

**APPLICATION FOR PERMISSION**  
**UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. A/K20/130**

- Applicant** : Sky Asia Properties Ltd.
- Site** : Off Hing Wah Street West, Cheung Sha Wan
- Site Area** : About 19,348m<sup>2</sup>
- Land Status** : New Kowloon Inland Lot (NKIL) No. 6549  
a) lease term of 50 years commencing on 15.12.2017.  
b) restricted for private residential purposes  
c) maximum gross floor area (GFA) of 91,770m<sup>2</sup>  
d) maximum height restriction of 100mPD  
e) provision of a public open space (POS) of not less than 3,600m<sup>2</sup> within the Lot
- Plan** : Approved South West Kowloon Outline Zoning Plan (OZP) No. S/K20/30
- Zoning** : “Comprehensive Development Area” (“CDA”)  
  
[Subject to a maximum GFA of 91,770m<sup>2</sup> and a maximum building height (BH) of 100mPD. A POS of not less than 3,600m<sup>2</sup> shall be provided.]
- Application** : Proposed Comprehensive Residential Development

**1. The Proposal**

- 1.1 The applicant seeks planning permission for proposed comprehensive residential development at the application site (the Site), which is zoned “CDA” on the approved South West Kowloon Outline Zoning Plan No. S/K20/30 (OZP) (**Plan A-1**). According to the Notes of the OZP, ‘Flat’ use is a Column 2 use which requires planning permission from the Town Planning Board (the Board). In addition, an applicant for permission for development on land designated “CDA” shall prepare a Master Layout Plan (MLP) for the approval of the Board and include therein the technical assessments and other relevant information.
- 1.2 According to the submission, the proposed residential development comprises 11 residential blocks with total domestic GFA of not more than 91,770m<sup>2</sup> and the domestic plot ratio (PR) about 4.74 (based on the “CDA” area). The BH ranges from 94mPD to 100mPD.

- 1.3 The indicative Master Layout Plan (MLP) and an indicative Landscape Master Plan (LMP), floor and section plans, Urban Design Concept Plans, photomontages, and Pedestrian Network Plan submitted by the applicant are shown in **Drawings A-1 to A-30**. From the MLP (**Drawing A-1**), the Site is divided in two parts separated by a proposed POS, i.e. Portion A in the northwestern part and Portion B in the southeastern part. The key development parameters of the proposed development scheme are summarised below:

<b>Site Area</b>	About 19,348m <sup>2</sup> (the area of the “CDA” zone including POS)
<b>Plot Ratio (Domestic)</b>	About 4.74 <sup>(1)</sup>
<b>Maximum Gross Floor Area (GFA) (Domestic)</b>	Not more than 91,770m <sup>2(2)</sup>
<b>No. of Towers</b>	11
<b>Maximum No. of Storeys</b>	Not more than 29 (excluding a maximum 3 levels of basement) <sup>(3)</sup>
<b>Maximum Building Height (BH) (main roof)</b>	<u>Portion A</u> <ul style="list-style-type: none"> <li>• T1: not more than 94mPD</li> <li>• T2, T3, T5: not more than 100mPD</li> </ul> <u>Portion B</u> <ul style="list-style-type: none"> <li>• T1: not more than 94mPD</li> <li>• T2, T3, T5 to T8: not more than 100mPD</li> </ul>
<b>No. of Units</b>	Not more than 1,400 <sup>(4)</sup>
<b>Average Flat Size</b>	About 65.6m <sup>2</sup>
<b>Public Open Space (POS)</b>	Not less than 3,600m <sup>2(5)</sup>
<b>Private Open Space</b>	1m <sup>2</sup> per person <sup>(6)</sup>
<b>Greenery</b>	minimum 20% (excluding the POS area)
<b>Car Parking Provision</b>	
<ul style="list-style-type: none"> <li>• Residential</li> <li>• Visitors</li> </ul> Total:	413 42 455 <sup>(7)(8)</sup>
<b>Motorcycle Parking Spaces</b>	14
<b>No. of Loading/Unloading Spaces</b>	11

Remarks:

1. PR in the table is calculated based on the whole “CDA” area including POS. If based on the development site area with the POS excluded, the PR is 5.83. For site coverage (SC), the domestic SC is 26% if based on the whole “CDA” area and is 32% if based on the development site area (POS excluded) and the figures of SC will be subject to further revision at subsequent detailed design stage.
2. The domestic GFA does not include an area of about 3,212m<sup>2</sup> (about 3.5% of total domestic GFA) for the clubhouse (exempted from GFA calculation)
3. Including 1 storey of transfer plate.
4. Based on the average domestic household size of Sham Shui Po District under 2016 Population By-Census (i.e. 2.6), the estimated population of the proposed development is about 3,640.
5. As required under the OZP, Planning Brief (PB) and Lease, not less than 3,600m<sup>2</sup> of POS shall be provided.
6. As required under the PB, not less than 1m<sup>2</sup> per person of local open space shall be provided for residents.
7. Including +/- 5 % flexibility allowed under the lease. Detailed calculations for the car

parking provision can be referred to the TIA.

8. Six numbers of private car parking spaces are reserved for use by disabled person, amongst which a minimum of one shall be provided for visitors' use.
- 1.4 A POS of not less than 3,600m<sup>2</sup> is proposed within the Site (**Drawings A-1 and A-10**) which will be open 24 hours for public enjoyment. The POS will be connected and integrated with the public waterfront promenade (PWP) fronting the Site and the planned POS in the public housing site zoned "Residential (Group A)12" ("R(A)12") on the OZP located to northeast of the Site (**Drawing A-9**). The POS will be designed and constructed by the applicant and will be handed over to the Leisure and Cultural Services Department (LCSD) for management and maintenance.
  - 1.5 A 20m-wide PWP with an approximate length of 280m and an area of about 6,800m<sup>2</sup> abutting the southwestern boundary of the "CDA" site, and a landscaped corridor on the strip of land located to northwest of the Site zoned "Open Space" ("O") on the OZP will be designed and constructed by the applicant (**Drawings A-1, A-9 and A-10**), and will be handed back to LCSD for management and maintenance. The PWP will be open 24 hours for public enjoyment. Access to the PWP will be from Hing Wah Street West via the landscaped corridor located to the northwest of the Site, the planned POS in the "R(A)12" zone located to northeast of Site, from Lai Ying Street via the public passageway to be provided in the "CDA(2) zone located to the southeast of the Site and the planned pedestrian walkway connecting MTR Nam Cheong Station to the PWP (**Drawings A-9, A-29 and A-30**).
  - 1.6 According to the urban design and landscape proposals of the submission, the scheme has adopted various features including setback of building blocks from PWP with 90% of the site boundary abutting the PWP being building-free to create a wide and open frontage to the PWP, adoption of integrated design for the POS within the Site taking into account the planned POS in the "R(A)12" zone for a seamlessly connected passageway from inland to the waterfront, respecting the two non-building areas (NBAs) designated on the OZP (**Plan A-1**) and adding a 15m-wide building separation in Portion B of the Site to be visually aligned with the building separation of the public housing development in the "R(A)12" zone, incorporating urban windows and ground floor recess with higher headroom at ground level to enhance visual permeability and wind penetration, adopting a descending height profile towards the waterfront, and setback of the G/F of building blocks to enhance the landscape buffer.
  - 1.7 The applicant has conducted a series of technical assessments on traffic, environmental (including noise, air quality including odour), drainage, sewerage, water supply, air ventilation and visual aspects. With appropriate mitigation measures, no adverse impacts would be anticipated with the proposed development.
  - 1.8 The targeted completion date for the proposed residential development, the POS and the PWP is tentatively expected to be in 2024.

