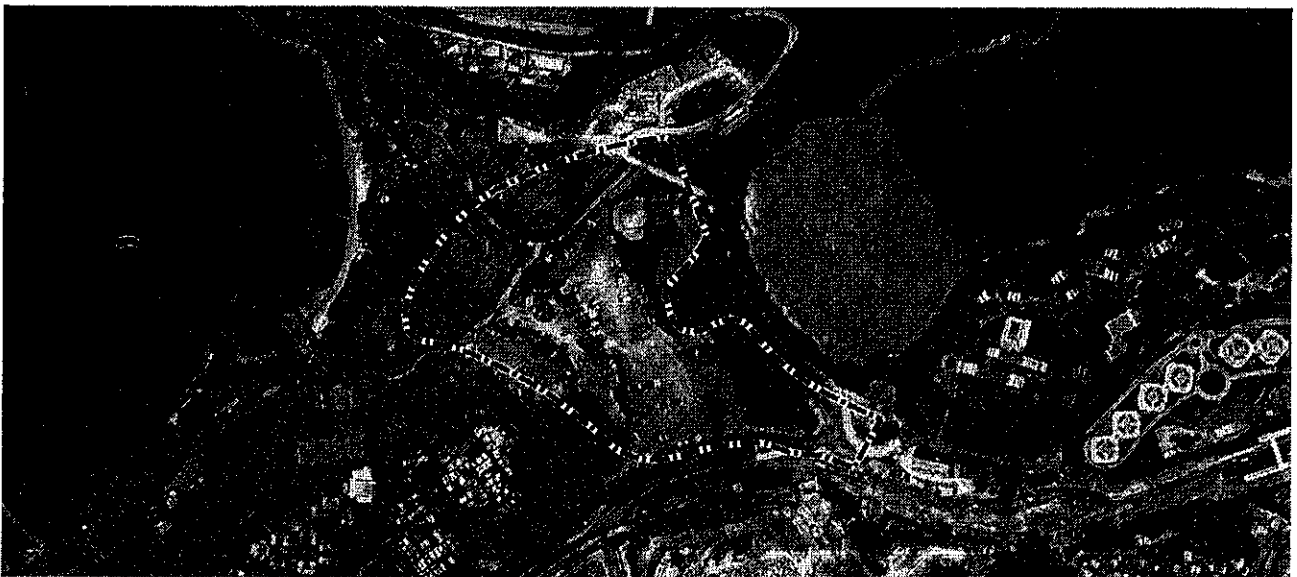
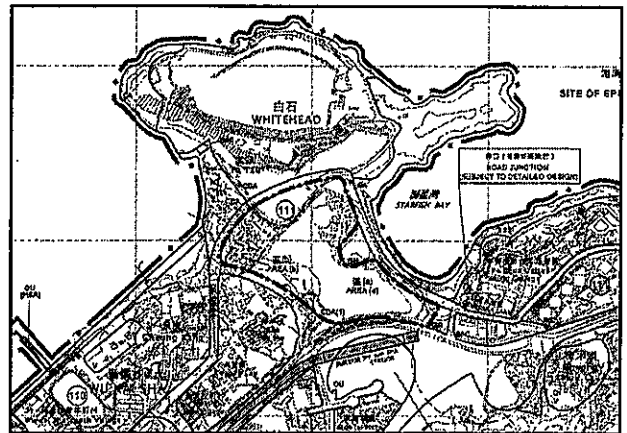


PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (1)" SITE
NEAR LOK WO SHA, MA ON SHAN



PLANNING
DEPARTMENT

SEPTEMBER 2004

**PLANNING BRIEF FOR THE “COMPREHENSIVE DEVELOPMENT AREA (1)” SITE
NEAR LOK WO SHA, MA ON SHAN**

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**PLANNING BRIEF FOR
THE “COMPREHENSIVE DEVELOPMENT AREA (1)” SITE
NEAR LOK WO SHA, MA ON SHAN**

1. Purpose of Planning Brief

- 1.1 The purpose of this planning brief (PB) is to set out the planning parameters and development requirements for the “Comprehensive Development Area (1)” (“CDA(1)”) site (the subject site) in Ma On Shan (**Plan 1**). The subject site is intended for a comprehensive residential development with ancillary commercial and Government, institution or community (GIC) facilities.
- 1.2 This PB serves to provide guidance to facilitate the landowners in the preparation of a Master Layout Plan (MLP) to be submitted to the Town Planning Board (the Board) in the manner as required under the Notes of the draft Ma On Shan Outline Zoning Plan (OZP) No. S/MOS/12 for the subject site (**Annex A**).

2. The Site and Its Surrounding Areas (Plans 1 to 3)

- 2.1 The subject site has a total area of about 12.74 ha and comprises mainly private land and partly Government land (**Plan 2**). It is located to the south of the Whitehead headland which is about 1.5 km to the north-east of the Ma On Shan town centre. At present, the subject site covers an area occupied mainly by vehicle park, as well as agricultural land under active cultivation in its north-eastern and north-western parts, abandoned agricultural land in its north-western part and two wooded areas in its western part (**Plans 2 and 3**). The subject site also falls partly within the Wu Kai Sha Archaeological Site (**Plan 2**).
- 2.2 To the north the subject site is bounded by a proposed distributor road, across which is the Whitehead headland covering an extensive area comprising a temporary golf driving range at the former Whitehead Detention Centre, temporary Government depots and works areas and coastal plantation areas. The central part of the Whitehead headland is zoned “CDA” on the OZP and is intended primarily for recreational uses including a minimum of 11 ha of land reserved for recreational development taking advantage of the natural environment and the proximity to the scenic coastal area. Low-density residential development may be allowed within the Whitehead “CDA” site to enhance the financial viability of the recreational development, subject to a maximum domestic gross floor area (GFA) of 51,600 m² and a maximum building height of seven storeys over one-storey podium.
- 2.3 The Kowloon and Canton Railway East Rail Extension - Tai Wai to Ma On Shan Extension (the Ma On Shan Rail) Wu Kai Sha Station site, including a public transport interchange and commercial/residential development, is located across Sai Sha Road to the south of the subject site.
- 2.4 Wu Kai Sha and Lok Wo Sha are located to the south-west of the subject site across a proposed distributor road. To the north-west of the subject site is To Tau, which comprises a local fishermen village and patches of secondary woodland that are worthy of preservation.

- 2.5 To the east the subject site is adjoined by a wooded knoll and an existing local road. To the further east is Starfish Bay, which has been recognized as a site of ecological interest for academic investigation of inter-tidal habitats and associated fauna. The "Green Belt" site to the south-east of the subject site is currently vacant and is intended for compensatory planting purpose.
- 2.6 Villa Concerto of Symphony Bay, Li Po Chun United World College and Cheung Muk Tau Holiday Centre for the Elderly are located along Nin Wah Road and Lok Wo Sha Lane to the further east of the subject site.

3. Development Opportunities and Constraints (Plan 4)

3.1 With its locational and topographical advantage, the subject site is endowed with the following development opportunities:

- ♦ the subject site is located to the immediate north of the Ma On Shan Rail (MOS Rail) Wu Kai Sha Station and public transport interchange and will therefore be well served by public transport;
- ♦ the accessibility of the subject site has further been improved following the recent completion of Trunk Road T7 in mid August 2004; and
- ♦ located at a strategic location in proximity to scenic coastal areas.

