METRO PLANNING COMMITTEE OF THE TOWN PLANNING BOARD

MPC Paper No. 4/15 For Consideration by the Metro Planning Committee on 22.5.2015

Review of Sites Designated "Comprehensive Development Area" on Statutory Plans in the Metro Area for the Year 2014/2015

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1. PURPOSE

The purpose of this Paper is to brief 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 year 2014/2015 (i.e. 1.4.2014 to 31.3.2015). The review will assist the Committee in:

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

2. BACKGROUND

The Town Planning Board (the Board) on 7.5.1999 endorsed the Town Planning Board Guidelines for Designation of "CDA" Zones and Monitoring the Progress of "CDA" Developments, and further agreed on 21.5.1999 that the review of the "CDA" sites designated for more than 3 years should be conducted on an annual basis.

3. CURRENT SITUATION

- 3.1 There are a total of 64 "CDA" sites (**Plans 1 to 3**) in the Metro Area by the end of March 2015, excluding the 9 "CDA" sites that fall within the Development Scheme Plans prepared by the Urban Renewal Authority or the then Land Development Corporation.
- 3.2 Amongst these 64 "CDA" sites, a total of 9 sites are designated for less than 3 years on the relevant OZPs. They include:
 - (a) 4 sites (i.e. the site bounded by Road P2, Fleming Road, Tonnochy Road, Great Eagle Centre and Harbour Centre, Wan Chai (H 61) (Plan 56); the site at the south-western portion of the area at Lin Cheung Road, South West Kowloon (K 61) (Plan 57); the site at the south-eastern portion of the area at Lin Cheung Road, South West Kowloon (K 62) (Plan 58); and the site at the junction of Yeung Uk Road and Ma Tau Pa Road, Tsuen Wan (TW 36) (Plan 59) that are

newly designated "CDA" sites on the relevant OZPs gazetted in 2013 and 2014; and

- (b) 5 sites at Tung Yuen Street and Yan Yue Wai, Yau Tong (K 63 to K 67) (Plan 60) which are subdivided from the large Yau Tong Industrial Area "CDA" zone at Yau Tong (K 38) (Plan 61) to facilitate early redevelopment according to the Committee's decision on the 2012 Review. On 19.12.2014, the relevant amendments to the OZP to subdivide the "CDA" zone into 5 smaller zones were exhibited for public inspection.
- 3.3 This review has examined 55 "CDA" sites that have been designated for more than 3 years by the end of March 2015, as follows:

(a) "CDA" Sites with No Approved Master Layout Plan (MLP)	24
(b) "CDA" Sites with Approved MLP	31
Total	55

Progress of "CDA" Sites already Agreed for Rezoning

- 3.4 On 21.3.2014, the Committee agreed to rezone:
 - (a) 3 sites at Oil Street (H 14B) (Plan 48), the Airport Railway Kowloon Station, West Kowloon Reclamation, Kowloon (K 11) (Plan 49) and the Former Marine Police Headquarters at Salisbury Road, Tsim Sha Tsui (K 14) (Plan 50) to appropriate zonings to reflect their as-built conditions; and
 - (b) 2 sites, namely the Yau Tong Industrial Area (K 38) (**Plan 61**) and a site at Ma Tau Kok (K 40) (**Plan 21**) to facilitate early implementation.

The latest progress of these 5 sites is shown in the table below:

CDA Site	MPC's Decision	Current Proposal	Progress
H 14B (Plan	Agreed for rezoning	To be rezoned in next	(pl refer to para.
48)	to reflect the	round of OZP	4.2.2(a) below
23 Oil Street,	completed	amendment.	and Appendix V)
North Point	development	Consideration might	
		be given to rezone	
		comprehensively	
		with the adjoining	
		"CDA(1)" site (H	
		14A) if the	
		development	
		programme matches.	

CDA Site	MPC's Decision	Current Proposal	Progress
K 11 (Plan 49) Airport Railway Kowloon Station	Agreed for rezoning to reflect the completed development	To be rezoned comprehensively together with the opposite "CDA(1)" site across Lin Cheung Road (K 29), after the development on K 29 is completed. Subject to review.	(pl refer to para. 4.2.2(b) below and Appendix V)
K 14 (Plan 50) Former Marine Police Headquarters at Salisbury Road K 38 (Plan 61) Yau Tong	Agreed for rezoning to reflect the completed development Agreed for rezoning to facilitate early	To be rezoned in next round of the OZP amendment Rezoned and gazetted on 19.12.2014	(pl refer to para. 4.2.2(c) below and Appendix V) (pl refer to para. 3.2(b) above)
Industrial Area K 40 (Plan 21) Eastern portion of the area	implementation Agreed for rezoning to facilitate early implementation	OZP amendments were agreed by the Committee on	(pl refer to para. 4.1.3 below and Appendix II)
bounded by Sung Wong Toi Road, To Kwa Wan Road and Mok Cheong Street, Ma Tau Kok, Kowloon		17.4.2015 and gazetted on 15.5.2015	

3.5 In view of the imminent need to expedite supply of housing land, the priority of district planning has been accorded to the zoning amendments related to housing sites to facilitate early implementation of public and private housing projects. Opportunities will be taken to incorporate the amendments of previously agreed "CDA" sites for rezoning in the coming revisions of the relevant OZPs.

4. THE REVIEW

4.1 "CDA" Sites with No Approved MLP (Total: 24)

Sites Proposed for Retention (Total: 20)

- 4.1.1 There are a total of 24 "CDA" sites designated for more than 3 years with no approved MLP, of which 20 are proposed for retention (**Appendix I**) and the status of these sites are summarised in the following:
 - (a) 8 sites with planning briefs recently approved, under preparation or to be prepared (H 28, K 19, K 25, K 55, K 56 and K 58 to K 60) (Plans 4, 6, 7, 12 and 14);
 - (b) 10 sites are subject to traffic, environmental and/or visual impacts which had to be properly addressed (K 30, K 39, K 42, K 57, TW 2, TW 23 and TW 32 to TW 35) (Plans 8, 9, 10, 13, 15, 16, 17 to 20);
 - (c) 1 site is related to preservation of historical building (K 52) (Plan 11); and
 - (d) **1** site is for preservation of the existing character and ambience of the area (H 60) (**Plan 5**).
- 4.1.2 The "CDA" designations are essential for providing guidance on the proper development of these sites. Detailed justifications for the proposed retention of these 20 sites are at **Appendix I**.

Sites already Agreed for Rezoning (Total: 1)

4.1.3 At previous meetings, the Committee agreed to rezone the "CDA(3)" site located in the eastern portion of the area bounded by Sung Wong Toi Road, To Kwa Wan Road and Mok Cheong Street (K 40) (**Plan 21**) which is currently occupied by 6 factory buildings, 2 GIC facilities and the Hong Kong Society for the Blind (HKSB) factory cum sheltered workshop. To enhance the prospect of implementation, it was proposed to rezone the Government land portion for public housing development, and the HKSB's site to "G/IC" to facilitate in-situ redevelopment. The current progress of the site is detailed in **Appendix II**. (*The relevant zoning amendments were agreed by the Committee on 17.4.2015 and gazetted on 15.5.2015.*)

Sites Subject to Review (Total: 3)

- 4.1.4 The following 3 "CDA" sites with no approved MLP are subject to review on the zoning and site boundary/development intensity. Details of the sites are at **Appendix III** and summarised below:
 - (a) K 27 (**Plan 22**) abuts to Lai Hong Street, South West Kowloon. The site comprising two warehouses (namely, Yuen Fat Wharf and Godown and Kerry Hung Kai Warehouse) on both sides on Lai Fat Street are adjacent to 2 existing

schools and the proposed public housing development at Fat Tseung Street West. Having regard to the lack of progress of implementation in the past few years and the future housing developments in the surrounding area, the Committee in the last CDA Review considered appropriate to conduct a planning review of the "CDA" zoning to ascertain the lot owners' plans for comprehensive redevelopment under the "CDA" zoning and whether the site could be rezoned to speed up the redevelopment process. During the planning review, it is noted that the lot owner of Kerry Hung Kai Warehouse has strong intention to redevelop the lot for residential use to meet the current acute housing demand, while there is no response from the lot owner of Yuen Fat Wharf and Godown. In order to facilitate redevelopment of the warehouses and maintain adequate planning control to achieve coordinated redevelopment for the site so as to ensure that there would not be adverse impacts on the surrounding residential neighbourhood, the "CDA" zoning of the site is proposed to be retained at this juncture.

- (b) K 31 (Plan 23) is located at the junction of Kowloon City Road and Ma Tau Kok Road which is commonly known as "13 Streets" under multiple ownership. The planning intention is to facilitate the restructuring of the obsolete area of Ma Tau Kok and phasing out of the non-conforming uses (such as vehicle repair workshops), and addressing possible industrial/residential interface problems. To facilitate redevelopment in the area, the Kowloon City District Urban Renewal Forum (KC DURF) has proposed to subdivide the "CDA" into 2 or 3 "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 Administration is assessing the appropriate implementation mechanism to take forward the proposal.
- (c) K 54 (Plan 24) is located at the junction of Ma Tau Kok Road and To Kwa Wan Road which is under multiple ownership. It is located at the waterfront of Ma Tau Kok intended for residential development with retail facilities. In view of the prominent waterfront location and to ensure the provision of a continuous promenade from Ma Tau Kok/To Kwa Wan to Kai Tak, a 20m-wide promenade is required within the site. To facilitate redevelopment in the area, KC DURF has proposed to subdivide the "CDA" into 2 "CDAs". The plot ratio (PR) for the "CDA" zone covering the existing residential portion, which is commonly known as "5 Streets", is proposed to be relaxed from 5 to 6.5 to provide incentive for redevelopment. The Administration is working on details of the development proposal and preparing the required assessments before finalization of the zoning amendments.

4.2 "CDA" Sites with Approved MLP (Total: 31)

Sites Proposed for Retention (Total: 23)

4.2.1 There are a total of 31 "CDA" sites designated for more than 3 years with approved MLP, 23 sites are proposed for retention (**Appendix IV**). These "CDA" sites either have some progress in construction works or are at various stages of building

construction and implementation. Retention of the "CDA" designations for the following sites is considered necessary to ensure that they will be implemented in accordance with the approved MLPs and approval conditions. Detailed justifications for the proposed retention of these 23 sites are summarised in the following:

- (a) 16 sites with building plans approved while construction work has yet to commence or is at different stages of construction (H 7, H 14A, H 19, H 23, H 29, H 36, H 39, H 42, K 26, K 29, K 41, K 47A, TW 1, TW 28, TW 29 and TW 30) (Plans 25 to 27, 29, 30, 32, 33, 36, 39 to 46);
- (b) **5** sites with building plans yet to be approved (H 35, H 40, H 41, K 13 and TW 31) (**Plans 31, 34, 35, 38** and **47**);
- (c) 1 site being a Government project subject to the Public Works Programme (H 21) (Plan 28); and
- (d) 1 site was once rezoned to "Residential (Group A)" and "Commercial" ("C") (K
 7) (Plan 37) on 28.4.2003. However, due to strong local objections against the rezoning amendments during the plan exhibition period on 17.2.2004, the Board decided to uphold the objections and revert the site back to the original "CDA" zoning.

