## METRO PLANNING COMMITTEE

## OF THE TOWN PLANNING BOARD

MPC Paper No. 3/11 for Consideration by the Metro Planning Committee on 18.3.2011

REVIEW OF SITES DESIGNATED "COMPREHENSIVE DEVELOPMENT AREA"
ON STATUTORY PLANS IN THE METRO AREA FOR THE YEAR 2010/2011

## Review of Sites Designated "Comprehensive Development Area" on Statutory Plans in the Metro Area for the Year 2010/2011

#### 1. PURPOSE

The purpose of this Paper is to brief the Committee on the results of the review of the sites designated "Comprehensive Development Area" ("CDA") on the statutory plans in the Metro Area for the year 2010/2011. The review will assist the Committee in:

- a) considering the rezoning of suitable "CDA" sites to other appropriate zonings; and
- b) monitoring the progress of "CDA" developments.

#### 2. BACKGROUND

The Town Planning Board (the Board) on 7.5.1999 endorsed the Town Planning Board Guidelines for Designation of "CDA" Zones and Monitoring the Progress of "CDA" Developments, and further agreed on 21.5.1999 that the review of the "CDA" sites designated for more than 3 years should be conducted on an annual basis.

#### 3. CURRENT SITUATION

- There are a total of 51 "CDA" sites (**Plan 1 Plan 3**) in the Metro Area by the end of March 2011, including 9 "CDA" sites designated for less than 3 years (i.e. a site at Ming Wa Dai Ha in Shau Kei Wan (H40), the ex-Wong Chuk Hang Estate (H41), ex-North Point Estate (H42), Tai Hang Sai Estate (K57) and the 5 "CDA" sites bounded by Sha Tsui Road, Texaco Road, Yeung Uk Road and Luen Yan Street in Tsuen Wan (TW31-TW35) (**Plan 45 Plan 53**). Amongst these 9 sites which are less than 3 years, 8 of them (i.e. H41, H42, K57 and TW31 TW35) are new "CDA" sites designated on the relevant OZPs gazetted in 2010. This total figure excludes the "CDA" sites that fall within the Development Scheme Plans prepared by the Urban Renewal Authority or the then Land Development Corporation (a total of 10 sites are zoned as "CDA" on the Development Scheme Plans).
- 3.2 The review has examined 42 "CDA" sites that have been designated for more than 3 years by the end of March 2011, as follows:

(i)	"CDA" Sites With No Approved Master Layout Plan (MLP)	23
(ii)	"CDA" Sites With Approved MLP	19
	Total	42

#### Progress of "CDA" Sites with Potential for Rezoning

- 3.3 The Committee has previously agreed 9 "CDA" sites with potential for rezoning. The progress of rezoning for these sites is highlighted as follows:
  - a) On 17.3.2006, the Committee agreed that the development at Airport Railways Hong Kong Station, Central, Hong Kong has potential for rezoning. With the development completed and all the relevant approval conditions complied with, the site was rezoned to "Commercial (2)" ("C(2)") on 16.7.2010.
  - b) On 28.3.2008, the Committee agreed that the comprehensive residential and commercial development (known as The Sparkle) at 500 Tung Chau Street, Cheung Sha Wan, Kowloon (NKIL 6365) has potential for rezoning. Since the development has been completed, the site was rezoned to "Residential Group (A)" ("R(A)") to reflect the residential and commercial uses on 30.9.2010.
  - c) On 19.3.2010, the Committee agreed that the site to the immediate west of the MTR Chai Wan Station (H36) (Plan 23), the eastern portion of the area bounded by Sung Wong Toi Road, To Kwa Wan Road, Mok Cheong Street and Kowloon City Road (K40) (Plan 24) and the site at 23 Oil Street, North Point (H14B) (Plan 41) to be proposed for rezoning. The proposed amendments to the OZPs for rezoning of these sites will be submitted to the Committee for consideration in due course. The details are in paras. 4.1.3 and 4.2.3 below.
  - d) On 27.3.2009 and 19.3.2010, the Committee agreed that the Yau Tong Industrial Area (YTIA) "CDA" (K38) (Plan 25), the Former Marine Police Headquarters at Salisbury Road (K14) (Plan 43), the hotel development at TWIL 5 and Lot 429 in DD 399, Ting Kau (TW26) (Plan 44) and the Airport Railway Kowloon Station "CDA" (K11) (Plan 42) have potential for rezoning. The progress of these sites is deliberated in paras. 4.1.4 and 4.2.4 below.

#### 4. THE REVIEW

4.1 "CDA" Sites with No Approved MLP (Total: 23)

Sites Proposed for Retention (Total: 20)

- 4.1.1 There are a total of 23 "CDA" sites designated for more than 3 years with no approved MLP. 20 of them are proposed for retention (**Appendix I**) and the status of these sites are summarized in the following:
  - a) proposals for 2 sites are actively being pursued with MLPs being prepared (K13, K27);
  - b) 3 are land sale sites (H23, H29, K47A & K47B);
  - c) 4 sites with planning briefs recently approved, under preparation or to be prepared (H21, H28, K19, K25);

- d) 10 sites are subject to such concerns as traffic, environmental and/or visual impacts which need to be properly addressed (H35, K30, K31, K39, K42, K54, K55, K56, TW2, TW23); and
- e) 1 related to preservation of historical building (K52).
- 4.1.2 The "CDA" designations are essential for providing guidance on the proper development of these sites. Detailed justifications for the proposed retention of these 20 sites are at **Appendix I** and the locations of these sites are shown on **Plans** 4 to 22.

Sites Proposed for Rezoning (Total: 2)

- 4.1.3 2 "CDA" sites are proposed to be rezoned to appropriate zonings and they are presented below. The details are discussed in **Appendix II**.
  - a) the site to the immediate west of the MTR Chai Wan Station, Chai Wan (H36) (Plan 23), covers the existing Chai Wan Flatted Factory site together with the adjoining open-air public transport terminus (PTT). The site is subject to potential air and noise pollution generated by the nearby industrial uses and rail/road traffic. The site was proposed to be rezoned for other uses in the review last year. Technical assessments would need to be undertaken for evaluation of the possible land uses. Rezoning proposal will be submitted to the Committee for consideration in due course; and
  - b) the eastern portion of the area bounded by Sung Wong Toi Road, To Kwa Wan Road, Mok Cheong Street and Kowloon City Road (K40) (Plan 24) is currently occupied by six factory buildings, two "G/IC" facilities and the Hong Kong Society for the Blind Factory cum Sheltered Workshop. Given its size, the number of private lots and the Government land (GL, on the eastern portion of the site) is involved, land assembly is an issue that impedes redevelopment. To enhance the prospect of implementation, consideration would be given to sub-dividing it into smaller "CDA" sites, i.e. to rezone the GL portion of the "CDA(3)" site to sub-zone of "CDA". The proposal is now consideration concerned by bureaux/departments. amendments to the OZP will be submitted to the Committee for consideration in due course.

Site with Potential for Rezoning (Total: 1)

4.1.4 One site is considered to have potential for rezoning. The details are given in **Appendix III** and summarised below:

The site at the southern part of the Yau Tong Industrial Area (YTIA) (K38) (Plan 25) consists of Government land and private land under the hand of a few owners. In considering a rezoning request submitted by some lot owners of the "CDA" site (i.e. YTILs 4B, 9 and YTML 57) to rezone part of the YTIA "CDA" zone to "Residential (Group E)" ("R(E)") in February 2008, some Board Members opined that Planning Department (PlanD) might consider sub-dividing the "CDA" site into two or more smaller sites by taking into account the existing land ownership pattern to facilitate the early implementation of the redevelopment scheme. A draft Planning Report on Review of CDA in YTIA was prepared and circulated in September 2010.

