

**Comparison of the major parameters of the 2013 Scheme, the 2019 Scheme and the Current Scheme**

Item	A/H15/254 (b) (Approved with conditions on 8.2.2013)	A/H15/254-3 (c) (Approved with conditions on 26.4.2019)	Current Scheme (d)	Difference (d) – (b)	Difference (d) – (c)
Site Area (about)	7.17 ha	7.17 ha	7.17 ha	0	0
Maximum GFA					
- Domestic (Not more than)	358,675m <sup>2</sup> <i>(Including the accountable domestic GFA of 1,175m<sup>2</sup> for Hostel for Moderately Mentally Handicapped Persons)</i>	358,675m <sup>2</sup> <i>(Including the accountable domestic GFA of 1,175m<sup>2</sup> for Hostel for Moderately Mentally Handicapped Persons)</i>	358,675m <sup>2</sup> <i>(Including the accountable domestic GFA of 1,175m<sup>2</sup> for Hostel for Moderately Mentally Handicapped Persons)</i>	0	0
• Residential	357,500m <sup>2</sup>	357,500m <sup>2</sup>	357,500m <sup>2</sup>	0	0
• GIC – Hostel for Moderately Mentally Handicapped Persons (HMMHP)	1,175m <sup>2</sup>	1,175m <sup>2</sup>	1,175m <sup>2</sup>	0	0
- Non-domestic (Not more than)	106,440m <sup>2</sup>	106,440m <sup>2</sup>	106,440m <sup>2</sup>	0	0
• Shopping Centre	47,000m <sup>2</sup> <i>(including 1,500m<sup>2</sup> for social enterprises and a venue of 300m<sup>2</sup> for performance events)</i>	47,000m <sup>2</sup> <i>(including 1,500m<sup>2</sup> for social enterprises and a venue of 300m<sup>2</sup> for performance events)</i>	47,000m <sup>2</sup> <i>(including 1,500m<sup>2</sup> for social enterprises and a venue of 300m<sup>2</sup> for performance events)</i>	0	0
• Station, Depot, PTI, Covered Bus and PLB Termini	58,000m <sup>2</sup> (about)	58,000m <sup>2</sup> (about)	58,000m <sup>2</sup> (about)	0	0
• GIC – Integrated Vocational Rehabilitation Services Centre (IVRSC)	Not more than 1,440m <sup>2</sup>	Not more than 1,440m <sup>2</sup>	Not more than 1,440m <sup>2</sup>	0	0
Total PR (about)					
- Domestic	5	5	5	0	0
- Non-Domestic	1.49	1.49	1.49	0	0
No. of Storeys	27 to 38 on top of a 5-storey podium	27 to 38 on top of a 5-storey podium	26 to 38 on top of a 5-storey podium	(-1) T14(F-to-F, design changes)	(-1) T14(F-to-F, design changes)
No. of Blocks	14 (residential blocks)	14 (residential blocks)	14 (residential blocks)	0	0
No. of Flats	About 4,700	About 4,900	About 5,200	+ 500 (10.64%)	+ 300 (6.12%)
Flat Size	Average flat size about 76m <sup>2</sup> . Not less than 900 flats	Average flat size about 73m <sup>2</sup> . Not less than 900 flats	Average flat size about 69m <sup>2</sup> . Not less than 900	-7m <sup>2</sup>	- 4m <sup>2</sup> (-5.48%)

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	with saleable size not more than 50m <sup>2</sup> will be provided	with saleable size not more than 50m <sup>2</sup> will be provided	flats with saleable size not more than 50m <sup>2</sup> will be provided	(-9.21%)	
Anticipated Population	About 14,170	About 14,772	About 15,676	+ 1,506 (10.63%)	+ 904 (6.12%)
Maximum BH					
- Podium	34.35mPD	35mPD	35mPD	+0.65m	0
- Residential Towers	120mPD to 150mPD	120mPD to 150mPD	120mPD to 150mPD	0	0
Site Coverage (SC)					
- Podium	95%	95%	95%		
- Above Podium	40% (in accordance with the Building (Planning) Regulations)	40% (in accordance with the Building (Planning) Regulations)	40% (in accordance with the Building (Planning) Regulations)	0	0
Open Space Provision					
- At-grade Open Space (open to the public)	Not less than 1,300m <sup>2</sup>	Not less than 1,300m <sup>2</sup>	Not less than 1,300m <sup>2</sup>	0	0
- Private Open Space	Not less than 14,170m <sup>2</sup>	Not less than 14,772m <sup>2</sup>	Not less than 15,676m <sup>2</sup>	+ 1,506m <sup>2</sup> (10.63%)	+ 904m <sup>2</sup> (6.12%)
Greening Ratio	32% of the site area for greening with at least half at grade or areas easily accessible to pedestrians	Not less than 30% of the site area for greening with at least half at grade or areas easily accessible to pedestrians	Not less than 30% of the site area for greening with at least half at grade or areas easily accessible to pedestrians	(-2%)	0
GIC Facilities	<ul style="list-style-type: none"> <li>1,500m<sup>2</sup> in the shopping centre for social enterprises</li> <li>One 120-place IVRSC with GFA not more than 1,175m<sup>2</sup> and one 50-place HMMHP with GFA of not more than 1,440m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>1,500m<sup>2</sup> in the shopping centre for social enterprises</li> <li>One 120-place IVRSC with GFA not more than 1,175m<sup>2</sup> and one 50-place HMMHP with GFA of not more than 1,440m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>1,500m<sup>2</sup> in the shopping centre for social enterprises</li> <li>One 120-place IVRSC with GFA not more than 1,175m<sup>2</sup> and one 50-place HMMHP with GFA of not more than 1,440m<sup>2</sup></li> </ul>	0	0
Public Transport Facilities	<p>A PTI will be provided with</p> <ul style="list-style-type: none"> <li>2 bus bays accommodating 8 buses (total length about 104m)</li> <li>1 GMB bay accommodating 4 GMBs (about 32m long)</li> </ul>	<p>A PTI will be provided with</p> <ul style="list-style-type: none"> <li>2 bus bays accommodating 8 buses (total length about 104m)</li> <li>1 GMB bay accommodating 4 GMBs (about 32m long)</li> </ul>	<p>A PTI will be provided with (Handed over to the Government)</p> <ul style="list-style-type: none"> <li>2 bus bays accommodating 8 buses (total length about 104m)</li> <li>1 GMB bay accommodating 4 GMBs (about 32m long)</li> </ul>	0	0

