

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

MPC Paper No. 2/17

**For Consideration by
The Metro Planning Committee on 12.5.2017**

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

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1. Purpose

This paper is to:

- (a) report to the Metro Planning Committee (the Committee) the results of the consultation with the Sham Shui Po District Council (SSPDC) and the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (TFKTK) of the Harbourfront Commission (HC) on the draft planning brief (PB) for the two “Comprehensive Development Area” (“CDA”) zones at the Lin Cheung Road Site on the approved South West Kowloon Outline Zoning Plan No. S/K20/30 (the OZP); and
- (b) seek Members’ endorsement of the revised draft PB at **Appendix I** for providing guidance for future developments at the two “CDA” zones.

2. Background

- 2.1 The two “Comprehensive Development Area” (“CDA”) sites at the Lin Cheung Road site are respectively zoned “CDA” and “CDA(2)” on the OZP. As required under the Notes of the OZP, a Master Layout Plan (MLP) together with a series of technical assessments will have to be submitted to the Town Planning Board (TPB) for consideration.
- 2.2 To ensure that the two waterfront sites which occupy a prominent harbourfront location be implemented in a comprehensive manner and be compatible with each other in terms of scale and design layout, a single draft PB has been prepared to provide comprehensive guidance/control for future developers to prepare MLP submission on each of the “CDA” zone for approval by the TPB. This single PB covers the general planning principles and development requirements common to both of the “CDA”

zones as well as specific requirements for each individual zone.

2.3 On 30.9.2016, the Committee considered the draft PB for the two “CDA” zones at the Lin Cheung Road Site was suitable for consultation with the SSPDC and the TFKTK. A copy of the MPC paper No.18/16 and extract of the minutes of meeting are at **Appendices II and III**.

2.4 Major development parameters and planning requirements as set out in draft PB are summarized as follows:

<u>Item</u>	<u>Particulars</u>
<i>Major Development Parameters</i>	
Site area	“CDA”: about 1.93 ha “CDA(2)”: about 0.49 ha Total Area : about 2.42 ha
Proposed Uses	<u>“CDA”</u> Private residential with a public open space <u>“CDA(2)”</u> Hotel development, and provision of public waterfront promenade (including refurbishment of a disused pier)
Maximum Gross Floor Area (GFA)	<u>“CDA”</u> Private Residential - Maximum GFA of 91,770m ² <u>“CDA(2)”</u> Hotel - Maximum GFA of 34,770m ² (including commercial use with minimum GFA of 1,000m ² of which at least 500m ² at ground level)
Maximum Building Height (BH)	<u>“CDA” and “CDA(2)”</u> 100mPD (at main roof level)
<i>Planning Requirements</i>	
Urban Design Considerations	<u>“CDA” and “CDA(2)”</u> An urban design proposal should be submitted as part of the Master Layout Plan (MLP) submission. The MLP should take into account the following urban design considerations, where appropriate: <ul style="list-style-type: none"> • compatible with surrounding developments

	<p>and waterfront settings;</p> <ul style="list-style-type: none"> • create a focal point and a vibrant waterfront with opportunities for water-land interface facilities; • create a pleasant waterfront living environment; • create visual interest with diversity of built forms and height variation; • enhance visual and air ventilation permeability; • adopt podium free design and maximize opportunities to provide high quality at-grade greenery; • create a pleasant public-private interface through articulation of building edges, variation in facades and landscape treatment; • enhance connectivity by providing convenient pedestrian network; and • create a pleasant waterfront environment with lush and sustainable landscaping.
Public Waterfront Promenade	<p>Along the waterfront of the “CDA” and “CDA(2)” zones is an “Open Space” (“O”) zone (including an existing disused pier) (measures about 0.99ha in area, 20m-wide and 380m long) has been planned for waterfront promenade with respective sections to be developed by developers of the two CDA sites.</p> <ul style="list-style-type: none"> • Northwestern section waterfront promenade (about 0.68ha) to be designed and constructed by the developer of the “CDA” site for private residential development • Southeastern section waterfront promenade (about 0.31ha (including disused pier of about 0.14ha)) to be designed, constructed, managed and maintained by the developer of the “CDA(2)” for hotel development
Open Space Provision	<ul style="list-style-type: none"> • A public open space (POS) of not less than 3,600m² shall be provided within the “CDA” site planned for private residential development. • The POS should be provided at-grade and align with the planned POS located within the adjacent “Residential (Group A) 12” site (under construction for public rental housing and subsidized sale flats) with connection to the adjoining “O” zone planned for waterfront promenade.

	<ul style="list-style-type: none"> • Not less than 1m² Local Open Space per person should be provided for the residents of the private residential development within the “CDA” site.
Landscape and Greening Aspects	<p>As part of the MLP submission for each of the CDA sites, A Landscape Master Plan (LMP) should be submitted to include:</p> <ul style="list-style-type: none"> • landscape and greening proposals on the two CDA sites and respective sections of the adjoining waterfront promenade zoned “O” to be constructed by each developer • a minimum greenery coverage of 20% based on the net site area shall be provided
Transport and Parking Facilities	<p>As part of the MLP submission for each of the CDA sites, a Traffic Impact Assessment (TIA) to include traffic impact, provision of ancillary car parking spaces and loading/unloading facilities associated with the proposed development should be submitted.</p>
Pedestrian Connections	<p>As part of the MLP submission for each of the CDA sites, a comprehensive pedestrian linkage proposal to improve pedestrian connectivity from the site to and from surrounding areas and the planned waterfront promenade should be included.</p>
Other Technical Requirements	<p>As part of the MLP submission for each of the CDA sites, the following technical assessments should be submitted:</p> <ul style="list-style-type: none"> • Environmental Assessment (EA) • Drainage Aspect • Sewerage Impact Assessment (SIA) • Water Supply Aspect • Visual Impact Assessment (VIA) • Quantitative Air Ventilation Assessment (AVA) • Technical Study exploring public landing facilities
Implementation	<p>An implementation programme with phasing plan, if any, is required as part of the MLP submission for each “CDA” zone</p>

2.3 The SSPDC and the TFKTK were consulted on the draft PB respectively on 8.11.2016 and 18.11.2016. Extracts of the minutes of meeting are attached

at **Appendices IV and V** for Members' reference.

3. The SSPDC and TFKTK's Views on the Draft PB

While both the SSPDC and the TFKTK indicated no in-principle objections to the major development parameters, and the planning/urban design requirements including the provision of waterfront promenade, the following major comments were raised (**Appendices IV and V**).

3.1 Public Open Spaces (waterfront promenade and disused pier)

Waterfront promenade

- (a) SSPDC members were in support of the development of a waterfront promenade to enhance the provision of public open space (POS) to the Sham Shui Po district but considered its present length too short and should explore opportunity for further extension. To add vibrancy, diverse activities such as commercial, event spaces, cycle tracks and marine access along the waterfront can be considered. TFKTK member also considered the waterfront promenade should include certain amount of commercial activities and event spaces to enhance its vibrancy and through a holistic design to create synergy with the hotel development.
- (b) Some SSPDC members and TFKTK members opined that the design and management of the POS and the waterfront promenade should be integrated and consistent and the Government should play an active role to coordinate the design and construction time frame of the two sections of the waterfront promenade to ensure there is an integrated and coherent design.

Water-land interface

- (c) Some SSPDC suggested the disused pier should be retained as a public pier. The TFKTK members also indicated strong support for water-land interface facilities along the waterfront promenade and opportunities should be explored to revive the disused pier to provide marine access.

3.2 Development Intensity and Building Height (BH) Profile

Some TFKTK members were of the view that the development intensity and proposed building heights of the residential development were excessive.

3.3 Traffic and Pedestrian Connectivity

Some SSPDC members expressed concerns over the existing traffic condition and insufficient provision of transport facilities and pedestrian linkages between the waterfront areas with the residents in Sham Shui Po inner area. While some TFKTK members also showed particular concern over the pedestrian connectivity from inland areas to the harbourfront sites.

3.4 Environmental Nuisances

SSPDC members raised concerns over the proposed residential development which would be subject to the environmental nuisances associated with adjacent boatyards, refuse transfer station, sewage treatment works and wholesale food market.

4. Responses to Comments

In respect of the comments received, Planning Department has consulted relevant bureaux/government departments. The consolidated responses are as follows:

4.1 Public Open Space (waterfront promenade and the disused pier)

Waterfront Promenade

- (a) The PB provides the general planning principles to guide the design of the waterfront promenade. The waterfront promenade should include leisure and recreational uses together with some supporting facilities such as refreshment kiosks(s), lush greenery and good connectivity to adjacent open space network. Due regards should be given to the Town Planning Board's Vision Statement for the Victoria Harbour and the Harbour Planning Principles (HPP) and Harbour Planning Guidelines adopted by the HC. Under the prevailing Government policy relevant to the "Public Open Space in Private Development" ("POSPD")¹ (see **Appendix VI**).
- (b) Whilst the future developer of the "CDA" site for residential use is required to design and construct the public open space within the zone and the northwestern section of the waterfront promenade fronting his site and have the areas surrendered back to Leisure and Cultural Services Department upon completion for management and maintenance; the developer of the "CDA(2)" for hotel use is required to design, construct, manage and maintain the two public passageways and the southeastern section of the waterfront

¹ The Government policy is documented in the Development Bureau's (DEVB) paper to Legislative Council Panel on Development on Refined Arrangements for "Provision of POS in Private Developments" (January 2010).

promenade (including the disused pier) fronting his site. To ensure that there will be an integrated and coherent design, designs on respective sections of the waterfront promenade will have to be prepared to the satisfaction of relevant departments and form part of the MLP submission for each “CDA” sites (Paragraphs 3.7 and 3.8 and Paragraph 6 – Items 11 and 14 of the PB refers).

Water-land interface

- (c) The revitalization of the disused pier would benefit both the public and the hotel development. The PB has adhered to the HPP to bring vibrancy to the harbourfront areas and required the developer to explore ways to enhance water-land interface, including the provision of public landing facilities to attract more marine-related leisure activities. Noting the comments of SSPDC and TFKTK, relevant bureaux and departments have further clarified the requirements and procedures for the developer to follow up on this aspect. Under the PB, whilst it does not mandate the future developer to provide a certain type of water-land interface facilities, the developer of the “CDA(2)” site is required to conduct a study at his/her own cost to explore opportunities to include public landing facilities to enhance accessibility to the waterfront promenade. The future developer would decide whether to provide and which type of public landing facilities to be included. The developer will be responsible to complete relevant statutory and administrative procedures, including lease modification if he wants to pursue his proposal to implement any public landing facilities (Paragraph 3.8 and Paragraph 6 - Item 11 of the PB have been updated accordingly).

4.2 Development Intensity and Building Height (BH) Profile

- (a) The “CDA” site is subject to a maximum GFA of 91,770m² (equivalent to a gross PR of 4.8) and a maximum BH of 100mPD, whilst the “CDA(2)” site is with a maximum GFA of 34,770m² (equivalent to a gross PR of 7.1) and a maximum BH of 100mPD. The proposed development intensity of the two “CDA” sites is generally in line with the PR restrictions of other residential zones in the district with an overall PR of 8 to 9 (domestic PR of about 6.5 to 7.5 and a non-domestic PR of about 1.5) in general.
- (b) The proposed maximum BH of 100mPD for the “CDA” and “CDA(2)” sites are generally in line with the urban design concept of stepped BH profile with BH descending from the residential developments in the north and northeast, namely the ‘Four Little Dragons’ including The Pacifica (168mPD-185mPD), Liberte (173mPD-176mPD), Banyan Garden (154mPD-183mPD), Aqua Marine

(146mPD-148mPD), the proposed public housing development (129mPD-139mPD) at NWKR Site 6, and public rental housing and subsidized sale flats development (103mPD-125mPD) at “R(A)12” towards the waterfront (see **Appendix VII**).

- (c) In addition, the future developer of each of the CDA site is required to submit a Visual Impact Assessment as part of the MLP submissions to ensure that the proposed development will have no adverse visual impacts and mitigation measures can be adopted where appropriate.

4.3 Traffic and Pedestrian Connectivity

Under the PB, as part of the MLP submission, the developer(s) of each of the two CDA sites are required to conduct a Traffic Impact Assessment to examine any possible traffic problems that may be caused by the proposed developments and identify plausible mitigation measures. In response to SSPDC and TFKTK members’ concerns, the developer is also required to prepare a Pedestrian Network Plan to further enhance pedestrian connectivity between the harbourfront sites and the inland areas of Sham Shui Po district when developing their sites and the adjoining waterfront promenade (Paragraph 6 - Item 16 of the PB is updated accordingly).

4.4 Environmental Nuisances

An Environmental Assessment is required to be submitted for each of the CDA site as part of the MLP submission to address any potential environmental impacts associated with the proposed development, in particular the noise and air quality impacts (including vehicular emission, odour and vessel emission) from the nearby pollution sources, i.e. boatyards, refuse transfer station, sewage treatment works and wholesale food market etc. and to propose mitigation measures to tackle them.

5. Planning Department’s Views

- 5.1 The major views raised by the SSPDC and the TFKTK have already been addressed in the responses as set out in paragraphs 3 and 4 above. The draft PB have been further revised to take into account public comments received. The proposed amendments are highlighted in **Appendix I** with additions shown in ‘italic’ and deletions in ‘cross-out’ for Members’ consideration.
- 5.2 The following Government departments have been consulted and their comments have been incorporated into the above paragraph 4 above and

the revised draft PB, where appropriate:

- (a) District Lands Officer/Kowloon West, Lands Department
- (b) Director of Housing
- (c) Director of Drainage Services

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

- (a) Secretary for Development
- (b) Secretary for Education
- (c) Commissioner for Transport
- (d) Commissioner for Tourism
- (e) Director of Agriculture, Fisheries and Conservation
- (f) Director of Architectural Services
- (g) Director of Buildings
- (h) Kowloon DevO, Civil Engineering and Development Department
- (i) Port Works Division, Civil Engineering and Development Department
- (j) Project Manager (Kowloon), Civil Engineering and Development Department
- (k) Director of Electrical and Mechanical Services
- (l) Director of Environmental Protection
- (m) Director of Fire Services
- (n) Director of Food and Environmental Hygiene
- (o) Chief Highways Engineer /Kowloon, Highways Department
- (p) Director of Home Affairs
- (q) Chief Engineer/RD2-1, Railway Development Office, Highways Department
- (r) Commissioner of Police
- (s) Director of Leisure and Cultural Services
- (t) Director of Marine
- (u) Director of Social Welfare
- (v) Director of Water Supplies

5.4 Subject to the endorsement by the Committee, the PB will provide guidance for the future development and serve as a reference for the preparation of the MLPs for the two “CDA” sites.

6. **Decision Sought**

Members are invited to:

- (a) note the views of the SSPDC and the TFKTK as summarized in paragraph 3 above and detailed in **Appendices IV and V** respectively, and the Government's responses in paragraph 4; and
- (b) endorse the revised draft PB at **Appendix I**.

7. **Attachments**

Appendix I	Revised draft PB for the two "CDA" zones at Lin Cheung Road site
Plan 1	Location Plan
Plan 2	Site Plan
Plan 3	Aerial Photo
Plan 4a	Site Photo (1)
Plan 4b	Site Photo (2)
Plan 5	Panoramic View of Surrounding Areas
Plan 6	Urban Design Framework
Plan 7	Development Concept Plan – Indicative Layout
Plan 7A	Development Concept Plan – Surrounding Context
Plan 8	Development Concept Plan – Vehicular Access and Pedestrian Linkage
Appendix II	MPC Paper No. 18/16
Appendix III	Extract of the minutes of the Committee's meeting held on 30.9.2016
Appendix IV	Extract of the minutes of the SSPDC meeting held on 8.11.2016
Appendix V	Extract of the minutes of the TFKTK held on 18.11.2016
Appendix VI	Government's Policy on Refined Arrangements for "Provision of Public Open Space in Private Developments" (January 2010)
Appendix VII	Building Height Profile in the Vicinity

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

1. Purpose

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

2. Background

- 2.1 The Lin Cheung Road site was originally reserved for the development of the Cheung Sha Wan Wholesale Food Market (CSWWFM) Phase 2 and related industrial and cargo handling use. However, it was confirmed by relevant bureaux/departments that the site would no longer be required for the wholesale market use. Given its prime waterfront location and good accessibility by various modes of public transport, the site was considered suitable for development for commercial/residential, waterfront promenade and Government, institution or community uses. This would help to meet the pressing demand for housing land in the urban area, while satisfying the district needs, meeting local aspirations and add vibrancy to the waterfront.
- 2.2 On 13.12.2013, the draft South West Kowloon OZP No. S/K20/29 incorporating amendments including the rezoning of the Lin Cheung Road site from “Other Specified Uses” (“OU”) annotated “Cargo Working Area, Wholesale Market and Industrial-Office”, “OU” annotated “Wholesale Market”, “OU” annotated “Pier” and areas shown as ‘Road’ to “Comprehensive Development Area” (“CDA”), “CDA(2)”, “Residential (Group A) 12” (“R(A)12”), “Government, Institution or Community” (“GIC”), “Open Space” (“O”) and areas shown as ‘Road’ was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The draft OZP No. S/K20/29 was approved by the Chief Executive in Council on 23.9.2014. The approved OZP was exhibited for public inspection under section 9(5) of the Ordinance on 3.10.2014.

3. The Planning Context

- 3.1 The “CDA” and “CDA(2)” zones are intended for comprehensive development of the area for private residential use with provision of POS and hotel use respectively. The zonings are intended to facilitate appropriate planning control over the development mix, scale, ~~and~~ design and layout of the development, taking into account various environmental, traffic, infrastructure and other constraints. Pursuant to sections 4A(1) and 4A(2) of the Ordinance, any development in the “CDA” ~~and “CDA(2)”~~ zone would require the approval of the Town Planning Board (the Board) through planning application under section 16 of the Ordinance. The applicant ~~for each “CDA” site~~ shall prepare a MLP together with technical assessments as specified in the Notes of the OZP for approval of the Board. A planning brief will be prepared to guide the future development of the two CDA sites.
- 3.2 According to the Notes of the OZP, the “CDA” zone located to the south of Hing Wah Street West intended for private residential development is subject to a total maximum domestic GFA of 91,770m² and ~~provision of~~ a public open space (POS) of not less than 3,600m² ~~shall be provided within~~ the CDA. The “CDA” zone is also subject to a maximum building height of 100mPD, and two non-building areas (NBAs) of 15m and 22m wide ~~are~~ designated along the northwestern boundary and in the middle part of the CDA respectively. The Explanatory Statement (ES) of the OZP states that the POS to be provided in the middle part of the CDA should be connected with the POS in the “R(A)12” zone (planned for public housing development) in the north, the intention of which is to create a continuous POS leading to the waterfront promenade. ~~Besides, the The~~ designation of two 15m-wide and 22m-wide NBAs in the CDA ~~as well as other four NBAs at the Lin Cheung Road site~~ are intended to facilitate air ventilation along major corridors and serve as the entrances of the prevailing south-westerly wind to improve air penetration and visual permeability towards the hinterland (**Plans 1 and 7**). However, as the NBAs are primarily for the above-ground air ventilation, the NBA restriction would not be applicable to underground developments.
- 3.3 According to the Notes of the OZP, the “CDA(2)” zone is subject to a total maximum GFA of 34,770m² and a maximum building height of 100mPD. To minimize the noise impact from the existing CSWWFM, hotel use may be permitted at the site to separate the wholesale market from the proposed private residential development in the adjoining “CDA” zone. Hotel development at this site could also enhance diversity in the land use mix of the Lin Cheung Road site, thereby promoting vibrancy and creating a focal point for the waterfront in the Sham Shui Po District (**Plans 1 and 7**).
- 3.4 As the two “CDA” zones adjoining to each other and occupying a prominent waterfront location, there is a need to have a comprehensive planning guidance/control of the development for the two “CDA” zones. Therefore it is considered more appropriate ~~to prepare for~~ a ~~single draft~~ PB ~~to be covering both “CDA” zones prepared~~ to guide the preparation of MLP submission for each of the “CDA” zones.
- 3.5 Along the waterfront of the “CDA” and “CDA(2)” zones is an “O” zone

(including an existing disused pier) (about 9,900m²) is planned to be developed into a 20m wide waterfront promenade with ~~a length of an~~ approximate^{ly} 380m sea frontage. The waterfront promenade occupies a prime location at the northern part of the Southwest Kowloon overlooking the Victoria Harbour (**Plans 6 and 7**).

- 3.6 To ensure ~~the~~ timely completion of the waterfront promenade for enjoyment of the residents, the hotel patrons and the general public, it should be designed and constructed by the respective developer at his/her own cost.
- 3.7 The northwestern section of the waterfront promenade fronting the “CDA” zone shall be constructed by the developer of the “CDA” zone at his/her own cost. With reference to the established Government policy¹, this section of the waterfront promenade together with the POS (minimum 3,600m²) to be provided in the central part of the “CDA” site, upon completion, will be handed over to the Leisure and Cultural Services Department (LCSD) for management and maintenance (**Plans 7 and 7A**).
- 3.8 While the southeastern section of the waterfront promenade (including the existing disused pier) fronting the “CDA(2)” zone should ~~also~~ be designed and constructed by the developer of the “CDA(2)” zone at his/her own cost, ~~he/she is required to conduct a technical feasibility study on the refurbishment works of the disused pier~~ is also required to be conducted by the developer at his/her own cost ~~in order to explore opportunities to capitalize water land interface~~ the provision of public landing facilities and to enhance accessibility to the waterfront promenade and the refurbished pier from the sea including but not limited to the addition of public landing steps at the existing disused pier. For any such facilities to be included, the developer of the “CDA(2)” site should carry out necessary study at his/her own cost to ascertain technical feasibility and environmental acceptability. The study should address all technical, safety and legal matters arising from the provision of such facilities. The study including a Marine Traffic Impact Assessment should be prepared to the satisfaction of concerned departments. The developer should also complete the relevant gazettal procedures (if required) at his/her own cost and apply for lease modification if he/she wishes to implement such facilities. With reference to the aforesaid established Government policy, where the POS is on Government land adjacent to a commercial development, the developer/owner of the commercial development can be required to bear the recurrent cost of managing and maintaining the POS. As such, upon completion, the subject section of the waterfront promenade (including the refurbished disused pier) will be managed and maintained by the developer/owner of the hotel in the “CDA(2)” site (**Plans 7 and 7A**).
- 3.9 The planned waterfront promenade should include leisure and recreational uses together with some supporting facilities such as refreshment kiosk(s), with provision of lush greenery, and good connectivity to adjacent open space network. Besides, opportunities should be explored to enhance water-land

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

interface so as to optimize the valuable waterfront resources. Due regard should be given to the Town Planning Board's Vision Statement for the Victoria Harbour and the Harbour Planning Principles and Harbour Planning Guidelines adopted by the Harbourfront Commission. To enhance connectivity to the waterfront, the design of the waterfront promenade should create a coherent design and seamless integration with the POS provided within the "CDA" site and the open space network in the vicinity.

- 3.10 In order to ensure that both "CDA" and "CDA(2)" zones can achieve a holistic design at this prominent waterfront location and be developed in a comprehensive manner and be compatible with each other, a single ~~planning brief~~ (PB) covering both sites has been prepared to guide the preparation of MLP for each of the "CDA" zones. To ensure that the developments will be implemented in a comprehensive manner and compatible with each other, a coordinated approach for the development of the "CDA" zones in terms of development scale, design layout, provision of open spaces and linkages with waterfront promenade, as well as visual and air ventilation corridors, should be adopted. This PB covers the general planning principles and development requirements common to both of the "CDA" zones as well as specific requirements for each individual zone. Development restrictions of these sites are documented in paragraphs 3.2 and 3.3 of the above.

4. The Sites and Their Surrounding Areas

The Sites

- 4.1 Located at the waterfront in the northern part of Southwest Kowloon to the northwest of CSWWFM, the two sites are zoned "CDA" and "CDA(2)" (the Sites) on the approved South West Kowloon Outline Zoning Plan No. S/K20/30 (the OZP). The Sites are currently used as temporary works area for the Guangzhou–Shenzhen–Hong Kong Express Rail Link (XRL) project. Access to the sites will be through the planned local road (Road A) tentatively scheduled ~~for completion in March~~ to open to the public in February 2018 (Plan 2).
- 4.2 Occupying a prime location at the waterfront, the Sites have good accessibility in particular through the nearby Mass Transit Railway (MTR) Nam Cheong Station.

The Surrounding Areas

- 4.3 To the immediate northeast of the Sites is the "R(A)12" site for public rental housing and subsidized sale flats developments currently under construction. To the further northeast is a "G/IC" zone planned for a 30-classroom primary school. To the northwest is another "G/IC" zone reserved for the development of a social welfare block. Located at the southeast of the Sites is the existing CSWWFM (zoned "OU (Wholesale Market)"), whereas to the further northwest is a cluster of boatyards (zoned "OU (Boatyards and Marine-Oriented Industrial Uses)") (Plans 3 to 5).

- 4.4 The area to the further north across the West Kowloon Highway mainly comprises residential and GIC uses with good accessibility to public transport including the MTR Nam Cheong Station.

