

**Harbour-front Enhancement Committee
Sub-committee on Harbour Plan Review**

**Draft Planning Briefs for
“Comprehensive Development Area (1)” Site (KIL 11205)
and “Comprehensive Development Area (2)” Site (KIL 1111)
on Draft Hung Hom Outline Zoning Plan No. S/K9/21**

Introduction

1. The purpose of this paper is to consult Members on the proposed development parameters for the “Comprehensive Development Area (1)” (“CDA(1)”) and “CDA(2)” sites on the draft Hung Hom Outline Zoning Plan No. S/K9/21 (the OZP) and the draft Planning Briefs (PBs) at **Appendices I and II**.

Background

2. The subject “CDA(1)” and “CDA(2)” sites are situated at a prime harbour-front location, south of Hung Luen Road in Hung Hom (**Plans 1 and 2**). The “CDA(1)” site is currently vacant while the “CDA(2)” site is partly used as a temporary coach park.

3. The area covered by “CDA(1)” and “CDA(2)” zones at Hung Luen Road was previously zoned as one single “CDA” zone. On 12.4.2002, the Metro Planning Committee (the MPC) of the Town Planning Board (TPB) endorsed a PB for the “CDA” zone. In December 2006, a consultancy study of Hung Hom District Study (HHDS) was commissioned by the Planning Department to review the uses and development parameters of the subject “CDA” zone. Based on the recommendations of the HHDS, the MPC agreed to rezone the previous single “CDA” zone to “CDA(1)” and “CDA(2)” zones with revised development parameters on 22.2.2008. The draft Hung Hom Outline Zoning Plan No. S/K9/21 (the OZP) incorporating the rezoning amendments of the “CDA” zone, among others, was gazetted under s.5 of the Town Planning Ordinance (the Ordinance) on 29.2.2008.

4. During the public exhibition period of the OZP, a number of representations against the rezoning amendments of the “CDA(1)” and

“CDA(2)” zones were received. A hearing was held on 23.8.2008 and the TPB decided not to uphold the representations and comments against the subject “CDA(1)” and “CDA(2)” zones. However, the TPB requested Planning Department to consider a number of design issues raised at the hearing meeting in preparing PBs for these sites. The design issues include the feasibility of adopting a half-sunken public transport interchange (PTI) at the “CDA(1)” site, the connectivity and interface with the new urban park in the east of the “CDA(1)” site and the building setback requirements. These design issues have been considered by Planning Department in consultation with other Government departments and appropriate design requirements have been incorporated into the PBs for these sites. On 27.2.2009, the MPC endorsed the draft PBs at **Appendices I and II** and agreed that the draft PBs are suitable for consultation with Harbour-front Enhancement Committee and the Kowloon City District Council.

Planning Intention and Development Restrictions

5. According to the Notes of the OZP, the planning intention of the “CDA(1)” site is for hotel, retail and public transport interchange (PTI) uses and the development thereon is subject to a maximum plot ratio (PR) of 4.0, a maximum site coverage of 80% and a maximum building height ranging from 15mPD to 75mPD. The PTI facility is accountable for GFA calculation and ancillary car parking should be provided in the basement.
6. The planning intention of the “CDA(2)” site is for retail and office uses and the development thereon is subject to a maximum PR of 4.0, a maximum site coverage of 60% and a maximum building height ranging from 40mPD to 75mPD. Ancillary car parking should be provided in the basement.
7. The PBs for the “CDA(1)” and “CDA(2)” sites are prepared to tally with the planning intention and restrictions of the OZP.
8. The TPB’s Harbour Vision Statement, the Harbour-front Enhancement Committee’s Harbour Planning Principles and Guidelines and the Urban Design Guidelines of the Hong Kong Planning Standards and Guidelines (HKPSG) have been taken into account in formulating the development restrictions of the two “CDA” sites.

The Planning Briefs for the “CDA(1)” and “CDA(2)” Sites

9. The PBs set out the planning objectives, development parameters, planning requirements and design guidelines to facilitate the preparation of Master Layout Plan (MLP) for submission to the TPB in the manner as required under the Notes of the OZP for the “CDA” zone.

10. Major planning and design requirements are highlighted in the following paragraphs.

(a) Major Development Parameters

- The planning parameters for the subject sites are provided in details in the draft PBs at **Appendices I and II**. The major development parameters are summarized as follows:

	“CDA(1)” Site	“CDA(2)” Site
Type of Development	Retail, Hotel and PTI	Retail and Office
Site Area	About 15,600 m ² (subject to land survey)	About 13,697 m ² (subject to land survey)
Maximum Plot Ratio	4.0	4.0
Maximum GFA	Not exceeding 62,400 m ² comprising <ul style="list-style-type: none"> - The hotel GFA not exceeding 44,037 m² (excluding 5% Back-of-house facilities subject to Building Authority’s approval); - The retail and/ or eating place GFA not exceeding 7,613 m²; and - The total GFA for PTI not less than 10,750 m². 	Not exceeding 54,788 m ² comprising <ul style="list-style-type: none"> - The office GFA not exceeding 41,091 m²; and - The retail GFA not exceeding 13,697 m².
Maximum Site Coverage	80% (excluding basement(s))	60% (excluding basement(s))

(b) Maximum Building Height and Non-building Areas (NBAs)

- The “stepped building height profile” with lower height facing

the waterfront is adopted for both “CDA” sites (**Plan 3**). For the “CDA(1)” site, the maximum building height restriction ranging from 40mPD in the south near the waterfront to 75mPD in its northern part. The building height of development at the southeastern part should be further stepped down to 15mPD for covering the PTI and a stepped-height/terraced design should be adopted for the podium so that it can integrate with the proposed urban park to its east. For the “CDA(2)” site, maximum building height restrictions ranging from 40mPD facing the harbour to 75mPD in the inner part of the site.

- For both “CDA” sites, landscaped NBAs and 24-hour pedestrian walkways are required for better connectivity and integration with the surrounding uses (**Plan 3**). A 10-m wide NBA has been designated along the southern boundary of both “CDA” sites. For the “CDA(2)” site, two additional NBAs which are 30m and 10m wide, have been designated in the central and eastern part of the site respectively (**Plan 3**). The 30m-wide NBA at the eastern boundary within the “CDA(2)” site is to separate the building blocks on the site and those at the adjoining “CDA(1)” site, which is in line with the ‘view and wind corridor’ of the “Residential (Group A) 2” (“R(A)2”) site to the north of the site. The 10m-wide NBA at the central part of the “CDA(2)” site is to separate the building blocks within the site, which is in line with Oi King Street to the north of the site and help enhance the visual porosity and air ventilation from the harbour to the inner part of Hung Hom. All these NBAs should be publicly accessible.

(c) Urban Design and Landscape Requirements

- The future developers are also required to provide urban design proposals (including visual impact assessments), landscape master plans and air ventilation assessment reports as part of the MLP submission for consideration by the TPB. Detailed design criteria and principles have been stated in the draft PBs.

(d) Transport Requirements

- Submission of traffic impact assessment (TIA) is required for both “CDA” sites. For the “CDA(1)” site, a PTI, which is

GFA accountable, should be provided by the future developer. For the “CDA(2)” site, the future developer is required to provide a footbridge for connecting to the “R(A)2” site at Hung Luen Road to its north in order to complete a major pedestrian elevated walkway system in Hung Hom Bay Area (**Plan 3**).

(e) Environmental Requirements

- An environmental assessment report to be included in the MLP submission to the TPB is required under the Notes of the “CDA” zone of the OZP 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.

11. More detailed design requirements are developed to guide the site layout and building design of the developments in the draft PBs. Such factors would need to be taken into account in the future MLP submission.

Next Steps

12. Public comments received and any revision to the draft PBs will be submitted to the MPC of the TPB for endorsement. Upon the endorsement of the PBs, the development parameters will be incorporated into the Conditions of Sale of the two “CDA” sites.

Advice Sought

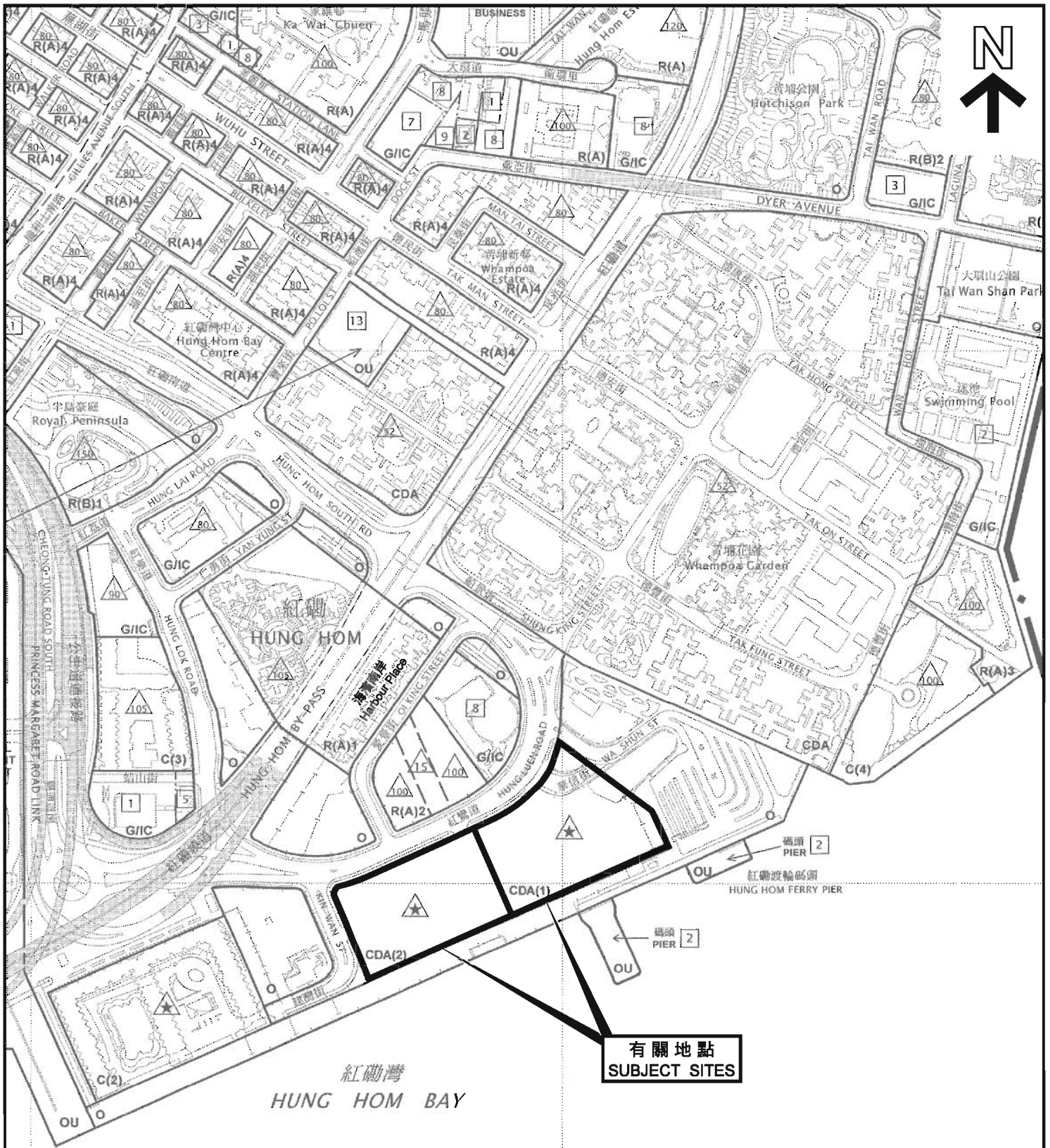
13. Members are invited to comment on the development parameters and the draft PBs at **Appendices I and II**.

