

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

**MPC Paper No. 14/15  
For Consideration by the  
The Metro Planning Committee on 4.12.2015**

**PROPOSED AMENDMENTS TO  
THE APPROVED ABERDEEN & AP LEI CHAU OUTLINE ZONING PLAN  
NO. S/H15/29**

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OUTLINE ZONING PLAN NO. S/H15/29**

**1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Aberdeen & Ap Lei Chau Outline Zoning Plan (OZP) No. S/H15/29 as shown on the draft OZP No. S/H15/29A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Attachment IV**) is an expression of the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the OZP, and is suitable for exhibition together with the OZP and its Notes.

**2. Status of the Current OZP**

- 2.1 On 11.3.2014, the Chief Executive in Council (CE in C) under section 9(1)(a) of the Ordinance approved the draft Aberdeen & Ap Lei Chau OZP. On 21.3.2014, the approved Aberdeen & Ap Lei Chau OZP No. S/H15/29 (**Attachment I**) was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 2.12.2014, the CE in C agreed to refer the approved Aberdeen & Ap Lei Chau OZP 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 12.12.2014 under section 12(2) of the Ordinance.

**3. Proposed Amendments to the OZP**

The proposed amendments mainly relate to rezoning of two sites along Lee Nam Road, Ap Lei Chau for private housing and open space, rezoning of the Ap Lei Chau West Industrial Area for business use and some technical amendments to the Notes of the OZP.



#### **4. Background**

- 4.1 Along Lee Nam Road, there are two pieces of Government land reserved for cargo handling and related uses. The sites are situated on the waterfront and would enjoy good accessibility with the nearby Mass Transit Railway (MTR) South Island Line (East) (SIL(E)) South Horizons Station in the northwest to be opened in 2016. The Director of Marine has confirmed that the two sites can be released for other uses.
- 4.2 Since 2007, most of these sites are used as a temporary driving school (i.e. Hong Kong School of Motoring (HKSM)) under short term tenancy which can be terminated upon a three-month notice. A small portion of the site at the eastern end is temporarily allocated to the MTR as a works area for construction of SIL(E). With the release of the cargo handling area, the termination of the HKSM in the near future and return of the works area after SIL(E) is completed, the Planning Department (PlanD) has reviewed the long term planning intention for the sites on the south-western coast of Ap Lei Chau area.

#### ***Housing Need***

- 4.3 It was stated in the 2013 Policy Address that the Government would adopt a multi-pronged approach to build up land reserve with a view to meeting housing and other development needs. In order to increase land supply, the Government has carried out land use reviews, including examination of Government sites which are vacant, held under short-term tenancies and for other short-term or Government uses; “Government, Institution or Community” (GIC) sites; and the two stages of the “Green Belt” review with a view to identifying land with the potential to be rezoned for residential use. In this regard, part of the site currently occupied by the HKSM was identified as one of the potential housing sites.
- 4.4 The 2014 Policy Address further announced that except for the north of Hong Kong Island and Kowloon Peninsula, which are more densely populated, the Government considers it feasible to generally increase the maximum domestic plot ratios (PRs) currently permitted for the other “density zones” in the territory by 20% as appropriate. The Government will duly consider factors such as traffic and infrastructure capacities, local character, existing development intensity and various possible impacts of the proposed development on the areas concerned. In the 2015 Policy Address, it was announced that the housing target in the next decade is 480,000 units.

#### ***Transformation of Ap Lei Chau West Industrial Area***

- 4.5 In the “2009 Area Assessments of Industrial Land in the Territory” (2009 Area Assessments), the Ap Lei Chau West Industrial Area was recommended to be rezoned from “Industrial” (“I”) to “Other Specified Uses” annotated “Business” (“OU(B)”) to facilitate transformation of the industrial area to business use and to provide more flexibility in the use of the land in the area. Whilst the zoning amendment was under preparation, the owner of Dah Chong Hong Motor Service Centre (DCHMSC) indicated his intention to redevelop

the centre for non-industrial purposes. On 27.3.2015, the Committee approved a s.12A planning application for rezoning the DCHMSC from “I” to “OU(B)” for a new office/commercial development.

- 4.6 The “2014 Area Assessments of Industrial Land in the Territory” (2014 Area Assessments), which was considered by the Board on 14.8.2015, has highlighted that (i) the Ap Lei Chau West Industrial Area has already been undergoing relatively active transformation in the last five years; (ii) it is within about 700m walking distance from the future MTR SIL(E) South Horizons Station to be completed in 2016; and (iii) a s.12A planning approval for rezoning of the DCHMSC site to “OU(B)”. It recommended and the Board agreed to the rezoning of the Ap Lei Chau West Industrial Area from “I” to “OU(B)”.

**5. The Area and Its Surroundings (Plans 1 and 2, aerial photo on Plan 3 and site photos on Plan 4 to 7)**

- 5.1 The Area subject to amendments is located at the south-western coast of Ap Lei Chau at the foothill of Yuk Kwai Shan. It is accessible by Lee Nam Road connecting to Ap Lei Chau Bridge Road. Along the waterfront, there are pieces of Government land mainly occupied by HKSM and two MTR works areas under short term tenancies. At the south-eastern corner of the Area is a refuse collection chamber under Food and Environmental Hygiene Department and a salt water pumping station under Water Supplies Department. The Area is within about 700m walking distance from the MTR SIL(E) South Horizons Station to be completed in 2016.
- 5.2 To the north of Lee Nam Road is the Ap Lei Chau West Industrial Area. Among the five existing buildings, the Horizon Plaza has already been converted into retail outlets since 2003 upon obtaining planning permission for ‘Shop and Services’ use. The DCHMSC, which is currently used for car repairing and servicing activities, obtained s.12A planning approval for a new office/commercial development. The Harbour Industrial Centre and the Oceanic Industrial Centre are used for industrial uses including warehouse and storage. The remaining one is the Electric Tower which is mainly for business and ancillary office uses.
- 5.3 The Area is mainly surrounded by the vegetated natural slope of Yuk Kwai Shan rising to a height of about 140mPD to the north. To the west of the Area is a temporary works area, the Ap Lei Chau Preliminary Treatment Works under the Drainage Services Department, the Liquefied Petroleum Gas and Oil Products Transit Depot. The large scale residential development South Horizons with some retail facilities is located further west.

6. **Rezoning of a site (about 1.18ha) at Lee Nam Road, Ap Lei Chau from “OU(Cargo Handling Area)”, “I” and “G/IC” to “R(A)” subject to a maximum building height restriction of 110mPD (Amendment Item A)**

The Rezoning Proposal (Plans 1 and 2)

*Planning Intention/Land Use Compatibility*

- 6.1 The site is located at the waterfront with Yuk Kwai Shan as the green backdrop. To the immediate east is the Ap Lei Chau West Industrial Area zoned “I” (to be rezoned to “OU(B)” under Amendment Item C). It is currently partly taken up by the HKMS (western portion) and partly by a works area of MTR (eastern portion). To the northwest of the site about 200m away is South Horizons (including The Oasis), a private residential development, zoned “Residential (Group A)1” (“R(A)1”) subject to a maximum domestic GFA of 731,500m<sup>2</sup>, a maximum number of flats of 10,450 and a maximum building height of 110mPD and 125mPD for The Oasis and South Horizons respectively. To the northeast about 300m away on a high platform is Lei Tung Estate, a public rental housing, zoned “R(A)” subject to maximum building heights of 140mPD and 160mPD.
- 6.2 In view of the need for housing land, it is proposed to rezone the site from “Other Specified Uses” annotated “Cargo Handling Area” (“OU(Cargo Handling Area)”), “I” and “Government, Institution or Community” (“G/IC”) to “R(A)”. With reference to the private residential development at South Horizons under “R(A)1” zone (at PR of about 5) and to maximise the development potential of housing land with a 20% increase according to the Policy Address mentioned in paragraph 4.4 above, a PR of 6 (GFA of about 70,800m<sup>2</sup>) at a maximum building height restriction of 110mPD is proposed. The proposed building height has taken into account the proposed development intensity, its waterfront location, the green backdrop provided by Yuk Kwai Shan as well as the building heights of the surrounding areas.
- 6.3 The proposed residential development is generally compatible with the surrounding area. Commercial uses are always permitted on the lowest three floors of the proposed development. It is estimated that the proposed development could have a maximum domestic gross floor area (GFA) of about 70,800m<sup>2</sup> producing about 1,416 units (assumed flat size of 50m<sup>2</sup>).
- 6.4 Various Government departments have also reviewed and confirmed the technical feasibility of the proposed housing site and the related development parameters in terms of traffic, environmental, sewerage, gas risk, drainage, water supply, geotechnical, visual and air ventilation aspects as detailed in paragraphs 6.5 to 6.17 below.

*Traffic Consideration*

- 6.5 The site is accessible by Lee Nam Road connecting to Ap Lei Chau Bridge Road. Given the modest scale of the proposed development and the current local traffic condition, Commissioner for Transport (C for T) has no adverse comment on the proposed rezoning. C for T has carried out a traffic review

study on the proposed residential development. The findings are summarised in **Attachment V**.

- 6.6 Based on C for T's assessment, the proposed residential development would generate 163 and 94 passenger car units (pcu) per hour during the AM and PM peak hours respectively. The relevant road junctions will still have reserve capacities in the design year 2021. The proposed development would not cause unacceptable traffic impact on the nearby road networks (including the major roads in Aberdeen and Wong Chuk Hang as well as the Aberdeen Tunnel). Besides, the review has adopted a conservative assumption without taking into account the positive effects of the commissioning of SIL(E) and the relocation of HKSM. If these two positive factors are also taken into account, the estimated traffic volume of the road networks in Ap Lei Chau is expected to be lower in the design year of 2021.
- 6.7 C for T estimated that with reference to the Hong Kong Planning Standards and Guidelines (HKPSG), the proposed development would provide about 70 to 110 private car parking spaces. The actual car parking provision depends on the number and size of flats to be built by the developer in future, in compliance with the HKPSG.

#### *Environmental and Infrastructural Considerations*

- 6.8 The proposed rezoning would not have significant adverse environmental, risk, geotechnical and infrastructural impacts on the surrounding areas. The Director of Environmental Protection (DEP) has no in-principle objection to the proposed rezoning. The future developer is required to carry out noise, air quality and sewerage impact assessments. The requirements will be incorporated in the land sale conditions.
- 6.9 The Director of Electrical and Mechanical Services (DEMS) has no adverse comment with respect to gas risks for the proposed rezoning. The site falls within the Consultation Zone of a Potentially Hazardous Installation (PHI) (i.e. Liquefied Petroleum Gas and Oil Product Transit Depot) (**Plan 2**). DEMS has conducted a preliminary assessment (**Attachment VI**) which demonstrates no insurmountable problem from gas safety point of view for the proposed development.
- 6.10 The Geotechnical Engineering Office, Civil Engineering Department (GEO/CEDD) has no in-principle objection to the proposed rezoning. The subject site is overlooked by steep natural terrain and meets the criteria for natural terrain hazard study (NTHS). GEO/CEDD considers that the potential natural terrain hazards should be studied, and if necessary, appropriate mitigation measures should be designed and constructed as part of the development. The requirement for a NTHS will be incorporated into the land sale conditions.
- 6.11 The Railway Development Office, Highways Department advises that there are MTR SIL(E) facilities in the vicinity of the subject site. The exact boundary of the future railway protection zone associated with these railway facilities has not been confirmed yet. The proposed development on the

subject site should make reference to the Buildings Department Practice Note APP-24.<sup>1</sup>

*Visual, Air Ventilation and Landscape Considerations*

- 6.12 The site is located on the southwest coast of Ap Lei Chau fronting the East Lamma Channel with Yuk Kwai Shan at the back (**Plan 3**). The views of the site are defined by the natural terrain of Yuk Kwai Shan along north to southeast. Within the visible areas of the site, the popular local attraction points accessible to the public are located along the ridges of Yuk Kwai Shan; along East Lamma Channel; and along the waterfront promenade of South Horizons. Large-scale private residential development, i.e. South Horizons, is located about 250m to its north-western side. They are taken as the viewing points to appreciate the potential visual impacts on the public viewers (**Plan 2 of Attachment VII**).
- 6.13 The maximum building height restrictions of the Ap Lei Chau West Industrial Area are 100mPD and 115mPD while that of the South Horizons (including The Oasis) are 110mPD and 125mPD. Generally speaking, the proposed development at a maximum building height of 110mPD can be perceived as an extension of the existing urban developments of the Ap Lei Chau West Industrial Area. The proposed development is considered compatible with the surrounding environment and would not cause unacceptable visual impact on the surrounding settings. Appropriate visual mitigation measures, such as the incorporation of the requirements of building gaps and greenery as per the Sustainable Building Design Guidelines, could be adopted in the building design to further improve permeability and reduce bulkiness of the proposed development (Visual Appraisal Report at **Attachment VII**). The Chief Town Planner/Urban Design and Landscape, PlanD has no adverse comment on the proposed amendments.
- 6.14 An Expert Evaluation on the Air Ventilation Assessment (AVA) for the site was undertaken by AECOM Asia Co., Ltd. (**Attachment VIII**). Based on the site wind availability data, the annual prevailing winds come from N, NE, E and SE directions and the summer prevailing winds come from E, SE, S and SW directions. Under the annual and summer prevailing wind directions, the valley between the high grounds of Yuk Kwai Shan acts as an effective air path to maintain the wind environment within the nearby area. The subject site is located far from most of the existing developments and is sheltered by one of the high grounds of Yuk Kwai Shan. In addition, it fronts the open sea and benefits from the sea wind. Unacceptable adverse impact on the pedestrian wind environment in the vicinity is not expected when compared to the current situation. To further enhance the air ventilation performance, appropriate design measures, such as provision of building gaps, proper arrangement of building blocks, reduced site coverage and minimization of podium/podium free design, could be considered in the detailed design stage of the proposed development.

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<sup>1</sup> Upon completion and operation of new railway extension/line, relevant railway protection areas will be updated accordingly and published to the public. All proposals for new building and engineering works within the limits of the protection areas shall make reference to the Building Department Practice Note APP-24.

- 6.15 There is no existing tree on the subject site. Particular landscape issues arising from the proposed development are not expected.

Others

- 6.16 The District Lands Officer/Hong Kong West and South, Lands Department (DLO/HKW&S, LandsD) confirms that suitable clauses would be incorporated in the land sale conditions to address the departmental concerns in paragraphs 6.7 and 6.11 above.
- 6.17 Other relevant departments consulted including the Chief Engineer/Hong Kong and Islands, Drainage Services Department and Chief Engineer/Development (2), Water Supplies Department have no adverse comment on the proposed rezoning.

Consultation with Southern District Council

- 6.18 On 18.5.2015, PlanD consulted the District Development and Environment Committee (DDEC) of Southern District Council (SDC) on the proposed Amendment Item A. Most DC members objected to the proposal and a member raised a motion objecting to the proposal. The Chairman of DDEC, after discussion, adjourned the discussion item and requested that further detailed traffic data should be provided and the proposed amendment should not be submitted to the Board for agreement until SDC had no more concerns. Also, it was agreed that a letter would be sent to the Secretary for Development (SDEV) to express the concerns of the DC, enclosing a list of all the information requested by the DC members. An extract of the minutes of the meeting is at **Attachment IX**.
- 6.19 The responses provided by the Administration at the DDEC meeting on 18.5.2015 are summarized below:
- (a) in the process of identifying the 150 potential sites for residential use, the Government had consulted relevant departments and confirmed no insurmountable technical problems for the potential housing sites;
  - (b) according to the visual appraisal conducted by PlanD, the proposed development would not have unacceptable visual impact from the public viewing points;
  - (c) according to the relevant Board's guidelines, in the interest of the public, it was far more important to protect the public views. The public viewing points, particularly those easily accessible and popular to the public or tourists, should be selected for conducting visual impact assessment. The views from the existing residential flats were not included;
  - (d) the number of parking spaces to be provided in the proposed development would be specified in lease conditions;
  - (e) the projection of the vehicular flows was estimated according to the

number of residential flats instead of the number of parking spaces. There was no direct relation between the number of parking spaces and vehicular flows; and

- (f) C for T had adopted a relatively conservative approach in conducting the traffic review with traffic surveys carried out in the area of assessment and the future traffic flows estimated by applying a yearly growth factor to the existing flows. Compared to setting up a traffic model and adding estimated traffic flows incurred by known planned developments to the model, the methodology adopted by C for T would generally result in higher estimated future traffic flows. Even though the proposed residential development would bring about increased traffic flows, all major road junctions would still have spare capacities in future.

- 6.20 PlanD and Transport Department attended a local forum co-organised by the Chairman of DDEC and DC members on 20.5.2015. The locals generally expressed similar concerns as raised at the DDEC meeting on 18.5.2015. The residents (about 100 persons) unanimously objected to the proposal mainly on grounds of overloading the densely populated island and worsening the traffic situation at Ap Lei Chau.
- 6.21 DDEC wrote to the Development Bureau (DEVB) asking for further information regarding the proposed rezoning of the Lee Nam Road site. DEVB replied to DDEC on 15.7.2015 providing further information on traffic, visual, air ventilation, open space, community and recreational facilities aspects. On 24.7.2015, DDEC further wrote to DEVB requesting DEVB to attend the DDEC meeting on 21.9.2015 before submission of the rezoning proposal to the Board for consideration. DDEC stated that, if DEVB did not attend the meeting and PlanD still proceeded with the submission to the Board, DDEC would definitely take appropriate follow-up action. In addition, DDEC also requested DEVB on 20.7.2015 to respond to the separate concerns of a SDC member, Paul Zimmerman, on the rezoning proposal. DEVB replied to DDEC and Paul Zimmerman on 16.9.2015 providing further responses on traffic, visual open space and recreational facilities aspects.
- 6.22 DEVB issued a letter on 27.11.2015 to further explain the need for rezoning to meet housing land supply target and provide further information to address SDC's concerns (**Attachment X**). The letter also informed SDC that the Government decided to proceed with the proposed rezoning and submission to the Board.

**7. Rezoning of a site (about 0.49ha) fronting the Ap Lei Chau West Industrial Area from "OU(Cargo Handling Area)" to "O" (Amendment Item B) (Plans 1 and 2)**

The site is narrow and elongated in shape fronting the Ap Lei Chau West Industrial Area. Having considered the changing circumstances of the Area including the proposed residential development under Amendment Item A and the gradual transformation of the Ap Lei Chau West Industrial Area from industrial to business uses, it is proposed to rezone the subject site for open space use to serve the local residents and workers in the vicinity. Since the proposed residential and business uses

are located in an isolated cluster away from the major developments of Ap Lei Chau, the proposed rezoning will help provide an open space for the enjoyment of the nearby workers and visitors as well as the future residents of the proposed residential development under Amendment Item A.

**8. Rezoning of the Ap Lei Chau West Industrial Area (about 3.65ha) from “I” to “OU(B)” subject to maximum building height restrictions of 100mPD and 115mPD (Amendment Items C1 and C2) (Plans 1 and 2)**

- 8.1 The Ap Lei Chau West Industrial Area is under gradual transformation to business uses. To further enhance the transformation and provide more flexibility in the use of land, the area is proposed to be rezoned from “I” to “OU(B)”, as recommended by the Area Assessments 2014. This proposed rezoning is more compatible with the proposed residential development under Amendment Item A, through encouraging gradual phasing out of the traditional industrial uses in the area. A s.12 planning application was approved on 27.3.2015 for rezoning of the DCHMSC site from “I” to “OU(B)”.
- 8.2 Upon rezoning from “I” to “OU(B)”, the maximum building height restrictions under the current “I” zone, i.e. 100mPD and 115mPD for the south-eastern portion and north-western portion respectively, are proposed to be retained.
- 8.3 The Horizon Plaza and DCHMSC fall within the consultation zone of a PHI (Liquefied Petroleum Gas and Oil Product Transit Depot) (**Plan 2**). In support of the s.12A planning application for rezoning of the DCHMSC site from “I” to “OU(B)”, a Quantitative Risk Assessment (QRA) was conducted and confirmed that no insurmountable problems have been identified and the risks associated with the proposed rezoning are within acceptable levels. The QRA was endorsed by the the Coordinating Committee on Land Use Planning and Control (CCPHI).
- 8.4 Relevant departments consulted including TD, EPD, WSD, DSD, EMSD, GEO/CEDD and CTP/UD&L of PlanD have no adverse comment on the proposed rezoning.

**9. Inclusion of Authorized Railway Scheme of South Island Line (East)**

- 9.1 Pursuant to section 13A of the Ordinance, railway scheme authorized by the Chief Executive in Council (CE in C) under the Railways Ordinance (Chapter 519) shall deem to be approved under the Ordinance. On 30.11.2010, the CE in C authorized the railway scheme for the MTR SIL(E) under the Railways Ordinance. The railway alignment as described in the authorised SIL(E) scheme is thus shown on the OZP for information. An annotation is added on the OZP indicating that it is for information only.
- 9.2 Parts of the nullah on the eastern and western sides of the future Wong Chuk Hang Station have been covered as part of road and pedestrian improvement works associated with the MTR SIL(E) scheme which was authorized by the



CE in C under Railways Ordinance as mentioned above. Opportunity is taken to update these as-built areas for road and pedestrian improvement works on the OZP, which are not regarded as amendment items under the Ordinance.

**10. Provision of Open Space and Government, Institution and Community Facilities**

A table on the provision of major community facilities and open space in Aberdeen & Ap Lei Chau area is at **Attachment XI**. Based on a planned population of about 159,000 (including the proposed residential development under Amendment Item A), there is no shortfall on major GIC and open space provisions in the area. The proposed rezoning of the site for residential use will not have impact on major GIC and open space provisions in the area.

**11. Minor Boundary Adjustments**

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

**12. Proposed Amendments to Matters Shown on the Plan**

The proposed amendments as shown on the draft Aberdeen & Ap Lei Chau OZP No. S/H25/29A (**Attachment II**) are as follows:

**12.1 Item A (about 1.18ha)**

Rezoning a site at Lee Nam Road, Ap Lei Chau fronting the East Lamma Channel from “OU(Cargo Handling Area)”, “G/IC” and “I” to “R(A)4” subject to a maximum GFA of 70,800m<sup>2</sup> and a maximum building height restriction of 110mPD as set out in paragraph 6 above.

**12.2 Item B (about 0.49ha)**

Rezoning a strip of land fronting the Ap Lei Chau West Industrial Area from “OU(Cargo Handling Area)” to “O” as set out in paragraph 7 above.

**12.3 Items C1 and C2 (about 3.65ha)**

Rezoning the Ap Lei Chau West Industrial Area from “I” to “OU(B)” with the maximum building height restrictions remain the same as those under the current “I” zone, i.e. 100mPD for “OU(B)3” and 115mPD for “OU(B)4”, as set out in paragraph 8 above.

**13. Proposed Amendments to the Notes of the OZP**

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

- (a) in relation to Amendment Item A, the Notes for “R(A)” zone are amended by including a sub-area “R(A)4” with the respective maximum GFA and building height restriction;

- (b) in relation to Amendment Items C1 and C2, the Notes for “OU(B)” zone are amended by including sub-areas “OU(B)3” and “OU(B)4” with the respective maximum building height restrictions; and
- (c) with a view to supporting art development, the feasibility of allowing ‘Art Studio’ in the industrial and Industrial-Office (I-O) buildings has been investigated by relevant bureaux and departments. As the key concern is on fire safety, ‘Art Studio’ is considered acceptable in the industrial and I-O buildings if it does not involve direct provision of services or goods (e.g. hobby classes, seminars and sale of goods, art gallery and venue for rehearsal for art performance). The proposal was generally supported by the stakeholders and no objection from concerned government departments. To take forward the above proposal, it is proposed to incorporate ‘Art Studio (excluding those involving direct provision of services or goods)’ as a Column 1 use in Schedule II of the “OU(B)”, “I” and “Residential (Group E)” zones. As ‘Art Studio’ is subsumed under the ‘Place of Recreation, Sports or Culture’ use, corresponding amendment will also be made to replace ‘Place of Recreation, Sports or Culture’ under Column 2 by ‘Place of Recreation, Sports or Culture (not elsewhere specified)’.

13.2 The proposed amendments to the Notes of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment III** for Members’ consideration.

#### 14. **Revision to the Explanatory Statement of the OZP**

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

#### 15. **Plan Number**

Upon exhibition for public inspection, the Plan will be renumbered as S/H15/30.

#### 16. **Consultation**

##### Departmental Consultation

16.1 The proposed amendments have been circulated to relevant bureaux and departments for comments. All of them have no objection to or no adverse comment on the proposed amendments. The comments of the following departments have been incorporated in the above paragraphs where appropriate:

- Chief Engineer/Development (2), Water Supplies Department;
- Chief Engineer/Railway Development 1-1, Railway Development Office, Highways Department (HyD)
- Chief Engineer/Hong Kong & Islands, Drainage Services Department;
- Chief Town Planner/Urban Design and Landscape, Planning Department.
- Commissioner for Transport;
- Director of Electrical and Mechanical Services;
- Director of Environmental Protection;
- District Lands Officer/Hong Kong West & South, Lands Department; and
- Head of the Geotechnical Engineering Office, CEDD.

16.2 The following bureaux and departments have no objection to or no comment on the proposed amendments:

- Secretary for Development;
- Secretary for Home Affairs;
- Antiquities and Monuments Office, Leisure and Cultural Services Department;
- Chief Architect/Central Management Division 2, Architectural Services Department;
- Chief Building Surveyor/Hong Kong West, Buildings Department;
- Chief Engineer/Port Works, Civil Engineering and Development Department (CEDD);
- Chief Highway Engineer/Hong Kong, HyD;
- Commissioner of Police;
- Director of Agricultural, Fisheries and Conservation
- Director-General of Communications;
- Director of Fire Services;
- Director of Food and Environmental Hygiene;
- Director of Leisure and Cultural Services; and
- Project Manager (Hong Kong Island & Islands), CEDD.

16.3 The District Officer (Southern), Home Affairs Department (DO(S), HAD) advises that SDC has strongly requested that the proposed Amendment Item A should be presented to DDEC for further discussion before submission to the Board. Some questionnaire surveys have been conducted by various parties targeting at residents of South Horizons in response to the proposed Amendment Item A. The results show a majority of opposition. It is anticipated that the District Councillors of Ap Lei Chau and the locals, particularly the residents of South Horizons, will strongly object the proposal for reasons that the proposal, together with other developments including hotel and the international school at Ap Lei Chau Estate, would bring immense impact on the traffic in Ap Lei Chau. DO(S), HAD suggests that SDC should be consulted again before submission to the Board. Otherwise, on top of a likely negative resolution against the proposal, SDC may also accuse the Government of not respecting the consultative role of the Council. Also, it would be desirable to further engage SDC another round on such concerns as traffic impact, scope of development, etc. In this regard, DEVB has issued a letter to SDC on 27.11.2015 (**Attachment X**) explaining the need for housing land supply and PlanD will submit the proposed amendments to the Board soon.

## Public Consultation

- 16.4 If the proposed amendments are agreed by the Committee, the draft OZP and its Notes will be available for public inspection under section 5 of the Ordinance. Members of the public can submit representations on the OZP to the Board during the two-month statutory public inspection period. DO(S), HAD is being requested to arrange a meeting within the statutory gazetting period of the draft OZP so that the SDC could be consulted on the proposed amendments timely.

## **17. Decision Sought**

Members are invited to:

- (a) agree to the proposed amendments to the approved Aberdeen & Ap Lei Chau OZP and that the draft Aberdeen & Ap Lei Chau OZP No. S/H15/29A at **Attachment II** (to be renumbered to S/H15/30 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the draft Aberdeen & Ap Lei Chau OZP No. S/H15/29A as an expression of the planning intentions and objectives of the Board for the various land use zonings of the OZP and the revised ES will be published together with the OZP.

## **18. Attachments**

Attachment I	Approved Aberdeen & Ap Lei Chau Outline Zoning Plan No. S/H15/29 (reduced to A3 size)
Attachment II	Draft Aberdeen & Ap Lei Chau Outline Zoning Plan No. S/H15/29A
Attachment III	Revised Notes of draft Aberdeen & Ap Lei Chau Outline Zoning Plan No. S/H15/29A
Attachment IV	Revised Explanatory Statement of draft Aberdeen & Ap Lei Chau Outline Zoning Plan No. S/H15/29A
Attachment V	Traffic Review Study
Attachment VI	Prima Facie (Quantitative Risk) Assessment
Attachment VII	Visual Appraisal Report
Attachment VIII	Air Ventilation Assessment (Expert Evaluation)
Attachment IX	Extract of DDEC Meeting Minutes on 18.5.2015
Attachment X	The Administration's letter to SDC on 27.11.2015
Attachment XI	Provision of Major Community Facilities in Aberdeen & Ap Lei Chau Area

Plan 1	Comparison of Existing and Proposed Zonings on the OZP for Amendment Items A, B, C1 and C2
Plan 2	Site Plan of Proposed Amendments Items A, B, C1 and C2
Plan 3	Aerial Photo of Proposed Amendment Items A to C1 and C2
Plans 4 to 5	Site Photos of Proposed Amendment Item A
Plan 6	Site Photo of Proposed Amendment Item B
Plan 7	Site Photos of Proposed Amendment Items C1 and C2

**PLANNING DEPARTMENT  
DECEMBER 2015**



圖例  
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	RA	住宅 (甲類)
RESIDENTIAL (GROUP C)	RC	住宅 (丙類)
RESIDENTIAL (GROUP E)	RE	住宅 (戊類)
INDUSTRIAL	I	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶
COASTAL PROTECTION AREA	CPA	海岸保護區
SITE OF SPECIAL SCIENTIFIC INTEREST	SSSI	具特殊科學價值地點
COUNTRY PARK	CP	郊野公園
COMMUNICATIONS		交通
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)		最高建築物高度 (在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)		最高建築物高度 (層數)
PETROL FILLING STATION	P F S	加油站
NON-BUILDING AREA	NBA	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	
COMMERCIAL	1.48	0.19	商業
COMPREHENSIVE DEVELOPMENT AREA	7.17	0.91	綜合發展區
RESIDENTIAL (GROUP A)	58.67	7.51	住宅 (甲類)
RESIDENTIAL (GROUP C)	0.40	0.05	住宅 (丙類)
RESIDENTIAL (GROUP E)	3.48	0.44	住宅 (戊類)
INDUSTRIAL	9.85	1.26	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	102.85	13.12	政府、機構或社區
OPEN SPACE	15.05	1.92	休憩用地
OTHER SPECIFIED USES	103.80	13.22	其他指定用途
GREEN BELT	213.63	27.28	綠化地帶
COASTAL PROTECTION AREA	28.35	3.62	海岸保護區
SITE OF SPECIAL SCIENTIFIC INTEREST	1.98	0.25	具特殊科學價值地點
COUNTRY PARK	101.73	12.98	郊野公園
MULLAH	1.59	0.20	墳場
TYPHOON SHELTER	84.22	10.74	避風塘
MAJOR ROAD ETC.	49.01	6.26	主要道路等
TOTAL PLANNING SCHEME AREA	783.53	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分  
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

行政委員會行政會議於2014年3月11日 根據城市  
規劃條例第9(1)(a)條核准的圖則  
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER  
SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON  
11 MARCH 2014

Ma Kinnee WONG  
CLERK TO THE EXECUTIVE COUNCIL  
黃潔怡女士  
行政會議秘書

香港城市規劃委員會依據城市規劃條例擬備的香港仔及鴨脷洲 (港島規劃區第15及16區) 分區計劃大綱圖  
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD  
HONG KONG PLANNING AREAS No. 15 & 16 - ABERDEEN & AP LEI CHAU - OUTLINE ZONING PLAN



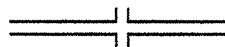


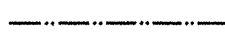
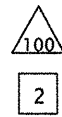
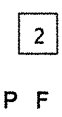
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規劃署遵城市規劃委員會指示編製  
PREPARED BY THE PLANNING DEPARTMENT UNDER  
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號  
PLAN No. S/H15/29



圖例  
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	RA(A)	住宅 (甲類)
RESIDENTIAL (GROUP C)	RI(C)	住宅 (丙類)
RESIDENTIAL (GROUP E)	RI(E)	住宅 (戊類)
INDUSTRIAL	I	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶
COASTAL PROTECTION AREA	CPA	海岸保護區
SITE OF SPECIAL SCIENTIFIC INTEREST	SSSI	具特殊科學價值地點
COUNTRY PARK	CP	郊野公園
COMMUNICATIONS		交通
RAILWAY AND STATION (UNDERGROUND)		鐵路及車站 (地下)
RAILWAY AND STATION (ELEVATED)		鐵路及車站 (高架)
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)		最高建築物高度 (在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)		最高建築物高度 (樓層數目)
PETROL FILLING STATION	P F S	加油站
NON-BUILDING AREA	NBA	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 & % 公頃 HECTARES	% 百分比	用途
COMMERCIAL	1.49	0.19	商業
COMPREHENSIVE DEVELOPMENT AREA	7.17	0.91	綜合發展區
RESIDENTIAL (GROUP A)	60.06	7.66	住宅 (甲類)
RESIDENTIAL (GROUP C)	0.40	0.05	住宅 (丙類)
RESIDENTIAL (GROUP E)	3.48	0.44	住宅 (戊類)
INDUSTRIAL	5.91	0.75	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	102.59	13.09	政府、機構或社區
OPEN SPACE	15.54	1.98	休憩用地
OTHER SPECIFIED USES	106.19	13.55	其他指定用途
GREEN BELT	213.83	27.28	綠化地帶
COASTAL PROTECTION AREA	28.35	3.62	海岸保護區
SITE OF SPECIAL SCIENTIFIC INTEREST	1.98	0.25	具特殊科學價值地點
COUNTRY PARK	101.73	12.98	郊野公園
NULLAH	1.27	0.16	明渠
TYPHOON SHELTER	84.22	10.74	避風塘
MAJOR ROAD ETC.	49.72	6.35	主要道路等
TOTAL PLANNING SCHEME AREA	783.93	100.00	規劃範圍總面積

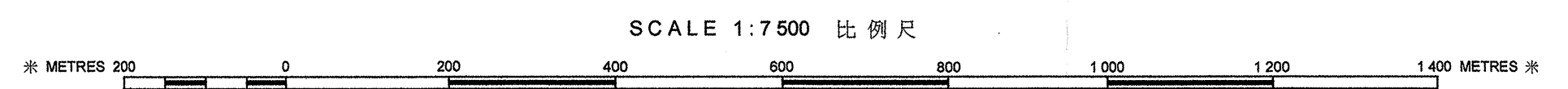
夾附的《註釋》屬這份圖則的一部分，  
現經修訂並按照城市規劃條例第 5 條展示。  
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN  
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER  
SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S/H 15/29 的修訂  
AMENDMENTS TO APPROVED PLAN No. S/H15/29

AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE	按照城市規劃條例第 5 條 展示的修訂
AMENDMENT ITEM A	修訂項目 A 項
AMENDMENT ITEM B	修訂項目 B 項
AMENDMENT ITEMS C1, C2	修訂項目 C 1、C 2 項

(參看附表)  
(SEE ATTACHED SCHEDULE)

香港城市規劃委員會依據城市規劃條例擬備的香港仔及鴨脷洲 (港島規劃區第 15 及 16 區) 分區計劃大綱圖  
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD  
HONG KONG PLANNING AREAS No. 15 & 16 - ABERDEEN & AP LEI CHAU - OUTLINE ZONING PLAN



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

圖則編號  
PLAN No. S/H15/29A



**HONG KONG PLANNING AREA NO. 15 & 16**

**APPROVED DRAFT ABERDEEN & AP LEI CHAU OUTLINE ZONING PLAN NO.  
S/H15/29A**

(Being an ~~Approved~~ *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" or "Site of Special Scientific Interest":
- (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" or "Site of Special Scientific Interest",
- (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:

toll plaza, on-street vehicle park and 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 AREAS NO. 15 & 16**

**APPROVED DRAFT ABERDEEN & AP LEI CHAU OUTLINE ZONING PLAN NO.  
S/H15/29A**

**Schedule of Uses**

	<u>Page</u>
COMMERCIAL	1
COMPREHENSIVE DEVELOPMENT AREA	3
RESIDENTIAL (GROUP A)	6
RESIDENTIAL (GROUP C)	9
RESIDENTIAL (GROUP E)	11
INDUSTRIAL	16
GOVERNMENT, INSTITUTION OR COMMUNITY	18
OPEN SPACE	20
OTHER SPECIFIED USES	21
GREEN BELT	34
COASTAL PROTECTION AREA	35
SITE OF SPECIAL SCIENTIFIC INTEREST	36
COUNTRY PARK	37

**COMMERCIAL**

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

**Planning Intention**

This zone is intended primarily for commercial developments, which may include eating place, shop and services, and office, functioning mainly as the local and district commercial/shopping centres serving the immediate neighbourhood of the South Horizons and the Southern District.

