

METRO PLANNING COMMITTEE

OF THE TOWN PLANNING BOARD

MPC Paper No. 2/14
For Consideration by
the Metro Planning Committee on 21.2.2014

FURTHER CONSIDERATION OF THE DRAFT PLANNING BRIEF
FOR THE “COMPREHENSIVE DEVELOPMENT AREA (7)” SITE
AT TSUEN WAN TOWN LOT 393, TSUEN WAN

**Further Consideration of the Draft Planning Brief
 for the “Comprehensive Development Area (7)” Site
 at Tsuen Wan Town Lot 393, Tsuen Wan**

1. Purpose

This paper is to:

- (a) report to the Metro Planning Committee (the Committee) the results of the consultation with the Tsuen Wan District Council (TWDC) on the draft planning brief (PB) for the proposed comprehensive development at Tsuen Wan Town Lot (TWTL) 393 (the Site) zoned “Comprehensive Development Area (7)” (“CDA(7)”) on the Tsuen Wan Outline Zoning Plan (OZP); and
- (b) seek Members’ endorsement of the revised draft PB at **Appendix I** for the provision of guidance for future development at the Site.

2. Background

- 2.1 On 17.1.2014, the Committee considered the draft PB for the “CDA(7)” site and agreed that the draft PB was suitable for consultation with the TWDC. A copy of the MPC Paper No. 1/14 and the minutes of the meeting are at **Appendices II** and **III** respectively.
- 2.2 The major development parameters and planning requirements as set out in the draft PB are summarized as follows:

Site Area	About 14,160m ²
Proposed Uses (Plan 4 in Appendix I)	<u>Site A</u> Commercial development with not less than 1,300m ² public open space (POS) <u>Site B</u> Residential development
Maximum Gross Floor Area (GFA)	Total GFA : 99,120m ² (equivalent to a plot ratio of about 7 based on the above site area) <u>Site A (for commercial development)</u> Not less than 59,755 m ² shall be for non-domestic use <u>Site B (for residential development)</u> Not less than 39,365 m ² shall be for domestic use

Maximum Building Height (Plan 4 in Appendix I)	<p><u>Site A</u> 150mPD (main roof level)</p> <p><u>Site B</u> 100mPD (main roof level)</p>
Maximum Site Coverage	Not exceeding those stipulated in the Building (Planning) Regulations
Urban Design Aspects	<ul style="list-style-type: none"> • No-podium design. • Provision of a 25m-wide wind corridor in the form of non-building area (NBA) at the southern part of the Site near Tsuen Wan Park (Plan 4 in Appendix I). Subject to the findings of the Air Ventilation Assessment (AVA) to be conducted by the prospective developer and the Town Planning Board's (the Board) approval at the Master Layout Plan (MLP) submission stage, the exact alignment and width of the wind corridor may be varied. • Building set back of 5m from Yeung Uk Road and Ma Tau Pa Road (Plan 4 in Appendix I). • Building set back of 10m along the north-western site boundary adjoining The Dynasty (TWTL 394) (Plan 4 in Appendix I). • Carpark should be provided in the basement.
NBA	<ul style="list-style-type: none"> • Provision of a 38m-wide NBA aligned with Chung On Street (Plan 4 in Appendix I). • The NBA should be landscaped, provided, managed and maintained by the developer at their own cost. However, it is intended that the owner of the commercial portion of the development should be responsible for the future management and maintenance of the NBA at their own cost. • The NBA should be open to the public free of charge at reasonable hours. • No part of the 38m-wide landscaped NBA should be counted as POS.
Open Space Provision	<ul style="list-style-type: none"> • Provision of not less than 1,300m² at-grade POS in the commercial portion of the Site (Site A as shown in Plan 4 in Appendix I). The POS should be open-air as far as possible. • The POS should be provided, managed and maintained by the developer at their own cost. However, it is intended that the owner of the commercial portion of the development should be responsible for the future management and maintenance of the POS at their own cost. • The POS should be open to the public free of charge at reasonable hours. • No part of the 38m-wide landscaped NBA should be

	<p>counted as POS.</p> <ul style="list-style-type: none"> Not less than 1m² private local open space per person should be provided for residents of the development.
Landscape and Tree Preservation	Greening opportunity should be optimized to create a quality green setting. A minimum coverage of 30% greenery shall be adopted. At least half of the greening should be provided at grade or at levels easily accessible to pedestrians.
Pedestrian Connection	<ul style="list-style-type: none"> Provision of footbridge(s) connecting the existing footbridge at the junction of Yeung Uk Road and Ma Tau Pa Road via the Site to The Dynasty (TWTL 394). The exact requirements for footbridges concerned have to be looked into in the Traffic Impact Assessment (TIA) to be conducted by the future developer. The footbridge(s) should be provided, managed and maintained by the developer at their own cost. The footbridge connection should be open to the public at all times. Provision of direct barrier-free pedestrian walkway to link up with the footbridge/walkway system and the public footpath along Yeung Uk Road via the eastern commercial portion. The pedestrian networks between the POS, the 38m-wide NBA, the developments within the Site and the adjoining areas should be enhanced.
Car Parking, Loading and Unloading Provision	<ul style="list-style-type: none"> Provision of ancillary car parking spaces and loading/unloading facilities in accordance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG) and to the satisfaction of the Commissioner for Transport (C for T). All parking and loading/unloading facilities should be provided in the basement.

2.3 The TWDC was consulted on the draft PB on 28.1.2014. Extracted draft minutes of the TWDC meeting is at **Appendix IV** for Members' reference.

3. **TWDC's views on the Draft PB**

The TWDC generally agreed to the draft PB but requested that DC members' views expressed at the TWDC meeting, in particular on the future management and maintenance (M&M) responsibilities of the proposed footbridge(s) connecting the existing footbridge at the junction of Yeung Uk Road and Ma Tau Pa Road via the Site to The Dynasty (TWTL 394), should be conveyed to the Board for further consideration. Their major views are summarized as follows:

Footbridge Issue

- (a) Upon the completion of the proposed footbridge(s) by the future developer, the Government should take up their M&M responsibilities because: (i) it was considered unfair for the individual owner of the residential units to bear the M&M cost of footbridges to be used by the public; and (ii) even the M&M responsibilities were assigned to the commercial development under the PB, there was concern that the ownership of the commercial development might later be alienated and hence the M&M cost would eventually be transferred to individual shops' owners.
- (b) The existing footbridge at the junction of Yeung Uk Road and Ma Tau Pa Road should be widened and upgraded to match with the proposed footbridge(s) at the Site and to cope with the pedestrian flow from the proposed development at the Site (**Plan 2 in Appendix I**).
- (c) The proposed footbridge(s) should provide convenient pedestrian connection within the Site and with the existing footbridge network in Tsuen Wan and The Dynasty (TWTL 394). The design of the proposed footbridge(s) should also blend in with the 38m-wide NBA within the Site.

Carparking Provision and Traffic Impact

- (d) There were concerns on the adequacy of parking provision in the area upon the closure of the existing temporary fee-paying public carpark¹ for disposal of the Site, the possible traffic impact to be generated by the proposed development and the adequacy of its parking provision. To avoid queuing of vehicles onto public road hence lead to traffic congestion, separate vehicular access for residential/monthly- and commercial/hourly- parking might be required.

Building Set Back of 5m at the Eastern Corner of the Site

- (e) The building at the eastern corner of the Site (**Annex I**) should also be set back 5m from the junction of Yeung Uk Road and Ma Tau Pa Road.

Other Comments

- (f) There were concerns on air ventilation, visual impact, traffic impact and the adequacy of carparking provision. The TWDC should be consulted on the future layout of the POS and carparking provision at the Site. Also, the 38m-wide NBA should have design interest and match with the POS and greenery at the Site.

4. Responses to Comments Received

¹ The Site is currently used as a temporary fee-paying public carpark for parking private car and goods vehicles subject to a three months' notice for termination.

- 4.1 The Transport Department (TD), Highways Department (HyD) and Lands Department (LandsD) have been consulted on the concerns raised by the TWDC. The responses of the concerned departments and that of PlanD are summarized as follows:

Footbridge Issue

- (a) Under the current practice, the Government would not take up the M&M responsibilities of footbridge that connects to private developments on either side of a public road. To address the concerns of the TWDC on the future M&M responsibilities of the proposed footbridge(s) will be transferred to individual owner of the residential / commercial units of the development and in view that the commercial portion of the future development amounts to about 60% of the total GFA of the Site, LandsD is considering to incorporate relevant lease conditions to (i) require the owner of the commercial portion of the development to take up the M&M responsibilities of the proposed footbridge(s) upon their completion and (ii) restrict alienation of the commercial portion of the development except as a whole, i.e. sub-sale of the commercial portion of the development will not be allowed.
- (b) Noting that there are existing at-grade crossings in the vicinity of the existing footbridges, TD will review the pedestrian flow upon the population intake of the future development site in order to consider the need to widen the existing footbridge at the junction of Yeung Uk Road and Ma Tau Pa Road.
- (c) Footbridge(s) connecting The Dynasty (TWTL 394) and the existing footbridge at the junction of Yeung Uk Road and Ma Tau Pa Road via the Site should be provided. The exact alignment and design of the proposed footbridge(s) have to be examined in the TIA to be conducted by the future developer. As stipulated in the PB, the design of the footbridge(s) should be as slender and aesthetically pleasing as possible, with a lightweight cover so that the proposed footbridge(s) may blend in better with the surrounding environment and minimize the visual impact on the surroundings (under the Item on “Pedestrian Connection”). To address the concern of the TWDC on the design integration of the proposed footbridge(s) and the 38m-wide NBA, requirements on an integrated design will be clearly set out in the PB.

Carparking Provision and Traffic Impact

- (d) For the loss of parking spaces in the area upon the closure of the existing temporary fee-paying public carpark at the Site, TD has advised that there are available private carparking spaces in Tsuen Wan district, e.g. there are about 600 private car parking spaces in Tsuen Wan Multi-storey Carpark (**Annex II**) with an average daily utilization rate of about 65% in December 2013 (i.e. around 200 private carparking spaces are still available). For goods vehicle parking spaces, LandsD has advised that a new STT for fee-paying carpark use at Kwai Yue Street in Kwai Chung (**Annex II**) is now being processed to lessen the effects upon the closure of the existing temporary carpark at the Site.

- (e) With regard to the traffic impact of the proposed development, the future developer is required to submit a TIA to assess the impact on traffic due to the proposed development and recommend appropriate remedial measures accordingly, if necessary. Besides, the ancillary car parking spaces and loading/unloading bays for the proposed development should be provided in accordance with the HKPSG, and to the satisfaction of C for T. To ensure adequate parking spaces will be provided for the users of future shopping mall at the Site, TD has advised that the carparking spaces for the future commercial use should be provided according to the upper limits allowed under the HKPSG².
- (f) Regarding the vehicular access for residential/monthly- and commercial/hourly-parking, TD has advised that it is planned to have separate ingress/egress points for residential and commercial uses to avoid blockage of entrance to residential carpark due to queuing of vehicles for entering the commercial carpark. The arrangement of vehicular access points and the design/layout of carpark should be assessed / supported by a TIA to be conducted by the future developer and submitted as part of the MLP submission at the planning application stage to the satisfaction of the C for T.

Building Set Back of 5m at the Eastern Corner of the Site

- (g) Based on our initial assessment, the proposal on building set back of 5m at the eastern corner of the Site (**Annex I**) is feasible without affecting the maximum building height and GFA restrictions for the proposed development. Besides, it will enable continuous planting of trees at regular intervals in the 5m-setback area along Yeung Uk Road and Ma Tau Pa Road to enhance pedestrian environment and streetscape.