Relevant Government departments including Agriculture, Fisheries & Conservation Department/Fish Marketing Organisation have been consulted on the development options. A revised draft proposal was circulated for departmental comment in early February 2011. The proposed amendments, after taking into account further departmental comments, will be submitted to the Committee for consideration in due course.

#### 4.2 "CDA" Sites with Approved MLP (Total: 19)

4.2.1 Among the 19 "CDA" sites that have been designated for more than 3 years with approved MLP, 15 sites are proposed for retention, 1 is proposed for rezoning and 3 sites are considered to have potential for rezoning.

Sites Proposed for Retention (Total: 15)

- 4.2.2 15 "CDA" sites with approved MLP are proposed for retention. These "CDA" sites either have some progress or are at various stages of implementation. Retention of the "CDA" designations for the following sites is considered necessary to ensure they will be implemented in accordance with the approved MLPs and approval conditions. Detailed justifications for the retention of these 15 sites are at Appendix IV and their locations are shown on Plans 26 to 40.
  - a) 2 "CDA" site with developments partially completed in accordance with the approved MLPs (H19, K34);
  - b) 1 "CDA" site with construction works in progress (TW29);
  - c) 8 "CDA" sites with approved building plans while construction works are yet to be commenced (H7, H14A, H39, K24, K29, TW1, TW28, TW30);
  - d) the approved MLPs for 3 "CDA" sites are being reviewed (K17, K26, K41); and
  - e) 1 "CDA" site was once rezoned to "R(A)" and "C" on 28.4.2003. However, due to strong local objections against the rezoning amendments during the plan exhibition period, on 17.2.2004, the Board decided to uphold the objections and revert the site back to the original "CDA" zoning (K7).

Sites Proposed for Rezoning (Total: 1)

4.2.3 The hotel development at 23 Oil Street, North Point (H14B) (Plan 41) has been completed with Occupation Permit issued on 5.12.2008. It is proposed to rezone the site to reflect the hotel use. Due to resumption of the northern part of the site for the proposed Central-Wanchai Bypass project, it will not be possible to implement the approval conditions related to the resumed area. On 14.1.2011, the applicant wrote to ask for deletion and varying the relevant conditions. On 4.3.2011, the Committee considered and agreed to the request. The "CDA" site will be rezoned in due course. Detailed justifications are provided in Appendix V.

Sites with Potential for Rezoning (Total: 3)

4.2.4 Three "CDA" sites had been identified with rezoning potential in last year's CDA review. The justifications are detailed in **Appendix VI** and summarized below:

- a) the majority of the comprehensive residential, office, hotel, service apartment and retail development at Kowloon Station (K11) (Plan 42) has been completed. The second phase of Package 7 (International Commerce Centre including the Ritz-Carlton Hotel) is expected to be completed by early 2011. Majority of the approval conditions have been complied with while the outstanding one on the implementation of the approved Landscape Master Plan is expected to be fully complied with in early 2011 with the completion of Package 7. Therefore, the site has the potential for rezoning to reflect the completed development subject to full compliance of all the approval conditions;
- b) the development at the Former Marine Police Headquarters site in Salisbury Road (K14) (Plan 43) has been completed in early 2009 with occupation permit issued on 9.2.2009. Majority of the approval conditions have been complied with by January 2009 while the outstanding condition on the implementation of the approved Landscape Master Plan is expected to be fully complied with in 2011. Therefore, the site has the potential for rezoning to reflect the hotel and related tourism development subject to full compliance of all the approval conditions; and
- c) the hotel development at TWIL 5 and Lot 429 in DD 399, Ting Kau, Tsuen Wan (TW 26) (Plan 44) has been completed. Occupation Permit was issued on 10.10.2006. With the exception of the provision and implementation of a pedestrian access to the reclamation area next to Lido Beach, all planning approval conditions have been complied with. The site has potential for rezoning to reflect the hotel use upon compliance of the outstanding approval condition.

#### Questionnaires

- 4.2.5 In accordance with the established practice, questionnaires were sent to the developers or their agents for the "CDA" sites designated for more than 3 years with approved MLP in late 2010/early2011 in order to have a better understanding on the implementation of the sites. The PlanD has received a total of 12 replies.
- 4.2.6 From the questionnaires, the followings are noticed:
  - a) the approved "CDA" schemes are at different stages of implementation:
  - b) there are no insurmountable difficulties on the developers' side that would hinder the implementation of the approved schemes; and
  - c) should there be any outstanding issues causing delays to the developments, the developers or their agents are aware that the Board is monitoring the progress of the implementation of the approved schemes, and if necessary, they could approach the PlanD for advice.

#### 4.3 Summary

The following table summarises the proposals of the current review:

ff nervice e co	With No Approved MLP	With Approved MLP	Total
No. of Sites Proposed for Retention	20 (Appendix I)	15 (Appendix IV)	35
No. of Sites Proposed for Rezoning	2 (Appendix II)	(Appendix V)	3
No. of Sites with Potential for Rezoning	1 (Appendix III)	(Appendix VI)	4
Total number of "CDA" sig	tes designated for	more than 3 years	42

#### 5. CONSULTATION

Concerned departments will be consulted on the rezoning proposals for the relevant "CDA" sites when detailed rezoning proposals are available.

#### 6. DECISION SOUGHT

- 6.1 Members are requested to:
  - a) note the findings of the review of the sites designated "CDA" on statutory plans in the Metro Area;
  - b) agree to the retention of the "CDA" designation for the sites mentioned in paragraphs 4.1.1 and 4.2.2 and detailed at **Appendices I** and **IV**;
  - c) agree in-principle to the proposed rezoning of the "CDA" sites in paragraphs 4.1.3 and 4.2.3 and detailed at **Appendices II** and **V**; and
  - d) note the sites with potential for rezoning in paragraphs 4.1.4 and 4.2.4 and detailed at **Appendices III** and **VI**.
- 6.2 Should the Committee agree in-principle to the proposed rezoning of the concerned "CDA" sites, papers on the detailed rezoning proposals with development restrictions, if any, would be submitted to the Committee for consideration in due course.

#### **ATTACHMENTS**

Appendix I List of "CDA" Sites with No Approved MLP and Proposed for Retention

Appendix II List of "CDA" Sites with No Approved MLP and Proposed for Rezoning

Appendix III List of "CDA" Sites with No Approved MLP and with Potential for Rezoning

Appendix IV List of "CDA" Sites with Approved MLP and Proposed for Retention

Appendix V List of "CDA" Sites with Approved MLP and Proposed for Rezoning

Appendix VI List of "CDA" Sites with Approved MLP and with Potential for Rezoning

Plan 1 Location Plan of "CDA" Sites in Hong Kong District

Plan 2 Location Plan of "CDA" Sites in Kowloon District

Plan 3 Location Plan of "CDA" Sites in Tsuen Wan, Kwai Tsing and West Kowloon District

Plans 4 to 53 Extract Plans for Individual "CDA" Sites

Planning Department March 2011

# <u>List of "CDA" Sites with No Approved MLP and Proposed for Retention (Total: 20, including H21, H23, H28, H29, H35, K13, K19, K25, K27, K30, K31, K39, K42, K47, K52, K54, K55, K56,TW2 and TW23)</u>