Attachments

Plan 1	Location Plan
Plan 2	Site Plan
Plan 3	Development Concept Plan
Appendix I	Draft Planning Brief for the “CDA(1)” Site at the South of Hung Luen Road, Hung Hom, Kowloon
Appendix II	Draft Planning Brief for the “CDA(2)” Site at the

Junction of Hung Luen Road and Kin Wan Street, Hung
Hom, Kowloon

PLANNING DEPARTMENT
MARCH 2009



有關地點
SUBJECT SITES

紅磡灣
HUNG HOM BAY

有關地點界線只作識別用
SUBJECT SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2009年3月2日擬備，
所根據的資料為於2008年2月29日
展示的分區計劃大綱圖編號 S/K9/21
EXTRACT PLAN PREPARED ON 2.3.2009
BASED ON OUTLINE ZONING PLAN No.
S/K9/21 EXHIBITED ON 29.2.2008

位置圖 LOCATION PLAN

紅磡「綜合發展區(1)」及「綜合發展區(2)」
"CDA(1)" AND "CDA(2)" SITES, HUNG HOM

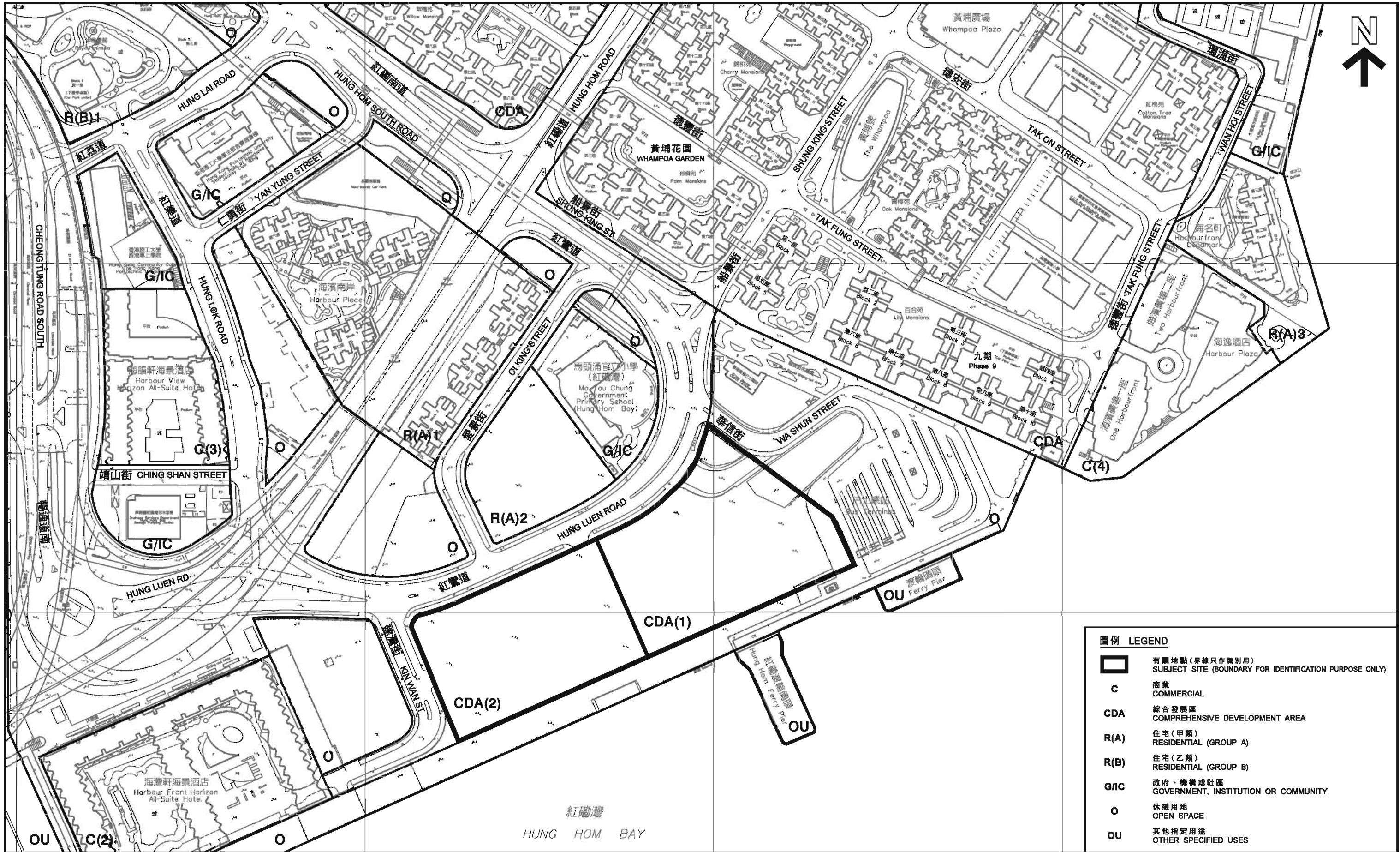
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**規劃署
PLANNING
DEPARTMENT**

參考編號
REFERENCE No.
M/K9/09/59

圖 PLAN
1



圖例 LEGEND	
	有關地點(界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
C	商業 COMMERCIAL
CDA	綜合發展區 COMPREHENSIVE DEVELOPMENT AREA
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
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2009年3月2日擬備，所根據的資料為測量圖編號11-NE-21C、11-NW-25D、11-SE-1A 和 11-SW-5B
EXTRACT PLAN PREPARED ON 2.3.2009
BASED ON SURVEY SHEETS No. 11-NE-21C, 11-NW-25D, 11-SE-1A & 11-SW-5B

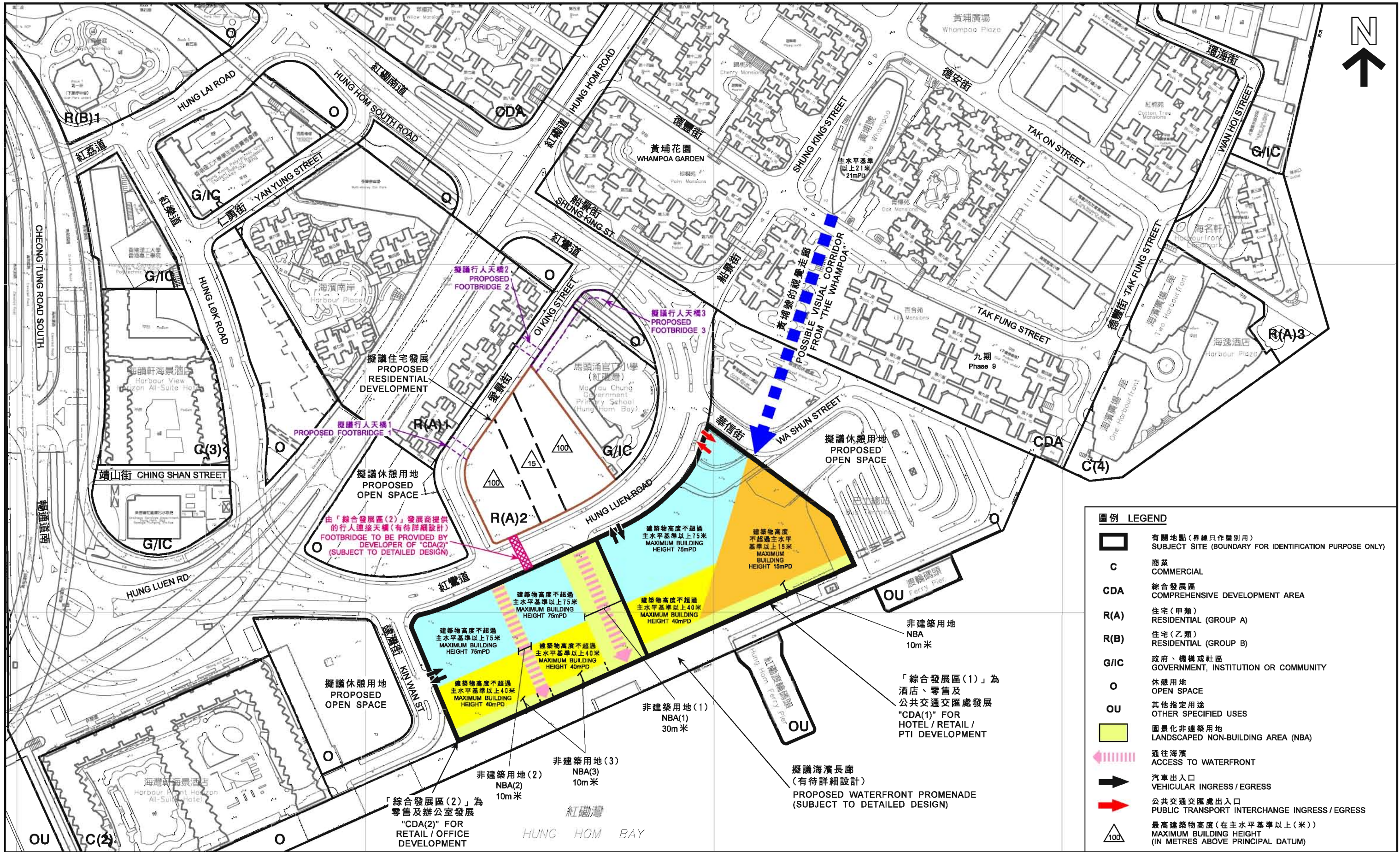
平面圖 SITE PLAN
紅磡「綜合發展區(1)」及「綜合發展區(2)」
"CDA(1)" AND "CDA(2)" SITES, HUNG HOM



