

# **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

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For discussion  
on 22 January 2013

TFK/05/2013

## **Planning Review on Development of Ex-Cha Kwo Ling Kaolin Mine Site**

### **PURPOSE**

The purpose of this paper is to brief Members on the development proposals recommended by the Planning Review on Development of Ex-Cha Kwo Ling Kaolin Site (Ex-CKLKMS).

### **BACKGROUND**

2. The Study Area of the Planning Review is situated at the East Kowloon waterfront and currently occupied by abandoned Kaolin mine, Cha Kwo Ling Village (CKL Village) and the green knoll sandwiched between the Kaolin mine and CKL Village. It is mainly zoned “Residential (Group A)4” (“R(A)4”) (10.6ha) with the remaining parts zoned “Government, Institution or Community” (“G/IC”) (3.3ha), “Open Space” (“O”) (1.3ha), “Green Belt” (“GB”) (0.2ha) and “Road” (2.2ha) on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/19 (**Plan 1**). According to the Notes of the OZP, “R(A)4” zone is intended for high-density residential development with a maximum domestic gross floor area (GFA) of 610,000m<sup>2</sup> and non-domestic GFA of 13,890m<sup>2</sup>. The southern portion of the Study Area falls within the harbourfront areas under the purview of the Task Force.

3. Due to changes in planning circumstances and technical considerations including decrease in demand for Government, Institution and Community (GIC) facilities, revision to the alignment of the proposed Tseung Kwan O-Lam Tin Tunnel (TKO-LTT) and increase in public aspirations on conservation of natural landscape, the Planning Department commissioned a planning review on the development of Ex-CKLKMS in July 2011 to review the planned land uses within the area with a view to expediting housing land supply to meet the imminent demand for housing in the Territory and preparing a Master Layout Plan (MLP) to provide the basis for amendments to the OZP.

### **THE STUDY AREA AND ITS SURROUNDING**

4. The Ex-CKLKMS is situated at a prominent waterfront location with a

## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

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TFK/05/2013

total area of about 18 ha. It comprises highly varied landforms including platforms, rock slopes, man-made slopes and vegetated slopes in levels ranging from 18mPD to 54mPD in the uphill portion at the north, and CKL Village at the foothill flanking the East Kowloon waterfront. Within the uphill portion, there are four quarry platforms with a total area of about 4 to 5 ha which are connected to Sin Fat Road via an ex-quarry access road (**Plan 2**). They could be made available for development without major site formation and engineering works. The green knoll sandwiched between the platforms and the CKL Village is one of the prominent green backdrops as viewed from the Victoria Harbour and the eastern part of Hong Kong Island (**Plan 3**). Except for a number of private lots located inside CKL Village, the land of the site is mainly under Government ownership. Other than CKL Village, the site is largely vacant and portion of it is used by Government departments as works and storage area under short term tenancies.

5. The Site is easily accessible due to its proximity to Lam Tin MTR Station and main trunk roads including the Eastern Harbour Crossing, Cha Kwo Ling Road and the planned TKO-LTT. There are two large-scale private residential developments nearby; namely, Laguna City to the immediate north and Sceneway Garden about 400m to the northeast above Lam Tin Station (**Plan 1**).

### **LAND USE PLANNING AND URBAN DESIGN PRINCIPLES**

6. The prime objective of the Planning Review is to review the planned land uses within the Ex-CKLKMS and formulate a MLP, which would facilitate early release of private housing land for land disposal with minimal site formation requirements and maintain the status quo of CKL village and the adjoining green knoll and natural slopes, to serve as a basis to amend the current OZP. To achieve the study objective, the following land use planning and urban design principles have been adopted:

- (a) to take into account the latest planning circumstances, environmental constraints, infrastructure constraints, and community aspirations;
- (b) to create a green, sustainable and pedestrian-friendly environment and community;
- (c) to conserve the existing green knoll and natural slopes on which nature green trail(s) and open space would be provided, where appropriate, to increase provision of recreation outlets to serve the public and to promote public access to the harbourfront ;

## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

TFK/05/2013

- (d) to avoid disturbance to CKL Village and to respond to the existing built environment in the vicinity;
- (e) to optimize the provision of private housing land on the existing quarry platforms so as to reduce the scale of site formation and engineering works ; and
- (f) to provide view/ventilation corridors to ensure the visual connection from the upper area to the harbourfront and to reduce the potential impact on the air ventilation in the area.