Site Ref.	Location	No. of Years	Justifications for Retention
No.	(Site Area)	Designated "CDA"	Justifications for Referrition
H21 (Plan 4)	Comprehensive Development including Piers No. 4, 5 and 6, Central, Hong Kong (1.89 ha)	16	<ul> <li>The site was first designated on 11.11.1994, which included Piers No. 4 to 7 and the adjoining area. On 4.1.2002, the TPB decided to excise Pier 7 from the "CDA" zone and the amendment was gazetted on 22.2.2002.</li> <li>The site is zoned "CDA(2)" on the OZP. According to the Notes for the zone, development on the site is subject to a maximum gross floor area of 55,740m² for retail shops, offices and hotels.</li> <li>The previous MLP approval expired on 3.4.2001.</li> <li>The "CDA" designation should be retained to provide guidance on the proper development of the site.</li> <li>A planning/design brief is under preparation by PlanD for the site under the "Urban Design Study for the New Central Harbourfront" with a revised maximum gross floor area of 35,120m².</li> </ul>
H23 (Plan 5)	Oil Street (ex-Government Supplies Department Depot), North Point, Hong Kong (1.17 ha)	15	<ul> <li>The site was first designated on 1.12.1995 under s.7 of the Town Planning Ordinance.</li> <li>The site is a land sale site in the 2010-11 Application List.</li> <li>The "CDA" designation should be retained to provide guidance on the proper development of the site.</li> <li>Incorporating findings of an air ventilation assessment, a revised planning brief was endorsed by MPC on 10.8.2007. In pursuance of the decision of TPB on 16.5.2008 on the representations in respect of the building height restrictions of the draft North Point OZP, amendment to the planning brief was endorsed by MPC on 23.1.2009 to lower the building height limit of the landward portion of the site from 120mPD to 110mPD.</li> <li>The major development parameters of the endorsed planning brief have been incorporated into the land sale conditions.</li> </ul>
H28 (Plan 6)	Adjacent to Man Yiu Street, Central Reclamation Phase III, Hong Kong (5.23 ha)	11	<ul> <li>According to the Notes for the zone, development on the site is subject to a maximum building height of 50mPD and 16mPD respectively for the proposed commercial development on the western part and the landscaped pedestrian deck with commercial facilities below on the eastern part of the zone as indicated by a pecked line on the Outline Zoning Plan.</li> <li>The "CDA" designation should be retained to provide guidance on the proper development of the site.</li> <li>A planning/design brief is under preparation by PlanD for the site under the "Urban Design Study</li> </ul>

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
			for the New Central Harbourfront" with a revised maximum gross floor area of 157,400m <sup>2</sup> .
H29 (Plan 7)	Former Lingnan Campus Site at Stubbs Road, Hong Kong (1.6 ha)	11	<ul> <li>The site is a proposed sale site. The "CDA" designation should be retained to provide guidance on the proper development of the site.</li> <li>The planning brief to guide the future development was endorsed by MPC on 9.10.2009.</li> <li>The major development parameters of the endorsed planning brief will be incorporated into the land sale conditions.</li> </ul>
H35 (Plan 8)	Site at Chai Wan Road, Chai Wan, Hong Kong (Zoned "CDA(1)" on OZP)	9	<ul> <li>MLP was first approved on 8,2,2002. Two subsequent applications for extension of time limit were approved. The planning permission lapsed on 9,2,2011. The developer submitted a revised scheme under application No. A/H20/159 on 17.10,2008. The application was subsequently rejected by the TPB on review on 11.12,2009. On 5.3,2010, the applicant lodged a Notice of Appeal against the TPB's decision. As proposed by the Appellant, the hearing of appeal will not take place earlier than April 2011.</li> <li>The applicant has indicated that a revised scheme based on lower building height/development intensity would be submitted to TPB in early 2011.</li> </ul>
K13 (Plan 9)	Area bounded by Cha Kwo Ling Road, Ko Fai Road and Victoria Harbour, Yau Tong Bay, Kowloon  (9.91 ha)	18	<ul> <li>The "CDA" site was first designated on 8.1.1993. On 15.3.2002, the TPB agreed to a rezoning request to extend the original "CDA" zone. The amendments were exhibited on 21.6.2002.</li> <li>The draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/16, which include the revision of the boundary of the Yau Tong Bay "CDA" by excising the water area from the "CDA" zone and incorporation of development parameters into the Notes of the Yau Tong Bay "CDA" zone, was gazetted on 23.5.2008. During the 3 weeks exhibition period, 15 objections were received, of which 2 were subsequently withdrawn. Amongst the 13 unwithdrawn objections, 3 were related to Yau Tong Bay "CDA" zone.</li> <li>On 12.9.2008, the TPB gave preliminary consideration to the objections under section 6(3) of the pre-amended Ordinance and decided not to propose any amendment to the OZP to meet the objections.</li> <li>On 28.11.2008, the TPB gave further consideration to the unwithdrawn objections under section 6(6) of the pre-amended Ordinance and decided not to propose any amendment to the OZP to gether with the unwithdrawn objections. The OZP together with the unwithdrawn objections have been submitted to the CE in C for approval.</li> </ul>

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
			<ul> <li>The "CDA" designation should be retained to facilitate a comprehensive redevelopment and ensure that the I/R interface problems could be resolved.</li> <li>On 6.11.2009, the draft Planning Brief (PB) for Yau Tong Bay "CDA" zone was agreed by the MPC for consultation with the Kwun Tong District Council (KTDC) and the then Harbour-front Enhancement Committee (HEC). The KTDC and the then HEC were consulted on 24.11.2009 and 20.1.2010 respectively. The revised PB incorporating views from the KTDC and the then HEC was endorsed by the MPC on 9.4.2010. The endorsed PB was promulgated on 28.4.2010.</li> <li>The consortium formed by the lot owners submitted the MLP to TPB for consideration in March 2010. The consortium has, so far, requested for deferment for four times so as to address the concerns of relevant departments. On 2.2.2011, the consortium submitted further information to TPB. The MLP application is being processed and scheduled for consideration by MPC on 1.4.2011.</li> </ul>
K19	Area bounded by Choi	17	The "CDA" site is intended for comprehensive
(Plan 10)	Hung Road and Lung Cheung Road in Diamond Hill, Kowloon (7.18 ha)		development comprising public housing, commercial facilities, schools and other Government, institution or community facilities.  As the proposed Shatin to Central Link (SCL) depot at Kai Tak will impose constraints on the integration of the existing developments in Kowloon City with future developments in Kai Tak, concerned departments and the railway corporation had decided to relocate the depot with development above at the subject "CDA" site. A consultancy study on the above-depot development options for the "CDA" site has commenced.  A planning brief would be prepared to guide future development of the site after seeking policy directive on the above-depot development.  The "CDA" designation should be retained to enable the appropriate development in this site, and ensure that relevant concerns on housing, environmental, traffic and preservation of historic structures are adequately addressed.
K25 (Plan 11)	South of Sham Mong Road and East of Hing Wah Street West, South West Kowloon (4.5 ha)	12	<ul> <li>The draft planning brief for the public rental housing (PRH) development at the site was circulated to concerned departments for comments in August 2009. Departmental comments received were being resolved amongst concerned departments. The draft planning brief was submitted to the Sham Shui Po District Council in June 2010 but the SSPDC did not support the PRH development on the site.</li> <li>The PTI of the adjacent Nam Cheong Station</li> </ul>

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
			development would be relocated and merged with the existing bus terminus on the site.  The proposed Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) alignment will encroach onto the northern part of the site.  The site will be used as temporary works area for the implementation of the XRL up to early 2015.  The programme of the public housing development would likely be affected and the "CDA" designation should be retained.
K27 (Plan 12)	Adjacent to Lai Hong Street, (NKILs 6003RP, 6052 and Government Land. To be known as NKIL 6357), South West Kowloon (2.37 ha)	12	<ul> <li>MLP was first approved by MPC on 30.10.1998 and its latest MLP was approved by MPC on 28.6.2001. On 16.6.2006, the MPC agreed to extend the commencement of development of the approved development proposal for 2 years until 28.6.2008 and the planning permission expired on 28.6.2008.</li> <li>Building plans have not been submitted.</li> <li>Land exchange and lease modifications have not been executed by LandsD.</li> <li>A Planning Brief setting out the broad planning parameters and development requirements to facilitate the preparation of MLP in future planning application was circulated for departmental comments in 2010.</li> <li>The "CDA" zoning should be retained.</li> </ul>
K30 (Plan 13)	Western portion of the area bounded by Sung Wong Toi Road, To Kwa Wan Road, Mok Cheong Street, and Kowloon City Road, Ma Tau Kok, Kowloon  (Zoned "CDA(1)" on OZP)  (0.54 ha)	11	<ul> <li>K30, K39 and K40 (See Appendix II) were originally covered by a single "CDA" zone. To meet the objections, the TPB decided to sub-divide it into 3 "CDA" zones. The proposed amendments were confirmed on 15.10.1999 under s.6(9) of the then Town Planning Ordinance.</li> <li>The "CDA(1)" site is under multiple ownership. Such designation would facilitate urban renewal initiatives for the site and prevent piecemeal redevelopment.</li> <li>The "CDA" zoning would help to phase out the non-conforming uses (such as vehicle repair workshops) upon redevelopment, and address possible industrial/residential interface problems.</li> </ul>