Other Comments

- (h) The “CDA(7)” zoning is to provide proper planning control over the Site through the planning application mechanism which requires the submission of MLP with supporting technical assessments (including AVA, Visual Impact Assessment, Landscape Master Plan and TIA, etc.) to the Board for approval. The concerns on air ventilation, visual impact, landscape and POS design, traffic impact and parking provision, traffic/transport arrangements and the design/alignment of the proposed footbridge(s) at the Site can be thoroughly examined in the required technical assessments/design layout plan to be submitted by the applicant as part of the MLP submission. The applicant is required to demonstrate that all relevant requirements stipulated in the PB are complied with. Under the Town Planning Ordinance, the submission of MLP through planning application mechanism will need to be published for public inspection. The public will have opportunities to

² According to the HKPSG, the parking requirements for retail facilities is 1 car space per 200-300m² GFA; and that for office is, for the first 15,000m² GFA, 1 car space per 150-200m² GFA and, above 15,000m² GFA, 1 car space per 200-300m² GFA; and that for hotels is 1 car space per 100 rooms and 0.5-1 car space per 200m² GFA of conference and banquet facilities in hotels.

provide comments on the proposed design scheme by then.

5. **Proposed Amendments to the Draft PB**

- 5.1 Most of the views expressed by the TWDC have already been reflected in the draft PB. To address TWDC's concern on the M&M responsibilities of the proposed footbridge(s), the design integration of the proposed footbridge(s) and the 38m-wide NBA, and the suggestion of 5m building set back from the eastern corner of the Site, it is proposed to amend the draft PB as follows :
 - (a) To stipulate that the proposed footbridge(s) should be constructed by the developer at their own cost. Upon completion of the proposed footbridge(s), they should be managed and maintained by the owner of the commercial portion of the development at their own cost (under the Item on "Pedestrian Connection").
 - (b) To stipulate that the design of the proposed footbridge(s) and the 38m-wide NBA should be integrated (as a general design principle stated in paragraph 4.2(c) of the PB and stipulated under the Items on "Urban Design Considerations", "Non-Building Area" and "Pedestrian Connection").
 - (c) To indicate in **Plan 4** building set back of 5m from the eastern corner of the Site and to stipulate in the PB that the setback is to enable continuous planting of trees at regular intervals along Yeung Uk Road and Ma Tau Pa Road to enhance pedestrian environment and streetscape (under the Items on "Urban Design Considerations" and "Landscape and Tree Preservation Aspects").
- 5.2 For the sake of clarification, it is suggested to stipulate clearly in the PB that the proposed 38m-wide NBA and POS should be constructed by the developer at their own cost, and upon completion of the said facilities, they should be managed and maintained by the owner of the commercial portion of the development at their own cost (under the Items on "Non-Building Area" and "Open Space Provision").
- 5.3 Besides, as the Site is a piece of vacant land without any existing building, the building height restrictions stipulated under the Item on "OZP Zoning and Planning Intention" of the PB would not apply to the height of existing building. Hence, the words "or the height of the existing building, whichever is the greater" have been deleted.
- 5.4 The revised draft PB, with amendments shown in **bold** or ~~crossed-out~~, is attached at **Appendix I** for Members' consideration.

6. **Decision Sought**

Members are invited to:

- (a) note the views of the TWDC as summarized in paragraph 3 above and detailed at **Appendix IV**; and
- (b) endorse the revised draft PB at **Appendix I** which has incorporated the relevant proposed amendments.

7. **Attachments**

Appendix I	Revised draft PB for the “CDA(7)” site at TWTL 393
Appendix II	MPC Paper No. 1/14 (excluding the draft PB)
Appendix III	Extract of the minutes of the MPC meeting held on 17.1.2014
Appendix IV	Extract of the draft minutes of the TWDC meeting held on 28.1.2014
Annex I	Proposed revision to draft PB
Annex II	Location plan of the proposed short term tenancy at Kwai Yue Street, Kwai Chung and Tsuen Wan Multi-storey Carpark Building

PLANNING DEPARTMENT

**Revised Draft Planning Brief for the “Comprehensive Development Area (7)” Site
at Tsuen Wan Town Lot (TWTL) 393, Tsuen Wan**

1. PURPOSE OF THE PLANNING BRIEF

- 1.1 The purpose of the Planning Brief (PB) is to set out the broad planning parameters and development requirements to facilitate the preparation of Master Layout Plan (MLP) for the comprehensive residential and commercial development at TWTL 393 (the Site) at the “Comprehensive Development Area (7)” (“CDA(7)”) Site in Tsuen Wan.
- 1.2 The Site is zoned “CDA(7)” on the Tsuen Wan 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(7)” shall prepare a MLP for the approval of the Town Planning Board (the Board).

2. BACKGROUND

- 2.1 The Site is located to the west of the junction of Yeung Uk Road and Ma Tau Pa Road, Tsuen Wan (**Plans 1 and 2**). It was originally zoned “Commercial” (“C”) and subject to a maximum plot ratio of 9.5 on the Tsuen Wan OZP No. S/TW/19. In response to public aspiration for lower development intensity in the waterfront areas of Tsuen Wan, the Planning Department (PlanD) commissioned a consultancy study on air ventilation assessment for the Site (PlanD’s AVA Study) in 2008. The Study recommended reducing the development intensity of the Site to a plot ratio of 7.6 with a maximum building height of about 180 metres above Principal Datum (mPD) and designation of 3 non-building areas (NBA) to enhance air movement (PlanD’s AVA Study Recommended Option).
- 2.2 In 2010, the Community Building, Planning and Development Committee of the Tsuen Wan District Council (TWDC) commissioned another AVA consultancy study for the area which recommended that the proposed development at the Site be re-configured to maximize the building separations between the proposed buildings, e.g. by removing one tower and relocating the remaining tower to either the northwest or southwest of the Site. Having noted the TWDC’s concern, the Site was rezoned from “C” to “Undetermined” (“U”) under the draft Tsuen Wan OZP No.

S/TW/29 on 24.2.2012 pending review of its land use and development parameters.

- 2.3 A comprehensive review of the proposed land uses and development parameters of the Site and the surrounding area had been undertaken by the PlanD. The Site was recommended to be rezoned to “CDA” for comprehensive residential cum commercial development subject to an overall plot ratio restriction of 7.556 (a total gross floor area (GFA) of 106,993m²; of which, 30,586m² for domestic use and 76,407m² for non-domestic use), a 2-tier building height restriction of 100mPD and 130mPD, and designation of a 20m-wide NBA aligned with Chung On Street (Land Use Review Recommended Option).
- 2.4 On 26.3.2013, the TWDC was consulted on the Land Use Review Recommended Option. While the TWDC in general did not object to the proposed “CDA” approach comprising commercial and residential elements, some members had grave concern on the air ventilation impact of the future development and suggested the development of a single tall slim building block at a lower plot ratio. The TWDC also requested the provision of not less than 13,000 ft² (about 1,208 m²) public open space (POS) within the Site.
- 2.5 Taking into account the views of the TWDC, the development restrictions of the Site had been amended. On 3.5.2013, the amended development option together with the views of the relevant departments and the TWDC were submitted to the Board for consideration. After deliberation, the Board agreed to the amended development option and incorporated the amendments to rezone the Site from “U” to “CDA(7)” with the stipulation of building height and GFA restrictions, the designation of a NBA as well the provision of a POS at the Site. On 16.5.2013, the draft Tsuen Wan OZP No. S/TW/30, incorporating the relevant zoning amendments, was exhibited under section 7 of the Ordinance. On 18.10.2013, after giving consideration to the 24 representations received, the Board decided not to uphold the representations.
- 2.6 On 7.1.2014, the Chief Executive in Council, under section 9(1)(a) of the Ordinance, approved the draft Tsuen Wan OZP, which was subsequently re-numbered as S/TW/31. On 17.1.2014, the approved Tsuen Wan OZP No. S/TW/31 was notified in the Gazette under section 9(5) of the Ordinance.

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

The Site

- 3.1 The Site has a site area of about 14,160m² (subject to survey) and is zoned “CDA(7)” on the Tsuen Wan OZP (**Plan 1**).
- 3.2 The Site is bounded by Tsuen Wan Park to the southwest, Ma Tau Pa Road to the south and southeast, Yeung Uk Road to the northeast and north, and a comprehensive residential development (The Dynasty (TWTL 394)) to the northwest. According to the PlanD’s AVA Study (paragraph 2.1 above refers), the Site lies within a major air path through which south-westerly wind from the Tsuen Wan waterfront penetrates into the Tsuen Wan Town Centre to the northeast across Yeung Uk Road.
- 3.3 The Site is a piece of Government land. It has been formed and is currently subject to a Short Term Tenancy (STT) for fee-paying public carpark use. A three months’ notice is required to terminate the concerned STT.

Surrounding Land Uses

- 3.4 To the immediate southwest of the Site are Tsuen Wan Park and a “Government, Institution or Community” (“G/IC”) site reserved for GIC use. To the further southwest near the Tsuen Wan waterfront are comprehensive commercial and residential developments at the Mass Transit Railway (MTR) Tsuen Wan West Station Sites; i.e. Tsuen Wan 5 (TW5), Tsuen Wan 6 (TW6) and Tsuen Wan 7 (TW7) (**Plan 1**).
- 3.5 To the southeast across Ma Tau Pa Road are the industrial developments within the Tsuen Wan East Industrial Area and three service apartments at Yeung Uk Road (i.e. Chelsea Court, H Cube and Indi Home) (**Plan 1**).
- 3.6 To the northeast across Yeung Uk Road are the residential developments at the Tsuen Wan Town Centre (**Plan 1**).
- 3.7 To the immediate northwest is a comprehensive residential development (The Dynasty (TWTL 394)) and further to its northwest is Nina Tower which comprises office and hotel developments (**Plans 1 and 2**).

4. GENERAL DESIGN PRINCIPLES FOR THE SITE

- 4.1 It is the planning objective to develop the Site for residential cum commercial purposes with the provision of POS and other supporting facilities. General development concepts for the Site are illustrated in **Plan 4**.
- 4.2 The general design principles for the Site are as follows:
- (a) Since commercial element could help screening the adverse impacts of traffic noise, emissions and industrial/residential interface, commercial development should be at the eastern portion of the Site (Site A as shown in **Plan 4**) and residential development should be at the western portion of it (Site B as shown in **Plan 4**).
 - (b) No-podium design should be adopted to prevent negative ventilation effects at the pedestrian level.
 - (c) The proposed development should have good visual and design integration with **the footbridge(s)**, the 38m-wide landscaped NBA and POS. In particular, attention should be paid to the edge treatment in areas abutting the concerned NBA and POS **as well as the design of footbridges and the 38-m wide landscaped NBA** so as to achieve an integrated design.
 - (d) Adopt variation in building height profile within the 2-tier building height restrictions to enhance visual interest and green design for the developments.
 - (e) Since the Site is located at the junction of two major roads namely Yeung Uk Road and Ma Tau Pa Road and situated near the Tsuen Wan East Industrial Area, suitable measures for the residential developments (such as reduced aspect or innovative building design) would be required to mitigate the traffic and industrial noise impacts.
 - (f) Ancillary carpark should be provided at basement levels.