3.2 Notwithstanding, the flexibility in the provision of various facilities as well as the layout, design and disposition of the building blocks at the subject site are constrained by the following (Plan 4):

- ♦ the two wooded areas on the western side of the subject site are identified as secondary woodland and should be preserved;
- ♦ potential traffic and rail noise impacts from Sai Sha Road/planned distributor roads and the MOS Rail to the south respectively; and
- ♦ the Drainage Reserve (DR) designated for the sewerage rising mains on the north-eastern part of the site and no structures shall be erected within the DR.

4. Land-Use Proposals and General Development Principles

- 4.1 The subject site is intended for mixed residential development with retail and GIC facilities.
- 4.2 Various land-uses within the subject site should be developed in a comprehensive manner with due regard to the overall environmental and traffic conditions as well as urban design considerations. The proposed comprehensive development should facilitate the provision of GIC facilities, transport facilities including adequate car parking and loading/unloading spaces as well as local open space and recreational facilities to serve the residents of the proposed development and/or the local population.
- 4.3 Special attention should be given to the integration and linkages of the development at the subject site with the surrounding areas, particularly the MOS

Rail Wu Kai Sha Station site and the Whitehead headland in the vicinity. A segregated, direct and convenient pedestrian link such as a central walkway of a minimum width of 20m should also be provided from MOS Rail Wu Kai Sha Station via the development at the subject site to the "CDA" site at the Whitehead headland. This would facilitate movement of residents of various developments and visitors travelling between the MOS Rail Wu Kai Sha Station and the proposed recreational facilities at the Whitehead headland. As the southern side of the subject site may be subject to road and rail traffic noise impacts from Sai Sha Road and the MOS Rail respectively, adequate noise mitigation measures should be provided.

- 4.4 The subject site is divided into two sub-areas on the draft OZP. Area (a), which comprises the central part of the site, is intended for medium-density residential development. A "stepped height" building profile descending from the southern part to the northern part of the site is required. As required by Secretary for Education and Manpower, one primary school and one secondary school will be required within this area. The site area that will be occupied by free-standing purpose-designed schools will be deducted in calculating the relevant site area. Area (b) includes two sites on the western side of the subject site which are designated as non-building area for tree preservation and replanting purposes and would not be accountable for site area calculation. Minor boundary adjustment of Areas (a) and (b) may be permitted at the MLP submission stage provided that the total non-building area not accountable for site area calculation remains unchanged.
- 4.5 According to the Lands Department, some portions of Government land within the subject site are capable of separate alienation and could be disposed of separately (**Plan 2**).
- 4.6 Due regard should be given to the integration with adjoining uses and developments including the proposed recreational development (with possible residential elements) at the Whitehead headland to the north, existing village development to south-west and the proposed property development at the MOS Rail Wu Kai Sha Station site to its south.

5. Planning Parameters

Development intensity

- 5.1 The subject site is divided into two sub-areas. As stipulated in the Notes of the OZP (**Annex A**), the proposed development in Area (a) of the subject site shall not result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 3, a maximum non-domestic gross floor area of 10,000 m², and a maximum building height of 32 storeys over two-storey non-domestic podium; and no building development is permitted in Area (b). Ancillary car park, loading/unloading bay, plant room, caretaker's office and caretaker's quarters or recreational facilities which are ancillary and directly related to the development may be excluded from the calculation of the GFA for the purpose of the above restrictions.
- 5.2 One primary school and one secondary school of a minimum site area of 1.315 ha should be provided within Area (a). As stipulated in the Notes for the "CDA" zone, in determining the maximum domestic plot ratio for the subject site, area of any part of Area (a) that is occupied or intended to be occupied by free-standing purpose-designed schools as may be required by the Government, and Area (b) shall

be deducted in calculating the relevant site area.

- 5.3 Based on the individual merits of a development or redevelopment proposal, planning application for minor relaxation of the plot ratio/gross floor area/building height restrictions stated in paragraphs (c) and (d) in the Remarks of Notes for the “CDA” zone (**Annex A**) may be considered by the Board.
- 5.4 The key planning parameters for the proposed development at the subject site are set out below:

Site area	12.74 ha
Area (a)	11.86 ha
Area for Schools	1.315 ha
(i) Primary school	0.62 ha
(ii) Secondary school	0.695 ha
Area for Residential/Retail Development	10.545 ha (for site area calculation)
Total GFA	Maximum 326,350 m ²
Domestic GFA	Maximum 316,350 m ² (based on domestic plot ratio of 3)
Non-domestic GFA - Retail Kindergarten	10,000 m ² 9,160 m ² 840 m ² (7 classrooms)
Average unit size	96.5 m ²
No. of residential units	Maximum 3,280
Population	About 9,905 (assumed a person-per-flat ratio of 3.02)*
Recreational facilities	Residents' club and landscaped garden
Transport facilities	Ancillary car park and loading/unloading area (see Annex B for details)
Open space provision	Not less than 9,905 m ² (1 m ² per person)
Area (b)	0.88 ha (non-building area for tree preservation and replanting)

* Source: Data for 2016, 2002-based TPEDM Scenario II

Residential development

- 5.5 The subject site is located on the fringe of Ma On Shan New Town and to the immediate south of the Whitehead headland. Development on this site should be

commensurate with the low-density recreational development proposed on the headland and the sub-urban character of the area. Development parameters for the site should be compatible with those of the existing residential developments in the surrounding areas. Taking into account the average unit sizes (from about 80 m² to 127 m²) of the surrounding residential developments with plot ratio ranging from 1.2 to 5, an average flat size of 96.5 m² for the subject site, as recommended in the Recommended Development Option (RDO) of the "Feasibility Study for Housing Development at Whitehead and Lee On in Ma On Shan, Sha Tin" (the Whitehead Study), is appropriate. The resultant maximum number of units of the development is 3,280. Any increase in flat number and population should be well justified. If the increase is more than 10%, submission of additional impact assessment studies in respect of the proposed increase to the satisfaction of concerned Government departments should be undertaken. There should also be corresponding pro-rata adjustments in the provision of ancillary facilities (including GIC facilities, vehicle parking spaces, open space, etc).

- 5.6 To take account of the fact that some Government land located in the northern part of the subject site is capable of separate alienation (**Plan 2**), the MLP (particularly the design and phasing programme) should allow for possible implementation of this land parcel by another developer. The residential development in this portion should have pro-rata GFA apportionment and follow the overall "stepped height" building profile descending from the southern part to the northern part of the site. As a self-sustained development, the proposed development in this portion should also meet the requirements of Government departments in terms of open space provision, access and EVA arrangements, car parking provision, environmental quality, building design and provision of infrastructures etc.

Commercial development

- 5.7 The proposed retail facilities should be provided at suitable location(s) and preferably with convenient connection(s) to the MOS Rail Wu Kai Sha Station. A kindergarten of 7 classrooms should be provided within the proposed development to serve the planned population. Since the kindergarten will be a commercial operation, it shall be accountable for GFA calculation. Opportunities for pedestrian connections between the proposed retail facilities and the adjacent residential developments should be considered.

GIC facilities

- 5.8 The provision of GIC facilities within the subject site should be in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) or as required by relevant Government departments. It is stipulated in the Schedule of Planning Requirements at **Annex B**.
- 5.9 Based on a design population of about 18,700 for the whole Whitehead headland, the subject site and MOS Rail Wu Kai Sha Station site, formed sites for a primary school and a secondary school should be provided at the subject site. In determining the location and layout of the primary school and secondary school, due consideration should be given to site constraints in terms of land area requirement, vehicular access, minimization of disturbance to local residents, and the potential traffic noise and rail noise impacts. Since schools are more susceptible to noise impacts, they should be located away from Sai Sha Road. There should be access to the proposed primary school and secondary school from public road and where

feasible, the schools should be planned in pair. Upon completion, the developer is required to handover the formed sites to the Government at least 30 months prior to the first population intake.

