

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K20/131

- Applicant** : Fedder Limited represented by the Kenneth To and Associates Limited
- Site** : Lai Ying Street, Cheung Sha Wan
- Site Area** : About 4,880m²
- Land Status** : New Kowloon Inland Lot (NKIL) No. 6550
a) lease term of 50 years commencing on 30.11.2017
b) restricted for hotel purposes
c) maximum gross floor area (GFA) of 34,770m²
d) maximum height restriction of 100mPD
- Plan** : Approved South West Kowloon Outline Zoning Plan (OZP) No. S/K20/30
- Zoning** : “Comprehensive Development Area (2)” (“CDA(2)”)

[Subject to a maximum GFA of 34,770m² and a maximum building height (BH) of 100mPD.]
- Application** : Proposed Comprehensive Hotel Development

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed comprehensive hotel development at the application site (the Site), which is zoned “CDA(2)” on the Approved South West Kowloon OZP No. S/K20/30 (**Plan A-1**). According to the Notes of the OZP, ‘Hotel’ use is a Column 2 use which requires planning permission from the Town Planning Board (the Board). In addition, an applicant for permission for development on land designated “CDA” shall prepare a Master Layout Plan (MLP) for the approval of the Board and include therein the technical assessments and other relevant information.
- 1.2 According to the submission, the proposed comprehensive hotel development comprises a 25-storey hotel building (including two levels of basement) with total non-domestic GFA of not more than 34,770m² and the plot ratio of about 7.125 (based on the “CDA(2)” area), and a maximum BH of 100mPD. The Site is accessible from Lai Ying Street.

1.3 The indicative MLP and Landscape Master Plan (LMP), floor plans, section and elevation plans, greenery and public open space demarcation plans, pedestrian network plan, urban design analysis, photomontages and artist impressions submitted by the applicant are shown in **Drawings A-1 to A-31**. The key development parameters of the proposed development scheme are summarised below:

Site Area	About 4,880m ²
Plot Ratio	About 7.125
Maximum Non-Domestic GFA[@]	<ul style="list-style-type: none"> • Total • Guestrooms • Hotel Ancillary Accommodation*
	<ul style="list-style-type: none"> • Not more than 34,770m² • Not more than 28,903m² • 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 floor)
Site Coverage (SC)	3/F and below: not more than 75% 4/F and above: not more than 50%
No. of Tower	1
Maximum No. of Storeys	Not more than 25 (including two levels of basement)
Maximum BH (main roof)	100mPD
No. of Hotel Rooms	975
Average Room Size[#]	About 23m ²
Greenery Coverage (Greenery area)	minimum 20% of site area (983.52m ²)
Internal Transport Provision	
<ul style="list-style-type: none"> • Private Car Parking Spaces • Motor Vehicle Drop-off Bays (including Taxis) • Tour Bus/Coach Drop-off Bays • Goods Vehicle Loading/Unloading (L/UL) Bays 	<ul style="list-style-type: none"> 40 4 5 10
Floor Uses	
<ul style="list-style-type: none"> • B2/F and B1/F • G/F • 1/F to 2/F 	<ul style="list-style-type: none"> Car Parking Spaces, Tour Bus/Coach Drop-off Bays, Goods Vehicle Loading/Unloading Bays, E&M Facilities Retail/Dining Facilities, Hotel Lobby, Motor Vehicle Drop-off Bays (including Taxis) Retail/Dining Facilities, Hotel, Landscape Terrace, E&M Facilities

• 3/F to 22/F	Guestrooms, Hotel Ancillary Facilities, E&M Facilities
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Remarks:

- @ The GFA does not include GFA to be exempted under Building (Planning) Regulations such as back-of-house area to support the hotel, E/M plant rooms, car parking area at basement levels, sky garden, etc.
- * Including facilities such as retail/dining facilities, function rooms, conference facilities, etc.
- # Average room size is net area.

- 1.4 A 2.5m and 1.5m-wide public passageways will be provided along the northwestern and southwestern boundaries of the Site respectively (**Drawings A-3, A-6, A-7 and A-31**) to facilitate public access to the waterfront promenade from Lai Ying Street. As a minimum clear headroom of 3m for the two public passageways is required under lease, a full height setback is proposed at the 2.5m-wide public passageway while a minimum headroom of about 13m is proposed at the 1.5m-wide public passageway (**Drawing A-16**). The two public passageways will be open 24 hours to the public.
- 1.5 A 20m-wide public waterfront promenade (PWP) including the disused pier fronting the Site with an area of about 3,100m² zoned “Open Space” (“O”) on the OZP will be designed, constructed, managed and maintained by the applicant at his/her own cost. The PWP including the disused pier will be open 24 hours for public enjoyment. Access to the PWP will be from Lai Ying Street via the proposed public passageways, the internal forecourt and the ground level shops within the Site and the 25m-wide pedestrian walkway located to the southeast of the Site constructed by the Government connecting MTR Nam Cheong Station to the PWP (**Drawings A-17 and A-19**).
- 1.6 According to the urban design and landscape proposals of the submission, the scheme has adopted various features including descending height profile towards the waterfront (at the lower floors and roof level), incorporating sky garden to breakdown the visual mass, 2.5m setback of the hotel building from the adjoining “CDA” site for building separation and setback from Lai Ying Street with a large forecourt within the Site, podium-free design with underground parking and a SC of 75% at lower floors for at-grade greenery, vertical green wall along the 2.5m-wide public passageway, and stepping terraces at lower levels and active commercial frontage to create a pleasant waterfront environment. Besides, a coherent design of the section of the PWP fronting the Site and the section fronting the adjoining “CDA” site located to northwest will be adopted. The levels of the PWP have been adjusted for a seamless integration and smooth transition of two sections of the PWP for a comfortable pedestrian walking environment (**Drawing A-15**).
- 1.7 The targeted completion date for the proposed hotel development and PWP (including disused pier) is tentatively expected to be in 2024.
- 1.8 As required by the Planning Brief (PB) for the “CDA(2)” and the adjoining “CDA” zones at Lin Cheung Road (**Appendix IIIa**), the applicant is currently undertaking a study on the refurbishment works of the disused pier to explore the provision of the public landing facilities to enhance the accessibility to the PWP and the refurbished pier from the sea. At this preliminary stage, the study has identified various issues other than technical ones including those on