5. PLANNING REQUIREMENTS FOR THE SITE

Item	Particulars	Remarks
Major Development Parameters		
OZP Zoning and Planning Intention	<p>The Site is zoned “CDA(7)” which is intended for comprehensive development/ redevelopment of the area primarily for residential cum commercial uses with the provision of open space and other supporting facilities. The “CDA(7)” zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure, visual impact, air ventilation and other constraints.</p> <p>The “CDA(7)” zone is subject to a maximum GFA of 99,120m², of which a GFA of not less than 39,365 m² shall be for domestic use and a GFA of not less than 59,755 m² shall be for non-domestic use. Ancillary car parking shall be provided in the basement. A POS of not less than 1,300m² shall be provided at the commercial portion of the development (i.e. Site A as shown in Plan 4). Development within this zoning is also subject to a maximum building height of 100mPD (at the western side)(Site B as shown in Plan 4) and 150mPD (at the eastern side)(Site A as shown in Plan 4), or the height of the existing building, whichever is the greater. A strip of land (38 m-wide) aligned with Chung On Street to the north has been designated as a NBA on the OZP.</p>	Plan 1

Item	Particulars	Remarks
	Minor relaxation of the GFA / building height / NBA restrictions may be considered by the Board on application under section 16 of the Town Planning Ordinance.	
Proposed Uses	<u>Site A</u> Commercial development with not less than 1,300m ² POS <u>Site B</u> Residential development	Plan 4
Site Area	About 14,160m ²	Plans 1 and 2 Subject to verification upon setting out of site boundary.
Maximum GFA	Total GFA : 99,120m ² (equivalent to a plot ratio of about 7 based on the above site area) <u>Site A (for commercial development)</u> Not less than 59,755 m ² shall be for non-domestic use <u>Site B (for residential development)</u> Not less than 39,365 m ² shall be for domestic use	With the minimum domestic GFA of 39,365m ² and assumed an average flat size of 50m ² , Site B is capable of producing about 788 flats.
Maximum Building Height	<u>Site A</u> 150mPD (main roof level) <u>Site B</u> 100mPD (main roof level)	Plans 1 and 4 See the Urban Design Considerations as stated below for details.
Maximum Site Coverage	Not exceeding those stipulated in the Building (Planning) Regulations.	Calculated based on the above site area.

Item	Particulars	Remarks
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"> • Provide sensitive layout and disposition of buildings to achieve better air ventilation and avoid creating ‘wall effect’ and avoid adverse impact on pedestrian wind environment. • Adopt no-podium design. • Provision of a 25m-wide wind corridor in the form of NBA at the southern part of the Site near Tsuen Wan Park (Plan 4) to act as air path to improve the air ventilation at localized areas inside Tsuen Wan Park under northerly and easterly winds. No building structure should be erected thereon. • Building set back of 5m from Yeung Uk Road and Ma Tau Pa Road to enable continuous planning of trees at regular intervals to enhance pedestrian environment and streetscape (Plan 4). • Building set back of 10m along the north-western site boundary adjoining The Dynasty (TWTL 394) to enhance air ventilation and avoid unpleasant wind environment due to the narrow gap between the two sites (Plan 4). 	<p>Please also refer to the aspects on non-building area, open space provision, visual and air ventilation as stated below.</p> <p>The design, layout and disposition of the building blocks should be subject to the requirements identified in the Air Ventilation Assessment (AVA) and Visual Impact Assessment (VIA) for the Site.</p> <p>Subject to the findings of the AVA to be conducted by the prospective developer and the Board’s approval at the MLP submission stage, the exact alignment and width of the wind corridor may be varied (Plan 4).</p> <p>In the MLP submission to the Board, the applicant is required to demonstrate that the development, including the design of the carpark, can comply with the Sustainable Building Design Guidelines promulgated in the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Engineers APP-152 issued by the Building Authority.</p>

Item	Particulars	Remarks
	<ul style="list-style-type: none"> • Adopt variation in building height profile within the 2-tier building height restrictions to create greater visual interests. • Pay special attention to the interface between the proposed developments, the footbridge(s), the 38m-wide NBA as well as the POS (see Non-building Area, Open Space Provision, and Pedestrian Connection as stated below for details). There should be good visual and design integration with the concerned NBA, footbridge(s) and POS. • Carpark should be provided in the basement. 	
Non-Building Area	<p>Provision of a 38m-wide NBA aligned with Chung On Street as shown on Plan 4 to facilitate penetration of wind from the Tsuen Wan waterfront through Chung On Street to the Tsuen Wan Town Centre.</p> <p>The NBA should be landscaped to allow better integration with the POS at the adjoining commercial development of the Site. It should be designed and integrated in harmony with the POS to provide interesting space for enjoyment of the public and focal point for leisure activities and to facilitate pedestrian circulation between Ma Tau Pa Road and Yeung Uk Road. Besides, the design of the footbridge(s) and the</p>	<p>The NBA restriction will not apply to underground developments.</p> <p>To facilitate the provision of footbridge connection between the existing footbridge at the junction of Yeung Uk Road/Ma Tau Pa Road and The Dynasty, minor structure for footbridge connection on the NBA may be allowed.</p> <p>The NBA should be provided; managed and maintained by the developer at their own cost. However, it is intended that Upon completion of the</p>

Item	Particulars	Remarks
	<p>NBA should be integrated (Please also refer to the aspect on pedestrian connection below).</p> <p>The concerned landscaped NBA should be indicated in the MLP for the Board's consideration.</p>	<p>NBA, it should be managed and maintained by the owner of the commercial portion of the development should be responsible for the future management and maintenance of the NBA at their own cost.</p> <p>The NBA should be open to the public free of charge at reasonable hours.</p> <p>No part of the 38m-wide landscaped NBA should be counted as POS (Please also refer to the aspect on open space provision below).</p>
Open Space Provision	<p>Provision of not less than 1,300m² at-grade POS in the commercial portion of the Site (Site A as shown in Plan 4).</p> <p>It should be designed and integrated in harmony with the adjoining 38m-wide landscaped NBA to provide interesting space for enjoyment of the public and focal point for leisure activities.</p>	<p>The POS should be provided; managed and maintained by the developer at their own cost. However, it is intended thatUpon completion of the POS, it should be managed and maintained by the owner of the commercial portion of the development should be responsible for the future management and maintenance of the POS at their own cost.</p>

Item	Particulars	Remarks
	<p>The location of the POS should be indicated in the MLP for the Board's consideration.</p> <p>For the residential development, not less than 1m² private local open space (LOS) per person should be provided for residents of the Site.</p>	<p>The POS should be open to the public free of charge at reasonable hours.</p> <p>The POS should be open-air as far as possible.</p> <p>No part of the 38m-wide landscaped NBA should be counted as POS.</p>
Landscape and Tree Preservation Aspects	<p>A Landscape Master Plan (LMP) should be prepared and submitted as part of the MLP submission at planning application stage, with the incorporation of the following landscaping requirements:</p> <ul style="list-style-type: none"> • Create a comprehensive landscape proposal to soften the building mass and to integrate the proposed developments with the POS and 38m-wide landscaped NBA. • Landscape the 38m-wide NBA to allow better integration with the POS at the adjoining commercial development at the Site. • Provide amenity planting strip with trees and shrubs planting at the 5m-setback area continuously at regular intervals along Yeung Uk Road and Ma Tau Pa Road as well as at the 10m-setback area along the northwestern boundary. Adequate soil depth should be reserved for planting, especially 	<p>Greenery should be provided at various levels and forms, including vertical greening, with priority for tree planting at-grade.</p> <p>Tree planting should be maximized in the development where practicable, particularly, at street level.</p>

Item	Particulars	Remarks
	<p>above basement or structure.</p> <ul style="list-style-type: none"> • Optimize greening opportunity within the developments at grade, various building levels, roof and vertical façade. • Introduce high quality streetscape with tree planting and street furniture to provide a friendly pedestrian setting and create a strong sense of place. • Adopt a minimum coverage of 30% for greening at the Site. The greening can be at ground level and rooftop, etc. At least half of the greening should be provided at grade or at levels easily accessible to pedestrians. • Retain existing trees where feasible. A tree survey and tree preservation proposal should be prepared in accordance with the Lands Administration Office Practice Note No. 7/2007 on Tree Preservation and Tree Removal Application for Building Development in Private Projects. • Tree species vulnerable to wind damage at the NBA should be avoided. 	

Item	Particulars	Remarks
Pedestrian Connection	<p>Provision of footbridge(s) connecting the existing footbridge at the junction of Yeung Uk Road and Ma Tau Pa Road via the Site to The Dynasty (TWTL 394) which has already reserved two footbridge connection points at its podium.</p> <p>The footbridge connection should be open to the public at all times.</p> <p>Provision of direct barrier-free pedestrian walkway to link up with the footbridge/walkway system and the public footpath along Yeung Uk Road via the eastern commercial portion.</p> <p>Enhance the pedestrian networks between the POS, the 38m-wide NBA, the developments within the Site and the adjoining areas.</p>	<p>The footbridge(s) should be provided, managed and maintained by the developer at their own cost. Upon completion of the footbridge(s), they should be managed and maintained by the owner of the commercial portion of the development at their own cost.</p> <p>The design of the footbridge(s) should be as slender and aesthetically pleasing as possible, with a lightweight cover so that the proposed footbridge(s) may blend in better with the surrounding environment and minimize the visual impact on the surroundings. It should also be integrated with the design of the 38m-wide NBA.</p> <p>The exact requirements for footbridges concerned have to be looked into in the Traffic Impact Assessment (TIA) to be conducted by the future developer (Please also refer to the aspect on traffic and transport below).</p>

Item	Particulars	Remarks
Car Parking, Loading and Unloading Provision	<p>The provision of ancillary parking spaces and loading/unloading bays for the residential and commercial developments should be in accordance with the requirements under Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG).</p> <p>All parking and loading/unloading facilities should be provided in the basement and incorporated as part of the MLP submission at the planning application stage.</p>	Provision for commercial and residential uses should be to the satisfaction of the Transport Department (TD).
Other Technical Requirements		
Traffic and Transport Aspects	<p>A comprehensive TIA for both Sites A and B should be prepared and submitted as part of the MLP submission at the planning application stage to the satisfaction of TD. It is advisable that the requirements and methodology of the TIA are agreed with TD before its commencement.</p> <p>Any road/junction improvements proposed in the TIA should be designed and implemented by the developer to the satisfaction of TD.</p>	The TIA should take into account major proposed/committed developments in the surrounding areas, such as the developments at the MTR Tsuen Wan West Station Sites (i.e. TW5, TW6 and TW7) and the new Home Ownership Scheme (HOS) development at Sha Tsui Road (Plan 1).
Air Ventilation Aspect	A quantitative AVA should be prepared and submitted as part of the MLP submission stage and the future developer is required to demonstrate in the AVA that there is no worse-off, if not better, of the pedestrian wind environment when compared with that for the PlanD's AVA Study Recommended Option.	The AVA should be conducted in accordance with the Housing, Planning and Lands Bureau Technical Circular No. 1/06 and Environment, Transport and Works Bureau Technical Circular No. 1/06 on Air Ventilation Assessment taking into account the relevant sections on air ventilation in Chapter 11 of HKPSG and/or

Item	Particulars	Remarks
	Reference should be made to the recommendations of the PlanD's AVA Study in the preparation of the development proposals for Sites A and B.	<p>any other relevant technical documents issued by the government.</p> <p>The proposed layout and building disposition at the Site should be carefully designed to promote air ventilation. No-podium design should be adopted.</p> <p>The AVA should take into account major proposed/committed developments in the surrounding areas, such as the developments at the MTR Tsuen Wan West Station Sites (i.e. TW5, TW6 and TW7) and the new HOS development at Sha Tsui Road (Plan 1).</p>
Visual Aspect	A VIA should be prepared and submitted as part of the MLP submission at the planning application stage to demonstrate that the building height and design of the proposed development would minimize any adverse impact on the surrounding areas and suitable mitigation measures should be proposed.	<p>The development should be carefully designed to avoid creating 'wall effect' on the surrounding areas.</p> <p>The VIA should be conducted in accordance with the Town Planning Board Guidelines on Submission of VIA for Planning Applications to the Town Planning Board.</p>

Item	Particulars	Remarks
Environmental Aspect	<p>An Environmental Assessment (EA) should be prepared and submitted as part of the MLP submission at the planning application stage to the satisfaction of the Environmental Protection Department (EPD).</p> <p>It is required to address the potential environmental impacts on the development, in particular the noise and air quality impacts arising from Yeung Uk Road, Ma Tau Pa Road and the industrial developments at the Tsuen Wan East Industrial Area.</p> <p>Proposed mitigation measures should be incorporated as part of the MLP submission to the satisfaction of EPD.</p>	<p>In the design and disposition of the building blocks, due regard should be given to protecting noise sensitive receiver (i.e. residential blocks) through various measures such as setback and provision of noise barriers / other innovative building design should be considered.</p>
Drainage and Sewerage Aspects	<p>A Drainage and Sewerage Impact Assessment (DSIA) should be prepared and submitted as part of the MLP submission at the planning application stage to the satisfaction of EPD and the Drainage Services Department.</p>	

6. IMPLEMENTATION PROGRAMME

An implementation programme is required as part of the MLP submission at the planning application stage to indicate the construction programme of the proposed development, the 38m-wide landscaped NBA, POS and amenity areas, etc.

