

**RURAL AND NEW TOWN PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD**

**RNTPC Paper No. 13/13
For Consideration by the
Rural and New Town Planning Committee on 22.11.2013**

**CONSIDERATION OF THE DRAFT PLANNING BRIEF
FOR THE “COMPREHENSIVE DEVELOPMENT AREA (2)” SITE
AT WHITEHEAD, MA ON SHAN**

**Consideration of the Draft Planning Brief
for the “Comprehensive Development Area (2)” Site
at Whitehead, Ma On Shan**

1. Introduction

The purposes of this paper are to:

- (a) report to the Rural and New Town Planning Committee (the Committee) the results of the consultation with the Sha Tin District Council (STDC) on the draft planning brief (PB) for the “Comprehensive Development Area (2)” (“CDA(2)”) site (the Site) on the approved Ma On Shan Outline Zoning Plan (OZP) No. S/MOS/18; and
- (b) seek Members’ endorsement of the draft PB at **Annex I** for the provision of guidance for future development at the Site.

2. Background

- 2.1 The Whitehead headland was previously zoned “CDA” for comprehensive development for recreational, residential and/or commercial uses. After review, Planning Department (PlanD) proposed to rezone the site to two “CDA” and one “Recreation” (“REC”) zones to facilitate early implementation (**Plan 2 in Annex I**).
- 2.2 The amendments to the Draft Ma On Shan OZP in relation to the above rezoning proposal was exhibited for public inspection on 24.2.2012. A total of 7 representations and 42 comments were received. On 31.8.2012, the Town Planning Board (TPB) heard the representations and comments and decided not to amend the OZP to meet the representations. The draft OZP was approved by the Chief Executive in Council on 30.7.2013 and the approved OZP was exhibited for public inspection on 9.8.2013.
- 2.3 Under the OZP, the “CDA(2)” site is subject to a maximum GFA of 40,000 m² and a maximum building height of 50mPD. The development parameters of the “CDA(2)” are as follows:

Zoning/ Lot	CDA(2)
Gross site area (about)	3.77 ha.
Gross Floor Area (GFA) Restriction	40,000 m ²
Number of flat	500 ^(Note 1)
Population	1,500
Building Height Restriction	50mPD (equivalent to about 12 storeys)

Note 1: Based on an average flat size of about 80 m².

- 2.4 PBs will be prepared to guide the developments on respective “CDA” sites. Detailed planning requirements, including the provision of appropriate traffic and environmental mitigation measures, GIC, transport facilities and open space will be specified in the PBs.

3. **The Site and Its Surroundings**

- 3.1 The Site has an area of about 3.77 ha (subject to survey) and is zoned “CDA(2)” on the OZP (**Plans 1 and 2 and Photo at Plan 3 in Annex I**).
- 3.2 The site occupies the southwestern part of Whitehead headland and comprises elevated platforms with vegetation on the slopes. It is served by Yiu Sha Road to the immediate south of the site. Yiu Sha Road will be widened to two-way dual carriageway which is tentatively scheduled to be completed by 2017/18. A footbridge will be constructed across Yiu Sha Road for connection with a 24-hour pedestrian walkway provided within the “CDA(1)” site to the south (**Plan 4 in Annex I**). This would serve the residents and visitors travelling between the Ma On Shan Rail (MOS Rail) Wu Kai Sha Station to its further south and the recreational facilities at the Whitehead headland.
- 3.3 Located within the southwestern part of Whitehead headland, the Site is surrounded by a piece of flat land to the north which is zoned “REC” for comprehensive recreational development and a site to the east zoned “CDA(3)” for comprehensive residential development. To the west across an access road is the “Conservation Area” (“CA”) zone at To Tau and a “G/IC” zone for two sewage pumping stations. To the south across Yiu Sha Road is a site zoned “CDA(1)” for a comprehensive residential and commercial development with GIC facilities currently under construction.

4. **Planning Intention**

- 4.1 The planning intention of the “CDA” zone is for comprehensive development/redevelopment of the area for recreational, residential and/or commercial uses with provision of open space and other supporting facilities. For “CDA(2)” zone, it is intended for low to medium-density residential development to be developed in a comprehensive manner. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure, visual impact, air ventilation and other constraints.

