

深水埗連翔道兩個「綜合發展區」地帶的規劃大綱擬稿

Draft Planning Brief for Two “Comprehensive Development Area” Zones at Lin Cheung Road Site, Sham Shui Po



規劃署

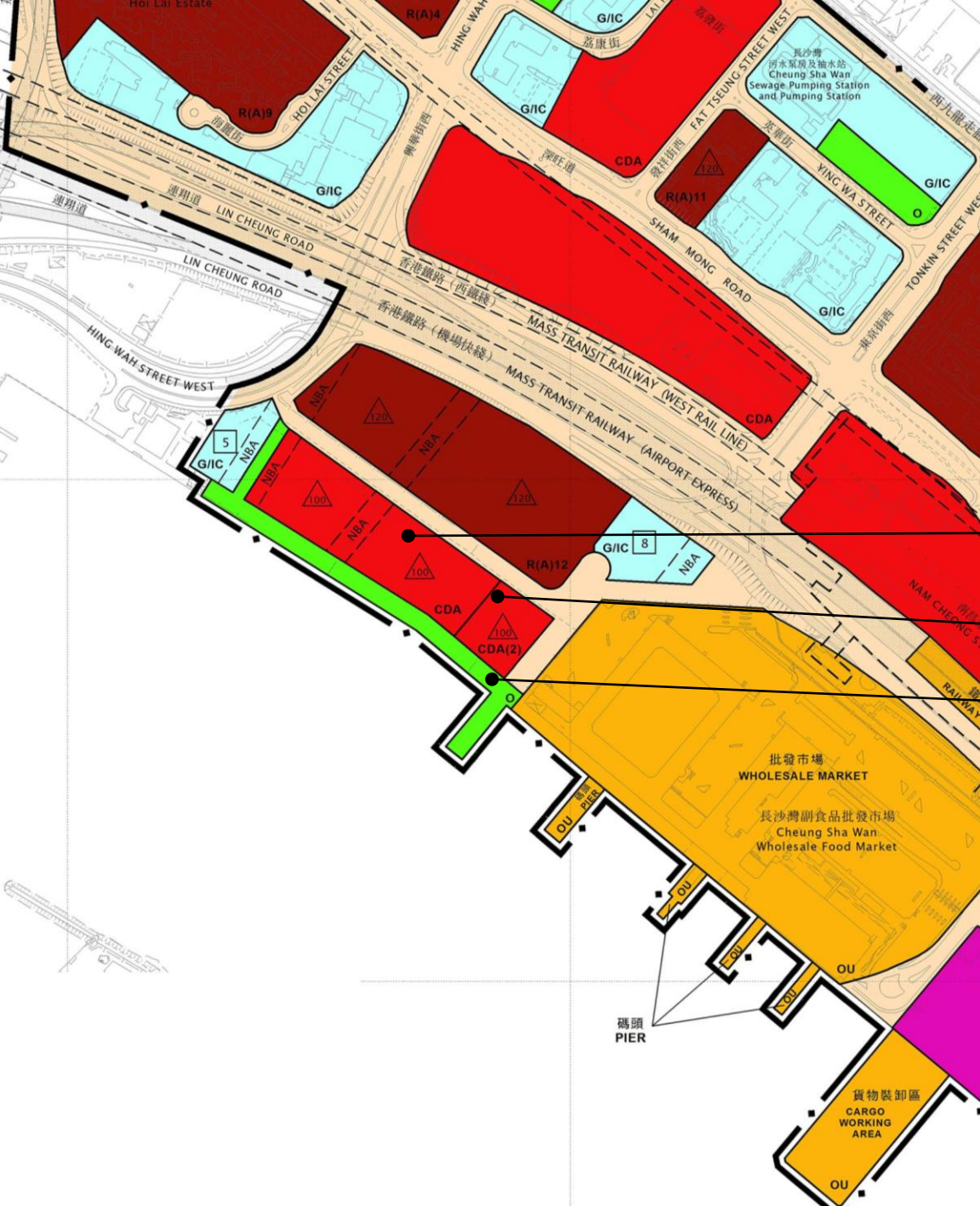
Planning Department

海濱事務委員會九龍、荃灣及葵青海濱發展專責小組

Harbourfront Commission

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

18.11.2016



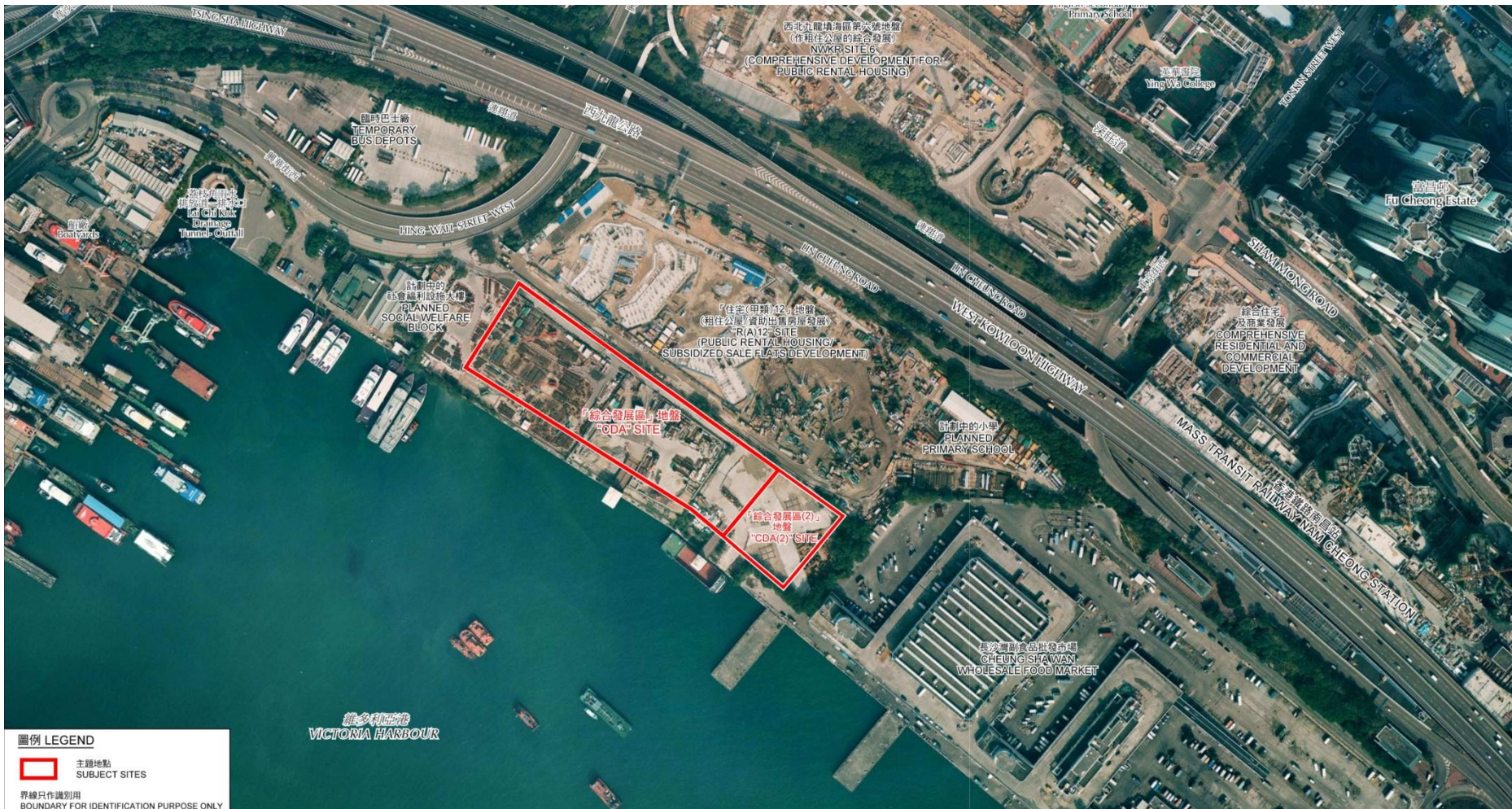
地盤 The Sites

兩個「綜合發展區」地帶 Two “Comprehensive Development Area” zones

- 「綜合發展區」地帶 (1.93公頃)
“CDA” zone (1.93 ha)
- 「綜合發展區(2)」地帶 (0.49公頃)
“CDA(2)” zone (0.49 ha)

毗連作海濱長廊的「休憩用地」
(包括已停用碼頭) 0.99公頃
Adjoining “Open Space” zone for
waterfront promenade (including
disused pier)
0.99 ha

位置 Location



- 位於西南九龍海濱北端 Located at the northern tip of the Southwest Kowloon waterfront

周邊環境 Surrounding Areas



周邊環境 Surrounding Areas



規劃意向 Planning Intention

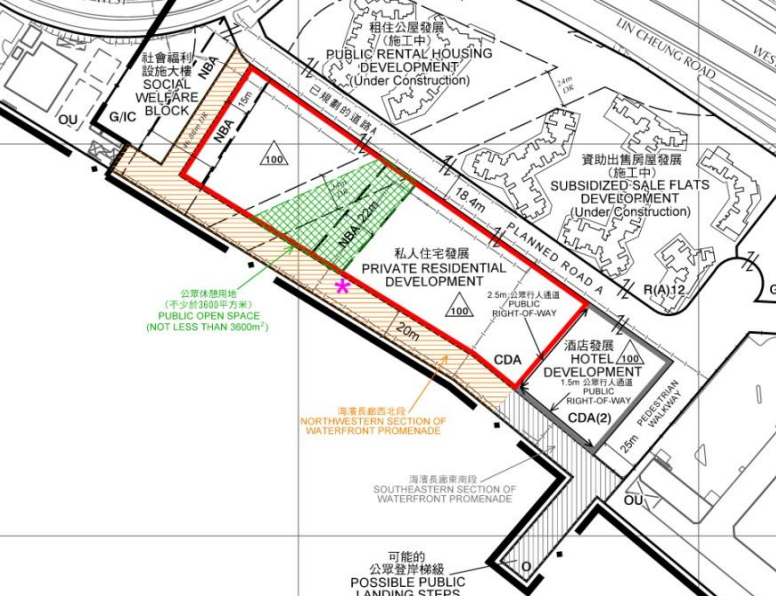
- 「綜合發展區」及「綜合發展區(2)」地帶分別擬作綜合發展為「私人住宅」及「酒店」用途。

“CDA” zone and “CDA(2)” zone are intended for comprehensive development for private residential and hotel uses respectively.