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	<ul style="list-style-type: none"> <li>• 1 taxi stand accommodating 6 taxis (about 30m long)</li> <li>• 1 general U/LU bay (about 45m long)</li> </ul>	<ul style="list-style-type: none"> <li>• 1 taxi stand accommodating 6 taxis (about 30m long)</li> <li>• 1 general U/LU bay (about 45m long)</li> </ul>	<ul style="list-style-type: none"> <li>• 1 taxi stand accommodating 6 taxis (about 30m long)</li> <li>• 1 general U/LU bay (about 45m long)</li> </ul>		
Car-parking, Loading and Unloading Provision - Private Car <ul style="list-style-type: none"> <li>• For residential use</li> <li>• For commercial use</li> </ul> - Goods Vehicle <ul style="list-style-type: none"> <li>• For IVRSC</li> </ul> - Loading/unloading (L/UL)	<div style="text-align: center;"> <p>730</p> <p>200</p>   <p>1</p>   <p>Residential: 14 Commercial: 40 IVRSC: 1</p> </div>	<div style="text-align: center;"> <p>800</p> <p>235</p>   <p>1</p>   <p>Residential: 14 Commercial: 40 IVRSC: 1</p> </div>	<div style="text-align: center;"> <p>816</p> <p>235</p>   <p>1</p>   <p>Residential: 14 Commercial: 40 IVRSC: 1</p> </div>	<div style="text-align: center;"> <p>+86 (11.78%)</p> <p>+35 (17.5%)</p>   <p>0</p>   <p>0</p> </div>	<div style="text-align: center;"> <p>+16 (2%)</p> <p>0</p>   <p>0</p> </div>

**Other Minor Changes in the Current Scheme**

- (a) the Building Height (BH) of the 5-storey podium is slightly increased to 35mPD (+0.65m) (**Plan A-12**); (*the subject of the 2019 Scheme*)
- (b) there is a reduction in BH of Towers 11 and 12 by three storeys (but without changing the overall stepped BH profile and BH in terms of mPD) (**Drawings A-2 to A-5**); (*the subject of the 2019 Scheme*)
- (c) there are changes in the design of the at-grade public open space which have already been accepted by relevant government departments under the relevant planning approval condition of the 2013 Scheme (**Plans A-9 to A-13**); (*approved on 19 February 2020*)
- (d) there are changes in landscape design and noise mitigation measures of Sites A and B, which have already been accepted by relevant government departments under the relevant planning approval conditions of the 2013 Scheme (**Plans A-6 to A-13**); (*Site A's LMP and NIA were approved on 9 August 2019 and 26 August 2019 respectively; Site B's LMP and NIA were approved on 27 May 2019 and 24 May 2019 respectively*)
- (e) the tentative completion date of the development is proposed to be revised from 2024 to 2027; and (*the subject of the 2019 Scheme*)
- (f) there are changes in the form and disposition of the buildings for Towers 11 to 14 at Sites A and B in correspond with the approved General Building Plans (**Plan A-6**).

**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
<b>Major Development Parameters</b>		
<b>OZP Zoning and Planning Intention</b>	<p>"CDA" subject to a maximum building height (BH) of 150 metres above Principal Datum (mPD), a maximum domestic gross floor area (GFA) of 357,500m<sup>2</sup> and a maximum non-domestic GFA of 121,800m<sup>2</sup> on the Aberdeen &amp; 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>	
<b>Proposed Uses</b>	Residential, commercial (shopping centre), rail depot/station, public transport interchange (PTI), bus and PLB termini, GIC and other supporting facilities	
<b>Site Area</b>	About 7.17 ha	<p><b>Plan 2</b></p> <p>Subject to verification upon setting out of site boundary.</p>

Item	Particulars	Remarks
<p><b>Maximum GFA and Maximum Plot Ratio (PR)</b></p>	<p>A maximum domestic GFA of 357,500m<sup>2</sup> (equivalent to a PR of about 5 based on the above site area)</p> <p>A maximum non-domestic GFA of 121,800m<sup>2</sup> (equivalent to a PR of about 1.7 based on the above site area)</p>	<ul style="list-style-type: none"> <li>• The proposed development should not exceed the specified maximum domestic GFA and non-domestic GFA.</li> <li>• 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 47,000m<sup>2</sup>.</li> <li>• 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 50m<sup>2</sup> saleable area in size.</li> </ul>
<p><b>Maximum BH</b></p>	<ul style="list-style-type: none"> <li>- Podium: 35mPD</li> <li>- Residential Towers: 150mPD (main roof level)</li> </ul>	<ul style="list-style-type: none"> <li>• The podium should adopt a stepped terrace design with heights ranging from 32mPD to 35mPD.</li> <li>• The BHs of the residential towers should be ranging from 120mPD to 150mPD arranged in a stepped BH profile.</li> <li>• See Urban Design Considerations for details.</li> </ul>



