

METRO PLANNING COMMITTEE OF THE TOWN PLANNING BOARD

**MPC Paper No. 1/16
For Consideration by the
The Metro Planning Committee on 5.2.2016**

**PROPOSED AMENDMENTS TO
THE DRAFT KENNEDY TOWN & MOUNT DAVIS
OUTLINE ZONING PLAN NO. S/H1/19**

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1. Introduction

This paper is to seek Members' agreement that :

- (a) the proposed amendments to the draft Kennedy Town & Mount Davis Outline Zoning Plan (OZP) No. S/H1/19 as shown on the draft OZP No. S/H1/19A (**Attachment II**) (to be renumbered as S/H1/20 upon exhibition) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 7 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Attachment IV**) is an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zones of the draft OZP No. S/H1/19A (to be renumbered as S/H1/20 upon exhibition) and is suitable for exhibition together with the draft OZP.

2. Background

- 2.1 Taking account of the commissioning of the MTR West Island Line (WIL) in 2014 and the release of the Ex-Kennedy Town Incinerator, Ex-Abattoir sites, Ex-Mount Davis Cottage Area, the Ex-Police Married Officers Quarters and the Ex-Temporary School Site for the Hong Kong Academy to meet various community needs, the Planning Department (PlanD) has undertaken a comprehensive Land Use Review on the Western Part of Kennedy Town (the Land Use Review).
- 2.2 The area subject to the Land Use Review is bounded by Victoria Harbour in the north, Cadogan Street and Ka Wai Man Road in the east, foothill of Mount Davis in the south and the Island West Refuse Transfer Station in the west (**Plan A**). It covers a total area of about 14ha.
- 2.3 The Land Use Review had taken into account a number of considerations, including the harbour planning principles, the need of community facilities and open spaces, preservation, the land use compatibility and the housing policy as well as the views of different stakeholders.
- 2.4 Extensive public consultation activities were carried out between 2013 and 2015 and the land use proposals have been refined to address public concerns. These

consultation activities include meetings with Central and Western District Council (C&W DC), Task Force on Harbourfront Developments on Hong Kong Island (TFHK) of the Harbourfront Commission, Incorporated Owners of Cayman Rise, The Merton and Mount Davis 33, local forums organized by District Councillors for local residents and meeting with Legislative Councillor Hon Sin Chung Kai. Written submissions were also received.

- 2.5 Taking into account the views of different stakeholders, the latest housing land supply target and different community and social facilities required by government departments, the Recommended Land Use Proposal (RLUP) is provided at **Plan B**.
- 2.6 Relevant technical assessments, including Traffic Impact Assessment (TIA), Air Ventilation Assessment (AVA) and Visual Appraisal (VA), have been conducted to confirm the technical feasibility of the RLUP. Relevant bureaux and departments were consulted. They confirm that there is no insurmountable technical impact arising from the land use proposals and related development parameters in terms of traffic, environmental, sewerage, drainage, water supply, geotechnical, visual and air ventilation aspects under their purview. More detailed engineering feasibility studies for the proposed public housing development and the proposed Victoria Public Mortuary (VPM) are being conducted separately as part of their detailed design.
- 2.7 The Report on the Land Use Review on the Western Part of Kennedy Town is provided at **Attachment V**. It forms the basis for the proposed amendments to the draft Kennedy Town & Mount Davis OZP No. S/H1/19.

3. Status of the Current OZP

- 3.1 On 12.1.2010, the Chief Executive in Council (CE in C) referred the approved OZP No. S/H1/16 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP was amended twice. The first round of amendments is to incorporate building height restrictions (BHRs) for various development zones and rezoning proposals onto to the draft Kennedy Town & Mount Davis OZP No. S/H1/18 on 25.2.2011 (**Attachment Ib**). A total of 638 representations and 12 comments were received. The representations were considered and not upheld by the Board on 25.11.2011. The second round of amendment is to incorporate amendments to the Notes of the “Industrial” (“I”) zone into the draft Kennedy Town & Mount Davis OZP No. S/H1/19 on 30.6.2011 (**Attachment Ia**). 1 supporting and 1 opposing representation were received. The representations were considered and not upheld by the Board on 3.2.2012.
- 3.2 On 23.2.2012 and 24.2.2012, two judicial reviews (JR) were lodged against the Board’s decision of not upholding a representation submitted by the Real Estate Developers Association of Hong Kong, which objected to the imposition of BHRs in general. The Court granted leaves to the two JRs and an interim stay of the submission of the OZPs to CE in C for approval on 28.2.2012 in respect of the draft Kennedy Town & Mount Davis OZP No. S/H1/18 and the draft Kennedy

Town & Mount Davis OZP No. S/H1/19. The date of hearing of the JRs is yet to be fixed.

4. Proposed Amendments to the OZP

- 4.1 The proposed amendments to the OZP are grouped into the following categories:
- (a) waterfront park and open space;
 - (b) commercial, leisure and tourism-related uses at the waterfront;
 - (c) residential developments;
 - (d) GIC facilities;
 - (e) road and junction improvements; and
 - (f) other miscellaneous amendment items.

They are elaborated in the following paragraphs.

Waterfront Park and Open Space

Amendment Item A1 (Plans C1 and D1 to D3)

- 4.2 The site is a large stretch of government land (about 1.66ha) fronting the harbour and located to the west of Cadogan Street. It is currently occupied by the temporary works area for MTR Corporation Limited (MTRC) and the Highways Department (HyD), the salt water pumping station and the VPM. They render the waterfront inaccessible by the public.
- 4.3 Opportunity has been taken to phase out these existing uses to enhance the harbourfront environment and provide new open spaces in the form of spacious and vibrant waterfront area for public enjoyment.
- 4.4 There are also four unused piers. Two of the piers to the west used to serve the Ex-Kennedy Town Incinerator and Abattoir. The remaining two were for loading/unloading activities in the area. The four piers will be incorporated into the OZP to form part of the waterfront promenade while reviving their pier function for marine access.
- 4.5 Small scale kiosks and alfresco dining facilities are proposed to add vibrancy of the waterfront. In line with the Hong Kong Planning Standards and Guidelines (HKPSG), the building site coverage for the waterfront promenade should be 10% or less and developments at the waterfront should be low-rise.
- 4.6 Item A1 is to reflect the above proposal by rezoning part of the “Undetermined” (“U”) zone into “O(1)”.
- 4.7 Similar to other “O” zones, the planning intention for the new sub-zone “O(1)” is primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. In particular, the “O(1)” will provide leisure and recreation uses with

ancillary commercial facilities for public enjoyment. ‘Pier’ use is proposed to be as of right in the “O(1)” zone to revive the function of these piers.

Amendment Item A2 (Plans C1 and E1 to E3)

- 4.8 The existing Kennedy Town Bus Terminus and part of the Kennedy Town Bus Terminus Sitting-out Area on government land (0.08ha) are proposed for open space use under the Land Use Review. The proposed open space will provide a linear space linking up the NBA at the proposed public housing site to the south of Victoria Road and the building gap at the China Merchants Group (CMG)’s site to enhance the visual and air permeability and improve the living environment.
- 4.9 There are two Old and Valuable Trees (OVTs) in the existing sitting-out area (**Plan J1**), which would be protected according to the Environment, Transport and Works Bureau Technical Circular (Works) No. 29/2004 Registration of Old and Valuable Trees, and Guidelines for their Preservation. The layout design of the proposed open space and the adjacent proposed residential development (Item C3) should avoid disturbance to the tree protection zone of the OVTs to be determined by relevant departments.
- 4.10 Item A2 is to reflect the above proposal by rezoning part of the “U” zone and area shown as ‘Road’ to “O”.

Amendment Item A3 (Plans C1 and F1 to F3a)

- 4.11 The major portion of the existing Kennedy Town Temporary Recreation Ground (0.57ha) in the western end of Sai Ning Street is now under the management of Leisure and Cultural Services Department. It is proposed to be retained as an open space for active recreational purpose.
- 4.12 Item A3 is to reflect the above proposal by rezoning part of the “U” zone to “O”.

Commercial, Leisure and Tourism Related Uses at the Waterfront

Amendment Item B (Plans C1 and G1 to G3)

- 4.13 The CMG’s godowns and wharf together with its pier at 18 Sai Ning Street (about 1.35ha) is held under Inland Lot (IL) No. 8623, which was granted by way of private treaty grant for godown and cargo handling pier for a term of 75 years from 21.5.1985. It is now occupied by two existing godown buildings with a GFA of about 46,323m². The BHs of the two existing godown buildings are about 64mPD (west) and 84mPD (east).
- 4.14 In order to provide incentive to phase out the two incompatible industrial uses, the Land Use Review proposes the site for commercial, leisure and tourism-related uses. The proposal can make better use of the pier for marine access and the waterfront setting while promoting vibrancy and diversity to the harbourfront. A 12m wide pedestrian linkage along the waterfront is proposed to connect the waterfront open spaces at its two ends. The proposed commercial, leisure and tourism-related uses are also in line with the recommendation of the Report on 2014 Area Assessment of Industrial Land in the Territory conducted by PlanD.

- 4.15 In view of the prominent waterfront location at this western entrance to the Victoria Harbour, it is important to provide appropriate control on the building bulk and development intensity. A maximum GFA of 46,446m², a BH of 70mPD at the land portion and 2 storeys at the pier portion is proposed to avoid out-of-context and incompatible developments while respecting the existing lease provision.
- 4.16 Item B is to reflect the above proposal by rezoning the site from “OU(Pier)” and “I” to “OU(Commercial, Leisure and Tourism Related Uses)” with restrictions on GFA, BH and width of promenade as mentioned in paragraph 4.15. The new zone will allow commercial, leisure and tourism-related uses under Column 2 of the Notes of the OZP so that the compatibility of the future development at this prominent harbourfront location can be ensured through planning permission. Minor relaxation clause for the relaxation of the proposed development restrictions on GFA, BH and width of the waterfront promenade is also proposed.

Residential Developments

- 4.17 The Long Term Housing Strategy targets to provide 480,000 units in the coming 10 years with a 60:40 split for public and private housing. In order to increase and expedite housing land supply in the short and medium-term, there is a need to optimize the use of developed area in the existing urban areas and new towns, as well as the urban fringe in the vicinity of existing infrastructures. In this connection, the Land Use Review recommends four sites for residential purposes. One of which is public housing site (Amendment Item C1) and the remaining three are private housing sites (Amendment Items C2 to C4). In total, they can provide about 2,340 public and 1,000 private housing units to meet the pressing housing demand.

Amendment Item C1 (Plans C1, H1 to H3) – Phases 1 and 2 of the Proposed Public Housing Site to the South of Victoria Road

- 4.18 The hillside of Mount Davis to the south of Victoria Road, comprising the Ex-Temporary School Site for the Hong Kong Academy, the Ex-Police Married Officers Quarters at Ka Wai Man Road and the Ex-Mount Davis Cottage Area (about 2.88 ha) is entirely government land and proposed for public housing development in two phases. Phase 1 is at the eastern end, close to Ka Wai Man Road while Phase 2 is the remaining area in the west. The two proposed access/exit points will be via Ka Wai Man Road and Victoria Road. Housing Department (HD) and Civil Engineering and Development Department (CEDD) are now carrying out detailed engineering feasibility for the development.
- 4.19 Taking into account the housing policy, the surrounding context in terms of land use, development intensity and height, infrastructural capacity, technical feasibility and various community needs, a maximum GFA of 120,000m² (equivalent to a PR of 6 based on net site area), providing an estimated total of about 2,340 housing units is proposed. A stepped building height profile, descending from a maximum BH of 140mPD in the east to 65mPD in the west and to 100mPD and 70mPD to the north, is proposed.

- 4.20 A total of 25 public light goods vehicle (LGV) parking spaces as requested by the Transport Department (TD) would be incorporated into the public housing development. Besides, premises-based community and social welfare facilities will also be provided. The details of the Government, institution and community (GIC) facilities to be provided will be determined during implementation stage between HD and the Social Welfare Department (SWD). To allow flexibility in the provision and design, these facilities are proposed to be exempted from the permissible GFA allowed under the OZP.
- 4.21 The proposed residential development is not incompatible with the surrounding developments, which are primarily high-rise residential in nature.
- 4.22 Item C1 is to reflect the above proposal by rezoning part of the current “U”, “OU” annotated “Petrol Filling Station” (“OU(PFS)”), “Government, Institution or Community” (“G/IC”), “Green Belt” (“GB”) zones to “Residential (Group A)5” (“R(A)5”) to guide the public housing development.

Amendment Item C2 (Plans C1 and I1 to I3) – Proposed Private Housing Site at the Junction of Victoria Road and Cadogan Street

- 4.23 The site (0.91 ha) is currently occupied by the Cadogan Street Temporary Garden, a temporary car park and a refuse collection point (RCP).
- 4.24 Taking into account the housing policy, the surrounding context in terms of land use, development intensity and height, infrastructural capacity, technical feasibility and various community needs, the site is proposed for private residential development with a maximum GFA of 59,150m², which is equivalent to a PR of 6.5. The stepped BH of 120mPD and 40mPD for the eastern and western portion of the site are proposed respectively to allow a transition from the existing developments of about maximum 170mPD to its east to a 8-storey school development to its west as well as about maximum 140mPD to its south. The future developer is encouraged to add a building step in between for a more gradual transition under the height restriction of lease.
- 4.25 The proposed private residential development is not incompatible with its surrounding developments, which are primarily high-rise residential in nature.
- 4.26 A ground floor public transport terminus (PTT) of a maximum GFA of 7,000m² is proposed to consolidate the two nearby PTTs at Sai Ning Street and Shing Sai Road and hence releasing the sites for residential and open space development respectively. Besides, not less than 70 and 50 public parking spaces for private car and lorry respectively would be required to address the insufficient parking spaces within the local area. All car parking facilities shall be provided in basement level(s) to minimise podium development.
- 4.27 A public toilet and the aforesaid RCP affected by the Land Use Review shall be reprovisioned in this site. Besides, additional premises-based GIC facilities are proposed to be incorporated into the future developments and the detailed GIC requirements in terms of use and GFA required shall be incorporated into the lease condition. To allow flexibility in the future design, the provision of the PTT,

basement public and lorry park, public toilet, RCP and other GIC facilities shall be permitted under Column 1 and exempted from the GFA calculation.

- 4.28 Item C2 is to reflect the above proposal by rezoning part of the “U” and “O” zones to “R(A)6” with GFA and BH restrictions.

Amendment Item C3 (Plans C1 and J1 to J3a) – Proposed Private Housing Site bounded by Sai Ning Street to the North and East and Victoria Road to the South

- 4.29 The site (0.23 ha) is a piece of government land occupied by the Kennedy Town Bus Terminus, a public toilet and part of the adjoining sitting-out area.

- 4.30 Taking into account the housing policy, the surrounding context in terms of land use, development intensity and height, infrastructural capacity and technical feasibility, the site is proposed for private residential development. It will be available for development after the relocation of the bus terminus and the public toilet to the proposed residential development at the junction of Victoria Road to Cadogan Street (Item C2) and relocation of the arch and foundation stone of the Tung Wah Smallpox Hospital to the proposed waterfront park.

- 4.31 The maximum BH is proposed at 100mPD taking into account the BHR of the surrounding residential development and the stepped height profile from the hinterland of 140mPD towards the waterfront with maximum BH of 70mPD. The maximum PR of the site to be achieved is subject to the Building (Planning) Regulations (B(P)R). The layout design of the proposed residential development should not disturb the tree protection zone of the OVTs located in the adjacent open space. The proposed private residential development is not incompatible with its surrounding developments, which are primarily high-rise residential in nature.

- 4.32 Item C3 is to reflect the aforementioned proposal by rezoning the “U” zone to “R(A)” with BH restriction.

Amendment Item C4 (Plans C1, J1, J2 and J3b) – Proposed Private Housing Site in between Kwong Ga Factory Building and Huncliff Court

- 4.33 The site (0.05ha) is occupied by the Food and Environmental Hygiene Department (FEHD)'s temporary cleansing depot and HyD's works area under road maintenance contract.

- 4.34 Taking into account the housing policy, the surrounding context in terms of land use, development intensity and height, infrastructural capacity, technical feasibility, the site is proposed for private residential development. Although there is an existing factory building in its vicinity, its uses are non-polluting and that site has been zoned as “Residential (Group E)” (“R(E)”) with a view to phasing out its industrial operations and facilitating its redevelopment into residential use. The proposed rezoning of the current “U” zone to “R(A)” is considered not incompatible.

- 4.35 The maximum BH is proposed at 100mPD for reasons same as Amendment Item C3. Similarly, no PR and GFA control is imposed on the OZP. The maximum PR of the site to be achieved is subject to B(P)R .

- 4.36 Item C4 is to reflect the above proposal by rezoning the “U” zone to “R(A)” with BH restriction.

GIC Facilities

Amendment Item D1 (Plans C1 and K1 to K3) – Proposed School

- 4.37 The site (0.62ha) is located at the junction of Sai Ning Street and Victoria Road. There are currently a temporary bus depot and a temporary car park on this piece of government land. The bus depot will be relocated to a site underneath the flyover at Connaught Road West under a short term tenancy (STT). The public car and lorry parking spaces will be provided in the basement of the private residential site under Item C2 after the land use restructuring within the review area.
- 4.38 According to the advice of the Education Bureau (EDB), there is a deficit of one primary school for the C&W District. A 30-classroom primary school is therefore proposed to meet the educational needs. A maximum BH of 8 storeys is proposed for the school. Next to the proposed school are the waterfront park and a group of GIC facilities including Kennedy Town Jockey Club Clinic and HKSCHK St Luke’s Church Pastoral Centre on the other side of Victoria Road. This will create a cluster of low-rise facilities, thus retaining the visual openness and permeability of the local area. The GIC cluster would also serve as an important visual relief for the surrounding high-rise residential developments.
- 4.39 Item D1 is to propose rezoning part of the current “U” zone to “G/IC” with BHR to facilitate the school development.

Amendment Item D2 (Plans C1 and L1 to L3) – Proposed Salt Water Pumping Station

- 4.40 The site (0.09ha) is currently a sitting-out area at the western end of the Kennedy Town Temporary Recreation Ground and to the east of the Island West Refuse Transfer Station. The existing salt water pumping station occupies a waterfront location to the immediate east of CMG’s godown. In order to enable development of a continuous waterfront for public enjoyment, it is proposed to relocate that pumping station to the end of the waterfront promenade.
- 4.41 Water Supplies Department (WSD) had made an effort to explore a sunken and semi-sunken design, but both were confirmed not practicable. As compared with the conventional design of 2-storey pumping station, WSD now proposes a 1-storey structure on ground. Further mitigation measures could be considered at the detailed design stage to help blend in the pumping station with the surrounding promenade including set back from the shoreline to allow public access.
- 4.42 Item D2 is to reflect the above proposal by rezoning part of the “U” and the “OU” annotated “Uses Related to Underground Refuse Transfer Station” (“OU(Uses Related to Underground Refuse Transfer Station)”) zone to “G/IC” with BHR.

Amendment Item E (Plans C2 and M1 to M4) – Proposed Reprovisioning of VPM

- 4.43 The site is located to the further west of Victoria Road away from the existing residential neighbourhood. It consists of two parcels of government land. The

eastern portion (0.56 ha) is an existing cavern (in a form of tunnel) zoned “GB” and was used by MTRC as a magazine site for the construction of WIL. The only entrance to the cavern is located at the current “R(C)3” site, i.e. the western portion (0.29ha), via two tunnels underneath Victoria Road. It is currently used by HyD as temporary works areas under Temporary Government Land Allocation.

- 4.44 The site is identified for relocating the existing VPM to facilitate the waterfront park development as well as an upgraded facility at the new location.
- 4.45 According to the Department of Health, the new VPM is a 4-storey building at the “R(C)3” site and ancillary facilities within the cavern to minimize the building bulk and visual impacts. The PR of the new VPM building at the “R(C)3” site is about 3.25 and its BH is about 60mPD. Taking the advantage of the level difference between Victoria Road and the site level of the “R(C)3” site, only two storeys (about 12m) of the new VPM building would be above Victoria Road. Being located away from the existing residential neighbourhood along Victoria Road and largely shielded off by vegetation in the vicinity and the proposed landscaped planting at the entrance of the site, the proposed VPM is considered not unacceptable at the location.
- 4.46 Item E is to reflect the above proposal by rezoning the “R(C)3” and “GB” zones to “OU(Public Mortuary)” and “GB(2)” zones respectively. The new zoning of “OU(Public Mortuary)” with a BHR of 60mPD is proposed for the western portion of the site. The new sub-zone of “GB(2)” is proposed for the cavern site.

Road and Junction Improvements

Amendment Item F (part) (Plans C3, N1a, N1b, N2a, N2b, N3a, N3b, and N3c)

- 4.47 TD carried out a traffic review and confirmed that the performance of the key junctions within the review area and its vicinity is acceptable in 2027 (3 years after all the proposed developments under the Land Use Review have been implemented) subject to the following road and junction improvement works:

- (a) construction of a new access road to connect Victoria Road and Cadogan Street for diversion of Central-bound traffic; closing of the eastbound lane of Victoria Road at the junction of Victoria Road/Belcher’s Street/Cadogan Street junction to enhance the junction performance; and the prohibition of right turning movement from Ka Wai Man Road to Victoria Road;
- (b) widening of a section of Victoria Road between Cadogan Street and the access road to the Island West Refuse Transfer Station;
- (c) signalization of the new access road/Catchick Street/Cadogan Street junction;
- (d) signalization of Victoria Road/Sai Ning Street junction; and
- (e) signalization of Victoria Road/new access road junction.

- 4.48 Interim traffic improvement measures including removing the western arm of pedestrian crossing at Belcher's Street/Sands Street junction, signalling adjustment at the junction of Victoria Road/Belcher's Street/Cadogan Street and widening of a section of Ka Wai Man Road for provision of a new layby would be implemented to enhance the road capacity before the population intake of the public housing development.
- 4.49 The Level-of-Services (LOS) of the footpaths of Ka Wai Man Road were also assessed. With LOS of at least B, the walking environment of Ka Wai Man Road footpaths is acceptable in 2027.
- 4.50 Item F is mainly to reflect the proposed road works and traffic improvement measures as identified necessary in the TIA for the western part of Kennedy Town in support of the proposed land uses by rezoning portions of the "U", "O", "OU(PFS)" and "G/IC" zones to areas shown as 'Road'.

Other Miscellaneous Amendments

- 4.51 Apart from the zoning amendments to reflect the land use proposals of the Land Use Review, opportunity is also taken to rationalize some zonings and restrictions on the OZP.

Amendment Item F (part) (Plans C3, N1b, N2b, and N3d)

- 4.52 A small triangular strip of land located to the south of the Kennedy Town Temporary Recreation Ground and to the western end of Sai Ning Street is currently part of Sai Ning Street. It is proposed to rezone it from "U" to an area shown as 'Road' to reflect the existing road alignment.

Amendment Item G (Plans C4 and O1 to O3)

- 4.53 Two sea areas (with site areas of about 645m² and 353m² in the eastern and western portion respectively) fronting the waterfront in the western part of Kennedy Town are proposed to be excised from the planning scheme area. The two areas were zoned "G/IC" on the first statutory plan covering the Kennedy Town & Mount Davis area exhibited on 31.10.1986 as water works reserves for an existing and possible salt water pumping station. Subsequently, on 25.2.2011, the two areas were rezoned from "G/IC" to "U" on the draft Kennedy Town & Mount Davis OZP No. S/H1/18 as there was no longer plan for the water works within the two areas and the future land uses of the larger area were being examined in the Land Use Review. The two areas have remained to be areas of sea until now and no proposal is made under the Land Use Review. It is proposed to excise the two sea areas from the planning area. Policy directive has been sought on the excision.

Amendment Item H (Plans C4 and P1 to P3)

- 4.54 An existing pier (about 0.004ha) is located at the junction of the New Praya, Kennedy Town and Davis Street and currently managed by the Government Property Agency. The pier has been in existence prior to the publication of the first Kennedy Town & Mount Davis OZP but has not been covered by the OZP. It was mainly to provide facilities for loading/unloading activities along the coastal area of Kennedy Town. To ensure proper statutory planning control over future

development/redevelopment and to reserve land for pier use in case of future need, the existing pier is proposed to be retained and be incorporated into the planning scheme area of the OZP. Policy directive has been sought to the incorporation of the pier into the planning scheme area. It is proposed to rezone the pier to “OU(Pier)” with the stipulation of BHR of 1 storey.

- 4.55 Upon the rezoning of the CMG’s wharf (part of Item B) from “OU(Pier)” to “OU(Commercial, Leisure and Tourism Related Uses)”, the subject pier is the only pier zoned “OU(Pier)” under this OZP. The Notes of the OZP for “OU(Pier)” are amended according to its site context and planning intention.

Amendment Item J (Plans C4 and Q1 to Q3)

- 4.56 Four portions of land (about 1.84ha) generally located to the east and south of the proposed public housing site and at the foothill of Mount Davis are proposed to be rezoned from “U” to “GB”. This is intended to reflect the existing green environment at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities.

Amendment Item K (Plans C4 and R1 to R3)

- 4.57 An existing vent shaft for the WIL (about 0.02 ha) is located to the southwest of Ka Wai Man Road to the south of the proposed public housing site. As the WIL scheme is authorised under the Railways Ordinance, the development of the vent shaft is deemed to be approved under the Town Planning Ordinance. In order to reflect the existing use and the as-built structure of this site, it is proposed to rezone the land from “U” to “OU” annotated “MTR Ventilation Building” (“OU(MTR Ventilation Building)”) with the stipulation of a maximum BH of 1 storey. The “OU(MTR Ventilation Building)” is a new designated zone on the OZP.

Amendment Item A4 (Plans C1, F1, F2 and F3b)

- 4.58 The site (about 0.01ha) is part of the public open space provided by the private residential development i.e. The Sail at Victoria. To reflect the existing lease boundary for The Sail at Victoria and the existing public open space use, it is proposed to rezone the area from “OU(Uses Related to Underground Refuse Transfer Station)” to “O”.

Amendment Item L (Plans C4 and R1 to R2)

- 4.59 The site (about 0.02 ha) is located to the west of the Kennedy Town Temporary Recreation Ground and to the western end of Sai Ning Street. It falls within the Island West Refuse Transfer Station of the Environmental Protection Department (EPD). To reflect the existing lease boundary and to tally with the existing land use zoning of the Island West Refuse Transfer Station of EPD, it is proposed to rezone the area from “U” to “OU(Uses Related to Underground Refuse Transfer Station)” with the stipulation of BHR of 6 storeys.

Amendment Item M (Plan C4 and Q1 to Q2)

- 4.60 The site (about 0.33 ha) is located to the south of the Island West Refuse Transfer Station of EPD and Victoria Road. It forms part of the existing underground Island West Refuse Transfer Station. To reflect the existing use and the government allocation boundary, it is proposed to rezone the area from “U” to

“Green Belt (1)” (“GB(1)”), where underground refuse transfer station is always permitted.

5. Amendments to Notes and ES of the OZP

Amendments to the Notes and ES of the “Residential (Group C)1” (“R(C)1” Zone

5.1 On 23.3.2012, the Board considered the findings of the “Review of the Stepped Street Sites on Hong Kong Island”. The Board noted that it had been stated in the Notes and ES that the development restrictions of “R(C)” zones covering the stepped street sites were imposed mainly due to the lack of vehicular access and fire safety concerns. However, with enhanced fire safety measures, fire fighting is no longer a concern. Yet, the lack of on-site loading/unloading facilities and the cumulative traffic impact arising from more intensive developments are relevant. Given the special context of these sites, the planning intention should be to maintain low to medium-rise character. The current development restrictions on these sites help preserve the existing character/ambience and avoid intensive development which may result in adverse traffic and environmental impacts. Hence, upon redevelopment of these sites, considerations should be given to the local character, terrace ambience, heritage value, visual, air and traffic considerations, where appropriate. The Board agreed to the recommendations of the “Review of the Stepped Street Sites” as follows:

- (a) the current development restrictions, i.e. maximum PR of 5 and maximum 12 storeys, should be maintained for all the stepped street sites;
 - (b) the planning intention of the concerned “R(C)” zones as stated in the Notes and ES of the relevant OZPs should be suitably revised to set out the latest planning considerations relevant to the redevelopment of these sites. The wording related to fire safety concerns and limited emergency vehicular access would be deleted;
 - (c) to avoid out-of-scale development, the “relaxation” clause should be revised to a “minor relaxation” clause. Each application will be considered by the Board based on individual merits; and
 - (d) to prevent the major stepped streets and terraces from being built over, the concerned areas would be excised from the “R(C)” zones and shown as ‘Road’ on relevant OZPs.
- 5.2 For the Kennedy Town & Mount Davis OZP, there are already PR and BH restrictions; “minor relaxation” clause; and stepped streets and terraces have not been included in the “R(C)1” zone. As such, the current round of OZP amendment will only need to follow up the recommendation (b). The Notes and ES for the “R(C)1” zone of the OZP are revised to clarify the planning intention (page 9 of **Attachments III** and page 11 of **Attachment IV**).

Amendments to the Notes of “R(E)” Zone to Facilitate Art Development

- 5.3 With a view to supporting art development, relevant bureau and departments have investigated the feasibility of allowing ‘Art Studio’ in the industrial and Industrial-Office (I-O) buildings. As the key concern is on fire safety, ‘Art Studio’ is considered acceptable in the industrial and I-O buildings if it does not involve direct provision of services or goods (e.g. hobby classes, seminars and sales of goods, art gallery and venue for rehearsal for art performance). The proposal was generally supported by the stakeholders with no objection from concerned Government departments. To take forward the above proposal, it is proposed to incorporate ‘Art Studio’ (excluding those involving direct provision of services or goods) as a Column 1 use in the Schedule II of the “R(E)” zone. As ‘Art Studio’ is currently subsumed under the use ‘Place of Recreation, Sports or Culture’, corresponding amendment will also be made and ‘Art Studio’ (excluding those involving direct provision of services or goods) will be incorporated into the Definition of Terms and the Master Schedule of Notes when opportunity arises.
- 5.4 In view of the above recommendation, the Notes of the OZP are revised accordingly (page 12 of **Attachment III**).

Amendments to ES to Indicate the Building Gaps and Non-building Areas

- 5.5 In line with the Expert Evaluation on AVA for the western part of Kennedy Town (AVA (EE)) under the Land Use Review (Appendix III of **Attachment V**), the following building gaps and NBAs are proposed:
- (a) to provide a linear space connecting the harbour in the north and the Mount Davis in the south for wind penetration and to retain the existing visual permeability and avoid wall-like development on the elongated waterfront site of CMG (Amendment Item B), a NBA of 30m is proposed at the land portion of the site. The proposed width aligns with the width of the pier attaching to the shore;
 - (b) two building gaps of 15m wide above podium and a NBA of 15m wide on ground level are proposed at the public housing site to the south of Victoria Road (Amendment Item C1); and
 - (c) a building gap of 15m wide is proposed above the podium of the private housing development at the junction of Victoria Road and Cadogan Street (Amendment Item C2).
- 5.6 It is proposed that within the NBA, no above ground structure is allowed except for minor structures with high air porosity, such as covered walkway and elevated footbridge. Below ground structure is allowed within the NBAs.
- 5.7 It is also proposed that quantitative AVA should be conducted by the project proponents of the proposed public housing site (Item C1) and the proposed private development site (Item C2) to further optimise the local air ventilation environment and to demonstrate the future development proposal would not have

any significant or unacceptable air ventilation impact in the vicinity. Exact alignment of the building gap is subject to the findings of the detailed AVA.

- 5.8 The proposed building gaps and NBAs and quantitative AVA requirements are proposed to be incorporated into the ES of the OZP to guide the future development. The requirements for the provision of building gaps and NBAs would be stipulated in the lease condition for private developments or planning brief for public housing development.

6. Provision of GIC Facilities and Open Space

- 6.1 The planned population in the Kennedy Town and Mount Davis area is about 90,600 (including the proposed residential developments under Amendment Items C1 to C4). According to the planned population, the overall provision of GIC facilities, including district police station, divisional police station, clinic/health centre, magistracy, integrated children and youth services centre, integrated family services centre, library, sports centre, sports ground/sports complex and swimming pool, is adequate. However, according to EDB, an additional 30-classroom primary school is required in the C&W District to meet the educational needs in the district. In this regard, a site is reserved at the junction of Sai Ning Street and Victoria Road for the provision of a primary school.
- 6.2 There are about 56ha of open space, including about 16.99ha local open space and 39.19ha district open space in the C&W District. While there is an overall deficit of local open space by 8.05ha, the district open space amounts to a surplus of 14.16ha, rendering the total provision of open space in compliant with the HKPSG. Notwithstanding the overall surplus, according to the latest population projection, the land use proposals would generate an additional population of about 8,500 persons. The total additional open space area resulted from the land use proposals is more than 17,000m². The planned provision of additional open space can provide more than the open space requirement arising from the additional population. Besides, upon demolition of the Cadogan Street Temporary Garden (about 5,800m²), an equivalent amount of open space would be reprovisioned within the review area in the future.
- 6.3 Besides, a composite block will be provided at the proposed public housing site for social welfare facilities, including an elderly centre and a children and youth centre, as required by the SWD. In addition, further GIC and/or social welfare facilities, e.g. residential care home for the elderly, are planned at the private residential site bounded by Victoria Road, Cadogan Street and the proposed new access road. The actual requirement of the social welfare facilities is to be confirmed by SWD in the detailed design stage.
- 6.4 No other departments have requested for sites for other GIC facilities in the review area.

7. Minor Boundary Adjustments

Opportunity has been taken to rectify minor discrepancies by slightly adjusting the zoning boundaries to reflect existing developments and these adjustments would not have any material implications on the land use zonings.

8. Proposed Amendments to Matters Shown on the Plan

The proposed amendments as shown on the draft Kennedy Town & Mount Davis OZP No. S/H1/19A (**Attachment II**) are as follows:

8.1 Item A1 (about 1.66 ha)

Rezoning of a piece of land along the waterfront to the west of Cadogan Street from “U” to “O(1)” and incorporation of four piers fronting an area to the west of Cadogan Street into the planning scheme area and, zoning that area to “O(1)” in accordance with paragraphs 4.2 to 4.7 above.

8.2 Item A2 (about 0.08 ha)

Rezoning of a site forming part of the existing Kennedy Town Bus Terminus and part of the Kennedy Town Bus Terminus Sitting-out Area along Victoria Road from an area zoned “U” and shown as ‘Road’ to “O” in accordance with paragraphs 4.8 and 4.10 above.

8.3 Item A3 (about 0.57 ha)

Rezoning of part of the existing Kennedy Town Temporary Recreation Ground from “U” to “O” in accordance with paragraphs 4.11 and 4.12 above.

8.4 Item A4 (about 0.01ha)

Rezoning of an area within the public open space adjoining The Sail at Victoria from “OU(Uses Related to Underground Refuse Transfer Station)” to “O” in accordance with paragraph 4.58 above.

8.5 Item B (about 1.35 ha)

Rezoning of a site currently occupied by wharf and godown facilities to the east of the Kennedy Town Temporary Recreation Ground from “OU(Pier)” and “I” to “OU(Commercial, Leisure and Tourism Related Uses)” with the stipulation of BHR of 10mPD and 70mPD in accordance with paragraphs 4.13 to 4.16 above.

8.6 Item C1 (about 2.88ha)

Rezoning of a site covering the area to the south of Victoria Road and the west of Ka Wai Man Road from “U”, “OU(PFS)”, “G/IC”, “GB” to “R(A)5” with the stipulation of BHR of 140mPD (eastern portion) and 65mPD (western portion) in accordance with paragraphs 4.18 to 4.22 above.

8.7 Item C2 (about 0.91ha)

Rezoning of a site bounded by Victoria Road, Cadogan Street and the proposed new access road from “U” and “O” to “R(A)6” with the stipulation of BHR of 120mPD (eastern portion) and 40mPD (western portion) in accordance with paragraphs 4.23 to 4.28 above.

8.8 Item C3 (about 0.23ha)

Rezoning of a site bounded by Sai Ning Street to the north and east and Victoria Road to the south from “U” to “R(A)” with the stipulation of BHR of 100mPD in accordance with paragraphs 4.29 to 4.32 above.

8.9 Item C4 (about 0.05ha)

Rezoning of a site bounded by Victoria Road and Sai Ning Street to the west of Kwong Ga Factory Building from “U” to “R(A)” with the stipulation of BHR of 100mPD in accordance with paragraphs 4.33 to 4.36 above.

8.10 Item D1 (about 0.62ha)

Rezoning of a site bounded by the proposed new access road to the east, Victoria Road to the south and Sai Ning Street to the west from “U” to “G/IC” with the stipulation of BHR of 8 storeys in accordance with paragraphs 4.37 to 4.39 above.

8.11 Item D2 (about 0.09ha)

Rezoning of part of the existing Kennedy Town Temporary Recreation Ground from “OU(Uses Related to Underground Refuse Transfer Station)” and “U” to “G/IC” with the stipulation of a maximum BH of 1 storey in accordance with paragraphs 4.40 to 4.42 above.

8.12 Item E (about 0.85ha)

Rezoning of areas to the west of Hong Kong Island on Victoria Road from “R(C)3” to “OU(Public Mortuary)” with the stipulation of BHR of 60mPD and “GB” to “GB(2)” in accordance with paragraphs 4.43 to 4.46 above.

8.13 Item F (about 0.74ha)

Rezoning of 5 strips of land along Cadogan Street, Victoria Road, Sai Ning Street and Ka Wai Man Road from “U”, “O”, “OU(PFS)” and “G/IC” to areas shown as ‘Road’ in accordance with paragraphs 4.47 to 4.50 and 4.52 above.

8.14 Item G (about 0.1ha)

Excision of two areas of sea fronting the waterfront in the western part of Kennedy Town from the planning scheme area in accordance with paragraph 4.53 above.

8.15 Item H (about 0.004ha)

Incorporation of an existing pier at the junction of the New Praya, Kennedy Town and Davis Street into the planning scheme area, and zoning the pier to “OU(Pier)” with the stipulation of BHR of 1 storey in accordance with paragraphs 4.54 to 4.55 above.

8.16 Item J (about 1.84ha)

Rezoning of four portions of land to the south of Victoria Road and at the foothill of Mount Davis from “U” to “GB” in accordance with paragraph 4.56 above.

8.17 Item K (about 0.02ha)

Rezoning of an area to the further south-west of Ka Wai Man Road from “U” to “OU(MTR Ventilation Building)” with the stipulation of BHR of 1 storey in accordance with paragraph 4.57 above.

8.18 Item L (about 0.02ha)

Rezoning of an area located to the west of the Kennedy Town Temporary Recreation Ground and to the western end of Sai Ning Street from “U” to “OU(Uses Related to Underground Refuse Transfer Station)” with the stipulation of a maximum BH of 6 storeys in accordance with paragraph 4.59 above.

8.19 Item M (about 0.33ha)

Rezoning of an area to the south of the Island West Refuse Transfer Station and Victoria Road from “U” to “GB(1)” in accordance with paragraph 4.60 above.

9. Proposed Amendments to the Notes of the OZP

9.1 Amendments to the Notes of the OZP are proposed as follows:

- (i) revision to the covering Notes to delete the provision for the “U” zone;
- (ii) the Notes of the “R(A)” zone is updated to include specific uses for sub-zones “R(A)5” and “R(A)6”, remarks for sub-zone “R(A)5” and “R(A)6” with respective GFA and BH restrictions and corresponding amendments to exemption clause on maximum GFA for the sub-zone “R(A)5” and “R(A)6”;
- (iii) amendments to the exemption clause on maximum GFA in the remarks for “R(A)” zone, on maximum PR in the remarks for “R(B)” zone, on maximum PR and SC for “R(C)” zone and on maximum PR for “R(C)1” zone to clarify that exemption of caretaker’s quarters and recreational facilities are only applicable to those facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building;
- (iv) the planning intention of the “R(C)1” zone is revised to reflect the latest circumstances;
- (v) incorporation of ‘Art Studio (excluding those involving direct provision of services or goods)’ as a Column 1 use in the Schedule II of the “R(E)” zone and corresponding amendment to replace ‘Place of Recreation, Sports or Culture’ under Column 2 by ‘Place of Recreation, Sports or Culture (not elsewhere specified)’;
- (vi) deletion of the Notes for the “I” zone;
- (vii) the Notes of the “O” zone is updated to include ‘Pier’ as a Column 1 use for sub-zone “O(1)” and corresponding amendment to replace ‘Pier’ under Column 2 by ‘Pier (not elsewhere specified)’ and the planning intention for sub-zone “O(1)”;
- (viii) incorporation of the Notes for “OU(Commercial, Leisure and Tourism Related Uses)” and “OU(Public Mortuary)” zones;

- (ix) the Notes for the “OU” zones for all other sites not listed under the Notes is updated to replace ‘Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances’ under Column 2 by ‘Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances (not elsewhere specified)’
 - (x) the Notes of the “OU(Pier)” zone is updated to revise the Column 2 uses and remarks;
 - (xi) the Notes of the “GB” zone is updated to include specific use for sub-zone “GB(2)”; and
 - (xii) other minor textual amendments.
- 9.2 The proposed amendments to the Notes of the OZP with additions in ***bold and italics*** and deletions in ~~‘crossed out’~~ area at **Attachment III** for Members’ consideration.

10. Revision to the Explanatory Statement of the OZP

The ES of the OZP is proposed to be revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in ***bold and italics*** and deletions in ~~‘crossed out’~~) are at **Attachment IV** for Members’ consideration.

11. Plan Number

Upon exhibition for public inspection, the Plan will be renumbered as S/H1/20.

12. Consultation

Departmental Consultation

12.1 The proposed amendments have been circulated to relevant bureaux/departments for comment. Their comments have been incorporated in the proposed amendments where appropriate. The consulted bureaux/departments include the following:

- Secretary for Development
- Secretary for Transport and Housing
- Secretary for Education
- Secretary for Commerce and Economic Development
- Secretary for Home Affairs
- Secretary for Food and Health
- Commissioner for Heritage

- Director of Housing,
- District Lands Officer/Hong Kong West &South, Lands Department (LandsD)
- Chief Estate Surveyor/Railway Development, LandsD
- Commissioner for Transport
- Director of Civil Engineering and Development
- Chief Architect/ Central Management Division 2, Architectural Services Department
- District Officer (Central & Western), Home Affairs Department
- Chief Highway Engineer/Hong Kong, HyD
- Chief Engineer/Railway Development 2-2, HyD
- Director of Health
- Director of Social Welfare
- Director of Food and Environmental Hygiene
- Director of Environmental Protection
- Chief Building Surveyor/Hong Kong West, Buildings Department
- Government Property Administrator
- Chief Engineer/ Development (2), WSD
- Chief Engineer/ Hong Kong & Islands, DSD
- Director of Fire Services
- Commissioner of Police
- Director of Leisure and Cultural Services
- Director of Agriculture, Fisheries and Conservation
- Director of Marine
- Director of Electrical and Mechanical Services
- Chief Town Planner/ Urban Design & Landscape, PlanD

Public Consultation

- 12.2 From 2013 to 2016, PlanD and relevant departments have consulted C&WDC and the TFHK, attended public forums and met the district councillors and legislative councillor as well as local residents to discuss the land use proposals for the Land Use Review. A list of the consultation activities is at **Attachment VI**. A summary of major views received during consultation exercises and Government's responses are provided at Appendix VI of **Attachment V**. Extract of minutes of relevant meetings of C&WDC and TFHK are provided at Appendices Va to Vc of **Attachment V**.
- 12.3 In general, C&WDC and the general public have no in-principle objection to develop and enhance the western part of Kennedy Town, but have concerns on the possible adverse impacts that may be resulted from excessive development intensity, particularly the inadequate supporting traffic/transport facilities, and the obstruction to views and air ventilation etc. Some ask for reduction of development intensity, reduction of BH, swapping of land uses and provision of more open space and community facilities. The removal of the Cadogan Street Temporary Garden is also objected by some stakeholders.
- 12.4 The western part of Kennedy Town is a large piece of vacant land available in the urban area which could help address some of the development needs of the society,

particularly the acute housing demand of the public. The Land Use Review has taken into account a host of considerations and balanced the aspirations of different parties, including the harbour planning principles, the societal needs for housing, community facilities and open space, land use compatibility, housing policy and technical feasibility. The land use proposals have responded to different needs of the society by providing public and private housing, primary school, open space and community facilities, relocating facilities which are incompatible with the waterfront and improving pedestrian transport and traffic facilities etc. According to the technical assessments, the land use proposals would not generate insurmountable adverse impacts to the local area on the traffic, environmental, visual and air ventilation aspects.

- 12.5 On the other hand, the land use proposals could improve the local living environment. A continuous and high quality waterfront would be provided in the western part of Kennedy Town through the provision of a waterfront park/promenade at the Ex-Incinerator and Abattoir site, retaining the Kennedy Town Temporary Recreation Ground as permanent open space and rezoning the CMG's wharf and godowns to encourage the transformation from industrial buildings to commercial, leisure and tourism-related uses with provision of pedestrian linkage to connect the open spaces on both sides. Besides, the existing salt water pumping station would be relocated to a site next to the Island West Refuse Transfer Station, and the existing VPM would be relocated to a site further west of the Refuse Transfer Station.
- 12.6 There are local concerns on the provision of open space and objections to the removal of the Cadogan Street Temporary Garden. The total additional open space area resulted from the land use proposals is about 17,000m², of which the additional open spaces can meet the open space requirement of 2m² per person arising from the additional population. Further, the future waterfront park has an area of about 16,000m². It has better connection with the hinterland of Kennedy Town. Various supporting facilities would be provided at the waterfront park, such as café and kiosks, to enable the public to enjoy a diversity of leisure activities and to increase the vibrancy of the waterfront. According to the Environmental Impact Assessment of the demolition of buildings and structures of the area bounded by Victoria Road, Cadogan Street and Sai Ning Street conducted by CEDD and the subsequent site investigation, the Cadogan Street Temporary Garden is contaminated with various pollutants, including heavy metal and hydrocarbons. Decontamination works must be completed before any permanent development is in place to ensure public health. To compensate those trees affected by the ground decontamination works, compensatory tree planting would be provided by relevant Government departments as far as practicable, at the waterfront park.
- 12.7 Housing is one of the community's major livelihood concerns. In view of the public and private housing needs of the society, especially the grassroots who are waiting to move into public housing and have pressing needs to improve their living environment, several sites for housing development are recommended in the land use proposals to provide a total of about 3,340 units, in which 70% of the units are proposed as public housing (about 2,340 units). While the public is positive towards housing land supply in general, the locals are very concerned

about the proposed development intensity, particularly its implications on traffic/transport, community and open space facilities, as well as the visual and air ventilation impacts. Having balanced the housing need and the local concerns, the total housing flat production has been reduced by 400 flats. A maximum PR of 6 is proposed for the public housing site. As for the relatively sizeable private housing site bounded by Victoria Road, Cadogan Street and the proposed new access road, a maximum PR of 6.5 is proposed. Both PRs are lower than the general development intensity of the residential developments on Hong Kong Island (PR 8 to 10).

- 12.8 The locals also have much concern on the visual, air ventilation and traffic impacts of the two aforementioned residential developments on the surroundings. In the area, the future primary school and the adjoining low-rise western portion of the private housing site, as well as the existing GIC facilities to the south of Victoria Road would form a low-rise GIC cluster. This cluster, together with the waterfront park, would retain the visual openness for the area. Stepped height profiles for the aforementioned two residential developments and the imposition of NBA/building gaps as air ventilation/view corridors have also been proposed to enhance the overall permeability of the land use proposals. HD and the developer would have to conduct further AVA for the two developments respectively in the detailed design stage so as to enhance their design to optimize the pedestrian wind environment.
- 12.9 In terms of traffic, according to the assessment of the TD, the performance of the key junctions in the area are acceptable after implementation of various traffic improvement works (including the widening of a section of Victoria Road between Cadogan Street and the Island West Refuse Transfer Station; the construction of a new access road to divert the Central bound traffic from Victoria Road eastbound to Cadogan Street; and the enhancement of the traffic signaling system at the junction of Belcher's Street/Cadogan Street). The locals are particularly concerned about the traffic impact on Ka Wai Man Road arising from the proposed public housing development. According to the run-in/out arrangement of the site, two separate vehicular accesses would be provided each at Ka Wai Man Road and Victoria Road which could divert the vehicles onto the two roads. Besides, according to TD's assessment, the pedestrian pavements of Ka Wai Man Road would have a Level of Service of Grade B, i.e. 16 to 23 pedestrians per meter per minute, which meet the pavement design requirement. To address the shortage of parking spaces in the district, the feasibility of providing a basement carparking complex for public use underneath the waterfront park and the private housing bounded by Victoria Road, Cadogan Street and the proposed new access road would be explored in the project planning stage.
- 12.10 Apart from providing a new primary school as requested by EDB, community facilities, such as elderly care and youth services facilities, are proposed at the public housing site and the private housing site bounded by Victoria Road, Cadogan Street to proactively respond to the local concerns on the provision of community facilities. Exact facilities to be provided would be confirmed by relevant Government departments in the detailed design stage.

12.11 On 22.1.2016, PlanD has consulted C&WDC on the proposed amendments to the Kennedy Town & Mount Davis OZP. The DC objected to the proposed amendments and decided to write to request the Government not to submit the proposed amendments to the Board for consideration and to meet the locals to agree on a scheme acceptable to DC and local residents. DEVB issued a letter on 28.1.2016 (**Attachment VII**) to further explain the need for rezoning to meet housing land supply target and inform DC that the Government decides to continue with the proposed rezoning and submission to the Board on 5.2.2016.

13. Decision Sought

Members are invited to:

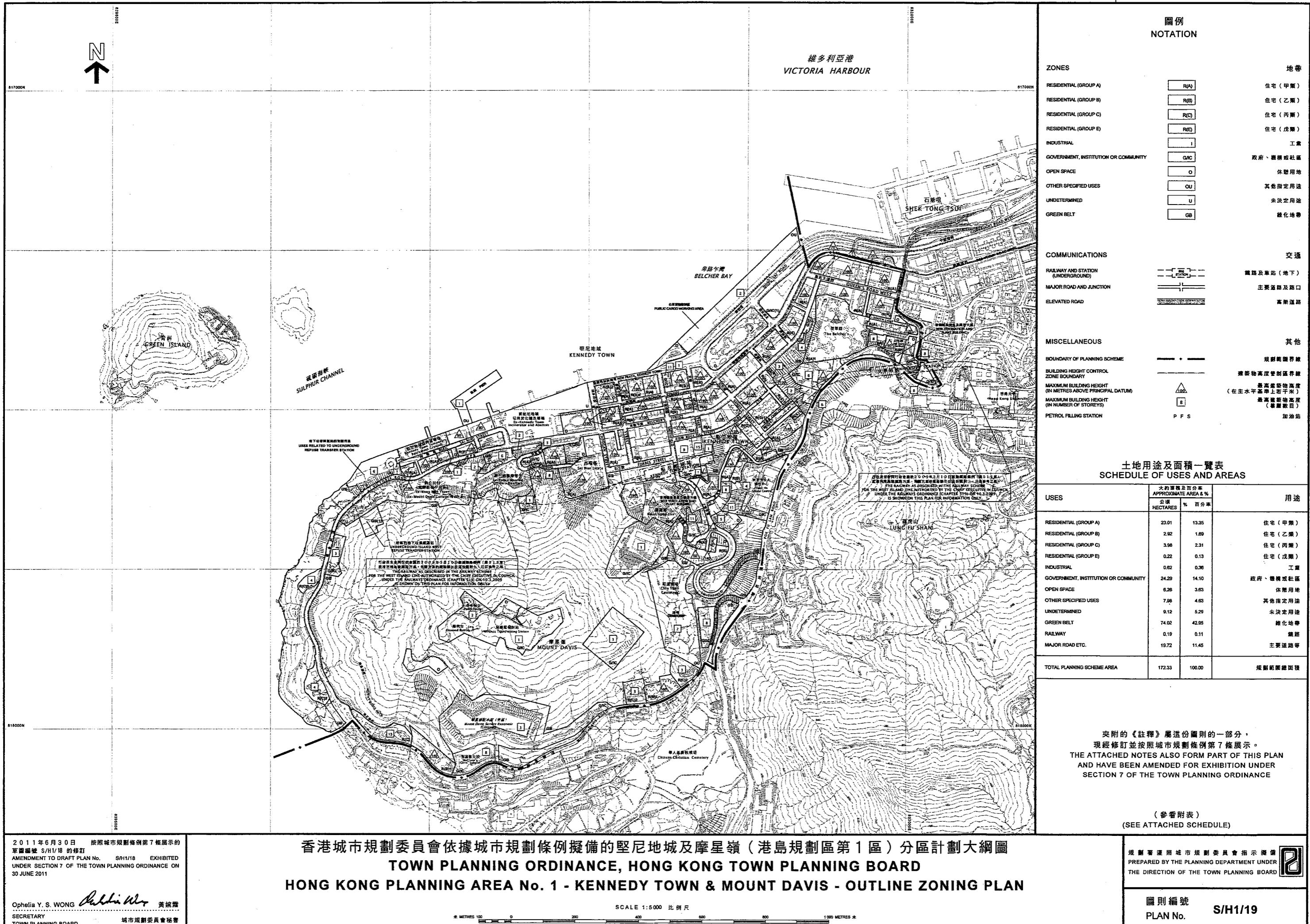
- (a) note the findings of the recommendations of the Land Use Review on the Western Part of Kennedy Town;
- (b) agree to the proposed amendments to the draft Kennedy Town & Mount Davis OZP and that the draft Kennedy Town & Mount Davis OZP No. S/H1/19A at **Attachment II** (to be renumbered to S/H1/20 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition under section 7 of the Ordinance; and
- (c) adopt the revised ES at **Attachment IV** for the draft Kennedy Town & Mount Davis OZP No. S/H1/19A as an expression of the planning intentions and objectives of the Board for the various land use zonings of the OZP and the revised ES will be published together with the OZP.

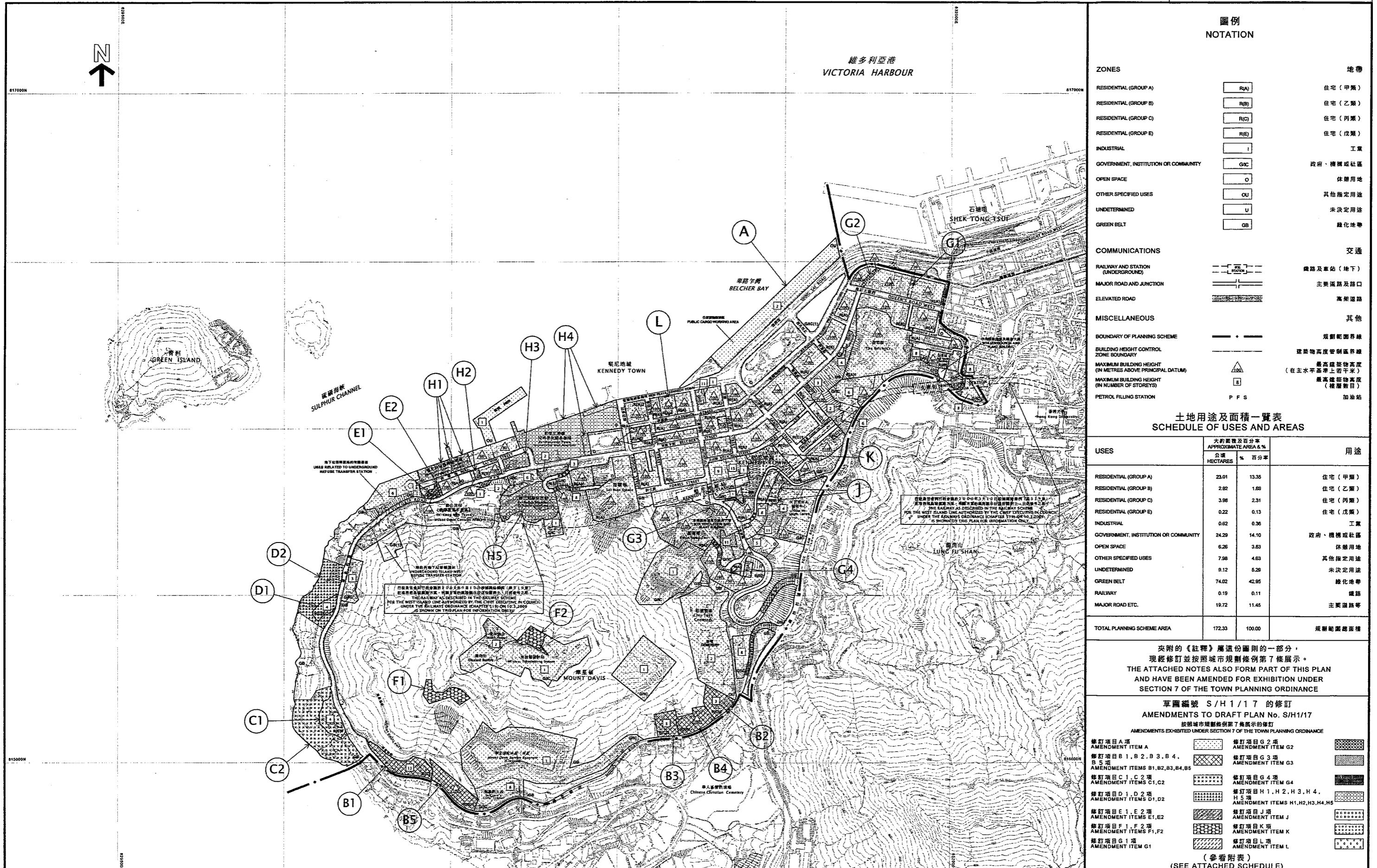
14. Attachments

Attachment Ia	Draft Kennedy Town & Mount Davis OZP No. S/H1/19 (Reduced Size)
Attachment Ib	Draft Kennedy Town & Mount Davis OZP No. S/H1/18 (Reduced Size)
Attachment II	Draft Kennedy Town & Mount Davis OZP No. S/H1/19A
Attachment III	Revised Notes of the Draft Kennedy Town & Mount Davis OZP No. S/H1/19A
Attachment IV	Revised Explanatory Statement of the Draft Kennedy Town & Mount Davis OZP No. S/H1/19A
Attachment V	Report on the Land Use Review on the Western Part of Kennedy Town
Attachment VI	Chronology of Events on Consultations on the Land Use Review on the Western Part of Kennedy Town
Attachment VII	The Administration's Letter to C&WDC on 28.1.2016
Plan A	Location Plan of the Land Use Review on the Western Part of Kennedy Town and the Reprovisioning Site of the Victoria Public Mortuary
Plan B	Recommended Land Use Proposal of the Land Use Review on the Western Part of Kennedy Town

Plans C1 to C4	Location Plans of Amendment Items
Plans D1 to D3	Site Plan, Aerial Photo and Site Photo of Amendment Item A1
Plans E1 to E3	Site Plan, Aerial Photo and Site Photo of Amendment Item A2
Plans F1 to F3b	Site Plan, Aerial Photo and Site Photos of Amendment Items A3 and A4
Plans G1 to G3	Site Plan, Aerial Photo and Site Photo of Amendment Item B
Plans H1 to H3	Site Plan, Aerial Photo and Site Photo of Amendment Item C1
Plans I1 to I3	Site Plan, Aerial Photo and Site Photo of Amendment Item C2
Plans J1 to J3b	Site Plan, Aerial Photo and Site Photos of Amendment Items C3 and C4
Plans K1 to K3	Site Plan, Aerial Photo and Site Photo of Amendment Item D1
Plans L1 to L3	Site Plan, Aerial Photo and Site Photo of Amendment Item D2
Plans M1 to M4	Site Plan, Aerial Photo and Site Photo of Amendment Items E
Plans N1a to N3d	Site Plans, Aerial Photos and Site Photos of Amendment Item F
Plans O1 to O3	Site Plan, Aerial Photo and Site Photos of Amendment Item G
Plans P1 to P3	Site Plan, Aerial Photo and Site Photo of Amendment Item H
Plans Q1 to Q3	Site Plan and Aerial Photo of Amendment Items J and M
Plans R1 to R3	Site Plan, Aerial Photo and Site Photo of Amendment Item K and L

**PLANNING DEPARTMENT
FEBRUARY 2016**





2011年2月25日 按照城市規劃條例第7條展示的
草圖編號 S/H1/17 的修訂
AMENDMENTS TO DRAFT PLAN No. S/H1/17 EXHIBITED
UNDER SECTION 7 OF THE TOWN PLANNING ORDINANCE ON
25 FEBRUARY 2011

香港城市規劃委員會依據城市規劃條例擬備的堅尼地城及摩星嶺（港島規劃區第1區）分區計劃大綱圖

TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD

HONG KONG PLANNING AREA No. 1 - KENNEDY TOWN & MOUNT DAVIS - OUTLINE ZONING PLAN

Ophelia Y. S. WONG 黃婉霜
SECRETARY
TOWN PLANNING BOARD

規劃署署長
PREPARED BY THE PLANNING DEPARTMENT UNDER
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN NO.
S/H1/18

SCALE 1:5000 比例尺
0 200 400 600 800 1000 METRES 尺



817000N

維多利亞港
VICTORIA HARBOUR

817000N

HONG KONG PLANNING AREA NO. 1

**DRAFT KENNEDY TOWN & MOUNT DAVIS
OUTLINE ZONING PLAN NO. S/H1/19A**

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3)
 - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
 - (b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
 - (c) For the purposes of subparagraph (a) above, “existing use of any land or building” means -
 - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as ‘the first plan’),
 - a use in existence before the publication of the first plan which has continued since it came into existence; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and

- (ii) after the publication of the first plan,
- a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.
- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway/tram tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or buildings are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
- (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/tram/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse and grave.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:
on-street vehicle park, railway track and tram track.

- (9) In the “Undetermined” zone, all uses or developments except those specified in paragraph (7) above require permission from the Town Planning Board.
- (109) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (110) In these Notes, “existing building” means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

HONG KONG PLANNING AREA NO. 1

**DRAFT KENNEDY TOWN & MOUNT DAVIS
OUTLINE ZONING PLAN NO. S/H1/19**

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RESIDENTIAL (GROUP A)

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	Commercial Bathhouse/Massage Establishment
Flat	Eating Place
Government Refuse Collection Point <i>(on land designated “R(A)6” only)</i>	Educational Institution
Government Use (not elsewhere specified)	Exhibition or Convention Hall
House	Government Refuse Collection Point <i>(not elsewhere specified)</i>
Library	Hospital
Market	Hotel
Place of Recreation, Sports or Culture	Institutional Use (not elsewhere specified)
Public Clinic	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level
Public Transport Terminus or Station (excluding open-air terminus or station)	other than Entrances
Public Vehicle Park <i>(excluding container vehicle)(on land designated “R(A)5” and “R(A)6” only)</i>	Office
Residential Institution	Petrol Filling Station
School (in free-standing purpose-designed building only)	Place of Entertainment
Social Welfare Facility	Private Club
Utility Installation for Private Project	Public Convenience
	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle) <i>(not elsewhere specified)</i>
	Religious Institution
	School (not elsewhere specified)
	Shop and Services
	Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Training Centre

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

- (1) On land designated “Residential (Group A)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater. The provision for development/redevelopment to the height of the existing building is not applicable to the parts of the sites at 430-440A, 444-462A Des Voeux Road West, 455-485, 521-543 Queen’s Road West and 1 - 3 Cheung Kan Lane which are subject to a maximum building height of 20mPD; 71-77 Smithfield which is subject to a maximum building height of 29mPD; and 50 Smithfield which is subject to a maximum building height of 60mPD, as stipulated on the Plan.

(Please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

- (2) On land designated “Residential (Group A) 1”, 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 (GFA) of 227,273m², ~~and~~ a maximum non-domestic (commercial) GFA of 20,000m², and the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater. In addition, a GFA of not less than 1,650m² shall be provided for Government, institution or community (GIC) facilities. Public open space of not less than 3,518m² shall be provided within this sub-area.
- (3) On land designated “Residential (Group A) 2”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 70,024m², and the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan. In addition, public open space of not less than 2,300m² shall be provided within this sub-area.
- (4) On land designated “Residential (Group A) 3”, 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 GFA of 3,577m², and the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater. In addition, a non-domestic GFA of not less than 350m² for GIC facilities and public open space of not less than 135m² shall be provided within this sub-area.
- (5) On land designated “Residential (Group A) 4”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan.
- (6) *On land designated “Residential (Group A) 5”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 120,000m² and the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater. A public goods vehicle park and GIC facilities, as required by the Government, shall be provided within this sub-area.*

(Please see next page)

- (7) *On land designated “Residential (Group A) 6”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 59,150m² and the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater. A public transport terminus on ground level, a public vehicle park, a refuse collection point, a public toilet and other GIC facilities, as required by the Government, shall be provided within this sub-area.*
- (68) In determining the maximum GFA for the purposes of paragraphs (2) to (4), **(6) and (7)** above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, **and** caretaker’s office, **or and** caretaker’s quarters, **or and** 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.
- (9) *In determining the maximum GFA for the purposes of paragraphs (6) and (7) above, any floor space that is constructed or intended for use solely as public transport terminus, public vehicle park, refuse collection point, public toilet and other GIC facilities, as required by the Government, may be disregarded.*
- (710) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraphs (1) to (57) above, GFA restrictions stated in paragraphs (2) to (4), **(6) and (7)** above, and any reduction in the total GFA provided for GIC facilities as stated in paragraphs (2) and (4) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Ambulance Depot
Government Use (Police Reporting Centre, Post Office only)	Eating Place
House	Educational Institution
Library	Government Refuse Collection Point
Residential Institution	Government Use (not elsewhere specified)
School (in free-standing purpose-designed building only)	Hospital
Utility Installation for Private Project	Hotel
	Institutional Use (not elsewhere specified)
	Market
	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Off-course Betting Centre
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Recyclable Collection Centre
	Religious Institution
	School (not elsewhere specified)
	Shop and Services
	Social Welfare Facility
	Training Centre

Planning Intention

This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

(Please see next page)

RESIDENTIAL (GROUP B) (cont'd)

Remarks

- (1) On land designated "Residential (Group B)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) On land designated "Residential (Group B) 1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 3, and the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (3) In determining the maximum plot ratio for the purposes of paragraph (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room; ***and*** caretaker's office, ***or and*** caretaker's quarters, ***or and*** 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.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height and plot ratio restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP C)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Ambulance Depot
Government Use (Police Reporting Centre, Post Office only)	Eating Place
House	Educational Institution
Utility Installation for Private Project	Government Refuse Collection Point
	Government Use (not elsewhere specified)
	Hospital
	Hotel
	Institutional Use (not elsewhere specified)
	Library
	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Petrol Filling Station
	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

Planning Intention

This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

(Please see next page)

RESIDENTIAL (GROUP C) (cont'd)

Remarks

- (1) On land designated “Residential (Group C)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 1.2, a maximum site coverage of 20%, and the maximum building height, in terms of number of storeys, as stipulated on the Plan, or the plot ratio, site coverage and height of the existing building, whichever is the greater.
- (2) On land designated “Residential (Group C)2” and “Residential (Group C)3”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.75, a maximum site coverage of 25%, and the maximum building height, in terms of number of storeys, as stipulated on the Plan, or the plot ratio, site coverage and height of the existing building, whichever is the greater.
- (3) In determining the maximum plot ratio and maximum site coverage for the purposes of paragraphs (1) and (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room; ***and*** caretaker’s office, ***or and*** caretaker’s quarters, ***or and*** 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.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height, plot ratio and site coverage restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP C) 1

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Government Use (not elsewhere specified)
Government Use (Police Reporting Centre, Post Office only)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
House	Public Utility Installation
Utility Installation for Private Project	Religious Institution
	Residential Institution
	School

Planning Intention

This zone is restricted to low-rise, ~~to medium-density~~ residential developments *subject to specific plot ratio and building height restrictions to preserve the local character and to avoid adverse visual, air ventilation and traffic impacts from more intensive development due to the lack of direct vehicular access for loading/unloading activities and fire fighting.*

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5 and a maximum building height of 12 storeys or the plot ratio and height of the existing building, whichever is the greater.
- (2) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, ~~and~~ caretaker's office, ~~or and~~ caretaker's quarters, ~~or and~~ 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.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP E)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

**Schedule I: for open-air development or
for building other than industrial or industrial-office building[@]**

Ambulance Depot	Commercial Bathhouse/Massage Establishment
Government Use (not elsewhere specified)	Eating Place
Public Transport Terminus or Station (excluding open-air terminus or station)	Educational Institution
Utility Installation for Private Project	Exhibition or Convention Hall
	Flat
	Government Refuse Collection Point
	Hospital
	Hotel
	House
	Institutional Use (not elsewhere specified)
	Library
	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Market
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Religious Institution
	Residential Institution
	School
	Shop and Services
	Social Welfare Facility
	Training Centre

(Please see next page)

RESIDENTIAL (GROUP E) (cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Library
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Social Welfare Facility
Training Centre

(Please see next page)

RESIDENTIAL (GROUP E) (cont'd)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

Schedule II: for existing industrial or industrial-office building[@]

Ambulance Depot	Cargo Handling and Forwarding Facility
<i>Art Studio (excluding those involving direct provision of services or goods)</i>	Industrial Use (not elsewhere specified)
Bus Depot	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Eating Place (Canteen only)	Off-course Betting Centre
Government Refuse Collection Point	Office (not elsewhere specified)
Government Use (not elsewhere specified)	Petrol Filling Station
Information Technology and Telecommunications Industries	Place of Recreation, Sports or Culture (<i>not elsewhere specified</i>)
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods [△])	Private Club
Office (Audio-visual Recording Studio, Design and Media Production, Office Related to Industrial Use only)	Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom [#] which may be permitted on any floor)
Public Convenience	Vehicle Repair Workshop
Public Transport Terminus or Station	Wholesale Trade
Public Utility Installation	
Public Vehicle Park (excluding container vehicle)	
Radar, Telecommunications Electronic	
Microwave Repeater, Television and/or Radio Transmitter Installation	
Recyclable Collection Centre	
Research, Design and Development Centre	
Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only)	
Utility Installation for Private Project	
Warehouse (excluding Dangerous Goods Godown)	

(Please see next page)

RESIDENTIAL (GROUP E) (cont'd)

In addition, the following uses are always permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

Eating Place
Educational Institution
Exhibition or Convention Hall
Institutional Use (not elsewhere specified)
Library
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Religious Institution
School (excluding kindergarten)
Shop and Services
Training Centre

Social Welfare Facility (excluding those involving residential care)

- @ An industrial or industrial-office building means a building which is constructed for or intended to be used by industrial or industrial-office purpose respectively as approved by the Building Authority.
- △ Dangerous Goods refer to substances classified as Dangerous Goods and requiring a licence for their use/storage under the Dangerous Goods Ordinance (Cap. 295).
- # Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

Planning Intention

This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

RESIDENTIAL (GROUP E) (cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

INDUSTRIAL

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
Cargo Handling and Forwarding Facility (not elsewhere specified)	Cargo Handling and Forwarding Facility (Container Freight Station, free standing purpose designed Logistics Centre only)
Eating Place (Canteen, Cooked Food Centre only)	Concrete Batching Plant
Government Refuse Collection Point	Dangerous Goods Godown
Government Use (not elsewhere specified)	Eating Place (not elsewhere specified) (in wholesale conversion of an existing building only)
Industrial Use (not elsewhere specified)	Educational Institution (in wholesale conversion of an existing building only)
Information Technology and Telecommunications Industries	Exhibition or Convention Hall
Office (Audio visual Recording Studio, Design and Media Production, Office Related to Industrial Use only)	Industrial use (Bleaching and Dyeing Factory, Electroplating/Printed Circuit Board Manufacture Factory, Metal Casting and Treatment Factory/Workshop only)
Public Convenience	Institutional Use (not elsewhere specified) (in wholesale conversion of an existing building only)
Public Transport Terminus or Station	Marine Fuelling Station
Public Utility Installation	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Public Vehicle Park (excluding container vehicle)	Off-course Betting Centre
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	Offensive Trades
Recyclable Collection Centre	Office (not elsewhere specified)
Research, Design and Development Centre	Petrol Filling Station
Shop and Services (Motor vehicle Showroom on ground floor, Services Trades only)	Pier
Utility Installation for Private Project	Place of Entertainment (in wholesale conversion of an existing building only)
Vehicle Repair Workshop	Place of Recreation, Sports or Culture
Warehouse (excluding Dangerous Goods — Godown)	Private Club
	Public Clinic (in wholesale conversion of an existing building only)
	Religious Institution (in wholesale conversion of an existing building only)
	Ship building, Ship breaking and Ship repairing Yard
	Shop and Services (not elsewhere specified) (ground floor only, except in wholesale conversion of an existing building and Ancillary Showroom [#] which may be permitted on any floor)
	Training Centre (in wholesale conversion of an existing building only)
	Wholesale Trade

(Please see next page)

INDUSTRIAL (cont'd)

In addition, the following uses are always permitted in the purpose designed non industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non industrial portion:

In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose designed non industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non industrial portion:

Eating Place

Educational Institution

Exhibition or Convention Hall

Institutional Use (not elsewhere specified)

Off course Betting Centre

Office

Place of Entertainment

Place of Recreation, Sports or Culture

Private Club

Public Clinic

Religious Institution

Shop and Services

Training Centre

Social Welfare Facility (excluding those involving residential care)

Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

Planning Intention

This zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production oriented industries. Information technology and telecommunications industries and office related to industrial use are also always permitted in this zone.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

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	Animal Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Correctional Institution
Cable Car Route and Terminal Building	Driving School
Eating Place (Canteen, Cooked Food Centre only)	Eating Place (not elsewhere specified)
Educational Institution	Flat
Exhibition or Convention Hall	Funeral Facility
Field Study/Education/Visitor Centre	Holiday Camp
Government Refuse Collection Point	Hotel
Government Use (not elsewhere specified)	House
Hospital	Marine Fuelling Station
Institutional Use (not elsewhere specified)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Library	Off-course Betting Centre
Market	Office
Pier	Petrol Filling Station
Place of Recreation, Sports or Culture	Place of Entertainment
Public Clinic	Private Club
Public Convenience	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Public Transport Terminus or Station	Residential Institution
Public Utility Installation	Sewage Treatment/Screening Plant
Public Vehicle Park (excluding container vehicle)	Shop and Services
Recyclable Collection Centre	Utility Installation for Private Project
Religious Institution	Zoo
Research, Design and Development Centre	
School	
Service Reservoir	
Social Welfare Facility	
Training Centre	
Wholesale Trade	

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

GOVERNMENT, INSTITUTION OR COMMUNITY (cont'd)

Remarks

- (1) On land designated “Government, Institution or Community”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of number of storeys or metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) On land designated “Government, Institution or Community (1)”, 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 building height of 33mPD, or the height of the existing building, whichever is the greater.
- (3) In determining the relevant maximum number of storey(s) for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary	Barbecue Spot
Bathing Beach	Cable Car Route and Terminal Building
Field Study/Education/Visitor Centre	Eating Place
Park and Garden	Government Refuse Collection Point
Pavilion	Government Use (not elsewhere specified)
Pedestrian Area	Holiday Camp
Picnic Area	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
<i>Pier (on land designated “O(1)” only)</i>	<i>Pier (not elsewhere specified)</i>
Playground/Playing Field	Place of Entertainment
Promenade	Place of Recreation, Sports or Culture
Public Convenience	Private Club
Sitting Out Area	Public Transport Terminus or Station
Zoo	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Religious Institution
	Service Reservoir
	Shop and Services
	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. ***For the “Open Space (1)” zone, leisure and recreation uses with ancillary commercial facilities for public enjoyment may be provided.***

OTHER SPECIFIED USES

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

For “Cemetery” Only

Columbarium	Flat (Staff Quarters Only)
Crematorium	Place of Recreation, Sports or Culture
Funeral Facility	Public Transport Terminus or Station
Government Use	Public Utility Installation
Grave	Religious Institution
Public Convenience	Shop and Services (Retail Shop only) Utility Installation for Private Project

Planning Intention

This zone is primarily to provide land intended for cemetery and such ancillary facilities.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of number of storeys, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (cont'd)

<i>Column 1</i> <i>Uses always permitted</i>	<i>Column 2</i> <i>Uses that may be permitted with or without conditions on application to the Town Planning Board</i>
<u>For “Commercial, Leisure and Tourism Related Uses” Only</u>	
<i>Pier</i>	<i>Commercial Bathhouse/Massage Establishment</i> <i>Eating Place</i> <i>Exhibition or Convention Hall</i> <i>Government Use</i> <i>Hotel</i> <i>Library</i> <i>Marina</i> <i>Market</i> <i>Off-course Betting Centre</i> <i>Office</i> <i>Place of Entertainment</i> <i>Place of Recreation, Sports or Culture</i> <i>Private Club</i> <i>Public Clinic</i> <i>Public Convenience</i> <i>Public Transport Terminus or Station</i> <i>Public Utility Installation</i> <i>Public Vehicle Park (excluding container vehicle)</i> <i>Religious Institution</i> <i>Shop and Services</i> <i>Utility Installation for Private Project</i> <i>Utility Installation not ancillary to the Specified Use</i> <i>Wholesale Trade</i>

Planning Intention

This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for commercial, leisure and tourism-related uses taking advantage of its waterfront setting.

(Please see next page)

OTHER SPECIFIED USES (cont'd)

For “Commercial, Leisure and Tourism Related Uses” Only (cont'd)

Remarks

- (1) *No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 46,446m², and the maximum building heights, in terms of metres above Principal Datum and number of storeys, as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater. A 12-metre wide waterfront promenade linking up the open spaces on both sides should be provided for public use.*
- (2) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height and GFA restrictions, and the width of the waterfront promenade stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

(Please see next page)

OTHER SPECIFIED USES (cont'd)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Pier" Only

Government Use
Pier

Flat Eating Place
Hotel
~~**Petrol Filling Station**~~ ***Marine Fuelling Station***
Public Utility Installation
~~**Public Vehicle Park (excluding container vehicle)**~~
Shop and Services
Utility Installation for Private Project

Planning Intention

This zone is primarily for pier use providing marine services in the harbour areas.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of number of storey, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storey for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) ***Kiosks not greater than 10m² each in area and not more than 10 in number for uses as retail shop and service trades are considered as ancillary to "Pier" use.***
- (34) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (cont'd)

<i>Column 1</i> <i>Uses always permitted</i>	<i>Column 2</i> <i>Uses that may be permitted with or without conditions on application to the Town Planning Board</i>
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For “Public Mortuary” Only

<i>Mortuary</i>	<i>Government Use</i> <i>Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</i> <i>Utility Installation not Ancillary to the Specified Use</i>
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Planning Intention

This zone is intended to provide land for the provision of mortuary facility serving the needs of the general public.

Remarks

- (1) *No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.*
- (2) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

(Please see next page)

OTHER SPECIFIED USES (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For “Uses Related to Underground Refuse Transfer Station” Only

Underground Refuse Transfer Station	Flat (Staff Quarters only) Government Use Utility Installation not ancillary to the specified Use
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Planning Intention

This zone is primarily to provide land for a Government underground refuse transfer station and above-ground ancillary facilities.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of number of storeys, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (cont'd)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

For All Other Sites (Not Listed Above)

As Specified on the Plan	Flat (Staff Quarters only) Government Use Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances (<i>not elsewhere specified</i>) Utility Installation not ancillary to the Specified Use
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Planning Intention

This zone is primarily to provide/reserve land for purposes as specified on the plan.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of number of storeys, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use	Animal Boarding Establishment
Barbecue Spot	Broadcasting, Television and/or Film Studio
Government Use (Police Reporting Centre only)	Cable Car Route and Terminal Building
Nature Reserve	Field Study/Education/Visitor Centre
Nature Trail	Flat
On-Farm Domestic Structure	Government Refuse Collection Point
Picnic Area	Government Use (not elsewhere specified)
Public Convenience	Holiday Camp
Tent Camping Ground	House
<i>Underground Public Mortuary</i> <i>(on land designated “GB(2)” only)</i>	Marine Fuelling Station
<i>Underground Refuse Transfer Station</i> <i>(on land designated “GB(1)” only)</i>	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Wild Animals Protection Area	Petrol Filling Station
	Pier
	Place of Recreation, Sports or Culture
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
	Religious Institution
	Residential Institution
	School
	Service Reservoir
	Social Welfare Facility
	Utility Installation for Private Project
	Zoo

Planning Intention

The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone.

(Please see next page)

GREEN BELT (cont'd)

Remarks

On land designated "Green Belt (1)", in addition to the above uses always permitted under Column 1 and uses that may be permitted with or without conditions on application to Town Planning Board under Column 2, 'Underground Refuse Transfer Station' is also a use always permitted.

HONG KONG PLANNING AREA NO. 1

**DRAFT KENNEDY TOWN & MOUNT DAVIS
OUTLINE ZONING PLAN NO. S/H1/19A**

EXPLANATORY STATEMENT

HONG KONG PLANNING AREA NO. 1

**DRAFT KENNEDY TOWN & MOUNT DAVIS
OUTLINE ZONING PLAN NO. S/H1/19A**

EXPLANATORY STATEMENT

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HONG KONG PLANNING AREA NO. 1

DRAFT KENNEDY TOWN & MOUNT DAVIS OUTLINE ZONING PLAN NO. S/H1/19A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note : For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the Plan.

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the draft Kennedy Town & Mount Davis Outline Zoning Plan (OZP) No. S/H1/19A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 On 31 October 1986, the draft Kennedy Town & Mount Davis OZP No. S/H1/1, being the first statutory plan covering the Kennedy Town and Mount Davis area, was gazetted under the Town Planning Ordinance (the Ordinance).
- 2.2 On 29 August 1989, the then Governor in Council referred the draft Kennedy Town & Mount Davis OZP No. S/H1/3 to the Board for further consideration and amendment under section 9(1)(c) of the Ordinance. The OZP was subsequently amended five times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.3 On 19 September 2000, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Kennedy Town & Mount Davis OZP, which was subsequently renumbered as Plan No. S/H1/9. On 16 January 2001, the CE in C referred the approved OZP No. S/H1/9 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.4 On 11 June 2002, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kennedy Town & Mount Davis OZP, which was subsequently renumbered as Plan No. S/H1/12. On 8 July 2003, the CE in C referred the approved OZP No. S/H1/12 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.5 On 2 November 2004, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kennedy Town & Mount Davis OZP, which was subsequently renumbered as Plan No. S/H1/14.

- 2.6 On 4 September 2007, the Secretary for Development (*SDEV*), under the delegated authority of the Chief Executive, directed the Board under section 3(1)(a) of the Ordinance to extend the planning scheme boundary of the Kennedy Town and Mount Davis OZP to cover the Belcher Bay Reclamation Area. On 2 October 2007, the CE in C referred the approved OZP No. S/H1/14 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.7 On 4 November 2008, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kennedy Town & Mount Davis OZP, which was subsequently renumbered as S/H1/16. On 12 January 2010, the CE in C referred the approved OZP No. S/H1/16 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the gazette on 22 January 2010 under section 12(2) of the Ordinance.
- 2.8 On 26 March 2010, the draft Kennedy Town and Mount Davis OZP No. S/H1/17 incorporating amendments to delete the obsolete alignment of Route 7, incorporate the Mass Transit Railway (MTR) West Island Line (WIL) authorized by the CE in C under the Railways Ordinance (Chapter 519) on 10 March 2009, delete the outdated MTR alignment and station, delete portions of “Open Space” (“O”) and “Government, Institution or Community” (“G/IC”) zones for incorporation of WIL ventilation and plant buildings, as well as rezone a site at Forbes Street from “Comprehensive Development Area (1)” to “O” and “Green Belt” (“GB”), was exhibited for public inspection under section 5 of the Ordinance. The alignment and associated ventilation and plant buildings of the authorized WIL scheme are shown on the Plan for information. During the exhibition period, 1 representation supporting the deletion of Route 7 was received. The representation was considered by the Board on 17 September 2010.
- 2.9 On 25 February 2011, the draft Kennedy Town & Mount Davis OZP No. S/H1/18 incorporating amendments mainly relating to the imposition of building height restrictions for various development zones and rezoning proposals to reflect the planning intention or existing developments was exhibited for public inspection under section 7 of the Ordinance.
- 2.10 On 30 June 2011, the draft Kennedy Town & Mount Davis OZP No. S/H1/19 (*the Plan*), incorporating the amendments to the Notes of the “Industrial” (“I”) zone, was exhibited for public inspection under section 7 of the Ordinance.
- 2.11 *On 16 March 2015, SDEV under the delegated authority of the Chief Executive, directed the Board under section 3(1)(a) of the Ordinance to extend the planning scheme boundary of the Kennedy Town & Mount Davis OZP to cover the 4 piers to the west of Cadogan Street and a pier fronting the New Praya, Kennedy Town, and to excise 2 sea areas to the north of Sai Ning Street.*
- 2.12 *On XX XX 2016, the draft Kennedy Town & Mount Davis OZP No. S/H1/20 (*the Plan*), incorporating amendments mainly to rezone areas under the “Undetermined” zone and several sites within the western part of Kennedy Town to “Residential (Group A)” (“R(A)”), “R(A)5”, “R(A)6”, “O”, “O(I)”, “G/IC”,*

“GB”, “GB(1)”, “GB(2)”, “Other Specified Uses” (“OU”) annotated “Commercial, Leisure and Tourism Related Uses”, “OU” annotated “MTR Ventilation Building”, “OU” annotated “Public Mortuary”, “OU” annotated “Uses Related to Underground Refuse Transfer Station” and “OU” annotated “Pier” to reflect the existing and planned developments and to designate areas as ‘Road’ for mainly the proposed widening of Victoria Road and Ka Wai Man Road, and the proposed new access road connecting Victoria Road and Cadogan Street, was exhibited for public inspection under section 7 of the Ordinance.

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that development and redevelopment within the Planning Scheme Area (*the Area*) can be subject to statutory planning control.
- 3.2 The Plan is to illustrate the broad principles of development within the **Planning Scheme** Area. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.
- 3.3 Since the Plan is to show broad land use zoning, there would be ~~cases~~ *situations in which* small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted as non-building area (*NBA*) or for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio calculation. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Kennedy Town and Mount Davis areas and not to overload the road network in these areas.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board’s website at <http://www.info.gov.hk/tpb>.