Open space and landscape framework

- 5.10 According to the HKPSG, a minimum local open space provision of 1 m² per person should be provided within the proposed development (**Annex B**). Assuming a total population of about 9,905 to be accommodated in the proposed development, a minimum of 9,905 m² of local open space should be provided. Consideration should be given by the developer to provide more open space. The open space should be designed, constructed, managed and maintained by the developer.
- 5.11 Existing trees within the subject site should be preserved as far as practicable. In particular, Area (b) which includes two sites on the western side of the subject site are designated as non-building area for tree preservation and replanting purposes and would not be accountable for site area calculation. For replanting purpose, priority should be given to native tree species so as to compensate for loss of secondary woodland in the past and to integrate with the existing tree profile and woodland character of the area. Provision of landscape areas particularly tree planting extending from Area (b) and from the existing wooded knoll along the roads should be provided as part of the landscape feature of the development and to serve as a landscape buffer between the proposed development and the surrounding developments. The landscaped areas within the subject site should be managed and maintained by the developer. Reference can be made to the approved Environmental Impact Assessment (EIA) report for the Whitehead Study including Table 8.7.3 and Figure 8.22 regarding landscape mitigation measures by the developer. The EIA report is available in the website <http://www.epd.gov.hk/eia/>.
- 5.12 In the MLP submission, the developer should submit a Landscape Master Plan (LMP) to illustrate the detailed landscape proposal and open space and other amenities to the satisfaction of the Director of Planning. The LMP should include landscape treatments at any podium of the proposed development, as well as tree planting along the main pedestrian link and footpaths within and adjacent to the subject site. Local open space and amenity areas should be linked up by comprehensive walkways with landscape treatment. These should form part of the MLP submission to the Board for consideration and approval.

6. Urban Design Considerations (Plan 5)

- 6.1 In drawing up the layout for the proposed comprehensive development, the developer should pay due consideration to urban design to ensure that the design of the resultant development is optimized functionally and aesthetically. In particular, the following urban design considerations should be observed.

Building heights (Plan 5)

- 6.2 The layout of the proposed development should be responsive to both the natural topography and the profile of the built-up environment. As the subject site is surrounded by existing and planned low-rise uses and development in the north, east and west and by proposed high-rise residential/commercial development at the MOS Rail Wu Kai Sha Station site to the south, it is necessary to have variations in building heights within the site and prudent control on the building height is

required to avoid adverse visual impacts. In this regard, the subject site is subject to a maximum building height of 32 storeys over two storeys of non-domestic podium and a “stepped height” building profile descending from the southern part to the northern part of the site is required. In urban design terms, the subject development is situated at a prominent location in transition between the MOS Rail Wu Kai Sha Station site development (about 40 to 48 storeys) and the proposed recreational development at the Whitehead headland. Whilst some taller buildings can be erected as part of the site to form a focal point of the residential component in the southern part, the remaining buildings should gradually be reduced in height towards the north resulting in a “stepped height” concept to maintain visual compatibility with the existing built-up environment and to avoid contrast with the future development at the Whitehead headland.

Disposition and design of building blocks and landscape aspect

- 6.3 Instead of a linear layout of building blocks of similar heights, the distribution of building blocks could be in the form of clusters with the aforesaid “stepped height” building profile. The layout should be visually attractive and avoid the creation of wall effect. Moreover, roof-top structures of the building blocks should be designed to integrate into the overall design concept of the proposed development.
- 6.4 The disposition and design of building blocks should take into account the noise impact and the possible adverse air quality impact from the surrounding existing and planned road and rail networks. Non-noise sensitive uses such as landscape area, car parks, retail facilities could be used as buffers between residential blocks and rail and major roads.
- 6.5 Consideration should be given to position and orientate the building blocks in such a way to make use of the non-building area for open space and landscaping to serve as a buffer between the proposed development and the low-rise village settlements. Green features and amenities may also be considered to enhance the visual and landscape quality of the proposed development.

View corridors (Plan 5)

- 6.6 View corridors/breezeways for the south-north direction and the east-west direction respectively should be created to provide visual relief to the residents of the proposed development and surrounding developments and also enhance air ventilation at the area. The main south-north view corridor and east-west view corridor should have a minimum width of 35 m and 30 m respectively. The provision of the view corridors/breezeways can also enhance the visual amenity of the overall development. In the context of the current physical setting, the subject site has good opportunities to capture the open views to the east and the north-west and to create view corridors/breezeways, particularly one that runs from the MOS Rail Wu Kai Sha Station site to the Whitehead headland, of the residential development.

Podium

- 6.7 Podium should be avoided or with size minimized in the design of the development as far as practicable. The design of any podium proposed should avoid massiveness and provide interesting treatment.

Visual impact on the surrounding areas

- 6.8 A detailed visual impact assessment, supported by adequate graphical presentations including photomontages, should be provided to identify and demonstrate the visual impacts of the subject development on the visually sensitive receivers of the surroundings. Proper mitigation measures should be provided to minimize the adverse visual impacts of the subject development.

Minimize Impact on Starfish Bay

- 6.9 In order to minimize the potential disturbance caused by the future development to the ecologically sensitive Starfish Bay, development in the area close to Starfish Bay should be less intensive and adequate buffer from Starfish Bay should be provided.

7. Transport Requirements

- 7.1 The design guidelines stated in the Transport Planning and Design Manual should be followed in the planning of vehicular access, as well as pedestrian and cycling facilities. Moreover, all buildings, open spaces, pedestrian circulation and public transport facilities should be designed to cater for the needs of the disabled in accordance with current legislation.
- 7.2 Proposals for all major transport facilities and networks to be provided within the subject site should be included in the MLP submission.

Traffic impact assessment

- 7.3 A comprehensive Traffic Impact Assessment (TIA) report, including pedestrian flow analysis and analysis of cycling activities, is required to address the traffic impacts of the proposed development on the surrounding road and rail networks taking account of the existing and planned developments at the time of population intake of the subject site and in the years of 2011 and 2016. The traffic impacts on the affected roads should also be examined as a basis for the design of road junctions, internal roads and public transport facilities, as well as proposals for any necessary traffic management measures. The TIA report should be provided to the satisfaction of the Commissioner for Transport (C for T) and should form part of the MLP submission to the Board for consideration and approval.

Vehicular circulation

- 7.4 An efficient and integrated traffic circulation system should be created for different uses (i.e. GIC, residential and commercial) within the subject site and with the adjoining areas to minimize traffic congestion and conflict among vehicles, cyclists and pedestrians and to enhance safety for all types of road users.

Public walkway

- 7.5 A segregated direct and convenient pedestrian link with a minimum width of 20 m such as a central walkway should be provided within the subject site to connect with the MOS Rail Wu Kai Sha Station site in the south and the adjacent "CDA" site at the Whitehead headland in the north so as to minimize vehicular/pedestrian conflict along Sai Sha Road, encourage the use of walking mode and rail service, and hence

alleviate the traffic pressure on the local road network. The public walkway could also provide a north-south view corridor, thus serving as a focal point, for the future development. The proposed walkway should at least be partially covered to provide shelter for pedestrians under bad weather conditions.