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
			• Under the new Urban Renewal Strategy which has yet to be announced, the District Urban Renewal Forum (DURF), an advisory platform, is to be set up to advise the Government on the district-based urban renewal initiatives. The first pilot DURF will be established for Kowloon City. Pending the Kowloon City DURF's future recommendations of urban renewal proposals for the district which covers the subject site, it is appropriate to retain the "CDA(1)" zoning in the meantime.
K31	J/O Kowloon City	12	The "CDA" site is under multiple ownership.
(Plan 14)	Road and Ma Tau Kok Road, Ma Tau Kok, Kowloon (2.84 ha)	12	Such designation would facilitate urban renewal initiatives for the site and prevent piecemeal redevelopment that would pre-empt optimum comprehensive redevelopment and urban restructuring.  • The designation would facilitate the restructuring of the obsolete area of Ma Tau Kok and phasing out of the non-conforming uses (such as vehicle repair workshops), and addressing possible industrial/residential interface problems.  • It would also facilitate the provision of supporting GIC and open space facilities, thus addressing shortfalls in the district.
			• Under the new Urban Renewal Strategy which has yet to be announced, the District Urban Renewal Forum (DURF), an advisory platform, is to be set up to advise the Government on the district-based urban renewal initiatives. The first pilot DURF will be established for Kowloon City. Pending the Kowloon City DURF's future recommendations of urban renewal proposals for the district which covers the subject site, it is appropriate to retain the "CDA" zoning in the meantime.
K39	Middle part of the area bounded by Sung	11	K30, K39 and K40 (see Appendix II) were criginally approach by a ginele "GD 4".  To a single "GD 4".
(Plan 15)	Wong Toi Road, To Kwa Wan Road, Mok Cheong Street, and Kowloon City Road, Ma Tau Kok, Kowloon  (Zoned "CDA(2)" on the OZP)  (0.84 ha)		originally covered by a single "CDA" zone. To meet the objections, the TPB decided to sub-divide it into 3 "CDA" zones. The amendments were confirmed under s.6(9) of the then Town Planning Ordinance on 15.10.1999.  The "CDA(2)" site is under multiple ownership.  Latest MLP was approved by MPC on 5.12.2003.  On 29.11.2007, the applicant, under s16A(2) of the Town Planning Ordinance, submitted an application for the entire "CDA(2)" site for extension of the time (EOT) for commencement of the approved development for two years. At the MPC meeting on 4.1.2008, the MPC noted that since there was insufficient time for processing the application, and the planning permission for the approved scheme was lapsed on 5.12.2007, the MPC agreed not to consider the application. At the TPB review hearing on

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
			<ul> <li>3.4.2009, the TPB decided to support the MPC's view that the TPB did not have power to extend time in respect of the planning permission that had ceased to have effect.</li> <li>On 5.12.2007, a set of building plans on the major portion of the "CDA(2)" site submitted by the same applicant was disapproved by the BA. The Building Appeal Tribunal hearing was held in September 2009. Subsequently, the appeal was allowed and the Tribunal made a formal order to reverse the decision of the BA and ordered BA to issue written approval of the re-submitted amended building plans. As the approval of the building plans was given by the BA on 30.11.2009 and the approved building plans only covered part of the permitted development, it is considered that the approved development was not commenced before 5.12.2007 as required under the planning permission. The planning permission for the approved development had already lapsed.</li> <li>The "CDA(2)" designation should be retained to ensure proper development of the site.</li> </ul>
K42 (Plan 16)	J/O Cheong Hang Road and Winslow Street, Hung Hom, Kowloon (0.47 ha)	11	<ul> <li>Two sites are linked to form a single "CDA" so as to achieve greater flexibility in building design.</li> <li>The "CDA" designation is to facilitate redevelopment of the sites to non-residential use for screening traffic noise and existing funeral facilities.</li> <li>The "CDA" designation should be retained to ensure proper development of the site and that the environmental and visual impacts are adequately addressed.</li> </ul>
K47A and K47B (Plan 17)	J/O Hung Luen Road and Kin Wan Street, Hung Hom, Kowloon K47A: "CDA(1)" – 1.6ha K47B: "CDA(2)" – 1.4ha	9	<ul> <li>The "CDA(1)" and "CDA(2)" designations are intended to facilitate the integration of this development with the waterfront area of Victoria Harbour and the surrounding open spaces and waterfront promenade.</li> <li>On 18.1.2008, the MPC agreed to divide the "CDA" into two parcels. The eastern portion is designated as "CDA(1)" for hotel, retail and public transport interchange uses whereas the western portion is designated as "CDA(2)" for office and retail uses. Both sites will be subject to a maximum plot ratio of 4 and building height of 75mPD in the northern part descending to 15mPD for "CDA(1)"/40mPD for "CDA(2)" in the southern part near the waterfront. On 22.2.2008, the MPC also agreed, amongst other proposed amendments, to incorporate site coverage restrictions of 80% and 60% to the proposed "CDA(1)" and "CDA(2)" sites respectively. The draft Hung Hom OZP No. S/K9/21, incorporating the above rezoning proposals, was gazetted on 29.2.2008. A total</li> </ul>

Site Ref.	Location	No. of Years	Justifications for Retention
No.	(Site Area)	Designated "CDA"	of 105 representations and 5 comments were received. Most of them objected to the building height, development intensity and land use of the "CDA" sites.  On 23.8.2008, the TPB after hearing the representations and public comments, decided not to amend the plan to meet the representations.  Planning briefs for the "CDA" sites were endorsed by the TPB on 19.6.2009.  The "CDA(1)" and "CDA(2)" designations should be retained to ensure proper development of the site and relevant concerns are adequately addressed.  The "CDA(1)" and "CDA(2)" sites have been included in the current List of Sites for Sale by Application.  Prospective purchasers of the sites will submit MLP for agreement by the TPB prior to the commencement of the project.
K52 (Plan 18)	56 Fuk Tsun Street & 1 Lime Street, Mong Kok, Kowloon (KIL 11170)  (Zoned "CDA(1)" on OZP)  (0.04 ha)	7	<ul> <li>MLP was approved by MPC on 5.12.2003 and application for extension of time for commencement of development (A/K3/420-1) was approved by D of Plan under the delegated authority of TPB on 5.12.2007 for 2 years until 5.12.2009, thus expired.</li> <li>Lease modification has not been submitted.</li> <li>Building plans are yet to be submitted.</li> <li>The lot owner (TWGH) indicated in February 2011 that they are still interested to pursue the development.</li> <li>The lot owner (TWGH) indicated in February 2011 that they are still interested to pursue the development.</li> <li>Given the site is under simple ownership, there would be opportunities to integrate the preservation of the historical temple (Grade 3 historic building) on the site through comprehensive development. The "CDA" designation should therefore be retained.</li> </ul>
K54 (Plan 19)	J/O Ma Tau Kok Road and To Kwa Wan Road (including Ming Lun Street), To Kwa Wan (1.86 ha)	4	<ul> <li>The "CDA" site is located at the waterfront in Ma Tau Kok. It is intended for residential development with retail facilities. In view of the prominent waterfront location and to enable a continuous promenade from Ma Tau Kok/To Kwa Wan to Kai Tak, a 20m-wide promenade shall be provided within the site for public enjoyment purpose.</li> <li>The "CDA" site is under multiple ownership. Such designation should be retained to facilitate urban renewal initiatives for the site and prevent piecemeal redevelopment. The "CDA" zoning will also ensure the provision of the public waterfront promenade upon redevelopment.</li> </ul>