(Please see next page)

**COMMERCIAL** (Cont'd)

Remarks

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

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

(Please see next page)

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

**Planning Intention**

This zone is intended for comprehensive development/redevelopment of the area for residential and commercial uses together with a rail depot and station with the provision of public transport 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 as well as air ventilation and visual considerations.

**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" 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) a Landscape Master Plan for and an urban design proposal 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;

(Please see next page)

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

**Remarks** (Cont'd)

- (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;
  - (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 report 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) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area (GFA) of 357,500m<sup>2</sup>, a maximum non-domestic GFA of 121,800m<sup>2</sup> and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (4) In determining the maximum GFA for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (5) In determining the maximum non-domestic GFA for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as rail depot and station and public transport terminus as required by the Government shall be included for calculation.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and building height restrictions stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.



**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
<p>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</p>	<p>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</p>

(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)", "Residential (Group A)1", "Residential (Group A)2", "***Residential (Group A)3***" and "Residential (Group A)34", 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 "Residential (Group A)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area (GFA) of 731,500 m<sup>2</sup> and a maximum number of flats of 10,450.
- (3) On land designated "Residential (Group A)2" and "Residential (Group A)3", a maximum building height of 100 metres above Principal Datum would be permitted for sites with an area of 400m<sup>2</sup> or more.
- (4) On land designated "Residential (Group A)3", a minimum of 2m wide setback from the lot boundary above 15m from the mean street level abutting Old Main Street, Aberdeen shall be provided.

(Please see next page)

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

**Remarks** (Cont'd)

- (5) *On land designated "Residential (Group A)4", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 70,800 m<sup>2</sup>.*
- (56) In determining the maximum GFA for the purposes of paragraphs (2) *and* (5) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (67) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height, GFA and flat number restrictions stated in paragraphs (1), (2) ~~and~~, (3) *and* (5) above and the setback requirement stated in paragraph (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (78) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

**RESIDENTIAL (GROUP C)**

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Ambulance Depot
Government Use (Police Reporting Centre, Post Office only)	Eating Place
House	Educational Institution
Utility Installation for Private Project	Government Refuse Collection Point
	Government Use (not elsewhere specified)
	Hospital
	Hotel
	Institutional Use (not elsewhere specified)
	Library
	Petrol Filling Station
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Recyclable Collection Centre
	Religious Institution
	Residential Institution
	School
	Shop and Services
	Social Welfare Facility
	Training Centre

**Planning Intention**

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

(Please see next page)

**RESIDENTIAL (GROUP C) (Cont'd)**

Remarks

- (1) No new development, or addition, alteration, and/or modification to or redevelopment of an existing building should result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys in addition to 1 storey of carport, or the height of the existing building, whichever is the greater.
- (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 plot ratio and site coverage specified below, or the plot ratio and site coverage of the existing building, whichever is the greater:

Height - Number of Storeys Used for Domestic Purposes	Maximum Plot Ratio	Maximum Site Coverage
2 and below	0.60	30%
3	0.75	25%

- (3) In determining the relevant maximum plot ratio and site coverage for the purposes of paragraph (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and 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.

**RESIDENTIAL (GROUP E)**

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Schedule I: for open-air development or for building other than industrial or industrial-office building <sup>@</sup>	
Ambulance Depot	Commercial Bathhouse/Massage Establishment
Government Use (not elsewhere specified)	Eating Place
Public Transport Terminus or Station (excluding open-air terminus or station)	Educational Institution
Utility Installation for Private Project	Exhibition or Convention Hall
	Flat
	Government Refuse Collection Point
	Hospital
	Hotel
	House
	Institutional Use (not elsewhere specified)
	Library
	Market
	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Religious Institution
	Residential Institution
	School
	Shop and Services
	Social Welfare Facility
	Training Centre

(Please see next page)

**RESIDENTIAL (GROUP E) (Cont'd)**

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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:

---

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

(Please see next page)

**RESIDENTIAL (GROUP E) (Cont'd)**

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Schedule II: for existing industrial or industrial-office building <sup>@</sup>	
Ambulance Depot	Cargo Handling and Forwarding Facility
<i>Art Studio (excluding those involving direct provision of services or goods)</i>	(Container Freight Station, free-standing purpose-designed Logistics Centre only)
Bus Depot	Industrial Use (not elsewhere specified)
Cargo Handling and Forwarding Facility (not elsewhere specified)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Eating Place (Canteen only)	Off-course Betting Centre
Government Refuse Collection Point	Office (not elsewhere specified)
Government Use (not elsewhere specified)	Petrol Filling Station
Information Technology and Telecommunications Industries	Place of Recreation, Sports or Culture ( <i>not elsewhere specified</i> )
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods <sup>^</sup> )	Private Club
Office (Audio-visual Recording Studio, Design and Media Production, Office Related to Industrial Use only)	Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom <sup>#</sup> which may be permitted on any floor)
Public Convenience	Vehicle Repair Workshop
Public Transport Terminus or Station	Wholesale Trade
Public Utility Installation	
Public Vehicle Park (excluding container vehicle)	
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	
Recyclable Collection Centre	
Research, Design and Development Centre	
Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only)	
Utility Installation for Private Project	
Warehouse (excluding Dangerous Goods Godown)	

(Please see next page)



**RESIDENTIAL (GROUP E) (Cont'd)**

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

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

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

(Please see next page)

**RESIDENTIAL (GROUP E)** (Cont'd)

Remarks

- (1) On land designated “Residential (Group E)” and “Residential (Group E)1”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) On land designated “Residential (Group E)1”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building should result in a total development and/or redevelopment in excess of a maximum plot ratio of 5.0.
- (3) In determining the maximum plot ratio for the purposes of paragraph (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio restriction stated in paragraph (2) above to allow for provision of local commercial facilities 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
<i>Art Studio (excluding those involving direct provision of services and goods)</i>	Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only)
Bus Depot	Concrete Batching Plant
Cargo Handling and Forwarding Facility (not elsewhere specified)	Dangerous Goods Godown
Eating Place (Canteen, Cooked Food Centre only)	Eating Place (not elsewhere specified) (in wholesale conversion of an existing building only)
Government Refuse Collection Point	Educational Institution (in wholesale conversion of an existing building only)
Government Use (not elsewhere specified)	Exhibition or Convention Hall
Industrial Use (not elsewhere specified)	Industrial Use (Bleaching and Dyeing Factory, Electroplating/Printed Circuit Board Manufacture Factory, Metal Casting and Treatment Factory/Workshop only)
Information Technology and Telecommunications Industries	Institutional Use (not elsewhere specified) (in wholesale conversion of an existing building only)
Office (Audio-visual Recording Studio, Design and Media Production, Office Related to Industrial Use only)	Marine Fuelling Station
Public Convenience	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Public Transport Terminus or Station	Off-course Betting Centre
Public Utility Installation	Offensive Trades
Public Vehicle Park (excluding container vehicle)	Office (not elsewhere specified)
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	<del>Open Storage</del>
Recyclable Collection Centre	<del>Petrol Filling Station</del>
Research, Design and Development Centre	<del>Pier</del>
<del>Shop and Services (Motor-vehicle Showroom</del>	Place of Entertainment (in wholesale conversion of an existing building only)
on ground floor, Service Trades only)	Place of Recreation, Sports or Culture ( <i>not elsewhere specified</i> )
Utility Installation for Private Project	Private Club
Vehicle Repair Workshop	Public Clinic (in wholesale conversion of an existing building only)
Warehouse (excluding Dangerous Goods Godown)	Religious Institution (in wholesale conversion of an existing building only)
	Ship-building, Ship-breaking and Ship- repairing Yard
	Shop and Services (not elsewhere specified) (ground floor only except in wholesale conversion of an existing building an Ancillary Showroom <sup>#</sup> which may be Permitted on any floor)
	Training Centre (in wholesale conversion of an existing building only)
	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) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of number of storey(s) or metres above Principal Datum, 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

**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)	Holiday Camp
Hospital	Hotel
Institutional Use (not elsewhere specified)	House
Library	Marine Fuelling Station
Market	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Pier	Off-course Betting Centre
Place of Recreation, Sports or Culture	Office
Public Clinic	Petrol Filling Station
Public Convenience	Place of Entertainment
Public Transport Terminus or Station	Private Club
Public Utility Installation	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Public Vehicle Park (excluding container vehicle)	Refuse Disposal Installation (Refuse Transfer Station only)
Recyclable Collection Centre	Residential Institution
Religious Institution	Sewage Treatment/Screening Plant
Research, Design and Development Centre	Shop and Services
School	Utility Installation for Private Project
Service Reservoir	Zoo
Social Welfare Facility	
Training Centre	
Wholesale Trade	

**Planning Intention**

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

(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 number of storey(s) or metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) On land designated "G/IC(1)", "G/IC(2)" and "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 the maximum building height specified below, or the height of the existing building, whichever is the greater:

Sub-area

Restriction

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G/IC (1)	A maximum building height of 25 metres above Principal Datum
G/IC (2)	A maximum building height of 45 metres above Principal Datum
G/IC (3)	A maximum building height of 5 storeys, except a drill tower up to 9 storeys

- (3) In determining the maximum number of storey(s) for the purposes of paragraphs (1) and (2) above, any basement floor(s) may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

**OPEN SPACE**

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary 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 the local residents as well as the general public.

**OTHER SPECIFIED USES**

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 "Business" Only</u></p> <p style="text-align: center;">Schedule I: for open-air development or for building other than industrial or industrial-office building<sup>@</sup></p>	
<p>Ambulance Depot</p> <p>Commercial Bathhouse/     Massage Establishment</p> <p>Eating Place</p> <p>Educational Institution</p> <p>Exhibition or Convention Hall</p> <p>Government Use (Police Reporting Centre,     Post Office only)</p> <p>Information Technology and     Telecommunications Industries</p> <p>Institutional Use (not elsewhere specified)</p> <p>Library</p> <p>Non-polluting Industrial Use (excluding     industrial undertakings involving the     use/storage of Dangerous Goods<sup>△</sup>)</p> <p>Off-course Betting Centre</p> <p>Office</p> <p>Place of Entertainment</p> <p>Place of Recreation, Sports or Culture</p> <p>Private Club</p> <p>Public Clinic</p> <p>Public Convenience</p> <p>Public Transport Terminus or Station</p> <p>Public Utility Installation</p> <p>Public Vehicle Park (excluding container     vehicle)</p> <p>Radar, Telecommunications Electronic     Microwave Repeater, Television and/or     Radio Transmitter Installation</p> <p>Recyclable Collection Centre</p> <p>Religious Institution</p> <p>Research, Design and Development Centre</p> <p>School (excluding free-standing purpose-     designed school building and kindergarten)</p> <p>Shop and Services</p> <p>Training Centre</p> <p>Utility Installation for Private Project</p>	<p>Bus Depot</p> <p>Broadcasting, Television and/or Film Studio</p> <p>Cargo Handling and Forwarding Facility</p> <p>Government Refuse Collection Point</p> <p>Government Use (not elsewhere specified)</p> <p>Hotel</p> <p>Mass Transit Railway Vent Shaft and/or Other     Structure above Ground Level other than     Entrances</p> <p>Non-polluting Industrial Use (not elsewhere     specified)</p> <p>Petrol Filling Station</p> <p>School (not elsewhere specified)</p> <p>Social Welfare Facility (excluding those involving     residential care)</p> <p>Warehouse (excluding Dangerous Goods Godown)</p> <p>Wholesale Trade</p>

(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 "Business" Only</u> (Cont'd)	
Schedule II: for industrial or industrial-office building @	
<p>Ambulance Depot</p> <p><i>Art Studio (excluding those involving direct provision of services or goods)</i></p> <p>Cargo Handling and Forwarding Facility (not elsewhere specified)</p> <p>Eating Place (Canteen only)</p> <p>Government Refuse Collection Point</p> <p>Government Use (not elsewhere specified)</p> <p>Information Technology and Telecommunications Industries</p> <p>Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods<sup>△</sup>)</p> <p>Office (excluding those involving direct provision of customer services or goods)</p> <p>Public Convenience</p> <p>Public Transport Terminus or Station</p> <p>Public Utility Installation</p> <p>Public Vehicle Park (excluding container vehicle)</p> <p>Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation</p> <p>Recyclable Collection Centre</p> <p>Research, Design and Development Centre</p> <p>Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only)</p> <p>Utility Installation for Private Project</p> <p>Warehouse (excluding Dangerous Goods Godown)</p>	<p>Broadcasting, Television and/or Film Studio</p> <p>Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only)</p> <p>Industrial Use (not elsewhere specified)</p> <p>Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</p> <p>Off-course Betting Centre</p> <p>Office (not elsewhere specified)</p> <p>Petrol Filling Station</p> <p>Place of Recreation, Sports or Culture (<i>not elsewhere specified</i>)</p> <p>Private Club</p> <p>Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom<sup>#</sup> which may be permitted on any floor)</p> <p>Vehicle Repair Workshop</p> <p>Wholesale Trade</p>

In addition, for building without industrial undertakings involving offensive trades or the use/storage of Dangerous Goods<sup>△</sup>, 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 occupied 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 the maximum building height specified below, or the height of the existing building, whichever is the greater:

Sub-area	Restriction
OU(1)	A maximum building height of 120 metres above Principal Datum
OU(2)	A maximum building height of 140 metres above Principal Datum
<i>OU(3)</i>	<i>A maximum building height of 100 metres above Principal Datum</i>
<i>OU(4)</i>	<i>A maximum building height of 115 metres above Principal Datum</i>

- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(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
<div data-bbox="660 456 932 488" data-label="Section-Header"><p><u>For "Cemetery" Only</u></p></div> <div data-bbox="165 510 408 712"><p>Columbarium Crematorium Funeral Facility Government Use Grave Public Convenience</p></div> <div data-bbox="804 510 1267 712"><p>Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Religious Institution Shop and Services (Retail Shop only) Utility Installation for Private Project</p></div>	

Planning Intention

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

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey(s) 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
For "Commercial Development with <u>Multi-storey Public Lorry Park</u> " Only	
Eating Place Exhibition or Convention Hall Government Use (not elsewhere specified) Off-course Betting Centre Office Private Club Public Clinic Public Utility Installation Public Vehicle Park (excluding container vehicle) Shop and Services (not elsewhere specified)	Broadcasting, Television and/or Film Studio Government Refuse Collection Point Public Convenience Shop and Services (Motor-vehicle Showroom only) Utility Installation for Private Project

**Planning Intention**

This zone is intended primarily to provide land for a commercial development with a multi-storey public lorry park.

**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 of 140 metres above Principal Datum, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

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

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

Country Club

Government Use  
Public Utility Installation  
Utility Installation for Private Project

Planning Intention

This zone is intended primarily to reserve land for private clubs specifically for recreational activities.

Remarks

- (1) No new development, or addition, alteration, and/or modification to or redevelopment of an existing building should result in a total development and/or redevelopment in excess of a maximum building height of 31 metres above Principal Datum, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

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

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

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For "Electricity Supply Installation and Hotel" Only

Schedule I: for the western part as demarcated by the thin-pecked line on the Plan

Electricity Supply Installation  
Office (related to Electricity Supply Installation only)  
Government Use  
Public Utility Installation (not elsewhere specified)  
Utility Installation for Private Project

Schedule II: for the eastern part as demarcated by the thin-pecked line on the Plan

Eating Place  
Electricity Supply Installation  
Government Use  
Hotel  
Library  
Private Club  
Public Clinic  
Public Utility Installation (not elsewhere specified)  
Public Vehicle Park (excluding container vehicle)  
Shop and Services  
Utility Installation for Private Project

Planning Intention

This zone is intended primarily to provide land for an electricity supply installation and hotel use.

Remarks

- (1) An applicant for permission for development on land designated "Other Specified Uses" annotated "Electricity Supply Installation and Hotel", shall include in the application the following information:
  - (i) the area of proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected on the area;

(Please see next page)

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

**Remarks** (Cont'd)

- (ii) the proposed total site area and total gross floor areas for various uses;
  - (iii) the details and extent of Government, institution or community (GIC), if any, 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) 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;
  - (vi) an environmental assessment report to examine any possible environmental problems, including potential land contamination problem, which may be caused to or by the proposed development during and after construction, and to propose mitigation measures to tackle them;
  - (vii) 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;
  - (viii) an assessment to demonstrate and confirm that the electric and magnetic fields do not exceed the standards on the continuous public exposure limits as prescribed by the International Commission on Non-ionizing Radiation Protection;
  - (ix) the landscape and urban design proposals within the area;
  - (x) programmes of development in detail; and
  - (xi) such other information as may be required by the Town Planning Board.
- (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 not related to electricity supply installation in excess of the maximum gross floor area (GFA) and maximum building height within the eastern part of this zone, as demarcated by the thin-pecked line on the Plan, set out below:
- (a) a maximum GFA of 34,000 m<sup>2</sup>; and
  - (b) a maximum building height of 60 metres above Principal Datum.
- (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 in terms of number of storey(s) as stipulated on the Plan, or the height of the existing building, whichever is the greater within the western part of this zone, as demarcated by the thin-pecked line on the Plan.
- (4) In determining the maximum GFA for the purposes of paragraph (2) above, any floor space that is constructed or intended for uses solely as car park, loading/unloading bay, plant room, caretaker's office and utility installation for private project, provided that such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and building height restrictions stated in paragraphs (2) and (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)



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

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

For "Marina Club" Only

Marina Club

Eating Place  
Government Use  
Public Utility Installation  
Public Vehicle Park (excluding container vehicle)  
Shop and Services (Retail Shop only)  
Utility Installation for Private Project

Planning Intention

This zone is intended primarily to reserve land for private marina clubs specifically for sports and recreational activities and ancillary facilities.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey(s) 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
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For "Ocean Park" Only

Ocean Park	Government Use
Public Transport Terminus or Station	Hotel
Public Vehicle Park (excluding container vehicle)	Public Utility Installation
	Utility Installation for Private Project

Planning Intention

This zone is intended primarily for comprehensively planned low-density and generally low- to medium-rise marine-themed park development in Hong Kong with related retail, dining and entertainment facilities serving visitors as well as the general public.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey(s) 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) and any structure that is constructed or intended for use solely as amusement rides 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
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For "Petrol Filling Station" Only

Petrol Filling Station

Government Use  
Public Utility Installation  
Utility Installation for Private Project

Planning Intention

This zone is intended primarily to reserve land for petrol filling station use.

Remarks

- (1) On land designated "OU(Petrol Filling Station)", no new development, or addition, alteration, and/or modification to or redevelopment of an existing building should result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) On land designated "OU(Petrol Filling Station)1", no new development, or addition, alteration, and/or modification to or redevelopment of an existing building should result in a total development and/or redevelopment in excess of the maximum building height of 10 metres above Principal Datum, or the height of the existing building, whichever is the greater.
- (3) In determining the maximum number of storey for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

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

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

For All Other Sites (Not Listed Above)

As Specified on the Plan

Government Use  
Public Utility Installation  
Utility Installation for Private Project

Planning Intention

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

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey(s) or metres above Principal Datum 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 Barbecue Spot 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 Broadcasting, Television and/or Film Studio 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

**Planning Intention**

This zone is intended primarily for defining the limits of urban and sub-urban development areas by natural features, to protect the natural landscape and environment, as well as to provide a countryside recreational outlet for the local population and visitors. 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)	Field Study/Education/Visitor Centre
Barbecue Spot	Government Use
Nature Reserve	House (Redevelopment only)
Nature Trail	Pier
On-Farm Domestic Structure	Public Convenience
Picnic Area	Public Utility Installation
Wild Animals Protection Area	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
	Research Station
	Sewage Treatment/Screening Plant
	Tent Camping Ground
	Utility Installation for Private Project

**Planning Intention**

This zone 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 publication in the Gazette of the notice of the draft Aberdeen & Ap Lei Chau Outline Zoning Plan No. S/H15/20.

**SITE OF SPECIAL SCIENTIFIC INTEREST**

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board
Country Park *	Agricultural Use
Wild Animals Protection Area	Field Study/Education/Visitor Centre
	Government Use
	Nature Reserve
	Nature Trail
	On-Farm Domestic Structure
	Picnic Area
	Public Convenience
	Public Utility Installation
	Tent Camping Ground
	Utility Installation for Private Project

- \* 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 to conserve and protect the features of special scientific interest such as rare or particular species of fauna and flora and their habitats, corals, woodlands, marshes or areas of geological, ecological or botanical/biological interest which are designated as Site of Special Scientific Interest (SSSI). It intends to deter human activities or developments within the SSSI.

There is a general presumption against development in this zone. No developments are permitted unless they are needed to support the conservation of the features of special scientific interest in the SSSI, to maintain and protect the existing character of the SSSI, or for educational and research purposes.

**Remarks**

Any filling of land or excavation of land necessary to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes shall not be undertaken or continued on or after the date of the publication in the Gazette of the notice of the draft Aberdeen & Ap Lei Chau Outline Zoning Plan No. S/H15/20 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

**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 AREAS NO. 15 & 16**

**APPROVED DRAFT ABERDEEN & AP LEI CHAU  
OUTLINE ZONING PLAN NO. S/H15/29A**

**EXPLANATORY STATEMENT**

## HONG KONG PLANNING AREAS NO. 15 & 16

### APPROVED DRAFT ABERDEEN & AP LEI CHAU OUTLINE ZONING PLAN NO. S/H15/29A

#### EXPLANATORY STATEMENT

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## **HONG KONG PLANNING AREAS NO. 15 & 16**

### **APPROVEDDRAFT ABERDEEN & AP LEI CHAU OUTLINE ZONING PLAN NO. S/H15/294**

(Being an ~~Approved~~ *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 ~~approved~~*draft* Aberdeen & Ap Lei Chau Outline Zoning Plan (OZP) No. S/H15/294. 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 11 April 1963, the draft Aberdeen & Ap Lei Chau Outline Development Plan No. LH 15/24, being the first statutory plan covering the Aberdeen, Ap Lei Chau and Wong Chuk Hang areas, was gazetted under section 5 of the Town Planning Ordinance (the Ordinance). The OZP had been amended three times under section 7 of the Ordinance to reflect the changing circumstances.
- 2.2 On 28 June 1988, the then Governor in Council (G in C), under section 9(1)(a) of the Ordinance, approved the draft Aberdeen & Ap Lei Chau OZP, which was subsequently renumbered as S/H15/4. On 9 January 1990, the then G in C referred the approved Aberdeen & Ap Lei Chau OZP No. S/H15/4 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP had been amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance to reflect the changing circumstances.
- 2.3 On 6 May 1997, the then G in C, under section 9(1)(a) of the Ordinance, approved the draft Aberdeen & Ap Lei Chau OZP, which was subsequently renumbered as S/H15/8. On 13 January 1998, the Chief Executive in Council (CE in C) referred the approved Aberdeen & Ap Lei Chau OZP No. S/H15/8 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP had been amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance to reflect the changing circumstances.
- 2.4 On 11 May 1999, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Aberdeen & Ap Lei Chau OZP, which was subsequently renumbered as S/H15/11. On 30 November 1999, the CE in C referred the approved Aberdeen &

Ap Lei Chau OZP No. S/H15/11 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP had been amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance to reflect the changing circumstances.

- 2.5 On 20 February 2001, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Aberdeen & Ap Lei Chau OZP, which was subsequently renumbered as S/H15/14. On 15 May 2001, the CE in C referred the approved Aberdeen & Ap Lei Chau OZP No. S/H15/14 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP had been amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance to reflect the changing circumstances.
- 2.6 On 11 June 2002, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Aberdeen & Ap Lei Chau OZP, which was subsequently renumbered as S/H15/17. On 8 October 2002, the CE in C referred the approved Aberdeen & Ap Lei Chau OZP No. S/H15/17 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.7 On 30 September 2003, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Aberdeen & Ap Lei Chau OZP, which was subsequently renumbered as S/H15/19. On 9 December 2003, the CE in C referred the approved Aberdeen & Ap Lei Chau OZP No. S/H15/19 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.8 On 13 September 2005, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Aberdeen & Ap Lei Chau OZP, which was subsequently renumbered as S/H15/21. On 7 February 2006, the CE in C referred the approved Aberdeen & Ap Lei Chau OZP No. S/H15/21 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.9 On 19 December 2006, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Aberdeen & Ap Lei Chau OZP, which was subsequently renumbered as S/H15/24. On 2 December 2008, the CE in C referred the approved Aberdeen & Ap Lei Chau OZP No. S/H15/24 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. ~~The reference back was notified in the Gazette on 12 December 2008 under section 12(2) of the Ordinance~~*The OZP was amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance.*
- 2.10 ~~On 7 May 2010, the draft Aberdeen & Ap Lei Chau OZP No. S/H15/25 mainly incorporating amendments to impose building height restrictions for "Commercial", "Residential (Group A)", "Residential (Group E)", "Industrial", "Government, Institution or Community" and "Other Specified Uses" zones; various zoning amendments and technical amendments to the Notes of the OZP was exhibited under section 5 of the Ordinance. During the two month exhibition~~

period, 13 representations were received including one representation providing comments and 12 adverse representations. On 16 July 2010, the Board published the representations for three weeks for public comments. A total of 502 comments on the representations were received, one of which was subsequently withdrawn by the commenter of his own accord.

- 2.11 ~~On 16 July 2010, the draft Aberdeen & Ap Lei Chau OZP No. S/H15/26 incorporating amendments mainly to rezone the site of the proposed property development of the South Island Line (East), to delete the obsolete Route 4 alignment and to make associated zoning amendments was exhibited for public inspection under section 7 of the Ordinance. During the two-month exhibition period, a total of 12 representations were received including ten supportive and two adverse representations. On 24 September 2010, the representations were published for three weeks for public comments. Two comments on the representations were received.~~
- 2.12 ~~Upon consideration of the representations and comments in respect of the draft Aberdeen & Ap Lei Chau OZP No. S/H15/25 under section 6B(1) of the Ordinance, the Board noted the representation providing comments, decided not to uphold 11 adverse representations and decided to propose amendments to the draft OZP to partially meet one adverse representation. The proposed amendments were related to the revision of building height restrictions for the "Industrial" zone covering the Hong Kong Ice and Cold Storage site at Tin Wan Praya Road.~~
- 2.13 ~~Upon consideration of the representations and comments in respect of the draft Aberdeen & Ap Lei Chau OZP No. S/H15/26 under section 6B(1) of the Ordinance, the Board noted the ten supportive representations and decided not to uphold the two adverse representations.~~
- 2.14 ~~On 28 January 2011, the proposed amendments referred to in paragraph 2.12 above were exhibited for public inspection under section 6C(2) of the Ordinance. During the three-week exhibition period, one valid further representation was received. On 25 March 2011, the Board decided not to uphold the further representation and decided to amend the OZP by the proposed amendments under section 6F(8) of the Ordinance.~~
- 2.15 ~~On 3 May 2011, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Aberdeen & Ap Lei Chau OZP, which was subsequently renumbered as S/H15/27. On 20 May 2011, the approved Aberdeen & Ap Lei Chau OZP No. S/H15/27 was exhibited for public inspection under section 9(5) of the Ordinance. On 26 June 2012, the CE in C referred the approved Aberdeen & Ap Lei Chau OZP No. S/H15/27 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was amended once and exhibited for public inspection under section 5 of the Ordinance.~~
- 2.16 ~~On 26 June 2012, the CE in C referred the approved Aberdeen & Ap Lei Chau OZP No. S/H15/27 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 13 July~~

2012 under section 12(2) of the Ordinance.

- 2.17 ~~On 12 July 2013, the draft Aberdeen & Ap Lei Chau OZP No. S/H15/28, mainly incorporating amendments of rezoning a site at the junction of Wong Chuk Hang Road and Yip Kan Street from "Government, Institution or Community(1)" to "Other Specified Uses(2)" annotated "Business" and "Road", was exhibited for public inspection under section 5 of the Ordinance. During the exhibition period, one representation was received. On 27 September 2013, the Board published the representation for 3 weeks for public comments and no comment was received. After giving consideration to the representation on 20 December 2013, the Board agreed not to propose any amendment to the OZP.~~
- 2.18/1 On 11 March 2014, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Aberdeen & Ap Lei Chau OZP, which was subsequently renumbered as S/H15/29. On 21 March 2014, the approved Aberdeen & Ap Lei Chau OZP No. S/H15/29 (the Plan) was exhibited for public inspection under section 9(5) of the Ordinance. *On 2 December 2014, the CE in C agreed to refer the approved Aberdeen & Ap Lei Chau OZP 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 12 December 2014 under section 12(2) of the Ordinance.*
- 2.12 *On \_\_\_\_\_ December 2015, the draft Aberdeen & Ap Lei Chau OZP No. S/H15/29A (the Plan), incorporating amendments mainly to rezone two sites along Lee Nam Road, Ap Lei Chau from "Other Specified Uses" ("OU") annotated "Cargo Handling Area", "Government, Institution or Community and "Industrial" ("I") to "Residential (Group A)" and "Open Space", and to rezone the Ap Lei Chau West Industrial Area from "I" to "OU" annotated "Business", was exhibited for public inspection under section 5 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 for the Aberdeen and Ap Lei Chau areas so that developments and redevelopments 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. As it is a small-scale plan, the transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.
- 3.3 Since the Plan is to show broad land use zoning, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted as non-building area or for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio 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 Aberdeen and Ap Lei Chau areas and not to overload the road network in these areas.

- 3.4 Also, there would be cases that areas occupied by free-standing purpose-designed buildings that are solely accommodating schools or other Government, institution or community (GIC) facilities, including those located on ground and on podium level, are included in the residential zones, such as those covering public housing estates. Such areas should not be included into the plot ratio and site coverage calculations.

#### 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) covers an area of about 783.93 hectares (ha). It includes Tin Wan in the west and part of the Aberdeen Country Park in the north. To the east, it is bounded by the approach road to Aberdeen Tunnel, Wong Chuk Hang Road and Island Road. To the southwest, the Area covers the islands of Ap Lei Chau and Ap Lei Pai.
- 5.2 The Area is connected with Western District by Pok Fu Lam Road, Victoria Road, and with the south-eastern part of Hong Kong Island by Island Road. The major link between the Area and the northern part of Hong Kong Island is by the Aberdeen Tunnel and Nam Fung Road. Ap Lei Chau is connected with Aberdeen by the Ap Lei Chau Bridge.
- 5.3 Between Ap Lei Chau and Aberdeen is the natural harbour of Aberdeen in which a variety of marine activities take place.

#### 6. POPULATION

According to the 2011 Population Census, the population of the Area was about 159,400. It is estimated that the planned population of the Area would be about 206,159,±200.

## 7. BUILDING HEIGHT RESTRICTIONS

- 7.1 In general, the Area is predominantly occupied by medium-rise buildings against a natural backdrop. A major east-west visual and wind corridor runs from Ocean Park via the nullah to Aberdeen West Typhoon Shelter. There are also three north-south visual/green corridors running from Aberdeen Country Park through the low-rise GIC uses in Wong Chuk Hang to Brick Hill (Nam Long Shan), from Aberdeen Lower Reservoir through the valley to Aberdeen South Typhoon Shelter, and from Tin Wan Shan through the cemetery to Aberdeen West Typhoon Shelter. The typhoon shelter is a popular tourist spot with the unique character as a traditional fishing harbour.
- 7.2 To provide better planning control on the building height upon development or redevelopment and to meet public aspiration for a better living environment, reviews of the Aberdeen and Ap Lei Chau OZP have been taken with a view to incorporating building height restrictions on the Plan for various development zones. In the absence of building height control, excessively tall buildings may proliferate in the Area, particularly near the waterfront, intermixing with the older and lower buildings. The presence of protruding buildings could create an unpleasant townscape, jeopardize the existing character and may sometimes obstruct air circulation.
- 7.3 The Wong Chuk Hang Business Area has been undergoing gradual transformation towards cleaner business uses. Building height restrictions were imposed on the area to avoid negative impacts on the visual quality due to the redevelopments and to create a more discernible townscape. In general, two height bands of 120 metres above Principal Datum (mPD) and 140mPD are applied to achieve a stepped height profile. Subsequently, a comprehensive review of the building height restrictions for other development zones has been undertaken.
- 7.4 The review has taken into account urban design considerations, including preservation of public views from important viewpoints, stepped height concept as recommended in the Urban Design Guidelines Study (with building heights increasing progressively from the waterfront to the inland areas), compatibility of building masses in the wider setting, local topography and characteristics, as well as the need to strike a balance between the public interests and private development rights. In the light of the above, lower height bands ranging from 85mPD to 110mPD are recommended for the areas nearer to the waterfront where appropriate, while higher height bands ranging from 120mPD to 170mPD for the inland built-up areas.
- 7.5 An Air Ventilation Assessment (AVA) has been undertaken to assess the existing wind environment and the likely impacts of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The AVA identifies that in general the major prevailing annual winds come from the east and north-east. In summer, the winds are from the east, south and west. The topography of the Area with the highlands of Aberdeen Country Park in the north and Brick Hill (Nam Long Shan) in the south creates a strong east-west



channeling effect at/near ground level. The building height bands shown on the Plan have taken into account the findings of the AVA as appropriate.

- 7.6 To improve air ventilation condition, future developments are encouraged to adopt suitable design measures to minimize any possible adverse impacts. These include greater permeability of podium, wider gap between buildings, building setback, non-building area 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.
- 7.7 Building height restrictions are also imposed on “Government, Institution or Community” and “Other Specified Uses” zones in terms of mPD or number of storeys which mainly reflect the existing building heights of the developments. Unless there are committed proposals for known developments or a need to meet the minimum height requirement, in general, the existing uses and the lower building heights will broadly be kept. 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.
- 7.8 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 development or redevelopment with planning and design merits and to cater for circumstances with specific site constraints. Each planning application for minor relaxation of building height restriction under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such application are as follows:
  - (a) amalgamating smaller sites for achieving better urban design and local area improvements;
  - (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening;
  - (c) providing better streetscape/good quality street level public urban space;
  - (d) providing separation between buildings to enhance air and visual permeability;
  - (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and
  - (f) other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to the townscape and amenity of the locality and would not cause adverse landscape and visual impacts.
- 7.9 However, for any existing building with building height already exceeding the building height restrictions in terms of mPD and/or number of storeys as

stipulated in the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

## 8. NON-BUILDING AREA AND BUILDING SETBACK

- 8.1 According to the recommendations of AVA, a piece of private land adjoining the eastern end of Tang Fung Street in Tin Wan is designated as a non-building area. Tang Fung Street is located at the foothill part of a steep slope. The slope and the elevated platform at about 23mPD to its east comprise mainly Government land. However, there is a piece of private land adjoining the eastern end of Tang Fung Street. The street is currently free from building structures and serves as the entrance of the prevailing easterly wind, which penetrates to Ka Wo Street through this street. The designation of the non-building area is to ensure no obstruction to the easterly wind. The non-building area of 12m x 7m, the former dimension is the same as the existing width of Tang Fung Street, as delineated on the Plan covers the piece of private land. As the designation of the non-building area is primarily for the purpose of air ventilation, the non-building area restriction will not apply to underground development. Furthermore, a perforated podium not taller than 15m may be permitted on application to the Board. Provision is included in the Notes of the relevant zone to allow minor relaxation of the non-building area restriction.
- 8.2 The AVA also recommends the widening of Old Main Street, Aberdeen to improve the air ventilation of the local area. A minimum of 2m wide building setback from the lot boundary above podium level is stipulated for sites abutting the street to improve the air ventilation.

## 9. LAND USE ZONINGS

### 9.1 Commercial ("C") : Total area 1.49 ha

- 9.1.1 This zone is intended primarily for commercial developments, which may include supermarket, shop and services, and eating place, functioning mainly as local or district shopping centres serving the immediate neighbourhood of South Horizons and the Southern District.
- 9.1.2 This zoning includes the two shopping centres as part of South Horizons on Ap Lei Chau to provide retail facilities including clinic, supermarket, laundry, estate agency and other local shops.
- 9.1.3 Developments and redevelopments within this zone are subject to building height restrictions as stipulated on the Plan or the height of the existing building, whichever is the greater. The intention of the height restrictions is primarily to maintain the existing heights of the shopping centres. Minor relaxation of the building height restriction may be considered by the Board on application. Each application will be considered on its own merits.