5. General Design Principles

- 5.1 Located at the northern part of the Southwest Kowloon waterfront overlooking the Victoria Harbour, the Sites are prime waterfront sites, which offer potential to be developed into new focal point for the district and a pleasant waterfront living environment. The proposed comprehensive development of the Sites for private residential use and hotel use is intended to help meet the housing demand and to facilitate hotel development in Hong Kong. Development of the Sites should capitalize on its spectacular harbour setting and opportunities to create a vibrant waterfront for public enjoyment. The planned waterfront promenade zoned “O” (which covers the existing disused pier) should be suitably designed and integrated with the two “CDA” sites to achieve a holistic design, synergy with seamless integration. It should include leisure and recreational uses together with some supporting facilities such as refreshment kiosk(s), with provision of lush greenery, good connectivity to adjacent open space network and explore opportunities to enhance water-land interface so as to optimize the valuable waterfront resources.
- 5.2 To achieve the above planning objectives, the following urban design considerations should be taken into account when formulating the MLP for individual CDA site:
- (a) ensure the development be compatible with surrounding developments and its unique waterfront setting;
 - (b) create a focal point for a vibrant waterfront with a diversity of activities and explore opportunities for water-land interface for public enjoyment;
 - (c) create a pleasant waterfront living environment;
 - (d) create visual interest by encouraging diversity of built forms with height variation while adopting a descending height profile towards the waterfront and respecting the adjacent low-rise development along the northwestern fringe of the Sites;
 - (e) preserve existing air paths and allow sufficient separation between residential blocks to enhance visual and air permeability;
 - (f) adopt a podium-free design with ancillary car parks to be located underground to enhance air ventilation and visual permeability and maximize opportunities to provide high quality at-grade greenery;
 - (g) create a pleasant public-private interface through creative articulation of building edges, variation in facades and landscape treatment;

- (h) enhance pedestrian connectivity from public transport network ~~and to~~ surrounding areas ~~to~~and the waterfront promenade;
- (i) create a pleasant waterfront environment for public enjoyment with lush and sustainable landscaping along the waterfront promenade that connects to ~~the~~ public open space network; and
- (j) incorporate suitable mitigation measures to address the environmental nuisances associated with the CSWWFM located in the southeast, and the existing boatyards at the northwestern area.

6. Development Parameters

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

Item	Particulars	Remarks
2. Site Area	<p>“CDA”: about 1.93 ha “CDA(2)”: about 0.49 ha Total Area : about 2.42 ha</p>	Exact area subject to detailed survey.
3. OZP Zoning and Planning Intention	<p>It is intended that both “CDA” and “CDA(2)” zones are to be developed comprehensively with a balanced mix of private residential development with a public open space, and commercial uses (hotel and retail) to create a pleasant waterfront living environment for the community. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking into account the environmental, traffic, infrastructure and site constraints.</p> <p>“CDA” The “CDA” site is subject to a maximum gross floor area (GFA) of 91,770m² for private residential development (including a public open space (POS) of not less than 3,600m² shall be provided therein) and a maximum building height of 100mPD as stipulated in the OZP No. S/K20/30 (the OZP).</p> <p>“CDA(2)” The “CDA(2)” site is subject to a maximum total GFA of 34,770m² for hotel development and a maximum building height of 100mPD as stipulated in the OZP.</p>	<p>Plans 1, 2, 6, 7 and 7A</p> <ul style="list-style-type: none"> The two CDA sites are adjoining an “Open Space” (“O”) zone along the waterfront. The two CDA sites are to be developed with seamless integration with the adjoining “O” zone which comprises an approximately 380m long waterfront promenade (including the existing disused pier) to be developed for public open space uses. Development for the waterfront promenade will be undertaken by both developers of the “CDA” sites as appropriate. The developer of the “CDA” site is responsible for the construction of the northwestern section of the waterfront promenade fronting the “CDA” site. The developer for the “CDA(2)” site will take up the construction of the southeastern section of the waterfront promenade (including the existing disused pier) fronting the “CDA(2)” site. The construction of respective sections of the waterfront promenade will be at the cost of the respective developers. The sections are delineated at Plans 7 and 7A.

Item	Particulars	Remarks
4. Proposed Uses	<p><u>“CDA”</u> Private residential development with a public open space of not less than 3,600m².</p> <p><u>“CDA(2)”</u></p> <ul style="list-style-type: none"> Hotel development with ground level commercial use (such as shop and eating place etc.) to be provided to enhance vibrancy along the waterfront. To help address the noise and industrial/residential interface problems associated with the existing CSWWFM site. 	Plans 1, 2, 6, 7 and 7A
5. Maximum Gross Floor Area (GFA)	<p><u>“CDA”</u> Maximum GFA of 91,770m² for residential use</p> <p><u>“CDA(2)”</u> Hotel - Maximum GFA of 34,770m² (including commercial use with minimum GFA of 1,000m² of which at least 500m² at ground level).</p>	<p>Plans 1, 2, 6, 7 and 7A</p> <ul style="list-style-type: none"> The “CDA” site is intended for private residential development. The “CDA(2)” site is intended for hotel development. A minimum 1,000m² GFA for commercial uses (including shop and eating place) are to be provided within the hotel. At least 500m² of the commercial GFA should be designed at ground level with access and seamless integration to the waterfront promenade.
6. Maximum Building Height (BH)	<p><u>“CDA” and “CDA(2)”</u> 100mPD (at main roof level)</p>	Plan 1
7. Non-building areas (NBAs)	<p><u>“CDA”</u></p> <p>Two NBAs:</p> <ul style="list-style-type: none"> 15m-wide (northwestern 	<p>Plans 1, 2, 6, 7 and 7A</p> <ul style="list-style-type: none"> The “CDA” sites lie at the gateway of prevailing south-westerly summer wind

Item	Particulars	Remarks
	<p>boundary of the “CDA” site)</p> <ul style="list-style-type: none"> • 22m-wide (middle section of the “CDA” site) 	<p>to the inland area of the Cheung Sha Wan District with Hing Wah Street West, Fat Tseung Street West and Tonkin Street West identified as three major breezeways within the district. These wind corridors are in alignment with the NE-SW direction.</p> <ul style="list-style-type: none"> • Two NBAs of varied widths (15m and 22m) have been maintained as breezeways within the “CDA” site to allow for better wind penetration into the inland sites, which can also help to improve the overall air ventilation and visual permeability for the area. To further enhance the pedestrian wind performance-environment at surrounding areas, additional wind enhancement features can-should be considered during the detailed design stage of the developments. • No building or structure are permitted on, over, above, or within the NBA, except under or below to allow flexibility for ancillary car parking provision. • For the NBA covered by the POS, no building or structure is permitted on, over, above, under, below or within the NBA.
8. Maximum Coverage	<p>Site</p> <p><u>“CDA” and “CDA(2)”</u></p> <p>Not exceeding those stipulated in the Building (Planning) Regulations (B(P)R).</p>	

Item	Particulars	Remarks
B. Planning Requirements		
9. Urban Design Considerations	<p><u>“CDA” and “CDA(2)”</u></p> <ul style="list-style-type: none"> An urban design proposal should be prepared and formed to form part of the Master Layout Plan (MLP) submission. The MLP should take into account the following urban design considerations, where appropriate: <ul style="list-style-type: none"> to ensure that the development be compatible with the surrounding developments and its unique waterfront settings; to create a focal point for a vibrant waterfront with diversity of activities and explore opportunities for water-land interface for public enjoyment; to create a pleasant waterfront living environment; to create visual interest by encouraging diversity of built forms with height variation while adopting a descending height profile towards the waterfront and respecting the adjacent low-rise at the northwestern fringe of the “CDA” site (near Hing Wah Street West); to preserve existing air paths and allow for sufficient separation between residential blocks to enhance visual and air permeability; 	<p>Plans 6, 7, 7A and 8</p> <ul style="list-style-type: none"> Due regard should be given to the Town Planning Board’s Vision Statement for the Victoria Harbour and the Harbour Planning Principles and Harbour Planning Guidelines adopted by the Harbourfront Commission, and the Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 11 on Urban Design Guidelines. In the MLP submission, the developer is required to demonstrate that the development, including the design of the car park, can comply with the Sustainable Building Design Guidelines promulgated by the Government.

Item	Particulars	Remarks
	<ul style="list-style-type: none"> - to adopt a podium free design with ancillary car parks to be located underground except for loading/unloading facilities to enhance air ventilation and visual permeability and maximize opportunities to provide high quality at-grade greenery; - to create a pleasant public-private interface through creative articulation of building edges, variation in facades and landscape treatment; - to enhance pedestrian connectivity from public transport network and surrounding areas to the waterfront promenade; and - to create a pleasant waterfront environment for public enjoyment with lush and sustainable landscaping along the waterfront promenade that connects to public open space network. 	
10. Public Open Space (POS) within the “CDA” site	<p>To create a pleasant waterfront living environment and facilitate public enjoyment of the waterfront, a network of open spaces has been planned to connect with the waterfront promenade.</p> <p>A POS of not less than 3,600m² should be provided within the “CDA” site.</p> <ul style="list-style-type: none"> • to optimize site utilization, the POS is to be designed at-grade in the middle part of the “CDA” site where 	<p>Plans 6, 7, 7A and 8</p> <ul style="list-style-type: none"> • The POS within the “CDA” site should be designed and constructed by the developer at his/her own

Item	Particulars	Remarks
	<p>the drainage reserve and NBA are located (Plans 6, 7 and 7A) and its design should align with the planned POS at the “R(A)12” site to its northeast for public rental housing and subsidized sale flats developments so as to provide convenient access to the planned waterfront promenade.</p>	<p>cost and have it handed over to the <u>Leisure and Cultural Services Department (LCSD)</u> for management and maintenance upon completion.</p> <ul style="list-style-type: none"> • Design of the POS should take reference from the Development Bureau’s “Public Open Space in Private Developments Design and Management Guidelines”. • The POS provided should be designed to integrate under a coherent theme with the waterfront promenade. • No building or structure is permitted on, over, above, under, below or within the POS. • The POS should be excluded from local open space (LOS) and site coverage of greenery requirement calculations. • The developer should seek advice from the LCSD regarding the design of the POS.
11. Adjoining “Open Space” zone for waterfront promenade (including disused pier)	<p>“O” : about 0.99ha: Northwestern section waterfront promenade : about 0.68ha Southeastern section waterfront promenade : about 0.31ha (including disused pier : about 0.14ha)</p> <p>Along the waterfront of the “CDA” and “CDA(2)” zones is an “O” zone (including an existing disused pier) (about 9,900m²) is planned to be</p>	<p>Plans 6, 7, 7A and 8 Exact area subject to detailed survey.</p> <ul style="list-style-type: none"> • This area is primarily for provision of outdoor open-air public space for the local residents as well as the general public. • Refreshment kiosk(s) (means structures used for the selling of snacks, light

Item	Particulars	Remarks
	<p>developed into a 20m wide waterfront promenade with a length of approximately 380m sea frontage.</p> <p>The area is to be developed as a public open space for public enjoyment of the waterfront. It comprises a 20m-wide waterfront promenade which runs along a northwestern to southeastern direction abutting both of the CDA sites (including an existing disused pier located at the southeastern end of the waterfront promenade).</p> <p>The design of the waterfront promenade should <u>take into account of the</u> following <u>urban</u> design principles and explore opportunities :</p> <ul style="list-style-type: none"> • to enhance public enjoyment of the waterfront by providing sitting out areas to relax, for harbour viewing and leisure strolling; • to allow for the provision of a diversity of activities to ensure vibrancy of the waterfront. • to provide some commercial uses (for example small refreshment kiosk(s)) to add vibrancy to the waterfront promenade. • To be sensitively designed and integrated with adjacent CDA developments to optimize its waterfront setting. • to create a coherent design and seamless integration with the POS network 	<p>refreshments and soft drinks only; normally not greater than 10m² each in size) are permitted. The size, location and number(s) of kiosk(s) proposed along the northwestern section of the waterfront promenade directly fronting the CDA” site is/are to be approved by the LCSD in consultation with concerned departments.</p>

Item	Particulars	Remarks
	<p>leading to the waterfront promenade and the commercial facilities at the “CDA(2)” site.</p> <ul style="list-style-type: none"> • To provide adequate soft landscape to enhance the landscape quality of the waterfront promenade. • to provide sufficient width of landscaped buffer between the public waterfront promenade and residential development. <p><i>Northwestern section of Waterfront Promenade fronting the “CDA” site</i></p> <ul style="list-style-type: none"> • This section of the waterfront promenade is to be constructed by the developer of the “CDA” site (Plans 7 and 7A). <p><i>Southeastern section of Waterfront Promenade fronting the “CDA(2)” site</i></p> <ul style="list-style-type: none"> • This section of the waterfront promenade (including the disused pier) is to be constructed, managed and maintained by the developer of the “CDA(2)” site (Plans 7 and 7A). 	<ul style="list-style-type: none"> • The developer of the “CDA” site is to construct this section of the waterfront promenade at his/her own cost and should seek advice from the LCSD on its design. • This section of the waterfront promenade will be handed over to the LCSD for management and maintenance upon its completion. • The developer of the “CDA(2)” site is to construct, manage and maintain this section of waterfront promenade (including the disused pier) <u>for public open space use</u> at his/her own cost. • Design of this section of the waterfront promenade <u>(including the disused pier)</u>

Item	Particulars	Remarks
	<p><i>Existing disused pier within "O"</i></p> <ul style="list-style-type: none"> The existing disused pier should be refurbished and converted into public open space use by the developer of the "CDA(2)" site to integrate with the southeastern section of the waterfront promenade. Opportunities should be capitalized to include water-land interface facilities including but not limited to public landing steps at the existing disused pier to enhance accessibility to the waterfront (Plans 7 and 7A). 	<p>fronting the "CDA(2)" site should make reference to Development Bureau's "Public Open Space in Private Developments Design and Management Guidelines".</p> <ul style="list-style-type: none"> The developer of the "CDA(2)" site <u>shall</u> should carry out <u>conduct</u> a technical feasibility study at his/her own cost. The study should to explore opportunities to capitalize water-land interface the provision of public landing facilities including but not limited to public landing steps at the existing disused pier, and to address to enhance accessibility to the waterfront promenade and the refurbished pier from the sea. For any such facilities to be included, the developer of the "CDA(2)" site should carry out necessary study at his/her own cost to ascertain technical feasibility and environmental acceptability. The study should address all technical, <u>safety</u> and legal matters arising from the refurbishment works <u>provision of such facilities. The study including a Marine Traffic Impact Assessment should be prepared to the satisfaction of concerned departments. The developer should also</u>

Item	Particulars	Remarks
		<p>and completed<u>complete</u> the relevant gazettal procedures (if required) at his/her own cost <u>and apply for lease modification if he/she wishes to implement such facilities.</u> The technical feasibility study including a Marine Traffic Impact Assessment should be prepared to the satisfaction of concerned departments.</p> <ul style="list-style-type: none"> The southeastern section of the waterfront promenade together with the refurbished pier, upon completion, will be managed and maintained by the developer of the “CDA(2)” site.
12. Commercial Uses along the waterfront and within the adjoining waterfront promenade zoned “O”	<p><u>“CDA(2)”</u></p> <p><u>Hotel</u></p> <ul style="list-style-type: none"> To provide a more diverse land use mix and better utilize this prime waterfront site overlooking the Victoria Harbour, a hotel is proposed within the “CDA(2)” site. A minimum 1,000m² GFA for commercial uses including shop and eating place are to be provided within the hotel. At least 500m² of the commercial GFA should be designed at ground level with access and seamless integration to the waterfront promenade. <p><u>“O”</u></p> <p><u>Waterfront Promenade</u></p> <ul style="list-style-type: none"> As for the waterfront 	<p>Plans 6, 7, 7A and 8</p> <ul style="list-style-type: none"> Commercial uses such as shop and eating place that are compatible with the waterfront setting should be provided to enhance vibrancy along the waterfront. The size, location and

Item	Particulars	Remarks
	<p>promenade, opportunities to include small refreshment kiosk(s) should be explored to enhance vibrancy of the waterfront activities.</p>	<p>number(s) of kiosk(s) to be located within the northwestern section of the waterfront promenade fronting the “CDA” site is/are to be approved by the LCSD in consultation with concerned departments.</p>
<p>13. Local Open Space (LOS) Provision</p>	<p><u>“CDA”</u></p> <ul style="list-style-type: none"> • Not less than 1m² LOS per person should be provided for the residents of the private residential development within the “CDA” site. 	<p>Plans 6, 7, 7A and 8</p> <p>Countability of open space shall take reference to Chapter 4: Recreation, Open Space and Greening of HKPSG.</p>
<p>14. Landscape and Tree Preservation</p>	<p><u>“CDA”, “CDA(2)” and “O”</u></p> <p>A Landscape Master Plan (LMP) should be prepared and submitted as part of the MLP submission at the planning application stage for each of the “CDA” sites and respective part of the adjoining “O” zone to be constructed by each developer, with the incorporation of the following landscaping requirements:</p> <ul style="list-style-type: none"> • a comprehensive landscape proposal should be created to integrate the developments with waterfront environment and waterfront promenade, soften the building mass and minimize the adverse impact on existing landscape character and resources; • preserve the existing tree within the site as far as possible at their original locations; 	<ul style="list-style-type: none"> • A tree survey report and a tree preservation proposal should be included in the LMP submission to avoid affecting the existing good quality mature trees (if any) as far as practicable. • Reference should be made to the “Development Bureau Technical Circular (Works) No. 7/2015: Tree Preservation” and “Lands Administration Office Practice Notes No. 7/2007 and No. 7/2007A”. • The calculation of greenery coverage should be referenced to Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152.

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	<ul style="list-style-type: none"> greening opportunity should be optimized to create a quality green setting. A minimum greenery coverage of 20% based on the net site area shall be provided (regarding the “CDA” site, area for the POS should be excluded). At grade greening should be maximized while the remainder can be at ground level and/or rooftops where accessible by the occupants; optimise the opportunity for sustainable landscaping and tree planting whilst maximizing the waterfront and open views. Landscape planting at street level, on roofs and vertical greening on facades should be provided; and provide at-grade amenity treatment (e.g. high quality streetscape with roadside trees, street furniture and water features etc.) to improve pedestrian environment, to provide a friendly pedestrian setting and create a strong sense of place. <p>A LMP should be prepared for each of the “CDA” sites and respective part of the adjoining “O” zone to be constructed by each developer, and should illustrate at least the following information:</p> <ul style="list-style-type: none"> conceptual and detailed landscape proposals including hard and soft landscape, supported by 	

Item	Particulars	Remarks
	<p>sections and perspectives, to demonstrate the design intention and feasibility;</p> <ul style="list-style-type: none"> • other amenities, site furniture, facilities and water features to be provided; • the relationship of the development with the surroundings, especially with the waterfront promenade; • layout, location, detailed landscape design and demarcation of POS, LOS, and waterfront promenade including pedestrian circulation in relation to adjoining developments and areas; and • clear and sufficient signage to demarcate the POS and waterfront promenade, and direct the public to access the promenade. 	
15. Car Parking, Loading and Unloading Provision	<p><u>“CDA” and “CDA(2)”</u></p> <ul style="list-style-type: none"> • Provision of ancillary car parking spaces and loading/unloading facilities in accordance with the HKPSG and submission of a Traffic Impact Assessment (TIA) as part of the MLP submission at the planning application stage. 	<ul style="list-style-type: none"> • Requirement should be provided in accordance with the HKPSG and subject to findings of the TIAs to be conducted for the two “CDA” sites to the satisfaction of the Commissioner for Transport (C for T). • A podium free design should be adopted; all ancillary car parks are to be located underground could be and be sensitively designed to accord with its waterfront setting.

Item	Particulars	Remarks
C. Other Technical Requirements		
16. Traffic and Transport and <u>Pedestrian</u> Aspects	<p><u>“CDA” and “CDA(2)”</u></p> <p>Each “CDA” site should submit its separate TIA:</p> <ul style="list-style-type: none"> A TIA should be carried out to examine any possible traffic problems that may be caused by the proposed developments and identify plausible mitigation measures. It is advisable that the requirements and methodology of the TIA are agreed with C for T before its commencement. The TIA should be completed to the satisfaction of C for T and submitted as part of the MLP submission at the planning application stage. A proposal on <u>Pedestrian linkages Network Plan (PNP)</u> should be prepared to the satisfaction of C for T to consolidate pedestrian facilities in the area (including footbridges, subways, footpaths and pedestrian crossings) to improve pedestrian connectivity from the site to and from surrounding developments, in particular, to bring people from <u>inland area to the “CDA” sites and the planned waterfront promenade.</u> 	<p>Plans 6, 7, 7A and 8</p> <ul style="list-style-type: none"> Vehicular access to the Site will be via Hing Wah Street West and a two-way local road (Road A). To enhance pedestrian connectivity from <u>the hinterland to</u> the two CDAs and public enjoyment of the waterfront promenade, <u>the following features have been added and should be included in preparation of the PNP.</u> <p><u>“CDA”</u></p> <ul style="list-style-type: none"> An open space strip directly abutting the outside northwestern boundary of the private residential site additional features have been proposed to enhance pedestrian connectivity to the waterfront promenade (Plans 7, 7A and 8). <p><u>“CDA(2)”</u></p> <ul style="list-style-type: none"> To enhance public access to the waterfront promenade, at the northwestern boundary of the site, a 2.5m-wide public right-of-way passageways (to be opened within reasonable hours) has been designated along the northwestern boundary of the hotel site to enhance pedestrian connectivity to the waterfront promenade. At the <u>its</u> southwestern boundary of the hotel site, a

Item	Particulars	Remarks
		<p>1.5m-wide wide public right-of-way (to be opened within reasonable hours) has been <i>also been</i> reserved to provide alternative access to the waterfront promenade.</p> <ul style="list-style-type: none"> No fence or barrier should be erected <i>in at</i> these two public <i>right-of-way</i> passageways.
17. Environmental Aspect	<p><u>“CDA” and “CDA(2)”</u></p> <p>Each “CDA” site should submit its separate Environmental Assessment (EA):</p> <ul style="list-style-type: none"> An EA should be prepared and submitted as part of the MLP submission at the planning application stage. The EA is required to address the potential environmental impacts associated with the proposed development, in particular the noise and the air quality impacts from the nearby pollution sources. Proposed mitigation measures should be incorporated as part of the MLP submission and implemented to the satisfaction of the Environmental Protection Department. 	<p>Plans 6, 7, 7A and 8</p> <ul style="list-style-type: none"> In the design and disposition of the residential blocks at the “CDA” site, due regard should be given to protecting noise sensitive receivers through various measures such as setback and self-protective building design. Potential noise issues associated with the road traffic and from nearby land uses such as the existing CSWWFM located in the southeast, and the existing boatyards at its northwestern area should be addressed in the EA. Potential air quality issues such as vehicular emission, industrial/chimney emission, odour, and vessel emission from nearby land uses should be addressed in the EA.
18. Drainage Aspect	<p><u>“CDA”, “CDA(2)” and “O”</u></p> <p>Each “CDA” site should submit a report of its own drainage connection system. For “CDA” site, the submission should cover the private residential development and adjoining</p>	<p>Plans 6, 7, 7A and 8</p> <ul style="list-style-type: none"> For the drainage system, the developer is required to connect their drainage system in a way as recommended in the “Agreement No. CE 64/2014 (CE) – Engineering

Item	Particulars	Remarks
	<p>“O” zone (include northwestern section of the waterfront promenade). For “CDA(2)” site, the submission should cover the hotel development, southeastern section of the waterfront promenade and the disused pier:</p> <ul style="list-style-type: none"> • Development of the Sites should ensure that proper drainage connection system and proposed mitigation measures be provided. The applicant is required to examine any possible drainage problems that may be caused by the proposed developments and propose mitigation measures to tackle them. • The drainage connection system and proposed mitigation measures (if any) for development of the two CDAs should be provided to the satisfaction of the Director of Drainage Services and to be submitted as part of the MLP submission. • <i>A 46.88m-wide drainage reserve is identified to the northwestern side of the “CDA” site (of which 15m-wide strip falls within the northwestern boundary of the “CDA” site), with another 24m-wide drainage reserve is identified at the upper mid-section of the “CDA” site (Plans 6, 7 and 7A).</i> 	<p>Works at Lin Cheung Road Site, Sham Shui Po and Wang Chau, Yuen Long – Investigation, Design and Construction” carried out by CEDD, which already covers the drainage impact assessment of all sites on both sides of Road A including both “CDA” and “CDA(2)” sites and the waterfront promenade.</p> <ul style="list-style-type: none"> • No structure or support for any structure shall be erected within the drainage reserve area. • No tree shall be planted within the drainage reserve area (only removable planters will be allowed). • Free access should be provided at all times for the Drainage Services Department and his officers and the workmen to the drainage reserve area for the purpose of laying, repairing and maintenance of drains, sewers and all other services across, through or under the drainage reserve area.
19. Sewerage Aspect	<p><u>CDA” and “CDA(2)”</u></p> <p>Each “CDA” site should submit its separate Sewerage</p>	

Item	Particulars	Remarks
	<p>Impact Assessment (SIA):</p> <ul style="list-style-type: none"> Development of the Sites should ensure that proper sewerage system be provided. The applicant is required to examine any possible sewerage problems that may be caused by the proposed developments and propose mitigation measures to tackle them. A SIA should be prepared and submitted as part of the MLP submission at the planning application stage. It is required to assess any potential sewerage impacts that may be caused by the proposed development to the local and nearby sewer system. The SIA should also take into account the sewerage system proposed for Lin Cheung Road Site 3 and Site 5 (i.e. the public rental housing and subsidized sale flats development at “R(A)12”). All the proposed sewerage upgrading works shall be implemented by the developer to current Government standards at their own costs. The sewerage system and proposed mitigation measures (if any) for development of the two CDAs should be provided to the DEP and to be submitted as part of the MLP submission. 	<ul style="list-style-type: none"> All the proposed sewerage upgrading works shall be implemented by the developer to current Government standards at their own costs.
20. Water <i>Services Supply</i> Aspect	<p><u>“CDA” and “CDA(2)”</u></p> <p>Each “CDA” site should submit its separate water supplies study and any</p>	

Item	Particulars	Remarks
	<p>necessary diversion works:</p> <ul style="list-style-type: none"> The developer shall consult Water Supplies Department (WSD) on any necessary diversion works or provision of waterworks reserve for the existing water main within the site. In case it is not feasible to divert the affected water mains, a waterworks reserve shall be provided to the WSD. 	<ul style="list-style-type: none"> The developer shall bear the cost of any necessary diversion works of existing water mains affected by the proposed development. No structure shall be erected over the waterworks reserve and such area shall not be used for storage purposes. The Water Authority and his officers and contractors, his or their workmen shall have free access at all times to the said area with necessary plant and vehicles for the purpose of laying, repairing and maintenance of water mains and all other service across, through or under it which the Water Authority may require to authorize.
21. Visual Aspect	<p><u>“CDA” and “CDA(2)”</u></p> <p>Each “CDA” site should submit its separate Visual Impact Assessment (VIA):</p> <ul style="list-style-type: none"> The VIA should be carried out to examine the visual impacts caused by the proposed development and propose mitigation measures as appropriate to tackle them. The VIA should be submitted as part of the MLP submission. 	<p>Plans 6, 7, 7A and 8</p> <ul style="list-style-type: none"> In preparing the VIA, reference should be made to the Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications to the TPB (TPB PG-NO. 41).
22. Air Ventilation Aspect	<p><u>“CDA” and “CDA(2)”</u></p> <p>Each “CDA” site should submit its separate</p>	<p>Plans 6, 7, 7A and 8</p>

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

7. IMPLEMENTATION PROGRAMME

- 7.1 An implementation programme with phasing plan, if any, is required as part of the MLP submission for each “CDA” zone to indicate the construction programme of the proposed comprehensive development including residential development, hotel development, public waterfront promenade, recreational and open space facilities etc.
- 7.2 It is anticipated that the two “CDA” zones may have different implementation timeframe; and individual MLP should be prepared for each of the “CDA” zones, with due regard to their surrounding areas. To ensure the adoption of the coordinated approach as mentioned in paragraph 3.10 above when formulating the individual MLP for each of the “CDA” zones, reference should be made to the planning intention and design criteria in the PB and the development proposal which has already been submitted/approved for the adjoining “CDA” zone.