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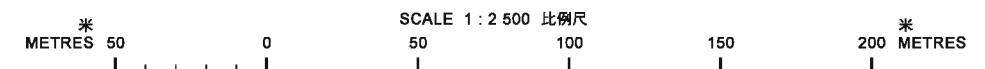
圖 PLAN
2



圖例 LEGEND	
	有關地點(界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
C	商業 COMMERCIAL
CDA	綜合發展區 COMPREHENSIVE DEVELOPMENT AREA
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
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
	園景化非建築用地 LANDSCAPED NON-BUILDING AREA (NBA)
	通往海濱 ACCESS TO WATERFRONT
	汽車出入口 VEHICULAR INGRESS / EGRESS
	公共交通交匯處出入口 PUBLIC TRANSPORT INTERCHANGE INGRESS / EGRESS
	最高建築物高度(在主水平基準以上(米)) MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)

本摘要圖於2009年3月2日備攞, 所根據的資料為測量圖編號11-NE-21C、11-NW-25D、11-SE-1A 和 11-SW-5B
EXTRACT PLAN PREPARED ON 2.3.2009
BASED ON SURVEY SHEETS No. 11-NE-21C, 11-NW-25D, 11-SE-1A & 11-SW-5B

發展概念圖 DEVELOPMENT CONCEPT PLAN
紅磡「綜合發展區(1)」及「綜合發展區(2)」
"CDA(1)" AND "CDA(2)" SITES, HUNG HOM



規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K9/09/59

圖 PLAN
3

**Draft Planning Brief for the “Comprehensive Development Area (1)” Site
at the South of Hung Luen Road, Hung Hom**

1. Purpose of the Planning Brief

This Planning Brief is prepared for a waterfront site (the Site) located south of Hung Luen Road zoned “Comprehensive Development Area (1)” (“CDA (1)”) on the draft Hung Hum Outline Zoning Plan No. S/K9/21 (the OZP) (**Plan PBI-1**). This Planning Brief sets out the planning objectives, development parameters, planning requirements and design guidelines to facilitate the preparation of Master Layout Plan (MLP) for submission to the Town Planning Board (the Board) in the manner as required under the Notes of the OZP for the “CDA” zone.

2. Planning Context

The Site

2.1 The Site (KIL 11205), which is about 1.56 ha in area, is located south of Hung Luen Road on the Hung Hom Bay Reclamation Area (**Plan PBI-2**). The Site is currently vacant Government Land (Photo on **Plan PBI-3**)

Surrounding Land Uses (**Plan PBI- 2**)

2.2 A public transport interchange (PTI) and a temporary Cross Boundary Coach Terminus are located to the immediate east and northeast respectively of the Site. A “CDA(2)” site, which is intended for retail and office development, abuts its western boundary.

2.3 A residential development (Harbour Place), a “Residential (Group A)2” (“R(A)2”) site (currently used as a temporary car park) and the Ma Tau Chung Government Primary School (Hung Hom Bay) are to the northwest of the Site. To the northeast are an established comprehensive residential development (Whampoa Garden), office and hotel developments (the Harbourfront and Harbour Plaza respectively).

2.4 Further west of the Site is a hotel development (the Harbour Front Horizon All-Suite Hotel). To the south of the Site, a 20-m wide waterfront promenade is proposed. Two existing ferry piers are also found along the waterfront. Two sites located along Hung Luen Road in the further west of the Site are planned for open space development (**Plans PBI- 2 and 3**).

Planning Intention

2.5 According to the Notes of the OZP, the planning intention of the “CDA(1)” zoning is for hotel, retail and PTI uses and development is subject to a maximum plot ratio (PR) of 4.0, a maximum site coverage of 80% (excluding basement(s)) and a maximum building height ranging from 15mPD to 75mPD. The gross floor area (GFA) of the PTI is accountable for GFA calculation. Ancillary car parking should be provided in the basement. (Extract of the Notes for “CDA” zone is at **Annex I**).

3. Planning Requirements (Plan PBI-4)

Development Parameters	
Type of Development	Hotel, Retail (including eating place) and PTI uses
Site Area	About 15,600 m ² (subject to land survey)
Maximum Plot Ratio	4.0
Maximum Site Coverage	80%
Maximum Gross Floor Area	Not exceeding 62,400 m ² comprising - The hotel GFA not exceeding 44,037 m ² (excluding 5% Back-of-house facilities subject to Building Authority’s approval) - The retail and/ or eating place GFA not exceeding 7,613 m ² ; and - The total GFA for PTI not less than 10,750 m ²
Maximum Building Height	<ul style="list-style-type: none"> • A stepped building height profile with a maximum building height restriction ranging from 40mPD in the south near the waterfront to 75mPD in the northern part of the Site. The building height of development at the southeastern part should be further stepped down to 15mPD for covering the PTI and setting back the hotel block from the waterfront for enhancing visual quality from the Whampoa Garden (including “The Whampoa” (the shopping centre) at Shung King Street) across the Site (Plan PBI-4). A stepped height/ terraced design should also be adopted for the podium so that it can integrate with the planned public open space to its immediate east (the proposed new urban park). • The height bands are intended to be indicative of the approximate building locations, providing flexibility for the footprints of the tower blocks within these envelopes. • The building height restriction is on main roof level. However, to avoid excessive utility and architectural features on roof top of hotel tower blocks and on podium roof at the subject prime harbourfront site, roof-top structure design and

	height should be included in the MLP submission for the consideration and approval by the Board.
Landscaped Non-building Areas (NBAs)	<ul style="list-style-type: none"> • A 10m-wide non-building area (NBA) should be designated at the southern boundary within the Site along the proposed waterfront promenade which is zoned “Open Space” (“O”) on the OZP for enhancement of the streetscape. To enhance the attractiveness and vibrancy of the waterfront promenade, alfresco dining without building structure may be allowed. • To improve the public circulation and facilitate integration design with the adjoining public open space, buildings should also be setback from the corner of the Site, in particular, the southeastern corner of the Site as far as possible. • As the Site is at the prime harbourfront location, the NBA should be adequately landscaped to ensure an integrated design in harmony with the proposed promenade and the proposed new urban park located at its south and east respectively. • The NBA within the Site should be managed and maintained by the owner(s) of the Site. Part of the NBA facing the PTI should be designated for pedestrian walkway for the public to gain access to the waterfront.
Urban Design and Landscape Framework	
Urban Design Study Report	<p>An urban design proposal should be provided to explain the development concept and the urban design proposal giving due regard to the Harbour Vision Statement and the Harbour Planning Principles and Guidelines promulgated by the Board and the Harbour-front Enhancement Committee respectively and the Urban Design Guidelines of the Hong Kong Planning Standards and Guidelines (HKPSG).</p> <p>The urban design proposal should also include a visual impact assessment to:</p> <ul style="list-style-type: none"> • Address the visual impact of the development on the sensitive receivers in the surrounding context such as Whampoa Garden, in particular, the visual permeability to the harbour from “The Whampoa” at Shung King Street should be preserved; • Demonstrate the design merits of the proposed development taking into account the waterfront setting and surrounding development context; and • Propose mitigation measures to alleviate any adverse visual impact to the surrounding sensitive receivers.
Design Criteria	<p><u>Building Height, Disposition and Massing</u></p> <ul style="list-style-type: none"> • Avoid monotonous flat-top buildings; • Adopt a “stepped height” building profile with lower building

	<p>heights towards the seaward side and a terraced design should be adopted for the podium so that it can integrate with the proposed urban park to its east.;</p> <ul style="list-style-type: none"> • Minor relaxation of the maximum building height and/ or site coverage restrictions for special design merits may be considered by the Board; • Design, disposition and massing of building blocks should avoid imposing significant adverse impacts on visual quality at the waterfront and air ventilation from sea to inland area; • Avoid creating wall-effects and adverse impact on the amenity and air ventilation of the pedestrian environment; • Encourage diversity in built-form to avoid monotonous harbourfront image; and • A podium block will be needed to cover the PTI in order to minimise the adverse impacts on the adjoining open space and waterfront promenade. Treatment to the podium edge is required for addressing the visual impacts to surrounding uses. In particular, landscaped treatment should be provided along the eastern side of the Site which help screen off the PTI from the neighbouring open space. <p>Visual Permeability, Pedestrian Access and Pedestrian Amenity</p> <ul style="list-style-type: none"> • Create innovative waterfront building design to form part of a visually interesting water edge that can help to enhance the city’s “Front Elevation”; • Enhance visual permeability to the waterfront in the design and disposition of the buildings; • Ensure pedestrian permeability from the Site to the waterfront promenade and surrounding uses including the adjoining “CDA(2)” site; • Enhance physical and visual integration with the adjacent areas including the proposed public open spaces, the proposed waterfront promenade, the existing ferry piers and the adjacent “CDA(2)” site; and • Provide dining facilities within the Site facing the waterfront so as to enhance the attractiveness and vibrancy of the promenade.
<p>Landscape Submission</p>	<p>A Landscape Master Plan should be prepared according to Joint Practice Note No. 3 and should illustrate:</p> <ul style="list-style-type: none"> • The conceptual and detailed landscape proposals including hard and soft landscape aspects; • Other amenities and facilities to be provided; • The relationship of the development with the public open space in the surroundings; and • Layout and landscape design of NBAs and their pedestrian circulation and relationship to adjoining development. <p>The landscape submission should include amongst others the following landscape design principles:</p>