1.9 In support of the application, the applicant has submitted the following documents:

- |     |  |                    |
|-----|--|--------------------|
| (a) | Application form with covering letter received on 14.3.2018  | <b>Appendix I</b>  |
| (b) | Planning Statement   | <b>Appendix Ia</b> |
| (c) | Letter dated 4.7.2018 with responses to departmental and public comments and revised MLP, supplementary landscape drawings, revised technical assessments including Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA) and Traffic Impact Assessment (TIA)<br>(accepted but not exempted from publication and recounting requirements) | <b>Appendix Ib</b> |
| (d) | Letter dated 4.7.2018 with replacement pages of the Executive Summary  | <b>Appendix Ic</b> |
| (e) | Letter dated 20.7.2018 with responses to departmental comments, revised Urban Design Proposal and Landscape Design Proposal and technical assessments (Environmental Assessment (EA), Visual Impact Assessment (VIA) and Air Ventilation Impact Assessment (AVA))<br>(accepted but not exempted from publication and recounting requirements)          | <b>Appendix Id</b> |
| (f) | Letter dated 31.8.2018 with further responses to departmental and public comments, revised landscape plans, revised AVA, replacement pages of EA (air quality) and technical clarifications<br>(accepted but not exempted from publication and recounting requirements)  | <b>Appendix Ie</b> |
| (g) | Letter dated 21.9.2018 with further responses to departmental comments and revised AVA<br>(accepted but not exempted from publication and recounting requirements)   | <b>Appendix If</b> |
| (h) | Letter dated 8.11.2018 providing clarifications on development parameters and a revised Pedestrian Network Plan  | <b>Appendix Ig</b> |

1.10 The application was originally scheduled for consideration by the Metro Planning Committee (the Committee) of the Board on 4.5.2018. Upon request of the applicant, the Committee agreed on 4.5.2018 to defer a decision on the application for two months in order to allow time for the applicant to prepare further information (FI) to address comments received from Government departments and the public. With the FI received on 21.9.2018, the application is

scheduled for consideration by the Committee at this meeting.

## **2. Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in **Appendices Ia to Ig**. They are broadly summarised as follows:

### In Line with Government Policy to Increase Housing Supply

- 2.1 The proposed residential development with provision of not more than 1,400 residential units will help increase residential flats. The applicant, as a sole owner of the Site, could warrant a timely implementation of the proposed development.

### OZP, Planning Brief (PB) and Lease Requirements

- 2.2 The proposed comprehensive residential development including the proposed GFA and BH with provision of not less than 3,600m<sup>2</sup> of POS is in line with the planning intention of the “CDA” zone. The two NBAs, i.e. one located at the northwestern boundary of the Site (15m-wide) and another one located in the middle part of the Site (22m-wide) for air penetration and visual permeability, are respected with no building or structure erected at or above ground level (**Drawing A-1**).
- 2.3 The proposed development has taken full consideration of the PB endorsed by the Committee on 12.5.2017 and the Lease Conditions.

### Uplifting the Urban Design Environment

#### *A Compatible Residential Development*

- 2.4 Locating in a high-rise and high-density context, the proposed development is in line with the statutory maximum BH, contributing to a compatible stepped BH profile in the existing context, taking into account also the planned public housing development in the adjoining “R(A)12” zone and the “Government, Institution or Community” (“G/IC”) zones with maximum BH restriction of 5 storeys located to the northwest and maximum 8 storeys located to the southeast of the Site. Reasonable building separation which is visually aligned with the separation in the development in the aforementioned “R(A)12” zone has been adopted to soften the building mass.

#### *A celebrated Open Space Network with High Accessibility*

- 2.5 An integrated POS design concept has been adopted for the Site by taking into account the POS provided within the public housing development at the adjoining “R(A)12” site. The integrated design will enhance the pedestrian linkages with quality streetscape between the waterfront and the inland areas with celebrated connectivity nodes. Greenery opportunity would also be optimised.

*A Revitalised Vibrant Waterfront to Promote Vibrancy*

- 2.6 To accord with Government's policy directives on waterfront development established under the Board's Vision Statement for Victoria Harbour, the Harbour Planning Principles (HPP) and the Harbour Planning Guidelines (HPG) and capitalising its locational advantage, the proposed development will inject new life and materialise the revitalisation of the waterfront, which will become a district landmark and create a harbour for the people and a harbour of life.
- 2.7 To promote vibrancy, the PWP will be easily accessible via the open space corridor located to the northwest of the Site connecting with Lai Ying Street and Hing Wah Street West, the POS within the Site and the section of the PWP fronting the adjoining "CDA(2)" site (**Drawings A-9, A-29 and A-30**). Besides, a central waterfront plaza will be created at the point where the POS meets the PWP with a refreshment kiosk proposed at the central part of the PWP. Passive recreational facilities in the form of planting and seating decks will be provided (**Drawing A-10**).

*Facilitate Interactions between Private Space and Public Realm*

- 2.8 The proposed development will provide wide and open frontage facing the waterfront with building setback away from the PWP to optimise boundary landscape treatment. The setting back of the buildings in Portion A of the Site away from the POS provided in the middle of the Site will promote visual connection and openness and facilitate private and public integration of the proposed development with the open space network.
- 2.9 Ample landscaping/amenity features, sensitive façade treatment, urban windows and appropriate boundary treatment will be incorporated in the proposed development. These will greatly improve the streetscape ambience and encourage visual interactions between the proposed development and the public realm in the vicinity. The POS/PWP and the private residential development/private local open space would be demarcated clearly by boundary fence walls to facilitate future management. The design of the boundary fence wall would be generally 2.5m high, with the bottom 1.5m in solid form and the top 1m in perforated form.