- 此地帶的規劃意向是方便當局因應環境、交通和基礎設施等各種限制和其他限制，對發展的組合、規模、設計和布局實施適當的規劃管制。

The zonings are intended to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking into account of various environmental, traffic, infrastructure and other constraints.





發展參數 Development Parameters

「綜合發展區」地帶 - 私人住宅 “CDA” zone - Private Residential

地盤面積 Site Area	1.93公頃 (ha)
最大總住用樓面面積 (作住宅用) Total Maximum GFA (For Residential Use)	91,770平方米 (m ²)
最高建築物高度 Maximum Building Height	100mPD主水平基準上100米
非建築用地 Non-Building Area	22m-wide 22米闊 (中部 middle section) 15m-wide 22米闊 (西北邊界 northwestern boundary)
公眾休憩用地 Public Open Space	最少3,600平方米 (中部) Not less than 3,600m ² (middle part)
規劃用途 Planned Use	私人住宅 Private Residential

規劃大綱擬稿 Draft Planning Brief (PB)

- 依據《城市規劃條例》第4A(2)條，以及按照分區計劃大綱圖的《註釋》，在指定為「綜合發展區」的土地範圍內申請發展，申請人必須擬備一份總綱發展藍圖，並將之呈交城市規劃委員會(城規會)核准。

Pursuant to section 4A(2) of the Town Planning Ordinance and Notes of the OZP, an applicant for permission for development on land designated “CDA” shall prepare a Master Layout Plan for approval of the Town Planning Board.

