different implementation timeframe; and individual MLP should be prepared for each of the “CDA” zones, with due regard to their surrounding areas. To ensure the adoption of the coordinated approach as mentioned in paragraph 3.10 above when formulating the individual MLP for each of the “CDA” zones, reference should be made to the planning intention and design criteria in the PB and the development proposal which has already been submitted/approved for the adjoining “CDA” zone.

## **8. MASTER LAYOUT PLAN SUBMISSION**

- 8.1 The MLP should be prepared in accordance with the Town Planning Board Guidelines for Submission of MLP under Section 4A(2) of the Town Planning Ordinance (TPB-PG No.18A) and submitted to the Board for approval under the Ordinance.
- 8.2 The MLP should contain all the information as required under the Notes for the “CDA” and “CDA(2)” zones of the South West Kowloon OZP and demonstrate clearly that the requirements stated in Explanatory Statement of the OZP and this PB have been complied with. It should indicate the following information:
- (i) the area of the proposed land uses, the nature, position, dimensions and heights of all buildings to be erected in the area;
  - (ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, total number of hotel rooms and room size, where applicable;
  - (iii) the details and extent of the recreational facilities, parking facilities, and open space to be provided within the area;
  - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
  - (v) the landscape and urban design proposals within the area;

- (vi) programmes of development in detail;
- (vii) an EA to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
- (viii) a report on the drainage connection system to examine any possible drainage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (ix) a SIA report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (x) a TIA report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (xi) a quantitative AVA report to examine any possible air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (xii) a VIA report to examine any possible visual impacts that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
- (xiii) such other information may be required by the Board.

8.3 The MLP should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities and recreational and open space facilities.

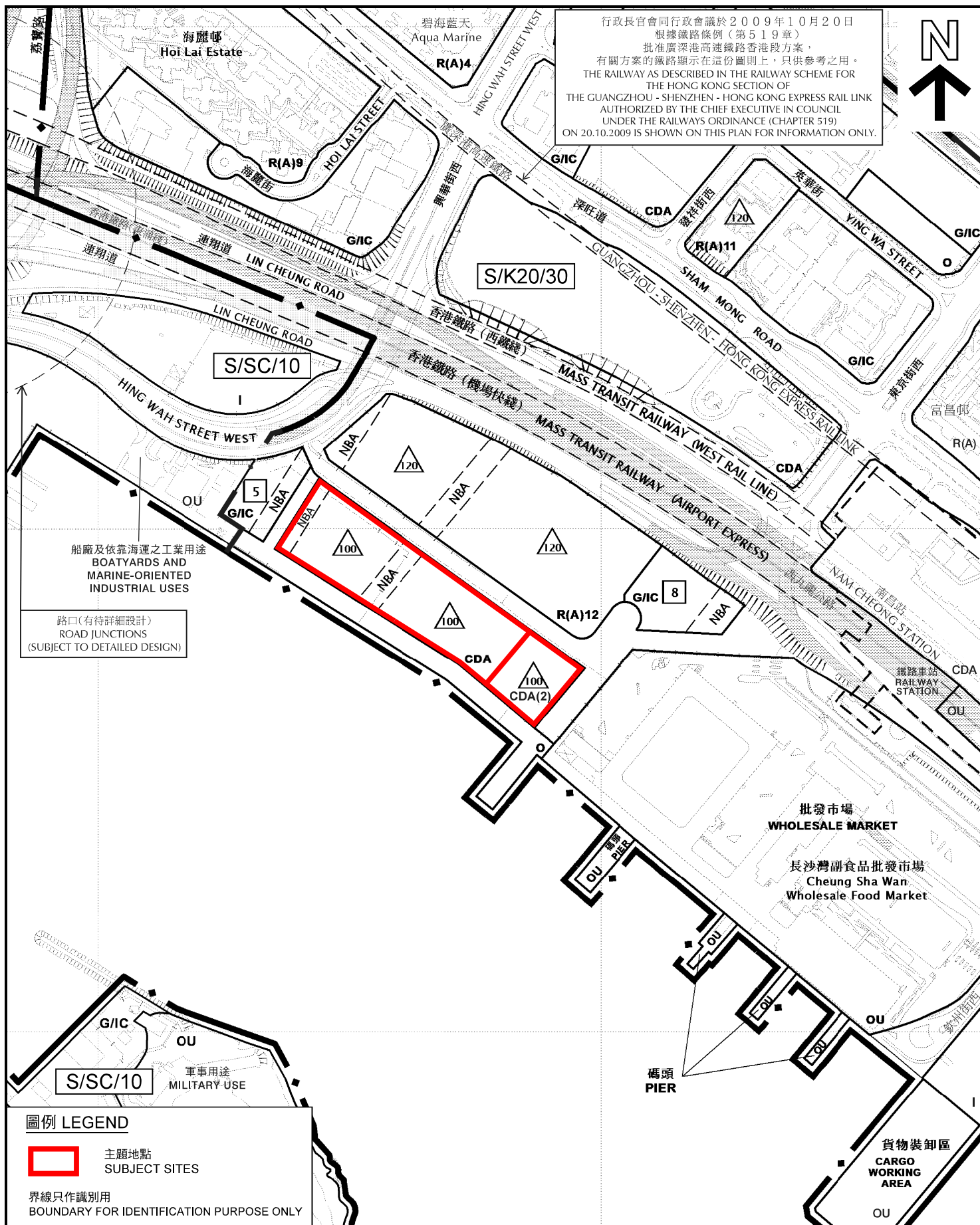
8.4 A copy of the MLP, if approved by the Board, shall be deposited in the Land Registry and shall be made available for free public inspection in accordance with section 4A(3) of the Ordinance.