Item	Particulars	Remarks
<b>Maximum Site Coverage</b>	<ul style="list-style-type: none"> <li>- Podium: 95%</li> <li>- Above Podium: Not exceeding those stipulated in the Building (Planning) Regulations</li> </ul>	
<b>Planning Requirements</b>		
<b>Urban Design Considerations</b>	<p>The development scheme should take into account the following urban design considerations, where appropriate:</p> <ul style="list-style-type: none"> <li>• avoid adverse impact on pedestrian wind environment;</li> <li>• 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);</li> <li>• in addition to the air/visual corridors, provide gaps between building blocks within the Site and from those on adjoining sites;</li> <li>• minimize the size and height of the podium structure as far as possible;</li> <li>• provide terraced podium design and building setback along site boundary to help minimize building bulk; and</li> <li>• adopt a stepped BH profile with the lowest BH not exceeding 120mPD at the south-western part nearer to the</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• The layout and disposition of the domestic blocks should be subject to the requirements identified in the AVA and VIA for the Site.</li> <li>• 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 Notes for Authorized Persons, Registered Structural Engineers and Registered</li> </ul>

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	waterfront ascending progressively towards Heung Yip Road and the foothill of Brick Hill.	Geotechnical Engineers APP-152 issued by the Building Authority.
<b>Open Space Provision</b>	<p>For the residential development, not less than 1m<sup>2</sup> private local open space (LOS) per person should be provided for the residents of the development.</p> <p>Provision of not less than 1,000m<sup>2</sup> at-grade open space outside the residential portion of the development and open to the public.</p>	<ul style="list-style-type: none"> <li>• The private LOS can be provided at grade or on podium level.</li> <li>• MTRCL should be responsible for the management and maintenance of the open space.</li> </ul>
<b>Visual Aspect</b>	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"> <li>• 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.</li> <li>• 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.</li> </ul>
<b>Landscape and Tree Preservation Aspects</b>	A Landscape Master Plan (LMP) should be prepared and submitted as part of the MLP submission at the planning application stage, including transplanting and compensatory planting proposals and with the incorporation of the following landscaping requirements:	<ul style="list-style-type: none"> <li>• 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.</li> </ul>

Item	Particulars	Remarks
	<ul style="list-style-type: none"> <li>• create a comprehensive landscape proposal to soften the building mass;</li> <li>• due consideration should be given to preserving the existing trees on the Site as far as practicable;</li> <li>• 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;</li> <li>• 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</li> <li>• 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).</li> </ul>	<ul style="list-style-type: none"> <li>• 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'.</li> <li>• Tree planting should be maximized in the development where practicable, particularly, at street level and on podium level.</li> </ul>
<b>GIC Facilities</b>	<p>1,500m<sup>2</sup> 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.</p>	<ul style="list-style-type: none"> <li>• Actual provision is subject to the agreement of relevant Government departments/authorities.</li> </ul>

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	<p>A venue of not less than 300m<sup>2</sup> 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 1,598m<sup>2</sup>.</p>	<ul style="list-style-type: none"> <li>• Any reduction in the GFA or internal floor area for GIC facilities should be agreed with relevant Government departments/authorities.</li> <li>• Detailed provision of the social welfare facilities is subject to the agreement of the Social Welfare Department (SWD).</li> <li>• 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.</li> <li>• 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.</li> <li>• The GIC facilities should be designed and constructed by the developer to the satisfaction of the relevant Government departments/authorities, and handed over</li> </ul>

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		to the concerned Government departments for management and maintenance upon completion.
<p><b>Public Transport Facilities</b></p>	<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"> <li>• 2 bus bays accommodating 8 buses (total length of about 104m);</li> <li>• 1 green mini-bus (GMB) bay accommodating 4 GMBs (about 32m long);</li> <li>• 1 taxi stand accommodating 6 taxis (about 30m long); and</li> <li>• 1 general loading/unloading bay (about 45m long) for kiss-and-ride/pick-up/drop off facilities.</li> </ul> <p>Exact level of provision is subject to the agreement of the Transport Department (TD).</p>	<ul style="list-style-type: none"> <li>• The bus and PLB termini are reprovisioning of the existing facilities on the Site.</li> <li>• 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.</li> </ul>
<p><b>Pedestrian Connection</b></p>	<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>	

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	<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><b>Car Parking, Loading and Unloading Provision</b></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"> <li>• 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 lower than the minimum requirement recommended in the Hong Kong Planning Standards and Guidelines is imposed.</li> <li>• 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.</li> </ul>

Item	Particulars	Remarks
<b>Other Technical Requirements</b>		
<b>Traffic and Transport Aspects</b>	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.
<b>Air Ventilation Aspect</b>	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.
<b>Environmental Aspect</b>	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

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	<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><b>Drainage and Sewerage Aspects</b></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><b>Water Supplies Aspect</b></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"> <li>• The developer is required to comply with the special conditions of the WWR under any circumstances.</li> <li>• 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.</li> <li>• All other services across, through or under the WWR are required to seek authorization from the Water Authority.</li> </ul>



