

Similar s.16 Applications within “CDA” Zones on the South West Kowloon OZP

Approved Applications

<u>Application No.</u>	<u>Proposed Development</u>	<u>Date of Consideration (MPC/TPB)</u>	<u>Approval Condition(s)</u>
A/K20/17	Proposed Comprehensive Commercial/Residential Development with Hotel and Exhibition/Convention Centre	30.10.1998	1, 2, 3, 4, 11, 25
A/K20/27	Proposed Comprehensive Residential and Commercial Development (Master Layout Plan)	17.12.1999	1, 2, 3, 4, 5, 8, 12, 13, 14, 15, 16, 25
A/K20/32	Proposed Comprehensive Residential Development with Ancillary Retail Uses and Public Parking Provisions	14.4.2000	1, 2, 3, 4, 11, 16, 18, 25
A/K20/43	Proposed Minor Amendments to Approved Comprehensive Residential and Retail Development with Public Car/ Lorry Parking Spaces	28.6.2001	1, 2, 3, 4, 11, 16, 18, 25
A/K20/45	Proposed Minor Amendments to the Approved Comprehensive Residential and Commercial Development	28.6.2001	1, 2, 3, 4, 6, 12, 13, 14, 15, 16, 25
A/K20/82	Proposed Comprehensive Residential and Commercial Development (Amendments to Approved Master Layout Plan)	15.10.2004	1, 2, 3, 4, 6, 12, 13, 14, 15, 16, 25
A/K20/104	Proposed Comprehensive Residential and Commercial Development (Amendments to Approved Master Layout Plan)	8.5.2009	1, 2, 3, 4, 6, 10, 12, 13, 14, 16
A/K20/116	Proposed Comprehensive Residential and Commercial Development (Amendments to Approved Master Layout Plan)	17.6.2011	1, 2, 3, 4, 12, 13, 14, 16, 19, 20
A/K20/119	Proposed Comprehensive Residential and Commercial Development (Amendment to Approved Scheme)	1.3.2013	1, 4, 14

<u>Application No.</u>	<u>Proposed Development</u>	<u>Date of Consideration (MPC/TPB)</u>	<u>Approval Condition(s)</u>
A/K20/124	Proposed Comprehensive Development for Public Rental Housing with Commercial, Government, Institution and Community Facilities, Public Open Space and Public Transport Interchange and Minor Relaxation of Non-Domestic Plot Ratio Restriction	17.7.2015	1, 2, 3, 4, 13, 16, 21, 22, 23
A/K20/128	Proposed Comprehensive Development for Residential (Flat) and Commercial Uses (Eating Place, Shop and Services and Market), School (Kindergarten, Nursery, Language, Computer, Commercial and Tutorial Schools, Art Schools, Ballet and Other Types of Schools Providing Interest/Hobby Related Courses), Social Welfare Facilities and Public Vehicle Park, with Minor Relaxation of Domestic Plot Ratio Restriction	17.8.2018	1, 2, 3, 4, 6, 7, 8, 9, 13, 14, 17, 21, 24
A/K20/130	Proposed Comprehensive Residential Development	16.11.2018	1, 2, 3, 4, 6, 8, 14, 23

Approval Conditions:

1. The submission and implementation of a revised Master Layout Plan.
2. The design and provision and/or layout of vehicular access arrangements and/or ingress/egress point(s), and/or public transport interchange, and/or car parking, and/or loading/unloading facilities and/or public car/lorry park.
3. The design and/or provision of fire service installations and water supply for fire-fighting and/or provision of emergency vehicular access.
4. The submission and implementation of a Landscape Master Plan/revised Landscape Master Plan and/or tree preservation proposal.
5. The submission of a revised environmental impact assessment and the implementation of proposed mitigation measures identified therein.
6. The submission of an updated/revised noise impact assessment and/or design/implementation of noise mitigation measures identified therein.
7. The submission of a land contamination assessment and implementation of the remediation actions identified therein for the proposed development.
8. The submission of a sewerage impact assessment (SIA) and the implementation of the local sewerage upgrading/sewerage connection works identified in the SIA.
9. The submission of a revised drainage impact assessment and implementation of mitigation measures identified therein if the existing drain is diverted.
10. The design and disposition of building blocks and the podium to improve the air ventilation of

- the area.
11. The diversion of the existing stormwater drain/water mains along Lai Fat Street.
 12. The design, implementation and/or construction and/or maintenance of a grade-separated pedestrian walkway system between the proposed development and Public Housing Estates.
 13. The provision of a kindergarten.
 14. The submission of an implementation programme of the proposed development.
 15. The provision of the future connection with possible landscape deck over the section of West Kowloon Highway immediately fronting the proposed development.
 16. The design, provision and/or integration of the proposed development/footbridge connections with the proposed pedestrian footbridges at the junctions/ design and provision of pedestrian footbridge link.
 17. The provision of a landscaped pedestrian passageway of Lai Fat Street to be open 24 hours for public use.
 18. The design, provision and implementation of the proposed traffic/road improvement schemes identified in the Traffic Impact Assessment
 19. The design and construction of the improvement works at junctions.
 20. The submission of a quantitative air quality impact assessment.
 21. The design and provision of the social welfare facilities.
 22. The design and provision of the sports centre and public library facilities.
 23. The design and provision of (public) open space.
 24. The provision of a public vehicle park.
 25. Time Clause.

Rejected Application

<u>Application No.</u>	<u>Proposed Development</u>	<u>Date of Consideration (MPC/TPB)</u>	<u>Rejection Reasons</u>
A/K20/72	Proposed Comprehensive Commercial/Residential Development with Hotel and Exhibition/Convention Centre	25.6.2004	1, 2

Rejected Reasons:

1. The proposed development would be exposed to high traffic noise impact and insufficient information had been provided to demonstrate that such noise impact would be mitigated to a satisfactory level.
2. The visual impact of the current scheme was inferior to the previously approved scheme in that the office tower protruded above the ridgelines behind when viewed from the western harbour as well as the more massive wall effect created by the residential towers.

**Planning Brief for
the Two “Comprehensive Development Area” (CDA) Zones
at the Lin Cheung Road Site, Sham Shui Po**

1. Purpose

- 1.1 The purpose of the Planning Brief (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 of each of the two “Comprehensive Development Area” (“CDA”) zones at the Lin Cheung Road site, Sham Shui Po.
- 1.2 The two sites, which are zoned “CDA” and “CDA(2)” (hereto referred to the Sites) on the approved South West Kowloon Outline Zoning Plan No. S/K20/30 (the OZP) are for private residential development and hotel use respectively (**Plans 1 and 2**).

2. Background

- 2.1 The Lin Cheung Road site was originally reserved for the development of the Cheung Sha Wan Wholesale Food Market (CSWWFM) Phase 2 and related industrial and cargo handling use. However, it was confirmed by relevant bureaux/departments that the site would no longer be required for the wholesale market use. Given its prime waterfront location and good accessibility by various modes of public transport, the site was considered suitable for development for commercial/residential, waterfront promenade and Government, institution or community uses. This would help to meet the pressing demand for housing land in the urban area, while satisfying the district needs, meeting local aspirations and add vibrancy to the waterfront.
- 2.2 On 13.12.2013, the draft South West Kowloon OZP No. S/K20/29 incorporating amendments including the rezoning of the Lin Cheung Road site from “Other Specified Uses” (“OU”) annotated “Cargo Working Area, Wholesale Market and Industrial-Office”, “OU” annotated “Wholesale Market”, “OU” annotated “Pier” and areas shown as ‘Road’ to “Comprehensive Development Area” (“CDA”), “CDA(2)”, “Residential (Group A) 12” (“R(A)12”), “Government, Institution or Community” (“GIC”), “Open Space” (“O”) and areas shown as ‘Road’ was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The draft OZP No. S/K20/29 was approved by the Chief Executive in Council on 23.9.2014. The approved OZP was exhibited for public inspection under section 9(5) of the Ordinance on 3.10.2014.

3. The Planning Context

- 3.1 The “CDA” and “CDA(2)” zones are intended for comprehensive development of the area for private residential use with provision of POS and

hotel use respectively. The zonings are intended to facilitate appropriate planning control over the development mix, scale, design and layout of the development, taking into account various environmental, traffic, infrastructure and other constraints. Pursuant to sections 4A(1) and 4A(2) of the Ordinance, any development in the “CDA” and “CDA(2)” zone would require the approval of the Town Planning Board (the Board) through planning application under section 16 of the Ordinance. The applicant for each “CDA” site shall prepare a MLP together with technical assessments as specified in the Notes of the OZP for approval of the Board. A planning brief will be prepared to guide the future development of the two CDA sites.

- 3.2 According to the Notes of the OZP, the “CDA” zone located to the south of Hing Wah Street West intended for private residential development is subject to a total maximum domestic GFA of 91,770m² and provision of a public open space (POS) of not less than 3,600m² within the CDA. The “CDA” zone is also subject to a maximum building height of 100mPD, and two non-building areas (NBAs) of 15m and 22m wide designated along the northwestern boundary and in the middle part of the CDA respectively. The Explanatory Statement (ES) of the OZP states that the POS to be provided in the middle part of the CDA should be connected with the POS in the “R(A)12” zone (planned for public housing development) in the north, the intention of which is to create a continuous POS leading to the waterfront promenade. The designation of two 15m-wide and 22m-wide NBAs in the CDA are intended to facilitate air ventilation along major corridors and serve as the entrances of the prevailing south-westerly wind to improve air penetration and visual permeability towards the hinterland (**Plans 1 and 7**). However, as the NBAs are primarily for the above-ground air ventilation, the NBA restriction would not be applicable to underground developments.
- 3.3 According to the Notes of the OZP, the “CDA(2)” zone is subject to a total maximum GFA of 34,770m² and a maximum building height of 100mPD. To minimize the noise impact from the existing CSWWFM, hotel use may be permitted at the site to separate the wholesale market from the proposed private residential development in the adjoining “CDA” zone. Hotel development at this site could also enhance diversity in the land use mix of the Lin Cheung Road site, thereby promoting vibrancy and creating a focal point for the waterfront in the Sham Shui Po District (**Plans 1 and 7**).
- 3.4 As the two “CDA” zones adjoining to each other and occupying a prominent waterfront location, there is a need to have a comprehensive planning guidance/control of the development for the two “CDA” zones. Therefore it is considered more appropriate to prepare a single PB covering both “CDA” zones to guide the preparation of MLP submission for each of the “CDA” zones.
- 3.5 Along the waterfront of the “CDA” and “CDA(2)” zones is an “O” zone (including an existing disused pier) (about 9,900m²) is planned to be developed into a 20m wide waterfront promenade with an approximately 380m sea frontage. The waterfront promenade occupies a prime location at the northern part of the Southwest Kowloon overlooking the Victoria Harbour (**Plans 6 and 7**).

- 3.6 To ensure timely completion of the waterfront promenade for enjoyment of the residents, the hotel patrons and the general public, it should be designed and constructed by the respective developer at his/her own cost.
- 3.7 The northwestern section of the waterfront promenade fronting the “CDA” zone shall be constructed by the developer of the “CDA” zone at his/her own cost. With reference to the established Government policy¹, this section of the waterfront promenade together with the POS (minimum 3,600m²) to be provided in the central part of the “CDA” site, upon completion, will be handed over to the Leisure and Cultural Services Department (LCSD) for management and maintenance (**Plans 7 and 7A**).
- 3.8 While the southeastern section of the waterfront promenade (including the existing disused pier) fronting the “CDA(2)” zone should be designed and constructed by the developer of the “CDA(2)” zone at his/her own cost, a study on the refurbishment works of the disused pier is also required to be conducted by the developer at his/her own cost to explore the provision of public landing facilities to enhance accessibility to the waterfront promenade and the refurbished pier from the sea. For any such facilities to be included, the developer of the “CDA(2)” site should carry out necessary study at his/her own cost to ascertain technical feasibility and environmental acceptability. The study should address all technical, safety and legal matters arising from the provision of such facilities. The study including a Marine Traffic Impact Assessment should be prepared to the satisfaction of concerned departments. The developer should also complete the relevant gazettal procedures (if required) at his/her own cost and apply for lease modification if he/she wishes to implement such facilities. With reference to the aforesaid established Government policy, where the POS is on Government land adjacent to a commercial development, the developer/owner of the commercial development can be required to bear the recurrent cost of managing and maintaining the POS. As such, upon completion, the subject section of the waterfront promenade (including the refurbished disused pier) will be managed and maintained by the developer/owner of the hotel in the “CDA(2)” site (**Plans 7 and 7A**).
- 3.9 The planned waterfront promenade should include leisure and recreational uses together with some supporting facilities such as refreshment kiosk(s), with provision of lush greenery, and good connectivity to adjacent open space network. Besides, opportunities should be explored to enhance water-land interface so as to optimize the valuable waterfront resources. Due regard should be given to the Town Planning Board’s Vision Statement for the Victoria Harbour and the Harbour Planning Principles and Harbour Planning Guidelines adopted by the Harbourfront Commission. To enhance connectivity to the waterfront, the design of the waterfront promenade should create a coherent design and seamless integration with the POS provided within the “CDA” site and the open space network in the vicinity.
- 3.10 In order to ensure that both “CDA” and “CDA(2)” zones can achieve a

¹ The Government policy is documented in the Development Bureau’s paper to Legislative Council Panel on Development on “Refined Arrangements for Provision of POS in Private Developments” (January 2010).

holistic design at this prominent waterfront location and be developed in a comprehensive manner and be compatible with each other, a single PB covering both sites has been prepared to guide the preparation of MLP for each of the “CDA” zones. To ensure that the developments will be implemented in a comprehensive manner and compatible with each other, a coordinated approach for the 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. This PB covers the general planning principles and development requirements common to both of the “CDA” zones as well as specific requirements for each individual zone. Development restrictions of these sites are documented in paragraphs 3.2 and 3.3 of the above.

4. The Sites and Their Surrounding Areas

The Sites

- 4.1 Located at the waterfront in the northern part of Southwest Kowloon to the northwest of CSWWFM, the two sites are zoned “CDA” and “CDA(2)” (the Sites) on the approved South West Kowloon Outline Zoning Plan No. S/K20/30 (the OZP). The Sites are currently used as temporary works area for the Guangzhou–Shenzhen–Hong Kong Express Rail Link (XRL) project. Access to the sites will be through the planned local road (Road A) tentatively scheduled to open to the public in February 2018 (**Plan 2**).
- 4.2 Occupying a prime location at the waterfront, the Sites have good accessibility in particular through the nearby Mass Transit Railway (MTR) Nam Cheong Station.