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
K55 (Plan 20)	Near Concorde Road and Comet Drive, Kai Tak  (Zoned "CDA(1)") on OZP)  (1.77 ha)	4	<ul> <li>The "CDA (1)" site together with the "CDA(2)" site under K56 fall within Kai Tak City Centre area and they are located next to each other with the proposed Kai Tak River in between.</li> <li>The "CDA(1)" site is intended for a comprehensive commercial/office development with low-rise building in the west and high-rise landmark commercial tower in the east cascading down to the open spaces along the proposed Kai Tak River.</li> <li>Kai Tak Development is now at the implementation stage to provide necessary infrastructure to serve the development sites in phases. The "CDA" designation should be retained to realize the planning intention.</li> </ul>
K56 (Plan 20)	Near Concorde Road and Comet Drive, Kai Tak (Zoned "CDA(2)" on OZP) (1.97ha)	4	<ul> <li>The "CDA(2)" site together with the "CDA(1)" site under K55 above fall within the Kai Tak City Centre area and they are next to each other with the proposed Kai Tak River in between.</li> <li>The "CDA(2)" site is intended for a low-rise commercial development cascading down to the open spaces along the proposed Kai Tak River.</li> <li>Kai Tak Development is now at the implementation stage to provide necessary infrastructure to serve the development sites in phases. The "CDA" designation should be retained to realize the planning intention.</li> </ul>
TW2 (Plan 21)	North of Lai King Hill Road, Kau Wa Keng, Kwai Chung, New Territories (5.08 ha)	18	<ul> <li>The previous planning approval (No. A/KC/200) expired on 12.4.2004.</li> <li>The CDA zone is under multiple ownership and comprising considerable number of lots with various lot sizes with fragmented and uncoordinated piecemeal residential developments. The CDA site has poor accessibility and minimal infrastructural and utility provisions. In view of the above, maintaining the "CDA" zone is considered appropriate to avoid piecemeal redevelopment and to ensure comprehensive development of the Kau Wa Keng area incorporating the necessary transport, environmental, infrastructure and utility provisions.</li> <li>Nevertheless, a land use review for the site is being undertaken by Planning Department. Pending the outcome of the land use review, the "CDA" zoning should be retained in the meantime.</li> </ul>
TW23 (Plan22)	19-31 Ma Tau Pa Road, Tsuen Wan, New Territories (Zoned "CDA(1)" on OZP)	13	<ul> <li>The site is located at the periphery of Tsuen Wan East Industrial Area. The main reason of rezoning the sites from "I" to "CDA" is to help alleviate the industrial/residential interface problem of the area.</li> <li>Although no development proposal has been</li> </ul>

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
	(0.55 ha)		received, the site is under single ownership and has the potential for redevelopment. As advised by DEP, the site was considered not suitable for pure residential development due to environmental reasons. As such, the site should be retained as "CDA" to ensure adequate planning control on future redevelopment so as to address the industrial/residential interface problem of the area.

# <u>List of "CDA" Sites with No Approved MLP and Proposed for Rezoning (Total: 2, including H36 & K40)</u>

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Rezoning
H36 (Plan 23)	Site to the immediate west of the MTR Chai Wan Station, Chai Wan, Hong Kong  (0.58 ha)	9	<ul> <li>This is the Chai Wan Flatted Factory site under the ownership of Housing Authority together with the adjoining open-air public transport terminus (PTT).</li> <li>The site is subject to potential air and noise pollution generated by nearby industrial uses and rail/road traffic.</li> <li>The site was proposed to be rezoned for other uses in the review last year. Technical assessments would need to be undertaken for evaluation of the possible uses. Rezoning proposal will be submitted to the Committee for consideration in due course.</li> </ul>
K40 (Plan 24)	Eastern portion of the area bounded by Sung Wong Toi Road, To Kwa Wan Road, Mok Cheong Street, and Kowloon City Road, Ma Tau Kok, Kowloon (Zoned "CDA(3)" on OZP)  (1.45 ha)		<ul> <li>The "CDA(3)" site is under multiple ownership and also include Government land. Such designation is intended to facilitate urban renewal in Ma Tau Kok and address possible industrial/residential interface problems.</li> <li>It is currently occupied by six factory buildings, the Hong Kong Society for the Blind Factory cum Sheltered Workshop and two "G/IC" facilities. Given its size, the number of private lots and Government land (GL, on the eastern portion of the site) is involved, land assembly is an issue that impedes redevelopment.</li> <li>To enhance the prospect of implementation, consideration has been given to sub-dividing it into smaller "CDA" sites.</li> <li>The feasibility of rezoning the "CDA(3)" site into smaller "CDA" sites is being examined, i.e. to rezone the Government Land portion of the "CDA(3)" site to "CDA(4)". The proposal is now under consideration by concerned bureaux/departments. A paper proposing amendments to the approved Ma Tau Kok OZP will be submitted to MPC for consideration in due course.</li> </ul>

### List of "CDA" Sites with No Approved MLP and with Potential for Rezoning (Total: 1)

Site Ref.	Location	No. of Years	Justifications for Rezoning
No.	(Site Area)	Designated "CDA"	Justifications for Rezoning
K38	Yau Tong Industrial Area	12	• The site was first designated on 4.9.1998. To
1 to the state of	(YTIA)"CDA",		• The site was first designated on 4.9.1998. To meet objections, part of the site was rezoned to
(Dlam 25)	Kowloon		"R(E)" and the proposed amendment was
(Plan 25)			confirmed on 4.1.2000 under s.6(9) of the then
	(5.03.ba)		Town Planning Ordinance.
	(5.03 ha)		• The "CDA" zoning for the site would facilitate
			the provision of public open space and GIC
			facilities in the development to serve the local as
			well as district population. It would also provide
			more opportunities for incorporating practical
			measures to mitigate the industrial/residential
			interface problems. The "CDA" zoning is
			considered appropriate for the site taking into
		31	account the planning intention of comprehensive
	8		restructuring of the YTIA.
			• The lot owners submitted redevelopment
		9	proposals within the YTIA "CDA" zone. They
			were either rejected by the MPC or subsequently
			withdrawn by the applicants. Land assembly is
			one of the main concerns raised by the
			proponents. On-going discussion meetings with
			the lot owners are being conducted with a view to
			resolving the land ownership problems. In
			considering a rezoning request submitted by some
			of the lot owners of the CDA site to rezone part of
			the "CDA" zone to "R(E)" in February 2008,
			some TPB members suggested that PlanD might
		V	consider subdividing the CDA site into two or
	=		more smaller sites by taking into account the
			existing land ownership pattern to facilitate the early implementation of the redevelopment
			scheme.
			<ul> <li>In this regard, a draft planning report on Review</li> </ul>
187		199	of Comprehensive Development Area in Yau
			Tong Industrial Area was circulated in September
			2010. Relevant Government departments
7	1		including AFCD/Fish Marketing Organisation
			have been consulted on the development options.
	-		A revised draft proposal was circulated for
			departmental comment in early February 2011.
			The proposed amendments, after taking into
			account further departmental comments, will be
			submitted to the MPC for consideration in due
			course.
ļ	1		

<u>List of "CDA" Sites with Approved MLP and Proposed for Retention (Total: 15, including H7, H14A, H19, H39, K7, K17, K24, K26, K29, K34, K41, TW1, TW28, TW29 & TW30 )</u>