management, operation and legal aspects that need to be resolved. The study will be submitted separately to the Board/Planning Department (PlanD) for approval after it is completed. On the LMP (**Drawing A-9**), two possible locations of the public landing steps are shown. To promote water-land activities, the design of the disused pier has incorporated various features including seaside picnic spots, fishing deck and photo shooting hotspot.

1.9 The applicant has conducted a series of technical assessments on traffic, environment (noise, air including odour), sewerage, drainage, water supply, visual and air ventilation. The results revealed that the proposed hotel development would not lead to any insurmountable adverse impacts on these aspects.

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

- (a) Application Form with covering letter received on 14.9.2018 **Appendix I**
- (b) Planning Statement **Appendix Ia**
- (c) Letter dated 17.9.2018 providing supplementary information for clarification **Appendix Ib**
- (d) Letter dated 9.11.2018 with responses to departmental and public comments, revised Sewerage Impact Assessment (SIA), revised Air Ventilation Assessment (AVA) and replacement pages to Environmental Assessment (EA) **Appendix Ic** (FI(1))
(accepted but not exempted from publication and recounting requirements)
- (e) Letter dated 12.11.2018 providing clarification on responses to comments to the Marine Department **Appendix Id**
- (f) Letter dated 14.12.2018 with further responses to departmental comments, revised AVA, revised LMP, pedestrian network plan, replacement pages to SIA and a set of photomontages and artist impressions of the proposed development **Appendix Ie** (FI(2))
(accepted but not exempted from publication and recounting requirements)
- (g) Letter dated 24.1.2019 providing clarifications and revised drawings **Appendix If**

1.11 The application was originally scheduled for consideration by the Metro Planning Committee (the Committee) of the Board on 2.11.2018. Upon requests of the applicant, the Committee agreed on 2.11.2018 to defer a decision on the application for two months in order to allow time for the

applicant to prepare further information (FI) to address comments received from government departments and the public. With the FI received on 14.12.2018, the application is scheduled for consideration by the Committee at this meeting.

2. Justifications from the Applicant

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

In-line with Tourism Development Trend in Hong Kong

- 2.1 The proposed comprehensive hotel development is in-line with the long-term strategic direction stated in the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” to increase the supply of tourism-related facilities.

PB, Harbour Vision Statement and the Harbour Planning Principles

- 2.2 The proposed development has taken full consideration of the PB and helps to envision the Harbour Vision Statement. The proposal is in-line with the Harbour Planning Principles promoted by Harbour-front Enhancement Committee including preserving the harbour as the proposal does not involve any works affecting the harbour, stakeholder engagement on the re-planning of the area was conducted since 2013, fulfilment of the Sustainable Building Design Guidelines (SBDG) and no adverse impact to the surrounding area, adoption of integrated design of the PWP with the hotel development and with the section of PWP fronting the adjoining “CDA” site, and enhancement for a vibrant and accessible harbour through provision of commercial uses at the lower floors of the hotel and various design features (paragraph 2.6 below) and pedestrian connections to the PWP (paragraphs 2.4 and 2.5 below) for public enjoyment.

Sensitive Design Responding to Prominent Harbourfront Location

- 2.3 The massing and building disposition are sensitively designed to respond to the prominent harbourfront location. Various sensitive design measures including a stepped/terrace design at the lower floors, setback on the roof floor, and provision of a sky garden at 11/F have been incorporated to break down the visual mass and enhance the visual permeability. Greenery spaces at varying heights could help beautify the building façade. Internal transport facilities would be provided in the basements to further minimise the building bulk.

Creating a Vibrant Waterfront

- 2.4 Commercial facilities including retail shops and restaurants would be provided at the lower floors (i.e. G/F, 1/F and 2/F) while a large portion of commercial spaces would be located on ground floor facing the 25m-wide pedestrian walkway and PWP to add variety and vibrancy to the waterfront. A 2.5m and 1.5m-wide public passageways will be provided along the northwestern and

southwestern boundaries of the Site to enhance the accessibility to the waterfront promenade. The proposed development would help to create a vibrant waterfront for public enjoyment.

- 2.5 Accessibility to the waterfront would be improved by the two proposed public passageways located at northwest and southwest of the Site and through the forecourt, internal courtyard and shops within the Site from Lai Ying Street. The applicant proposes to modify the landscape design of the 25m-wide pedestrian walkway located to the southeast of the Site constructed by the Civil Engineering and Development Department (CEDD) (**Drawing A-28**) and will liaise with relevant government departments separately for such possibility including the design, construction and maintenance issues of the pedestrian walkway and the associated approvals.

Design Merits

- 2.6 Key design merits including a conforming building profile with the waterfront, creation of a commercial node with vibrant street frontages, minimizing development footprint at lower levels, building setbacks at lower and upper levels, provision of a sky garden, variation in building profile and stepped building design and ample provision of landscaping have been incorporated in the proposed development.