## **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:

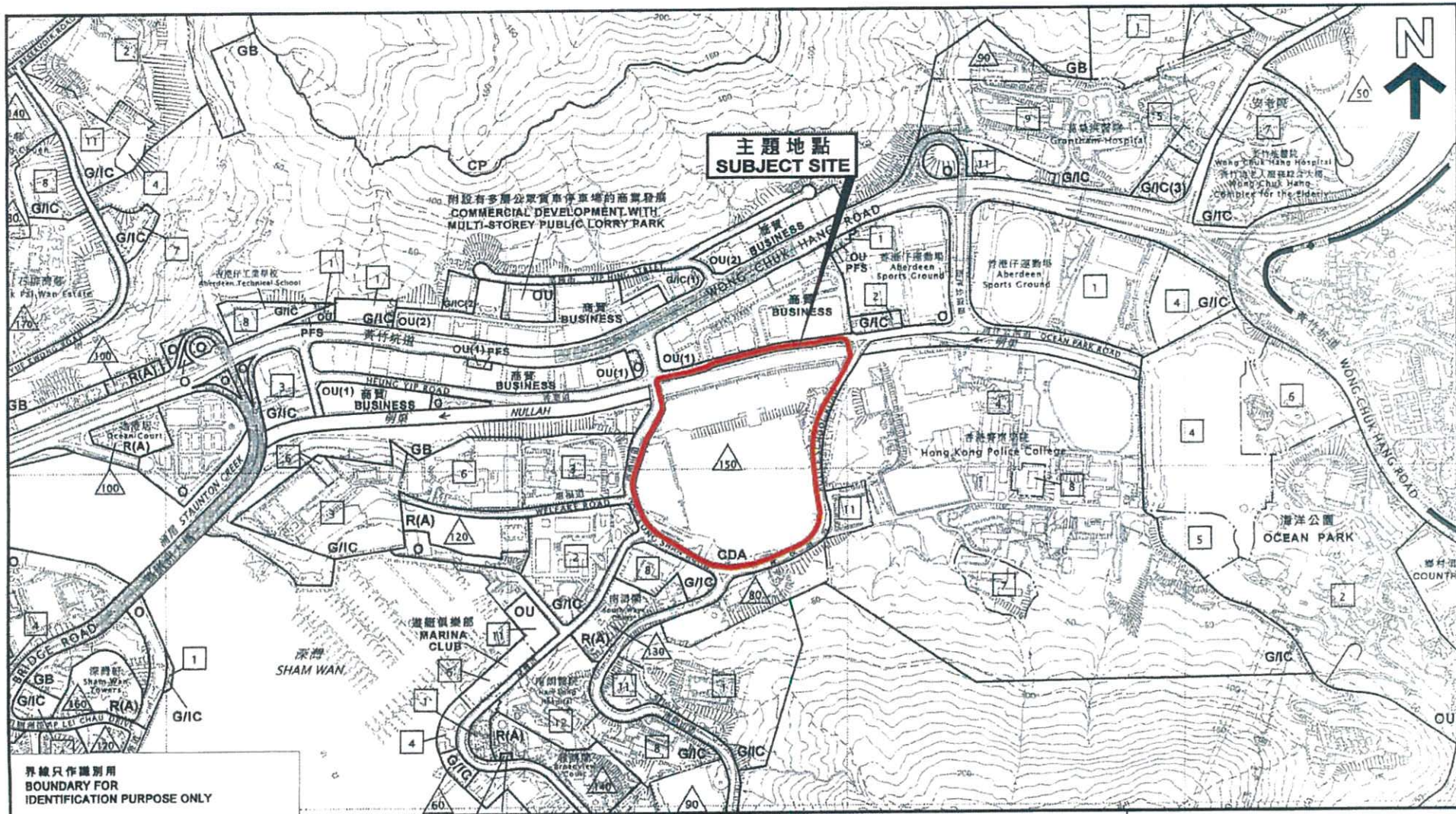
- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
- (ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;
- (iii) the details and extent of GIC and 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**

<b>Plan 1</b>	<b>Location Plan</b>
<b>Plan 2</b>	<b>Site Plan</b>
<b>Plan 3</b>	<b>Site Photo</b>
<b>Plan 4</b>	<b>Major Urban Design Considerations</b>

**PLANNING DEPARTMENT  
NOVEMBER 2011**

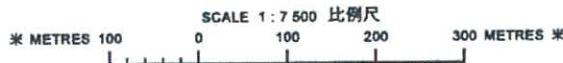


界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

位置圖 LOCATION PLAN

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

本摘要圖於2011年6月14日獲備，  
所根據的資料為於2011年5月3日  
核准的分區計劃大綱圖編號S/H15/27  
EXTRACT PLAN PREPARED ON 14.6.2011  
BASED ON OUTLINE ZONING PLAN No.  
S/H15/27 APPROVED ON 3.5.2011