	<ul style="list-style-type: none"> • Optimise greening opportunity in the development at grade and various building development in different levels, roof and vertical greening; • Integrate the provision of pedestrian linkages with that of the open space network; • Maximise the provision of high quality landscaped open space at ground, above ground and roof levels including the provision of a stepped height/ terraced landscaped podium to integrate with the public open space to its immediate east; • Introduce high quality streetscape with tree and shrub planting and street furniture to enhance the visual connectivity amongst various activity nodes, provide a friendly pedestrian setting and create a strong sense of place; and • Maximise the waterfront setting and integrated landscape design to achieve the urban design objectives.
Air Ventilation Requirements	According to the Housing, Planning and Lands Bureau Technical Circular No. 1/06 on Air Ventilation Assessments (AVAs), it is also encouraged to conduct an AVA to examine any possible air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them, as part of the MLP for submission to the Board for approval.
Development Programme	An implementation programme is required to indicate the construction programmes of the development and the associated open space, landscaping, transport, pedestrian and utility facilities.
Transport Requirements	
Public Transport Interchange (PTI)	<p>A PTI should be provided in accordance with the technical schedule attached to the sales document and to the satisfaction of the Commissioner for Transport (C for T), Director of Highways and other concerned Government Departments. The GFA of the PTI, which is not less than 10,750 m², is accountable for GFA calculation. The requirement of the PTI are as follows:</p> <ul style="list-style-type: none"> (a) 10 bus bays for franchised bus routes comprising 2 double width bays and 8 single width bays (there should be 1 double-width bay of 7.3m in width to permit overtaking of stationary vehicle for every 5 single-width bays); (b) 1 double-width bay for 2 green mini-bus stands; (c) 1 double-width bay for taxis; and (d) 1 double-width bay for general loading and unloading bay. <p>These requirements may be subject to change upon advice by the C for T. The PTI should be incorporated as part of the MLP submission.</p>

24-Hour Pedestrian Walkway	Pedestrian walkways should be made available within the development for public use on a 24-hour basis in order to allow better access to the waterfront promenade, which should be clearly indicated on the MLP for the approval by the Board.
Vehicular Access (Plan PBI-4)	The indicative vehicular access to the Site is from Hung Luen Road. Access to the PTI will be from a separate driveway entrance on the eastern side of the Site. The vehicular access should be incorporated as part of the MLP submission.
Parking, Loading/ Unloading	The provision of ancillary car parking spaces, loading/unloading bays and lay-bys for the hotel and retail developments should be in accordance with the standards laid down in the HKPSG and to the satisfaction of C for T. Ancillary car parking space and loading/unloading bay should be provided in the basement. However, for the convenience of the commuters, consideration may be given to provide ancillary taxi lay-by at ground level within the Site. The parking and loading/unloading facilities should be incorporated as part of the MLP submission.
Traffic Impact Assessment	A traffic impact assessment report is required to address the traffic impact of the development on the surrounding road network and pedestrian circulation, and any possible pedestrian/vehicle conflicts in the area. Any road/junction improvements proposed in the assessment should be provided and implemented to the satisfaction of C for T.
Environmental Requirements	
Environmental Assessment	An environmental assessment report to be included in the MLP submission to the Board is required under the Notes of the “CDA” zone of the OZP 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.
Design & Operation of Car Park and PTI	Adequate ventilation should be provided for the basement car parking spaces and loading and unloading bays and the covered PTI such that the Director of Environmental Protection (DEP)’s recommended air quality guidelines in the relevant Practice Note For Professional Persons (ProPECC) are met. If mechanical ventilation is required, the ventilation exhaust should be designed to avoid causing air and noise nuisance to the surrounding environment.
Others	Future development shall be planned, designed and implemented in accordance with the environmental guidelines and criteria laid down in the Environment Chapter of HKPSG.

Utility and Services	
Impact Assessments	Impact assessments of both existing and planned infrastructure, including drainage, water supply, electricity and gas, for the Site and its adjoining area is required.
Existing Utilities	Existing utilities affected by the development should be diverted as necessary by the developer as part of the development.
New Utilities	New utility system and any diversions of or new connections to an existing system should be agreed with the relevant Government departments and in consultation with the concerned public utility companies.
Drains and Sewers	Any diversion of the existing drain(s) and sewer(s), if any, from the Site and any new drains and sewers from the Site should be connected to Government storm-water drains and sewers to a standard to the satisfaction of the Director of Drainage Services.
Refuse Collection Facilities	Sufficient ancillary refuse collection facilities should be provided within the development. Vehicular access to the refuse storage chamber will be required with adequate ingress and egress for a refuse collection vehicle customarily used by the collection agent to facilitate refuse collection to be carried out within the development to minimize environmental nuisance. The future developer should also adopt measures to facilitate waste recycling.

4. MASTER LAYOUT PLAN SUBMISSION

- 4.1 A MLP should be prepared in accordance with the “Town Planning Board Guidelines for Submission of Master Layout Plan under Section 4A(2) of the Town Planning Ordinance” and submitted to the Board for approval under the Ordinance. The MLP should cover the Site and its immediate surroundings, particularly the waterfront area to the south of the Site.
- 4.2 The MLP should contain all the information as required under the Notes for the “CDA (1)” zone of the approved OZP and demonstrate clearly that the requirements stated in this Planning Brief will be complied with.
- 4.3 The MLP should be supported by an explanatory statement containing an adequate explanation of the development proposal, including such basic information as relevant lease/land allocation conditions, existing conditions of the Site, the character of the Site in relation to the surrounding areas, principles of layout design, major development parameters, visual, landscape and air ventilation considerations, design population, recreational and open space

facilities as well as vehicular/ pedestrian circulation system.

- 4.4 A copy of the MLP, upon the Board's approval, shall be deposited in the Land Registry and shall be available for public inspection in accordance with section 4A(3) of the Town Planning Ordinance.

ATTACHMENTS

Annex I	Extract of the Notes for "CDA" Zone under the draft Hung Hom OZP No. S/K9/21
Plan PBI-1	Location Plan
Plan PBI-2	Site Plan
Plan PBI-3	Site Photo
Plan PBI-4	Development Concept Plan

PLANNING DEPARTMENT

MARCH 2009

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Commercial Bathhouse Eating Place Educational Institution Exhibition or Convention Hall Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre Residential Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Planning Intention

This 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 development, taking account of various environmental, traffic, infrastructure and other constraints. For “Comprehensive Development Area (1)” (“CDA(1)”) and “Comprehensive Development Area (2)” (“CDA(2)”) sites at the Hung Hom waterfront, the planning intention for the former is for hotel, retail and public transport interchange uses, whereas the latter is intended for retail and office uses.

Remarks

- (1) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated “Comprehensive Development Area” shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein 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 (GFA) for various uses, total number of flats and flat sizes, where applicable;
 - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscape and urban design proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

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COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

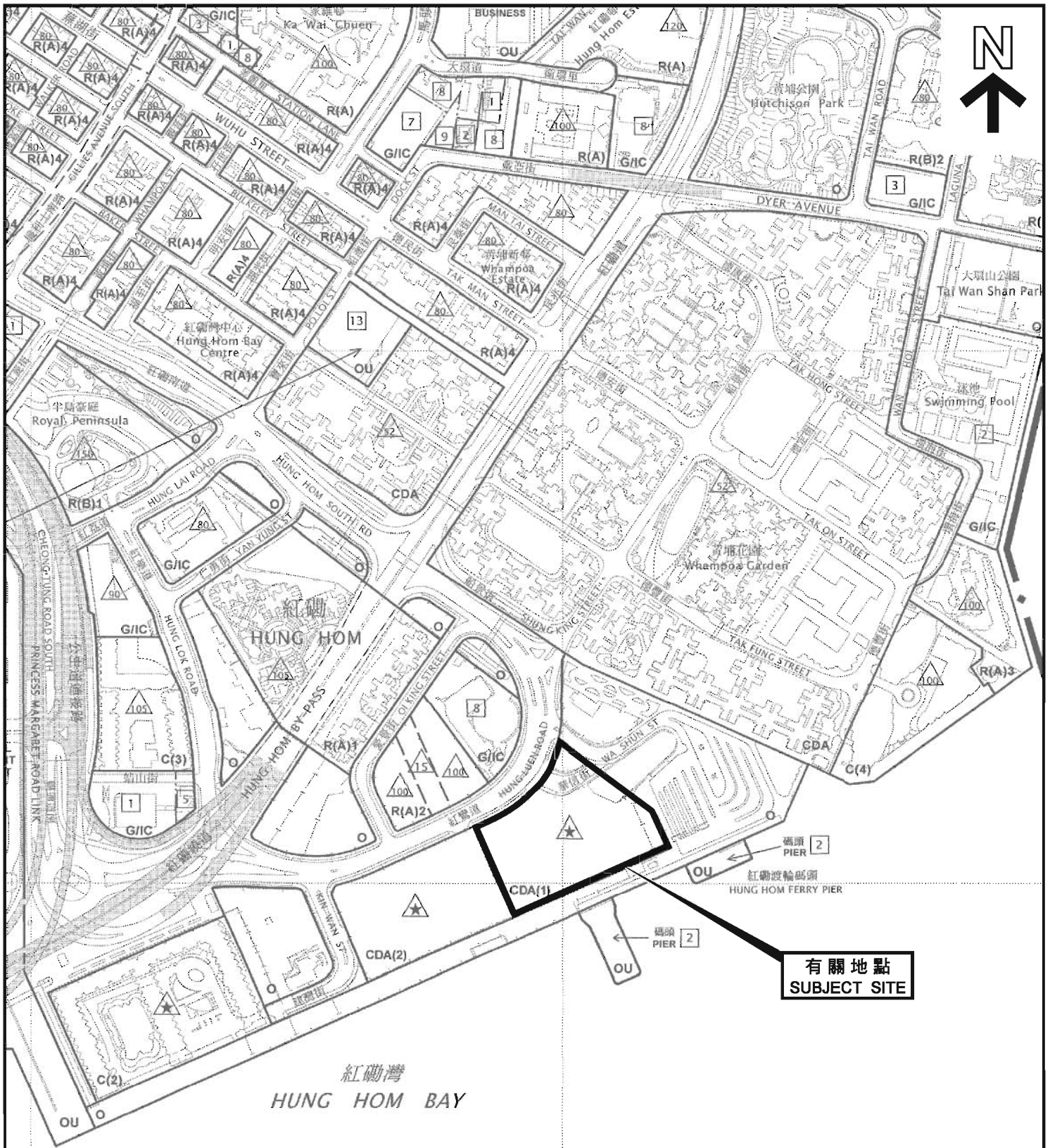
- (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (x) such other information as may be required by the Town Planning Board.
- (2) The Master Layout Plan mentioned in paragraph (1) above should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (3) On land designated "Comprehensive Development Area" ("CDA") at the junction of Cheong Hang Road and Winslow Street, residential development will not be permitted. No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 57,000m².
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- (5) On land designated "CDA(1)" south of Hung Luen Road, residential development will not be permitted. No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 4.0, a maximum site coverage of 80% (excluding basement(s)), and a maximum building height ranging from 75mPD to 15mPD. A "stepped height" building profile descending towards the waterfront is required. Ancillary car parking should be provided in the basement.
- (6) On land designated "CDA(2)" at the junction of Hung Luen Road and Kin Wan Street, residential development will not be permitted. No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 4.0, a maximum site coverage of 60% (excluding basement(s)), and a maximum building height ranging from 75mPD to 40mPD. A "stepped height" building profile descending towards the waterfront is required. Ancillary car parking should be provided in the basement.