5. **Draft PB**

- 5.1 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. The PB sets out the intended uses, development parameters, and the planning and design requirements to facilitate the preparation of a Master Layout Plan (MLP) submission by the future developer.

- 5.2 A general development concept for the Whitehead headland has been formulated and illustrated in **Plan 4** in **Annex I**. They will be translated into specific planning requirements of the individual “CDA” site.
- 5.3 The main requirements for the “CDA(2)” site are highlighted below:

Development Parameters

- 5.4 The Site, with an area of about 3.77 ha, is intended primarily for residential use with private open space and other supporting facilities. Development within the Site is subject to a total maximum GFA of 40,000 m². Assuming an average flat size of 80m², it is estimated that the Site would provide some 500 units. The maximum BH is 50 mPD (i.e. about 12 storeys) and a stepped building height profile descending from the southern part of the site to the northern part should be maintained.

Urban Design and Landscape Requirements

- 5.5 In addition to the BH restrictions, a number of urban design considerations should be adopted for the future development on the Site. Apart from the stepped building height profile, a 15m-wide visual corridor extending from the “CDA(1)” zone (**Plan 4** in **Annex I**) should be provided. Podium structure would not be permitted to respect the Site’s waterfront location. In addition, a visual impact assessment (VIA) and an air ventilation assessment (AVA) should be included in the MLP submission to ensure better air ventilation and visual permeability. The above visual corridor may be adjusted subject to the VIA and AVA in support of the MLP.
- 5.6 The applicant is also required to submit a landscape proposal in the form of a landscape master plan as part of the MLP submission. Existing trees on the Site should be retained where feasible. Greenery should be provided at various levels and forms, including vertical greening, with priority for tree planting at-grade. A minimum coverage of greenery of 30% of the site area should be provided with half of which at-grade.
- 5.7 Private open space of 1m² per person should be provided to serve the residents of the proposed residential development.

Transport Requirements

- 5.8 A comprehensive Traffic Impact Assessment (TIA) should be conducted by the applicant to the satisfaction of the Commissioner for Transport (C for T). The requirements and methodology of the TIA should be agreed with the C for T before its commencement. Should there be any improvement measures required for alleviating the identified adverse traffic impacts arising from the proposed development, the applicant should be responsible for the design, implementation and associated costs to the satisfaction of the C for T. The TIA should be submitted together with the MLP for the Board’s consideration.
- 5.9 The provision of ancillary car parking spaces and loading/unloading bays for the proposed development should be provided in accordance with the Hong Kong Planning Standards and Guidelines to the satisfaction of the C for T. As podium structure is not allowed, all parking and loading/unloading facilities are required to be provided in the basement and incorporated as part of the MLP submission.

Environmental, Drainage and Sewerage Requirements

- 5.10 An environmental assessment (EA) should be conducted by the applicant 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. The EA report should be completed to the satisfaction of the Director of Environmental Protection and submitted together with the MLP for consideration.
- 5.11 A drainage and sewerage impact assessment should be carried out by the applicant to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures. The assessment should be submitted together with the MLP for the Board's consideration.

6. STDC's Views on the Draft PB and PlanD's Responses

- 6.1 DHC of STDC was consulted on the draft PB on 31.10.2013. While STDC had no objection to the draft PB, a member asked if the development parameters have been intensified and concerned about the parking provision and pedestrian connection with rail station. The STDC passed a motion requesting for the construction of a cycling city at Whitehead headland in tandem with the "CDA(2)" development. Details of the motion are is at **Annex II**.
- 6.2 PlanD's responses are as follows:
- (a) The development parameters of the "CDA(2)" zone including GFA and building height have not been intensified which are in accordance with the requirements of the OZP.
 - (b) Car parking spaces for the proposed development should be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) to the satisfaction of the C for T.
 - (c) A footbridge will be constructed by Civil Engineering and Development Department (CEDD) across Yiu Sha Road for connection with a 24-hour pedestrian walkway within the "CDA(1)" site to the MOS Rail Wu Kai Sha Station in the south and such intention has been reflected in the PB.
 - (d) The planning intention of the "REC" zone to the north of the "CDA(2)" site is primarily for comprehensive recreational developments for the use of the general public. It encourages the development of sports, active and/or passive recreation and tourism/eco-tourism. Major recreational/sports facilities and uses in support of the recreational developments including cycling sports may be permitted subject to planning permission. In fact, part of the "REC" zone is currently used as velodrome for cycling training purpose. Besides, PlanD has relayed the proposal of a cycling city to Leisure and Cultural Services Department (LCSD) for consideration at the detailed design stage of the "REC" zone.

