

**METRO PLANNING COMMITTEE  
OF THE TOWN PLANNING BOARD**

**CONFIDENTIAL**

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**MPC Paper No. 1/12  
For Consideration by the  
Metro Planning Committee on 6.1.2012**

**PROPOSED AMENDMENTS TO  
THE DRAFT CHAI WAN OUTLINE ZONING PLAN NO. S/H20/19**



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### **PROPOSED AMENDMENTS TO THE DRAFT CHAI WAN OUTLINE ZONING PLAN NO. S/H20/19**

#### **1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the draft Chai Wan Outline Zoning Plan (OZP) No. S/H20/19 (Amendment Plan No. S/H20/19A at **Attachment I**) and its Notes (**Attachment II**) are suitable for exhibition under section 7 of the Town Planning Ordinance (the Ordinance); and
- (b) the Explanatory Statement (ES) of the OZP (**Attachment III**) is an expression of the Town Planning Board (the Board)'s planning intentions and objectives for the various land use zonings of the OZP.

#### **2. Status of the Current OZP**

On 11.11.2011, the draft Chai Wan OZP No. S/H20/19 (**Plan 1**), incorporating amendments relating to the extension of the western boundary of the OZP, rezoning of a few sites and deletion of a previously proposed pier, was exhibited for public inspection for two months under section 7 of the Ordinance. No representation has been received so far.

#### **3. Background and Need for Building Height Control**

- 3.1 In order to provide better planning control to meet public aspirations for better living condition and greater certainty and transparency in the statutory planning system, the Planning Department (PlanD) has been reviewing various OZPs with a view to incorporating appropriate building height (BH) restrictions for development zones to guide future development and redevelopment. Priority has been given to areas subject to great development/redevelopment pressure and areas around Victoria Harbour.
- 3.2 While the Chai Wan Area (the Area) is currently not subject to immense redevelopment pressure, there have been some building plan submissions for the development of tall buildings<sup>1</sup>, and more building plan submissions are expected since there are some old buildings ripe for redevelopment (see paragraph 6.3 below). There is thus a need to incorporate BH restrictions in the OZP to provide proper guidance for developments in the Area.

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<sup>1</sup> There have been building plan submissions for a proposed 32-storey (148.65mPD) office building at 24 Lee Chung Street which was first approved by the Building Authority on 18.7.2008, and a proposed 30-storey (139.58mPD) office building at 12 Lee Chung Street submitted to BD on 30.11.2011.

- 3.3 Past experience has indicated that it is insufficient to rely solely on administrative measures or the lease conditions to control BH to achieve a good urban form. The stipulation of BH restrictions on OZP is considered a more effective measure to regulate the height profile of the built environment. Moreover, it involves the setting out of the rationales for the restrictions more clearly, making it more transparent and open to public scrutiny. The mechanism will ensure that all stakeholders have the opportunity to express their views on the BH restrictions in the statutory plan-making process.

#### 4. Scope of Review

Under the current Chai Wan OZP, BH and plot ratio (PR)/gross floor area (GFA) restrictions have not been imposed on development zones other than the "Comprehensive Development Area (1)" ("CDA(1)") site at Chai Wan Road, which is subject to a maximum GFA of 86,268m<sup>2</sup> first imposed on the Chai Wan OZP No. S/H20/11 exhibited on 20.4.2001. The current review covers the remaining development zones, mainly focusing on the imposition of BH restrictions, for the "CDA", "Commercial/Residential" ("C/R"), "Residential (Group A)" ("R(A)"), "I", "Government, Institution or Community" ("G/IC") and "Other Specified Uses" ("OU") zones; and to recommend appropriate PR/GFA restrictions for the "I", "OU(Business)" and "OU(Mass Transit Railway Comprehensive Development Area)" ("OU(MTRCDA)") zones as set out in paragraphs 11 and 12 below. In addition, the exercise also covers the review of "C/R" and "Open Space" ("O") sites and zoning amendments of some other sites as detailed in paragraphs 14 to 17 below. Opportunity has also been taken to minor adjustments to the zoning boundary of some sites, to reflect the latest circumstances, as appropriate.

#### 5. Existing Profile of the Planning Scheme Area (the Area)

##### General Context

- 5.1 The Area, about 614 ha, is located in the eastern part of Hong Kong Island fronting Lei Yue Mun Strait. It is bounded by Heng Fa Chuen to the north, Tai Tam Country Park to the west, and Shek O Country Park to the south. To the east, it extends to the waterfront (**Plans 1 and 2**). The central and eastern parts of the Area are mainly on reclaimed land, set between the hillslopes on the southern and northwestern sides. Platforms have been formed on the hillslopes and developed into various uses. The mountain backdrop of Pottinger Peak in the southeast, Mount Collinson and Shek O Country Park to the south and Mount Parker and Tai Tam Country Park to the west, the green hillslopes of Chai Wan Au in the north and Lei Yue Mun Strait to the east are important natural landscape attributes in the Area (**Plans 5A to 5E**).
- 5.2 Developments in the Area include four major land uses, viz. residential (with some supporting commercial facilities), industrial, industrial-related business and GIC/open space uses. The predominant land use is residential which consists mainly of public rental housing (PRH), Home Ownership Scheme (HOS) and Private Sector Participation Scheme (PSPS) developments, and other private developments including two major private residential developments of Heng Fa Chuen and Island Resort. Industrial and business developments are found to the west of the MTR Chai Wan Station and in the Chai Wan East Area. Since the waterfront sites from Heng Fa Chuen to the area south of the cargo handling basin (the Basin) were previously

subject to airport height restrictions 51.82 to 90mPD, most of the existing buildings in this area are of medium-rise with BH not exceeding 90mPD.

- 5.3 The Area is well served by both road and rail transport. There are two main primary distributors, i.e. Island Eastern Corridor (IEC) and Chai Wan Road. Tai Tam Road is a district distributor road providing access to the south. The Area is served by the MTR with Heng Fa Chuen Station and Chai Wan Station.
- 5.4 In general, the Area can be divided into 8 sub-areas having regard to the physical features and land use pattern of the Area as described below (**Plan 3**):

#### **Heng Fa Chuen Area**

- 5.4.1 Commanding an open view toward Lei Yue Mun Strait, the comprehensive commercial/residential development of Heng Fa Chuen in the northern part of the Area has been developed in form of medium-rise buildings (**Plans 5A and 5B**). Owing to the previous airport height restrictions, residential blocks of Heng Fa Chuen were built to about 57mPD to 65mPD with relatively low floor-to-floor height of about 2.67m. The site is subject to a maximum domestic and non-domestic GFA of 425,000m<sup>2</sup> and 26,750m<sup>2</sup> respectively under the lease.

#### **Basin Area**

##### *Area north/west of the Basin*

- 5.4.2 This area covers the land adjacent to the Basin, which is generally flat. It is bounded by Shing Tai Road in the north-west, Wing Tai Road in the west and Chai Wan Road in the south. The Government Logistics Centre, an oil depot and a Liquefied Petroleum Gas (LPG) cum petrol filling station are on the waterfront north of the Basin while some low-rise developments including two bus depots, an electricity substation and a LPG cum petrol filling station at the western part (**Plans 5A and 5B**). Majority of the sites are Government land, except the oil depot (with maximum BH of 30.48mPD under lease) and electricity substation sites. The two private development sites (i.e. the oil depot and electricity substation sites) are governed by the respective leases to be used for their respective purposes. Most of the existing land uses including the New World First Bus Services Limited's and CityBus Services Limited's depots, are on Short Term Tenancy (STT) basis. The area is largely located on the helicopter flight path of the Pamela Youde Nethersole Eastern Hospital (the Eastern Hospital) (area edged orange on **Plan 16f**). The existing BHs of these developments range from 11mPD to 70.6mPD (Government Logistics Centre).

##### *Area east of the Basin*

- 5.4.3 The eastern part of the area is occupied by 3 warehouse/godown buildings of similar BH (about 51mPD) and a number of GIC facilities including public filling barging point, sewage treatment works, refuse transfer station and salt water pumping station. The Safety Godown Industrial Building (site area 4,624m<sup>2</sup>) is subject to both maximum GFA and BH restrictions (31,586.5m<sup>2</sup> for 3/F and above, and 51.5mPD) under lease, while the remaining two godowns, i.e. Kerry Godown and Chivas Godown, are subject to maximum BH restriction of 51.5mPD (**Plan 16e**). The existing PRs for these two

developments are about 9.88 and 7.03 respectively.

*Area south of the Basin*

- 5.4.4 The southern part of the area is occupied by existing industrial and office buildings (about 48-94mPD) (**Plans 5B to 5D**). For the existing industrial buildings within "I" zone, their existing PRs generally range from 10 to 12 (except Yiko Industrial Building and Federal Centre which are of PR 14.5 and 15 respectively). Among the 21 "I" sites in the area, 6 sites are subject to both PR restriction of 12 and BH restrictions ranging from 111-114mPD under the lease. The remaining sites are all subject to BH restrictions only, with 13 sites about 51mPD while the remaining two of about 95mPD (Federal Centre) and 114mPD (Yiko Industrial Building) stipulated under the lease. Except for Yiko Industrial Building and Federal Centre with existing PR of 14.5 and 15 respectively, the other buildings are of PR 10.4 to 11.51 given the PR and/or BH restrictions under the respective leases (**Plan 16d**).
- 5.4.5 As for the 5 existing buildings within the "OU(Business)" zone in the area clustering around On Yip Street, 4 are up to PR 14.93 to 15.6 and BH of 104mPD to 135mPD and one of PR 10 and BH of 49mPD (**Plan 17e**). The sites are all under industrial leases. Four of the sites are not subject to any PR/GFA/BH restriction under their respective leases, while the remaining one (8 Commercial Tower) is subject to maximum PR of 15 and maximum BH permitted under AHR under lease.

*"CDA(1)" site at the ex-CMB depot*

- 5.4.6 The ex-China Motor Bus (CMB) depot in the south is zoned "CDA(1)" for comprehensive residential development. The site, about 10,750m<sup>2</sup> in area, covers part of the former CMB depot at Chai Wan Road, a section of Sheung On Street and the adjoining open-air bus terminus. In 2001, the CMB Company Limited submitted a rezoning request to rezone the depot site and adjacent Government land from "I", "G/IC" and 'Road' to "CDA" and "O" to facilitate comprehensive redevelopment of the site. In partially agreeing to the rezoning request, MPC agreed to rezone a portion of the proposed "CDA" site to "O" to provide a larger buffer area with better configuration between the proposed residential development and the nearby industrial developments. The zoning amendments were exhibited on 20.4.2001 on the draft OZP No. S/H20/11. The site is subject to a maximum GFA of 86,268m<sup>2</sup> under the OZP, which is equivalent to PR 6 based on gross site area or 8.28 based on net site area. The site was the subject of a planning application (No. A/H20/119) for residential development with BH of 192mPD approved by the MPC on 8.2.2002. After two extensions of the validity period, the planning permission lapsed on 8.2.2011. A revised scheme (No. A/H20/159) with BH up to about 206mPD was submitted in October 2008, which was rejected by the Board on review on 11.12.2009 mainly on the grounds that the BHs and podium structure of the proposed development were considered excessive and the development is subject to adverse traffic noise impact. On 5.3.2010, the applicant lodged an appeal against the decision made by the Board. The hearing date of the appeal is yet to be fixed.

**Siu Sai Wan Reclamation Area**

- 5.4.7 This area in the south-eastern part of the Area is on the waterfront and bounded



by Siu Sai Wan Road in the west. It is generally flat with site formation level of about 4mPD to 6mPD. There is a cluster of GIC facilities along Fu Yee Road and Harmony Road including one primary school, 5 secondary schools and a Government Joint-user Complex, and the Siu Sai Wan Sports Ground is right on the waterfront. Some residential developments are found within the area including the 62-storeyed Island Resort (about 193mPD) on the waterfront and PSPS developments of Harmony Garden (about 84-95mPD) and Cheerful Garden (about 91-117mPD) (**Plan 5C**). Island Resort is not subject to PR restriction under lease and has been built to a PR of 10.5. The excessively tall residential towers are considered incompatible and incongruous with the surrounding environment and the waterfront setting. A continuous promenade and open space have been developed along the waterfront.

### **Southern Foothill Area**

- 5.4.8 This area is situated on platforms ranging from about 5mPD to 23mPD stretching in a curvilinear form of development to the south of Siu Sai Wan Road, Chai Wan Road and Wan Tsui Road. While clusters of GIC facilities including 3 primary schools, 3 secondary schools, Chai Wan Municipal Services Building and Chai Wan Swimming Pool and Park are found, the area is predominantly residential in nature with PRH developments of Siu Sai Wan Estate (about 81mPD and 113-118mPD on the lower and upper platforms respectively), Chai Wan Estate (about 118mPD) and Wan Tsui Estate (about 58-82mPD) and PSPS/HOS developments of Fullview Garden (about 88-91mPD), Lok Hin Terrace (about 99mPD), Yan Tsui Court (about 70mPD) and Yuet Chui Court (about 120mPD) (**Plans 5C to 5E**). The existing PRs of the residential developments range from generally 3.3 (for the residential area to the north of Precious Blood Secondary School) to 9.2 (HOS development of Kai Tsui Court).

### **Central Core Area**

- 5.4.9 This area, at a level of about 5mPD, is bounded by Wing Tai Road, Chai Wan Road and IEC. The area is predominantly residential in nature with its northern, eastern and southern parts occupied by public housing developments including Tsui Wan Estate (about 81-91mPD), Yue Wan Estate (about 24-63mPD) and Tsui Lok Estate (about 64mPD), HOS developments of Yee Tsui Court (about 79mPD) and Hang Tsui Court (about 99mPD) and PSPS development of Walton Estate (about 85-88mPD), and two private commercial/residential developments (below 92mPD). The existing PRs of the PRH range from about 2.8 (Yue Wan Estate) to 5.8 (Tsui Lok Estate) while the remaining private residential developments are of about 10.7 (Kam Yuen House) and 11.2 (Winner Centre). There are also some GIC facilities within this area including the Chai Wan Married Police Quarters (about 107mPD), Chai Wan Sports Centre, Yue Wan Market Building, 3 primary schools and 2 secondary schools. Chai Wan Park serves as a major visual and ventilation corridor providing an important green and visual relief for the densely built-up environment (**Plans 5C to 5E**).

### Western Core Area

5.4.10 Bounded by Lok Man Road, Chai Wan Road, Fei Tsui Road and IEC, this area is situated on the hillsides with site formation level of about 30mPD in the south rising to about 70mPD in the north. It is a mixed commercial/industrial/residential area with a cluster of old industrial developments (generally below 92mPD) to the west of the MTR Chai Wan Station under gradual transformation. The northern part (Koway Court of about 97-103mPD, Bayview Park of about 105mPD and PSPS developments of Neptune Terrace of about 132-136mPD and Greenwood Terrace of about 102-110mPD) and southern part (New Jade Garden of about 107mPD above the MTR Chai Wan Station and PRH development Hing Wah (I) Estate of about 90-111mPD) are predominantly residential in nature (**Plans 5C and 5E**). The existing PRs of the private residential areas range from about 8 (Bayview Park) to 10.7 (New Jade Garden). The newly completed cultural centre, Youth Square (about 83mPD), is located to the south of the MTR Chai Wan Station.

5.4.11 For the 37 "OU(Business)" sites in the area to the west of the MTR Chai Wan Station as shown on **Plan 17d**, 1 (Site 20) is currently used as temporary sitting-out-area and 4 (Sites 17, 18, 31 and 32) are for Government/utility purposes i.e. refuse collection point, electricity substation, telephone exchange and cooked food market. Site 9 at 24 Lee Chung Street is subject to a maximum PR of 15 under lease and an office development of 148.65mPD is nearing completion. The remaining 31 sites, all restricted to industrial and/or godown purposes, are not subject to any PR/GFA restriction under their respective leases. 9 of them have been developed to PR 15, 3 are of PR 13 or above, and the remaining 19 sites are below PR 12. Among these, 13 sites are subject to BH restrictions of 91.4mPD to 108mPD under leases.

### Northern Hill-slope Area

5.4.12 This area near the foothills of Chai Wan Au traversed by IEC is predominantly occupied by GIC developments with formation levels rising from about 6mPD in the east to about 73mPD in the west. The MTR Chai Wan Depot (up to 15mPD) and Hong Kong Institute of Vocational Education (about 14-86mPD) are at the lower part to the east of IEC. The higher platform is mainly occupied by the Eastern Hospital (about 91-140mPD) (**Plans 5A and 5C**).

### Western Hill-slope Area

5.4.13 Located along the hill-slope adjacent to Tai Tam Country Park in the west, this area is mainly bounded by Tai Tam Road, Chai Wan Road, Wan Tsui Road and Fei Tsui Road. With formation level of about 50mPD to 100mPD, the area rises gradually from Fei Tsui Road in the south to Chai Wan Road in the north. The area is characterized by public housing developments including Hing Man Estate (about 199-207mPD), Hing Wah (II) Estate (about 89-142mPD) and Fung Wah Estate (about 158-161mPD) and HOS developments of Shan Tsui Court (about 170-177mPD) and King Tsui Court (about 161mPD) (**Plans 5D and 5E**). The existing PRs of the PRH range from about 2.2 (Hing Man Estate) to 5.4 (Fung Wah Estate). For the two HOS developments of Shan Tsui Court and King Tsui Court, the existing PRs are about 7.4 and 9.1



respectively. As for the private residential developments Man Wah Building and Moon Wah Building, the existing PRs are about 4.1 and 6.4 respectively.

## **6. Existing Building Profile**

### **Building Height (Plans 6 and 7)**

- 6.1 In general, the BHs of the existing developments in Chai Wan gradually increase from the waterfront and central part towards the hillside in the north, west and south. Except for Island Resort, the heights of the buildings on the waterfront range from about 15 storeys (60mPD) for the private residential development of Heng Fa Chuen to 22 storeys (up to 94mPD) for industrial developments to the south of the Basin, where most of these sites were previously subject to the former airport height restrictions 51.82 to 90mPD. Island Resort consists of eight excessively tall residential towers (up to 193mPD) and is considered incompatible and incongruous with the surrounding environment and the waterfront setting. Further inland, there is a cluster of relatively new industrial and industrial-office buildings (8 Commercial Tower and Megaiadvantage) ranging from 27-32 storeys (104-135mPD) in the "OU(Business)" zone in the On Yip Street/Chai Wan Road area. The heights of public housing developments vary greatly across the Area, ranging from 7 storeys (about 24mPD) in Yue Wan Estate nearer the waterfront to 44 storeys (up to 207mPD) in Hing Man Estate on a platform of about 83mPD at the western foothills. Low-rise developments (below 12 storeys or 40mPD) are mainly within the "G/IC" zones scattered in the Area.

### **Plot Ratio**

- 6.2 The predominant land use in the Area is residential. There are 7 public rental housing estates scattered around, with PRs ranging from 2.2 to 7.1. Besides, there are 15 HOS/PSPS developments in the Area, with PRs ranging from 4.5 (Yan Tsui Court) to 10.7 (Walton Estate). As for the private developments, their PRs range from 3.3 to 11.2 (Winner Centre). For the industrial and industrial-office developments to the south of the Basin Area and to the west of the MTR Chai Wan Station, the majority of the buildings are under PR 12, but with 24 sites of PR 12 or above.

### **Building Age (Plan 8)**

- 6.3 With a majority (about 70%) under 30 years in age, the buildings in the Area are relatively new, but there are also some old buildings (about 8%) of 40 to 50 years old. In general, the industrial buildings to the west of the MTR Chai Wan Station and those clustered around Fung Yip Street to the south of the Basin, and the residential developments generally bounded by Chai Wan Road and Wing Ping Street are older (over 30 years). The newer developments (20 years or below) are mainly concentrated in the Siu Sai Wan area. Building age of public housing developments varies with Chai Wan Estate newly completed in 2010, Hing Wah (I) Estate about 13 years old, Siu Sai Wan Estate and Tsui Wan Estate of about 22 and 24 years in age respectively, and the oldest ones are Yue Wan Estate (35 years) and Hing Wah (II) Estate (36 years).

### **Redevelopment Potential**

- 6.4 For the purpose of assessing the redevelopment potential for the Area, it is generally

assumed that existing privately owned buildings are mostly under multiple ownership, and developments having fewer storeys and therefore smaller number of units would likely undergo ownership assembly. Moreover, older buildings would have a greater opportunity for redevelopment, especially for sites that have not been fully developed to the maximum development potential. As such, developments with building age of 30 years or over and with BH of 15 storeys or below are assumed to have greater potential for redevelopment. The current review has identified 28 sites that may have potential for redevelopment, which are mainly the old industrial buildings located to the west of the MTR Chai Wan Station and those clustered around Fung Yip Street, and the residential developments bounded by Chai Wan Road and Wing Ping Street.

### **Historic Buildings and Declared Monument (Plan 9)**

- 6.5 There are one declared monument i.e. Law Uk, which is 1 storey, and two Grade 3 buildings, i.e. the Muslim Cemetery and Cape Collinson Lighthouse in the Area.

## **7. Local Wind Environment**

- 7.1 An AVA by expert evaluation (EE) of the Area has been undertaken to provide a qualitative assessment of the wind environment within the Area, to identify problem areas and proposed mitigation measures. The report of the AVA by EE for the Area is attached at **Attachment X**.
- 7.2 In general, the annual prevailing wind of the Area comes from the north-east and east, whereas the summer prevailing wind is mainly coming from the southwest, south, southeast to east (**Plan 10**). Valley winds from the southerly quarters run through the mountain passes of Mount Collinson and Pottinger Peak, and penetrate through the valleys into the Area.
- 7.3 The AVA has identified three air paths in the Area (**Plan 10**). There is a strong northeast-southwest and east-southwest channeling effect at/near ground level. This major air path runs through the central part of the Area by connecting roads and Chai Wan Park, and is formed by channeling effects from the sea and mountain valleys. However, it may be weakened in the middle by the building blocks of Hing Wah (II) Estate positioned perpendicular to wind direction and the dense industrial developments to the west of MTR Chai Wan Station. The other two air paths are the southwest-north air corridor along Hong Man Street to the south of Greenwood Terrace, Wing Tai Road Garden, Shing Tai Road and Heng Fa Chuen Playground, and the southwest-east air corridor along Fei Tsui Road, Wan Tsui Road, Chai Wan Road, Sheung On Street Playground and Fung Yip Street.
- 7.4 The Area has extensive green coverage, mainly on the surrounding hillslopes and open spaces near the MTR Chai Wan Station aligned in the direction of southwest-northeast. They are useful in terms of generating cool and fresh air.

### **Recommendations and Measures for Better Air Ventilation**

- 7.5 Specifically, the EE has the following recommendations:
- (a) it is good to retain most of the existing “G/IC” sites as low-rise buildings and “O” sites. Besides, it would be useful to rezone some of the development zones to

zones of less intensive developments as proposed by Planning Department (**Plan 15**), such as "G/IC", "O" and "Road", particularly for those connected to or next to the air paths. Further greening on these sites is recommended.

- (b) at the western and north-western part of the Basin, there are a number of undeveloped sites, which lie on the entrance of incoming wind and have facilitated wind from seafront penetrating into the Area with no blockage. The "O" zone at the junction of Sheung On Street/Sheung Ping Street is an important air ventilation entrance, is particularly useful to facilitate the penetration of sea breeze from the waterfront to the inland.

#### Designation of Non-Building Areas (NBAs)/Building Gaps

- (c) The following NBAs/building gaps should be designated to form continuous and least-blocked air corridors in the Area to facilitate air ventilation along the southwest-north and northeast-southwest air paths (**Figure 7.3 in Attachment X**). The width of NBAs is taken as 20-30m, in light of the width of 100-150m of the frontage area of the buildings. A BH restriction reflecting the existing BH will be imposed to maintain the building gaps.

##### NBAs

- (i) Along the southwest-north air corridor on the south of Hing Man Estate; and along Hong Man Street (**Figures 7.3, 8.1 and 8.2 in Attachment X**).
- (ii) Along the southwest-northeast air corridor on the east of Hing Wah (II) Estate along Wan Tsui Road; through the industrial developments along Tsui Hang Street and Lee Chung Street; and at Tsui Wan Estate (**Figures 7.3 and 8.3 in Attachment X**).

##### Building Gaps

- (iii) Along the central part of the Area, on the northwestern side of the existing Chai Wan Flatted Factory along Chui Hang Street; and the podium of Chai Wan Industrial Centre (**Figures 7.3 and 8.2 in Attachment X**).

- 7.6 The recommended NBAs/building gaps are adopted in the proposed amendments to the OZP as follows:

#### Proposed NBAs

- (i) a 30m-wide NBA on the south of Hing Man Estate is introduced (**Plans O1, O2a and O3**). It will facilitate the valley winds to flow over the 4-storeyed Chai Wan Health Centre across Chai Wan Road towards the proposed NBA along Hong Man Street;
- (ii) NBAs are introduced along Hong Man Street (**Plans O1, O2c and O4b**). By widening the street to 20m, the proposed NBAs will facilitate the flowing of valley winds from the southeast to the northeastern part of the Area;
- (iii) a 20m-wide NBA is introduced at Tsui Wan Estate (**Plans O1, O2b and O4a**);
- (iv) as the proposed NBA on the east of Hing Wah (II) Estate is basically along existing public roads, i.e. Wan Tsui Road and Sui Man Road, the designation of

this NBA on the OZP is considered not necessary;

#### Proposed Building Gaps

- (v) a 20m-wide building gap is proposed through the existing 3-storeyed Telephone Exchange building (21.18mPD) at the junction of Cheung Lee Street/Chui Hang Street to Chui Hang Street to Lee Chung Street and the existing open-air bus terminus alongside Ning Foo Street. With wind channelling via these sites/streets, the proposed building gap will facilitate the air ventilation along the major southwest-northeast air path. To create a 20m-wide air path along Chui Hang Street, a 5m-wide setback requirement within the "CDA" zone (above 21mPD or about 15m above ground level) along the northwestern side of the Chai Wan Flatted Factory site is introduced (**Plans O1, O2e and O4d**); and
- (vi) another 15m-wide building gap above podium (at 23mPD or about 15m above ground level) between two existing industrial buildings namely the Chai Wan Industrial Centre and Minico Building is introduced (**Plans O1, O2d and O4c**).

7.7 The AVA report has concluded that the NBAs and building gaps proposed above in general help mitigate the adverse air ventilation impact upon redevelopment, and improve the air ventilation in the Area (pages 32 to 38 in **Attachment X**). Minor relaxation of the non-building area and building gap requirements may be considered by the Board on application.

### **8. Planning Intention**

The Area is mainly a residential neighbourhood with commercial/industrial/business developments clustered around the MTR Chai Wan Station and to the south of the Basin. The extensive vegetated hills on northern, southern and western sides facing Lei Yue Mun Strait to the east provide a natural scenic setting for the developments in the Area. The general planning intention for the Area is to generally maintain the existing land use patterns and create a more discernible townscape, which would enhance the visual amenity and air ventilation in the Area.

### **9. Urban Design Principles for Formulating Building Height Restrictions**

9.1 In conducting the BH review, the broad urban design principles set out in the Urban Design Guidelines (Chapter 11 of HKPSG) have been taken into consideration. Also, the topography, predominant land uses, waterfront and foothill setting, existing BH profile, local character, as well as compatibility with the surrounding areas, have been taken into account. A urban design appraisal (**Attachment XI**) has been conducted and the urban design principles considered and adopted in formulating the BH restrictions for the Area are summarized as follows:

- (a) stepped height concept with lower developments along the waterfront and gradation of height profile to echo the natural topography should be adopted;
- (b) the existing BH profile<sup>2</sup> (**Plans 5A to 5E, 6 and 7**) and the development character of the Area should be respected;

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<sup>2</sup> Except out-of-context development on the waterfront.



- (c) BH concept with lower developments facing the harbour and fronting major open spaces and low-rise GIC clusters should be adopted;
  - (d) the height profile should be sympathetic and compatible in scale with the surrounding developments; and
  - (e) existing green/view corridors, including “GB” and “O” zones, should be preserved. Low-rise “G/IC” and “OU” sites should be retained to serve as visual and spatial relief.
- 9.2 In addition, the review has taken into consideration the recommendations of the AVA, particularly the requirement to maintain the existing height profile of the low-rise “G/IC” sites and the “O” and “GB” zones as visual and spatial relief, providing breathing space and air paths for the Area in general.
- 9.3 In formulating the BH restrictions, it should be ensured that upon incorporating of the restrictions, private development sites (except for “G/IC” and some “OU” sites) would be able to accommodate the maximum PR/GFA permissible under the OZP, taking into account the development restrictions under the lease. The proposed BH bands should ensure that the urban design principles would not be negated. For “G/IC” and “OU” sites, the considerations in formulating the BH restrictions are further explained in paragraphs 11.4 to 11.9 below. Moreover, as a general rule, for an existing building exceeding the proposed height limits, it will not be affected by the restriction. However, in view of the prominent waterfront location of Island Resort, redevelopment to its existing height of about 193mPD is not recommended as further explained in paragraph 10.3(g) below.

## **10. Proposed Building Height Concept (Plan 11)**

- 10.1 The Area is topographically characterized by hill-slopes on three sides which decline gradually towards the east. The proposed overall BH concept for the Area aims at reinforcing the stepped BH profile developed on the basis of the natural topography of the Area.
- 10.2 In general, height bands which commensurate with the planning intention of the various land use zones as well as taking into consideration the majority of the existing buildings/committed developments is adopted. As the existing floor-to-floor heights of the older developments (including residential, composite developments and industrial buildings, etc.) in the Area are generally low, in determining the BH restrictions for various development zones, reasonable floor-to-floor heights would be allowed upon redevelopment. For private residential developments, a typical floor height of 3.15m would be achieved. For industrial and commercial/office developments in the “I” and “OU(B)” zones, the BH restrictions would generally allow a typical floor height of 4m.
- 10.3 As mentioned in paragraph 5 above, the Area can be divided into different clusters with different characteristics. Taking into account the considerations mentioned in paragraph 9, the proposed BH concept for the Area (**Plan 11**) is more specifically described below:

## Heng Fa Chuen Area

- (a) Fronting Lei Yue Mun Strait, the residential development of Heng Fa Chuen is visually prominent when viewed from Lei Yue Mun and Tseung Kwan O. The intention is to adopt a BH restriction which could generally maintain the existing medium-rise character. In addition, to achieve a discernible stepped BH profile and to provide some design flexibility for achieving a reasonable floor-to-floor height (currently only 2.67m) to meet modern day standard upon redevelopment, BH restrictions of 70mPD and 90mPD are considered appropriate respectively for the eastern part near the waterfront and the western part above the MTR depot and Heng Fa Chuen Station.

## Basin Area

### *Area north/west of the Basin*

- (b) The waterfront area is mainly occupied by medium-rise GIC and industrial developments. It is visually prominent when viewed from the Kowloon side and Tseung Kwan O. A BH restriction of 35mPD is proposed for the oil depot site taking into consideration the maximum BH of 30.48mPD under the lease. It is also proposed to rezone the site to “OU(Oil Depot)” to reflect the planning intention. Moreover, Sites 23 to 33 (**Plan 16e**) are located on the helicopter flight path of the Eastern Hospital, the BH (including roof-top structures) should not exceed 70mPD to safeguard the operation of helicopters as advised by the Government Flying Services (**Plan 16f**). In view of these considerations, a lower height band of 70mPD (including roof-top structures) is proposed.

### *Area east of the Basin*

- (c) As a continuation of the stepped height profile, the proposed BH restrictions gradually increase towards the south. While 3 godowns sites are subject to maximum BH of 51.5mPD under the lease, the existing PRs achieved range from 7.03 to 9.88. A BH restriction of 100mPD is proposed, which is the same as that recommended for the “I” sites to the south of the Basin (**Plan 16e**).

### *Area south of the Basin*

- (d) The industrial area south of the Basin is occupied by medium-rise industrial developments (about 48-94mPD) clustered at Ka Yip Street and Fung Yip Street (**Plan 16d**). Some taller industrial and industrial-office buildings (up to 135mPD) have been developed on the “OU(Business)” sites along On Yip Street (**Plan 17e**). To generally reflect the existing stepped height profile rising from the waterfront to the more inland area, it is proposed to adopt two height bands of 100mPD and 120mPD for the “I” and “OU(Business)” zones in this area respectively. A maximum BH of 100mPD is considered appropriate for the “I” zone having regard to its proximity to the waterfront, the intention to achieve a stepped height profile, and balanced against the need to accommodate the existing BH/PR and the proposed PR of 12 for the area (see paragraph 12 below on the proposed PR restriction). A higher height band of 120mPD is proposed for the “OU(Business)” zone taking into consideration the existing BHs and PRs for these sites (see paragraph 5.4.5 above).

### *“CDA(1)” site at the ex-CMB depot*

- (e) The site is subject to various development requirements/constraints, including the need for accommodating the maximum GFA of 86,268m<sup>2</sup> stipulated on the



OZP; allowance for accommodating a bus terminus upon redevelopment; provision of setback/building gaps within the site; and the need for providing sufficient buffer distance (55m) from the existing LPG filling stations to the north of the site. A development concept taking into account the site constraints is prepared at **Plan P1** of the Paper. Having regard to the above and the more inland location of the site, a maximum BH restriction of 140mPD is proposed for the site.

#### **Siu Sai Wan and Southern Foothill Areas**

- (f) The residential developments in this area should have a general stepped height profile with lower developments to the north of Siu Sai Wan Road and gradually increasing to the upper platform of Siu Sai Wan Estate which is situated on a relatively higher ground level of about 23mPD. The adoption of BH height bands of 100mPD, 120mPD and 140mPD is considered appropriate to reflect the stepped height profile of the area.
- (g) Due to the waterfront location, the existing height of 193mPD for Island Resort is considered excessive and out of context with the waterfront setting. As the site is facing the eastern gateway to Victoria Harbour, the BH of this site should be better controlled to avoid adverse visual impact. Considering the urban design principle for maintaining lower BHs on the waterfront, balanced against the existing development intensity (i.e. a PR of 10.5) and the provision of a public transport terminus (10m), a maximum BH of 140mPD is proposed to be imposed on future redevelopment on this site and claim for the existing BH is not allowed.

#### **Central Core Area**

- (h) This area is characterized by medium-rise residential developments. There is a general intention to maintain the existing BH profile for this area. Located between the Central and Western Core Areas, Chai Wan Park together with the adjoining open spaces serve as important visual relief and breathing space. In view of the large area formed by the public housing developments including Tsui Wan Estate, Tsui Lok Estate and Yue Wan Estate, as well as the need for provision of NBA through the housing estates, it is recommended to adopt BH restrictions of 100mPD and 110mPD for the northern and southern parts of this area. The BH restriction of 110mPD for the southern part would allow some variations in the building height to achieve a stepped BH profile with the developments in "R(A)" zone to the north and south (where BH restriction of 100mPD and 120mPD are proposed respectively).

#### **Western Core Area**

- (i) The existing developments in this area are mainly medium to high-rise developments with ground levels gradually rising towards the surrounding hill-slope areas. It is considered appropriate to adopt a stepped BH increasing from north to south from 120 to 140mPD to respect the sloping topography, having regard to the existing height profile of the locality.

### **Northern and Western Hill-slope Areas**

- (j) Relatively higher BH bands are proposed for the northern and western hill-slope areas which are situated on higher ground levels (around 80mPD). With a general intention to maintain the existing BH profile, the adoption of stepped BH restrictions of 160 to 210mPD is considered appropriate for these hill-slope areas, where developments are sited at different ground levels.

### **“G/IC” and “OU” Sites**

- (k) The “G/IC” and “OU” sites in various parts of the Area have been largely developed. Unless there are committed development proposals or a need to meet the minimum height requirement (e.g. standard requirement of 8 storeys for school development), the existing “G/IC” and “OU” sites will broadly be kept to their existing heights to serve as breathing space and spatial/visual relief. Moreover, “O” and “GB” sites will generally be retained so that the existing greenery and open area can be preserved as breathing space.

## **11. Proposed Building Height Restrictions**

- 11.1 Taking account of the BH concept and in view of the various types and heights of developments and the topography of the Area, BH restrictions (**Plan 12**) will be expressed in terms of mPD for the “CDA(1)”, “R(A)”, “I” and some “OU” zones. For GIC developments not taller than 13 storeys and some low-rise “OU” sites, they will be subject to restrictions in terms of number of storeys to allow design flexibility to cater for specific functional requirements (**Plan 13**). Details of the proposed BH restrictions for the various zones are set out in paragraphs 11.3 to 11.9 below. In determining the number of storeys for BH purpose, basement floor(s) may be disregarded.
- 11.2 To allow for design flexibility, to provide incentive for developments/redevelopments with planning and design merits and to cater for circumstances with specific site constraints, a minor relaxation clause in respect of the BH restrictions is incorporated into the Notes of the Plan. Each planning application for minor relaxation under section 16 of the Ordinance will be considered on its own merits. However, minor relaxation of BH restrictions for sites with existing buildings already exceeding the specific BH restrictions are generally not supported unless under exceptional circumstances and with very strong justifications. The following criteria are proposed for incorporation into the Explanatory Statement (ES) of the OZP for consideration of applications for minor relaxation of BHs:
  - (a) amalgamating smaller sites for achieving better urban design and local area improvements;
  - (b) accommodating the bonus PR 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 PR under the OZP; and
- (f) other factors such as site constraints need for tree preservation, innovative building design and planning merits that would bring about improvements to the townscape and amenity of the locality and would not cause adverse landscape and visual impacts.

11.3 Details of the proposed BH restrictions are set out below (**Plans 12 and 13**).

#### **Heng Fa Chuen Area**

- (a) **maximum BH of 70mPD and 90mPD** (i.e. about 65m and 76m) for the “OU(MTRCDA) zone to form a stepped BH profile descending towards the waterfront.

#### **Basin Area**

- (b) **maximum BH of 35mPD and 70mPD** (including roof-top structures)<sup>3</sup> (i.e. about 30m and 65m) for the existing “I” site to the north of the Basin, which is proposed to be rezoned to “OU(Oil Depot)”, and the “G/IC(2)” sites respectively. The BH restriction is to respect the waterfront setting with some height variations and the helicopter flight path of the Eastern Hospital.
- (c) **maximum BH of 100mPD** (i.e. about 96m) for the existing “I” sites to the east and south of the Basin to respect the stepped BH profile and to accommodate the PR of the existing buildings in this area which is generally of 12.
- (d) **maximum BH 120mPD** (i.e. about 116m) for the existing “OU(Business)” sites along Sun Yip Street and On Yip Street to take into consideration the existing BH and to accommodate the PR of the existing buildings in this area which is generally of 15.
- (e) **maximum BH of 140mPD** (i.e. about 136m) for the “CDA(1)” zone at Chai Wan Road as discussed in paragraph 10.3(e) above. A stepped height profile should be adopted in the future development for this site.

#### **Siu Sai Wan and Southern Foothill Areas**

- (f) **maximum BH of 140mPD** (i.e. about 135m) for the existing private residential development of Island Resort as discussed in paragraph 10.3(g) above. Future redevelopment to the existing BH is not allowed.
- (g) **maximum BH of 100mPD, 120mPD and 140mPD** (i.e. about 93m-95m, 113m-115m and 116m-120m) for the other “R(A)” sites in this area to achieve a stepped BH profile which would create a more discernible height profile.

#### **Central Core Area**

- (h) **maximum BH of 100mPD and 110mPD** for northern portion and southern

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<sup>3</sup> Due to the helicopter flight path of the Eastern Hospital, the BHR of 70mPD is inclusive of roof-top structures as distinct from other BHRs.

portion respectively (i.e. about 95m and 105m) for the “R(A)” sites and existing “C/R” sites in the area to form a stepped BH profile and provide lower BH near the Chai Wan Park.

#### **Western Core Area**

- (i) **maximum BH of 120mPD and 140mPD** (i.e. 94m-112m and 96m-105m) for the “R(A)” sites and **maximum BH of 120mPD** (i.e. about 98m-115m) for the “OU(Business)” sites to take into consideration the existing BHs and form a stepped BH profile with the sites to the east and west.
- (j) **maximum BH of 120mPD** (i.e. about 114m) for the “CDA” to tally with the proposed BH restriction for the adjoining “OU(Business)” sites. For the remaining portion (about 2,257m<sup>2</sup>) of the “CDA” zone, which is occupied by the existing open-air bus terminus, it is proposed to rezone to area shown as ‘Road’ (see paragraph 16.11 below).

#### **Western and Southern Hill-slope Areas**

- (k) **maximum BH of 160mPD, 180mPD, 190mPD and 210mPD** (i.e. about 84m-136m, 80m, 126m and 101m-150m) for the “R(A)” sites to take into consideration the existing BHs and form a stepped BH profile with the sites to the east and north.

#### **“G/IC” and “OU” Sites**

- 11.4 As the Area has basically been developed, the “G/IC” and “OU” (except for the “OU(Business)” and “OU(MTRCDA)” zones) sites apart from providing the necessary GIC facilities to serve the community or for specific purposes, serve to provide breathing space and visual relief in this dense built-up area. Taking into consideration the recommendations of the AVA, the existing low-rise “G/IC” and “OU” clusters would be maintained as far as possible. To provide clarity on the BH profile and to ensure compatibility of future development/redevelopments with their surroundings, it is considered appropriate to impose BH restrictions on all the “G/IC” and “OU” sites to contain their development scale and BHs.
- 11.5 In formulating the proposed height restrictions for these “G/IC” and “OU” sites, due regard has been given to the nature of the existing facilities/uses on the sites, the existing BHs, the height restrictions on the land allocation/lease (if any), the need to meet the minimum height requirement for the designated GIC or OU facilities (e.g. standard requirement of 8 storeys for school development) and the need to maintain compatible building mass in the local setting. The proposed BH restrictions have also taken into consideration the existing BHs of the various GIC or OU developments, or to accommodate any committed development proposals. For sites with unrestricted leases, redevelopment up to the level permissible under the Building (Planning) Regulations (B(P)R) may not be possible under the proposed BH restrictions. Relaxation of the BH restriction on individual sites can be considered on a case by case basis through planning application or plan amendment procedures when specific redevelopment proposal is available. In view of the various types of uses and diversified BHs, generalisation of the BH restrictions has been made for some GIC uses falling within the same cluster or of similar use in the vicinity as appropriate.



## **“G/IC” Sites**

- 11.6 There are a total of 81 “G/IC” sites in the Area, of which 72 sites have been developed to their designated uses including 7 for community uses, 21 for educational uses, 23 for government uses and 21 for utility and other uses (**Plan 13 and Attachment IV**). In general, the proposed BH restrictions are detailed below and in **Attachment IV**. The proposed BH restrictions mainly reflect the existing BHs, except 11 “G/IC(2)” sites (Sites G14d, G14e, G20 to G23, G26, E17b and O23 to O25) are subject to a maximum BH of 70mPD (including roof-top structures) given it is under the helicopter flight path of the Eastern Hospital; 5 undeveloped “G/IC” sites (Sites G6, E17a, O12, O14 and G19) are subject to specific BH restrictions having regard to the requirements of the designated uses; 8 sites (Sites G3, G12, G15, G18, O2, O3, O4 and O16) with BH restrictions proposed based on generalized BH of nearby developments; and the Hing Wah Community Hall site (C7) with proposed BH restriction based on known redevelopment plan (see paragraph 16.2 below and **Plan C4**). As for the two adjoining school sites in Yue Wan Estate (TWGHs & LKWFSL Mrs Fung Yiu Hing Memorial Primary School and Chai Wan Faith Love Lutheran School), they are not proposed to be rezoned from “R(A)” to “G/IC” noting that the TWGHs & LKWFSL Mrs Fung Yiu Hing Memorial Primary School is now temporarily occupied by Hong Kong International School and future use is subject to review.
- 11.7 The proposed BH restrictions for the “G/IC” zones are as follows:
- (a) **maximum BH of 1 storey to 3 storeys:** these mainly maintain the existing heights of low-rise GIC uses including pumping station, sports ground, swimming pool, Hing Wan Community Hall, sewage treatment works, refuse collection point, service reservoir, bus terminus, cooked food market, telephone exchange, electricity switching station, gas off-take station, the Cape Collinson Correctional Institution and Law Uk Folk Museum;
  - (b) **maximum BH of 4 to 7 storeys:** the restrictions mainly reflect the existing heights of the Chai Wan Health Centre & Maternity Home, Lai Chi Rehabilitation Centre, Yue Wan Market, Chai Wan Indoor Games Hall, and some electricity substations. Maximum BH of 4 storeys is proposed for the undesignated GIC sites at O16 generalizing the BHs of the adjacent 4-storeyed fire station (Site G9). For Site O14, the site is reserved for development of an ambulance depot for reprovisioning of the existing substandard Chai Wan Ambulance Station at Hing Wah (II) Estate. With reference to the general building design of the some existing ambulance depots of similar scale<sup>4</sup>, a maximum BH of 5 storeys is proposed for this site. As for the Chai Wan Fire Station at Sheung On Street (Site G9), which is currently occupied by a 4-storeyed fire station and a 9-storeyed drill tower, it is proposed to rezone the site from “G/IC” to “G/IC(1)” with the stipulation of a BH restriction of 4 storeys and a provision to allow a drill tower of not taller than 9 storeys;
  - (c) **maximum BH of 8 storeys to 10 storeys:** these mainly reflect the existing heights of various schools, Methodist Church & Epworth Village Community Centre, Star of the Sea Catholic Church & Community Centre, Chai Wan Baptist Church, Shau Kei Wan Fire Station and Staff Quarters, Chai Wan Police Station and New Parker Switching Station. Majority of the school sites will be restricted

<sup>4</sup> For example, Sai Wan Ho Ambulance Depot and Yuen Long Ambulance Depot

to a maximum of 8 storeys to be in line with the general requirement for standard school development, apart from Meng Tak Catholic School (E14) which is subject to a maximum of 9 storeys to reflect and contain the existing BH. For the Salvation Army Ann Wyllie Memorial Primary School, a BH restriction of 8 storeys above the MTR depot is proposed. For the undesignated sites at G18 and O2 to O4, BH restrictions of 8 storeys and 10 storeys are proposed generalizing the BHs of the adjoining schools and 10-storeyed police station (Site G13);

- (d) **maximum BH of 12 storeys:** the restriction mainly reflect and contain the existing height of the Chai Wan Municipal Services Building (Site G5);
- (e) **maximum BH of 60mPD to 85mPD:** the 60mPD and 85mPD are specific for the Joint-user Government Complex with integrated recreational, community and social welfare facilities at Site G6 and the Youth Square (Site C4) respectively. For the “G/IC(2)” sites located on the helicopter flight path of the Eastern Hospital to the north/west of the Basin (Sites G20 to G23, G26, E17b and O23 to O25), a BH restriction of 70mPD (including roof-top structures) is proposed to safeguard the operation of helicopters;
- (f) **maximum BH of 100mPD to 120mPD:** these are to take into consideration the existing heights of two existing Government staff quarters. For the Police Married Quarters (Site G12) with an existing height of 107mPD, a BH restriction of 100mPD is proposed generalizing the BH restriction for the adjoining “R(A)” sites within the same cluster. A maximum BH of 120mPD is proposed for the Fire Services Departmental Quarters (Site G3) with an existing height of 98mPD generalizing the BH restriction for the adjoining “R(A)” sites;
- (g) **maximum BH of 70mPD, 100mPD, 120mPD and 140mPD for the Eastern Hospital (Site G14); and 120mPD for Chai Wan Laundry (Site G15):** the proposed BH restrictions of 120mPD and 140mPD for the Main Block/Pathology Block and Blocks A to G of the Hospital respectively mainly reflect their respective existing heights. A BH restriction of 70mPD is proposed for the Specialist Out-patient Block also to reflect the existing BH. For the site currently occupied by the 2-storeyed (75mPD) Chai Wan Laundry to the west of the Hospital, it is included into the BH band of 120mPD to cater for the Hospital’s expansion plan for development of an Ambulatory Care Block to relieve the burden on acute in-patient services which is currently delivered within in-patient ward areas with inadequate provision of reception, waiting, operating and recovery facilities; to accommodate new medical facilities and medication system; and to rationalize the ward areas to address the projected shortage of some 200 in-patient beds by 2016 (see conceptual plan at **Plan G6**). The Barrack Block located in the south-eastern portion of the Hospital is proposed to be rezoned to “G/IC(2)” with a BH restriction of 70mPD (including roof-top structures) given it is under the helicopter flight path of the Eastern Hospital. For the East Block, although it is under the helicopter flight path, a BH restriction of 100mPD (including roof-top structures) is proposed to adopt a stepped height profile, which is acceptable to the Government Flying Services. In this regard, it is proposed to rezone the area to “G/IC(2)” but relaxation of BH restriction is also not allowed; and
- (h) **maximum BH of 55mPD and 70mPD for the Hong Kong Institute of Vocational Education (Chai Wan) (Site E17):** a BH restriction of 55mPD is



proposed for the Institute's campus to cater for its expansion plan including the development of a 15-storeyed teaching block to cope with the increasing number of students (see block plan at **Plan G5**). As for the staff quarters (Knight Court) of about 86mPD in the northern part of the site, it is proposed to be rezoned to "G/IC(2)" with a BH restriction of 70mPD (including roof-top structures) and relaxation of BH restriction is not allowed given it is under the helicopter flight path of the Eastern Hospital (**Plans 16f**).

#### **"OU" Sites**

- 11.8 The intention of the "OU" sites is to provide/reserve land for specific purposes and uses. Other than the "OU(MTRCDA)" site (see paragraph 11.3(a) above) and the "OU(Business)" zones (see paragraphs 11.3(d) and 11.3(i) above), there are 9 "OU" sites in the Area (**Plan 12 and Attachment V**). Proposed BH restrictions for 3 of them follow the existing BHs including the cargo handling area (OU6), the refuse transfer station (OU9), and the LPG cum petrol filling stations (OU5) at Sheung Mau Street. The BH restrictions for 4 others take into consideration the BH permissible under lease/land allocation which are considered acceptable in the local context including the MTR Chai Wan Depot (OU4), the LPG cum petrol filling stations at Fung Yip Street (OU7), the public filling barging point (OU8) and the Oil Depot (OU20). A maximum BH of 5 storeys is proposed for the "OU(Funeral Parlour)" site (OU10) having regard to the BH of the existing funeral parlours in the urban areas ranging from 4 to 7 storeys and the local setting which is rather natural in character, surrounded by "O" and "GB" zones to the north and low-rise cemetery and a 10-storey ossuary located to the south of the site.
- 11.9 For the "OU (Cemetery)" zone (OU11), a height restriction of 2 storeys is proposed having regard to the site character and to allow for some low-rise structures within the cemetery. As for the "OU" zone covering the existing columbarium developments, BH restrictions of 10 and 12 storeys are proposed for the two sites (OU13 and OU14) falling within the Chai Wan Chinese Permanent Cemetery to take into consideration their existing BHs, while 3 storeys (OU17 and OU18), 4 storeys (OU19) and 9 storeys (OU16) to take into consideration the new structures for columbarium or niches within the cemetery. Moreover, it is proposed to impose BH restrictions of 4 and 7 storeys for the northern and southern portions of the Cape Collinson Columbarium and Crematorium site (OU12) respectively to reflect and contain the existing BHs.

## **12. Proposed PR/GFA Restrictions for Development Zones**

### **Need and Scope**

- 12.1 Under the current Chai Wan OZP, PR/GFA restrictions have not been imposed on the development zones other than the "CDA(1)" site at Chai Wan Road, which is subject to a maximum GFA of 86,268m<sup>2</sup>. While BH restrictions have been proposed in paragraph 11 above, it is considered necessary to impose appropriate PR/GFA restrictions to provide better planning control on the development intensity in the Area upon development/redevelopment. The current review on development intensity mainly focuses on the "I" and "OU(Business)" zones (see paragraphs 12.4 to 12.12 below). Due to the large scale of the Heng Fa Chuen development in the "OU(MTRCDA)" zone, maximum domestic and non-domestic GFA restrictions are also proposed to be imposed (see paragraph 12.13 below).

- 12.2 The need for PR control on the “R(A)” sites would be subject to further study. As for “CDA” zone covering the Chai Wan Flatted Factory site, while the HA considers that the site would be suitable for public rental housing development to meet shortfall in housing supply, having regard to the site’s good accessibility and location within the Chai Wan Business Area, it could alternatively be developed for commercial use to serve as a catalyst to promote restructuring of the area. Further study of the future land use is required. Due to the uncertainty on the future use at this stage, it would be inappropriate to stipulate the maximum PR in the Notes as different PR control for residential and commercial uses would be required.
- 12.3 Moreover, incorporation of specific PR/GFA restrictions for “G/IC” sites is not feasible as they accommodate a wide range of uses and facilities of varying nature to serve the needs of the community and the concerned institutions. Due to different functional requirements for individual GIC facilities, the GFA requirements for various GIC uses can be very different and it would not be appropriate to predetermine without specific development schemes. Similarly, the “OU” sites (other than “OU(Business)” and “OU(MTRCDA)” zones) also cover a variety of specified uses. They are mainly low-rise developments including oil depot, petrol filling stations, MTR depot, cargo handling area, public filling barging point, refuse transfer station, funeral parlour and cemetery.

#### **Proposed PR Restriction for “I” and “OU(Business)” Zones**

##### *Review of the Sites*

- 12.4 The review on development intensity covers all the sites under the “I” and “OU(Business)” zonings. There is about 6ha of land currently zoned “I” in Chai Wan East adjacent to the Basin. It can be broadly divided into two parts: the low-rise developments to the east of the Basin; and the medium to low-rise developments to the south of the Basin bounded by Sheung Ping Street, Fung Yip Street, On Yip Street and Sun Yip Street (**Plans 16a to 16c**). For the “OU(Business)” zone, it comprises two areas, the area to the west of the MTR Chai Wan Station which comprises a total of 37 sites and the area around On Yip Street in the east with 5 sites (**Plans 17a to 17c**). These sites were rezoned from “I” to “OU(Business)” in 2001. In assessing the development intensity, thorough examination of the nature of the developments, existing building profile including PR, building age and building height, lease entitlements, redevelopment potential have been carried out. The PR and BH of the existing buildings and restrictions under respective leases in “I” and “OU(Business)” zones are shown at **Plans 16d & 16e** and **Plans 17d & 17e** respectively. More detailed information on these aspects is provided at **Attachments VIII and IX**.

##### *Hong Kong Planning Standards and Guidelines (HKPSG)*

- 12.5 Under the HKPSG, a maximum average PR of 9.5 is recommended for existing industrial/business areas in the Metro Area, and the PR of individual sites could range from 5 to 12. Having regard to local conditions, some adjustments to the above standards such as height and density restrictions, capacity of approach roads, infrastructure provision etc. may be required. The guidelines should be applied in drawing up conditions of land grant or lease modification and for proposed redevelopment sites. Given that the private lots in the “I” and “OU(Business)” zones are all industrial lots, any redevelopment to include the wide range of non-industrial uses permissible under both zonings would generally require lease modification or waiver. A maximum PR of 12 as recommended in the HKPSG would still provide

sufficient incentives for redevelopment, particularly for the “OU(Business)” sites which involve an upzoning when compared to the existing lease entitlement. The PR restriction of 12 has already been imposed on the “OU(Business)” zones in Kowloon and in Shau Kei Wan.

#### *Traffic Assessment*

- 12.6 According to the Commissioner for Transport (C for T)’s advice, the capacity of the road network in the “OU(Business)” area west of the MTR Chai Wan Station is very limited and the local traffic is very busy. Having regard to TD’s advice and to ascertain the traffic constraints on future redevelopments in both the “I” and “OU(Business)” zones, the Cross-boundary Infrastructure and Development Section of PlanD undertook a traffic assessment of the areas zoned “I” and “OU(B)” in the Area. A copy of the traffic assessment is at **Attachment XII**. The assessment shows that even under the PR 12 scenario, road improvement schemes and traffic management measures may be necessary to cater for the future redevelopments in the two zones (see paragraph 5.2 of the Traffic Assessment Report). The additional traffic generated from the redevelopment of the “I” and “OU(B)” sites to the maximum permissible PR of 15 for non-domestic uses under the Building (Planning) Regulations would be substantial and may cause very severe traffic congestion problem. From traffic point of view, it is recommended that the redevelopment of these areas should be restricted to a maximum PR of 12.

#### *“I” Zone*

- 12.7 As shown on **Plan 16d**, there are 21 sites in this area to the south of the Basin, which have been developed for industrial or industrial-related purposes. 6 sites are subject to both maximum PR of 12 and BH restrictions of 111-114mPD under their respective leases (i.e. the recommended maximum PR of 12 has already been effected in the granting of these sites). The remaining 15 sites are all subject to BH restrictions only, with 13 sites of about 51mPD while the remaining two of about 95mPD (Federal Centre) and 114mPD (Yiko Industrial Building). While the 2 sites subject to taller BH restrictions under leases have been developed up to PR of 15, the other 13 sites subject to stringent BH control under leases are of PR 12 or below. As redevelopment to the existing PR would be allowed even with the imposition of a PR restriction of 12 for these “I” sites, private development rights would not be adversely affected.
- 12.8 For the 3 “I” Sites to the east of the Basin, except for Safety Godown Industrial Building (site area 4,624m<sup>2</sup>) which is subject to both maximum GFA and BH restrictions (31,586.5m<sup>2</sup> for 3/F and above, and 51.5mPD) under lease, the remaining two have neither BH nor PR restrictions stipulated under their respective lease. The existing PRs of the three godowns range from 7.34 to 9.88 (Kerry Godown).
- 12.9 Detailed information on the existing BH and PR as well as the development restrictions under lease for the “I” sites is at **Attachment VIII**. Taking into account the recommended maximum PR under the HKPSG and the findings of the traffic assessment as stated in paragraphs 12.5 and 12.6 respectively; and the lease restrictions for the various sites, a **maximum PR of 12** together with the proposed maximum BH of 100mPD, or the PR and BH of the existing developments, whichever are the greater, are recommended for the “I” zone.

#### *“OU(Business)” Zone*

- 12.10 Most of the 42 sites within the “OU(Business)” zone have been developed. A table showing the existing BH and PR as well as the development restrictions under lease

for developments within the “OU(Business)” zones is at **Attachment IX**.

- 12.11 On the existing development intensity, 19 out of 37 of the sites to the west of the MTR Chai Wan Station are of PR 12 or below while the remaining 18 sites have PR ranging from 13.05 to 15 (**Plan 17d**). 13 sites of these sites are subject to BH restrictions of 91.4mPD to 108mPD under their respective leases, with 1 also subject to a maximum PR of 9.6. For the 5 “OU(Business)” sites around On Yip Street in the east, 4 out of the 5 sites are not subject to PR and BH restrictions under their respective leases. The remaining one is subject to airport height restriction and PR 15. Their existing PRs range from 10.08 to 15.64.
- 12.12 Having regard to the recommended maximum PR under the HKPSG and the findings of the traffic assessment as stated in paragraphs 12.5 and 12.6 above; and the lease restrictions for the various sites, a **PR restriction of 12** together with the proposed BH restriction of 120mPD are recommended for the “OU(Business)” zone. Given that 13 sites are subject to BH restrictions of 91.4mPD to 108mPD under leases which indirectly restrict the development intensity, redevelopment to the existing PR would be allowed and the “OU(Business)” zone represents an upzoning of the industrial lots where lease modification is required to effect non-industrial uses such as office/hotel development, it is considered that the proposed PR restriction of 12 would not unduly affect private development rights.

#### **Proposed PR/GFA Restrictions for “OU(MTRCDA)” Zone**

- 12.13 The “OU(MTRCDA)” site is occupied by the private residential development of Heng Fa Chuen. It is considered appropriate to impose a maximum domestic and non-domestic GFA of 425,000m<sup>2</sup> and 26,750m<sup>2</sup> respectively in accordance with the lease conditions.

### **13. Appraisal of Visual Impact**

- 13.1 The profile of the existing developments including BHs in the Area are detailed in paragraphs 5 and 6 above. Moreover, the urban design principles for formulating the BH restrictions and concept behind the control are set out in paragraphs 9 and 10 above respectively. To assess the visual impacts of redevelopment and the proposed BH restrictions on the overall townscape of the Area, 4 local vantage points (VPs) are selected. 2 of the VPs are located at the high grounds of Chai Wan Au (VPs1 and 2), which provide a panoramic view from a highland area over the major developments in the northern part of the Area. Another one at a popular tourist attraction, Lei Yue Mun in Kowloon (VP3), which provides a front view from the north to the Area. The last one from the Hong Kong Trail (VP10), a popular hiking trail, which provides a panoramic view from over the southern part of the Area. Locations of these VPs are indicated on **Plan 4**. The Area does not fall within the ‘view fan’ of the identified VPs under the Urban Design Guidelines which are focused on the central Harbour area.
- 13.2 The visual impact of proposed BH restrictions as proposed in paragraph 11 above are demonstrated by photomontages at **Plans 14A to 14E**. With waterfront location and existing BH of 193mPD, the height of Island Resort is considered excessive. As explained in paragraph 10.3(g), it is proposed to impose a lower BH of 140mPD for any future redevelopment on this site and claim for the existing BH is not allowed.



- 13.3 For the Area as a whole, the general BH principles as mentioned in paragraph 9 above are largely achievable. It is considered that the overall visual impact of development/redevelopment to the proposed BH restrictions would not be significant.

**14. Review of the “C/R” Zone (Plans A1 to A4d)**

- 14.1 Opportunity has been taken to review the “C/R” zone on the OZP. According to the recommendations of the Stage II Study on Review of Metroplan (The Metroplan Review) completed in 2003, the “C/R” zoning should be reviewed for more effective infrastructure planning and better land use management. A land use review has been undertaken to examine these “C/R” sites with a view to rezoning to appropriate zonings so as to provide a clear planning intention.
- 14.2 On the Chai Wan OZP, about 3.04 hectares of land is zoned “C/R” covering the residential sites scattered in the Central and Western Core Areas, including the New Jade Garden on top of MTR Chai Wan Station, Koway Court, Bayview Park, Wah Tai Mansion, Winner Centre and Kam Yuen House along Chai Wan Road, Chai Wan Cinema Building at Wan Tsui Road, Yen Lok Building and Kin Yip Building at Lin Shing Road, and Moon Wah Building and Man Wah Building at Fei Tsui Road (**Plans A1 to A4d**).
- 14.3 All of these existing developments are predominantly residential in nature with lower three floors used for retail/commercial activities akin to “R(A)” type development. In view of the predominant residential nature of these existing developments and taking into consideration their locations in predominantly residential neighbourhoods, the “C/R” sites are considered suitable for rezoning to “R(A)”. Commercial development and other Column 2 uses may be permitted by way of planning permission system based on individual merits. For those existing buildings with commercial uses above the lowest three floors (including New Jade Garden, Koway Court, Chai Wan Cinema Building and Winner Centre), they will not be affected by the rezoning exercise since commercial uses such as eating place, office and shop and services are always permitted in the purpose-designed non-residential portion of an existing building and/or could be continued with “existing use” status under the Notes for the “R(A)” zone and the Covering Notes.
- 14.4 As for New Jade Garden, since part of the site currently falls within an area partly zoned “C/R” and partly shown as ‘Road’ on the OZP, to rectify the discrepancy between the lot boundary and the zoning boundary and to reflect the planning intention for residential development, it is proposed to rezone the “C/R” zone and the concerned ‘Road’ area to “R(A)”.

**15. Review of the “O” Zone (Plan 18 and Attachment VI)**

- 15.1 In considering the objections lodged by Real Estate Developers Association to 11 draft OZPs on 4.2.2005, the Board requested the PlanD to separately review the sites zoned “O” which involved private land on OZPs. The Board considered that if there was no intention to develop the concerned “O” sites as public open space in the long term, they should be rezoned to other more appropriate zonings when the opportunity arose.
- 15.2 The review is to update the status of the existing open spaces and verify the land uses

on the OZP. There are about 21.35ha of land zoned "O" on the OZP. Currently, there are a total of 20 open space sites in the Area (**Plan 18**). 17 of them are currently zoned as "O" and the remaining 3 are under various zonings. Except for part of Site 12 falling within the ex-CMB depot site, all of these "O" sites are under government ownership. For Site 12 for which was partially owned by CMB, the site was previously zoned "I", "G/IC" and area shown as "Road" and was rezoned to "CDA(1)" and "O" in 2001. The "O" zone is to provide a larger buffer area with better configuration between future residential development at the "CDA" site and the nearby industrial developments. The existing status of the "O" sites is summarized in **Attachment VI**.

- 15.3 Of the 20 sites, 16 of them have been developed into public open space, sitting-out area or amenity area. As discussed in paragraph 16.7 below, it is proposed to rezone an undeveloped site in Heng Fa Chuen (Site 21) from "OU(MTRCDA)" to "O". While there is currently no programme for the development of the remaining Sites 12, 13 and 17, the Director of Leisure and Cultural Services considers that the "O" zoning of these sites should be retained for open space provision in the longer term.
- 15.4 The "O" zoning of the 17 "O" sites are considered appropriate and should be retained. Other than Site 21 mentioned above, opportunity is also taken to rezoning the following sites (Sites 19 and 20) to reflect their planning intention for open space use:
- (a) rezoning of Site 19 occupied by Tai Man Street Sitting-out Area to the south of Neptune Terrace from "G/IC" to "O" (**Plans H1 to H3**); and
  - (b) rezoning of Site 20 occupied by the playground at Chai Wan Road (i.e. Hing Wah Estate Playground No.1) from "R(A)" to "O" (**Plans B4 to B6**).

## **16. Other Rezoning Proposals (Plan 15)**

*Rezoning of a bus terminus and 4 school sites from "R(A)" to "G/IC" (Sites R3a-R3e) (**Plans C1a to C3d**)*

- 16.1 A free-standing bus terminus in Siu Sai Wan Estate (Site R3d of about 2,078m<sup>2</sup>) (**Plans C1c, C2d and C3c**) and the following 4 sites occupied by free-standing schools (Sites R3a-R3c) located at the periphery of public housing estates are proposed to be rezoned from "R(A)" to "G/IC" to reflect their planning intention and stipulation of a maximum BH of 1 storey and 8 storeys for the bus terminus and school sites respectively:
- (a) Hing Wah (II) Estate: The Rotary Club of Hong Kong Island West Hong Chi Morninghope School (about 1,506m<sup>2</sup>) (Site R3a) (**Plans C1a, C2a and C3a**);
  - (b) Wan Tsui Estate: The Salvation Army Centaline Charity Fund School (about 3,896m<sup>2</sup>) (Site R3b) (**Plans C1a, C2b, and C3a**); and
  - (c) Tsui Wan Estate: Islamic Kasim Tuet Memorial College, and S.K.H. Li Fook Hing Secondary School (about 14,689m<sup>2</sup>) (Site R3c) (**Plans C1b, C2c and C3b**).



*Rezoning of Hing Wah Community Hall from "R(A)" to "G/IC" (Site R3e) (Plans C1d, C2e and C3d)*

- 16.2 With an area of about 4,084m<sup>2</sup>, the subject site is occupied by the Hing Wah Community Hall. To reflect the planning intention for GIC use on site and the allocation boundary of the hall, it is proposed to rezone the site from "R(A)" to "G/IC". A BH restriction of 3 storeys is proposed. At present, the community hall is of 2 storeys and is sub-standard. Due to site constraint, the community hall cannot be extended horizontally. A BH restriction of 3 storeys is proposed to cater for its plan for Home Affairs Department's redevelopment plan for the community hall to include the provision of multi-purpose rooms to meet local demand. A conceptual drawing showing the future uses of the redevelopment is at **Plan C4**.

*Rezoning of a strip of land at Chong Fu Road from "I" and "O" to "G/IC" (Site R5) (Plans E1 to E3)*

- 16.3 The site of 902m<sup>2</sup> is currently occupied by a sea water pump house of the Eastern Hospital, which is proposed to be rezoned from "I" and "O" to "G/IC" to reflect the planning intention and the allocation boundary and stipulation of BH restriction of 1 storey.

*Rezoning of a piece of land to the southwest of Heng Fa Chuen from "G/IC" to "GB" (Site R10a) (Plans I1a, I2a and I3a)*

- 16.4 Being part of the green foothills of Chai Wan Au, the piece of land with an area of about 11.9ha is covered by natural vegetation, part of which falls within the boundary of the old Lyemun Barracks (Grade 1 historic compound). It is proposed to rezone the site from "G/IC" to "GB" to preserve the existing natural topography and vegetation.

*Rezoning of a strip of land at Cape Collinson Road from "G/IC" to "GB" (Site R10b) (Plans I1b, I2b and I3b)*

- 16.5 The subject strip of land with an area of about 5,420m<sup>2</sup> is currently covered with dense vegetation, which was previously reserved for development of public car park. Given the site is no longer required for public car park use as advised by C for T, it is proposed to rezone the site from "G/IC" to "GB" to preserve the existing well-grown vegetation and natural topography.

*Rezoning of two school sites in Heng Fa Chuen from "OU(MTRCDA)" to "G/IC" and "G/IC(3)" (Sites R13a and R13b) (Plans K1 to K3)*

- 16.6 The sites occupied by Lingnan Secondary School (about 7,390m<sup>2</sup>) and the Salvation Army Ann Wyllie Memorial Primary School (about 3,982m<sup>2</sup>) in Heng Fa Chuen are proposed to be rezoned from "OU(MTRCDA)" to "G/IC" and "G/IC(3)" respectively to reflect their planning intention for GIC use on site and the allocation boundary with stipulation of BH restriction of 8 storeys.

*Rezoning of a site in Heng Fa Chuen from "OU(MTRCDA)" to "O" (Site R14) (Plans L1 to L3)*

- 16.7 With an area of about 4,186m<sup>2</sup>, the site is located at Shing Tai Road in Heng Fa Chuen and is currently used as a temporary fee-paying public car park. Falling within the

Consultation Zone of an existing LPG compound which is identified as a Potentially Hazardous Installation, the Director of Electrical and Mechanical Services has advised that the development at the subject site should not result in significant increase in population. In view of the above, its waterfront location and close proximity to surrounding school/residential developments, it is proposed to rezone the site from "OU(MTRCDA)" to "O".

*Rezoning of electricity switching stations, amenity plot and road at the junction of Chai Wan Road/Tai Tam Road to "G/IC", "GB" and 'Road' (Sites R11, R16, R17a and R17b) (Plans N1 to N3b)*

- 16.8 To reflect the planning intention, it is proposed to rezone the sites (R17a of about 580m<sup>2</sup> and R17b of about 3,590m<sup>2</sup>) occupied by electricity switching stations (currently zoned "GB") and the Tai Tam Road/Chai Wan Road Amenity Plot (currently shown as 'Road' with about 870m<sup>2</sup>), and a strip of land occupied by portion of Tai Tam Road (currently zoned "GB" with about 2,131m<sup>2</sup>) to "G/IC", "GB" and area shown as 'Road' respectively. BH restrictions of 3 storeys and 3/8 storeys are proposed for Site R17a and Site R17b respectively.

*Rezoning of a site from "OU(Cemetery)" to "G/IC" for extension of the Chai Wan Salt Water Service Reservoir (Site R15) (Plans M1 to M3)*

- 16.9 A piece of Government land (about 3,387m<sup>2</sup>) south of Fei Tsui Road is currently zoned "OU(Cemetery)" on the OZP. To improve the flushing water supply system in the Chai Wan and Siu Sai Wan areas, the Water Supplies Department has proposed to extend the existing salt water service reservoir (1 storey) westwards to include the subject land parcel. Upon completion of the rezoning procedure, construction works of the proposed service reservoir extension would commence in 2014 for completion in 2016. The subject site is proposed to be rezoned from "OU(Cemetery)" zone to "G/IC" to cater for this. A BH restriction of 1 storey is proposed for the extended area.

*Rezoning 4 sites from "OU(Business)" Zone to "G/IC" (Sites 12a to 12b) (Plans J1 to J3)*

- 16.10 For the "OU(Business)" sites which are currently used for Government/utility purposes i.e. refuse collection point, electricity substation, telephone exchange and cooked food market (Sites R12a to R12d), it is proposed to be rezoned to "G/IC" to reflect their planning intention for GIC use.

*Rezoning portion of the "CDA" zone to area shown as 'Road' (Site 6) (Plans F1 to F3)*

- 16.11 With an area of about 2,257m<sup>2</sup>, the site is occupied by the existing open-air bus terminus. C for T has advised that the subject terminus is designated as terminal point of a number of public bus/green mini bus routes and as queuing and pick up/set down area during Ching Ming and Chung Yeung Festival. In addition, with reference to the findings of the AVA study, the terminus is located in the vicinity of the major southwest-northeast air path, which would facilitate the air ventilation. From urban design point of view, this area should be left open to provide visual relief and breathing space to the congested industrial area near the MTR Station. In view of the above, it is proposed to rezone the remaining portion from "CDA" to area shown as 'Road' to reflect its planning intention for bus/minibus terminus use.

## **PROPOSED AMENDMENTS TO THE OZP**

### **17. Proposed Amendments to Matters Shown on the Plan**

- 17.1 The proposed amendments as shown on the draft Chai Wan OZP No. S/H20/19A (Attachment I) are explained as below:

#### **Item A – Incorporation of BH Restrictions**

- 17.2 Stipulation of BH restrictions, in terms of mPD or number of storeys, on the Plan for the areas zoned “CDA”, “R(A)”, “I”, “G/IC” and “OU” zones in accordance with paragraph 11 above.

#### **Item B1 (about 2.3ha) (Plans A1 to A4d) :**

- 17.3 Rezoning of the “C/R” sites at Chai Wan Road, Wan Tsui Road, Lin Shing Road and Fei Tsui Road to “R(A)” in accordance with paragraph 14 above.

#### **Item B2 (about 7,906m<sup>2</sup>) (Plans – A1, A2c, A3 and A4d) :**

- 17.4 Rezoning of the site New Jade Garden from “C/R” zone and an area shown as ‘Road’ to “R(A)” in accordance with paragraph 14.4 above.

#### **Item C1 (about 2.6ha) (Plans B1 to B3) :**

- 17.5 Rezoning of the Island Resort site from “R(A)” to “R(A)1” in accordance with paragraph 10.3(g) above.

#### **Item C2 (about 2,689m<sup>2</sup>) (Plans B4 to B6) :**

- 17.6 Rezoning of the site occupied by a playground at Chai Wan Road from “R(A)” to “O” in accordance with paragraph 15.4(b) above.

#### **Item D (about 2.6ha) (Plans C1a to C3d) :**

- 17.7 Rezoning of 4 sites (about 2ha) in Hing Wah (II) Estate, Wan Tsui Estate and Tsui Wan Estate, the bus terminus in Siu Sai Wan Estate (about 2,078m<sup>2</sup>) and the site occupied by the Hing Wah Community Hall (about 4,084m<sup>2</sup>) at the junction of Chai Wan Road/Wan Tsui Road from “R(A)” to “G/IC” in accordance with paragraphs 16.1 and 16.2 above.

#### **Item E (about 3,507m<sup>2</sup>) (Plans – D1 to D4b) :**

- 17.8 Rezoning of the oil depot site in the Chai Wan East Area from “I” to “OU(Oil Depot)” in accordance with paragraph 10.3 above.

#### **Item F (about 902m<sup>2</sup>) (Plans E1 to E3) :**

- 17.9 Rezoning of an area at Chong Fu Road from “I” and “O” to “G/IC” in accordance with paragraph 16.3 above.

#### **Item G (about 2,557m<sup>2</sup>) (Plans F1 to F3) :**

- 17.10 Rezoning of an area at the junction of Ning Foo Street and Lee Chung Street from “CDA” to area shown as ‘Road’ in accordance with paragraph 16.11 above.

#### **Item H (about 3,322m<sup>2</sup>) (Plans G1, G2a and G3) :**

- 17.11 Rezoning of a site occupied by the Chai Wan Fire Station at Sheung On Street from “G/IC” to “G/IC(1)” in accordance with paragraph 11.7(b) above.

**Item J1 (about 7ha) (Plans D1 to D4c) :**

- 17.12 Rezoning of 5 sites in the Chai Wan East Area from "G/IC" to "G/IC(2)" in accordance with paragraph 11.7(e) above.

**Item J2 (about 4,431m<sup>2</sup>) (Plans G1, G2b and G4a) :**

- 17.13 Rezoning of a site occupied by staff quarters buildings in the Hong Kong Institute of Vocational Education (Chai Wan) from "G/IC" to "G/IC(2)" in accordance with paragraph 11.7(h) above.

**Item J3 (about 4ha) (Plans G1, G2c and G4b) :**

- 17.14 Rezoning of an area occupied by the Barrack Block and East Block of Eastern Hospital from "G/IC" to "G/IC(2)" in accordance with paragraph 11.7(g) above.

**Item K (about 801m<sup>2</sup>) (Plans H1 to H3) :**

- 17.15 Rezoning of a site to the south of Neptune Terrace from "G/IC" to "O" in accordance with paragraph 15.4(c) above.

**Item L (about 12.5ha) (Plans I1a to I3b) :**

- 17.16 Rezoning of an area (about 11.9ha) to the southwest of Heng Fa Chuen and a site (about 5,420m<sup>2</sup>) at Cape Collinson Road from "G/IC" to "GB" in accordance with paragraphs 16.4 and 16.5 above respectively.

**Item M (about 2,131m<sup>2</sup>) (Plans N1, N2a and N3a) :**

- 17.17 Rezoning of an area occupied by portion of Tai Tam Road and road-side slope from "GB" to area shown as 'Road' in accordance with paragraph 16.8 above.

**Item N (about 2,087m<sup>2</sup>) (Plans J1 to J3) :**

- 17.18 Rezoning of 4 sites occupied by Cheung Lee Street Refuse Collection Point (about 259m<sup>2</sup>), Chai Wan Electricity Substation (about 463m<sup>2</sup>), Kut Shing Street Cooked Food Market (about 296m<sup>2</sup>) and Cheung Lee Street Telephone Exchange (about 1,068m<sup>2</sup>) from "OU(Business)" to "G/IC" in accordance with paragraph 16.10 above.

**Item P1 (about 7,390m<sup>2</sup>) (Plans K1 to K3) :**

- 17.19 Rezoning of the site occupied by Lingnan Secondary School in Heng Fa Chuen from "OU(MTRCDA)" to "G/IC" in accordance with paragraph 16.6 above.

**Item P2 (about 3,982m<sup>2</sup>) (Plans K1 to K3) :**

- 17.20 Rezoning of the sites occupied by Salvation Army Ann Wylie Memorial Primary School in Heng Fa Chuen from "OU(MTRCDA)" to "G/IC(3)" in accordance with paragraph 16.6 above.

**Item Q (about 4,186m<sup>2</sup>) (Plans L1 to L3) :**

- 17.21 Rezoning of a site at Shing Tai Road in Heng Fa Chuen from "OU(MTRCDA)" to "O" in accordance with paragraph 16.7 above.

**Item R (about 3,387m<sup>2</sup>) (Plans M1 to M3) :**

- 17.22 Rezoning of a site at Fei Tsui Road from "OU(Cemetery)" to "G/IC" in accordance with paragraph 16.9 above.

**Item S (about 870m<sup>2</sup>) (Plans N1, N2a and N3a) :**

- 17.23 Rezoning of a site occupied by Tai Tam Road/Chai Wan Road Amenity Plot from 'Road' to "GB" in accordance with paragraph 16.8 above.



**Item T (about 4,170m<sup>2</sup>) (Plans N1, N2a, N2b and N3b) :**

- 17.24 Rezoning of two sites occupied by electricity switching substations at Chai Wan Road from “GB” to “G/IC” in accordance with paragraph 16.8 above.

**Item U1 (Plans O1, O2a and O3) :**

- 17.25 Designation of a strip of land of 30m wide on the south of Hing Man Estate as NBA in accordance with paragraph 7.6(i) above.

**Item U2 (Plans O1, O2b and O4a) :**

- 17.26 Designation of a strip of land of 20m wide at Tsui Wan Estate as NBA in accordance with paragraph 7.6(iii) above.

**Item U3 (Plans O1, O2c and O4b) :**

- 17.27 Designation of the strips of land along Hong Man Street and on both sides of the pedestrian stairway to Tai Man Street as NBAs in accordance with paragraph 7.6(ii) above.

**Item U4 (Plans O1, O2d and O4c) :**

- 17.28 Designation of a maximum BH of 23mPD for part of the podia of the Chai Wan Industrial Centre and Minico Building in accordance with paragraph 7.6(vi) above.

**Item U5 (Plans O1, O2e and O4d) :**

- 17.29 Designation of a maximum BH of 21mPD for part of the Chai Wan Flatted Factory site in accordance with paragraph 7.6(v) above.

**Item V :**

- 17.30 As TD has confirmed that there is no programme for the “Possible Tunnel to Tai Tam”, the dotted line on the OZP to indicate the said route will be deleted.

**18. Revision to the Notes of the OZP**

- 18.1 The proposed amendments to the Notes for “CDA”, “R(A)”, “I”, “G/IC” and “OU” zones to incorporate the BH and/or PR/GFA restrictions, as discussed in paragraphs 11 and 12 above are shown on the revised Notes of the OZP. Minor relaxation clauses on the BH and NBA restrictions are also incorporated into the Notes for the relevant zones.
- 18.2 Copy of the revised Notes (with additions in ***bold and italics*** and deletions ~~crossed out~~) is attached at **Attachment II** for Members’ consideration.

**19. Revision to the Explanatory Statement of the OZP**

- 19.1 The Explanatory Statement (ES) of the OZP is proposed to be revised, where appropriate, 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.
- 19.2 Copy of the revised ES (with additions in ***bold and italics*** and deletions ~~crossed out~~) is

at **Attachment III** for Members' consideration.

**20. Plan Number**

Upon exhibition for public inspection, the Plan will be renumbered as S/H20/20.

**21. Consultation**

**Departmental Circulation**

- 21.1 The proposed BH and PR/GFA restrictions and the proposed rezoning of various sites have been circulated to relevant Government departments for comments and their comments have been incorporated in the above paragraphs, where appropriate.

**Public Consultation**

- 21.2 Since the proposals involved BH control, it is considered not appropriate to carry out prior public consultation. Any pre-mature release of the development control information may lead to people rushing in to submit building plans before the control is incorporated into the OZP. This would defeat the whole purpose of development control. In any event, the proposed amendments to the OZP will be exhibited under section 7 of the Ordinance for public inspection and submitting representations and comments, which is statutory channel to solicit public views.
- 21.3 The Eastern District Council (EDC) will be consulted on the amendments during the exhibition period of the draft Chai Wan OZP No. S/H20/19A (to be renumbered to S/H20/20 upon exhibition) for public inspection under section 7 of the Ordinance. Local consultation forum or briefing can also be arranged upon request.

**22. Decision Sought**

Members are invited to:

- (a) agree to the proposed amendments to the draft Chai Wan OZP No. S/H20/19 and that the draft Chai Wan OZP No. S/H20/19A at **Attachment I** (to be renumbered to S/H20/19 upon exhibition) and its Notes at **Attachment II** are suitable for exhibition under section 7 of the Ordinance; and
- (b) adopt the revised ES at **Attachment III** for the draft Chai Wan OZP No. S/H20/19A as an expression of the planning intentions and objectives of the Board for the various land use zones on the Plan and the revised ES will be published together with the Plan.

**Attachments**

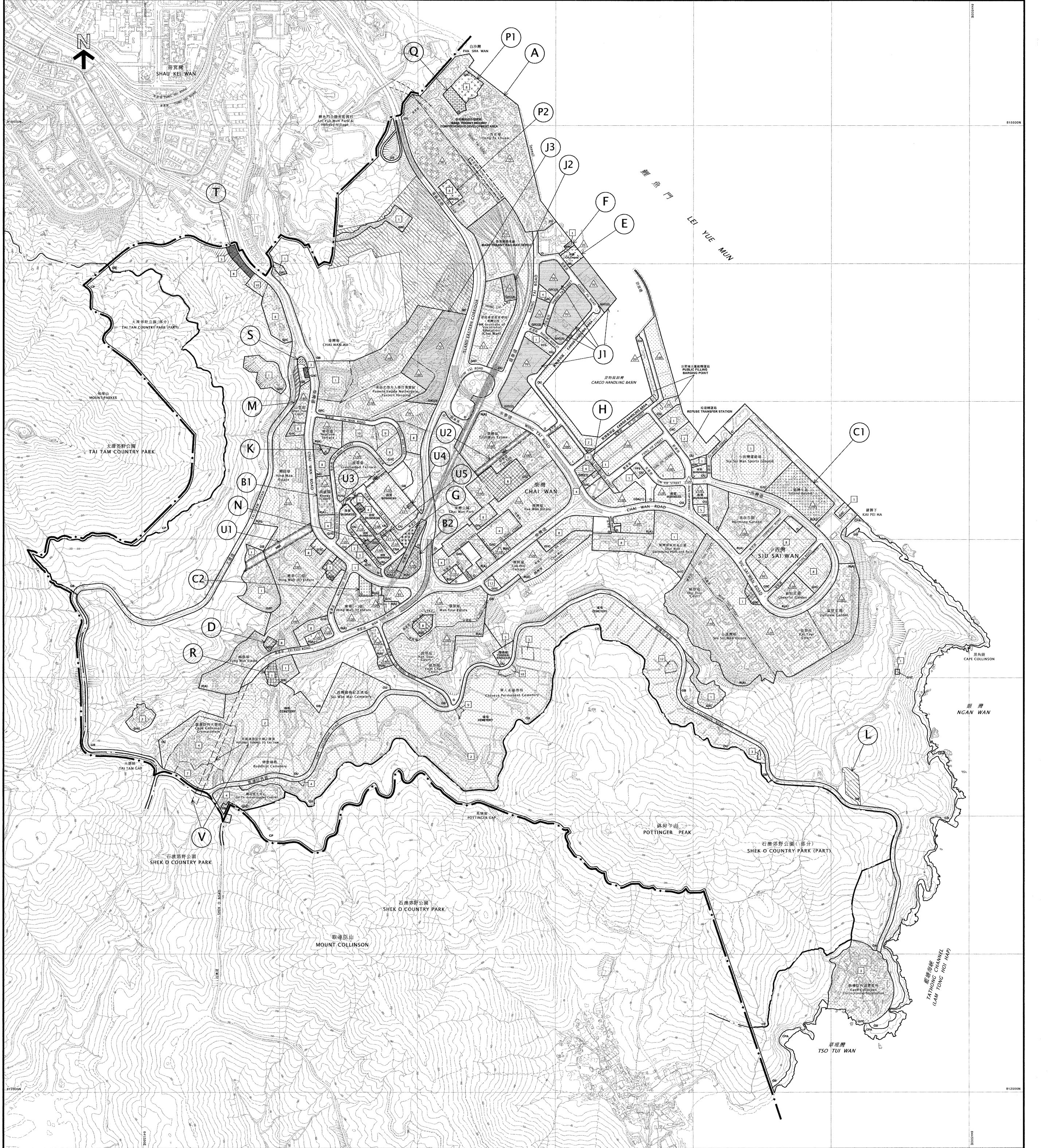
<b>Attachment I</b>	Draft Chai Wan OZP No. S/H20/19A
<b>Attachment II</b>	Revised Notes of the Draft Chai Wan OZP No. S/H20/19A
<b>Attachment III</b>	Revised Explanatory Statement of the Draft Chai Wan OZP No. S/H20/19A

<b>Attachment IV</b>	Summary of Existing Building Heights of Developments and Proposed Building Height Restrictions within “G/IC” Zone in the Chai Wan Planning Scheme Area
<b>Attachment V</b>	Summary of Existing Building Heights of Developments and Proposed Building Height Restrictions within “OU” Zone in the Chai Wan Planning Scheme Area
<b>Attachment VI</b>	Existing Status of Sites zoned “O” in the Chai Wan Planning Scheme Area
<b>Attachment VII</b>	Existing and Planned Provision of Open Space under the Draft Chai Wan OZP No. S/H20/19A
<b>Attachment VIII</b>	Summary of Existing Building Height & Plot Ratio and Development Restrictions under Lease for “I” Zone in the Chai Wan Planning Scheme Area
<b>Attachment IX</b>	Summary of Existing Building Height & Plot Ratio and Development Restrictions under Lease for “OU(Business)” Zone in the Chai Wan Planning Scheme Area
<b>Attachment X</b>	Expert Evaluation on Air Ventilation Assessment of the Chai Wan Area
<b>Attachment XI</b>	Urban Design Appraisal
<b>Attachment XII</b>	Traffic Assessment
<b>Plan 1</b>	Draft Chai Wan OZP No. S/H20/19 (reduced)
<b>Plan 2</b>	Aerial Overview of the Chai Wan Planning Scheme Area
<b>Plan 3</b>	Planning Context of the Chai Wan Planning Scheme Area
<b>Plan 4</b>	View Points of Site Photos
<b>Plans 5A-5E</b>	Site Photos
<b>Plan 6</b>	Building Height Profile for Existing Developments in Number of Storeys
<b>Plan 7</b>	Building Height Profile for Existing Developments in mPD
<b>Plan 8</b>	Building Age Profile for Existing Developments
<b>Plan 9</b>	Historic Buildings in the Chai Wan Planning Scheme Area
<b>Plan 10</b>	Location of Major Air Paths in the Chai Wan Planning Scheme Area
<b>Plan 11</b>	Concept Plan for the Proposed Building Height Profile
<b>Plan 12</b>	Proposed Building Height Restrictions for “CDA”, “R(A)”, “I” and “OU” Zones
<b>Plan 13</b>	Proposed Building Height Restrictions for “G/IC” Zones
<b>Plans 14A to 14E</b>	Photomontages showing Proposed Building Height Profile
<b>Plan 15</b>	Rezoning Proposals
<b>Plans 16a to 16f</b>	“Industrial” Zone in Chai Wan OZP
<b>Plans 17a to 17e</b>	“OU(Business)” Zone in Chai Wan OZP
<b>Plan 18</b>	Review of Open Space Sites
<b>Plans A1 to A4d</b>	Existing “C/R” Sites Proposed to be Rezoned to “R(A)”
<b>Plans B1 to B3</b>	Existing Island Resort Site Proposed to be Rezoned to “R(A)1”
<b>Plans B4 to B6</b>	Existing Hing Wah Estate Playground No.1 Proposed to be Rezoned to “O”
<b>Plans C1a to C3d</b>	Existing School Sites, Bus Terminus at Siu Sai Wan Estate and Hing Wah Community Hall Proposed to be Rezoned to “G/IC”
<b>Plan C4</b>	Conceptual Drawing for Hing Wah Community Hall Redevelopment
<b>Plans D1 to D4c</b>	Existing “I” and “G/IC” Sites Proposed to be Rezoned to “OU(Oil Depot)” and “G/IC(2)” Respectively
<b>Plans E1 to E3</b>	Existing Seawater Pumping Station at Chong Fu Road Proposed to be Rezoned from “I” and “O” to “G/IC”
<b>Plans F1 to F3</b>	Portion of the Existing “CDA” Site Proposed to be Rezoned to Area Shown as ‘Road’
<b>Plans G1 to G4b</b>	Existing “G/IC” Sites Proposed to be Rezoned to “G/IC(1)” and “G/IC(2)”
<b>Plan G5</b>	Block Plan of Hong Kong Institute of Vocational Education
<b>Plan G6</b>	Conceptual Scheme for Ambulatory Care Block at Eastern Hospital
<b>Plans H1 to H3</b>	Existing “G/IC” Sites Proposed to be Rezoned to “O”

<b>Plans I1a to I3b</b>	Existing "G/IC" Sites Proposed to be Rezoned to "GB"
<b>Plans J1 to J3</b>	Existing "OU(Business)" Sites Proposed to be Rezoned to "G/IC"
<b>Plans K1 to K3</b>	Existing Schools Proposed to be Rezoned from "OU(MTRCDA)" to "G/IC" and "G/IC(3)"
<b>Plans L1 to L3</b>	Existing Undeveloped Site at Shing Tai Road Proposed to be Rezoned from "OU(MTRCDA)" to "O"
<b>Plans M1 to M3</b>	Site at Fei Tsui Road Proposed to be Rezoned from "OU(Cemetery)" to "G/IC"
<b>Plans N1 to N3b</b>	Sites at Chai Wan Road Proposed to be Rezoned to "G/IC", "GB" and 'Road'
<b>Plans O1 to O4d</b>	Proposed Designation of Non-Building Areas
<b>Plan P1</b>	Development Concept Plan for the "CDA(1)" site

**PLANNING DEPARTMENT**  
**JANUARY 2012**





**圖例**  
**NOTATION**

**ZONES**

COMPREHENSIVE DEVELOPMENT AREA CDA

RESIDENTIAL (GROUP A) RA(A)

INDUSTRIAL I

GOVERNMENT, INSTITUTION OR COMMUNITY GVC

OPEN SPACE O

OTHER SPECIFIED USES OU

GREEN BELT GB

COASTAL PROTECTION AREA CPA

COUNTRY PARK CP

**地帶**

綜合發展區

住宅 (甲類)

工業

政府、機構或社區

休憩用地

其他指定用途

綠化地帶

海岸保護區

郊野公園

**COMMUNICATIONS**

RAILWAY AND STATION (UNDERGROUND)

RAILWAY AND STATION (ELEVATED)

MAJOR ROAD AND JUNCTION

ELEVATED ROAD

**MISCELLANEOUS**

BOUNDARY OF PLANNING SCHEME

BOUNDARY OF COUNTRY PARK / SPECIAL AREA

BUILDING HEIGHT CONTROL ZONE BOUNDARY

MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)

MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)

PETROL FILLING STATION

NON-BUILDING AREA

**交通**

鐵路及車站 (地下)

鐵路及車站 (高架)

主要道路及路口

高架道路

**其他**

規劃範圍界線

郊野公園界線

建築物高度管制區界線

最高建築物高度 (在主水平基準上若干米)

最高建築物高度 (層數目)

加油站

非建築用地

**土地用途及面積一覽表**  
**SCHEDULE OF USES AND AREAS**

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMPREHENSIVE DEVELOPMENT AREA	1.37	0.22	綜合發展區
RESIDENTIAL (GROUP A)	72.51	11.82	住宅 (甲類)
INDUSTRIAL	6.19	1.01	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	70.58	11.50	政府、機構或社區
OPEN SPACE	21.35	3.48	休憩用地
OTHER SPECIFIED USES	88.15	14.37	其他指定用途
GREEN BELT	181.32	29.55	綠化地帶
COASTAL PROTECTION AREA	5.88	0.96	海岸保護區
COUNTRY PARK	115.43	18.81	郊野公園
MAJOR ROAD ETC.	50.77	8.28	主要道路等
TOTAL PLANNING SCHEME AREA	613.55	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，  
現經修訂並按照城市規劃條例第7條展示。  
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN  
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER  
SECTION 7 OF THE TOWN PLANNING ORDINANCE

**草圖編號 S/H20/19 的修訂**  
**AMENDMENTS TO DRAFT PLAN No. S/H20/19**

按照城市規劃條例第7條展示的修訂  
AMENDMENTS EXHIBITED UNDER SECTION 7 OF THE TOWN PLANNING ORDINANCE

修訂項目 A 項 AMENDMENT ITEM A	修訂項目 L 項 AMENDMENT ITEM L
修訂項目 B 1 項 AMENDMENT ITEM B.1	修訂項目 M 項 AMENDMENT ITEM M
修訂項目 B 2 項 AMENDMENT ITEM B.2	修訂項目 N 項 AMENDMENT ITEM N
修訂項目 C 1、C 2 項 AMENDMENT ITEMS C.1, C.2	修訂項目 P 1、P 2 項 AMENDMENT ITEMS P.1, P.2
修訂項目 D 項 AMENDMENT ITEM D	修訂項目 Q 項 AMENDMENT ITEM Q
修訂項目 E 項 AMENDMENT ITEM E	修訂項目 R 項 AMENDMENT ITEM R
修訂項目 F 項 AMENDMENT ITEM F	修訂項目 S 項 AMENDMENT ITEM S
修訂項目 G 項 AMENDMENT ITEM G	修訂項目 T 項 AMENDMENT ITEM T
修訂項目 H 項 AMENDMENT ITEM H	修訂項目 U 1、U 2 項 AMENDMENT ITEMS U.1, U.2
修訂項目 J 1、J 2、J 3 項 AMENDMENT ITEMS J.1, J.2, J.3	修訂項目 U 3 項 AMENDMENT ITEM U.3
修訂項目 K 項 AMENDMENT ITEM K	修訂項目 U 4、U 5 項 AMENDMENT ITEMS U.4, U.5
	修訂項目 V 項 AMENDMENT ITEM V

(參看附表)  
(SEE ATTACHED SCHEDULE)

刪減可能建設往大潭之隧道及附註  
DELETION OF POSSIBLE TUNNEL TO TAI TAM  
AND ANNOTATION

2012年1月20日 按照城市規劃條例第7條展示的  
草圖編號 S/H20/19 的修訂  
AMENDMENTS TO DRAFT PLAN No. S/H20/19 EXHIBITED  
UNDER SECTION 7 OF THE TOWN PLANNING ORDINANCE ON  
20 JANUARY 2012

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

香港城市規劃委員會依據城市規劃條例擬備的柴灣 (港島規劃區第20區) 分區計劃大綱圖  
**TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD**  
**HONG KONG PLANNING AREA No. 20 - CHAI WAN - OUTLINE ZONING PLAN**

SCALE 1:5000 比例尺

圖則編號  
PLAN No. S/H20/20

規劃署遵照城市規劃委員會指示準備  
PREPARED BY THE PLANNING DEPARTMENT UNDER  
THE DIRECTION OF THE TOWN PLANNING BOARD

**HONG KONG PLANNING AREA NO. 20**

**DRAFT CHAI WAN OUTLINE ZONING PLAN NO. S/H20/19A**

(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 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 building 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 (a) where the uses or developments are specified in Column 2 of the Notes of individual zones or (b) as provided in paragraph (8) in relation to areas zoned "Coastal Protection Area":
  - (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/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 areas zoned "Coastal Protection Area",
  - (a) the following uses or developments are always permitted:
    - (i) maintenance or repair of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, road, watercourse, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, shrine and grave; and
    - (ii) 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

- (b) the following uses or developments require permission from the Town Planning Board:

provision of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, footpath, public utility pipeline, electricity mast, lamp pole, telephone booth and shrine.