8. MASTER LAYOUT PLAN SUBMISSION

- 8.1 The MLP should be prepared in accordance with the Town Planning Board Guidelines for Submission of MLP under Section 4A(2) of the Town Planning Ordinance (TPB-PG No.18A) and submitted to the Board for approval under the Ordinance.
- 8.2 The MLP should contain all the information as required under the Notes for the “CDA” and “CDA(2)” zones of the South West Kowloon OZP and demonstrate clearly that the requirements stated in Explanatory Statement of the OZP and this PB has been complied with. It should indicate the following information:
- (i) the area of the proposed land uses, the nature, position, dimensions and heights of all buildings to be erected in the area;
 - (ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, total number of hotel rooms and room size, where applicable;
 - (iii) the details and extent of the recreational facilities, parking facilities, and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscape and urban design proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an EA to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a report on the drainage connection system to examine any possible drainage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (ix) a SIA report to examine any possible sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (x) a TIA report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (xi) a quantitative AVA report to examine any possible air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (xii) a VIA report to examine any possible visual impacts that may be caused by the proposed development and the proposed mitigation

measures to tackle them; and

(xiii) such other information may be required by the Board.

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

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

9. ATTACHMENTS

Plan 1 Location Plan

Plan 2 Site Plan

Plan 3 Aerial Photo

Plan 4_a Site Photo (1)

Plan 4b Site Photo (2)

Plan 5 Panoramic View of Surrounding Areas

Plan 6 Urban Design Framework

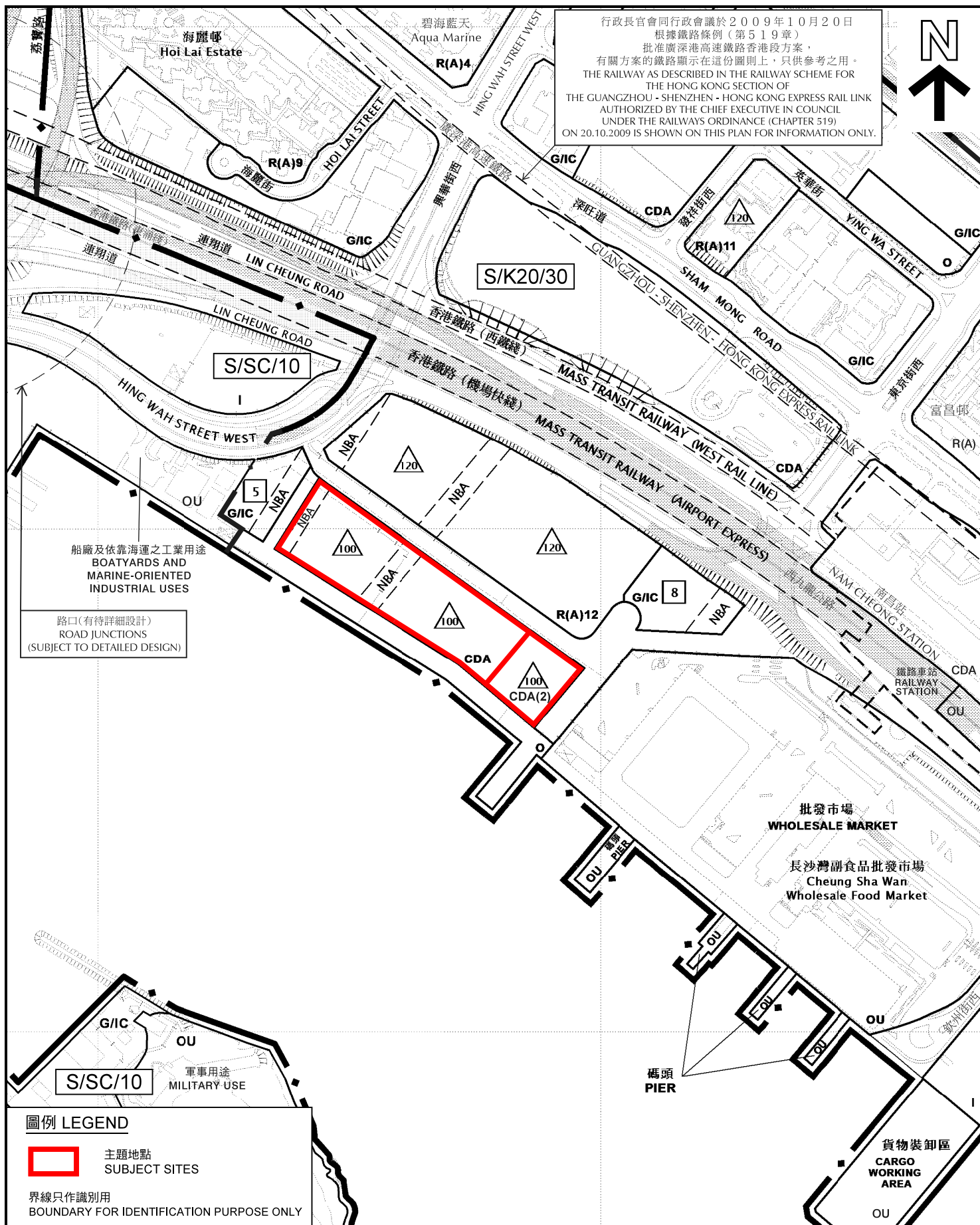
Plan 7 Development Concept Plan – Indicative Layout

Plan 7A Development Concept Plan – Surrounding Context

Plan 8 Development Concept Plan – Vehicular Access and Pedestrian Linkage

PLANNING DEPARTMENT

MAY 2017



本摘要圖於2017年1月9日擬備，
所根據的資料為於2014年9月23日
核准的分區計劃大綱圖編號S/K20/30和
於2011年7月5日核准的分區計劃大綱圖
編號S/SC/10
EXTRACT PLAN PREPARED ON 9.1.2017
BASED ON OUTLINE ZONING PLANS No.
S/K20/30 APPROVED ON 23.9.2014 AND
S/SC/10 APPROVED ON 5.7.2011

位置圖 LOCATION PLAN

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

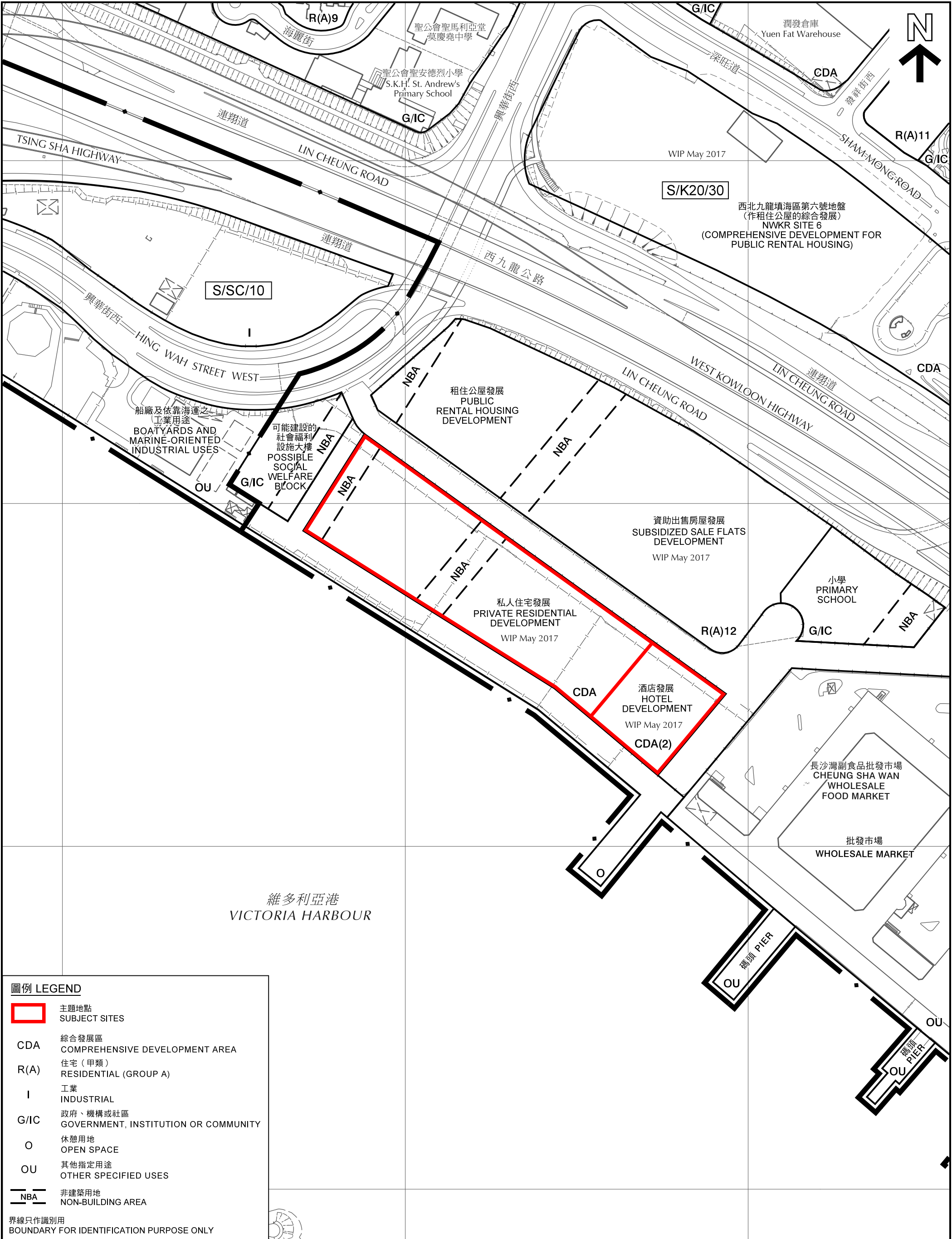
米 100 0 100 200 米
METRES SCALE 1:5 000 比例尺

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K20/17/6

圖 PLAN
1



圖例

LEGEND

主題地點

SUBJECT SITES

CDA

綜合發展區

COMPREHENSIVE DEVELOPMENT AREA

R(A)

住宅（甲類）

RESIDENTIAL (GROUP A)

I

工業

INDUSTRIAL

G/IC

政府、機構或社區

GOVERNMENT, INSTITUTION OR COMMUNITY

O

休憩用地

OPEN SPACE

OU

其他指定用途

OTHER SPECIFIED USES

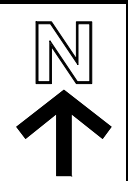
NBA

非建築用地

NON-BUILDING AREA

界線只作識別用

BOUNDARY FOR IDENTIFICATION PURPOSE ONLY



圖例 LEGEND

 主題地點
SUBJECT SITES

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

維多利亞港
VICTORIA HARBOUR

本摘要圖於2017年5月2日擬備，
所根據的資料為地政總署於
2016年1月8日拍得的航攝照片編號CS63190
EXTRACT PLAN PREPARED ON 2.5.2017
BASED ON AERIAL PHOTO No. CS63190
TAKEN ON 8.1.2016 BY LANDS DEPARTMENT

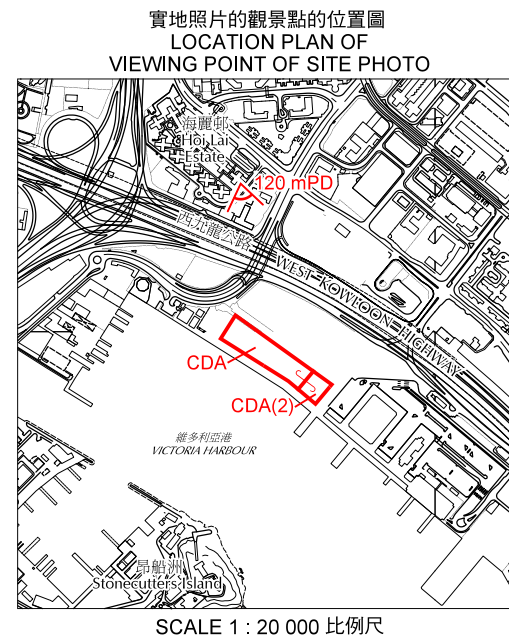
航攝照片 AERIAL PHOTO
深水埗連翔道用地內兩個
「綜合發展區」規劃大綱草擬本
DRAFT PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

規劃署
PLANNING DEPARTMENT




參考編號
REFERENCE No.
M/K20/17/6

圖 PLAN
3



圖例 LEGEND

-  主題地點
SUBJECT SITES
- 界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年5月2日擬備，
所根據的資料為攝於2016年7月29日的
實地照片
PLAN PREPARED ON 2.5.2017
BASED ON SITE PHOTO TAKEN ON
29.7.2016

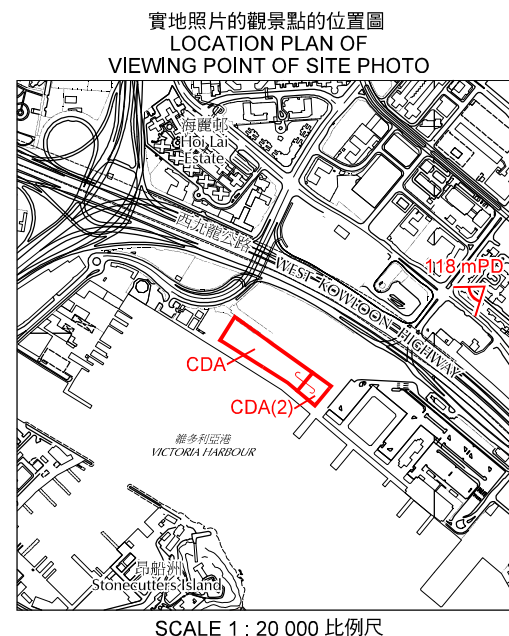
實地照片 SITE PHOTO (1)
深水埗連翔道用地內兩個
「綜合發展區」規劃大綱草擬本
DRAFT PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K20/17/6

圖 PLAN
4a



西北九龍填海區第六號地盤
(作租住公屋的綜合發展)
NWKR SITE 6
(COMPREHENSIVE
DEVELOPMENT FOR
PUBLIC RENTAL HOUSING)

圖例 LEGEND

- 主題地點
SUBJECT SITES
- 界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年5月2日擬備，
所根據的資料為攝於2017年4月19日的
實地照片
PLAN PREPARED ON 2.5.2017
BASED ON SITE PHOTO TAKEN ON
19.4.2017

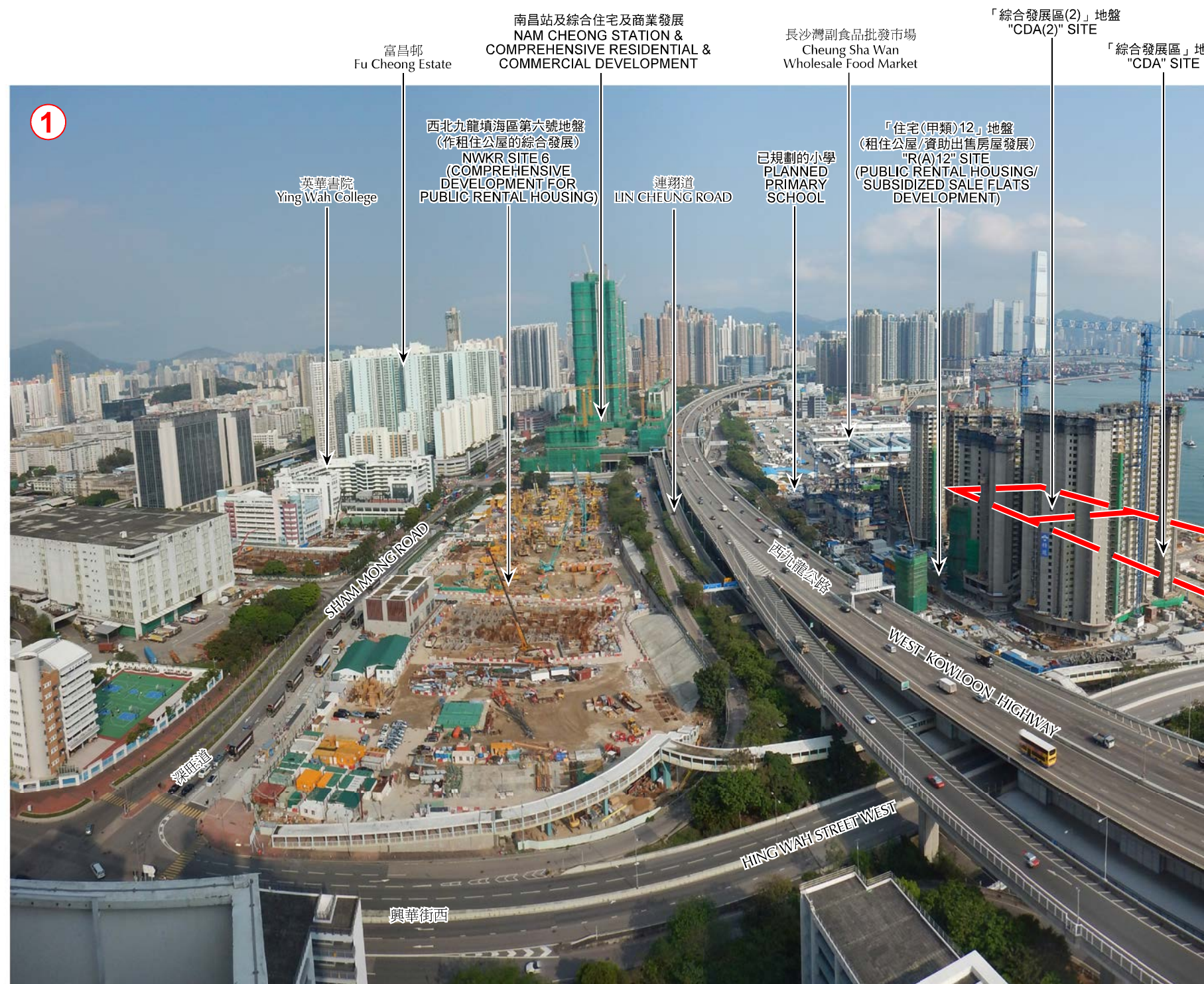
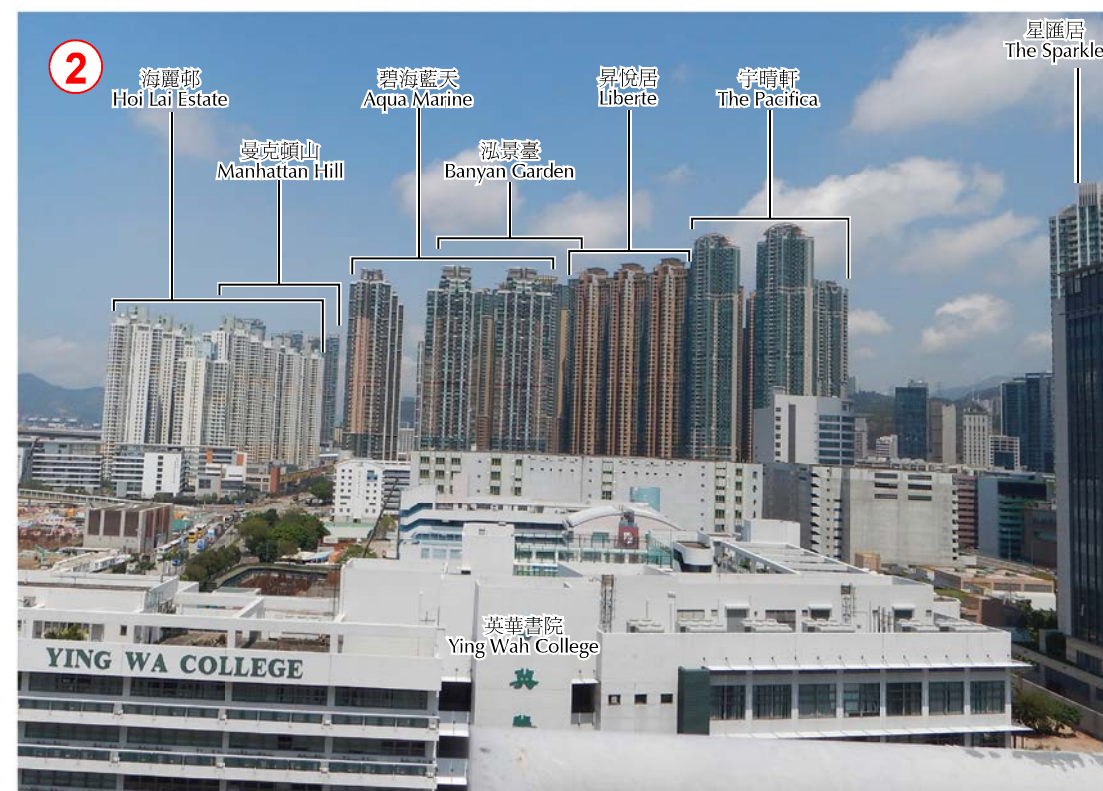
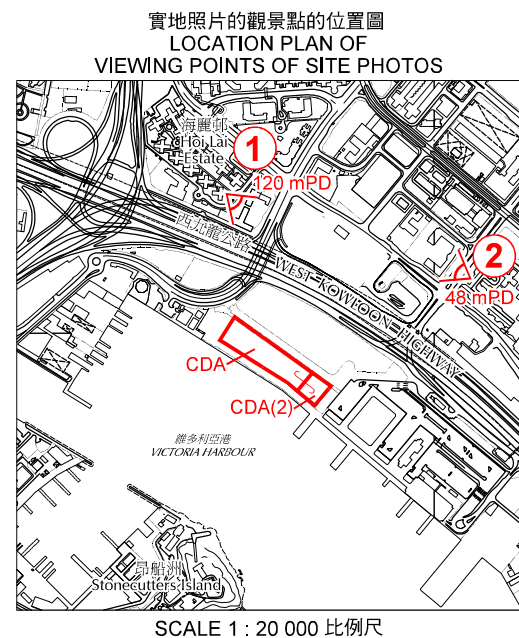
實地照片 SITE PHOTO (2)
深水埗連翔道用地內兩個
「綜合發展區」規劃大綱草擬本
DRAFT PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K20/17/6

圖 PLAN
4b



本圖於2017年5月2日擬備，
所根據的資料為攝於2017年4月19日及
2017年4月28日的實地照片
PLAN PREPARED ON 2.5.2017
BASED ON SITE PHOTOS TAKEN ON
19.4.2017 AND 28.4.2017

周邊地區的全景 PANORAMIC VIEW OF SURROUNDING AREAS

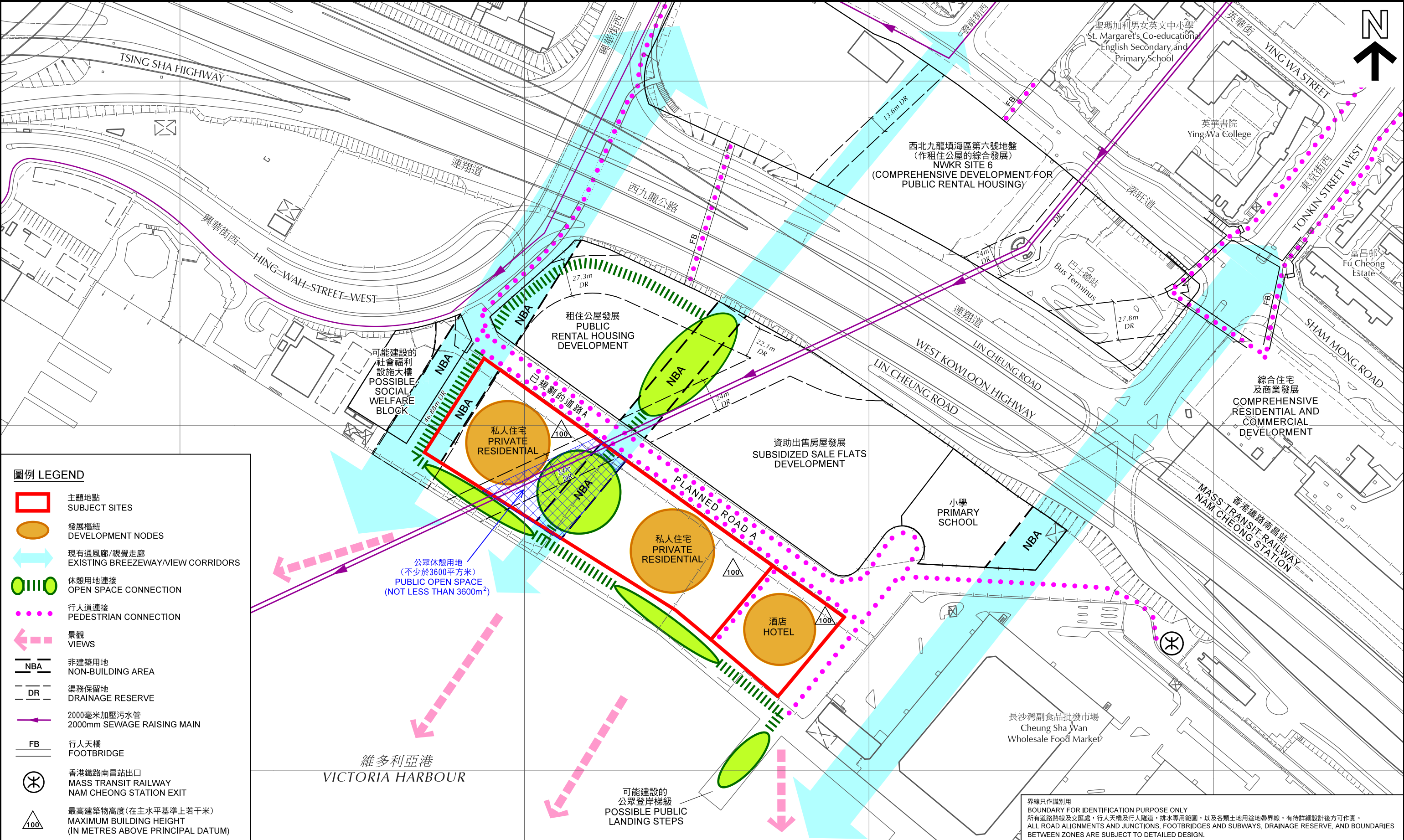
深水埗連翔道用地內兩個
「綜合發展區」規劃大綱草擬本
DRAFT PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K20/17/6