7. Proposed Amendments to the Draft PB

7.1 Views expressed by DHC of STDC are either not related to or have been duly reflected in the draft PB. As such, amendment to the draft PB is not necessary.

8. Consultation

8.1 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) Director of Housing;
- (c) District Lands Officer/Shi Tin, Lands Department;
- (d) Director of Leisure and Cultural Services; and
- (e) Director of Social Welfare.

8.2 The following Government bureaux/departments have no comment on the draft PB:

- (a) Secretary for Development;
- (b) Secretary for Education;
- (c) Chief Architect/Central Management Division 2, Architectural Services Department;
- (d) Chief Building Surveyor/New Territories West, Buildings Department;
- (e) Chief Engineer/Development(2), Water Supplies Department;
- (f) Chief Engineer/Mainland South, Drainage Services Department;
- (g) Chief Highways Engineer/New Territories West, Highways Department;
- (h) Chief Town Planner/Urban Design & Landscape, Planning Department;
- (i) Commissioner of Police;
- (j) Director of Agriculture, Fisheries & Conservation;
- (k) Director of Electrical and Mechanical Services;
- (l) Director of Environmental Protection;
- (m) Director of Fire Services;
- (n) Director of Food and Environmental Hygiene;
- (o) Government Property Administrator;
- (p) Head, Geotechnical Engineering Office, Civil Engineering and Development Department; and
- (q) Project Manager (NT North and West), Civil Engineering and Development Department.

9. Decision Sought

9.1 Members are invited to:

- (a) note the views of the STDC members as summarized in paragraph 6 and the motion in **Annex II**; and
- (b) endorse the draft PB in **Annex I**.

9.2 Should the Committee decide to endorse the draft PB, the development parameters set out in the PB will provide a framework for the future developer to prepare a MLP for the comprehensive residential development at the Site for the submission

to the Committee for consideration. The finalised PB will be provided to the future developer to guide future development at the Site.

10. Attachments

- | | |
|-----------------|--|
| Annex I | Draft Planning Brief for the “Comprehensive Development Area (2)” Site at Whitehead, Ma On Shan |
| Annex II | Motion on ‘Request for the Construction of a Cycling City at Whitehead Headland’ passed by the Development and Housing Committee of Sha Tin District Council on 31.10.2013 |

**PLANNING DEPARTMENT
NOVEMBER 2013**

(DRAFT)
PLANNING BRIEF FOR
THE “COMPREHENSIVE DEVELOPMENT AREA(2) ” SITE
AT WHITEHEAD HEADLAND, MA ON SHAN

1. PURPOSE OF THE PLANNING BRIEF

- 1.1. The purpose of this planning brief (PB) is to set out the planning parameters and development requirements for the “Comprehensive Development Area (2) ” (“CDA (2)”) site (the Site) at Whitehead in Ma On Shan (**Plan 1**). The Site is intended for a comprehensive private residential development with ancillary facilities.
- 1.2 This PB serves to provide guidance to facilitate the prospective developer in the preparation of a Master Layout Plan (MLP) to be submitted to the Town Planning Board (TPB) in the manner as required under the Notes of the approved Ma On Shan Outline Zoning Plan (OZP) No. S/MOS/18.