The Surrounding Areas

- 4.3 To the immediate northeast of the Sites is the “R(A)12” site for public rental housing and subsidized sale flats developments currently under construction. To the further northeast is a “G/IC” zone planned for a 30-classroom primary school. To the northwest is another “G/IC” zone reserved for the development of a social welfare block. Located at the southeast of the Sites is the existing CSWWFM (zoned “OU (Wholesale Market)”), whereas to the further northwest is a cluster of boatyards (zoned “OU (Boatyards and Marine-Oriented Industrial Uses)”) (**Plans 3 to 5**).
- 4.4 The area to the further north across the West Kowloon Highway mainly comprises residential and GIC uses with good accessibility to public transport including the MTR Nam Cheong Station.

5. General Design Principles

- 5.1 Located at the northern part of the Southwest Kowloon waterfront overlooking the Victoria Harbour, the Sites are prime waterfront sites, which offer potential to be developed into new focal point for the district and a

pleasant waterfront living environment. The proposed comprehensive development of the Sites for private residential use and hotel use is intended to help meet the housing demand and to facilitate hotel development in Hong Kong. Development of the Sites should capitalize on its spectacular harbour setting and opportunities to create a vibrant waterfront for public enjoyment. The planned waterfront promenade zoned “O” (which covers the existing disused pier) should be suitably designed and integrated with the two “CDA” sites to achieve a holistic design, synergy with seamless integration. It should include leisure and recreational uses together with some supporting facilities such as refreshment kiosk(s), with provision of lush greenery, good connectivity to adjacent open space network and explore opportunities to enhance water-land interface so as to optimize the valuable waterfront resources.

5.2 To achieve the above planning objectives, the following urban design considerations should be taken into account when formulating the MLP for individual CDA site:

- (a) ensure the development be compatible with surrounding developments and its unique waterfront setting;
- (b) create a focal point for a vibrant waterfront with a diversity of activities and explore opportunities for water-land interface for public enjoyment;
- (c) create a pleasant waterfront living environment;
- (d) create visual interest by encouraging diversity of built forms with height variation while adopting a descending height profile towards the waterfront and respecting the adjacent low-rise development along the northwestern fringe of the Sites;
- (e) preserve existing air paths and allow sufficient separation between residential blocks to enhance visual and air permeability;
- (f) adopt a podium-free design with ancillary car parks to be located underground to enhance air ventilation and visual permeability and maximize opportunities to provide high quality at-grade greenery;
- (g) create a pleasant public-private interface through creative articulation of building edges, variation in facades and landscape treatment;
- (h) enhance pedestrian connectivity from public transport network to surrounding areas and the waterfront promenade;
- (i) create a pleasant waterfront environment for public enjoyment with lush and sustainable landscaping along the waterfront promenade that connects to the public open space network; and
- (j) incorporate suitable mitigation measures to address the environmental nuisances associated with the CSWWFM located in the southeast, and

the existing boatyards at the northwestern area.

6. Development Parameters

Item	Particulars	Remarks
A. Major Development Parameters		
1. Location	<p><u>“Comprehensive Development Area” “(CDA)”</u> The “CDA” site is located to the northwest of the “CDA(2)” site, adjoining to the planned waterfront promenade zoned “Open Space” (“O”).</p> <p><u>“Comprehensive Development Area (2)” “(CDA(2))”</u> The “CDA(2)” site is located to the southeast of the “CDA” site, adjoining to the planned waterfront promenade zoned “O”.</p>	<p>Plans 1 to 5</p> <ul style="list-style-type: none"> The Sites zoned “CDA” and “CDA(2)” are located at the northern tip of the Southwest Kowloon waterfront and southwest of Hing Wah Street West. To the northeast of the two CDA sites is a “R(A)12” site for public rental housing and subsidized sale flats developments which are currently under construction. The Sites are also close to two “G/IC” zones, namely a planned 30-classroom primary school to their northeast and a proposed social welfare block to their immediate northwest. The CSWWFM zoned “Other Specified Uses” “(OU)” annotated “Wholesale Market” (“OU (Wholesale Market)”) is located to their southeast and boatyards (zoned “OU (Boatyards and Marine-Oriented Industrial Uses)”) are located to their northwest.
2. Site Area	<p>“CDA”: about 1.93 ha “CDA(2)”: about 0.49 ha Total Area : about 2.42 ha</p>	Exact area subject to detailed survey.
3. OZP Zoning and Planning Intention	It is intended that both “CDA” and “CDA(2)” zones are to be developed comprehensively with a balanced mix of private residential development with a public open space, and	<p>Plans 1, 2, 6, 7 and 7A</p> <ul style="list-style-type: none"> The two CDA sites are adjoining an “Open Space” (“O”) zone along the waterfront.

Item	Particulars	Remarks
	<p>commercial uses (hotel and retail) to create a pleasant waterfront living environment for the community. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking into account the environmental, traffic, infrastructure and site constraints.</p> <p>“CDA” The “CDA” site is subject to a maximum gross floor area (GFA) of 91,770m² for private residential development (including a public open space (POS) of not less than 3,600m² shall be provided therein) and a maximum building height of 100mPD as stipulated in the OZP No. S/K20/30 (the OZP).</p> <p>“CDA(2)” The “CDA(2)” site is subject to a maximum total GFA of 34,770m² for hotel development and a maximum building height of 100mPD as stipulated in the OZP.</p>	<ul style="list-style-type: none"> • The two CDA sites are to be developed with seamless integration with the adjoining “O” zone which comprises an approximately 380m long waterfront promenade (including the existing disused pier) to be developed for public open space uses. • Development for the waterfront promenade will be undertaken by both developers of the “CDA” sites as appropriate. The developer of the “CDA” site is responsible for the construction of the northwestern section of the waterfront promenade fronting the “CDA” site. The developer for the “CDA(2)” site will take up the construction of the southeastern section of the waterfront promenade (including the existing disused pier) fronting the “CDA(2)” site. • The construction of respective sections of the waterfront promenade will be at the cost of the respective developers. The sections are delineated at Plans 7 and 7A.
4. Proposed Uses	<p>“CDA” Private residential development with a public open space of not less than 3,600m².</p> <p>“CDA(2)”</p> <ul style="list-style-type: none"> • Hotel development with ground level commercial use (such as shop and eating place etc.) to be 	Plans 1, 2, 6, 7 and 7A

Item	Particulars	Remarks
	<p>provided to enhance vibrancy along the waterfront.</p> <ul style="list-style-type: none"> To help address the noise and industrial/residential interface problems associated with the existing CSWWFM. 	
5. Maximum Gross Floor Area (GFA)	<p>“CDA” Maximum GFA of 91,770m² for residential use</p> <p>“CDA(2)” Hotel - Maximum GFA of 34,770m² (including commercial use with minimum GFA of 1,000m² of which at least 500m² at ground level).</p>	<p>Plans 1, 2, 6, 7 and 7A</p> <ul style="list-style-type: none"> The “CDA” site is intended for private residential development. The “CDA(2)” site is intended for hotel development. A minimum 1,000m² GFA for commercial uses (including shop and eating place) are to be provided within the hotel. At least 500m² of the commercial GFA should be designed at ground level with access and seamless integration to the waterfront promenade.
6. Maximum Building Height (BH)	<p>“CDA” and “CDA(2)” 100mPD (at main roof level)</p>	<p>Plan 1</p>
7. Non-building areas (NBAs)	<p>“CDA” Two NBAs:</p> <ul style="list-style-type: none"> 15m-wide (northwestern boundary of the “CDA” site) 22m-wide (middle section of the “CDA” site) 	<p>Plans 1, 2, 6, 7 and 7A</p> <ul style="list-style-type: none"> The “CDA” sites lie at the gateway of prevailing south-westerly summer wind to the inland area of the Cheung Sha Wan District with Hing Wah Street West, Fat Tseung Street West and Tonkin Street West identified as three major breezeways within the district. These wind corridors are in alignment with the NE-SW direction.

Item	Particulars	Remarks
		<ul style="list-style-type: none"> • Two NBAs of varied widths (15m and 22m) have been maintained as breezeways within the “CDA” site to allow for better wind penetration into the inland sites, which can also help to improve the overall air ventilation and visual permeability for the area. To further enhance the pedestrian wind environment at surrounding areas, additional wind enhancement features should be considered during the detailed design stage of the developments. • No building or structure are permitted on, over, above, or within the NBA, except under or below to allow flexibility for ancillary car parking provision. • For the NBA covered by the POS, no building or structure is permitted on, over, above, under, below or within the NBA.
8. Maximum Site Coverage	<p><u>“CDA” and “CDA(2)”</u></p> <p>Not exceeding those stipulated in the Building (Planning) Regulations (B(P)R).</p>	
B. Planning Requirements		
9. Urban Design Considerations	<p><u>“CDA” and “CDA(2)”</u></p> <ul style="list-style-type: none"> • An urban design proposal should be prepared to form part of the Master Layout Plan (MLP) submission. • The MLP should take into account the following urban design considerations, where 	<p>Plans 6, 7, 7A and 8</p> <ul style="list-style-type: none"> • Due regard should be given to the Town Planning Board’s Vision Statement for the Victoria Harbour and the Harbour Planning Principles and Harbour Planning Guidelines adopted by the Harbourfront Commission,

Item	Particulars	Remarks
	<p>appropriate:</p> <ul style="list-style-type: none"> - to ensure that the development be compatible with the surrounding developments and its unique waterfront settings; - to create a focal point for a vibrant waterfront with diversity of activities and explore opportunities for water-land interface for public enjoyment; - to create a pleasant waterfront living environment; - to create visual interest by encouraging diversity of built forms with height variation while adopting a descending height profile towards the waterfront and respecting the adjacent low-rise at the northwestern fringe of the “CDA” site (near Hing Wah Street West); - to preserve existing air paths and allow for sufficient separation between residential blocks to enhance visual and air permeability; - to adopt a podium free design with ancillary car parks to be located underground except for loading/unloading facilities to enhance air ventilation and visual permeability and maximize opportunities to provide high quality at-grade greenery; 	<p>and the Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 11 on Urban Design Guidelines.</p> <ul style="list-style-type: none"> • In the MLP submission, the developer is required to demonstrate that the development, including the design of the car park, can comply with the Sustainable Building Design Guidelines promulgated by the Government.

Item	Particulars	Remarks
	<ul style="list-style-type: none"> - to create a pleasant public-private interface through creative articulation of building edges, variation in facades and landscape treatment; - to enhance pedestrian connectivity from public transport network and surrounding areas to the waterfront promenade; and - to create a pleasant waterfront environment for public enjoyment with lush and sustainable landscaping along the waterfront promenade that connects to public open space network. 	
<p>10. Public Open Space (POS) within the “CDA” site</p>	<p>To create a pleasant waterfront living environment and facilitate public enjoyment of the waterfront, a network of open spaces has been planned to connect with the waterfront promenade.</p> <p>A POS of not less than 3,600m² should be provided within the “CDA” site.</p> <ul style="list-style-type: none"> • to optimize site utilization, the POS is to be designed at-grade in the middle part of the “CDA” site where the drainage reserve and NBA are located (Plans 6, 7 and 7A) and its design should align with the planned POS at the “R(A)12” site to its northeast for public rental housing and subsidized sale flats developments so as to provide convenient access to the planned waterfront promenade. 	<p>Plans 6, 7, 7A and 8</p> <ul style="list-style-type: none"> • The POS within the “CDA” site should be designed and constructed by the developer at his/her own cost and have it handed over to the Leisure and Cultural Services Department (LCSD) for management and maintenance upon completion. • Design of the POS should take reference from the Development Bureau’s “Public Open Space in Private Developments

Item	Particulars	Remarks
		<p>Design and Management Guidelines”.</p> <ul style="list-style-type: none"> • The POS provided should be designed to integrate under a coherent theme with the waterfront promenade. • No building or structure is permitted on, over, above, under, below or within the POS. • The POS should be excluded from local open space (LOS) and site coverage of greenery requirement calculations. • The developer should seek advice from the LCSD regarding the design of the POS.
<p>11. Adjoining “Open Space” zone for waterfront promenade (including disused pier)</p>	<p>“O” : about 0.99ha: Northwestern section waterfront promenade : about 0.68ha Southeastern section waterfront promenade : about 0.31ha (including disused pier : about 0.14ha)</p> <p>Along the waterfront of the “CDA” and “CDA(2)” zones is an “O” zone (including an existing disused pier) (about 9,900m²) is planned to be developed into a 20m wide waterfront promenade with an approximately 380m sea frontage.</p> <p>The area is to be developed as a public open space for public enjoyment of the waterfront. It comprises a 20m-wide waterfront promenade which runs along a northwestern to southeastern direction abutting</p>	<p>Plans 6, 7, 7A and 8 Exact area subject to detailed survey.</p> <ul style="list-style-type: none"> • This area is primarily for provision of outdoor open-air public space for the local residents as well as the general public. • Refreshment kiosk(s) (means structures used for the selling of snacks, light refreshments and soft drinks only; normally not greater than 10m² each in size) are permitted. The size, location and number(s) of kiosk(s) proposed along the northwestern section of the waterfront promenade directly fronting the CDA” site is/are to be approved by the LCSD in consultation with concerned departments.