9.2 Comprehensive Development Area (“CDA”) : Total area 7.17 ha

- 9.2.1 This zone, bounded by Heung Yip Road, Police School Road and Nam Long Shan Road, is intended for comprehensive development/redevelopment of the site for residential and commercial uses together with a rail depot and station with the provision of public transport and other supporting facilities.
- 9.2.2 The “CDA” 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 as well as air ventilation and visual considerations. Planning applications to the Board in the form of Master Layout Plan (MLP) submissions are required for any development within this zone. A planning brief was prepared to guide the future development in this “CDA” zone. The MLP should be submitted together with environmental, traffic, air ventilation, visual and other relevant assessment reports, a Landscape Master Plan as well as other materials as specified in the Notes of the Plan for the approval of the Board.
- 9.2.3 It is envisaged that the proposed development will comprise a podium accommodating the rail depot and station, public transport facilities, a shopping centre and car parking facilities. Domestic towers will be provided above the podium. The maximum domestic and non-domestic gross floor areas (GFAs) are restricted to 357,500m<sup>2</sup> and 121,800m<sup>2</sup> respectively. The non-domestic GFA includes a maximum of 47,000m<sup>2</sup> commercial GFA for a shopping centre and the remainder for the railway and public transport facilities. The maximum building height of the domestic towers is restricted to 150mPD.
- 9.2.4 Since the site lies on a major east-west air path in the area and the future development would be easily visible from the surrounding areas, a number of design measures should be adopted for the future development on the site. These include the provision of at least three air/visual corridors amongst the residential towers. Apart from allowing the flow of the prevailing eastern and north-eastern winds, these corridors can maintain visual permeability when viewed from the two major tourist attractions in the area, namely, Ocean Park and Jumbo Floating Restaurant, and from the Nam Long Shan Road area. The residential towers should adopt a stepped height profile, with the lowest building height of not exceeding 120mPD in the south-western part nearer to the waterfront increasing progressively towards Heung Yip Road and the foothill of Brick Hill (Nam Long Shan).
- 9.2.5 In order to enhance the landscape quality and soften the building mass, landscape planting at street level, on podiums/roofs and vertical greening on facades should be provided. Planting along the edges and terraced design with greening should be applied to the podium for further visual relief and interest.

- 9.2.6 The proposed shopping centre presents an opportunity to provide a venue for launching district events such as performances or ceremonies. About 1,500m<sup>2</sup> commercial GFA of the shopping centre should be reserved for the use of social enterprises, or other GIC facilities in case no suitable social enterprises can be identified.
- 9.2.7 Minor relaxation of the GFA and building height restrictions as stipulated in the Notes/on the Plan may be considered by the Board on application. Each application will be considered on its own merits.
- 9.3 Residential (Group A) ("R(A)") : Total area ~~5860.8706~~ ha
- 9.3.1 This zoning 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.
- 9.3.2 This zoning covers public rental housing estates, Home Ownership Scheme (HOS), Private Sector Participation Scheme (PSPS) and Sandwich Class Housing (SCH) estates as well as private housing estates.
- 9.3.3 Existing public rental housing estates within the Area include Tin Wan Estate, Ap Lei Chau Estate, Lei Tung Estate, Shek Pai Wan Estate, as well as Yue Kwong Chuen which is a Hong Kong Housing Society's rental estate. Existing HOS estates include Yue Fai Court, Yue On Court and Hung Fuk Court. There are three existing PSPS developments, namely, South Wave Court and Broadview Court at Shum Wan Road and Ocean Court at Aberdeen Praya Road. Marina Habitat, a SCH estate, is located near the waterfront promenade at Ap Lei Chau North.
- 9.3.4 There are a number of free-standing GIC facilities including schools, community halls and markets falling within the "R(A)" zones covering Ap Lei Chau Estate and Lei Tung Estate. Such free-standing GIC facilities should be kept as breathing spaces and visual relief to the building masses. The sites occupied by these facilities should not be included into the plot ratio and site coverage calculations as stated in paragraph 3.4 above.
- 9.3.5 Private residential developments in the zone include Aberdeen Centre in Aberdeen, *Marinella at Welfare Road* and Sham Wan Towers at Ap Lei Chau Drive and various residential buildings. ~~A new residential development at Welfare Road has been completed.~~
- 9.3.6 South Horizons, a comprehensive redevelopment at the previous Ap Lei Chau oil depot and power station, provides housing for a population of about 32,000 persons with supporting community facilities and open space. To ensure that the intensity of the scheme is under appropriate

statutory planning control, South Horizons is designated as “R(A)1” zone and a maximum domestic GFA and maximum number of flats are specified in the Notes of the Plan. It is also subject to height restrictions as stipulated on the Plan, or the height of the existing building, whichever is the greater. The building height restrictions are intended to reflect the existing predominant building heights.

- 9.3.7 There are some low-rise older buildings on small sites in the Area, which fall within the zonings of “R(A)2” and “R(A)3”. Developments and redevelopments within the zones are subject to the building height restriction of 85mPD, or the height of the existing building, whichever is the greater. To cater for amalgamation of sites and inclusion of on-site parking and loading/unloading and other supporting facilities for larger sites, maximum building height of 100mPD would be permitted for the site with an area of 400m<sup>2</sup> or more.
- 9.3.8 Developments and redevelopments within the “R(A)” and “R(A)4” zones are also subject to the building height restrictions as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- 9.3.9 For public housing developments, in accordance with the established administrative procedure, the future development/redevelopment would be guided by a planning brief. The layout of the public housing developments, including free-standing GIC and ancillary facility building should be comprehensively reviewed. To demonstrate that the development/redevelopment is acceptable, the Housing Department would be required to undertake relevant assessments, including traffic impact assessment, visual appraisal, AVA, etc., as appropriate.
- 9.3.10 As stated in paragraph 8.1 above, a piece of private land of 12m wide adjoining the eastern end of Tang Fung Street is designated as non-building area in the “R(A)2” zone in Tin Wan. The intention is to maintain the air ventilation on Tang Fung Street and Ka Wo Street. A perforated podium not taller than 15m high may be permitted on application to the Board.
- 9.3.11 As stated in paragraph 8.2 above, a minimum of 2m wide setback from the lot boundary above podium level along Old Main Street, Aberdeen shall be provided in the “R(A)3” zone. The purpose is to improve the air ventilation of this street.
- 9.3.12 Minor relaxation of building height, GFA and flat number restrictions and the setback requirement may be considered by the Board on application. Each application will be considered on its own merits.
- 9.3.13 Under exceptional circumstances, for developments/redevelopments, minor relaxation of the non-building area restriction may be considered by the Board on application under section 16 of the Ordinance.

9.4 Residential (Group C) ("R(C)") : Total area 0.40 ha

- 9.4.1 This zone, located south of Shouson Hill and fronting the Deep Water Bay, is intended primarily for low-rise and low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. This zone covers two residential lots at Island Road.
- 9.4.2 Developments and redevelopments in this zone are subject to a special development restriction of maximum 3 storeys in addition to 1 storey of carport with a corresponding control on plot ratio and site coverage. The restrictions are required to preserve the low-rise, low-density character and also the public views and amenity of the area. However, to provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the building height, plot ratio and site coverage restrictions may be considered by the Board on application. Each application will be considered on its own merits.

9.5 Residential (Group E) ("R(E)") : Total Area 3.48 ha

- 9.5.1 This zone, which covers four sites in Tin Wan, Aberdeen and Ap Lei Chau areas, is intended primarily for phasing out of the existing industrial uses in these areas through redevelopment (or conversion) for residential use. Residential development may be permitted, with or without conditions, on application to the Board. The developers will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential industrial/residential (I/R) interface problems.
- 9.5.2 Under this zoning, existing industrial uses will be tolerated but new industrial developments will not be permitted upon redevelopment in order to avoid the perpetuation or aggravation of the I/R interface problems with the new residential developments during the redevelopment process. In existing industrial buildings, new developments involving offensive trades will not be permitted. Any modification of use from non-industrial to industrial uses within existing industrial buildings will also require permission from the Board.
- 9.5.3 The process of redevelopment for residential use is in progress with a number of projects completed, including the Waterfront South at Yue Wok Street, Tin Wan Court at Tin Wan Street, Bayshore Apartments at Aberdeen Main Road and Larvotto at Ap Lei Chau Praya Road. However, there are still a number of industrial buildings remaining within the "R(E)" sites in Tin Wan and Aberdeen areas. All of these existing industrial buildings are under multiple ownership and in moderate conditions. It is expected that the "R(E)" zoning would

contribute to phasing out these industrial buildings by providing incentive for residential redevelopment.

- 9.5.4 The “R(E)” site at Ap Lei Chau Praya Road is designated as “R(E)1”. A maximum plot ratio of 5.0 is specified in the Notes to ensure that the development intensity of the residential development on the site would not overstrain the existing and planned traffic capacities. Minor relaxation of the plot ratio restriction to allow for a reasonable amount of local commercial facilities, based on the merits of a development or redevelopment proposal, may be considered by the Board on application under section 16 of the Ordinance.
- 9.5.5 Developments and redevelopments within the “R(E)” and “R(E)1” zone are subject to the building height restrictions as stipulated on the Plan, or the height of the existing building, whichever is the greater. Minor relaxation of the building height restrictions may be considered by the Board on application. Each application will be considered on its own merits.

9.6 Industrial (“I”) : Total area 95.8891 ha

- 9.6.1 This zone is intended primarily to reserve land for general industrial uses to ensure an adequate supply of industrial floor space. Information technology and telecommunications industries are considered suitable to operate in industrial buildings. Office related to industrial use, being an integral part of industrial function, is also permitted as of right in this zone. However, general commercial and office uses, other than those permitted on the purpose-designed non-industrial portion on the lower floors of an existing building, will require planning permission from the Board.
- 9.6.2 ~~This zone covers industrial land at Tin Wan, the south-western part of Ap Lei Chau, areas to the east of Ap Lei Chau Praya Road and areas to the west of Shum Wan Road (South).~~
- 9.6.32 Industrial sites at the eastern side of Ap Lei Chau Praya Road and the western side of Shum Wan Road are developed for boatyards and engineering workshops to serve the local fishing fleet.
- 9.6.43 Developments and redevelopments within the zone are subject to the building height restrictions as stipulated on the Plan, or the height of the existing building, whichever is the greater. Minor relaxation of the building height restrictions may be considered by the Board on application. Each application will be considered on its own merits.

9.7 Government, Institution or Community ("G/IC") : Total area 102.8859 ha

- 9.7.1 This zone is intended primarily for the provision of a wide range of GIC facilities including schools, market, religious institutions, hospitals, social welfare facilities, major recreational complexes, Government offices, waterworks reserve and utility installations such as telephone exchange and electricity substations, to serve the needs of local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. Such developments, particular for those which are low-rise, serve to provide visual and spatial relief to the densely built-up environment of the Area.
- 9.7.2 Existing major GIC developments include the Grantham Hospital, Hong Kong Police College and Rehabilitation Centre for the Aged, Blind and Mentally Handicapped at Welfare Road. Major recreational facilities include the Aberdeen Sports Ground, Aberdeen Sports Centre, Aberdeen Swimming Pool Complex and Market Complexes at Aberdeen Main Road, Tin Wan and Ap Lei Chau.
- 9.7.3 The Wong Chuk Hang Complex for the Elderly and Po Leung Kuk Wong Chuk Hang Service for the Elderly are accommodated at the southern portion of a "G/IC" site west of the approach road to Aberdeen Tunnel. The site to its northeast is proposed for a private hospital.
- 9.7.4 In addition to the Hong Kong Police College, there are a number of private and specialized schools within the Area. They include the Singapore International School and the Canadian International School at Nam Long Shan Road. The site at Police School Road near the Singapore International School is a potential site for self-financing post-secondary education institution. The Hong Kong Academy of Medicine is also within this zoning, which is located to the south of the Grantham Hospital.
- 9.7.5 Developments and redevelopments within the "G/IC", "G/IC(1)", "G/IC(2)" and "G/IC(3)" zones are subject to the 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 may be considered by the Board on application. Each application will be considered on its own merits.

9.8 Open Space ("O") : Total area 15.054 ha

- 9.8.1 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.



9.8.2 ~~Major proposed open spaces include the waterfront promenade at Ap Lei Chau North and Chung Mei (Staunton Creek) at Aberdeen.~~ ***Existing open spaces include Wong Chuk Hang Recreation Ground and waterfront promenade at Chung Mei (Staunton Creek) at Aberdeen. Proposed open spaces include an area to the south-west of Ap Lei Chau West Industrial Area and waterfront promenade at Ap Lei Chau North.*** They include both active and passive recreational facilities. There are floating piers, landing steps and footpaths along the seafront of Ap Lei Chau North. Recreational spaces are also reserved within existing and planned private and public housing developments and redevelopments to meet the needs of the local residents.

9.8.3 Open spaces in the form of sitting-out areas and rest gardens are also provided in the Area to serve the local residents.

9.9 Other Specified Uses (“OU”) : Total area 1036.6019 ha

9.9.1 The zone is intended primarily to provide/reserve sites for specified purposes and uses. Such developments, particular for those which are low-rise, serve to provide visual and spatial relief to the densely built-up environment of the Area.

9.9.2 The Wong Chuk Hang Industrial Area *and Ap Lei Chau West Industrial Area have* been designated as a business zone 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 business zone is primarily for general business uses. Under this zoning, a mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses will be permitted as of right in new ‘business’ buildings. In order to ensure that the concerns on fire safety and environmental impacts are properly addressed, only less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public will be permitted as of right in existing industrial and I-O buildings within this zone. As it is not possible to phase out existing polluting and hazardous industrial uses all at once, it is necessary to ensure compatibility of the uses within the same building and in an existing industrial area until the whole area is transformed to cater for the new non-polluting business uses. Developments and redevelopments on the sites zoned “OU(Business)1” and “OU(Business)2” in Wong Chuk Hang Business Area (WCHBA) to the south and north of Wong Chuk Hang Road are subject to building height restrictions of 120mPD and 140mPD respectively *while the sites zoned “OU(Business)3” and “OU(Business)4” in Ap Lei Chau West Industrial Area are subject to building height restrictions of 100mPD and 115mPD respectively* ~~as stipulated in the Notes for this zone.~~

- 9.9.3 The zone covers a commercial development with multi-storey public lorry park at Yip Kan Street to the north of Wong Chuk Hang Road to serve the WCHBA. Developments and redevelopments on the “OU(Commercial Development with Multi-Storey Public Lorry Park)” zone in WCHBA are subject to building height restriction of 140mPD as stipulated in the Notes for this zone.
- 9.9.4 This zone also covers the site of the existing Hongkong Electric Company Ap Lei Chau Headquarters Complex, which is zoned “OU(Electricity Supply Installation and Hotel)”. It is intended to facilitate a proposed hotel development on the eastern portion of the site, while retaining the existing essential electricity supply installations at the western portion of the subject site. To allow adequate planning control and to ensure minimal adverse environmental, traffic and visual impacts of future development/redevelopment, any change of use would require permission from the Board, except minor alteration and/or modification works that would not materially or structurally affect the existing development. To make the proposed hotel development blend in well with the nearby developments, a terraced/stepped height design with adequate podium landscape areas is preferred in order to minimize the visual impact. Developments and redevelopments in the eastern portion of the site, viz the proposed hotel site, are subject to a maximum height of 60mPD and a maximum GFA of 34,000m<sup>2</sup>. Developments and redevelopments in the western portion are subject to a maximum height of 8 storeys to maintain the existing building height.
- 9.9.5 In the eastern part of the Area, about 75 hectares of land have been reserved for the Ocean Park which is the only marine-themed park in Hong Kong and has become a major attraction to both local and overseas visitors. In March 2005, the Ocean Park Corporation announced its redevelopment plans to revitalize the Ocean Park as a world-class marine-themed park. The redevelopment plans were completed in mid-2012. The Ocean Park Corporation also has a plan to develop 3 hotels in the Park.
- 9.9.6 There are a number of private sports and recreation clubs within the Area. They are the Hong Kong Country Club, the Aberdeen Boat Club and the Aberdeen Marina Club.
- 9.9.7 This zone includes an existing transit depot for liquefied petroleum gas (LPG) and oil products at the western side of Ap Lei Chau. The major functions of the transit depot are to facilitate the transshipment of LPG and oil products to cater for the demand on Hong Kong Island, to provide LPG supply to the adjoining South Horizons, and for storage of LPG and temporary transit storage of the LPG cylinders. The site is the only LPG transit depot site strategically located on Hong Kong Island and is crucial for achieving long term security and reliability of LPG supply and other oil products to Hong Kong Island.

- 9.9.8 This zone also includes the Chinese Permanent Cemetery located on the slope to the northwest of Aberdeen overlooking the Aberdeen Harbour, four petrol filling stations in the Wong Chuk Hang and Aberdeen areas, ~~two proposed cargo handling areas along the southwestern coast of Ap Lei Chau,~~ another cargo handling area to the west of the typhoon shelter and the aggregate/cement handling and concrete batching area in Tin Wan.
- 9.9.9 Developments and redevelopments in the “OU” zones are subject to maximum building heights in terms of mPD or number of storeys as stipulated on the Plan/in the Notes, or the height of the existing building, whichever is the greater. Minor relaxation of the GFA and/or building height restrictions may be considered by the Board on application. Each application will be considered on its own merits.
- 9.10 Green Belt (“GB”) : Total area 213.83 ha
- 9.10.1 This zone is intended primarily for defining the limits of urban and sub-urban development areas by natural features, to protect the natural landscape and environment, as well as to provide a countryside recreational outlet for the local population and visitors. There is a general presumption against development within this zone. Development within this zone will be carefully controlled and development proposals will be assessed on individual merits taking into account relevant Town Planning Board Guidelines.
- 9.10.2 A large portion of the Area is zoned “GB”. These areas are mainly located at the fringe of existing and planned built-up areas, including the well-wooded hills to the north of the Grantham Hospital, Brick Hill (Nam Long Shan) at Wong Chuk Hang and Yuk Kwai Shan at Ap Lei Chau.
- 9.11 Coastal Protection Area (“CPA”) : Total area 28.35 ha
- 9.11.1 This zone 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.
- 9.11.2 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 are essential infrastructure projects with overriding public interest may be permitted.

- 9.11.3 Falling within this area are coastal areas mainly below 20-40 metre contours. They cover many coastal features such as cliffs, rocks and some sandy/rocky beaches. These areas of high scenic quality should be protected from development.

9.12 Site of Special Scientific Interest ("SSSI") : Total area 1.98 ha

- 9.12.1 The planning intention of this zone is to conserve and protect the features of special scientific interest such as rare or particular species of fauna and flora and their habitats, corals, woodlands, marshes or areas of geological, ecological or botanical/biological interest which are designated as Site of Special Scientific Interest (SSSI). It intends to deter human activities or developments within the SSSI.
- 9.12.2 There is a general presumption against development in this zone. No developments are permitted unless they are needed to support the conservation of the features of special scientific interest in the SSSI, to maintain and protect the existing character of the SSSI, or for educational and research purposes.
- 9.12.3 This zoning covers the western part of the Nam Fung Road Woodland SSSI while its eastern part falls within the area covered by the Shouson Hill and Repulse Bay OZP. The Nam Fung Road Woodland SSSI is densely covered by native broad-leaved trees and rare flora. It is considered as a piece of fung shui woodland in a natural environment, which is worth protecting and conserving.

9.13 Country Park ("CP") : Total area 101.73 ha

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 Board is not required. This zone covers the southern part of the Aberdeen Country Park.

10. COMMUNICATIONS

10.1 Roads

- 10.1.1 The 'spine road' through the Area comprises Aberdeen Praya Road and Wong Chuk Hang Road. It serves as the major route for east-west through traffic. Grade separated interchanges are built, linking the local distributor network with this spine road.
- 10.1.2 Ap Lei Chau Bridge currently provides the only road link between Ap Lei Chau and Aberdeen.
- 10.1.3 Regarding external transport link to other areas, the Aberdeen Tunnel connecting Wong Chuk Hang and Wong Nai Chung forms a major

artery for vehicular traffic movements between the north and south of Hong Kong Island.

## 10.2 Public Transport

- 10.2.1 There are several existing public transport termini within the area to cope with the needs for public transport link to other areas. They are located near Aberdeen Centre at Aberdeen Praya Road, within South Horizons on Ap Lei Chau and near Broadview Court at Shum Wan Road. A public transport terminus is provided near the main entrance of the Ocean Park under its redevelopment plans.
- 10.2.2 Sites will be reserved on detailed layout plans for bus termini and public landing areas at suitable locations along the waterfront.
- 10.2.3 *The South Island Line (East) (SIL(E), which was authorized by the CE in C under the Railways Ordinance (Chapter 519) on 30 November 2010, is scheduled for completion in 2016. Pursuant to section 13A of the Town Planning Ordinance, the railway scheme authorized by the CE in C under the Railways Ordinance shall be deemed to be approved under the Town Planning Ordinance. The railway alignment, stations and structures (including Ocean Park Station, Wong Chuk Hang Station, Lei Tung Station and South Horizons Station) within the area, as described in the authorized railway scheme, are shown on the Plan for information only.* The proposed railway scheme of the South Island Line (East) was initially published in the Gazette on 24 July 2009 and an amendment to the railway scheme was published in the Gazette on 4 June 2010. Under the project, the proposed railway line would be a seven-kilometre long medium capacity railway, providing domestic passenger service between Admiralty and South Horizons, with three intermediate stations at Ocean Park, Wong Chuk Hang and Lei Tung Estate. The railway scheme was authorized by the CE in C under the Railways Ordinance on 30 November 2010. The construction works commenced in May 2011 for completion in 2015.

## 11. TYPHOON SHELTER

The typhoon shelter covers the Aberdeen Harbour to the west and Sham Wan to the east and provides berthing place for fishing fleet and leisure boats respectively.

## 12. NULLAH

The Staunton Creek Nullah, which collects surface runoff and stormwater from the Area, flows westwards from the junction between Heung Yip Road and Ocean Park Road into Aberdeen Harbour. *Parts of the Nullah have been covered for road improvement works in association with the SIL(E).*

13. UTILITY SERVICES

The Area is adequately provided with water supply, electricity, gas and telephone services. No difficulty is envisaged in meeting the future requirements of the estimated population for services and public utilities on full development.

14. CULTURAL HERITAGE

14.1 Except for the Wong Chuk Hang Rock Carving, the other declared monuments in the Area are mainly located in the Aberdeen Reservoir area. They include the dam of Aberdeen Upper Reservoir, the bridge connecting to the dam and the valve house of the Aberdeen Upper Reservoir, and the dam of the Aberdeen Lower Reservoir.

14.2 The Graded historic buildings/structures in the Area include:

- (a) the valve house, pump house, chemical house and air vents and the Aberdeen Management Centre of Lower Reservoir, Aberdeen Reservoir, Aberdeen;
- (b) Main Building and 2 Annex buildings of Old Aberdeen Police Station, at 116 Aberdeen Main Road, Aberdeen (now being used as a community centre commonly known as "Warehouse");
- (c) Tin Hau Temple at 182 Aberdeen Main Road, Aberdeen;
- (d) Main Building and Annex of Aberdeen Technical School at 1 Wong Chuk Hang Road, Wong Chuk Hang;
- (e) Hung Shing Temple at 9 Hung Shing Street, Ap Lei Chau;
- (f) Shui Yuet Temple at 181 Main Street, Ap Lei Chau; and
- (g) the old block and the chapel of Holy Spirit Seminary at 6 Welfare Road, Wong Chuk Hang.

14.3 On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings, in which the buildings/structures within the Area have been accorded gradings. The AAB also released a number of new items in addition to the list of 1,444 historic buildings. These items are subject to the grading assessment by the AAB. Details of the list of 1,444 historic buildings and its new items have been uploaded onto the official website of the AAB at <http://www.aab.gov.hk>.

14.4 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 aforementioned declared monuments/graded historic buildings, new items pending grading assessment and their immediate environs.

15. IMPLEMENTATION

- 15.1 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.
- 15.2 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 reservations within Government departments. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Architectural Services Department and the Highways Department. In the course of implementation of the Plan, the Southern District Council would also be consulted as appropriate.
- 15.3 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, 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.

**Traffic Review on Proposed Private Housing Development  
at Lee Nam Road, Ap Lei Chau (Site ID: STT2)**

**1. Development Parameters**

Site area:	1.18ha
No. of flats:	1,416
Assumed flat size:	50m <sup>2</sup> (PR = 6)
Target available year for Land Disposal:	2016-17
Design year for Traffic Review:	2021

**2. Traffic Generation and Attraction**

	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
<b>Generation/Attraction Rates (pcu/hr/flat)*</b>	0.0718	0.0425	0.0286	0.037
<b>Generation/Attraction (pcu/hr) (Rates × No. of Flats)</b>	102	61	41	53

\*Mean rate of "Private Housing" with "Average Flat Size" 60m<sup>2</sup> in Table 1 of Annex D of Appendix to TPDM Volume 1 Chapter 3.

**3. Present Traffic Flows (Flows in 2014)**

Existing traffic flows (surveyed in 2014) at road junctions in Ap Lei Chau to be affected by the Development are shown on Drawing No. 1.

**4. Reference Traffic Flows in Design Year (Flows in 2021)**

According to the traffic data of ATC Station No. 1017 (at the southern end of Ap Lei Chau Bridge), the growth in AADT of Ap Lei Chau in 2013 is 0.1%

For a conservative estimate, a yearly growth factor of 1% is applied to the existing traffic flows from 2014 to 2021 (design year).

The resulting reference flows in the design year are shown on Drawing No. 2.

**5. Design Traffic Flows in Design Year (Flows in 2021)**

The design traffic flows are obtained by summing up the reference traffic flows and estimated flows generated/attracted by the Development.



The resulting design traffic flows in the design year are shown on Drawing No. 3.

## 6. Capacity Assessment on Affected Road Junctions

The performance of junctions under the existing, future-without-development (reference) and future-with-development (design) conditions are as follows:

Junction		Type	Year 2014 Existing		2021 Reference		2021 Design	
			AM	PM	AM	PM	AM	PM
21040	Ap Lei Chau Bridge Road / Ap Lei Chau Drive	Signal	56%	59%	46%	48%	24%	37%
21041	Ap Lei Chau Bridge Road / Lee Chi Road	Signal	33%	48%	24%	38%	19%	36%
21042	Ap Lei Chau Bridge Road / Lee Nam Road	Signal	53%	83%	43%	70%	43%	70%
21043	Ap Lei Chau Bridge Road near Ap Lei Chau Estate	Signal	132%	140%	116%	123%	116%	123%
20144	Lee Nam Road / Yi Nam Road	Signal	76%	53%	64%	43%	52%	39%
N/A	Ap Lei Chau Bridge Road / Yi Nam Road	Priority	0.274	0.267	0.295	0.290	0.295	0.290
N/A	Yi Nam Road / South Horizon Drive	Priority	0.512	0.415	0.550	0.446	0.550	0.446
N/A	Lee Nam Road / Lee Hing Street	Priority	0.251	0.247	0.270	0.266	0.270	0.266

The junction capacity calculations are presented in the attached calculation sheets.

## 7. Conclusion

It should be noted in the effects of the following factors have not been taken into account in this traffic review:

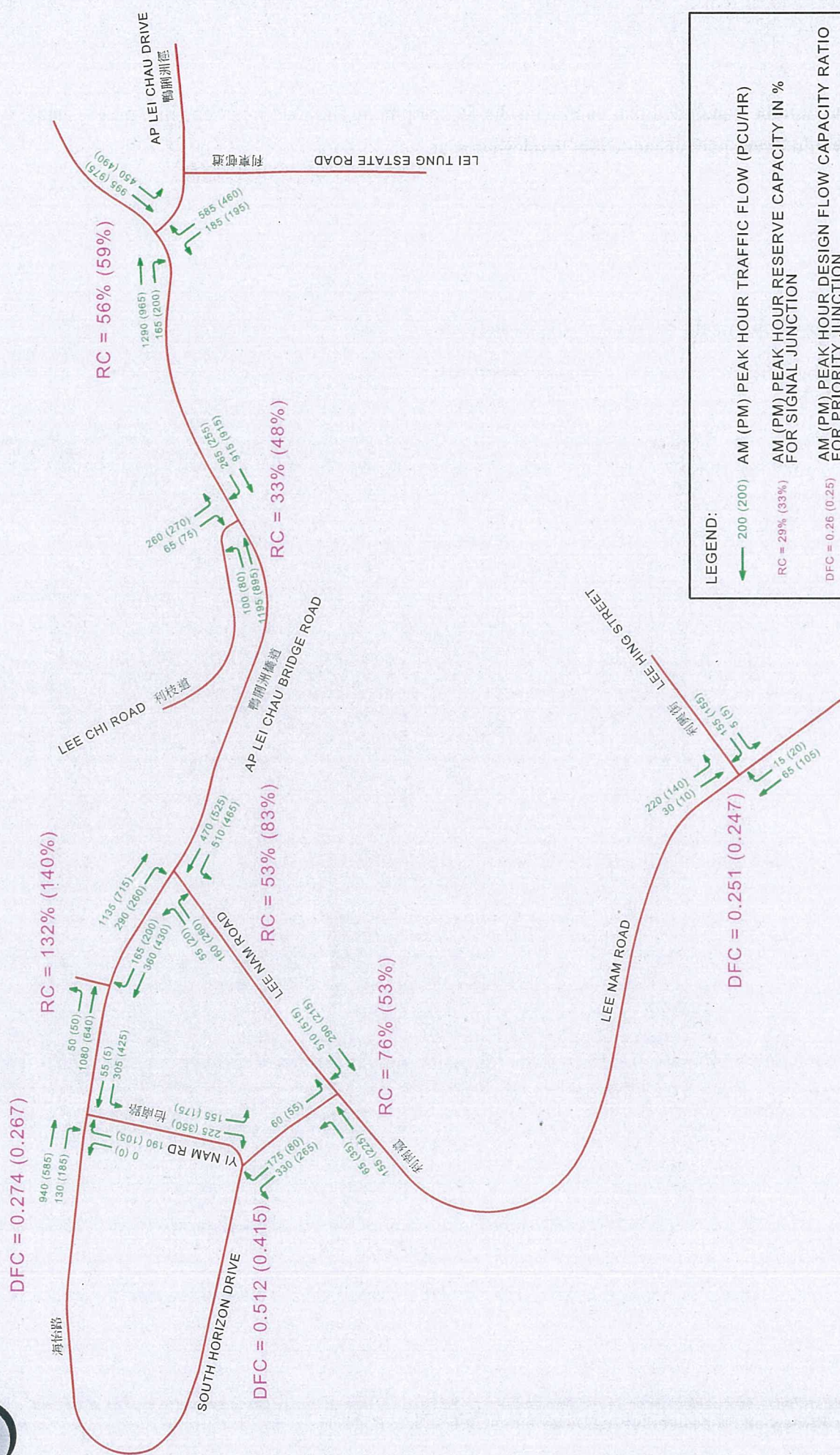
- Commissioning of South Island Line (East)
- Moving away of existing driving school

As both of the above would result in positive traffic effects, the traffic condition of Ap Lei Chau would theoretically be better than that as assessed in paragraph 6 above.

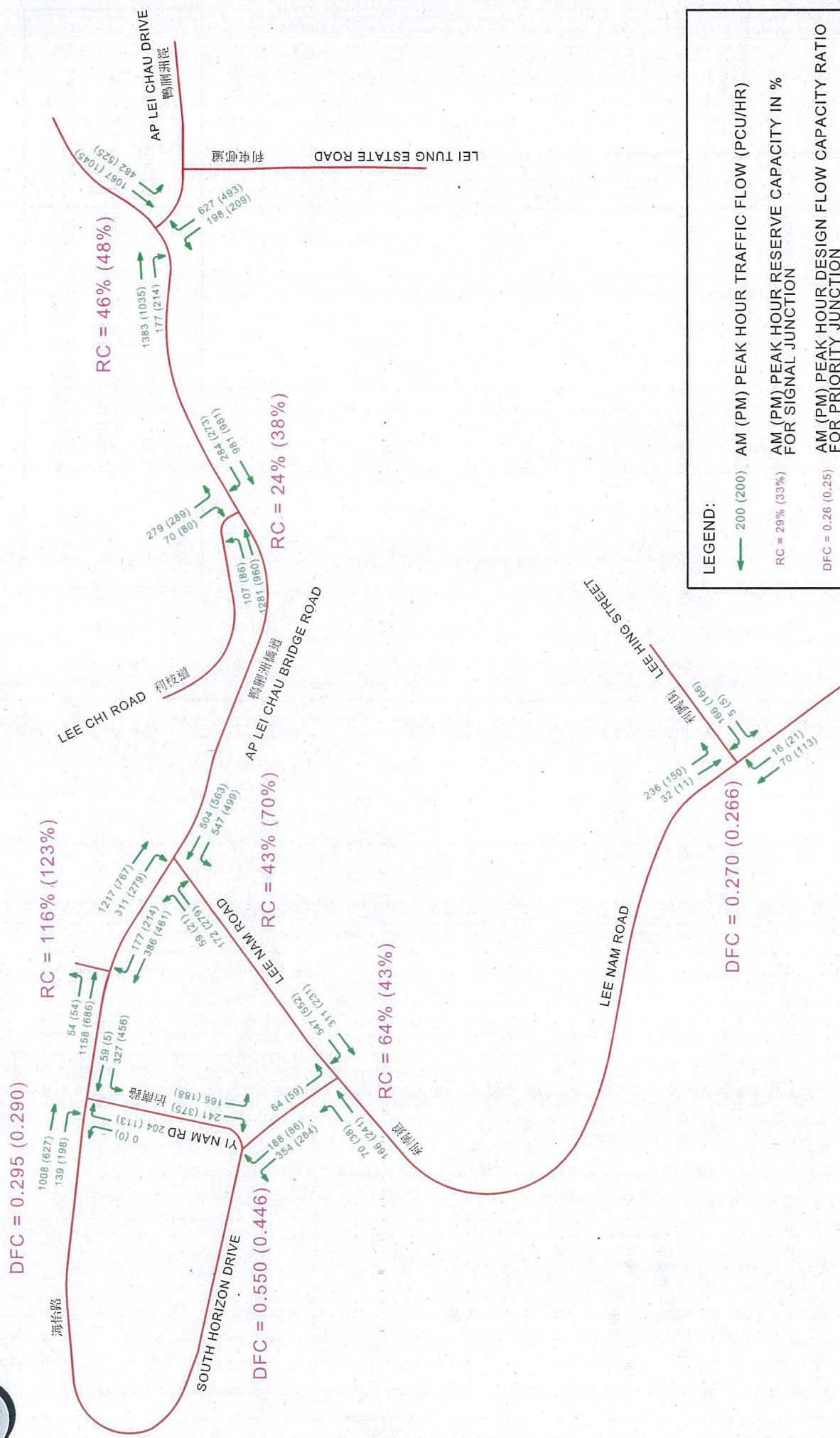
It could be concluded that even with the Development, the road junctions in Ap Lei Chau would have spare capacities in the design year.

Transport Department

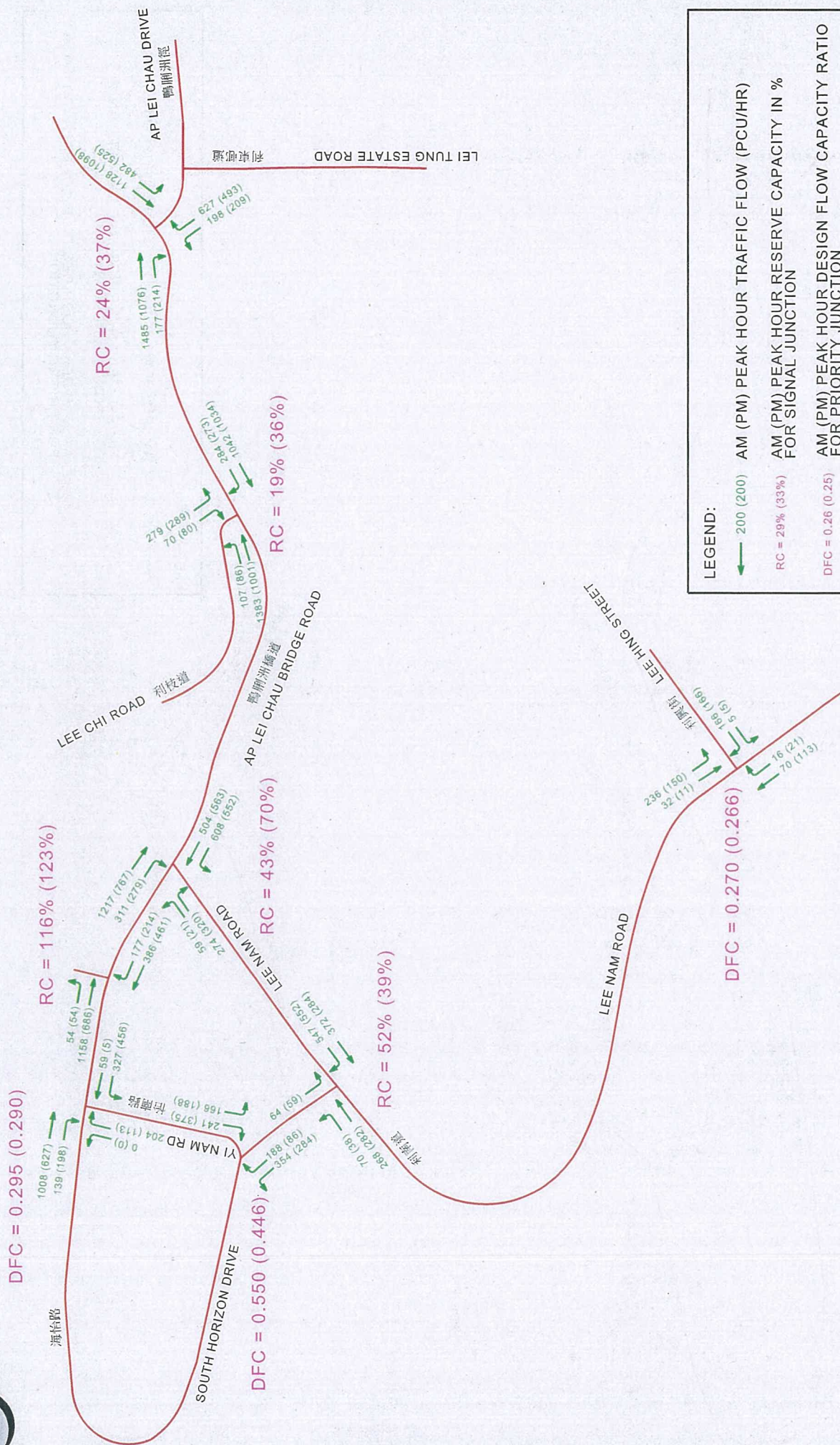
December 2015











**Prima Facie Assessment  
for the Residential Development  
at Ap Lei Chau (Ref. STT2)**

Gas Standards Office  
Electrical and Mechanical Services Department

2015

# **Contents**

1. Objective
2. Site Details
3. Methodology of Prima Facie Assessment
4. LPG Risk Considerations
5. Conclusions

Appendix :    Location Plan

## **Prima Facie Assessment for the Residential Development at Ap Lei Chau (Ref. STT2)**

### **1. Objective**

- A prima facie assessment is conducted to assess if there will be any insurmountable problem, from LPG safety point of view, to the proposed residential development (Ref. STT2), caused by the Potentially Hazardous Installation (PHI) nearby.
- The prima facie assessment serves as an initial assessment on the gas risk of the PHI, based on the estimated increase in population and the worst scenarios of the hazard event outcomes. Since the proposed development is within the consultation zone of the PHI, a detailed QRA, with mitigation measure if necessary, shall be submitted by the project proponent to the CCPHI for approval in accordance with the Hong Kong Planning Standards and Guidelines.