## **9. ATTACHMENTS**

- Plan 1**    Location Plan
- Plan 2**    Site Plan
- Plan 3**    Aerial Photo
- Plan 4**    Site Photo
- Plan 5**    Panoramic View of Surrounding Areas
- Plan 6**    Urban Design Framework
- Plan 7**    Development Concept Plan – Indicative Layout
- Plan 7A**   Development Concept Plan – Surrounding Context
- Plan 8**    Development Concept Plan – Vehicular Access and Pedestrian Linkage

**PLANNING DEPARTMENT**  
**SEPTEMBER 2016**





本摘要圖於2016年8月31日擬備,  
所根據的資料為於2014年9月23日  
核准的分區計劃大綱圖編號S/K20/30和  
於2011年7月5日核准的分區計劃大綱圖  
編號S/SC/10  
EXTRACT PLAN PREPARED ON 31.8.2016  
BASED ON OUTLINE ZONING PLANS No.  
S/K20/30 APPROVED ON 23.9.2014 AND  
S/SC/10 APPROVED ON 5.7.2011

### 位置圖 LOCATION PLAN

深水埗連翔道用地內兩個  
「綜合發展區」規劃大綱草擬本  
DRAFT PLANNING BRIEF FOR TWO  
"COMPREHENSIVE DEVELOPMENT AREA" ZONES  
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