Item	Particulars	Remarks
	<p>both of the CDA sites (including an existing disused pier located at the southeastern end of the waterfront promenade).</p> <p>The design of the waterfront promenade should take into account of the following urban design principles and explore opportunities :</p> <ul style="list-style-type: none"> • to enhance public enjoyment of the waterfront by providing sitting out areas to relax, for harbour viewing and leisure strolling; • to allow for the provision of a diversity of activities to ensure vibrancy of the waterfront. • to provide some commercial uses (for example small refreshment kiosk(s)) to add vibrancy to the waterfront promenade. • to be sensitively designed and integrated with adjacent CDA developments to optimize its waterfront setting. • to create a coherent design and seamless integration with the POS network leading to the waterfront promenade and the commercial facilities at the “CDA(2)” site. • to provide adequate soft landscape to enhance the landscape quality of the waterfront promenade. • to provide sufficient width of landscaped buffer 	

Item	Particulars	Remarks
	<p>between the public waterfront promenade and residential development.</p> <p><i>Northwestern section of Waterfront Promenade fronting the "CDA" site</i></p> <ul style="list-style-type: none"> • This section of the waterfront promenade is to be constructed by the developer of the "CDA" site (Plans 7 and 7A). <p><i>Southeastern section of Waterfront Promenade fronting the "CDA(2)" site</i></p> <ul style="list-style-type: none"> • This section of the waterfront promenade (including the disused pier) is to be constructed, managed and maintained by the developer of the "CDA(2)" site (Plans 7 and 7A). <p><i>Existing disused pier within "O"</i></p> <ul style="list-style-type: none"> • The existing disused pier should be refurbished and 	<ul style="list-style-type: none"> • The developer of the "CDA" site is to construct this section of the waterfront promenade at his/her own cost and should seek advice from the LCSD on its design. • This section of the waterfront promenade will be handed over to the LCSD for management and maintenance upon its completion. • The developer of the "CDA(2)" site is to construct, manage and maintain this section of waterfront promenade (including the disused pier) for public open space use at his/her own cost. • Design of this section of the waterfront promenade (including the disused pier) fronting the "CDA(2)" site should make reference to Development Bureau's "Public Open Space in Private Developments Design and Management Guidelines". • The developer of the "CDA(2)" site should conduct a study at his/her

Item	Particulars	Remarks
	<p>converted into public open space use by the developer of the “CDA(2)” site to integrate with the southeastern section of the waterfront promenade.</p> <ul style="list-style-type: none"> • Opportunities should be capitalized to include water-land interface facilities including but not limited to public landing steps at the existing disused pier to enhance accessibility to the waterfront (Plans 7 and 7A). 	<p>own cost to explore the provision of public landing facilities to enhance accessibility to the waterfront promenade and the refurbished pier from the sea.</p> <ul style="list-style-type: none"> • For any such facilities to be included, the developer of the “CDA(2)” site should carry out necessary study at his/her own cost to ascertain technical feasibility and environmental acceptability. The study should address all technical, safety and legal matters arising from the provision of such facilities. The study including a Marine Traffic Impact Assessment should be prepared to the satisfaction of concerned departments. The developer should also complete the relevant gazettal procedures (if required) at his/her own cost and apply for lease modification if he/she wishes to implement such facilities. • The southeastern section of the waterfront promenade together with the refurbished pier, upon completion, will be managed and maintained by the developer of the “CDA(2)” site.
12. Commercial Uses along the waterfront and within the adjoining waterfront	<p>“CDA(2)”</p> <p><u>Hotel</u></p> <ul style="list-style-type: none"> • To provide a more diverse land use mix and better utilize this prime 	<p>Plans 6, 7, 7A and 8</p> <ul style="list-style-type: none"> • Commercial uses such as shop and eating place that

Item	Particulars	Remarks
<p data-bbox="272 226 416 293">promenade zoned “O”</p>	<p data-bbox="571 226 927 797">waterfront site overlooking the Victoria Harbour, a hotel is proposed within the “CDA(2)” site. A minimum 1,000m² GFA for commercial uses including shop and eating place are to be provided within the hotel. At least 500m² of the commercial GFA should be designed at ground level with access and seamless integration to the waterfront promenade.</p> <p data-bbox="523 831 584 864"><u>“O”</u></p> <p data-bbox="523 902 818 936"><u>Waterfront Promenade</u></p> <ul data-bbox="528 943 927 1189" style="list-style-type: none"> • As for the waterfront promenade, opportunities to include small refreshment kiosk(s) should be explored to enhance vibrancy of the waterfront activities. 	<p data-bbox="1002 226 1374 405">are compatible with the waterfront setting should be provided to enhance vibrancy along the waterfront.</p> <ul data-bbox="954 931 1374 1267" style="list-style-type: none"> • The size, location and number(s) of kiosk(s) to be located within the northwestern section of the waterfront promenade fronting the “CDA” site is/are to be approved by the LCSD in consultation with concerned departments.
<p data-bbox="220 1308 440 1402">13. Local Open Space (LOS) Provision</p>	<p data-bbox="523 1308 632 1341"><u>“CDA”</u></p> <ul data-bbox="528 1375 927 1588" style="list-style-type: none"> • Not less than 1m² LOS per person should be provided for the residents of the private residential development within the “CDA” site. 	<p data-bbox="954 1308 1222 1341">Plans 6, 7, 7A and 8</p> <p data-bbox="954 1375 1374 1525">Countability of open space shall take reference to Chapter 4: Recreation, Open Space and Greening of HKPSG.</p>
<p data-bbox="220 1632 440 1727">14. Landscape and Tree Preservation</p>	<p data-bbox="523 1632 911 1666"><u>“CDA”, “CDA(2)” and “O”</u></p> <p data-bbox="523 1700 927 2058">A Landscape Master Plan (LMP) should be prepared and submitted as part of the MLP submission at the planning application stage for each of the “CDA” sites and respective part of the adjoining “O” zone to be constructed by each developer, with the incorporation of the</p>	<ul data-bbox="954 1711 1374 2063" style="list-style-type: none"> • A tree survey report and a tree preservation proposal should be included in the LMP submission to avoid affecting the existing good quality mature trees (if any) as far as practicable. • Reference should be made to the “Development Bureau

Item	Particulars	Remarks
	<p>following landscaping requirements:</p> <ul style="list-style-type: none"> • a comprehensive landscape proposal should be created to integrate the developments with waterfront environment and waterfront promenade, soften the building mass and minimize the adverse impact on existing landscape character and resources; • preserve the existing tree within the site as far as possible at their original locations; • greening opportunity should be optimized to create a quality green setting. A minimum greenery coverage of 20% based on the net site area shall be provided (regarding the “CDA” site, area for the POS should be excluded). At grade greening should be maximized while the remainder can be at ground level and/or rooftops where accessible by the occupants; • optimise the opportunity for sustainable landscaping and tree planting whilst maximizing the waterfront and open views. Landscape planting at street level, on roofs and vertical greening on facades should be provided; and • provide at-grade amenity treatment (e.g. high quality streetscape with roadside 	<p>Technical Circular (Works) No. 7/2015: Tree Preservation” and “Lands Administration Office Practice Notes No. 7/2007 and No. 7/2007A”.</p> <ul style="list-style-type: none"> • The calculation of greenery coverage should be referenced to Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152.

Item	Particulars	Remarks
	<p>trees, street furniture and water features etc.) to improve pedestrian environment, to provide a friendly pedestrian setting and create a strong sense of place.</p> <p>A LMP should be prepared for each of the “CDA” sites and respective part of the adjoining “O” zone to be constructed by each developer, and should illustrate at least the following information:</p> <ul style="list-style-type: none"> • conceptual and detailed landscape proposals including hard and soft landscape, supported by sections and perspectives, to demonstrate the design intention and feasibility; • other amenities, site furniture, facilities and water features to be provided; • the relationship of the development with the surroundings, especially with the waterfront promenade; • layout, location, detailed landscape design and demarcation of POS, LOS, and waterfront promenade including pedestrian circulation in relation to adjoining developments and areas; and • clear and sufficient signage to demarcate the POS and waterfront promenade, and direct the public to access the promenade. 	

Item	Particulars	Remarks
15. Car Parking, Loading and Unloading Provision	<p><u>“CDA” and “CDA(2)”</u></p> <ul style="list-style-type: none"> Provision of ancillary car parking spaces and loading/unloading facilities in accordance with the HKPSG and submission of a Traffic Impact Assessment (TIA) as part of the MLP submission at the planning application stage. 	<ul style="list-style-type: none"> Requirement should be provided in accordance with the HKPSG and subject to findings of the TIAs to be conducted for the two “CDA” sites to the satisfaction of the Commissioner for Transport (C for T). A podium free design should be adopted; all ancillary car parks are to be located underground and be sensitively designed to accord with its waterfront setting.
C. Other Technical Requirements		
16. Traffic, Transport and Pedestrian Aspects	<p><u>“CDA” and “CDA(2)”</u></p> <p>Each “CDA” site should submit its separate TIA:</p> <ul style="list-style-type: none"> A TIA should be carried out to examine any possible traffic problems that may be caused by the proposed developments and identify plausible mitigation measures. It is advisable that the requirements and methodology of the TIA are agreed with C for T before its commencement. The TIA should be completed to the satisfaction of C for T and submitted as part of the MLP submission at the planning application stage. A Pedestrian Network Plan (PNP) should be prepared to the satisfaction of C for T to consolidate pedestrian 	<p>Plans 6, 7, 7A and 8</p> <ul style="list-style-type: none"> Vehicular access to the Site will be via Hing Wah Street West and a two-way local road (Road A). To enhance pedestrian connectivity from the hinterland to the two CDAs and public enjoyment of the waterfront promenade, the following features have been added and should be included in preparation of the PNP. <p><u>“CDA”</u></p> <ul style="list-style-type: none"> An open space strip directly abutting the outside northwestern boundary of the private residential site to enhance pedestrian connectivity to the

Item	Particulars	Remarks
	<p>facilities in the area (including footbridges, subways, footpaths and pedestrian crossings) to improve pedestrian connectivity from the site to and from surrounding inland area to the “CDA” sites and the planned waterfront promenade.</p>	<p>waterfront promenade (Plans 7, 7A and 8).</p> <p>“CDA(2)”</p> <ul style="list-style-type: none"> • To enhance public access to the waterfront promenade, a 2.5m-wide public passageway (to be opened within reasonable hours) has been designated along the northwestern boundary of the hotel site to enhance pedestrian connectivity to the waterfront promenade. • At its southwestern boundary, a 1.5m-wide wide public right-of-way (to be opened within reasonable hours) has been also been reserved to provide alternative access to the waterfront promenade. • No fence or barrier should be erected at these public passageways.
17. Environmental Aspect	<p>“CDA” and “CDA(2)”</p> <p>Each “CDA” site should submit its separate Environmental Assessment (EA):</p> <ul style="list-style-type: none"> • An EA should be prepared and submitted as part of the MLP submission at the planning application stage. • The EA is required to address the potential environmental impacts associated with the proposed development, in particular the noise and the air quality impacts from the nearby pollution sources. Proposed mitigation measures 	<p>Plans 6, 7, 7A and 8</p> <ul style="list-style-type: none"> • In the design and disposition of the residential blocks at the “CDA” site, due regard should be given to protecting noise sensitive receivers through various measures such as setback and self-protective building design. • Potential noise issues associated with the road traffic and from nearby land uses such as the existing CSWWFM located in the southeast, and the existing boatyards at its northwestern area should be addressed in the EA.

Item	Particulars	Remarks
	<p>should be incorporated as part of the MLP submission and implemented to the satisfaction of the Environmental Protection Department.</p>	<ul style="list-style-type: none"> Potential air quality issues such as vehicular emission, industrial/chimney emission, odour, and vessel emission from nearby land uses should be addressed in the EA.
<p>18. Drainage Aspect</p>	<p><u>“CDA”, “CDA(2)” and “O”</u></p> <p>Each “CDA” site should submit a report of its own drainage connection system. For “CDA” site, the submission should cover the private residential development and adjoining “O” zone (include northwestern section of the waterfront promenade). For “CDA(2)” site, the submission should cover the hotel development, southeastern section of the waterfront promenade and the disused pier:</p> <ul style="list-style-type: none"> Development of the Sites should ensure that proper drainage connection system and proposed mitigation measures be provided. The applicant is required to examine any possible drainage problems that may be caused by the proposed developments and propose mitigation measures to tackle them. The drainage connection system and proposed mitigation measures (if any) for development of the two CDAs should be provided to the satisfaction of the Director of Drainage Services and to be submitted as part of the MLP submission. 	<p>Plans 6, 7, 7A and 8</p> <ul style="list-style-type: none"> For the drainage system, the developer is required to connect their drainage system in a way as recommended in the “Agreement No. CE 64/2014 (CE) – Engineering Works at Lin Cheung Road Site, Sham Shui Po and Wang Chau, Yuen Long – Investigation, Design and Construction” carried out by CEDD, which already covers the drainage impact assessment of all sites on both sides of Road A including both “CDA” and “CDA(2)” sites and the waterfront promenade. No structure or support for any structure shall be erected within the drainage reserve area. No tree shall be planted within the drainage reserve area (only removable planters will be allowed). Free access should be provided at all times for the Drainage Services Department and his officers and the workmen to the drainage reserve area for the purpose of laying, repairing and maintenance of drains, sewers and all other services across, through or under the drainage reserve area.

Item	Particulars	Remarks
	<ul style="list-style-type: none"> A 46.88m-wide drainage reserve is identified to the northwestern side of the “CDA” site (of which 15m-wide strip falls within the northwestern boundary of the “CDA” site), with another 24m-wide drainage reserve identified at the upper mid-section of the site (Plans 6, 7 and 7A). 	
19. Sewerage Aspect	<p><u>“CDA” and “CDA(2)”</u></p> <p>Each “CDA” site should submit its separate Sewerage Impact Assessment (SIA):</p> <ul style="list-style-type: none"> Development of the Sites should ensure that proper sewerage system be provided. The applicant is required to examine any possible sewerage problems that may be caused by the proposed developments and propose mitigation measures to tackle them. A SIA should be prepared and submitted as part of the MLP submission at the planning application stage. It is required to assess any potential sewerage impacts that may be caused by the proposed development to the local and nearby sewer system. The SIA should also take into account the sewerage system proposed for Lin Cheung Road Site 3 and Site 5 (i.e. the public rental housing and subsidized sale flats development at “R(A)12”). All the proposed sewerage upgrading works shall be implemented by the developer to current Government standards at 	<ul style="list-style-type: none"> All the proposed sewerage upgrading works shall be implemented by the developer to current Government standards at their own costs.

Item	Particulars	Remarks
	<p>their own costs.</p> <ul style="list-style-type: none"> The sewerage system and proposed mitigation measures (if any) for development of the two CDAs should be provided to the DEP and to be submitted as part of the MLP submission. 	
20. Water Supply Aspect	<p><u>“CDA” and “CDA(2)”</u></p> <p>Each “CDA” site should submit its separate water supplies study and any necessary diversion works:</p> <ul style="list-style-type: none"> The developer shall consult Water Supplies Department (WSD) on any necessary diversion works or provision of waterworks reserve for the existing water main within the site. In case it is not feasible to divert the affected water mains, a waterworks reserve shall be provided to the WSD. 	<ul style="list-style-type: none"> The developer shall bear the cost of any necessary diversion works of existing water mains affected by the proposed development. No structure shall be erected over the waterworks reserve and such area shall not be used for storage purposes. The Water Authority and his officers and contractors, his or their workmen shall 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 and all other service across, through or under it which the Water Authority may require to authorize.
21. Visual Aspect	<p><u>“CDA” and “CDA(2)”</u></p> <p>Each “CDA” site should submit its separate Visual Impact Assessment (VIA):</p> <ul style="list-style-type: none"> The VIA should be carried out to examine 	<p>Plans 6, 7, 7A and 8</p> <ul style="list-style-type: none"> In preparing the VIA, reference should be made to

Item	Particulars	Remarks
	<p>the visual impacts caused by the proposed development and propose mitigation measures as appropriate to tackle them.</p> <ul style="list-style-type: none"> The VIA should be submitted as part of the MLP submission. 	<p>the Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications to the TPB (TPB PG-NO. 41).</p>
<p>22. Air Ventilation Aspect</p>	<p><u>“CDA” and “CDA(2)”</u></p> <p>Each “CDA” site should submit its separate quantitative Air Ventilation Assessment (AVA):</p> <ul style="list-style-type: none"> A quantitative AVA should be carried out for each “CDA” site to examine any air ventilation problems that may be caused by the proposed development and propose mitigation measures to tackle them. The AVA should take into account major proposed/committed developments in the surrounding area and address the potential cumulative air ventilation impact. Effective and appropriate mitigation measures and good design features should be identified and assessed in the AVA. The AVA should be submitted as part of the MLP submission. 	<p>Plans 6, 7, 7A and 8</p> <ul style="list-style-type: none"> In preparing the AVA, reference should be made to the Joint Housing, Planning and Lands Bureau and Environment, Transport and Works Bureau Technical No.1/06 on Air Ventilation Assessment or its latest revision. Minor structure for footbridge connection or covered walkway, if any, should be included in the AVA.