No Insurmountable Impact from Various Technical Aspects

- 2.10 Various technical assessments including traffic, environmental, drainage, sewerage, visual, air ventilation, and water supply have been conducted. The assessment results revealed that the proposed development will not cause any adverse impacts on all aspects.

**3. Compliance with the Owner's 'Consent/Notification' Requirement**

The applicant is the sole "land owner" of the private land of the Site. Detailed information would be deposited at the meeting for Members' inspection.

**4. Town Planning Board Guidelines**

According to the Town Planning Board Guidelines for Designation of “CDA” zones and Monitoring the Progress of “CDA” Developments (TPB-PG No.17A), “CDAs” are intended to achieve the following objectives to:

- (a) facilitate urban renewal and restructuring of land uses in the old urban areas;
- (b) provide incentives for the restructuring of obsolete areas; including old industrial areas; and the phasing out of non-conforming uses, such as open storage and container back-up uses in the rural areas;
- (c) provide opportunities for site amalgamation and restructuring of road patterns and ensure integration of various land-uses and infrastructure development, thereby optimising the development potential of the site;
- (d) provide a means for achieving co-ordinated development in areas subject to traffic, environmental and infrastructure capacity constraints, and in areas with interface problems of incompatible land uses;
- (e) ensure adequate as well as timely provision of government, institution or community uses, transport and public transport facilities and open space for the development and where possible, to address the shortfall in the district; and
- (f) ensure appropriate control on the overall scale and design of development in areas of high landscape and amenity values and in locations with special design or historical significance.

**5. Background**

The Site was part of the former site for the Cheung Sha Wan Wholesale Food Market (CSWWFM) Phase 2 that was no longer required for wholesale market use. In ~~2014~~2013, the CWWWF and its pier was rezoned from “Other Specified Uses” (“OU”) annotated “Cargo Working Area, Wholesale Market and Industrial-Office”, “OU(Wholesale Market)” and “OU(Pier)” to “CDA” for private residential use (i.e. the application site), “CDA(2), “R(A)12”, “G/IC”, “O” and ‘Road’ on the approved South West Kowloon OZP No. S/K20/30 to meet the pressing demand for housing, to enhance local economy and to add vibrancy and public accessibility to the waterfront promenade.

**6. Previous Applications**

There is no previous application at the Site.

**7. Similar Applications**

7.1 There are similar applications for comprehensive residential and commercial development in three sites zoned “CDA” on the approved South West Kowloon

OZP, namely MTR Nam Cheong Station for private residential and commercial development (Application No. A/K20/119), North West Kowloon Reclamation (NWKR) Site 6 for public housing development (Application No. A/K20/124) and Fat Tseung Street West for private residential and commercial development (Application No. A/K20/128) (**Plan A-1**). Application No. A/K20/119, No. A/K20/124 and No. A/K20/128 were approved with conditions by the Committee on 1.3.2013, 17.7.2015 and 17.8.2018 respectively.

7.2 Details of the similar applications are at **Appendix II**.

## **8. The Site and Its Surrounding Areas (Plans A-1 to A-7)**

8.1 The Site:

- (a) is currently vacant;
- (b) is located along the waterfront at the northern part of Southwest Kowloon, facing the inner bay opposite to Stonecutters Island; and
- (c) is accessible at Lai Ying Street and connected to inland areas of Cheung Sha Wan through existing and planned at-grade pedestrian links and footbridges (**Plan A-7**).

8.2 The surrounding areas have the following characteristics:

- (a) to the northwest of the Site is a “G/IC” site reserved for a possible social welfare block and an open space planned to connect to the PWP;
- (b) to its northeast across Lai Ying Street is a public housing development comprising public rental housing and home ownership scheme zoned “R(A)12”, which is currently under construction, for completion in 2018 and 2019. To the further southeast of the “R(A)12” zone is a “G/IC” site reserved for a primary school;
- (c) to its southeast is a “CDA(2)” site planned for hotel development, which is currently the subject of a planning application (No. A/K20/131) to be considered by the Committee<sup>1</sup>;
- (d) further afield northwest off Hing Wah Street West is the “Industrial” zone now for bus depot use and a cluster of boatyards;
- (e) across Lin Cheung Road/West Kowloon Highway is mainly a high-rise and high-density residential neighbourhood comprising public and private housing developments including the existing Fu Cheong Estate, Wing Cheong Estate, Hoi Lai Estate, The Pacifica, Liberte, Banyan Garden, Aqua Marine and One West Kowloon. New residential developments are under construction including Cullinan West (a comprehensive residential

<sup>1</sup> On 2.11.2018, the Committee agreed to defer a decision on Application No. A/K20/131 for two months as requested by the applicant to allow time to prepare further information to address departmental comments.



development above MTR Nam Cheong Station) and a public housing development at NWKR Site 6 zoned “CDA”;

- (f) the “G/IC” zones across Lin Cheung Road/West Kowloon Highway are mainly primary and secondary schools, law court building, the Water Supplies Department Kowloon West Regional Building and sewage pumping station; and
- (g) MTR Nam Cheong Station is about 400m to the east of the Site.

## **9. Planning Intention**

- 9.1 The planning intention of the “CDA” zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of the development, taking account of various environmental, traffic, infrastructure and other constraints.

## **10. Major Requirements under the Planning Brief (PB)**

- 10.1 In view of its prominent waterfront location, the subject “CDA” zone and its adjoining “CDA(2)” zone are both covered under a single PB that was endorsed by the Committee on 12.5.2017 to provide a comprehensive planning guidance/control of the development of the two waterfront sites. A single PB covering both sites was prepared to guide the preparation of MLP for each site in order to ensure that both sites can achieve a holistic design at this prominent location and be developed in a comprehensive manner and be compatible with each other. A coordinated approach for development of the “CDA” zones in terms of development scale, design layout, provision of open spaces and linkages with waterfront promenade, as well as visual and air ventilation corridors should be adopted.
- 10.2 The PB sets out the broad planning principles and development requirements to facilitate the preparation of the MLPs for the two “CDA” sites. Major urban design considerations set out in the PB include compatibility with surrounding developments and its waterfront setting, adding vibrancy to the waterfront, height variation with a descending height profile towards the waterfront, preservation of air paths, provision of building separation and adoption of podium-free and underground carpark design to enhance visual and air permeability, enhancing pedestrian connectivity, provision of quality landscape and maximizing opportunity for at-grade greenery, etc. A copy of the PB is at **Appendix IIIa**.
- 10.3 A comparison of major development parameters and planning requirements of the PB and the subject application are set out in **Appendix IIIb**. The proposed scheme generally complies with the PB requirements with some minor adjustments.