SCALE 1:5 000 比例尺  
米 100 0 100 200 米  
METRES

規劃署  
PLANNING  
DEPARTMENT

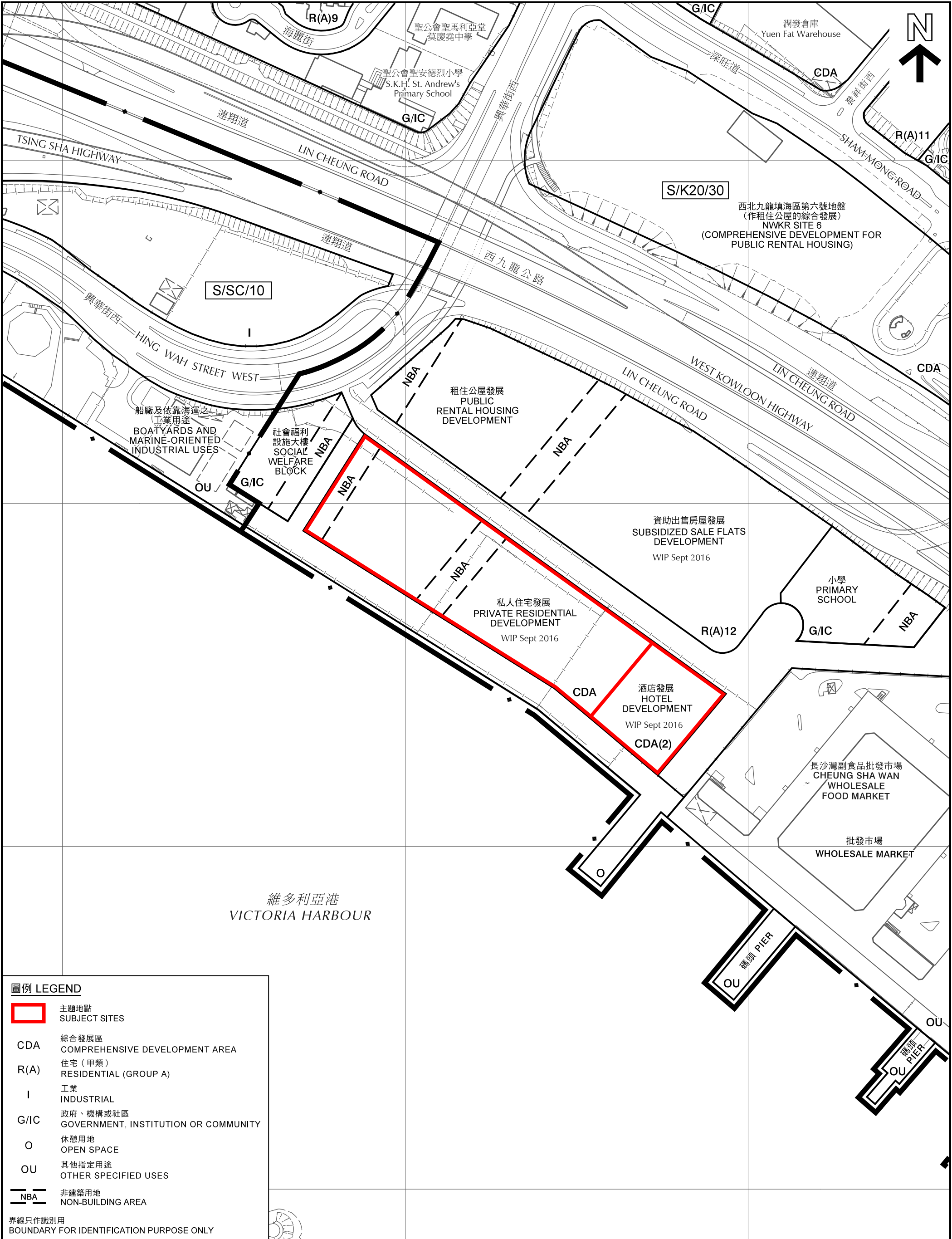


參考編號  
REFERENCE No.

M/K20/16/2

圖 PLAN

1







圖例 LEGEND

 主題地點  
SUBJECT SITES

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

維多利亞港  
VICTORIA HARBOUR

本摘要圖於2016年9月23日擬備，  
所根據的資料為地政總署於  
2016年1月8日拍得的航攝照片編號CS63190  
EXTRACT PLAN PREPARED ON 23.9.2016  
BASED ON AERIAL PHOTO No. CS63190  
TAKEN ON 8.1.2016 BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO  
深水埗連翔道用地內兩個  
「綜合發展區」規劃大綱草擬本  
DRAFT PLANNING BRIEF FOR TWO  
"COMPREHENSIVE DEVELOPMENT AREA" ZONES  
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

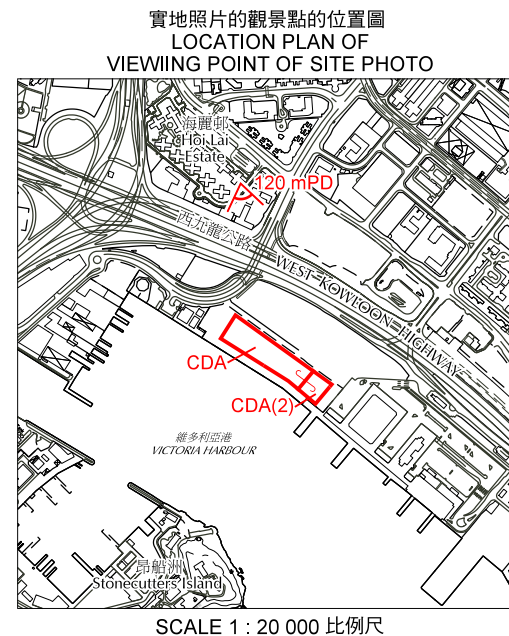
規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/K20/16/2

圖 PLAN  
3





圖例 LEGEND

主題地點  
SUBJECT SITES

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2016年9月23日擬備，  
所根據的資料為攝於2016年7月29日的  
實地照片  
PLAN PREPARED ON 23.9.2016  
BASED ON SITE PHOTO TAKEN ON  
29.7.2016

實地照片 SITE PHOTO  
深水埗連翔道用地內兩個  
「綜合發展區」規劃大綱草擬本  
DRAFT PLANNING BRIEF FOR TWO  
"COMPREHENSIVE DEVELOPMENT AREA" ZONES  
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