5. THE PLANNING SCHEME AREA

- 5.1 The **Planning Scheme Area** (*the Area*), about 172 hectares, is situated at the

north-western corner of Hong Kong Island. The Belcher Bay and Sulphur Channel constitute the natural boundaries in the north and west; Hill Road and Pok Fu Lam Road delineate the eastern boundary; whilst Mount Davis Road forms its southern limit. The boundaries are shown by a heavy broken line on the Plan.

- 5.2 The Area covers land on the waterfront of Victoria Harbour. For any development proposal affecting such land, due regard shall be given to the Vision Statement for Victoria Harbour published by the Board and the requirements under the Protection of the Harbour Ordinance (Cap. 531).

6. POPULATION

According to the ~~2006~~**2011** Population ~~By~~-Census, the population of the Area was about ~~71,900~~**75,400**. It is estimated that the planned population of the Area would be about ~~80,400~~**90,600**.

7. BUILDING HEIGHT RESTRICTIONS IN THE AREA

- 7.1 In order to provide better planning control on the development intensity and building height upon development/redevelopment and to meet public aspirations for greater certainty and transparency in the statutory planning system, a review of the Kennedy Town & Mount Davis OZP has been undertaken with a view to incorporating appropriate building height restrictions on the Plan for various development zones. In the absence of building height control, tall buildings may proliferate at random locations and the scale may be out-of-context in the locality, resulting in negative impacts on the visual quality of the Area. In order to prevent excessively tall or out-of-context buildings, to provide better control on the building heights of developments in the Area, building height restrictions are imposed on various development zones on the Plan.
- 7.2 The stepped building height concept recommended in the Urban Design Guidelines with lower buildings on the waterfront and building heights increasing progressively to the inland areas has been adopted, taking into account the local topography and characteristics, local wind environment, compatibility of building masses in the wider setting, as well as the need to strike a balance between public interest and private development right. Due mainly to the topography of the Area, there are different height bands ranging from 100 metres above Principal Datum (mPD) to 160mPD increasing progressively uphill with a stepped height profile. Specific building height restrictions are adopted for some developments to reflect the existing building heights or to preserve the local character.
- 7.3 Specific building height restrictions for the “G/IC” and “~~Other Specified Uses~~” (“OU”) zones in terms of number of storeys or mPD, which mainly reflect the existing and planned building heights of development, have been incorporated into the Plan to provide visual and spatial relief to the high density environment of the Area.

- 7.4 An area generally bounded by Victoria Harbour in the north, Cadogan Street in the east, foothill of Mount Davis in the south, and the Island West Refuse Transfer Station in the west is under an ongoing land use review. Building height restrictions are imposed on the existing private developments and GIC uses to be retained in the review area to ensure adequate planning control on these sites. As the future land uses for some sites on Government land are under review, these sites are zoned “Undetermined” (“U”) and the building height restrictions will be incorporated upon completion of the land use review.
- 7.5 *In 2011, Aan Expert Evaluation on Air Ventilation Assessment (AVA EE 2011) has beenwas undertaken to assess the existing wind environment and the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height and building gap requirements incorporated into the Plan have taken the findings of the AVA EE 2011 into consideration.*
- 7.6 In general, the major prevailing annual wind comes from the north-east, east and south directions, and the prevailing summer wind mainly comes from the east, south, *south-east* and south-west directions. The major air paths for penetration of wind to the inland area include the existing open space and recreational grounds; north-east wind from Pok Fu Lam Road to Forbes Street and along Victoria Road; south-west wind along Pok Fu Lam Road, Victoria Road and Mount Davis Road; and valley wind from the south to the inland area.
- 7.7 To facilitate better air ventilation in the Area, the AVA has recommended that the existing open area and low-rise “GIC” or “OU” sites and the major air paths should be maintained to allow penetration of wind inland. Building gaps are stipulated on the Plan to facilitate the air ventilation at major air paths. Furthermore, future developments are encouraged to adopt suitable design measures to minimize any possible adverse air ventilation impacts. These include greater permeability of podium, wider gap between buildings, disposition, orientation and perforation of building towers to align with the prevailing winds.
- 7.8 *For the land use review for the western part of Kennedy Town, which is the area generally bounded by Victoria Harbour in the north, Cadogan Street in the east, foothill of Mount Davis in the south, and the Island West Refuse Transfer Station in the west, another Expert Evaluation on Air Ventilation Assessment (AVA EE 2013) was undertaken in the context of the land use review of that area. The building height, building gap and NBA requirements incorporated into the Plan and Explanatory Statement had taken the findings of the AVA EE 2013 into consideration.*
- 7.9 *Three building gaps and two NBAs are recommended according to the AVA EE 2013. They are shown in the attached Plan A to guide the future development. Quantitative AVA is required to be conducted by the project proponent of the private residential site bounded by the proposed new access road leading from Victoria Road to Cadogan Street and the public housing site to the south of Victoria Road to further optimise the layout design for a better local air ventilation and to demonstrate that the future development proposal would maintain/enhance the air ventilation performance in the surrounding area.*

Should other project proponents wish to make any changes to the recommended building gaps and NBAs, they should also carry out a quantitative AVA to demonstrate that no unacceptable pedestrian level air ventilation impact in the vicinity would be resulted. The requirements for building gaps, NBAs and AVA, as appropriate, should be stipulated in the lease condition for private development or planning brief for public housing development.

7.810 In general, a minor relaxation clause in respect of building height restriction is incorporated into the Notes of the Plan in order to provide incentive for developments/redevelopments with planning and design merits and to cater for circumstances with specific site constraints. Each planning application for minor relaxation of building height restriction under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such application are as follows:

- (a) amalgamating smaller sites for achieving better urban design and local area improvements;
- (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening;
- (c) providing better streetscape/good quality street level public urban space;
- (d) providing separation between buildings to enhance air and visual permeability;
- (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and
- (f) other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.

7.911 However, for any existing building with building height already exceeding the building height restrictions in terms of mPD and/or number of storeys as stated in the Notes of the Plan and/or stipulated on the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

Building Gaps

7.1012 Gaps between buildings and NBAs play a key role in creating air paths by appropriate design and disposition of building blocks. *According to the AVA EE 2011, To facilitate the air ventilation and to improve air permeability at podium level, two building gaps of 10m wide above 20mPD (about 15m above ground level) are imposed on the buildings situated between Des Voeux Road West and Queen Road West and aligned with Woo Hop Street and Belcher's Street to allow the north-east annual prevailing wind penetrating to the inland area. Two building*

gaps of 12m wide above 29mPD and 60mPD (about 15m above ground level) are imposed on the western boundaries of Smithfield Terrace at 71-77 Smithfield and Smithfield Garden at 50 Smithfield respectively to facilitate valley wind from the south penetrating to the inland area.

- 7.13 *According to the AVA EE 2013, three building gaps are recommended. A north-west to south-easterly building gap of 15m wide above podium of the “R(A)6” zone is required. In addition, two north-west to south-easterly building gaps of 15m wide above podium of the “R(A)5” zone are required. They are to mitigate the wind wake due to the proposed developments and to facilitate katabatic air movement from the vegetated hill slope to the waterfront and sea breezes from the north.*

Non-building Areas

- 7.14 *According to the AVA EE 2013, two NBAs are recommended. In order to allow higher permeability at the waterfront and along the major north-south ventilation corridor, and to take forward the recommendation of the AVA, a 30m wide north-west to south-easterly NBA is designated at the land portion of the “OU” annotated “Commercial, Leisure and Tourism Related Uses” zone to the north of Sai Ning Street to facilitate katabatic air movement to the waterfront and sea breezes from the north. In order to facilitate south-westerly wind on ground level, a north-east to south-westerly NBA of 15m wide on ground level is designated to the west of Ka Wai Man Road. Within the NBAs, no above ground structure is allowed except for minor structures with high air porosity, such as covered walkway and elevated footbridge. Below ground structure is allowed within the NBAs.*

8. LAND USE ZONINGS

8.1 Residential (Group A) (“R(A)”) : Total Area 23.0427.10 hectares

- 8.1.1 This zone is intended primarily for high-density residential developments. Commercial uses such as shop and services and eating place are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. Commercial uses on any floor above the lowest three floors will require planning permission from the Board. Offices and hotel development may also be permitted upon application to the Board.
- 8.1.2 The areas zoned for this purpose mainly lie between the waterfront and the foothills. Public housing estates include the existing Sai Wan Estate and Kwun Lung Lau *and the proposed development to the south of Victoria Road.* The remaining areas cover the east of the developed part of the Area. The residential development at 33 Ka Wai Man Road, i.e. Mount Davis 33, is a redevelopment project of the Urban Renewal Authority (URA) completed in 2006.
- 8.1.3 The “R(A)1” site bounded by Belcher’s Street, South Lane and Pok Fu

Lam Road covers The Belcher's. It has an area of about 3.01 ha and comprises six residential blocks. Development within this zone is restricted to a maximum domestic GFA of 227,273m² and a maximum non-domestic (commercial) GFA of 20,000m². Government, institution or community (GIC) uses including a day nursery and a social centre for the elderly and a kindergarten as well as commercial uses are provided on the podium levels of the development. A public open space of about 3,518m² and a public pedestrian link connecting South Lane with Pok Fu Lam Road are also provided within the site.

- 8.1.4 The “R(A)2” site, bounded by Cadogan Street, Kennedy Town New Praya, Davis Street and Belcher’s Street covers The Merton. It is an urban redevelopment scheme of the URA completed in 2005. It has an area of about 0.61ha and comprises three residential blocks. Development within this zone is restricted to a maximum GFA of 70,024m². Public open space of not less than 2,300m² is provided within the site. The existing development, consisting of 3 excessively tall residential towers of 156.9 to 176.3mPD, is considered incompatible with the surrounding developments and the waterfront setting. In order to respect the urban design principle of protecting the waterfront to avoid out-of-context and incompatible developments, a maximum building height restriction of 120mPD is imposed on the site. Future redevelopment to the existing building height is not permitted.
- 8.1.5 The “R(A)3” site covering La Maison Du Lord at 12 and 12A North Street has an area of about 0.04ha. It is a residential development completed in 2003. Development within this zone is restricted to a maximum domestic GFA of 3,577m² and a non-domestic GFA of 350m² for GIC facilities. In addition, public open space of not less than 135m² is provided within the site.
- 8.1.6 The “R(A)4” site covering Manhattan Heights at 28 New Praya, Kennedy Town has an area of about 0.29ha. The existing building height of the development at 171.2mPD is considered incompatible with the surrounding developments and the waterfront setting. In order to respect the urban design principle of protecting the waterfront to avoid out-of-context and incompatible developments, a maximum building height restriction of 100mPD is imposed on the site. Future redevelopment to the existing building height is not permitted.
- 8.1.7 *The “R(A)5” site covering an area to the south of Victoria Road has an area of about 2.88ha and is intended for public housing development. Development within this zone is restricted to a maximum GFA of 120,000m². In order to avoid out-of-context and incompatible developments, and to provide a stepped building height profile, maximum building height restrictions of 65mPD (western portion) and 140mPD (eastern portion) are imposed on the site. Building gaps and NBA are proposed as detailed in paragraphs 7.13 and 7.14 above to facilitate air ventilation. At detailed design stage, quantitative air ventilation studies will need to be conducted for the public housing development to*

demonstrate that the future proposal would maintain/enhance the air ventilation performance in the surrounding area. To further enhance urban pedestrian comfort, it is also recommended to provide intensified greenery (especially tree planting) on the site with at least 30% green coverage. In addition, a public goods vehicle park and GIC facilities, as required by the Government, shall be provided within this sub-area. Required public parking facilities and GIC facilities to be provided within this sub-area are subject to detailed design and shall be agreed by relevant authorities. A planning brief setting out the planning parameters and special design requirements will be prepared to guide the future development of the site.

- 8.1.8 The “R(A)6” site is bounded by the proposed new access road leading from Victoria Road to Cadogan Street and has an area of about 0.91ha. Development within this zone is restricted to a maximum GFA of 59,150m². In order to respect the urban design principle of protecting the waterfront to avoid out-of-context and incompatible developments, a stepped height profile with maximum building height restrictions of 40mPD (western portion) and 120mPD (eastern portion) are imposed on the site. The future developer is encouraged to add a building step in between for a more gradual transition under the relevant land sale documents. A building gap is proposed as detailed in paragraph 7.13 above to facilitate air ventilation. Quantitative air ventilation studies will need to be conducted for the development to demonstrate that the future proposal would maintain/enhance the air ventilation performance in the surrounding area. In addition, a public transport terminus on ground level of a GFA of not more than 7,000m², an underground public vehicle park, a refuse collection point, a public toilet and other GIC facilities, as required by the Government, should be provided within this sub-area. The requirements relating to air ventilation and provision of the above public facilities will be incorporated into the lease condition, subject to detailed design and the agreement of relevant authorities. Parking facilities shall be provided in basement level(s) to minimise podium development.
- 8.1.79 Two building gaps of 10m wide above 20mPD (about 15m above ground level) are imposed on the buildings situated between Des Voeux Road West and Queen Road West and aligned with Woo Hop Street and Belcher’s Street to allow the north-east annual prevailing wind penetrating into the inland area. Two building gaps of 12m wide above 29mPD and 60mPD (about 15m above ground level) are imposed on the western boundaries of Smithfield Terrace at 71-77 Smithfield and Smithfield Garden at 50 Smithfield respectively to facilitate valley wind from the south penetrating into the inland area.
- 8.1.810 Minor relaxation of the GFA and/or building height restrictions, and/or reduction in the total GFA for GIC facilities may be considered by the Board on application. Consideration of such application for minor relaxation would be on individual merits, taking into account site constraints, innovative architectural design and planning merits that would

enhance the amenity of the locality. Each application will be considered on its own merits.

8.2 Residential (Group B) (“R(B)”) : Total Area 2.92 hectares

- 8.2.1 This zone is intended primarily for medium-density residential development where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.
- 8.2.2 This zone includes Hill View Garden, the University of Hong Kong (HKU) Pokfield Road Residences, and a site at Lung Wah Street for HKU’s student hostel development. The “R(B)1” sub-area covers residential developments at 2A, 4, 52-62 Mount Davis Road subject to a maximum plot ratio of 3.
- 8.2.3 Minor relaxation of the plot ratio and/or building height restrictions may be considered by the Board on application. Consideration of such application for minor relaxation would be on individual merits, taking into account site constraints, innovative architectural design and planning merits that would enhance the amenity of the locality. Each application will be considered on its own merits.

8.3 Residential (Group C) (“R(C)”) : Total Area ~~2.58~~ **2.30** hectare

- 8.3.1 This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. The “R(C)” zone covers two residential developments near the junction of Mount Davis Road and Victoria Road and is subject to a maximum building height of 13 storeys including carports. The “R(C)2” sub-area covers residential developments at 2 and 6-10 Mount Davis Road and is subject to a maximum plot ratio of 0.75, a maximum site coverage of 25% and a maximum building height of 3 storeys. The “R(C)3” sub-area covers ~~two a~~ Government sites on the seaward side of Victoria Road and is subject to a maximum plot ratio of 0.75, a maximum site coverage of 25% and a maximum building height of 4 storeys. Part of the ~~southern~~ “R(C)3” sub-area is occupied by Grade 3 historic buildings of Victoria Road Detention Centre and the Jubilee Battery which is a military site with historic interest.
- 8.3.2 Development within this zone is subject to specific controls on building height, plot ratio and site coverage to avoid overloading local road network and to preserve the high landscape value as well as the character of the area. These special controls are shown in the Remarks column in the Notes for this zoning.
- 8.3.3 Minor relaxation of the plot ratio, site coverage and/or building height restrictions may be considered by the Board on application. Consideration of such application for minor relaxation would be on individual merits, taking into account site constraints, innovative architectural design and planning merits that would enhance the amenity of the locality. Each application will be considered on its own merits.

8.4 Residential (Group C)1 (“R(C)1”) : Total Area 1.40 hectares

- 8.4.1 This zone is restricted to low-rise, ~~to medium-density~~ residential developments *subject to specific plot ratio and building height restrictions to preserve the local character and to avoid adverse visual, air ventilation and traffic impacts from more intensive development due to the lack of direct vehicular access for loading/unloading activities and fire fighting. In addition, the area together with the low-rise GIC uses at Rock Hill Street and open space at Forbes Street form a major air path for the penetration of the north-easterly prevailing annual wind from Belcher's Street and Pok Fu Lam Road to the inland area. This air path should be maintained.*
- 8.4.2 This zone covers sites in Sands Street, Tai Pak Terrace, Li Po Lung Path, Ching Lin Terrace and To Li Terrace where there is no direct vehicular access. Due to the lack of direct vehicular access, loading and unloading activities in the area can only take place at a distance away and the goods have to be carried manually for a long distance. *Traffic condition in the area is of concern, particularly for the nearby junctions of Belcher's Street/Sands Street and Smithfield/Pokfield Road. Cumulative effect of more intensive developments would aggravate the existing traffic problems.*
- 8.4.3 Due to *the possible adverse impacts on local character/terrace ambience, visual, air ventilation, urban design and traffic from more intensive developments* ~~inadequate access for fire fighting and servicing and the traffic and infrastructural constraints~~, development/redevelopment within this zone is restricted to residential use only with a maximum plot ratio of 5 and a maximum building height of 12 storeys or the plot ratio and height of existing building whichever is the greater.
- 8.4.4 However, such restrictions on plot ratio and building height will not prevent comprehensive developments/redevelopment in the area. Upon submission of comprehensive redevelopment proposals with amalgamation of sites, favourable consideration may be given to minor relaxation of the restrictions and each proposal will be considered on its individual planning merits.

8.5 Residential (Group E) (“R(E)”) : Total Area 0.22 hectare

- 8.5.1 This zone covers two industrial buildings and a residential building to the south of Sai Ning Street. It is intended primarily for phasing out the existing industrial uses through redevelopment (or conversion) for residential use on application to the Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential (I/R) interface problem.
- 8.5.2 Residential development may be permitted within this zone with or without conditions on application to the Board. The developers will be required to submit adequate information to demonstrate that the new residential

development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential I/R interface problem. A residential building which was the subject of an approved planning application for residential development has been completed in 2006.

- 8.5.3 For existing building other than industrial or industrial-office building in this zone, residential and commercial uses may be permitted on application to the Board. Commercial uses such as shop and services and eating place are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. Commercial uses on any floor above the lowest three floors will require planning permission from the Board.
- 8.5.4 For existing industrial or industrial-office buildings in this zone, non-polluting industrial use and office relating to industrial use are always permitted. Commercial uses such as shop and services and eating place are also always permitted in the purpose-designed non-industrial portion on the lower floors of an existing building.
- 8.5.5 Minor relaxation of the building height restriction may be considered by the Board on application. Each application will be considered on its own merits.

8.6 Industrial (“I”) : Total Area 0.62 hectare

- 8.6.1 ~~The planning intention of the “I” zone is primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production oriented industries. Information technology and telecommunications industries and office related to industrial use are also always permitted in the “I” zone. However, general commercial and office uses, other than those permitted in the purpose designed non-industrial portion on the lower floors of an existing building, will require planning permission from the Board.~~
- 8.6.2 ~~An industrial site currently occupied by existing godowns and wharf facilities is located along Sai Ning Street on the north western coast to take advantage of the marine access. It is located at the fringe of the Area with a reasonable distance away from the major residential area.~~
- 8.6.3 ~~Minor relaxation of the building height restrictions may be considered by the Board on application. Each application will be considered on its own merits.~~

8.76 Government, Institution or Community (“G/IC”): Total Area 24.29 ~~24.93~~ hectares

- 8.76.1 This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government,

organizations providing social services to meet community needs, and other institutional establishments. Such developments, particularly for those which are low-rise, serve to provide visual and spatial relief to the densely built-up environment of the Area.

- 8.76.2 ~~The existing Kennedy Town public swimming pool site will be used for the Kennedy Town Station of the WIL project of the MTR Corporation Limited.~~ A site at Sai Cheung Street North is being developed for the reprovisioning of the Kennedy Town public swimming pool affected by the WIL project, together with provision of other ancillary facilities. It is designated as “G/IC(1)” within this zone. A maximum building height restriction of 33mPD is imposed on “G/IC(1)” to ensure that the proposed use would not result in adverse visual impact on the surrounding developments taking into account its waterfront location.
- 8.76.3 Other existing facilities serving primarily the Area and its adjoining districts include the fire station at New Praya, Kennedy Town, the Ambulance Depot at Lung Wah Street, the Smithfield Complex at Smithfield, the Kennedy Town Community Complex, the **Kennedy Town Jockey Club** Clinic at Victoria Road, the community centre at Pokfield Road, service reservoirs at Mount Davis, a number of existing schools, as well as HKU’s facilities, sports centres and student hostels at Pok Fu Lam Road.
- 8.76.4 The reserved school sites should be adequate to meet the needs of the planning area. The provision of secondary school is assessed on a wider district basis. The secondary schools in Sai Ying Pun and the Mid-Levels West area should be able to make good the deficit in Kennedy Town.
- 8.76.5 Minor relaxation of the building height restrictions may be considered by the Board on application. Each application will be considered on its own merits.

8.87 Open Space (“O”): Total Area: 6.26 7.90 hectares

- 8.87.1 This zone is intended primarily for the provision of outdoor open-air space for active and/or passive recreational uses serving the needs of local residents as well as the general public.
- 8.87.2 Existing open spaces are rather limited. The major ones are the Belcher Bay Park, a playground and basketball courts located at Forbes Street *and the Kennedy Town Temporary Recreation Ground*. The others include rest gardens/sitting-out areas at Hill Road, Belcher Street, Pokfield Road, Ka Wai Man Road, North Street, Cadogan Street, Mount Davis Path and at the peak of the Mount Davis.
- 8.7.3 In view of the planning intention to provide a promenade at the waterfront and the severe shortage of public open space in the district, a site at the south-western end of Shing Sai Road, which is currently occupied by a temporary bus terminus and a strip of sitting-out area, is reserved for future

public open space or promenade use. The temporary bus terminus will be relocated ~~to the “R(A)6” site when a suitable site is available~~ to facilitate the implementation of the public open space / promenade. *In addition, an “O(1)” site at the western end of New Praya, Kennedy Town is reserved for future public open space including a promenade. To add vibrancy to the waterfront area, leisure and recreation uses with ancillary commercial facilities, such as al fresco dining, for public enjoyment may be provided. ‘Pier’ use is always permitted within the “O(1)” site to maintain its marine access through the existing piers.*

8.98 Other Specified Uses (“OU”): Total Area ~~7.98~~ **8.91 hectares**

- 8.98.1 This zone is intended primarily to provide/reserve land for specific purposes and uses. It includes the Western District public cargo working area (PCWA) north of Shing Sai Road, a petrol filling station at Victoria Road, ~~a MTR ventilation building to the further south-west of Ka Wai Man Road, a pier at the junction of New Praya, Kennedy Town and Davis Street constructed in connection with an industrial site at Sai Ning Street~~ and the Chiu Yuen Cemetery located near the junction of Pok Fu Lam Road and Mount Davis Road. The PCWA occupies a prominent waterfront location. The zoning of the PCWA will be reviewed in the longer term when the PCWA use could be relocated to other area in the future.
- 8.98.2 The above-ground ancillary facilities of the Island West Refuse Transfer Station located in Sai Ning Street are zoned “OU” annotated “Uses Related to Underground Refuse Transfer Station”. These uses include ancillary carpark, office, storage and workshop, cargo handling facilities, vent shaft, etc.
- 8.8.3 *A site at Sai Ning Street and its associated pier are zoned “OU” annotated “Commercial, Leisure and Tourism Related Uses” to facilitate the long-term development of a vibrant waterfront area. Development/redevelopment within this zone is restricted to a maximum GFA of 46,446m² and a maximum building height of 70mPD for the land portion and 2 storeys for the pier portion. A 12-metre wide waterfront promenade linking up the open spaces on both ends shall be provided to allow promenade continuity and public enjoyment. In addition, a NBA is proposed as detailed in paragraph 7.14 above to facilitate air ventilation. The waterfront promenade and NBA should be incorporated in the lease condition to effect implementation.*
- 8.8.4 *A site on the seaward side of Victoria Road is zoned “OU” annotated “Public Mortuary” and is reserved for relocation of the existing public mortuary at Sai Ning Street namely the Victoria Public Mortuary. Development within this zone is restricted to a maximum building height of 60mPD to better protect the visual quality along Victoria Road. The site and the underground cavern form part of the public mortuary development.*
- 8.98.35 Minor relaxation of the *GFA and/or building height restrictions, as well*

as the width of the waterfront promenade at the “OU” annotated “Commercial, Leisure and Tourism Related Uses” zone, may be considered by the Board on application. Each application will be considered on its own merits.

8.10 Undetermined (“U”): Total Area 9.12 hectares

8.10.1 This zoning is intended to denote areas where further detailed planning study is required to identify the future uses of the land.

8.10.2 This covers a number of sites within an area generally bounded by Victoria Harbour in the north, Cadogan Street in the east, foothill of Mount Davis in the south, and the Island West Refuse Transfer Station in the west under an ongoing land use review. These include the former Kennedy Town Incinerator, the former Kennedy Town Abattoir, the public mortuary, bus terminus and temporary recreation ground at Sai Ning Street, the ex Police Married Officers Quarters at Ka Wai Man Road, and the ex Kung Man Tsuen (Mount Davis Cottage Area) located along Victoria Road. Within the area, there is an underground refuse transfer station. The “U” zoning, under which all proposed development would require planning permission from the Board, will ensure that any interim development will not pre-empt the recommendations of the land use review.

8.119 Green Belt (“GB”): Total Area 74.02 76.18 hectares

8.119.1 The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone.

8.119.2 This zone accounts for about 4344% of the Area. It includes the sloping area in Mount Davis where difficult topography and steep hillsides prevent it from intensive urban development or active recreational uses.

8.119.3 The “GB” forms a visually and aesthetically pleasant background to the Area. It may also provide additional outlets for passive informal type of recreational uses. Urban type development within this zone will be strictly controlled and assessed individually on its merits through the planning permission system.

8.119.4 Pursuant to the recommendations of the Cavern Project Study and the subsequent study on the Island West Refuse Transfer Station (IWRTS) project, Government has located the IWRTS underground within a man-made cavern in the “GB” area at Mount Davis. The IWRTS is one of the two refuse transfer stations on Hong Kong Island as part of the Government’s waste disposal strategy. The other station, i.e. Island East Refuse Transfer Station at Chai Wan, has already commenced operation in 1992. These two stations can transport solid waste in bulk from the urban area to strategic landfills for final disposal. The Kennedy Town

Incinerator has already been closed down in accordance with the programme for developing these two stations.

8.4.9.5 The “GB” area occupied by the IWRTS cavern is designated as Sub-area 1 within this zone on the Plan. The use of underground refuse transfer station is a use always permitted in this sub-area. Due to its deep vertical location, the Station will not affect the surface area.

8.9.6 *The “GB(2)” site is located at Victoria Road and to the further west of Jockey Club Mount Davis Youth Hostel. The use of underground public mortuary is a use always permitted in this sub-area within the existing cavern. This sub-area is reserved together with the “OU” annotated “Public Mortuary” zone for the reprovisioning of the Victoria Public Mortuary.*

9. COMMUNICATIONS

9.1 Roads

- 9.1.1 Major roads are concentrated along the flat coastal reclamation strip where the majority of the building development exists. Beginning from Victoria Road in the west, major thoroughfares run in an east-west direction whilst other roads are generally laid out in a grid pattern.
- 9.1.2 Existing roads connecting the Area with other parts of Hong Kong Island are:
- (a) Pok Fu Lam Road, edging the south-eastern fringe of the Area, is a primary distributor linking up Central with Aberdeen;
 - (b) Shing Sai Road, situated on the Belcher Bay Reclamation, is ~~an important road linkage~~ *a primary distributor* between the Western Harbour Crossing, Smithfield and its extension and Pok Fu Lam Road;
 - (c) Des Voeux Road West and Queen’s Road West are the two district distributors in the eastern part of the Area channelling all traffic running eastward to Central;
 - (d) Victoria Road, which is a *district* distributor, runs parallel to the coastline linking up Kennedy Town and the coastal area of Pok Fu Lam; and
 - (e) Mount Davis Road, which connects Pok Fu Lam Road with Victoria Road, serves the low-density residential developments at the southern slope of Mount Davis.

9.2 Public Transport

The Area is served by various modes of public transport including *railway*, buses,

trams, maxicabs, public light buses and taxis for commuters travelling within the Area as well as to and from other districts.

9.3 Waterborne Transport

A number of piers at the waterfront of Kennedy Town provide facilities for loading and unloading of goods. Occasionally, they are also used for casualty evacuation from outlying islands to Queen Mary Hospital by Government vessels.

9.4 Railway Development

The WIL, *comprising the Kennedy Town Station, HKU Station and Sai Ying Pun Station*, which was authorized by the CE in C under the Railways Ordinance (Chapter 519) on 10 March 2009, is scheduled for completion in 2014 and fully commissioned in March 2015. The Kennedy Town Station will be located at Smithfield and Forbes Street with a green minibus boarding and alighting area-a public transport interchange at ground level of Smithfield. The HKU Station is located near the University of Hong Kong with its entrances at Pokfulam Road, Whitty Street, Hill Road and Belcher's Street. Pursuant to section 13A of the Town Planning Ordinance, the railway scheme authorized by the CE in C under the Railways Ordinance shall be deemed to be approved under the Town Planning Ordinance. The railway alignment, stations and structures (including ventilation and plant buildings in Kennedy Town and University Stations) within the area, as described in the authorized railway scheme, are shown on the Plan for information only.

10. UTILITY SERVICES

- 10.1 The Area has adequate supply of water, electricity and gas. The service of telephone is also sufficient. No problem is envisaged in meeting the future needs for such services in the district.
- 10.2 Whilst at present there is no sewage treatment facility for the Area, sewage from Kennedy Town is currently treated by the screening plant in Central. As for the southern part of the Area, treatment will rely on the screening plant in Sandy Bay.

11. CULTURAL HERITAGE

- 11.1 The Lo Pan Temple at Ching Lin Terrace is a Grade 1 historic building. The Ex-Western Fire Station at Belcher's Street and Mount Davis Battery at the Mount Davis are Grade 2 historic buildings. Grade 3 historic buildings include Kwong Yuet Tong Public Office at 16-17 Ching Lin Terrace, S.K.H. St. Luke's Settlement Neighborhood Elderly Center and Victoria Road Detention Centre at Victoria Road. Besides, 8-9 Tai Pak Terrace and 9 Ching Lin Terrace are proposed Grade 2 and Grade 3 historic buildings respectively. *The Arch and Foundation Stone of Tung Wah Smallpox Hospital and the City of Victoria Boundary Stone at Sai Ning Street are the Government Historic Sites identified by the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department*

(LCSD). *The former structures, built in 1910, were relocated to Sai Ning Street from its former hospital site at Ka Wai Man Road. They are proposed for relocation to the waterfront park in the “O(1)” zone for a better preservation setting.* Military sites with historic interest are also located within the Area which include the Jubilee Battery at Victoria Road and the Air Raid Tunnels at former Belcher Battery at Belcher Street.

- 11.2 *Military sites with historic interest are also located within the Area which include the Jubilee Battery at Victoria Road and the Air Raid Tunnels at former Belcher Battery at Belcher Street. In addition, Victoria City Boundary Stone and an arch and foundation stone of the Tung Wah Smallpox Hospital at Sai Ning Street are considered having high historic value. The latter structures, built in 1910, were relocated to Sai Ning Street from its former hospital site at Ka Wai Man Road.*
- 11.3 *Information of the historic buildings can be obtained from the official website of AMO of LCSD.* Prior consultation with the AMO of LCSD Antiquities and Monuments Office of the Leisure and Cultural Services Department should be made if any demolition, addition, alteration, modification development, redevelopment or rezoning proposals may affect these historic buildings/structures.

12. IMPLEMENTATION

- 12.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an “existing use right” should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 12.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within Government departments. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Architectural Services Department and the Highways Department. In the implementation of the Plan, the Central and Western District Council would be consulted as appropriate.
- 12.3 Planning applications to the Board will be assessed on individual merits. In general, the Board’s consideration of the planning applications will take into account all relevant planning considerations which may include the departmental outline development plans/layout plans and the guidelines published by the Board. The outline development plans and layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available

from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

Index of Figure

Plan A –Building Gap and Non-Building Area Restrictions in the Western Part of Kennedy Town (for the indicative alignments)

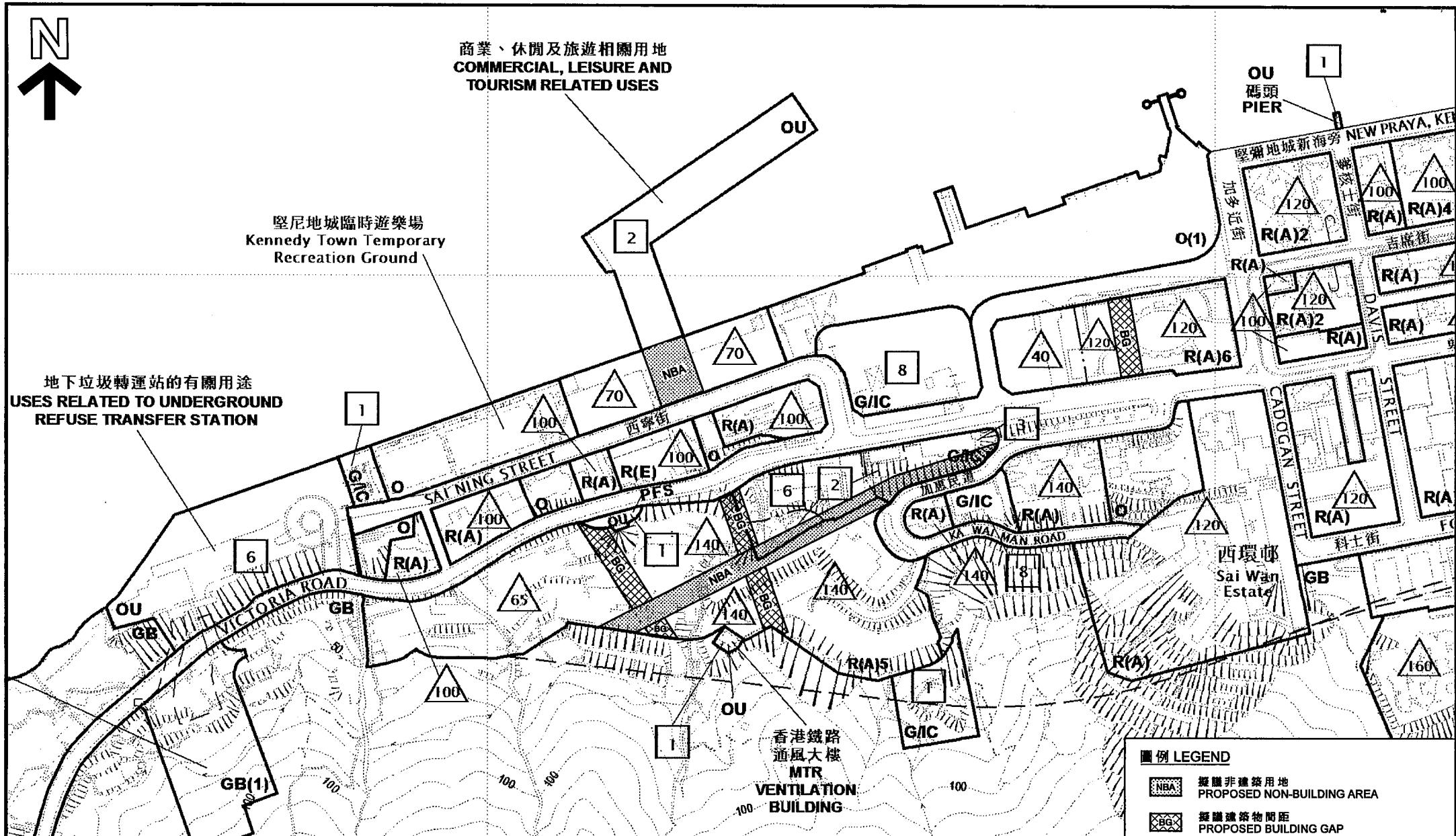
**TOWN PLANNING BOARD
JUNE 2011 FEBRUARY 2016**

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商業、休閒及旅遊相關用地
COMMERCIAL, LEISURE AND
TOURISM RELATED USES

堅尼地城臨時遊樂場
Kennedy Town Temporary
Recreation Ground

地下垃圾轉運站的有關用途
USES RELATED TO UNDERGROUND
REFUSE TRANSFER STATION



圖例 LEGEND

- | | |
|--|---------------------------------------|
| | 擬議非建築用地
PROPOSED NON-BUILDING AREA |
| | 擬議建築物間距
PROPOSED BUILDING GAP |

本摘要圖於2016年1月28日擬備
EXTRACT PLAN PREPARED ON 28.1.2016

堅尼地城西部的建築物間距和非建築用地限制
BUILDING GAP AND NON-BUILDING AREA RESTRICTIONS
IN THE WESTERN PART OF KENNEDY TOWN

SCALE 1:3 500 比例尺
METRES 50 0 50 100 150 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/7

圖 PLAN
A

**REPORT ON THE LAND USE REVIEW ON
THE WESTERN PART OF KENNEDY TOWN**



**PLANNING DEPARTMENT
FEBRUARY 2016**

Report on the Land Use Review on the Western Part of Kennedy Town

1. Background

- 1.1 Taking into account the commissioning of the MTR West Island Line (WIL) in 2014 and the release of land resources, e.g. the Ex-Abattoir and Ex-Incinerator Sites, to meet various community needs, the Planning Department (PlanD) has undertaken the Land Use Review on the Western Part of Kennedy Town (the Land Use Review). The review area covers the Ex-Mount Davis Cottage Area, the Ex-Police Married Officers Quarters at Ka Wai Man Road, the Ex-Temporary School Site for Hong Kong Academy and the Ex-Kennedy Town Incinerator and Abattoir (**Plan 1**).
- 1.2 The Land Use Review had taken into account a number of considerations, including harbour planning principles, the need of community facilities and open spaces, land use compatibility, the housing policy and transport facilities. A Preliminary Land Use Proposal was formulated and adopted for public consultation in 2013. It was then further modified into a Revised Land Use Proposal (**Plan 2**) taking into account the views of different parties, Government requirements and the latest housing land supply target. Another round of public consultation in respect of the Revised Land Use Proposal was conducted in 2015. Public views on the Revised Land Use Proposal are consolidated in paragraph 7 below. The Revised Land Use Proposal was further refined. The Recommended Land Use Proposal (RLUP) with the final recommendations is shown in **Plan 3**.

2. The Review Area (Plan 1)

- 2.1 The review area is bounded by Victoria Harbour in the north, Cadogan Street in the east, foothill of Mount Davis in the south and the Island West Refuse Transfer Station in the west. It has a total site area of about 14ha. It is traversed by a district distributor, i.e. Victoria Road, in the east-west direction. The portion of seaward land to the north of Victoria Road is generally flat with site levels ranging from about 4mPD to 13mPD whilst that to the south is mainly the hillside of Mount Davis with some platforms at about 26mPD to 51mPD formed for previous developments, including the cottage area, Government quarters and school.

- 2.2 The land along the waterfront comprises the Ex-Kennedy Town Incinerator and Abattoir Sites currently used as a temporary work site for the MTR WIL, a private lot currently occupied by two godown buildings (building heights (BH) of about 64mPD and 84mPD) and wharf, a salt water pumping station, the Victoria Public Mortuary (VPM) of about 9mPD in height, piers and the Kennedy Town Temporary Recreation Ground.
- 2.3 A strip of land to the further south across Sai Ning Street consists mainly of the existing residential and industrial developments ranging from about 73mPD to about 126mPD in height. There are also some open spaces including the Kennedy Town Bus Terminus Sitting-out Area, the Sai Ning Street Garden and the Public Open Space adjacent to The Sail of Victoria. The Kennedy Town Bus Terminus is located at the junction of Sai Ning Street and Victoria Road. The Cadogan Street Temporary Garden and some temporary uses, such as a carpark, a refuse collection point (RCP) and a bus depot, are located to the immediate north of Victoria Road. The arch and foundation stone of the Tung Wah Smallpox Hospital and two Old and Valuable Trees (OVTs) are located within the Kennedy Town Bus Terminus Sitting-out Area.
- 2.4 The land to the south of Victoria Road consists of some low-rise Government, institution or community (GIC) facilities along the road, including the Bayanihan Kennedytown Centre, S.K.H. ST. Luke's Church Pastoral Centre, Kennedy Town Jockey Club Clinic and Buddhish To Chi Fat She. The Ex-Police Married Officers Quarters and the Ex-Mount Davis Cottage Area were once located on the formed platforms on the hill side and are vacated now. To the west and south of the platforms are mainly vegetated. The underground portion of the Island West Refuse Transfer Station is partly located to the western end of the review area.

3. Surrounding Area

- 3.1 Surrounding area to the east of Cadogan Street is predominately medium to high-rise residential uses with some commercial uses on the lowest 3 storeys of the developments. There are some high-rise residential developments, including the Merton (BH of about 165mPD) and the Manhattan Heights

(about 171mPD). Existing BHs of major surrounding developments are shown on **Plan 6**.

- 3.2 Developments along Ka Wai Man Road include high-rise residential developments, namely Mount Davis 33 (BH of about 155mPD), Cayman Rise (about 138mPD) and Centenary Mansion (about 96mPD and 135mPD) and the medium-rise public housing development known as Sai Wan Estate (about 46 to 77mPD).
- 3.3 The WIL – Kennedy Town Station is within walking distance at Forbes Street.

4. Planning Principles

- 4.1 In formulating the land use proposals under the Land Use Review, the following planning principles have been taken into account:

Harbourfront Planning

- (a) promote vibrancy, diversity and vitality by allowing variety of uses including waterfront promenade, open space, retail, dining, leisure, recreation, cultural and tourism-related uses at the harbourfront;
- (b) improve accessibility of the waterfront area by providing continuous harbourfront promenade and linkage with the hinterland;
- (c) create an interesting harbour image by encouraging diversity in building mass and varying BH to promote visual interest;
- (d) maintain permeability to the harbour by providing wind/visual corridors;

Meeting Housing Needs

- (e) meet housing needs by increasing residential land supply;

Phase Out Incompatible Uses

- (f) phase out the existing incompatible industrial and godown uses at the harbourfront through providing redevelopment incentives;

- (g) relocate incompatible VPM and salt water pumping station to open up the harbourfront area for public enjoyment;

Provision of Open Space and GIC Facilities

- (h) increase the provision of open space and GIC facilities to meet local needs whenever possible; and

Preservation

- (i) preserve/ reprovision structure with historic interest at suitable location; and
- (j) preserve OVTs.

5. The Land Use Proposals

5.1 The RLUP (**Plan 3**) has taken account of the views of different parties solicited in the public consultation conducted for the Preliminary and Revised Land Use Proposals in 2013 and 2015 respectively as far as practicable and the latest planning circumstances. Relevant technical assessments, including Traffic Impact Assessment (TIA) in **Appendix II**, Air Ventilation Assessment (AVA) in **Appendix III**, and Visual Appraisal (VA) in **Appendix IV**, have been conducted and their details are provided in paragraph 6 below.

5.2 The proposals are broadly divided into 3 aspects:

(A) The Waterfront Area

Waterfront Park/Promenade & Open Space

5.3 The review area covers a large stretch of harbourfront land. Opportunity has been taken to phase out the incompatible mortuary and pumping station, enhance the harbourfront environment and provide new open spaces, with a view to providing a continuous, larger and vibrant waterfront area for leisure and recreational purposes.

5.4 The majority of the eastern part of the waterfront area (zoned “Undetermined” (“U”)) currently falls within the temporary works area for the construction of

the MTRC WIL which will be handed back to the Government by early 2016. It also comprises of four disused piers. In the past, two of the piers to the west were to serve the Ex-Kennedy Town Incinerator and Abattoir and the other two for loading/unloading activities in the area. It is intended to revive the pier function. Together with the sites to be vacated after the relocation of the VPM and the salt water pumping station, Sites 1a, 1b and 2, which are all Government land, would be developed as part of a waterfront park/promenade with site area of about 1.66 ha. Some low-rise ancillary commercial, leisure and recreation facilities, e.g. kiosks and alfresco dining, could be provided to enhance the vibrancy of the waterfront. The possibility of developing an underground public car park underneath would also be undertaken by the Development Bureau (DEVB) to provide the necessary parking spaces for the waterfront users. Detailed design and exact location of these ancillary facilities would be subject to the overall design of the waterfront park/promenade.

- 5.5 A strip of land at the western part of the bus terminus (Site 7a) of about 0.08ha will be reserved for open space development and also form part of the breezeway towards the sea according to the AVA. As compared with the Revised Land Use Proposal, the site is slightly enlarged to include part of the Kennedy Town Bus Terminus Sitting-out Area and the two OVTs therein.
- 5.6 The Kennedy Town Temporary Recreation Ground in the western end (Site 5) of about 0.57ha would be retained for permanent use.

Leisure and Tourism Related Uses

- 5.7 The China Merchants Group (CMG)'s godowns (zoned "Industrial" ("I")) and wharf (zoned "Other Specified Uses" annotated "Pier" ("OU(Pier)")) at 18 Sai Ning Street is the only private development site located at the harbourfront in the review area (Sites 4a and 4b). The site (about 1.35ha) is held under Inland Lot (IL) No. 8623, which was granted by way of private treaty grant for godown and cargo handling pier for a term of 75 years from 21.5.1985 at full market premium. The godown portion is subject to a maximum GFA of not exceeding 46,445.42m².
- 5.8 While this portion of the waterfront is intended for leisure and recreational purposes, the present industrial use of this site is considered not compatible to

the waterfront setting. As such, taking into account of its prime harbourfront location and its marine access, it is proposed to provide incentive through rezoning the site to facilitate commercial, leisure and tourism-related uses. It is also in line with the recommendation of the Report on 2014 Area Assessment of Industrial Land in the Territory conducted by PlanD. On one hand, it would provide incentive to phase out the industrial uses. On the other hand, it better complements the waterfront setting while adding vibrancy and diversity to the harbourfront for public enjoyment. In order to facilitate the provision of a continuous waterfront linkage along the review area, a 12m wide pedestrian linkage for public use is proposed along the waterfront.

- 5.9 The BH of the two existing godown buildings are about 64mPD (west) and 84mPD (east) and the total GFA of the two building is about 46,323m². In view of the prominent waterfront location, a maximum BH of 70mPD is proposed with an existing building gap of maximum 30m in width retained for the landward portion as a non-building area (NBA) for a higher permeability. To minimise the visual impacts to the waterfront area, the BH of the pier portion is proposed at two storeys.

Design Concept of the Waterfront Area

- 5.10 A conceptual design has been prepared to illustrate how the waterfront at the western part of Kennedy Town could be designed to realise the planning intention to revitalise and create a quality waterfront, which could serve as an urban design framework to provide further guidance to the project proponents to develop their individual schemes upon implementation (**Appendix I**). On 24.11.2015, the Task Force on Harbourfront Developments on Hong Kong Island (TFHK) of the Harbourfront Commission (HC) was consulted on the conceptual design and was generally in support of the concept and requested for flexibility in implementing the harbourfront proposal.

(B) Residential Developments

Housing Need

- 5.11 In order to increase and expedite housing land supply in the short and medium-term, there is a need to optimise the use of developed areas in the existing urban areas and new towns, as well as the urban fringe land in the

vicinity of existing infrastructures. In this regard, DEVB, PlanD and the relevant Government departments have been conducting various land use reviews, including reviews on the government land currently vacant, under Short Term Tenancy (STT) or other different short-term or other government uses, as well as “Green Belt” (“GB”) sites, etc. so as to identify more suitable sites for residential use. About 150 potential housing sites in various districts throughout the territory have been identified which will be available for residential development during 2014-15 to 2018-19 for providing over 210,000 private and public housing units, subject to the agreement of the Town Planning Board (TPB) on the amendments to the relevant statutory plans, including the change of land use and/or increase in development intensity.

- 5.12 The rezoning exercise involves 16 out of the 18 districts in the territory. Five sites, which are capable of providing about 2,340 public and 1,000 private housing units in the Central and Western (C&W) District have been identified under the Land Use Review.

Public Housing Development

- 5.13 A public housing development (Site 9) is proposed at the hillside of Mount Davis which was previously occupied by the Mount Davis Cottage Area, the Police Married Officers Quarters and the Hong Kong Academy. According to Housing Department (HD)'s current development plan, Site 9 will be developed as two development sites in two separate phases for an estimated total of about 2,340 public housing units. The total area of Site 9 is about 2.76 ha.
- 5.14 It was proposed under the Preliminary Land Use Proposal that this site would have a total of 2,700 flats and be subject to a maximum BH of 120 to 140mPD. Taken into account the public comments solicited in the public consultation in 2013, the total number of housing flats has been reduced to 2,340 with a total PR of 6 (domestic PR of 5.3 and non-domestic PR of 0.7) and the maximum BH has been revised to 65mPD for the western portion and 140mPD for the eastern portion. According to HD's initial proposal, a relatively low-rise community complex would be developed at the western end to provide social welfare facilities (including youth and elderly centres) and parking facilities (including 25 public light goods vehicle (LGV) parking spaces). Exact

provision of these facilities will be determined by Transport Department (TD) and Social Welfare Department (SWD) in the detailed design stage.

- 5.15 A NBA of 15m wide on ground level and two building gaps of 15m wide on podium level are proposed within the site to serve as air/visual corridors. In view of the project scale and as recommended by the AVA, HD is required to carry out a quantitative AVA at the detailed design stage to further optimise the local pedestrian air ventilation environment and to demonstrate that the future development proposal would not have any significant or unacceptable pedestrian level air ventilation impact in the vicinity.
- 5.16 Apart from the AVA, other necessary detailed technical assessments on the engineering feasibility of the public housing project are being conducted, including those on the environmental, geotechnical, sewerage, drainage, and water supply aspects before finalising the detailed design of the public housing development.
- 5.17 In order not to affect the steep and vegetated slopes to the south and west of the “U” zone, the boundary of the public housing site has been refined to exclude those areas, which would be retained as green belt.

Private Residential Developments

- 5.18 According to the housing land supply target, the other three sites are estimated to have a capacity to provide about 1,000 private residential units in total. While two of the private housing sites are longer-term residential developments subject to ground decontamination works by the Civil Engineering and Development Department (CEDD) and the reprovisioning of affected facilities, the smaller site, Site 8, would be made available for development in a shorter-term. Taking account of a host of planning consideration, including the overall setting of the area, land use requirements and compatibility, supporting GIC facilities and open space provision, technical feasibility, road improvement/construction works, and the public comments, the locations and development parameters of the residential sites are proposed as follows:

(i) Site 3a (about 0.91 ha)

It is a government land bounded by a proposed new access road, Victoria Road and Cadogan Street at the eastern end of the review area. In order to keep the traffic condition of the area at an acceptable level, the proposed maximum PR of the residential development in this site is about 6.5. In order to address the community need, a public transport terminus (PTT), basement public car and lorry parks, GIC facilities, RCP and public toilet will be provided within this site. The PTT with a ground floor area of about 7,000m² will replace the 2 existing bus termini at Shing Sai Road and Sai Ning Street releasing the later 2 sites for open space and residential developments respectively. A total of not less than 70 and 50 public parking spaces for private car and lorry will be provided. All the carpark facilities should be provided in basements to minimise the scale of any podium development. Subject to the actual requirement to be confirmed by SWD in the detailed design stage, social welfare facilities, such as residential care home for the elderly, will be incorporated into the lease for the site upon disposal.

A BH generally sloping down from 120mPD in the eastern to 40mPD in the western portions is proposed. It fits into the general BH profile of the surrounding existing developments to its east of about 171mPD to the proposed 8-storey primary school to the west and about 96 to 135mPD to its south. The future developer would be encouraged to provide a more gradual transition of BH from 120mPD to 40mPD by introducing one more height band on site. The lowest part of the development at 40mPD, together with the proposed primary school and the existing low-rise GIC facilities along Victoria Road will retain the visual openness for the surrounding residential developments. Furthermore, a building gap of 15m wide is proposed at the site as a breezeway for air ventilation according to the AVA.

(ii) Site 7 (0.23 ha)

It is mainly occupied by a bus terminus, namely Kennedy Town Bus Terminus, a public toilet and part of the adjoining sitting out area and the arch and foundation stone of the Tung Wah Smallpox Hospital. The site falls within the development cluster bounded by Sai Ning Street and Victoria Road which includes four existing residential developments zoned “R(A)” and two existing industrial buildings and a residential

development zoned “Residential (Group E)” (“R(E)”). After the relocation of the bus terminus and the public toilet to Site 3a, the major part of the site is proposed for residential development. In view of the relatively small site area, the building bulk should be compatible with the adjoining residential development. No PR control is proposed. The maximum GFA to be achieved will be subject to the Building (Planning) Regulation (B(P)R) and site constraints, including the need to respect the tree protection zones of the two OVTs that are located in the adjoining open space. The maximum BH is proposed at 100mPD which is in line with the stepped height profile from the hinterland of 140mPD towards the aforesaid CMG’s site of 70mPD.

(iii) Site 8 (0.05 ha)

It is located to the further west of Site 7 and sandwiched between Kwong Ga Factory Building and Huncliff Court, currently occupied by the Food and Environmental Hygiene Department (FEHD)’s temporary cleaning depot and Highways Department (HyD)’s works area under road maintenance contract. While the existing factory building has been zoned as “R(E)” with a view to phasing out its industrial operations and facilitating its redevelopment into residential use, it is not unacceptable to rezone Site 8 for residential development. EPD has no objection to the proposed residential use of the site since polluting industrial use is not allowed in the “R(E)” zone. The maximum PR of the site will be subject to B(P)R and the maximum BH is also proposed at 100mPD for reasons same as Site 7.

(C) GIC Uses

Salt Water Pumping Station (about 0.08ha)

5.19 While the existing salt water pumping station will need to be relocated to open up the waterfront for public enjoyment, it is still required to maintain adequate supply of salt water to the area. It is therefore proposed to be relocated to the western end of the waterfront of the review area adjoining the Refuse Transfer Station (Site 6). Locating further away to the west of the station is considered not suitable as that area is zoned “GB” covering the natural shoreline. Water Supplies Department (WSD) had made an effort to devise a sunken and semi-sunken design, but both were confirmed not practicable. To

limit the bulk, the proposed structure is 1 storey on ground which is lower than the conventional design of 2 storeys, and further mitigation measures could be considered at the detailed design stage to help blend in the pumping station with the surrounding promenade, including set back from the shoreline to allow public access.

Primary School (about 0.62ha)

- 5.20 To meet the educational need for a 30-classroom primary school as requested by the Education Bureau (EDB), Site 3b which is located next to the waterfront area is proposed for primary school use. Together with the GIC cluster on the other side of Victoria Road, it would be served as a visual relief for the surrounding residential developments.
- 5.21 Currently, a temporary bus depot and a temporary car park situate on this site. The bus depot will be relocated to a site underneath the flyover at Connaught Road West under STT and public car and lorry parking spaces will be provided in the basement of the private residential site under Site 3a.

VPM (about 0.5ha – “R(C)3” and existing cavern portion)

- 5.22 To relocate the existing VPM from Sai Ning Street at the waterfront area, a site further west of Victoria Road, away from the existing residential neighbourhood, is identified as its reprovisioning site. It consists of two portions, an existing cavern (in a form of tunnel) to the east zoned “GB” which was used by MTRC as a magazine site for the construction of WIL and an adjoining site zoned “R(C)3” at about 35mPD and below Victoria Road of about 48mPD. The “R(C)3” site is currently used by HyD as temporary works areas under Temporary Government Land Allocation (TGLA). Although the two portions are separated by Victoria Road, the only entrance of the cavern is located at the “R(C)3” site via two tunnels underneath Victoria Road.
- 5.23 According to the Department of Health (D of Health), the new VPM consists mainly of a new 4-storey public mortuary building at the “R(C)3” site and ancillary facilities within the cavern to minimise the building bulk and visual impacts. The new building would have a total storage capacity of 250 bodies for day-to-day public mortuary service with autopsy facilities. The PR of the

new VPM building on the “R(C)3” zone is about 3.25 and its BH is about 60mPD, and the PR for the cavern site is 1.

- 5.24 The area is surrounded mainly by vegetated land within “GB”. Taking the advantage of the level difference between the Victoria Road and the site, there would only be two storeys (about 12m) above Victoria Road.

6. **Technical Considerations**

- 6.1 Various technical assessments have been conducted for the land use proposals made under the Land Use Review. Relevant Government departments have also reviewed and confirmed that there is no insurmountable technical issues arising from the land use proposals and related development parameters in terms of traffic, environmental, sewerage, drainage, water supply, geotechnical, visual and air ventilation aspects as detailed in paragraphs 6.2 to 6.27 below. More detailed engineering feasibility study for the public housing development is being conducted separately as part of its detailed design.

(A) **Traffic Impacts and Transport/ Pedestrian Facilities**

Traffic Impact Assessment (TIA)

- 6.2 A TIA was carried out by TD. The TIA confirmed that with the proposed road and junction improvements, the traffic impact arising from the land use proposals will be acceptable. A summary of the aforementioned TIA is provided at **Appendix II**.

- 6.3 The following traffic improvement works are proposed (**Plan 4**):

- (i) removing the western arm of pedestrian crossing at Belcher’s Street/Sands Street junction;
- (ii) signaling adjustment at Victoria Road/Belcher’s Street/Cadogan Street junction;
- (iii) widening of a section of Ka Wai Man Road for provision of a new layby;

- (iv) construction of a new access road to connect eastbound Victoria Road with Cadogan Street for diversion of Central-bound traffic. Following, the closing of the eastbound lane of Victoria Road at the junction of Victoria Road/Belcher's Street/Cadogan Street and the prohibition of right turning movement from Ka Wai Man Road to Victoria Road;
 - (v) widening of section of Victoria Road between Cadogan Street and the access road to EPD's Island West Refuse Transfer Station to accommodate a maximum of four traffic lanes;
 - (vi) signalisation of the new access road/Catchick Street/Cadogan Street junction;
 - (vii) signalisation of Victoria Road/Sai Ning Street junction; and
 - (viii) signalisation of Victoria Road/new access road junction.
- 6.4 There are two vehicular accesses for the public housing site at Site 9 through Victoria Road and Ka Wai Man Road. To further enhance road capacity, TD is planning to implement interim traffic improvement measures (i.e. paragraphs 6.3(i) to (iii) above) before population intake of the public housing development. At detailed design stage of the public housing development, another TIA would be carried out to identify if any further local improvements would be required for the public housing development.
- 6.5 TD confirmed that the reprovisioning of the VPM on Victoria Road is a low traffic generator with minimal traffic impact. Notwithstanding this, D of Health would conduct a TIA at detailed design stage.

Transport and Parking Facilities

- 6.6 For Site 9, separate vehicular access to Phase 1 (via Ka Wai Man Road) and Phase 2 (via Victoria Road) have been proposed. As mentioned in para. 6.4 above, Ka Wai Man Road will be widened locally for the provision of a lay-by at the future estate entrance of the proposed public housing development. In addition, a total of 25 public LGV parking spaces will be provided.

- 6.7 In order to address the community need, a PTT and a basement public car and lorry parks with a total of not less than 70 and 50 public parking spaces for private car and lorry will be provided at Site 3a.
- 6.8 A new bus lay-by will be provided to the north of the proposed public housing site along Victoria Road.

Pedestrian Facilities (Plan 5)

- 6.9 On top of the existing facilities, a number of improvement measures are proposed to enhance the connectivity and accessibility of pedestrian to the waterfront area. The proposed facilities are subject to detailed design of the overall pedestrian network as part of the road improvement works in the review area. The major existing and planned pedestrian facilities are summarised below: -
 - (a) at the eastern end of the review area, the western pavement along Cadogan Street leading to the waterfront to be widened (up to 7m) and crossings on Cadogan Street be improved to facilitate access of pedestrians from the south and east;
 - (b) a set of footbridges to connect the Ka Wai Man Road area to the waterfront through the proposed private housing development at Site 3a to the waterfront area;
 - (c) an at-grade pedestrian crossing at the junction of Victoria Road and Sai Ning Street to connect the waterfront area through the pavement along the western side (up to 5m width) of the proposed primary school at Site 3b;
 - (d) a footbridge to connect the proposed public housing site at Site 9 in the hinterland where the major population in the western Kennedy Town is located and the proposed open space at Site 7a. An at-grade pedestrian crossing could be provided at Sai Ning Street to facilitate onward pedestrian accessibility to the waterfront;

- (e) at the western end, an existing at-grade pedestrian connection via Victoria Road and staircases to connect the proposed public housing site at Site 9 to the waterfront; and
- (f) within the waterfront area, a continuous waterfront promenade is proposed from the eastern to western ends, i.e. from Cadogan Street all the way to the Kennedy Town Temporary Recreation Ground to link up the new open space network for public enjoyment.

(B) Air Ventilation Considerations

- 6.10 An Expert Evaluation on AVA for the western part of Kennedy Town (AVA EE) has been undertaken (**Appendix III**). The annual wind of the area is mainly from the northeast, east and south. The summer wind is mainly coming from the east and southerly quarters. The sea breezes from the north and katabatic (downhill) wind from the vegetated slopes from the south are beneficial to air ventilation in the area. In general, the review area is located to the west of other major sensitive receivers and ample open space and low-rise GIC uses are proposed, the proposed developments within the western part of Kennedy Town will have no major air ventilation impact on the existing developments in the neighbourhood, but some localised effects. Consultants recommend to consider linear green spaces, open space, building gaps and NBA and then connection into air paths to increase the overall permeability for wind movement. In line with the recommendations of the AVA EE (Figure 7.3 of **Appendix III**), two building gaps and a NBA (each 15m wide) at the public housing site to the south of Victoria Road (Site 9), a building gap (15m wide) at the private residential site (Site 3a) and a NBA (30m wide) at the CMG's site (Site 4a) are proposed. A wider NBA for the CMG's site is proposed due to its sensitive location at the future waterfront park/promenade, apart from the air ventilation concern.
- 6.11 Given the large site area for the proposed public housing development at Site 9 and the proposed private residential development at Site 3a, the AVA recommends further quantitative AVA be carried out at design stage with a view to devising sensitive layout and building design to maintain/enhance the air ventilation performance.

(C) Visual Considerations

- 6.12 VA has been conducted with regard to the proposed developments in the review area and the new VPM (**Appendix IV**). According to the visual appraisals, views to the sites in the western part of Kennedy Town are mainly defined by the natural terrain and the vegetated hillside from the south, i.e. Mount Davis, and the existing built-up areas to the east of review area. The visibility of the sites is largely limited to the waterfront area of the western part of Kennedy Town and the offshore area along the major ferry route at the Sulphur Channel. Within the visible areas of the sites in the review area, the proposed open space including the waterfront park/promenade, the Kennedy Town Temporary Recreation Ground, the pier at the existing wharf and the major ferry route at the Sulphur Channel are selected as viewing points in the VA. Upon implementation of the proposals in the review area, those viewing points along the waterfront would become a popular local destination which public can easily access.
- 6.13 The existing visual context and composition will inevitably change as a result of the comprehensive planning of the review area for meeting the various development needs of the society. The proposed developments on the vacant sites will inevitably add to the clusters of buildings and intercept views to the visual resources including the green backdrop of Mount Davis, the waterfront and the sky, detracting from the visual amenity (**Plans 7 to 11b**). Notwithstanding this, the proposed developments are visually compatible in terms of scale and height with the surrounding existing developments. The proposed developments are in keeping the stepped height profile of the local area and giving due respect to the waterfront and hill backdrop (**Plan 6**). Within the larger-scale developments at Sites 3a and 9, stepped height profile will also be adopted for visual interest. The proposed school (Site 3b) with building height restriction (BHR) of 8 storeys, the proposed private residential site (Site 3a) with BHR of 40mPD (western portion) and the waterfront park/promenade (Sites 1a, 1b and 2) will retain the visual openness of the local area. To safeguard the overall visual quality of the area, appropriate measures such as building gaps and NBAs are proposed to provide visual connectivity to the waterfront and enhance the permeability.
- 6.14 Views to the new VPM are mainly defined by the natural terrain from the east, i.e. Mount Davis. The visibility of the sites is limited to the offshore area

along the major ferry route at Sulphur Channel and Victoria Road. Within the visible areas of the site, an offshore viewing point along the Sulphur Channel to the northwest and a viewing point along Victoria Road are identified by the Architectural Services Department (ArchSD). Part of the proposed development is situated within an existing cavern, hence the mass of the development is minimised. The scale of development is not incompatible with the adjoining residential development along the Victoria Road. However, it is still visible from the offshore area and Victoria Road respectively (**Plans 7, 12 and 13**) and will lead to some visual obstruction to the green mountain backdrop at Mount Davis and the sky view. With mitigation measures at the design stage, e.g. sensible landscape treatment, the visual impact should be slight.

(D) Landscape Considerations

- 6.15 There are approximately 820 existing trees within the review area. Approximately 200 existing trees are found in the Cadogan Street Temporary Garden (Site 3a) and approximately 520 existing trees are found in the natural and man-made slopes in Site 9. Other existing trees are scattered along the roadside and within existing sitting-out and open space areas. Most of the trees are common tree species such as *Broussonetia papyrifera*, *Celtis sinensis*, *Ficus microcarpa* and *Macaranga tanarius*. Those existing trees within existing open space areas are generally in fair to good condition, whereas those on natural and man-made slopes are generally in poor to fair condition. Two OVTs listed in the Register of Old and Valuable Trees are located within the Kennedy Town Bus Terminus Sitting-out Area along Victoria Road. Two *Artocarpus hypargyrea* which are listed in Agriculture, Fisheries and Conservation Department (AFCD)'s Rare and Precious Plants of Hong Kong are also identified in Site 9.

Sites 1a, 1b and 2

- (a) With reference to the aerial photo dated 1.1.2015, there are no significant resources within the sites and adverse landscape impact due to the proposed development is not anticipated. The future layout design for Sites 1a and 1b should allow for a continuous public access along the promenade.

- (b) Sites 1b and 2 predominately fall within the area subject to ground decontamination works. Landscape mitigation measures under the Environmental Impact Assessment (EIA) approved in April 2015 include landscape planting along screen hoarding during the decontamination works, and compensatory tree planting with a minimum ratio of 1:1 in terms of quantity upon completion of the works.

Sites 3a and 3b

- (c) While there are relatively fewer trees in Site 3b, the Cadogan Street Temporary Garden has an overall high amenity value. However it is subject to ground decontamination works. With reference to the landscape assessment within the EIA for the ground decontamination works, all 196 existing trees within the sites, including many mature trees, are proposed to be felled as the soil and the tree roots of those trees are contaminated and will be removed in the future ground decontamination works. Major species includes common species such as *Ficus microcarpa*, *Livistona chinensis* and *Terminalia catappa*. Significant adverse landscape impact is anticipated due to ground decontamination works which necessitated the felling of trees. Landscape mitigation measures under the EIA include landscape planting along screen hoarding during the decontamination works, and compensatory tree planting with a minimum ratio of 1:1 in terms of quantity in the future waterfront upon completion of the works.

Sites 4a and 4b

- (d) The CMG's wharf and godowns are currently located within the sites. With reference to aerial photo dated 1.1.2015, there are no significant resources within the area and adverse landscape impact due to the proposed development is not anticipated.

Site 5

- (e) The site is currently used as an open space, therefore the proposal to retain its current use will result in no change in the landscape resources. Approximately 30 existing trees and palms of common species are found along the perimeter of the site. Major species includes *Garcinia subelliptica*, *Phoenix roebelenii* and *Crateva unilocularis* which are generally in good condition. Adverse landscape impact due to the proposed development is not anticipated.

Site 6

- (f) The site is currently used as a sitting-out area. Approximately 27 existing trees of common species are found. Major species includes *Wodyetia bifurcate* and *Hibiscus tiliaceus* which are generally in good condition. The design layout of the proposed salt water pumping station should take into account the existing trees and avoid disturbance to the existing trees as much as possible. Transplantation of existing trees in good condition should be considered where retention is not feasible.

Site 7

- (g) The site is currently occupied by the Kennedy Town Bus Terminus and the adjacent sitting-out area. Approximately 40 existing trees and palms of common species are found in the eastern and southern portion of the site. Major species includes *Delonix regia*, *Celtis sinensis*, and *Bombax ceiba* which are in fair to good condition. There are also two OVTs in the adjacent proposed open space (Site 7a) in which the canopy of the OVTs are extended into Site 7 and may have conflict with the proposed residential development. The layout design of the proposed residential area should take the tree protection zone of the OVTs as an absolute design constraint. A minimum space of 2m should be maintained between the tree canopy and future development to allow future tree growth and minimise impact from construction works. Details of the tree protection zone of the two OVTs are discussed below.

Site 7a

- (h) The site is currently used as vehicular and pedestrian access to the Kennedy Town Bus Terminus. Approximately five existing trees of common species including two OVTs are found within the site. Major species includes *Ficus microcarpa*, *Ficus variegata* and *Celtis sinensis* which are in good condition. There are two OVTs located at a higher level to the south of the existing bus terminus. Both OVTs are of the species *Ficus microcarpa* and have a DBH (i.e. Trunk diameter measured at 1.3m above ground level) of 1600mm or above. The OVTs, including the retaining structure which the trees are growing on, should be preserved and maintained. The layout design of the proposed open space and the adjacent proposed residential area should avoid disturbance to the tree protection zone of the OVTs. The tree protection zone of each OVT

encompasses the body of the tree and 2m above the tree crown as well as the vertical and horizontal surfaces of the retaining structure/wall/rock surface covered by the tree roots together with the space up to 2m behind those surfaces. Further, a minimum space of 2m should be maintained between the tree canopy and future development to allow future tree growth and minimise impact from construction works. The responsible tree maintenance department shall conduct regular inspections including tree risk assessment and monitor the condition of the OVTs. The Tree Management Office of the Greening, Landscape and Tree Management Section of DEVB shall also conduct regular audit inspections to appraise the conditions of the registered trees. Further, existing trees in good condition should be preserved and incorporated into the design of the proposed open space.

Site 8

- (i) Site 8 is currently occupied by HyD's temporary works area and FEHD's temporary cleansing depot. There are two existing trees in the southern portion of the site. Conflict with the proposed residential development is anticipated. However, significant adverse landscape impact is not anticipated as the trees are of common species, *Macaranga tanarius*.

Site 8a

- (j) The site is currently occupied by two industrial buildings and a residential development. Approximately three trees of common species, *Ficus microcarpa*, are found in the southern edge of the site and generally in fair to good condition. There is no change proposed regarding the current zoning i.e. "R(E)". Significant adverse landscape impact is not anticipated. In future residential developments, existing trees in good condition should be preserved.

Site 9

- (k) The proposed development is separated into Phases 1 and 2. With reference to the preliminary tree survey conducted by HD, there are approximately 70 existing trees in Phase 1. The existing trees are generally in fair condition, and most of the tree species are common native and exotic species in Hong Kong such as *Celtis sinensis*, *Ficus spp* and *Macaranga tanarius*. Landscape impact in Phase 1 would be fully ascertained by the project proponent at detailed design stage. However,

with reference to aerial photo dated 1.1.2015, it is observed that a large portion of the site under Phase 1 is formed and hard paved, and significant adverse landscape impact is not anticipated. In comparison, there is a larger area of dense tree cover in the site under Phase 2. With reference to the information provided by CEDD, most of the tree species in the Phase 2 area are common native and exotic species in Hong Kong such as *Broussonetia papyrifera*, *Ficus microcarpa* and *Macaranga tanarius*. There are also two *Artocarpus hypargyrea* which is a rare and precious species. 449 trees were recorded in the tree survey, and 333 trees were proposed to be felled. Approximately 45 relatively large trees with tree girth over 1m (320mm DBH), in which five have a DBH over 1m, are identified within the site. Significant landscape impact is anticipated and it is recommended to retain existing trees and mature trees in good condition as many as possible, especially the two *Artocarpus hypargyrea*. Tree planting should be maximized to mitigate landscape impact, especially near the proposed “GB” zone.

The Proposed “GB” Zone Near Site 9

- (l) A large area originally zoned as “U” along Victoria Road, at the south and east sides of the proposed public housing site (Site 9), is proposed to be zoned as “GB”. The proposed “GB” zone is densely vegetated at present with approximately 400 existing trees and the proposed zoning can reinforce the protection of existing landscape resources.

Reprovisioning Site of VPM

- (m) With reference to the preliminary tree survey conducted by ArchSD, it is noted that approximately 90 existing trees out of approximately 100 existing trees are proposed to be felled at the reprovisioned site of the VPM due to conflict with the proposed building. All of the trees are common species such as *Ficus microcarpa*, *Macaranga tanarius*, and *Leuceana leucocephala*. Adverse landscape impact is anticipated at the reprovisioning site. Tree planting and greening should be maximized to mitigate landscape impact on the site.

- 6.16 AFCD has no adverse comment on the proposed developments in respect of tree aspect. In the detailed design stage, relevant departments will minimise the development impact on existing trees and provide appropriate landscape measures and feasible tree preservation and compensatory planting proposals

in accordance with DEVB's relevant Technical Circular and Lands Department's Land Administration Office Practice Note. For private developments, relevant tree preservation clause and the requirement of Master Landscape Plan will be incorporated in the land sale conditions to minimise the impact arising from tree felling and to require necessary greening measures to mitigate the impact.

(E) Environmental Considerations

- 6.17 EPD confirms that no insurmountable noise problem is expected, provided that proper noise impact assessment (NIA) and design are carried out according to the established procedures, mechanisms and guidelines to ensure compliance with the requirements in Chapter 9 of the Hong Kong Planning Standards and Guidelines (HKPSG). Some of the sites, including Sites 3a, 7 and 8, may also be subjected to potential air/odour impact given that the existing industrial use at the CMG's site will be tolerated. Consideration should be given to avoid or mitigate the potential air/odour impacts. Specific technical assessments are required at detailed design stage to ascertain the mitigation measures, if required, from the air quality and noise aspects for incorporation into the building design. For Site 6, a Noise Level Assessment was carried out by the WSD and the noise sensitive receiver complied with the noise standard specified in the HKPSG. Project proponents would be required to carry out necessary technical assessment(s) in the detailed project design stage as appropriate.
- 6.18 In addition, area bounded by the harbour to the north, Cadogan Street to the east, Victoria Road to the south and Sai Ning Street to the east (part of Sites 1b, 2, 3a, 3b) is the subject of ground decontamination works to be carried out by CEDD. According to the EIA of the Demolition of Buildings and Structures conducted by CEDD in the area and the subsequent site investigation thereat, the site was contaminated with inter alia heavy metals and hydrocarbons. The Environmental Permit conditions require that the decontamination works must be completed before any future permanent development in order to ensure public health. CEDD consulted the Food, Environment, Hygiene & Works Committee of the Central and Western District Council (C&WDC) on 26.3.2015. CEDD proposes that the ground decontamination works will be implemented in two phases. The first phase will complete the ground decontamination works at the existing Cadogan Street Temporary Garden and

its adjoining area, which will take about 4.5 years; and the second phase will complete the remaining ground decontamination works in another 2.5 years. C&WDC members in general did not object to the proposed ground decontamination works, and asked for more environmental mitigation measures as well as community liaison efforts during decontamination period.

(F) Geotechnical Impacts

- 6.19 The Head of Geotechnical Engineering Office (H(GEO)), CEDD has concerns on the natural terrain hazard of the proposed public housing site (Site 9) and the reprovisioning site for the VPM, for which CEDD and ArchD would ascertain the hazards and, if necessary, appropriate mitigation measures in their respective engineering feasibility studies for subsequent implementation.

(G) Infrastructural Impacts

- 6.20 For the proposed private housing developments (Sites 3a and 7), drainage reserve area for existing stormwater and sewage pipelines needs to be designated to Drainage Services Department (DSD)'s satisfaction; alternatively, drainage and sewerage diversion works may be carried out by developer to DSD's satisfaction. Such technical requirement will be considered in the land disposal stage.
- 6.21 With regard to the reprovisioning site of the VPM, detailed ground investigation, utilities mapping and survey on existing services, drainage impact assessment, sewerage impact assessment and Preliminary Environmental Review will be carried out at the detailed design stage.
- 6.22 HyD, DSD, CEDD and WSD have no adverse comment on the RLUP from the infrastructural perspective.

(H) Cultural Heritage

- 6.23 The Victoria City Boundary Stone at the Kennedy Town Temporary Recreation Ground and the arch and foundation stone of the Tung Wah Smallpox Hospital at the rest garden at Sai Ning Street adjacent to the Kennedy Town Bus Terminus are considered having high historic value. The latter structures, built in 1910, were relocated to the current location from its

former hospital site at Ka Wai Man Road. While the former is not affected by the land use proposals, the latter will be relocated to the waterfront park/promenade and incorporated in its future design.

(I) Provision of GIC Facilities and Open Space

- 6.24 The planned population in the Kennedy Town and Mount Davis area is about 90,600 (including the proposed residential developments under Sites 3a, 7, 8 and 9). According to the planned population, the overall provision of GIC facilities, including district police station, divisional police station, clinic/health centre, magistracy, integrated children and youth services centre, integrated family services centre, library, sports centre, sports ground/sports complex and swimming pool, is adequate at a district-wide level (to tally with the C&WDC boundary). According to EDB, an additional 30-classroom primary school is required in the C&W District, taking into account the additional population of future developments to meet the educational needs in the district. In this regard, a site is reserved (Site 3b) in the review area for the provision of a primary school.
- 6.25 There are about 56ha of open space, including about 16.99ha local open space and 39.19ha district open space in the C&W District. While there is an overall deficit of local open space by 8.05ha, the district open space amounts to a surplus of 14.16ha, rendering the total provision of open space in compliant with the HKPSG. Notwithstanding the overall surplus, according to the latest population projection, the land use proposals would generate an additional population of about 8,500 persons. The total additional open space area resulted from the land use proposals is more than 17,000m². The planned provision of additional open space can provide more than the open space requirement arising from the additional population. Besides, upon demolition of the Cadogan Street Temporary Garden (about 5,800m²), an equivalent amount of open space would be reprovisioned within the review area in the future.
- 6.26 Besides, a composite block will be provided at the proposed public housing site for social welfare facilities, including an elderly centre and a children and youth centre as required by the SWD. In addition, further GIC and/or social welfare facilities, e.g. residential care home for the elderly, are planned at the private residential site bounded by Victoria Road, Cadogan Street and the

proposed new access road. The actual requirement of the social welfare facilities is to be confirmed by SWD in the detailed design stage.

- 6.27 No other departments have requested for sites for other GIC facilities in the review area.

7. Public Consultation

- 7.1 PlanD consulted the C&WDC and the TFHK of HC, and attended two public forums organised by two C&WDC members to solicit views of the local residents in May and June 2013 on the Preliminary Land Use Proposal. The Preliminary Land Use Proposal was then further modified taking into account the views of different parties, Government requirements and the latest housing supply target.
- 7.2 The Revised Land Use Proposal was formulated for further public consultation (**Plan 2**) in 2015. A summary of the consultation is provided as follows:
- (a) C&WDC was jointly consulted by the DEVB and PlanD on 19.3.2015. Some Members supported the residential development, particularly the public housing development while some others considered the scale of development extensive and could not be supported in terms of traffic capacity. There were also concerns over technical issues e.g. development density, building height, air ventilation, and traffic and transport impacts. Minutes of that DC meeting are provided at **Appendix Va**. PlanD was invited by District Officer (C&W) to attend the C&WDC meeting on 16.7.2015 regarding the request for extension of the consultation period on the Review raised by some DC Members. Minutes of that C&WDC meeting are provided at **Appendix Vb**.
- (b) On 22.1.2016, PlanD has consulted C&WDC on the proposed amendments to the Kennedy Town & Mount Davis OZP. The DC objected to the proposed amendments and decided to write to request the Government not to submit the proposed amendments to TPB for consideration and to meet the locals to agree on a scheme acceptable to C&WDC and local residents. DEVB issued a letter on 28.1.2016 to further explain the need for rezoning to meet housing land supply target

and inform C&WDC that the Government decides to continue with the proposed rezoning and submission to TPB on 5.2.2016.

- (c) TFHK was consulted on 5.5.2015, 24.8.2015 (in a working session) and 24.11.2015. While Members had concerns on the traffic impact, detailed design of the waterfront park/promenade and pedestrian connectivity to the waterfront area, they had no objection to the proposed zoning of the harbourfront area, and requested that more flexibility for the future waterfront development should be allowed in drafting the OZP. Minutes of the TFHK meeting on 5.5.2015 are provided at **Appendix Vc**.
- (d) Five public forums/meetings with local residents were organised by two DC members and three Incorporated Owners of the concerned residential developments on 26.3.2015, 30.3.2015, 23.4.2015, 8.5.2015 and 14.5.2015 respectively. Residents expressed similar concerns as the C&WDC and TFHK Members. There are also written submissions on the Revised Land Use Proposal from various stakeholders.
- (e) Views solicited in the consultation in 2015 and responses are provided at **Appendix VI**. Major views are summarised as follows:
 - (i) the land use proposals are unsustainable and better planning should be done. They should be refined taking into account the public views and technical impacts, including air ventilation and traffic and transport impacts;
 - (ii) more open spaces should be provided. Connectivity and accessibility to the waterfront area should be enhanced;
 - (iii) the open up of the waterfront area is welcomed but there are concerns on the detailed design and implementation of the waterfront park/promenade;
 - (iv) some existing facilities including the existing Cadogan Street Temporary Garden and the Kennedy Town Bus Terminus should be retained;
 - (v) views on the proposed public and private housing developments are diverse. Some members of the public are against housing developments, while some support the housing development but requested that the development intensity and BH should be reduced;

- (vi) alternative development proposals for various sites, such as utilising the proposed residential sites for GIC/open space development, should be considered. Further, the Government should also consider selecting alternative sites (e.g. Site 3b) for housing developments;
- (vii) there is concern on the lack of community and social welfare facilities and healthcare service provision and the quality of living. More supporting facilities should be provided to cater for public needs;
- (viii) the existing traffic condition in the local area is already poor. The land use proposals will even worsen the traffic condition of the area. The effectiveness of the proposed traffic improvement measures and the traffic arrangement is doubted;
- (ix) a better integrated transport system and more pedestrian and parking facilities should be provided;
- (x) there is doubt on the technical assessments and request for releasing those assessments;
- (xi) there is request for a longer consultation period of the land use proposals; and
- (xii) more development details, such as design details of the land use proposals, should be provided for the public.

8. Recommendations

- 8.1 The land use proposals together with the comments from the C&WDC, TFHK, relevant Government departments and the public are recommended to be submitted to the Metro Planning Committee of the TPB for its consideration in accordance with the established procedures.

9. Attachments

- | | |
|--------------|--|
| Appendix I | Conceptual Layout and Themes for the Harbourfront for the Western Part of Kennedy Town |
| Appendix II | Summary of Traffic Impact Assessment provided by Transport Department |
| Appendix III | Expert Evaluation on Air Ventilation Assessment for the |

	Western Part of Kennedy Town
Appendix IV	Visual Appraisal on the Proposed Developments in the Western Part of Kennedy Town and the Proposed Victoria Public Mortuary at Mount Davis
Appendix Va	Extract of Minutes of Meeting of C&WDC Held on 19.3.2015
Appendix Vb	Extract of Minutes of Meeting of C&WDC Held on 16.7.2015
Appendix Vc	Extract of Minutes of Meeting of TFHK Held on 5.5.2015
Appendix VI	Detailed Public Comments on Land Use Review on the Western Part of Kennedy Town
Plan 1	Location Plan of the Land Use Review on the Western Part of Kennedy Town and the Reprovisioning Site of the Victoria Public Mortuary
Plan 2	Revised Land Use Proposal
Plan 3	Recommended Land Use Proposal
Plan 4	Proposed Traffic Improvement Measures
Plan 5	Proposed and Existing Pedestrian Facilities
Plan 6	Existing Building Heights for Major Surrounding Developments
Plan 7	Viewing Points of Photomontages
Plans 8 to 11b	Photomontages of the Proposed Developments in the Western Part of Kennedy Town
Plans 12 and 13	Photomontages of the Proposed Victoria Public Mortuary

**PLANNING DEPARTMENT
FEBRUARY 2016**

Summary of the Conceptual Layout and Themes for the Harbourfront for the Western Part of Kennedy Town

1. The Land Use Review on the Western Part of Kennedy Town aims to provide a broad land use framework as a basis for proposing zoning amendments to the Kennedy Town and Mount Davis Outline Zoning Plan to the Town Planning Board for consideration. Regarding the waterfront area, taking into account the planning and design intention to create a vibrant, attractive and accessible waterfront for the enjoyment of the public, as well as the comments raised by the Task Force on the Harbourfront Developments on Hong Kong Island of the Harbourfront Commission, a design concept (**Plans 1 to 7**) is prepared to illustrate how the planning and design intent of that area could be realised. This could serve as an urban design framework to provide further guidance to the project proponents to develop their individual schemes upon implementation.