2. BACKGROUND

- 2.1 Whitehead headland was formerly occupied by the Whitehead Detention Centre for Vietnamese boat people in 1990s. With an area of 23.56 hectares and comprising all Government land, it was previously zoned “CDA” for comprehensive development for recreation, residential and/or commercial uses with the provision of open space and other supporting facilities.
- 2.2 In view of the aspiration of the local community for early implementation of the recreational and sports facilities and the need to boost the housing land supply, PlanD had undertaken a land use review of the Whitehead “CDA” site and considered that the original intention to use it for recreational and residential uses should be retained. However, rezoning of the site to individual uses was considered necessary in order to facilitate their early implementation.
- 2.3 A revised layout for Whitehead has been prepared (**Plan 2**) which comprises two residential sites under “CDA(2)” and “CDA(3)” zones and a “REC” site to accommodate sports and recreational uses. In addition,

two sites were proposed to be rezoned to “G/IC”. The site near Whitehead Sewage Pumping Station was to reserve site for the proposed new sewage pumping station and another near Starfish Bay is the long-term reserve for low-rise GIC use. There were also strips of land proposed to be rezoned to area shown as ‘Road’ as road reserve for site access, footpath and cycle track if necessary.

2.4 The amendments to the Draft Ma On Shan OZP in relation to the rezoning of the sites at Whitehead based on the above revised layout was exhibited for public inspection on 24.2.2012. A total of 7 representations and 42 comments were received. On 31.8.2012, the TPB heard the representations and comments and decided not to amend the OZP to meet the representations. The draft OZP was approved by the CE in C on 30.7.2013.

2.5 Under the OZP, the “CDA(2)” site is subject to a maximum GFA of 40,000 m² and a maximum building height of 50mPD. The development parameters of the “CDA(2)” are as follows:

Zoning/ Lot	CDA(2)
Gross site area (about)	3.77 ha.
GFA Restriction	40,000 m ²
Number of flat	500 ^(Note 1)
Population	1,500
Building Height Restriction	50mPD (equivalent to about 12 storeys)

Note 1: Based on an average flat size of about 80 m².

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

3.1 The site occupies the southwestern part of Whitehead headland and comprises elevated platforms with vegetation on the slopes (**Plan 1**). It is served by Yiu Sha Road to the immediate south of the site. Yiu Sha Road will be widened to two-way dual carriageway which is tentatively scheduled to be completed by 2017/18. A footbridge will be constructed across Yiu Sha Road for connection with a 24-hr pedestrian walkway provided within the “CDA(1)” site to the south. This would serve the residents and visitors travelling between the Ma On Shan Rail (MOS Rail)

Wu Kai Sha Station to its further south and the recreational facilities at the Whitehead headland.

- 3.2 Located within the southwestern part of Whitehead headland, the Site is surrounded by a piece of flat land to the north which is zoned “Recreation” (“REC”) for comprehensive recreational development and a site to the east zoned “CDA(3)” for comprehensive residential development. To the west across an access road is the “Conservation Area” (“CA”) zone at To Tau and a “G/IC” zone for two sewage pumping stations. To the south across Yiu Sha Road is a site zoned “CDA(1)” for a comprehensive residential and commercial development with GIC facilities currently under construction.

4. GENERAL DESIGN PRINCIPLES FOR THE SITES AT WHITEHEAD (PLAN 4)

- 4.1 It is the planning objective to develop Whitehead headland into a comprehensive recreational and residential development taking into account of its locational and topographical advantage. The general development concept for the Whitehead headland are illustrated in **Plan 4**.
- 4.2 The general design principles for the development of the sites at Whitehead headland are as follows:
- Whilst Whitehead headland is divided into a number of individual sites to facilitate early implementation. The development within each individual site should be planned in a comprehensive manner to ensure the developments are well co-ordinated to achieve the planning objective for the whole Whitehead. In this regard, submission of Master Layout Plan (MLP) to TPB is required for the “CDA” sites. Major recreational/sports facilities and uses in support of the recreational development also require planning application to the TPB.
 - The northern portion is intended primarily for comprehensive recreational developments for the use of the general public. The southern part is intended for comprehensive residential development taking into account its compatibility with the development at Lok Wo

Sha.