Site already Agreed for Rezoning (Total: 3)

- 4.2.2 The Committee has agreed to rezone 3 "CDA" sites with approved MLP. The current progress of these 3 sites are detailed in **Appendix V** and summarized below:
 - (a) since the hotel development at 23 Oil Street, North Point (H 14B) (Plan 48) has been completed, the Committee has previously agreed that the site is suitable for rezoning to "C" to reflect the planning intention for the site and the existing hotel use. As mentioned in paragraph 3.5 above, priority of district planning works has been accorded to the zoning amendments relating to housing sites. Rezoning could be made in the next round of OZP amendment. Given that the proposed development at the adjoining site on the remaining part of the same "CDA(1)" zone is now under implementation (H 14A) (Plan 26), if opportunity arises, rezoning of the whole "CDA(1)" zone could be made comprehensively in one go upon completion of the adjoining development;
 - (b) while the comprehensive residential, office, hotel and service apartment development at the Airport Railway Kowloon Station, West Kowloon Reclamation Area (K 11) (Plan 49) has been completed and all the approval conditions of the "CDA" site have been complied with, the "CDA(1)" site (K 29) (Plan 40) opposite to the site across Lin Cheung Road for the proposed West Terminus topside development Kowloon and its of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) is being actively developed and will be connected with K 11 by three footbridges. The XRL and the terminus, is scheduled to be completed by 2017. Subject to completion of the development on K 29 and the full compliance with the relevant approval

conditions, the "CDA" zoning of these 2 sites will be comprehensively reviewed for rezoning to appropriate zonings to reflect the planning intention of the sites and the as-built conditions; and

(c) the development at the Former Marine Police Headquarters site in Salisbury Road (K 14) (**Plan 50**) was completed in early 2009 with Occupation Permit issued on 9.2.2009. All the approval conditions have been complied with. The site would be rezoned to appropriate zonings to reflect the completed hotel and commercial development and the historical value of the site in the next round of OZP amendment.

Sites with Potential for Rezoning (Total: 5)

- 4.2.3 Should opportunity arise, the following 5 "CDA" sites with approved MLP are considered as sites with potential for rezoning subject to full compliance with the approval conditions and completion of the developments. Detailed justifications for rezoning are at **Appendix VI** and summarised below:
 - (a) the ex-KMB Lai Chi Kok bus depot (K 17) (Plan 51) consists of two private lots. The redevelopment of the southern portion into a comprehensive residential and commercial development namely Manhattan Hill was completed with Occupation Permit issued on 12.12.2006. The planning application No. A/K16/36 for proposed eating place, office, shop and services uses at G/F and 5/F KMB Headquarters Building was approved with conditions by the Committee on 13.8.2010. All conditions have been complied with. Another planning application No. A/K16/37 for proposed eating place, office, shop and services at 7/F to 9/F KMB Headquarters Building was approved with conditions by the Conditions by the Committee on 22.7.2011. The approval conditions (a) and (c) have been satisfactorily fulfilled; while the approval conditions, the site has potential for rezoning to reflect the development at Manhattan Hill and the KMB Headquarters Building ;
 - (b) the MLP for the proposed residential development at Pine Crest, Tai Po Road (K 24) (Plan 52) was first approved by the Committee on 27.11.1998 and its latest amendments were approved by D of Plan under the delegated authority of the Board on 27.7.2011. Lease modification was executed on 18.4.2008. Building plans were first approved on 23.12.2011 and the latest building plans were approved on 9.12.2014. Development is expected to be completed by end 2015. Upon compliance with all approval conditions and completion of the proposed development, there is potential to rezone the "CDA" site to reflect the residential use;
 - (c) for the "CDA" site at the junction of Inverness Road and Junction Road (K 34) (Plan 53), the school portion has been completed. The MLP for the proposed residential portion was approved by the Committee with conditions on 15.4.2011. Building plans were first approved on 25.5.2011. Construction of the proposed development is in progress, and compliance of the approval

conditions is already at an advance stage. Upon completion of the development, there is potential to rezone the "CDA" site to appropriate zoning;

- (d) a site at the junction of Hung Luen Road and Kin Wan Street, Hung Hom (K 47B) (Plan 54) was sold by tender in August 2011 and MLP was approved with conditions by the Committee on 20.4.2012. Compliance of approval conditions is at an advance stage and construction of the proposed development is in progress. Upon completion of the proposed development and full compliance with the approval conditions, there is potential to rezone it to appropriate zoning; and
- (e) the hotel development at TWIL 5 and Lot 429 in DD 399, Ting Kau, Tsuen Wan (TW 26) (Plan 55) was completed with Occupation Permit issued on 10.10.2006. With the exception of the design and provision of a pedestrian access (PA) to the reclamation area next to Lido Beach, all planning approval conditions have been complied with. To comply with the remaining approval condition for the PA, the applicant has completed the geotechnical investigation of the concerned slope feature where the PA will be erected. The detailed design and the geotechnical report were submitted for departmental comments on 3.3.2014. To address departmental comments, additional investigation work of the concerned slopes was completed. Submission of revised drawings and geotechnical report were made on 13.3.2015 for further consideration by the Head of Geotechnical Engineering Office, Civil Engineering and Development A short term tenancy application for the PA will then be Department. submitted to District Lands Officer/Tsuen Wan & Kwai Tsing for approval. As such, the site has potential for rezoning to reflect the hotel use upon full compliance of the outstanding approval condition.

Questionnaires

- 4.2.4 In accordance with the established practice, questionnaires were sent to the developers or their agents for the "CDA" sites designated for more than 3 years with approved MLP in late 2014/early 2015 in order to have a better understanding on the implementation of the sites. A total of 16 replies were received.
- 4.2.5 From the replies received, the followings are noted:
 - (a) the approved "CDA" schemes are at different stages of implementation;
 - (b) there are no insurmountable difficulties on the developers' side that would hinder the implementation of the approved schemes; and
 - (c) should there be any outstanding issues causing delays to the developments, 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 PlanD for advice.

4.3 Summary

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

	With No Approved MLP	With Approved MLP	Total
No. of Sites Proposed for Retention	20 (Appendix I)	23 (Appendix IV)	43
No. of Sites Already Agreed for Rezoning	1 (Appendix II)	3 (Appendix V)	4
No. of Sites Subject to Review	3 (Appendix III)	-	3
No. of Sites have Potential for Rezoning	-	5 (Appendix VI)	5
Total number of "CDA" si	tes designated for	more than 3 years	55

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**

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 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**; and
- (c) note the agreement of the Committee to rezone the sites mentioned in paragraphs 4.1.3 and 4.2.2 and detailed at **Appendices II** and **V**; the sites which are subject to review in paragraph 4.1.4 and details at **Appendix III**; and the sites with potential for rezoning in paragraph 4.2.3 and details at **Appendix VI**.

ATTACHMENTS

Appendix I	List of "CDA" Sites with No Approved MLP and Proposed for Retention
Appendix II	List of "CDA" Site with No Approved MLP and Agreed for Rezoning
Appendix III	List of "CDA" Site with No Approved MLP and Subject to Review
Appendix IV	List of "CDA" Sites with Approved MLP and Proposed for Retention
Appendix V	List of "CDA" Site with Approved MLP and Agreed for Rezoning
Appendix VI	List of "CDA" Sites with Approved MLP and Potential for Rezoning
Plan 1 Plan 2 Plan 3	Location Plan of "CDA" Sites in Hong Kong District Location Plan of "CDA" Sites in Kowloon District Location Plan of "CDA" Sites in Tsuen Wan, Kwai Tsing and West Kowloon District
Plans 4 to 61	Extract Plans for Individual "CDA" Sites

Planning Department May 2015

List of "CDA" Sites with No Approved MLP and Proposed for Retention

(Total: 20 – H 28, H 60, K 19, K 25, K 30, K 39, K 42, K 52, K 55 to K 60, TW 2, TW 23 & TW 32 to TW 35) (Plans 4 to 20)

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
H 28 (Plan 4)	Adjacent to Man Yiu Street, Central Reclamation Phase III, Hong Kong (5.23 ha) (single ownership)	15	 According to the Notes for the "Comprehensive Development Area" ("CDA") zone, development on the site is subject to a maximum building height (BH) restriction of 50mPD and 16mPD respectively for the proposed commercial development on the western part and the landscaped pedestrian deck with commercial facilities below on the eastern part of the zone as indicated by a pecked line on the outline zoning plan (OZP). According to the final recommendation of the "Urban Design Study for the New Central Harbourfront" ("UDS"), the subject "CDA" site will be developed as a comprehensive development of office and retails uses in low to medium rise separate building blocks connected by a large landscaped deck, with a maximum gross floor area (GFA) of 157,400m². The planning and design brief incorporating the above recommendations is being refined by Planning Department (PlanD) and will be submitted to the Town Planning Board (the Board) in due course. The "CDA" designation should be retained to provide guidance on the proper development of the site.
H 60 (Plan 5)	Wing Lee Street/ Shing Wong Street, Sheung Wan (0.07 ha) (multiple ownership)	3	 The Wing Lee Street site was excised from the Urban Renewal Authority (URA) Staunton Street/Wing Lee Street Development Scheme Plan and zoned "CDA" on the draft Sai Ying Pun & Sheung Wan OZP No. S/H3/26 which was exhibited for public inspection on 8.7.2011. The Wing Lee Street site covers 1 to 12 Wing Lee Street and 17 and 19 Shing Wong Street. The existing tenement buildings (built in the late 1950's) on Wing Lee Street are of Chinese tenement style with Art Deco influence and are special in terms of their rather uniform design and contextual setting on a terrace. The buildings at 17 and 19 Shing Wong Street, built in the same period, form an integral part of the cluster. The "CDA" zone is intended primarily to preserve the existing character and ambience of the Wing Lee Street area. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development for residential and/or commercial uses should be planned in a comprehensive manner. Residential use and ground floor shop and services use in an existing building are always permitted.

