

**Review of Sites Designated “Comprehensive Development Area”
on Statutory Plans in the Metro Area for the Years 2021/2023**

1. PURPOSE

The purpose of this Paper is to brief the Metro Planning Committee (the Committee) on the results of the review of the sites designated “Comprehensive Development Area” (“CDA”) on the statutory plans in the Metro Area for the years 2021/2023 (i.e. 1.4.2021 to 31.3.2023). The review will assist the Committee in:

- (a) considering the rezoning of suitable “CDA” sites to appropriate zonings; and
- (b) monitoring the progress of “CDA” developments.

2. BACKGROUND

On 7.5.1999, the Town Planning Board (the Board) endorsed the Town Planning Board Guidelines for Designation of “CDA” Zones and Monitoring the Progress of “CDA” Developments. The Board also agreed that the review of the “CDA” sites designated for more than three years should be conducted on an annual basis. In considering the CDA Review in 2015, the Committee noted that the progress of implementation of “CDA” developments in a year’s time might not be significant and considered that the review could be carried out biennially in order to streamline the workflow and save the resources. Upon agreement by the Board on 1.4.2016, the above Guidelines was revised accordingly. The last CDA Review was considered by the Committee on 28.5.2021.

3. CURRENT SITUATION

- 3.1 Since the last CDA Review, eight “CDA” sites have been rezoned to various commercial and/or residential zonings to reflect the completed development (H 14A, H 14B, H 23, K 24, K 47A and K 47B), take forward the agreed s.12A planning application (TW 26) or the Urban Renewal Authority’s redevelopment proposal (K 54)¹. The current review covers the remaining 50 “CDA” sites in the Metro Area by end March 2023 (**Plans 1 to 3**), excluding one “CDA” site designated for

¹ Eight “CDA” sites include: (i) Junction of Fook Yum Road and King Wah Road, North Point (H 14A) (rezoned to “Commercial(2)”); (ii) 23 Oil Street, North Point (H 14B) (rezoned to “Commercial(2)”); (iii) Oil Street (Ex-Government Supplies Department Depot), North Point (H 23) (rezoned to “Other Specified Uses” annotated “Commercial and Residential Development”); (iv) Pine Crest, Tai Po Road, Cheung Sha Wan (NKIL 6419) (K 24) (rezoned to “Residential (Group C)7”); (v) South of Hung Luen Road, Hung Hom (K 47A) (rezoned to “Other Specified Uses” annotated “Hotel(1)”); (vi) Junction of Hung Luen Road and Kin Wan Street, Hung Hom (K 47B) (rezoned to “Commercial(7)”); (vii) TWIL 5 & Lot 429 in D.D. 399, Ting Kau (TW 26) (rezoned to “Residential (Group B)2”); and (viii) Junction of Ma Tau Kok Road and To Kwa Wan Road (including Ming Lun Street), To Kwa Wan (K 54) (rezoned to “Residential (Group A)”).

less than three years². Among them, 15 are without valid approved Master Layout Plan (MLP) and 35 with approved MLP.

4. THE REVIEW

4.1 “CDA” Sites with No Valid Approved MLP (Total: 15)

Sites Proposed for Retention (Total: 13)

4.1.1 The status of these sites is summarised as follows:

- (a) **six** sites in Central, Wan Chai, Kai Tak and Yau Tong are on Government land pending land disposal subject to site availability and resolution of the related development constraints (H 21, H 61, K 55, K 59, K 60 and K 68) (**Plans 4, 5, 9, 10 and 11**). For K 55 and K 59 in Kai Tak (**Plans 9 and 10**), the site will be temporarily used for light public housing development in the interim. For K 68 in Yau Tong (**Plan 11**), the availability of the site for development is subject to relocation of the Kwun Tong Wholesale Fish Market;
- (b) **six** sites (one under single ownership) in Ma Tau Kok, Hung Hom, Kwai Chung and Tsuen Wan are subject to traffic/environmental/visual impacts, infrastructural constraints and/or industrial/residential (I/R) interface problems (K 30, K 42, TW 2 and TW 37 to TW 39) (**Plans 6, 7, 12 and 13**); and
- (c) **one** site under single ownership in Mong Kok is for redevelopment of the existing tenement building with preservation of the Hung Shing Temple compound (a Grade 3 historic building) and the mature tree on the site (K 52) (**Plan 8**).

4.1.2 Taking into account the above, the “CDA” designation of these sites is essential for providing planning guidance and control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. Detailed justifications for retaining the “CDA” designation are set out in **Appendix I**.