規劃署  
PLANNING DEPARTMENT



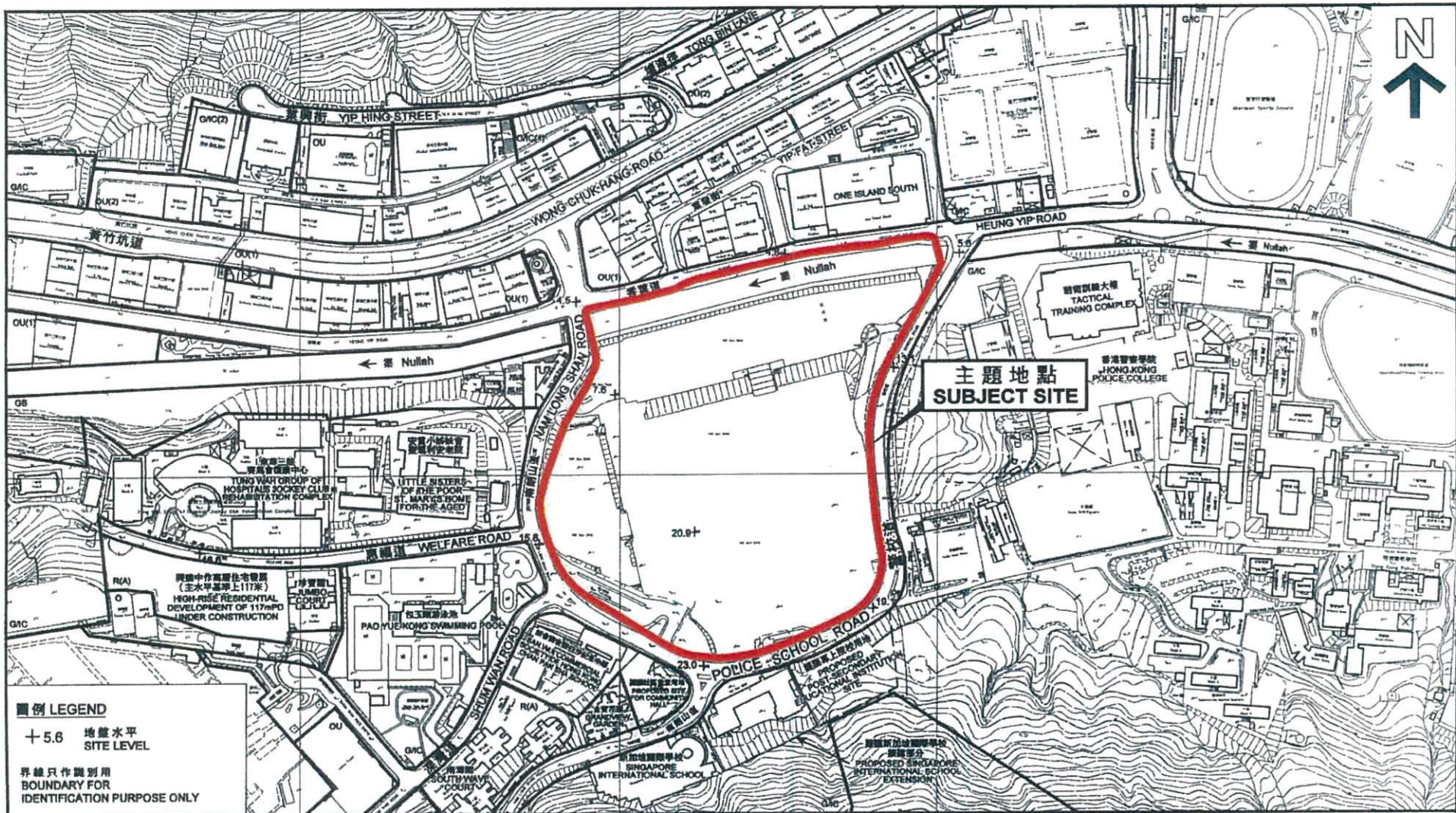
參考編號  
REFERENCE No.

M/H15/10/219

圖 PLAN

1





**圖例 LEGEND**

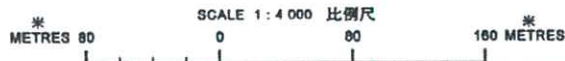
+5.6 地盤水平  
SITE LEVEL

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BOUNDARY FOR  
IDENTIFICATION PURPOSE ONLY

**平面圖 SITE PLAN**

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

本摘要圖於2011年6月17日擬備，  
所根據的資料為測量編號  
11-SW-24C、D、15-NW-4A和B  
EXTRACT PLAN PREPARED ON 17.8.2011  
BASED ON SURVEY SHEETS No.  
11-SW-24C, D, 15-NW-4A & B