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
			 redevelopment project to be carried out by URA, URA has renovated the four acquired blocks at 5, 7, 8 & 9 Wing Lee Street and invited the University of Hong Kong, Hong Kong Youth Federation and Hong Kong Arts Centre to make better use of the blocks. The "CDA" designation should be retained to realize the planning intention.
K 19 (Plan 6)	Area bounded by Choi Hung Road and Lung Cheung Road in Diamond Hill, Kowloon (7.18 ha) (Government land)	21	 The development option for the "CDA" site was revised to provide predominantly public rental housing and housing units built under Home Ownership Scheme. Wong Tai Sin District Council (WTSDC) was consulted on 10.9.2013 and 8.7.2014, and generally accepted the revised development option. (<i>The Committee agreed on 8.5.2015 that the draft Planning Brief for the "Comprehensive Development Area" Site in Diamond Hill was suitable for consultation with the WTSDC and the consultation is scheduled for 19.5.2015.</i>) The "CDA" designation should be retained to facilitate comprehensive and integrated planning over the design and layout of the future development of the site.
K 25 (Plan 7)	South of Sham Mong Road and East of Hing Wah Street West, South West Kowloon (4.5 ha) (Government land)	16	 PlanD and Housing Department (HD) consulted the Sham Shui Po District Council (SSPDC) on the draft PB for the PRH development at the site several times between June 2009 and June 2010. The PRH proposal, as presented to SSPDC in June 2010, would provide 2,000 PRH units with wet market, public transport interchange, public open space and social welfare facilities. A majority of the SSPDC members strongly requested that community facilities such as civic centre should be developed and they objected to any residential development on the site. At the Legislative Council joint Development and Housing Panel meeting held on 10.12.2010, Panel members requested HD to strive to map out an acceptable solution for the site with the SSPDC. HD advised that the SSPDC would be consulted on the revised scheme and the draft PB before submission to the Board for approval. On 5.3.2013, HD and PlanD consulted SSPDC on the revised preliminary development proposal. HD proposed to develop 5 PRH blocks with 1 ha public open space (POS), public transport interchange (PTI), a government, institution and community (GIC) facility block and a social welfare facility block. The proposed development would provide about 2,800 units with a population of around 8,650. Majority of SSPDC members has no objection to the development of PRH on the site. On 25.10.2013, the Committee considered the draft PB and agreed that the draft PB was suitable for consultation with SSPDC. On 5.11.2013, PlanD consulted SSPDC on the

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
			 draft PB. SSPDC had no adverse comment on the draft PB, some expressed concerns on the provision of market stalls, transport and pedestrian facilities, and visual and environmental impacts. Having regard to their concerns, the draft PB was further revised and endorsed by the Committee on 13.12.2013. The endorsed PB has been distributed to concerned bureaux/departments/organizations (including HD) for retention on 13.12.2013. The site is used as temporary works area for the implementation of Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) up to 2015. The "CDA" designation should be retained to provide guidance on the future development of the site.
K 30 (Plan 8)	Western portion of the area bounded by Sung Wong Toi Road, To Kwa Wan Road, Mok Cheong Street, and Kowloon City Road, Ma Tau Kok, Kowloon (Zoned "CDA(1)" on OZP) (0.54 ha) (multiple ownership)	15	 K30, K39 and K40 were originally covered by a single "CDA" zone. To meet the objections to the Ma Tau Kok OZP No. S/K10/8, the Board decided to sub-divide it into 3 "CDA" zones and the proposed amendments were confirmed on 15.10.1999. The "CDA(1)" site is under multiple ownership. Such designation would facilitate urban renewal initiatives for the site and prevent piecemeal redevelopment. The "CDA" zoning would help to phase out the non-conforming uses (such as vehicle repair workshops) upon redevelopment, and address possible residential/industrial (I/R) interface problems. It is appropriate to retain the "CDA(1)" zoning to facilitate comprehensive redevelopment of the area.
K 39 (Plan 9)	Middle part of the area bounded by Sung Wong Toi Road, To Kwa Wan Road, Mok Cheong Street, and Kowloon City Road, Ma Tau Kok, Kowloon (Zoned "CDA(2)" on the OZP) (0.84 ha) (multiple ownership)	15	 K30, K39 and K40 were originally covered by a single "CDA" zone. To meet the objections to the Ma Tau Kok OZP No. S/K10/8, the Board decided to sub-divide it into 3 "CDA" zones, and the amendments were confirmed on 15.10.1999. The "CDA(2)" site is under multiple ownership. The latest MLP was approved by the Committee on 5.12.2003. On 29.11.2007, the applicant, submitted an application for the entire "CDA(2)" site for extension of the time (EOT) for commencement of the approved development for two years. However, there was insufficient time to process the application before the planning permission lapsed on 5.12.2007. As the building plans approved by the BA on 30.11.2009 only covered part of the permitted development, it is considered that the approved development was not commenced before 5.12.2007 as required under the planning permission. The planning permission for the approved development is regarded lapsed.

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
			• It is appropriate to retain the "CDA" zoning to facilitate comprehensive redevelopment of the area.
K 42 (Plan 10)	J/O Cheong Hang Road and Winslow Street, Hung Hom, Kowloon (0.47 ha) (single ownership)	15	 Two sites are linked to form a single "CDA" so as to achieve greater flexibility in building design. The "CDA" designation is to facilitate redevelopment of the sites to non-residential use for screening traffic noise and existing funeral facilities. The "CDA" designation should be retained to ensure proper development of the site and that the environmental and visual impacts are adequately addressed.
K 52 (Plan 11)	 56 Fuk Tsun Street & 1 Lime Street, Mong Kok, Kowloon (KIL 11170) (Zoned "CDA(1)" on OZP) (0.04 ha) (single ownership and Government land) 	11	 The MLP approved by the Committee on 5.12.2003 and application for EOT for commencement of development approved by Director of Planning (D of Plan) under the delegated authority of the Board on 5.12.2007 for 2 years until 5.12.2009, has expired. Lease modification has not been submitted. Building plans are yet to be submitted. The lot owner (Tung Wah Group of Hospitals) indicated on 9.12.2014 that they are still interested to pursue the development. The site is under single ownership (i.e. it involves 1 private owner and Government land). There would be opportunities to integrate the preservation of the historical temple (Grade 3 historic building) on the site through comprehensive development. The "CDA" designation should therefore be retained.
K 55 (Plan 12)	Area on the Eastern Side of Kai Tak River in Kai Tak City Centre North, Kai Tak (Zoned "CDA(1)") on OZP) (1.77 ha) (Government land)	7	 The "CDA (1)" site together with the "CDA(2)" site under K56 fall within Kai Tak City Centre area and they are located next to each other with the proposed Kai Tak River in between. The "CDA(1)" site is intended for a comprehensive office/hotel/retail development subject to a PR of 10 and a maximum building height of 200mPD in the east to allow for a landmark building in the City Centre and 40mPD in the west for the cascading low-rise structure. The cascading low-rise structure should descend from 40mPD to 15mPD towards the Kai Tak River or the curvilinear walkway. Both the "CDA(1)" site and the adjacent "CDA(2)" site will be developed for office/hotel/retail uses. Kai Tak Development is now at the implementation stage and necessary infrastructure is being provided to serve the development sites in phases. The "CDA" designation should be retained to realize the planning intention.

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
K 56 (Plan 12)	Area on the Western Side of Kai Tak River in Kai Tak City Centre North, Kai Tak (Zoned "CDA(2)" on OZP) (1.97ha) (Government land)	7	 The "CDA(2)" site together with the "CDA(1)" site under K55 above fall within the Kai Tak City Centre area and they are next to each other with the proposed Kai Tak River in between. The "CDA(2)" site is intended for a low-rise cascading commercial development subject to a PR of 4.5 and a maximum building height of 40mPD. The cascading low-rise structure should descend from 40mPD to 15mPD towards the Kai Tak River or the curvilinear walkway. Both the "CDA(2)" site and the adjacent "CDA(1)" site will be developed for office, hotel and retail uses. Kai Tak Development is now at the implementation stage and necessary infrastructure to serve the development sites is being provided in phases. The "CDA" designation should be retained to realize the planning intention.
K 57 (Plan 13)	Tai Hang Sai Estate, Shek Kip Mei, Kowloon (2.09 ha) (single ownership)	4	 The estate is held and managed by the Hong Kong Settlers Housing Corporation Limited (HKSHCL) for low cost housing by way of private treat grant. Given the large size and sensitive location of the site in Shek Kip Mei and large amount of GFA involved, the site was rezoned from "R(A)" to "CDA" on 9.4.2010 to provide adequate planning control. A maximum PR of 5.5 and a maximum BH of 90mPD/130mPD and a 25-wide non-building area are stipulated. Since rezoning to "CDA". The Government has been liaising with HKSHCL to explore the way forward for the comprehensive redevelopment of the estate. The "CDA" designation should be retained to ensure proper development of the site (including urban design and landscape) and relevant concerns (including impacts on traffic, environment, drainage, sewerage, visual and air ventilation) are adequately addressed.
K 58 (Plan 14)	To the east of Lung Tsun Stone Bridge Preservation Corridor in Kai Tak City Centre North, Kai Tak (Zoned "CDA(3)" on OZP) (2.00ha) (Government land)	3	• The "CDA(3)" site together with the "CDA(4)" and "CDA(5)" sites abutting the Lung Tsun Stone Bridge Preservation Corridor are designated to ensure their disposition and design would be in harmony with the Preservation Corridor. Taking into account the winning entry of the Design Idea Competition for Preservation Corridor for Lung Tsun Stone Bridge Remnants announced in January, 2014, planning briefs will be prepared to set out the special design feature for these three "CDA" sites to ensure a harmonious environment with the Preservation Corridor. The "CDA(3)" site is intended for commercial use with a maximum PR of 5.0 and maximum SC of 65%. In order to provide a more open view towards the Kowloon City and the Lion Rock, the eastern part of the site is subject to a lower BH restriction of 13mPD