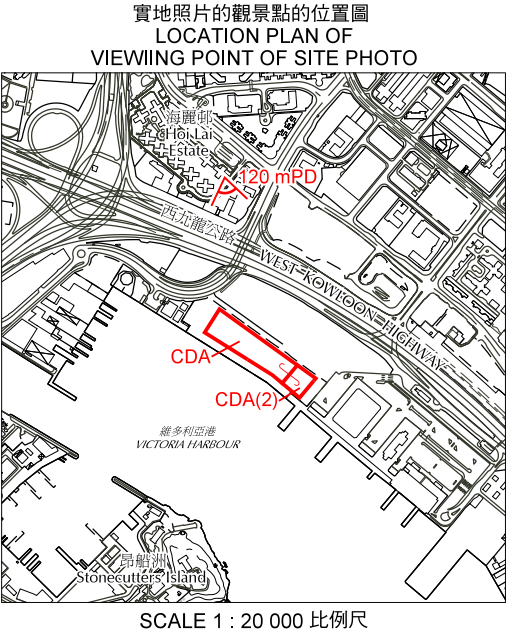
規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/K20/16/2

圖 PLAN  
4





圖例 LEGEND

主題地點  
SUBJECT SITES

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2016年9月23日擬備，  
所根據的資料為攝於2016年7月29日的  
實地照片  
PLAN PREPARED ON 23.9.2016  
BASED ON SITE PHOTO TAKEN ON  
29.7.2016

周邊地區的全景 PANORAMIC VIEW OF SURROUNDING AREAS

深水埗連翔道用地內兩個  
「綜合發展區」規劃大綱草擬本  
DRAFT PLANNING BRIEF FOR TWO  
"COMPREHENSIVE DEVELOPMENT AREA" ZONES  
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