2. The waterfront area could be sub-divided into three main portions and their design concepts are specified below:

3. **Area A – Waterfront Promenade** (Sites 1a, 1b and 2)

- primarily intended for recreational and leisure purposes. Small-scale commercial uses in support of the planning intention would be permitted
- under government ownership
- sub-divided into the pier portion and the park portion

Pier Portion (Plan 2)

- pier function retained and revived for marine access of small boats
- small scale commercial uses in the form of low-rise (one storey) structure for food and beverage in the western end only in order to allow better access and visual permeability to the harbour in the east
- on top of the structure, a viewing deck could be provided for public enjoyment of harbour view

Park Portion (Plan 3)

- primarily for leisure activities in a park setting e.g. jogging, family outing, kids' play area, etc.
- sites for events/weekend markets to add vibrancy and diversity of the waterfront area with small scale commercial uses in the form of low-rise (one storey) structure for food and beverage

- landscaping and greening
- the waterfront promenade could be connected with the inland by a footbridge between the viewing deck and the private residential development cum public transport terminus, public toilet and other Government, institution or community facilities

4. **Area B – Leisure and Tourism** (Sites 4a and 4b)

- primarily for leisure and tourism-related uses. Commercial activities in support of the planning intention would be permitted
- under private ownership and currently occupied by two industrial buildings on the landward site
- Sub-divided into the pier portion and warehouse portion

Pier Portion (Plan 4)

- pier function retained for marine access, particularly for cruises and yachts
- small structures of two storeys for alfresco dining
- ad hoc events/celebrations could be held on pier

Warehouse Portion (Plan 5)

- in view of its marine access and waterfront location, opportunity may be taken to convert the area into leisure and tourism-related uses, e.g. boat club
- upon redevelopment, owner will be required to provide a waterfront promenade connecting Areas A and C

5. **Area C – Sports and Recreation** (Site 5)

- the existing Kennedy Town Temporary Recreation Ground (**Plan 6**)
- a piece of government land currently under the management of Leisure and Cultural Services Department for active recreational purposes
- to be retained as permanent open space for active recreational/sports use

6. Efforts are also made to enhance the connectivity and accessibility of the waterfront area through the following measures, subject to detailed design (**Plan 7**):

- at the eastern end of the Review area, the western pavement along Cadogan Street leading to the waterfront to be widened and crossings on Cadogan

- Street to be improved to facilitate access of pedestrians from the developed areas to the east and enhance the pedestrian environment;
- a set of footbridges to connect the Ka Wai Man Road area to the south through the proposed private housing development (Site 3a) with the viewing deck and waterfront area direct;
 - to the west of the footbridges, an at-grade pedestrian crossing at the junction of Victoria Road and Sai Ning Street to connect the waterfront area through the pavement along the western side of the proposed primary school;
 - to the further west, a footbridge to connect the proposed public housing site (Site 9) in the hinterland where the major population in the western Kennedy Town is located and the proposed open space at Site 7a. An at-grade pedestrian crossing could be provided at Sai Ning Street to facilitate onward pedestrian accessibility to the waterfront;
 - at the western end, an existing at-grade pedestrian connection via Victoria Road and staircases to connect the proposed public housing site (Site 9) to the waterfront;
 - there are 2 existing and 1 proposed at-grade crossings connecting the waterfront area to the developed area to the east; and
 - within the waterfront area, a continuous waterfront promenade is proposed from the eastern to western ends, i.e. from Cadogan Street all the way to the Kennedy Town Temporary Recreation Ground (Area C) to link up the new open space network for public enjoyment.

7. Attachments

Plan 1	Conceptual Layout and Waterfront Themes
Plan 2	Area A – Waterfront Promenade (Pier Portion)
Plan 3	Area A – Waterfront Promenade (Park Portion)
Plan 4	Area B – Leisure and Tourism (Pier Portion)
Plan 5	Area B – Leisure and Tourism (Warehouse Portion)
Plan 6	Area C – Sports and Recreation
Plan 7	Connectivity and Accessibility to Waterfront Area

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B 區 - 休閒及旅遊
AREA B - LEISURE AND TOURISM

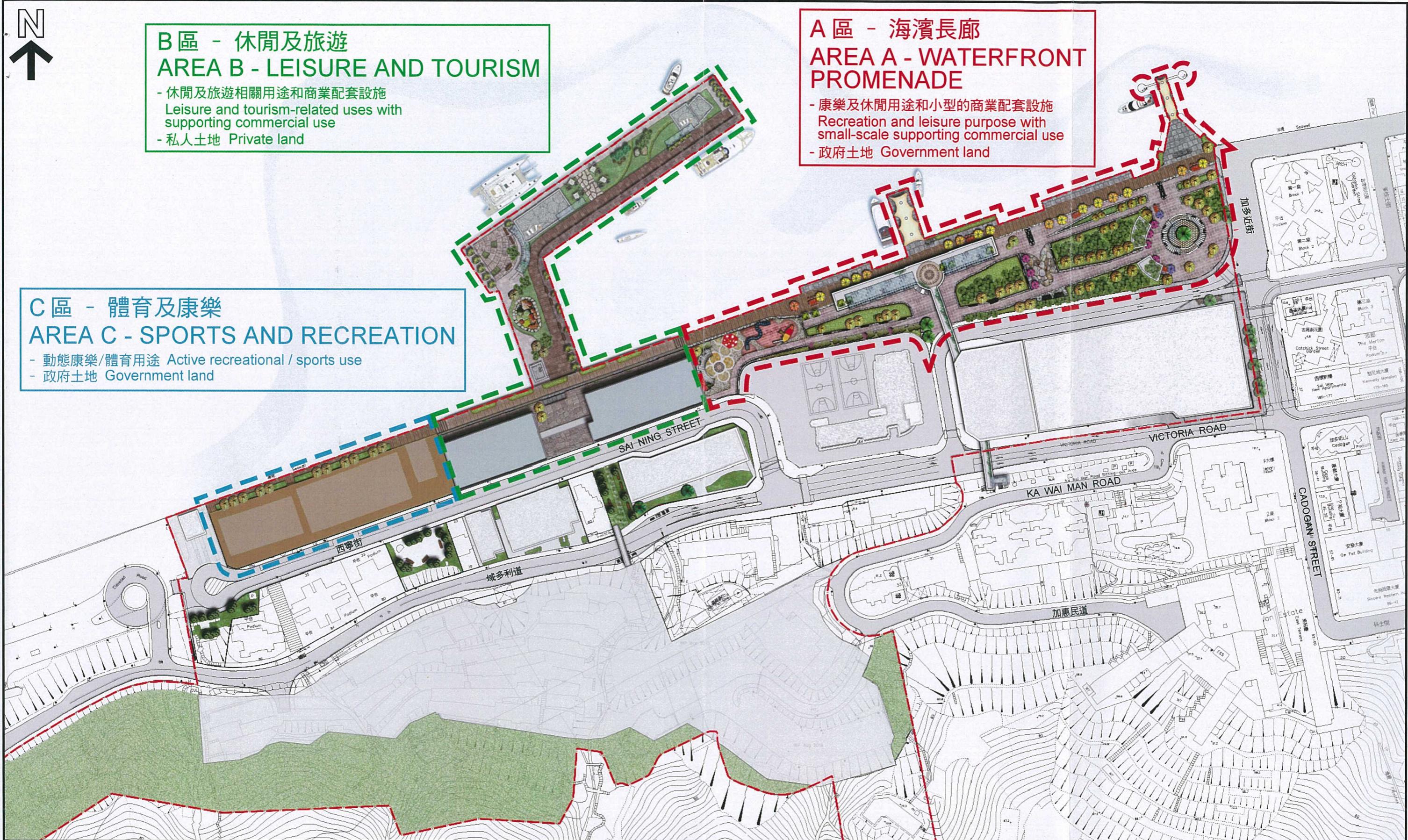
- 休閒及旅遊相關用途和商業配套設施
Leisure and tourism-related uses with supporting commercial use
- 私人土地 Private land

A 區 - 海濱長廊
AREA A - WATERFRONT PROMENADE

- 康樂及休閒用途和小型的商業配套設施
Recreation and leisure purpose with small-scale supporting commercial use
- 政府土地 Government land

C 區 - 體育及康樂
AREA C - SPORTS AND RECREATION

- 動態康樂/體育用途 Active recreational / sports use
- 政府土地 Government land



堅尼地城西部土地用途檢討
LAND USE REVIEW ON THE WESTERN PART OF KENNEDY TOWN

經修訂的土地用途檢討方案 - 規劃概念及海濱主題
REVISED LAND USE PROPOSAL -
CONCEPTUAL LAYOUT AND WATERFRONT THEMES

本摘要圖於2015年12月11日擬備
EXTRACT PLAN PREPARED ON 11.12.2015

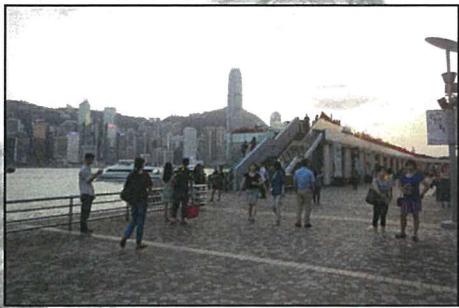
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規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H1/15/63



圖 PLAN
1



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A區 - 海濱長廊（碼頭部分） AREA A - WATERFRONT PROMENADE (PIER PORTION)



本摘要圖於2015年12月11日擬備
EXTRACT PLAN PREPARED ON 11.12.2015

堅尼地城西部土地用途檢討 LAND USE REVIEW ON THE WESTERN PART OF KENNEDY TOWN

經修訂的土地用途檢討方案 - 規劃概念 (A區 - 海濱長廊 (碼頭部分))
REVISED LAND USE PROPOSAL - CONCEPTUAL LAYOUT
(AREA A - WATERFRONT PROMENADE (PIER PORTION))

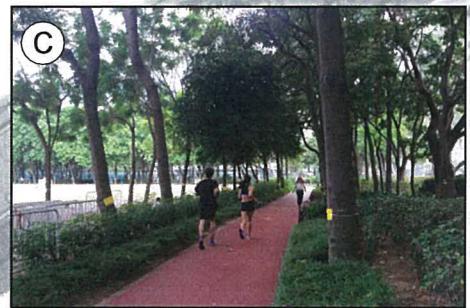
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規劃署
PLANNING
DEPARTMENT

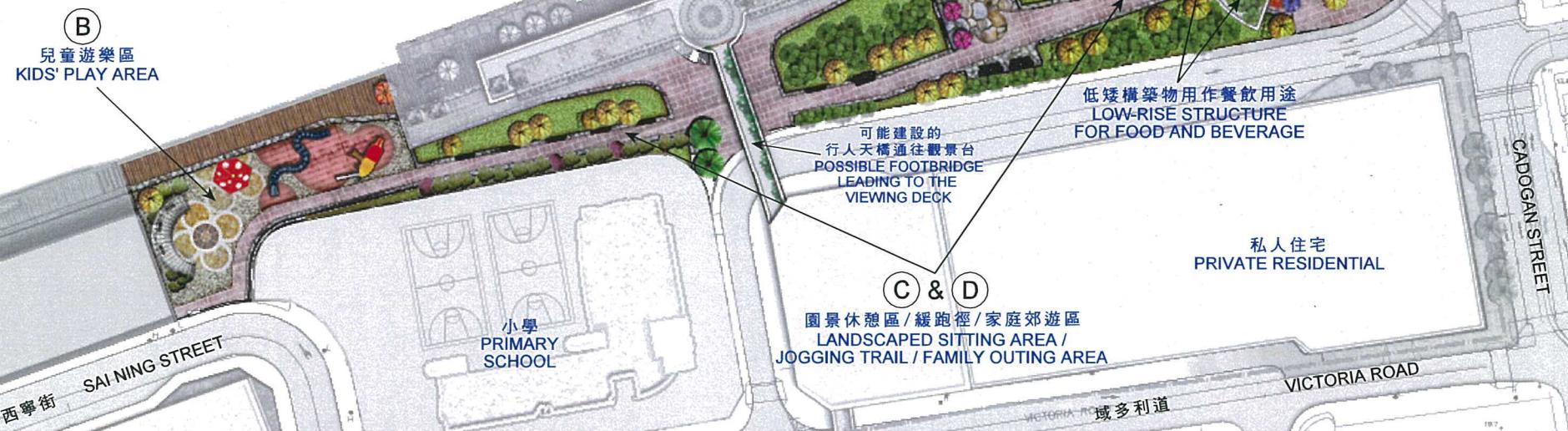


參考編號
REFERENCE No.
M/H1/15/63

圖 PLAN
2



A區 - 海濱長廊（公園部分） AREA A - WATERFRONT PROMENADE (PARK PORTION)



本摘要圖於2015年12月11日擬備
EXTRACT PLAN PREPARED ON 11.12.2015

堅尼地城西部土地用途檢討 LAND USE REVIEW ON THE WESTERN PART OF KENNEDY TOWN

經修訂的土地用途檢討方案 - 規劃概念 (A區 - 海濱長廊 (公園部分))
REVISED LAND USE PROPOSAL - CONCEPTUAL LAYOUT
(AREA A - WATERFRONT PROMENADE (PARK PORTION))

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規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/15/63

圖 PLAN
3



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B 區 - 休閒及旅遊（碼頭部分） AREA B - LEISURE AND TOURISM (PIER PORTION)

碼頭維持作海事用途
PIER FUNCTION RETAINED
FOR MARINE USE

低矮構築物用作露天餐飲用途
LOW-RISE STRUCTURE
FOR ALFRESCO DINING



本摘要圖於2015年12月11日擬備
EXTRACT PLAN PREPARED ON 11.12.2015

堅尼地城西部土地用途檢討 LAND USE REVIEW ON THE WESTERN PART OF KENNEDY TOWN

經修訂的土地用途檢討方案 - 規劃概念 (B區 - 休閒及旅遊 (碼頭部分))
REVISED LAND USE PROPOSAL - CONCEPTUAL LAYOUT
(AREA B - LEISURE AND TOURISM (PIER PORTION))

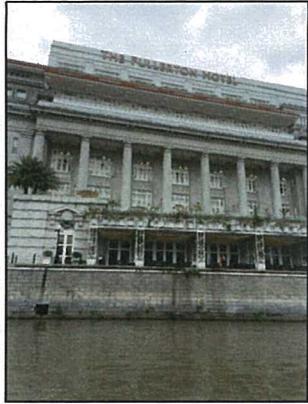
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規劃署
PLANNING
DEPARTMENT



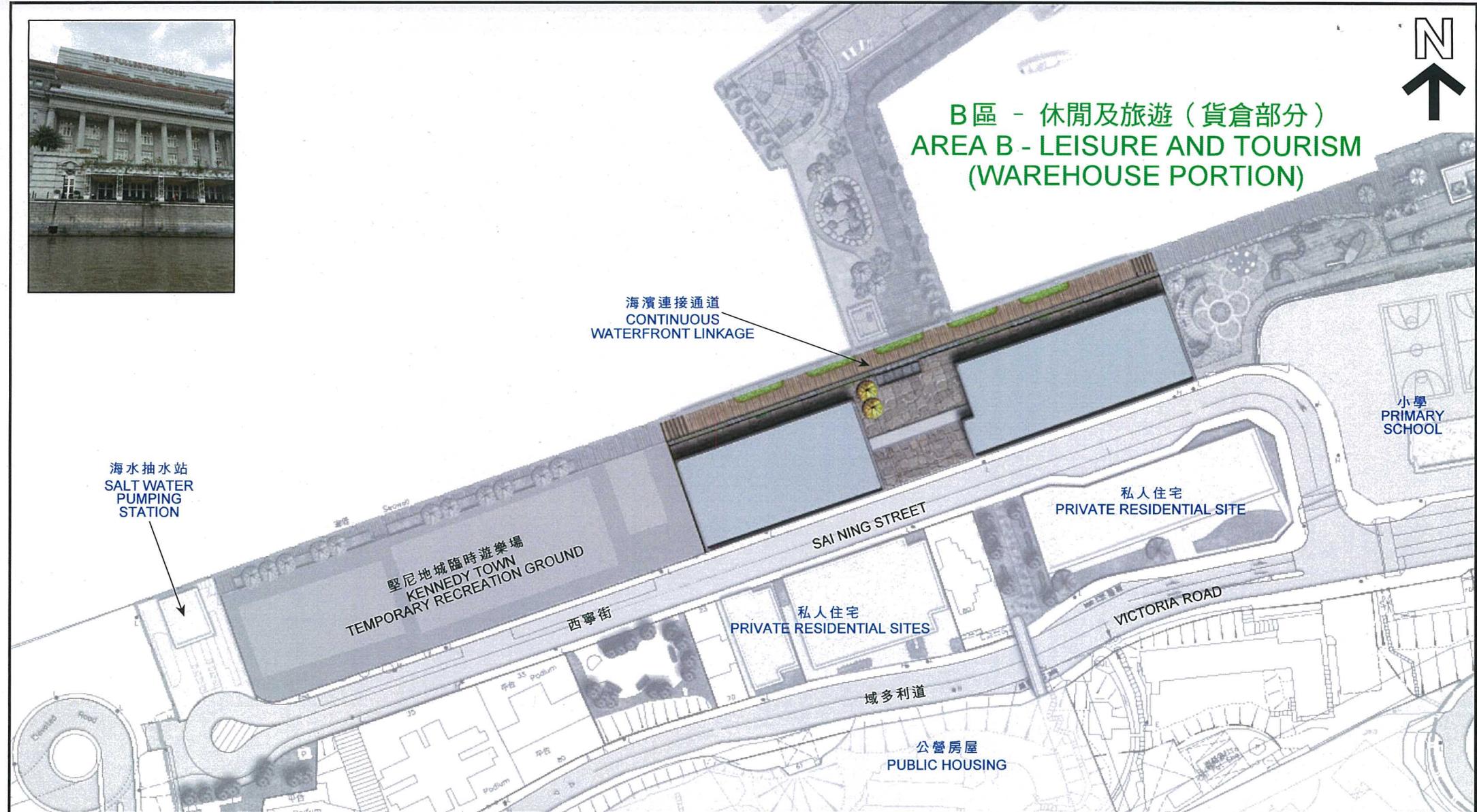
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REFERENCE No.
M/H1/15/63

圖 PLAN
4



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B區 - 休閒及旅遊（貨倉部分）
AREA B - LEISURE AND TOURISM
(WAREHOUSE PORTION)



本摘要圖於2015年12月11日擬備
EXTRACT PLAN PREPARED ON 11.12.2015

堅尼地城西部土地用途檢討
LAND USE REVIEW ON THE WESTERN PART OF KENNEDY TOWN

經修訂的土地用途檢討方案 - 規劃概念 (B區 - 休閒及旅遊 (貨倉部分))
REVISED LAND USE PROPOSAL - CONCEPTUAL LAYOUT
(AREA B - LEISURE AND TOURISM (WAREHOUSE PORTION))

SCALE 1 : 1 500 比例尺
METRES 20 0 20 40 60 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/15/63

圖 PLAN
5



C 區 - 體育及康樂
AREA C - SPORTS AND RECREATION



本摘要圖於2015年12月11日擬備
EXTRACT PLAN PREPARED ON 11.12.2015

堅尼地城西部土地用途檢討
LAND USE REVIEW ON THE WESTERN PART OF KENNEDY TOWN

經修訂的土地用途檢討方案 - 規劃概念 (C區 - 體育及康樂)
REVISED LAND USE PROPOSAL - CONCEPTUAL LAYOUT
(AREA C - SPORTS AND RECREATION)

SCALE 1:1500 比例尺
METRES 20 0 20 40 60 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/15/63

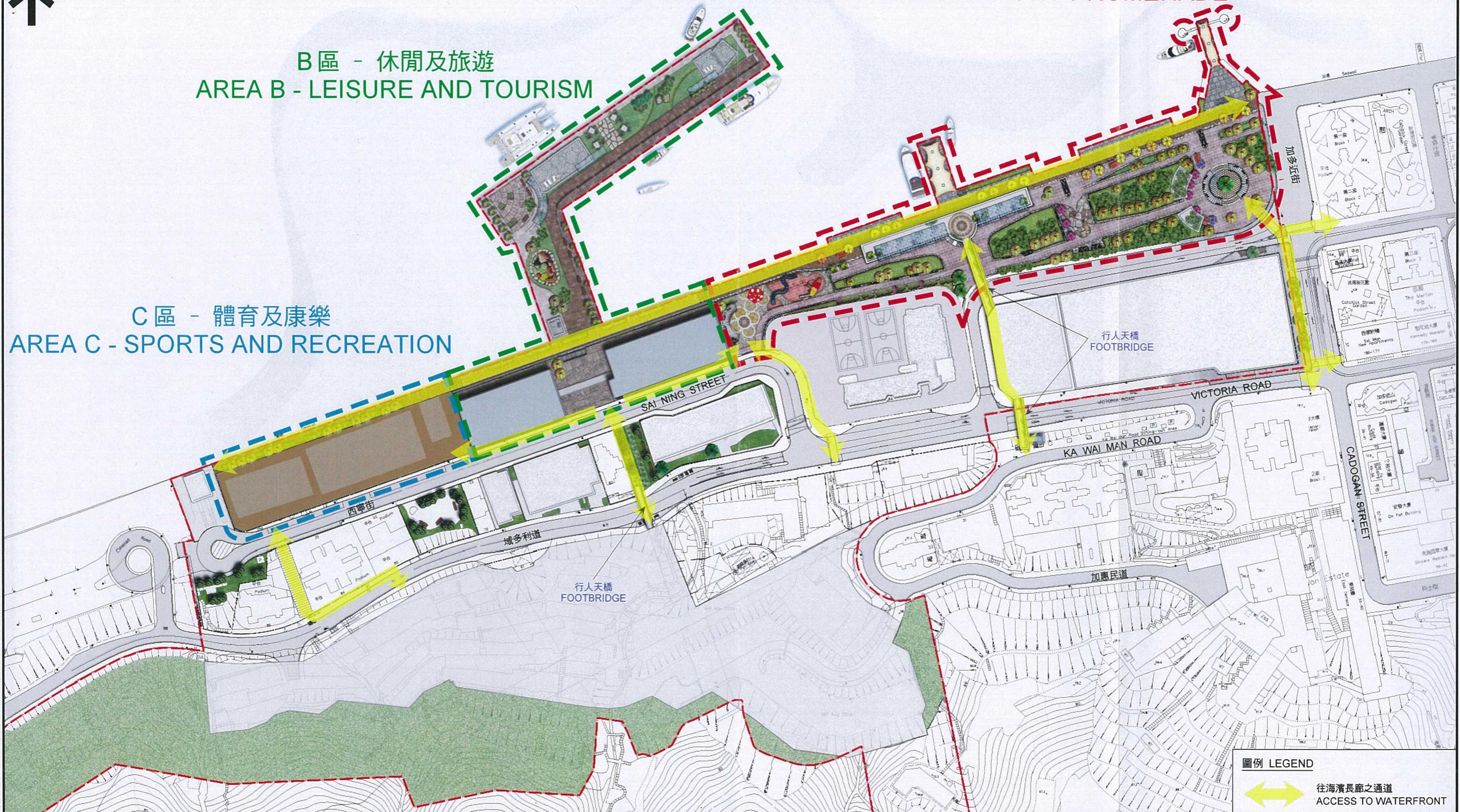
圖 PLAN
6

N
↑

A 區 - 海濱長廊
AREA A - WATERFRONT PROMENADE

B 區 - 休閒及旅遊
AREA B - LEISURE AND TOURISM

C 區 - 體育及康樂
AREA C - SPORTS AND RECREATION



圖例 LEGEND
往海濱長廊之通道
ACCESS TO WATERFRONT

本摘要圖於2015年12月11日擬備
EXTRACT PLAN PREPARED ON 11.12.2015

堅尼地城西部土地用途檢討
LAND USE REVIEW ON THE WESTERN PART OF KENNEDY TOWN
經修訂的土地用途檢討方案 - 往海濱長廊之連接及可達性
REVISED LAND USE PROPOSAL - CONNECTIVITY AND ACCESSIBILITY TO WATERFRONT AREA

SCALE 1 : 2 000 比例尺
METRES 40 0 40 80 120 160 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H1/15/63



圖 PLAN
7

Traffic Review for the Land Use Proposal on the Western Part of Kennedy Town

1. Introduction

- 1.1 In order to enhance the land uses in the Western District and to grasp the opportunity of the commissioning of the MTR West Island Line, the Planning Department (PlanD) has undertaken the Land Use Review on the Western Part of Kennedy Town (the Land Use Review). The review area is shown in **Plan 1 of Appendix A**.
- 1.2 A Preliminary Land Use Proposal (the Preliminary Proposal) for the Western Part of Kennedy Town was developed in 2013 by PlanD. A traffic review for the Preliminary Proposal was conducted and roads / junctions improvement schemes recommended. In mid-2013, PlanD consulted the Central and Western District Council (C&WDC) and the Harbourfront Commission, and attended two public forums organised by local District Council members to solicit views of the stakeholders on the Preliminary Proposal. After taking into account the views of different parties, PlanD revised the Preliminary Proposal and developed a Revised Land Use Proposal (the RLUP) (**Plan 2 of Appendix A**) in September 2014, which mainly involved reduction of the total number of public housing units and revision of the road layout.
- 1.3 The C&WDC was concerned about the shortage of parking spaces for cars and goods vehicles in the Western District. As some short term tenancy sites currently providing goods vehicles parking spaces in the Central & Western District will be terminated for other development in the coming years, shortage of goods vehicle parking spaces is anticipated. Besides, there is great demand for private car parking spaces in Kennedy Town. To cope with the parking demand, an underground carpark for private cars and goods vehicles dedicated for public use is included in the RLUP.
- 1.4 Because of the changes made under the RLUP, the roads and junctions improvement schemes identified in the traffic review are further assessed to ascertain their effectiveness.

2. Proposed traffic improvement measures

- 2.1 To cater for the RLUP, the following road improvement schemes are proposed and they are shown in **Appendix B**:
 - (i) Construction of a new access road to connect Victoria Road and Cadogan Street for diversion of Central-bound traffic;

- (ii) Following (i) above, closing the eastbound lane of Victoria Road at the junction of Victoria Road / Belcher's Street / Cadogan Street junction (J4) to enhance the junction performance;
- (iii) Following (ii) above, prohibition of right turning movement from Ka Wai Man Road to Victoria Road (J29);
- (iv) Widening of a section of Victoria Road between Cadogan Street and the access road to the Environmental Protection Department's Island West Refuse Transfer Station to cope with the anticipated traffic;
- (v) Signalization of the new access road / Catchick Street / Cadogan Street junction (J4A);
- (vi) Signalization of Victoria Road / Sai Ning Street junction (J28); and
- (vii) Signalization of Victoria Road / new access road junction (J32).

2.3 With the implementation of the above improvement works, the performance of the key junctions within the RLUP and in the vicinity as shown in **Appendix B** are acceptable in 2027 (3 years after the planned completion of the RLUP). The results of junction capacity assessment are summarized in **Table 1**.

Table 1 Results of Junction Capacity Assessment

Ref.	Junction	Reserved Capacity (RC) or Design Flow Capacity (DFC)	Performance							
			Existing (2015)		Interim – with public housing (2024)		Operational - without improvement (2027)		Operational – with improvement (2027)	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
J4	Victoria Road/ Belcher's Street/ Cadogan Street	RC	41%	81%	17%	54%	-1%	-6%	25%	27%
J4A	New Access Road/Catchick Street/Cadogan Street	RC	-	-	-	-	-	-	24%	42%
J28	Victoria Road/Sai Ning Street	DFC (2015, 2024, 2027 without improvement) RC (2027 with improvement)	0.49	0.35	0.58	0.40	0.97	0.86	32%	33%
J29	Victoria Road/ Ka Wai Man Road	DFC	0.29	0.17	0.84	0.40	1.35	0.93	0.27	0.17
J32	Victoria Road/ new access road	RC	-	-	-	-	-	-	57%	67%

Remarks: In general, the performance of the junction is considered satisfactory if the RC of signalized junction is greater than 15%, or DFC of priority junction is less than 0.85 during peak periods.

2.4 The assessment also indicates that the performance of the existing junctions J4, J28 and J29 will operate satisfactorily in 2024 after the population intake of the public housing development at Site 9. Nevertheless, interim traffic improvement measures including removing the western arm of pedestrian crossing at Belcher's Street/Sands Street junction, signaling adjustment at the junction of J4 and widening of a section of Ka Wai Man Road for provision of a new layby would be implemented to further enhance the road capacity before the population intake of the public housing development.

3. Pedestrian facilities assessment

3.1 The Level-of-Services (LOS) of the footpaths of Ka Wai Man Road were assessed and the results are summarized in Table 2. The footpaths F1 and F2 of Ka Wai Man Road as shown in **Appendix B** in 2027 will achieve at least LOS B, therefore the walking environment of Ka Wai Man Road after the population intake of the public housing development will remain satisfactory.

Table 2 LOS of Ka Wai Man Road footpath

Ref.			F1	F2
Clear width (m)			2.2	2.0
Dead width (m)			0.5	0.5
Effective width (m) = Clear width – Dead width			1.7	1.5
Existing (2015)	2-way ped/min	AM	10	29
		PM	10	26
		Evening	1	6
	LOS (ped/min/m)	AM	6 (A)	19 (B)
		PM	6 (A)	17 (B)
		Evening	1 (A)	4 (A)
Operational (2027)	2-way ped/min	AM	36	34
		PM	22	30
		Evening	26	6
	LOS (ped/min/m)	AM	21 (B)	23 (B)
		PM	13 (A)	20 (B)
		Evening	15 (A)	4 (A)

Remarks:

AM peak hour = 07:00 – 08:00; PM peak hour = 14:30 – 15:30; Evening peak hour = 17:30 – 18:30

LOS A = flow rate \leq 16 ped/min/m

LOS B = 16-23 ped/min/m

LOS C = 23-33 ped/min/m

In general, LOS C or above is desirable for most design at streets with dominant pedestrian activities.

4. Internal transport provision of the development sites

- 4.1 The internal parking and loading / unloading facilities of the development sites should be self-contained and be provided within the site in accordance with the prevailing standards.
- 4.2 To address the public parking demand in the Central & Western District, about 50 goods vehicles and 70 private car parking spaces dedicated for public use will be provided at the underground carpark at Site 3a. The Housing Authority will also provide 25 public parking spaces for light goods vehicles within Phase 2 of the public housing development at Site 9.

5. Pedestrian facilities

- 5.1 To provide a safe, direct and comfort route for pedestrians walking between Victoria Road and the future waterfront promenade, the following pedestrian facilities which are shown in **Appendix C** will be provided:
 - (i) The Victoria Road / Sai Ning Street junction and Victoria Road / new access road junction will be signalized and pedestrian crossings will be provided at these two junctions.
 - (ii) Two footbridges across Victoria Road and a new pedestrian crossing at Sai Ning Street will be provided to serve a safe and direct connection between the public housing site and the open space at the waterfront area and new bus terminus. These two tentative footbridges can also facilitate the private housing sites to gain access to the social welfare facilities located within the public housing site. The location of landing / connection points including the disabled lifts of the footbridges are subject to detailed design.
 - (iii) The western pavement of Cadogan Street between Victoria Road and new access road will be widened to 7m to improve the accessibility to / from the open space at the waterfront area from the inland side.
 - (iv) A footbridge between the private residential development cum new bus terminus and the waterfront promenade across the proposed new access road.
- 5.2 As shown in **Appendix C**, with the above pedestrian facilities, three major pedestrian corridors leading from the inland side to the open space at the waterfront area will be provided, i.e. along the western footpath of Cadogan Street; along the footpaths of

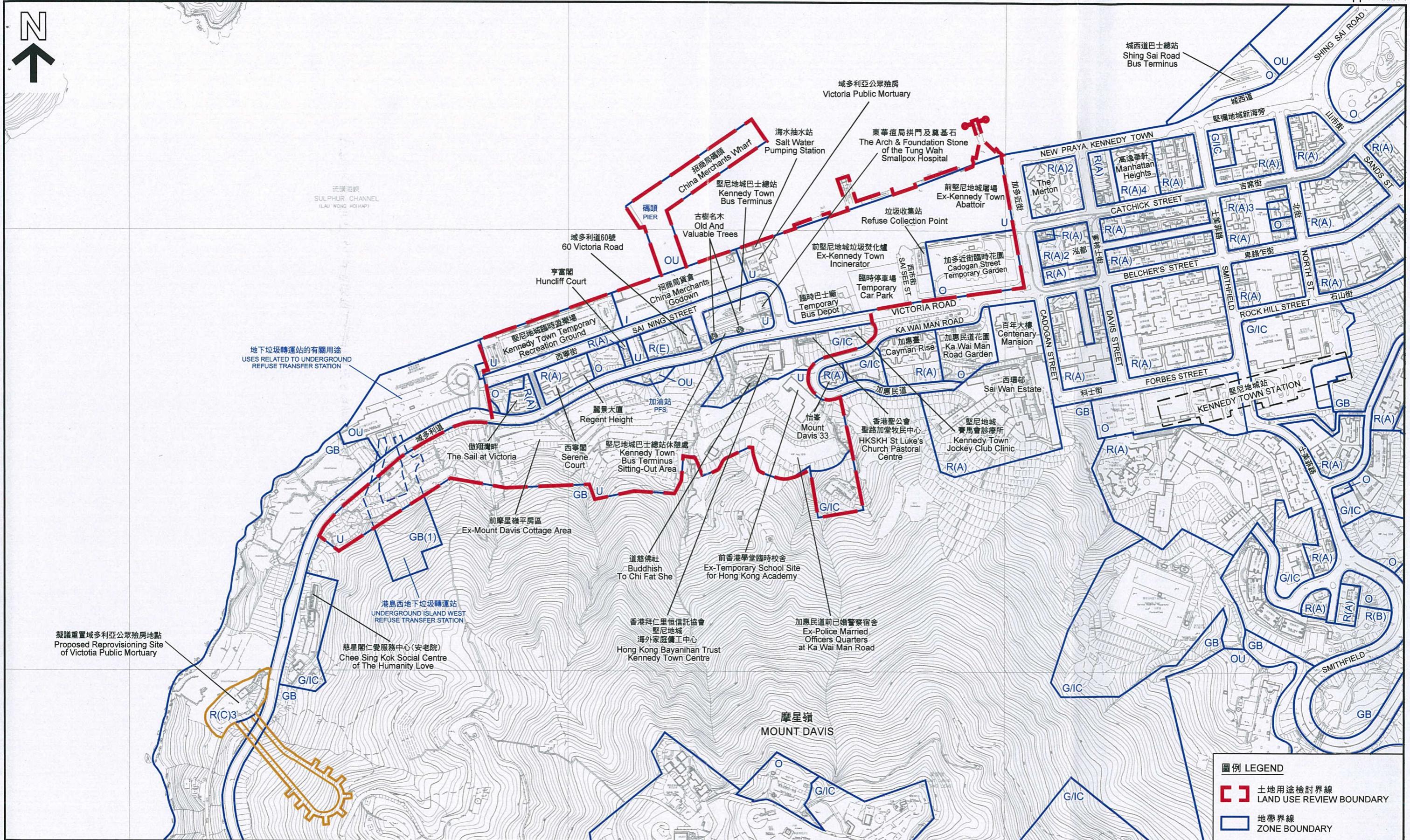
both sides of the new access road; and along the eastern pavement of Sai Ning Street.

6. Public transport facilities

- 6.1 A new bus terminus will be provided at the ground floor of Site 3a to accommodate the bus routes which are currently allocated in the existing Kennedy Town bus terminus at Sai Ning Street and the Belcher's Bay bus terminus.
- 6.2 In addition, a new bus layby will be provided on westbound Victoria Road for the public housing site, as shown in **Appendix B**.

7. Conclusion

- 7.1 The traffic improvement schemes previously proposed for the Preliminary Proposal remain valid in the RLUP.
- 7.2 With the implementation of the proposed traffic improvement measures, the traffic impact arising from the RLUP in 2027 will be acceptable.
- 7.3 The traffic situation in the vicinity will be satisfactory after the population intake of the public housing development in 2024, and road capacity will be further enhanced by the interim traffic improvement measures before the completion of the public housing development.
- 7.4 The walking environment of Ka Wai Man Road footpaths is acceptable in 2027.



本摘要圖於2016年1月18日擬備，
所根據的資料為測量圖編號11-SW-6A、B、C、D，
11A、B和10-SE-10B、D
EXTRACT PLAN PREPARED ON 18.1.2016
BASED ON SURVEY SHEETS No.
11-SW-6A, B, C, D, 11A, B & 10-SE-10B, D

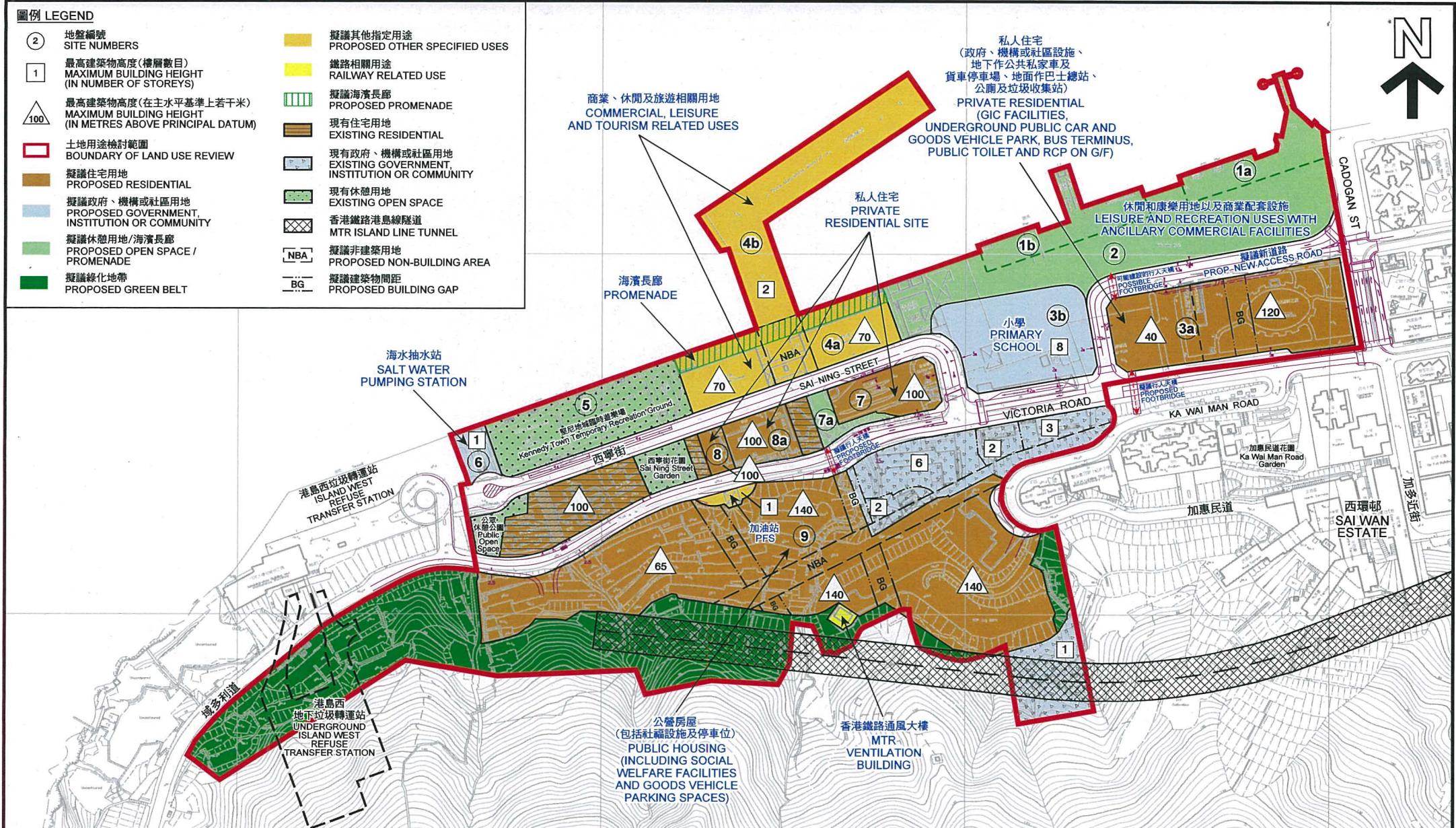
堅尼地城西部土地用途檢討位置圖及重置域多利亞公眾殮房地點
LOCATION PLAN OF THE LAND USE REVIEW ON THE WESTERN PART OF KENNEDY TOWN AND
THE REPROVISIONING SITE OF THE VICTORIA PUBLIC MORTUARY

SCALE 1: 4 000 比例尺
METRES 100 0 100 200 300 METRES

規畫署
PLANNING DEPARTMENT 
參考編號
REFERENCE No. M/H1/16/2
圖 PLAN 1

圖例 LEGEND

- | | | |
|--|---|--|
| | 地盤編號
SITE NUMBERS | |
| | 最高建築物高度（棟層數目）
MAXIMUM BUILDING HEIGHT
(IN NUMBER OF STOREYS) | 擬議其他指定用途
PROPOSED OTHER SPECIFIED USES |
| | 最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT
(IN METRES ABOVE PRINCIPAL DATUM) | 鐵路相關用途
RAILWAY RELATED USE |
| | 土地用途檢討範圍
BOUNDARY OF LAND USE REVIEW | 擬議海濱長廊
PROPOSED PROMENADE |
| | 擬議住宅用地
PROPOSED RESIDENTIAL | 現有住宅用地
EXISTING RESIDENTIAL |
| | 擬議政府、機構或社區用地
PROPOSED GOVERNMENT,
INSTITUTION OR COMMUNITY | 現有政府、機構或社區用地
EXISTING GOVERNMENT,
INSTITUTION OR COMMUNITY |
| | 擬議休憩用地／海濱長廊
PROPOSED OPEN SPACE /
PROMENADE | 現有休憩用地
EXISTING OPEN SPACE |
| | 擬議綠化地帶
PROPOSED GREEN BELT | 香港鐵路港島線隧道
MTR ISLAND LINE TUNNEL |
| | | 擬議非建築用地
PROPOSED NON-BUILDING AREA |
| | | 擬議建築物間距
PROPOSED BUILDING GAP |



本摘要圖於2016年1月15日擬備，
所根據的資料為測量圖編號11-SW-6C和6D
EXTRACT PLAN PREPARED ON 15.1.2016
BASED ON SURVEY SHEETS No. 11-SW-6C & D

堅尼地城西部土地用途檢討
LAND USE REVIEW ON THE WESTERN PART OF KENNEDY TOWN

建議的土地用途檢討方案 RECOMMENDED LAND USE PROPOSAL

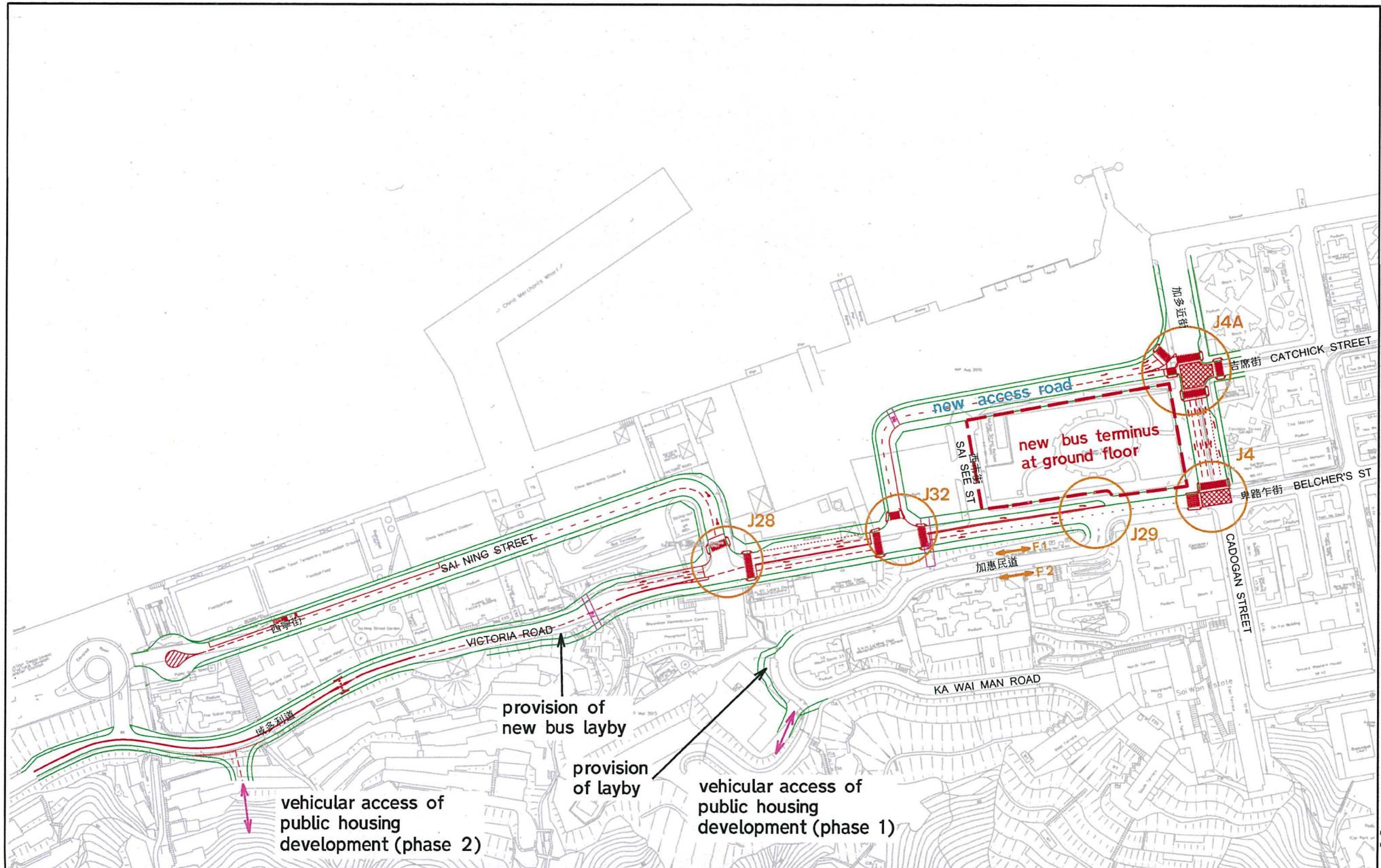
比例 SCALE 1 : 3 500

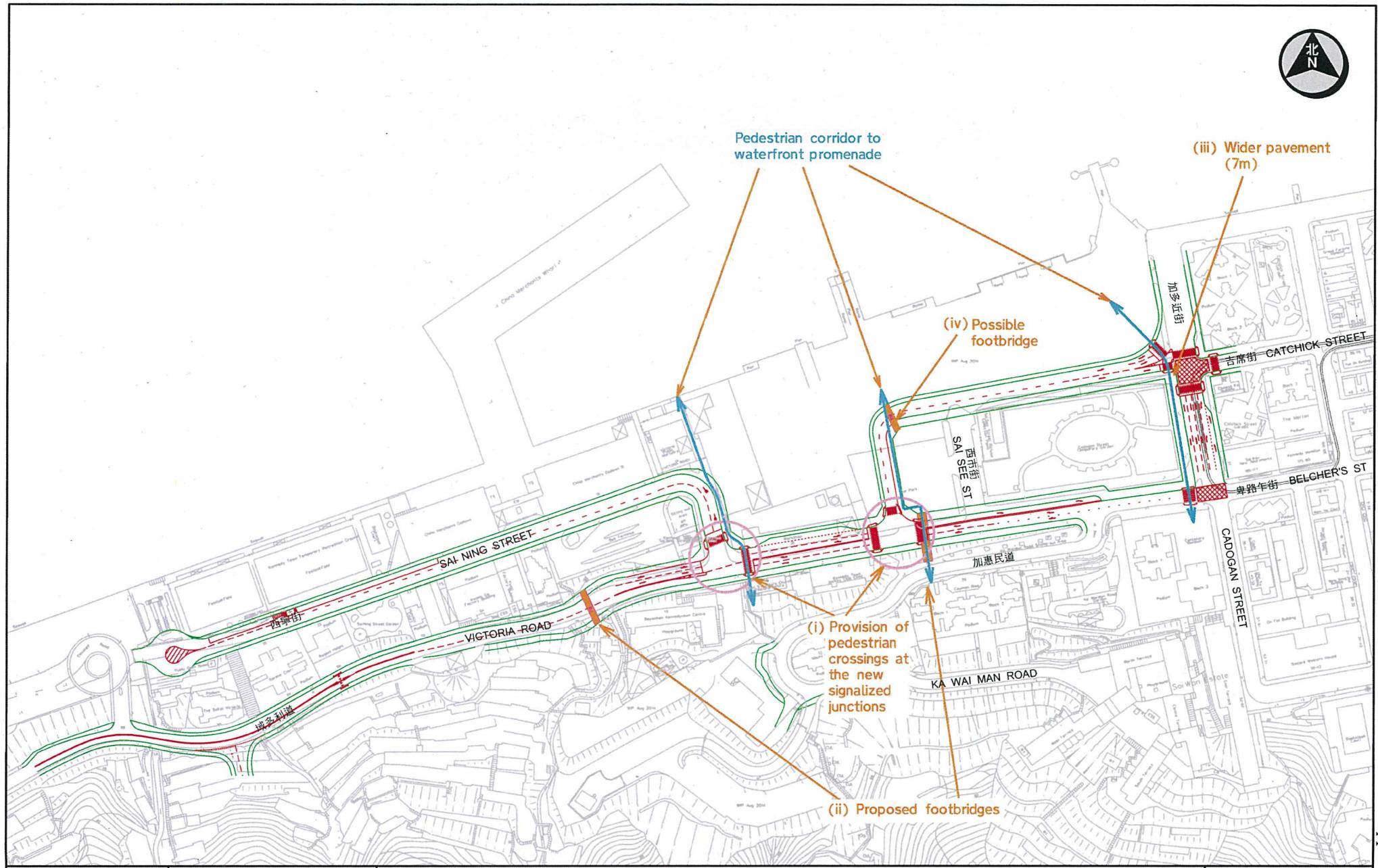
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

圖 PLAN 2





TERM CONSULTANCY FOR AIR VENTILATION ASSESSMENT SERVICES
Cat. A1 – Term Consultancy for Expert Evaluation and Advisory Services on Air Ventilation Assessment (PLNQ 35/2009)



**TERM CONSULTANCY FOR
AIR VENTILATION ASSESSMENT SERVICES**

**Cat. A1 – Term Consultancy for Expert Evaluation and Advisory
Services on Air Ventilation Assessment (PLNQ 35/2009)**

**Final Report
Western Part of Kennedy Town**

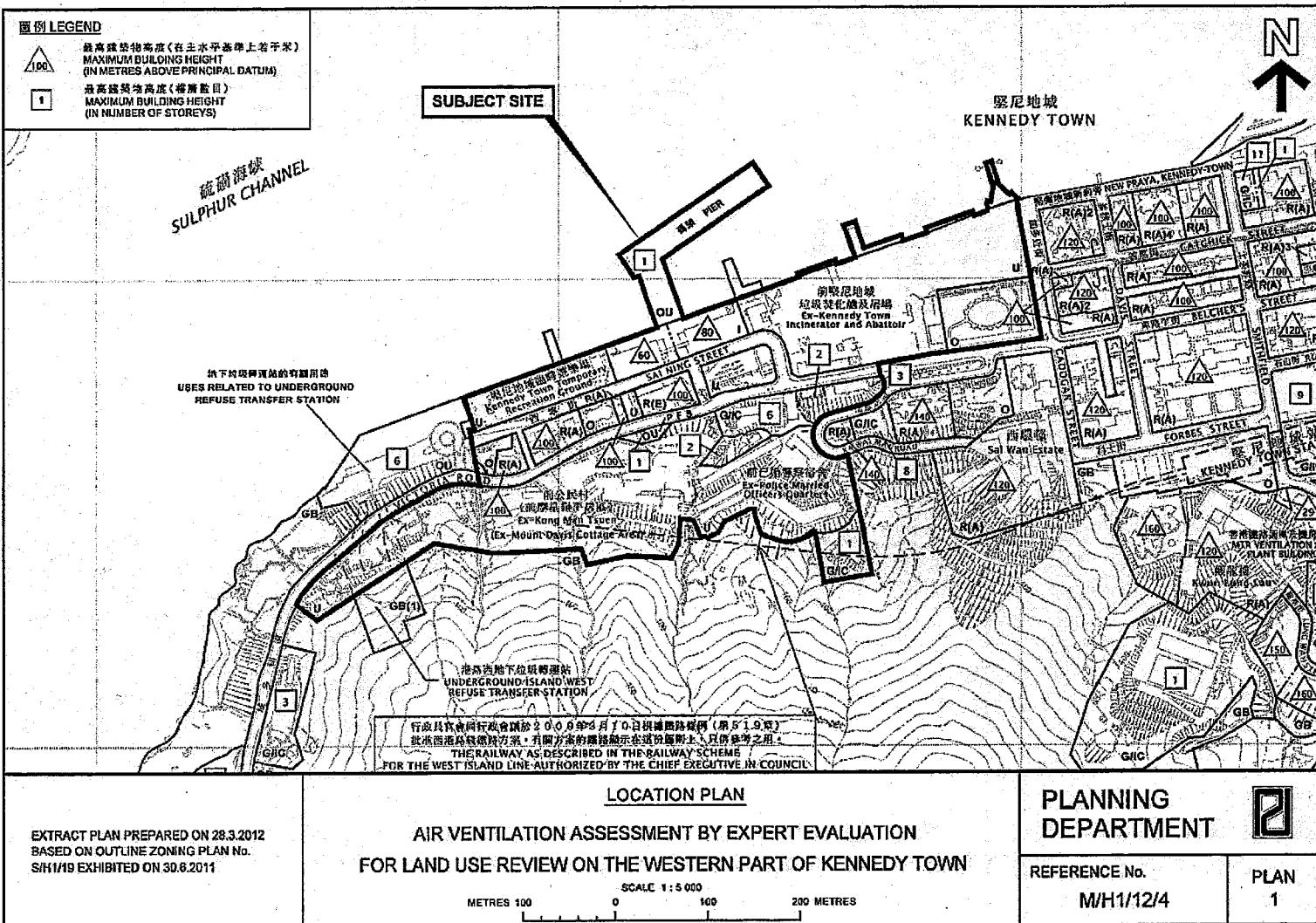
April 2013



by

Professor Edward Ng
School of Architecture, CUHK, Shatin, NT, Hong Kong
T: 39436515 F: 39420982
E: edwardng@cuhk.edu.hk W: www.edwardng.com

The Study Area



Expert Evaluation Report of Western Part of Kennedy Town

Executive summary

0.1 Wind Availability

(a) Annual wind in the study area mainly comes from the Northeast, East and South. The summer wind mainly comes from the East and southerly quarters including Southwest, South and Southeast.

0.2 Existing Conditions

(a) The study area has some mid-rise to high-rise developments from 10 to 40 storeys. The buildings blocks are rather isolated with open spaces and low-rise G/IC facilities in between. As such, severe air ventilation problem are not anticipated.

0.3 The Existing Conditions with Planned Developments

(a) The study area is located to the west of the existing developments in Kennedy Town. It is located downwind under the annual and summer prevailing wind situations. In general, its development would not cause air ventilation concern on the existing developments in the neighbourhood. There are some planned developments within the study area that may cause localized air ventilation issues. In general, from an urban district based perspective, adding further building mass to an urban area increases the thermal load of the area; increases urban roughness, diminishes air ventilation potentials; and if not properly designed with permeability, form deep street canyons and wall-like barriers.

(b) Site No.1a, No. 1b and No. 4b are leisure and recreation uses with BH of 10 mPD. Because of their low heights, it is unlikely that they will impose adverse effect on the air ventilation performance of the inland areas.

(c) Site No. 3a is a private residential development. It has 4 towers with BH from 100 to 120 mPD on a podium with BH of around 10 – 15m. The bulky and extensive podium and the closely packed tower blocks will have some effects on air ventilation performance of the immediate surroundings – especially for the sea breezes coming perpendicular to the shoreline. When wind comes from the North, it is likely to create wake areas on its leeward side.

- (d) Site No. 3b is a primary school with BH of 8 storeys. Because of its relatively low heights and partial coverage of the site, it will impose little adverse effect on the air ventilation.
- (e) Site No. 7 is a private residential development. It has 2 towers with BH of 100 mPD on a podium. The bulky and extensive podium and the closely packed tower blocks will have some effects on air ventilation performance of the immediate surroundings. When wind comes from the Northeast, it is likely to create wake areas on its leeward side.
- (f) Site No. 8 is a private residential development. It has a single tower with BH of 100 mPD. Because of its relatively small size (frontal area), it will impose little adverse effect on the air ventilation.
- (g) Site No. 8a is a private residential development. It has a single tower with BH of 100 mPD. Because of its relatively small size (frontal area), it will impose little adverse effect on the air ventilation.
- (h) Site No. 9 is a public residential development. It has 5 blocks with BH from 120 to 140 mPD on two separate but extensive podiums. When wind comes from the northeast, its wake areas are on the south-west side of the development. When wind comes from the southwest, wind will flow along Victoria Road and also through the gap between Block 3 and 4 over the GIC site on its north-east. The closely packed Blocks 1, 2 and 3 will create wake areas to its northeast.

More importantly the continuous east-west orientated blocks will reduce/block the beneficial land-sea air mass exchange from the waterfront to the vegetated hillside. This will have adverse effect to the air ventilation performance of the area especially in weak wind days. It is recommended that the development consider better building permeability on the north-south axis, and intensify greening with green fingers through the development so that the cold katabatic air mass from the hill side can benefit further towards the north.

0.4 Expert Evaluation and Recommendations of the Initial Planned Scenario

- (a) Due to Hong Kong's high-density urban morphology, it is not advisable to only rely on building height restriction (or minor changes of building heights) to maintain and/or improve air ventilation. For most of the areas, air ventilation will achieve better performance if more effective measures, such as breezeways, air paths, open spaces, gaps between buildings and building permeability especially near ground level, are also applied,
- (b) The initial planned scenario keeps most of the existing G/IC and O zones. It also rezones one U zone to O zone and G/IC zone (site No. 2 and 3b) and part of one U zone to GB zone (site No. 9). These open spaces, GB and G/IC sites that function as 'air spaces' are recommended to be maintained to ensure the air ventilation performance of the surrounding areas. For example, the low-rise G/IC site next to site No. 9 functions as an important air path for the northeast wind flowing

into site No. 9.

(c) The initial planned scenario proposes some planned developments which are evaluated in Section 6. However, from an urban planning perspective, the following should be taken into consideration in future development / redevelopment as far as possible for better air ventilation.

It is recommended to consider “green fingers” and “urban permeability” through the sites towards the waterfront in the study area.

NBA1 (about 15m) is suggested in the middle of Site 3a to mitigate the wind wake due to the proposed development in this site. Given that there is a proposed bus terminus on G/F, adding a building gap above the podium level can improve the urban permeability. During detailed design stage, reference should be made to Chapter 11 of the Hong Kong Planning Standards and Guidelines on the podium design to help increase the permeability as far as practicable. The urban permeability can help to alleviate any air ventilation issues of the site.

NBA 2 (about 15m) on ground or podium level passing through Sites 4, 7 and 9 is suggested to mitigate the wind wake due to the proposed development in these sites. This NBA will facilitate katabatic air movement to the waterfront and sea breezes from the north.

NBA 3 (about 15m) on ground or podium level extending towards the harbourfront via Site 9 and two open spaces along Sai Ning Street is suggested to facilitate katabatic air movement to the waterfront and sea breezes from the north.

NBA 4 (about 15m) in the northeast-southwest direction along Ka Wai Man Road is suggested to facilitate south-westerly wind on ground level.

Site 9 currently is vegetated. Should it need to be replaced with artificial materials, surfaces and building masses, it is recommended to intensify the greenery (especially tree planting) on site in general (30% green coverage should be the minimum requirement).

0.5 Further Work

Based on the expert assessment and subject to implementation of the proposed mitigation measures, the study area would have no major air ventilation issue at urban planning level. Further AVA study for the study area at planning stage is not necessary.

Given the large site area and any insensitive layout and building design may result in adverse air ventilation, AVA studies (initial/detail studies) are recommended for Site No. 3a and Site No. 9 at detailed design stage to maintain/enhance the air ventilation performance in the study area.

Expert Evaluation Report of Western Part of Kennedy Town

1.0 The Assignment

1.1 An area in the western part of Kennedy Town is under an ongoing land use review. The area falls within the Kennedy Town and Mount Davis Outline Zoning Plan (OZP) and a comprehensive review of building height (BH) restrictions for various development zones on the OZP was undertaken in 2010-2011. An Initial Planned Scenario with proposed development intensity and BH has been worked out for the review area. The current study aims to assess the likely air ventilation impact of the land use proposals in the Initial Planned Scenario.

1.2 This expert evaluation report is based on the materials given by Planning Department to the Consultant including:

Draft Outline Zoning Plan of Kennedy Town & Mount Davis
Existing Building Height (in storeys)
Existing Spot Height
Planned Developments
Land Use Review on the Western Part of Kennedy Town
Aerial Photo

1.3 The consultant has studied the foregoing materials. During the preparation of the report, the consultant has visited the site and conducted working sessions with Planning Department.

2.0 Background

2.1 Planning Department's study: "Feasibility Study for Establishment of Air Ventilation Assessment System" has recommended that it is important to allow adequate air ventilation through the built environment for pedestrian comfort.

2.2 Given Hong Kong's high density urban development, the study opines that: "more air ventilation, the better" is the useful design guideline.

2.3 The Feasibility Study summarizes 10 qualitative guidelines for planners and designers. For the OZP level of consideration, breezeways/air paths, street grids and orientations, open spaces, non-building areas, waterfront sites, scales of podium, building heights, building dispositions, and greeneries are all important strategic considerations.

2.4 The Feasibility Study also suggests that Air Ventilation Assessment (AVA) be conducted in three stages: Expert Evaluation, Initial Studies, and Detailed Studies. The suggestion has been adopted and incorporated into HPLB and ETWB Technical Circular no. 1/06. The key purposes of Expert Evaluation are to the following:

- (a) Identify good design features.
- (b) Identify obvious problem areas and propose some mitigation measures.
- (c) Define “focuses” and methodologies of the Initial and/or Detailed studies.
- (d) Determine if further study should be staged into Initial Study and Detailed Study, or Detailed Study alone.

2.5 To conduct the Expert Evaluation systematically and methodologically, it is necessary to undertake the following information analyses:

- (a) Analyse relevant wind data as the input conditions to understand the wind environment of the Area.
- (b) Analyse the topographical features of the Area, as well as the surrounding areas.
- (c) Analyse the greenery/landscape characteristics of the Area, as well as the surrounding areas.
- (d) Analyse the land use and built form of the Area, as well as the surrounding areas.

Based on the analyses:

- (e) Estimate the characteristics of the input wind conditions of the Area.
- (f) Identify the wind paths and wind flow characteristics of the Area through slopes, open spaces, streets, gaps and non building areas between buildings, and low rise buildings; also identify stagnant/problem areas, if any.
- (g) Estimate the need of wind for pedestrian comfort.

Based on the analyses of the EXISTING urban conditions:

- (h) Evaluate the strategic role of the Area in air ventilation term.
- (i) Identify problematic areas which warrant attention.
- (j) Identify existing “good features” that needs to be kept or strengthened.

Based on an understanding of the EXISTING urban conditions:

- (k) Compare the *prima facie* impact, merits or demerits of the building height restrictions as proposed by Planning Department on Air Ventilation.
- (l) Highlight problem areas, if any. Recommend improvements and mitigation measures if possible.
- (m) Identify focus areas or issues that may need further studies. Recommend appropriate technical methodologies for the study if needed.

3.0 The Wind Environment

3.1 Hong Kong Observatory (HKO) stations provide useful and reliable data on the wind environment in Hong Kong (Figure 3.1). There are some 46 stations operated by HKO in Hong Kong. Together, these stations allow for a very good general understanding of the wind environment especially near ground level.



Figure 3.1 Some of the HKO stations in Hong Kong. This is a screen capture at 11am on 17 May 2012 from the HKO website. The arrows show the wind directions and speeds of the time.

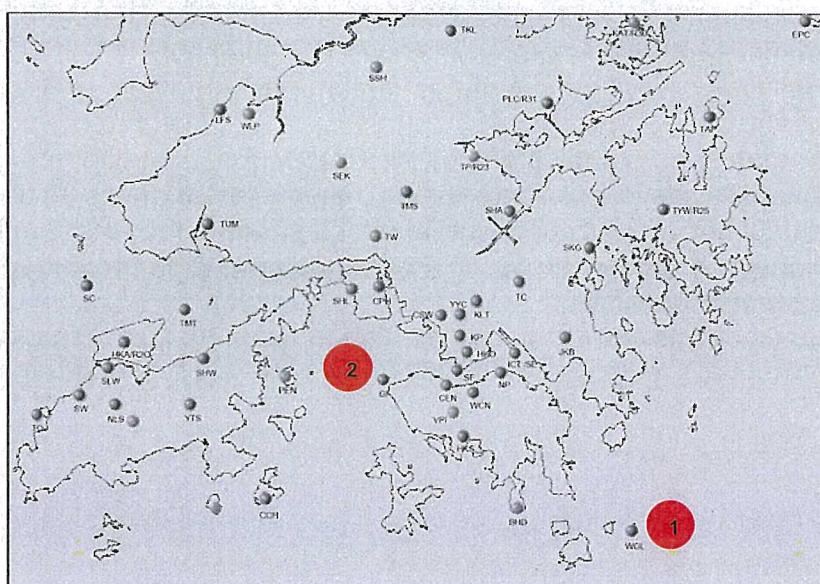


Figure 3.2 The HKO stations at 1: Waglan Island (WGL), 2: Green Island (GI).

3.2 The HKO station at Waglan Island (WGL) is normally regarded by wind engineers as the reference station for wind related studies (Location 1 in Figure 3.2). The station has a very long measurement record, and is unaffected by Hong Kong's complex topography [unfortunately, it is known not to be able to capture the thermally induced local wind circulation like sea breezes too well]. Based on WGL wind data, studies are typically employed to estimate the site wind availability taking into account the topographical features around the site.

3.3 Based from the annual wind rose of WGL (Figure 3.3), it is apparent that the annual prevailing wind in Hong Kong is from the east. A major component of wind also comes from the northeast; and there is a minor, but nonetheless observable component from the southwest. WGL has weak to moderate wind (0.1m/s to 8.2 m/s) approximately 70% of the time.,

3.4 For the study, seasonally or monthly wind environment should be understood (Figure 3.4 and 3.5). During winter, the prevailing wind comes from the northeast, whereas during summer, it comes from the southwest. As far as AVA is concerned, in Hong Kong, the summer wind is very important and beneficial for thermal comfort. Hence, based on WGL data, it is very important to plan our city, on the one hand, to capture the annual wind characteristics, and on the other hand, to maximize the penetration of the summer winds (mainly from the South-West) into the urban fabric.

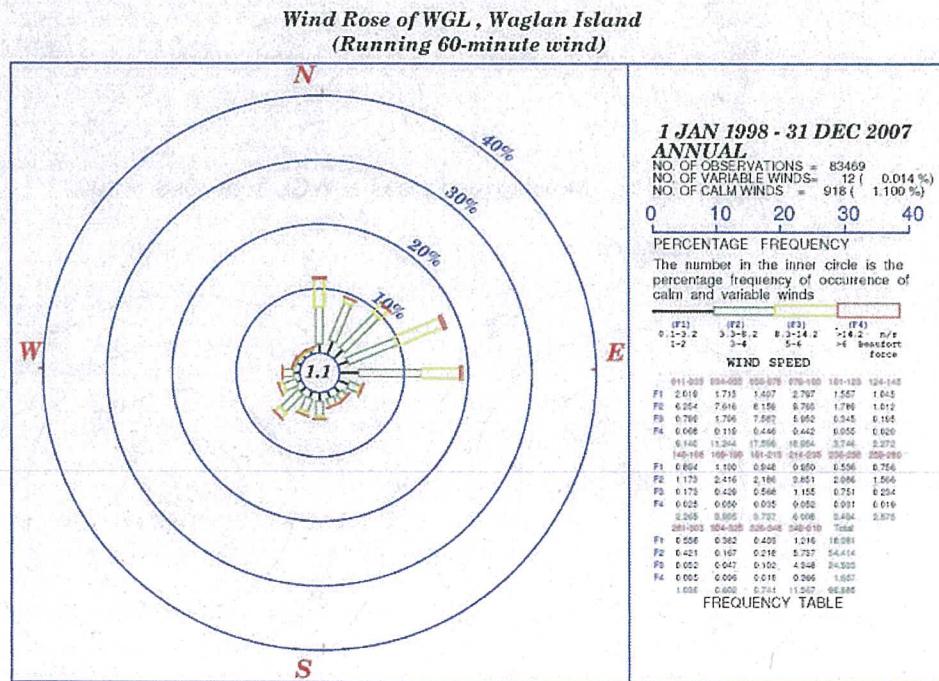


Figure 3.3 Wind rose of WGL 1998 to 2007¹ (annual).

¹ Wind data from 1998 to 2007 are the latest available 10-year data from HKO to the consultant.

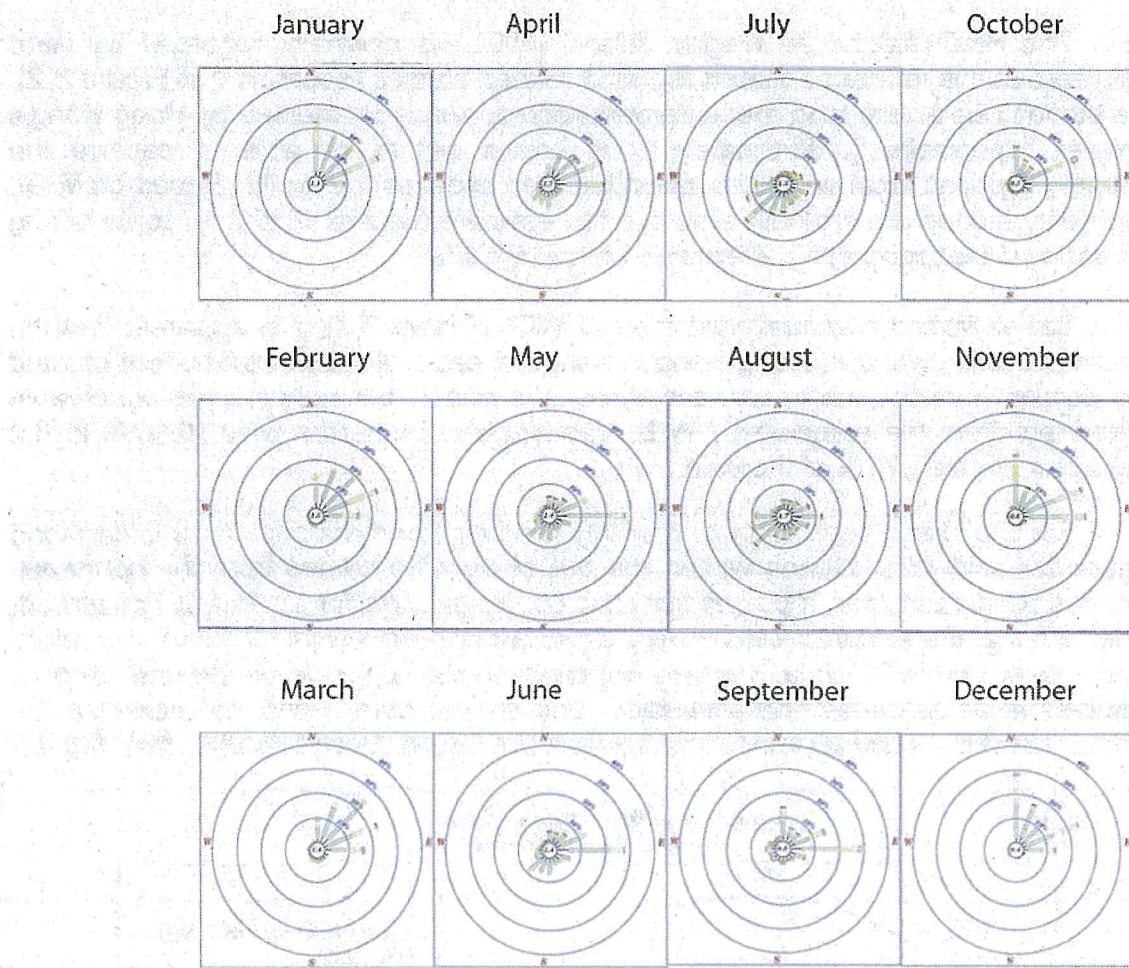


Figure 3.4 Monthly wind roses of WGL from 1998 to 2007.

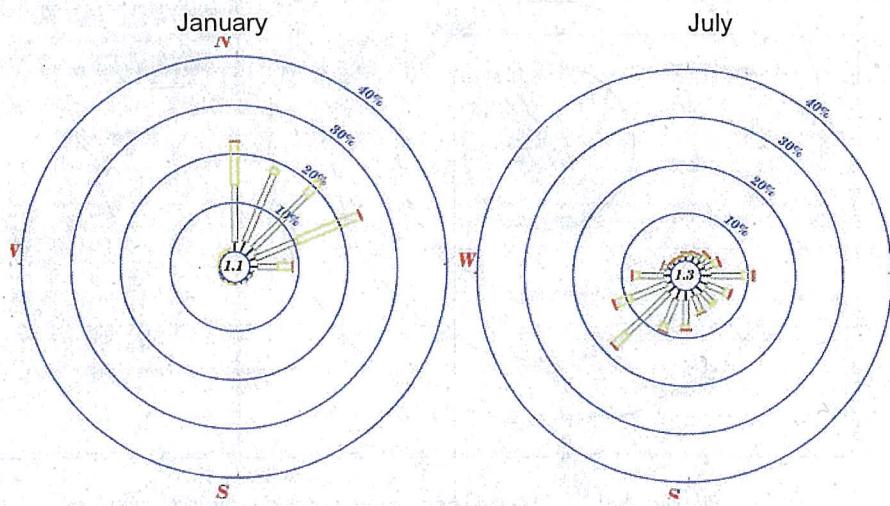


Figure 3.5 Wind roses of WGL from 1998 to 2007 (Jan and July).

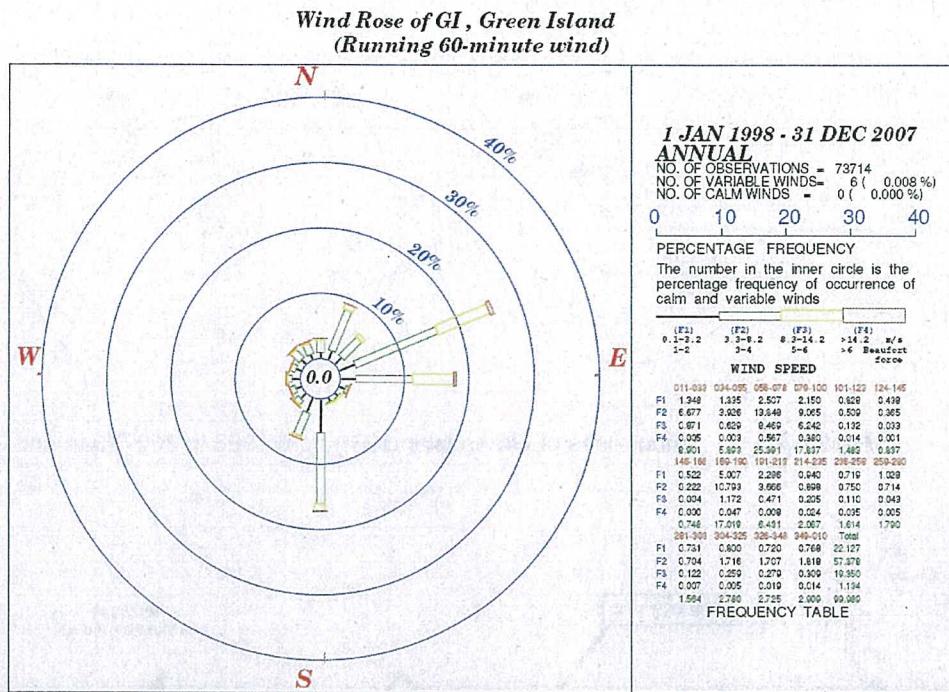


Figure 3.6 Wind rose of Green Island (GI) from 1998 to 2007 (annual).

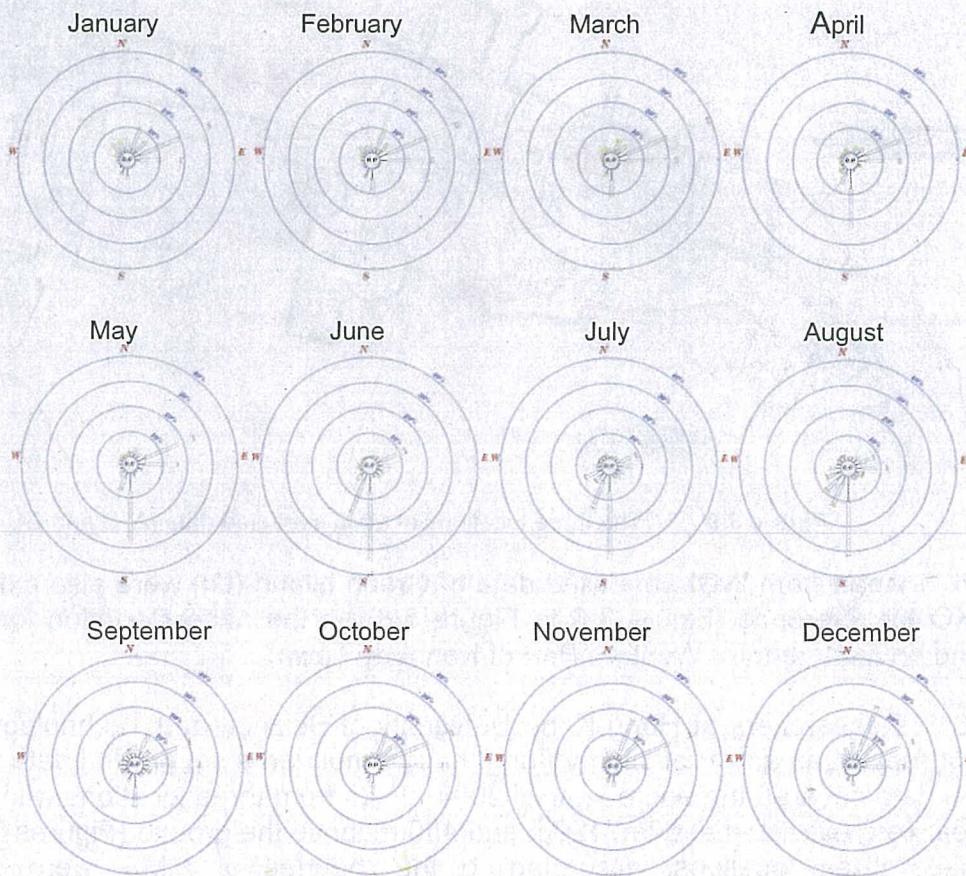


Figure 3.7 Monthly wind roses of Green Island (GI) from 1998 to 2007.

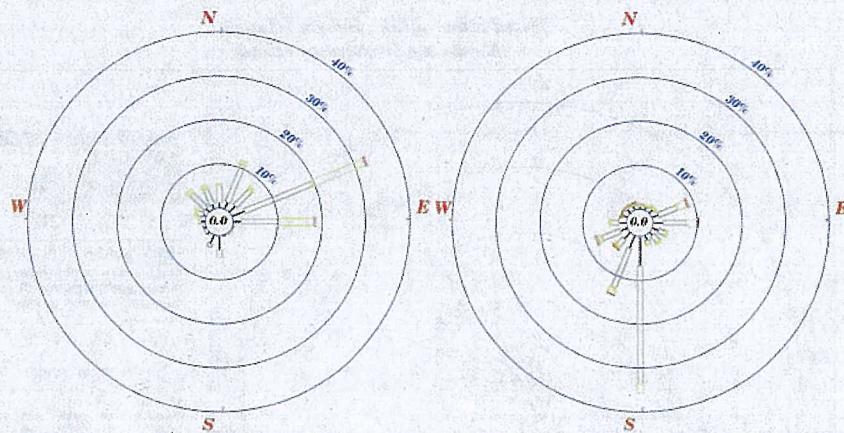


Figure 3.8 Wind roses of Green Island (GI) from 1998 to 2007 (Jan and July).

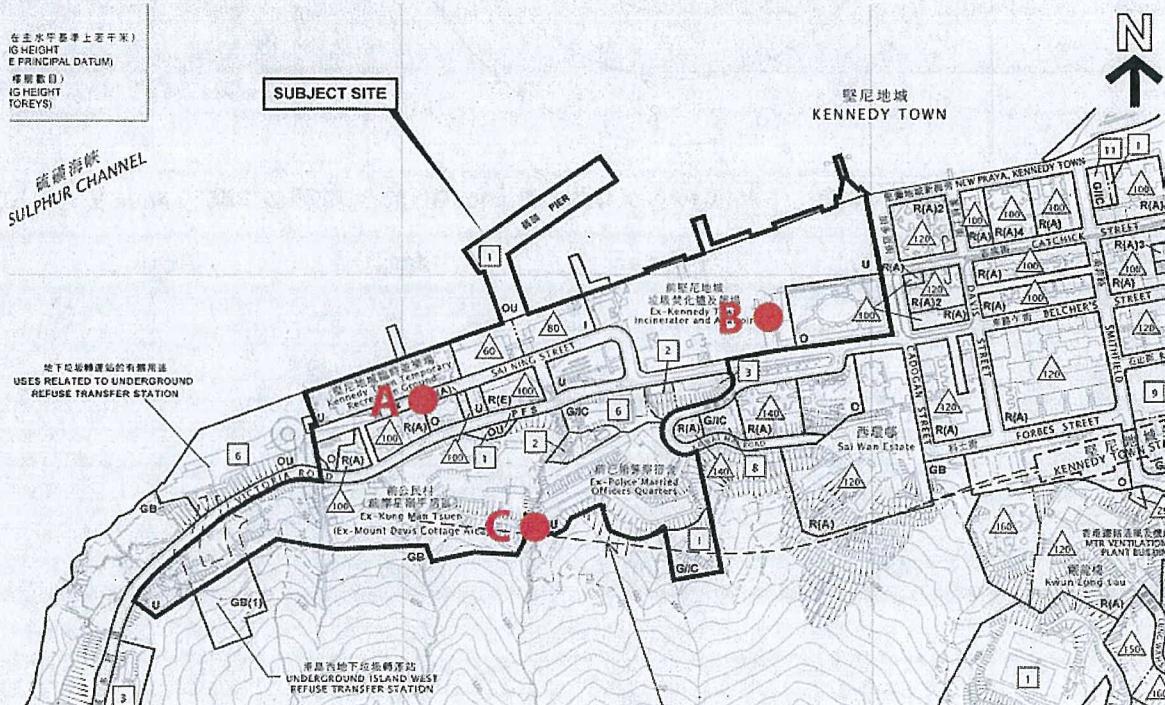


Figure 3.9 The three locations of MM5 extracted data (A, B and C).

3.5 Apart from WGL, the wind data of Green Island (GI) were also extracted from HKO for reference (Figure 3.6 to Figure 3.8) as the nearest station for measuring wind environment for Western Part of Kennedy Town.

3.6 Researchers at Hong Kong University of Science and Technology (HKUST), Prof Alexis Lau and Prof Jimmy Fung, have simulated a set of wind data using MM5. The data covered the entire year of 2004. Data from three locations within the study area were extracted at 60m, 120m and 450m above the ground (Figures 3.9 to 3.15). These three locations, according to the theories of MM5, were selected to representatively reflect the general wind pattern within the study area induced by topography.

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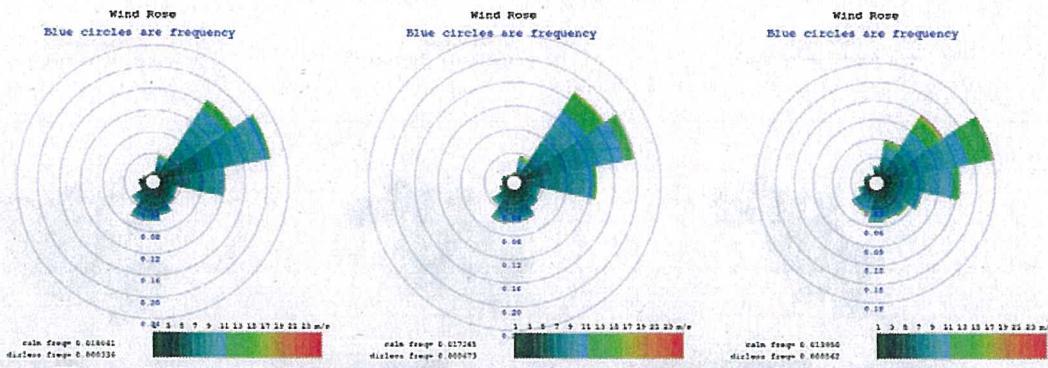


Figure 3.10 Wind roses (annual) at A (left: 60 m; middle: 120 m; right: 450 m).

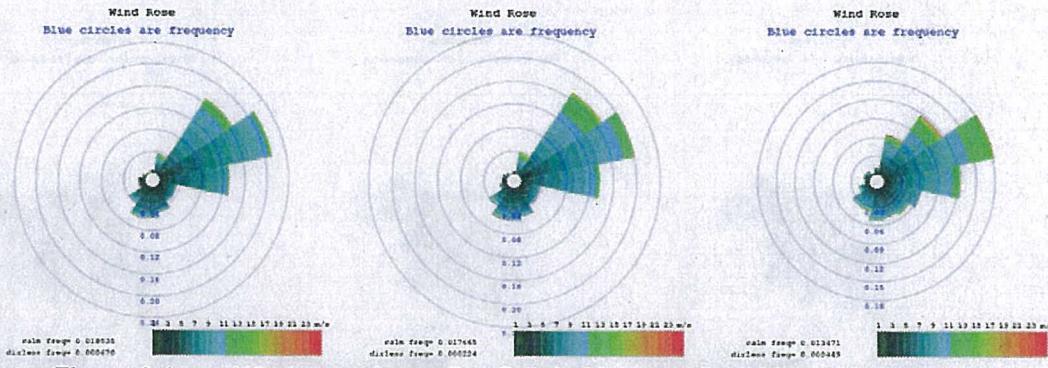


Figure 3.11 Wind roses (annual) at B (left: 60 m; middle: 120 m; right: 450 m).

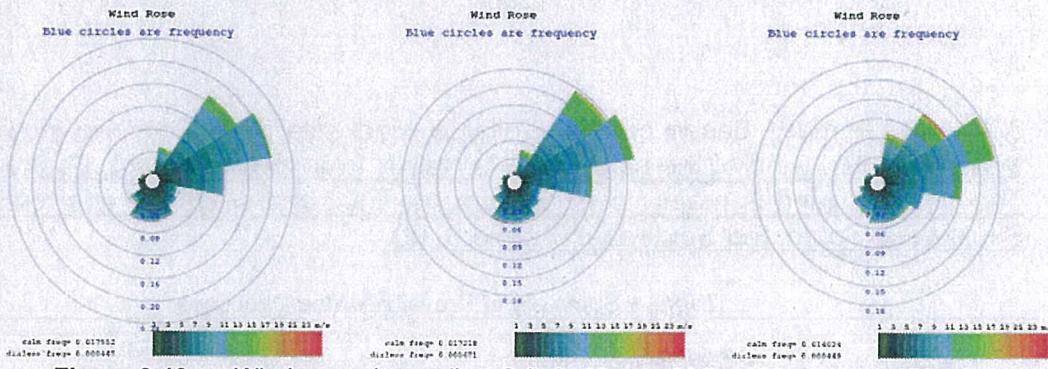


Figure 3.12 Wind roses (annual) at C (left: 60 m; middle: 120 m; right: 450 m).