7. IMPLEMENTATION PROGRAMME

7.1 An implementation programme with phasing plan, if any, is required as part

of the MLP submission for each “CDA” zone to indicate the construction programme of the proposed comprehensive development including residential development, hotel development, public waterfront promenade, recreational and open space facilities etc.

- 7.2 It is anticipated that the two “CDA” zones may have different implementation timeframe; and individual MLP should be prepared for each of the “CDA” zones, with due regard to their surrounding areas. To ensure the adoption of the coordinated approach as mentioned in paragraph 3.10 above when formulating the individual MLP for each of the “CDA” zones, 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.

8. MASTER LAYOUT PLAN SUBMISSION

- 8.1 The MLP should be prepared in accordance with the Town Planning Board Guidelines for Submission of MLP under Section 4A(2) of the Town Planning Ordinance (TPB-PG No.18A) and submitted to the Board for approval under the Ordinance.
- 8.2 The MLP should contain all the information as required under the Notes for the “CDA” and “CDA(2)” zones of the South West Kowloon OZP and demonstrate clearly that the requirements stated in Explanatory Statement of the OZP and this PB has been complied with. It 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, total number of hotel rooms and room size, where applicable;
 - (iii) the details and extent of the recreational facilities, parking facilities, and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscape and urban design proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an EA 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 report on the drainage connection system to examine any possible drainage problems that may be caused by the proposed development

and the proposed mitigation measures to tackle them;

- (ix) a SIA report to examine any possible sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (x) a TIA report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (xi) a quantitative AVA report to examine any possible air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (xii) a VIA report to examine any possible visual impacts that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
- (xiii) such other information may be required by the Board.

8.3 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, and recreational and open space facilities.

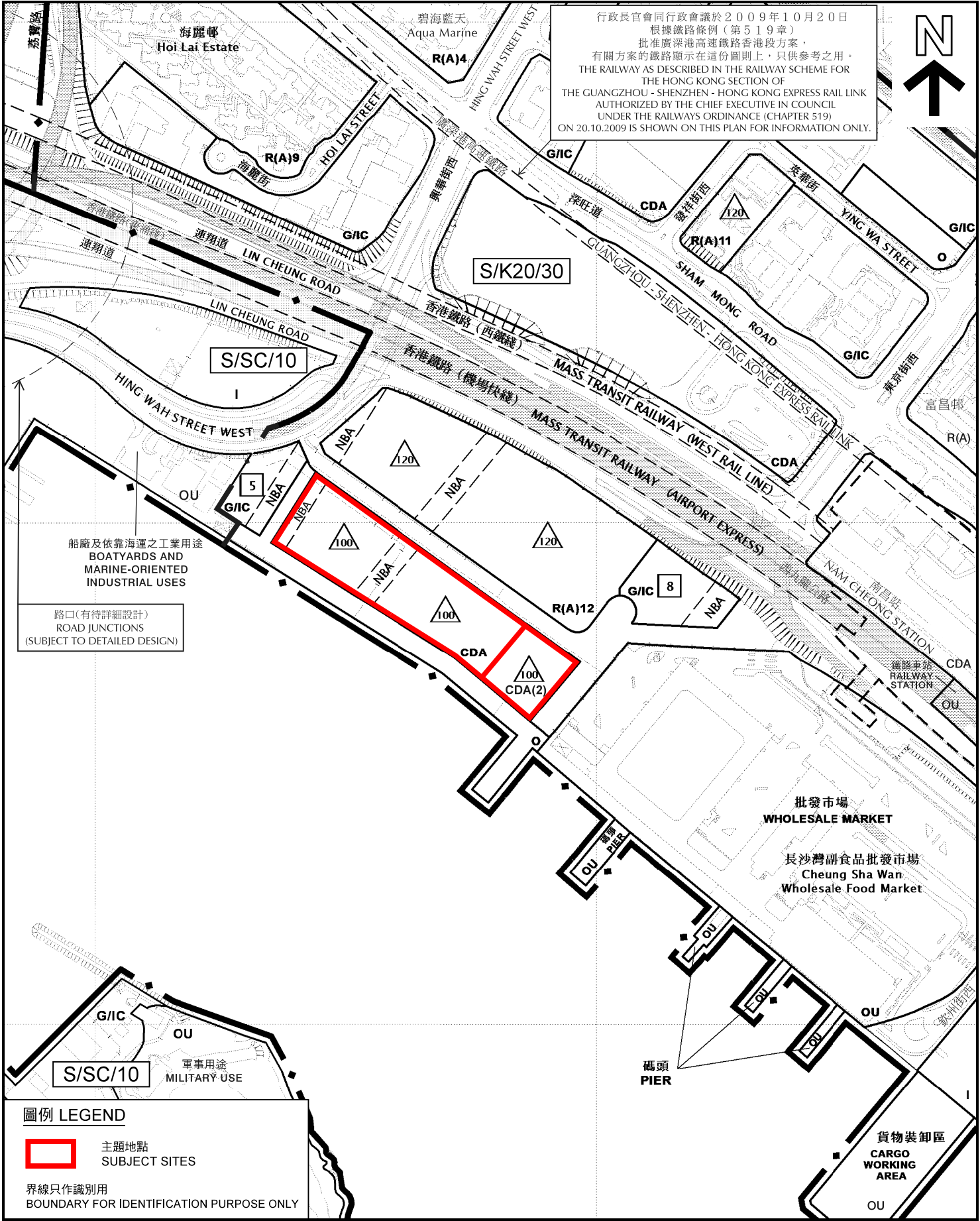
8.4 A copy of the MLP, if approved by the Board, shall be deposited in the Land Registry and shall be made available for free public inspection in accordance with section 4A(3) of the Ordinance.

9. ATTACHMENTS

- Plan 1 Location Plan
- Plan 2 Site Plan
- Plan 3 Aerial Photo
- Plan 4a Site Photo (1)
- Plan 4b Site Photo (2)
- Plan 5 Panoramic View of Surrounding Areas
- Plan 6 Urban Design Framework
- Plan 7 Development Concept Plan – Indicative Layout
- Plan 7A Development Concept Plan – Surrounding Context
- Plan 8 Development Concept Plan – Vehicular Access and Pedestrian Linkage

**PLANNING DEPARTMENT
MAY 2017**

行政長官會同行政會議於2009年10月20日
 根據鐵路條例(第519章)
 批准廣深港高速鐵路香港段方案,
 有關方案的鐵路顯示在這份圖則上,只供參考之用。
 THE RAILWAY AS DESCRIBED IN THE RAILWAY SCHEME FOR
 THE HONG KONG SECTION OF
 THE GUANGZHOU - SHENZHEN - HONG KONG EXPRESS RAIL LINK
 AUTHORIZED BY THE CHIEF EXECUTIVE IN COUNCIL
 UNDER THE RAILWAYS ORDINANCE (CHAPTER 519)
 ON 20.10.2009 IS SHOWN ON THIS PLAN FOR INFORMATION ONLY.



船廠及依靠海運之工業用途
 BOATYARDS AND
 MARINE-ORIENTED
 INDUSTRIAL USES

路口(有待詳細設計)
 ROAD JUNCTIONS
 (SUBJECT TO DETAILED DESIGN)

圖例 LEGEND

主題地點
 SUBJECT SITES

界線只作識別用
 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2017年1月9日擬備，
 所根據的資料為於2014年9月23日
 核准的分區計劃大綱圖編號S/K20/30和
 於2011年7月5日核准的分區計劃大綱圖
 編號S/SC/10
 EXTRACT PLAN PREPARED ON 9.1.2017
 BASED ON OUTLINE ZONING PLANS No.
 S/K20/30 APPROVED ON 23.9.2014 AND
 S/SC/10 APPROVED ON 5.7.2011


位置圖 LOCATION PLAN

深水埗連翔道用地內
 兩個「綜合發展區」規劃大綱
 PLANNING BRIEF FOR TWO
 "COMPREHENSIVE DEVELOPMENT AREA" ZONES
 AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

SCALE 1:5 000 比例尺

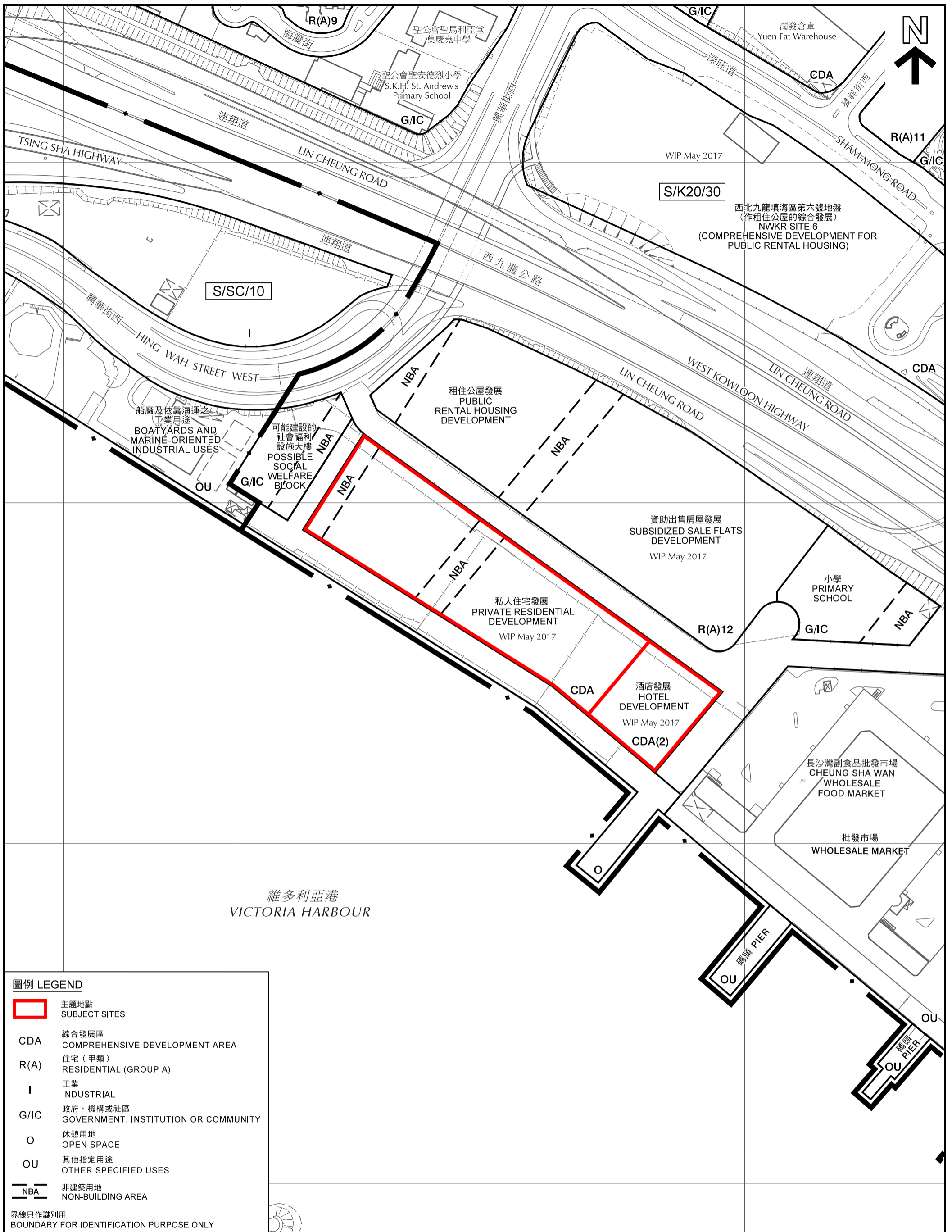
米 100 0 100 200 米
 METRES

**規劃署
 PLANNING
 DEPARTMENT**



參考編號
 REFERENCE No. M/K20/17/6

圖 PLAN 1



圖例 LEGEND

	主題地點 SUBJECT SITES
CDA	綜合發展區 COMPREHENSIVE DEVELOPMENT AREA
R(A)	住宅 (甲類) RESIDENTIAL (GROUP A)
I	工業 INDUSTRIAL
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
	非建築用地 NON-BUILDING AREA

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2017年5月4日擬備，
所根據的資料為測量圖編號
11-NW-12B及D和11-NW-13A及C
EXTRACT PLAN PREPARED ON 4.5.2017
BASED ON SURVEY SHEETS No.
11-NW-12B & D AND 11-NW-13A & C