### **2. Site Details**

- Location Plan (Appendix)
- Development parameters assumed by PlanD
  - i. Site Area:1.23ha
  - ii. Plot Ratio:6
  - iii. Number of Flats:1476 (assumed flat size of 50sq.m)
  - iv. Total Population: 3805 in Year 2021

### **3. Methodology of Prima Facie Assessment**

- The prima facie assessment is carried out in a conservative approach, based on a credible event, to identify any insurmountable problem of the proposed residential development (STT2).
- The prima facie assessment has taken into account the addition populations of the known development project(s) nearby.



- of the rupture of a 20 tonnes LPG tank is

- all is calculated to be 78.5m. The  
it will therefore not be affected (as  
ing below).



- Flash fire is a much less likely outcome of the rupture of a 20 tonnes LPG tank.

Flash Fire:

- Assumption: Residential Blocks around 37 storey; 8 units @ floor; the lowest floors for non-residential purpose.
- For flash fire scenario, its occurrence depends on ignition probability, wind direction, weather class and terrain, etc. The probability of such scenario requiring the simultaneous occurrence of a number of external factors which would affect the proposed residential development (STT2) therefore would be extremely low.

## 5. Conclusion

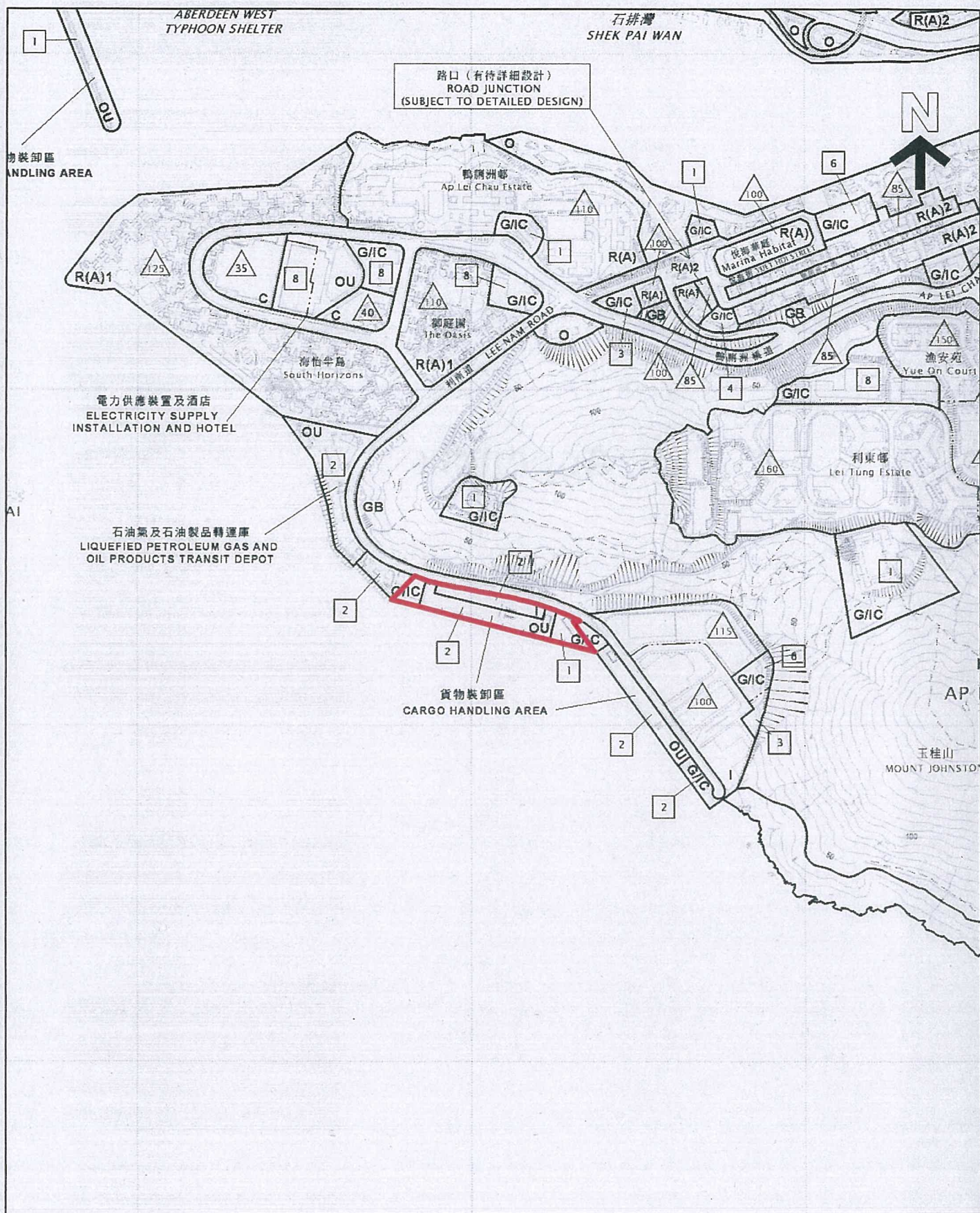
It is anticipated that there will be no insurmountable problem for the proposed residential development from LPG safety point of view and the risk guidelines are complied with.

The justifications are as follows:

- The proposed site for residential development is distant from the concerned PHI and it is likely to be outside the individual risk contour of  $10^{-9}$ , complying with the risk guidelines in the Hong Kong Planning Standards and Guidelines.
- The rupture of the 20 tonnes LPG tank of the PHI is considered to be a credible event which affects the residential development (STT2).
- The assessment result shows that the residential development (STT2) will not be affected by a fireball scenario.
- The probability of a flash fire scenario which would affect the proposed residential development is considered extremely low. The risk guidelines in the Hong Kong Planning Standards and Guidelines could be complied with.

# **Appendix**





Reference

Extracted from

OZP Plan No. : S/H15/28

Exhibition Date : 12-July-2013

Date : 09-September-2013

Lee Nam Road, Ap Lei Chau  
Area : 1.24 ha. (about)

Scale 1: 7500

Site Boundary Subject to Detailed Land Survey

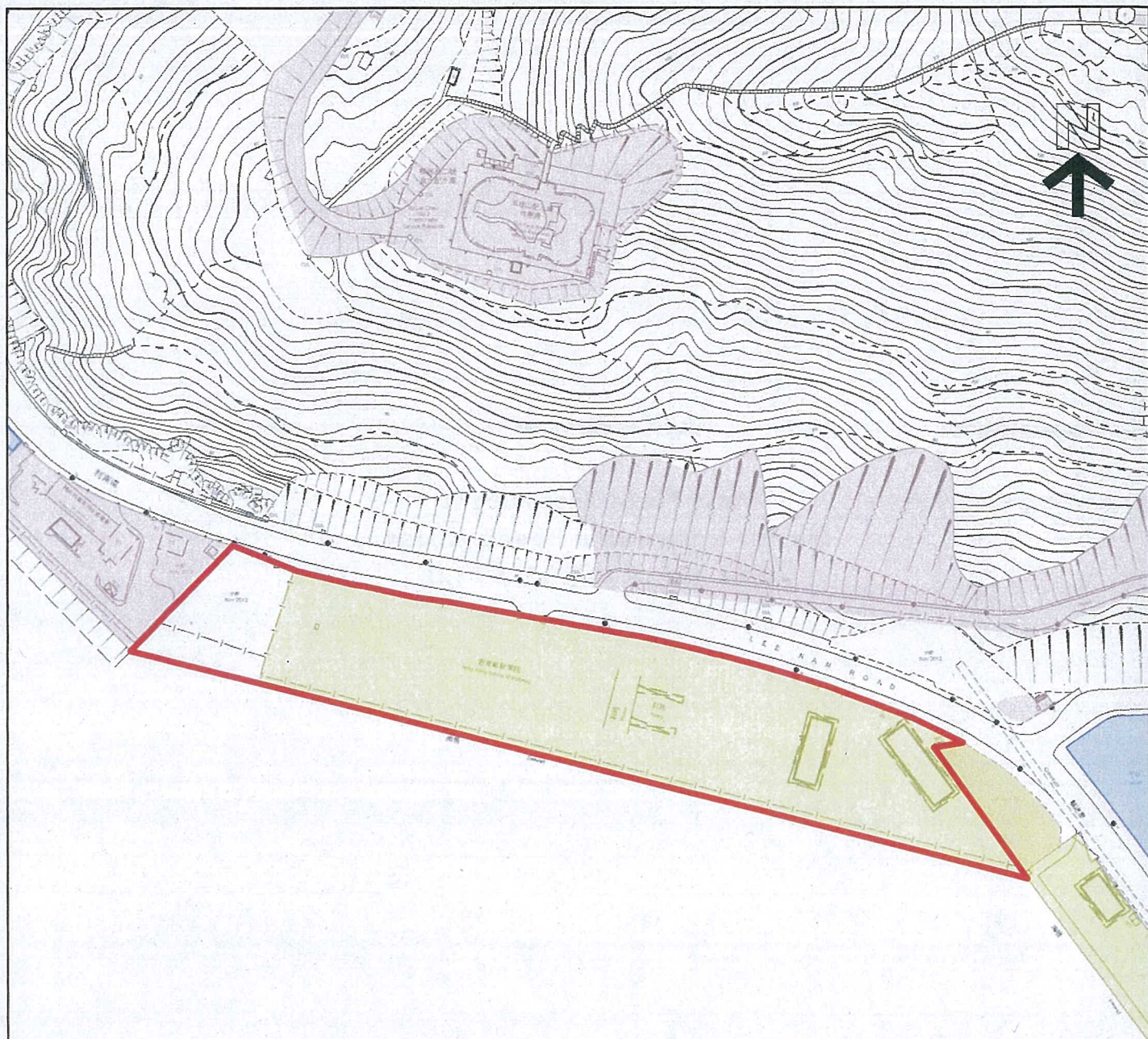


**PLANNING DEPARTMENT**

STT2

Plan 2a





### Legend

- Subject Sites
- Licence
- Private Land
- GLA

### Reference

Extracted from  
1:1000 Survey Sheet No :  
15-NW-3C  
15-NW-3A

Date : 09-September-2013

Lee Nam Road, Ap Lei Chau  
Area : 1.24 ha. (about)

Scale 1: 2000

Site Boundary Subject to Detailed Land Survey



**PLANNING DEPARTMENT**

STT2

Plan 2b

**Addendum to**  
**Prima Facie Assessment**  
**for the Residential Development**  
**at Ap Lei Chau (Ref. STT2)**

Gas Standards Office  
Electrical and Mechanical Services Department

December 2015



**Addendum to Prima Facie Assessment for the Residential Development at Ap Lei Chau (Ref. STT2)**

- Further to the prima facie assessment conducted for the proposed residential development at Ap Lei Chau (Ref.STT2) conducted in early 2015, Planning Department informed on 30.11.2015 that there were changes in the development parameters. The details are as follows:

	<b>Original</b>	<b>Latest*</b>
Site Area	1.23 ha	1.18ha
Plot Ratio	6	6
Number of Flats (assumed flat size of 50 sq.m)	1476	1416
Total Population in 2021	3805	3650

\*The latest location plans are attached.

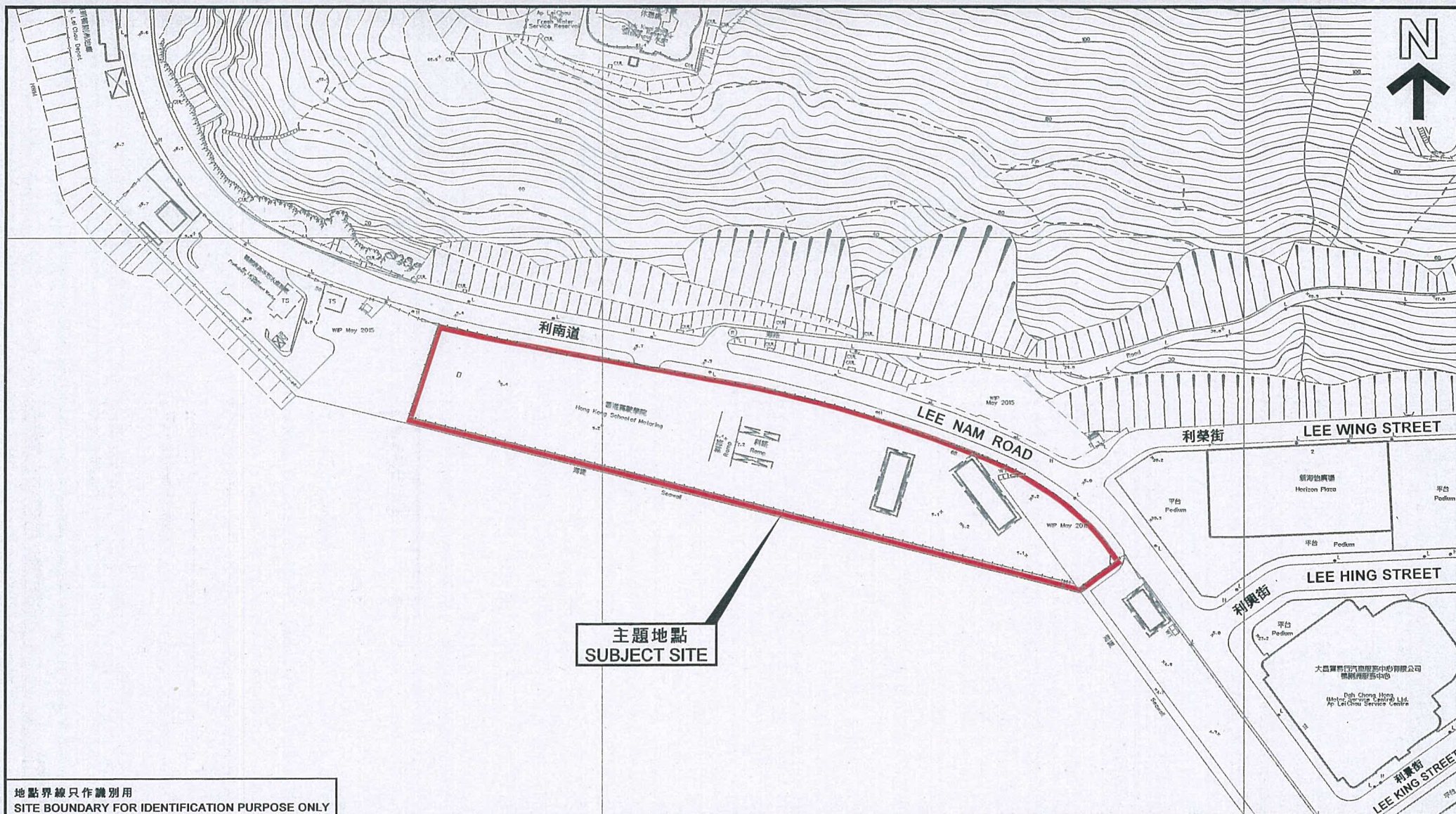
- According to the latest development parameters, the site area, the number of flats and the population do not exceed the original figures. In addition, the site location is further away from the PHI. It is therefore considered that the conclusion of the prima facie assessment is still valid, i.e. there will be no insurmountable problem for the proposed residential development from LPG safety point of view and the risk guidelines are complied with.

- End -









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

### 平面圖 SITE PLAN

本摘要圖於2015年9月24日擬備，  
所根據的資料為測量圖編號  
15-NW-3C和D

EXTRACT PLAN PREPARED ON 24.9.2015  
BASED ON SURVEY SHEETS No. 15-NW-3C & D

香港鴨脷洲利南道  
(面積約1.18公頃)  
LEE LAM ROAD, AP LEI CHAU, HONG KONG  
(AREA 1.18 ha ABOUT)

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

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H15/15/21

圖 PLAN



# **VISUAL APPRAISAL ON PROPOSED AMENDMENTS TO THE APPROVED ABERDEEN & AP LEI CHAU OUTLINE ZONING PLAN NO. S/H15/29**

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**PLANNING DEPARTMENT  
DECEMBER 2015**

## 1. Purpose

1.1 Amendments to the approved Aberdeen & Ap Lei Chau Outline Zoning Plan (OZP) No. S/H15/29 are proposed for the following items (**Plan 1**):

- (a) Site A (Amendment Item A) - to rezone a site at Lee Nam Road, Ap Lei Chau from "Other Specified Uses" annotated "Cargo Handling Area" ("OU(Cargo Handling Area)"), "Government, Institution or Community" ("G/IC") and "Industrial" ("I") to "Residential (Group A)" ("R(A)") (about 1.18ha) (Site A) together with minor boundary adjustments subject to a maximum building height restriction of 110mPD to facilitate residential development on the site to meet the pressing need for housing;
- (b) Site B (Amendment Item B) - to rezone a strip of land fronting the Ap Lei Chau West Industrial Area from "OU(Cargo Handling Area)" to Open Space ("O") (about 0.49ha) together with minor boundary adjustments for a proposed local open space to serve the local residents and workers in the vicinity; and
- (c) Site C (Amendment Items C1 and C2) - to rezone the Ap Lei Chau West Industrial Area from "Industrial" ("I") to "Other Specified Uses" annotated "Business" ("OU(B)") (about 3.65ha) together with minor boundary adjustments subject to the existing maximum building height restrictions, i.e. 100mPD and 115mPD for the southern and northern portions respectively, to encourage the transformation of the Area from industrial use to business use.

1.2 The proposed amendments may have visual implication on the surrounding areas. The extent of visual impact depends on the layout, scale, form and massing etc. of the proposed developments and their spatial relationship with the overall townscape or surrounding landscape. The purpose of this visual appraisal is to illustrate the relationship of the proposed amendments and the surrounding context and to assess the potential visual impact especially where visual amenities, visual resources and/or public viewers are affected.

## 2. Methodology

The visual impacts of the proposed amendments are broadly assessed by following the methodology set out in the TPB Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board (TPB PG-No. 41), which is summarized as follow:

- (a) Review of the overall visual character within the wider existing and planned contexts of the areas in Ap Lei Chau south where the proposed amendments are located.
- (b) Appraise the effects of visual changes on the assessment areas and sensitive public viewers. The appraisal will consider four aspects, (1) visual composition; (2) visual obstruction; (3) effect on public viewers; and (4) effect on visual resources.



- (c) Illustration of the overall visual impact of the proposed amendments in the respective areas, where necessary, by using computer-generated photomontages to demonstrate the three-dimensional relationship of the developments on the sites under the proposed amendments with the surrounding contexts.

### 3. The Proposed Amendments

- 3.1 The proposed amendments are listed in para. 1.1 above. **Plans 3 and 7** show the existing conditions and contexts of these sites (Sites A to C).
- 3.2 As the proposed rezoning for Ap Lei Chau West Industrial Area involves change of planning intention for more flexibility in land uses only, there would be no change in the development restrictions and hence unlikely result in increase in the building bulk. For the proposed rezoning from "OU" annotated "Cargo Handling Area" to "O", it is likely that the visual amenity will be improved. Only the first item, i.e. rezoning Site A for residential use, will result in an increase in building bulk. As such, this visual appraisal will focus on the amendment of Site A with the other amendment items taken into account in the surrounding settings. The development parameters/restrictions of the three sites are set out below:

	Site A	Site B	Site C
Site Area (about) (ha) for Rezoning	1.18	0.49	3.65
Maximum Gross Floor Area	70,800 m <sup>2</sup> (PR about 6)	N.A.	N.A.
Maximum Building Height Restriction	110mPD	N.A.	110mPD and 115mPD
No. of Flats (about) (assumed flat size of 50m <sup>2</sup> )	1,416	N.A.	N.A.

### 4. The Assessment

#### Baseline

- 4.1 Site A is located at the southwest coast of Ap Lei Chau along Lee Nam Road. Across Lee Nam Road to the north is a vegetated natural slope of Yuk Kwai Shan rising to a height of about 140mPD. To the southeast of the site along the coast is a strip of land proposed to be rezoned to open space use, i.e. Site B. To the east of the site on the other side of Lee Nam Road is the Ap Lei Chau West Industrial Area proposed to be rezoned for business use, i.e. Site C. On the western side of the site along the coast is the Ap Lei Chau Preliminary Treatment Works. The Liquefied Petroleum Gas and Oil Products Transit Depot is located further west followed by the large residential development South Horizons.



- 4.2 Sites A and B are mainly occupied by the Hong Kong School of Motoring (HKSM) and partly occupied by MTR works areas under short term tenancies. Existing structures on Sites A and B are 1 to 2 storeys high. On Site C, it is mainly occupied by existing industrial buildings with building height ranging from about 70mPD to 115mPD.

#### Visual Envelope

- 4.3 The extent of the assessment area is determined by the scale of developments on the sites, the site context and the distance and location of the sensitive viewers. All the sites are located close to the southwest coast of Ap Lei Chau fronting the East Lamma Channel, with Yuk Kwai Shan at the back. The views of the sites are defined by the natural terrain of Yuk Kwai Shan along north to southeast (**Plan 2**). From southeast to northwest facing the sea, they are visible by people travelling on ferries or boats along East Lamma Channel.

#### Viewing Points

- 4.4 In selecting viewing points, it is far more important to protect public views, particularly those easily accessible and popular to the public. Within the visible areas of the sites, popular local attraction points accessible to the public are located along the ridges of Yuk Kwai Shan. The peak of Yuk Kwai Shan, the Ap Lei Chau Service Reservoir Playground and a point along the walking trail of the ridges are selected as representing viewing points in the visual appraisal. Further to the west, a point along the waterfront promenade of South Horizons is also selected as a viewing point. In addition, as there are public ferry routes, including the Aberdeen-Stanley-Poi Toi route and Central-Sok Kwu Wan route, along East Lamma Channel, a seaborne vantage point from the East Lamma Channel is also included. In all, a total of 5 public viewing points are selected, representing public views from different major directions towards the site (**Plan 2**).

#### Important Visual Elements

- 4.5 Located along the waterfront at the foothill of Yuk Kwai Shan bounded by vegetated natural hill slopes, the sites and the surroundings are developed areas with mainly buildings and manmade structures with limited amenity value. The vegetated natural slopes and ridgeline of Yuk Kwai Shan, sky view, the East Lamma Channel and Lamma Island are the visual elements of amenity value within the visual areas. The proposed open space at the waterfront will be an added visual amenity upon implementation.

#### Appraisal of Visual Changes

##### Visual Composition

- 4.6 Of the three amendment items, the proposed residential development on Site A is the only amendment item that will lead to a significant increase in building bulk, and may cause a change in the visual context of the areas. Nevertheless, Sites A and B are developed areas with low-rise structures, whereas Site C is fully occupied with existing multi-storey buildings. The proposed building height restriction of 110mPD on Site A is compatible with the building height



of the existing buildings and also the existing building height restrictions on Site C, i.e. 100mPD and 115mPD, which is the only area with multi-storey buildings in the visual envelope. In visual terms, the proposed residential development is perceived as an extension of the built area of Site C. The visual composition of the areas remains largely the same, i.e. an urban built area along the coast with relatively high-rise buildings setting on a green backdrop.

Visual Obstruction

- 4.7 The proposed residential development will visually extend the existing development cluster at the area. Visual blockage from the sea to part of the green backdrop and ridgeline and from the ridges of Yuk Kwai Shan to the sea and the Lamma Island as well as the sky view is inevitable and the visual amenities will be reduced. However, as the scale of the built area with relatively high-rise buildings is small within the whole overall open view of the Ap Lei Chau south coastal area, the loss of visual openness of views from the selected viewing points with the proposed residential development in the foreground or background is considered not significant.

Effect on Public Viewers/Visual resources

- 4.8 The first viewing point is from the peak of Yuk Kwai Shan (at 190mPD) which is accessible by walking trails, mainly by the local residents. The sensitivity of the viewers from this viewing point is "low". The main field of views from this viewing point are the expansive long-distance sea views together with the urban developments including the sites along the south coast of Ap Lei Chau extending to a long distance to South Horizons (**Plan 8**). In view of the high elevation of the viewing point, the disposition of the proposed development in relation to the adjoining buildings and the long distance to the sites, the proposed development on Site A blends in well with the existing urban setting. With the availability of alternative views of high amenity including the sea and sky view, the impact is considered to be negligible.
- 4.9 The second viewing point is from the Ap Lei Chau Service Reservoir Playground where active and passive leisure activities are taken by the nearby local residents. The sensitivity of the viewers from this viewing point is "medium". Due to the location of the viewing point and the surrounding topographical features, views from this viewing point to the sea and Lamma Island are mainly blocked by the existing buildings on Site C and the hill slopes (**Plan 9**). The proposed residential development on Site A reduces the view to the sea further, the magnitude of visual change is not large and the impact is considered slight.
- 4.10 The third viewing point is from a transient viewpoint along the walking trail of the ridges near the peak of the knoll and is closer to Site A than the second viewing point. The sensitivity of the viewers from this viewing point is "medium". At this viewing point, the viewers can enjoy an open long-distance sea view together with the existing buildings and proposed residential development on Site A in the area (**Plan 10**). Because of the relative high elevation of the viewing point and a fairly long distance from the sites, the buildings do not dominate the views to a large extent. Along the walking trail on the ridges, viewing time at any point is likely to be short while for this viewing point located near peak of the knoll, visitors may tend to congregate



and take rest. However, with alternative views at different points along the trail and this viewing point, the impact is considered to be slight.

- 4.11 The fourth viewing point is a point along the waterfront promenade of South Horizons which is accessible to the public, although the promenade is privately managed, for passive leisure activities. Views from this viewing point are panoramic long distance sea views. The sites are basically not visible to the users of the promenade at present. The proposed residential development on Site A will however be visible to the users of the promenade as they walk along the promenade in the southeast direction, jutting out behind the knoll blocking some of the sky view (**Plan 11**). Nevertheless, the magnitude of change is not large and the visual context remains more or less the same, as the existing residential building blocks of South Horizons are already dominant features of the views and the proposed residential development on Site A are similar features in far distance. Slight visual impact is therefore conceived.
- 4.12 The fifth viewing point is a transient viewpoint from the East Lamma Channel, which is a route of a few public ferry services and also leisure boats. The sensitivity of the viewers from this vantage point is "medium". The view from this vantage point is rather far away and changes continuously when the viewers travelling through the Channel. There is partial blockage of views to the green backdrop resulting from the proposed residential development on Site A (**Plan 12**), the degree of visual blockage varies and considered slight taking into account the transient nature of the views and the alternative open views enjoyed by the viewers.
- 4.13 Given the long and expansive views enjoyed by most of the viewing points, the visual openness and context would not be adversely affected to any significant extent by the proposed amendments. The overall effect on public views at the viewing points should be slightly adverse. Appropriate visual mitigation measures should be proposed in the design of the proposed development to promote permeability and reduce bulkiness.

## 5. Conclusion

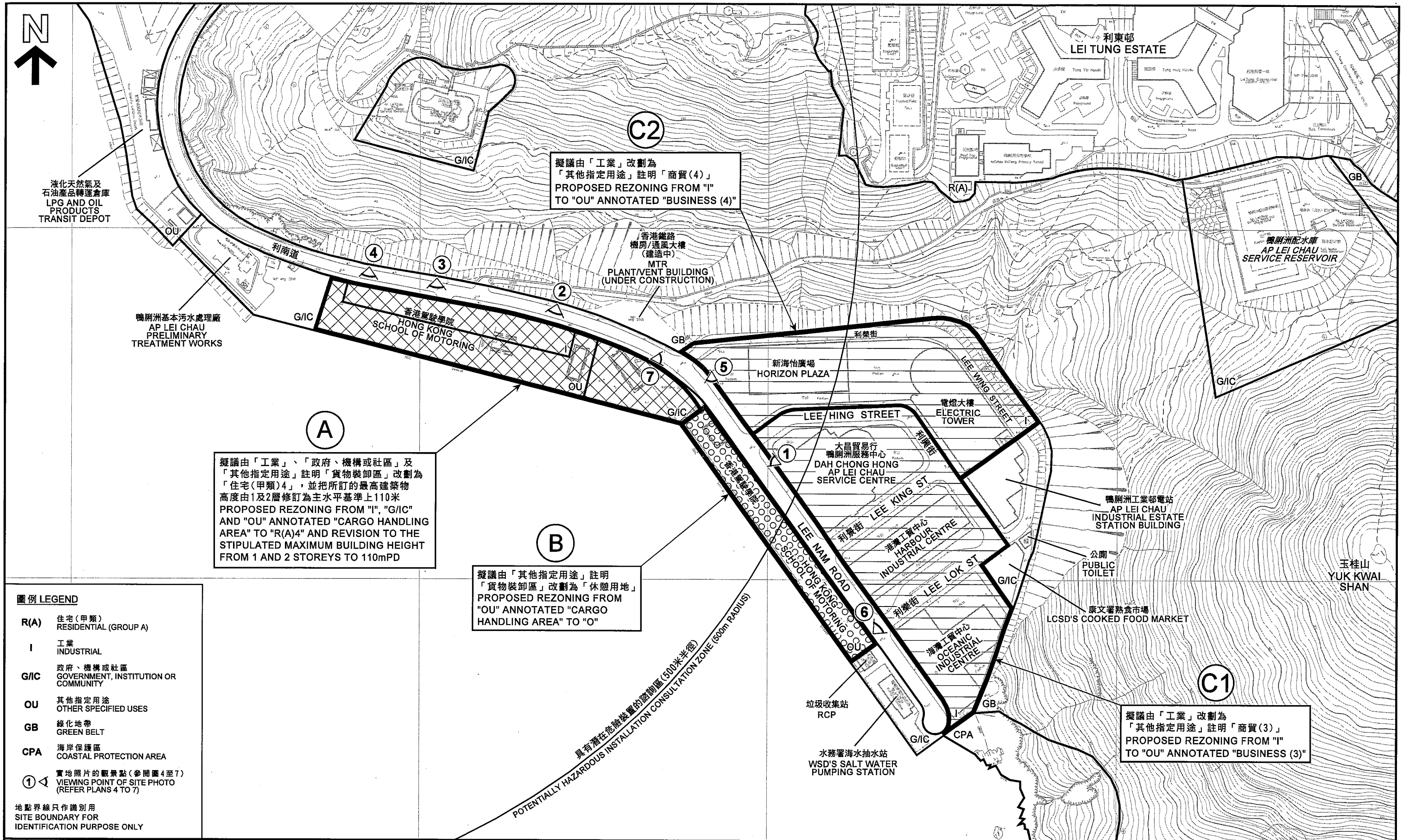
To conclude, the proposed amendments will not result in significant change in visual context as all the amendment items are located within the developed area along the south coast of Ap Lei Chau. In overall term the proposed amendment is considered not incompatible with the surrounding settings with slightly adverse visual impact. Appropriate visual mitigation measures should be proposed in the design of the proposed residential development, such as the incorporation of the requirements of building gaps and greenery as per the Sustainable Building Design Guidelines into the lease, to promote permeability and reduce bulkiness.