Public transport facilities

- 7.6 The provision of public transport facilities should be subject to relevant traffic and transport studies undertaken by the developer and advice from the C for T. Lay-by for public transport (e.g. franchised buses, green mini-buses, school coaches, nanny vans, taxi) should be provided along the proposed new roads around/within the development.

Vehicle parking and loading/unloading/lay-by facilities

- 7.7 The provisions of vehicle parking spaces (including private car, small/medium goods vehicles, motor cycle and bicycle) and loading/unloading bays/lay-bys for various uses including GIC facilities should be in accordance with the standards as set out in the HKPSG and given in the Schedule of Planning Requirements at **Annex B**, and to the satisfaction of the C for T. Details of the vehicular access arrangements, layout and arrangements of parking and loading/ unloading/lay-by facilities should also be provided to the satisfaction of the C for T.

Pedestrian circulation

- 7.8 Environmental friendly concept should be considered in the layout formulation process by encouraging the use of non-polluting transport mode such as comprehensive pedestrian system, including possible footbridge or walkway connection to the future developments at the Whitehead headland and the planned footbridge to be constructed as part of the Sai Sha Road widening project connecting to the MOS Rail Wu Kai Sha Station site and incorporated as part of the MLP submission. Pedestrian connection(s)/footbridge(s) from the subject site should be provided by the developer to serve the local community to facilitate safe and convenient pedestrian movements in key activity areas within the subject site and the surrounding areas. Any possible footbridge(s) and elevated walkway(s) should be designed, constructed, managed and maintained to effectively connect to ground level and lower ground levels by lifts and/or escalators and catered for the needs of the disabled. All the pedestrian linkages between the MOS Rail Wu Kai Sha Station site and the proposed development at the Whitehead headland should be designed, constructed, managed and maintained by the developer and opened to the public at all time (i.e. 24 hours each day on all days, including the facilities for disabled persons e.g. automatic doors, lifts and escalators). Relevant Government departments should be consulted to ensure that the alignments, levels and connection points of the footbridge(s) and walkway(s) are acceptable. The width of the footbridge(s), walkway(s) and vertical connection(s) should take due account of the likely volume of pedestrian flow to and from the MOS Rail Wu Kai Sha station. Provision and construction of the footbridge(s) for the subject site should tie in with the occupation of the proposed development. The Kowloon-Canton Railway Corporation should be consulted at early planning stage regarding the proposed footbridge connection with the MOS Rail Wu Kai Sha Station.

Cycling facilities

- 7.9 Provision of a cycle track system and cycle parking facilities within the subject site is required. This system should be designed to connect the subject site to the cycle track network in the area. The cycle parking facilities should be designed, constructed, managed and maintained by the developer. The design of the cycle track system should minimize vehicular/cyclists as well as cyclists/pedestrians conflicts.

8. Utility/Drainage/Sewerage Services Requirements

- 8.1 To ensure that the basic infrastructural facilities are provided to the standards and requirements of concerned Government departments, impact assessments for both the existing and planned infrastructure, including drainage, sewerage, water supply, electricity, telephone and gas, for the subject site and its adjoining areas are required.
- 8.2 The Sha Tin Sewage Treatment Works (STSTW) is currently overloaded. It is desirable for the sewage flow generated by the proposed development to be introduced into STSTW upon completion of the Stage III Extension which is currently under construction and scheduled for completion by 2007.
- 8.3 Existing utilities affected by the proposed development should be diverted as necessary by the developer as part of the development. The design for new utility system and any diversions of, or new connections to, an existing system should be agreed with the relevant works departments and worked out in consultation with the concerned public utility organizations.
- 8.4 For environmental reasons, stormwater from the subject site should be discharged to the north of the Whitehead headland. New drains and sewers from the development site should be connected to the Government storm water drains and sewers respectively when available. The new drainage and sewerage connections and/or any works proposed (including flood protection works and diversion of existing drains and streams) to improve the existing drainage and sewerage systems in association with the proposed development should be designed and carried out by the developer to the satisfaction of the Director of Environmental Protection (DEP) and the Director of Drainage Services (D of DS).
- 8.5 The existing freshwater supply system has adequate capacity to cope with the increase in water supply demand generated by the proposed development. Regarding salt water supply, the Water Supplies Department is planning to uprate the existing salt water supply and distribution system and the works is tentatively targeted to be completed by 2008. In case that the proposed development is completed earlier than the proposed salt water uprating works, temporary mains fresh water for flushing will be provided as an interim measure and the consumers of the proposed development will have to pay for the tariff for the temporary mains fresh water for flushing in the interim.
- 8.6 Comprehensive ground investigation is required to obtain specific geological and geotechnical data and groundwater regime to facilitate site formation works.

9. Environmental Requirements

- 9.1 A detailed environmental assessment (EA) is required to address the environmental

impacts that may affect, or be caused to or by the proposed development, covering amongst others, air quality, noise, waste (solid and liquid), the means of their mitigation, and the monitoring and post-project audit requirements of the proposed developments to the satisfaction of the DEP.

- 9.2 The areas to the immediate north-west and east of the subject site are zoned "Conservation Area" on the OZP. These are areas of mature plantations supporting a number of bird species and Starfish Bay (which has long been recognized as a site of ecological interest for academic investigation of inter-tidal habitats and associated fauna). Since the surrounding areas are ecologically sensitive, a detailed ecological assessment is required to address the ecological impacts that may be caused by the proposed development, the means of their mitigation, and the monitoring and post-project audit requirements of the proposed developments to the satisfaction of the Director of Agriculture, Fisheries and Conservation (DAFC).
- 9.3 As the site is located very close to a section of the MOS Rail on the southern side of the subject site, the proposed residential development is potentially affected by rail noise and noise from any fixed noise source associated with MOS Rail operations. The developer should identify appropriate mitigation measures so as to meet the relevant requirements of the HKPSG (i.e. the Noise Control Ordinance).
- 9.4 The site is affected by traffic noise from the existing Sai Sha Road and will be affected by the planned distributor roads. Noise mitigation measures should be provided within the proposed development to the satisfaction of the DEP. This may include setbacks and/or noise barriers and other recommended planning measures in the HKPSG to reduce exposure of the proposed development at the site to traffic noise from the surrounding roads. Noise mitigation measures (such as noise barriers) with adequate graphic illustrations should be included as part of the visual appraisal to safeguard the visual amenity of the subject development.
- 9.5 Facilities for a comprehensive refuse collection system should be provided and maintained within the subject site to the satisfaction of the DFEH. Sufficient refuse collection facilities should be provided as part of the development. Vehicular access to refuse storage chamber will be required with adequate ingress and egress for refuse collection vehicle(s) customarily used by the collection authority to facilitate refuse collection to be carried out within the development to minimize environmental nuisance.
- 9.6 The subject site falls partly within the Wu Kai Sha Archaeological Site (**Plan 2**) and the presence of Song Dynasty and Qing Dynasty materials in part of the subject site has been confirmed by past field evaluation. To preserve the archaeological and cultural resources, the project proponent is required to conduct a detailed cultural heritage impact assessment to ascertain the archaeological value of the subject site through detailed field survey and to address the impacts that may be caused by the proposed development, and if the subject site proved to be of archaeological significance, the project proponent should propose and implement the appropriate mitigation measures to the satisfaction of the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department. The proposed methodology for the archaeological investigation should be agreed in advance with AMO and the archaeologist responsible for the investigation should obtain a license from the authority before undertaking any fieldwork. Prior consultation with AMO should be carried out for any development proposals which may affect the archaeological site and the immediate environs.