平面圖 SITE PLAN

深水埗連翔道用地內
兩個「綜合發展區」規劃大綱
PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

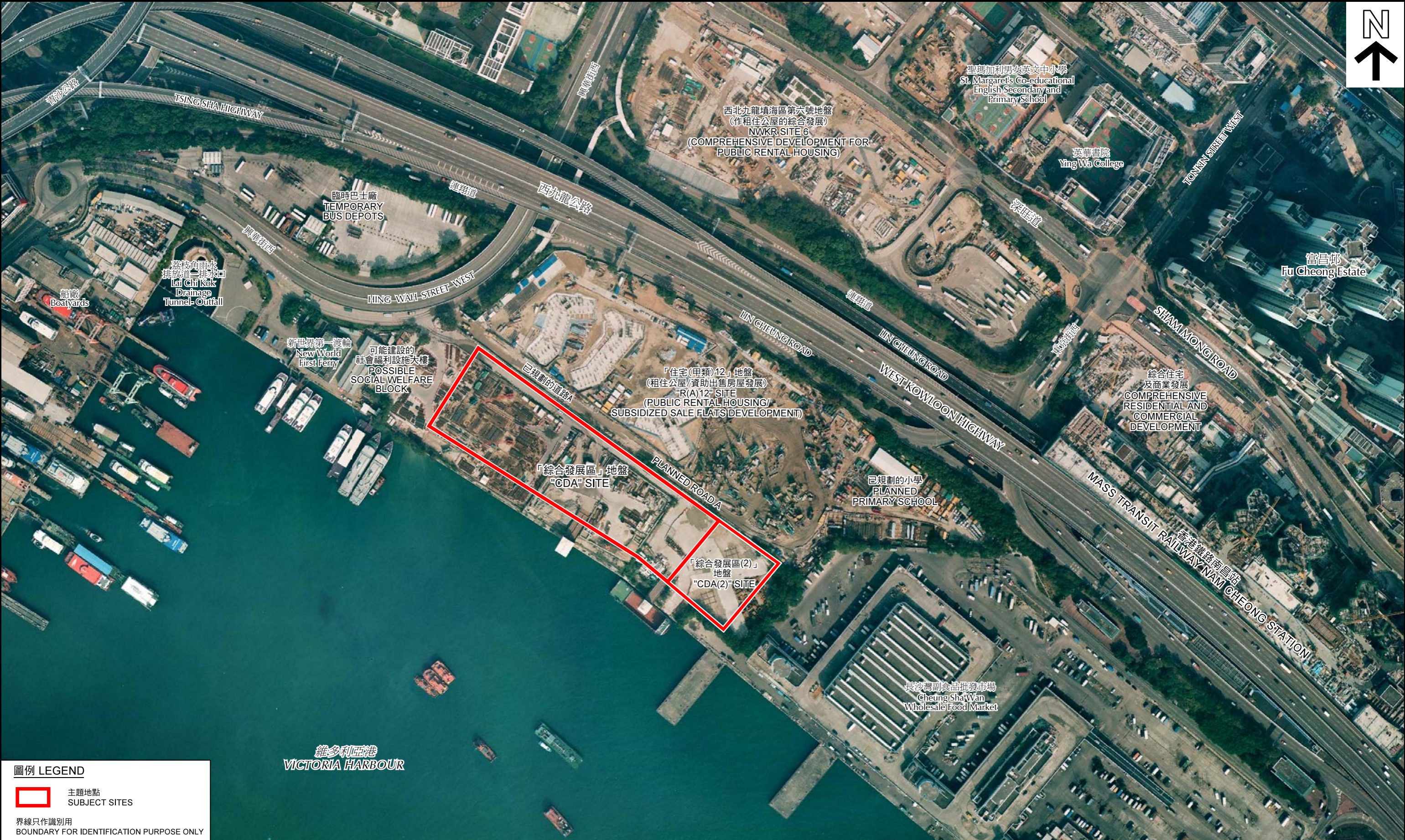
SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 150 200 米 METRES


規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/K20/17/6

圖 PLAN
2



圖例 LEGEND

 主題地點
SUBJECT SITES

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

維多利亞港
VICTORIA HARBOUR

本摘要圖於2017年5月2日擬備，
所根據的資料為地政總署於
2016年1月8日拍得的航攝照片編號CS63190
EXTRACT PLAN PREPARED ON 2.5.2017
BASED ON AERIAL PHOTO No. CS63190
TAKEN ON 8.1.2016 BY LANDS DEPARTMENT

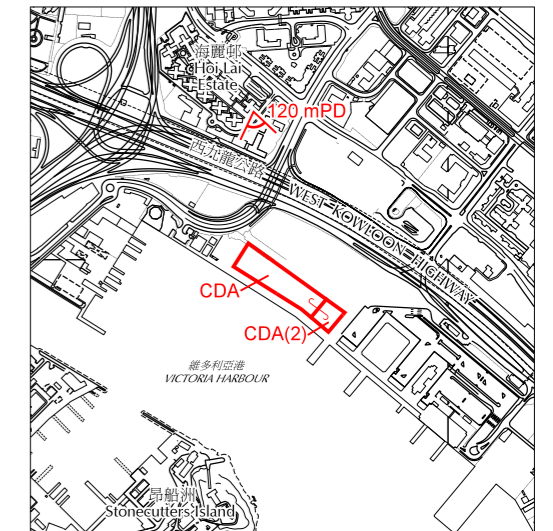
航攝照片 AERIAL PHOTO
深水埗連翔道用地內
兩個「綜合發展區」規劃大綱
PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

規劃署
PLANNING DEPARTMENT 

參考編號
REFERENCE No.
M/K20/17/6

圖 PLAN
3

實地照片的觀景點的位置圖
LOCATION PLAN OF
VIEWING POINT OF SITE PHOTO



SCALE 1 : 20 000 比例尺



圖例 LEGEND

- 主題地點
SUBJECT SITES
- 界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年5月2日擬備，
所根據的資料為攝於2016年7月29日的
實地照片
PLAN PREPARED ON 2.5.2017
BASED ON SITE PHOTO TAKEN ON
29.7.2016

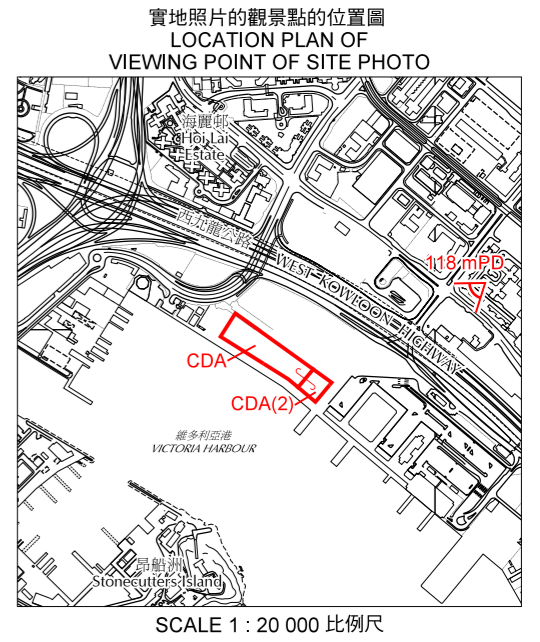
實地照片 SITE PHOTO (1)
深水埗連翔道用地內
兩個「綜合發展區」規劃大綱
PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K20/17/6

圖 PLAN
4a



西北九龍填海區第六號地盤
(作租住公屋的綜合發展)
NWKR SITE 6
(COMPREHENSIVE
DEVELOPMENT FOR
PUBLIC RENTAL HOUSING)

圖例 LEGEND

主題地點
SUBJECT SITES

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年5月2日擬備，
所根據的資料為攝於2017年4月19日的
實地照片
PLAN PREPARED ON 2.5.2017
BASED ON SITE PHOTO TAKEN ON
19.4.2017

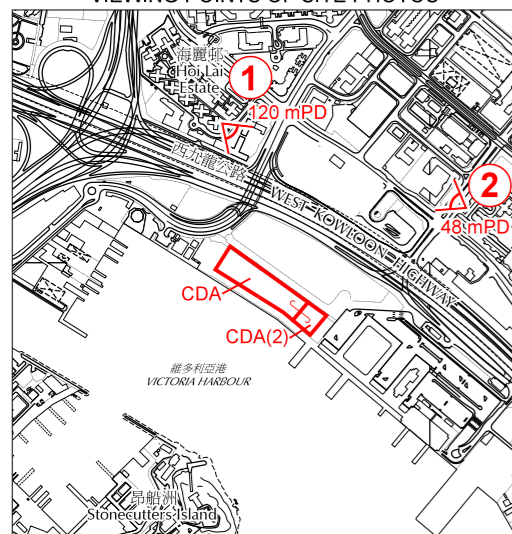
實地照片 SITE PHOTO (2)
深水埗連翔道用地內
兩個「綜合發展區」規劃大綱
PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

規劃署
PLANNING DEPARTMENT

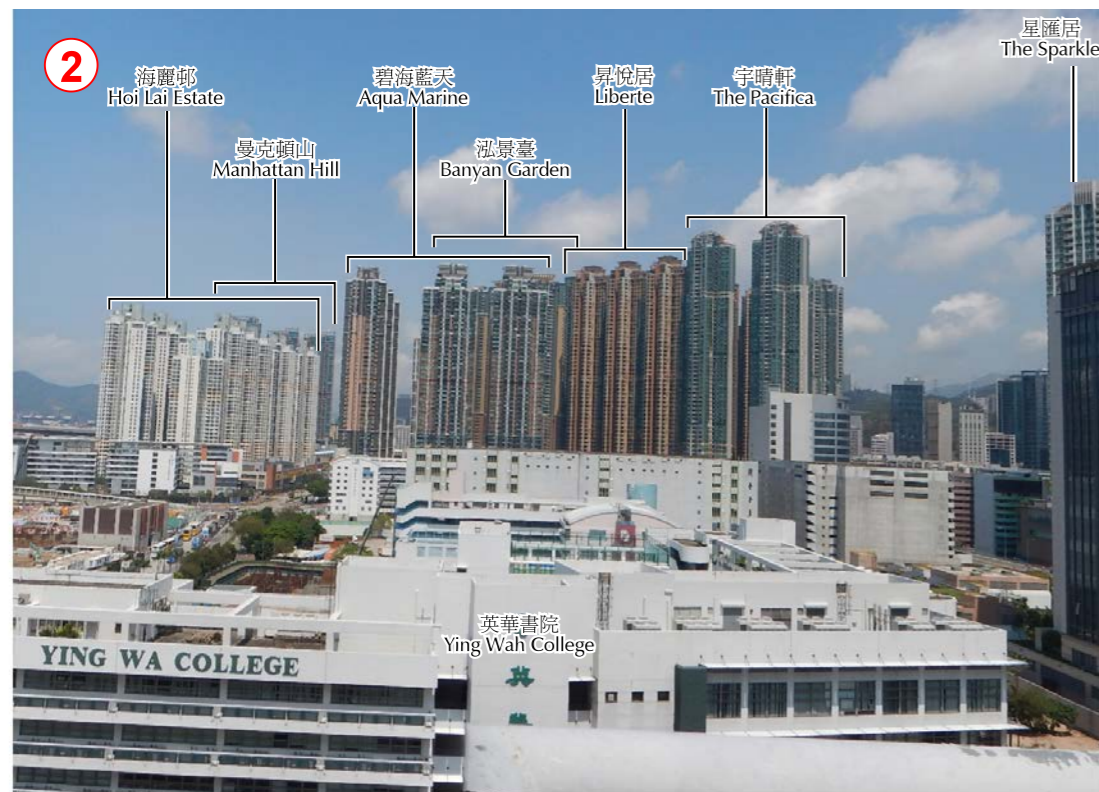
參考編號
REFERENCE No.
M/K20/17/6

圖 PLAN
4b

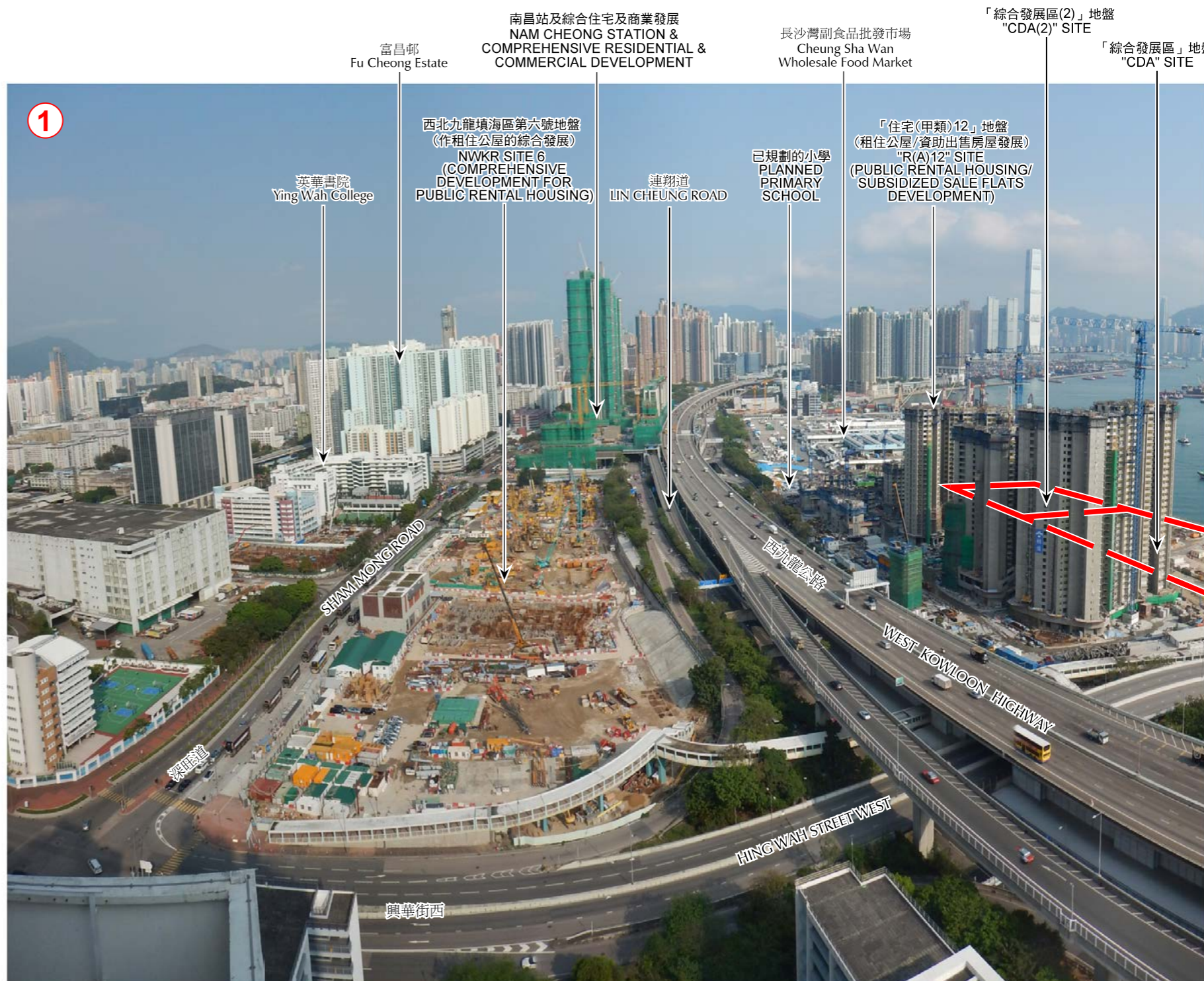
實地照片的觀景點的位置圖
LOCATION PLAN OF
VIEWING POINTS OF SITE PHOTOS



