

METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD

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

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

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

1. Purpose

This paper is to seek:

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

2. The Site and Its Surroundings

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

3. Land Aspect

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

4. Background

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

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

5. Planning Intention and Development Restrictions

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

6. Draft PB

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

Development Parameters

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

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

Urban Design and Landscape Requirements

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

Transport Requirements

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

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

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

GIC Facilities

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

Environmental, Drainage, Sewerage and Waterworks Requirements

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

7. Consultation

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

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

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

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

8. Way Forward

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

endorsement.

9. Advice Sought

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

10. Attachment

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

**PLANNING DEPARTMENT
JULY 2011**

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

1. PURPOSE OF THE PLANNING BRIEF

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

2. BACKGROUND

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

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

The Site

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

Surrounding Land Uses (Plans 2 and 3)

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

4. PLANNING REQUIREMENTS FOR THE “CDA” SITE

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

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

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

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

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

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

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

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

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

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

5. IMPLEMENTATION PROGRAMME

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

6. MASTER LAYOUT PLAN SUBMISSION

6.1 A MLP submitted to the Board for approval should contain all the information as required under the Notes of the OZP for the “CDA” zone of the Aberdeen & Ap Lei Chau OZP and to clearly demonstrate that the requirements stated in this PB have been complied with. Relevant requirements for the submission of MLP are provided in the Town Planning Board Guidelines for Submission of Master Layout Plan under Section 4A(2) of the Town Planning Ordinance. The MLP should indicate the following information:

- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
- (ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;
- (iii) the details and extent of GIC and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
- (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
- (v) a Landscape Master Plan for and an urban design proposal within the area;
- (vi) programmes of development in detail;
- (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;

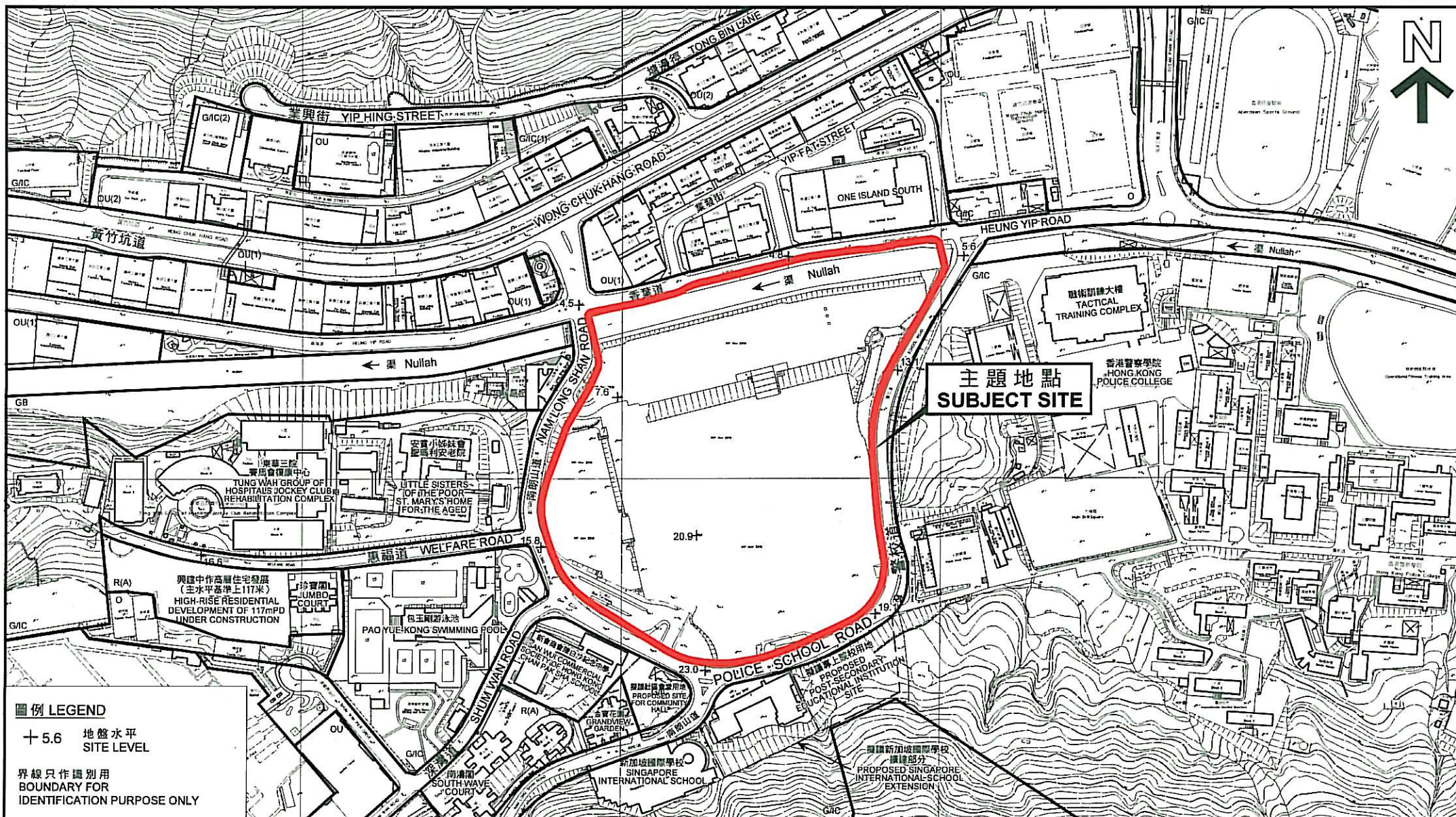
- (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (x) an air ventilation assessment report to examine any possible air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (xi) a visual impact assessment report to examine any possible visual impacts that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
- (xii) such other information as may be required by the Town Planning Board.