Site Subject to On-going Review (Total: 1)

4.1.3 K 31 (**Plan 14**) under multiple ownership is located at the junction of Kowloon City Road and Ma Tau Kok Road which is commonly known as “13 Streets”. The planning intention is to facilitate the restructuring of the dilapidated area of Ma Tau Kok and phasing out the non-conforming uses (such as vehicle repair workshops), and addressing possible I/R interface problems. To facilitate redevelopment in the area, the then Kowloon City District Urban Renewal Forum proposed to sub-divide the “CDA” into two or three “CDAs” so as to reduce the difficulty in land assembly for redevelopment. As a large number of owners, tenants and business operators will be affected, the Development Bureau and Planning Department (PlanD) are assessing the appropriate implementation mechanism to facilitate redevelopment of the site. Details of the site are at **Appendix II**.

² The “CDA” site at 1, 1A, 2 and 3 Hillside Terrace, 1-5 Schooner Street, 53 and 55 Ship Street and adjoining Government land, Wan Chai.

Site Proposed for Rezoning (Total: 1)

- 4.1.4 TW 23 (**Plan 15**) under single ownership is located at the periphery of the Tsuen Wan East Industrial Area. To the north and east are completed comprehensive commercial and residential developments zoned “Other Specified Uses” annotated “Commercial and Residential Development” (“OU(C&RD)”) and “Commercial” (“C”). The Committee noted in the last CDA Review the latest developments in the area, and that the site was under review and consideration might be given to rezoning the site from “CDA(1)” to other appropriate zoning. Corresponding amendments to the OZP will be proposed when opportunity arises. Details of the site are at **Appendix III**.

4.2 “CDA” Sites with Approved MLP (Total: 35)

Sites Proposed for Retention (Total: 26)

- 4.2.1 Among the 35 “CDA” sites with approved MLP, 26 are proposed for retention. These sites are progressing towards implementation or are at various stages of building construction and implementation. Retention of the “CDA” designation is necessary to ensure implementation in accordance with the approved MLPs and fulfilment of approval conditions. Detailed justifications for retaining the “CDA” designation are set out in **Appendix IV** and summarised as follows:
- (a) **16** sites with building plans approved while construction work has yet to commence or are at different stages of construction (H 7, H 19, H 35, H 39, H 59, K 19, K 29, K 41, K 56, K 61, K 65, K 66, K 67, K 69, K 71 and TW 36) (**Plans 16, 17, 19, 20, 22, 25, 27, 30, 31, 32, 34, 35 and 37**);
 - (b) **three** sites with portion of the site developed or with building plans for portion of the site approved while construction work has yet to commence (H 54 & H 55, K 13 and K 39) (**Plans 21, 24 and 28**). For H 54 & H 55 in North Point (**Plan 21**), Phase 1 was completed and the latest MLP mainly to sub-divide Phase 2 into Phases 2A and 2B was approved with conditions by the Committee in February 2023. For K 13 in Yau Tong Bay (**Plan 24**), Phases 1 and 2 have commenced while the building plans for the remaining phase is yet to be submitted and the planning permission for the remaining phases subsequently lapsed. For K 39 in Ma Tau Kok (**Plan 28**), the building plans for the eastern portion were approved while the building plans for the western portion were submitted in 2022 but disapproved;
 - (c) **six** sites (with MLP approval in recent years) with building plans yet to be approved or yet to be submitted (H 28, K 27, K 40, K 64, K 70 and TW 1) (**Plans 18, 26, 29, 33, 35 and 36**); and
 - (d) **one** site (Whampoa Garden) was once rezoned to “Residential (Group A)” and “C” (K 7) (**Plan 23**) in 2003. However, after consideration of the strong local objections against the rezoning amendments mainly for the reason that there was still undeveloped non-domestic gross floor area (GFA) for the development, the Board decided to uphold the objections and reinstate the original “CDA” zoning to ensure proper control over the undeveloped GFA. As there are no changes in the planning circumstances, the “CDA” zoning should be retained.

Sites Already Agreed for Rezoning in Previous Rounds of CDA Review (Total: 8)

4.2.2 There are eight “CDA” sites with developments completed. They were agreed for rezoning in the previous rounds of CDA Review (**Appendix V**). These sites would be rezoned to appropriate zoning when opportunity arises. The progress of these sites is summarised as follows:

- (a) the residential development at the Former Lingnan Campus Site at Stubbs Road (H 29) (**Plan 38**), known as Central Peak, was completed by phases between 2018 and 2021;
- (b) the Ex-Chai Wan Factory Estate (a Grade 2 historic building) (H 36) (**Plan 39**) has been conserved and converted into a public housing estate. The proposed amendments to the OZP were agreed by the Committee on 21.4.2023;
- (c) the comprehensive residential (known as Victoria Harbour) and commercial (known as Harbour North) development with public transport terminus, public coach park, government, institution and community facilities and public open space at the Ex-North Point Estate, North Point (H 58) (**Plan 40**) were completed by phases between 2015 and 2021;
- (d) the comprehensive residential and commercial development at the Airport Railway Kowloon Station (K 11) (**Plan 41**), known as Union Square, were completed by phases between 2000 and 2010;
- (e) the hotel and commercial development at the Former Marine Police Headquarters at Salisbury Road, Tsim Sha Tsui (K 14) (**Plan 42**), known as 1881 Heritage, was completed in 2009;
- (f) the site at Po Lun Street, Lai Chi Kok (K 17) (**Plan 43**) comprises two private lots. The southern portion was previously occupied by a bus depot and redeveloped into a comprehensive residential and commercial development in 2006, known as Manhattan Hill. The northern portion is currently occupied by the Kowloon Motor Bus (KMB) Headquarters Building and it is to be retained according to KMB. Separately, the KMB Headquarters Building is the subject of several premises-based applications approved by the Committee between 2008 and 2016 for eating place, office, shop and services, and place of recreation, sports or culture uses;
- (g) the comprehensive residential and commercial development at 28 Sham Mong Road, Sham Shui Po (K 26) (**Plan 44**), known as Cullinan West, was completed by phases between 2017 and 2019; and
- (h) the school portion of the site at the junction of Inverness Road and Junction Road, Kowloon Tong (K 34) (**Plan 45**) was completed in 2007 and the residential portion, known as Parc Inverness, was completed in 2016.

Site Proposed for Rezoning (Total: 1)

4.2.3 The public housing development at 38 Sham Mong Road, Sham Shui Po (K 25) (**Plan 46**), known as Hoi Tat Estate, together with the Ancillary Facilities Block and

Sham Shui Po Leisure and Cultural Building, was completed between 2020 and 2022. The remaining public transport interchange is anticipated to be completed by 2023. Upon full compliance with approval conditions, corresponding amendments to the OZP will be proposed to reflect the completed development when opportunity arises. Details of the site are at **Appendix VI**.

Questionnaires

4.2.4 In accordance with the established practice, questionnaires were sent in late 2022 to the developers or their agents for the 35 “CDA” sites with approved MLP to gauge a better understanding of the implementation of the sites. PlanD has received 15 replies.

4.2.5 From the replies, the following is noted:

- the approved “CDA” schemes are at different stages of implementation;
- there are no insurmountable difficulties on the developers’ side that would hinder the implementation of the approved schemes; and
- should there be any outstanding issues causing delays to the development, the developers or their agents are aware that the Board is monitoring the progress of the implementation of the approved schemes, and if necessary, they could approach the PlanD for advice.

4.3 Summary

The following table summarises the proposals made under the current review:

	With No Valid Approved MLP	With Approved MLP	Total
No. of Sites Proposed for Retention	13 (Appendix I)	26 (Appendix IV)	39
No. of Sites Subject to On-going Review	1 (Appendix II)	-	1
No. of Sites Already Agreed for Rezoning in Previous Rounds of CDA Review	-	8 (Appendix V)	8
No. of Site Proposed for Rezoning	1 (Appendix III)	1 (Appendix VI)	2
Sub-total	15	35	-
Total number of “CDA” sites designated for more than 3 years			50

5. CONSULTATION

Concerned departments will be consulted on the rezoning proposals for the relevant “CDA” sites when detailed rezoning proposals are available.

6. DECISION SOUGHT

6.1 Members are requested to:

- (a) note the findings of the review of the sites designated “CDA” on statutory plans in the Metro Area;
- (b) agree to the proposed retention of the “CDA” designation for the sites mentioned in paragraphs 4.1.1 and 4.2.1 and detailed at **Appendices I and IV**;
- (c) note the site which is subject to on-going review mentioned in paragraph 4.1.3 and detailed at **Appendix II**;
- (d) note the previous agreement of the Committee to rezone the sites mentioned in paragraph 4.2.2 and detailed at **Appendix V**; and
- (e) agree to the proposed rezoning of the sites mentioned in paragraphs 4.1.4 and 4.2.3 and detailed at **Appendices III and VI**.

6.2 Should the Committee agree in-principle to the proposed rezoning of the concerned “CDA” sites, papers on the detailed rezoning proposals with development restrictions, if any, would be submitted to the Committee for consideration in due course.

ATTACHMENTS

- Appendix I** List of “CDA” Sites with No Valid Approved MLP and Proposed for Retention
- Appendix II** List of “CDA” Site with No Valid Approved MLP and Subject to On-going Review
- Appendix III** List of “CDA” Site with No Valid Approved MLP and Proposed for Rezoning
- Appendix IV** List of “CDA” Sites with Approved MLP and Proposed for Retention
- Appendix V** List of “CDA” Sites with Approved MLP and Already Agreed for Rezoning in Previous Rounds of CDA Review
- Appendix VI** List of “CDA” Site with Approved MLP and Proposed for Rezoning

- Plan 1** Location Plan of “CDA” Sites in Hong Kong District
- Plan 2** Location Plan of “CDA” Sites in Kowloon District

Plan 3 Location Plan of “CDA” Sites in Tsuen Wan, Kwai Tsing and West Kowloon District

Plans 4 to 46 Extract Plans for Individual “CDA” Sites

Planning Department
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