10. Implementation Programme

An implementation programme together with a phasing plan is required to indicate the timing for the construction of the residential and commercial developments including different sites to be developed by different landowners, the open space and landscape treatment, GIC facilities, vehicle parking and loading/unloading area, footbridges, other transport/pedestrian facilities, associated utilities and other necessary infrastructures.

11. Master Layout Plan Submission

- 11.1 The MLP should be submitted to the Board for consideration and approval in accordance with section 4A(2) of the Town Planning Ordinance.
- 11.2 The MLP should contain all appropriate information as required under the Remarks in the Notes for the "CDA" zone of the draft Ma On Shan OZP No. S/MOS/12 (**Annex A**) to demonstrate clearly how the requirements stated in this PB will be complied with. It should be prepared in accordance with the "Town Planning Board Guidelines for Submission of the Master Layout Plan under section 4A(2) of the Town Planning Ordinance" (TPB PG-No. 18).
- 11.3 The MLP should be supported by an explanatory statement which should contain appropriate explanation of the development proposals including such basic 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 and assumptions for design population, types of GIC, recreational and open space facilities including responsibility for their construction cost, operation/management and maintenance, vehicular and pedestrian circulation systems including widths and levels of roads/footbridges and whether they would be handed back to the Government on completion.
- 11.4 Since the PB serves to provide guidance to facilitate preparation of an MLP for submission to the Board, flexibility is allowed for the developer to apply for adjustment of the development parameters with technical justifications including various impact assessments within the limits of the maximum GFA as stipulated under the Notes of the OZP. On the other hand, there is also a provision for minor relaxation of the GFA restriction under the Notes for the "CDA" zone subject to the Board's approval of the application for the proposed relaxation.
- 11.5 A copy of the MLP, if approved by the Board, shall be deposited in the Land Registry and shall be available for free public inspection in accordance with section 4A(3) of the Town Planning Ordinance.

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

- Ambulance Depot
- Broadcasting, Television and/or
Film Studio
- Commercial Bathhouse/
Massage Establishment
- Eating Place
- Educational Institution
- Exhibition or Convention Hall
- Field Study/Education/Visitor Centre
- Flat
- Government Refuse Collection Point
- Government Use (not elsewhere specified)
- Hotel
- House
- Institutional Use (not elsewhere specified)
- Library
- Market
- Off-course Betting Centre
- Office
- Petrol Filling Station
- Pier
- 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
- Residential Institution
- School
- Shop and Services
- Social Welfare Facility
- Training Centre
- Utility Installation for Private Project

Planning Intention
(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for recreational, 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.

Remarks

- (a) 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 for various uses, total number of flats and flat size, 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 urban design, landscaping and tree preservation proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an environmental assessment report including an ecological assessment to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

Remarks (Cont'd)
(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (x) a visual impact assessment report to examine any possible visual impacts that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
- (xi) such other information as may be required by the Town Planning Board.
- (b) The Master Layout Plan 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.
- (c) On land designated "Comprehensive Development Area", 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 domestic gross floor area of 51,600m² and a maximum building height of seven storeys over one-storey podium for car park and landscaped deck.
- (d) On land designated "Comprehensive Development Area (1)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building in Area (a) shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 3, a maximum non-domestic gross floor area of 10,000m², and a maximum building height of 32 storeys over two-storey non-domestic podium. No building development is permitted in Area (b). A "stepped height" building profile descending from the southern part to the northern part of the site is required.
- (e) In determining the maximum plot ratio/gross floor area for the purposes of paragraphs (c) and (d) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office and caretaker's quarters, or recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as school or Government, institution or community facilities, as required by the Government, may also be disregarded.
- (f) In determining the maximum domestic plot ratio for the purpose of paragraph (d) above, area of any part of Area (a) that is occupied or intended to be occupied by free-standing purpose-designed schools as may be required by the Government, and Area (b) shall be deducted in calculating the relevant site area.
- (g) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/gross floor area/building height restrictions stated in paragraphs (c) and (d) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

“Comprehensive Development Area (1)” Site

near Lok Wo-Sha, Ma On Shan

Schedule of Planning Requirements

Development Site Area: 12.74 ha

Design Population: 9,905 persons

Facilities	HKPSG Requirements	Requirements on Site	Remarks
1. <u>Open Space and Recreation Facilities</u>			
(a) Local Open Space	10 ha per 100,000 persons	9,905 m ²	Minimum provision as per the design population.
2. <u>Education</u>			
(a) Secondary School	1 whole day classroom for 43 persons aged 12 –18.	30 classrooms	Required provision of 1 secondary school of 0.695 ha. as advised by SEM. Location and timing of completion are subject to agreement of SEM.
(b) Primary School	1 whole day classroom for 32.5 persons aged 6 –11	30 classrooms	Required provision of 1 primary school of 0.62 ha. as advised by SEM. Location and timing of completion are subject to agreement of SEM.
(c) Nursery and Kindergarten	1 bi-sessional classroom for 67 persons aged 3-5	7 classrooms	Required provision of 1 kindergarten of 7 classrooms as advised by SEM. Location and timing of completion are subject to agreement of SEM.
3. <u>Social Welfare Facilities</u>			
(a) Day Nursery (Child Care Centre)	100 aided places per 20,000 persons	49 places	To be provided in the commercial centre.
4. <u>Parking and Loading/ Unloading Facilities</u>			
(a) Public car- parking spaces	No set standard	--	
(b) Car-parking for the property development			
* Residents	[Refers to Table 1]	[Refers to Table 1]	
* Visitors	5 spaces per block	5 times the no. of blocks	

Facilities	HKPSG Requirements	Requirements on Site	Remarks
* Retail	1 space per 200-300m ² of GFA	33 to 50 spaces plus 5% of total provision for private cars	Additional parking spaces of 5% of the total provision for private cars should be provided for small/medium good vehicles
* Disabled persons	N.A.		1 designated space per every 200 ordinary car parking spaces or part thereof over 100 spaces in the residential component and minimum 2 spaces for every 200 ordinary car parking spaces or part thereof of over 100 spaces in the retail component
* Motorcycle parking spaces	5-10 % of the total provision for private cars	--	10% of the total provision for private cars in both the residential and retail components of the development
* Bicycle parking spaces	N. A.	--	1 bicycle parking space per 3 flats located adjacent to the residential blocks and 1 bicycle parking space per 200-300m ² of retail GFA
(c) Loading/ unloading Bays/ laybys for the Property development			
*Residential	1 bay for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block	To accord with total no. of flats/blocks	
* Retail	1 bay for every 800 to 1,200 m ² or part thereof, of GFA	8 – 13 bays	
(d) Car-parking for the primary school	1 space for every 4 to 6 classroom	5 to 8 spaces	Provision subject to the agreement of C for T
(e) Loading/ Unloading Bays/ Laybys for Primary school	1 lay-by for taxis and private cars for every 2 to 3 classrooms; Min. 3 lay-bys for school buses	10 to 15 lay-by for taxis and private cars, minimum 3 lay-bys for school buses	Provision subject to the agreement of C for T
(f) Car-parking for the Secondary school	1 space for every 3 to 4 classroom	8 to 10 spaces	Provision subject to the agreement of C for T
(g) Loading/ Unloading Bays/ Laybys for Secondary school	1 lay-by for taxis and private cars for every 3 to 5 classrooms; Min. 3 lay-bys for school buses	6 to 10 lay-by for taxis and private cars, minimum 3 lay-bys for school buses	Provision subject to the agreement of C for T
(h) Car-parking for Kindergarten	0 – 1 space per 4 to 6 classrooms	0 to 1 space	Provision subject to the agreement of C for T.
(i) Loading/ Unloading bays/ Laybys for Kindergarten	1 lay-by for taxis and private cars for every 5 to 8 classrooms; Min. 2 lay-bys for school buses	1 lay-by for taxis and private cars, minimum 2 lay-bys for school buses	Provision subject to the agreement of C for T.