Site Ref. Location No. (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
H7 Hopewell Centre I to the west of Hop Centre bounded by Kennedy Road and Street, Wan Chai, Kong  (0.98 ha)	I, area 25 newell y d Ship	<ul> <li>Latest MLP (amendment to MLP approved on 7.1.1994) was approved on 23.6.2004.</li> <li>The developer obtained building plan approval on 26.3.2009 for a revised scheme with a reduced scale of the proposed development within the scope of Class A amendments. Land exchange for the revised scheme is being processed by LandsD.</li> <li>The "OU(CRA)" designation should be retained to ensure implementation of approved MLP and fulfilment of approval conditions.</li> </ul>
H14A (Plan 27)  J/O Fook Yum Roking Wah Road, 1 Point, Hong Kong (Zoned "CDA(1)" OZP)  (0.35 ha)	North	<ul> <li>The site was first designated "OU(CRA)" and "OU" annotated "Open Storage, Loading &amp; Unloading Area and Service Car Parking CDA" on 26.8.1983. On 1.12.2000, it was rezoned to "CDA(1)" to facilitate implementation of comprehensive development.</li> <li>The previous MLP approval expired on 9.8.2002.</li> <li>An application (No. A/H8/377) for an office development was rejected by the MPC and the TPB upon review on 1.12.2006 and 9.2.2007 respectively. The applicant has lodged an appeal to the Town Planning Appeal Board. Upon the applicant's request, the hearing of the appeal by the Town Planning Appeal Board has been deferred pending the results of the applicant's subsequent applications.</li> <li>On 4.9.2009, a planning brief for the site was endorsed by MPC.</li> <li>An application for residential development (No. A/H8/387) and an application for office development (No. A/H8/392) submitted in 2007 and 2008 respectively were deferred several times upon the request of the applicant. On 12.2.2010, the MPC decided to further defer a decision on the two applications pending the outcome of Application No. A/H8/398 which was submitted on 11.9.2009.</li> <li>On 11.9.2009, the applicant submitted a s.16 application (No. A/H8/398) for residential development which is in line with the planning brief. On 18.12.2009, the application was approved with conditions by MPC. The applicant on 18.1.2010 applied for a review of the MPC's decision to impose one of the approval conditions. The review was withdrawn by the applicant on 5.1.2011.</li> <li>On 18.12.2009, the applicant submitted another s.16 application (No. A/H8/490) for a proposed office development. On 23.4.2010, the MPC decided to defer a decision on the application pending the outcome of review of the Application No. A/H8/398.</li> <li>The Building Authority approved the general building plans for residential development in accordance with the approved MLP under</li> </ul>

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
			<ul> <li>in principle by the District Lands Conference on 8.10.2010.</li> <li>The "CDA" designation should be retained to ensure implementation of approved MLP and approval conditions.</li> </ul>
H19 (Plan 28)	Taikoo Place, 979 King's Road, Quarry Bay, Hong Kong (2.22 ha)	6	<ul> <li>On 22.8.2003, the site was rezoned to "Commercial(1)" to reflect existing developments. An objection against the rezoning on the ground that the rezoning was premature as the programme for the redevelopment of the three existing industrial buildings on the site had yet to be agreed was received. After giving considerations to the objection, the TPB decided on 5.3.2004 to partially uphold the objection by reverting the zoning of the site to "CDA". The amendment was confirmed on 9.7.2004.</li> <li>Latest MLP was approved on 9.8.1999 (first MLP for a two-phased development approved on 19.10.1990).</li> <li>Phase 1 of the development consisting of Lincoln House and Dorset House has been completed.</li> <li>The Building Authority approved the general building plans for redevelopment of Cornwall House and Somerset House into Building 2A, and Warwick House into Building 2B in accordance with the latest MLP on 6.9.1999 and 7.8.2008 respectively.</li> <li>On 4.10.2007, the applicant submitted a s.16 application for revised Phase 2 development. The application was rejected by the MPC and the TPB upon review on 14.12.2007 and 27.6.2008 respectively.</li> <li>On 8.9.2008, the applicant lodged an appeal to the Town Planning Appeal Board. Upon the applicant's request, the hearing of the appeal by the Town Planning Appeal Board has been deferred.</li> <li>The application (No. A/H21/132) for Phase 2 development. On 29.1.2010, MPC decided to defer a decision on the application pending CE in C's decision on the draft Quarry Bay OZP and the outstanding objections relating to the site. The OZP was approved by CE in C on 6.7.2010. The applicant on 3.1.2011 submitted a revised air ventilation assessment (AVA). The application was approved with conditions by the MPC on 4.3.2011.</li> <li>The "CDA" designation should be retained to ensure proper implementation of Phase 2 development.</li> </ul>
H39 (Plan 29)	Kai Yuen Street, North Point, Hong Kong (1.53 ha)	3	<ul> <li>MLP for comprehensive residential development was first approved with conditions on 14.12.2009. Amendment to approved MLP was approved with conditions on 12.2.2010.</li> <li>The Building Authority approved the general building plans for Phase 1 development on</li> </ul>

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
			<ul> <li>23.7.2010.</li> <li>On 21.10.2010, the applicant submitted a s.16A application for Class B amendments to the approved development proposal. The application was approved by MPC on 14.1. 2011.</li> <li>The "CDA" designation should be retained to ensure implementation of approved MLP and approval conditions.</li> </ul>
K7 (Plan 30)	Whampoa Garden, Hung Hom, Kowloon (18.61 ha)	7	<ul> <li>MLP for Whampoa Garden was first approved by the TPB on 19.10.1983.</li> <li>The planning intention of the "CDA" zone is to provide residential accommodation with self-contained commercial and community facilities and open space. As all the essential proposals have been completed, it was proposed to down-zone the Whampoa Garden from "CDA" to various sub-zonings of "R(A)" and "C". The draft Hung Hom OZP No. S/K9/17 which incorporated the down-zoning proposal was gazetted on 28.4.2003.</li> <li>During the statutory exhibition period of the draft Hung Hom OZP No. S/K9/17, strong local objections were received against the down-zoning of the Whampoa Garden mainly for reasons that the retention of the "CDA" zoning with the requirement of MLP submission would allow the TPB and resident through public consultation to have better control over the unique features and design of Whampoa Garden as a whole.</li> <li>The TPB upheld the objections and the Whampoa Garden was rezoned back to "CDA". The Hung Hom OZP No. S/K9/18 incorporating the "CDA" zoning of the Whampoa Garden was gazetted on 17.2.2004.</li> <li>As there are no changes in the planning circumstances, the "CDA" zoning should be retained.</li> </ul>
K17 (Plan 31)	Ex-KMB Lai Chi Kok Bus Depot, 1 Po Lun Street, Lai Chi Kok, Kowloon (1.30 ha)	17	<ul> <li>The site is held under unrestricted lease. Not lease modification is required. The approval conditions cannot be specified under the lease.</li> <li>MLP for the comprehensive residential and commercial development (known as Manhattan Hill) was first approved by MPC on 6.2.1998.</li> <li>Occupation Permit for Manhattan Hill was issued on 12.12.2006.</li> <li>The pedestrian footbridge connecting with the adjacent bus terminus and MTR Station under approval condition has been completed and opened to the public.</li> <li>An amendment to an approved scheme for comprehensive residential and commercial development for hotel at the existing Kowloom Motor Bus Headquarters within the "CDA" site was approved by the MPC on 5.9.2008.</li> <li>The "CDA" designation should be retained to ensure implementation of the proposed hote under the approved MLP and fulfilment of approval conditions of the amended CDA scheme.</li> </ul>