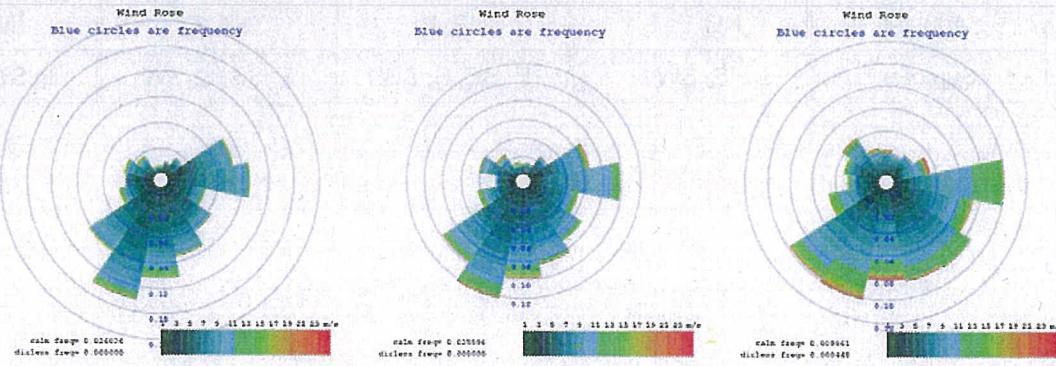


Figure 3.13 Wind roses (summer) at A (left: 60 m; middle: 120 m; right: 450 m).

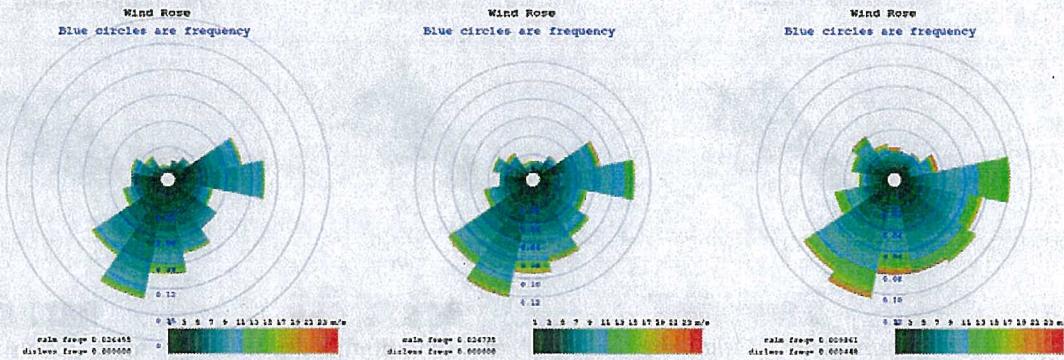


Figure 3.14 Wind roses (summer) at B (left: 60 m; middle: 120 m; right: 450 m).

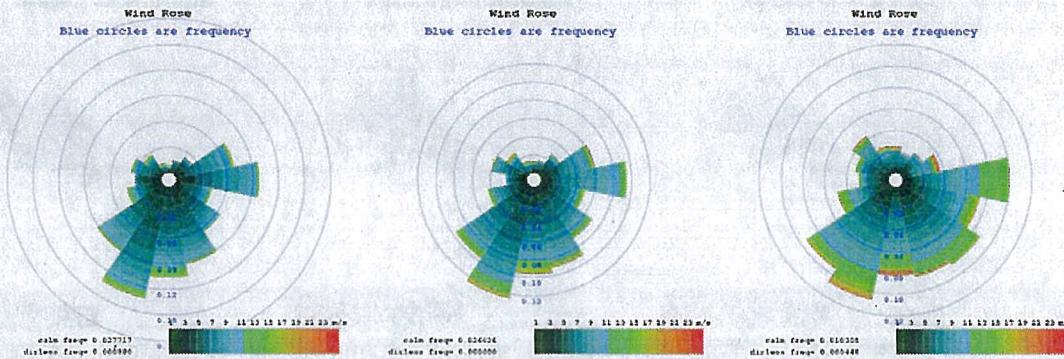


Figure 3.15 Wind roses (summer) at C (left: 60 m; middle: 120 m; right: 450 m).

3.7 In summary, based on the available wind data (Table 1), one may conclude that the annual wind of the study area is mainly from the Northeast, East and South. The summer wind is mainly coming from the East and southerly quarters including Southwest, South and Southeast (Figure 3.16).

Table 1 Summary of Prevailing Wind Directions

Period	Green Island Station (GI)	MM5 Simulation		
		60 m	120 m	450 m
Annual	NE, E, S	NE, E	NE, E	NE, E
Summer	S, SW	E, SE, S, SW	E, SE, S, SW	E, SE, S, SW

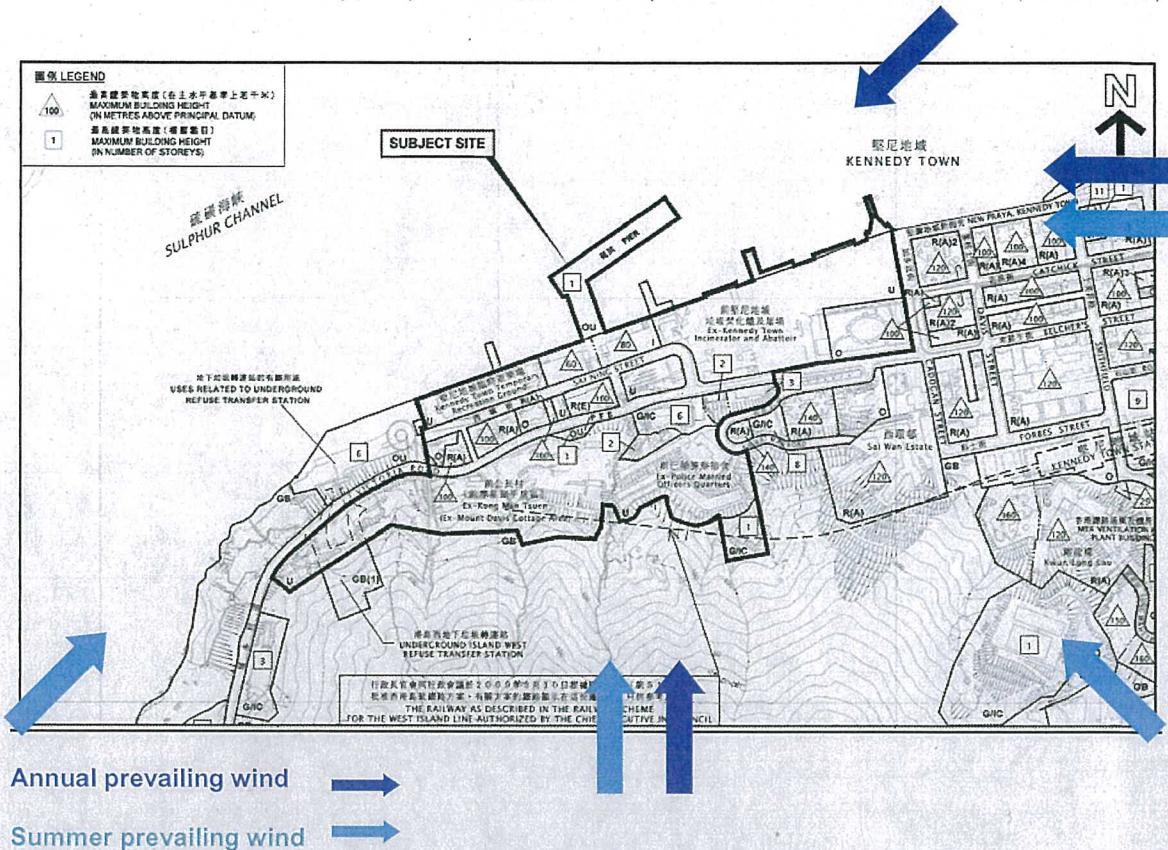


Figure 3.16 A summary of the prevailing winds of the study area

4.0 Topography and the Wind Environment

4.1 The study area is fronting the Victoria Harbour. It rises from the sea level to around 60 mPD at the southern boundary, with Mount Davis lying south beyond the southern boundary (Figure 4.1).

4.2 Winds coming from the south will be weakened by the Mount Davis. For winds coming from the Northeast and Southwest over the Victoria Harbour, it is expected that winds from the waterfront can penetrate the study area via the streets and open spaces. Wind from the East will flow over the eastern part of Kennedy Town. It is expected that it will flow along main streets and roads that are parallel to the wind flow.

4.3 Katabatic (downhill) air movements from the vegetative hill slopes south of the study area and sea breezes from the north are beneficial to air ventilation in the study area.

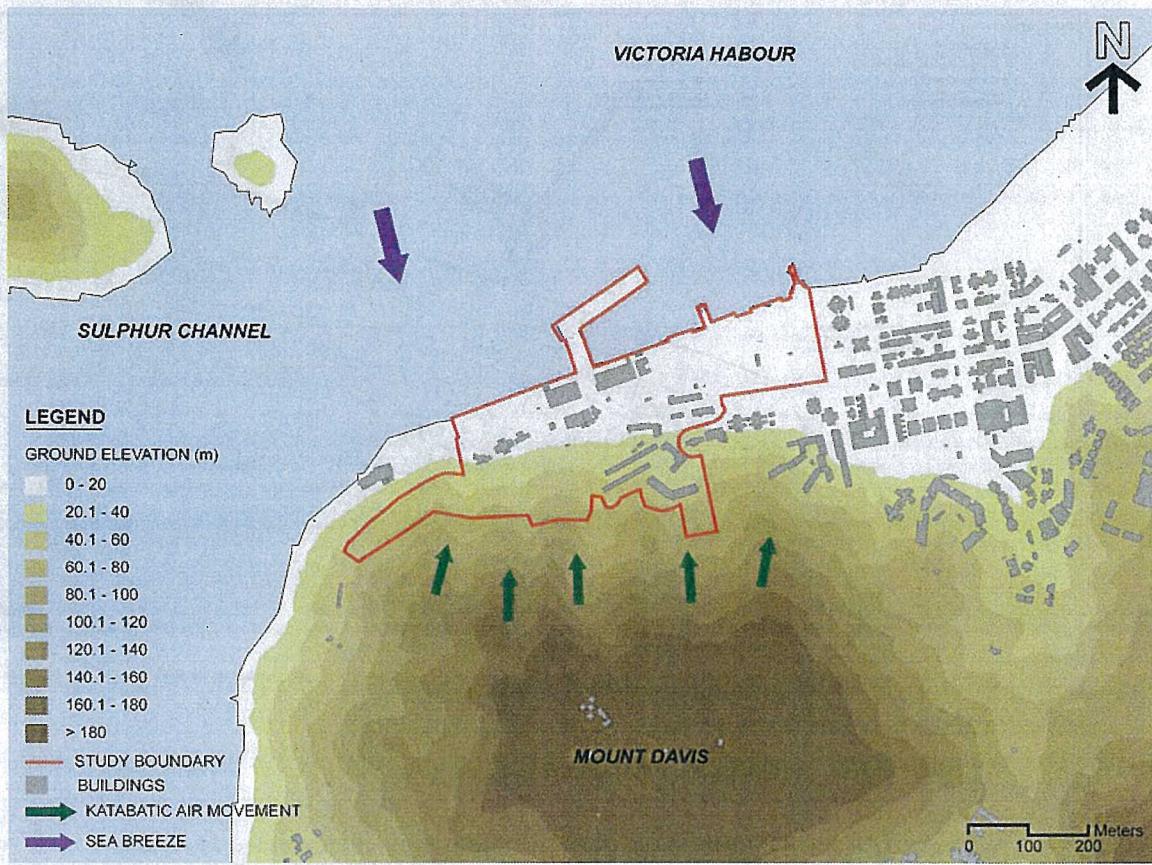


Figure 4.1 A digital elevation map of the study area. The arrows indicate the land-sea breezes directions.

5.0 The Existing Conditions

5.0.1 The existing building heights in storeys are as shown in Figure 5.1. The study area has some mid-rise to high-rise developments from 10 to 40 storeys. The buildings blocks are rather isolated with open spaces and low-rise G/IC facilities in between. As such, severe air ventilation problem are not anticipated.

5.1 G/IC, O and GB sites

5.1.1 The study area has some open green spaces and G/IC sites as 'air spaces' inside the study area, where air ventilation can be relieved (Figure 5.2). There is a large GB zone south of the study area. Cooler air movements from the hills south of the study area are beneficial for air ventilation in the study area.

圖例 LEGEND

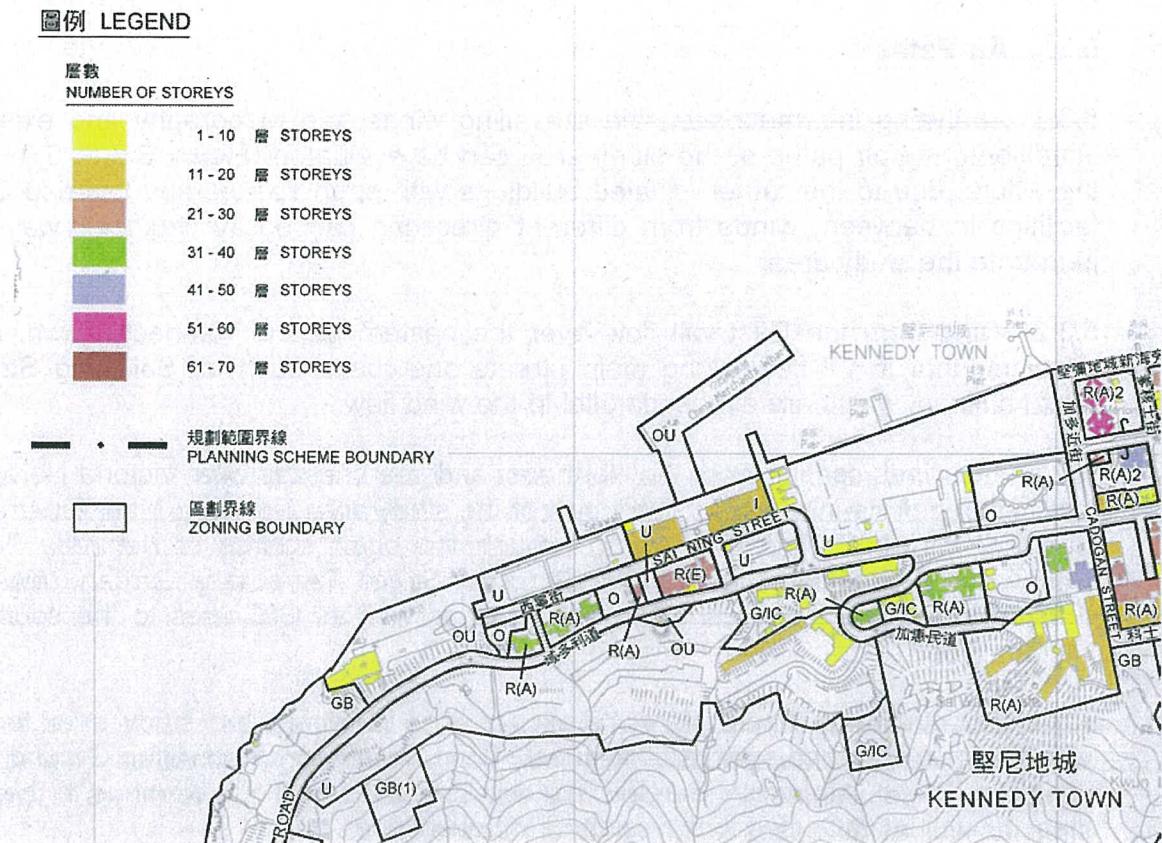


Figure 5.1 The existing building height profile of the study area (in storeys).

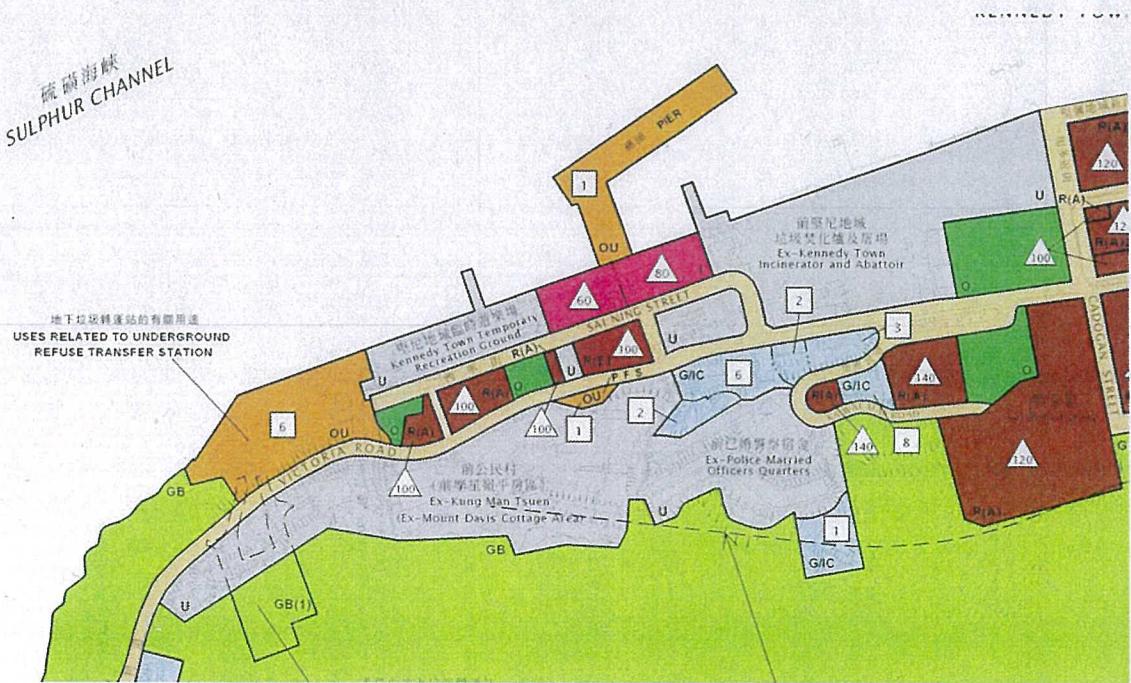


Figure 5.2 GIC, O and GB sites of the study area.

5.2 Air Paths

5.3.1 Analyzing information on the prevailing winds, the topography and existing conditions, the air paths of the study area can be evaluated (Figure 5.3 to 5.5). On the whole, due to the rather isolated buildings with open spaces and low-rise G/IC facilities in between, winds from different directions can easily find their ways to penetrate the study area.

5.3.2 Wind from the East will flow over the eastern part of Kennedy Town. It is expected that it will flow along main streets and roads such as Sai Ning Street, Victoria Road, which are almost parallel to the wind flow.

5.3.3 For winds coming from the Northeast and sea breezes over Victoria Harbour, they will penetrate into the southern part of the study area (ex-Kung Man Tsuen and ex-police married officer's quarters) through the open spaces of Kennedy Town Temporary Recreation Ground and Cadogan Street Temporary Garden, low-rise structures and bus terminus in the "U" sites, as well as GIC uses to the south of Victoria Road.

5.3.4 For southerly winds, they are expected to penetrate the study area to the waterfront via the open spaces of Kennedy Town Temporary Recreation Ground and Cadogan Street Temporary Garden, low-rise structures and bus terminus in the "U" sites, as well as GIC uses to the south of Victoria Road.

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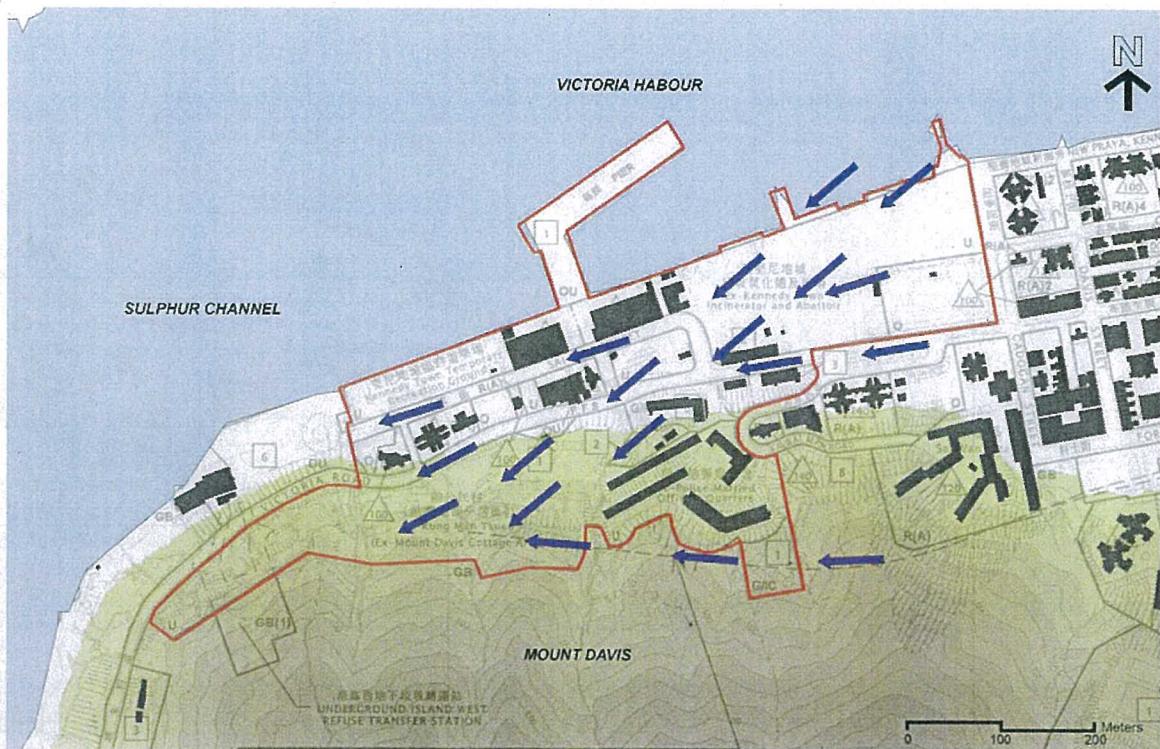


Figure 5.3 Prevailing wind directions (E, NE) of the study area.

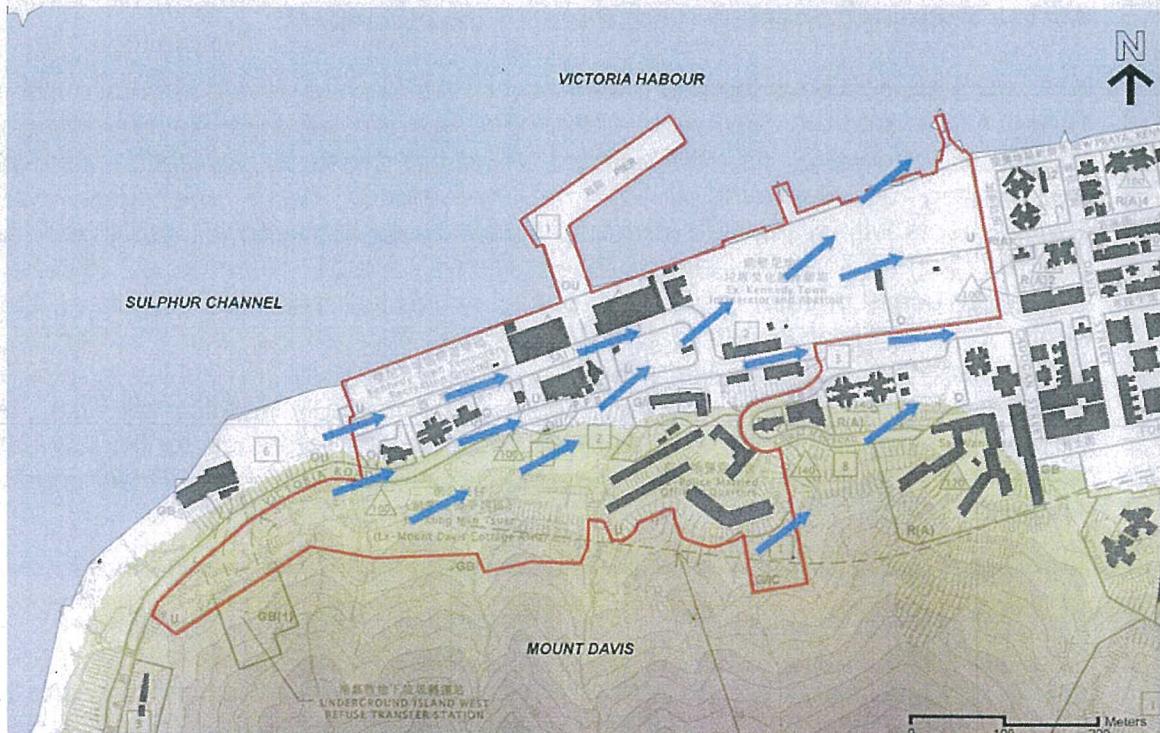


Figure 5.4 Prevailing wind directions (SW) of the study area.

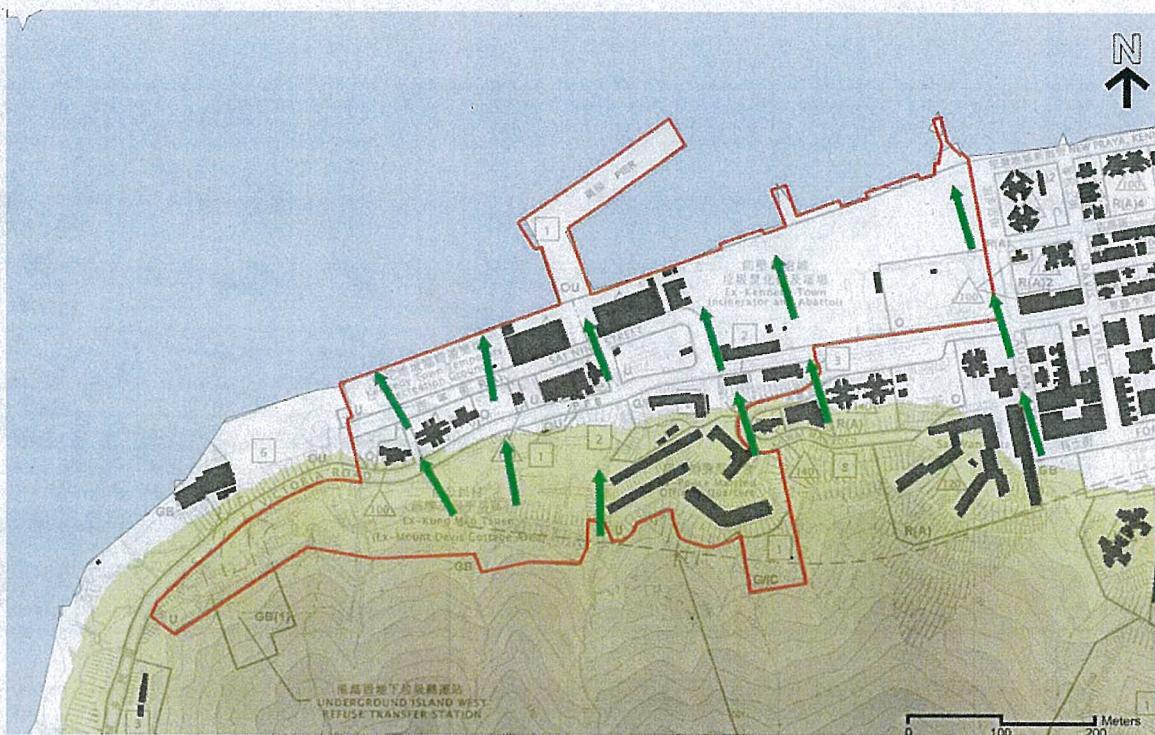


Figure 5.5 Prevailing wind directions (S, SE) of the study area.

6.0 The Existing Conditions with Planned developments

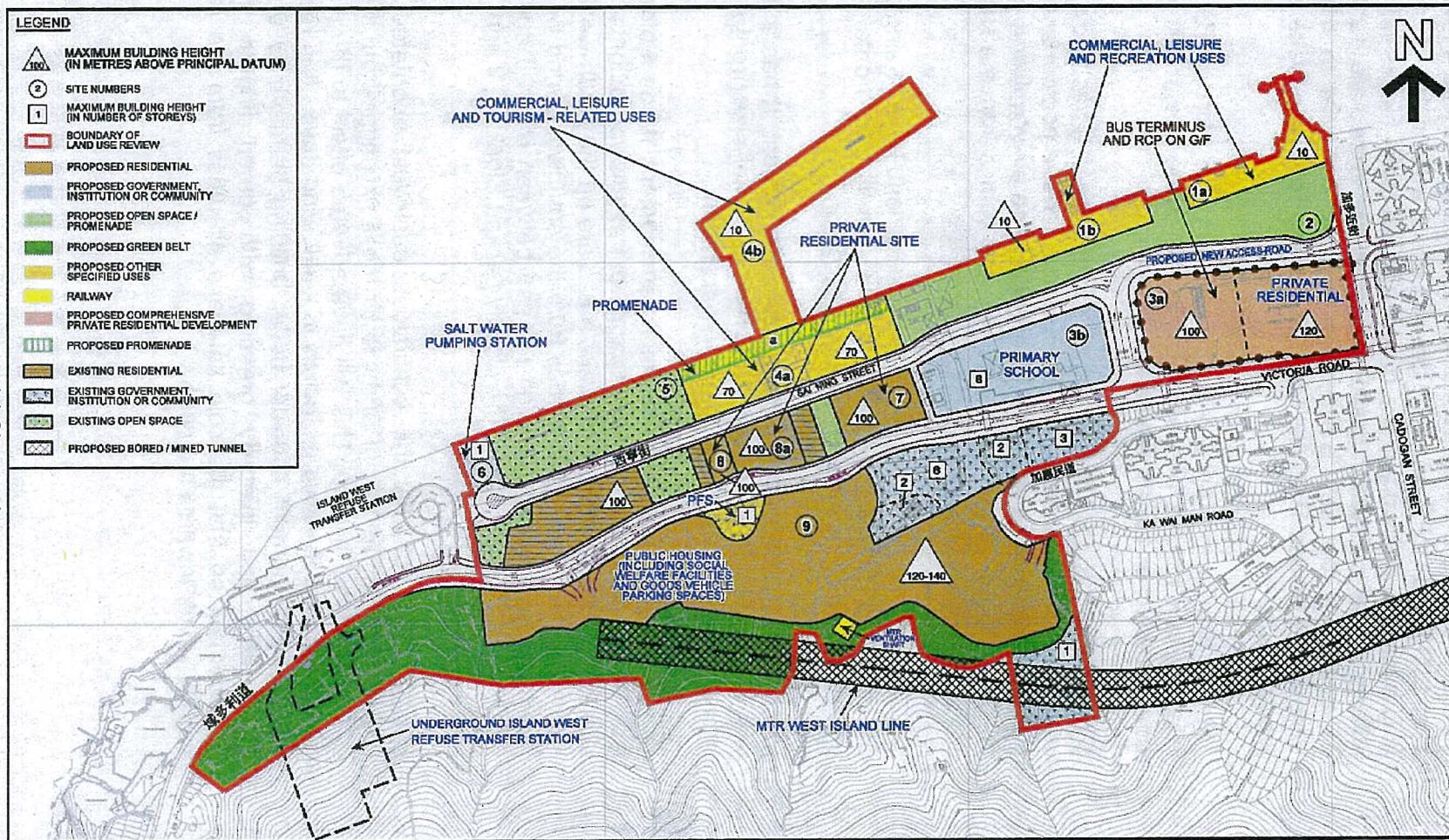
6.1 The study area is located to the west of the existing developments in Kennedy Town. It is located downwind under the annual and summer prevailing wind situations. In general, its development would not cause air ventilation concern on the existing developments in the neighbourhood. There are some planned developments within the study area that may cause localized air ventilation issues (Figures 6.1). These planned developments include commercial, leisure and recreation uses, private residential, public residential and G/IC facilities. On the whole, from an urban district based perspective, they will increase the thermal load of the area; they will increase urban roughness, diminish air ventilation potentials; and they may form deep street canyons and eventually wall-like barriers. These planned developments are evaluated as following with reference to the raw data of 'Preliminary AVA Study on the Proposed Development in Kennedy Town' conducted by Pland.

6.2 The planned developments in the initial planned scenario are as follows:

- (i) Site No.1a, No. 1b and No. 4b are leisure and recreation uses with BH of 10 mPD. Because of their low heights, it is unlikely that they will impose adverse effect on the air ventilation performance of the inland areas.

- (ii) Site No. 3a is a private residential development. It has 4 towers with BH from 100 to 120 mPD on a podium with BH of around 10 – 15m. The bulky and extensive podium and the closely packed tower blocks will have some effects on air ventilation performance of the immediate surroundings – especially for the sea breezes coming perpendicular to the shoreline. When wind comes from the North, it is likely to create wake areas on its leeward side.
- (iii) Site No. 3b is a primary school with BH of 8 storeys. Because of its relatively low heights and partial coverage of the site, it will impose little adverse effect on the air ventilation.
- (iv) Site No. 7 is a private residential development. It has 2 towers with BH of 100 mPD on a podium. The bulky and extensive podium and the closely packed tower blocks will have some effects on air ventilation performance of the immediate surroundings. When wind comes from the Northeast, it is likely to create wake areas on its leeward side.
- (v) Site No. 8 is a private residential development. It has a single tower with BH of 100 mPD. Because of its relatively small size (frontal area), it will impose little adverse effect on the air ventilation.
- (vi) Site No. 8a is a private residential development. It has a single tower with BH of 100 mPD. Because of its relatively small size (frontal area), it will impose little adverse effect on the air ventilation.
- (vii) Site No. 9 is a public residential development. It has 5 blocks with BH from 120 to 140 mPD on two separate but extensive podiums. When wind comes from the northeast, its wake areas are on the south-west side of the development. When wind comes from the southwest, wind will flow along Victoria Road and also through the gap between Block 3 and 4 over the G/IC site on its north-east. The closely packed Blocks 1, 2 and 3 will create wake areas to its northeast.
- (viii) More importantly the continuous east-west orientated blocks will reduce/block the beneficial land-sea air mass exchange from the waterfront to the vegetated hillside. This will have adverse effect to the air ventilation performance of the area especially in weak wind days. It is recommended that the development consider better building permeability on the north-south axis, and intensify greening with green fingers through the development so that the cold katabatic air mass from the hill side can benefit further towards the north.

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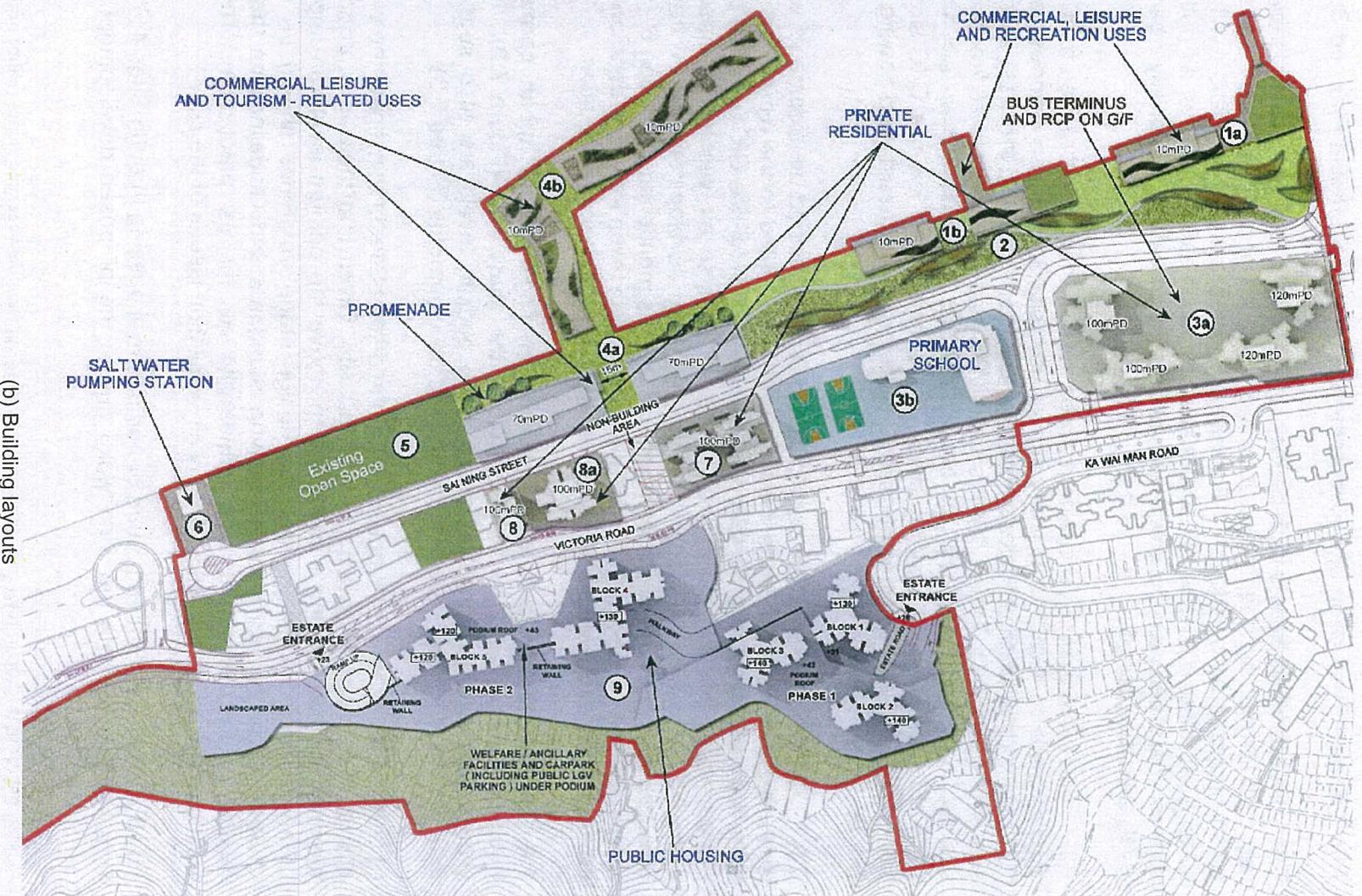


Figure 6.1 The planned developments in the study area.

7.0 Expert Evaluation and Recommendations of the Initial Planned Scenario

7.1 Due to Hong Kong's high-density urban morphology, it is not advisable to only rely on building height restriction (or minor changes of building heights) to maintain and/or improve air ventilation. For most of the areas, air ventilation will achieve better performance if more effective measures, such as breezeways, air paths, open spaces, gaps between buildings and building permeability especially near ground level, are also applied.

7.2 The initial planned scenario rezones most of the waterfront area to "O" and an adjoining site to "G/IC" for primary school use (site 3b). It also rezones part of the "U" zone to the south of Victoria Road to "GB" zone (area to the west and south of site 9) (Figure 7.1). These open spaces, GB and G/IC sites that function as 'air spaces' are recommended to be maintained to ensure the air ventilation performance of the surrounding areas. For example, the low-rise G/IC site next to site No. 9 functions as an important air path for the northeast wind flowing into site No. 9.

7.3 The initial planned scenario proposes some planned developments which are evaluated in Section 6. Since the review area is located to the west of other major sensitive receivers and a number of open space and low-rise GIC uses are proposed, the proposed developments would have no adverse air ventilation impact on its surrounding development. However, the proposed developments would have some localized effects on air ventilation performance as mentioned in section 6. From an urban planning perspective, the following should be taken into consideration in future development / redevelopment as far as possible for better air ventilation.

7.4 It is recommended to consider "green fingers"¹ and "urban permeability"² through the sites towards the waterfront in the study area (Figure 7.2). NBAs on ground (preferred) or building gaps above podium levels are also suggested to mitigate the wind wake due to the proposed developments (Figure 7.3):

(i) NBA 1 (about 15m) is suggested in the middle of Site 3a to mitigate the wind wake due to the proposed development in this site. Given that there is a proposed bus terminus on G/F, adding a building gap above the podium level can improve the urban permeability. During detailed design stage, reference should be made to Chapter 11 of the Hong Kong Planning Standards and Guidelines on the podium design to help increase the permeability as far as practicable. The urban permeability can help to alleviate any air ventilation issues of the site.

(ii) NBA 2 (about 15m) on ground or podium level passing through Sites 4, 7 and 9 is suggested to mitigate the wind wake due to the proposed development in these

¹ Green fingers in this report refer to linear green belts (fingers) from the vegetated slopes (palm) of the south extending to the north.

² Urban permeability in this report refers to open spaces, roads, gaps between buildings, etc. in urban area, which can serve as air path. Openness reduces the frontal area density (FAD) of the city.

sites. This NBA will facilitate katabatic air movement to the waterfront and sea breezes from the north.

(iii) NBA 3 (about 15m) on ground (preferred) or podium level extending towards the harbourfront via Site 9 and two open spaces along Sai Ning Street is suggested to facilitate katabatic air movement to the waterfront and sea breezes from the north.

(iv) NBA 4 (about 15m) in the northeast-southwest direction along Ka Wai Man Road is suggested to facilitate south-westerly wind on ground level.

7.5 Site 9 currently is vegetated. Should it need to be replaced with artificial materials, surfaces and building masses, it is recommended to intensify the greenery (especially tree planting) on site in general (30% green coverage should be the minimum requirement).

7.6 The above-mentioned NBAs/building gaps can connect to form air paths to allow katabatic air movements from the vegetated hill slopes south of the study area and sea breezes from the north especially on the weak wind days.

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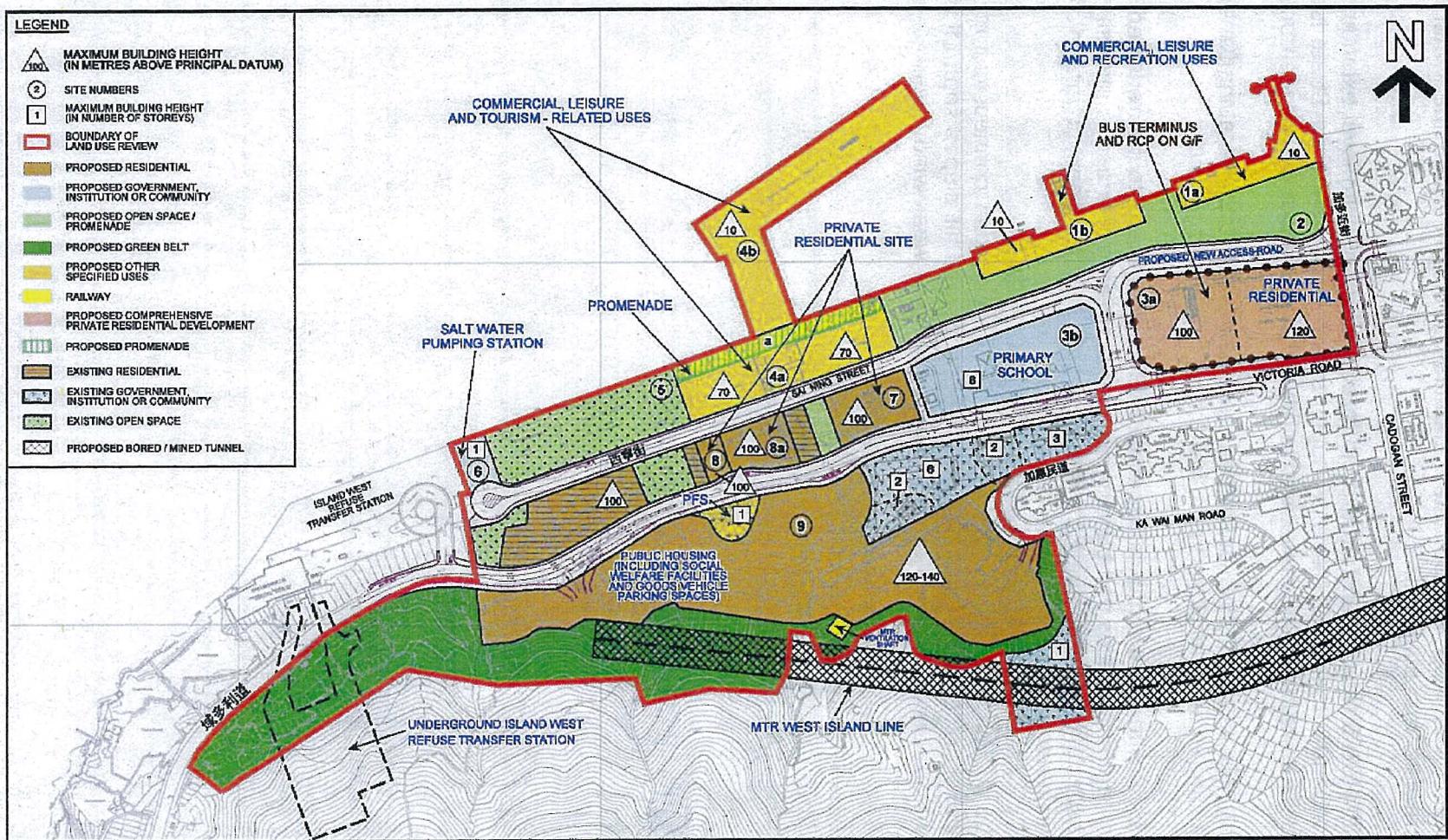


Figure 7.1 The Initial Planned Scenario of the study area.

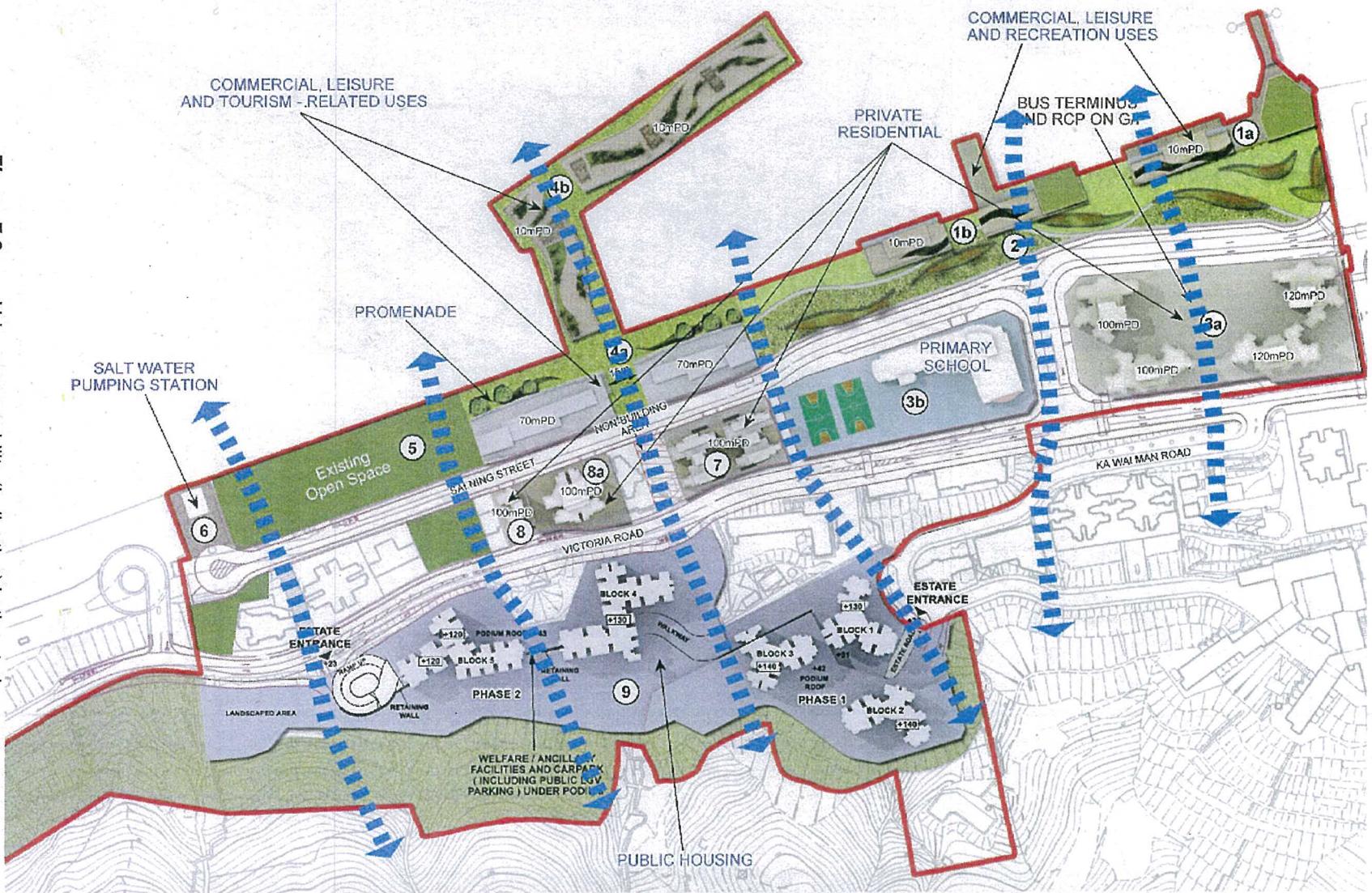


Figure 7.2 Urban permeability (indicative) in the study area.

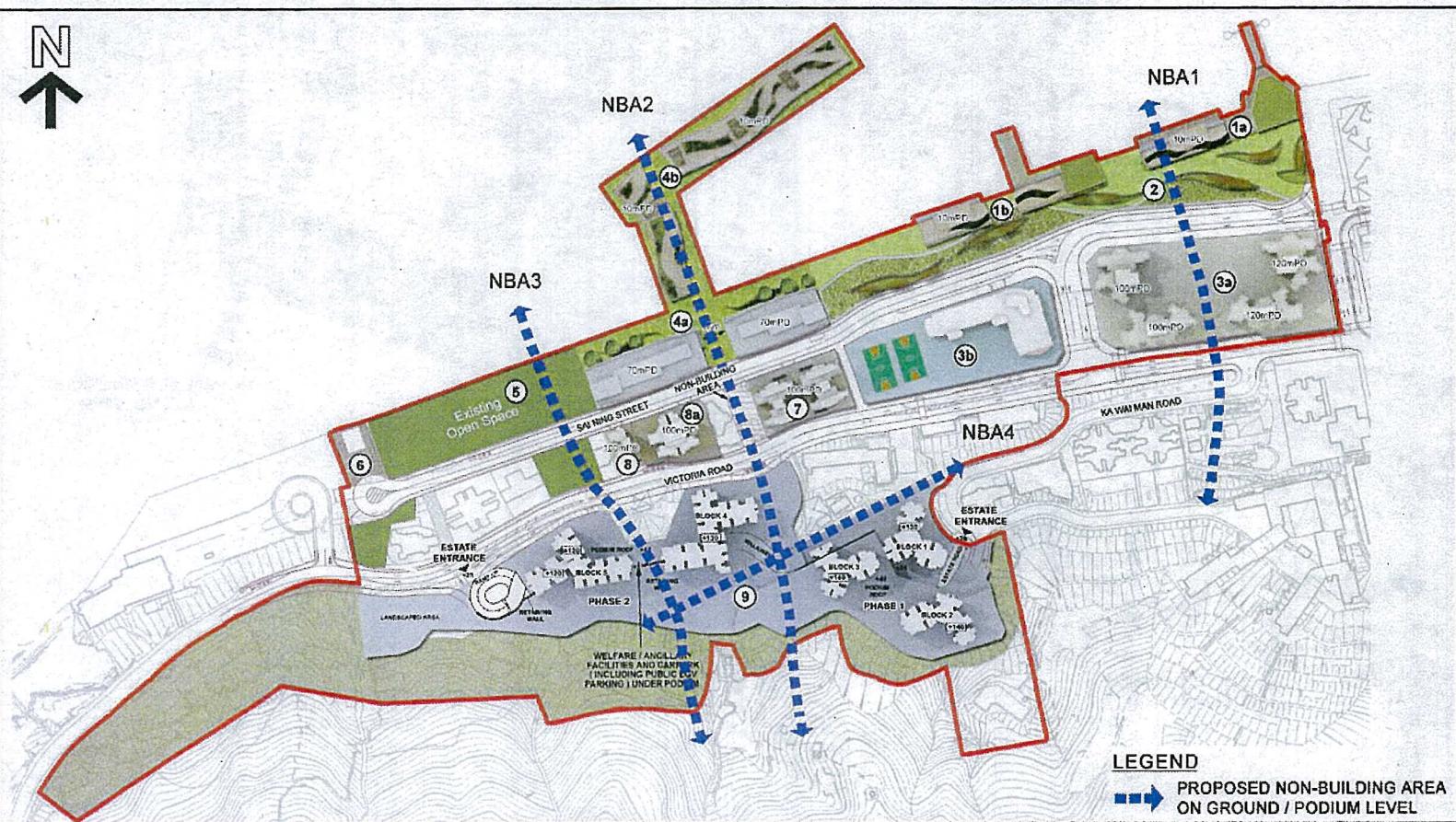


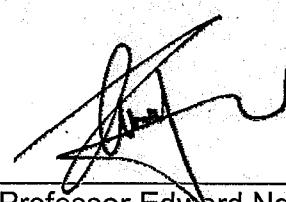
Figure 7.3 Suggested NBAs or Building gaps

8.0 Further Work

Based on the expert assessment and subject to implementation of the proposed mitigation measures, the study area would have no major air ventilation issue at urban planning level. Further AVA study for the study area at planning stage is not necessary.

However, given the large site area and any insensitive layout and building design may result in adverse air ventilation, AVA studies (initial/detail studies) are recommended for Site No. 3a and Site No. 9 at detailed design stage to maintain/enhance the air ventilation performance in the study area.

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Date: 12 April 2013

Professor Edward Ng

On behalf of technical experts in the term consultant term

School of Architecture, CUHK,
Shatin, NT, Hong Kong
T: 39436515 F: 39420982
E: edwardng@cuhk.edu.hk

Consultant team

Expertise

Professor Edward Ng (Coordinator)
CUHK, Hong Kong

Architect,
Environmental and sustainable studies

Miss Betty Ho

Planner,

Professor Jimmy Chi-Hung Fung
HKUST, Hong Kong

Mathematician,
Meso-scale wind field modeling, CFD

Dr S C Kot,
(retired) HKUST, Hong Kong

Mechanical Engineer,
Aerodynamicist, Computational Fluid Dynamics (CFD),
Wind tunnel engineer

**VISUAL APPRAISAL ON
THE LAND USE REVIEW ON THE WESTERN
PART OF KENNEDY TOWN AND THE
PROPOSED VICTORIA PUBLIC MORTUARY**



**PLANNING DEPARTMENT
FEBRUARY 2016**

1. Purpose

- 1.1 In order to grasp the opportunity of the commissioning of the MTR West Island Line (WIL) in 2014 and subsequent release of land resources, e.g. the Ex-Abattoir and Ex-Incinerator Sites to meet various community needs, the Planning Department (PlanD) has undertaken the Land Use Review on the Western Part of Kennedy Town (the Land Use Review). The review area covers the Ex-Mount Davis Cottage Area, the Ex-Police Married Officers Quarters at Ka Wai Man Road, the Ex-Temporary School Site for Hong Kong Academy and the Ex-Kennedy Town Incinerator and Abattoir (**Plan 1** of Attachment V).
- 1.2 Under the Land Use Review, opportunity is taken to provide a waterfront promenade with open space, commercial, leisure, recreation and tourism-related uses for public enjoyment. To phase out incompatible waterfront uses for a continuous waterfront promenade, the existing salt water pumping station and the Victoria Public Mortuary (VPM) to the north of Sai Ning Street will be relocated and reprovisioned respectively. Besides, to meet the pressing need for housing, some sites are identified as having potential for housing development. Opportunity is also taken to increase the provision of Government, institution or community (GIC) facilities to meet the local needs.
- 1.3 As the development sites are located at or close to the waterfront and involve an increase in development intensity, they may have visual implication on the surrounding areas. The extent of visual impact depends on the layout, scale, form and massing etc. of the proposed developments and their spatial relationship with the overall townscape or surrounding landscape. The purpose of this visual appraisal is to illustrate the relationship of the proposed developments and their surrounding context and to assess the potential visual impact especially where visual amenities, visual resources and/or public viewers are affected.

2. Methodology

- 2.1 The visual impact of the sites is assessed by following the methodology set out in the Town Planning Board (TPB) Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board (TPB PG-No. 41), which is summarized as follow:
 - (a) Review of the overall visual character within the wider existing and planned contexts of the areas in the western part of Kennedy Town and Mount Davis where the sites are located.
 - (b) Appraise the effects of visual changes on the assessment area and sensitive public viewers. The appraisal will consider four aspects, (1) visual composition; (2) visual obstruction; (3) effect on public viewers; and (4) effect on visual resources.
 - (c) Illustration of the overall visual impact of the sites in the respective areas by using computer-generated photomontages to demonstrate the

three-dimensional relationship of the development in the sites with the surrounding context.

- 2.2 This visual appraisal (VA) focuses on areas with the proposed development areas in the western part of Kennedy Town and the proposed mortuary along Victoria Road (**Plan 3** of Attachment V).

3. The Proposals

- 3.1 Through the comprehensive land use review and restructuring, the land resources currently vacant or under temporary uses could be released for permanent developments to meet various community need e.g. housing, open space, commercial, leisure and recreational facilities as well as GIC uses.
- 3.2 The major land use proposals and development parameters of the sites in the western part of Kennedy Town and Mount Davis for the proposed VPM are detailed in the Report on the Land Use Review on the Western Part of Kennedy Town at Attachment V and summarised below:

(a) Waterfront Promenade and Open Space

Sites	Area(ha)	Proposed Use
1a, 1b & 2	1.66	<ul style="list-style-type: none">Leisure and recreation uses with ancillary commercial facilities
5	0.57	<ul style="list-style-type: none">Retained as permanent open space
7a	0.08	<ul style="list-style-type: none">Open space

(b) Commercial, Leisure and Tourism Related Uses

Sites	Area(ha)	Proposed Use
4a & 4b	1.35	<ul style="list-style-type: none">Commercial, leisure and tourism-related uses GFA 46,446m² BH 2 storeys (pier portion) 70mPD (godown portion)

(c) Residential Development

Sites	Area(ha)	Proposed Use
3a	0.91	<ul style="list-style-type: none">Private housing development with the provision of a public transport terminus, basement public car and lorry parks, GIC facilities, RCP and public toilet PR 6.5 BH 40mPD (western portion) 100mPD (middle portion) 120mPD (eastern portion)
7	0.23	<ul style="list-style-type: none">Private housing development

8	0.05	BH 100mPD
9	2.76	<ul style="list-style-type: none"> • Public housing development with the provision of a low-rise community complex for social welfare and parking facilities <p style="text-align: center;">PR 6 BH 65mPD (western portion) 140mPD (eastern portion)</p>

(d) GIC Uses

Sites	Area(ha)	Proposed Use
6	0.09	<ul style="list-style-type: none"> • Salt water pumping station BH 1 storey
3b	0.62	<ul style="list-style-type: none"> • 30-classroom primary school BH 8 storeys
A site along Victoria Road	0.85	<ul style="list-style-type: none"> • Reprovisioning of the VPM PR 4.25 (including PR 1 for development inside an existing cavern) BH 60mPD (for the open air development outside the cavern)

3.3 Stepped height profiles, i.e. building heights (BHs) descending from the hillside to the waterfront as well as BHs descending from landward side to the proposed low-rise school, lower portion of the proposed residential development at Site 3a and the waterfront promenade are introduced to create a compatible, visually attractive and permeable cityscape. Further, to break the potential continuous and monotonous east-west orientated developments, varying BHs for larger development sites (i.e. Sites 3a and 9) are proposed to allow better permeability between the north and south from the visual perspective.

3.4 To promote visual permeability, three building gaps and two non-building areas (NBAs) are proposed.

- (a) a north-west to south-easterly building gap of 15m wide above podium is imposed between Victoria Road and the new access road at the proposed private housing site at Site 3a;
- (b) two north-west to south-easterly building gaps of 15m wide above podium are imposed to the south of Victoria Road at the proposed public housing site at Site 9;
- (c) a 30m wide north-west to south-easterly NBA is designated at the godowns and wharf facilities to the north of Sai Ning Street at Site 4a; and
- (d) a north-east to south-westerly NBA of 15m wide on ground level is designated to the west of Ka Wai Man Road.

4. **Schemes Refinement**

- 4.1 The Land Use Proposal has been refined taking into account the comments/views reflected through two rounds of public consultations with the Central and Western District Council, Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission and the locals in 2013 and 2015. The public raised concerns on development intensity, technical impacts including traffic and visual impacts, and open space and GIC facilities provision. To address the visual concerns of the public, the development intensity for the public housing site (Site 9) is reduced with the number of public housing units decreases from 2,770 to 2,340 (-430 units). A stepped height profile is created by descending the BH from the existing high-rise developments on Ka Wai Man Road (i.e. at maximum BH of 155mPD) to the Phase 2 public housing development (120-140mPD) to the western portion of Site 9 (i.e. at maximum BH of 65mPD) (**Plan 6** of Attachment V). On the other hand, for the proposed private residential development (Site 3a), a stepped height profile is introduced, stepping down from the existing developments to the east (i.e. at maximum BH of 171mPD) to the proposed school to the west (i.e. 8 storeys/ at maximum BH of 40mPD).
- 4.2 Notwithstanding the above, the proposed NBA at the waterfront site for commercial, leisure and tourism-related uses (Sites 4a and 4b) (paragraph 3.4 (c) above) is widened from 15m to 30m to align with the width of the pier, given the sensitive harbourfront uses.

5. **The Assessment**

Baseline

Site and Surrounding Context – Western Part of Kennedy Town

- 5.1 Part of the assessment area is bounded by Victoria Harbour in the north, Cadogan Street in the east, foothill of Mount Davis in the south and the Island West Refuse Transfer Station in the west (**Plans 1 and 6** of Attachment V). Area closer to the waterfront is generally flat and gradually slopes upward towards Mount Davis. The area comprises a mix of land uses including residential, industrial, GIC, and open space uses.
- 5.2 Area located along the waterfront to the north of Sai Ning Street is occupied by the China Merchants' Group (CMG)'s godown and wharf facilities ranging from about 64mPD to 84mPD, the low-rise salt water pumping station and the VPM, piers and the temporary work site for the MTRC WIL i.e. the ex-abattoir and incinerator sites which include some low-rise structures and buildings, and the Kennedy Town Temporary Recreation Ground. While the ex-abattoir and incinerator sites are under temporary occupation by works agents, they are intended for development pending the Land Use Review.
- 5.3 Area between Victoria Road and Sai Ning Street consists mainly of residential

and industrial developments ranging from about 73mPD to about 126mPD. A few open spaces, bus terminus and some temporary uses also situate in this area.

- 5.4 Area to the south of Victoria Road is the foothill of Mount Davis and is relatively more vegetated. The existing site level varies from 26mPD to 51mPD. To the east is the existing low-rise GIC cluster.
- 5.5 Regarding the area surrounding the review area, besides the low-rise Island West Transfer Station to the west, area to the east of Cadogan Street and Ka Wai Man Road is predominately low- to high-rise residential uses with some commercial uses on the lowest 3 storeys of the developments. A number of high-rise residential developments are located in that area, with maximum BH at about 171mPD. The area is mainly zoned “Residential (Group A)”.

Site and Surrounding Context – Proposed VPM

- 5.6 The site is located at the western end of Hong Kong Island (**Plan 1** of Attachment V). The eastern portion of the site (within a cavern) was previously used as an explosive magazine site and the western portion of the site is currently used by HyD as temporary works areas for material and equipment storage under Temporary Government Land Allocation (TGLA). The area is surrounded mainly by vegetated land and zoned “GB”. To the north of the site is Chee Sing Kok Social Centre of The Humanity Love (a home for the elderly) zoned “G/IC”.

Visual Envelope

- 5.7 The extent of the assessment area is determined by the size of development, the site context and the distance and location of the sensitive viewers. The views to the sites in the western part of Kennedy Town are mainly defined by the natural terrain and the vegetated hillside from the south, i.e. Mount Davis and the existing built-up areas to the east of Kennedy Town. The visibility of the sites is largely limited to the waterfront area of the western part of Kennedy Town and the offshore area along the major ferry route at the Sulphur Channel.
- 5.8 In addition, the views to the proposed VPM in Mount Davis are mainly defined by the natural terrain from the east, i.e. Mount Davis. The visibility of the sites is limited to the offshore area along the major ferry route at Sulphur Channel and Victoria Road.

Viewing Points (VPs)

- 5.9 Within the visible areas of the sites in the western part of Kennedy Town, the proposed open space including the proposed waterfront promenade to the west of Cadogan Street (Viewing Point 1 (VP1)), the pier at the existing wharf and godown facilities (VP2) and the Kennedy Town Temporary Recreation Ground (VP3) are selected as viewing points in the VA. Upon implementation of the land use proposals in the western part of Kennedy Town, these viewing points along the waterfront would become a popular local destination which public can easily access. The Sulphur Channel off the western part of Kennedy Town is a major ferry route (VP4) representing a major viewing point of the public with

direct sightlines to the area, thus it is also selected as a viewing point in the VA (**Plan 7** of Attachment V).

- 5.10 With regard to the proposed VPM, an offshore viewing point along the Sulphur Channel to the northwest (VP5) and a viewing point to the northeast along Victoria Road at a bus stop (VP6) are selected by Architectural Services Department (ArchSD) as viewing points (**Plan 7** of Attachment V). Visibility to the site from the further north and south along Victoria Road is limited as views to the site are mostly screened by vegetation along Victoria Road.
- 5.11 The sites are not within the view fan of any major strategic vantage points for ridgeline preservation as set out in the Hong Kong Planning Standards and Guidelines.

Important Visual Elements

- 5.12 The sites in the western part of Kennedy Town locate at the waterfront area with Mount Davis as the green backdrop. As detailed in paragraphs 5.1 to 5.5, the sites comprise of a mix of residential and industrial developments, GIC facilities and some pockets of open spaces. The visibility to the sites is largely limited to the waterfront area in the western part of Kennedy Town and the offshore area along the major ferry route at the Sulphur Channel. The visual elements identified include the Victoria Harbour, the waterfront, the vegetated hill slope of Mount Davis and the open spaces.
- 5.13 The proposed VPM locates in the western end of Hong Kong Island on both sides of Victoria Road at Mount Davis. It situates at the coastal area and has Mount Davis as the green backdrop. As detailed in paragraph 5.6, area surrounding the site is mainly vegetated land and zoned “GB”. The visibility to the site is limited to the offshore area along the major ferry route at the Sulphur Channel and Victoria Road. The visual elements identified include the harbour and the vegetated hill slope of Mount Davis.

Appraisal of Visual Changes

Visual Composition

- 5.14 The existing views of the review area is characterised by some low-rise temporary structures and some scattered low- to high-rise developments and open spaces to the south of Sai Ning Street and Victoria Road. Mount Davis is located to the further south as green backdrop, while to the north is the Victoria Harbour. Under the RLUP, open spaces, residential developments, commercial, leisure, recreation and tourism-related uses and GIC facilities are proposed. The proposed developments will inevitably introduce a change in the visual context. But the changes are considered not incompatible with the surroundings and will create a new visual balance of the area by introducing new developments of compatible scale and stepped height profile from the inland area to the waterfront. The BHs of the proposed developments gradually descend from 140mPD at the proposed public housing development to the pier at Site 4b with maximum BH of 2 storeys. The proposed developments also provide a visual relief at the low-rise proposed school (Site 3b), the GIC cluster on the south of Victoria Road and the lower portion of the

proposed residential development at Site 3a. The scales of the proposed developments are also in line with those existing developments. The proposed developments, in particular the proposed waterfront promenade and the proposed low-rise structures at the pier at Site 4b of 2 storeys will be in harmony with the harbourfront setting.

- 5.15 The existing views to the VPM are characterised by the green backdrop to the east i.e. Mount Davis, and the harbour to the west. The area is largely undeveloped. According to the Department of Health, the proposed development consists of mainly a 4 storeys public mortuary building (with 2 storeys above Victoria Road) with ancillary facilities within the cavern. The proposed VPM is not incompatible with the adjoining low-rise development along Victoria Road and the surrounding natural landscape.

Visual Obstruction

- 5.16 The proposals, introducing new developments to some sites which are currently vacant or under temporary uses will lead to partial blockage of views to the green backdrop of Mount Davis from the harbour, the waterfront from the hinterland and the sky view as well as the partial loss of visual amenity and visual resources. However, a large stretch of low-rise GIC developments is proposed/retained to the east of Sai Ning Street, including the proposed school (Site 3b) of 8 storeys, the western portion of the proposed private residential site (Site 3a) of 40mPD, the waterfront promenade (Sites 1a, 1b and 2) and the existing GIC clusters across the Victoria Road. Apart from serving as a breathing space and visual break to the local area, the visual openness is largely retained. Besides, a few north-south visual/ air corridors are created within the review area through the linkage of open spaces, non-building areas and building gaps. This will help to strive for a balance between visual permeability and community need for developments.
- 5.17 The proposed VPM along Victoria Road is for the reprovisioning of the existing VPM at Sai Ning Street to facilitate the development of the proposed waterfront promenade for public enjoyment. The proposed VPM will lead to a slight loss of the green backdrop of Mount Davis from the harbour and sky view from Victoria Road. The site for the proposed mortuary building is located at about 35mPD, i.e. 13m below the Victoria Road of 48mPD. Nonetheless, the existing cavern site is utilised and the setting of the site with a lower site level from Victoria Road has minimised the loss of visual openness and sky view. With mitigation measures e.g. sensible landscape treatment at various locations and appropriate façade treatment and architectural design, the visual impact is considered not unacceptable.

Effect of the Proposed Developments in the Western Part of Kennedy Town on Public Viewers/Visual Resources

VP1 (Plan 8 of Attachment V)

- 5.18 The first VP is at the proposed open space, including a waterfront promenade to the west of Cadogan Street (Sites 1a, 1b and 2), which is expected to be a key local destination that the public can easily access with the provision of leisure and recreation uses with ancillary commercial facilities. The sensitivity of the viewers from this VP is “high”. The character of the area and the view of

pedestrians that they currently enjoy would be changed substantially with the transformation of this area. The proposed developments would lead to the partial blockage of the green backdrop of Mount Davis and some existing residential developments. On the foreground, the proposed waterfront promenade at Sites 1a, 1b and 2 and the proposed commercial, leisure and tourism-related uses at Sites 4a and 4b would significantly upgrade the visual quality of the waterfront area for public enjoyment.

VP2 (Plan 9 of Attachment V)

- 5.19 The second VP is at the pier at the existing wharf and godown facilities at Sites 4a and 4b which would be visited by the public upon redevelopment as commercial, leisure and tourism-related uses. This VP is located within a site under private ownership and has a direct view towards the proposed developments. The sensitivity of the viewers from this VP is “medium”. The character of the area and the view of pedestrians that they currently enjoy would undergo substantial change with the transformation of this area. The existing view is a mix of high-rise developments, setting against the sky. The proposed private residential development adds to the existing development cluster. It would partially block the green backdrop of Mount Davis and the sky view. Similar to VP1, the proposed waterfront promenade on the foreground would revamp the waterfront area. In addition, the proposed school at Site 3b, the lower portion of the proposed residential development at Site 3a and together with the low-rise GIC cluster to the south of Victoria Road would help retain the visual openness for the area.

VP3 (Plan 10 of Attachment V)

- 5.20 The third VP is at the existing Kennedy Town Temporary Recreation Ground at Site 5, which is proposed as a permanent open space for active recreation use. It is easily accessible and used by the local for recreational purposes. The sensitivity of the viewers from this VP is “medium”. Upon development of the area, the change in view from this VP is slight. The proposed developments are not incompatible with the surroundings and would blend in with the existing townscape. The proposed developments at Sites 7, 8, 4a and 4b, together with the potential residential redevelopment in the “Residential (Group E)” zone would only slightly block the existing sky view from this VP. However, the Kennedy Town Temporary Recreation Ground is retained as a permanent open space and the proposed two-storey development at Site 4b retain the visual openness as viewed from this VP.

VP4 (Plan 11 of Attachment V)

- 5.21 The fourth VP is on the major ferry route at the Sulphur Channel. It is a kinetic VP and the travellers would get a glimpse of the long-distance view to the entire proposed developments in the western part of Kennedy Town en-route to their destination. The sensitivity of the viewers from this VP is “low”. The existing high-rise developments have partially blocked the green backdrop of Mount Davis and Lung Fu Shan and the ridgeline of the mountains at the background. The character of the area and the view of the travellers that they currently enjoy would be changed significantly with more developments proposed in the western part of Kennedy Town. Notwithstanding, the comprehensive development proposals are generally in keeping with the existing developments in terms of scale, BH and development intensity while

respecting the ridgeline and harbourfront setting in general. There is an inevitable partial blockage of views to the green backdrop. Building gaps and NBAs are proposed to break up the building mass and improve permeability. The stepped height profile descending from the inland area to the waterfront is respected with sensible proposed BH restrictions.

Effect of the Proposed VPM on Public Viewers/Visual Resources

VP5 (Plan 12 of Attachment V)

- 5.22 The fifth VP is on the major ferry route at Sulphur Channel. The viewers on the route have a long-distance view to the proposed VPM. The sensitivity of the viewers from this VP is “low”. Given the long distance view and that the green backdrop of Mount Davis is largely maintained, the visual change to the character of the area and the view of the travellers that they currently enjoy would be slight. The proposed VPM would lead to a slight partial blockage of view to the green backdrop of Mount Davis. The building bulk of the proposed VPM is minimised by locating some of its ancillary facilities within the existing cavern. With sensible landscape treatment at appropriate locations and appropriate façade treatment and architectural design, the visual impact will be slight.

VP6 (Plan 13 of Attachment V)

- 5.23 The sixth VP is located along Victoria Road at a bus stop to the northeast of the proposed VPM. The viewers travelling on the road have close-range and short-duration views to the proposed VPM. The sensitivity of the kinetic viewers from this VP is “low”. The proposed VPM would lead to a partial loss of visual openness to the sky view. Nonetheless, the building bulk of the proposed VPM is minimised by locating some of its ancillary facilities within the existing cavern. The site level is at about 35mPD, i.e. 13m below the level of Victoria Road of 48mPD. As such, only the top two storeys of the four-storey proposed development would be visible from Victoria Road. Landscape treatment to the VPM development along the side abutting Victoria Road would be proposed to provide appropriate screening. The character of the area and the view of the travellers that they currently enjoy would be changed slightly.

6. Conclusion

- 6.1 In summary, the existing visual context and composition will inevitably change as a result of the comprehensive planning of the review area for meeting the various development needs of the society. The proposed developments will add to the clusters of buildings and intercept views to the visual resources including the green backdrop of Mount Davis, the waterfront and the sky, detracting from the visual amenity. Notwithstanding this, the proposed developments are visually compatible in terms of scale and height with the surrounding existing developments. The proposed developments are in keeping the stepped height profile of the local area and giving due respect to the waterfront and hill backdrop. Within the larger-scale developments at Sites 3a and 9, stepped height profile will also be adopted for visual interest. The proposed school (Site 3b) with building height restriction (BHR) of 8 storeys,

the proposed private residential site (Site 3a) with BHR of 40mPD (western portion) and the waterfront park/promenade (Sites 1a, 1b and 2) will retain the visual openness of the local area. To safeguard the overall visual quality of the area, appropriate measures such as building gaps and NBAs are proposed to provide visual connectivity to the waterfront and enhance the permeability.

- 6.2 The proposed VPM is small in scale and will not have significant visual impact on its surroundings. With sensible landscape treatment and appropriate façade treatment and architectural design, the potential visual impact would be slight.

Attachments (Please refer to the Attachments in the Report on the Land Use Review)

Plan 1	Location Plan of the Land Use Review on the Western Part of Kennedy Town and the Reprovisioning Site of the Victoria Public Mortuary Along Victoria Road
Plan 3	Recommended Land Use Proposal
Plan 6	Existing Building Heights for Major Surrounding Developments
Plan 7	Viewing Points of Photomontages
Plans 8 to 11b	Photomontages of the Proposed Developments in the Western Part of Kennedy Town
Plans 12 to 13	Photomontages of the Proposed Victoria Public Mortuary by Architectural Services Department

**PLANNING DEPARTMENT
FEBRUARY 2016**

Extract of Minutes of Meeting of Central and Western District Council Held on 19.3.2015

討論事項

第 7 項：堅尼地城西部土地用途檢討
(中西區區議會文件第 29/2015 號)

(下午 5 時 34 分至 6 時 57 分)

53. 主席歡迎發展局、房屋署、運輸署、衛生署、建築署、規劃署和摩星嶺關注組的代表出席會議。

54. 發展局副局長馬紹祥先生指規劃署曾於二零一三年五月至六月期間就堅尼地城西部土地用途檢討的初步發展方案，諮詢區議會及海濱事務委員會，並與有關持份者商討。經仔細考慮各界人士的意見及現時的房屋供應目標後，規劃署及有關部門已修訂有關發展方案。此方案保留在初步方案中獲區議會支持的建議及提出一些優化措施，如增強海濱地區的可達性等。他表示明白區議會對擬議住宅單位數目的關注，尤其是未來新建樓宇對附近景觀及空氣流通的影響，以及人口增長對區內社區設施及交通運輸系統所造成的壓力。因此，有關部門會透過一系列的措施減輕有關房屋發展的影響及改善區內的設施，包括調整住宅單位數目和樓宇高度、增加社區設施及改善交通規劃等。有見今屆政府關注房屋及土地供應，有關部門於修訂的土地用途檢討方案(下稱修訂方案)中建議將五幅用地作為住宅用途。當中兩幅位於加惠民道的用地將會分兩期發展，該房屋用地的供應時間預計為二零一六至一七年後，共可提供總數約 2 340 個公營住宅單位；而另外三幅用地將會作較長遠的住宅發展，預計共可提供約 1 000 個私營住宅單位。以上預計進度是以現時技術評估及工程進程來估算，一些拆卸及除污工程將會陸續展開。他希望修訂方案能釋放足夠的住宅用地，以達至未來十年的建屋計劃目標，提供共 48 萬個住宅單位，增加基層市民上樓機會及滿足社區各階層的住屋需求。

55. 規劃署高級城市規劃師/港島 5 謝佩強先生續以電腦投影片詳述「堅尼地城西部土地用途檢討」修訂方案的具體建議。檢討範圍由東面加多近街為始至西面港島西垃圾轉運站為終，包括前摩星嶺平房區及前已婚警察

宿舍。修訂方案的詳情如下：

- (a) 針對公眾諮詢後收到的主要意見，有關政府部門保留初步方案中的海濱發展及休憩用地的建議，包括把前堅尼地城屠房及垃圾焚化爐改建為海濱長廊、把招商局碼頭及貨倉改為商業、休閒及旅遊相關用途、將現有加多近街臨時花園重置於海旁及搬遷與海旁不協調的設施，如搬遷域多利亞公眾殮房至域多利道另一地段(即前港鐵用作火藥庫的山洞及毗鄰用地)以及遷移海水抽水站至港島西垃圾轉運站旁邊。同時亦保留了初步方案中的房屋發展建議，包括於前摩星嶺平房區及前已婚警察宿舍地段興建公營房屋(下稱公屋)以及將域多利道北面作私營住宅發展。社區設施方面亦保留了興建小學、於公屋發展內提供青少年和長者中心等社區福利設施，及於域多利道/加多近街交界的私營住宅發展地盤設置公共運輸交匯處以合併西寧街及城西道兩個露天巴士總站及垃圾收集站。交通及運輸方面，運輸署已維持多項交通改善措施，當中包括擴闊域多利道及建議興建新道路連接域多利道及加多近街將交通分流，以及於公屋發展內設置輕型貨車泊位等。
- (b) 修訂方案亦優化了初步方案中的部分建議，包括刪去分隔小學與海濱長廊的一段擬議道路，從而增加海濱長廊的面積；加闊加多近街近海旁一段的西邊行人路及在域多利道設兩條行人天橋，增強海旁地區的可達性。就公眾對發展密度、通風及景觀的關注，公營房屋單位數量減少約 400 伙，而該地盤西面部分的樓宇高度，由原來建議的主水平基準上 120 至 140 米大幅減至 65 米，而三條非建築用地/建築物間距作為通風/景觀廊會被保留；域多利道/加多近街交界的私營住宅發展則可考慮以階梯式樓宇高度發展，主水平基準上由 40 米遞升至 120 米，有關建議需進一步研究，包括可行性及實施方法。該地盤內一條建築物間距會被保留。此外，將招商局貨倉的擬議非建築用地闊度由 15 米增加至 30 米，減輕未來發展對附近現有樓宇的空氣流通及景觀的影響。社區設施方面，修訂方案內建議域多利道/加多近街交界的私營住宅地盤設置地下停車場，初步預計可提供約 200 個泊位，包括約 50 個公眾貨車泊位。此外，亦建議在該地盤撥出更多空間以增加社區及福利設施和加設公廁。
- (c) 樹木及園景方面，他表示分佈在各主要發展地盤內的樹木約為 700 株，大部分是常見的本地樹木品種，例如朴樹、樟樹、細葉榕、血桐及銀合歡。域多利道旁堅尼地城巴士站休憩處內則有兩株《古樹名木冊》內的古榕樹。有關部門會在工程的詳細設計時進行詳細樹木調查報告，而受影響的樹木將根據詳細報告的評估而保留、移植或移除。他們亦會按照發展局的有關技術通告及地政處作業備考，

盡量減少發展對現有樹木的影響及提供合適的園景措施及可行的樹木保護和補償種植建議。

- (d) 下一階段，署方會把有關土地用途修訂建議及區議會和相關政府部門的意見提交予城市規劃委員會(城規會)轄下都會規劃小組委員會考慮。如都會規劃小組委員會同意有關改劃修訂，城規會將根據《城市規劃條例》第 7 條展示經修訂的大綱圖以供公眾查閱，為期兩個月。

56. 摩星嶺關注組主席盧寶詩女士簡述區內居民訴求，表示他們希望加強保育摩星嶺，因該處是本區最早歷史地標，希望能吸引更多市民及旅客到該處遊覽。她亦認為西區欠缺公共休憩用地，要求康文署跟進。她預計西區將興建 4 000 伙或以上新的私營及公營房屋，約有 20 000 人口增長，居民希望保留市肺，改善空氣質素。此外，她綜合居民建議如下：

- (a) 加惠民道公屋地盤西面部分的樓宇高度主水平基準，應由 65 米減至 45 米。
- (b) 若取消卑路乍街及山市街交界西面的行人過路處，該處將會泊滿貨車，即使擴闊域多利道也無助解決問題，亦擔心會衍生行人亂過馬路的情況。
- (c) 摩星嶺山頂設有燒烤設施，建議有關部門規劃更多康樂設施並向市民及旅客推廣。而摩星嶺一條已有三、四十年歷史的樓梯是通往山頂的捷徑，市民可在 15 分鐘內從山下到達山頂，她建議規劃道路以連接此樓梯，讓居民及旅客更便捷地到達山頂。

57. 主席請議員發表意見。各議員的發言重點如下：

- (a) 黃堅成議員認為修訂方案中的房屋單位數目仍然太多，他預計屆時將會為堅尼地城增加約 30 000 名人口，交通系統未能配合。另外，他指應保留臨時公園作休憩用地。他歡迎方案中興建地下停車場及增加貨車和小型客貨車泊車位的建議，但有見現時西環私家車泊車位嚴重不足，方案應大幅增加私家車車位。他不贊成於加惠民道興建公屋的建議，因該處道路狹窄，隨著入住人數增加，將加劇交通阻塞的情況。最後，他建議相關部門規劃一些地方來興建安老院。
- (b) 吳少強議員認為加建兩條行人天橋並不足夠，建議增加更多天橋，連接各建築物。他又建議可參考杏花村港鐵站外的天橋網設計，以規劃堅尼地城港鐵站的天橋網絡方便市民。他認同 200 個私家車泊

車位太少，不足夠居民及到訪人士使用。

- (c) 張國鈞議員支持方案中興建房屋的建議，但認為必須做好規劃，並吸納居民的意見。他指山市街及卑路乍街交界是一個樽頸位，經常出現交通阻塞甚至發生交通意外。區議會曾向運輸署建議實施分流措施，但一直未見有實質行動。至於海濱長廊的建議，他認為相關部門應積極爭取將西區貨物裝卸區的卸泥口於西港島線完工後，規劃成海濱長廊的一部分。
- (d) 李志恒議員認為西區比其他地區人口密度低，方案中建議興建的房屋單位數目應不超負荷。他指西港島線通車前已預計人口急增的問題，他又認為西港島線通車後，舒緩了西區的交通問題，吸引市民到西區居住。他認同建議的泊車位太少，需要增加。另外，他指有些區內的小學入學率不足，應重新統計中西區小學生的學額需求，才興建新小學。
- (e) 陳財喜議員支持方案中興建房屋的建議，並建議增加綠化地帶。他表示有居民建議應善用前公民村地段，當局可考慮興建中轉房屋，讓合資格但仍等候入住公屋的人士暫住。他又建議增加堅尼地城站連接加多近街的出口，並質疑方案中加建小學的需要，認為應善用土地興建安老院、公屋或居屋。
- (f) 陳捷貴議員贊成相關部門選址於公民村興建公屋，詢問有關建築物間距作為通風及景觀廊的建議。他同意泊車位不足，而建議的地下停車場的出口是交通黑點，有需要改善該處的彎位。他亦認同盧寶詩女士的建議，康文署應推廣通往摩星嶺山頂的樓梯。最後，針對修訂方案下一階段的諮詢會，他認為應邀請各階層的人士參與。
- (g) 鄭麗琼議員詢問文件附圖中最高建築物高度的意思，並認為招商局碼頭擁有優美海景，有關當局應多加規劃。她指政府在完成加多近街臨時花園的除污工程後，應該保留有關用地作休憩設施。她詢問前摩星嶺平房區興建公屋會否涉及移平山丘。另外，她認同西區泊車位嚴重不足，建議相關部門參考金鐘地下停車場的設計。她亦認同興建小學前須先清楚學額數量，及建議於摩星嶺附近加設港鐵車站出入口。
- (h) 甘乃威議員認為加多近街及域多利道是該區主要道路，若新增3 000多個住宅單位的人口，交通系統將不勝負荷。此外，他認為相關部門未能全面向議會及居民解釋房屋建築工程的期數、對環境造成的影響和西區預計增加的人口數字，要求當局提供更多數據，

因此他暫不支持此方案。

- (i) 副主席認為減少 400 個住宅單位並不足夠，因單位不能完全反映實際人口數字。他表示區內大部分居民不明白樓宇高度主水平基準的意思，無法評估修訂方案中建築物的高度是否合理。他又認為西環應列入是次方案的規劃範圍，因該邨已有超過 50 年歷史，透過重建西環邨，可以規劃行人設施以改善交通，而西環邨亦應可與港鐵站連接，方便市民。就私營住宅梯級式樓宇高度發展的建議，他希望了解會否影響到加惠臺、怡峰及百年大樓的景觀。他贊成地下停車場的建議，但認為須增加其他類型的設施。有見西區副食品批發市場下方將會進行污泥處理工程，他建議完工後可把一些厭惡性設施遷移至該處，而其他地方則用作綠化空間。最後他又表示區內居民詢問前摩星嶺平房區興建的樓宇是公屋還是居屋，而康文署尚欠西區的休憩設施比例是多少。
- (j) 主席表示區議會於二零一一年已同意及支持在中西區興建公屋，而唯一可行的地方便是堅尼地城，舊公民 附近，因此贊成方案的選址。他認為政府應先全面檢視該區一帶的承受能力，包括：周邊的交通、環境 生、綠化、教育及社區配套設施，再考慮興建單位數量。另外，本區泊車位長期嚴重不足，面對居民大幅增加，相關部門需要興建更多地下大型停車場。他表示非常支持於上址興建公營房屋，令大眾市民受惠。

58. 發展局副局長馬紹祥先生綜合回應如下：

- (a) 文件附圖中「最高建築物高度(在主水平基準上若干米)」代表建築物離開水平基準的高度，即由海平面起量度的高度，與地面的斜坡無關。另外，「最高建築物高度(樓層數目)」則代表建築物可以興建的最高層數。
- (b) 修訂方案的公屋單位數目已減少百分之二十，當局在修訂方案時進行了一系列交通、環境及通風等的評估。當局建議了數條「非建築用地」及調整建築物間距以增加整個檢討範圍內的通透度，亦有助引進山風及海風。至於私營住宅地段會由發展商負責興建，以滿足私人市場的需求。
- (c) 相關部門已就前堅尼地城屠房及垃圾焚化爐下方作污染物評估，發現該處污染物數量多而且範圍大，除污工程需要約七至八年。有關部門稍後會呈交文件，闡述除污工程的細節。

59. 規劃署港島規劃專員姜錦燕女士綜合回應如下：

- (a) 關於樓宇高度的問題，以加惠臺為例，其主水平基準上約為 140 米，修訂方案中建議旁邊興建主水平基準上為 120 米高的建築物，高度比加惠臺低。另外，方案中公屋高度為主水平基準上 65 米，對比鄰近傲翔灣畔的 120 米，高度低近一半。
- (b) 社區設施方面，根據《香港規劃標準與準則》，中西區的「政府、機構或社區」(GIC)用地足夠，只有小學不足，所以在檢討範圍須提供一所小學。新增小學已按照標準小學校舍的面積作出規劃。另外，部門亦已於私營住宅地段預留空間興建社區設施，暫未有具體方案。由於除污工程大約需時七年，政府會考慮屆時該區需要的社區設施，再落實方案。
- (c) 休憩用地方面，由於本區屬於舊區，在增加休憩用地上有實質的困難。每次進行新發展時，政府部門在可行的情況下都會盡量提供新的休憩用地。除了按《香港規劃標準與準則》的準則滿足新增人口在休憩用地上的要求外，修訂計劃額外預留多約 2 000 平方米的休憩用地。

60. 房屋署高級規劃師(6)饒菊紅女士綜合回應如下：

- (a) 加惠民道公營房屋地盤擬議興建出租公屋及資助出售房屋。
- (b) 有關西環 重建，房屋委員會（房委會）會按一貫政策，以樓宇結構、修葺工程的成本效益、重建屋 附近有沒有合適的遷置資源及原址重建的發展潛力等方面的評估考慮是否重建個別屋 。近期的《長遠房屋策略》提及重建公屋短期會為編配公屋單位帶來壓力，因重建計劃需時，通常於項目最後階段才能提供到額外的單位。以現時中、短期增加公屋單位供應來說，重建計劃只能作輔助角色。房委會現時未有重建西環 的計劃，惟在規劃及設計加惠民道的公營房屋發展時，可考慮配合西環 的未來重建，但仍須考慮整個發展的綜合評估。
- (c) 社區設施方面，社會福利署建議在公營房屋發展內提供綜合青少年服務中心、綜合家庭服務中心及長者地區服務中心。而興建安老院的建議須再與社會福利署探討。另外，房屋署會參照「香港規劃標準與準則」為住戶提供各類泊車設施，包括私家車車位，另外亦會提供 25 個輕型貨車車位予公眾使用。

61. 運輸署高級工程師/中西區陳志明先生綜合回應如下：

- (a) 早前曾進行交通影響評估，評估結果建議於域多利道增加至最多 4 條行車線，及加設一條支路接駁加多近街，減少域多利道、加多近街及卑路乍街路口早上繁忙時段的交通負荷。另外，取消山市街/卑路乍街路口的西邊行人過路處，以增加路口容量，使將來增加的車輛流量得以舒緩。按評估數據顯示，將來的交通情況將與現在相約，不會惡化。
- (b) 車位不足方面，建議的 200 個泊車位只是初步估算，屆時會按準則的可建築面積調整車位數目。
- (c) 就增加港鐵站出口的建議，當中涉及鐵路工程，署方需要與相關人士研究可行性。

62. 發展局副局長馬紹祥先生回應把西區貨物裝卸區的卸泥口納入海濱長廊的建議，他表示已向運輸及房屋局及海事處反映意見，會積極爭取。

63. 副主席強調房屋署必須把西環邨重建納入修訂方案規劃範圍內，否則無法支持此方案。他亦認為運輸署應把吉席街轉入卑路乍街交界的三條行車線被電車佔用了兩條的問題列入方案中，尋求解決方法。

64. 鄭麗琼議員指出西環邨可能於 20 年內重建，強調房屋署必須於規劃重建時原區安置居民，而屆時釋放出來的土地，須清楚交代如何規劃。她又指出地圖上顯示海旁有一私人用地可興建主水平基準 70 米高的建築物，擔心會阻擋海風吹入，建議降低至 35 米左右。最後，她認為部門亦須清楚交代招商區碼頭將來的用途。

65. 主席多謝嘉賓出席會議。

Discussion Items

**Item 7: Land Use Review on the Western Part of Kennedy Town
(C&W DC Paper No. 29/2015)**

(5:34 pm - 6:57 pm)

53. The Chairman welcomed the representatives of the DEVB, the Housing Department (HD), the TD, the Department of Health, the Architectural Services Department, the Planning Department (PlanD) and Mount Davis Concern Group to the meeting.