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (7) In determining the maximum plot ratio/GFA for the purposes of paragraphs (3), (5) and (6) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (8) In determining the maximum plot ratio for the purposes of paragraph (5) above, any floor space that is constructed or intended for use solely as public transport facilities as required by the Government should be included for calculation.
- (9) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height and/or site coverage restrictions mentioned in paragraphs (4), (5) and (6) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.



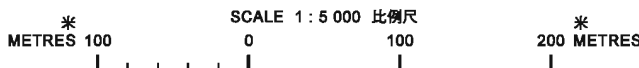
有關地點
SUBJECT SITE

紅磡灣
HUNG HOM BAY

有關地點界線只作識別用
SUBJECT SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2009年2月13日擬備，
所根據的資料為於2008年2月29日
展示的分區計劃大綱圖編號 S/K9/21
EXTRACT PLAN PREPARED ON 13.2.2009
BASED ON OUTLINE ZONING PLAN No.
S/K9/21 EXHIBITED ON 29.2.2008

位置圖 LOCATION PLAN
紅磡紅鸞道以南「綜合發展區(1)」
"CDA(1)" SITE AT THE SOUTH
OF HUNG LUEN ROAD, HUNG HOM



規劃署
PLANNING
DEPARTMENT

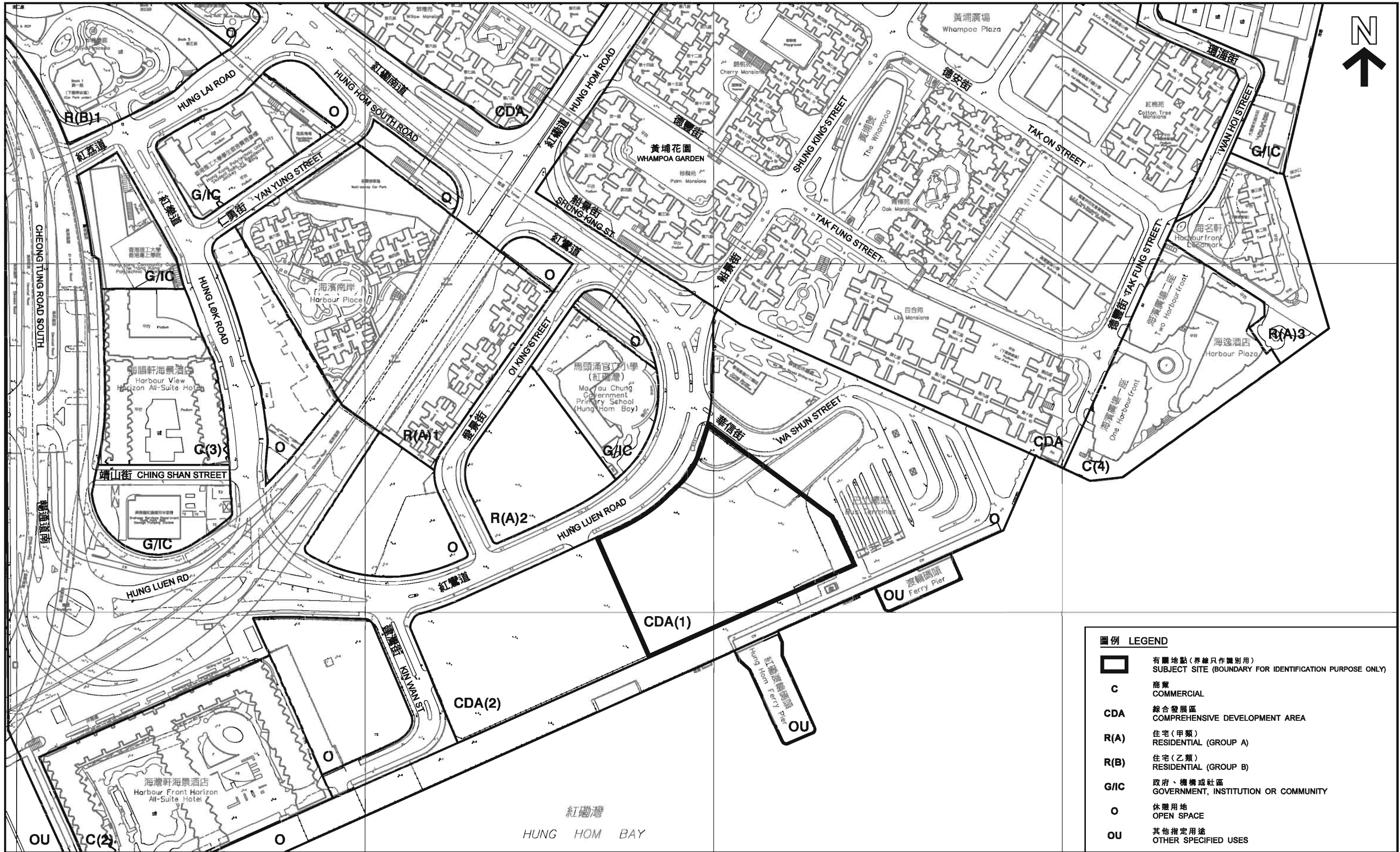


參考編號
REFERENCE No.

M/K9/08/250

圖 PLAN

PBI - 1



圖例 LEGEND	
	有關地點(界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
C	商業 COMMERCIAL
CDA	綜合發展區 COMPREHENSIVE DEVELOPMENT AREA
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
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2009年2月13日擬備，所根據的資料為測量圖編號11-NE-21C、11-NW-25D、11-SE-1A 和 11-SW-5B
 EXTRACT PLAN PREPARED ON 13.2.2009
 BASED ON SURVEY SHEETS No.
 11-NE-21C, 11-NW-25D, 11-SE-1A & 11-SW-5B

平面圖 SITE PLAN
 紅磡紅鸞道以南「綜合發展區(1)」
 "CDA(1)" SITE AT THE SOUTH OF HUNG LUEN ROAD, HUNG HOM



規劃署
 PLANNING DEPARTMENT

參考編號
 REFERENCE No.
 M/K9/08/250

圖 PLAN
 PBI - 2



照片1 - 有關地點
PHOTO 1 - THE SUBJECT SITE

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2009年3月3日擬備，
所根據的資料為攝於
2009年2月6日的實地照片
PLAN PREPARED ON 3.3.2009
BASED ON SITE PHOTO
TAKEN ON 8.2.2009

實地照片 SITE PHOTO
紅磡紅鸞道以南「綜合發展區(1)」
"CDA(1)" SITE AT THE SOUTH
OF HUNG LUEN ROAD, HUNG HOM

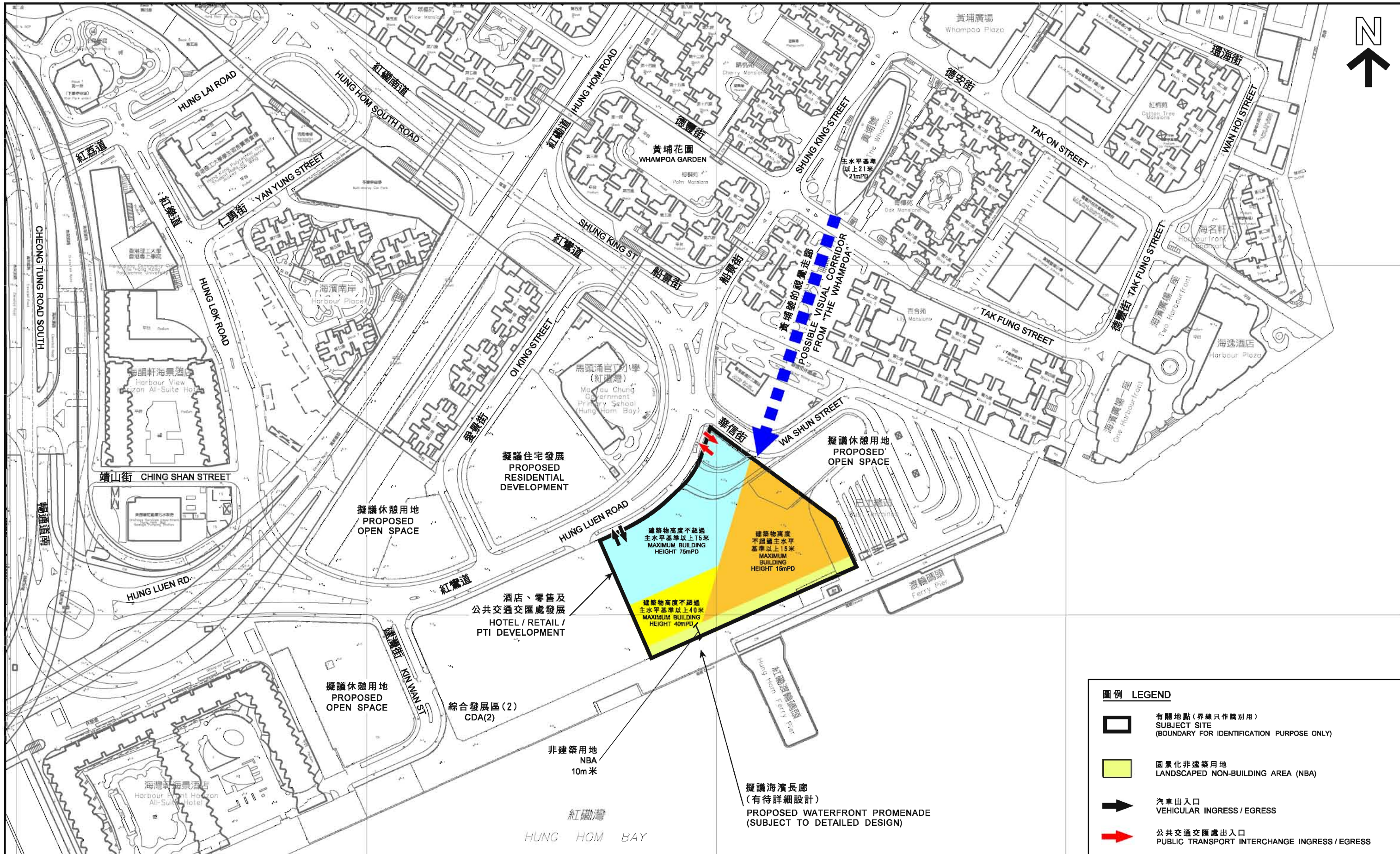
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PLANNING
DEPARTMENT



參考編號
REFERENCE No.