- 鑑於兩個「綜合發展區」地帶相互貼近及位處海旁顯明位置，當局擬備了規劃大綱作為擬備總綱發展藍圖的指引，以全面指導／管制各個「綜合發展區」地帶的發展。

As the two “CDA” zones adjoining to each other and occupying a prominent waterfront location; there is a need to have a comprehensive planning guidance/control of the development for the two “CDA” zones. The draft PB will be used to guide the preparation of MLP submission for each of the “CDA” zones.

規劃大綱擬稿 Draft Planning Brief (PB)

- 為確保發展項目可以周全的方式實施，並且互相配合，「綜合發展區」地帶內就發展的規模、設計布局、闢設休憩用地和海濱長廊連接性、以及闢設視覺、景觀廊及通風廊等方面，作出整體性的監管。

To ensure that the CDA zones be developed in a comprehensive manner and be compatible with each other, a coordinated approach for the development of the sites in terms of development scale, design layout, provision of open spaces and linkages with waterfront promenade, as well as visual and air ventilation corridors should be adopted to achieve a holistic design.

- 本規劃大綱擬稿涵蓋適用於兩塊「綜合發展區」地帶所設定的一般規劃原則及發展要求，以及個別地帶的特定要求。

The draft PB covers the general planning principles and development requirements common to both of the “CDA” zones as well as specific requirements for each individual zone.

規劃大綱擬稿 Draft Planning Brief (PB)

- 城規會轄下的都會規劃小組委員會於2016年9月30日同意將規劃大綱擬稿諮詢深水埗區議會(區議會)及海濱事務委員會轄下的九龍、荃灣及葵青海濱發展專責小組(專責小組)的意見。

On 30 September 2016, the Metro Planning Committee (MPC) of the Board agreed that the draft PB was suitable for consultation with the Sham Shui Po District Council (SSPDC) and the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing of the Harbourfront Commission (the Task Force).

城市設計要求 Urban Design Requirements

- 以顧及海旁位置及提倡一個具吸引力和暢達的海濱，在制定總綱發展藍圖時的主要設計要求：

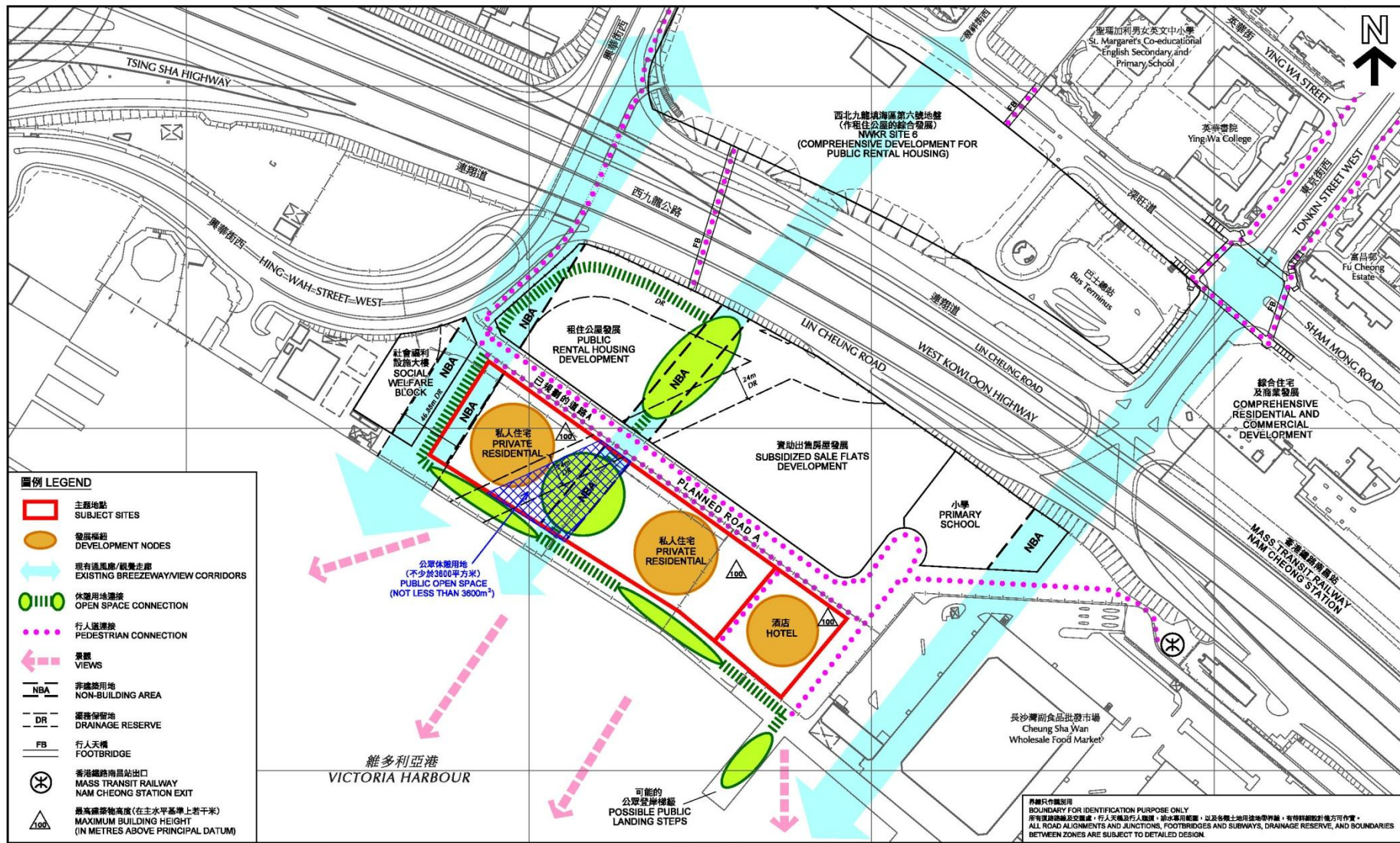
Key urban design considerations to respect the waterfront setting and promote an attractive and accessible waterfront in formulating the MLP :