Table 1 Parking Standards for Residential Developments

Global Parking Standard (GPS)		1 car space per 6-9 flats	
Demand Adjustment Ratio (R1)	Average Flat Size (GFA)	< 40m ²	0.6
		40 – 69.9 m ²	1
		70 – 99.9 m ²	2.5
		100 – 159.9m ²	5
		> 159.9m ²	9
Accessibility Adjustment Ratio (R2)	Within a 500m-radius of rail station ^[see Note (2)]	0.85	
	Outside a 500m-radius of rail station ^[see Note (2)]	1	
Parking Requirement = GPS x R1 x R2			

Note:

1. Within the limits of the Global Parking Standards, Transport Department will establish district-based parking standards for each district according to the prevailing demand/supply conditions in respective districts. The district-based parking standards are subject to periodical review.
2. A 15% discount should be applied to the provision of residential car parking spaces where over 50% of the site area of the development fall within a 500m radius of rail stations. The 500m-radius catchment area of a rail station should be drawn from the centre of the station disregard of topographic undulation.
3. The average flat size of a development shall be calculated by dividing the total domestic gross floor area (GFA) by the total number of flats of the development.
4. The standard for the developments of an average flat size greater than 159.9m² is a minimum requirement. Request for provision beyond the standard will be considered by Transport Department on a case-by-case basis.
5. Visitor car parking for private residential developments with more than 75 units per block should include 5 visitor spaces per block in addition to the recommendations, or as determined by the Authority. For other private residential developments, the visitor car parking provision will be advised by Transport Department on a case-by-case basis.

烏龜沙咀
WU KWAI SHA TSUI



泥涌具特殊
NAI C
SITE OF SPECIAL S

白石
WHITEHEAD

SUBJECT SITE

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

海星灣
STARFISH BAY

OU
(PIER)

區 (b)
AREA (b)

區 (a)
AREA (a)

CDA(1)