**Attachments**

Plan 1	Site Plan of Sites A to C (Proposed Amendment Items A, B, C1 and C2)
Plan 2	Visual Envelope
Plan 3	Aerial Photo of Sites A to C (Proposed Amendment Items A, B, C1 and C2)
Plans 4 to 5	Site Photos of Site A (Proposed Amendment Item A)
Plan 6	Site Photo of Site B (Proposed Amendment Item B)
Plan 7	Site Photos of Site C (Proposed Amendment Items C1 and C2)
Plans 8 to 12	Photomontages of the Proposed Development (Viewing Points 1 to 5)

**PLANNING DEPARTMENT  
DECEMBER 2015**



圖例 LEGEND

- R(A)** 住宅(甲類)  
RESIDENTIAL (GROUP A)
- I** 工業  
INDUSTRIAL
- G/IC** 政府、機構或社區  
GOVERNMENT, INSTITUTION OR COMMUNITY
- OU** 其他指定用途  
OTHER SPECIFIED USES
- GB** 綠化地帶  
GREEN BELT
- CPA** 海岸保護區  
COASTAL PROTECTION AREA
- ① 實地照片的觀景點(參閱圖4至7)  
VIEWING POINT OF SITE PHOTO  
(REFER PLANS 4 TO 7)

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

平面圖 SITE PLAN

香港仔及鴨脷洲分區計劃大綱核准圖編號S/H15/29的擬議修訂項目  
PROPOSED AMENDMENTS TO APPROVED ABERDEEN & AP LEI CHAU OZP No. S/H15/29

修訂項目A、B、C1和C2  
AMENDMENT ITEMS A, B, C1 & C2

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

規劃署  
PLANNING DEPARTMENT

參考編號  
REFERENCE No.  
M/H15/15/6

圖 PLAN  
1





圖例 LEGEND



視線範圍  
VISUAL ENVELOPE  
(實際的視線範圍須進行實地觀察才能確定)  
(IDENTIFICATION OF EXACT  
VISUAL ENVELOPE SUBJECT TO  
ACTUAL GROUND INSPECTION)



合成照片的觀景點(參閱圖8至12)  
VIEWING POINT OF PHOTOMONTAGE  
(REFER PLANS 8 TO 12)

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

視線範圍 VISUAL ENVELOPE

香港仔及鴨脷洲分區計劃大綱核准圖  
編號S/H15/29的擬議修訂項目  
PROPOSED AMENDMENTS TO  
APPROVED ABERDEEN & AP LEI CHAU OZP No. S/H15/29  
修訂項目A、B、C1和C2  
AMENDMENT ITEMS A, B, C1 & C2

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METRES

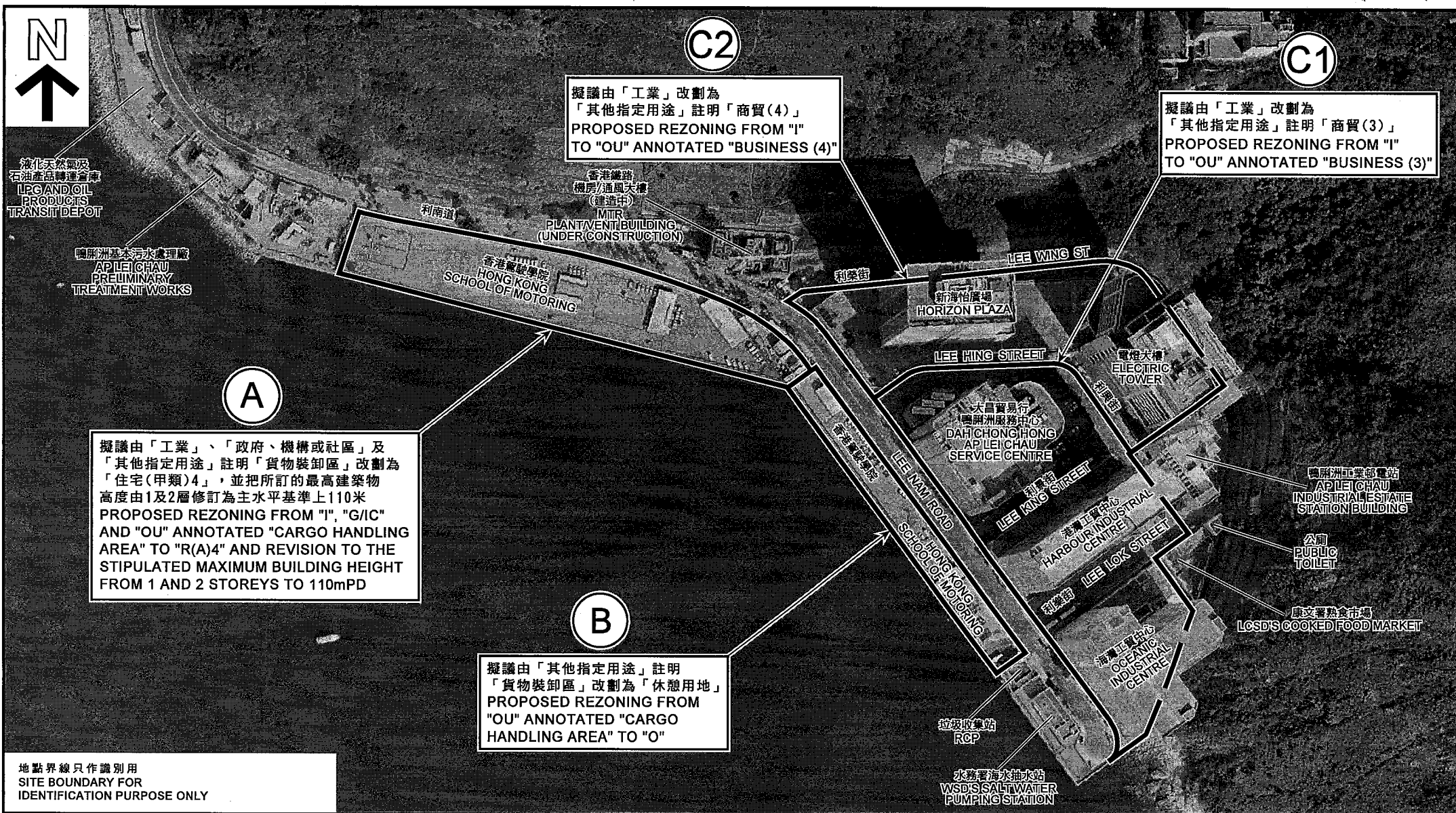
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編號11-SW-C、D和15-NW-A、B  
EXTRACT PLAN PREPARED ON 30.11.2015  
BASED ON MAP SERIES HP5C  
No. 11-SW-C,D & 15-NW-A, B

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圖 PLAN  
2



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編號CS54577

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BASED ON AERIAL PHOTO No. CS54577  
TAKEN ON 1.1.2015 BY LANDS DEPARTMENT

## 航攝照片 AERIAL PHOTO

香港仔及鴨脷洲分區計劃大綱核准圖  
編號S/H15/29的擬議修訂項目

PROPOSED AMENDMENTS TO  
APPROVED ABERDEEN & AP LEI CHAU OZP No. S/H15/29

修訂項目A、B、C1和C2  
AMENDMENT ITEMS A, B, C1 & C2

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H15/15/6

圖 PLAN

3



1

A

擬議由「工業」、「政府、機構或社區」及「其他指定用途」註明「貨物裝卸區」改劃為「住宅(甲類)4」，並把所訂的最高建築物高度由1及2層修訂為主水平基準上110米  
 PROPOSED REZONING FROM "I", "G/IC" AND "OU" ANNOTATED "CARGO HANDLING AREA" TO "R(A)4" AND REVISION TO THE STIPULATED MAXIMUM BUILDING HEIGHT FROM 1 AND 2 STOREYS TO 110mPD

海怡半島  
SOUTH HORIZONS

香港駕駛學院  
HONG KONG  
SCHOOL OF MOTORING

香港鐵路  
機房/通風大樓  
(建造中)  
MTR  
PLANT/VENT BUILDING  
(UNDER CONSTRUCTION)

LEE NAM ROAD

新海怡廣場(平台)  
HORIZON PLAZA  
(PODIUM)

香港駕駛學院  
HONG KONG  
SCHOOL OF MOTORING

地點界線只作識別用

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PROPOSED AMENDMENTS TO  
 APPROVED ABERDEEN & AP LEI CHAU OZP No. S/H15/29

修訂項目A  
 AMENDMENT ITEM A

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PLANNING  
DEPARTMENT



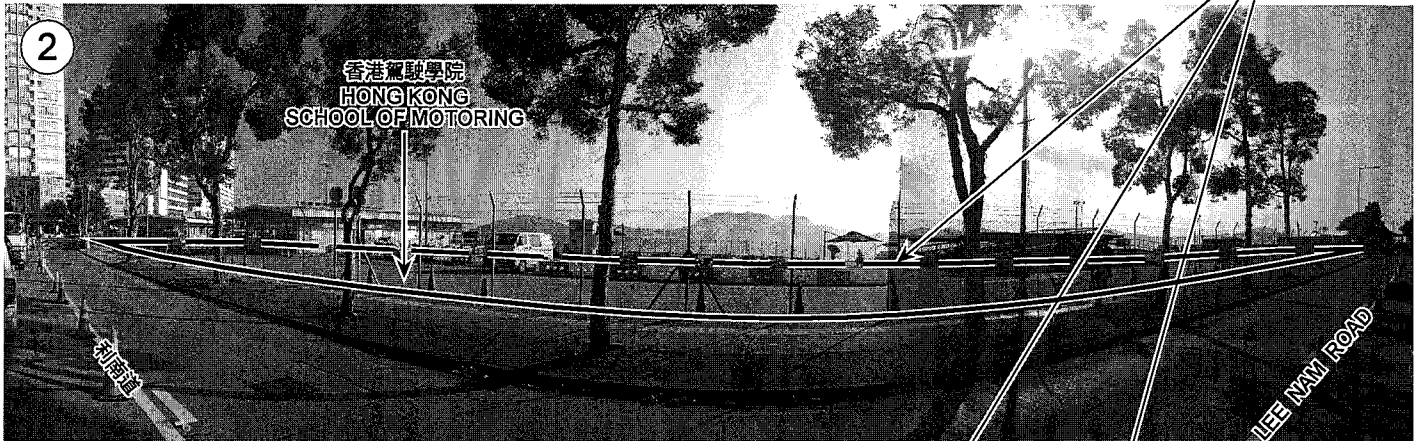
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圖 PLAN

4

A

擬議由「工業」、「政府、機構或社區」及「其他指定用途」註明「貨物裝卸區」改劃為「住宅(甲類)4」, 並把所訂的最高建築物高度由1及2層修訂為主水平基準上110米  
PROPOSED REZONING FROM "I", "G/IC" AND "OU" ANNOTATED "CARGO HANDLING AREA" TO "R(A)4" AND REVISION TO THE STIPULATED MAXIMUM BUILDING HEIGHT FROM 1 AND 2 STOREYS TO 110mPD



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### 實地照片 SITE PHOTOS

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編號S/H15/29的擬議修訂項目  
PROPOSED AMENDMENTS TO  
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5



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### 實地照片 SITE PHOTO

香港仔及鴨脷洲分區計劃大綱核准圖  
編號S/H15/29的擬議修訂項目

PROPOSED AMENDMENTS TO  
APPROVED ABERDEEN & AP LEI CHAU OZP No. S/H15/29

修訂項目B  
AMENDMENT ITEM B

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6

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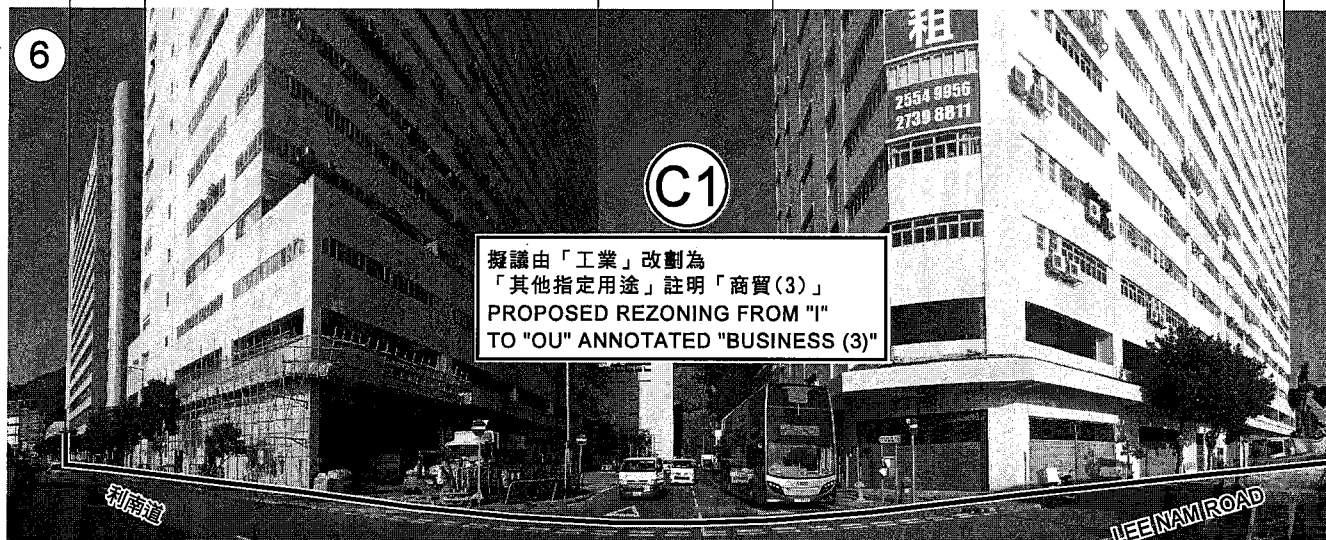


大昌貿易行  
鴨脷洲服務中心  
DAH CHONG HONG  
AP LEI CHAU  
SERVICE CENTRE

港灣工貿中心  
HARBOUR  
INDUSTRIAL  
CENTRE

利樂街  
LEE LOK  
STREET

海灣工貿中心  
OCEANIC  
INDUSTRIAL  
CENTRE



C2

擬議由「工業」改劃為  
「其他指定用途」註明「商貿(4)」  
PROPOSED REZONING FROM "I"  
TO "OU" ANNOTATED "BUSINESS (4)"

C1

擬議由「工業」改劃為  
「其他指定用途」註明「商貿(3)」  
PROPOSED REZONING FROM "I"  
TO "OU" ANNOTATED "BUSINESS (3)"



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香港仔及鴨脷洲分區計劃大綱核准圖  
編號S/H15/29的擬議修訂項目  
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APPROVED ABERDEEN & AP LEI CHAU OZP No. S/H15/29  
修訂項目C1和C2  
AMENDMENT ITEMS C1 & C2

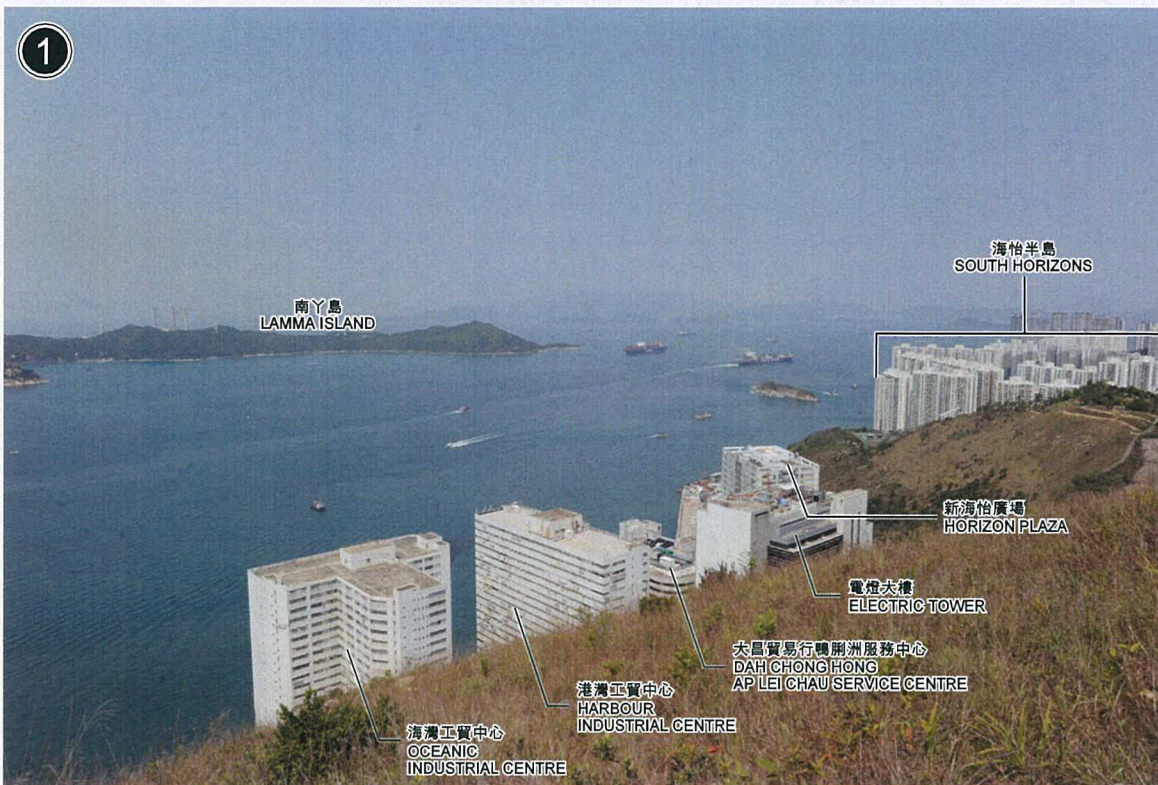
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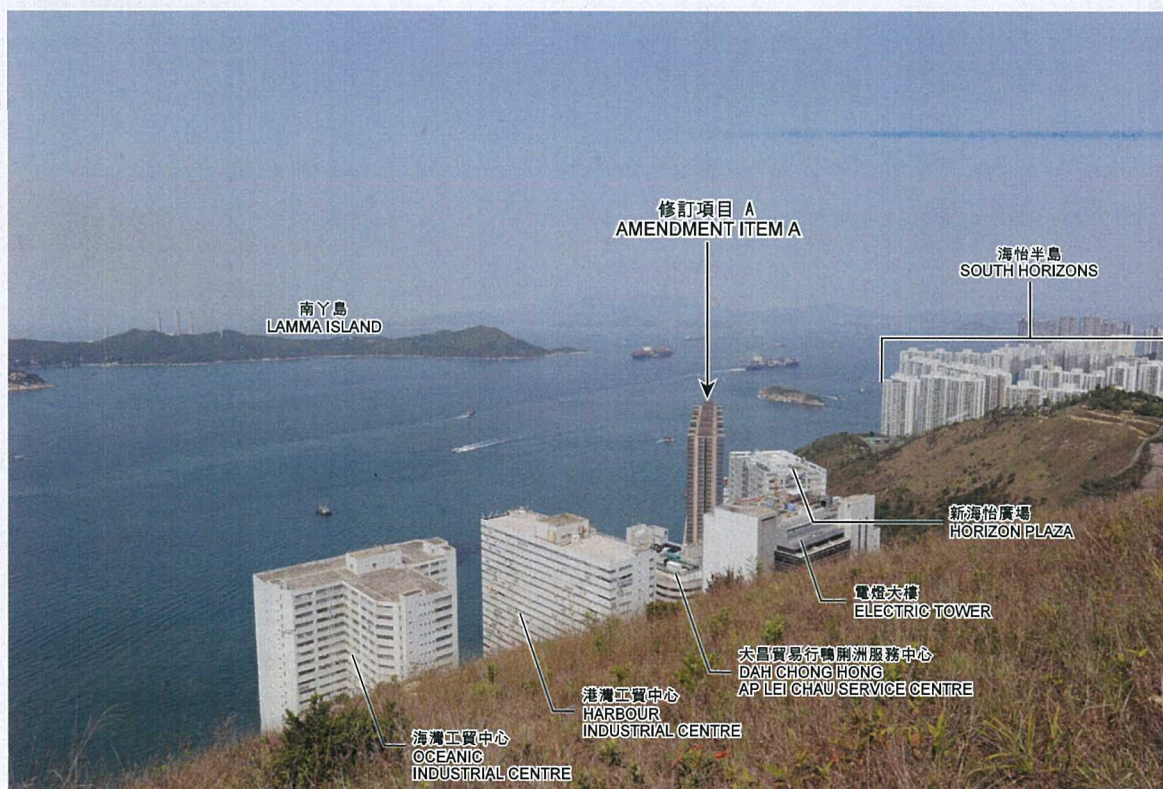
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圖 PLAN  
7





現有景觀  
EXISTING VIEW



擬議發展  
PROPOSED DEVELOPMENT

### 合成照片 PHOTOMONTAGE

觀景點1 - 玉桂山山頂  
VP1 - PEAK OF YUK KWAI SHAN  
香港仔及鴨脷洲分區計劃大綱核准圖  
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圖 PLAN  
8

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現有景觀  
EXISTING VIEW



擬議發展  
PROPOSED DEVELOPMENT

### 合成照片 PHOTOMONTAGE

觀景點2 - 鴨脷洲配水庫遊樂場  
VP2 - AP LEI CHAU SERVICE RESERVOIR PLAYGROUND

香港仔及鴨脷洲分區計劃大綱核准圖  
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PROPOSED AMENDMENTS TO  
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修訂項目A  
AMENDMENT ITEM A

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圖 PLAN  
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現有景觀  
EXISTING VIEW



擬議發展  
PROPOSED DEVELOPMENT

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### 合成照片 PHOTOMONTAGE

觀景點3 - 山嶺附近的山脊步行徑  
VP3 - WALKING TRAIL OF THE RIDGES  
NEAR THE PEAK OF THE KNOLL

香港仔及鴨脷洲分區計劃大綱核准圖  
編號S/H15/29的擬議修訂項目

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修訂項目A和B  
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現有景觀  
EXISTING VIEW



擬議發展  
PROPOSED DEVELOPMENT

### 合成照片 PHOTOMONTAGE

觀景點4 - 海怡半島海濱長廊  
VP4 - WATERFRONT PROMENADE  
OF SOUTH HORIZONS

香港仔及鴨脷洲分區計劃大綱核准圖  
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13.7.2015



5



現有景觀  
EXISTING VIEW



擬議發展  
PROPOSED DEVELOPMENT

# 合成照片 PHOTOMONTAGE

觀景點5 - 南丫島以東之瞬間視點  
VP5 - TRANSIENT VIEWPOINT FROM THE EAST LAMMA ISLAND  
香港仔及鴨洲分區計劃大綱核准圖  
編號S/H15/29的擬議修訂項目  
PROPOSED AMENDMENTS TO  
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圖 PLAN  
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Planning Department

**Agreement No. PLNQ 56/2012**

**Category A1 - Term Consultancy for  
Expert Evaluation and Advisory Services on  
Air Ventilation Assessment**

**An Instructed Project at Ap Lei Chau**

**Expert Evaluation – Final Report**

November 2015

	Name	Signature
Prepared & Checked:	Karl An / Simon Wong	
Reviewed & Approved:	Anna Chung	

Version: Final

Date: 30<sup>th</sup> November 2015

**Disclaimer**

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## 1 INTRODUCTION

### Background

- 1.1 The Hong Kong Special Administrative Region (HKSAR) Government Planning Department (PlanD) has identified a site at Ap Lei Chau for development. It is considered necessary to conduct an expert evaluation to assess the preliminary air ventilation impacts of the proposed development proposal and development parameters which include the imposition of appropriate development restrictions to guide future development of the area. This site, namely Project Area hereafter, is located at the southwest portion of Ap Lei Chau Island, west to the Ap Lei Chau Industrial Estate.
- 1.2 In January 2015, AECOM Asia Company Ltd. (the Consultant) was commissioned by the PlanD to undertake an Expert Evaluation Study for the Project Area located on Ap Lei Chau Island as shown in **Figure 1.1** below to examine the air ventilation performance of the potential development within the Study Area. The Study Area is defined to cover the whole Ap Lei Chau Island which included regions that may likely to be affected by the proposed development in Project Area in terms of wind environment.



**Figure 1.1** Extent of Ap Lei Chau Island

- 1.3 The developments outside the Study Area have a relatively far distance away from the Project Area and are unlikely to give rise to air ventilation to the Project Area. In this Expert Evaluation Report, focus will be on the wind environment within the Study Area.
- 1.4 This expert evaluation report is based on the following materials given by the PlanD to the Consultant:
- Location Map of the Project Area
  - Development Parameters of the Project Area
  - Existing Spot Heights of Ap Lei Chau Island
  - Existing Building Height Profiles for Ap Lei Chau Island
  - Data on Building Polygons
  - Experimental Site Wind Availability Study for Wong Chuk Hang, Hong Kong
  - Term Consultancy for air ventilation assessment services Cat. A1– Term Consultancy for Expert Evaluation and Advisory Services on Air Ventilation Assessment (PLNQ 37/2007)
- 1.5 In the preparation stage of the expert evaluation report, the Consultant has studied the given materials listed in paragraph 1.4 and carried out site visit and inspection.

### Objectives of the Expert Evaluation Study

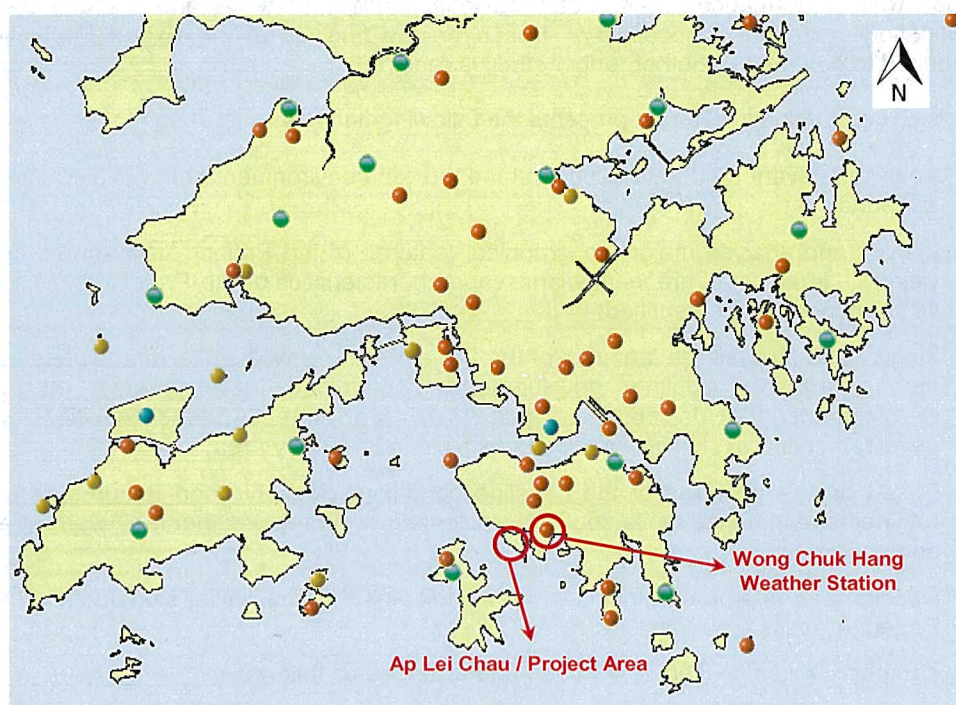
- 1.6 The objective of this study is to assess the air ventilation impacts of the development proposal for incorporation into the Outline Zoning Plan (OZP). The Expert Evaluation Study has made reference to the "Housing, Planning and Lands Bureau Technical Circular No.1/06, Air Ventilation Assessment" which recommended that it is important to allow adequate air ventilation through the built environment for pedestrian comfort.
- 1.7 The key purposes of the Expert Evaluation are to identify the major wind breezeways, air paths good wind performance areas, locate obvious problematic areas and propose appropriate mitigation measures if necessary. Based on the findings of the Expert Evaluation, it is required to determine whether further study is required.
- 1.8 This Expert Evaluation Report presents the following findings:
- Analyse relevant wind data to understand the wind environment of the Project Area and its surroundings;
  - Identify and analyse major topographical features of the Project Area and its immediate vicinity. In addition, greeneries/landscape characteristics of the Project Areas as well as its surroundings are identified;
  - Identify and analyse the land use of the Project Area as well as its immediate surrounding areas including existing developments, committed developments and planned developments. It is observed that there are currently no planned / committed developments with significant size / height within the Study Area.
  - Based on the analyses of the baseline conditions, identify good features that shall be retained/strengthened while spotting problematic wind regions that may warrant attention; and
  - Recommend appropriate technical methodologies if further initial study/detailed study for Project Areas is required.
- 1.9 This Expert Evaluation Report is written and arranged as follows:
- The "Wind Environment" section analyses relevant wind data to ascertain the wind environment of the Project Area and neighbouring region.
  - After the prevailing wind directions are identified, the topographical features of the Project Areas and its immediate vicinity are analysed in the section "Topographical Features and Wind Flow" where **the impact of the topographies within the Study Area on the wind environment within Project Area** is discussed.
  - Following the section of "Topographical Features and Wind Flow" is a section of "Existing land use and Building Morphology within Study Area". Land use of the Project Area as well as its immediate surrounding areas including existing developments are discussed in this section. Investigation of the impact of existing developments on **the wind environment within Project Area** is carried out. Existing good features and problematic areas are also identified.
  - Following discussion of the impact of the existing developments on wind performance of the Project Area, the investigation of **the potential impact on the existing wind environment induced by the proposed developments within the Project Area** is documented in the section "Expert Evaluation on the Project Area". Existing good features that should be retained is identified while problematic regions that may warrant attention be spotted.
  - Propose mitigation measures if any problematic areas are identified.
  - A conclusion and summary section on the major findings of this study and a recommendation on whether further AVA study on the Project Areas is required are presented in the end.
- ## 2 WIND ENVIRONMENT
- 2.1 Natural wind availability is crucial to the investigation of wind ventilation performance. In this section, relevant measured wind data obtained from the Hong Kong Observatory (HKO)



weather station and computed wind data from the MM5 model at the Study Area are analysed and compared in order to identify the prevailing wind directions.

#### **Wind Direction Analysis based on HKO Weather Stations' Data**

- 2.2 There are a total of 46 weather stations (See **Figure 2.1**) operated by Hong Kong Observatory (HKO) which provide reliable data on the wind environment in Hong Kong. The wind information and weather data from these stations provide reference to aid a general understanding of the surface wind environment.



**Figure 2.1** Locations of HKO Weather Stations in Hong Kong

- 2.3 The Wong Chuk Hang Automatic Weather Station is the closest station to the Project Area (with the distance of 2.7km from the boundary of the Project Area). The wind data from Wong Chuk Hang Weather Station is therefore used for identification of the prevailing wind directions and in assessing the site wind availability.

#### **Wind Direction Analysis based on Wong Chuk Hang Station Data**

- 2.4 Wind Rose from Wong Chuk Hang Weather Station are extracted from the HKO website ([http://www.hko.gov.hk/cis/region\\_climat/HKS/HKS\\_windrose\\_year\\_e.htm](http://www.hko.gov.hk/cis/region_climat/HKS/HKS_windrose_year_e.htm)), the wind rose are divided into 12 wind directions (i.e. N, NNE, ENE, E, ESE, SSE, S, SSW, WSW, W, WNW and NNW).
- 2.5 The Wong Chuk Hang Weather Station is 5mPD in height, located between Nam Long Shan and Bennet's Hill. The prevailing winds will be redirected and channelled by local terrain features near the Weather Station. This explains the wind data collected by the weather station are mainly concentrated in easterly and westerly winds
- 2.6 Referring to the average annual wind rose at Wong Chuk Hang Weather Station from 1990 to 2013 as shown in **Figure 2.2**; it is observed that the winds from E and ESE directions have high probabilities of occurrence (each over 20% of annual percentage frequency occurrence). Furthermore, wind from ENE direction has an annual percentage occurrence frequency of approximately 10%, which is relatively less compared to the annual winds from the E and ESE.



Planning Department, HKSAR

- 2.7 Apart from the mentioned three wind directions in paragraph 2.5, annual winds from other directions all have percentage occurrence frequencies of less than 10%. As a result, annual winds from the E, ESE and ENE are considered as annual prevailing winds.
- 2.8 Wind data from June to August are able to reflect the wind environment during summer seasons and are used to identify the prevailing summer wind directions. According to the average monthly wind roses (averaged from 1990 to 2013) of the summer months at Wong Chuk Hang Automatic Weather Station in **Figure 2.3**, the winds from E and ESE have percentage frequency occurrences of more than 10% for all the three summer months. Furthermore, wind from WSW direction has obtained a percentage frequency occurrence of nearly 10% in June and with more than 10% of percentage frequency occurrence in July and August.
- 2.9 From the discussion in paragraph 2.7, winds from E, ESE and, WSW are considered to be prevailing summer prevailing wind directions.

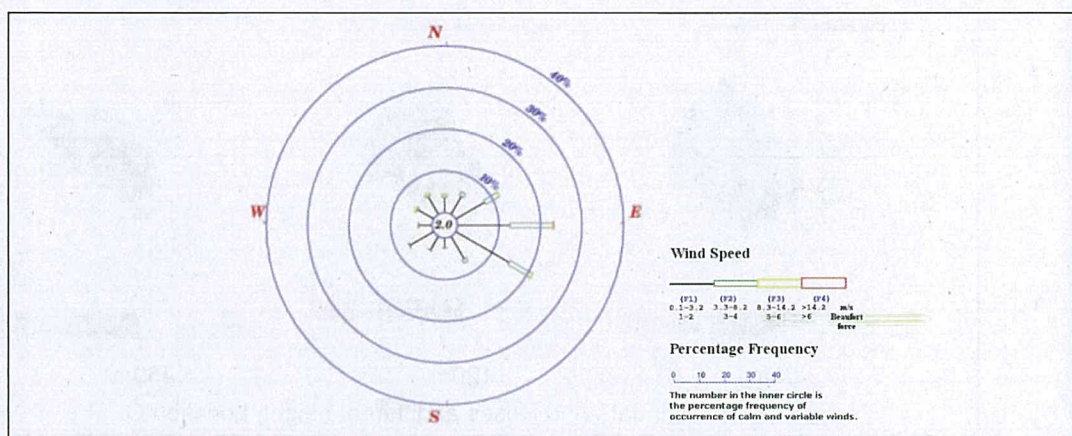


Figure 2.2 Annual Wind Rose of Wong Chuk Hang Station (1990 - 2013)

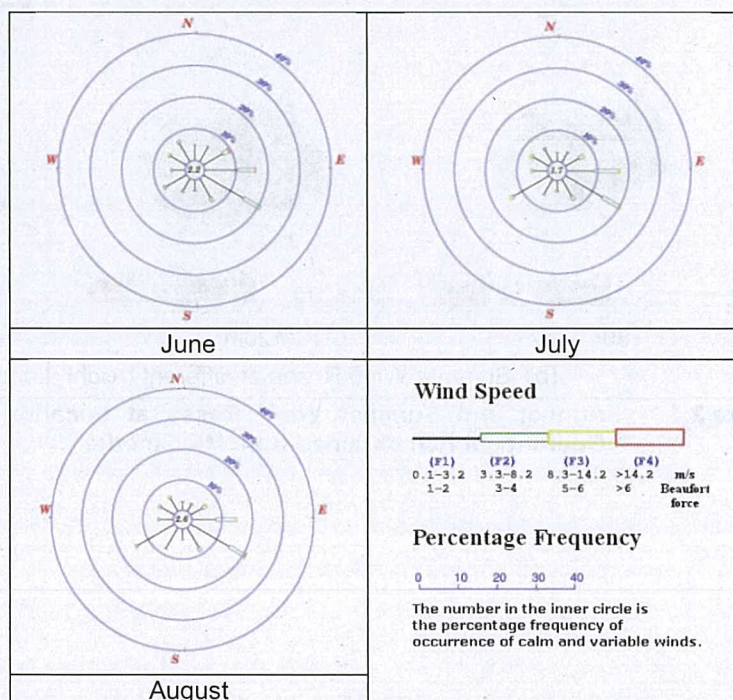


Figure 2.3 Wind Roses in summer months from Wong Chuk Hang Station (1990 - 2013)

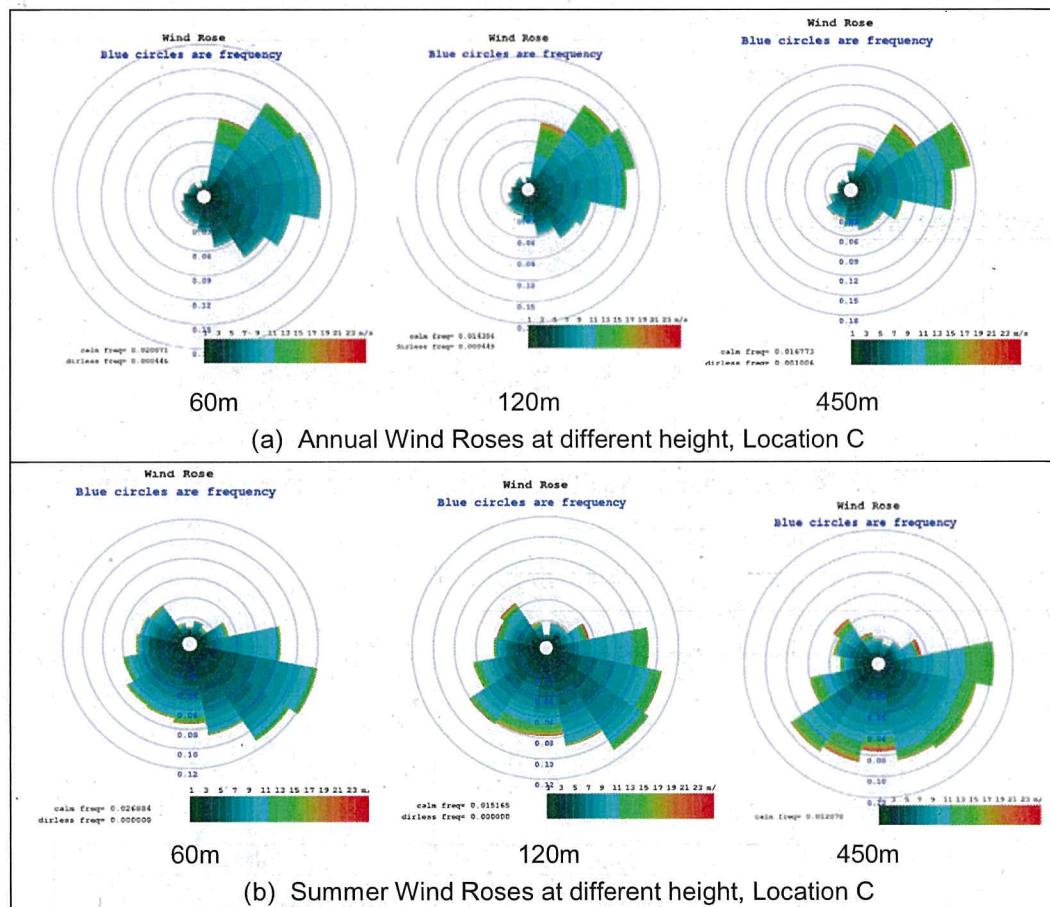


Planning Department, HKSAR

- 2.10 According to the analysis in paragraphs 2.4 to 2.8 and based on the Wong Chuk Hang Weather Station wind roses, the winds from E, ENE and ESE are considered to be the prevailing annual winds, while the winds from E, ESE, and WSW are considered to be summer prevailing winds.