### **THE PROPOSED DEVELOPMENT**

7. A number of development options with different layouts and development intensity have been examined under the Planning Review. Having balanced the relevant planning considerations including compatibility to the surrounding environment and the potential impact on the traffic, visual and landscape, and air ventilation conditions in the area, it is concluded that the Ex-CKLKMS is not suitable for high-density development. A development option comprising development of a 30-classroom primary school of 8 storeys (59mPD), 15 private residential blocks of 16-22 storeys (90-108mPD) and a public open space is recommended to be developed on the ex-quarry platforms to produce about 2,200 private housing flats for about 6,000 people. Apart from the proposed enhancement works to slopes and the existing sitting-out areas, the status quo of the remaining area would be maintained. The proposed development parameters of the preferred option are summarized below:

<b>Land Use Proposals and Major Development Parameters</b>		<b>Area (ha)</b>
<b>Residential</b>		3.21
Private Residential	15 blocks	
No. of Flats*	2,200	
Population (Estimated)**	6,000	
Plot Ratio	3.8 - 4.5 (average 4.0)	
Domestic Gross Floor Area	130,000m <sup>2</sup>	
Building Height	16-22 Storeys (90 - 108mPD)	
<b>Government, Institute and Community</b>	1 Primary School (30 classrooms. Max. 8 storeys)	0.64
<b>Road</b>		0.73
<b>Open Space</b>	Including slopes, nature green trail(s) and public	1.11

## Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

TFK/05/2013

Land Use Proposals and Major Development Parameters		Area (ha)
	lookout point	
<b>Green Belt</b>		5.25
<b>Cha Kwo Ling Village</b>		4.57
<b>Road Reserve</b>		1.39

\*Assuming average flat size of 60m<sup>2</sup>

\*\* Assuming average household size of 2.67 persons

8. The proposed development comprises the following five main components:

(a) Residential Development

The proposed residential development will comprise 15 residential blocks with building height ranging from 90 to 108mPD (16-22 storeys) with an average plot ratio of 4 to be developed on the four platforms at the northern portion of the Ex-CKLKMS. The vehicular access to the proposed housing development would be located at the northeast of Ex-CKLKMS converting from the ex-quarry access to connect Sin Fat Road. To respect the waterfront setting and minimize the potential visual impact, the maximum building height of the development is proposed to be 110mPD for the platform at the north and 95mPD for the southern platform which is comparable to that of Laguna City (80-92mPD) and Sceneway Garden (128-152mPD), so as to maintain a stepped height profile in the East Kowloon. The layout of the building blocks would be arranged to provide two 20m wide view corridors (**Plan 4**) to ensure the visual connection from the upper area to the waterfront. These two corridors would also be served as air paths to increase the permeability of the development and to reduce the potential adverse impact on the air ventilation in the area. Car park would be accommodated underground and no podium structure would be included so as to minimize the potential impacts on visual and air ventilation.

(b) Government, Institution and Community Use

A primary school with a maximum building height of 8 storeys for 30 classrooms is proposed to be developed at the northern portion of the platform to the west of the proposed vehicular ingress/egress point next to Laguna City to serve both the new residential development and the adjoining developments. It would also serve as a buffer between the new residential development and Laguna City.

## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

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TFK/05/2013

(c) Open Space

A public open space of about 1.1 ha is proposed along the southern and eastern flanks of the southern development platform to provide space for active and passive activities for the residents. It would also act as an environmental buffer from the Lam Tin Interchange of the TKO-LTT. Taking into account the topographic characteristics of the site, a lookout point and connection to the proposed nature green trail would be incorporated. Such facilities would not only add outdoor recreation outlets to the area but would also facilitate access to the future waterfront promenade from Yau Tong to Kai Tak Development and the recreation facilities in Sai Tso Wan in the upper area.

