

METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD

MPC Paper No. 19/11
For Consideration by the
Metro Planning Committee on 4.11.2011

FURTHER CONSIDERATION OF THE DRAFT PLANNING BRIEF FOR
"COMPREHENSIVE DEVELOPMENT AREA" SITE IN WONG CHUK HANG

**Further Consideration of the Draft Planning Brief
for “Comprehensive Development Area” Site in Wong Chuk Hang**

1. Purpose

This paper is to:

- (a) report to the Metro Planning Committee (the Committee) the results of the consultation with the Southern District Council (SDC) on the draft planning brief (PB) for the “Comprehensive Development Area” (“CDA”) site in Wong Chuk Hang (WCH); and
- (b) seek Members’ endorsement of the draft PB at **Attachment I** for providing guidance for future development at the site.

2. Background

- 2.1 On 8.7.2011, the Committee considered the draft PB for the site and agreed that the draft PB was suitable for consultation with the SDC. A copy of the MPC Paper No. 8/11 (excluding the draft PB which is the same as that at Attachment I apart from the date) and relevant extract of the minutes of the MPC meeting are at **Attachments II** and **III** respectively.
- 2.2 The proposed uses and major development parameters for the site as set out in the draft PB are summarized as follows:

Site Area	About 7.17 ha
Proposed Uses	Residential, commercial (shopping centre), rail depot/station, public transport interchange (PTI), bus and public light bus (PLB) termini, Government, institution and community (GIC) facilities and other supporting facilities
Gross Floor Area (GFA)	<p>A maximum domestic gross floor area (GFA) of 357,500m² (equivalent to a plot ratio (PR) of about 5 based on the above site area)</p> <p>A maximum non-domestic GFA of 121,800m²* (equivalent to a PR of about 1.7 based on the above site area), including not more than 47,000m² for commercial uses (including social enterprises)</p>

Maximum Number of Flats	Not more than 4,700 Not less than 850 flats should be of not more than 50m ² saleable area in size
Maximum Building Height (BH)	Podium: 35mPD Residential Towers: 150mPD (main roof level)
Maximum Site Coverage	Podium: 95% Above Podium: Not exceeding those stipulated in the Building (Planning) Regulations
GIC Facilities	One 120-place Integrated Vocational Rehabilitation Services Centre and one 50-place Hostel for Moderately Mentally Handicapped Persons with a total Internal Floor Area of not less than 1,598m ² A venue of not less than 300m ² GFA for launching district events such as performances or ceremonies at the shopping centre 1,500m ² commercial GFA in the shopping centre for social enterprises, or other GIC facilities in case no suitable social enterprises can be identified
Public Transport Facilities	A PTI at Heung Yip Road Reprovisioning of the existing bus and PLB termini at Nam Long Shan Road and Police School Road respectively
Open Space Provision	Not less than 1,000m ² at-grade open space outside the residential portion of the development and open to the public Not less than 1m ² private open space per person should be provided for the residents of the development

* The non-domestic GFA includes commercial uses, GIC, railway depot and station, and transport facilities such as PTI and bus/PLB termini.

2.3 The District Development and Environment Committee (DDEC) of the SDC was consulted on 18.7.2011. A copy of the relevant extract of the minutes of the meeting of the DDEC in both Chinese and English is at **Attachment IV**.

3. SDC's Views on the Draft PB

3.1 In general, DDEC of SDC had no adverse comment on the draft PB but expressed a number of concerns mainly on the traffic impact of the proposed

development on the local road network and the traffic and transport arrangements in the CDA site. Their views are summarized as follows:

Traffic Issues

- (a) the proposed residential development and the proposed shopping centre in the CDA site would generate additional traffic to the area, which would give extra burden to the already congested local road network in WCH. Attention should be paid to the impact of inadequate provision of parking spaces in the area concerned and the likely traffic problems, such as queuing of vehicles. The traffic impact of the proposed development on the local road network should be carefully assessed to minimize traffic congestion in the area. Suitable road widening/improvement and traffic management measures should be proposed;

Public Transport Facilities

- (b) the scale of the proposed PTI and the proposed public transport routes/services in the PTI should be carefully planned to cater for the future needs. Consideration should be given to providing green mini-bus bays at the PTI;
- (c) how the proposed PTI would affect the existing bus and PLB termini in WCH;

Parking and Other Requirements

- (d) provision of a rehabilitation centre in the CDA was supported, and facilities for special transport vehicles and barrier-free access should be provided to serve the rehabilitation centre;
- (e) consideration should be given to providing cycle parking spaces in the CDA site;

Pedestrian Connections

- (f) opportunity should be taken to improve the pedestrian connection between the site and the surrounding developments, particularly on the provision of a footbridge to connect the CDA site and the area to the south of Shum Wan Road and improving the walking environment along Heung Yip Road. Barrier-free pedestrian access should be provided to connect the future Mass Transit Railway (MTR) station and the nearby developments;

Noise Impact

- (g) the noise impact of the rail depot should be assessed;

Performance Venue and Open Space Provision

- (h) the scale of the proposed performance venue (300m²) was too small to help enhance the art and cultural development in the district;
- (i) if the management agent of the shopping mall charged a high rent for the performance venue, it seemed unreasonable for the Government not to require the developer to pay premium;
- (j) opportunity should be explored to open up the podium of the development for public use;

Provision of Community Hall

- (k) the temporary bus terminus site at Nam Long Shan Road should be developed for community hall;

Social Enterprises

- (l) if no organization would take up the space reserved for social enterprises (1,500m²), whether the premises would be allocated to social welfare services; and

Tree Planting

- (m) uncertain if additional trees would be planted to compensate the trees felled by the proposed development.

3.2 The DDEC of SDC passed the following motion:

“The Committee requests the PB for the “CDA” site in WCH submitted by the Planning Department must be able to cope with the traffic flow in the future.”

4. Responses of the Transport Department and Planning Department

- 4.1 The Transport Department (TD) has been consulted on traffic and transport issues raised by the DDEC of SDC. The responses of TD and Planning Department (PlanD) to DDEC's views are set out below.
- 4.2 The draft PB has set out the development parameters as well as planning and design requirements to provide guidance for the future development on the site, including a maximum domestic GFA of 357,500m², a maximum non-domestic GFA of 121,800m², and a maximum building height of 150mPD. As part of the Master Layout Plan (MLP) submission, the MTR Corporation Limited (MTRCL) will need to include information on the GIC uses, open space provision, parking and loading/unloading facilities to be provided within the site. Various technical assessments, including environmental, traffic impact, air ventilation, visual, landscaping, drainage and sewerage impacts, will also be submitted together with the MLP.

Traffic Issues

- 4.3 On the concerns on the traffic impact of the proposed development on the local road network, a requirement is stipulated on page 11 of the draft PB for the submission of a detailed Traffic Impact Assessment (TIA) for the proposed development at the MLP submission stage. The TIA will include detailed assessments to examine any possible traffic problems that may be caused by the proposed development and to propose mitigation measures to address any identified problems. Any road/junction improvements proposed in the assessment shall be provided and implemented to the satisfaction of TD. The TIA will also include a pedestrian traffic study to assess the impacts of the proposed development on the pedestrian flows in the area. Since this is a rail station cum property development and given the local traffic condition, it is the intention to minimize the number of car parking spaces and to encourage the use of public transport including South Island Line (East) (SIL(E)). To this end, TD recommends to adopt a car parking ratio lower than the minimum requirement in the Hong Kong Planning Standards and Guidelines. Traffic

impact associated with the parking spaces of the development will also be reviewed in the TIA.

- 4.4 Regarding the road widening works in the area, TD advises that the essential public infrastructure works (EPIW) for the SIL(E) project will include the modification of a section of the existing WCH nullah into a decked structure to make way for the widening of Heung Yip Road to a dual two lane carriageway between Nam Long Shan Road and Ocean Park Road. A section of Police School Road between the future property development entrance and Heung Yip Road will be provided with an additional northbound traffic lane. Any further road improvement measures will be reviewed in the TIA to be submitted by MTRCL at the MLP submission stage.

Public Transport Facilities

- 4.5 On the scale of the PTI to be built underneath the WCH Station and public transport routes/services to be provided, TD advises that the PTI will be of sufficient size to provide buses, green mini-buses, taxis and other vehicles with loading/unloading facilities, so as to facilitate optimal inter-modal co-ordination between the railway and other modes of public transport for residents from the neighbouring areas to interchange to the SIL(E). In proposing the essential facilities, all relevant factors, including the future development of the district and public transport network have been fully taken into account. It should be noted that the facilities required to be provided in the PTI, which include bus/green mini-bus bays, taxi stand and loading/unloading bay, are already set out on page 9 of the draft PB.
- 4.6 The travel pattern of the public would be changed with the commissioning of the SIL(E). Suitable adjustment to the public transport services will be made to cope with the change in passenger demand effectively. While the exact provision of routes using the PTI or its scope of service has yet to be determined, TD will examine, prior to the commissioning of the SIL(E), the overall impact on other road-based transport modes, in the light of the public transport services. A new plan for public transport services will be mapped out, and the SDC and the public transport trades affected will be consulted.
- 4.7 The PTI will not affect the original facilities of the existing bus and PLB termini at Nam Long Shan Road and Police School Road respectively, which will be reprovided at the southern part of the CDA site.

Parking and Other Requirements

- 4.8 The provision of one parking space to accommodate 5.5-ton goods vehicle for the Integrated Vocational Rehabilitation Services Centre is stipulated on page 10 of the draft PB in accordance with the Social Welfare Department's requirement. Barrier-free access will be provided to serve the proposed social welfare facilities.
- 4.9 On the suggestion of providing cycle parking spaces in the CDA site, TD advises that it is the Government's policy to use the public transport system as the main transport mode and encourage the public to make use of the mass public transport system and other public transport services. As the road network and public transport system in Hong Kong are well developed and the general road traffic is heavy and road space is limited, the use of bicycles as a

transport mode in urban areas is not encouraged based on road safety considerations. In this respect, TD considers the provision of cycle parking spaces in the CDA not necessary.

Pedestrian Connections

- 4.10 As mentioned in paragraph 4.3 above, a pedestrian traffic study to assess the impacts of the proposed development on the pedestrian flows in the area should be included in the TIA to be submitted by MTRCL. The requirements for pedestrian connections with the PTI, bus and PLB termini are specified on page 9 of the draft PB. The TIA should also recommend necessary improvement measures. A walkway will be provided between the WCH Station and Kwun Hoi Path, to form part of the pedestrian link connecting the WCH Station to the Aberdeen Channel promenade. All the pedestrian connections/access for the proposed development will be barrier-free as required under the Buildings Ordinance.
- 4.11 On footbridge connections, TD advises that a new footbridge linking WCH Station and the nearby areas in WCH and near the existing Nam Long Shan Cooked Food Market will be provided under the EPIW item. Regarding the provision of a footbridge connecting Shum Wan Road with the CDA site, TD explains that as revealed by the initial traffic assessment carried out by MTRCL, the existing at-grade pedestrian crossing at the junction of Shum Wan Road and Nam Long Shan Road is considered adequate to cope with the pedestrians' need even when SIL(E) comes into operation. However, the detailed traffic demand and pedestrian connectivity associated with the proposed development will be further reviewed in the TIA to be submitted together with the MLP. The pavement in south-east corner of Nam Long Shan Road/Shum Wan Road would be widened to cater for a footbridge landing should it be justified in the later stage.

Noise Impact

- 4.12 SIL(E) is a designated project under the Environmental Impact Assessment Ordinance (EIAO) and an Environmental Permit is required for the construction and operation of the SIL(E). The EIA study, including a noise impact assessment, submitted by MTRCL under EIAO was endorsed by the Advisory Council on the Environment on 11.10.2010. Moreover, according to the draft PB (pages 11 to 12), an environmental assessment which will cover the examination of the noise and air quality impacts from nearby pollutant sources including SIL(E) on the proposed development is required to be submitted together with the MLP.

Performance Venue and Open Space Provision

- 4.13 The performance venue will be designed according to the floor area specified on page 8 of the draft PB, and its scale has made reference to similar facilities in other existing shopping malls. More details will be worked out at the MLP submission stage.
- 4.14 The purpose of granting MTRCL with the property development right is to bridge the funding gap for the construction of SIL(E). While land premium is not a planning consideration, under the rail-plus-property model, the MTRCL will pay full market premium of the site and bear all development cost for the property development.

- 4.15 To be in line with the Government's policy on provision of public facilities in private developments, the proposed 1,000m² public open space in the "CDA" site will be provided at grade and separated from the private local open space for the residents intended to be provided on the podium level of the development. The requirement of providing the public open space at grade and outside the residential portion of the proposed development is specified on page 6 of the draft PB.

Provision of Community Hall

- 4.16 The temporary bus terminus site at Nam Long Shan Road, which is currently occupied by MTRCL as a works area, has already been reserved for the development of a community hall (**Plan 2 of Attachment I**). The Home Affairs Department will review the development programme of the community hall having regard to the timing of return of the site upon completion of SIL(E).

Social Enterprises

- 4.17 As stated on page 7 of the draft PB, in case no suitable social enterprises can be identified, the premises would be reserved for GIC uses, and not limiting to social welfare facilities.