7. MASTER LAYOUT PLAN SUBMISSION

- 7.1 A MLP should be prepared in accordance with the “Town Planning Board Guidelines for Submission of Master Layout Plan under Section 4A(2) of

the Town Planning Ordinance” (TPB PG-No. 18A) and submitted to the Board for approval under the Ordinance.

7.2 The MLP should contain all the information as required under the Notes of the OZP for the “CDA(7)” zone of the Tsuen Wan OZP and demonstrate clearly that the requirements stated in this PB have been complied with. 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 GFA for various uses, total number of flats and flat size, where applicable;
- (iii) the details and extent of commercial, Government, institution or community (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, walkways and footbridges proposed to be constructed within the area;
- (v) the landscape and urban design proposals within the area;
- (vi) programmes of development in detail;
- (vii) an 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) visual impact assessment and air ventilation assessment reports to examine any visual and air ventilation problems that may be caused to or by the proposed development and the proposed mitigation measures to tackle them;
- (ix) 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;

- (x) 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; and
- (xi) such other information as may be required by the Board.

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

7.4 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.

8. ATTACHMENTS

- Plan 1 Location Plan**
- Plan 2 Site Plan**
- Plan 3 Site Photo**
- Plan 4 Development Concept for the TWTL 393**

PLANNING DEPARTMENT
~~JANUARY~~ FEBRUARY 2014



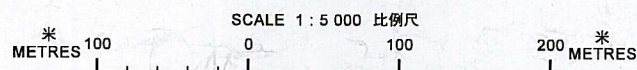
本摘要圖於2014年1月17日擬備，所根據的資料為於2014年1月7日核准的分區計劃大綱圖編號 S/TW/31

EXTRACT PLAN PREPARED ON 17.1.2014
BASED ON OUTLINE ZONING PLAN No.
S/TW/31 APPROVED ON 7.1.2014

位置圖 LOCATION PLAN

荃灣市地段第393號的規劃大綱

PLANNING BRIEF FOR THE TSUEN WAN TOWN LOT No. 393



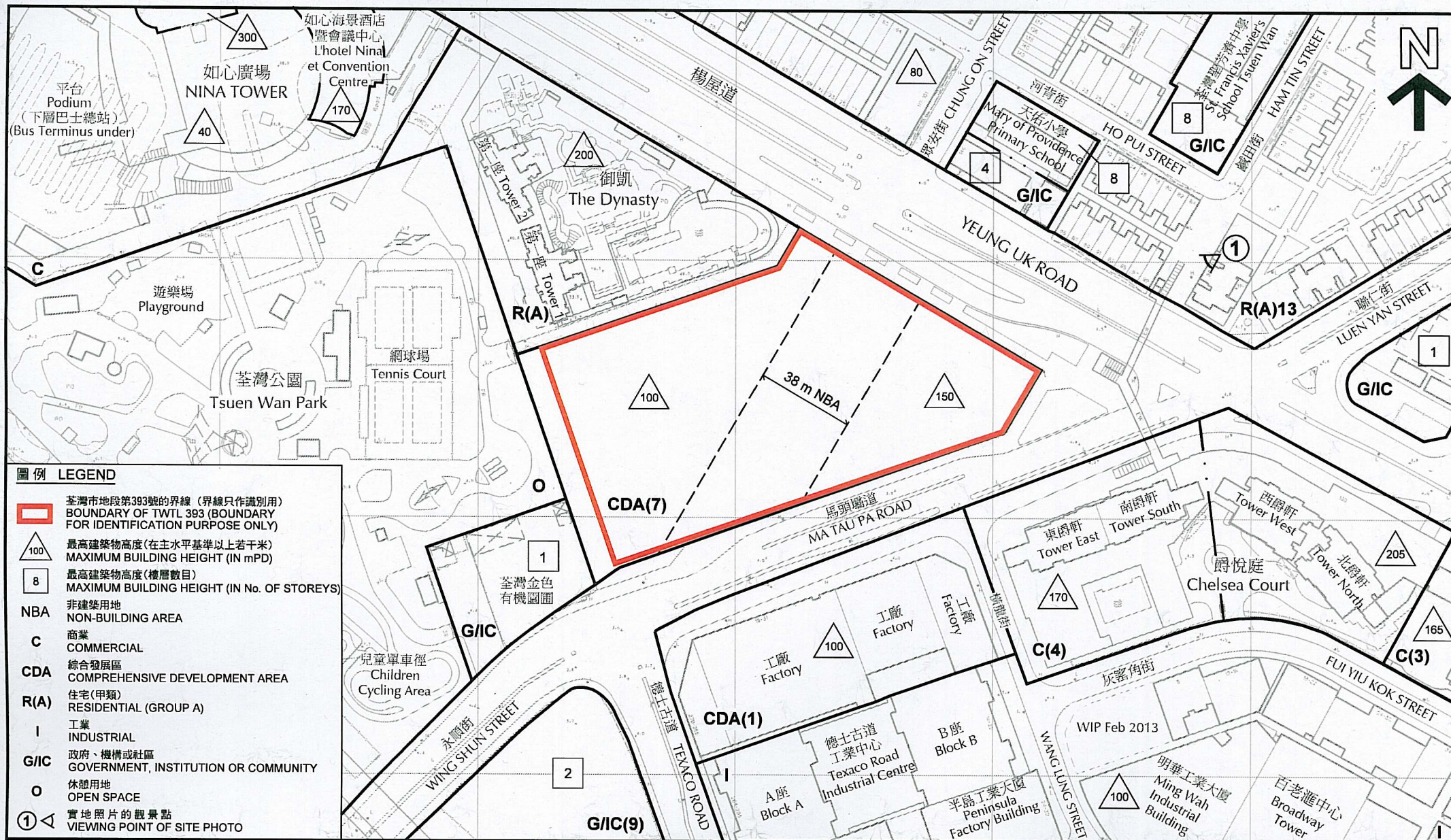
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/TW/13/27

圖 PLAN



本摘要圖於2013年8月22日擬備，所根據的資料
為測量圖編號 6-SE-20D/25B 和 7-SW-16C/21A

EXTRACT PLAN PREPARED ON 22.8.2013
BASED ON SURVEY SHEETS No.
6-SE-20D/25B AND 7-SW-16C/21A

平面圖 SITE PLAN

荃灣市地段第393號的規劃大綱

PLANNING BRIEF FOR THE TSUEN WAN TOWN LOT No. 393

SCALE 1:2 000 比例尺
METRES 40 0 40 80 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/TW/13/27


圖 PLAN

2

1



圖例 LEGEND

 荃灣市地段第393號的界線
(界線只作識別用)
BOUNDARY OF TWTL 393
(BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY)

NBA 非建築用地
NON-BUILDING AREA

本圖於2013年8月22日擬備，所根據的
資料為攝於2013年4月18日的實地照片

PLAN PREPARED ON 22.8.2013
BASED ON SITE PHOTO TAKEN
ON 18.4.2013

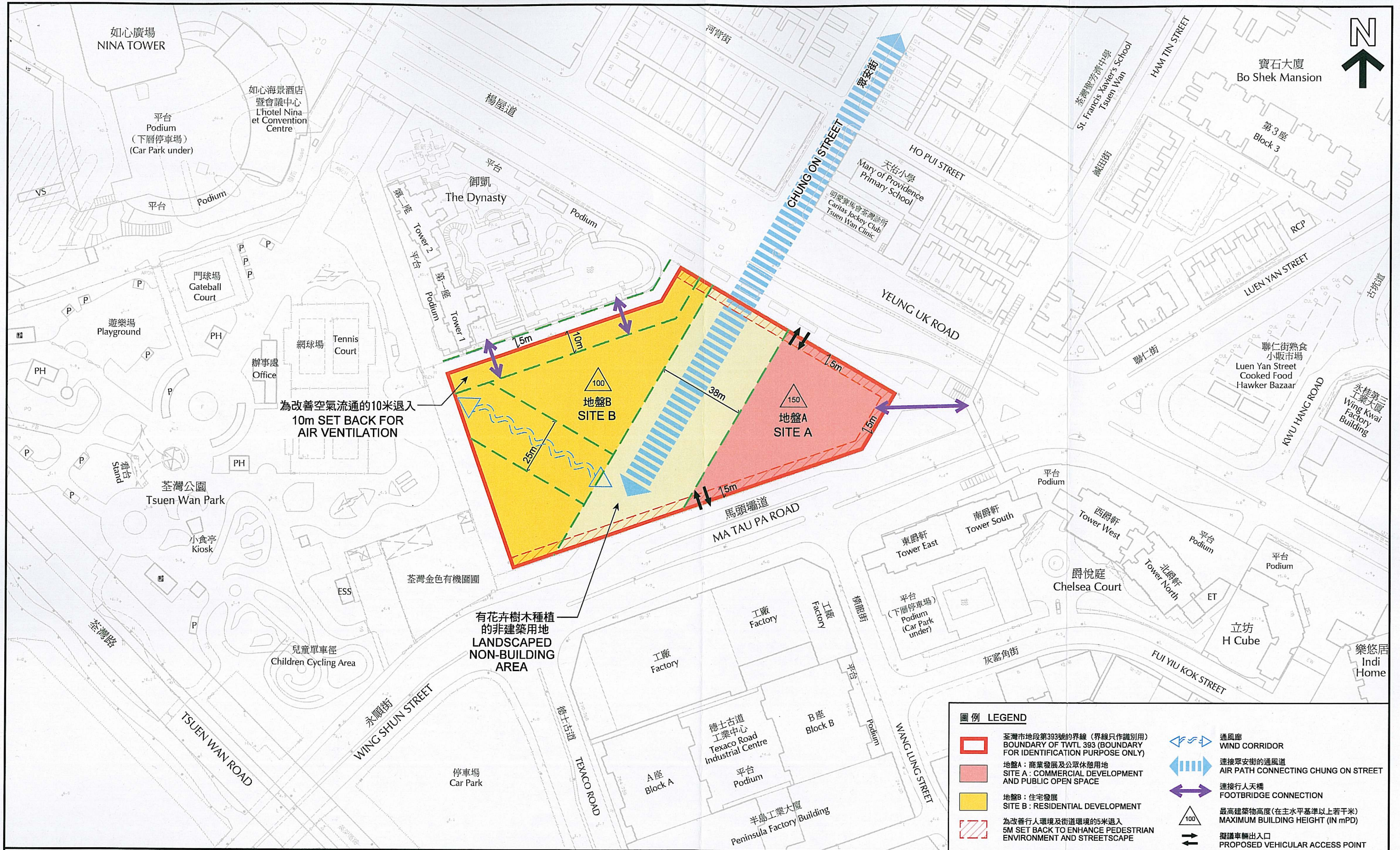
實地照片 SITE PHOTO
荃灣市地段第393號的規劃大綱
PLANNING BRIEF FOR THE
TSUEN WAN TOWN LOT No. 393

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/TW/13/27

圖 PLAN
3



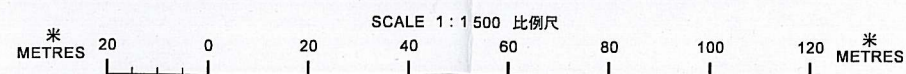
本摘要圖於2014年2月5日擬備，所根據的資料
為測量圖編號 6-SE-20D/25B 和 7-SW-16C/21A

EXTRACT PLAN PREPARED ON 5.2.2014
BASED ON SURVEY SHEETS No.
6-SE-20D/25B AND 7-SW-16C/21A

發展概念 DEVELOPMENT CONCEPT

荃灣市地段第393號的規劃大綱

PLANNING BRIEF FOR THE TSUEN WAN TOWN LOT No. 393



規劃署

PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/TW/13/27

圖 PLAN

4

METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD

MPC Paper No. 1/14
For Consideration by
the Metro Planning Committee on 17.1.2014

DRAFT PLANNING BRIEF
FOR THE “COMPREHENSIVE DEVELOPMENT AREA(7)” SITE
AT TSUEN WAN TOWN LOT 393, TSUEN WAN

**Draft Planning Brief for the “Comprehensive Development Area (7)” Site
at Tsuen Wan Town Lot (TWTL) 393, Tsuen Wan**

1. Purpose

This paper is to seek:

- (a) Members’ views on the draft planning brief (PB) for the proposed comprehensive development at TWTL 393 zoned “Comprehensive Development Area(7)” (“CDA(7)”) on the approved Tsuen Wan Outline Zoning Plan No. S/TW/31 (the OZP); and
- (b) the Metro Planning Committee’s (the Committee) agreement that the draft PB at **Appendix I** is suitable for consultation with the Tsuen Wan District Council (TWDC).