- (9) 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.

- (10) 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.
- (11) 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. 20

DRAFT CHAI WAN OUTLINE ZONING PLAN NO. S/H20/19A

Schedule of Uses

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COASTAL PROTECTION AREA	<del>17</del> 25
COUNTRY PARK	<del>18</del> 26

**COMPREHENSIVE DEVELOPMENT AREA**

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel House Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library 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 Research, Design and Development Centre Residential Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project

**Planning Intention**

This zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

(please see next page)

**COMPREHENSIVE DEVELOPMENT AREA (cont'd)**

Remarks

- (1) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" or "Comprehensive Development Area (1)" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information :-
- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
  - (ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;
  - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
  - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
  - (v) the landscape and urban design proposals within the area;
  - (vi) programmes of development in detail;
  - (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
  - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
  - (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
  - (x) *an air ventilation assessment report to examine any possible air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;*
  - (xi) *a visual impact assessment to examine any possible visual impacts that may be caused by the proposed development and the proposed mitigation measures to tackle them; and*
  - (xii) such other information as may be required by the Town Planning Board.
- (2) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (3) *On land designated "Comprehensive Development Area", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of 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. The provision for development/redevelopment to the height of the existing building is not applicable to part of the Chai Wan Flatted Factory site which is subject to a maximum building height of 21mPD, as stipulated on the Plan.*

**COMPREHENSIVE DEVELOPMENT AREA (cont'd)**

**Remarks (cont'd)**

- (34) On land designated "Comprehensive Development Area (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 gross floor area of 86,268m<sup>2</sup> *and the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the gross floor area and the height of the existing building, whichever is the greater.*
- (45) In determining the maximum gross floor area for the purposes of paragraph (4) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office and caretaker's quarters, or recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public transport facilities, or GIC facilities, as required by the Government, may also be disregarded.
- (6) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area and building height restrictions stated in paragraphs (3) and (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*



COMMERCIAL/RESIDENTIAL

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
Eating Place	Commercial Bathhouse/Massage Establishment
Educational Institution (in a commercial building — or in the purpose designed non-residential — portion <sup>+</sup> of an existing building only)	Educational Institution (not elsewhere specified)
Exhibition or Convention Hall	Government Refuse Collection Point
Flat	Hospital
Government Use (not elsewhere specified)	Institutional Use (not elsewhere specified)
Hotel	Mass Transit Railway Vent Shaft and/or Other — Structure above Ground Level other — than Entrances
House	Petrol Filling Station
Information Technology and Telecommunications — Industries	Public Convenience
Library	Recyclable Collection Centre
Market	Religious Institution
Off-course Betting Centre	School (not elsewhere specified)
Office	Shop and Services (Motor vehicle Showroom only)
Place of Entertainment	
Place of Recreation, Sports or Culture	
Private Club	
Public Clinic	
Public Transport Terminus or Station	
Public Utility Installation	
Public Vehicle Park (excluding container vehicle)	
Residential Institution	
School (in a free-standing purpose designed — school building, in a commercial building — or in the purpose designed non-residential — portion <sup>+</sup> of an existing building only)	
Shop and Services (not elsewhere specified)	
Social Welfare Facility	
Training Centre	
Utility Installation for Private Project	
Wholesale Trade	

+ — Excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room.

Planning Intention

This zone is intended primarily for commercial and/or residential developments. — Commercial, residential and mixed commercial/residential uses are always permitted. —

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

(please see next page)

**RESIDENTIAL (GROUP A) (cont'd)**

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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:

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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)" ("R(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 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) On land designated "R(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 the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan.***

*(please see next page)*

**RESIDENTIAL (GROUP A) (cont'd)**

**Remarks (cont'd)**

- (3) A minimum 30m wide non-building area to the south of Hing Man Estate shall be provided as stipulated on the Plan. In addition, a minimum 20m wide non-building area shall be provided within Tsui Wan Estate (covering part of Tsui Wan Street), and a minimum 10m wide non-building area shall be provided from the lot boundary of Greenwood Terrace fronting Hong Man Street as stipulated on the Plan.*
- (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.*
- (5) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restrictions as stipulated on the Plan or stated in paragraph (3) 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
Bus Depot	Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only)
Cargo Handling and Forwarding Facility (not elsewhere specified)	Concrete Batching Plant
Eating Place (Canteen, Cooked Food Centre only)	Container Vehicle Park/Container Vehicle Repair Yard
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 (ground floor only except in wholesale conversion of an existing building)
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	Open Storage
Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only)	Petrol Filling Station
Utility Installation for Private Project	Pier
Vehicle Repair Workshop	Place of Entertainment (ground floor only except in wholesale conversion of an existing building)
Warehouse (excluding Dangerous Goods Godown)	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic (in wholesale conversion of an existing building only)
	Religious Institution (ground floor only except in wholesale conversion of an existing building)
	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 <sup>#</sup> which may be permitted on any floor)
	Training Centre
	Vehicle Stripping/Breaking Yard
	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) *On land designated "Industrial", 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 12 and the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the plot ratio and the height of the existing building, whichever is the greater.*

(please see next page)

**INDUSTRIAL (cont'd)**

**Remarks (cont'd)**

- (2) In determining the maximum plot ratio for the purpose 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, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.*
- (3) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.*
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height and plot ratio 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	Columbarium
Cable Car Route and Terminal Building	Correctional Institution
Eating Place (Canteen, Cooked Food Centre only)	Crematorium
Educational Institution	Driving School
Exhibition or Convention Hall	Eating Place (not elsewhere specified)
Field Study/Education/Visitor Centre	Flat
Government Refuse Collection Point	Funeral Facility
Government Use (not elsewhere specified)	Helicopter Landing Pad
Hospital	Helicopter Fuelling Station
Institutional Use (not elsewhere specified)	Holiday Camp
Library	Hotel
Market	House
<b>Mass Transit Railway Depot (for "G/IC(3)" only)</b>	Marine Fuelling Station
Pier	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Place of Recreation, Sports or Culture	Off-course Betting Centre
Public Clinic	Office
Public Convenience	Petrol Filling Station
Public Transport Terminus or Station	Place of Entertainment
Public Utility Installation	Private Club
Public Vehicle Park (excluding container vehicle)	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Recyclable Collection Centre	Refuse Disposal Installation (Refuse Transfer Station only)
Religious Institution	Residential Institution
Research, Design and Development Centre	Sewage Treatment/Screening Plant
School	Shop and Services
Service Reservoir	Utility Installation for Private Project
Social Welfare Facility	Zoo
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.

*(please see next page)*

GOVERNMENT, INSTITUTION OR COMMUNITY (cont'd)

Remarks

- (1) *On land designated "Government, Institution or Community" ("G/IC"), 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 or number of storeys, as stipulated on the Plan, or the height of the existing building, whichever is the greater.*
- (2) *On land designated "G/IC(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 4 storeys, except a drill tower up to 9 storeys, or the height of the existing building, whichever is the greater.*
- (3) *On land designated "G/IC(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 the maximum building height, in terms of metres above Principal Datum (including roof-top structures) as stipulated on the Plan, or the height of the existing building, whichever is the greater.*
- (4) *On land designated "G/IC(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 building height of 8 storeys, excluding the Mass Transit Railway depot below, or the height of the existing building, whichever is the greater.*
- (5) *A minimum 30m wide non-building area shall be provided to the north of the Sai Wan Service Reservoir as stipulated on the Plan.*
- (6) *In determining the relevant maximum number of storey(s) for the purposes of paragraphs (1) and (2) above, any basement floor(s) may be disregarded.*
- (7) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraphs (1) to (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*
- (8) *Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan or stated in paragraph (4) 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 Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Sitting Out Area Zoo	Barbecue Spot Cable Car Route and Terminal Building Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station 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.

# **OTHER SPECIFIED USES**

For "Business" only

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

Ambulance Depot	Broadcasting, Television and/or Film Studio
Commercial Bathhouse/Massage Establishment	Cargo Handling and Forwarding Facility
Eating Place	Government Refuse Collection Point
Educational Institution	Government Use (not elsewhere specified)
Exhibition or Convention Hall	Hotel
Government Use (Police Reporting Centre, Post Office only)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Information Technology and Telecommunications Industries	Non-polluting Industrial Use (not elsewhere specified)
Institutional Use (not elsewhere specified)	Petrol Filling Station
Library	School (not elsewhere specified)
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods#)	Social Welfare Facility (excluding those involving residential care)
Off-course Betting Centre	Warehouse (excluding Dangerous Goods Godown)
Office	Wholesale Trade
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)	
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	
Recyclable Collection Centre	
Religious Institution	
Research, Design and Development Centre	
School (excluding free-standing purpose-designed building and kindergarten)	
Shop and Services	
Training Centre	
Utility Installation for Private Project	

(please see next page)

**OTHER SPECIFIED USES (cont'd)**

For "Business" only

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<b>Schedule II: for industrial or industrial-office building @</b>	
<p>Ambulance Depot  Bus Depot  Cargo Handling and Forwarding Facility  (not elsewhere specified)  Eating Place (Canteen only)  Government Refuse Collection Point  Government Use (not elsewhere specified)  Information Technology and Telecommunications  Industries  Non-polluting Industrial Use (excluding industrial  undertakings involving the use/storage of  Dangerous Goods#)  Office (excluding those involving direct provision  of customer services or goods)  Public Convenience  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  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)</p>	<p>Broadcasting, Television and/or Film Studio  Cargo Handling and Forwarding Facility  (Container Freight Station, free-standing  purpose-designed Logistics Centre only)  Educational Institution (ground floor only)  Industrial Use (not elsewhere specified)  Mass Transit Railway Vent Shaft and/or Other  Structure above Ground Level other than Entrances  Off-course Betting Centre  Office (not elsewhere specified)  Petrol Filling Station  Place of Entertainment (ground floor only)  Place of Recreation, Sports or Culture  Private Club  Religious Institution (ground floor only)  Shop and Services (not elsewhere specified)  (ground floor only except Ancillary  Showroom* which may be permitted on any  floor)  Training Centre  Vehicle Repair Workshop  Wholesale Trade</p>

In addition, for building without industrial undertakings  
involving offensive trades or the use/storage of  
Dangerous Goods#, the following use is always  
permitted :

Office

(please see next page)

**OTHER SPECIFIED USES (cont'd)**

**For "Business" only (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:

Commercial Bathhouse/Massage Establishment  
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 general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.

(please see next page)

OTHER SPECIFIED USES (cont'd)

For "Business" 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 plot ratio of 12, and the maximum building height 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. The provision for development/redevelopment to the height of the existing building is not applicable to an area between Chai Wan Industrial Centre and Minico Building which is subject to a maximum building height of 23mPD, as stipulated on the Plan.*
- (2) *A minimum 3m wide non-building area shall be provided from the lot boundary of 45 Kut Shing Street and 10 Hong Man Street fronting Hong Man Street, and 4m from the lot boundary of 44 Lee Chung Street and 40 Lee Chung Street fronting Hong Man Street as stipulated on the Plan.*
- (3) *In determining the relevant 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, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.*
- (4) *Where the permitted plot ratio as defined in the Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.*
- (5) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height and plot ratio restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*
- (6) *Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan or stated in paragraph (2) 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
<u>For "Cargo Handling Area" only</u>	
Cargo Handling Area Public Convenience	Government Use Public Utility Installation Utility Installation for Private Project

**Planning Intention**

This zone is intended to reserve land for cargo handling area use.

**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 maximum number of storey(s) 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.*

*(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
Columbarium Crematorium Funeral Facility Government Use Grave Public Convenience	Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Religious Institution Shop and Services Utility Installation for Private Project

For "Cemetery" only

Planning Intention

This zone is intended to reserve land for cemetery use.

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 maximum number of storey(s) 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.*

(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
<u>For "Mass Transit Railway Comprehensive Development Area" only</u>	
Ambulance Depot	Broadcasting, Television and/or Film Studio
Eating Place	Commercial Bathhouse/Massage Establishment
Educational Institution (in a commercial building or in the purpose-designed non-residential portion <sup>+</sup> of an existing building only)	Educational Institution (not elsewhere specified)
Exhibition or Convention Hall	Government Refuse Collection Point
Flat	Hotel
Government Use (not elsewhere specified)	Institutional Use (not elsewhere specified)
House	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Mass Transit Railway Depot	Petrol Filling Station
Library	Pier
Market	Public Convenience
Off-course Betting Centre	Recyclable Collection Centre
Office	Religious Institution
Place of Entertainment	School (not elsewhere specified)
Place of Recreation, Sports or Culture	
Private Club	
Public Clinic	
Public Transport Terminus or Station	
Public Utility Installation	
Public Vehicle Park (excluding container vehicle)	
Residential Institution	
School (in a free-standing purpose-designed school building, in a commercial building or in the purpose-designed non-residential portion <sup>+</sup> of an existing building only)	
Shop and Services	
Social Welfare Facility	
Training Centre	
Utility Installation for Private Project	

+ Excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room.

**Planning Intention**

This zone is intended to demarcate the Heng Fa Chuen residential site and its adjoining area.

(please see next page)

**OTHER SPECIFIED USES (cont'd)**

**For "Mass Transit Railway Comprehensive Development Area" 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 the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, and a maximum gross floor area of 425,000m<sup>2</sup> for residential use and 26,750m<sup>2</sup> for commercial use, or the height and gross floor area of the existing building, whichever is the greater.*
- (2) In determining the maximum gross floor area 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 or caretaker's office and caretaker's quarters or recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as rail depot and station, public transport facilities, and GIC facilities, as required by the Government, may also be disregarded.*
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height and gross floor area restrictions 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
<p style="text-align: center;"><u>For "Refuse Transfer Station" only</u></p>	
Refuse Transfer Station	Government Use (not elsewhere specified) Public Utility Installation Utility Installation for Private Project

**Planning Intention**

This zone is intended to reserve land for the purpose of a refuse transfer station.

**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 maximum number of storey(s) 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.*

*(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
<p style="text-align: center;"><u>For All Other Sites (Not Listed Above)</u></p> <p>As Specified on the Plan</p> <p>Government Use Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Public Utility Installation Utility Installation for Private Project</p>	

**Planning Intention**

This zone is intended to identify land reserved 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 height in terms of metres above Principal Datum or number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.*
- (2) *In determining the maximum number of storey(s) 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 Country Park* Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Barbecue Spot Broadcasting, Television and/or Film Studio Burial Ground Cable Car Route and Terminal Building Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Flat Funeral Facility Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp House Marine Fuelling Station Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances 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

\*Country Park means a country park or special area as designated under the Country Parks Ordinance (Cap. 208). All uses and developments require consent from the Country and Marine Parks Authority and approval from the Town Planning Board is not required.

**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.

**COASTAL PROTECTION AREA**

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 (other than Plant Nursery) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Wild Animals Protection Area	Barbecue Spot Field Study/Education/Visitor Centre Government Use Holiday Camp House (Redevelopment only) Pier Public Convenience Public Utility Installation Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Tent Camping Ground Utility Installation for Private Project

**Planning Intention**

This zoning is intended to conserve, protect and retain the natural coastlines and the sensitive coastal natural environment, including attractive geological features, physical landform or area of high landscape, scenic or ecological value, with a minimum of built development. It may also cover areas which serve as natural protection areas sheltering nearby developments against the effects of coastal erosion.

There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted.

**Remarks**

No redevelopment, including alteration and/or modification, of an existing house shall result in a total redevelopment in excess of the plot ratio, site coverage and height of the house which was in existence on the date of the first publication in the Gazette of the notice of the draft Chai Wan Outline Zoning Plan No. S/H20/16.

**COUNTRY PARK**

Country Park means a country park or special area as designated under the Country Parks Ordinance (Cap. 208). All uses and developments require consent from the Country and Marine Parks Authority and approval from the Town Planning Board is not required.

**HONG KONG PLANNING AREA NO. 20**

**DRAFT CHAI WAN OUTLINE ZONING PLAN NO. S/H20/19A**

**EXPLANATORY STATEMENT**



## HONG KONG PLANNING AREA NO. 20

### DRAFT CHAI WAN OUTLINE ZONING PLAN NO. S/H20/19A

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## **HONG KONG PLANNING AREA NO. 20**

### **DRAFT CHAI WAN OUTLINE ZONING PLAN NO. S/H20/19A**

(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 Chai Wan Outline Zoning Plan (OZP) No. S/H20/19A. 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 9 August 1957, the draft Chai Wan Outline Development Plan No. LH20/1/2, being the first statutory plan covering the Chai Wan area, was gazetted under the Town Planning Ordinance (the Ordinance). Since then, the plan had been amended many times to reflect the changing circumstances and updated land use development.
- 2.2 On 6 September 1988, the Chai Wan OZP No. S/H20/4 was approved by the then Governor in Council under section 9(1)(a) of the Ordinance. On 6 November 1990, the then Governor in Council referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended ten times and exhibited for public inspection under section 5 or 7 of the Ordinance to reflect the changing circumstances.
- 2.3 On 26 November 2002, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Chai Wan OZP, which was subsequently renumbered as S/H20/15.—~~On 6 December 2002, the approved Chai Wan OZP No. S/H20/15 was exhibited for public inspection under section 9(5) of the Ordinance.~~
- 2.4 On 8 July 2003, the CE in C referred the approved Chai Wan OZP No. S/H20/15 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 18 July 2003 under section 12(2) of the Ordinance.~~

- 2.5 On 21 October 2004, the draft Chai Wan OZP No. S/H20/16 incorporating amendments mainly to reflect the existing land uses and approved developments, and to amend the Notes of the Plan in accordance with the revised Master Schedule of Notes to Statutory Plans endorsed by the Board, was exhibited for public inspection under section 5 of the Ordinance. During the exhibition period, one objection was received. After giving preliminary and further considerations to the objection on 7 January 2005 and 4 February 2005 respectively, the Board agreed to propose an amendment to partially meet the objection by amending the definition of "existing building" in the covering Notes. On 4 March 2005, the proposed amendment to the draft Chai Wan OZP No. S/H20/16 was notified in the Gazette under section 6(7) of the Ordinance. During the notification period, no further objection was received.
- 2.64 On 8 November 2005, the CE in C under section 9(1)(a) of the Ordinance, approved the draft Chai Wan OZP, which was subsequently renumbered as S/H20/17. On 18 November 2005, the approved Chai Wan OZP No. S/H20/17 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.7 On 20 June 2006, the CE in C referred the approved Chai Wan OZP No. S/H20/17 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 7 July 2006 under section 12(2) of the Ordinance.
- 2.85 On 30 June 2011, the draft Chai Wan OZP No. S/H20/18, incorporating the amendments to the Notes of the "Industrial" zone, was exhibited for public inspection under section 5 of the Ordinance. During the exhibition period, 5 representations were received.
- 2.96 On 11 November 2011, the draft Chai Wan OZP No. S/H20/19 (the Plan), incorporating amendments relating to the extension of the western boundary of the OZP, rezoning of a few sites and deletion of a previously proposed pier, was exhibited for public inspection under section 7 of the Ordinance.
- 2.7 *On xx January 2012, the draft Chai Wan OZP No. S/H20/xx (the Plan), incorporating amendments mainly relating to the imposition of building height restrictions for various zones and plot ratio restrictions for the "Industrial" and "Other Specified Uses" annotated "Business" zones, rezoning of "Commercial/Residential" ("C/R") sites to "Residential (Group A)" ("R(A)") and rezoning proposals to reflect their as-built situation, 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 can be put under statutory planning control.
- 3.2 The Plan is to illustrate only 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 alterations

as detailed planning proceeds.

- 3.3 Since the Plan is to show broad land use zoning, there would be cases that small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted 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 and site coverage calculation. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Chai Wan area and not to overload the road network in this area.

#### 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 Planning Scheme 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) is located in the eastern part of Hong Kong Island. It is bounded by Heng Fa Chuen to the north, Tai Tam Country Park to the west, and Shek O Country Park to the south. To the east, it extends to the waterfront. The boundary of the Area is shown by a heavy broken line on the Plan. It covers an area of about 614 hectares of land.
- 5.2 Developments in the Area are mainly on land reclaimed from the sea, *with* ~~Reclamation~~ started in 1961 ~~and the first stretch of seawall to the east was completed in 1966.~~
- 5.32 Chai Wan has been predominantly a public housing area. There exist a number of public rental housing estates, Home Ownership Schemes (HOS) and Private Sector Participation Schemes (PSPS) developments. Nevertheless, there are also a number of private residential developments, such as Heng Fa Chuen on top of and adjacent to the Mass Transit Railway (MTR) depot and Island Resort in Siu Sai Wan.
- 5.43 Chai Wan is also one of the major industrial areas on Hong Kong Island. Industrial developments are located around Lee Chung Street near MTR Chai Wan Station and adjacent to the cargo handling basin.

- 5.54 Siu Sai Wan has been developed mainly for residential uses with some government, institution and community (GIC) uses. Public rental housing estates, HOS and PSPS developments have been developed along the foothills of the ~~northern slope of~~ Pottinger Peak. Adjoining it is the Siu Sai Wan reclamation area which is ~~for the development of~~ *has been developed for* both public and private housing, sports ground, open space and GIC facilities.
- 5.65 The hillside to the south along Cape Collinson Road is dominated by cemeteries including a crematorium and a columbarium *uses*. ~~Shek O Country Park is at the south of these cemeteries.~~ The Area also covers parts of *Shek O Country Park and* Tai Tam Country Park.

## 6. POPULATION

According to the 2006 Population By-Census, the population of the Area was about 182,800. It is estimated that the planned population of the Area would be about 186,300.

## 7. BUILDING HEIGHT RESTRICTIONS

- 7.1 *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 and may sometimes obstructing air ventilation. In order to provide better planning control on the development intensity and building height upon development/redevelopment, to prevent excessively tall or out-of-context buildings and to meet public aspirations for greater certainty and transparency in the statutory planning system, a review of the Chai Wan OZP has been undertaken with a view to incorporating appropriate building height restrictions on the Plan for various development zones.*
- 7.2 *The review has taken into account urban design considerations and various factors including preservation of public view to the ridgelines, the stepped height concept in general as recommended in the Urban Design Guidelines, 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 rights.*
- 7.3 *Building height restrictions of 35 to 100 metres above Principal Datum (mPD) are generally adopted for the "Other Specified Uses" ("OU"), "Government, Institution or Community" ("G/IC") and "Industrial" ("I") sites located at the central waterfront around the Basin area. Specific "OU" and "G/IC" sites directly abutting the waterfront are restricted to more stringent height restrictions to maintain the low-rise character of waterfront developments. Further inland in the Chai Wan Town Centre area, maximum height of 100 to 120mPD are adopted in order to achieve a stepped building height profile and to preserve the existing view to the ridgelines.*
- 7.4 *Following the topography of the area which rises further uphill in the northern, western and southern peripheries, and against the mountain backdrop, higher*



*building height restrictions of 70 to 140mPD and 160 to 210mPD are adopted respectively for the Pamela Youde Nethersole Eastern Hospital under "G/IC" zoning at the northern periphery and the "R(A)" zones located in the southern periphery of the area in Siu Sai Wan/areas north of Cape Collinson Road as well as in the western periphery area near the foothills of Mount Parker.*

- 7.5 *Specific building height restrictions for the "G/IC" and "OU" zones in terms of number of storeys or mPD, which mainly reflect the building heights of existing and committed developments, have been incorporated into the Plan to provide visual and spatial relief to the high density environment of the Area.*
- 7.6 *An Expert Evaluation on Air Ventilation Assessment (AVA) has been 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 non-building area restrictions as well as the building gap requirements incorporated into the Plan have taken the findings of the AVA into consideration.*
- 7.7 *In general, the major prevailing annual wind comes from the north-east and east directions, and the prevailing summer wind mainly comes from the south-west, south, south-east to east directions. There are strong northeast-southwest and east-southwest channelling effects at or near the ground level due to the surrounding topography and the area's proximity to the waterfront.*
- 7.8 *To facilitate better air ventilation in the Area, the AVA has recommended that existing open space and low-rise GIC or OU sites and the major breezeways should be maintained to allow penetration of wind inland. Non-building areas (NBAs) and building gaps are stipulated on the Plan to facilitate the air ventilation at major ventilation corridors. Furthermore, future developments are encouraged to adopt suitable design measures to minimize any possible adverse air ventilation impacts. These include greater permeability of podiums, wider gap between buildings, building set-back to create air/wind path for better ventilation and minimizing the blocking of air/wind flow through positioning of building towers and podiums to align with the prevailing wind directions, as appropriate.*
- 7.9 *In general, a minor relaxation clause in respect of building height restrictions 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 restrictions 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.*

7.10 *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.*

#### NBAs

7.11 *In order to facilitate ventilation along major corridors, 3 NBAs are designated in the area:*

- (a) *a 30m wide NBA is designated to the south of Hing Man Estate to facilitate air ventilation along the southwest-north air corridor. It will facilitate the valleys wind to flow over the 4-storeyed Chai Wan Health Centre across Chai Wan Road towards the proposed NBA along Hong Man Street;*
- (b) *NBAs are designated along Hong Man Street to facilitate the flowing of valley winds from the southerly quarters. These comprise a 10m wide NBA from the lot boundary of Greenwood Terrace, 3m wide NBAs from the lot boundary of 45 Kut Shing Street and 10 Hong Man Street fronting Hong Man Street, 4m wide NBAs from the lot boundary of 44 Lee Chung Street and 40 Lee Chung Street fronting Hong Man Street with the 6m wide footpath between them; and*
- (c) *a 20m wide NBA within Tsui Wan Estate (covering part of Tsui Wan Street) is designated to facilitate the air ventilation along the major southwest-northeast air path and the penetration of sea breeze between the waterfront and the inland.*

#### Building Gaps

7.12 *Gaps between buildings play a key role in creating air paths by appropriate design and disposition of building blocks.*

- (a) *A 5m wide setback requirement within the "CDA" zone above 21mPD (about 15m above ground level) along the northwestern side of the existing Chai Wan Flatted Factory is imposed. With wind channeling through the existing 3-storeyed Telephone Exchange Building at Cheung Lee Street to*

*Chui Hang Street, Lee Chung Street and the existing open-air bus terminus at Ning Foo Street, the proposed setback together with Chui Hang Street will create a 20m wide building gap to facilitate air ventilation along the major southwest-northeast air path; and*

- (b) *A 15m wide building gap above 23mPD (about 15m above ground level) between two existing industrial buildings, namely Chai Wan Industrial Centre and Minico Building, is introduced taking account of the existing building gap above podium level for air/wind penetration as well as visual permeability, and to facilitate the air ventilation along the major southwest-northeast air path.*

## 78. LAND USE ZONINGS

### 87.1 Comprehensive Development Area ("CDA") : Total Area 1.621.37 ha

- 87.1.1 This zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.
- 87.1.2 This zone covers two sites, one located to the immediate west of the MTR Chai Wan Station and ~~the~~ another one at Chai Wan Road near Siu Sai Wan Road. Pursuant to section 4A(1) of the Ordinance, any development within the "CDA" zone would require approval of the Board by way of a planning application under section 16 of the Ordinance. A Master Layout Plan (MLP) should be submitted in accordance with the requirements as specified in the Notes for the approval of the Board pursuant to section 4A(2) of the Ordinance. A copy of the approved MLP would be available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.
- 87.1.3 The "CDA" site to the immediate west of the MTR Chai Wan Station is ~~to facilitate for~~ the redevelopment of the Chai Wan Flatted Factory ~~together with the adjoining open-air public transport terminus site.~~ ***The site is subject to a maximum building height of 120mPD. Maximum building height of 21mPD (about 15m above ground level) is imposed for part of the site along Chui Hang Street to facilitate air ventilation.*** The redevelopment provides an opportunity ~~for development of a pedestrian linkage at podium level linking the MTR Station with sites further west of the Station. The public transport terminus would need to be reprovisioned in the site. Other GIC facilities may also be incorporated in the redevelopment. A public local open space should be provided on the podium.~~ Since the site is subject to air and noise pollution generated by the nearby industrial uses and traffic on nearby roads, due regard should be given to these environmental problems in formulating a redevelopment scheme for the site. A planning brief will be prepared to guide the

future development of this “CDA” site.

87.1.4 The “CDA(1)” site at Chai Wan Road *near Siu Sai Wan Road* covers part of the bus depot, formerly occupied by the China Motor Bus (CMB), and the adjoining bus terminus. ~~and It is intended for non-industrial comprehensive development/redevelopment for residential and/or commercial uses with the provision of supporting facilities. The redevelopment will re-provide the bus terminus and may provide other GIC facilities, if required. While a maximum building height restriction of 140mPD is imposed, a stepped height profile should be adopted for future development.~~ To ensure that the development will be of compatible scale, a maximum total gross floor area of 86,268m<sup>2</sup> is specified in the Notes of the Plan.

8.1.5 *Minor relaxation of the gross floor area and building height restrictions may be considered by the Board on application. Each application will be considered on its own merits.*

7.2 Commercial/Residential (“C/R”) : ~~Total Area 3.04 ha~~

7.2.1 ~~This zoning is intended primarily for commercial and/or residential developments. Commercial, residential and mixed commercial/residential uses are always permitted.~~

7.2.2 ~~Existing commercial/residential developments include the one adjoining MTR Chai Wan Station and those along Chai Wan Road, Wan Tsui Road and Fei Tsui Road.~~

7.38.2 Residential (Group A) (“R(A)”) : ~~Total Area 72.31~~ **72.51** ha

7.38.2. 1 This zoning is intended primarily for high-density residential developments. Commercial uses *such as shops, services and eating places* are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

7.38.2. 2 Public housing projects include public rental housing estates, HOS and PSPS *and a few private residential developments are within this zone.* Major community facilities and open space as well as commercial facilities are provided within these public housing developments to serve the needs of the residents.

8.2.3 *Developments and redevelopments within the “R(A)” zone are subject to building height restrictions as stipulated on the Plan or the height of the existing building, whichever is the greater. Following the topography of the area and adopting the urban design principle of stepped heights, residential developments within the zone are restricted to the range of 100mPD to 120mPD at the town centre and the Siu Sai Wan waterfront area (with the exception of Island Resort); 100mPD to 140mPD at the inland area in Siu Sai Wan and along the foothills of Pottinger Peak in the south and Mount Parker in the west and 160 to 210mPD for the uphill location in the western*

*periphery area near Mount Parker.*

7.3.38. 2.4 Island Resort at *on* the waterfront of Siu Sai Wan is a private residential development with a public transport interchange and public car park *and is zoned "R(A)1" on the Plan. The existing building height of the development at 193mPD is considered incompatible and incongruous with the surrounding developments and the waterfront setting. In order to respect the urban design principle for maintaining lower building heights on the waterfront to avoid out-of-context and incompatible developments, a maximum building height of 140mPD is imposed on this "R(A)1" site. Future redevelopment to the existing building height is not permitted.*

8.2.5 *A non-building area of 30m wide is designated to the south of Hing Man Estate to facilitate valley wind from the southwest to penetrate into the inland area. Two non-building areas of 10m and 20m wide are imposed within Greenwood Terrace and Tsui Wan Estate (covering part of Tsui Wan Street) respectively to facilitate valley wind from the southwest to the northeastern part of the area.*

8.2.6 *Minor relaxation of the building height restrictions and the non-building area requirements may be considered by the Board on application. Each application will be considered on its own merits.*

7.48.3 Industrial ("I") : Total Area 6.66.19 ha

7.48.3. 1 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 always permitted in this 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 permission from the Board.

7.48.3. 2 *Industrial developments to the east and south of the Basin are subject to a maximum plot ratio of 12 having regard to the traffic condition in the area and a maximum building height of 100mPD. Established industrial developments are mainly located in the vicinity of Wing Tai Road, Ka Yip Street, Fung Yip Street and On Yip Street. In addition, an oil depot is located at the waterfront of Chong Fu Road.*

8.3.3 *In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.*

8.3.4 *Minor relaxation of the building height and plot ratio restrictions may be considered by the Board on application. Each application will be considered on its own merits.*



7.58.4. Government, Institution or Community ("G/IC") : Total Area 78.3470.58 ha  
5

7.58.4. This zone is intended primarily for the provision of government, institution and community (GIC) 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. *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.*

7.58.4. Existing facilities include the Siu Sai Wan Complex, Youth Square, a swimming pool complex, a health centre, a technical institute, a divisional police station, three post offices, two fire stations, some service reservoirs, a fresh water pumping station, *a salt water pumping station, a switching cum pumping station, electricity sub-stations, a refuse collection point, a cooked food centre, a telephone exchange,* churches and a number of primary and secondary schools. In addition, there are two existing correctional services institutions, i.e. Lai Chi Rehabilitation Centre and Cape Collinson Correctional Institution. The police rank-and-file quarters are located near Yue Wan Estate. The Fire Services Department Staff Quarters are located at Fei Tsui Road. *A minimum 30m wide non-building area to the north of the Sai Wan Service Reservoir shall be provided to facilitate the flowing of valley wind.*

7.58.4. A standard sports ground is provided in the Siu Sai Wan reclamation area primarily to meet the district demand and to serve as the main venue for school athletic events.

8.4.4 The "G/IC(1)" site covering a site at the junction of Siu Sai Wan Road and Sun Yip Street is reserved for an ambulance depot.

8.4.5 The "G/IC(3)" site at Heng Fa Chuen is subject to a maximum building height of 8 storeys, excluding the Mass Transit Railway depot, for the provision of land for the depot with GIC facilities above.

78.4.4 A site to the north of Lok Man Road is occupied by Pamela Youde Nethersole Eastern Hospital (the Eastern Hospital). *Maximum building height restrictions of 120mPD and 140mPD have been imposed for the southern and northern parts of the site respectively to reflect their respective existing heights. The Chai Wan Laundry located at the western part of the Hospital, a building height of 120mPD has been imposed generalizing the building height of the adjacent Main Block/Pathology Block and having regard to the Hospital's expansion plan. For the eastern portion of the Hospital, which is under the Hospital's helicopter flight path, is zoned "G/IC(2)" and building height restrictions of 70mPD and 100mPD,*

*including roof-top structures, are imposed.*—A site at the junction of ~~Siu Sai Wan Road and Sun Yip Street~~ is reserved for an ambulance depot.

8.4.7 *For the Hong Kong Institute of Vocational Education north of Shun Tai Road, a building height restriction of 55mPD is imposed for the Institute portion. As for the staff quarters in the northern part of the site, which is zoned “G/IC(2)” on the Plan, a building height restriction of 70mPD, including roof-top structures, is imposed as the area is under the helicopter flight path of the Pamela Youde Hospital.*

~~7.5.58.~~ Some sites to the north of the cargo handling area in Chai Wan East are reserved for future GIC developments including a site at the junction of Sheung Mau Street and Sheung On Street for a joint-user government building. Due consideration should be given to incorporating suitable landscaping treatment and innovative design elements in the future development of these sites to enhance the environment near the waterfront. This area is under the helicopter flight path of the Eastern Hospital *and is zoned “G/IC(2)” with a maximum building height restriction of 70mPD.*—Development in the area should in general not exceed 70mPD, *including roof-top structures, so as to safeguard the operation of helicopters and to facilitate the penetration of sea breeze into the inland area.* The Government Flying Services should be consulted on any development on the sites under the flight path.

~~7.5.68.~~ Law Uk Hakka House near the junction of Chai Wan Road and Kut Shing Street has been developed into a folk museum.

~~7.5.78.~~ Schools are also provided within public housing estates and private residential developments such as Tsui Wan Estate, Yue Wan Estate, Wan Tsui Estate, Hing Wah Estate and Heng Fa Chuen. These schools do not fall within areas zoned “G/IC”. *Development and redevelopment within the “G/IC”, “G/IC(1)”, “G/IC(2)” and “G/IC(3)” zones are subject to maximum building height restrictions as stipulated on the Plan/in the Notes, or the height of the existing building, whichever is the greater. Minor relaxation of the building height restrictions and the non-building area requirement may be considered by the Board on application. The Government Flying Services should be consulted on any application for minor relaxation of building height restrictions for “G/IC(2)” sites. Each application will be considered on its own merits.*

7.68.5 Open Space (“O”): Total Area ~~20.6221.35~~ ha

7.68.5. This zoning 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.

7.68.5. Chai Wan Park which occupies a central location in Chai Wan has provided a wide range of recreational facilities to serve the population

in the Area. As part of the Wan Tsui Estate redevelopment, a site to its south has been developed as a public park.

7.68.5. Within the Siu Sai Wan reclamation area, open spaces are planned near  
3 Harmony Garden as well as along the waterfront for the convenience of the public and for their enjoyment of sea view. Another site at Sheung On Street near the waterfront is also reserved for open space development.

7.68.5. Open spaces are also provided within public housing estates, and  
4 within private residential developments such as Heng Fa Chuen and Island Resort. These open spaces do not fall within areas zoned "O". Smaller pockets of open spaces are reserved and developed at suitable locations to provide as far as possible an even distribution of recreational facilities within the Area.

7.78.6 Other Specified Uses ("OU") : Total Area 89.9088.15 ha

7.78.6. Heng Fa Chuen and the adjoining area are ~~under this zoning~~  
1 **"OU(Mass Transit Railway Comprehensive Development Area)"**. Heng Fa Chuen is a comprehensive commercial/residential development on top of and adjacent to the MTR depot. Adequate open space and community facilities have been provided within the development to serve the residents. *Having regard to the existing building height and its waterfront location, a stepped height of 70mPD and 90mPD are imposed for the lower platform near the waterfront and for the upper platform above the MTR Heng Fa Chuen Station respectively. A maximum domestic and non-domestic GFA of 425,000m<sup>2</sup> and 26,750m<sup>2</sup> respectively for residential and commercial uses is also imposed.*

7.78.6. The industrial sites to the west of MTR Chai Wan Station (except for  
2 the Chai Wan Flatted Factory site) and ~~three~~ **the** sites at Sun Yip Street **in Siu Sai Wan** are designated for "Business" use (totaling 5.76 ha) to allow flexibility in the use of existing industrial and industrial-office (I-O) buildings as well as in the development of new buildings for both commercial and clean industrial uses. The planning intention of the "OU(B)" zone is primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in the existing industrial or I-O buildings within this zone.

7.78.6. As it is not possible to phase out existing polluting and hazardous  
3 industrial uses all at once, it is necessary to ensure compatibility of the uses within the same building and in existing industrial areas until the whole area is transformed to cater for the new non-polluting business uses. Development within this zone should make reference to the relevant Town Planning Board Guidelines.

- 8.6.4 *Having regard to the traffic capacity in the two “OU(Business)” areas, a plot ratio restriction of 12 is imposed on the “OU(Business)” zones. A building height restriction of 120mPD for the “OU(Business)” zones to the west of MTR Chai Wan Station and those clustered around Sun Yip Street is imposed.*
- 8.6.5 *In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.*
- 7.7.48. 6.6 Other specified uses in the Area include a public filling barging point, a cargo handling area, a refuse transfer station, liquefied petroleum gas cum petrol filling stations, *oil depot* and cemeteries. *These facilities are subject to building height restrictions as stipulated on the Plan.* A site is also reserved for a funeral parlour but there is no development programme.
- 8.6.7 *A 3m wide non-building area from the lot boundary of 45 Kut Shing Street and 10 Hong Man Street, and 4m wide non-building area from the lot boundary of 44 Lee Chung Street and 40 Lee Chung Street, all fronting Hong Man Street are imposed. In addition, a building gap of 15m wide above 23mPD (about 15m above ground level) is imposed between Chai Wan Industrial Centre and Minico Building.*
- 8.6.8 *Minor relaxation of the plot ratio and building height restrictions, and the non-building area requirements, may be considered by the Board on application. Each application will be considered on its own merits.*

7.8.7 Green Belt (“GB”) : Total Area ~~169.36~~181.32 ha

- 7.8.7.1 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.
- 7.8.7.2 This zone covers the steep hillsides to the west and south-west where, because of difficult topography, urban type development as well as extensive recreational uses are not possible. However, the area contributes visually to the environment of the district. Development within this zone will be carefully controlled and development proposals will be assessed on individual merits taking into account the relevant Town Planning Board Guidelines.
- 7.8.7.3 There is a large site to the north of the Area which was originally part of Lei Yue Mun Barracks. A portion of the site has been turned into the Lei Yue Mun Park to serve as a natural break between the built-up

areas of Chai Wan and Shau Kei Wan, apart from providing some recreational outlets for the residents.

**7.98.8 Coastal Protection Area ("CPA") : Total Area 5.88 ha**

7.98.8.1 This zoning is intended to conserve, protect and retain the natural coastlines and the sensitive coastal natural environment, including attractive geological features, physical landform or area of high landscape, scenic or ecological value, with a minimum of built development. It may also cover areas which serve as natural protection areas sheltering nearby developments against the effects of coastal erosion.

7.98.8.2 There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or the development is an essential infrastructure project with overriding public interest may be permitted.

7.98.8.3 This zone comprises mainly areas of natural coastlines with attractive coastal features such as boulders and rocky shore. These areas of high scenic quality should be protected from development. Falling within this area are undeveloped coastal areas mainly below the 20 metre contour, including the coastal areas of Cape Collinson and Ngan Wan southwards towards Tso Tui Wan.—~~Areas covered by the Cape Collinson Correctional Institution is excluded from this zoning.~~

**7.108. Country Park ("CP") : Total Area 115.43 ha**

9

Country Park means a country park or special area as designated under the Country Parks Ordinance (Cap. 208). All uses and developments require consent from the Country and Marine Parks Authority and approval from the Town Planning Board is not required. This zone covers parts of Tai Tam Country Park and Shek O Country Park which fall within the planning scheme boundary of the Plan. The Country Parks contribute to the conservation of the natural environment. Both passive and active recreational outlets are available within the Country Parks.

**89. COMMUNICATIONS**

**89.1 Roads**

Chai Wan Road and Island Eastern Corridor are major roads connecting the Area to other parts of Hong Kong Island. ~~A road tunnel has been proposed to connect Island Eastern Corridor via Wan Tsui Road and Fei Tsui Road with Tai Tam.—It is also proposed to widen Cape Collinson Road.—However, there are no firm programmes for these proposals.~~



**89.2     Mass Transit Railway (MTR)**

The Area is served by the MTR Island Line with Chai Wan Station and Heng Fa Chuen Station. The railway is elevated and traverses the Area in a north-south direction.

**89.3     Public Transport Termini**

There are several existing public transport termini within the Area, including the ones at MTR Chai Wan Station, Siu Sai Wan Estate, Heng Fa Chuen, Sheung On Street and within the Island Resort.

**910.     UTILITY SERVICES**

**910.1**     Fresh water supply to the Area is served by five fresh water service reservoirs beside the Eastern Hospital, Heng Fa Chuen, Shan Tsui Court, Hing Wah Estate and Siu Sai Wan Estate respectively. Salt water supply to the Area is served by a salt water service reservoir to the east of Fung Wah Estate.

**910.2**     There is a sewage screening plant and a refuse transfer station at Sun Yip Street.

**910.3**     Three electricity substations are located respectively at Shing Tai Road, Chai Wan Road and Cheung Lee Street to serve the Area. There is a telephone exchange in the Area within "OU(B)" zone to the west of Lee Chung Street to provide telephone services to the community.

**910.4**     No great difficulty is envisaged in meeting the future requirements for services and public utilities.

**101.     CULTURAL HERITAGE**

**11.1**     ~~Law Uk Hakka House~~ is a declared monument. The Cape Collinson Muslim Cemetery, Mosque and the Cape Collinson Light house are Grade 3 historic buildings. *The Antiquities Advisory Board (AAB) has released the list of historic buildings and details of these historic buildings have been uploaded onto the official website of the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department (LCSD) at <http://www.amo.gov.hk> for reference.* Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department should be made if any development or rezoning proposals might affect the **declared monument/grade historic buildings-site/structures.**

**112.     IMPLEMENTATION**

**112.1**     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.

- 142.2 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 Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Eastern District Council would be consulted as appropriate.
- 142.3 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.

**Summary of existing Building Heights of Developments  
and Proposed Building Height Restrictions**

**within “Government, Institution or Community” Zones  
in Chai Wan Planning Scheme Area (Plan 13)**

Site Ref. No.	Existing/ Planned Uses	Height of Existing Building/Structure in No. of Storeys (mPD)	Proposed BH Restrictions on OZP (Maximum No. of Storeys unless specified separately)	Remarks / Justifications
<b>“G/IC” Zone - Community Use</b>				
C1	The Methodist Church & Epworth Village Community Centre	8	8	• Reflect existing BH.
C2	Star of the Sea Catholic Church & Community Centre	8	8	• Reflect existing BH.
C3	Chai Wan Baptist Church	8	8	• Reflect existing BH.
C4	Chai Wan Youth Development Centre (Youth Square)	15 (82.7mPD)	85mPD	• Reflect existing BH.
C5	Chai Wan Swimming Pool & Park	1	1	• Reflect existing BH.
C6	Siu Wai Wan Sports Ground	1	1	• Reflect existing BH.
<b>“G/IC” Zone - Government Use</b>				
G1	Shau Kei Wan Fire Station/Staff Quarters	10	10	• Reflect existing BH.
G2	Chai Wan Health Centre & Maternity Home	4	4	• Reflect existing BH.
G3	Fire Services Departmental Quarters (Chai Wan)	25 (97.7mPD)	120mPD	• Generalized BHR with adjoining “R(A)” zone subject to 120mPD, taking into account the residential nature of the development at the site.
G4	Law Uk Folk Museum	1	1	• Reflect existing BH. • Declared monument. • Redevelopment on site is not encouraged.

Site Ref. No.	Existing/ Planned Uses	Height of Existing Building/Structure in No. of Storeys (mPD)	Proposed BH Restrictions on OZP (Maximum No. of Storeys unless specified separately)	Remarks / Justifications
G5	Chai Wan Municipal Services Building	12	12	<ul style="list-style-type: none"> <li>Reflect existing BH.</li> </ul>
G6	Joint-user Government Complex (Phases I and II)	7 (36mPD)	60mPD	<ul style="list-style-type: none"> <li>BH takes account of the maximum BH of 50m above mean formation level under GLA-HK 966 (Phase I).</li> <li>Phase I of the complex (i.e. Siu Sai Wan Complex) has been completed.</li> </ul>
G7	Chai Wan Preliminary Treatment Works	1	1	<ul style="list-style-type: none"> <li>Reflect existing BH.</li> </ul>
G8	Refuse Collection Point	1	1	<ul style="list-style-type: none"> <li>Reflect existing BH.</li> </ul>
G9	Chai Wan Fire Station	4 storeys cum a 9-storey drill tower	4 storeys cum a 9-storey drill tower	<ul style="list-style-type: none"> <li>Reflect existing BH.</li> </ul>
G10	Yue Wan Market and Carpark	2-4	4	<ul style="list-style-type: none"> <li>Reflect existing predominant BH.</li> </ul>
G11	Chai Wan Indoor Games Hall	4	4	<ul style="list-style-type: none"> <li>Reflect existing BH.</li> </ul>
G12	Chai Wan Police Married Quarters	36 (107mPD)	100mPD	<ul style="list-style-type: none"> <li>Generalized BHR with adjoining "R(A)" zone of 100mPD.</li> <li>Existing BH is permitted upon redevelopment.</li> </ul>
G13	Chai Wan Police Station	10	10	<ul style="list-style-type: none"> <li>Reflect existing BH.</li> </ul>
G14	Pamela Youde Nethersole Eastern Hospital			
G14a	Multi-centre (Blocks A to G)	14-24 (109-138.8mPD)	140mPD	<ul style="list-style-type: none"> <li>Generalized existing BH.</li> <li>To adopt a stepped height profile.</li> </ul>
G14b	Main Block and Pathology Block	9-15 (91-118.9mPD)	120mPD	<ul style="list-style-type: none"> <li>Ditto</li> </ul>
G14c	Specialist Out-patient Block and ESS	1 – 6 (53.3-63.4mPD)	70mPD	<ul style="list-style-type: none"> <li>Generalized existing BH.</li> </ul>

Site Ref. No.	Existing/ Planned Uses	Height of Existing Building/Structure in No. of Storeys (mPD)	Proposed BH Restrictions on OZP (Maximum No. of Storeys unless specified separately)	Remarks / Justifications
G14d	Barrack Block	6 (61.7mPD)	70mPD (including roof-top structures)	<ul style="list-style-type: none"> <li>Under the helicopter flight path of the Pamela Youde Hospital. Site proposed to be rezoned from "G/IC" to "G/IC(2)".</li> </ul>
G14e	East Block	12 (99.8mPD)	100mPD (including roof-top structures)	<ul style="list-style-type: none"> <li>Reflect existing BH.</li> <li>Although it is under the helicopter flight path of the Pamela Youde Hospital, it forms part of the hospital and future redevelopment to the existing BH is acceptable to the Government Flying Service.</li> <li>To adopt a stepped height profile.</li> <li>Site proposed to be rezoned from "G/IC" to "G/IC(2)".</li> </ul>
G15	Chai Wan Laundry	2 (75.1mPD)	120mPD	<ul style="list-style-type: none"> <li>Generalized BHR with the Main Block and Pathology Block and to cater for the development of an Ambulatory Care Block to relieve the burden on acute in-patient services; to accommodate new medical facilities and medication system; and to rationalize the ward areas to meet demand.</li> </ul>
G16	Lai Chi Rehabilitation Centre	4	4	<ul style="list-style-type: none"> <li>Reflecting existing BH.</li> </ul>
G17	Cape Collinson Correctional Institution	3	3	<ul style="list-style-type: none"> <li>Reflecting existing BH.</li> </ul>
G18	Temporary Organic Farming Centre (EHX-277)	N.A.	8	<ul style="list-style-type: none"> <li>Undesignated "G/IC" Site</li> <li>Generalized BHR with the school cluster in the area.</li> </ul>
G20	Temporary Public Vehicle Park	N.A.	70mPD (including roof-top structures)	<ul style="list-style-type: none"> <li>Under the helicopter flight path of the Pamela Youde Hospital. Site proposed to be rezoned from "G/IC" to "G/IC(2)".</li> </ul>
G21	Proposed Joint User Government Depot	N.A.	70mPD (including roof-top structures)	<ul style="list-style-type: none"> <li>Site earmarked for development of Joint User Government Building.</li> <li>Under the helicopter flight path of the Pamela Youde Hospital. Site proposed to be rezoned from "G/IC" to "G/IC(2)".</li> </ul>



Site Ref. No.	Existing/ Planned Uses	Height of Existing Building/Structure in No. of Storeys (mPD)	Proposed BH Restrictions on OZP (Maximum No. of Storeys unless specified separately)	Remarks / Justifications
G22	Temporary Works Area	N.A.	70mPD (including roof-top structures)	<ul style="list-style-type: none"> <li>Site earmarked for development of educational institution use.</li> <li>Under the helicopter flight path of the Pamela Youde Hospital. Site proposed to be rezoned from "G/IC" to "G/IC(2)".</li> </ul>
G23	(Vacant)	N.A.	70mPD (including roof-top structures)	<ul style="list-style-type: none"> <li>Site earmarked for development of CSD Headquarters.</li> <li>Under the helicopter flight path of the Pamela Youde Hospital. Site proposed to be rezoned from "G/IC" to "G/IC(2)".</li> </ul>
G26	Government Logistics Centre	71mPD	70mPD (including roof-top structures)	<ul style="list-style-type: none"> <li>Although it is under the helicopter flight path of the Pamela Youde Hospital, future redevelopment to the existing BH is acceptable to the Government Flying Service.</li> <li>Site proposed to be rezoned from "G/IC" to "G/IC(2)".</li> </ul>
<b>"G/IC" Zone - Educational Use</b>				
E1	Shau Kei Wan East Government Secondary School	7	8	<ul style="list-style-type: none"> <li>BH in line with general requirement for standard school development.</li> </ul>
	Shau Kei Wan Government Secondary School	6		
E2	Cognitio College	8	8	<ul style="list-style-type: none"> <li>Ditto</li> </ul>
E3	CNEC Lau Wing Sang Secondary School	8	8	<ul style="list-style-type: none"> <li>Ditto</li> </ul>
E4	SKH Chai Wan St. Michael's Primary School	8	8	<ul style="list-style-type: none"> <li>Ditto</li> </ul>
E5	Caritas Chai Wan Marden Foundation Secondary School	7	8	<ul style="list-style-type: none"> <li>Ditto</li> </ul>
E6	Precious Blood Secondary School	8	8	<ul style="list-style-type: none"> <li>Ditto</li> </ul>
E7	The Chinese Foundation Secondary School	8	8	<ul style="list-style-type: none"> <li>Ditto</li> </ul>

Site Ref. No.	Existing/ Planned Uses	Height of Existing Building/Structure in No. of Storeys (mPD)	Proposed BH Restrictions on OZP (Maximum No. of Storeys unless specified separately)	Remarks / Justifications
E8	Pui Kiu Primary School	8	8	• Ditto
E9	Lingnan Hang Yee Memorial Secondary School	7	8	• Ditto
E10	The Methodist Church H.K. Wesley College	7	8	• Ditto
E11	Fuken Secondary School (Siu Sai Wan)	7	8	• Ditto
E12	Hon Wah Combined Primary & Secondary School	7	8	• Ditto
E13	HKUGA Primary School	8	8	• Ditto
E14	Meng Tak Catholic School	9	9	• Reflect existing BH.
E15	French International School	2 (former Meng Tak Primary School - Chai Wan)	8	• BH in line with general requirement for standard school development.
E16	Chong Gene Hang College	3-9	8	<ul style="list-style-type: none"> <li>• BH in line with general requirement for standard school development.</li> <li>• Existing BH is permitted upon redevelopment.</li> </ul>
E17	Hong Kong Institute of Vocational Education (Chai Wan)			
E17a	Institutional Blocks	5-6 (29.3mPD)	55mPD	<ul style="list-style-type: none"> <li>• BH to cater for the development of a 15-storeyed teaching block to cope with the increasing number of students.</li> </ul>
E17b	Staff Quarters (Knight Court)	26 (85.9mPD)	70mPD (including roof-top structures)	<ul style="list-style-type: none"> <li>• Although it is under the helicopter flight path of the Pamela Youde Hospital, future redevelopment to the existing BH is acceptable to the Government Flying Service.</li> </ul>

Site Ref. No.	Existing/ Planned Uses	Height of Existing Building/Structure in No. of Storeys (mPD)	Proposed BH Restrictions on OZP (Maximum No. of Storeys unless specified separately)	Remarks / Justifications
				<ul style="list-style-type: none"> <li>Site proposed to be rezoned from "G/IC" to "G/IC(2)".</li> </ul>
<b>"G/IC" Zone - Utility and Other Uses</b>				
O1	Shau Kei Wan East High Level Fresh Water Service Reservoir	1	1	<ul style="list-style-type: none"> <li>Reflect existing BH.</li> <li>BH restriction to cater for low-rise structure to meet operation needs.</li> </ul>
O2 & O3	Temporary Sitting-out area and adjoining Government land	N.A.	10	<ul style="list-style-type: none"> <li>Generalized BHR with the existing BH of Chai Wan Police Station (Site No. G13).</li> <li>Site No. O2 earmarked for development of police station (GLA-HK672).</li> </ul>
O4	(Vacant)	-	8	<ul style="list-style-type: none"> <li>Undesignated G/IC site.</li> <li>Generalized BHR with the nearby G/IC site, the Methodist Church &amp; Epworth Village Community Centre (Site No. C1).</li> </ul>
O5	Chai Wan Fresh Water Service Reservoir / Pumping Station	1	1	<ul style="list-style-type: none"> <li>Reflect existing BH.</li> </ul>
O6	Former Chai Wan Treatment Works	1 - 3	3	<ul style="list-style-type: none"> <li>Generally reflect existing BH.</li> </ul>
O7	Chai Wan Salt Water Service Reservoir	1	1	<ul style="list-style-type: none"> <li>Reflect existing BH.</li> </ul>
O10	Sai Wan Fresh Water Service Reservoir	1	1	<ul style="list-style-type: none"> <li>Reflect existing BH.</li> </ul>
O12	Proposed Service Reservoir	-	1	<ul style="list-style-type: none"> <li>BH to cater for low-rise structure to meet operational needs.</li> </ul>
O13	Siu Sai Wan Salt Water Pumping Station	1	1	<ul style="list-style-type: none"> <li>Reflect existing BH.</li> </ul>
O14	Proposed Ambulance Depot	-	5	<ul style="list-style-type: none"> <li>BH to cater for development of a 5-storeyed ambulance depot.</li> </ul>
O15	Chai Wan Salt Water Pumping Station	1	1	<ul style="list-style-type: none"> <li>Reflect existing BH.</li> </ul>
O16	Temporary Sheung On Driving Test Centre	-	4	<ul style="list-style-type: none"> <li>Undesignated G/IC site.</li> <li>Generalized BHR with adjoining fire station (Site G9).</li> </ul>

Site Ref. No.	Existing/ Planned Uses	Height of Existing Building/Structure in No. of Storeys (mPD)	Proposed BH Restrictions on OZP (Maximum No. of Storeys unless specified separately)	Remarks / Justifications
O17	Town Gas Chai Wan Off-take Station	1	1	• Reflect existing BH.
O18	Chai Wan North Pumping Station / Service Reservoir	1	1	• Reflect existing BH.
O19	Chai Wan North No. 2 Pumping Station / Fresh Water Service Reservoir	1	1	• Reflect existing BH.
O22	Electricity Substation	4	4	• Reflect existing BH.
O23	Open storage, Recovery/Recycling Business Chong Fu Road	-	70mPD (including roof-top structures)	• Under the helicopter flight path of the Pamela Youde Hospital. Site proposed to be rezoned from "G/IC" to "G/IC(2)".
O24	New World First Bus Chong Fu Road Depot 8 Chong Fu Road	9 (43.6mPD)	70mPD (including roof-top structures)	• Ditto
O25	CityBus Depot Shing Tai Road	10 (35.9mPD)	70mPD (including roof-top structures)	• Ditto
<b>Sites Proposed to Rezone to "G/IC"</b>				
<b>Community Use</b>				
C7	Hing Wah Community Hall	2	3	<ul style="list-style-type: none"> <li>• To cater for HAD's proposed redevelopment plan of the community hall to include multi-purpose rooms to meet local demand.</li> <li>• Site proposed to be rezoned from "R(A)" to "G/IC".</li> </ul>
<b>Government Use</b>				
G19	Siu Sai Wan Estate Bus Terminus	-	1	<ul style="list-style-type: none"> <li>• BH to cater for possible low-rise structure to meet operational needs.</li> <li>• Site proposed to be rezoned from "R(A)" to "G/IC".</li> </ul>
G24	Kut Shing Street Cooked Food Market	2	2	<ul style="list-style-type: none"> <li>• Reflect existing BH.</li> <li>• Site proposed to be rezoned from "OU(B)" to "G/IC".</li> </ul>

Site Ref. No.	Existing/ Planned Uses	Height of Existing Building/Structure in No. of Storeys (mPD)	Proposed BH Restrictions on OZP (Maximum No. of Storeys unless specified separately)	Remarks / Justifications
G25	Cheung Lee Street Refuse Collection Point	1	1	• Ditto
<b>Educational Use</b>				
E18	The Rotary Club of Hong Kong Island West Morninghope School	7	8	<ul style="list-style-type: none"> <li>• BH in line with general requirement for standard school development.</li> <li>• Site proposed to be rezoned from "R(A)" to "G/IC".</li> </ul>
E19	The Salvation Army Centaline Charity Fund School	7	8	• Ditto
E20	The Salvation Army Ann Wyllie Memorial Primary School	5	8 (above MTR depot)	<ul style="list-style-type: none"> <li>• BH in line with general requirement for standard school development.</li> <li>• Site proposed to be rezoned from "OU(MTRCDA)" to "G/IC(3)".</li> </ul>
E21	Lingnan Secondary School	8	8	• Ditto
E22	Islamic Kasim Tuet Memorial College	7	8	<ul style="list-style-type: none"> <li>• BH in line with general requirement for standard school development.</li> <li>• Site proposed to be rezoned from "R(A)" to "G/IC".</li> </ul>
E23	S.K.H. Li Fook Hing Secondary School	7	8	• Ditto
<b>Utility and Other Uses</b>				
O8	Seawater Pumping Station	1	1	<ul style="list-style-type: none"> <li>• Reflect existing BH.</li> <li>• Site proposed to be rezoned from "I" and "O" to "G/IC".</li> </ul>
O9	Chai Wan Station Building	4	4	<ul style="list-style-type: none"> <li>• Reflect existing BH.</li> <li>• Site proposed to be rezoned from "OU(B)" to "G/IC".</li> </ul>
O11	Cheung Lee Street Telephone Exchange	3 (21.18mPD)	3	• Ditto
O20	Electricity Switching Station	3	3	<ul style="list-style-type: none"> <li>• Reflect existing BH.</li> <li>• Site proposed to be rezoned from "GB" to "G/IC".</li> </ul>
O21	New Parker Switching Station and Plant Room	3-8	3 (Plant Room) 8 (Switching Station)	<ul style="list-style-type: none"> <li>• Reflect existing BH.</li> <li>• Site proposed to be rezoned from "GB" to "G/IC".</li> </ul>



**Summary of Existing Building Height of Developments  
and Proposed Building Height Restrictions**

**within “Other Specified Uses” (“OU”) Zones  
other than “OU(Business)” and “OU(MTRCDA)” Zones  
in Chai Wan Planning Scheme Area (Plan 12)**

Site Ref. No.	OZP Zoning “OU” Annotation	Existing/Planned Use and Address	Height of Existing Building/Structure in No. of Storeys (mPD)	Proposed BH Restrictions on OZP (Maximum No. of Storeys unless specified separately)	Remarks / Justifications
4	MTR Depot	MTR Depot Shing Tai Road	3 (15.3mPD)	23mPD	• Take into consideration the restriction under the lease.
5	Petrol Filling Station	LPG cum Petrol Filling Station Shing Tai Road	1	1	• Reflect existing BH.
6	Cargo Handling Area	Public Cargo Handling Area	1-2 (12.3mPD)	2	• Reflect existing BH.
7	Petrol Filling Station	LPG cum Petrol Filling Station Fung Yip Street	1	1	• Take into consideration the restriction under the lease.
8	Public Filling Barging Point	Public Filling Barging Point Ka Yip Street	1 (20mPD)	20mPD	• Reflect existing BH and take into consideration the restriction under the Government Land Allocation (GLA-HK1029).
9	Refuse Transfer Station	Refuse Transfer Station Sun Yip Street	2	2	• Take into consideration the existing BH.
10	Funeral Parlour	Cemetery Cape Collinson Road	-	5	• BH in line with general requirement for funeral parlour developments.
11	Cemetery	Cape Collinson Road	1-2	2	• Take into consideration the existing BH.
12	Cemetery	Cape Collinson Columbarium and Crematorium	4	4	• BH in line with the height of the proposed crematorium extension.

Site Ref. No.	OZP Zoning "OU" Annotation	Existing/Planned Use and Address	Height of Existing Building/ Structure in No. of Storeys (mPD)	Proposed BH Restrictions on OZP (Maximum No. of Storeys unless specified separately)	Remarks / Justifications
		Blocks 1-4	2-4	4	• Generalized BHR taking into consideration the existing BH.
		Blocks 5&6	7	7	• Take into consideration the existing building height.
		Ex-staff Quarters	3	7	• Generalized BHR with adjoining Blocks 5&6.
13	Cemetery	Ossuarium	10	10	• Take into consideration the existing BH.
14	Cemetery	Cape Collinson Columbarium	12	12	• Take into consideration the existing BH.
16	Cemetery	Chinese Permanent Cemetery – New Columbarium Building	9	9	• Take into consideration the proposed BH of a new columbarium building.
17	Cemetery	Chinese Permanent Cemetery – Open Niches at Section 35 Terrace 5,6 &7	3	3	• Take into consideration the proposed BH of a new structure for niches.
18	Cemetery	Chinese Permanent Cemetery – Open Niches at Section 20 Terrace 1,2&3	3	3	• Take into consideration the proposed BH of a new structure for niches.
19	Cemetery	Hong Kong Buddhist Cemetery	3	4	• Take into consideration the proposed BH of a new structure for columbarium use.
20	Oil Depot	Chong Fu Road	11mPD	35mPD	• Take into consideration the maximum BH of 30.48mPD under the lease, and the BH of the adjoining developments, allowing height variation.

**Exiting Status of Sites Zoned “Open Space” (“O”) in  
Chai Wan Planning Scheme Area (Plan 18)**

Site Ref. No.	Location	Ownership (Government (G) or Private (P))	Existing use	Existing Zoning(s) on the Outline Zoning Plan (OZP)	Remarks
1	Junction of Shing Tai Road and Chong Fu Road	G	Heng Fa Chuen Playground	“O”	<ul style="list-style-type: none"> <li>GLA-HK 635 permanent allocation for open space development.</li> </ul>
3	Shun Tai Road and Wing Tai Road	G	Wing Tai Road Garden	“O”	<ul style="list-style-type: none"> <li>GLA-HK 654 permanent allocation for open space development.</li> </ul>
4	Near the MTR Chai Wan Station	G	Chai Wan Park	“O”	<ul style="list-style-type: none"> <li>GLA-HK 604 permanent allocation for open space development.</li> </ul>
5	Cheung Man Road	G	Cheung Man Road Rest Garden	“O”	<ul style="list-style-type: none"> <li>GLA-HK 273 &amp; GLA-HK 604 permanent allocation for open space development.</li> </ul>
6	Next to the MTP Chai Wan Station	G	Chai Wan Road Rest Garden	“O”	<ul style="list-style-type: none"> <li>GLA-HK 721 permanent allocation for open space development.</li> </ul>
7	Kut Shing Street	G	Law Uk Folk Museum Rest Garden	“O”	<ul style="list-style-type: none"> <li>GLA-HK 618 permanent allocation for open space development.</li> </ul>
8	Junction of Chai Wan Road and Yee Tai Street	G	Chai Wan Road Sitting-out Area No.1	“O”	<ul style="list-style-type: none"> <li>GLA-HK 469 permanent allocation for open space development.</li> </ul>
9	Cape Collinson Road	G	Wan Tsui Park	“O”	<ul style="list-style-type: none"> <li>V.O. 102 under the management and maintenance of Housing Department.</li> </ul>
10	Yee Tai Street and Yee Shing Street	G	Football Pitch & Yee Tai Street Sitting-out Area	“O”	<ul style="list-style-type: none"> <li>GLA-HK 869 &amp; GLA-HK 947 permanent allocation for open space development.</li> </ul>
11	Sheung On Street	G	Sheung On Street Playground	“O”	<ul style="list-style-type: none"> <li>GLA-HK 582 permanent allocation for open space development.</li> </ul>
12	Fung Yip Street	Partly G & Partly P	Former China Motor Bus Depot, Temporary Petrol Filling Station and Temporary works area	“O”	<ul style="list-style-type: none"> <li>Short Term Tenancy No. EHX 309 for petroleum cum liquefied petroleum gas filling station.</li> <li>For the private portion, it is the subject of a S.16 application (A/H20/119) for a comprehensive residential development while the area zoned “O” is proposed for public open space use.</li> </ul>

Site Ref. No.	Location	Ownership (Government (G) or Private (P))	Existing use	Existing Zoning(s) on the Outline Zoning Plan (OZP)	Remarks
13	San Ha Street	G	(Vacant)	"O"	<ul style="list-style-type: none"> <li>GLA-THK 1688 temporary allocation for an amenity area.</li> </ul>
14	San Ha Street	G	San Ha Street Sitting-out Area	"O"	<ul style="list-style-type: none"> <li>GLA-HK 287 permanent allocation for open space development.</li> </ul>
15	Siu Sai Wan Road and near Siu Sai Wan Sports Ground	G	Siu Sai Wan Road Garden	"O"	<ul style="list-style-type: none"> <li>GLA-HK 1032 and GLA-THK 1134 allocation for open space development.</li> </ul>
16	Siu Sai Wan Waterfront and Fu Hong Street	G	Siu Sai Wan Promenade and Fu Hong Street Sitting-out Area	"O"	<ul style="list-style-type: none"> <li>GLA-HK 914 and GLA-HK 1042 permanent allocation for open space development.</li> </ul>
17	Junction of Siu Sai Wan Road and Harmony Road	G	Temporary Playground	"O"	<ul style="list-style-type: none"> <li>Temporary playground for The Chinese Foundation Secondary School.</li> </ul>
18	Bounded by Sheung Ping Street/Sheung On Street and Wing Tai Road	G	Temporary public vehicle park	"O"	<ul style="list-style-type: none"> <li>Short Term Tenancy No. EHX 366 and 423 for carpark use.</li> </ul>

Site Ref. No.	Location	Ownership (Government (G) or Private (P))	Existing use	Existing Zoning(s) on the Outline Zoning Plan (OZP)	Remarks
<b>Sites proposed to rezone to "O"</b>					
19	Tai Man Street	G	Tai Man Street Sitting-out Area	"G/IC"	<ul style="list-style-type: none"> <li>GLA-HK652 Permanent allocation for open space development.</li> <li>Proposed to rezone to "O" to reflect existing use.</li> </ul>
20	Chai Wan Road	G	Playground	"R(A)"	<ul style="list-style-type: none"> <li>GLA-HK 826 Permanent allocation for open space development.</li> <li>Proposed to rezone to "O" to reflect existing use.</li> </ul>
21	Junction of Shing Hong Lane and Shing Tai Road	G	Temporary public vehicle park	"OU (MTRCDA)"	<ul style="list-style-type: none"> <li>Falling within the Consultation Zone of an existing LPG compound which is a Potentially Hazardous Installation.</li> <li>Propose to rezone to "O".</li> </ul>

# EXISTING AND PLANNED PROVISION OF OPEN SPACE IN CHAI WAN PLANNING SCHEME AREA

Attachment VII of  
MPC Paper, No. 1/12

## PROVISION OF OPEN SPACE & MAJOR G/IC FACILITIES

Chai Wan Outline Zoning Plan - S/H20/19A

A) Usual Residents:

( 177524 persons)

( 167439 persons)

B) Usual Residents + Mobile Residents:

( 182763 persons)

( 174109 persons)

C) Usual Residents + Mobile Residents + Transients:

( 182763 persons)

( 186322 persons)

TYPE OF FACILITY	HONG KONG PLANNING STANDARDS & GUIDELINES	EXISTING			PLANNED			REMARKS
		THEORETICAL MINIMUM REQUIREMENTS	PROVISION	SURPLUS/ DEFICIT	THEORETICAL MINIMUM REQUIREMENTS	PROVISION	SURPLUS/ DEFICIT	
Open Space								
1. Local Open Space	10 ha per 100000 persons	( 18.28 ha)	22.95	4.67	( 17.41 ha)	25.47	8.06	
2. District Open Space	10 ha per 100000 persons	( 18.28 ha)	14.34	-3.94	( 17.41 ha)	15.81	-1.60	



**Summary of Existing Building Height & Plot Ratio and  
Development Restrictions under Lease for “I” Zone in the Chai Wan Planning Scheme Area (Plans 16d and 16e)**

ID No.	Lot No.	Building Name	Site Area (m <sup>2</sup> )	P.R.		Existing No. of Storeys		Maximum building height mPD / ftPD	
				Lease	Existing (approx.)	Main (excluding podium)	Podium	Lease	Existing (approx.)
1	CWIL131	Chai Wan Industrial City Phase II 70 Wing Tai Road	3000.0	7.2 - 12	12.00	19 + 1UG/F	3	110.52 mPD	93.51 mPD
2	CWIL132	Chai Wan Industrial City Phase I 60 Wing Tai Road	3000.0	7.2 - 12	12.00	19 + 1UG/F	3	111.5 mPD	93.51 mPD
3	CWIL138	Cornell Centre 50 Wing Tai Road	2412.0	7.2 - 12	12.00	19	3	112.3 mPD	93.66 mPD
4	CWIL105	Federal Centre 77 Sheung On Street	896.0	-	15.00	21	3	91 m (above site formation level)	82.7 mPD
5	CWIL126	Yiko Industrial Building 10 Ka Yip Street	1400.0	not less than 7.14	14.50	24 + 1Basement	1	51.82 - 113.5 mPD	78.92 mPD
6	CWIL134	Paramount Building 12 Ka Yip Street	3200.0	7.2 - 12	12.00	21	3	113.4 mPD	89.56 mPD
7	CWIL139	M.P. Industrial Centre Block A,B 18 Ka Yip Street	4687.0	7.2 - 12	12.00	19 (Blk.A) 20 (Blk.B)	3	113.4 mPD	76.16 mPD (Blk. A) 79.66 mPD (Blk. B)
8	CWIL103	Kailey Industrial Centre 12 Fung Yip Street	4498.0	7.2 - 12	12.00	18	2	114 mPD	81.35 mPD
9	CWIL99	Yip Cheung Centre 10 Fung Yip Street	1430.0	-	10.96	15 + 1Basement	1	51.5 mPD	50.91 mPD
10	CWIL98	Yan Nin Industrial Building 8 Fung Yip Street	1430.0	-	10.37	11	4	51.5 mPD	48.795 mPD (Penthouse)
11	CWIL95	Gee Wing Chang Industrial Building 6 Fung Yip Street	1400.0	-	10.76	14	1	51 mPD	50.9 mPD
12	CWIL94	Gee Tung Chang Industrial Building 4 Fung Yip Street	1400.0	-	10.80	14 + 1Basement	1	51 mPD	50.9 mPD
13	CWIL93	Yeung Yiu Chung No.7 Industrial Building 2 Fung Yip Street	1580.0	-	11.16	15 + 1Basement	1	51 mPD	50.36 mPD
14	CWIL58&59	Wah Shing Centre 5 Fung Yip Street	2173.9	-	10.81	13 + 1 Penthouse	1	170 feet [51.8 m] above Colony Principal Datum	48.32 mPD (Penthouse)
15	CWIL57	Koon Wah Mirror Factory (2nd) Industrial Buidling 4 Sun On Street	1321.1	-	10.76	14 + 1 Penthouse	0	170 feet [51.8 m] above Colony Principal Datum	48.48 mPD (Penthouse)
16	CWIL63	Sum Lung Industrial Building 11 Sun Yip Street	1381.5	-	11.44	11	4	170 feet [51.8 m] above Colony Principal Datum	51.37 mPD
17	CWIL52	Cheung Yick Industrial Building 12 On Yip Street	1038.6	-	10.63	14	1	170 feet [51.8 m] above Colony Principal Datum	50.46 mPD
18	CWIL56	Summit Industrial Building 9 Sun Yip Street	1303.4	-	11.51	15	0	170 feet [51.8 m] above Colony Principal Datum	51.35 mPD
19	CWIL51	Hop Ming Factory Building 6 - 10 On Yip Street	1049.8	-	11.41	14	0	170 feet [51.8 m] above Colony Principal Datum	49.67 mPD

ID No.	Lot No.	Building Name	Site Area (m <sup>2</sup> )	P.R.		Existing No. of Storeys		Maximum building height mPD / ftPD	
				Lease	Existing (approx.)	Main (excluding podium)	Podium	Lease	Existing (approx.)
20	CWIL50	Unison Industrial Building 7 Sun Yip Street	1512.4	-	10.40	14	0	170 feet [51.8 m] above Colony Principal Datum	50.61 mPD
21	CWIL46	Prince Factory Building 5 Sun Yip Street	1123.2	-	10.66	9	5	170 feet [51.8 m] above Colony Principal Datum	51.36 mPD
34	CWIL114	Chivas Godown 56 - 60 Ka Yip Street	5809.0	-	7.03	6	3	30-51.5 mPD	51.38 mPD
35	CWIL112&11	Safety Godown Industrial Building	4624.0	-	7.74	13	0	51.5 mPD	51.5 mPD
36	CWIL113	Kerry Godown (Chai Wan) 50 Ka Yip Street	4900.0	-	9.88	14	0	51.5 mPD	51.23 mPD

[By Calculation]

**Summary of Existing Building Height & Plot Ratio and**  
**(Plans 17d and 17e) Development Restrictions under Lease for "OU(Business)" Zone in the Chai Wan Planning Scheme Area**

ID No.	Lot No.	Building Name	Site Area (m <sup>2</sup> )	Non dom. PR		Existing No. of Storeys		Maximum building height	
				Lease	Existing (approx.)	Storeys	Podium	Lease	Existing (approx.)
1	CWIL78&79	Fortune Factory Building Block A&B 40 Lee Chung Street	3750.0	--	14.13	BlkA-25 BlkB-25	0	Not exceeds 300 ft [91.4 m] above the Principal Datum	86.43 mPD
2	CWIL38	Sze Hing Loong Industrial Building 44 Lee Chung Street	1040.9	--	10.71	14 +1Basement	0	--	40.72 mPD
3	CWIL39	Cheong Wei Industrial Building 42 Lee Chung Street	664.5	--	10.73	13	0	--	48.6 mPD
4	CWIL23	Shun Yee Factory Building 30 - 32 Lee Chung Street	548.3	--	10.35	11	0	--	45.96 mPD
5	CWIL21	Chung On Industrial Building 28 Lee Chung Street	557.6	--	9.09	9	0	--	39.28 mPD
6	CWIL18	Haking (Tung Shing) Industrial Building 34 Lee Cheung Street	1090.1	--	11.37	12	4	--	61.82 mPD
7	CWIL47&54	Chai Wan Industrial Centre 20 Lee Chung Street	3037.2	--	14.97	20	4	300 ft [91.4 m] above MFL	86.91 mPD
8	CWIL22	Glory Industrial Building 22 Lee Chung Street	854.1	--	8.90	12	0	--	50.2 mPD
9	CWIL13	E-Trade Plaza 24 Lee Chung Street	1076.8	15	15.00	32	0	(1) Airport Height Limits (2) DD Clause	148.65 mPD
10	CWIL14&15	Hong Kong (Chai Wan) Industrial Building 26 Lee Chung Street	1072.5	--	10.16	11	0	--	44.03 mPD
11	CWIL91	Minico Building 18 Lee Chung Street	621.1	--	10.22	14	0	91.44 m above MFL	53.88 mPD
12	CWIL49	Eltee Building 3 Ning Foo Street	512.0	--	10.00	13	0	Not exceeds 300 ft. [91.4 m] above MFL	47.78 mPD
13	CWIL12&43	Johnson Building 14 & 16 Lee Chung Street	977.3	--	9.09	11	0	Max. 300 ft [91.4 m] above the site level of the lot	44.05 mPD
14	CWIL9	Kantone Centre 1 Ning Foo Street	567.0	--	8.64	11	0	--	44.65 mPD

ID No.	Lot No.	Building Name	Site Area (m <sup>2</sup> )	Non dom. PR		Existing No. of Storeys		Maximum building height	
				Lease	Existing (approx.)	Storeys	Podium	Lease	Existing (approx.)
15	CWIL10&11	Shell Industrial Building 12 Lee Chung Street	1124.5	--	11.35	12	0	(1) Airport Height Limits (2) DD Clause	46.8 mPD
16	CWIL55	Sunrise Industrial Building 10 Hong Man Street	1182.2	--	14.66	20	3	--	83.41 mPD
18	CWIL65	Chai Wan Zone Electric Sub-Station 28 Cheung Lee Street	464.7	--	1.63	3 + 1 Cockloft	0	DD & H Clause	26.6 mPD
19	CWIL35&37	Sze Hing Industrial Building 37 Lee Chung Street	390.2	--	10.06	13	0	--	49.65 mPD
21	CWIL53	Fook Hing Factory Building 33 Lee Chung Street	492.6	--	9.42	11	0	Not exceeds 300 ft. [91.4 m] above the site level	42.53 mPD
22	CWIL36	Silver Technical Tower 26 Cheung Lee Street	216.4	--	15.00	20 + 1 LG/F	4	--	86.7 mPD
23	CWIL3	Hop Shi Factory Building 29 - 31 Lee Chung Street	2220.2	--	8.90	9 + 1 LG/F + 1 Penthouse (9/F)	0	--	42.38 mPD
24	CWIL1	Tak King Industrial Building 27 Lee Chung Street	1110.4	--	15.00	23	3	--	91.65 mPD
25	CWIL2&4	Cheung Tat Centre 18 Cheung Lee Street	1110.2	--	15.04	22	3	--	90.918 mPD
26	CWIL60	Shing King Industrial Building 45 Kut Shing Street	2323.4	--	11.11	12 + 1M/F	3	--	57.54 mPD
27	CWIL44	Trend Centre 29 Cheung Lee Street	696.8	--	15.00	24	3	Not exceeds 300 ft [91.4 m] above MFL	100.49 mPD
28	CWIL133	Decca Industrial Centre 12 Kut Shing Street	2161.0	9.646	9.65	13	3	108 mPD	63.99 mPD
29	CWIL25	Leun Fat Loong Industrial Building 19 Cheung Lee Street	418.2	--	5.72	7	0	--	30.73 mPD
30	CWIL26	Chi Ko Industrial Building 17 Cheung Lee Street	278.8	--	9.50	7	4	--	42.38 mPD
32	CWIL64	Telephone Exchange 13 - 15 Cheung Lee Street	1091.1	--	2.41	3	0	Max. 300 ft [91.4 m] above the site level	21.18 mPD
33	CWIL32	Cheung Lee Industrial Building 9 Cheung Lee Street	1045.2	--	14.95	21	4	--	88.225 mPD

ID No.	Lot No.	Building Name	Site Area (m <sup>2</sup> )	Non dom. PR		Existing No. of Storeys		Maximum building height	
				Lease	Existing (approx.)	Storeys	Podium	Lease	Existing (approx.)
34	CWIL69&70	Man Foong Industrial Building 7 Cheung Lee Street	1551.1	--	13.86	21	4	Not exceeds 300 ft [91.4 m] above the Colony Principal Datum	87.96 mPD
35	CWIL101	Kut Shing Building 8 Kut Shing Street	479.0	--	13.05	17	4	Not exceeds 91 m above MFL	73.55 mPD
36	CWIL68	Kam Man Fung Factory Building 6 Man Hong Street	864.3	--	14.80	20 + 1 LG/F + 1 Car Park/F	2	Not exceeds 300 ft [91.4 m] above the Principal Datum	85.67 mPD
37	CWIL125	Hong Man Industrial Centre 55 Kut Shing Street	3690.0	--	14.99	22 + 3 LG/F	2	108 mPD	103.05 mPD
38	CWIL144	8 Commercial Tower 8 Sun Yip Street	2383.0	15	14.93	29	3	(1) Airport Height Limits (2) DD Clause	113.9 mPD
39	CWIL6RP	Honour Industrial Centre 6 Sun Yip Street	4498.2	--	15.64	23	4	DD & H Clause	104.33 mPD
40	CWIL30A	Sino Favour Centre 1 On Yip Street	1749.4	--	15.00	26	3	--	113.9 mPD
41	CWIL30RP	Megaadvantage 399 Chi Wan Road	2164.8	--	15.00	28 + 1 Refuge Floor	3	DD Clause	135mPD
42	CWIL30B	Sunview Industrial Building 3 On Yip Street	3612.3	--	10.08	14	0	--	49.24 mPD

MFL : Mean Formation Level  
[By Calculation]



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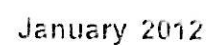
**Cat. A1– Term Consultancy for Expert Evaluation and Advisory  
Services on Air Ventilation Assessment (PLNQ 35/2009)**

**Revised Final Report  
Chai Wan Area**

**January 2012**



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## **Expert Evaluation Report of Chai Wan Area**

### **Executive Summary**

#### **0.1 Wind Availability**

(a) Based on the available wind data, one may conclude that the annual wind of the study area is mainly from North-East and East. The directions of the summer winds are ranging from southwest, south, southeast to east. There are strong northeast-southwest and east-southwest channeling effects at/near ground level due to the surrounding topography and the area's proximity to the waterfront.

#### **0.2 Topography**

(a) The Area is at the east of Hong Kong Island. Most of the developments in the area are on a flat reclamation land. The Area is, on the whole, exposed to the sea in the northeast and partially enclosed by Mount Collinson (348mPD) in the south, Mount Parker (507mPD) in the west and also Pottinger Peak (312mPD) in the southeast.

(b) While the mountains will weaken the background wind from the west, winds from the southerly quarters will find its ways through the two mountain passes and penetrate through the valleys into the Area (see the two red arrows in Figure 4.1).

#### **0.3 Existing Conditions**

(a) Many of the residential buildings are owned by the Housing Authority. They vary in absolute heights. Some of the taller blocks in Hing Wah (II) Estate are perpendicular to the prevailing wind and thus may weaken the important valley winds from the southwest.

(b) The long row of north-south orientated blocks of Fullview Garden restricts some of the easterly winds into Siu Sai Wan area. Fortunately, the promenade provides useful relief especially to the schools at Fu Yee Road and Harmony Road. Its nearby residential developments Kai Tsui Court and Siu Sai Wan Estate are not closely packed together and wind from the east can penetrate into the Area.

(c) It is a pity that the bulky Island Resort and its extensive podium are blocking the sea winds into Harmony Road, which should ideally be extended to the waterfront. However, there is prevailing east wind blowing between the building gaps. In future, it is very important to assess developments on the waterfront that may cause air ventilation issues to its neighbours – this and other sites.

(d) Along the north waterfront, the area is not over-developed. There are some undeveloped lands reserved for open space or Government, Institution or Community (G/IC) use along Sheung On Street and Chong Fu Road. Care must be



exercised that future developments respect the important southwest-northeast channeling wind of the area by introducing non-building areas and gaps between buildings. Illustrations are given in Figures 7.5 and 7.6.

(e) The undeveloped open space at the junction of Sheung On Street/Sheung Ping Street on the waterfront is an important air ventilation entrance to the Area. It has the potential to link across Tsui Wan Estate to Chai Wan Park, thus greatly benefits the air ventilation of the Area.

(f) There are also more than a few G/IC sites in the Area, such as stadium, parks, gardens, community centre, college and schools. Together with other open spaces and connected with roads, these G/IC sites provide useful relief and air spaces which would enhance the efficacy of the air paths. Care must be exercised when they are further developed with taller or bulkier buildings or re-zoned for larger developments.

(g) Ground Coverage in developed areas is overall medium, with some clusters of high-value pixels. Some clusters of high-value pixels are found in locations A, B and C (Figure 5.4). Location A is at the centre of the Area, occupied by larger industrial buildings and narrower streets. However, this location is just on an important air path in the direction of northeast-southwest of the area. Locations B and C cause less noticeable air ventilation issues.

(h) On the whole the building volume density of the Area is medium. The clustered cells of medium value are industrial buildings around Cheung Lee Street, residential buildings on the east of Siu Sai Wan Road and buildings of and around Island Resort. Evaluated together with the above paragraphs, special care must be exercised when these areas are developed with more extensive ground coverage and higher building heights in future developments.

#### **0.4 The Existing Conditions with Committed Developments**

(a) There are a few committed developments scattered in the Area (Figure 6.1). The developments near Lee Chung Street and Lin Shing Road are not extensive in size.

(b) There are also a few potential redevelopments in the Area (Figure 6.2). One cluster is the industrial buildings to the west of the MTR Chai Wan Station. As mentioned above, special care must be exercised when developments are made in this area so that the southwest-northeast air path is respected. Another cluster is industrial and residential buildings on both sides of Chai Wan Road. They are not extensive in size.

#### **0.5 Expert Evaluation and Recommendations of the Initial Planned Scenario**

(a) It must be stressed that given Hong Kong's tall building urban morphology, on the whole, building height restriction (or minor changes of building heights) is not the most effective method for maintaining and/or improving air ventilation. Breezeways,



air paths, open spaces, gaps between buildings and building permeability – especially at the near ground level, are more effective.

(b) The initial planned scenario keeps most of the existing "G/IC" sites (Figure 7.2) as low-rise buildings and "Open Space" ("O") sites, and also rezone some "G/IC" sites to "Green Belt" ("GB") and "O". "G/IC" sites connected to or next to the main air paths are particularly useful. Further greening on these sites is recommended.

(c) It is good to rezone some of the development zones to zones of much less intensive developments, such as "G/IC", "O" and "Road" (Figure 7.1). The proposed rezoning of Sites 1a to 1d, 3 and 5 (Figure 7.1) to "G/IC" and "O" will enhance air permeability around these areas.

(d) The proposed rezoning of the existing open-air bus terminus to the west of the MTR Chai Wan Station to area shown as 'Road' (Figure 7.1) will also facilitate air ventilation around the existing industrial area to its west.

(e) Apart from the rezoning proposals, it is also highly recommended to designate non-building areas in Tsui Wan Estate, Hing Man Estate/Hing Wah (II) Estate and the industrial area to the west of the MTR Chai Wan Station, as illustrated in Figure 7.3. The non-building areas are suggested to connect roads, open spaces and G/IC sites to form least-blocked air paths in the Area. The width of non-building areas is taken as 20-30m, in light of the width of 100m – 150m of the frontage area of the buildings. Moreover, building gaps in the existing Chai Wan Flatted Factory site, and between two existing industrial buildings namely the Chai Wan Industrial Centre and Minico Building are suggested. With wind channeling through the existing G/IC site and roads, the proposed building gap will facilitate the air ventilation along the major southwest-northeast air path via the proposed gap.

(f) In addition to the recommended non-building areas/building gaps, it is expected that Housing Department will conduct its own detailed air ventilation assessment to further optimize their local air ventilation designs upon redevelopment, particularly for those with site areas larger than 2 ha, viz, Hing Man Estate, Hing Wah (I) Estate, Hing Wah (II) Estate, Yue Wan Estate, Tsui Wan Estate and Siu Sai Wan Estate.