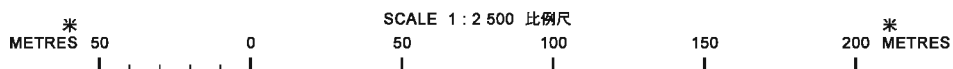
M/K9/08/250

圖 PLAN
PBI - 3



本摘要圖於2009年3月3日擬備，所根據的資料為測量圖編號11-NE-21C、11-NW-25D、11-SE-1A 和 11-SW-5B
 EXTRACT PLAN PREPARED ON 3.3.2009
 BASED ON SURVEY SHEETS No. 11-NE-21C, 11-NW-25D, 11-SE-1A & 11-SW-5B

發展概念圖 DEVELOPMENT CONCEPT PLAN
 紅磡紅鸞道以南「綜合發展區(1)」
 "CDA(1)" SITE AT THE SOUTH OF HUNG LUEN ROAD, HUNG HOM



圖例 LEGEND	
	有關地點(界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
	園景化非建築用地 LANDSCAPED NON-BUILDING AREA (NBA)
	汽車出入口 VEHICULAR INGRESS / EGRESS
	公共交通交匯處出入口 PUBLIC TRANSPORT INTERCHANGE INGRESS / EGRESS

規劃署
PLANNING DEPARTMENT

參考編號
 REFERENCE No.
M/K9/08/250

圖 PLAN
PBI - 4

**Draft Planning Brief for the “Comprehensive Development Area (2)” Site
at the Junction of Hung Luen Road and Kin Wan Street, Hung Hom**

1. The Purpose of the Planning Brief

This Planning Brief is prepared for a waterfront site (the Site) located at the junction of Hung Luen Road and Kin Wan Street zoned “Comprehensive Development Area (2)” (“CDA (2)”) on the draft Hung Hum Outline Zoning Plan No. S/K9/21 (the OZP) (**Plan PBII-1**). This Planning Brief sets out the planning objectives, development parameters, planning requirements and design guidelines to facilitate the preparation of Master Layout Plan (MLP) for submission to the Town Planning Board (the Board) in the manner as required under the Notes of the OZP for the “CDA” zone.

2. Planning Context

The Site

2.1 The Site (Lot No. KIL 11111), which is about 1.37 ha in area, is located at the junction of Hung Luen Road and Kin Wan Street on the Hung Hom Bay Reclamation Area (**Plan PBII-2**). The Site is Government Land which is currently partly used as a temporary coach park (Photo on **Plan PBII-3**).

Surrounding Land Uses (**Plan PBII-2**)

2.2 To the immediate east of the subject Site is another “CDA(1)” site for hotel, retail and public transport interchange development. A residential development (Harbour Place), a “Residential (Group A)2” (“R(A)2”) site (currently used as a temporary car park) and the Ma Tau Chung Government Primary School (Hung Hom Bay) are located to the northeast of the Site. To the northwest is a proposed “Open Space” (“O”) which is now used as a temporary maintenance depot for the Highways Department. To the west of the Site are another proposed “O” site and a hotel development (the Harbour Front Horizon All-Suite Hotel). A 20m wide waterfront promenade is proposed to the south of the Site. Two existing ferry piers are also found along the waterfront.

Planning Intention

2.3 According to the Notes of the OZP, the planning intention of the “CDA(2)” site is for retail and office uses and development is subject to a maximum plot ratio (PR) of 4.0, a maximum site coverage of 60% (excluding basement(s)) and a maximum building height ranging from 40mPD to 75mPD. Ancillary car parking should be provided in the basement. (Extract of the Notes for “CDA” zone is at **Annex I**).

3. Planning Requirements (Plan PBII-4)

Development Parameters	
Type of Development	Retail (including dining facilities) and office uses
Site Area	About 13,697 m ² (subject to land survey)
Maximum Plot Ratio	4.0
Maximum Site Coverage	60%
Maximum Gross Floor Area (GFA)	Not exceeding 54,788 m ² comprising <ul style="list-style-type: none"> - The office GFA not exceeding 41,091 m²; and - The retail GFA not exceeding 13,697 m².
Maximum Building Height	<ul style="list-style-type: none"> • A stepped building height profile with a maximum building height restrictions ranging from 40mPD near the harbour to 75mPD in the inner part of the Site (Plan PBII-4). • The height bands are intended to be indicative of the approximate building locations, providing flexibility for the footprints of the tower blocks within these envelopes. • Podium structure is not allowed. • The building height restriction is on main roof level. However, to avoid excessive roof-top utility and architectural features at the subject prime harbourfront site, roof-top structure design and height should be included in the MLP submission for the consideration and approval by the Board.
Landscaped Non-building Areas (NBAs)	<ul style="list-style-type: none"> • A minimum 30m-wide non-building area (NBA(1)) should be designated at the eastern boundary within the Site. It serves the function to separate the building blocks on the Site and those at the adjoining “CDA(1)” site to the east of the Site. The 30m-wide NBA is also, in general, in line with the ‘view and wind corridor’, i.e. a strip of land subject to a maximum building height of 15mPD, of the “R(A)2” site to the north of the Site. • A minimum 10m-wide NBA (NBA(2)) should be designated at the central part of the Site to separate the building blocks. It is in line with Oi King Street to the north of the Site in order to enhance the visual porosity and air ventilation from the harbour to the inner part of Hung Hom. • The NBA(1) and NBA(2) should be publicly accessible as they are the major integral part of the public walkway linking up the footbridge to the north and waterfront promenade to the south. While the NBA(1) should be publicly accessible 24 hours each day, the NBA(2) should be open to public during daytime and evening at the discretion of the future developer. • A minimum 10m-wide NBA (NBA(3)) should be designated at

	<p>the southern boundary within the Site along the proposed waterfront promenade which is zoned “O” on the OZP for enhancement of the streetscape. To enhance the attractiveness and vibrancy of the waterfront promenade, alfresco dining without building structure may be allowed in NBA(3).</p> <ul style="list-style-type: none"> • To improve the pedestrian circulation in the NBAs, corner splays of building blocks should be provided. • As the Site is at the prime harbourfront location, the NBAs should be adequately landscaped to ensure an integrated design in harmony with the proposed promenade located at its south. • The NBAs should be managed and maintained by the owner(s) of the Site.
Urban Design and Landscape Framework	
Urban Design Study Report	<p>An urban design proposal should be provided to explain the development concept and the urban design proposal giving due regard to the Harbour Vision Statement and the Harbour Planning Principles and Guidelines promulgated by the Board and the Harbour-front Enhancement Committee respectively and the Urban Design Guidelines of the Hong Kong Planning Standards and Guidelines (HKPSG).</p> <p>The urban design proposal should also include a visual impact assessment to:</p> <ul style="list-style-type: none"> • Address the visual impact of the development on the sensitive receivers in the surrounding context; • Demonstrate the design merits of the proposed development taking into account the waterfront setting and surrounding development context; and • Propose mitigation measures to alleviate any adverse visual impact to the surrounding sensitive receivers.
Design Criteria	<p><u>Building Height, Disposition and Massing</u></p> <ul style="list-style-type: none"> • Avoid monotonous flat-top buildings; • Adopt a “stepped height” building profile with lower heights in the seaward side; • Minor relaxation of the maximum building height and/ or site coverage restrictions for special design merits may be considered by the Board; • Design, disposition and massing of building blocks should avoid imposing significant adverse impacts on visual quality at the waterfront and air ventilation from sea to inland area; • Avoid creating wall-effects and adverse impact on the amenity and air ventilation of the pedestrian environment; and • Encourage diversity in built-form to avoid monotonous harbourfront image.

	<p>Visual Permeability, Pedestrian Access and Pedestrian Amenity</p> <ul style="list-style-type: none"> • Create innovative waterfront building design to form part of a visually interesting water edge that can help to enhance the city’s “Front Elevation”; • Enhance visual permeability to the waterfront in the design and disposition of the buildings, in particular, the 20m-wide view corridor, i.e. a strip of land subject to a maximum building height of 15mPD, at the “R(A)2” site at the north of the Site should be respected; • Ensure pedestrian permeability from the Site to the waterfront promenade and surrounding uses including the adjoining “CDA(1)” site; • Enhance physical and visual integration with the adjacent areas including the “CDA(1)” site, the proposed waterfront promenade and the proposed public open spaces; and • Provide a retail edge and dining facilities within the site facing the waterfront so as to enhance the attractiveness and vibrancy of the promenade.
<p>Landscape Submission</p>	<p>A Landscape Master Plan should be prepared according to Joint Practice Note No. 3 and should illustrate:</p> <ul style="list-style-type: none"> • The conceptual and detailed landscape proposals including hard and soft landscape aspects; • Other amenities and facilities to be provided; • The relationship of the development with the public open space in the surroundings; and • Layout and landscape design of NBAs and their pedestrian circulation and relationship to adjoining development. <p>The landscape submission should include amongst others the following landscape design principles:</p> <ul style="list-style-type: none"> • Optimise greening opportunity in the development at grade and various building development in different levels, roof and vertical greening; • Integrate the provision of pedestrian linkages with that of the open space network; • Maximise the provision of high quality landscaped open space at ground, above ground and roof levels; • Introduce high quality streetscape with tree and shrub planting and street furniture to enhance the visual connectivity amongst various activity nodes, provide a friendly pedestrian setting and create a strong sense of place; and • Maximise the waterfront setting and integrated landscape design to achieve the urban design objectives.
<p>Air Ventilation Requirements</p>	<p>According to the Housing, Planning and Lands Bureau Technical Circular No. 1/06 on Air Ventilation Assessments (AVAs), it is also encouraged to conduct an AVA to examine any possible air ventilation problems that may be caused by the proposed</p>

	development and the proposed mitigation measures to tackle them, as part of the MLP for submission to the Board for approval.
Development Programme	An implementation programme is required to indicate the construction programmes of the development and the associated open space, landscaping, transport, pedestrian and utility facilities.
Transport Requirements	
Footbridge Connection	A footbridge should be provided to the satisfaction of the Commissioner for Transport (C for T) and the Director of Highways for connecting to the “R(A)2” site at Hung Luen Road in order to complete a major pedestrian elevated walkway system in the Hung Hom Bay Area. The indicative footbridge is shown on Plan PBII-4 .
24-Hour Pedestrian Walkway	Pedestrian walkways should be made available within the development for public use on a 24-hour basis, which should connect with the footbridge as shown on Plan PBII-4 and NBA(1), in order to allow better access to the waterfront promenade, which should be clearly indicated on the MLP for the approval by the Board.
Vehicular Access (Plan PBII-4)	The indicative vehicular access to the Site is from Kin Wan Street. The vehicular access should be incorporated as part of the MLP submission.
Parking, Loading/ Unloading	The provision of ancillary parking spaces, loading/unloading bays and lay-bys should be in accordance with the standards laid down in the HKPSG and to the satisfaction of C for T. Ancillary car parking spaces and loading/ unloading bay should be provided in the basement. However, for the convenience of the commuters, taxi lay-by may be provided at ground level within the Site. The parking and loading/unloading facilities should be incorporated as part of the MLP submission.
Traffic Impact Assessment	A traffic impact assessment report is required to address the traffic impact of the development on the surrounding road network and pedestrian circulation, and any possible pedestrian/vehicle conflicts in the area. Any road/junction improvements proposed in the assessment should be provided and implemented to the satisfaction of C for T.
Environmental Requirements	
Environmental Assessment	An environmental assessment report to be included in the MLP submission to the Board is required under the Notes of the “CDA” zone of the OZP 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.