2. The Site and Its Surroundings

- 2.1 The Site (TWTL 393), with a site area of about 14,160m², is located to the west of the junction of Yeung Uk Road and Ma Tau Pa Road, Tsuen Wan (Plans 1 and 2 in **Appendix I**). It is located within an area which is mainly mixed with residential and commercial developments as well as some Government, Institution or Community (GIC) and open space uses. To the immediate southwest of the Site are Tsuen Wan Park and a “Government, Institution or Community” (“G/IC”) site which is proposed for development of a community hall by the Tsuen Wan District Office. To the further southwest near the Tsuen Wan waterfront are comprehensive commercial and residential developments at the Mass Transit Railway (MTR) West Rail Tsuen Wan West Station Sites; i.e. Tsuen Wan 5, Tsuen Wan 6 and Tsuen Wan 7.
- 2.2 To the south across Ma Tau Pa Road is a “CDA(1)” site which is intended for comprehensive commercial development. The site is currently occupied by a factory building. Further beyond are the industrial developments within the Tsuen Wan East Industrial Area.
- 2.3 To the southeast across Ma Tau Pa Road are three service apartments at Yeung Uk Road (i.e. Chelsea Court, H Cube and Indi Home). To the northeast across Yeung Uk Road is a large cluster of residential developments at the Tsuen Wan Town Centre. To the immediate northwest is a comprehensive residential development, The Dynasty, and further to its northwest is Nina Tower which comprises office and hotel developments.

3. Planning Intention and Development Restrictions

- 3.1 The “CDA(7)” zone is intended for comprehensive development/redevelopment of the area primarily for residential cum commercial uses with the provision of open

space 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, visual impact, air ventilation and other constraints.

- 3.2 The "CDA(7)" zone is subject to a maximum GFA of 99,120m², of which a GFA of not less than 39,365 m² shall be for domestic use and a GFA of not less than 59,755 m² shall be for non-domestic use. Ancillary car parking shall be provided in the basement. A public open space (POS) of not less than 1,300m² shall be provided at the commercial portion of the development (i.e. Site A as shown in Plan 4 in Appendix I). Development within this zoning is also subject to a maximum building height of 100mPD at the western side of the Site (Site B as shown in Plan 4 in Appendix I) and 150mPD at the eastern side of the Site (Site A as shown in Plan 4 in Appendix I). A strip of land (38m-wide) aligned with Chung On Street to the north has been designated as a NBA on the OZP.

4. Land Aspect

The Site is a piece of Government land, which has been formed. It is currently used as a temporary fee-paying public carpark under Short Term Tenancy (STT) No. 1462. A three months' notice is required to terminate the concerned STT.

5. Background

- 5.1 The Site was originally zoned "Commercial" ("C") and subject to a maximum plot ratio of 9.5 on the Tsuen Wan OZP No. S/TW/19. In response to public aspiration for lower development intensity in the waterfront areas of Tsuen Wan, the Planning Department (PlanD) commissioned a consultancy study on air ventilation assessment for the Site (PlanD's AVA Study) in 2008. The Study recommended reducing the development intensity of the Site to a plot ratio of 7.6 with a maximum building height of about 180mPD and designation of 3 non-building areas (NBA) to enhance air movement.
- 5.2 In 2010, the Community Building, Planning and Development Committee of the Tsuen Wan District Council (TWDC) commissioned another AVA consultancy study for the area which recommended that the proposed development at the Site be re-configured to maximize the building separations between the proposed buildings, e.g. by removing one tower and relocating the remaining tower to either the northwest or southwest of the Site. Having noted the TWDC's concern, the Site was rezoned from "C" to "Undetermined" ("U") under the draft Tsuen Wan OZP No. S/TW/29 on 24.2.2012 pending review of its land use and development parameters.
- 5.3 A comprehensive review of the proposed land uses and development parameters of the Site and the surrounding area had been undertaken by the PlanD. The Site was recommended to be rezoned to "CDA" for comprehensive residential cum commercial development subject to an overall plot ratio restriction of 7.556 (a total GFA of 106,993m²; of which, 30,586m² for domestic use and 76,407m² for non-domestic use), a 2-tier building height restriction of 100mPD and 130mPD, and designation of a 20m-wide NBA aligned with Chung On Street (Land Use Review Recommended Option).

- 5.4 On 26.3.2013, the TWDC was consulted on the Land Use Review Recommended Option. While the TWDC in general did not object to the proposed "CDA" approach comprising commercial and residential elements, some members had grave concern on the air ventilation impact of the future development and suggested the development of a single tall slim building block at a lower plot ratio. The TWDC also requested the provision of not less than 13,000 ft² (about 1,208 m²) POS within the Site.
- 5.5 Taking into account the views of the TWDC, the development restrictions of the Site had been further revised¹. On 3.5.2013, the amended development option together with the views of the relevant departments and the TWDC were submitted to the Town Planning Board (the Board) for consideration. After deliberation, the Board agreed to the amended development option and incorporated the amendments to rezone the Site from "U" to "CDA(7)" with the stipulation of building height and gross floor area (GFA) restrictions, the designation of a NBA as well as the provision of a POS at the Site. On 16.5.2013, the draft Tsuen Wan OZP No. S/TW/30, incorporating the relevant zoning amendments, was exhibited under section 7 of the Ordinance. On 18.10.2013, after giving consideration to the 24 representations received, the Board decided not to uphold the representations.
- 5.6 On 7.1.2014, the Chief Executive in Council, under section 9(1)(a) of the Ordinance, approved the draft Tsuen Wan OZP. On 17.1.2014, the approved Tsuen Wan OZP No. S/TW/31 was notified in the Gazette under section 9(5) of the Ordinance.

6. Draft PB

- 6.1 A draft PB for the Site has been prepared at **Appendix I** to guide the development on the Site. The PB sets out the intended uses, development parameters, and the planning and design requirements to facilitate the preparation of a Master Layout Plan (MLP) submission by the future applicant to the Board.
- 6.2 As it is intended to develop the Site for residential cum commercial purposes with the provision of POS and other supporting facilities in a comprehensive manner, general development concepts for the Site have been formulated and illustrated in paragraph 4 and **Plan 4 of Appendix I** respectively.

- 6.3 The main requirements for the "CDA(7)" site are highlighted below:

Development Parameters

- 6.4 Development within the Site is subject to a maximum GFA of 99,120m² (equivalent to an overall plot ratio of 7), of which a GFA of not less than 39,365 m² shall be for domestic use and a GFA of not less than 59,755 m² shall be for non-domestic use. Assuming an average flat size of 50m², it is estimated that the Site would provide some 788 units.

¹ Taking into account the views of the TWDC, the following changes had been made to the development restrictions of the Site: (1) reduction of the overall plot ratio from 7.556 to 7; (2) widening the NBA from 20m to 38m; and (3) provision of a POS of not less than 1,300m² in the commercial portion of the development.

- 6.5 The Site is also subject to a 2-tier building height restriction of 100mPD/150mPD (maximum building height of 100mPD at the western side of the Site (Site B as shown in **Plan 4 in Appendix I**) and 150mPD at the eastern side of the Site (Site A as shown in **Plan 4 in Appendix I**)). A strip of land (38m-wide) aligned with Chung On Street to the north has been designated as a NBA on the OZP. Besides, not less than 1,300m² POS should be provided at the commercial portion of the development (i.e. Site A as shown in **Plan 4 in Appendix I**).

Urban Design and NBA Requirements

- 6.6 In addition to the 2-tier building height restriction, a number of urban design considerations should be adopted for the future development on the Site. These include adoption of variation in building height profile within the 2-tier building height restriction, and no-podium design, provision of sensitive layout and disposition of buildings to achieve better air ventilation and avoid creating 'wall effect' and avoid adverse impact on pedestrian wind environment.
- 6.7 A 38m-wide landscaped NBA aligned with Chung On Street should be provided to facilitate penetration of wind from the Tsuen Wan waterfront through Chung On Street to the Tsuen Wan Town Centre. It should not be counted as POS and should be provided by the developer and managed and maintained by the owner of the commercial portion of the development at their own cost, and open to the public free of charge at reasonable hours.
- 6.8 A 25m-wide wind corridor in the form of NBA at the southern part of the Site (**Plan 4 in Appendix I**) near Tsuen Wan Park should be provided to act as air path to improve the air ventilation at localized areas inside Tsuen Wan Park under northerly and easterly winds. No building structure should be erected thereon. However, subject to the findings of the Air Ventilation Assessment (AVA) to be conducted by the prospective developer (also refer to paragraph 6.10 below) and the Board's approval at the MLP submission stage, the exact alignment and width of the wind corridor may be varied.
- 6.9 Also, building(s) of the future development should set back 5m from Yeung Uk Road and Ma Tau Pa Road to enhance pedestrian environment and streetscape, and a set back of 10m along the north-western site boundary adjoining The Dynasty (TWTL 394) should be provided to enhance air ventilation.
- 6.10 In addition, a Visual Impact Assessment and an AVA should be included in the MLP submission to ensure better visual permeability and air ventilation.

Open Space and Landscape Requirements (Plan 4 in Appendix I)

- 6.11 An at-grade POS of not less than 1,300m² should be provided in the commercial portion of the Site (Site A as shown in **Plan 4 in Appendix I**). The POS should be provided by the developer and managed and maintained by the owner of the commercial portion of the development at their own cost, and open to the public free of charge at reasonable hours. Private open space of 1m² per person should be provided for residents of the proposed residential development at the Site. The greening ratio at a minimum of 30% should be adopted for the Site. At least half of the greening should be provided at grade or at levels easily accessible to pedestrians.

- 6.12 A Landscape Master Plan with the incorporation of various landscaping requirements should be included in the MLP submission. The future developer should pay special attention to the interface between the proposed developments and the 38m-wide NBA as well as the POS.