No insurmountable Impact from Various Technical Aspects

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

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

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

4. Town Planning Board Guidelines

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

- (a) facilitate urban renewal and restructuring of land uses in the old urban areas;
- (b) provide incentives for the restructuring of obsolete areas; including old industrial areas; and the phasing out of non-conforming uses, such as open storage and container back-up uses in the rural areas;
- (c) provide opportunities for site amalgamation and restructuring of road patterns and ensure integration of various land-uses and infrastructure development,

thereby optimizing the development potential of the site;

- (d) provide a means for achieving co-ordinated development in areas subject to traffic, environmental and infrastructure capacity constraints, and in areas with interface problems of incompatible land uses;
- (e) ensure adequate as well as timely provision of government, institution or community uses, transport and public transport facilities and open space for the development and where possible, to address the shortfall in the district; and
- (f) ensure appropriate control on the overall scale and design of development in areas of high landscape and amenity values and in locations with special design or historical significance.

5. **Background**

- 5.1 The Site was part of the former site reserved for the Cheung Sha Wan Wholesale Food Market (CSWWFM) Phase 2 that was no longer required for wholesale market use. In 2013, the CSWWFM and its pier was rezoned from “Other Specified Uses” (“OU”) annotated “Cargo Working Area, Wholesale Market and Industrial-Office”, “OU(Wholesale Market)” and “OU(Pier)” to “CDA”, and “CDA(2)” for private residential/hotel development (i.e. the Site), “Residential (Group A)12” (“R(A)12”), “Government, Institution or Community” (“G/IC”), “O” and an area shown as ‘Road’ on the Draft South West Kowloon OZP No. S/K20/29 to meet the pressing demand for housing, to enhance local economy and to add vibrancy and public accessibility to the waterfront promenade.
- 5.2 In view of its prominent waterfront location, the subject “CDA(2)” zone and its adjoining “CDA” zone are both covered under a single PB that was endorsed by the Committee on 12.5.2017 to provide a comprehensive planning guidance/control of the development of the two waterfront sites (**Appendix IIIa**). The single PB covering both sites was prepared to guide the preparation of MLP for each site in order to ensure that both sites can achieve a holistic design at this prominent location and be developed in a comprehensive manner and be compatible with each other. A coordinated approach for development of the “CDA” zones in terms of development scale, design layout, provision of open spaces and linkages with waterfront promenade, as well as visual and air ventilation corridors should be adopted. The PB also specifies that to ensure the adoption of the coordinated approach when formulating the MLP for each site, reference should be made to the planning intention and design criteria in the PB and the development proposal which has already been submitted/approved for the adjoining “CDA” zone.

6. **Previous Applications**

There is no previous application at the Site.

7. Similar Applications

There are similar applications for comprehensive residential and/or commercial development in four sites zoned “CDA” on the South West Kowloon OZP, namely MTR Nam Cheong Station for private residential and commercial development (Application No. A/K20/119), North West Kowloon Reclamation Site 6 for public housing development (Application No. A/K20/124), Fat Tseung Street West for private residential and commercial development (Application No. A/K20/128) and Off Hing Wah Street for private residential development (Application No. A/K20/130) which were approved with conditions by the Committee on 1.3.2013, 17.7.2015, 17.8.2018 and 16.11.2018 respectively (**Plan A-1**). Details of the similar applications are at **Appendix II**.

8. The Site and Its Surrounding Areas (Plans A-1 to A-9)

8.1 The Site:

- (a) is vacant and site formation is underway;
- (b) is located along the waterfront at the northern part of Southwest Kowloon facing the inner bay opposite to Stonecutters Island; and
- (c) is accessible at Lai Ying Street and connected to inland areas of Cheung Sha Wan through existing and planned at-grade pedestrian links and footbridges (**Plan A-9**).

8.2 The surrounding areas have the following characteristics:

- (a) to its east and southeast of the Site is the 25m-wide pedestrian walkway constructed by CEDD which has been open for public use. To its further east is CSWWFM;
- (b) to its south and southwest is the PWP and the disused pier which would be developed by the applicant;
- (c) to its west and northwest is the “CDA” site for comprehensive private residential development and the section of the PWP developed by the developer of the “CDA” site and the MLP of the “CDA” was approved with conditions by the Committee on 16.11.2018. To the further northwest of the “CDA” zone is a “G/IC” site reserved for a possible social welfare block and the “Industrial” zone now for bus depot use and a cluster of boatyards;
- (d) to its north across Lai Ying Street is a public housing development comprising public rental housing (Hoi Ying Estate) and home ownership scheme (HOS) (Hoi Lok Court) zoned “R(A)12”. Population intake for Hoi Ying Estate has started in November 2018 and the HOS development is under construction for completion in 2019. To the northeast of the Site is a “G/IC” site reserved for a primary school; and

- (e) MTR Nam Cheong Station is about 400m to the east of the Site.