(d) Green Belt

The knoll and slopes with natural vegetation and mature trees sandwiched between CKL Village and the development platforms would be preserved to continuously act as a prominent green backdrop along the waterfront of East Kowloon. A nature green trail connecting Cha Kwo Ling Road via the proposed open space and the adjoining slopes with the recreation facilities in Sai Tso Wan is proposed to enhance the pedestrian connection between the waterfront and the upper area.

(e) CKL Village

The status quo of CKL Village, which comprises mainly low-rise village houses and temporary structures, would be maintained. Cultural heritages within CKL Village such as the Tin Hau Temple, Law's Mansion and the abandoned Four Hill Public School would not be disturbed. Notwithstanding, to improve the environment of CKL Village, enhancement works are proposed for five existing sitting-out areas within CKL Village.

9. The proposed MLP and the corresponding landscape framework of the proposed development of the Ex-CKLKMS are illustrated in **Plans 4 and 5** respectively.

### **BROAD TECHNICAL ASSESSMENTS**

10. To ascertain the compatibility of the proposed development with the surrounding environment and the preliminary technical feasibility of the proposals, various broad technical assessments were conducted under the Planning Review. They include:

## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

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TFK/05/2013

(a) Traffic and Transport Assessment

The Ex-CKLKMS is located in close proximity to Lam Tin Station and will be served by other public transport services including buses and green mini-buses (GMB). As the proposed development would only involve one 30-classroom primary school and 15 housing blocks with 2,200 units for 6,000 persons and the ancillary car parking provision would adopt the minimal requirements of the Hong Kong Planning Standards and Guidelines (HKPSG), the preliminary traffic impact assessment confirms that the development scale would unlikely cause insurmountable infrastructure capacity issues, and one vehicular access by upgrading of the ex-quarry access road off Sin Fat Road to a standard 7.3m wide local road to serve the proposed new development would suffice. The proposed development would not generate unacceptable adverse traffic impact to the surrounding area with the proposed road/junction improvement and mitigation measures, which comprise:

- (i) Proposed junction improvement works to five junctions adjacent to the vehicular access of the proposed development to ensure the junction performance would not be inferior to the baseline situation (i.e. without the proposed development). These five junctions include:
  - Sin Fat Road/the proposed access road of the proposed development;
  - Cha Kwo Ling Road/Sin Fat Road;
  - Cha Kwo Ling Road/Wai Yip Street;
  - Wai Yip Street/Wai Fat Road; and
  - Cha Kwo Ling Road/Wai Fat Road/Shing Yip Street.
- (ii) Introduction of new GMB routes to provide shuttle service to Lam Tin Station and express service to West Kowloon and extension of selected existing bus routes to run along Cha Kwo Ling Road to serve the proposed new development and the residents of CKL Village.
- (iii) Conversion of the ex-quarry access at the south end of the southern development to a landscaped walkway cum emergence vehicular access (EVA) to facilitate pedestrian movement to Cha Kwo Ling Road and the waterfront.
- (iv) Proposed to investigate the feasibility of provision of covered public walkway along Sin Fat Road to improve the walking

## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

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TFK/05/2013

environment at the engineering feasibility study stage.

(b) Landscape and Visual Impact Assessments

The Ex-CKLKMS is situated at the East Kowloon waterfront. The existing green knoll within the site is one of the prominent green backdrops as viewed from the Victoria Harbour and the eastern part of Hong Kong Island. To ensure the proposed development would be compatible with its surroundings and to reduce the potential adverse visual and landscape impacts, the planning and urban design principles as set out in paragraph 6 have been adopted and the following measures are proposed to be included in the proposed MLP:

- (i) The maximum building height of the proposed residential development is proposed to be restricted to 110mPD in the northern development platform and 90mPD in the southern platforms so as to maintain a stepped building height profile in the East Kowloon.
- (ii) The proposed primary school with a maximum building height of 8 storeys would be located in the north end of the northern development platform next to Laguna City to provide a buffer to separate these two residential developments.
- (iii) Two visual corridors cum air paths of 20m in width are to be reserved to provide visual connection between the upper area and the waterfront.
- (iv) Slope enhancement works are proposed to improve the landscape quality in the area. Subject to feasibility study, a nature green trail is proposed to connect the woodland and the recreation outlets in the area.