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
			 while the remaining area will be subject to a maximum BH of 80mPD. Kai Tak Development is now at the implementation stage and necessary infrastructure is being provided to serve the development sites in phases. The "CDA" designation should be retained to realize the planning intention.
K 59 (Plan 14)	To the west of Lung Tsun Stone Bridge Preservation Corridor in Kai Tak City Centre North, Kai Tak (j/o Road D1 and Road L7) (Zoned "CDA(4)" on OZP) (0.63ha) (Government land)	3	 The "CDA(4)" site together with the "CDA(3)" and "CDA(5)" sites abutting the Lung Tsun Stone Bridge Preservation Corridor are designated to ensure their disposition and design would be in harmony with the Preservation Corridor. Taking into account the winning entry of the Design Idea Competition for Preservation Corridor for Lung Tsun Stone Bridge Remnants announced in January, 2014, planning briefs will be prepared to set out the special design feature for these three "CDA" sites to ensure a harmonious environment with the Preservation Corridor. The "CDA(4)" site is intended for commercial use with a maximum PR of 4.5, maximum BH of 70mPD and maximum SC of 65%. Kai Tak Development is now at the implementation stage and necessary infrastructure is being provided to serve the development sites in phases. The "CDA" designation should be retained to realize the planning intention.
K 60 (Plan 14)	To the west of Lung Tsun Stone Bridge Preservation Corridor in Kai Tak City Centre North, Kai Tak (facing the Multi-purpose Sports Complex) (Zoned "CDA(5)" on OZP) (1.38ha) (Government land)	3	 The "CDA(5)" site together with the "CDA(3)" and "CDA(4)" sites abutting the Lung Tsun Stone Bridge Preservation Corridor are designated to ensure their disposition and design would be in harmony with the Preservation Corridor. Taking into account the winning entry of the Design Idea Competition for Preservation Corridor for Lung Tsun Stone Bridge Remnants announced in January, 2014, planning briefs will be prepared to set out the special design feature for these three "CDA" sites to ensure a harmonious environment with the Preservation Corridor. The "CDA(5)" site is intended for residential use with a maximum PR of 5.0, maximum BH of 110mPD and maximum SC of 40%. Kai Tak Development is now at the implementation stage and necessary infrastructure is being prepared to realize the planning intention.
TW 2 (Plan 15)	North of Lai King Hill Road, Kau Wa Keng, Kwai Chung, New Territories	22	 The planning approval under Application No. A/KC/200 expired on 12.4.2004. The "CDA" zone is under multiple ownership and comprising considerable number of lots with various lot sizes with fragmented and

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
	(5.08 ha) (multiple ownership)		 uncoordinated piecemeal residential developments. The "CDA" site has poor accessibility and minimal infrastructural and utility provisions. In view of the above, maintain the "CDA" zoning. It is considered appropriate to avoid piecemeal redevelopment and to ensure comprehensive development of the Kau Wa Keng area incorporating the necessary transport, environmental, infrastructure and utility provisions. A land use review for the "CDA" zone of the site has been undertaken by PlanD in 2012. Since the site is currently without public sewer and is located close to Lai King Hill Road, Director of Environmental Protection (DEP) does not support the proposed "Village Type Development" ("V") zone for the site from the water quality, sewerage, air quality and traffic noise impact points of view. The review recommended that the "CDA" zoning should be retained to ensure adequate control on future development so as to address the traffic noise, air quality and sewerage problems of the area. To provide public sewerage to these locations under "CE 50/2007 (DS) - North District Sewerage Stage 2 (Remainder) and Sewerage to Chuen Lung, Kau Wa Keng Old Village and Lo Wai - Investigation, Design and Construction Project" to prevent water pollution, EPD and DSD have consulted the villagers since 2008. Previously, the majority of the villagers objected to the drainage works. Recently, in a consultation held on 27.11.2014, the majority of the village representative, supported the above works. EPD and DSD are liaising with those who are still objecting to the proposal.
TW 23 (Plan 16)	19-31 Ma Tau Pa Road, Tsuen Wan, New Territories (Zoned "CDA(1)" on OZP) (0.55 ha) (single ownership)	17	 The site is located at the periphery of Tsuen Wan East Industrial Area. The main reason of rezoning the sites from "Industrial" ("I") to "CDA" is to help alleviate the I/R interface problem of the area. Although no development proposal has been received, the site is under single ownership and has the potential for redevelopment. As advised by DEP, the site was considered not suitable for pure residential development due to environmental reasons. As such, the site should be retained as "CDA" to ensure adequate planning control on future redevelopment so as to address the I/R interface problem of the area.
TW 32 (Plan 17)	North of Wang Wo Tsai Street near the junction of Sha Tsui Road and Luen Yan Street, Tsuen Wan, New Territories	4	• The site is located at the northern part of Tsuen Wan East Industrial Area. The site is currently occupied by four industrial buildings, among which, three industrial buildings are under single ownership. The main reason of rezoning the site from "T" to "CDA" in 2010 was to bring forward the recommendation of the Area

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
	(Zoned "CDA(3)" on OZP) (about 1.1 ha) (single ownership for 3 buildings and multiple ownership for 1 building)		 Assessment 2009 of Industrial Land in the Territory which aimed to facilitate comprehensive residential development with commercial facilities and open space provision. This rezoning could eliminate the potential I/R interface problem between the future developments on the northern part of Tsuen Wan East Industrial Area and the existing industrial uses to the south of Yeung Uk Road. More importantly, it would give the impetus for land use restructuring and upgrading the environment of the Tsuen Wan East Area. DEP has concern on the potential I/R interface problem and that the serious traffic noise generated from Texaco Road could not be satisfactorily addressed through redevelopment of individual private industrial buildings with uncertain redevelopment programme. DEP has also been very concerned that the phasing out of existing industrial noise problems and aerial emissions and plume impingement impacts from the nearby industrial operations. In this respect, DEP considered that a "CDA" approach would be more appropriate for the subject site to address the environmental issues within the site in a more comprehensive, cohesive and flexible manner. The Committee approved on 16.1.2015 an application no. A/TW/452 for proposed comprehensive residential development for the entire "CDA(3)" zone lodged by the applicant who is one of the lot owners in the zone (TWTL160). It is a proposed phased and separate residential development so that the other land owners in the zone (TWTL160). It is a proposed phased and separate residential development so that the other land owners in the zone (TWTL160). It is a proposed phased and separate residential development so that the other land owners in the zone can make amendments to the approved Master Layout Plan of the application no. A/TW/452, subject to approval by Town Planning Board . In view of the above, the site should be retained as "CDA" to ensure adequate planning control on future redevelopment so as to address the I/R interface/ environmental p
TW 33 (Plan 18)	North-east of Wang Wo Tsai Street at the junction of Yeung Uk Road and Texaco Road, Tsuen Wan, New Territories (Zoned "CDA(4)" on OZP) (about 1.3 ha) (single ownership for 3 buildings and	4	• The site is located at the northern part of Tsuen Wan East Industrial Area. The site is currently occupied by six industrial buildings, among which, three industrial buildings are under single ownership. The main reason for rezoning the site from "T" to "CDA" in 2010 was to bring forward the recommendation of the Area Assessment 2009 of Industrial Land in the Territory which aimed to facilitate comprehensive residential development with commercial facilities and open space provision. This rezoning could eliminate the potential I/R interface problem between the future developments on the northern part of Tsuen Wan

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
	multiple ownership for the remaining 3 buildings)		East Industrial Area and the existing industrial uses to the south of Yeung Uk Road. More importantly, it would give the impetus for land use restructuring and upgrading the environment of the Tsuen Wan East Area.
			 DEP has concern on the potential I/R interface problem and that the serious traffic noise generated from Texaco Road could not be satisfactorily addressed through redevelopment of individual private industrial buildings with uncertain redevelopment programme. DEP has also been very concerned that the phasing out of existing industrial uses in the area would likely require a very long lead time to materialize. The future residents of redeveloped sites would be subject to industrial noise problems and aerial emissions and plume impingement impacts from the nearby industrial operations. In this respect, DEP considered that a "CDA" approach would be appropriate for the subject site to address the environmental issues within the site in a more comprehensive, cohesive and flexible manner. In view of the above, although no development proposal has been received, the site should be retained as "CDA" to ensure adequate planning control on future redevelopment so as to address the I/R interface / environmental problems of the area.
TW 34 (Plan 19)	South of Wang Wo Tsai Street at the junction of Yeung Uk Road and Kwu Hang Road, Tsuen Wan, New Territories (Zoned "CDA(5)" on OZP) (about 0.7 ha) (single ownership for 2 buildings and multiple ownership for the remaining 4 buildings)	4	 The site is located at the northern part of Tsuen Wan East Industrial Area. The site is currently occupied by six industrial buildings, among which, two industrial buildings are under single ownership. The main reason for rezoning the site from "T" to "CDA" in 2010 was to bring forward the recommendation of the Area Assessment 2009 of Industrial Land in the Territory which aimed to facilitate comprehensive residential development with commercial facilities and open space provision. This rezoning could eliminate the potential I/R interface problem between the future developments on the northern part of Tsuen Wan East Industrial Area and the existing industrial uses to the south of Yeung Uk Road. More importantly, it would give the impetus for land use restructuring and upgrading the environment of the Tsuen Wan East Area. DEP has concern on the potential I/R interface problem and that the serious traffic noise generated from Texaco Road could not be satisfactorily addressed through redevelopment of individual private industrial buildings with uncertain redevelopment programme. DEP has also been very concerned that the phasing out of existing industrial uses in the area would likely require a very long lead time to materialize. The future residents of redeveloped sites would be subject to industrial noise problems and aerial emissions and plume impingement impacts from

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
			 the nearby industrial operations. In this respect, DEP considered that a "CDA" approach would be appropriate for the subject site to address the environmental issues within the site in a more comprehensive, cohesive and flexible manner. In view of the above, although no development proposal has been received, the site should be retained as "CDA" to ensure adequate planning control on future redevelopment so as to address the I/R interface/environmental problems of the area.
TW 35 (Plan 20)	South of Wang Wo Tsai Street and north of Yeung Uk Road, Tsuen Wan, New Territories (Zoned "CDA(6)" on OZP) (about 0.5ha) (multiple ownership)	4	 The site is located at the northern part of Tsuen Wan East Industrial Area. The site is currently occupied by four industrial buildings and a temporary open storage. All these individual lots are under single ownership. The main reason of rezoning the site from "I" to "CDA" in 2010 was to bring forward the recommendation of the Area Assessment 2009 of Industrial Land in the Territory which aimed to facilitate comprehensive residential development with commercial facilities and open space provision. This rezoning could eliminate the potential I/R interface problem between the future developments on the northern part of Tsuen Wan East Industrial Area and the existing industrial uses to the south of Yeung Uk Road. More importantly, it would give the impetus for land use restructuring and upgrading the environment of the Tsuen Wan East Area. DEP has concern on the potential I/R interface problem and that the serious traffic noise generated from Texaco Road could not be satisfactorily addressed through redevelopment of individual private industrial buildings with uncertain redevelopment programme. DEP has also been very concerned that the phasing out of existing industrial uses in the area would likely require a very long lead time to materialize. The future residents of redeveloped sites would be subject to industrial noise problems and aerial emissions and plume impingement impacts from the nearby industrial operations. In this respect, DEP has considered that a "CDA" approach would be appropriate for the subject site to address the environmental issues within the site in a more comprehensive, cohesive and flexible manner. In view of the above, although no development proposal has been received, the site should be retained as "CDA" to ensure adequate planning control on future redevelopment so as to address the I/R interface / environmental problems of the area.