Design & Operation of Car Park	Adequate ventilation should be provided for the basement car parking spaces and loading and unloading bays such that the Director of Environmental Protection (DEP)'s recommended air quality guidelines in the relevant Practice Note For Professional Persons (ProPECC) are met. If mechanical ventilation is required, the ventilation exhaust should be designed to avoid causing air and noise nuisance to the surrounding environment.
Utility and Services	
Impact Assessments	Impact assessments of both existing and planned infrastructure, including drainage, water supply, electricity and gas, for the Site and its adjoining area is required.
Existing Utilities	Existing utilities affected by the development should be diverted as necessary by the developer as part of the development.
New Utilities	New utility system and any diversions of or new connections to an existing system should be agreed with the relevant Government departments and in consultation with the concerned public utility companies.
Drains and Sewers	Any diversion of the existing drain(s) and sewer(s), if any, from the Site and any new drains and sewers from the Site should be connected to Government storm-water drains and sewers to a standard to the satisfaction of the Director of Drainage Services.
Refuse Collection Facilities	Sufficient ancillary refuse collection facilities should be provided within the development. Vehicular access to the refuse storage chamber will be required with adequate ingress and egress for a refuse collection vehicle customarily used by the collection agent to facilitate refuse collection to be carried out within the development to minimize environmental nuisance. The future developer should also adopt measures to facilitate waste recycling.

4. Master Layout Plan Submission

- 4.1 A MLP should be prepared in accordance with the “Town Planning Board Guidelines for Submission of Master Layout Plan under Section 4A(2) of the Town Planning Ordinance” and submitted to the Board for approval under the Ordinance. The MLP should cover the Site and its immediate surroundings, particularly the waterfront area to the south of the Site.
- 4.2 The MLP should contain all the information as required under the Notes for the “CDA (2)” zone of the approved OZP and demonstrate clearly that the requirements stated in this Planning Brief will be complied with.

- 4.3 The MLP should be supported by an explanatory statement containing an adequate explanation of the development proposal, including such basic information as relevant lease/land allocation conditions, existing conditions of the Site, the character of the Site in relation to the surrounding areas, principles of layout design, major development parameters, visual, landscape and air ventilation considerations, design population, recreational and open space facilities as well as vehicular/ pedestrian circulation system.
- 4.4 A copy of the MLP, upon the Board's approval, shall be deposited in the Land Registry and shall be available for public inspection in accordance with section 4A(3) of the Town Planning Ordinance.

ATTACHMENTS

- Annex I Extract of the Notes for "CDA" Zone under draft Hung Hom OZP No. S/K9/21
- Plan PBII-1 Location Plan
Plan PBII-2 Site Plan
Plan PBII-3 Site Photo
Plan PBII-4 Development Concept Plan

**PLANNING DEPARTMENT
MARCH 2009**

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Commercial Bathhouse Eating Place Educational Institution Exhibition or Convention Hall Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre Residential Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project

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COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Planning Intention

This 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 development, taking account of various environmental, traffic, infrastructure and other constraints. For “Comprehensive Development Area (1)” (“CDA(1)”) and “Comprehensive Development Area (2)” (“CDA(2)”) sites at the Hung Hom waterfront, the planning intention for the former is for hotel, retail and public transport interchange uses, whereas the latter is intended for retail and office uses.

Remarks

- (1) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated “Comprehensive Development Area” shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein 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 (GFA) for various uses, total number of flats and flat sizes, where applicable;
 - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscape and urban design proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

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COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

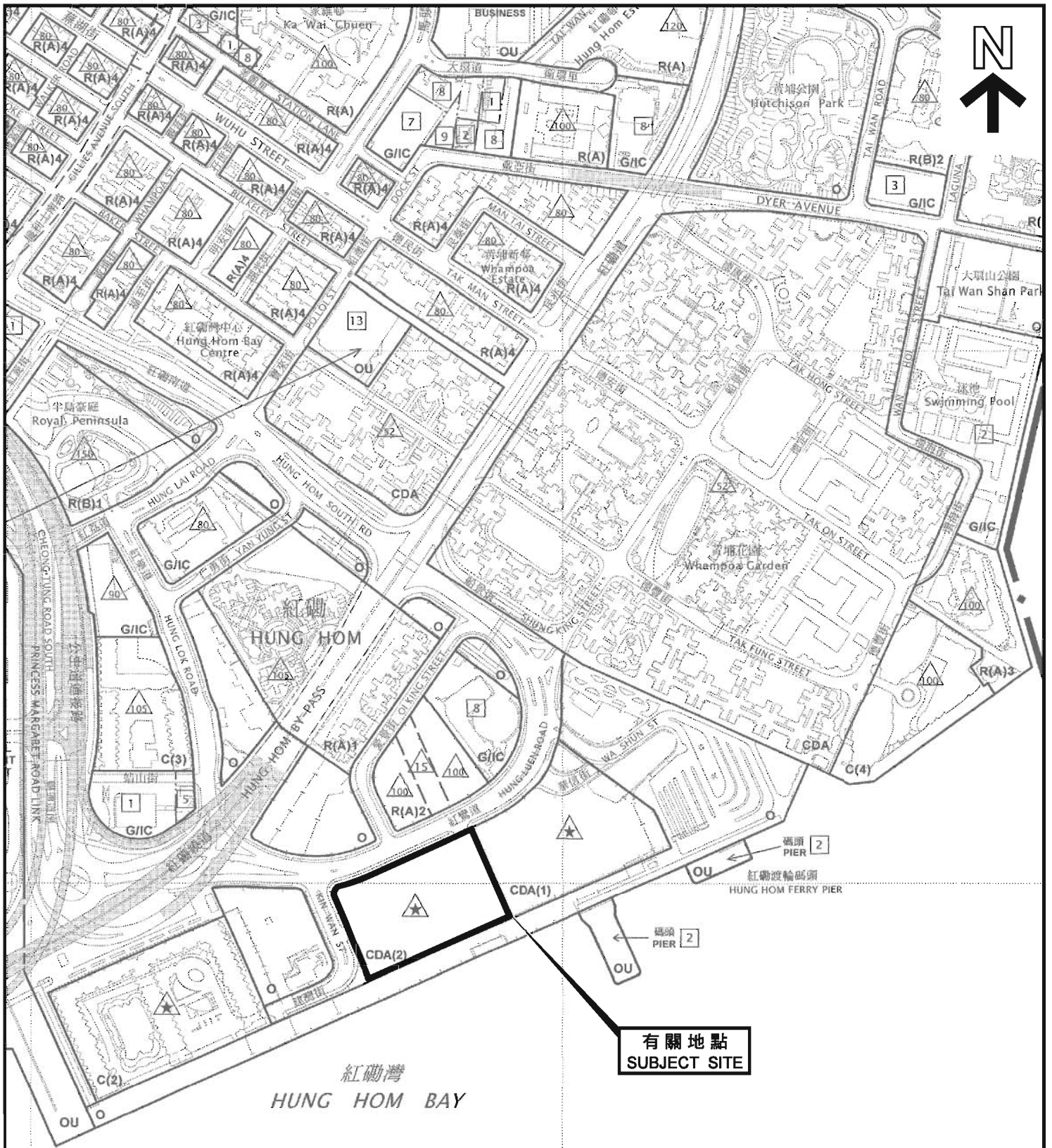
- (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (x) such other information as may be required by the Town Planning Board.
- (2) The Master Layout Plan mentioned in paragraph (1) above should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (3) On land designated "Comprehensive Development Area" ("CDA") at the junction of Cheong Hang Road and Winslow Street, residential development will not be permitted. No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 57,000m².
- (4) On land designated "CDA", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (5) On land designated "CDA(1)" south of Hung Luen Road, residential development will not be permitted. No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 4.0, a maximum site coverage of 80% (excluding basement(s)), and a maximum building height ranging from 75mPD to 15mPD. A "stepped height" building profile descending towards the waterfront is required. Ancillary car parking should be provided in the basement.
- (6) On land designated "CDA(2)" at the junction of Hung Luen Road and Kin Wan Street, residential development will not be permitted. No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 4.0, a maximum site coverage of 60% (excluding basement(s)), and a maximum building height ranging from 75mPD to 40mPD. A "stepped height" building profile descending towards the waterfront is required. Ancillary car parking should be provided in the basement.

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COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (7) In determining the maximum plot ratio/GFA for the purposes of paragraphs (3), (5) and (6) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (8) In determining the maximum plot ratio for the purposes of paragraph (5) above, any floor space that is constructed or intended for use solely as public transport facilities as required by the Government should be included for calculation.
- (9) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height and/or site coverage restrictions mentioned in paragraphs (4), (5) and (6) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.