## 11. Comments from Relevant Government Bureau/Departments

11.1 The following Government bureau/departments have been consulted and their views on the application are summarised as follows:

### Land Administration

11.1.1 Comments of the District Lands Office/Kowloon, Lands Department (DLO/KW, LandsD):

- (a) no objection to the application;
- (b) the application site falls within NKIL No. 6549 (“the Lot”) which is held under Conditions of Sale No. 20313 (the “Conditions”) for a lease term of 50 years commencing on 15.12.2017. The Lot is restricted to private residential purposes and is subject to a maximum GFA of 91,770m<sup>2</sup> with a height restriction of 100mPD;
- (c) the lease mandates the Lot owner to provide a number of public facilities, specifically, provision of a POS of not less than 3,600m<sup>2</sup> within the Lot which shall be surrendered back to the Government upon demand; formation of the Promenade Area adjoining the Lot (**Drawing A-1**) and shall be handed back to Government upon completion. The POS and the Promenade Area will then be taken up by Government for management and maintenance;
- (d) other lease restrictions include, but not limited to, provision of a private open space of not less than 3,528m<sup>2</sup> for the use and enjoyment by the residents of the Lot; not less than 20% greenery requirement of the net site area of the Lot (i.e. excluding the POS area); imposition of a NBA and Drainage Reserve (DR) areas where no building or structure are permitted; parking spaces shall be provided underground and shall be excluded from GFA calculations; and
- (e) LandsD have no further comment on the application but reserve comments until details of the proposed development are submitted at the building plan stage.

### Building Matter

11.1.2 Comments of the Chief Building Surveyor/Kowloon, Buildings Department (CBS/K, BD):

- (a) no objection to the application;
- (b) it is noted that the proposed Road A (i.e., to be known as Lai Ying Street) is a specified street not less than 4.5m, the proposed Road A to the Site should be completed prior to the

Occupation Permit application for the proposed new building;

- (c) structure(s)/building(s) erected within the POS and the waterfront promenade should not obstruct the natural lighting and ventilation to the domestic flats under the provision of Buildings Ordinance (BO) and/or Building (Planning) Regulations (B(P)R);
- (d) all structure(s)/building(s) within the lot are required to comply with the requirements under BO and/or B(P)R to safeguard the provision of natural lighting and ventilation to the domestic flats; and
- (e) detailed comments under the Buildings Ordinance will be provided at the building plan submission stage.

### **Traffic**

11.1.3 Comments of the Commissioner of Transport (C for T):

- (a) no in-principle objection to the application;
- (b) no comment on the revised TIA report provided that the detailed design of vehicular access arrangement and internal transport facilities is to be submitted to the satisfaction of Transport Department (TD); and
- (c) the applicant should note that C for T has the right to impose, alter or cancel any car parking, loading/unloading facilities and / or any no-stopping restrictions, on all roads to cope with changing traffic conditions and needs. The frontage road space would not be reserved for any exclusive uses of the subject development.

### **Environmental Aspect**

11.1.4 Comments of the Director of Environmental Protection (DEP):

- (a) no objection to the application from an environmental planning perspective;
- (b) based on the information provided by the applicant, insurmountable environmental impacts are not anticipated for the proposed development; and
- (c) should the Committee approve the application, the following conditions are recommended to be included in the permission :
  - (i) "the submission of a revised Noise Impact Assessment (NIA) and the implementation of noise mitigation

measures identified in the NIA to the satisfaction of the Director of Environmental Protection or of the Town Planning Board";

- (ii) "the submission of a revised Sewerage Impact Assessment (SIA) to the satisfaction of the Director of Environmental Protection or of the Town Planning Board"; and
- (iii) "the implementation of the local sewerage upgrading/sewerage connection works identified in the SIA to the satisfaction of the Director of Drainage Services or of the Town Planning Board".

### **Drainage and Sewerage Aspects**

11.1.5 Comments of the Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD):

- (a) no objection to the application from public drainage and sewerage operation and maintenance point of view, and no comment on the DIA;
- (b) no in-principle objection for the landscape works as indicated at the DR subject to detailed design which should include, but not limited to, the proposed species, spacing and measures to restrict the roots of the landscape works in order to prevent damage to DSD's facilities below; such landscape works have to be removed temporarily by the maintenance agent upon request from DSD within a short notice and DSD has no obligation for the re-provision of the landscape works; and
- (c) detailed comments are at **Appendix VI**.

### **Urban Design, Air Ventilation and Landscape Aspects**

11.1.6 Comments of the Principal Assistant Secretary (Harbour), Development Bureau (PAS(H), DEVB):

- (a) no adverse comment on the POS design; and
- (b) detailed comments are at **Appendix VI**.

11.1.7 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

#### **Urban Design and Visual Aspect**

- (a) the proposed development comprises 11 residential towers of not more than 29-storeys and maximum BH of 100mPD. The

11 towers are distributed in Portion A (western portion) with 4 towers and Portion B with 7 towers (eastern portion) of the Site, aligned to form a crescent shape with a POS of not less than 3,600m<sup>2</sup> in between and along the DR and NBA;

- (b) the proposal also includes the following design features:
  - (i) towers abutting the waterfront promenade have a BH slightly stepping down to 94mPD/90mPD (i.e. 90mPD at Tower 1 of Portion A and Portion B and 94mPD at Tower 8 of Portion B);
  - (ii) a 15m building separation between Tower 6 and Tower 7 of Portion B to promote visual openness and facilitate air permeability;
  - (iii) over 90% of the site boundary abutting the waterfront promenade would be building free;
  - (iv) at promenade level, a 4m setback of Tower 1 of Portion A and Portion B and 1 to 2m setback of Tower 8 of Portion B;
  - (v) an articulated building façade compatible with the surroundings will be adopted at the detailed design stage;
- (c) with reference to the R to C, item nos. 11.3 and 11.4 in **Appendix Ie**, it was indicated that with site coverage of the proposed scheme at about 32% of the development site (i.e. excluding the area of the POS). Greening along the residential frontages and the sense of openness offered by the setback of the development away from the waterfront promenade and POS will be compromised if a more pronounced building height variation is to be achieved through further reduction of height of the tower(s) as the development footprint will have to be enlarged. In view of the above, there is no further comment on the proposed development layout and the building height profile;
- (d) as shown in the photomontages/visual illustrations, the façade of the building blocks facing the waterfront appears to be highly glazed with the reflection of the sky, giving the elevations a certain lightness when viewed from the waterfront promenade as well as from afar; and
- (e) as regards to the landscape options within the DR area which forms part of the POS, the applicant should continue to explore various landscape options within the DR area (which forms part of the POS) with LCSD and DSD at the detailed design stage to ensure quality landscape provision and open space

design could be achieved.