Pedestrian Connection and Transport Requirements (Plan 4 in Appendix I)

- 6.13 Footbridge(s) (to be open to the public at all times) connecting the existing footbridge at the junction of Yeung Uk Road and Ma Tau Pa Road via the Site to The Dynasty (TWTL 394) should be provided, managed and maintained by the future developer at their own cost. The exact requirements for footbridges concerned have to be looked into in the Traffic Impact Assessment (TIA) to be conducted by the future developer (also refer to paragraph 6.15 below).
- 6.14 Direct barrier-free pedestrian walkway to link up with the footbridge/walkway system and the public footpath along Yeung Uk Road via Site A should also be provided.
- 6.15 A comprehensive TIA shall be conducted by the applicant to the satisfaction of the Commissioner for Transport (C for T). The requirements and methodology of the TIA should be agreed with C for T before its commencement. Any road/junction improvements proposed in the TIA should be designed and implemented by the developer to the satisfaction of C for T. The TIA should be included in the MLP submission.
- 6.16 The provision of ancillary car parking spaces and loading/unloading bays for the proposed development should be provided in accordance with the Hong Kong Planning Standards and Guidelines, and to the satisfaction of the C for T. All parking and loading/unloading facilities should be provided in the basement and incorporated as part of the MLP.

Environmental, Drainage and Sewerage Requirements

- 6.17 An Environmental Assessment should be prepared and submitted as part of the MLP submission to the satisfaction of the Director of Environmental Protection (DEP). It is required to address the potential environmental impacts on the development, in particular the noise and air quality impacts arising from Yeung Uk Road, Ma Tau Pa Road and the industrial developments at the Tsuen Wan East Industrial Area. Proposed mitigation measures should be incorporated as part of the MLP submission to the satisfaction of DEP.
- 6.18 A Drainage and Sewerage Impact Assessment should be prepared and submitted as part of the MLP submission to the satisfaction of DEP and the Director of Drainage Services.

7. Consultation

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

- (a) District Lands Officer/Tsuen Wan and Kwai Tsing, Lands Department;
- (b) Commissioner for Transport;
- (c) Chief Building Surveyor/New Territories West, Buildings Department;
- (d) Chief Architect/Central Management Division 2, Architectural Services Department;
- (e) Chief Town Planner/Urban Design and Landscape, Planning Department;
- (f) Project Manager (New Territories North and West), New Territories North and West Development Office, Civil Engineering and Development Department;
- (g) Director of Environmental Protection;
- (h) District Officer/Tsuen Wan, Home Affairs Department;
- (i) Director of Social Welfare;
- (j) Director of Health; and
- (k) Director of Leisure and Cultural Services.

7.2 The following Government departments have no comment on the draft PB:

- (a) Director of Housing;
- (b) Commissioner of Police (District Operations Officer, Tsuen Wan);
- (c) Chief Engineer/Development (2), Water Supplies Department;
- (d) Chief Highways Engineer/New Territories West, Highways Department;
- (e) Government Property Administrator;
- (f) Chief Engineer/Mainland South, Drainage Services Department;
- (g) Postmaster General;
- (h) Director of Agriculture, Fisheries and Conservation;
- (i) Director of Fire Services;
- (j) Head of Geotechnical Engineering Office, Civil Engineering Development Department;
- (k) Director of Food and Environmental Hygiene;
- (l) Director of Electrical and Mechanical Services; and
- (m) Secretary for Education.

8. Way Forward

Subject to the Committee's agreement, PlanD will consult the TWDC 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 Appendix I, and agree that the draft PB is suitable for consultation with the TWDC.

10. Attachment

- Appendix I** Draft PB for the "CDA(7)" site at TWTL 393
- Plan 1 Location Plan
 - Plan 2 Site Plan
 - Plan 3 Site Photo
 - Plan 4 Development Concept Plan

**PLANNING DEPARTMENT
JANUARY 2014**

**Extract of the Minutes of 504th Meeting of
the Metro Planning Committee held on 17.1.2014**

Agenda Item 6

[Open Meeting (Presentation and Question Sessions only)]

Draft Planning Brief for the “Comprehensive Development Area (7)” Site at Tsuen Wan Town Lot 393, Tsuen Wan
(MPC Paper No.1/14)

Presentation and Question Sessions

71. With the aid of a powerpoint presentation, Mr K.T. Ng, STP/TWK, presented the the draft planning brief for the “Comprehensive Development Area (7)” (“CDA(7)”) site at Tsuen Wan Town Lot (TWTL) 393 as detailed in the Paper :

Background

- (a) the subject site, with a site area of about 14,160m², was located to the west of the junction of Yeung Uk Road and Ma Tau Pa Road, Tsuen Wan;
- (b) the subject site was originally zoned “Commercial” (“C”) and subject to a maximum plot ratio of 9.5 on the Tsuen Wan OZP No. S/TW/19. Since 2008, PlanD had consulted the Tsuen Wan District Council (TWDC) a few times on the development parameters of the proposed development at the subject site. The zoning of the site and the development parameters of the proposed development had been amended in response to the comments of the TWDC;
- (c) considering the strategic location of the subject site and TWDC’s comments on air ventilation, development intensity and open space

provision, PlanD had proposed to rezone the site to “CDA(7)”. Restrictions on building height, gross floor area and the requirement for a non-building area (NBA) were also stipulated in the Notes of the OZP;

- (d) on 16.5.2013, the draft Tsuen Wan Outline Zoning Plan (OZP) No. S/TW/30, incorporating the relevant zoning amendments, was exhibited under section 7 of the Town Planning Ordinance (the Ordinance). On 7.1.2014, the Chief Executive in Council, under section 9(1)(a) of the Ordinance, approved the draft Tsuen Wan OZP. On 17.1.2014, the approved Tsuen Wan OZP No. S/TW/31 was notified in the Gazette under section 9(5) of the Ordinance;

The Proposed Development

- (e) the “CDA(7)” zone was intended for comprehensive development/redevelopment of the area primarily for residential-cum-commercial uses with the provision of a public open space and other supporting facilities;
- (f) it was proposed that the eastern portion of the site was to be used for commercial development to help screen the adverse impacts of traffic noise and traffic emissions and to address the industrial/residential interface issue. The western portion of the site was to be used for residential development;

Development Parameters

- (g) development within the site was subject to a maximum GFA of 99,120m² (equivalent to an overall plot ratio of 7), of which a GFA of not less than 39,365m² should be for domestic use and a GFA of not less than 59,755m² should be for non-domestic use. Assuming an average flat size of 50m², it was estimated that the site would provide some 788 units;

- (h) the site was subject to a 2-tier building height restriction. Developments at the eastern and western portions of the site were subject to a maximum building height of 150mPD and 100mPD respectively;

Urban Design and NBA Requirements

- (i) a number of urban design considerations should be adopted for the proposed development on the site. These included variation in the building height profile, a no-podium design and the provision of sensitive layout and disposition of buildings to achieve better air ventilation and avoid creating ‘wall effect’;
- (j) a 38m-wide landscaped NBA in between the two portions of the site and aligned with Chung On Street should be provided to facilitate wind penetration. It should not be counted as a public open space and should be provided by the developer and managed and maintained by the owner of the commercial portion of the development at their own cost. It should be open to the public free of charge at reasonable hours;
- (k) a 25m-wide wind corridor in the form of NBA at the southern part of the site near Tsuen Wan Park should be provided. No building structure should be erected thereon. However, subject to the findings of the Air Ventilation Assessment (AVA) to be conducted by the prospective developer and the Board’s approval at the MLP submission stage, the exact alignment and width of the wind corridor might be varied;
- (l) a setback of 5m from Yeung Uk Road and Ma Tau Pa Road and a setback of 10m along the north-western site boundary adjoining The Dynasty (TWTL 394) should be provided to enhance air ventilation;
- (m) a Visual Impact Assessment and an AVA should be included in the

MLP submission to ensure better visual permeability and air ventilation;

Open Space and Landscape Requirements

- (n) an at-grade public open space of not less than 1,300m² should be provided in the commercial portion of the site. The public open space should be provided by the developer and managed and maintained by the owner of the commercial portion of the development at their own cost, and open to the public free of charge at reasonable hours;
- (o) private open space of 1m² per person should be provided for the residents of the proposed residential development. A greening ratio at a minimum of 30% should be adopted for the site. At least half of the greening should be provided at grade or at levels easily accessible to pedestrians;
- (p) a Landscape Master Plan incorporating various landscaping requirements should be included in the MLP submission. The future developer should pay special attention to the interface between the proposed developments and the 38m-wide NBA as well as the public open space;

Pedestrian Connection and Transport Requirements

- (q) footbridge(s) connecting the existing footbridge at the junction of Yeung Uk Road and Ma Tau Pa Road via the subject site to The Dynasty (TWTL 394) should be provided, managed and maintained by the future developer at their own cost. The footbridge(s) should be open to the public at all times. A direct barrier-free pedestrian walkway which would link up with the footbridge/walkway system and the public footpath along Yeung Uk Road via the commercial portion of the site should also be provided;

- (r) all parking and loading/unloading facilities should be provided in the basement in accordance with the Hong Kong Planning Standards and Guidelines and to the satisfaction of the Commissioner for Transport (C for T). A comprehensive traffic impact assessment should also be submitted by the applicant to the satisfaction of the C for T; and

Other Technical Assessment Requirements

- (s) the applicant was also required to submit an environmental assessment and a drainage and sewerage impact assessment; and

Way Forward

- (t) subject to the Committee's agreement, PlanD would consult the TWDC 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.

72. In response to a question from a Member, Mr Wilson Chan, DPO/HK, said that the requirement on the provision of a public open space was incorporated into the draft planning brief in response to the comments of TWDC. TWDC was concerned that the proposed public open space would attract homeless people if it was open to the public 24 hours a day. Therefore, it suggested that the proposed public open space should only be open at reasonable hours.

73. In response to a question from a Member, Mr Wilson Chan said that the AVA study conducted in 2008 recommended that an air path at the southern part of the site be provided to improve air ventilation. Therefore, the requirement of a 25m-wide wind corridor in the form of a NBA at the southern part of the site was incorporated into the draft planning brief. The developer would be required to submit an AVA for the consideration of the Committee during the MLP submission stage. Subject to the findings of the AVA, the exact alignment and width of the wind corridor could be varied.

74. In response to a question from a Member, Mr Wilson Chan said that the subject site was originally zoned “C” for hotel development. However, in response to the comments of TWDC, it was rezoned to “Undetermined” pending a review of its land use and development parameters. After further assessments and taking into account the comments of TWDC, it was rezoned to “CDA(7)” primarily for residential-cum-commercial uses. He further said that the ratio between residential development and commercial development was determined based on the composite formula stipulated in the Building (Planning) Regulations and having regard to the maximum domestic and non-domestic plot ratios applicable to Tsuen Wan in general.

Deliberation Session

75. After deliberation, the Committee decided to agree that the draft planning brief was suitable for consultation with TWDC. 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 Mr Wilson Chan, DPO/TWK, and Mr K.T. Ng, STP/TWK, for their attendance to answer Members’ enquiries. They left the meeting at this point.]