54. Mr Eric MA, Under Secretary for Development of the DEVB, pointed out that the PlanD had consulted the C&WDC and the Harbourfront Commission about the Preliminary Land Use Proposal of the Land Use Review on the Western Part of Kennedy Town and had discussed the issue with stakeholders during May to June 2013. After taking into account the views of various parties and the current housing supply target, the PlanD and relevant government departments had revised the Preliminary Land Use Proposal. The suggestions in the Preliminary Land Use Proposal supported by the C&WDC were retained and some improvement measures such as enhancing the accessibility of the waterfront area were proposed. The DEVB understood the concern of the C&WDC on the proposed number of housing units, particularly the visual and air ventilation impacts of future new developments on the surroundings, as well as the impact on the community facilities and traffic and transport system in the district arising from the increase in population. In view of the above, the departments concerned would reduce the impact of the residential developments and enhance the facilities in the district through a series of measures, including adjusting the number of housing units and building height, providing more community facilities and improving traffic planning etc. In view of the current-term Government's concerns for housing and land supply, the departments concerned recommended in the Revised Land Use Proposal (Revised Proposal) that five sites should be rezoned for residential purpose. Two sites at Ka Wai Man Road would be used for public housing development in two phases. A total of about 2 340 residential units would be available in 2016-2017. The other three sites were for longer-term residential development estimated to provide about 1 000 private residential units in total. The above schedule was estimated according to existing technologies and current works progress. Several demolition and decontamination works would roll out gradually. He hoped that sufficient amount of residential land would be released under the Revised Proposal so that the supply target of 480 000 housing units in the coming decade could be achieved, thereby enhancing the opportunity of the grassroots to be allocated public housing and meet the housing needs of various sectors of the community.

55. Mr Derek TSE, Senior Town Planner/Hong Kong 5 of the PlanD, continued to give a PowerPoint presentation to explain the specific suggestions to the Revised Proposal in detail. The scope of review was from Cadogan Street in the east to the Island West Refuse Transfer Station in the west, including the Ex-Mount Davis Cottage Area and Ex-Police Married Officers Quarters. The details of the Revised Proposal were as follows:

- (a) Taking into account the major comments received during the public consultation, the relevant government departments had retained the suggestions of harbourfront development and open space in the Preliminary Proposal, including the conversion of the Ex-Kennedy Town Abattoir and Incinerator into a waterfront promenade, the change of the China Merchants Wharf and Godown to commercial, leisure and tourism-related uses, the reprovisioning of the Cadogan Street Temporary Garden at the waterfront and the relocation of incompatible facilities at the waterfront. For example, the Victoria Public Mortuary would be relocated to another site on Victoria Road (i.e. the ex-magazine site of the MTRCL in the cavern and its adjoining area) and the Salt Water Pumping Station would be relocated to the site next to the Island West Refuse Transfer Station. The housing development suggestions in the Preliminary Proposal would also be

retained, including public housing development at the Ex-Mount Davis Cottage Area and the Ex-Police Married Officers Quarters, and private residential development to the north of Victoria Road. Community facilities proposed in the Preliminary Proposal would also be retained. Those facilities included primary school, the provision of social welfare facilities such as youth and elderly centres in the public housing development, and the provision of a public transport interchange combining the two open-air bus termini at Sai Ning Street and Shing Sai Road as well as a refuse collection point in the private housing development site at the junction of Victoria Road/Cadogan Street. The TD had retained various traffic improvement measures, which included widening Victoria Road, constructing a new access road connecting Victoria Road and Cadogan Street to ease traffic flow, and providing public light goods vehicle parking spaces in the public housing development.

- (b) The Revised Proposal had also enhanced some suggestions in the Preliminary Proposal, including the deletion of the section of proposed new access road separating the primary school and the waterfront promenade in order to increase the area of the waterfront promenade, the widening of the western pavement near the waterfront at Cadogan Street, as well as the provision of two footbridges across Victoria Road to enhance the accessibility of the waterfront area. In view of the public concern on development density, ventilation and visual impacts, the number of public housing units would be reduced by about 400; the building height of the western portion of the site would be substantially reduced from the originally proposed 120-140 metres above Principal Datum (mPD) to 65 mPD; and three non-building area (NBA)/building gaps would be retained to serve as air/visual corridors. A stepped height profile ascending from 40 mPD to 120 mPD at the private residential development at the junction of Victoria Road/Cadogan Street would be considered, subject to further studies on its feasibility and implementation method. A building gap would be retained in the site. In addition, the width of the proposed NBA of the China Merchants Godown would be increased from 15m to 30m, so as to alleviate the air ventilation and visual impacts of the future developments on existing developments in the vicinity. As for community facilities, the Revised Proposal suggested the provision of a basement car park within the private residential site at the junction of Victoria Road/Cadogan Street. According to preliminary estimate, about 200 parking spaces, including about 50 goods vehicle parking spaces could be provided. Besides, the Revised Proposal also suggested the allocation of more space for the provision of additional community and welfare facilities and public toilets in the site.
- (c) In regards to trees and landscaping, he said that about 700 trees were distributed in the major development sites, most of them were common native tree species such as *Celtis sinensis*, *Cinnamomum camphora*, *Ficus microcarpa*, *Macaranga tanarius* and *Leucaena leucocephala*. Two old banyan trees listed in the Register of Old and Valuable Trees were located in the Kennedy Town Bus Terminus Sitting-out Area next to Victoria Road. Relevant departments would conduct detailed tree surveys at the detailed design stage and the affected trees would be preserved, transplanted or removed according to the recommendations in the assessment reports. They would also minimise the development impacts on existing trees and provide appropriate landscape measures and feasible tree preservation and compensatory planting proposals in accordance with the

DEVB's relevant Technical Circular and the LandsD's Land Administration Office Practice Note.

- (d) In the next stage, the PlanD would submit the Revised Proposal together with the comments of the C&WDC and the relevant government departments to the Metro Planning Committee (MPC) of the Town Planning Board (TPB) for its consideration. If the MPC agreed to the related rezoning amendments, the TPB would exhibit the amended Outline Zoning Plan for public inspection under section 7 of the Town Planning Ordinance for a period of two months.

56. Ms LO Po-sze, Chairlady of the Mount Davis Concern Group, briefly described the aspirations of the residents in the district. Residents hoped to enhance the conservation of Mount Davis to attract more visitors because it was the oldest historic landmark in the district. She opined that there was a lack of public open space in the Western District and asked the LCSD to follow up. She estimated that there would be over 4 000 new private and public housing units in the Western District, resulting in an increase in population of about 20 000. Residents hoped that a green lung would be preserved to improve air quality. In addition, she summarised residents' suggestions as follows:

- (a) The height of buildings at the western part of the public housing site on Ka Wai Man Road should be reduced from 65 mPD to 45 mPD.
- (b) If the western arm of the pedestrian crossing at the junction of Belcher's Street and Sands Street was deleted, goods vehicles would be attracted to park there. Even though widening Victoria Road could not help solve the problem. The cancellation of pedestrian crossing would also give rise to jaywalking.
- (c) There were barbecue facilities at the top of Mount Davis. She suggested the relevant departments provide more recreational facilities and promote the place to the public and tourists. Moreover, there was a 30 to 40-year-old flight of steps which was a shortcut to the top of Mount Davis. It only took 15 minutes from the ground level to the top. She proposed constructing roads to link up to the staircase so that residents and tourists could reach the mountain top more conveniently.

57. The Chairman invited Members to express their views. The main points of their comments were as follows:

- (a) Mr WONG Kin-shing opined that the number of housing units under the Revised Proposal was still too high. The population of Kennedy Town was estimated to increase by about 30 000, but the transportation system could not support the increase in population. In addition, he pointed out that the temporary garden should be preserved and used as an open space. He welcomed the suggestion about the construction of basement car parks and additional parking spaces for goods vehicles and light goods vehicles. In view of the serious shortage in private car parking spaces in Sai Wan, a substantial increase in the number of private car parking spaces should be included in the Proposal. He objected to the proposal of public housing development at Ka Wai Man Road because the roads there were narrow. With the increasing number of residents, traffic congestion would be further exacerbated. Lastly, he suggested the relevant departments reserve some areas for building homes for the elderly.

- (b) Mr Thomas NG held the view that the provision of two additional footbridges was insufficient and proposed the construction of more footbridges to connect different buildings. He suggested making reference to the design of the footbridge network outside MTR Heng Fa Chuen Station in planning the footbridge network of MTR Kennedy Town Station with a view to providing convenience to the public. He concurred that 200 private car parking spaces were not enough to satisfy the needs of residents and visitors.
- (c) Mr CHEUNG Kwok-kwan supported the proposed housing development, but proper planning was required and the views of residents must be solicited. He pointed out that the junction at Belcher's Street with Sands Street was a bottleneck where there was frequent congestion or even traffic accidents. The C&WDC had suggested the TD implement traffic diversion measures, but there had been no concrete action so far. He considered that the relevant departments should proactively seek to make the barging point in the Western District Public Cargo Working Area (WDPCWA) part of the waterfront promenade after the completion of the WIL.
- (d) Mr Sidney LEE stated that the population density of the Western District was lower than other districts, so the increased population arising from the housing development as suggested in the proposal was still within the capacity of the district. He pointed out that a drastic increase in population had been anticipated before the commissioning of the WIL. The commissioning of the West Island Line had alleviated the traffic problem in the Western District, thus attracting more people to reside there. He agreed that the proposed number of parking spaces was insufficient and should be increased. In addition, he pointed out that some primary schools in the district were under enrolled. In this connection, the statistics on the demand for primary school places in the C&W District should be recompiled before providing new primary schools.
- (e) Mr CHAN Choi-hi supported the residential development in the Proposal and suggested the addition of "Green Belt" sites. He relayed residents' suggestion about building interim housing at the ex-Mount Davis Cottage Area for eligible applicants awaiting public housing, so as to make good use of the site. He also suggested that an exit of Kennedy Town Station connecting to Cadogan Street be added. Furthermore, he queried the necessity of building a primary school as stated in the Proposal and opined that the land should be better used for building homes for the elderly, public housing or Home Ownership Scheme flats.
- (f) Mr CHAN Chit-kwai agreed to the public housing development at the ex-Mount Davis Cottage Area, and enquired about the details about the building gaps serving as air and visual corridors. He agreed that there were inadequate parking spaces, and considered that the bend at the exit of the proposed basement car park was a traffic black spot and should be modified. He also concurred with the suggestion of Ms LO Po-sze that the LCSD should promote the flight of steps leading to the top of Mount Davis. Lastly, he opined that people of all sectors should be invited to participate in the next consultation of the Revised Proposal.
- (g) Ms CHENG Lai-king enquired about the meaning of "maximum building height"

stated in the plan attached to the Paper. She was of the view that China Merchants Wharf enjoyed a scenic harbour view for which the authorities concerned should have better planning. She pointed out that upon completion of the decontamination work at Cadogan Street Temporary Garden, the Government should reserve the site for sitting-out facilities. She enquired if public housing development at the Ex-Mount Davis Cottage Area would involve any hill-levelling. Besides, she concurred with the view that there was a serious shortage of parking spaces in the Western District and suggested that the related departments take the design of basement car parks in Admiralty for reference. She also agreed that the number of school places should be clarified before building a primary school and concurred with the proposal to provide an additional MTR entrance in the vicinity of Mount Davis.

- (h) Mr KAM Nai-wai opined that Cadogan Street and Victoria Road are major roads in the district. The transport system would be overloaded if residents of some 3 000 new housing units were to be added to the population. Besides, he was of the opinion that related departments had failed to explain comprehensively to the Council and residents the phases of the construction works, its impact on the environment and the estimated increase in population in the Western District. He requested the Administration to provide additional data and hence did not support the Proposal for the time being.
- (i) The Vice-chairman opined that it was not sufficient to reduce the number of housing units by 400 since the number of units alone could not fully reflect the actual population. He indicated that the majority of residents in the district did not understand what principal datum of building height was, hence could not assess whether or not the building height as stated in the Proposal was reasonable. He also opined that Sai Wan Estate should be included in the scope of the Proposal since the Estate was already over 50 years old. By redeveloping Sai Wan Estate, an opportunity could be taken to plan pedestrian facilities so as to improve the traffic network and to link the Estate to MTR stations for the convenience of the public. He wished to know if the stepped height profile at the proposed private residential development would have any impact on the visual aspect of Cayman Rise, Mount Davis 33 and Centenary Mansion. He supported the proposal of a basement car park but opined that other types of facilities should also be added. In view of the fact that sludge treatment works would be carried out beneath Western Wholesale Food Market, he suggested that some obnoxious facilities could be relocated to the said location upon completion of the sludge treatment works, whereas the released areas could be used as green space. Lastly, he said residents of the district enquired if the buildings to be constructed at the Ex-Mount Davis Cottage Area were public rental housing (PRH) or Home Ownership Scheme flats, and how much open space the LCSD was yet to provide in the Western District.
- (j) The Chairman pointed out that the C&WDC had already agreed to and endorsed in 2011 the building of public housing in the C&W District, and the only feasible site was the Ex-Mount Davis Cottage Area in Kennedy Town. While he supported the site, he opined that the Government should first have a comprehensive review of the area's capacity in various aspects including traffic, environmental hygiene, greening, education and community facilities in the vicinity before deciding the number of housing units. Besides, there was a

persistent and serious shortage of parking spaces in the district. In the face of a drastic increase in the number of residents, the related departments would need to build more large-scale basement car parks. He expressed his zealous support for public housing development at the said site so as to benefit the community.

58. Mr Eric MA, Under Secretary for Development, gave a consolidated response as follows:

- (a) The "maximum building height (in mPD)" in the plan of the paper referred to the height of the building above the principal datum, i.e. the height above the sea level and was irrelevant to slopes on the ground. The "maximum building height (in number of storeys)" referred to the maximum number of storeys allowed for a building.
- (b) The number of public housing units was reduced by 20% in the Revised Proposal. The DEVB had conducted a series of traffic, environmental and ventilation assessment when revising the proposal. The DEVB proposed several NBAs and adjustments to the building gaps to increase permeability in the whole review area and to facilitate penetration of mountain and sea breezes. Housing development private residential sites would be responsible by developers to meet the demand of the private market.
- (c) The relevant departments had conducted a contaminant assessment under the ex-Kennedy Town Abattoir and Incinerator and found that there was a large quantity of contaminants covering a large area. The decontamination works would take around seven to eight years. The departments concerned would submit papers later to explain the details of the decontamination works.

59. Ms Ginger KIANG, District Planning Officer/Hong Kong of the PlanD, gave a consolidated response as follows:

- (a) She illustrated the concept of building height with the height of Cayman Rise which was around 140 mPD. The proposed buildings to be erected adjacent to it was 120 mPD, which meant that they were lower than Cayman Rise. Moreover, the height of public housing in the Proposal was 65 mPD, which was nearly 50% lower than The Sail at Victoria nearby with a height of 120 mPD.
- (b) According to the Hong Kong Planning Standards and Guidelines (HKPSG), the C&W District had adequate supply of "Government, Institution or Community" sites, except primary schools. Thus one had to be provided in the review area. The area of the new primary school was devised according to the conditions of a standard primary school. Moreover, the PlanD had reserved space at the private residential sites for the provision of community facilities, but there was no specific proposal for the time being. As the decontamination works took around seven years, the Government would consider the community facilities needed in the district at that time before implementing the proposal.
- (c) As the C&W District was an old district, there were practical difficulties in providing additional open space. Government departments would provide new open space as far as possible whenever there were new development projects. Under the Revised Proposal, in addition to designating open space for the new

population according to the criteria in the HKPSG, an additional open space of around 2 000 square metres was provided.

60. Ms Portia YIU, Senior Planning Officer 6 of the HD, gave a consolidated response as follows:

- (a) Both PRH units and subsidised sale flats were proposed at the public housing sites at Ka Wai Man Road.
- (b) On the redevelopment of Sai Wan Estate, the Housing Authority would consider whether to redevelop an individual housing estate according to the established policy, viz. building structure, cost-effectiveness of repair works, availability of suitable rehousing resources in the vicinity of the housing estates to be redeveloped and build-back potential upon redevelopment. It was mentioned in the recently released "Long Term Housing Strategy" that PRH development would put pressure to the allocation of PRH units as the supply of housing units would take a long time to realise, very often towards the last phase of the redevelopment. Redevelopment could only play a supplementary role in increasing the supply of PRH units in the medium and short run. The Housing Authority did not have plans to redevelop Sai Wan Estate for the time being but it could take account of the future redevelopment of Sai Wan Estate in the planning and design of PRH development at Ka Wai Man Road, subject to the comprehensive assessment of the whole development.
- (c) On community facilities, the SWD proposed to provide an integrated children and youth services centre, an integrated family service centre and an elderly district service centre under the public housing development. The proposal to provide a home for the elderly had to be explored again with the SWD. Moreover, the HD would make reference to the HKPSG to provide various parking facilities including private car parking spaces for residents. Besides, 25 parking spaces for light goods vehicles would also be provided for public use.

61. Mr Lawrence CHAN, Senior Engineer/Central and Western of the TD, gave a consolidated response as follows:

- (a) The TD had conducted a traffic impact assessment and the result indicated that Victoria Road should be widened to up to four traffic lanes and a slip road connecting Cadogan Street should be developed to reduce the traffic load at the junction of Victoria Road, Cadogan Street and Belcher's Street during peak hours in the morning. In addition, the western arm of a pedestrian crossing at the junction of Sands Street/Belcher's Street would be deleted to improve the traffic capacity of the junction so that the additional vehicular traffic flow in future would be eased. According to the assessment data, the future traffic condition would be about the same as the present and would not deteriorate.
- (b) The proposed 200 parking spaces was a preliminary estimation only. The number of parking spaces would be adjusted in light of the permissible building area under the HKPSG.
- (c) As providing additional MTR exits involved railway works, the department needed to research into the feasibility of the proposal with relevant parties.

62. Mr Eric MA, Under Secretary for Development of the DEVB, responded that he had relayed the proposed inclusion of the barging point of WDPCWA into the waterfront promenade to the Transport and Housing Bureau (THB) and the Marine Department (MD) and would actively seek to realise the proposal.

63. The Vice-chairman stressed that the HD should include the redevelopment of Sai Wan Estate in the scope of planning of the Revised Proposal, otherwise he would not support the Proposal. He also considered that the issue of the occupation of two of the three traffic lanes of Catchick Street turning into the junction of Belcher's Street by trams should be included in the Proposal and the TD should find a solution.

64. Ms CHENG Lai-king pointed out that as Sai Wan Estate might be redeveloped within 20 years, she stressed that the HD should rehouse the residents in the same district when planning the redevelopment and give a clear account on the planning of the land released at that time. She referred to the plan and said that there was a piece of private land on which structures 70 mPD could be built. She worried that the structure would block sea breeze and suggested lowering the height to about 35 mPD. Lastly, she considered that the department should give a clear explanation on the future use of the China Merchants Wharf.

65. The Chairman thanked the guests for attending the meeting.

Extract of Minutes of Meeting of Central and Western District Council Held on 16.7.2015

第 9 項：強烈要求規劃署延長有關對堅尼地城西部土地用途諮詢期
(中西區區議會文件第 74/2015 號)

(下午 7 時 25 分至 7 時 54 分)

72. 主席歡迎規劃署、加惠台業主立案法團、城西發展失衡關注組、摩星嶺關注組及怡峯業主立案法團的代表出席會議。

73. 加惠台業主立案法團主席林其盛先生的發言內容概述如下：

- (a) 現時加惠民道一帶交通經常擠塞，特別是學生上下課的時間。此外，老人院舍安排復康巴士接載行動不便的長者，每日約有 60 至 70 人使用，每日設有 12 班，每班停泊時間為 15 至 30 分鐘不等。如在加惠民道附近興建大量房屋，會使交通問題進一步惡化。
- (b) 加惠台居民非常歡迎政府規劃及發展堅尼地城，但希望政府在發展之餘，能同時照顧到居民所面對的困難。除交通問題外，加惠台居民早前已向規劃署反映人口增加會令市民的休憩用地減少，他質疑單靠海濱長廊是否足以滿足居民對休憩設施的需求。

(c) 現時規劃缺乏如醫療設施等配套，再加上瑪麗醫院因港島西南區人口增加而需要重建，令問題更加嚴重。希望區議員和政府部門在規劃上作出改動以改善上述問題。

74. 城西發展失衡關注組代表 Timothy CHAN 的發言內容概述如下：

- (a) 外間有意見認為城西居民得悉發展局有意在城西興建房屋後便提出反對，但實情是居民是在聽畢規劃署講解整個計劃及相關改善措施後才作出強烈反對，因為居民認為運輸署和規劃署公佈的各項措施並不足以應付將來人口增加所帶來的需求。
- (b) 既然政府要善用土地資源以增加收入，便應把加惠民道前已婚警察宿舍這塊優質地皮拍賣，利用所得的款項造福社會，而非把地皮用作興建公屋。同時，警務人員亦曾表示宿舍數目不足，質疑政府何以在上述地皮興建公屋而非作警察宿舍之用。
- (c) 加惠民道為雙線雙程的道路，而當年設計這條道路是為了應付兩個宿舍，合共約 600 伙居民使用。現時加惠台及怡峯兩個屋苑已共有 585 伙居民，如再增加 2 000 多伙居民，加惠民道便須應付現時 5 倍的負荷。
- (d) 他向政府提出四點要求：(一)降低整體單位數目至 2 000 伙以下；(二)採取「先建路，後建屋」的方式，讓工程能用新道路出入；(三)增加公共休憩設施；及(四)把臨時公園的除污工程安排至最後進行，讓臨時公園得以保留至最後。

75. 摩星嶺關注組主席 盧寶詩女士 指發展計劃需要砍伐或移植大部份樹木，樹木減少對人類健康及全球暖化均有壞影響。她表示，早前出版的《香港觀鳥地圖》指整個香港島只有 5 個地方能作觀鳥，其中之一是摩星嶺，然而摩星嶺是唯一一個並非位於郊野公園的地方。她建議規劃署落實規劃前，計算現時的公屋和私人樓宇住戶總人數與休憩用地的比例，並以此作為標準。

76. 怡峯業主立案法團委員 黃健菁女士 的發言內容概述如下：

- (a) 居民認為在不能擴闊路面的情況下，若再增加居民於加惠民道一帶，會對現時經常使用該條道路的學童及長者構成危險。
- (b) 現時，卑路乍街由西祥街至加多近街一段的交通經常擠塞，該段道路甚至可說是已達至飽和。若再在加惠民道一帶增加人口，她擔心

將來居民出入困難。另外，她相信此交通問題將牽連到西區海底隧道的交通。

- (c) 現時的規劃中並無增加休憩用地和相關的生活配套，例如街市、超級市場、售賣生活必需品的商店等。如缺乏相關配套，居民將來的生活將會是一個大倒退，並非改善。
- (d) 建議政府在規劃時考慮調整公屋和私人樓宇的比例以避免產生巨大的交通問題，如把已婚警察宿舍改建為私人樓宇，並希望政府考慮以上問題後再與居民商討改善方案，才將方案提交城市規劃委員會。否則，居民會提出強烈反對。

77. 主席請議員提問及發表意見。議員的發言概述如下：

- (a) 黃堅成議員認同整個規劃須要撤回並重新諮詢。他指規劃署並無考慮該地段一直有舊樓重建和新樓宇落成，若再興建 2 300 個公共房屋及 1 000 個私人樓宇單位，他估計將有 20 000 至 30 000 新人口於幾年間遷入堅尼地城，整個社區配套將會失衡，加惠民道一帶所受的影響亦最為嚴重。他指由於加惠民道是一條十分狹窄及彎曲的道路，對加惠民道能否負擔 2 300 伙公屋住戶存疑。另外，他認為即使有港鐵，大量居民遷入仍然會令西祥街及卑路乍街等一帶出現交通問題。政府要重新審視整體發展，責無旁貸。另外，他指屠房重建及加多利工廠大廈可能改為住宅用途，相信人口壓力會不斷增加，政府要重新考慮社區能否承載如此大量的人口。
- (b) 鄭麗琼議員查詢整個計劃和延長諮詢期的程序，以及諮詢期可延長多久。另外由於是次為區議會暫停運作前最後一次區議會會議，她建議去信發展局局長要求凍結此項規劃。
- (c) 甘乃威議員表示曾出席有關計劃的居民諮詢會，出席的居民均反對計劃。他關注規劃署在諮詢居民意見之後如何處理，並認為對計劃小修小補無助解決問題。他反對現時的規劃，並呼籲區議會向規劃署提交反對意見，要求其撤回整個計劃，重新諮詢居民。
- (d) 副主席指居民並非反對政府發展，惟提出的方案必須合理。現時的發展計劃在人口密度、交通、配套等各方面均未達合理水平。另外，他指新增的人口數目等於增加一個區議會選區，質疑規劃署低估了發展所帶來的新人口數目及其影響。他又指現時西區居民多依靠士美非路和卑路乍街，懷疑這兩條道路能否應付新遷入居民的需要。他批評現時的規劃方案考慮有欠周詳，如沒有考慮西環邨重建，未

能滿足居民的需要。他要求規劃署在提交修訂方案予城市規劃委員會(城規會)前，須先諮詢區議會。

(e) 葉國謙議員關注發展帶來的交通及住宅規劃的問題，同意規劃署須把修訂方案先交到區議會審議，確保新方案能照顧居民的交通及其他生活需要。

78. 規劃署高級城市規劃師謝佩強先生回應，自本年三月十九日諮詢區議會後，有關政府部門，包括規劃署、房屋署及運輸署，亦諮詢了港島區海濱發展專責小組，以及出席了五個分別由區議員及居民所舉辦的論壇。此外，有關政府部門亦收到大量由個別團體和市民遞交的意見書。現時各部門正詳細考慮居民及社會各界不同的意見，待完成後才進一步決定下一階段的工作，故暫時未有呈交有關計劃至城規會的確實時間表。現階段如市民有任何新意見，可隨時向規劃署或其他相關部門提出，規劃署亦會將上述區議員及各團體的意見交予相關部門考慮。

79. 主席敦請規劃署代表把居民和區議員的意見轉達部門，並建議去信發展局局長，並夾附是次會議的會議紀錄，以表達區議會的意見。

80. 主席多謝各位部門代表出席會議。

- (7) Strong request to the Planning Department for extension of the consultation period about the land use of the western part of Kennedy Town
(C&W DC Paper No. 74/2015)

The major views of the Members were summarised as follows:

- Some Members objected to the proposed planning, and requested the PlanD to withdraw the proposal and consult the residents afresh with a revised one.

- Some Members criticised that the current proposal of development was below reasonable level in the aspects of population density, traffic, ancillary facilities and so on, and queried if the PlanD had underestimated the population increase and its consequential impacts caused by the proposal. They also criticised that the current proposal was not comprehensive in that redevelopment of Sai Wan Estate was not taken into account.
- Some Members were concerned about the problems of planning on traffic and housing caused by the redevelopment, and considered that the PlanD had to consult the C&WDC about the revised proposal prior to organisation of a public consultation on it.

The representative of the PlanD said that all departments concerned were taking into account all views given by residents and different sectors of the community. There was no specific schedule about submitting the proposal to the Town Planning Board for approval at present. The public might continue to freely give their comments to the PlanD or other departments concerned in the current stage.

**Extract of Minutes of Meeting of Task Force on
Harbourfront Developments on Hong Kong Island of
the Harbourfront Commission Held on 5.5.2015**

**Item 4 Land Use Review on the Western Part of Kennedy Town
(Paper No. TFHK/06/2015)**

- 4.1 The Chair welcomed the presentation team to the meeting. Ms Ginger KIANG and Mr Derek TSE of PlanD presented the paper with the aid of a PowerPoint.
- 4.2 The Chair questioned whether the proposed 8-storey primary school at Site 3b could actually provide a visual relief to the location as it would be higher than the adjoining buildings.
- 4.3 Mr CHAN Hok-fung, who was also the Vice-Chairman of the Central and Western District Council, said that there would be an increase of about 3,400 flats and 10,000 persons respectively under this proposal. He expressed concern on the traffic impact especially at Victoria Road and the pressure on the community facilities which would be generated by such a development scale. He opined that the review should have included Sai Wan Estate which was built over 50 years ago and might be redeveloped in future. He also suggested shifting the proposed residential development at Site 3a to other site(s) on Victoria Road to enhance air ventilation; and deferring the submission of this revised land use proposal to the TPB so that the residents could have more information and discussion with PlanD and the relevant departments.
- 4.4 Mr Paul ZIMMERMAN echoed the concern on the traffic impact especially at Victoria Road which would be generated by the increased development density. He supported deferring the submission of the revised proposal to the TPB until the

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information on the traffic impact assessment (TIA) was made available to the Task Force. For the key waterfront sites at Sites 1a, 1b and 4b, he questioned about their development concepts; whether the proposed building height restriction was for the entire sites; what marine uses had been considered; and whether the input of the Transport and Housing Bureau had been sought.

- 4.5 Mr Ivan HO said that there was no proposal to improve accessibility of the proposed new waterfront open area to the inner part of the old Kennedy Town. Neither was there proposal to improve connections through elevated landscaped decks to public transport facilities like the MTR stations. While different uses like commercial, leisure and tourism had been designated for the key waterfront sites, they seemed segregated and not integrated into the waterfront area. There was also little information on how the promenade would be connected to the eastern side and to other parts of the waterfront. The proposal should also address the unique characteristic of this fantastic waterfront.
- 4.6 Mr Andy LEUNG said that this huge piece of waterfront land provided a unique opportunity for comprehensive urban re-planning and design. He opined that there should be particular themes to define the waterfront activities before deciding on their uses. Site 3b would be the future focal point making immediate connection to the waterfront, but the primary school with little interaction with the waterfront would become a barrier to accessibility. While Victoria Road was the main road straddling across the whole area, there was not enough measures to enhance the walkability to the waterfront from the south of Victoria Road especially from where the MTR stations were. There should be a more comprehensive pedestrian accessibility strategy by making use of footbridges or landscape decks, given the level difference of Victoria Road.
- 4.7 Ms Ginger KIANG responded that:-
- (a) when the Task Force was last consulted on the preliminary proposal, some of the points raised today were also raised (connectivity and vibrancy) and PlanD had taken them into consideration when formulating the revised proposal. The Western District and Kennedy Town were old developed areas and this was the only piece of land available for redevelopment to meet quite a

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lot of competing uses, including housing, school, Government, Institution or Community (GIC) use and promenade, etc. Within these constraints, PlanD had tried best to accommodate as far as practical to meet various planning objectives, including the construction of a continuous waterfront promenade. For key waterfront sites, planning intention had been indicated through the proposed zoning. For Sites 4a and 4b, which were currently under private ownership and partly occupied by two industrial buildings, flexibility was allowed for the future proponents to provide waterfront facilities and activities while planning incentive was provided for the proponents to redevelop the industrial buildings;

- (b) the local and the District Council's concern was mainly on the development scale but it was necessary to balance different development needs in the area. GIC and open space requirements arising from this revised proposal in accordance with the Hong Kong Planning Standards and Guidelines were met. The 8-storey primary school was proposed. Together with the low-rise GIC cluster at the back, it could provide the breathing space and visual permeability throughout the area; and
- (c) PlanD, in consultation with TD, had tried to provide better connection between the hinterland and the waterfront through a number of measures including widening the pavement of Cadogan Street and providing two footbridges across Victoria Road, etc. Enhancing the connection with the MTR stations would be longer term strategy and development as there were many site constraints in the old town area.

4.8 Miss Shirley LEUNG and Mr CHAN Chung-yuen of TD supplemented that:-

- (a) at the beginning of this land use review, a full scale TIA was conducted, but as the proposal has been slightly modified over the years, TD carried out in-house review to ensure that findings and recommendations of the original TIA were still valid under the revised proposal. As the total population and the number of flats were adjusted downward under the revised proposals, it was confident that the original TIA should be adequate; and

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- (b) apart from widening Victoria Road to a maximum of 4 lanes, a number of traffic improvement measures were proposed, including constructing a new access road to connect Victoria Road with Cadogan Street for diversion of Central-bound traffic; converting the section of Victoria Road between Cadogan Street and Ka Wai Man Road into one-way with westbound traffic only; signalising the Victoria Road/ new access road junction, the Catchick Street/new access road/Cadogan Street junction and Victoria Road/ Sai Ning Street junction for more efficient traffic control; and modifying and improving the Victoria Road/Cadogan Street junction and Belcher's Street/ Sands Street junction.
- 4.9 Mr CHAN Hok-fung opined that TD should examine the actual traffic situation, instead of only assessing the number of vehicles. For example, he observed that the traffic was often blocked by trams turning from Catchick Street to Davis Street, Belcher's Street and then to Cadogan Street; and by school coaches turning from Ka Wai Man Road to Victoria Road.
- 4.10 Mr LEUNG Kong-yui echoed that trams were normally not included in the traffic flow when conducting TIA, but they would often block the car traffic especially when turning onto narrow roads. He understood that this was a planning study instead of a design study and so there might not be too much details about how to make use of the promenade area. On the other hand, he opined that Sites 3a and 3b were the last part of old Hong Kong that could have new development and it would be preferable if some themes could be drawn up to address the historical context.
- 4.11 Mr LAM Kin-lai opined that consideration should be given to extending the tramway to the new access road between the new primary school and the new development so as to relieve the traffic congestion and to facilitate accessibility to the waterfront.
- 4.12 Mr Andy LEUNG suggested incorporating the current turning circle of the tramway into the proposed public transport interchange (PTI) under the proposed residential development at Site 3a to avoid conflict with other vehicles and pedestrians.
- 4.13 Mr Ivan HO opined that in the absence of other proposed means of connection to the waterfront, it would not be acceptable in term of accessibility and connectivity if the

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proposed access road was to be used as a new trunk road as it would segregate the waterfront from the rest of the area. He also asked for elaboration on why there was no plan to extend the tramway as such extension could enhance connectivity and accessibility to the waterfront.

- 4.14 Dr Peter Cookson SMITH opined that emphasis should be placed on public transport rather than private vehicles. He commented that the proposed land uses were compartmentalised and not well connected; and the proposed zonings for key waterfront sites were vague without details on the implementation responsibility.
- 4.15 Mr Paul ZIMMERMAN opined that the Government should provide the finance to fill any funding gap in re-aligning the tram route. He called for the road between the residential site and the waterfront park to be removed. The intended zonings and building height restriction for the pier sites were not clear as there was no study on the conceptual design and the marine related uses. He did not support submitting the revised proposal to the TPB.
- 4.16 The Chair said that as expressed by Members, this revised proposal was not ready for submission to the TPB. In particular, there should be more specific proposal on the concepts for the key waterfront and pier sites. The major challenge was connectivity and accessibility to the waterfront, including the tramway and the focus should be placed on public transport rather than private vehicles. There should also be attempt to address the historical context of this unique waterfront.
- 4.17 In response, Mr Thomas CHAN said that the whole ex-Kennedy Town Incinerator and Abattoir site was subject to decontamination programme and there was still some time before Sites 1a, 1b and 2 would be available for development. There was no firm proposal on their development yet. While Members' comments that these sites should be designed and developed in integrated manner having regard to historical context and connectivity to both the other development within this land use review and the older area were noted, many of the points raised could only be realised through a more coordinated implementation plan rather than the zoning. He suggested that a more detailed conceptual design could be worked out for Sites 1a, 1b, 2, 4a and 4b to devise the design and implementation approach for Members' discussions.

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- 4.18 Ms Ginger KIANG supplemented that the OZP system aimed to provide flexibility and clear guidance for project proponents to develop their land. PlanD took note of the importance to promote the vibrancy of this waterfront with leisure and recreational opportunities for residents. In the form of a planning review, there was no detailed implementation proposal at the moment but Members could be assured that the proposed zoning was in line with the Commission's objectives. PlanD could follow the suggestion to prepare a conceptual design for Sites 1a, 1b, 2, 4a and 4b to illustrate how the sites could be developed and the Commission's objectives be achieved in the long run. PlanD has also tried best to widen the pavement of this area, but the scope for further widening the road connecting to the old areas would be relatively limited as there was already a lot of existing development there. PlanD would work with TD to consider how to further improve the connectivity between the waterfront and the hinterland.
- 4.19 Mr CHAN Chung-yuen supplemented that in the original TIA, there was no study on extension of the tramway. There would also be difficulty in combining the tram terminus with the proposed bus terminus.
- 4.20 The Chair believed that it would be helpful if PlanD could prepare a conceptual design, especially on how the pier sites could be integrated with the rest of the waterfront.
- 4.21 Miss Christine AU suggested that if the proposed zoning was agreed in principle, the Harbour Unit could further work with PlanD to prepare a separate conceptual design for the sites for Members' consideration.
- 4.22 Mr Paul ZIMMERMAN reiterated that he did not support the zoning plan as the coverage and the proposed uses for the key waterfront and pier sites were not clear. Also, the new access road would be used as a main road which would interfere with the public enjoyment of the waterfront. He called for a study on how to remove this road.
- 4.23 Ir Peter WONG opined that the innovative idea of combining the tram terminus with the PTI should be looked into even if there was no such precedent. Dr Peter Cookson SMITH said that the issues of connecting to public transport and general traffic should be addressed as the new MTR stations in the area

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had been completed.

- 4.24 The Chair said that this revised proposal might be submitted to the TPB together with Members' concerns and comments expressed at this meeting. Alternatively, PlanD might prepare conceptual design to address Members' concerns, and revert to the Task Force before making a submission to the TPB.
- 4.25 Ms Ginger KIANG responded that PlanD's original plan was to submit the OZP amendments to the TPB within this quarter. PlanD would be prepared to work with the Task Force on the conceptual design of the key waterfront sites to address Members' concerns.
- 4.26 In closing the discussion, the Chair suggested convening a working session for the Task Force to provide further inputs for PlanD to work out a better plan to address Members' concerns. Mr Thomas CHAN responded that it was agreeable to convene a working session to thrash out the design and implementation issues for the key waterfront sites and ways to address Members' concerns on connectivity without making too substantial amendments to the proposed OZP, especially for the sites with development timetable some years away.

PlanD & the
Secretariat

[Post-meeting note: A working session was arranged on 24 August 2015 for Members to provide further inputs on the Review.]

**Summary of Major Public Comments received in the Public Consultation and Government Departments' Responses on
the Land Use Review on the Western Part of Kennedy Town in 2015**

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
A.	<u>General Comments</u>	
a	The Revised Land Use Proposal (RLUP) is not sustainable, in terms of development intensity, traffic, provision of community facilities, visual quality, air ventilation, etc. Better planning should be done.	<p>In preparing the land use proposal, a host of practical planning considerations, including housing policy, traffic and infrastructure capacity, provision of community facilities and open space, the relevant development constraints, local characteristics and existing development intensity, the potential impacts on the local environment, and visual and air ventilation impacts, etc. have been taken into account and balanced. The development mix and intensity have been optimised within the infrastructural constraints and supported with necessary open space and GIC facilities and confirmed no insurmountable impacts.</p> <p>The proposal has also taken into consideration of the public views solicited in the public consultations. This Land Use Review had been through two rounds of public consultation from 2013 to 2015. The first round of public consultation on the Preliminary Land Use Proposal was conducted in mid-2013, where the Central and Western District Council (C&WDC) and Task Force on Harbourfront Developments on Hong Kong Island (TFHK) of the Harbourfront Commission (HC) were consulted on 23.5.2013 and 7.6.2013 respectively and two local forums were attended on 27.6.2013 and 29.6.2013. The Preliminary Land Use</p>

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
		Proposal was then amended taking into account the public consultation results. Subsequently, C&WDC was consulted on the RLUP on 19.3.2015 and five local forums were attended on 26.3.2015, 23.4.2015, 30.3.2015, 8.5.2015 and 14.5.2015. TFHK was consulted on the RLUP on 5.5.2015 and 24.11.2015.
1.	Waterfront Development and Open Space	
1.1	There is insufficient open space in the area. More open spaces should be provided, existing open spaces should be retained and affected open spaces should be reprovisioned.	In total, about 1.7ha of open spaces have been proposed within the Land Use Review area and can meet the open space requirement arising from the additional population under the Land Use Review on the Western Part of Kennedy Town in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG). In total, there are altogether about 16.99ha local open space and about 39.19 ha district open space within the Central and Western (C&W) District, which are more than the total requirement as per HKPSG.
1.2	There is concern on accessibility to the waterfront area.	The following efforts and measures have been made to enhance the connectivity and accessibility to the waterfront area, subject to consideration by the Transport Department (TD) at detailed design stage: <ul style="list-style-type: none"> • at the eastern end of the Land Use Review area, the western pavement along Cadogan Street leading to the waterfront to be widened and crossings on Cadogan Street to be improved; • a set of footbridges to connect the Ka Wai Man Road area to the waterfront through the proposed private housing development (Site 3a); • an at-grade pedestrian crossing at the junction of Victoria Road and Sai Ning

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
		<p>Street to connect the waterfront area through the pavement along the western side of the proposed primary school;</p> <ul style="list-style-type: none"> • a footbridge to connect the proposed public housing site (Site 9) and the proposed open space at Site 7a across Victoria Road; and also an at-grade pedestrian crossing at Sai Ning Street to facilitate onward pedestrian accessibility to the waterfront; • at the western end, an existing at-grade pedestrian connection via Victoria Road and staircases to connect the proposed public housing site (Site 9) to the waterfront; and • within the waterfront area, a continuous waterfront promenade connecting the eastern to western ends, i.e. from Cadogan Street all the way to the Kennedy Town Temporary Recreation Ground to link up the new open space network for public enjoyment.
1.3	Mount Davis should be better preserved and declared country park. Connectivity to the place should be enhanced. More recreational facilities should be provided at Mount Davis.	The review area covers the foot area of Mount Davis to the south of Victoria Road, within which only the Ex-Mount Davis Cottage Area, the Ex-Police Married Officers Quarters and the Ex-Temporary School Site for Hong Kong Academy were proposed for public housing development. The remaining area of the “Undetermined” (“U”) zone will be rezoned to “Green Belt” (“GB”) for better preservation. We have conveyed the comments to relevant departments for consideration and follow up when opportunity arises.

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
1.4	The land use proposals should take into account the demand on marine uses.	Pier function of the existing piers are retained and revived for marine access.
2.	Housing Development and Development Intensity	
2.1	Views on the proposed public and private housing development are diverse. Some members of the public support. Some are against housing developments. Some are of the view that the scale, development intensity and building height (BH) should be reduced and the proposals should be refined taking into account the public views and technical impacts. Alternative uses for the proposed housing sites should be considered. Further, the Government should also consider choosing alternative sites for housing developments.	The Long Term Housing Strategy targets to provide 480,000 units in the coming 10 years with a 60:40 split for public and private housing. To increase and expedite housing land supply in the short to medium term, there is a need to optimize the use of built-up land in existing urban areas and new towns, as well as the urban fringe areas where infrastructural facilities are in the vicinity. The development intensity and building height of the proposed housing developments have been optimized within the infrastructural constraints and supported with necessary open space and GIC facilities.
2.2	The Land Use Review should take into account the redevelopment of Sai Wan Estate.	While redevelopment may increase public rental housing (PRH) supply over the long term, it will reduce PRH stock available for allocation in the short term. The net gain in flat supply from redevelopment will take a long time to realise, very often towards the latter if not the last phase of the redevelopment. Hence, redevelopment could at best serve as a supplementary source of PRH supply.

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
		<p>Given the current strong demand for PRH, it is also not advisable to carry out any massive redevelopment programme which will result in freezing a large number of PRH units that may otherwise be allocated to needy households. That said, the Housing Authority (HA) will continue to consider redevelopment on an estate-by-estate basis in accordance with its established refined policies and criteria on redevelopment.</p> <p>The HA's current "Refined Policy on Redevelopment of Aged Public Rental Housing Estates" adopts four basic principles in the consideration for redeveloping any individual estate, viz. structural conditions of buildings, cost-effectiveness of repair works, availability of suitable rehousing resources in the vicinity of the estates to be redeveloped and build back potential upon redevelopment. The HA has no current plan to redevelop Sai Wan Estate but could take into account the future redevelopment of Sai Wan Estate in the planning and design of the public housing development at Ka Wai Man Road site.</p>
3.	Community Facilities	
3.1	There is concern on the lack of community and social welfare facilities and healthcare service provision and the quality of living. More supporting facilities, including shopping mall,	In general, the provision of GIC sites for the C&W District is adequate, except primary school. In this regard, a primary school site has been reserved at the junction of Victoria Road and Sai Ning Street (Site 3b) as per the request of Education Bureau. Furthermore, spaces have been planned at both the public

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
	should be provided to cater for public needs.	<p>housing estate (Site 9) and private housing development (Site 3a) for social welfare and community facilities. The exact type of facilities to be provided would be subject to further examination by relevant Government departments.</p> <p>On the provision of healthcare service provision, the Government will take into account a number of factors in planning for the provision of public healthcare services, including demographic changes of population, population growth, healthcare services provision in the district and changes to the healthcare services utilisation pattern, so as to formulate service development guidelines which better tie in with the healthcare service demand of the community. To cater for the long-term demand for healthcare services, the Government will continue to closely monitor the service demand for public healthcare services in the C&W District, with a view to planning and developing the necessary healthcare facilities, including primary care services and hospital facilities. As for primary care services, there are four General Out-patient Clinics in the district, including the Kennedy Town Jockey Club General Out-patient Clinic. As for the hospital facilities, there are seven hospitals under the Hong Kong West Cluster. Six of them provide in-patient service for Central, Western and Southern Districts of Hong Kong Island, including Queen Mary Hospital, Tung Wah Hospital, Grantham Hospital, etc.</p>

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
		The provision of other supporting retail facilities e.g. supermarket and shopping mall as suggested by the public would be market-led. According to the HKPSG, intervention from the Government on retail development should be kept to the minimum, so as to allow the private sector to respond to the market efficiently.
4.	Traffic and Transport Matters and Pedestrian Facilities	
4.1	The existing traffic condition in the local area is poor. The RLUP will worsen the current situation and the effect of the proposed traffic improvement measures under the RLUP is doubted. Major traffic improvement measures should be provided.	<p>The following traffic improvement measures have been proposed:</p> <ul style="list-style-type: none"> • Removing the western arm of pedestrian crossing at Belcher's Street/Sands Street junction; • Signalling adjustment at Victoria Road/Belcher's Street/Cadogan Street junction; • Widening of a section of Ka Wai Man Road for provision of a new layby; • Construction of a new access road to connect Victoria Road and Cadogan Street for diversion of Central-bound traffic; • Re-arrangement of the traffic movements to enhance the performance at Victoria Road/ Belcher's Street/ Cadogan Street junction; • Prohibition of right turning movement from Ka Wai Man Road to Victoria Road; • Widening of a section of Victoria Road between Cadogan Street and the access road to the Island West Refuse Transfer Station to cope with the anticipated traffic; and

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
		<ul style="list-style-type: none"> • Signalization of the new access road / Catchick Street / Cadogan Street junction, Victoria Road / Sai Ning Street junction and Victoria Road / new access road junction. <p>With the improvement measures in place, the proposed developments within the Land Use Review area will not result in adverse traffic impact.</p>
4.2	A better integrated transport system and pedestrian links are required. It is suggested incorporating new traffic/ transport/ pedestrian infrastructures within the Land Use Review area.	<p>Under the Land Use Review, a public transport terminus (PTT) is proposed at Site 3a to combine the two existing bus termini at Sai Ning Street and Shing Sai Road. For pedestrian infrastructures, our response A1.2 is relevant.</p> <p>Regarding the suggestion to extend the connection of MTR Kennedy Town Station to the review area, the planning of the Station had already taken into account the possible development of the western part of Kennedy Town which is within 500m of the catchment area of the station.</p> <p>Regarding the inclusion of other transport modes in the PTT (i.e. tram terminus), due to limitation of the site and competitive land uses, only a new bus terminus which combines the two existing bus termini at Sai Ning Street and Shing Sai Road could be provided in Site 3a. The site does not have adequate space for the tram terminus relocation. In addition, the extension of tram service would increase their operation cost as advised by Tramway.</p> <p>Dedicated pocket space for services/goods/delivery is suggested by the public.</p>

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
		In response, layby for school buses and good vehicles have been allowed for in the RLUP.
4.3	There is concern on the lack of parking facilities in the area.	<p>It is proposed to provide additional parking spaces for public light goods vehicle at the public housing site (Site 9) and additional parking spaces for both public car and light goods vehicle at the private housing site (Site 3a). The Government will explore the possibility of a public car park underneath the waterfront promenade. In addition, subject to the road improvement works, roadside parking spaces will be provided where appropriate.</p>
4.4	Some members of the public suggested alternative alignments and design for the road connection of Sai Ning Street to Victoria Road and New Praya.	<p>The currently proposed road improvement measures, including the road widening, new access road and junction improvement, have been modified, taking into account the views of stakeholders where appropriate. The Sai Ning Street/ Victoria Road junction would be signalised and it would have sufficient capacity to handle the additional traffic arising from the proposed developments. Further, the proposed new access road would be connected to Cadogan Street/ Catchick Street junction such that traffic would have the flexibility to use either New Praya, Kennedy Town via Cadogan Street or Catchick Street.</p> <p>With regard to the stakeholders' concern that the proposed new access road may segregate the waterfront with other areas, the portion of the road to the north of the proposed primary school has been deleted and thus creating a direct pedestrian link from Victoria Road to the waterfront along the primary school</p>

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
		site. Moreover, the proposed improvement measures to enhance the connectivity with the waterfront are also highlighted in response A1.2 above.
4.5	A Traffic Impact Assessment (TIA) was jointly submitted by 3 concern groups which supported the proposed public and private housing developments. The TIA concluded that those developments would not impose significant traffic impacts.	The TIA only shows the junction/link capacity of the junctions in 2015, 2021 and 2026 without detailed information on the traffic flow of the road/junction. Besides, it only considers traffic generation and attraction of public and private housing but not other developments of the RLUP, such as school, public car park etc. The assumption of annual growth rate of +0.5% adopted appears to be too low. Notwithstanding, TD has carried out a TIA for the proposals under the Land Use Review and confirmed no adverse traffic impact would be resulted, subject to the implementation of various traffic improvement measures as set out in response A4.2 above.
5.	Tree, Landscape and Environmental Impacts	
5.1	There is concern on the large number of trees to be felled, and the corresponding mitigation measures.	According to the information provided by relevant Government departments, about 820 trees are distributed in the major development sites. Most of them are common tree species such as <i>Celtis sinensis</i> , <i>Cinnamomum camphora</i> , <i>Ficus microcarpa</i> , <i>Macaranga tanarius</i> and <i>Leucaena leucocephala</i> ¹ . Among all, there are two Old and Valuable Trees listed in the Register of Old and Valuable Trees in the Kennedy Town Bus Terminus Sitting-out Area next to Victoria Road. They will be included in an “O” zone for preservation. The tree protection zone

¹ Among a total of about 820 trees, about 200 trees are located within the Cadogan Street Temporary Garden. Tree roots of those 200 trees are contaminated and the trees will be felled in the future ground decontamination works.

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
		of the OVT would also be set out in the lease condition of the adjoining residential development. For the rest of the trees, relevant departments will need to follow the Development Bureau (DEVB)'s relevant Technical Circular and Lands Department's Land Administration Office Practice Note as far as practicable in order to minimise the development impact on them and provide appropriate landscape measures and feasible tree preservation and compensatory planting proposals. For private developments, relevant tree preservation clause and the requirement of Master Landscape Plan will be incorporated in the land sale conditions to minimise the impact arising from tree felling and to require necessary greening measures to mitigate the impact.
5.2	There is concern on environmental and sewerage impact.	Relevant Government departments confirmed no insurmountable environmental and sewerage impacts are expected. Technical assessment(s) would be carried out in the detailed design stage.
5.3	More "GB" areas should be provided.	Areas to the south of the proposed public housing site are proposed to be rezoned to "GB".
6.	Technical Assessments	
6.1	No technical assessments are provided to substantiate that the proposed land uses would not lead to adverse technical impacts. Assessments details should be made available to public before submission of the proposed	It was considered premature to release the technical assessments as the RLUP before the land use proposals are submitted to TPB for consideration. The Land Use Review had gone through two rounds of public consultation from 2013 to 2015. Relevant departments have kept examining public concerns and refining the land use proposals and hence the technical assessments as necessary. The

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
	amendments to the Outline Zoning Plan to the Town Planning Board. More development details should also be provided.	finalized technical assessments are attached to the Report on the Land Use Review on the Western Part of Kennedy Town, which would be submitted to TPB for consideration in support of the zoning amendments. The proposed rezoning paper would be released for public inspection at the same time.
6.2	It is believed that the proposed residential developments would induce an additional population of more than 10,000 persons. The Government has underestimated the additional population. The Government should also take into account the new developments in other parts of Kennedy Town, which are speeded up by the commissioning of the Kennedy Town MTR Station, in the provision of community facilities and road improvement works.	According to the latest Statistics on Population and Households (2014) by the Census and Statistics Department (C&SD) and the Planning Department's population projection, the proposed residential developments would result in an additional population of not more than 9,000 persons. The provision of community facilities and the technical assessments have taken into account the future population of the district as a whole.
7.	Land Use Matters	
7.1	The proposed development at the hill side along Ka Wai Man Road has its uniqueness which should be planned separately against the remaining area within the Land Use Review area.	To allow a more holistic planning for the district and the supporting infrastructure and GIC facilities provision as a whole, the area in the western part of Kennedy Town which covers the Ex-Mount Davis Cottage Area, the Ex-Police Married Officers Quarters at Ka Wai Man Road, the Ex-Temporary School Site for Hong Kong Academy and the Ex-Kennedy Town Incinerator and Abattoir are reviewed and planned together.

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
7.2	A longer consultation period and another District Council meeting to consider RLUP are requested.	There were lots of public consultation activities in between 2013 to 2015. The C&WDC and the TFHK of HC were consulted. In parallel, local views on the land use proposals were also solicited through a number of local forums organized by DC members and the Incorporated Owners of the concerned residential developments. Members of the public, concern groups, stakeholders, relevant bureaux and departments have also submitted their comments on and off. All the comments received have been considered by the Government and some have been incorporated into the land use proposals as appropriate. The Government is clear on the public views on the proposal. Should amendments to the Outline Zoning Plan (OZP) be made in accordance with the results of the Land Use Review, the amended OZP will also be subject to statutory plan making process under the Town Planning Ordinance (TPO), during which members of the public could make representations to the Town Planning Board (TPB).
7.3	Developments should be carried out in various phases and implementation schedule should be made available to the public.	The Ex-Kennedy Town Incinerator and Abattoir area is subject to ground decontamination works and would be developed after the completion of the works. Other remaining areas would be made available for development upon the amendments to the OZP, subject to land disposal and funding.
7.4	The RLUP has not provided measures to improve the old Kennedy Town area. It is necessary to enhance existing environment and facilities prior	The RLUP would benefit the community at large by phasing out incompatible uses in the waterfront area, providing a continuous waterfront promenade and open spaces, meeting the housing needs, providing community and social welfare

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
	to proposing new developments.	facilities, etc.
7.5	It is suggested highlighting the unique features and character of Kennedy Town and to provide a clear planning vision.	Kennedy Town is a developed urban area. With the release of land resources upon completion of the WIL, there is opportunity to inject new uses to better meet the community need for a better waterfront, more housing and GIC facilities. The key planning principles guiding the planning of the western part of Kennedy Town therefore include enhancing harbourfront planning, meeting housing needs, phasing out incompatible uses, provision of open space and GIC facilities and preserving structures with historic interest and OVTs. The Arch and Foundation Stone of Tung Wah Small Pox Hospital currently located at the Kennedy Town Bus Terminus is proposed to be relocated to the waterfront promenade for better preservation of the structure with historic interest. In addition, the existing piers along the proposed waterfront promenade are proposed to be retained and revived for marine access.
7.6	Commercial and tourism developments should not be proposed.	Commercial and tourism developments are proposed to enhance the vitality of the waterfront and the local area.
8.	Others	
8.1	To provide job opportunities.	There are employment opportunities with the implementation of the RLUP.
8.2	Impact to existing property value should be minimised.	Planning is for public good. It is targeted to plan for a better community with a vibrant waterfront for public enjoyment, more community facilities to serve the local area and more housing land supply for improving the living environment.

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
B.	<u>Site-specific Comments</u>	
1.	Sites 1a, 1b & 2	
1.1	The open up of the waterfront is welcomed but there are concerns on nature and scale of the proposed commercial uses along the waterfront.	The proposed commercial uses are intended to be small in scale, primarily in support of the proposed leisure and recreational uses of the waterfront promenade. According to the HKPSG, the building site coverage for open space should be 10% or less and developments at the waterfront should be low-rise. Sites 1a and 1b on the RLUP only show the possible locations of such uses taking account of the existence of the 4 finger piers which may be used for marine access. Actual design is subject to the overall development proposals of the proposed open space to be zoned “O(1)”, comprising Sites 1a, 1b and 2, at the detailed design stage by the project proponent(s).
1.2	There are comments on the detailed design and implementation of the waterfront promenade and requests for improvement to its connectivity with the inland area.	<p>Should the amendments to OZP be agreed by the TPB, the waterfront promenade would be developed/maintained by the Government. A design concept of the waterfront promenade was presented to the TFHK of HC on 24.11.2015. It could serve as a basis for reference and further refinement upon project planning and implementation stage. The project proponent(s) of the waterfront promenade would be encouraged to consult the HC during the early project design stage.</p> <p>Regarding the connectivity to the waterfront promenade, our response A1.2 above is relevant.</p>

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
2.	Site 3a	
2.1	While there are requests for reducing the proposed BHs of the site, the proposed BH of 40mPD in its western portion is supported.	The proposed BHs for Site 3a were previously 100mPD (western portion) and 120mPD (eastern portion). Taking account of the local comments in the public consultation in 2013, a height profile stepping down from 120mPD to 40mPD has been proposed. While the proposed maximum BH of 120mPD is maintained for the eastern portion of the site, the BH in the western portion has been significantly reduced to 40mPD, which is similar to the height of the adjacent proposed primary school of 8 storeys. These relatively low-rise building structures, together with the existing low-rise GIC buildings across Victoria Road will retain the visual openness and create a visual/breathing space among the proposed new developments. The proposal is well balanced between the visual concern of the public and the community need for more housing flats.
2.2	The existing Cadogan Street Temporary Garden should be retained and/or expanded.	The existing Cadogan Street Temporary Garden is contaminated with pollutants including heavy metal and hydrocarbons. It is subject to ground decontamination works and could not be retained. The ground decontamination works should have been carried out together with the buildings and structures demolition works of the Ex-Kennedy Town Incinerator and Abattoir in 2009, had it not been for the use of the site for West Island Line construction. Now that the site will be handed back to the Government in end 2015, the ground decontamination works should proceed once the site is available.

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
2.3	<p>There are comments on the proposed location of the public transport terminus (PTT) as it may not properly serve the new and existing developments at the western end of the Review area. Alternative sites for the PTT should be considered. Besides bus service, different transport modes, e.g. tram, should be considered at the PTT.</p>	<p>The proposed PTT of about 7,000m² is considered to be located at an optimal location as it would situate between the two existing bus termini at Sai Ning Street and Shing Sai Road . These bus termini can be consolidated. The remaining ground floor space and lower floors of Site 3a would be considered for GIC uses.</p> <p>The inclusion of other transport modes in the PTT (i.e. tram terminus) is not feasible due to a need to consolidate two existing bus termini at Sai Ning Street and Shing Sai Road at the PTT and the residual space is inadequate for the tram terminus relocation. In addition, the extension of tram service would increase their operation cost as advised by Tramway.</p>
2.4	<p>The proposed 200 parking spaces, including 50 goods vehicle parking spaces are insufficient to address parking needs.</p>	<p>The proposed parking spaces are estimated based on the existing and projected parking demand in the C&W District. Together with the proposed parking spaces at Site 9 and on-street parking spaces, the total parking spaces to be provided in the Land Use Review area could meet the parking demand in the C&W District. Notwithstanding, the Government will further explore the feasibility of providing more underground car parking spaces underneath the waterfront park.</p>
2.5	<p>It is worried that the PTT will generate unacceptable air pollution.</p>	<p>The operation of PTT should comply with relevant legislations and Government requirements, including Air Pollution Control Ordinance.</p>

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
2.6	The number of storeys that can be built under the BH restrictions should be specified.	To control the visual and air ventilation impacts of the proposed development, BH restrictions in terms of metres above the Hong Kong Principal Datum (40mPD and 120mPD) and GFA restriction (59,150m ²) would be specified under the OZP for greater certainty, subject to the agreement by the TPB. Subject to detailed design, particularly the floor-to-floor height, the number of storeys that could be built under the same mPD would vary.
2.7	It is suggested the site be used as underground car park and above ground open space only.	Our response Aa above is relevant. It is more appropriate to provide open space at the waterfront to realise the planning intention to revitalise and create a quality waterfront for public enjoyment.
2.8	It is suggested developing both Sites 3a and 3b for low-rise GIC/social welfare facilities.	The land uses within the review area are considered in a comprehensive manner in accordance with a set of planning principles, taking into account the need to optimize the land resources to meet various development needs. Against this context, some spaces are reserved for GIC/social welfare facilities in lower floors of Site 3a and the low-rise block of the public housing development at Site 9, subject to their detailed designs. In addition, Site 3b has already been reserved for primary school development. Our response Aa above is also relevant.
2.9	It is suggested relocating the Refuse Collection Point (RCP) to the western end of Sai Ning Street.	Due to the limited land resources in the urban area and the catchment area of respective RCP, it is proposed to incorporate the RCP in Site 3a. In order to better utilize the available land, opportunity is also taken to incorporate other necessary community facilities in this development site, which is in line with the

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
		HKPSG's guidelines on the planning of waste management facilities.
3.	Site 3b	
3.1	While there is support for the proposed primary school development, there is also doubt on whether an additional primary school should be provided in view of the low enrolment level of some schools in the district.	Public support for the proposed school development is noted. The subject site is reserved for primary school development as per Education Bureau (EDB)'s request.
3.2	The site is not suitable for primary school development as it may be unsafe for use after decontamination works.	The necessary decontamination works will comply with the requirements set out in the EIA Report and Environmental Permit that has been obtained for such works.
3.3	Wrongful allocation of resources by developing the site for primary school at the waterfront location.	While the subject site is reserved for primary school development to meet the educational need in the C&W District as advised by EDB, there is no other suitable site in the district apart from the Review area. Its current location is already separated from the harbourfront by the proposed waterfront promenade and has carefully been examined taking into account visual and air ventilation considerations. Its location in close proximity to the promenade and the GIC cluster on the other side of Victoria Road would help retain the visual openness amongst the adjoining high-rise residential developments.
3.4	The proposed primary school is not compatible with the waterfront area because of its visual intrusion and interface with the waterfront	The primary school site is located to the south of the waterfront promenade. It is restricted to a maximum BH of 8 storeys and, together with the lower portion of the adjacent residential site (Site 3a) of 40mPD, will retain the visual openness

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
	promenade.	and provide a local breathing/visual space for the surrounding developments. Its interface with the waterfront promenade would be carefully considered in the detailed design stage.
3.5	It is suggested swapping the proposed primary school at Site 3b with the proposed private residential cum PTT development at Site 3a.	After balancing the concerns of various Government departments and the public, the proposed private residential cum PTT development and primary school at Sites 3a and 3b respectively is considered optimum. It would help maintain a major visual link between the hillside at Ka Wai Man Road and the harbour.
3.6	It is suggested that the proposed primary school can be developed with other uses e.g. housing development or hospital within the same site.	The primary school site is intended for development into a standard stand-alone school to meet the education need of the district. Its size has only met the minimum requirement of a standard 30-classroom primary school under the HKPSG. Its BH is also kept to the minimum of 8 storeys so as to retain the visual openness and provide a local breathing/visual space for the surrounding developments. Further intensification of the site to accompany other uses is considered not desirable.
3.7	It is suggested that Sites 3b and the eastern portion of Site 9 should be proposed for other uses that will benefit the community or put up for land sale to increase government income.	There is a comprehensive review of the development needs, opportunities and constraints of the review area, a host of technical considerations and public views before the land use proposals are made. All the proposed developments will benefit the community at large. Public housing development can particularly address the pressing need of the grassroots. Private housing is also proposed to cater for the housing need of the middle-class. The eastern portion of Site 9 are reserved for a primary school as per the request of EDB.

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
4.	Sites 4a & 4b	
4.1	There is concern about the proposed tourism-related, entertainment and commercial uses of the sites as such uses will increase traffic and pedestrian flow.	The land use proposals, including the proposed uses on the sites have been assessed. With the implementation of the traffic improvement measures, there would be no adverse traffic impacts.
4.2	There is concern on the implementation mechanism of the proposed waterfront promenade on private land.	Subject to the agreement of the TPB, the requirement for a 12m wide waterfront promenade would be stipulated in the Notes of the OZP.
4.3	To resume the sites as public harbour for ferry connections to outlying islands and west Kowloon.	According to TD, there is no plan of provision of another pier for ferry connections to outlying islands and West Kowloon. Nonetheless, the piers would be retained and revived for marine access.
5.	Site 5	
5.1	The retention of the Kennedy Town Temporary Recreation Ground is supported. It is also suggested to expand the recreation ground.	The support for the retention of the Kennedy Town Temporary Recreation Ground is noted. More open spaces are provided within the Land Use Review Area. Our response A1.1 above is also relevant.
5.2	Alternative recreational uses are suggested.	The open space concerned is currently zoned "O" and is used as active recreational purposes. The usage rate of the existing facilities, in particular the hard-surfaced pitches, is high and the status quo will be maintained for the time being. Suggestions will be considered by the Leisure and Cultural Services Department in their future developments in the district.

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
6.	Site 6	
6.1	There is concern on potential noise impact of the proposed salt water pumping station. It is suggested locating it further away from the residential area.	The proposed salt water pumping station is located at the western end of the Land Use Review area. A Noise Level Assessment was carried out by the Water Supplies Department (WSD) and confirmed that the noise level complied with the noise standard specified in the HKPSG.
7.	Site 7	
7.1	The existing Sai Ning Street Bus Terminus should be retained.	A covered PTT will be provided in the private housing site at the junction of Victoria Road/Cadogan Street (Site 3a) so as to combine the two open-air bus termini at Sai Ning Street and Shing Sai Road. The environment where passengers wait for buses could also be improved.
8.	Site 7a	
8.1	The proposed open space is supported.	Noted.
9.	Site 9	
9.1	Both supporting and objecting views on the use of the site for public housing development have been received.	In view of the need to increase and expedite public housing land supply in the short to medium term to meet housing need for the grassroots, the site needs to be developed for public housing.
9.2	It is a wrongful allocation of public resources to develop the site for public housing. It is also suggested developing the site for total/partial private housing.	In accordance with the Long Term Housing Strategy, the target is to provide 480,000 housing units in the coming ten years with 60% of which for public housing. To balance the provision of private and public housing provision to meet the short to medium term housing need, there are both public and private

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
		<p>housing sites proposed in the review area.</p> <p>Response A2.1 above is also relevant.</p>
9.3	The provision of interim housing is suggested.	To meet the pressing demand for public housing, the Government will identify suitable sites for public housing development in various parts of the territory, including the C&W District. Under the Land Use Review, Site 9 is considered suitable for PRH and/or subsidised sale flat development.
9.4	It is believed that the proposed public housing development would induce an additional population of more than 7,000 persons. The Government has underestimated the population of the site.	According to the latest estimate, the population in the public housing development would be about 6,600 persons for 2,340 units.
9.5	It is considered that the proposed number of public housing flats is too high.	<p>In view of the need to increase and expedite public housing land supply in the short to medium term to meet housing need, the site would be developed for public housing. In response to the public concern, the total number of public housing units has already been reduced by about 15% (i.e. about 400 units) to a total of about 2,340 units as compared with the land use proposals in 2013. The HA would optimise the development potential of the site having regard to the results of various technical assessments.</p> <p>Response A2.1 is also relevant.</p>

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
9.6	<p>There is also concern that the proposed BH and building layout would block the view of the existing developments and affect the air ventilation of the area.</p>	<p>The Expert Evaluation on Air Ventilation Assessment (AVA) for the western part of Kennedy Town concludes that the proposed development would not have adverse air ventilation impact on its surrounding developments. Nonetheless, among other things, the AVA recommends further AVA study for this site at detailed design stage to maintain/enhance the air ventilation performance in the western part of Kennedy Town. As such, a detailed AVA would be carried out during the detailed design stage to optimize the local wind environment.</p> <p>Visual appraisals have been conducted with regard to the proposed developments in the western part of Kennedy Town. With a policy objective to increase public housing land supply, there would inevitably be a resultant change in the current visual context. Effort has been made to reduce the overall development scale as well as the BH at the western end of the Phase 2 development to address the public concern.</p> <p>In addition, to enhance the permeability of the public housing development, two building gaps and a NBA are proposed.</p> <p>The building layout will be examined at the detailed design stage.</p>
9.7	<p>There is concern on the traffic impact of the proposed public housing development. Ka Wai</p>	<p>There are 2 vehicular ingress/egress points for the public housing development at Victoria Road and Ka Wai Man Road respectively. Car park and community</p>

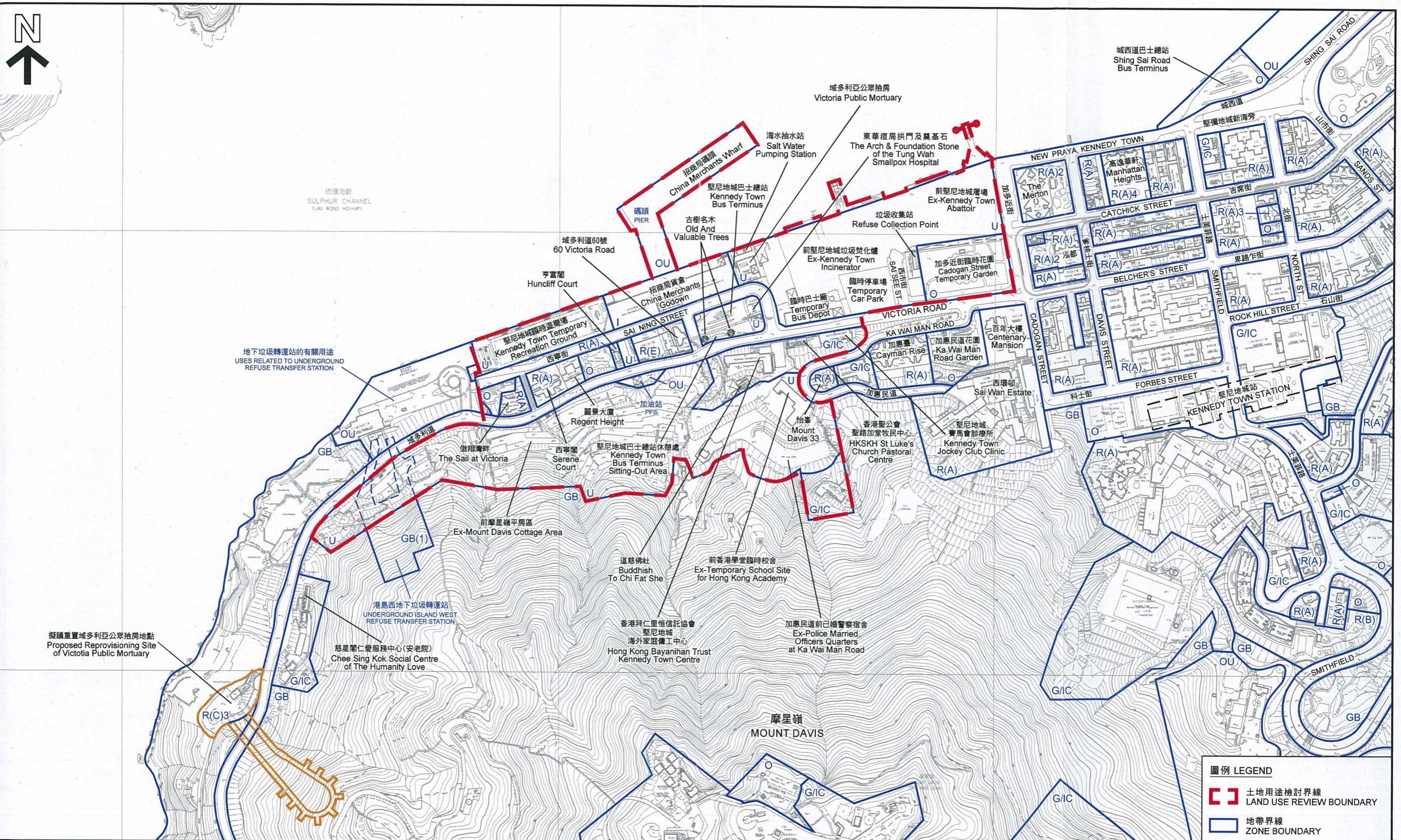
No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
	<p>Man Road and the surrounding road network cannot accommodate the additional traffic and pedestrian flows generated by the proposed public housing development as the existing traffic and pedestrian environment is poor. Traffic congestion on Ka Wai Man Road will also affect emergency service provisions. Improvement to Ka Wai Man Road is suggested, including designation of a school bus lane beside the existing school.</p>	<p>facilities will be provided at the low-rise block in the western part of the site, which would be served by the ingress/egress at Victoria Road, subject to detailed design. Notwithstanding, TD has conducted a TIA under the Land Use Review which demonstrates that the proposed residential developments will not result in adverse traffic impact with the proposed road improvement measures as summarized at the response A4.1 above. The junction capacity of Ka Wai Man Road/ Victoria Road would also be acceptable after the population intake of the public housing development in 2024.</p> <p>The existing footpath on both sides of Ka Wai Man Road has a clear width of not less than 2m. The TIA demonstrates that the level-of-service (LOS) of the footpath on both sides of Ka Wai Man Road would achieve at least LOS B (i.e.16-23 pedestrians per minute per metre) after the population intake of the proposed public housing development. Therefore, the walking environment of Ka Wai Man Road with the proposed public housing development would remain acceptable.</p> <p>The site boundary in the eastern portion of Site 9 near Ka Wai Man Road will be setback and a lay-by will be introduced.</p> <p>The suggested designated lane for school buses would obstruct other road users,</p>

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
		and is considered not suitable in view of the short duration of pick-up/drop-off activities of school buses throughout the day.
9.8	There is comment that the proposed transport, parking and pedestrian facilities are not sufficient to support the proposed development.	<p>Ancillary vehicle parking spaces would be provided with reference to the HKPSG. Taking into account the need of the local community, additional 25 public light goods vehicle parking spaces have been proposed. Further, separate vehicular access to the eastern part (via Ka Wai Man Road) and the western part (via Victoria Road) of the site have been proposed.</p> <p>To facilitate pedestrian movement and improve connectivity of the area, a number of new pedestrian facilities and improvement to the existing facilities, including construction of new footbridges and widening of pavements, have been proposed as mentioned in response A1.2 above. These road works would be subject to detailed design.</p> <p>TD would also keep monitoring the service of green minibus no. 13 connecting Sai Ying Pun to Ka Wai Man Road.</p>
9.9	The proposed GIC complex at the site is too far away from the proposed PTT at Site 3a and the existing residential developments.	Pedestrian connectivity will be properly designed and provided by HA (within the proposed public housing site) and the Government (connecting the proposed public housing site with its surroundings). Apart from the improvement measures in pedestrian connections in the area and the surrounding existing residential developments as mentioned in response A1.2 above, improvement to

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
		the pedestrian facilities along Victoria Road would also be considered by relevant Government departments as part of its widening proposal at the detailed design stage. In addition, more GIC facilities will be provided at Site 3a.
9.10	The supporting facilities to be developed in other sites may not be in place when the public housing development was completed.	For the public housing development, there will be its own supporting facilities to be provided within the development, which will be determined at the detailed design stage. Opportunities have been taken to provide more community and social welfare facilities in the proposed residential developments in the review area with a view to improving the overall services for the community. Interim traffic improvement measures including removing the western arm of pedestrian crossing at Belcher's Street/Sands Street junction, signaling adjustment at the junction of Victoria Road/ Belcher's Street/ Cadogan Street and widening of a section of Ka Wai Man Road for provision of a new layby would be implemented to further enhance the road capacity before the population intake.
9.11	The public enquired about the housing mix of the proposed public housing development i.e. public rental housing or home ownership scheme.	To meet the demand for public housing, both public rental housing and subsidized sale flats would be proposed at Site 9, which would be further determined at the detailed design stage.
9.12	It is suggested extending the MTR service to Ka Wai Man Road/ Site 9.	The planning of the West Island Line Kennedy Town Station has already taken into account the development of the western part of Kennedy Town which is within 500m of the catchment area of the station.
9.13	It is suggested relocating the proposed primary school from Site 3b to Site 9 so as to reduce the	The proposed location of the primary school site, together with the lower portion of the adjacent residential site (Site 3a) of 40mPD and the nearby low-rise GIC

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
	development intensity of the public housing site and thus minimize the adverse impacts of the latter, such as the visual, air ventilation and local traffic impacts.	facilities, will retain the visual openness and provide a local breathing/visual space for the surrounding developments. Please also see the responses B9.6 and 9.7 above regarding the concerns on visual, air ventilation and local traffic. The proposed development intensity of the public housing site is optimised taking into account the infrastructural capacity and surrounding context.
9.14	The site could provide in-situ reprovisioning to affected residents of Sai Wan Estate should the public housing development be redeveloped.	Please see our response A2.2 above.
9.15	There is concern on construction phase nuisance.	Relevant Government departments will have to observe the various environmental ordinances and agree with TD on the traffic arrangement during construction stage, which will minimise the nuisance to the neighbours during the construction stage.
10.	Reprovisioning Site for the Victoria Public Mortuary (VPM) at Mount Davis	
10.1	The relocation of the VPM to Mount Davis is supported.	Noted.
10.2	It is suggested developing the cavern site as a public car park.	The cavern site and its adjacent site to the northwest are reserved for the reprovisioning of the Victoria Public Mortuary since the current mortuary at Sai Ning Street would be incompatible with the proposed land uses. Besides, the reprovisioning can allow service enhancement for meeting the increasing needs for public mortuary service in the territory.

No.	Major Public Comments	Consolidated Responses from Relevant Government Departments
11.	Others	
11.1	It is suggested providing hiking trail or to designate the Mount Davis area as country park.	Regarding the proposal on the provision of hiking trail in the area, we have conveyed the suggestion to relevant departments for consideration and follow-up when opportunity arises. For the proposed country park, AFCD advises that there is currently no plan for designation.