- A stepped building height profile will need to be maintained from Wu Kai Shai Station to Whitehead. In this regard, the building heights of the existing and proposed developments are decreasing from inland location to the waterfront. Stepped building height profile is also necessary within individual sites.
- Visual corridors with reasonable width between building as indicated in Plan 4 will need to be provided to improve visual permeability and improve air ventilation.
- The natural shoreline of Whitehead should be preserved. At the areas along the coastline, only footpath and cycle track is recommended.
- Given its waterfront location, podium structures are not permitted.
- Pedestrian linkage with Wu Kai Sha Station to the south is required to ensure that the recreational facilities at the northern part of Whitehead will be accessible by the general public.
- A strip of land across “REC”, “CDA(3)” and “CDA(1)” zones is restricted to a building height of two storeys to serve as an airpath to facilitate air ventilation in the area.
- The existing vegetation at the “REC”, “CDA(2)” and “CDA(3)” sites should be preserved as far as possible.
- The implementation programme for individual development should tie in with the programme for infrastructural provision, particularly sewerage and road infrastructure.

5. PLANNING REQUIREMENTS FOR THE “CDA(2)” SITE

Item	Particulars	Remarks
Major Development Parameters		
Planning Intention	<p>This zone is intended for comprehensive development of the area primarily for residential use with supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure, visual impact, air ventilation and other constraints.</p> <p>Minor relaxation of the GFA and building height restrictions may be considered by the TPB on application under section 16 of the Town Planning Ordinance.</p>	
Proposed Uses	Primarily residential use with supporting facilities	
Site Area	About 3.77 ha.	<p>Plan 2</p> <p>Subject to verification upon setting out of site boundary.</p>
Maximum GFA	40,000 m ²	
Maximum Building Height	50mPD	Podium structure is not permitted in view of the waterfront location.
Maximum Site Coverage	Not exceeding those stipulated in the Building (Planning) Regulation	

Planning Requirement		
Urban Design Consideration	<p>The following urban design considerations, should be taken into account when formulating development proposal:</p> <ul style="list-style-type: none"> - adopt a stepped height profile descending towards the waterfront to create greater visual interests.; - provide a 15m wide visual corridor as indicated in Plan 4 to enhance visual permeability and air ventilation. The visual corridor (including its location and width) may be adjusted subject to visual impact assessment and air ventilation assessment to be conducted for the proposed development at the Site; - pay special attention to the interface between the proposed development and the adjoining developments at “CDA(1)”, “CDA(3) and “REC” zones. - A MLP should be prepared in accordance with TPB Guidelines No.18A. 	<p>Please also refer to visual aspect and air ventilation aspect.</p> <p>In the MLP submission to the TPB, the applicant is required to demonstrate that the development, including the car park and podium (if any), can comply with the Sustainable Building Design Guidelines promulgated in the Practice Note for Authorised Persons, Registered Structural Engineers and Registered Engineers APP-152 issued by the Building Authority.</p>
Open Space Provision	Not less than 1m ² private local open space (LOS) per person for residents of the Site should be provided.	The private LOS should be provided preferably at-grade or at other suitable locations.
Visual Aspect	Visual Impact Assessment (VIA) should be carried out by	The VIA should be conducted in accordance with the “TPB PG-No.41 –

	<p>the applicant to examine any possible visual impacts that may be caused by the proposed development and suitable mitigation measures should be proposed. The VIA should be submitted together with the MLP for the consideration by the TPB.</p>	<p>Guidelines on Submissions of Visual Impact Assessment for Planning Application to the Town Planning Board”.</p>
<p>Landscape and Tree Preservation Aspects</p>	<ul style="list-style-type: none"> - Minimum coverage of greenery of 30% of the site area with half of which at-grade - Provide tree planting at ground level is preferable - Retain existing trees where feasible, particularly mature trees in good condition. A tree survey and tree preservation proposal should be prepared in accordance with the Lands Administration Office Practice Notes 7/2007. <p>A landscape proposal in the form of a Landscape Master Plan (LMP) should be prepared and submitted by the applicant as part of the MLP submission and should illustrate:</p> <ul style="list-style-type: none"> - a master landscape plan indicating the concept of hard and soft landscaping; - tree preservation and planting proposals, including landscaping 	

	<p>proposals for non-building areas/set-back;</p> <ul style="list-style-type: none"> - amenities, street furniture and facilities, where appropriate, to be provided - the relationship of the development with the surrounding, especially with the “REC” zone to the north and the “CDA(3)” to the east of the Site. <p>The LMP should include amongst others the following landscape design principles:</p> <ul style="list-style-type: none"> - optimise greening opportunity, in particular tree planting within the development at grade, various building levels, roof and vertical façade, - integrate the provision of pedestrian linkage with that of the open space networks; 	
Car Parking, Loading and Unloading Provision	<p>The ancillary car parking spaces and loading/unloading bays for the proposed development should be provided in accordance with HKPSG to the satisfaction of the C for T.</p> <p>All parking and loading/unloading facilities are required to be provided in the basement and incorporated as part of the MLP submission.</p>	Provision should be up to the satisfaction of the Commissioner for Transport (C for T).