Tree Planting

- 4.18 Regarding tree removal and compensatory planting on the site, it is stipulated on page 6 of the draft PB that a Landscape Master Plan including a transplanting and compensatory planting proposal and a comprehensive landscaping proposal should be submitted as part of the MLP submission, for the Committee's consideration at the planning application stage.

Motion

- 4.19 As regards SDC's motion that the PB for the "CDA" site in WCH must be able to cope with the traffic flow in the future, the responses in paragraphs 4.3 and 4.4 are relevant.

5. Planning Department's Views

- 5.1 The PB is prepared in accordance with the planning intention of the "CDA" zone and aims at providing a framework stating the proposed uses, development parameters, and planning and design requirements for MTRCL to prepare a MLP for consideration of the Committee. Detailed design and proposals are not included in the PB.
- 5.2 The primary concerns of DDEC of SDC are related to the traffic impact of the proposed development on the local road network and the traffic and transport arrangements in the CDA site, which can be thoroughly examined in the TIA to be submitted by MTRCL together with the MLP. The views expressed by DDEC of SDC have been conveyed to concerned departments, including TD and Highways Department, and MTRCL for consideration. The SDC will be further consulted on the development proposal at the MLP submission stage.
- 5.3 Given that the requirements in the draft PB have generally covered the issues raised by DDEC of SDC, no amendment to the draft PB is considered necessary. Members are invited to take note of SDC's views. Subject to the endorsement

of the draft PB by the Committee, the PB will be passed to MTRCL to provide guidance for the future development and serve as a reference for the submission of planning application for the site.

6. Decision Sought

Members are invited to:

- (a) note the views of DDEC of SDC as summarized in paragraph 3 above and recorded in **Attachment IV**; and
- (b) endorse the draft PB at **Attachment I**.

7. Attachments

Attachment I Draft PB for the "CDA" Site in Wong Chuk Hang

Attachment II MPC Paper No. 8/11 (excluding the draft PB)

Attachment III Extract of the minutes of the MPC meeting held on 8.7.2011

Attachment IV Extract of the minutes of the DDEC of SDC meeting held on 18.7.2011

**PLANNING DEPARTMENT
NOVEMBER 2011**

**Draft Planning Brief for
the “Comprehensive Development Area” Site in Wong Chuk Hang**

1. PURPOSE OF THE PLANNING BRIEF

- 1.1 The purpose of the Planning Brief (the 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 at the “Comprehensive Development Area” (“CDA”) Site (the Site) in Wong Chuk Hang.
- 1.2 The Site is zoned “CDA” on the Aberdeen & Ap Lei Chau Outline Zoning Plan (OZP) (**Plan 1**). Pursuant to section 4A(2) of the Town Planning Ordinance (the Ordinance) and according to the Notes of the OZP, an applicant for permission for development on land designated “CDA” shall prepare a MLP for the approval of the Town Planning Board (the Board).

2. BACKGROUND

- 2.1 The South Island Line (East) (SIL(E)) is a 7-kilometre long medium capacity railway which will provide service between Admiralty and South Horizons with three intermediate stations near Ocean Park, in Wong Chuk Hang and at Lei Tung Estate. The construction works commenced in May 2011 for completion in 2015. According to the railway scheme authorized by the Chief Executive in Council (CE in C) under the Railways Ordinance on 30.11.2010, a section of SIL(E) will run along Heung Yip Road, with the Wong Chuk Hang Station located in the north and the railway depot within the south-eastern portion of the Site.
- 2.2 On 17.5.2011, CE in C approved to grant with the property development right of the Site as a form of financial assistance to the MTR Corporation Limited (MTRCL) to implement the SIL(E).
- 2.3 The Site is intended for comprehensive development/redevelopment for residential and commercial uses together with a rail depot and station with the provision of public transport and other supporting facilities.

3. THE SITE AND SURROUNDING AREAS (PLANS 1 – 3)

The Site

- 3.1 The Site has a site area of about 7.17 ha (subject to survey) and is zoned “CDA” on the Aberdeen & Ap Lei Chau OZP (Plan 1).
- 3.2 The Site is bounded by Heung Yip Road on the north, Police School Road on the east and south, and Nam Long Shan Road on the west (Plans 1 and 2).
- 3.3 The Site is a piece of Government land. It was previously occupied by the Wong Chuk Hang Estate. The south-western part of the Site is a bus terminus and to the south of Police School Road is an existing Public Light Bus (PLB) terminus. The northern fringe covers an existing nullah to be decked over and a small strip of Heung Yip Road.
- 3.4 A short term tenancy covering the Site and part of the existing nullah to the north has been granted to MTRCL for the purposes of works area and works site for the construction of SIL(E) up to 30.6.2015.

Surrounding Land Uses (Plans 2 and 3)

- 3.5 The Wong Chuk Hang Business Area is located to the north across Heung Yip Road.
- 3.6 Two residential developments and low to medium-rise Government, Institution and Community (GIC) facilities including a swimming pool complex, St. Mary’s Home for the Aged and Tung Wah Group of Hospitals Jockey Club Rehabilitation Complex are found to the west at Welfare Road.
- 3.7 To the south-west along Nam Long Shan Road are mainly low to medium-rise GIC facilities and high-rise residential developments.
- 3.8 To the south are Singapore International School and its extension, a proposed community hall site and a proposed post-secondary educational institution site.
- 3.9 The Hong Kong Police College is located to the east.

4. PLANNING REQUIREMENTS FOR THE “CDA” SITE

Item	Particulars	Remarks
Major Development Parameters		
OZP Zoning and Planning Intention	<p>“CDA” subject to a maximum building height (BH) of 150 metres above Principal Datum (mPD), a maximum domestic gross floor area (GFA) of 357,500m² and a maximum non-domestic GFA of 121,800m² on the Aberdeen & Ap Lei Chau OZP.</p> <p>The zone is intended for comprehensive development/redevelopment of the area for residential and commercial uses together with a rail depot and station with the provision of public transport and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints as well as air ventilation and visual considerations.</p> <p>Minor relaxation of the GFA and BH restrictions may be considered by the Board on application under section 16 of the Ordinance.</p>	
Proposed Uses	Residential, commercial (shopping centre), rail depot/station, public transport interchange (PTI), bus and PLB termini, GIC and other supporting facilities	
Site Area	About 7.17 ha	<p>Plan 2</p> <p>Subject to verification upon setting out of site boundary.</p>

Item	Particulars	Remarks
Maximum GFA and Maximum Plot Ratio (PR)	<p>A maximum domestic GFA of 357,500m² (equivalent to a PR of about 5 based on the above site area)</p> <p>A maximum non-domestic GFA of 121,800m² (equivalent to a PR of about 1.7 based on the above site area)</p>	<ul style="list-style-type: none"> • The proposed development should not exceed the specified maximum domestic GFA and non-domestic GFA. • The commercial uses (shopping centre), GIC, railway and transport facilities, including the PTI and bus/PLB termini are accountable for GFA calculation. The commercial GFA including the social enterprises, or other GIC facilities in case no suitable social enterprises can be identified, should not exceed 47,000m². • The total maximum number of flats should not exceed 4,700. Not less than 850 flats to be provided should be of not more than 50m² saleable area in size.
Maximum BH	<ul style="list-style-type: none"> - Podium: 35mPD - Residential Towers: 150mPD (main roof level) 	<ul style="list-style-type: none"> • The podium should adopt a stepped terrace design with heights ranging from 32mPD to 35mPD. • The BHs of the residential towers should be ranging from 120mPD to 150mPD arranged in a stepped BH profile. • See Urban Design Considerations for details.

Item	Particulars	Remarks
Maximum Site Coverage	<ul style="list-style-type: none"> - Podium: 95% - Above Podium: Not exceeding those stipulated in the Building (Planning) Regulations 	
Planning Requirements		
Urban Design Considerations	<p>The development scheme should take into account the following urban design considerations, where appropriate:</p> <ul style="list-style-type: none"> • avoid adverse impact on pedestrian wind environment; • adopt sensitive layout and disposition of buildings with the provision of at least 3 air/visual corridors, with one of minimum 30m wide across the north-eastern and south-western part of the Site and two of minimum 20m wide in north-south and east-west directions, to achieve better air ventilation and visual permeability (Plan 4); • in addition to the air/visual corridors, provide gaps between building blocks within the Site and from those on adjoining sites; • minimize the size and height of the podium structure as far as possible; • provide terraced podium design and building setback along site boundary to help minimize building bulk; and • adopt a stepped BH profile with the lowest BH not exceeding 120mPD at the south-western part nearer to the 	<ul style="list-style-type: none"> • The 3 air/visual corridors should maintain visual permeability when viewed from two major tourist attractions, Jumbo Floating Restaurant and Ocean Park, and from the Nam Long Shan Road area (Plan 4). The exact alignments of these corridors are subject to the findings of Air Ventilation Assessment (AVA) and Visual Impact Assessment (VIA) for the Site. • The layout and disposition of the domestic blocks should be subject to the requirements identified in the AVA and VIA for the Site. • In the Master Layout Plan (MLP) submission to the Board, the developer is required to demonstrate that the development, including the design of the podium and car park, can comply with the Sustainable Building Design Guidelines promulgated in the Practice Notes for Authorized Persons, Registered Structural Engineers and Registered

Item	Particulars	Remarks
	waterfront ascending progressively towards Heung Yip Road and the foothill of Brick Hill.	Geotechnical Engineers APP-152 issued by the Building Authority.
Open Space Provision	<p>For the residential development, not less than 1m² private local open space (LOS) per person should be provided for the residents of the development.</p> <p>Provision of not less than 1,000m² at-grade open space outside the residential portion of the development and open to the public.</p>	<ul style="list-style-type: none"> • The private LOS can be provided at grade or on podium level. • MTRCL should be responsible for the management and maintenance of the open space.
Visual Aspect	A VIA should be prepared to demonstrate that the BH and design of the proposed development would minimize any adverse impact on the surrounding areas.	<ul style="list-style-type: none"> • In preparing the VIA, reference should be made to the Town Planning Board Guidelines on Submission of VIA for Planning Applications to the Town Planning Board. • In addition, it should be substantiated in the VIA that visual permeability can be maintained when viewed from the two major tourist attractions in the area, namely, Ocean Park and Jumbo Floating Restaurant, and from the Nam Long Shan Road area.
Landscape and Tree Preservation Aspects	A Landscape Master Plan (LMP) should be prepared and submitted as part of the MLP submission at the planning application stage, including transplanting and compensatory planting proposals and with the incorporation of the following landscaping requirements:	<ul style="list-style-type: none"> • In preparing the LMP, the applicant is encouraged to make reference to the Greening Master Plan for Southern District published by the Government in the formulation of planting theme and strategy.

Item	Particulars	Remarks
	<ul style="list-style-type: none"> • create a comprehensive landscape proposal to soften the building mass; • due consideration should be given to preserving the existing trees on the Site as far as practicable; • optimize greening opportunities in the development. Landscape planting at street level, on podium/roofs and vertical greening on façades should be provided. Planting along the edges and terraced design with greening should be applied to the podium; • introduce high quality streetscape with tree planting and street furniture along the podium edge to soften the building mass, to provide a friendly pedestrian setting and create a strong sense of place; and • a minimum coverage of 30% for greening at the Site (calculated based on the whole site area) should be adopted. The greening can be at ground level, podium, rooftop, etc. Minimum half of the greening should be provided at grade or levels easily accessible to pedestrians (e.g. street level and/or platform/podium accessible to the public). 	<ul style="list-style-type: none"> • Reference should be made to the requirements and procedures as stipulated in Lands Administration Office Practice Note No. 7/2007 - 'Tree Preservation and Tree Removal Application for Building Development in Private Projects'. • Tree planting should be maximized in the development where practicable, particularly, at street level and on podium level.
GIC Facilities	1,500m ² commercial GFA in the shopping centre should be reserved for the use of social enterprises, or other GIC facilities in case no suitable social enterprises can be identified.	<ul style="list-style-type: none"> • Actual provision is subject to the agreement of relevant Government departments/ authorities.