- 為海濱創造一個活力焦點 **Creation of focal point for a vibrant waterfront**
- 多元化的建築物外形及向海濱遞減的高度輪廓 **Diversity in built-form with descending height profile towards the harbourfront**
- 「不設平台」設計 **Podium-free design**
- 高質素的綠化設計 **High quality greenery**
- 提高行人往海濱長廊的连接性 **Enhance pedestrian connectivity to waterfront promenade**
- 樓宇間有足夠的間距，觀景及通風的通透性 **Sufficient building separation, visual and air permeability**



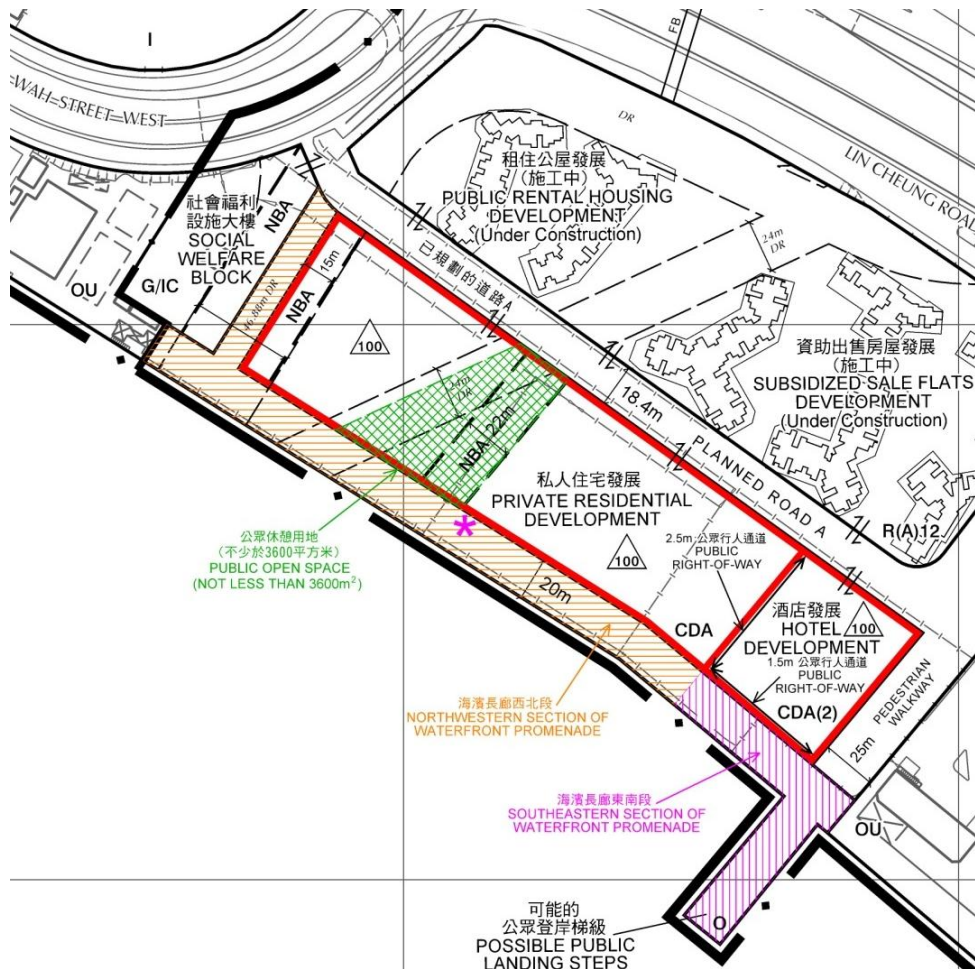
- 在提交總綱發展藍圖時須一併提交城市設計建議
Urban design proposal to be submitted as part of the MLP submission

城市設計概念圖 Urban Design Concept Plan



視覺及通風要求

Visual and Air Ventilation Requirements



- 須為每個「綜合發展區」地帶提供視覺影響評估及量化空氣流通評估

Visual Impact Assessment and Quantitative Air Ventilation Assessment should be undertaken for each "CDA" zone.

- 為改善空氣流通，須於「綜合發展區」內闢設兩塊非建築用地 (15米闊的位於地盤的西北面周邊；而22米闊的位於中部)

To allow better air ventilation, two NBAs within "CDA" zone (15m-wide NBA at the northwestern boundary; and 22m-wide NBA in the middle part) should be provided.

休憩用地及園境要求

Open Space and Landscape Requirements

- 在「綜合發展區」地帶的中部須提供一塊面積不少於3,600平方米的公眾休憩用地，並應與位於北面「住宅(甲類)12」地帶的公眾休憩用地接連，以建設連續的公眾休憩用地通往海濱長廊。建成後該塊公眾休憩用地將交給康文署管理及作維修保養。須根據《香港規劃標準與準則》的要求提供每人面積最少為1平方米的鄰舍休憩用地。