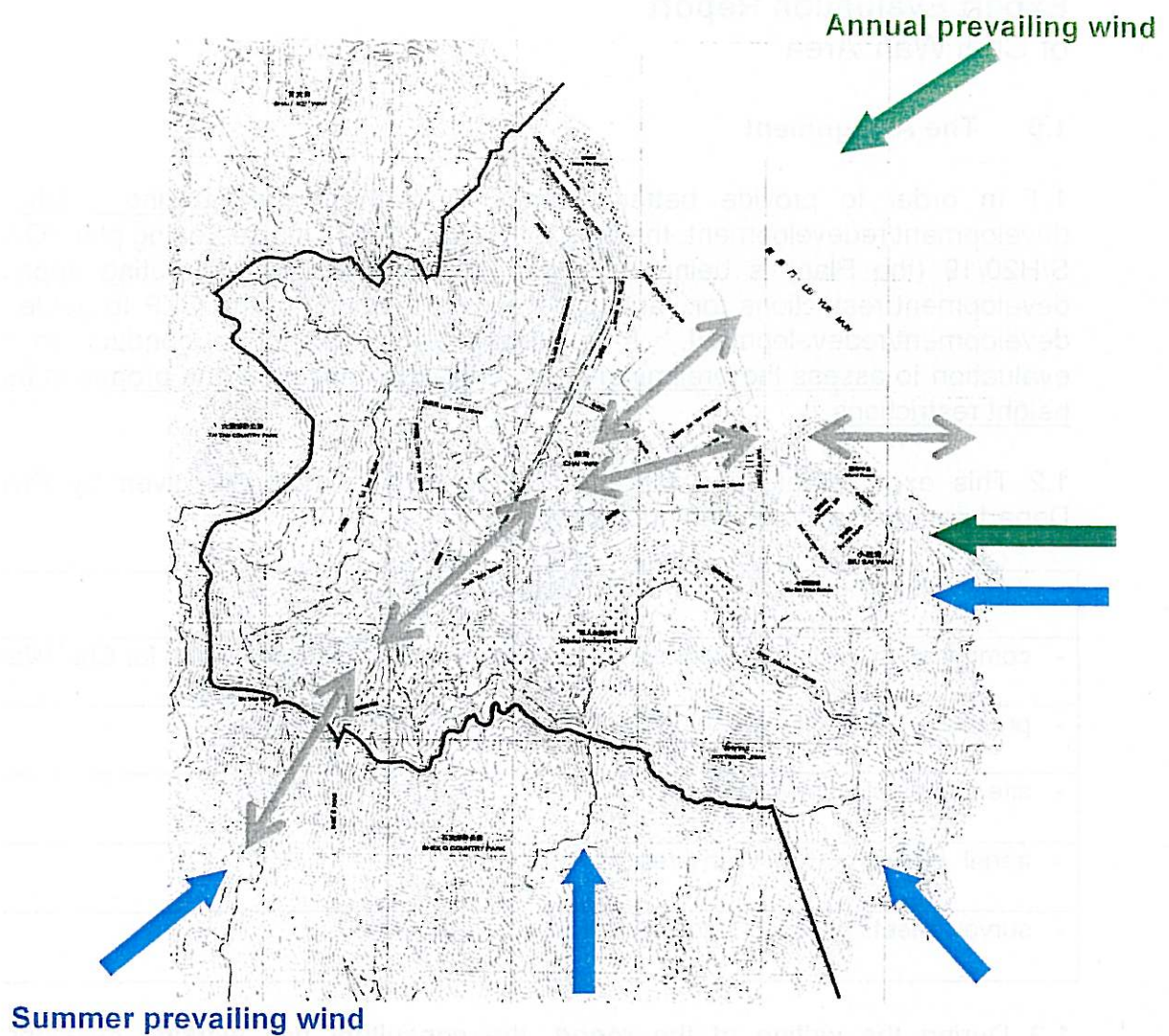
## **0.6 The Revised Scenario**

(a) In response to the expert evaluation of the initial planned scenario in section 7, a revised scenario for the proposed non-building areas is proposed by the Planning Department as illustrated in Figures 8.1 to 8.3. Three non-building areas and two building gaps are proposed to respect the air paths as shown in Figure 5.6. They are generally in line with the recommendations in the expert evaluation and thus considered acceptable.



## 0.7 Further work

- (a) Based on the expert assessment, there should be no major air ventilation issues if the suggestions can be followed. Further study is not necessary.
- (b) There is no focus of concern in the study area due to the generally medium-rise and medium building volume density characteristics of the Area.



**Figure 0.1** A summary of the prevailing winds of the Area (Green arrows indicate the annual prevailing wind; Blue arrows indicate summer prevailing wind; Grey arrows indicate the channeling effect area)

## Expert Evaluation Report of Chai Wan Area

### 1.0 The Assignment

1.1 In order to provide better planning control on the building height upon development/redevelopment, the draft Chai Wan Area Outline Zoning plan (OZP) No. S/H20/19 (the Plan) is being reviewed with a view to incorporating appropriate development restrictions for various development zones of the OZP to guide future development/redevelopment. It is considered necessary to conduct an expert evaluation to assess the preliminary Air Ventilation impacts of the proposed building height restrictions.

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

- existing building height (in mPD and storeys) for Chai Wan Area
- committed projects and planned projects (in mPD and absolute height) for Chai Wan Area
- proposed building height restrictions (in mPD) for Chai Wan Area
- site photos of Chai Wan Area
- aerial photos of Chai Wan Area
- survey sheets covering Chai Wan Area

1.3 During the writing of the report, the consultant has working sessions with colleagues at Planning Department on 30th March 2010, 3 May 2010 and 30 June 2010. The Consultant has studied the above mentioned materials, and has conducted site inspection on 18th April 2010.

### 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 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 study also suggests that Air Ventilation Assessment (AVA) be conducted in 3 stages: Expert Evaluation, Initial Studies, and Detailed Studies. The suggestion have been adopted and incorporated into HPLB and ETWB Technical Circular no. 1/06. The key purposes of Expert Evaluation are to:

- (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:

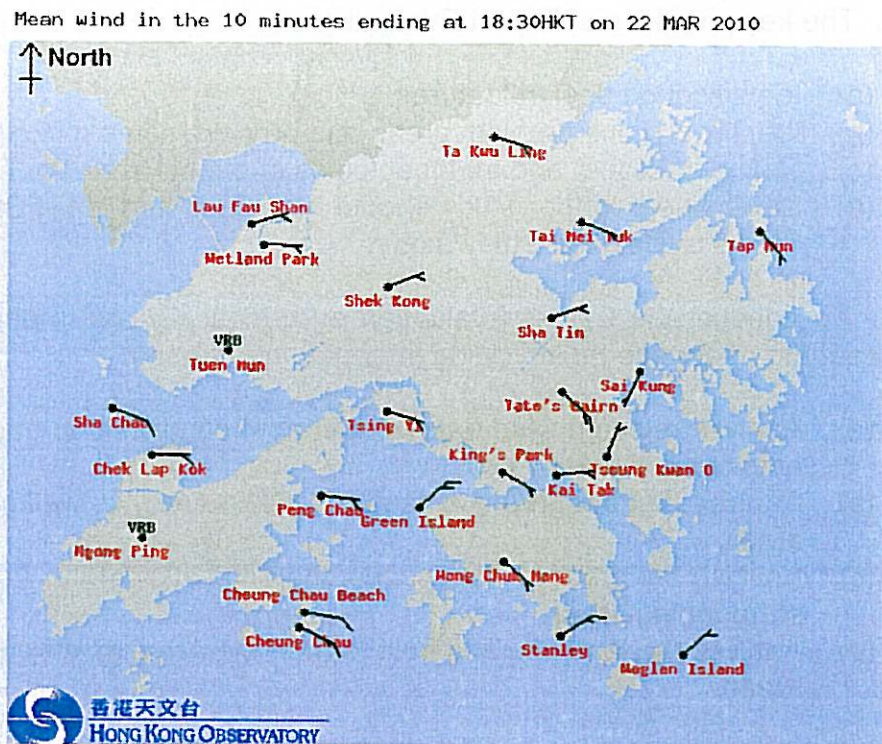
- (k) Compare the prima facie impact, merits or demerits of the building height restrictions as proposed by Planning Department on Air Ventilation.
- (l) Highlight problem areas, if any. Recommend improvements and mitigation measures if possible.
- (m) Identify focus areas or issues that may need further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

### **3.0 The Wind Environment**

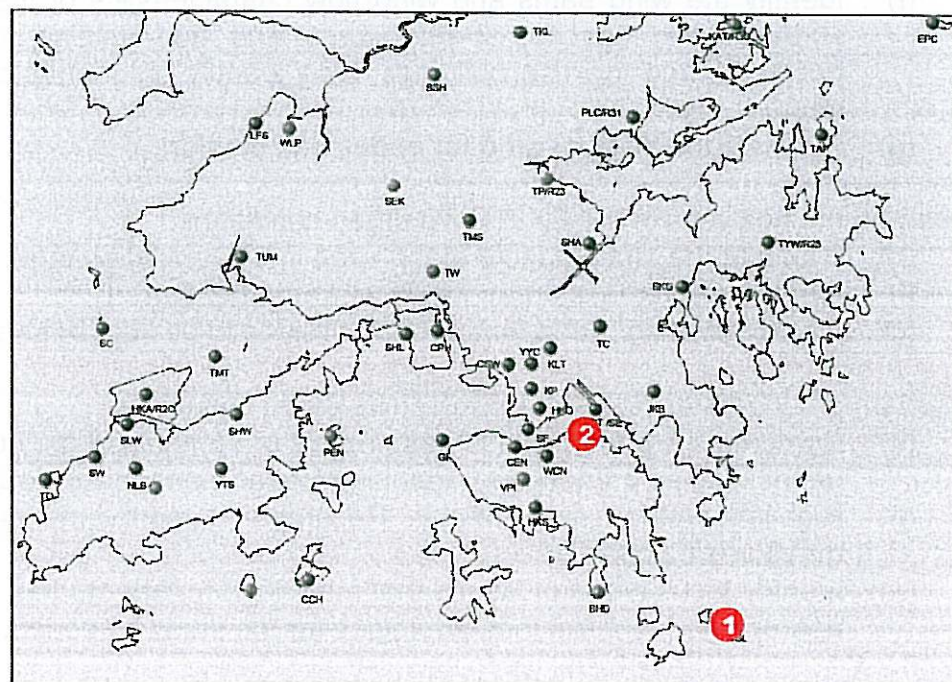
3.1 Hong Kong Observatory (HKO) stations provide useful and reliable data of the wind environment in Hong Kong (Figure 3.1). There are some 46 stations operated



by HKO in Hong Kong. Together, they allow a very good general understanding of the wind environment especially close to ground level.



**Figure 3.1** Some of the HKO stations in Hong Kong. This is a screen capture at 18:30 on 22 Mar 2010 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: North Point (NP).

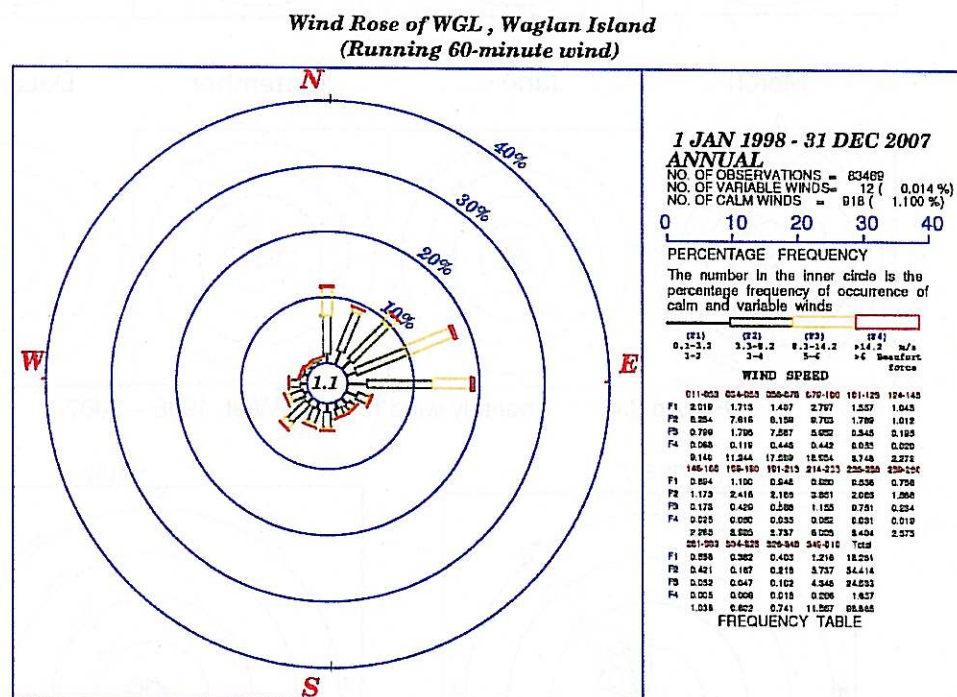
3.2 The HKO station at Waglan Island (WGL) is normally regarded by wind engineers as the reference station for wind related studies (Figure 3.3). The station has a very long measuring record, and it is unaffected by Hong Kong's complex topography [unfortunately, it is known not to be able to capture the thermally induced local wind circulation like sea breezes too well]. Based on WGL wind data, studies



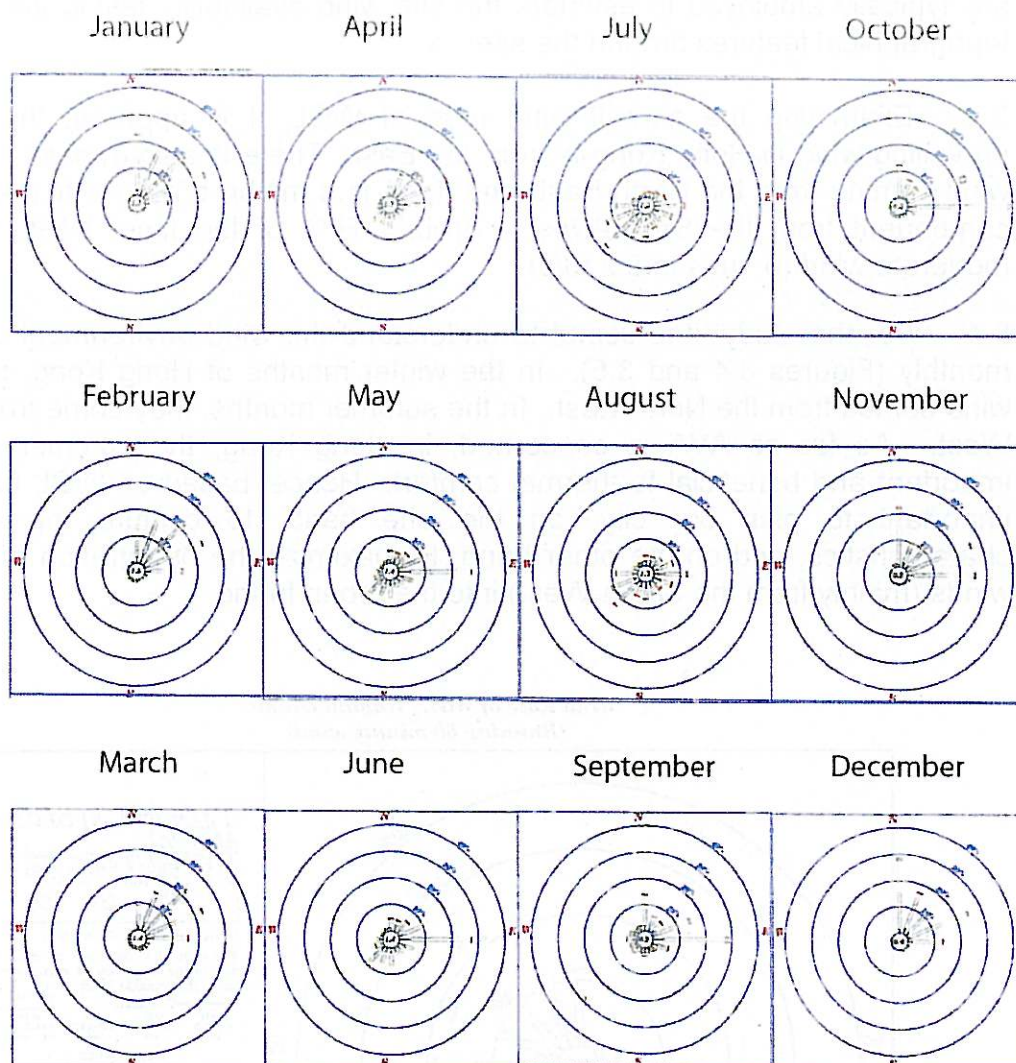
are typically employed to estimate the site wind availability taking into account the topographical features around the site.

3.3 Examining the annual wind rose of WGL, it is apparent that the annual prevailing wind in Hong Kong is from the East. There is also a major component of wind coming from the North-East; and there is a minor, but nonetheless observable component from the South-West. Around 70% of the time, WGL has weak to moderate wind (0.1m/s to 8.2 m/s).

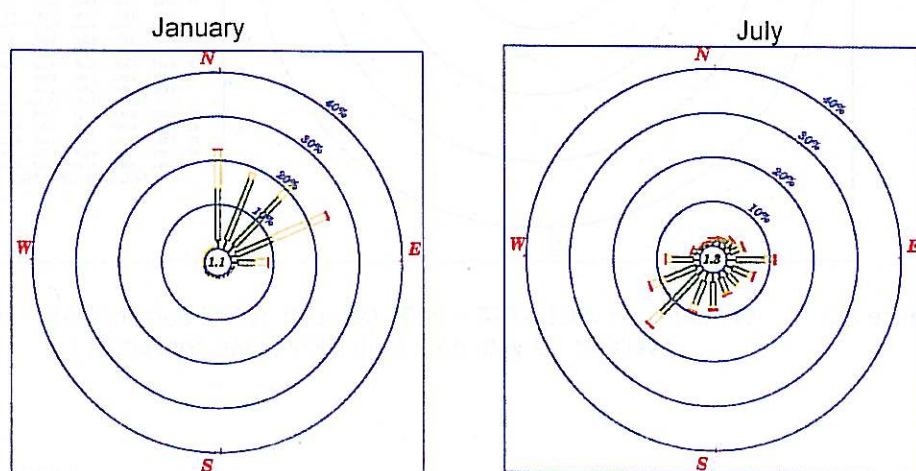
3.4 For the study, it is useful to understand the wind environment seasonally or monthly (Figures 3.4 and 3.5). In the winter months of Hong Kong, the prevailing wind comes from the North-East. In the summer months, they come from the South-West. As far as AVA is concerned, in Hong Kong, the summer wind is very important and beneficial to 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 – 2007 (annual) [Wind data in 1998 – 2007 are the latest available 10-year data from HKO to the consultant.]

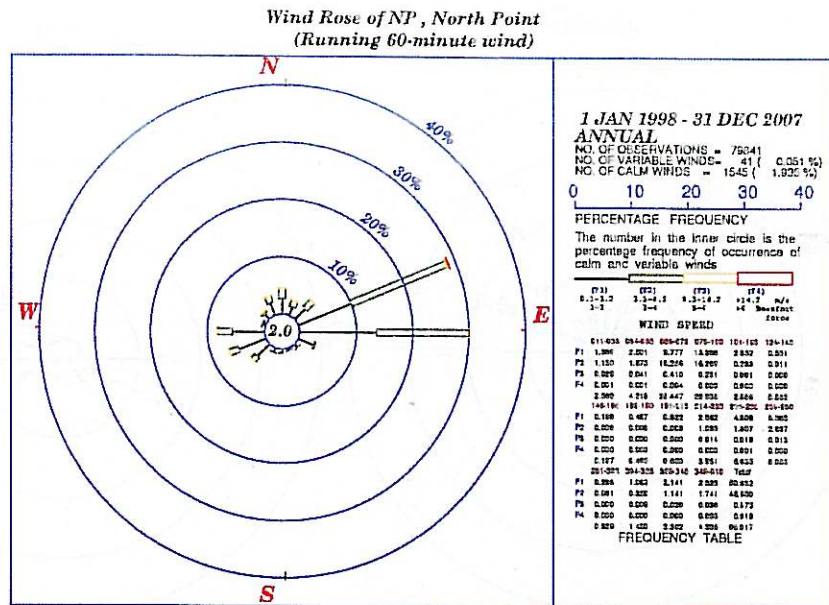


**Figure 3.4** monthly wind roses of WGL 1998 – 2007

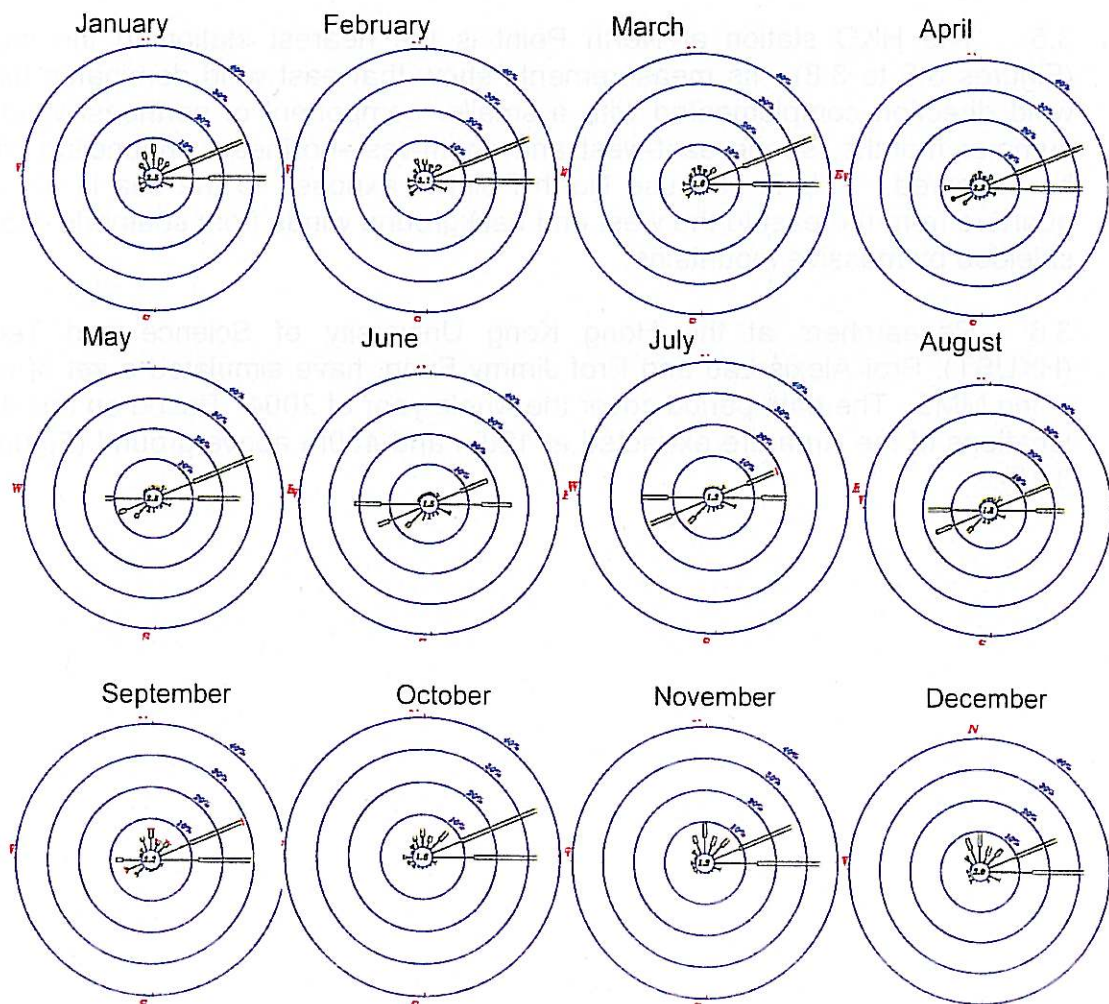


**Figure 3.5** Wind roses of WGL 1998 – 2007 (Jan and July)

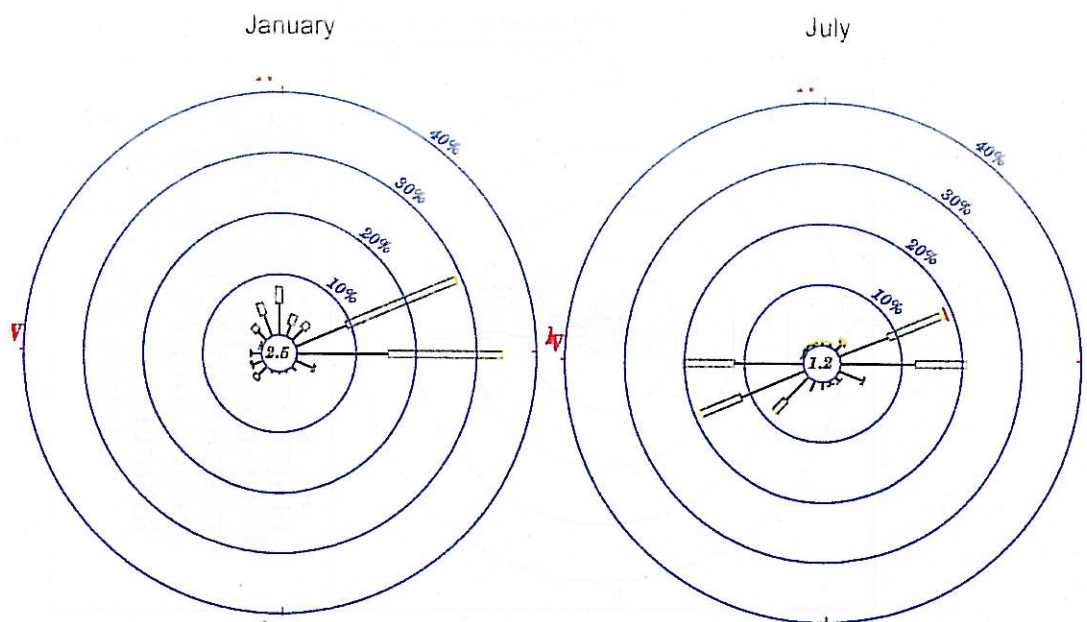




**Figure 3.6** Wind rose of North Point 1998-2007 (annual)



**Figure 3.7** monthly wind roses North Point 1998 – 2007



**Figure 3.8** Wind roses of North Point 1998 – 2007 (Jan and July)

3.5 The HKO station at North Point is the nearest station to the study area (Figures 3.6 to 3.8). Its measurements show that east wind dominates the annual wind direction complemented with a smaller component of northeast wind. In the summer months, strong east-west and southwest–northeast channeling winds can be observed. This is because North Point is exposed to the sea in the northerly quarters from the east to the west and background winds from southerly quarters are shielded by massive mountains.

3.6 Researchers at the 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 period cover the whole year of 2004. Based on this dataset, 3 locations of the Area are extracted at 120m and 450m above ground (Figures 3.9 to 3.15).



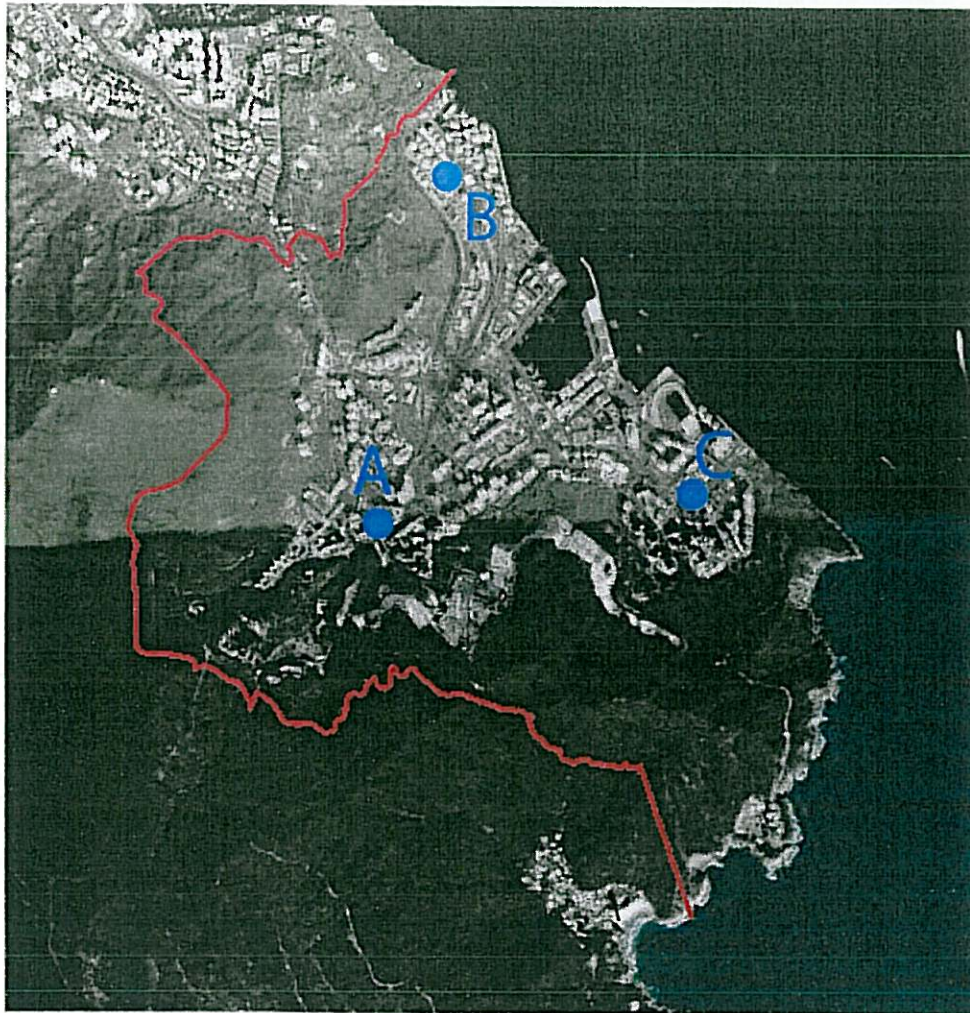


Figure 3.9 The 3 locations of MM5 extracted data

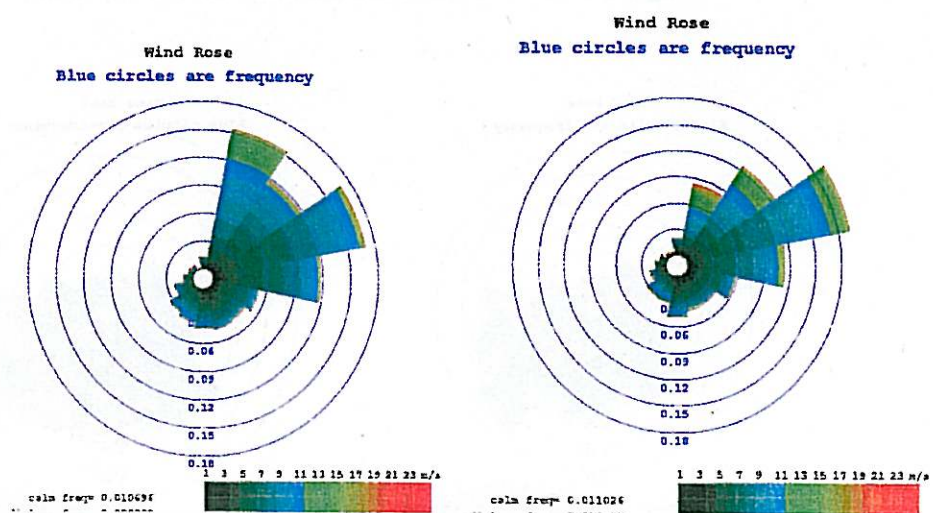


Figure 3.10 Wind roses (annual) at A (120m; 450m)



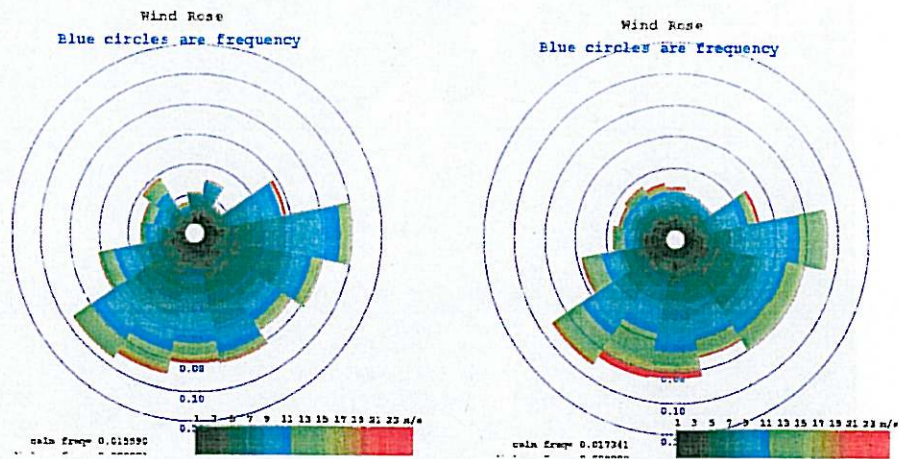


Figure 3.11 Wind roses (summer) at A (120m; 450m)

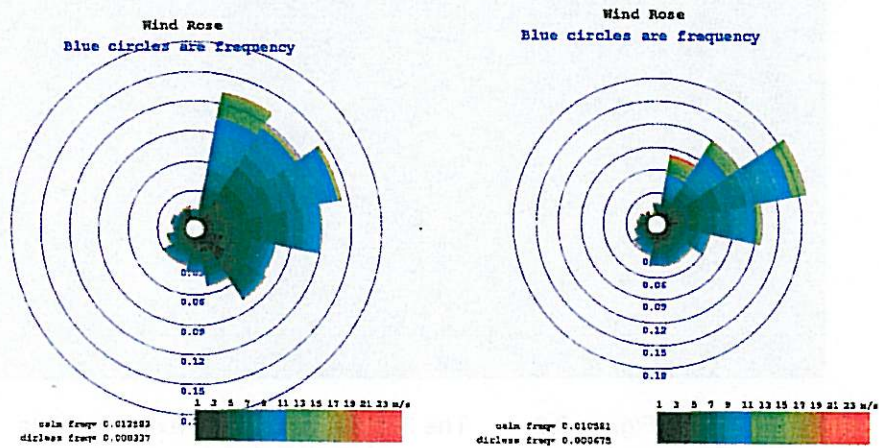


Figure 3.12 Wind roses (annual) at B (120m; 450m)

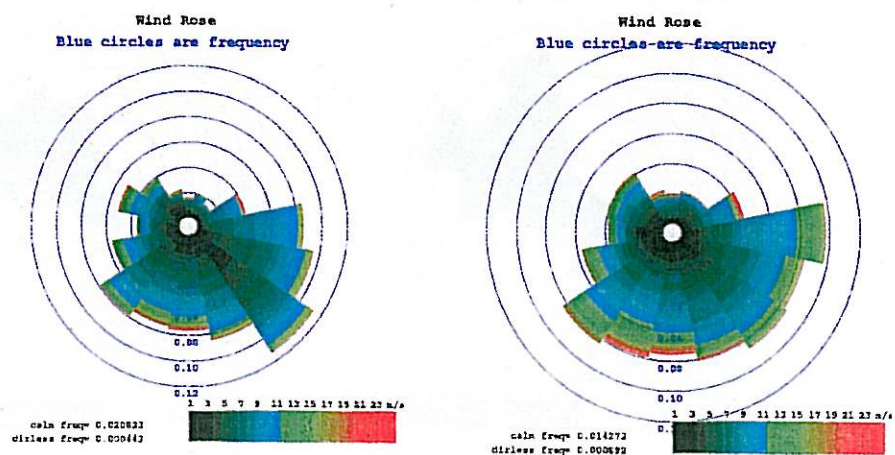


Figure 3.13 Wind roses (summer) at B (120m; 450m)

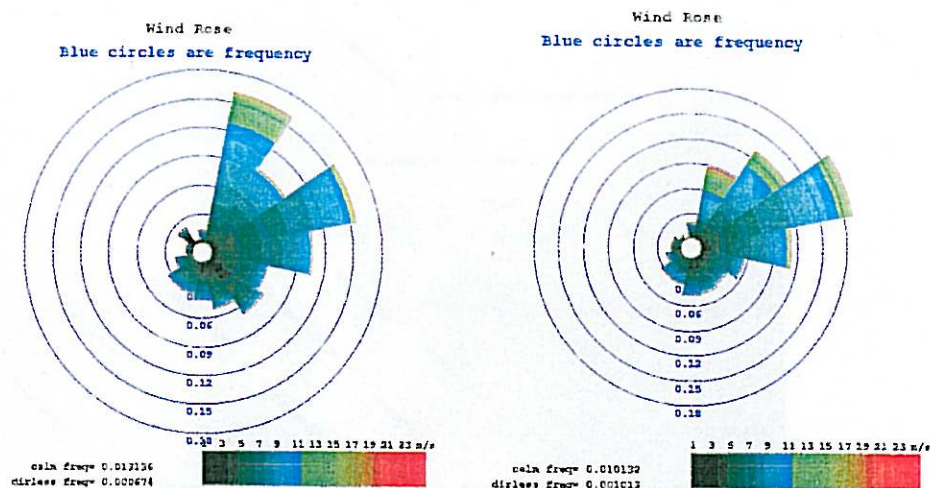


Figure 3.14 Wind roses (annual) at C (120m; 450m)

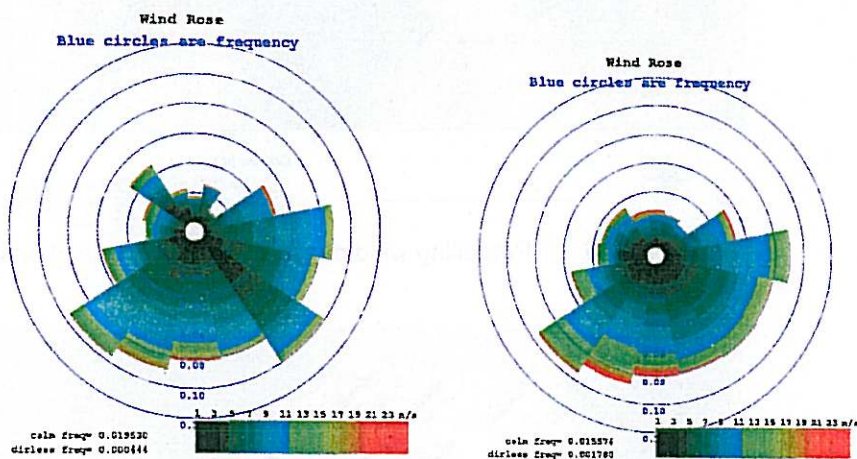
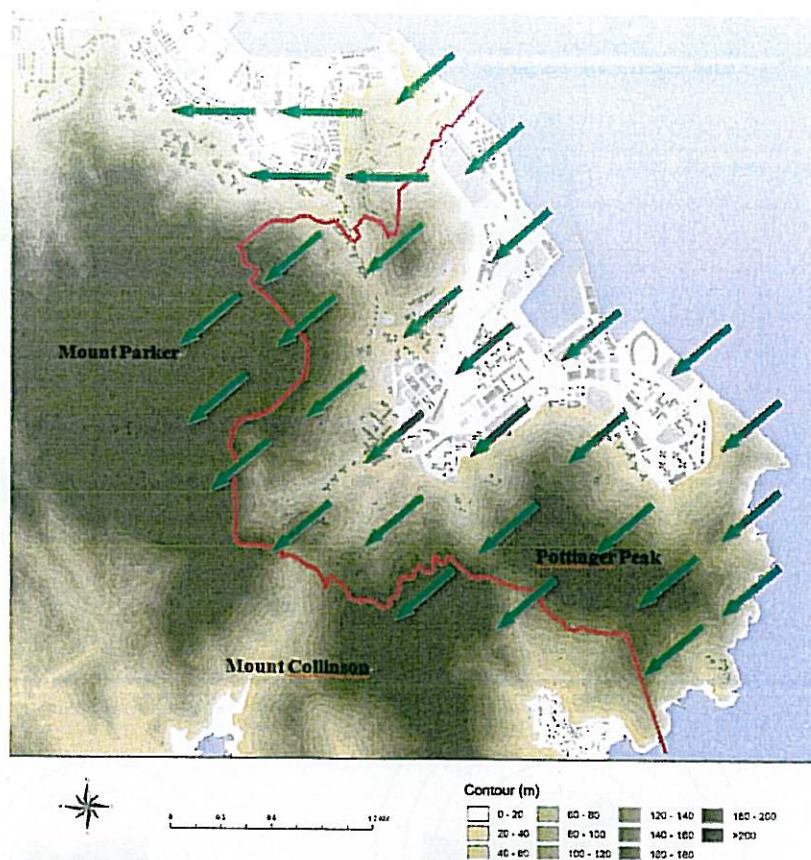


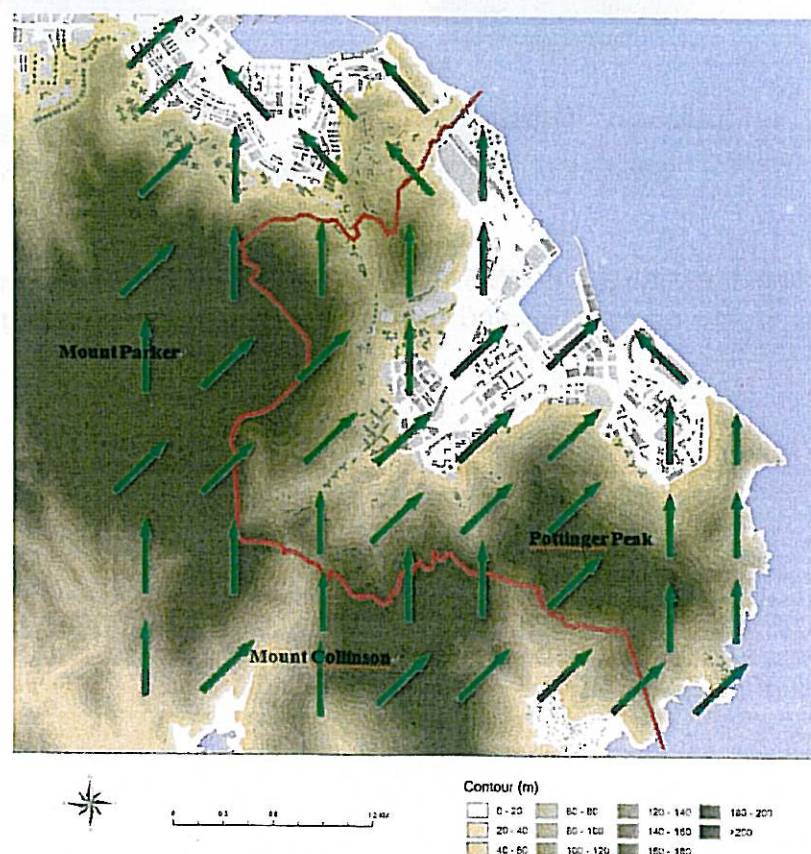
Figure 3.15 Wind roses (summer) at C (120m; 450m)

3.7 Using the simulated MM5 data, the annual and the summer prevailing wind directions of the study Area and the surroundings can be evaluated as in Figures 3.16 and 3.17.





**Figure 3.16** Prevailing wind directions (annual) based on MM5



**Figure 3.17** Prevailing wind directions of the summer months (Jun-Aug) based on MM5.

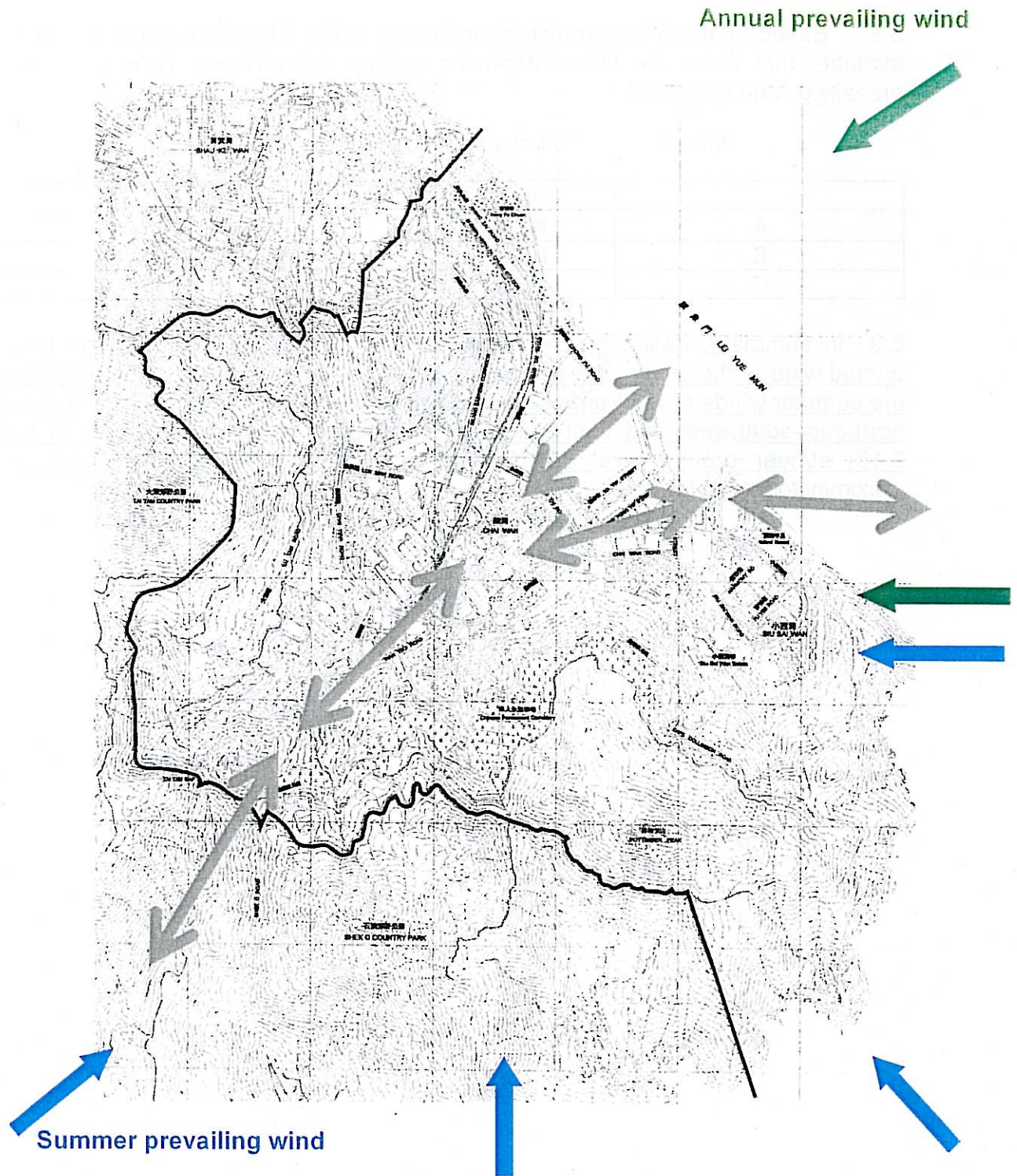
3.8 Based on the MM5 simulated wind roses of the 3 locations extracted, one can evaluate that there are little differences among them (Table 1) in terms of the prevailing wind directions.

**Table 1** Evaluated prevailing directions of the 4 locations

	Annual	Summer
A	NE, E	SW, E, S, SE
B	NE, E	SE, E, SW, S
C	NE, E	SE, SW, E, S

3.9 In summary, based on the available wind data, one may conclude that the annual wind of the study area is mainly from North-East and East. The directions of the summer winds range from southwest, south, southeast to east. There is a strong northeast-southwest and east-southwest channeling effect (grey arrows in Figure 3.18) at/near ground level due to the surrounding topography and the area's proximity to the waterfront.

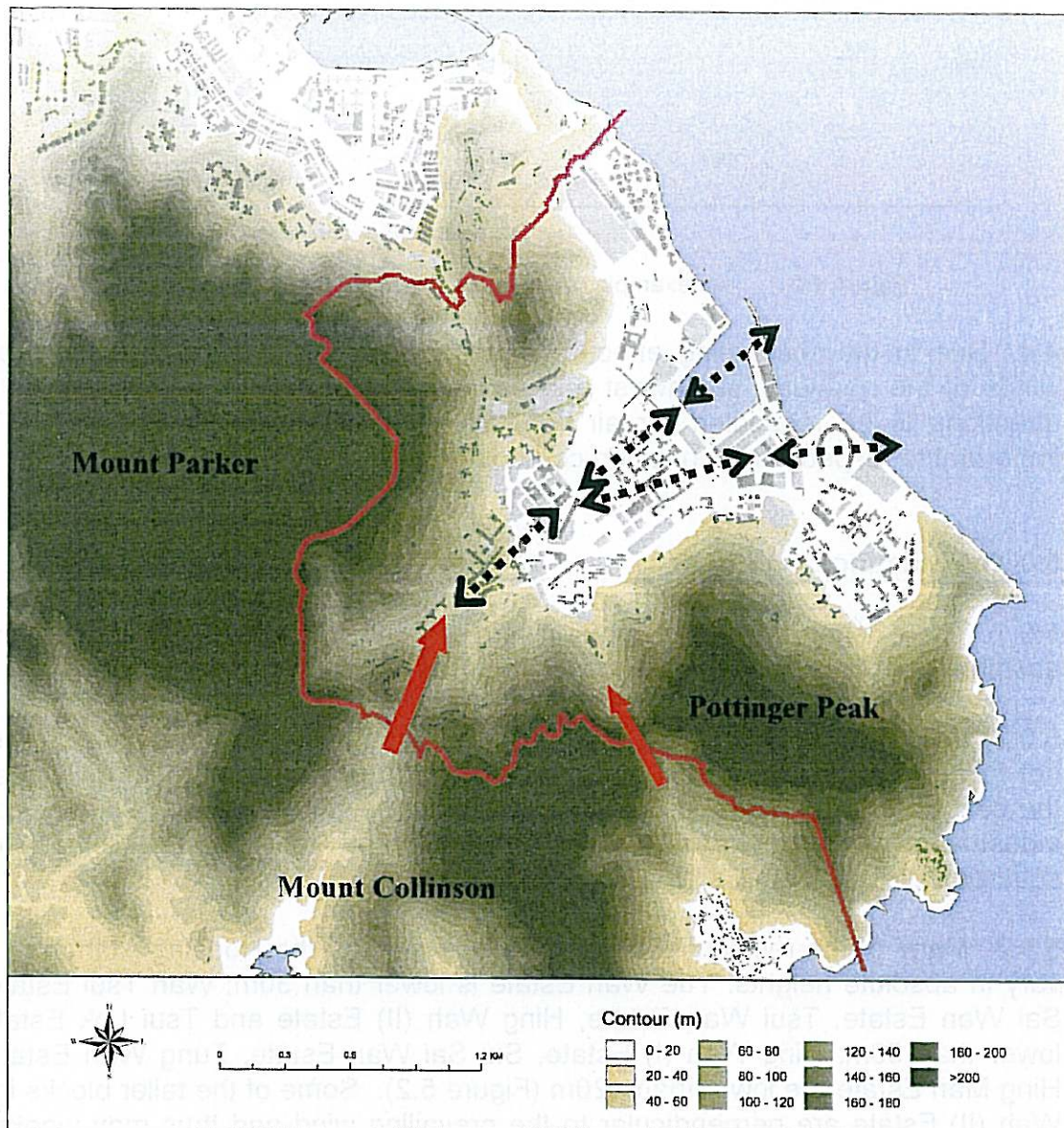




**Figure 3.18** A summary of the prevailing winds of the Area (Green arrows indicate the annual prevailing wind; Blue arrows indicate summer prevailing wing; Grey arrows indicate the channeling effect area)



#### 4.0 Topography, Land-Sea Breezes and the Urban Wind Environment



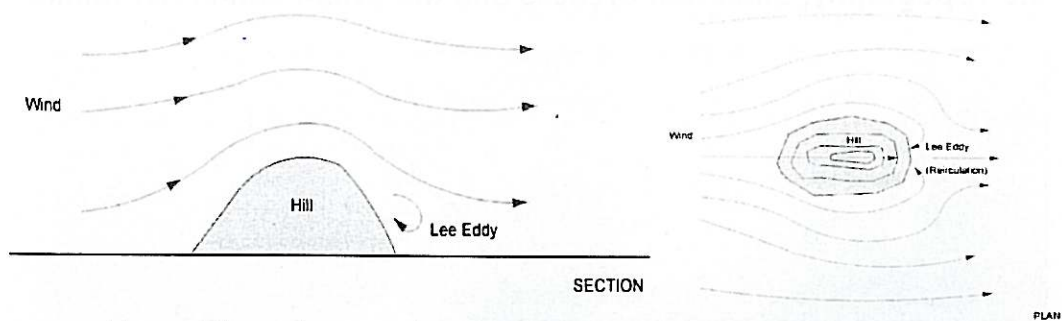
**Figure 4.1** A digital elevation map of the Area (Red arrows indicate the valley wind system; Black arrows indicate northeast-southwest and east-southwest winds)

4.1 The Area is at the east of Hong Kong Island. Most of the developments in the area are on flat reclamation land. The Area is, on the whole, exposed to the sea in the northeast and partially enclosed by Mount Collinson (348mPD) in the south, Mount Parker (507mPD) in the west and Pottinger Peak (312mPD) in the southeast.

4.2 While the mountains will weaken the background wind from the west (an illustration is given in Figure 4.2 and Appendix A), winds from the southerly quarters will find its ways through two mountain passes and penetrate through the valleys into the Area (see the two red arrows in Figure 4.1).

4.3 Minor katabatic (downhill) air movement can be expected from the vegetated hill slopes surrounding the study area.





**Figure 4.2** An example of wind flow across hills under moderate wind.

4.4 Due to the channeling effects induced by the surrounding mountain ranges, winds of the northeast-southwest and east-southwest are the most dominant wind directions to be respected for air ventilation (black arrows in Figure 4.1). It is important to respect this ventilation corridor.

## 5.0 The Existing Conditions

5.0.1 The existing building heights in terms of metres above Principal Datum and absolute heights in metres are shown in Figures 5.1 and 5.2 respectively.

5.0.2 As shown in Figure 5.2, most of the existing buildings have absolute heights not higher than 90m. Apart from a few very high private residential buildings near the east waterfront, other buildings with absolute heights more than 90m include the industrial-office buildings at Sun Yip Street and residential buildings in the southern/western foothill areas.

5.0.3 Many of the residential buildings are owned by the Housing Authority. They vary in absolute heights: Yue Wan Estate is lower than 30m; Wan Tsui Estate, Siu Sai Wan Estate, Tsui Wan Estate, Hing Wah (II) Estate and Tsui Lok Estate are lower than 90m; Hing Wah (I) Estate, Siu Sai Wan Estate, Fung Wah Estate and Hing Man Estate are lower than 120m (Figure 5.2). Some of the taller blocks in Hing Wah (II) Estate are perpendicular to the prevailing wind and thus may weaken the important valley winds from the southwest.

5.0.4 Heng Fa Chuen, with closely packed buildings, is on the waterfront. The buildings are not tall. It is not causing any noticeable air ventilation issues to the inland area.

5.0.5 The long row of north-south orientated blocks of Fullview Garden at Siu Sai Wan Road restricts some of the easterly winds into Siu Sai Wan area. Fortunately, the Siu Sai Wan Promenade provides useful relief especially to the schools at Fu Yee Street and Harmony Road. Buildings within the adjoining residential developments Kai Tsui Court and Siu Sai Wan Estate are not closely packed together and wind from the east can penetrate into the Area.

5.0.6 It is a pity that the bulky Island Resort and its extensive podium are blocking the sea winds into Harmony Road, which should ideally be extended to the waterfront. However, there is prevailing east wind blowing between the building

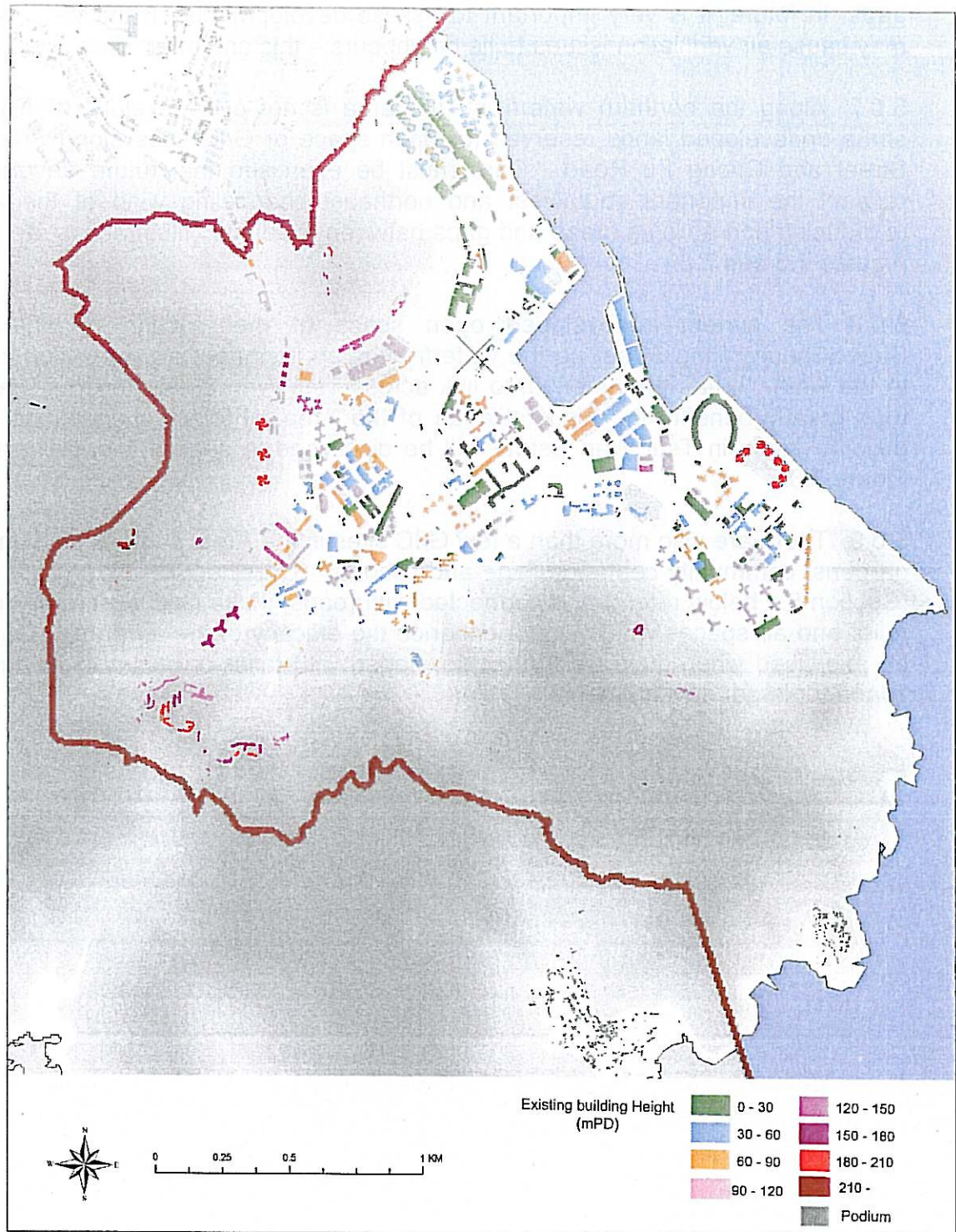
gaps. In future, it is very important to assess developments on the waterfront that may cause air ventilation issues to its neighbours – this and other sites.

5.0.7 Along the northern waterfront, the area is not over-developed. There are some undeveloped lands reserved for open space or G/IC uses along Sheung On Street and Chong Fu Road. Care must be exercised that future developments respect the important southwest and northeast channeling wind of the area by introducing non-building areas and gaps between buildings. Illustrations are given in Figures 7.5 and 7.6.

5.0.8 The current undeveloped open space at the junction of Sheung On Street/Sheung Ping Street on the waterfront is an important air ventilation entrance to the Area. It has the potential to link across Tsui Wan Estate to Chai Wan Park, thus greatly benefits the air ventilation of the Area. Further suggestions of non-building areas in Tsui Wan Estate will be discussed in section 7 and illustrated in Figure 7.3.

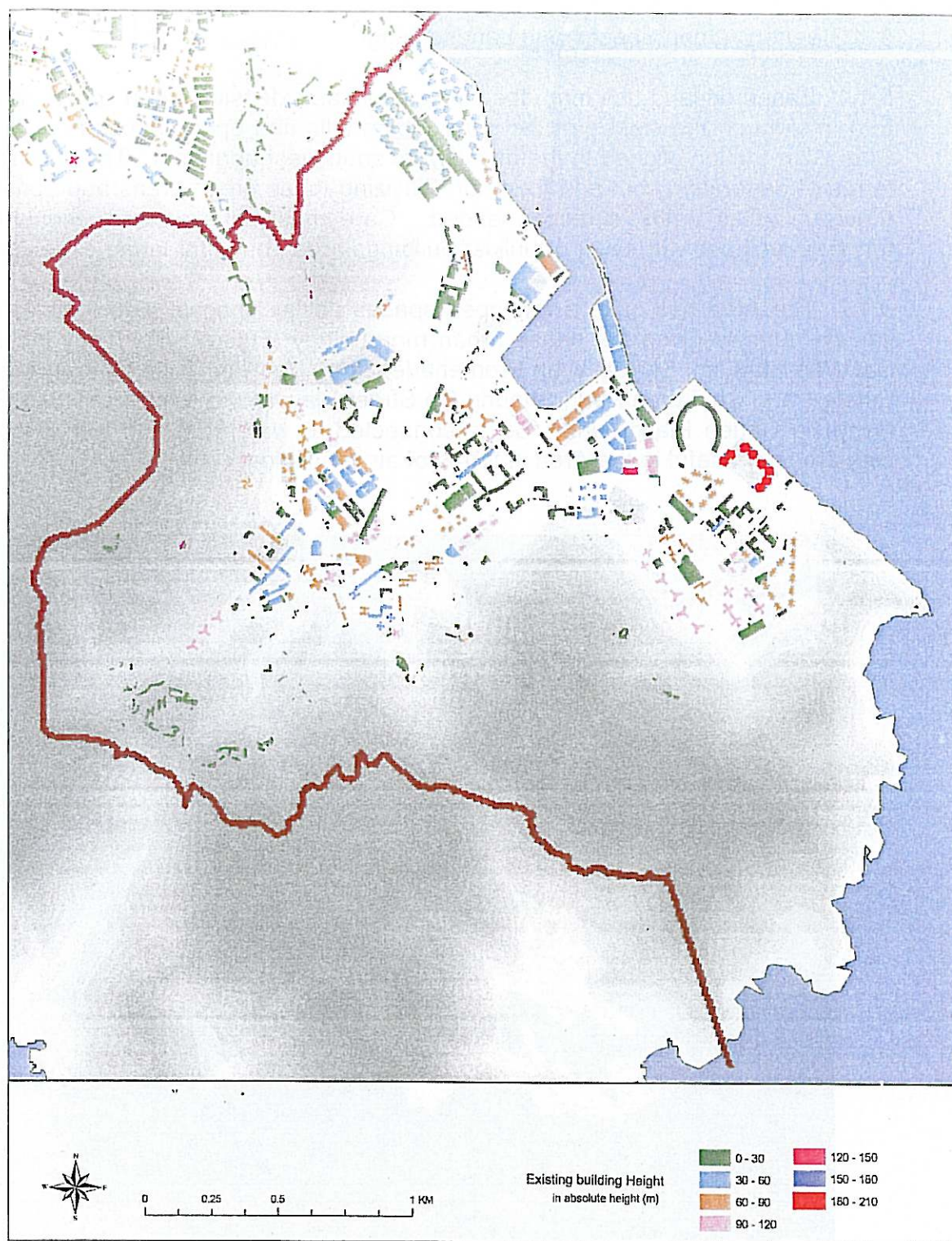
5.0.9 There are also more than a few G/IC sites in the Area, such as stadium, parks, gardens, community centre, college and schools. Together with other open spaces (Section 5.1 below refers) and connected with roads, these G/IC sites provide useful relief and air spaces which would enhance the efficacy of the air paths. Care must be exercised when they are further developed with taller or bulkier buildings or re-zoned for larger developments.





**Figure 5.1** Existing building height in mPD





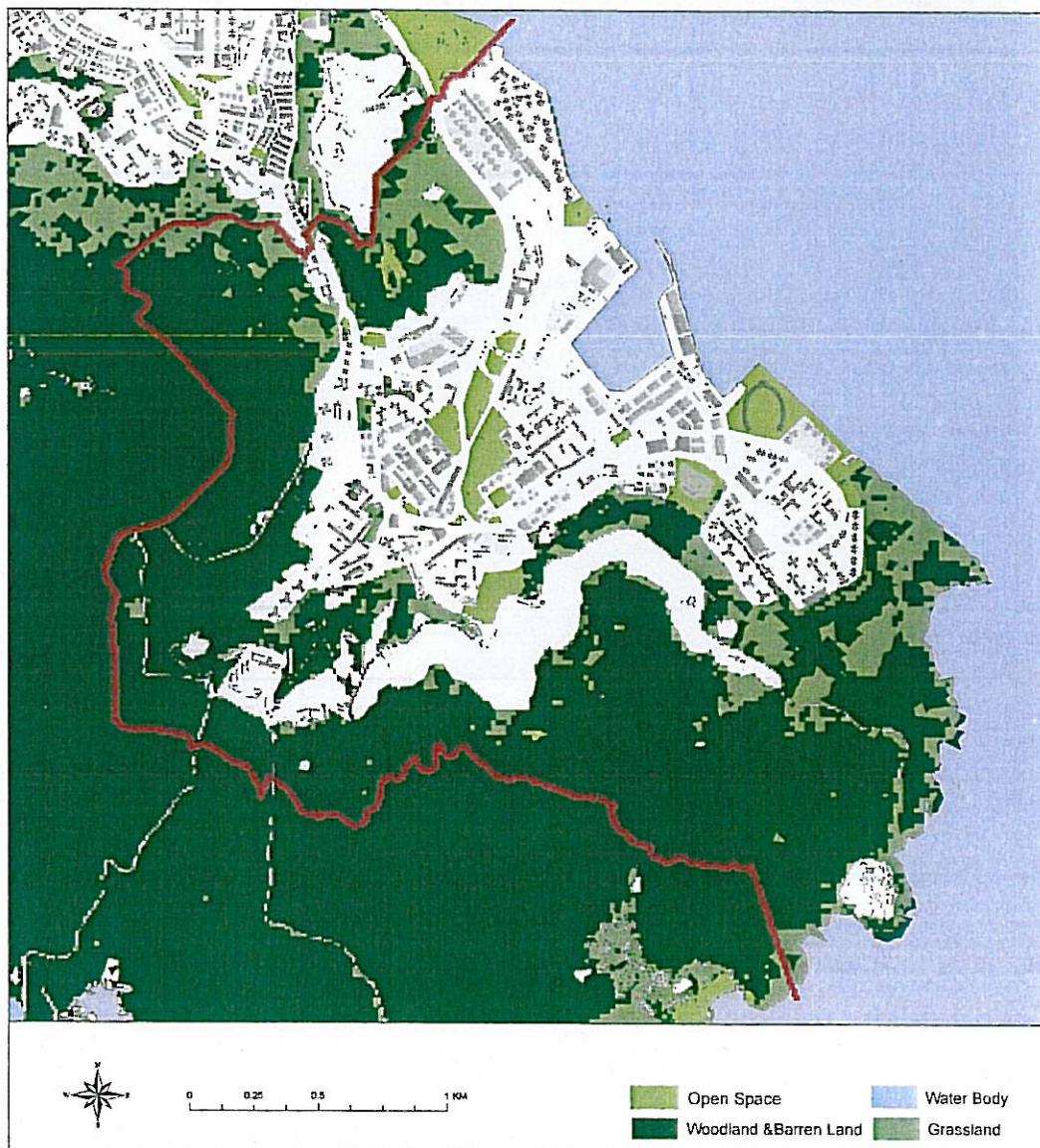
**Figure 5.2** Existing building height in absolute height



## 5.1 Greenery, Open Spaces and Landscaping

5.1.1 Based on land-use map, the study area has extensive green coverage (Figure 5.3), mainly on the slopes of the surrounding hills and open spaces near the MTR Chai Wan Station aligned in the direction of southwest-northeast. They are useful in terms of generating cool and fresh air. Utilizing these green areas appropriately for provision of air paths is recommended. Care must be exercised when they are further developed with taller or bulkier buildings or re-zoned for larger developments.

5.1.2 The Area has quite a few open spaces as “air spaces” where air ventilation can be relieved given the dense urban morphology (Figure 5.3). They include Siu Sai Wan Stadium, Siu Sai Wan Promenade, Chai Wan Pool Side Garden, Wan Tsui Estate Park, Chai Wan Park, Sheung On Street Playground, Wing Tai Road Garden, Heng Fa Chuen Playground. Being connected to waterfront and with each other, they are very useful to the Area in terms of air ventilation.



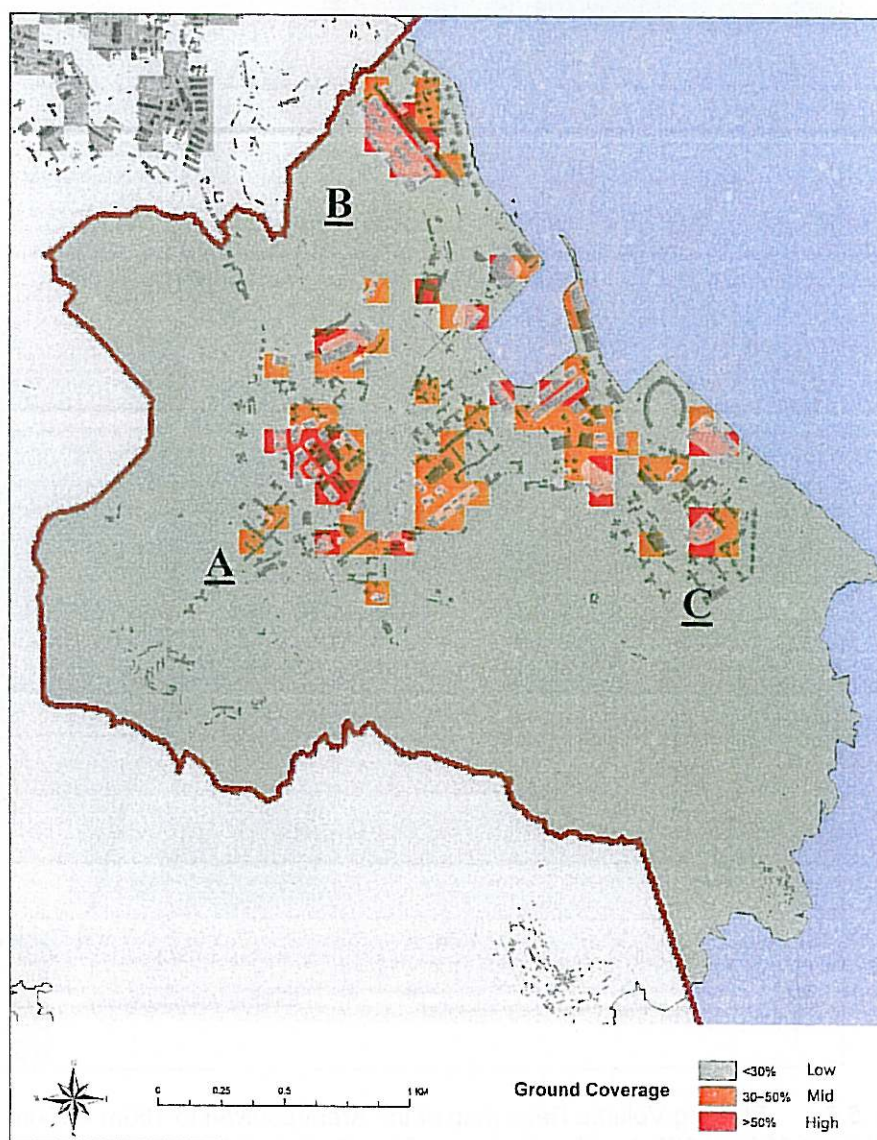
**Figure 5.3** A greenery map of the Area based on land use data provided by PlanD



## 5.2 Land Use and Urban Morphology

5.2.1 Based on Figures 5.3 and 5.4, the greenery and open coverage of the Area are high in undeveloped areas and scattered in developed areas; the corresponding Ground Coverage in developed areas is overall medium, with some clusters of high-value pixels.

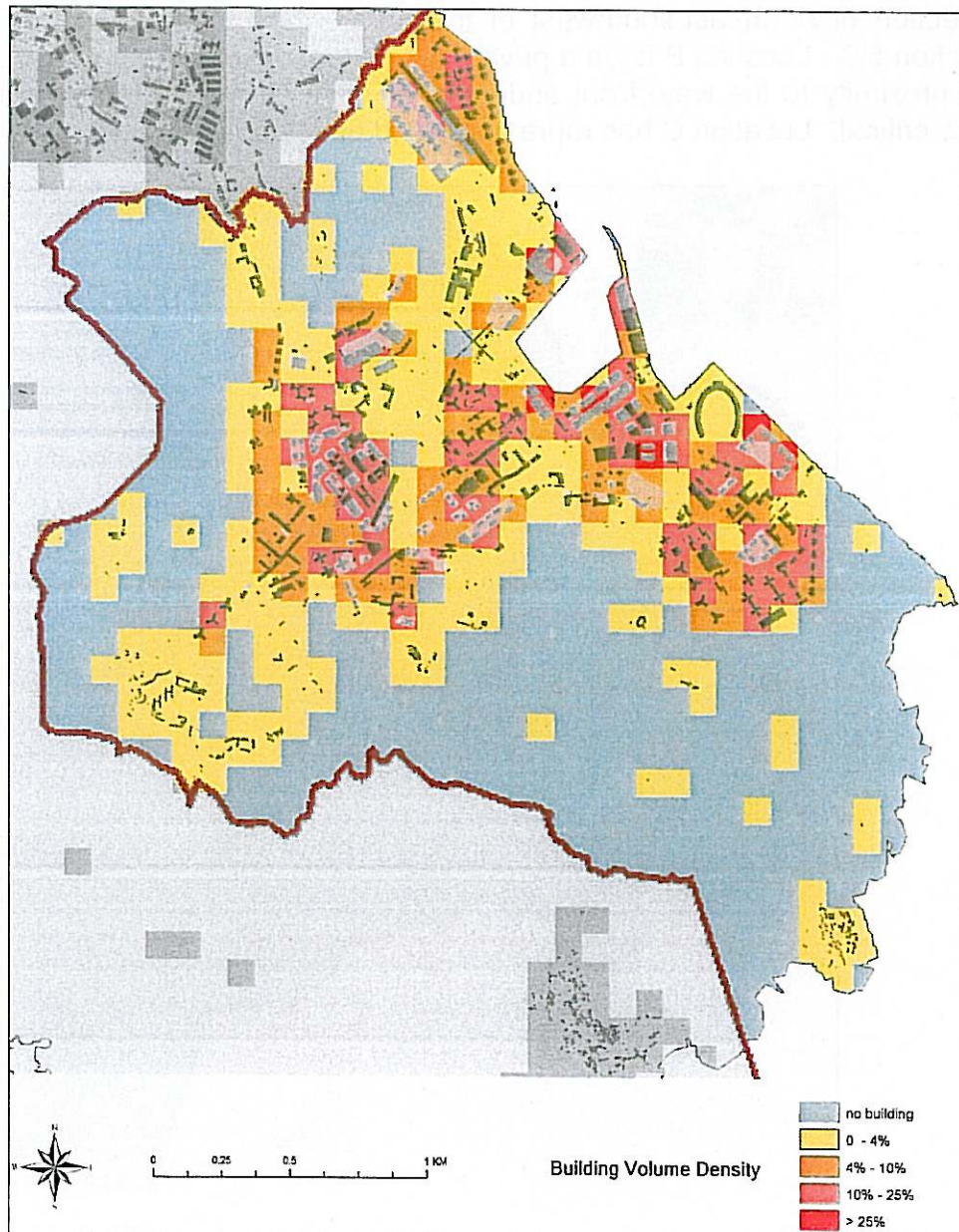
5.2.2 Some clusters of high-value pixels are found in locations A, B and C (Figure 5.4). Location A is at the centre of the Area, occupied by larger industrial buildings and narrower streets. However, this location is just on an important air path in the direction of northeast-southwest of the area, which is discussed and indicated in section 5.3. Location B is on a private residential development site, Heng Fa Chuen. Its proximity to the waterfront and isolation from other development areas makes it less critical. Location C has more dispersed developments.



**Figure 5.4** Ground Coverage Ratio map of the Area resolved to 100mx100m cell area (include roads, open spaces and ground area covered by buildings and podiums) [Ground Coverage Ratio is the ratio of total ground area (include roads and open spaces) and ground area covered by buildings and podiums in a 100m x 100m grid.]



5.2.3 Higher building volume increases the urban thermal capacity and reduces urban Sky View Factor (SVF), which reduces long wave radiation back to the sky causing urban heat island. This creates higher thermal stress in the summer months and the need for higher air ventilation to mitigate the negative thermal effects. Researchers at CUHK have earlier resolved a set of Building Volume Density (BVD) which is as shown at Figure 5.5. On the whole the building volume density of the Area is medium. The clustered cells of medium value are industrial buildings around Cheung Lee Street, residential buildings in the east of Siu Sai Wan Road and buildings of and around Island Resort.



**Figure 5.5** Building Volume Ratio map of the Area resolved to 100m x 100m grid. [For a site that occupies 100m x 100m, with a plot ratio of say 5, the building volume of the site will be about 150,000m<sup>3</sup>. Building Volume Density in % (BVD) is building volume in m<sup>3</sup> of a 100m x 100m grid of land divided by a datum value of 1,200,000 m<sup>3</sup>]



### 5.3 Air Paths

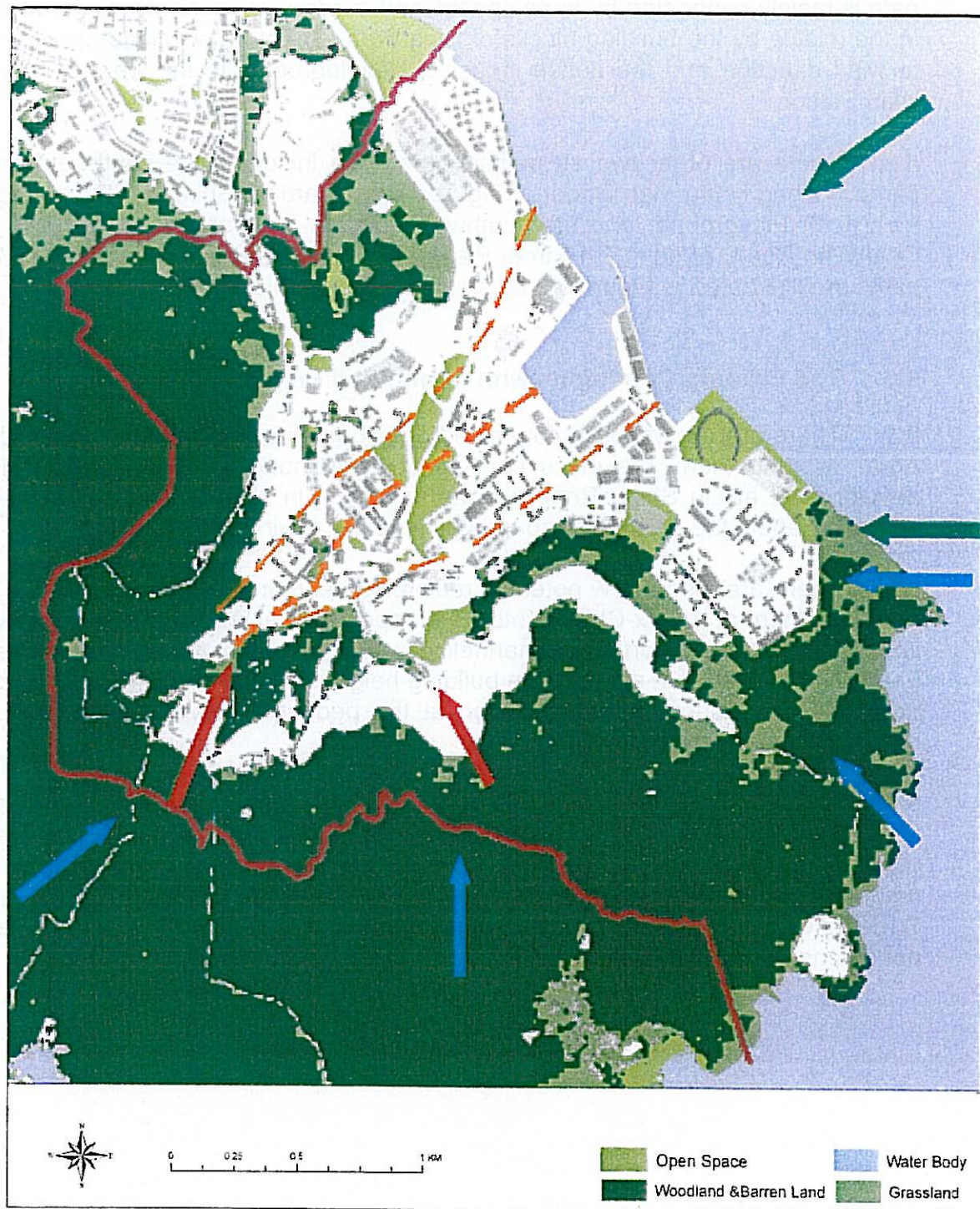


Figure 5.6 Air Paths of the Study Area

5.3.1 Based on an understanding of the Area's background wind, topography and existing building morphology, the air paths of the Area can be evaluated in following paragraphs.



5.3.2 Currently, a major air path (thick orange double arrows in Figure 5.6) in the Area is formed by channeling effects from the sea and mountain valleys as shown in Figure 4.1. The direction is either northeast-southwest or east-southwest. This air path is mainly connected by open spaces and roads. However, it may be weakened in the middle by the building blocks of Hing Wah (II) Estate positioned perpendicular to wind direction and the dense industrial developments to the west of MTR Chai Wan Station.

5.3.3 There are other two air paths in the Area including the southwest-north air corridor along Hong Man Street, Wing Tai Road Garden, Shing Tai Road and Heng Fa Chuen Playground, and the southwest-east air corridor along Wan Tsui Road, Chai Wan Road, Sheung On Street Playground and Fung Yip Street. These two air paths are illustrated in Figure 5.6 by small orange double arrows.

## **6.0 The Existing Conditions with Committed Projects**

6.1 There are a number of committed developments (Figure 6.1) scattered in the Area. Among them, the office building at Lee Chung Street and the residential development at Lin Shing Road are not extensive in size. These projects will not adversely affect the existing surroundings in terms of air ventilation.

6.2 There are also a few potential redevelopments in the Area (Figure 6.2). The redevelopment at the ex-China Motor Bus depot at Chai Wan Road may weaken the important southwest-northeast channeling winds from the waterfront to Chai Wan Estate. It is noted that a maximum building height of 140mPD would be imposed for the site. To ensure better ventilation at the pedestrian level, permeable podium design should be adopted for the site.

6.3 In addition, there is a cluster of industrial buildings near the MTR Chai Wan Station. As mentioned in sections 5.2.2 and 5.2.3, special care must be exercised when developments are made in this area so that the southwest-northeast air path is respected. Another cluster is the industrial buildings near the junction of Fung Yip Street and On Yip Street, and the residential buildings at Chai Wan Road. They are not extensive in size.



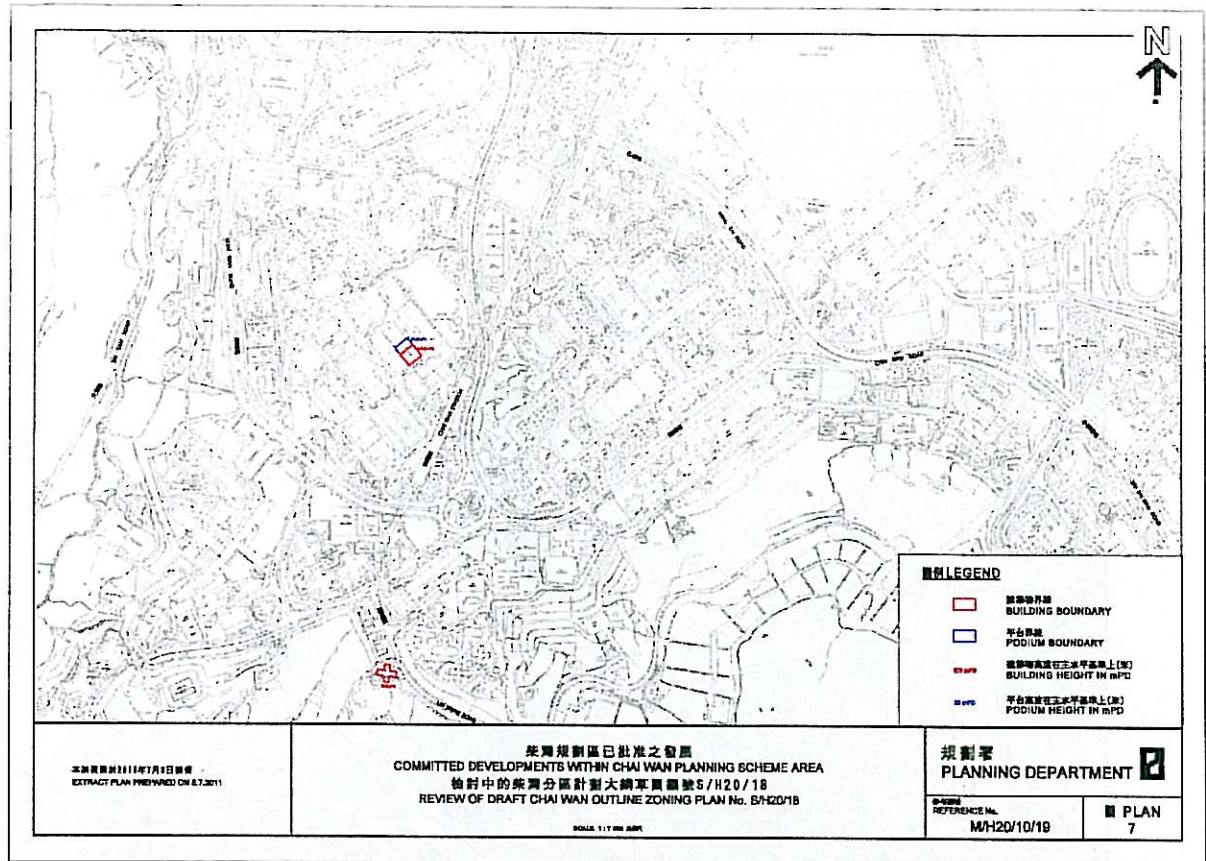


Figure 6.1 Committed Developments in the Area (indicating their locations and sizes)

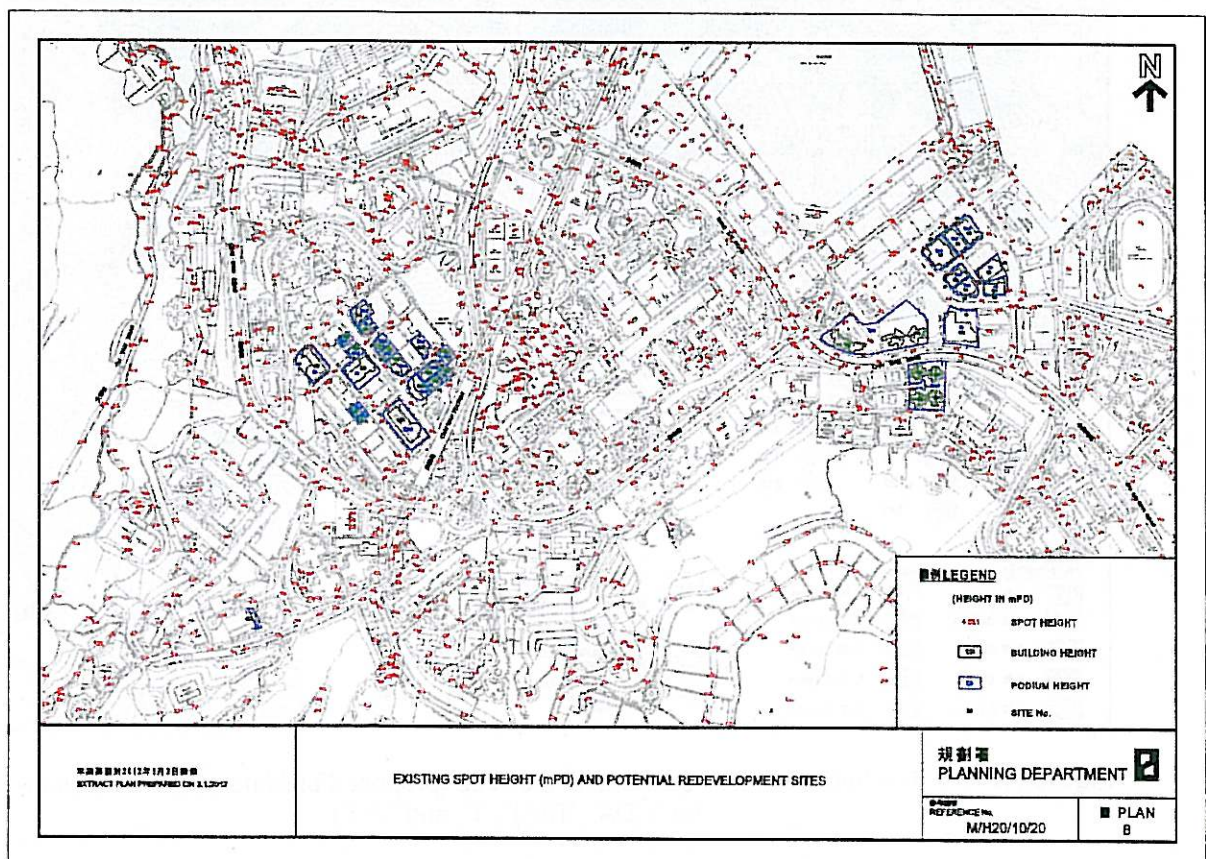
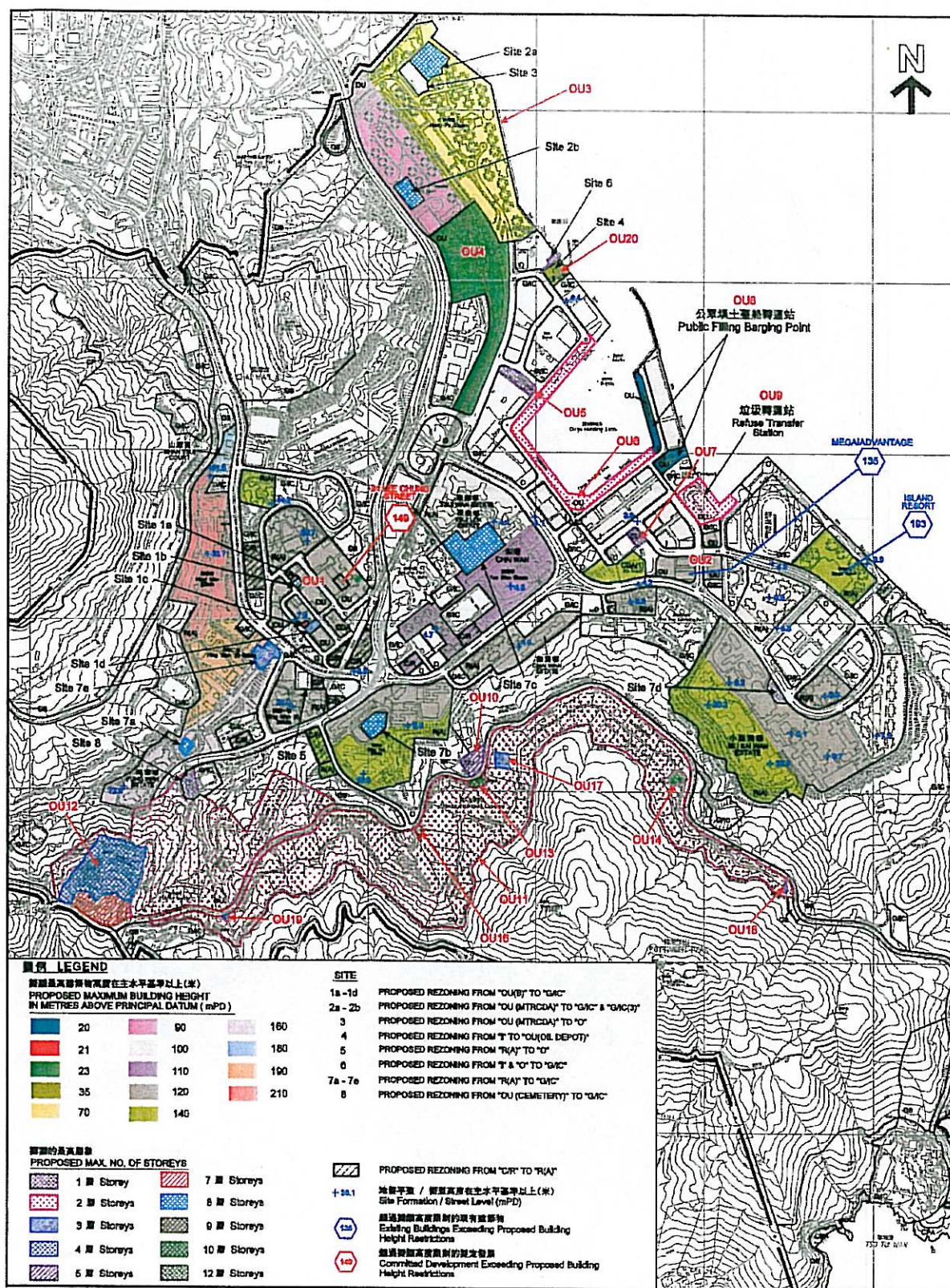


Figure 6.2 Potential Developments in the Area (indicating their locations and sizes)



## 7.0 Expert Evaluation and Recommendations of the Initial Planned Scenario



**Figure 7.1** The Initial Planned Scenario of the Area (proposed building height restrictions in mPD for "CDA", "R(A)", "I", and "OU")



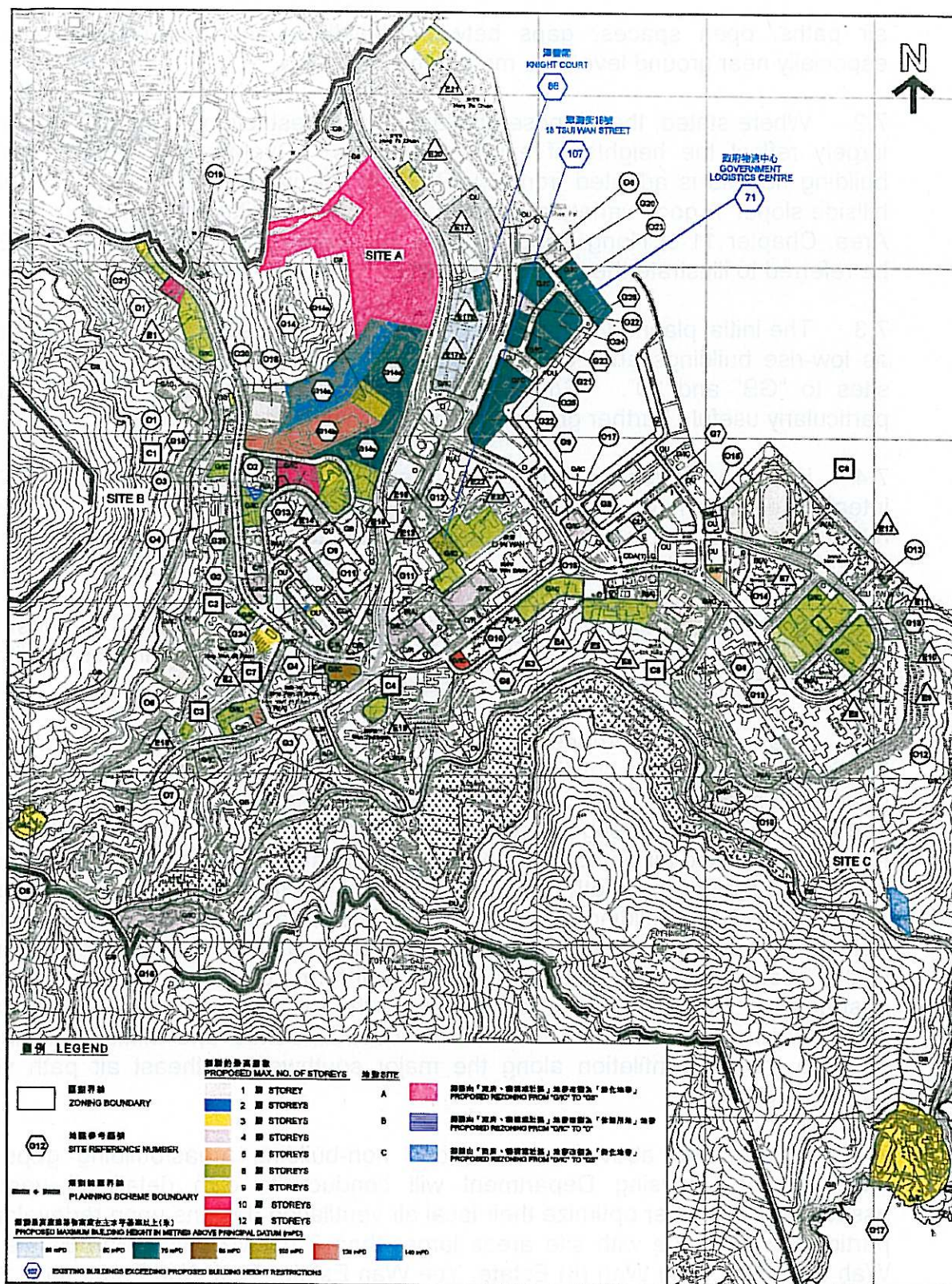


Figure 7.2 The Initial Planned Scenario of the Area (proposed building height restrictions in mPD for "GIC")

7.1 It must be stressed that given Hong Kong's tall building urban morphology, on the whole, building height restriction (or minor changes of building heights) is not the most effective method for maintaining and/or improving air ventilation. Breezeways,



air paths, open spaces, gaps between buildings and building permeability – especially near ground level, are more effective.