圖 PLAN
5



圖例 LEGEND

- 主題地點
SUBJECT SITES
- 發展樞紐
DEVELOPMENT NODES
- 現有通風廊/視覺走廊
EXISTING BREEZEWAY/VIEW CORRIDORS
- 休憩用地連接
OPEN SPACE CONNECTION
- 行人道連接
PEDESTRIAN CONNECTION
- 景觀
VIEWS
- 非建築用地
NON-BUILDING AREA
- 渠務保留地
DRAINAGE RESERVE
- 2000毫米加壓污水管
2000mm SEWAGE RAISING MAIN
- 行人天橋
FOOTBRIDGE
- 香港鐵路南昌站出口
MASS TRANSIT RAILWAY
NAM CHEONG STATION EXIT
- 最高建築物高度(在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT
(IN METRES ABOVE PRINCIPAL DATUM)

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

本摘要圖於2017年5月2日擬備，
所根據的資料為測量圖編號
11-NW-12B及D和11-NW-13A, B, C及D
EXTRACT PLAN PREPARED ON 2.5.2017
BASED ON SURVEY SHEETS No.
11-NW-12B & D AND 11-NW-13A, B, C & D

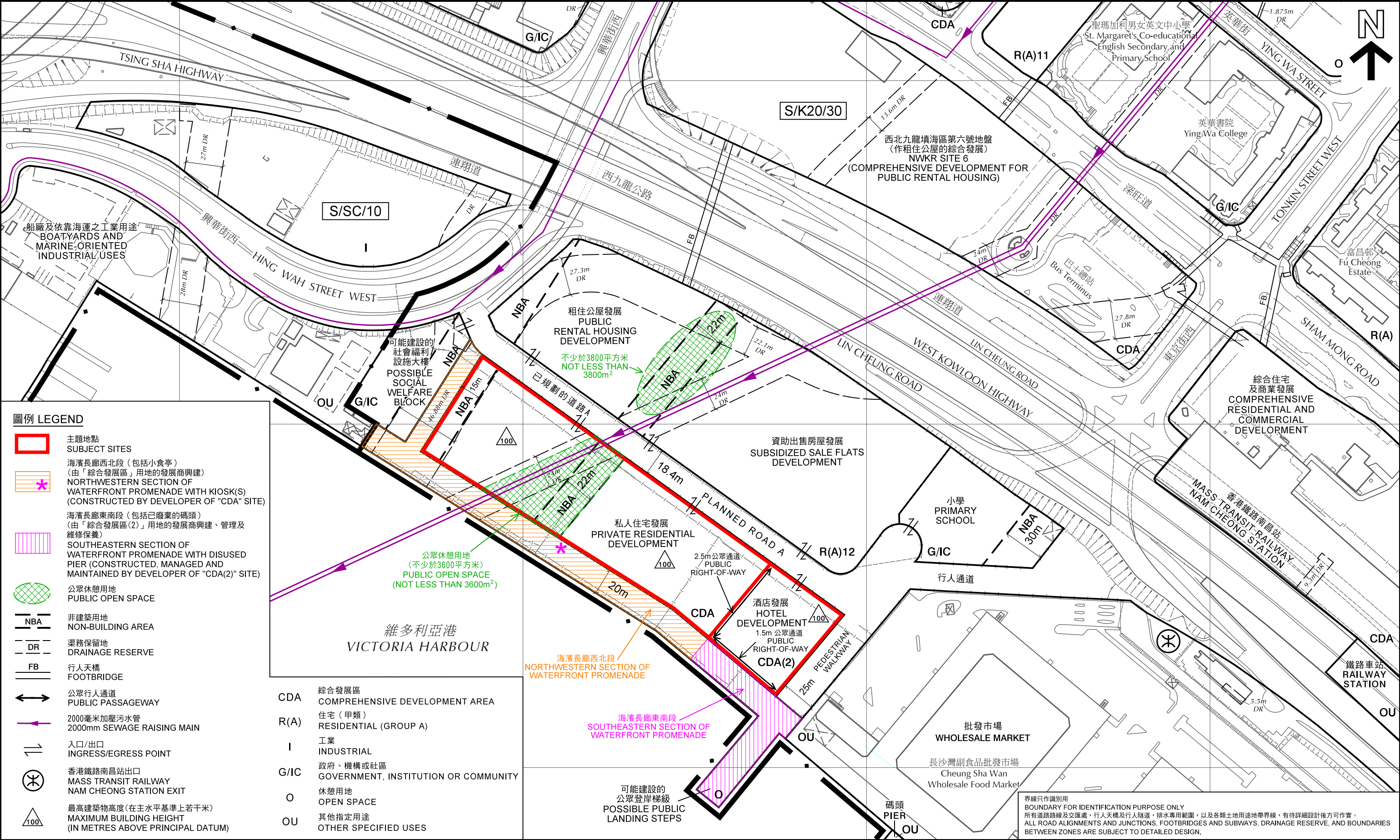
城市設計大綱
URBAN DESIGN FRAMEWORK
深水埗連翔道用地內兩個
「綜合發展區」規劃大綱草擬本
DRAFT PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

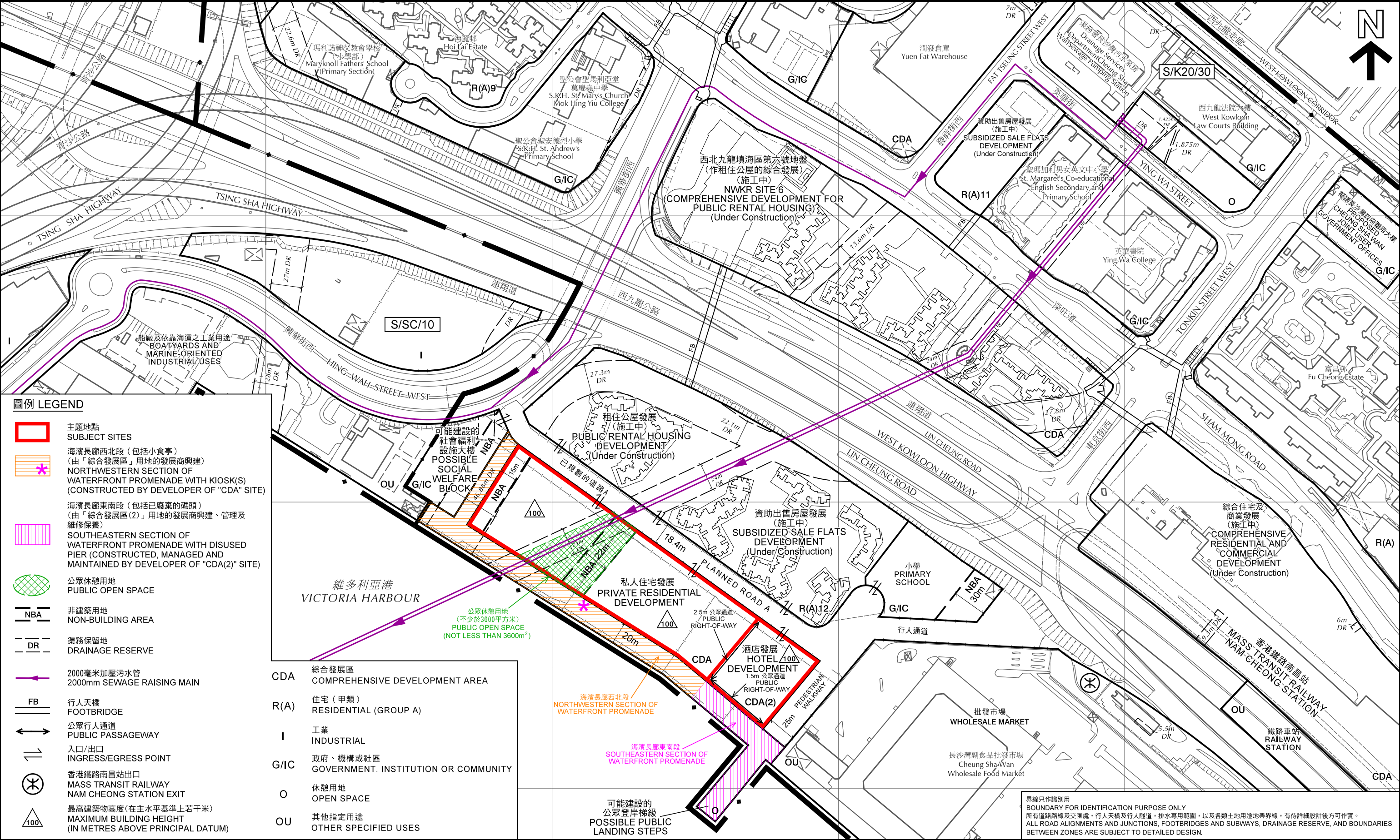
米
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SCALE 1 : 2 500 比例尺

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K20/17/6

圖 PLAN
6





本摘要圖於2017年5月2日擬備，
所根據的資料為測量圖編號
11-NW-12B及D和11-NW-13A、B、C及D
EXTRACT PLAN PREPARED ON 2.5.2017
BASED ON SURVEY SHEETS No.
11-NW-12B & D AND 11-NW-13A,B,C & D

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

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

SCALE 1 : 3 000 比例尺

米
METRES

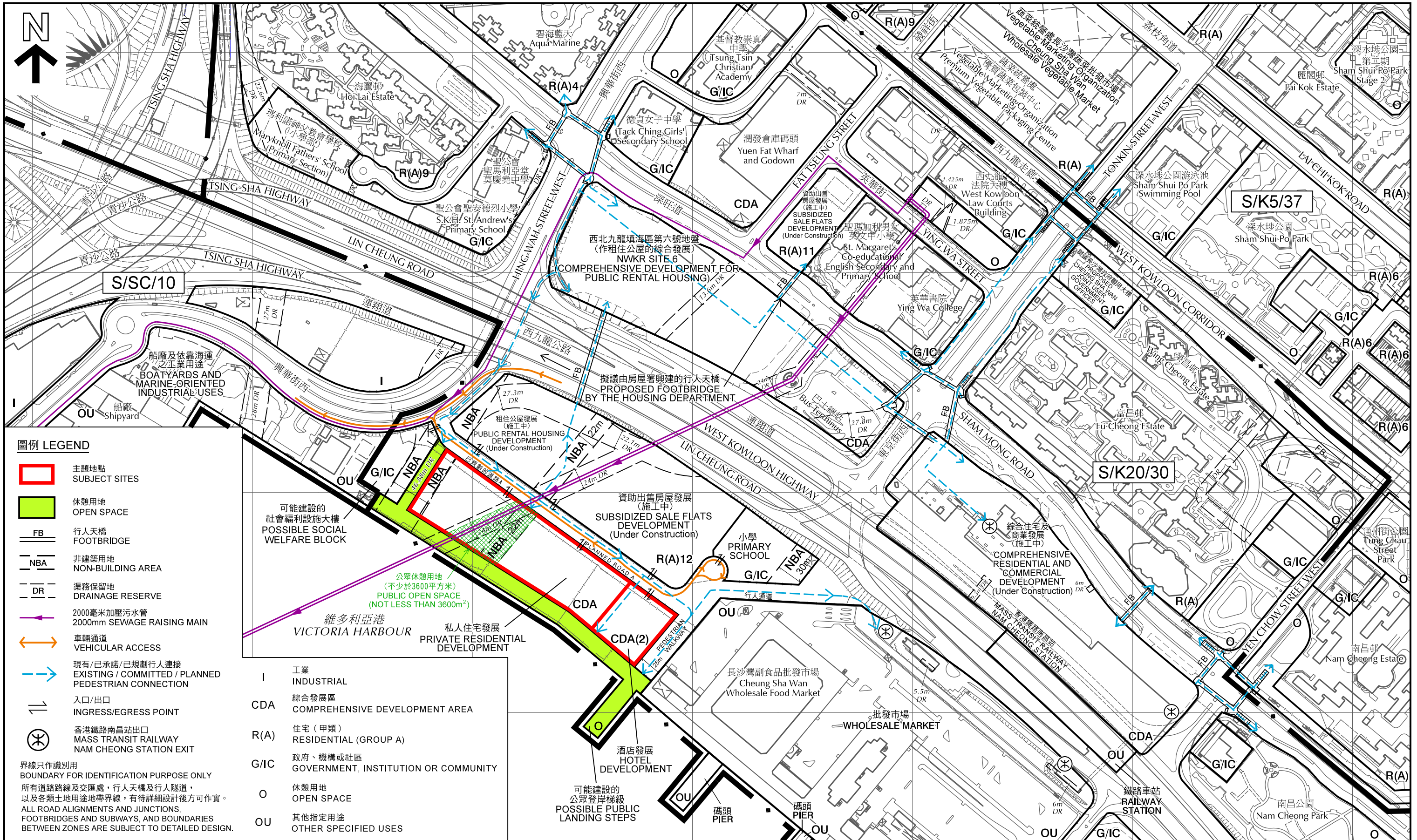
500 0 50 100 150 200 250

米
METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K20/17/6

圖
PLAN
7A



圖例 LEGEND

- 主題地點
SUBJECT SITES
- 休憩用地
OPEN SPACE
- FB
行人天橋
FOOTBRIDGE
- NBA
非建築用地
NON-BUILDING AREA
- DR
渠務保留地
DRAINAGE RESERVE
- 2000毫米加壓污水管
2000mm SEWAGE RAISING MAIN
- 車輛通道
VEHICULAR ACCESS
- 現有/已承諾/已規劃行人連接
EXISTING / COMMITTED / PLANNED PEDESTRIAN CONNECTION
- 入口/出口
INGRESS/EGRESS POINT
- 香港鐵路南昌站出口
MASS TRANSIT RAILWAY
NAM CHEONG STATION EXIT

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

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

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

米
METRES

100

0

100

200

300

米
METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

M/K20/17/6

圖 PLAN

8

本摘要圖於2017年5月2日擬備，
所根據的資料為測量圖編號
11-NW-12B及D和11-NW-13A, B, C及D
EXTRACT PLAN PREPARED ON 2.5.2017
BASED ON SURVEY SHEETS No.
11-NW-12B & D AND 11-NW-13A, B, C & D

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

MPC Paper No. 18/16

For Consideration by
The Metro Planning Committee on 30.9.2016

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

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

1. Purpose

This paper is to seek:

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

2. Background

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

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

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

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

3. The Sites and Their Surrounding Areas

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

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

4. Planning Intention

- 4.1 The “CDA” and “CDA(2)” zones are intended for comprehensive development of the area for private residential and hotel uses respectively. The zonings are intended to facilitate appropriate planning control over the development mix, scale and design and layout of the development, taking into account various environmental, infrastructure and other constraints.
- 4.2 According to the Notes of the OZP, the “CDA” zone located to the south of Hing Wah Street West intended for private residential development is subject to a total maximum domestic GFA of 91,770m² and a public open space (POS) of not less than 3,600m² shall be provided in the CDA. The “CDA” zone is also subject to a maximum building height of 100mPD, and two non-building areas (NBAs) of 15m and 22m wide are designated along the northwestern boundary and in the middle part of the CDA respectively. The Explanatory Statement (ES) of the OZP states that the POS to be provided in the middle part of the CDA should be connected with the POS in the “R(A)12” zone (planned for public housing development) in the north, the intention of which is to create a continuous POS leading to the waterfront promenade. Besides, the designation of two 15m-wide and 22m-wide NBAs in the CDA as well as other four NBAs at the Lin Cheung Road site are intended to facilitate air ventilation along major corridors and serve as the entrances of the prevailing south-westerly wind to improve air penetration and visual permeability towards the hinterland (**Plans 1 and 7 at Appendix I**). However, as the NBAs are primarily for the above-ground air ventilation, the NBA restriction would not be applicable to underground

developments.

- 4.3 According to the Notes of the OZP, the “CDA(2)” zone is subject to a total maximum GFA of 34,770m² and a maximum building height of 100mPD. To minimize the noise impacts from the existing CSWWFM, hotel use may be permitted at the site to separate the wholesale market from the proposed private residential development in the adjoining “CDA” zone (**Plans 1 and 7 at Appendix I**).

5. Land Aspects

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

6. Draft PB

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

Planning Intention and Development Parameters

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

Urban Design Requirements

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

Visual and Air Ventilation Requirements

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

Open Space and Landscape Requirements

- 6.9 A POS of not less than 3,600m² should be provided in the middle part of the “CDA” zone, which should align with the POS in the public housing development to its north (zoned “R(A)12”) so as to create a continuous POS leading to the waterfront promenade (**Plans 6 and 7 at Appendix I**). Upon completion, the subject POS within the “CDA” zone will be handed over to the Leisure and Cultural Services Department (LCSD) for management and maintenance. Local open space of not less than 1m² per person should also be provided within the “CDA” zone for residents in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG).
- 6.10 A Landscape Master Plan (LMP) should be prepared for each of the “CDA” zones and submitted as a part of the respective MLP submissions. A minimum greenery coverage of 20% based on net site area shall be provided (regarding the “CDA” site, area for the POS should be excluded). A tree survey report and a tree preservation proposal should be included in the LMP to avoid affecting the existing good quality mature trees (if any) as far as practicable.

Traffic and Transport Requirements

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

Environmental and Infrastructure Requirements

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

Adjoining Waterfront Promenade zoned “O”

- 6.17 Along the waterfront of the “CDA” and “CDA(2)” zones is an “O” zone (including an existing disused pier) (about 9,900m²) is planned to be developed into a 20m wide waterfront promenade with a length of approximately 380m sea frontage. The waterfront promenade occupies a prime location at the northern part of the Southwest Kowloon overlooking the Victoria Harbour. (**Plans 6 and 7 at Appendix I**).
- 6.18 To ensure the timely completion of the waterfront promenade for enjoyment of the residents and the general public, it should be designed and constructed by the respective developer at his/her own cost.
- 6.19 The northwestern section of the waterfront promenade fronting the “CDA” zone shall be constructed by the developer of the “CDA” zone at his/her own cost. With reference to the established Government policy¹, this section of the waterfront promenade together with the POS (minimum 3,600m²) to be provided in the central part of the “CDA” site, upon completion, will be handed over to LCSD for management and maintenance (**Plans 7 and 7A at**

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

Appendix I).

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

7. Implementation

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

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

8. Consultation

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

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

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

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

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

9. Way Forward

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

10. Advice Sought

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

11. Attachments

Appendix I Draft PB

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

PLANNING DEPARTMENT
SEPTEMBER 2016

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

1. Purpose

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

2. Background

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

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

3. The Planning Context

- 3.1 The “CDA” and “CDA(2)” zones are intended for comprehensive development of the area for private residential use with provision of POS and hotel use respectively. The zonings are intended to facilitate appropriate planning control over the development mix, scale and design and layout of the development, taking into account various environmental, infrastructure and other constraints. Pursuant to sections 4A(1) and 4A(2) of the Ordinance, any development in the “CDA” zone would require the approval of the Town Planning Board (the Board) through planning application under section 16 of the Ordinance. The applicant shall prepare a MLP together with technical assessments as specified in the Notes of the OZP for approval of the Board. A planning brief will be prepared to guide the future development of the two CDA sites.
- 3.2 According to the Notes of the OZP, the “CDA” zone located to the south of Hing Wah Street West intended for private residential development is subject to a total maximum domestic GFA of 91,770m² and a public open space (POS) of not less than 3,600m² shall be provided in the CDA. The “CDA” zone is also subject to a maximum building height of 100mPD, and two non-building areas (NBAs) of 15m and 22m wide are designated along the northwestern boundary and in the middle part of the CDA respectively. The Explanatory Statement (ES) of the OZP states that the POS to be provided in the middle part of the CDA should be connected with the POS in the “R(A)12” zone (planned for public housing development) in the north, the intention of which is to create a continuous POS leading to the waterfront promenade. Besides, the designation of two 15m-wide and 22m-wide NBAs in the CDA as well as other four NBAs at the Lin Cheung Road site are intended to facilitate air ventilation along major corridors and serve as the entrances of the prevailing south-westerly wind to improve air penetration and visual permeability towards the hinterland (**Plans 1 and 7**). However, as the NBAs are primarily for the above-ground air ventilation, the NBA restriction would not be applicable to underground developments.

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

maximum GFA of 34,770m² and a maximum building height of 100mPD. To minimize the noise impacts from the existing CSWWFM, hotel use may be permitted at the site to separate the wholesale market from the proposed private residential development in the adjoining “CDA” zone. Hotel development at this site could also enhance diversity in the land use mix of the Lin Cheung Road site, thereby promoting vibrancy and creating a focal point for the waterfront in the Sham Shui Po District (**Plans 1 and 7**).

- 3.4 As the two “CDA” zones adjoining to each other and occupying a prominent waterfront location, there is a need to have a comprehensive planning guidance/control of the development for the two “CDA” zones. Therefore it is considered more appropriate for a draft PB to be prepared to guide the preparation of MLP submission for each of the “CDA” zones.
- 3.5 Along the waterfront of the “CDA” and “CDA(2)” zones is an “O” zone (including an existing disused pier) (about 9,900m²) is planned to be developed into a 20m wide waterfront promenade with a length of approximately 380m sea frontage. The waterfront promenade occupies a prime location at the northern part of the Southwest Kowloon overlooking the Victoria Harbour (**Plans 6 and 7**).
- 3.6 To ensure the timely completion of the waterfront promenade for enjoyment of the residents and the general public, it should be designed and constructed by the respective developer at his/her own cost.
- 3.7 The northwestern section of the waterfront promenade fronting the “CDA” zone shall be constructed by the developer of the “CDA” zone at his/her own cost. With reference to the established Government policy,¹ this section of the waterfront promenade together with the POS (minimum 3,600m²) to be provided in the central part of the “CDA” site, upon completion, will be handed over to the Leisure and Cultural Services Department (LCSD) for management and maintenance (**Plans 7 and 7A**).
- 3.8 While the southeastern section of the waterfront promenade (including the existing disused pier) fronting the “CDA(2)” zone should also be constructed by the developer of the “CDA(2)” zone at his/her own cost, he/she is required to conduct a technical feasibility study on the refurbishment works of the disused pier at his/her own cost, in order to explore opportunities to capitalize water-land interface facilities and to enhance accessibility to the waterfront including but not limited to

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

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

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

4. The Sites and Their Surrounding Areas

The Sites

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

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

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

The Surrounding Areas

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

5. General Design Principles

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

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

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

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

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

6. Development Parameters

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

Item	Particulars	Remarks
3. OZP Zoning and Planning Intention	<p>It is intended that both “CDA” and “CDA(2)” zones are to be developed as a comprehensive development area with a balanced mix of private residential development with a public open space, and commercial uses (hotel and retail) to create a pleasant waterfront living environment for the community. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking into account the environmental, traffic, infrastructure and site constraints.</p> <p>“CDA” The “CDA” site is subject to a maximum gross floor area (GFA) of 91,770m² for private residential development (including a public open space (POS) of not less than 3,600m² shall be provided therein) and a maximum building height of 100mPD as stipulated in the OZP No. S/K20/30 (the OZP).</p> <p>“CDA(2)” The “CDA(2)” site is subject to a maximum total GFA of 34,770m² for hotel development and a maximum building height of 100mPD as stipulated in the OZP.</p>	<p>Plans 1, 2, 6, 7 and 7A</p> <ul style="list-style-type: none"> The two CDA sites are adjoining an “Open Space” (“O”) zone along the waterfront. The two CDA sites are to be developed with seamless integration with the adjoining “O” zone which comprises an approximately 380m long waterfront promenade (including the existing disused pier) to be developed for public open space uses. Development for the waterfront promenade will be undertaken by both developers of the “CDA” sites as appropriate. The developer of the “CDA” site is responsible for the construction of the northwestern section of the waterfront promenade fronting the “CDA” site. The developer for the “CDA(2)” site will take up the construction of the southeastern section of the waterfront promenade (including the existing disused pier) fronting the “CDA(2)” site. The construction of respective sections of the waterfront promenade will be at the cost of the respective developers. The sections are delineated at Plans 7 and 7A.
4. Proposed Uses	<p>“CDA” Private residential development with a public open space of not less than 3,600m².</p> <p>“CDA(2)”</p> <ul style="list-style-type: none"> Hotel development with ground level commercial use (such as shop and eating place etc.) to be provided to enhance vibrancy along the waterfront. To help address the noise and 	<p>Plans 1, 2, 6, 7 and 7A</p>