烏龜沙咀 WU KWAI SHA
STATION

WU KWAI SHA

Wu Kai Sha Youth Village

Cheung Kefie

鐵路車站及公共交通總匯發展
RAILWAY STATION AND
PUBLIC TRANSPORT INTERCHANGE WITH
COMMERCIAL RESIDENTIAL DEVELOPMENT

Saddle Ridge Garden

Wu Kai Sha Court

雅樂台
Park
Belvedere

LOCATION PLAN

PLANNING BRIEF FOR "CDA(1)" SITE
NEAR LOK WO SHA, MA ON SHAN

PLANNING
DEPARTMENT

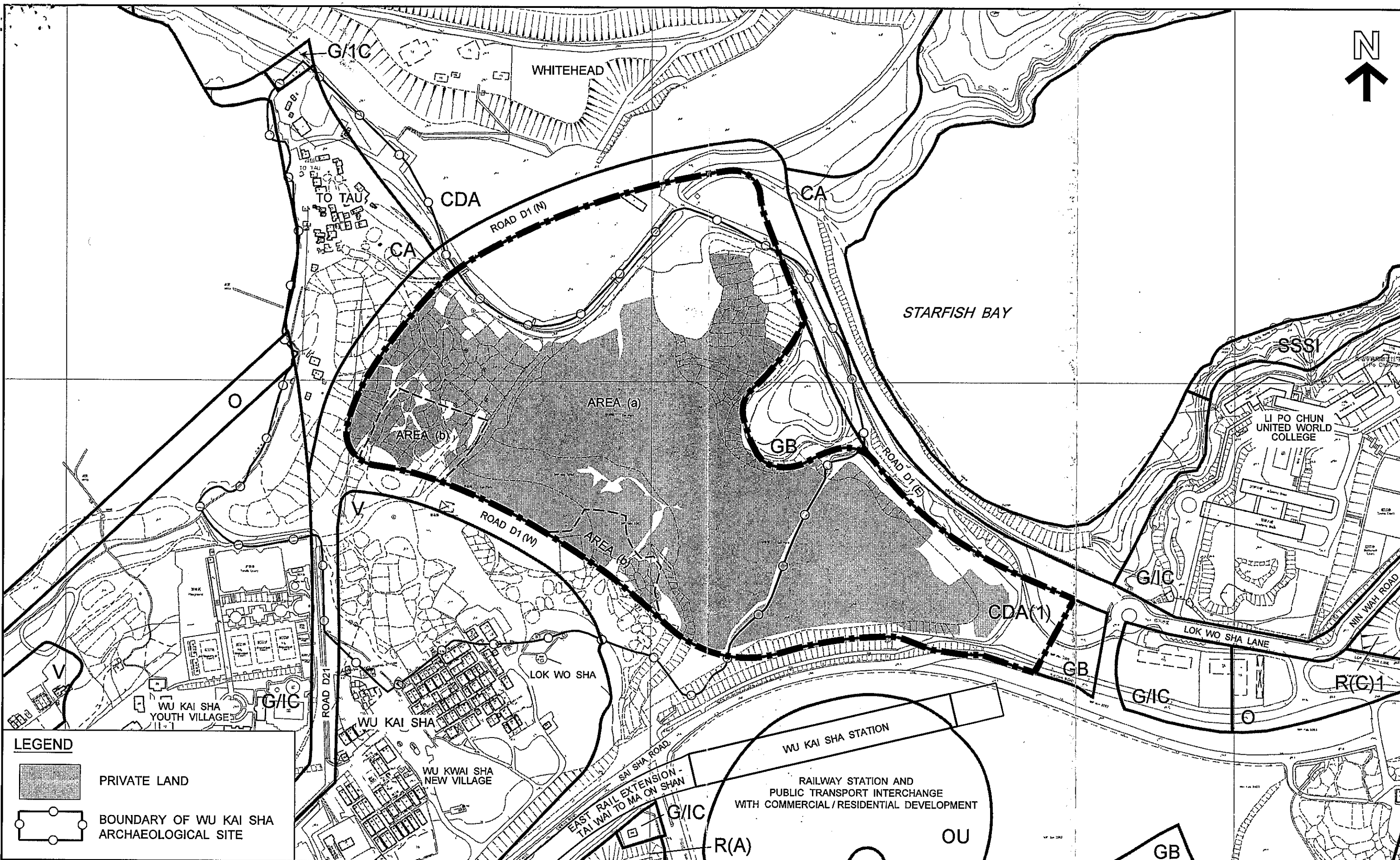


M/ST/04/4A

PLAN
1

EXTRACT PLAN PREPARED ON 28-6-2004
BASED ON DRAFT MA ON SHAN
OUTLINE ZONING PLAN No. S/MOS/12
EXHIBITED ON 28-11-2003

SCALE 1:10 000
METRES 200 0 200 400 METRES



LEGEND

- PRIVATE LAND
- BOUNDARY OF WU KAI SHA ARCHAEOLOGICAL SITE

SUBJECT SITE

EXTRACT PLAN PREPARED ON 28-6-2004
 BASED ON SURVEY SHEETS No.
 7-NE-14C, 14D, 15C, 19A, 19B & 20A

SITE PLAN

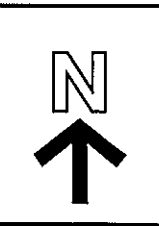
PLANNING BRIEF FOR "CDA(1)" SITE
 NEAR LOK WO SHA, MA ON SHAN

SCALE 1 : 3 000

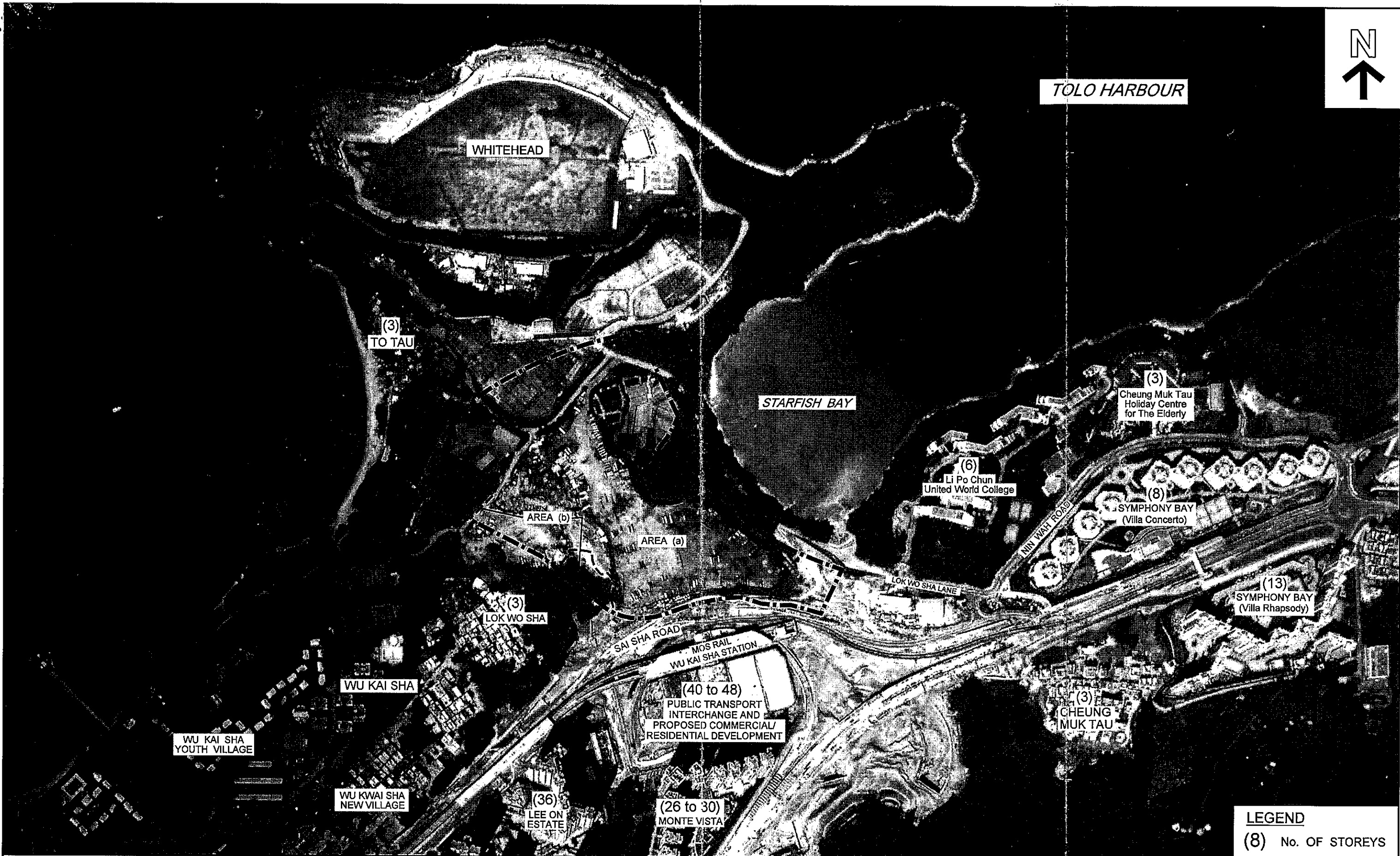
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PLANNING DEPARTMENT