Item	Particulars	Remarks
	<p>A venue of not less than 300m² GFA for launching district events such as performances or ceremonies at the shopping centre.</p> <p>One 120-place Integrated Vocational Rehabilitation Services Centre and one 50-place Hostel for Moderately Mentally Handicapped Persons with a total Internal Floor Area of not less than 1,598m².</p>	<ul style="list-style-type: none"> Any reduction in the GFA or internal floor area for GIC facilities should be agreed with relevant Government departments/authorities. Detailed provision of the social welfare facilities is subject to the agreement of the Social Welfare Department (SWD). The Hostel for Moderately Mentally Handicapped Persons should be located not more than 24m from the street level and the Integrated Vocational Rehabilitation Services Centre is preferred to be located on ground floor with convenient access to the loading/unloading facilities to facilitate loading and unloading of products. All GIC facilities are accountable for GFA calculation. Depending on the actual provision of the GIC facilities, they may be accountable for the calculation of non-domestic GFA. The GIC facilities should be designed and constructed by the developer to the satisfaction of the relevant Government departments/authorities, and handed over

Item	Particulars	Remarks
		to the concerned Government departments for management and maintenance upon completion.
Public Transport Facilities	<p>The provision of a PTI at the northern part at Heung Yip Road and bus and PLB termini in the south at Nam Long Shan Road and Police School Road respectively.</p> <p>The PTI should provide:</p> <ul style="list-style-type: none"> • 2 bus bays accommodating 8 buses (total length of about 104m); • 1 green mini-bus (GMB) bay accommodating 4 GMBs (about 32m long); • 1 taxi stand accommodating 6 taxis (about 30m long); and • 1 general loading/unloading bay (about 45m long) for kiss-and-ride/pick-up/drop off facilities. <p>Exact level of provision is subject to the agreement of the Transport Department (TD).</p>	<ul style="list-style-type: none"> • The bus and PLB termini are reprovisioning of the existing facilities on the Site. • The PTI should be completed by the developer and handed over to the Government for management and maintenance upon completion subject to the agreement of TD and concerned Government departments on the exact location and detailed arrangement of the proposed PTI and bus/PLB termini.
Pedestrian Connection	<p>There should be direct and weather-proof pedestrian connections between the rail station and the PTI as well as the bus and PLB termini for the use by the public. The operating hours of the pedestrian connections should tie in with the operating hours of rail and bus services.</p>	

Item	Particulars	Remarks
	<p>Convenient pedestrian linkages between the proposed rail station/PTI/bus and PLB termini on the Site and the surrounding areas, in particular the Wong Chuk Hang Business Area to the north and the proposed pedestrian linkage along Staunton Creek nullah, should be provided.</p> <p>To provide a minimum 4m wide footpath, with setback of the development where appropriate, along Police School Road and Nam Long Shan Road to the satisfaction of TD.</p>	
<p>Car Parking, Loading and Unloading Provision</p>	<p>The number of car parking spaces for the residential and commercial uses should not exceed 880, comprising 730 for the residential development and 150 for the shopping centre. Exact level of provision should be justified by a Traffic Impact Assessment (TIA) and subject to the agreement of TD.</p> <p>Provision of loading/unloading facilities in accordance with Chapter 8 of the Hong Kong Planning Standards and Guidelines and subject to the agreement of TD.</p>	<ul style="list-style-type: none"> • Since this is a rail station cum property development and given the local traffic condition, the intention is to minimize the number of carparking spaces and to encourage the use of public transport including SIL(E). Control on carparking provision to a level lower than the minimum requirement recommended in the Hong Kong Planning Standards and Guidelines is imposed. • One additional carparking space for 5.5-ton goods vehicle with dimension of 7m (length), 3.5m (width) and 3.6m (minimum headroom) should be provided for the Integrated Vocational Rehabilitation Services Centre.

Item	Particulars	Remarks
Other Technical Requirements		
Traffic and Transport Aspects	A TIA should be prepared and submitted as part of the MLP submission at the planning application stage. Any road/junction improvements proposed in the assessment should be provided and implemented to the satisfaction of TD.	The TIA should take into account major proposed/committed developments in the surrounding areas, including the proposals with valid planning approvals in the Wong Chuk Hang Business Area. It should also include a pedestrian traffic study to assess the impacts of the proposed development on the pedestrian flows in the area and recommend improvement measures to address any identified problems.
Air Ventilation Aspect	An AVA should be prepared and submitted as part of the MLP submission at the planning application stage. The AVA should take into account major proposed/committed developments in the surrounding areas.	The Site lies on a major east-west air path as identified in the AVA by Expert Evaluation for the Aberdeen & Ap Lei Chau area. As recommended in the AVA, developments along this air path should not disturb the air ventilation potential and should be substantiated by detailed AVAs. In particular, the proposed development on the Site should be carefully designed for air ventilation. Disposition of the towers should ensure maintaining the east-west air flow. Terraced podium design should be considered. Voids between towers and podium to allow porosity near ground level should also be considered.
Environmental Aspect	An Environmental Assessment should be prepared and submitted as part of the MLP submission at the planning	In the design and disposition of the building blocks, due regard should be given to protecting

Item	Particulars	Remarks
	application stage. It is required to address the potential environmental impacts associated with the proposed development, in particular the noise and the air quality impact from the nearby pollutant sources such as SIL(E), industrial uses, road traffic and the PTI. Proposed mitigation measures should be incorporated as part of the MLP submission and implemented to the satisfaction of the Environmental Protection Department (EPD).	noise sensitive receivers, i.e. residential blocks, through various measures such as setback and provision of noise barriers.
Drainage and Sewerage Aspects	A drainage and sewerage assessment should be prepared and submitted as part of the MLP submission at the planning application stage.	Subject to the satisfaction of EPD and the Drainage Services Department.
Water Supplies Aspect	There are fresh and salt water mains running across the south-west corner of the Site which may be affected. A Waterworks Reserve (WWR) within 1.5m from the centerline of the water mains should be provided to the satisfaction of the Water Supplies Department.	<ul style="list-style-type: none"> • The developer is required to comply with the special conditions of the WWR under any circumstances. • The Water Authority and his officers and contractors, his or their workmen should 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. • All other services across, through or under the WWR are required to seek authorization from the Water Authority.

5. IMPLEMENTATION PROGRAMME

An implementation programme is required as part of the MLP submission to indicate the construction programme of the proposed railway depot and station, commercial/residential development and the associated GIC facilities, landscaped walkway, open space, amenity, etc.

6. MASTER LAYOUT PLAN SUBMISSION

6.1 A MLP submitted to the Board for approval should contain all the information as required under the Notes of the OZP for the "CDA" zone of the Aberdeen & Ap Lei Chau OZP and to clearly demonstrate that the requirements stated in this PB have been complied with. Relevant requirements for the submission of MLP are provided in the Town Planning Board Guidelines for Submission of Master Layout Plan under Section 4A(2) of the Town Planning Ordinance. The MLP 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, where applicable;
- (iii) the details and extent of GIC and recreational facilities, public transport and 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) a Landscape Master Plan for and an urban design proposal within the area;
- (vi) programmes of development in detail;
- (vii) an environmental assessment report 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 drainage and sewerage impact assessment 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;
- (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (x) an air ventilation assessment report to examine any possible air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (xi) a visual impact assessment report to examine any possible visual impacts that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
- (xii) such other information as may be required by the Town Planning Board.

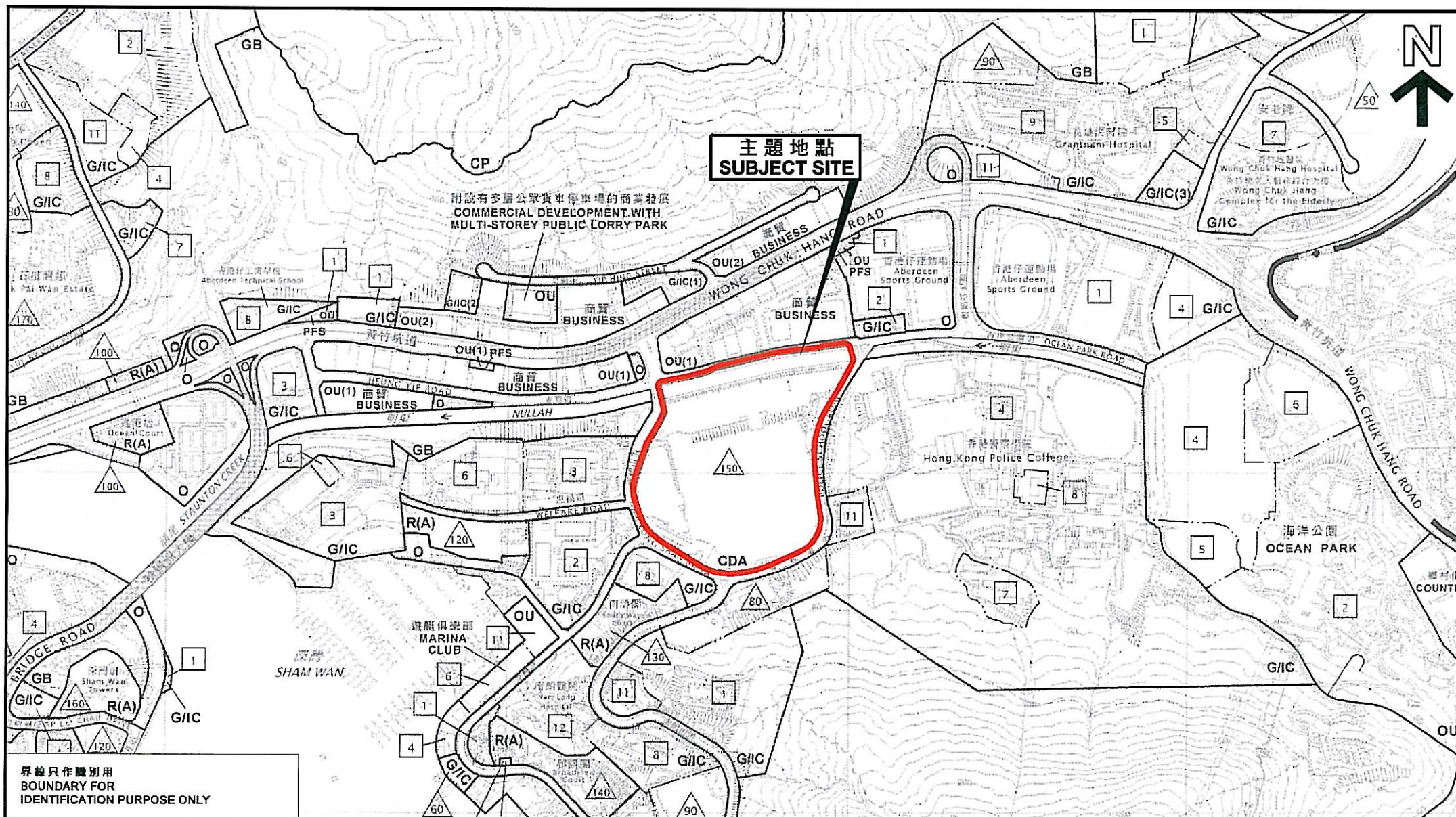
6.2 The MLP should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles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

6.3 A copy of 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 Town Planning Ordinance.

7. ATTACHMENTS

Plan 1	Location Plan
Plan 2	Site Plan
Plan 3	Site Photo
Plan 4	Major Urban Design Considerations

**PLANNING DEPARTMENT
NOVEMBER 2011**



位置圖 LOCATION PLAN

位於黃竹坑的「綜合發展區」用地
"CDA" SITE IN WONG CHUK HANG

SCALE 1 : 7 500 比例尺
米 METRES 100 0 100 200 300 METRES 米

規劃署
PLANNING
DEPARTMENT



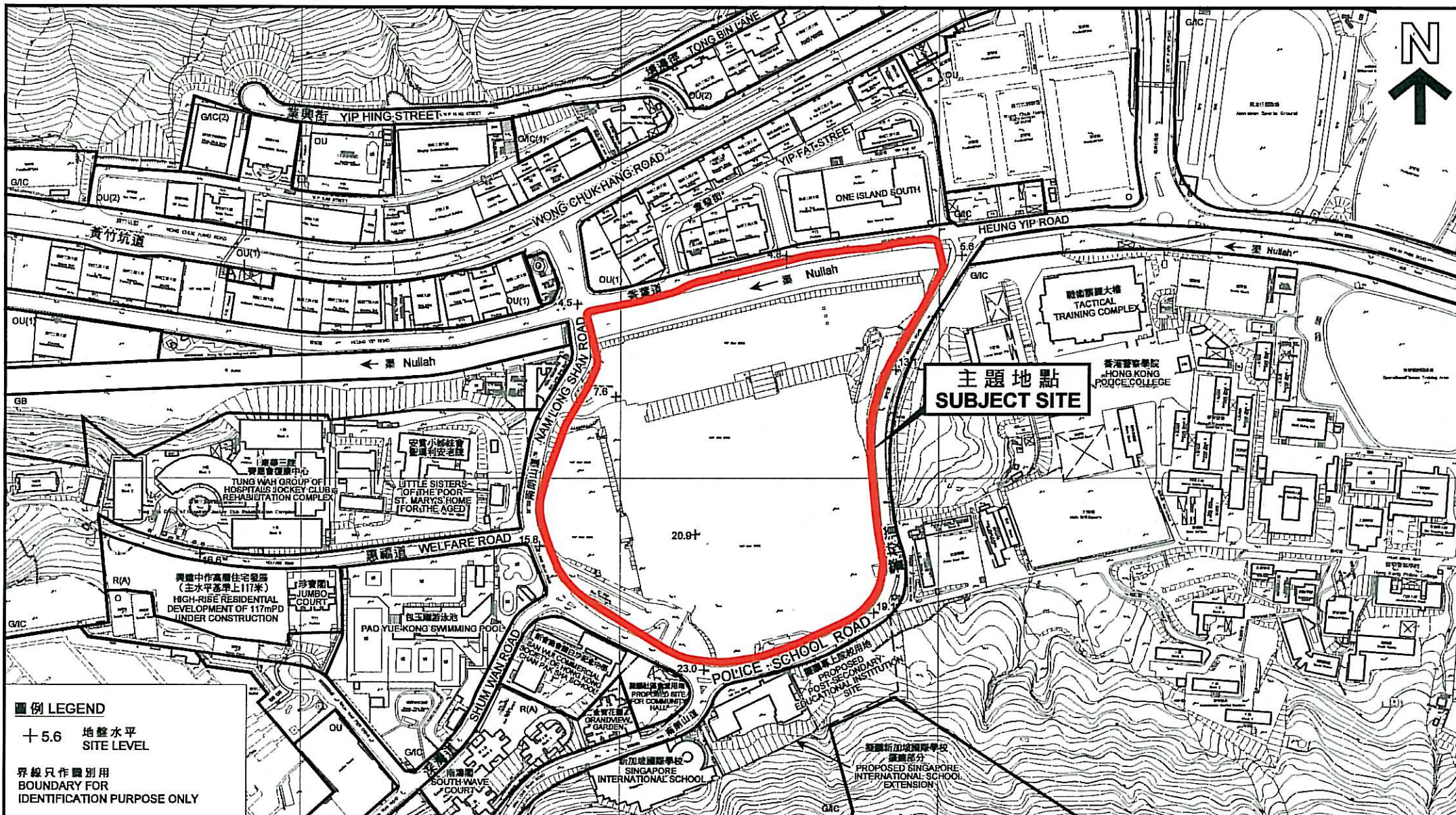
參考編號
REFERENCE No.