SCALE 1 : 20 000 比例尺



從富昌邨富良樓的天台往西北眺望
VIEW FROM ROOFTOP OF FU LEUNG HOUSE, FU CHEONG ESTATE (VIEWING NORTHWEST)



從海麗邨海智樓的天台往東南眺望
VIEW FROM ROOFTOP OF HOI CHI HOUSE, HOI LAI ESTATE (VIEWING SOUTHEAST)

本圖於2017年5月2日擬備，
所根據的資料為攝於2017年4月19日及
2017年4月28日的實地照片
PLAN PREPARED ON 2.5.2017
BASED ON SITE PHOTOS TAKEN ON
19.4.2017 AND 28.4.2017

周邊地區的全景 PANORAMIC VIEW OF SURROUNDING AREAS

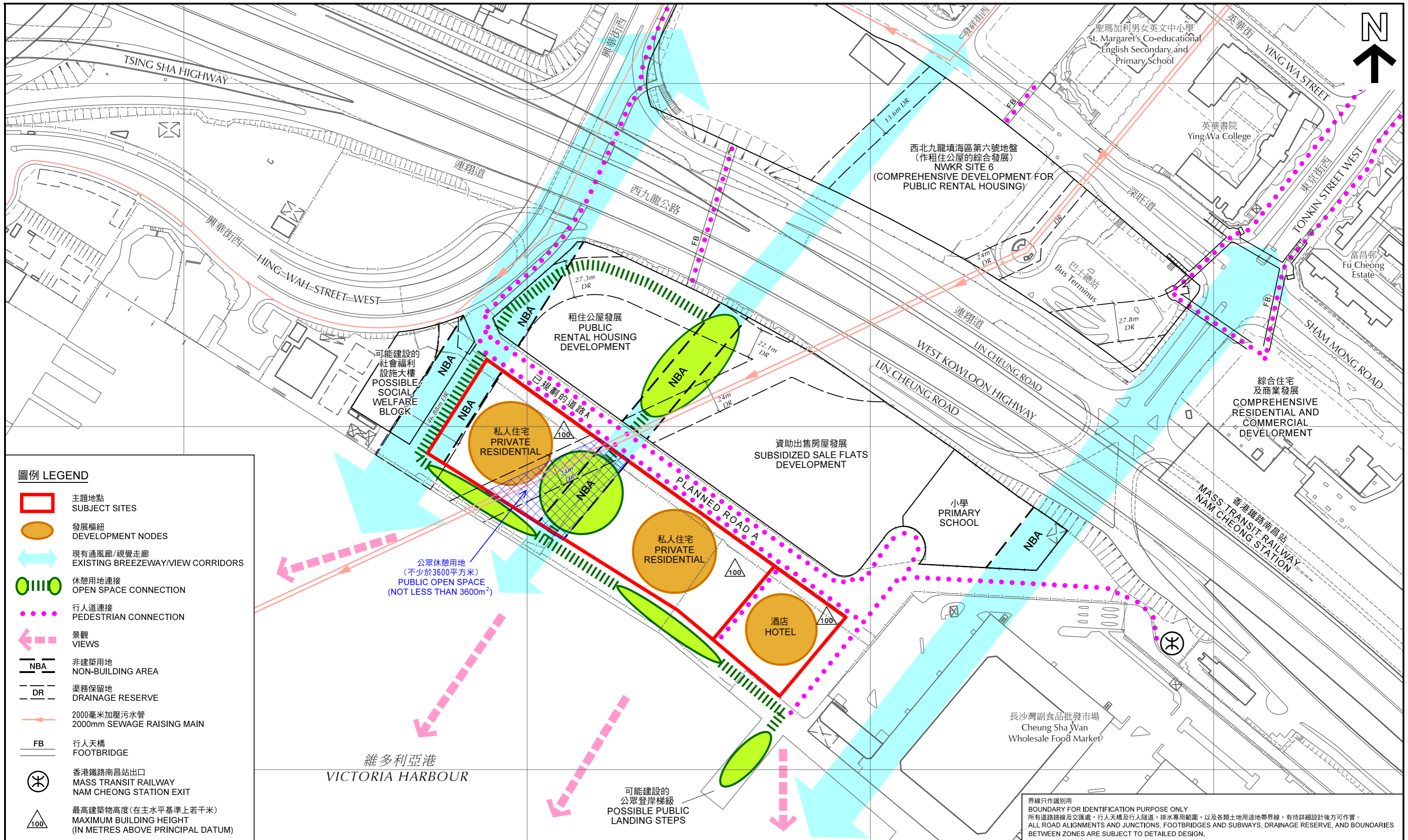
深水埗連翔道用地內
兩個「綜合發展區」規劃大綱
PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K20/17/6

圖 PLAN
5



圖例 LEGEND

- 主題地點
SUBJECT SITES
- 發展樞紐
DEVELOPMENT NODES
- 現有通風廊/視覺走廊
EXISTING BREEZEWAY/VIEW CORRIDORS
- 休憩用地連接
OPEN SPACE CONNECTION
- 行人道連接
PEDESTRIAN CONNECTION
- 景觀
VIEWS
- NBA
非建築用地
NON-BUILDING AREA
- DR
渠務保留地
DRAINAGE RESERVE
- 2000毫米加壓污水管
2000mm SEWAGE RAISING MAIN
- FB
行人天橋
FOOTBRIDGE
- M 香港鐵路南昌站出口
MASS TRANSIT RAILWAY
NAM CHEONG STATION EXIT
- 100 最高建築物高度(在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT
(IN METRES ABOVE PRINCIPAL DATUM)

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY
所有道路路線及交匯處，行人天橋及行人隧道，排水專用範圍，以及各類土地用途地帶界線，有待詳細設計後方可作實。
ALL ROAD ALIGNMENTS AND JUNCTIONS, FOOTBRIDGES AND SUBWAYS, DRAINAGE RESERVE, AND BOUNDARIES BETWEEN ZONES ARE SUBJECT TO DETAILED DESIGN.

本摘要圖於2017年5月2日擬備，
所根據的資料為測量圖編號
11-NW-12B及D和11-NW-13A, B, C及D
EXTRACT PLAN PREPARED ON 2.5.2017
BASED ON SURVEY SHEETS No.
11-NW-12B & D AND 11-NW-13A, B, C & D

**城市設計大綱
URBAN DESIGN FRAMEWORK**

深水埗連翔道用地內
兩個「綜合發展區」規劃大綱
PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA"
ZONES AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

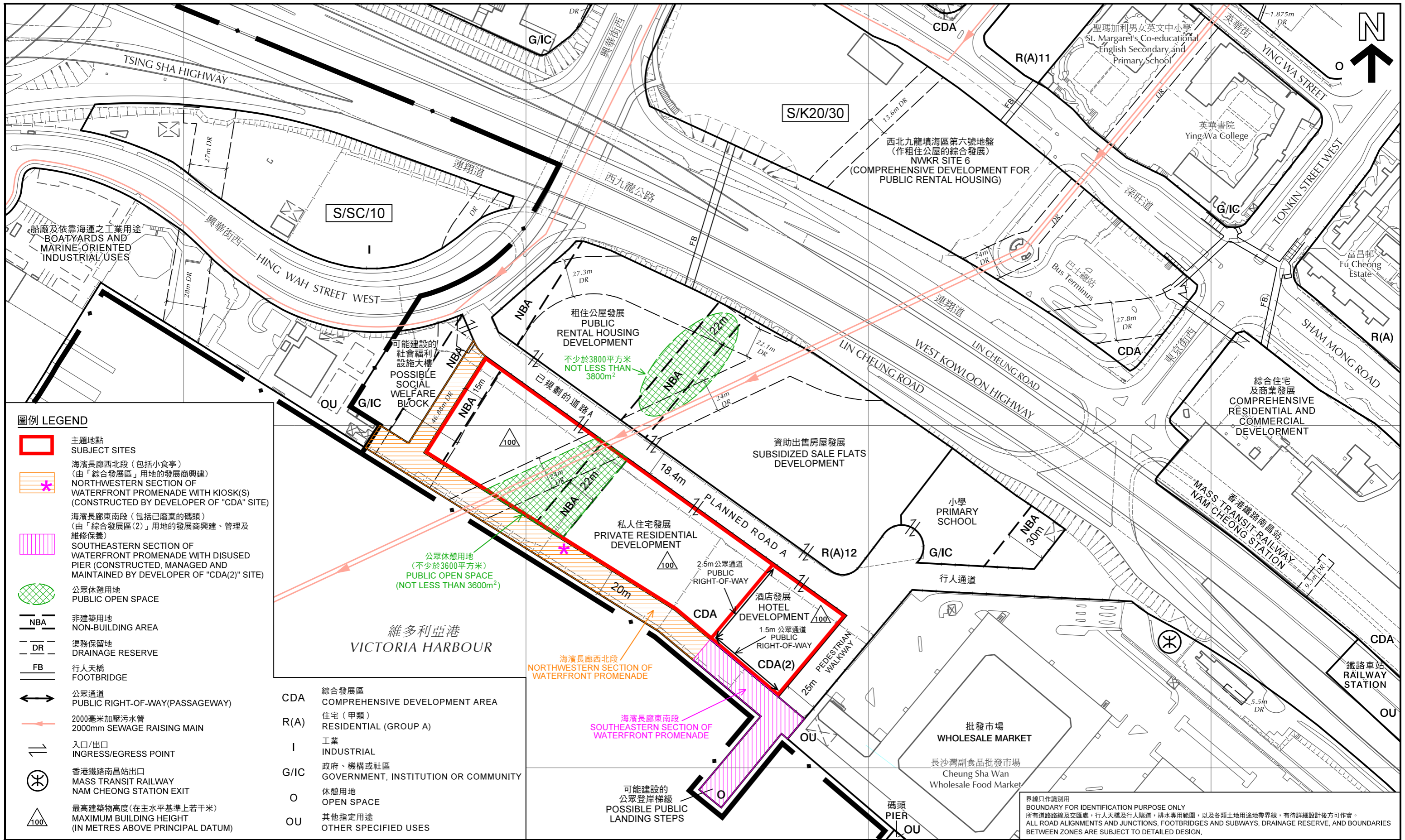
米 METRES 50 0 50 100 150 200 METRES
SCALE 1:2 500 比例尺

**規劃署
PLANNING DEPARTMENT**



參考編號
REFERENCE No.
M/K20/17/6

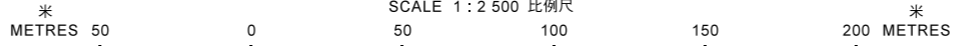
**圖 PLAN
6**



- 圖例 LEGEND**
- 主題地點
SUBJECT SITES
 - 海濱長廊西北段 (包括小食亭)
(由「綜合發展區」用地的發展商興建)
NORTHWESTERN SECTION OF
WATERFRONT PROMENADE WITH KIOSK(S)
(CONSTRUCTED BY DEVELOPER OF "CDA" SITE)
 - 海濱長廊東南段 (包括已廢棄的碼頭)
(由「綜合發展區(2)」用地的發展商興建、管理及
維修保養)
SOUTHEASTERN SECTION OF
WATERFRONT PROMENADE WITH DISUSED
PIER (CONSTRUCTED, MANAGED AND
MAINTAINED BY DEVELOPER OF "CDA(2)" SITE)
 - 公眾休憩用地
PUBLIC OPEN SPACE
 - 非建築用地
NON-BUILDING AREA
 - 渠務保留地
DRAINAGE RESERVE
 - 行人天橋
FOOTBRIDGE
 - 公眾通道
PUBLIC RIGHT-OF-WAY(PASSAGEWAY)
 - 2000毫米加壓污水管
2000mm SEWAGE RAISING MAIN
 - 入口/出口
INGRESS/EGRESS POINT
 - 香港鐵路南昌站出口
MASS TRANSIT RAILWAY
NAM CHEONG STATION EXIT
 - 最高建築物高度(在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT
(IN METRES ABOVE PRINCIPAL DATUM)
- | | |
|--|--|
| <p>CDA 綜合發展區
COMPREHENSIVE DEVELOPMENT AREA</p> <p>R(A) 住宅(甲類)
RESIDENTIAL (GROUP A)</p> <p>I 工業
INDUSTRIAL</p> <p>G/IC 政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY</p> <p>O 休憩用地
OPEN SPACE</p> <p>OU 其他指定用途
OTHER SPECIFIED USES</p> | <p>維多利亞港
VICTORIA HARBOUR</p> <p>公眾休憩用地
(不少於3600平方米)
PUBLIC OPEN SPACE
(NOT LESS THAN 3600m²)</p> <p>可能建設的
公眾登岸梯級
POSSIBLE PUBLIC
LANDING STEPS</p> <p>海濱長廊西北段
NORTHWESTERN SECTION OF
WATERFRONT PROMENADE</p> <p>海濱長廊東南段
SOUTHEASTERN SECTION OF
WATERFRONT PROMENADE</p> |
|--|--|