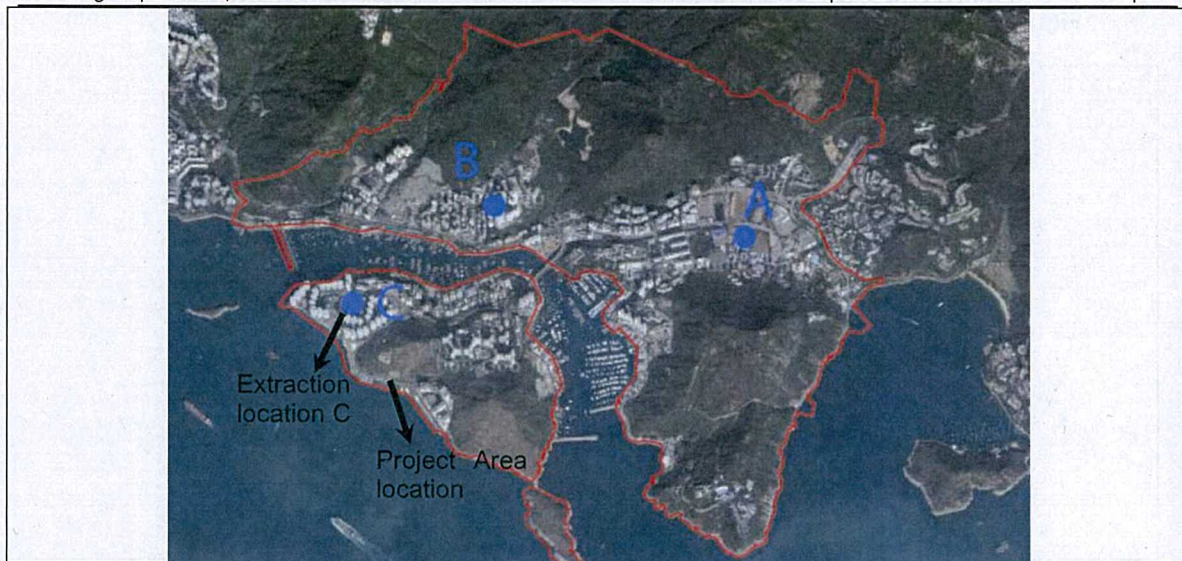
**Wind Direction Analysis based on MM5 model**

- 2.11 Apart from the wind data from the HKO automatic weather stations mentioned above, the researchers from Hong Kong University of Science and Technology (HKUST) have also simulated a set of wind data using MM5 model which is documented in the "Term Consultancy for AVA Services - Expert Evaluation on Air Ventilation Assessment of Aberdeen and Ap Lei Chau Area". Based on the dataset obtained from HKUST, the annual and summer wind roses (60m, 120m and 450m above ground) are presented in **Figure 2.4** below. These wind data are extracted at the vicinity of HK Electric Operational HQ which is approximately 435m northwest to the Development Site, and its location is marked in **Figure 2.5**.



**Figure 2.4 Annual and Summer Wind Roses at Location C (near HK Electric Operational HQ) obtained from MM5 model**



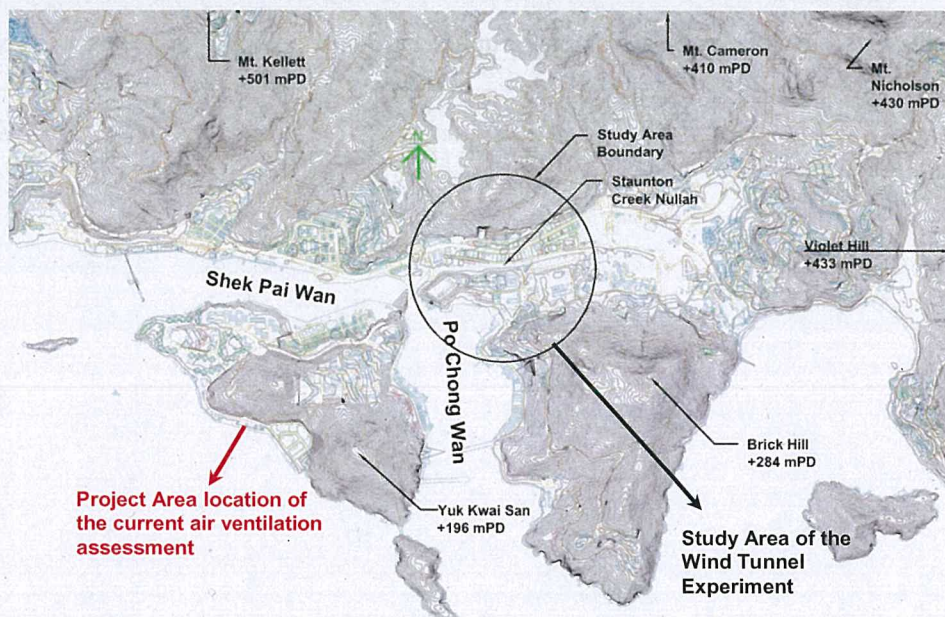


**Figure 2.5 Illustration of the extraction location of MM5 wind data**

- 2.12 Based on the MM5 wind data at 450mPD height, the annual wind towards the Study Area is mainly from **NE, ENE** and **E** directions. The north easterly quadrant winds have contributed around 40% of the annual wind towards the Study Area.
- 2.13 According to the summer wind roses obtained at the same location and height, the summer prevailing winds affecting the Ap Lei Chau area mainly comprised by south eastern quadrant winds (i.e. **E, ESE, SE, and SSE**) and south western quadrant winds (i.e. **SSW** and **SW**). Generally speaking, the south eastern quadrant summer winds obtained a slightly higher overall occurrence than the summer winds from south western quadrant.

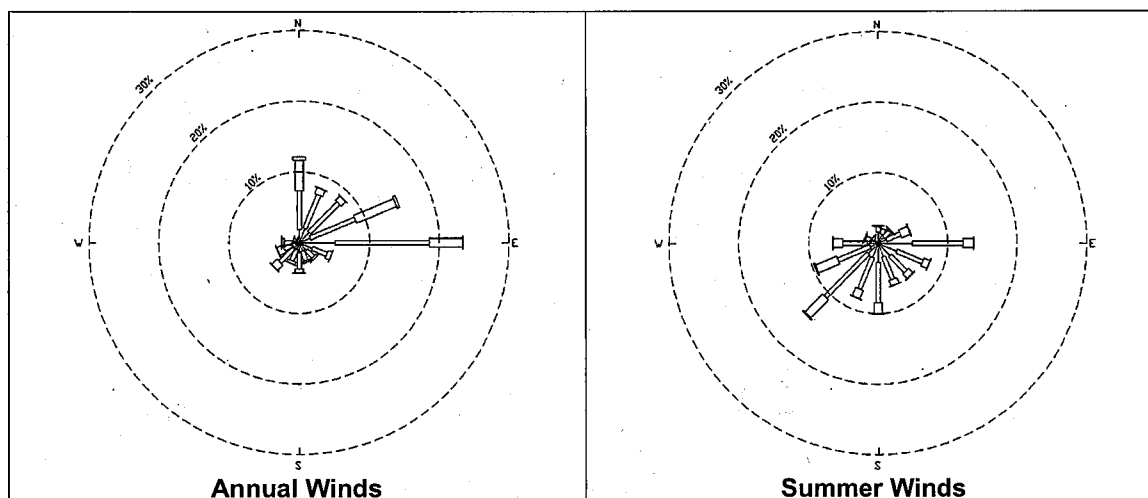
**Wind Direction Analysis based on Wind Tunnel Experiment**

- 2.14 In the “Experimental Site Wind Availability Data for Wong Chuk Hang”, wind characteristics in Wong Chuk Hang area which is near Ap Lei Chau have been analysed by wind tunnel experiments. Owing to the close proximity of the Wind Tunnel Study Area and the Project Area for this Expert Evaluation, the wind data of this experiment is also a valuable reference in determining wind availability of Ap Lei Chau. The wind tunnel experiment study area is marked in **Figure 2.6**.





**Figure 2.6 Location of the Wind Tunnel Experiment study area**



**Figure 2.7 Annual and Summer Wind Roses extracted at 500mPD**

- 2.15 By referring to the wind tunnel data, the region near Ap Lei Chau relies heavily on northeast quadrant winds (i.e. N, ENE and E), as these winds obtained a total occurrence of around 52% in a year. On the other hand, summer winds are mainly comprised by WSW, SW, S and E winds, which maintained overall occurrence of over 40% within summer seasons.

**Summary and Identification of prevailing wind directions**

- 2.16 By reviewing the wind data from HKO Wong Chuk Hang weather station, the MM5 model and Wind Tunnel Experiment study, it can be concluded that the annual prevailing winds mainly come from N, NE, ENE, E and ESE directions.
- 2.17 During the summer season, wind mainly comes from the south eastern quadrant (i.e. E, ESE, SE, SSE) and south westerly quadrant (i.e. S, SSW, SW, WSW).
- 2.18 Table 2.1 summarized the annual and summer prevailing winds from different sources, while Figure 2.5 is an illustrational diagram showing the prevailing wind directions towards the Study Area and Project Area during the annual and summer season.

**Table 2.1 Summary of annual and summer prevailing winds from different sources**

	<b>Annual</b>	<b>Summer</b>
<b>Wong Chuk Hang Weather Station</b>	ENE, E, ESE	ESE, WSW, E
<b>MM5 Model</b>	E, NE, ENE	E, ESE, SE, SSE, SSW, SW
<b>Wind Tunnel Experiment</b>	E, ENE, N	E, WSW, SW, S



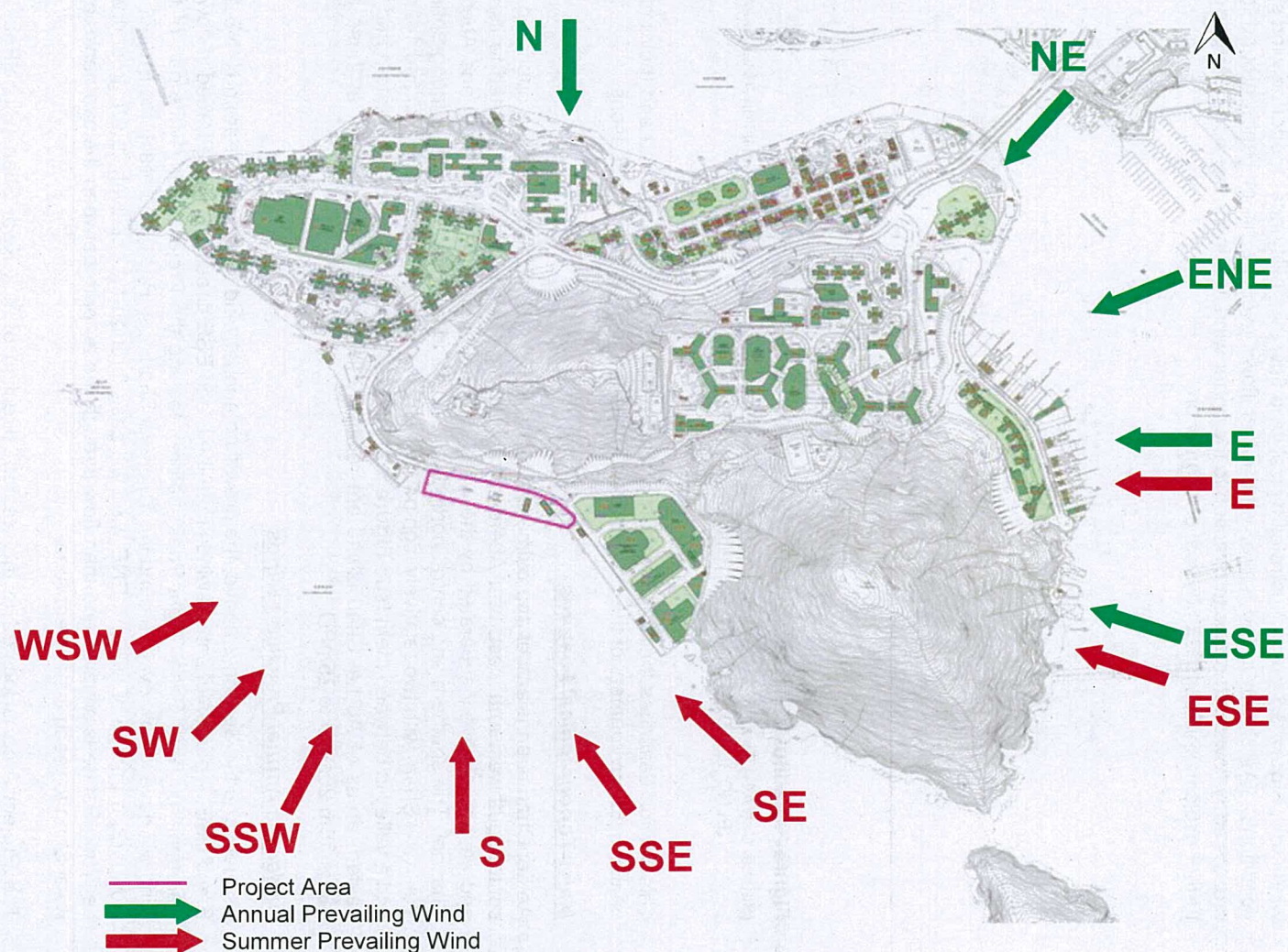
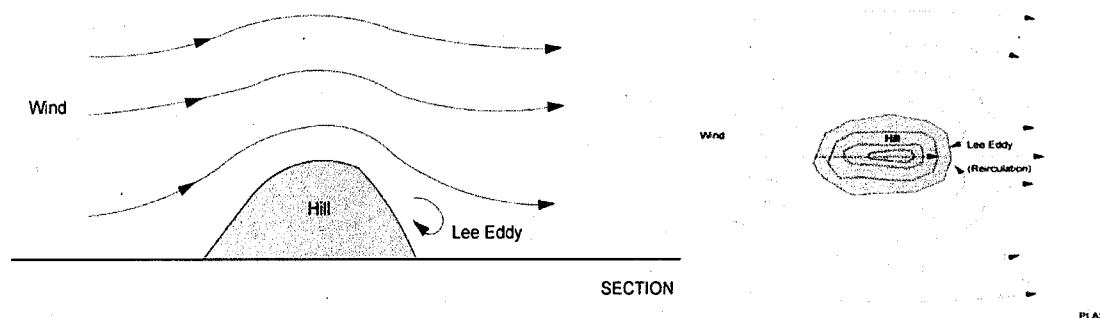


Figure 2.8 Summary of Prevailing Winds towards the Project Area

### 3 TOPOGRAPHICAL FEATURES AND WIND FLOW

- 3.1 The topographical features within the Study Area will affect the wind flows and the general wind environment of the Ap Lei Chau Island.
- 3.2 The flow of wind around and over hilly terrains is very complex and depends greatly on the shape of the topographies, atmospheric stability conditions and the strength of the prevailing wind etc. **Figure 3.1** below illustrates typical wind flow over hills under moderate wind speed conditions. As shown in the figure, wind either flows over the hill or bends around it and creates eddy flows with opposite direction to the upper wind flow in the lee side. **Appendix A** further explains this complex physical phenomenon.



**Figure 3.1 Illustration of Wind Flow over Hills under Moderate Wind**

(Source: Cat. A1– Term Consultancy for Expert Evaluation and Advisory Services on Air Ventilation Assessment (PLNQ 35/2009), Revised Final Report, Chai Wan Area)

- 3.3 This section describes the major topographical features within Ap Lei Chau and their impacts on the wind environment of the Project Area during annual and summer seasons.

#### **Major Topographical Features**

- 3.4 Ap Lei Chau is an island of approximately 1.4km × 1.2km in size. It fronts the open sea to its south, southwest and west, with Aberdeen and Wong Chuk Hang areas located to its north and east respectively separated by the water channel namely Shek Pai Wan and Aberdeen Channel. The southern and central portions of the island are covered by hilly topographies of Yuk Kwai Shan, with two relatively high points (terrain height at around 190mPD and 142mPD) and a valley in between them (see **Figure 3.2**). The topography at the north western and north eastern areas of Ap Lei Chau island are relatively flat as the terrain height at these areas range from 20mPD to 25mPD.

#### **Under the Annual Prevailing Winds**

- 3.5 As mentioned in Section 2 above, the prevailing annual wind directions are from N, NE, ENE, E and ESE. A portion of annual winds from the E and ESE directions will be forced to flow over / around Yuk Kwai Shan (Right Peak) before reaching the Project Area, while part of the N wind will have to flow over / around the Yuk Kwai Shan (Left Peak) and reach the Project Area. However, a portion of NE and ENE wind will pass through the relatively lower ground where Lei Tung Estate is situated and then flow through the air path between the two peaks of Yuk Kwai Shan to reach the Project Area.
- 3.6 The Project Area is located to the western direction of Yuk Kwai Shan (Right Peak) with maximum height at 196mPD. This hilly terrain may weaken the air flows towards the Project Area from the E and ESE directions, meanwhile Yuk Kwai Shan (Left Peak) may weaken the N annual prevailing wind towards the Project Area. The presence of the valley located between the two high grounds (as mentioned in Paragraph 3.4) will redirect the local winds which speed up when passing through it under ENE and NE wind conditions. However, as partially



sheltered by Lei Tung Estate, the NE wind passing through the valley may be slightly reduced; hence the effectiveness of this wind corridor may be weakened.

### Under the Summer Prevailing Winds

- 3.7 The prevailing summer wind directions are from the E, ESE, SE, SSE, S, SSW, SW and WSW. Similar to the discussion of annual winds above, the summer winds from E and ESE would be shielded by the highest land of Yuk Kwai Shan (Right Peak) before reaching the Project Area as this peak is around 190mPD in height. On the other hand, the SE and SSE winds are able to reach the Project Area from the open sea without terrain blockage.
- 3.8 Due to the geographical location of the Project Area facing the open sea, the S, SSW, SW and WSW winds are able to flow to the Project Area from the open sea directly, and would not experience any blockage by the hilly terrains before reaching the Project Area.
- 3.9 Since the Project Area is located on the coast of south western Ap Lei Chau Island, sea breeze is expected to occur in summer season, which may further facilitate pedestrian wind environment.

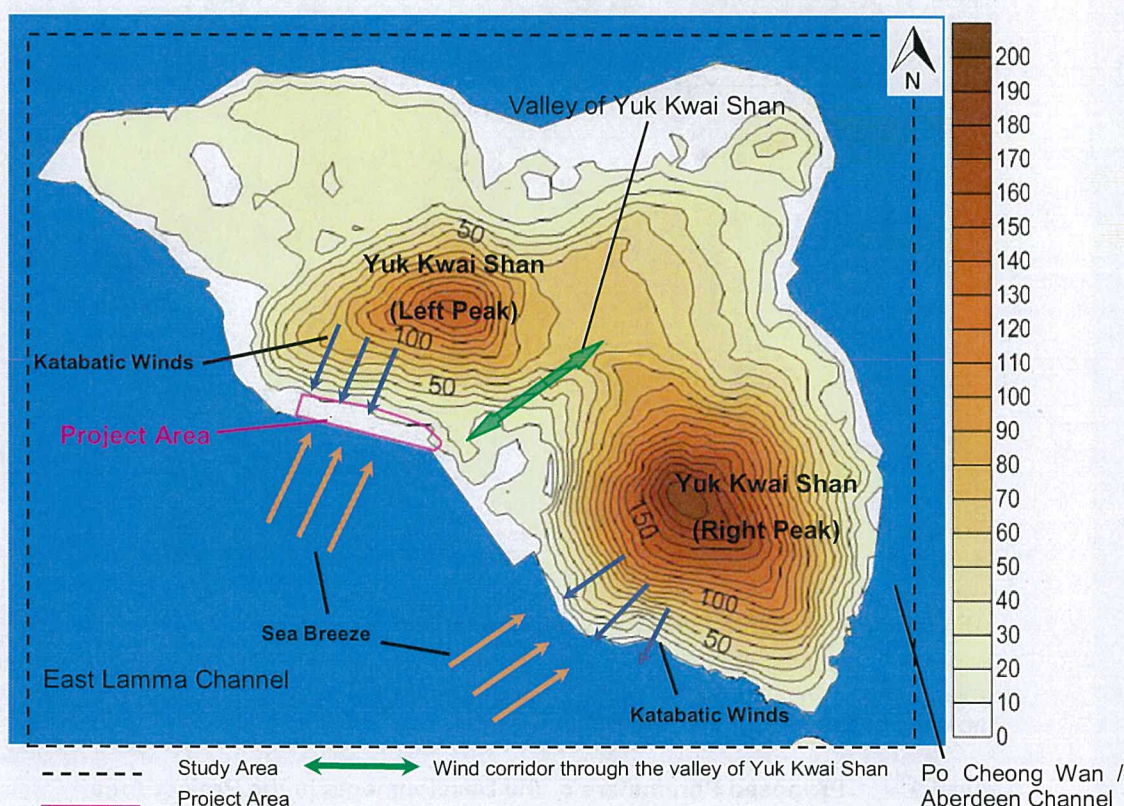


Figure 3.2 Digital Elevation Map of the Study Area

## 4 EXISTING LAND USE AND BUILDING MORPHOLOGY WITHIN STUDY AREA

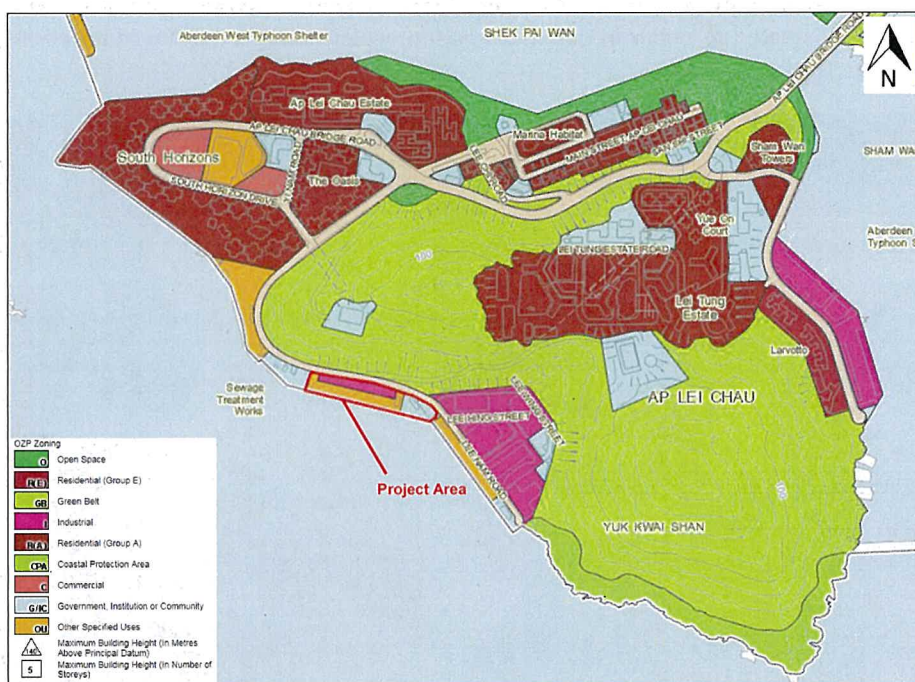
- 4.1 Following the investigation of the effect of topographical features on the wind environment of the Project Area in Section 3 above, this section investigates the potential impact of the building morphology of Ap Lei Chau on the air ventilation performance of the Project Area.

### Land Use

- 4.2 The land use on Ap Lei Chau Island is guided by the Aberdeen and Ap Lei Chau Outline Zoning Plan (OZP) No. S/H15/29. The land use types are shown in **Figure 4.1** below:
  - The areas highlighted in light blue are zoned "Government, Institution or Community".



- The areas in orange are zoned “Other Specified Uses”. The area to the immediate southeast of the Project Area will be rezoned to “Open Space”.
- The areas in reddish brown and medium brown are designated as Residential Type land uses.
- The area in grass green, light green and green are zoned as “Green Belt”, Coastal Protection Area” and “Open Space”, respectively.
- The areas in pink are zoned as “Commercial”, while the regions in purple are “Industrial” land uses, there are two major “Industrial” land uses areas, the first one is occupied by shipyards, the other one is the “Ap Lei Chau West Industrial Area” which will be rezoned to “OU(B)” with the same height restriction.
- The Project Area falls within areas zoned “Government, Institution or Community”, “Other Specified Uses” annotated ‘Cargo Handling Area” and “Industrial”.



**Figure 4.1 Land Uses of Ap Lei Chau Island**

- 4.3 Proposed residential buildings (with height restriction of 110mPD) are proposed within the Project Area. The parameters of the proposed developments at the Project Area are listed in **Table 4.1** below.

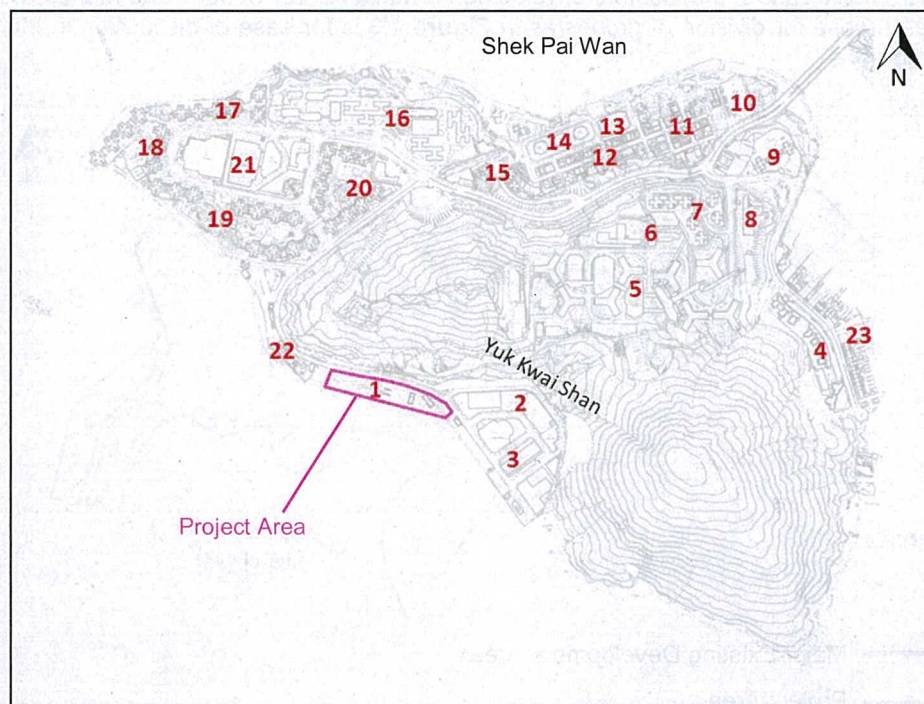
**Table 4.1 Proposed Parameters of the Developments in the Project Area**

Site area	Approximately 1.18 hectares
Proposed Plot Ratio	About 6
Building Height Restriction	110mPD



**Existing Building Morphology within the Study Area**

4.4 **Figure 4.2** below shows the major existing developments at the surroundings of the Project Area within the Study Area. The heights (in mPD) of the developments are also listed.

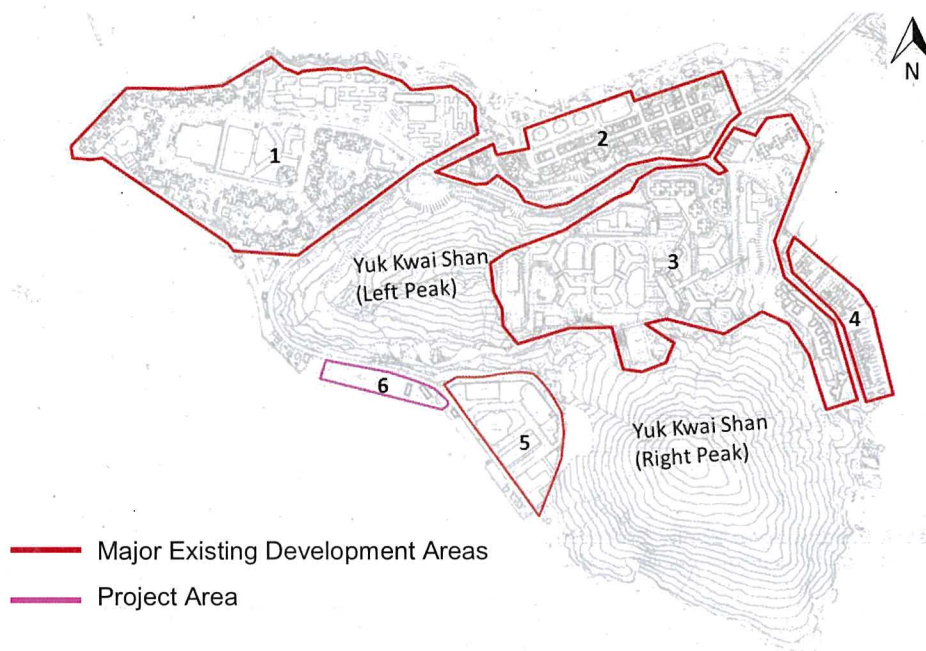


1. Project Area (proposed 110mPD), currently Hong Kong School of Motoring (~9.6mPD)	2. Horizon Plaza (110.5mPD), Electric Tower (118.3mPD) Ap Lei Chau Industrial Estate Station Building (27.6mPD)
3. Dah Chong Hong (Motor Service Centre) Ltd. Ap Lei Chau Service Centre (68.4mPD), Harbour Industrial centre (98.4mPD) Oceanic Industrial Centre (95.3mPD)	4. Larvotto (136.2mPD in maximum height)
5. Lei Tung Estate (163.3mPD in maximum height)	6. Aberdeen Baptist Lui Ming Choi College (87.6mPD) St. Peter's Catholic Primary School (78.2mPD)
7. Yue On Court (139.5mPD)	8. HK True Light College (51.5mPD)
9. Sham Wan Towers (167.1mPD)	10. Ap Lei Chau Park (8.8mPD)
11. Multiple residential buildings near Ping Lan Street (80.6mPD in maximum height)	12. Multiple residential buildings along Main Street Ap Lei Chau (75.5mPD in maximum height)
13. Ap Lei Chau Municipal Services Building (39.5mPD)	14. Marina Habitat (141.9mPD)
15. Ap Lei Chau Centre (86.3mPD), Kam Fat Building (93.2mPD) and Ap Lei Chau Fire Station (40mPD)	16. Ap Lei Chau Estate (93.4mPD in maximum height)
17. South Horizons Phase I (131mPD)	18. South Horizons Phase II (133mPD)
19. South Horizons Phase III (129mPD)	20. The Oasis (121.8mPD)
21. Marina Square (37.7mPD), HK Electric Co Ltd.(20mPD), Car park Building (51.2mPD), and Precious Blood Primary School (South Horizons) (44.2mPD)	22. New Shell Depot
23. Shipyard	

**Figure 4.2 Existing Developments within Ap Lei Chau Island**



- 4.5 The northern portion of Ap Lei Chau Island is mainly occupied by mid to high rise residential developments while the southern portion is mainly occupied by hilly terrains of Yuk Kwai Shan as shown in **Figure 4.1**. The major existing residential developments are divided into three groups as marked as number 1 to 3 as shown in **Figure 4.3**, while there are also two areas which major consist of industrial developments within Ap Lei Chau Island marked as 4 and 5. The purpose for division of groups as in **Figure 4.3** is for ease of discussion in the following paragraphs.



**Figure 4.3 Major Groups of Existing Developments**

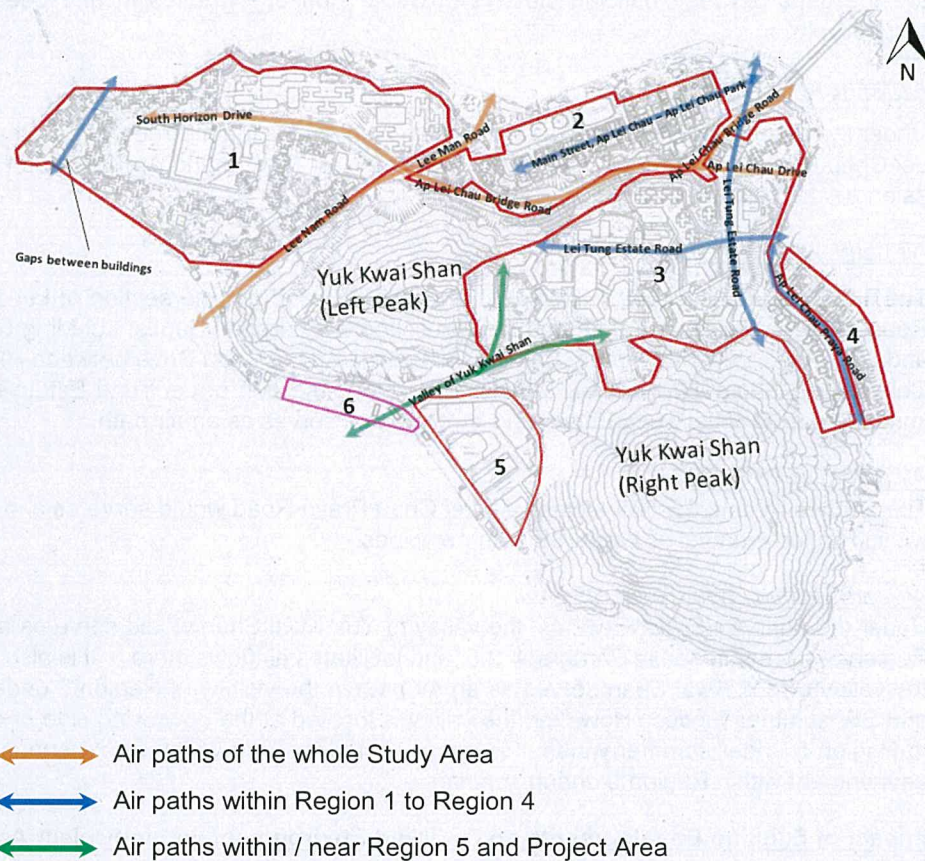
- 4.6 Region 1 is located in the north western portion of Ap Lei Chau Island. Within Region 1 are high rise residential developments of Ap Lei Chau Estate, South Horizons and The Oasis with maximum height of approximately 133mPD. Centre of Region 1 are some low to medium-rise commercial and G/IC developments (Marina Square, HK Electric Co Ltd, Car Park Building, Precious Blood Primary School) with maximum height of approximately 51mPD.
- 4.7 The residential developments nearest to the boundary of the Project Area within Region 1 are the residential developments of South Horizons Phase III and The Oasis marked as number 19 and 20 in **Figure 4.2**. These developments are located at a distance of approximately 280m from the boundary of the Project Area.
- 4.8 Region 2 is located in the northern portion of Ap Lei Chau Island. It mainly consists of medium to high rise residential developments. The highest residential developments within this region are Marina Habitat, which is approximately 142mPD in height.
- 4.9 Region 3 is located in the north eastern to eastern portion of Ap Lei Chau Island. The tallest buildings in the area are the residential clusters of Sham Wan Tower. Meanwhile, the existing residential development within this region nearest to the Project Area is Lei Tung Estate (~160mPD in height). Other major developments within Region 3 include the Larvotto which is approximately 136mPD in height and Yue On Court which is approximately 140mPD in height. There are also some medium-rise institutional developments within Region 3 including the Aberdeen Baptist Lui Ming Choi College (87.6mPD), St. Peter's Catholic Primary School and the HK True Light College.



- 4.10 Region 4 is located on the eastern shore of Ap Lei Chau Island. This region contains mainly low-rise ship maintenance industrial developments and various ship docks for ship parking.
- 4.11 Region 5 is located to the immediate east of the Project Area. Within this region are high-rise industrial developments (with most developments are more than 90mPD in height) including the Horizon Plaza, Electric Tower, Dah Chong Hong (Motor Service Centre) Ltd., Ap Lei Chau Service Centre, Harbour Industrial Centre and the Oceanic Industrial Centre.

#### Air Paths within Ap Lei Chau

- 4.12 By understanding the prevailing winds direction, the local topography and building morphology, the air paths within Ap Lei Chau are identified and illustrated in **Figure 4.4** below:



**Figure 4.4** Illustration of air paths within Ap Lei Chau area

#### Air Paths within the Whole Study area

- 4.13 There are two major air paths facilitating air ventilation on Ap Lei Chau Island. They basically follow two road alignments. The first one is Lee Man Road - Lee Nam Road aligning in NE-SW direction, located between Region 1 and Region 2 / Yuk Kwai Shan Left Peak hill slope. The second one is South Horizon Drive – Ap Lei Chau Bridge Road – Ap Lei Chau Drive / Ap Lei Chau Bridge Road, which aligns in approximately East – West direction located at the northern portion of the island. These wind corridors would allow better wind penetration at the northern and western part of the Study Area under the annual NE, E winds and the summer SW wind.



*Air paths within Region 1*

- 4.14 The section of Lee Nam Road near The Oasis and Ap Lei Chau Estate in the NE-SW alignment serves as a potential air path in Region 1 under the NE / ENE winds. Meanwhile, the gap between buildings of South Horizons Phase II is considered air path which facilitates NE and NNE annual winds. The air paths under the E / ESE winds are Ap Lei Chau Bridge Road between The Oasis and Ap Lei Chau Estate as well as South Horizon Drive. These air paths are essential to the wind environments within Region 1.
- 4.15 Under the ESE summer wind, the air paths within Region 1 are the same as those mentioned in Paragraph 4.14, while under S / SSW and SW summer winds, the air paths within Region 1 are the gaps between building clusters in South Horizons Phases II, and Lee Nam Road respectively.

*Air paths within Region 2*

- 4.16 Under the annual ENE wind, the air path within Region 2 is Main Street Ap Lei Chau, while Ap Lei Chau Bridge Road (near Yu On Court, Sham Wan Towers and Ap Lei Chau Park) serves as an air path under both ENE and E winds.

*Air paths within Region 3*

- 4.17 The air paths identified within Region 3 under the E wind are the section of Lei Tung Estate Road between Lei Tung Estate and the two schools (Aberdeen Baptist Lui Ming Choi College and St. Peter's Catholic Primary School), as well as Ap Lei Chau Drive between HK True Light College and Sham Wan Tower. Under N wind, the section of Lei Tung Estate Road to the immediate east of Lei Tung Estate and Yu On Court serves as an air path.