As shown in the photomontages as viewed from Quarry Bay Park and the proposed promenade at Kai Tak Development (**Plans 6 and 7**), the proposed residential development is compatible with its surrounding development and could be regarded as an extension of the existing residential developments. The photomontage as viewed from Wilson Trail near the peak of Ng Kwai Shan illustrates that the proposed development would not result in adverse impact on the views from elevated location to the Victoria Harbour (**Plan 8**).

## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

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TFK/05/2013

The assessments conclude that the proposed development would only have slight impacts to the surrounding environment in terms of visual and landscape which could be mitigated through measures such as tree planting, landscaping and appropriate building design.

(c) Air Ventilation Assessment

According to the preliminary qualitative assessment, the scale and building disposition of the proposed residential development would enable adequate gaps be provided. It would also allow incorporation of two 20m wide visual corridors cum air paths in southwest-northeast direction which would ensure effective penetration of the prevailing winds and sea breeze through the development site. As such, it is not anticipated that the proposed development would cause adverse impact to the surrounding development in terms of air ventilation.

(d) Other Technical Assessments

Under the Planning Review, broad geotechnical and engineering assessment and broad environmental assessments on the proposed development have also been conducted. The findings conclude that the proposed development is generally feasible with suitable mitigation measures.

11. As demonstrated by the findings of the various broad technical assessments, the proposed MLP has struck a balance amongst optimization of land resources, environmental quality, visual and landscape impacts and air ventilation performance.

### **COMPLIANCE WITH THE HARBOUR PLANNING PRINCIPLES AND GUIDELINES**

12. The development of the Ex-CKLKMS proposed above is in compliance with the Harbour Planning Principles and Guidelines on the following grounds:

(a) Preserving Victoria Harbour

The Ex-CKLKMS is situated in a prominent waterfront site in the East Kowloon. The existing green knoll within the site is one of the prominent green backdrops as viewed from the Victoria Harbour and the eastern part of Hong Kong Island. To respect the waterfront setting and to minimize the potential adverse impact to the Victoria Harbour, the proposed development has



## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

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TFK/05/2013

been carefully designed to match with the surrounding setting. All new developments are proposed to be confined within the existing platform areas in the upper portion of the Ex-CKLKMS. Apart from enhancement works, the green knoll/natural slopes and CKL Village will not be affected. The maximum building height is proposed to be restricted to 110mPD in the north and descending towards the waterfront. As revealed from the photomontages prepared (**Plans 6, 7 and 8**), the prominent knoll as viewed from the Victoria Harbour and East Hong Kong Island plus the views to the Victoria Harbour from elevated position will not be disturbed.

(b) Stakeholder Engagement

In the process of formulating the proposed MLP, the community aspirations for lower development intensity, more greenery and better quality environment, particular for a waterfront site have been taken into consideration. The CKL Villagers' sentiments of maintaining the status quo of CKL Village has been adopted as one of the study requirements. The Kwun Tong District Council was consulted with the proposed MLP on 8.1.2013 and has expressed a general support to the proposals. The comments and views collected would be taken into account to finalize the proposed MLP.

(c) Sustainable Development

The findings of the various broad technical assessments, as discussed in paragraph 10 above, have demonstrated that the proposed development with an average domestic PR of 4 would be sustainable in traffic, environmental, visual and landscape, and air ventilation terms. The proposed development has been arranged to minimize the requirement for site formation, clearance of natural vegetation and tree felling. Slope enhancement works and landscaping proposals would be adopted to shape the area as a sustainable green community (**Plan 5**).

(d) Integrated Planning

A comprehensive approach has been adopted to prepare the proposed MLP so as to ensure the proposed development scale and layout would be compatible with the nearby developments and commensurate with the existing and planned provision of infrastructure including community facilities and open space in the area. The proposed MLP would not only increase housing land supply to meet the imminent demand, it would also enhance the environmental quality of the Ex-CKLKMS by provision of

## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

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TFK/05/2013

appropriate beneficial uses to the abandoned quarry site and incorporation of environmental enhancement proposals to barren slopes and existing sitting-out areas in CKL Village.