9. Planning Intention

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

10. Major Requirements under the PB

- 10.1 The PB sets out the broad planning principles and development requirements to facilitate the preparation of the MLPs for the “CDA(2)” site and its adjoining “CDA” site. Major urban design considerations set out in the PB include compatibility with surrounding developments and its waterfront setting, adding vibrancy to the waterfront with diversity of activities and exploration of opportunities for water-land interface for public enjoyment, height variation with a descending height profile towards the waterfront, preservation of air paths, provision of building separations/public passageways and adoption of podium-free and underground carpark design to enhance visual and air permeability, enhancing pedestrian connectivity, provision of quality landscape and maximizing opportunity for at-grade greenery, etc. A copy of the PB is at **Appendix IIIa**.
- 10.2 Regarding the disused pier fronting the Site, the PB states that a study on the refurbishment works of the disused pier is required to be conducted by the developer of the “CDA(2)” site 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 should carry out necessary study at his/her own cost to ascertain the technical feasibility and environmental acceptability and address the technical, safety and legal matters arising from the provision of the facilities. The study including a Marine Traffic Impact Assessment (MTIA) 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 developer is also required to design, construct, manage and maintain the relevant section of the PWP including the refurbished pier.
- 10.3 A comparison of major development parameters and planning requirements of the PB and the subject application are set out in **Appendix IIIb**. The proposed scheme generally complies with the PB requirements in the aspects of uses, key development parameters, various planning requirements including urban design, provision of PWP, commercial uses, greenery coverage, landscape, provision of two public passageways, car parking and loading provision and other technical requirements.

- 10.4 Regarding the provision of public landing facilities at the disused pier, the applicant states that the study is being carried out. At this stage, the applicant's study has identified two possible locations of the landing steps as shown in the LMP and the study has also identified various issues other than technical including management, operation and legal that need to be resolved. The applicant will submit the study separately to the Board/PlanD for approval after it is completed. As the disused pier falls within an area zoned "O" on the OZP, the provision of public landing facilities would require planning permission from the Board. Should the study being carried out by the applicant demonstrate the feasibility of the provision of public landing facilities at the disused pier, separate planning permission for such provision should be sought from the Board.

11. Comments from Relevant Government Departments

- 11.1 The following Government departments have been consulted and their views on the application are summarized as follows:

Land Administration

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

- (a) no objection to the application;
- (b) the application site falls within New Kowloon Inland Lot No. 6550 ("the Lot") which is held under the Conditions of Sale No. 20311 ("the Conditions") for a lease term of 50 years commencing on 30.11.2017. The Lot is restricted for hotel purposes and is subject to a maximum height restriction of 100mPD; and a total maximum GFA of 34,770m² out of which not more than 13,908m² for hotel ancillary accommodation and not more than 3,477m² out of the hotel ancillary accommodation for retail shops, restaurants, pubs, fast food shops or a combination of them (out of which not less than 500m² shall be provided on ground level);
- (c) the Conditions also 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);
- (d) leisure sitting is proposed within the Public Passageway, which may hinder the said free and uninterrupted access and is thus considered unacceptable under lease;
 - (e) 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;
 - (f) a study on the refurbishment works of the disused pier is currently undertaken by the applicant to explore the provision of public facilities to enhance accessibility to the waterfront promenade and the refurbished pier from the sea. The applicant should note that 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
 - (g) he reserves his comments on the details of the proposed development at building plan stage.

Urban Design, Air Ventilation and Landscape Aspects

Urban Design and Visual Aspects

- 11.1.2 Comments of the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD);

- (a) it is noted that the proposed development with a height of 100mPD complies with the permitted BH restriction of 100mPD for the sites and may not be incompatible with adjacent developments with BH restriction ranging from 100mPD to 120mPD. He has no comment from a visual impact point of view; and
- (b) as the proposed development is facing the waterfront, comment from Harbourfront Commission should be sought.

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

- (a) the proposed public passageway of 2.5m in width (and about 70m in length) along the northwestern boundary of the Site allows access to the waterfront promenade from Lai Ying Street. The applicant has proposed design treatment for the public passageway, adding visual interests such as provision of vertical green, architectural articulations, etc. at intervals along the hotel side. Adequate lighting will also be provided for ensuring public safety;
- (b) it is noted that the applicant has proposed water-land interface activities at the pier (after refurbishment) for public enjoyment which include sheltered seaside picnic spots area, hotspot for photo shooting and fishing deck/seating at the tip of the pier. Sitting area, performance stage, kiosk, etc. will be provided to create a diversity of activities with various functional spaces at the waterfront/pier. A shelter to provide shades to part of the disused pier is also proposed;
- (c) the proposed hotel development features a full shop frontage along the waterfront promenade on its lower 3 floors and commercial activities with main street frontage at G/F. Visitors having direct access to the promenade from the G/F shops and dining facilities could contribute to the liveliness of the waterfront area;
- (d) there is a 1m (about) site level difference between Lai Ying Street (+5.5mPD), the waterfront promenade (+4.75mPD) and the disused pier (about +4.5mPD). The applicant has revised/re-designed levels of the steps towards the waterfront and the extent of which has been reduced as compared to the original proposal. This would allow more space for public use without affecting the accessibility to the waterfront;
- (e) as regards the proposed SC of the podium, the applicant has clarified that the proposed “not more than 75% site

coverage” is only a cap of the largest footprint at the lower floors of the development. A stepped-terrace design is proposed to setback at 1/F and 2/F of the podium to create an interest along the waterfront edge. In addition, there is setback along the northwestern and southwestern boundaries for the provision of 2.5m and 1.5m public passageway (required under the Conditions of Sale) and setback from Lai Ying Street to create a forecourt is also proposed; and

- (f) based on the submitted further information, she has no comment on the proposal.

Air Ventilation Aspect

11.1.4 Comments of the CTP/UD&L, PlanD:

- (a) AVA – Initial Study using computational fluid dynamics has been conducted to support the current application. Two scenarios, i.e. the Base Scheme and Proposed Scheme have been assessed in the study while the Base Scheme is an OZP compliant Scheme;
- (b) according to the updated results, the annual and summer LVR and SVR of the Proposed Scheme are slightly better than the Base Scheme. Thus, no significant impact is anticipated; and
- (c) the Proposed Scheme incorporates some building permeability design including a terraced podium along the promenade, a permeable sky garden and a smaller building footprint with more open space on the ground level when compared with the Base Scheme to achieve a slightly better ventilation performance.