本摘要圖於 2016年1月18日擬備，
所根據的資料為測量圖編號 11-SW-6A、B、C、D，
11A、B 和 10-SE-10B、D

堅尼地城西部土地用途檢討位置圖及重置域多利亞公眾殮房地點
LOCATION PLAN OF THE LAND USE REVIEW ON THE WESTERN PART OF KENNEDY TOWN AND
THE REPROVISIONING SITE OF THE VICTORIA PUBLIC MORTUARY

SCALE 1 : 4 000 比例尺
米 METRES 100 0 100 200 300 米 METRES

規劃署
PLANNING DEPARTMENT

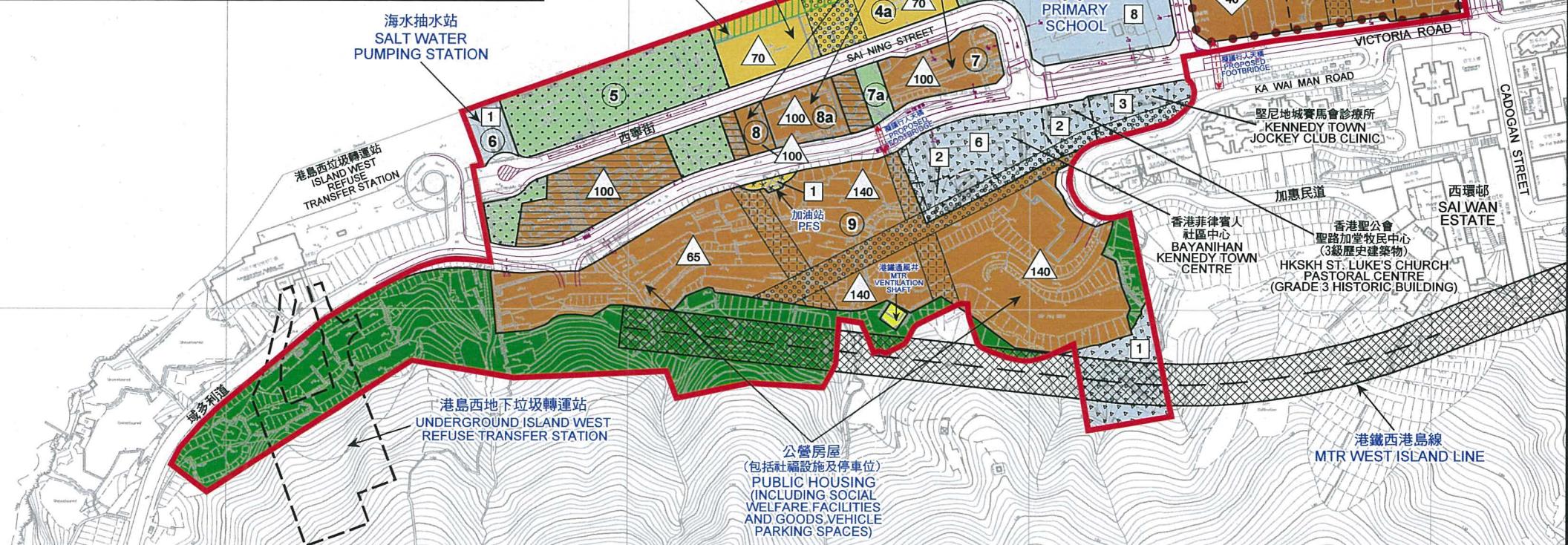
考編號
REFERENCE No.

M/H1/15/73

圖 PLAN 1

圖例 LEGEND

(2)	地盤編號 SITE NUMBERS
1	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
100	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
1000	構思中的最高建築物高度 (在主水平基準上若干米) MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM) UNDER CONSIDERATION
	土地用途檢討範圍 BOUNDARY OF LAND USE REVIEW
	擬議住宅用地 PROPOSED RESIDENTIAL
	擬議政府、機構或社區用地 PROPOSED GOVERNMENT, INSTITUTION OR COMMUNITY
	擬議休憩用地/海濱長廊 PROPOSED OPEN SPACE/ PROMENADE
	擬議綠化地帶 PROPOSED GREEN BELT
	擬議其他指定用途 PROPOSED OTHER SPECIFIED USES
	鐵路相關用途 RAILWAY RELATED USE
	擬議海濱長廊 PROPOSED PROMENADE
	現有住宅用地 EXISTING RESIDENTIAL
	現有政府、機構或社區用地 EXISTING GOVERNMENT, INSTITUTION OR COMMUNITY
	現有休憩用地 EXISTING OPEN SPACE
	擬議挖掘隧道 PROPOSED BORED / MINED TUNNEL
	擬議建築物間距 PROPOSED BUILDING GAP
	擬議非建築用地 PROPOSED NON BUILDING AREA



本摘要圖於2015年3月13日擬備，
所根據的資料為測量圖編號11-SW-6C和6D
EXTRACT PLAN PREPARED ON 13.3.2015
BASED ON SURVEY SHEETS No. 11-SW-6C & D

堅尼地城西部土地用途檢討
LAND USE REVIEW ON THE WESTERN PART OF KENNEDY TOWN

經修訂的土地用途檢討方案
REVISED LAND USE PROPOSAL

比例 SCALE 1 : 3 500

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

M/H1/15/16

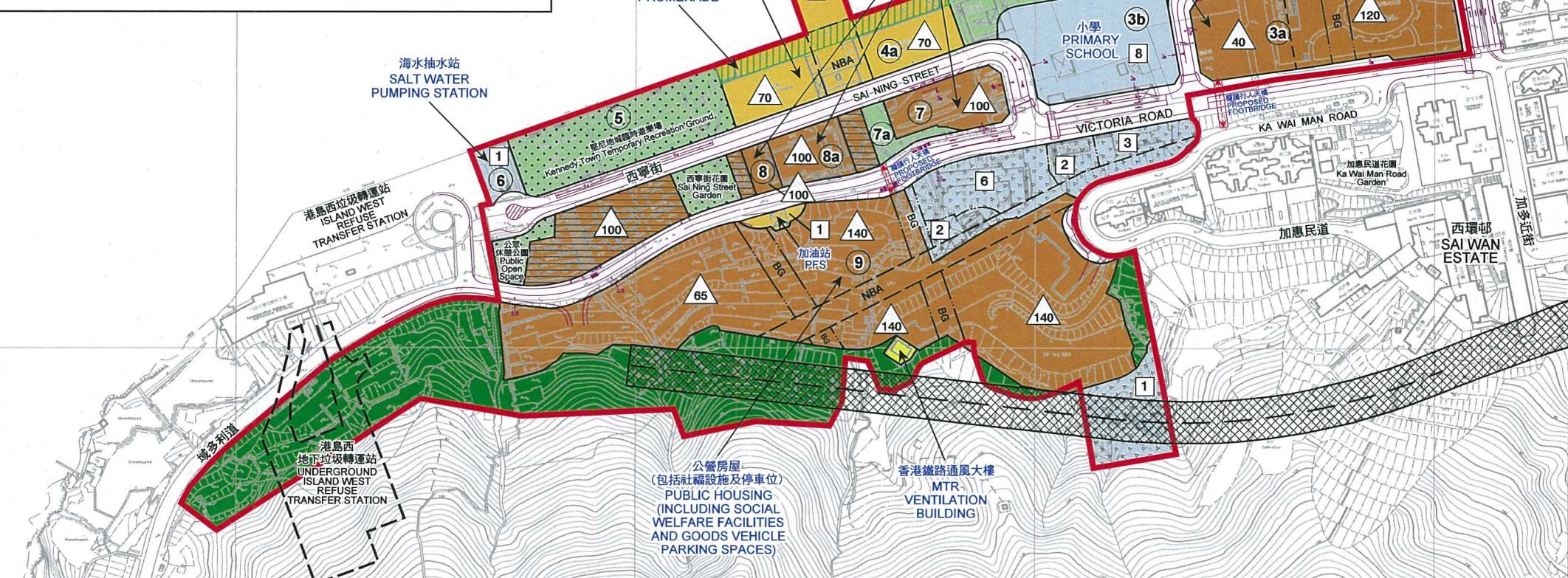


圖 PLAN
2



圖例 LEGEND

	地盤編號 SITE NUMBERS		擬議其他指定用途 PROPOSED OTHER SPECIFIED USES
	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)		鐵路相關用途 RAILWAY RELATED USE
	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)		擬議海濱長廊 PROPOSED PROMENADE
	土地用途檢討範圍 BOUNDARY OF LAND USE REVIEW		現有住宅用地 EXISTING RESIDENTIAL
	擬議住宅用地 PROPOSED RESIDENTIAL		現有政府、機構或社區用地 EXISTING GOVERNMENT, INSTITUTION OR COMMUNITY
	擬議政府、機構或社區用地 PROPOSED GOVERNMENT, INSTITUTION OR COMMUNITY		現有休憩用地 EXISTING OPEN SPACE
	擬議休憩用地/海濱長廊 PROPOSED OPEN SPACE / PROMENADE		香港鐵路港島線隧道 MTR ISLAND LINE TUNNEL
	擬議綠化地帶 PROPOSED GREEN BELT		擬議非建築用地 PROPOSED NON-BUILDING AREA
			擬議建築物間距 PROPOSED BUILDING GAP



本摘要圖於 2016 年 1 月 15 日擬備，
所根據的資料為測量圖編號 11-SW-6C 和 6D
EXTRACT PLAN PREPARED ON 15.1.2016
BASED ON SURVEY SHEETS No. 11-SW-6C & D

堅尼地城西部土地用途檢討

建議的土地用途檢討方案 RECOMMENDED LAND USE PROPOSAL

比例 SCALE 1 : 3 500

規劃署
PLANNING
DEPARTMENT



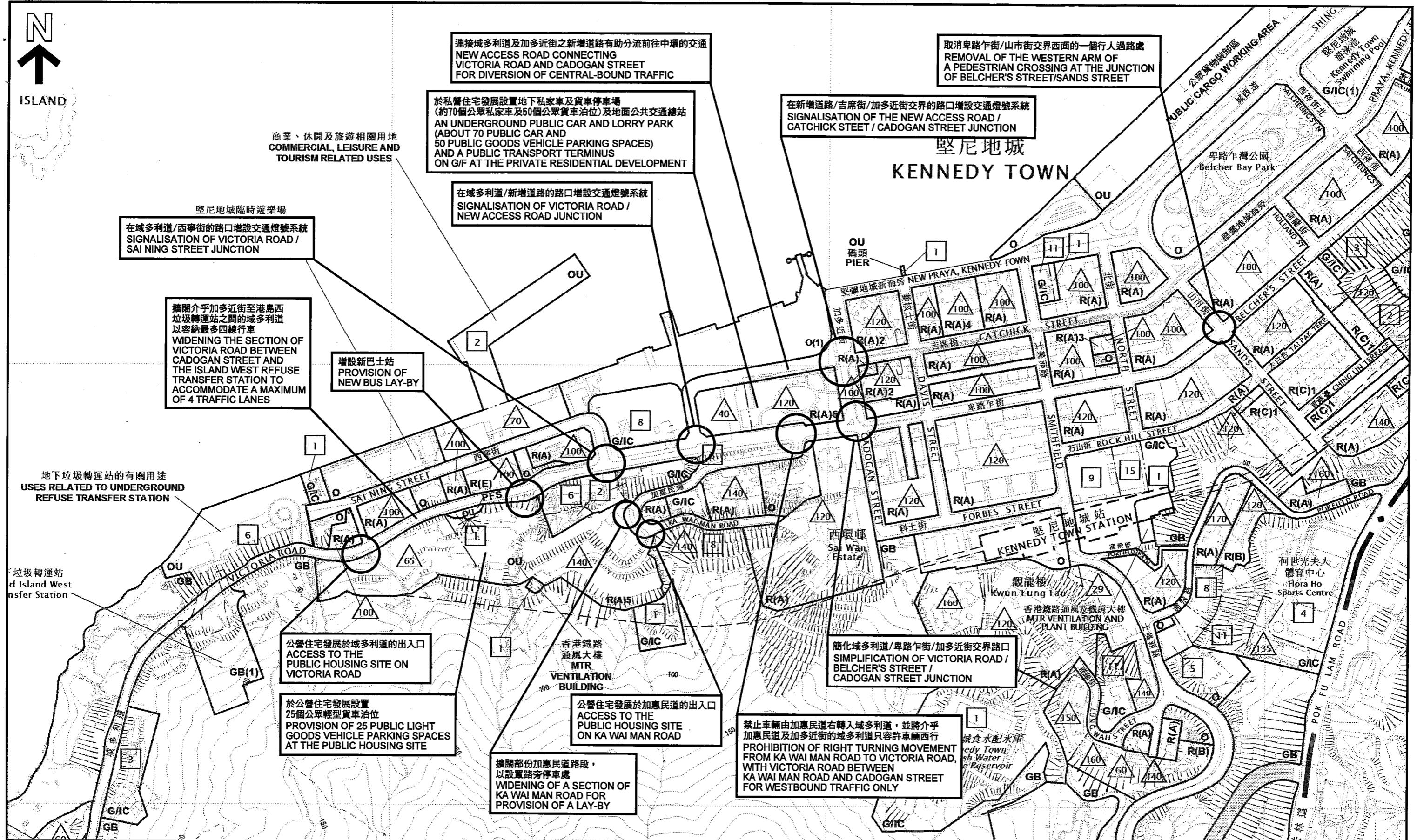
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REFERENCE No.

圖 PLAN

3

N
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ISLAND



位置圖 LOCATION PLAN

擬議交通改善措施
PROPOSED TRAFFIC IMPROVEMENT MEASURES

本摘要圖於2016年1月28日擬備
EXTRACT PLAN PREPARED ON 28.1.2016

SCALE 1:4000 比例尺
METRES 100 0 100 200 300 400 METRES

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/H1/15/73

圖 PLAN
4

COMMERCIAL, LEISURE AND
TOURISM RELATED USES堅尼地城臨時遊樂場
Kennedy Town Temporary
Recreation Ground於域多利道設2條行人天橋
2 FOOTBRIDGES
ACROSS VICTORIA ROAD可能建設的行人天橋
POSSIBLE FOOTBRIDGE轉運站的有關用途
D TO UNDERGROUND
TRANSFER STATION

圖例 LEGEND

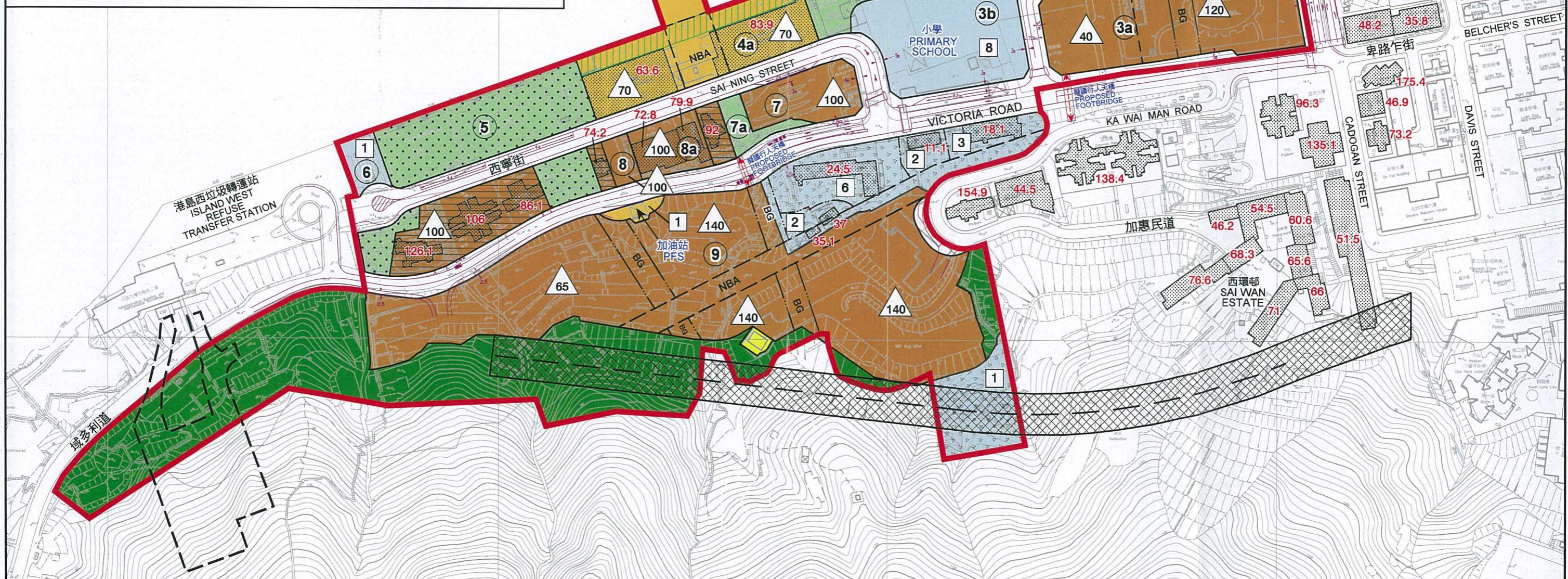
↔ 行人天橋
FOOTBRIDGE3.5m
→↔ 擬議主要擴闊的行人路
PROPOSED MAJOR PAVEMENT WIDENING←↔ 主要行人連接
MAJOR PEDESTRIAN ACCESS公營住宅發展於域多利道的出入口
ACCESS TO THE
PUBLIC HOUSING SITE ON
VICTORIA ROAD公營住宅發展於加惠民道的出入口
ACCESS TO THE
PUBLIC HOUSING SITE
ON KA WAI MAN ROAD本摘要圖於2016年1月28日擬備
EXTRACT PLAN PREPARED ON 28.1.2016

位置圖 LOCATION PLAN

擬議及現存的行人設施
PROPOSED AND EXISTING PEDESTRIAN FACILITIESSCALE 1 : 4 000 比例尺
METRES 50 0 50 100 150 METRES規劃署
PLANNING
DEPARTMENT參考編號
REFERENCE No.
M/H1/15/73圖 PLAN
5

圖例 LEGEND

(2)	地盤編號 SITE NUMBERS	擬議綠化地帶 PROPOSED GREEN BELT
(1)	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	擬議其他指定用途 PROPOSED OTHER SPECIFIED USES
100	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	鐵路相關用途 RAILWAY RELATED USE
100	現存建築物高度(在主水平基準上若干米) EXISTING BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	擬議海濱長廊 PROPOSED PROMENADE
100	土地用途檢討範圍 BOUNDARY OF LAND USE REVIEW	現有住宅用地 EXISTING RESIDENTIAL
	擬議住宅用地 PROPOSED RESIDENTIAL	現有政府、機構或社區用地 EXISTING GOVERNMENT, INSTITUTION OR COMMUNITY
	擬議政府、機構或社區用地 PROPOSED GOVERNMENT, INSTITUTION OR COMMUNITY	現有休憩用地 EXISTING OPEN SPACE
	擬議休憩用地/海濱長廊 PROPOSED OPEN SPACE / PROMENADE	香港鐵路港島線隧道 MTR ISLAND LINE TUNNEL
		擬議非建築用地 PROPOSED NON-BUILDING AREA
		擬議建築物間距 PROPOSED BUILDING GAP



本摘要圖於2016年1月20日擬備，
所根據的資料為測量圖編號11-SW-6C和6D
EXTRACT PLAN PREPARED ON 20.1.2016
BASED ON SURVEY SHEETS No. 11-SW-6C & D

堅尼地城西部土地用途檢討
LAND USE REVIEW ON THE WESTERN PART OF KENNEDY TOWN

週邊主要發展的現存建築物高度
EXISTING BUILDING HEIGHTS FOR MAJOR SURROUNDING DEVELOPMENTS

SCALE 1:2500 比例尺
METRES 50 0 50 100 150 200 METRES

規劃署
PLANNING DEPARTMENT

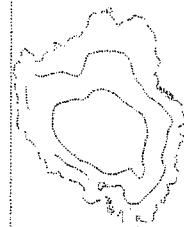


參考編號
REFERENCE No.
M/H1/15/73

圖 PLAN
6



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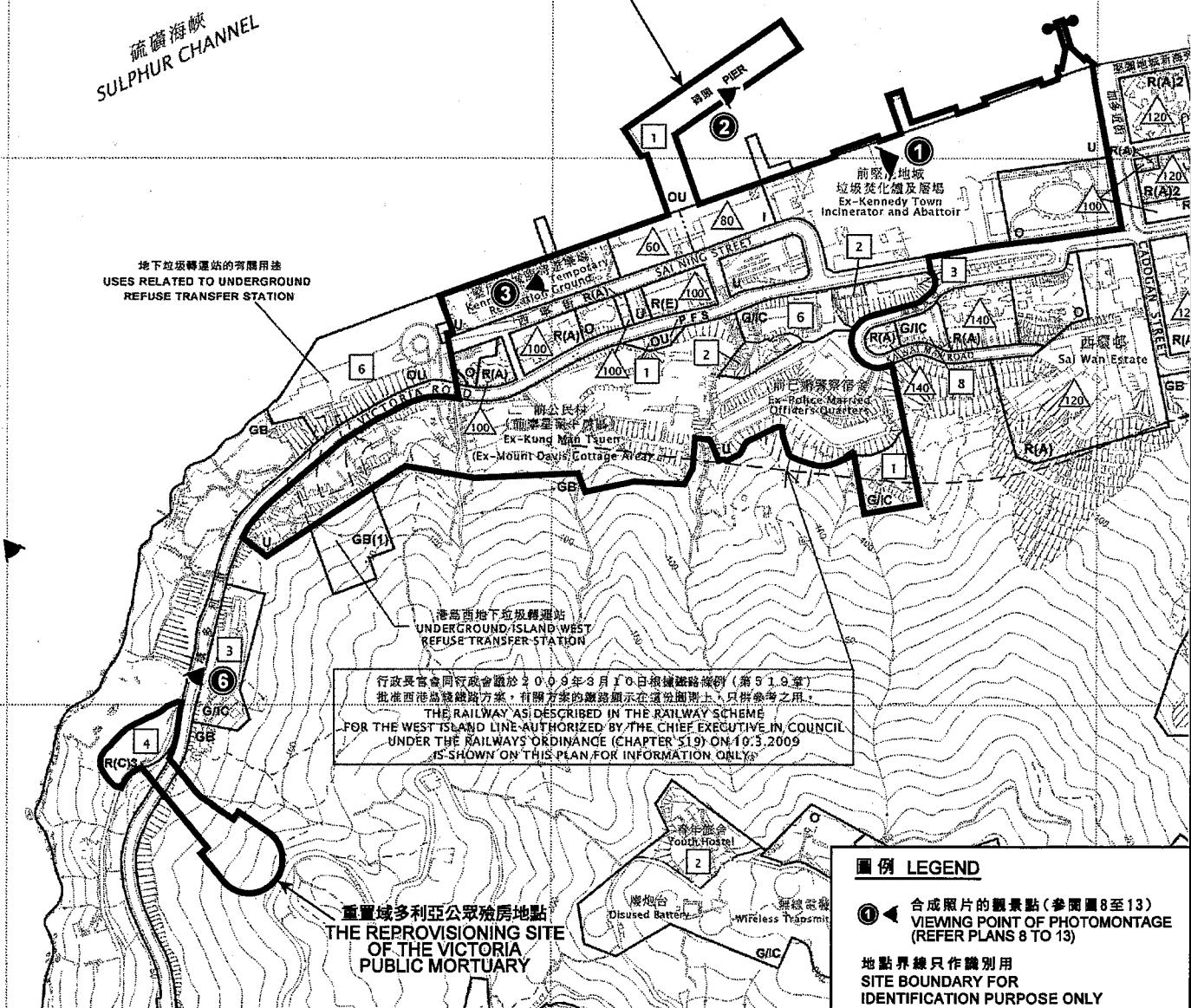
硫磺海峽
SULPHUR CHANNEL

堅尼地城西部土地用途檢討範圍
BOUNDARY OF LAND USE REVIEW
ON THE WESTERN PART
OF KENNEDY TOWN

堅尼地城
KENNEDY TOWN

地下垃圾轉運站的有關用途
USES RELATED TO UNDERGROUND
REFUSE TRANSFER STATION

行政長官會同行政會議於2009年3月10日根據鐵路條例(第51章)
批准西港島線鐵路方案，有關方案的鐵路顯示在這份圖則上，只供參考之用。
THE RAILWAY AS DESCRIBED IN THE RAILWAY SCHEME
FOR THE WEST ISLAND LINE AUTHORIZED BY THE CHIEF EXECUTIVE IN COUNCIL
UNDER THE RAILWAYS ORDINANCE (CHAPTER 51) ON 10.3.2009
(IS SHOWN ON THIS PLAN FOR INFORMATION ONLY)



圖例 LEGEND

① ◀ 合成照片的觀景點 (參閱圖8至13)
VIEWING POINT OF PHOTOMONTAGE
(REFER PLANS 8 TO 13)
地點界線只作識別用
SITE BOUNDARY FOR
IDENTIFICATION PURPOSE ONLY

本摘要圖於2016年1月28日擬備，
所根據的資料為於2011年6月30日
展示的分區計劃大綱圖編號S/H1/19
EXTRACT PLAN PREPARED ON 28.1.2016
BASED ON OUTLINE ZONING
PLAN No. S/H1/19
EXHIBITED ON 30.6.2011

位置圖 LOCATION PLAN

合成照片的觀景點
VIEWING POINTS OF PHOTOMONTAGES

SCALE 1:6 000 比例尺
METRES 100 0 100 200 METRES

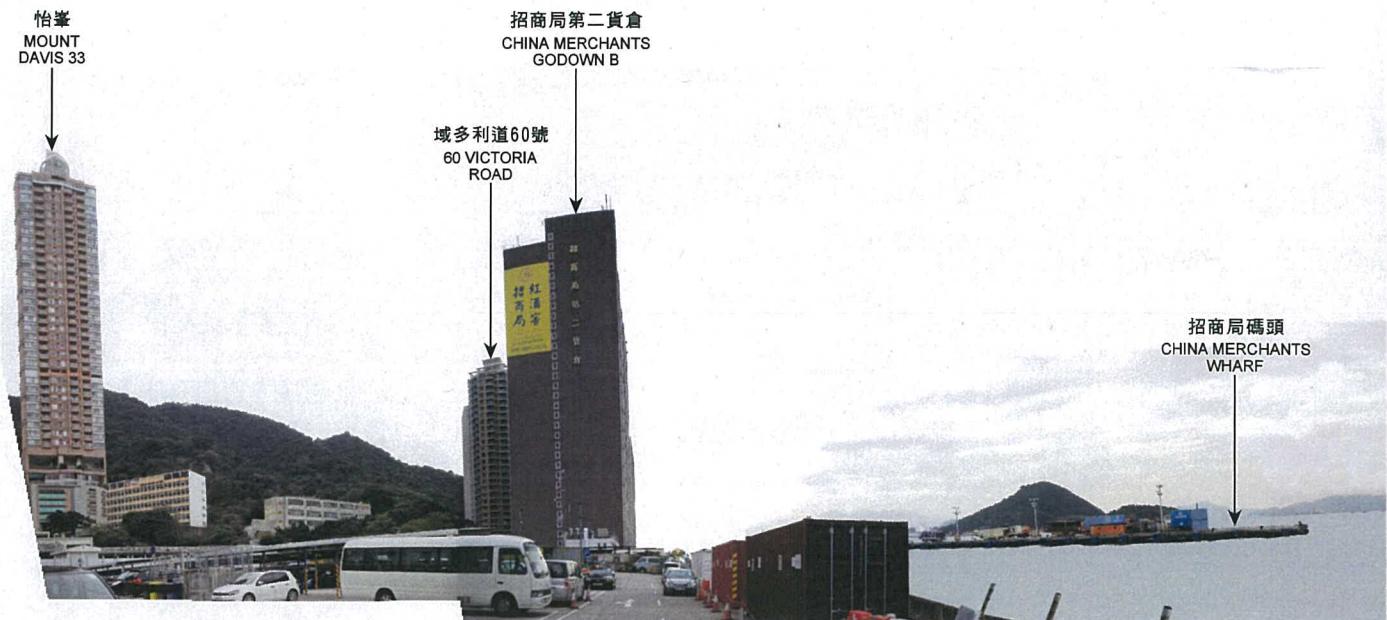
規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/H1/15/73

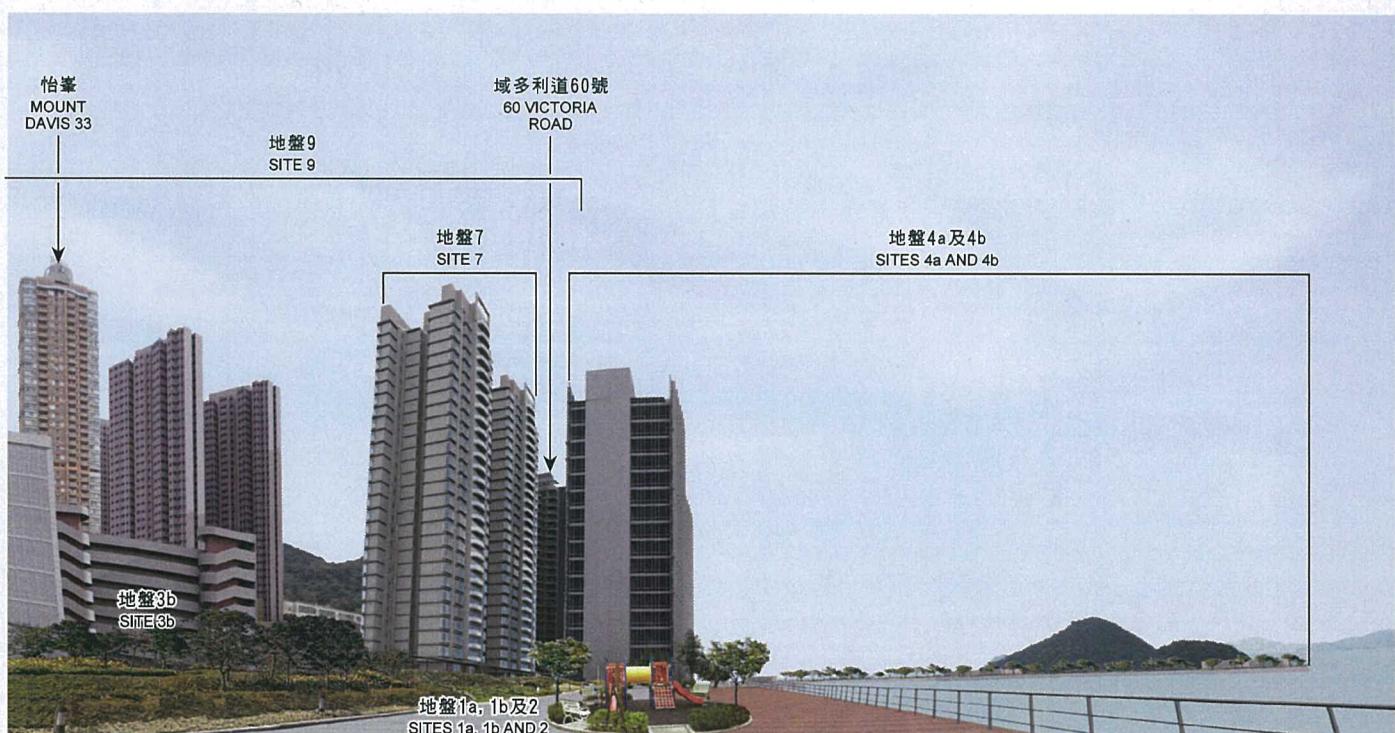


圖 PLAN

1



現有景觀
EXISTING VIEW



擬議發展
PROPOSED DEVELOPMENT

本圖於2015年12月17日擬備，所根據的
資料為攝於2014年12月5日的實地照片
EXTRACT PREPARED ON 17.12.2015
BASED ON SITE PHOTO TAKEN ON
5.12.2014

合成照片 PHOTOMONTAGE

觀景點1
VIEW POINT No. 1

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/15/73

圖 PLAN
8

(2)



現有景觀
EXISTING VIEW



擬議發展
PROPOSED DEVELOPMENT

本圖於2015年12月17日擬備，所根據的
資料為攝於2015年10月19日的實地照片
EXTRACT PREPARED ON 17.12.2015
BASED ON SITE PHOTO TAKEN ON
19.10.2015

合成照片 PHOTOMONTAGE

觀景點2
VIEW POINT No. 2

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/15/73

圖 PLAN
9

3



現有景觀
EXISTING VIEW



擬議發展
PROPOSED DEVELOPMENT

合成照片 PHOTOMONTAGE

本圖於2015年12月17日擬備，所根據的資料為攝於2014年12月5日的實地照片
EXTRACT PREPARED ON 17.12.2015
BASED ON SITE PHOTO TAKEN ON
5.12.2014

觀景點3
VIEW POINT No. 3

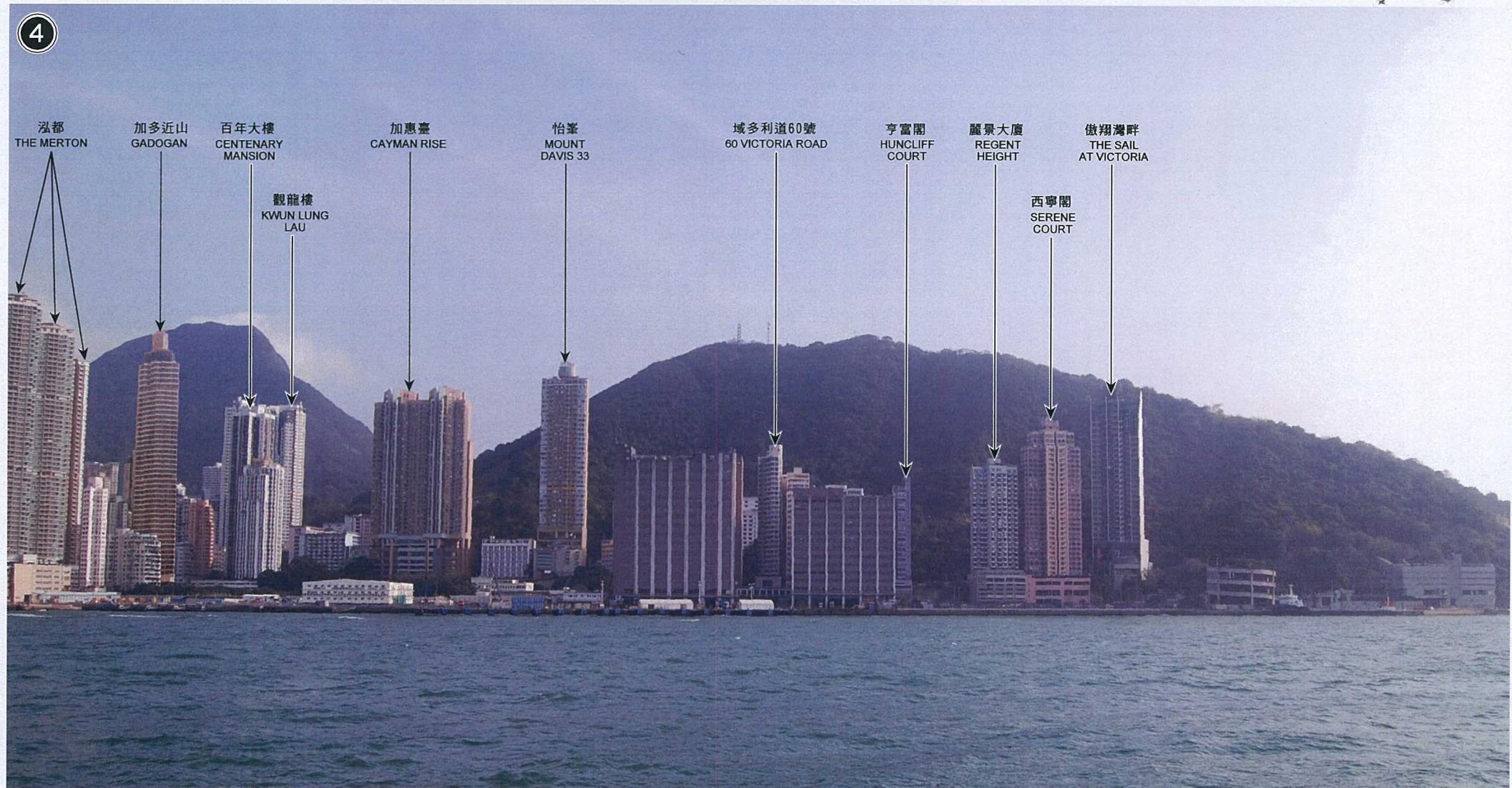
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/15/73

圖 PLAN
10

4



現有景觀
EXISTING VIEW

合成照片 PHOTOMONTAGE

本摘要圖於2015年12月15日擬備
EXTRACT PLAN PREPARED ON 15.12.2015

觀景點4
VIEW POINT No. 4

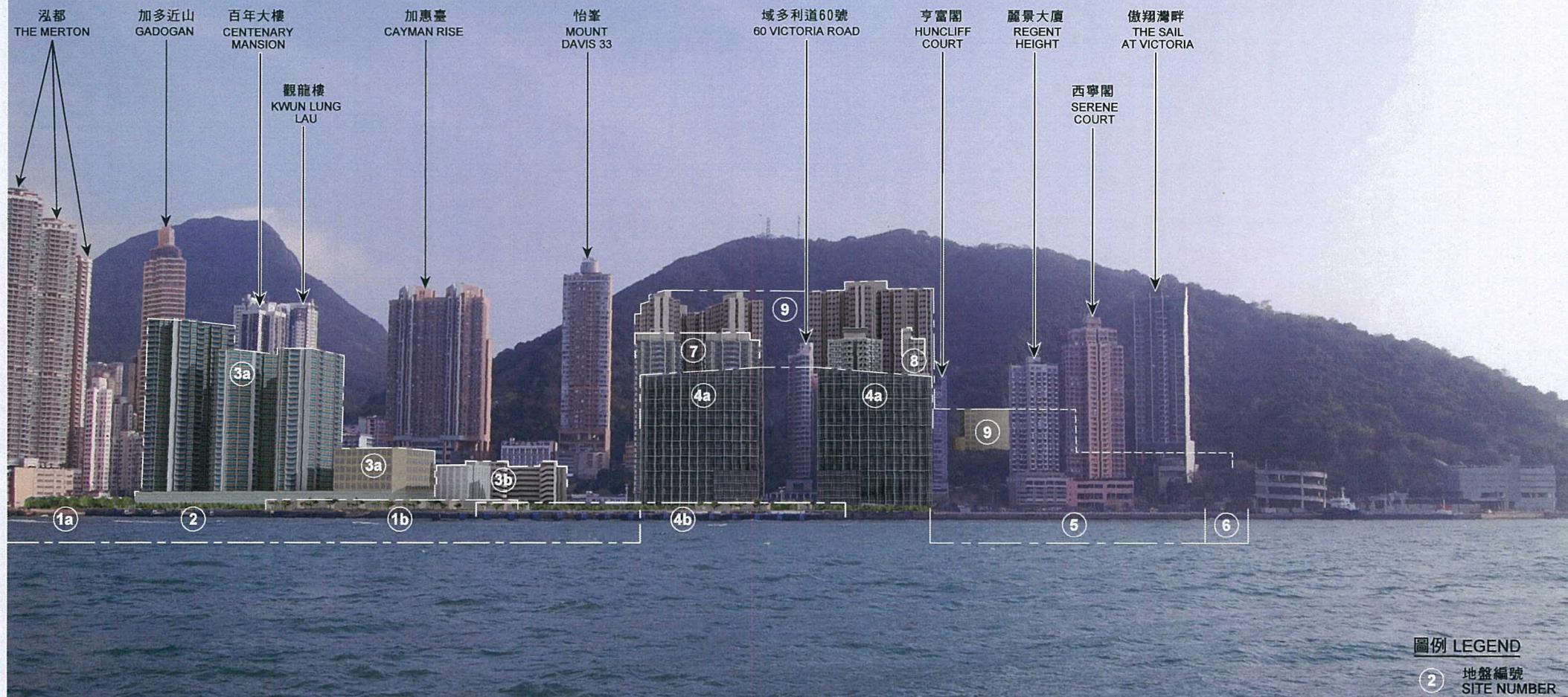
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/15/73

圖 PLAN
11a

(4)



擬議發展
PROPOSED DEVELOPMENT

合成照片 PHOTOMONTAGE

本摘要圖於2016年1月19日擬備
EXTRACT PLAN PREPARED ON 19.1.2016

觀景點4
VIEW POINT No. 4

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/15/73

圖 PLAN
11b

(5)

慈星閣仁愛
服務中心(安老院)
CHEE SING KOK
SOCIAL CENTRE OF
THE HUMANITY LOVE

域多利道
410和411號
410 & 411
VICTORIA
ROAD



現有景觀
EXISTING VIEW

重置域多利亞公眾殮房
REPROVISIONING OF
THE VICTORIA PUBLIC MORTUARY

慈星閣仁愛
服務中心(安老院)
CHEE SING KOK
SOCIAL CENTRE OF
THE HUMANITY LOVE

域多利道
410和411號
410 & 411
VICTORIA
ROAD



合成照片
PHOTOMONTAGE

合成照片 PHOTOMONTAGE

本摘要圖於2015年12月17日擬備
EXTRACT PLAN PREPARED ON 17.12.2015

觀景點5
VIEW POINT No. 5

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/15/73

圖 PLAN
12

(6)



現有景觀
EXISTING VIEW

重置域多利亞公眾殮房
REPROVISIONING OF
THE VICTORIA PUBLIC MORTUARY



合成照片
PHOTOMONTAGE

合成照片 PHOTOMONTAGE

本摘要圖於2015年12月17日擬備
EXTRACT PLAN PREPARED ON 17.12.2015

觀景點 6
VIEW POINT No. 6

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/15/73

圖 PLAN
13

**Chronology of Events on Consultations on the
Land Use Review on the Western Part of Kennedy Town**

Date	Consultation	Remarks
23.5.2013	Central and Western District Council (C&WDC) consultation	Consultation on the Preliminary Land Use Proposal
7.6.2013	Task Force on Harbourfront Developments on Hong Kong Island (TFHK) of the Harbourfront Commission consultation	Ditto
27.6.2013	Local forum organised by C&WDC Member, Mr. Kam Nai-wai (甘乃威)	Ditto
29.6.2013	Local forum organised by C&WDC Vice-chairman, Mr. Chan Hok-fung (陳學鋒)	Ditto
19.3.2015	C&WDC consultation	Consultation on the Revised Land Use Proposal
26.3.2015	Local forum organised by C&WDC Vice-chairman, Mr. Chan Hok-fung (陳學鋒)	Ditto
30.3.2015	Local forum organised by the Incorporated Owners (IO) of Cayman Rise (加惠臺)	Ditto
23.4.2015	Local forum orgnaised by C&WDC Member, Mr. Kam Nai-wai (甘乃威)	Ditto
5.5.2015	TFHK consultation	Ditto
8.5.2015	Local forum organised by IO of The Merton (泓都)	Ditto
14.5.2015	Local forum organised by IO of Mount Davis 33 (怡峯)	Ditto
16.7.2015	C&WDC consultation	Planning Department (PlanD) attended the meeting as requested by C&WDC regarding the strong request on extending the consultation period of the Land Use Review
24.8.2015	Working Session with TFHK	Consultation on the conceptual design of the waterfront promenade
24.11.2015	TFHK consultation	Ditto

25.11.2015	<p>Meeting with Legislative Council (LegCo) Member Hon Sin Chung-kai, the Concern Group for Protecting Kennedy Town (守護堅城關注組). Development Bureau, Civil Engineering and Development Department, Environmental Protection Department (EPD) and PlanD attended together</p>	<p>The meeting was convened by the LegCo Member for the proposed decontamination works at Kennedy Town, demolition of Cadogan Street Temporary Garden and the future land use of the area</p>
21.1.2016	C&WDC consultation	<p>Consultation on the Recommended Land Use Proposal and the proposed amendments to the draft Kennedy Town & Mount Davis Outline Zoning Plan No. S/H1/19</p>

政府總部
發展局
規劃地政科
香港金鐘添美道 2 號
政府總部西翼 17 樓



Planning and Lands Branch
Development Bureau
Government Secretariat
17/F, Central Government Offices,
West Wing, 2 Tim Mei Avenue,
Admiralty, Hong Kong

本局檔號 Our Ref.

電話 Tel: 3509 8842

來函檔號 Your Ref.

傳真 Fax: 2868 4530

電郵及傳真

香港中環統一碼頭道 38 號
海港政府大樓 11 樓
中西區區議會
葉永成主席

葉主席：

堅尼地城西部土地用途檢討

多謝中西區區議會於 2016 年 1 月 21 日就「堅尼地城西部土地用途檢討」提出意見。

為優化西區的土地用途，並善用前摩星嶺平房區、加惠民道前已婚警察宿舍、前香港學堂臨時校舍用地、前堅尼地城焚化爐及屠場所釋放的用地，以及因應港鐵西港島線通車的契機，規劃署進行了「堅尼地城西部土地用途檢討」，並於 2013 年及 2015 年進行了兩個階段的公眾諮詢，包括數度諮詢中西區區議會和海濱事務委員會，及出席多場由當區區議員和業主立案法團舉辦的居民大會，聽取有關持分者及居民的意見。

我們明白區議會及地區人士對交通、景觀、發展密度及休憩用地等各方面的關注。事實上，規劃署及相關部門在仔細考慮各界人士的意見後，已修訂發展方案，除原方案的各項建議，更提出一系列措施進一步優化部分發展建議，例如在域多利道／加多近街交界的擬議住宅發展用地，撥出更多空間以增加社區設施；刪去分隔擬議小學與海濱長廊的一段擬議道路，進一步改善與海濱公園的行人連接；加闊加多近街近海旁的一段行人路，加設一條連接加惠民道的行人天橋，以增強海旁地區的可達性；將加惠民道公營房屋發展的單位數目減少約 400 伙；以階梯式樓宇高度發展域多利道／加多近街交界的擬議私

營房屋及加惠民道公營房屋；以及於合適用地加設地下公眾停車場等。

此外，未來的海濱公園將提供約 16 000 平方米的休憩用地。位處海濱的休憩用地與堅尼地城腹地將有更好的連接、通達性更高，亦會提供不同配套設施，例如咖啡座和小賣亭等，讓市民能在享受海濱環境的同時進行多元化的休閒和康樂活動，增加海濱活力。

要在短中期內增加和加快房屋土地的供應，我們必須盡量善用現有市區和新市鎮的已建設土地，和周邊鄰近基建設施的地帶，包括「堅尼地城西部土地用途檢討」所物色的五幅公私營房屋用地。正如我們多次強調，相關部門已確保擬議住宅發展不會對當區造成不可接受的影響，亦顧及一系列實際規劃因素，例如交通和基建容量、社區設施和休憩用地、相關發展限制，以及附近環境和現時的發展密度等，並會落實相應的緩解措施。提供足夠土地達到建屋目標，是政府和社會需要共同面對的一項艱鉅挑戰，在過程中非常重要的一環，便是區議會、地區及居民的支持和體諒。面對香港市民迫切的住屋需要，特別是一眾正輪候公屋、住屋環境極待改善的市民，政府希望區議會和居民明白社會整體的住屋需要，支持有關土地用途改劃建議，使整體社會受益。

為盡快落實各項建議以達至房屋土地供應目標及提供其他社區需要的設施，規劃署將於今年 2 月 5 日就擬議大綱圖修訂提交城市規劃委員會（城規會）轄下的都會規劃小組委員會考慮，並向城規會反映區議會的意見。如小組委員會同意有關修訂，該大綱圖將會根據《城市規劃條例》第 7 條展示及諮詢公眾，為期兩個月。任何人士均可於該展示及諮詢期間就有關修訂向城規會提交書面申述，城規會會考慮所有在法定展示期內收到的書面申述及意見。作出申述的人士及提出意見的人士，將獲邀出席城規會舉行的會議作口頭陳述。

再次感謝中西區區議會對「堅尼地城西部土地用途檢討」的寶貴意見和關注。

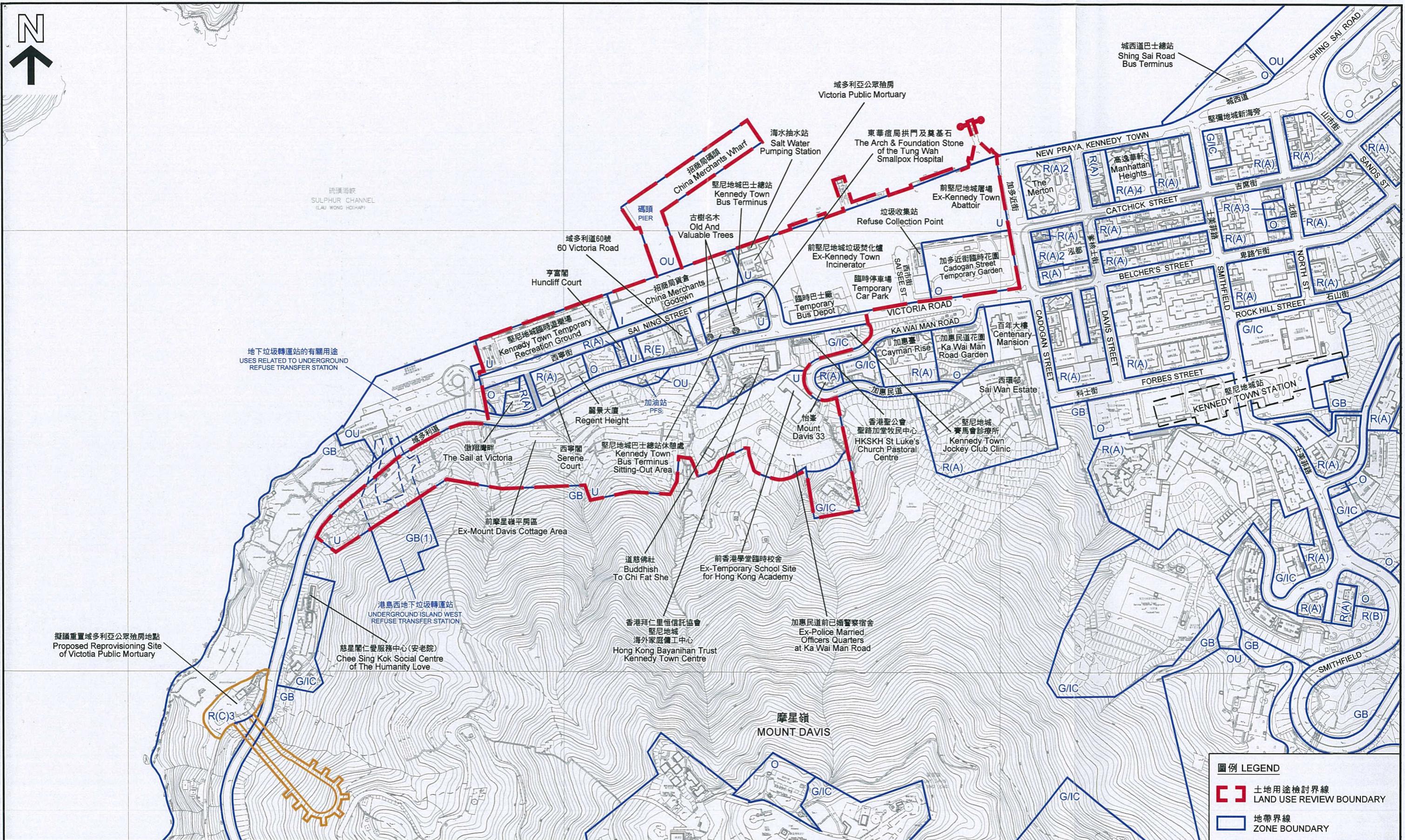
發展局局長
(葉家進  代行)

2016年1月28日

副件送：

規劃署署長
民政事務總署署長

(經辦人：姜錦燕女士)
(經辦人：黃何詠詩女士)



本摘要圖於2016年1月18日擬備，
所根據的資料為測量圖編號11-SW-6A、B、C、D、
11A、B和10-SE-10B、D
EXTRACT PLAN PREPARED ON 18.1.2016
BASED ON SURVEY SHEETS No.
11-SW-6A, B, C, D, 11A, B & 10-SE-10B, D

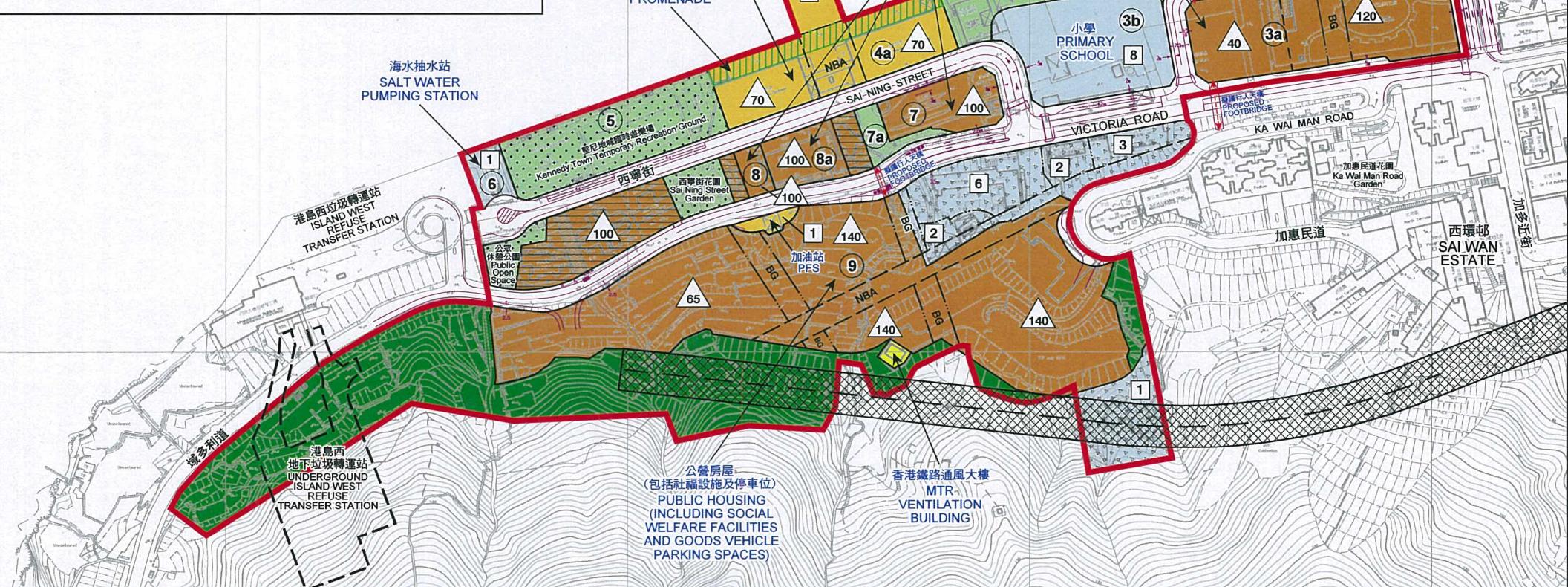
堅尼地城西部土地用途檢討位置圖及重置域多利亞公眾殮房地點
LOCATION PLAN OF THE LAND USE REVIEW ON THE WESTERN PART OF KENNEDY TOWN AND
THE REPROVISIONING SITE OF THE VICTORIA PUBLIC MORTUARY

SCALE 1:4000 比例尺
METRES 100 0 100 200 300 METRES

規劃署
PLANNING DEPARTMENT 
參考編號
REFERENCE No.
M/H1/16/1
圖 PLAN
A

圖例 LEGEND

- | | | |
|-----|---|---|
| ② | 地盤編號
SITE NUMBERS | 擬議其他指定用途
PROPOSED OTHER SPECIFIED USES |
| 1 | 最高建築物高度(樓層數目)
MAXIMUM BUILDING HEIGHT
(IN NUMBER OF STOREYS) | 鐵路相關用途
RAILWAY RELATED USE |
| 100 | 最高建築物高度(在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT
(IN METRES ABOVE PRINCIPAL DATUM) | 擬議海濱長廊
PROPOSED PROMENADE |
| | 土地用途檢討範圍
BOUNDARY OF LAND USE REVIEW | 現有住宅用地
EXISTING RESIDENTIAL |
| | 擬議住宅用地
PROPOSED RESIDENTIAL | 現有政府、機構或社區用地
EXISTING GOVERNMENT, INSTITUTION OR COMMUNITY |
| | 擬議政府、機構或社區用地
PROPOSED GOVERNMENT, INSTITUTION OR COMMUNITY | 現有休憩用地
EXISTING OPEN SPACE |
| | 擬議休憩用地/海濱長廊
PROPOSED OPEN SPACE / PROMENADE | 香港鐵路港島線隧道
MTR ISLAND LINE TUNNEL |
| | 擬議綠化地帶
PROPOSED GREEN BELT | 擬議非建築用地
PROPOSED NON-BUILDING AREA |
| | | 擬議建築物間距
PROPOSED BUILDING GAP |



本摘要圖於 2016 年 1 月 15 日擬備，
所根據的資料為測量圖編號 11-SW-6C 和 6D
EXTRACT PLAN PREPARED ON 15.1.2016
BASED ON SURVEY SHEETS No. 11-SW-6C & D

堅尼地城西部土地用途檢討
LAND USE REVIEW ON THE WESTERN PART OF KENNEDY TOWN

建議的土地用途檢討方案 RECOMMENDED LAND USE PROPOSAL

比例 SCALE 1 : 3 500

規 劃 署
PLANNING
DEPARTMENT

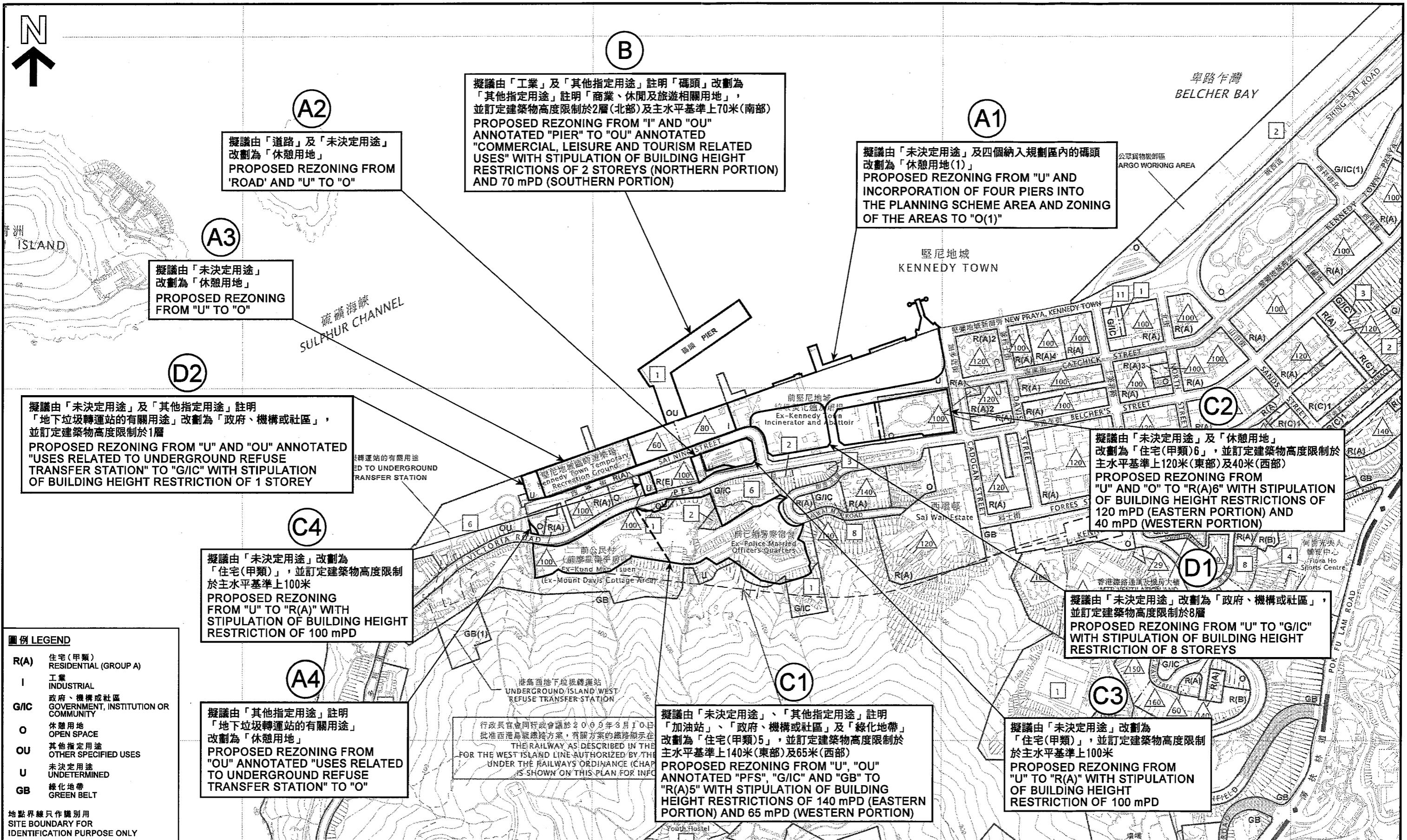


參考編號
REFERENCE No.

M/H1/16/1

圖 PLAN
B

N
↑



位置圖 LOCATION PLAN

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19
修訂項目A1、A2、A3、A4、B、C1、C2、C3、C4、D1和D2
AMENDMENT ITEMS A1, A2, A3, A4, B, C1, C2, C3, C4, D1 & D2

本摘要圖於2016年1月27日擬備，所根據的資料為於2011年6月30日展示的分區計劃大綱圖編號S/H1/19
EXTRACT PLAN PREPARED ON 27.1.2016
BASED ON OUTLINE ZONING PLAN No. S/H1/19
EXHIBITED ON 30.6.2011

SCALE 1:5 000 比例尺
METRES 100 0 100 200 300 400 METRES

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
C1



地下垃圾轉運站的有關用途
USES RELATED TO UNDERGROUND
REFUSE TRANSFER STATION

港島西地下垃圾轉運站
UNDERGROUND-ISLAND-WEST
REFUSE TRANSFER STATION

行政長官委同行政會議於2009年3月10日根據鐵路條例（第51章）批准西港島線鐵路方案，有關方案的鐵路顯示在這份圖則上，只供參考。
THE RAILWAY AS DESCRIBED IN THE RAILWAY SCHEME
FOR THE WEST ISLAND LINE AUTHORIZED BY THE CHIEF EXECUTIVE IN
ACCORDANCE WITH THE RAILWAYS ORDINANCE (CHAPTER 51) ON 10.3.2009
IS SHOWN ON THIS PLAN FOR INFORMATION ONLY.

E
擬議由「住宅(丙類)3」改劃為
「其他指定用途」註明「公眾殮房」，
並訂定建築物高度限制於主水平基準上60米
PROPOSED REZONING FROM
"R(C)3" TO "OU" ANNOTATED
"PUBLIC MORTUARY" WITH
STIPULATION OF BUILDING
HEIGHT RESTRICTION OF 60 mPD

擬議由「綠化地帶」改劃為「綠化地帶(2)」
PROPOSED REZONING FROM
"GB" TO "GB(2)"

圖例 LEGEND

- R(C)** 住宅(丙類)
RESIDENTIAL (GROUP C)
- OU** 其他指定用途
OTHER SPECIFIED USES
- GB** 綠化地帶
GREEN BELT

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

位置圖 LOCATION PLAN

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目E

AMENDMENT ITEM E

SCALE 1:5000 比例尺

* METRES 100

0

100

200

* METRES

本摘要圖於2016年1月12日擬備，
所根據的資料為於2011年6月30日
展示的分區計劃大綱圖編號S/H1/19
EXTRACT PLAN PREPARED ON 12.1.2016
BASED ON OUTLINE ZONING PLAN
No. S/H1/19 EXHIBITED ON 30.6.2011

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
C2

N
↑

F

擬議由「未決定用途」、「政府、機構或社區」、「休憩用地」及「其他指定用途」註明「加油站」改劃為「道路」

PROPOSED REZONING FROM "U", "G/IC", "O" AND "OU" ANNOTATED "PFS" TO 'ROAD'

硫磺海峽
SULPHUR CHANNEL

地下垃圾轉運站的有關用途
USES RELATED TO UNDERGROUND REFUSE TRANSFER STATION

圖例 LEGEND

G/IC 政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY

O 休憩用地
OPEN SPACE

OU 其他指定用途
OTHER SPECIFIED USES

U 未決定用途
UNDETERMINED

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

本摘要圖於2016年1月12日擬備，
所根據的資料為於2011年6月30日
展示的分區計劃大綱圖編號S/H1/19

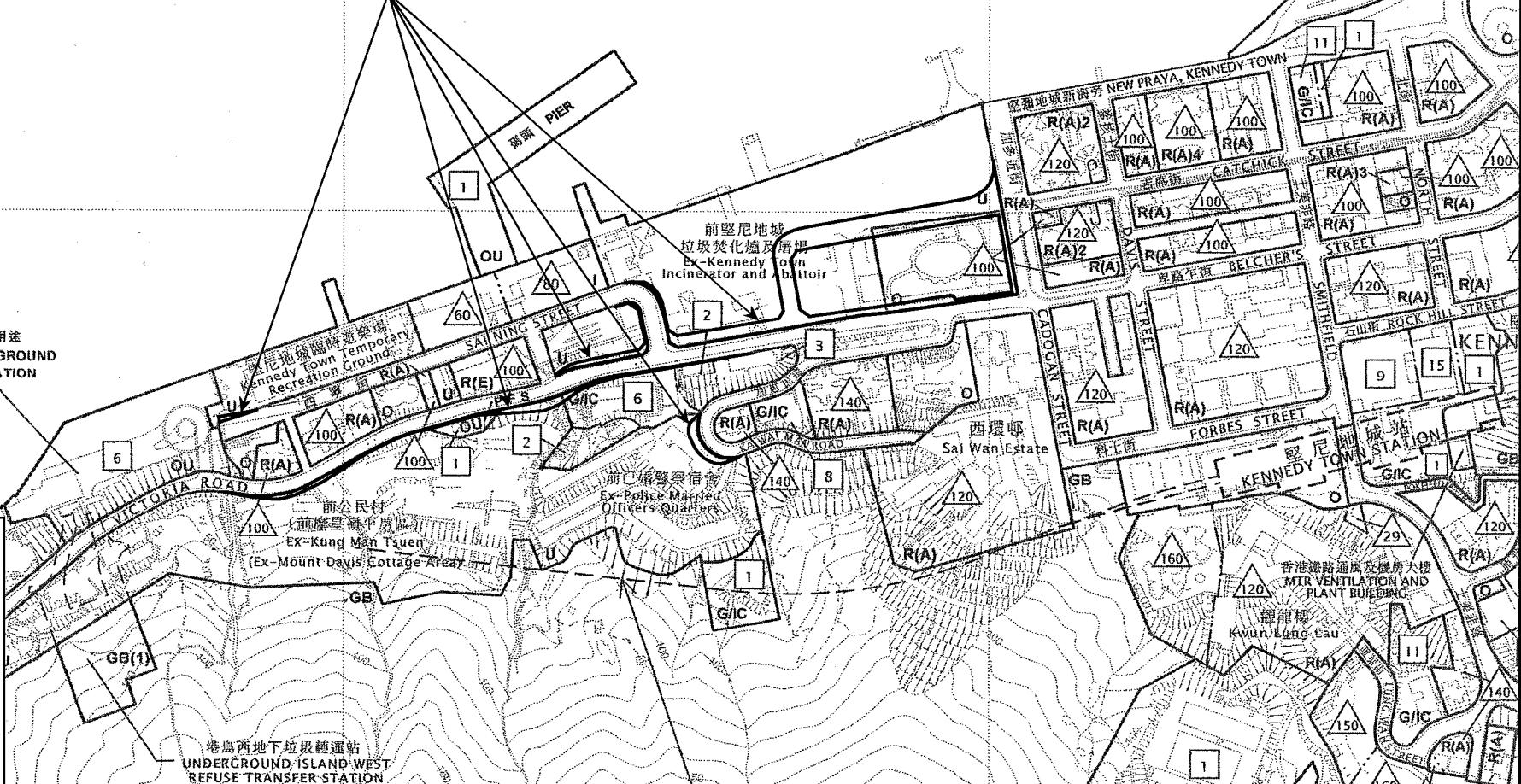
EXTRACT PLAN PREPARED ON 12.1.2016
BASED ON OUTLINE ZONING PLAN No. S/H1/19
EXHIBITED ON 30.6.2011

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目F
AMENDMENT ITEM F

SCALE 1:5 000 比例尺
METRES 100 0 100 200 METRES

堅尼地城
KENNEDY TOWN



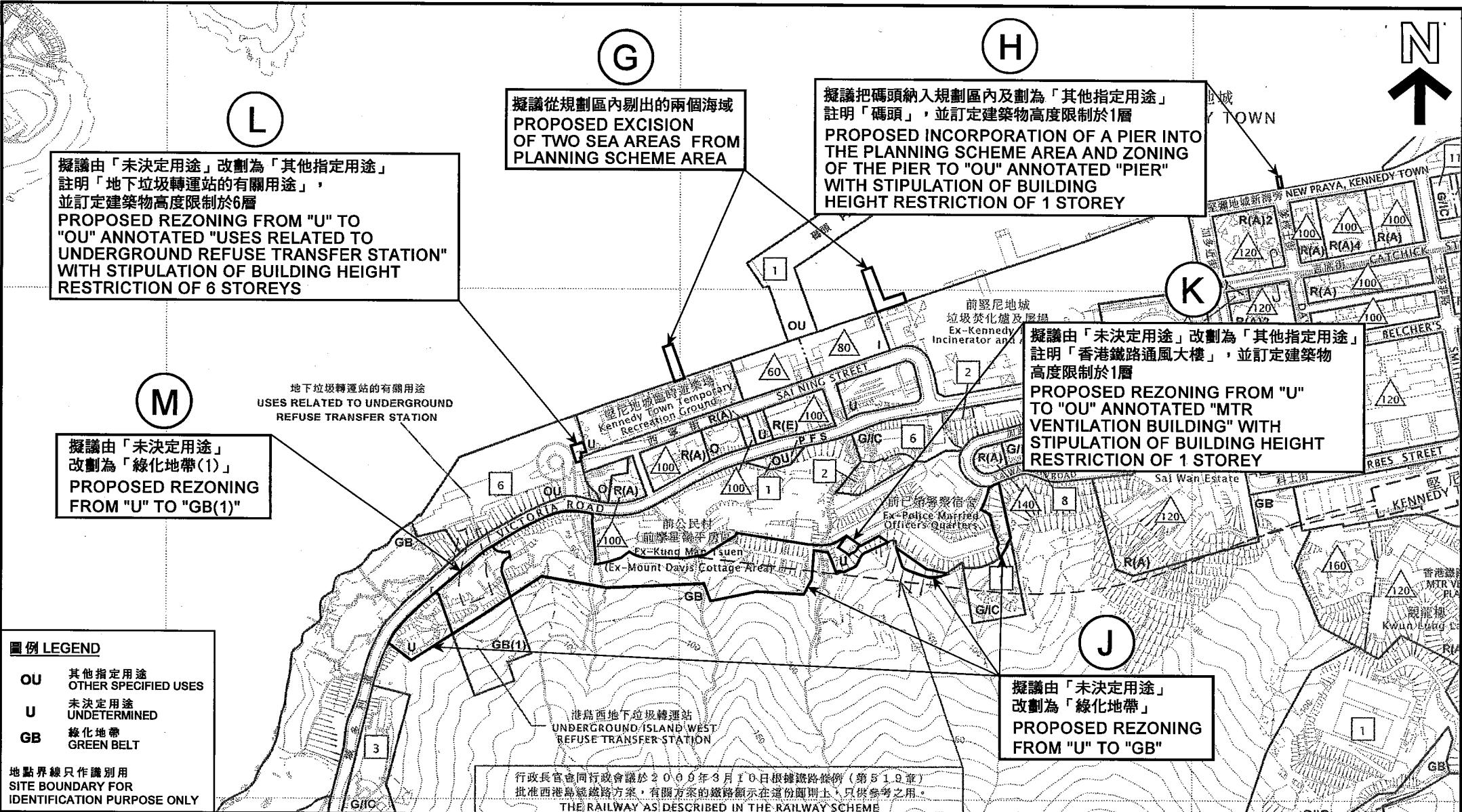
位置圖 LOCATION PLAN

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
C3



位置圖 LOCATION PLAN

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目G、H、J、K、L和M

AMENDMENT ITEMS G, H, J, K, L & M

SCALE 1:5000 比例尺
METRES 100 0 100 200 METRES

本摘要圖於2016年1月27日擬備，
所根據的資料為2011年6月30日
展示的分區計劃大綱圖編號S/H1/19

EXTRACT PLAN PREPARED ON 27.1.2016
BASED ON OUTLINE ZONING PLAN No. S/H1/19
EXHIBITED ON 30.6.2011

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
C4



A1

擬議由「未決定用途」及四個納入規劃區內的碼頭
改劃為「休憩用地(1)」
PROPOSED REZONING FROM "U" AND
INCORPORATION OF FOUR PIERS INTO
THE PLANNING SCHEME AREA AND ZONING
OF THE AREAS TO "O(1)"

Pier
Pier
Pier
Pier
Pier
Pier
Pier
Pier

前堅尼地城屠場
EX-KENNEDY TOWN
ABATTOIR

OU
CHINA MERCHANTS WHARF
海水抽水站
SALT WATER PUMPING STATION
域多利亞公眾殮房
VICTORIA PUBLIC MORTUARY

前堅尼地城垃圾焚化爐
EX-KENNEDY TOWN
INCINERATOR

WIP May 2015

圖例 LEGEND

- R(A) 住宅(甲類)
RESIDENTIAL (GROUP A)
- I 工業
INDUSTRIAL
- G/I/C 政府、機構或社區
GOVERNMENT, INSTITUTION OR
COMMUNITY
- O 休憩用地
OPEN SPACE
- OU 其他指定用途
OTHER SPECIFIED USES
- U 未決定用途
UNDETERMINED
- ① 實地照片的觀景點(參閱圖D3)
(REFER PLAN D3)

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



平面圖 SITE PLAN

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目A1
AMENDMENT ITEM A1

SCALE 1:2000 比例尺

METRES 40 0 40 80 METRES

本摘要圖於2016年1月13日擬備，
所根據的資料為測量圖編號
11-SW-6C和6D

EXTRACT PLAN PREPARED ON 13.1.2016
BASED ON SURVEY SHEETS No. 11-SW-6C & 6D

規劃署
PLANNING
DEPARTMENT



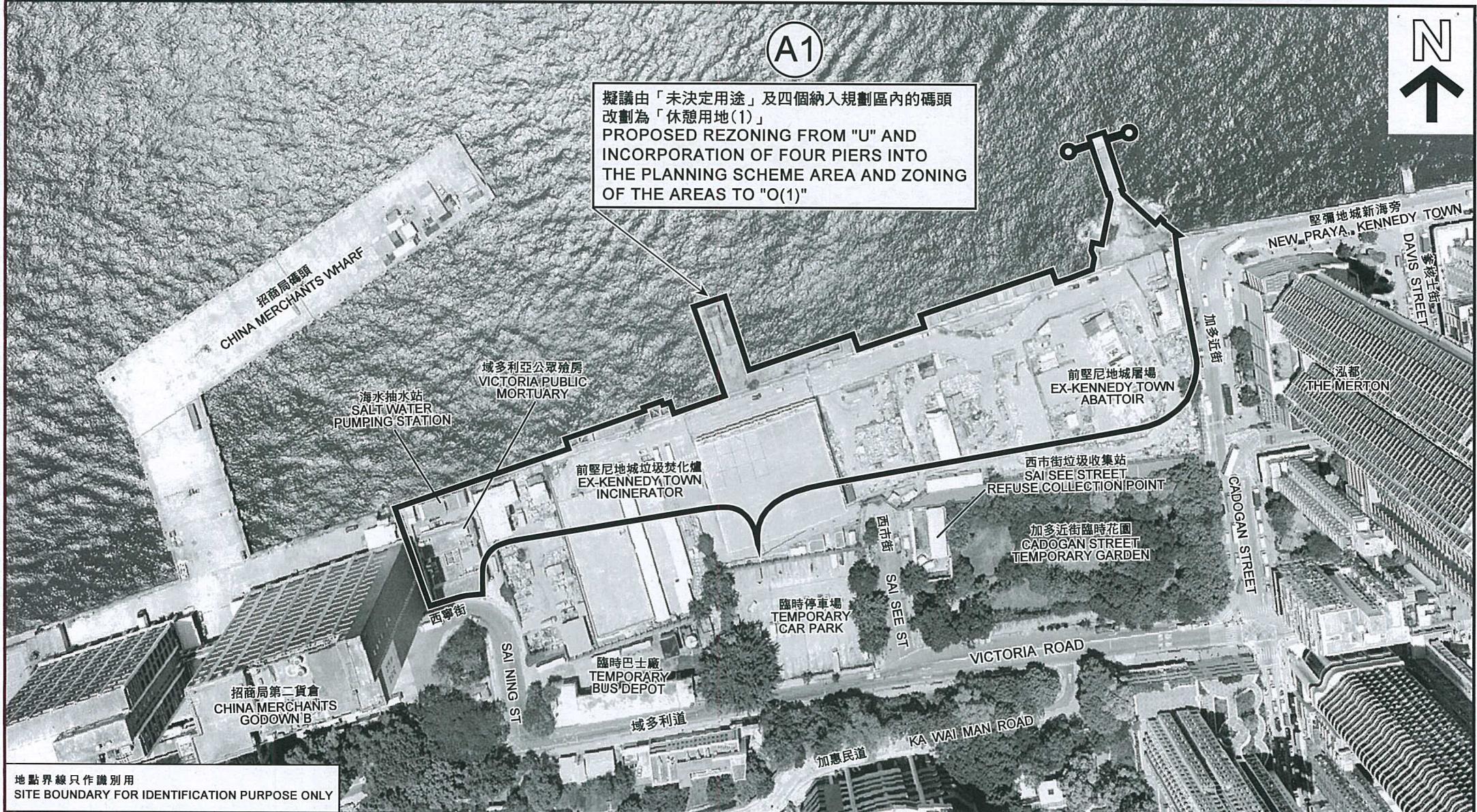
參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
D1



A1

擬議由「未決定用途」及四個納入規劃區內的碼頭
改劃為「休憩用地(1)」
PROPOSED REZONING FROM "U" AND
INCORPORATION OF FOUR PIERS INTO
THE PLANNING SCHEME AREA AND ZONING
OF THE AREAS TO "O(1)"



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

本摘要圖於2016年1月13日擬備，所根據的
資料為地政處於2015年6月4日拍得的
航攝照片編號CW115006

EXTRACT PLAN PREPARED ON 13.1.2016
BASED ON AERIAL PHOTOS No. CW115006
TAKEN ON 4.6.2015 BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目A1
AMENDMENT ITEM A1

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
D2



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

本圖於2016年1月13日擬備，所根據的
資料為攝於2016年1月7日的實地照片
EXTRACT PLAN PREPARED ON 13.1.2016
BASED ON SITE PHOTO TAKEN ON 7.1.2016

實地照片 SITE PHOTO

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目A1
AMENDMENT ITEM A1

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
D3

N
↑

A2

擬議由「道路」及「未決定用途」
改劃為「休憩用地」
PROPOSED REZONING FROM
'ROAD' AND "U" TO "O"

招商局碼頭
CHINA MERCHANTS WHARF

前堅尼地城垃圾焚化爐
EX-KENNEDY TOWN INCINERATOR

堅尼地城臨時遊樂場
KENNEDY TOWN TEMPORARY
RECREATION GROUND

招商局第一貨倉
CHINA MERCHANTS
GODOWN A

招商局第二貨倉
CHINA MERCHANTS
GODOWN B

1
SAI NING STREET

KENNEDY-TOWN
BUS-TERMINUS

VICTORIA ROAD

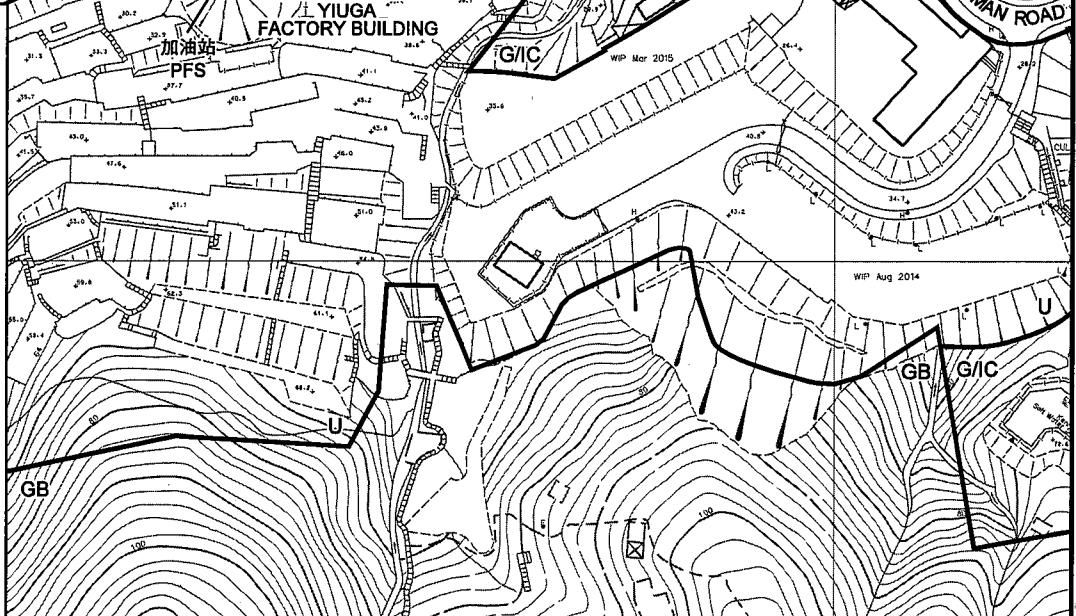
堅尼地城巴士總站休憩處
KENNEDY TOWN BUS TERMINUS
SITTING-OUT AREA

臨時巴士廠
TEMPORARY
BUS DEPOT

圖例 LEGEND

- R(A) 住宅(甲類)
RESIDENTIAL (GROUP A)
- R(E) 住宅(乙類)
RESIDENTIAL (GROUP C)
- I 工業
INDUSTRIAL
- G/C 政府、機構或社區
GOVERNMENT, INSTITUTION OR
COMMUNITY
- O 休憩用地
OPEN SPACE
- OU 其他指定用途
OTHER SPECIFIED USES
- U 未決定用途
UNDETERMINED
- GB 綠化地帶
GREEN BELT
- ① 觀景點的觀景點(參閱圖E3)
VIEWING POINT OF SITE PHOTO
(REFER PLAN E3)

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



平面圖 SITE PLAN

本摘要圖於2016年1月13日擬備，
所根據的資料為測量圖編號
11-SW-6C和6D

EXTRACT PLAN PREPARED ON 13.1.2016
BASED ON SURVEY SHEETS
No. 11-SW-6C & 6D

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目A2
AMENDMENT ITEM A2

SCALE 1:2 000 比例尺

* METRES 40 0 40 80 * METRES

規劃署
PLANNING
DEPARTMENT



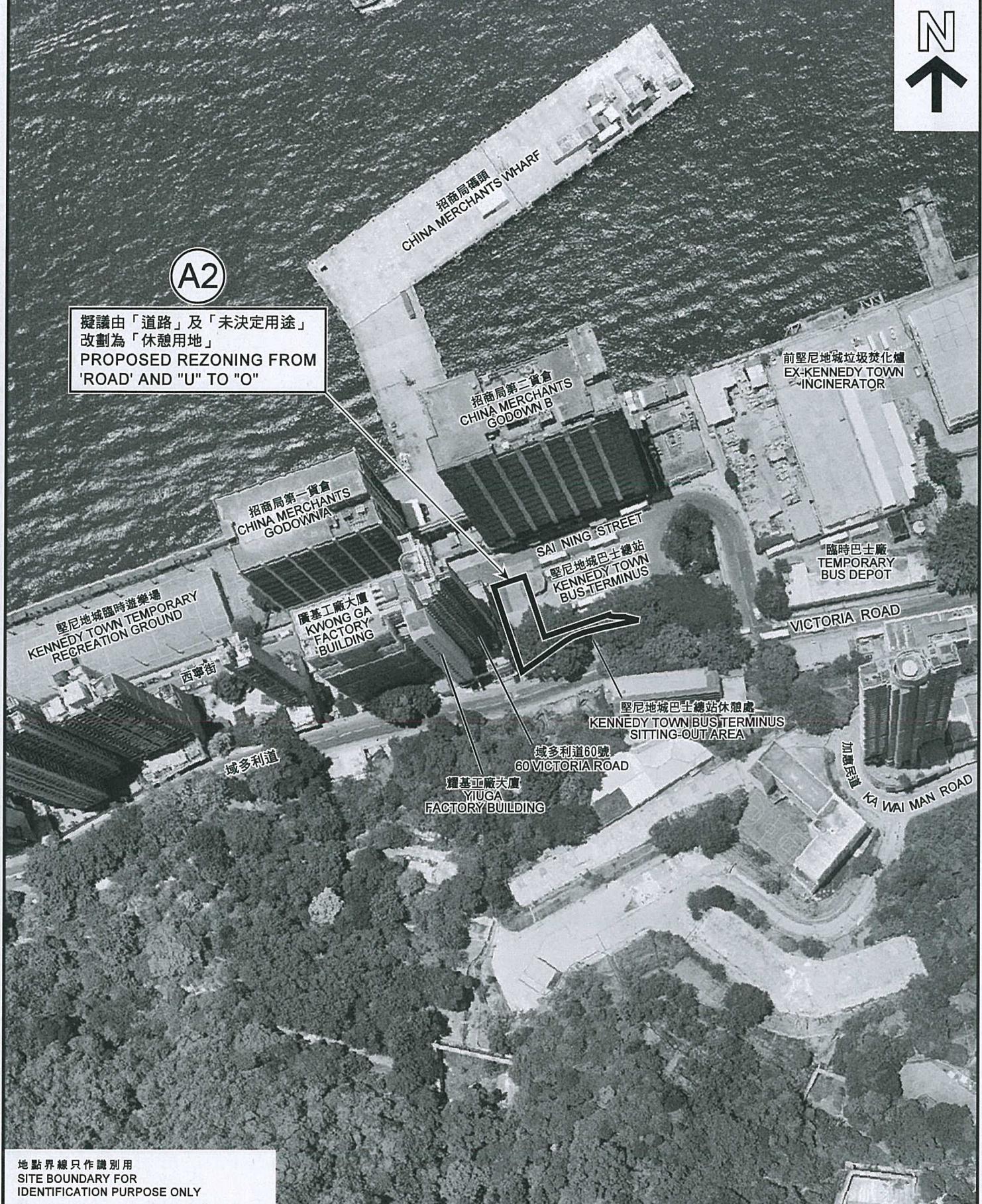
參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
E1