發展概念圖-顯示平面圖
DEVELOPMENT CONCEPT PLAN - INDICATIVE LAYOUT

深水埗連翔道用地內
兩個「綜合發展區」規劃大綱
PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO



規劃署
PLANNING DEPARTMENT

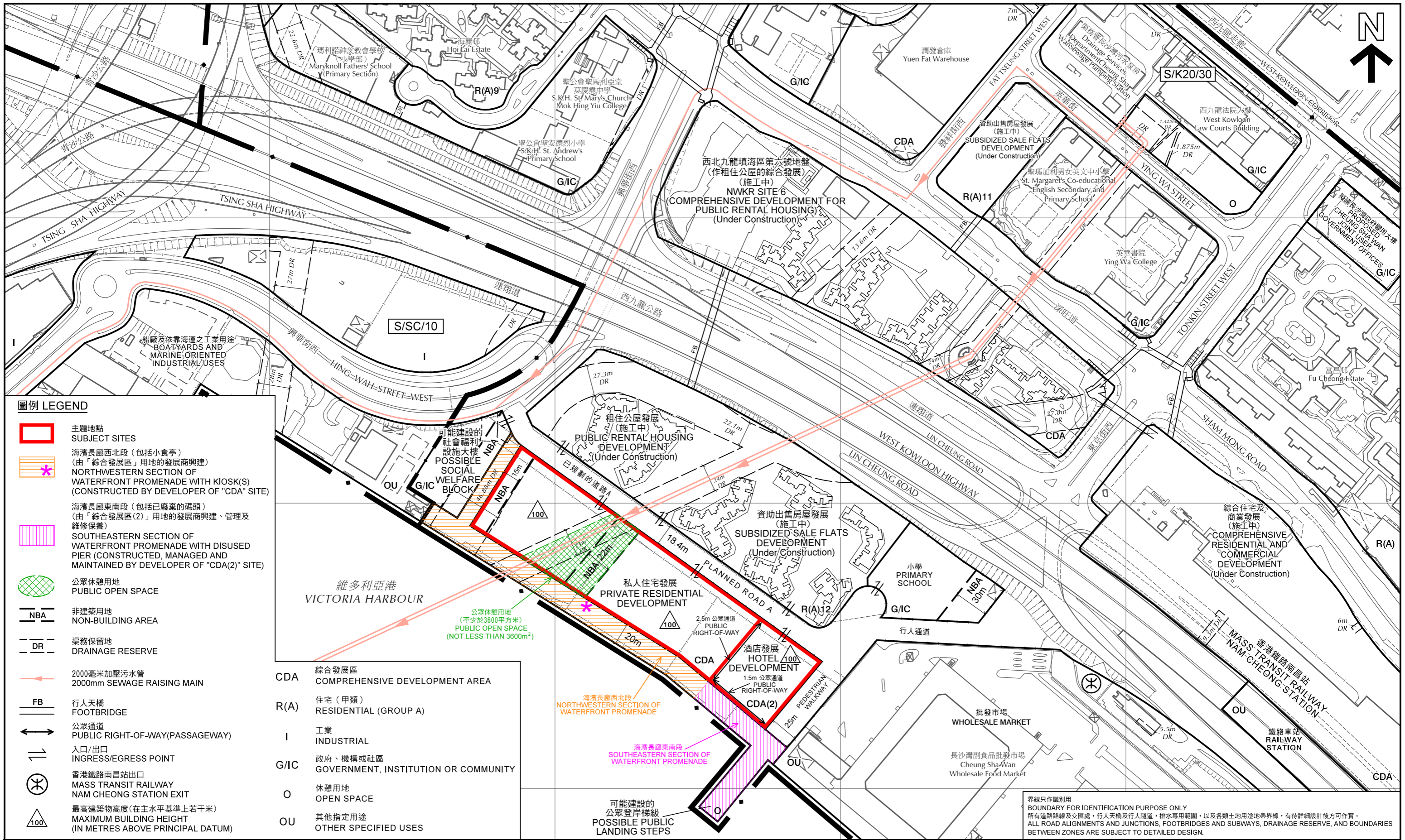


參考編號
REFERENCE No.
M/K20/17/6

圖 PLAN
7

本摘要圖於2017年7月11日擬備，
所根據的資料為測量圖編號
11-NW-12B及D和11-NW-13A, B, C及D
EXTRACT PLAN PREPARED ON 11.7.2017
BASED ON SURVEY SHEETS No.
11-NW-12B & D AND 11-NW-13A, B, C & D

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY
所有道路路線及交匯處，行人天橋及行人隧道，排水專用範圍，以及各類土地用途地帶界線，有待詳細設計後方可作實。
ALL ROAD ALIGNMENTS AND JUNCTIONS, FOOTBRIDGES AND SUBWAYS, DRAINAGE RESERVE, AND BOUNDARIES
BETWEEN ZONES ARE SUBJECT TO DETAILED DESIGN.

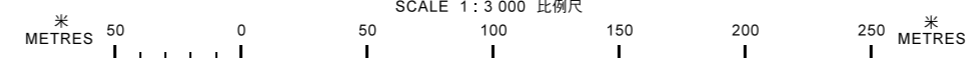


- 圖例 LEGEND**
- 主題地點
SUBJECT SITES
 - 海濱長廊西北段 (包括小食亭)
(由「綜合發展區」用地的發展商興建)
NORTHWESTERN SECTION OF
WATERFRONT PROMENADE WITH KIOSK(S)
(CONSTRUCTED BY DEVELOPER OF "CDA" SITE)
 - 海濱長廊東南段 (包括已廢棄的碼頭)
(由「綜合發展區(2)」用地的發展商興建、管理及
維修保養)
SOUTHEASTERN SECTION OF
WATERFRONT PROMENADE WITH DISUSED
PIER (CONSTRUCTED, MANAGED AND
MAINTAINED BY DEVELOPER OF "CDA(2)" SITE)
 - 公眾休憩用地
PUBLIC OPEN SPACE
 - 非建築用地
NON-BUILDING AREA
 - 渠務保留地
DRAINAGE RESERVE
 - 2000毫米加壓污水管
2000mm SEWAGE RAISING MAIN
 - 行人天橋
FOOTBRIDGE
 - 公眾通道
PUBLIC RIGHT-OF-WAY(PASSAGEWAY)
 - 入口/出口
INGRESS/EGRESS POINT
 - 香港鐵路南昌站出口
MASS TRANSIT RAILWAY
NAM CHEONG STATION EXIT
 - 最高建築物高度 (在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT
(IN METRES ABOVE PRINCIPAL DATUM)
- | | |
|--|--|
| <ul style="list-style-type: none"> CDA 綜合發展區
COMPREHENSIVE DEVELOPMENT AREA R(A) 住宅 (甲類)
RESIDENTIAL (GROUP A) I 工業
INDUSTRIAL G/IC 政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY O 休憩用地
OPEN SPACE OU 其他指定用途
OTHER SPECIFIED USES | <ul style="list-style-type: none"> NBA 非建築用地
NON-BUILDING AREA DR 渠務保留地
DRAINAGE RESERVE |
|--|--|

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY
所有道路路線及交匯處、行人天橋及行人通道、排水專用範圍、以及各類土地用途地帶界線，有待詳細設計後方可作實。
ALL ROAD ALIGNMENTS AND JUNCTIONS, FOOTBRIDGES AND SUBWAYS, DRAINAGE RESERVE, AND BOUNDARIES BETWEEN ZONES ARE SUBJECT TO DETAILED DESIGN.

發展概念圖-周圍情況
DEVELOPMENT CONCEPT PLAN - SURROUNDING CONTEXT

深水埗連翔道用地內
兩個「綜合發展區」規劃大綱
PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

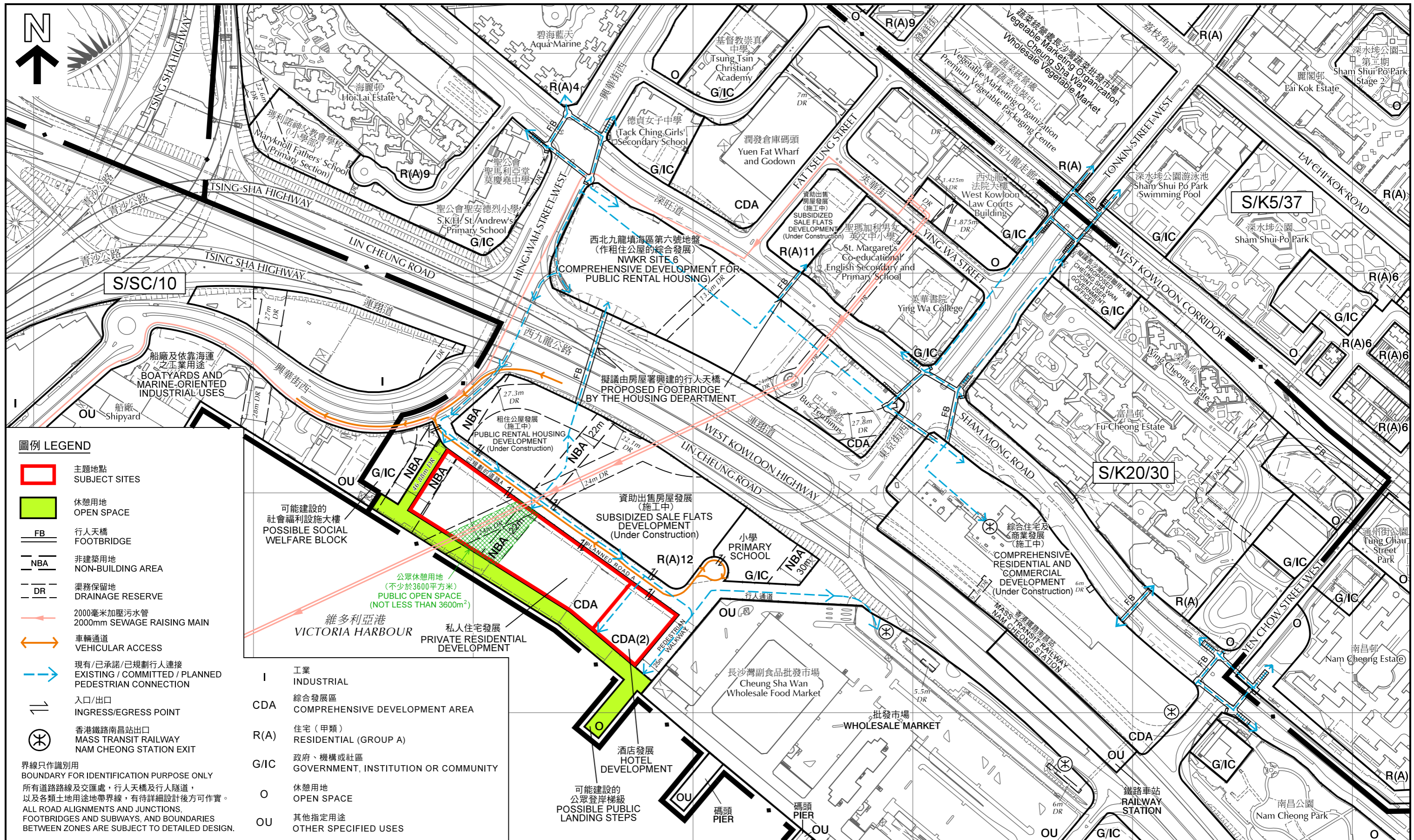


本摘要圖於2017年7月11日擬備，
所根據的資料為測量圖編號
11-NW-12B及D和11-NW-13A、B、C及D
EXTRACT PLAN PREPARED ON 11.7.2017
BASED ON SURVEY SHEETS No.
11-NW-12B & D AND 11-NW-13A, B, C & D

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K20/17/6

圖 PLAN
7A



圖例 LEGEND

	主題地點 SUBJECT SITES
	休憩用地 OPEN SPACE
	行人天橋 FOOTBRIDGE
	非建築用地 NON-BUILDING AREA
	渠務保留地 DRAINAGE RESERVE
	2000毫米加壓污水管 2000mm SEWAGE RAISING MAIN
	車輛通道 VEHICULAR ACCESS
	現有/已承諾/已規劃行人連接 EXISTING / COMMITTED / PLANNED PEDESTRIAN CONNECTION
	入口/出口 INGRESS/EGRESS POINT
	香港鐵路南昌站出口 MASS TRANSIT RAILWAY NAM CHEONG STATION EXIT
界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY	
所有道路路線及交匯處，行人天橋及行人隧道，以及各類土地用途地帶界線，有待詳細設計後方可作實。 ALL ROAD ALIGNMENTS AND JUNCTIONS, FOOTBRIDGES AND SUBWAYS, AND BOUNDARIES BETWEEN ZONES ARE SUBJECT TO DETAILED DESIGN.	
I	工業 INDUSTRIAL
CDA	綜合發展區 COMPREHENSIVE DEVELOPMENT AREA
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES

本摘要圖於2017年5月2日擬備，所根據的資料為測量圖編號 11-NW-12B及D和11-NW-13A, B, C及D
EXTRACT PLAN PREPARED ON 2.5.2017 BASED ON SURVEY SHEETS No. 11-NW-12B & D AND 11-NW-13A, B, C & D

發展概念圖 - 車輛通道及行人連接
DEVELOPMENT CONCEPT PLAN - VEHICULAR ACCESS AND PEDESTRIAN LINKAGE

深水埗連翔道用地內
兩個「綜合發展區」規劃大綱
PLANNING BRIEF FOR TWO
"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT THE LIN CHEUNG ROAD SITE, SHAM SHUI PO

SCALE 1 : 4 000 比例尺

METRES 100 0 100 200 300 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K20/17/6

圖 PLAN
8

Comparison of Major Parameters with Requirements in Planning Brief (PB)

	Endorsed PB (a)	Current Proposal (b)	Difference (b) – (a) (%)
Major Development Parameters			
Site Area	About 0.49ha (subject to detailed survey)	About 4,880m ² (0.49 ha)	0
Proposed Uses	Hotel development with ground level commercial uses (such as shop and eating place etc.) to be provided to enhance vibrancy along the waterfront	Comprehensive hotel development	-
Maximum Gross Floor Area (GFA)	Hotel - Maximum GFA of 34,770m ² (including commercial use with minimum GFA of 1,000m ² of which at least 500m ² at ground level)	Total GFA of not more than 34,770m ² including <ul style="list-style-type: none"> • Guestrooms: Not more than 28,903m² • Hotel Ancillary Accommodation: Not more than 5,867m² (including not more than 3,477m² of retail shops, restaurants, pubs and fast food shops in which a minimum of 500m² shall be provided at ground level) 	0 - -
Maximum Building Height (BH)	100mPD (at main roof level)	100mPD (at main roof level)	0
Maximum Site Coverage	Not exceeding those stipulated in the Building (Planning) Regulations	<ul style="list-style-type: none"> • 3/F and below: not more than 75% • 4/F and above: 50% 	-
Planning Requirements			
Urban Design	Master Layout Plan (MLP) and Urban Design Proposal are required	Indicative MLP and Urban Design Proposal have been submitted	-
Adjoining “Open Space” (“O”) Zone for Waterfront	<ul style="list-style-type: none"> • A 20m-wide with an area of about 0.31ha (including disused pier of about 0.14ha) 	<ul style="list-style-type: none"> • A 20m-wide waterfront promenade including a disused pier is provided at the “O” zone adjoining 	-

	<p align="center">Endorsed PB (a)</p>	<p align="center">Current Proposal (b)</p>	<p align="center">Difference (b) – (a) (%)</p>
<p>Promenade (Including Disused Pier)</p>	<ul style="list-style-type: none"> • To be constructed, managed, and maintained by the developer of the “CDA(2)” site at his/her own cost • The existing disused pier should be refurbished and converted into public open space use by the developer of the “CDA(2)” site to integrate with the southeastern section of the waterfront promenade • Opportunities should be capitalized to include water-land interface facilities including but not limited to public landing steps at the existing disused pier to enhance accessibility to the waterfront • The developer of the “CDA(2)” site should carry out necessary study at his/her own cost to ascertain technical feasibility and environmental acceptability. The study should address all technical, safety and legal matters arising from the provision of such facilities. The study including a MTIA should be prepared to the 	<p>the “CDA(2)” site</p> <ul style="list-style-type: none"> • The waterfront promenade including the disused pier will be open 24 hours, and designed, constructed, managed and maintained by the applicant at his/her own cost • The disused pier forms part of the waterfront promenade for public enjoyment • Two possible locations of landing steps are shown on the Landscape Master Plan (LMP). The applicant is conducting a separate study including a Marine Traffic Impact Assessment (MTIA) to explore the provision of public landing facilities at the disused pier • At this preliminary stage, the study has identified that there would still be a lot of issues other than technical ones to be resolved for the public landing steps to be managed and operated by a private sector party. These include management, operation and legal details. Once the study is completed (including the MTIA), they will be separately 	