VII 第 6 項議程：荃灣市地段第 393 號地盤「綜合發展區(7)」用地的規劃大綱擬稿

(荃灣區議會第 103/13-14 號文件)

主席表示，規劃署提交文件，向議員簡介荃灣市地段第 393 號用地（下稱“393 地段”）的擬議綜合發展規劃大綱擬稿，並徵詢議員的意見。出席會議的規劃署代表有：

- (1) 荃灣及西九龍規劃專員（下稱“規劃專員”）陳偉信先生；
- (2) 高級城市規劃師／荃灣吳國添先生；以及
- (3) 城市規劃師／荃灣梁懿德女士。

2. 規劃署高級城市規劃師／荃灣簡介 393 地段的擬議綜合發展規劃大綱擬稿。

3. 陳恒鑌議員指出，多名荃灣區居民向城市規劃發展委員會（下稱“城規會”）於較早前就 393 地段的規劃發展所進行的諮詢提出申訴，並對於城規會沒有採納居民申訴的意見表示失望及不滿，亦對城規會沒有採納上屆區議會轄下社區建設、規劃及發展委員會所提出只興建一座樓宇的建議表示不滿。他續表示，由於時間所限，他未能全面諮詢居民的意見，而只能諮詢 393 地段周邊屋苑的業主立案法團的意見，他們的意見包括把鄰近現有行人天橋的出入口位置後移至少五米；舊行人天橋的設計未能應付日後行人流量的需求，因此希望擴闊或重建有關行人天橋，並希望相關部門就此作出跟進；在樓宇設計方面，希望有關方面提交完整的通風評估及視覺評估；擔心荃灣區的交通問題會隨着該區人口上升而越趨嚴重；現時該處提供大量臨時汽車及貨車停泊位，因此擔心進行發展後，荃灣區會出現車位不足的問題；希望部門提供未來發展項目的公眾停車位數目及休憩空間的詳細設計，特別是商業用地範圍內的休憩空間；以及希望把 38 米闊的非建築用地打造成荃灣區內具特色的綠色通道，讓市民可在該處休憩。此外，他表示，對於城規會及政府沒有採納居民的意見，執意在 393 地段進行高密度發展表示失望，並反對有關建議。

4. 羅少傑議員表示，據他了解，發展項目中的 25 米闊通風廊的角位會有一座建築物，因此詢問日後會否興建天橋連接該建築物及地盤 B，而文件顯示未來會有一條行人天橋連接楊屋道／馬頭壩道交界，以及有兩條行人天橋連接御凱，但卻沒有顯示會有行人天橋橫跨 38 米闊的非建築用地以連接地盤 A 及地盤 B，因此希望規劃署在規劃大綱中列明興建連接地盤 A 及地盤 B 的行人天橋的要求，而天橋必須與 38 米闊的非建築用地互相配合，以避免破壞該處的環境。此外，他表示，在文件的附錄 I 中提及“為住宅及商業發展提供的附屬泊車位及上落客貨車位必須符合《香港規劃標準與準則》第 8 章的規定”，為此，他希望項目下的泊車設施會提供不同的出入口供月租及時租車輛使用，以及在樓宇內闢設空間讓車輛等候進入停車場，以避免車輛阻塞公眾道路。

5. 規劃專員的回應如下：

- (1) 該署會考慮議員提出的意見，但希望議員理解 393 地段一些經城規會同意的發展參數不可修改；
- (2) 重申把 393 地段劃為“綜合發展區(7)”地帶的原因是若要在指定為“綜合發展區”的土地範圍內進行發展，必須向城規會提出申請，並提交總綱發展藍圖及支持其申請的相關技術評估(包括空氣流通評估、視覺影響評估、園境設計總圖及交通評估等報告)，以確保日後在 393 地段落成的發展項目，不會對周邊的視覺景觀、交通及通風等情況造成負面影響；
- (3) 月租及時租車輛的出入口安排，須在發展項目擬備詳細設計時才能確定，但該署備悉議員有關意見，並會在發展項目提交計劃書時，轉達運輸署一併考慮；
- (4) 項目會增設 25 米闊的通風廊，使荃灣區的通風情況不會因 393 地段發展完成而受到太大影響；
- (5) 項目的規劃大綱會要求發展商提供完善的行人天橋系統，連接位於楊屋道／馬頭壩道交界的現有行人天橋及御凱兩個天橋連接點，但詳細的走線則有待發展商作出研究；以及
- (6) 地盤 A 及地盤 B 會有一定的連接性及通達性，讓市民可由御凱經行人天橋前往該處，而規劃大綱已為 38 米闊的非建築用地預留彈性，發展商可興建連接天橋的小型構築物，而議員可在詳細設計階段時提出意見。

6. 陳恒鑌議員不滿意規劃專員選擇性地回應問題，並希望規劃專員可回應他所有的提問。

7. 規劃專員在回應時指出，他已就通風評估及交通評估兩方面回應陳恒鑌議員的提問，但對於答覆內容不夠詳盡表示歉意。至於提升及改善現有行人天橋的建議，由於有關天橋不屬 393 地段範圍，該署會把相關意見轉達路政署及運輸署考慮並研究新及舊行人天橋的融合和接駁問題。

8. 陳恒鑌議員表示，議員每次發言及提問的時間最多為三分鐘；相反，政府代表的回應則沒有時限，因此議員的提問均是精要所在，希望政府代表可以詳細記錄有關提問。他續表示，他先前已提出把鄰近現有行人天橋的出入口位置後移五米的建議。

9. 規劃專員在回應時表示，該署會考慮相關意見，但 393 地段鄰近位於楊屋道／馬頭壩道交界的現有行人天橋的位置對出已建有一個大型花槽，位置相對空

曠，與馬頭壩道的行人路較為狹窄有所不同，而且若把該位置後移，地盤內可供興建樓宇的面積便會減少，該署會研究是否仍可容納樓面面積相同的樓宇，若可行的話，會考慮納入有關建議。

10. 陳恒鑌議員表示，上述建議是居民的一個卑微要求，因此希望規劃署向有關方面反映。

11. 副主席希望規劃署研究要求發展商興建一條行人天橋，經楊屋道連接 393 地段發展項目及眾安街。

12. 陳恒鑌議員表示，區內不少屋苑小業主向政府部門申訴連接屋苑的行人天橋是由發展商按地契條款興建的，但卻以屋苑的管理費支付天橋日後的管理維修費，因此詢問連接 393 地段發展項目的新建行人天橋由發展商興建完成後會否交由政府管理，使小業主日後無須面對如愉景新城現時所面對的行人天橋業權問題。

13. 規劃專員在回應時表示，393 地段的發展商需負責在發展項目內包括連接位於楊屋道／馬頭壩道的現有行人天橋的設計、維修及管理等工作，相關費用亦全數由發展商承擔，而日後的大廈公契會訂明有關行人天橋的權責分配事宜。他指出，擬議的公共休憩空間必須由發展商負責興建，並於落成後，由該用地內商用部分的業主承擔其管理和維修的工作及費用。

14. 陳金霖議員表示，規劃專員應考慮興建連接荃灣區各個屋苑的行人天橋網絡的目的是希望為全區居民帶來便利，因此政府有責任處理設施的管理維修問題，並反對規劃專員先前提出的權責分配模式。他指出，連接祈德尊新邨及荃灣廣場的行人天橋便是由前朝遺留下來的惡政，原因是原本應由發展商負責行人天橋的管理維修工作，而使用有關行人天橋的是荃灣區的居民，然而現時負責相關管理維修費用的卻是小業主，最終是小業主受害。因此，他認為政府仍然抱着有關思維，而不願意接管連接 393 地段發展項目的行人天橋，只會重蹈覆轍，小業主日後必定會責怪議員沒有好好把關，致使他們需要承擔一部分公共行人天橋系統的管理維修費用。

15. 規劃專員在回應時表示，行人天橋的維修管理問題的其中一個解決方案是由商業部分業主承擔項目下所有行人天橋的管理維修，至於位處住宅部分的行人天橋的權責攤分問題，地政總署的意見是可透過大廈公契的條款解決該問題。如要求政府接管涉及私人發展項目範圍內的行人天橋的管理及維修，則須視乎地政總署就地契方面釐清是否可行而定。

16. 地政總署荃灣葵青地政處地政專員在回應時表示，就行人天橋的管理維修問題，正如規劃專員所言，其中一個方案是由發展商或小業主承擔日後的管理維修工作；然而，行人天橋在落成後由政府接收管理這個建議在技術上有一定困難，原因是須由運輸署及路政署等技術部門決定應否接收有關天橋，並在地契內列明發展商日後需要把天橋設施交回政府。

17. 曾文典議員表示，規劃專員的回應顯示政府把管理維修行人天橋的成本轉嫁發展商，而發展商繼而把相關成本轉嫁小業主，最終是小業主受害。他指出，若商場的業權屬發展商或大業主所有，規劃專員提出的方案便可行，但若然發展商或大業主把商場拆售，則最終亦是商場的小業主受害，類似的情況在香港相當普遍，例如馬灣珀麗灣屋苑須負責維修某些道路而卻沒有相關管理權，並且須自行抽取及過濾鹹水使用，但其他地區所使用的鹹水均由政府提供。他期望規劃署研究其他較佳的方案，而不是把成本轉嫁發展商，發展商繼而再把成本轉嫁小業主。

18. 陳恒鑌議員表示，他仍然有很多關於 393 地段發展事宜的提問，因此希望區議會不要在下次會議上通過有關文件。此外，他表示，文件的附錄 I 中提及“為住宅及商業發展提供的附屬泊車位及上落客貨車位必須符合《香港規劃標準與準則》第 8 章的規定”，他詢問相關規定的內容。

19. 田北辰議員表示，香港行人天橋的業權混亂不清，不少連接屋苑的行人天橋是由小業主承擔相關的管理維修費用，但小業主反映行人天橋的主要使用者不是其屋苑住戶，而是路經的市民，並出現部分行人天橋保養欠佳的情況，認為在屬世界級城市的香港出現這種情況簡直是荒謬絕倫。他認為問題的癥結是維修費用由誰來支付，屋苑業主認為行人天橋的主要使用者不是他們，但政府卻指出地契條款已訂明有關要求。他期望規劃署檢視維修行人天橋所需的公帑金額，而不是因部分行人天橋的維修問題而令各方無止境地爭拗下去，並研究如何一次性收回行人天橋的業權，以及日後在地契中訂明所有屬接駁用途的行人天橋都由政府統一管理，而並非由發展商負責相關的管理維修工作。

20. 規劃專員在回應時表示，《香港規劃標準與準則》第 8 章對於住宅及非住宅樓宇的泊車需求有一定比例的規定，住宅方面是以住宅面積來決定提供車位的數目，例如每 13.3 個面積少於 40 平方米的私人住宅單位須關設一個泊車位或每 8 個面積大於 40 平方米但小於 70 平方米的單位須關設一個泊車位，而商業方面亦有類似的規定，但只限於特定的商業用途（辦公室），例如面積為 150 至 15 000 平方米的辦公室須提供一個泊車位。他續表示，該署已把《香港規劃標準與準則》上載至網頁供市民查閱，而 393 地段發展項目的商業部分的泊車位數目須視乎日後發展商訂定的用途比例而定，不同商業用途會有不同泊車位標準。

21. 副主席表示，文件中“總結”一段已列明“本文件旨在供區議會參考，歡迎議員就位於荃灣市地段第 393 號「綜合發展區(7)」用地的規劃大綱擬稿提出意見。規劃署在充分考慮區議會的意見後，會適當地修改規劃大綱擬稿並再呈交城規會審批”。雖然規劃署可選擇不聽取議員的意見，但議員的意見是反映荃灣區居民的需要，而且荃灣區內愉景新城及南豐中心均出現行人天橋的管理權問題，因此擔心 393 地段發展項目的行人天橋的管理維修責任最後亦會轉嫁小業主。他建議在地契條款中訂明相關行人天橋在發展商興建後交由政府接管，這樣便可避免把責任最終轉嫁小業主，並期望規劃署考慮有關建議。

22. 陳恒鑌議員表示，文件中“總結”一段列明規劃署須充分考慮區議會的意見，但該署並未能就議員提出的問題提出解決方案，加上他仍有不少疑問，因此該署亦未能充分諮詢議員的意見。他期望規劃署以書面形式解答議員所有的提問或再次出席區議會會議回應議員的提問。

23. 主席表示，區議會大致同意 393 地段的規劃大綱擬稿，請規劃署把議員的意見，特別是行人天橋的管理問題，呈交城規會作進一步考慮。他續表示，行人天橋的管理問題在荃灣區是一個大難題，而事實上各選區也出現類似的問題，因此規劃署必須解決有關問題，以免同樣問題在 393 地段的發展項目再次發生。