A2

擬議由「道路」及「未決定用途」
改劃為「休憩用地」
PROPOSED REZONING FROM
'ROAD' AND "U" TO "O"



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

航攝照片 AERIAL PHOTO

本摘要圖於2016年1月14日擬備，所根據的資料為地政總署於2015年6月4日拍得的航攝照片編號CW114921

EXTRACT PLAN PREPARED ON 14.1.2016
BASED ON AERIAL PHOTO No. CW114921
TAKEN ON 4.6.2015 BY
LANDS DEPARTMENT

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目A2
AMENDMENT ITEM A2

規劃署
PLANNING
DEPARTMENT

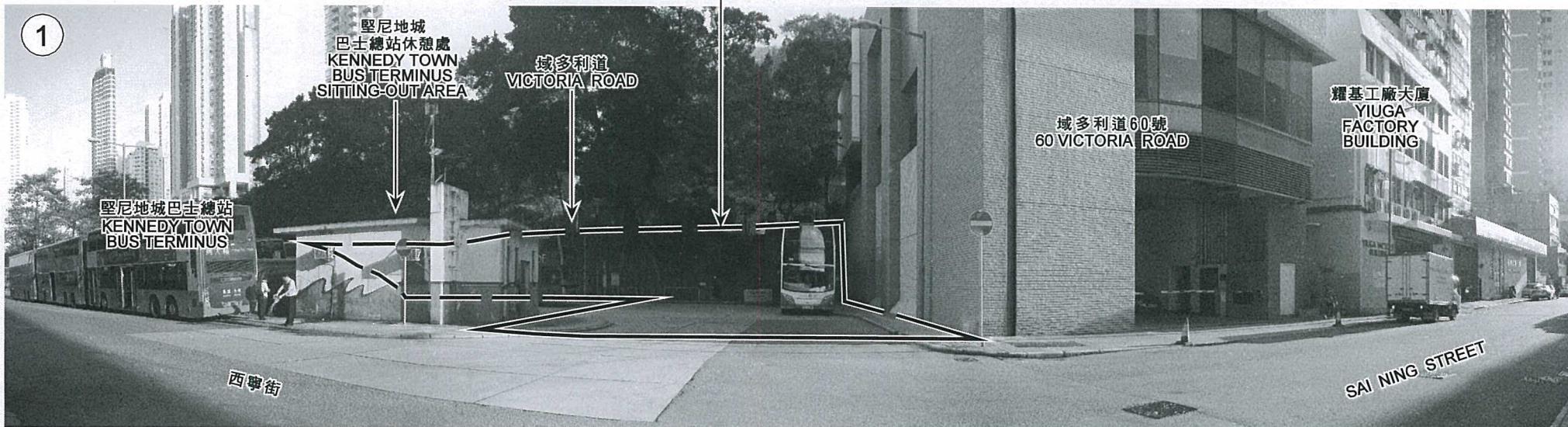


參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
E2

A2

擬議由「道路」及「未決定用途」
改劃為「休憩用地」
PROPOSED REZONING FROM
'ROAD' AND "U" TO "O"



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

實地照片 SITE PHOTO

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目A2
AMENDMENT ITEM A2

本圖於2015年12月23日擬備，所根據的
資料為攝於2015年10月14日的實地照片
EXTRACT PLAN PREPARED ON 23.12.2015
BASED ON SITE PHOTO TAKEN ON 14.10.2015

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
E3

N
↑

(A3)

擬議由「未決定用途」
改劃為「休憩用地」
PROPOSED REZONING
FROM "U" TO "O"

堅尼地城臨時遊樂場
KENNEDY TOWN TEMPORARY
RECREATION GROUND

港島西垃圾轉運站
ISLAND WEST
REFUSE TRANSFER STATION

招商局第一貨倉
CHINA MERCHANTS
GODOWN A

招商局第二貨倉
CHINA MERCHANTS
GODOWN B

SAI NING STREET

VICTORIA ROAD

U

OU

OU

U

U

U

U

U

U

U

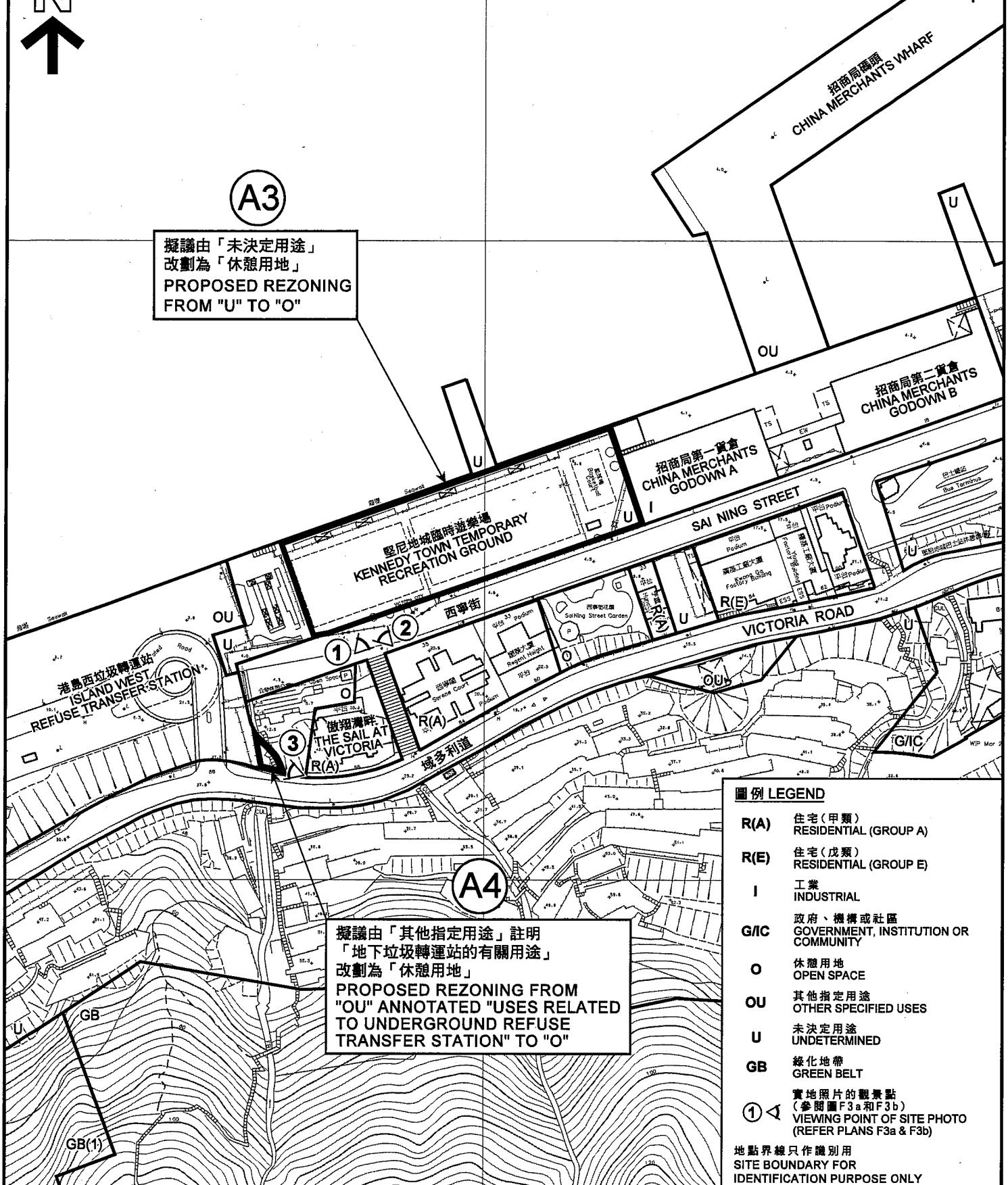
U

U

U

(A4)

擬議由「其他指定用途」註明
「地下垃圾轉運站的有關用途」
改劃為「休憩用地」
PROPOSED REZONING FROM
"OU" ANNOTATED "USES RELATED
TO UNDERGROUND REFUSE
TRANSFER STATION" TO "O"



圖例 LEGEND

R(A)	住宅 (甲類) RESIDENTIAL (GROUP A)
R(E)	住宅 (戊類) RESIDENTIAL (GROUP E)
I	工業 INDUSTRIAL
G/I/C	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
U	未決定用途 UNDETERMINED
GB	綠化地帶 GREEN BELT
① ↗	實地照片的觀景點 (參閱圖F3a和F3b) VIEWING POINT OF SITE PHOTO (REFER PLANS F3a & F3b)
地點界線只作識別用 SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY	

平面圖 SITE PLAN

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目A3和A4
AMENDMENT ITEMS A3 & A4

SCALE 1:2 000 比例尺

*
METRES

40

0

40

80

*
METRES

本摘要圖於2016年1月13日擬備，
所根據的資料為測量圖編號
11-SW-6C

EXTRACT PLAN PREPARED ON 13.1.2016
BASED ON SURVEY SHEETS
No. 11-SW-6C

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
F1



A3

擬議由「未決定用途」
改劃為「休憩用地」
PROPOSED REZONING
FROM "U" TO "O"

堅尼地城臨時遊樂場
KENNEDY TOWN TEMPORARY
RECREATION GROUND

招商局第一貨倉
CHINA MERCHANTS
GODOWN A

西寧街
SAI NING STREET

域多利道
VICTORIA ROAD

港島西垃圾轉運站
ISLAND WEST
REFUSE TRANSFER STATION

傲翔濱畔
THE SAIL AT
VICTORIA

A4

擬議由「其他指定用途」註明
「地下垃圾轉運站的有關用途」
改劃為「休憩用地」
PROPOSED REZONING FROM
"OU" ANNOTATED "USES RELATED
TO UNDERGROUND REFUSE
TRANSFER STATION" TO "O"

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

航攝照片 AERIAL PHOTO

本摘要圖於2015年12月24日擬備，所根據的
資料為地政總署於2015年6月4日拍得的
航攝照片編號CW114920

EXTRACT PLAN PREPARED ON 24.12.2015
BASED ON AERIAL PHOTO No. CW114920
TAKEN ON 4.6.2015 BY
LANDS DEPARTMENT

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目A3和A4
AMENDMENT ITEMS A3 & A4

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
F2



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

本圖於2016年1月13日擬備，所根據的資料為攝於2016年1月7日的實地照片 EXTRACT PLAN PREPARED ON 13.1.2016 BASED ON SITE PHOTOS TAKEN ON 7.1.2016	實地照片 SITE PHOTOS 堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂 PROPOSED AMENDMENTS TO THE DRAFT KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19 修訂項目A3 AMENDMENT ITEM A3	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H1/16/1
		 PLAN F3a



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

本圖於2015年12月24日擬備，所根據的資料為攝於2015年10月13日的實地照片 EXTRACT PLAN PREPARED ON 24.12.2015 BASED ON SITE PHOTO TAKEN ON 13.10.2015	實地照片 SITE PHOTO 堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂 PROPOSED AMENDMENTS TO THE DRAFT KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19 修訂項目A4 AMENDMENT ITEM A4	規劃署 PLANNING DEPARTMENT
		參考編號 REFERENCE No. M/H1/16/1

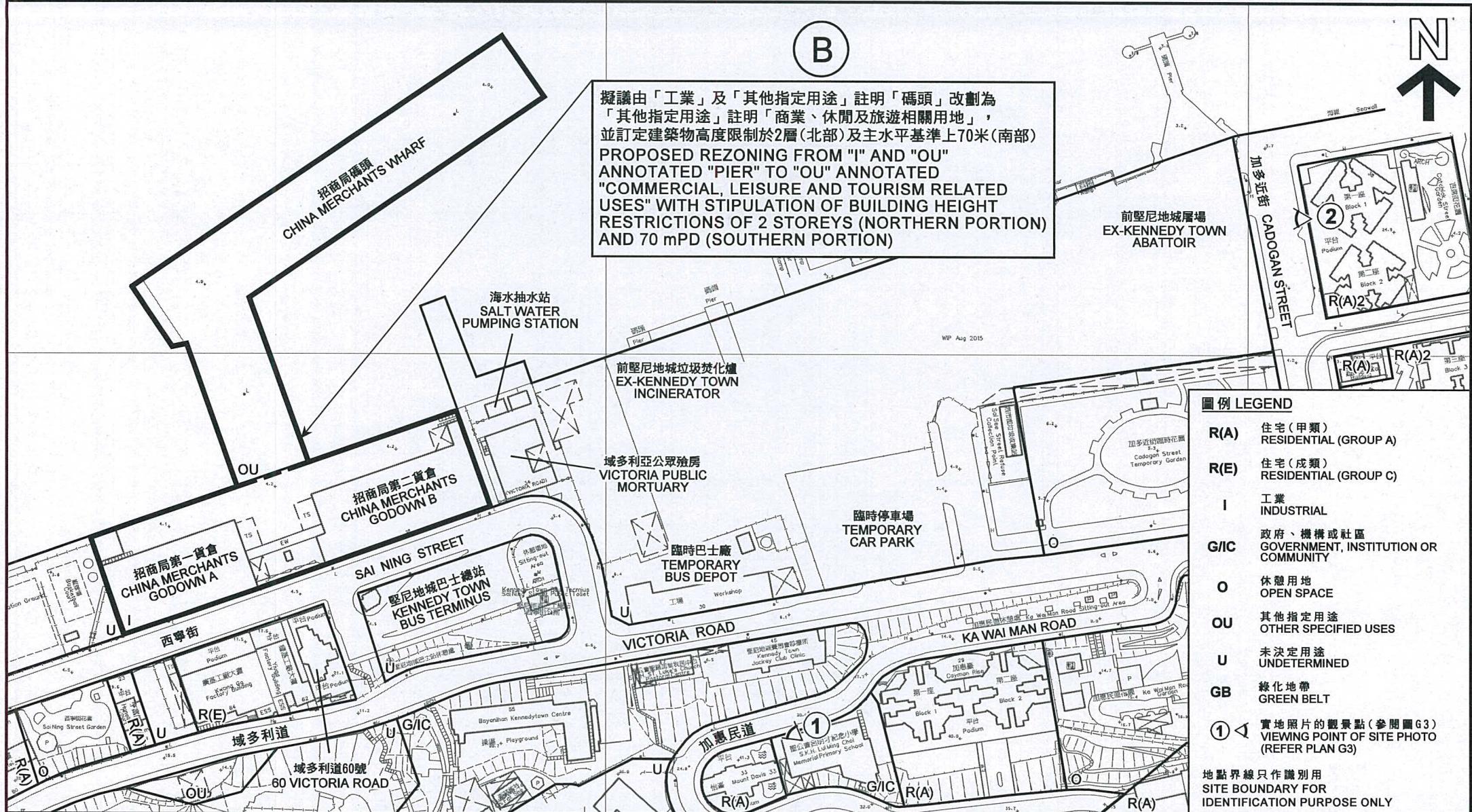


PLAN
F3b

N
↑

B

擬議由「工業」及「其他指定用途」註明「碼頭」改劃為
 「其他指定用途」註明「商業、休閒及旅遊相關用地」，
 並訂定建築物高度限制於2層(北部)及主水平基準上70米(南部)
 PROPOSED REZONING FROM "I" AND "OU"
 ANNOTATED "PIER" TO "OU" ANNOTATED
 "COMMERCIAL, LEISURE AND TOURISM RELATED
 USES" WITH STIPULATION OF BUILDING HEIGHT
 RESTRICTIONS OF 2 STOREYS (NORTHERN PORTION)
 AND 70 mPD (SOUTHERN PORTION)



本摘要圖於2016年1月13日擬備，
 所根據的資料為測量圖編號
 11-SW-6C和6D

EXTRACT PLAN PREPARED ON 13.1.2016
 BASED ON SURVEY SHEETS No. 11-SW-6C & 6D

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂 PROPOSED AMENDMENTS TO THE DRAFT KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目B
 AMENDMENT ITEM B

SCALE 1 : 2 000 比例尺
 METRES 40 0 40 80 METRES

規劃署
 PLANNING
 DEPARTMENT



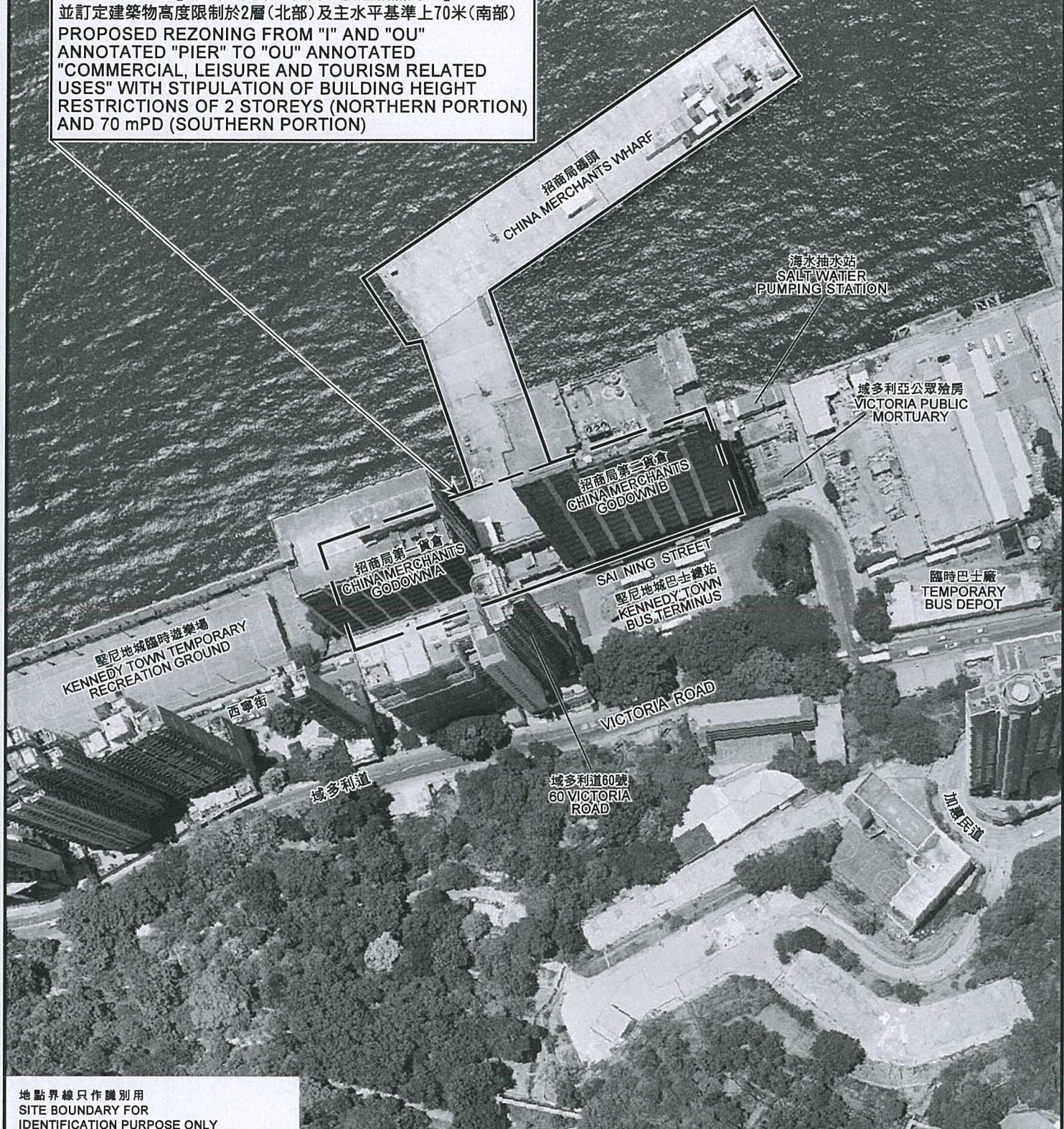
參考編號
 REFERENCE No.
 M/H1/16/1

圖 PLAN
 G1

B



擬議由「工業」及「其他指定用途」註明「碼頭」改劃為
 「其他指定用途」註明「商業、休閒及旅遊相關用地」，
 並訂定建築物高度限制於2層(北部)及主水平基準上70米(南部)
 PROPOSED REZONING FROM "I" AND "OU"
 ANNOTATED "PIER" TO "OU" ANNOTATED
 "COMMERCIAL, LEISURE AND TOURISM RELATED
 USES" WITH STIPULATION OF BUILDING HEIGHT
 RESTRICTIONS OF 2 STOREYS (NORTHERN PORTION)
 AND 70 mPD (SOUTHERN PORTION)



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

航攝照片 AERIAL PHOTO

本摘要圖於2016年1月13日擬備，所根據的資料為地政總署於2015年6月4日拍得的航攝照片編號CW114921
 EXTRACT PLAN PREPARED ON 13.1.2016
 BASED ON AERIAL PHOTO No. CW114921
 TAKEN ON 4.6.2015 BY
 LANDS DEPARTMENT

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
 PROPOSED AMENDMENTS TO THE DRAFT
 KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目B
 AMENDMENT ITEM B

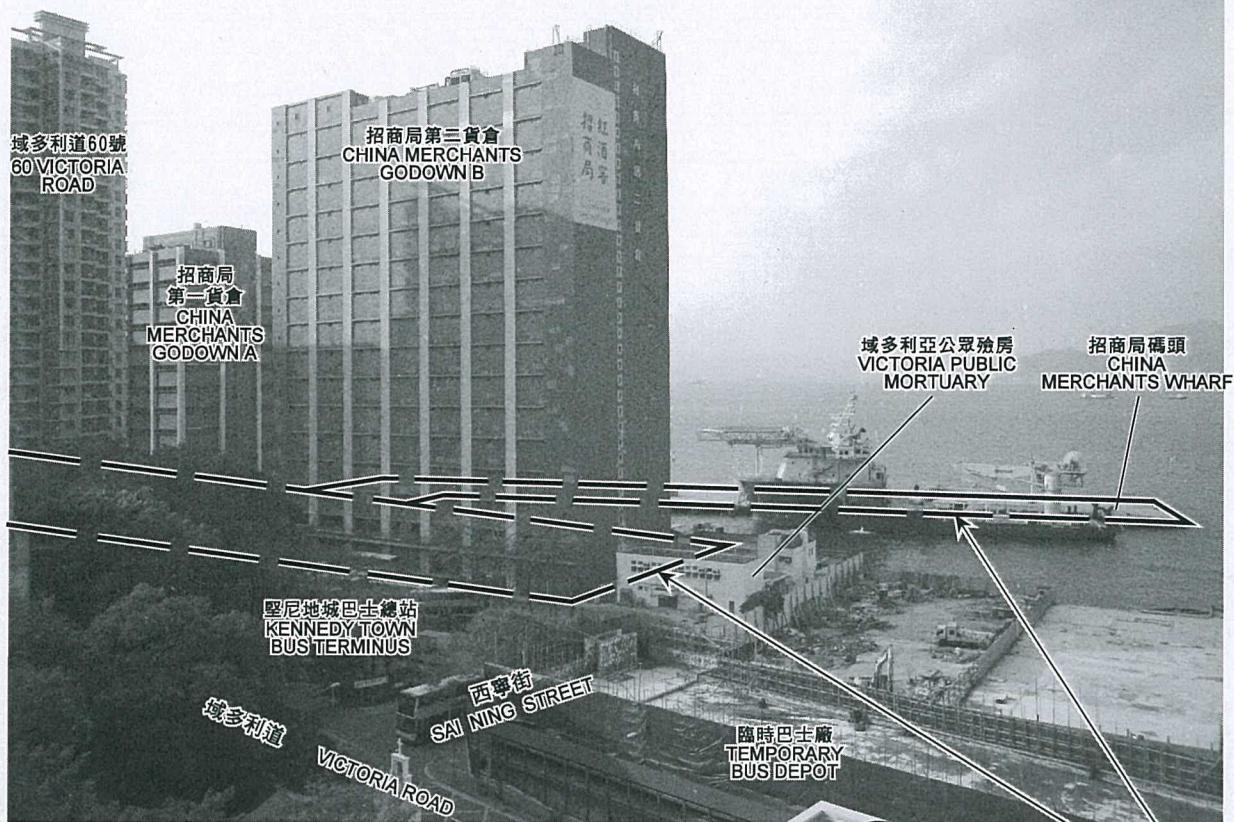
規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/H1/16/1

圖 PLAN
 G2

1



B

2



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

本圖於2016年1月13日擬備，所根據的資料為攝於2015年10月14日的實地照片
EXTRACT PLAN PREPARED ON 13.1.2016
BASED ON SITE PHOTO TAKEN ON
14.10.2015

實地照片 SITE PHOTOS

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目B
AMENDMENT ITEM B

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

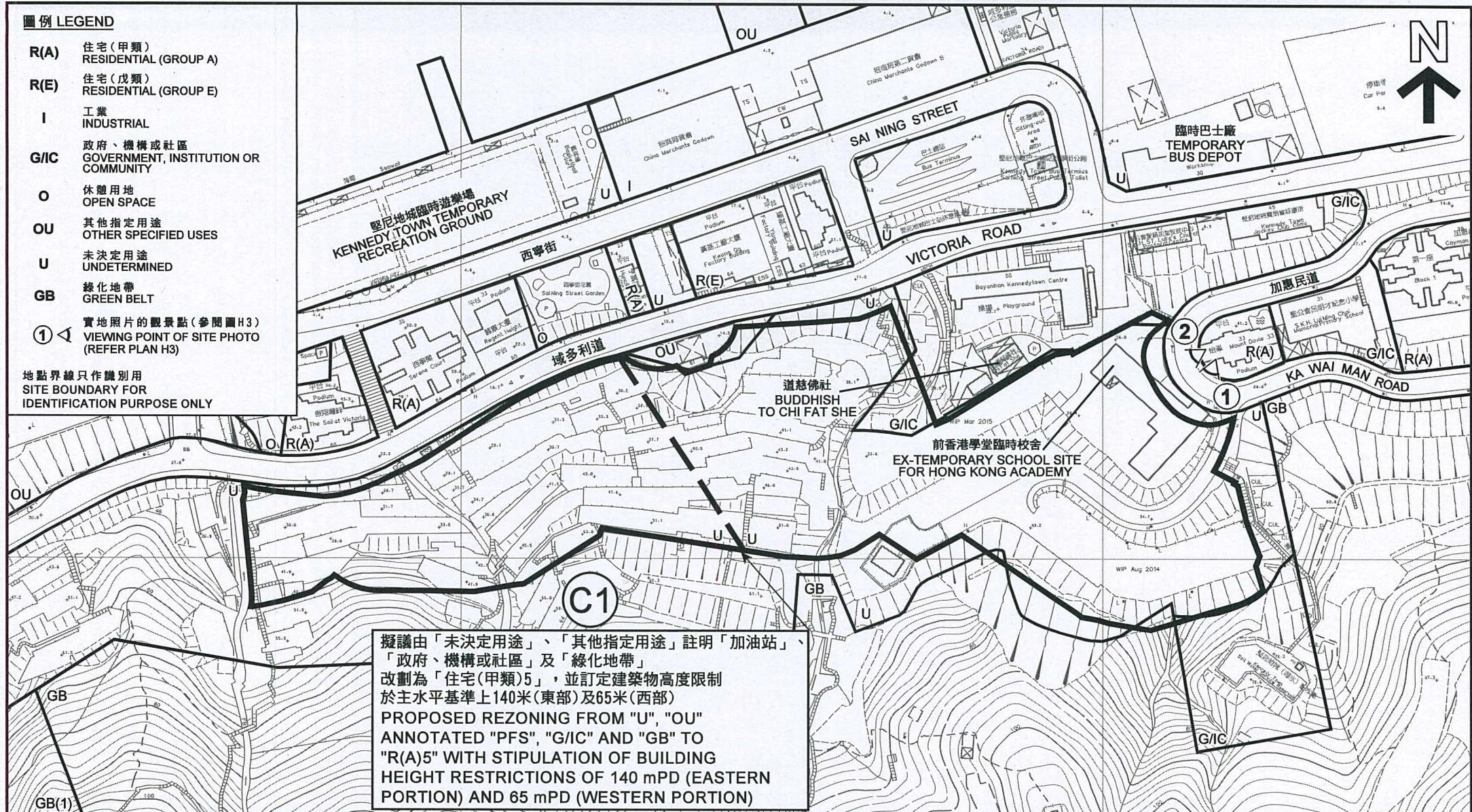
圖 PLAN
G3

■例 LEGEND

R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(E)	住宅(戊類) RESIDENTIAL (GROUP E)
I	工業 INDUSTRIAL
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
U	未決定用途 UNDETERMINED
GB	綠化地帶 GREEN BELT

① 實地照片的觀景點(參閱圖H3)
VIEWING POINT OF SITE PHOTO
(REFER PLAN H3)

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



本摘要圖於2016年1月27日擬備，
所根據的資料為測量圖編號
11-SW-6C和6D

EXTRACT PLAN PREPARED ON 27.1.2016
BASED ON SURVEY SHEETS No. 11-SW-6C & 6D

平面圖 SITE PLAN

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目C1
AMENDMENT ITEM C1

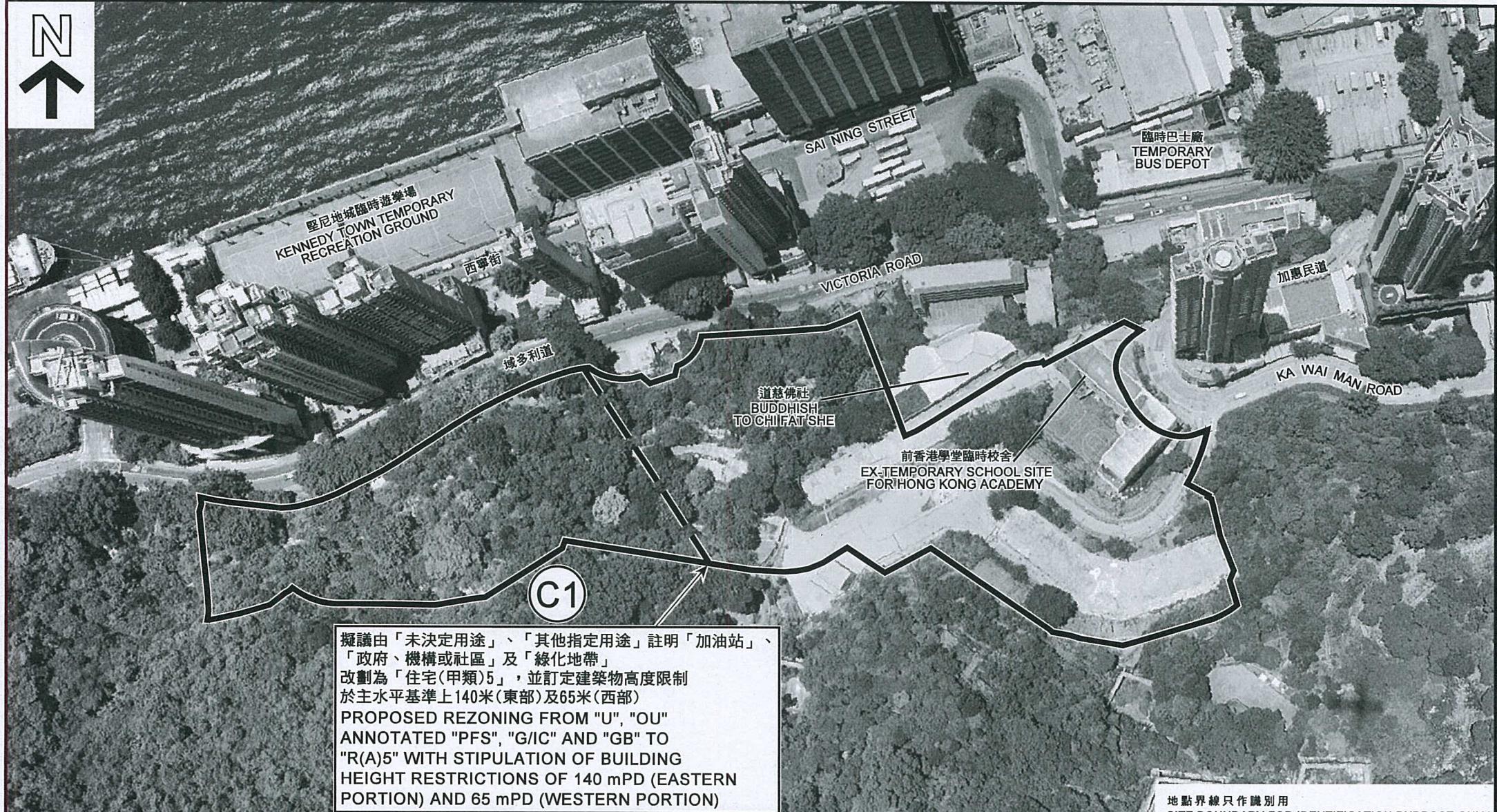
SCALE 1 : 2 000 比例尺
METRES 40 0 40 80 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
H1



擬議由「未決定用途」、「其他指定用途」註明「加油站」、「政府、機構或社區」及「綠化地帶」改劃為「住宅(甲類)5」，並訂定建築物高度限制於主水平基準上140米(東部)及65米(西部)
PROPOSED REZONING FROM "U", "OU" ANNOTATED "PFS", "G/IC" AND "GB" TO "R(A)5" WITH STIPULATION OF BUILDING HEIGHT RESTRICTIONS OF 140 mPD (EASTERN PORTION) AND 65 mPD (WESTERN PORTION)

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

本摘要圖於2016年1月27日擬備，所根據的資料為地政總署於2015年6月4日拍得的航攝照片編號CW114921 EXTRACT PLAN PREPARED ON 27.1.2016 BASED ON AERIAL PHOTO No. CW114921 TAKEN ON 4.6.2015 BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

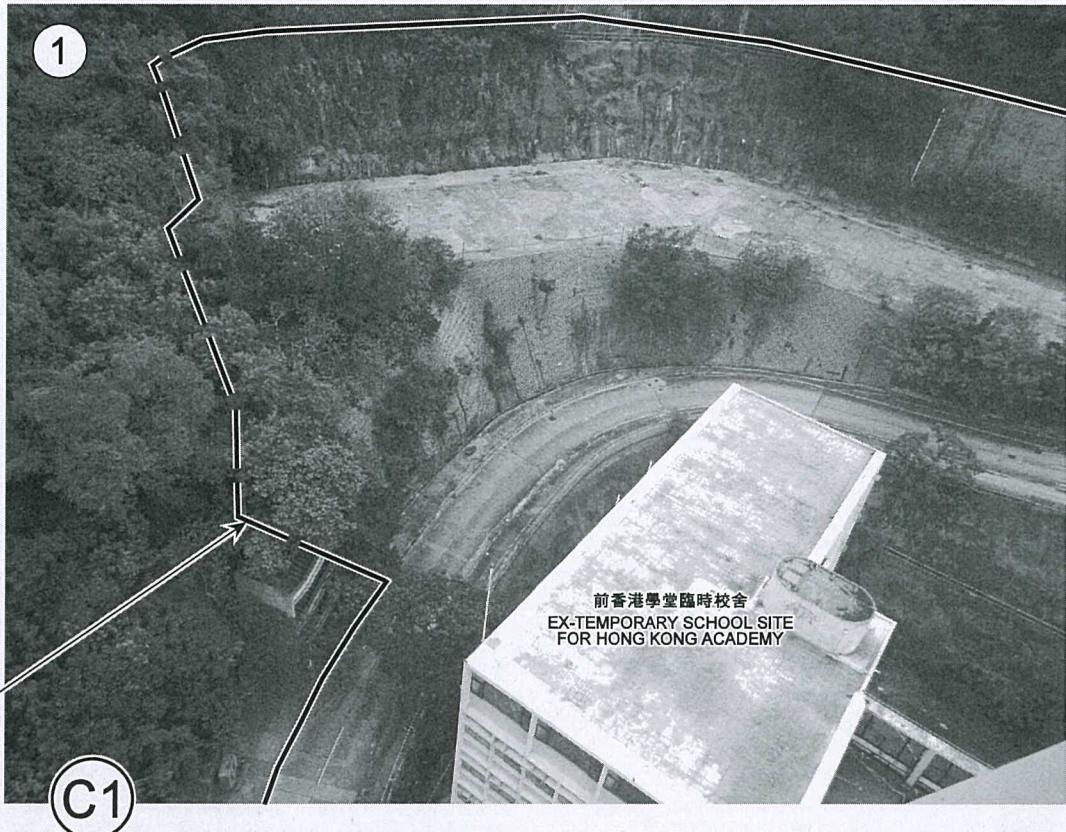
堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19
修訂項目C1
AMENDMENT ITEM C1

規劃署
PLANNING
DEPARTMENT



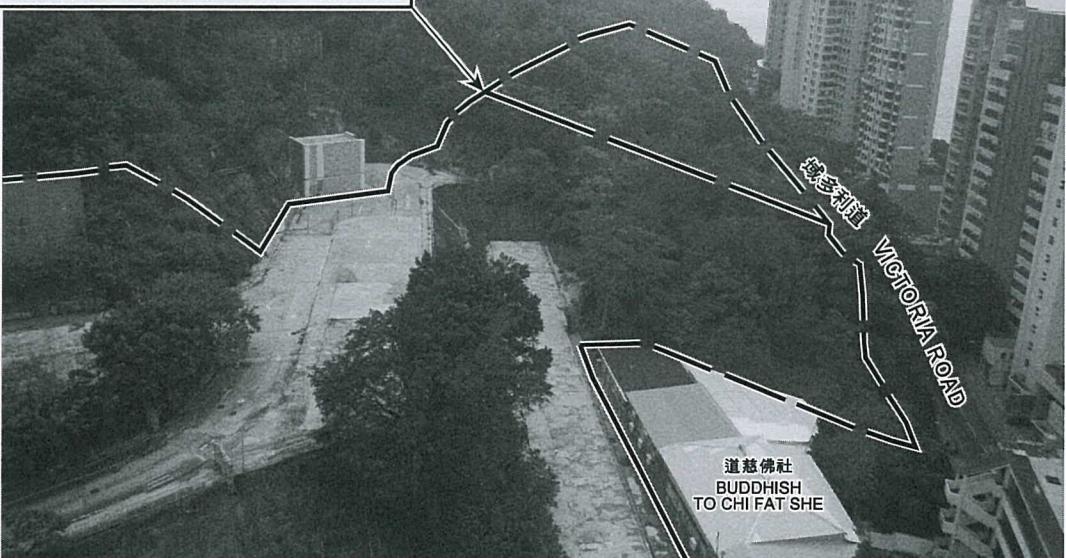
參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
H2



C1

擬議由「未決定用途」、「其他指定用途」註明「加油站」、「政府、機構或社區」及「綠化地帶」改劃為「住宅(甲類)5」，並訂定建築物高度限制於主水平基準上140米(東部)及65米(西部)
PROPOSED REZONING FROM "U", "OU" ANNOTATED "PFS", "G/IC" AND "GB" TO "R(A)5" WITH STIPULATION OF BUILDING HEIGHT RESTRICTIONS OF 140 mPD (EASTERN PORTION) AND 65 mPD (WESTERN PORTION)



2

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

實地照片 SITE PHOTOS

本圖於2016年1月5日擬備，所根據的資料為攝於2015年10月14日的實地照片
EXTRACT PLAN PREPARED ON 5.1.2016
BASED ON SITE PHOTOS TAKEN ON 14.10.2015

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目C1
AMENDMENT ITEM C1

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

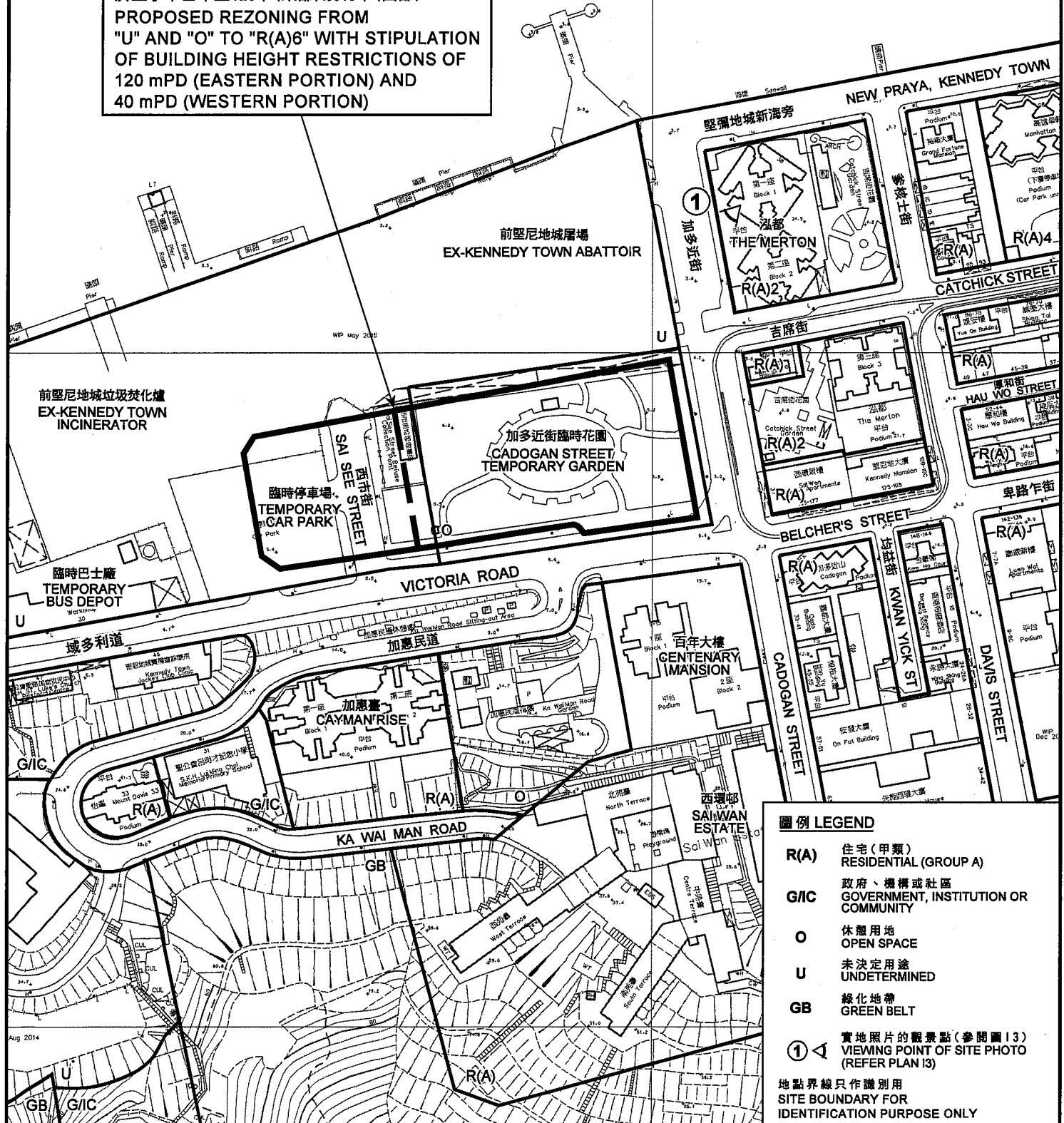
圖 PLAN
H3

C2



擬議由「未決定用途」及「休憩用地」
改劃為「住宅(甲類)6」，並訂定建築物高度限制
於主水平基準上120米(東部)及40米(西部)

PROPOSED REZONING FROM
"U" AND "O" TO "R(A)6" WITH STIPULATION
OF BUILDING HEIGHT RESTRICTIONS OF
120 mPD (EASTERN PORTION) AND
40 mPD (WESTERN PORTION)



平面圖 SITE PLAN

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目C2

AMENDMENT ITEM C2

SCALE 1:2000 比例尺

METRES 40

0 40

60 METRES

本摘要圖於2016年1月13日擬備，
所根據的資料為測量圖編號
11-SW-6D

EXTRACT PLAN PREPARED ON 13.1.2016
BASED ON SURVEY SHEET
No. 11-SW-6D

規劃署
PLANNING
DEPARTMENT



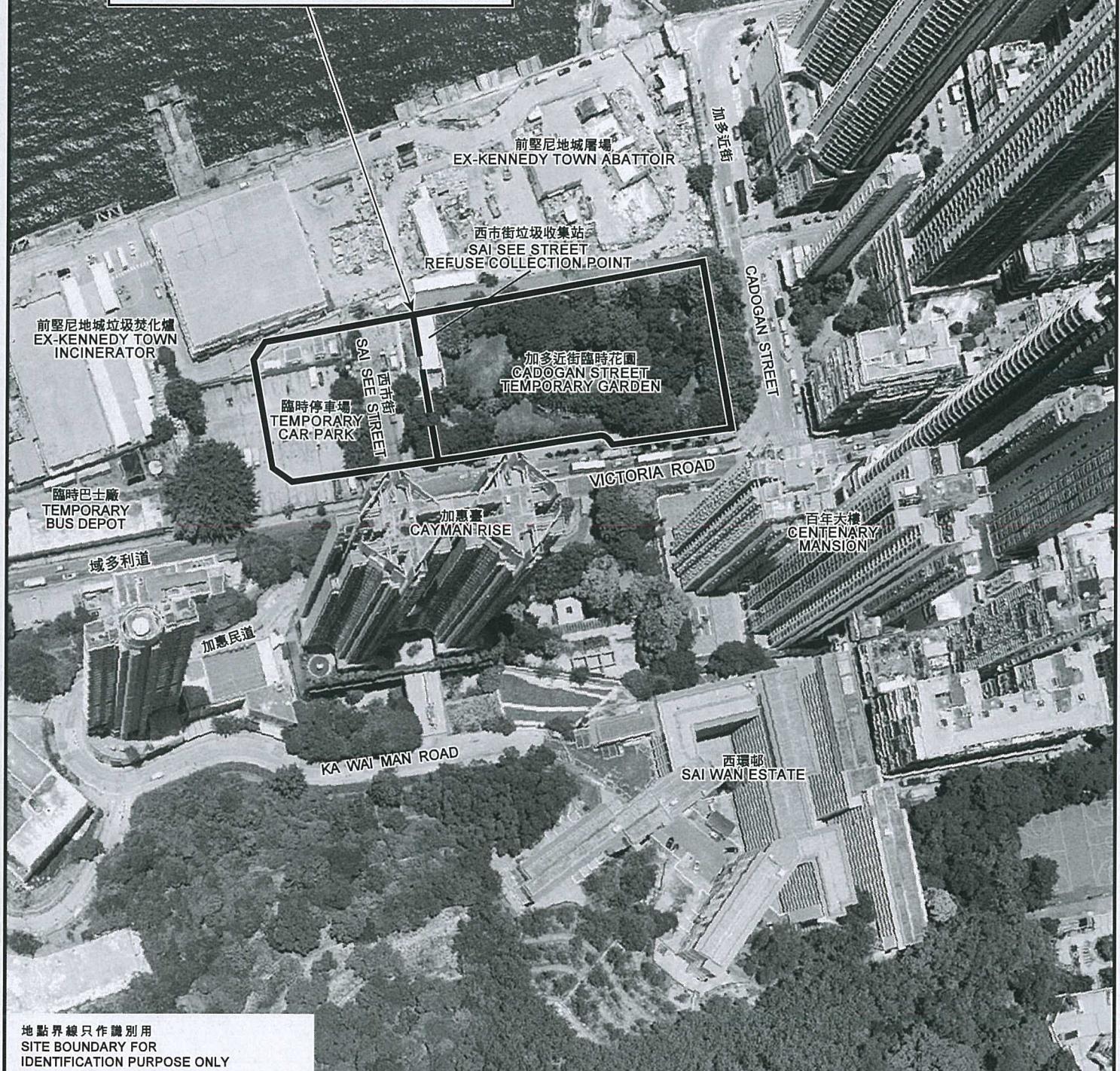
參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
I1

C2



擬議由「未決定用途」及「休憩用地」改劃為「住宅(甲類)6」，並訂定建築物高度限制於主水平基準上120米(東部)及40米(西部)
**PROPOSED REZONING FROM
 "U" AND "O" TO "R(A)6" WITH STIPULATION
 OF BUILDING HEIGHT RESTRICTIONS OF
 120 mPD (EASTERN PORTION) AND
 40 mPD (WESTERN PORTION)**



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

航攝照片 AERIAL PHOTO

本摘要圖於2016年1月13日擬備，所根據的資料為地政總署於2015年6月4日拍得的航攝照片編號CW114921

EXTRACT PLAN PREPARED ON 13.1.2016
 BASED ON AERIAL PHOTO No. CW114921
 TAKEN ON 4.6.2015 BY
 LANDS DEPARTMENT

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
**PROPOSED AMENDMENTS TO THE DRAFT
 KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19**

修訂項目C2
 AMENDMENT ITEM C2

規劃署
**PLANNING
 DEPARTMENT**



參考編號
 REFERENCE No.
 M/H1/16/1

圖 PLAN
 I2



擬議由「未決定用途」及「休憩用地」
改劃為「住宅(甲類)6」，並訂定建築物高度限制
於主水平基準上120米(東部)及40米(西部)
PROPOSED REZONING FROM
"U" AND "O" TO "R(A)6" WITH STIPULATION
OF BUILDING HEIGHT RESTRICTIONS OF
120 mPD (EASTERN PORTION) AND
40 mPD (WESTERN PORTION)

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

實地照片 SITE PHOTO

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目C2
AMENDMENT ITEM C2

本圖於2016年1月13日擬備，所根據的
資料為攝於2015年10月15日的實地照片
EXTRACT PLAN PREPARED ON 13.1.2016
BASED ON SITE PHOTO TAKEN ON
15.10.2015

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
I3

擬議由「未決定用途」改劃為
「住宅(甲類)」，並訂定建築物高度限制
於主水平基準上100米
PROPOSED REZONING
FROM "U" TO "R(A)" WITH
STIPULATION OF BUILDING
HEIGHT RESTRICTION
OF 100 mPD

圖例 LEGEND

- | | |
|-------------|--|
| R(A) | 住 宅 (甲類)
RESIDENTIAL (GROUP A) |
| R(E) | 住 宅 (戊類)
RESIDENTIAL (GROUP E) |
| I | 工 業
INDUSTRIAL |
| G/IC | 政 府、機 構 或 社 區
GOVERNMENT, INSTITUTION OR
COMMUNITY |
| O | 休 體 用 地
OPEN SPACE |
| OU | 其 他 指 定 用 途
OTHER SPECIFIED USES |
| U | 未 決 定 用 途
UNDETERMINED |
| GB | 綠 化 地 帶
GREEN BELT |
| ① ↗ | 實 地 照 片 的 觀 景 點
(參 閱 圖 J3a 和 J3b)
VIEWING POINT OF SITE PHOTO
(REFER PLANS J3a & J3b) |

**擬議由「未決定用途」改劃為
「住宅(甲類)」，並訂定建築物高度限制
於主水平基準上100米**

**PROPOSED REZONING
FROM "U" TO "R(A)" WITH
STIPULATION OF BUILDING
HEIGHT RESTRICTION
OF 100 mPD**

平面圖 SITE PLAN

本摘要圖於2016年1月13日擬備，
所根據的資料為測量圖編號
11-SW-6C和6D
EXTRACT PLAN PREPARED ON 13.1.2015
BASED ON SURVEY SHEETS
No. 11-SW-6C & 6D

**堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWNS & MOUNT DAVIS QZP No. S/H1/19**

修訂項目C3和C4
AMENDMENT ITEMS C3 & C4

SCALE 1:1500 比例尺

METRES 20 0 20 40 60 METRES

規劃署
PLANNING
DEPARTMENT



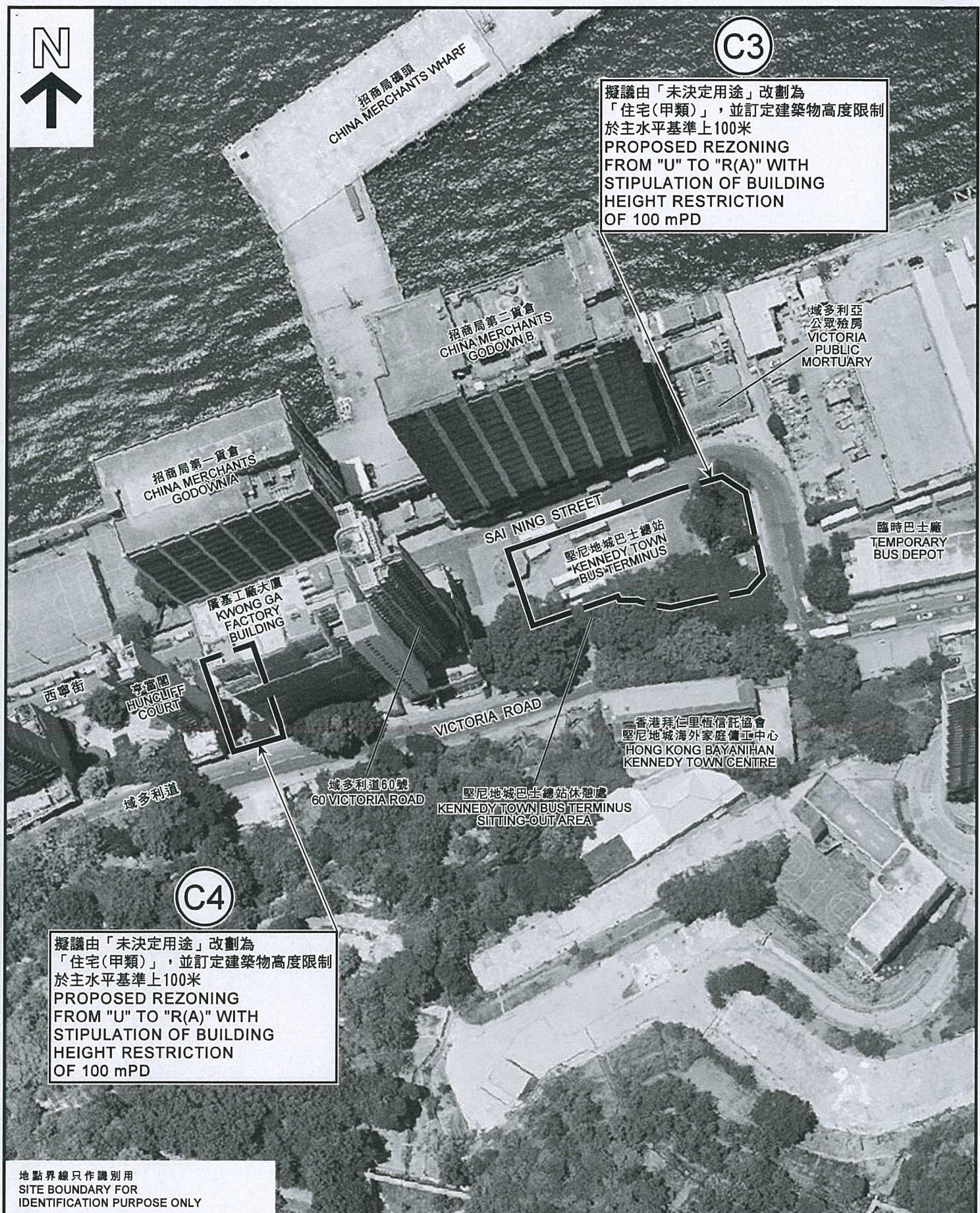
參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN



C3

擬議由「未決定用途」改劃為
 「住宅(甲類)」，並訂定建築物高度限制
 於主水平基準上100米
 PROPOSED REZONING
 FROM "U" TO "R(A)" WITH
 STIPULATION OF BUILDING
 HEIGHT RESTRICTION
 OF 100 mPD



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

航攝照片 AERIAL PHOTO

本摘要圖於2016年1月13日擬備，所根據的資料為地政總署於2015年6月4日拍得的航攝照片編號CW114921
 EXTRACT PLAN PREPARED ON 13.1.2016
 BASED ON AERIAL PHOTO No. CW114921
 TAKEN ON 4.6.2015 BY LANDS DEPARTMENT

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
 PROPOSED AMENDMENTS TO THE DRAFT
 KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目C3和C4
 AMENDMENT ITEMS C3 & C4

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/H1/16/1

圖 PLAN
 J2

C3

擬議由「未決定用途」改劃為
「住宅(甲類)」，並訂定建築物高度限制
於主水平基準上100米
PROPOSED REZONING
FROM "U" TO "R(A)" WITH
STIPULATION OF BUILDING
HEIGHT RESTRICTION
OF 100 mPD



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

實地照片 SITE PHOTO

本圖於2016年1月14日擬備，所根據的
資料為攝於2015年10月14日的實地照片
EXTRACT PLAN PREPARED ON 14.1.2016
BASED ON SITE PHOTO TAKEN ON
14.10.2015

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

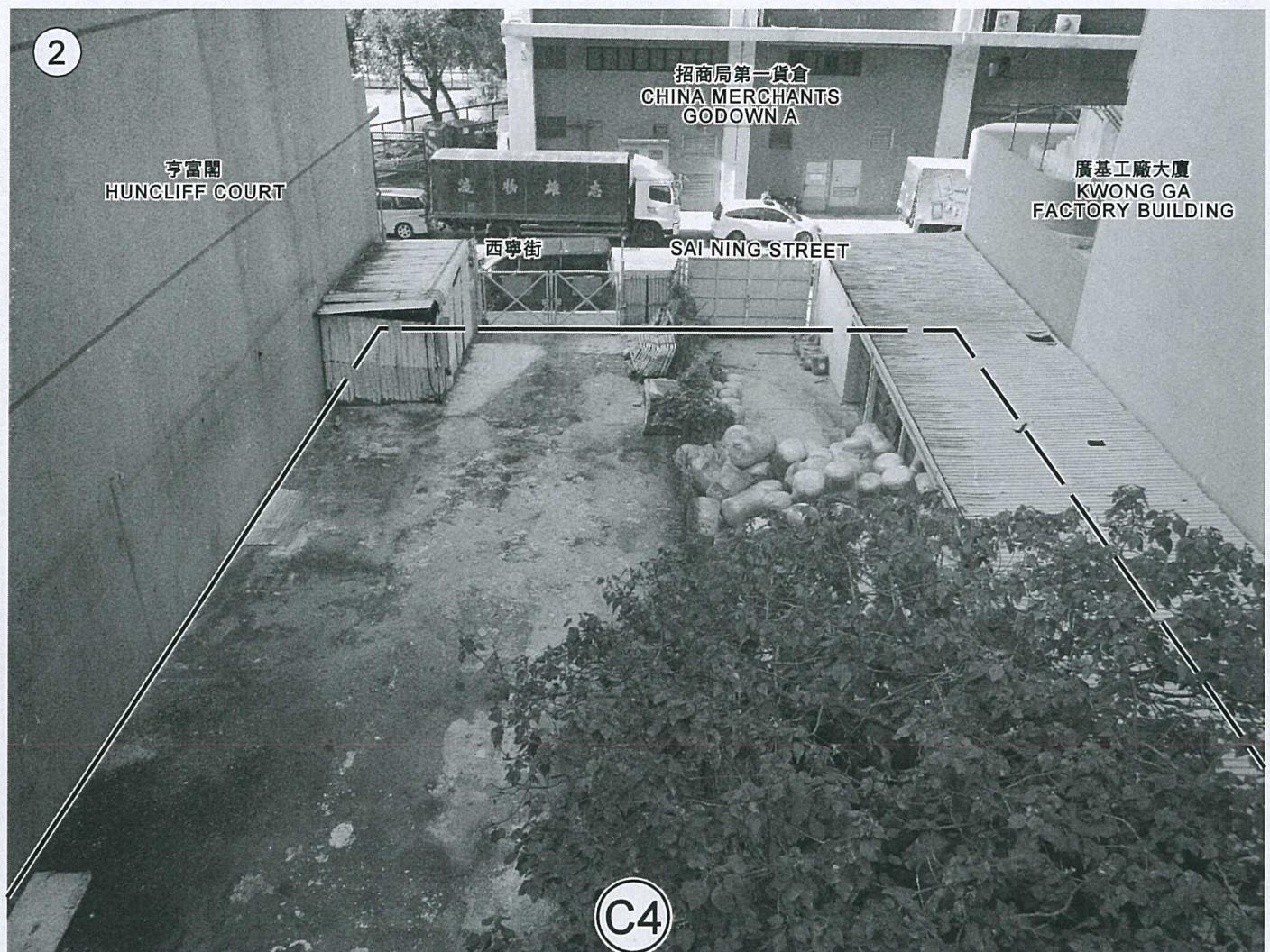
修訂項目C3
AMENDMENT ITEM C3

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
J3a



C4

擬議由「未決定用途」改劃為
「住宅(甲類)」，並訂定建築物高度限制
於主水平基準上100米
PROPOSED REZONING
FROM "U" TO "R(A)" WITH
STIPULATION OF BUILDING
HEIGHT RESTRICTION
OF 100 mPD

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

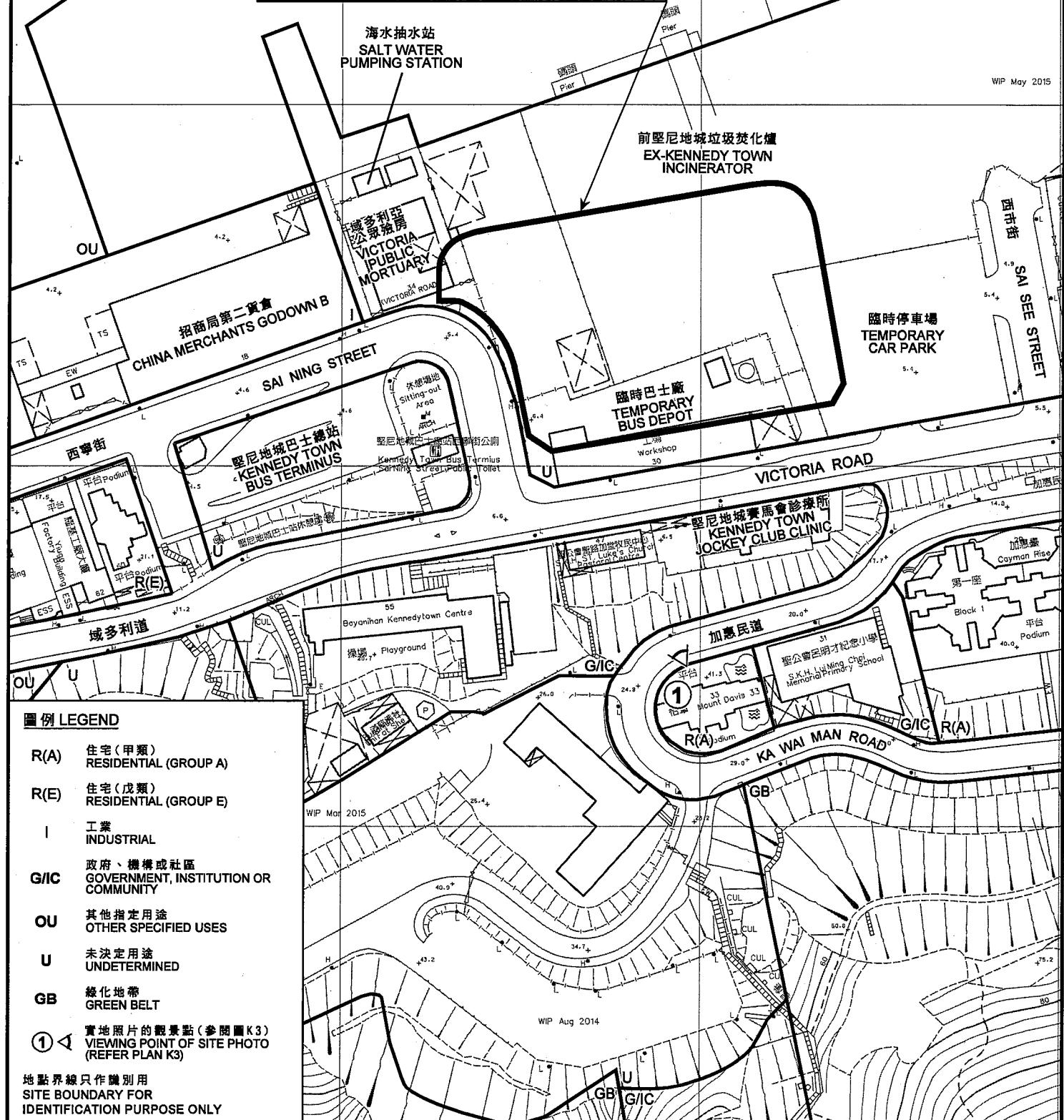
本圖於2016年1月5日擬備，所根據的資料為攝於2015年10月13日的實地照片 EXTRACT PLAN PREPARED ON 5.1.2016 BASED ON SITE PHOTO TAKEN ON 23.10.2015	實地照片 SITE PHOTO 堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂 PROPOSED AMENDMENTS TO THE DRAFT KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19 修訂項目C4 AMENDMENT ITEM C4	規劃署 PLANNING DEPARTMENT  參考編號 REFERENCE No. M/H1/16/1
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D1



招商局碼頭
CHINA MERCHANTS WHARF

擬議由「未決定用途」改劃為「政府、機構或社區」，
並訂定建築物高度限制於8層
PROPOSED REZONING FROM "U" TO "G/IC"
WITH STIPULATION OF BUILDING HEIGHT
RESTRICTION OF 8 STOREYS



平面圖 SITE PLAN

本摘要圖於2016年1月13日擬備，
所根據的資料為測量圖編號
11-SW-6C和6D

EXTRACT PLAN PREPARED ON 13.1.2016
BASED ON SURVEY SHEETS
No. 11-SW-6C & 6D

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目D1
AMENDMENT ITEM D1

SCALE 1:1500 比例尺

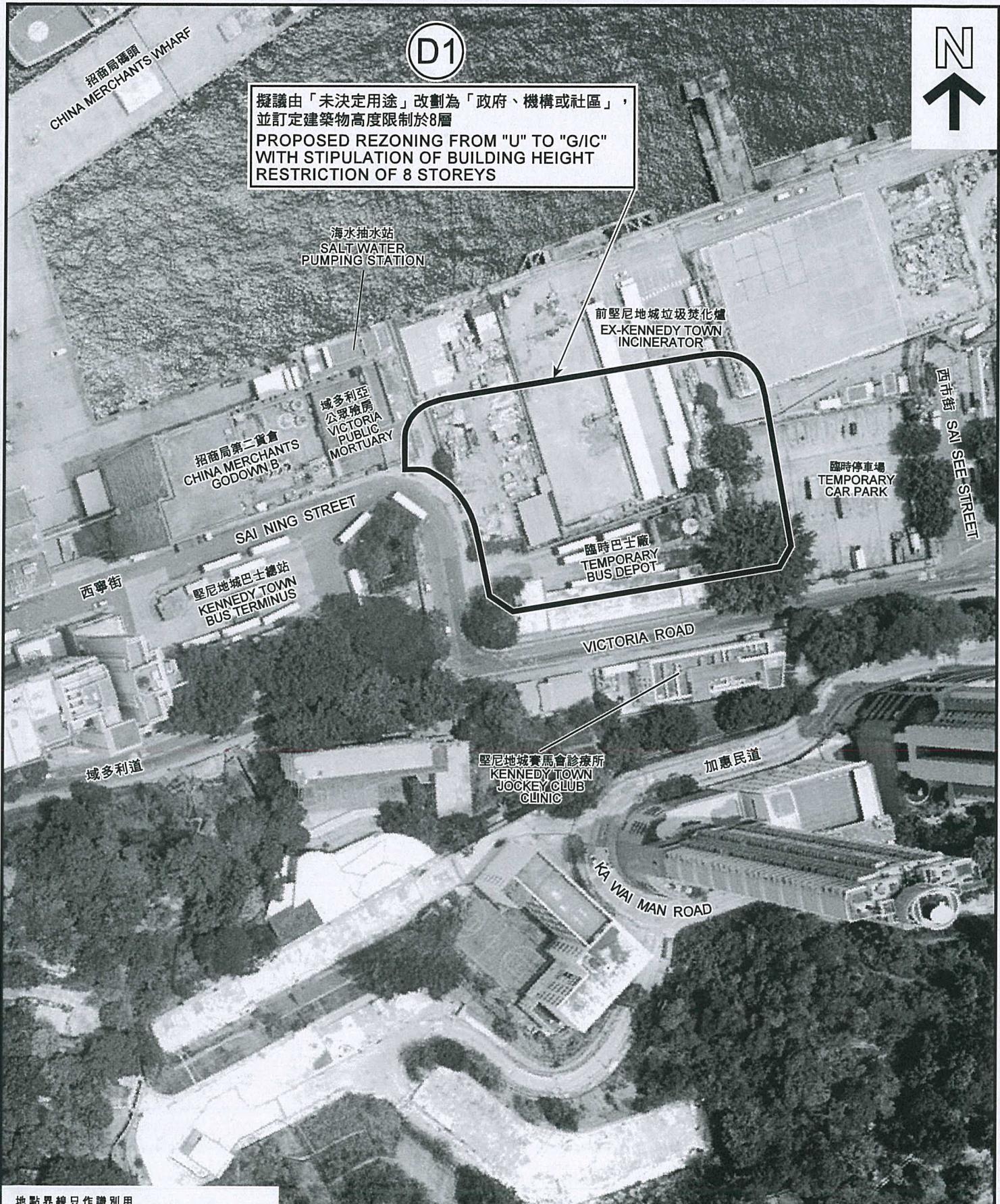
* 20 0 20 40 60 * METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
K1



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

航攝照片 AERIAL PHOTO

本摘要圖於2016年1月13日擬備，所根據的資料為地政總署於2015年5月29日拍得的航攝照片編號CW113721

EXTRACT PLAN PREPARED ON 13.1.2016
BASED ON AERIAL PHOTO No. CW113721
TAKEN ON 29.5.2015 BY LANDS DEPARTMENT

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目D1
AMENDMENT ITEM D1

規劃署
PLANNING
DEPARTMENT



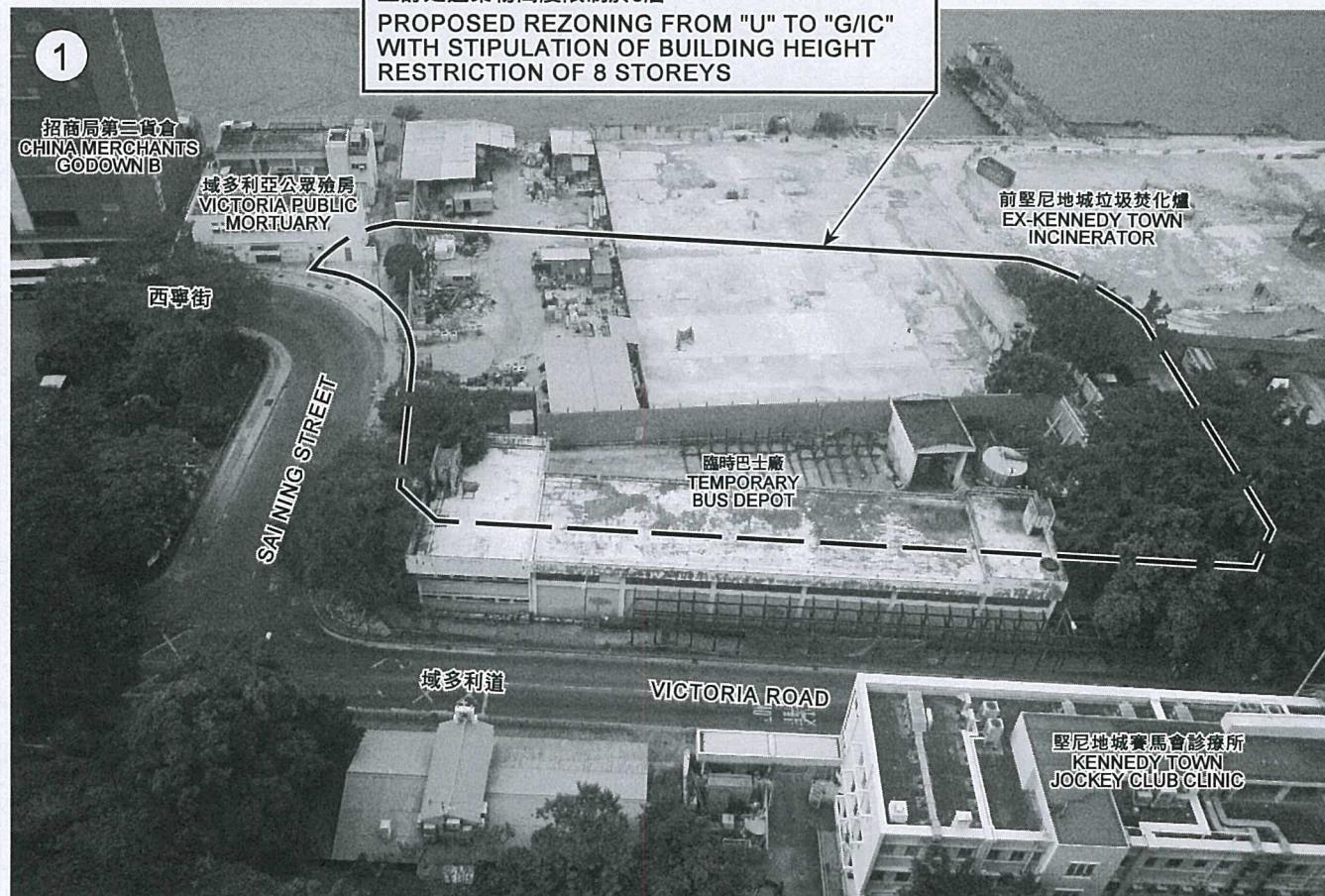
參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
K2

D1

擬議由「未決定用途」改劃為「政府、機構或社區」，
並訂定建築物高度限制於8層

PROPOSED REZONING FROM "U" TO "G/IC"
WITH STIPULATION OF BUILDING HEIGHT
RESTRICTION OF 8 STOREYS



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

實地照片 SITE PHOTO

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目D1
AMENDMENT ITEM D1

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

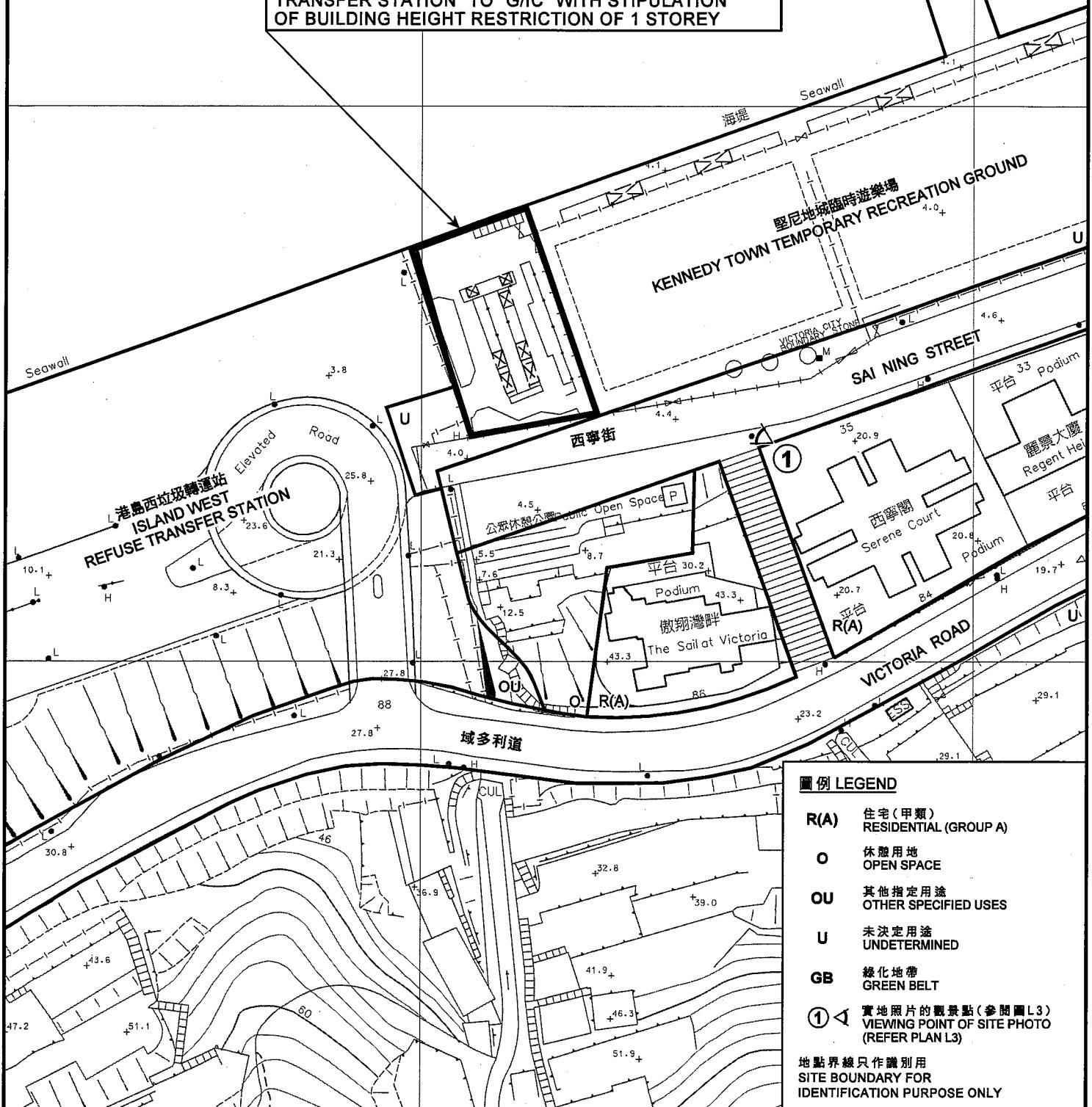
圖 PLAN
K3

本圖於2016年1月14日擬備，所根據的
資料為攝於2015年10月14日的實地照片
EXTRACT PLAN PREPARED ON 14.1.2016
BASED ON SITE PHOTO TAKEN ON 14.10.2015

N
↑

D2

擬議由「未決定用途」及「其他指定用途」註明
 「地下垃圾轉運站的有關用途」改劃為「政府、機構或社區」，
 並訂定建築物高度限制於1層
 PROPOSED REZONING FROM "U" AND "OU" ANNOTATED
 "USES RELATED TO UNDERGROUND REFUSE
 TRANSFER STATION" TO "G/IC" WITH STIPULATION
 OF BUILDING HEIGHT RESTRICTION OF 1 STOREY



平面圖 SITE PLAN

本摘要圖於2016年1月7日擬備，
 所根據的資料為測量圖編號
 11-SW-6C

EXTRACT PLAN PREPARED ON 7.1.2016
 BASED ON SURVEY SHEET No. 11-SW-6C

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
 PROPOSED AMENDMENTS TO THE DRAFT
 KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目D2
 AMENDMENT ITEM D2

SCALE 1:1000 比例尺

米 METRES

0 20

40 METRES

規劃署
PLANNING
DEPARTMENT



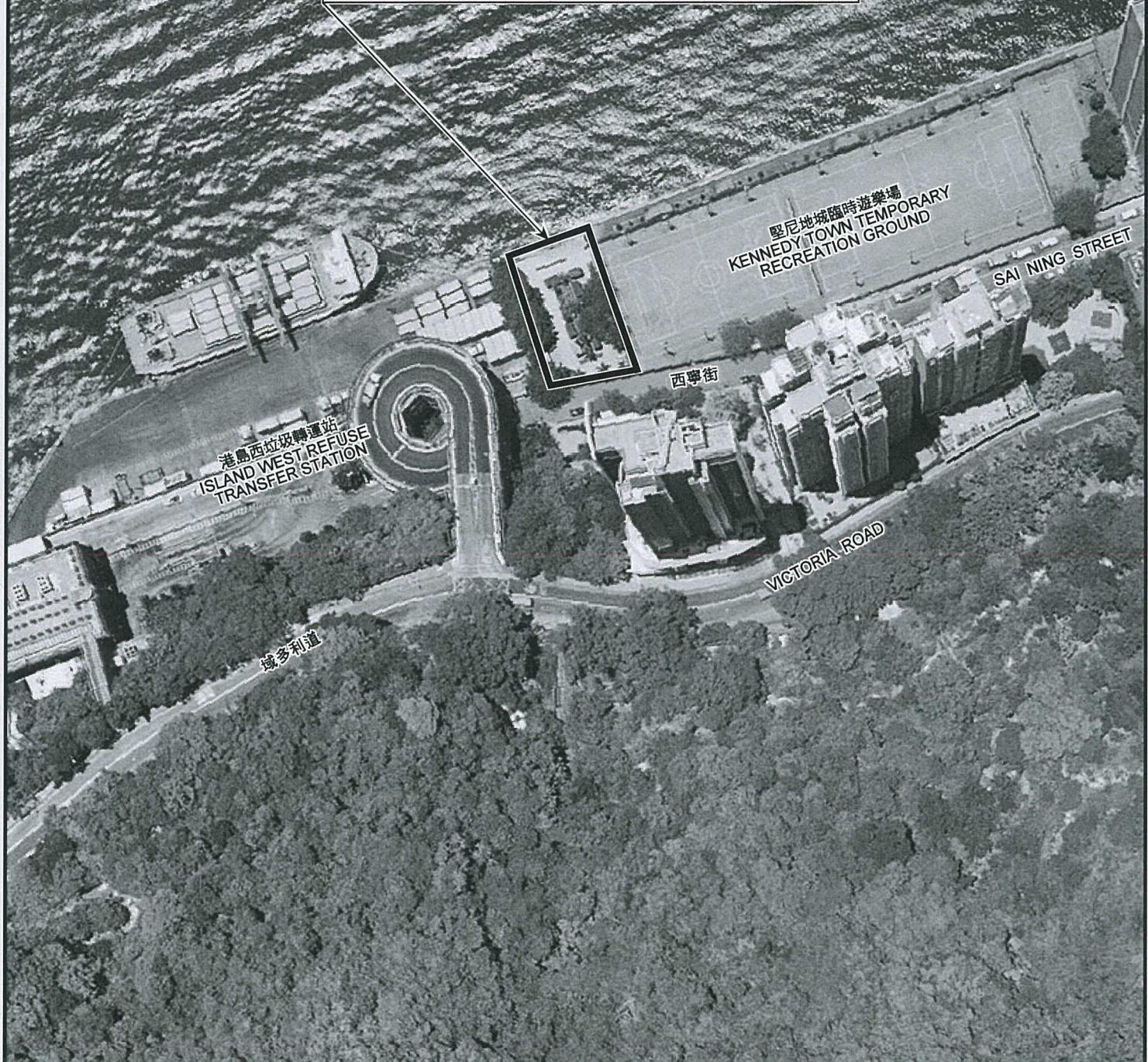
參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
L1



D2

擬議由「未決定用途」及「其他指定用途」註明
「地下垃圾轉運站的有關用途」改劃為「政府、機構或社區」，
並訂定建築物高度限制於1層
PROPOSED REZONING FROM "U" AND "OU" ANNOTATED
"USES RELATED TO UNDERGROUND REFUSE
TRANSFER STATION" TO "G/IC" WITH STIPULATION
OF BUILDING HEIGHT RESTRICTION OF 1 STOREY



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

航攝照片 AERIAL PHOTO

本摘要圖於2016年1月7日擬備，所根據的
資料為地政總署於2015年6月4日拍得的
航攝照片編號CW114920

EXTRACT PLAN PREPARED ON 7.1.2016
BASED ON AERIAL PHOTO No. CW114920
TAKEN ON 4.6.2015 BY
LANDS DEPARTMENT

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目D2
AMENDMENT ITEM D2

規劃署
PLANNING
DEPARTMENT

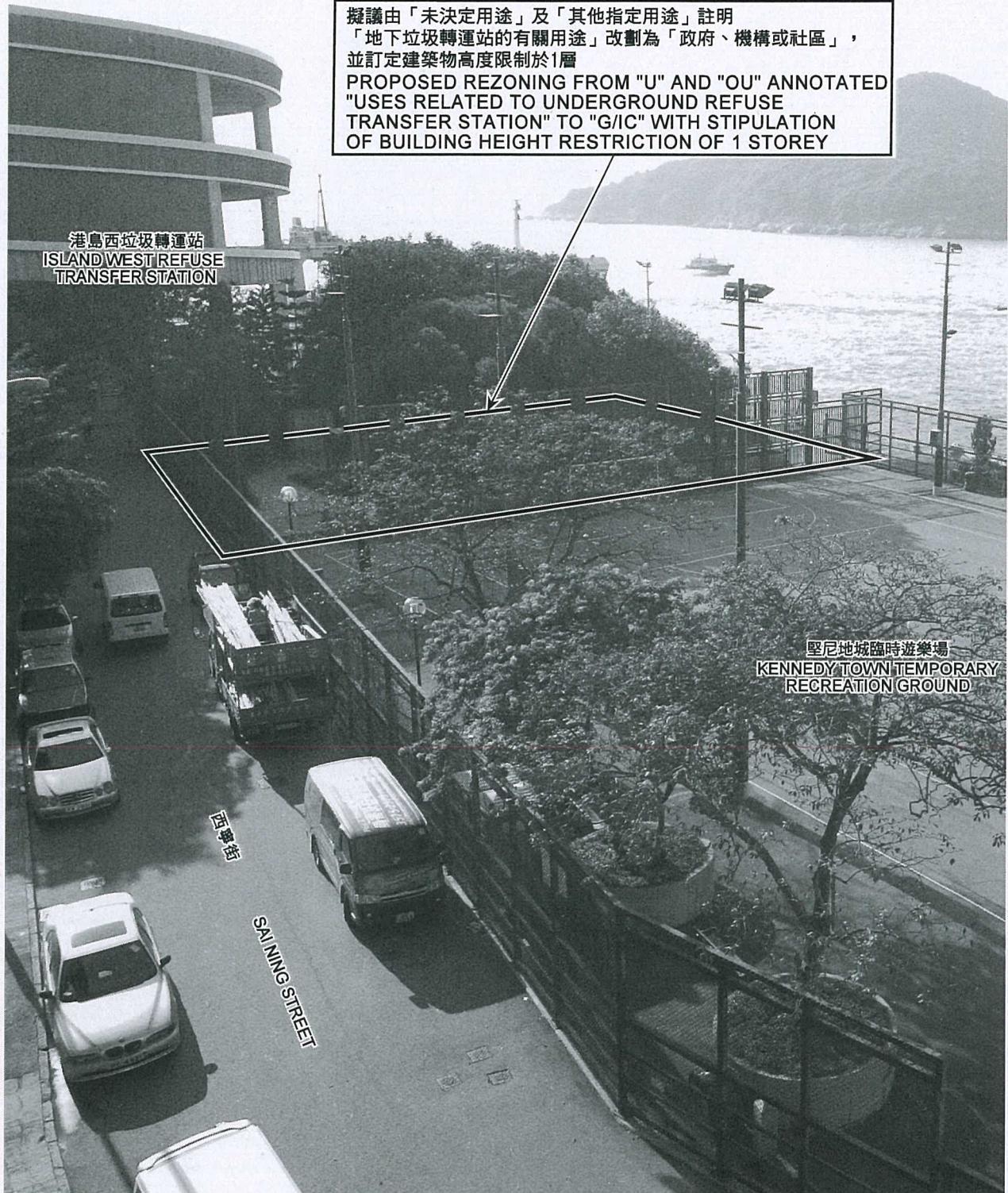


參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
L2

D2

擬議由「未決定用途」及「其他指定用途」註明
「地下垃圾轉運站的有關用途」改劃為「政府、機構或社區」，
並訂定建築物高度限制於1層
PROPOSED REZONING FROM "U" AND "OU" ANNOTATED
"USES RELATED TO UNDERGROUND REFUSE
TRANSFER STATION" TO "G/IC" WITH STIPULATION
OF BUILDING HEIGHT RESTRICTION OF 1 STOREY



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

本圖於2016年1月7日擬備，所根據的
資料為攝於2015年10月13日的實地照片
EXTRACT PLAN PREPARED ON 7.1.2016
BASED ON SITE PHOTO TAKEN ON
13.10.2015

實地照片 SITE PHOTO

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目D2
AMENDMENT ITEM D2

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
L3



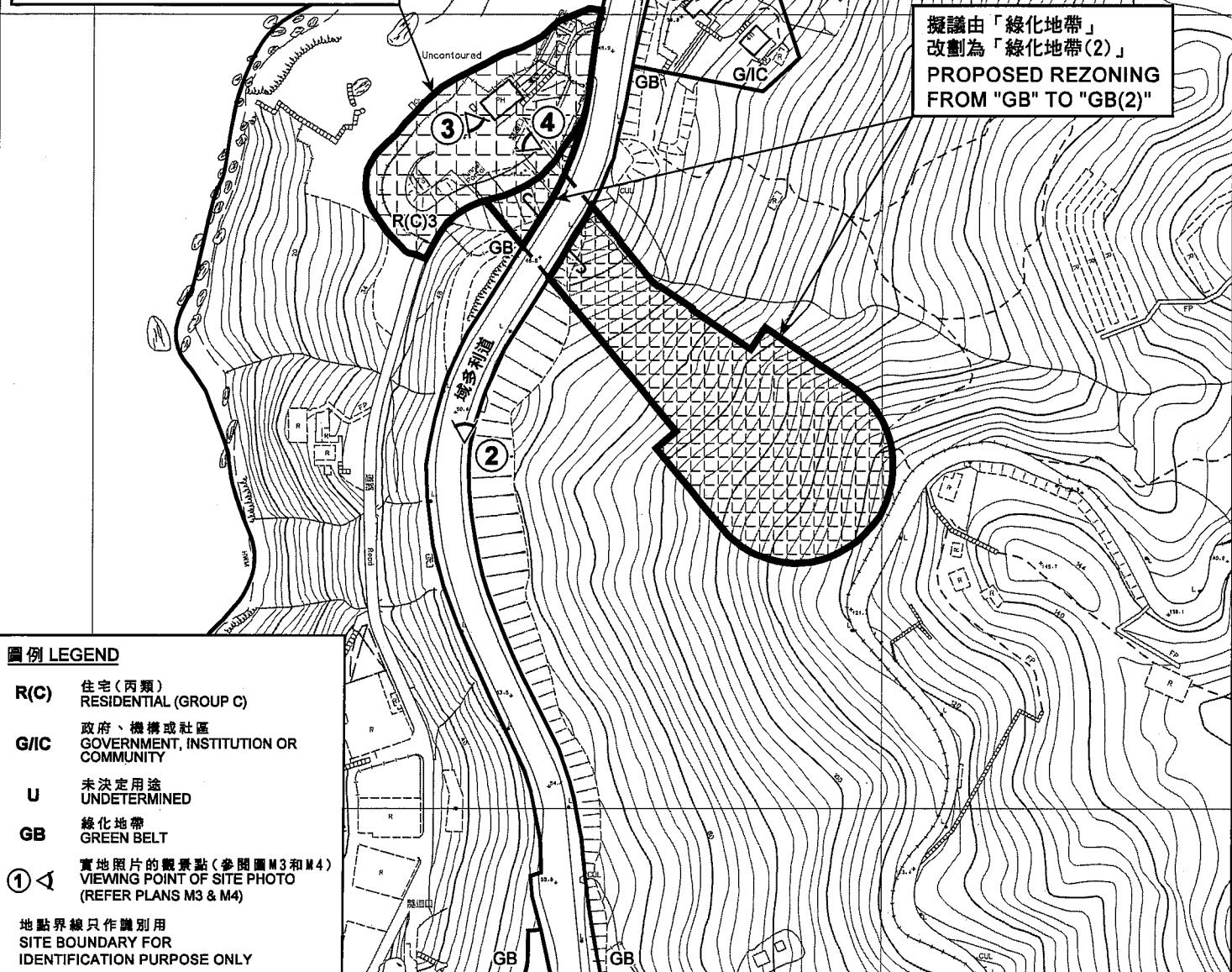
E

擬議由「住宅(丙類)3」改劃為
 「其他指定用途」註明「公眾殮房」，
 並訂定建築物高度限制於主水平基準上60米
**PROPOSED REZONING FROM
 "R(C)3" TO "OU" ANNOTATED
 "PUBLIC MORTUARY" WITH
 STIPULATION OF BUILDING
 HEIGHT RESTRICTION OF 60 mPD**

慈星閣仁愛服務中心(安老院)
**CHEE SING KOK SOCIAL CENTRE
 OF THE HUMANITY LOVE**

E

擬議由「綠化地帶」
 改劃為「綠化地帶(2)」
**PROPOSED REZONING
 FROM "GB" TO "GB(2)"**



圖例 LEGEND

R(C)	住宅(丙類) RESIDENTIAL (GROUP C)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
U	未決定用途 UNDETERMINED
GB	綠化地帶 GREEN BELT
① ↗	實地照片的觀景點(參閱圖M3和M4) VIEWING POINT OF SITE PHOTO (REFER PLANS M3 & M4)
地點界線只作識別用 SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY	

平面圖 SITE PLAN

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
**PROPOSED AMENDMENTS TO THE DRAFT
 KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19**

修訂項目 E

AMENDMENT ITEM E

SCALE 1:2000 比例尺

METRES 40

0

40

80

METRES

規劃署
**PLANNING
 DEPARTMENT**



參考編號
REFERENCE No.