List of "CDA" Sites with No Approved MLP and Agreed for Rezoning

	(Total: 1	- K 40)) (Plan	21)
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Site Ref.	Location	No. of Years	Progress of Rezoning
No.	(Site Area)	Designated "CDA"	
No. K 40 (Plan 21)	(Site Area) Eastern portion of the area bounded by Sung Wong Toi Road, To Kwa Wan Road and Mok Cheong Street, Ma Tau Kok, Kowloon (Zoned "CDA(3)" on OZP) (1.45ha) (multiple ownership and Government land)	Designated "CDA" 15	 The "CDA(3)" site is under multiple ownership and also includes Government land. Such designation is intended to facilitate urban renewal in Ma Tau Kok and address possible I/R interface problems. It is currently occupied by six factory buildings, the Hong Kong Society for the Blind (HKSB) factory cum sheltered workshop and two GIC sites (i.e. The Kowloon Animal Management Centre (AMC) and the ex-EMSD Workshop). Given its size, the number of private lots and Government land involved, land assembly is an issue that impedes redevelopment. To enhance the prospect of implementation, consideration has been given to rezoning the Government land portion for public housing development. Besides, HKSB has applied for redevelopment of the existing 3-storey development under the "Special Scheme on Privately Owned Sites for Welfare Uses" launched by the Labour and Welfare Bureau. In March 2015, HKSB submitted a revised redevelopment. It was proposed to rezone the HKSB's site to "G/IC" to facilitate in-situ redevelopment. (<i>The relevant zoning amendments were agreed by the Committee on 17.4.2015 and gazetted on 15.5.2015.</i>)

(Total: 3 – K 27, K 31 & K 54) (Plans 22 to 24)

Site Ref.	Location (Site Area)	No. of Years	Progress of Rezoning
No. K 27 (Plan 22)	(Site Area) Adjacent to Lai Hong Street (NKILs 6003RP, 6052 and Government land, to be known as NKIL 6357) South West Kowloon (2.37 ha) (multiple ownership)	Designated "CDA" 16	 The MLP was first approved by the Committee on 30.10.1998 and its latest MLP was approved by the Committee on 28.6.2001. On 16.6.2006, the Committee agreed to extend the commencement of development of the approved development proposal for 2 years until 28.6.2008. No land exchange was executed and no building plans were submitted. The planning permission lapsed on 28.6.2008. The site comprising two warehouses on both sides on Lai Fat Street is adjacent to existing schools and proposed public housing development at NWKR Site 6 and HOS at Fat Tseung Street West. Having regard to the lack of progress of implementation in the past few years and the future housing developments in the surrounding area, it is considered that a planning review of the "CDA" zoning can be conducted to ascertain the lot owners' plan for comprehensive redevelopment under the "CDA" zoning and reconsider whether the site could be rezoned to speed up the redevelopment process. During the planning review, it is noted that the lot owner of Kerry Hung Kai Warehouse has strong intention to redevelop the lot for residential use to meet the current acute housing demand, while there is no response from the lot owner of Yuen Fat Wharf and Godown. In order to facilitate redevelopment of the warehouses and maintain adequate planning control to achieve coordinated redevelopment for the site, ensuring that there would not be adverse impacts on the surrounding residential neighbourhood, the "CDA" zoning of the site is proposed to be retained at this juncture.
K 31 (Plan 23)	J/O Kowloon City Road and Ma Tau Kok Road, Ma Tau Kok, Kowloon (13 Streets) (2.84 ha) (multiple ownership)	16	 The "CDA" site is under multiple ownership. Such designation would facilitate urban renewal initiatives for the site and prevent piecemeal redevelopment that would pre-empt optimum comprehensive redevelopment and urban restructuring. The planning intention is to facilitate the restructuring of the obsolete area of Ma Tau Kok and phasing out of the non-conforming uses (such as vehicle repair workshops), and addressing possible I/R interface problems. It would also facilitate the provision of supporting GIC and open space facilities, thus addressing shortfalls in the district. The Kowloon City District Urban Renewal Forum (KC DURF) has been set up to advise the Government on the district-based urban renewal initiatives. To facilitate redevelopment in the

Site Ref.	Location	No. of Years	Progress of Rezoning
No.	(Site Area)	Designated "CDA"	
			area, the KC DURF has proposed to subdivide the "CDA" into 2 or 3 "CDAs" so as to reduce the difficulty in land assembly land for redevelopment. It is also recommended that community facilities, such as the elderly services, and a public pedestrian passageway be provided within the sub-divided CDA sites to meet the needs of the local community and to enhance the connectivity with Kai Tak Development Area. KC DURF's proposal was submitted to the Government for consideration in January 2014. As a large number of owners, tenants and operators will be affected, the Administration is assessing the appropriate implementation mechanism to take forward the proposals before finalization of the zoning amendments.
K 54	J/O Ma Tau Kok Road and To Kwa Wan Road	8	The "CDA" site is located at the waterfront of Ma Tau Kok. It is intended for residential development
(Plan 24)	(including Ming Lun Street), To Kwa Wan (5 Streets) (1.86 ha) (multiple ownership)		 with retail facilities. In view of the prominent waterfront location and to enable a continuous promenade from Ma Tau Kok/To Kwa Wan to Kai Tak, a 20m-wide promenade is required within the site for public enjoyment purpose. The "CDA" site is under multiple ownership. Such designation is intended to facilitate urban renewal initiatives for the site and prevent piecemeal redevelopment. The "CDA" zoning will also ensure the provision of the public waterfront promenade upon redevelopment. To facilitate redevelopment in the area, KC DURF has proposed to subdivide the "CDA" into 2 "CDAs". The PR for the "CDA" zone covering the existing residential portion is proposal to be relaxed from 5 to 6.5 to provide incentive for redevelopment. KC DURF's proposal was submitted to the Government for consideration in January 2014. The Administration is working on details of the development proposal and preparing the required assessments before finalization of the zoning amendments.

List of "CDA" Sites with Approved MLP and Proposed for Retention

(Total: 23 – H 7, H 14A, H 19, H 21, H 23, H 29, H 35, H 36, H 39 to H 41, H 42, K 7, K 13, K 26, K 29, K 41, K 47A, TW 1 & TW 28 to TW 31) (Plans 25 to 47)

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"/"CRA"	Justifications for Retention
H 7 (Plan 25)	Hopewell Centre II, area to the west of Hopewell Centre bounded by Kennedy Road and Ship Street, Wan Chai, Hong Kong (Zoned "OU(CRA)" on OZP) (0.98 ha) (single ownership)	29	 The latest MLP (with Class A amendment to the MLP approved on 7.1.1994) was agreed by the Committee on 12.12.2008. The revised MLP was deposited in the Land Registry on 17.8.2009. Land exchange for the revised scheme was executed on 24.11.2012. The latest general building plans for the revised scheme was approved on 8.10.2014 and the latest site formation and hoarding plans for major part of the site were approved on 9.10.2014 and 7.11.2014 respectively. Compliance with planning approval conditions is in progress. The "Other Specified Uses" annotated "Comprehensive Redevelopment Area" ("OU(CRA)") designation should be retained to ensure implementation of the approved MLP and fulfilment of approval conditions.
H 14A (Plan 26)	J/O Fook Yum Road and King Wah Road, North Point, Hong Kong (Zoned "CDA(1)" on OZP) (0.35 ha) (single ownership)	31 (Part of site was first designated "OU(CRA)" on 26.8.1983. On 1.12.2000, the "OU(CRA)" and the adjoining "OU" annotated "Open Storage, Loading & Unloading Areas and Service Car Parking" zones were rezoned to "CDA(1)" to facilitate implementation of comprehensive development.)	 On 4.9.2009, the Committee endorsed the PB for the site to provide guidance for proposed residential and office development. On 18.12.2009, the Committee approved with conditions a MLP for the proposed residential development (Application No. A/H8/398). The latest general building plans for the proposed residential development were approved by the Building Authority (BA) on 15.8.2012. Compliance with planning approval conditions is in progress. Another MLP (Application No. A/H8/417) for office development with eating place, shop and services was approved by the Committee with conditions on 15.3.2013. The latest building plans for the proposed office scheme were approved by BA on 24.10.2014. Lease modification application is being processed by Lands Department. Compliance with planning approval conditions is in progress. The "CDA" designation should be retained to ensure implementation of approved MLP and approval conditions.

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"/"CRA"	Justifications for Retention
H 19 (Plan 27)	Taikoo Place, 979 King's Road, Quarry Bay, Hong Kong (2.22 ha) (single ownership)	10	 The first MLP for a two-phased development was approved by the TPB on 19.10.1990. The site was rezoned "Commercial (1)" on 22.8.2003, but the "CDA" zoning was reverted on 9.7.2004 to partially meet an objection to the OZP. Phase 1 of the development consisting of Lincoln House and Dorset House has been completed. Phase 2 involves the redevelopment of three remaining industrial buildings at the site, namely Cornwall House and Somerset House into Building 2A, and Warwick House into Building 2B. There are 2 valid MLPs for the site (Application No. A/H21/96 approved on 9.8.1999 and Application No. A/H21/132 approved on 4.3.2011) with different designs for the Phase 2 buildings. For Application No. A/H21/96, the latest building plans for Buildings 2A and 2B were approved on 18.2.2015 and 5.5.2015 respectively. For Application No. A/H21/132, the latest building plans for Buildings 2A and 2B were approved on 18.2.2015 and 5.5.2015 respectively. Construction works of Building 2A is in progress. The "CDA" designation should be retained to ensure proper implementation of Phase 2 development and approval conditions.
H 21 (Plan 28)	Comprehensive Development Area including Piers No. 4, 5 and 6, Central, Hong Kong (Zoned "CDA(2)" on OZP) (1.89 ha) (single ownership)	20	 The site was first designated on 11.11.1994, which included Piers No. 4 to 7 and the adjoining area. On 4.1.2002, the TPB decided to excise Pier 7 from the "CDA" zone and the amendment was gazetted on 22.2.2002. The site is zoned "CDA(2)" on the OZP and its development is subject to a maximum GFA of 55,740m² for retail shops, offices and hotels. According to the final recommendation of the UDS, the site together with the adjoining "Commercial" ("C") site to its immediate east will be developed in a comprehensive manner as a new civic node and a mixed-used precinct. The planning and design brief incorporating the above recommendations is being refined and will be submitted to the Board. On 3.5.2013, the Committee approved with conditions a planning application (No. A/H4/90) for the refurbishment works of Central Piers 4 to 6 with eating place, shop and services and open space uses. Compliance with planning approval conditions is in progress. The "CDA" designation should be retained to ensure implementation of approved MLP and approval conditions.
H 23 (Plan 29)	Oil Street (ex-Government Supplies Department Depot), North Point, Hong Kong (1.17 ha) (single ownership)	19	 The site was designated "CDA" on 1.12.1995. On 8.8.1997, the Committee approved the PB for the site to provide guidance for proposed commercial and residential development with the provision of public open space. A revised PB was endorsed by the Committee on 10.8.2007 and further updated on 23.1.2009. The major development parameters of the endorsed