Landscape Aspect

11.1.5 Comments of the CTP/UD&L, PlanD:

- (a) no objection to the application from the landscape planning point of view;
- (b) the Site is currently vacant with no existing tree, and adverse landscape impact due to the development is not anticipated;
- (c) it is noted 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 (**Drawing A-30**), the applicant may wish to

consider the permeability of the iconic landscape feature from the public realm point of view;

- (d) the applicant is reminded that any proposed landscape feature should be in harmony with the surrounding context; and
- (e) should the Board approve the application, the following landscape condition is recommended to be included in the permission:

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

11.1.6 Comments from the Director of Leisure and Cultural Services Department (DLCS):

- (a) no specific comment on the proposed development;
- (b) as the maintenance of the hotel’s adjoining promenade is taken up by her department, detailed design of that waterfront promenade including a harmonious design of flow at the conjunction between two parts of promenade should be circulated to the Leisure and Cultural Services Department (LCSD) for acknowledgement;
- (c) 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*
- (d) it is noted from the submission that the Site is currently vacant with no vegetation and trees on site. However, if tree was identified before the commencement of captioned project, the 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. ~~and~~
- ~~(e) she reserves the right to comment on the project from tree preservation perspective upon request by LandsD in accordance with the above Technical circular.~~

Water-related Aspects

11.1.7 Comments of the Director of Marine:

- (a) no specific comment on the application; and
- (b) his department will provide the regulation of the landing steps used by berthing vessels in accordance with the Shipping and Port Control Ordinance (Cap. 313) and he has no comment on the location or inland operational standards of the landing steps.

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

- (a) no objection to the application;
- (b) the provision of the landing steps should be agreed by relevant departments; and
- (c) other comments are detailed at **Appendix VI**.

Tourism

11.1.9 Comments of the Commissioner for Tourism (C for Tourism):

- (a) supports the proposed hotel development at the Site provided that it is agreeable to all relevant Government departments, and that the applicant is able to meet all requirements laid down by the relevant departments;
- (b) Hong Kong registered 58.47 million visitor arrivals in 2017. Amongst them, 48% (27.9 million) were overnight visitors. Hotel occupancy rate in the past decade in general stood at a high level of over 80%. To enhance the appeal of Hong Kong as an international convention, exhibition and tourism capital, it is necessary to ensure the provision of adequate hotel facilities; and
- (c) the proposed hotel development in Cheung Sha Wan will help increase the provision of hotel facilities, broaden the range of accommodations for the visitors, and support the rapid development of convention and exhibition, tourism and hotel industries.

Traffic

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

- (a) no in-principle objection to the application;

- (b) no comment on the revised Traffic Impact Assessment report. The detailed design of vehicular access arrangement and internal transport facilities should be submitted to the satisfaction of Transport Department (TD); and
 - (c) other comments are detailed at **Appendix VI**.
- 11.1.11 Comments of the Chief Highway Engineer/Kowloon, Highways Department (CHE/K, HyD);
- (a) no objection to the application; and
 - (b) 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. HyD is not in a position from highway’s viewpoint to comment the proposed 13m headroom for the passageway concerned.

Environmental Aspect

- 11.1.12 Comments of the Director of Environmental Protection (DEP):
- (a) based on the revised Environmental Assessment and Sewerage Impact Assessment provided by the applicant, insurmountable environmental impacts associated with the proposed development are not anticipated and he has no objection to the planning application from environmental perspective;
 - (b) should the Committee approve the application, the following conditions are recommended:
 - (i) the submission of a revised SIA to the satisfaction of the DEP or of the Board; and
 - (ii) the implementation of the local sewerage upgrading/sewerage connection works identified in the SIA to the satisfaction of the Director of Drainage Services or of the Board.
 - (c) it is anticipated that the applicant will address the outstanding environmental comments in the coming revised SIA under the above approval conditions if the planning application is approved.

Drainage and Sewerage Aspects

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

- (a) no objection to the application from public drainage and sewerage operation and maintenance point of view and no comment on the Drainage Impact Assessment; and
- (b) the SIA for the planning application needs to meet the full satisfaction of the Environmental Protection Department (EPD), the planning authority of sewerage infrastructure. His comments on the SIA are subject to views and agreement of EPD.

Fire Safety

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

- (a) no specific comment on the proposal subject to fire service installations and water supplies for firefighting being provided to the satisfaction of his Department;
- (b) detailed fire services requirements will be formulated upon receipt of formal general building plan submission; and
- (c) the arrangement of the emergency vehicular access shall comply with Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 which is administered by the Buildings Department (BD).

Building Matters

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

- (a) no objection to the application;
- (b) 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;

- (c) 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;
- (d) 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; and
- (e) other comments are detailed at **Appendix VI**.

Electrical and Mechanical Aspects

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

Electricity Safety

- (a) no particular comment on the application from an electrical supply safety aspect;
- (b) 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;
- (c) the applicant should be 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;

Town Gas Safety

- (d) it is noted that there is an intermediate pressure town gas transmission pipeline running along Lai Ying Street in the close vicinity of the Site;

- (e) quantitative risk assessment is not a mandatory requirement in this case. However, the future developer/consultant/works contractor shall therefore liaise with the Hong Kong and China Gas Company Limited in respect of the exact locations of the existing or planned gas pipes/gas installations within/in the vicinity of the Site and any required minimum set back distance away from them during the design and construction stages of development; and
- (f) 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)>.