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
K24 (Plan 32)	Pine Crest, Tai Po Road (NKIL 3543), Cheung Sha Wan, Kowloon (0.22 ha)	12	<ul> <li>MLP was first approved by MPC on 27.11.1998 and its latest amendments were approved by the District Planning Officer/Tsuen Wan and West Kowloon under delegated authority of the then Town Planning Ordinance on 20.11.2002.</li> <li>Latest building plans were approved on 16.3.2009. Lease modification was executed on 18.4.2008.</li> <li>Development is expected to be completed by 2013.</li> <li>The "CDA" designation should be retained to ensure implementation of approved MLP and fulfilment of approval conditions.</li> </ul>
K26 (Plan 33)	West Rail, Nam Cheong Station, South West Kowloon (4.62 ha)	12	<ul> <li>MLP (Application No. A/K20/27) for comprehensive residential and commercial development was first approved by MPC on 17.12.1999 and its latest amended MLP (Application No. A/K20/104) was approved by MPC on 8.5.2009 for residential development above West Rail Nam Cheong Station.</li> <li>MTRCL had reduced the development intensity, building and podium height of the development proposal, taking into account the grave concerns of Sham Shui Po District Council (SSPDC) and the general public on the wall effect of the proposed development and the adverse impact on air ventilation in the area.</li> <li>The SSPDC was consulted on the improved MLP arising from an approval condition on 27.10.2009 and supported the improved scheme and passed a motion for early implementation of the project.</li> <li>The "CDA" designation should be retained to ensure comprehensive development at the site.</li> </ul>
K29 (Plan 34)	Guangzhou – Shenzhen – Hong Kong Express Rail Link (XRL), West Kowloon Terminus  Area bounded by Lin Cheung Road, Jordan Road, Roads D1 and D12, West Kowloon Reclamation, Kowloon  (Zoned "CDA(1)" on OZP)  (5.88 ha)	13	<ul> <li>This site is surrounded by major roads and located in the middle of several major developments including the Airport Railway Kowloon Station, West Rail Austin Station and the proposed West Kowloon Cultural District.</li> <li>A Traffic Impact Assessment was completed by CEDD in May 2008 on behalf of PlanD to examine the traffic impact if the site is developed largely for office use. It was found that pure office/commercial use within the site would generate insignificant traffic impact when compared with the planned "CDA" uses (a combination of both domestic and non-domestic uses) as stipulated on the previous OZP.</li> <li>On 29.5.2009, the site was rezoned to "CDA(1)" on the draft South West Kowloon OZP No. S/K20/23, incorporating a maximum plot ratio of 5 for 'office/commercial' uses only, and maximum building height restrictions ranging from 90 to 115mPD.</li> <li>Planning brief for the future development above West Kowloon Terminus (WKT) at the site was approved on 4.12.2009.</li> <li>MLP for topside office/commercial development was approved by MPC on 7.5.2010 with conditions.</li> </ul>

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
			<ul> <li>development was submitted to BD in early December 2010 but has yet to be approved.</li> <li>While the XRL terminus is expected to be completed by 2015, topside development is expected to be completed in phases between 2018 and 2020, subject to land disposal strategies yet to be finalised.</li> <li>The "CDA" designation should be retained to ensure implementation of approved MLP and fulfilment of approval conditions.</li> </ul>
K34 (Plan 35)	Junction of South of Proposed Inverness Road Extension and West of Junction Road, Kowloon Tong, Kowloon (1.24 ha)	13	<ul> <li>MLP was first approved by MPC on 21.2.2003 and its latest amendments were approved on 1.4.2005 for public housing and school developments. The school development has been completed.</li> <li>In mid-2008, the Committee of Housing Development agreed to return the residential portion of the subject "CDA" site to the Government for private residential development in view of its prime location in the Kowloon Tong area.</li> <li>The revised planning brief which has incorporated the latest development parameters for the private residential development within the "CDA" zone was agreed by the MPC on 24.7.2009.</li> <li>The residential portion of the "CDA" zone was sold on 3.11.2010.</li> <li>The purchaser of the site submitted a MLP application to the TPB in December 2010. The application is now being processed.</li> <li>The "CDA" designation should be retained to ensure proper development of the site and to address the urban design and landscape issues.</li> </ul>
K41 (Plan 36)	35 Clear Water Bay Road, Ngau Chi Wan, Kowloon (2.17 ha)	11	<ul> <li>MLP was first approved with conditions by MPC on 3.2.2006. Application for extension of time for commencement of development and minor amendments to the approved scheme (A/K12/34-2) was approved by D of Plan under the delegated authority of TPB on 3.2.2010 for 3 years until 3.2.2013.</li> <li>Detailed design of the development to comply with approval conditions is underway.</li> <li>The "CDA" designation should be retained to ensure implementation of approved MLP and fulfilment of approval conditions.</li> </ul>
TW1 (Plan 37)	J/O Kwok Shui Road and Cheung Wing Road, Kwai Chung, New Territories (1.23 ha)	18	<ul> <li>MLP was first approved by MPC on 17.3.2000 and an application for minor amendment to the approved MLP was approved by the District Planning Officer/Tsuen Wan and West Kowloon on 19.1.2005 under delegated authority.</li> <li>Approval conditions are yet to be complied with.</li> <li>Building plans were approved on 5.2.2005.</li> <li>The existing soy sauce factory on the site is still in operation.</li> <li>The "CDA" designation should be retained to ensure implementation of approved MLP and fulfilment of approval conditions.</li> </ul>

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Retention
TW28 (Plan38)	West Rail, Tsuen Wan West Station, Site TW5, Tsuen Wan, New Territories (5.93 ha)	12	<ul> <li>MLP was first approved by MPC on 14.1.2000 for commercial and residential development above West Rail Tsuen Wan West Station.</li> <li>The latest planning Application No. A/TW/357 for amendments to the approved MLP was approved on 29.4.2005.</li> <li>Building plans for the proposed commercial and residential development was approved by the Building Authority on 17.11.2010 (Bayside) and 23.11.2010 (Cityside).</li> <li>The proposed land exchange is being circulated for departmental comments.</li> <li>The development programme of the whole development, including Bayside and Cityside, is under review.</li> <li>The "CDA" designation should be retained to ensure implementation of approved MLP and fulfilment of approval conditions.</li> </ul>
TW29 (Plan 39)	West Rail, Tsuen Wan West Station, Site TW7, Tsuen Wan, New Territories (2.40 ha)		<ul> <li>MLP was first approved by MPC on 17.8.2001.</li> <li>The latest planning Application No. A/TW/373-1 for Class B amendments to the approved MLP was approved on 24.7.2009.</li> <li>Building plans for the subject development were approved by the Building Authority on 18.5.2010.</li> <li>Land Grant application was executed in December 2008.</li> <li>Development is under construction and is expected to be completed by 2014.</li> <li>The "CDA" designation should be retained to ensure implementation of approved MLP and compliance of all approval conditions.</li> </ul>
TW30 (Plan 40)	West Rail, Tsuen Wan West Station, Site TW6, Tsuen Wan, New Territories (1.39 ha)	12	<ul> <li>MLP was first approved by MPC on 31.3.2000.</li> <li>The latest planning Application No. A/TW/284-1 for extension of time for commencement of approved development was approved by MPC on 17.2.2006.</li> <li>Building plans for the subject development were approved by the Building Authority on 14.10.2010.</li> <li>Land Grant application is in progress.</li> <li>Development programme is currently under review by developer.</li> <li>The "CDA" designation should be retained to ensure implementation of approved MLP and compliance of all approval conditions.</li> </ul>