M/H15/10/219

圖 PLAN

1

本摘要圖於2011年6月14日擬備，
所根據的資料為於2011年5月3日
核准的分區計劃大綱圖編號S/H15/27
EXTRACT PLAN PREPARED ON 14.6.2011
BASED ON OUTLINE ZONING PLAN No.
S/H15/27 APPROVED ON 3.5.2011



平面圖 SITE PLAN

本摘要圖於2011年6月17日擬備，
 所根據的資料為測量圖編號
 11-SW-24C, D, 15-NW-4A和B
 EXTRACT PLAN PREPARED ON 17.8.2011
 BASED ON SURVEY SHEETS No.
 11-SW-24C, D, 15-NW-4A & B

位於黃竹坑的「綜合發展區」用地
 "CDA" SITE IN WONG CHUK HANG

米 METRES 80 0 80 160 METRES
 SCALE 1:4 000 比例尺

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/H15/10/220

圖 PLAN
 2



☐☐ 界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

由南灣閣眺望
VIEW FROM SOUTH WAVE COURT

實地照片 SITE PHOTO

位於黃竹坑的「綜合發展區」用地
"CDA" SITE IN WONG CHUK HANG

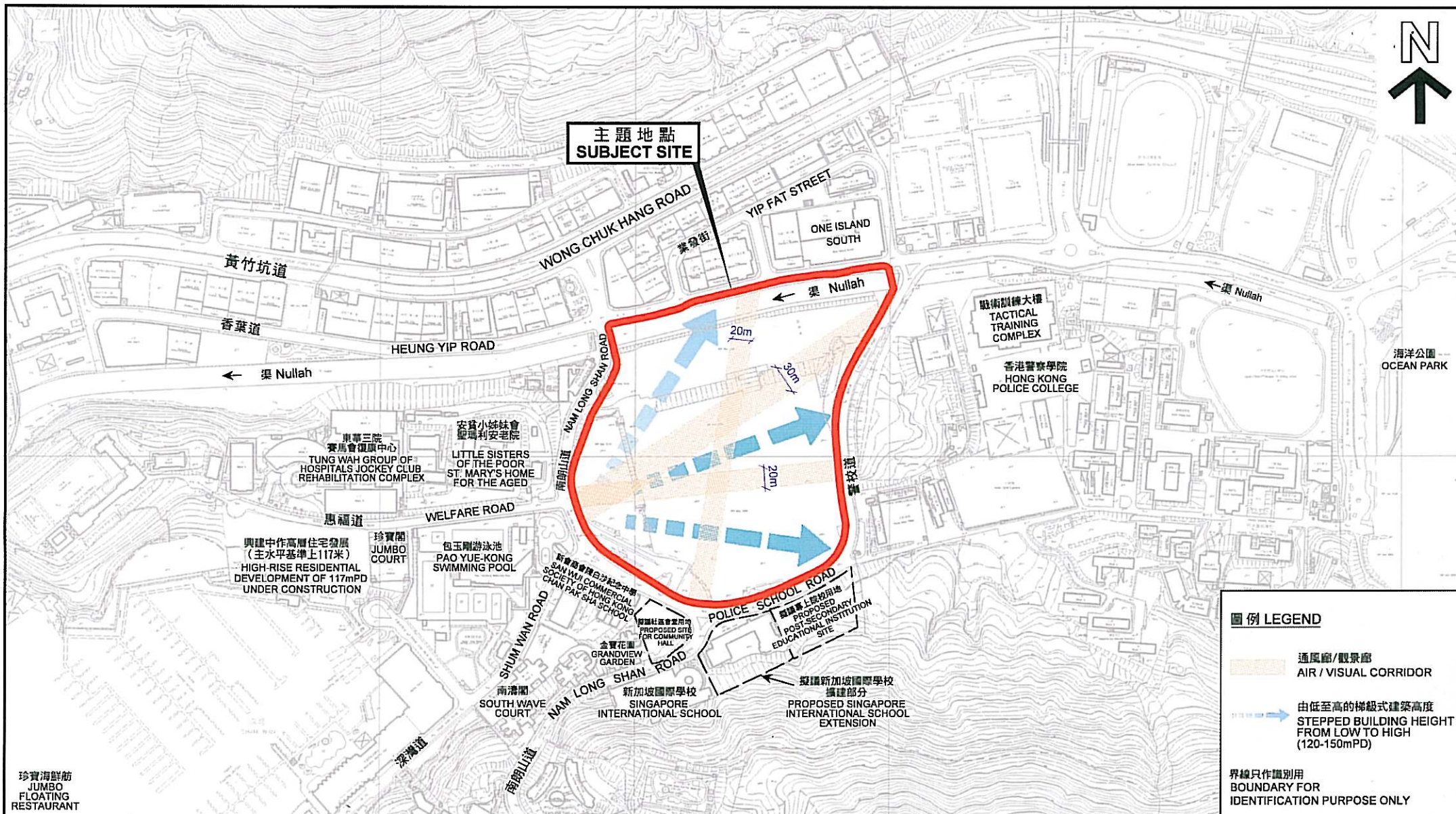
本圖於2011年6月3日擬備，所根據的
資料為攝於2010年11月15日的實地照片
EXTRACT PREPARED ON 3.6.2011
BASED ON SITE PHOTO TAKEN ON 15.11.2010

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H15/10/221

圖 PLAN
3



珍寶海鮮館
JUMBO
FLOATING
RESTAURANT

本摘要圖於2011年6月17日擬備，
所根據的資料為測量圖編號
11-SW-23D、24C、D、25C、
15-NW-3B、4A、B和5A

EXTRACT PLAN PREPARED ON 17.6.2011
BASED ON SURVEY SHEETS No.
11-SW-23D, 24C, D, 25C,
15-NW-3B, 4A, B & 5A

主要城市設計考慮 MAJOR URBAN DESIGN CONSIDERATIONS

位於黃竹坑的「綜合發展區」用地
"CDA" SITE IN WONG CHUK HANG

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

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H15/10/237

圖 PLAN
4

MPC Paper No. 8/11
For Consideration by the
Metro Planning Committee
on 8.7.2011

**Draft Planning Brief for
the "Comprehensive Development Area" Site in Wong Chuk Hang**

1. Purpose

This paper is to seek:

- (a) Members' comments on the draft planning brief (PB) for the development above the South Island Line (East) (SIL(E)) Wong Chuk Hang station and depot in the "Comprehensive Development Area" ("CDA") zone on the approved Aberdeen & Ap Lei Chau Outline Zoning Plan (OZP); and
- (b) Members' agreement that the draft PB at Annex I is suitable for consultation with the Southern District Council (SDC).

2. The Site and Its Surroundings

- 2.1 The Site, with an area of about 7.17 ha and a site level ranging from about 4.8mPD to 23mPD, is bounded by Heung Yip Road on the north, Police School Road on the east and south, and Nam Long Shan Road on the west (**Plans 1 and 2 in Annex I**). The Site was previously occupied by the Wong Chuk Hang Estate. There is an existing nullah in the northern part of the Site.
- 2.2 The Wong Chuk Hang Business Area is located to the north across Heung Yip Road. Two residential developments and low to medium-rise Government, Institution and Community (GIC) facilities including a swimming pool complex, St. Mary's Home for the Aged and Tung Wah Group of Hospitals Jockey Club Rehabilitation Complex are found to the west at Welfare Road. To the south-west along Nam Long Shan Road are mainly low to medium-rise GIC facilities and high-rise residential developments. To the south are Singapore International School and its extension, a proposed community hall site and a proposed post-secondary educational institution site. The Hong Kong Police College is located to the east (**Plans 2 and 3 in Annex I**).

3. Land Aspect

The Site is on Government land. A short term tenancy covering the Site and part of the existing nullah to the north has been granted to the MTR Corporation Limited (MTRCL) for the purposes of works area and works site for the construction of SIL(E) up to 30.6.2015.

4. Background

- 4.1 SIL(E) is a 7-kilometre long medium capacity railway which will provide service between Admiralty and South Horizons with three intermediate stations near Ocean Park, in Wong Chuk Hang and at Lei Tung Estate. The railway scheme was authorized by the Chief Executive in Council (CE in C) under the Railways Ordinance on 30.11.2010. The construction works commenced in May 2011 for completion in 2015. According to the authorized railway scheme, a section of SIL(E) will run along Heung Yip Road, with the Wong Chuk Hang Station located in the north and the railway depot within the south-eastern portion of the Site.
- 4.2 On 18.12.2007, the CE in C endorsed that the Site should be reserved for the SIL(E) depot with above-depot property development, and the site to the north of the future Ocean Park Station should be reserved for property development with associated park-and-ride facilities. These proposed property developments were for bridging the funding gap of the railway project. Subsequently, the Government considered that it would be more desirable to confine the property development to the Site while the site adjoining the future Ocean Park Station would be reserved for recreational or tourism-related purposes.
- 4.3 On 24.5.2010, the SDC was consulted on the proposed development parameters for the Site. At the SDC meeting, the representatives of MTRCL presented the proposed land uses and broad development parameters which were largely similar to those currently proposed in the draft PB except for the maximum building height (BH), i.e. 156 metres above Principal Datum (mPD). SDC Members generally agreed to the approach of confining all the property development to the Site, instead of having two property developments on two separate sites. The proposed shopping centre at the Site was also supported by SDC since it could serve a focus of the district. However, SDC members expressed grave concerns on the proposed BH and some of them opined that the maximum BH should not exceed 140mPD. There were also comments that the possible traffic impact of the proposed development should be carefully considered.
- 4.4 The draft OZP No. S/H15/26 incorporating amendments to rezone the Site to "CDA" was gazetted on 16.7.2010, with the imposition of restrictions on the maximum domestic gross floor area (GFA), non-domestic GFA and BH. In response to SDC Members' concerns mentioned above, the maximum BH was reduced from the original 156mPD to 150mPD.
- 4.5 During the exhibition of the draft OZP No. S/H15/26, a total of 12 representations, including 10 supportive and 2 adverse representations, and 2 comments were received on the zoning amendments in respect of the "CDA" zone. On 3.12.2010, after giving consideration to the representations and comments, the Town Planning Board (the Board) noted the 10 supportive representations and decided not to uphold the 2 adverse representations. On 3.5.2011, the draft OZP was approved by CE in C and the approved OZP No. S/H15/27 was exhibited for public inspection on 20.5.2011.

- 4.6 On 17.5.2011, CE in C approved to grant with the property development right of the Site as a form of financial assistance to the MTRCL to implement the SIL(E).

5. Planning Intention and Development Restrictions

- 5.1 The planning intention of the "CDA" zone, as stated in the Notes of the OZP, is intended for comprehensive development/redevelopment of the area for residential and commercial uses together with a rail depot and station with the provision of public transport and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints as well as air ventilation and visual considerations.
- 5.2 The Site is subject to a maximum domestic GFA of 357,500m², a maximum non-domestic GFA of 121,800m², and a maximum BH of 150mPD.
- 5.3 According to the Explanatory Statement of the OZP, the non-domestic GFA of the Site consists of a maximum of 47,000m² commercial GFA for a shopping centre and the remainder for the railway and public transport facilities. About 1,500m² commercial GFA of the shopping centre should be reserved for the use of social enterprises, or other GIC facilities in case no suitable social enterprises can be identified.

6. Draft PB

- 6.1 A draft PB for the Site has been prepared at Annex I in accordance with the planning intention for the "CDA" zone, the development restrictions on the OZP, and having regard to topography and surrounding land uses as well as the need to preserve major air paths and visual corridors. The PB sets out the intended uses, development parameters, planning and design requirements to facilitate the preparation of a Master Layout Plan (MLP) submission to the Board. The main requirements of the PB are highlighted below.