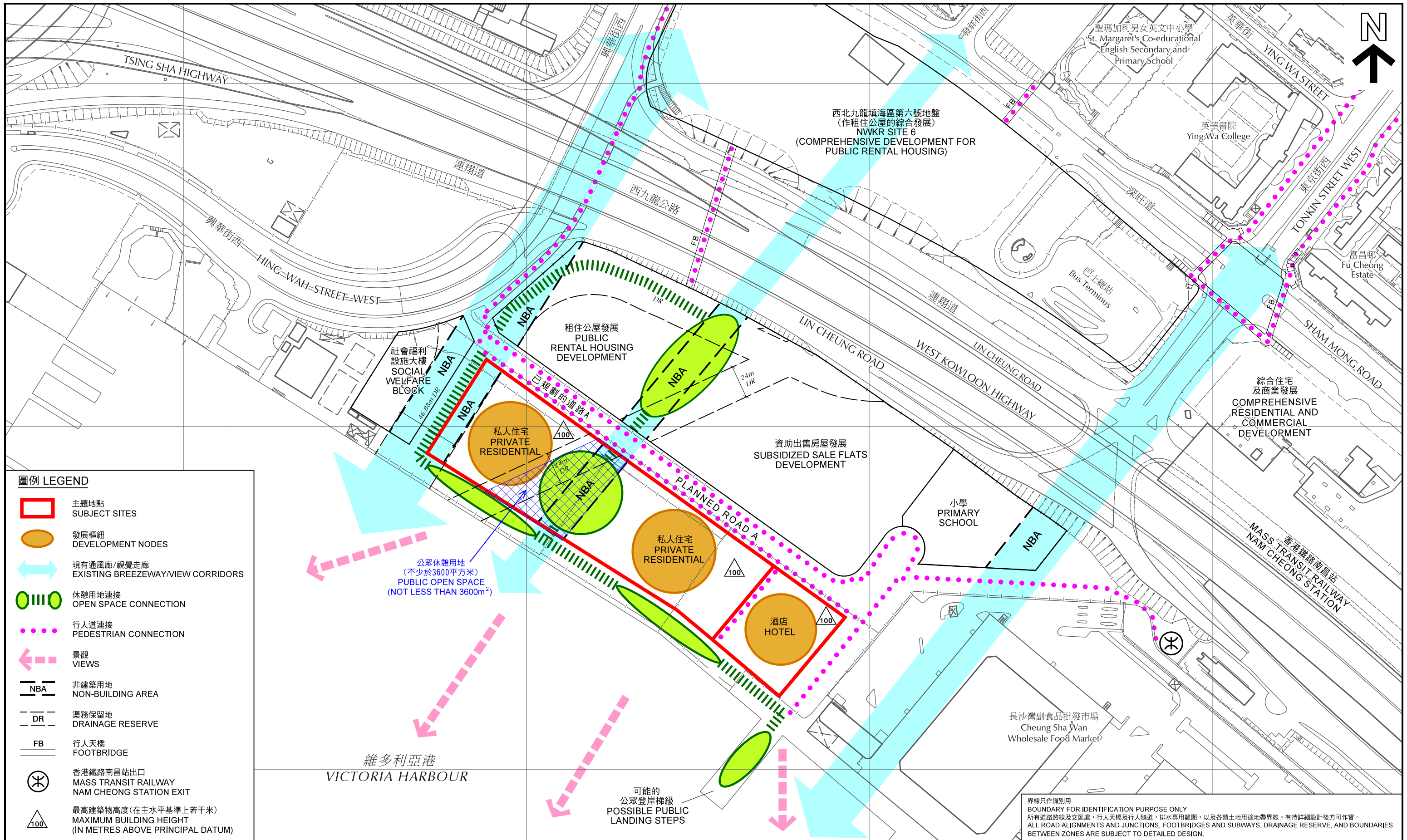
規劃署  
PLANNING DEPARTMENT



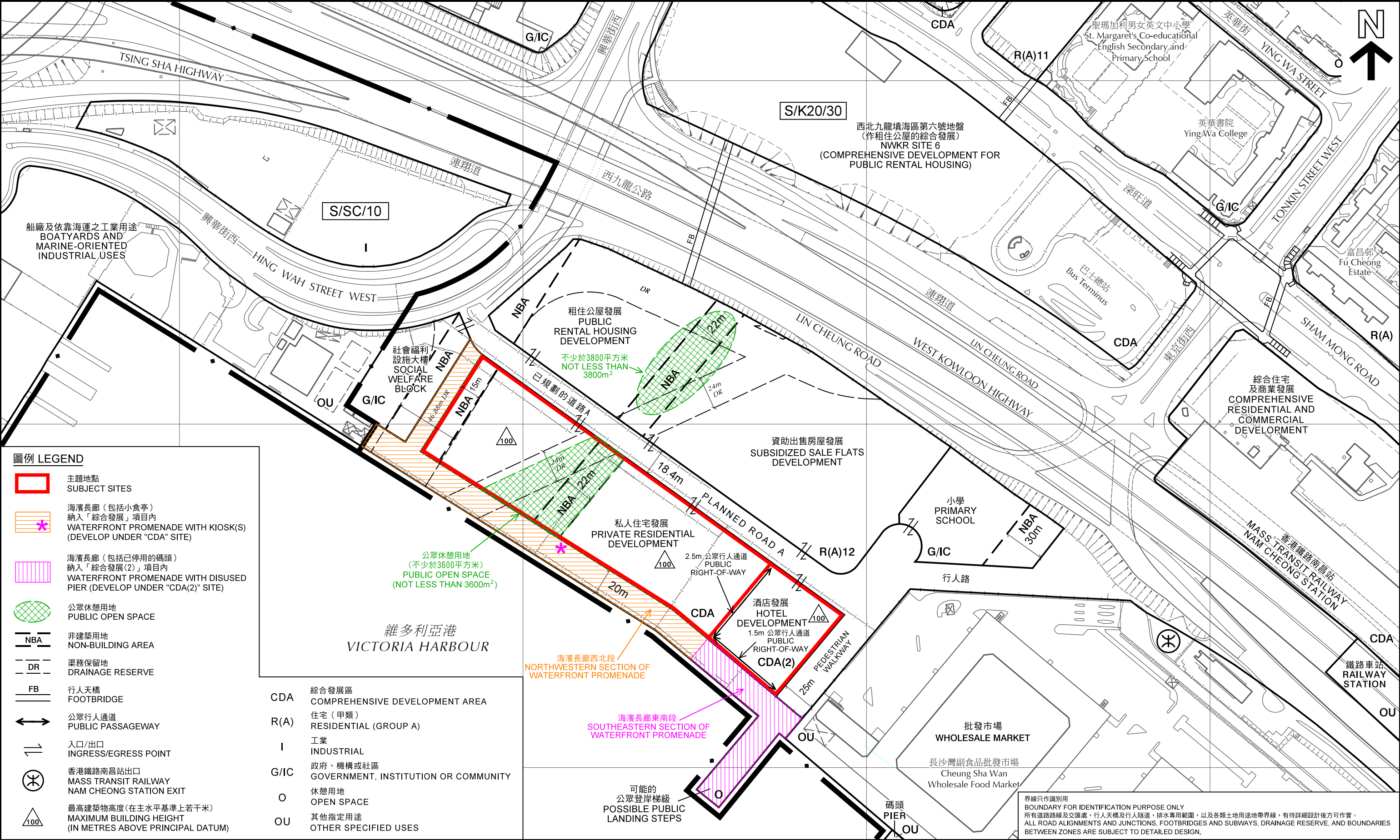
參考編號  
REFERENCE No.  
M/K20/16/2

圖 PLAN  
5









圖例 LEGEND

- 主題地點  
SUBJECT SITES
- 海濱長廊（包括小食亭）  
納入「綜合發展」項目內  
WATERFRONT PROMENADE WITH KIOSK(S)  
(DEVELOP UNDER "CDA" SITE)
- 海濱長廊（包括已停用的碼頭）  
納入「綜合發展(2)」項目內  
WATERFRONT PROMENADE WITH DISUSED  
PIER (DEVELOP UNDER "CDA(2)" SITE)
- 公眾休憩用地  
PUBLIC OPEN SPACE
- 非建築用地  
NON-BUILDING AREA
- 渠務保留地  
DRAINAGE RESERVE
- 行人天橋  
FOOTBRIDGE
- 公眾行人通道  
PUBLIC PASSAGEWAY
- 入口/出口  
INGRESS/EGRESS POINT
- 香港鐵路南昌站出口  
MASS TRANSIT RAILWAY  
NAM CHEONG STATION EXIT
- 最高建築物高度(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT  
(IN METRES ABOVE PRINCIPAL DATUM)

- CDA 綜合發展區  
COMPREHENSIVE DEVELOPMENT AREA
- R(A) 住宅（甲類）  