### List of "CDA" Sites with Approved MLP and Proposed for Rezoning (Total: 1)

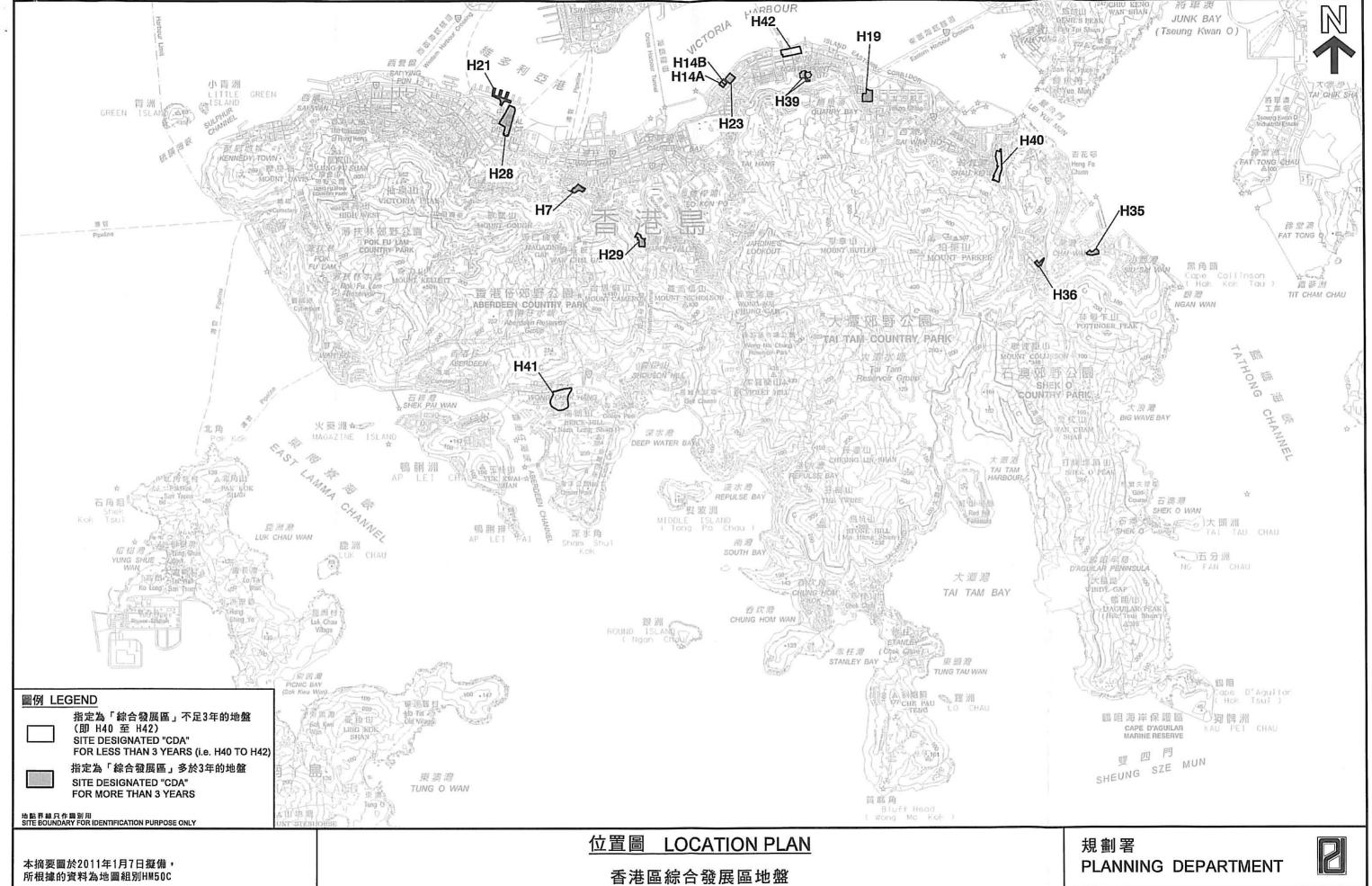
Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"		Justifications for Rezoning
H14B (Plan 41)	23 Oil Street, North Point, Hong Kong (Zoned "CDA(1)" on OZP) (0.34 ha)	(The site was first designated "OU(CRA)" and "OU" annotated "Open Storage, Loading & Unloading Area and Service Car Parking"" on 26.8.1983. On 1.12.2000, it was rezoned to "CDA(1)" to facilitate implementation of comprehensive development.)	•	Latest MLP was approved by MPC on 10.6.2005.  Lease modification has been completed. The hotel development has been completed with Occupation Permit issued by the Building Authority on 5.12.2008.  It is proposed to rezone the site to reflect the hotel use subject to compliance with some outstanding approval conditions relating to the area in the northern part of the site.  Due to resumption of the northern part of the site for the proposed Central-Wanchai Bypass project, it may not be possible to implement the approval conditions related to the resumed area. The applicant on 14.1.2011 wrote to request for deletion and varying the relevant conditions. On 4.3.2011, the MPC considered and agreed to the applicant's request. The "CDA" site can be rezoned as all the other approval conditions have been complied with.

## $\frac{List\ of\ "CDA"\ Sites\ with\ Approved\ MLP\ and\ with\ Potential\ for\ Rezoning\ (Total:\ 3,\ including\ K11,\ K14\ \&\ TW26)}$

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Rezoning
K11 (Plan 42)	Airport Railway Kowloon Station CDA Site, West Kowloon Reclamation, Kowloon (13.54 ha)	18	<ul> <li>MLP was first approved by MPC on 15.7.1994 and its latest MLP was approved by MPC on 29.7.2005.</li> <li>Lease was executed in December 2000.</li> <li>Packages 1, 2, 3, 4, 5, 6 and 7 (Phase 1) occupied.</li> <li>General Building Plans for all packages approved. Developments on site are under construction and expected to be completed by 2008-10.</li> <li>According to the Applicant, Package 7 (Phase 2) is not expected to be completed until early 2011.</li> <li>The site has the potential of rezoning to reflect the residential and commercial uses subject to completion of the office development (Package 7 – International Commerce Centre) and full compliance of the approval conditions in early 2011.</li> <li>Compliance of landscape works for the remainder of the development was submitted to LandsD and PlanD on 24.1.2011 and is subject to full compliance checking.</li> <li>The CDA has the potential for rezoning subject to compliance of the approval conditions.</li> </ul>
K14 (Plan 43)	Former Marine Police Headquarters at Salisbury Road, Tsim Sha Tsui, Kowloon (1.17 ha)	17	<ul> <li>MLP was first approved by MPC on 30.1.2004 and its latest MLP was approved by MPC on 11.11.2005.</li> <li>The site was put to tender in November 2002 and the tender was awarded on 27.5.2003. Lease was executed on 12.6.2003.</li> <li>The proposed development was completed in early 2009 with occupation permit issued on 9.2.2009. Majority of the approval conditions were complied with in January 2009. The outstanding condition on the implementation of the approved Landscape Master Plan is expected to be fully complied with in 2011.</li> <li>The site has the potential for rezoning to reflect the hotel and related tourism development subject to full compliance of all the approval conditions.</li> </ul>
TW26	TWIL 5 and Lot 429 in DD 399, Ting Kau, New	13	MLP was first approved by MPC on 3.7.1998 and its latest MLP was approved
(Plan 44)	Territories  (Zoned "CDA(1)" on OZP)		by MPC on 7.3.2005 for hotel development.  Occupation Permit was issued on 10.10.2006. TWIL 5 is held under a virtually unrestricted lease so the approval conditions cannot be included in the lease.

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Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Rezoning
	(0.64 ha)		With the exception of the provision and implementation of a pedestrian access to the reclamation area next to Lido Beach, all planning approval conditions have been fulfilled. The site has potential for rezoning to reflect the hotel use upon the compliance of the outstanding approval condition.



所根據的資料為地圖組別HM50C EXTRACT PLAN PREPARED ON 7.1.2011 BASED ON MAP SERIES HM50C 香港區綜合發展區地盤
COMPREHENSIVE DEVELOPMENT AREA SITES IN HONG KONG DISTRICT

SCALE 1:50 000 比例尺

参考編號 REFERENCE No. M/UR/11/237