Development Parameters

- 6.2 The Site, with an area of about 7.17 ha, is intended for residential, commercial (shopping centre), rail depot/station, public transport interchange (PTI), bus and public light bus (PLB) termini, GIC and other supporting facilities. Development within the Site is subject to a maximum domestic GFA of 357,500m² (i.e. plot ratio (PR) of about 5) and a maximum non-domestic GFA of 121,800m² (i.e. PR of about 1.7). The proposed development will comprise a podium with a maximum BH of 35mPD and site coverage of 95% accommodating the railway depot and station, public transport facilities, a shopping centre, GIC facilities and carparking facilities. Residential towers subject to a maximum BH of 150mPD will be provided above the podium. The maximum site coverage for development above podium shall not exceed those stipulated in the Building (Planning) Regulations.

- 6.3 For the non-domestic GFA of 121,800m², a maximum of 47,000m² shall be used for providing a shopping centre and the remainder for the railway and public transport facilities. The proposed shopping centre will present an opportunity to provide a venue of not less than 300m² for launching district events such as performances or ceremonies. Moreover, about 1,500m² commercial GFA of the shopping centre will be reserved for social enterprises, or other GIC facilities in case no suitable social enterprises can be identified.
- 6.4 The total maximum number of flats shall not exceed 4,700. To meet the housing need and community demand for small flats, not less than 850 flats to be provided will be of not more than 50m² saleable area in size.

Urban Design and Landscape Requirements

- 6.5 Since the Site lies on a major east-west air path in the area and given its prominent location and scale of development, the future property development would be easily visible from the surrounding areas. Therefore, in addition to the BH restrictions, a number of design measures should be adopted for the future development on the Site. These include the provision of at least three air/visual corridors, with one of minimum 30m wide across the northeastern and southwestern part of the Site and two of minimum 20m wide in north-south and east-west directions. Stepped height profile for residential towers above podium with BH ranging from 120mPD to 150mPD, gaps between building blocks within the Site and from those on adjoining sites and terraced podium design should be incorporated in the development scheme. The urban design considerations are set out in the draft PB and shown on **Plan 4 in Annex I**.
- 6.6 An urban design proposal, a visual impact assessment and an air ventilation assessment should be included in the MLP submission to ensure better air ventilation and visual permeability.
- 6.7 The applicant is also required to submit a landscape master plan including a transplanting and compensatory planting proposal as part of the MLP submission. On-site opportunities for greening should be maximized, including landscape planting at street level and along the edges, on podium/roofs and vertical greening on façades should be provided. A minimum coverage of greenery of 30% of the site area to create a quality green setting with a minimum half of the greening at grade or levels easily accessible to pedestrian is recommended for the Site.
- 6.8 Not less than 1,000m² at-grade open space should be provided and open to the public. Private open space of 1m² per person should be provided to serve the residents of the proposed residential development.

Transport Requirements

- 6.9 A traffic impact assessment (TIA) is required to demonstrate that the proposed development at the Site would not have adverse impact on the traffic and pedestrian flow in the surrounding areas. The design and provision of public transport facilities, vehicular access and internal roads should be supported by the TIA and subject to the agreement of the Transport Department (TD). Any

road/junction improvements proposed in the assessment should be provided and implemented to the satisfaction of TD.

- 6.10 Since there is a railway station at the Site and given the local traffic condition, it is the intention to minimize the number of carparking spaces and to encourage the use of public transport including SIL(E). To this end, control on carparking provision to a level less than the minimum requirement recommended in the Hong Kong Planning Standards and Guidelines will be imposed. The number of car parking spaces for the residential and commercial uses should therefore not exceed 880, comprising 730 for the residential development and 150 for the shopping centre. The exact provision of carparking spaces should be justified in the TIA and subject to the agreement of TD at the MLP submission stage.
- 6.11 A minimum 4m wide footpath, with setback of the development where appropriate, should be provided along Police School Road and Nam Long Shan Road to the satisfaction of TD.

GIC Facilities

- 6.12 About 1,500m² commercial GFA in the shopping centre should be reserved for the use of social enterprises, or other GIC facilities in case no suitable social enterprises can be identified. A venue of not less than 300m² GFA for launching district events such as performances or ceremonies should also be provided at the shopping centre. In addition, as requested by the Social Welfare Department, an Integrated Vocational Rehabilitation Services Centre and a Hostel for Moderately Mentally Handicapped Persons should be provided within the Site. All GIC facilities are accountable for GFA calculation.

Environmental, Drainage, Sewerage and Waterworks Requirements

- 6.13 An environmental assessment report is required to be included in the MLP submission to examine any possible environmental problems associated with the proposed development, in particular the noise and air quality impacts from the nearby pollutant sources such as SIL(E), industrial uses, road traffic and the PTI during and after construction, and the proposed mitigation measures to tackle them.
- 6.14 A drainage and sewerage impact assessment report is required to be included in the MLP submission to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them.
- 6.15 There are fresh and salt water mains running across the south-west corner of the Site which may be affected by the proposed development. A Waterworks Reserve (WWR) within 1.5m from the centerline of the water mains should be provided to the satisfaction of the Water Supplies Department. The developer is required to comply with the special conditions of the WWR.

7. Consultation

7.1 The following government departments have been consulted and their comments have been incorporated in the above paragraphs and the draft PB, where appropriate:

- (a) Commissioner for Transport;
- (b) Chief Estate Surveyor/Railway Development, Lands Department (LandsD);
- (c) District Lands Officer/Hong Kong West and South, LandsD;
- (d) Chief Building Surveyor/New Territories East 2 and Rail, Buildings Department;
- (e) Director of Environmental Protection;
- (f) Director of Housing;
- (g) Director of Social Welfare;
- (h) Chief Engineer/Development(2), Water Supplies Department;
- (i) Chief Highway Engineer/Hong Kong, Highways Department;
- (j) Director of Fire Services;
- (k) District Officer (Southern), Home Affairs Department; and
- (l) Chief Town Planner/Urban Design and Landscape, Planning Department (PlanD).

7.2 The following government bureaux/departments have no comment on the draft PB:

- (a) Secretary for Transport and Housing;
- (b) Secretary for Education;
- (c) Chief Engineer/Railway Development Division 1-1, Railway Development Office, Highways Department;
- (d) Chief Engineer/Hong Kong Island and Islands, Drainage Services Department;
- (e) Chief Architect/Advisory and Statutory Compliance, Architectural Services Department;
- (f) Project Manager/Hong Kong Island and Islands, Civil Engineering and Development Department (CEDD);
- (g) Chief Engineer/Land Works, CEDD;
- (h) Head, Geotechnical Engineering Office, CEDD;
- (i) Director of Agriculture, Fisheries & Conservation;
- (j) Director of Leisure and Cultural Services;
- (k) Director of Food and Environmental Hygiene;
- (l) Commissioner of Police;
- (m) Director of Electrical and Mechanical Services;
- (n) Commissioner for Tourism;
- (o) Postmaster General; and
- (p) Director of Home Affairs.

8. Way Forward

Subject to Members' agreement, PlanD will consult the SDC on the draft PB. The views collected together with the revised PB incorporating the relevant comments, where appropriate, will be submitted to the Committee for further consideration and

endorsement.

9. **Advice Sought**

Members are invited to consider the draft PB at **Annex I**, and agree that the draft PB is suitable for consultation with SDC.

10. **Attachment**

Annex I	Draft PB for the "CDA" Site in Wong Chuk Hang
Plan 1	Location Plan
Plan 2	Site Plan
Plan 3	Site Photo
Plan 4	Major Urban Design Considerations

**PLANNING DEPARTMENT
JULY 2011**

Extract of the minutes of the MPC meeting held on 8.7.2011

Hong Kong District

[Miss Isabel Y. Yiu, Senior Town Planner/Hong Kong (STP/HK), was invited to the meeting at this point.]

Agenda Item 6

[Open Meeting]

Draft Planning Brief for the "Comprehensive Development Area" Site
in Wong Chuk Hang
(MPC Paper No. 8/11)

11. The following Members declared interests on this item:

- Mr. Raymond Chan - had interests in a development project in the vicinity of the "Comprehensive Development Area" ("CDA") site;
- Mr. K.Y. Leung - being an employee of the University of Hong Kong (HKU) and HKU had previously expressed interest in acquiring a site to the south of the "CDA" site but had withdrawn the bid; and
- Ms. F.F. Ying - being an alternate member for the Deputy Secretary for Transport and Housing (Transport)1 who was a member of the Board of MTRCL.

12. As the current item was only concerned with the consideration of the Planning Brief which was part of the plan-making process, Members agreed that interests of the above Members were indirect and that Mr. Chan, Mr. Leung and Ms. Ying could stay in the meeting.

13. With the aid of a Powerpoint presentation, Miss Isabel Y. Yiu, STP/HK, presented the draft Planning Brief for the "CDA" site in Wong Chuk Hang as detailed in the Paper:

The Site

- (a) the subject site (the Site), with an area of about 7.17 ha, was bounded by Heung Yip Road on the north, Police School Road on the east and south, and Nam Long Shan Road on the west. The Site was previously occupied by Wong Chuk Hang Estate. There was an existing nullah in the northern part of the Site;
- (b) to the north of the Site across Heung Yip Road was the Wong Chuk Hang industrial area which had gradually transformed to a business area. Two residential developments and low to medium-rise Government, Institution and Community (GIC) facilities including a swimming pool complex, a home for the elderly and a rehabilitation facility were located to the west at Welfare Road. To the south-west along Nam Long Shan Road were mainly low to medium-rise GIC facilities and high-rise residential developments. To the south were an international School and its extension, a proposed community hall site and a proposed post-secondary educational institution site. The Hong Kong Police College was located to the east of the Site;

Background

- (c) the South Island Line (East) (SIL(E)) was a 7-kilometre long medium capacity railway running between Admiralty and South Horizons with three intermediate stations near Ocean Park, in Wong Chuk Hang and at Lei Tung Estate. The proposed Wong Chuk Hang Station would be located in the northern part of the Site and a railway depot would be provided in the south-eastern portion of the Site. The construction works had commenced in May 2011 and was scheduled for completion in 2015;
- (d) on 16.7.2010, the Site was rezoned "CDA" on the draft Aberdeen & Ap Lei Chau Outline Zoning Plan (OZP) No. S/H15/26 with the intended land uses, maximum domestic and non-domestic GFAs, and the maximum building height specified in the Notes of the OZP. During the exhibition of the draft OZP, a total of 12 representations and 2 comments were received on the zoning amendments related to the "CDA" zone. On 3.12.2010, after giving consideration to the representations and comments, the Board noted the 10 supportive representations and decided not to uphold the 2 adverse representations. On 3.5.2011, the draft OZP was approved by CE in C and the approved OZP No. S/H15/27 was exhibited for public inspection on 20.5.2011;
- (e) on 17.5.2011, CE in C agreed to grant the property development right of the Site to the MTRCL as a form of financial assistance to implement the SIL(E);

The Planning Brief

- (f) a draft Planning Brief had been prepared to facilitate the preparation of the Master Layout Plan (MLP) for the comprehensive development of the “CDA” site. The Planning Brief had set out the intended uses, the development parameters, and the planning and design requirements;
- (g) development within the Site was subject to a maximum domestic GFA of 357,500m² (i.e. plot ratio (PR) of about 5) and a maximum non-domestic GFA of 121,800m² (i.e. PR of about 1.7). The proposed development should comprise a podium with a maximum building height of 35mPD and site coverage of 95% accommodating the railway depot and station, public transport facilities, a shopping centre, GIC facilities and carparking facilities. Residential towers subject to a maximum building height of 150mPD would be provided above the podium. The total maximum number of flats should not exceed 4,700. No less than 850 flats to be provided should be of no more than 50m² saleable area in size;
- (h) a maximum commercial GFA of 47,000m² should be used for a shopping centre and the remaining non-domestic GFA should be used to provide for the railway and public transport facilities. The proposed shopping centre would include a performance venue of no less than 300m². About 1,500m² commercial GFA in the shopping centre would be reserved for social enterprises or other GIC facilities in case no suitable social enterprises could be identified. Moreover, no less than 1,598m² (Internal Floor Area) of social welfare facilities would also be provided;
- (i) the residential towers above podium should adopt a stepped height profile with building height ranging from 120mPD to 150mPD. Gaps between building blocks within the Site and between the buildings at the Site and those on the adjoining sites, as well as terraced podium design should be incorporated into the development scheme;
- (j) no less than 1,000m² at-grade open space should be provided and be open

to the public. Private open space of 1m² per person should be provided to serve the residents of the proposed residential development. A minimum greenery coverage of 30% of the site area should be provided to create a quality green setting. At least half of the greenery coverage should be provided at grade or at levels easily accessible to pedestrians;

- (k) at least three air/visual corridors should be provided. One of them should have a minimum width of 30m across the northeastern and southwestern parts of the Site and the other two air/visual corridors should have a minimum width of 20m in the north-south and east-west direction;
- (l) a public transport interchange (PTI) should be provided at Heung Yip Road and a bus and public light bus (PLB) termini should be provided at Nam Long Shan Road and Police School Road respectively;
- (m) there should be direct and weather-proof pedestrian connections between the rail station and the PTI as well as the bus and PLB termini for use by the public. The opening hours of the pedestrian connections should tie in with those of the MTR and bus services. In addition, a footpath of at least 4m in width should be provided along Police School Road and Nam Long Shan Road;
- (n) in view of the local traffic condition, it was intended to minimize the number of car parking spaces and to encourage the use of SIL(E) and other public transport services. To this end, the proposed car parking provision was set to a level less than the minimum requirement recommended in the Hong Kong Planning Standards and Guidelines (HKPSG). It was proposed that the total number of car parking spaces for the residential and commercial uses should not exceed 880, including 730 for the residential development and 150 for the shopping centre. The exact provision of car parking spaces should be justified in the Traffic Impact Assessment (TIA) and subject to the agreement of Transport Department (TD) at the MLP submission stage;

- (o) an urban design proposal, a visual impact assessment and an air ventilation assessment should be included in the MLP submission to ensure better air ventilation and visual permeability. A landscape master plan including a transplanting and compensatory planting proposal should also be included as part of the MLP submission. Other requirements included the submission of a TIA and a drainage and sewerage impact assessment report; and
- (p) subject to Members' agreement, PlanD would consult the Southern District Council (SDC) on the draft Planning Brief. The views collected together with the revised Planning Brief incorporating the relevant comments, where appropriate, would be submitted to the Committee for further consideration and endorsement.