Item	Particulars	Remarks
	industrial/residential interface problems associated with the existing CSWWFM site.	
5. Maximum Gross Floor Area (GFA)	<p><u>“CDA”</u> Maximum GFA of 91,770m² for residential use</p> <p><u>“CDA(2)”</u> Hotel - Maximum GFA of 34,770m² (including commercial use with minimum GFA of 1,000m² of which at least 500m² at ground level).</p>	<p>Plans 1, 2, 6, 7 and 7A</p> <ul style="list-style-type: none"> The “CDA” site is intended for private residential development. The “CDA(2)” site is intended for hotel development. A minimum 1,000m² GFA for commercial uses (including shop and eating place) are to be provided within the hotel. At least 500m² of the commercial GFA should be designed at ground level with access and seamless integration to the waterfront promenade.
6. Maximum Building Height (BH)	<p><u>“CDA” and “CDA(2)”</u> 100mPD (at main roof level)</p>	Plan 1
7. Non-building areas (NBAs)	<p><u>“CDA”</u></p> <p>Two NBAs:</p> <ul style="list-style-type: none"> 15m-wide (northwestern boundary of the “CDA” site) 22m-wide (middle section of the “CDA” site) 	<p>Plans 1, 2, 6, 7 and 7A</p> <ul style="list-style-type: none"> The “CDA” sites lie at the gateway of prevailing south-westerly summer wind to the inland area of the Cheung Sha Wan District with Hing Wah Street West, Fat Tseung Street West and Tonkin Street West identified as three major breezeways within the district. These wind corridors are in alignment with the NE-SW direction. Two NBAs of varied widths (15m and 22m) have been maintained as breezeways within the “CDA” site to allow for better wind penetration into the inland sites, which can also help to improve the overall air ventilation and visual permeability for the area. To further enhance the pedestrian wind performance at surrounding areas, additional wind enhancement features can be

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

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

Item	Particulars	Remarks
	<p>A POS of not less than 3,600m² should be provided within the “CDA” site.</p> <ul style="list-style-type: none"> to optimize site utilization, the POS is to be designed at-grade in the middle part of the “CDA” site where the drainage reserve and NBA are located (Plans 6, 7 and 7A) and its design should align with the planned POS at the “R(A)12” site to its north for public rental housing and subsidized sale flats developments so as to provide convenient access to the planned waterfront promenade. 	<ul style="list-style-type: none"> The POS within the “CDA” site should be designed and constructed by the developer at his/her own cost and have it handed over to the LCSD for management and maintenance upon completion. Design of the POS should take reference from the Development Bureau’s “Public Open Space in Private Developments Design and Management Guidelines”. The POS provided should be designed to integrate under a coherent theme with the waterfront promenade. No building or structure is permitted on, over, above, under, below or within the POS. The POS should be excluded from local open space (LOS) and site coverage of greenery requirement calculations. The developer should seek advice from the LCSD regarding the design of the POS.
11. Adjoining “Open Space” zone includes waterfront promenade (including disused pier)	<p>“O” : about 0.99ha :</p> <p>Northwestern section waterfront promenade : about 0.68 ha Southeastern section waterfront promenade : about 0.17 ha Disused Pier : about 0.14 ha</p> <p>Along the waterfront of the “CDA” and “CDA(2)” zones is an “O” zone (including an existing disused pier) (about 9,900m²) is planned to be developed into a 20m wide waterfront promenade with a length of approximately</p>	<p>Plans 6, 7, 7A and 8 Exact area subject to detailed survey.</p> <ul style="list-style-type: none"> This area is primarily for provision of outdoor open-air public space for the local residents as well as the general public. Refreshment kiosk(s) (means structures used for the selling of snacks, light refreshments and soft drinks only; normally not greater than 10m² each in size) are permitted. The size, location

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

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

Item	Particulars	Remarks
	<ul style="list-style-type: none"> Opportunities should be capitalized to include water-land interface facilities including but not limited to public landing steps at the existing disused pier to enhance accessibility to the waterfront (Plans 7 and 7A). 	<p>public landing steps at the existing disused pier, and to address all technical and legal matters arising from the refurbishment works and complete the relevant gazettal procedures (if required) at his/her own cost. The technical feasibility study including a Marine Traffic Impact Assessment should be prepared to the satisfaction of concerned departments.</p> <ul style="list-style-type: none"> The southeastern section of the waterfront promenade together with the refurbished pier, upon completion, will be managed and maintained by the developer of the “CDA(2)” site.
<p>12. Commercial Uses along the waterfront and within the adjoining waterfront promenade zoned “O”</p>	<p><u>“CDA(2)”</u></p> <p><u>Hotel</u></p> <ul style="list-style-type: none"> To provide a more diverse land use mix and better utilize this prime waterfront site overlooking the Victoria Harbour, a hotel is proposed within the “CDA(2)” site. A minimum 1,000m² GFA for commercial uses including shop and eating place are to be provided within the hotel. At least 500m² of the commercial GFA should be designed at ground level with access and seamless integration to the waterfront promenade. <p><u>“O”</u></p> <p><u>Waterfront Promenade</u></p> <ul style="list-style-type: none"> As for the waterfront promenade, opportunities to include small refreshment kiosk(s) should be explored to enhance vibrancy of the waterfront activities. 	<p>Plans 6, 7, 7A and 8</p> <ul style="list-style-type: none"> Commercial uses such as shop and eating place that are compatible with the waterfront setting should be provided to enhance vibrancy along the waterfront. The size, location and number(s) of kiosk(s) to be located within the northwestern section of the waterfront promenade fronting the “CDA” site is/are to be approved by the LCSD in consultation with concerned

Item	Particulars	Remarks
		departments.
13. Local Open Space (LOS) Provision	<p><u>“CDA”</u></p> <ul style="list-style-type: none"> Not less than 1m² LOS per person should be provided for the residents of the private residential development within the “CDA” site. 	<p>Plans 6, 7, 7A and 8</p> <p>Countability of open space shall take reference to Chapter 4: Recreation, Open Space and Greening of HKPSG.</p>
14. Landscape and Tree Preservation	<p><u>“CDA”, “CDA(2)” and “O”</u></p> <p>A Landscape Master Plan (LMP) should be prepared and submitted as part of the MLP submission at the planning application stage for each of the “CDA” sites and respective part of the adjoining “O” zone to be constructed by each developer, with the incorporation of the following landscaping requirements:</p> <ul style="list-style-type: none"> a comprehensive landscape proposal should be created to integrate the developments with waterfront environment and waterfront promenade, soften the building mass and minimize the adverse impact on existing landscape character and resources; preserve the existing tree within the site as far as possible at their original locations; greening opportunity should be optimized to create a quality green setting. A minimum greenery coverage of 20% based on the net site area shall be provided (regarding the “CDA” site, area for the POS should be excluded). At grade greening should be maximized while the remainder can be at ground level and/or rooftops where accessible by the occupants; optimise the opportunity for 	<ul style="list-style-type: none"> A tree survey report and a tree preservation proposal should be included in the LMP submission to avoid affecting the existing good quality mature trees (if any) as far as practicable. Reference should be made to the “Development Bureau Technical Circular (Works) No. 7/2015: Tree Preservation” and “Lands Administration Office Practice Notes No.7/2007 and No. 7/2007A”. The calculation of greenery coverage should be referenced to Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152.

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

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

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

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

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

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

7. **IMPLEMENTATION PROGRAMME**

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

etc.

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

8. MASTER LAYOUT PLAN SUBMISSION

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

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

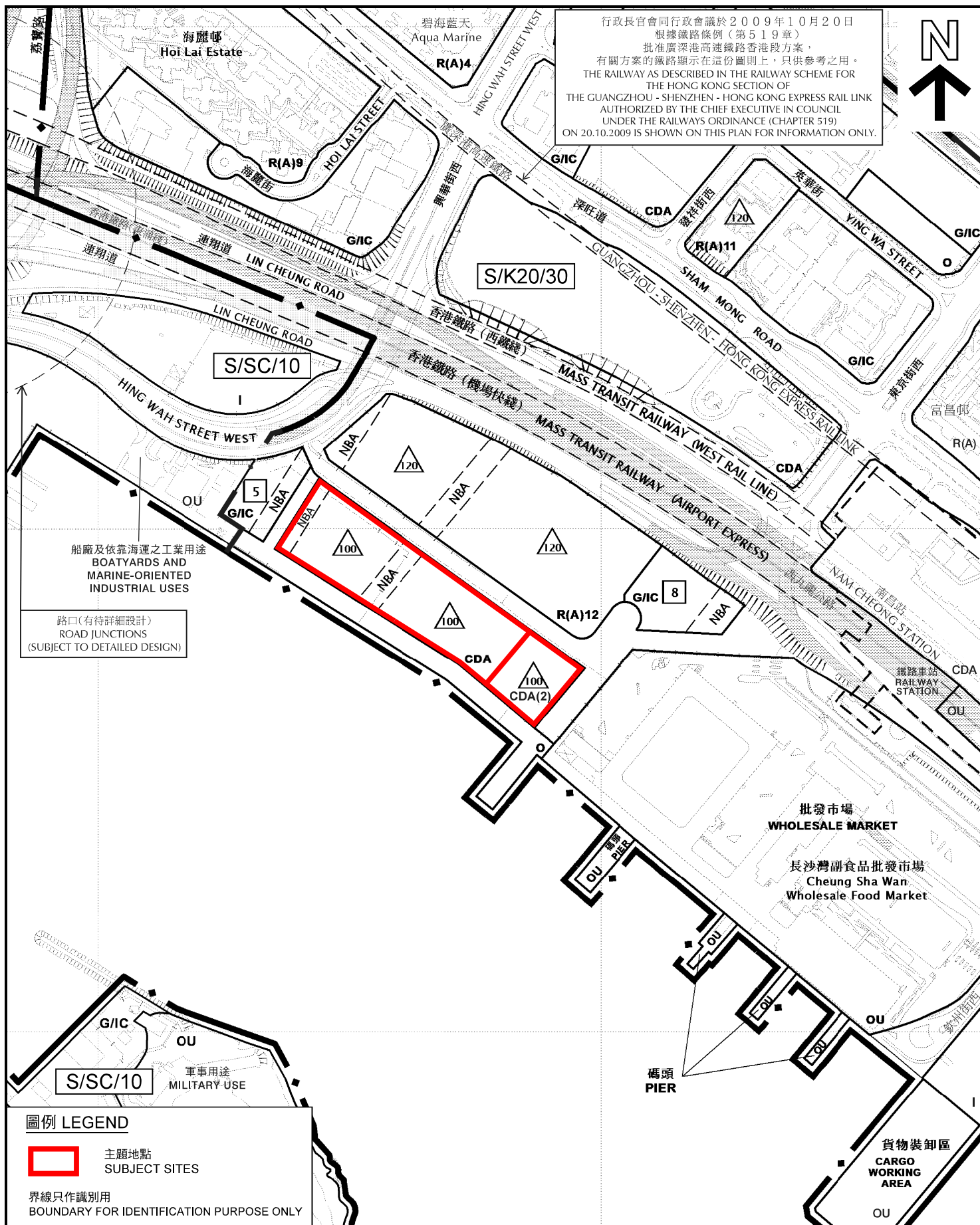
8.3 The MLP should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles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

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

9. ATTACHMENTS

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

PLANNING DEPARTMENT
SEPTEMBER 2016



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

位置圖 LOCATION PLAN

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

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

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PLANNING
DEPARTMENT

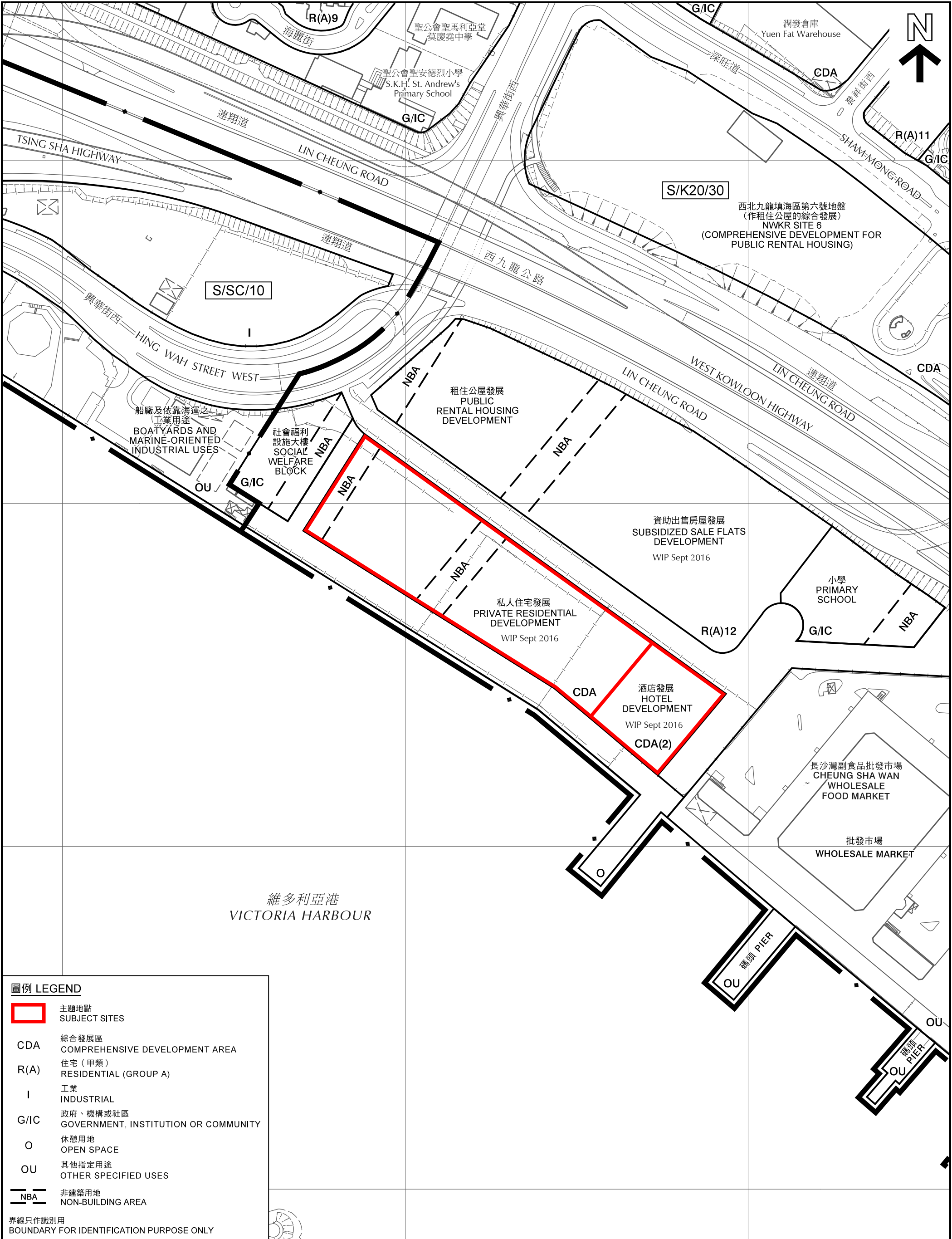


參考編號
REFERENCE No.

M/K20/16/2

圖 PLAN

1



圖例 LEGEND

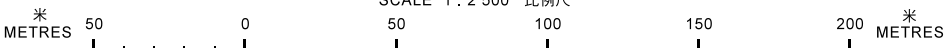
- 主題地點
SUBJECT SITES
- CDA 綜合發展區
COMPREHENSIVE DEVELOPMENT AREA
- R(A) 住宅 (甲類)
RESIDENTIAL (GROUP A)
- I 工業
INDUSTRIAL
- G/IC 政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY
- O 休憩用地
OPEN SPACE
- OU 其他指定用途
OTHER SPECIFIED USES
- NBA 非建築用地
NON-BUILDING AREA

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

平面圖 SITE PLAN

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

SCALE 1 : 2 500 比例尺



規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K20/16/2

圖 PLAN
2

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



圖例 LEGEND

 主題地點
SUBJECT SITES

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BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

維多利亞港
VICTORIA HARBOUR

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

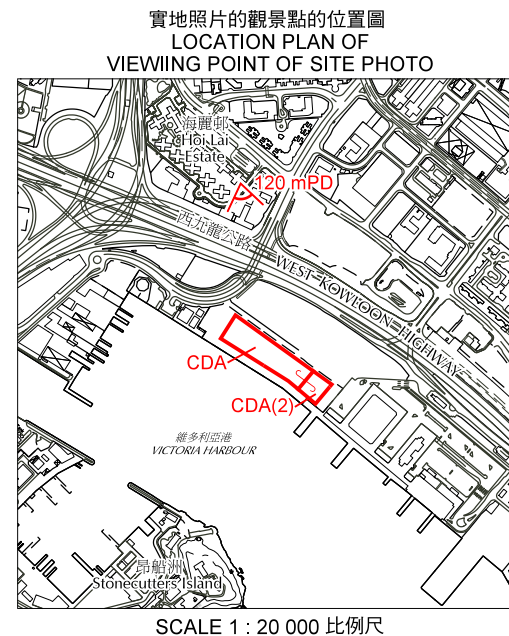
航攝照片 AERIAL PHOTO
深水埗連翔道用地內兩個
「綜合發展區」規劃大綱草擬本
DRAFT PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K20/16/2

圖 PLAN
3



圖例 LEGEND

主題地點
SUBJECT SITES

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

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

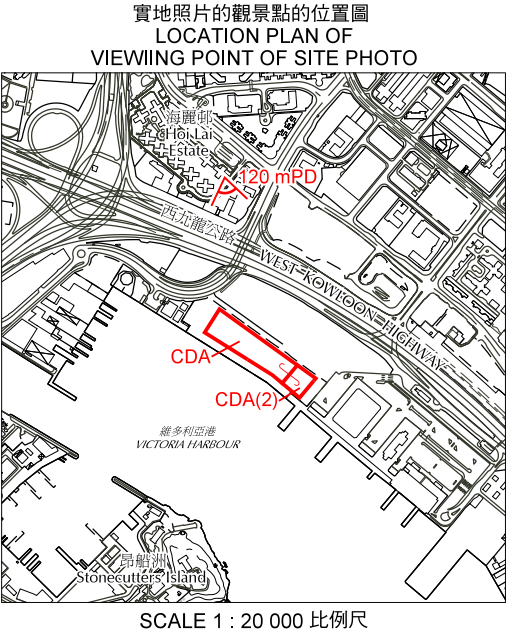
實地照片 SITE PHOTO
深水埗連翔道用地內兩個
「綜合發展區」規劃大綱草擬本
DRAFT PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K20/16/2

圖 PLAN
4



圖例 LEGEND

 主題地點
SUBJECT SITES

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

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

周邊地區的全景 PANORAMIC VIEW OF SURROUNDING AREAS

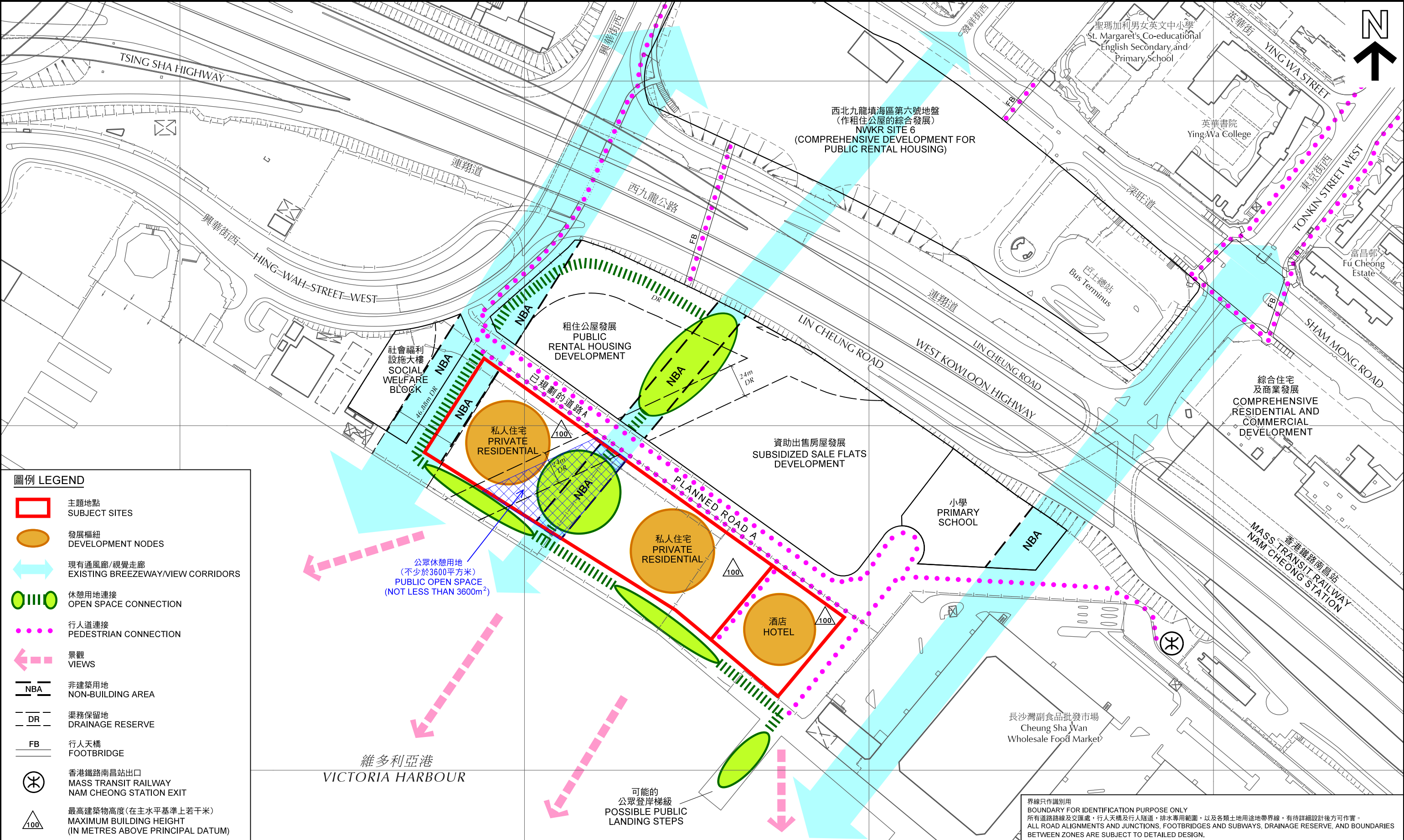
深水埗連翔道用地內兩個
「綜合發展區」規劃大綱草擬本
DRAFT PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K20/16/2

圖 PLAN
5



圖例 LEGEND

- 主題地點
SUBJECT SITES
- 發展樞紐
DEVELOPMENT NODES
- 現有通風廊/視覺走廊
EXISTING BREEZEWAY/VIEW CORRIDORS
- 休憩用地連接
OPEN SPACE CONNECTION
- 行人道連接
PEDESTRIAN CONNECTION
- 景觀
VIEWS
- 非建築用地
NON-BUILDING AREA
- 渠務保留地
DRAINAGE RESERVE
- 行人天橋
FOOTBRIDGE
- 香港鐵路南昌站出口
MASS TRANSIT RAILWAY
NAM CHEONG STATION EXIT
- 最高建築物高度(在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT
(IN METRES ABOVE PRINCIPAL DATUM)

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

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

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

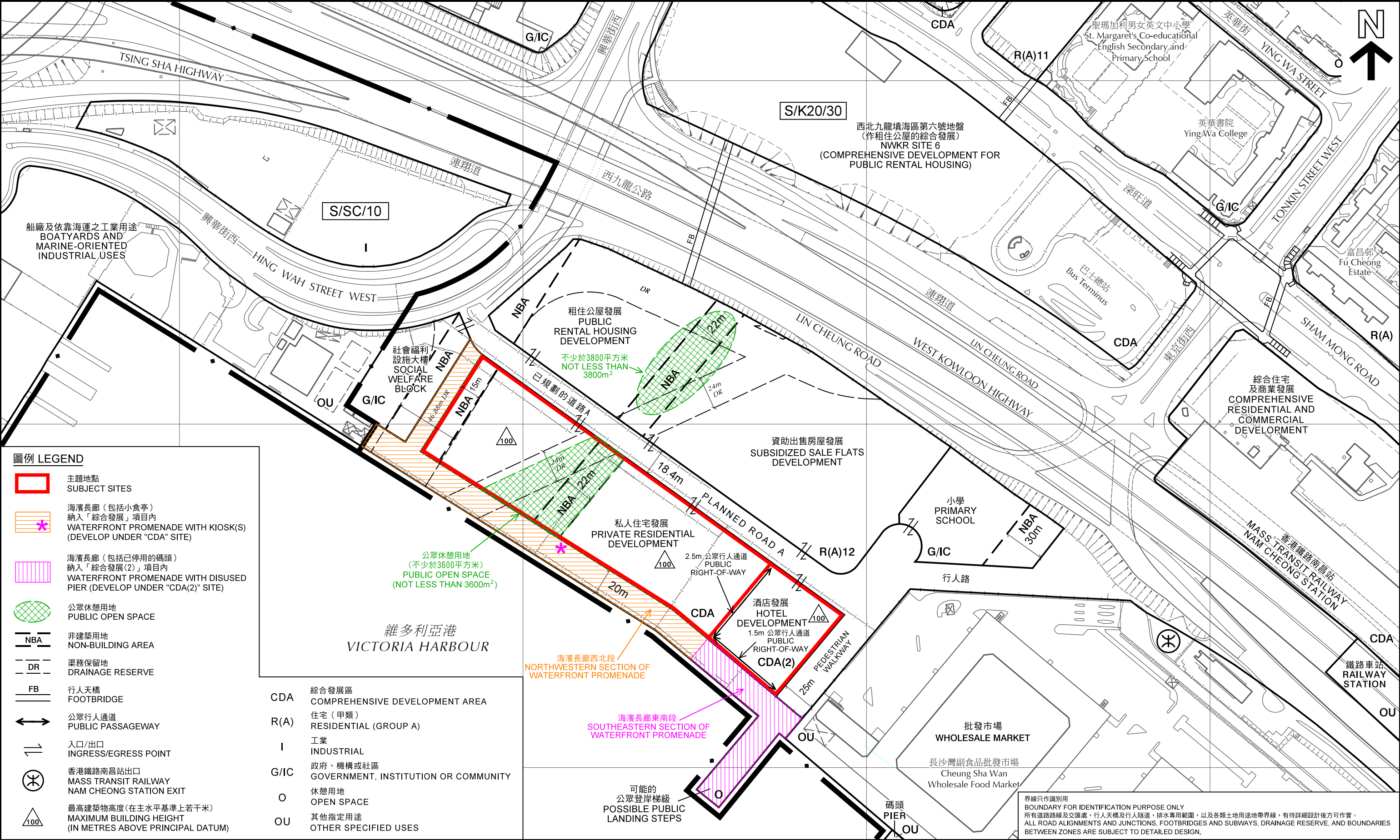
米
METRES 50 0 50 100 150 200 METRES

SCALE 1 : 2 500 比例尺

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K20/16/2

圖 PLAN
6



圖例 LEGEND

主題地點
SUBJECT SITES

海濱長廊（包括小食亭）
納入「綜合發展」項目內
WATERFRONT PROMENADE WITH KIOSK(S)
(DEVELOP UNDER "CDA" SITE)