Air Ventilation Aspect

11.1.8 Comments of the CTP/UD&L (Air Ventilation Unit), PlanD:

- (a) no objection to the application;
- (b) the AVA Initial Study using computational fluid dynamics has been conducted to support the subject application. Two scenarios, i.e. the Baseline Scheme and Proposed Scheme, have been assessed in the study;
- (c) according to the latest simulation results, similar overall ventilation performance of the surrounding is achieved by the two studied schemes under annual and summer conditions. Better ventilation performance along the site boundary is achieved by the Proposed Scheme when compared to the Baseline Scheme under annual and summer condition; and
- (d) with the various mitigation measures including (i) 15m building separation between Tower 6 and Tower 7; and (ii) ground floor permeability in the form of openings and voids at Tower 3 and Tower 5 in Portion A, Tower 3, Tower 5 and Tower 6 of Portion B, no significant air ventilation impact is anticipated by the proposed development, when compared with the Baseline Scheme.

Landscape Aspect

11.1.9 Comments from UD&L (Landscape Unit), PlanD:

- (a) no objection to the application from the landscape planning point of view;
- (b) the Site is currently vacant with no trees, and adverse landscape impact due to the development is not anticipated;
- (c) according to the rising main alignment located within the DR area of the POS (**Drawing A-7**), it has been advised that the applicant will consult/seek early advice from DSD and/or LCSD to maximize tree planting opportunities and provision of landscape facilities along the DR area to achieve a vibrant and enjoyable POS;
- (d) should the Board approve the application, the following landscape condition is recommended to be included in the permission:

“submission and implementation of a revised Landscape Master Plan to the satisfaction of the Director of Planning or of the Town Planning Board”; and

- (e) other comments are detailed at **Appendix VI**.

11.1.10 Comments from Director of Leisure and Cultural Services (DLCS):

- (a) no in-principle objection to the application;
- (b) as LCSD has to take up the management and maintenance of the POS and the Waterfront Promenade, agreement from LCSD on the detailed design of these areas should be sought;
- (c) no particular comment at this stage, but LCSD reserves the right to comment on the design and soft landscape open space and waterfront promenade that will be handed over to LCSD after construction;
- (d) it is noted from the submission that the Site is currently vacant with no vegetation and trees on site. However, if tree was identified before the commencement of captioned project, the applicant is required to explore every possible effort to preserve existing tree on site and minimise the adverse effect to the tree during the works period. Should trees be inevitably affected, prior application should be made 12 months in advance for tree transplanting/felling proposal to relevant authority for comments in accordance with DEVB TC(W) No. 7/2015. LCSD reserves right to comment on tree preservation upon formal tree removal application from LandsD to be submitted;
- (e) should the application be approved, the following condition is recommended to be included in the permission:
- “the design and provision of a public open space of not less than 3,600m<sup>2</sup> within the application site and the proposed northwestern section of the waterfront promenade fronting the application site including the section connecting to Lai Ying Street to the satisfaction of the Director of Leisure and Cultural Services or of the Board”; and
- (f) other comments are detailed at **Appendix VI**.

**Fire Safety**

11.1.11 Comments of the Director of Fire Services (D of FS):

- (a) no in-principle objection to the application subject to fire service installations and water supplies for firefighting being provided to the satisfaction of Fire Services Department;

- (b) detailed fire services requirements will be formulated upon receipt of formal submission of general building plans; and
- (c) the arrangement of the emergency vehicular access shall comply with Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 which is administered by the BD.

### **Electrical and Mechanical Aspects**

11.1.12 Comments from the Director of Electrical and Mechanical Services (DEMS):

#### Regulatory Services

- (a) no comment from a regulatory services perspective;

#### Town Gas Safety

- (b) no adverse comments on the Applicant's responses in the FI submission from a town gas perspective;
- (c) it is noted that there is an intermediate pressure town gas transmission pipeline (running along Lai Ying Street) in the vicinity of the application site. The future developer/consultant/works contractor shall therefore liaise with the Hong Kong and China Gas Company Ltd. in respect of the exact locations of the existing or planned gas pipes/gas installations within/in the vicinity of the application site and any required minimum set back distance away from them during the design and construction stages of development;
- (d) the future developer/consultant/works contractor is required to observe the requirements of the Electrical and Mechanical Services Department's Code of Practice on "Avoidance of Damage to Gas Pipes" (2<sup>nd</sup> edition). The Code can be downloaded from the following web-link: <[https://www.emsd.gov.hk/filemanager/en/content\\_286/CoP\\_gas\\_pipes\\_2nd\\_\(Eng\).pdf](https://www.emsd.gov.hk/filemanager/en/content_286/CoP_gas_pipes_2nd_(Eng).pdf)>; and
- (e) regarding the public comment on the need of a Quantitative Risk Assessment (QRA), QRA is not statutorily required for the proposed development.

### **District Officer's Comments**

11.1.13 Comments of the District Officer (Sham Shui Po), Home Affairs Department (DO/SSP, HAD):

- (a) no comment on the application; and



- (b) the proposed comprehensive residential development has been discussed in the 6<sup>th</sup> Meeting of the 5<sup>th</sup> Sham Shui Po District Council (SSP DC) on 8.11.2016. Members of the DC expressed their views and suggestions on the planning of transport, odour nuisance, environmental protection and greening with a view to minimising the impact on the neighbouring areas. An extract copy of the minutes is at **Appendix IV**<sup>2</sup>.

### **Others**

11.1.14 Comments of the Agricultural Officer (Market Planning), Agricultural, Fisheries and Conservation Department (AFCD):

- (a) no comment on the application; and
- (b) for the adjoining CSWWFM, there is at present no relocation programme.

11.2 The following Government departments have no comment/no objection to the application:

- (a) Chief Architect/Central Management Division 2, Architectural Services Department (CA/ArchSD);
- (b) Project Manager/South, Civil Engineering and Development Department (PM/South, CEDD);
- (c) Director of Food and Hygiene Department (DFEH);
- (d) Chief Highway Engineer/Kowloon, Highways Department (CHE/K, HyD)
- (e) Commissioner of Police (C of P); and
- (f) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD).