24. 陳恒鑌議員要求規劃署提交書面回覆或出席社區建設、規劃及發展委員會會議回應議員的提問。他指出，規劃署代表未有回應會否接納議員的建議，例如會否把現有行人天橋的出入口位置後移五米納入地契及解決泊車不足的方案。

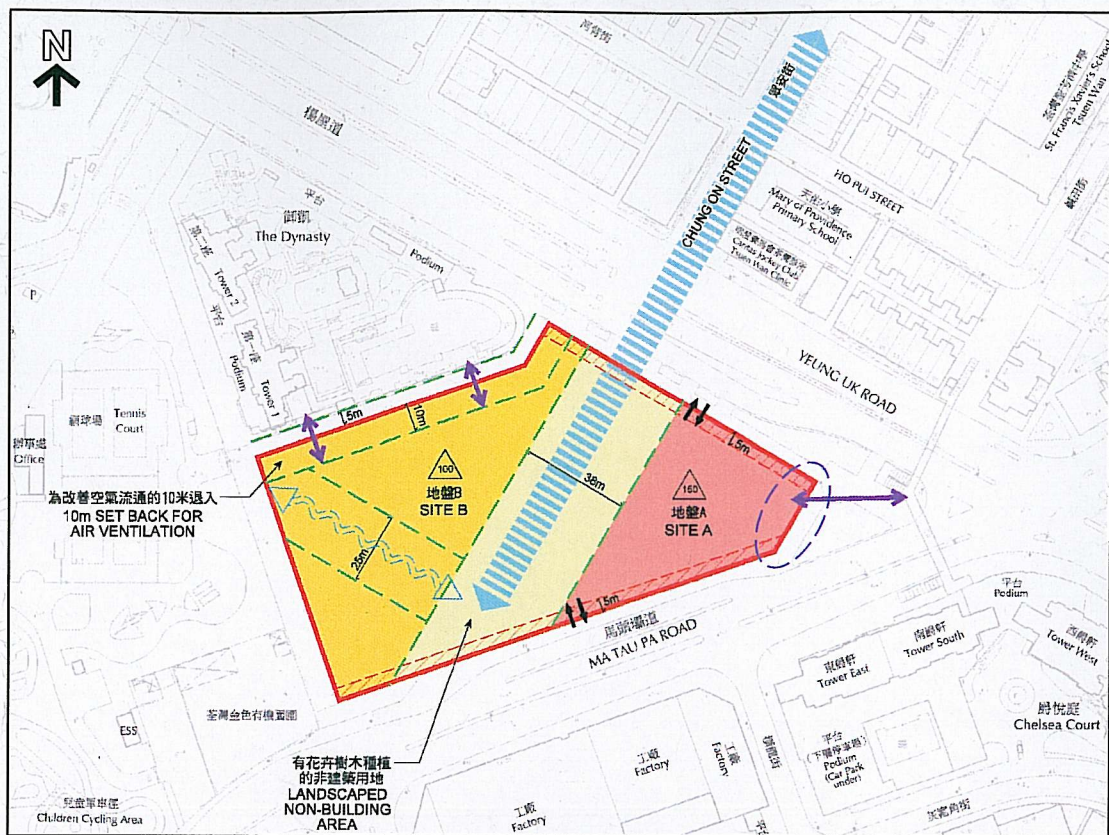
25. 規劃專員表示會以書面形式回應議員的提問。

規劃署 26. 主席請規劃署書面回覆議員的提問。

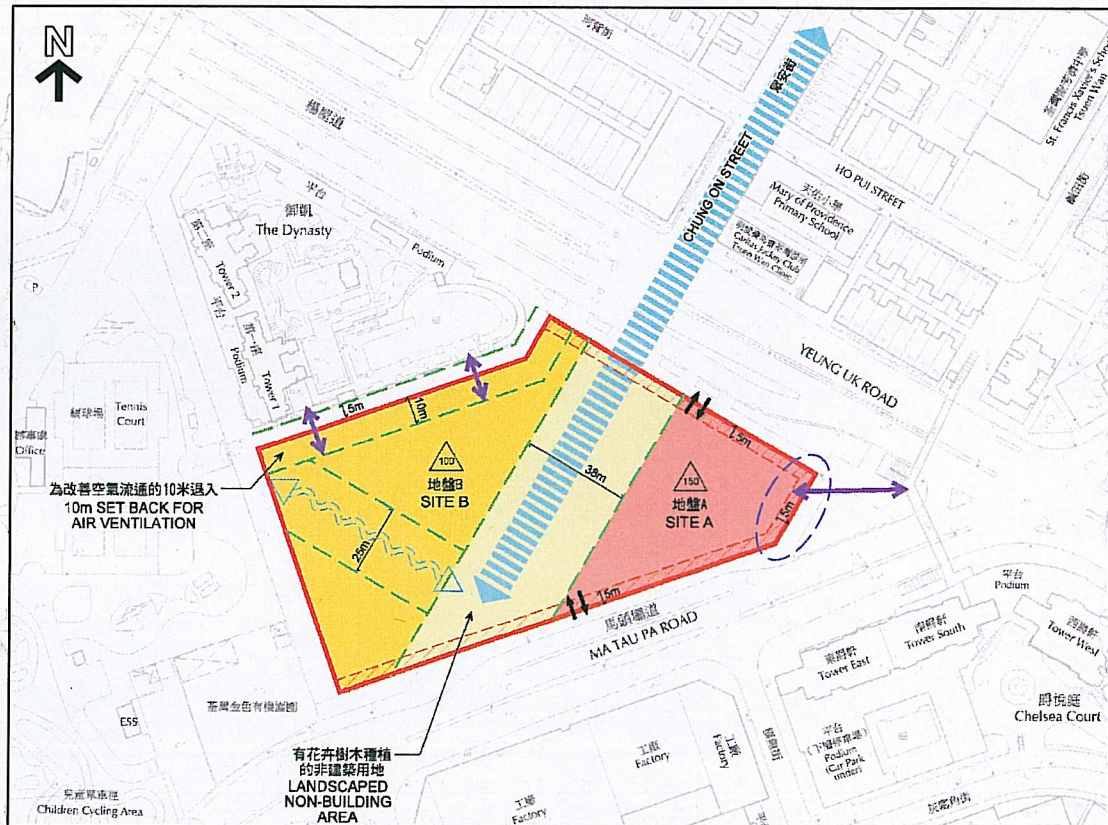
27. 規劃專員表示，理解議員關注行人天橋日後的管理維修責任誰屬問題，並認為由政府接管會最為合適，因此該署會與路政署、運輸署及地政總署商討這個方案是否可行，而另一方面亦有議員認為，由商業部分的業主在商場沒有拆售的情況下負責行人天橋日後的管理維修責任，亦是可行方案之一。

28. 田北辰議員表示，議員均希望所有日後發展的行人天橋接駁設施均由政府接管相關的管理維修工作，並從 393 地段發展項目做起。他期望規劃署向有關方面反映有關意見。

29. 主席請規劃署考慮有關意見。



規劃大綱擬稿
DRAFT PLANNING BRIEF



擬議修訂的規劃大綱擬稿
PROPOSED REVISED DRAFT PLANNING BRIEF

本摘要圖於2014年2月19日擬備，所根據的資料為測量圖編號 6-SE-20D/25B 和 7-SW-16C/21A

EXTRACT PLAN PREPARED ON 19.2.2014
BASED ON SURVEY SHEETS No.
6-SE-20D/25B AND 7-SW-16C/21A

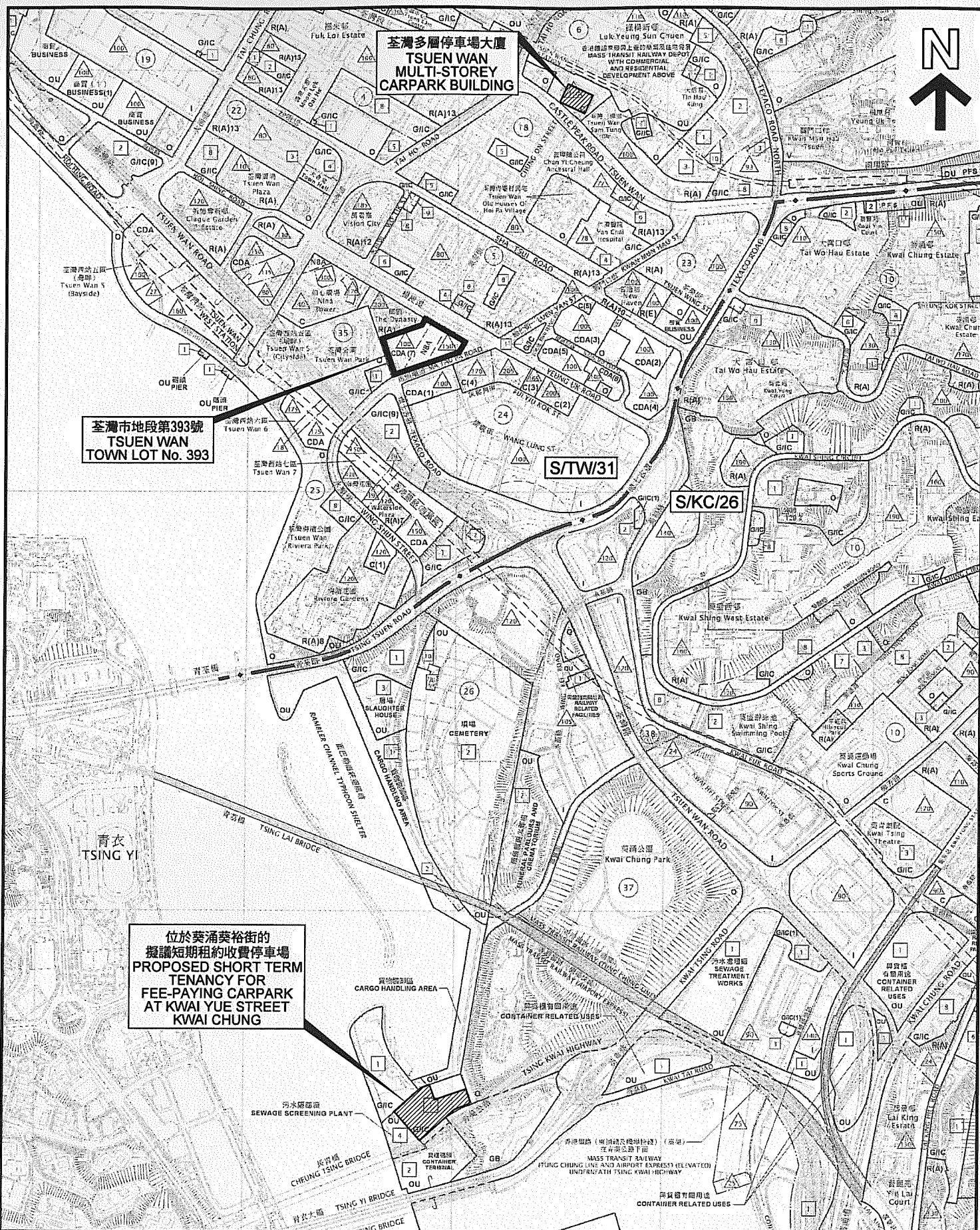
規劃大綱擬稿的擬議修訂
PROPOSED REVISION TO
DRAFT PLANNING BRIEF

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/TW/13/27

附件
ANNEX
I



本摘要圖於2014年2月5日擬備，所根據的資料為：於2014年1月7日核准的分區計劃大綱圖編號S/TW/31，以及於2012年4月20日展示的分區計劃大綱圖編號S/KC/26

EXTRACT PLAN PREPARED ON 5.2.2014
BASED ON OUTLINE ZONING PLANS No.
S/TW/31 APPROVED ON 7.1.2014 AND
S/KC/26 EXHIBITED ON 20.4.2012

位置圖 LOCATION PLAN

SCALE 1: 12 000 比例尺

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/TW/13/27

附件
ANNEX
II