規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H15/10/220

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

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

本圖於2011年6月3日製備，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

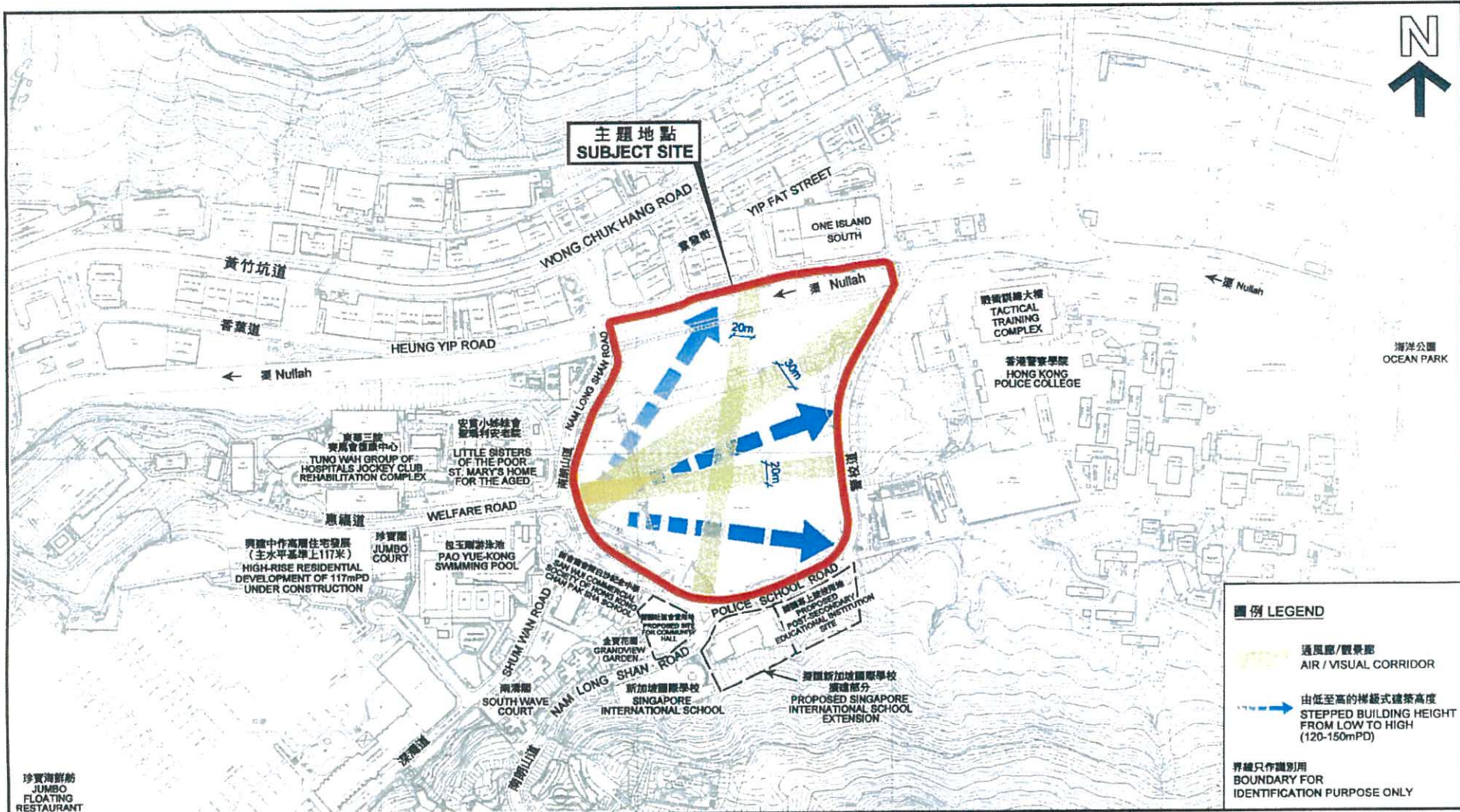
規劃署  
 PLANNING  
 DEPARTMENT



參考編號  
 REFERENCE No.  
 M/H15/10/221

圖 PLAN  
 3





**圖例 LEGEND**

- 透風廊/觀景廊  
AIR / VISUAL CORRIDOR
- 由低至高的梯級式建築高度  
STEPPED BUILDING HEIGHT  
FROM LOW TO HIGH  
(120-150mPD)

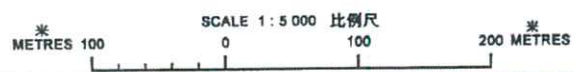
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BOUNDARY FOR  
IDENTIFICATION PURPOSE ONLY

珍寶海鮮舫  
JUMBO  
FLOATING  
RESTAURANT

本摘要圖於2011年6月17日發備，  
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

**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

**Comparison of major parameters with requirements in Planning Brief**

<b>Item</b>	<b>Endorsed PB (a)</b> (Endorsed by the Committee on 4.11.2011)	<b>Current Scheme (d)</b>	<b>Difference (d) – (a)</b>
Site Area (about)	7.17 ha	7.17 ha	0
Maximum GFA			
- Domestic (Not more than)	357,500m <sup>2</sup>	358,675m <sup>2</sup> <i>(Including the accountable domestic GFA of 1,175m<sup>2</sup> for Hostel for Moderately Mentally Handicapped Persons)</i>	+ 1,175m <sup>2</sup> (0.33%)
• Residential	357,500m <sup>2</sup>	357,500m <sup>2</sup>	0
• GIC – Hostel for Moderately Mentally Handicapped Persons (HMMHP)	GFA not specified <i>(A total Internal Floor Area of not less than 1,598m<sup>2</sup> for HMMHP and Integrated Vocational Rehabilitation Services Centre (IVRSC))</i>	1,175m <sup>2</sup>	Complied with PB
- Non-domestic (Not more than)	121,800m <sup>2</sup>	106,440m <sup>2</sup>	- 15,360m <sup>2</sup> (-12.61%)
• Shopping Centre	47,000m <sup>2</sup> (including 1,500m <sup>2</sup> for social enterprises and a venue of not less than 300m <sup>2</sup> for district events)	47,000m <sup>2</sup> (including 1,500m <sup>2</sup> for social enterprises and a venue of 300m <sup>2</sup> for performance events)	0
• Station, Depot, PTI, Covered Bus and PLB Termini	GFA not specified	58,000m <sup>2</sup> (about)	N.A.
• GIC – Integrated Vocational Rehabilitation Services Centre (IVRSC)	GFA not specified <i>(A total Internal Floor Area of not less than 1,598m<sup>2</sup> for HMMHP and IVRSC)</i>	Not more than 1,440m <sup>2</sup>	Complied with PB