7.2 Where stated, the proposed building height restrictions (Figures 7.1 and 7.2), largely reflect the heights of existing buildings. Overall, the stepped profile of building heights is adopted from 70mPD near the waterfront to 210mPD near the hillside slope. A good variety of building heights will facilitate the air ventilation in the Area. Chapter 11 of Hong Kong Planning Standards and Guidelines (HKPSG) can be referred to illustrate the effect (Figure 7.7).

7.3 The initial planned scenario keeps most of the existing "G/IC" sites (Figure 7.2) as low-rise buildings and "O" sites, and include proposals to rezone some "G/IC" sites to "GB" and "O". "G/IC" sites connected to or next to the air paths are particularly useful. Further greening on these sites is recommended.

7.4 It is good to rezone some of the development zones to zones of much less intensive developments, such as "G/IC", "O" and "Road" (Figure 7.1). The proposed rezoning of Sites 1a to 1d, 3 and 5 (Figure 7.1) to "G/IC" and "O" will enhance air permeability around these areas.

7.5 The proposal to rezone the existing open-air bus terminus to the west of the MTR Chai Wan Station to area shown as 'Road' (Figure 7.1) will also facilitate air ventilation around the existing industrial area to its west.

7.6 Apart from the proposals mentioned above, it is highly recommended that non-building areas and building gaps should be designated in appropriate locations to align along the wind direction of southwest-northeast. As illustrated in Figure 7.3, non-building areas are suggested to connect roads, open spaces and G/IC sites to form least-blocked air paths in the Area. The width of non-building areas is taken as 20-30m, in light of the width of 100m – 150m of the frontage area of the buildings<sup>1</sup>. The proposed non-building areas, which would encroach upon the sites of Tsui Wan Estate, Greenwood Terrace, Hing Wah (II) Estate, and the industrial developments to the west of the MTR Chai Wan Station, will form continuous air paths with least obstruction. The proposed building gaps, in the existing Chai Wan Flatted Factory site as well as between the Chai Wan Industrial Centre and Minico Building, will facilitate the air ventilation along the major southwest-northeast air path via the proposed gap.

7.7 Besides the above recommended non-building areas/building gaps, it is expected that Housing Department will conduct its own detail air ventilation assessment to further optimize their local air ventilation designs upon redevelopment, particularly for those with site areas larger than 2 ha, viz, Hing Man Estate, Hing Wah (I) Estate, Hing Wah (II) Estate, Yue Wan Estate, Tsui Wan Estate and Siu Sai Wan Estate.

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<sup>1</sup> Please refer to the guidelines on required Building Separation Distance, indicated in the section of 5.2.5, of the published "Building Design to Foster a Quality and Sustainable Built Environment" by the Council for Sustainable Development in early 2009. In the guideline, it is proposed that for site areas greater than two hectares or with continuous building width of greater than 60 meters, an intervening space equivalent to 20% - 33% of the total frontage area of the building or buildings would be required.



7.8 Moreover, reference should be made to Chapter 11 of HKPSG on recommended urban design guidelines for air ventilation which cover podium design and waterfront building design among other site level considerations. Adequately wide gaps should be provided between building blocks to maximize the air permeability of the development and minimize its impact on wind capturing potential of adjacent developments, as illustrated in Figures 7.5 and 7.6.

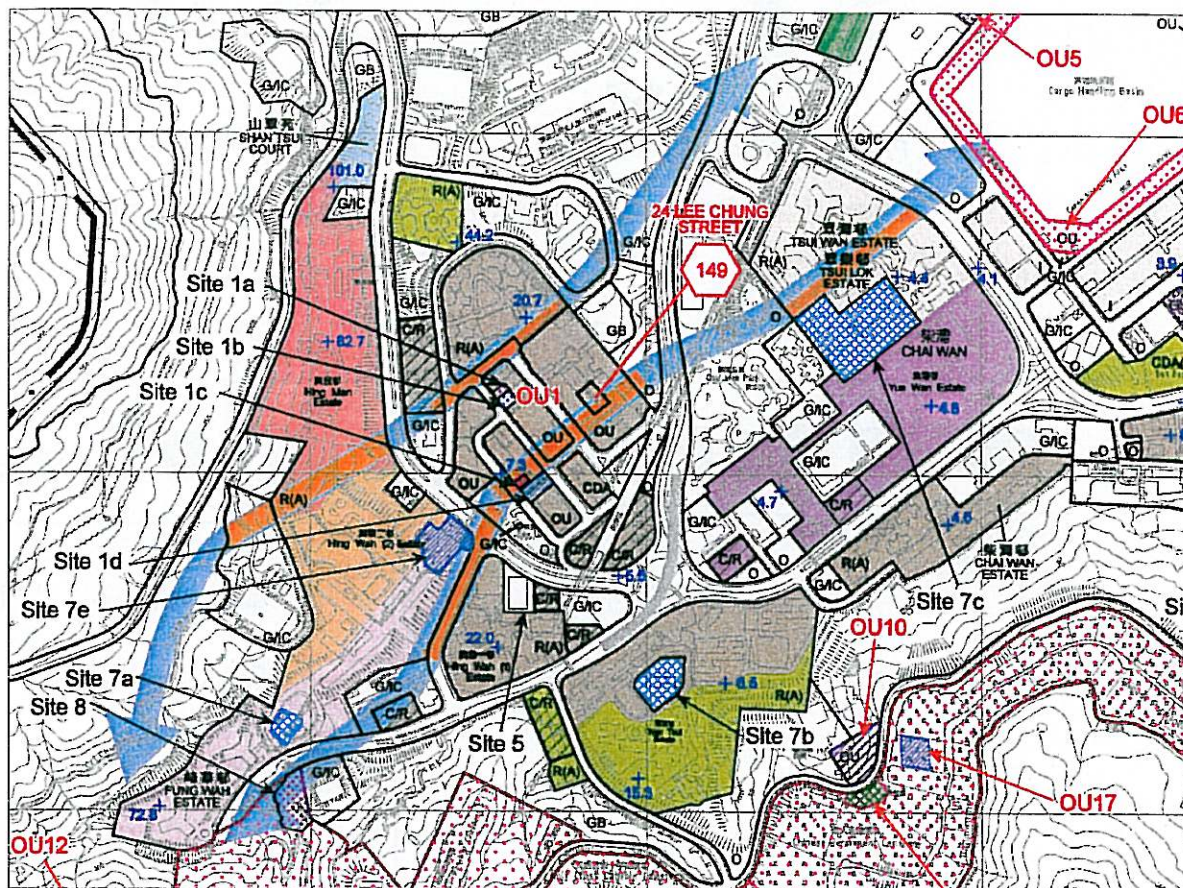
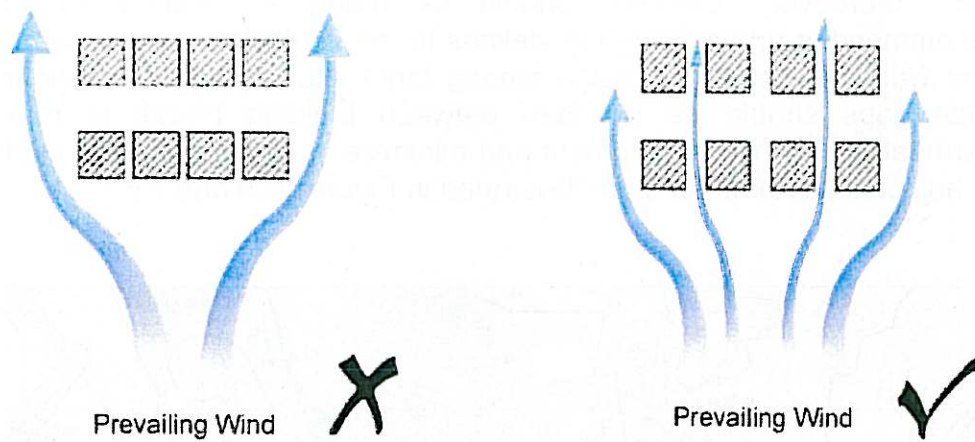
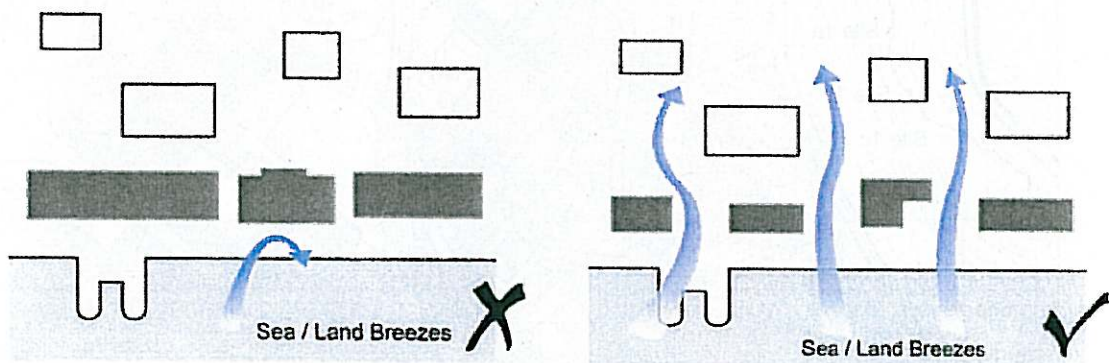


Figure 7.3 The suggested non-building areas/building gaps in the Area

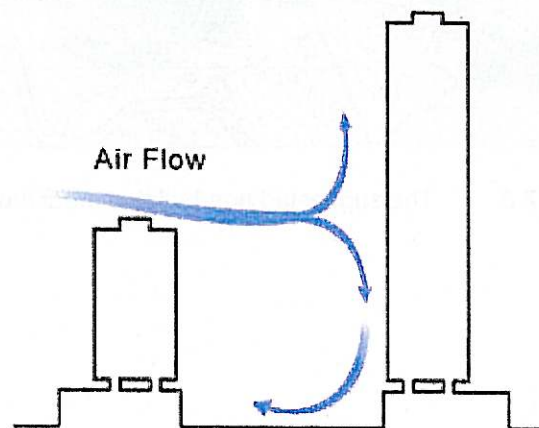




**Figure 7.5** Guideline on building disposition for better air ventilation



**Figure 7.6** Guideline on waterfront building designs to avoid wind blockage



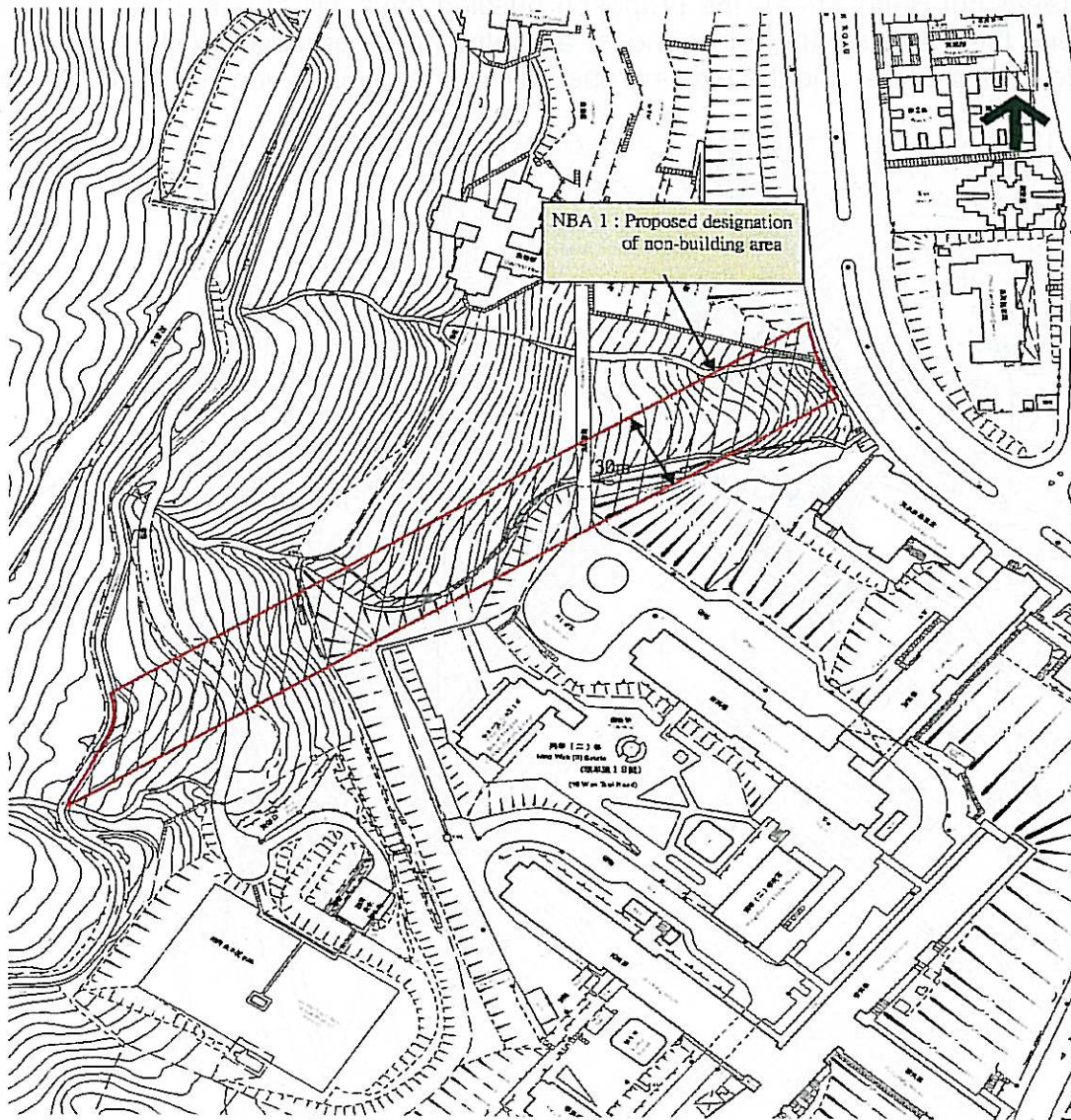
**Figure 7.7** Stepping height profile to divert winds to lower levels

## 8.0 Expert Evaluation of the Revised Planned Scenario

8.1 In response to the expert evaluation of the initial planned scenario in section 7.0, a revised scenario for the non-building areas is proposed by the Planning Department as illustrated in Figures 8.1 to 8.3. Three non-building areas and two building gaps are proposed to respect the air paths as indicated in Figure 5.6.

### (1) Non-building Area 1 (Figure 8.1)

A 30m-wide non-building area on the south of Hing Man Estate is introduced to facilitate air ventilation along the southwest-north air corridor as illustrated in Figure 5.6.



**Figure 8.1** Proposed non-building area on the south of Hing Man Estate



(2) Non-building Area 2 and Building Gaps 1 and 2 (Figure 8.2)

Non-building areas are introduced along Hong Man Street and on both sides of the pedestrian stairway through to Tai Man Street. By widening the street to 20m, the proposed non-building areas will facilitate the air ventilation along the southwest-north air corridor as illustrated in Figure 5.6.

A building gap on the northwestern side of the existing Chai Wan Flatted Factory site to create a 20m wide air path along Chui Hang Street and a 15m-wide building gap between two existing industrial buildings namely the Chai Wan Industrial Centre and Minico Building are introduced. With wind channeling through the existing 3-storeyed Telephone Exchange Building (21mPD) at the junction of Cheung Lee Street/Chui Hang Street, the proposed building gaps will facilitate the air ventilation along the major southwest-northeast air path via the proposed building gap fronting Lee Chung Street and the existing open-air bus terminus alongside Ning Foo Street.

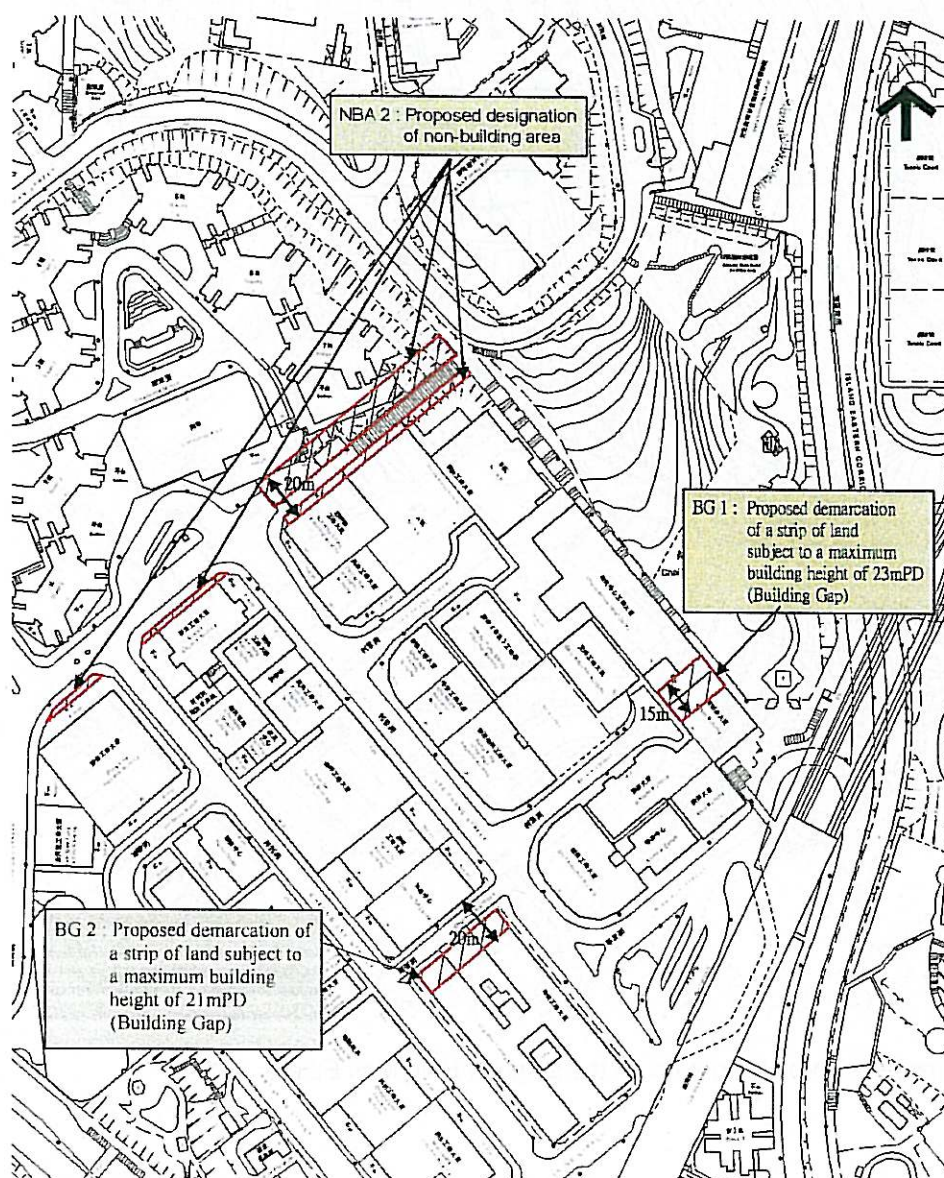
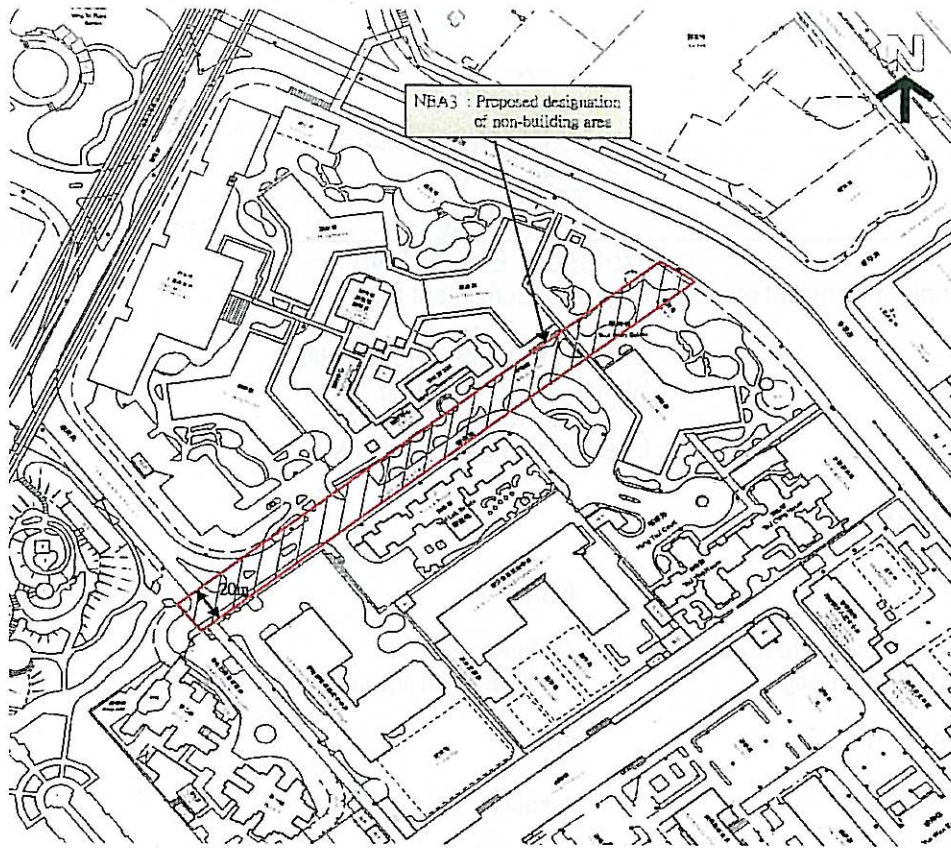


Figure 8.2 Proposed non-building areas and building gaps to the west of MTR Chai Wan Station



### (3) Non-building Area 3 at Tsui Wan Estate (Figure 8.3)

A 20m-wide non-building area is introduced at Tsui Wan Estate, which is generally in line with the recommendation as shown in Figure 7.3.



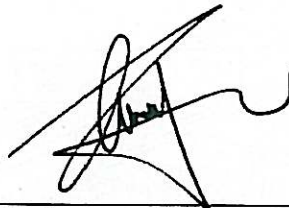
**Figure 8.3** Proposed non-building area at Tsui Wan Estate

8.2 The proposed mitigation measures have been formulated having regard to the practical constraints and the need to respect 'development rights' of the land owner. In general, the proposed non-building areas and building gap are in line with the recommendations in section 7 above and thus considered acceptable.

## 9.0 Further work

9.1 Based on the expert assessment, there should be no major air ventilation issues if the suggestions can be followed. Further study is not necessary.

9.2 There is no focus of concern in the study area due to the generally medium-rise and medium building volume density characteristics of the Area.



Date: 16 December 2011

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On behalf of technical experts in the term consultant term

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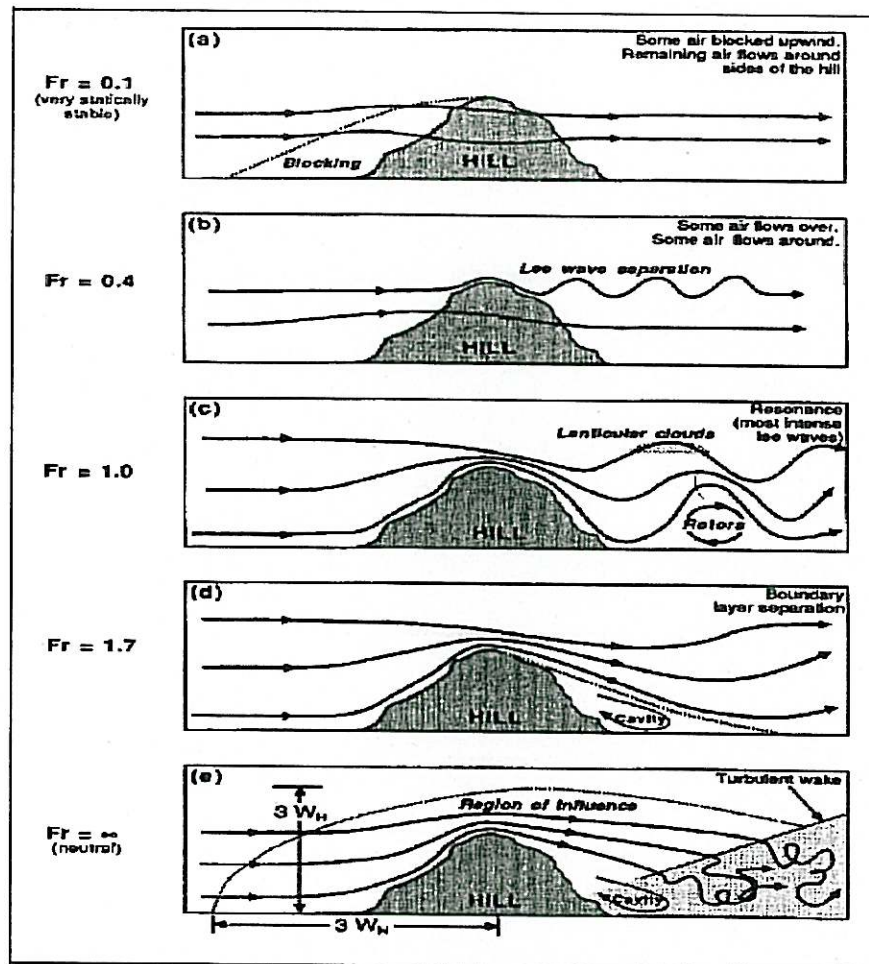
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## Appendix A: Wind over a small hill.



For a strongly stable environments, i.e. where the buoyancy affects are strong, and  $Fr \approx 1$ , the air flows around the hill ((a)) and a stagnant mass of air builds up before the hill. At a slightly faster wind ( $Fr \approx 0.4$ ) some of the air flows over the hill ((b)) while the air at lower altitudes separate to flow around the hill. The natural wavelength of the air that flows over the top is much smaller than the hill size and the flow is perturbed by the hill to form lee waves. A lee wave separation occurs from the top and flows above the air that flows around the hill. A column of air with the same height as the hill approaches the hill and a fraction of it flows above the hill. At higher wind speeds and  $Fr \approx 1.0$ , the stability is weaker and the wavelength of the gravity waves (lee waves) approaches the size of the hill ((c)). A natural resonance forms the large amplitude lee waves or mountain waves. If there is sufficient moisture, lenticular clouds can form along the crests of the waves downstream of the hill. For stronger winds with  $Fr \approx 1.7$  ((d)) the natural wavelength is longer than the hill dimensions, thus causing a boundary layer separation at the lee of the hill. Neutral stratification ((e)) occurs for strong winds with neutral stability (no convection) and Froude number approaching infinity. The streamlines are disturbed upwind and above the hill out to a distance of about 3 times the hill length  $W_H$ . Near the top of the hill the streamlines are packed closer together, causing a speed-up of the wind. Immediately downwind of the hill is often a cavity associated with boundary layer separation. This is the start of a turbulent wake behind the hill. The height of the turbulent wake is initially the same order as the size of the hill and grows in size and diminishes in turbulent intensity downwind. Eventually the turbulence decays and the wind flow returns to its undisturbed state.

$$\text{Froude number (Fr)} \quad F_r^2 = \frac{\text{Inertial forces}}{\text{Buoyant forces}} \quad F_r^2 = \frac{\bar{u}_c^2 / W_h}{g \Delta \theta / \theta_0}$$

The inertial forces (order  $\bar{u}_c^2 / W_h$ ) act in the horizontal direction along the wind flow, and the buoyant forces (order  $g \frac{\Delta \theta}{\theta_0}$  where  $\Delta \theta$  is a typical temperature disturbance,  $g$  is gravitational acceleration,  $\theta_0$  is potential temperature) act in the vertical. The Froude number can be more elaborately defined as

[courtesy Sykes, R.L., 1980, "An asymptotic theory of incompressible turbulent boundary-layer flow over a small hump", J. Fluid Mech.101: 647-670.]



**URBAN DESIGN APPRAISAL  
FOR PROPOSED AMENDMENTS TO  
THE DRAFT CHAI WAN OUTLINE ZONING PLAN NO. S/H20/19**

**1. Background and Purpose**

- 1.1 In order to provide better planning control to meet public aspirations for better living condition and greater certainty and transparency in the statutory planning system, the Planning Department has been reviewing various Outline Zoning Plans (OZPs) with a view to incorporating appropriate building height (BH) restrictions for development zones to guide future development and redevelopment.
- 1.2 The main objectives of this paper are to provide principles and considerations from urban design perspectives in formulating BH restrictions for the Chai Wan Planning Scheme Area (the Area) with a view to assessing the visual impacts of the proposed BH restrictions.

**2. Spatial Context and Profile of the Area**

**General Context**

- 2.1 The Area (about 614 hectares) is located in the eastern part of Hong Kong Island fronting Lei Yue Mun Strait. It is bounded by Heng Fa Chuen to the north, Tai Tam Country Park to the west, and Shek O Country Park to the south. To the east, it extends to the waterfront (**Plans 1 and 2 of MPC Paper No. 1/12 (the Paper)**). The central and eastern parts of the Area are mainly on reclaimed land, set between the hillslopes on the southern and northwestern sides. Platforms have also been formed on the hillslopes and developed into various uses. The mountain backdrop of Pottinger Peak in the southeast, Mount Collinson and Shek O Country Park to the south and Mount Parker and Tai Tam Country Park to the west, the green hillslopes of Chai Wan Au in the north and Lei Yue Mun Strait to the east are important natural attributes in the Area (**Plans 3, 5A and 5E of the Paper**). It would be desirable if the built environment would be

commensurate with the natural setting.

- 2.2 Developments in the Area include four major land uses, viz. residential (with some supporting commercial facilities), industrial, industrial-related business and GIC uses. The predominant land use is residential which consists mainly of public rental housing (PRH), Home Ownership Scheme (HOS) and Private Sector Participation Scheme (PSPS) developments, and two major private residential developments of Heng Fa Chuen and Island Resort. Industrial and business developments are found to the west of the MTR Chai Wan Station and to the south of the Basin Area.
- 2.3 Base on the existing configuration, the Area can be broadly divided into 8 sub-areas (SA) (**Plans 3, 5A and 5E of the Paper**) as follows:
- Heng Fa Chuen Area (SA1);
  - Basin Area (SA2);
  - Siu Sai Wan Reclamation Area (SA3);
  - Central Core Area (SA4);
  - Western Core Area (SA5);
  - Northern Hill-slope Area (SA6);
  - Western Hill-slope Area (SA7); and
  - Southern Foothill Area (SA8).

### **Local Context and Evaluation**

#### SA1: Heng Fa Chuen Area

- 2.4 Commanding an open view toward the Lei Yue Mun Strait, the comprehensive commercial/residential development of Heng Fa Chuen has been developed with medium-rise buildings (about 57-65mPD) sitting on the lower platform (about 5mPD) near the waterfront and on the upper platform (about 15mPD) above the MTR Station.

#### SA2: Basin Area

- 2.5 This area covers the land adjacent to the cargo handling basin area in the waterfront. The area is generally flat and is bounded by Shing Tai Road in the north-west, Wing Tai Road in the west and Chai Wan Road in the south. The Government Logistics Centre (about 71mPD), an oil depot and a LPG cum petrol filling station are located in the northern part, three warehouse/godown buildings of uniform BH (about 51mPD) and a number of GIC facilities including the public filling barging point, sewage treatment

works, refuse transfer station and salt water pumping station are located in the southern eastern part.

- 2.6 Adjacent to the Chai Wan cargo handling basin, the southern part of the area is occupied by existing industrial-office buildings (about 51-135mPD) whilst there are a number of undeveloped sites intermixed with some low-rise developments including two bus depots, an electricity substation and a LPG cum petrol filling station at its northern and western parts. The ex-China Motor Bus depot in the south of the area is zoned "CDA(1)" for proposed comprehensive residential development.

#### SA3: Siu Sai Wan Reclamation Area

- 2.7 This area in the south-eastern part of the Area is located near the waterfront and bounded by Siu Sai Wan Road. It is generally flat with site formation level of about 4mPD to 6mPD. There is a cluster of GIC facilities along Fu Yee Road and Harmony Road including one primary school, 5 secondary schools and a Government Joint-user Complex, and the Siu Sai Wan Sports Ground is right on the waterfront. Some residential developments are scattered within the area including the 62-storeyed Island Resort (about 193mPD) on the waterfront and HOS developments of Harmony Garden (about 84-95mPD) and Cheerful Garden (about 91-117mPD). A continuous promenade and open space have been developed along the waterfront.

#### SA4: Central Core Area

- 2.8 With flat topography of about 5mPD, this area is bounded by Wing Tai Road, Chai Wan Road and IEC. The area is predominantly residential in nature with its northern, eastern and southern parts occupied by public housing developments including Tsui Wan Estate (about 81-91mPD), Yue Wan Estate (about 24-63mPD) and Tsui Lok Estate (about 64mPD), HOS developments of Yee Tsui Court (about 79mPD) and Hang Tsui Court (about 99mPD) and PSPS development of Walton Estate (about 85-88mPD), and a number of private commercial/residential developments (below 92mPD). There are also some GIC facilities within this area including the Chai Wan Married Police Quarters (about 107mPD), Chai Wan Sports Centre, Yue Wan Market Building, 3 primary schools and 2 secondary schools. Located at the western part of this area, the Chai Wan Park serves as a major visual and ventilation corridor providing an important green and visual relief for the densely built-up environment.



SA5: Western Core Area

- 2.9 Bounded by Lok Man Road, Chai Wan Road, Fei Tsui Road and IEC, this area is situated on the hillsides with site formation level of about 30mPD in the south rising to about 70mPD in the north. It is a mixed commercial/industrial/residential area with a cluster of old industrial developments (below 92mPD) which is to the west of the MTR Chai Wan Station under gradual transformation. The northern part (Koway Court at about 98-104mPD, Bayview Park at about 106mPD and PSPS development of Neptune Terrace at about 132-136mPD and Greenwood Terrace at 102-110mPD) and southern part (New Jade Garden at about 107mPD above the MTR Chai Wan Station and PRH development Hing Wah (I) Estate at about 130-135mPD) are mainly occupied by residential developments. A cultural centre, Youth Square (about 83mPD), is located to the south of the MTR Chai Wan Station.

SA6: Northern Hill-slope Area

- 2.10 This area near the foothills of Chai Wan Au traversed by IEC is predominantly occupied by GIC developments sitting on two platforms with formation levels rising from about 6mPD in the east to about 73mPD in the west. The MTR Chai Wan Depot (up to 15mPD) and Hong Kong Institute of Vocational Education (about 14-86mPD) are on the lower platform to the east of IEC. The upper platform is mainly occupied by Pamela Youde Nethersole Eastern Hospital (Eastern Hospital) (about 91-140mPD).

SA7: Western Hill-slope Area

- 2.11 Located along the hill-slope of Tai Tam Country Park in the west, this area is mainly bounded by Tai Tam Road, Chai Wan Road, Wan Tsui Road and Fei Tsui Road. With formation level of about 50mPD to 100mPD, the area rises gradually from Fei Tsui Road in the south to Chai Wan Road in the north. The area is characterized by public housing developments including Hing Man Estate (about 193-207mPD), Hing Wah (II) Estate (about 88-141mPD) and Fung Wah Estate (about 158-161mPD) and HOS developments of Shan Tsui Court (about 171-177mPD) and King Tsui Court (about 161mPD).

SA8: Southern Foothill Area

- 2.12 This area is situated on platforms ranging from about 5mPD to 23mPD stretching in a

linear form of development to the south of Siu Sai Wan Road, Chai Wan Road and Wan Tsui Road. While clusters of GIC facilities including 3 primary schools, 3 secondary schools, Chai Wan Municipal Services Building and the Chai Wan Swimming Pool & Park are found, the area is still predominantly residential in nature with PRH developments of Siu Sai Wan Estate (about 81mPD and 113-118mPD on the lower and upper platforms respectively), Chai Wan Estate (about 118mPD) and Wan Tsui Estate (about 58-82mPD) and PSPS/HOS developments of Fullview Garden (about 88-90mPD), Lok Hin Terrace (about 99mPD), Yan Tsui Court (about 70mPD) and Yuet Chui Court (about 119mPD).

### **3. Urban Design Principles and Considerations**

3.1 In conducting the BH review, the broad urban design principles set out in the Urban Design Guidelines (Chapter 11 of the Hong Kong Planning Standards and Guidelines (HKPSG)) have been taken into consideration. Also, the topography, predominant land uses, waterfront setting, existing BH profile, visual impact, spatial impact as well as compatibility with the surrounding areas, have been taken into account. Specifically, the following urban design principles and planning considerations have been adopted in formulating the BH restrictions for the Area:

- (a) stepped height concept with lower developments along the waterfront and gradation of height profile to echo the natural topographical profile should be adopted;
- (b) the existing BH profile and the development character of the Area should be respected;
- (c) BH concept with lower developments facing the harbour and fronting major open spaces and low-rise GIC clusters should be adopted;
- (d) the height profile should be sympathetic and compatible in scale and proportional with the surrounding developments; and
- (e) existing green/view corridors should be preserved. Low-rise “G/IC” and “OU” sites shall be retained to serve as visual and spatial relief.

3.2 In addition, the review has taken into consideration the recommendations of the AVA,



particularly the requirement to maintain the existing height profile of the low-rise “G/IC” sites and the “O” and “GB” zones as visual and spatial relief, providing breathing space and air paths for the Area in general.

- 3.3 In formulating the BH restrictions, it should be ensured that upon incorporating of the restrictions, private development sites (except for “G/IC” and some “OU” sites) would be able to accommodate the maximum PR/GFA permissible under the OZP, taking into account the development restrictions under the lease. The proposed BH bands should ensure that the urban design principles would not be negated while still accommodating the permissible development intensity under the OZP. For “G/IC” and “OU” sites, the considerations in formulating the BH restrictions are further explained in paragraphs 11.4 to 11.9 below. Moreover, as a general rule for an existing building exceeding the proposed height limits, it will not be affected by the restriction. However, in view of its prominent waterfront location, redevelopment of Island Resort to its existing height of about 193mPD is not recommended.

#### 4. Urban Design Concept

- 4.1 Taking into account the considerations mentioned in paragraph 3 above, the BH profile for the Area is formulated based on the following concepts (**Plan 11 of the Paper**):
- (a) A stepped BH concept is generally adopted with BH gradually increases from the waterfront to the uphill areas of Mount Parker and Mount Collinson with a view to creating a varying BH profile. The existing open spaces and low-rise developments at the waterfront should be maintained as far as practical. Excessively tall buildings on the waterfront should be avoided.
  - (b) The open spaces, parks and playgrounds along the waterfront will be retained. Moreover, the “O” and “GB” sites, as well as the low- to medium-rise GIC developments scattered throughout the Area should be retained to serve as breathing spaces and visual relief in the Area (**Plans 13 and 18 of the Paper**). In particular, the Chai Wan Park together with the adjoining open spaces, which are located in between the Central and Western Core Areas, serve as important visual relief and breathing space. The open spaces and the connected roads form major air/visual paths in the Area from the sea and mountain valleys. The BH profile for developments surrounding this area should avoid generating adverse visual impact on the Chai Wan Park and adjoining open spaces.



- (c) Given the existing BH profile and topography, a general stepped height profile with lower developments to the north of Siu Sai Wan Road and gradually rises up to the upper platform of Siu Sai Wan Estate which is situated on a relatively higher ground level is proposed.
- (d) The medium-rise development character at the north and east of the Area along the waterfront, which is visually prominent when viewed from the Kowloon side and Tseung Kwan O, should be maintained with a view to achieve a discernible stepped BH profile and preserve the landscape value of the Area.

## **5. Proposed Building Height Restrictions**

The proposed BH restriction for “R(A)”, “I” and “OU” sites are shown in **Plan 12 of the Paper**. The proposed BH restrictions for “G/IC” sites are shown in **Plan 13 of the Paper**. The existing and committed development exceeding the BH restrictions are also shown in these plans.

## **6. Visual Assessment**

### **Scope of Assessment**

- 6.1 This assessment encompasses the built-up areas and evaluates the visual effects of the proposed BH restrictions from identified local vantage points. For the purpose of visual assessment, sites with redevelopment potential are identified based on the assumption that existing buildings are mostly under multiple ownership, and developments having fewer storeys and therefore smaller number of units would more likely undergo ownership assembly.

### **Selection of Local Vantage Points**

- 6.2 The Urban Design Guidelines of HKPSG sets out 7 strategic vantage points (VP), but the Area does not fall within the ‘view fan’ of all these strategic VPs which are focused on the central Harbour area. As such, 4 local VPs taking into consideration the available view, accessibility and popularity to the public are selected for assessing the visual impact of the proposed BH restrictions. 2 of the VPs are located at the high

grounds of Chai Wan Au (VPs1 and 2 in **Plan 4 of the Paper**), which provide a panoramic view from a highland area over the major developments in the northern part of the Area. Another one at a popular tourist attraction, Lei Yue Mun in Kowloon (VP3 in **Plan 4 of the Paper**), which provides a front view from the north to the Area. The last local VP is at the Hong Kong Trail (VP10 in **Plan 4 of the Paper**), a popular hiking trail, which provides a panoramic view from over the southern part of the Area. The last

## **Appraisal of Visual and Urban Design Changes**

### Stepped Height Profile

- 6.3 The proposed BH restrictions from 70mPD at the waterfront (except for the excessive tall buildings including the Island Resort) to 210mPD at Hing Man Estate generally follow the stepped height profile and the existing topography which gradually increases from flat land (below 6mPD) at the waterfront to uphill areas (about 200mPD) of Tai Tam Country Park and Mount Parker.

### Open Space Provision

- 6.4 There is an increase in open space provision to the Area. After the open space review, three sites are proposed to be rezoned to "O" to reflect the existing use and provide an air ventilation corridor. Most of the open space is accessible as they are agglomerate in the western core area and central core area. The existing open spaces, in particular the Chai Wan Park together and the adjoining open spaces, serve as major visual relief and breathing spaces in the Area. The open spaces do not only provide spaces for leisure and greenery purpose, but also enhance the air ventilation within the Area.

### Respect Heritage Buildings

- 6.5 There are one declared monument (Law Uk) and two Grade 3 buildings, the Muslim Cemetery and Cape Collinson Lighthouse in the Area. The Cape Collinson Lighthouse falls within "Green Belt" ("GB") zone. The proposed BH restrictions for the other two buildings are to maintain their existing BHs.

### Preserve View/Wind Corridors

- 6.6 In general, the Area does not have any major issue on view/wind corridor, except for

Island Resort, and a few other spots. The existing “G/IC” and “OU” sites are providing visual and ventilation relief to the Area with no excessive tall buildings for these two zonings. The rezoning of a strip of land near the cargo handling area from “I” to “O” will provide a wide and unobstructed view corridor from the inland area to the waterfront. The designation of non-building areas and building gaps to create 20-30m wide corridors will also facilitate the air ventilation along the major southwest-northeast air path.

#### Compatibility with Landscape and Development Pattern

- 6.7 The BH restrictions are generally in line with the natural topography of the Area with the lowest development in the waterfront and ascending towards the hill. The BH restrictions are compatible with the landscape pattern of the Area.

#### Compatibility with Overall Height Profile and Massing

- 6.8 The BH restrictions follow the stepped height profile of the natural topography. Other than Island Resort on the waterfront, with a proposed BH restriction of 140mPD to balance against the existing development intensity and the provision of a public transport terminus, generally the BH restrictions are compatible to the surroundings.

### **7. Conclusion**

Based on the assessment above, the BH profile is generally compatible with the topography, the local character and as-built environment in the Area while preserving major natural/social-cultural visual resources. Major visual resources such as waterfront facing Lei Yue Mun, mountain backdrop and Chai Wan Park are preserved. Major G/IC clusters, open spaces would be maintained to serve as breathing space and visual relief to the local areas. By adopting a stepped-height BH profile, visual character is enhanced by the addition of variation and BH tiers to the originally monotonous BH profile.



**TRAFFIC ASSESSMENT FOR DEVELOPMENT  
INTENSITY OF THE “INDUSTRIAL” AND “OTHER  
SPECIFIED USES (BUSINESS)” ZONES  
IN CHAI WAN**

CROSS-BOUNDARY INFRASTRUCTURE & DEVELOPMENT SECTION

PLANNING DEPARTMENT

JANUARY 2012

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## PLANS

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## 1 INTRODUCTION

### 1.1 Background

- 1.1.1 Two areas in Chai Wan are currently zoned mainly for "Industrial" ("I") use (hereafter referred to as **Area 1**) and "Other Specified Uses (Business)" ("OU(B)") (hereafter referred to as **Area 2**) respectively on the Outline Zoning Plan (OZP). **Plan 1** shows the locations of the areas.
- 1.1.2 To provide better planning control on the development intensity in the Area upon development/redevelopment, the Planning Department (PlanD) considers it necessary to impose appropriate plot ratio (PR) restriction for Area 1 and Area 2. PlanD had been working closely with the Transport Department (TD) in this respect while the Cross-boundary Infrastructure and Development (CID) Section of PlanD undertook a traffic review of the development intensity proposals for the areas.
- 1.1.3 In addition to the traffic information provided by TD, the CID Section made reference to the TIA study reports for the following planning applications and TD's previous comments on these respects:
- Section 17 Review for Proposed Comprehensive Residential Development, 391 Chai Wan Road and Adjacent Government Land, Chai Wan (Application No. A/H20/159 in May 2009) (hereafter referred to as **TIA 1**)
  - Section 16 Planning Application for Redevelopment of Shell Industrial Building for Proposed Hotel Use, No. 12 Lee Chung Street, Chai Wan (Application No. A/H20/172 in April 2011) (hereafter referred to as **TIA 2**)

### 1.2 Purpose of this Report

- 1.2.1 The purpose of this report is to present the findings of the traffic review that involved the following investigations:
- (a) review of the traffic situations of the Area 1 and Area 2;
  - (b) estimation of traffic flows that would be generated by the two areas under two scenarios of development intensity; and
  - (c) qualitative assessment of the likely traffic impact of the development scenarios of the two areas.

## **2 THE TWO AREAS FOR PROPOSED REDEVELOPMENT**

### **2.1 Location**

- 2.1.1 Area 1 is bounded by Sheung Ping Street, Wing Tai Road, Ka Yip Street, Sheung On Street, Chai Wan Road, and Fu Hong Street. The lots in Area 1 are zoned for "I" and "OU(B)" uses on the current Chai Wan OZP, and are mostly occupied by industrial buildings and godowns. This assessment covers 29 buildings (highlighted in **Plan 2**) in Area 1 of which 11 have been built for 30 years or more by 2012.
- 2.1.2 Area 2 is bounded by Chai Wan Road, Ning Foo Street, Hong Man Street, Chai Wan Park, Chai Wan MTR Station and Greenwood Terrace. The lots in Area 2 are zoned for "OU(B)" use in the current Chai Wan OZP, and mostly occupied by industrial buildings. There is a public transport interchange in the area serving the Chai Wan MTR Station. This assessment covers 37 buildings (highlighted in **Plan 3**) in Area 2 of which 24 have been built for 30 years or more by 2012.

### **2.2 Adjoining Road Network**

- 2.2.1 Chai Wan is essentially connected to other parts of Hong Kong Island by a dual 3-lane expressway, the Island Eastern Corridor (IEC), and a dual 2-lane primary distributor road, Chai Wan Road. The IEC provides strategic access to other districts along the north shore of Hong Kong Island and the three cross-harbour tunnels. Some uphill sections of Chai Wan Road are provided with climbing lane. Chai Wan Road is a primary distributor connecting Siu Sai Wan and Chai Wan with Shau Kei Wan. The eastern end of Chai Wan Road is linked to Siu Sai Wan Road as well as Island Eastern Corridor via Wing Tai Road.
- 2.2.2 Area 1 is served by Sheung On Street, Ka Yip Street and Fung Yip Street. Sheung On Street intersects with Chai Wan Road, Fung Yip Street and Ka Yip Street. Ka Yip Street connects Wing Tai Road with Sheung On Street and Sun Yip Street, providing access to the industrial buildings in the area.
- 2.2.3 Area 2 is served by Ning Foo Street which is a one-way street with 2 traffic lanes and provides access to Lee Chung Street from IEC. Kut Shing Street is a one-way local street that runs from Lee Chung Street to Chai Wan Road. Ning Foo Street and Kut Shing Street are the major access for traffic to and from Area 2. Hong Man Street is located at the western end of Area 2 which provides another access for traffic travelling between Chai Wan Road and Area 2.



2.2.4 From the above descriptions, it can be visualised that the current vehicular access to the Chai Wan areas from other parts of Hong Kong Island mainly rely on the operational performance of IEC and Chai Wan Road. Discussions on these major corridors and critical junctions will be given in Sections 3 and 4.

### 2.3 Proposed Development Scenarios

2.3.1 Two development scenarios have been considered in this assessment. The scenarios involve different PRs of redeveloping the lots in Areas 1 and 2. Details of the two scenarios are as follows:

#### (a) PR 12 Scenario

- developments with building age of 30 years or over by 2012, and with PR below 12 would have potential for redevelopment;
- for Area 1, 12 sites (edged black in Plan 2) have been identified to have potential for redevelopment. For assessment purpose, it is assumed that these sites would also be redeveloped for office use (as the likely worst case scenario), while the mix of use for the remaining existing buildings would remain unchanged; and
- for Area 2, 18 sites (edged black in Plan 3) have been identified to have potential for redevelopment and it is assumed that these sites would be redeveloped for office use.

#### (b) PR 15 Scenario

- developments with building age of 30 years or over by 2012, and with PR below 15 would have potential for redevelopment;
- for Area 1, 12 sites (edged black in Plan 2) have been identified to have potential for redevelopment. Again, it is assumed that these sites would be redeveloped for office use, while the mix of use for the remaining existing buildings would remain unchanged; and
- for Area 2, 18 sites (edged black in Plan 3) with an addition of 6 sites (edged blue in Plan 3), i.e. a total of 24 sites, have been identified to have potential for redevelopment and it is assumed that these sites would be redeveloped for office use.

2.3.2 **Table 1** sets out the gross floor areas (GFAs) of the two development scenarios: PR12 and PR15.



**Table 1 Development Scenarios Considered**

			PR12 Scenario		PR15 Scenario	
Area		Total Number of Existing Sites	Number of Existing Sites*	After Redevelopment	Number of Existing Sites*	After Redevelopment
Area 1	Sites	24 "I" + 5 "OU"	11 "I" + 1 "OU"	12 Office developments	11 "I" + 1 "OU"	12 Office developments
	GFA (m <sup>2</sup> )	806,966	203,241	227,114	203,241	283,893
Area 2	Sites	37 "OU"	18 "OU"	18 Office developments	24 "OU"	24 Office developments
	GFA (m <sup>2</sup> )	472,422	157,114	189,050	313,464	399,269

Note : \* for buildings constructed for 30 years or longer by 2012

2.3.3 For Area 1, the additional GFA that can be implemented under PR12 and PR15 scenarios over the existing situation are 23,873m<sup>2</sup> and 80,652m<sup>2</sup> respectively. For Area 2, the additional GFA that can be implemented under PR12 and PR15 scenarios over the existing situation are 31,936m<sup>2</sup> and 85,805m<sup>2</sup> respectively.

2.3.4 Based on the GFA values set out in Table 1, the traffic generation of the existing traffic situation and the two development scenarios was assessed and the results are presented in the following section.

### 3 TRAFFIC ASSESSMENT

#### 3.1 Traffic Generation

3.1.1 The traffic generation rates of office developments, documented in Annex D of Chapter 3 in Volume 1 of Transport Planning and Design Manual (TPDM), are adopted as the rates of "OU(B)" developments in Areas 1 and 2. Based on the discussion with TD, it was considered that the traffic generation rates of industrial developments in TPDM might not be suitable for this assessment. To find out the trip generation rates of the existing developments in Areas 1 and 2, TD carried out traffic surveys in Area 2 during the peak periods on 21-23 November 2011. Based on the survey results and GFA information of Area 2, the traffic generation and attraction rates of the existing developments in Areas 1 and 2 were derived and the rates are shown in **Table 2**. In general, "OU(B)" developments would generate more traffic than "I" developments. It is also noted that Area 2 is served by the Chai Wan MTR Station and has good public transport accessibility. Nevertheless, the traffic generation and attraction rates of Area 2 should be similar to those of Area 1 and could be used for estimating the existing traffic generation and attraction in Area 1.

**Table 2 Traffic Generation and Attraction Rates**

Data	AM Gen. Rate	AM Att. Rate	PM Gen. Rate	PM Att. Rate
Source	(pcu/hr/100m <sup>2</sup> GFA)			
Rates for "I" use				
Derived from TD's traffic survey in Nov 2011 <sup>1</sup>	0.0802	0.0829	0.1020	0.0884
Office rates for "OU(B)" use <sup>2</sup>				
TPDM	0.1703	0.2452	0.1573	0.1175

Notations:

- AM – morning peak hour
- PM – evening peak hour
- Gen. – traffic generated (traffic going out of the area)
- Att. – traffic attracted (traffic going into the area)
- pcu – passenger car unit (private car = 1)

<sup>1</sup> TD conducted a traffic survey in Area 2 during the period: 21-23 Nov 2011. For deriving the traffic generation rates for "Industrial" land use, the traffic flows going in and out of Area 2 during the peak hours (AM peak hour is 0745-0845 and PM peak hour is 1730-1830) were divided by the GFA of all developments in Area 2. In the calculation of the rates, the movements of public transport vehicles (i.e. buses and PLBs) were excluded because these vehicles were not generated by the developments in Area 2. The derived rates are comparable with the Lower Limit rates in the TPDM (see Appendix 1).

<sup>2</sup> The activities of "OU(B)" use are assumed to be similar to those of office use.

- 3.1.2 Based on the traffic generation rates shown in **Table 2**, the volumes of traffic generation/attraction in the two areas were estimated for each development scenario. The estimated traffic movements that would leave (traffic generated) and arrive (traffic attracted) in Areas 1 and 2 during the morning and evening peak hours are shown in **Tables 3 and 4**, respectively.
- 3.1.3 Table 3 shows that Area 1 currently would generate a substantial volume of traffic flow (1537 pcu/hr 2-way) during the PM peak hour but a smaller volume (1316 pcu/hr 2-way) during the AM peak hour. The additional two-way traffic flows to and from Area 1 during the AM peak hour would be 612 pcu/hr and 848 pcu/hr if 12 sites with buildings constructed 30 years or more are redeveloped to office use with a PR of 12 and 15 respectively. The total two-way traffic flows to and from Area 1 during the AM peak hour would increase from the existing value of 1,316 pcu/hr to 1,928 pcu/hr and 2,164 pcu/hr respectively for PR12 and PR15 scenarios. The corresponding increase in traffic flow over the existing situation would be 47% and 64% respectively. From Table 3, it can be observed that the increase in traffic flows during the evening peak hour would be less significant than that during the morning peak hour for both development scenarios.
- 3.1.4 Table 4 shows that Area 2 currently would generate a moderate volume of traffic flow (900 pcu/hr 2-way) during the PM peak hour but a smaller volume (771 pcu/hr 2-way) during the AM peak hour. The additional two-way traffic flows to and from Area 2 during the AM peak hour would be 529 pcu/hr if 18 sites with buildings constructed 30 years or more are redeveloped to "OU(B)" use with a PR of 12; while the additional two-way traffic flows would be 1,147 pcu/hr if 24 sites with buildings constructed 30 years or more are redeveloped to "OU(B)" use with a PR of 15. The total two-way traffic flows to and from Area 2 during the AM peak hour would increase from the existing value of 771 pcu/hr to 1,300 pcu/hr and 1,918 pcu/hr respectively for PR12 and PR15 scenarios. The corresponding increase in traffic flow over the existing situation would be 69% and 149% respectively. From Table 4, it can be observed that the increase in traffic flows during the evening peak hour would be less significant than that during the morning peak hour for both development scenarios.
- 3.1.5 If all the lots in Areas 1 and 2 are redeveloped to PR12 or PR15, the additional traffic as shown in **Appendix B** would be substantial, even though this would happen gradually and would be market-driven. It should be noted that the additional traffic generated by PR15 would be about 50% more than that of PR12.



**Table 3 Estimated Peak Hour Traffic Generation in Area 1**

	Development Scenario	GFA (m <sup>2</sup> )	Existing / Future Land Use	AM Traffic Flow (pcu/hr)				PM Traffic Flow (pcu/hr)			
				Gen	Att	2-way	2-way +%	Gen	Att	2-way	2-way +%
(a)	Existing (all sites: 24 "I" + 5 "OU(B)" lots)	806,966	"I"	647	669	1,316		823	714	1,537	
(b)	Existing 12 (11 "I" + 1 "OU(B)") sites with buildings constructed 30 years or more:	203,241	"I"	163	169	331		207	180	387	
(c)	Redevelopment of 12 sites with buildings constructed 30 years or more to a PR of 12	227,114	Office	387	557	944		357	267	624	
(d)	Redevelopment of 12 sites with buildings constructed 30 years or more to a PR of 15	283,893	Office	483	696	1,180		447	334	780	
e= (a) + (c) - (b)	PR12: All sites with 12 sites redeveloped to a PR of 12	830,839	Office	871	1,058	1,928	47%	973	801	1,774	15%
f=(a) + (d) - (b)	PR15: All sites with 12 sites redeveloped to a PR of 15	887,618	Office	967	1,197	2,164	64%	1,063	867	1,930	26%

Notes: 1. Notations: please refer to Table 2

2. Traffic rates for "I" and office developments are shown in Table 2.

**Table 4 Estimated Peak Hour Traffic Generation in Area 2**

	Development Scenario	GFA (m <sup>2</sup> )	Existing/ Future Land Use	AM Traffic Flow (pcu/hr)				PM Traffic Flow (pcu/hr)			
				Gen	Att	2-way	2-way +%	Gen	Att	2-way	2-way +%
(a)	Existing (all sites: 37 "OU(B)" sites)	472,422	"I"	379	392	771		482	418	900	
(b)	Existing 18 "OU(B)" sites with buildings constructed 30 years or more	157,114	"I"	126	130	256		160	139	299	
(c)	Existing 24 "OU(B)" sites with buildings constructed 30 years or more	313,464	"I"	251	260	511		320	277	597	
(d)	Redevelopment of 18 sites with buildings constructed 30 years or more to a PR of 12	189,050	Office	322	464	786		297	222	520	
(e)	Redevelopment of 24 sites with buildings constructed 30 years or more to a PR of 15	399,269	Office	680	979	1,659		628	469	1,097	
f = (a) + (d) - (b)	PR12: All sites with 18 sites redeveloped to a PR of 12	504,358	Office	575	725	1,300	69%	619	501	1,120	24%
g = (a) + (e) - (c)	PR15: All sites with 24 sites redeveloped to a PR of 15	558,228	Office	807	1,111	1,918	149%	790	610	1,400	56%

Notes: 1. Notations: please refer to Table 2

2. Traffic rates for "I" and office developments are shown in Table 2.

### 3.2 Existing Traffic Situation of the Adjacent Road Network

3.2.1 According to the Annual Traffic Census 2010<sup>3</sup> (ATC 2010) published by TD, the annual average daily traffic (AADT) flows on the roads in the vicinity of Areas 1 and 2 are shown in **Table 5**.

**Table 5 Traffic Flows on Adjacent Roads**

Road	From	To	2-way AADT (veh/day)	
			2009	2010
IEC	Mong Ling St	Wing Tai Rd Interchange	51650	54650
Chai Wan Road	Tai Tam Road	Wan Tsui Road	18610	18780
Chai Wan Road	Wan Tsui Road	Wing Tai Road	18680	18570
Chai Wan Road	IEC Approach	Tai Tam Road	24530	24810
Wing Tai Road	Chai Wan Road	Shun Tai Road	22850	22750
Sun Yip Street	Chai Wan Road	Ka Yip Street	10750	10710
Siu Sai Wan Road	Chai Wan Road	On Yip Street	20580	20500
Ka Yip Street	Wing Tai Road	End of road	11170	11610
Shing Tai Rd	Wing Tai Road Interchange	Shun Tai Road	10140	10670
Cheung Lee St	Hong Man St	Kut Shing St	4330	4660
Sheung Ping St	Wing Tai Rd	Sheung On St	5000	5240
Sheung On St	Chai Wan Road	Chong Fu Road	11760	11780
Fung Yip St	Sheung On St	Sun Yip St	6140	6220

Source: Annual Traffic Census 2010, Transport Department

3.2.2 ATC 2010 provides some information on the traffic movements in the vicinity of the Areas. Furthermore, reference was made to the nearest core traffic counting station nos. 1009 and 2215 in ATC 2010 for the traffic characteristics as set out in **Table 6**.

<sup>3</sup> Annual Traffic Census 2010 was published in June 2011 by Transport Department.



**Table 6 Existing Peak Hour Factors (Weekday)**

Road	Stn. No.	Dir	AM Peak Hour		PM Peak Hour	
			Flow (veh/hr)	Peak % of 2-way AADT	Flow (veh/hr)	Peak % of 2-way AADT
IEC (Mong Lung St to Wing Tai Rd INT)	2215	EB (3 lanes)	1870	3.3	1960	3.4
		WB (3 lanes)	2060	3.6	1880	3.3
Chai Wan Road (IEC Approach to Tai Tam Road)	1009	SB (3-lane)	880	3.5	740	2.9
		NB (2-lane)	930	3.7	930	3.7

3.2.3 **Table 7** presents estimates of the peak hour one-way traffic flows on the major roads that are adjacent to Areas 1 and 2. Only the critical bound of the area traffic was considered, i.e. the direction of traffic arriving at the areas during the AM peak hour and that leaving the areas during the PM peak hour.

3.2.4 From Table 7, it can be observed that the major roads linking to Chai Wan areas are currently operating with ample spare capacity. The traffic volume to capacity (v/c) ratio<sup>4</sup> of the main roads would be about 0.4 during peak hours. As such, traffic movements on the network would be smooth even during peak hours. However, traffic may experience some delay at junctions and slip roads in the local road network.

<sup>4</sup> v/c ratio of 0.5 – 0.75: Generally easy flow conditions. Travel speeds begin to be restricted by traffic conditions. Ability to manoeuvre within traffic stream is noticeably restricted. Minor disruptions may cause local congestion with short traffic queues.

v/c ratio of 0.75 - 1.0: Well used flow conditions. Travel speeds reduced by increasing traffic volumes. Ability to manoeuvre within traffic stream is severely restricted. Minor disruptions may cause local congestion with traffic queues.

v/c ratio of 1.0 - 1.2: Unstable flow conditions. Travel speeds substantially reduced and are highly variable & unpredictable. Little or no room to manoeuvre within traffic stream. Minor disruptions will cause substantial congestion with long traffic queues.

v/c ratio >1.2: Forced or breakdown flow conditions. Crawling travel speed. Highly unstable traffic operations with widespread congestion and extensively long traffic queues.

**Table 7 Existing Peak Hour Traffic Flows on Major Roads**

Road	Road Type <sup>1</sup>	Carriageway Type <sup>1</sup>	Design Capacity <sup>3</sup> (veh/hr) each bound	AM Peak Hour EB/SB <sup>4</sup>		PM Peak Hour WB/NB <sup>4</sup>	
				Flow (veh/hr)	v/c <sup>2</sup>	Flow (veh/hr)	v/c <sup>2</sup>
			(a)	(b)	(b)/(a)	(c)	(d)/(a)
Chai Wan Road	PD	D2	2,800	880	0.31	930	0.33
Island Eastern Corridor	Exp	D3	4,700	1,870	0.40	1,880	0.40

Notes:

1. PD: Primary Distributor; Exp: Expressway; D2: Dual-2 lane; D3: Dual-3 lane.
2. v/c: ratio of traffic volume to design capacity.
3. TD's Transport Planning and Design Manual, Volume 2, Chapter 2, Table 2.4.1.1.
4. EB: eastbound; SB: southbound; WB: westbound; NB: northbound.

### 3.3 Future Traffic Situation Without Redevelopment of the Areas

- 3.3.1 On the assumptions that the Proposed Sites would be fully redeveloped in 10 years' time and the traffic level in the road network adjacent to the areas would increase at a rate of 1.0%<sup>5</sup> per annum as a result of general traffic growth in the local area, the peak hour traffic flows in 2021 were estimated and shown in **Table 8**.

<sup>5</sup> The two TIAs referred to in para. 1.1.3 adopted the same annual growth rate of +1%.

**Table 8 2021 Peak Hour Traffic Flows without Redevelopment of Areas 1 and 2**

Road	Road Capacity (veh/hr) each bound (a)	AM Peak Hour EB/SB		PM Peak Hour WB/NB	
		Flow (veh/hr)	v/c	Flow (veh/hr)	v/c
		(b)	(b)/(a)	(c)	(c)/(a)
Chai Wan Road	2,800	972	0.35	1,027	0.37
Island Eastern Corridor	4,700	2,066	0.44	2,077	0.44

3.3.2 From **Table 8**, it can be observed that the major road corridors connecting Chai Wan with other districts would operate with ample spare capacity in 2021. Under the anticipated v/c ratios, traffic movements along the road corridors would be smooth even during peak hours and traffic delay would not occur at the slip roads of the corridors. However, it is expected that traffic congestion may occur at some road junctions inside the Chai Wan district during the peak hours.

#### 3.4 Future Traffic Situation With Redevelopment of the Areas

3.4.1 The possible traffic impacts of the traffic generated by the redevelopment of Areas 1 and 2 on the major road corridors connecting Chai Wan with other districts were assessed preliminarily by superimposing the additional site traffic<sup>6</sup> onto the traffic level in 2021. The volumes of traffic generated or attracted by the development scenarios in Areas 1 and 2 on the adjacent roads were estimated based on the anticipated routings of the traffic departing or arriving at the areas with reference to ATC 2010 data. The traffic flows on the major roads are shown in **Table 9**.

3.4.2 The traffic projections shown in Table 9 indicate that the major road corridors connecting Chai Wan with other districts would operate satisfactorily for all development scenarios. The traffic generated by the redevelopment scenarios at the Proposed Sites would increase the traffic flow in IEC during the peak hours, especially for Development Scenario 2 with a v/c ratio of 0.62 during the AM peak hour. However, traffic flows are still smooth along the IEC.

<sup>6</sup> As the traffic rates derived from the traffic census by TD in November 2011 considered that traffic generated by the Areas would be predominantly small vehicles (PCU=1), the traffic generation set out in Table 3 was conservatively converted from pcu/hr to veh/hr by assuming that 1 pcu = 1 veh.



**Table 9 2021 Peak Hour Traffic Flows with the Redeveloped Site Traffic**

Road	Design Capacity (veh/hr) each bound	Without Redevelopment				PR 12 Scenario				PR 15 Scenario			
		AM Peak Hour EB/SB		PM Peak Hour WB/NB		AM Peak Hour EB/SB		PM Peak Hour WB/NB		AM Peak Hour EB/SB		PM Peak Hour WB/NB	
		Flow (veh/hr)	v/c	Flow (veh/hr)	v/c	Flow (veh/hr)	v/c	Flow (veh/hr)	v/c	Flow (veh/hr)	v/c	Flow (veh/hr)	v/c
		(b)	(b)/(a)	(c)	(c)/(a)	(d)	(d)/(a)	(e)	(e)/(a)	(f)	(f)/(a)	(g)	(g)/(a)
Chai Wan Road	2,800	972	0.35	1,027	0.37	1203	0.43	1122	0.40	1371	0.49	1208	0.43
Island Eastern Corridor	4,700	2,066	0.44	2,077	0.44	2556	0.54	2269	0.48	2913	0.62	2443	0.52

## 4 JUNCTION OPERATIONAL PERFORMANCE

### 4.1 Junction Operation in Area 1

- 4.1.1 It is expected that the impacts of the traffic generated by the redevelopment of the potential lots in Area 1 would be more pronounced on the operation of the road junctions in the vicinity of the area. **Table 10** shows that the junctions of Sheung On Street/Chai Wan Road and Sheung On Street/Fung Yip Street are currently operating close to their design capacity during the PM peak hours.

**Table 10 2009 Junction Operational Performance in Area 1**

Junction	Type of Junction and Performance indicator	AM Peak Hour	PM Peak Hour
Wing Tai Rd / Ka Yip St	Signal / RC	151%	101%
Sheung On St / Ka Yip St	Signal /RC	64%	35%
Wing Tai Rd / Chai Wan Rd	Signal /RC	180%	178%
Fung Yip St / Sheung On St	Priority / DFC	0.45	<b>0.88</b>
Fung Yip St / On Yip St	Priority / DFC	0.34	0.65
On Yip ST /Sun Yip St	Priority / DFC	0.71	0.52
Sun Yip St / Chai Wan Rd	Signal / RC	97%	121%
Chai Wan Rd / Sheung On Street	Signal / RC	26%	18%

Source: TIA 1 (see para. 1.1.3)

Notes:

1. Priority Junction and Roundabout: The junction and roundabout will approach saturation if the design flow to capacity (DFC) ratio of any approach arm exceeds 0.85.
2. Signalised Junction: The junction will approach saturation if the reserve capacity (RC) becomes less than 10%.

4.1.2 As shown in Table 3, the AM peak hour 2-way traffic in Area 1 would be increased by 612 pcu/hr (47% of the existing situation) and 848 pcu/hr (64% of the existing situation) under PR12 and PR15 scenarios respectively, and the PM peak hour 2-way traffic will increase by 237 pcu/hr (15% of the existing situation) and 393 pcu/hr (26% of the existing situation) under PR12 and PR15 scenarios respectively. Noting that the junction of Fung Yip Street/Sheung On Street is already congested during PM peak while the major junction of Chai Wan Road/Sheung On Street in the area is busy during peak hours, such significant increase of traffic flow would overload these two junctions. However, it is expected that through the implementation of road improvement schemes and traffic management measures in the local area, the foregoing critical junctions would operate satisfactorily.

#### 4.2 Junction Operation in Area 2

4.2.1 It is expected that the impacts of the traffic generated by the redevelopment of the potential lots in Area 2 would be more pronounced on the operation of the road junctions and roundabouts in the vicinity of the area. **Table 11** shows that junctions in the vicinity of Area 2 are operating satisfactorily with sufficient spare capacities except for the IEC/Chai Wan Road/Wan Tsui Road roundabout with a DFC value of 0.744 at PM peak hour.

**Table 11 2011 Junction Operational Performance in Area 2**

Junction	Type of Junction and Performance indicator	AM Peak Hour	PM Peak Hour
IEC/Chai Wan Road/ Wan Tsui Road	Roundabout / DFC	0.688	0.744
Ning Foo St/Lee Chung St	Signal/RC	191%	215%
Lee Chung St /Chui Hang St/ Lee Chung St	Priority / DFC	0.137	0.226
Kut Shing St/ Cheung Lee St	Signal / RC	248%	228%

Source: TIA 2 (see para. 1.1.3)



- 4.2.2 As shown in Table 4, the AM peak hour 2-way traffic in Area 2 would be increased by 529 pcu/hr (69% of the existing situation) and 1,147 pcu/hr (149% of the existing situation) under PR12 and PR15 scenarios respectively, and the PM peak hour 2-way traffic will increase by 220 pcu/hr (24% of the existing situation) and 500 pcu/hr (56% of the existing situation) under PR12 and PR15 scenarios respectively. The foregoing results show that the additional traffic generated by the redevelopment of Area 2 would be more critical during the AM peak hour. The following paragraphs discuss the possible impacts of the additional traffic at the IEC/Chai Wan Road/Wan Tsui Road roundabout due to the Area 2 redevelopment.
- 4.2.3 The results of the traffic survey by TD in November 2011 showed that approximately 74% and 26% of the traffic flow leaving Area 2 were via Kut Shing Street and Hong Man Street respectively, and 70% and 30% of the traffic flow entering Area 2 were via Ning Foo Street and Hong Man Street respectively. Area 2 traffic coming out of Kut Shing Street or going into Ning Foo Street would make use of the IEC/Chai Wan Road/Wan Tsui Road roundabout.
- 4.2.4 Based on the traffic proportions described in the above paragraph, the additional traffic flows at the roundabout that would be generated by the redevelopment of Area 2 under PR12 and PR15 scenarios were estimated to be 378 pcu/hr and 821 pcu/hr respectively. As the traffic generated by the redevelopment would be higher in AM peak than PM peak, the analysis is focused on the AM peak in the following paragraphs.

**Table 12 Distribution of Redevelopment Traffic**

		AM Peak Hour (pcu/hr)				
		Gen		Att		2-way
		Ratio <sup>#</sup>	Flow	Ratio <sup>#</sup>	Flow	
PR12 Scenario	Hong Man St	0.26	51	0.3	100	151
	Kut Shing St	0.74	145			<b>378*</b>
	Ning Foo St			0.7	233	
Total			196		333	529
PR 15 Scenario	Hong Man St	0.26	111	0.3	216	327
	Kut Shing St	0.74	317			<b>821*</b>
	Ning Foo St			0.7	503	
Total			429		719	1,148

Notes: \* denotes additional roundabout traffic flows

# denotes ratios derived from the results of the traffic survey by TD

4.2.5 **Table 13** sets out the traffic flows used for assessing the operation of the IEC/Chai Wan Road/Wan Tsui Road roundabout for the assessment year of 2011 in TIA 2. The total traffic volume using the roundabout during the AM peak hour will increase from 3,158 pcu/hr in 2011 to 3,488 pcu/hr in 2021 based on the assumption that the traffic growth rate would be 1% per annum. It will further increase to 3,867 pcu/hr and 4,309 pcu/hr respectively for redeveloping Area 2 to PR12 and PR15 Scenarios. The additional traffic generated by the redevelopment of Area 2 to PR12 and PR15 Scenarios would be 22% and 36% of the 2011 figure.

**Table 13 2021 Roundabout Traffic Flows at AM Peak Hour**

Approaching roads	2011*	2021 <sup>#</sup>	Extra roundabout flow due to redevelopment	2021	Increase over 2011
	(a)	(b)	(c)	(d) = (b) + (c)	=(d-a)/(a)
Chai Wan Rd (East)	794	877			
Wan Tsui Rd	327	361			
Chai Wan Rd (West)	1218	1345			
IEC	819	905			
Roundabout flow	3158	3488	PR12 Scenario 378	3867	22%
			PR15 Scenario 821	4309	36%

Notes: all traffic flows in pcu/hr

\* denotes roundabout analysis figures from TIA2

<sup>#</sup> assuming that annual traffic growth rate would be 1% per annum

4.2.6 The above traffic projection indicates that the redevelopment of the potential lots in Area 2 would increase the traffic at the IEC/Chai Wan Road/Wan Tsui Road roundabout by 22-36%. As the junction is already close to saturation during peak hours at present, the 22-36% increase in traffic would worsen the situation. This increase in traffic would require improvements works to be implemented at the roundabout to alleviate traffic congestion. However, there is limited scope to improve the junction capacity significantly to accommodate the large increase in traffic flows.



## **5 CONCLUSIONS**

### **5.1 Traffic Impact Assessment**

5.1.1 This preliminary assessment shows that the major road corridors connecting Chai Wan with other districts would be able to accommodate the additional traffic generated from the redevelopment of Areas 1 and 2. However, there could be traffic congestion problems in the local area network associated with the redevelopment of Areas 1 and 2 even under the PR 12 scenario. Based on the assessment of traffic generation, it is anticipated that the local area traffic problems associated with the redevelopment of Areas 1 and 2 to a PR of 12 may be resolved through the implementation of road improvement schemes and traffic management measures. However, the additional traffic generated from the redevelopment of Areas 1 and 2 to a PR of 15 (as shown in Appendix B) would be very substantial and may cause severe traffic congestion problem on a district-wide level that may require massive road improvement works and land resumption. Therefore, it is recommended from traffic engineering point of view that the redevelopment of Areas 1 and 2 should be considered for a PR of 12.

### **5.2 Road Improvements**

5.2.1 According to the foregoing assessment, even under the PR 12 scenario, it is expected that the following road improvements may be necessary to cater for the redevelopment of Areas 1 and 2:

- Road and signal improvements to Sheung On Street at its junction with Fung Yip Street and Chai Wan Road;
- Junction improvement works at the Chai Wan Road/IEC/Wan Tsui Road roundabout; and
- Minor road improvement schemes and traffic management measures in the local road network of Areas A and B.

5.2.2 The extent and programme of implementing the above improvements or any other necessary improvements will depend on when and how the lots examined in this assessment will be developed.



## APPENDIX

### **APPENDIX A Traffic Generation and Attraction Rates**

<b>Industrial</b>	<b>Unit</b>	<b>AM Gen</b>	<b>AM Att</b>	<b>PM Gen</b>	<b>PM Att</b>
Mean	pcu/hr/100m <sup>2</sup> GFA	0.0926	0.1386	0.135	0.1049
Lower Limit	pcu/hr/100m <sup>2</sup> GFA	0.0698	0.1044	0.1053	0.0838
<b>Office</b>	<b>Unit</b>	<b>AM Gen</b>	<b>AM Att</b>	<b>PM Gen</b>	<b>PM Att</b>
Mean	pcu/hr/100m <sup>2</sup> GFA	0.1703	0.2452	0.1573	0.1175
Lower Limit	pcu/hr/100m <sup>2</sup> GFA	0.1045	0.1646	0.1217	0.084
TD Survey (GV and Others only)	pcu/hr/100m <sup>2</sup> GFA	<b>0.0802</b>	<b>0.0829</b>	<b>0.1020</b>	<b>0.0884</b>

Source: Annex D of Chapter 3 in Volume 1 of TPDM and the traffic census results of 21-23.11.2011 compiled by Transport Department for deriving traffic generation and attraction rates

**APPENIX B**

**Table B.1 Estimated Peak Hour Traffic Generation in Area 1 when All Sites are Redeveloped to PR12 and PR15**

Development Scenario	GFA (m <sup>2</sup> )	Existing / Proposed Land Use	AM Traffic Flow (pcu/hr)				PM Traffic Flow (pcu/hr)			
			Gen	Att	2-way	2-way +%	Gen	Att	2-way	2-way +%
Existing (All 24 I + 5 OU(B) sites)	806,966	I	647	669	1,316		823	714	1,537	
Proposed GFA (PR12) (All 29 sites)	851,731	OU(B)	1,450	2,088	3,539	169%	1,340	1,001	2,341	52%
Proposed GFA (PR15) (for all 29 Sites)	1,064,664	OU(B)	1,813	2,611	4,424	236%	1,675	1,251	2,926	90%



Traffic Assessment for Development Intensity of the "Industrial" and "Other Specified Uses (Business)" Zones in Chai Wan

**Table B.2 Estimated Peak Hour Traffic Generation in Area 2 when All Sites are Redeveloped to PR12 and PR15**

Development Scenario	GFA (m <sup>2</sup> )	Existing / Proposed Land Use	AM Traffic Flow (pcu/hr)				PM Traffic Flow (pcu/hr)			
			Gen	Att	2-way	2-way +%	Gen	Att	2-way	2-way +%
Existing (All 37 OU(B) sites)	472,422	I	379	392	771		482	418	900	
Proposed GFA (PR12) (All 37 sites)	479,600	OU(B)	817	1,176	1,993	159%	754	564	1,318	46%
Proposed GFA (PR15) (for all 37 Sites)	599,499	OU(B)	1,021	1,470	2,491	223%	943	704	1,647	83%

**APPENIX B**

**Table B.1 Estimated Peak Hour Traffic Generation in Area 1 when All Sites are Redeveloped to PR12 and PR15**

Development Scenario	GFA (m <sup>2</sup> )	Existing / Proposed Land Use	AM Traffic Flow (pcu/hr)				PM Traffic Flow (pcu/hr)			
			Gen	Att	2-way	2-way +%	Gen	Att	2-way	2-way +%
Existing (All 24 I + 5 OU(B) sites)	806,966	I	647	669	1,316		823	714	1,537	
Proposed GFA (PR12) (All 29 sites)	851,731	OU(B)	1,450	2,088	3,539	169%	1,340	1,001	2,341	52%
Proposed GFA (PR15) (for all 29 Sites)	1,064,664	OU(B)	1,813	2,611	4,424	236%	1,675	1,251	2,926	90%

Traffic Assessment for Development Intensity of the "Industrial" and "Other Specified Uses (Business)" Zones in Chai Wan

**Table B.2 Estimated Peak Hour Traffic Generation in Area 2 when All Sites are Redeveloped to PR12 and PR15**

Development Scenario	GFA (m <sup>2</sup> )	Existing / Proposed Land Use	AM Traffic Flow (pcu/hr)				PM Traffic Flow (pcu/hr)			
			Gen	Att	2-way	2-way +%	Gen	Att	2-way	2-way +%
Existing (All 37 OU(B) sites)	472,422	I	379	392	771		482	418	900	
Proposed GFA (PR12) (All 37 sites)	479,600	OU(B)	817	1,176	1,993	159%	754	564	1,318	46%
Proposed GFA (PR15) (for all 37 Sites)	599,499	OU(B)	1,021	1,470	2,491	223%	943	704	1,647	83%



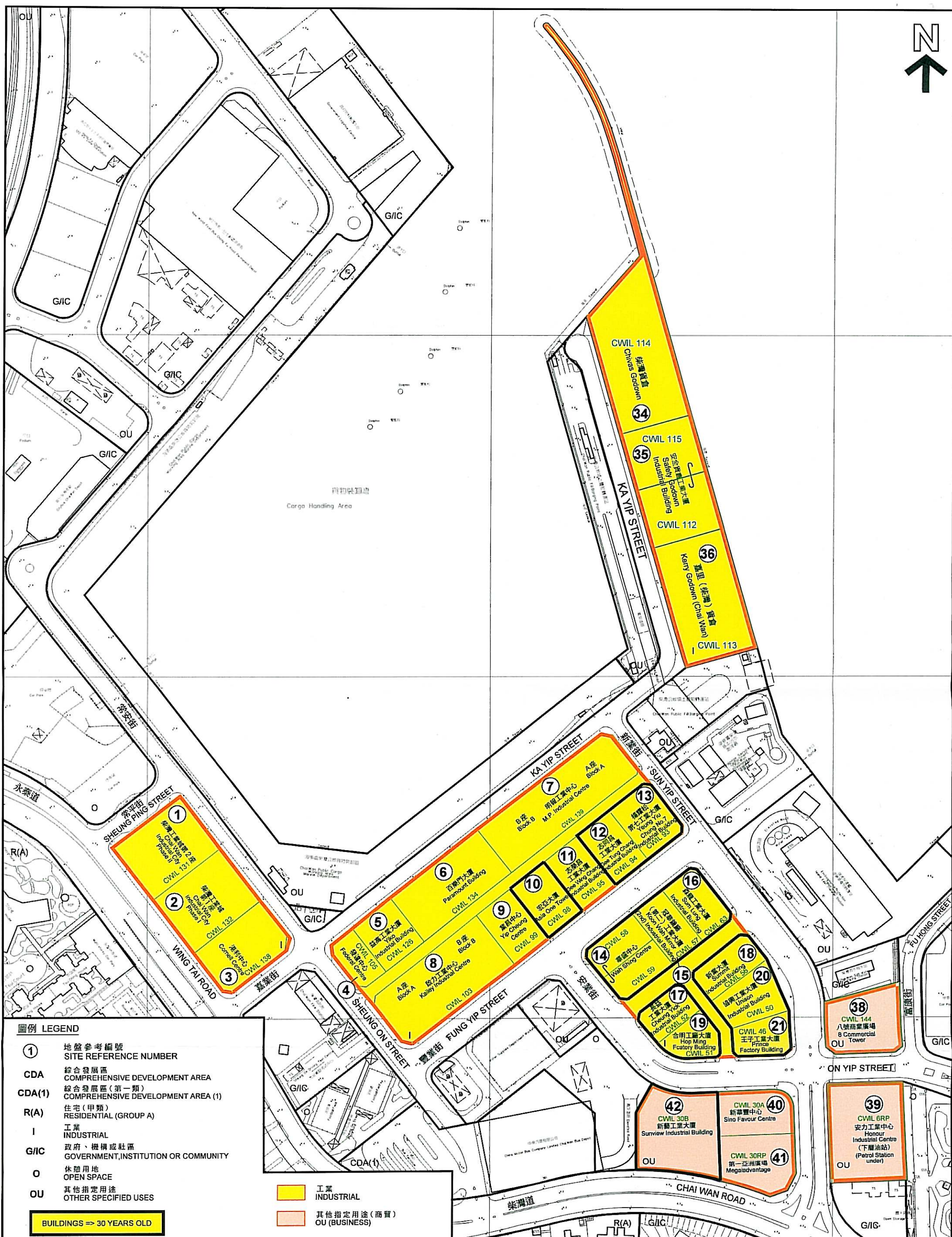
## PLANS

## PLANS









圖例 LEGEND

- ① 地盤參考編號  
SITE REFERENCE NUMBER
- CDA 綜合發展區  
COMPREHENSIVE DEVELOPMENT AREA
- CDA(1) 綜合發展區(第一類)  
COMPREHENSIVE DEVELOPMENT AREA (1)
- 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

BUILDINGS => 30 YEARS OLD

- 工業  
INDUSTRIAL
- 其他指定用途(商貿)  
OU (BUSINESS)

本摘要圖於2011年12月30日擬備，  
所根據的資料為測量圖編號  
11-SE-14D, 15C, 19B和20A  
EXTRACT PLAN PREPARED ON 30.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-14D, 15C, 19B & 20A

TRAFFIC ASSESSMENT FOR PROPOSED REDEVELOPMENT OF 2 AREAS IN CHAI WAN

SITE PLAN OF AREA 1

米 50 0 50 100 150 200 METRES  
SCALE 1 : 2 500 比例尺

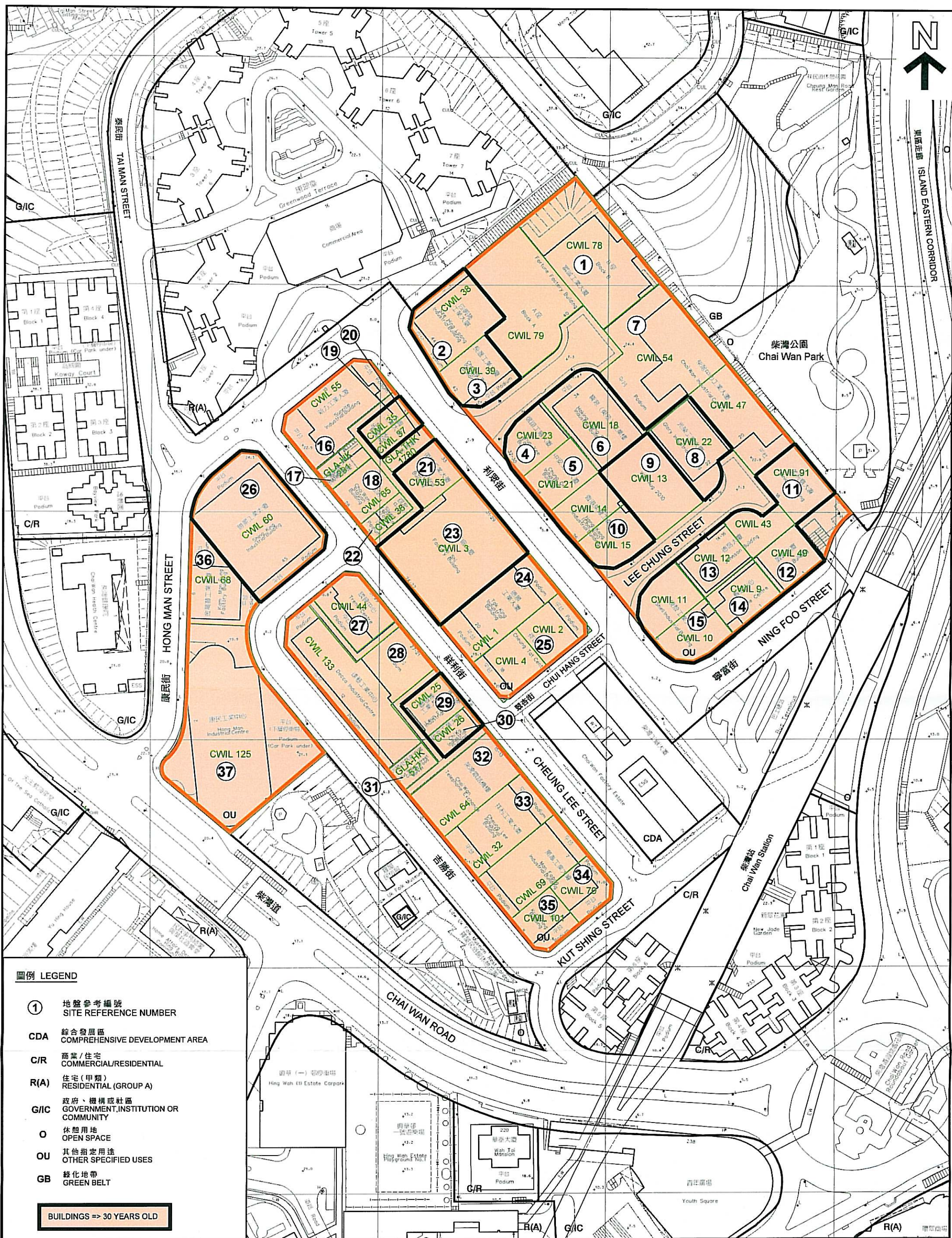
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/11/108

PLAN 2





圖例 LEGEND

- ① 地盤參考編號  
SITE REFERENCE NUMBER
- CDA 綜合發展區  
COMPREHENSIVE DEVELOPMENT AREA
- C/R 商業/住宅  
COMMERCIAL/RESIDENTIAL
- R(A) 住宅(甲類)  
RESIDENTIAL (GROUP A)
- 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
- GB 綠化地帶  
GREEN BELT

BUILDINGS => 30 YEARS OLD

本摘要圖於2011年12月30日擬備，  
所根據的資料為測量圖編號  
11-SE-19A和19C  
EXTRACT PLAN PREPARED ON 30.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-19A & 19C