	Endorsed PB (a)	Current Proposal (b)	Difference (b) – (a) (%)
	satisfaction of concerned departments. The developer should also complete the relevant gazettal procedures (if required) at his/her own cost and apply for lease modification if he/she wishes to implement such facilities.	submitted to the Town Planning Board / Planning Department for consideration and approval for the provision of the public landing steps at the disused pier.	
Commercial Uses along the Waterfront and within the Adjoining Waterfront Promenade zoned “O”	<p>A minimum 1,000m² GFA for commercial uses including shop and eating place are to be provided within the hotel</p> <ul style="list-style-type: none"> At least 500m² of the commercial GFA should be designed at ground level with access and seamless integration to the waterfront promenade 	<p>Not more than 3,477m² of retail shops, restaurants, pubs and fast food shops</p> <ul style="list-style-type: none"> A minimum of 500m² at the ground level of the hotel development 	<p>+ 2,477m² (+247.7%)</p> <p>0</p>
Greenery Coverage (%)	Not less than 20% of site area	About 20.15% (983.52m ²)	+0.15% (+0.75%)
Landscape and Tree Preservation	A Landscape Master Plan (LMP) should be prepared and submitted as part of the MLP submission at the planning application stage for the “CDA” site and the adjoining part of the “O” zone	An indicative LMP along the “CDA(2)” site and the waterfront promenade including the disused pier has been submitted	-
Car Parking, Loading and Unloading Provision	Car parking and loading/unloading facilities in accordance with Hong Kong Planning Standards and Guidelines (HKPSG)	Internal transport facilities including car and motorcycle parking spaces and loading/unloading facilities are provided in accordance with HKPSG	-

	Endorsed PB (a)	Current Proposal (b)	Difference (b) – (a) (%)
Other Technical Requirements			
Traffic, Transport and Pedestrian Aspects	<ul style="list-style-type: none"> • Submission of Traffic Impact Assessment (TIA) and Pedestrian Network Plan (PNP) • A 2.5m-wide public passageway has been designated along the northwestern boundary to enhance pedestrian connectivity to the waterfront promenade and a 1.5m-wide public right-of-way has been reserved to provide alternative access to the waterfront promenade (both to be opened within reasonable hours) 	<ul style="list-style-type: none"> • TIA and PNP and Indicative Circulation Diagram have been submitted • Two public passageways with 2.5m and 1.5m in width will be provided along the northwestern and southwestern boundaries of the site to allow convenient access to the waterfront promenade from Lai Ying Street and along the waterfront promenade, and they will be open for 24 hours for public enjoyment. 	-
Environmental Aspect	Submission of Environmental Assessment (EA)	EA has been submitted	-
Drainage Aspect	Drainage connection system and proposed mitigation measures should be provided	DIA has been submitted	-
Sewerage Aspect	Submission of Sewerage Impact Assessment (SIA)	SIA has been submitted	-
Water Supply Aspect	Developer to consult Water Supplies Department on any necessary diversion works or provision of waterworks reserve	Water Supply Study has been submitted	-
Visual Aspect	Submission of Visual Impact Assessment (VIA)	VIA has been submitted	-
Air Ventilation Aspect	Submission of a Quantitative Air Ventilation Assessment (AVA)	Quantitative AVA has been submitted	-

Detailed Comments from Departments

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

- (a) the applicant is requested to ensure that all parking provisions and vehicle access points adhere to the lease requirements and the layout of the internal road and parking facilities comply with the PNAP APP-111;
- (b) he 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; and
- (c) the applicant is reminded that the Temporary Traffic Arrangement should incorporate both the construction traffic for both construction sites and the operational traffic in Lai Ying Road and submit to both the Transport Department and Road Management Office of the Hong Kong Police Force for approval.

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

- (a) as the proposed promenade and pedestrian walkway are not considered as a street, provision of adequate natural lighting and ventilation required under Building (Planning) Regulations 30 and 31 to the hotel guestrooms of which the windows are facing the promenade and pedestrian walkway should be clarified;
- (b) covered area under the footprint of the building should be accountable for GFA unless requirements under paragraph 6 of PNAP APP-19 are complied with;
- (c) the proposed sky garden on 11/F and 12/F should comply with the criteria under JPN-2. Otherwise, it should be accountable for GFA;
- (d) unless the proposed road works (previously known as 25m-wide pedestrian walkway) will form part of Street/Road completed by the Civil Engineering and Development Department and be maintained by the Highways Department before the issue of the occupation permit for the subject development, such area should not be treated as a street for the purposes of site classification, and site coverage and plot ratio calculations under Building (Planning) Regulations 18A, 20 and 21;
- (e) the promenade and the pier (the yellow area and the yellow hatched brown area under the lease respectively), and the 25m-wide pedestrian walkway are on the government land and building works within such areas are outside purview of the Building Ordinance; and
- (f) detailed comments will be provided at the building plan submission stage.

Comments of the Chief Engineer/Port Works, Civil Engineering and Development Department (CE/PW, CEDD):

- (a) the pier, any landing steps, the seawall, and the promenade should be checked/designed in accordance with the Port Works Design Manual; and
- (b) during Super Typhoon Mangkhut in September 2018, the coastline of Hong Kong has experienced severe damages by the attack of strong winds, storm surges and waves. Taking into account the effects of climate change, it is expected that sea level will rise and the threat of storm surges associated with tropical cyclones will increase. To enhance the protection of public lives and properties, the developer or the designer is advised to carefully review the potential impact of more extreme weather to the development which is located at or close to the coastline, in particular pier facility, seawalls, promenade, basement, carpark, pump house, electricity room or ancillary facilities etc. They should be designed or enhanced to protect the development from possible damage or coastal flooding as a result of extreme wave action.

Recommended Advisory Clauses

- (a) to note that the approved Master Layout Plan (MLP), together with the set of approval conditions, would be certified by the Chairman of the Town Planning Board and deposited in the Land Registry in accordance with section 4A(3) of the Town Planning Ordinance. Efforts should be made to incorporate the relevant approval conditions into the revised MLP for deposition in the Land Registry as soon as possible;
- (b) to note the comments of the District Lands Office/Kowloon West, Lands Department (DLO/KW, LandsD) that:
 - (i) the Conditions of Sale No. 20311 (“the Conditions”) contain other restrictions including, but not limited to, formation of the Promenade Area adjoining the Lot (which is shown yellow, yellow hatched brown and yellow cross-hatched brown on the lease plan) which shall be re-delivered back to the Government upon demand; provision of Public Passageway (which is shown pink hatched black on the lease plan) which no building or structure or support shall be erected or constructed on the Public Passageway from ground level(s) to a height of 3m except with the prior written approval of the Director of Lands under SC(9)(c). All members of the public shall be allowed to have free and uninterrupted access without payment to pass through, on and over the Public Passageway at all times so as to gain access to and from the Promenade Area and the Proposed Road (now known as Lai Ying Street) under SC(9)(b);
 - (ii) leisure sitting is proposed within the Public Passageway, which may hinder the said free and uninterrupted access and is thus considered unacceptable under lease;
 - (iii) various landscaping features/activities such as fishing deck, sheltered seaside picnic area and hotspot for photo shooting (apart from kiosk) are proposed within the Promenade Area. The Promenade Area shall be restricted to be used for a public open space. The proposed kiosk for commercial use and any other proposed commercial activities are not acceptable under lease. If the Lot owner wishes to implement commercial activities within the Promenade Area, they should first apply for a waiver/permission from LandsD as per “Public Open Space in Private Developments Design and Management Guidelines” issued by the Development Bureau. LandsD may at its sole discretion approve or reject the waiver application. The waiver, if approved, may be subject to such terms and conditions as considered appropriate including the payment of waiver fee;
 - (iv) marine access as well as activities of landing, loading and unloading to and from the sea are prohibited under SC(8)(i)(ii). If the Lot owner proposes to implement enhancement or public landing facilities which require a lease modification, the Government may at its sole discretion and upon application by the Lot owner, consider such application for modification of the lease conditions of the Lot. Any such application, if approved, shall be subject to such conditions including payment of such premium, compensation costs and other fee and the completion of necessary statutory and/or Government procedures (if any) and such documentation as LandsD may at its sole discretion consider appropriate; and

- (v) his comments are reserved until details of the proposed development are submitted at the building plan stage;
- (c) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that the proposed covered walkway on the disused pier is relatively extensive and visually prominent from the adjacent waterfront as shown in the artist impression, the applicant may wish to consider the permeability of the iconic landscape feature from the public realm point of view. The applicant is reminded that any proposed landscape feature should be in harmony with the surrounding context;
- (d) to note comments of the Director of Leisure and Cultural Services (DLCS) that:
 - (i) as the maintenance of the hotel's adjoining promenade is taken up by her department, detailed design of that waterfront promenade should be circulated to the Leisure and Cultural Services Department (LCSD) for acknowledgement. A harmonious design or flow at the conjunction between two parts of promenade is required. It is preferred to have signage or notice put up at suitable area for easy identification on the management responsibility of the waterfront promenade between LCSD and hotel management party; and
 - (ii) 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 project proponent is advised to observe ETWB TC(W) No. 7/2015 with regard to tree preservation perspective and is required to explore every possible effort to preserve existing trees on site and minimize the adverse effect to the tree during the works period. Should any tree is inevitably affected, prior application for tree felling/transplanting should be made 12 months in advance to LandsD for approval. She reserves the right to comment on the project from tree preservation perspective upon request by LandsD in accordance with the above Technical circular. She reserves the right to comment on the project from tree preservation perspective upon request by LandsD in accordance with the above Technical circular;
- (e) to note comments of the Director of Marine that his department will provide the regulation of the landing steps used by berthing vessels in accordance with the Shopping and Port Control Ordinance (Cap. 313);
- (f) to note the comments of the Chief Engineer/Port Works, Civil Engineering and Development Department (CE/PW, CEDD) that the pier, any landing steps, the seawall, and the promenade should be checked/designed in accordance with the Port Works Design Manual. During Super Typhoon Mangkhut in September 2018, the coastline of Hong Kong has experienced severe damages by the attack of strong winds, storm surges and waves. Taking into account the effects of climate change, it is expected that sea level will rise and the threat of storm surges associated with tropical cyclones will increase. To enhance the protection of public lives and properties, the developer or the designer is advised to carefully review the potential impact of more extreme weather to the development which is located at or close to the coastline, in particular pier facility, seawalls, promenade, basement, carpark, pump house, electricity room or ancillary

facilities etc. They should be designed or enhanced to protect the development from possible damage or coastal flooding as a result of extreme wave action;

- (g) to note the comments of the Commissioner of Transport (C for T) that the applicant is requested to ensure that all parking provisions and vehicle access points adhere to the lease requirements and the layout of the internal road and parking facilities comply with the PNAP APP-111. He 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. The applicant is reminded that the Temporary Traffic Arrangement should incorporate both the construction traffic for both construction sites and the operational traffic in Lai Ying Road and submit to both the Transport Department and Road Management Office of the Hong Kong Police Force for approval;
- (h) to note comments of the Chief Highway Engineer/Kowloon, Highways Department (CHE/K, HyD) that according to SC No. (9)(a) of the Conditions of Sales, the 1.5m-wide public passageway abutting the waterfront promenade with “minimum clear headroom of 3m” shall be maintained by the Lot owner upon completion of the works;
- (i) to note the comments of the Director of Fire Services (D of FS) that the detailed fire services requirements will be formulated upon receipt of formal submission of general building plans. 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 Buildings Department;
- (j) to note the comments of the Chief Building Surveyor/Kowloon, Buildings Department (CBS/K, BD) that:
 - (i) PNAP APP-151 on Building Design to Foster a Quality and Sustainable Built Environment and PNAP APP-152 on SBDG are applicable to the proposed development if GFA concession for non-mandatory/non-essential plants/services or green/amenity features is claimed. Noting the site parameters mentioned in applicant’s submission, SBDG under PNAP APP-152 should be complied with. To demonstrate compliance with the building separation, building setback and site coverage of greenery requirements, information with reference to Appendix F of PNAP APP-152 should be submitted at the building plan submission stage. Should the development proposal comply with the requirements under PNAP APP-151 and PNAP APP-152, an overall cap of 10% would be imposed on the total amount of GFA concessions for the green/amenity features and non-mandatory/non-essential plant rooms and services as stipulated in PNAP APP-151;
 - (ii) under PNAP APP-2, 100% GFA concession may be granted for underground private carpark while only 50% GFA concession may be granted for aboveground private carpark;
 - (iii) subject to compliance with the criteria as set out in PNAP APP-40, the hotel development may be treated as non-domestic building and granted with concession under Building (Planning) Regulation 23A;

- (iv) as the proposed promenade and pedestrian walkway are not considered as a street, provision of adequate natural lighting and ventilation required under Building (Planning) Regulations 30 and 31 to the hotel guestrooms of which the windows are facing the promenade and pedestrian walkway should be clarified;
 - (v) covered area under the footprint of the building should be accountable for GFA unless requirements under paragraph 6 of PNAP APP-19 are complied with;
 - (vi) the proposed sky garden on 11/F and 12/F should comply with the criteria under JPN-2. Otherwise, it should be accountable for GFA;
 - (vii) unless the proposed road works (previously known as 25m-wide pedestrian walkway) will form part of Street/Road completed by the Civil Engineering and Development Department and be maintained by the Highways Department before the issue of the occupation permit for the subject development, such area should not be treated as a street for the purposes of site classification, and site coverage and plot ratio calculations under Building (Planning) Regulations 18A, 20 and 21; and
 - (viii) the promenade and the pier (the yellow area and the yellow hatched brown area under the lease respectively), and the 25m-wide pedestrian walkway are on the government land and building works within such areas are outside purview of the Building Ordinance.
- (k) to note the comments from the Director of Electrical and Mechanical Services (DEMS) that:

Electricity safety

- (i) in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line under the subject application should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. The applicant is reminded to observe the Electricity Supply Lines (Protection) Regulation and the “Code of Practice on Working near Electricity Supply Lines” established under the Regulation when carrying out works in the vicinity of the electricity supply lines; and

Town Gas Safety

- (ii) there is an intermediate pressure town gas transmission pipeline (running along Lai Ying Street) in the vicinity of the 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. 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" (2nd 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).