Other Technical Requirement		
Traffic and Transport Aspect	<ul style="list-style-type: none"> - Footbridge (including landing) across Yiu Sha Road to be provided to connect with 24-hr pedestrian walkway through the “CDA(1)” zone at Lok Wo Sha connecting to Wu Kai Sha Station. The works of this footbridge will be carried out by the Government. - Widening of Yiu Sha Road to 2-way dual carriageway will be carried out by the Government. - A comprehensive Traffic Impact Assessment (TIA) should be conducted by the applicant to the satisfaction of C for T. It is advisable that the requirements and methodology of the TIA are agreed with the C for T before its commencement. Should there be any improvement measures required for alleviating the identified adverse traffic impacts arising from the proposed development, the applicant should be responsible for the design and implementation to the satisfaction of the C for T. The TIA should be submitted together with the MLP for the consideration 	

	by the TPB.	
Air Ventilation Aspect	<p>Good design features and possible air ventilation problem areas should be identified and effective mitigation measures should be proposed to minimize the possible adverse air ventilation impacts within the site and to the nearby areas. Design options should be investigated for practically optimizing the air ventilation performance. The building layout and orientation should assist the penetration of the summer and annual prevailing winds.</p> <p>An Air Ventilation Assessment (AVA) should be prepared by the applicant and submitted as part of the MLP submission.</p>	<p>The AVA should be conducted in accordance with the Housing, Planning and Lands Bureau Technical Circular No. 1/06 and Environment, Transport and Works Bureau Technical Circular No. 1/06 on Air Ventilation Assessment taking into account the relevant chapter of HKPSG on air ventilation and/or any other relevant technical documents issued by the Governmentl</p>
Environmental Aspect	<p>An Environmental Assessment (EA) should be conducted by the applicant 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. The EA report should be completed to the satisfaction of the Director of Environmental Protection and submitted together with the MLP for consideration by the TPB.</p>	<p>In the design and disposition of the building blocks, due regard should be given to protecting noise sensitive receivers, i.e. residential blocks, through various measures such as setback and provision of noise barriers.</p>

Drainage and Sewerage Aspects	<p>A drainage and sewerage impact assessment should be carried out by the applicant to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures. The assessment should be submitted together with the MLP for consideration by the TPB.</p> <p>The layout of the proposed development should cater for the drainage reserve and water works reserve as shown on the lease plan of the subject lot to the satisfaction of the Director of Drainage Services and the Director of Water Supplies respectively.</p>	
Cultural Heritage Aspect	<p>Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department should be made if any development might affect the Wu Kai Sha Site of Archaeological Interest and its immediate environs.</p>	

6. IMPLEMENTATION PROGRAMME

An implementation programme is required as part of the MLP submission to indicate the construction programme of the proposed development and the associated facilities, landscaped walkway, open space, amenity, etc, where appropriate.

7. MASTER LAYOUT PLAN SUBMISSION

7.1 A MLP submitted to the TPB for approval should contain all the information as required under the Notes of the OZP for the “CDA(2)” zone of Ma On Shan 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 TPB PG-No. 18A – Submission of MLP 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 Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
- (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
- (v) the urban design, landscaping and tree preservation proposals within the area;
- (vi) programme of development in detail;
- (vii) an environmental assessment report including an ecological assessment 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) 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;
- (xi) 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; and
- (xii) such other information as may be required by the TPB.

7.2 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.