## **12. Public Comments Received During Statutory Publication Period**

12.1 During the five statutory publication periods of the planning application which ended on 10.4.2018, 31.7.2018, 17.8.2018, 28.9.2018 and 19.10.2018 respectively, a total of 39 comments were received (**Appendix VII**), and they are summarised in the following table.

Submission	Publication Period	Support	Objection	Comments /Concerns	Total
Planning Application	20.3.2018 to 10.4.2018	14	1	8	23
FI (1)	10.7.2018 to 31.7.2018	0	0	1	1

<sup>2</sup> The Planning Department consulted SSP DC on 8.11.2016 on the PB. Comments of SSP DC on the PB was reported to the Committee on 12.5.2017 and the PB was revised taking into account comments of DC. The revised PB was endorsed by the Committee on 12.5.2017.

Submission	Publication Period	Support	Objection	Comments /Concerns	Total
FI (2)	27.7.2018 to 17.8.2018	2	2	7	11
FI (3)	7.9.2018 to 28.9.2018	0	1	2	3
FI (4)	28.9.2018 to 19.10.2018	0	1	0	1
Total		16	5	18	39

12.2 Among the public comments received, 16 support the application, 5 object to the application, 18 provided comments/concerns on the application. These comments are from one District Councillor, the Hong Kong and China Gas Company and private individuals.

12.3 The supportive comments are from private individuals. They are summarised as follows:

- (a) proposed development can make good use of the existing land at the waterfront area;
- (b) the proposed development is in line with the Government's policy to increase housing land supply; and
- (c) the proposed development would revitalise the existing waterfront to create a pleasant waterfront living environment, add vibrancy to the waterfront areas for the Cheung Sha Wan district with additional provision of POS and enhancement of the waterfront promenade for public enjoyment of the harbour.

12.4 Objections are raised by private individuals. The major grounds of objection are summarised as follows:

- (a) BH at 100mPD creates wall effect along waterfront;
- (b) building separation between Tower 6 and Tower 7 of Portion B of the Site is insufficient, which may affect the air permeability of the surrounding;
- (c) public enjoyment of the POS would be constrained by the proximity to the residential units; and
- (d) the subject application should be considered in tandem with the application for the adjoining "CDA(2)" site, which was submitted for overall consideration of open space design.

12.5 The District Councillor, the Hong Kong and China Gas Company and private individuals provided comments/expressed concerns on the application. The main points of the comments are summarised as follows:

- (a) the development intensity is too high;
- (b) the Site should be for public housing development to meet the urgent need of public housing;
- (c) the proposed development would pose adverse visual, air ventilation and traffic impacts to the Cheung Sha Wan district;
- (d) there is concern over the management and operating hours of the POS and the waterfront promenade, both should be accessible and enjoyed by the general public at all times;
- (e) the proposed development including the waterfront promenade should help revitalise the waterfront and enhance the amenity for public enjoyment;
- (f) overall pedestrian walking environment should be improved and the connectivity should be further strengthened by incorporating covered walkway between the promenade and Exit B of MTR Nam Cheong Station;
- (g) there are concerns on the odour from the adjacent Stonecutters Island Sewage Treatment Works; and
- (h) the Hong Kong and China Gas Company Limited is concerned about the close proximity of proposed development to an existing pipeline located along Lai Ying Street. The applicant is advised to conduct a QRA to evaluate the potential risk and identify all necessary mitigation measures.

### **13. Consultation with Harbourfront Commission**

13.1 The applicant consulted the Harbourfront Commission's Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (the Task Force) on 16.5.2018. The Secretary of the Task Force submitted two letters to the Board on 14.8.2018 (**Appendix Va**) and 30.10.2018 (**Appendix Vb**) enclosing the views of the Task Force and extract of the meeting minutes of the Task Force meeting respectively.

13.2 Members of the Task Force showed in-principle support to the proposed development. At the meeting, they enquired about the management, opening hours, provision of bollards and the use of renewable energy in the PWP. To ensure that a coherent design of the PWP and the section of the PWP abutting the adjoining "CDA(2)" site, it was suggested that some standardised design principles and guidelines should be adopted. Regarding the residential development, some Members raised questions about the ventilation and

connectivity with the neighbouring area.

## **14. Planning Considerations and Assessments**

### Planning Intention and Development Intensity

- 14.1 The application is for a comprehensive residential development in the “CDA” site, providing not more than 1,400 flats. The planning intention of the “CDA” zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The proposed development with the provision of POS in the “CDA” zone is considered in line with the planning intention.
- 14.2 The “CDA” zone is subject to a maximum GFA of 91,770m<sup>2</sup> and a maximum BH of 100mPD under the OZP. The proposed development with GFA of not more than 91,770m<sup>2</sup> and BH of not more than 94mPD and 100mPD do not exceed the OZP restrictions and is considered acceptable.

### Land Use Compatibility

- 14.3 Surrounding the Site at its north and northeast and in the inland area are mainly high-rise and high-density residential neighbourhood comprising public and private housings. There are also various GIC uses in the surroundings including schools and government uses. Given the surrounding context, the proposed comprehensive residential development with open space provision is considered not incompatible with the surrounding land uses.

### Compliance with the PB

- 14.4 As set out in paragraph 10 above, the proposed comprehensive residential development generally complies with the PB requirements regarding the development parameters. The proposal also complies with the relevant planning and the urban design requirements including the provision of POS and PWP, preservation of NBAs, variation of BH with a descending height profile adopted, podium-free design, enhanced pedestrian connectivity to the PWP. Details are at **Appendix IIIb**.

### Urban Design, Landscape, Air Ventilation and Connectivity Aspects

- 14.5 The proposed development has maximum BH of 94mPD and 100mPD and towers abutting the PWP have a slightly stepping down BH of 90mPD at the two Towers 1 of Portions A and B and 94mPD at Tower 8 of Portion B (**Drawing A-1**). Given the residential developments in the inland with BH ranges from about 180mPD (the residential developments along Sham Shing Road) to 125mPD (the BH of the public housing development in the “R(A)12” zone north of the Site) (**Plan A-1**), the BH of the proposed development is considered not incompatible with the development context and height profile of the area. CTP/UD&L, PlanD has no adverse comment on the proposed BH profile and from the visual perspective.