M/ST/04/4A PLAN 2




TOLO HARBOUR

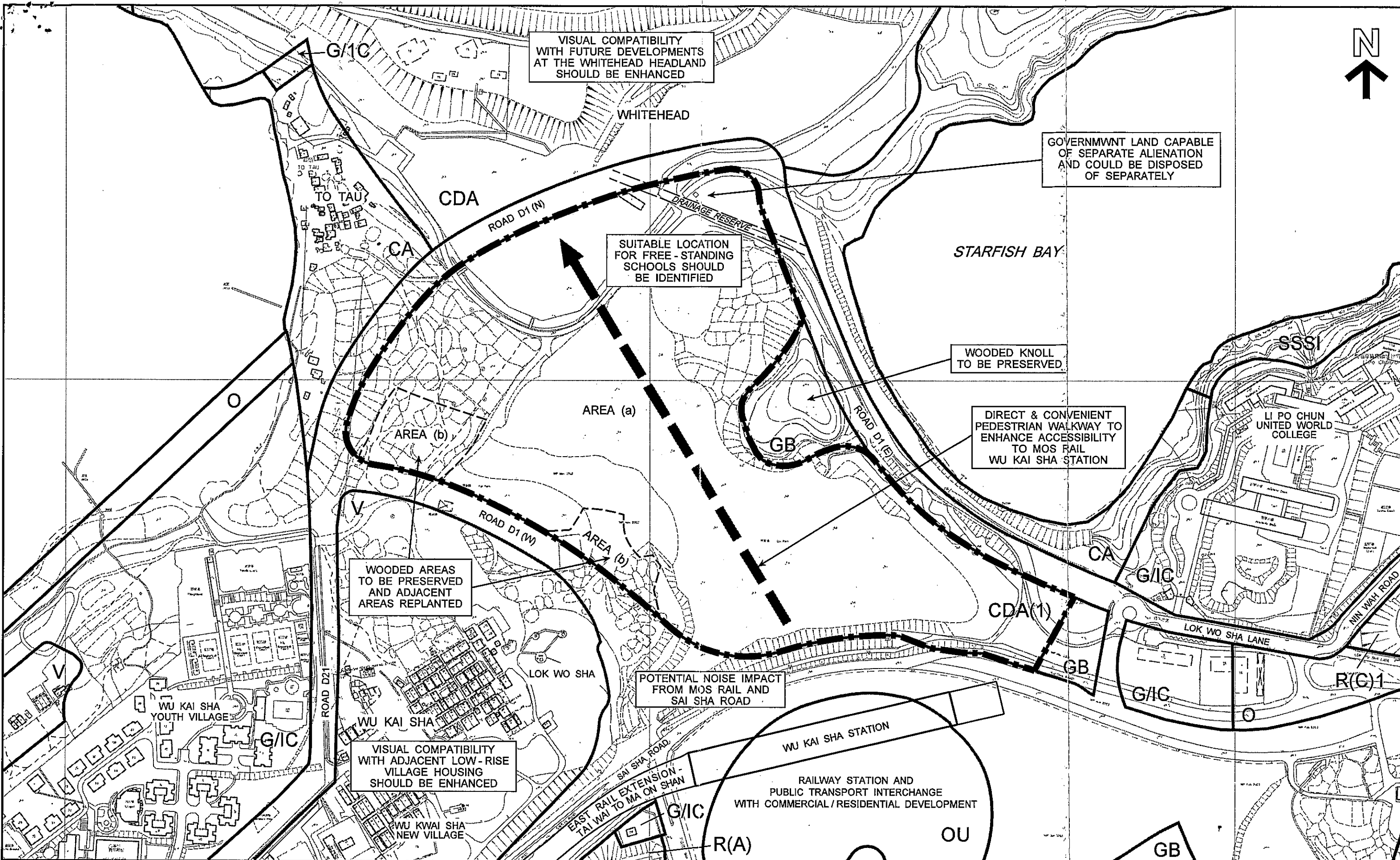


LEGEND
(8) No. OF STOREYS

 SUBJECT SITE
ENLARGEMENT OF EXTRACT OF
AERIAL PHOTO No. CW55510
TAKEN ON 10-2-2004 BY
LANDS DEPARTMENT

AERIAL PHOTO
PLANNING BRIEF FOR "CDA(1)" SITE
NEAR LOK WO SHA, MA ON SHAN

PLANNING DEPARTMENT 
M/ST/04/4A PLAN 3



VISUAL COMPATIBILITY WITH FUTURE DEVELOPMENTS AT THE WHITEHEAD HEADLAND SHOULD BE ENHANCED

GOVERNMENT LAND CAPABLE OF SEPARATE ALIENATION AND COULD BE DISPOSED OF SEPARATELY

SUITABLE LOCATION FOR FREE-STANDING SCHOOLS SHOULD BE IDENTIFIED

WOODED KNOLL TO BE PRESERVED


DIRECT & CONVENIENT PEDESTRIAN WALKWAY TO ENHANCE ACCESSIBILITY TO MOS RAIL WU KAI SHA STATION

WOODED AREAS TO BE PRESERVED AND ADJACENT AREAS REPLANTED

POTENTIAL NOISE IMPACT FROM MOS RAIL AND SAI SHA ROAD

VISUAL COMPATIBILITY WITH ADJACENT LOW-RISE VILLAGE HOUSING SHOULD BE ENHANCED

RAILWAY STATION AND PUBLIC TRANSPORT INTERCHANGE WITH COMMERCIAL/RESIDENTIAL DEVELOPMENT

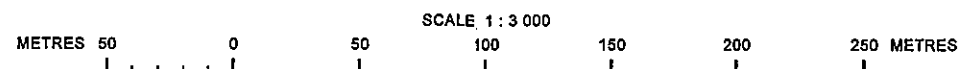
 SUBJECT SITE

CONSTRAINTS AND OPPORTUNITIES

PLANNING BRIEF FOR "CDA(1)" SITE
NEAR LOK WO SHA, MA ON SHAN

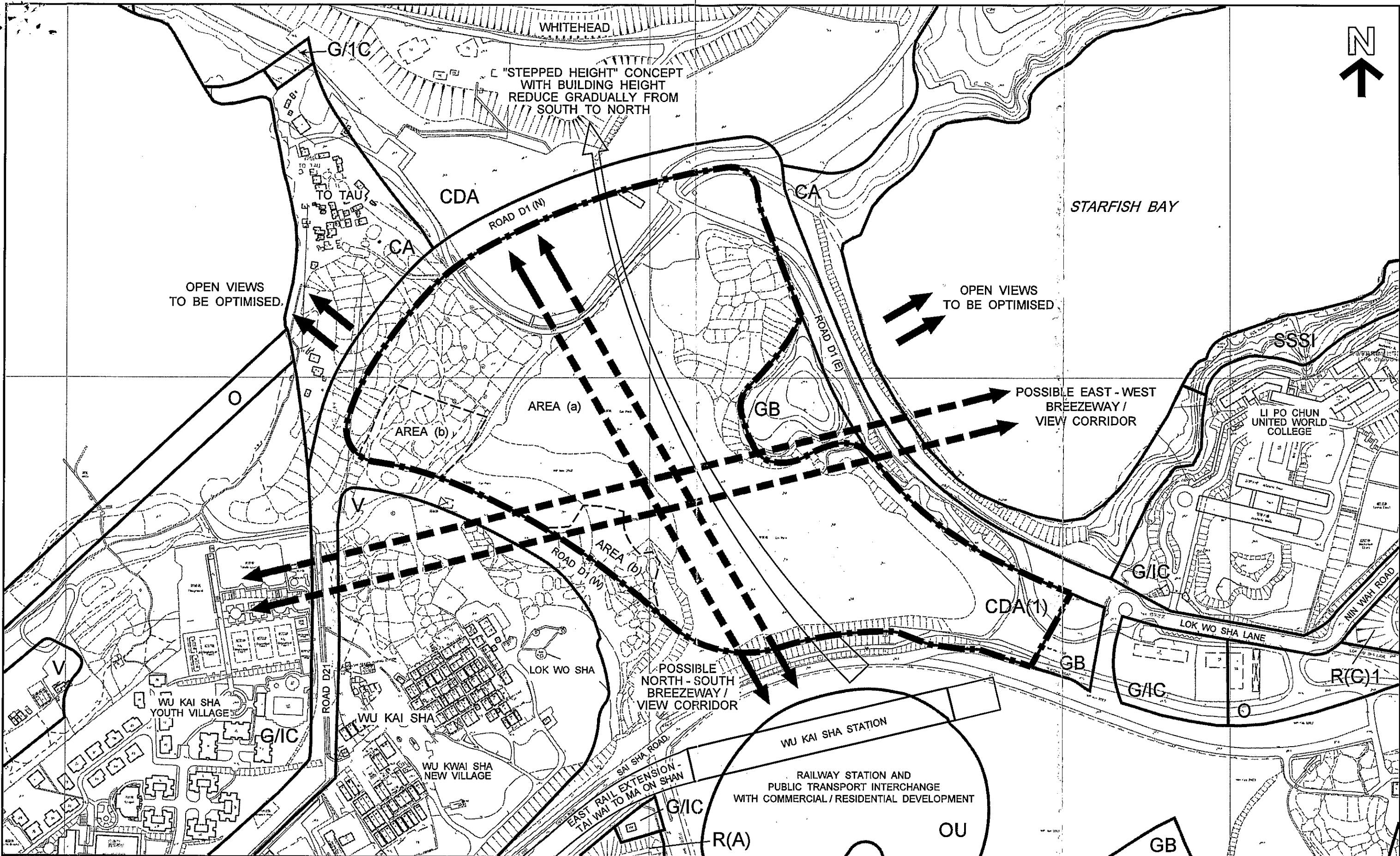
PLANNING DEPARTMENT 


EXTRACT PLAN PREPARED ON 26-7-2004
BASED ON SURVEY SHEETS No.
7-NE-14C, 14D, 15C, 19A, 19B & 20A



M/ST/04/4A

PLAN 4



 SUBJECT SITE

EXTRACT PLAN PREPARED ON 28-6-2004
 BASED ON SURVEY SHEETS No.
 7-NE-14C, 14D, 15C, 19A, 19B & 20A

URBAN DESIGN CONCEPT
 PLANNING BRIEF FOR "CDA(1)" SITE
 NEAR LOK WO SHA, MA ON SHAN

SCALE 1:3 000
 METRES 50 0 50 100 150 200 250 METRES

PLANNING DEPARTMENT 

M/ST/04/4A

PLAN 5