14. In response to a Member's enquiry on the size of the Site and whether there were other vacant "CDA" sites of similar size, Miss Yiu said that the Site was about 7.17 ha in size and there were no other vacant "CDA" sites within the Wong Chuk Hang area. The Chairperson supplemented that there were other development sites of a comparable size in other parts of Hong Kong such as the LOHAS Park development at the MTR station and depot in Tseung Kwan O which was over 20 ha in size, the developments at the MTR station and the depot in Tai Wai, the proposed property developments at some West Rail stations, the public housing sites to be developed by Housing Department, for example, the proposed public housing site in Fo Tan, were all over 4 ha in size. These sites were under various stages in the planning and development process.

15. The same Member asked whether there were plans to change the use or redevelop the GIC facilities in the vicinity. In response, Miss Yiu said that no proposals for redevelopment had been received for the existing GIC facilities near the Site. The rehabilitation complex, the home for the elderly and the swimming pool complex to the west of the Site and the Hong Kong Police College to the east of the Site were all currently in use with no plans for redevelopment or relocation. Two sites to the south of the Site had been reserved for the proposed expansion of the Singapore International School and for a proposed community hall development.

[Ms. Julia Lau arrived to join the meeting at this point.]

16. In response to the same Member's enquiry, Miss Yiu said that floor space had been reserved within the Site for social enterprises and social welfare facilities and they would be counted as GIC facilities to serve Southern District. The Chairperson added that in general, any GIC facilities provided at the Site to meet the needs of Southern District would be included in the calculation of GIC facilities for the district. Floor space for use by social enterprises was not a requirement of the HKPSG. As the Site was quite large in size, it was considered suitable to include a requirement to reserve some floor space for use by social enterprises. The requirement to provide floor space for social enterprises was first introduced in the Urban Renewal Authority redevelopment projects such as the Lei Tung Street redevelopment project. Whether this requirement would be added to other "CDA" sites would depend on their individual circumstances.

17. In response to the same Member's enquiry on the standards for provision of social welfare facilities, the Chairperson said that there were different standards for different types of social welfare facilities in the HKPSG. For some social welfare facilities, the requirement was based on the level of population. For some other social welfare facilities, there was no set standard, and the requirement was advised by Social Welfare Department. In general, social welfare facilities serving the district would count towards the provision of GIC facilities.

18. The Member continued to ask how much open space would be provided within the Site and whether the open space to be provided would count towards the open space provision to meet the HKPSG requirements. In response, Miss Yiu said that the Planning Brief required the provision of 1m² of private open space per person to serve the residents of the development. In addition, no less than 1,000m² of at-grade open space was required to serve the general public. The Chairperson said that both the private and public open space to be provided at the Site would count towards the open space provision for Southern District.

19. In response to the enquiry on who would be responsible for the development of the Site, Miss Yiu said that the Site was still a piece of government land and it was granted to MTRCL initially on a short term tenancy for use as a works area and works site for the construction of SIL(E). Given the CE in C had agreed that the Site would be reserved for

the SIL(E) depot with above-depot property development, the Transport and Housing Bureau had been liaising with MTRCL on the development of the Site. MTRCL had presented a preliminary development proposal to the SDC on 24.5.2010. In May, the CE in C granted the property development right of the Site to MTRCL as a form of financial assistance to implement the SIL(E). The Chairperson added that the Site would be allocated to MTRCL in due course. The subject Planning Brief, if approved, would form the basis for preparation of the MLP by MTRCL for approval by the Town Planning Board prior to inviting tender for implementation of the development project.

20. A Member welcomed the provision of a large-scale shopping centre with a floor area of about 47,000m² in Southern District. Noting that 150 car parking spaces would be provided for the retail facilities, which amounted to a ratio of about one car parking space for every 300m² of retail floor area, the Member asked whether the car parking space provision would be up to the standards in the HKPSG. The Member also asked whether the patronage of the shopping centre by cars from other districts would worsen the traffic conditions in the area. In response, Miss Yiu said that as the district currently lacked a large-scale shopping centre, it was intended that the proposed shopping centre would serve the entire Southern District. Considering that the Site was located quite close to Aberdeen Tunnel and the Wong Chuk Hang Business Area where the traffic was already very busy, relevant government departments including TD considered that use of public transport to the Site should be encouraged so as not to worsen the traffic conditions. Hence, the car parking provision was set at a level below the minimum requirement specified in the HKPSG. At the MLP submission stage, the applicant would be required to submit a TIA to demonstrate that the proposed development would not have adverse impacts on the traffic conditions.

21. The Chairperson supplemented that there were different sets of parking standards for residential and retail uses. According to the HKPSG, one car parking space was required for every 200 to 300m² of retail GFA. The proposed provision of one car parking space for every 300m² of retail GFA was therefore generally in line with the HKPSG. It was only in the residential element that the car parking space provision was below the standard required under the HKPSG. To ensure that there would be no adverse traffic impacts arising from the proposed development, it was stated clearly in the draft Planning Brief that the exact level of car parking space provision should be justified by a TIA and subject to the agreement of TD.

[Mr. Clarence Leung left the meeting temporarily at this point.]

22. Ms. F.F. Ying said that the provision of car parking spaces for the retail facilities was acceptable as it was comparable to the standard in the HKPSG. Based on experience from other retail facilities such as Times Square in Causeway Bay, shopping centres might attract additional traffic during weekends. TD would pay particular attention to the detailed design of the car parking facilities in the TIA to ensure that any congestion due to tailback and queuing could be internalized within the Site and would not cause congestion on the public roads. As for the residential element, the development of SIL(E) might alleviate the traffic congestion problem at Aberdeen Tunnel to a certain extent. However, as the traffic conditions at Aberdeen Tunnel were also affected by the situation at the Cross-Harbour Tunnel, the SIL(E) might not be sufficient to resolve the traffic congestion problem entirely. Hence, there was a need to promote greater use of public transport.

23. A Member asked whether assessments had been carried out with regard to the proposed development at the Site. In response, Miss Yiu said preliminary assessments had been carried out in consultation with relevant government departments when preparing the draft Planning Brief. Reference had also been made to the Air Ventilation Assessment carried out for the review of the OZP when drawing up the air/visual corridor requirements for the Site. Based on the Planning Brief, the applicant would prepare a MLP and supporting assessments for the consideration of the Committee. The Chairperson supplemented that preliminary assessments had been carried out by MTRCL and relevant government departments before the Site was rezoned to "CDA" to demonstrate that there would be no insurmountable problems arising from the proposed development.

[Mr. Clarence Leung returned to join the meeting at this point.]

24. A Member said that as Heung Yip Road and Nam Long Shan Road were narrow roads and Wong Chuk Hang Road was often congested due to the traffic conditions at Aberdeen Tunnel, there was concern whether the traffic conditions would worsen as a result of the proposed "CDA" development. In response, Ms. F. F. Ying said that to prevent the traffic conditions from worsening, it was important to ensure that the layout and design of the proposed development would guide the traffic entering and leaving the Site in such a way

that all road junctions would be able to operate satisfactorily. The Chairperson noted Members' concerns on the traffic impacts arising from the proposed development. In order to address the traffic concerns, she said that the applicant was required, when preparing the MLP and the TIA, to liaise with the relevant government departments including TD and PlanD to ensure that the number of car parking spaces would be appropriate and that traffic improvement measures, if deemed necessary, would be effective to address the traffic impact. The Committee could examine the traffic issue in greater detail when the MLP together with the TIA was submitted.

25. Mr. Andrew Tsang asked how the requirement of reserving floor space for the development of social enterprises was to be implemented. In response, Ms. Olga Lam said that in line with the requirement in the Planning Brief, a clause would be added to the lease conditions to ensure that floor space for social enterprises would be provided. However, issues on how to identify the social enterprises and how to allocate the reserved floor area would need to be considered in greater detail by MTRCL. The Chairperson said that based on past experience, the floor space reserved for social enterprises would likely be put to open tender by the MTRCL. In case no suitable social enterprises were identified, the floor space for social enterprises would be used for other GIC facilities.

26. Noting that there were a bus depot and a few car testing centres on Heung Yip Road near the Site, a Member asked whether there would be land use compatibility problem. In response, Miss Yiu said that the applicant should assess the compatibility of the proposed development with its surrounding land uses at the MLP submission stage.

27. The same Member enquired whether there would be any interface problems for the proposed social welfare facilities and the proposed residential element. In response, Miss Yiu said that there were specific design requirements for the social welfare facilities. For example, some of them had to be located at the ground level. The way these social welfare facilities were to be provided within the "CDA" development would be dealt with at the MLP submission stage. The Chairperson added that MTRCL would need to liaise with relevant government departments to address Members' concerns in the MLP submission stage.

28. The Chairperson concluded the discussion of the item and noted that Members

generally supported the draft Planning Brief.

29. After further deliberation, the Committee decided to agree that the draft Planning Brief was suitable for consultation with the SDC. The views collected together with the revised Planning Brief incorporating the relevant comments, where appropriate, would be submitted to the Committee for further consideration and endorsement.

[The Chairman thanked Miss Isabel Y. Yiu, STP/HK, for her attendance to answer Members' enquiries. She left the meeting at this point.]

Extract of the minutes of the DDEC of SDC meeting held on 18.7.2011

議程六： 黃竹坑綜合發展區用地的規劃大綱擬稿
(本議程由規劃署提出)
(地區發展文件 29/2011 號)

38. 主席歡迎下列代表出席會議，參與議程六的討論，並表示區議會及本委員會分別於去年 5 月 24 日及 7 月 16 日就黃竹坑綜合發展區用地的初步發展建議及土地用途規劃作出討論。

- 規劃署港島規劃專員區潔英女士
- 社會福利署中西南區及離島區福利專員彭潔玲女士
- 港鐵公司城市規劃主管姚展先生
- 港鐵公司項目傳訊經理陳霖生先生

39. 區潔英女士簡介提出議題的原因，希望徵詢委員對發展區用地的規劃大綱擬稿的意見。

40. 姚昱女士利用電腦簡報（補充資料）介紹規劃大綱擬稿的內容。

41. 歐立成先生、柴文瀚先生、陳理誠太平紳士、張錫容女士、林啓暉先生 MH、林玉珍女士 MH、梁皓鈞先生 MH、徐遠華先生及袁志光先生等九位委員提出意見及查詢，摘錄如下：

- (a) 多位委員建議興建行人天橋連接發展區與深灣道以南一帶，以將人車分流，紓緩南朗山道交通擠塞的情況；
- (b) 多位委員認為，大部分能夠負擔港鐵上蓋物業樓價的人士都有能力購置私家車，而前往黃竹坑區的駕駛人士很可能會將車輛停泊

在發展區內，因此，如將來的上蓋物業供住戶及非住戶使用的泊車位不足，會對駕駛人士造成不便；

- (c) 多位委員詢問預留作社會企業（下稱「社企」）的空間會否以特惠價格出租。並關注如沒有社企承租，有關樓面面積會否交予社署作其他社福用途；
- (d) 有委員認為上蓋物業落成後，交通流量會比現時高出數倍，因此，規劃大綱應詳細考慮發展區的交通配套設施。他支持在發展區設復康中心，但由於該些設施可能須配合特別交通工具，因此，必須確保有完善的交通配套；
- (e) 有委員表示：（i）現時黃竹坑區交通擠塞問題已相當嚴重，建議擴闊行車路以紓緩路面交通；（ii）希望興建無障礙通道，以方便復康中心使用者；（iii）希望規劃署將發展區項目視為南區整體發展的一部分，考慮與區內其他地方的連接；（iv）關注發展區的平台會否開放予公眾使用；以及（v）建議規劃署及南區民政事務處（下稱「民政處」）盡快利用黃竹坑臨時巴士總站搬遷後的空間興建社區會堂；
- (f) 有委員建議規劃署考慮在交通交匯處加設專線小巴泊車位，以配合將黃竹坑發展為區內短途交通轉駁站的目標；
- (g) 有委員認為在進行規劃前，如不事先計劃該區的人流、車流及道路使用者的交通模式，實難以釐定發展區內巴士站的數目，以及巴士站和小巴士站的規模，並查詢日後交通交匯處的最終位置；
- (h) 有委員查詢，預留作表演場地的 300 平方米空間是否以商場模式運作。他又認為，擬議的交通交匯處規模並不足夠；
- (i) 有委員認為：（i）發展區的上蓋物業落成後將會有大量車輛出入，而現有的行車路已十分狹窄，因此，規劃大綱應詳細考慮該區的交通配套以進行交通規劃；以及（ii）預留的 300 平方米表演場地太細小，對提升區內的文化藝術氣息作用不大；
- (j) 有委員詢問，署方會否補種樹木，以補償受發展區工程影響而須移除的樹木，以及在移除前，港鐵公司或政府部門會否知會區議會，並查詢有關部門擬於休憩用地（面積為 1 000 平方米）提供哪些設施。此外，他建議興建無障礙通道連接逸港居一帶至將來的港鐵黃竹坑站，以鼓勵香港仔居民乘搭港鐵，從而減低區內道路的負荷。於惠福道及發展區落成的豪宅亦會增加該處的私家車數量需求，加重附近的交通壓力，因此規劃署應留意該區泊車位不足的問題；以及
- (k) 有委員查詢復康中心的位置及復康車輛的配套安排。