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"/2CDA"	Justifications for Retention
		"CDA"/"CRA"	 PB have been incorporated into the land sale conditions. The site was sold on 25.8.2011. A planning application (No. A/H8/414) for comprehensive hotel, residential and open space development was approved with conditions by the Committee on 24.8.2012. The latest building plans were approved on 27.11.2014. Compliance with planning approval conditions is in progress. The "CDA" designation should be retained to ensure implementation of the approved MLP and approval conditions.
H 29 (Plan 30)	Former Lingnan Campus Site at Stubbs Road, Hong Kong (1.6 ha) (single ownership)	15	 The PB to guide the future development was endorsed by the Committee on 9.10.2009. The major development parameters of the endorsed PB had been incorporated into the land sale conditions. The site was sold on 12.5.2011. A planning application for proposed comprehensive residential development (Application No. A/H12/26) was approved by the Committee on 20.7.2012. The applicant submitted two applications No. A/H12/26-1 and A/H12/26-2 on 9.11.2012 and 6.6.2014 respectively for Class B amendments to the approved MLP. These applications were approved by the D of Plan on 15.2.2013 and 3.9.2014 respectively under the delegated authority of the Board. Compliance with planning approval conditions is in progress. The building plan submission was first approved on 6.2.2014. Construction works is underway and the proposed development is expected to be completed by 2nd quarter of 2018. The "CDA" designation should be retained to ensure proper implementation of the approved MLP and approval conditions.
H 35 (Plan 31)	Site at Chai Wan Road, Chai Wan, Hong Kong (Zoned "CDA(1)" on OZP) (1.04 ha) (single ownership)	13	 The MLP was first approved on 8.2.2002. Two subsequent applications for extension of time limit were approved. The planning permission was lapsed on 9.2.2011. The developer submitted a revised scheme under application No. A/H20/159 on 17.10.2008. The application was subsequently rejected by the Board on review on 11.12.2009. On 5.3.2010, the applicant lodged an appeal against the Board's decision. The appellant abandoned the appeal on 5.2.2014. A planning application (No. A/H20/177) was submitted on 17.8.2012 and approved with conditions by TPB on review on 23.8.2013 for a proposed comprehensive residential development (with retail shops and a covered public transport terminus) at portion of the site zoned "CDA(1)", and a public open space at the remaining portion of the site zoned "Open Space".

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"/"CRA"	Justifications for Retention
			• The "CDA" designation should be retained to ensure implementation of the approved MLP and approval conditions.
H 36 (Plan 32)	Site to the immediate west of the MTR Chai Wan Station, Hong Kong (0.35 ha) (single ownership)	13	 On 19.3.2010, the Committee agreed that the "CDA" site to the immediate west of the Mass Transit Railway (MTR) Chai Wan Station, covering the open-air transport terminus and the Chai Wan Flatted Factory (CWFF) site, should be rezoned. Subsequently, the area occupied by the open-air public transport terminus has been partly rezoned from "CDA" to "Road" on 20.1.2012 to reflect its planning intention for bus/minibus terminus uses while the remaining area of the site (i.e. CWFF) remains as "CDA" zone. The "CDA" site is subject to potential air and noise pollution generated by the nearby industrial uses and rail/road traffic. HD has proposed to convert the Chai Wan Flatted Factory building (CWFF) for PRH development with a view to preserving the last 'H' type factory building. On 20.2.2013, the Antiquities Advisory Board (AAB) confirmed CWFF as Grade 2 historic building. The draft PB for the proposed conversion scheme was considered by the Committee on 8.2.2013. On 28.2.2013, the Eastern District Council (DC) was consulted on the draft PB and Members of Eastern DC generally had no objection to the public housing project and the PB. A planning application (No. A/H20/178) for conservation and conversion of the existing CWFF to PRH was approved with conditions by the Committee on 16.8.2013 The building plan submission was approved on 29.10.2013. Compliance with planning approval conditions is in progress. The "CDA" designation should be retained to ensure implementation of the approved MLP and approval conditions.
H 39 (Plan 33)	Kai Yuen Street, North Point, Hong Kong (Zoned "CDA(2)" on OZP) (1.53 ha) (multiple ownership)	7	 The site was designated "CDA(2)" on 8.6.2007. The MLP for comprehensive residential development was first approved with conditions on 14.12.2009. Application No. A/H8/401 for amendment to the MLP was approved with conditions on 12.2.2010. A s.16A application No. A/H8/401-1 for Class B amendments to the approved development proposal was approved by the Committee on 14.1.2011. The D of Plan under the delegated authority of the TPB approved on 12.2.2014 another s.16A application No. A/H8/401-2 for EOT for commencement of development until 12.2.2018. The latest general building plans for Phase 1 development was approved by the BA on 11.9.2013. Compliance with planning approval conditions is in progress. The "CDA" designation should be retained to ensure implementation of the approved MLP and approval

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"/"CRA"	Justifications for Retention
			conditions.
H 40 (Plan 34)	Ming Wah Dai Ha, 1-25 A Kung Ngam Road, Shau Kei Wan, Hong Kong (3.53 ha) (single ownership)	6	 The site was designated "CDA" on 7.11.2008. The PB for comprehensive redevelopment for residential use incorporating major development parameters and requirements was endorsed by the Committee on 23.9.2011. Hong Kong Housing Society's MLP (Application No. A/H9/69) for comprehensive redevelopment of the site was approved with conditions by Committee on 15.3.2013. The redevelopment scheme will be implemented in 3 phases for completion by 2036. General building plans for the redevelopment have yet to be approved. Compliance with planning approval conditions is in progress. The "CDA" designation should be retained to ensure implementation of the approved MLP and approval conditions.
H 41 (Plan 35)	Ex-Wong Chuk Hang Estate, Aberdeen & Ap Lei Chau, Hong Kong (7.17 ha) (single ownership)	4	 The PB for the proposed comprehensive residential and commercial development, rail station and depot, public transport interchange, social welfare facilities and bus and public light bus termini was endorsed by the Committee on 4.11.2011. The MLP for the proposed comprehensive residential and commercial development (Application No. A/H15/254) was approved by the Committee on 8.2.2013. The property development of the site will tie in with the completion of the South Island Line (East) and will be implemented by phases. Compliance with planning approval conditions is underway. General building plans have not been received yet. The "CDA" designation should be retained to ensure implementation of the approved MLP and approval conditions.
H 42 (Plan 36)	Ex-North Point Estate, North Point, Hong Kong (Zoned "CDA(3)" on OZP) (2.93 ha) (single ownership)	5	 The PB for comprehensive residential and commercial uses with public transport terminus, public coach park, GIC facilities and public open space was endorsed by the Committee on 10.7.2009. Based on the PB, the site was zoned "CDA(3)" on 19.3.2010. Amendments to the PB were endorsed by Committee on 24.7.2010 and 21.1.2011 respectively. The site was sold on 11.7.2012. The MLP for the proposed comprehensive residential, commercial (eating place, shop and services), public open space, GIC uses, public coach park and public transport terminus development (Application No. A/H8/419) at the site was approved with conditions by Committee on 8.11.2013. The latest building plans for Phases 1A, 1B and 2 of the development were approved on 28.10.2014, 7.1.2015 and 23.12.2014 respectively. Compliance with planning approval conditions is in progress.

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"/"CRA"	Justifications for Retention
			• The "CDA" designation should be retained to ensure implementation of the approved MLP and approval conditions.
K 7 (Plan 37)	Whampoa Garden, Hung Hom, Kowloon (18.61 ha) (multiple ownership)	11	 The MLP for Whampoa Garden was first approved by the Board on 19.10.1983. The planning intention of the "CDA" zone is to provide residential accommodation with self-contained commercial and community facilities and open space. As all the essential proposals have been completed, it was proposed to down-zone the Whampoa Garden from "CDA" to various sub-zonings of "R(A)" and "C". The draft Hung Hom OZP No. S/K9/17, incorporating the down-zoning proposal, was gazetted on 28.4.2003. During the statutory exhibition period of the draft Hung Hom OZP No. S/K9/17, strong local objections were received against the down-zoning of the Whampoa Garden mainly for reasons that there was still undeveloped non-domestic GFA. The retention of the "CDA" zoning with the requirement of MLP submission would allow the TPB and resident through public consultation to have better control over the unique features and design of Whampoa Garden as a whole when any development proposal was made. The Board upheld the objections and the Whampoa Garden was rezoned back to "CDA". The Hung Hom OZP No. S/K9/18, incorporating the "CDA" zoning of the Whampoa Garden, was gazetted on 17.2.2004. As there are no changes in the planning circumstances, the "CDA" zoning should be retained.
K 13 (Plan 38)	Area bounded by Cha Kwo Ling Road, Ko Fai Road and Victoria Harbour, Yau Tong Bay, Kowloon (9.91 ha) (multiple ownership)	22	 Part of the site was first designated as "CDA" in 1993 with its boundary revised twice. The OZP incorporating the boundary and the development parameters of the current "CDA" site was approved on 28.11.2008 and the related PB was endorsed by the Committee on 9.4.2010. A consortium formed by the lot owners submitted the MLP for the "CDA" site to Board for consideration in March 2010. The application was approved by the Committee on 8.2.2013. An application for amendments to the approved scheme was submitted in January 2014 to retain the water pumping station on site and to revise the building block design. The application was approved with conditions by the Committee on 16.1.2015. The "CDA" designation should be retained to provide guidance on the future development of the site.
K 26 (Plan 39)	West Rail, Nam Cheong Station, South West Kowloon (4.62 ha) (single ownership)	16	The MLP (Application No. A/K20/27) for comprehensive residential and commercial development was approved by Committee on 17.12.1999. An amended MLP for comprehensive residential and commercial development (Application No. A/K20/116) was submitted in April 2011. The proposed MLP aimed to comply with the new Sustainable Building Design