海濱長廊（包括已停用的碼頭）
納入「綜合發展(2)」項目內
WATERFRONT PROMENADE WITH DISUSED
PIER (DEVELOP UNDER "CDA(2)" SITE)

公眾休憩用地
PUBLIC OPEN SPACE

非建築用地
NON-BUILDING AREA

渠務保留地
DRAINAGE RESERVE

行人天橋
FOOTBRIDGE

公眾行人通道
PUBLIC PASSAGEWAY

入口/出口
INGRESS/EGRESS POINT

香港鐵路南昌站出口
MASS TRANSIT RAILWAY
NAM CHEONG STATION EXIT

最高建築物高度(在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT
(IN METRES ABOVE PRINCIPAL DATUM)

CDA

綜合發展區
COMPREHENSIVE DEVELOPMENT AREA

R(A)

住宅（甲類）
RESIDENTIAL (GROUP A)

I

工業
INDUSTRIAL

G/IC

政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY

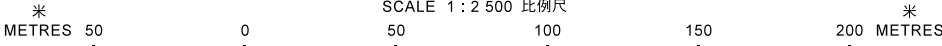
O

休憩用地
OPEN SPACE

OU

其他指定用途
OTHER SPECIFIED USES

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



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

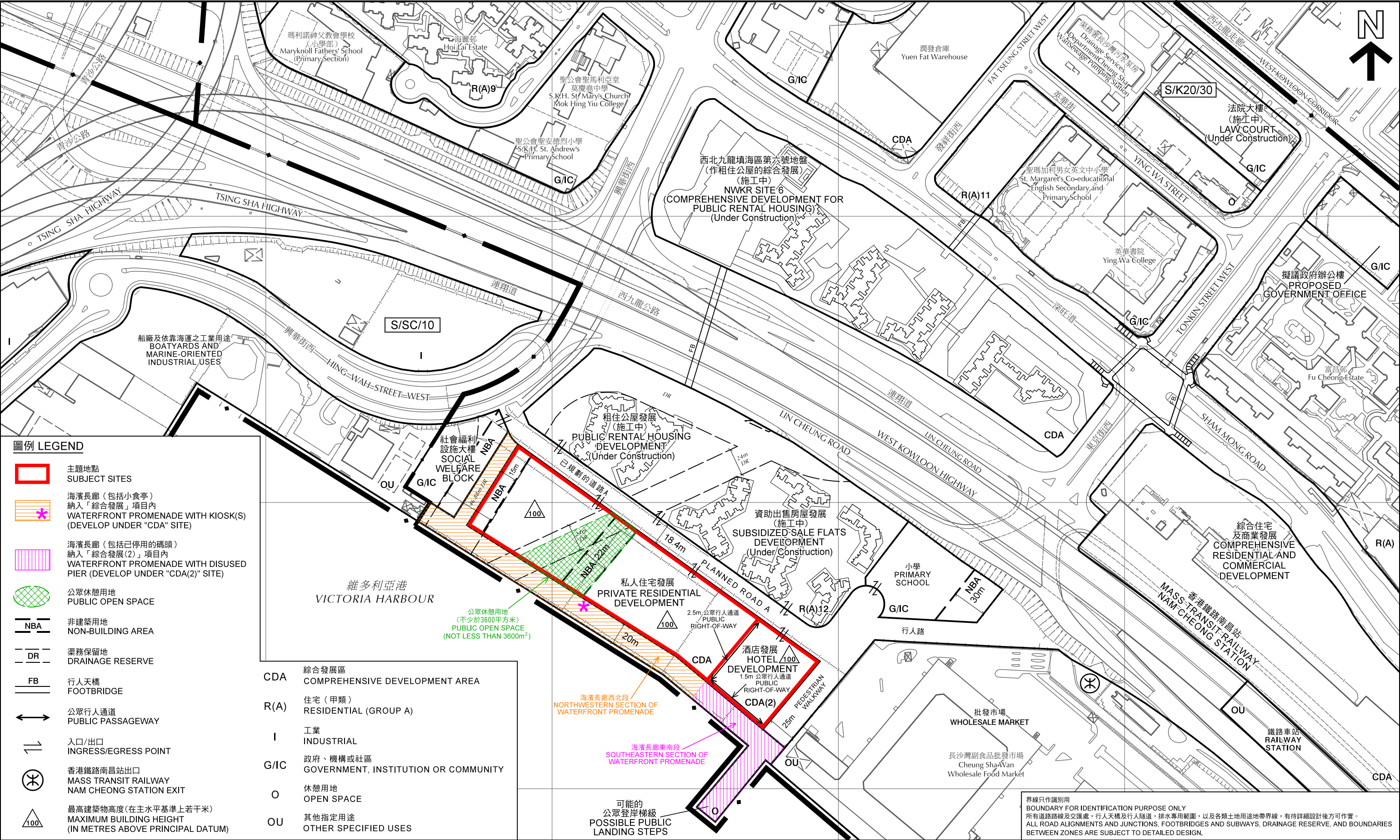
本摘要圖於2016年9月23日擬備，
所根據的資料為測量圖編號
11-NW-12B及D和11-NW-13A, B, C及D
EXTRACT PLAN PREPARED ON 23.9.2016
BASED ON SURVEY SHEETS No.
11-NW-12B & D AND 11-NW-13A, B, C & D

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K20/16/2

圖 PLAN
7



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

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

SCALE 1 : 3 000 比例尺

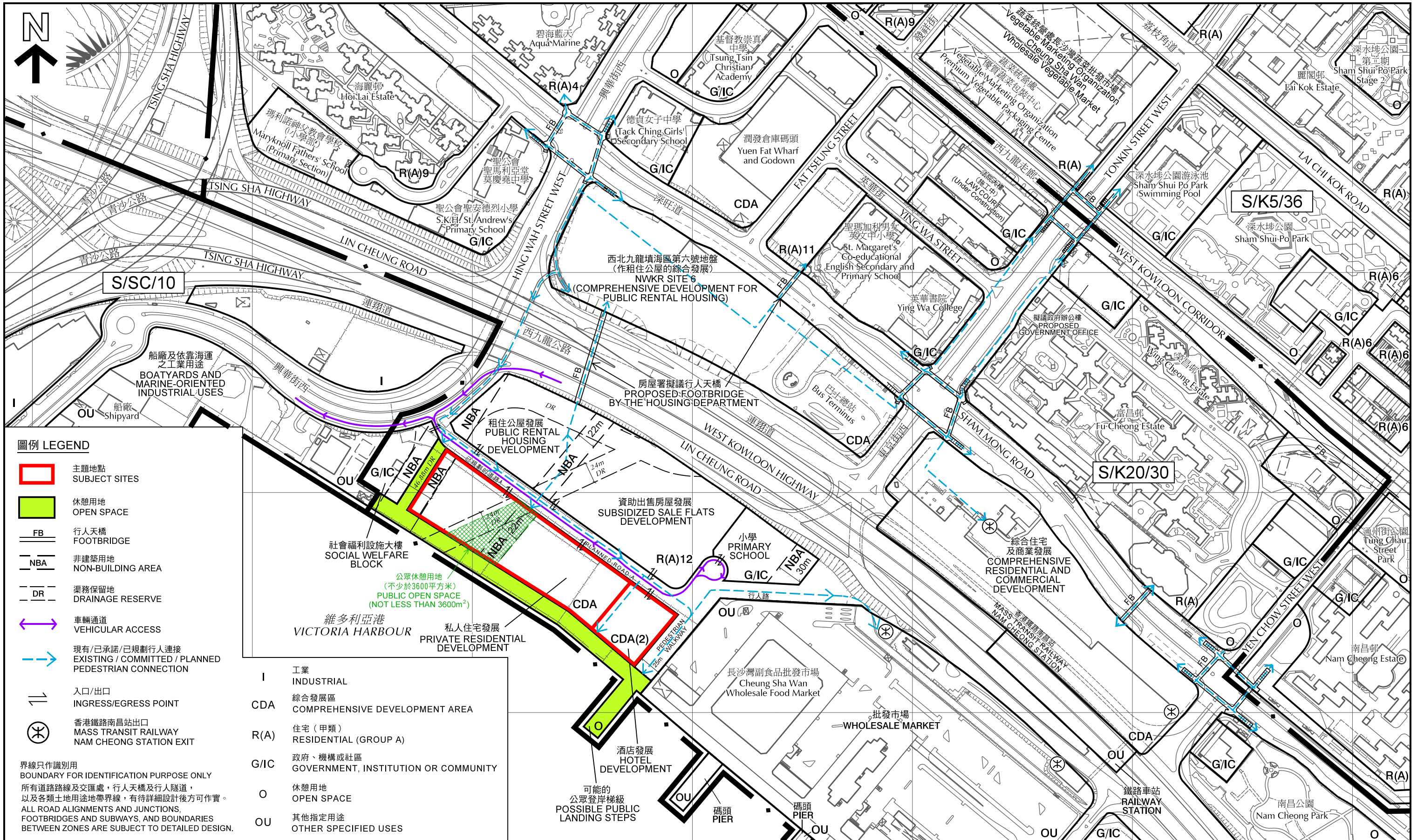
米 METRES 50 0 50 100 150 200 250 米 METRES

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

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K20/16/2

圖 PLAN
7A



圖例 LEGEND

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

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

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

發展概念圖 - 車輛通道及行人連接
DEVELOPMENT CONCEPT PLAN - VEHICULAR ACCESS AND PEDESTRIAN LINKAGE

深水埗連翔道用地內兩個
「綜合發展區」規劃大綱草擬本
DRAFT PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO
SCALE 1 : 4 000 比例尺

米 100 0 100 200 300 米
METRES

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K20/16/2

圖 PLAN
8

TOWN PLANNING BOARD

**Minutes of 566th Meeting of the
Metro Planning Committee held at 9:00 a.m. on 30.9.2016**

Present

Director of Planning
Mr K.K. Ling

Chairman

Dr Wilton W.T. Fok

Mr Sunny L.K. Ho

Mr Patrick H.T. Lau

Mr Stephen H.B. Yau

Dr Frankie W.C. Yeung

Dr Lawrence W.C. Poon

Mr K.K. Cheung

Mr Wilson Y.W. Fung

Mr Thomas O.S. Ho

Professor T.S. Liu

Ms Sandy H.Y. Wong

Assistant Commissioner for Transport (Urban),
Transport Department
Mr Wilson W.S. Pang

Chief Engineer (Works), Home Affairs Department
Mr Martin W.C. Kwan

Principal Environmental Protection Officer (Metro Assessment),
Environmental Protection Department
Mr Ken Y.K. Wong

Assistant Director (R1), Lands Department
Mr Simon S.W. Wang

Deputy Director of Planning/District
Mr Raymond K.W. Lee

Secretary

Absent with Apologies

Mr Lincoln L.H. Huang

Vice-chairman

Mr Dominic K.K. Lam

Mr T.Y. Ip

Mr Franklin Yu

In Attendance

Assistant Director of Planning/Board
Miss Fiona S.Y. Lung

Chief Town Planner/Town Planning Board
Ms Lily Y.M. Yam

Town Planner/Town Planning Board
Ms Anita M.Y. Wong

Agenda Item 4

[Open Meeting]

Draft Planning Brief for the Two "Comprehensive Development Area" Zones at the Lin Cheung Road Site, Sham Shui Po

(MPC Paper No.18/16)

Presentation and Question Sessions

44. With the aid of a PowerPoint presentation, Mr Philip Y.L. Chum, STP/TWK, presented the draft planning brief (PB) as detailed in the Paper and covered the following main points:

Background

- (a) the draft PB covered two sites which were zoned "Comprehensive Development Area" ("CDA") and "CDA(2)" on the approved South West Kowloon Outline Zoning Plan (OZP) No. S/K20/30. The "CDA" and the "CDA(2)" sites covered an area of about 1.93ha and 0.49ha respectively. The two sites were located at the waterfront in the northern part of Southwest Kowloon to the northwest of the Cheung Sha Wan Wholesale Food Market and were government land which was currently used as a temporary works area for the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project;
- (b) the two sites, together with the "Residential (Group A) 12" ("R(A)12") zone to the northeast, two "Government, Institution or Community" ("G/IC") zones to the east and west and the "Open Space" zone fronting the two sites, were known as the Lin Cheung Road site which was originally reserved for the development of the Cheung Sha Wan Wholesale Food Market Phase 2 and related industrial and cargo handling use. However, it was confirmed by relevant bureaux/departments that the site would no longer be required for the wholesale market use;

- (c) developments within the “CDA” and “CDA(2)” sites were subject to a maximum building height (BH) of 100mPD. For the “CDA” site, a maximum domestic gross floor area (GFA) of 91,770m² and a public open space (POS) of not less than 3,600m² should be provided. Two non-building areas (NBAs) of 15m and 22m wide were designated along the northwestern boundary and in the middle part of the CDA site respectively;

Planning Intention

- (d) the “CDA” site was intended for a private residential development with POS of not less than 3,600m² while the “CDA(2)” site was intended for a hotel development with ground level commercial use to enhance vibrancy along the waterfront;

Urban Design Requirements

- (e) a number of urban design considerations, including the creation of a focal point for a vibrant waterfront and pleasant living environment, encouraging diversity in built form with height variation, adopting a distinct gradation of height profile with descending building height towards the harbourfront, adopting podium-free design, enhancing pedestrian connectivity to the public transport network, providing an open space network well connected with the surrounding areas to waterfront promenade, providing sufficient building separation, visual and ventilation corridors and high quality greening, should be taken into account when formulating the Master Layout Plan (MLP). An urban design proposal should be submitted as part of the MLP submission;

Visual and Air Ventilation Requirements

- (f) a visual impact assessment and quantitative air ventilation assessment should be carried out and submitted as part of the MLP submission for the “CDA” and “CDA(2)” sites. The two NBAs within the “CDA” site

should be maintained as breezeways to allow better wind penetration into the inland sites;

Open Space and Landscape Requirements

- (g) a landscape master plan should be prepared for the “CDA” and “CDA(2)” sites. A minimum greenery coverage of 20% based on the net site area should be provided. For the “CDA” site, a POS of not less than 3,600m² should be provided in the central part of the site, which should align with the POS in the public housing development to its north to create a continuous POS leading to the waterfront promenade;

Traffic and Transport Requirements

- (h) a traffic impact assessment should be carried out for the “CDA” and “CDA(2)” sites. A proposal on pedestrian linkages should also be prepared to improve local pedestrian connectivity;

Environmental and Infrastructural Requirements

- (i) an environmental assessment and sewerage impact assessment should be carried out and proper drainage system should be provided for the “CDA” and “CDA(2)” sites;

Waterfront Promenade

- (j) the “O” zone fronting the “CDA” and “CDA(2)” sites were planned to be developed into a 20m wide waterfront promenade. Each developer would be required to construct the respective section of the promenade. For the “CDA” site, the respective section of the promenade and the 3,600m² POS would be handed over to the Leisure and Cultural Services Department for management and maintenance;
- (k) for the “CDA(2)” site, the developer was also required to conduct a

technical feasibility study on the refurbishment works of the existing disused pier in order to explore opportunities to capitalise water-land interface facilities and to enhance accessibility. The respective section of the waterfront promenade fronting the “CDA(2)” site would be maintained and managed by the developer/owner of the hotel; and

Way Forward

- (l) subject to the Committee’s agreement, the Planning Department would consult the Sham Shui Po District Council (SSPDC) and the Task Force of Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing of the Harbourfront Commission (the Task Force of the HC).

45. In response to a Member’s enquiry on the current use of the sites and the relation of the boatyards with the “CDA” and “CDA(2)” sites, Mr Lawrence Y.C. Chau, DPO/TWK, explained that the two sites were currently used as works areas for the XRL project while foundation works were being carried out for the public rental housing (PRH) and the subsidised flats at the “R(A)12” zone. A planned social welfare block zoned “G/IC” would act as a buffer between the “CDA” site and the boatyard.

46. In response to another Member’s question, Mr Lawrence Y.C. Chau said that the BH restriction of the “R(A)12” zone was 120mPD whilst that for the “CDA” and “CDA(2)” sites were 100mPD.

47. The same Member went on to ask about the design of the waterfront promenade. In response, Mr Lawrence Y.C. Chau explained that the developers of the “CDA” site and “CDA(2)” sites was responsible for the design and construction of the respective section of the waterfront promenade. Guidelines would be provided to ensure a coherent design of the promenade despite it would be implemented by two parties.

48. Mr Simon W.S. Wang, Assistant Director (Regional 1), Lands Department commented that as the developer of the “CDA(2)” had to manage and maintain their respective waterfront promenade, including the existing disused pier, it was not clear at the current stage whether gazetted under the Foreshore and Sea-bed (Reclamations) Ordinance

was required and whether it would have any implication on the Protection of the Harbour Ordinance. While he had no objection to the draft PB, those matters would need to be followed up as they would likely be included in the conditions of sale of the "CDA(2)" site. The Chairman said that those were administrative issues on which the relevant government departments would follow-up as appropriate.

49. After deliberation, the Committee decided to agree that the draft PB was suitable for consultation with the SSPDC and the Task Force of the HC. The views collected together with the revised PB incorporating the relevant comments, where appropriate, would be submitted to the Committee for further consideration and endorsement.

[The Chairman thanked Mr Lawrence Y.C. Chau, DPO/TWK, and Mr Philip Y.L. Chum, STP/TWK, for their attendance to answer Members' enquiries. They left the meeting at this point.]

Agenda Item 6

Section 16 Application

[Open Meeting]

A/DPA/TW-CLHFS/4 Proposed Holiday Camp in "Unspecified Use" zone, Lots 10, 11, 12, 13, 14, 15, 16, 17 and 135 in D.D. 359, Ha Fa Shan, Tsuen Wan
(MPC Paper No. A/DPA/TW-CLHFS/4)

50. The Secretary reported that Kenneth To & Associates Limited (KTA) was one of the consultants of the applicant. The following Members had declared interest in the item:

Mr Patrick H.T. Lau - having current business dealings with KTA; and

Mr Dominic K.K. Lam - having past business dealings with KTA.

51. The Committee noted that Mr Dominic K.K. Lam had tendered apology for being unable to attend the meeting. The Committee noted that the applicant had requested for deferment of consideration of the application and agreed that Mr Patrick H.T. Lau could stay

香港特別行政區
第五屆深水埗區議會
第六次會議記錄

日期：二零一六年十一月八日(星期二)

時間：上午九時三十分

地點：深水埗區議會會議室

出席者

副主席

陳偉明議員，MH

議員

陳國偉議員

陳穎欣議員

鄭泳舜議員，MH

鄒穎恒議員

(上午十時正出席)

覃德誠議員

(上午十一時三十二分出席)

何啟明議員

江貴生議員

(上午十時五十五分出席，下午八時五十五分離席)

林家輝議員，BBS，JP

劉佩玉議員

李梓敬議員

李詠民議員

梁文廣議員

梁有方議員

(下午三時二十九分出席，九時十分離席)

吳美議員

(下午八時三十五分離席)

伍月蘭議員

譚國僑議員，MH，JP

(下午九時正離席)

衛煥南議員

黃達東議員，MH，JP

甄啟榮議員

楊彧議員

袁海文議員

(下午十時十三分離席)

列席者

李國雄先生，JP 深水埗民政事務專員

陳佩琪女士	深水埗民政事務助理專員 1
張恩慈女士	深水埗民政事務助理專員 2
陳子儀女士	深水埗民政事務處高級聯絡主任 1
吳淑綿女士	深水埗民政事務處高級聯絡主任 3
蕭俊瑞先生	深水埗民政事務處聯絡主任主管(大廈管理)3
許鎮德先生	香港警務處深水埗區指揮官
高振邦先生	香港警務處深水埗區警民關係主任
汪志成先生	土木工程拓展署九龍拓展處總工程師/九龍 2(九龍)
郭李夢儀女士	社會福利署深水埗區福利專員
陸智剛先生	康樂及文化事務署總康樂事務經理(香港東)
李嘉美女士	康樂及文化事務署深水埗區康樂事務經理
黎家傑先生	食物環境衛生署深水埗區環境衛生總監
謝值林先生	房屋署物業管理總經理(西九龍及西貢)
蔡植生先生	運輸署總運輸主任/九龍
劉建熙先生	運輸署高級運輸主任/深水埗
李建日先生	消防處處長
盧錦榮先生	消防處分區指揮官(九龍西)
趙偉乾先生	消防處高級消防區長(樓宇改善課)
黃英強先生	消防處署理助理救護總長(九龍西)
陳孝忠先生	消防處署理消防區長(管理組)
鄧繼明先生	消防處助理消防區長(樓宇改善課)
沈恩良先生	規劃署高級城市規劃師/深水埗
鄧若薇女士	規劃署城市規劃師/深水埗(1)
黃冰冰女士	香港警務處總督察(行動)(西九龍總區總部)
陳倩儀女士	香港警務處高級督察(總區失蹤人口調查)(西九龍總區總部)
林永康先生	食物環境衛生署助理署長(行動)2
陳耀強先生	食物環境衛生署高級總監(小販及街市)
譚慧儀女士	康樂及文化事務署深水埗區副康樂事務經理(1)
黃秀玲女士	康樂及文化事務署深水埗區副康樂事務經理(分區支援)
王敏菁醫生	衛生署高級醫生(社區聯絡)2
趙志敏先生	運輸署工程師/深水埗
區佩妍女士	康樂及文化事務署高級行政主任(策劃事務)4
周偉文先生	屋宇署防火規格組高級屋宇測量師
曾耀華先生	路政署區域工程師/荔枝角
劉振銓先生	香港警務處總督察(調查及支援組)(西九龍交通部)

秘書

張 晶女士	深水埗民政事務處高級行政主任(區議會)
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因事未能出席者

張永森議員，BBS，MH，JP

(ii) 處方引入了新的救護車採購安排，並規定救護車的車齡以七年為上限，平均車齡不會超過四年。現時，救護車的平均車齡約為三年多，處方會按時更換救護車，以確保救援服務質素。

(iii) 處方會要求屋邨商場及熟食檔的承辦商遵辦《消防安全(商業處所)條例》(第 502 章)，亦會不時派員巡查有關地方。此外，處方會與屋宇署舉行恆常會議，跟進各屋邨的消防安全問題。

19. 譚國僑議員請處方提醒房屋署有關《消防安全(商業處所)條例》的要求，並提供上述條例的資料予議員參閱。

20. 陳偉明副主席感謝李處長出席本會會議，詳盡介紹處方的工作及解答議員的提問。深水埗區議會關注區內各項消防安全議題，希望處方備悉及跟進議員的意見，而議員繼續支持處方工作，合力消除安全隱患。

議程第 3 項：討論事項

(a) 深水埗連翔道用地兩個「綜合發展區」地帶的規劃大綱擬稿(深水埗區議會文件 177/16)

21. 陳偉明副主席歡迎規劃署的代表出席會議。

22. 沈恩良先生希望就深水埗連翔道用地兩個「綜合發展區」地帶的規劃大綱擬稿諮詢區議會，以便規劃署將議員的意見連同因應接獲意見而作出修訂的規劃大綱擬稿，一併交城市規劃委員會(城規會)轄下的都會規劃小組委員會作進一步考慮。

23. 鄧若薇女士以投影片輔助，介紹文件 177/16。

24. 鄭泳舜議員提出以下意見及查詢：(i)區議會曾多次討論連翔道用地的規劃，交通事務委員會亦十分關注有關規劃對

車流量及道路使用率的影響，他希望署方審慎考慮泊車位的數量及其他交通配套；(ii)查詢海濱長廊的設計及建築工程是否由發展商一併負責，再於落成後交由康樂及文化事務署(康文署)管理，並請署方交代該海濱長廊日後會否再延伸擴建及相關設計安排。

25. 林家輝議員提出以下意見及查詢：(i)查詢公眾可否於海濱長廊使用單車；(ii)歡迎發展海濱長廊的計劃，區議會過去數年一直跟進長沙灣副食品批發市場(副食品批發市場)的發展，查詢規劃署有否考慮利用副食品批發市場的用地延伸海濱長廊。他曾與海濱事務委員會進行實地視察，研究如何增加海濱長廊的連貫性，他希望署方能早作規劃，研究擴大海濱長廊的範圍，令其更全面及可持續發展；(iii)相關政府部門應考慮如何處理污泥及改善海水水質，以配合海濱長廊的發展；(iv)兩個「綜合發展區」用地分別由兩個發展商興建，查詢「綜合發展區(2)」用地旁一段25米長的行人通道由何方興建。

26. 陳穎欣議員提出以下意見：(i)歡迎發展海濱長廊的計劃。居民對計劃反應正面，她希望計劃能讓市民有更多機會欣賞維港的景色；(ii)希望規劃署提供模擬設計圖，標示休憩用地的規劃設施，例如觀景台、涼亭、緩跑徑或單車徑等，以便市民了解及提出意見；(iii)海濱長廊周邊有其他用地，希望署方考慮延伸海濱長廊的可能性；(iv)請署方詳細介紹闢設非建築用地以作通風廊的設計；(v)海麗邨及美孚一帶的居民均認為臭味問題嚴重，希望署方多加關注；(vi)連翔道一帶的人口將會大增，「綜合發展區」用地會用作發展私人住宅及酒店，附近亦正在興建公屋及資助出售房屋，她希望署方研究有關地帶的交通配套(例如泊車位及停車場)。