42. 區潔英女士綜合回應如下：

- (a) 規劃大綱擬稿旨在列明用途、發展參數、規劃及設計要求，以作為港鐵公司日後提交規劃申請時必須依循的框架，故不會包括詳細的設計及方案。規劃大綱擬稿得到城市規劃委員會（下稱「城規會」）同意後，港鐵公司會按擬稿內容進行詳細設計。在制定規劃大綱擬稿前，港鐵公司及相關政府部門曾就擬議發展進行初步的交通影響評估。鑑於區內現時的交通情況，如以一貫規劃準則提供車位數目，可能令黃竹坑的道路系統不勝負荷。由於物業發展毗鄰鐵路車站，運輸署建議調低擬提供的泊車位數目至 880 個，以鼓勵該區市民多用公共交通設施；
- (b) 規劃署會密切留意發展區對香港仔及黃竹坑整體規劃的影響；
- (c) 港鐵公司在提交規劃申請時必須同時提供交通影響評估報告，當中包括將來交通狀況的詳細分析以及並建議改善措施。規劃大綱擬稿第 11 頁有關交通的部分指出，如日後的評估結果顯示需要進行道路改善措施，港鐵公司須按報告的建議，作出符合運輸署要求的改善措施。為配合南港島線(東段)的發展，區內亦會進行道路改善工程，以疏導車站及交通交匯處落成後帶來的額外交通流量；
- (d) 規劃署與社署一直關注日後在復康中心上班人士的交通需要。擬議的社福設施包括一間提供 120 個名額的綜合職業康復服務中心及一間提供 50 個名額的中度弱智人士宿舍，預計每日約有 70 人須乘車往返該復康中心。社福設施的具體位置現時尚未落實，港鐵公司的初步構思是在發展區東南面靠山的位置興建該設施。此外，復康中心亦會設復康車輛上落客位置。根據現行的《建築物條例》規定，所有新發展都必須設置無障礙通道及相關設施；
- (e) 現階段規劃大綱擬稿並沒有指定獲預留 1 500 平方米總樓面面積作社企發展的團體，如將來未能物色適當的社會企業，剩餘部分會用作其他政府、機構或社區設施，而非只限於社福設施；
- (f) 臨時巴士總站用地已預留作發展社區會堂之用，港鐵在完成鐵路工程後，會將該幅土地交還政府。至於興建社區會堂的時間表，則視乎民政事務總署的計劃而定；
- (g) 發展區內交通交匯處的規劃要求是由運輸署提供的，如將來進行交通影響評估後發現未能應付實際需要，可以在提交規劃申請時作適當修訂；
- (h) 規劃大綱擬稿第 10 頁已提及發展區的行人通道接駁事宜，例如巴士站、小巴站與交通交匯處的連接、以及擴闊連接南朗山道的行人路等。現階段規劃大綱擬稿未有提出興建行人天橋接駁深灣道以南一帶的要求，但規劃署會把議員的意見轉達運輸署；
- (i) 日後位於黃竹坑站附近的交通交匯處將設有行人通道接駁發展區及附近地區，而現有的巴士站與小巴站亦會原位重置；

- (j) 擬議表演場地的配套設施將會參考現有其他港鐵車站上蓋商場的設計，但規劃署會繼續與港鐵公司商討，以使表演場地的設計能體現更大的空間感；以及
- (k) 在提交總綱發展藍圖時，港鐵公司須一併提交園境設計大綱圖，並列明樹木移植及補種建議。

43. 彭潔玲女士表示，目前未有團體表示有意申請租用上述預留作社企發展用途的土地。此外，在綜合職業訓練中心受訓的 70 名學員每日須乘搭公共交通工具到工場，當中使用輪椅的人士不多，他們一般會乘搭復康巴士到達工場。

44. 姚展先生表示，文件已列出有關土地的規劃要求，港鐵公司會參考委員的意見，並按照規劃署的要求擬定總綱發展藍圖，然後再諮詢區議會。

45. 陳霖生先生表示，目前擬訂樹木移除安排僅屬南港島綫黃竹坑車廠及鐵路工程的施工範圍，並未涉及物業發展項目，會了解情況後再作回應。

46. 主席、朱慶虹太平紳士、柴文瀚先生、陳理誠太平紳士、陳李佩英女士、林啓暉先生 MH、徐遠華先生及袁志光先生等八位委員繼續提出意見及查詢，摘錄如下：

- (a) 有委員查詢佔地 300 平方米的表演場地是否不需要補地價。他表示，若商場管理公司向場地租用者收取高昂的租金，而政府並無要求發展商補地價，似乎不太合理。此外，政府應為發展區的交通安排作完善規劃，避免重蹈覆轍，像時代廣場般因交通規劃欠善而導致附近路段擠塞；
- (b) 有委員詢問會否於發展區內興建社區會堂；
- (c) 有委員查詢：（1）巴士總站重置後的面積；（2）會否擴闊行人路及設置單車停泊區；以及（3）可否以書面報告補充運輸署就規劃交通交匯處使用人數所作的詳細評估；
- (d) 有委員關注黃竹坑站連接至其他地區的安排，並詢問會否以優惠租金吸引社企租用預留的土地，以及在重置巴士總站後，會否取消現時深灣道巴士站；
- (e) 有委員表示：（1）車廠接近民居，希望知悉其他規模相若的車廠的噪音數據，以作參考；（2）雖然署方限制上蓋物業住宅單位的面積呎數，但預測樓價仍會偏高，大部分中低收入階層均難以負擔；（3）關注在車站接駁設施落成前實施的中途方案，希望可方

便深灣區居民來往車站；以及（4）希望就規劃大綱擬稿的交通安排提出動議；以及

- (f) 有委員希望就發展區的擬議交通安排提出動議，但會於運輸及交通事務委員會會議上提出，以便該委員會的常設運輸署代表直接回應。

47. 主席表示，是次為規劃署第三次於會議討論發展區的發展參數，目的是收集委員的意見，以供都會規劃小組委員會考慮及就規劃大綱擬稿作適當調整。目前，委員可就規劃大綱擬稿的內容提出意見，毋須作任何具體的決定。

48. 柴文瀚先生與徐遠華先生提出以下意見：

- (a) 有委員解釋提出臨時動議，是希望委員會能就發展區的交通規劃事宜提出意見；以及
- (b) 有委員指，多位委員憂慮黃竹坑的交通負荷。他表示，提出臨時動議並非要否決規劃大綱擬稿，而是希望有關交通規劃能更臻完善。

49. 區潔英女士綜合回應如下：

- (a) 交由港鐵發展車站上蓋物業是為補貼南港島線項目的龐大工程費用。表演場地會按規劃大綱所訂的面積作出設計，其規模與觀塘 APM 商場內的表演場地相若；
- (b) 預留興建社區會堂的土地位於現時南朗山道的南港島線工地之內，其興建的時間表須視乎民政事務總署的計劃而定；
- (c) 擬議增設的交通交匯處不會影響原有小巴士站及巴士站的設施。臨時巴士總站將於發展區的南面重置，至於會否設置單車停泊處，須視乎當區情況是否適合市民使用單車；
- (d) 將逸港居連接至黃竹坑站的建議超出了發展區的規劃範圍。港鐵公司會改善黃竹坑明渠以南的行人道，以連接黃竹坑站至觀海徑；
- (e) 會否提供租金優惠吸引社企並不是擬備規劃大綱的範圍，但相信席上的港鐵公司代表已備悉委員的意見；
- (f) 文件已列明港鐵公司在提交總綱發展藍圖時，須包括多方面的影響評估，包括環境及交通等；
- (g) 考慮到黃竹坑區的交通情況，規劃時已盡量減少發展區的泊車位數目，並將住宅及商業用途的泊車位限制為 880 個，但確實的泊車位供應水平仍須在交通影響評估中交代及獲得運輸署的同意；以及

- (h) 規劃大綱擬稿列出對發展區項目的各項要求，會為港鐵公司將來提交詳細的交通影響評估提供指引。是次諮詢委員的意見，可供港鐵公司於規劃工程時作參考。

50. 主席決定休會五分鐘再作討論。

51. 區潔英女士補充指，她明白委員對交通事宜的憂慮，並會把議員的意見轉交運輸署，而港鐵公司亦須在提交總綱發展藍圖時一併提交詳細的交通影響評估及安排。署方會就交通方面的詳細安排再諮詢區議會。

52. 主席請徐遠華先生先介紹臨時動議內容，再由委員會表決是否支持有關動議。

53. 徐遠華先生提出以臨時動議，並獲柴文瀚先生和議：
「本會要求規劃署提交的黃竹坑綜合發展區用地的規劃大綱擬稿必須應付將來黃竹坑的未來交通負荷。」

54. 席上 16 位委員（馬月霞女士 SBS,MH、朱慶虹太平紳士、歐立成先生、柴文瀚先生、陳理誠太平紳士、陳李佩英女士、張錫容女士、馮仕耕先生、林啓暉先生 MH、林玉珍女士 MH、梁皓鈞先生 MH、麥志仁先生、徐遠華先生、黃志毅先生 MH、楊默博士及關重礎先生）支持上述動議。

55. 主席宣布上述動議獲得通過。

56. 主席感謝多位部門及港鐵公司代表出席會議。

（會後補註：秘書處已於 9 月 6 日將港鐵公司及運輸署分別就樹木移除的安排及規劃交通交匯處提交的補充資料轉交各委員。）

（張少強先生、麥謝巧玲女士及黃火金女士於下午 6 時正離開會場。陳富明先生、黃靈新先生、麥志仁先生及袁志光先生分別於下午 6 時 20 分、7 時 06 分、7 時 10 分以及 7 時 20 分離開會場。）

Agenda Item 6: Draft Planning Brief for the “Comprehensive Development Area” site in Wong Chuk Hang
(Item raised by the Planning Department)
(DDEC Paper No. 29/2011)

38. The Chairman welcomed the following representatives for joining the discussion of Agenda Item 6, and advised that SDC and the Committee had discussed the preliminary development proposal and land use planning for the Comprehensive Development Area (CDA) site in Wong Chuk Hang on 24 May and 16 July 2010 respectively:

- Ms AU Kit-ying, Brenda, District Planning Officer/HK, Planning Department
- Ms PANG Kit-ling, District Social Welfare Officer (CW, S & Is), Social Welfare Department
- Mr YIU Chin, Steve, Head of Town planning, MTR Corporation
- Mr CHAN Lam-sang, Projects Communications Manager, MTR Corporation

39. Ms AU Kit-ying briefly introduced the reasons for raising the agenda item, and hoped to consult Members on the draft planning brief (PB).

40. Ms YIU Yuk, with the aid of PowerPoint presentation (Supplementary Information), introduced the contents of the draft PB.