- 14.6 In addition to the BH profile mentioned in paragraph 14.5 above, the proposed development has adopted various design features including setback of building blocks from PWP, building separation of 15m in width between Tower 6 and Tower 7 in Portion B; maintaining two NBAs as breezeways; providing urban windows and ground floor recesses with higher headroom in ground level, podium-free design with underground parking; 90% of the site boundary abutting the PWP being building-free, and setback of the G/F of two Towers 1 in both Portions and Tower 8 in Portion B for landscape buffer. These features would help enhance air penetration and visual permeability, and create a sense of openness with development away from the POS and PWP. CTP/UD&L, PlanD has no adverse comment on the proposed development layout.
- 14.7 On landscape aspect, the Site is currently vacant with no existing trees and thus adverse landscape impact due to the development is not anticipated. CTP/UD&L, PlanD has no adverse comment on the submitted LMP and suggests to include an approval condition on submission and implementation of a revised LMP.
- 14.8 Regarding air ventilation, CTP/UD&L, PlanD opines that with the mitigation measures including the 15m in width building separation, ground floor recess with higher headroom and urban windows proposed, no significant air ventilation impact is anticipated by the proposed development.
- 14.9 On connectivity aspect as shown in **Plan A-7**, public access from the inland of Cheung Sha Wan area to the PWP can be via the footpaths and existing footbridge across West Kowloon Highway (WKH)/Lin Cheung Road along Hing Wah Street/Hing Wah Street West to the proposed landscaped corridor to the northwest of the Site. Alternative access can be from Fat Tseung Street/Fat Tseung Street West and the proposed footbridges across Sham Mong Road and the WKH/Lin Cheung Road to the planned POS at the public housing development to the northeast of the Site. From the east, the PWP can be accessed from the MTR Nam Cheong Station through the pedestrian walkway being constructed by the Civil Engineering and Development Department (CEDD) and the public passageway to be provided within the “CDA(2)” site. The POS in the Site and the PWP together with the planned POS in the aforementioned public housing development to the northeast of the Site will serve the local residents as well as for enjoyment of the public through the existing and proposed pedestrian facilities.

#### PWP

- 14.10 In accordance with the requirement under the PB, the developer of the Site is required to design and construct a PWP of not less than 20m in width directly fronting the “CDA” site (**Drawing A-10**) and have it handed back to LCSD for management and maintenance upon its completion. The PWP will be open 24 hours for public enjoyment. Within the PWP, there will be a kiosk located in its central part where it meets the POS (**Drawing A-10**). PAS(H), DEVB and DLCS have no adverse comment on the proposed PWP. In this regard, DLCS suggests to include an approval condition on design and provision of the section of the PWP fronting the application site. As stated in paragraph 14.9 above, the PWP will be accessible from the inland of Cheung Sha Wan area and from MTR

Nam Cheong Station through the existing and proposed pedestrian facilities.

- 14.11 The Task Force raised concern on the coherent design of the section of the PWP fronting the Site and the section of the PWP fronting the adjoining “CDA(2)” site. A single PB (**Appendix IIIa**) covering both “CDA” sites was prepared to guide the preparation of MLP for each site in order to ensure that both sites can achieve a holistic design at this prominent location and be developed in a comprehensive manner and be compatible with each other. The PB requires that a LMP should be prepared and submitted as part of the MLP submission at the planning application stage for each of the “CDA” site and respective part of the adjoining “O” zone. The PB also specifies that to ensure the adoption of the coordinated approach when formulating the MLP for each site, reference should be made to the planning intention and design criteria in the PB and the development proposal which has already been submitted/approved for the adjoining “CDA” zone. In this regard, a planning application for a proposed hotel development in the “CDA(2)” site including a MLP and LMP (showing the PWP section fronting the “CDA(2)” site and the disused pier) was submitted in September 2018. The design of the whole PWP can be scrutinised in the process of the two planning applications. Besides, the applicant of the subject application has also indicated that he will closely liaise with the landowner of the adjacent “CDA(2)” site to ensure the comprehensiveness of the PWP.

#### POS

- 14.12 In accordance with the PB requirement, a POS of not less than 3,600m<sup>2</sup> will be provided within the Site. With greenery of not less than 50%, the POS is located in the middle part of the Site and has aligned with the planned POS in the “R(A)12” zone located to its northeast to provide convenient public access to the PWP. The POS will be designed and constructed by the applicant and have it handed back to LCSD for management and maintenance upon its completion.
- 14.13 As required in the PB, the POS should be located where the DR and NBA located (Plan 7 of **Appendix III(a)**). Compared with the PB requirement, the boundary of the POS has been adjusted to cover the whole of the DR and majority area of the NBA to allow convenient access to the whole DR area by the Government upon hand-over of the POS. For a minor portion at the southeastern end of the NBA that is not included in the POS, there is no structure on it and the area is used for road access and landscaped pavement of the proposed residential development (**Drawings A-1 and A-10**). The POS will still be landscaped with trees planted in the non-DR area and large shrubs and trees in movable planters are proposed for the DR area.
- 14.14 With regard to CTP/UD&L, PlanD’s comment that the POS falling within the DR area may reduce the area for tree planting and that the applicant should continue to explore various landscape options within the DR area with LCSD and DSD to maximize tree planning opportunities, the applicant has indicated in the submission that he will keep close liaison with relevant Government departments to ensure that quality landscape provision and open space design could be achieved. DLCS and CE/MS, DSD have no adverse comments on the POS. As recommended by DLCS, an approval condition on the design and

provision of the POS is included.

### Technical Aspects

14.15 The proposed development would not create adverse traffic, environmental, sewerage and fire safety impacts on the surrounding areas according to the various assessments conducted by the applicant. Concerned departments including C for T, CHE/K, HyD, DEP, CE/MS, DSD, D of FS have no adverse comments on the application. Relevant approval conditions on traffic, noise, drainage, sewerage and fire safety are suggested to be imposed.

### Views of Public Comments

14.16 Regarding public comments received, the planning assessments above and departmental comments in paragraph 11 are relevant. For the public comments requesting to provide a “covered pedestrian walkway” connecting Exit B of MTR Nam Cheong Station to the PWP, CEDD advises that about 215m of the pedestrian walkway (near Exit B of the station to the planned school site located near the cul-de-sac of Ling Ying Street) will be provided with cover (**Plan A-7**). Further extension of the cover to Exit B of the station and southwestwards to the PWP is constrained by the EVA for the station, the existing cooling mains near the station and the reduced pedestrian flow due to different routings for the residents/visitors of the public housing and private development sites. That said, tree species with shading effect would be planted at some suitable locations along the pedestrian walkway connecting to the PWP for the comfort of the pedestrians.

## **15. Planning Department’s Views**

15.1 Based on the assessment made in paragraph 14 above and having taken into account the public comments mentioned in paragraph 12 above, Planning Department has no objection to the application.