TRAFFIC ASSESSMENT FOR PROPOSED REDEVELOPMENT OF 2 AREAS IN CHAI WAN

SITE PLAN OF AREA 2

SCALE 1:1 500 比例尺  
METRES 20 0 20 40 60 80 100 120 METRES

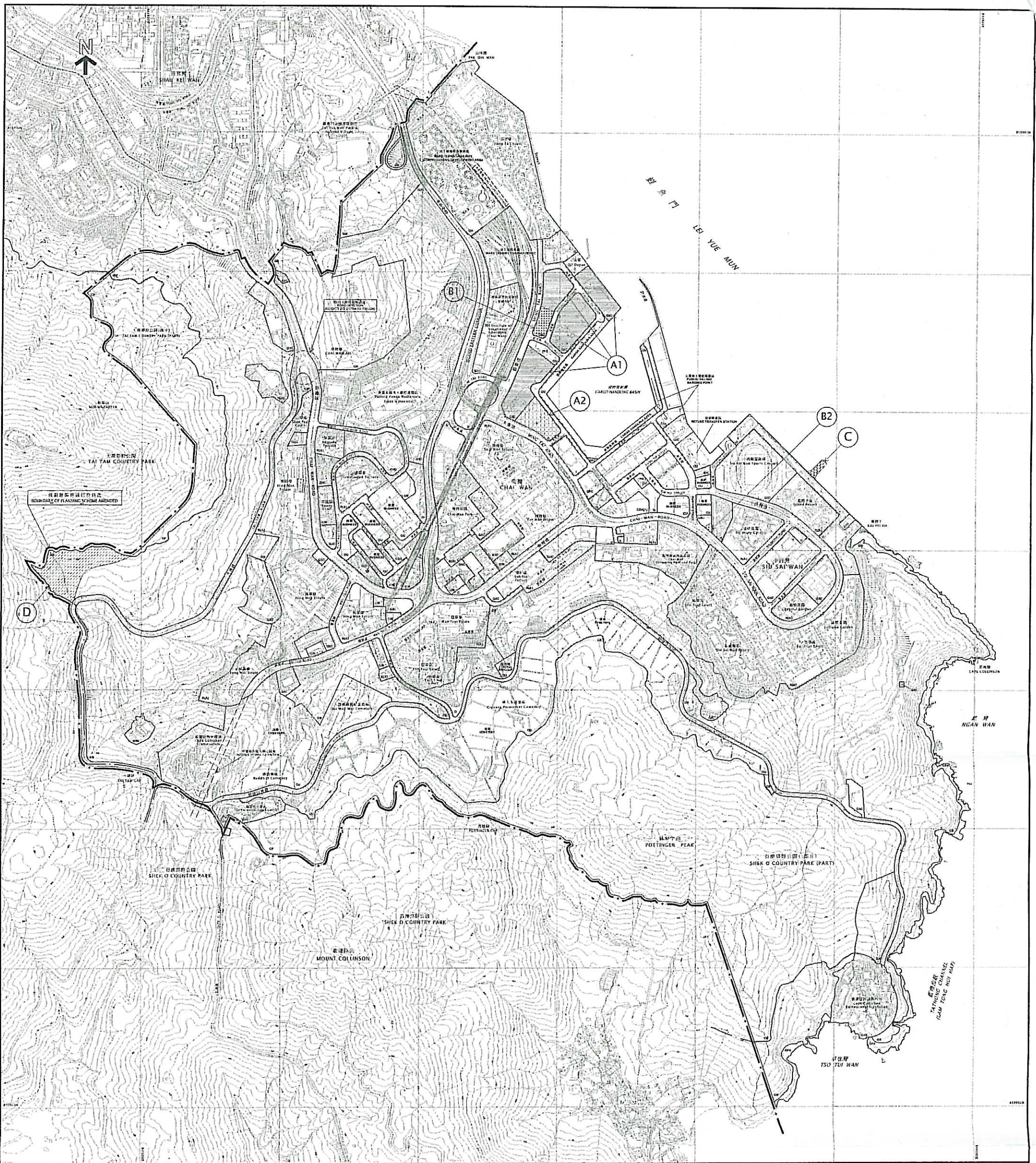
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/11/109

PLAN 3





**圖例 NOTATION**

<b>ZONES</b>	<b>地帶</b>	<b>COMMUNICATIONS</b>	<b>交通</b>
COMPREHENSIVE DEVELOPMENT AREA	CDA	RAILWAY AND STATION (UNDERGROUND)	鐵路車站 (地下)
COMMERCIAL / RESIDENTIAL	CR	RAILWAY AND STATION (ELEVATED)	鐵路車站 (高架)
RESIDENTIAL (GROUP A)	HR(A)	MAJOR ROAD AND JUNCTION	主要道路及路口
INDUSTRIAL	I	ELEVATED ROAD	高架道路
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC		
OPEN SPACE	O		
OTHER SPECIFIED USES	OS		
GREEN BELT	GB		
COASTAL PROTECTION AREA	CPA		
COUNTRY PARK	CP		
		<b>MISCELLANEOUS</b>	<b>其他</b>
		BOUNDARY OF PLANNING SCHEME	規劃區界線
		BOUNDARY OF COUNTRY PARK / SPECIAL AREA	郊野公園 / 特別地區界線
		PETROL FILLING STATION	加油站

**土地用途及面積一覽表 SCHEDULE OF USES AND AREAS**

USES	大約面積及百分比 APPROXIMATE AREA & %	用法
COMPREHENSIVE DEVELOPMENT AREA	1.02 0.25	綜合發展區
COMMERCIAL / RESIDENTIAL	3.04 0.50	商業 / 住宅
RESIDENTIAL (GROUP A)	72.31 11.78	住宅 (甲類)
INDUSTRIAL	0.60 1.00	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	28.34 12.77	政府、機構或社區
OPEN SPACE	20.62 3.36	休憩用地
OTHER SPECIFIED USES	99.90 14.63	其他指定用途
GREEN BELT	153.25 27.63	綠化地帶
COASTAL PROTECTION AREA	5.64 0.96	海岸保護區
COUNTRY PARK	113.43 19.61	郊野公園
MAJOR ROAD ETC.	50.45 8.22	主要道路等
TOTAL PLANNING SCHEME AREA	615.55 100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，現經修訂並按《城市規劃條例》第7條展示。  
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN AND HAVE BEEN AMENDED FOR EXHIBITION UNDER SECTION 7 OF THE TOWN PLANNING ORDINANCE

**草案編號 S/H 20/18 的修訂**  
AMENDMENTS TO DRAFT PLAN No. S/H20/18

AMENDMENT ITEM A1  
AMENDMENT ITEM A2  
AMENDMENT ITEM B1, B2  
AMENDMENT ITEM C  
AMENDMENT ITEM D

(參閱附表)  
(SEE ATTACHED SCHEDULE)





本摘要圖於2011年12月12日擬備，  
所根據的資料為地政總署拍攝的航攝照片  
EXTRACT PLAN PREPARED ON 12.12.2011  
BASED ON AERIAL PHOTO TAKEN  
BY LANDS DEPARTMENT

柴灣規劃區空中鳥瞰圖  
AERIAL OVERVIEW OF CHAI WAN PLANNING SCHEME AREA

檢討中的柴灣分區計劃大綱草圖編號 S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H20/10/25

圖 PLAN  
2





## 規劃的背景 THE PLANNING CONTEXT

### 柴灣規劃區的分區特色

## CHARACTERISTICS OF SUB-AREAS IN CHAI WAN PLANNING SCHEME AREA

本摘要圖於2011年12月16日擬備，所根據的資料為地政總署拍得的航攝照片  
EXTRACT PLAN PREPARED ON 16.12.2011  
BASED ON AERIAL PHOTO TAKEN BY LANDS DEPARTMENT

規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/121

圖 PLAN  
3





本摘要圖於2012年1月3日擬備，  
所根據的資料為測量圖編號  
11-SE-A, B, C和D  
EXTRACT PLAN PREPARED ON 3.1.2012  
BASED ON SURVEY SHEETS No.  
11-SE-A, B, C & D

### 實地照片取景位置 VIEWING POINTS OF SITE PHOTOS

檢討中的柴灣分區計劃大綱草圖編號S/H20/19

REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:13 000 比例尺

規劃署  
PLANNING  
DEPARTMENT

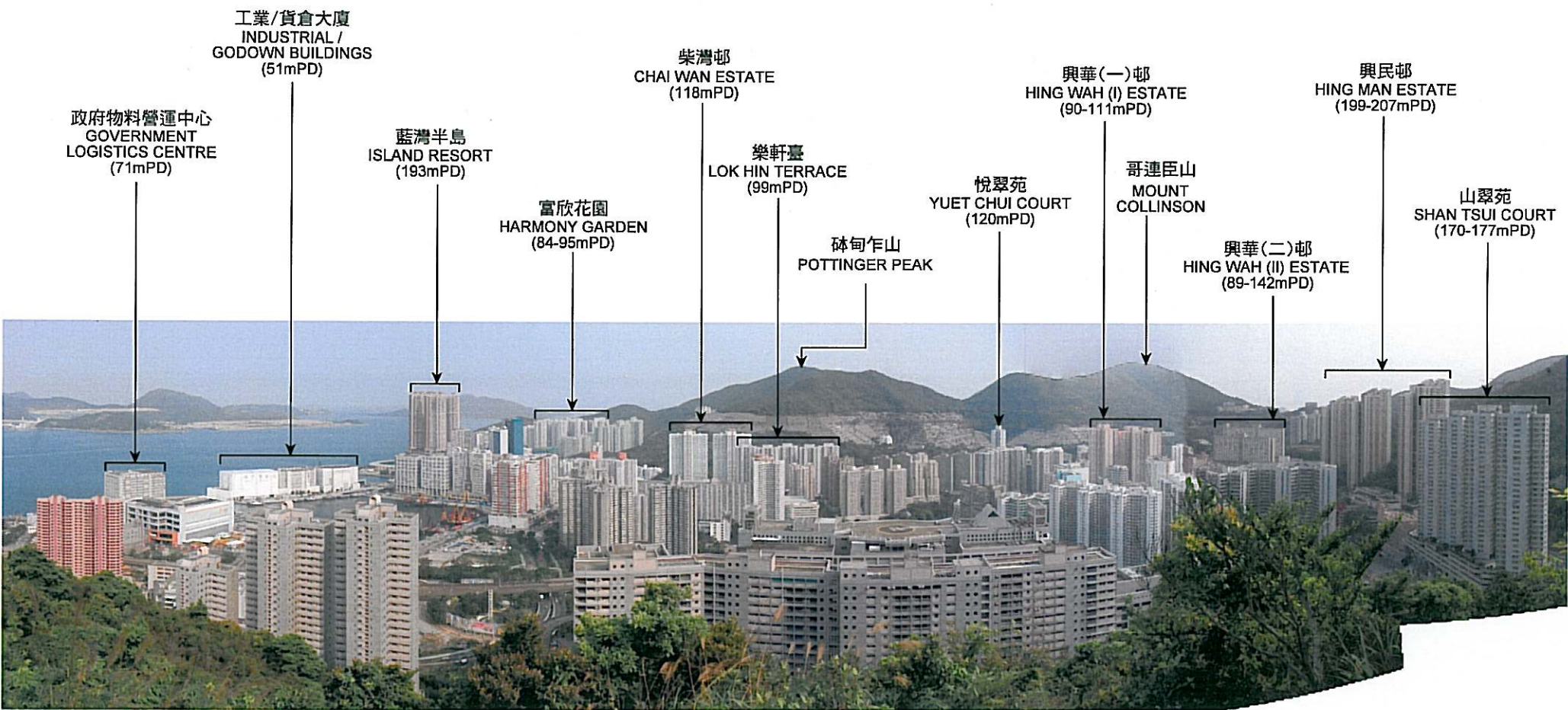


參考編號  
REFERENCE No.  
M/H20/10/127

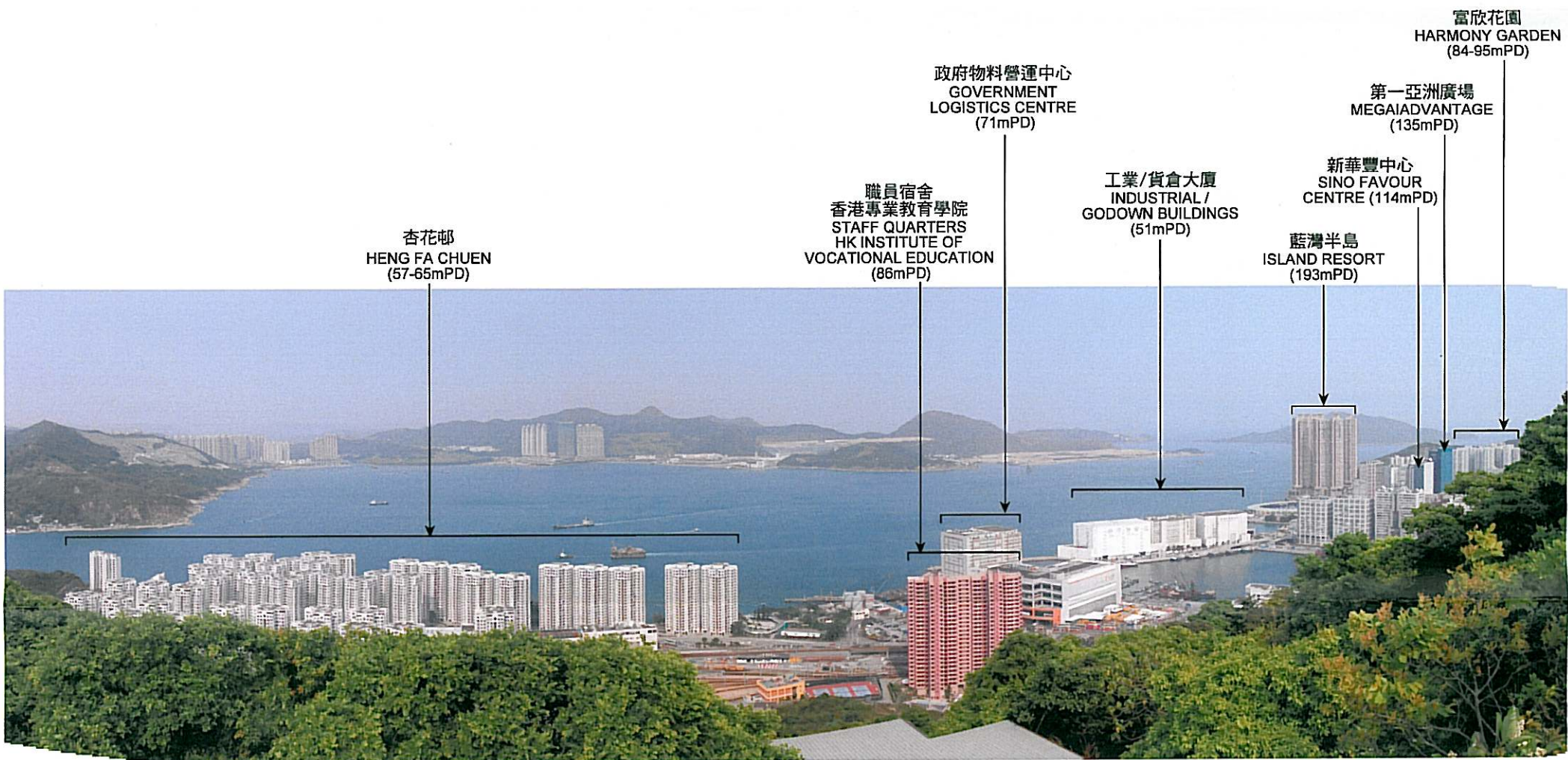
圖 PLAN  
4



取景位置 VIEWPOINT 1



取景位置 VIEWPOINT 2



實地照片 SITE PHOTOS

本圖於2011年12月15日攝備，所根據的資料為攝於2010年3月26日的實地照片  
EXTRACT PREPARED ON 15.12.2011  
BASED ON SITE PHOTO TAKEN ON 26.3.2010

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/124

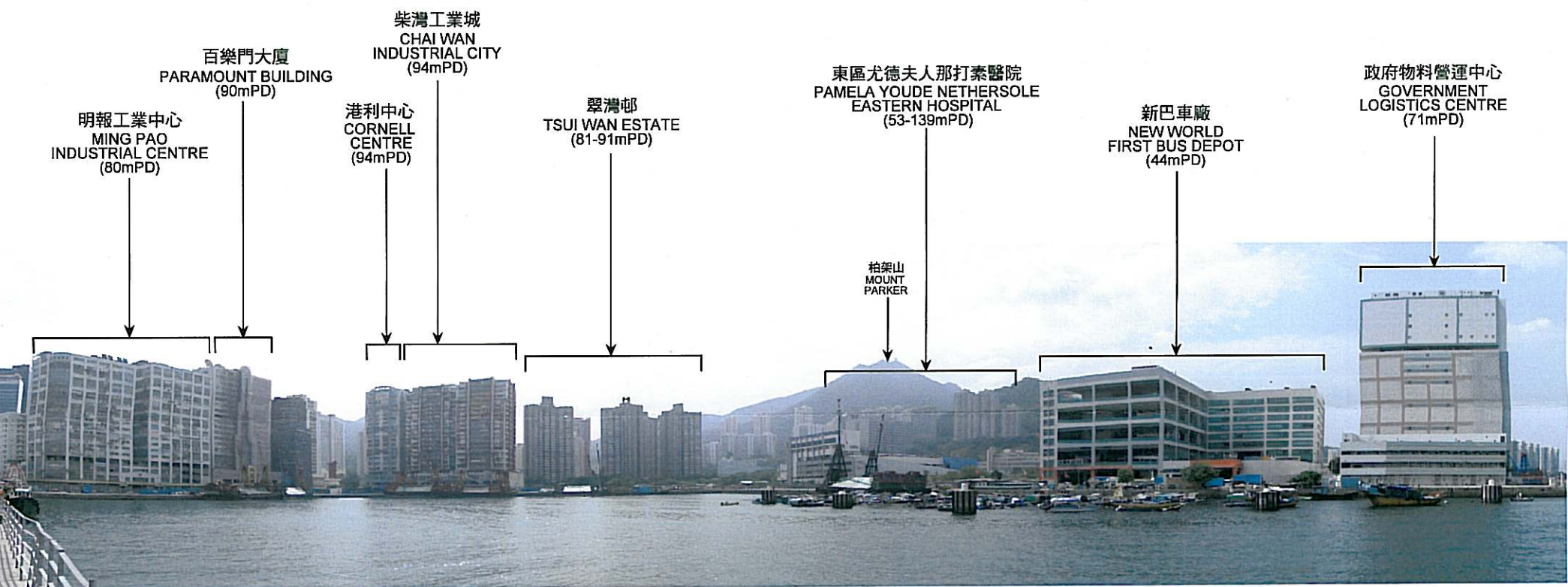
圖 PLAN  
5A



取景位置 VIEWPOINT 3



取景位置 VIEWPOINT 4



本圖於2011年12月15日擬備，所根據的資料為攝於2010年3月26日(上)及2010年10月3日(下)的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON 26.3.2010 (UPPER) & 3.10.2010 (LOWER)

實地照片 SITE PHOTOS

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

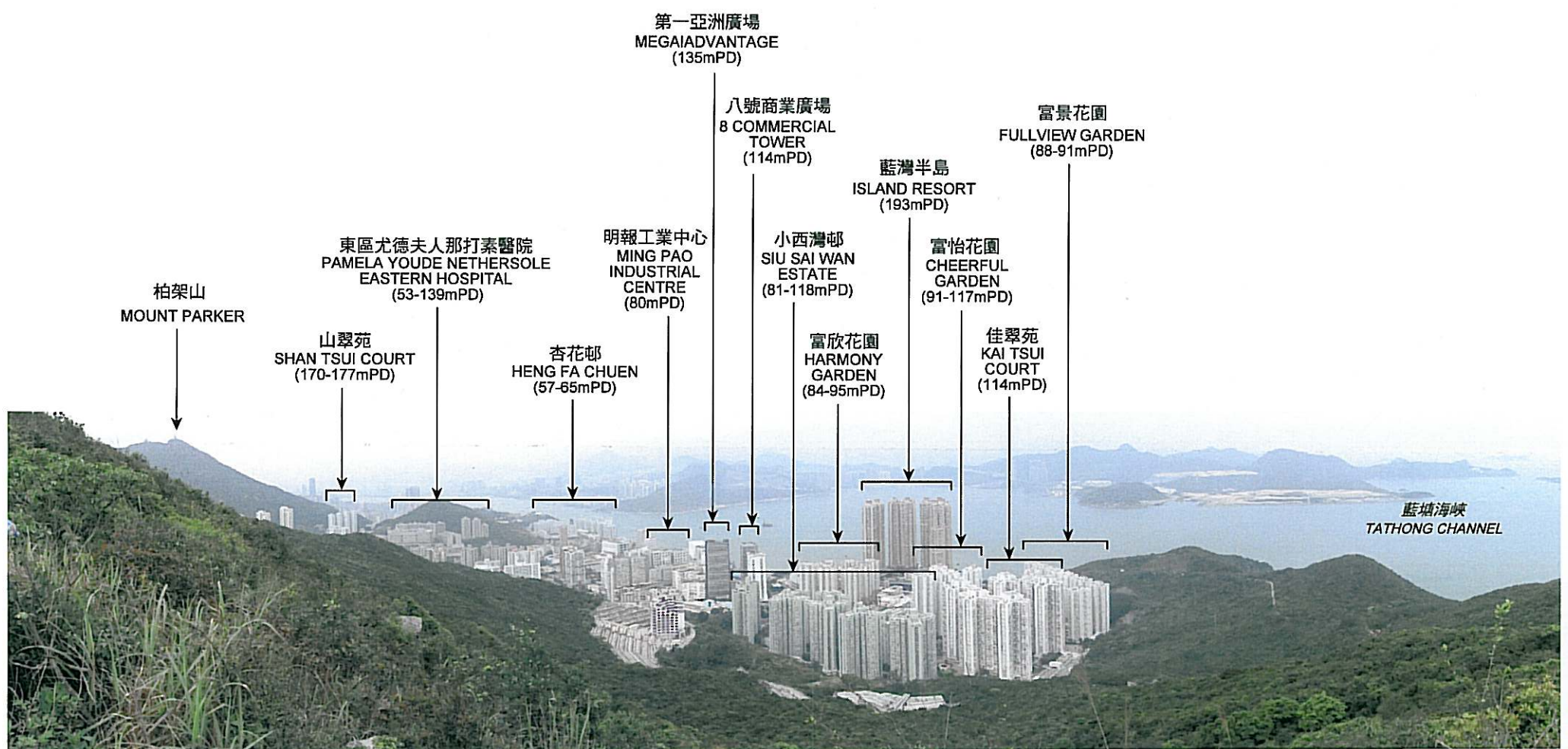
規劃署  
PLANNING  
DEPARTMENT

參考編號  
REFERENCE No.  
M/H20/10/126

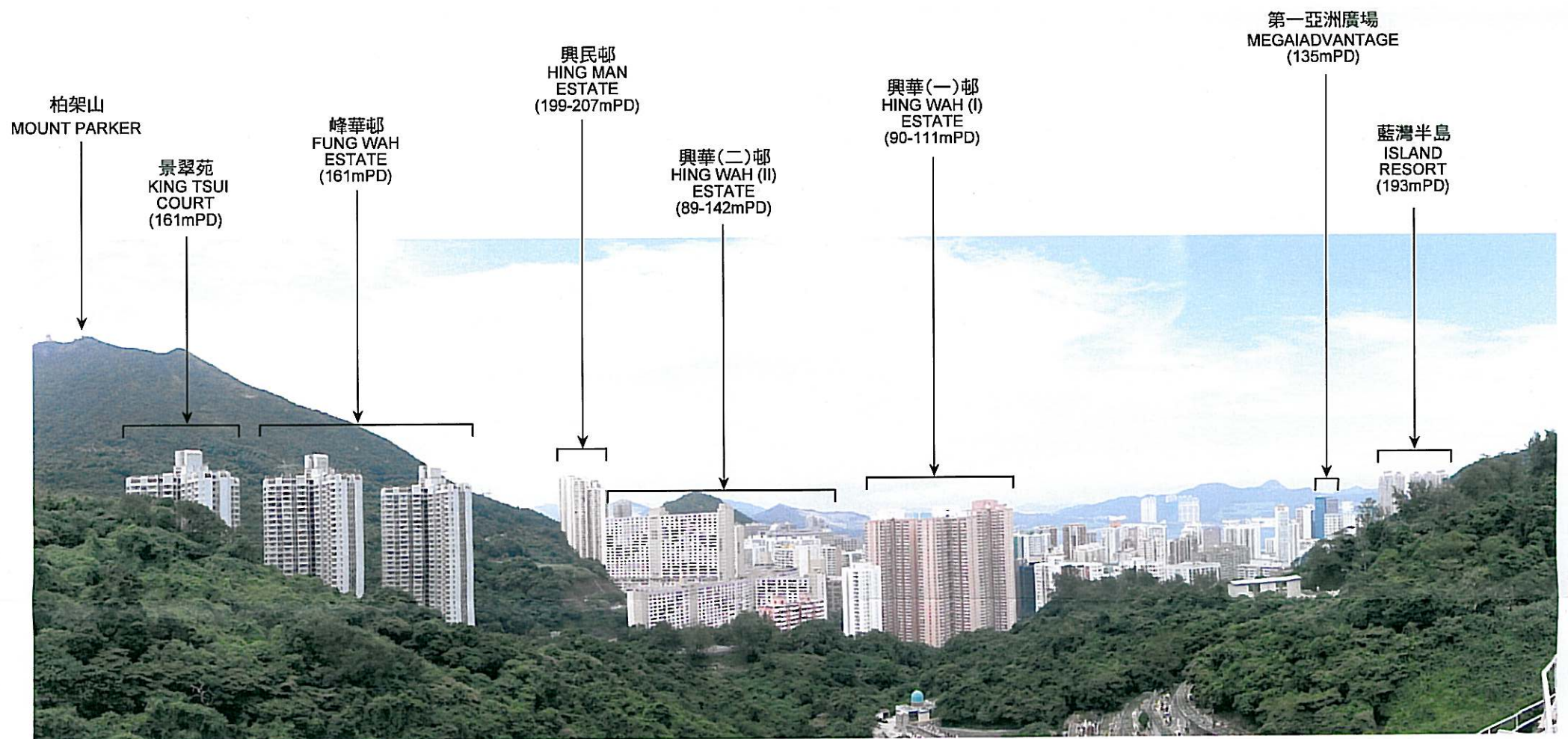
圖 PLAN  
5B



取景位置 VIEWPOINT 5



取景位置 VIEWPOINT 6



實地照片 SITE PHOTOS

本圖於2011年12月15日擬備，所根據的資料為攝於2010年3月20日(上)及2010年9月5日(下)的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON 20.3.2010 (UPPER) & 5.9.2010 (LOWER)

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT

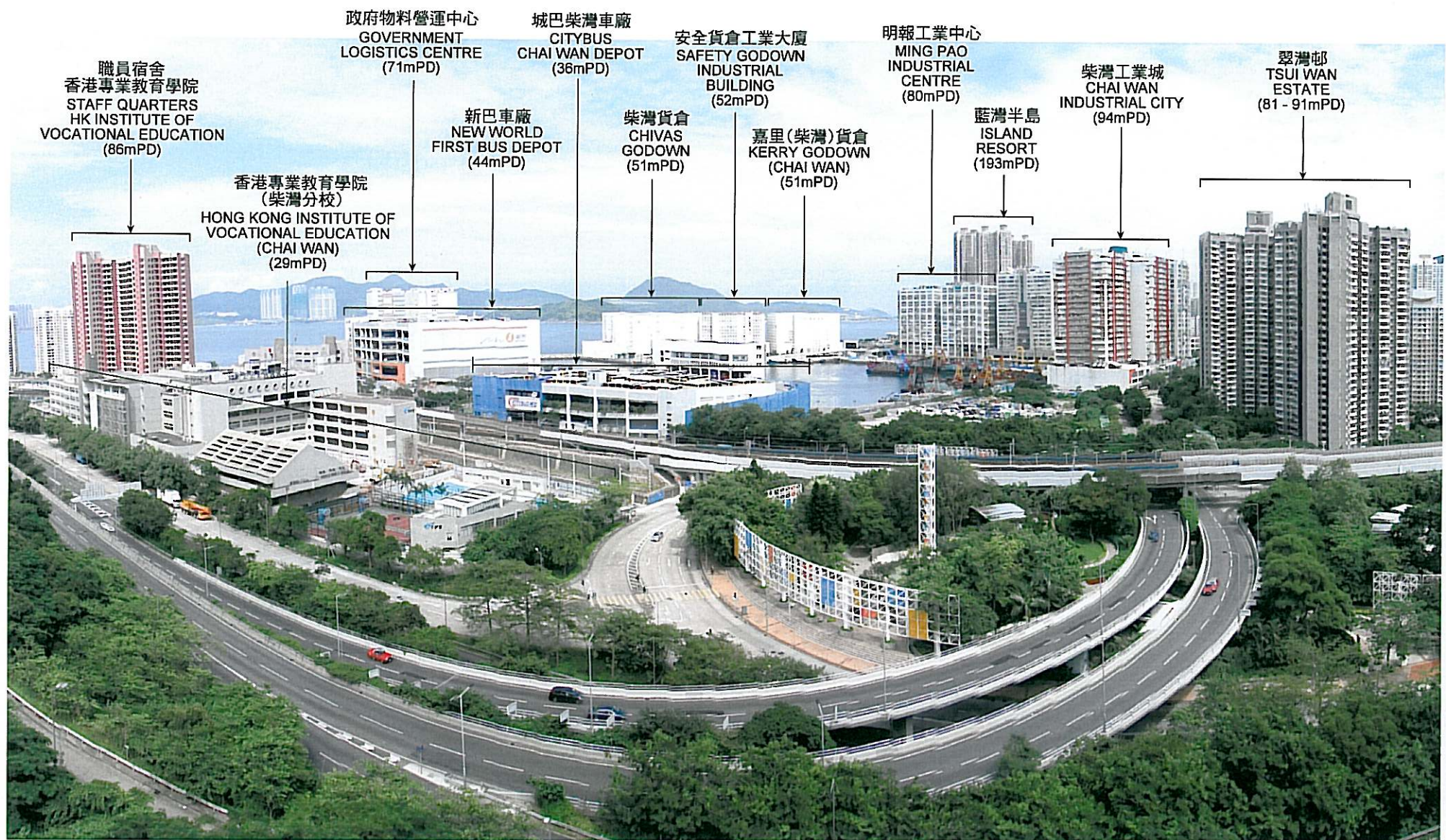


參考編號  
REFERENCE No.  
M/H20/10/167

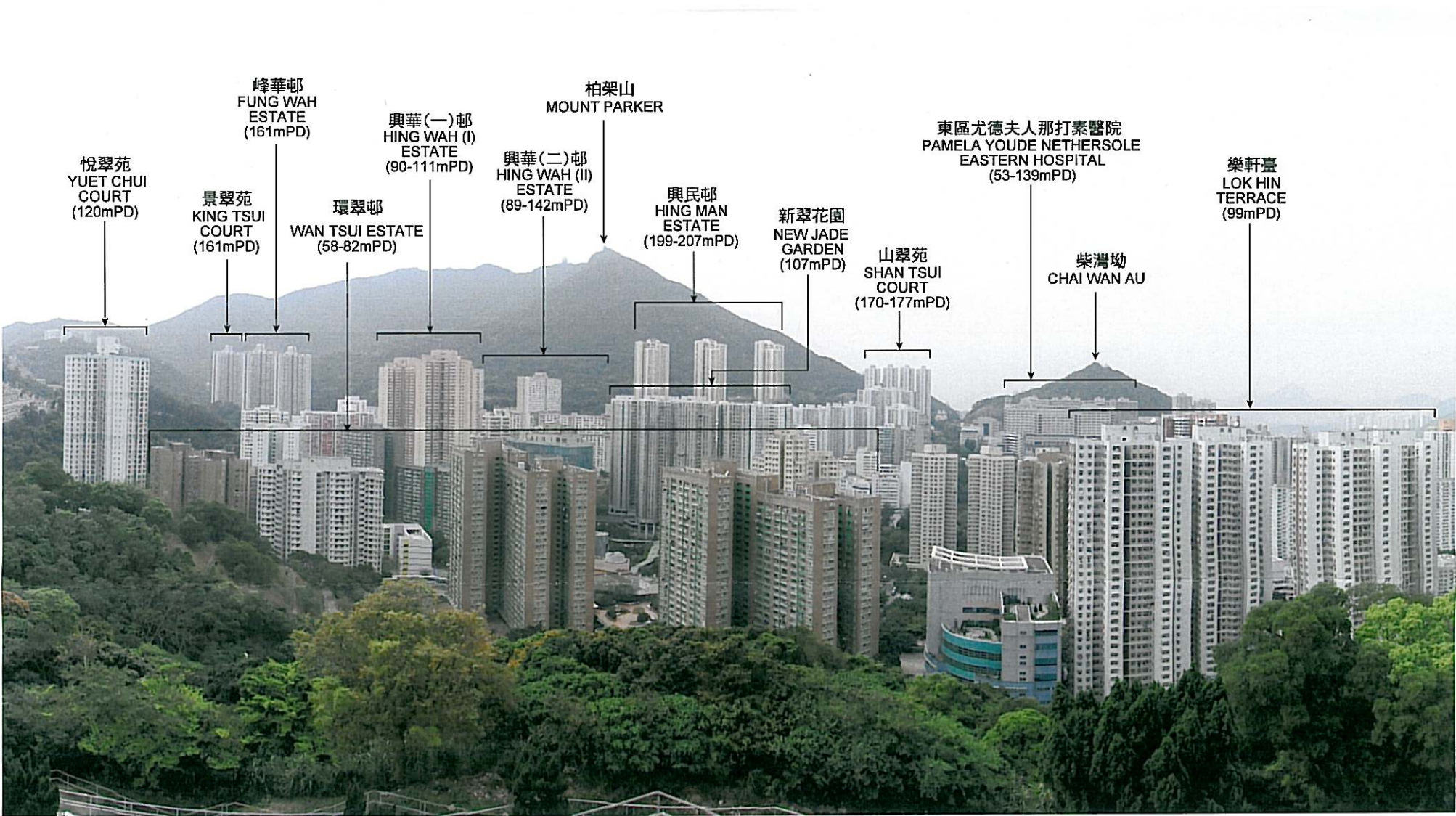
圖 PLAN  
5C



取景位置 VIEWPOINT 7



取景位置 VIEWPOINT 8



實地照片 SITE PHOTOS

本圖於2011年12月15日擬備，所根據的資料為攝於2010年9月5日(上)及2010年3月20日(下)的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON 5.9.2010 (UPPER) & 20.3.2010 (LOWER)

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT

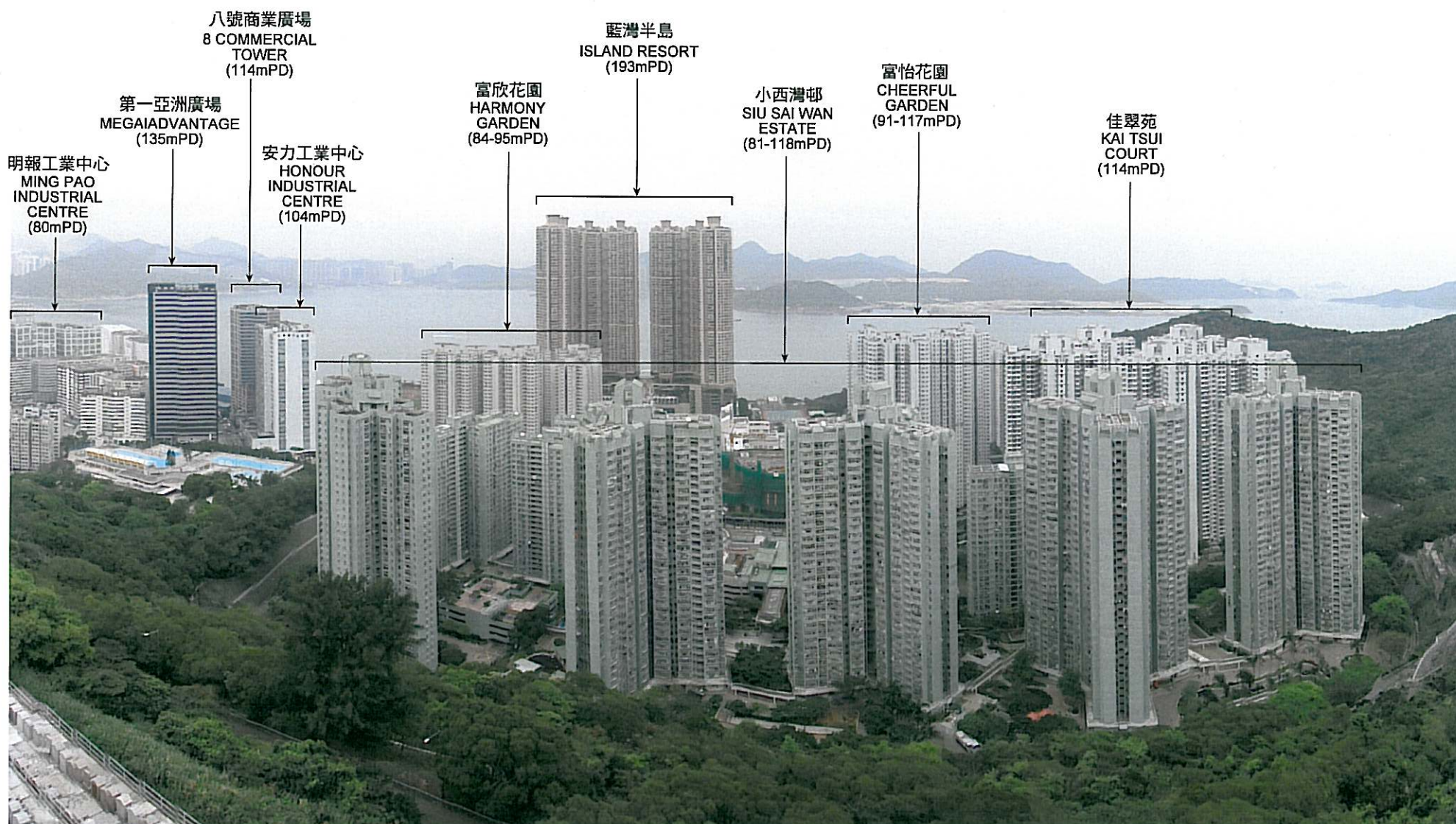


參考編號  
REFERENCE No.  
M/H20/10/172

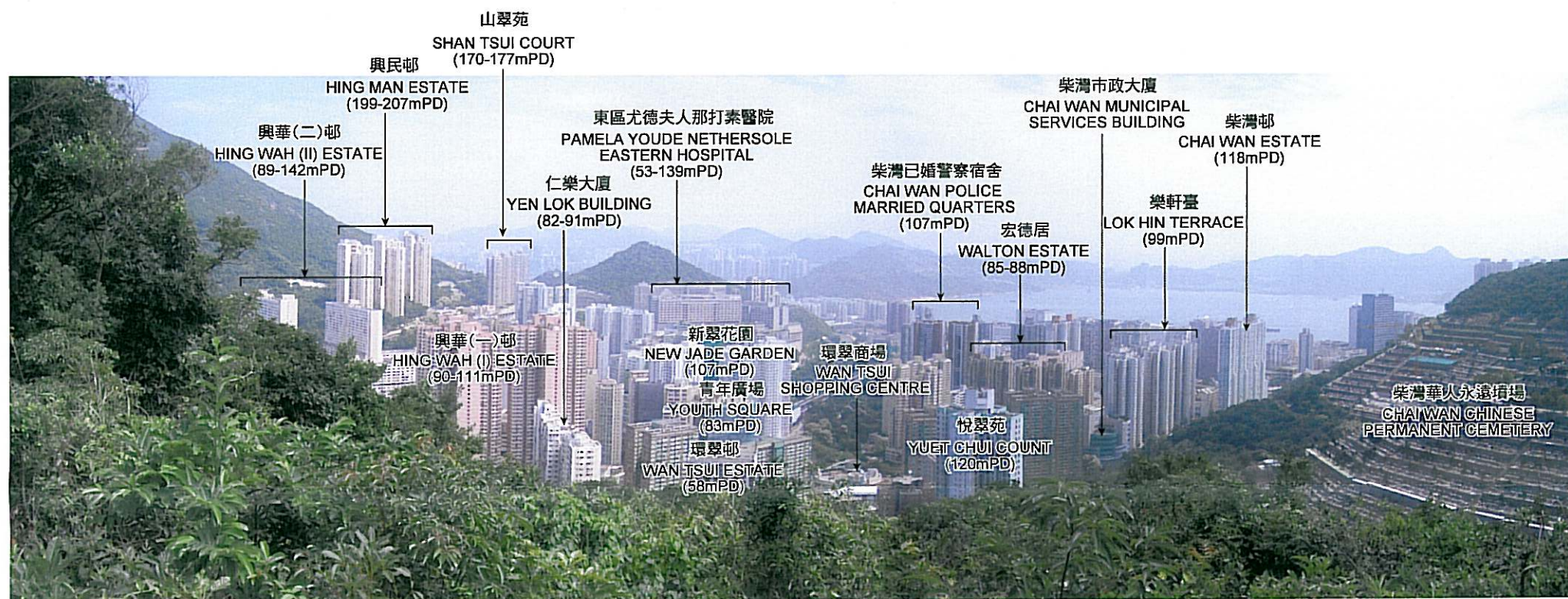
圖 PLAN  
5D



取景位置 VIEWPOINT 9



取景位置 VIEWPOINT 10



實地照片 SITE PHOTOS

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT

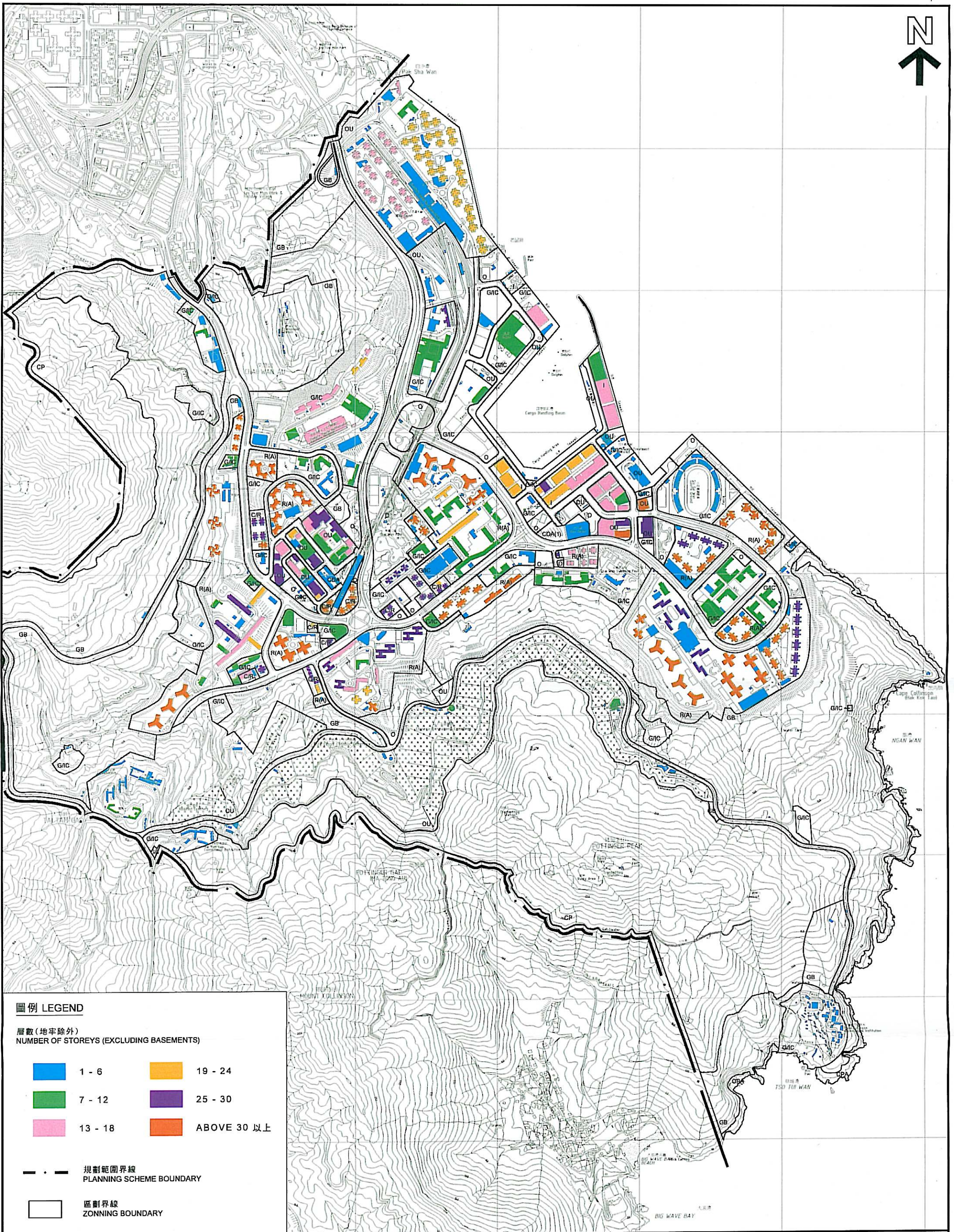


參考編號  
REFERENCE No.  
M/H20/10/168

圖 PLAN  
5E

本圖於2011年12月15日擬備，所根據的資料為攝於2010年3月20日(上)及2010年5月26日(下)的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON  
20.3.2010 (UPPER) & 26.5.2010 (LOWER)





圖例 LEGEND

層數 (地庫除外)  
NUMBER OF STOREYS (EXCLUDING BASEMENTS)

	1 - 6		19 - 24
	7 - 12		25 - 30
	13 - 18		ABOVE 30 以上

— . — 規劃範圍界線  
PLANNING SCHEME BOUNDARY

□ 區劃界線  
ZONING BOUNDARY

本摘要圖於2011年12月14日擬備，  
所根據的資料為測量圖編號  
11-SE-B、D和15-NE-B  
EXTRACT PLAN PREPARED ON 14.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-B, D & 15-NE-B

柴灣規劃區的現有建築物高度概況(層數)  
EXISTING BUILDING HEIGHT PROFILE FOR CHAI WAN PLANNING SCHEME AREA ( NUMBER OF STOREYS)

檢討中的柴灣分區計劃大綱草圖編號 S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1 : 12 000 比例尺

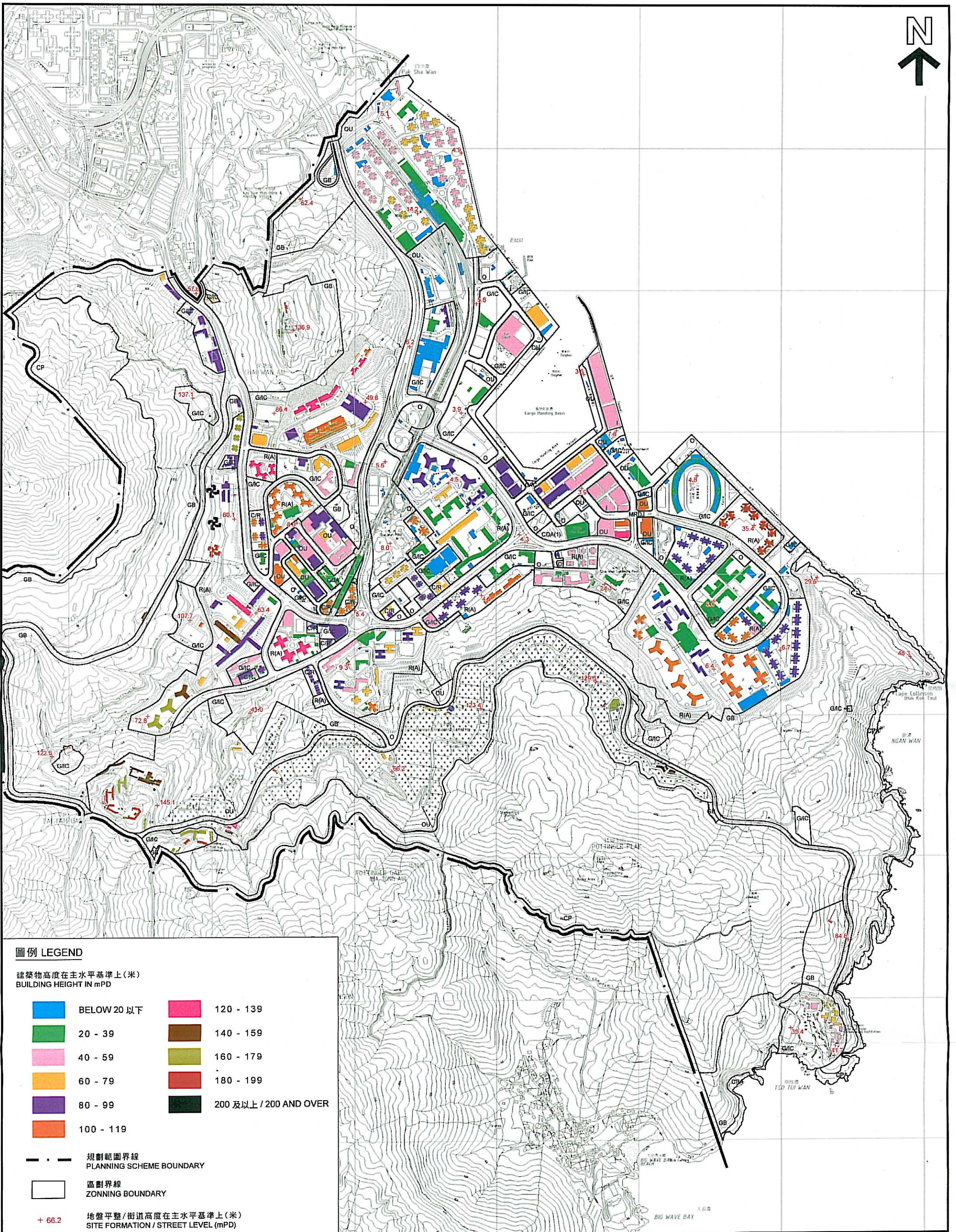
規劃署  
PLANNING  
DEPARTMENT 

參考編號  
REFERENCE No.

M/H20/10/21

圖 PLAN  
6





本摘要圖於2011年12月12日擬備，  
所根據的資料為測量圖編號  
11-SE-B、D和15-NE-B  
EXTRACT PLAN PREPARED ON 12.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-B, D & 15-NE-B

柴灣規劃區的現有建築物高度概況(在主水平基準上若干米)  
EXISTING BUILDING HEIGHT PROFILE FOR CHAI WAN PLANNING SCHEME AREA  
(IN METRES ABOVE PRINCIPAL DATUM)

檢討中的柴灣分區計劃大綱草圖編號 S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1 : 12 000 比例尺

規劃署  
PLANNING  
DEPARTMENT

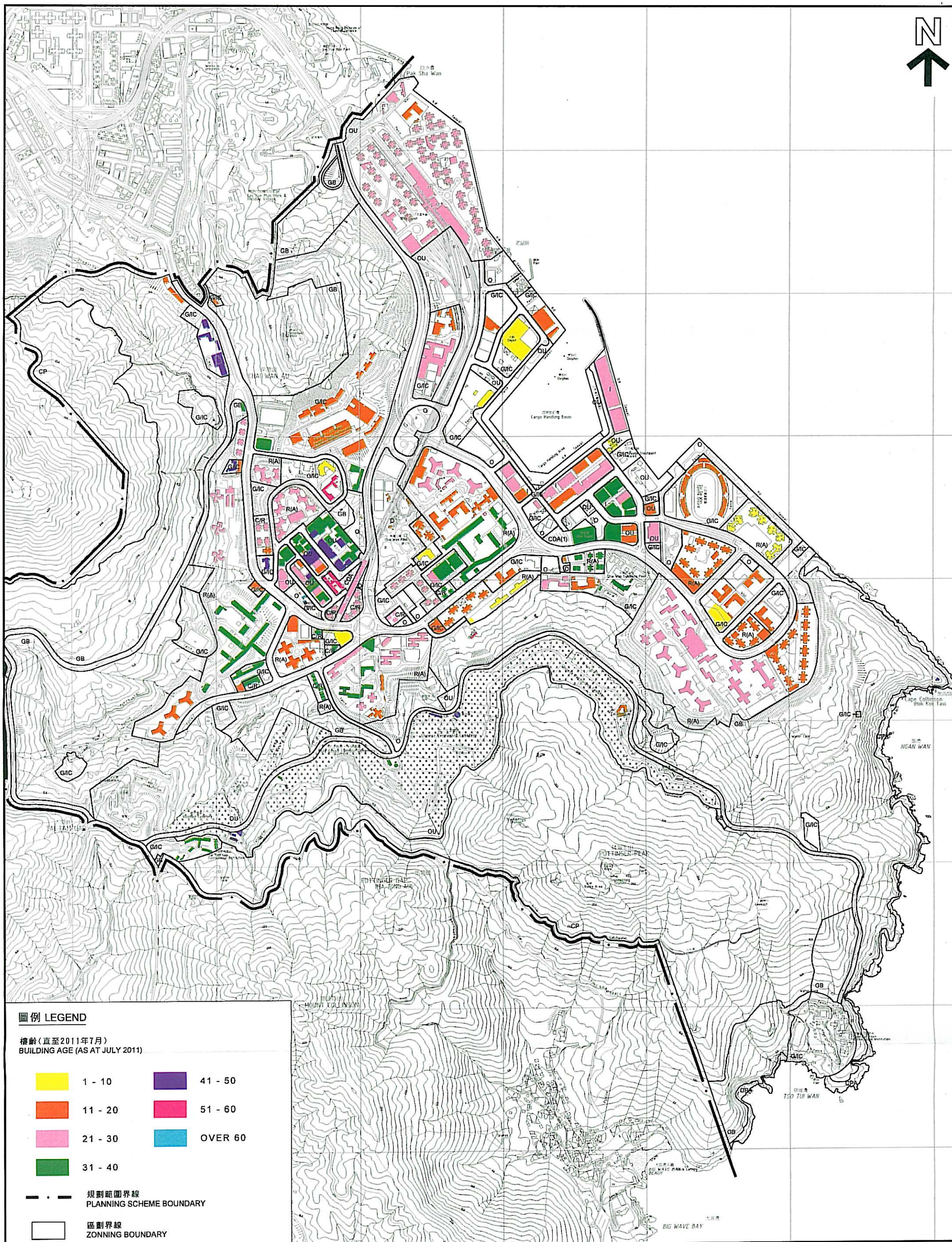


參考編號  
REFERENCE No.

M/H20/10/22

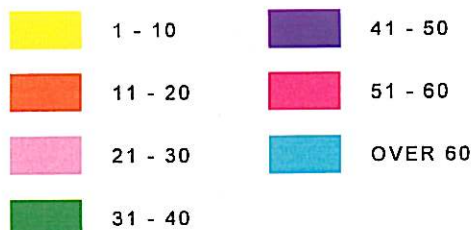
圖 PLAN  
7





圖例 LEGEND

樓齡 (直至2011年7月)  
BUILDING AGE (AS AT JULY 2011)



--- 規劃範圍界線  
PLANNING SCHEME BOUNDARY

□ 區劃界線  
ZONING BOUNDARY

本摘要圖於2011年12月12日擬備，  
所根據的資料為測量圖編號  
11-SE-B, D和15-NE-B  
EXTRACT PLAN PREPARED ON 12.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-B, D & 15-NE-B

建築物樓齡概況  
BUILDING AGE PROFILE

檢討中的柴灣分區計劃大綱草圖編號 S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1 : 12 000 比例尺

規劃署  
PLANNING  
DEPARTMENT



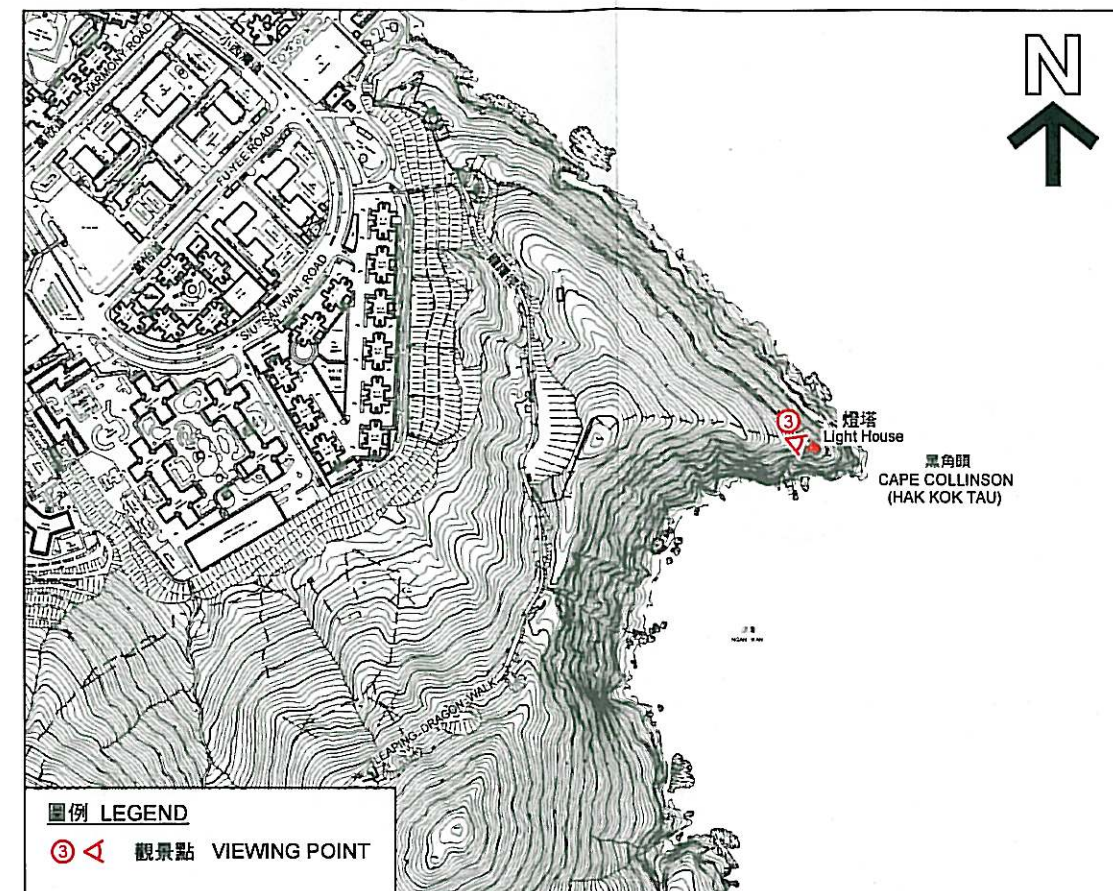
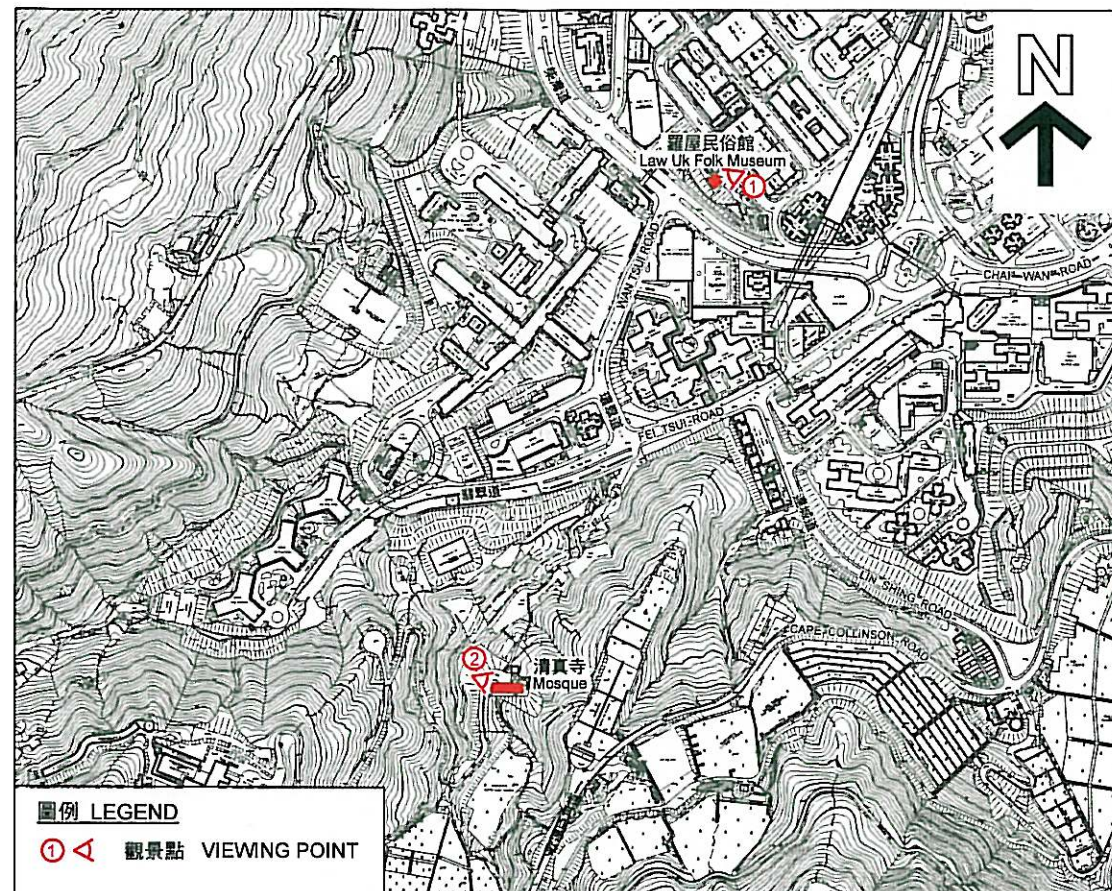
參考編號  
REFERENCE No.

M/H20/10/79

圖 PLAN

8





觀景點 VIEWING POINT 1



法定古蹟 - 羅屋  
DECLARED MONUMENT - LAW UK

觀景點 VIEWING POINT 2



三級歷史建築物 - 回教墳場清真寺  
GRADE III HISTORIC BUILDING - CAPE COLLINSON MUSLIM CEMETERY, MOSQUE

觀景點 VIEWING POINT 3



三級歷史建築物 - 歌連臣角燈塔  
GRADE III HISTORIC BUILDING - CAPE COLLINSON LIGHTHOUSE

本摘要圖於2011年12月12日擬備，所根據的資料為測量圖編號11-SE-18B, D, 19A, B, C, D, 20A, B, C, D, 23B, 24A, B, 和25A, B 及攝於2010年8月1日及2010年9月5日的實地照片  
EXTRACT PLAN PREPARED ON 12.12.2011  
BASED ON SURVEY SHEETS No. 11-SE-18B, D, 19A, B, C, D, 20A, B, C, D, 23B, 24A, B & 25A, B  
SITE PHOTOS TAKEN ON 1.8.2010 & 5.9.2010

歷史建築物  
HISTORIC BUILDINGS  
檢討中的柴灣分區計劃大綱草圖編號 S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1 : 8 000

規劃署  
PLANNING DEPARTMENT

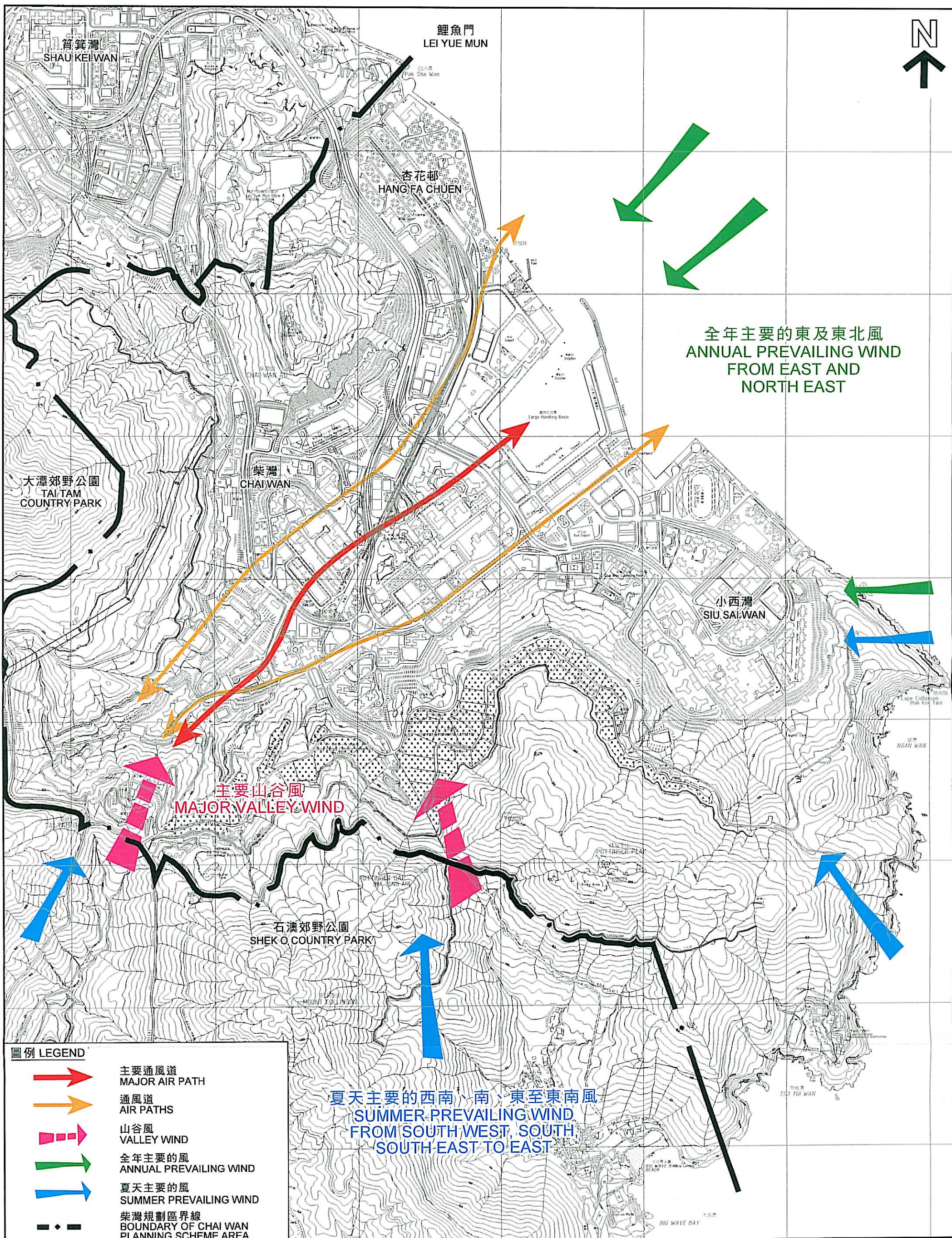


參考編號  
REFERENCE No.

M/H20/10/136

圖 PLAN  
9





本摘要圖於2012年1月3日擬備，  
所根據的資料為測量圖編號  
11-SE-B, D和15-NE-B  
EXTRACT PLAN PREPARED ON 3.1.2012  
BASED ON SURVEY SHEETS No.  
11-SE-B, D & 15-NE-B

柴灣規劃區主要通風廊的位置  
LOCATION OF MAJOR AIR PATHS IN CHAI WAN PLANNING SCHEME AREA

檢討中的柴灣分區計劃大綱草圖編號 S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1 : 12 000 比例尺

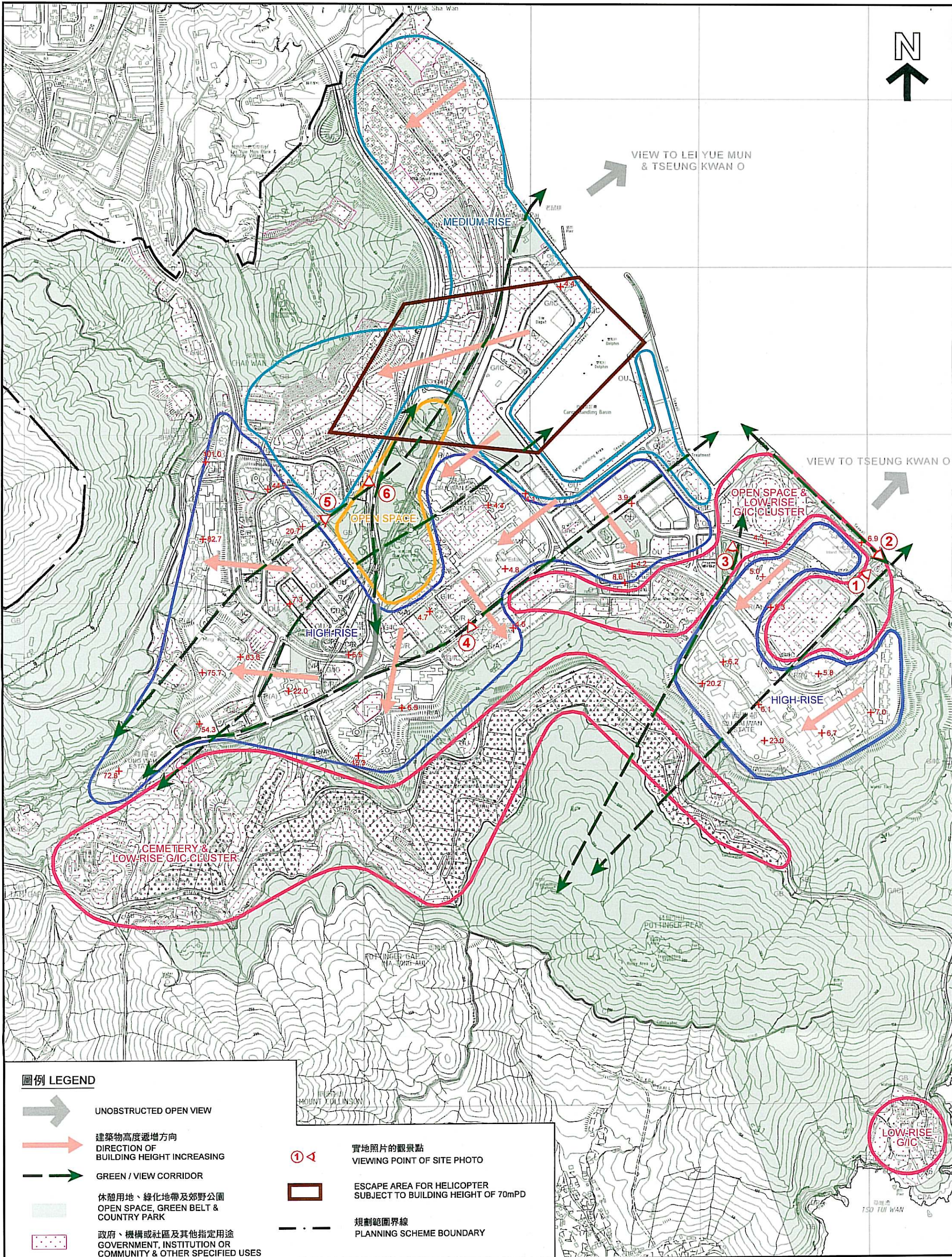
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/186

圖 PLAN  
10





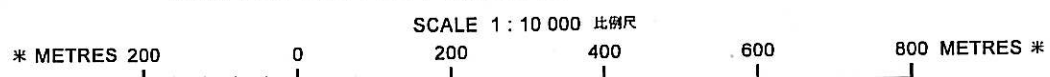
**圖例 LEGEND**

-  UNOBSTRUCTED OPEN VIEW
-  建築物高度遞增方向  
DIRECTION OF BUILDING HEIGHT INCREASING
-  GREEN / VIEW CORRIDOR
-  休憩用地、綠化地帶及郊野公園  
OPEN SPACE, GREEN BELT & COUNTRY PARK
-  政府、機構或社區及其他指定用途  
GOVERNMENT, INSTITUTION OR COMMUNITY & OTHER SPECIFIED USES
-  實地照片的觀景點  
VIEWING POINT OF SITE PHOTO
-  ESCAPE AREA FOR HELICOPTER  
SUBJECT TO BUILDING HEIGHT OF 70mPD
-  規劃範圍界線  
PLANNING SCHEME BOUNDARY

本摘要圖於2011年12月30日擬備，所根據的資料為：  
於2011年11月11日展示的分區計劃大綱圖  
編號 S/H20/19及測量圖編號 11-SE-B和D  
EXTRACT PLAN PREPARED ON 30.12.2011 BASED ON  
OUTLINE ZONING PLAN No. S/H20/19 EXHIBITED ON  
11.11.2011 AND SURVEY SHEETS No. 11-SE-B & D

**擬議建築物高度概況構思圖**  
**CONCEPT PLAN FOR THE PROPOSED BUILDING HEIGHT PROFILE**

檢討中的柴灣分區計劃大綱草圖編號 S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19



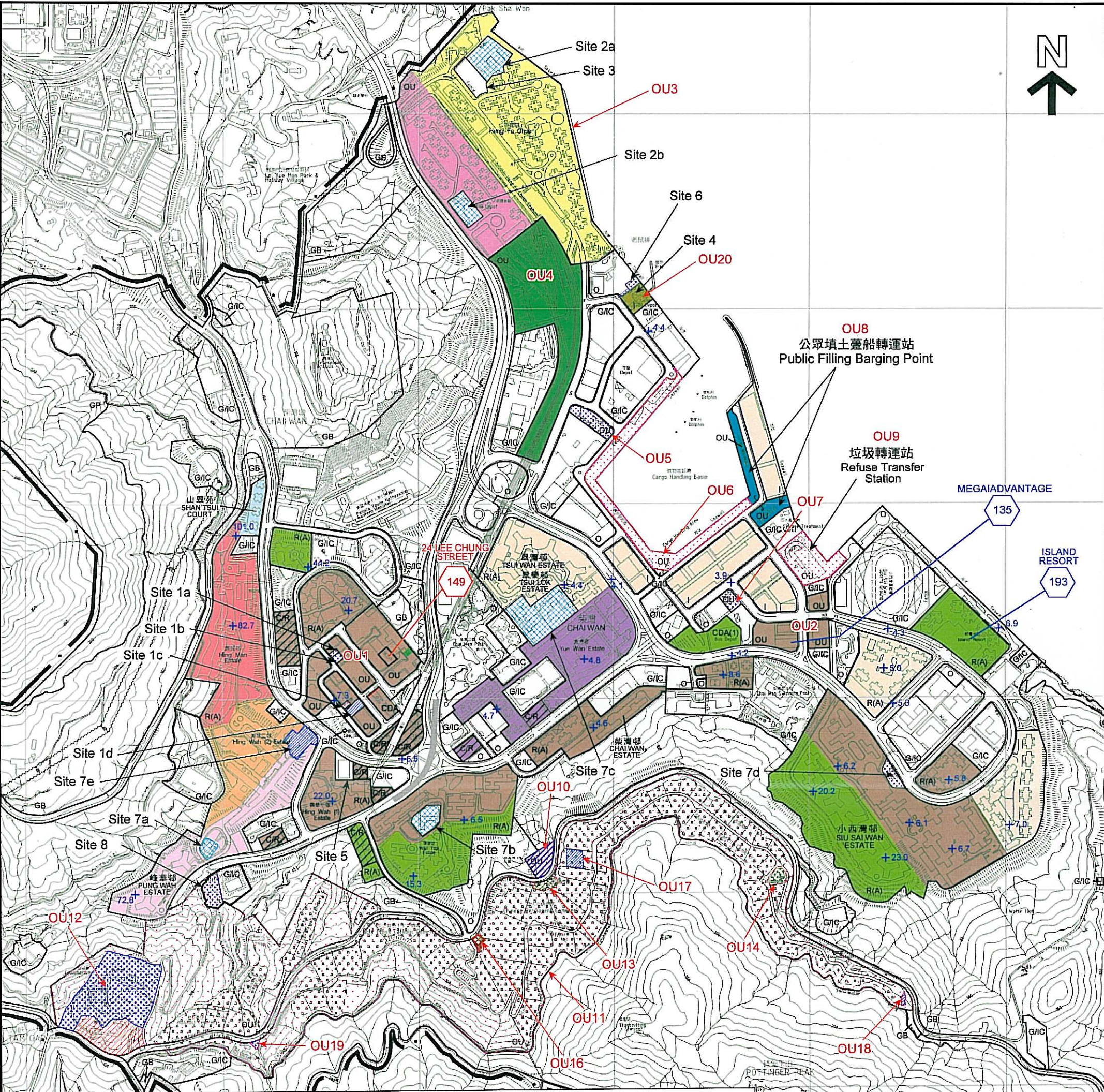
規劃署  
PLANNING  
DEPARTMENT



M/H20/10/189

圖 PLAN  
11





圖例 LEGEND

擬議最高建築物高度在主水平基準以上(米)  
PROPOSED MAXIMUM BUILDING HEIGHT  
IN METRES ABOVE PRINCIPAL DATUM (mPD)

20	90	160
21	100	180
23	110	190
35	120	210
70	140	

擬議的最高層數  
PROPOSED MAX. NO. OF STOREYS

1 層 Storey	7 層 Storeys
2 層 Storeys	8 層 Storeys
3 層 Storeys	9 層 Storeys
4 層 Storeys	10 層 Storeys
5 層 Storeys	12 層 Storeys

SITE

1a - 1d	PROPOSED REZONING FROM "OU(B)" TO "G/I/C"
2a - 2b	PROPOSED REZONING FROM "OU (MTRCDA)" TO "G/I/C" & "G/I/C(3)"
3	PROPOSED REZONING FROM "OU (MTRCDA)" TO "O"
4	PROPOSED REZONING FROM "I" TO "OU(OIL DEPOT)"
5	PROPOSED REZONING FROM "R(A)" TO "O"
6	PROPOSED REZONING FROM "I" & "O" TO "G/I/C"
7a - 7e	PROPOSED REZONING FROM "R(A)" TO "G/I/C"
8	PROPOSED REZONING FROM "OU (CEMETERY)" TO "G/I/C"



PROPOSED REZONING FROM "C/R" TO "R(A)"

+36.1

地盤平整 / 街道高度在主水平基準以上(米)  
Site Formation / Street Level (mPD)

135

超過擬議高度限制的現有建築物  
Existing Buildings Exceeding Proposed Building Height Restrictions

149

超過擬議高度限制的擬定發展  
Committed Development Exceeding Proposed Building Height Restrictions

本摘要圖於2012年1月4日擬備，所根據的資料為：  
於2011年11月11日展示的分區計劃大綱圖  
編號 S/H20/19及測量圖編號11-SE-B和D  
EXTRACT PLAN PREPARED ON 4.1.2012 BASED ON  
OUTLINE ZONING PLAN No.S/H20/19 EXHIBITED ON  
11.11.2011 AND SURVEY SHEETS No. 11-SE-B & D

柴灣規劃區 "綜合發展區"、"住宅(甲類)"、"工業"及"其他指定用途"地帶的  
擬議建築物高度限制  
PROPOSED BUILDING HEIGHT RESTRICTIONS ON "CDA", "R(A)", "I" AND "OU" ZONES  
IN CHAI WAN PLANNING SCHEME AREA

SCALE 1:10 000 比例尺

\* METRES 200 0 200 400 600 800 METRES \*

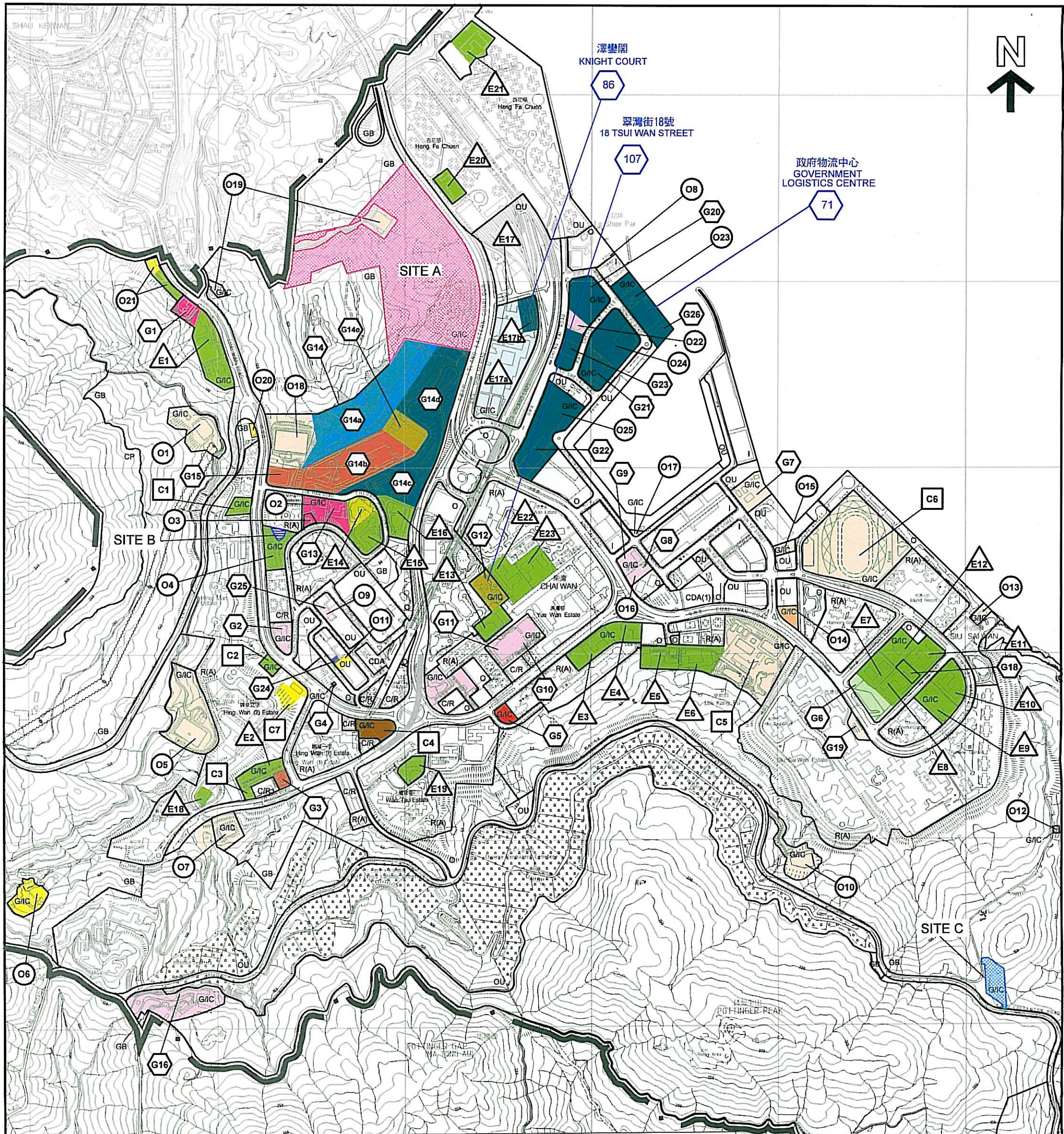
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/181

圖 PLAN  
12





# 圖例 LEGEND

圖例	PROPOSED MAX. NO. OF STOREYS	地點 SITE	擬議由「政府、機構或社區」地帶改劃為「綠化地帶」 PROPOSED REZONING FROM "G/C" TO "GB"
區劃界線 ZONING BOUNDARY	1 層 STOREYS	A	擬議由「政府、機構或社區」地帶改劃為「綠化地帶」 PROPOSED REZONING FROM "G/C" TO "GB"
地點參考編號 SITE REFERENCE NUMBER	2 層 STOREYS	B	擬議由「政府、機構或社區」地帶改劃為「休憩用地」地帶 PROPOSED REZONING FROM "G/C" TO "O"
規劃範圍界線 PLANNING SCHEME BOUNDARY	3 層 STOREYS	C	擬議由「政府、機構或社區」地帶改劃為「綠化地帶」 PROPOSED REZONING FROM "G/C" TO "GB"
擬議最高建築物高度在主水平基準以上(米) PROPOSED MAXIMUM BUILDING HEIGHT IN METRES ABOVE PRINCIPAL DATUM (mPD)	4 層 STOREYS		
55 mPD	5 層 STOREYS		
60 mPD	8 層 STOREYS		
70 mPD	9 層 STOREYS		
85 mPD	10 層 STOREYS		
100 mPD	12 層 STOREYS		
120 mPD			
140 mPD			
107			
EXISTING BUILDINGS EXCEEDING PROPOSED BUILDING HEIGHT RESTRICTIONS			

## 「政府、機構或社區」地點的擬議建築物高度限制 PROPOSED BUILDING HEIGHT RESTRICTIONS FOR "G/C" SITES

檢討中的柴灣分區計劃大綱草圖編號 S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1 : 10 000 比例尺  
METRES 200 0 200 400 600 800 METRES

規劃署  
PLANNING  
DEPARTMENT

參考編號  
REFERENCE No.  
M/H20/10/129

圖 PLAN  
13

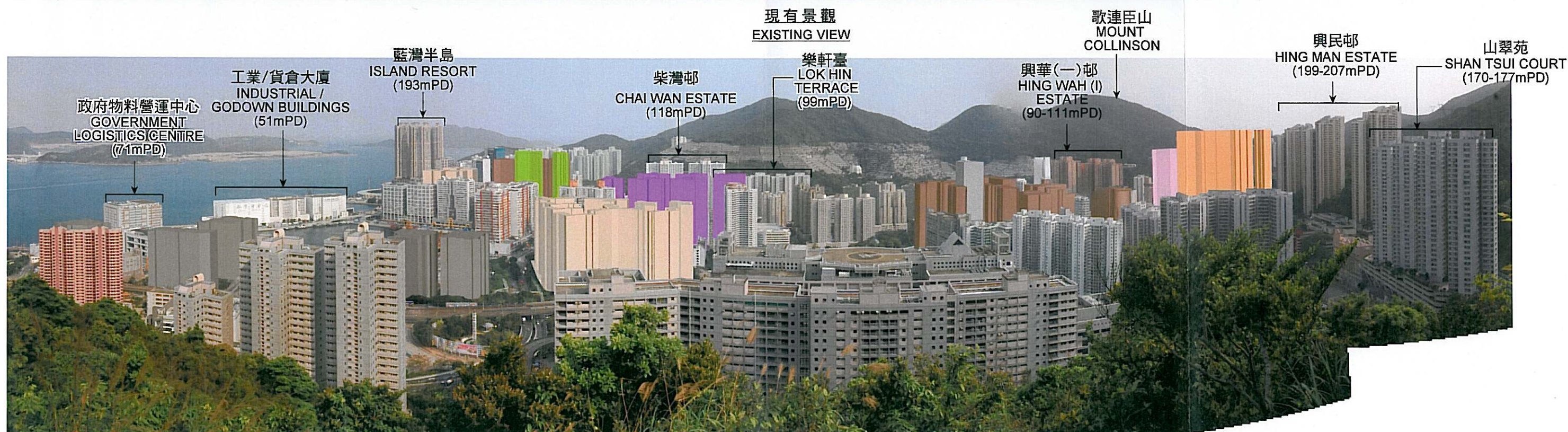
本摘要圖於2012年1月4日擬備，所根據的資料為：於2011年11月11日展示的分區計劃大綱編號 S/H20/19及測量圖編號11-SE-B和D  
EXTRACT PLAN PREPARED ON 4.1.2012 BASED ON OUTLINE ZONING PLAN No. S/H20/19 EXHIBITED ON 11.11.2011 AND SURVEY SHEETS No. 11-SE-B & D



取景位置 VIEW POINT 1



現有景觀  
EXISTING VIEW



合成照片  
PHOTOMONTAGE

已獲批規劃及/或建築圖則許可的擬議發展  
PROPOSED DEVELOPMENTS WITH PLANNING AND / OR BUILDING PLAN APPROVALS

建築物高度在主水平基準以上(米)  
BUILDING HEIGHT IN METRES ABOVE PRINCIPAL DATUM (mPD)

70mPD 100mPD 110mPD 120mPD 140mPD 160mPD 190mPD

本圖於2012年1月3日擬備，所根據的  
資料為攝於2010年3月26日的實地照片  
EXTRACT PREPARED ON 3.1.2012  
BASED ON SITE PHOTO TAKEN ON 26.3.2010

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19  
(從柴灣坳步行徑向南遠眺)  
(VIEW FROM WALKING TRAIL AT CHAI WAN AU LOOKING SOUTH)

規劃署  
PLANNING DEPARTMENT

參考編號  
REFERENCE No.  
M/H20/10/132

圖 PLAN  
14A



取景位置 VIEW POINT 2



現有景觀  
EXISTING VIEW



合成照片  
PHOTOMONTAGE

建築物高度在主水平基準以上(米)  
BUILDING HEIGHT IN METRES ABOVE PRINCIPAL DATUM (mPD)



本圖於2012年1月3日擬備，所根據的  
資料為攝於2010年3月26日的實地照片  
EXTRACT PREPARED ON 3.1.2012  
BASED ON SITE PHOTO TAKEN ON 26.3.2010

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19  
(從柴灣坳步行徑向東遠眺)  
(VIEW FROM WALKING TRAIL AT CHAI WAN AU LOOKING EAST)

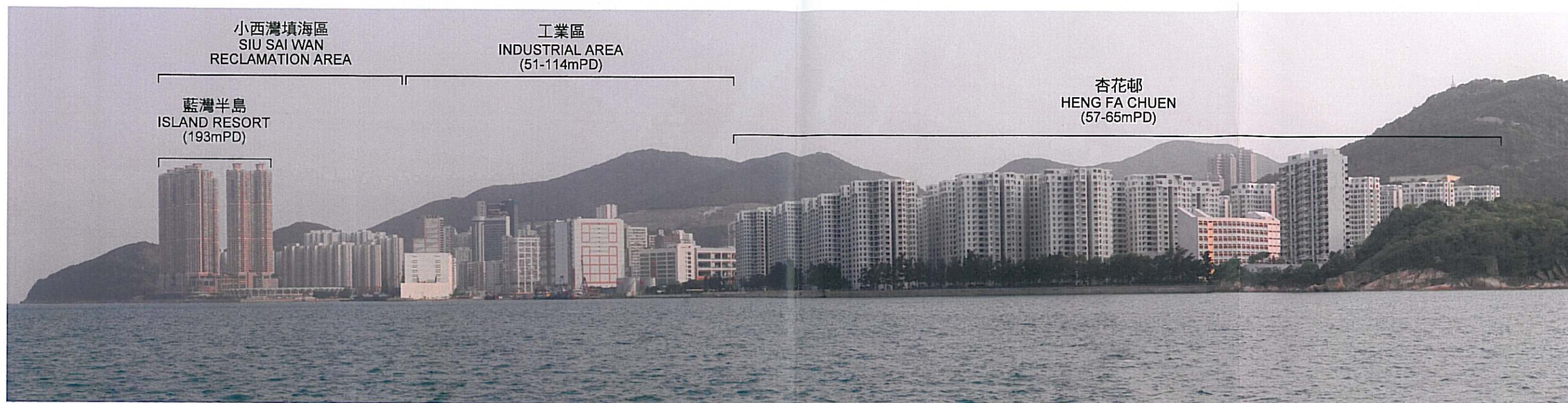
規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/130

圖 PLAN  
14B





現有景觀  
EXISTING VIEW



合成照片  
PHOTOMONTAGE

建築物高度在主水平基準以上(米)  
BUILDING HEIGHT IN METRES ABOVE PRINCIPAL DATUM (mPD)



本圖於2012年1月3日擬備，所根據的  
資料為攝於2010年3月26日的實地照片  
EXTRACT PREPARED ON 3.1.2012  
BASED ON SITE PHOTO TAKEN ON 26.3.2010

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19  
(從鯉魚門天后廟沙灘向南遠眺)  
(VIEW FROM THE BEACH AT TIN HAU TEMPLE, LEI YUE MUN LOOKING SOUTH)

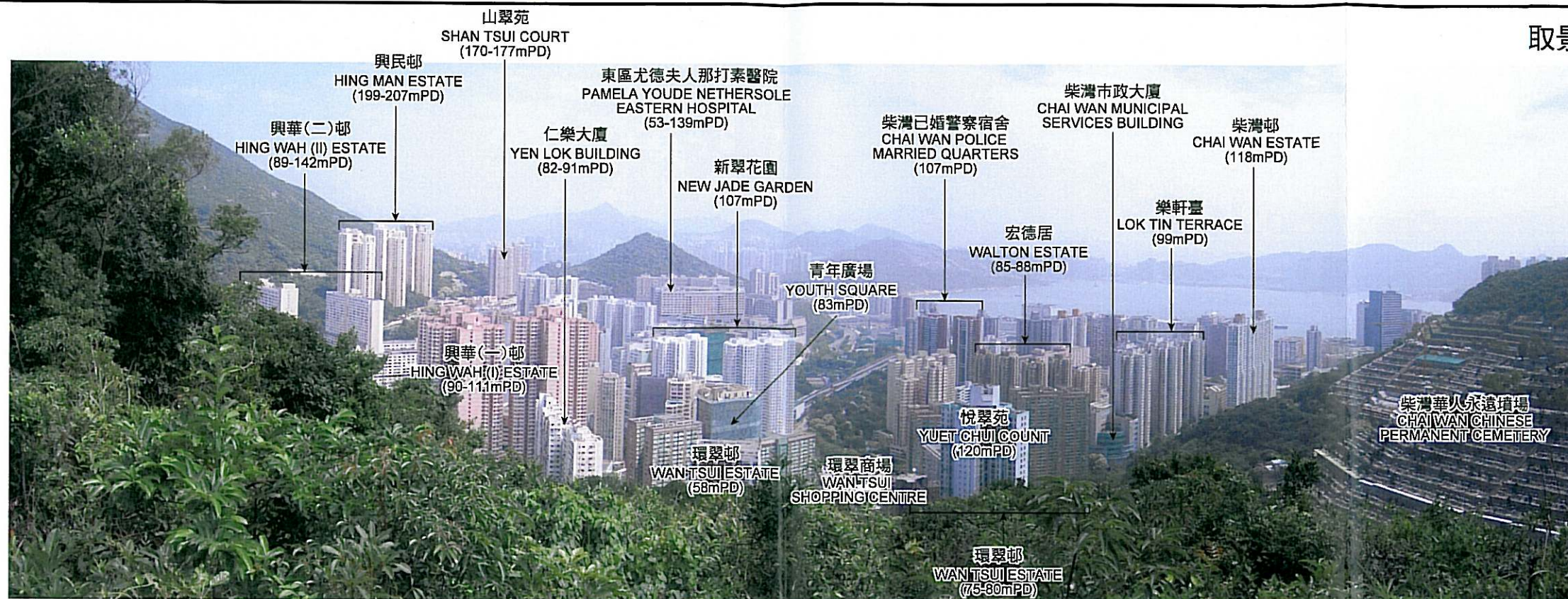
規劃署  
PLANNING DEPARTMENT



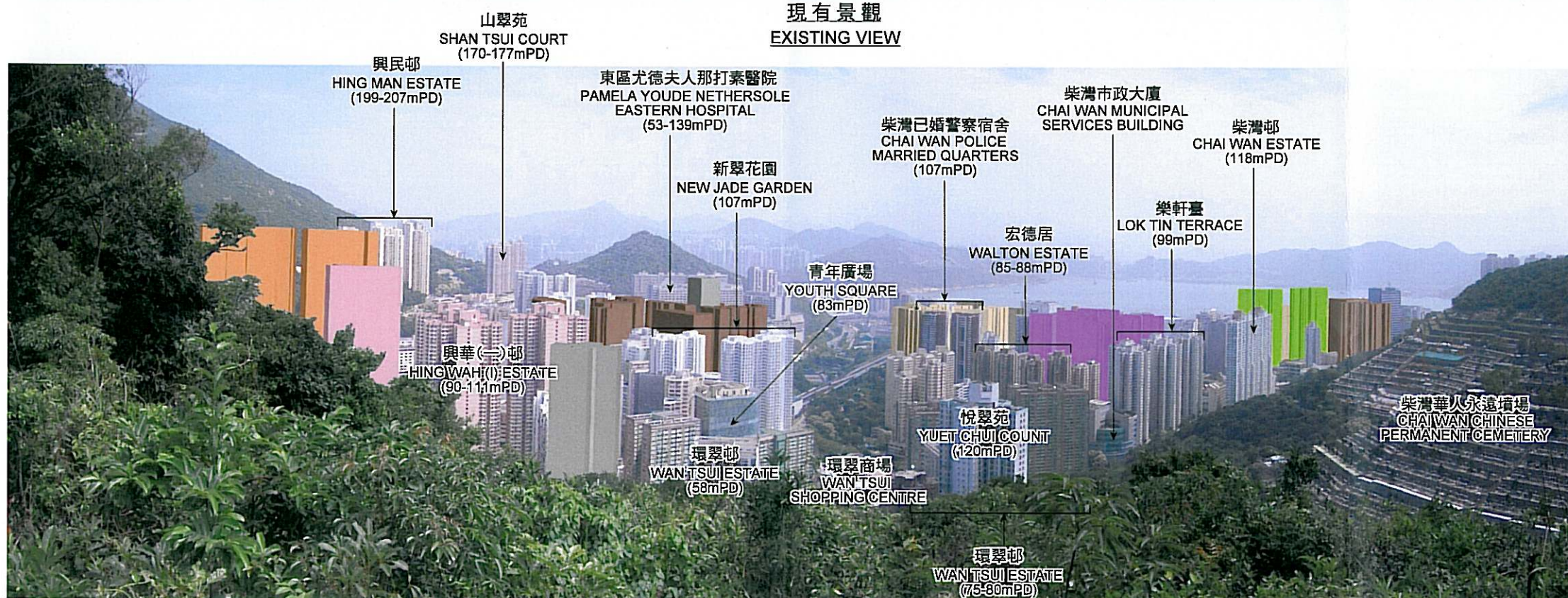
參考編號  
REFERENCE No.  
M/H20/10/134

圖 PLAN  
14C





現有景觀  
EXISTING VIEW



合成照片  
PHOTOMONTAGE

已獲批規劃及/或建築圖則許可的擬議發展  
PROPOSED DEVELOPMENTS WITH PLANNING AND / OR BUILDING PLAN APPROVALS

建築物高度在主水平基準以上(米)  
BUILDING HEIGHT IN METRES ABOVE PRINCIPAL DATUM (mPD)

70mPD 100mPD 110mPD 120mPD 140mPD 160mPD 190mPD

本圖於2012年1月3日擬備，所根據的資料為攝於2011年5月26日的實地照片  
EXTRACT PREPARED ON 3.1.2012  
BASED ON SITE PHOTO TAKEN ON 26.5.2011

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19  
(從港島徑向北遠眺)  
(VIEW FROM HONG KONG TRAIL LOOKING NORTH)

規劃署  
PLANNING DEPARTMENT

參考編號  
REFERENCE No.  
M/H20/11/14

圖 PLAN  
14D









LEI YUE MUN



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IDENTIFICATION PURPOSE ONLY

本摘要圖於2012年1月4日擬備，  
所根據的資料為於2011年11月6日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 4.1.2012  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011

## 位置圖 LOCATION PLAN

INDUSTRIAL ZONE ON  
CHAI WAN OUTLINE ZONING PLAN

\*  
METRES100

SCALE 1 : 5 000 比例尺

100

✱  
200METRES

規劃署  
PLANNING  
DEPARTMENT

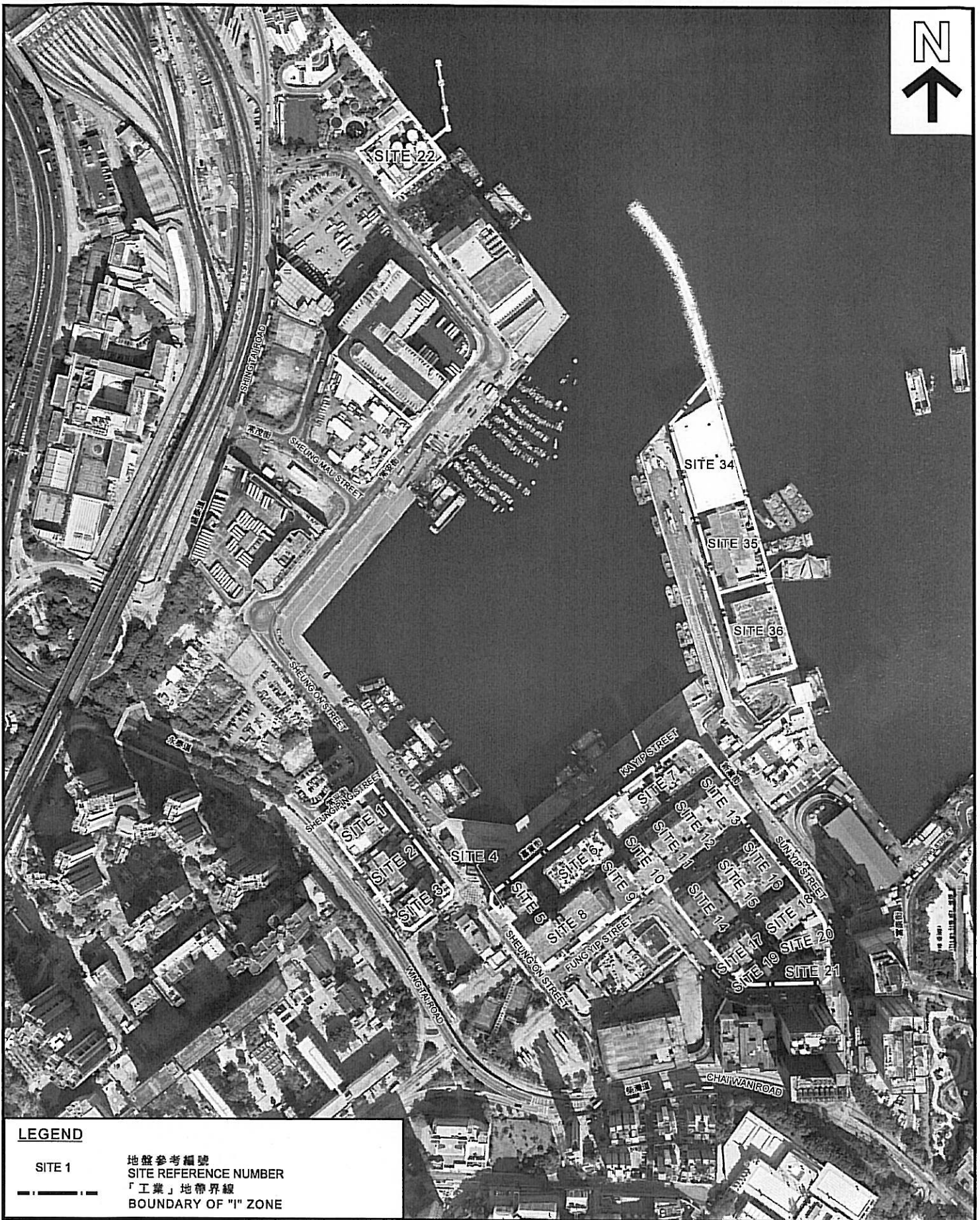


參考編號  
REFERENCE No.