27. 鄒穎恒議員提出以下意見及查詢：(i)不少居民反映區內沒有供市民休憩的海濱長廊，因此她歡迎發展海濱長廊的計劃；(ii)關注交通問題，海麗邨、「四小龍」及連翔道一帶常出現交通擠塞，運輸署應因應人口增加改善交通設施(例如興建停車場以防止違泊行為及調整交通燈)；(iii)要求規劃署回

應居民有關在海濱長廊使用單車的訴求。

28. 何啟明議員提出以下意見：(i)當局將在荒置多年的長沙灣屠場(屠場)現址興建三幢公屋，但該址鄰近長沙灣蔬菜批發市場(蔬菜批發市場)，住戶入伙後將受其噪音滋擾。他認為政府應把這類廿四小時運作、對附近居民造成滋擾的市場集中一起及搬離市區。上述蔬菜批發市場應搬遷至連翔道用地，與副食品批發市場及長沙灣魚類批發市場(魚類批發市場)集中營運，而不應在連翔道用地發展私人住宅及酒店，否則有關住宅及酒店落成後將受臭味及噪音問題影響；(ii)將來海濱長廊落成後，只有西北段由政府管理，東南段的管理權則屬於發展商，他擔心將來公共空間使用權會有爭議。

29. 江貴生議員提出以下意見及查詢：(i)區議會曾多次討論有關用地的規劃，然而規劃署現時提交的規劃與以往並無太大改變，質疑政府未有重視民意；(ii)查詢有關用地的房屋發展計劃可提供多少單位，質疑能否滿足香港人的住屋需要；(iii)查詢有關地帶的交通配套及交通流量，並建議署方提交文件或報告予區議會討論；(iv)為何署方不把會對附近居民產生滋擾的行業集中在連翔道用地，解決地區問題。

30. 梁文廣議員提出以下意見：(i)區議會一直爭取於區內興建海濱長廊供市民享用，因此歡迎發展海濱長廊的計劃；(ii)將來海濱長廊的西北段由康文署管理，東南段由發展商管理。他認為海濱長廊為一個整體，有關做法或會導致兩段海濱長廊的風格不一致，政府亦不應把管理責任完全交託予發展商；(iii)要求把廢棄碼頭保留為公眾碼頭。議員在二零一三年十一月曾提交文件予區議會，建議配合未來的公眾碼頭發展，增設吸引遊客的設施；(iv)二零一三年的文件亦建議考慮結合副食品批發市場及魚類批發市場的用地發展海濱長廊，並聯同專業人士研究如何在不影響批發市場運作的情況下進行綠化工程，令公共空間更運用得宜，然而規劃署對有關建議未有任何回應。

31. 譚國僑議員提出以下意見及查詢：(i)規劃署並無在文件

中交代海濱長廊的長遠發展，查詢長遠而言政府會否搬遷副食品批發市場，以建設更優質的海濱長廊，滿足市民的需要；(ii)雖然海濱長廊鄰近港鐵南昌站，但深水埗近內陸的居民難以直達海濱長廊；(iii)自從政府把將軍澳堆填區的家居垃圾轉運至深水埗的西九轉運站後，海麗邨及美孚一帶的臭味滋擾問題更為嚴重，在此問題未解決前，於連翔道用地發展住宅並不恰當；(iv)建議搬遷蔬菜批發市場，以騰空蔬菜批發市場及屠場的用地一併發展房屋；(v)連翔道用地的建築物高度限制為主水平基準上100米，他認為有關用地較適合用作興建社區設施、學校或重置蔬菜批發市場；(vi)請規劃署回應剛才有議員提及有關海濱長廊的問題。

32. 衛煥南議員提出以下意見及查詢：(i)質疑政府先發展鄰近的公屋及資助出售房屋，是希望帶旺當區，以提高將來「綜合發展區」地帶內私人住宅用地的賣地收益；(ii)他曾表示連翔道用地北面受高架道路車輛噪音滋擾，南面受昂船洲污水處理廠臭味及船隻排放廢氣的影響，因此有關用地並不適合發展住宅。噪音及臭味問題一直滋擾富昌邨及美孚新邨一帶的居民，甚至影響海麗邨及「四小龍」一帶，質疑規劃署如何改善有關情況；(iii)規劃署或相關政府部門表示市民可經興華街西的行人天橋前往海濱長廊，然而海濱長廊東南段近副食品批發市場有一所小學，市民難以經小學前往海濱長廊。此外，港鐵南昌站B出口會在晚間關閉，夜歸途人無法經港鐵南昌站B出口穿越連翔道到達深水埗內陸。他認為政府未有妥善規劃相關的行人連接系統；(iv)查詢規劃署會否把有關用地維持作批發市場用途及發展海濱公園，避免樓宇密度過高。

33. 黃達東議員提出以下意見：(i)歡迎發展海濱長廊的計劃。爭取興建海濱長廊一直是區議會的共識，他樂見各方能集思廣益，就交通、行人通道、環保及設施優化等表達意見；(ii)深水埗未來的人口將增至五十萬，適量增加設施有助紓緩人口增加帶來的問題，因此他認為應平衡各方持份者對土地用途的意見。

34. 楊彧議員提出以下意見及查詢：(i)應設法方便深水埗內陸居民前往海濱長廊；(ii)認為海濱長廊只有約300米，並不算長；(iii)海濱長廊的交通配套不足，深水埗區的居民須從港鐵南昌站或西北九龍填海區六號地盤(六號地盤)的巴士總站步行至海濱長廊，非常不便；(iv)查詢規劃署有否把臭味問題納入環境評估中，以及會否考慮待臭味問題有所改善後才發展有關用地；(v)海濱長廊一部分由康文署管理，另一部分由發展商管理，質疑一旦出現問題雙方會如何協調，為何海濱長廊並非由一方全權管理。

35. 袁海文議員提出以下意見及查詢：(i)為何海濱長廊並非由康文署全權管理，規劃署是否企圖把環境問題交由未來的發展商處理，而政府日後會承擔哪些責任；(ii)海濱長廊東南段可否開設商鋪或露天劇場；(iii)優質綠化設計由誰把關；(iv)兩個「綜合發展區」地帶之間的連貫性有何規定；(v)當局雖已闢設非建築用地作為通風廊，並會擬備相關研究報告，但他認為有關規劃會影響整個深水埗區的空氣流通，例如昂船洲污水處理廠的臭味問題或會影響整區，因此應從宏觀角度分析整區的空氣流通，作好適當把關，而非只就個別項目作考量。

36. 伍月蘭議員提出以下意見及查詢：(i)認為海濱長廊只有約300米，不算很長；(ii)政府應把副食品及蔬菜批發市場集中在同一個地方；(iii)臭味問題影響未來居住在「綜合發展區」地帶的住戶，質疑連翔道用地是否適合發展住宅；(iv)認為有關空氣流通報告不盡不實，有欺騙居民之嫌，區議會難以接受有關方案。

37. 沈恩良先生綜合回應如下：

- (i) 二零一三年規劃署與房屋署曾就《西南九龍分區計劃大綱圖》的擬議修訂項目建議諮詢區議會，當時署方有回應議員就垃圾轉運站及污水處理廠事宜的提問及提出相應的改善措施，亦有就改劃土地用途進行相關技術評估(例如空氣流通評估及交通影響評估)。城

規會於二零一四年考慮有關申述和意見後，認為改劃的土地用途及發展規模合適。

- (ii) 連翔道用地的三號及五號地盤(三號及五號地盤)的出租公屋及資助出售房屋建築工程，是在環境評估及相關研究完成後才展開的。
- (iii) 發展商在擬備總綱發展藍圖時，須就交通及環境等進行相關技術評估，例如連翔道用地西面的社會福利設施大樓可為擬建私人住宅擋隔部分噪音。署方亦會因應環境評估，改善擬建私人住宅的設計或實施相關緩解措施。
- (iv) 發展商在設計及興建海濱長廊時須徵詢康文署的意見。根據《私人發展公眾休憩空間設計及管理指引》，如公眾休憩用地位於商業發展毗鄰的政府土地，可考慮由發展商管理及維修，有助於靈活設計及使用，和增強活力。海濱長廊的土地用途受批地條款約束，由於海濱長廊屬「休憩用地」，發展商若擬於有關用地興建其他商業設施，須向城規會提出申請，有關設計亦須獲得康文署同意。
- (v) 漁農自然護理署(漁護署)暫無搬遷副食品批發市場的計劃，署方會視乎未來情況配合相關計劃。署方會向漁護署反映議員有關開放副食品批發市場平台及通道的意見。
- (vi) 在六號地盤的項目落成後，行人可從該處的行人天橋，經「綜合發展區」用地中間部分的公眾休憩用地往來海濱長廊，或直接使用興華街西的行人天橋往來海濱長廊。署方會向運輸署反映日後在連翔道用地增設巴士或小巴服務的意見。

38. 衛煥南議員提出以下意見：(i)臭味及噪音問題仍未解決；(ii)只靠興華街西的行人天橋及六號地盤項目落成後的行

人天橋連接海濱長廊，並不足以疏導人潮。由於港鐵南昌站並非二十四小時開放，行人在晚間無法經港鐵南昌站穿越連翔道往來海濱長廊；(iii)他認為應先解決以上問題，然後才提交連翔道用地的規劃。

39. 譚國僑議員提出以下意見：(i)早前有關新世界集團發展海濱的事宜同樣受上述《私人發展公眾休憩空間設計及管理指引》規管，但結果引起公眾的不滿，政府應從中汲取經驗，避免重蹈覆轍；(ii)署方應提供有關六號地盤行人天橋連接海濱長廊的具體資料，以便區議會討論；(iii)漁護署表示暫無計劃搬遷「綜合發展區」地帶旁的副食品批發市場，因此有關「綜合發展區」地帶的規劃難以與周邊環境相協調；(iv)有議員曾在二零一三年的區議會會議上反對規劃署提出的建屋計劃，但署方未有理會；(v)規劃署曾承諾提出改善措施，然而海麗邨的臭味問題至今仍未解決；(vi)質疑署方有否考慮把將軍澳堆填區的家居垃圾轉運至西九轉運站所帶來的影響。

40. 楊彧議員提出以下意見及查詢：(i)相對於觀塘及鰂魚涌的海濱長廊，連翔道的海濱長廊較短；(ii)關注公眾休憩用地的管理問題。現時不少公共空間對公眾使用設有限制(例如活動類型及開放時間)，他查詢規劃署會否在管理上為發展商提供指引及具體管理安排為何；(iii)他認為海濱長廊的地理位置不便及受臭味問題影響，景觀亦未算吸引，擔心難以吸引市民前往。

41. 江貴生議員提出以下意見及查詢：(i)規劃署提交的文件指出，連翔道用地的周邊地區現有多項會產生滋擾的用途，包括現有副食品批發市場及船廠，故有需要對這兩塊「綜合發展區」地帶的發展提供全面規劃。他擔心長遠而言，署方會因將來落成的私人住宅和酒店與周邊環境不配合而搬遷現有副食品批發市場和船廠，希望署方回應；(ii)認為連翔道用地根本不適合作「綜合發展區」，質疑為何署方要將其劃作「綜合發展區」，卻不採納議員就解決地區問題提出的建議。

42. 何啟明議員提出以下意見及查詢：(i)認為連翔道用地受

污水處理廠、副食品批發市場及船廠等臭味和噪音問題滋擾，並不適合發展住宅。另外，規劃署表示興建酒店有助分隔副食品批發市場及擬建私人住宅，進一步證明有關用地並不適合發展住宅；(ii)蔬菜批發市場的用地屬住宅(甲類)用地，亦有齊全的交通及設施配套，故建議把蔬菜批發市場搬遷至連翔道用地，從而騰空蔬菜批發市場的用地興建房屋，同時解決將來周邊住宅受蔬菜批發市場滋擾的問題；(iii)海濱長廊只長380米，而其中只有部分路段屬政府管理，他擔心將來會出現有關管理公共空間的爭議，故希望規劃署聆聽區議會的訴求，而非就有關規劃知會區議會。

43. 沈恩良先生綜合回應如下：

- (i) 市民可經港鐵南昌站、現有興華街西的行人天橋或六號地盤項目落成後的行人天橋往來海濱長廊。
- (ii) 海濱長廊西北段及在「綜合發展區」用地中間部分闢設的公眾休憩用地(約 3 600 平方米)會由發展商興建，並在落成後交由康文署管理。
- (iii) 把海濱長廊東南段(包括現有廢棄碼頭)交由酒店用地的發展商管理符合有關指引規定，但署方會向相關政府部門反映議員的關注。
- (iv) 擬建酒店旁的行人通道正在興建中，預計於二零一八年落成，以配合鄰近公屋入伙。將來公眾可從港鐵南昌站經上述行人通道直接往來海濱長廊。

44. 陳偉明副主席總結表示，區議會知悉連翔道用地兩個「綜合發展區」的規劃，以沿海用地發展私人住宅、酒店及海濱長廊。他請規劃署考慮及向城規會反映區議會就交通、臭味滋擾及環保綠化等規劃提出的意見及建議，盡量減低有關項目對附近造成的影響。

45. 譚國僑議員表示，擬議住宅與周邊環境不協調，而在剛

才的議員發言中，部分議員對在連翔道用地興建私人住宅及酒店有較強烈的反對，希望副主席將他們的意見歸納於總結之內。

46. 何啟明議員建議休會，以便提出臨時動議。

47. 陳偉明副主席宣布休會三分鐘。

(大會休會三分鐘)

48. 陳偉明副主席宣布復會，並表示收到一份由何啟明議員提出，江貴生議員和議的臨時動議。

49. 何啟明議員介紹臨時動議，其內容如下：「為協助特區政府以最有效的方式處理長沙灣蔬菜統營處的搬遷問題，及考慮到深水埗連翔道兩個『綜合發展區』因各項環境因素包括海水臭味，嚴重工商業營運所帶來的噪音及空氣流通等問題，故本會強烈要求將長沙灣蔬菜統營處搬遷往連翔道兩個『綜合發展區』並合乎有關的土地用途，同時將現時長沙灣蔬菜統營處的甲類住宅用地馬上興建公私型房屋，以解決土地及房屋不足問題。」他續表示，連翔道用地並不適合發展住宅，希望規劃署回應上述建議是否可行。

50. 黃達東議員查詢，臨時動議是否建議互換連翔道用地及蔬菜批發市場用地的土地用途。

51. 何啟明議員表示，臨時動議是建議把蔬菜統營處搬遷至連翔道用地，而蔬菜統營處的用地則應用作興建公營房屋。

52. 覃德誠議員提出以下意見：(i)蔬菜統營處的用地屬住宅(甲類)用地，早應用作發展房屋，然而政府一直採取拖延態度；(ii)連翔道用地屬「綜合發展區」用地，如果維持此用途，便無須向城規會申請更改土地用途。臨時動議旨在利用連翔道用地解決區內根深柢固的問題；(iii)土地規劃一直由行政主導，他認為政府應多加考慮地區在土地規劃上提出的意見，

嘗試以由下而上規劃土地用途；(iv)政府在進行環境評估後，認為連翔道用地適合發展住宅，他認為以有關用地重置蔬菜統營處應非難事。

53. 鄭泳舜議員提出以下意見：(i)反對有關臨時動議；(ii)連翔道用地規劃已討論多時，上屆區議會的共識是盡快發展更多用地以增加房屋供應。公屋輪候冊及「劏房」住戶的數字亦不斷上升，擬議發展可增加區內的房屋供應；(iii)「綜合發展區」地帶有擴展的潛力，與六號地盤一併發展對整區的發展及房屋供應有裨益；(iv)認為規劃署會向城規會反映區議會的意見；(v)搬遷蔬菜統營處的建議並未經過區議會深入探討，因此不能支持有關臨時動議。

54. 劉佩玉議員提出以下意見：(i)區議會一直希望發展海濱長廊為居民提供休憩地方，但臨時動議並無提及海濱長廊的去向。她認為休憩空間對區內居民十分重要，擬議規劃亦有提及綠化，因此不應因臭味或管理問題而推倒海濱長廊的計劃。相反，政府應積極改善有關問題，例如考慮把整個海濱長廊交由康文署管理，以及就臭味問題進行更詳細的研究；(ii)區議會一直希望加快房屋發展，而臨時動議提出的建議或會減少公共空間，因此她予以反對。

55. 譚國僑議員提出以下意見：(i)臨時動議並無反對興建海濱長廊，議員不應以此作為反對臨時動議的理由；(ii)根據運輸及房屋局(運房局)二零一五至二零一六年度公布的未來十年房屋供應量，私營房屋供應並無太大問題，然而香港欠缺資助房屋。兩個「綜合發展區」的總地盤面積約為2.42公頃，而蔬菜統營處的用地面積約為3公頃，因此蔬菜統營處用地的可興建面積更大，有助加快房屋供應；(iii)區議會屬於諮詢架構，應向政府表明立場，提出建議讓相關政府部門研究。

56. 林家輝議員提出以下意見：(i)搬遷蔬菜統營處對其商戶、運輸從業員及區內菜販均造成一定影響，故須充分諮詢相關持份者的意見；(ii)有關建屋計劃在區議會討論多年，當時議會認為有需要藉此計劃解決房屋供應問題；(iii)現時私營

房屋的市場價格不斷上升，他認為興建私人住宅長遠有助維持穩定及健康的房屋供應。他建議考慮興建小型單位，為年輕人或小型家庭提供理想居所。

57. 袁海文議員提出以下意見：(i)他相信連翔道用地原本預留作批發市場用途有其歷史及規劃原因，因此把有關用地維持作批發市場用途較為合適；(ii)認為臨時動議的建議過於具體，故對此有保留。

58. 伍月蘭議員提出以下意見：(i)議員均關注房屋發展問題，臨時動議的方案有提出興建房屋，因此她認為不會影響房屋發展；(ii)認為臭味問題難以解決，如果於連翔道用地興建住宅，未來會如海麗邨般有不少居民投訴。她認為應考慮臨時動議提出的方案，一併解決蔬菜統營處對附近居民造成的滋擾，以及連翔道用地擬建住宅未來或會面對的問題；(iii)認為海濱長廊的發展計劃不會因臨時動議而停止；(iv)副食品批發市場與蔬菜統營處可共存，把它們分開並非良好規劃。

59. 梁文廣議員表示，臨時動議的建議過於具體，因此他反對有關臨時動議。現時三號及五號地盤正在興建房屋，與連翔道用地距離甚近，如果把蔬菜統營處搬遷至連翔道用地，會影響日後遷入該處的住戶。

60. 鄒穎恒議員提出以下意見：(i)認為搬遷蔬菜統營處並不影響海濱長廊的發展計劃；(ii)據悉，十八年前政府曾考慮把蔬菜統營處搬遷至連翔道用地；(iii)蔬菜統營處的用地屬住宅(甲類)用地，旁邊的用地及長沙灣邨後面的高爾夫球練習場亦將會興建房屋。她認為蔬菜統營處對未來的住戶造成影響，而搬遷蔬菜統營處對居民的影響較少，亦有助蔬菜統營處的發展。

61. 黃達東議員提出以下意見：(i)查詢搬遷這類批發市場通常需時多久，他擔心市民上樓時間會因為搬遷事宜而減慢；(ii)適量的私營房屋供應有助壓抑樓價，從而協助年輕人置業；(iii)美孚是受臭味問題影響的地區之一，而有關問題討論

多時，現時情況有所改善。他認為應繼續推動改善臭味問題，但不應壓抑土地發展；(iv)賣地收入會撥入庫房，供政府改善基層的福利、教育或醫療之用；(v)土地需求殷切，他認為相關政府部門應繼續處理臭味問題，並盡快推動有關規劃。

62. 衛煥南議員提出以下意見：(i)連翔道用地擬議興建私人住宅及酒店，「劏房戶」難以負擔，而臨時動議提出的方案不會影響「劏房戶」上樓及海濱長廊的發展計劃；(ii)搬遷蔬菜統營處及屠場事宜討論逾二十年，近年才落實搬遷屠場，但屠場地盤的平整工程需時約三年，質疑何時才可搬遷蔬菜統營處；(iii)連翔道用地的住宅落成後，住戶將受臭味問題影響。

63. 何啟明議員提出以下意見：(i)不少學者均表示興建私營房屋無助壓抑樓價。他認為要壓抑樓價，應興建公營房屋；(ii)臨時動議提出的方案並無反對海濱長廊的發展計劃，他認為不在連翔道用地興建私人住宅對發展海濱長廊並無影響；(iii)以往曾有反對三號及五號地盤建屋計劃的意見，但政府並無理會，他認為政府不應堅持連翔道用地的建屋規劃；(iv)蔬菜批發市場與旁邊的公屋地盤屬相連地盤，如果把蔬菜批發市場搬遷至連翔道用地，則蔬菜批發市場與擬建住宅將分處兩個地盤，中間有道路分隔，可藉興建隔音屏障或其他防護設施以緩減對居民的影響；(v)據悉曼克頓山的居民亦受臭味問題影響；(vi)有議員認為蔬菜統營處的搬遷計劃過於急進，他希望議員以相同態度處理其後的討論事項。

64. 李詠民議員提出以下意見：(i)上屆區議會曾詳細討論連翔道用地的規劃，以及與運輸署討論有關開放附近道路的事宜，當時與會議員支持有關計劃，因此不應推翻上屆區議會的立場；(ii)他反對有關臨時動議，認為有關方案會拖慢現時建屋流程。

65. 沈恩良先生回應表示，現時未能提供有關搬遷蔬菜批發市場的資料。連翔道用地屬於「綜合發展區」地帶，可供申請的用途並不包括批發市場。如要把連翔道用地改作重置蔬

菜批發市場，須向城規會申請更改土地用途，並須考慮對三號及五號地盤未來出租公屋及資助出售房屋的影響。

66. 陳偉明副主席表示，會就臨時動議進行表決。張永森主席於會前已根據《深水埗區議會常規》第31(2)條委託林家輝議員代其投票。他接著查詢是否以記名方式投票。

67. 譚國僑議員提出以下意見：(i)同意以記名方式投票；(ii)對張永森主席在缺席會議及並無參與討論的情況下委託他人投票表示遺憾。

68. 大會就何啟明議員提出的臨時動議以記名方式表決。

69. 投票結果如下：

贊成： 鄒穎恒、覃德誠、何啟明、江貴生、吳 美、
伍月蘭、譚國僑、衛煥南、楊 或(9)

反對： 陳國偉、陳偉明、陳穎欣、鄭泳舜、張永森(由
林家輝代理投票)、林家輝、劉佩玉、李梓敬、
李詠民、梁文廣、黃達東、甄啟榮(12)

棄權： 袁海文(1)

70. 秘書宣布投票結果，9票贊成，12票反對，1票棄權。
陳偉明副主席宣布臨時動議不獲通過。

(b) 裔意通

71. 陳偉明副主席歡迎香港警務處的代表出席會議。

72. 黃冰冰女士以投影片及影片輔助，介紹供非華裔人士使用的免費電話即時傳譯服務－「裔意通」：

- (i) 警方一向重視居港的非華裔人士，已將支援他們的工作納入警方的策略方針。警方於二零零六年成立非華
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**Harbourfront Commission
Task Force on Harbourfront Developments
in Kowloon, Tsuen Wan and Kwai Tsing**

Minutes of Twenty-fifth Meeting

Date : 18 November 2016
Time : 4:45 p.m.
Venue : Conference Room (Room G46) at Upper Ground Floor,
Hong Kong Heritage Discovery Centre, Kowloon Park,
Tsim Sha Tsui

Present

Prof Becky LOO	Chair, Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (Kowloon Task Force)
Dr NG Cho-nam	Representing the Conservancy Association
Mrs Karen BARRETTO	Representing Friends of the Earth
Mr Freddie HAI	Representing Hong Kong Institute of Architects
Dr Peter Cookson SMITH	Representing Hong Kong Institute of Planners
Mr TAM Po-yiu	Representing Hong Kong Institute of Urban Design
Ir Prof CHOY Kin-kuen	Representing Hong Kong Institution of Engineers
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour
Mr Derek HUNG	
Mr WONG Yiu-chung	
Miss Christine AU	Principal Assistant Secretary (Harbour), Development Bureau (DEVB)
Mr Edward LEUNG	Senior Manager (Tourism) 2, Tourism Commission (TC)
Mr Simon LAU	Chief Traffic Engineer/Kowloon, Transport Department (TD)
Mr Tommy WONG	Senior Engineer/1 (Kowloon), Civil Engineering and Development Department (CEDD)
Mrs Doris FOK	Assistant Director (Leisure Services) 1, Leisure and Cultural Services Department (LCSD)
Mr Lawrence CHAU	District Planning Officer/ Tsuen Wan & West Kowloon, Planning Department (PlanD)
Mr Larry CHU	Secretary

In Attendance

Mr Nicholas BROOKE	Chair, Harbourfront Commission
Miss Emily SOM	Assistant Secretary (Harbour) 2, DEVB

Absent with Apologies

Mrs Margaret BROOKE	Representing Business Environment Council
Mr Paul CHAN Yuen-king	Representing Hong Kong Institute of Landscape Architects
Sr Lesly LAM	Representing Hong Kong Institute of Surveyors
Mr Shuki LEUNG Shu-ki	Representing Real Estate Developers Association of Hong Kong
Mr Alan LO Yeung-kit	
Mr NGAN Man-yu	
Mr CHOW Ping-tim	
Prof Raymond FUNG	
Dr Edmund LEE	
Mr LEUNG Man-kwong	

For Agenda Item 1

Mr Lawrence CHAU	District Planning Officer/ Tsuen Wan & West Kowloon, PlanD
Mr Philip CHUM	Senior Town Planner/ Sham Shui Po, PlanD
Ms Agnes TANG	Town Planner/ Sham Shui Po 1, PlanD

Action

Welcoming Message

The Chair welcomed all to the meeting and informed Members that Mr Edward LEUNG, Senior Manager of TC, attended the meeting on behalf of Ms Emily MO; and Mr Tommy WONG, Senior Engineer of CEDD, attended on behalf of Mr Janson WONG. She further informed Members that the draft minutes of the last meeting were under preparation and that would be confirmed together with the minutes of this meeting at the next meeting tentatively scheduled for February 2017.