41. Nine Members, namely Mr AU Lap-sing, Mr CHAI Man-hon, Mr CHAN Lee-shing, William, JP, Ms CHEUNG Sik-yung, Mr LAM Kai-fai, MH, Ms LAM Yuk-chun, MH, Mr LEUNG Ho-kwan, MH, Mr TSUI Yuen-wa and Mr YUEN Chi-kwong spoke on this agenda item. Their comments and enquiries were summarised as follows:

- (a) a number of Members suggested that a footbridge should be provided to connect the CDA and the area to the south of Shum Wan Road, with a view to diverting the pedestrian and traffic flow and relieving traffic congestion on Nam Long Shan Road;
- (b) a number of Members opined that most of the people who could afford a flat at the railway property development could at the same time afford owning private vehicles. Besides, people driving to Wong Chuk Hang might park

their cars in the CDA site. As such, if the car parking spaces for residents and non-residents provided in the development were inadequate, it would cause inconvenience to drivers;

- (c) a number of Members asked whether the space (about 1 500m²) reserved for social enterprises would be leased out at a concessionary rent, and also if no social enterprise was interested in using the space, would the floor area concerned be given to SWD for other social welfare facilities;
- (d) a Member held that traffic volume would multiply after the completion of the development, so due consideration should be given to including supporting transport facilities for the CDA in the PB. He was in support of the provision of a rehabilitation centre in the CDA. However, suitable transport arrangements, such as facilities for special transport vehicles, should be provided to serve the rehabilitation centre;
- (e) a Member said that: (1) traffic congestion in Wong Chuk Hang had already been very serious, therefore, he suggested widening the carriageway to relieve road traffic; (2) a barrier-free access should be provided to facilitate users of the rehabilitation centre; (3) PlanD should take the CDA project as part of the overall development of the Southern District, and consider its connectivity with other areas in the district; (4) he was concerned whether the podium of the CDA would be open for public use; and (5) it was suggested that PlanD and the Southern District Office (SDO) could make use of the temporary bus terminus site in Wong Chuk Hang for provision of a community hall as soon as possible;
- (f) a Member suggested that PlanD should consider providing parking spaces for green mini-buses at the public transport interchange (PTI) with a view to developing Wong Chuk Hang into a short-haul traffic interchange;
- (g) a Member opined that before drawing up the proposal, it was necessary to plan the pedestrian flow, traffic flow and commuting pattern beforehand, or it would be difficult to determine the number of bus stops required, and the size of bus stops and public light bus (PLB) stands. He also asked about the final location of the future PTI;
- (h) a Member asked whether the space reserved for a performance venue (about 300 m² in area) would be within the shopping mall. He also opined that the scale of the proposed PTI was not large enough;
- (i) a Member opined that: (1) after the completion of the above-station property development, the traffic flow would be increased tremendously. Given that the existing carriageway was very narrow, the PB should consider the local traffic thoroughly and plan for adequate supporting transport facilities; and

- (2) the reserved area of 300 m² for the performance venue was too small in size to help enhance the art and cultural development in the district;
- (j) a Member asked PlanD whether additional trees would be provided to compensate the trees felled as necessitated by the works of the CDA project, and whether MTRC or the departments concerned would inform SDC before tree felling. He also asked the departments concerned about what kinds of facilities would be provided at the proposed open space (with an area of 1 000 m²). Moreover, he suggested that a barrier-free access should be provided to connect the vicinity of Ocean Court to the future MTR Wong Chuk Hang Station so as to encourage residents in Aberdeen to travel by MTR, thus reducing the burden on road traffic in the district. The luxury property development at Welfare Road as well as those in the CDA would attract more private vehicles there, thus increasing the pressure on the traffic in the vicinity. Therefore, PlanD should pay attention to the inadequacy of parking spaces in the area concerned; and
 - (k) a Member enquired about the location of the rehabilitation centre and the arrangement of the ancillary facilities for rehabilitation vehicles.

42. Ms AU Kit-ying gave a consolidated response as follows:

- (a) the draft PB aimed at providing a framework stating the proposed uses, development parameters, and planning and design requirements for MTRC to prepare the planning application in future, and therefore the PB would not include detailed design and proposal. Subject to the approval of the PB by the Town Planning Board, MTRC would proceed with detailed design based on the contents of the draft PB. Prior to the formulation of the draft PB, MTRC and the departments concerned had carried out a preliminary traffic assessment for the proposed development. Given the present traffic conditions in the district, it was realised that the road network in Wong Chuk Hang would be over-burdened if the provision of parking spaces in the CDA was planned according to the normal parking requirement. Since the property development would be located in close proximity to the railway station, TD suggested to control the number of parking spaces at a level lower than the normal requirement, i.e. 880, to encourage local residents to use public transport;
- (b) PlanD would closely monitor the implications of the CDA on the overall planning of Aberdeen and Wong Chuk Hang;
- (c) MTRC should submit a Traffic Impact Assessment (TIA) together with the

planning application, which would cover detailed analysis on the envisaged traffic conditions in the area and propose mitigation measures. According to the traffic and transport requirements stated on page 11 of the draft PB, MTRC was required to implement the road/junction improvements and mitigation measures recommended in the TIA to the satisfaction of TD. To cope with the development of the South Island Line (East) (SIL (E)), road improvement works would take place in the area to accommodate the extra traffic arising from the operation of the MTR station and PTI;

- (d) PlanD and SWD had all along concerned with the future transport needs of the people working at the rehabilitation centre. The proposed social welfare facility would include an integrated vocational rehabilitation services centre providing 120 places and a hostel for moderately mentally handicapped persons with 50 residential places. It was expected that there would be around 70 commuters travelling to and from the rehabilitation centre daily. The exact location of the social welfare facility had not yet been confirmed. According to the preliminary design concept of MTRC, the facility would be provided at the southeastern part of the CDA near the hillside. In addition, a pick up/drop off point would be provided for rehabilitation buses in the rehabilitation centre. As required under the current Buildings Ordinance, all new developments should provide barrier-free access and related facilities;
- (e) at the present stage, the draft PB did not identify a specific social organisation to take up the area reserved for social enterprise (a total floor area of 1 500 m²). In case a suitable social enterprise could not be identified in future, the premises would be released for Government, Institution or Community uses, and not limited to social welfare facilities;
- (f) the temporary bus terminus site had already been reserved for the development of a community hall. After completion of the railway project, MTRC would return the site to the Government. The timetable for provision of a community hall would depend on the development programme of the Home Affairs Department (HAD);
- (g) the planning requirements for the PTI in the CDA were provided by TD. In case the TIA submitted by MTRC concluded that the planned capacity could not meet the practical needs, suitable amendments could be made at the planning application stage;
- (h) the requirements for pedestrian connections between the CDA and the surrounding area had been specified on page 9 of the draft PB (English version), such as the connections with the bus and PLB termini, PTI,

widening the pavement connected to Nam Long Shan Road, etc. At this stage, the draft PB did not include the provision of a footbridge connecting the site and Shum Wan Road in the south, but PlanD would convey Members' views to TD;

- (i) a pedestrian access would be provided at the proposed PTI near Wong Chuk Hang Station for connecting the CDA and the nearby areas, and the existing bus and PLB termini would be reprovisioned at the original locations;
- (j) the facilities of the proposed performance venue would make reference to the design concept of other existing above-station MTR shopping malls. PlanD would continue to work with MTRC for a design that could produce a more spacious environment; and
- (k) in submission of the Master Layout Plan (MLP), MTRC should include a landscape master plan setting out tree transplanting and compensation arrangements.

43. Ms PANG Kit-ling said that at the moment, there was not yet any organisation showing interest in applying for the use of the site reserved for social enterprises. It was expected the 70 trainees of the integrated vocational rehabilitation services centre would commute to the centre by public transport on a daily basis, but not many of them would be wheel-chaired bound and they normally would take rehabilitation buses to the workshop.

44. Mr Steve YIU said that the paper had already set out the planning requirements for the site concerned and MTRC would draw up the MLP according to such, having regard to the views of Members. SDC would be consulted in due course.

45. Mr CHAN Lam-sang said that the current tree removal arrangement was only within work sites of the railway depot and project works of SIL in Wong Chuk Hang and was not under property development projects. He would respond to this matter after he had obtained further details.

46. Eight Members, namely The Chairman, Mr CHU Ching-hong, JP, Mr CHAI Man-hon, Mr CHAN Lee-shing, William, JP, Mrs CHAN LEE Pui-ying, Mr LAM Kai-fai, MH, Mr TSUI Yuen-wa and Mr YUEN Chi-kwong spoke on this agenda item. Their comments and enquiries were summarised as follows:

- (a) a Member enquired whether MTRC would have to pay the premium for the

300 m² performance venue. He said that if the management agent of the shopping mall charged a high rent for the uses, it seemed unreasonable that the Government did not require the developer to pay the premium. Moreover, the Government should draw up traffic arrangements for the CDA to avoid repeating the errors in Times Square, i.e. causing traffic congestion to the nearby road network as a result of poor traffic planning;

- (b) a Member asked whether a community hall would be provided in the CDA;
- (c) a Member asked about: (1) the site area of the bus terminus after relocation; (2) whether the pavement would be widened and a parking area for bicycles would be provided; and (3) whether TD could supplement a written report on the detailed assessment on the number of people using the PTI;
- (d) a Member was concerned about the arrangement of connecting Wong Chuk Hang to other areas, and asked whether a concessionary rent would be offered to lure social enterprises to occupy the reserved space, and whether the existing bus terminus at Shum Wan Road would be cancelled after the relocation;
- (e) a Member said that: (1) as the depot was near the residential premises, he wanted to have noise data of other depots of similar scale for reference; (2) although PlanD had imposed restriction on the unit size of the above-station property development, it was expected that the property prices would still be high, which most of the low to middle income groups found it unaffordable; (3) he was concerned about the transitional arrangements before the commissioning of feeder facilities at the station, and hoped that the arrangement could facilitate residents at Shum Wan area using the station; and (4) he would like to move a motion concerning the traffic arrangements as set out in the draft PB; and
- (f) a Member wanted to move a motion concerning the proposed traffic arrangements in the CDA at the Traffic and Transport Committee under SDC, so that the regular representatives from TD could respond directly.

47. The Chairman said that PlanD had initiated discussion on the development parameters of the CDA for the third time at the meetings under SDC, with a view to collecting Members' views for consideration by the Metro Planning Committee, so that adjustments could be made in the draft PB as appropriate. Members could express their views on the contents of the draft PB for the time being without committing to any concrete decisions.

48. Mr CHAI Man-hon and Mr TSUI Yuen-wa put forward the following views:
- (a) a Member explained the reasons for moving a provisional motion was to enable the Committee to give advice on the traffic planning in the CDA; and
 - (b) a Member said that a number of Members were worried about the traffic burden of Wong Chuk Hang, and that the provisional motion did not aim at rejecting the draft PB, but to make the traffic planning more comprehensive.
49. Ms AU Kit-ying gave a consolidated response as follows:
- (a) the purpose of granting MTRC with the above-station property development right was to fill the funding gap arising from the huge project cost of SIL. The performance venue would be designed according to the floor area specified in the PB, and its scale would be similar to that of the APM in Kwun Tong;
 - (b) the site reserved for the provision of a community hall was located inside the SIL works site at Nam Long Shan Road, and its construction timetable would depend on the development programme of HAD;
 - (c) the proposed PTI would not affect the original facilities of the mini-bus stands and bus stops. The temporary bus terminus would be reprovided at the southern part of the CDA. As for the provision of a parking area for bicycles, it would depend on whether the local traffic situation was suitable for people to ride bicycles;
 - (d) the suggestion of connecting Ocean Court to Wong Chuk Hang Station was outside the scope of planning for the development area. MTRC would improve the walkway south of the Wong Chuk Hang Nullah for connecting Wong Chuk Hang Station to Kwun Hoi Path;
 - (e) the question of whether a concessionary rent would be offered to lure social enterprises was not within the scope of the draft PB, but it was believed that the representatives of MTRC at the meeting had noted Members' views;
 - (f) the paper had stated that in submitting the MLP, MTRC should include impact assessments on various aspects such as environmental, traffic and so on;
 - (g) after considering the traffic conditions in the Wong Chuk Hang area, the number of residential and commercial parking spaces had been limited to 880. However, the actual provision of parking spaces was still subject to the findings of the TIA and agreement of TD; and
 - (h) the draft PB had set out various requirements for the CDA project, which would provide guidance for MTRC to draw up the detailed TIA. Members'

views raised at this meeting would serve as reference for MTRC to plan for the project in future.

50. The Chairman announced a recess of 5 minutes and would resume discussion later on.

51. Ms AU Kit-ying supplemented that the concerns on traffic matters were noted and PlanD would convey Members' views to TD. Moreover, MTRC was required to submit a detailed TIA and related arrangements together with the MLP, and SDC would be consulted on the proposal.

52. The Chairman asked Mr TSUI Yuen-wa to introduce the contents of the provisional motion, and Members would be invited to vote on the motion later.

53. Mr TSUI Yuen-wa moved the following provisional motion which was seconded by Mr CHAI Man-hon:

"The Committee requests the Planning Brief for the 'Comprehensive Development Area' site in Wong Chuk Hang submitted by the Planning Department must be able to cope with the traffic flow in the future."

54. The motion was carried with 16 votes for it by Members present at the meeting (namely Ms MAR Yuet-har, SBS, MH, Mr CHU Ching-hong, JP, Mr AU Lap-sing, Mr CHAI Man-hon, Ir CHAN Lee-shing, JP, Mrs CHAN LEE Pui-ying, Ms CHEUNG Sik-yung, Mr FUNG Se-goun, Mr LAM Kai-fai, MH, Ms LAM Yuk-chun, MH, Mr LEUNG Ho-kwan, MH, Mr MAK Chi-yan, Mr TSUI Yuen-wa, Mr WONG Che-ngai, MH, Dr YANG Mo, PhD and Mr KWAN CHUNG-chor).

55. The Chairman announced that the aforesaid motion was endorsed by the Committee.

56. The Chairman thanked the representatives of various departments and MTRC for joining the meeting.

(Post-meeting note: On 6 September, the Secretariat had forwarded the information on tree removal arrangements and traffic interchange planning as supplemented by MTRC and TD respectively to Members.)

(Mr CHEUNG Siu-keung, Mrs MAK TSE How-ling and Ms WONG Fo-kam left the meeting at 6:00 p.m. Mr CHAN Fu-ming, Mr WONG Ling-sun, Mr MAK Chi-yan and Mr YUEN Chi-kwong left the meeting at 6:20 p.m., 7:06 p.m., 7:10 p.m. and 7:20 p.m. respectively.)