Others

- 11.1.17 Comments of the Chief Engineer/Housing Projects 2, Civil Engineering and Development Department (CE/Housing Project 2, CEDD):

the pedestrian walkway adjacent to the Site was constructed by CEDD under the Contract No. CV/2016/02. The construction works of the walkway had been completed and it was open to the public in January 2019. The walkway has been handed over to TD and HyD for management and maintenance respectively as agreed.

- 11.1.18 Comments of the Director of Agriculture, Fisheries and Conservation (DAFC):

- (a) no objection to the application; and
- (b) there is no relocation programme for CSWWFM and the Government has commenced a technical study to explore the feasibility of relocating wholesale food markets current located at prime areas in Hong Kong including CSWWFM to North West Tsing Yi.

District Officer's Comment

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

- (a) no comment on the application; and
- (b) the proposed hotel development has been discussed in the 6th Meeting of the 5th Sham Shui Po District Council (SSP DC) on 8.11.2016. DC Members expressed their views and

suggestions on the planning of transport, odour nuisance, environmental protection and greening with a view to minimizing the impact on the neighbouring areas. One Member considered that the Government shall not leave the management responsibility of the waterfront promenade completely to the developer and suggested keeping the disused pier as public pier. An extract copy of the minutes is at **Appendix IV**¹.

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

- (a) Principal Assistant Secretary (Harbour), Development Bureau (PAS(H), DEVB);
- (b) Project Manager (South Development Office), Civil Engineering and Development Department (PM(S), CEDD);
- (c) Director of Food and Environmental Hygiene (DFEH);
- (d) Commissioner of Police (C of P); and
- (e) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD).

12. Public Comments Received During Statutory Publication Periods

12.1 During the three statutory publication periods of the planning application which ended on 12.10.2018, 11.12.2018 and 11.1.2019 respectively, a total of ten comments were received (**Appendix VII**), they are summarised in the following table.

Submission	Publication Period	Support	Objection	Comments/Concerns	Total
Planning Application	21.9.2018 to 12.10.2018	1	1	6	8
FI (1)	20.11.2018 to 11.12.2018	-	1	-	1
FI (2)	21.12.2018 to 11.1.2019	-	1	-	1
Total		1	3	6	10

12.2 Among the public comments received, one supports the application, three object to the application, and six provided comments/concerns on the application. These comments are from the Hong Kong and China Gas Company Limited and individuals.

¹ PlanD consulted SSP DC on 8.11.2016 on the PB. Comments of SSP DC on the PB was reported to the Committee on 12.5.2017 and the PB was revised taking into account comments of DC. The revised PB was endorsed by the Committee on 12.5.2017.

- 12.3 The supportive comment is from an individual on the ground of the provision of the waterfront promenade.
- 12.4 Objections are raised by the same individual and the major grounds of objection are summarised as follows;
- (a) the proposed development will block the natural light and ventilation of the nearby residential units and the proposed open space/2.5m-wide public passageway is narrow and it is just a landscape corridor without sufficient natural light and ventilation;
 - (b) public open space instead of a public passageway should be provided between the proposed residential development and the hotel development; and
 - (c) the impact assessments should be uploaded onto the Board's website to facilitate public inspection.
- 12.5 Hong Kong and China Gas Company Limited and individuals provided comments/expressed concerns on the application. The main points of the comments are summarised as follows:
- (a) as the proposed development is in close proximity to an existing pipeline along Lai Ying Street, the applicant is advised to conduct a Quantitative Risk Assessment to evaluate the potential risk and identify all necessary mitigation measures. The Hong Kong and China Gas Company Limited should be consulted at the design and construction stages;
 - (b) the landing steps and the disused pier should be open for the general public instead of the hotel guests only. Water transports for the use of the local residents should be explored by the Government;
 - (c) the design of the waterfront promenade and disused pier, and the impact on the marine traffic should be considered by the Board;
 - (d) there is insufficient information on the design of the proposed pedestrian walkway to the east of the Site; and
 - (e) there is concern on the traffic impacts arising from the proposed hotel development and the nearby proposed public housing development.

13. Consultation with Harbourfront Commission

- 13.1 The applicant consulted the Harbourfront Commission's Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (the Task Force) on 15.10.2018. The Secretary of the Task Force submitted a letter to the Board on 21.12.2018 (**Appendix V**) enclosing the views of the

Task Force and extract of the meeting minutes of the Task Force meeting.

- 13.2 Members of the Task Force considered the proposal of extending the covered walkway leading from MTR Nam Cheong Station to the disused pier is desirable. Members were concerned on the coherence in the design of the promenades fronting “CDA” and “CDA(2)” sites as required by the PB. Moreover, Members urged the applicant to inject more water-land interface activities involving the active use of the disused pier, which was a precious asset in the urban harbourfront area. Before such information was available and considered carefully in relation to the Harbour Planning Principles and Guidelines, the Task Force could not lend their support to the project. To address the Task Force’s concerns, the applicant has subsequently submitted FI(2) (**Appendix Ie**) which includes the revised LMP, the combined LMP showing the coherent design of the two sections of PWP fronting the two “CDA” sites and the information that the applicant is currently undertaking a study on the refurbishment works of the disused pier to explore the provision of the public landing facilities and the study will be submitted separately to the Board/PlanD for approval after it is completed. The Task Force has no comment on FI(2).