RESIDENTIAL (GROUP A)
- I 工業  
INDUSTRIAL
- G/IC 政府、機構或社區  
GOVERNMENT, INSTITUTION OR COMMUNITY
- O 休憩用地  
OPEN SPACE
- OU 其他指定用途  
OTHER SPECIFIED USES

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY  
所有道路路線及交匯處，行人天橋及行人隧道，排水專用範圍，以及各類土地用途地帶界線，有待詳細設計後方可作實。  
ALL ROAD ALIGNMENTS AND JUNCTIONS, FOOTBRIDGES AND SUBWAYS, DRAINAGE RESERVE, AND BOUNDARIES  
BETWEEN ZONES ARE SUBJECT TO DETAILED DESIGN.

本摘要圖於2016年9月23日擬備，  
所根據的資料為測量圖編號  
11-NW-12B及D和11-NW-13A, B, C及D  
EXTRACT PLAN PREPARED ON 23.9.2016  
BASED ON SURVEY SHEETS No.  
11-NW-12B & D AND 11-NW-13A, B, C & D

發展概念圖 - 顯示平面圖  
DEVELOPMENT CONCEPT PLAN - INDICATIVE LAYOUT  
深水埗連翔道用地內兩個  
「綜合發展區」規劃大綱草擬本  
DRAFT PLANNING BRIEF FOR TWO  
"COMPREHENSIVE DEVELOPMENT AREA" ZONES  
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