M/H20/10/199

PLAN  
16a





#### LEGEND

SITE 1

地盤參考編號  
SITE REFERENCE NUMBER  
「工業」地帶界線  
BOUNDARY OF "I" ZONE

#### 航攝照片 AERIAL PHOTO

柴灣規劃區的「工業」地帶

"INDUSTRIAL" ZONE ON CHAI WAN PLANNING SCHEME AREA

檢討中的柴灣分區計劃大綱核准圖編號S/H20/19

REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署

PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H20/10/200

圖 PLAN  
16b

本摘要圖於2011年12月14日製備，所根據的資料為地政總署拍攝的航攝照片編號RS00905

EXTRACT PLAN PREPARED ON 14.12.2011  
BASED ON AERIAL PHOTO No. RS00905  
BY LANDS DEPARTMENT



本圖於2011年12月13日擬備，所根據的資料為攝於2010年3月20日的實地照片  
EXTRACT PLAN PREPARED ON 13.12.2011  
BASED ON SITE PHOTO TAKEN ON 20.3.2010

實地照片 SITE PHOTO  
柴灣規劃區的「工業」地帶  
"INDUSTRIAL" ZONE ON CHAI WAN PLANNING SCHEME AREA  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

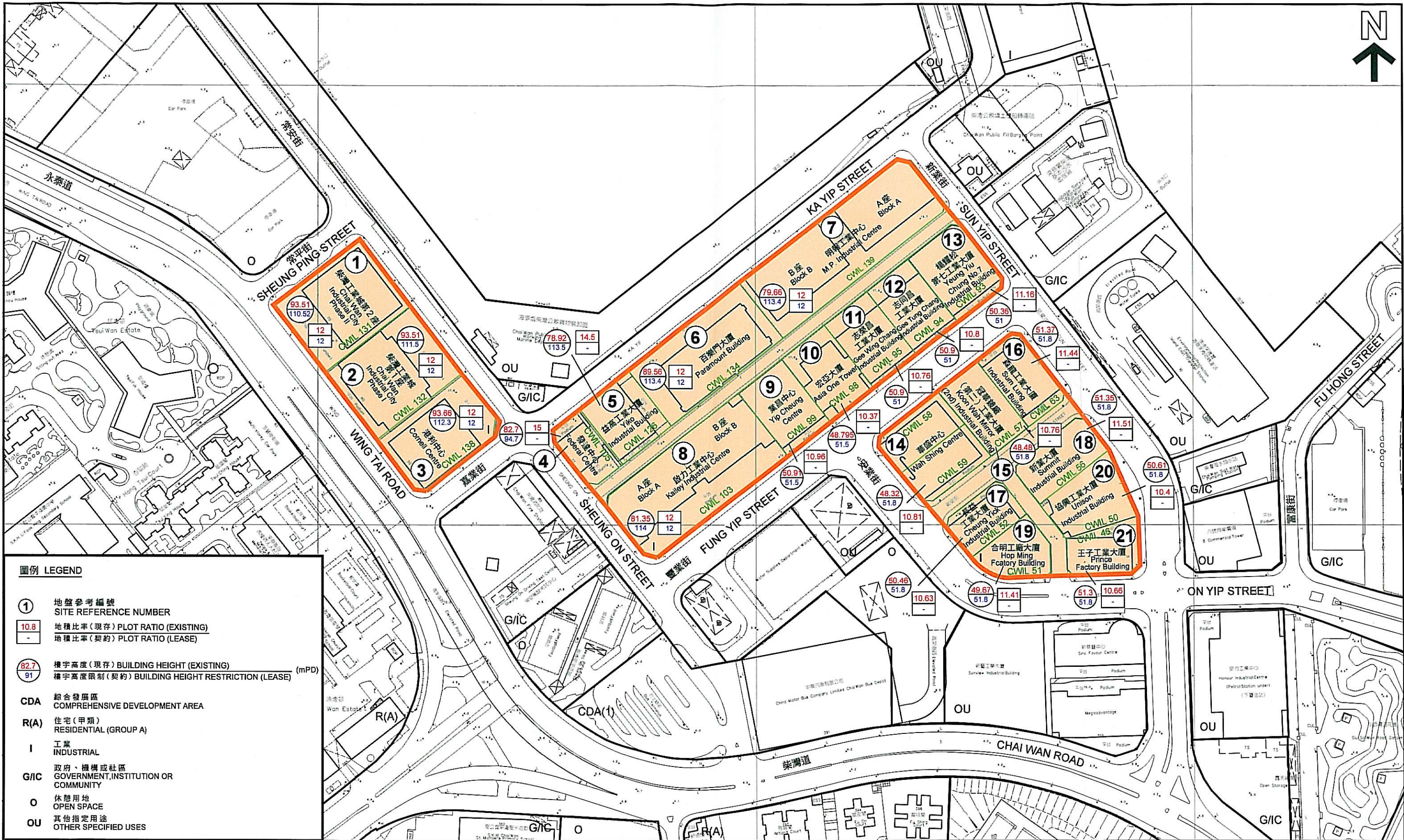
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H/20/10/201

圖 PLAN  
16c





本摘要圖於2011年12月14日擬備，  
所根據的資料為測量圖編號  
11-SE-14C, D, 15C, 19A, B和20A  
EXTRACT PLAN PREPARED ON 14.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-14C, D, 15C, 19A, B & 20A

**平面圖 SITE PLAN**  
現有地積比率限制  
EXISTING PLOT RATIO RESTRICTION  
柴灣規劃區的「工業」地帶  
"INDUSTRIAL" ZONE ON CHAI WAN PLANNING SCHEME AREA  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19  
SCALE 1:2 000 比例尺

米 METRES 40 0 40 80 120 160 METRES 米

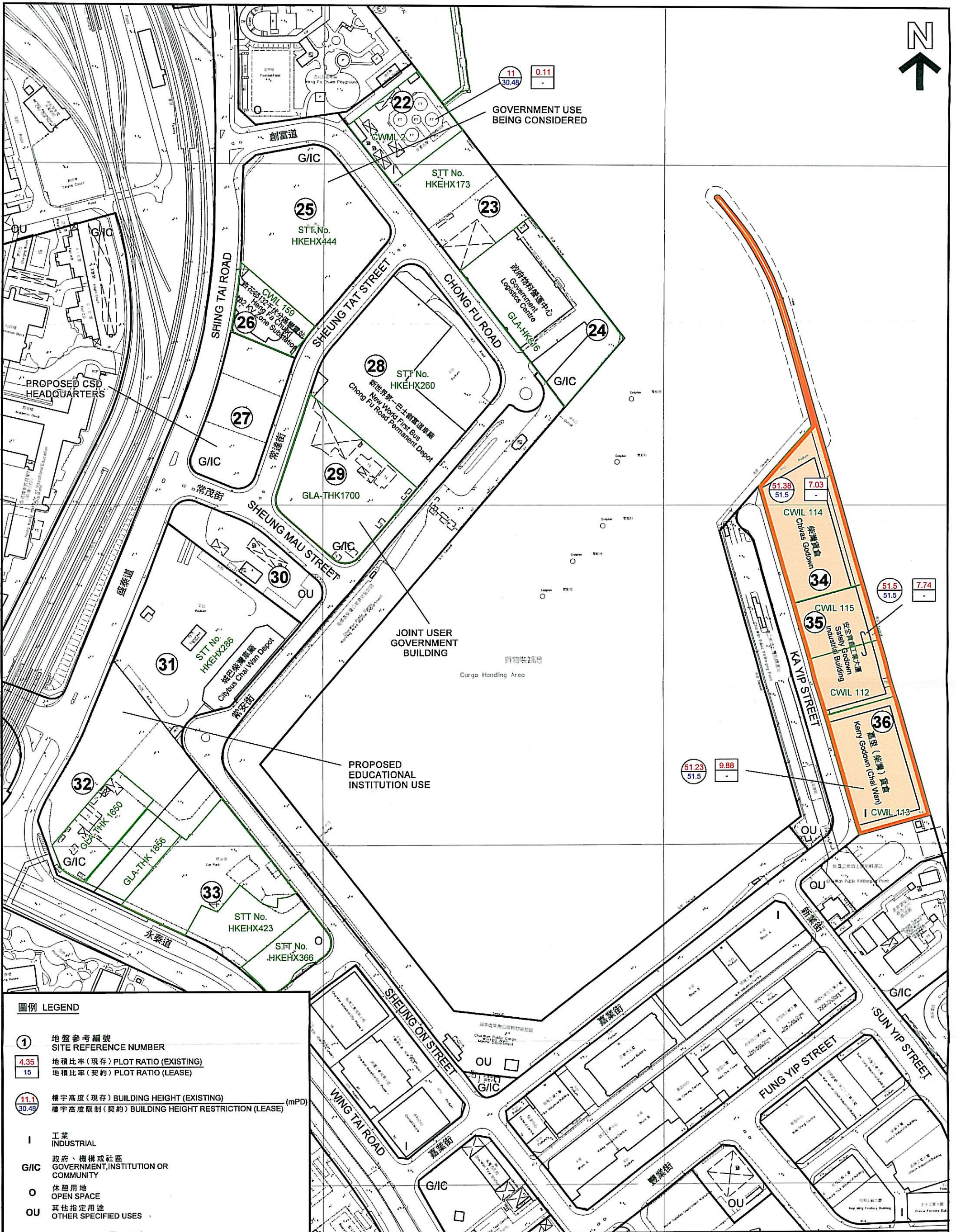
規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/11/99

圖 PLAN  
16d





本摘要圖於2011年12月15日擬備，  
所根據的資料為測量圖編號  
11-SE-14A, B, C, D, 15C, 19A, B和20A  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-14A, B, C, D, 15C, 19A, B & 20A

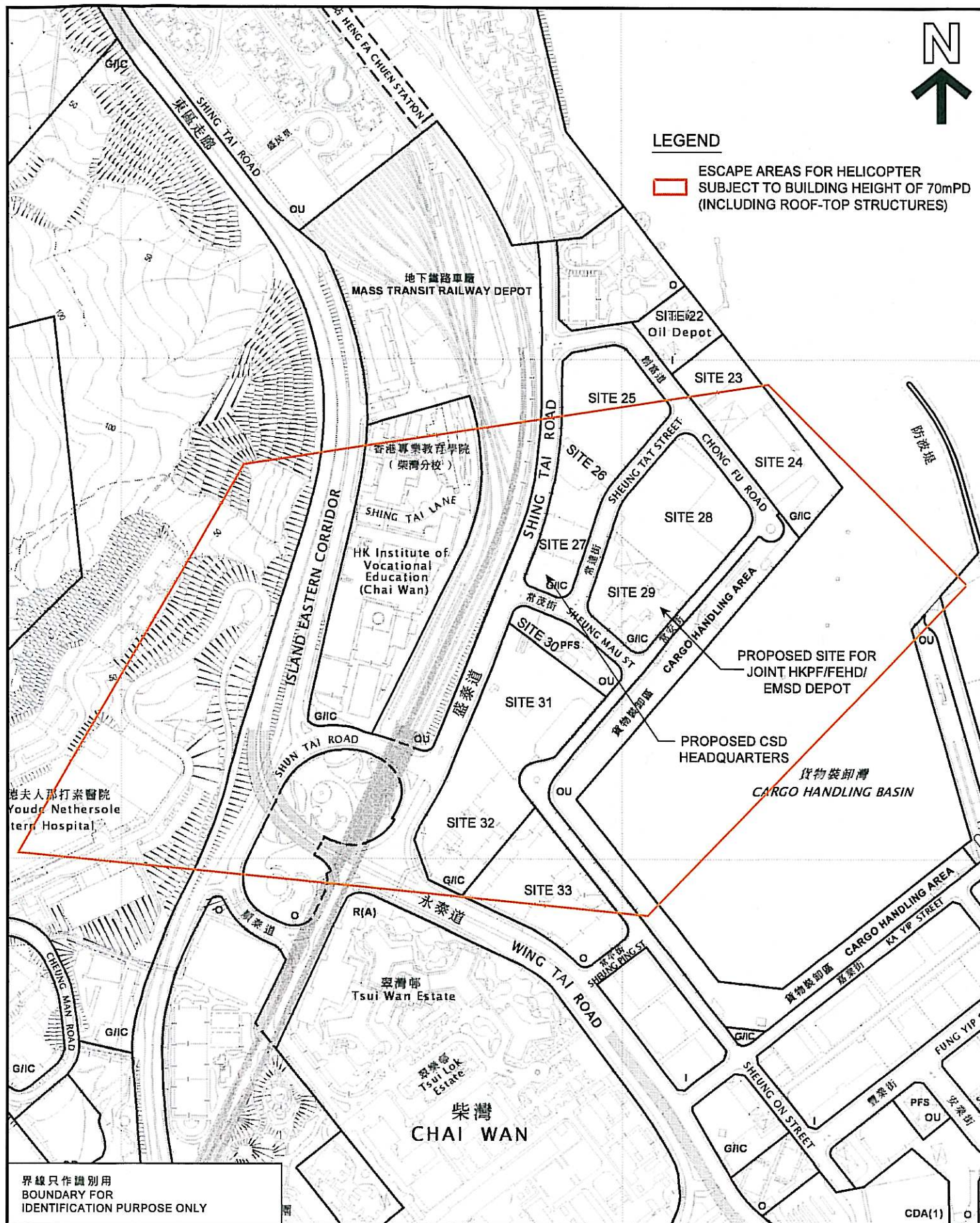
SCALE 1:2 500 比例尺

規劃署  
PLANNING  
DEPARTMENT

參考編號  
REFERENCE No.  
M/H20/11/100

圖 PLAN  
16e





# 位置圖 LOCATION PLAN

柴灣規劃區的「工業」地帶  
"INDUSTRIAL" ZONE ON CHAI WAN PLANNING SCHEME AREA  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

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

規劃署  
PLANNING  
DEPARTMENT

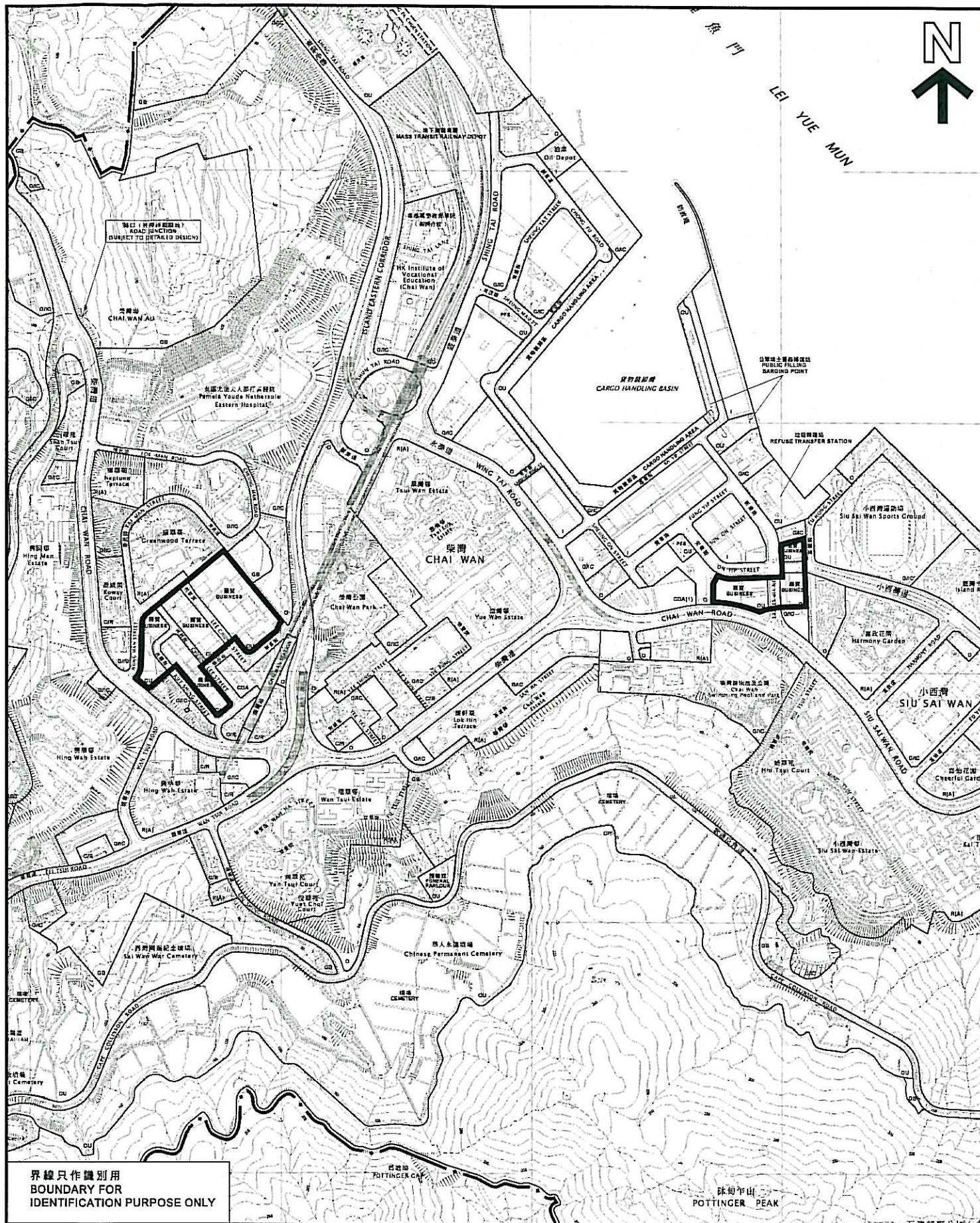


參考編號  
REFERENCE No.  
M/H20/10/202

圖 PLAN  
16f

本摘要圖於2012年1月3日擬備，  
所根據的資料為於2011年11月11日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 3.1.2012  
BASED ON OUTLINE ZONING PLAN No. S/H20/19  
EXHIBITED ON 11.11.2011





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### 位置圖 LOCATION PLAN

柴灣規劃區的「其他指定用途(商貿)」地帶  
"OU(B)" ZONE ON CHAI WAN PLANNING SCHEME AREA  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN  
OUTLINE ZONING PLAN No. S/H20/19

SCALE 1: 10 000 比例尺

米 METRES 100 0 100 200 300 400 500 METRES

規劃署  
PLANNING  
DEPARTMENT

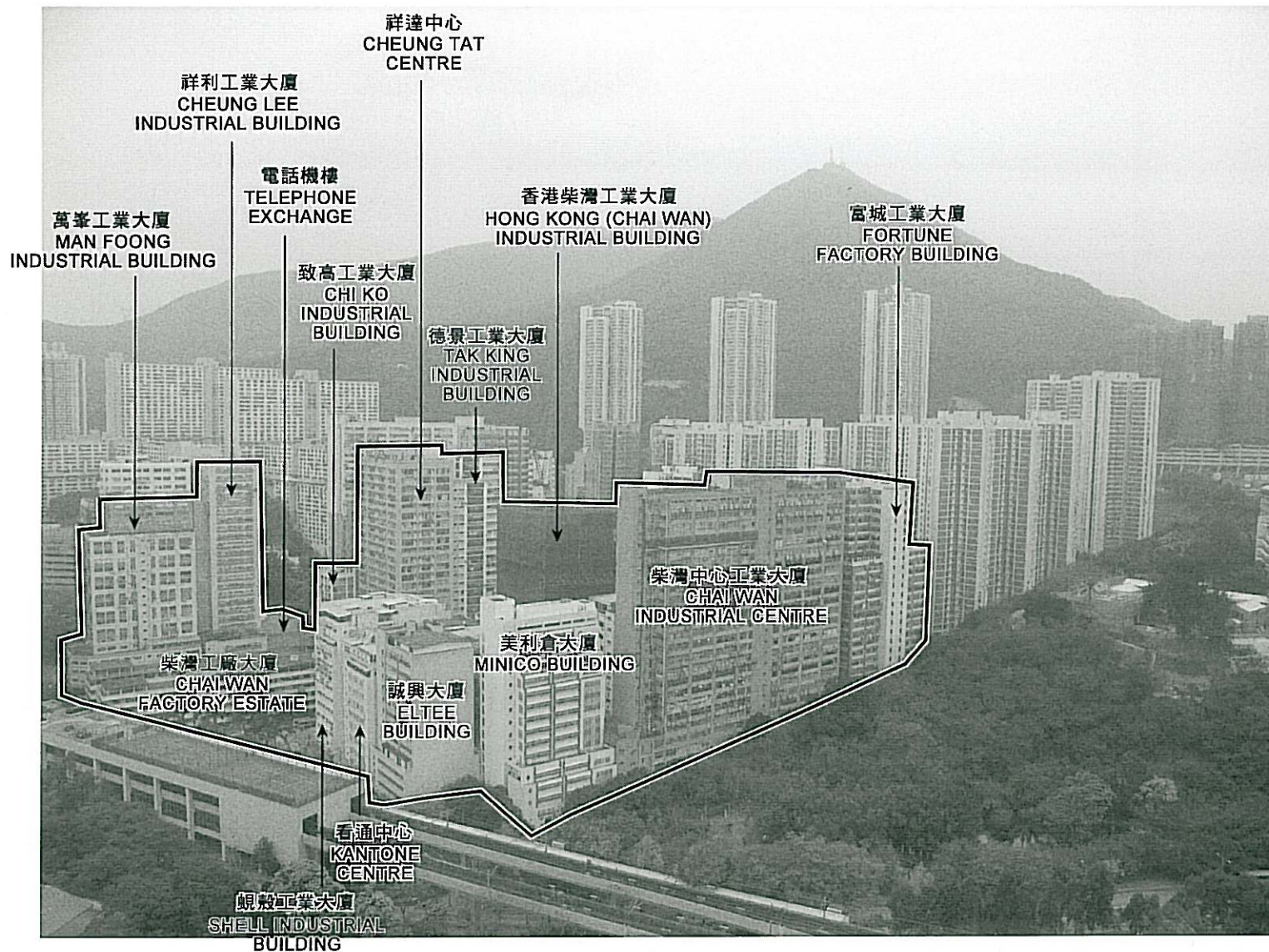


參考編號  
REFERENCE No.  
M/H20/10/203

圖 PLAN  
17a

本摘要圖於2011年12月14日備備，  
所根據的資料為於2011年11月11日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 14.12.2011  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011





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本圖於2011年12月14日擬備，所根據的  
資料為攝於2011年4月28日的實地照片  
EXTRACT PLAN PREPARED ON 14.12.2011  
BASED ON SITE PHOTO TAKEN ON 28.4.2011

### 實地照片 SITE PHOTO

柴灣規劃區的「其他指定用途(商貿)」地帶  
"OU(B)" ZONE ON CHAI WAN PLANNING SCHEME AREA

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/204

圖 PLAN  
17b

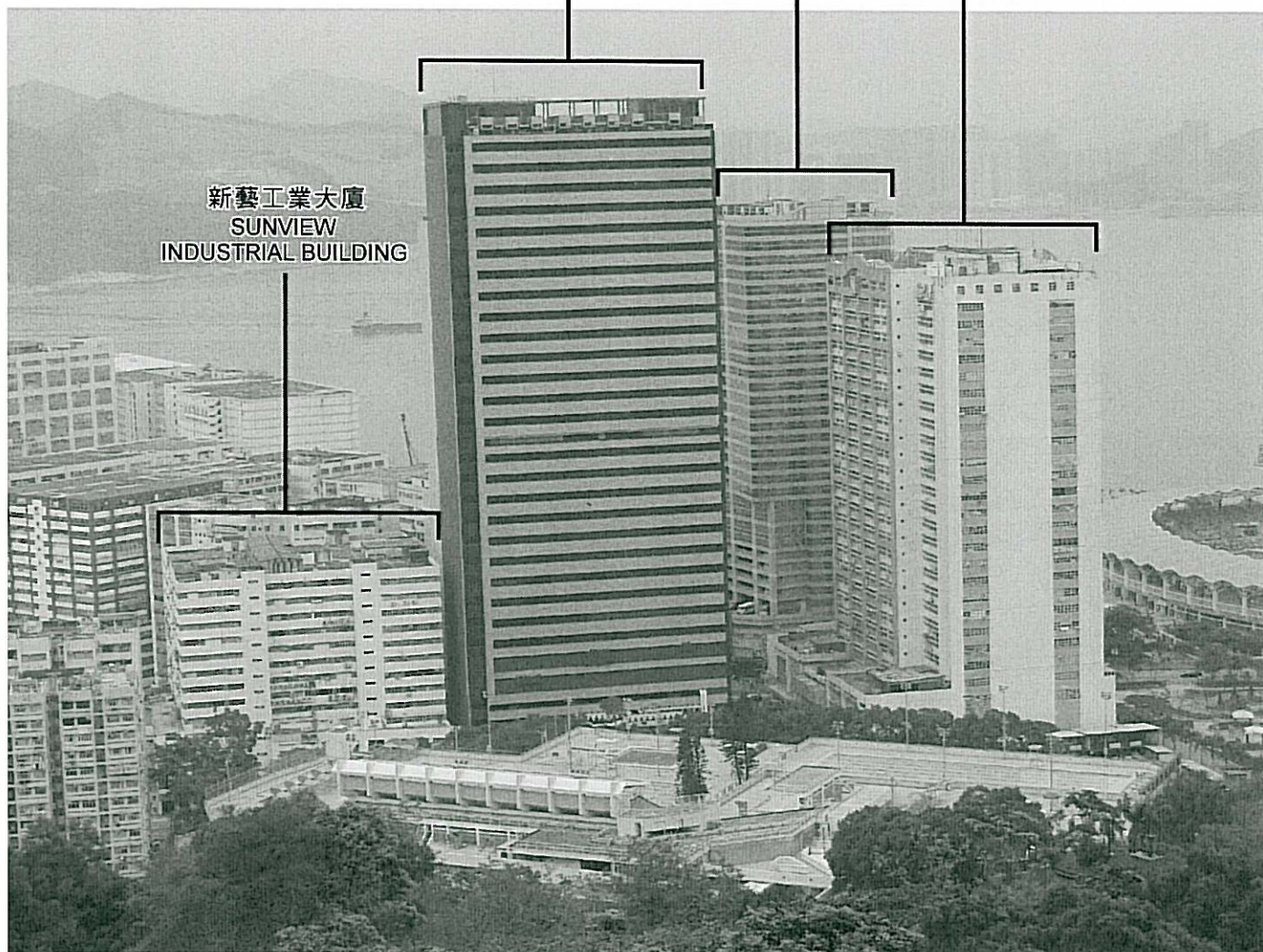


八號商業廣場  
8 COMMERCIAL TOWER

第一亞洲廣場  
MEGAADVANTAGE

安力工業中心  
HONOUR  
INDUSTRIAL CENTRE

新藝工業大廈  
SUNVIEW  
INDUSTRIAL BUILDING



# 實地照片 SITE PHOTO

柴灣規劃區的「其他指定用途(商貿)」地帶  
"OU(BUSINESS)" ZONE ON  
CHAI WAN PLANNING SCHEME AREA  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN  
OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/205

圖 PLAN  
17c

本圖於2011年12月15日擬備，所根據的  
資料為攝於2010年3月20日的實地照片  
EXTRACT PREPARED ON 15.12.2011  
BASED ON SITE PHOTO TAKEN ON 20.3.2010





### 位置圖 LOCATION PLAN

現有地積比率限制  
EXISTING PLOT RATIO RESTRICTION  
柴灣分區計劃大綱圖的「其他指定用途(商貿)」地帶  
"OU (BUSINESS)" ZONE ON  
CHAI WAN OUTLINE ZONING PLAN

SCALE 1 : 1 500 比例尺

\* METRES 25 0 25 50 METRES \*

規劃署

PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H20/11/102

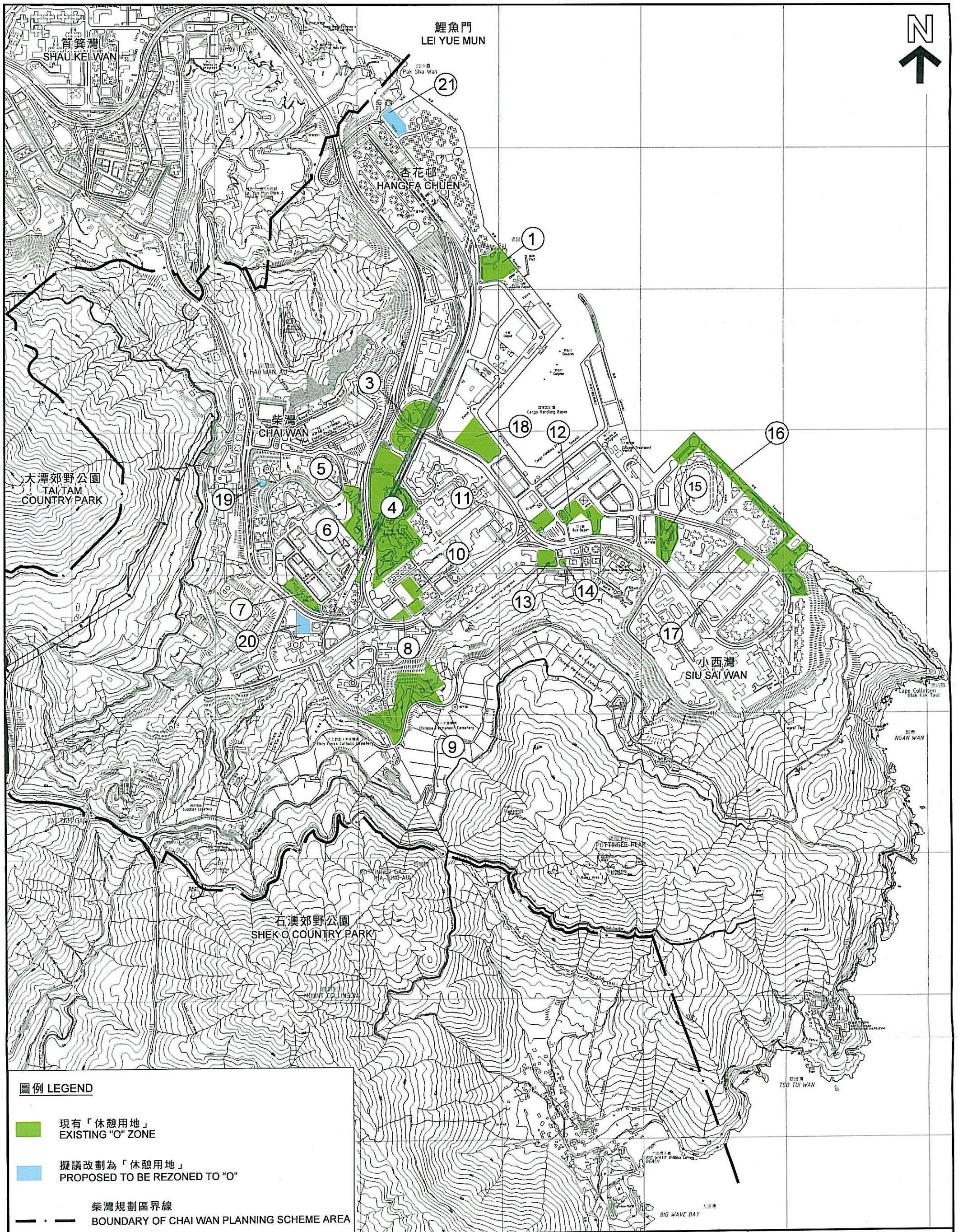
圖 PLAN  
17e

本摘要圖於2011年12月15日擬備。  
所根據的資料為測量圖編號  
11-SE-19B和20A  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-19B & 20A









本摘要圖於2011年12月15日擬備，  
所根據的資料為測量圖編號  
11-SE-B、D和15-NE-B  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-B, D & 15-NE-B

休憩用地的檢討  
REVIEW OF OPEN SPACE SITES  
檢討中的柴灣分區計劃大綱草圖編號 S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1 : 12 000 比例尺

規劃署  
PLANNING  
DEPARTMENT



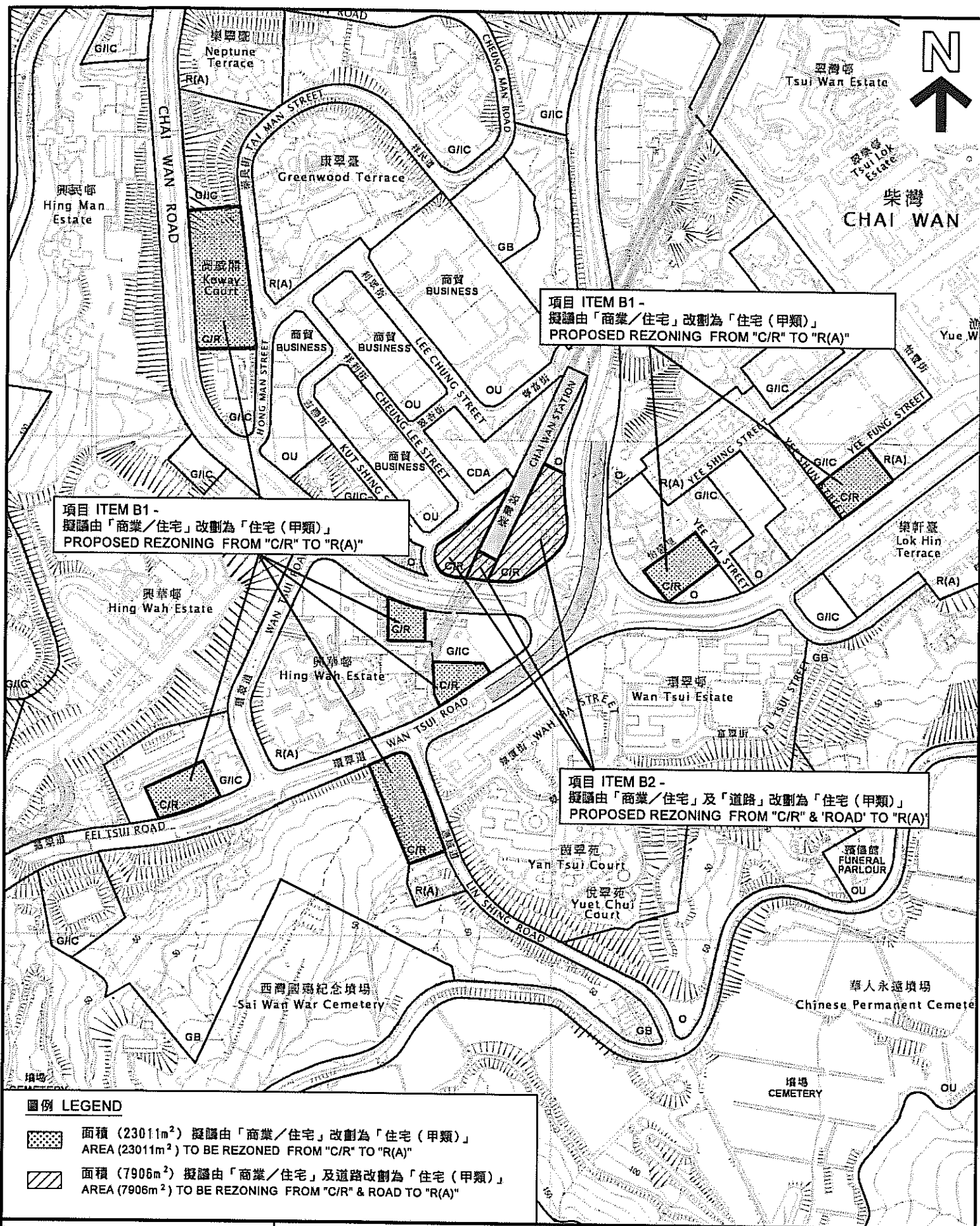
參考編號  
REFERENCE No.

M/H20/10/188

圖 PLAN

18





#### 位置圖 LOCATION PLAN

擬議改劃為「住宅(甲類)」的現有「商業/住宅」及「道路」地盤  
EXISTING "C/R" AND "ROAD" SITES PROPOSED TO BE REZONED TO "R(A)"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19

REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



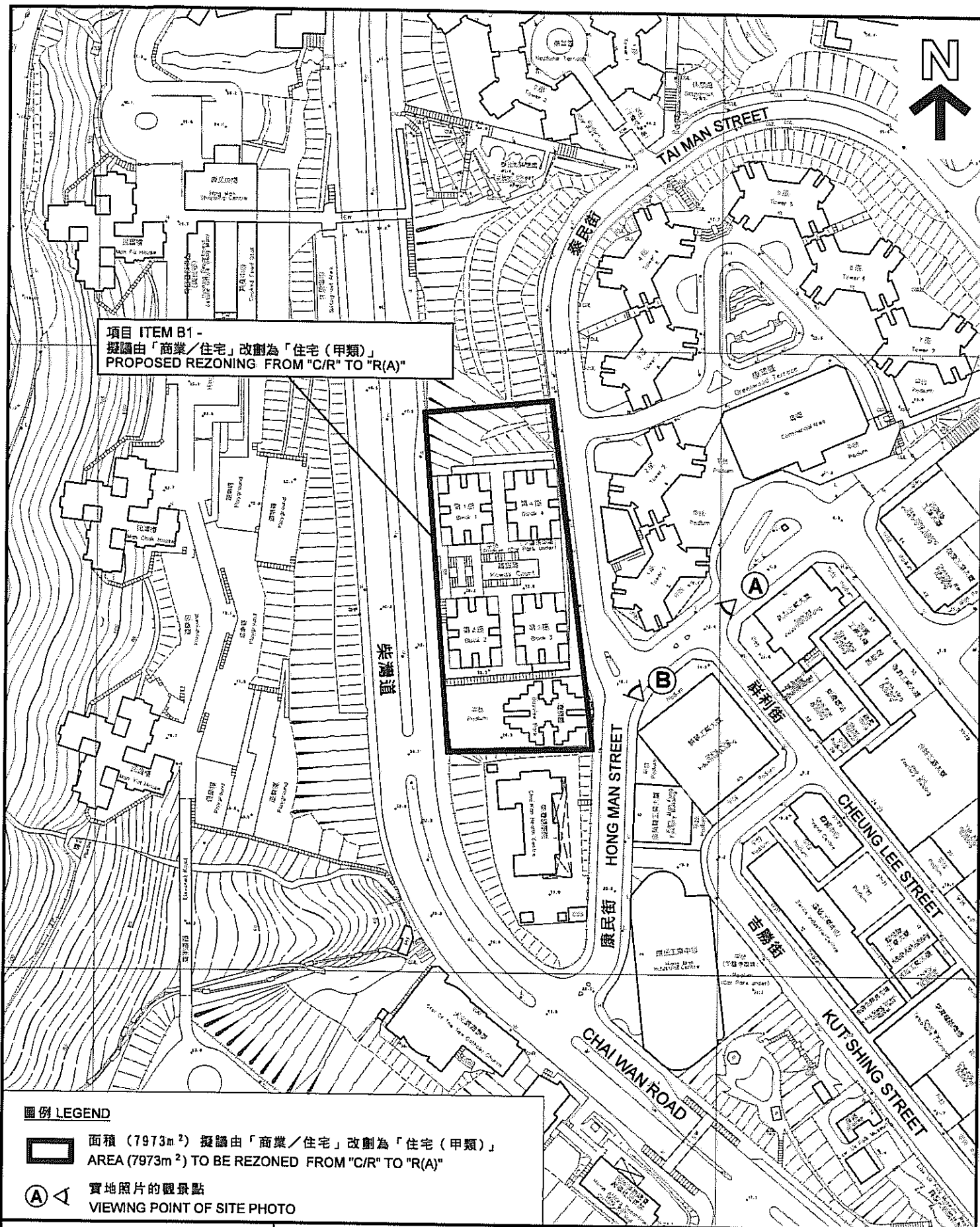
參考編號  
REFERENCE No.  
M/H20/10/42

圖 PLAN  
A1

本摘要圖於2011年12月15日擬備，  
所根據的資料為於2011年11月11日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011

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





本摘要圖於2011年12月15日擬備，  
所根據的資料為測量圖編號  
11-SE-188及19A

EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-188 & 19A

### 平面圖 SITE PLAN

擬議改劃為「住宅（甲類）」的現有「商業／住宅」地盤  
EXISTING "C/R" SITES PROPOSED TO BE REZONED TO "R(A)"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

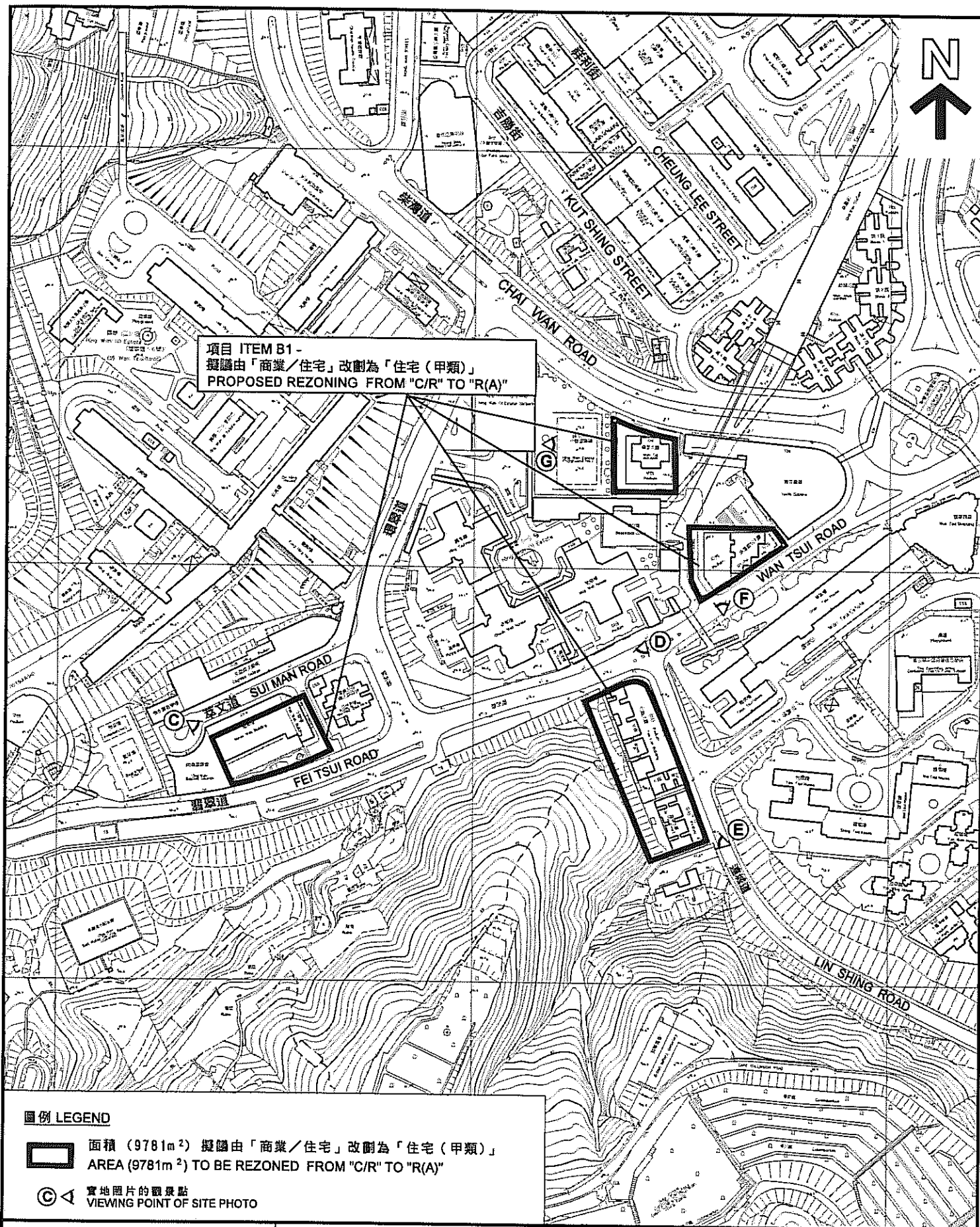
SCALE 1 : 2 000 比例尺  
METRES 40 0 40 80 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/39

圖 PLAN  
A2a



本摘要圖於2011年12月15日擬備，  
所根據的資料為測量圖編號  
11-SE-18B, D及19A, C  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-18B, D & 19A, C

### 平面圖 SITE PLAN

擬議改劃為「住宅（甲類）」的現有「商業／住宅」地盤  
EXISTING "C/R" SITES PROPOSED TO BE REZONED TO "R(A)"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

米 METRES 50 0 50 100 METRES  
SCALE 1:3 000 比例尺

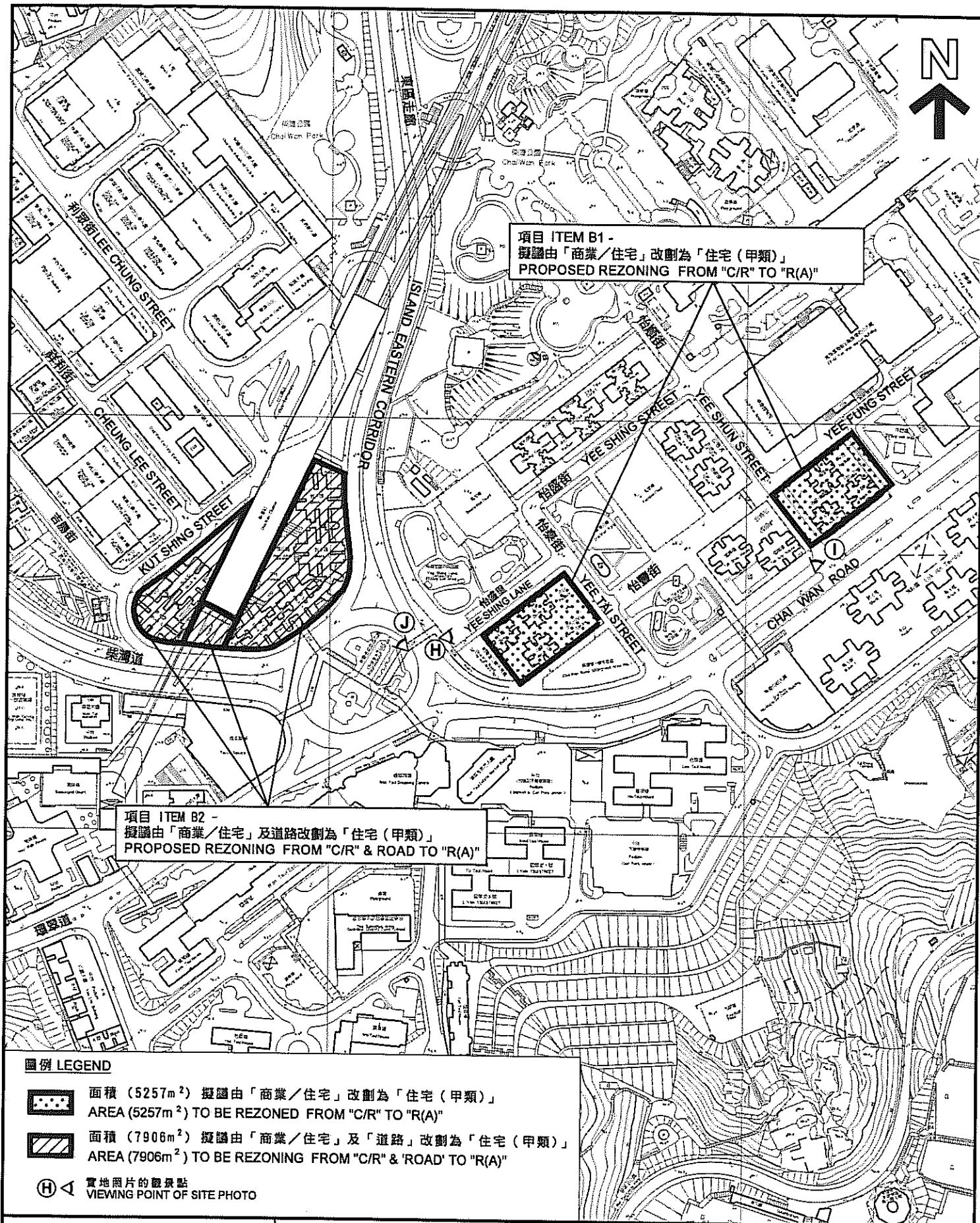
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/43

圖 PLAN  
A2b





#### 平面圖 SITE PLAN

擬議改劃為「住宅(甲類)」的現有「商業/住宅」及「道路」地盤  
EXISTING "C/R" AND "ROAD" SITES PROPOSED TO BE REZONED TO "R(A)"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

米 METRES 50 0 50 100 METRES  
SCALE 1:3 000 比例尺

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/38

圖 PLAN  
A2c

本摘要圖於2011年12月15日擬備，  
所根據的資料為測量圖編號  
11-SE-19A, B, C及D  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-19A, B, C & D



項目 ITEM B1 -  
擬議由「商業／住宅」改劃為「住宅（甲類）」  
PROPOSED REZONING FROM "C/R" TO "R(A)"

項目 ITEM B1 -  
擬議由「商業／住宅」改劃為「住宅（甲類）」  
PROPOSED REZONING FROM "C/R" TO "R(A)"

項目 ITEM B2 -  
擬議由「商業／住宅」及「道路」改劃為「住宅（甲類）」  
PROPOSED REZONING FROM "C/R" & "ROAD" TO "R(A)"

界線只作識別用  
BOUNDARY FOR  
IDENTIFICATION PURPOSE ONLY

本摘要圖於2011年12月15日擬備，所根據的資料為地政總署於2010年1月15日拍得的航攝照片編號RS01076

EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON AERIAL PHOTO No. RS01076  
TAKEN ON 15.1.2010 BY  
LANDS DEPARTMENT

### 航攝照片 AERIAL PHOTO

擬議改劃為「住宅（甲類）」的現有「商業／住宅」及「道路」地盤  
EXISTING "C/R" AND "ROAD" SITES PROPOSED TO BE REZONED TO "R(A)"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

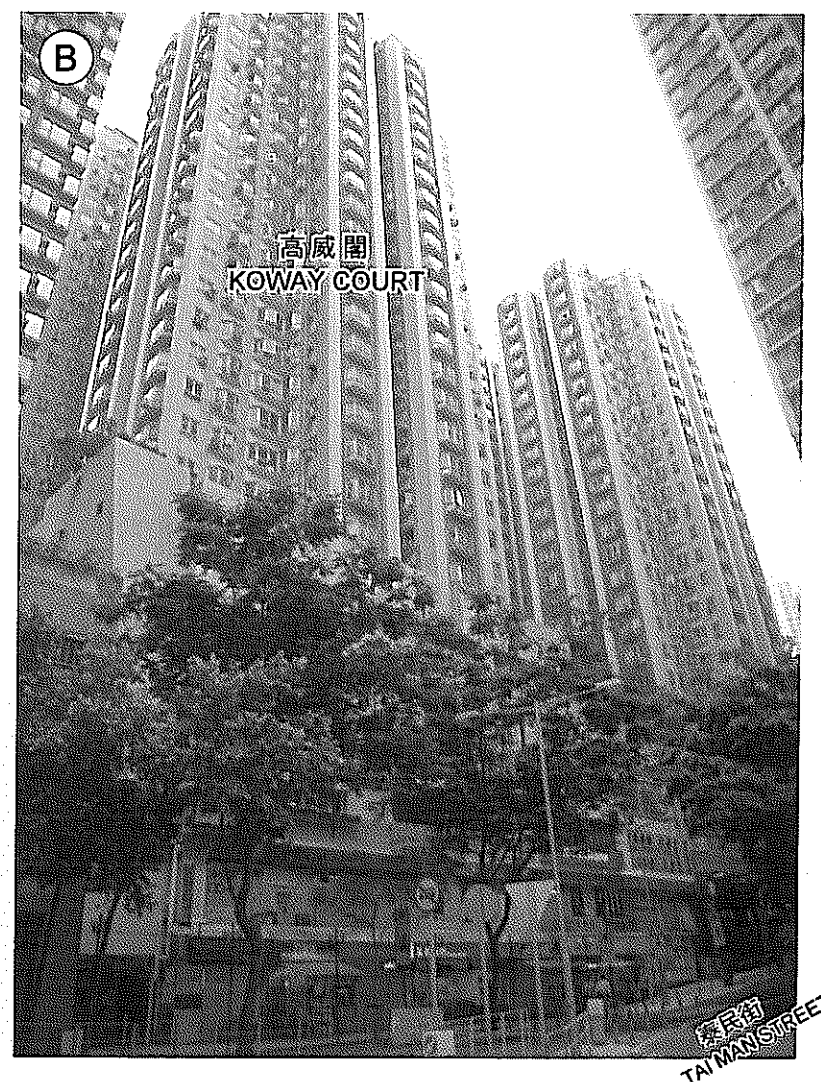
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/113

圖 PLAN  
A3





實地照片 SITE PHOTOS

擬議改劃為「住宅（甲類）」的現有「商業／住宅」地盤  
EXISTING "C/R" SITES PROPOSED TO BE REZONED TO "R(A)"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/185

圖 PLAN  
A4a

本摘要圖於2011年12月15日擬備，所根據的  
資料為攝於2010年5月26日的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON 26.5.2010



實地照片 SITE PHOTOS

擬議改劃為「住宅（甲類）」的現有「商業／住宅」地盤  
EXISTING "C/R" SITES PROPOSED TO BE REZONED TO "R(A)"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/182

PLAN  
A4b

本摘要圖於2011年12月15日擬備，所根據的  
資料為攝於2010年5月26日的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON 28.5.2010





本摘要圖於2011年12月15日擬備，所根據的資料為攝於2010年5月26日的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON 26.5.2010

實地照片 SITE PHOTOS

擬議改劃為「住宅（甲類）」的現有「商業／住宅」地盤  
EXISTING "C/R" SITES PROPOSED TO BE REZONED TO "R(A)"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

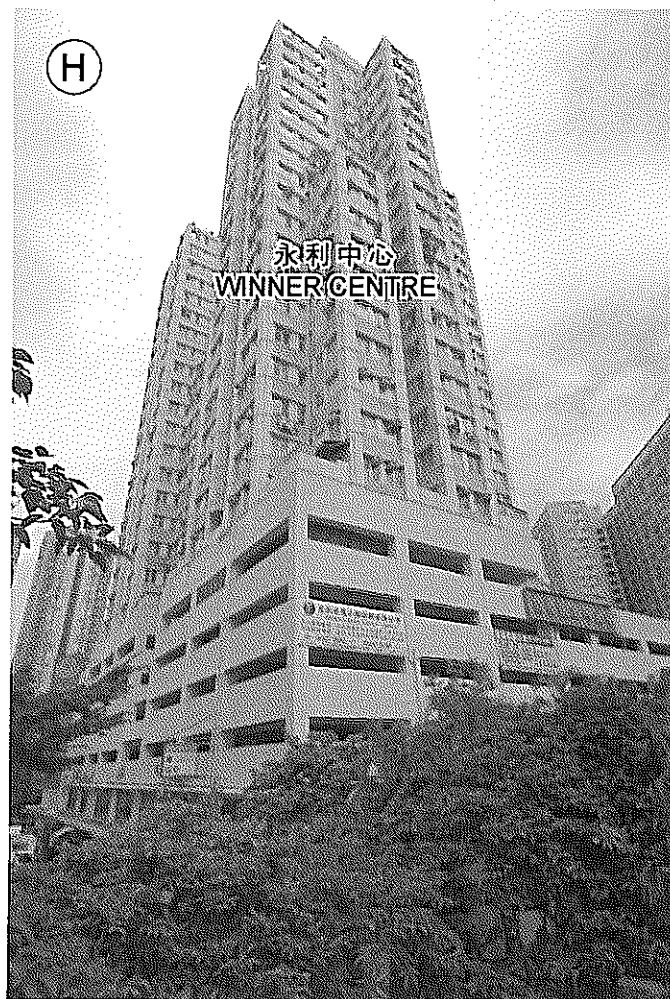
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/183

圖 PLAN  
A4c

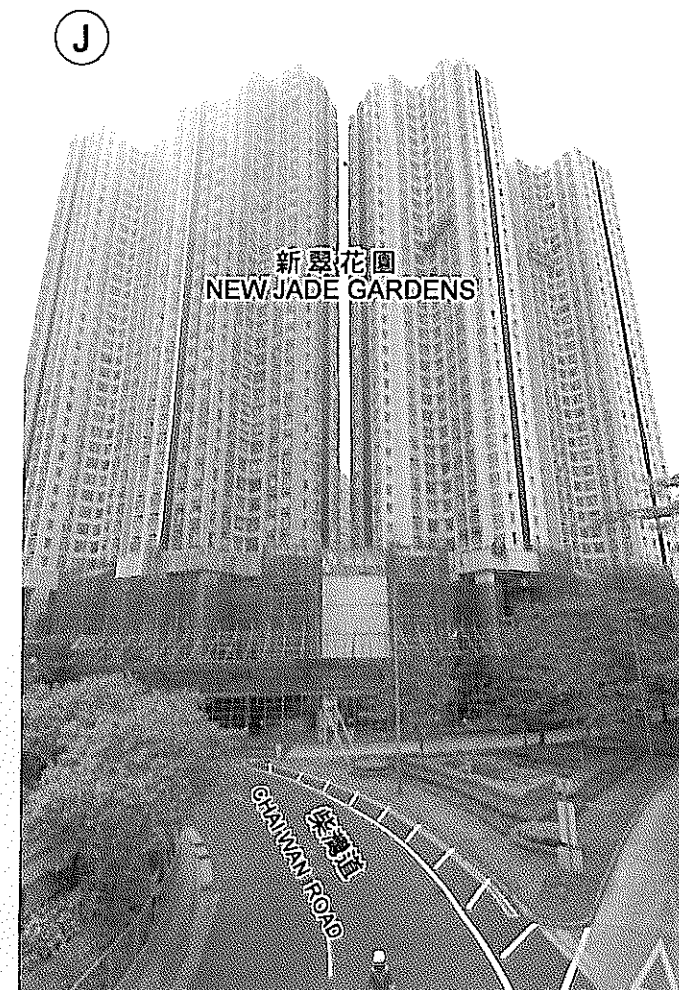
項目 ITEM B1



項目 ITEM B1



項目 ITEM B2



實地照片 SITE PHOTOS

擬議改劃為「住宅(甲類)」的現有「商業/住宅」及「道路」地盤  
 EXISTING "C/R" AND "ROAD" SITES PROPOSED TO BE REZONED TO "R(A)"  
 檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
 REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
 PLANNING  
 DEPARTMENT

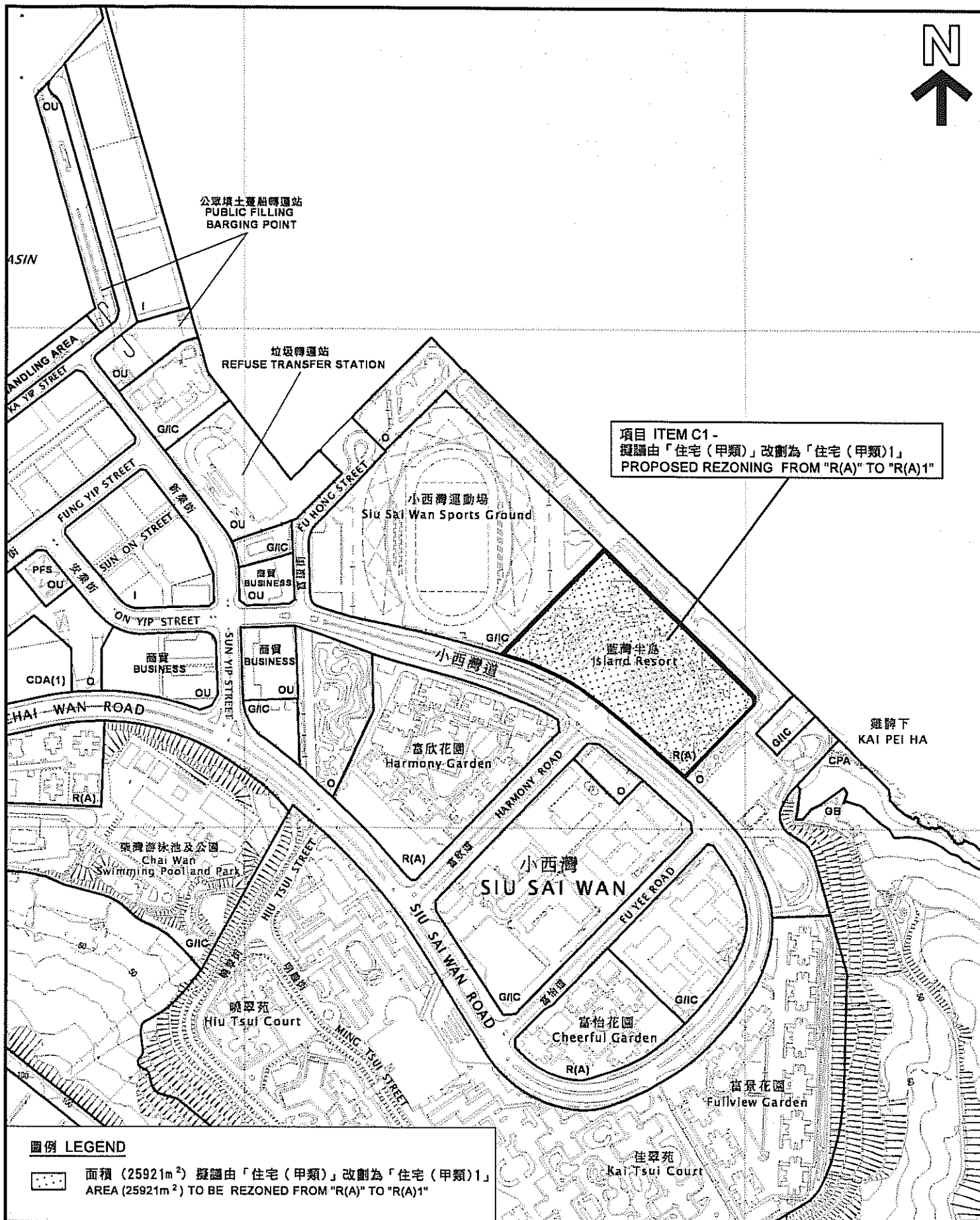


參考編號  
 REFERENCE No.  
 M/H20/10/184

圖 PLAN  
 A4d

本摘要圖於2011年12月15日擬備，所根據的  
 資料為攝於2010年5月26日的實地照片  
 EXTRACT PLAN PREPARED ON 15.12.2011  
 BASED ON SITE PHOTOS TAKEN ON 26.5.2010





#### 圖例 LEGEND

 面積 (25921m<sup>2</sup>) 擬議由「住宅(甲類)」改劃為「住宅(甲類)1」  
AREA (25921m<sup>2</sup>) TO BE REZONED FROM "R(A)" TO "R(A)1"

#### 位置圖 LOCATION PLAN

藍灣半島

擬議由「住宅(甲類)」改劃為「住宅(甲類)1」

ISLAND RESORT

PROPOSED TO BE REZONED FROM "R(A)" TO "R(A)1"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19

REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

米  
METRES 100

SCALE 1:5 000 比例尺

0 100

米  
200 METRES

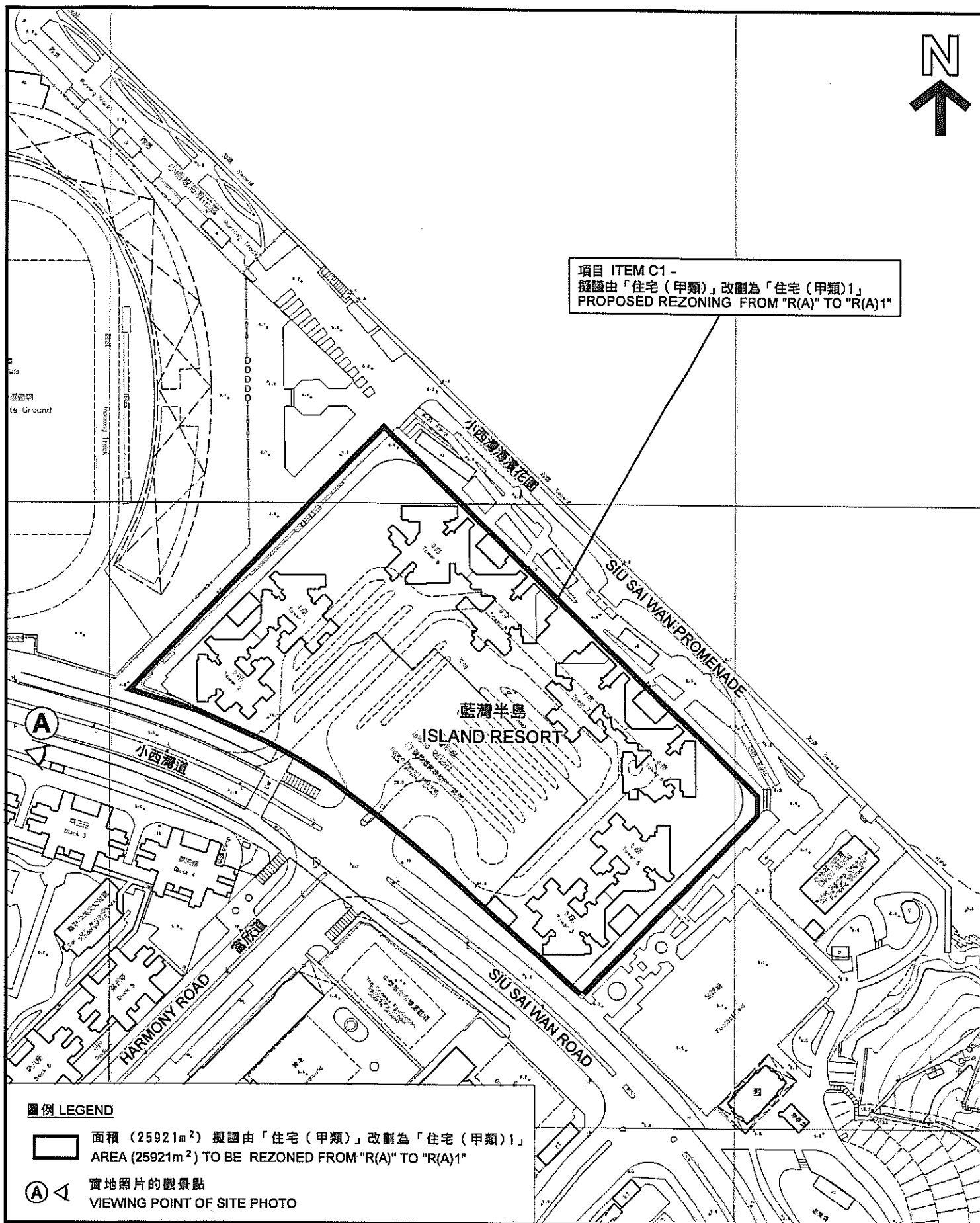
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/143

圖 PLAN  
B1

本摘要圖於2011年12月14日擬備，  
所根據的資料為於2011年11月1日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 14.12.2011  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011



本摘要圖於2011年12月15日擬備，  
所根據的資料為測量圖編號  
11-SE-15C和20A

EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-15C & 20A

### 平面圖 SITE PLAN

藍灣半島  
ISLAND RESORT  
擬議由「住宅（甲類）」改劃為「住宅（甲類）1」  
PROPOSED TO BE REZONED FROM "R(A)" TO "R(A)1"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:2 000 比例尺  
米 METRES 40 0 40 60 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/144

圖 PLAN  
B2





**實地照片 SITE PHOTO**

本圖於2011年12月15日擬備，所根據的資料為攝於2010年9月5日的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTO TAKEN ON 5.9.2010

藍灣半島  
擬議由「住宅（甲類）」改劃為「住宅（甲類）1」  
ISLAND RESORT  
PROPOSED TO BE REZONED FROM "R(A)" TO "R(A)1"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

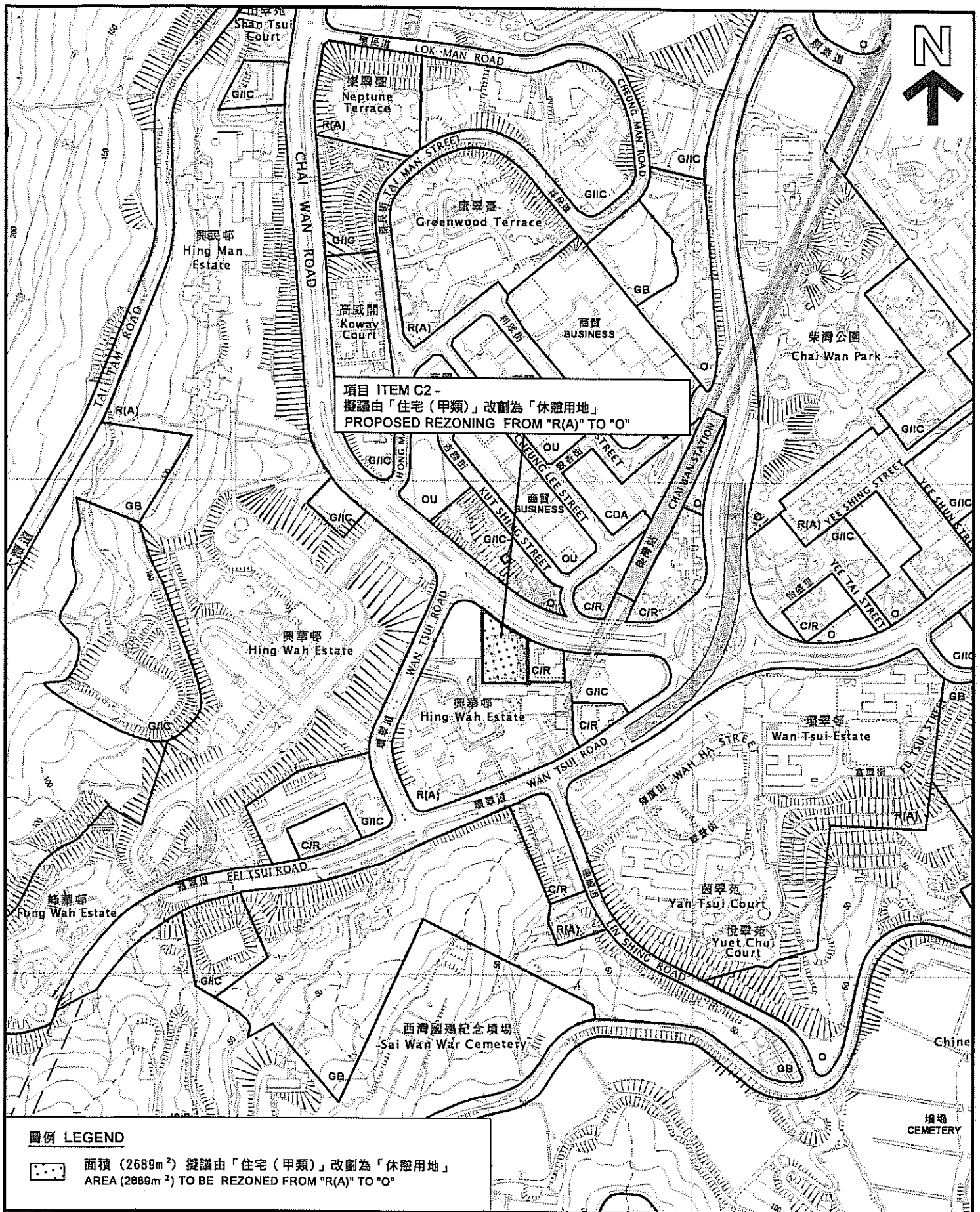
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H20/10/187

圖 PLAN  
B3



#### 圖例 LEGEND



面積 (2689m<sup>2</sup>) 擬議由「住宅（甲類）」改劃為「休憩用地」  
AREA (2689m<sup>2</sup>) TO BE REZONED FROM "R(A)" TO "O"

#### 位置圖 LOCATION PLAN

興華邨一號遊樂場  
擬議由「住宅（甲類）」改劃為「休憩用地」  
HING WAH ESTATE PLAYGROUND NO.1  
PROPOSED TO BE REZONED FROM "R(A)" TO "O"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19  
SCALE 1:5 000 比例尺  
米 METRES 100 0 100 200 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/217

圖 PLAN  
B4

本摘要圖於2011年12月15日擬備，  
所根據的資料為於2011年11月11日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011







# 實地照片 SITE PHOTOS

興華邨一號遊樂場

擬議由「住宅（甲類）」改劃為「休憩用地」

HING WAH ESTATE PLAYGROUND NO.1

PROPOSED TO BE REZONED FROM "R(A)" TO "O"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19

REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



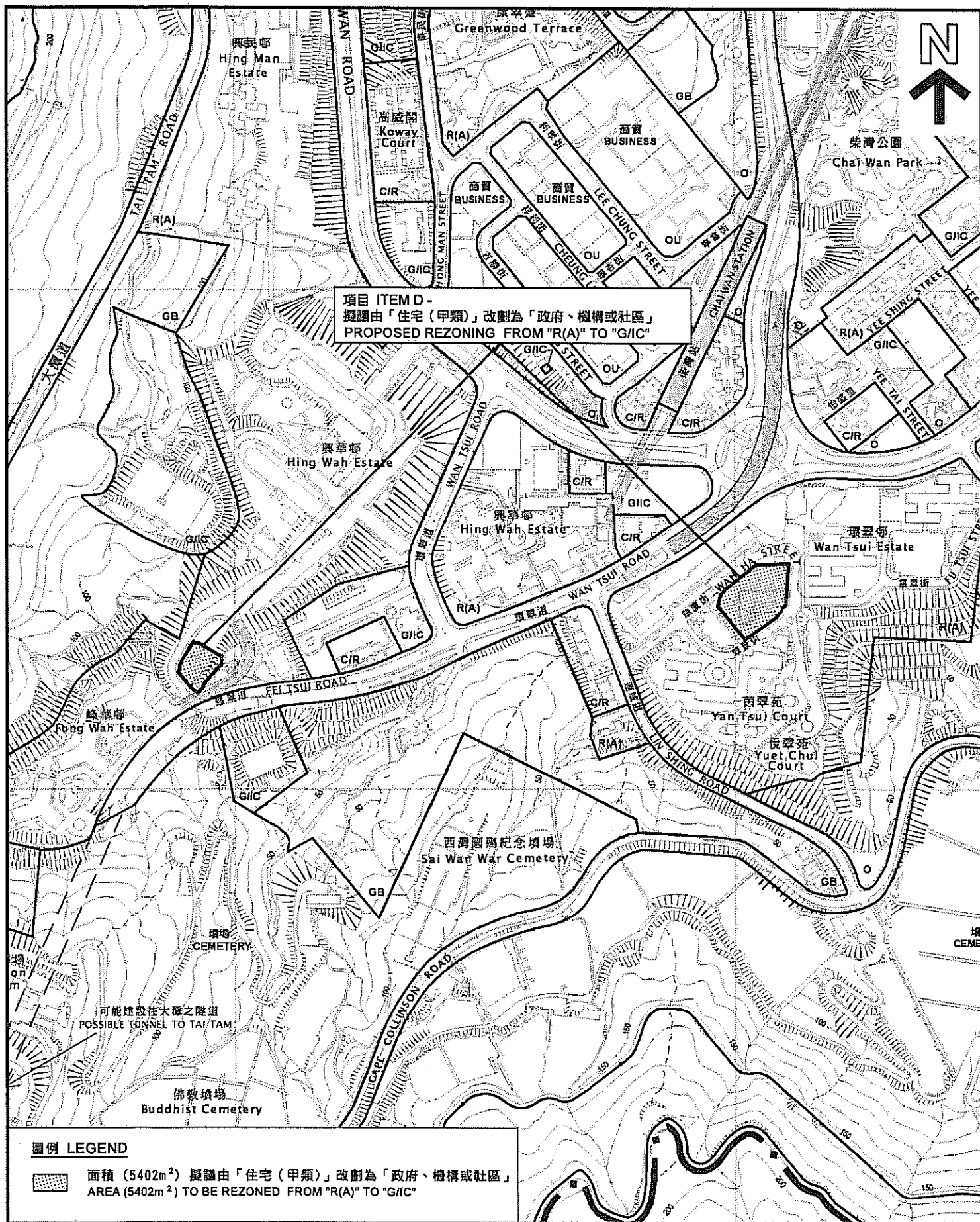
參考編號  
REFERENCE No.