14. Planning Considerations and Assessments

Planning Intention and Development Intensity

- 14.1 The application is for a comprehensive hotel development in the “CDA(2)” site, providing 975 hotel rooms. The planning intention of the “CDA” zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The proposed hotel development in the “CDA(2)” zone is considered in line with the planning intention.
- 14.2 The “CDA(2)” zone is subject to a maximum GFA of 34,770m² and a maximum BH of 100mPD under the OZP. The proposed development with GFA of not more than 34,770m² and BH of not more than 100mPD do not exceed the OZP restrictions and is considered acceptable.

Land Use Compatibility

- 14.3 Surrounding the Site at its north and northwest are high-rise and high-density residential neighbourhood comprising existing and planned/under construction public and private developments zoned “R(A)12” and “CDA”, and “G/IC” sites reserved for a primary school and a possible social welfare block. To its immediate east is the wholesale market. Given the surrounding context with mixture of uses, the proposed hotel development is considered not incompatible with the surrounding land uses. Hotel use with shops and restaurants at the lower floors of the hotel building at the Site could separate the wholesale market from the proposed residential development in the adjoining “CDA” zone and add diversity of use and promote vibrancy of the area.

Compliance with PB

- 14.4 As set out in paragraph 10 above, the proposed comprehensive hotel development generally complies with the PB requirements regarding the uses and key development parameters. The proposal also complies with the relevant planning and the urban design requirements including the provision of two public passageways and PWP including the disused pier and other technical requirements. Details are at **Appendix IIIb**.

Urban Design, Landscape, Air Ventilation and Connectivity Aspects

- 14.5 The proposed development has a maximum BH of 100mPD which complies with the permitted BH restriction stipulated on the OZP. Given the adjacent public and private residential developments with BH ranging from 100mPD to 125mPD (**Plan A-1**), the BH of the proposed development is considered not incompatible with the development context and height profile of the area. CTP/UD&L, PlanD has no adverse comment on the proposed BH profile from the visual perspective.
- 14.6 The proposed development has adopted various design features including minimizing development footprint at lower floors, stepping profile design at the lower floors and roof level, sky garden, setback of the hotel building from the adjoining “CDA” site, podium-free design with underground parking, stepping terraces at lower levels. These features would help reduce the visual mass and enhance air penetration. CTP/UD&L, PlanD has no adverse comment on the proposed development layout.
- 14.7 On landscape aspect, the Site is currently vacant with no existing trees and thus adverse landscape impact due to the proposed development is not anticipated. CTP/UD&L, PlanD has no adverse comment on the submitted LMP and suggests including an approval condition on submission and implementation of a revised LMP.
- 14.8 Regarding air ventilation, CTP/UD&L, PlanD opines that as the proposed development incorporates some building permeability design including a terraced podium along the promenade, a permeable sky garden and a smaller building footprint with more open space on the ground level, no significant air ventilation impact is anticipated by the proposed development.
- 14.9 On connectivity aspect as shown in **Plan A-9**, public access from the inland of Cheung Sha Wan area to the PWP fronting the two “CDA” sites can be via the footpaths and existing footbridge across West Kowloon Highway (WKH)/Lin Cheung Road along Hing Wah Street/Hing Wah Street West to the proposed landscaped corridor at the “CDA” site. Alternative access can be from Fat Tseung Street/Fat Tseung Street West and the proposed footbridges across Sham Mong Road and the WKH/Lin Cheung Road to the planned POS in the public housing development in the “R(A)12” site and the private residential development in the “CDA” site. Within the Site, access can be through the two public passageways, which will be open 24 hours to the public, and the forecourt and shops of the hotel development from Lai Ying Street. The PWP can also be accessed from the MTR Nam Cheong Station through the

pedestrian walkway constructed by CEDD. The applicant has proposed to modify this pedestrian walkway (**Drawing A-28**) which is outside the Site and will liaise with relevant government departments separately for such possibility including the design, construction and maintenance issues of the pedestrian walkway and the associated approvals. The PWP together with the planned public open space in the aforementioned public and private residential developments located respectively to the northeast and east of the Site will serve the local residents as well as for enjoyment of the public through the existing and proposed pedestrian facilities.

PWP and Disused Pier

- 14.10 In accordance with the requirement under the PB, the developer of the Site is required to design, construct, manage and maintain the southeastern portion of PWP of not less than 20m in width directly fronting the “CDA(2)” site including the disused pier. The applicant has submitted a LMP covering the PWP including the disused pier with two possible locations of the landing steps indicated and the combined LMP showing the coherent design of the two sections of the PWP fronting the two “CDA” sites (**Drawing A-9**). PAS(H) of DEVB, DLCS and CTP/UD&L, PlanD have no adverse comment on the proposed PWP.
- 14.11 The PB specifies that 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, and a study on the refurbishment works of the disused pier to be conducted by the developer of the “CDA(2)” site at his/her own cost to explore the provision of public landing facilities. For any such facilities to be included, the developer should carry out necessary study at his/her own cost to ascertain the technical feasibility and environmental acceptability and address the technical, safety and legal matters. The applicant is carrying out the study on the refurbishment works of the disused pier, which has identified two possible locations of landing steps as shown in the LMP and various issues other than technical involving management, operation and legal that need to be resolved. The applicant states that the study will be submitted to the Board/PlanD for approval after completion. Director of Marine has no comment on the location of the proposed landing steps at this stage. Since the disused pier falls within an area zoned “O” on the OZP, planning permission from the Board is required if the provision of public landing facilities with marine access is proposed at the pier. As the study is being conducted and has not yet been completed, to ensure the submission within a reasonable period of time, it is recommended to incorporate an approval condition requiring the applicant to submit the study on the refurbishment works of the disused pier to explore the provision of public landing facilities within 12 months from the date of approval to the satisfaction of Director of Planning or of the Board. Based on the findings of the study to ascertain the feasibility of the proposed public landing facilities at the pier, the applicant could submit a separate planning application on the proposed public landing facilities.
- 14.12 The Task Force raised concerns on the coherent design of the whole section of the PWP fronting the two “CDA” sites and the comment to inject more