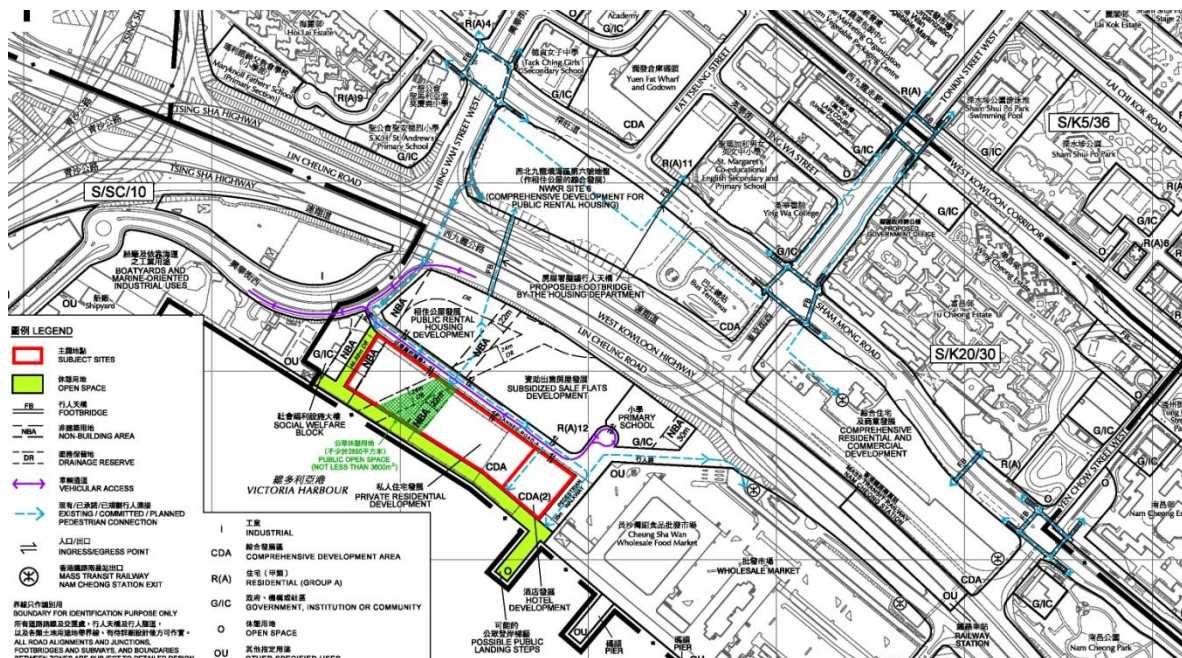
A Public Open Space (POS) of not less than 3,600m² should be provided in the middle part of “CDA” zone and aligned with the POS in the public housing development zoned “R(A)12” to create a continuous POS leading to the waterfront promenade. Upon completion, the subject POS will be handed over to LCSD for management and maintenance. Local open space of not less than 1m² per person should be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG).

- 須為每個「綜合發展區」地帶提交園景設計總圖。綠化覆蓋率須佔地盤淨面積百分之二十(而在「綜合發展區」地帶，應扣除公眾休憩用地面積)。

Landscape Master Plan should be prepared for each “CDA” zone. Target for a minimum greenery coverage of 20% based on net site area (regarding “CDA” zone, area for POS to be excluded).

交通及運輸要求

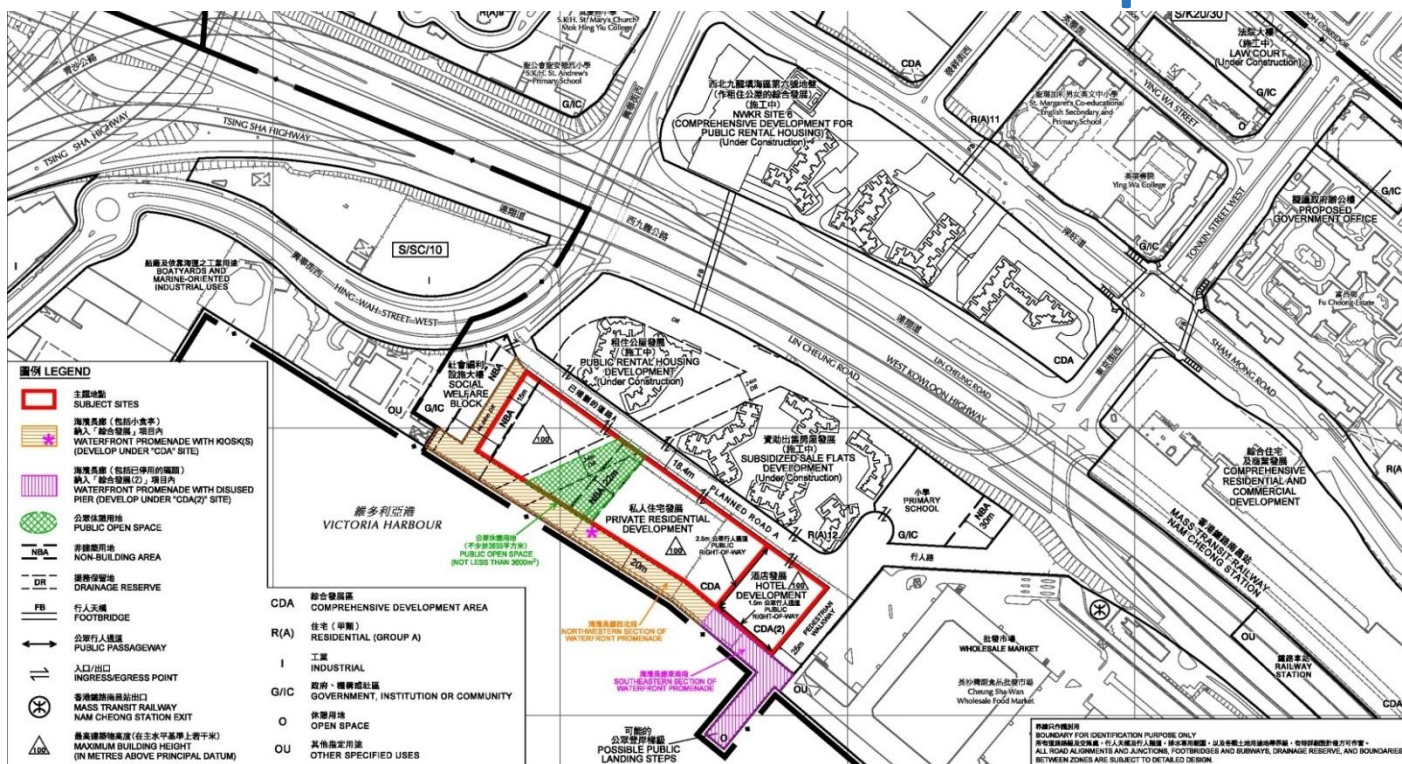
Traffic and Transport Requirements



- 須為每個「綜合發展區」地帶須進行交通影響評估，以探討擬議發展項目可能造成的交通問題，並建議有效緩減措施。
A Traffic Impact Assessment should be carried out for each “CDA” zone to examine possible traffic problems and identify plausible mitigation measures.
- 根據《香港規劃標準與準則》的要求提供附屬泊車及上落客貨設施
Provision of ancillary parking spaces and loading/unloading facilities in accordance with HKPSG.
- 須提交行人通道連接的計劃予運輸署審核。
A proposal on pedestrian links should be submitted for Transport Department’s approval.