15.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 16.11.2022 and after the said date, the permission shall cease to have effect unless, before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are also suggested for Members’ consideration:

### Approval Conditions

- (a) the submission and implementation of a revised Master Layout Plan to take into account of the approval conditions (b) to (i) below to the satisfaction of the Director of Planning or of the Town Planning Board;
- (b) the submission and implementation of a revised Landscape Master Plan to the satisfaction of the Director of Planning or of the Town Planning Board;
- (c) the design and provision of a public open space of not less than 3,600m<sup>2</sup> within the application site and the proposed northwestern section of the

waterfront promenade fronting the application site including the section connecting to Lai Ying Street to the satisfaction of the Director of Leisure and Cultural Services or of the Town Planning Board;

- (d) the design and provision of vehicular access, car parking and loading/unloading facilities for the proposed development to the satisfaction of the Commissioner of Transport or of the Town Planning Board;
- (e) the submission of a revised Noise Impact Assessment and the implementation of noise mitigation measures identified in the Noise Impact Assessment to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (f) the submission of a revised Sewerage Impact Assessment to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (g) the implementation of the local sewerage upgrading/sewerage connection works identified in the Sewerage Impact Assessment to the satisfaction of the Director of Drainage Services or of the Town Planning Board;
- (h) the provision of fire service installations and water supplies for firefighting to the satisfaction of Fire Services Department or of the Town Planning Board; and
- (i) the submission of an implementation programme indicating the timing and phasing of the proposed development to the satisfaction of the Director of Planning or of the Town Planning Board.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix VIII**.

15.3 There is no strong reason to recommend rejection of the application.

**16. Decision Sought**

16.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.

16.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.

16.3 Alternatively, should the Committee decide to reject the application, Members are invited to advice what reason(s) for rejection should be given to the applicant.



## 17. Attachments

<b>Appendix I</b>	Application Form
<b>Appendix Ia</b>	Supplementary Planning Statement
<b>Appendix Ib</b>	Applicant's letter dated 4.7.2018 with responses to departmental and public comments and revised MLP and revised technical assessments
<b>Appendix Ic</b>	Applicant's letter dated 4.7.2018 with replacement pages
<b>Appendix Id</b>	Applicant's letter dated 20.7.2018 with responses to departmental comments, revised Urban Design and Landscape Proposals and revised technical assessments
<b>Appendix Ie</b>	Applicant's letter dated 31.8.2018 with responses to departmental and public comments and revised technical assessments
<b>Appendix If</b>	Applicant's letter dated 21.9.2018 with responses to departmental comments and revised technical assessment
<b>Appendix Ig</b>	Applicant's letter dated 8.11.2018 providing clarifications on development parameters and a revised Pedestrian Network Plan
<b>Appendix II</b>	Similar Applications
<b>Appendix III(a)</b>	Endorsed Planning Brief for Two "Comprehensive Development Area" zones at the Lin Cheung Road Site
<b>Appendix III(b)</b>	Comparison of Major Parameters with Requirements in Planning Brief
<b>Appendix IV</b>	Extract of Minutes of 6 <sup>th</sup> Meeting of the 5 <sup>th</sup> Sham Shui Po District Council Meeting held on 8.11.2016 (with SSPDC Paper No. 177/16)
<b>Appendix V(a)</b>	Letter dated 14.8.2018 from the Secretary of the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing
<b>Appendix V(b)</b>	Letter dated 30.10.2018 from the Secretary of the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing
<b>Appendix VI</b>	Summary of Detailed Comments from Bureau and Departments
<b>Appendix VII</b>	Public Comments received
<b>Appendix VIII</b>	Recommended Advisory Clauses
<b>Drawing A-1</b>	Indicative Master Layout Plan
<b>Drawing A-2</b>	Revised Indicative Ground Floor Plan
<b>Drawing A-3</b>	Indicative Basement First and Second Floors Plan
<b>Drawing A-4</b>	Indicative Section Plan A-A
<b>Drawing A-5</b>	Indicative Section Plan B-B
<b>Drawing A-6</b>	Indicative Section Plan C-C
<b>Drawing A-7</b>	Site Boundaries and Design Constraints Plan
<b>Drawing A-8</b>	Urban Design Concept (1)
<b>Drawing A-9</b>	Urban Design Concept (2)
<b>Drawing A-10</b>	Landscape Master Plan
<b>Drawing A-11</b>	Landscape Section Plan A-A
<b>Drawing A-12</b>	Landscape Section Plan B-B
<b>Drawing A-13</b>	Landscape Section Plan C-C
<b>Drawing A-14</b>	Greenery Calculation Plan

<b>Drawing A-15</b>	Private Open Space Provision
<b>Drawing A-16</b>	Visual Illustration – View to proposed promenade and Public Open Space
<b>Drawing A-17</b>	Visual Illustration – View from Lai Ying Street
<b>Drawing A-18</b>	Visual Illustration – Bird eye view from Stonecutters Island
<b>Drawing A-19</b>	Photomontages – Viewing from VP1 – Future refurbished Pier at the southeastern corner of the future waterfront Promenade
<b>Drawing A-20</b>	Photomontages – Viewing from VP2 – Portion of the waterfront promenade fronting the southeastern edge of the Application Site
<b>Drawing A-21</b>	Photomontages – Viewing from VP3 – northwestern corner of the future waterfront promenade
<b>Drawing A-22</b>	Photomontages – Viewing from VP4 – Planned POS in “R(A)12” zone
<b>Drawing A-23</b>	Photomontages – Viewing from VP5 – Future children play area near Block 3 of the Public Rental Housing and Home Ownership Scheme development in “R(A)12” zone
<b>Drawing A-24</b>	Photomontages – Viewing from VP6 – Planned open space adjacent to Hing Wah Street West
<b>Drawing A-25</b>	Photomontages – Viewing from VP7 – Sham Shui Po Park
<b>Drawing A-26</b>	Photomontages – Viewing from VP8 – Nam Cheong Park
<b>Drawing A-27</b>	Photomontages – Viewing from VP9 – Sun Yat Sen Memorial Park
<b>Drawing A-28</b>	Photomontages – Viewing from VP10 – Central Pier No. 7
<b>Drawing A-29</b>	Pedestrian Network Plan
<b>Drawing A-30</b>	Indicative Circulation Diagram
<b>Plan A-1</b>	Location plan and similar applications
<b>Plan A-2</b>	Site Plan
<b>Plan A-3</b>	Aerial Photo
<b>Plans A-4 &amp; A-6</b>	Site Photos
<b>Plan A-7</b>	Pedestrian Access Network and Open Spaces in Sham Shui Po

**PLANNING DEPARTMENT  
NOVEMBER 2018**