*Air paths within Region 4*

- 4.18 The SSE-NNW and SE-NW aligned Ap Lei Chau Praya Road would serve as a major air path within Region 4 under SSE and SE summer winds.

*Air paths within / near Region 5*

- 4.19 Under the annual NE / ENE winds, the valley of Yuk Kwai Shan would serve as air path near Region 5, as mentioned in Paragraph 3.5, and facilitates air flows there. It is also noticed that the valley of Yuk Kwai Shan serves as an air path in the vicinity of Region 5 under the WSW and SW summer winds. However, the valley is located at the downwind side of or is parallel to Region 5 under summer winds, it is not expected that the valley would enhance the wind environment within Region 5 during summer.

**Impact of Existing Developments on the Wind Environment within Project Area**

**Under the Annual Prevailing Winds**

It is understood that a building of height H is generally possible to induce a wind wake of approximately H from the building. Inside the wake region, there exists weaker and more turbulent wind which is collectively referred to as a "wind shadow region" behind the building.

*Impact of developments within Regions 1, 2 and 4*

- 4.20 It is noticed that the developments within Regions 1, 2, and 4 are more than 250m away from the Project Area boundary and have building height of less than 160mPD, while the hilly terrain of Yuk Kwai Shan lies in between these existing developments and the Project Area. It is expected that the developments in Regions 1, 2, and 4 would not cause significant influence in wind environment within the Project Area under any annual prevailing winds.

*Impact of developments within Region 3*

- 4.21 Under the NE and ENE wind directions, the residential clusters of Lei Tung Estate within Region 3 are located at the upwind side of Project Area. The nearest existing developments to the Project Area are the residential developments of Lei Tung Estates which are approximately 160mPD in height. It is noticed that these bulky buildings of Lei Tung Estate



may partially block the NE prevailing winds towards the valley of Yuk Kwai Shan and weaken the valley wind. However, the ENE wind and NNE wind can still flow around the Lee Tung Estate and enter the valley. It is also observed that there are other high-rise developments located to the north/north eastern directions of Lei Tung Estate (i.e. Yue On Court, Larvotto, Sham Wan Tower, Marina Estate, etc.). Given the fact that these developments are further away from the valley, the weakening effect from these developments on the airflows towards Lei Tung Estate and the valley is considered insignificant.

- 4.22 Under the E annual wind, the downwind location of Region 3 developments is the hill of Yuk Kwai Shan, while under the annual prevailing ESE and N wind directions, the downwind area of Region 3 is the existing developments of Region 2 and Region 5 respectively. The Project Area is not likely to be affected by development in Region 3 under these annual prevailing wind directions.

Impact of developments within Region 5

- 4.23 Under the annual N and NE direction, the downwind side of Region 5 is the open sea. The Project Area is located to the west of Region 5. It is not expected that the wind environment within the Project Area will be affected by the developments in Region 5 under these annual prevailing winds.

- 4.24 Under the annual prevailing winds from ENE, E and ESE directions, it is observed that wind will be sheltered and weakened by Yuk Kwai Shan before reaching the Project Area. Also, the Project Area is located at the downwind side of Region 5 under these annual prevailing winds. Provided that the tallest building heights in Region 5 is around 120mPD which may induce wind influence zone of around 120m to the downwind side, the wind influence region induced by Region 5 buildings is expected to cover the eastern portion of the Project Area and reduce the air ventilation performance in the region.

Under the Summer Prevailing Winds

Impact of developments within Region 1, 2, and 4

- 4.25 Similar to the discussion in Paragraph 4.22 above, the existing developments would not inflict significant air ventilation impact upon the Project Area, owing to the far distances and the hilly terrain in-between the Regions and Project Area.

Impact of developments within Region 3

- 4.26 Under the E, ESE, SE and SSE summer prevailing winds, the Region 3 developments will not cause negative impacts on the wind environment at the Project Area, as Region 3 is located at downwind side of or is parallel to the Project Area under these wind directions. While under the S / SSW winds and SW / WSW winds, the downwind side of Region 3 is Region 2 and Region 4 areas respectively. Thus, the wind environment in Project Area will not be affected by these developments.

Impact of developments within Region 5

- 4.27 Under the E, ESE summer winds, similar to the discussion in Paragraph 4.26, the wind environment within Project Area will be affected by the existing developments in Region 5. Meanwhile, under the SE, SSE, S, SSW, SW and WSW winds, the Project Area is located to the west of Region 5 developments, and no impacts on the wind environment at Project Area is expected.

## **5 EXPERT EVALUATION ON THE PROJECT AREA**

- 5.1 Following the investigation of the potential impact of the existing developments on the Project Area in terms of air ventilation performance in Section 4, this section presents the influence of the proposed developments within the Project Area on the existing developments.

### **Planning Parameters of the Project Area**

- 5.2 The Project Area is situated at the seafront southwest to the Yuk Kwai Shan. The Ap Lei Chau Industrial Estate which comprised of multiple medium to high-rise industrial developments with building heights ranging from approximately 27mPD to 118mPD is situated at the immediate east of the Project Area.

- 5.3 The Project Area is proposed to be developed into high-rise residential buildings with a height restriction of around 110mPD and a plot ratio of 6.

### **The prevailing winds in the vicinity of Project Area**

- 5.4 As mentioned in Section 2, the annual prevailing wind comes from N, NE, ENE, E and ESE winds while the summer prevailing winds comes from the E, ESE, SE, SSE, S, SSW and WSW directions.

### **Impact of existing developments on the wind environment in Project Area**

- 5.5 The major existing developments within the Study Area have been discussed in Section 4. The industrial buildings of Ap Lei Chau Industrial Estate to the immediate east of the Project Area which may weaken the incoming E, ENE and ESE wind, and Lei Tung Estate in Region 3 that may partially block the NE prevailing winds from entering the valley. All other major existing developments situated within Regions 1, 2 and 4 including South Horizons Phase III and Oasis, etc., are not likely to affect the wind environment at the Project Area.

### **Under the Annual Prevailing Winds**

- 5.6 Under the annual prevailing winds (i.e. N, NE, ENE, E and ESE), the proposed buildings within the Project Area are expected to induce wind wakes that are likely to reach 110m to the corresponding downwind area.
- 5.7 Under all the identified annual prevailing wind directions (i.e. N, NE, ENE, E and ESE), the downwind region of the Project Area is the open sea. There will be no air ventilation issue.
- 5.8 All of the existing developments within Region 1 to Region 4 are located far away (over 240m) from the boundary of Project Area. Considering such far distances and that the Project Area is located at the foot of Yuk Kwai Shan, as well as that these developments are on the upwind of the Project Area under all annual prevailing winds, it is not expected that the wind influence region induced by the proposed developments will give rise to negative air ventilation impacts to these existing developments under all annual prevailing winds.
- 5.9 The industrial buildings within Ap Lei Chau Industrial Estate in Region 5 are the only high-rise industrial developments situated in the immediate vicinity of the Project Area. Since these industrial buildings are all located on the upwind or on the side of the Project Area under the annual prevailing winds, the wind environment within the Ap Lei Chau Industrial Estate Area will not be affected by the proposed developments.

### **Under the Summer Prevailing Winds**

- 5.10 Under the E and ESE summer prevailing winds, the air ventilation impacts induced by the proposed developments within Project Area are similar to E and ESE annual winds and can be referred to the above discussions in Paragraph 5.6 and 5.7.
- 5.11 Under the SE, SSE and S summer prevailing wind, the proposed developments in the Project Area would shelter the incoming winds towards Lee Nam Road to the immediate north of the Project Area. On the other hand, owing to the local terrain feature (Yuk Kwai Shan) and the relatively far distance between the Project Area and the nearby existing development (i.e. South Horizon Phase III), the proposed developments within the Project Area will not cause significant air ventilation impacts to existing developments further inland.



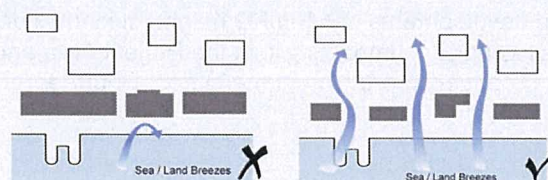
- 5.12 Under the SSW, SW and WSW summer wind directions, wind environment at Lee Nam Road (aligning in ESE-WNW direction near Region 5) is likely to be affected after the construction of the proposed developments at Project Area, yet the portion of Lee Nam Road aligning in SW-NE direction allows penetration of the sea wind to the inland areas. The wind wakes induced from the proposed developments are not likely to reach Lei Tung Estate, which is around 260m from the boundary of Project Area. However, the proposed developments within the Project Area may create wind shelter against the valley of Yuk Kwai Shan, thus partially reducing wind penetration to the inland areas through this air path (the valley) under SSW, SW and WSW summer winds.
- 5.13 Under the WSW wind, the eastern-most section of the proposed developments in the Project Area would possibly be located at the immediate upwind side of Ap Lei Chau Industrial Estate (the west portion of Horizon Plaza) and may cause slight influence to the wind environment in this small portion of industrial area. However, due to the small frontage length of the Project Area facing the industrial area, the blockages induced by the proposed buildings under this specific wind are not expected to be significant and the incoming winds are still able to reach Ap Lei Chau Industrial Area via the open sea and Lee Nam Road. Hence, the impacts on wind environment by the proposed developments within the Project Area at Ap Lei Chau Industrial Estate are expected to be minimal.

## 6 SUMMARY OF THE OBSERVATIONS AND RECOMMENDATIONS PROPOSED FOR THE PROJECT AREA

- 6.1 Based on the above paragraphs 5.5 to 5.12, it can be concluded that due to the geographical location of the Project Area, the development of the proposed buildings within the Project Area may not cause significant air ventilation impact to most of the areas frequently accessed by pedestrian, under all annual and summer prevailing winds. Nevertheless, to enhance the penetration of SW, S and SE winds through the Project Area at the pedestrian level at portion of Lee Nam Road to the north of the proposed development, the following building design of the proposed residential development at the Project Area are recommended.

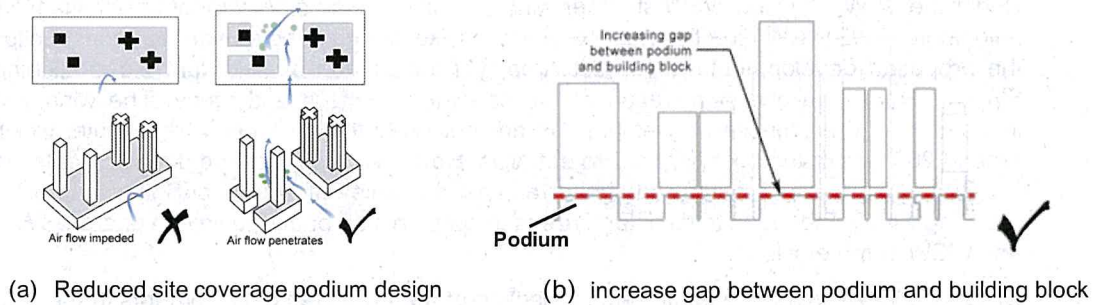
### Major design principles recommended for the future development in Project Area

- 6.2 As there is no development layout at current stage, it is thus recommended that future development should avoid long building frontage along the seafront with adequate separation distances between building blocks in minimizing the wind impact against Lee Nam Road under SE, SSE, S, SSW and SW winds (such design merit features can be referred to building clusters at South Horizons located to the northwest of Project Area). The building separation would also facilitate penetration of the prevailing wind through Project Area, enter the valley and reach the downstream areas. **Figure 6.1** demonstrates the principle of such arrangement. The provision of building permeability could be referenced to the Buildings Department's Sustainable Building Design Guidelines APP-152.
- 6.3 In addition to the measures mentioned in Paragraph 6.2, the design with reduced site coverage and a minimized podium / podium free design, as well as gaps between the podiums and the building towers above are also recommended for the proposed buildings within Project Area. In general, these design features would generally further enhance wind permeability through the Project Area at pedestrian level, alleviating the influence in air ventilation, if any, caused by the high-rise buildings. These design features are illustrated in **Figure 6.2** below.



**Figure 6.1** Guideline on water front building design and arrangement





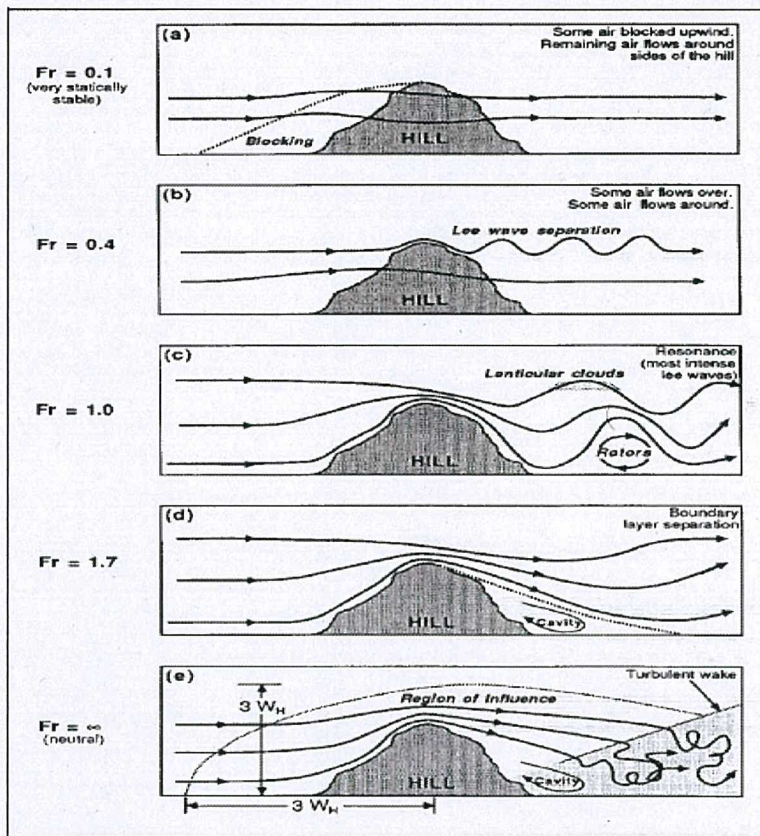
**Figure 6.2 Merit design features of podium**

## 7 SUMMARY AND CONCLUSION

- 7.1 The Project Area of this study is situated on the south-western portion of Ap Lei Chau Island facing the open sea. There are hilly terrains to the north and east of the Project Area with maximum height of 142mPD and 190mPD respectively, namely Yuk Kwai Shan, with a valley between the high grounds.
- 7.2 There are several regions with high-rise high-density residential developments on Ap Lei Chau Island but such urban areas are far away from the Project Area. The only existing developments that may affect the wind environment of the Project Area are those within the Ap Lei Chau Industrial Estate, located to the immediate east of the Project Area, as well as Lei Tung Estate, which would create partial blockage against the air path of the valley.
- 7.3 Based on the wind data from the HKO, the MM5 Model and the wind tunnel experiment, the annual prevailing winds of Ap Lei Chau are from the N, NE, ENE, E and ESE, whereas the summer prevailing winds are winds from E, ESE, SE, SSE, S, WSW, SW and SSW directions.
- 7.4 Under the annual and summer prevailing wind directions, the valley between the high grounds of Yuk Kwai Shan acts as an effective air path to maintain the wind environment within the nearby area.
- 7.5 The location of the Project Area is far from most existing developments and is sheltered by one of the high grounds of Yuk Kwai Shan. In addition, it fronts the open sea and benefits from the sea wind. Therefore, despite the high-rise nature of the proposed buildings in the Project Area at 110mPD, these proposed buildings are not likely to give rise to air ventilation issues to the most of existing developments located in the far inland under most of the annual and summer winds.
- 7.6 With regard to the possible blockage of wind against the valley of Yuk Kwai Shan and the possible influences against Ap Lei Chau Industrial Area and Lee Nam Road, improvement measures, including proper arrangement of buildings to avoid blockage of winds against the valley, reduced site coverage and minimization of podium / podium free design, are recommendation.
- 7.7 By taking into account the geographical location of the Project Area, topographical features and existing building morphologies within Ap Lei Chau Island, together with the analysis in this report, the proposed developments of 110mPD height residential developments are unlikely to impose significant air ventilation impacts within the Project Area and its surroundings after the incorporation of the proposed improvement measures. Further Air Ventilation Assessment is not recommended.



## 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.

## Froude number (Fr)

$$F_r^2 = \frac{\text{Inertial forces}}{\text{Buoyant forces}} \quad F_r^2 = \frac{\bar{u}_0^2 / W_h}{g \Delta \theta / \theta_0}$$

The inertial forces (order  $\bar{u}_0^2 / W_h$ ) 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.I., 1980, "An asymptotic theory of incompressible turbulent boundary-layer flow over a small hump", J. Fluid Mech. 101: 647-670.]



**Agenda Item 2: Proposed Rezoning of a Piece of Government Land at Lee Nam Road, Ap Lei Chau for Residential Development**  
**(Item raised by Planning Department)**  
**(Include motion raised by Ms CHAN Judy Kapui – “Objection to the Government’s Proposed Rezoning of a Piece of Government Land at Lee Nam Road, Ap Lei Chau for Residential Development”)**  
**(DDEC Paper No. 19/2015)**

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5. The Chairman welcomed Ms KIANG Kam-yin, District Planning Officer/HK of the Planning Department (PlanD), and Mr TUNG Chun-yin, Engineer/Southern & Peak 2 of the Transport Department (TD), to the meeting.

6. Miss YIU Yuk, with the aid of PowerPoint presentation (Reference Information 1), briefed Members on the proposed rezoning proposal. Details were summarised as follows:

- (a) at the SDC meeting on 15 May 2014, representatives of the Development Bureau (DEVB) and relevant departments had conducted a briefing on the provision of 14 potential sites for housing development in the Southern District for the next five years, which included the subject site proposed for rezoning (the subject site);
- (b) in the light that housing was the prime concern of livelihood for the public, the 2015 Policy Address had proposed to actively identify adequate land to meet the housing supply target for the next decade. To meet this challenge, it would involve making choices and accepting certain trade-offs. In order to increase land supply, the Government had carried out a series of land use reviews, including the examination of government sites that were currently vacant or held under short-term tenancy, as well as land zoned “Government, Institution or Community” (“G/IC”) and “Green Belt” on Outline Zoning Plan, with a view to identifying land with the potential to be rezoned for residential use;
- (c) in the process, PlanD had consulted concerned policy bureaux and departments on the proposals and conduct planning and technical assessments. Besides, to increase housing supply, the development density would be suitably increased so long as this was permissible in terms of planning and infrastructure capacity;

- (d) the subject site was located at Lee Nam Road, Ap Lei Chau, which was mainly occupied by the existing Hong Kong School of Motoring (HKSM). PlanD proposed to rezone the site from "Other Specified Uses" ("OU") annotated "Cargo Handling Area", "Industrial" and "G/IC" to "Residential (Group A)";
- (e) the site area was about 1.23 hectares and a building height restriction of not exceeding 110mPD would be imposed. The estimated domestic gross floor area (GFA) would be about 73 800 m<sup>2</sup>, providing about 1 500 residential units;
- (f) the proposed rezoning proposal was located adjacent to Ap Lei Chau Industrial Estate facing the waterfront. According to the photomontage taken from the Ap Lei Chau Service Reservoir Playground to the south of Lei Tung Estate, the visual impact of the proposed development was considered acceptable;
- (g) on other technical assessments, TD had already conducted a traffic review stating that the proposed development would not cause significant traffic impact on the nearby road network;
- (h) as the subject site was located near the Liquefied Petroleum Gas and Oil Product Transit Depot, it fell within the consultation zone of the Potentially Hazardous Installation. Hence, technical advice had been sought from the Electrical and Mechanical Services Department (EMSD). EMSD had already assessed the gas risks with respect to the rezoning proposal, and stated that no insurmountable problem was envisaged for the proposed rezoning; and
- (i) PlanD had also consulted other relevant government departments on the rezoning proposal. According to their replies, the proposed development would not cause significant traffic, infrastructure, environmental, air ventilation and visual impacts. Besides, the Southern District had sufficient provision of GIC facilities and open space to cope with the population increase associated with the proposed development.

Lastly, she said that all the views collected at this meeting would be forwarded to the Metro Planning Committee of the Town Planning Board (TPB) for consideration. Subject to the Committee's agreement for the related rezoning proposal, the amended Outline Zoning Plan (OZP) would be exhibited by TPB for public inspection for two months under section 5 of the Town Planning Ordinance.



7. The Chairman asked Mr TUNG Chun-yin if he wished to make any addition to the traffic review.

8. Mr TUNG Chun-yin said that the TD had assessed the traffic impact on all major road junctions in Ap Lei Chau caused by the proposed residential development. As it would be relatively difficult for lay persons to understand the detailed assessment data and results and owing to limitation of space, such data and results were not included in the discussion paper. If necessary, he could present the results at the meeting or provide them to Members after the meeting, and walk Members through the paper accordingly.

9. Mr CHU Ching-hong, JP, Mr AU Nok-hin, Mr Paul ZIMMERMAN and Mr LO Kin-hei urged the TD representative to explain the data right away. The Chairman agreed and announced a 5-minute break so that photocopies of a sheet summarising the results (Annex 1) could be produced.

10. Mr TUNG Chun-yin briefed Members on the data collected by the TD with respect to the rezoning proposal. He pointed out that traffic to be generated by the proposed development was estimated based on the scale of the development - 1 500 residential flats with an average net floor area of 50 m<sup>2</sup>, and traffic impact during the morning and evening peak hours on the following road junctions was assessed:

- (a) Ap Lei Chau Bridge Road and Ap Lei Chau Drive;
- (b) Ap Lei Chau Bridge Road and Lee Chi Road;
- (c) Ap Lei Chau Bridge Road and Lee Nam Road;
- (d) Ap Lei Chau Bridge Road near Ap Lei Chau Estate;
- (e) Lee Nam Road and Yi Nam Road;
- (f) Ap Lei Chau Bridge Road and Yi Nam Road;
- (g) Yi Nam Road and South Horizons Drive; and
- (h) Lee Nam Road and Lee Hing Street.

11. Mr TUNG Chun-yin continued that the TD conducted traffic surveys at the above road junctions in 2014, and assessed traffic impact caused by the proposed residential development in 2020, that is, the expected completion year of the development. Although it was revealed that the residential development would bring about increase in traffic flows in the assessed area, these mentioned road junctions

would still operate with spare capacity in 2020. He added that the above traffic review had not taken into account the positive factors of commissioning of the South Island Line (East) (SIL(E)) and removal of the existing driving school. Therefore, he anticipated that the actual traffic conditions in 2020 would be better than expected.

12. The Chairman asked Mr TUNG Chun-yin whether the 1 500 flats to be constructed on the subject site would be private or public housing, and enquired about the number of parking spaces to be provided. Mr TUNG Chun-yin responded that according to the Planning Department, the proposed development would be a private housing development, and the number of parking spaces would be specified in the land lease conditions. For the time being, such information was not yet available. He continued that the vehicular flows were estimated according to the number of residential flats instead of the number of parking spaces. Hence, there was no direct relation between the number of parking spaces and the vehicular flows. Ms KIANG Kam-yin said that the number of parking spaces would be determined in accordance with the Hong Kong Planning Standards and Guidelines and the TD's professional advice, and the Lands Department would incorporate it in the land lease conditions accordingly.

13. Mr AU Nok-hin, Mr AU Lap-sing, MH, Mr Paul ZIMMERMAN, Ms LAM Yuk-chun, MH and Ms CHEUNG Sik-yung raised the following comments and enquiries:

#### **Traffic aspect**

- (a) a Member said that he would not support the rezoning proposal if it would give rise to traffic problems. He pointed out that the traffic problems arising from the rezoning of a site for the construction of the residential project "Marina South" at Ap Lei Chau had disrupted the daily life of the local community. Another Member shared his view and asked whether TD had included "Marina South" in the above traffic review;
- (b) a Member did not agree with TD's comment that the relocation of HKSM was a factor favourable for the traffic conditions. She pointed out that under the current agreement between HKSM and SDC, the School's vehicles would not turn onto Yi Nam Road at all. However, the residential projects completed in the future would no longer be governed by such a restriction. Thus, the traffic burden at various carriageways would be aggravated instead. In view of this, TD was requested to

provide details of the traffic review again for the Committee's consideration;

- (c) a Member was worried that the private property developers would engage in the construction of parking spaces indiscriminately for larger profit margins, thus, the traffic conditions would deteriorate further;
- (d) a Member said that TD's traffic data revealed that the traffic flow at the road intersection of Ap Lei Chau Bridge Road near Ap Lei Chau Estate had exceeded its carrying capacity. In this regard, he asked what measures would be taken by TD to address the related problems;
- (e) a Member enquired about the distance between the subject site and the SIL(E) station, and asked whether MTR Corporation Limited (MTRC) would provide additional exits for the proposed residential project;

#### **Other comments**

- (f) a Member opined that among the 14 sites located for potential housing development in the Southern District for the coming five years as presented by DEVB and the departments concerned to the SDC in May 2014, nine of them were for the development of luxurious flats, hence contradicting to the Long Term Housing Strategy Steering Committee's direction of maintaining the public-private housing ratio at 60:40;
- (g) a Member considered that there was not enough open space and community facilities in the district to cope with the future population growth that might encroach upon the shopping mall facilities at South Horizons eventually;
- (h) a Member questioned why PlanD had failed to rezone the land as public housing for rehousing the residents in Wah Fu Estate during its redevelopment. Another Member supported the designation of the site concerned for the purpose of public housing development;
- (i) a Member asked whether PlanD had conducted a visual impact assessment (VIA) for the areas adjacent to the proposed residential project for assessing the extent to which such areas would be affected; and
- (j) a Member asked whether consideration would be given to constructing a promenade in the neighbourhood of the subject site.



14. Mr CHU Ching-hong, JP raised an enquiry on the rules of order. He wished to know whether TD had assessed the impact of the proposed residential project on the traffic flow of the Aberdeen Tunnel, and whether the proposed international school and hotel development had been included in the traffic review. Meanwhile, he wished to know whether the traffic review was conducted by TD or commissioned to a consultant. Mr TUNG Chun-yin responded that the traffic review was conducted by the TD. Projection of the growth trend was made by taking reference to the increase in traffic flows in the district in the past few years, and the area of assessment included all major road junctions in Ap Lei Chau. Ms KIANG Kam-yin agreed with TD's assessment methodology which was on conservative side.

15. Mr CHU Lap-wai, Mr TSUI Yuen-wa, Dr MUI Heung-fu, Mr LO Kin-hei, Dr LIU Hong-fai, JP, Mrs CHAN LEE Pui-ying, Mr CHAI Man-hon, Ir Dr CHAN Yuk-kit and Mr CHU Ching-hong, JP continued to raise the following comments and enquiries:

#### **Traffic aspect**

- (a) a Member said that given the acute traffic congestions at Ap Lei Chau, the Government should make proper planning before taking forward the proposal. Another Member shared his view, and considered that the Government had the responsibility to address the problems arising from an increase in housing supply;
- (b) a Member believed that upon commissioning of the SIL(E), it was likely the traffic conditions at Aberdeen Tunnel might be smoother owing to the decrease in the number of public transport modes. Under such circumstance, some residents might prefer to ride on private vehicles. If the decrease in the number of public transport modes was more or less the same as the increase in private vehicles, the congestion at the tunnel would not necessarily be improved as a result of the commissioning of SIL(E);
- (c) a Member criticised the Government for its malpractice in identification of land sites. He took this rezoning proposal as an example, the Chairman of DDEC had expressed grave concern over the traffic impact of the rezoning of the subject site on Lee Nam Road at the SDC meeting on 15 May 2014. Nevertheless, the department concerned had not yet

turned around to face the issue properly. Another Member said that he did not mean to raise objection indiscreetly to housing development, but was discontented that the Government had failed to provide sufficient information. In this connection, he found it difficult to support the related rezoning proposal;

- (d) a Member considered that the TD's data was not convincing, and held that PlanD could project the estimated number of parking spaces with respect to the residential project in accordance with the Urban Design Guidelines for Hong Kong, and advise Members accordingly. Also, he requested PlanD to conduct the study all over again. Some Members agreed and opined that TD should incorporate the proposed international school and hotel development in the traffic review;
- (e) further to a Member's concern on the indiscriminate construction of parking spaces by private property developers for larger profit margin, a Member said that as far as he understood, PlanD could specify the required number of parking spaces in the land lease by various assessment criteria, taking into account such environmental factors as whether the residential project was in the neighbourhood of an MTR station. He continued that under the latest Sustainable Building Design Guidelines, a car park must be provided on the basement level in order to be qualified for GFA concession, otherwise, the area of parking spaces had to be calculated in the GFA. As the construction cost incurred in building a basement was higher than that of a car park above the ground level, from the perspective of economic viability, there should be no incentive for the developers to construct parking spaces indiscriminately in the residential project;
- (f) a Member asked TD whether the data collected from the traffic review during the daytime and night time were the hourly average;

#### **Other comments**

- (g) a Member opined that the proposed residential project should include shopping mall facilities for meeting the daily needs of the residing households. Otherwise, the residents might drive to South Horizons for shopping, and thus causing traffic congestion to the vicinity. However, another Member said that as he understood, the proposed residential

project had already included commercial elements for the residents' convenience;

- (h) a Member was worried that the height of the proposed residential project would exceed 110mPDs eventually, thus obstructing the ridgeline in future, which was in breach of the Sustainable Building Design Guidelines;
- (i) regarding the Member's concern on the developer that buildings with wall effect would be constructed at the location concerned, a Member opined that as the subject site was backed by a mountain, whether buildings would be constructed or not, there should be no significant difference in the wall effect;
- (j) a Member considered that there was not sufficient information from the department concerned, so the related project should be vetoed;
- (k) a Member proposed to reduce the number of residential flats in order to alleviate the adverse impact in various aspects;
- (l) a Member said that the rezoning proposal might help fulfilling young people's aspirations for home ownership. However, another Member held a different view, and opined that the residential flats might possibly be acquired by buyers with a higher purchasing power, it was unlikely to benefit the young people;
- (m) a Member asked PlanD and DEVB whether they had plans to convert the "OU" site adjacent to the subject site for residential use;
- (n) a Member said that given the scarcity of land resources in Hong Kong, converting the site for public housing development could alleviate the shortage of housing supply for the grass-roots. He did not agree the site be used for private housing development. Another Member continued that according to the information provided by the Government on 15 May 2014, the redevelopment plan of Wah Fu Estate should be implemented before this proposed project. In this connection, he asked why PlanD had conducted the rezoning for this piece of land first, and whether this suggested that private housing development would be accorded a higher priority; and
- (o) a Member said that as early as in the 11<sup>th</sup> meeting on 18 July 2013, SDC had put forward a proposal on the redevelopment of the Hong Kong Police College (HKPC) site at Wong Chuk Hang for the first time. Also,



at the 16<sup>th</sup> SDC meeting on 15 May 2014, the Under Secretary for Development had promised that they would work with the Security Bureau (SB) to explore the feasibility of integrating the police training school facilities. Subsequently, at its 21<sup>st</sup> meeting on 19 March 2015, SDC endorsed the motion concerning the request for the rezoning of the HKPC site at Wong Chuk Hang for residential purpose. Another Member said that the relocation of HKPC could release land for the construction of approximately 20 000 residential flats, which had vastly outnumbered the 1 500 residential flats that could be constructed under this proposed rezoning. In view of this, he asked PlanD and the relevant departments about their follow-up action on the said issue.

16. Ms Kiang Kam-yin gave a consolidated response as follows:

- (a) the shortest walking distance from the subject site to the nearest South Horizons MTR Station was about 600 m;
- (b) PlanD had conducted visual assessment for the likely impact of the proposed rezoning on the surrounding public viewing points. According to the PowerPoint presentation, the proposed development would not have unacceptable visual impact on the public viewing points;
- (c) regarding the Members' enquiry on whether the Government had any plans to convert the "OU" site adjacent to the subject site for residential purpose, she responded that DEVB, PlanD and other relevant government departments had already briefed SDC in 2014 on the rezoning of 14 sites in the Southern District for housing development in the next five years, including the subject site. Members could make reference to the related information;
- (d) regarding the HKPC, she reiterated that SB and the Hong Kong Police Force (HKPF) had no plan for relocation so far. Even if the department concerned would plan for relocation in future, it could not cater for the current housing demand;
- (e) preliminary work for the redevelopment project of Wah Fu Estate was being undertaken by the Housing Department, and a number of potential sites near Wah Fu Estate had been identified for the purpose of rehousing the residents. Upon completion of the related preliminary work, consultation would be made with SDC; and

- (f) in the process of identifying the 150 potential sites for residential use, the Government had consulted relevant departments and confirmed no insurmountable technical problem before the sites were being selected.

17. Mr TUNG Chun-yin gave a consolidated response as follows:

- (a) generally the land lease conditions would imposed restrictions on the number of parking spaces to be provided in a development which the developers had to strictly follow. He reiterated that the vehicular flows generated by the development were estimated according to the number of residential flats instead of the number of parking spaces. Thus, there was no direct relation between the number of parking spaces and the estimated vehicular flows;
- (b) the TD had adopted a relatively conservative approach in conducting the traffic review, under which traffic surveys were carried out in the area of assessment, and the future traffic flows were estimated by applying a yearly growth factor to the existing flows. Compared to setting up a traffic model and adding estimated traffic flows incurred by known planned developments to the model, the methodology adopted by the TD would generally result in higher estimated future traffic flows. He stressed that even though the proposed residential development would bring about increase in traffic flows, all major road junctions would still have spare capacity in future; and
- (c) regarding the Member's concern on the traffic conditions at the road intersection on Ap Lei Chau Bridge Road near Ap Lei Chau Estate, he said that all along, TD had carried out various road improvement works to alleviate the traffic conditions at the location concerned.

18. Mr FUNG Se-goun, Mr TSUI Yuen-wa, Mr LO Kin-hei, Mr Paul ZIMMERMAN, Mr AU Nok-hin and Dr YANG Mo, PhD continued to raise the following comments and enquiries;

**Traffic aspect**

- (a) a Member asked whether the TD's data reflected the average PCUs or highest PCUs during the peak hours; and enquired about the reason why

the data concerning the intersection on Ap Lei Chau Bridge Road near Lei Chau Estate had deviated from those of the other intersections;

- (b) a Member asked under what circumstances the building design would feature “zero parking space”;
- (c) a Member opined that as the subject site was a distance from the MTR station, the residents might not consider taking MTR;

#### **Other comments**

- (d) a Member urged PlanD to reply on whether they had plans to rezone the two “OU” sites adjacent to the subject site for residential purpose at the same time. If so, this would give rise to a more material impact on the traffic conditions;
- (e) a Member commented that PlanD had failed to give a direct response to the enquiry on the relocation plan of HKPC at Wong Chuk Hang. He asked PlanD whether the relocation could not be effected without the consent of SB and HKPF and until they had decided to do so. In case SB/HKPF did not agree, did it mean DEVB would not search for relocation site. Also, he asked PlanD about the suitability of rezoning the existing HKPC site for residential purpose;
- (f) a Member said that PlanD had not yet responded as to whether a VIA would be conducted for the residential area near the subject site;
- (g) a Member asked whether the Government had consulted the Marine Department on the feasibility of rezoning the subject site for other development purposes;
- (h) a Member asked PlanD about the location of the new site for HKSM. He opined that the new school premises might cause nuisance to its neighbourhood. Therefore, the site selection should be deliberated carefully;
- (i) a Member asked how PlanD would deal with the comments collected at this meeting; and
- (j) a Member pledged in-principle support to the rezoning proposal, and considered that the rezoning would be conducive to the overall development of the Southern District. This might help relieve the



housing demand of the grass-roots (such as the construction of public housing), middle class and the younger generation. However, before implementation of the plan, assessment was required to gauge the development density of the housing project, as well as its impact on traffic, environment and nearby community facilities.

19. Ms KIANG Kam-yin gave a consolidated response as follows:

- (a) the Government was searching for a suitable site for HKSM;
- (b) according to the relevant TPB's guidelines, in the interest of the public, it was far more important to protect the public views. The public viewing points should be selected for conducting VIA, particularly those easily accessible and popular to the public or tourists. The views from the existing residential flats were not included;
- (c) on the 14 potential sites briefed SDC in 2014 as suitable for rezoning to residential purpose in the next 5 years, PlanD and relevant departments had considered the rezoning feasible and would focus on processing these sites meanwhile. There was currently no plan to construct a promenade on the subject site;
- (d) regarding the Members' comments and enquiries put forward at the meeting, PlanD would try to answer and provide information wherever possible. PlanD would convey Members' views to TPB for reference in making the decision; and
- (e) she reiterated that HKPF had no relocation plan and PlanD could not decide the relocation itself. As for the suitability of rezoning the existing HKPC site at Wong Chuk Hang for residential purpose, a detailed traffic and other technical and infrastructural assessments should be carried out before making a decision.