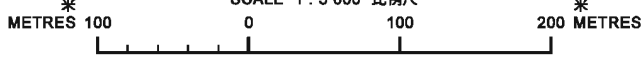
有關地點
SUBJECT SITE

紅磡灣
HUNG HOM BAY

有關地點界線只作識別用
SUBJECT SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2009年2月13日擬備，
所根據的資料為於2008年2月29日
展示的分區計劃大綱圖編號 S/K9/21
EXTRACT PLAN PREPARED ON 13.2.2009
BASED ON OUTLINE ZONING PLAN No.
S/K9/21 EXHIBITED ON 29.2.2008

位置圖 LOCATION PLAN
紅磡紅鸞道及建灣街交界處「綜合發展區(2)」
"CDA(2)" SITE AT THE JUNCTION OF HUNG LUEN ROAD
AND KIN WAN STREET, HUNG HOM

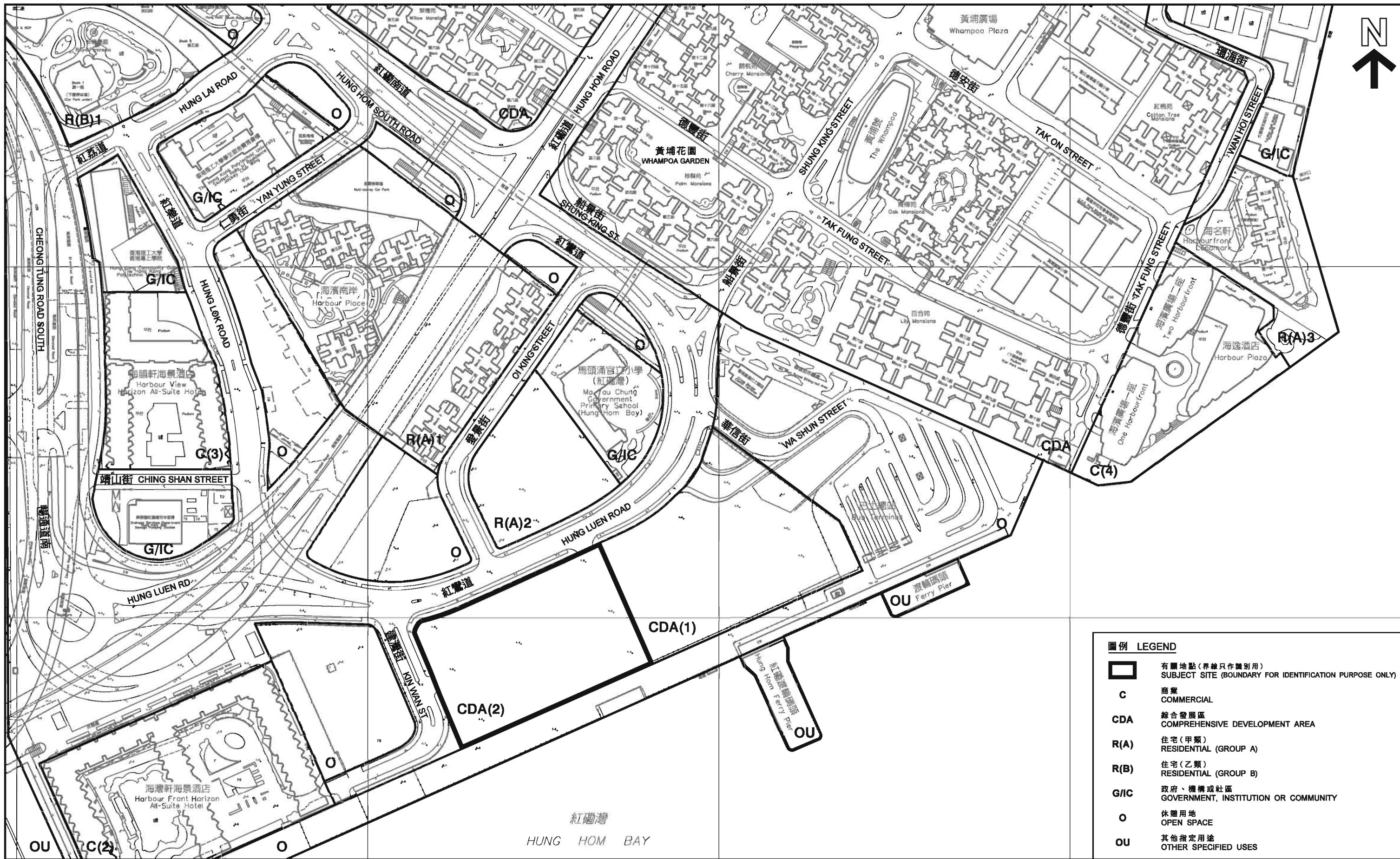


規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K9/08/251

圖 PLAN
PBI - 1



圖例 LEGEND	
	有關地點(界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
C	商業 COMMERCIAL
CDA	綜合發展區 COMPREHENSIVE DEVELOPMENT AREA
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
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2009年2月13日擬備，所根據的資料為測量圖編號11-NE-21C、11-NW-25D、11-SE-1A 和 11-SW-5B
 EXTRACT PLAN PREPARED ON 13.2.2009
 BASED ON SURVEY SHEETS No.
 11-NE-21C, 11-NW-25D, 11-SE-1A & 11-SW-5B

平面圖 SITE PLAN
 紅磡紅鸞道及建灣街交界處「綜合發展區(2)」
 "CDA(2)" SITE AT THE JUNCTION OF HUNG LUEN ROAD AND KIN WAN STREET, HUNG HOM



規劃署
 PLANNING DEPARTMENT

參考編號
 REFERENCE No.
 M/K9/08/251

圖 PLAN
 PBI - 2



海灣軒海景酒店
HARBOURFRONT HORIZON
ALL-SUITE HOTEL

建灣街 KIN WAN ST

HUNG LUEN ROAD

紅鸞道

照片1 - 有關地點
PHOTO 1 - THE SUBJECT SITE

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2009年3月3日擬備，
所根據的資料為攝於
2009年2月6日的實地照片
PLAN PREPARED ON 3.3.2009
BASED ON SITE PHOTO
TAKEN ON 8.2.2009

實地照片 SITE PHOTO

紅磡紅鸞道及建灣街交界處「綜合發展區(2)」
"CDA(2)" SITE AT THE JUNCTION OF HUNG LUEN ROAD
AND KIN WAN STREET, HUNG HOM

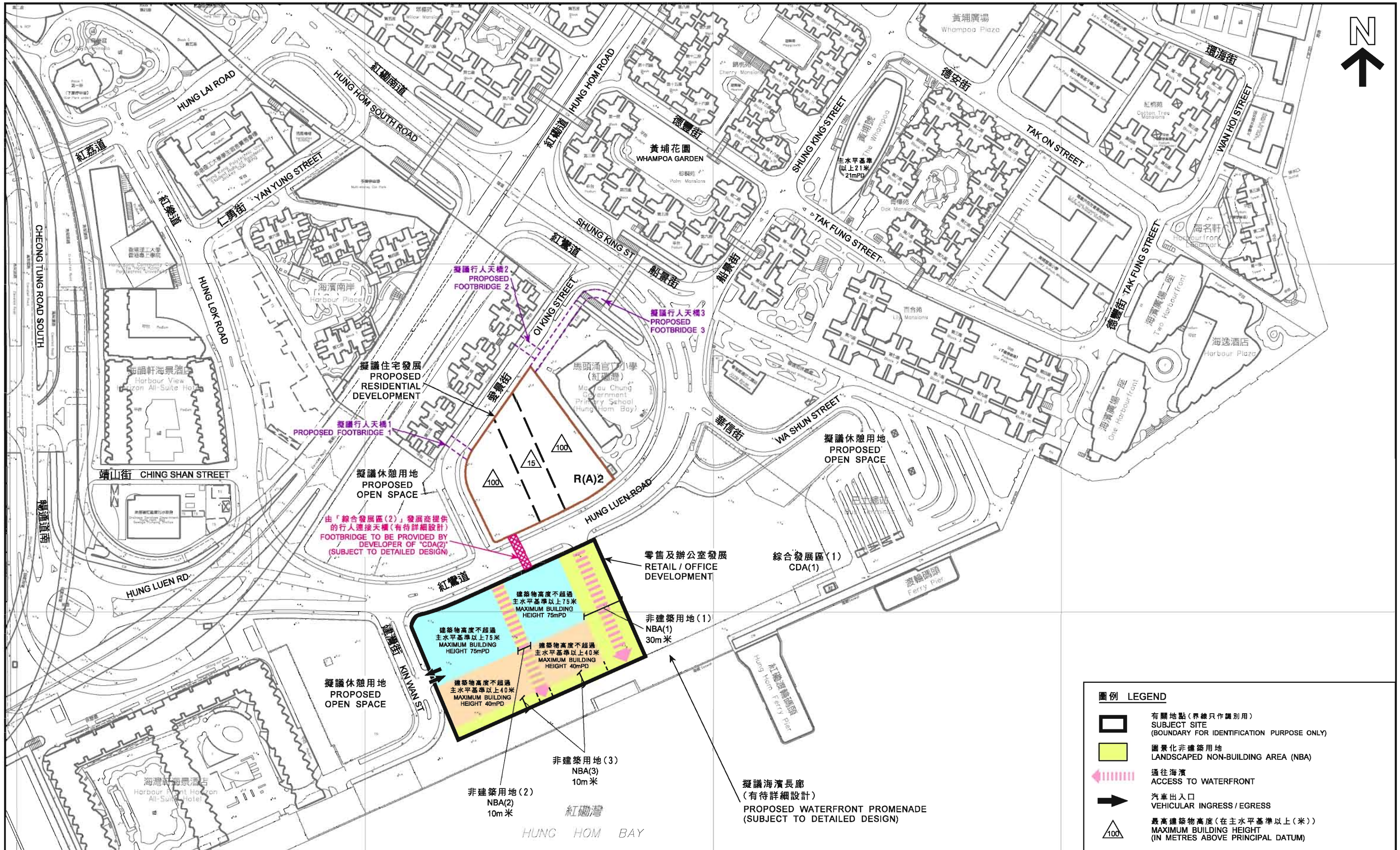
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K9/08/251

圖 PLAN
PBI - 3



本摘要圖於2009年2月18日擬備，所根據的資料為
測量圖編號11-NE-21C、11-NW-25D、
11-SE-1A 和 11-SW-5B
EXTRACT PLAN PREPARED ON 18.2.2009
BASED ON SURVEY SHEETS No.
11-NE-21C, 11-NW-25D, 11-SE-1A & 11-SW-5B

發展概念圖 DEVELOPMENT CONCEPT PLAN
紅磡紅鸞道及建灣街交界處「綜合發展區(2)」
"CDA(2)" SITE AT THE JUNCTION OF HUNG LUEN ROAD AND KIN WAN STREET, HUNG HOM

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

圖例 LEGEND

- 有關地點(界線只作識別用)
SUBJECT SITE
(BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
- 園景化非建築用地
LANDSCAPED NON-BUILDING AREA (NBA)
- 通往海濱
ACCESS TO WATERFRONT
- 汽車出入口
VEHICULAR INGRESS / EGRESS
- 最高建築物高度(在主水平基準以上(米))
MAXIMUM BUILDING HEIGHT
(IN METRES ABOVE PRINCIPAL DATUM)

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K9/08/251

圖 PLAN
PBI - 4