環境及基礎建設要求

Environmental and Infrastructure Requirements



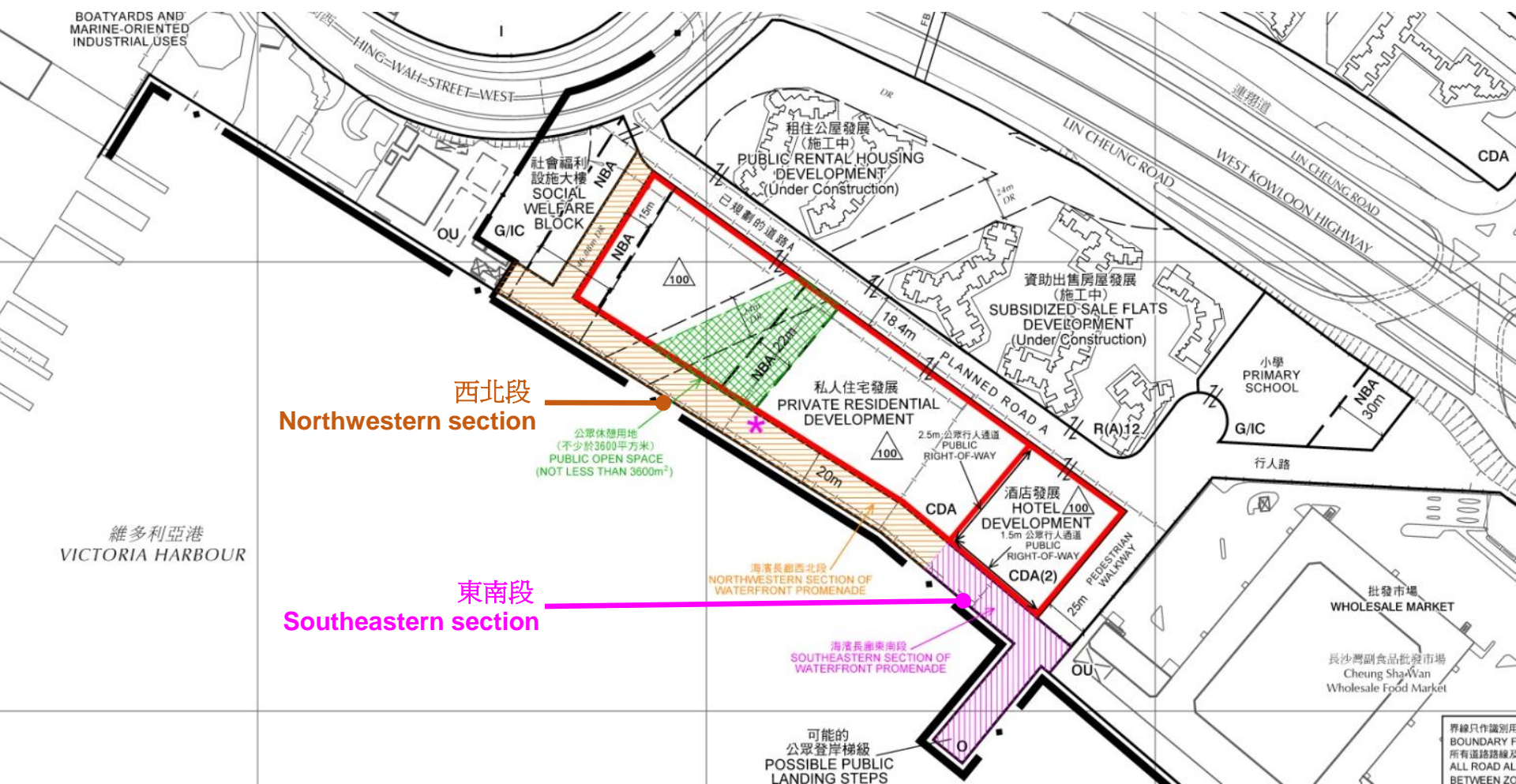
- 須為每個「綜合發展區」地帶提交環境評估，以探討擬議發展項目可能造成的環境問題，並建議有效緩解措施。

An environmental assessment should be carried out for each "CDA" zone to examine potential environmental impacts associated with the proposed development and identify plausible mitigation measures.

- 須為每個「綜合發展區」地帶提交排污影響評估及排水連接系統計劃。

Sewerage impact assessment and proposal on drainage connection system for each "CDA" zone.

毗連劃作「休憩用地」的擬議海濱長廊 Adjoining Planned Waterfront Promenade Zoned “Open Space”