water-land interface and more active use of the disused pier. In FI(2) (**Appendix Ie**), the applicant has submitted the combined LMP showing the coherent design of the two sections of the PWP fronting the two “CDA” sites. The applicant has also stated that the study on the refurbishment works of the disused pier to explore the provision of public landing facilities is being carried out and will be submitted to the Board/PlanD for approval. CTP/UD&L, PlanD have no adverse comment on the design of two sections of the PWP. The Task Force has no comment on FI(2). As stated in paragraph 14.11 above that the provision of public landing steps in the “O” zone falling outside the Site would require planning permission from the Board. Subject to the findings of the study, a planning application on the proposed public landing facilities, if to be provided, will be submitted and at that stage, Harbourfront Commission can provide comments on the planning application.

Technical Aspects

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

Views of Public Comments

14.14 Regarding the public comments received, the planning assessments above and departmental comments in paragraph 11 are relevant. For the public comment requesting uploading of impact assessments onto the Board’s website for public inspection, the Board agreed at its meeting that planning statements or technical assessments submitted in booklet format and submissions involving third party information and copyright issues will not be uploaded. However, the hard copy of these documents is available at the Planning Enquiry Counters of PlanD for public inspection.

15. Planning Department’s Views

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

15.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 1.2.2023, and after the said date, the permission shall cease to have effect unless, before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are also suggested for Members’ consideration:

Approval Conditions

(a) the submission and implementation of a revised Master Layout Plan to

take into account of approval conditions (b) to (g) below to the satisfaction of the Director of Planning or of the Town Planning Board;

- (b) the submission and implementation of a revised Landscape Master Plan including the southeastern portion of the waterfront promenade fronting the Site and the disused pier to the satisfaction of the Director of Planning or of the Town Planning Board;
- (c) the design and provision of vehicular access, car parking and loading/unloading facilities for the proposed development to the satisfaction of the Commissioner of Transport or of the Town Planning Board;
- (d) the submission of a revised Sewerage Impact Assessment to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (e) in relation to (d) above, the implementation of the local sewerage upgrading/sewerage connection works identified in the Sewerage Impact Assessment to the satisfaction of the Director of Drainage Services or of the Town Planning Board;
- (f) the provision of fire service installations and water supplies for firefighting to the satisfaction of the Director of Fire Services or of the Town Planning Board;
- (g) the submission of a feasibility study on the refurbishment works of the disused pier to explore the provision of public landing facilities within 12 months from the date of the planning approval to the satisfaction of the Director of Planning or of the Town Planning Board by 1.2.2020; and
- (h) if the above planning condition (g) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.

Advisory Clauses

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

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

16. Decision Sought

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

16.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be

attached to the permission, and the date when the validity of the permission should expire.

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

17. Attachments

Appendix I	Application Form with covering letter received on 14.9.2018
Appendix Ia	Planning Statement
Appendix Ib	Letter dated 17.9.2018 providing supplementary information for clarification
Appendix Ic	Letter dated 9.11.2018 with responses to departmental and public comments, revised SIA, revised AVA and replacement pages to EA
Appendix Id	Letter dated 12.11.2018 providing clarification on responses to comments to the Marine Department
Appendix Ie	Letter dated 14.12.2018 with further responses to departmental comments, revised AVA, revised LMP, pedestrian network plan, replacement pages to SIA and a set of photomontages and artist impressions of the proposed development
Appendix If	Letter dated 24.1.2019 providing clarifications and revised drawings
Appendix II	Similar Applications
Appendix IIIa	Endorsed Planning Brief for Two “Comprehensive Development Area” zones at the Lin Cheung Road Site
Appendix IIIb	Comparison of Major Parameters with Requirements in Planning Brief
Appendix IV	Extract of Minutes of 6 th Meeting of the 5 th Sham Shui Po District Council Meeting held on 8.11.2016
Appendix V	Letter dated 21.12.2018 from the Secretary of the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing
Appendix VI	Detailed Comments from Departments
Appendix VII	Public Comments received
Appendix VIII	Recommended Advisory Clauses
Drawing A-1	Indicative Master Layout Plan
Drawings A-2 to A-5	Indicative Floor Plans
Drawing A-6	Indicative Section Plan A-A
Drawing A-7	Indicative Section Plan B-B
Drawing A-8	Coherent Design and Seamless Integration of the Waterfront Promenade
Drawings A-9 to A-12	Indicative Landscape Master Plans
Drawing A-13	Greenery Demarcation Plan
Drawing A-14	Public Open Space Demarcation Plan
Drawing A-15	Section Plan
Drawing A-16	Elevation Plan

Drawing A-17	Pedestrian Network Plan
Drawing A-18	Urban Design Analysis
Drawing A-19	Design Concept on Ground Floor
Drawing A-20	Local Visual Context
Drawings A-21 to A-27	Photomontages
Drawings A-28 to A-31	Artist Impressions
Plan A-1	Location Plan and Similar Applications
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4 to A-8	Site Photos
Plan A-9	Pedestrian Access Network and Open Spaces in Sham Shui Po

**PLANNING DEPARTMENT
FEBURARY 2019**