(e) Proactive Harbour Enhancement

As highlighted in Point (d) above, the proposed development comprising a residential development with quality urban design and landscaping features, together with a number of environmental enhancement works, would definitely enhance the environment in the harbourfront area.

(f) Accessible Harbour

The southern ex-quarry access is proposed to be enhanced to a landscaped walkway cum EVA connecting the proposed residential development and public open space to the waterfront. The access would not only facilitate the residents of the new development to gain access to the public transport services along Cha Kwo Ling Road, it would also enhance the pedestrian connection to the future waterfront promenade from Yau Tong to Kai Tak Development.

(g) Public Enjoyment

A public open space of 1.1 ha is proposed along the southern and western edges of the southern development platform to serve the future residents of the new development and the nearby residents. Subject to detailed site investigation, a public lookout point and a nature green trail would be incorporated into the public open space and the adjoining green knoll and natural slopes to provide additional recreation outlets for the nearby residents and the public (**Plan 4**). The proposed nature green trail together with the proposed landscaped walkway cum EVA would also facilitate residents in foothill to gain direct access to the recreation facilities in Sai Tso Wan in upper area. In addition, environmental enhancement works are proposed for the five existing sitting-out areas in CKL Village to enhance the environment and provide additional recreation facilities for CKL Villagers.

### **WAY FORWARD**

13. Planning Department would take into consideration the comments and suggestions collected from KTDC, the Task Force and other relevant stakeholders to finalize the proposed MLP and to amend the OZP on the basis of the finalized MLP. The Civil Engineering and Development Department

## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

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TFK/05/2013

would conduct an engineering feasibility study on the proposals recommended by this Planning Review, which will be followed by engineering works on site formation and provision of infrastructure. It is estimated that the proposed housing sites would be available for land disposal in 2018/19 the earliest.