Location	No. of Years	Justifications for Retention
(Site Area)	Designated	
	"CDA"/"CRA"	 Guidelines and to increase the supply of small to medium-sized flats. Opportunity was also taken to make improvements to the scheme to meet the rising community aspirations. The application was approved with conditions by the Committee on 17.6.2011. The land grant of the site was executed on 31.1.2012. A s.16A Application (No. A/K20/116-1) for Class B Amendments to the approved scheme (No. A/K20/116) was approved with conditions by D of Plan under the delegated authority of the TPB on 16.11.2012. The s.16A Application seeks to refine the development scheme in accordance with building regulations and other technical requirements. Major amendments include building form and disposition adjustments, increase in number of units and increase in carparking spaces. A planning application for amendments to the approved scheme (Application No. A/K20/119) mainly related to the Landscape Master Plan and tree preservation proposal was submitted on 14.1.2013. The application (No. A/K20/119-1) for Class B Amendments to the approved scheme (No. A/K20/119-1) for Class B Amendments to the approved scheme (No. A/K20/119-1) for Class B Amendments to the approved with conditions by D of Plan under the delegated authority of the Board on 24.10.2013. The s.16A Application seeks to refine the approved scheme upon detailed design and technical considerations. Major amendments include changes in the building forms, podium profile, layout of emergency vehicular access (EVA) and LMP. The major development parameters, (including PR, total GFA, BH restriction, number of block/tower, podium coverage) remain unchanged. The "CDA" designation should be retained to ensure implementation of the approved MLP and fulfilment of approval conditions.
Guangzhou – Shenzhen – Hong Kong Express Rail Link (XRL), West Kowloon Terminus Area bounded by Lin Cheung Road, Jordan Road and Road D1, adjacent to Austin Station, West Kowloon Reclamation, Kowloon (Zoned "CDA(1)" on OZP) (5.88 ha) (Government land)	5	 This site is surrounded by major roads and located in the middle of several major developments including the Airport Railway Kowloon Station, West Rail Austin Station and the proposed West Kowloon Cultural District. A Traffic Impact Assessment was completed by the Civil Engineering Development Department (CEDD) in May 2008 on behalf of PlanD to examine the traffic impact if the site is developed largely for office use. It was found that pure office/commercial use within the site would generate insignificant traffic impact when compared with the planned "CDA" uses (a combination of both domestic and non-domestic uses) as stipulated on the previous OZP. On 29.5.2009, the site was rezoned "CDA(1)" on the draft South West Kowloon OZP No. S/K20/23, incorporating a maximum PR of 5 for 'office/commercial' uses only, and maximum BH restrictions ranging from 90 mPD to 115mPD.
	(Site Area) Guangzhou – Shenzhen – Hong Kong Express Rail Link (XRL), West Kowloon Terminus Area bounded by Lin Cheung Road, Jordan Road and Road D1, adjacent to Austin Station, West Kowloon Reclamation, Kowloon (Zoned "CDA(1)" on OZP)	(Site Area)Designated "CDA"/"CRA"Image: CDA"/"CRA"Image: CDA"/"CRA"//"CRA"Image: CDA"/"CRA"Image: CDA"/"CRA"//"CRA'/"CRA'//"CRA'//"CRA'//"CRA'//"CRA'/"C

Site Ref.	Location	No. of Years	Justifications for Retention
No.	(Site Area)	Designated "CDA"/"CRA"	
			 Kowloon Terminus (WKT) of the Express Rail Link at the site was approved on 4.12.2009. The MLP for topside office/commercial development was approved with conditions by the Committee on 7.5.2010. Building plans for the proposed topside development were approved on 9.11.2011. While the WKT is expected to be completed by 2017, topside development is expected to be completed in phases between 2020 and 2022, subject to land disposal strategies yet to be finalised. The "CDA" designation should be retained to ensure implementation of approved MLP and fulfilment of approval conditions.
K 41 (Plan 41)	35 Clear Water Bay Road, Ngau Chi Wan, Kowloon (2.17 ha) (multiple ownership)	15	 The MLP was first approved with conditions by the Committee on 3.2.2006. Application for extension of time for commencement of development and minor amendments to the approved scheme (A/K12/34-2) was approved on 3.2.2010 for 3 years until 3.2.2013. The revised MLP was deposited in Land Registry on 14.1.2014. Detailed design of the development to comply with approval conditions is underway. Building plans for the proposed development were approved on 27.5.2011. The land exchange application is being processed by Lands Department. The "CDA" designation should be retained to ensure implementation of the approved MLP and fulfilment of approval conditions.
K 47A (Plan 42)	South of Hung Luen Road, Hung Hom, Kowloon (Zoned "CDA(1)" on OZP) (1.6 ha) (single ownership)	7	 K 47A and K 47B were first zoned "CDA" on 6.4.2001 with a maximum GFA of 201,230m² and a maximum BH restriction of 75mPD in the northern part descending to 40mPD near the waterfront. The "CDA" site was divided into "CDA(1)" (K 47A) and "CDA(2)" (K 47B) on 29/2/2008 on the draft Hung Hom OZP No. S/K9/21 and the OZP was approved on 5.5.2009. The subject "CDA(1)" site is planned for hotel, retail and public transport interchange uses and subject to a maximum plot ratio of 4, a maximum building height of 75mPD in the northern part descending to 15mPD near the waterfront, and a site coverage restriction of 80%. PB for the "CDA(1)" site was endorsed by the TPB on 19.6.2009. The "CDA(1)" site was sold by tender in December 2011. On 19.7.2013, a MLP (Application No. A/K9/256) was approved with conditions by the TPB. On 19.9.2013, the applicant submitted another s.16 application (Application No. A/K9/260) to the Board for amendments to the approved MLP. On 13.12.2013, the revised MLP was approved with conditions by the TPB. Building plans for the proposed development were approved on 14.10.2014. The "CDA(1)" designation should be retained to

Site Ref. No.	Location (Site Area)	No. of Years Designated	Justifications for Retention
		"CDA"/"CRA"	
			ensure proper development of the site and relevant concerns are adequately addressed.
TW 1 (Plan 43)	J/O Kwok Shui Road and Cheung Wing Road, Kwai Chung, New Territories (1.23 ha) (single ownership)	22	 The MLP for proposed hotel and service apartments with shops and services (retail/commercial) under application No. A/KC/241 was first approved by the Committee on 17.3.2000. Subsequently, a set of building plans for the above development was approved on 20.2.2003. Hence, the proposed development under application No. A/KC/241 was deemed commenced. An application for minor amendment to the approved MLP was approved by DPO/TWK on 19.1.2005 under delegated authority. Approval conditions are yet to be complied with. The existing soy sauce factory on the site is still in operation. The "CDA" designation should be retained to ensure implementation of the approved MLP and fulfilment of approval conditions. Planning applications Nos. A/KC/241-1 for proposed hotel and service apartments with shops and services (retail/commercial) and A/KC/369 for proposed hotel and flats with shop and services (retail/commercial) uses were received on 26.5.2011 and 4.5.2011 respectively. Both applications were subsequently withdrawn on 19.1.2012. On 20.4.2012, the draft Kwai Chung OZP No. S/KC/26 incorporating building height (BH) restrictions to various zones including a max. BH restriction of 120mPD imposed on the subject site was gazetted. The owner of the site submitted a representation proposing to relax the building height restriction against Board's decision made on 12.10.2012 not to uphold the applicant's legitimate expectation; irrationality in the building height restriction against Board's decision made on 12.10.2012 not to uphold the applicant's legitimate expectation; irrationality in the building height restriction imposed on the subject site and an interim stay of submitsion of the OZP to the Chief Executive in Council (CE in C) for approval pending the determination of the 2ZP to the Chief Executive in Council (CE in C) for approval pending the determination of the OZP. Another JR application teremines tay of the OZP. Another JR a

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"/"CRA"	Justifications for Retention
			scheduled on 17-19 February 2016.
TW 28 (Plan 44)	West Rail, Tsuen Wan West Station, Site TW5, Tsuen Wan, New Territories (5.93 ha) (Bayside and Cityside portion each under single ownership)	16	 The MLP was first approved by the Committee on 14.1.2000 (Application No. A/TW/280) for commercial and residential development above West Rail Tsuen Wan West Station. The planning Application No. A/TW/423 for amendments to the approved MLP was approved on 17.6.2011. On 27.11.2012 and 17.9.2013, two applications for Class B amendments to the approved MLP in respect of the Cityside portion (Application No. A/TW/423-1) and Bayside portion (Application No. A/TW/423-2) were approved with conditions by the D of Plan under the delegated authority of the TPB respectively. The Mass Transit Railway Corporation Limited (MTRCL) tendered the development sites (Bayside and Cityside portions) in January and August 2012. The Cityside portion was awarded to Chinachem Group's subsidiary company and the Bayside portion was awarded to Cheung Kong (Holdings) Limited. Land Grant applications for the Cityside and Bayside portions were executed on 19.4.2012 and 20.11.2012 respectively. The Bayside and Cityside portions of the Site TW5 will be developed under separate packages. The latest building plans for the proposed development at the Bayside and Cityside portions were submitted on 8.9.2014 and 16.12.2014 respectively. While the former was approved on 30.1.2015, the latter was approved by the BA on 13.3.2015. The "CDA" designation should be retained to ensure implementation of the approved MLP and fulfilment of approval conditions.
TW 29	West Rail, Tsuen Wan West Station, Site	16	• The MLP was first approved by the Committee on 17.8.2001 (No. A/TW/373).
(Plan 45)	TW7, Tsuen Wan, New Territories (2.40 ha) (multiple ownership)		 The planning Application No. A/TW/373-1 for Class B amendments to the approved MLP was approved on 24.7.2009. An application No. A/TW/434 for amendments to the approved scheme and minor relaxation of the maximum non-domestic PR restriction (for inclusion of 1,535m² non-domestic GFA for facilities of the covered drainage area, the 24-hour pedestrian walkway and the G/F covered pedestrian link in the proposed development) was approved by the MPC on 6.7.2012. Land Grant application was executed in December 2008. The Occupation Permit was issued by the BA on 19.9.2014. The application for Certificate of Compliance was submitted on 30.9.2014, but has not yet issued by DLO/TW&KT, LandsD. Approval conditions (b), (f) and (h) of Application No. A/TW/373-1 have not been fully complied with, subject to the consideration by the concerned departments on the applicant's submitted information.