20. Mr TUNG Chun-yin gave a consolidated response as follows:

- (a) as regards the existing traffic flows, he explained that the surveys were conducted during the peak hours from 7:00 a.m. to 10:00 a.m. and from 4:00 p.m. to 7:00 p.m.. The highest traffic flows recorded in a 15-minute time slot would become the design flows used in the traffic review;

- (b) the reserved capacity of a road junction would be affected by various factors such as the design of the junction, its signal timing, etc.; and
- (c) “zero parking space” would be only applicable to development sites with unsuitable geographical environment or that the premises concerned were still held under a land lease without specifying the quantity of parking spaces. He reiterated that as there was no direct relation between the number of parking spaces and estimated vehicular flows, the estimated vehicular flows would not necessarily be reduced in spite of “zero parking space”.

21. The Chairman said that he had just received a Member’s motion (as detailed in Appendix I of the Paper). Accordingly, he announced a 10-minute break to facilitate further processing.

22. Ms CHAN Kapui said that Ap Lei Chau had extremely high population density. Out of a population over 90 000 people, nearly 60% were working population who needed to travel to the urban areas via Ap Lei Chau Bridge; on top of that, there were two secondary schools, four primary schools and 12 kindergartens. As the population had reached the fullest capacity and the traffic had been overloading, it was difficult to accommodate the 1 500 residential flats as planned in the rezoning proposal. She gave an example of incident which took place on 9 May 2015. Since a fast lane had to be closed for excavation works carried out at the junction of Ap Lei Chau Bridge Road and Ap Lei Chau Drive, the traffic was thus paralysed for several hours. On the other hand, she hoped that the Government could also be concerned about projects pending implementation in the district, including a proposed international school at the school premises of the ex-Apleichau St Peter’s Catholic Primary School, and proposed construction of a hotel at Hong Kong Electric Co. Ltd. Operational Headquarters, South Horizons. Furthermore, the revitalisation potential of the industrial-office zone in South Horizons, such as the existing site of Dah Chong Hong at 111 Lee Nam Road should not be ignored either.

23. The Chairman said that the rezoning proposal was an issue of great importance. PlanD and TD should definitely provide sufficient information to this Committee for reference and discussion. However, the detailed information was not yet available. He expressed deep regret and discontent as it was extremely irresponsible to require DDEC to discuss the issue without adequate information. It also showed no respect for the SDC. In view of the lack of information, the Chairman suggested that the discussion be terminated and requested that the

Government should provide further information for DDEC's consideration as soon as possible. The Chairman reiterated that TPB should not support the project unless the rezoning proposal had been endorsed by the DDEC. All Members agreed. The Chairman announced termination of discussion on the agenda item.

24. Mr Paul ZIMMERMAN proposed that DDEC should write a letter to the Secretary for Development after the meeting, requesting his follow-up action, explaining that the Committee requested Planning Department not to proceed to the TPB until the SDC has been able to fully study the proposal, including information required by Members. The Chairman consented.

(Post-meeting note: The Secretariat issued a letter to the Secretary for Development on 15 June 2015, incorporating Members' request for further information from the Government. The Secretariat has forwarded DEVB's reply to members for information on 17 July 2015.)

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27 November 2015

Mr LAM Kai-fai, MH and Members of  
District Development and Environment Committee  
Southern District Council Secretariat  
1/F, Ocean Court  
3 Aberdeen Praya Road  
Aberdeen, Hong Kong

Dear Mr LAM and Committee Members,

**Proposed Rezoning of  
a Government Site on Lee Nam Road, Ap Lei Chau  
for Residential Development**

Thank you for the views of the District Development and Environment Committee (DDEC) of Southern District Council (SDC) on the proposed rezoning of the government site (the Site) on Lee Nam Road, Ap Lei Chau for residential development. We provided the information requested by DDEC in our letters to you dated 15 July 2015 and 16 September 2015 and would like to further respond as follows.

In order to increase land supply, the Government has carried out land use reviews, including examination of government sites which are vacant, held under short-term tenancies and for other short-term or government uses; "Government, Institution or Community" sites; and two stages of "Green Belt" reviews with a view to identifying potential housing land. In this regard, the site mainly occupied by the Hong Kong School of Motoring under a short term tenancy was identified as one of the potential housing sites. Various government departments have reviewed and confirmed the technical feasibility of the proposed housing site and the related development parameters in terms of traffic, environmental, sewerage, drainage, water supply, visual and air ventilation aspects.



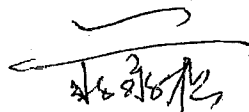
In particular, Transport Department carried out a traffic review on the proposed residential development in early 2015. As shown in the data submitted to DDEC on 18 May 2015, the proposed development would not have unacceptable traffic impact on nearby road networks. The existing road networks are capable of meeting the traffic demand in the foreseeable future. On the other hand, the South Island Line (East) under construction will extend railway services to Ap Lei Chau. This will have positive effects on the traffic in the area.

For the proposed international school at Ap Lei Chau Estate, the school operator is required to conduct traffic impact assessment (TIA) and to require all students to use school buses or public transport to commute to the school. The school buses are also required to wait as well as pick up and drop off students at designated locations. The TIA is underway and, when the results are available, the school operator will report the results and proposed traffic arrangements to the Community Affairs and Tourism Development Committee of SDC.

Housing is one of the community's major livelihood concerns. To achieve the housing supply target of 480,000 residential units in the coming 10 years under the Government's Long Term Housing Strategy, we hope that SDC members would support the rezoning proposal so as to increase housing supply for the benefit of the community as a whole.

To achieve the target of private housing land supply, Planning Department will soon submit the Outline Zoning Plan (OZP) amendments to the Town Planning Board (TPB) for consideration and reflect to the TPB the views of SDC. Should the TPB agree to the relevant amendments, the OZP will be exhibited for public consultation for two months under the Town Planning Ordinance. All persons may submit, during this period of exhibition and consultation, written representations to the TPB regarding the relevant amendments. All written representations and comments received during the statutory exhibition period will be submitted to the TPB for consideration. Persons who have made representations or comments will be invited to attend the TPB's hearing.

Yours sincerely,



( W W CHONG )

for Secretary for Development

c.c.

Transport and Housing Bureau	(Attn: Ms Freda CHAN)	(Fax: 3904 1774)
Education Bureau	(Attn: Ms Chan Wing Chi)	(Fax: 2119 9107)
Hong Kong District Planning Office	(Attn: Ms Ginger KIANG)	(Fax: 2895 3957)
Southern District Office	(Attn: Mr CHOW Chor-tim)	(Fax: 2873 5261)
Transport Department	(Attn: Mr CHAN Chung Yuen)	(Fax: 2824 0399)

政府總部  
發展局  
規劃地政科



Planning and Lands Branch  
Development Bureau  
Government Secretariat

香港添馬添美道2號  
政府總部西翼

West Wing, Central Government Offices,  
2 Tim Mei Avenue,  
Tamar, Hong Kong

本局檔號 Our Ref. DEVB(PL-CR)2-10/182  
來函檔號 Your Ref. HADS DC/13/30/2/7/012

電話 Tel.: 3509 8804  
傳真 Fax: 2845 3489

香港香港仔海傍道三號逸港居一樓  
南區區議會秘書處  
林啟暉先生, MH及  
地區發展及環境事務委員會委員

林先生及各委員：

**擬改劃一幅位於鴨脷洲利南道  
的政府土地作住宅發展**

多謝南區區議會轄下地區發展及環境事務委員會(委員會)就擬議改劃利南道用地(該用地)作住宅發展提出意見。我們於2015年7月15日及2015年9月16日致函委員會,提供委員會要求的資料。我們現進一步回覆如下。

為增加房屋土地供應,當局檢討土地用途,包括檢視現時空置、作短期租約或其他短期或政府用途的政府土地、「政府、機構或社區」用地,以及分兩個階段檢討「綠化地帶」,以物色具房屋發展潛力的用地。經檢討後,當局認為現時主要以短期租約形式租予香港駕駛學院的政府用地,具潛力作住宅發展用途。有關部門已檢視交通、環境、排污、排水、供水、視覺及空氣流通等方面,從而確定該用地作住宅發展的技術可行性及發展參數。

具體而言,運輸署在2015年年初就擬議住宅發展進行交通評估。正如在本年5月18日向委員會提交的交通評估數據顯示,擬議發展不會對附近道路網絡產生不可接受的交通影響,現時的道路網絡足以應付可見將來的交通需求。此外,興建中的南港島

線（東段）會將鐵路服務伸延至鴨脷洲，對該區的交通有正面影響。

就位於鴨脷洲邨的擬議國際學校發展，有關學校團體須進行交通影響評估，並要求所有學生使用校巴或公共交通工具往返學校。此外，有關校巴只可於指定位置等候和上落學生。有關交通影響評估正在進行中。有關學校團體會在有結果時向南區區議會轄下社區事務及旅遊發展委員會匯報有關結果及建議的交通安排。

住屋是市民最切身、最關注的民生問題之一。要提供土地以達到政府長遠房屋策略中未來十年供應四十八萬個房屋單位的目標，我們希望區議員支持有關改劃建議，從而增加房屋供應，使整體社會受益。

為達至私人房屋土地供應目標，規劃署將就擬議大綱圖修訂提交城市規劃委員會（城規會）考慮，並向城規會反映區議會的意見。若城規會同意有關修訂，該大綱圖將會根據《城市規劃條例》展示及諮詢公眾兩個月。任何人士均可於該展示及諮詢期間就有關修訂向城規會提交書面申述。在法定展示期內收到的所有書面申述及意見，會提交城規會考慮。作出申述的人士及提出意見的人士，將獲邀出席城規會舉行的會議作口頭陳述。

發展局局長

（莊永桓



代行)

2015 年 11 月 27 日

副本送：

運輸及房屋局

教育局

港島規劃處

南區民政事務處

運輸署

（經辦人：陳惠平女士）

（經辦人：陳榮姿女士）

（經辦人：姜錦燕女士）

（經辦人：周楚添先生）

（經辦人：陳仲元先生）

（傳真：3904 1774）

（傳真：2119 9107）

（傳真：2895 3957）

（傳真：2873 5261）

（傳真：2824 0399）



**Provision of Major Community Facilities in Aberdeen & Ap Lei Chau Area**

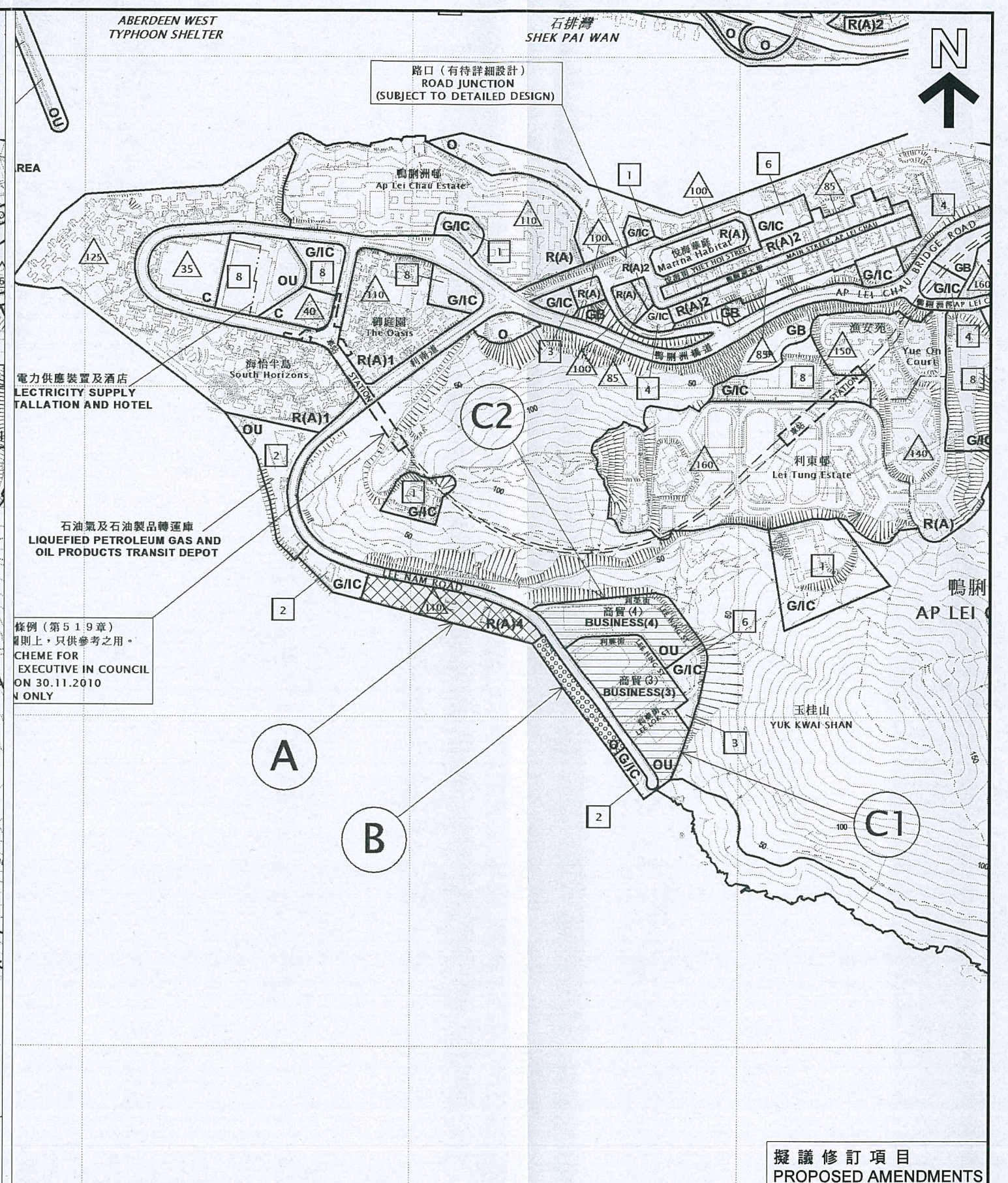
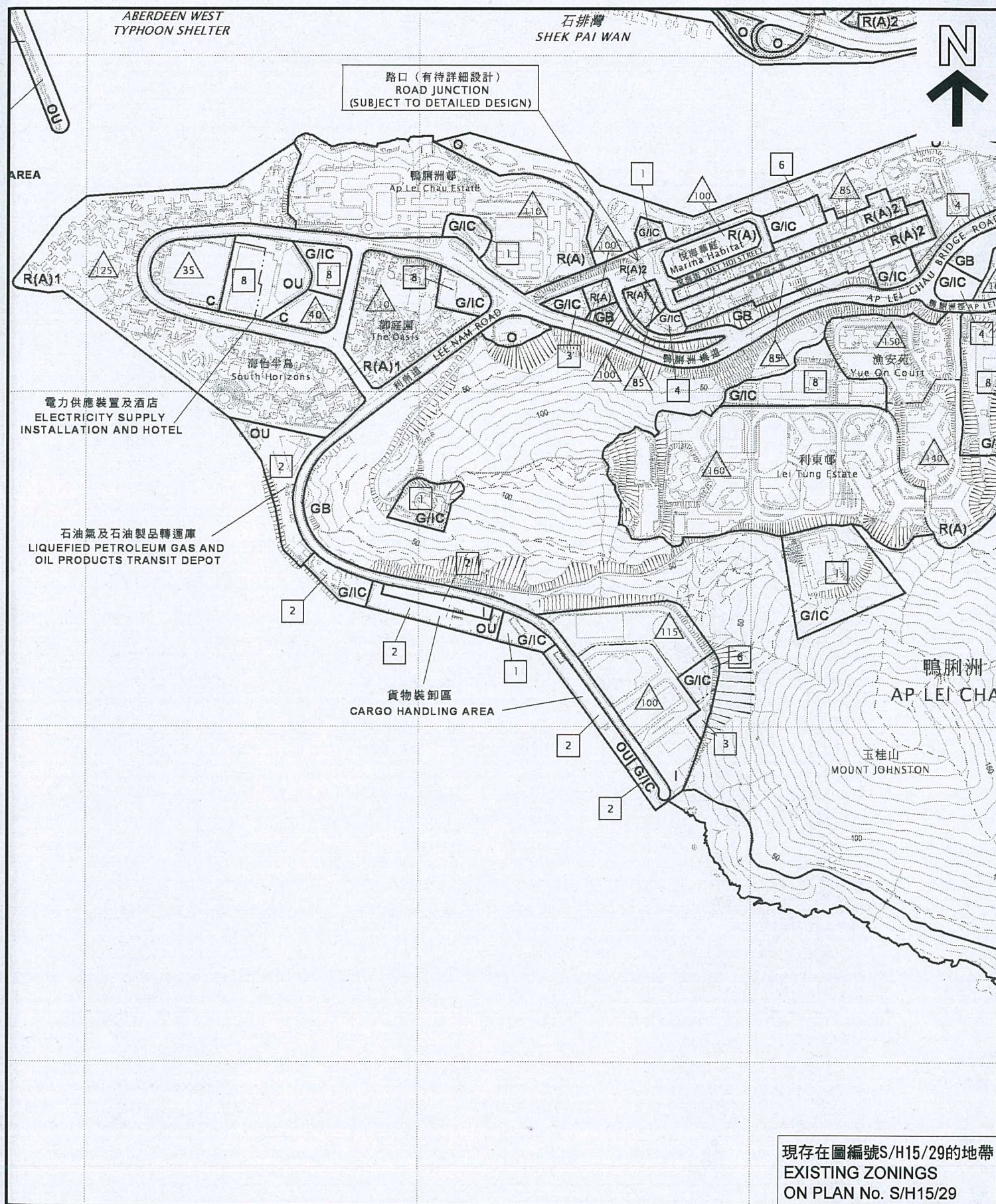
Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision	
District Open Space	10 ha per 100,000 persons	15.92ha	11.79	13.09	-2.83ha
Local Open Space	10 ha per 100,000 persons	15.92ha	21.81	24.28	+8.36ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	161 classrooms	316	316	+155 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	237 classrooms	306	306	+69 classrooms
Kindergarten/ Nursery	26 classrooms for 1,000 children aged 3 to 6	66 classrooms	119	119	+53 classrooms
District Police Station	1 per 200,000 to 500,000 persons	0	1	1	+1
Divisional Police Station	1 per 100,000 to 200,000 persons	1	1	1	0
Clinic/Health Centre	1 per 100,000 persons	2	2	2	0
Post Office	No set standard	NA	3	3	NA
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	0	0	0
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	2	3	3	+1
Integrated Family Services Centre	1 for 100,000 to 150,000 persons	1	2	2	+1
Library	1 district library for every 200,000 persons	1	2	2	+1
Sport Centre	1 per 50,000 to	2	5	5	+3

	65,000 persons				
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons	1	1	1	0
Swimming Pool Complex - standard	1 complex per 287,000 persons	1	1	1	0

Note:

The planned population for the area is 159,160 (usual residents and mobile residents).





分區計劃大綱圖上現有與擬議用途地帶的比較  
COMPARISON OF EXISTING AND PROPOSED ZONINGS ON THE OZP

香港仔及鴨脷洲分區計劃大綱核准圖編號S/H15/29的擬議修訂項目  
PROPOSED AMENDMENTS TO APPROVED ABERDEEN & AP LEI CHAU OZP No. S/H15/29

修訂項目A、B、C1和C2  
AMENDMENT ITEMS A, B, C1 & C2

SCALE 1:7 500 比例尺

米 150 0 150 300 450 600 米  
METRES

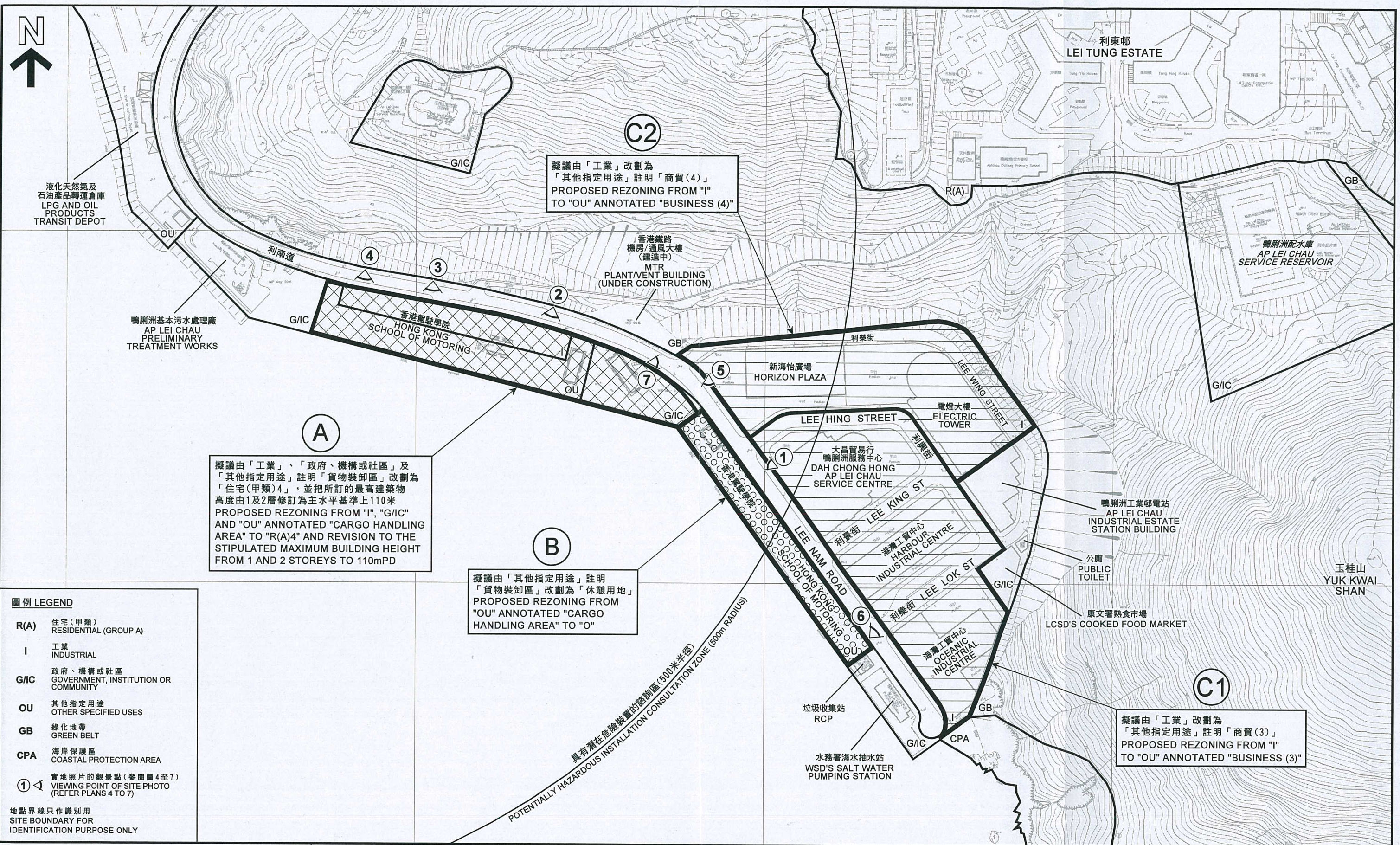
本摘要圖於2015年11月27日擬備，  
所根據的資料為於2014年3月11日  
核准的分區計劃大綱圖編號S/H15/29  
EXTRACT PLAN PREPARED ON 27.11.2015  
BASED ON OUTLINE ZONING PLAN No. S/H15/29  
APPROVED ON 11.3.2014

規劃署  
PLANNING DEPARTMENT

參考編號  
REFERENCE No.  
M/H15/15/6

圖 PLAN  
1





圖例 LEGEND

**R(A)** 住宅(甲類)  
RESIDENTIAL (GROUP A)

**I** 工業  
INDUSTRIAL

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

**OU** 其他指定用途  
OTHER SPECIFIED USES

**GB** 綠化地帶  
GREEN BELT

**CPA** 海岸保護區  
COASTAL PROTECTION AREA

① 實地照片的觀景點(參閱圖4至7)  
VIEWING POINT OF SITE PHOTO  
(REFER PLANS 4 TO 7)

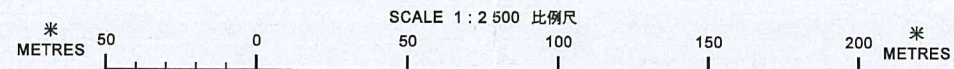
地點界線只作識別用  
SITE BOUNDARY FOR  
IDENTIFICATION PURPOSE ONLY

本摘要圖於2015年11月30日擬備，  
所根據的資料為測量圖編號15-NW-3A、3B、3C和3D  
EXTRACT PLAN PREPARED ON 30.11.2015  
BASED ON BASED ON SURVEY SHEETS No. 15-NW-3A, 3B, 3C & 3D

平面圖 SITE PLAN

香港仔及鴨脷洲分區計劃大綱核准圖編號S/H15/29的擬議修訂項目  
PROPOSED AMENDMENTS TO APPROVED ABERDEEN & AP LEI CHAU OZP No. S/H15/29

修訂項目A、B、C1和C2  
AMENDMENT ITEMS A, B, C1 & C2

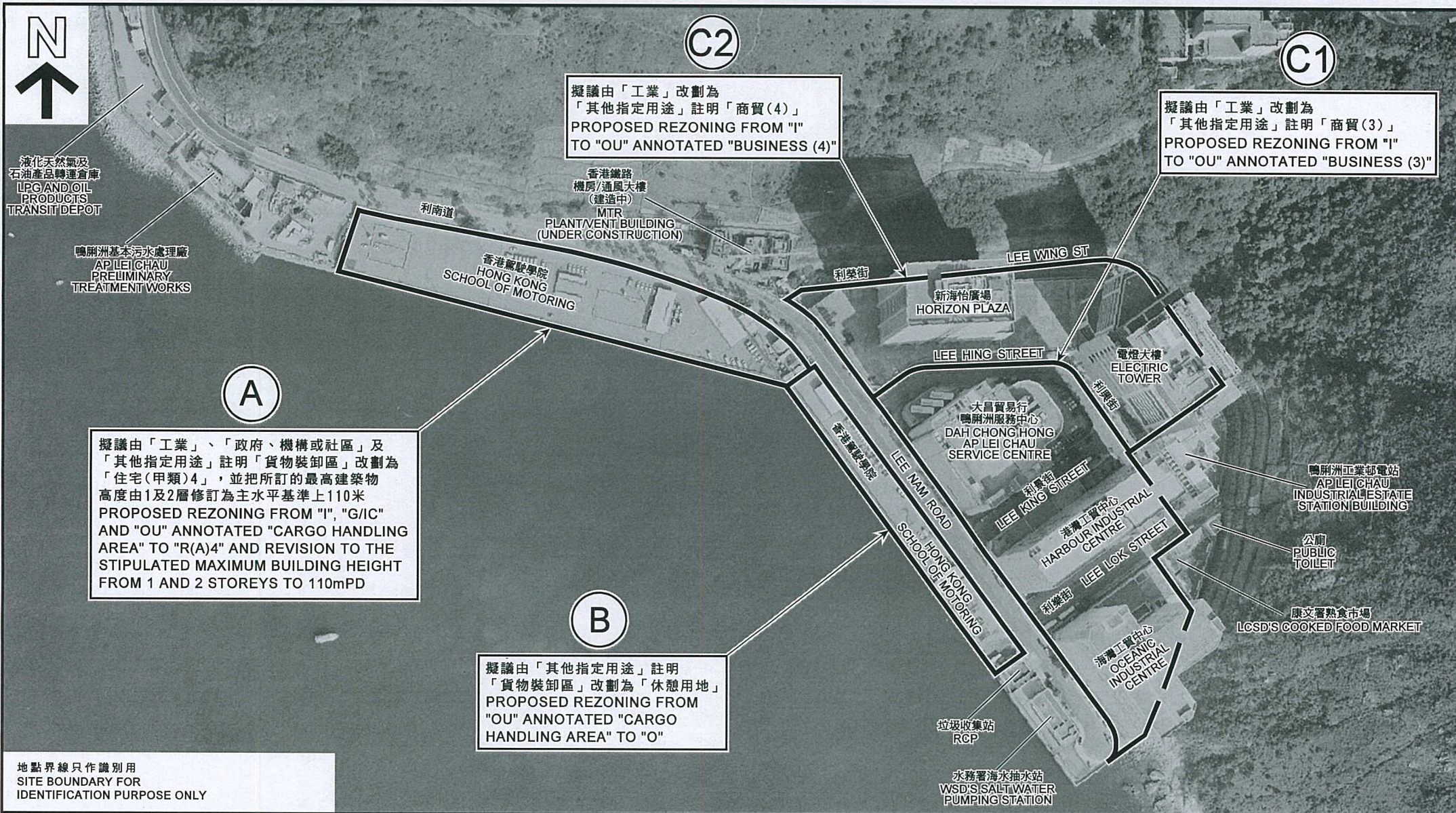


規劃署  
PLANNING DEPARTMENT

參考編號  
REFERENCE No.  
M/H15/15/6

圖 PLAN  
2





本摘要圖於2015年11月30日擬備，所根據的資料為地政總署於2015年1月1日拍得的航攝照片  
編號CS54577

EXTRACT PLAN PREPARED ON 30.11.2015  
BASED ON AERIAL PHOTO No. CS54577  
TAKEN ON 1.1.2015 BY LANDS DEPARTMENT

## 航攝照片 AERIAL PHOTO

香港仔及鴨脷洲分區計劃大綱核准圖  
編號S/H15/29的擬議修訂項目  
PROPOSED AMENDMENTS TO  
APPROVED ABERDEEN & AP LEI CHAU OZP No. S/H15/29

修訂項目A、B、C1和C2  
AMENDMENT ITEMS A, B, C1 & C2

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H15/15/6

圖 PLAN

3



1

A

擬議由「工業」、「政府、機構或社區」及「其他指定用途」註明「貨物裝卸區」改劃為「住宅(甲類)4」，並把所訂的最高建築物高度由1及2層修訂為主水平基準上110米  
 PROPOSED REZONING FROM "I", "G/I/C" AND "OU" ANNOTATED "CARGO HANDLING AREA" TO "R(A)4" AND REVISION TO THE STIPULATED MAXIMUM BUILDING HEIGHT FROM 1 AND 2 STOREYS TO 110mPD

海怡半島  
SOUTH HORIZONS

香港駕駛學院  
HONG KONG  
SCHOOL OF MOTORING

香港鐵路  
機房/通風大樓  
(建造中)  
MTR  
PLANT/VENT BUILDING  
(UNDER CONSTRUCTION)

LEE NAM ROAD

新海怡廣場(平台)  
HORIZON PLAZA  
(PODIUM)

香港駕駛學院  
HONG KONG  
SCHOOL OF MOTORING

地點界線只作識別用

SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

### 實地照片 SITE PHOTO

香港仔及鴨脷洲分區計劃大綱核准圖  
編號S/H15/29的擬議修訂項目

PROPOSED AMENDMENTS TO  
APPROVED ABERDEEN & AP LEI CHAU OZP No. S/H15/29

修訂項目A  
AMENDMENT ITEM A

本圖於2015年11月26日擬備，所根據的資料為攝於2015年11月18日的實地照片  
EXTRACT PLAN PREPARED ON 26.11.2015  
BASED ON SITE PHOTO TAKEN ON 18.11.2015

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H15/15/6

圖 PLAN  
4



A

擬議由「工業」、「政府、機構或社區」及「其他指定用途」註明「貨物裝卸區」改劃為「住宅(甲類)4」，並把所訂的最高建築物高度由1及2層修訂為主水平基準上110米  
PROPOSED REZONING FROM "I", "G/IC" AND "OU" ANNOTATED "CARGO HANDLING AREA" TO "R(A)4" AND REVISION TO THE STIPULATED MAXIMUM BUILDING HEIGHT FROM 1 AND 2 STOREYS TO 110mPD



地點界線只作識別用

SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

### 實地照片 SITE PHOTOS

香港仔及鴨脷洲分區計劃大綱核准圖  
編號S/H15/29的擬議修訂項目

PROPOSED AMENDMENTS TO  
APPROVED ABERDEEN & AP LEI CHAU OZP No. S/H15/29

修訂項目A  
AMENDMENT ITEM A

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H15/15/6

圖 PLAN

5

本圖於2015年11月26日擬備，所根據的資料為攝於2015年11月18日的實地照片  
EXTRACT PLAN PREPARED ON 26.11.2015  
BASED ON SITE PHOTOS TAKEN ON 18.11.2015





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

### 實地照片 SITE PHOTO

本圖於2015年11月23日擬備，所根據的資料為攝於2015年11月18日的實地照片  
EXTRACT PLAN PREPARED ON 23.11.2015  
BASED ON SITE PHOTO TAKEN ON 18.11.2015

香港仔及鴨脷洲分區計劃大綱核准圖  
編號S/H15/29的擬議修訂項目  
PROPOSED AMENDMENTS TO  
APPROVED ABERDEEN & AP LEI CHAU OZP No. S/H15/29  
修訂項目B  
AMENDMENT ITEM B

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H15/15/6

圖 PLAN  
6

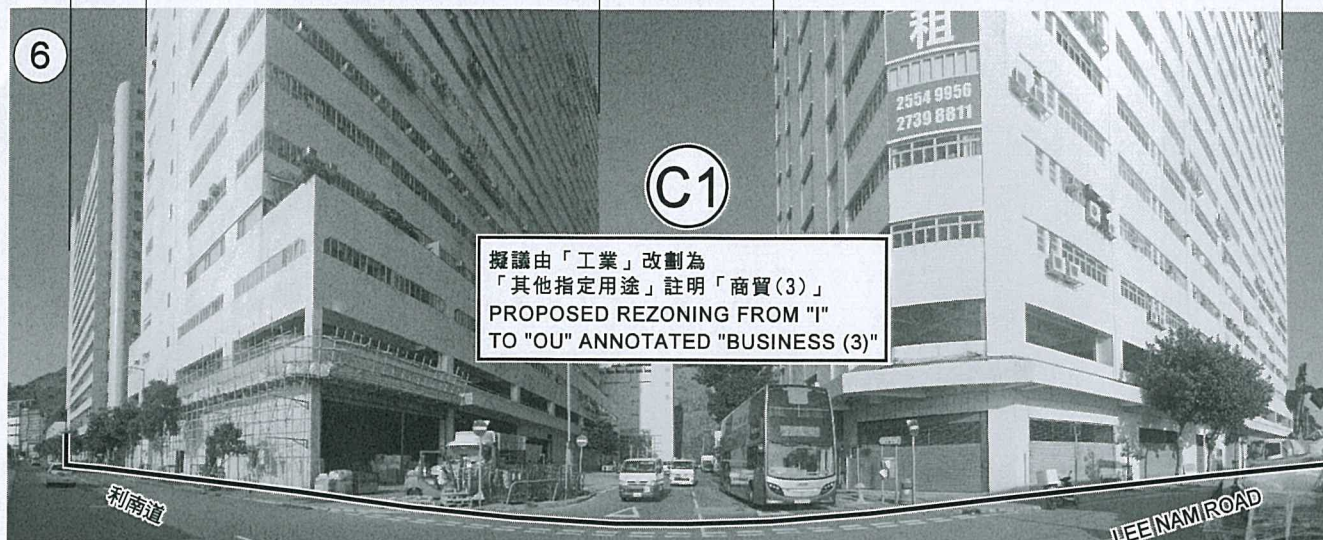


大昌貿易行  
鴨脷洲服務中心  
DAH CHONG HONG  
AP LEI CHAU  
SERVICE CENTRE

港灣工貿中心  
HARBOUR  
INDUSTRIAL  
CENTRE

利樂街  
LEE LOK  
STREET

海灣工貿中心  
OCEANIC  
INDUSTRIAL  
CENTRE



C2

擬議由「工業」改劃為  
「其他指定用途」註明「商貿(4)」  
PROPOSED REZONING FROM "I"  
TO "OU" ANNOTATED "BUSINESS (4)"

C1

擬議由「工業」改劃為  
「其他指定用途」註明「商貿(3)」  
PROPOSED REZONING FROM "I"  
TO "OU" ANNOTATED "BUSINESS (3)"



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

### 實地照片 SITE PHOTOS

本圖於2015年11月24日擬備，所根據的  
資料為攝於2015年11月18日的實地照片  
EXTRACT PLAN PREPARED ON 24.11.2015  
BASED ON SITE PHOTOS TAKEN ON  
18.11.2015

香港仔及鴨脷洲分區計劃大綱核准圖  
編號S/H15/29的擬議修訂項目  
PROPOSED AMENDMENTS TO  
APPROVED ABERDEEN & AP LEI CHAU OZP No. S/H15/29  
修訂項目C1和C2  
AMENDMENT ITEMS C1 & C2

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H15/15/6

圖 PLAN  
7