8. ATTACHMENTS

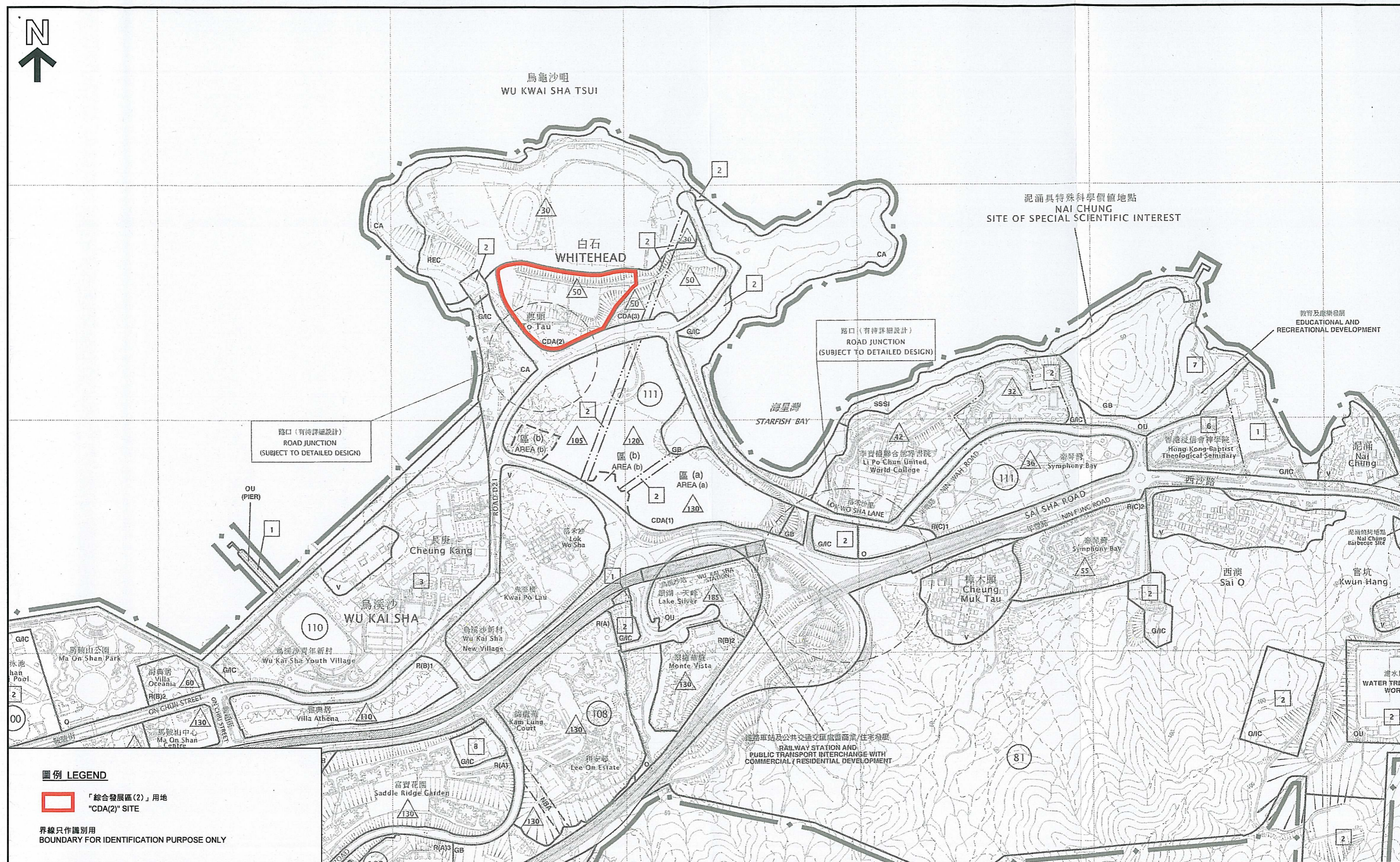
Plan 1 Location Plan

Plan 2 Site Plan

Plan 3 Site Photo

Plan 4 General Development Concept for Whitehead

**PLANNING DEPARTMENT
NOVEMBER 2013**



圖例 LEGEND

- 「綜合發展區(2)」用地
"CDA(2)" SITE
- 界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2013年8月9日擬備，
所根據的資料為於2013年7月30日
核准的分區計劃大綱圖編號S/MOS/18