M/H20/10/216


圖則 PLAN  
B6

本圖於2011年12月15日擬備，所根據的  
資料為攝於2010年10月7日的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON 7.10.2010





#### 圖例 LEGEND

 面積 (5402m<sup>2</sup>) 擬議由「住宅(甲類)」改劃為「政府、機構或社區」  
AREA (5402m<sup>2</sup>) TO BE REZONED FROM "R(A)" TO "G/I(C)"

#### 位置圖 LOCATION PLAN

現有學校  
擬議由「住宅(甲類)」改劃為「政府、機構或社區」  
EXISTING SCHOOLS  
PROPOSED TO BE REZONED FROM "R(A)" TO "G/I(C)"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN  
OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:5 000 比例尺

米  
METRES 100

米  
METRES 200

規劃署  
PLANNING  
DEPARTMENT



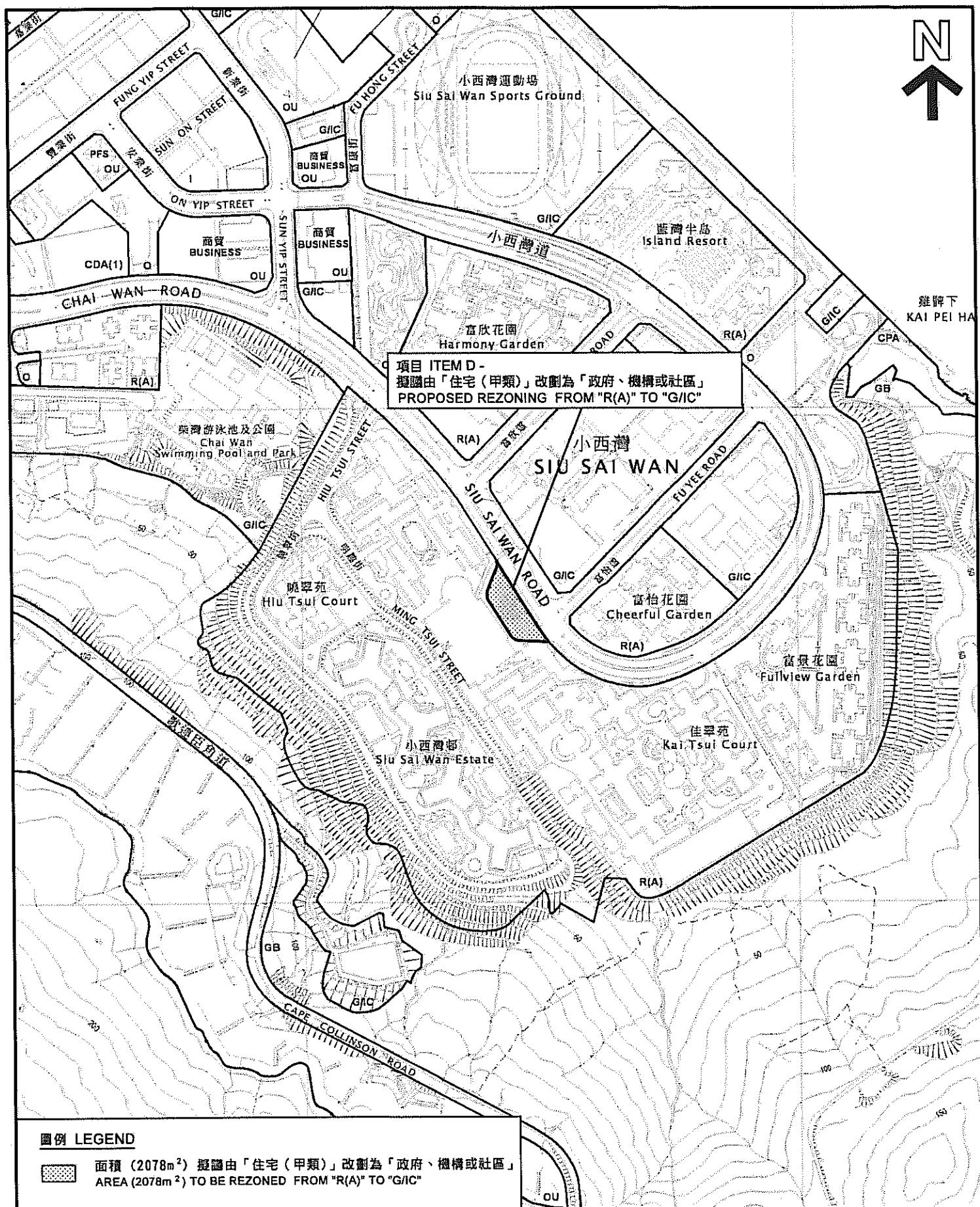
參考編號  
REFERENCE No.  
M/H20/10/44

圖 PLAN  
C1a


本摘要圖於2011年12月15日擬備，  
所根據的資料為於2011年11月11日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011







#### 圖例 LEGEND

 面積 (2078m<sup>2</sup>) 擬議由「住宅（甲類）」改劃為「政府、機構或社區」  
AREA (2078m<sup>2</sup>) TO BE REZONED FROM "R(A)" TO "G/IC"

#### 位置圖 LOCATION PLAN

小西灣邨巴士總站  
擬議由「住宅（甲類）」改劃為「政府、機構或社區」  
BUS TERMINUS AT SIU SAI WAN ESTATE  
PROPOSED TO BE REZONED FROM "R(A)" TO "G/IC"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

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

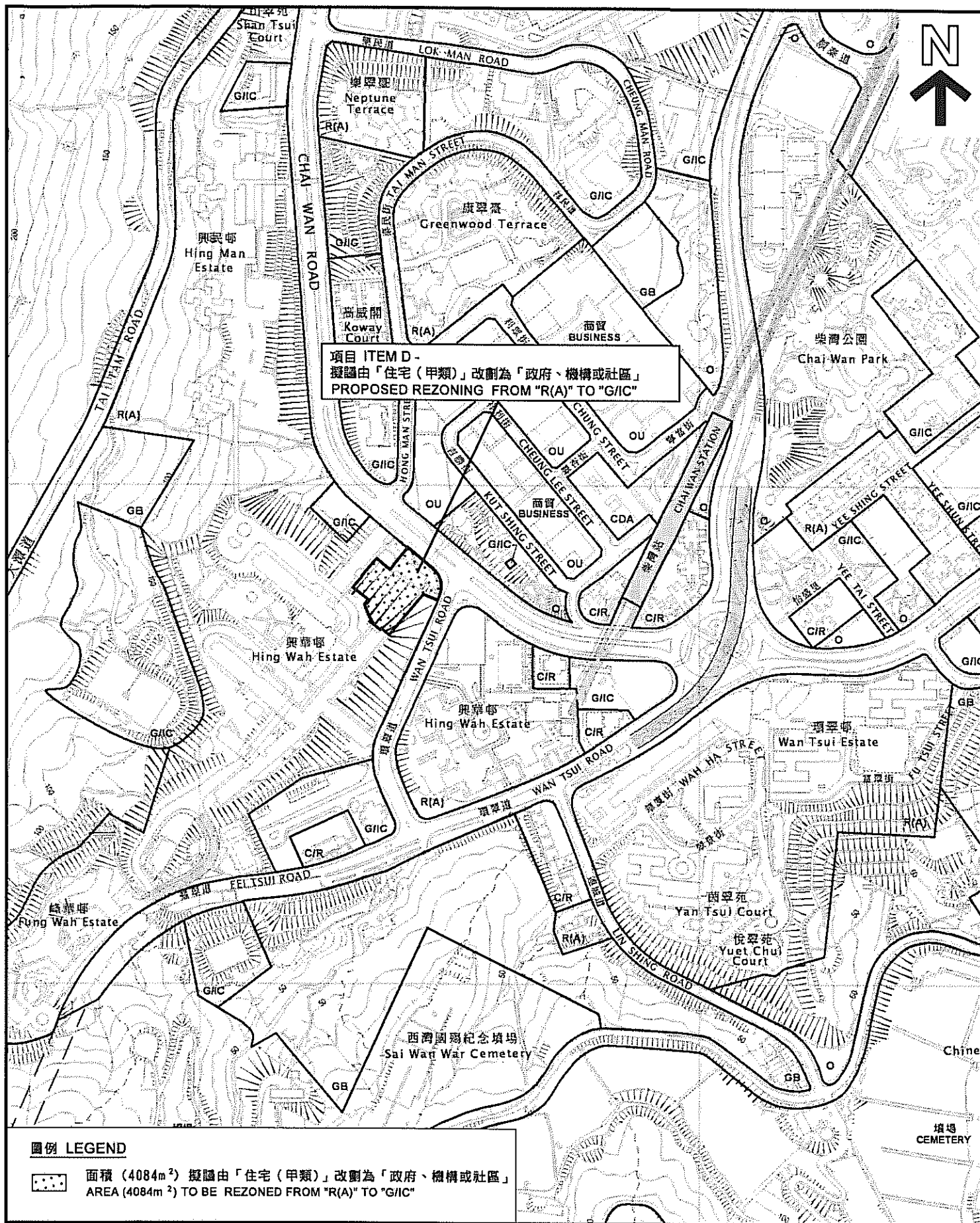
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/46

圖 PLAN  
C1c

本摘要圖於2011年12月15日擬備，  
所根據的資料為於2011年11月11日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011



### 位置圖 LOCATION PLAN

興華社區會堂  
HING WAH COMMUNITY HALL  
擬議由「住宅（甲類）」改劃為「政府、機構或社區」  
PROPOSED TO BE REZONED FROM "R(A)" TO "G/I/C"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

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

規劃署  
PLANNING  
DEPARTMENT



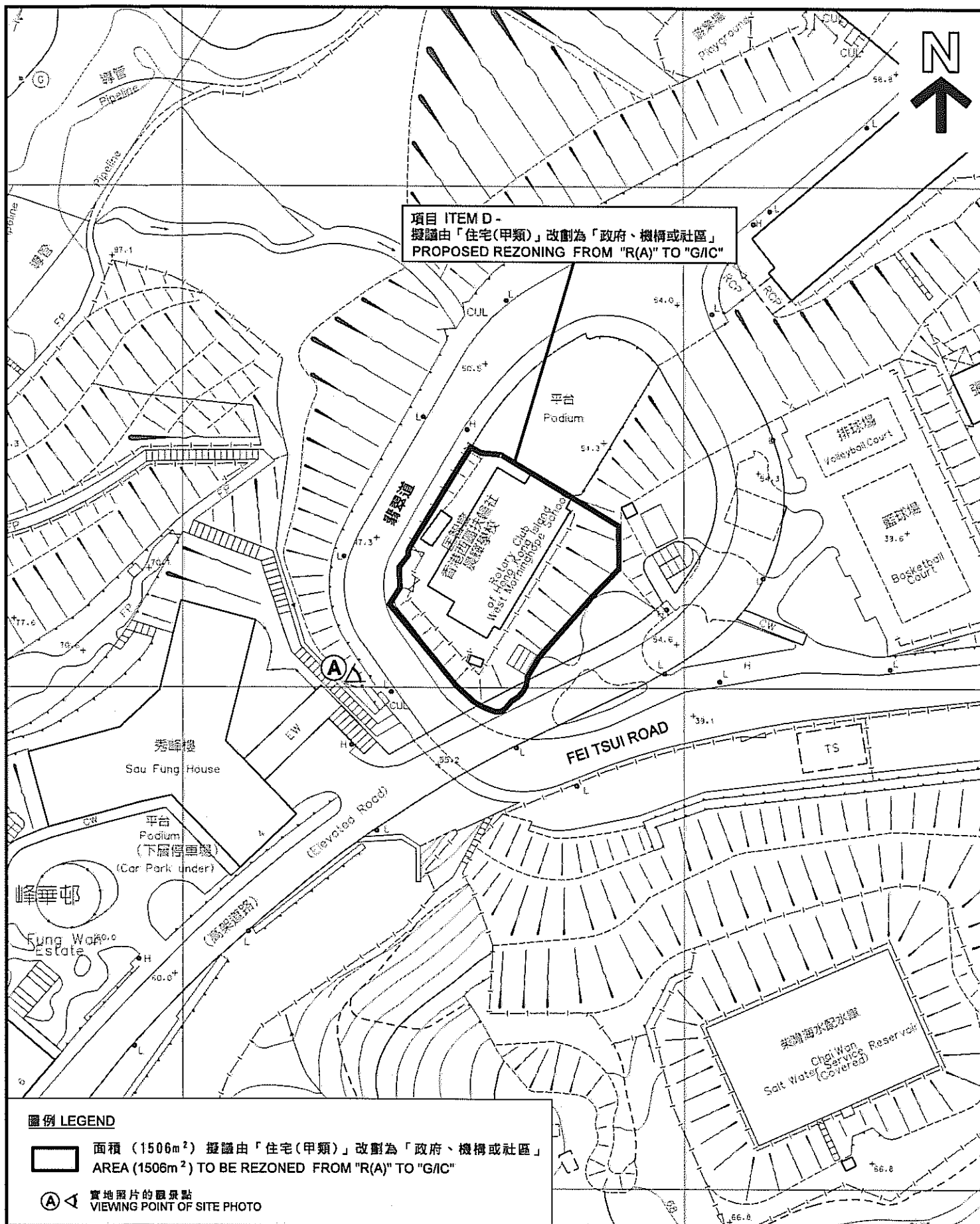
參考編號  
REFERENCE No.  
M/H20/10/219

圖 PLAN  
C1d

本摘要圖於2011年12月15日擬備，  
所根據的資料為於2011年11月11日  
展示的分區計劃大綱圖編號S/H20/19

EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011





### 平面圖 SITE PLAN

與華(二)邨區智會香港西區扶輪社晨輝學校  
擬議由「住宅(甲類)」改劃為「政府、機構或社區」  
ROTARY CLUB OF HONG KONG ISLAND  
WEST MORNINGHOPE SCHOOL AT HING WAH (II) ESTATE  
PROPOSED TO BE REZONED FROM "R(A)" TO "G/I/C"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:1 000 比例尺  
0 20 40 METRES

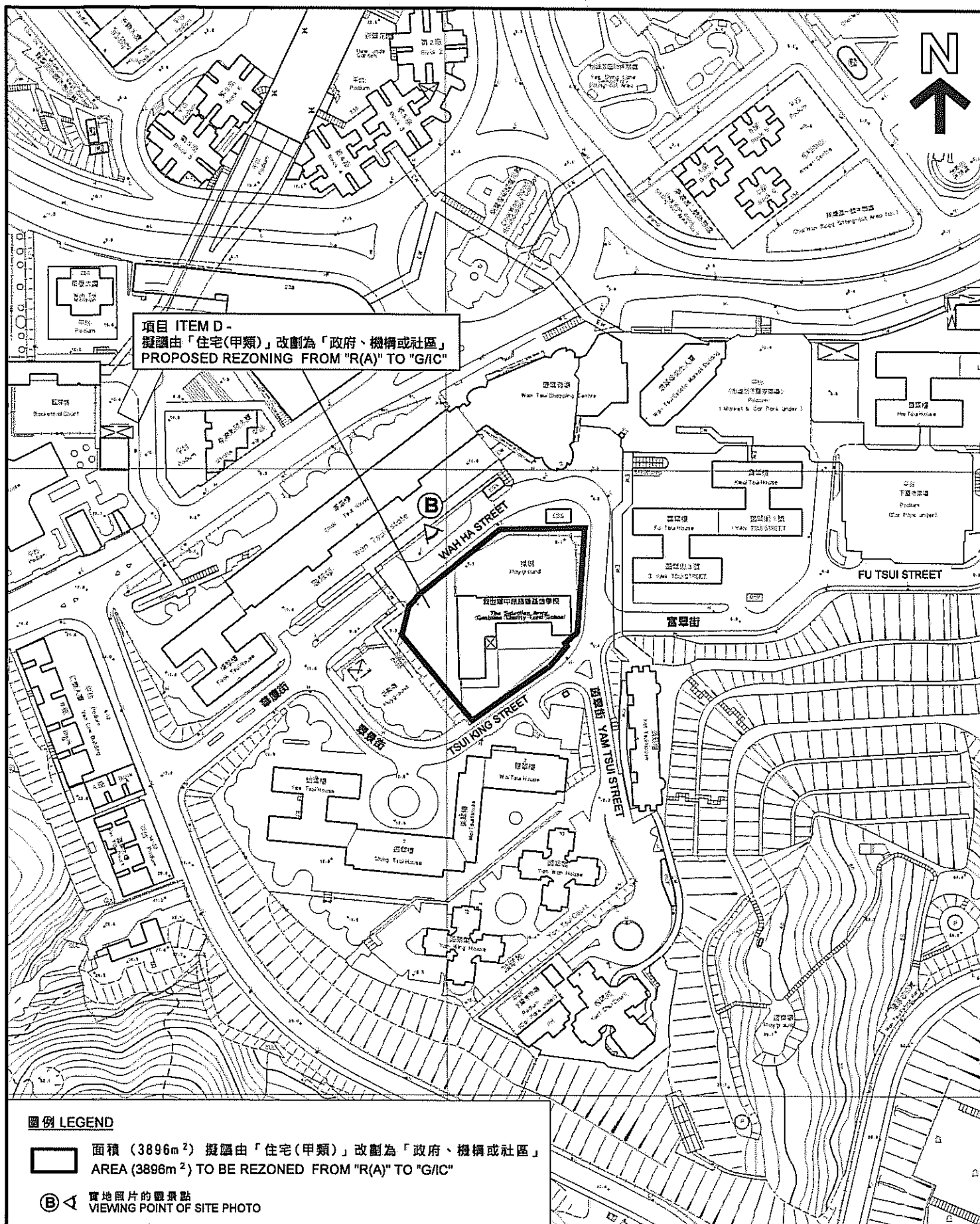
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/47

圖 PLAN  
C2a

本摘要圖於2011年12月15日擬備，  
所根據的資料為測量圖編號  
11-SE-18D 及19C  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-18D & 19C



本摘要圖於2011年12月15日製備，  
 所根據的資料為測量圖編號  
 11-SE-19A及C

EXTRACT PLAN PREPARED ON 15.12.2011  
 BASED ON SURVEY SHEETS No.  
 11-SE-19A & C

### 平面圖 SITE PLAN

環翠邨救世軍中原慈善基金學校  
 擬議由「住宅(甲類)」改劃為「政府、機構或社區」  
 THE SALVATION ARMY CENTALINE CHARITY FUND SCHOOL  
 AT WAN TSUI ESTATE

PROPOSED TO BE REZONED FROM "R(A)" TO "G/IC"  
 檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
 REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:2 000 比例尺  
 米 METRES 40 0 40 80 METRES

規劃署  
 PLANNING  
 DEPARTMENT

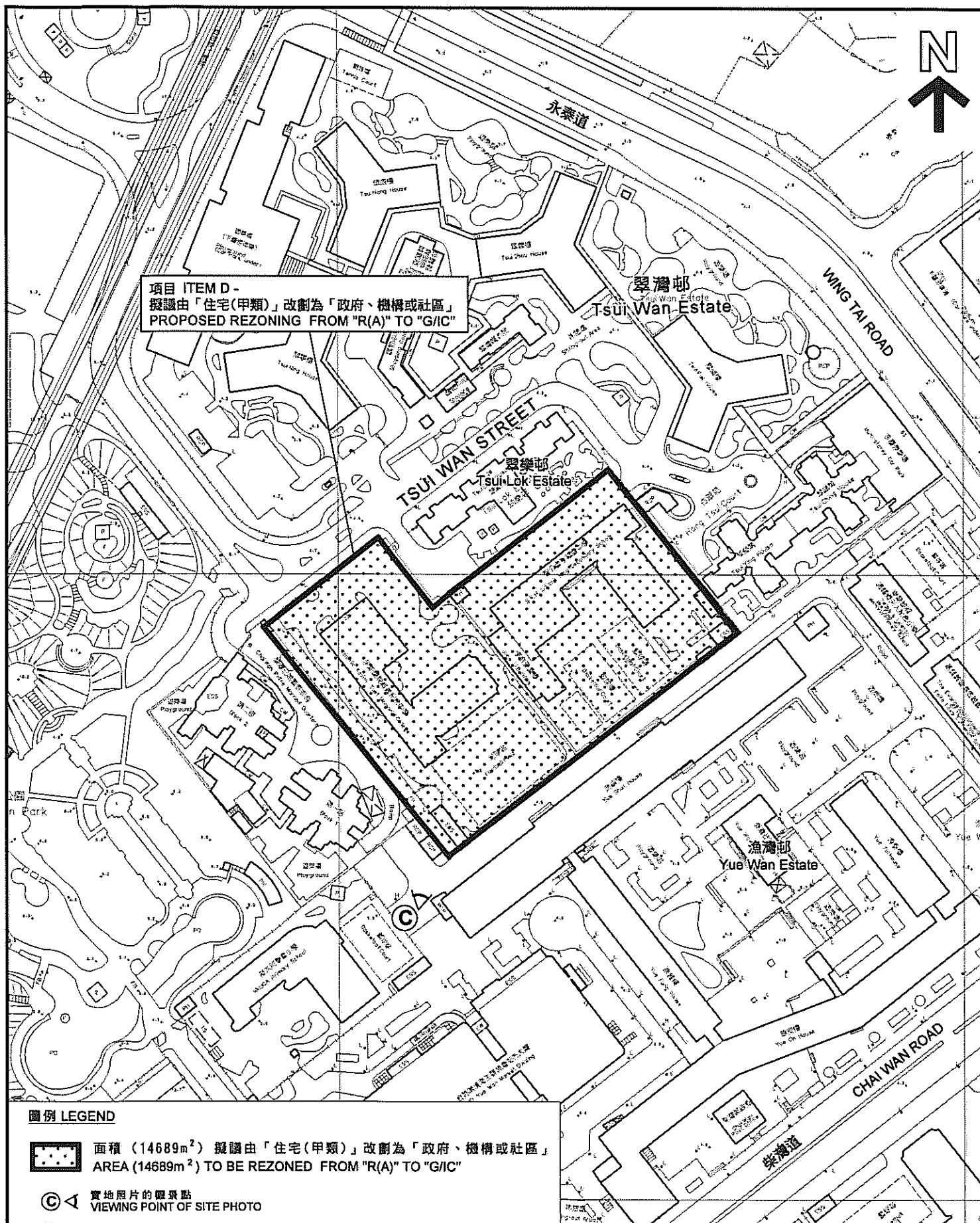


參考編號  
 REFERENCE No.

M/H20/10/48

PLAN  
 C2b





**圖例 LEGEND**



面積 (14689m<sup>2</sup>) 擬議由「住宅(甲類)」改劃為「政府、機構或社區」  
AREA (14689m<sup>2</sup>) TO BE REZONED FROM "R(A)" TO "G/I/C"



實地照片的觀景點  
VIEWING POINT OF SITE PHOTO

**平面圖 SITE PLAN**

現有學校  
擬議由「住宅(甲類)」改劃為「政府、機構或社區」  
EXISTING SCHOOLS  
PROPOSED TO BE REZONED FROM "R(A)" TO "G/I/C"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:2 000 比例尺

米  
METRES 40

0

40

米  
80 METRES

規劃署  
PLANNING  
DEPARTMENT



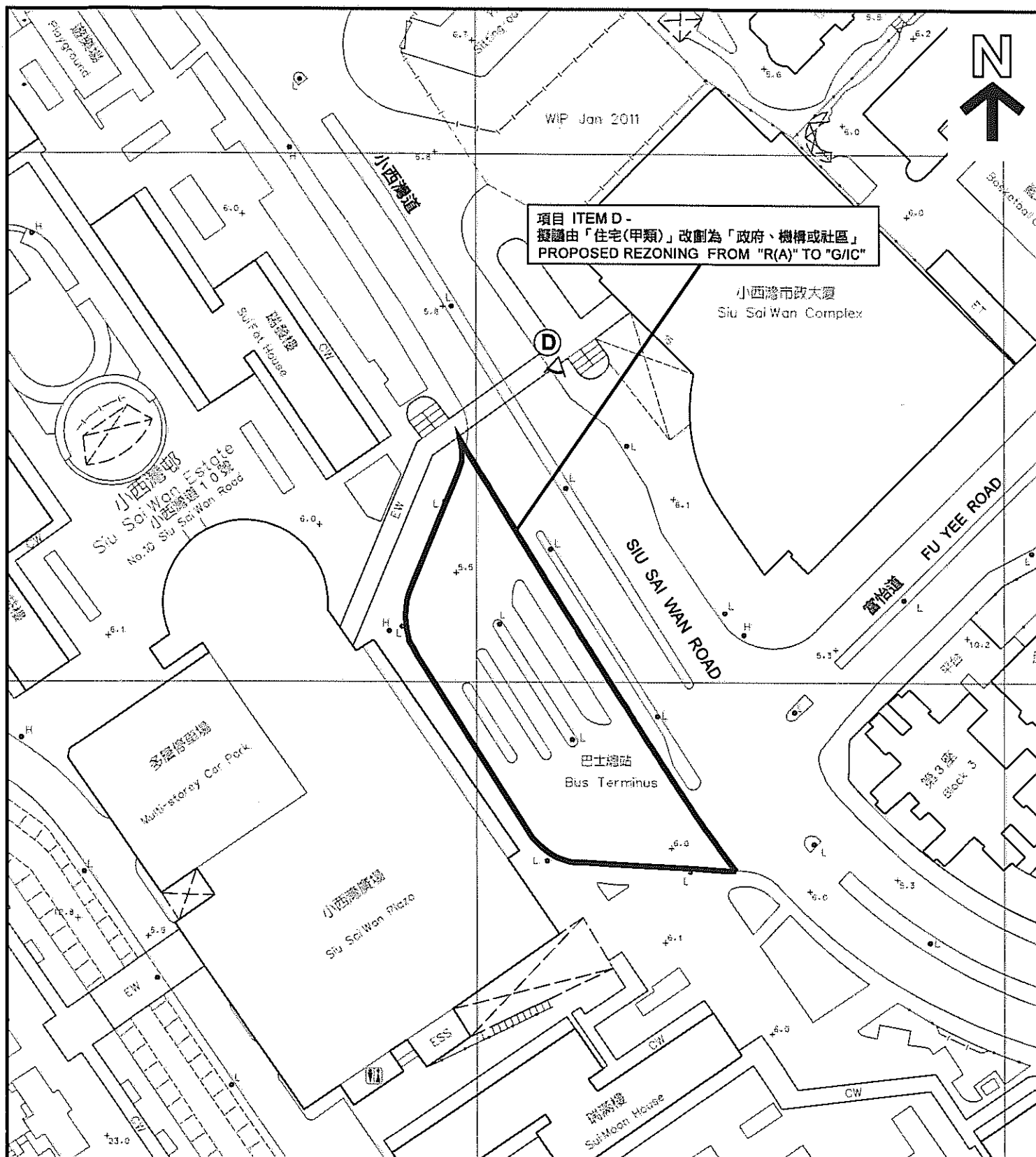
參考編號  
REFERENCE No.

M/H20/11/12


圖 PLAN  
C2c

本摘要圖於2011年12月15日製備，  
所根據的資料為測量圖編號  
11-SE-14D及19B

EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-14D & 19B



#### 圖例 LEGEND

 面積 (2078m<sup>2</sup>) 擬議由「住宅(甲類)」改劃為「政府、機構或社區」  
AREA (2078m<sup>2</sup>) TO BE REZONED FROM "R(A)" TO "G/I/C"

 實地照片的觀景點  
VIEWING POINT OF SITE PHOTO

本摘要圖於2011年12月15日擬備，  
所根據的資料為測量圖編號  
11-SE-20A及C

EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-20A & C

#### 平面圖 SITE PLAN

小西灣邨巴士總站  
擬議由「住宅(甲類)」改劃為「政府、機構或社區」  
BUS TERMINUS AT SIU SAI WAN ESTATE  
PROPOSED TO BE REZONED FROM "R(A)" TO "G/I/C"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:1 000 比例尺  
米 METRES 20 0 20 40 METRES

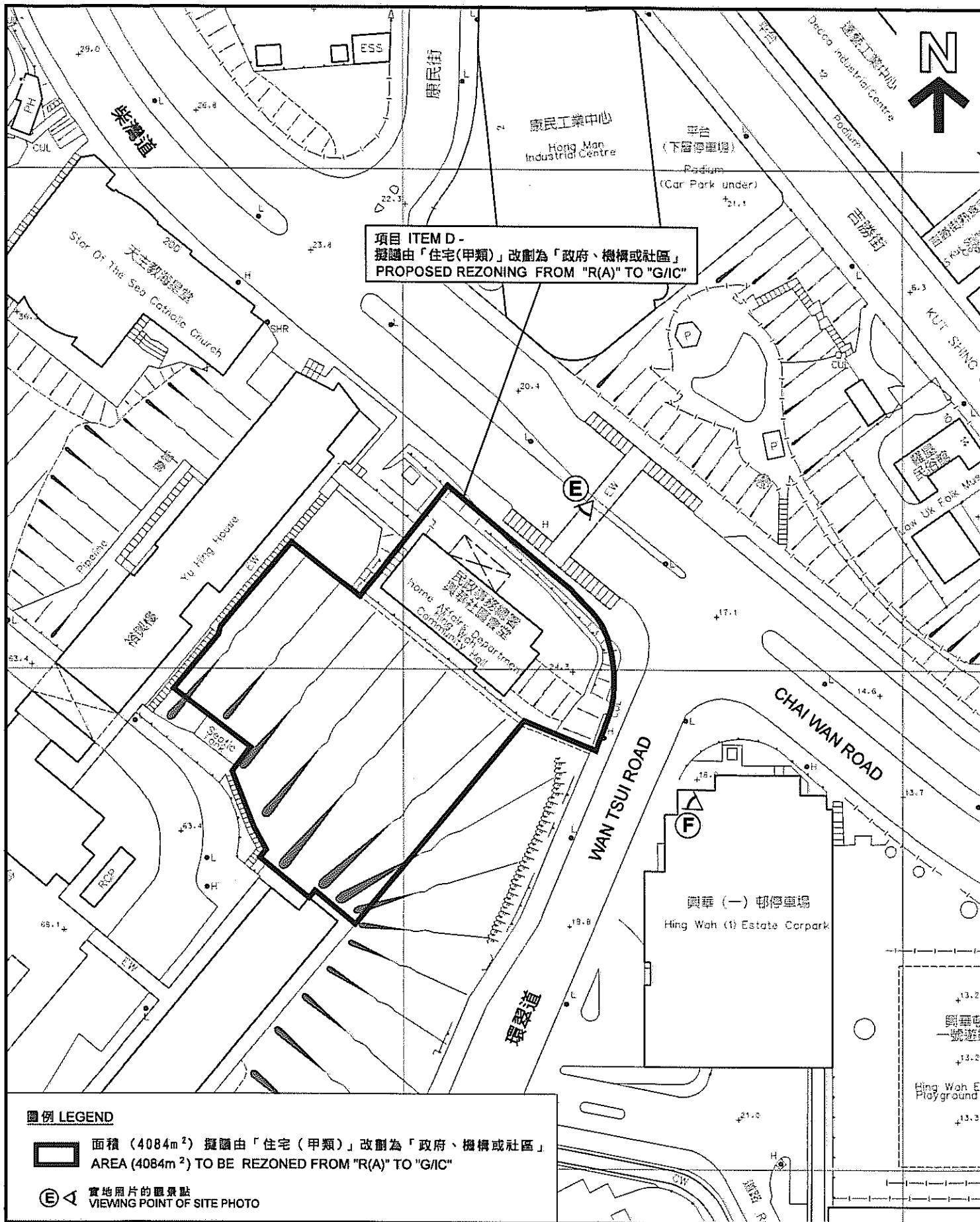
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/52

圖 PLAN  
C2d





本摘要圖於2011年12月15日製備，  
所根據的資料為測量圖編號  
11-SE-19A和C  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-19A & C

### 平面圖 SITE PLAN

興華社區會堂  
擬議由「住宅(甲類)」改劃為「政府、機構或社區」  
HING WAH COMMUNITY HALL  
PROPOSED TO BE REZONED FROM "R(A)" TO "G/IC"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1 : 1 000 比例尺  
METRES 20 0 20 40 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/220

圖 PLAN  
C2e



# 實地照片 SITE PHOTOS

現有學校  
擬議由「住宅（甲類）」改劃為「政府、機構或社區」  
EXISTING SCHOOLS  
PROPOSED TO BE REZONED FROM "R(A)" TO "G/IC"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H20/10/72

圖 PLAN  
C3a

本摘要圖於2011年12月15日擬備，所根據的資料為攝於2010年5月26日的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON 26.5.2010





# 實地照片 SITE PHOTOS

現有學校  
擬議由「住宅（甲類）」改劃為「政府、機構或社區」

EXISTING SCHOOLS  
PROPOSED TO BE REZONED FROM "R(A)" TO "G/IC"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H20/10/74

圖 PLAN  
C3b

本摘要圖於2011年12月15日擬備，所根據的  
資料為攝於2010年5月26日的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON 26.5.2010



界線只作識別用  
BOUNDARY FOR  
IDENTIFICATION PURPOSE ONLY

### 實地照片 SITE PHOTO

本摘要圖於2011年12月15日擬備，所根據的  
資料為攝於2011年7月5日的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTO TAKEN ON 5.7.2011

小西灣邨巴士總站  
擬議由「住宅（甲類）」改劃為「政府、機構或社區」  
BUS TERMINUS AT SIU SAI WAN ESTATE  
PROPOSED TO BE REZONED FROM "R(A)" TO "G/IC"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/76

圖 PLAN  
C3c





# 實地照片 SITE PHOTOS

興華社區會堂

擬議由「住宅（甲類）」改劃為「政府、機構或社區」

HING WAH COMMUNITY HALL  
PROPOSED TO BE REZONED FROM "R(A)" TO "G/IC"

檢討中的柴灣分區計劃大綱草圖編號S/H20/18

REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/18

規劃署  
PLANNING  
DEPARTMENT

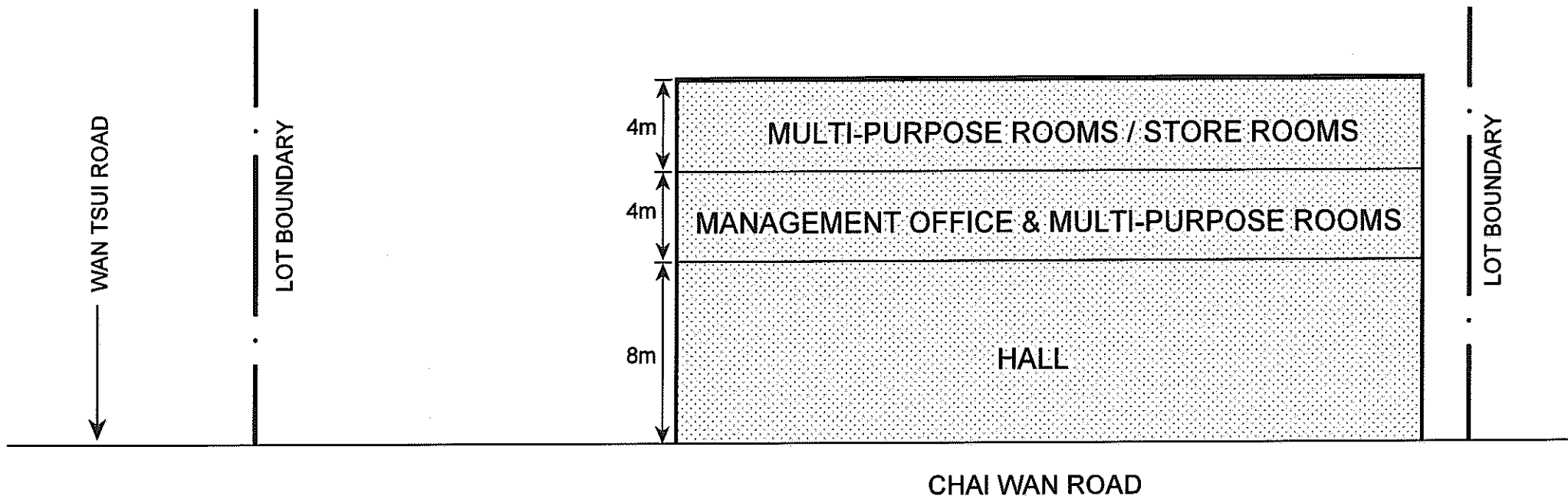


參考編號  
REFERENCE No.

M/H20/10/215

圖 PLAN  
C3d

本圖於2011年12月9日擬備，所根據的  
資料為攝於2010年10月7日的實地照片  
EXTRACT PLAN PREPARED ON 9.12.2011  
BASED ON SITE PHOTOS TAKEN ON 7.10.2010



本圖於2012年1月4日繪備  
PLAN PREPARED ON 4.1.2012

### 概念圖 CONCEPTUAL PLAN

重建興華社區會堂  
擬議由「住宅（甲類）」改劃為「政府、機構或社區」  
HING WAH COMMUNITY HALL REDEVELOPMENT  
PROPOSED TO BE REZONED FROM "R(A)" TO "G/I/C"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

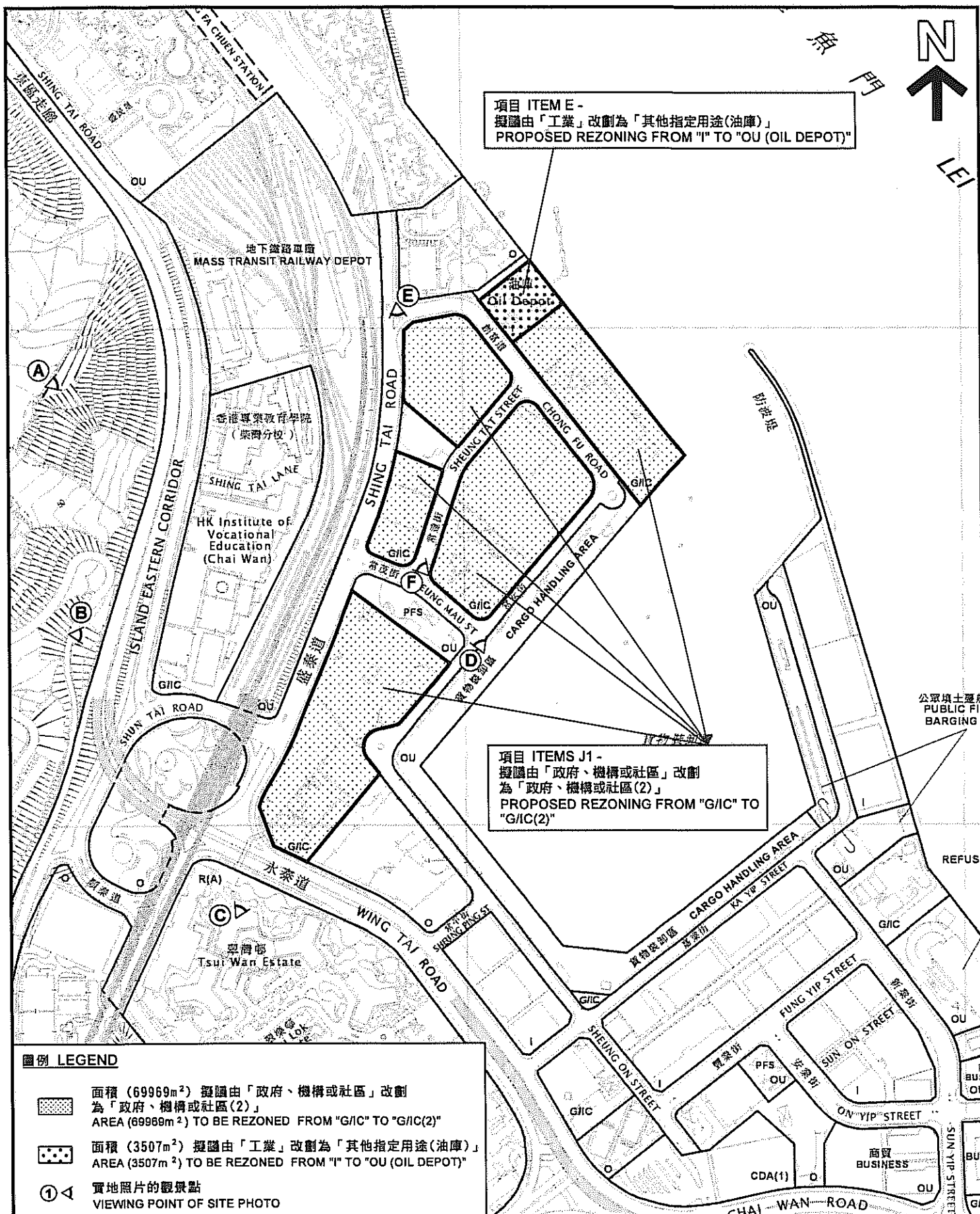
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/12/1

圖 PLAN  
C4





### 位置圖 LOCATION PLAN

柴灣東區現有  
「工業」及「政府、機構或社區」地點的改劃  
PROPOSED REZONING OF EXISTING "I" & "G/I/C" SITES  
IN THE CHAI WAN EAST AREA

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

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

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/11/93

PLAN  
D1

本摘要圖於2011年12月16日擬備，  
所根據的資料為於2011年11月11日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 16.12.2011  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011

EXTRACT PLAN PREPARED ON 16.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-14A,B,C & D





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BOUNDARY FOR  
IDENTIFICATION PURPOSE ONLY



PLAN  
D3



### 實地照片 SITE PHOTOS

本圖於2011年12月16日擬備，所根據的資料為攝於2009年6月20日(上)及2010年9月5日(下)的實地照片  
EXTRACT PLAN PREPARED ON 16.12.2011  
BASED ON SITE PHOTOS TAKEN ON  
20.6.2009 (UPPER) & 5.9.2010 (LOWER)

柴灣東區現有  
「工業」及「政府、機構或社區」地點的改劃  
PROPOSED REZONING OF EXISTING "I" & "G/I" SITES  
IN THE CHAI WAN EAST AREA  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN  
OUTLINE ZONING PLAN No. S/H20/19

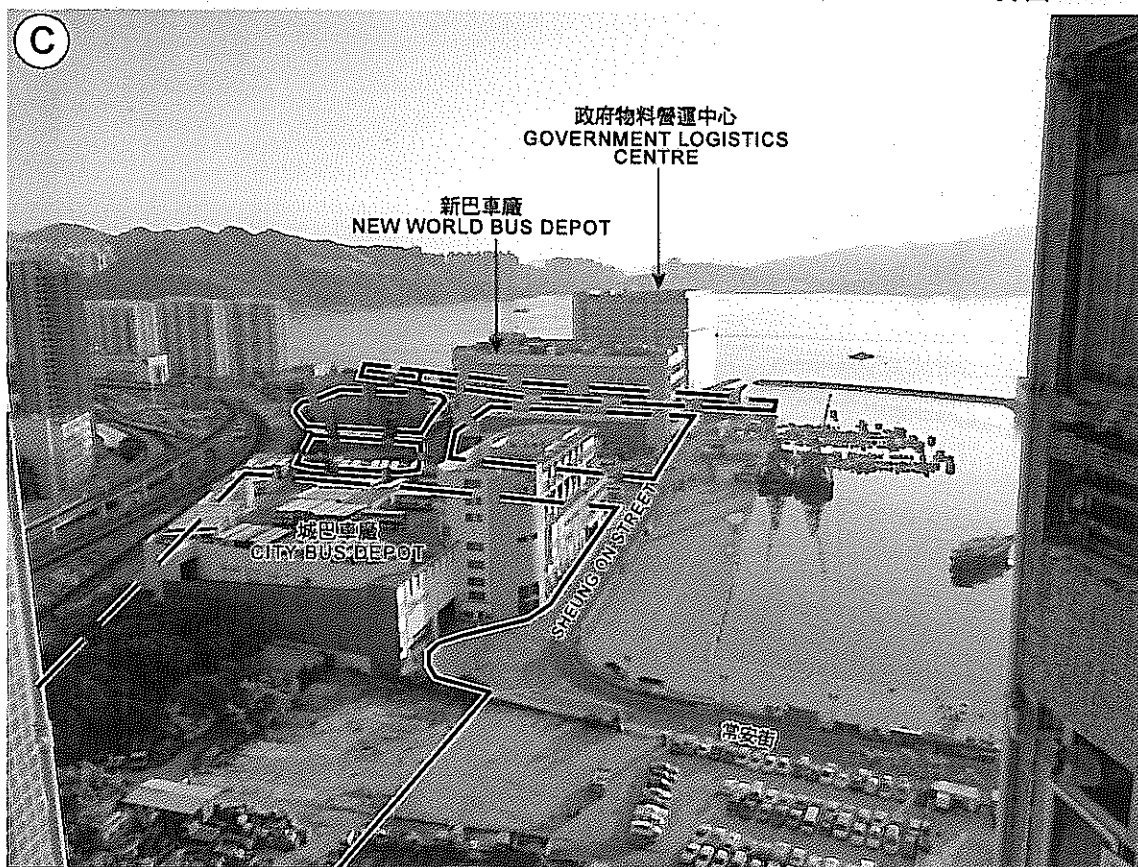
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/11/96

圖 PLAN  
D4a





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實地照片 SITE PHOTOS

柴灣東區現有  
「工業」及「政府、機構或社區」地點的改劃  
PROPOSED REZONING OF EXISTING "I" & "G/I" SITES  
IN THE CHAI WAN EAST AREA  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN  
OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/11/97

圖 PLAN  
D4b

本圖於2011年12月16日發備，所根據的  
資料為攝於2009年6月20日(上)及  
2010年5月26日(下)的實地照片  
EXTRACT PLAN PREPARED ON 16.12.2011  
BASED ON SITE PHOTOS TAKEN ON  
20.6.2009 (UPPER) & 26.5.2010 (LOWER)



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### 實地照片 SITE PHOTOS

柴灣東區現有  
「政府、機構或社區」地點的改劃  
PROPOSED REZONING OF EXISTING "G/I/C" SITES  
IN THE CHAI WAN EAST AREA  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN  
OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT

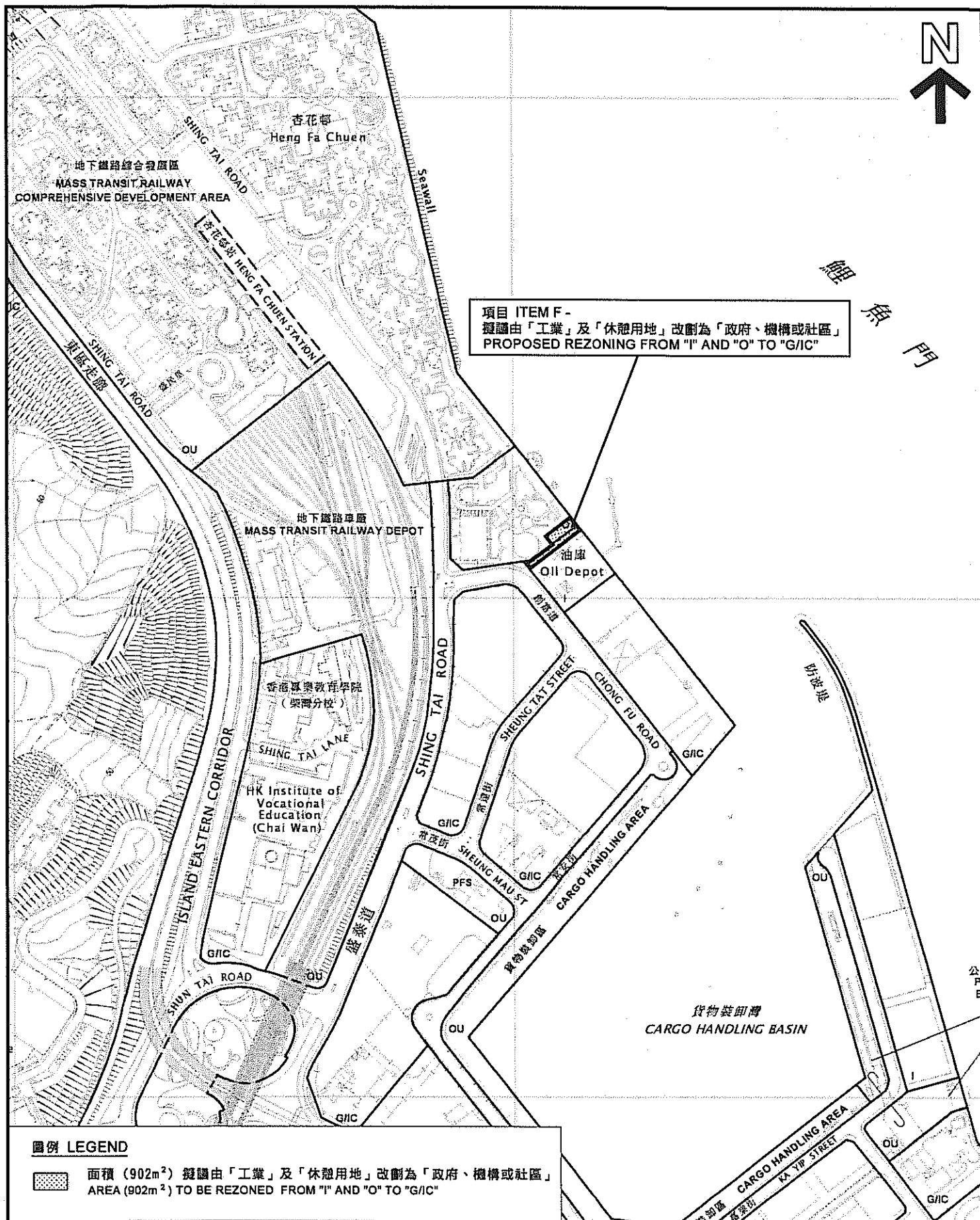


參考編號  
REFERENCE No.  
M/H20/11/107

圖 PLAN  
D4c

本圖於2011年12月29日擬備，所根據的  
資料為攝於2010年5月26日(上)及  
2010年6月20日(下)的實地照片  
EXTRACT PLAN PREPARED ON 29.12.2011  
BASED ON SITE PHOTOS TAKEN ON  
26.5.2010 (UPPER) & 20.6.2010 (LOWER)





#### 位置圖 LOCATION PLAN

本摘要圖於2011年12月15日擬備，  
所根據的資料為2011年11月11日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011

創富道海水抽水站  
擬議由「工業」及「休憩用地」改劃為「政府、機構或社區」  
EXISTING SEAWATER PUMPING STATION IN CHONG FU ROAD  
PROPOSED TO BE REZONED FROM "I" AND "O" TO "G/IC"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

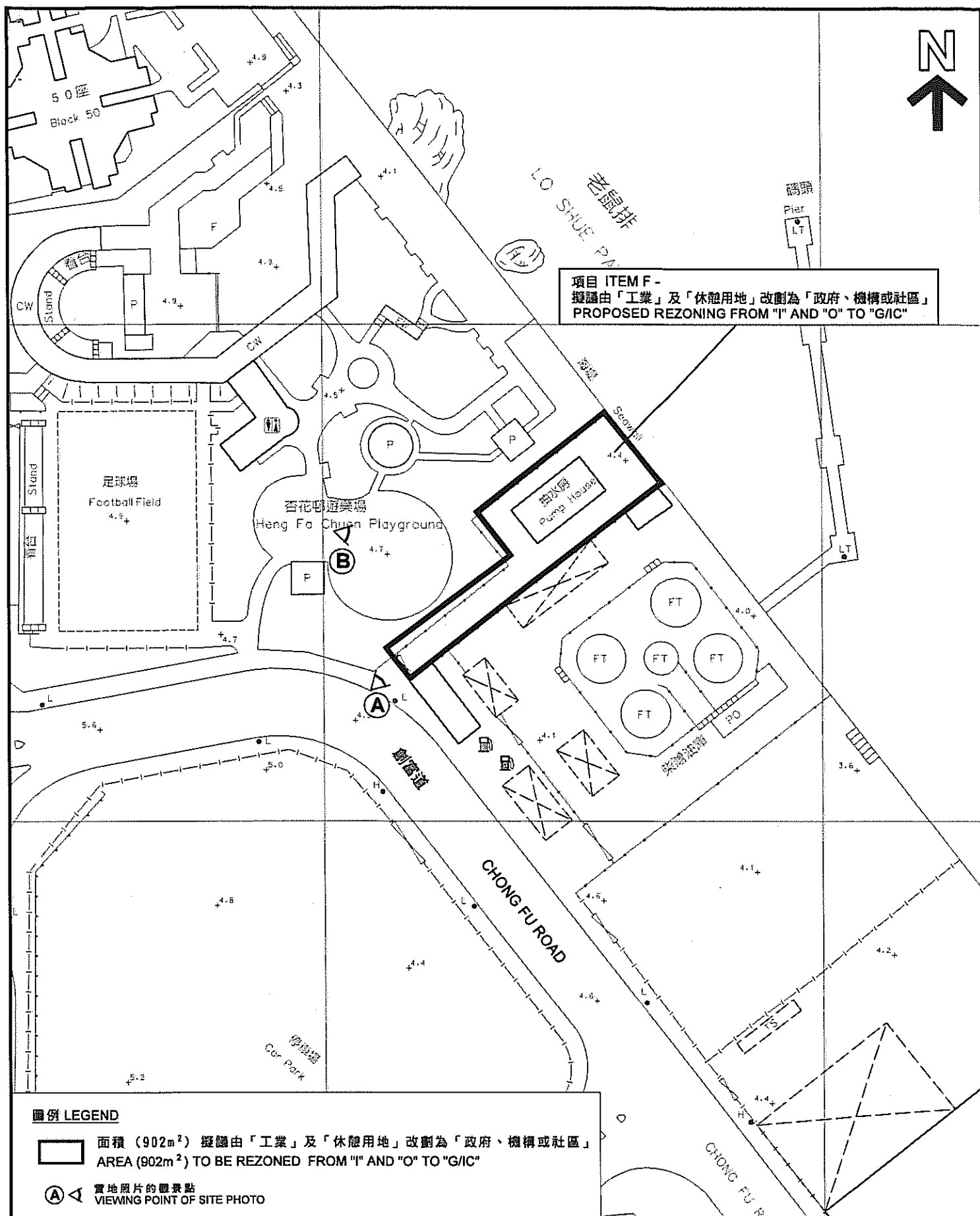
米 SCALE 1:5 000 比例尺 米  
METRES 100 0 100 200 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/58

圖 PLAN  
E1



本摘要圖於2011年12月15日擬備，  
所根據的資料為測量圖編號  
11-SE-148及D

EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-148 & D

### 平面圖 SITE PLAN

創富道海水抽水站  
擬議由「工業」及「休憩用地」改劃為「政府、機構或社區」  
EXISTING SEAWATER PUMPING STATION IN CHONG FU ROAD  
PROPOSED TO BE REZONED FROM "I" AND "O" TO "G/C"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:1 000 比例尺  
METRES 20 0 20 40 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/59

PLAN  
E2





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### 實地照片 SITE PHOTOS

創富道海水抽水站  
擬議由「工業」及「休憩用地」改劃為「政府、機構或社區」  
EXISTING SEAWATER PUMPING STATION IN CHONG FU ROAD  
PROPOSED TO BE REZONED FROM "I" AND "O" TO "G/IC"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

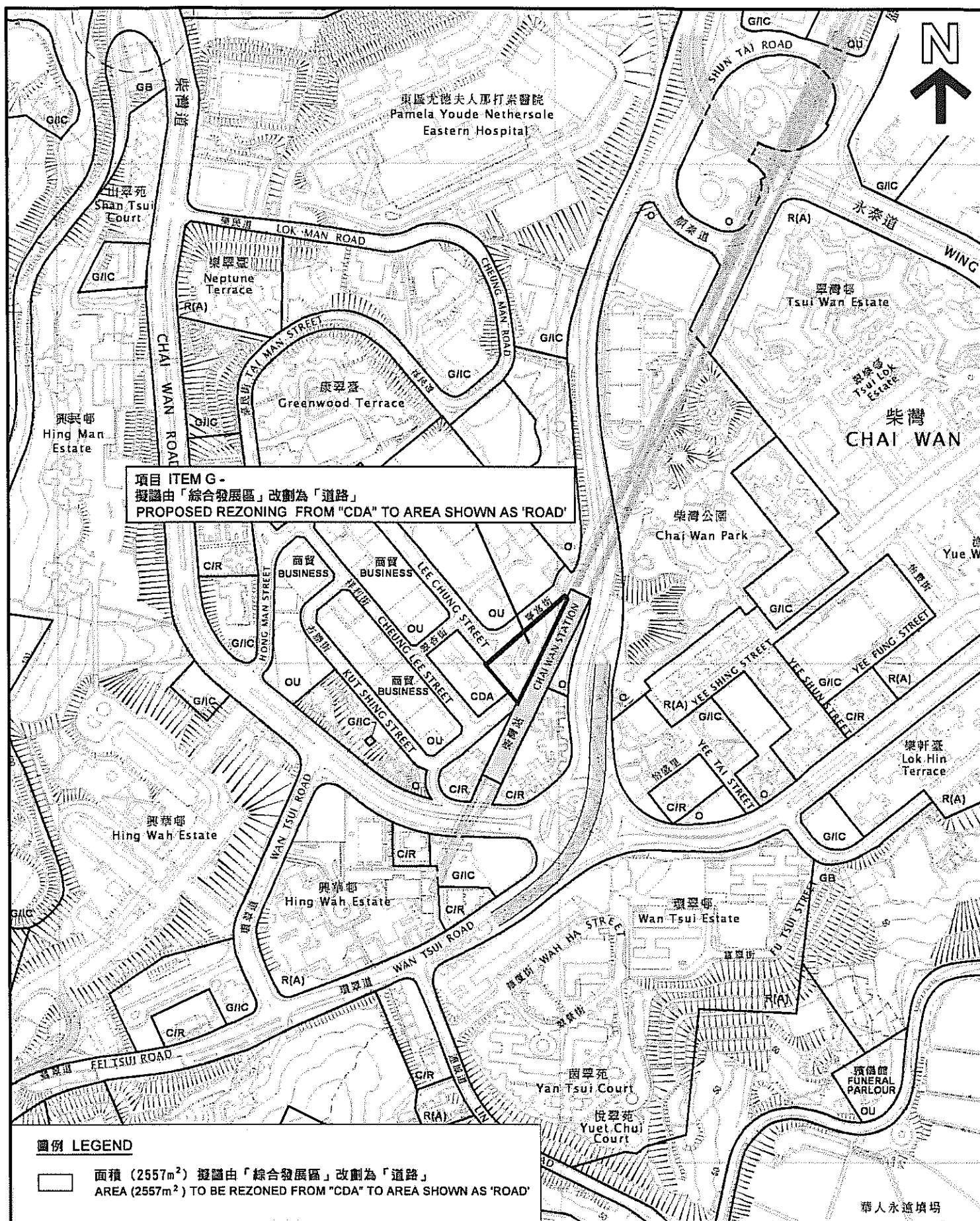
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/98

圖 PLAN  
E3

本摘要圖於2011年12月15日擬備，所根據的資料為攝於2010年8月14日的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON 14.8.2010



#### 圖例 LEGEND



面積 (2557m<sup>2</sup>) 擬議由「綜合發展區」改劃為「道路」  
AREA (2557m<sup>2</sup>) TO BE REZONED FROM "CDA" TO AREA SHOWN AS 'ROAD'

#### 位置圖 LOCATION PLAN

寧富街柴灣巴士總站  
擬議由「綜合發展區」改劃為「道路」  
CHAI WAN BUS TERMINUS IN NING FOO STREET  
PROPOSED TO BE REZONED FROM "CDA" TO AREA SHOWN AS 'ROAD'  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN  
OUTLINE ZONING PLAN No. S/H20/19

米  
METRES 100

SCALE 1 : 5 000 比例尺

米  
200 METRES

規劃署  
PLANNING  
DEPARTMENT

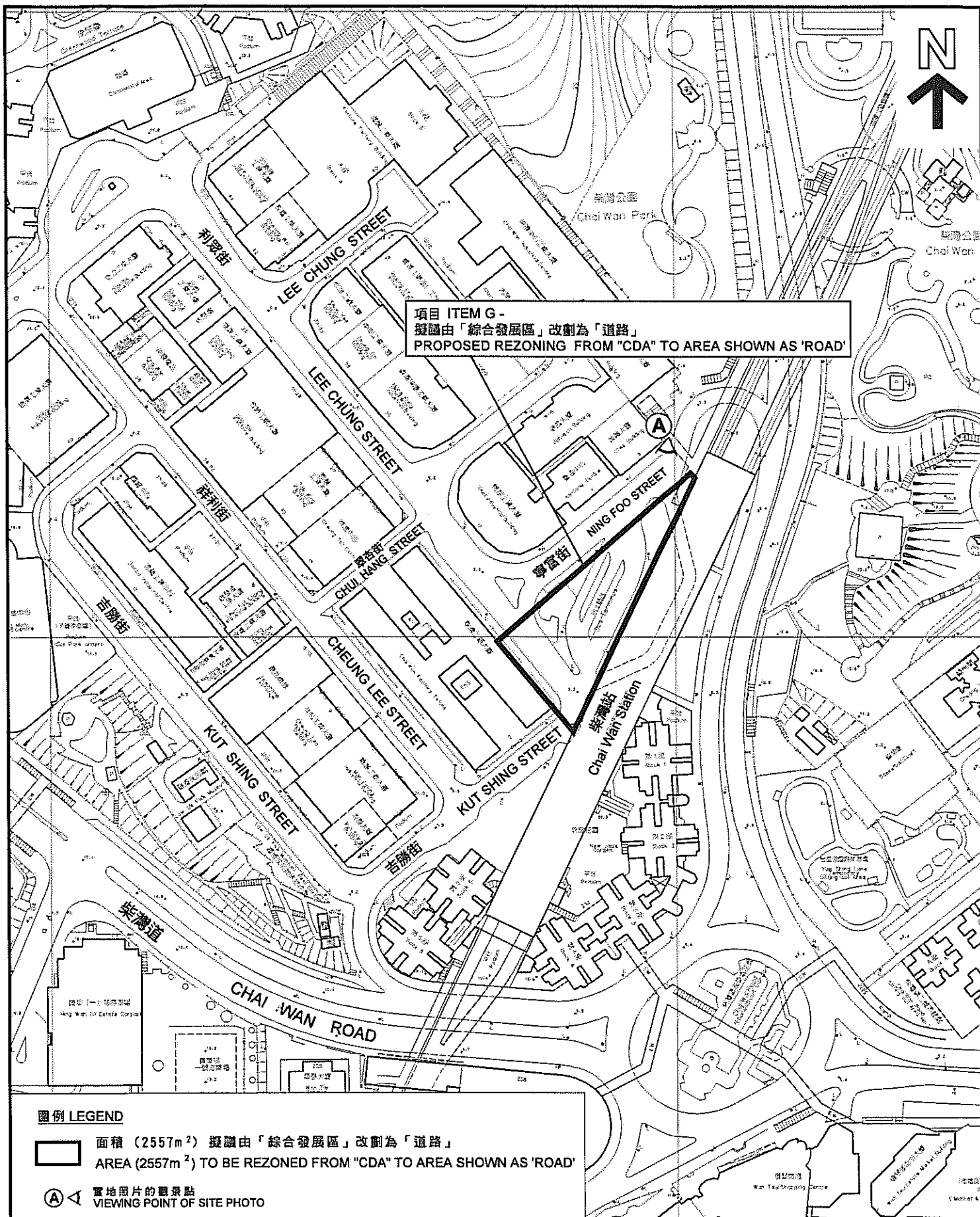


參考編號  
REFERENCE No.  
M/H20/10/40

圖 PLAN  
F1

本摘要圖於2011年12月15日擬備，  
所根據的資料為於2011年11月11日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011





#### 圖例 LEGEND

面積 (2557m<sup>2</sup>) 擬議由「綜合發展區」改劃為「道路」  
AREA (2557m<sup>2</sup>) TO BE REZONED FROM "CDA" TO AREA SHOWN AS 'ROAD'

實地照片的觀景點  
VIEWING POINT OF SITE PHOTO

本摘要圖於2011年12月15日擬備，  
所根據的資料為測量圖編號  
11-SE-19A及C

EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-19A & C

#### 平面圖 SITE PLAN

寧富街柴灣巴士總站  
擬議由「綜合發展區」改劃為「道路」  
CHAI WAN BUS TERMINUS IN NING FOO STREET  
PROPOSED TO BE REZONED FROM "CDA" TO AREA SHOWN AS 'ROAD'  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN  
OUTLINE ZONING PLAN No. S/H20/19

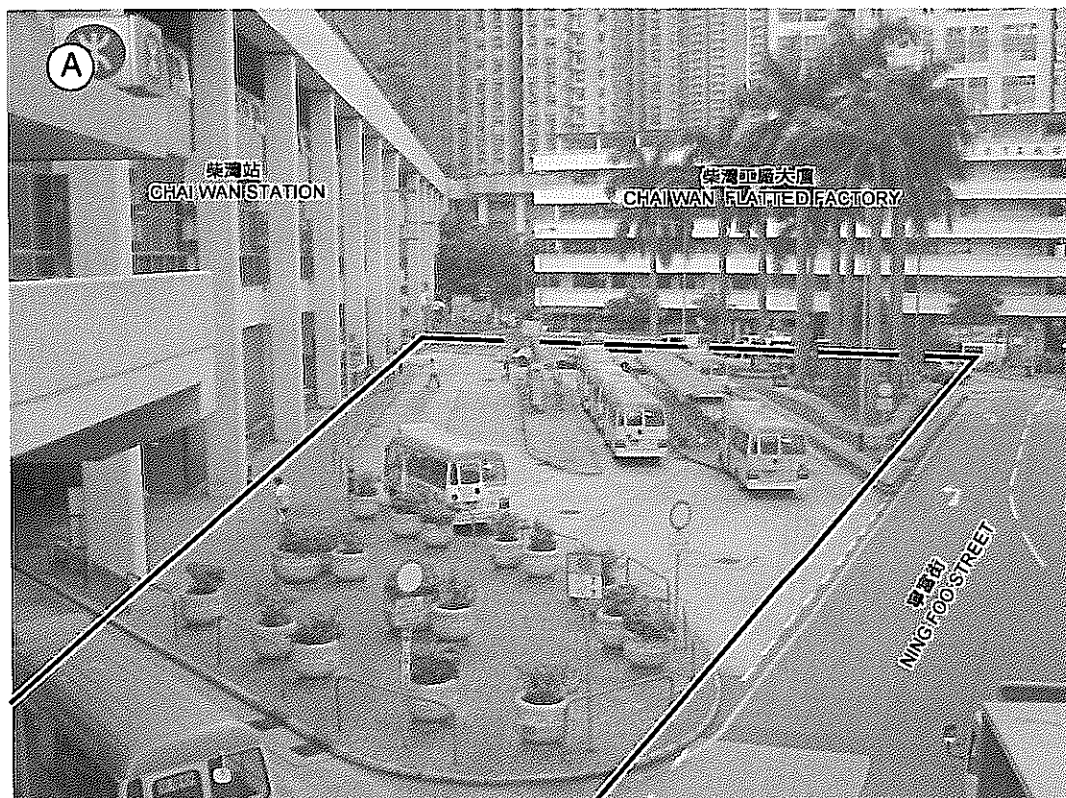
SCALE 1 : 2 000 比例尺  
米 METRES 40 0 40 60 米 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/41

圖 PLAN  
F2



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IDENTIFICATION PURPOSE ONLY

### 實地照片 SITE PHOTO

寧富街柴灣巴士總站  
擬議由「綜合發展區」改劃為「道路」

CHAI WAN BUS TERMINUS IN NING FOO STREET  
PROPOSED TO BE REZONED FROM "CDA" TO AREA SHOWN AS 'ROAD'

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



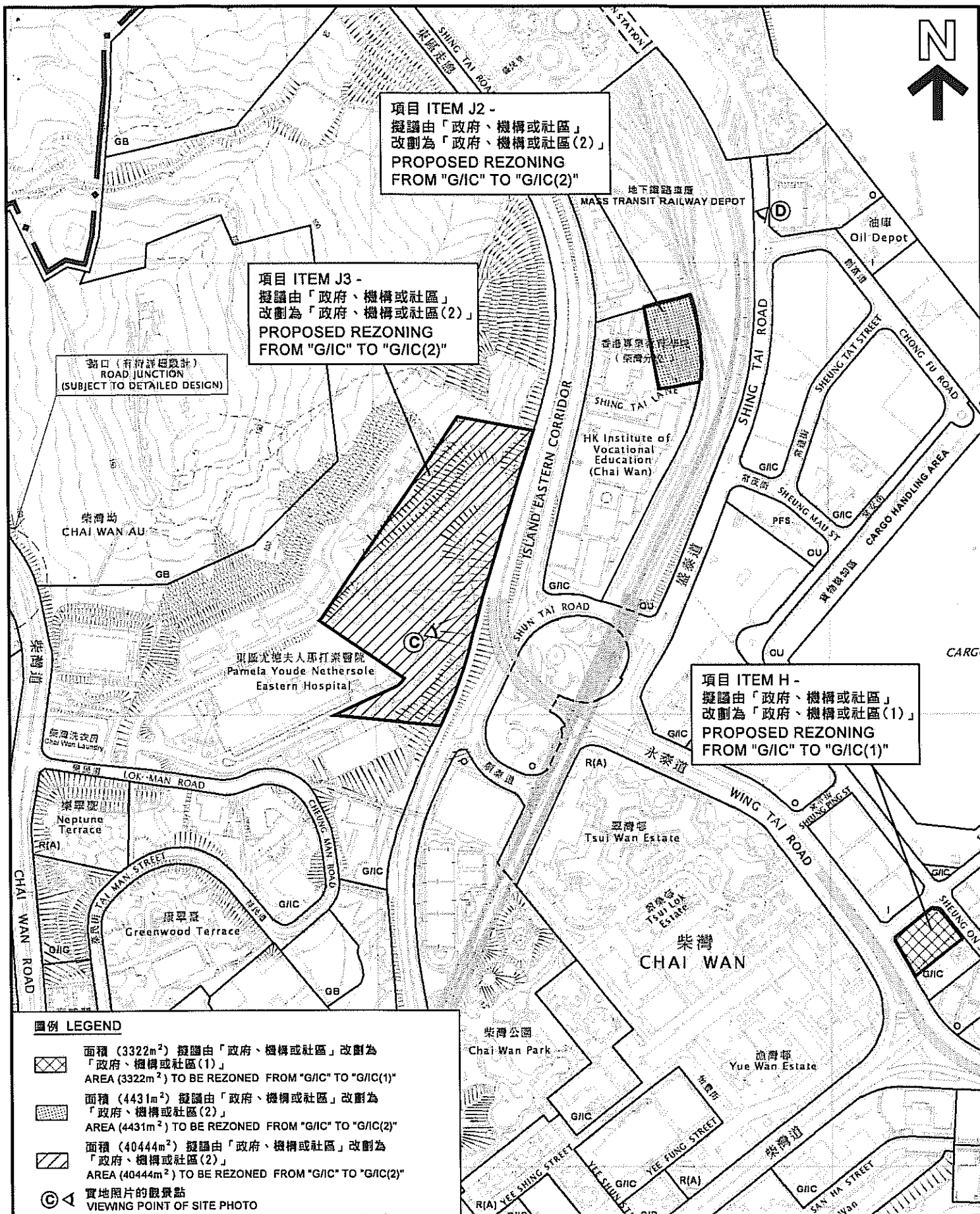
本摘要圖於2011年12月15日擬備，所根據的  
資料為攝於2010年5月27日的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTO TAKEN ON 27.5.2010

參考編號  
REFERENCE No.

M/H20/10/70

圖 PLAN  
F3





#### 位置圖 LOCATION PLAN

現有「政府、機構或社區」用地擬議改劃為  
「政府、機構或社區(1)」及「政府、機構或社區(2)」  
EXISTING "G/I/C" SITES  
PROPOSED TO BE REZONED FROM "G/I/C" TO "G/I/C(1)" & "G/I/C(2)"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1 : 5 500 比例尺

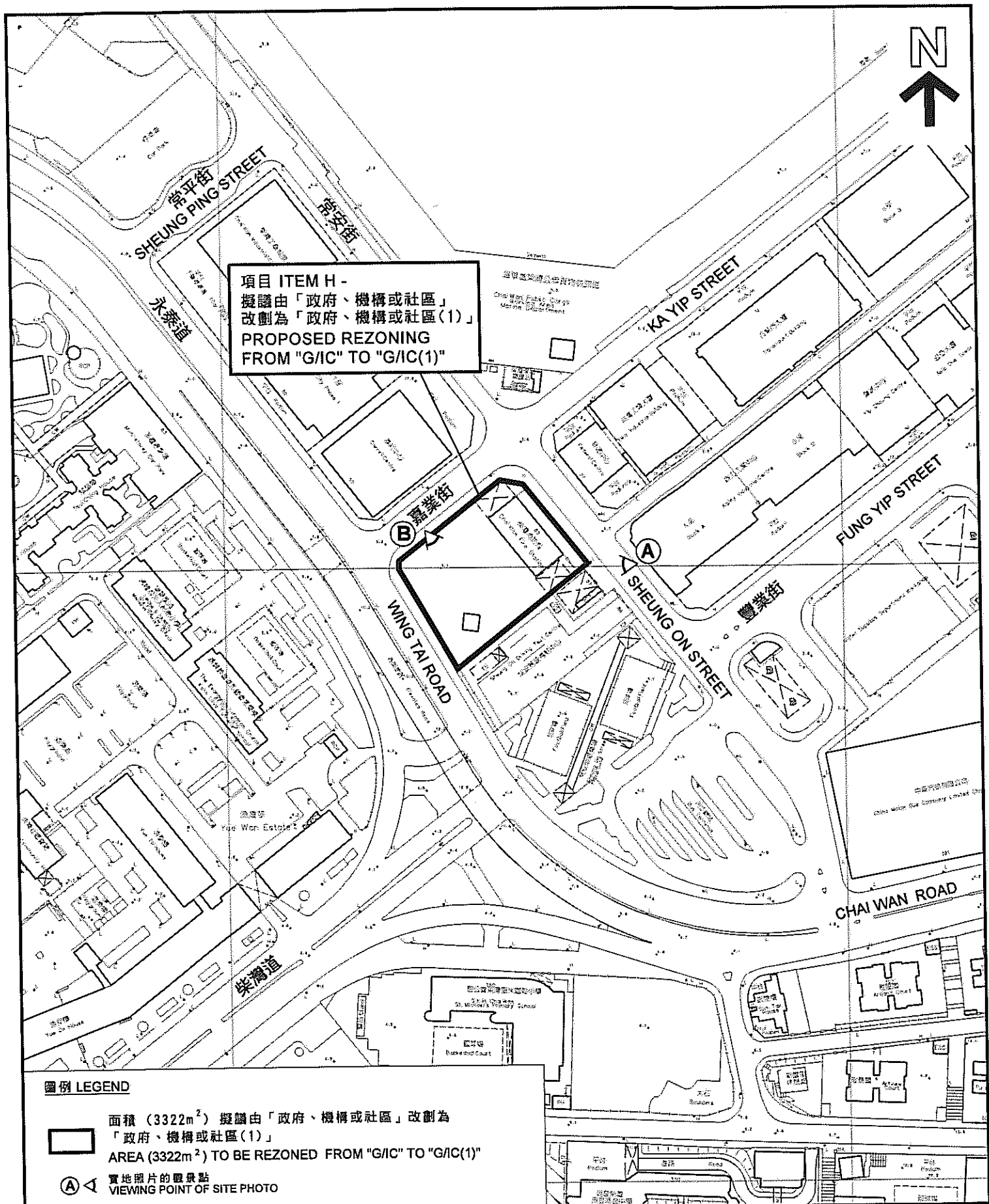
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/224

圖 PLAN  
G1

本摘要圖於2012年1月4日擬備，  
所根據的資料為於2011年11月11日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 4.1.2012  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011



#### 平面圖 SITE PLAN

位於柴灣消防局  
擬議由「政府、機構或社區」改劃為「政府、機構或社區(1)」  
CHAI WAN FIRE STATION  
PROPOSED TO BE REZONED FROM "G/IC" TO "G/IC(1)"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:2 000 比例尺

米 METRES 40 0 40 60 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

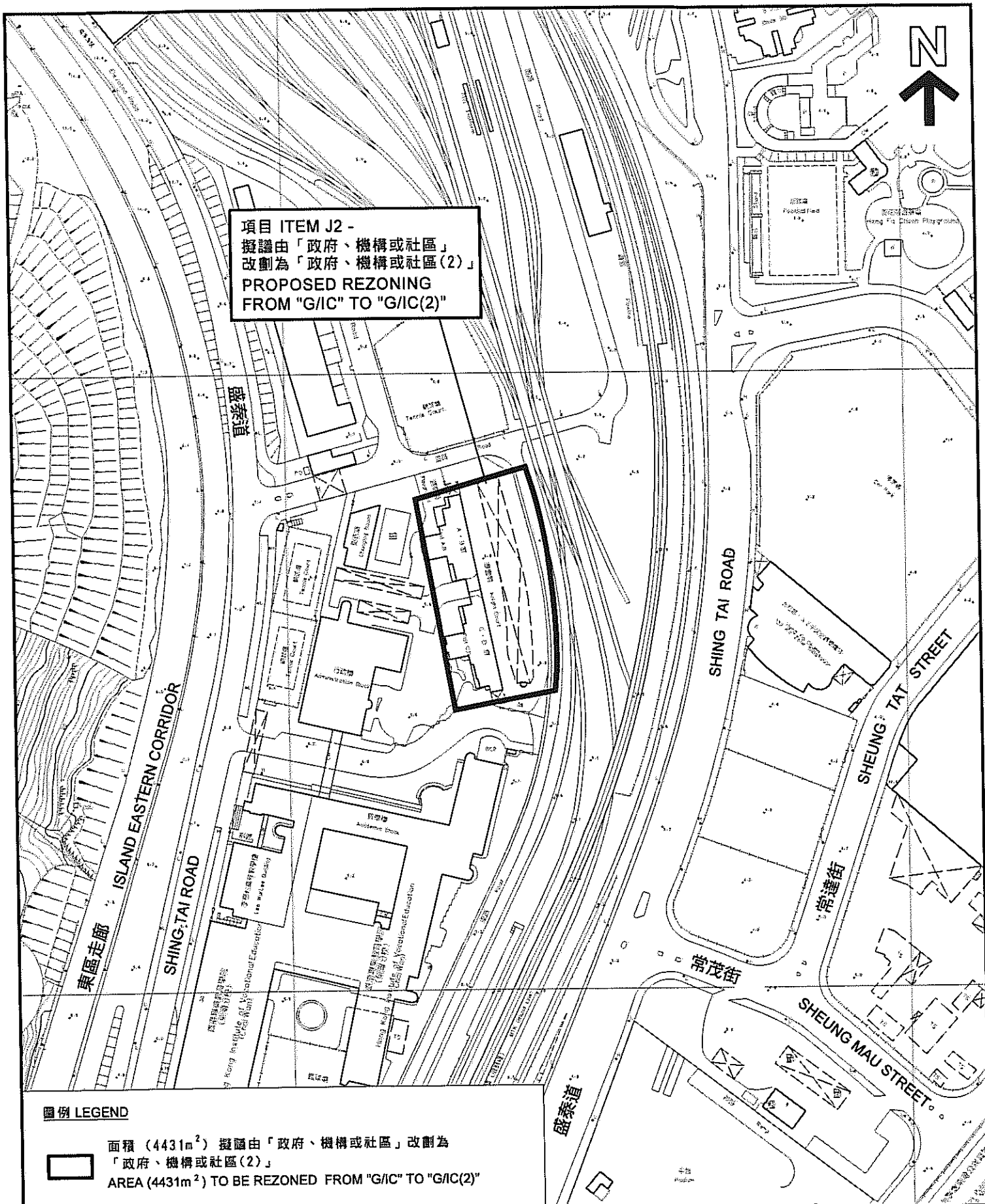
M/H20/11/36

圖 PLAN  
G2a

本摘要圖於2011年12月15日製備，  
所根據的資料為測量圖編號  
11-SE-14D及19B

EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-14D & 19B





本摘要圖於2011年12月15日擬備，  
所根據的資料為測量圖編號  
11-SE-14A, B, C及D

EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-14A, B, C & D

#### 平面圖 SITE PLAN

位於香港專業教育學院（柴灣分校）澤鑾閣  
擬議由「政府、機構或社區」改劃為「政府、機構或社區(2)」  
KNIGHT COURT AT  
HONG KONG INSTITUTE OF VOCATIONAL EDUCATION (CHAI WAN)  
PROPOSED TO BE REZONED FROM "G/I/C" TO "G/I/C(2)"  
檢討中的柴灣分區計劃大綱圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19  
SCALE 1:2 000 比例尺

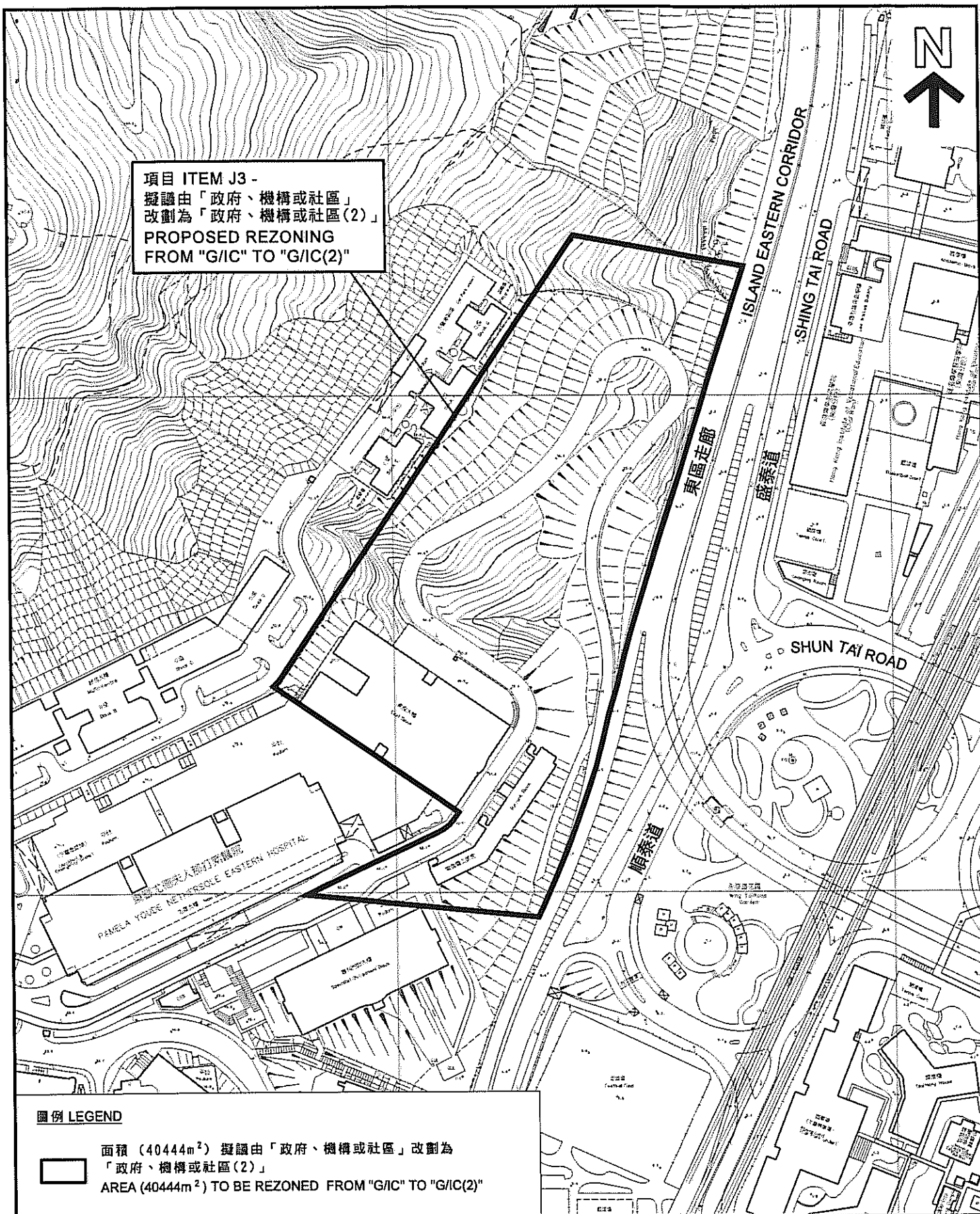
米 METRES 40 0 40 80 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/225

圖 PLAN  
G2b



本摘要圖於2011年12月16日擬備，  
所根據的資料為測量圖編號  
11-SE-14A, B, C及D

EXTRACT PLAN PREPARED ON 16.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-14A,B,C & D

### 平面圖 SITE PLAN

位於東區尤德夫人那打素醫院東座大樓及職工宿舍  
擬議由「政府、機構或社區」改劃為「政府、機構或社區(2)」  
EAST BLOCK AND BARRACK BLOCK  
AT PAMELA YOUDE NETHERSOLE EASTERN HOSPITAL  
PROPOSED TO BE REZONED FROM "G/IC" TO "G/IC(2)"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:2 500 比例尺  
METRES 50 0 50 100 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H20/11/65

圖 PLAN  
G2c





# 實地照片 SITE PHOTOS

位於柴灣消防局  
擬議由「政府、機構或社區」改劃為「政府、機構或社區(1)」

AT CHAI WAN FIRE STATION  
PROPOSED TO BE REZONED FROM "G/I/C" TO "G/I/C(1)"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H20/11/37

圖 PLAN  
G3

本圖於2011年12月15日擬備，所根據的  
資料為攝於2011年8月17日的實地照片

EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON  
17.8.2011



### 實地照片 SITE PHOTOS

位於香港專業教育學院（柴灣分校）澤豐閣  
擬議由「政府、機構或社區」改劃為「政府、機構或社區(2)」  
KNIGHT COURT AT  
HONG KONG INSTITUTE OF VOCATIONAL EDUCATION (CHAI WAN)  
PROPOSED TO BE REZONED FROM "G/I/C" TO "G/I/C(2)"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/226

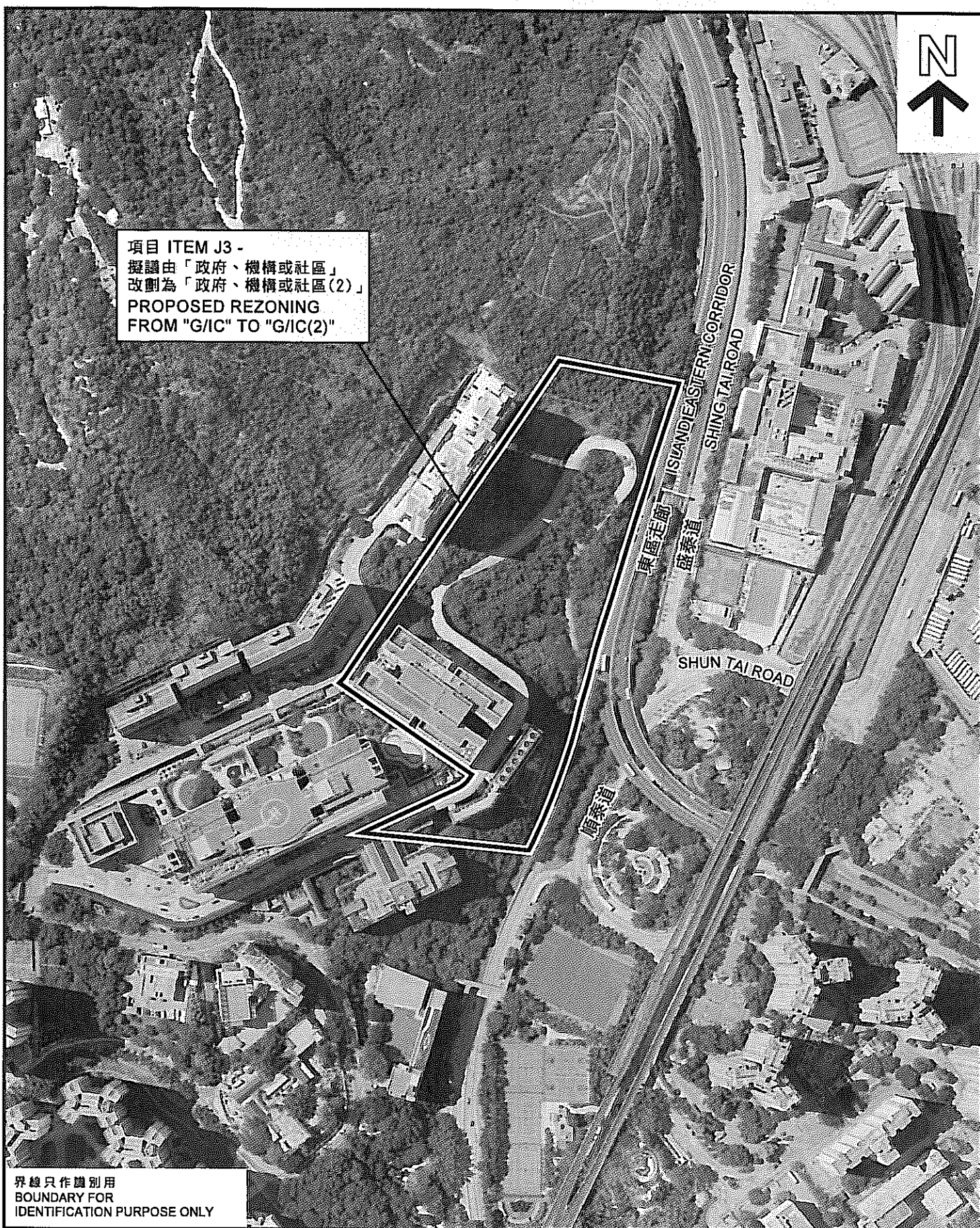
PLAN  
G4a

本圖於2011年12月16日擬備，所根據的  
資料為攝於2010年9月5日(上)及  
2010年10月3日(下)的實地照片  
EXTRACT PLAN PREPARED ON 16.12.2011  
BASED ON SITE PHOTOS TAKEN ON  
5.9.2010 (UPPER) & 3.10.2010 (LOWER)





項目 ITEM J3 -  
擬議由「政府、機構或社區」  
改劃為「政府、機構或社區(2)」  
PROPOSED REZONING  
FROM "G/IC" TO "G/IC(2)"



界線只作識別用  
BOUNDARY FOR  
IDENTIFICATION PURPOSE ONLY

#### 航攝照片 AERIAL PHOTO

位於東區尤德夫人那打素醫院東座大樓及職工宿舍  
擬議由「政府、機構或社區」改劃為「政府、機構或社區(2)」  
EAST BLOCK AND BARRACK BLOCK  
AT PAMELA YOUDE NETHERSOLE EASTERN HOSPITAL  
PROPOSED TO BE REZONED FROM "G/IC" TO "G/IC(2)"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



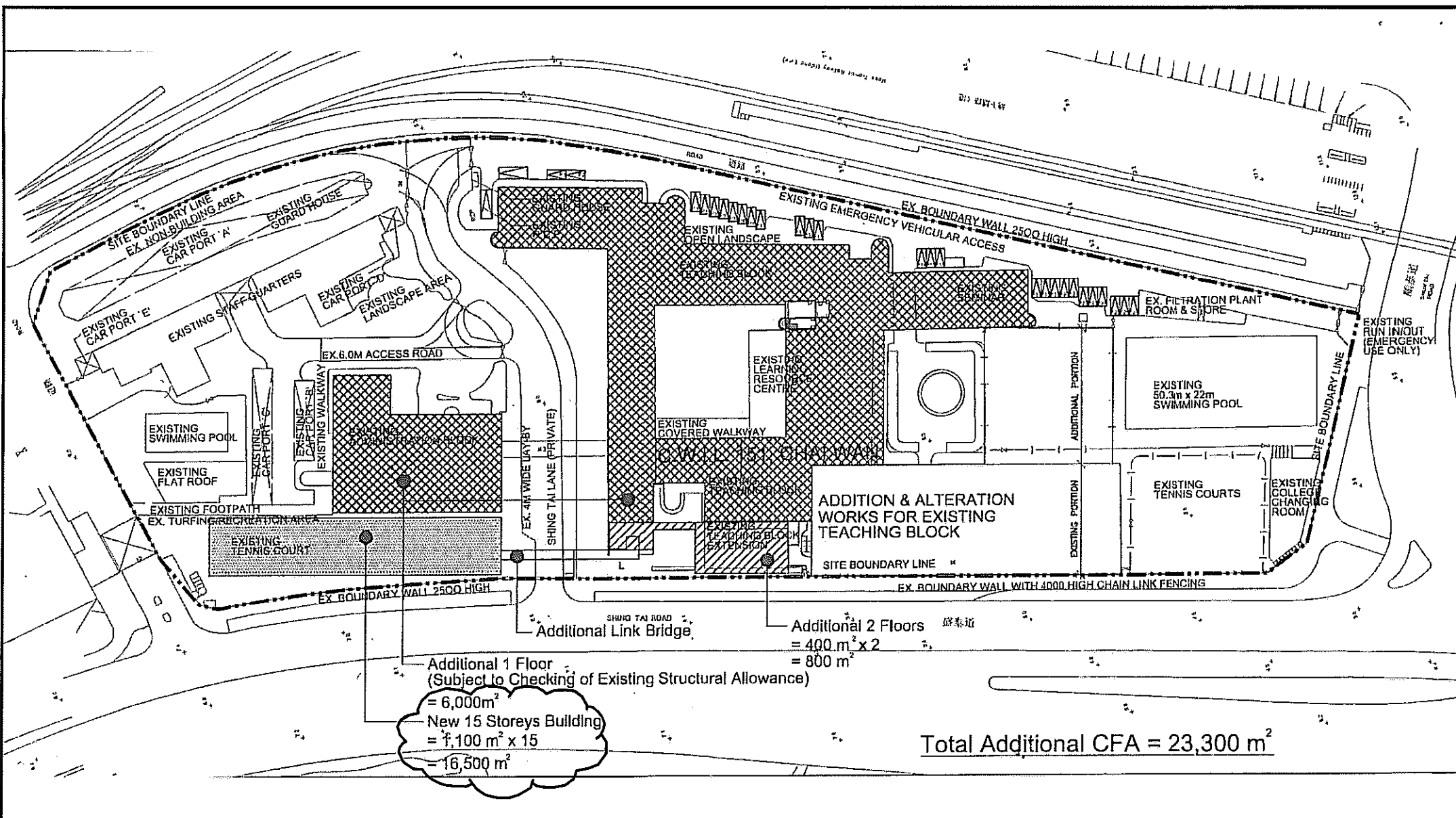
參考編號  
REFERENCE No.

M/H20/11/67

圖 PLAN  
G4b

本摘要圖於2011年12月16日擬備，所根據的  
資料為地政總署於2011年7月4日拍得的  
航攝照片編號CS32589

EXTRACT PLAN PREPARED ON 16.12.2011  
BASED ON AERIAL PHOTO No. CS32589  
TAKEN ON 4.7.2011 BY LANDS DEPARTMENT



本摘要圖於2012年1月4日擬備  
 EXTRACT PLAN PREPARED ON 4.1.2012

### BLOCK PLAN

位於香港專業教育學院（柴灣分校）  
 擬議由「政府、機構或社區」改劃為「政府、機構或社區(2)」  
 HONG KONG INSTITUTE OF VOCATIONAL EDUCATION (CHAI WAN)  
 PROPOSED TO BE REZONED FROM "G/I/C" TO "G/I/C(2)"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
 REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN NO. S/H20/19

規劃署  
 PLANNING  
 DEPARTMENT



參考編號  
 REFERENCE No.  
 M/H20/12/2

PLAN  
 G5



120mPD

CHAI WAN ROAD

70mPD

10	PSYCHIATRIC DAY CENTRE / DAY CENTRES
9	DAY CENTRES
8	DAY SURGERY
7	DAY SURGERY / THEATRE STERILE SUPPLIES UNIT / ENDOSCOPY
6	GERIATRIC DAY CENTRE / TRADITIONAL CHINESE MEDICINE
5	REHABILITATION
4	REHABILITATION
3	SPECIALIST OUT-PATIENTS DEPARTMENT
2	SPECIALIST OUT-PATIENTS DEPARTMENT
1	SPECIALIST OUT-PATIENTS DEPARTMENT / RADIOLOGY
G	PHARMACY / COMMUNITY RESOURCE CENTRE
B1	CARPARK
B2	CARPARK

65mPD

LOK MAN ROAD

# 概念圖 CONCEPTUAL PLAN

東區尤德夫人那打素醫院非住院護理樓

AMBULATORY CARE BLOCK AT PAMELA YOUDE NETHERSOLE EASTERN HOSPITAL

檢討中的柴灣分區計劃大綱草圖編號S/H20/19

REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



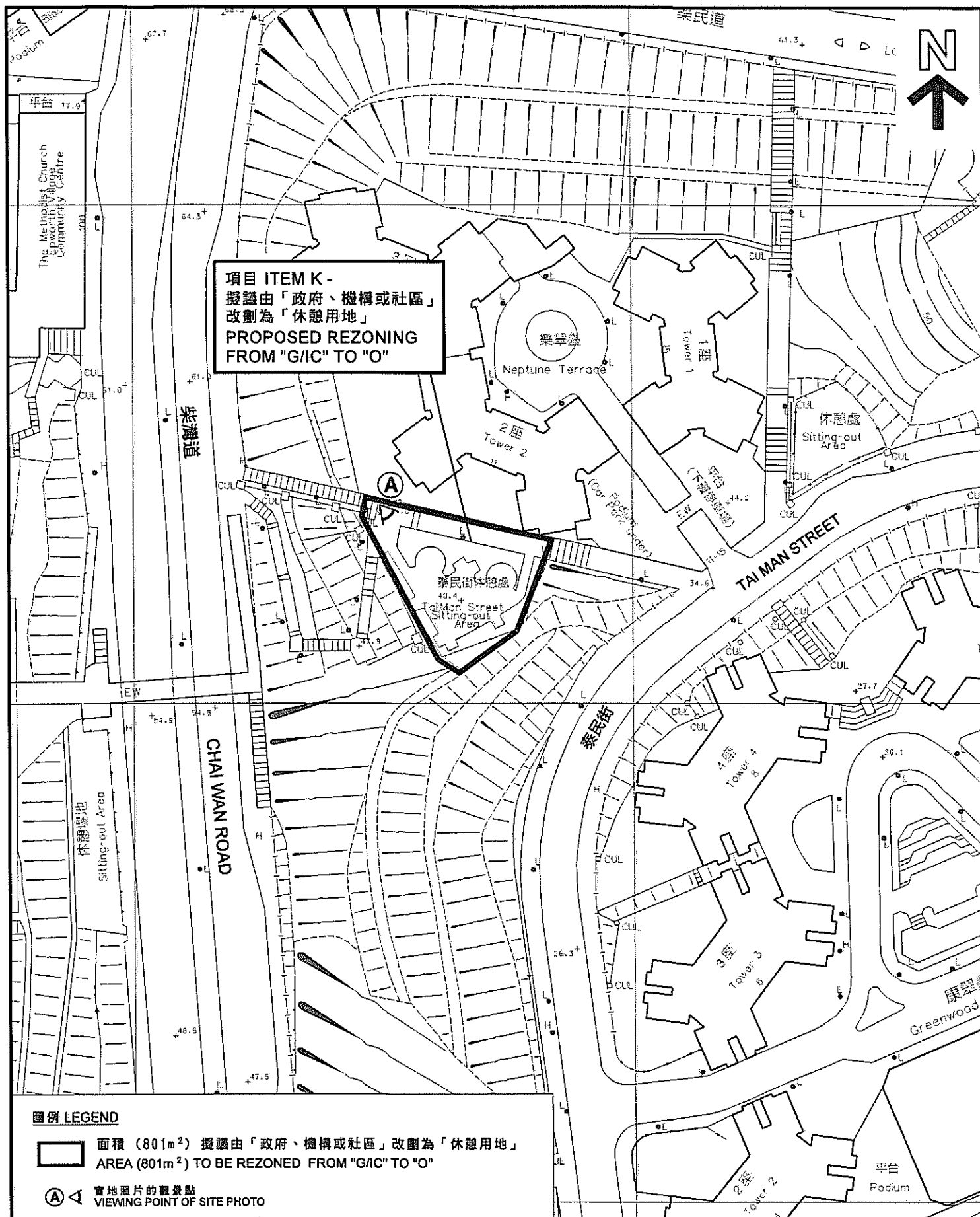
參考編號  
REFERENCE No.  
M/H20/12/3

圖 PLAN  
G6

本圖於2012年1月4日擬備  
PLAN PREPARED ON 4.1.2012







本摘要圖於2011年12月13日製備，  
所根據的資料為測量圖編號  
11-SE-14C及19A

EXTRACT PLAN PREPARED ON 13.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-14C & 19A

### 平面圖 SITE PLAN

位於泰民街的「政府、機構或社區」用地擬議改劃為「休憩用地」  
EXISTING "G/IC" SITE AT TAI MAN STREET  
PROPOSED TO BE REZONED TO "O"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:1000 比例尺  
METRES 20 0 20 40 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/61

圖 PLAN  
H2



界線只作識別用  
BOUNDARY FOR  
IDENTIFICATION PURPOSE ONLY

### 實地照片 SITE PHOTO

現有「政府、機構或社區」用地擬議改劃為「休憩用地」

EXISTING "G/IC" SITE  
PROPOSED TO BE REZONED TO "O"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19

REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



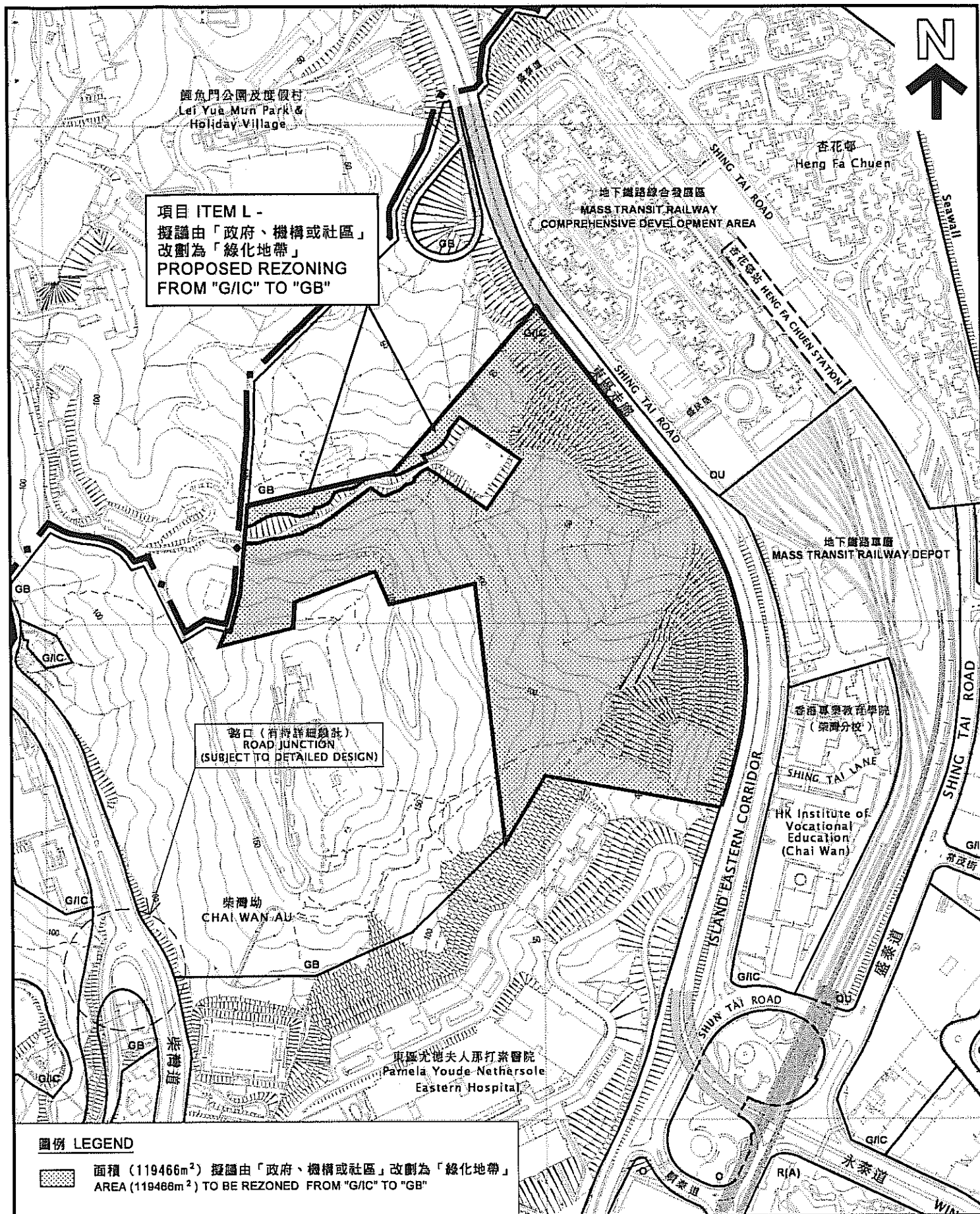
本摘要圖於2011年12月13日製備，所根據的  
資料為攝於2010年5月26日的實地照片  
EXTRACT PLAN PREPARED ON 13.12.2011  
BASED ON SITE PHOTO TAKEN ON 26.5.2010

參考編號  
REFERENCE No.