米 METRES 50 0 50 100 150 200 比例尺 SCALE 1 : 2 500

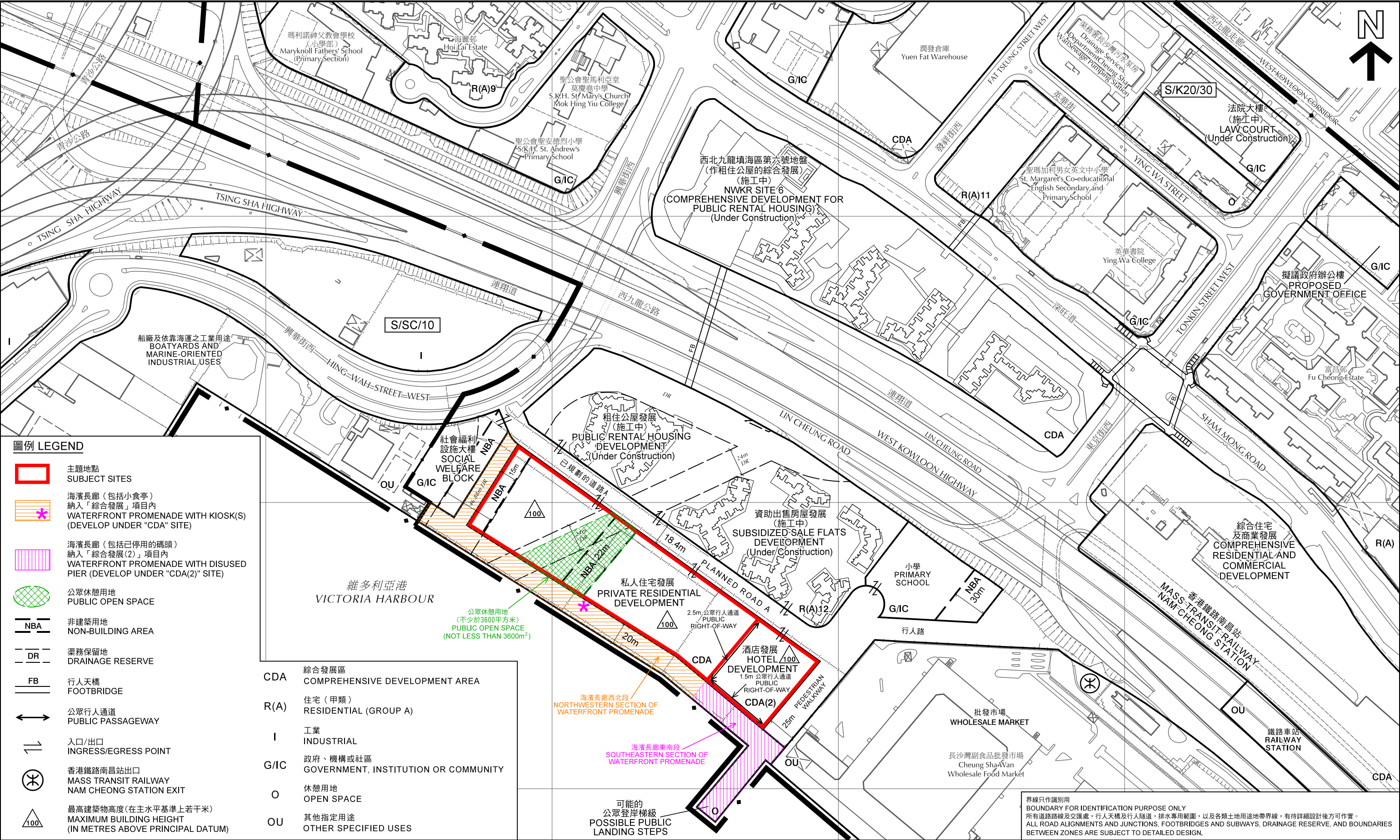
規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/K20/16/2

圖 PLAN  
7





發展概念圖-周圍情況  
DEVELOPMENT CONCEPT PLAN - SURROUNDING CONTEXT

深水埗連翔道用地內兩個  
「綜合發展區」規劃大綱草擬本  
DRAFT PLANNING BRIEF FOR TWO  
"COMPREHENSIVE DEVELOPMENT AREA" ZONES  
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