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"/"CRA"	Justifications for Retention
			• The "CDA" designation should be retained to ensure implementation of the approved MLP and compliance of all approval conditions.
TW 30 (Plan 46)	West Rail, Tsuen Wan West Station, Site TW6, Tsuen Wan, New Territories (1.39 ha) (single ownership)	16	 The MLP was first approved by the Committee on 31.3.2000. The planning Application No. A/TW/284-1 for extension of time for commencement of approved development was approved by the Committee on 17.2.2006. The planning Application No. A/TW/430 for proposed comprehensive residential development and public sports centre (amendments to an approved scheme) was approved with conditions by the Committee on 10.2.2012. On 23.10.2013, an application (No. A/TW/430-1) for Class B amendments to the approved MLP was approved with conditions by D of Plan under the delegated authority of the Board. The MTRCL invited expressions of interest for the proposed development at Site TW6 on 6.12.2012. The site was awarded to New World Group and Vanke Property (Hong Kong) Company Limited in January 2013. The Land Grant application for the site was executed on 30.4.2013. The latest building plans for the proposed development were approved by the BA on 16.10.2014. The "CDA" designation should be retained to ensure implementation of the approved MLP and compliance of all approval conditions.
TW 31 (Plan 47)	Sha Tsui Road, Tsuen Wan, New Territories (Zoned "CDA(2)" on OZP) (about 1.0ha) (single ownership)	4	 The site is located at the northern part of Tsuen Wan East Industrial Area. The site was a piece of Government land. The main reason of rezoning the site from "I" to "CDA" in 2010 was to bring forward the recommendation of the Area Assessment 2009 of Industrial Land in the Territory which aimed to facilitate comprehensive residential development that would serve as a catalyst to facilitate and expedite the restructuring of the site and to upgrade the local environment. A non-building area of 15m wide is designed at the western boundary of the site to provide a link between Sha Tsui Road and a proposed open space to the south. The site has been granted to HA for proposed HOS development. An Application No. A/TW/451 for the proposed comprehensive residential development (HOS development with social welfare facility (Day Care Centre for the Elderly)), and minor relaxation of the total maximum PR and BH restrictions (amendments to an approved scheme) was approved by the Committee on 16.8.2013. The latest building plans of the HOS development was approved on 7.11.2014 by the Independent Checking Unit of Housing Department. The exercise of application should be retained to ensure implementation of the approved MLP and

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"/"CRA"	Justifications for Retention
			compliance of all approval conditions.

List of "CDA" Site with Approved MLP and Agreed for Rezoning

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"/"CRA"	Progress of Rezoning
H 14B (Plan 48)	23 Oil Street, North Point, Hong Kong (Zoned "CDA(1)" on OZP) (0.34 ha) (single ownership)	(Part of site was first designated "OU(CRA)" on 26.8.1983. On 1.12.2000, the "OU(CRA)" and the adjoining "OU" annotated "Open Storage, Loading & Unloading Areas and Service Car Parking" zones were rezoned to "CDA(1)" to facilitate implementation of comprehensive development.)	 The latest MLP was approved by the Committee on 10.6.2005. The hotel development was completed with Occupation Permit (OP) issued by the BA on 5.12.2008. On 19.3.2010, the Committee agreed in principle to rezone the site to reflect the hotel use. Due to resumption of the northern part of the site for the Central-Wanchai Bypass project, the Committee on 4.3.2011 agreed to delete/vary the approval conditions relating to the resumed area. In July 2011, it was found that all approval conditions had been fully complied with. The site will be rezoned "C" to reflect the planning intention for the site and the hotel use. As priority of district planning works has been accorded to the zoning amendments relating to housing sites, rezoning of the subject site could be made in the next round of OZP amendment. Given that the proposed development at the adjoining site (Site H 14A) (Plan 26) on the remaining part of the same "CDA(1)" zone is now under implementation, if opportunity arises, rezoning of the whole "CDA(1)" zone could be made comprehensively in one go upon completion of the adjoining development.
K 11 (Plan 49)	Airport Railway Kowloon Station, West Kowloon Reclamation, Kowloon (13.54 ha) (multiple ownership)	22	 The MLP was first approved by the Committee on 15.7.1994 and its latest MLP was approved by the Committee on 29.7.2005. Lease was executed in December 2000. General building plans for all packages approved. All developments on site have been completed. All the approval conditions were complied with in January 2012. On 15.3.2013, the Committee agreed to rezone the site to appropriate zonings to reflect the existing residential and commercial uses. Given the "CDA(1)" site (K 29) (Plan 40) opposite to the site across Lin Cheung Road for the proposed West Kowloon Terminus and its topside development of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) is being actively developed and will be connected with K 11 by three footbridges. The XRL and the terminus, is scheduled to be completed by 2017. Subject to completion of the development on K 29 and the full compliance with the relevant approval conditions, the "CDA" zoning of these 2 sites will be comprehensively

(Total: 3 – H 14B, K 11 & K 14) (Plan 48 to 50)

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"/"CRA"	Progress of Rezoning
			reviewed for rezoning to appropriate zonings to reflect the planning intention of the sites and the as-built conditions. The site will be rezoned when appropriate.
K 14 (Plan 50)	Former Marine Police Headquarters at Salisbury Road, Tsim Sha Tsui, Kowloon (1.17 ha) (single ownership)	21	 The lease was executed on 12.6.2003. The MLP was first approved by the Committee on 30.1.2004 and its latest MLP was approved by the Committee on 11.11.2005. The proposed development was completed in early 2009 with OP issued on 9.2.2009. All approval conditions were found to have been complied with in April 2012. The site would be rezoned to reflect the completed hotel and commercial development and the historical value of the site in next round of OZP amendments.

List of "CDA" Site with Approved MLP and Potential for Rezoning

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Rezoning
K 17 (Plan 51)	Ex-KMB Lai Chi Kok Bus Depot, 1 Po Lun Street, Lai Chi Kok, Kowloon (1.30 ha) (multiple ownership)	21	 The site is held under unrestricted lease. No lease modification is required. The approval conditions cannot be specified under the lease. The MLP for the comprehensive residential and commercial development (known as Manhattan Hill) was first approved by the Committee on 6.2.1998. The OP for Manhattan Hill was issued on 12.12.2006. The pedestrian footbridge connecting the development with the adjacent bus terminus and MTR Station under approval condition has been completed and opened to the public. An amendment to an approved scheme for hotel development at the existing KMB Headquarters Building within the "CDA" site (Application No. A/K16/31) was approved with conditions by the Committee on 5.9.2008. The planning permission lapsed on 6.9.2012. Application No. A/K16/37 for proposed eating place, office, shop and services at 7/F to 9/F of the KMB Headquarters Building withs has been discharged on 15.11.2011. Up to present, approval conditions (a) and (b) regarding the submission and implementation of revised MLP have only been partially complied with. Upon full compliance with the approval conditions, the CDA site has potential for rezoning to reflect the development at Manhattan Hill and the KMB Headquarters Building.
K 24 (Plan 52)	Pine Crest, Tai Po Road (NKIL 6419), Cheung Sha Wan, Kowloon (0.22 ha) (single ownership)	16	 The MLP was first approved by the Committee on 27.11.1998 and its latest amendments were approved by the D of Plan under the delegated authority of the Board on 20.7.2011. Lease modification was executed on 18.4.2008. Building plans were first approved on 23.12.2011 and latest building plans were approved on 9.12.2014. Development is expected to be completed by end 2015. Upon compliance with all the approval conditions and completion of the proposed development, there is potential to rezone the "CDA" site to reflect the residential use.
K 34 (Plan 53)	J/O of Inverness Road and Junction Road, Kowloon Tong, Kowloon (1.24 ha)	17	 The MLP was first approved by the Committee on 21.2.2003 and its latest amendments were approved on 1.4.2005 for public housing and school developments. The school development has been completed. In mid-2008, the Committee of Housing Development agreed to return the residential

(Total: 5 – K 17, K 24, K 34, K 47B & TW 26) (Plans 51 to 55)

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Rezoning
	(single ownership)		 portion of the subject "CDA" site to the Government for private residential development in view of its prime location in the Kowloon Tong area. The revised PB for the private residential development within the "CDA" zone was agreed by the Committee on 24.7.2009. The residential portion of the "CDA" zone was sold on 3.11.2010. On 15.4.2011, MLP for residential development within the "CDA" site was approved by the Committee with conditions. Building plans for the proposed development were first approved on 25.5.2011. Construction of the proposed development is in progress. Compliance of approval conditions is at an advance stage. Upon completion of the development, there is potential to rezone the site to appropriate zoning.
K 47B (Plan 54)	J/O Hung Luen Road and Kin Wan Street, Hung Hom, Kowloon (Zoned "CDA(2)" on OZP) (1.4 ha) (single ownership)	7	 K 47A and K 47B were first zoned "CDA" on 6.4.2001. The "CDA" was divided into "CDA(1)" (K 47A) and "CDA(2)" (K 47B) on 29/2/2008 on the draft Hung Hom OZP No. S/K9/21. The subject "CDA(2)" site is planned for office and retail uses and subject to a maximum PR of 4, a maximum BH of 75mPD in the northern part descending to 40mPD near the waterfront, and a site coverage restriction of 60%. PB for the "CDA(2)" site was endorsed by the Board on 19.6.2009. The "CDA(2)" site was sold in August 2011. On 20.4.2012, a MLP (Application No. A/K9/247) was approved with conditions by the Committee. Compliance of approval conditions is at an advance stage and general building plan was first approved in 2013. Construction of the proposed development is in progress. Upon completion of the proposed development, there is potential to rezone it to appropriate zoning.
TW 26 (Plan 55)	TWIL 5 and Lot 429 in DD 399, Ting Kau, New Territories (Zoned "CDA(1)" on OZP) (0.64 ha) (single ownership)	17	 The MLP was first approved by the Committee on 3.7.1998 and its latest MLP was approved by the Committee on 7.3.2005 for hotel development. The hotel development has been completed. OP was issued on 10.10.2006. TWIL 5 is held under a virtually unrestricted lease, so the approval conditions cannot be included in the lease. With the exception of the design and provision of a pedestrian access (PA) to the reclamation area next to Lido Beach, all planning approval conditions have been complied with. To comply with the remaining approval condition for the PA, the applicant submitted the detailed design and the geotechnical report for departmental comments on 3.3.2014. The concerned departments have provided their comments and the applicant has provided responses for further departmental consideration. On 4.9.2014, a meeting was held between the applicant and Head of Geotechnical Engineering

Site Ref.	Location	No. of Years	Justifications for Rezoning
No.	(Site Area)	Designated "CDA"	
			Office of Civil Engineering and Development Department (H(GEO), CEDD) to discuss the concerns on the geotechnical analysis of the concerned slopes. Additional investigation work of the concerned slopes has been undertaken and there is a need for amendment to the detailed design for the PA alignment and re-submission of geotechnical report for further departmental comment. On 13.3.2015, the applicant submitted the revised drawings and geotechnical report to H(GEO), CEDD for further consideration before submitting the revised design of the PA. A short term tenancy submission for the PA will be submitted to District Lands Officer/Tsuen Wan & Kwai Tsing for approval. The site has potential for rezoning to reflect the hotel use upon full compliance of the outstanding approval condition.

























































































