Item 1 Draft Planning Brief for the Two "Comprehensive Development Area" Zones at the Lin Cheung Road Site, Sham Shui Po (Paper No. TFK/09/2016)

- 1.1 **The Chair** welcomed representatives from PlanD to the meeting and invited Members to declare interest, if any. As background, she informed Members that the Task Force was consulted by PlanD on the amendments to the South West Kowloon Outline Zoning Plan (OZP) on 12 February 2014, which included rezoning of the Cheung Sha Wan Wholesale Market Phase II site near Lin Cheung Road to "Comprehensive Development Area" ("CDA"), "CDA(2)", "Residential (Group A)12", "Government,

Institution or Community" ("G/IC"), "Open Space" ("O") and areas shown as "Road". The OZP amendments were subsequently approved in September 2014. The Government had prepared a draft planning brief setting out the broad development parameters and the planning and design requirements of the two CDA zones and the Metro Planning Committee of the Town Planning Board (TPB) agreed on 30 September 2016 for the Government to consult the Task Force on the draft planning brief.

- 1.2 **Ms Agnes TANG** presented the paper with the aid of a PowerPoint.
- 1.3 **Mr TAM Po-yiu** expressed his views as below–
 - (a) he was glad to see that the future developer would be required to submit an urban design proposal as part of the Master Layout Plan (MLP) submission. He opined that the Task Force and the Hong Kong Institute of Urban Design should be consulted during the MLP stage;
 - (b) the developer might have difficulty to comply with the requirements in the draft planning brief as there were subjective elements involved. He suggested to set up a better coordination and facilitation mechanism within the Government to facilitate the developer to prepare the MLP submission in the future;
 - (c) he doubted the function of the 2.5m right-of-way connecting from the planned Road A to the waterfront through the boundary between the two "CDA" sites; and
 - (d) he enquired whether walkway between the hotel and the Cheung Sha Wan Wholesale Food Market (CSWWFM) would be included into the draft planning brief so that the future developer could design the space in a holistic manner; and
 - (e) consistency in the design of the two sections of the waterfront promenade should be achieved.
- 1.4 **Ir Prof CHOY Kin-kuen** enquired about the status and future use of the disused pier and whether it was structurally safe to allow public access on it.

1.5 **Mr Nicholas BROOKE** raised the following comments and questions -

- (a) the development scale and the building height restriction as stipulated in the draft planning brief might be excessive which might impose visual impact to the surrounding;
- (b) how the stepped building height profile could be implemented as proposed due to the site limitations;
- (c) whether LCSD had agreed to take up the management and maintenance responsibility after the waterfront promenade in front of the residential development was completed, and if the hotel developer would be asked to take up the management of the disused pier. He opined that the different management model might give rise to interfacing issues; and
- (d) whether it would be financially viable to revitalise the disused pier.

1.6 In response, **Mr Lawrence CHAU** said that -

- (a) an urban design proposal was required to be submitted along with traffic impact assessment (TIA), environmental impact assessment (EIA) and other technical assessments to form part of the MLP submission for TPB's consideration. Consistency in design of different sections of the waterfront promenade would be checked by the Government during the MLP stage. Detailed urban design considerations such as creating an attractive harbourfront with diversity were stipulated in page 11 of the draft planning brief;
- (b) the space between hotel development and CSWWFM would form part of the public road/pedestrian walkway and it would be constructed and managed by the Government;
- (c) the existing disused pier was maintained by the Port Works Division of CEDD and it was structurally safe;
- (d) a stepped building height profile was adopted and it would gradually decrease from the developments in the hinterland. It had taken into account development

intensity in the vicinity, design flexibility and air ventilation performance of the site concerned;

- (e) in accordance with the prevailing policy on public open space in private development (POSPD), the promenade fronting the "CDA" site (for private residential development) would be constructed by the developer and then surrendered to LCSD for management and maintenance and the arrangement had been agreed by LCSD; and
- (f) to allow flexible and diversified uses, the portion of waterfront promenade fronting the "CDA(2)" site (for hotel development) would be constructed and be managed and maintained by the developer, and there would also be a requirement to explore the provision of public landing facilities such as landing steps at the disused pier.

1.7 **The Chair** asked whether there was any precedent of allocating different sections of the waterfront promenade to two management agents. She opined that providing a pedestrian network including internal circulation and connections from the hinterland towards the waterfront should be a specific requirement in the draft planning brief to further enhance pedestrian connectivity in the area.

1.8 **Mr Paul ZIMMERMAN** raised the following questions and comments –

- (a) what were the permanent or temporary land uses of the sites in the vicinity as there were waste transfer station, sewerage treatment plant, government boatyards and CSWWFM near the site concerned;
- (b) the existing condition of the disused pier including whether there were any landing steps or bollards available on it and the loading capacity of the seawall. The requirement of replacing the seawall should be included in the draft planning brief if there was a need to further strengthen the loading capacity; and
- (c) the future developer might consider revitalising the disused pier as unnecessary as the cost for repair and maintenance would be expensive. He opined that the intended use of the disused pier should be decided as

early as possible in order to convert the entire "CDA(2)" site and the waterfront portion into an interesting place. He added that the pier was at an ideal location for a restaurant with suitable landing facilities for berthing of leisure vessels and provision of water taxi service.

1.9 Mr Freddie HAI expressed the following -

- (a) it could be financially difficult for the hotel to take up management and maintenance of the promenade including the disused pier as the "CDA(2)" site was only allowed to provide around 1 000 m² of gross floor area (GFA) for retail activities. He considered the provision of retail facilities in the entire area including the hotel, the private residential and subsidised sale flat developments too restrictive;
- (b) as the residential development site was elongated in shape, he opined that the future developer might have difficulty to decide the orientation of tower blocks in order to comply with relevant building regulations; and
- (c) if the hotel developer had to include the disused pier in the MLP submission which would be subject to TPB's approval, the development time frame would be prolonged. He asked the Government to consider suitable measures to facilitate future implementation of the development.

1.10 Dr Peter Cookson SMITH said that -

- (a) the proposed development intensity was too excessive and not in line with the Hong Kong 2030 Planning Vision and Strategy, which suggested that major residential development should be located mainly in the New Territories;
- (b) a comprehensive plan for the harbourfront should be formulated. He considered it undesirable to plan individual sites each time without considering the future land uses and development time table of other sites in the vicinity;
- (c) the design of focal point of the waterfront as mentioned in the presentation was not clear;

- (d) diversity of uses should be provided in the proposed public open spaces;
- (e) the opportunity for enhancing water-land interface at the site should be seized, and the disused pier was valuable and should be revitalised;
- (f) there was no concrete mechanism to ensure that the urban design requirements as proposed in the draft planning brief would be fulfilled. He doubted if it would be sufficient to rely on TPB to exercise planning control over development mix, scale, design and layout of the development. Many design details should be dealt with separately instead of under the existing town planning framework. Otherwise, the vision of allowing innovation, diversity, vibrancy and enhancement of the harbourfront could not be achieved; and
- (g) further increase of development density in the urban areas would not be acceptable as the Strategic Development Commission and the latest "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" advocated a livable city as our ultimate goal.

1.11 **The Chair** said that the Task Force as well as the Commission would continue to advise on harbourfront matters and Members' views from harbourfront enhancement perspective would be duly conveyed to TPB.

1.12 **Mr Derek HUNG** raised the following comments -

- (a) the building height at the site concerned was considered acceptable having regard to the development intensity of the sites in the hinterland. He opined that the development would help provide more public open space to the district and he considered that the provision of air corridors should be sufficient;
- (b) more specific details on accessibility and connectivity from the hinterland to the waterfront should be provided;
- (c) it would be important to ensure that the disused pier was safe for revitalisation;

- (d) whether “podium-free design” was the optimum design concept as compared with other options; and
- (e) whether it would be more appropriate to ask the future developers to manage and maintain the whole stretch of the promenade and open it for public use. The Government could play a more active role in coordinating design and construction of the two sections of the waterfront promenade to ensure a consistent design.

1.13 Mr Lawrence CHAU made the following responses –

- (a) due to possible noise arising from CSWWFM, the hotel development was proposed for the “CDA(2)” site to serve as an environmental buffer to minimize nuisances to nearby residents;
- (b) pedestrian linkages would be provided to connect the future public open spaces and the waterfront promenade with the surrounding and inland areas as well as the MTR Nam Cheong Station;
- (c) CEDD had consulted the Task Force and taken into account comments received to improve the landscape design and connectivity of the public road A. The construction works commenced on 20 September 2016;
- (d) there were existing and future public housing developments in the vicinity. The Government dockyard, boatyards, refuse transfer station and sewage treatment works would be retained and they were not located immediately next to the sites concerned;
- (e) the disused pier was previously used by CSWWFM for berthing of barges and its structure should be safe for berthing. The future developer should be able to take up the management and maintenance of the public open space and landing facilities, if any, to be constructed on the pier in the future;
- (f) 1 000 m² GFA was the minimum provision that should be used for commercial purpose within the hotel site. ;
- (g) the Government would provide guidance to the future developer to prepare and submit MLP as far as possible

in order to facilitate the approval process and shorten the development programme;

- (h) the comments on how to further enhance the design of public open space would be considered;
 - (i) a “podium-free design” was proposed as the sites were for residential use and hotel use, and it could improve air ventilation;
 - (j) the design, construction, management and maintenance of public open space and waterfront promenade would be governed by existing POSPD guidelines; and
 - (k) the seawall was maintained by the Port Works Division of CEDD.
- 1.14 **Mr Freddie HAI** added that there would be interface issues between the two sections of the promenade as the management model adopted by LCSD and the private developer would be different. Separately, the management agent of the promenade including the disused pier would be liable for public safety if the pier would be allowed for berthing. He opined that PlanD should sort out these issues and facilitate the future developer.
- 1.15 In response, **Mr Derek HUNG** recalled that the disused pier at the Hung Hom promenade was locked and he considered such arrangement undesirable as public enjoyment was restricted.
- 1.16 **Mr Paul ZIMMERMAN** supplemented the following –
- (a) as the sewerage treatment plant, waste transfer station and government boatyards would not be relocated, he opined that the disused pier should be designed to cater for innovative uses which would bring vibrancy to the site;
 - (b) the entire promenade should be handed over to the Government for management when the developers completed the construction works. Two sets of landing steps should be added at the north and south ends of the promenade with bollards added along the entire seawall at regular interval to facilitate berthing of vessels;
 - (c) the planning brief should specify a requirement to provide commercial and retail activities on the ground

floor facing the waterfront. Outdoor seating which included those serving both customers buying food and beverage from retailers and non-customers should be provided;

- (d) the windows of the residential blocks and the hotel should have sound insulation function and it would then be feasible to allow bars and restaurants to operate at the waterfront; and
- (e) tree planting requirement should be specified to provide proper shades at the promenade.

1.17 **The Chair** asked PlanD to take into account Members' comments and suitably revise the draft planning brief. Members' comments would also be conveyed to TPB for consideration. **the Secretariat**

[Post-meeting note: Mr Paul ZIMMERMAN provided a PowerPoint on 19 November 2016 supplementing his comments raised at the meeting.]

Item 2 Any Other Business

2.1 There being no other business, the meeting was adjourned at 6:10 p.m.

Secretariat
Task Force on Harbourfront Developments
in Kowloon, Tsuen Wan and Kwai Tsing
February 2017

CB(1)930/09-10(03)

**For discussion
on 26 January 2010**

**LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT**

**Provision of Public Open Space
in Private Developments**

INTRODUCTION

The Administration has engaged Members on the subject of provision of public open space (POS) in private developments on 22 April 2008, 8 December 2008 and 26 May 2009. We have also collected views from deputations at the Special Meetings of the Panel on 31 May 2008 and 16 February 2009.

2. At the Panel meeting on 26 May 2009, the Administration sought Members' views on a number of proposed refinements to the provision of POS in future private developments and the proposed arrangements for existing cases. Taking account of Members' views and comments from various stakeholders, we have completed review of the matter. This paper sets out the refined arrangements to guide the provision of POS in future private developments and to address some existing problematic cases.

**PUBLIC CONCERNS OVER THE PROVISION OF POS IN
PRIVATE DEVELOPMENTS**

3. The existing policy requiring developers to incorporate POS (and other public facilities¹) into their private developments for public use has been in force for decades. This policy is intended to achieve integrated

¹ Other public facilities in private developments comprise public transport interchanges, schools, welfare facilities, etc., which are normally handed over to the relevant departments upon completion and are hence not causing any major management problem.

6. To ensure public access to these POS, the relevant departments have written individually to the owners' corporations or management companies of the private developments concerned reminding them of their obligations under the lease or deed. We have also solicited the help of REDA to remind its member companies and obtained the support of the 18 District Councils (DCs) to help monitor the use of such facilities, and to bring to our attention any cases where follow-up action is required. As at end December 2009, LandsD and BD had received a total of 261 enquiries and 56 complaints, all of which had been acted upon promptly.

REFINED ARRANGEMENTS FOR PROVISION OF POS IN FUTURE PRIVATE DEVELOPMENTS

7. Having studied this subject matter and engaged Members, DCs and other bodies for over one and a half years, we consider that the existing policy of incorporating POS into private developments for public use is based on sound considerations, and should be upheld. However, we recognize that problems and concerns have emerged in the implementation of the policy over the years. To this end, we will introduce a set of refined arrangements to guide the future provision and management of such POS. Details of these arrangements are explained in the ensuing paragraphs. A summary is at **Annex B**.

(a) Provision

8. For the provision of POS in future cases, the TPB has, in the course of the public discussions on the matter, agreed that unless there is a current or forecast shortfall of open space in the district having regard to the Hong Kong Planning Standards and Guidelines (HKPSG) or special circumstances justifying the provision of POS as part of a private development project, it should not require or accept the provision of POS in private developments in order to prevent the recurrence of the implementation and management problems. Likewise, no such provisions should be included in land sale conditions or leases subject to modification for development proposals not requiring submissions to the TPB.

9. Special circumstances justifying the provision of POS may include, for example, situations where the proposed POS in a private

development is located in a highly built-up area with an acute shortfall of local open space, or is a planned waterfront promenade adjacent to the private development, or is part and parcel of an Urban Renewal Authority's (URA's) project revitalizing the area. We consider that there are planning and environmental benefits for the POS to be developed together with the private development to help alleviate the shortfall of local open space, or to bring forward the completion of planned POS instead of allowing the sites to lie idle awaiting the Capital Works Programme (CWP) to materialise. However, this is still subject to the POS requirement capable of being enforced or realized through suitable conditions imposed in the lease.

10. In cases of residential developments, as a rule, the provision of POS on private land should not be required, lest the recurrent responsibilities would be passed onto the small owners. Nevertheless, we reckon that it may still be desirable to ask developers to build a POS on adjoining government land as part of the private developments in some harbourfront and green field sites for integrated design and public enjoyment. If we did not go for this approach, such land adjacent to development or sale sites would be left idle because of the mismatch in the CWP.

11. In respect of commercial or comprehensive developments where there are obvious planning gains and little or no objection for the private developer to construct an on-site POS on private land or a POS on adjacent government land (such as sites next to land zoned for a waterfront promenade), we will retain the flexibility to seek or accept such provision of POS for public enjoyment. There are examples of such POS within commercial and comprehensive developments, such as IFC II and Cheung Kong Centre.

(b) Funding

(i) *Capital cost*

12. In most private developments which are required to provide a POS, there are clear planning benefits for the design and development of the POS to form an integral part of the private development. Since the capital cost of an open space is modest as compared with the overall capital cost of the development, and the construction of the open space as

part and parcel of the development is generally welcomed by developers, we consider it reasonable for the developer to bear the capital cost of the POS. However, the Government shall have the discretion to consider meeting part or all of the capital cost in cases where large or extensive POS is involved and the capital cost of the POS is substantial and disproportionate in comparison to the overall development cost. This is in line with the prevailing policy.

(ii) *Recurrent cost*

13. As regards recurrent management and maintenance responsibilities of POS on government land adjacent to a private development, as a matter of principle, they should lie with the Government. Upon completion, the POS should be handed over to the Leisure and Cultural Services Department (LCSD) or other relevant departments for management and maintenance. This would relieve individual owners of the ongoing obligations to finance the operation and maintenance of POS on government land opened for public use.

14. For POS on government land adjacent to a commercial development, we consider it pragmatic to invite the developers / owners to bear the management and maintenance responsibilities for such POS. As most of these commercial developments are in unitary ownership under the developer rather than falling into multiple ownerships, the developer normally will consider it advantageous to manage such POS on government land together with the rest of the commercial development. Such POS, if managed in a holistic and vibrant way, would help to attract more patronage for the commercial operations, and we can relatively be assured that they will be well managed, thereby achieving a win-win situation.

15. As regards POS on private land in commercial developments, there should be no need and no case for the Government to take over the management responsibility. The developer/operator should comply with the lease conditions to manage and maintain the POS in such a development and open it for public use. Again, where large or extensive POS is involved and the recurrent cost of the POS is substantial, the Government should have the discretion to consider meeting part or all of the recurrent cost.

(iii) URA developments

16. The current arrangements for URA projects to provide POS are conducive to the URA discharging its mission of providing a better living environment and neighborhood through redevelopment of old buildings, and at the same time the recurrent responsibilities are not passed onto small owners of residential flats. The provision of POS, as appropriate, in URA projects and the current delineation of funding and recurrent responsibilities should therefore continue, i.e. to have such POS managed and maintained by the URA at its own cost or vested in the joint venture partners as far as practicable.

(c) Design, Management and Consultancy Study on POS in Private Developments

17. For POS in future private developments, the provision standards should in general follow the standard of specifications for POS constructed by the Government but some flexibility could be allowed to cater for a range of different levels of provision standard, justified on the circumstances of individual developments, for the overall benefit of integrated planning and urban design merits, and adding vibrancy to the area.

18. As stated in our paper of 26 May 2009, we have commissioned a consultancy study to provide a set of clear and practicable guidelines on the design and management of POS in private developments. The consultants have now completed a set of draft guidelines, which is attached at **Annex C**. On design, the draft guidelines provide standards and guidance on better quality design based on the principles of connectivity, appropriateness and quality. According to their spatial characteristics, POS in private developments are categorised into five types, namely public green, plaza, courtyard, pocket space and promenade. We will apply the design guidelines to POS in future private developments with flexibility allowed for individual cases on their own merits, and will encourage existing cases to follow the design guidelines.

19. As part of the recommendation arisen from the Report of the Task Force on Tree Management, a Greening and Landscape Office will

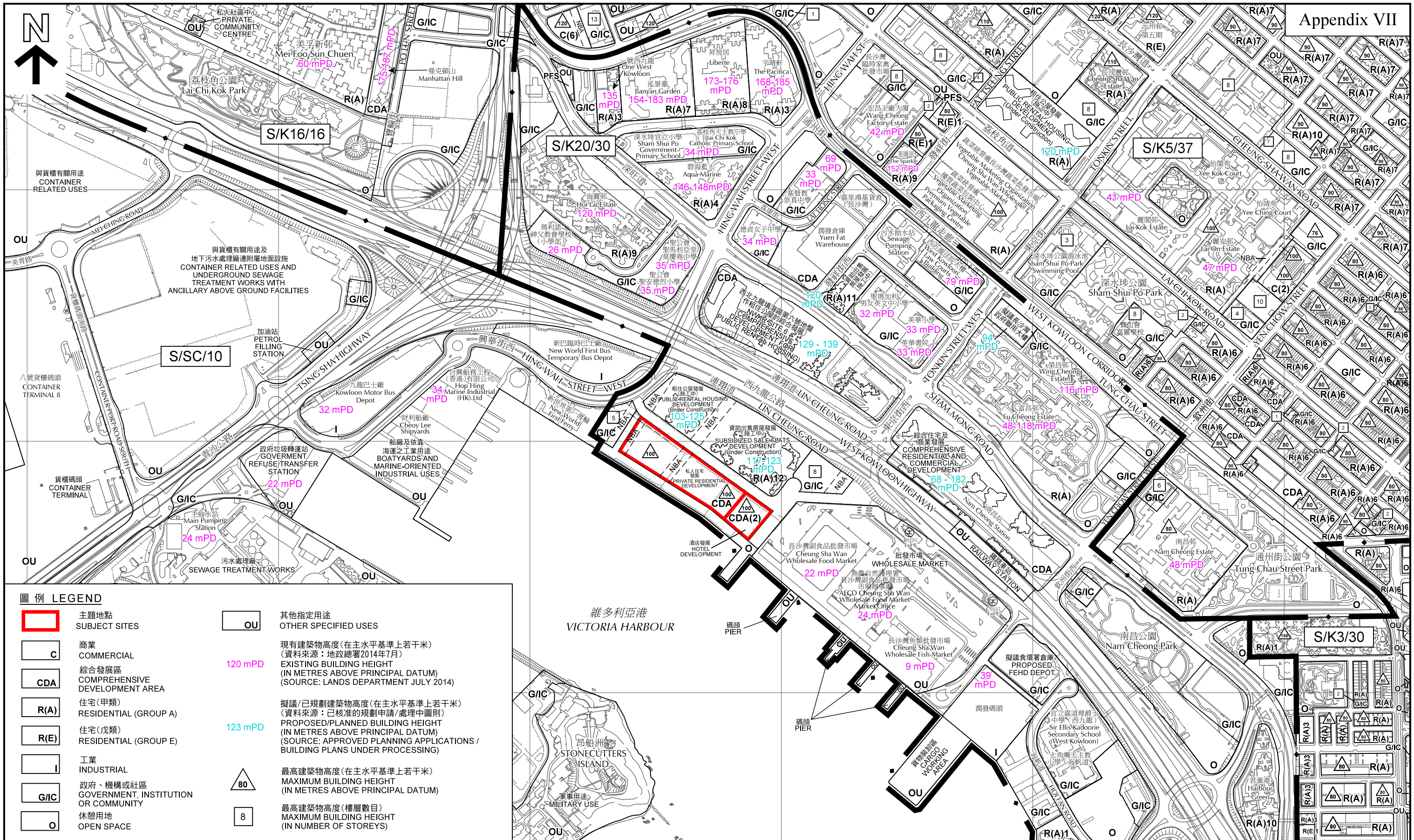
be set up to spearhead better greening and landscaping in Hong Kong. A Design Panel on Greening and Landscape, which will comprise local and non-local experts on landscape planning and design, will be put in place to advise on greening and landscaping aspects in large-scale infrastructure as well as such POS in comprehensive private developments. The Design Panel on Greening and Landscape will make reference to the above-mentioned guidelines in considering proposals of POS in future private developments.

20. As regards management of POS in private developments, the draft guidelines cover such issues as rights and obligations of owners and users, uses (including commercial uses) of the POS and other operational matters, with the objective of striking a reasonable balance between the rights of the owners and the public enjoyment of such POS. We will apply the management guidelines to future cases, and to existing POS in private developments insofar as permitted under the land leases or deeds of dedication. In other cases and provided that it is consistent with the relevant instruments, we will encourage existing cases to follow the management guidelines on a reasonable basis.

21. The consultants are seeking views from stakeholders including professional bodies and trade organizations. The guidelines will be finalised taking account of the views collected. We plan to promulgate and implement the guidelines by end-June 2010.

ADMINISTRATIVE ARRANGEMENTS TO RESOLVE PROBLEMS IN SOME EXISTING POS IN PRIVATE DEVELOPMENTS

22. By and large, where POS is provided in private developments, the owners' corporations or the management companies have enabled public access to the POS within their developments, and we shall continue to uphold this public accessibility requirement. However, our attention has been brought to a few isolated cases where to address small owners' concerns over privacy and security, and thus as an exceptional measure on compassionate grounds, waiving of such public accessibility requirement (where the POS is on private land) or Government assuming the management and maintenance responsibility of the POS (where the POS is on government land) could be justified. A set of criteria to facilitate sympathetic consideration of such cases, is set out in the



圖例 LEGEND		
	主題地點 SUBJECT SITES	其他指定用途 OTHER SPECIFIED USES
	商業 COMMERCIAL	現有建築物高度(在主水平基準上若干米) (資料來源: 地政總署2014年7月) EXISTING BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM) (SOURCE: LANDS DEPARTMENT JULY 2014)
	綜合發展區 COMPREHENSIVE DEVELOPMENT AREA	擬議/已規劃建築物高度(在主水平基準上若干米) (資料來源: 已核准的規劃申請/處理中圖則) PROPOSED/PLANNED BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM) (SOURCE: APPROVED PLANNING APPLICATIONS / BUILDING PLANS UNDER PROCESSING)
	住宅(甲類) RESIDENTIAL (GROUP A)	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
	住宅(戊類) RESIDENTIAL (GROUP E)	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
	工業 INDUSTRIAL	
	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	
	休憩用地 OPEN SPACE	

本摘要圖於2017年4月26日擬備, 所根據的資料為測量圖編號 11-NW-7C及D, 11-NW-8C及D, 11-NW-9C, 11-NW-12A, B, C及D, 11-NW-13A, B, C及D, 11-NW-14A及C, 11-NW-17A及B, 11-NW-18A及B 和11-NW-19A

EXTRACT PLAN PREPARED ON 26.4.2017
BASED ON SURVEY SHEETS No.
11-NW-7C & D, 11-NW-8C & D, 11-NW-9C, 11-NW-12A, B, C & D,
11-NW-13A, B, C & D, 11-NW-14A & C, 11-NW-17A & B,
11-NW-18A & B AND 11-NW-19A

周邊建築物高度輪廓
BUILDING HEIGHT PROFILE IN THE VICINITY
深水埗連翔道用地內兩個
「綜合發展區」規劃大綱草擬本
DRAFT PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

SCALE 1 : 7 000 比例尺
米 METRES 100 0 100 200 300 400 500 METRES 米

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.

M/K20/17/6

圖 PLAN