- 6.2 The MLP should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- 6.3 A copy of MLP, if approved by the Board, shall be deposited in the Land Registry and shall be made available for free public inspection in accordance with section 4A(3) of the Town Planning Ordinance.

7. ATTACHMENTS

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

**PLANNING DEPARTMENT
JULY 2011**



平面圖 SITE PLAN

本摘要圖於2011年6月17日擬備，
所根據的資料為測量圖編號
11-SW-24C, D, 15-NW-4A和B
EXTRACT PLAN PREPARED ON 17.6.2011
BASED ON SURVEY SHEETS No.
11-SW-24C, D, 15-NW-4A & B

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

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

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H15/10/220

圖 PLAN
2



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

由南灣閣眺望
VIEW FROM SOUTH WAVE COURT

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

實地照片 SITE PHOTO

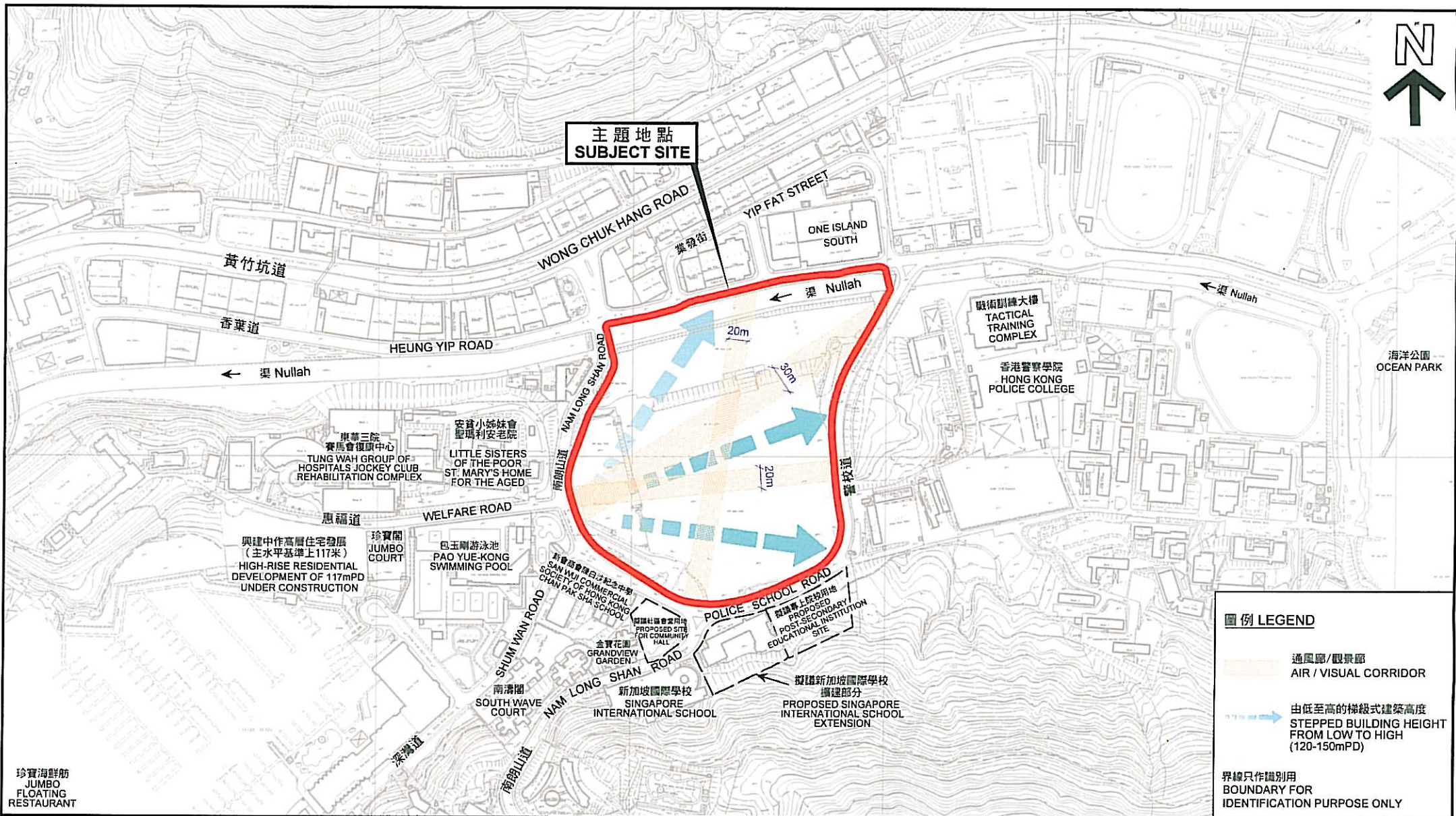
位於黃竹坑的「綜合發展區」用地
"CDA" SITE IN WONG CHUK HANG

規劃署
PLANNING
DEPARTMENT



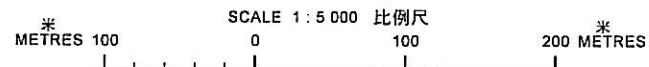
參考編號
REFERENCE No.
M/H15/10/221

圖 PLAN
3



主要城市設計考慮 MAJOR URBAN DESIGN CONSIDERATIONS

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



規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H15/10/237

圖 PLAN
4

本摘要圖於2011年6月17日擬備，
所根據的資料為測量圖編號
11-SW-23D，24C，D，25C，
15-NW-3B，4A，B和5A
EXTRACT PLAN PREPARED ON 17.6.2011
BASED ON SURVEY SHEETS No.
11-SW-23D, 24C, D, 25C,
15-NW-3B, 4A, B & 5A