### **ADVICE SOUGHT**

14. Members are invited to render comments on the proposed development of the Ex-CKLKMS.

**Planning Department  
January 2013**

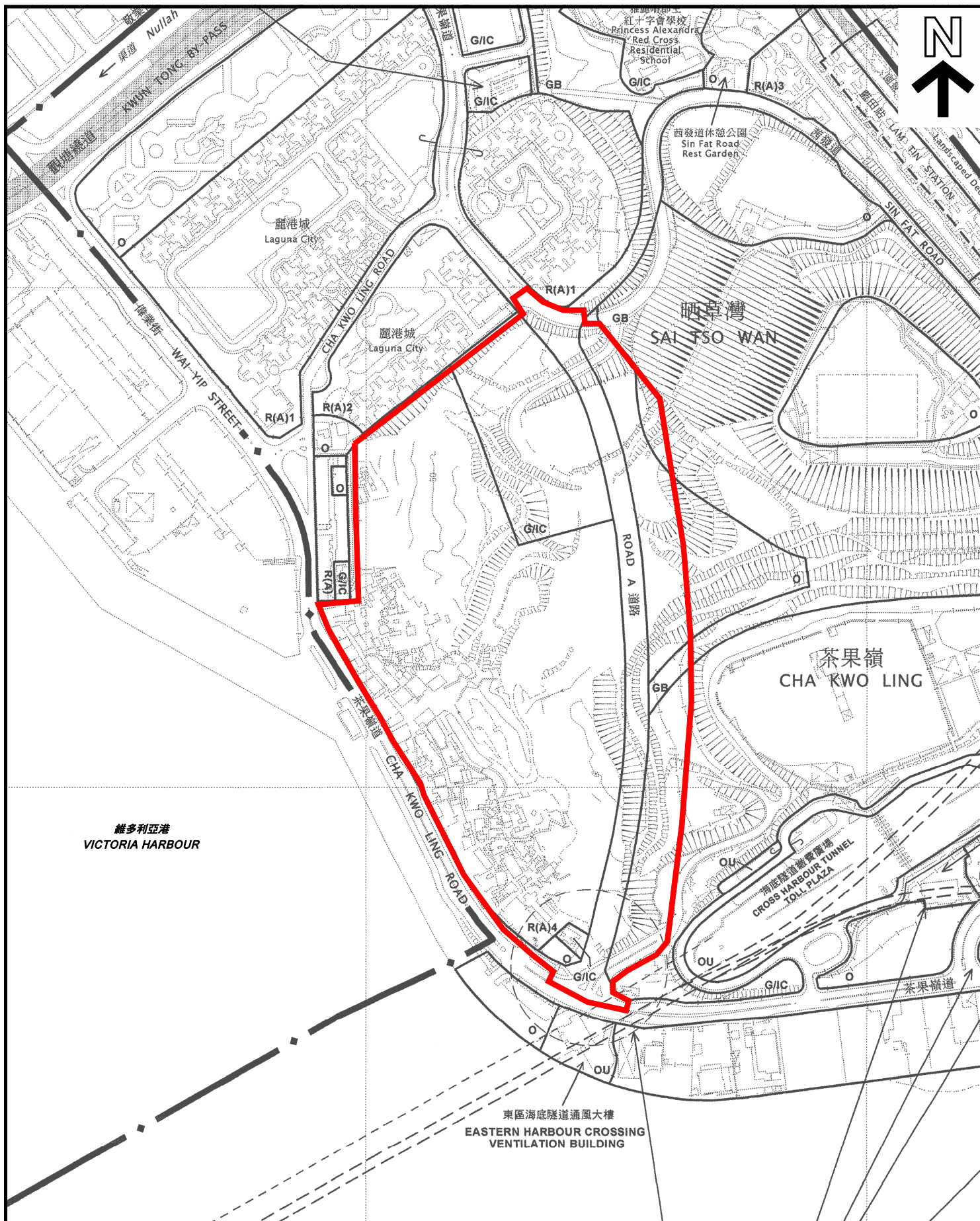
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TFK/05/2013

## **ATTACHMENTS**

- Plan 1    Location Plan
- Plan 2    Aerial Photo
- Plan 3    Site Photo
- Plan 4    Proposed Master Layout Plan
- Plan 5    Proposed Landscape Framework
- Plan 6    Photomontage: Viewing from Quarry Bay Park
- Plan 7    Photomontage: Viewing from Proposed Promenade at Kai Tak  
Development
- Plan 8    Photomontage: Viewing from Wilson Trail (near the Peak of Ng Kwai  
Shan)



研究地點範圍  
STUDY AREA BOUNDARY

## 位置圖 LOCATION PLAN

### 研究地點 STUDY AREA

本摘要圖於2013年1月14日擬備，  
所根據的資料為於2011年5月31日核准的  
分區計劃大綱圖編號 S/K15/19  
EXTRACT PLAN PREPARED ON 14.1.2013  
BASED ON OUTLINE ZONING PLAN  
No.S/K15/19 APPROVED ON 31.5.2011

米 METRES 100

SCALE 1 : 5 000 比例尺  
0 100

200 METRES 米

規劃署  
PLANNING  
DEPARTMENT



M/HOLS/13/01

圖 Plan  
1





**LEGEND:**

- 研究地點範圍  
STUDY AREA BOUNDARY
- 發展平台範圍  
DEVELOPMENT PLATFORM BOUNDARY

本摘要圖於2013年1月14日擬備，  
所根據的資料為地政總署於2012年3月27日  
拍得的航攝照片編號CW94976-79  
EXTRACT PLAN PREPARED ON 14.1.2013  
BASED ON AERIAL PHOTO Nos. CW94976-79  
TAKEN ON 27.3.2012 BY LANDS DEPARTMENT