M/H20/10/99

圖則 PLAN  
H3





#### 位置圖 LOCATION PLAN

東區走廊西面用地  
擬議由「政府、機構或社區」改劃為「綠化地帶」  
SITE TO THE WEST OF ISLAND EASTERN CORRIDOR  
PROPOSED TO BE REZONED FROM "G/IC" TO "GB"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19

REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

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

規劃署  
PLANNING  
DEPARTMENT



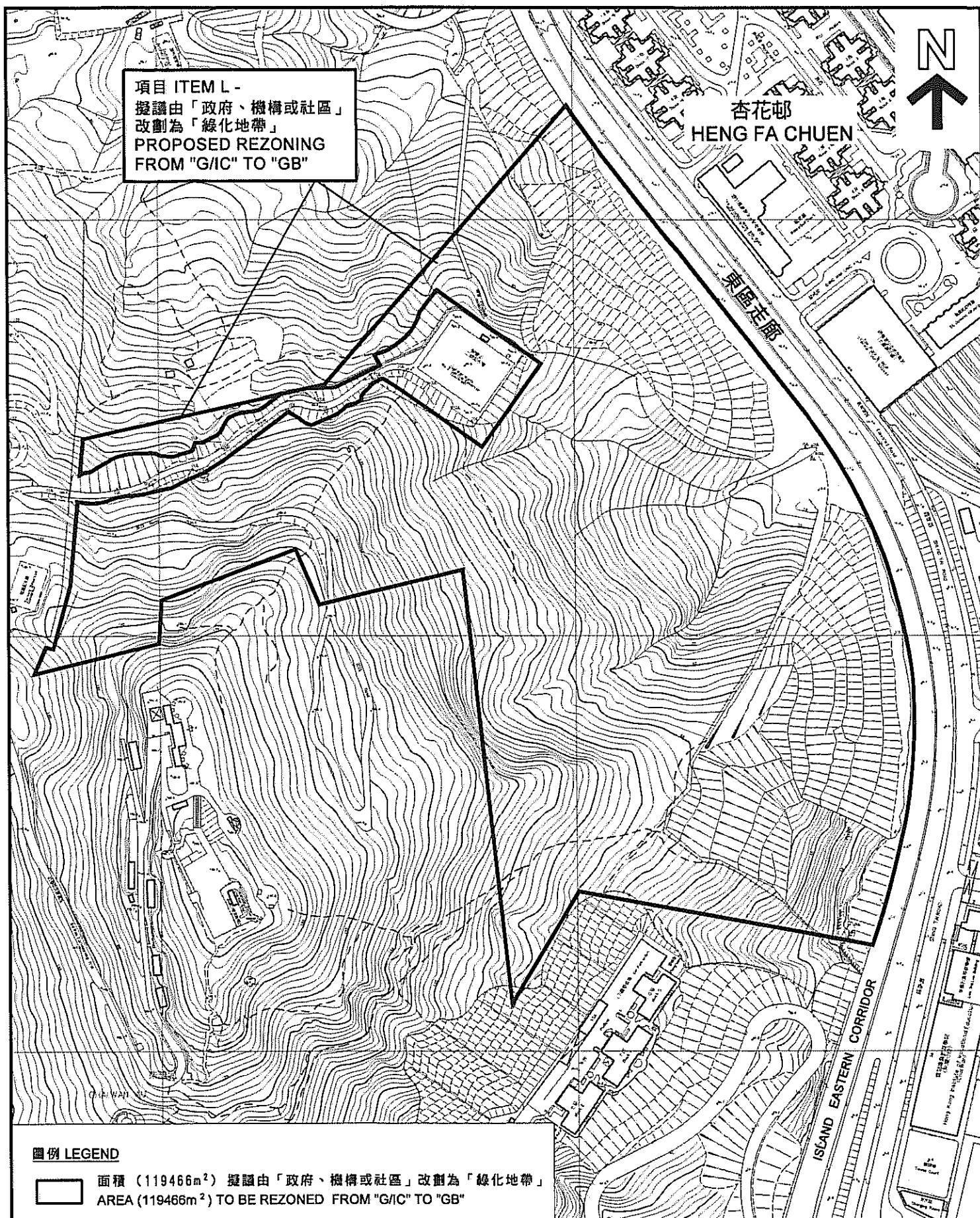
參考編號  
REFERENCE No.  
M/H20/10/63

圖 PLAN  
I1a

本摘要圖於2011年12月13日擬備，  
所根據的資料為於2011年11月11日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 13.12.2011  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011







**圖例 LEGEND**

 面積 (119466m<sup>2</sup>) 擬議由「政府、機構或社區」改劃為「綠化地帶」  
AREA (119466m<sup>2</sup>) TO BE REZONED FROM "G/IC" TO "GB"

本摘要圖於2011年12月13日擬備，  
所根據的資料為測量圖編號  
11-SE-14A及C  
EXTRACT PLAN PREPARED ON 13.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-14A & C

**平面圖 SITE PLAN**

東區走廊西面用地  
擬議由「政府、機構或社區」改劃為「綠化地帶」  
SITE TO THE WEST OF ISLAND EASTERN CORRIDOR  
PROPOSED TO BE REZONED FROM "G/IC" TO "GB"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

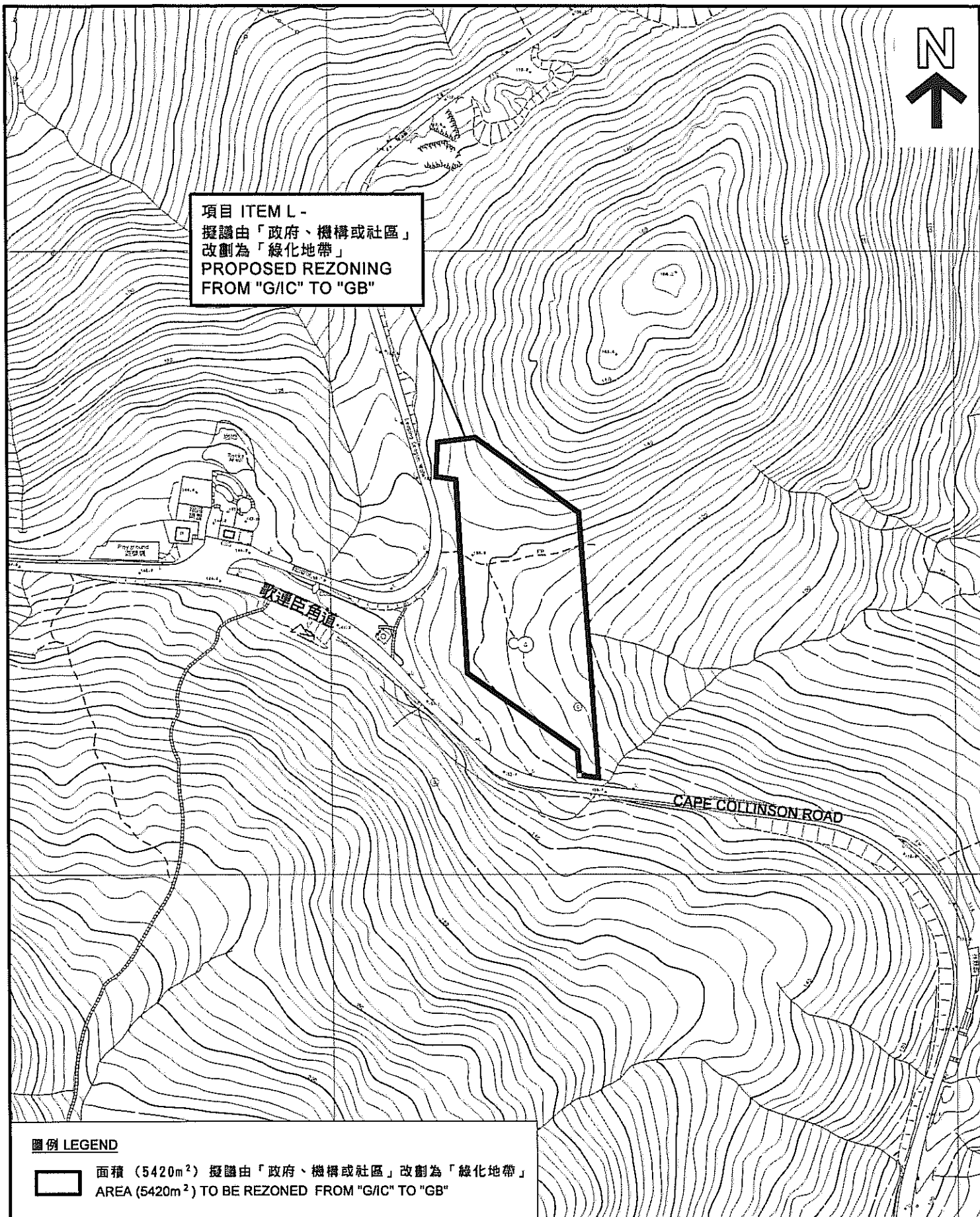
SCALE 1:3 000 比例尺  
米 METRES 50 0 50 100 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/65

圖 PLAN  
I2a



**圖例 LEGEND**



面積 (5420m<sup>2</sup>) 擬議由「政府、機構或社區」改劃為「綠化地帶」  
AREA (5420m<sup>2</sup>) TO BE REZONED FROM "G/IC" TO "GB"

本摘要圖於2011年12月13日擬備，  
所根據的資料為測量圖編號  
11-SE-20C, D及25A, B  
EXTRACT PLAN PREPARED ON 13.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-20C, D & 25A, B

**平面圖 SITE PLAN**

位於哥連臣角道的用地  
擬議由「政府、機構或社區」改劃為「綠化地帶」  
SITE AT CAPE COLLINSON ROAD  
PROPOSED TO BE REZONED FROM "G/IC" TO "GB"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:2 000 比例尺  
米 METRES 40 0 40 80 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/66

圖 PLAN  
I2b





界線只作識別用  
BOUNDARY FOR  
IDENTIFICATION PURPOSE ONLY

### 航攝照片 AERIAL PHOTO

本摘要圖於2011年12月13日擬備，所根據的資料為地政總署於2009年拍得的航攝照片  
編號CS23033及CS23223  
EXTRACT PLAN PREPARED ON 13.12.2011  
BASED ON AERIAL PHOTOS No.  
CS23033 & CS23223  
TAKEN ON 2009 BY LANDS DEPARTMENT

東區走廊西面用地  
擬議由「政府、機構或社區」改劃為「綠化地帶」  
SITE TO THE WEST OF ISLAND EASTERN CORRIDOR  
PROPOSED TO BE REZONED FROM "G/IC" TO "GB"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

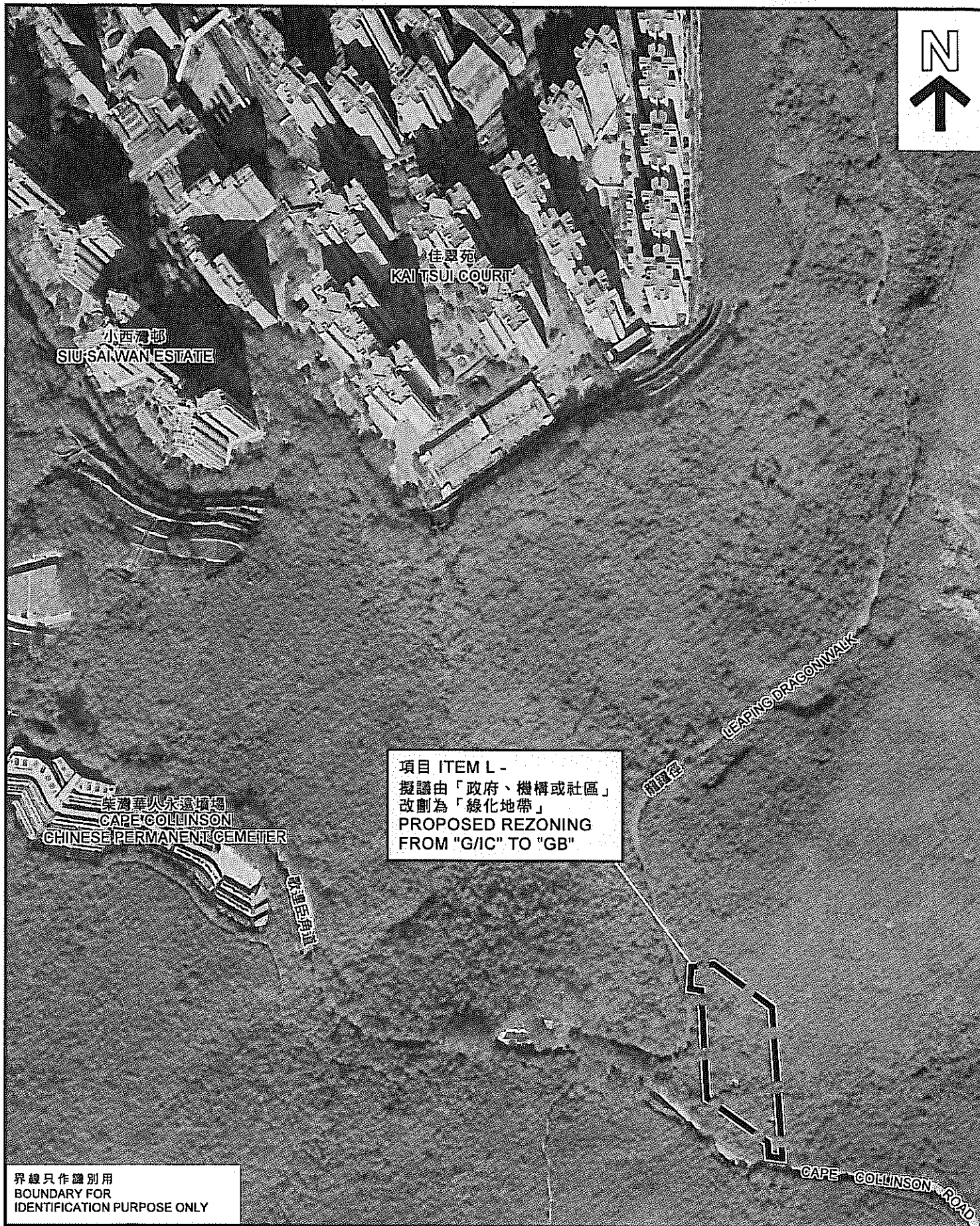
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/101

圖 PLAN  
I3a





### 航攝照片 AERIAL PHOTO

本摘要圖於2011年12月13日擬備，所根據的資料為地政總署於2010年拍得的航攝照片編號RS01237

EXTRACT PLAN PREPARED ON 13.12.2011  
BASED ON AERIAL PHOTO No. RS01237  
TAKEN ON 2010 BY LANDS DEPARTMENT

位於哥連臣角道的用地  
擬議由「政府、機構或社區」改劃為「綠化地帶」

SITE AT CAPE COLLINSON ROAD  
PROPOSED TO BE REZONED FROM "G/IC" TO "GB"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT

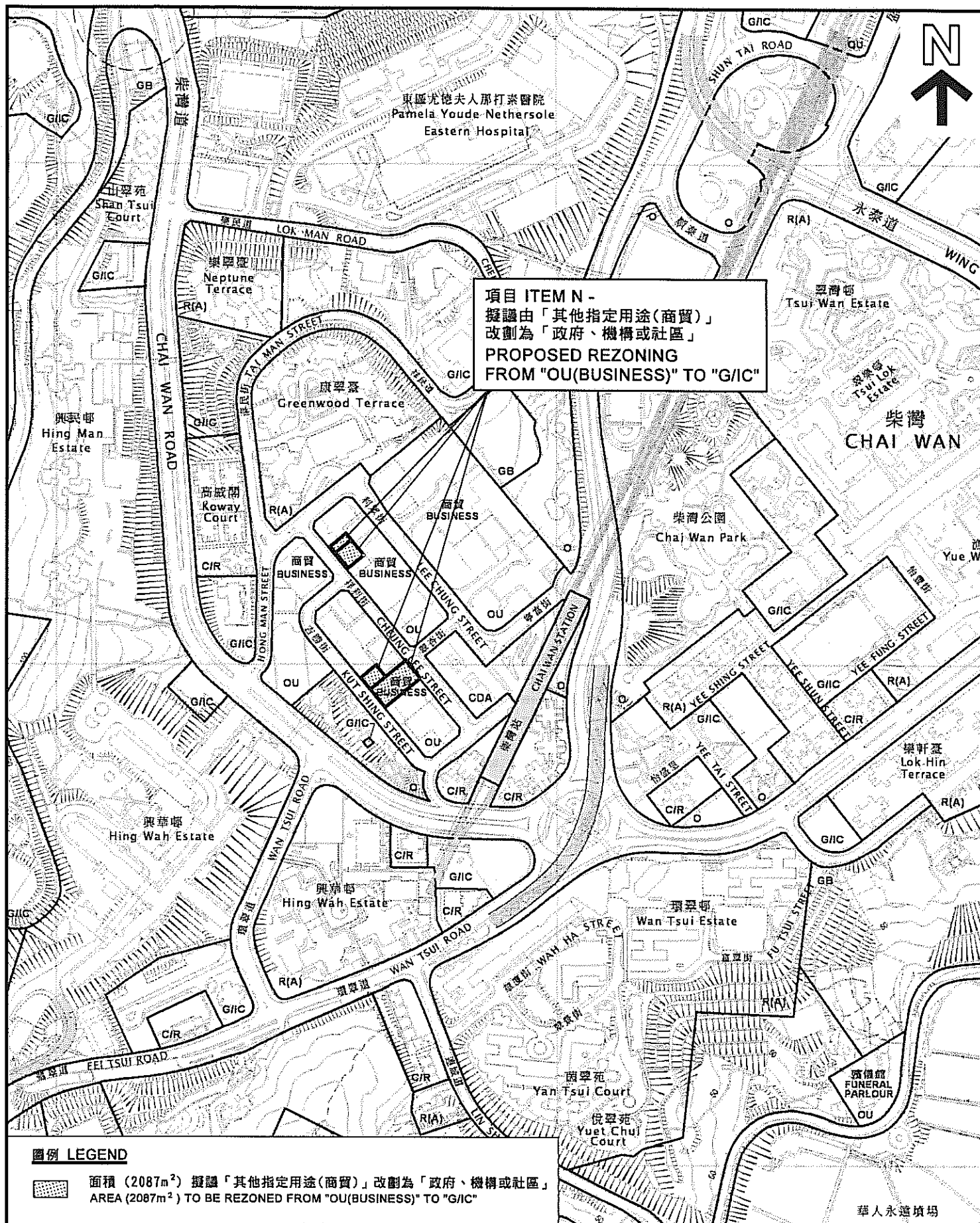


參考編號  
REFERENCE No.

M/H20/10/116

PLAN  
I3b





#### 位置圖 LOCATION PLAN

擬議改劃為「政府、機構或社區」的  
「其他指定用途(商貿)」現有地盤  
EXISTING "OU(BUSINESS)" SITES  
PROPOSED TO BE REZONED TO "G/I/C"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署

PLANNING  
DEPARTMENT



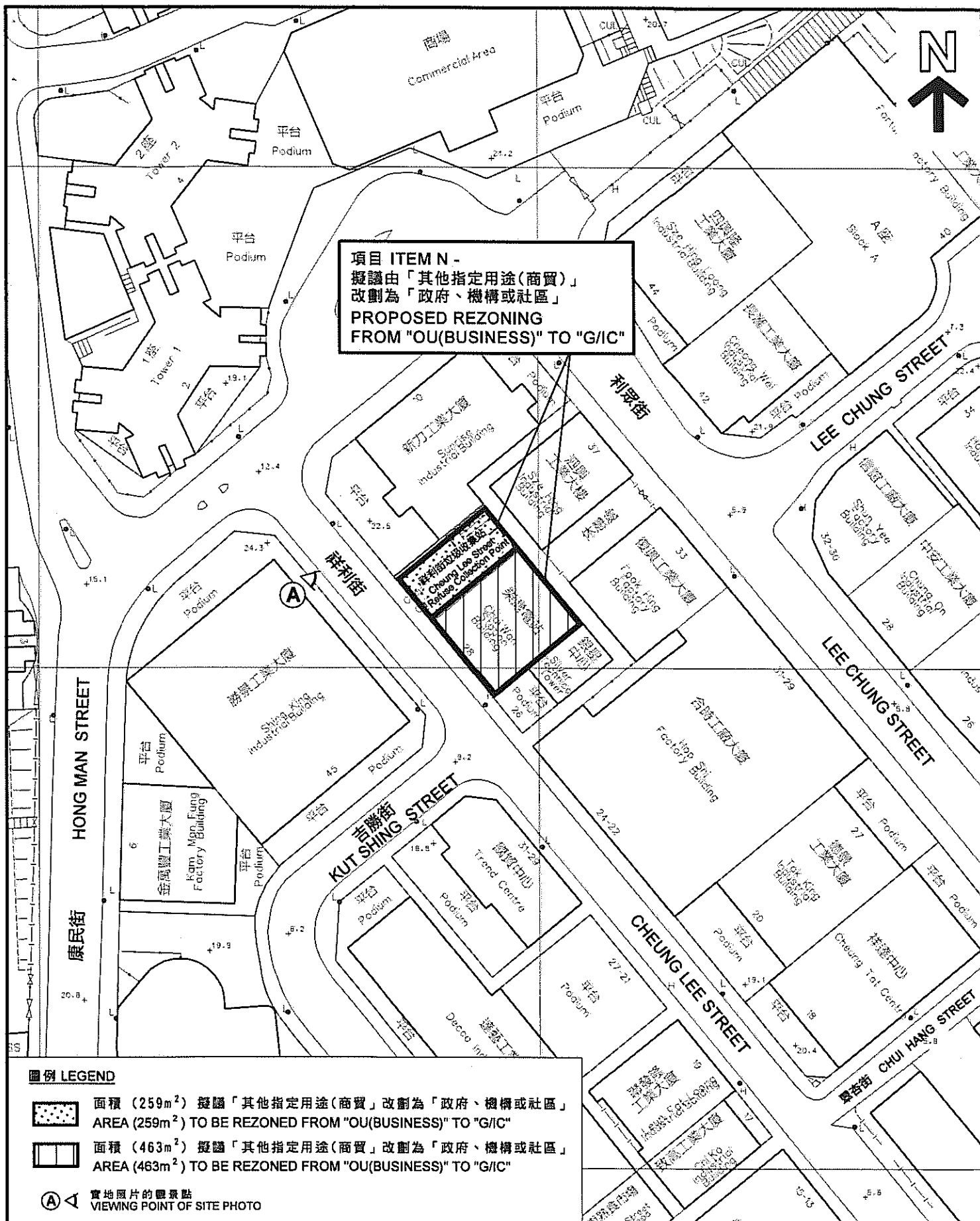
參考編號  
REFERENCE No.

M/H20/10/80

圖 PLAN  
J1

本摘要圖於2011年12月15日擬備，  
所根據的資料為於2011年11月11日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011

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



本摘要圖於2011年12月15日擬備，  
所根據的資料為測量圖編號  
11-SE-19A

EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEET No.  
11-SE-19A

#### 平面圖 SITE PLAN

擬議改劃為「政府、機構或社區」的  
「其他指定用途(商貿)」現有地盤

EXISTING "OU(BUSINESS)" SITES  
PROPOSED TO BE REZONED TO "G/IC"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19

REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:1 000 比例尺  
米 METRES 20 0 20 40 米 METRES

規劃署  
PLANNING  
DEPARTMENT

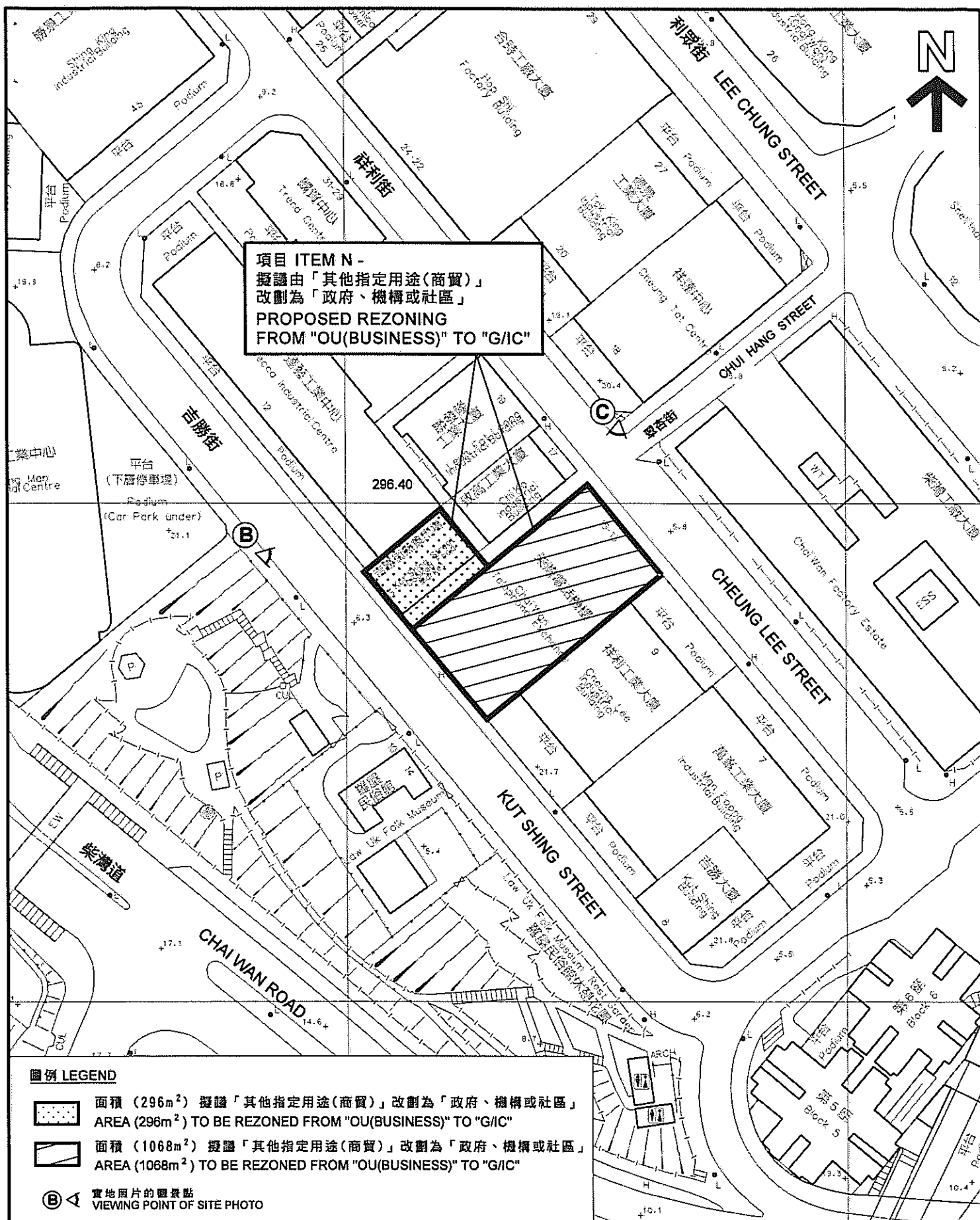


參考編號  
REFERENCE No.

M/H20/10/81

圖 PLAN  
J2a





#### 圖例 LEGEND



面積 (296m<sup>2</sup>) 擬議「其他指定用途(商貿)」改劃為「政府、機構或社區」  
AREA (296m<sup>2</sup>) TO BE REZONED FROM "OU(BUSINESS)" TO "G/IC"



面積 (1068m<sup>2</sup>) 擬議「其他指定用途(商貿)」改劃為「政府、機構或社區」  
AREA (1068m<sup>2</sup>) TO BE REZONED FROM "OU(BUSINESS)" TO "G/IC"



實地照片的觀景點  
VIEWING POINT OF SITE PHOTO

#### 平面圖 SITE PLAN

擬議改劃為「政府、機構或社區」的  
「其他指定用途(商貿)」現有地盤  
EXISTING "OU(BUSINESS)" SITES  
PROPOSED TO BE REZONED TO "G/IC"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:1 000 比例尺

米 METRES 20 0 20 40 米 METRES

本摘要圖於2011年12月15號備，  
所根據的資料為測量圖編號  
11-SE-19A

EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEET No.  
11-SE-19A

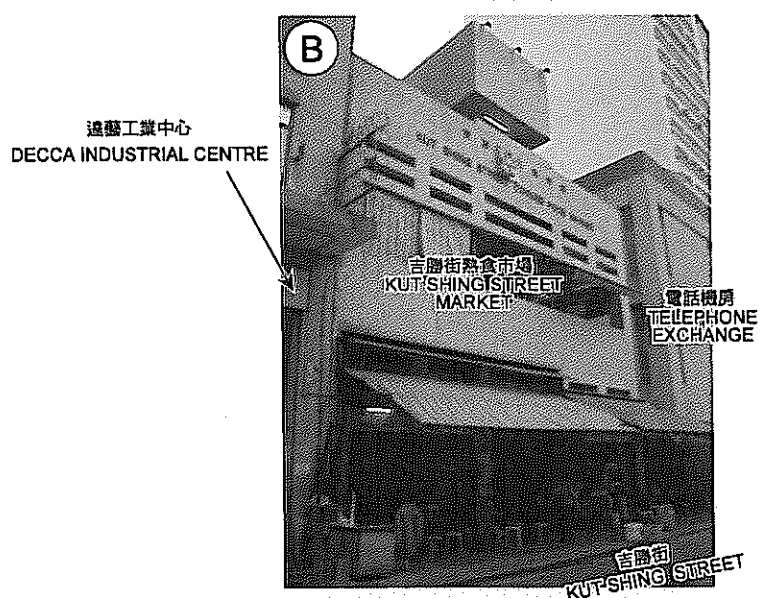
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H20/10/82

圖 PLAN  
J2b



### 實地照片 SITE PHOTOS

擬議改劃為「政府、機構或社區」的  
「其他指定用途(商貿)」現有地盤  
EXISTING "OU(BUSINESS)" SITES  
PROPOSED TO BE REZONED TO "G/IC"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H20/10/105

圖 PLAN  
J3

本摘要圖於2011年12月15日擬備，所根據的  
資料為攝於2010年5月27日  
和2010年9月5日的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON 28.5.2010  
AND 5.9.2010










項目 ITEM P1 -  
擬議由「其他指定用途(地下鐵路綜合發展區)」  
改劃為「政府、機構或社區」  
PROPOSED REZONING  
FROM "OU(MTRCDA)" TO "G/I/C"

項目 ITEM P2 -  
擬議由「其他指定用途(地下鐵路綜合發展區)」  
改劃為「政府、機構或社區(3)」  
PROPOSED REZONING  
FROM "OU(MTRCDA)" TO "G/I/C(3)"

#### 圖例 LEGEND

-  面積 (7390m<sup>2</sup>) 擬議由「其他指定用途(地下鐵路綜合發展區)」改劃為「政府、機構或社區」  
AREA (7390m<sup>2</sup>) TO BE REZONED FROM "OU(MTRCDA)" TO "G/I/C"
-  面積 (3982m<sup>2</sup>) 擬議由「其他指定用途(地下鐵路綜合發展區)」改劃為「政府、機構或社區(3)」  
AREA (3982m<sup>2</sup>) TO BE REZONED FROM "OU(MTRCDA)" TO "G/I/C(3)"
-  實地照片的觀景點  
VIEWING POINT OF SITE PHOTO

#### 平面圖 SITE PLAN

現有學校擬議  
由「其他指定用途(地下鐵路綜合發展區)」  
改劃為「政府、機構或社區」及「政府、機構或社區(3)」  
EXISTING SCHOOLS PROPOSED  
TO BE REZONED FROM "OU (MTRCDA)" TO "G/I/C" AND "G/I/C(3)"  
檢討中的柴灣分區計劃大綱圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

米 METRES 50 0 50 100 METRES  
SCALE 1:2 500 比例尺

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/86

圖 PLAN  
K2

本摘要圖於2012年1月3日備，  
所根據的資料為測量圖編號  
11-SE-9C, D及14A, B

EXTRACT PLAN PREPARED ON 3.1.2012  
BASED ON SURVEY SHEETS No.  
11-SE-9C, D & 14A, B





界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

### 實地照片 SITE PHOTOS

現有學校

擬議由「其他指定用途(地下鐵路綜合發展區)」  
改劃為「政府、機構或社區」及「政府、機構或社區(3)」

EXISTING SCHOOLS

PROPOSED TO BE REZONED

FROM "OU (MTRCDA)" TO "G/IC" AND "G/IC(3)"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19

REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

本摘要圖於2012年1月3日發佈，所根據的  
資料為攝於2010年5月26日的實地照片  
EXTRACT PLAN PREPARED ON 3.1.2012  
BASED ON SITE PHOTOS TAKEN ON 28.5.2010

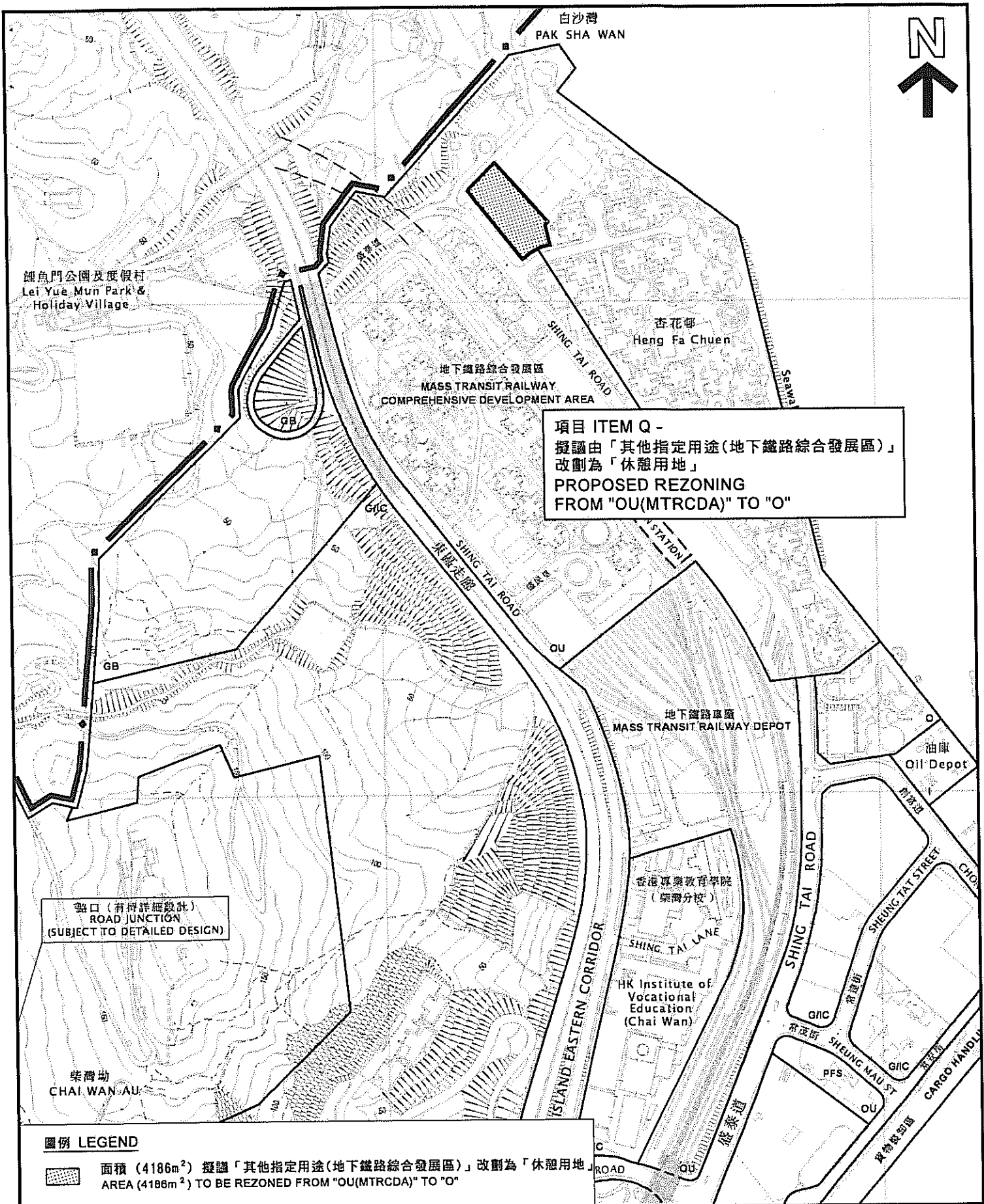
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H20/10/108


圖 PLAN  
K3



項目 ITEM Q -  
擬議由「其他指定用途(地下鐵路綜合發展區)」  
改劃為「休憩用地」  
PROPOSED REZONING  
FROM "OU(MTRCDA)" TO "O"

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

圖例 LEGEND

 面積 (4186m<sup>2</sup>) 擬議「其他指定用途(地下鐵路綜合發展區)」改劃為「休憩用地」  
AREA (4186m<sup>2</sup>) TO BE REZONED FROM "OU(MTRCDA)" TO "O"

位置圖 LOCATION PLAN

位於盛泰路的未發展地盤  
擬議由「其他指定用途(地下鐵路綜合發展區)」改劃為「休憩用地」  
EXISTING UNDEVELOPED SITE AT SHING TAI ROAD  
PROPOSED TO BE REZONED FROM "OU(MTRCDA)" TO "O"  
檢討中的柴灣分區計劃大綱圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

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

本摘要圖於2011年12月13日擬備，  
所根據的資料為於2011年11月11日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 13.12.2011  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011

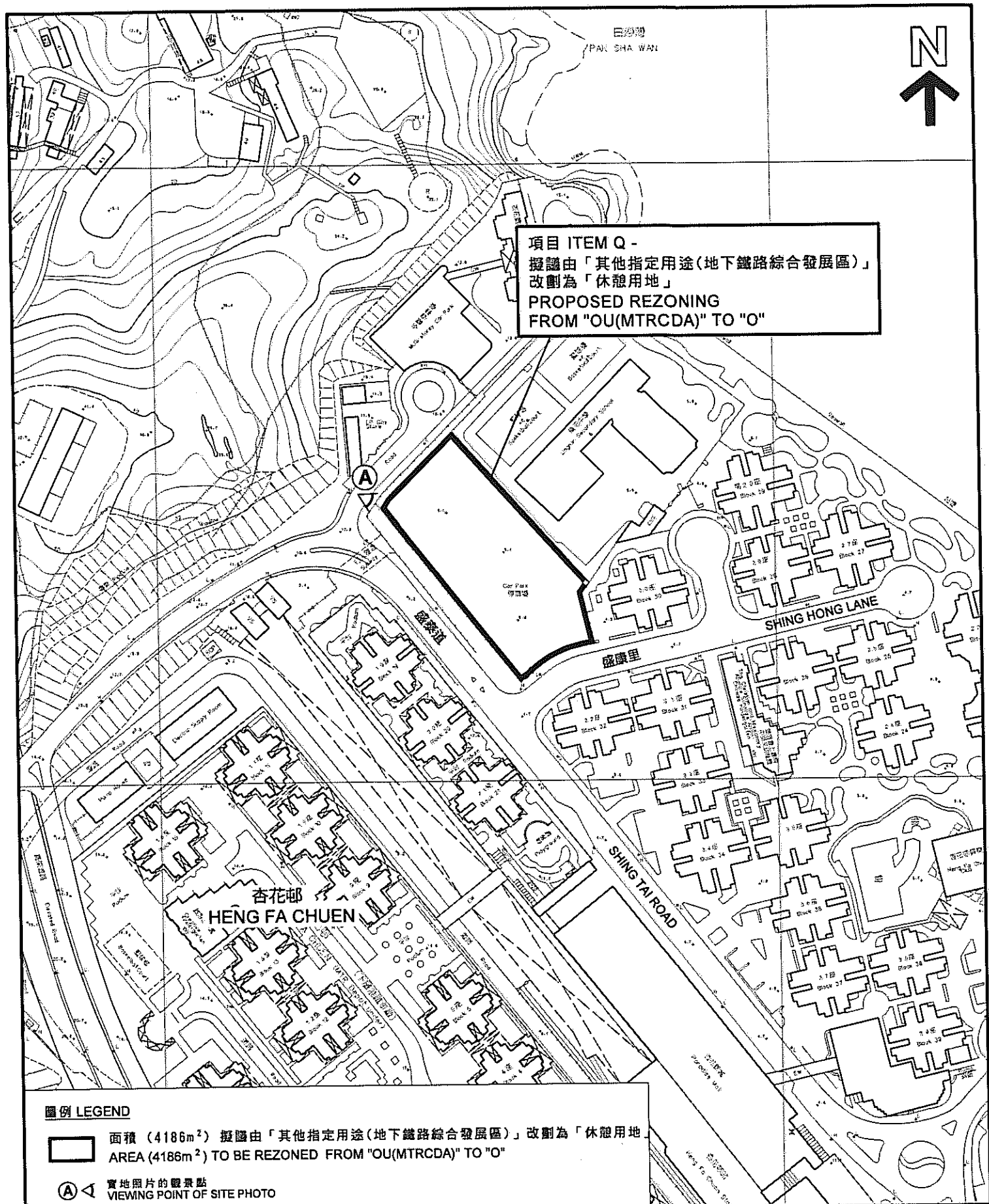
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/88


圖 PLAN  
L1





項目 ITEM Q -  
擬議由「其他指定用途(地下鐵路綜合發展區)」  
改劃為「休憩用地」  
PROPOSED REZONING  
FROM "OU(MTRCDA)" TO "O"

**圖例 LEGEND**

 面積 (4186m<sup>2</sup>) 擬議由「其他指定用途(地下鐵路綜合發展區)」改劃為「休憩用地」  
AREA (4186m<sup>2</sup>) TO BE REZONED FROM "OU(MTRCDA)" TO "O"

 實地照片的觀景點  
VIEWING POINT OF SITE PHOTO

**平面圖 SITE PLAN**

位於盛泰路的未發展地盤  
擬議由「其他指定用途(地下鐵路綜合發展區)」改劃為「休憩用地」  
EXISTING UNDEVELOPED SITE AT SHING TAI ROAD  
PROPOSED TO BE REZONED FROM "OU(MTRCDA)" TO "O"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19

REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:2 000 比例尺

米 METRES 40 0 40 60 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H20/10/89

圖 PLAN  
L2

本摘要圖於2011年12月15日擬備，  
所根據的資料為測量圖編號  
11-SE-9C, D及14A, B  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-9C, D & 14A, B



界線只作識別用  
BOUNDARY FOR  
IDENTIFICATION PURPOSE ONLY

本摘要圖於2011年12月13日擬備，所根據的  
資料為攝於2010年5月26日的實地照片  
EXTRACT PLAN PREPARED ON 13.12.2011  
BASED ON SITE PHOTO TAKEN ON 26.5.2010

### 實地照片 SITE PHOTO

位於盛泰路的未發展地盤  
擬議由「其他指定用途(地下鐵路綜合發展區)」改劃為「休憩用地」

EXISTING UNDEVELOPED SITE AT SHING TAI ROAD  
PROPOSED TO BE REZONED FROM "OU(MTRCDA)" TO "O"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

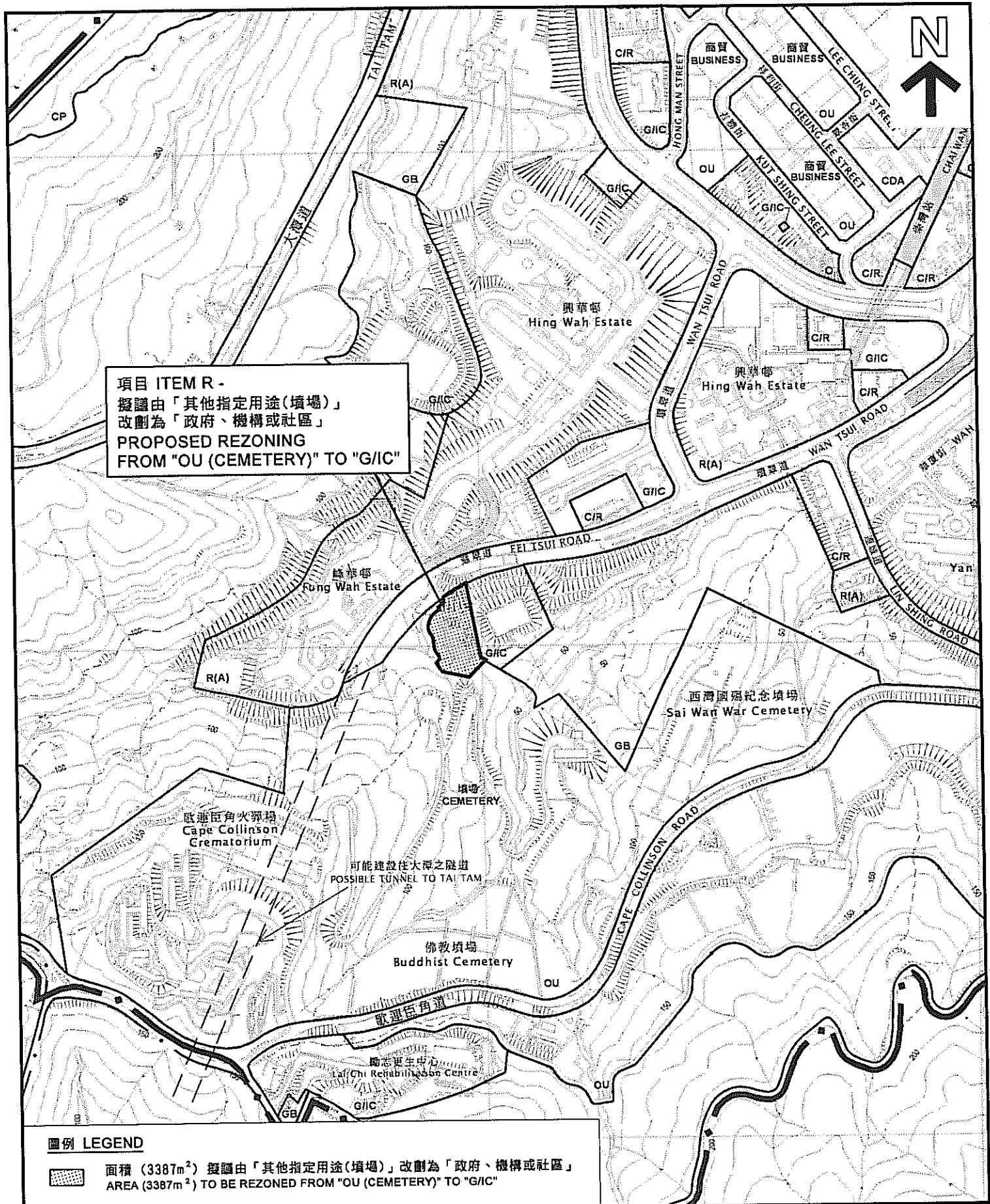
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/110

圖 PLAN  
L3





本摘要圖於2011年12月13日擬備，  
所根據的資料為於2011年11月11日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 13.12.2011  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011

#### 位置圖 LOCATION PLAN

擬議由「其他指定用途(墳場)」改劃為「政府、機構或社區」  
PROPOSED REZONING FROM "OU (CEMETERY)" TO "G/I/C"

檢討中的柴灣分區計劃大綱圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

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

規劃署  
**PLANNING  
DEPARTMENT**



參考編號  
REFERENCE No.  
M/H20/11/27

**PLAN**  
**M1**







界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTO

本圖於2011年12月15日擬備，所根據的資料為攝於2011年8月23日的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTO TAKEN ON 23.8.2011

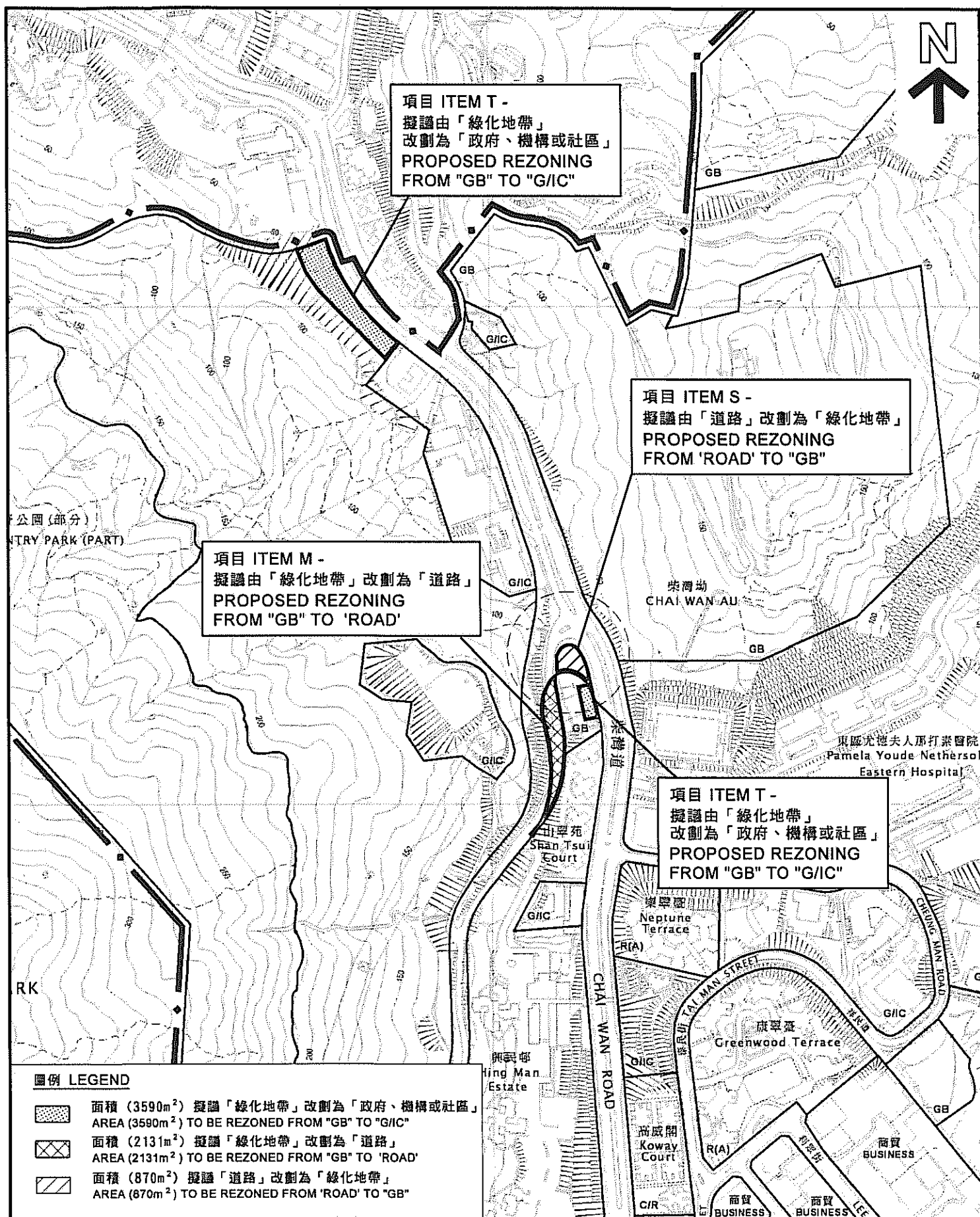
擬議由「其他指定用途(墳場)」改劃為「政府、機構或社區」  
PROPOSED REZONING FROM "OU (CEMETERY)" TO "G/I/C"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/11/29

PLAN  
M3



#### 位置圖 LOCATION PLAN

位於柴灣道部分用地  
擬議由「綠化地帶」改劃為「政府、機構或社區」及「道路」  
及由「道路」改劃為「綠化地帶」  
SITES AT CHAI WAN ROAD  
PROPOSED TO BE REZONED FROM "GB" TO "G/IC" & "ROAD"  
AND FROM "ROAD" TO "GB"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:5 000 比例尺

米 METRES 100 0 100 200 METRES

規劃署  
PLANNING  
DEPARTMENT

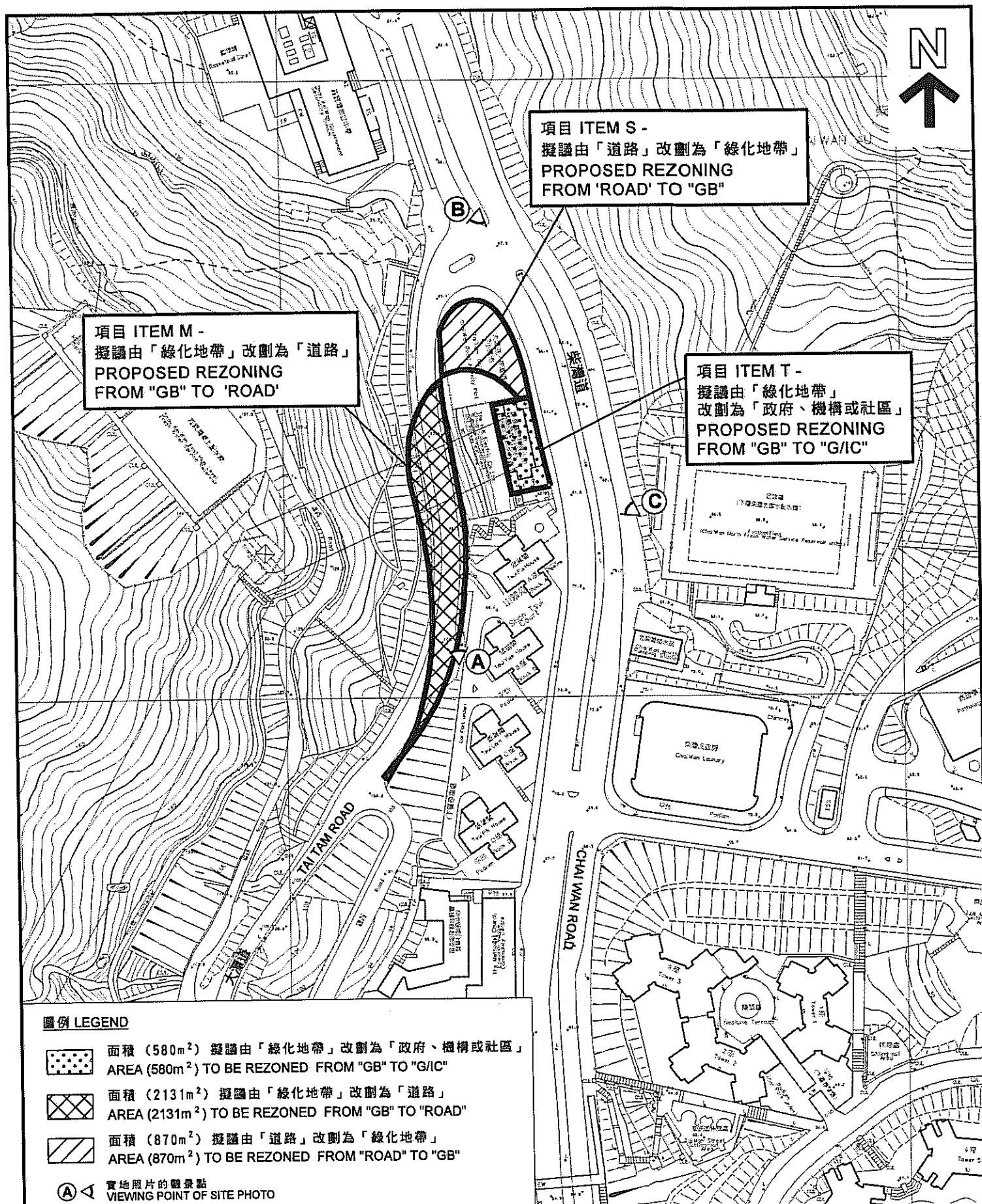


參考編號  
REFERENCE No.  
M/H20/10/90

PLAN  
N1

本摘要圖於2011年12月15日擬備，  
所根據的資料為於2011年11月11日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011





#### 平面圖 SITE PLAN

位於柴灣道部分用地  
擬議由「綠化地帶」改劃為「政府、機構或社區」及「道路」  
及由「道路」改劃為「綠化地帶」  
SITES AT CHAI WAN ROAD  
PROPOSED TO BE REZONED FROM "GB" TO "G/IC" & "ROAD"  
AND FROM "ROAD" TO "GB"

檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

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

規劃署  
PLANNING  
DEPARTMENT



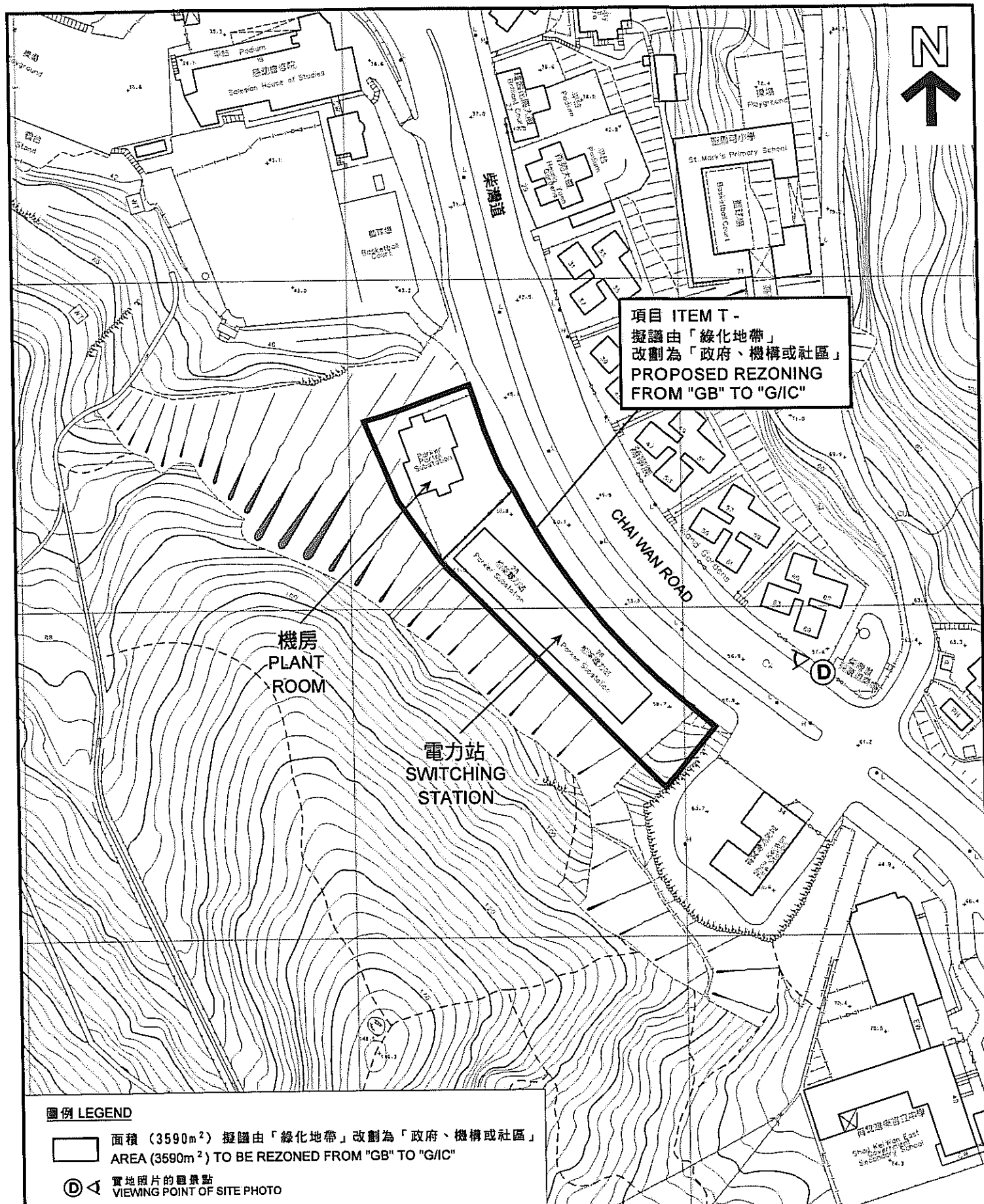
參考編號  
REFERENCE No.

M/H20/10/91


圖 PLAN  
N2a

本摘要圖於2011年12月15日製備，  
所根據的資料為測量圖檔號  
11-SE-13D, 14C, 18B及19A

EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEET Nos.  
11-SE-13D, 14C, 18B & 19A



#### 圖例 LEGEND

 面積 (3590m<sup>2</sup>) 擬議由「綠化地帶」改劃為「政府、機構或社區」  
AREA (3590m<sup>2</sup>) TO BE REZONED FROM "GB" TO "G/IC"

 實地照片的觀景點  
VIEWING POINT OF SITE PHOTO

#### 平面圖 SITE PLAN

柴灣道柏架電力站  
擬議由「綠化地帶」改劃為「政府、機構或社區」  
PARKER SUBSTATION AT CHAI WAN ROAD  
PROPOSED TO BE REZONED FROM "GB" TO "G/IC"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

米 METRES 25 0 25 50 METRES  
SCALE 1:1 500 比例尺

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/92

PLAN  
N2b

本摘要圖於2011年12月15日擬備，  
所根據的資料為測量圖編號  
11-SE-13B和D  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-13B & D





「綠化地帶」改劃為「道路」 FROM "GB" TO 'ROAD'



「道路」改劃為「綠化地帶」 FROM 'ROAD' TO "GB"

界線只作識別用  
BOUNDARY FOR  
IDENTIFICATION PURPOSE ONLY

### 實地照片 SITE PHOTOS

本圖於2011年12月15日攝備，所根據的  
資料為攝於2011年8月23日的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON 23.8.2011

現有「綠化地帶」及「道路」改劃為「道路」及「綠化地帶」  
PROPOSED TO BE REZONED FROM "GB" TO 'ROAD'  
AND 'ROAD' TO "GB"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/11/38

圖 PLAN  
N3a

③



④



# 實地照片 SITE PHOTOS

本圖於2011年12月15日製備，所根據的資料為攝於2010年5月26日(上)及2010年9月5日(下)的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON 26.5.2010 (UPPER) & 5.9.2010 (LOWER)

擬議由「綠化地帶」改劃為「政府、機構或社區」  
PROPOSED TO BE REZONED FROM "GB" TO "G/I/C"  
檢討中的柴灣分區計劃大綱草圖編號S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

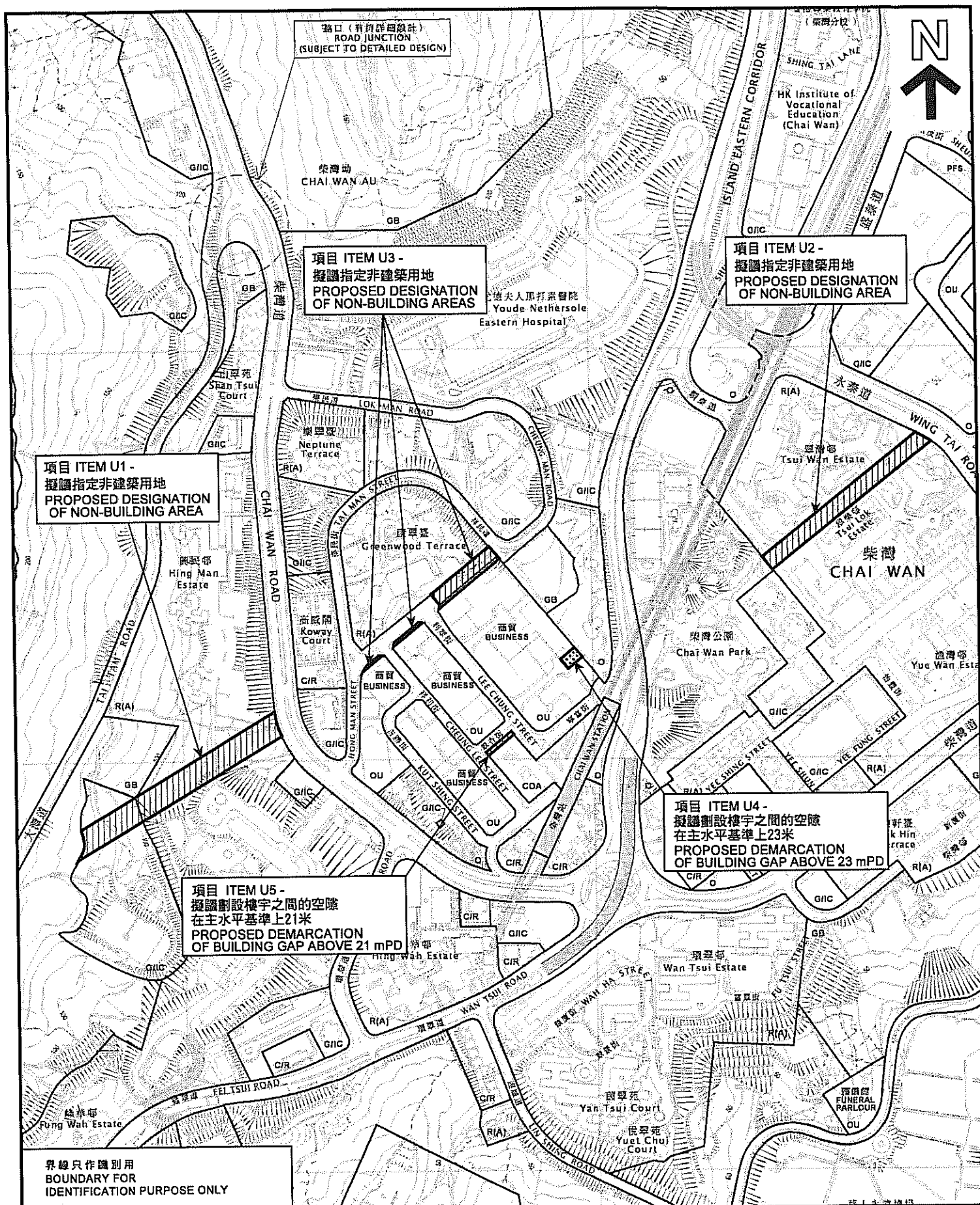
規 劃 署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/111

圖 PLAN  
N3b





### 位置圖 LOCATION PLAN

擬議指定非建築用地及劃設樓宇之間的空隙  
PROPOSED DESIGNATION OF NON-BUILDING AREAS  
AND DEMARCATION OF BUILDING GAPS

檢討中的柴灣分區計劃大綱草圖編號 S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:6 000 比例尺

規劃署  
PLANNING  
DEPARTMENT

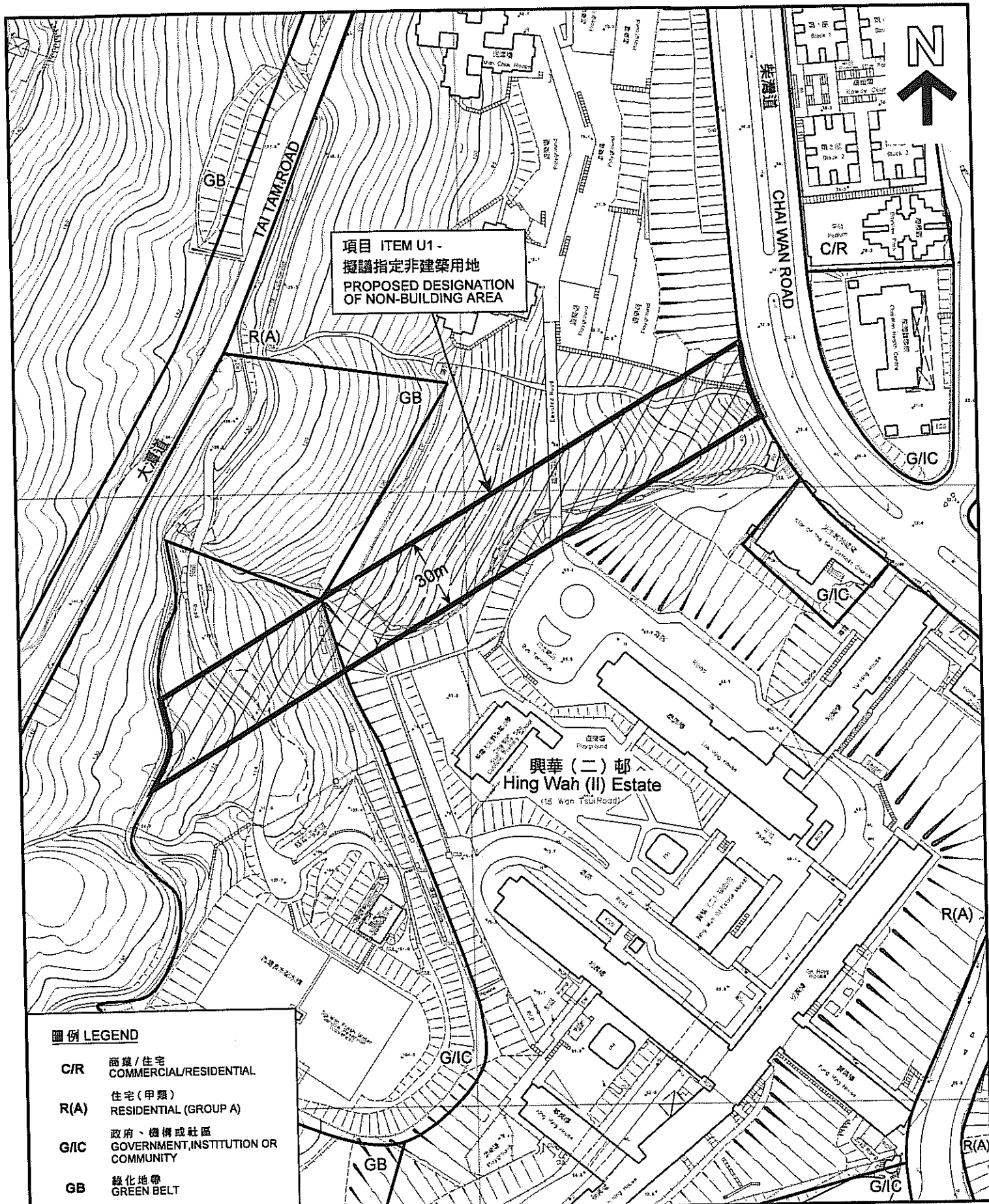


參考編號  
REFERENCE No.

M/H20/10/137

圖 PLAN  
01

本摘要圖於2011年12月15日擬備，  
所根據的資料為於2011年11月11日  
展示的分區計劃大綱圖編號S/H20/19  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON OUTLINE ZONING PLAN No.  
S/H20/19 EXHIBITED ON 11.11.2011



#### 圖例 LEGEND

- C/R 商業/住宅  
COMMERCIAL/RESIDENTIAL
- R(A) 住宅(甲類)  
RESIDENTIAL (GROUP A)
- G/IC 政府、機構或社區  
GOVERNMENT, INSTITUTION OR COMMUNITY
- GB 綠化地帶  
GREEN BELT

本摘要圖於2011年12月15日擬備，  
所根據的資料為測量圖編號  
11-SE-18B、D、19A和C  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-18B, D, 19A & C

#### 平面圖 SITE PLAN

擬議指定非建築用地  
PROPOSED DESIGNATION OF NON-BUILDING AREA

檢討中的柴灣分區計劃大綱草圖編號 S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

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

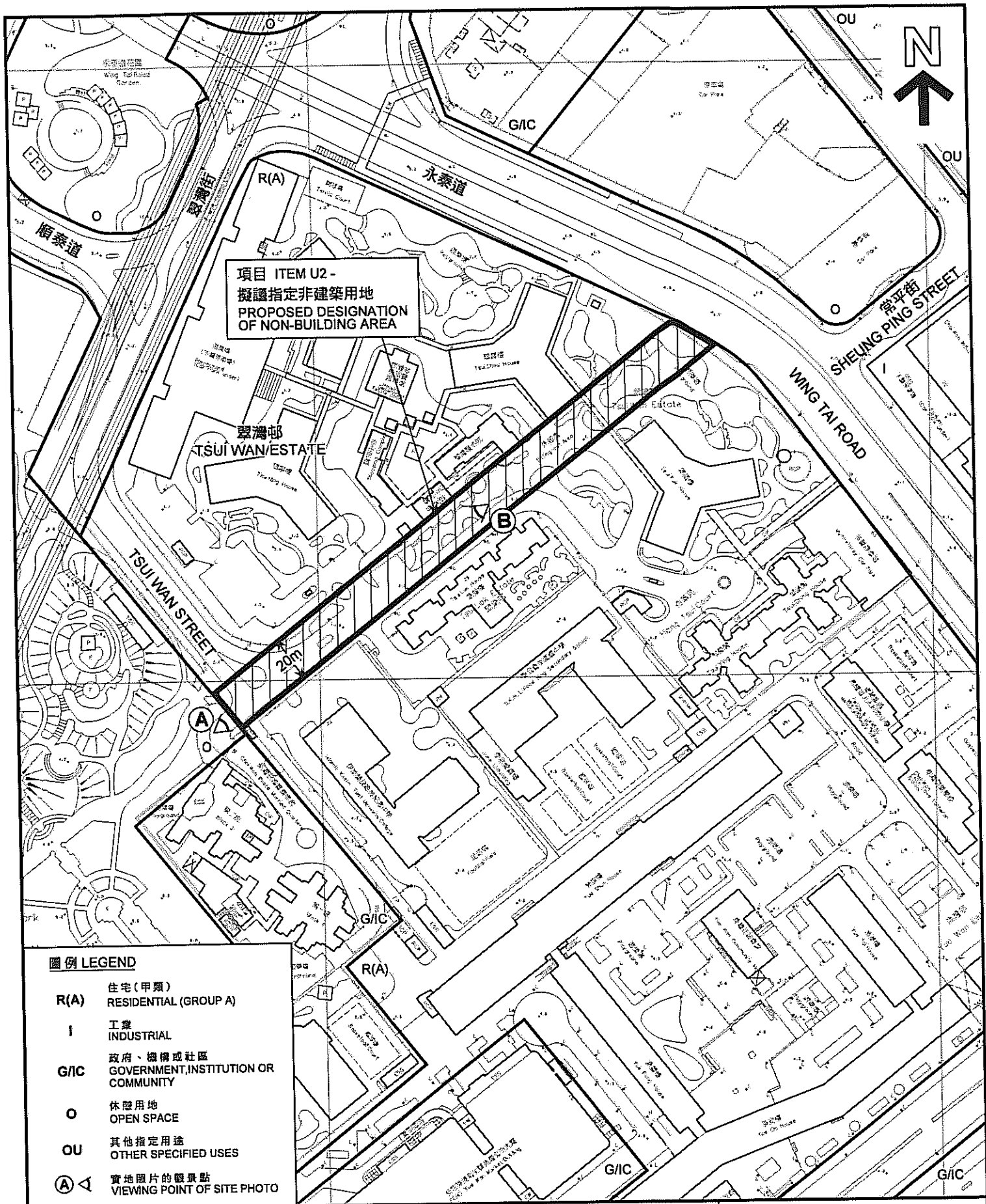
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/138

圖 PLAN  
O2a





### 平面圖 SITE PLAN

擬議指定非建築用地  
PROPOSED DESIGNATION OF NON-BUILDING AREA  
檢討中的柴灣分區計劃大綱草圖編號 S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

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

規劃署  
PLANNING  
DEPARTMENT



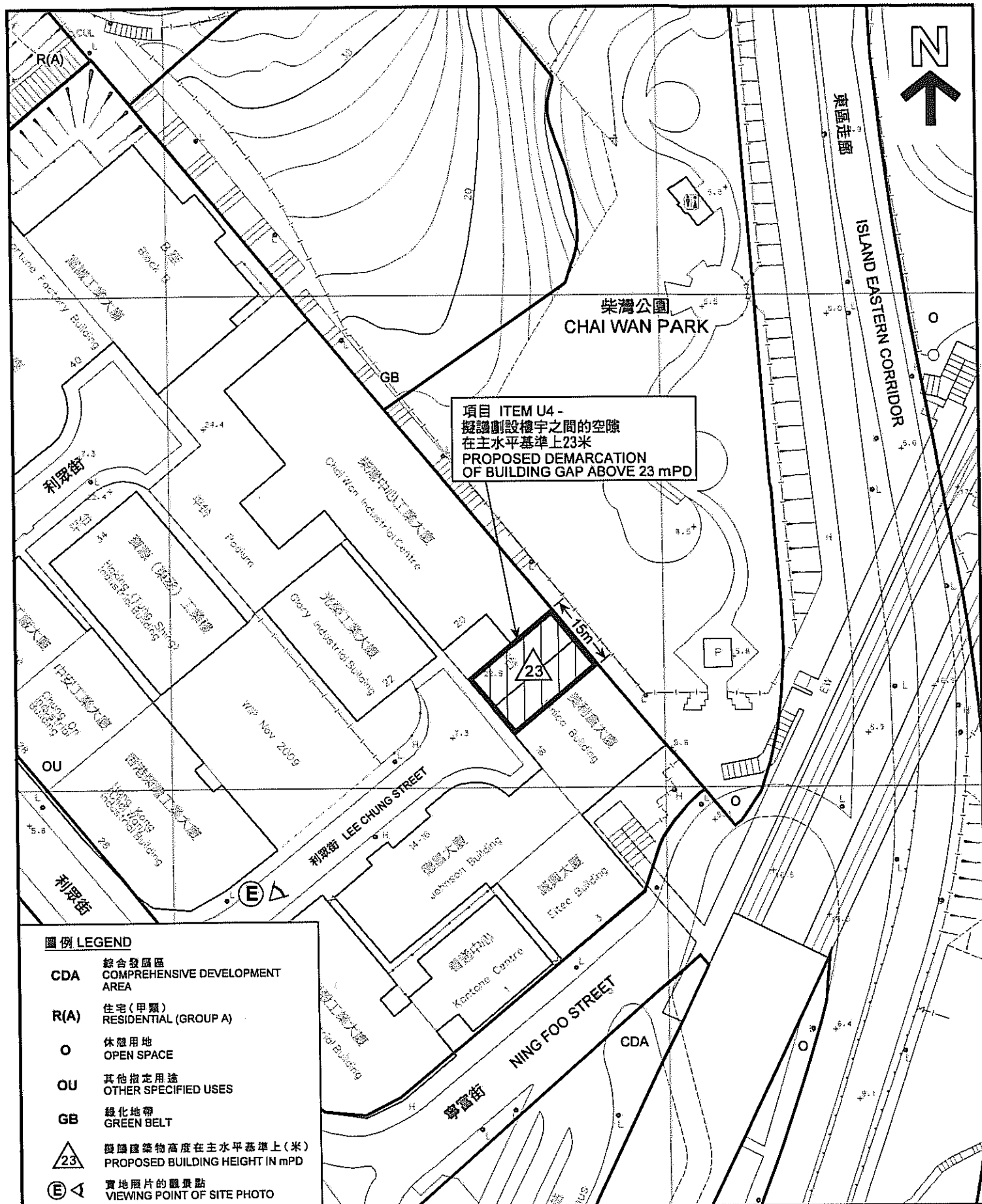
參考編號  
REFERENCE No.  
M/H20/10/142

圖 PLAN  
O2b

本摘要圖於2011年12月15日擬備，  
所根據的資料為測量圖編號  
11-SE-14C、D、19A和B  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-14C, D, 19A & B







**平面圖 SITE PLAN**

擬議劃設樓宇之間的空隙  
PROPOSED DEMARCATION OF BUILDING GAP  
檢討中的柴灣分區計劃大綱草圖編號 S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

SCALE 1:1 000 比例尺  
米 METRES 20 0 20 40 米 METRES

規劃署  
PLANNING  
DEPARTMENT

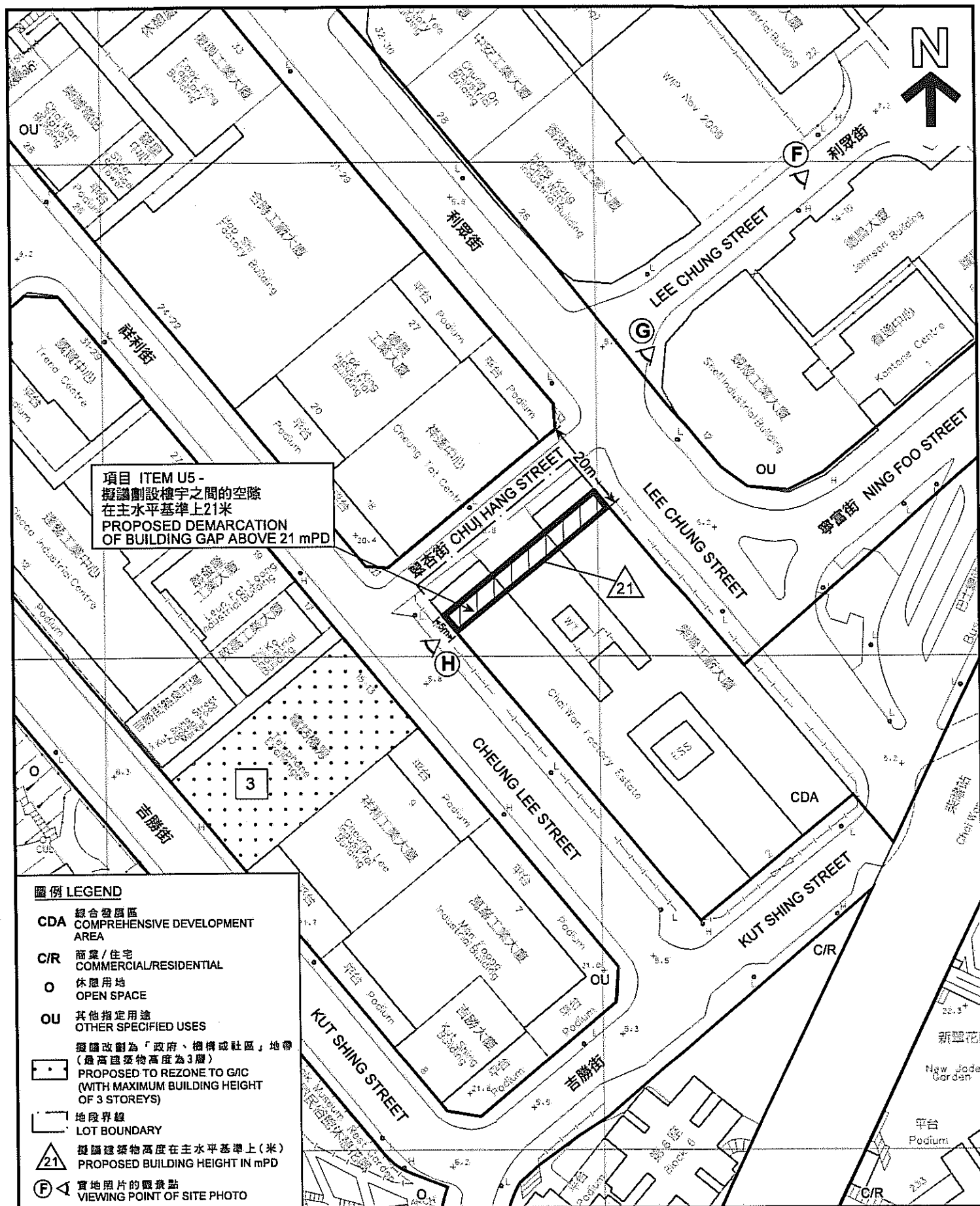


參考編號  
REFERENCE No.

M/H20/10/140

圖 PLAN  
O2d

本摘要圖於2011年12月15日擬備，  
所根據的資料為測量圖編號  
11-SE-19A  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SURVEY SHEETS No.  
11-SE-19A



### 平面圖 SITE PLAN

擬議劃設樓宇之間的空隙  
PROPOSED DEMARCATION OF BUILDING GAP  
檢討中的柴灣分區計劃大綱草圖編號 S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

米 METRES 20 0 20 40 METRES  
SCALE 1:1 000 比例尺

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H20/10/141

圖 PLAN  
02e

本摘要圖於2012年1月4日擬備，  
所根據的資料為測量圖編號  
11-SE-19A  
EXTRACT PLAN PREPARED ON 4.1.2012  
BASED ON SURVEY SHEET No.  
11-SE-19A





項目 ITEM U1 -  
擬議指定非建築用地  
PROPOSED DESIGNATION  
OF NON-BUILDING AREA

柴灣道  
CHAI WAN ROAD

渣甸道  
TRADEMOUNT ROAD

興華(二)邨  
Hing Wah (II) Estate

界線只作識別用  
BOUNDARY FOR  
IDENTIFICATION PURPOSE ONLY

本摘要圖於2011年12月15日擬備，所根據的  
資料為地政總署於2010年11月8日拍得的  
航攝照片編號CS30629  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON AERIAL PHOTO No. CS30629  
TAKEN ON 8.11.2010 BY LANDS DEPARTMENT

### 航攝照片 AERIAL PHOTO

擬議指定非建築用地  
PROPOSED DESIGNATION OF NON-BUILDING AREA

檢討中的柴灣分區計劃大綱草圖編號 S/H20/19  
REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/174

圖 PLAN  
03





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BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

## 實地照片 SITE PHOTOS

擬議指定非建築用地

PROPOSED DESIGNATION OF NON-BUILDING AREA

檢討中的柴灣分區計劃大綱草圖編號 S/H20/19

REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

本圖於2011年12月15日製備，所根據的資料為攝於2010年9月5日的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON 5.9.2010

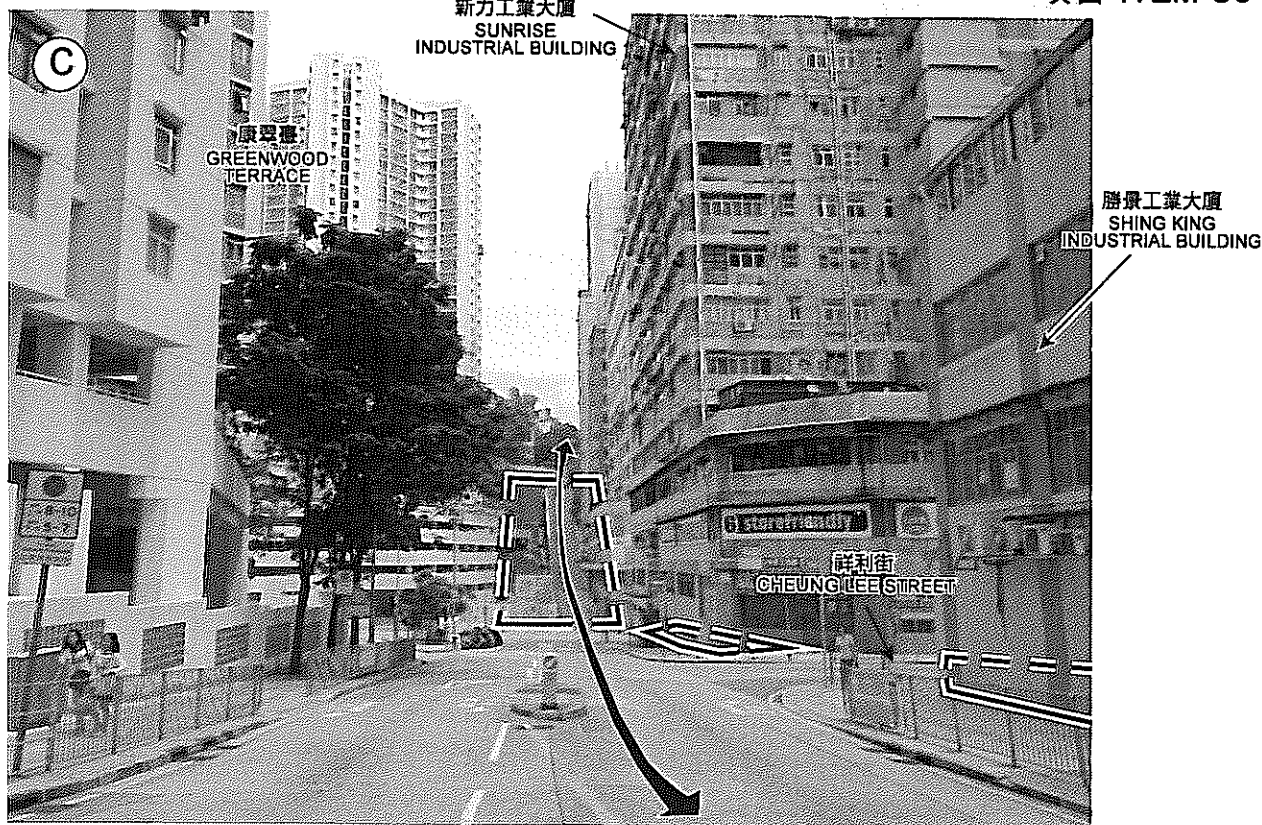
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/178

圖 PLAN  
O4a





界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

### 實地照片 SITE PHOTOS

擬議指定非建築用地

PROPOSED DESIGNATION OF NON-BUILDING AREA

檢討中的柴灣分區計劃大綱草圖編號 S/H20/19

REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H20/10/175

圖 PLAN  
O4b

本圖於2011年12月15日製備，所根據的  
資料為攝於2010年9月5日的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON 5.9.2010



界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

### 實地照片 SITE PHOTO

擬議劃設樓宇之間的空隙

PROPOSED DEMARCATION OF BUILDING GAP

檢討中的柴灣分區計劃大綱草圖編號 S/H20/19

REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/10/176

圖 PLAN  
O4c

本圖於2011年12月15日製備，所根據的  
資料為攝於2010年9月5日的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTO TAKEN ON 5.9.2010





界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

### 實地照片 SITE PHOTOS

擬議劃設樓宇之間的空隙  
PROPOSED DEMARCATON OF BUILDING GAP

檢討中的柴灣分區計劃大綱草圖編號 S/H20/19

REVIEW OF DRAFT CHAI WAN OUTLINE ZONING PLAN No. S/H20/19

規劃署  
PLANNING  
DEPARTMENT

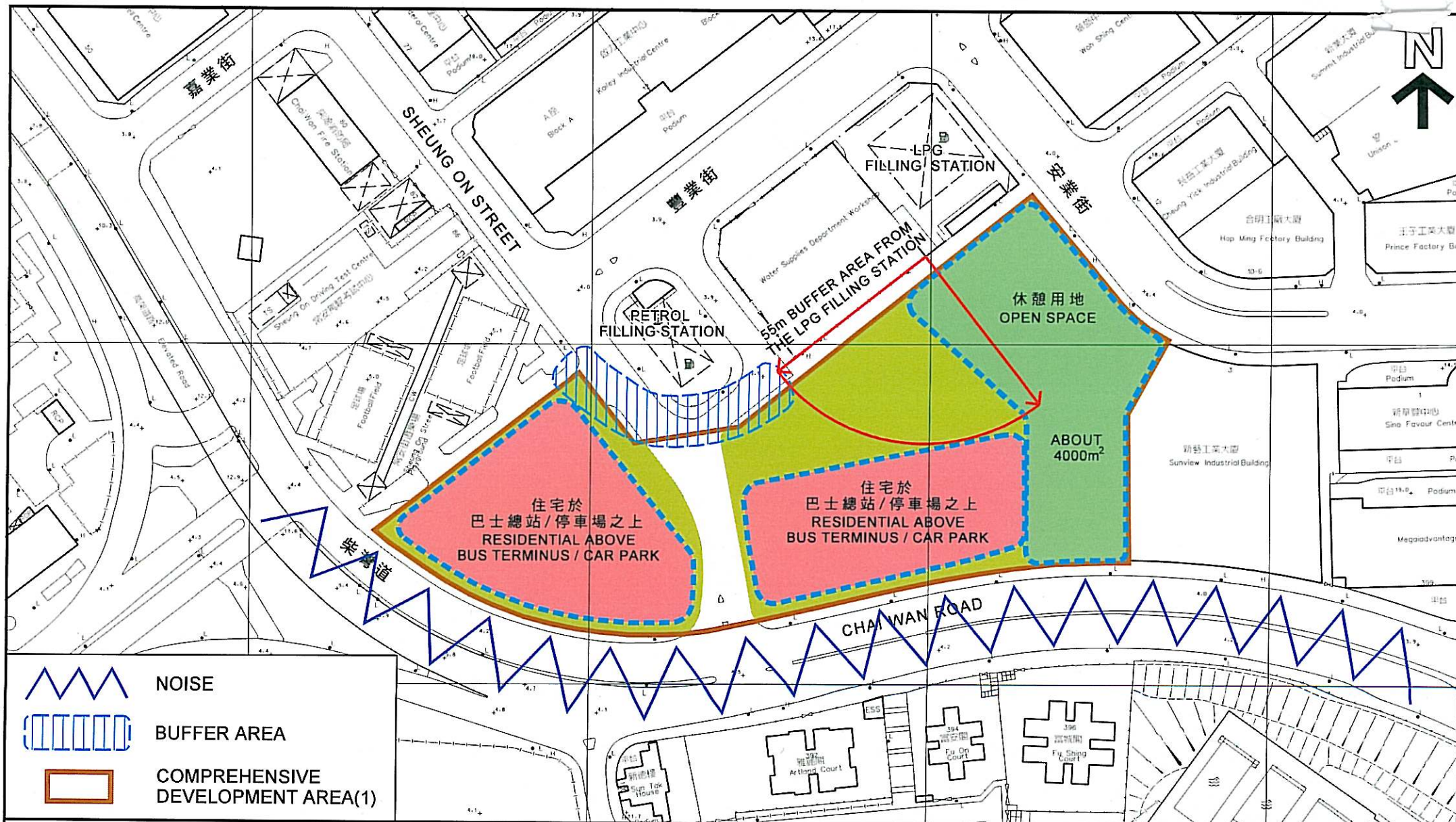


參考編號  
REFERENCE No.  
M/H20/10/177

圖  
PLAN  
04d

本圖於2011年12月15日製備，所根據的  
資料為攝於2010年9月5日的實地照片  
EXTRACT PLAN PREPARED ON 15.12.2011  
BASED ON SITE PHOTOS TAKEN ON 5.9.2010





本摘要圖於2012年1月4日擬備  
EXTRACT PLAN PREPARED ON 4.1.2012

綜合發展區(1)的發展概念  
DEVELOPMENT CONCEPT FOR  
THE "COMPREHENSIVE DEVELOPMENT AREA(1)" SITE

SCALE 1:1 500 比例尺  
米 METRES 25 0 25 50 米 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H20/11/106

圖 PLAN  
P1