SCALE 1 : 3 000 比例尺

米 50 0 50 100 150 200 250 米  
METRES METRES

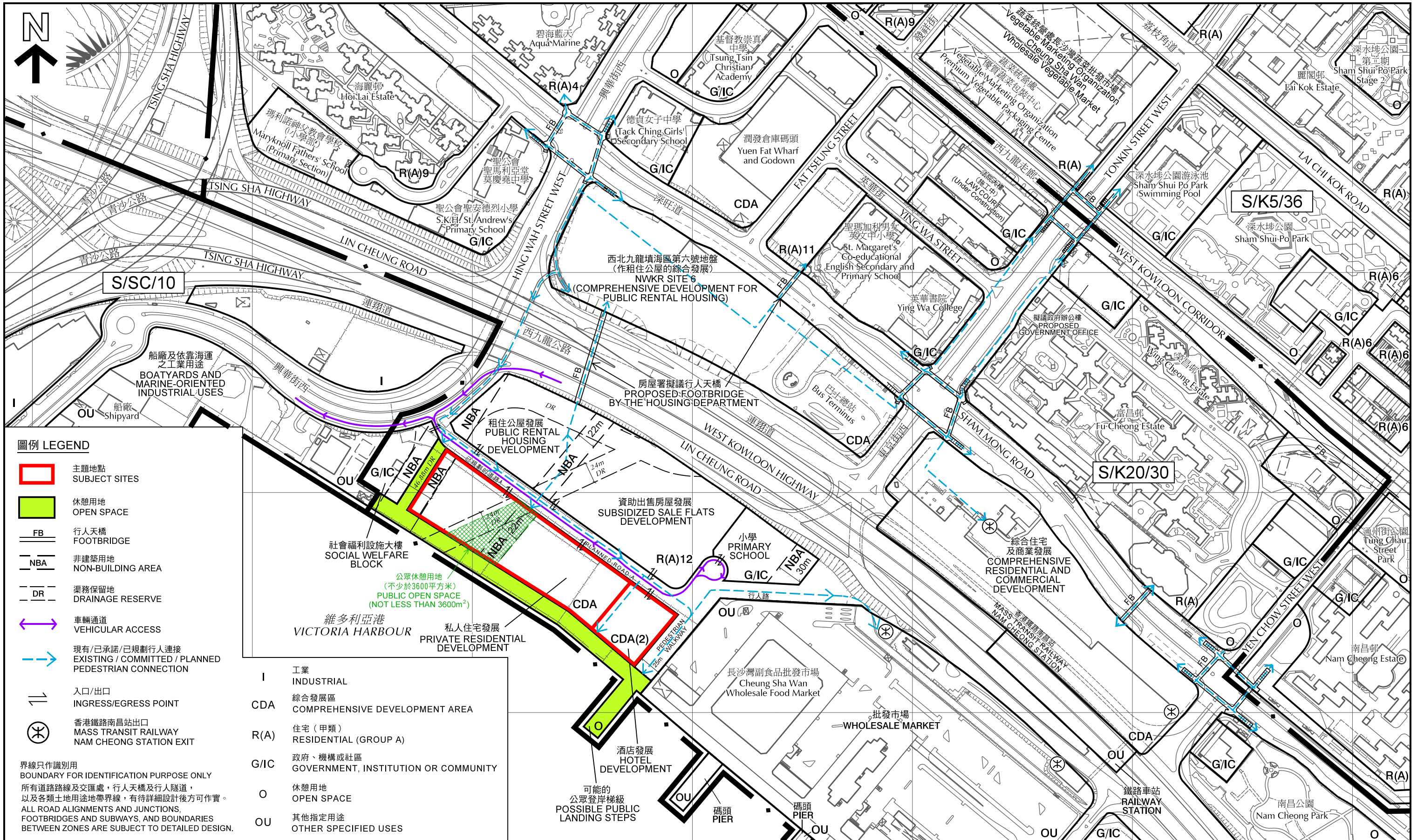
本摘要圖於2016年9月23日擬備，  
所根據的資料為測量圖編號  
11-NW-12B及D和11-NW-13A、B、C及D  
EXTRACT PLAN PREPARED ON 23.9.2016  
BASED ON SURVEY SHEETS No.  
11-NW-12B & D AND 11-NW-13A,B,C & D

規劃署  
PLANNING DEPARTMENT

參考編號  
REFERENCE No.  
M/K20/16/2

圖  
PLAN  
7A





圖例 LEGEND

- 主題地點  
SUBJECT SITES
- 休憩用地  
OPEN SPACE
- 行人天橋  
FOOTBRIDGE
- 非建築用地  
NON-BUILDING AREA
- 渠務保留地  
DRAINAGE RESERVE
- 車輛通道  
VEHICULAR ACCESS
- 現有/已承諾/已規劃行人連接  
EXISTING / COMMITTED / PLANNED PEDESTRIAN CONNECTION
- 入口/出口  
INGRESS/EGRESS POINT
- 香港鐵路南昌站出口  
MASS TRANSIT RAILWAY  
NAM CHEONG STATION EXIT

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY  
所有道路路線及交匯處，行人天橋及行人隧道，  
以及各類土地用途地帶界線，有待詳細設計後方可作實。  
ALL ROAD ALIGNMENTS AND JUNCTIONS,  
FOOTBRIDGES AND SUBWAYS, AND BOUNDARIES  
BETWEEN ZONES ARE SUBJECT TO DETAILED DESIGN.

- I 工業  
INDUSTRIAL
- CDA 綜合發展區  
COMPREHENSIVE DEVELOPMENT AREA
- R(A) 住宅 (甲類)  
RESIDENTIAL (GROUP A)
- G/IC 政府、機構或社區  
GOVERNMENT, INSTITUTION OR COMMUNITY
- O 休憩用地  
OPEN SPACE
- OU 其他指定用途  
OTHER SPECIFIED USES

發展概念圖 - 車輛通道及行人連接  
DEVELOPMENT CONCEPT PLAN - VEHICULAR ACCESS AND PEDESTRIAN LINKAGE  
深水埗連翔道用地內兩個  
「綜合發展區」規劃大綱草擬本  
DRAFT PLANNING BRIEF FOR TWO  
"COMPREHENSIVE DEVELOPMENT AREA" ZONES  
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO  
SCALE 1 : 4 000 比例尺

米 100 0 100 200 300 米  
METRES

規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/K20/16/2

圖 PLAN  
8