Item	Endorsed PB (a) (Endorsed by the Committee on 4.11.2011)	Current Scheme (d)	Difference (d) – (a)
Total PR (about)			
- Domestic	5	5	0
- Non-Domestic	1.7	1.49	- 0.21
No. of Storeys	Not stated	26 to 38 on top of a 5-storey podium	N.A.
No. of Blocks	Not stated	14 (residential blocks)	N.A.
No. of Flats	Not exceeding 4,700	About 5,200	+ 500 (10.64%)
Flat Size	Not less than 850 flats shall be of saleable size not more than 50m <sup>2</sup>	Average flat size about 69m <sup>2</sup> . Not less than 900 flats with saleable size not more than 50m <sup>2</sup> will be provided	Complied with PB
Anticipated Population	Not stated	About 15,676	N.A.
Maximum BH			
- Podium	35mPD	35mPD	Complied with PB
- Residential Towers	150mPD	120mPD to 150mPD	
Site Coverage (SC)			
- Podium	95%	95%	Complied with PB
- Above Podium	Not exceeding those stipulated in the Building (Planning) Regulations	40% (in accordance with the Building (Planning) Regulations)	
Open Space Provision			
- At-grade Open Space (open to the public)	Not less than 1,000m <sup>2</sup>	Not less than 1,300m <sup>2</sup>	All Complied with PB
- Private Open Space	Not less than 1m <sup>2</sup> per residents	Not less than 15,676m <sup>2</sup>	
Greening Ratio	A minimum coverage of 30% for greening at the site and minimum half of the greening should be provided at grade or levels easily accessible to pedestrians	Not less than 30% of the site area for greening with at least half at grade or areas easily accessible to pedestrians	Complied with PB
GIC Facilities	• 1,500m <sup>2</sup> in the shopping centre for social enterprises	• 1,500m <sup>2</sup> in the shopping centre for social enterprises	All Complied with PB



Item	Endorsed PB (a) (Endorsed by the Committee on 4.11.2011)	Current Scheme (d)	Difference (d) – (a)																					
	<ul style="list-style-type: none"> <li>• One 120-place IVRSC and one 50-place HMMHP with a total internal floor area not less than 1,598m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>• One 120-place IVRSC with GFA not more than 1,175m<sup>2</sup> and one 50-place HMMHP with GFA of not more than 1,440m<sup>2</sup></li> </ul>																						
Public Transport Facilities	<p>A Public Transport Interchange (PTI) with</p> <ul style="list-style-type: none"> <li>• 2 bus bays accommodating 8 buses (total length about 104m)</li> <li>• 1 green mini-bus (GMB) bay accommodating 4 GMBs (about 32m long)</li> <li>• 1 taxi stand accommodating 6 taxis (about 30m long)</li> <li>• 1 general U/LU bay (about 45m long)</li> </ul>	<p>A PTI will be provided with (Handed over to the Government)</p> <ul style="list-style-type: none"> <li>• 2 bus bays accommodating 8 buses (total length about 104m)</li> <li>• 1 GMB bay accommodating 4 GMBs (about 32m long)</li> <li>• 1 taxi stand accommodating 6 taxis (about 30m long)</li> <li>• 1 general U/LU bay (about 45m long)</li> </ul>	Complied with PB																					
<p>Car-parking, Loading and Unloading Provision</p> <p>- Private Car</p> <ul style="list-style-type: none"> <li>• For residential use</li> <li>• For commercial use</li> </ul> <p>- Goods Vehicle</p> <ul style="list-style-type: none"> <li>• For IVRSC</li> </ul> <p>- Loading/unloading (L/UL)</p>	<table border="0"> <tr> <td style="text-align: right;">730</td> <td style="text-align: right;">150</td> <td style="text-align: right;">1</td> </tr> <tr> <td colspan="3">In accordance with Hong Kong Planning Standards and Guidelines and subject to the agreement of TD</td> </tr> </table>	730	150	1	In accordance with Hong Kong Planning Standards and Guidelines and subject to the agreement of TD			<table border="0"> <tr> <td style="text-align: right;">816</td> <td style="text-align: right;">235</td> <td style="text-align: right;">1</td> </tr> <tr> <td colspan="3">Residential: 14 Commercial: 40 IVRSC: 1</td> </tr> </table>	816	235	1	Residential: 14 Commercial: 40 IVRSC: 1			<table border="0"> <tr> <td style="text-align: right;">+86 (11.78%)</td> <td style="text-align: right;">+85 (56.67%)</td> <td></td> </tr> <tr> <td></td> <td></td> <td>Complied with PB</td> </tr> <tr> <td></td> <td></td> <td>Complied with PB</td> </tr> </table>	+86 (11.78%)	+85 (56.67%)				Complied with PB			Complied with PB
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		Complied with PB																						
		Complied with PB																						

**Other Detailed Comments from Government Departments**

Other Detailed Comments of the District Lands Officer/Hong Kong West & South, Lands Department (DLO/HKW&S, LandsD):

- (a) as Aberdeen Inland Lot (AIL) 467 is under purview of Railway Development Section, Lands Department, she has no comment on the subject planning application subject to no adverse comment from CES/RDS, LandsD.

Other Detailed Comments of the Chief Estate Surveyor/Railway Development Section (CES/RD), LandsD:

- (b) according to SC(68)(a)(i) of the Conditions of Exchange No. 20304 (the Conditions), the number of residential parking spaces is calculated at a rate by reference to the respective size of the residential units, and the number of the residential parking spaces shall not exceed a total number of 730 or such other number as may be determined by LandsD. For the commercial parking spaces, 200 parking spaces or such other number as may be determined by LandsD shall be provided as per SC(68)(b)(i) of the Conditions. The residential/commercial motorcycle parking spaces shall be provided at a rate of 5% of the total number of the respective residential/commercial parking spaces required to be provided unless LandsD consents to another rate in accordance with SC(68)(d)(i) of the Conditions. SC(71)(a) of the Conditions allows design flexibility for the above parking provisions by not more than +/-5% provided that the total number of spaces shall not exceed +/-50. Further, additional demand flexibility for residential parking spaces and residential motorcycle parking spaces by not more than +/-5% is allowed under SC(71)(b) of the Conditions;
- (c) noting that the applicant proposed to increase the number of residential parking spaces from 800 to 816 and the number of motorcycle parking spaces from 52 to 54, the proposed increase in the number of these parking spaces should be considered in the GBP submission stage and subject to the determination by LandsD;
- (d) the proposed landscape deck to replace the landscape canopy above the bus terminus as mentioned above is found overlapping the Pink Crossed Black Area