M/H1/16/1

圖 PLAN

M1

本摘要圖於2016年1月12日擬備，
 所根據的資料為測量圖編號
 11-SW-6C和11A

EXTRACT PLAN PREPARED ON 12.1.2016
 BASED ON SURVEY SHEETS
 No. 11-SW-6C & 11A



E

擬議由「住宅(丙類)3」改劃為
「其他指定用途」註明「公眾殮房」，
並訂定建築物高度限制於主水平基準上60米
PROPOSED REZONING FROM
"R(C)3" TO "OU" ANNOTATED
"PUBLIC MORTUARY" WITH
STIPULATION OF BUILDING
HEIGHT RESTRICTION OF 60 mPD

VICTORIA ROAD

慈星閣仁愛服務中心(安老院)
CHEE SING KOK SOCIAL CENTRE
OF THE HUMANITY LOVE

E

擬議由「綠化地帶」
改劃為「綠化地帶(2)」
PROPOSED REZONING
FROM "GB" TO "GB(2)"

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

航攝照片 AERIAL PHOTO

本摘要圖於2015年12月28日擬備，所根據的
資料為地政總署於2015年5月29日拍得的
航攝照片編號CW113744

EXTRACT PLAN PREPARED ON 28.12.2015
BASED ON AERIAL PHOTO No. CW113744
TAKEN ON 29.5.2015 BY
LANDS DEPARTMENT

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目E
AMENDMENT ITEM E

規劃署
PLANNING
DEPARTMENT



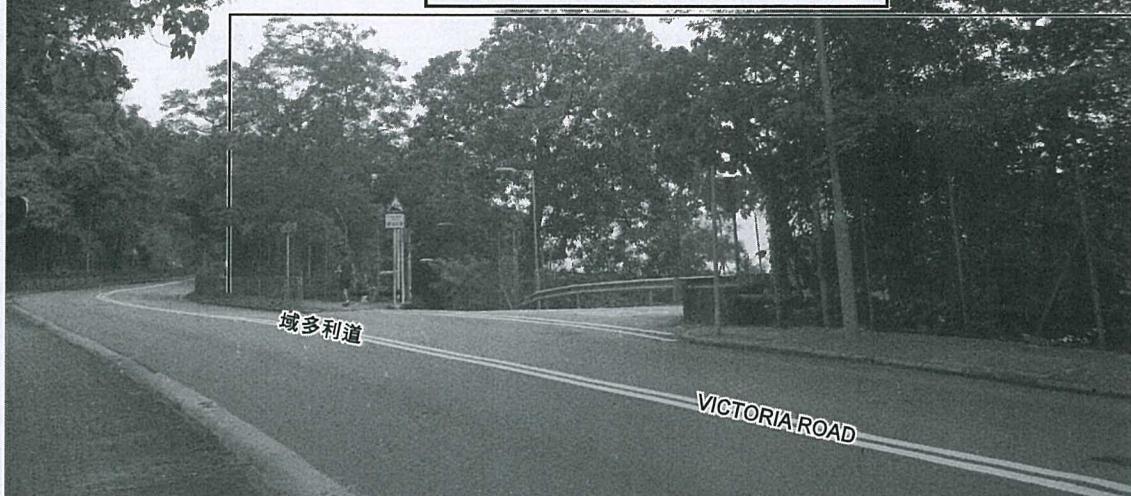
參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
M2

1

E

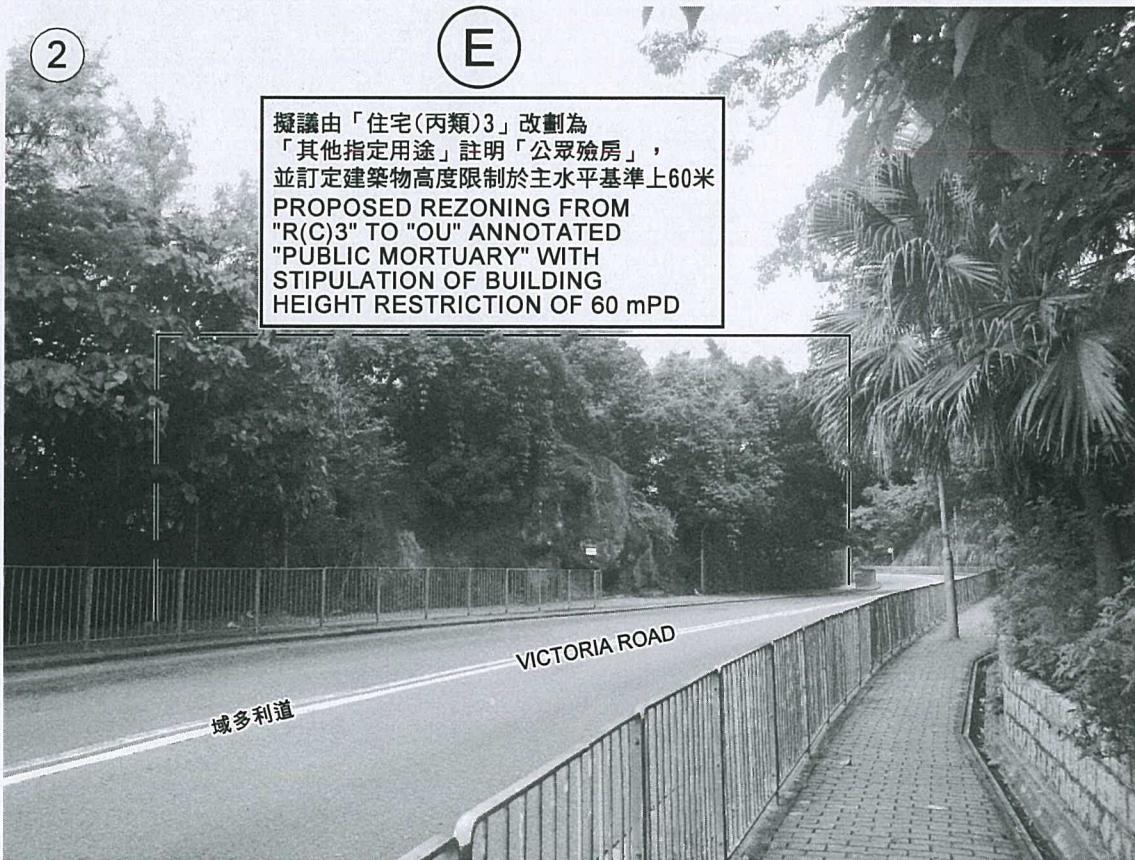
擬議由「住宅(丙類)3」改劃為
 「其他指定用途」註明「公眾殮房」，
 並訂定建築物高度限制於主水平基準上60米
 PROPOSED REZONING FROM
 "R(C)3" TO "OU" ANNOTATED
 "PUBLIC MORTUARY" WITH
 STIPULATION OF BUILDING
 HEIGHT RESTRICTION OF 60 mPD



2

E

擬議由「住宅(丙類)3」改劃為
 「其他指定用途」註明「公眾殮房」，
 並訂定建築物高度限制於主水平基準上60米
 PROPOSED REZONING FROM
 "R(C)3" TO "OU" ANNOTATED
 "PUBLIC MORTUARY" WITH
 STIPULATION OF BUILDING
 HEIGHT RESTRICTION OF 60 mPD



實地照片 SITE PHOTOS

本圖於2016年1月5日擬備，所根據的
 資料為攝於2015年10月19日的實地照片
 EXTRACT PLAN PREPARED ON 5.1.2016
 BASED ON SITE PHOTOS TAKEN ON
 19.10.2015

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
 PROPOSED AMENDMENTS TO THE DRAFT
 KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

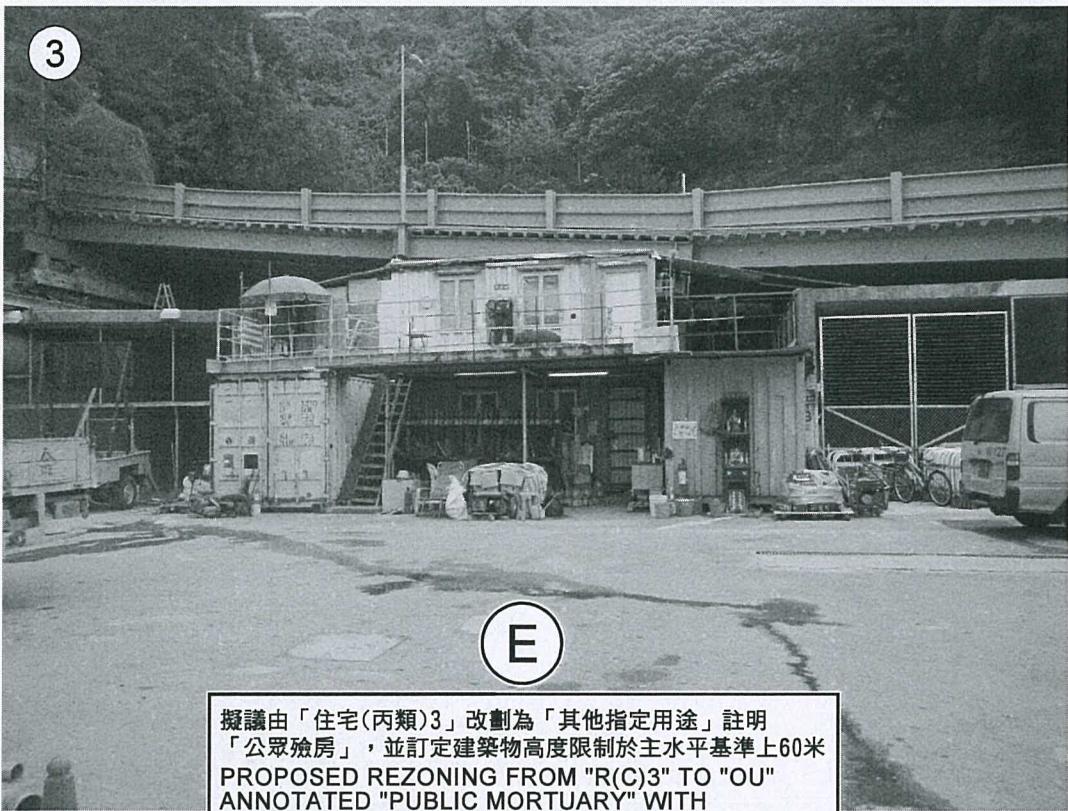
修訂項目E
 AMENDMENT ITEM E

規劃署
 PLANNING
 DEPARTMENT

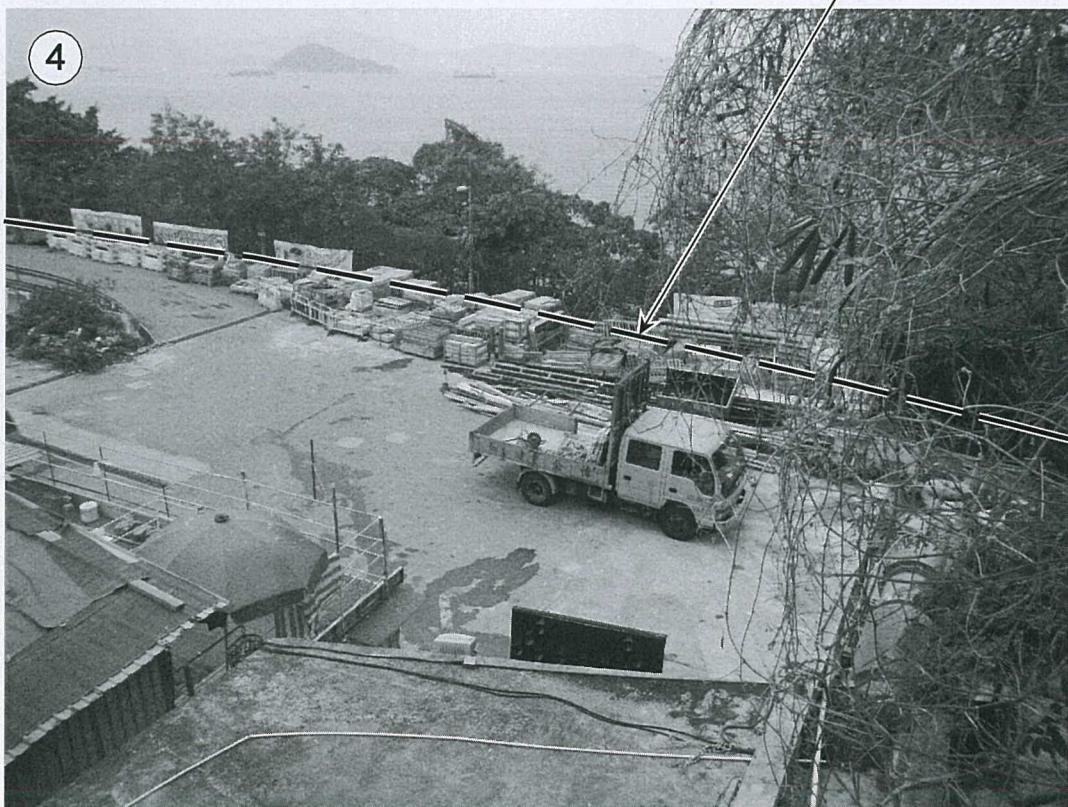


參考編號
 REFERENCE No.
 M/H1/16/1

圖 PLAN
 M3



擬議由「住宅(丙類)3」改劃為「其他指定用途」註明
 「公眾殮房」，並訂定建築物高度限制於主水平基準上60米
 PROPOSED REZONING FROM "R(C)3" TO "OU"
 ANNOTATED "PUBLIC MORTUARY" WITH
 STIPULATION OF BUILDING HEIGHT
 RESTRICTION OF 60 mPD



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

實地照片 SITE PHOTOS

本圖於2016年1月13日擬備，所根據的
 資料為攝於2016年1月7日的實地照片
 EXTRACT PLAN PREPARED ON 13.1.2016
 BASED ON SITE PHOTOS TAKEN ON
 7.1.2016

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
 PROPOSED AMENDMENTS TO THE DRAFT
 KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

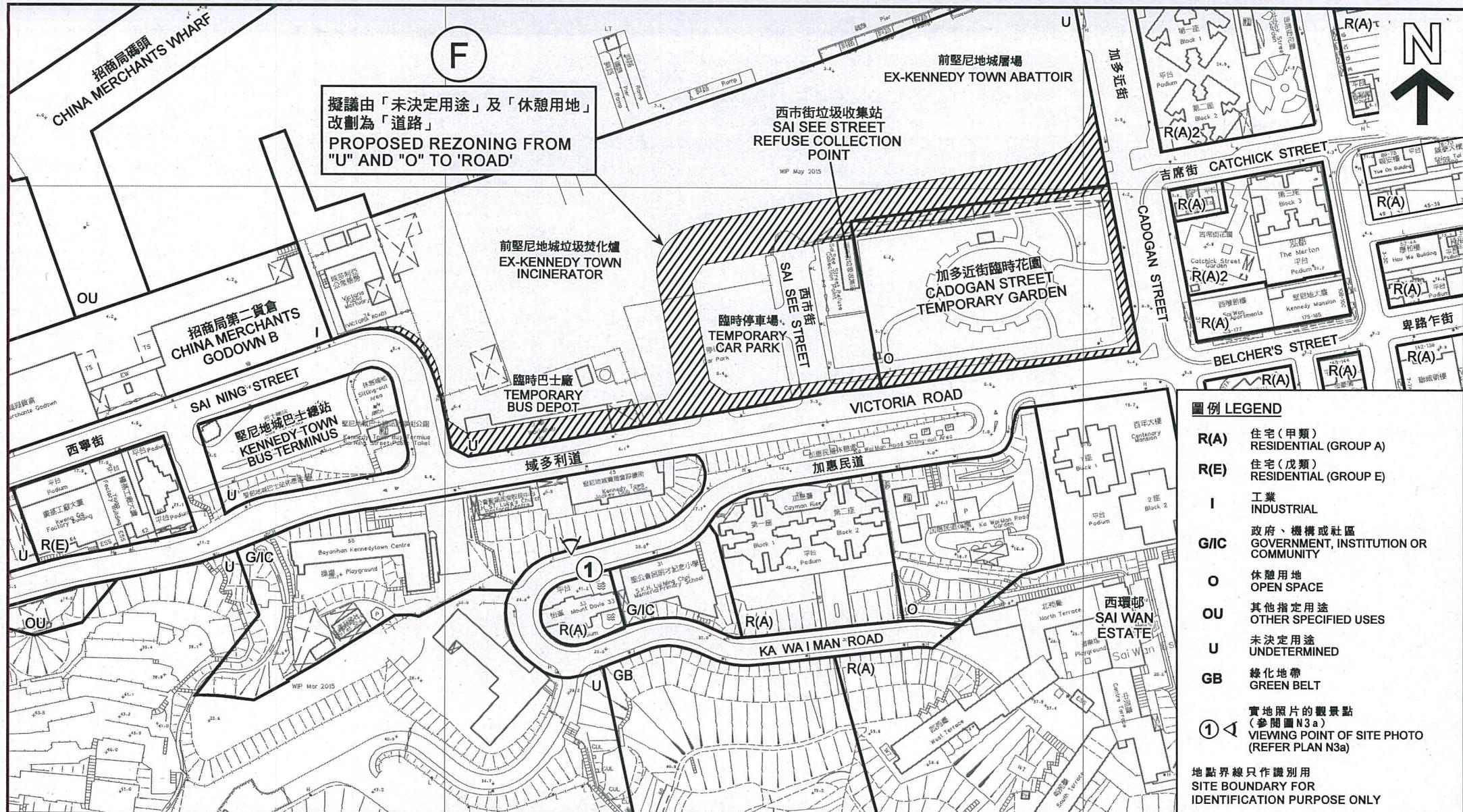
修訂項目
 AMENDMENT ITEM E

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/H1/16/1

圖 PLAN
 M4



本摘要圖於2016年1月12日擬備，
所根據的資料為測量圖編號
11-SW-6C和6D

**EXTRACT PLAN PREPARED ON 12.1.2016
BASED ON SURVEY SHEETS No. 11-SW-6C & 6D**

平面圖 SITE PLAN

**堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS QZP No. S/H1/19**

修訂項目F(部分)
AMENDMENT ITEM F (PART)

SCALE 1:2000 比例尺
米 METRES 40 0 40 80 米 METRES

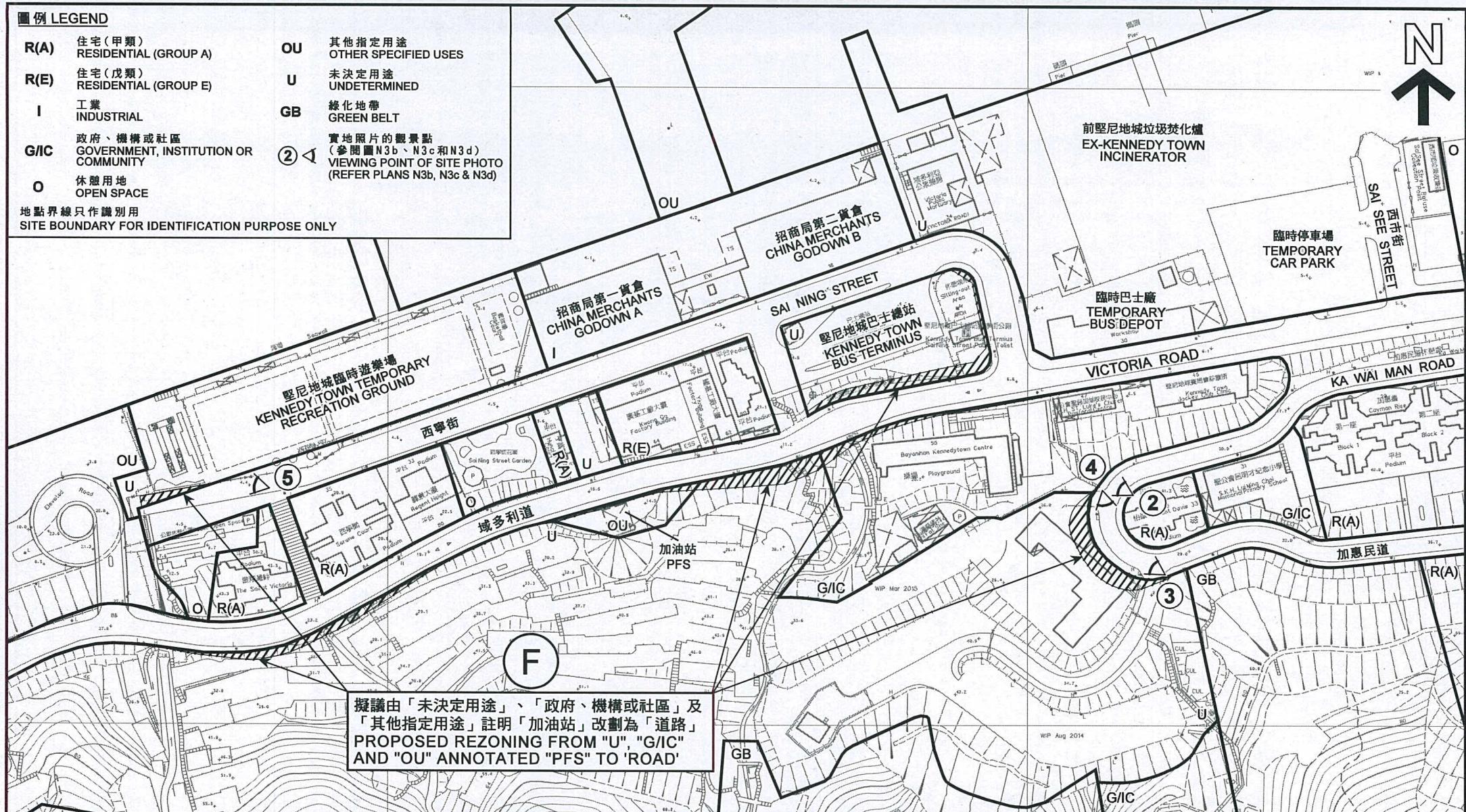
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖例 LEGEND

R(A)	住宅(甲類) RESIDENTIAL (GROUP A)	OU	其他指定用途 OTHER SPECIFIED USES
R(E)	住宅(戊類) RESIDENTIAL (GROUP E)	U	未決定用途 UNDETERMINED
I	工業 INDUSTRIAL	GB	綠化地帶 GREEN BELT
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	(2) ②	實地照片的觀景點 (參閱圖N3b、N3c和N3d) VIEWING POINT OF SITE PHOTO (REFER PLANS N3b, N3c & N3d)
O	休憩用地 OPEN SPACE		
	地點界線只作識別用 SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY		



本摘要圖於2016年1月12日擬備，
所根據的資料為測量圖編號
11-SW-6C and 6D

EXTRACT PLAN PREPARED ON 12.1.2016
BASED ON SURVEY SHEETS No. 11-SW-6C & 6D

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目F(部分)
AMENDMENT ITEM F (PART)

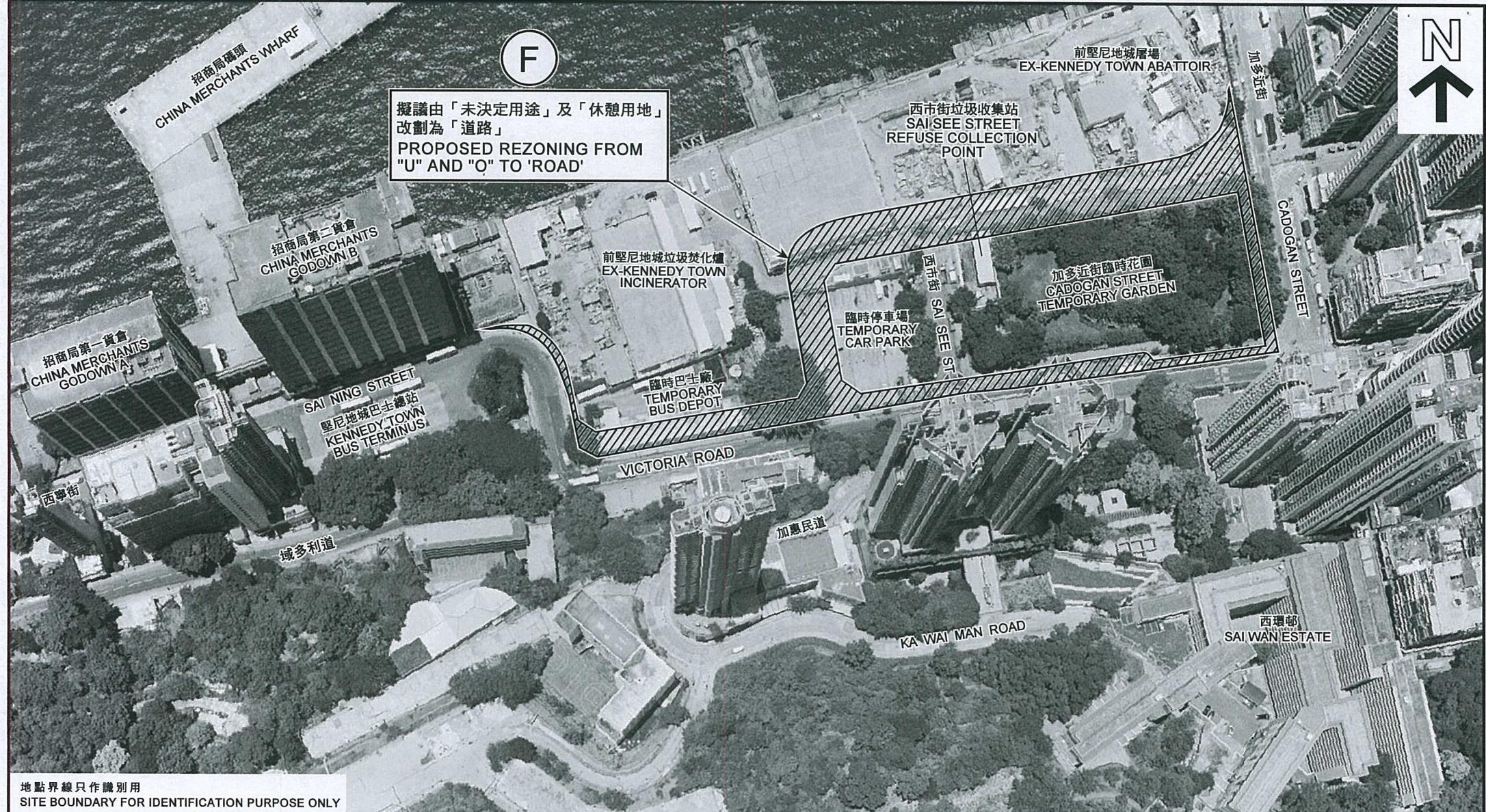
SCALE 1:2000 比例尺
METRES 40 0 40 80 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
N1b



本摘要圖於2016年1月13日擬備，所根據的
資料為地政總署於2015年6月4日拍得的
航攝照片編號CW114921

EXTRACT PLAN PREPARED ON 13.1.2016
BASED ON AERIAL PHOTO No.CW114921
TAKEN ON 4.6.2015 BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目F(部分)
AMENDMENT ITEM F (PART)

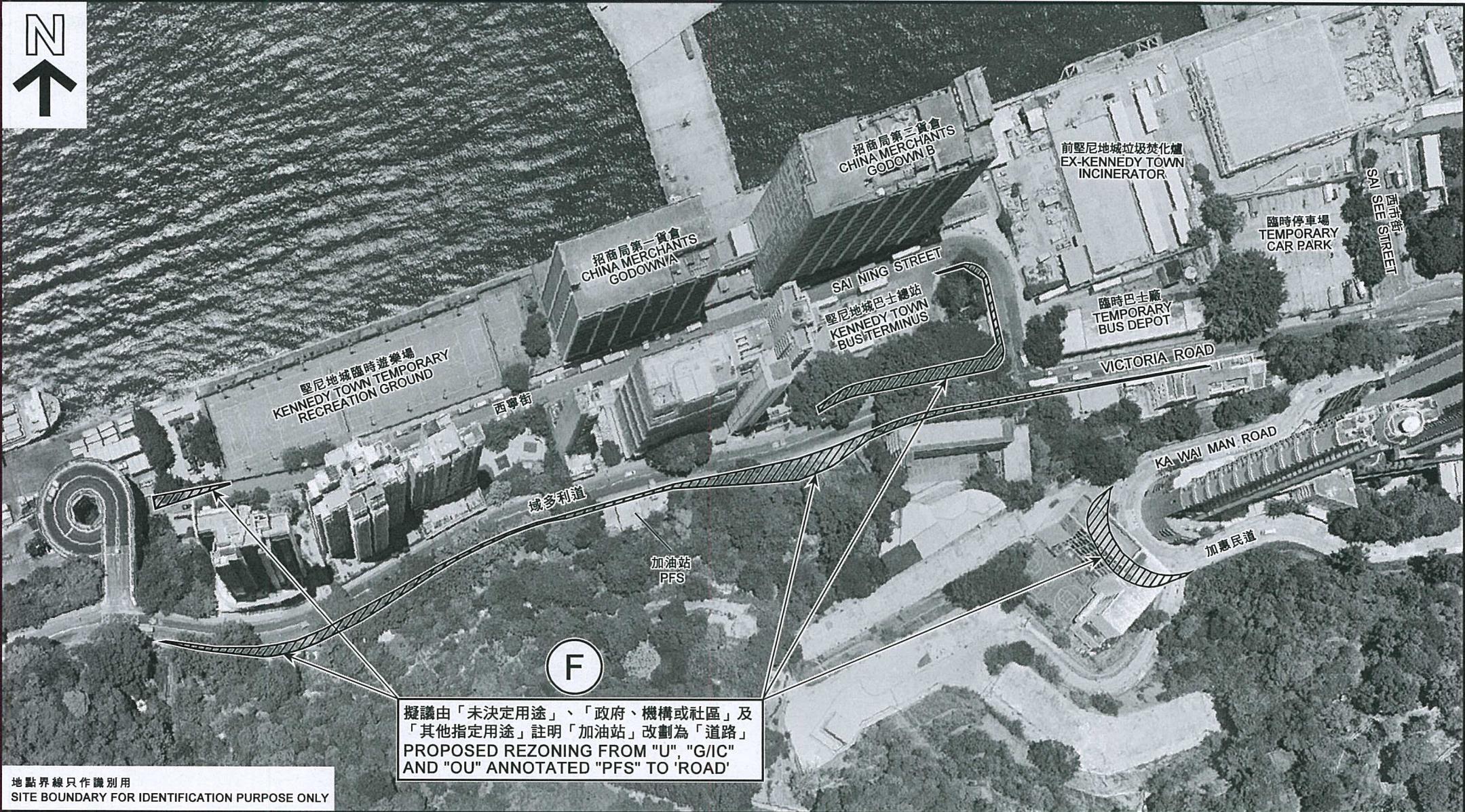
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
N2a

N
↑



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

本摘要圖於2016年1月13日擬備，所根據的
資料為地政總署於2015年6月4日拍得的
航攝照片編號CW114920

EXTRACT PLAN PREPARED ON 13.1.2016
BASED ON AERIAL PHOTO No. CW114920
TAKEN ON 4.6.2015 BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

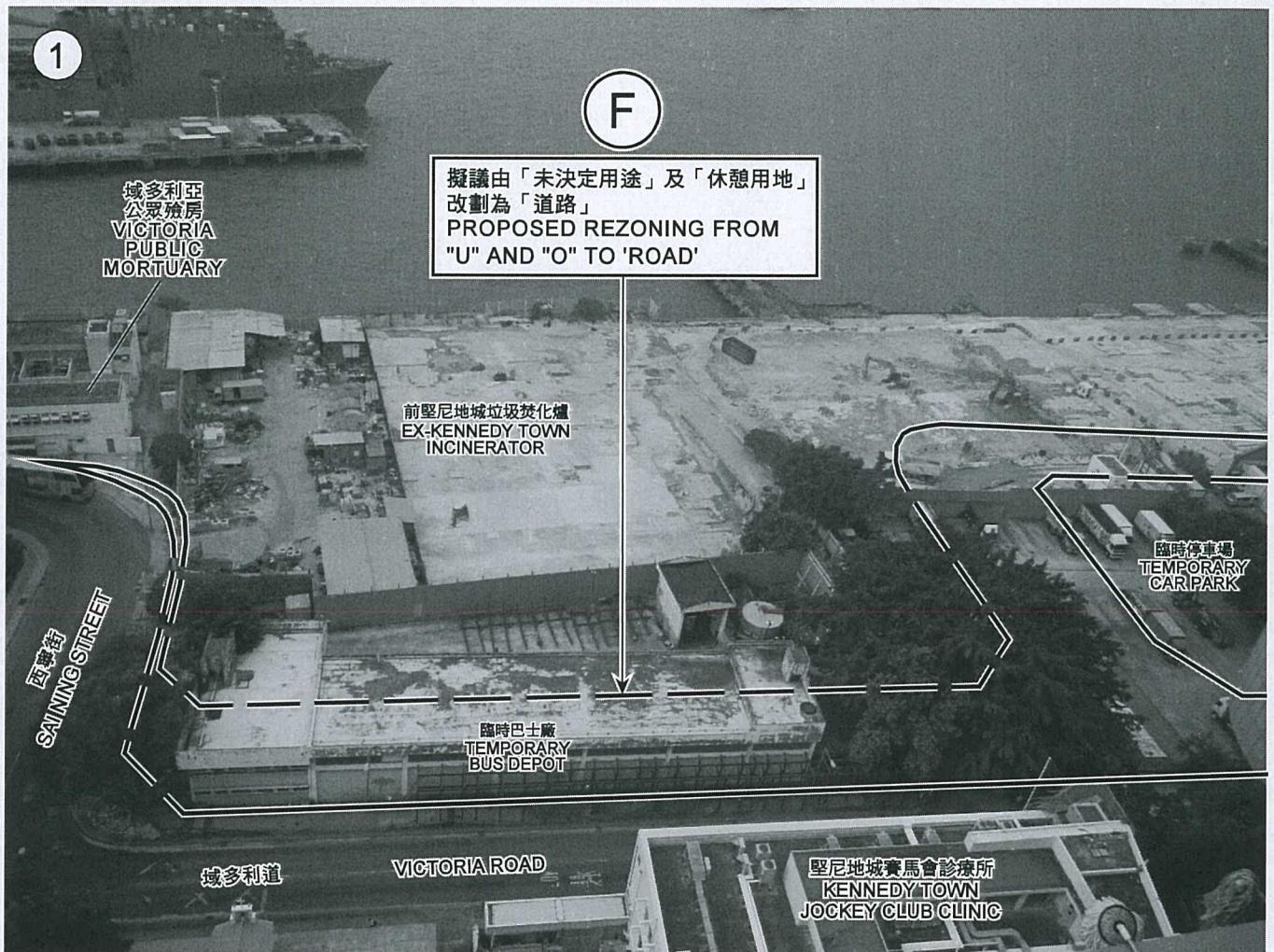
修訂項目F(部分)
AMENDMENT ITEM F (PART)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
N2b



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

本圖於2016年1月13日擬備，所根據的資料為攝於2015年10月14日的實地照片
EXTRACT PLAN PREPARED ON 13.1.2016
BASED ON SITE PHOTO TAKEN ON
14.10.2015

實地照片 SITE PHOTO

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目F(部分)
AMENDMENT ITEM F (PART)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
N3a



F

擬議由「未決定用途」、「政府、機構或社區」
及「其他指定用途」註明「加油站」改劃為「道路」
PROPOSED REZONING FROM "U", "G/IC"
AND "OU" ANNOTATED "PFS" TO 'ROAD'

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

本圖於2016年1月12日擬備，所根據的
資料為攝於2015年10月14日的實地照片
EXTRACT PLAN PREPARED ON 12.1.2016
BASED ON SITE PHOTO TAKEN ON
14.10.2015

實地照片 SITE PHOTO

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目F(部分)
AMENDMENT ITEM F (PART)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
N3b



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

實地照片 SITE PHOTOS

本圖於2015年12月28日擬備，所根據的資料為攝於2015年10月19日的實地照片
EXTRACT PLAN PREPARED ON 28.12.2015
BASED ON SITE PHOTOS TAKEN ON
19.10.2015

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

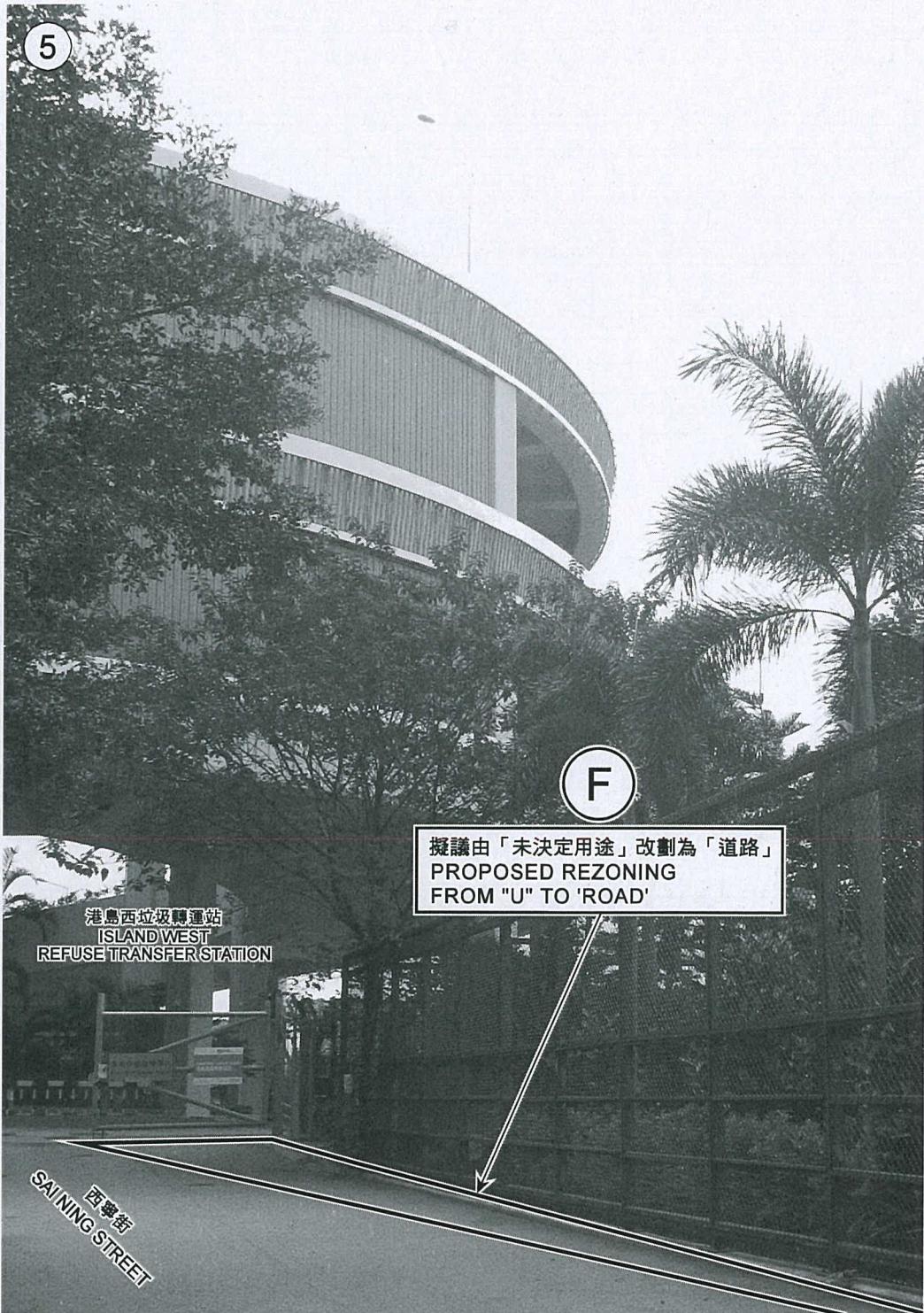
修訂項目F(部分)
AMENDMENT ITEM F (PART)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
N3c



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

本圖於2015年12月28日擬備，所根據的
資料為攝於2015年10月19日的實地照片
EXTRACT PLAN PREPARED ON 28.12.2015
BASED ON SITE PHOTO TAKEN ON
19.10.2015

實地照片 SITE PHOTO

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目F(部分)
AMENDMENT ITEM F (PART)

規劃署
PLANNING
DEPARTMENT



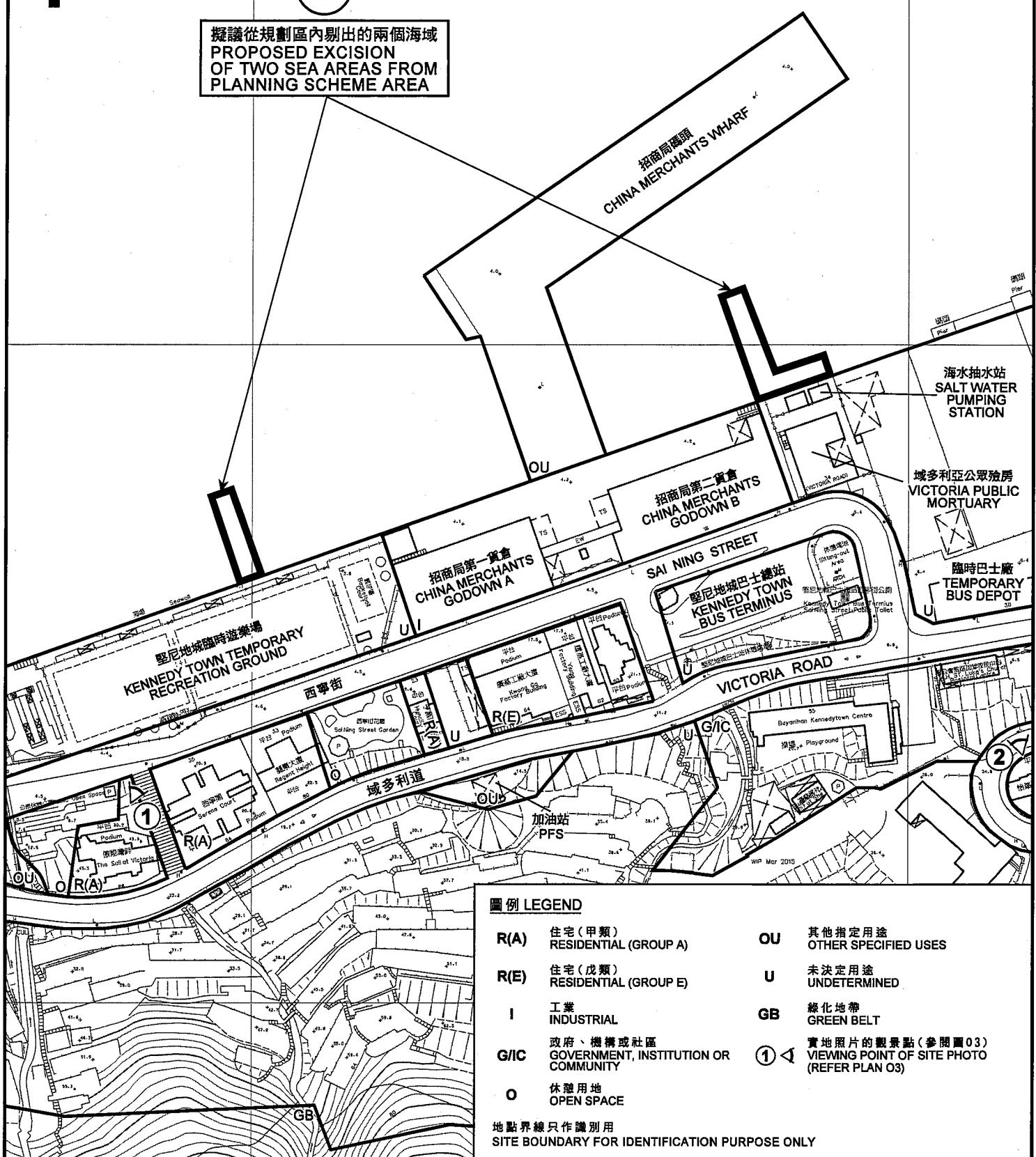
參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
N3d

N
↑

G

擬議從規劃區內剔出的兩個海域
PROPOSED EXCISION
OF TWO SEA AREAS FROM
PLANNING SCHEME AREA



平面圖 SITE PLAN

本摘要圖於2016年1月13日擬備，
所根據的資料為測量圖編號
11-SW-6C和6D

EXTRACT PLAN PREPARED ON 13.1.2016
BASED ON SURVEY SHEETS
No. 11-SW-6C & 6D

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目G
AMENDMENT ITEM G

SCALE 1 : 2 000 比例尺
METRES 40 0 40 80 METRES

規劃署
PLANNING
DEPARTMENT



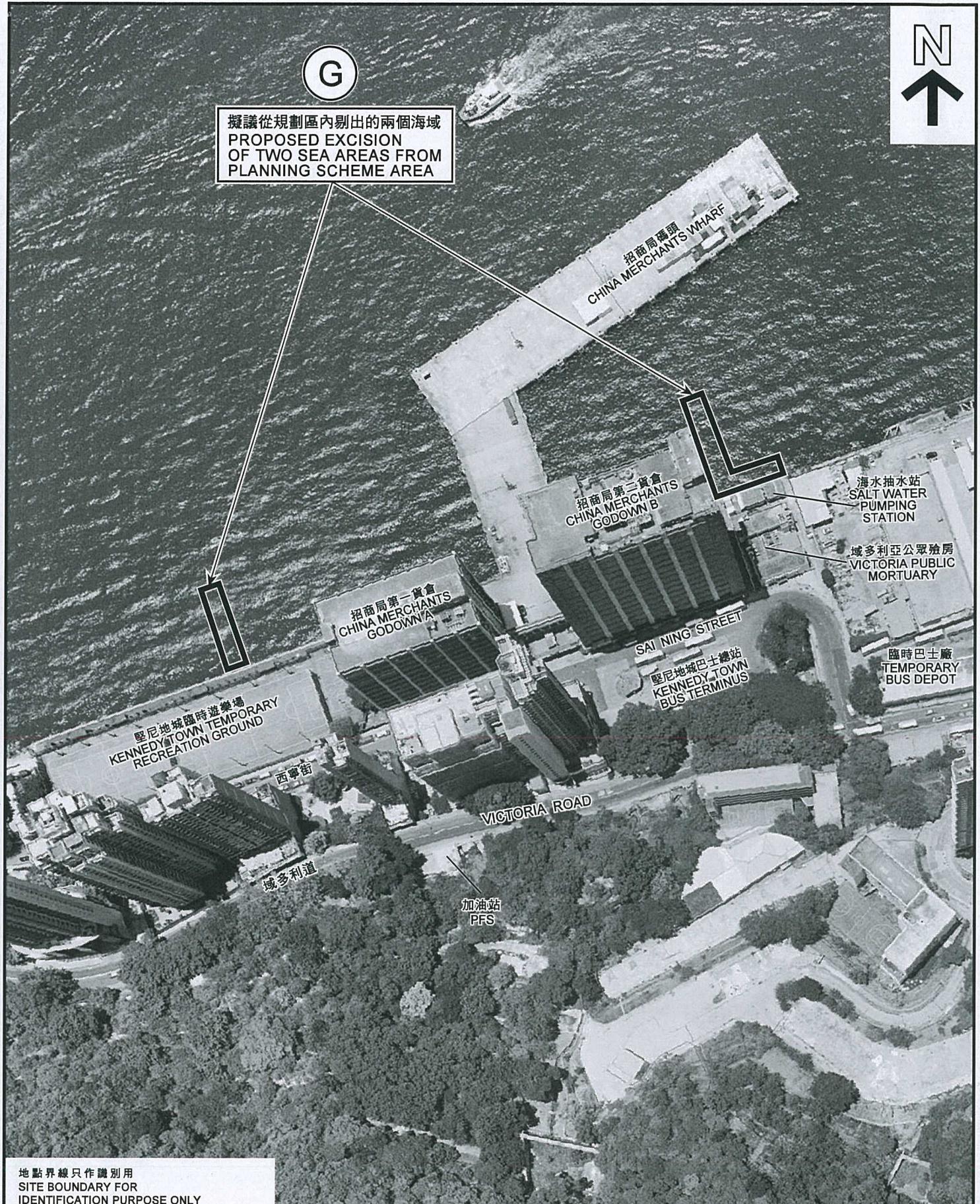
參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
O1



G

擬議從規劃區內剔出的兩個海域
PROPOSED EXCISION
OF TWO SEA AREAS FROM
PLANNING SCHEME AREA



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

本摘要圖於2016年1月13日擬備，所根據的
資料為地政總署於2015年6月4日拍得的
航攝照片編號CW114921
EXTRACT PLAN PREPARED ON 13.1.2016
BASED ON AERIAL PHOTO No. CW114921
TAKEN ON 4.6.2015 BY
LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目G
AMENDMENT ITEM G

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
O2



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

實地照片 SITE PHOTOS

本圖於2016年1月13日擬備，所根據的資料為攝於2015年10月13日的實地照片
EXTRACT PLAN PREPARED ON 13.1.2016
BASED ON SITE PHOTOS TAKEN ON
13.10.2015

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目
AMENDMENT ITEM G

規劃署
PLANNING
DEPARTMENT



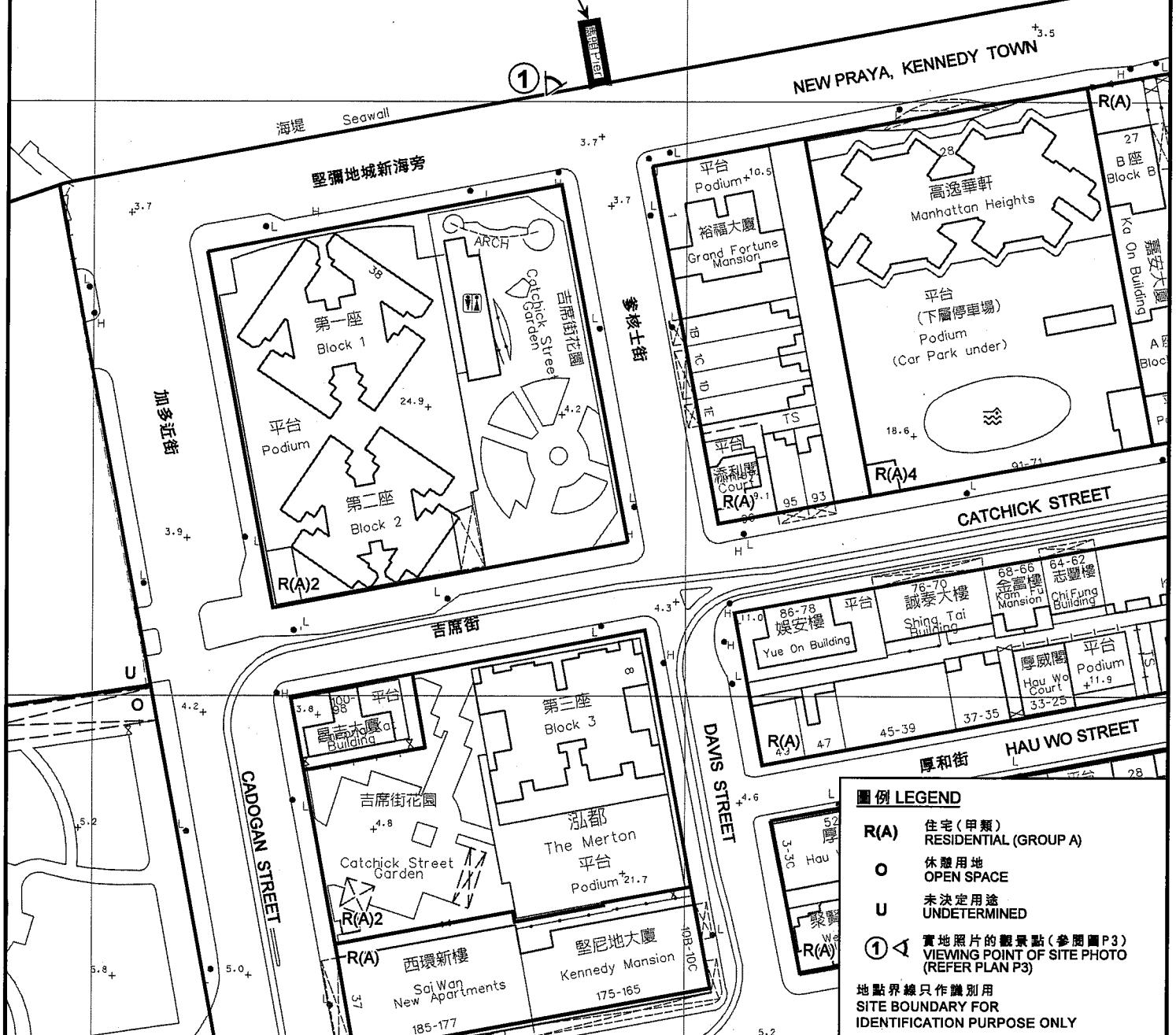
參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
O3

H



擬議把碼頭納入規劃區內及劃為「其他指定用途」
註明「碼頭」，並訂定建築物高度限制於1層
PROPOSED INCORPORATION OF A PIER INTO THE PLANNING SCHEME AREA AND ZONING OF THE PIER TO "OU" ANNOTATED "PIER"
WITH STIPULATION OF BUILDING HEIGHT RESTRICTION OF 1 STOREY



H



擬議把碼頭納入規劃區內及劃為「其他指定用途」

註明「碼頭」，並訂定建築物高度限制於1層

PROPOSED INCORPORATION OF A PIER INTO
THE PLANNING SCHEME AREA AND ZONING
OF THE PIER TO "OU" ANNOTATED "PIER"
WITH STIPULATION OF BUILDING
HEIGHT RESTRICTION OF 1 STOREY



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

航攝照片 AERIAL PHOTO

本摘要圖於2015年12月28日擬備，所根據的
資料為地政總署於2015年6月4日拍得的
航攝照片編號CW115005

EXTRACT PLAN PREPARED ON 28.12.2015
BASED ON AERIAL PHOTO No. CW115005
TAKEN ON 4.6.2015 BY
LANDS DEPARTMENT

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

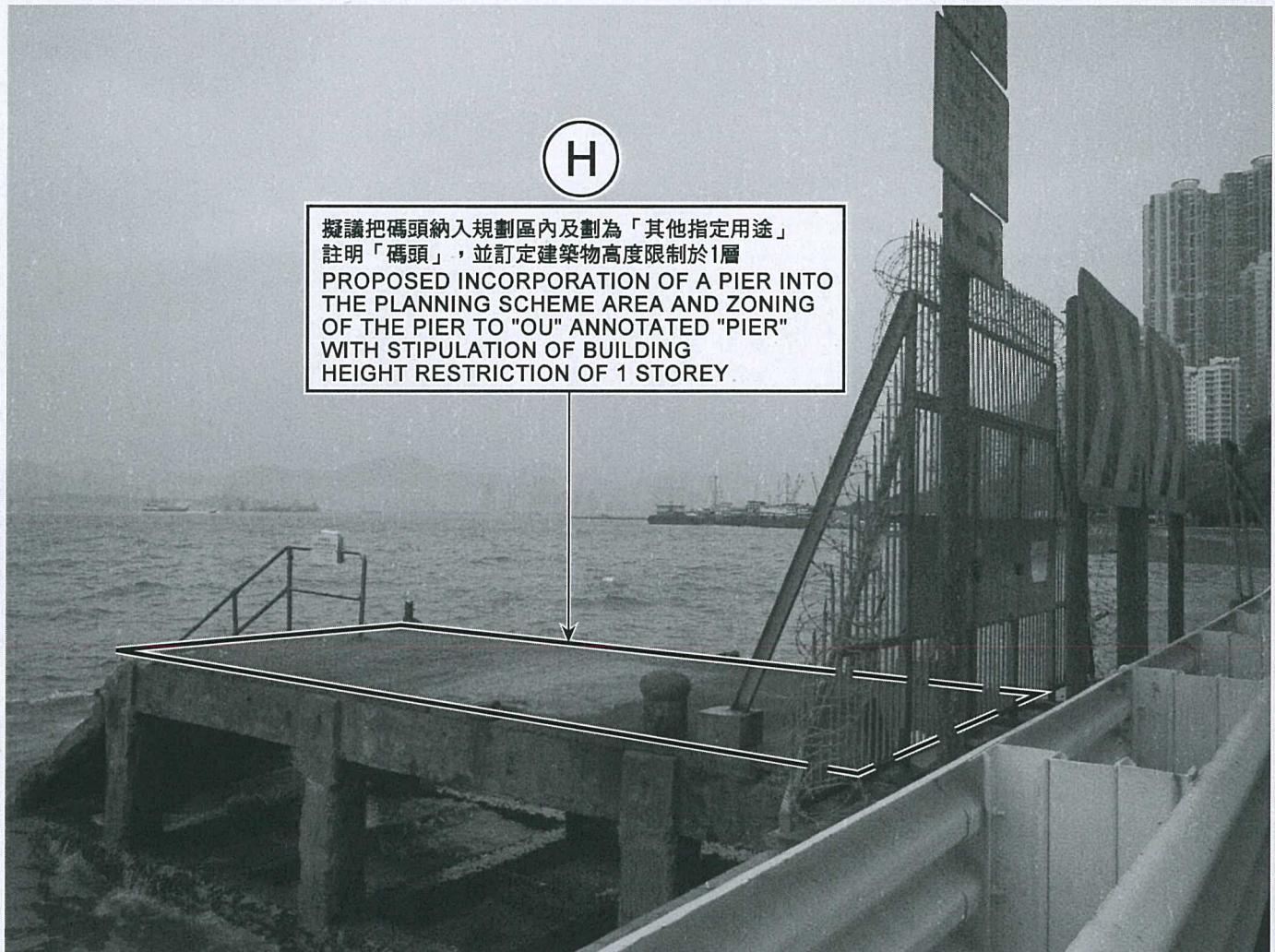
修訂項目H
AMENDMENT ITEM H

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
P2



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

本圖於2015年12月28日擬備，所根據的
資料為攝於2015年10月19日的實地照片
EXTRACT PLAN PREPARED ON 28.12.2015
BASED ON SITE PHOTO TAKEN ON
19.10.2015

實地照片 SITE PHOTO

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目H
AMENDMENT ITEM H

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
P3

圖例 LEGEND

R(A) 住宅(甲類)
RESIDENTIAL (GROUP A)

R(E) 住宅(乙類)
RESIDENTIAL (GROUP C)

I 工業
INDUSTRIAL

G/C 政府、機構或社區
GOVERNMENT, INSTITUTION OR
COMMUNITY

O 休憩用地
OPEN SPACE

OU 其他指定用途
OTHER SPECIFIED USES

U 未決定用途
UNDETERMINED

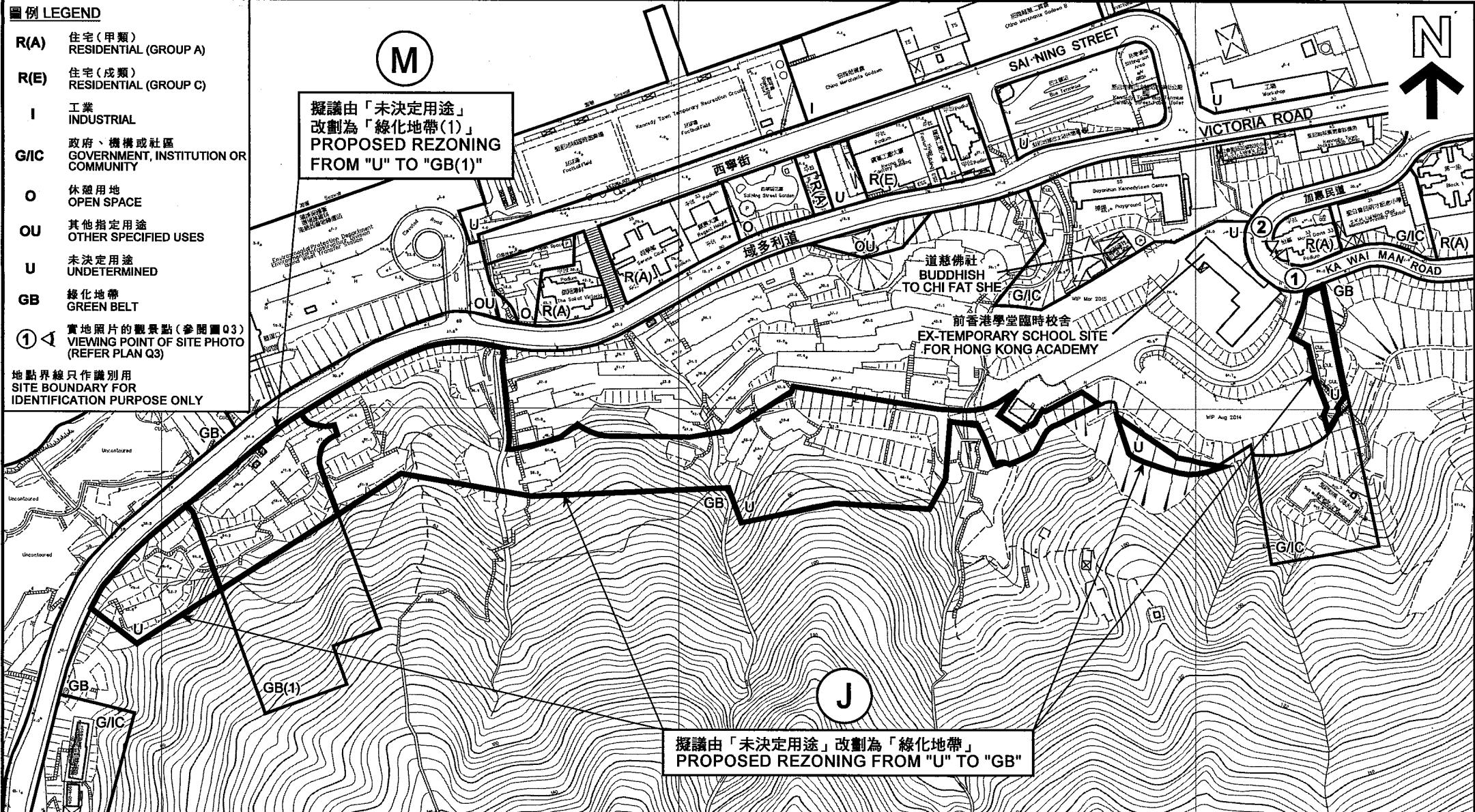
GB 綠化地帶
GREEN BELT

① 觀景點的實地照片 (參閱圖Q3)
VIEWING POINT OF SITE PHOTO
(REFER PLAN Q3)

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

M

擬議由「未決定用途」
改劃為「綠化地帶(1)」
PROPOSED REZONING
FROM "U" TO "GB(1)"



本摘要圖於2016年1月27日擬備，
所根據的資料為測量圖編號

11-SW-6C、6D、11A和11B

EXTRACT PLAN PREPARED ON 27.1.2016

BASED ON SURVEY SHEETS

No. 11-SW-6C, 6D, 11A & 11B

平面圖 SITE PLAN

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目J和M
AMENDMENT ITEMS J & M

SCALE 1:2500 比例尺
METRES 50 0 50 100 METRES

規劃署
PLANNING
DEPARTMENT

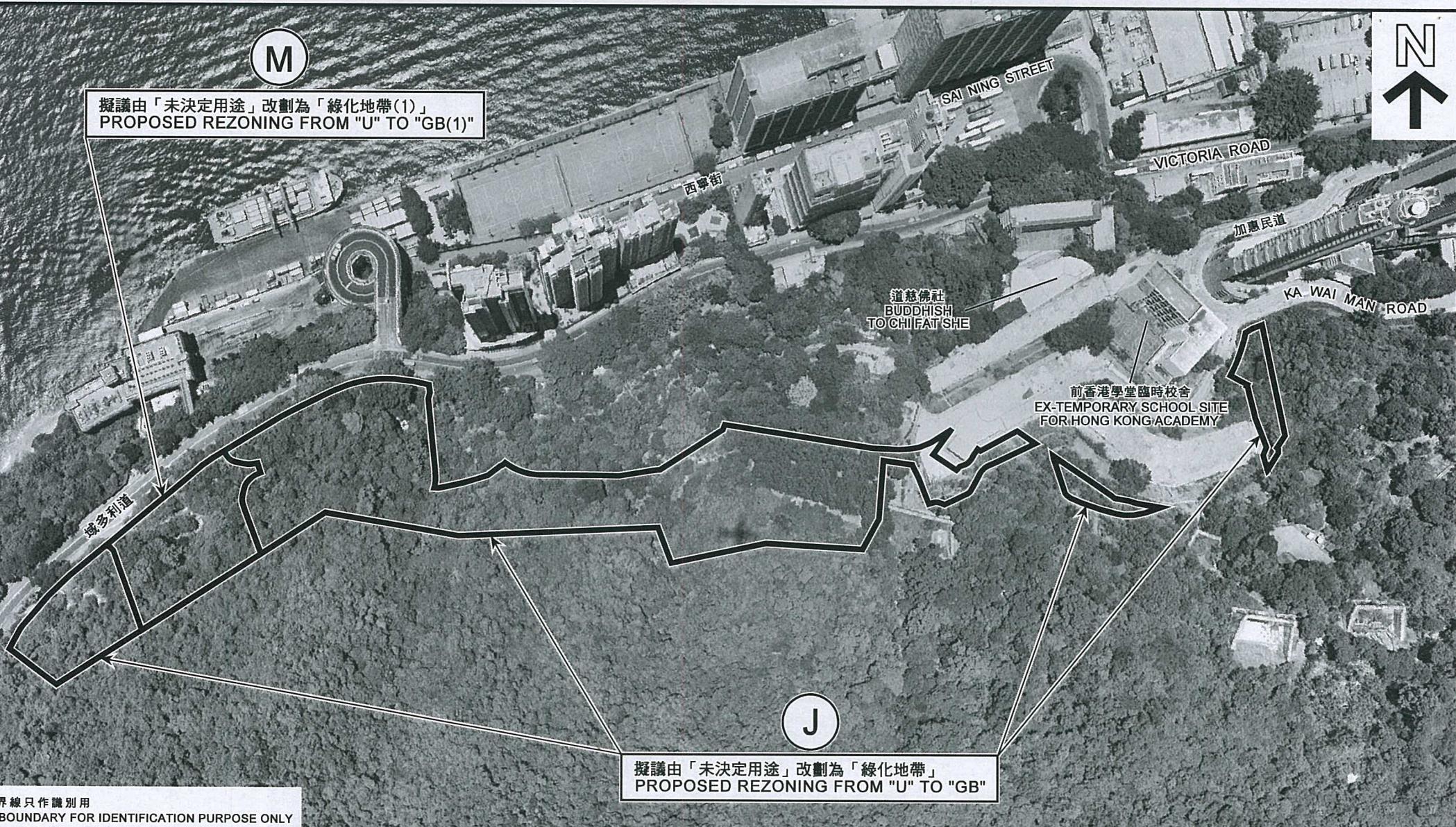


參考編號
REFERENCE NO:
M/H1/16/1

圖 PLAN
Q1

**M**

擬議由「未決定用途」改劃為「綠化地帶(1)」
PROPOSED REZONING FROM "U" TO "GB(1)"



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

本摘要圖於2016年1月27日擬備，所根據的資料為地政總署於2015年6月4日拍得的航攝照片編號CW114920

EXTRACT PLAN PREPARED ON 27.1.2016
BASED ON AERIAL PHOTO No. CW114920
TAKEN ON 4.6.2015 BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19
修訂項目J和M
AMENDMENT ITEMS J & M

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
Q2



J

擬議由「未決定用途」改劃為「綠化地帶」
PROPOSED REZONING FROM "U" TO "GB"



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

實地照片 SITE PHOTOS

本圖於2016年1月5日擬備，所根據的資料為攝於2015年10月14日的實地照片
EXTRACT PLAN PREPARED ON 5.1.2016
BASED ON SITE PHOTOS TAKEN ON
14.10.2015

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

修訂項目J
AMENDMENT ITEM J

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

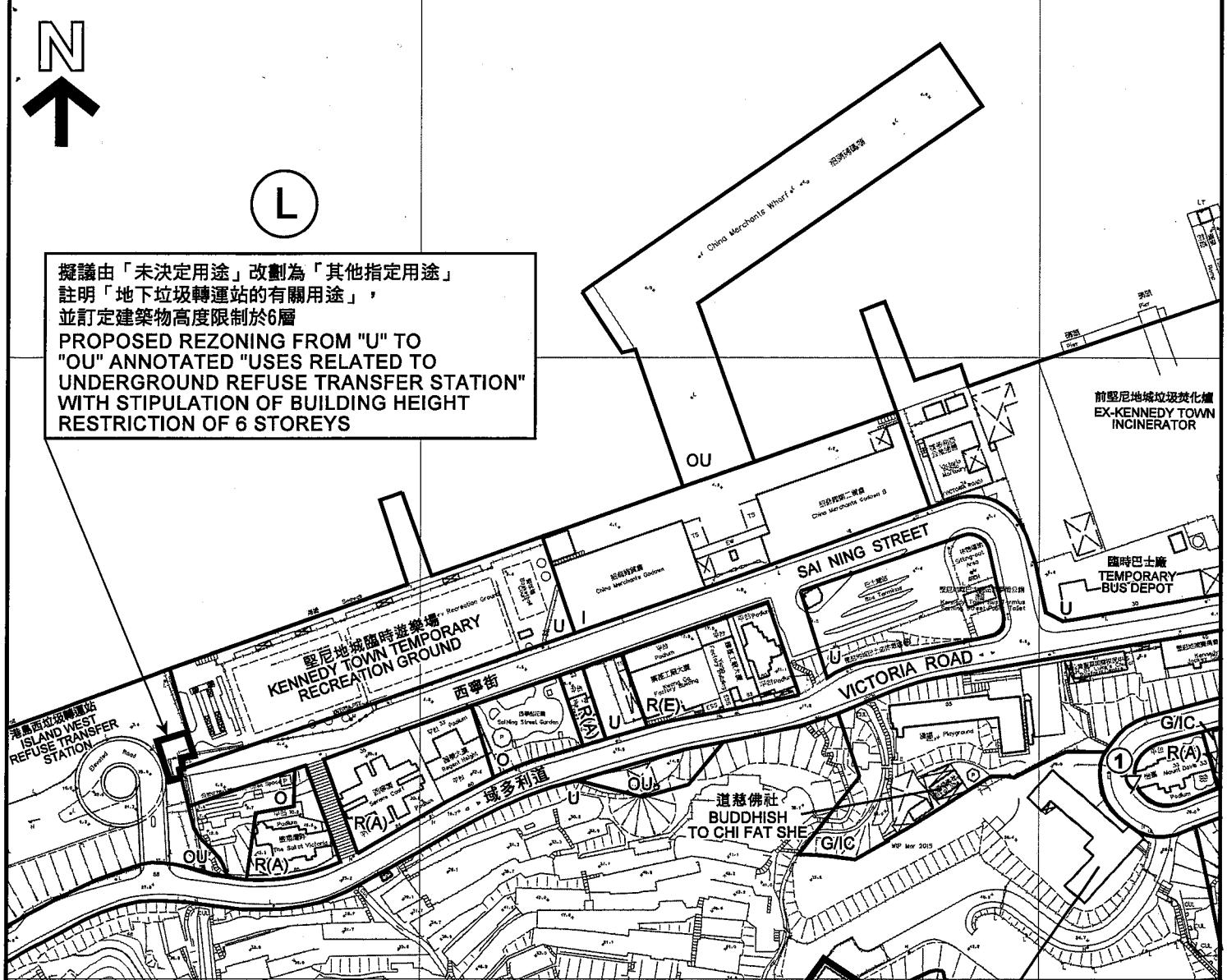
圖 PLAN
Q3

N
↑

L

擬議由「未決定用途」改劃為「其他指定用途」
註明「地下垃圾轉運站的有關用途」，
並訂定建築物高度限制於6層

PROPOSED REZONING FROM "U" TO
"OU" ANNOTATED "USES RELATED TO
UNDERGROUND REFUSE TRANSFER STATION"
WITH STIPULATION OF BUILDING HEIGHT
RESTRICTION OF 6 STOREYS



例 LEGEND

R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(E)	住宅(乙類) RESIDENTIAL (GROUP C)
I	工業 INDUSTRIAL
G/C	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
U	未決定用途 UNDETERMINED
GB	綠化地帶 GREEN BELT
(1) <	實地照片的觀景點(參閱圖R3) VIEWING POINT OF SITE PHOTO (REFER PLAN R3)
地點界線只作識別用 SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY	

擬議由「未決定用途」改劃為
「其他指定用途」註明「香港鐵路通風大樓」，
並訂定建築物高度限制於1層
PROPOSED REZONING FROM "U"
TO "OU" ANNOTATED "MTR
VENTILATION BUILDING" WITH
STIPULATION OF BUILDING HEIGHT
RESTRICTION OF 1 STOREY

本摘要圖於2016年1月13日擬備，
所根據的資料為測量圖編號
11-SW-6C、6D、11A和11B
EXTRACT PLAN PREPARED ON 13.1.2016
BASED ON SURVEY SHEETS
No. 11-SW-6C, 6D, 11A & 11B

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19
修訂項目K和L
AMENDMENT ITEMS K & L

SCALE 1:2500 比例尺
METRES 50 0 50 100 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
R1



L

擬議由「未決定用途」改劃為「其他指定用途」
註明「地下垃圾轉運站的有關用途」，
並訂定建築物高度限制於6層

PROPOSED REZONING FROM "U" TO
"OU" ANNOTATED "USES RELATED TO
UNDERGROUND REFUSE TRANSFER STATION"
WITH STIPULATION OF BUILDING HEIGHT
RESTRICTION OF 6 STOREYS

港島西垃圾轉運站
ISLAND WEST
REFUSE TRANSFER
STATION

堅尼地城臨時遊樂場
KENNEDY TOWN TEMPORARY
RECREATION GROUND

西寧街

VICTORIA ROAD

道慈佛社
BUDDHISH
TO CHI FAT SHE

加連臣道

前香港學堂臨時校舍
EX-TEMPORARY SCHOOL SITE
FOR HONG KONG ACADEMY

K

擬議由「未決定用途」改劃為
「其他指定用途」註明「香港鐵路通風大樓」，
並訂定建築物高度限制於1層
PROPOSED REZONING FROM "U"
TO "OU" ANNOTATED "MTR
VENTILATION BUILDING" WITH
STIPULATION OF BUILDING HEIGHT
RESTRICTION OF 1 STOREY

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

航攝照片 AERIAL PHOTO

本摘要圖於2016年1月14日擬備，所根據
的資料為地政總署於2015年6月4日拍得
的航攝照片編號CW114920
EXTRACT PLAN PREPARED ON 14.1.2016
BASED ON AERIAL PHOTO No. CW114920
TAKEN ON 4.6.2015 BY
LANDS DEPARTMENT

堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂
PROPOSED AMENDMENTS TO THE DRAFT
KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19

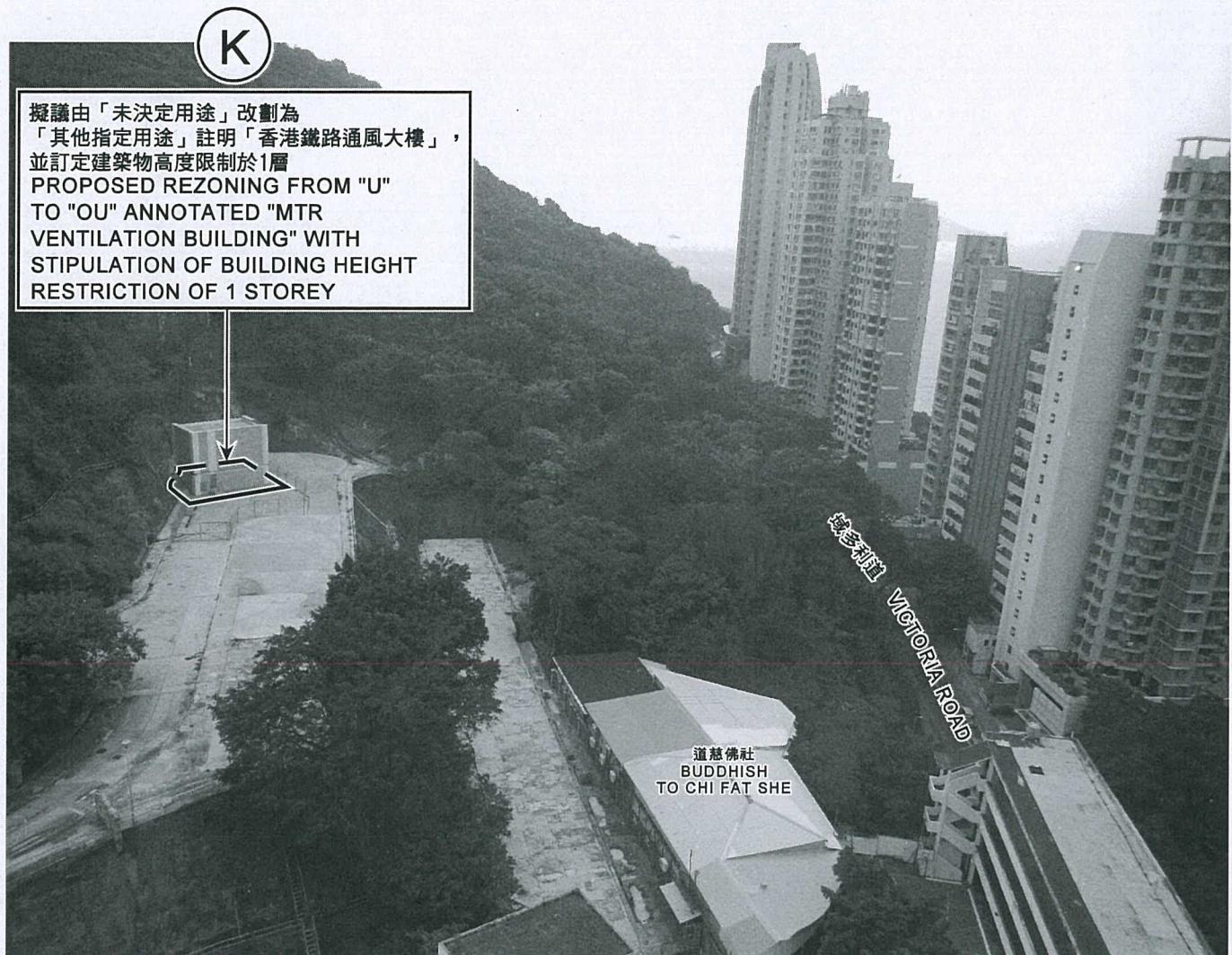
修訂項目K和L
AMENDMENT ITEMS K & L

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H1/16/1

圖 PLAN
R2



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

本圖於2015年12月31日擬備，所根據的資料為攝於2015年10月14日的實地照片 EXTRACT PLAN PREPARED ON 31.12.2015 BASED ON SITE PHOTO TAKEN ON 14.10.2015	實地照片 SITE PHOTO 堅尼地城及摩星嶺分區計劃大綱草圖編號S/H1/19的擬議修訂 PROPOSED AMENDMENTS TO THE DRAFT KENNEDY TOWN & MOUNT DAVIS OZP No. S/H1/19 修訂項目K AMENDMENT ITEM K	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H1/16/1
		 圖 PLAN R3