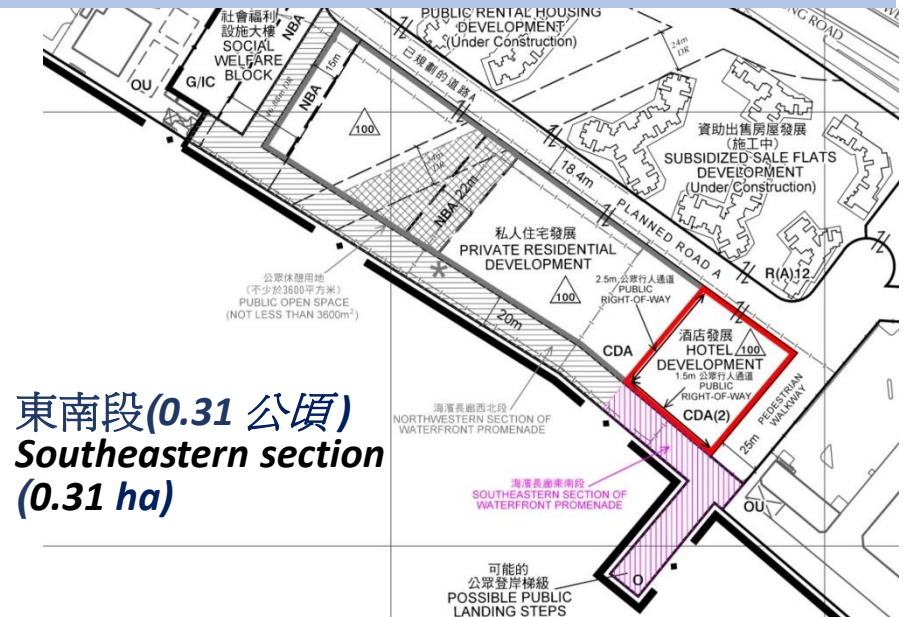
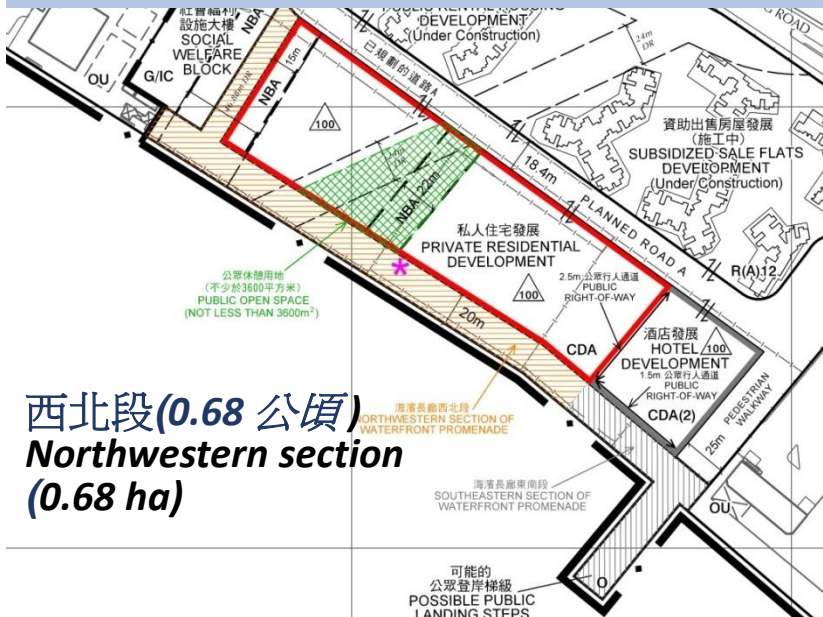


- 毗連劃作「休憩用地」的擬議海濱長廊 (包括已停用碼頭) (面積約0.99公頃，380米長及20米闊)
Adjoining “O” zone (including disused pier) planned for waterfront promenade (about 0.99 ha, 380m long & 20m wide)

毗連劃作「休憩用地」的擬議海濱長廊

Adjoining Planned Waterfront Promenade Zoned “Open Space”

- 為確保及時完成供公眾享用，海濱長廊的設計和興建應交由相關發展商負責。
To ensure timely completion for public enjoyment, the waterfront promenade should be designed and constructed by respective developer.



海濱長廊(包括已停用碼頭) (0.99 公頃)
Waterfront Promenade (including disused pier) (0.99 ha)

面向「綜合發展區」地盤的西北段 (0.68 公頃)
Northwestern section fronting “CDA” site (0.68 ha)

面向「綜合發展區(2)」地盤的東南段 (0.31 公頃)
Southeastern section fronting “CDA(2)” site (0.31 ha)
(包括現有停用碼頭0.14公頃)
(including Disused Pier 0.14 ha)

設計及興建
Design &
Construction

管理及維修保養
Management and
Maintenance

「綜合發展區」地帶的
發展商
Developer of “CDA” zone

康文署
LCSD

「綜合發展區(2)」地帶的發展商
Developer of “CDA(2)” zone

發展計劃 Implementation

- 須提交發展進度表及分期發展圖則 (如有)。

An implementation programme with phasing plan, if any.

- 由於預計各個「綜合發展區」地帶會有不同的發展時間表，為確保可達致以互相協調的方式進行，申請人為某塊「綜合發展區」地帶擬備總綱發展藍圖時，須參照規劃大綱的規劃意向和設計準則，以及其毗連「綜合發展區」地帶的已承諾建設/已落成的發展項目。

It is anticipated that each “CDA” zone may have different implementation timeframe. To ensure that a coordinated approach can be achieved, when formulating the MLP for a particular “CDA” zone, reference should be made to the planning intention and design criteria in the PB and development proposal submitted / approved for the adjoining “CDA” zone.

海港規劃指引| Harbour Planning Principles

原則 1: 保存維多利亞港

Principle 1: Preserving Victoria Harbour

- 不涉及在維港內填海。
Not involve any reclamation within Victoria Harbour.
- 擬議發展規模顧及海旁位置，及不會對附近環境造成重大視覺影響。
The development scale respects waterfront setting and will not impose significant visual impacts to surrounding areas.
- 採用向海濱遞減的梯級式建築物設計，「不設平台」設計，並預留樓宇間有足夠的間距可保持海港的視覺及空氣流通的通透度。
Adopt stepped building height profile with height descending towards waterfront, a podium-free design and sufficient separation amongst buildings preserving visual and air permeability.

海港規劃指引|Harbour Planning Principles

原則 2: 公眾參與

Principle 2: Stakeholder Engagement

- 已於早期在大綱圖修訂期內分別於2014年2月14日及2014年1月14日諮詢專責小組及諮詢深水埗區議會。

The Task Force and the SSPDC had been consulted at the early stage during the rezoning process of the OZP amendments respectively on 12 February 2014 and 14 January 2014.