and Pink Hatched Green Areas of the Conditions. According to SC(10)(a)(v) and (vi) of the Conditions, the air stratum in the Pink Crossed Black Area between the level of 1.5m below the ground level(s) and the level of 5.5m above the ground level(s) and the air stratum in the Pink Hatched Green Areas between the level of 2m below the ground level(s) and the level of 5.5m above the ground level(s) should be reserved for the purposes of Government facilities (the Second Reserved Area);

- (e) it is also noted from Drawing No. Annex 3.1 to 3.7 that a landscape deck and commercial area overlap the Pink Stippled Green Area of the Conditions. According to SC(10)(a)(ix) of the Conditions, the air stratum in the Pink Stippled Green Area between the level of 2m below the ground level(s) and the level of 5.5m above the ground level(s) should be reserved for the purposes of Government facilities (the Fifth Reserved Area);
- (f) according to SC(67)(c) of the Conditions, the vehicular access points R5 and S5 through T5 and R6 and S6 through T6 shall not be used for any purposes other than for the passage of emergency vehicles and in particular shall be prohibited for use by the visitors. As revealed in Figure 2.2 on p.7 of the Supporting Planning Statement (SPS), only one EVA at the vehicular access points R6 and S6 through T6 is proposed; and
- (g) the minor relaxation of domestic GFA for HMMHP should have been reflected in the latest approved scheme and there is no change in domestic GFA in the current Scheme.

Other Detailed Comments of the Director of Environment Protection (DEP):

- (h) it is noted that the proposed development at the site was the subject of the previous s.16 planning application No. A/H15/254 that was approved in 2013, and the subsequent Class B amendments application (Application No. A/H15/254-3) that was approved in 2019. According to the information provided, he notes that as compared with approved scheme under the previous applications, the scheme under the current application mainly involves increase of flat units by 300 to 5200 flat units through reducing the overall average flat size and optimizing space efficiency, and minor update of building disposition; and
- (i) as stated in S.2.4.2 in the Environmental Assessment (EA), under the SPS, adverse vehicular emission impact to the proposed development is not anticipated since the

traffic flow of the key contributing roads under the latest traffic forecast data is noticeably lower than that in the submission under the previous application No. A/H15/254.

Other Detailed Comments of the Chief Building Surveyor/New Territories East (2) and Rail, Buildings Department (CBS/NTE2&Rail, BD):

- (j) the proposed development including application for GFA concessions and compliance with the SBD Guidelines will be assessed upon formal submission of building plans to his department. Attention is drawn to GFA concessions for revised above ground carpark provision will be assessed under PNAP APP2; and
- (k) the site coverage and plot ratio should not exceed the permitted under the Building (Planning) Regulation First Schedule.

**Advisory Clauses**

- (a) to note the comments of the Chief Estate Surveyor/Railway Development Section, Lands Department (LandsD) that, the proposed amendments should be considered in the GBP submission stage and subject to the determination by LandsD, and there is no guarantee that approval or consent will be given in the GBP submission stage. If approval or consent is given by LandsD acting in its capacity as the landlord at its absolute discretion, it will be subject to such terms and conditions, including but not limited to payment of premium and administrative fees as may be imposed as seen fit. The applicant shall ensure that no building or structure shall be erected within or on the Second Reserved Area and the Fifth Reserved Area.
- (b) to note the comments of the Chief Building Surveyor/New Territories East (2) and Rail, Buildings Department (BD) that, the proposed covered pedestrian walkways/footbridge and covered open space are GFA accountable under the Buildings Ordinance (BO); the proposed development including application for GFA concessions and compliance with the Sustainable Building Design (SBD) Guidelines will be assessed upon formal submission of building plans to his department; attention is drawn to GFA concessions for revised above ground carpark provision will be assessed under PNAP APP2; the site coverage and plot ratio should not exceed the permitted under the Building (Planning) Regulation First Schedule; and it appeared in Master Layout Plan in Annex 2.1-2.7 that the proposed non domestic site coverage may exceed the permitted under the Building (Planning) Regulation. Nevertheless, the above will be assessed upon formal submission of building plans to his department.
- (c) to note the comments of the Chief Engineer/Construction, Water Supplies Department (WSD) that, there are existing fresh water and salt water mains within the Site, free access shall be made available at all times for staff of WSD or WSD's contractor to carry out construction, inspection, operation, maintenance and repair works. Besides, the applicant is requested to observe "Conditions of Working in the Vicinity of Waterworks Installations".
- (d) to note the comments of the Director of Fire Services that, the EVA provision in the Site shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Building 2011 under the Building (Planning) Regulation 41D which is administrated by BD.
- (e) to note the comments of the Commissioner for Transport that, flexibility shall be maintained for the alignment of the future footbridge, thus, connection points shall be reserved for connection to the opposite side of Nam Long Shan Road, and the connection points shall be of sufficient width to receive a footbridge of 4m clear width.
- (f) to note the comments of the Chief Engineer/Hong Kong & Islands, Drainage Services Department (DSD) that, all the proposed sewerage works shall be carried out by the project proponent at its cost to the satisfaction of DSD.