EXTRACT PLAN PREPARED ON 9.8.2013
BASED ON OUTLINE ZONING PLAN No.
S/MOS/18 APPROVED ON 30.7.2013

位置圖 LOCATION PLAN

白石「綜合發展區(2)」用地規劃大綱
PLANNING BRIEF FOR THE "CDA(2)" SITE AT WHITEHEAD

SCALE 1:7 500 比例尺
METRES 100 0 100 200 300 400 500 600 700 METRES

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/ST/13/83

圖 PLAN
1

烏龜沙咀
WU KWAI SHA TSUI



白石
Whitehead

單車練習場
VELODROME

CA
REC

G/IC

2

擬議新污水泵房
PROPOSED NEW
SEWAGE PUMPING STATION

白石污水泵房
WHITEHEAD SEWAGE
PUMPING STATION

渡頭
(渡頭灣)
To Tau
(To Tau Wan)

CA

CDA(2)

YIU SHA ROAD

CDA(1)

G/IC
CA

海星灣
STARFISH BAY

105

區 (a)
AREA (a)

120

區 (b)
AREA (b)

GB

圖例 LEGEND



「綜合發展區(2)」用地
"CDA(2)" SITE

CDA

綜合發展區
COMPREHENSIVE DEVELOPMENT AREA

G/IC

政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY

O

休憩用地
OPEN SPACE

REC

康樂
RECREATION

GB

綠化地帶
GREEN BELT

CA

自然保育區
CONSERVATION AREA

△
120

最高建築物高度
(在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (in m above PD)

□
2

最高建築物高度
(樓層數目)
MAXIMUM BUILDING HEIGHT (in no. of storeys)

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

平面圖 SITE PLAN

白石「綜合發展區(2)」用地規劃大綱
PLANNING BRIEF FOR THE "CDA(2)" SITE AT WHITEHEAD

SCALE 1 : 3 000 比例尺
米 METRES 50 0 50 100 150 METRES

本摘要圖於2013年8月21日擬備，
所根據的資料為測量圖編號
7-NE-14A、14B、14C、14D及15C
EXTRACT PLAN PREPARED ON 21.8.2013
BASED ON SURVEY SHEETS No.
7-NE-14A, 14B, 14C, 14D & 15C

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/ST/13/83

圖 PLAN
2



圖例 LEGEND

CDA(2) 「綜合發展區(2)」
COMPREHENSIVE DEVELOPMENT AREA (2)

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2013年8月9日擬備，
所根據的資料為攝於2010年10月的實地照片
PLAN PREPARED ON 9.8.2013
BASED ON SITE PHOTO TAKEN ON 10.2010

實地照片 SITE PHOTO

白石「綜合發展區(2)」用地規劃大綱
PLANNING BRIEF FOR THE "CDA(2)" SITE AT WHITEHEAD

規 劃 署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/ST/13/83

圖 PLAN
3

(Translation)

Sha Tin District Council
Development and Housing Committee

Provisional Motion

Request for the Construction of a Cycling City at Whitehead Headland

The Whitehead headland has unique natural terrain, ecology, cultural asset and scenic environment and is located next to the large-scale cycle tracks currently under construction. Being located in such a prominent spot, it is an ideal place for developing a cycling-themed park.

Hence, with a view to promoting the cycling sports and developing a new landmark of recreational and cultural activities in Hong Kong, the Development and Housing Committee of Sha Tin District Council requests the Government to construct 'Ma On Shan Cycling City' to tie in with the network of cycle tracks currently under construction in the course of planning and developing the Whitehead "CDA" site.

Proposer: Li Sai-wing

Seconder: Leung Ka-fai

31.10.2013

沙田區議會
發展及房屋委員會
臨時動議

要求於白石發展項目興建單車城

白石陸岬擁有獨特的天然地質、生態、文化資源及優美環境，位處興建中的香港超級單車徑旁，地理位置優越，是發展單車主題公園的理想地方。

因此，沙田區議會發展及房屋委員會要求政府在規劃和發展白石綜合發展區時，要同步興建「馬鞍山單車城」，配合興建中的新界單車徑網絡，推動本港單車運動發展，為香港打造一個康體文化新地標。

動議人：李世榮

和議人：~~羅光華~~ 梁家輝

二零一三年十月三十一日