- 因應專責小組及深水埗區議會的意見，規劃大綱擬稿會在適當情況下作出修訂，並提交城規會作進一步考慮和核准。

The draft PB will be duly revised, where appropriate, taking into account the views collected from the Task Force and SSPDC before submitting to Board for further consideration and endorsement.

- 公眾亦可就將來呈交的總綱發展藍圖發表意見，而城規會亦會一併考慮。

The future MLP submission would also be made public for comments and then duly considered by the Board.

海港規劃指引| Harbour Planning Principles

原則 3: 可持續發展

Principle 3: Sustainable Development

- 在海旁地區提供多種土地用途包括私人住宅、酒店(食肆和零售)及公眾休憩用地配合海濱長廊，以切合不同的社會及經濟需要，亦充份善用珍貴的土地資源。

Provide a mix of land uses including private housing development, hotel (with eating place and retail use) and POS cum waterfront promenade to meet the different social and economic needs and optimize the scarce land resource.

- 並須透過提交總綱發展藍圖及有關技術評估審核就擬議發展項目的發展組合、規模、設計和布局實施適當的規劃管制，以確保在環境、交通、景觀、園景及空氣流通方面皆可達致可持續性。

Through requirement of MLP submission with technical assessments, with appropriate planning control over the development mix, scale, design and layout to ensure that the proposed development be sustainable in terms of environment, traffic, visual, landscape and air ventilation.

海港規劃指引| Harbour Planning Principles

原則 4: 原則和綜合規劃

Principles 4: Integrated Planning

- 規劃大綱擬稿已涵蓋兩個「綜合發展區」地帶以確保發展項目能以整體及互相協調的方式落實。

The draft PB has covered two “CDA” zones to ensure the developments will be implemented in a comprehensive and coordinated manner.

- 並須透過提交總綱發展蓋圖及相關技術評估審核就擬議發展項目的發展組合、規模、設計和布局實施適當的規劃管制，以確保擬議發展達至互相協調及配合海濱環境為目的。

Through requirement of MLP submission with technical assessments, with appropriate planning control over the development mix, scale, design and layout to ensure that the proposed development bend in well with adjoining development and respect the waterfront setting.

海港規劃指引| Harbour Planning Principles

原則 5: 積極改善海港及原則

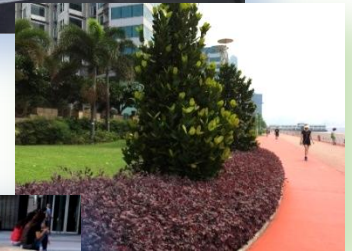
Principle 5: Proactive Harbour Enhancement

- 規劃大綱擬稿為發展商就各地盤制定城市設計要求及提供詳盡的發展指引。

Draft PB set out detailed urban design requirements and provide detailed guidance for developers to develop the site.

- 發展海濱長廊、公眾休憩用地及行人連接系統擬設的詳盡要求將會為這個綜合住宅及商業發展項目創建一個設計優美、朝氣蓬勃的休憩用地供公眾享用；從以為該區締造一個新面貌。

Detailed requirements on development of waterfront promenade, POS and pedestrian network aims to transform the area into a comprehensive development mainly for residential and hotel uses with provision of a well-designed and vibrant open space for public enjoyment.



海港規劃指引| Harbour Planning Principles

原則6: 朝氣蓬勃的海港

Principle 6: Vibrant Harbour

- 透過平衡商業及公眾享用的多元化土地用途，積極改善海港。

The diversified land uses of the site with a balance between commercial and public enjoyment would proactively enhance the harbour.

- 在「綜合發展區」地帶的公眾休憩用地及海濱長廊的西北段主要為靜態康樂和消閑活動。

The POS in “CDA” zone and the northwestern section of waterfront promenade would be mainly for passive leisure uses.



海港規劃指引| Harbour Planning Principles

原則6: 朝氣蓬勃的海港

Principle 6: Vibrant Harbour

- 面向「綜合發展地區(2)」地帶的東南段海濱長廊將提供多元化配套設施如小食亭、注入商業元素及提供水陸共融的設施為海濱地區增添活力。

The southeastern section of waterfront promenade in front of the “CDA(2)” zone would allow more diversified activities such as provision of kiosks, commercial elements and water-land interface facilities to add vibrancy to the waterfront.



海港規劃指引| Harbour Planning Principles

原則7: 交通暢達海港

Principle 7: Accessible Harbour

- 當擬議發展落成後，海濱地區將24小時開放供公眾享用。

Upon completion, the harbourfront areas will be made accessible 24 hours for public enjoyment.

- 擬議海濱長廊將連接現時/規劃中的公共休憩空間網絡、南昌站及周邊地區，以增強往來海濱長廊的行人連接性。

Pedestrian connectivity from the waterfront promenade will be enhanced with connection to existing/planned open space network in the area, nearby Nam Cheong Station and hinterland.

- 提供水陸共融的設施(如技術性可行)使公眾能夠通達海港。

To provide water-land interface facilities (if technically feasible) to enable marine access to the site.



海港規劃指引| Harbour Planning Principles

原則 8: 公眾享用的地方

Principle 8: Public Enjoyment

- 將為新海濱建立一個多元化和朝氣蓬勃的活動焦點。
Will create a focal point for a vibrant waterfront with a diversity of activities.
- 擬議公眾休憩用地及海濱長廊將可令本地居民，酒店客人及其他公眾人士享用海港地帶。
Proposed POS and waterfront promenade would enable local residents, hotel patrons and other members of the public for public enjoyment of the harbourfront.

徵求意見 Advice Sought

- 請委員就規劃大綱擬稿發表意見。
Members are invited to express views on the draft PB.
- 諮詢時收到的意見及因應意見作出修訂後的規劃大綱擬稿將會一併提交都會規劃小組委員會作進一步考慮及通過。
Views collected together with the revised draft PB incorporating the relevant comments, where appropriate, will be submitted to the MPC for further consideration and endorsement.



多謝
Thank You