航攝照片  
AERIAL PHOTO

SCALE 1 : 3 500 比例尺  
METRES 100 0 100 200 300 METRES

規劃署  
PLANNING DEPARTMENT



M/HOLS/13/01

圖 Plan  
2





實地照片 SITE PHOTO

從鰂魚涌公園望向擬議發展  
VIEWING FROM QUARRY BAY PARK

規劃署  
PLANNING  
DEPARTMENT



M/HOLS/13/01

圖 Plan  
3

本摘要圖於2013年1月14日擬備  
EXTRACT PLAN PREPARED ON 14.1.2013





**擬 議 總 綱 發 展 圖**  
**PROPOSED MASTER LAYOUT PLAN**

規劃署  
PLANNING  
DEPARTMENT



M/HOLS/13/01

圖 Plan  
4





擬議園景設計大綱圖  
PROPOSED LANDSCAPE FRAMEWORK

規劃署  
PLANNING  
DEPARTMENT

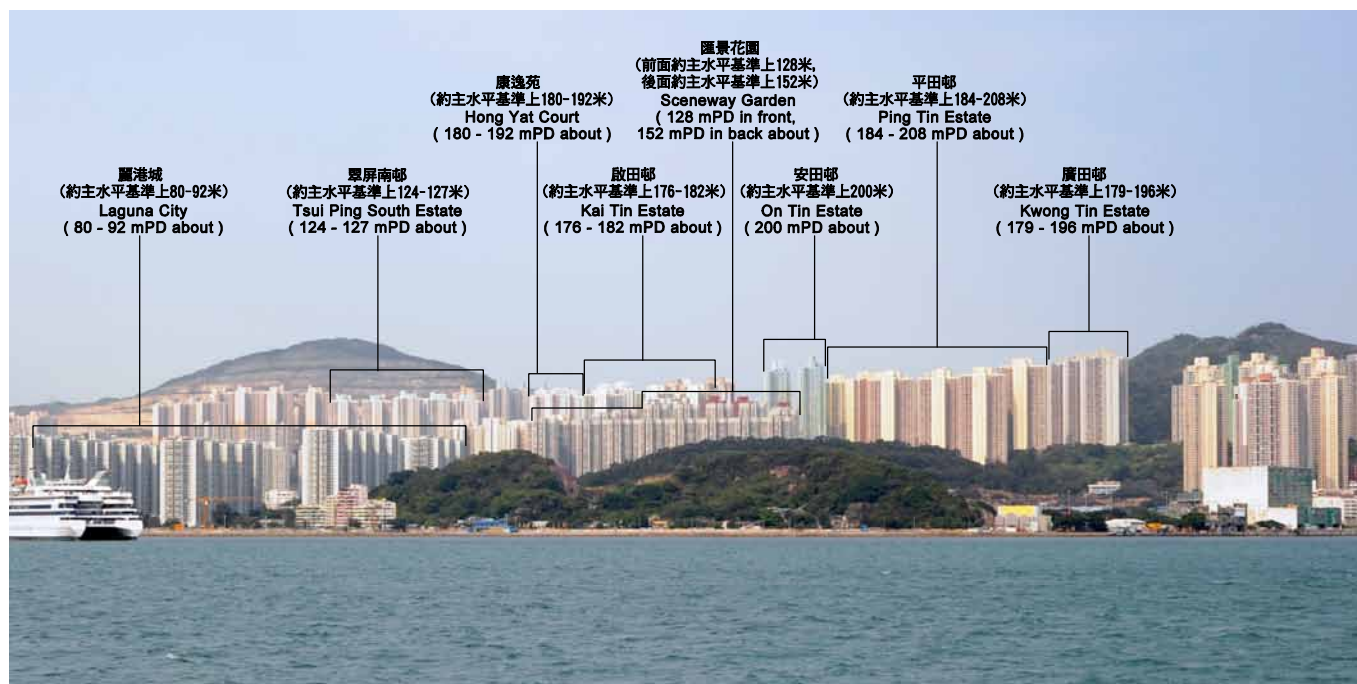


M/HOLS/13/01

圖 Plan  
5

本圖於2013年1月14日擬備  
PLAN PREPARED ON 14.1.2013





現有情況 EXISTING CONDITION



將來情況 FUTURE CONDITION

## 合成照片 PHOTOMONTAGE

從鰂魚涌公園望向擬議發展  
VIEWING FROM QUARRY BAY PARK

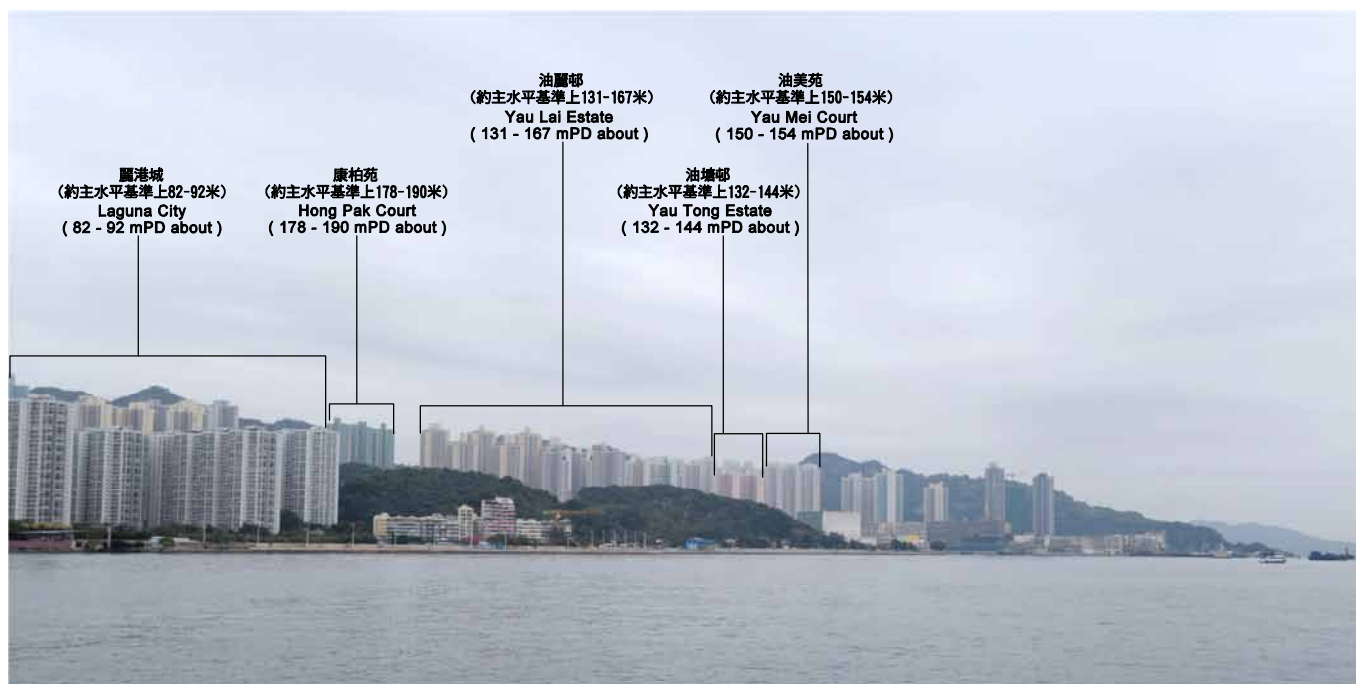
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EXTRACT PLAN PREPARED ON 14.1.2013

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圖 Plan  
6



現有情況 EXISTING CONDITION



將來情況 FUTURE CONDITION

## 合成照片 PHOTOMONTAGE

從未來啟德發展區內的  
海濱長廊望向擬議發展

VIEWING FROM PROPOSED PROMENADE  
AT KAI TAK DEVELOPMENT

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PLANNING  
DEPARTMENT



本摘要圖於2013年1月14日擬備  
EXTRACT PLAN PREPARED ON 14.1.2013

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圖 Plan  
7



現有情況 EXISTING CONDITION



將來情況 FUTURE CONDITION

# 合成照片 PHOTOMONTAGE

從衛奕信徑(近五桂山山頂)  
望向擬議發展

VIEWING FROM WILSON TRAIL  
( NEAR THE PEAK OF NG KWAI SHAN )

規劃署  
PLANNING  
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本摘要圖於2013年1月14日擬備  
EXTRACT PLAN PREPARED ON 14.1.2013

M/HOLS/13/01

圖 Plan  
8